TOWN OF HUNTERSVILLE
PLANNING BOARD MEETING
MINUTES

November 17, 2020
6:30 PM - Huntersville Town Hall

Call to Order/Roll Call

Approval of Minutes

Consider approval of the October 27, 2020 Meeting Minutes

Public Comments

Action Agenda

Huntersville Bike Plan Update

Heather Seagle, Alta Planning 508 W 5th St STE 100, Charlotte, NC 28202 provided a review of the Bike Plan process.

The public was engaged and provided good response through a website which polled participants, two public outreach sessions and three steering committee meetings, a printed survey and project business cards which were all distributed around town. It was noted that similar priorities were noted in the Huntersville 2040 Plan public input.

Notable themes from the public input included a lack of connectivity, a need for more bike facilities especially family-friendly bike facilities, and high concern areas of crossing I-77, McCord Road, Old Statesville Road, Sam Furr and utilizing Exit 23 area.

A robust study of current and proposed development in Huntersville was conducted to evaluate previous recommendations, inventory of facilities and destinations, crash analysis, bicycle level of stress, demographic analysis, school enrollment boundaries and barriers and the Vision 30x30 Plan. This data was used to develop an Opportunities & Constraints map to identify major corridors that would benefit from more connectivity.

A bike network map was created to provide recommendations for facility locations and corridors. Prioritization criteria was developed through the process to assist with future development decisions. The top 6 priority projects were identified in conjunction with the Vision 30x30 Plan to achieve the largest impact meeting the top priorities. A 10-year implementation trajectory is included outlining how the Plan can be implemented

in conjunction with current and proposed road projects, and greenway projects.

J. Davis thanked the committee for all of the work that has gone into this Plan which she believes would be great for the growth and development of Huntersville.

S. Swanick asked how the budgetary issues are considered for these proposals. H. Seagle responded that the facility type recommended is based on what is most appropriate for the safety and comfort of all ages and abilities given the context of that segment. Staff responded that NCDOT views bicyclists as having a right-of-way to the lane so these recommendations would likely have to be budgeted by the Town.

S. Hensley asked if there were any existing facilities in town that are similar to what is being proposed. H. Seagle responded that W. Catawba in Cornelius by Robbins park is a side path which is a wider sidewalk, greater than 6 feet wide, for pedestrians and bicyclists. Along Bailey Road near the high school and middle school is a wide side path. Jackson Street in Davidson behind Main Street has a wide side path.

C. Boyd asked how NCDOT would handle future road widening given possible development and funding. H. Seagle stated that if a Town has an adopted Complete Streets Plan and NCDOT identifies an NCDOT project for that road segment, the Complete Streets Plan is the first point of reference to determine pedestrian/bike use. The NCDOT will then either fund a percentage of the pedestrian and bike plans or provide a lesser facility type, based on current funding and methodologies.

D. Partee asked how public safety considerations such as emergency vehicle access have been addressed and if residents will be required to take public safety courses related to the rules of the road. H. Seagle stated that the Plan includes recommendations for education courses and programs. J. Davis commented that Huntersville Police Department currently have parole the Greenways on bicycles.

F. Gammon stressed the importance of the Plan to achieve connectivity, safe riding and development in coordination with NCDOT work.

F. Gammon made a Motion to Approve the Huntersville 2040 Bike Plan as written. J. Davis seconded the motion.

C. Graffy stated that as a cyclist she rarely rides in Huntersville due to safety concerns. She stated that greenways are not a place for fast cycling given the variety of pedestrians and while bicycles may be entitled to use roadways it is at a great disadvantage and often dangerous due to impatient drivers. She applauds the plan and is in support of it.

Other Business

Adjourn