

Huntersville Greenway, Trail, and Bikeways Commission



Summary Minutes: February 16, 2021

Members Present: Diane McLaine (chair), Tim Sanborn (co-chair), Robin Underwood, Kim Van Sickler, Maria Reese, Kyle Shackert, Lori Russell, Geoff Steele

Members Absent:

Town Staff Present: Tracy Houk

Town Board Present: Commissioner Walsh

Public Present: Kevin Elder, Scott McConnell

Call To Order: Diane McLaine (chair) – 6:02 pm

Approval of Minutes: Motion to approve January Minutes – Kim Van Sickler
Second – Tim Sanborn
January Minutes - Approved Unanimously

PUBLIC COMMENTS, REQUESTS, OR PRESENTATIONS

- Street Access for Everyone, Inc. (SAFE): Kevin Elder / Scott McConnell
 - *Presentation Attached*
 - Kevin Elder - *"Purpose of signs is Safety – they allow cyclists to move off of the right side of lane when needed and informs motorist that they have the right to do that"*
 - Robin Underwood – what is it you need from us?
 - Not about money, the NCDOT or Town would make signage
 - Kim Van Sickler – are we also being asked to recommend where the signs would be erected? Tim Sanborn – and how many?
 - Public Works & NCDOT would be the resource for this
 - SAFE could help make recommendations as well
 - Nick Walsh – How are these different than the other signs? 10% of the drivers recognized them - what is the measurement?
 - Kevin Elder - The problem with the *"share the lane signs"* are drivers don't understand what the sign means. Most motorists think they are out there for the cyclist, letting them know they need to share the road – whereas the cyclists, think they are out there for the drivers. With the *"bikes may use full lane"* signs, it give a clear interpretation on what the sign means.
 - Nick Walsh – When you were dealing with the other towns, did they delineate between state roads and town roads?
 - Kevin Elder – Mooresville worked within their town limits and replaced all signs. Davidson replaced all signs as well as added a few more. It is up to the towns on what they want to do. Recommendations were given for the most traveled routes for cyclists.
 - Tim Sanborn – Can you speak to any metrics/data from towns that have adopted this initiative?
 - Scott McConnell – it is too soon, signs have just started going up late this year.
 - Tim Sanborn – if you have any data from any towns, it may be worthwhile to pull some data showing what difference it made for them.
 - Kevin Elder – great idea, we should check out some other states to find out
 - Scott McConnell – Statistics were given to Mooresville on the past 5 years span on pedestrians struck by motorists.
 - Tracy Houk – We have some of that data from our 2020 Bike plan that can be pulled.
 - Geoff Steele – if there is room on the signs to add "NCDOT", this would help indicate that this is 'State Level' initiative.
 - Kevin Elder – there are strict guidelines that must be followed when making the signs, not sure we could add that info, but will check on it.

- Geoff Steele – Inconsistency by police dept. on the state enforcements on/for bicyclists.
 - Kevin Elder – We did discuss this subject with other police dept. to help inform them on that topic and are working on some training for officers.
- Kyle Shackert – The opportunity to market this message will be really important, the NASCAR community is really supporting this effort right now as many drivers are avid cyclists.
- Staff will review and do a little research on the signage and process, will most likely need to go to all departments and then to Town Board for approval.
- *Will add to agenda for March meeting*

Business:

- **Master Plan Review**
 - Updates need to be made to our master plan map.
 - Tracy and David will begin to work on it – will need to go through the current & proposed subdivisions to see accommodations made, if any. Some developers are willing/plan to build portion within development – these routes will be noted.
 - Once staff has reviewed, we will bring back to GTBC for review
 - Mecklenburg County has updated their master plan map and may have made some changes – we need to make sure we are matching those
 - The 2020 Bike plan as made some adjustments and connections as well
- **Sidewalk Priorities**
 - Projects hoping to be completed FY20-21:
 - Northcross Dr. between Bridgeford Ln. and Hughes Plumbing Supply
 - Short section on Stratton Farm between McCoy Rd. and Oak Park Dr.
 - Engineering department does have 14 projects on proposed budget for FY21-22 totaling \$19 Million
- **Ordinance Considerations**
 - David has compiled the list of questions to ask the other towns/cities
 - Our goal is to have this completed and report back by the next meeting
- **Connect Stephens Rd. nature Preserve to Rural Hill**
 - Staff will dig in to this a little deeper and get with Meck Co. to see if this is an option
 - Trails will be natural
 - The only issue might be getting permission to go through the nature preserve

Updates

- **Marketing Collateral**
 - Still in progress – will work with Tracy to finalize, plan for spring deadline
 - Town is planning on LaLaCaboosa, Movies in Park, Growers' Market events – Plan on having a booth at these events again to help spread the word.
 - “Roots of the Vine” – short update on greenway, trail, bikeway happenings in Huntersville. Events, new builds, progress, etc...
 - Town staff will share to their outlets to help keep the community updated
 - Ideas from everyone is welcome
 - First one is going out the end of this week, staff is sending to NCRPA Magazine (North Carolina Recreation & Parks Association)
- **Town Board Retreat Feb. 18-19**
 - Parks and Recreation is Thursday afternoon
 - Agenda is on the towns website
- **Board Presentation topics**
 - Public Activities on the greenways & trails
 - Plan for quarterly reports to Town Board

Not on agenda...

- Geoff Steele - Trail Head Update: Still waiting on the house to be torn down, Tracy will send out Trail Head rendering again to group, Will have a location for the bench donated by Steele Family ☺
- David - Review new Code of Ethics will be added to next meeting
- Kim Van Sickler – Men that Cook Event has been officially postponed to 2022
- Tracy Houk – Mayors' Challenge T-Shirts proceeds will go back into the greenways, registration for the challenge is ongoing if you haven't registered – link is on the website
- Lori Russell announced her resignation, she will be moving to Mooresville

Motion to Adjourn: 7:33 pm - Motion – Lori Russell, Seconded – Robin Underwood

Approved Unanimously



Street Access For Everyone, Inc. (SAFE)
Bikes May Use Full Lane vs Share The Road

On January 12th 2020 the Lake Norman area lost Earl Gillon, one of the most respected and well-known cyclists in the area. Earl was the victim of a crash with a motor vehicle while returning home from one of his many weekly 100+ mile bicycle rides. Earl was a very experienced rider, logging around 25,000 miles annually.

Earl's death spawned a movement to make streets safe for cyclists as well as all street and road users. SAFE was born out of this movement.

In our first year we have worked with the towns of Mooresville, Davidson and Cornelius and have shown that the current "Share the Road" signs do not provide a clear message as to the rights of cyclists on our streets.

A study published by researchers at North Carolina State University in August 2015 confirmed that "Share The Road" is a problem. The authors of the new study – both NCSU faculty – surveyed nearly 2,000 people and found that there was "no statistically significant difference in responses between those who saw 'Share the Road' signage and those who saw no signage" whatsoever in terms of their comprehension that cyclists are permitted in the center of the travel lane; that cyclists do not have to move right to allow motorists to pass within the same lane; or that motorists should wait for a break in traffic before passing in the adjacent lane.

<https://www.bikede.org/2015/08/29/share-the-road-is-a-problem/#page-content>

<https://journals.plos.org/plosone/article?id=10.1371/journal.pone.0136973>

Our goal at SAFE is to work with towns throughout the area to bring the message to motorists that cyclists may legally use the full lane.

Mooresville, Davidson and Cornelius have agreed with that assessment.