



Bicycle & Pedestrian Advisory Commission

Meeting Summary

October 25, 2021 at 6:00 p.m.

NAME	REPRESENTATION
Matt Engwall (ME)	City
Katy Jones (KJ)	At-large
Sylvia Sichi (SS)	City
Jason Smith (JS)	Alamance County ETJ
Cy Stober (CS)	Development Director
Ashley Ownbey (AO)	City Planner

Rebecca Brouwer, Sarah Elder, and Chelsey Morrison had excused absences. Aaron Davis, Mebane Recreation & Parks Director, was not available for the meeting.

Public Participation: Sean Ewing

CALL TO ORDER

The call to order was delayed as ME, KJ, and JS awaited a fourth member to join for a quorum. The three members decided to begin discussion of Better Block projects while waiting for a fourth member.

ME, KJ, and JS discussed coordinating deconstruction of the parklet.

After brief discussion, ME commented he would coordinate with Aaron Davis and his staff for the parklet's deconstruction.

AO described the items belonging to Mebane Recreation and Parks and those belonging to the Better Block Trailer.

CS reported MUSE has requested the palettes with artwork be saved.

JS mentioned the tires.

KJ commented she will ask if the individual who donated the tires wants them returned and remarked on the gold spray paint.

SS arrived, establishing a quorum.

Sean Ewing asked about deconstruction of the Ashbury project.



Bicycle & Pedestrian Advisory Commission

Meeting Summary

October 25, 2021 at 6:00 p.m.

CS commented Mebane Public Works will remove the stop signs in Ashbury and AO has been coordinating with the Ashbury HOA. He remarked Public Works is evaluating if pressure washing is needed for the fading crosswalks.

ME asked if there were any negative comments about the stop signs.

AO reported the survey results reveal some residents believe too many stop signs were installed and a handful of residents do not like any of the stop signs. She mentioned some of the comments mention certain stop signs are not recognized, indicating the challenge of traffic change and learning new habits.

JS asked about leaving the stop signs installed until the City Council decides on the permanency of the stop signs.

AO replied the BPAC could recommend general traffic calming as a result of the Better Block project, but specific recommendations as to the location or number of stop signs is the responsibility of the Mebane Police Department and Public Works and Engineering Departments.

CS suggested the BPAC return to the discussion once they arrive at the Better Block item scheduled on the agenda and advised bringing the meeting to order.

ME called the meeting to order at approximately 6:12.

PUBLIC COMMENT

AO read aloud two written comments.

Comment from Josh Woodard, a resident near Walker Fields:

I was wondering if the BPAC might be able to help advocate for a traffic calming measure at the intersection of S First and W McKinley. People often fly down S First right next to Walker Fields, which they can't do on S Second because there is a stop sign at that intersection there.

I brought this up with the City and Mebane PD and was told that we needed to have a petition signed by neighbors but that they would only accept signatures from individuals who live on the affected block, which seems a bit strange since obviously dangerous drivers impact anyone who might walk to/from those fields and tennis courts to play and not just



Bicycle & Pedestrian Advisory Commission

Meeting Summary

October 25, 2021 at 6:00 p.m.

the six homes that live between W Lee and W McKinley on S First. Thanks in advance for your guidance and support with this.

Josh

Comment from Kathy Linck, a resident of the Ashbury neighborhood:

To whom it may concern,

My name is Kathy Linck and I currently reside in the Ashbury retirement community. I am loving the new stop signs that have been placed all throughout Ashbury and I do believe it is slowing down the traffic. That said, my parents live on East Brown St and that road has gotten to be as busy as Hwy 70. With the new housing developments on Lebanon road, it is getting worse! There have been so many wrecks at the corner of ninth and east brown throughout the years. I believe it's time for the city to step up to the plate and make that a 4-way intersection for the safety of our citizens. What do I need to do to make this happen? Who do I need to talk to?

*Please advise,
Kathy Linck*

CS commented staff will be responding to Mrs. Linck. He remarked her comments have been shared with the Mebane Police Department and staff is working on a response, which will include information about the complications of the intersection being partly controlled by the City and partly by the NCDOT.

ME commented on the impact of new development in the area.

KJ commented on a running route and crossing E Brown to remain on the N Ninth sidewalk. She mentioned she would never run on E Brown due to safety concerns.

JS agreed and remarked on traveling with his family by bike to Lake Michael and a decision to avoid E Brown due to traffic.

ME asked if a four-way stop requires further investigation.

AO reiterated an earlier point by CS about police data for the intersection and staff's pending communication with the resident. She asked CS if a recommendation from the BPAC was appropriate.

CS replied safety of the intersection is within BPAC's mission.



Bicycle & Pedestrian Advisory Commission

Meeting Summary

October 25, 2021 at 6:00 p.m.

ME asked about the number of accidents at the intersection.

CS replied there have been eight incidents in the last four years.

KJ asked for the definition of incident.

CS responded all the incidents have been auto-collisions with no injuries.

ME asked if that is considered a high number of incidents and inquired how safety at the intersection compared to other intersections in the City.

CS replied that would be a more general request and would require coordination with the Mebane Police Department for data.

JS expressed support in understanding the density of incidents at intersections.

The BPAC briefly returned to the issue of jurisdiction and the required coordination with the NCDOT.

ME commented on the need for the BPAC to make informed recommendations when receiving requests from Mebane residents.

JS agreed, remarking on the importance of considering citizen requests alongside data.

ME mentioned his inability to determine if eight incidents in the last four years makes the Ninth and Brown intersection a priority.

SS commented a crossing at Ninth and Brown is important due to Ninth's connection to Stagecoach and the lack of sidewalk and stop signs on Brown.

The BPAC reviewed sidewalk in the area.

KJ expressed her support for crash report data and suggested considering it alongside data for the likelihood of pedestrian traffic.

The BPAC reviewed the comment from Mr. Woodard.

ME asked if the petition for traffic calming was the correct first step.



Bicycle & Pedestrian Advisory Commission

Meeting Summary

October 25, 2021 at 6:00 p.m.

CS confirmed and reviewed the City's traffic calming policy and petition process.

ME and JS expressed support for following the City's policy and proceeding first with the petition.

The BPAC agreed.

APPROVAL OF AUGUST 23, 2021, MEETING SUMMARY

ME made a motion to approve the August meeting summary. KJ seconded the motion.

A unanimous vote (4-0) supported approval of the meeting summary.

BETTER BLOCK DISCUSSION

ME updated SS on the conversation regarding the parklet deconstruction.

AO reviewed preliminary survey results for the Better Block projects, commenting the surveys will remain open for another week.

During review of the results for the parklet, the BPAC discussed why individuals disliked the parklet and remarked that many of the comments were related to appearance and location. Additionally, the BPAC discussed the low costs associated with the parklet, with the only purchases being related to plants and paint, both of which are available for reimbursement as part of the grant associated with the Better Block Trailer.

AO asked the BPAC for any guidance in complying final survey results.

KJ requested identification of comments that include alternative locations for a parklet.

The BPAC discussed some of the suggestions and commentary appearing on social media.

The BPAC moved to discussion of recommendations for permanent projects.

JS suggested tabling most of the discussion until final survey results are available and expressed concerns about removing the temporary traffic calming project in Ashbury. JS recommended, in the future, the BPAC schedule the projects to make aspects permanent before removal. He commented on the issue of placing, removing, and re-placing stop signs in a neighborhood and advised having a



Bicycle & Pedestrian Advisory Commission

Meeting Summary

October 25, 2021 at 6:00 p.m.

tentative plan for permanent improvements before installing temporary measures.

CS commented on the interdepartmental nature of the stop signs and the partnership with the HOA to realize stop signs in the Ashbury neighborhood.

KJ asked how Ashbury residents can accelerate the process and recognized some will be upset when the stop signs are removed.

CS replied staff has contacted the HOA with information about the removal of the stop signs. He suggested one or two BPAC members might coordinate with the HOA as well. CS reviewed how members of the public can communicate with the City Council.

ME expressed concerns about unintended consequences of removing the stop signs.

KJ agreed and added that any crash modification, including the addition of the temporary stop signs, has consequences. She mentioned concerns with removing crosswalks.

SS asked if the Police Department patrolled Ashbury during the Better Block project.

AO replied she did not believe so and mentioned someone with law enforcement may live in the neighborhood and could be a resource.

ME asked if the BPAC could extend the temporary project in Ashbury.

CS replied extension of the project would be an immediate request to the City Manager. He advised the BPAC to take a vote on the matter and for ME as Vice-Chair to communicate with the City Manager quickly given the November 1 City Council meeting.

JS made a motion to request an extension of the temporary stop signs associated with the Ashbury Better Block project.

SS seconded the motion.



Bicycle & Pedestrian Advisory Commission

Meeting Summary

October 25, 2021 at 6:00 p.m.

A unanimous vote (4-0) supported the motion.

SS asked if the stop signs belonged to the Better Block Trailer.

AO replied they did not.

KJ and SS commented on the benefits of extending the project to better coincide with a recommendation from the BPAC and action by the City Council.

ME asked if the HOA or the City would ultimately decide the location of permanent stop signs.

CS replied the Mebane Police Department would be the primary department to provide approval, with support from the Public Works Department. He mentioned the City was not aware of a large number of crashes in the neighborhood.

AO commented she requested incident data from the Police Department prior to the stop sign installation.

CS continued the City would be interested in knowing intersections where the HOA would like the temporary stop signs removed. He emphasized the interest of safety.

AO displayed data she received from the Mebane Police Department. Four accidents are recorded in Ashbury for the last three years, with additional incidents recorded for speeding and other traffic violations.



Bicycle & Pedestrian Advisory Commission

Meeting Summary

October 25, 2021 at 6:00 p.m.

AO shared a document reporting an engineer's preliminary assessment of the crosswalks in Ashbury. She asked if the BPAC would like to review in detail and mentioned the need for curb ramps in many of the areas.

ME asked if the crosswalks require immediate attention.

AO responded it depends if the crosswalk improvements are considered a capital project to be approved with the annual budget. She asked CS if the crosswalk improvements classify as a capital project.

CS replied he would need to consult with Engineering and/or Public Works, but thought the number of curb ramps may classify as capital improvements.

AO asked if it would be appropriate for the BPAC to make a capital project recommendation for the crosswalks to be included in the upcoming annual budget discussions prior to a presentation to the City Council regarding results of the Better Block projects.

CS responded it would be appropriate, if the BPAC and HOA would like to move more quickly.

AO reminded the BPAC of the next agenda item and the deadlines for capital project recommendations.

The BPAC reviewed the preliminary assessment of the crosswalks and discussed moving forward with a recommendation.

ME commented on the inability of crosswalks to protect pedestrians from oncoming traffic. He suggested stop signs are more likely to slow traffic and commented on his preference for the City to allocate funds for stop signs to promote safety and have a greater impact.

JS agreed and remarked on slower traffic making crosswalks in the neighborhood less necessary.



Bicycle & Pedestrian Advisory Commission

Meeting Summary

October 25, 2021 at 6:00 p.m.

SS suggested pursuing the crosswalks at the four-way intersection at the Ashbury intersection, which would not require any curb ramps.

The BPAC agreed and discussed the higher traffic at the intersection.

JS reiterated his earlier point regarding scheduling Better Block projects to overlap with the recommendation for a permanent project.

ME commented the BPAC might avoid temporary stop signs in the future due to safety concerns.

CS commented traffic control is not within the BPAC's mission, though safety of pedestrians and bicyclists is within the mission. He noted the BPAC could make general requests for remedies to be applied to unsafe intersections to the Police and Public Works Departments.

CAPITAL PROJECT RECOMMENDATIONS FOR 2022-2023 BUDGET

AO recapped previous discussion of capital project recommendations:

- W Carr sidewalk at E.M. Yoder Elementary School
- Downtown bike lanes
- Ongoing design projects: W Crawford Sidewalk and Third-Fifth Greenway Connector

CS provided an update on the progress of the W Crawford and Third-Fifth Greenway Connector. He reported on a productive conversation with Duke Energy for the greenway connector. Duke Energy requires an engineered design for further conversation. The City is moving forward with a simple map to discuss the project with two other impacted property owners before pursuing an engineered design. CS commented he does not expect an approved design in time for the 2022-2023 budget process. Regarding the W Crawford sidewalk project, CS reported the Peoples Church has agreed to a sidewalk on its frontages along N Second and W Crawford, which will provide for a crossing of N First at the intersection with W Carr. Additional neighborhood outreach is needed before proceeding with any design work for the remaining stretch of the W Crawford sidewalk.

ME asked about crossings associated with the greenway connector.



Bicycle & Pedestrian Advisory Commission

Meeting Summary

October 25, 2021 at 6:00 p.m.

CS responded encroachment agreements with the NCDOT will be required and specific locations of crosswalks will be determined at final design. Neighborhood outreach is the first step.

The BPAC discussed the importance of safe crossings of Third and Fifth and addressing the crossings during the design process, with CS remarking on the possibility that a crossing of Fifth may not be advised with the design.

KJ asked about the feasibility of the W Carr sidewalk at E.M. Yoder, remarking on drainage issues.

JS replied the BPAC previously discussed the sidewalk being inside the property.

CS agreed and commented on acquiring an easement from the school.

ME asked if the school was in favor of a sidewalk.

CS replied the City needs to confirm but believes a sidewalk in the area has been discussed.

The BPAC discussed the conditions to be placed on a recommendation for the W Carr sidewalk to ensure the project is financially feasible.

The BPAC agreed to include the project as a capital project recommendation with the conditions.

The BPAC moved to discussion of Downtown bike lanes.

AO reminded the BPAC of previous discussion with the City Engineer to follow the recommendations included in the Bike/Ped Plan, with discussion of more innovative ideas during the upcoming plan update.

ME mentioned the Mebane Community Park did not exist when the Bike/Ped Plan was created and noted it has become a hub.

The BPAC reviewed bicycle recommendations in the Bike/Ped Plan.

ME commented on the need for a safe route for bicyclists from N Fifth to the Mebane Community Park.

The BPAC discussed the feasibility of a bike lane on W Ruffin, which is recommended in the Bike/Ped Plan, and considered a possible



Bicycle & Pedestrian Advisory Commission

Meeting Summary

October 25, 2021 at 6:00 p.m.

Better Block project to test one-way vehicular traffic with a bike lane.

ME asked about the capital improvements budget.

CS responded the BPAC has an annual budget allocation of \$10,000 for discretionary projects for bicycle and pedestrian projects. He reviewed bike boulevards and crosswalks supported in the past by the funding. CS commented on the need to have a conversation and support from the City Manager and, in some cases, the City Council. He advised having more BPAC members present for a recommendation involving a bike lane on W Ruffin.

KJ suggested a Better Block project involving a Ruffin bike lane only extend for a weekend.

SS asked about businesses on Ruffin, particularly a laundromat and martial arts studio, that would be affected by a change to one-way traffic.

CS commented on the outreach completed for the other Better Block projects and advised a similar strategy.

KJ reminded the BPAC of another Better Block project idea – the use of flags to alert drivers of pedestrians in crosswalks.

ME expressed concerns about a temporary bike lane similar to the use of temporary stop signs.

KJ commented on engaging in a one-day event as opposed to a longer temporary project.

KJ asked if there were any other capital projects to consider.

AO mentioned a project suggested by RB at the last meeting to connect W Holt Street to the Mebane Community Park, remarking on the discussion and decision to wait on a recommendation due to traffic changes in the area and questions around NCDOT funding.



Bicycle & Pedestrian Advisory Commission

Meeting Summary

October 25, 2021 at 6:00 p.m.

ME commented on a public comment discussed at the last BPAC meeting, which requested improvements at the intersection of Foust and S Fifth St (NC 119). He lives in the area and remarked on his concerns with safety at the intersection. ME suggested a crosswalk, speed limit change, or other improvement.

AO replied a high-visibility crosswalk will be installed by the developer of the Villas on Fifth. She reviewed the resident was requesting a pedestrian beacon light.

The BPAC discussed pedestrian signals, including their use in Chapel Hill.

KJ mentioned she could contact individuals who may have done studies for the lights in Chapel Hill and inquire of their effectiveness.

CS suggested the BPAC consider advising staff on inviting guest speakers to a BPAC meeting to review experiences from other communities.

ME reiterated understanding Chapel Hill's experience.

SS asked about a permanent sign in the middle of the crosswalk to remind motorists of the presence of a crosswalk.

ME mentioned a speed limit reduction from 45 mph to 35 mph.

JS asked about the costs associated with installation of a pedestrian beacon light.

CS replied he did not know and could do research. He mentioned the last time the City inquired about a hawk signal the cost estimate was \$50,000.

Sean Ewing asked CS for his vision of the area given a rezoning request on the November Council agenda.

CS replied business uses are likely to appear around the new bypass and commented on the mixed-use growth strategy area identified south of NC 119. He described the history of residential



Bicycle & Pedestrian Advisory Commission

Meeting Summary

October 25, 2021 at 6:00 p.m.

uses in the area and the need for residents to be able to safely access non-residential uses.

Mr. Ewing clarified he was interested in the area west of the dental office.

CS responded the Cameron Lane Mixed Use Growth Area is south of that area. He commented on how the completion of the new bypass will impact the area, with many of the homes in the general area having already been sold and are now vacant. CS added the area west of the dental office is in the Secondary Growth Area, which is residential in nature with commercial to support residential uses.

ME asked where the BPAC stands in making a recommendation for improvements at the Foust intersection.

JS suggested waiting on a cost estimate before deciding on pedestrian signals at the intersection.

The BPAC agreed.

AO reviewed discussion at the last BPAC meeting that considered the number of changes being introduced in the area.

The BPAC discussed the future high-visibility crossing at Foust.

AO asked if the BPAC wished for staff to ask the NCDOT about a speed limit reduction.

The BPAC agreed.

CS responded that Council action is required to make that type of request and advised the BPAC to take action and begin discussions with the City Manager.

The BPAC reviewed the location of the speed limit change on S Fifth Street and discussed future pedestrian activity in the area.



Bicycle & Pedestrian Advisory Commission

Meeting Summary

October 25, 2021 at 6:00 p.m.

ME moved to recommend a speed limit reduction on S Fifth Street between the intersection of Dogwood Drive and the new NC 119 Bypass.

A unanimous vote (4-0) supported the recommendation.

BIKE RODEO DEBRIEF

The BPAC discussed the bike rodeo held on Saturday, October 2, 2021.

KJ and JS commented on an early end to the rodeo, which resulted in some families not being able to participate.

REVIEW BPAC TERMS EXPIRING JANUARY 2022

AO reviewed that the terms for ME and CM are expiring. They will need to reapply if they wish to be considered for remaining on the BPAC. AO commented staff will be advertising the positions and new applications will be considered by the City Council.

NEW & ONGOING BUSINESS

The BPAC had no new business to discuss.

KJ commented she will complete research on the items she mentioned and suggested the BPAC begin considering future Better Block projects to be efficient with time provided to present to the City Council.

The meeting was adjourned at 8:00 p.m.

Meeting summary by Ashley Ownbey, City of Mebane Planner