

## SOUTHERN SHORES DOGWOOD TASK FORCE MEETING

January 19, 2016

Pitt Center

- I. **Call to Order** - Michael Fletcher, Chair, called the meeting of the Southern Shores Dogwood Task Force to order at 6:00 pm. In attendance were Task Force members, Maureen McGrath, Richard Bell, Dan Dwyer, Sam Williams, Tom Craney, Keith Lilly, Shirley Ruff, and Jim Connors. Town Staff in attendance: Town Manager Peter Rascoe, Town Planner Wes Haskett, Chief of Police David Kole, Public Works Director Rachel Patrick, and Town Engineer Joe Anlauf.
- II. **Pledge of Allegiance** - The group said the Pledge of Allegiance
- III. **Approval of Agenda** - Agenda for the current meeting was approved.
- IV. **Approval of Minutes** - The minutes of the November 19, 2015 meeting were approved on motion duly made and seconded.
- V. **Old Business** –  
Task Force Member comments on ongoing research: Questions were provided prior to this meeting to the Town Staff.
- VI. **New Business – Q&A with Town Staff**

Town Manager Peter Rascoe stated that the streets in Town were developed by a private developer prior to the Town's 1979 incorporation and acquired in the early 1980's. There are no easements under title. Links to Town website documents referenced by Mr. Rascoe:

<http://southernshores-nc.gov/158-seasonal-traffic-backup-counter-measures/>

<http://southernshores-nc.gov/capital-street-improvement-cip-information/>

1. ***What have you already done and what has been planned to maintain the livability of these residential streets during the excessive volume of traffic in the summer?***  
Chief Kole: The Police Department received a grant for a School Resource Officer who is used as an extra patrol in the summer for heavily traveled roads. The Department also parks a marked unit on some of the cut through roads.
2. ***Does the Town want to increase the flow of traffic that cuts through between HWY 158 and NC 12 on these streets to relieve congestion overall:***  
Chief Kole: Not that he's aware of. Summer traffic all ends up on Duck Road. Juniper Trail gets a lot of cut through traffic as well.
3. ***Do we already work with other local & state transportation groups in solving traffic problems? What groups exist and how do we work with them?***

Town Manager Rascoe: Will send the Task Force a link to the groups on the website. There's a Seasonal Traffic Reduction Group consisting of: the Towns of Southern Shores, Kitty Hawk, Duck, and Currituck County; NCDOT and Property Management Group of the Outer Banks Board of Realtors. The group has talked about signage and lights and was responsible for the marketing of using alternative route from I95 to NC64 to alleviate traffic to the southern beaches. There was a cooperative effort between Southern Shores & Kitty Hawk last year to provide officers at the major intersections of Routes NC158 & NC12. The group had a meeting in the Fall of 2015 to ascertain success of efforts. Placing officers at the intersections was deemed successful as well as some success with the routing on NC64 from I95. As far as the interest in a no left turn off NC158 onto South Dogwood, both the Town of Kitty Hawk and NCDOT will not allow this. Kitty Hawk has jurisdiction over Route 158 including the sidewalk (Town of Southern Shores maintains) Even a portion of Town Hall's front lawn is in the Town of Kitty Hawk.

4. ***What solutions offered by other traffic task forces in Southern Shores have been implemented and how well did they work:***

Planner Haskett: The Bicycle & Pedestrian Plan completed in October 2014 was grant funded 80% by NCDOT and 20% Town of Southern Shores. No action has been taken on the Plan. In this Plan were two project alternatives involving Dogwood Trail. In 2007 the Planning Commission put together statements and in 2010 a Resolution was adopted by the Town Council. This information can be found on Town's website under Capital Projects.

5. ***Is there a fixed formula for the expenditure of tax \$ including ad valorem tax \$ that can be spent on roads?***

Town Manager Rascoe: No fixed formula. Road money from Town of SS goes towards: Capital Projects (total road rebuilds), Repair (potholes, shoulders, etc.), and Bulkheads (prevents road erosion from canals). Town has traditionally designated revenues derived from 3¢ ad valorem (now 4.3¢ since revaluation of property) for capital road improvements. This equates to an annual budget appropriation of \$516,000. Council decides on CIP \$ which is discussed and adopted separately.

6. ***Do we care about the dispersion of traffic to other also congested roads?***

Chief Kole: 2015 saw a significant use of side streets; there's a new AP called MAZE which some travelers are using to navigate through Southern Shores. Police Dept. doesn't have enough manpower to control this.

7. ***The volume of traffic seems to increase yearly and at some point, the Mid-Currituck Bridge will add new volume in the form of visitors and new construction. Do you have any long range plans for dealing with this increased volume?***

Chief Kole: On a summer weekend, 80,000 vehicles travel north to Currituck County through Southern Shores. He foresees that Mid-Currituck Bridge will reduce traffic in SS.

Town Manager Rascoe: The traffic going to Duck as a destination will still be there even after bridge is built. There is an ongoing conversation with NCDOT and Duck about the 4-5 stormwater hotspots on Route 12. Question is will there be permanent improvements to these areas and will

the Town of Southern Shores have to pay for them. Currently the Mid Currituck Bridge is in the permitting phase which is when litigation is anticipated. Start date for the bridge is 2017.

8. ***Do you have any system for recording & addressing community complaints about the traffic on these streets? If not, could one be developed?***

Chief Kole: He receives a few complaints. Problem is when traffic is gridlocked, there is no where to direct it. The blockage is in Duck. Police are trying to keep the intersections open.

Town Manager Rascoe: Two to three emails & voice mails from residents and visitors each weekend.

9. ***Traffic volume seemed to become less of a problem as more turnover dates were added by the realtors. Do you think the realtors can be convinced to add more turnover days to the week?***

Town Manager Rascoe: Bottom line is that the rental market is customer driven. Owners don't want to shift to other than Saturday/Sunday. The alternate route from I95 to NC64 is being marketed by Realtors to their customers. The webcams on NC64 appeared to have shown increased traffic in 2015.

10. ***Is there any way to enforce weight and size of cut through vehicles? Have tour buses and commercial trucks been reported as a problem on these streets?***

Chief Kole: *Handout NC Code of Ordinances, Section 20-115 (marked #10 on attachments)* Five ton limit weight restriction; no through truck traffic permitted. Duck Woods Country Club regularly gets deliveries which are permitted.

11. ***Have there been any steps made to deal with the standstill traffic on Wax Myrtle & Sea Oats coming off East Dogwood onto NC12?***

Chief Kole: No – there is no solution. The streets are public and open to everyone. A lot of the traffic is local. The Police do hand out a lot of tickets.

12. ***By making these streets more pedestrian friendly with sidewalks and crosswalks can we improve safety and help traffic control?***

Chief Kole: *Handout Motor Vehicle Laws of North Carolina Section 20-174 (marked #12 on attachments)* The streets are barely wide enough for cars without adding pedestrians and bikes. According to the law, pedestrians crossing/walking on a roadway (without sidewalks) shall yield right of way to vehicles. With sidewalks, it is unlawful for pedestrians to walk along roadway.

13. ***Is there any off season traffic data to use as comparison against the seasonal traffic data already provided:***

Chief Kole: *Handouts: Town of Southern Shores Traffic Data Averages Summer 2015; Pie chart June 2015, Pie Chart July 2015, Pie Chart August 2015 (marked #13 on attachments)* All handouts compare traffic counts for South Dogwood and NC 12 for June – August 2015. Chief Kole noted that the average speed on South Dogwood was 25.5 mph.

14. ***What are street repair data and associated costs for work done on S&E Dogwood in any given year? Are these costs unusual compared to other streets in SS?***

Public Works Patrick: Last year, Public Works spent approximately \$36,000 for over 1,000 linear feet to repair South Dogwood Trail. This cost is unusually high for street maintenance and

involved repairing edge failures that have occurred recently due to a lack of a stone base and shoulders.

15. ***Would a right of way survey be necessary before major work on S&E Dogwood could commence?***

Town Engineer Anlauf: Yes, a survey would be necessary; Town does not have survey data.

16. ***What is a ball park estimate for a right of way survey on S&E Dogwood?***

Public Works Patrick: \$80,000 to \$100,000 for Survey

17. ***What is ball park estimate for one mile of walkway?***

Public Works Patrick: Planning estimates for concrete walkway will vary widely depending on many factors including bid conditions and topography. In today's bid conditions, for a 5' wide concrete walk the estimated cost would be \$40-\$50 per linear foot, which translates to \$211,000 to \$264,000 per mile.

18. ***What is ball park estimate for one mile of multi-use trail?***

Public Works Patrick: Again dependent on many factors, including bid conditions & topography. An 8' wide asphalt trail would cost approximately \$60-\$70 per linear foot, which translates to \$316,000 to \$370,000 per mile.

19. ***What is ball park estimate for resurfacing one mile of a SS street with adequate base, assuming that the original asphalt has to be torn up?***

Public Works Patrick: Resurfacing with an adequate base is considered a rebuild which involves removal of existing roadbed and replacing with proper stone base & new asphalt. There are lots of factors involved in estimating and cost will vary based on current bid conditions, topography, the need for storm water migration, the presence of unsuitable soils and possible excavation measures, etc. Rebuild could cost from \$150-175 per linear foot, which translates to approximately \$528,000 to \$924,000 per mile. It is possible that retaining walls would be needed in some areas and if so would cost an additional \$150 per linear foot plus the cost of a structural engineer's design.

20. ***What is the life expectancy of an asphalt only road as opposed to asphalt with base road? Is there any data on expected or repair costs to these different kinds of roads?***

Town Engineer Anlauf: The Asphalt Institute states that the life expectancy of a road with an adequate stone base is twelve years. Life expectancy in SS is 20-30 years. A road is only as good as its base. An asphalt overlay is less expensive than a rebuild however an overlay can only extend life expectancy on roads with an adequate base.

21. ***What are the improvement options given NCDOT standards? Please include information regarding curbing options and standards.***

Town Manager Rascoe: The Town Standards are on the website. The Town of SS is not held to NCDOT standards. The Town has flexibility to recommend standards outside of NCDOT.

Town Engineer Anlauf: The NCDOT standards are used as a goal. The NCDOT Standards are published in the Manual NCDOT Subdivision Roads Minimum Construction Standards of January 2010. Standards vary as per topography.

22. ***It is our understanding that many NCDOT standards function as recommendations for local jurisdictions. Are there any specific areas where S&E Dogwood fall short which are specifically mandated for improvement?***

Town Engineer Anlauf: The base conditions on S&E Dogwood are not good; they are built on a clay base which flexes and causes failures.

Public Works Patrick: We are not mandated to use NCDOT standards

23. ***Is there any data indicating that roads similar to S&E Dogwood (narrow residential with low speed limits) with 4 foot tree clear zones are safer than roads with trees close to road?***

Chief Kole: As far as public safety, line of sight is important. No shoulder = no safety zone. This is a problem. Not safe for pedestrians.

Public Works Patrick: Twelve foot lane width is considered a narrow road; most in SS are 10' lane width. All roads in SS are considered narrow. Sight distance is very important and Public Works makes an effort to keep the right of ways trimmed back.

24. ***Given the fact the S&E Dogwoods are not currently on the Town's priority list for resurfacing or other road work, and assuming normal maintenance, how many years will pass before major resurfacing work will likely be necessary?***

Public Works Patrick: S&E Dogwood Trails are currently 12 & 13 on CIP (Capital Improvements) list. They will likely need to be rebuilt within ten years due to deteriorating conditions.

Town Manager Rascoe: Studying Yaupon for rebuild now. CIP priority list is on Town Website.

25. ***Is there any data that lowering speed limits below 25mph in residential areas reduces cut through traffic resulting from GPS route recommendations:***

Chief Kole: speed limits are 25 now; most traffic is local

26. ***How does SS currently enforce the "no through traffic" signs on S&E Dogwood?***

Chief Kole: Those signs were put up as a deterrent; this is not enforceable/legal. All roads are open.

27. ***Is it legal to close a functional road or a bridge (e.g. Tall Pines) during the season or to limit use to emergency vehicles only during the season to eliminate cut through traffic?***

Town Manager Rascoe: Yes, it is legal; there were be financial consequences however. Town wouldn't be eligible for Powell Bill funding if roads were cut off to the public. Privatizing streets in SS – cost & politics have prohibited that.

28. ***Is the Town aware of any pedestrian and cyclist road use studies pre and post installations of walkways and paths?***

Town Planner Haskett: Not aware of any. NCDOT might have this.

29. ***What is Powell Bill Funding and how does it affect design, construction and maintenance of Town roads?***

Town Manager Rascoe: In the 1950's Senator Powell sponsored a bill to provide gas tax revenues to maintain municipal streets. Town of SS receives approximately \$110,000 annually from NCDOT from Powell Bill funding. This past year, the General Assembly changed the funding scheme for direct disbursement to municipalities.

30. ***How much money does the Town receive annually from Powell Bill Funding?***

See #29

Question from Dwyer: What % of Powell Bill funding goes towards Dogwood?

Town Manager Rascoe: There are 40 miles of roads receiving Powell Bill funding; the \$ goes into Town's general fund.

31. ***According to NCDOT standards, what classification of road are the Dogwoods? Neighborhood, collector, thru-fare, etc., and what are the design standards for that type of classification?***

Town Engineer Anlauf: SS streets are classified Residential Streets; minimum paved width is 20' which is what it is now.

32. ***How does the Town decide to replace a road, with new base materials, versus spot repair or overlaying new asphalt?***

Public Works Patrick: When a road is selected for a major capital repair project, if that road does not have an adequate base then it typically would be rebuilt. The roads in the CIP prioritization list get reprioritized annually by the CIP Committee who makes a recommendation to Council regarding which streets should be rebuilt during the upcoming fiscal year. Overlays could be done in the future to roads that are built with an adequate base and would extend their life, but we do not recommend overlaying older roads that lack a proper base as the overlay will begin to show signs of failure in just a few short years. Spot repairs are done to repair potholes and edge failures on Town streets on a regular basis.

Town Engineer Anlauf: Roads need to be surveyed (geotechnical)

33. ***What are the Town road design standards?***

Town Engineer Anlauf: They are on the Town website. A lot of roads are not aligned to the center of the right of way. Need a survey on right of ways.

White board:

1. Appropriate Stormwater Management – BMP's (Best Management Practices) & LIDS (Low Impact Development)
2. Centerline Realignment – maximizing trees, bulkheads, medians
3. Street Curves – DOT Standards - maximizing trees, bulkheads, medians
4. Street Width – DOT Standards - maximizing trees, bulkheads, medians
5. Cul de sacs/Turnarounds – Adequate size for fire response (SS does not meet standards)
6. After consideration #2, tree removal as listed (removal 4' zone)
7. Asphalt/Base – DOT standards
8. Construction methods – DOT standards
9. Revegetation needs evaluation

34. ***Can the Police Dept. brief us on their ongoing traffic count data for the Dogwoods?***

Chief Kole: *Handouts: Traffic Counts October 2015, October 2015 Pie Chart, South Dogwood Traffic Counts 2015 bar chart, NC 12 Traffic Counts 2015 bar chart (marked #34 on attachments)*  
Data was collected in October and was compared to summer traffic.

35. ***Does the Town try to incorporate low impact development standards into roadway redesigns?***

Town Manager Rascoe: The street rebuild standards directed by the Town and utilized by Town staff in design and construction incorporate low impact development standards as an approach

to manage stormwater runoff, emphasizing conservation & use of onsite natural features to protect water quality.

Town Engineer Anlauf: LID is to minimize impacts. Curb & gutter is necessary occasionally ( Dogwood Intersection); There's a 7.5' fall on dogwood from the intersection to the low point in the road. Sometimes curb is required to prevent impacts by erosion or traffic in corners. Have to balance low impact with protecting the long term capital investment. Management of stormwater is LID, Point discharge into canals is not.

36. ***Will the Town speak about the history and development of the intermodal transportation plan presented to the Town Council in 2014. How was it received by the public in attendance when the final draft was presented?***

Town Planner Haskett: The plan is on the website. They have received positive & negative feedback.

37. ***What is the past history of, and funding for other major off road paths in Southern Shores such as the multi-use paths along NC12, NC158, Spindrift, S. Dogwood sidewalk that ends at the cemetery, Chicahawk sidewalk, etc.?***

Town Manager Rascoe: Interior sidewalk (on S. Dogwood) was partially funded through Outer Banks Visitor Bureau Grants; the sidewalk along NC158 was funded by NCDOT, Towns of Kitty Hawk & Southern Shores (in Town of Kitty Hawk but SS maintains)

Public Works Patrick: The Town of Southern Shores Public Works Department maintains all of the sidewalks/paths in Town, with the exception of those in Chicahawk which were built and are maintained by the Chicahawk Property Owners Association. The sidewalk on Juniper Trail is maintained by the Town up to the Juniper/Trinitie culvert bridge; north of the bridge the sidewalk is maintained by the CPOA.

38. ***When was the most recent survey of South and East Dogwood done including center lines, setbacks, easements and significant geographic and natural impediments?***

Public Works Patrick: There are no comprehensive surveys of Dogwood.

39. ***Is a survey planned in the near future?***

Town Manager Rascoe: Town staff itself has not yet recommended a survey; something that will have to be done; need this data for a plan from this Task Force

40. ***What is the best way to get access to this information outside of a survey?***

Town Engineer Anlauf: Survey is the only option; need a ground based labor intensive survey to include trees 12" > in diameter. The survey effort would collect property corner monuments as well. There are surveys of portions of South Dogwood near Fairway and S. Dogwood by the elementary school

41. ***How many accidents (motor vehicle, bicycle, pedestrian) have occurred on S&E Dogwood by season? How many similar accidents have occurred on other cut through streets such as Hickory, Sea Oats, Hillcrest, and Trinitie/Juniper by season? Finally, how many such accidents occurred on NC12 during same time periods?***

Chief Kole: Handouts: Southern Shores Police Department Reportable Motor Vehicle Accidents; Southern Shores Police Department spreadsheet (Marked #41 on attachments) The first handout

(bar chart) has data from 2010 through 2014, comparing total motor vehicle accidents to NC12 motor vehicle accidents. The second handout (spreadsheet) breaks down the data further on accidents, pedestrians injured, & injuries; as well as locations of the streets in the question.

42. ***What does the Town Engineer think is an appropriate width of our streets. Is this based on some sort of standard? Is this a standard, requirement or a guideline? Are there any new studies on traffic, accidents, and the width lanes? For example, the Pedestrian & Bicycle Center's article entitled Truth About Lane Widths? See also, National Association of City Transportation Officials' Urban Street Design, and its footnotes on lane widths.***

Town Engineer Anlauf: In applying #4 on white board –(Street Width – DOT Standards - maximizing trees, bulkheads, medians) many streets in SS are 18' wide, have to take that into account, N. Dogwood is 20' wide, S. Dogwood minimum of 20'.

Public Works Patrick: The mentioned article, Truth About Lane Widths, references 12' lane widths which SS does not have. All of SS streets are designed with 8'-10' single lane widths and meet the definition of a narrow street. There are no plans for town wide street widening and trees will be taken into account on any plan.

After these questions were answered, Task Force members had additional questions:

***Tom Craney: How Long to do a survey?***

Town Engineer Anlauf: Depends on Town Council; \$ will have to come out of fund balance and not budgeted area; 3-6 months to do survey once funds are approved.

***Shirley Ruff: In regards to the trees, has the Forestry Service looked at them? Health of the trees is important.***

Town Manager Rascoe: The Town has not asked a Forest Service forester to look at the health of trees in public street right-of-way trees as a part of application of the standards for design and construction of needed street improvements.

***Maureen McGrath: Traffic tie up is in Duck; Has anyone talked to Town of Duck? Can they do anything about pedestrian crossing?***

Chief Kole: Town of Duck is trying to force pedestrian crossing places.

Town Manager Rascoe: Duck has a Pedestrian crossing plan they are initiating.

***Maureen McGrath: In regards to mid-Currituck bridge, is there anything that SS can do to keep heavy equipment off Dogwood?***

Chief Kole: yes

VII Public Comment - Several members of the public were in attendance.

**Ann Sjoerdsma: Will the handouts be public? Directed to Chief Kole – what constitutes an accident, injury?**

Town Manager Rascoe: Yes the handouts will be on the website

Chief Kole: anything that is reported as an accident or injury is considered to be so.

**Tom Karole:** As far as research on widening roads, most recent research shows fewer accidents on narrow roads.

Chairman Fletcher asked that Mr. Karole email questions to him for Task Force.

- VIII.** In setting a date for next meeting, it was decided that the Task Force not wait for a month before the next meeting. Our next meeting will be on February 9<sup>th</sup> at 6 p.m. Topic for discussion will be developing a decent survey and to review the data that Jim Connors has put together.

The regularly scheduled meeting for February 16<sup>th</sup> still stands.

- IX.** – Upon motion duly made and seconded, the meeting was adjourned.