

**TOWN OF HUNTERSVILLE
TOWN BOARD MEETING
MINUTES**

**October 2, 2023
6:00 p.m. – Huntersville Town Hall
101 Huntersville-Concord Road**

PRE-MEETING

None

**REGULAR MEETING
TOWN OF HUNTERSVILLE
BOARD OF COMMISSIONERS**

The Regular Meeting of the Huntersville Board of Commissioners was held at the Huntersville Town Hall, 101 Huntersville-Concord Road, at 6:00 p.m. on October 2, 2023.

GOVERNING BODY MEMBERS PRESENT: Mayor Melinda Bales; Commissioners Dan Boone, Rob Kidwell, Amber Kovacs, Derek Partee, and Stacy Phillips. Commissioner Lance Munger was not present.

Mayor Bales called the meeting to order.

Mayor Bales called for a moment of silence.

Mayor Bales led the Pledge of Allegiance.

STAFF QUESTIONS

Commissioner Kidwell requested clarification on if votes on upcoming rezonings would require a super majority vote.

Emily Sloop, Town Attorney, explained voting is governed by Subsection 75 of 160A of the General Statutes which requires for anything that has the effect of an ordinance, which a rezoning would have the effect of creating an ordinance, to have a majority of those members of the Board not excused from voting. If you are merely absent, you are not excused from voting. You are excused from voting if you are recused due to a conflict of interest. If you have, for example, one board member that's recused, that leaves you with five unexcused members, so if all five are participating, you would need four out of five. On the other hand if you, for example, had two board members absent but not excused from voting, you would still require four out of six not excused from voting to pass.

Mayor Bales requested clarification on how the 150th Committee and the Affordable Housing Task Force were created.

Ms. Sloop said for the 150th Committee, the Town Board directed me to create bylaws for that committee that included a specific composition of membership, so members from diverse backgrounds,

and then the Board as a whole appointed the members to the 150th Committee. As to the Mayoral Task Force, again the Board gave me direction on the composition that they wanted to see included in the Task Force. The Board voted to move forward with the Task Force and then the Mayor and Mayor Pro Tem worked to make the appointments to that Task Force.

PUBLIC COMMENTS, REQUESTS, OR PRESENTATIONS

HOMES Program. Jamie Nagle, Mecklenburg County HOMES Program Supervisor, presented presentation on the HOMES Program (Helping Out Mecklenburg's Homeowners with Economic Support). *PowerPoint attached hereto as Exhibit No. 1.*

Proclamation – Dysautonomia Awareness Month. Mayor Bales proclaimed October 2023 as Dysautonomia Awareness Month.

A Proclamation For Dysautonomia Awareness Month

WHEREAS, Dysautonomia is a group of medical conditions that result in a malfunction of the autonomic nervous system, which is responsible for “automatic” bodily functions such as respiration, heart rate, blood pressure, digestion, temperature control and more; and

WHEREAS, Dysautonomia impacts over 70 million people around the world, and includes conditions such as Diabetic Autonomic Neuropathy, Neurogenic Orthostatic Hypotension, and Postural Orthostatic Tachycardia Syndrome; and

WHEREAS, Dysautonomia impacts people of any age, gender, race or background, including many individuals living in Huntersville; and

WHEREAS, Dysautonomia can be very disabling and this disability can result in social isolation, stress on the families of those impacted, and financial hardship; and

WHEREAS, some forms of dysautonomia can result in death, causing tremendous pain and suffering for those impacted and their loved ones; and

WHEREAS, increased awareness about dysautonomia will help patients get diagnosed and treated earlier, save lives, and foster support for individuals and families coping with dysautonomia in our community; and

WHEREAS, Dysautonomia International, a 501(c)(3) non-profit organization that advocates on behalf of patients living with dysautonomia, encourages communities to celebrate Dysautonomia Awareness Month each October around the world; and

WHEREAS, we seek to recognize the contributions of medical professionals, patients and family members who are working to educate our citizenry about dysautonomia in Huntersville.

NOW, THEREFORE, I, Melinda Bales, Mayor of Huntersville, do hereby proclaim the Month of October “**DYSAUTONOMIA AWARENESS MONTH**” in Huntersville, North Carolina.

IN WITNESS WHEREOF, I do hereby set my hand and cause the Seal of the Town to be affixed, this the 2nd of October, 2023.

Proclamation – Hispanic Heritage Month. Mayor Bales proclaimed September 15, 2023 through October 15, 2023 as Hispanic Heritage Month.

A Proclamation for Hispanic Heritage Month

WHEREAS, each year, the United States observes National Hispanic Heritage Month by celebrating the culture, heritage and countless contributions of those whose ancestors were indigenous to North America including Mexico, as well as those who came from Central America, South America, Spain, and the Caribbean; and

WHEREAS, what began in 1968 as Hispanic Heritage Week under President Johnson was expanded by President Reagan in 1988 to cover a 30-day period starting on September 15 and ending on October 15; and

WHEREAS, the date September 15 is significant because it is the anniversary of independence for the Latin American countries of Costa Rica, El Salvador, Guatemala, Honduras, and Nicaragua. Additionally, Mexico and Chile celebrate their independence days on September 16 and September 18, respectively; and

WHEREAS, this year's theme, "Latinos: Driving Prosperity, Power, and Progress in America," encourages us to focus on the themes of prosperity, power, and progress, recognizing the significant strides of Hispanics in the economic, political, and social growth of the U.S.; and

WHEREAS, the Hispanic population of the United States is now 63.7 million, constituting 19.1% of the total population; and

WHEREAS, in the Town of Huntersville, the Hispanic population represents a wide range of nationalities and backgrounds, all of whom make a positive contribution to educational, non-profit, government and business sectors which reflect the remarkable diversity of the American people; and

WHEREAS, Hispanic Heritage Month is an incredible opportunity to speak with one voice, acknowledge the crucial role that Hispanics play in shaping the future of our country and the world, and to celebrate and recognize Latinos as employees, suppliers, consumers, and community. Hispanics need to be seen, heard, and valued and are more likely to engage with individuals or organizations that actively invest in and celebrate their contributions to America, which are driving prosperity, power, and progress.

NOW, THEREFORE, I, Melinda Bales, Mayor of Huntersville, do hereby proclaim September 15 to October 15, 2023 "HISPANIC HERITAGE MONTH" in Huntersville, North Carolina.

IN WITNESS WHEREOF, I do hereby set my hand and cause the Seal of the Town to be affixed, this the 2nd of October, 2023.

Eric Dietrich, 5835 Deer Meadows Lane, said I'm here today regarding opposition to Rezoning Case 23-07, EPCON Beatties Ford Road. The rezoning and proposed community would involve 118 homes with an entrance approximately 200 yards south of the intersection of Gilead and Beatties Ford. The area is already a traffic backlog several times per day stretching over a half mile long down Beatties Ford and Gilead from 73. The Gilead/Beatties Ford intersection has already been identified as an area in need of traffic improvement. I think that might even be a topic for later today or tonight. I routinely see traffic blocking the drive to the fire station, a critical service to the western side of town. During construction the area would be subject to heavy equipment, utility operations, contractor vehicles, which would eventually lead to 118 plus passenger vehicles in addition to refuse and recycling, landscape and maintenance vehicles, delivery vehicles, UPS, FedEx, Amazon, far beyond the traffic impact that EPCON indicates in their information. Just a few years ago the city approved a vision of the community that continued the zoning in the area of question as Rural Conservation. LU-1, LU-3, LU-7, LU-11 do not support the proposal. LU-3.1 states "There is constant pressure to rezone to higher density districts on edges of town. Growth management was the #1 priority for survey responses. There needs to be a concerted effort to uphold previous policy decisions to limit density and increase open space preservation in the more underdeveloped areas outside of the Town Core." The ask for a Transitional Residential does not abut another Transitional Residential or Residential, it stands out by itself and basically opens a pandoras box to set bad precedence for future rezoning opportunities. EPCON has stated that exceptions and deviations to current building codes would also be required for their proposal including buffer relief, entry medians, cul-de-sac length, driveway width, and design around their wet pond. It's more than just rezoning, it's a plan that does not fit with existing building codes in addition to community vision and plans. Affordable housing, I think I just heard that here tonight. Declared starting price of \$600,000 for homes in there, for EPCON. The community would further swing the balance against affordable housing within this community. At the last Town Hall meeting several people came forward in support of EPCON indicating they made nice communities. Unfortunately, not one of them was a Huntersville resident. Two were from Matthews, one from Concord and one with a realtor with a vested interest. Unfortunately, EPCON as a developer is not really what's at debate here. What's at debate is whether or not the community should put high density housing in that area.

Saadiq Singleton, 11807 Midnight Way, said I want to address the traffic issue. Me and Chief Graham have had a couple of conversations. We have roundabouts in our community, and I would say about 80 to 85 percent, if not higher, of the people don't use those roundabouts properly and what I'm trying to do is prevent an accident from happening by getting more presence out in the community. We have a Facebook group and I think if you stop one person or two people at your discretion, maybe give them a warning, it would get around in the neighborhood to use the roundabouts properly. I was persistent in getting traffic signs or traffic directions on roundabouts so it's a stickler with me because my granddaughter got hit by a car that was parked, up north we say left wheel of the curb, so I'm particular about traffic.

Crystal Camp, 11800 Swansboro Lane, said I'm here tonight about the traffic speed hump petition that's been ongoing. I wanted to just come and speak again tonight and to again ask for your vote tonight to please allow the three speed humps is what we would prefer in our community. The reason is the road is about 1,200' in length and just the way you'll see tonight when Lora does her presentation that the three speed humps just make more sense. The way the road is laid out, there's two corresponding streets. Swansboro is a cul-de-sac and then there's two corresponding streets, so just the way the layout presents, it would be better in my opinion for the three, so I ask that you please consider that, even though that may not be the recommendation. Again, with no sidewalks in the neighborhood for the kids to play it's just not currently safe. We definitely do need the speed humps.

Jeff Sny, 13945 Old Vermillion, said I'm here tonight simply as a Huntersville citizen. As we've all noticed it is once again sign season, so that means that a local election is near. To all the candidates up on the dais tonight and in the audience and watching from home, I'd like to deliver a message of encouragement to you. I encourage you to make Huntersville your priority. Instead of measuring signs and researching rights-of-way, I encourage you to use that time to earn some votes. Instead of courting Charlotte residents, I encourage you to court some residents from here in the Ville. If you are excited about a mailer that says Meck looks good in blue, I would encourage you to double-check which race you've actually entered, because this is Huntersville. If you want your party in red to put out a big mailer as well, I would encourage you to check the Huntersville website, because our dominant color is green. If you want to buddy up with some naysayers or some red sign people, some green sign people, or the non-transparent transparency people, then I would encourage you to weed through the noise and find the actual message that they have. If this is one you can truly embrace as a representative of Huntersville, then run with it. If it's not, I would encourage you to seek a different audience. I would encourage you to do what's right when you think no one is looking. I'll give a great example. I saw someone putting out signs for candidates Saturday morning. They were putting out signs of one particular party in this non-partisan race, but they noticed a sign from someone in the other party was laying on the ground. They took the time to reinsert that sign. I don't know who that person was. I thought that was a nice touch and that's exactly what I'm talking about. I'm looking forward to a clean, respectful race where you earn as many votes as you possibly can, but do it the right way. In the meantime, I will be encouraged by the thought that I won't have to check any of you again.

AGENDA CHANGES

Commissioner Phillips made a motion to adopt the agenda.

Commissioner Kidwell seconded motion.

Motion carried unanimously.

CONSENT AGENDA

Approval of Minutes – September 5, 2023. Commissioner Phillips made a motion to approve the minutes of the September 5, 2023, Regular Town Board Meeting. Commissioner Kovacs seconded motion. Motion carried unanimously.

Approval of Minutes – September 18, 2023. Commissioner Phillips made a motion to approve the minutes of the September 18, 2023, Regular Town Board Meeting. Commissioner Kovacs seconded motion. Motion carried unanimously.

Electric Fund Write-offs. Town staff and ElectriCities have cooperatively worked at collecting final electric accounts to accurately reflect the amount customers owe the Town. As we did in FY22, staff recommends that annually the Board approve the write-offs of amounts that have proven uncollectible for more than three years. While this will not stop our collection efforts (these amounts will remain with our collection agency and we will continue to seek collection through debt set off program for accounts over \$50), our financial statements will no longer report the amounts as likely collectible. Staff is recommending the Board approve write-offs for FY20 totaling \$24,453.96.

Commissioner Phillips made a motion to approve Electric Fund write-offs for FY20 totaling \$24,453.96. Commissioner Kovacs seconded motion. Motion carried unanimously.

PUBLIC HEARINGS

Traffic Calming – Cambridge Grove Drive. Mayor Bales called to order public hearing to receive input on proposed traffic calming measures on Cambridge Grove Drive between Glencrest Drive and NC 73.

Lora Mastrofrancesco, Transportation Engineer, said I'm here to go through the public hearing process. We are going to go over the location of this street, the process that was carried out to conduct the traffic calming. I'll give you some of the results and then our proposed solutions.

We are at Town Hall which is the bottom right corner of this image. Cambridge Grove is off of 73 between 115 and 21. If we zoom in, you will see the subdivision is also called Cambridge Grove. It's about 950 linear feet. It's the red line. That's the area that we are talking about today. It's from Sam Furr to a four-way stop at Glencrest.

I'd like you to notice there are no homes on the east side, which is the right side. That's owned by the HOA. On the west side, the left side, you'll see two cul-de-sacs with a total of around 22 residences.

I would like to bring to your attention to the existing speed humps as traffic calming measures in this area. Some in the Cambridge Grove neighborhood, which is outlined in blue, and the little ovals are my indication of a speed hump. They already have some in there. And then we have some in the surrounding neighborhoods, which is Hampton Ridge and Knoxwood Drive.

Let's look at a street view. It's a fairly wide section. It's actually 33' pavement to pavement and then there's two 2' curbs on either side. If you notice, there's no driveways. This is just a straight through street. It has a little bit of a curve in it, but it's important to note that there's no driveways right here.

We conducted our first study in November of last year. The first collection stated that the 85th percentile of speeders were going 32 mph, which exceeds the threshold per the policy of 31 mph. After

that, the neighborhood itself conducts their neighborhood awareness campaign and returns them to the Town for review and acceptance, which has been completed by the HOA.

Then we move into Type 1 implementation which means I give the police the data that I've collected and they can then come out to monitor at the appropriate times and after that happens we put up the temporary radar feedback signs which helps people driving, it's start to flash so you know how fast you are actually going, because you could not realize how fast you're going.

Then we revisit this again and we do a second collection of the speeds. Again, the 85th percentile, it really didn't change, it was still at 32 mph. That means we have to move into physical calming measures. Our staff came up with several items and submitted it to the HOA to review. They have their own Traffic Subcommittee and they have sent me a list of their comments, which I would like to enter into the record and the Clerk has a copy of that. *HOA Comments attached hereto as Exhibit No. 2.* And now we are here for the public hearing.

Let's go through the options. We'll start with simple speed hump. This is total 950 linear feet, so a simple speed hump would be right in the middle. We try not to space them out any further than 500', so this would be a valid idea.

Another one would be to put two if you felt that this was necessary. I put them slightly past the two intersections because you can't really put one in the middle of an intersection.

The next option is mini traffic circles, which are newer in our town and we're working out some kinks there, but for this one if I offset the mini traffic circle, I would not need to get any more right-of-way. What you're looking at is the traffic circle is in the middle which is 16' in diameter, but then we would add what's called a chicane to try to tighten in the road so that a vehicle has to meander through and you have to slow down to do this. This is how we could control the speeds there.

This is typically where I stop and that's all I show you. Those are all we really have, but this roadway is really wide, so I have more to show you.

Here's another option. When I showed you the original picture it was just one big piece of asphalt. What if we put two lanes and showed some striping down the middle. It has got a little bit of a curve so this would help keep vehicles to their side of the road. The markings would not happen at the intersection to allow the vehicles to make their lefts in and out. This would end up with 16' wide lanes, which is rather large. I have an example. I was told that Stratton Farm Road in the Cedarfield neighborhood had an issue with speeding and they implemented this I'm not sure how many years ago, but they found that this was very helpful in their community.

Let's go a little bit further to stripe out three lanes and then we would have three 11' markings and again we would stop them short of the two cul-de-sac intersections and they would really just be for left-hand turns coming in. That would narrow your lanes again and that also makes you feel a little more constrained, you would feel like you needed to travel a little slower. This would be an example – Ferrelltown Parkway which is the Walden neighborhood off of Huntersville-Concord has this exact striping that widens out to the three lanes. It looks similar to this.

Here's another idea – it's our sixth alternate, but still in the lines of the three lanes, but the middle lane, the center, we would make it a concrete median. This would then make two 12' lanes. The lanes would be a little bit bigger if anyone had concerns for larger vehicles traveling through, but the center could be

an island or we would just recommend just a concrete median, again cut short on either side so the vehicles can get in.

The last tool in our toolbox that we could use there are raised intersections. It's a cross between a speed hump and a speed table. A table is flat. This would go up a little bit and then you would be flat through the whole intersection and then you would come back down. It would be in all directions of the intersection. It's very large. Here are some images. On the left you see a four-way intersection and it's slightly raised and on the right you see how wide it could go. It would be very large, which then also increases in cost for that one.

Those would be our proposals. I did speak with both chiefs from fire and police. Same as my last presentation, the Fire Department would prefer mini circles. They can drive over one with half their vehicle safely and not damage their ladder truck. Police is fine with speed hump or speed table. Our staff here would recommend one speed hump because it matches into the neighborhood as well. None of these would really need any right-of-way acquisition, just material and our staff time for that.

The HOA had provided me with a list of their review after I submitted the seven. They didn't particularly pick out just one and so let me just back up here to try to explain something. On the east side/right side, there's sidewalk all the way up to Glencrest. On the west side, the sidewalk goes from 73 to Drew Court. Their HOA was suggesting that we add some sidewalk to the middle there and put what would be like a speed table and mark it for pedestrians to cross over, and extending that sidewalk would make it accessible to both sides and for everyone to walk over. Now extending the sidewalk is not really a speed calming measure, but that would have some connectivity there. They also would like to have the centerline marked, so they picked sort of the two of some of these suggestions. They had some other ones that aren't specifically related to speed calming, so that could be dealt with another time.

They wanted to add some bike lanes in this area. I probably wouldn't recommend that. We don't have bike lanes on 73 or anywhere else in the neighborhood and the Town, actually the Mobility Plan, is to go towards multi-use paths instead, so this just doesn't follow under the Mobility Plan as well.

Another one that they were asking for is for No Parking Signs, which again can be addressed at a later time.

That's all the presentation that I have and I wanted to know if you have any questions and I do know we have a speaker.

Commissioner Kidwell said are there any traffic calming devices on Hampton Crossing?

Ms. Mastrofrancesco said there are speed humps there.

Commissioner Boone said what time did you collect the speed data?

Ms. Mastrofrancesco said they are put up for two full weeks.

Commissioner Boone said so there's 24/7 that they are collecting the speed.

Ms. Mastrofrancesco said yes, unless the battery dies, unless a vehicle is parked right in front of it, but yes.

Commissioner Boone said is there a school bus stop any place along that line?

Ms. Mastrofrancesco said that I do not know.

Commissioner Boone said would that affect the speed if there's a bus stop?

Ms. Mastrofrancesco said no, because I'm collecting the data and then it's calculated with the 85th percentile, so they are going over, even if the school bus is going pretty slow.

Commissioner Boone said it's stopping and picking up children I would think. That's my question. Is there a CMS school bus stop along that line?

Ms. Mastrofrancesco said I don't know, I would have to look into that for you.

Commissioner Boone said but that would affect the speed, you think.

Ms. Mastrofrancesco said what do you mean, I'm sorry.

Commissioner Boone said you say the speed limit is 32 mph during your.....

Ms. Mastrofrancesco said 25 mph.

Commissioner Boone said you can pull the slide back that says 32 mph I believe.

Ms. Mastrofrancesco said yes, the 85th percentile.

Stephen Trott, Director of Engineering, said so if somebody stops in the street then whatever speed they are going when they cross the device is what would be picked up. It doesn't discriminate on.....we don't know what kind of vehicle crossed, just when it crosses it records the speed at that time.

Commissioner Partee said what is the least expensive alternative out of all the seven that you presented?

Ms. Mastrofrancesco said it would be the single speed hump. It would be around \$4,000 to \$5,000 for one speed hump.

Commissioner Partee said to piggyback on Commissioner Boone's question on data collection, what is the timeframe as far as days or weeks between the first data collection and the second data collection?

Ms. Mastrofrancesco said the request from them was in November and we had a to discuss the process. The first collection was in January 2023 and then my second collection was in June 2023.

Commissioner Partee said the speed limit, there was an uptick, it went from 32 mph to 21 mph. What was the uptick in the speed collection between the first and the second.

Ms. Mastrofrancesco said they stayed the same. And I also checked.....there's other ways to check that I'm getting accurate data. If one of the results tells me I have 10,000 cars going through this area when I know 10,000 cars don't go through there, then we would re-do the study, because I would know I didn't

have the proper data. If one of the radars runs out of batteries and I don't get my full two weeks, we would then re-do those two weeks again.

Commissioner Partee said now that you mention it, how many cars were read on the data collection.

Ms. Mastrofrancesco said the first one in January was 2,213 and the second one was 2,800.

Commissioner Kovacs said what's the cost of the mini circles?

Ms. Mastrofrancesco said those are around \$10,000 and I would put one at each intersection. For these mini circles I had shifted it so it would also have the chicane that would increase the price. For this suggested one, for two of these layouts would be around \$20,000 to \$25,000.

Commissioner Kovacs said but this is what the Fire Department would prefer.

Ms. Mastrofrancesco said yes. They could drive straight over it and only put maybe one side of the truck over it without damaging the bottom of the ladder truck, which is the truck style that they are going forward with.

Commissioner Kovacs said I only worry because there's so many traffic calming devices down the road. It is such a long road and there are so many that adding more seems detrimental, but also the safety of the people that live here is important in both ways. That's why I asked about the mini circles. Do you have any way to predict how many cars might be added due to the daycare being to the right of that.

Ms. Mastrofrancesco said the daycare access is not onto this street. The entrance and exit is off of 73. Stephen would be able to talk more to the TIA that was done for that.

Stephen Trott, Director of Engineering, said the daycare access is on 73, so there could be people that drive to and from the neighborhood, they are all public streets, so they could connect to wherever they want to go, so it's possible.

There were no questions from the Planning Board.

Bob Soroosh, 10302 Islay Court (Mike Russell, 17443 Glassfield Drive, deferred his time), said I may have met some of you a week ago at the candidate meet and greet and look forward to hearing your responses to our questionnaire. As I think you are aware I'm coming before you today as the Chairman of the Traffic Committee for the Cambridge Grove Homeowners Association which has 250 homeowners and about 750 registered voters. I do have several years' experience as a police officer. Other members of our Traffic Committee have experience that directly relates to traffic engineering. I just want to say I thought Lora's research was excellent. As you have a copy of the diagram which is hand drawn, you will see what may be a very simplified version of what you have been looking at. At the bottom of this diagram is Glencrest. Pretty much the center is Cambridge Grove Drive going up to Sam Furr. One person asked where does the school bus stop. The school bus stops at Glencrest and Cambridge Grove Drive in what you are looking at the left corner of Cambridge Grove Drive. As you look across this drawing, and I'll get into our recommendations which are actually noted on here, part of what you can see as you had some question about the location of the preschool is where that's going to be and you can also see the traffic coming from that that's not on tonight's agenda.

After we discussed this over a period of months and reviewed it and looked at Lora's data, our recommendations, as actually Lora has mentioned, are several. If you look at Item A, the new sidewalk. As you look up at Cambridge Grove Drive where it enters into Sam Furr you can see there is a pre-existing sidewalk on the right or west side of Cambridge Grove Drive, but it only extends to Drew Court. Our recommendation was add a new sidewalk, Item A, that takes you halfway from Drew to Truitt and then add a new speed hump which doubles as a pedestrian crossing. That is probably a least cost alternative. Certainly, one speed hump is less expensive than two. I'll come back to the pedestrian crossing in a minute.

Item C is the skipped yellow center line. A skipped line then would enable cars to drive around a service vehicle that might be parked on the side of Cambridge Grove Drive.

Item D is where Cambridge Grove enters into Sam Furr and Mike Russell and I are here together, Mike having lived there for 25 years. I've lived there for 10. I have driven down Cambridge Grove Drive over 3,000 times, in day, at night, in rain and every kind of condition. I have witnessed pedestrians crossing there at Sam Furr. As a matter of fact, just a few days ago there was a young man who was completely fixated on his iPhone and didn't even look up to see if there was any traffic coming. After the preschool opens there will be increased traffic and just based on my experience as a police officer, I wouldn't want to cross there. If it gets progressively less safe, then one alternative is to extend the sidewalk that we already talked about and allow pedestrian crossing across that speed hump to provide an alternative way for pedestrians to cross Cambridge Grove Drive.

Item E is a white stripe for bike lanes on either side and I know this may sound strange, but I've seen people riding their bike in the middle of Cambridge Grove Drive, so maybe a bike lane would help them be a little bit more rational as to where they are riding their bicycle.

And finally, No Parking signs could be added on both sides. Throughout the last 10 years, throughout my 3,000 times, I've seen various vehicles parked.

If you want to calm Cambridge Grove, we think that these six recommendations would help achieve that. They are actually fairly low cost and if you will turn past the diagram, we summarize all those. A is sidewalk extension; B is single speed hump doubling as pedestrian crossing; C is a skipped yellow center line; D is to remove the current pedestrian crossing at Sam Furr; E is to add bike lanes; and D is to add No Parking signs. What we ask tonight is we respectfully ask that the Huntersville Town Board of Commissioners adopt a motion instructing the Huntersville Town Manager to instruct the Town Traffic Engineering Department to work with the Cambridge Grove HOA Traffic Committee on both the feasibility and the implementation of recommendations A through F shown above and illustrated on the diagram.

Commissioner Boone said I've got a question for the Town Manager. Can you have a crosswalk and a traffic calming device all in one? I can't think of any place in town that we do that.

Mr. Roberts said I don't know if we have any in town, but I'm sure it can be done.

Ms. Mastrofrancesco said you'll normally see a speed table on Sherwood by the greenway, that's what he was explaining a speed table. It would be a speed hump because you have to go up and then it's going to go flat so that the pedestrians can still walk across it.

There being no further questions or comments, Mayor Bales closed the public hearing.

OTHER BUSINESS

Traffic Calming Measures – Swansboro Lane. Lora Mastrofrancesco said the two studies did not reduce the speeds per the policy and so staff would recommend the two speed humps. Earlier today Ms. Camp said that the community would prefer the three speed humps now. They are spaced less than 500' which is what we usually look for. *Staff PowerPoint attached hereto as Exhibit No. 3.*

Commissioner Phillips made a motion to approve Alternate 2 which is the three speed humps for the Swansboro Lane traffic calming solution.

Commissioner Kovacs seconded motion.

Commissioner Kidwell said with the three speed humps, do any of them fall in a driveway or impact anybody's home.

Ms. Mastrofrancesco said these are approximate lengths and our Public Works Department knows to adjust accordingly, so not to put it in front of a driveway.

Mayor Bales called for the vote to approve three speed humps.

Motion carried unanimously.

Beatties Ford Road/Brown Mill Road Intersection Preferred Alternative Discussion. Commissioner Kidwell made a motion to postpone this until October 16 at Huntersville Town Hall, 101 Huntersville-Concord Road, at 6 p.m.

Commissioner Boone seconded motion.

Motion carried unanimously.

MAYOR AND COMMISSIONER REPORTS/CLOSING COMMENTS

Commissioner Partee

- Noted October is National Breast Cancer Awareness Month.
- Provided safety tips for using area greenways.
- Advocate for gun safety. Huntersville Police Department has free gun safety locks.
- If you have a charity that you want to give to, please do so.

Commissioner Kidwell

- Provided update from Charlotte Regional Transportation Planning Organization. Going forward, the maximum funding for the Discretionary Grants Program will be 25 percent with a 10 percent cost estimate. Pointed out that Huntersville received Discretionary Funding for the Stumptown Road Extension Project in the amount of \$5.156 million and the Greenway Tunnel under US 21 Project in the amount of \$2.6 million.

Commissioner Kovacs

- Provided update from the Lake Norman Chamber of Commerce.

Commissioner Boone

- Boy Scout Troop 19 will pick up campaign signs following the election for a donation of \$1 per sign.
- Tomorrow night is National Night Out at the Recreation Center.

Commissioner Phillips

- Provided update from Visit Lake Norman.

Mayor Bales

- The six Mecklenburg County towns and Mecklenburg County have hired an attorney to represent our interests as we go into discussions to update the bylaws to the Metropolitan Transit Commission interlocal agreement.
- Commended Parks & Recreation staff and the 150th Committee for a successful Hay Days event.

There being no further business, the meeting was adjourned.

Approved this the 16th day of October 2023.