



# Bicycle & Pedestrian Advisory Commission

BPAC Regular Meeting Summary  
November 27, 2023 at 6:00 p.m.

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NAME	REPRESENTATION
James Allen (JA)	Orange County
Rebecca Brouwer (RB)	City
Matt Cummings (MC)	Vice-Chair, City
Jennifer Nunez (JN)	City
Jason Smith (JS)	Alamance County ETJ
Allison Tate (AT)	City
Rachel Gaffney (RG)	City Planner
Aaron Davis (AD)	Recreation and Parks Director
Jesse Day (JD)	Regional Planning Director, Piedmont Triad Regional Council

*Katy Jones (KJ) had an excused absence. Brad Hecker (BH) joined the meeting as a Mebane resident.*

## **WELCOME NEW BPAC MEMBER, JENNIFER NUNEZ:**

RG welcomed JN to the BPAC and asked all of the BPAC members and other attendees to go around and introduce themselves and explain a little bit about what brought them to BPAC and how long they have been involved.

## **GUEST SPEAKER: JESSE DAY, REGIONAL PLANNING DIRECTOR, PTRC**

JD introduced himself and explained his role within the Piedmont Triad Regional Council (PTRC) and its Regional Planning Department. He explained that he also works with the Great Trails State Coalition, which was founded in 2019 to support trail planning in North Carolina and to lobby for state funding for such projects. One of the Great Trails State Coalition's initiatives has been to designate 2023 as the Year of the Trail as a campaign to promote the importance of trails and other bicycle and pedestrian networks. AD described several events that the City and associated groups, such as the Mebane Trail Rangers, have organized to celebrate the Year of the Trail. JD explained that the Great Trails State Coalition has organized a working group called Cities, Towns, Counties for Trails and he recommended that either City staff or BPAC members look into that if they would like to be involved with the Coalition's work. He explained that they meet once a month and asked them to let him know if they would like to join. He summarized the projects that the Coalition has been working on and described the insights they have gained from lobbying the state legislature. As a result of their work in 2021, 2023 was designated as the Year of the Trail, \$29.15 M was authorized for the Complete the Trails Fund, and \$2M was allocated to NC DOT for feasibility studies. JD noted that both the Haw River Trail and the Mountains-to-Sea Trail are designated state trails. He added that some of their successes this year included: getting legislators to Year of the Trail events, getting the Great Trails State Fund organized as a competitive grant program, and getting \$50K of recurring funding for state trail non-profit organizations.



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RB asked where the funding for the Coalition itself comes from. JD explained that private and non-profit members of the Coalition pay membership dues. He also said that Year of the Trail has been great for fundraising. RB asked if it is intended to be an ongoing effort and JD confirmed that it is.

JD presented information on grants that may be relevant to the BPAC's work. The Connecting Communities Grant is a new program funded through the Great Trails State Fund that is open to municipalities that have a population that is less than 25,000 and are located within 6 miles of a designated state trail. As Mebane meets these requirements it could be a great opportunity for the City. A 10% local match is required. The program is expected to open for applications in Spring 2024. Other possible grants include the Parks and Recreation Trust Fund, the Recreational Trails Program, and the Land and Water Conservation Fund. AD added that the City is considering applying to the Recreational Trails Program when they're ready to move forward with the Lake Michael loop trail. RB asked if the Connecting Communities Grant is specifically intended for projects that connect communities to State Trails. JD confirmed that is the intent but he doesn't know if the proposed project has to physically connect to a state trail or if it can just be in the near vicinity. The grant application would have to relate to the idea of connecting to the State trails and expanding those networks. He added that there should be more details on those types of guidelines once the application window opens. AD asked if the Mountains-to-Sea Trails goes along Lebanon Road past Lake Michael Park and several BPAC members confirmed that it does. RG added that the Trail travels close to where the Holt Street Greenway will be located as well. RB agreed that she was thinking that as well. RG added that a connection could be made from the Holt Street Greenway to the Community Park as the Mountains-to-Sea Trail travels through the entrance to the park. JD added that if they are able to join the December meeting of the Cities, Towns, Counties for Trails group then they will probably be able to get more information. He also said that the Friends of the Mountains-to-Sea Trail group would be involved in the Connecting Communities Grant program so it would be important for the City to reach out to them early to discuss potential projects for the grant. JD asked if there any other grant sources that the City has used previously. AD said that his Department applied for the Accessibility for Parks (AFP) but the planned trail was not long enough to be considered a secondary element. The main project proposal was for a playground. RG said that the BPAC had applied for a grant for a small project through Impact Alamance and the Alamance Wellness Collaborative. The project was for the Better Block program, which was a toolkit for testing temporary projects such as parklets and crosswalks. JD asked if it was for a specific event. RB said that it was an initiative that the BPAC organized over the course of a season. They set up a parklet for a couple of weeks and then tested some crosswalk locations. JD also provided some information on the role of Metropolitan Planning Organizations and explained how the Burlington-Graham MPO can assist Mebane with funding for transportation projects.

JD also presented information on safety issues and how to encourage buy-in from local residents for new trails. He suggested that BPAC members research principles of Crime Prevention through Environmental Design (CPTED) and noted that there is a national course available. He also



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recommended developing a FAQ for concerned landowners and other residents. RB noted that there is a mini course on CPTED principles available online for \$35. JD also listed some programming ideas that could increase public engagement such as National Trails Day events, Mayor's walks/hikes, and bicycle safety workshops. He asked about the BPAC's current engagement efforts. JA explained that the BPAC had a booth at Mebane's Autumnfest in October and they had really amazing turnout. RB added that they host an annual activity challenge to encourage people to use the trails in town and submit pictures in order to win prizes. She said that they had done some public engagement events in the past related to the greenway but now that the project is moving forward, it would be a good time to do more engagement. AD added that there is a Mebane Walks program and signs in front of the Planning Department and at the MACC that include maps of the urban trails in Mebane. There is also a kiosk at Lake Michael with trail maps.

JD asked what concerns they had received from the public regarding the greenway. RB explained that the original route was planned from Holt Street to the MACC and it would have gone through 13 properties. The residents of that area were very concerned about crime occurring on the greenway. The project was rerouted and currently only the east-west connection is moving forward. RB added that there were just a few residents opposed to the project but they were very vocal. JD responded that those are common concerns and that presenting data-driven information can help but having a project on the ground so that people can see that it is not causing a lot of negative impact can be very effective at reassuring people. RG added that since it has been a long time since the initial community conversations about this greenway, the BPAC is looking for ideas on how they can get residents excited about the upcoming project. It would be great to have some public engagement leading up to the opening and then to organize some opening events. JA added that the trail on Lebanon Road is very visual as many people travel on that road. Holt Street is a less prominent road so fewer people may be aware of the construction. RB asked JD if it is a good idea to be promoting the project before and during construction. He asked if she was concerned about people trying to use the trail before construction is completed or if she was concerned that it was just too early and people would get frustrated waiting for it to be completed. She said more the latter. JD said that the more you can get people excited about the project, the better. There isn't a specific timeline that they need to wait for. AD said that he has been taking pictures of ongoing construction projects such as the playground at Cates Farm, the Fiddler Stage at the Community Park and the Lake Michael Connector Trail and posting them on the Recreation Department's social media. JD encouraged the BPAC members to also think about public art and programming as ways to engage the public once the greenway opens. RB added that she thinks that having the Mebane Trail Rangers will be a huge asset. AD suggested that some of the Mebane Trail Rangers or some of the Recreation staff should take the short CPTED workshop online. RB added that maybe his staff could try it and see how effective it is and if it's worthwhile then maybe some of the Trail Rangers or BPAC members could sign up for it as well. The BPAC members thanked JD for his time and he said that he is looking forward to coming to the ribbon cutting for the greenway.



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## **APPROVAL OF SEPTEMBER 25, 2023 AND OCTOBER 16, 2023 MEETING SUMMARIES**

RB moved to approve the meeting summaries from September 25 and October 16 meetings. JS seconded the motion.

A unanimous vote (6-0) supported approval of the meeting summaries.

## **BICYCLE AND PEDESTRIAN TRANSPORTATION PLAN UPDATE**

RG reminded the BPAC members that last month they had the combined meeting with RPAC to discuss the draft recreation plan and the bicycle and pedestrian transportation plan update. The draft plan was sent to the BPAC members and they sent RG back any comments they had. Those comments were conveyed to Stewart, who felt that they would need additional time to address all of the comments. RG clarified that planning staff had many comments in addition to what the BPAC members had provided and that is what caused the need for more time. RB asked what kinds of comment the planning staff had. RG responded that it was mostly organizational, but she could review them briefly with the BPAC members. RB clarified that she was wondering if the comments were mostly related to content or presentation. RG responded that it was a little bit of content but mostly organization and making sure the information is conveyed well. RB said it seemed like the consultants were hoping that there wouldn't be too much feedback. AD said that he is still working towards the final draft and presentation with Berry Dunn. The plan is supposed to be presented at the December meeting so they were trying to make sure that the presentation is more detailed. RG added that on the bike/ped side they have mostly been focusing on the final draft of the report and haven't provided as much feedback on the presentation yet. She said that one comment that planning staff had provided is that the current draft didn't include an executive summary. She explained that many people will not have the time or inclination to reach the whole plan, so having an engaging, informative, and concise executive summary is an important way to share the highlights of the plan with the community. AD added that he has asked Berry Dunn to use the executive summary to help frame the presentation PowerPoint and suggested that they consider that as well.

RG said that many of the comments that staff provided requested more detail, but they also dealt with formatting and trying to make the report more attractive and easier to read. RG summarized saying that they are not trying to rewrite it but that they have requested a variety of improvements to the current draft. She added that she had asked Stewart to expand on the public engagement findings. She also explained that planning staff had suggested a number of changes and additions to the recommended strategies listed in the plan. RG noted that Mebane's new police chief is very interested in Vision Zero planning and so one of the strategies staff suggested was to look for opportunities to collaborate with the police department on those types of issues and projects. JN asked for more information on Vision Zero. RG explained that it is the idea of moving towards zero traffic fatalities by formulating a long-range plan that outlines step by step



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how a community can reduce traffic accidents. This can include increased law enforcement measures, improving road design, improving public education, etc. The Burlington-Graham MPO recently adopted a safety plan that was guided by Vision Zero principles so they have a lot of information about goals and objectives related to that. RB added that with the Kingsdown project increasing both traffic and pedestrian activity downtown that is something that the BPAC should look into more. RG also briefly discussed the top ten projects that had been chosen for cutsheets. JA asked if there had been any clarification on replacing the existing share the road signs with signs that say bicycles may use full lane. RG said she is not sure the current status of that, but she will get more information and follow up with the BPAC. This discussion of priority projects was cut short in order to ensure that would be time for the E-bike discussion. RB asked if RG would resend the draft in the email with JD's presentation and RG said that she would. RG explained that the plan update is now expected to go before the Planning Board at their January meeting and to go to the City Council in February. She said that she would follow up with them once staff receive a revised draft from Stewart. She added that planning staff would like the BPAC's recommendation on the final draft of the plan before it goes to City Council.

## **E-BIKE REGULATION DISCUSSION**

RG asked if the BPAC would mind discussing E-Bikes before Autumnfest as they were starting to run short on time. There was general agreement. RG explained that a planner from Central Pines Regional Council had put together research on E-bike and E-scooter regulations for the city and that she had sent it to the BPAC members for their review. She stated that based on the research, many nearby communities prohibit all types of bicycles and scooters from operating on the sidewalks, but that some, similar to Mebane, allow manual bicycles as well as E-bikes and E-scooters to operate on sidewalks outside of the central business district. RG asked if any of the BPAC members have any questions or initial thoughts on the subject and the research provided. JN asked if there were state guidelines related to vehicles on sidewalks or if municipalities could override the state and do what they want. RG said that generally municipalities cannot contradict state statutes although municipalities are allowed to be more restrictive than the state in some areas. She explained that the provided research states that the NC General Statutes do not distinguish in their definitions between manual bicycles and E-bikes. It is unclear if it would be legal for Mebane to create definitions that distinguish between them in their ordinances in order to allow manual bicycles to utilize the sidewalks but prohibit E-bikes from doing so. If creating that distinction is what the BPAC would like to recommend then the issue will need to be referred to the City Attorney. AT asked what kinds of regulations other communities have used. RG pulled up the ordinance for Charlotte as an example and found that they had separate definitions for manual bikes and E-bikes but there was no distinction as far as where they could be operated. JA explained that the bicycle industry itself is struggling to define what is an E-bike and what is not. JA added that unregulated lithium batteries utilized by E-bikes is an additional issue that both cities and the bicycle industry have been struggling to address as they are a serious fire hazard.



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JN asked for clarification on what types of recommendations the BPAC should be making. RG explained that the context of this request is that for a few years now, Mebane's city ordinances have allowed bicycles to ride on the sidewalk. Recently the BPAC found that one section of the ordinances said that you could ride on the sidewalk but another section said that you couldn't. City staff brought the issue to City Council and requested that they approve revised language that would clearly allow bicycles to use the sidewalk outside of the downtown core. However, during the City Council meeting the question was raised whether E-bikes and E-scooters would also be allowed to use the sidewalk under this ordinance and whether additional regulation is needed to address that. The BPAC's recommendation will need to address whether E-bikes and E-scooters should be allowed to use the sidewalk or if they want to try to separate them from manual bikes and scooters. If they are to be allowed on sidewalks, then the BPAC should consider whether additional regulation needs to be included in the ordinances such as speed limits, helmet requirements, age restrictions etc. It is up to the BPAC whether they want their recommendations to be very specific or more general and what issues they believe need to be addressed. JS asked if speed was addressed in the current ordinance and RG responded that it is not. The ordinance just states that bicyclists may ride on the sidewalk. JS said that one of the biggest challenges with regulating E-bikes is all of the different types and classifications and that even as someone who has purchased an E-bike it is difficult to even know the exact class of bike you are buying and what that entails. JS expressed concern that if they only allow some types of E-bikes on sidewalks then it may be very difficult for residents to determine what type they have and where they are allowed to ride. JS said that for example, the City of Charlotte defines an E-bike as having a 750 Watt or less motor but he doesn't know what type of motor his E-bike has or where he would find that information. JA added that the type of motor does not entirely indicate how fast the bike can go as some E-bikes use a combination of peddling and the motor.

RB suggested that it may not matter as much how fast the E-bike can go, if cyclists understand that they are not permitted to go faster than a certain speed while on sidewalks. JS agreed that focusing on regulating speed may be more effective than trying to distinguish between different types of bikes that are permitted and prohibited. JA said that the wide difference between the speeds and power that an E-bike can reach and the speed of a recreational cyclist is still concerning when you consider them meeting on a sidewalk. RB asked if this is really a problem yet, she doesn't see very many E-bikes or E-scooters around Mebane. However, she understands that they are trying to prevent a future problem, especially on busy narrow sidewalks like Fifth Street. AT added that Fifth Street is one of the few places where she has seen E-bikes on the sidewalk. She said that they were going pretty slow and she was able to just step off the sidewalk out of their way. She said there was not a lot of space so if she had been walking a stroller or they were going really fast then it could have been more of a problem. JA said that in his travels he has seen them used in a number of different cities. He said that in Steamboat there is a prolific rental bike system and he saw several kids (about preteen age) riding E-bikes recklessly on streets, sidewalks, and trails. He said that it really highlighted the importance of being able to enforce regulations of E-bikes and similar vehicles. RG agreed and said that if they do want to recommend imposing a



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speed limit then city staff may need to talk to other municipalities to see how they are handling enforcement of it. She said that is a big question in her mind. She asked if all E-bikes and E-scooters have a speedometer. JS and JA said that some do but not all. JA said that most of them can connect to the riders phone and show metrics and other information through an app. RG explained that means that some riders may not even know if they are following a 15 mph speed limit or not. She said that she is also not sure how law enforcement would check cyclists speeds although she would guess it is similar to the radar used to monitor motor vehicles. JA said that adds another variable as to whether local law enforcement will need additional training on E-bikes and how to enforce restrictions on their speed and operation. MC asked if it would be worthwhile to require a safety class or safety certification in order to be able to ride an E-bike. JA said that he thought there could be some legal issues with that. JS agreed that he likes the idea of people getting more education but he doesn't know how they would enforce it. JA suggested that they could distribute a pamphlet of best practices, state and local laws, and other information. JN asked if they already have a pamphlet like that for bikes. JA said that they did put some safety information on the bike map pamphlet. RG said that was a very brief list of safety information and it would probably be best to expand it in the future. She explained to JN that the BPAC had put together brochure of recommended bike routes and at the front of the brochure they had put a bullet point list of safety tips such as dress in bright colors, wear a helmet, watch for parked cars, etc. She added that they do have the bike rodeo for kids but that, at least while she has worked with the BPAC, they haven't done any bicycle safety events for adults. JN suggested that it would be good to have sort of bicycle safety resource that they could distribute, especially if they are adding additional regulations. RG agreed. She added that she doesn't see how they could require E-bike users to complete a safety course, but the City could certainly offer one to those interested and have a pamphlet available.

RB added that they have been talking a lot about speed, but driving recklessly is another factor that may or not be related to speed. She asked if there was a definition for reckless driving and added that requiring bikes to yield to pedestrians should also be noted in the ordinance. JA suggested that they could use the signs that you see on some greenways showing that bicycles should yield to pedestrians and equestrians should yield to bicyclists, etc. JS summarized his thoughts saying that regulating the classification of bikes doesn't make much sense as there are a lot of variables and residents may not know what type they have. He said that regulating speed seems better but there are still questions about whether riders would know their speed and how law enforcement would enforce it. He said that just having more general requirements such as prohibiting reckless driving and requiring that bikes yield to pedestrians may be easier to monitor. He said that if they could regulate manual bikes and E-bikes differently then his opinion would be different but if they need to be regulated the same, then just requiring that they be under control, yield to pedestrians, is probably the most practical way to regulate them while still encouraging people to use transportation other than their car. RB added that the ordinance can be updated again if the situation changes. For example, if they get the greenway going and there are lots of E-bikes and E-scooters causing an issue then they can reexamine it. JA added that if they succeed in



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designating bike boulevards on Eighth Street and other locations then that may funnel bicyclists away from the sidewalks on busier streets such as Fifth Street and help alleviate the potential conflicts between sidewalk users. RB agreed.

BH asked if anyone had noticed an increase in skateboarders with the new skate shop opening downtown. RB and JA said that they had both noticed only a few, usually downtown riding near the skate shop. BH asked about the potential for a skate park in town. AD said that it is included in the recommendations in the new Recreation and Parks Master Plan but that would be a big project and it is unclear where the funding would come from. RB asked if it would be at the Community Park and AD said that they are nowhere near determining possible locations. BH said that he would be strongly in favor of it and has some ideas he could share. AD said that a big problem that is outlined in the new master plan is that it is not clear where the city can put the next thing. Putting facilities anywhere just because people want a certain type of facility doesn't always make sense. For example, putting six tennis courts in the outfield of a baseball field isn't always the best idea. His understanding is that, at the time, there was funding available for tennis courts and the next best option would have been to put them at the Community Park, but that wouldn't necessarily have been harmonious with the rest of the park either. AD said that he has a lot of questions about where would be the best place to put any of the ideas that the City wants to pursue and what land does the City have available for those kinds of projects. His job over the next couple years will be to try to make some of those decisions. For example, where is the best place in Mebane to put pickleball courts? Does it belong next to tennis? It's loud so should it be closer to downtown?

RB asked if they had put together enough of a recommendation. RG said that she was hearing some ambivalence on speed limits. JN said that she is in favor of imposing speed limits. Even if they are difficult to enforce now, as the biking industry develops there may be more speedometers on future models and other factors that make it easier to enforce speed limits. Identifying a speed limit now creates a good template for future regulation. RG added that she thinks for E-bike and E-scooter rental companies, part of the contract with the City can include limiting the speed that the vehicles can reach in certain areas. Having a regulated speed limit already in place would be helpful if any rental companies are interested in locating in Mebane in the future. JN asked if that was part of the plan to have some kind of E-bike or E-scooter rental company downtown? RG responded that she doesn't know of any upcoming plans but she could see it happening someday. Planning staff are having this discussion now in the hopes of getting out in front of the issue, before any problems with E-bikes and E-scooters can develop. RG added that she had recently been in Durham for a conference and there were E-scooters left all over the sidewalk. JA suggested that speed limits seem to be the simplest type of restriction to communicate and the simplest to enforce. He thinks that they would be able to get endorsement from the police but it would be important to get their input soon. Regulating classifications of E-vehicles is notoriously difficult and age restrictions would be very difficult to enforce. JA added that he is pretty sure that state law says that all cyclists under the age of 16 must wear a helmet





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regardless of whether they are riding an E-bike or E-scooter or a manual bike. RG noted that the nearby communities that were included in the regulation research do include age restrictions, but is not sure how those communities are enforcing them. JS noted that the greenways in Raleigh technically have a speed limit of 10 mph (JA added that the American Tobacco Trail has a speed limit of 15 mph) but he has never seen it enforced in any way. JS questioned the effectiveness of imposing a regulation that can't or won't be enforced. A couple of BPAC members suggested that it still identifies what the correct behavior is so that if there is an accident related to an E-bike rider speeding excessively it is more clear that they are at fault. RB added that it is also important for the ordinance to state that the E-bike or E-scooter must be under the rider's control and that it should prohibit reckless driving. JS agreed that is an important point. If a rider is acting carelessly they could still cause an accident even if they are not speeding.

RG stated that she believes City staff is planning to bring recommendations for the ordinance to City Council in January. If the BPAC members would like to make a recommendation now, they are welcome to do so, or if they do want to hold a meeting in December, then the discussion can be continued then. She added that she does think there are questions about enforcement that may be good to discuss with the police department before making a recommendation. RG is also not sure if the statement made in the research that allowing manual bikes and scooters to operate on sidewalks but prohibiting E-bikes and E-scooters is not legally permissible has been reviewed by the City Attorney so it may be worth getting more information from them before continuing. JS asked if E-bikes and E-scooters must be treated the same or if they could be regulated separately. RG said that she isn't sure and that may be another question for the City Attorney. JA added that there is a whole range of E-vehicles beyond E-bikes and E-scooters. RG asked what the vehicle is called where the rider balances on one wheel. Several BPAC members said that they are E-unicycles. RG said that she hasn't seen many here but when she lived in Colorado people would use them on greenways in ways that were dangerous or obnoxious. RB said that there seem to be several issues here and asked if it makes sense to lump everything together. JS said that he thought it made sense to make distinctions between some of them, especially E-bikes and E-scooters. JA suggested that it is a bit of a Pandora's box. If the city allows any E-vehicles to ride on the sidewalk, we don't know what kinds of vehicles that will eventually include. RB asked about skateboards and if the ordinance already allows them to be ridden on sidewalks. RG said that she thought there was something about inline skates but not skateboards. RB suggested that maybe they should look at it as just all traffic on sidewalks rather than trying to separate out different vehicles/modes of travel. She doesn't want to make it more complicated than it needs to be. RG suggested that it sounds like the BPAC is largely in favor of E-vehicles being able to ride on sidewalks in some capacity, they just need to decide the best way to safely regulate it.

MC asked if they can just come up with a rough recommendation of the items that they agree on, like a speed limit, and then revisit it later if needed. He asked exactly what the recommendation needs to look like. RG said that the BPAC's recommendation should include whatever regulations or language they think the ordinance needs to include. There are no specific items or restrictions



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that they need to cover. RG suggested that if they want to propose a recommendation that the ordinance imposes a speed limit on all motorized and non-motorized vehicles on sidewalks, requires yielding to pedestrians, and prohibits reckless driving then that can be their recommendation. There was general agreement from several BPAC members that that covers points that they agree on and would be a good start to addressing the topic. RB asked if 15mph would be the speed limit. JA said that Charlotte seems like a good example to follow and RB added that she thinks a relatively low speed limit would be better. RG agreed and said that 20mph seems fast to her. JS agreed and said that even 15 mph is going to seem really fast on a sidewalk. RB said that she would recommend 15mph. BH asked if E-vehicles would be allowed on the greenways as 15mph on the greenway may feel different than 15mph on the sidewalk. RG noted that based on what other communities have done, they could probably have separate regulations for riding on greenways that are different from what is allowed on the sidewalks. RG looked at Raleigh and noted that E-scooters have a speed limit of 20mph and are prohibited from sidewalks, greenways, and multi-use paths. E-bikes are allowed on sidewalks, greenways, and multi-use paths but with a speed limit of 10mph on greenways. RG said that the distinction between E-bikes and E-scooters is a little confusing to her. RB said that it is probably because they have a lot of E-scooter rental companies. RG noted that several of the communities in the research are prohibiting E-scooters on sidewalks but allowing E-bikes. RG added you probably can distinguish between E-scooters and E-bikes more easily than you can distinguish between different types of manual and electric bikes. RB said that she is not sure that they would want E-scooters on the road on Fifth Street. For their safety, the sidewalk would probably be better. JA added that funneling people off of Fifth Street and onto bike boulevards is also an important way to address that problem. RG asked if the following is the recommendation that the BPAC would like to make: imposing a speed limit of 15 mph on both motorized and non-motorized vehicles operating on the sidewalk, prohibiting reckless driving, and requiring all vehicle operators to yield to pedestrians. She asked if anyone would like to make a motion. RB motioned to make the recommendation as stated by RG. The motion was seconded by JA. A unanimous vote (6-0) supported approval of the motion. JN noted that recommendation does not include any age restrictions or helmet requirements. JA said that state law requires users under the age of 16 wear a helmet so that should be sufficient. RG said that she would suggest not imposing an age restriction at this time as she doesn't know how that would be enforced. RG said that she would review the BPAC's recommendations and questions with Ashley when she gets back and go from there.

## **NEW AND ONGOING BUSINESS**

RG asked the BPAC members if they would like to meet in December or if they would like to cancel that meeting. She said that she thinks that there are things that they could discuss, including items on this month's agenda that they do not have time to get to. The meeting is scheduled for December 18<sup>th</sup>. Several BPAC members said that they are available if needed. RG said that she would leave it on the schedule and if they need to cancel it later they can. She said that she does have some end of the year reflection items that she thinks would be worth discussing. RG added



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that another calendar note that BPAC members should be aware of is that the January BPAC meeting is currently scheduled for the 22<sup>nd</sup>, which is the fourth Monday. Because both New Years Day and Martin Luther King Jr. Day are on Mondays this year, the January City Council meeting will be held on January 8<sup>th</sup> and the Planning Board meeting will be held on January 16<sup>th</sup>. There is no conflict currently with the BPAC meeting on the 22<sup>nd</sup>, but the 29<sup>th</sup> is also available if anyone does have a conflict. She asked that the BPAC members let her know if there is any need to potentially reschedule.

RG noted that there are just a couple of minutes left if anyone has anything they would really like to say about Autumnfest, otherwise they might need to leave it until the December meeting. JA said that he was just really pleased that they went through all of the bike route pamphlets. He said that they got some great feedback on the maps and people were generally curious about what projects were coming up. MC asked how quickly they went through the maps. JS said that they were all gone by the end of the day. RG said that there were still some of the City Trail maps left. There were more copies of that one that were leftover from the Dogwood Festival. JA said that a number of people came by to collect their prizes for the activity challenge. RB asked how many total participants there were in the activity challenge, maybe 20? RG agreed it was something like that and AD said he thought it was maybe 24. There were some questions about where the leftover prize materials were and AD said that he thought KJ brought them to the MACC. RG said that some of the prizes needed to be mailed, so she wasn't sure if KJ had taken just what she needed for that or if she had all of the leftover items. RG said that she would reach out to KJ and check. RG added that for the December meeting she would like the BPAC members to look at the BPAC webpage and think about what additional information they would like to include on there such as safety information or links to other organizations that provide safety information. She noted that there are also organizations that provide "lunch and learn" type safety workshops and said that she had found one that provided safety classes to motor vehicle drivers to teach them to drive safely around bicyclists and pedestrians. MC said that it would be nice to have a video that anyone could go to in order to learn safety information. JA agreed that education is always good. AD suggested that they could put some YouTube links on the BPAC page to helpful information. JA said that Mebane's YouTube channel has been really informative this year. RB suggested holding a class to certify people as safety Mebanites and AD suggested that something like that could maybe be added to the Mebane Citizens' Academy. RB suggested that maybe they could do a safety version of the Activity Challenge. RG encouraged the BPAC members to keep think of ideas for next month.

The meeting was adjourned at 8:05 p.m.

*Meeting summary prepared by Rachel Gaffney, City Planner.*