

MINUTES

Regular Meeting
City Hall Council Chamber

March 19, 2018
Monday, 6:00 p.m.

Present: Mayor O. Stanhope Anthony III, presiding; Council Members Eric B. Hendrick, David W. White, David Causby, Violet Arth Dukes, Ben Kittrell, Jr., and Dicky Amaya; City Manager Rick Howell, ICMA-CM, City Clerk Bernadette A. Parduski, NCCMC, MMC, City Attorney Robert W. (Bob) Yelton, Director of Finance Justin S. Merritt, MPA, Director of Human Resources Deborah C. (Deb) Jolly, Director of Engineering Services Benjamin (Ben) Yarboro, Police Chief Jeffrey H. (Jeff) Ledford, Fire Chief William P. Hunt, MPA, EFO, and Planner Darin Hallman, Planning and Development Services Department; and Director of Cable Programming Greg Tillman of Cleveland Community College and The Video Factory

Mayor Anthony called the meeting to order at 6:00 p.m. and welcomed all who were in attendance. The Mayor gave the invocation and Mr. White led the *Pledge of Allegiance*.

A. Approval of agenda:

- 1) Motion to adopt the proposed agenda

ACTION TAKEN: Upon a motion made by Mr. White, City Council voted unanimously to approve the agenda as presented.

B. Special Presentations:

- 1) Recognition of Rita Benson on the occasion of her retirement from employment with the City of Shelby: Resolution No. 4-2018

Mayor Anthony called upon Rita Benson. Mrs. Benson recognized her husband and her son in attendance. The Mayor formally read and presented framed Resolution No. 4-2018 to Mrs. Benson. He then presented the key to the City, a City lapel pin, and plaque to her in honor of and with heartfelt appreciation for 29 and a half years of dedicated service to the City of Shelby in the Utilities, Customer Services, and Finance Departments.

Humbled by the recognition, Mrs. Benson expressed her appreciation to all.

- 2) City of Shelby Intersection Analyses Report Update – Ben Yarboro, Director of Engineering Services

Mr. Howell introduced the subject matter of this presentation namely the City of Shelby Intersection Analyses Report, a summary of the recommendations prepared by TGS Engineers, which was originally presented in March 2015. He noted City Council took no action at that time; however, staff worked toward implementing the TGS recommendations as circumstances and funding allowed. Mr. Howell stated Mr. Yarboro will again review the study and update Council on the actions to date and those to be taken in the coming fiscal year.

Next, Mr. Yarboro began his presentation by recapping the information previously provided in 2015 as follows:

The constant goals applied by the City's Engineering Department on every project are as follows:

- Safety for all user groups and in this case vehicular, pedestrian, and bicycle
- Functional infrastructure that serves the purpose
- Most cost-effective alternatives
- Responsible decisions based on engineering facts using sound judgment; non-emotional decisions
- Alternatives that account for future demands and growth

Mr. Yarboro stated the analysis included intersections that were:

- Existing City maintained traffic signals
- Intersections identified by staff
- Intersections staff received inquiries from citizens

Mr. Yarboro added the analysis completed by TGS Engineers was done utilizing Synchro Version 8.0, a traffic modeling software; the Highway Capacity Manual 2010, the standard for all traffic analysis; and engineering experience.

Mr. Yarboro reviewed the evaluation criteria as follows:

- Vehicular, bicycle, and pedestrian traffic volumes on all approaches
- Intersection geometry – number and angle of approaches
- Approach speeds
- Sight distance available on each approach
- Historical crash data
- Level of Service (LOS)

With regard to LOS, Mr. Yarboro stated it is described in the Highway Capacity Manual as a quantitative measure or measures of roadway performance. LOS is based on speed, traffic volumes, delays, and freedom to maneuver. Levels of service range from A to F, with “A” describing smooth free flow conditions, and “F” describing congested, over-saturated and forced flow conditions, where stop and go waves are common.

Mr. Yarboro stated all signal upgrades shall:

- Comply with North Carolina Department of Transportation Traffic Signal Specifications
- Utilize loop detection
- Replace support structures if necessary
- Utilize LED (light-emitting diode) bulbs – brighter, longer bulb life, and lower electricity consumption

Mr. Yarboro noted electricity for an intersection with incandescent traffic signals costs approximately \$120/month and a LED intersection costs approximately \$40/month. He said upgrading to LED saves \$960 annually per intersection and over a 30-year period essentially pays for the upgrade.

Mr. Yarboro explained multi-way stop or all-stop control is often used at the intersection of two roadways that exhibit approximately equal traffic volumes or the minimum traffic and pedestrian volumes entering the intersection from the major street approaches averages at least 300 vehicles per hour for any eight hours of an average day. He added all-stop control is not an effective speed control or traffic calming alternative.

Mr. Yarboro reviewed and summarized the recommendations to improve traffic operations at the following 15 intersections:

SIGNALIZED	INTERSECTION				RECOMMENDATIONS
	1	East Sumter Street	&	North Washington Street	
	2	West Sumter Street	&	North Morgan Street	Replace and Upgrade Signal
	3	East Sumter Street	&	Suttle Street/Carolina Avenue	Replace and Upgrade Signal or Remove Signal and Improve Alignment
	4	Lineberger Street	&	Buffalo Street	Remove Signal install All-Stop Control
	5	South Morgan Street	&	Gardner Street	Replace Signal with All-Stop Control Signal
COMMERCIAL NON-SIGNALIZED	6	Earl Road	&	South Washington Street	Install Roundabout
	7	Earl Road	&	South Dekalb Street	Install Right in Only / Remove Right Out
	8	Sunset Cemetery Road	&	West Sumter Street	Leave as-is (Two-Way Stop Control)
	9	Gidney Street	&	Lowes Entrance	Leave as-is (One-Way Stop Control, Add Stop Bar)
RESIDENTIAL	10	Beaumonde Avenue	&	East Graham Street	Install Roundabout

NON-SIGNALIZED	11	Forest Hill Drive	&	Summit Street	Leave as-is (One-Way Stop Control)
	12	Forest Hill Drive	&	South Poston Street	Leave as-is (One-Way Stop Control)
	13	Forest Hill Drive	&	Peach Street	Leave as-is (One-Way Stop Control)
	14	Rollingwood Drive	&	Cumberland Drive	Leave as-is (Two-Way Stop Control)
	15	Schenck Street	&	Hudson Street	Leave as-is (Two-Way Stop Control)

Mr. Yarboro reviewed and summarized the progress to improve traffic operations at intersections 1 through 5 as follows:

- **1, 2 and 3 – Engineering and construction proposals received; Powell Bill budget amendment request being prepared.**
- **4 – Signal was recently damaged and is in need of repair. Signal to be removed and stops to be installed on Lineberger Street based on geometry and volumes.**
- **5 – Signal to be removed in conjunction with abandonment of railroad. Signal has a train warning light that cannot currently be removed.**

Mr. Yarboro reviewed and summarized the progress to improve traffic operations at intersections 6 through 9 as follows:

- **6 and 7 – Existing issues discussed with NC Department of Transportation. Improvements to be determined during design of US 74 and Dekalb Street intersection improvement.**
- **8 – High visibility crosswalk and signage installed in accordance with Manual on Uniform Traffic Control Devices (MUTCD).**
- **9 – Stop bar was painted and sight triangle was cleared on Gidney Street.**

Mr. Yarboro reviewed and summarized the progress to improve traffic operations at intersections 10 through 15 as follows:

- **10 – Install roundabout or leave this intersection as-is with a two-way control stop.**
- **11 – 15 – Per consultant’s recommendation, the residential non-signalized streets listed were left as-is.**

Next, Mr. Yarboro provided an overview of a traffic calming program. He defined traffic calming as a combination of self-enforcing measures to improve safety on streets as well as a combination of mainly physical

measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users.

Mr. Yarboro stated the elements of a proposed program would establish clear goals and objectives, establish request and implementation process, establish project selection criteria, identify traffic calming options, determine feasibility and funding, and ensure proper operation and maintenance.

Mr. Yarboro further stated the objectives of a traffic calming program seek to reduce speeding and cut-through traffic, improve pedestrian and bike safety and access, increase driver awareness, prevent shifting the program, enhance aesthetics, reduce collision frequency and severity, and minimize increases in noise and pollution.

Mr. Yarboro itemized numerous project selection criteria and considerations for a traffic calming program including but not limited to:

- Street classification
- Speed limit
- Traffic speeds
- Number of travel lanes
- Traffic volumes
- Pedestrian volumes
- Accident history
- Visibility
- Street grades
- Truck traffic
- Emergency vehicles
- Service vehicles
- Schools and playgrounds
- Sidewalk availability
- Cut-through Traffic
- Traffic safety
- Pedestrian safety
- Liability
- Drainage impacts
- Location relative to other calming and control devices
- Aesthetics
- Americans with Disabilities (ADA) accessibility
- Surrounding land uses

Mr. Yarboro discussed common categories of traffic calming measures, which are progressive in nature with increasing costs as the program goes forward, including:

- Non-physical – Speed enforcement, lane striping, high visibility

- crosswalks, and signage
- Vertical – Speed humps/tables, raised crosswalks, and textured pavements
- Horizontal – Roundabouts, curb extensions, chicanes, and median islands

He provided several illustrations of a chicane, median islands, on-street parking, and traffic circles and roundabouts from the Federal Highway Administration (FHWA) as examples.

Mr. Yarboro concluded by stating several traffic calming elements such as curb extensions, high visibility, and textured crosswalks have been incorporated within Uptown Shelby even without a formal policy.

Mr. Howell reiterated several points presented by Mr. Yarboro, adding a traffic calming policy or program must be well thought out with good reasoning and justifiable due to its fiscal implications. He stated Powell Bill fund balance will be budgeted to allow for the replacement of signals as recommended.

C. Public Comment: None

D. Public Hearing:

- 1) Consideration of a proposed ordinance amending the zoning map of the City of Shelby, North Carolina: Ordinance No. 16-2018

Mr. Hallman introduced the proposed zoning map amendment and Ordinance No. 16-2018 for Council's consideration. The subject properties, which all front South Dekalb Street, consist of 1000 through 1018 South Dekalb Street. The site is located directly across from Shelby High School. The total area is approximately 1.65 acres. Mr. Hallman stated the applicant has requested a zoning amendment from Neighborhood Business (NB) District and Residential 8 (R8) District to Residential 6 (R6) District.

Mr. Hallman further stated the zoning amendment is consistent with the Shelby Comprehensive Land Use Plan as the Plan denotes this area as Neighborhood Revitalization and R6 is a compatible zoning classification with such designation. Staff recommended approval of this zoning map amendment. Mr. Hallman concluded by adding the Planning and Zoning Board unanimously recommended approval of the proposed zoning map amendment.

Mayor Anthony opened the public hearing at 6:36 p.m. and invited comments from the public:

Maida Renson who resides at 309 Country Club Drive in Greensboro, North Carolina spoke in support of the zoning map amendment application. She was available to respond to questions regarding the proposed project.

Mayor Anthony closed the public hearing at 6:37 p.m.

ACTION TAKEN: Upon a motion made by Mr. Amaya, City Council voted unanimously to approve and adopt Ordinance No. 16-2018 entitled, "A PROPOSED ORDINANCE AMENDING THE ZONING MAP OF THE CITY OF SHELBY, NORTH CAROLINA".

E. Consent Agenda:

ACTION TAKEN: Mayor Anthony presented the consent agenda. Mr. White made a motion to approve the consent agenda. The consent agenda and following items were unanimously approved:

- 1) Approval of the Minutes of the Regular Meeting of March 5, 2018
- 2) Approval of a resolution honoring Lawrence Evans Cox, II on the occasion of his retirement from employment with the City of Shelby: Resolution No. 15-2018
- 3) Approval of a resolution declaring the intent of the City Council of the City of Shelby to consider the permanent closure of an unopened right-of-way at the south end of Woodside Drive: Resolution No. 16-2018

END CONSENT AGENDA

F. Unfinished Business:

- 1) Consideration of appointments to City advisory boards and commissions:
 - a. Alcoholic Beverage Control (ABC) Board

Mrs. Parduski reported the term of one incumbent, David Schweppe, will conclude April 2018. Mr. Schweppe is seeking reappointment to this board.

There is one application on file in the Clerk's Office: Darrell Gerald.

Mr. Amaya nominated David Schweppe for reappointment.

Mr. Kittrell nominated Darrell Gerald for appointment.

Council cast the following votes:

Darrell Gerald received one (1) affirmative vote (Kittrell).

David Schweppe received five (5) affirmative votes (Hendrick, White, Causby, Arth Dukes, and Amaya).

By consensus, Council reappointed David Schweppe to a new term.

G. New Business: None

H. City Manager's Report:

- 1) Mr. Howell reported the construction of the All Aboard Playground Project at City Park is nearing completion and he anticipated a ribbon cutting ceremony will be scheduled in early April 2018.
- 2) With regard to the Uptown Water and Sewer Project, Mr. Howell stated construction work has slowed down due to the rainy weather conditions. West Marion Street between North Lafayette Street and North Morgan Street will remain closed for two or three more weeks, weather permitting. Once the contractor has completed the work on West Marion Street, they will be moving east on West Marion Street and will be working between North Lafayette Street and North Washington Street. Mr. Howell will address the concern over the delays with the contractor and the need to move forward, making measurable progress.
- 3) Mr. Howell mentioned the scheduling of a joint meeting with the Cleveland County Commissioners and requested proposed dates. The topics include the proposed construction of Shell Building No. 3 at the Foothills Commerce Center and a presentation of the Rail-Trail conceptual plan by Alta Planning. Discussion followed and Council proposed April 16, 17, or 20 as potential dates for a joint meeting.

Mr. Howell also mentioned the scheduling of budget sessions after April 16, 2018, preferably to be held during the last two weeks of that month.

Next, Mayor Anthony requested the cancellation of Council's regularly scheduled meetings of May 7 and May 21, 2018 due to conflicts in his schedule. Mayor suggested the rescheduling of one meeting to May 14, 2018.

ACTION TAKEN: Upon a motion made by Mr. Amaya, City Council voted unanimously to cancel the regularly scheduled Council meetings of May 7

and May 21, 2018 and to reschedule one Council meeting for May 14, 2018.

I. Council Announcements and Remarks:

- 1) Mrs. Arth Dukes expressed her appreciation to City staff for the prompt repair work completed on the Sumter Street culvert.
- 2) Mr. Amaya announced the MPO Board of the Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO) will meet on March 22, 2018 at 6:30 p.m., The LeGrand Center, 1800 East Marion Street in Shelby.

J. Adjournment:

- 1) Motion to adjourn

ACTION TAKEN: Upon a motion made by Mr. White, City Council voted unanimously to adjourn the meeting at 7:02 p.m.

Respectfully submitted,

Bernadette A. Parduski, NCCMC, MMC
City Clerk

O. Stanhope Anthony III
Mayor

Minutes of March 19, 2018