

# Meeting Notes Memorandum

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**Meeting Date:** July 17, 2008

**Subject:** 2<sup>nd</sup> 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
Jaya Dhindaw	Planning
Jackie Harris	Char-Meck SWS
Veronica Wallace	CDOT
Greg Kolat	Real Estate Division
Chad Critcher	RS&H
Robby Wayne	RS&H
Radha Swayampakala	RS&H
Beth Shelton	RS&H
Mike Blackmore	RS&H
Vivek Hariharan	RS&H

The purpose of this memo is to document public input from the second Oakdale Road Improvements public meeting. The public meeting gave the public its first viewing of the conceptual layout for the Oakdale Road Improvements. Representatives from the City of Charlotte and RS&H presented an overview of project objectives that had occurred up to and since the previous public meeting held on February 26, 2008. Mark Grimshaw (Project Manager) provided introductions and an overview. Veronica Wallace (CDOT) followed Mark's introductions with an overview of the City's Transportation Program. Chad Critcher (RS&H) followed Veronica's overview with a detailed description of the proposed improvements. Once the general presentation forum was complete; an open question and answer session was provided to discuss overall issues regarding the improvements. Finally, the public was able to view the conceptual plans and have individual comment sessions concerning specific properties and existing issues.

The following list of items were discussed at the public meeting during the question and answer session and the individual breakout session:

## CONSTRUCTION

- Time Line for construction – Approximately 3 years
- What would happen to house frontages? For the most part, the project does not heavily impact individual home frontages. There are a few exceptions that will be addressed during design.
- Will Oakdale Road be closed during construction? No. It will remain open throughout the project with the exception of temporary closures for utility crossings.

- Broken sidewalk on Oak Drive near Oakdale – Curb and gutter and sidewalk may be replaced during construction of Oakdale Road.

## **ALIGNMENT/GEOMETRY**

- The curve located just north of Peachtree Road was of concern. The public was in favor of Alternative 1 and/or 2 for the curve section in order to keep traffic speeds reduced in the area.
- Specific property concern regarding the “curve” alternatives – Mike Dellinger (1108 Oakdale Road) would prefer Alternative 2 (30 mph design). Mr. Dellinger’s specific comment and reasoning for his preference to Alternative 2 are as follows:  
 “Alternative 2 would have less impact to my yard, I have very old very rare cypress trees in the front yard that will not survive the 25mph option because of the necessary grading. I don’t know if you know it but my house at 1108 Oakdale Road was the former location of a greenhouse. They were very careful in the landscaping and the granite block that was used to construct the buildings was hauled by horse cart to the location and then cut and set onsite by an Italian mason. The 30 mph alternative has very little impact on my properties, and will be easier to achieve using the existing grade while not effecting any non replaceable landscaping. The 35 would be safer, but would destroy too much of my neighbors yards.”
- How can speed be controlled in the curve north of Peachtree Road? Keep 25mph alternative to help control traffic speeds.
- Alternative 3 (Peachtree Road, 35 mph) curve safety concerns - There was an objection to using the “old roadway” as a “side street” for the six properties that would be affected in the area of the curve to the east side. It was explained that one driveway in the curve section would present a much lesser danger to vehicles, pedestrians, and bicyclists than the individual 6 driveways.
- Will improvements occur at the Oakdale Road/Oak Drive intersection along Oak Drive? Yes.
- Sight distance problems for driveways in the curve near Peachtree Road – It was explained that these issues would be further investigated during the design phase.
- The existing retaining wall on Oakdale Road creates a sight distance issue when turning from Oak Drive – Sight distance will be resolved during the design phase.

## **SPEED**

- Public suggestion of speed humps on Oakdale Road – It was explained that speed humps were impractical on a minor thoroughfare.
- Public Consensus at curve near Peachtree Road is leaving the curve as it is. It deters speeding.

## **TRAFFIC FUNCTION, SIGNALIZATION, AND CAPACITY**

- Will signals be caution lights or signalization? – Four way Signalization (no caution lights).
- Signal at Peachtree – Public concerned with stop light timing. It was explained that the signal should be vehicle tripped except for during peak traffic hours.

- There were concerns that the Hwy 16 / Oakdale Road intersection improvements need to be done before Oakdale Road. The intersection improvements at Hwy 16/Oakdale Road were a “hot topic”. Staff explained to the public that there is a project underway to improve the intersection. The intersection improvements in conjunction with the Oakdale Road Improvements would compliment the surrounding area.
- The public offered the suggestion that once the Hwy 16 / Oakdale Road Intersection improvements were built; this would help to alleviate traffic on Auten Road.
- Auten Road Extension – The Auten Road extension project was removed from the City of Charlotte’s scheduled improvements.

## **TRUCK TRAFFIC**

- Limit Truck traffic on Oakdale Road
- Truck traffic at Peachtree and Auten Road – Can truck traffic be reduced?

## **DRAINAGE**

- Suzanne Demko Property – Concerns for property flooding upstream of the roadway culvert. It was suggested to Mrs. Demko to call 311 to register a drainage complaint in the City’s Stormwater Maintenance Department. If her property qualifies for the maintenance program, it would expedite the solution to her problem prior to the Oakdale Road Improvements.

## **OTHER PROJECT CONCERNS**

- What happens to the bike lane at the project limits? More improvements would be necessary to extend the bike lanes. Unfortunately, the project is limited to work within the City Limits, therefore, the bike lanes could not be extended as part of this project.
- Properties adjacent to Oakdale Elementary School – The planning department explained potential future development that would be recommended on this property would be mixed use. The public was unclear of what the mixed use landuse would mean to the property. Planning staff explained that the mixed landuse would provide commercial and residential living similar to Davidson or Birkdale, but on a smaller scale.
- Who is responsible for maintenance of planting strip and the planted median? The individual property owner would be responsible for maintenance of the planting strip between the curb and sidewalk and the City would be responsible for the maintenance of the planted median (interior planted island).
- Utility replacement? Why can’t Duke Power bury their utilities underground in this area? The City does not have the answer to this question; therefore, the property owner was directed to contact Duke Power with the question.
- What is the City’s advantage of improving this road? There is no advantage to City other than the roadway improvements itself. This is part of the City’s plan to evenly disperse transportation funds throughout the City.
- Fred Alexander Blvd. – City staff explained to the public that this road would not be built at any time in the near future.
- Public suggestion of a City park location near the Stephanie Kuhn property.
- Sidewalk on Oak Drive? Not part of this project.

- Life Builders Church – The second row of trees (proposed streetscape trees) will block the face of the church and is not desirable. Tree issue will be handled during the design phase of the project.

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.

# Oakdale Road Improvement Project

2<sup>ND</sup> PUBLIC MEETING

July 17, 2008

Lifebuilders Church - Oakdale Road

Charlotte, NC

6:00PM – 8:00 PM

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## COMMENTSHEET

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*The City of Charlotte values your opinion and appreciates any input and feedback you could provide regarding improvements that are necessary or should be included in this project.*

Sharp curve near Peachtree – the straighter the road, the faster the traffic will get going out Oakdale from the light. It's already a place (between sharp curve and Woodmen of the Ward) where traffic speed increases significantly heading toward the school. Please leave the curve as is!

Thank you for improving our street! Talk Duke Energy into doing the right thing and bury the lines. They are corporate citizens! They should act like one!

Name/Address(optional): Robert Hildreth & Laura Neff, 1400 Oakdale Road.

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*Please turn in to City staff tonight before you leave, or if you need more time mail or fax to the project manager **no later than July 31<sup>st</sup>***  
at: Mark Grimshaw

City of Charlotte  
Engineering & Property Management  
600 East Fourth St.  
Charlotte, NC 28202-2844  
Phone: (704) 336-4549  
Fax: (704) 336-4554  
[mgrimshaw@ci.charlotte.nc.us](mailto:mgrimshaw@ci.charlotte.nc.us)

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1. Please take into consideration the intersection of Oak Drive @ Oakdale Road. To turn right onto Oakdale Road from Oak Drive can be tricky.
2. At the curve from Peachtree toward Shady Circle, I would prefer #3 project, but #2 would be a fair alternative.
3. No more than 35 mph would be preferred throughout Oakdale Road.
4. The proposed traffic lights and intersection corrections at Peachtree and Pleasant Grove Road look great.

Name/Address(optional):

Dawn Gordon  
506 Touch Me Not Lane  
Charlotte, NC 28216

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Mark Grimshaw

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