

Town of Southern Shores Capital Infrastructure Improvement Plan Committee Meeting
Planning for Fiscal Year 2019-2020 Capital Infrastructure Improvement Projects
February 12, 2:00 p.m.
Pitts Center

Meeting Minutes
[NCGS §143-318.10(e)]

CIIP Committee Members present: Tom Bennett, Co-Chairman, Jim Conners, Co-Chairman, Al Ewerling, Appointed by Councilman Fred Newberry, Jim Kranda, Appointed by former Councilman Leo Holland, Carlos Gomez, Appointed by Councilman Gary McDonald, Glenn Riggin, Appointed by Mayor Bennett, Andy McConaughy, Appointed by Councilman Nason.

CIIP Committee Members absent: None.

The meeting was called to order by Co-Chairs Tom Bennett and Jim Conners.

Committee Co-Chairman Bennett opened the meeting to explain the primary purpose of this meeting is to clarify the discussion held at the previous January 30, 2019 meeting of the CIIP Committee. He recognized Committee Co-Chairman Conners. Co-Chair Conners recognized Town Manager Peter Rascoe to open discussion by commenting on the Committee's discussion of the meeting held on January 30, 2019.

Town Manager Rascoe commented that the information presented by the Town Engineer at the Committee's January 30, 2019 meeting was prepared and presented at the Town Manager's request, in response to the Committee's previous discussion at its November 15, 2018 meeting surrounding committee members' desires to evaluate costs and impacts of a walking trail along South Dogwood Trail - as a comparison of with and without a concurrent capital improvement to South Dogwood Trail - all in accordance with the Town's Council-approved standards for capital street rebuild (not repairs) improvements of Town streets. The Town Manager stressed to the Committee the Town Engineer had, at the previous meeting, presented costs and impacts for comparison purposes, along with actual feasibility schematics indicating an impact zone due to a conceptual rebuild of South Dogwood Trail. The impact zone, or 'area of impact' indicated on the feasibility schematics is a scaled 24-foot wide which would accommodate constructing an asphalt street with a uniform width of exactly 20-feet (two parallel 10-ft travel lanes) which is essentially the same current varying width of the existing 17-ft - 22-ft of South Dogwood Trail. He also continued to affirm to the Committee the feasibility schematics had been prepared by the Town Engineer, as always directed, using the Town's Town Council-approved standards for design and construction of capital improvements for street rebuilds. The Town Manager stressed the information presented to the Committee was not a "street widening project" being suggested by Town staff or the Town Engineer. He also stressed the Town Engineer will continue to prepare any directed street improvement designs for the Town in accordance with the Town's same Council-approved street improvement standards, and that only the Council can amend those standards, not the Committee, not the Town Engineer, and not Town staff. The Town Manager also repeated several times that any citizen unhappy with the Town's Council-approved street improvement standards should address the Town's governing board which adopts those standards. He stated they should not continue to disparage the Town Engineer and Town staff for doing their jobs as directed by the Town Council. The Town Manager then requested the Town Engineer to present at today's meeting the same cost and impact information, and the same feasibility schematics, which were presented to the CIIP Committee at its January 30, 2019 meeting – for the Committees' continued discussion on comparisons.

The Town Engineer then presented the same comparison information and feasibility schematics presented at the previous Committee meeting. A photo image of those presented cost and impact comparisons are attached to these minutes. The Town Engineer emphasized the feasibility schematics were prepared contemplating a capital improvement rebuild of the existing 17-ft - 22-ft wide (edge of asphalt-to edge of asphalt) South Dogwood Trail with a new 20-ft wide (edge of asphalt-to edge of asphalt) street, essentially the same width as the existing street. To rebuild such a new and similar-width street (20-ft wide), the 'area of impact' adjacent to both sides of the actual asphalt-paved portion of the street would have to 'impact' for construction purposes additional lateral areas 2-ft wide each. He explained in detail that would make the total 'area of impact', for construction only and as indicated by a shaded area on the feasibility schematics, a scaled 24-ft wide.

Responding to a question and comment from an attending citizen, the Town Engineer explained it would be a difficult engineering feat and feasibly impractical for the Town to attempt to design and seek bids for a new street that varied in width by inches and feet over its linear distance in any effort to exactly replicate the varying 17-ft – 22-ft. widths of the existing South Dogwood Trail.

Responding to a question raised by Committee Member Glenn Riffin, the Town Engineer indicated that the cost savings from constructing the South Dogwood Trail walking trail and capital street improvement simultaneously would be modest at best.

After the Town Engineer's presentation, the Town Manager reported to the Committee that the Town's Public Works Department reports the current updated condition of Hillcrest Drive now requires more attention than South Dogwood Trail. The Town Manager also suggested an idea to the Committee. He stated he is not a member of the Committee and is not recommending but only stating an idea the Committee might care to consider. One idea might be for the Committee to return its current working prioritization of a future capital improvement of South Dogwood Trail to its previous working ranking of between #13 and #14 in Group B. With that reprioritization for current planning purposes, any Council member might then consider recommending to the Town Council a separate construction project for a walking trail along South Dogwood Trail - funded separately from the Council's annual capital street improvement budget appropriation, as was done by the Council for the East Dogwood Trail walking trail in FY 18-19.

During further Committee discussion, Chief of Police David Kole stressed the importance for public safety of having a walking trail constructed for South Dogwood Trail. After discussion, Mayor Bennett polled the Committee members asking if they might all agree to reprioritize any capital improvement of South Dogwood Trail (street only) to its previous prioritization on the Committee's current working list, if he as Mayor would propose to the Town Council a separate infrastructure project of a walking trail along South Dogwood Trail, to be funded separately from the annual street infrastructure improvement funds appropriated by the Council. After discussion, it was the consensus of all members of the Committee to concur with the Mayor's proposal.

Committee Member Kranda suggested the Committee look at its current Group A of street improvement prioritizations as now adjusted for planning purposes. The Town Manager stated the current Group A would now have its priority item #5 removed, as the street improvement portion of that item has now been moved back by the Committee to between #13 and #14 of Group B, and the walking trail portion is to be proposed by the Mayor to the Town Council as a project separate from those projects to be covered by the Council's annual street improvement budget appropriation. The Committee members encouraged each other to look at the condition of Sea Oats Trail prior to the next Committee meeting when the Committee's current priority ranking of Group A would be further discussed for planning purposes and an ultimate committee recommendation to the Town Council.

The next CIIP Committee meeting was set for Thursday March 7, 2019 at 2:00 PM in the Pitts Center.

All attending members of the public were afforded the opportunity to ask questions of the Committee, the Town Engineer, and Town staff, and to make public comments during the committee meeting.

The meeting was adjourned by consensus of the members of the Committee.