CHARLOTTE

City Council
Follow-Up Report

April 30, 2010

April 26, 2010 – City Council Business Meeting

Agenda Item #27 – Pavement Condition Analysis and Pedestrian Facility Inventory
Staff Resource: Layton Lamb, CDOT, 704-336-2158, llamb@ci.charlotte.nc.us

During the meeting, Council Member Andy Dulin asked about the windshield survey and why the new process is better.

Pavement condition surveys are critical to identify the highest priority streets for resurfacing. Several factors are involved in establishing those priorities, which invest the limited resurfacing funds to those streets where the life cycle of the pavement can be maximized. Previous surveys have been completely manual - that is, a technician recording information based on visual observation while driving the street. The previous surveys have usually been done every two years at a cost of approximately $200,000. The new contract will be using technology to achieve a better and more useful end product.

- Consistency of ratings across the 25,000+ street segments will be much improved.
- The data will be collected as an electronic database that will interface with the inventory and work order system already in use by CDOT, resulting in more effective and efficient use of the data. For example, when routine maintenance or another type of work order is completed on a street segment, the data in the survey will be updated. CDOT believes this will keep the data more current and allow the surveys to be performed less frequently.
- There will be video of the street segments that allow checking of the data by CDOT staff to verify the results, and use by staff in the future to evaluate conditions without leaving the office.

The cost of the new format survey is $554,711, and if it is not repeated for 5 years, the annualized cost would be $110.942, similar to the cost of the manual method, but with many additional benefits. This contract also includes an initial survey of pedestrian facilities, such as sidewalks, crosswalks and accessible ramps. This information will support the planning, evaluation and construction of pedestrian improvements throughout the City. The cost of the pedestrian survey is $255,976, which is less cost than it would be alone since it is performed at the same time as the street condition survey.

Agenda Item #34 – Resolution of Intent to Abandon a Portion of Seigle Point Drive
Staff Resource: Jeff McSwain, CDOT, 704-432-1489, jmcswain@ci.charlotte.nc.us

During the meeting, Council Member Nancy Carter asked about the advantages of the proposed abandonment and elimination of the median.

According to CDOT staff, the proposed abandonment supports approved rezoning #2009-003. By abandoning a portion of Seigle Point Drive, the Charlotte Housing Authority will be able to add a new building containing a parking deck and an additional 190 residential units. Charlotte Housing Authority has agreed to add a raised pedestrian refuge at the intersection of 10th Street and 12th Street. The pedestrian refuge will improve pedestrian connectivity and support the future greenway system. The existing left turn lane into Seigle Point Drive will remain to allow access into the new building containing the parking deck and residential units.

City Council has set the public hearing for the proposed abandonment for May 24, 2010.

Agenda Item #36 – Resolution of Intent to Abandon a Portion of McAlpine Station Drive
Staff Resource: Jeff McSwain, CDOT, 704-432-1489, jmcswain@ci.charlotte.nc.us

Council Member Andy Dulin asked if there were plans for a traffic light at McAlpine Station Drive and whether it would line-up with Timber Springs Drive.

The new McAlpine Station Drive will be aligned with Timber Springs Drive, and this will be a signalized intersection. The developer will fund all of the improvements. The rail crossing will be an at-grade crossing like that at the existing McAlpine Station Drive, however, the new traffic signal and crossing arms will control the traffic movements in a safer manner.

City Council has set the public hearing for the proposed abandonment for May 24, 2010.

CITIZEN'S FORUM

Sidewalk Projects
Staff Resource: Vivian Coleman, CDOT, 704-353-0481, vcoleman@ci.charlotte.nc.us

In response to speakers who discussed their concerns for sidewalk projects located at Park Road, Murrayhill Road, and Wedgewood Drive, City Council requested a timeline of communications to residents, analysis of parking in driveways, and construction of sidewalks.

Staff was asked to evaluate reducing the width of the planting strip along Murrayhill Road. Sidewalk Project from 5-feet to 4-feet. After working extensively with neighborhood residents over the past two years, staff previously reduced the planting strip from 8-feet to 5-feet and changed the plan several times in response to other concerns expressed by residents.

Design for the project is substantially complete and staff have surveyed and recorded plats for construction easements affecting over 80 lots. Redesigning the sidewalk to reduce the planting strip by one foot and redoing more than 80 plats would cost the City approximately $40,000 and would delay construction an additional three months.

Given the substantial public involvement process and the cost and delay associated with re-designing the project, CDOT has concluded that the project should proceed as designed.

Staff has communicated with property owners over the past five months primarily through emails and phone conversations. CDOT held a public meeting on December 2, 2009 to review the design and followed up with a letter to all property owners on January 29, 2010. Staff has since responded to numerous requests for information. Staff has also met with individual property owners on site on April 7, April 13, and April 22 to review design concerns regarding driveways, grading, and trees. The design includes provisions addressing those concerns. Staff and the consultant also met with Council Member Andy Dulin on March 19, 2010 to walk the project and to review the design.

A specific issue related to the concern about the size of the planting strip is the ability to park cars in the driveways without blocking the sidewalk. Staff has reviewed the project and does not believe there are any instances where a one-foot difference results in any change to the capacity of the driveway. Staff believes there is room to park at least two cars on each driveway without blocking the sidewalk. Attached is an illustration of a driveway and parking for two cars.

CDOT is sensitive to the amount of time staff, consultant, and residents have dedicated to working on the design of this project and believes the sidewalk will be enjoyed by residents in the neighborhood as is typically found on all of CDOT's sidewalk projects. Pedestrian travel in the neighborhood will be safer and more comfortable for decades to come.

City staff will ensure that Ms. Robinson and Ms. Houston also receive this information.
(view left side, attached to this document)

Brian Center Nursing Home/Independent Living Center
Staff Resources: James McLeod, CATS, 704-432-3659, jmcleod@ci.charlotte.nc.us
Layton Lamb, CDOT, 704-336-2158, llamb@ci.charlotte.nc.us

Ms. Ethyl Ward discussed her concerns regarding transit services and public safety issues in the area of the Brian Center Nursing Home/Independent Living Center, located at 5939 Reddman Road in Charlotte.

CATS staff has indicated that the facility is located approximately 1/2 mile south of the intersection of Albemarle Road and Central Avenue. There is no direct CATS service to the facility, and the closest service is Route 9 with stops on Central Avenue. Special Transport Service (STS) can be utilized by residents who qualify under the Americans with Disabilities Act. This approval is evaluated on a case-by-case basis through an application process. More information regarding STS services can be found on the CATS link, under Special Transportation, of the City's website, www.charmeck.org, or by calling STS at 704-336-2637.

CDOT Street Maintenance will have a pedestrian rail installed between the creek and sidewalk and work with Charlotte Mecklenburg Utilities to have the raised manhole adjusted. Work should be completed by June 1st.

City staff will ensure that Ms. Ward also receives this information.

PET Data

Staff Resource: Darrellyn Kiser, CMPD, 704-336-7736, dkiser@cmpd.org

Council Member Warren Turner requested the average time it takes to receive an animal license once the payment and documentation have been submitted to PET Data.

Pet Data is the company that is contracted to handle the City's animal licensing process. The average turnaround time to receive an animal license is two weeks.