



Bicycle & Pedestrian Advisory Commission

Regular Meeting Summary
August 28, 2023 at 6:00 p.m.

NAME	REPRESENTATION
James Allen (JA)	Orange County
Matt Cummings (MC)	City
Katy Jones (KJ)	Chair, At-Large
Jason Smith (JS)	Alamance County ETJ
Rachel Gaffney	City Planner
Ashley Ownbey (AO)	Development Director
Aaron Davis (AD)	Recreation and Parks Director
Shawna Joplin (SJ)	Parks Superintendent
Barbara Hollerand (BH)	Executive Director, Mebane Main Street

Allison Tate and Rebecca Brouwer had an excused absence.

APPROVAL OF July 24, 2023, MEETING SUMMARY

It was confirmed that there was a quorum. KJ asked if there were any changes to the meeting summary and none responded. JS moved to approve the meeting summary from the July 24 meeting and JA seconded the motion.

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

ELECTION OF VICE-CHAIR

KJ asked for nominations for vice-chair. AO noted that two members are absent from the meeting if they would like to wait until the next regular meeting. JS said he could be vice-chair through the end of his term, but it will be ending soon and he is not sure if he will continue past that. KJ asked if they could look at the term end dates for all of the BPAC members and RG presented them on the screen. MC asked what being vice-chair involves and KJ explained that it mostly requires them to run the meeting in the absence of the chair. The vice-chair also helps the chair to review the draft agendas prior to the other members. MC indicated that he was interested in volunteering for the position.

AD added that there were 4 applicants for the vacant BPAC position. AO and RG explained that one of the applicants wasn't eligible so there were really three potential candidates. RG added that there were almost 3 weeks left in the application period so there may be additional applicants. RG explained that KJ, RB, and JS's terms were all ending on January 2024. JS nominated MC for the position of vice-chair and KJ seconded the motion. A unanimous vote (4-0) supported approval of MC's nomination as vice-chair.



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CAPITAL PROJECTS DISCUSSION

To begin the discussion, RG shared the list of projects from the Capital Improvement Plan (CIP) that had been described in detail by City Engineer Franz Holt at the July 24 meeting. KJ asked the BPAC members to consider these projects that are already partially or completed budgeted and then to perhaps brainstorm additional projects. AO added that new projects will also be considered from the new bicycle and pedestrian transportation plan but acknowledged that the plan update had not yet been completed and so details on those potential plans are not yet available. The draft plan will be discussed at the BPAC's October meeting. However, it may be too late at that point to recommend any of the projects from the plan for this year's capital projects. AO added that this meeting is intended just to brainstorm project ideas and then they will make a recommendation at the September meeting. She asked that they not feel pressured to make a decision at this meeting. KJ asked to clarify that the projects they are brainstorming would be in addition to the projects in the CIP. AO confirmed that and said that they prefer that the recommended projects be drawn from the bike and pedestrian transportation plan or another of the City's adopted plans but they can consider other projects that have not yet been documented.

RG also presented a spreadsheet of the projects that were discussed for prioritization in the updated bicycle and pedestrian transportation plan. JA suggested that they do not need to consider projects that are planned to be completed by developers, such as those associated with Stagecoach Corner and Tupelo Junction. He suggested that they focus on connector projects that get the most people moving to the best places safely. KJ asked if there was consensus or overlap amongst the BPAC members' choices for prioritization. AO explained that staff has a meeting with Stewart Engineering to discuss the prioritization the next day. Staff has not reviewed the data in detail yet as it's the consultant's responsibility to analyze it. JA said that he really like the proposed bike signage or boulevard for 8th street as it could be a great connector route for pedestrians and cyclists to get off of 5th onto a less trafficked street in order to travel from downtown to Tanger or Lowes Foods. AO added that bike signage or boulevards could potentially be considered for discretionary fund projects, which is a faster process than what is required for capital projects. She explained that staff could research that potential and follow up with BPAC. JA asked about the cost of paint, especially the green paint for the sharrows. AO agreed that is something she would need to look into and likely discuss with Public Works. AO added that if it is costly, it could still be possible to split the project between fiscal years. JA explained that his ride on the proposed route E really got him thinking about potential projects for the areas south of the interstate but he was having trouble coming up with anything feasible that didn't include Old Hillsborough Road. RG explained that staff are working on putting together a multi-use path on Old Hillsborough Road and Bowman Road that will incorporate the new developments in that area. JA added that he thought Bowman Road needed to be repaved soon, it is in such disrepair and it needs to be widened. He guessed that it is NCDOT maintained and AO confirmed that it is. JA suggested that if those improvements were made then it would be a great connection to the developments around Bowman Road and Ben Wilson Road. AO added that a bicycle and pedestrian connection between



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the developments south of the interstate is something that staff has been working on, similar to what has been designed for north Mebane around N First Street and Stagecoach Road. The Meadows have started work on a multi-use path which is currently internal to the development, but once it connects to a larger network it will become a publicly maintained path. Staff is hoping to eventually have a full multi-use path from the Bowman Place/Village subdivisions to Hawfields Middle School but the exact route isn't clear yet.

JA asked about a potential path from Collington Farms to Forest Oaks Lane. AO said that the City has submitted that project to the State for potential funding several times and she has submitted it again. JA asked if it would be a road connection or just a multi-use path and AO confirmed it would just be for bicycle and pedestrian use. AO added that some people, mainly children, already cross the creek by foot in that area, which is potentially dangerous. AO added that it is okay if the BPAC does not have additional project ideas and they can just recommend what City staff have already suggested. KJ asked about the 3rd to 5th Street Greenway and asked if a high visibility crosswalk at 5th Street was included in the project. AO explained that she thought it had been approved for design work to begin in this fiscal year and that she believed a crosswalk would be included in the project design. AO confirmed that BPAC would be able to have input on the design process. JA asked if capital project funding could be used for more high visibility crosswalks. For example, at Kit Court the paint is already fading. Maybe the City could look into higher quality paint or crossings with pedestrian warning lights or signals. AO said that staff could look into it. Kit Court probably wouldn't be an issue but for NCDOT maintained roads getting approval could be a long process. KJ asked about the crossing at 3rd Street and Corregidor as well and AO added that project and similar ones have been emerging in the plan update as high priorities. JA added that there need to be better crossings on Center Street, from Downton to Ashbury. He added that he recently saw two kids trying to cross at 5th Street and Center Street and they had the light and the pedestrian signal but no one was stopping for them to safely cross.

The BPAC members indicated that they did not have any further ideas at this time. RG added that by the next meeting they will have the 10 projects chosen for cutsheets but the rest of the projects will still be included in the plan and may be recommended as future capital projects. JS asked if the cutsheets will be for 5 pedestrian projects and 5 bicycle projects. AO explained that it was presented that way, but the multi-use path projects serve both so that may affect the breakdown. She confirmed that staff is working to ensure that both bicycle and pedestrian needs are represented.

DISCRETIONARY FUND PROJECT DISCUSSION

RG explained that, in addition to capital projects, she wanted to open discussion for discretionary fund projects, if any BPAC members have any ideas they would like to put forward. She explained that AT had suggested curb ramps near the library at 1st and 2nd Street at the last meeting. KJ asked about using discretionary funds for a bigger prize for the Mebane Activity Challenge. JA explained that he had talked to some local bike shops about donating something, however, on



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reviewing the submissions, it looked like most people who had completed the challenges had done so on foot. Based on that, having a prize that is specialized for biking may not be the best choice. JA suggested that maybe the Mebane Downtown group could speak to some of the restaurants or coffee shops downtown and see if they would be willing to donate a gift card or something similar. KJ explained that the end of the Activity Challenge is essentially a month away, so if they were going to do that they would need to have it all organized within the next week. BH said that she can talk to some of the downtown businesses but many of them are feeling the pinch right now and have made recent donations to other causes. JS raised a concern about the amount of time left. If the BPAC were able to organize the prize within a week and then a social media post went out a week later, that would only leave two weeks before the end of the challenge. It seems unlikely that they would be able to drive up participation in such a short amount of time. JS explained that he thinks it's a great idea but it may be too late to implement this year. He suggested that last meeting they had discussed buying water bottles for a prize. KJ questioned whether they could use discretionary funds for that kind of item. AO explained that the BPAC could purchase items for promotional purposes and they could be given to everyone that participated in the challenge or on a first come, first served basis. The concern had been with using discretionary funds for a more expensive prize that would be raffled to just one person. RG suggested that if the water bottles aren't too expensive they could be given to all participants, but if they are of a good quality they might still generate some excitement. KJ agreed and said that it would be good to make a final decision on the prizes at this meeting. AD began looking at water bottle options and said that the bottle JA had brought to the meeting was \$20 each. He asked how many bottles were needed and KJ suggested 50 at a minimum. AD asked what would be a good unit price and JS asked what they could get for \$10 each. KJ added that she believes the wording on the website suggests that if the photo submissions show multiple people that they will each get prizes. She added that last year they did send multiple prizes if a submission appeared to be on behalf of multiple people. RG suggested that they hold the idea for a raffle and donated prize for next year and just focus for now on putting together a good collection of prizes. KJ agreed that they need to decide what the giveaways will be soon and make sure it's all set for Autumnfest.

KJ explained that with the new fiscal year they have \$10,000 in their discretionary fund. KJ asked AO if they used their discretionary funds for the green painted sharrows and AO said that it actually came out of the Public Works budget. KJ asked if when Clay Street is repaved will the sharrows be included in the project cost and AO confirmed that they would be. JA added that the repaving would include bump outs at the crosswalk and said that they had previously discussed placing a bike rack on one of the bump outs. He explained that the previous Saturday he rode his bike with some friends to Filament. There happened to be another group of bikers at Filament at the same time so there were about 30 people in total. All of them leaned their bikes wherever they could on the sidewalk in front of Filament and the neighboring businesses, which partially obstructed the sidewalk. JA asked the other bikers if they could choose anywhere to park their bikes, what would be the best location? The general consensus was that in front of Solgarden or the gravel lot next to Wooden Nickel would be the best locations.



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AO mentioned that RG had assembled the portable bike rack so the BPAC could begin testing locations if they would like. AO suggested that they could also ask BH to reach out to some of the businesses downtown. KJ said that they had put the parklet in front of Solgarden. AO agreed and added that they were coming on two years since the parklet project. RG expressed concern that the sidewalk in front of Solgarden was not wide enough for a bike rack. If they could take over one of the on street parking space then that would be one thing, but they couldn't block the sidewalk with a bike rack. KJ and JA explained that there had been a lot of pushback from downtown business owners about the idea of closing one of the parking spaces. KJ asked if they should consider putting a bike rack on the street in front of Solgarden. She explained that the business owner had been very supportive of the parklet project but she questioned if there would be enough space and if it would be a safe location. JA explained that in one town he had been to for a race, there was a wall of vertical bike racks where bikes could be secured against the fall and it was very efficient and convenient.

KJ asked if there were places that the City owns where they could place that kind of bike rack or if they could approach any of the local businesses. RG suggested that the downtown pocket park is the most prominent place that is City owned. KJ questioned if that was too far away. RG responded that it is just down the block from Filament, but she agreed that people don't tend to notice it. JA added that Filament and Lou's Bakery are both significant draws for people biking to downtown so somewhere near that intersection of 4th Street and Clay Street would be the best location for a bike rack. KJ suggested that the wall adjacent to the pocket park is owned by Lou's Bakery so their permission would be needed if they wanted to install a vertical bike rack. RG added that the sidewalk in front of Lou's bakery is fairly wide, so they could also consider asking them about placing a bike rack in front of the building. BH asked if this would be a portable and permanent bike rack and KJ responded that they were talking around a number of different ideas. She explained that the BPAC does have a portable bike rack that they are planning to use to test out different locations around downtown but they are eventually wanting to install a permanent bike rack. JS suggested that they should just put a regular bike rack (or two) in the pocket park. Even if it is a little distance from Filament and the restaurants, if someone has ridden 15 miles to get to downtown, it shouldn't be much of a hassle to walk half a block to park their bike at the pocket park. KJ asked BH if at the Downtown group's next meeting she could show them a picture of the vertical bike rack and ask if there are any businesses that would be interested in installing one. BH asked if it would be asking a business to give up a parking space in front or if it would be on the sidewalk. AO answered that the City would need to be involved if something was placed on the sidewalk as that's the City's right-of-way. JS added that you need to find just the right spot as even if the rack isn't that large, the parked bikes will take more space. JA said that where he saw the vertical bike racks, the City had recessed the wall and created a little pocket park to accommodate the bikes. JA suggested that the blue wall where Tailgaters used to be was potentially a good location. RG indicated that she thought the sidewalk is too narrow there to accommodate even a vertical bike rack. Unfortunately, Mebane has unusually narrow sidewalks for a downtown. KJ asked if they should start with placing the portable bike rack in the pocket park



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and see how that goes. BH asked how long the trial period should be with the portable bike rack and how they would evaluate if a spot is effective. JA explained that there are at least 1-2 group rides a week that come to downtown Mebane because of its central location. JS said that he had looked at the website for the bike rack and the bikes can also be mounted on the ground instead of vertically. They could look at mounting racks parallel to a building or at an angle instead of against a building wall. JA suggested that a month would be a good trial period and they could test a few different locations. JS asked what the success rate would be and how they would measure it. BH questioned whether all cyclists would use the rack or if some would continue leaving their bikes in other places. JA agreed that education would need to be part of the test, making sure that cyclists are aware of the bike rack location and encouraged to use it. He added that painting it a bright color and putting it somewhere prominent will help. BH asked how many bikes the portable rack holds and RG responded that she thought it was 7. KJ asked if it was one sided and RG confirmed it was. JA asked if it was one of the ones that they had painted blue. RG said no, it had been purchased off of Amazon and was a bluish grey, but they could paint it if they wanted. RG suggested that they could try to come up with an event to promote the bike rack such as a group ride or a launch party in the pocket park. KJ asked AD if the bike rack was put in the pocket park, could it be promoted at the Farmer's Market. AD indicated that the current small bike rack in the pocket park needed to be removed. The recreation department is planning to replace the current storage shed with a larger one next year and the existing bike rack will be in the way. JA asked if it would be relocated and AD agreed that it would be moved to another park or other location. KJ asked where they would place the portable bike rack in the pocket park. JA suggested placing it at the front of the park, next to the low wall that separates the park from the Clay Street sidewalk. There was general agreement on that location. AO asked AD if his department would have any issues with that location and he said he had no issues. KJ asked if the pocket park is under the Recreation and Parks Department's jurisdiction and AD confirmed that it is. AO wondered if there were any communities that had bike trackers so they could track how often the bike rack is being used and suggested that maybe the Better Block trailer might have one. KJ said that she didn't know of any sources, but they could check how much it would be to purchase one. AO questioned whether a motion sensitive tracker would pick up people walking by the bike rack. JS agreed it probably would but maybe they could position it to minimize that kind of interference.

AD said he had found a good option for water bottles for the Activity Challenge prize. They are 18oz metal water bottles, available in a variety of colors for \$9.99 each. JA asked if they were available in Mebane colors. AD said there were only so many available so he would need to piece together an order of 50 from different colors. He added that they could give everyone a City of Mebane seal sticker and they could put it on the water bottle if they want. There was general agreement that they were a good choice. RG asked if they wanted to look at hats too or if they just wanted to have water bottles and whatever AD has available. KJ said that she still has towels and sunglasses and AD added that he has some other items available too.



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Going back to discretionary fund projects, KJ asked if there was any sort of audit of crosswalks that was done. AO said that she would need to talk to Public Works about their plans for crosswalk improvements this fiscal year. RG asked if staff would also need to talk to Public Works about the curb ramps AT had suggested near the library. AO said that the normal process is that BPAC puts together a list of possible projects and submits them to the City Manager and he makes a decision based on that. JA asked if there was any information or updates on changing the signs from “share the road” to “bicycle may use whole lane”. AO said that she still needed to get more information on that. She added that painting is more difficult to coordinate due to seasonal changes but replacing the signs should be able to be done more quickly.

JS added that the new sidewalk at EM Yoder Elementary is done and looks great. He said that they had added crosswalks across the parking lots in areas where the new sidewalk crosses those entrances, however where the existing sidewalk crosses the car rider loop there aren't crosswalks. AO asked if the crosswalks are internal to the school and JS said that he didn't think so. KJ said that they could potentially add it to the project list. AO said that it may be considered a private drive but they could look into it. JS said that since they painted crosswalks for the new sidewalk areas it seemed like it would make sense to have crosswalks in these areas as well. JS added that mostly he was really glad that the project was completed and it looks really good. KJ asked if they should do something on social media to promote the project? JS agreed and said that he could take some pictures. KJ asked if that was something they should do or if someone from the City would. AO said she wasn't sure if the work was completed by the Public Works Department or if they contracted someone. AD said it was probably a contract. AO said she would need to look into it.

FAMILY BIKE ROUTES MAPPING PROJECT

KJ said that most of the BPAC members emailed their findings from their test rides and there appeared to be just one route that wasn't recommended. MC hadn't emailed his comments so KJ asked him how his ride had gone. MC responded that he hadn't been able to bike the route, but he had driven it. About half of the route had sidewalk and half did not. Towards the end of the route there is a bump out, so that if kids are tired they can cut through the park instead of going all the way to the end. JA said it would be good to add some notes to the routes such as busy sections or intersections where a rider may want to divert onto a sidewalk or multi-use path or, as in this case, where a rider can cut through to a shorter route if they'd prefer. MC said he drove the route on a Sunday afternoon and there wasn't a lot of traffic, but he doesn't know if it would be more busy on a Saturday or another time.

KJ said her route was good but she didn't think it was quite 3 miles. She went from her house to the route, did the whole route, and then went back to her house and that whole distance was 3 miles. RG said that they had just estimated the distances on Google maps, so she can change it to 2.9 if that seems more accurate. KJ added that you could ride around the MACC or park more to make up the distance as well. KJ noted that when she was on Holt Street and turned left onto Giles Street, there wasn't a street sign for Giles. RG responded that they should probably let Public



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Works know about that. KJ said that most of the route was very nice and peaceful, especially since it was a Sunday morning. She noted that she did ride on the left side of Holt Street, on the sidewalk, since she knew she would need to turn left onto Giles Street. She explained that she rode the route as if she was riding with kids, so that is the kind of choice she would make as a mom. In the sections where she needed to ride in the road, she said she was comfortable with the conditions. JS said that there were some discrepancies between the mileage that they had originally estimated and the distances on the routes that JA had plotted on GPS. KJ asked if they were all under and JS responded that it was a mix of over and under. RG said that she can change it to match the GPS. They estimated the original routes on Google maps so the GPS calculations may be more accurate. JA added that the GPS only counts what it considers to be rideable surfaces, so it may not be counting areas in parking lots or similar areas. RG said that she could take a closer look at it after the meeting.

JA said he was having a hard time coming up with an alternative to Route E. It could be tweaked to start on Ben Wilson Road and basically stay on that side of Mebane Oaks Road, going from West Ten, to Hebron Church, to Whitaker, but it would be less mileage. AD said that there are a lot of cyclists on that route and he takes that way to the interstate sometimes. JA agreed and said he takes Whitaker and West Ten and Buckhorn all the time. AD said that there is no reason to take Mebane Oaks since it is so slow. JA agreed and said he never rides on Mebane Oaks unless he needs to cross there and even then he goes from Hebron Church over to Cook and then to Calloway. KJ said that they can't recommend a route that's not safe so they may need to just not have a route south of the interstate. RG added that once there is more development in that area, there may be more opportunities for multi-use paths or other improvements that would improve bicycle safety. JA asked if the Lowes Blvd connector was ever approved. AO responded that the City does have a small area plan, but it is based on development and construction in that area has slowed. MC asked if there were any redeeming qualities to the route. JA said that there were and that Hebron Church was super low traffic, Whitaker Road is great too, Bowman Road up until Wilson Road is narrow and needs to be repaved, but otherwise was fine. Everything except for Old Hillsborough Road and Jones Road were fine. Cook Road is low traffic although it does have a large hill. JS suggested Bowman Road then Ben Wilson and Hebron Church but then extending east. JA responded that Ben Wilson between Bowman Road and Hebron Church Road is gravel, which is difficult to ride on. JA said that he does have a loop that starts at Millenium Fitness and goes on the Frontage Road to Ben Wilson and Bowman and over to the connector road to West Ten and then back to Hebron Church. It was a little under 9 miles but it was a good route. The only traffic is on the frontage road. JS suggested that it was important that they include a route for the area south of the interstate, even if it isn't as long as they'd like. It highlights that there need to be more opportunities for bicycling in that area. JA said that he could test out the route he mentioned and make sure it isn't too difficult. KJ said that once they have that done, they could finalize the maps. JA said that once more development fills in between Mattress Factory Road and Oakwood Street then that will add a connector in that area as well. AO said that subdivision does have approved plans.



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RG asked if they had any other comments on the bike routes. KJ said that hers was fun. JS said that his was good too, the only traffic he ran into was at Mill Creek and it was a short section. RG noted that AT had asked in her email if there was anyway they could include safety tips with the map or as a FAQ on the website or even as a social media post. KJ responded that for bike month they had promoted bike safety tips, they could share a link to NHTSA. She said they could also create a resource section on the BPAC webpage and include a QR code to that on the map. RG agreed that something like that would be a good addition. AO said that, especially for kids, it would probably be good to include some clear, simple safety tips. AD mentioned that they have some bike safety signs at the MACC that are geared for kids. RG said that she would try to email everyone a draft of the map before the next meeting.

NEW AND ONGOING BUSINESS

MEBANE ACTIVITY CHALLENGE

RG asked if there was anything else they needed to discuss for the Activity Challenge. She had put in on the agenda to talk about prizes and they had already discussed that in relation to discretionary funds. KJ agreed that the prizes are all set and they have social media posts ready. AO asked if any of the social media posts would include submitted photos. KJ said that she had included photos from last year. KJ said that she thinks she has 8 or 9 additional posts set up for the next month.

AUTUMNFEST

JA asked if they still needed to secure a spot. AD said that he had reached out to the organizer but he didn't know if it had been confirmed or not. KJ said that she had not received anything that confirmed that they had a booth. BH said she could reach out to organizers. RG asked what the hours of the event are and BH said it was 10-5 on October 7th. RG asked if they had talked about doing more 2 hour shifts rather than 4 hour shifts after the Dogwood Festival. KJ agreed and said that part of that was because they didn't have very many people volunteering last time. She said that she would email out a sign up sheet and make sure they have enough people to cover the full day. KJ asked if copies of the new bike and transportation plan would be available by then but AO said they would not be ready. KJ suggested that they set up some sort of community input activity. JA suggested a sticker map and a suggestion board that people could write on. RG said that she could print some maps. KJ said that they do have some helmets if they want to have those available to giveaway. She said they would also try to get the Activity Challenge participants to pick up their prizes during Autumnfest.

KJ said that she has notes from previous events and the main takeaways were making sure that they had maps and a way for people to provide input on specific projects or concerns. She said that they had gotten a lot of questions about E-bikes, including whether they can be ridden on the sidewalk. RG said that she didn't think the City ordinances really address that. JA said that riding



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on the sidewalk is generally not encouraged, at least over a certain age. RG said that Mebane does allow riding bikes on the sidewalk but E-bikes are more similar to motorized vehicles. It may depend on how fast they can go. JS said there are a lot of varieties of E-bikes with different capabilities. JA agreed and said that you typically can't tell just from the appearance of an E-bike how fast it can go or what type of class they are.

BIKE AND PEDESTRIAN TRANSPORTATION PLAN UPDATE

RG reminded the BPAC members that they would be holding a combined meeting with RPAC to discuss the draft of the Bike and Pedestrian Transportation Plan Update and it would be held on October 16th instead of their regular meeting date.

JA asked if there would be an overlap of Autumnfest and Bike NC, but KJ said that the Bike NC riders would be in Mebane on October 3rd and Autumnfest was on the 7th. MC asked AD if he met with the event organizers earlier that month and AD confirmed that he did and that everything is coming together well. He still needs to contact Haw River police and other agencies about some potential trouble intersections that were identified by the organizers. One is in Orange County and one is near Haw River. The sections on the way in are Peck Road to Roxboro Street and the intersection of Wilkins Road and I-70. On the out are the intersections of Jackson Street and Fifth Street and St. Mary's Road and I-70. There will be a number of activities available to the participating cyclists and there will be buses to take them from the MACC to downtown. JA suggested lining Corregidor with the Mebanites on bikes signs from Bike Month and asked how many there were. RG said that the ones they had used for Bike Month this year were still in her office and there were another couple dozen in the storage shed at the MACC. JA said that he would be happy to collect them and put them out the weekend before. MC asked if they had finalized the route into Mebane yet. AD said they hadn't sent him the map yet but it has been finalized. KJ asked how many riders there would be. AD said maybe 800 and JA said it could be closer to 1,000. Cycle NC is usually 1,000 to 1,500.

RG noted that they had discussed at the last meeting some discrepancies in the City ordinances regarding bicycling being allowed on sidewalks. She said that staff is still looking into it and will need to follow up at a later meeting.

RG also noted that at the last meeting a few members had asked if it would be possible to meet with the Downtown Development board members. She asked if they'd like to discuss that with BH while she's here. KJ said that they wanted to have good dialogue between projects that the BPAC is interested in and the interests of the downtown businesses. KJ asked if she could join a meeting or get more information about introducing herself to different stakeholders downtown. BH suggested that the Downtown Development board members could act as ambassadors and suggested that KJ or other BPAC members meet with them first. BH said that they do have a downtown businesses meeting once a month, which is more of an open forum with the business owners. BH said that the next board meeting would be the 3rd Thursday of September. BH said



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that it was at 8:30am and that she would send KJ an invitation. KJ said that time should work for her. JA explained that downtown is a destination for a lot of bike riders in the area and it would be good to have more collaboration with the downtown development group. BH said that there may still be some business owners that don't see bicyclists as part of their customer base since they can't buy/transport large items while riding, but there are still a number of ways that bicyclists do support the downtown economy and community. She acknowledged that the Main Street program has a ways to go to increase recognition that all traffic downtown is beneficial. She reiterated that having board members that are supportive of bicyclists and pedestrians and can act as ambassadors will help significantly. JA added that all cyclists also drive a vehicle and if they see a larger item that they are interested in, they might come back to get it. Most cyclists live within 20 miles of Mebane if they are traveling to downtown frequently. BH agreed that was a good point.

KJ asked if there was anything else to discuss. JS wondered if the City had received a response on the Lake Michael Connector project and how that bidding process was going. AD confirmed that the City received enough bid proposals to move forward and he thought it was going to City Council on the September 5th agenda for approval. AO confirmed that both the Holt St Greenway and the Lebanon Road projects are on the September agenda.

KJ added that she was interested in reaching out to the new police chief to talk about bicycle and pedestrian issues. She explained that they've been doing campaigns for bike month for several years but there has never been an enforcement element to it. She wants to start a conversation to see if there would be interest in an enforcement campaign geared towards pedestrian and/or bicyclist safety. AO said she could email the police chief to introduce KJ and the role of the BPAC. JA said that he had heard that the new police chief is a cyclist and KJ agreed she had heard that as well.

The meeting was adjourned at 7:40 p.m.

Meeting summary prepared by Rachel Gaffney, City Planner.