

Meeting Notes Memorandum

Meeting Date: June 24, 2010

Subject: 3rd Public Meeting – Oakdale Road Improvements - Farm to Market Program

Location: LifeBuilders Church – 730 Oakdale Road – 6:00 – 8:00 p.m.

Attendees:

Mark Grimshaw	E&PM
Darryl Poole	E&PM
Troy Eisenberger	CSWS
Harrold Smith	CSWS
Tom Sorrentino	CDOT
Robby Wayne	RS&H
Ken Herring	RS&H
Radha Swayampakala	RS&H
Mike Blackmore	RS&H
Vivek Hariharan	RS&H

The purpose of this memo is to document public input from the third Oakdale Road Farm to Market Roadway Improvements public meeting. The public meeting gave the public its first viewing of the proposed design for the improvements.

Representatives from the City of Charlotte and RS&H presented an overview of project objectives that had occurred since the previous public meeting held on July 17, 2008. Mark Grimshaw (Project Manager) provided introductions and an overview. Along with the overview, Mark also explained that the project limits had been adjusted due to budget constraints facing the project. The project planning phase included approximately 2.4 miles of roadway, but the design is for approximately 1.1 miles and would tie into the proposed Brookshire(NC16)/Oakdale Road Intersection Improvements Project.

Robby Wayne (RS&H) followed Mark's overview with a detailed description of the proposed improvements and considerations of previous public comments. Intermittent questions and comments were incorporated into the design presentation. The public was passionate and gave their input during the design presentation. Finally, the public was able to view the 50% design plans and have individual comment sessions concerning specific properties and existing issues.

The overall consensus from the public was that they did not support the design that was being presented. There were individual property owner concerns as expected during a design stage public meeting. The majority of the public voiced concerns for/against the proposed improvements from an overall community impact perspective. Some residents expressed concern that the concept had changed since the previous meetings and that they were not informed of the changes. It was explained that there had been two prior meetings that were presented at a conceptual level and the only item that changed from the concept plans was the project limits.

The following items were discussed during the presentation, the question and answer session, and the individual breakout session:

PROJECT DEVELOPMENT & DESIGN

- Q. How was this project selected to be designed over other projects?
- A. CDOT explained that this project was associated with the City's Farm to Market Roadway Improvements program. This program was developed to improve older rural winding roads (many minor thoroughfares) that were historically used as farm to market roads prior to urbanization. The roads designated within the program generally require a variety of safety as well as operational improvements. . Oakdale Road was selected based on the traffic volumes along the road, new development and other improvement projects that have occurred or have been identified within the area. Eventually, Oakdale Road will be improved to the City Limits and potentially to the intersection of Mount Holly-Huntersville Road. Depending on the timing of construction of the Oakdale Road interchange at I-485, the improvements could happen sooner than later.
- Q. There are only a limited number of houses on Oakdale between Old Plank Road and Dale Avenue. Who is the proposed project intended to benefit, us or the other neighborhoods in the area?
- A - The roadway improvements are intended to benefit everyone in the area. The roadway improvements would provide safer driving conditions as well as walking and bicycle facilities. The improvements would help to connect the minor thoroughfare and the growing neighborhoods within the project area.
- Q. Will Oakdale Road become another Harris Boulevard in the future?
- A. No.
- Q. Why do we need bike lanes?
- A. Bike lanes have been integrated into all roadway projects in Charlotte. The City-wide policy is to create a complete network of streets, sidewalks, and bike lanes.

CONSTRUCTION ISSUES

- Q. Time Line for NC16/Oakdale Intersection construction and will the intersection improvements continue without the Oakdale Road FTM Roadway Improvements
- A. Approximately Fall 2011, and yes the intersection will continue with or without Oakdale Road FTM Roadway Improvements.
- Q. Why 8' planting strip and 6' sidewalks? Seems large. Extensive property impacts
- A. CDOT described the safety benefits associated with larger planting strips and wider sidewalks. 6' sidewalks allow two pedestrians to pass each other without having to step aside for one another. The sidewalk will remain at a 6' width to accommodate passing pedestrians. The planting strip width may be adjusted to a lesser width to avoid or minimize impacts. Further discussion is required.

- Q. Will impacted overhead utilities be relocated underground during construction?
- A. No. It is not cost effective to bury overhead utilities during construction.

- Q. Does the City compensate for the loss of larger mature trees if they are removed during construction?
- A. Yes. Real Estate agents will contact the property owner and discuss this issue individually.

ALIGNMENT/GEOMETRY/TYPICAL SECTION

- Q. Prohibiting left turn movements into driveways is unacceptable.
- A. The design minimizes the number of driveways that have right in/right out access only. At these locations, a u-turn movement would be required. This has been addressed in the design by including intersections and bulb-outs for u-turn movements. Staff may revisit locations of proposed medians.

- Q. The project end location does not make sense. The project should end at Pleasant Grove so as to encompass the school at Pleasant Grove and Oakdale Rd.
- A. It was explained that due to budget constraints the roadway improvements are planned to end at Dale Avenue. This location was deemed the most logical location to end the project.

- Q. With the placement of sidewalks and bike lanes there would be more obstructions for traffic to navigate when making turns. This might be cumbersome during peak hours.
- A. There would be more activity, with both pedestrian and bike traffic, but the improvements would not complicate matters. Crosswalks and bike lanes would be clearly marked and should not negatively impact traffic operations.

- Q. Since a median is being proposed at many locations, this would require many residents to make u-turns. This can potentially increase the number of accidents. More openings in the median should be added to provide access to the houses on Oakdale Road.
- A. Point taken, but the reality is that although a u-turn movement is not the typical vehicular movement under existing conditions; the design has reduced the number of traffic conflicts by the use of the median and limited left turn movements.

SPEED ISSUES

- Q. Oakdale Road speed limit is too high (45 mph)
- A. Robby W. explained that the improvements incorporate a design speed of 35 mph.

- Q. How will the improvements help to reduce vehicular speeds?
- A. Research has proven that the proposed median and bike lanes will reduce vehicular speeds by narrowing the physical appearance of the roadway. The proposed median presents a physical barrier/channelization for drivers which in-turn slows the speeds of drivers by reducing the "comfort level" associated with driving on an open road.

Q. In area from Dale Avenue to the sharp curve section, the road is a “drag strip”. Will the project improve this situation and will police be more involved in catching speeders through the area? What is E&PM’s relationship with police?

A. The proposed reduction in the speed limit to 35 mph would improve the situation. E&PM coordinates with CMPD during the planning and design of projects. CDOT explained that we will re-evaluate the speed limit now and reduce it if justified and also request that the police monitor and enforce the speed limit in the area.

Q. How will the improvements reduce the speed through the curved section north of Peachtree?

A. Again the proposed reduction in the speed limit will improve the situation. The proposed traffic signal at Peachtree Road will also improve the situation by monitoring the speeds of traffic at the intersection.

Public suggested curve warning signs and extra delineators for the curve sections north of Peachtree Road.

TRAFFIC SIGNALIZATION AND CAPACITY

Q. Signal at Peachtree – Public concerned with timing of the traffic signal.

A. It was explained that the signal would be vehicle-actuated. The signal should also help to reduce speeding by metering traffic flow.

Q. Auten Road intersection - The gap between vehicles is not sufficient for people to make a left turn from Oakdale Road.

A. The reduction in speeds along with the southbound left turn only lane will increase the safety for thru traffic and left turn movements.

TRUCK TRAFFIC

Q. Limit Truck traffic on Oakdale Road. Trucks use Oakdale Road constantly even though signing prohibits truck traffic over a certain size.

A. CDOT explained that the road was already signed to limit truck traffic (is this true?). During design, CDOT would examine the need for more signs to prohibit truck traffic if necessary.

OTHER PROJECT CONCERNS

Q. Will the improvements cause my property value to decline? This project could lead to decrease in the re-sale value of the properties in the area as a lot of the front yard would be lost due to sidewalk and bike lanes.

A. The amount of land the property owner would own would be reduced due to right-of-way acquisition, but the improvements themselves do not decrease property values. Studies have shown that property values increase due to the improved safety, mobility, and aesthetics.

Q. Will the city maintain planted medians? The plants, shrubs and trees planted in the median by the city are usually neglected after a while and the landscape for the area deteriorates after sometime.

- A. The City is responsible for maintenance of all medians, but service can be impacted by budget constraints. .
- Q. Are the u -turn locations and left turn movements large enough for a vehicle pulling a boat to complete the movement around the medians?
- A. Robby W. answered this question as yes. The design incorporated vehicle and trailer movements.
- Q. Why sidewalks? We are concerned with ease of access to our properties with the high crime rate in the area.
- A. Crime is present in an area with or without sidewalks. Sidewalks do not encourage or increase crime in an area.
- Q. It is not fair to shift the roadway improvements away from the CMU property between Old Plank Road and Auten Road.
- A. Unfortunately this is the case. It was explained that the roadway shift was not only due to the CMU property, but there is a large Duke Energy Transmission Line right-of-way that backs up directly to the existing road right-of-way. Relocating the transmission lines and CMU underground water equipment would be cost prohibitive to the project. It could potentially cost more to relocate the utilities in the immediate area than the entire project would cost.
- Q. Is there any way to “value engineer” project to extend to school and business area? There is not even a shoulder to walk on.
- A. Further investigation will be provided regarding this issue.

SPECIFIC PROPERTY CONCERNS (NOTED ON PRESENTATION BOARD AND/OR COMMENT CARD SUMMARY)

- Q. 405 Oakdale Road – Harley Smith – What is the blue painted survey stripes in my yard and what is the orange painted nail with “TP” written next to it.
- A. The painted blue lines in the back yard is probably a surveyed existing waterline. The orange painted nail with TP written next to it is a survey turning point. It was explained that these markings were related only to the existing survey that has been performed. It is not part of proposed improvements associated with this project.
- Q. 405 Oakdale Road – Harley Smith – The Type III driveway proposed at the Noodle Plant (331) is on my property. There is no agreement between me and them to allow this.
- A. It was explained that this is the reason we are having the public meeting. Our policy is to replace as is. The location will be re-designed and access to the Noodle Plant will be provided on the Noodle Plant property.
- Q. 916 Oakdale Road – There is a pond in the planter. How will trees and proposed power line locations, due to roadway improvements, affect my property? Concerns of extensive tree trimming associated with the roadway improvements would kill trees and remove afternoon shade.
- A. Even though we are showing the tree as being saved, the utility relocation may require the tree to be extensively trimmed. Further investigation is required.

- Q. General – Add signs or rumble strips or some sort of warning to drivers of the severity of the curves north of Peachtree Road.
- A. The City and consultant will consider alternative means of warning for the area in question.
- Q. 1004 Oakdale Road – BP Station - Need median cut for southbound left turn movement for customers and tanker truck.
- A. It was explained to the property owner that there are alternative designs being considered for the BP Station and we would meet with them directly to discuss.
- Q. 1019 Oakdale Road – Drainage issues from road and outfall of existing system paralleling the property. Sewer backups are common and cause problems.
- A. It was explained that the roadway improvements will also consider and resolve roadway drainage related issues. For the sewer issue, the property owner was directed to contact CMU.
- Q. 1108 Oakdale Road – Street flooding and water freezing on street in the winter time
- A. It was explained that the roadway improvements would help reduce the drainage issue. A ditch and drainage system will be provided behind the sidewalk to help alleviate the issue.
- Q. 1226 Oakdale Road – Save these trees. They are actually closer to the house than shown.
- A. Further investigation is required. Staff will do everything possible to save the trees.
- Q. 1304 Oakdale Road – Crawlspace flooding.
- A. The roadway improvements will consider drainage related issues as part of the design.
- Q. 1424 Oakdale Road – save large tree at southwest corner of property. Concerns of extensive tree trimming associated with the roadway improvements would kill trees and remove afternoon shade.
- A. Further investigation is required. Staff will do everything possible to save the trees.

In conclusion, the above material represents RS&H's understanding of the comments and concerns discussed at the Oakdale Road Public Meeting. Additional comments specified from the comment cards are summarized and have been attached to this document.

