Calendar Year 2013 Annual Report

I. Mission.

The primary purpose of the Bicycle and Pedestrian Advisory Commission (BPAC) is to advise the City Council and the Board of County Commissioners on bicycle and pedestrian issues.

II. Executive Summary.

BPAC is served by members of the Durham community who have great energy, knowledge, and passion regarding bicycle and pedestrian issues. In 2013, the average attendance at the monthly meetings was 79 percent of the membership. Adding monthly committee meetings, presence at outreach events, annual planning retreat, and other activities, the commitment of BPAC members was strong throughout the year. This collective dedication and energy is reflected in BPAC's accomplishments during 2013.

In 2013, BPAC designed and developed a Durham Neighborhood Survey, a first attempt to understand common needs and barriers to walking and bicycling throughout Durham. BPAC received over 900 responses to the survey and the results are being used to inform and instruct our goals for 2014.

With the completion of more than 32 miles of bicycle lanes in Durham, miles of new sidewalks, and the completion of the American Tobacco Trail and bridge over I-40, Durham is providing outstanding new facilities for recreation and alternative transportation. We look forward to staying engaged with City and County government in making Durham a friendlier place for people who want to walk and bike.

III. Structure of BPAC

The Bicycle and Pedestrian Advisory Commission (BPAC) was established in July of 2001. The BPAC Interlocal agreement was re-authorized in 2009 by the Durham City Council and Board of County Commissioners. The revised agreement adds members to BPAC representing Duke University and N.C. Central University. The agreement also creates liaisons to BPAC from the two elected boards.

With these additional members, the Commission now consists of 14 appointed members from the City and County, and three members from existing City/County commissions – the Durham Open Space and Trails Commission, the Recreation Advisory Commission, and the Durham Planning Commission.

<u>Durham BPAC and Guests at 2014 Planning Retreat.</u> Front row, from left: Lauren Blackburn (NCDOT), Nicole Heller, Scott Carter, Jennifer McDuffie, Brent Bateman (Transportation Intern), Merry Rabb, Cynthia Van Der Wiele, Mathew Palmer. Back row, from left: Erik Landfried, Don Moffitt (City Council), Randy Best, Brian O'Sullivan, Mary Ross, Greg Garneau, Dale McKeel (Transportation Dept.), Frank Glover, Mark Ahrendsen (Transportation Dept.). Not present: Sue Back, Jeff Bakalchuck, Elise Bielen, Dwayne Taylor.

Merry Rabb served as Chair of BPAC in 2013, and Dwayne Taylor served as Vice-Chair. In December, Erik Landfried and Randy Best were elected to serve as Chair and Vice-Chair for 2014. Dale McKeel and Brent Bateman provide staff support to the Commission. Don Moffitt is the liaison from the Durham City Council and Ellen Reckhow is the liaison from the Durham County Commissioners.

Three new members joined BPAC in 2013 –Elise Bielen, Nicole Heller, and Mary Ross. Michael Valentine was also a member for several months during the year.

In 2013, BPAC had the following committees:

- Development Review (chaired by Scott Carter)
- Bike and Pedestrian Plan Implementation and Evaluation (chaired by Greg Garneau)
- Community Engagement (chaired by Mathew Palmer)
- Education and Encouragement (chaired by Ninna Gagnon and Jennifer McDuffie).

IV. Presentations Made to BPAC

- January: Sgt. Brian Massengill of the Durham Police Department and Erik Hester of the Duke Police Department presented results of their respective enforcement efforts in the previous fall for the Watch For Me NC motorist and pedestrian safety campaign.
- February: Representatives from the West Ellerbe Watershed Association presented on the West Ellerbe Creek Trail Extension to gain support and approval from BPAC towards their goal of having the City appropriate funds for the construction of the project.
- February: Tasha Johnson and Robert Joyner from the City of Durham Public Works Department invited BPAC comments on the revised Sidewalk Petition process.
- March: Lauren Blackburn from NCDOT Division of Bicycle and Pedestrian Transportation presented on the new statewide bicycle plan Walk Bike NC and the accompanying website and discussed results from the Watch for Me NC campaign.
- March: Tasha Johnson of the City of Durham Public Works Department presented the updated status of the Public Works Department projects.
- April: Mathew Palmer discussed the outcomes of a walk audit in the Trinity Park neighborhood involving community members and City of Durham Staff that was initiated due to recent and longstanding traffic safety issues.
- June: Mark Ahrendsen and Dale McKeel of the City of Durham Transportation Department and Michael Kneis (NCDOT) and Matt West (Kimley-Horn) presented on the Old Durham-Chapel Hill Road Project and financial and design concerns that Chapel Hill raised. The project, collaboration among Durham, Chapel Hill, and NCDOT, proposes to add bike lanes and sidewalks along a major commuter route between the two communities to make travel safer and more accessible.

2013

BPAC Year in Numbers

350	Bikes parked by BPAC at Tour de Fat
900+	Responses to BPAC Neighborhood Survey
259	Site plans reviewed by BPAC
32	Miles of bike lanes in Durham
202	Bikes ridden to first Durham Bulls' Bike to the Ballpark
1449	Patrol hours by Durham Trail Watch volunteers
100	Percent increase in Durham residents who commute to work by bike - from 2007 to 2012
1900+	Durham Bike & Hike Maps distributed since 2010

- July: Jennifer Baldwin of the City of Raleigh, Alison Carpenter of Duke University, and Shelley Parker of Triangle Transit presented on the Bicycle Benefits program and the use of bike corrals. The Bicycle Benefits program, currently in place in Raleigh since 2011 and in other cities nationwide, partners with businesses that help support cycling by offering discounts to bicycle riders that purchase stickers that are displayed on their helmets.
- July: Jennifer Baldwin of the City of Raleigh discussed the process and logistics for installing Raleigh's first bike corral, an on street parking area for bicyclists that replaces a motor vehicle parking stalls.
- August: John Killeen of the Durham Neighborhood Improvement Services (NIS) department discussed the Neighborhood Compass tool that is in development in the NIS department. It is a new tool for looking at local data and neighborhood measurements in order to help provide better data for decision makers. Bicycle and pedestrian data could be included in the tool such as bike lane information, ped/bike crashes, and the percentage of people who commute to work in various modes, among other uses.
- September: Triangle Bikeworks discussed their organization that helps under resourced youth through programs related to cycling. They will have new programs that expand their influence from primarily Carrboro into Durham and will be a benefactor to an International Bike Film Festival in October 2013.
- September: Dale McKeel discussed possible changes to the Interlocal Agreement and possible rule changes to allow appointment of own members.
- September: Dale McKeel discussed changes to bicycle and pedestrian project funding approved by the N.C. General Assembly and received feedback from BPAC on a proposed list of bike-ped projects to be submitted to NCDOT for funding in the next Transportation Improvement Program (TIP).
- October: Steve Schewel of the Durham City Council proposed a program similar to the City's Penny for Housing program that provides additional monies for low-income housing and services through property taxes but would provide supplemental income for City parks and trails.
- December: Bo Glenn discussed the effort by several groups in Durham who are coordinating on a proposed resolution for consideration by City Council on the creation of affordable housing near the future transit hubs.
- December: Aaron Cain from the Durham City-County Planning Department provided an overview of Durham Comprehensive Plan with a special focus on the bicycle and pedestrian policies in the plan, and how these policies affects BPAC activities.

V. BPAC Accomplishments and Activities

A. Bicycle and Pedestrian Plan Implementation

- Participated in the Durham Traffic Separation Study
- Reviewed projects that are part of the bicycle and pedestrian functional design study—Hillandale, Morreene, Carpenter-Fletcher, and Cornwallis corridors—and provided comments to the project consultant.

The Bicycle and Pedestrian Plan Implementation Committee reviews Carpenter-Fletcher Road.

- Participated in the identification of opportunities for new bicycle lanes on streets scheduled to be repaved
- Participated in the Durham Traffic Separation Study (Durham Rail Crossing Study)
- Monitored the progress of the following local bicycle infrastructure projects:
  - Phase E of the ATT
  - Main Street road diet
- Provided input pertaining to Durham to the NCDOT statewide bicycle and pedestrian plan

- Reviewed proposed changes to the City's sidewalk petition process and recommended changes to City Council.
- Participated in the Light Rail Environmental Scoping meeting/study
- Reviewed and recommended regional bicycle routes between Durham and Granville County for inclusion in the 2040 Metropolitan Transportation Plan.
- Reported on the prioritization of pedestrian signal projects
- Participated in regional and statewide activities, including the Triangle Bike-Ped Workshop, the N.C. Active Transportation Alliance Legislative and Policy Caucus, and the N.C. Bike Summit (representatives from other BPAC committees also participated in these events).
- Reviewed proposed design of bike lanes on T.W. Alexander Drive and provided comments to NCDOT.

B. Development Review Activities

- Reviewed 163 separate site plans (or 259 separate sets of comments, including re-reviews)
- Provided comments on 11 development plans
- Represented BPAC on the Development Review Board
- Held a training session on what to look for and how to review site plans and development plans.
- Provided comments on the proposed changes to the UDO that were required in order to remove discretionary elements.
- Reviewed proposed changes to the City's "payment-in-lieu" and "sidewalk-in-lieu" requirements and recommended changes to the City Council and County Commissioners.
- Reviewed and discussed design of bicycle parking at apartment buildings near downtown Durham and Ninth Street and provided recommendations to applicants.
- Reviewed the implementation of the bike-ped facilities for the Ninth Street Harris Teeter site that recently opened, focusing on deviations in the implementation from the final approved site plan and several issues with pedestrian and handicapped access, including issues that the adjacent neighborhoods have complained about. A comment letter was prepared and distributed.

C. *Education and Encouragement Activities.*

- Participated in Durham Earth Day and operated free bike valet parking at the event
- Organized, publicized, raised funds for and implemented (with help from our partners) Bike Month events for Durham including:
    - Bike Month Kick in conjunction with the Bull City Play Streets event on Main Street
    - Evening social event in south Durham at Sunset Grille (included bike mechanics from REI)

- Evening social event at Bull McCabe's (included bike mechanics from Seven Stars Cycles)
- Bike-to-Work-Week cyclists' breakfast at Ninth Street Bakery

- Ran Bike Valet Parking for New Belgium Brewery's Tour de Fat. Parked more than 350 bikes
- Helped staff an information table at the Festival for the Eno
- Staffed an information table at the South Durham Farmer's Market.
- Kept the BPAC web site up to date with BPAC minutes, letters and other documents and links
- Raised funds to help cover costs of updating and reprinting the Durham Bike & Hike map by soliciting donations for the map at any event where we were staffing an information table

Bike Month event held at Bull McCabes in downtown Durham.

- Provided free bike valet parking at Durham Centerfest with Durham Bicycle Coalition.
- Educated and informed the public about incidents on the American Tobacco Trail through police presentations at meetings and through BPAC members' participation as Trail Watch Volunteers.
- Participated in Triangle Region's Watch For Me NC pedestrian safety campaign.

- Assisted in planning the American Tobacco Trail Grand Opening.
- Researched Durham's current policy of not allowing bicycles on sidewalks and prepared recommendation to City Council.
- Worked with the Partnership for a Healthy Durham to include questions related to bicycle use in the Durham Community Health Assessment.

D. Community Engagement

- Developed a Durham neighborhood survey, distributed it throughout the community, and provided an analysis of the responses provided by more than 900 residents.
- Sponsored the Durham Kidical Mass aimed at children and families and including safety education and a fun ride on the Ellerbee Creek Trail.
- Facilitated Blue Cross Blue Shield grant funding for Play Streets
- Explored potential of Bike Share in Durham.
- Piloted school travel survey (e.g., walk/bike to school) at Watts Elementary and Durham School of the Arts/
- Participated in meetings and activities of the Northeast Central Durham Transportation Scheme.
- In celebration of Bike Month, held a Community Meeting in May instead of a regular BPAC meeting.
- Participated in meetings of the Traffic Enforcement Committee of the Durham Inter-Neighborhood Council.
- Solicited proposals for locations of on-street bike corrals in Durham.

VI. Focus Areas for 2014

The Bicycle and Pedestrian Advisory Commission held its annual retreat on February 1, 2014. The retreat included a review of 2013 goals and accomplishments, and developed goals for 2014, which are attached. Many of these goals came out of the responses to the BPAC Neighborhood Survey. A summary of this survey is also attached.

VII. Closing

The members of the Bicycle and Pedestrian Commission appreciate the opportunity to serve the City and County of Durham. We remain committed to our charge of assisting the elected boards in making Durham a better place to walk and bicycle. We hope that you will call upon us whenever our advice or expertise is needed.

Respectfully submitted,

Erik Landfried, BPAC Chair

Bicycle and Pedestrian Projects Completed in 2013

Bike Lanes / Shoulders

- Main St. from Watts St. to Fifteenth St. (1.1 miles)

Bike Racks

- Nine new bike rack installations by the City of Durham
- Numerous bike racks installed as part of new development

Pedestrian Signal Improvements at Intersections

- Duke St. and Horton Rd.
- Main St. and Campus Dr.
- NC 54 and Rollingwood / American Tobacco Trail
- Old Oxford Rd. and Meriwether Dr.
- Roxboro Rd. and Lavender Ave.
- Roxboro Rd. and Main St.
- Roxboro Rd. and Old Oxford Rd.

Pedestrian Lighting Projects

- 354 new streetlight installations

Sidewalks

- Sidewalk repairs at more than 270 locations
- Construction of 30 new curb ramps
- Sidewalks built as part of new development

Traffic Calming

- 25 new speed humps at various locations

Trail Projects

- American Tobacco Trail – partially completed between Renaissance Parkway and Chatham Co. line (3.2 miles)

2014 BPAC Goals

Commission-wide Goals

- Increase dialogue/presence with City Council and County Commissioners.
- Update American Tobacco Trail safety guidelines and etiquette.
- Partner with INC to increase traffic enforcement

Bicycle and Pedestrian Plan Implementation and Evaluation Committee

Purpose of Committee:

- Monitor status and recommend updates to both plans
- Make recommendations on implementation of plans
- Make recommendations on evaluation of the plans and facilities (i.e., bike counts, crash data)
- Coordinate with the community engagement committee on community input

Goals for 2014

- Update Bike/Hike map.
- Re-submit Bicycle Friendly Community application.
- Start the process for pushing for an update to City/County's Bike and Ped plans.
- Take a position on the Chapel Hill side of Old Chapel Hill Road project.

Development Review Committee

Purpose of Committee:

- Review site plans and provide comments to Planning Department
- Make recommendations on development policy and ordinances
- Provide comments on selected development plans and zoning map changes

Goals for 2014

- Encourage City Transportation department to develop a complete streets policy and guidelines at local level.

Community Engagement Committee

Purpose of Committee:

- Engage and facilitate input from Durham neighborhoods and stakeholders (i.e., schools, police) regarding bicycle/pedestrian policy and planning

Goals for 2014

- Help determine the feasibility of a bike share program in Durham.
- Refresh the BPAC communications strategy.

Education and Encouragement Committee

Purpose of Committee:

- Facilitate local events (e.g., Bike to Work Week, bike valets, participation at festivals)
- Update the website and social media

Goals for 2014

- Safe Routes To School. The goal is to have 5 schools have some bike/walk to school day organized activity on National Walk to School Day on May 9.

2013 Attendance Report -- City Council and County Appointees
Durham Bicycle and Pedestrian Advisory Commission
January 1, 2013 -- December 31, 2013

Member Name	Jan-13	Annual Retreat	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Percent of Meetings Attended
Brian O'Sullivan	P	P	P	P	P	P	P	P	P	P	P	P	P	100%
Cynthia Van Der Wiele	P	P	P	P	EA	P	EA	EA	P	P	EA	EA	P	62%
Dwayne Taylor	P	EA	P	P	P	EA	EA	P	P	P	P	P	EA	69%
Elise Bielen	---	---	---	---	---	---	---	---	P	P	P	P	EA	80%
Erik Landfried	P	P	P	P	P	P	EA	EA	P	P	P	P	P	85%
Greg Garneau	P	P	P	P	P	P	P	P	EA	P	P	P	EA	85%
Jeffrey Bakalchuck	P	EA	P	P	P	EA	P	P	EA	P	P	P	EA	69%
Jennifer McDuffie	P	P	P	P	P	P	P	P	P	P	P	P	P	100%
Jonathon Leach	P	P	P	P	EA	EA	EA	EA	EA	**	**	**	**	50%
Mary Ross	---	---	---	---	---	---	---	---	---	EA	P	EA	EA	25%
Mathew Palmer	EA	EA	P	P	P	P	EA	P	P	P	P	P	P	77%
Merry Rabb	P	P	P	P	P	P	P	P	P	P	P	P	P	100%
Michael Valentine	---	---	---	P	P	P	P	EA	P	**	**	**	**	83%
Nicole Heller	---	---	---	---	---	---	---	---	---	P	EA	EA	P	50%
Ninna Gagnon	P	P	P	P	P	P	**	**	**	**	**	**	**	100%
Randall Best	P	P	P	P	P	P	P	EA	P	P	P	EA	P	85%
Scott Carter	P	P	P	P	P	P	P	P	P	P	P	P	P	100%
Sue Back	EA	P	P	P	P	EA	EA	EA	P	EA	EA	P	P	54%

P = Present
A = Absent
EA = Excused Absence

The Durham Bicycle and Pedestrian Advisory Commission (BPAC)

2013 Neighborhood Survey Review

Let Your Voice Be Heard.

Survey and Review Prepared by:
BPAC Community Engagement Committee

Correspondence and Use Permission
Mathew Palmer, BPAC CEC 2013 Chair
palmer.mathew@gmail.com

Table of Contents

1 **Overview** Page 4

2 **Design** Page 5

3 **Results** Page 6

4 **Implications** Page 8

5 **Appendix R** Page 10

Overview

In 2012 the Durham Bicycle and Pedestrian Advisory Commission reorganized its committee structure, forming a new committee focused on the role of BPAC as an interface between Durham communities and City and County officials. As a result, the Community Engagement Committee (CEC) was established with the goal of engaging residents, organized community groups, and businesses throughout and across Durham. The committee's tasks range from working with neighborhood associations to talking with shop owners about local walking and bicycling needs, barriers, and opportunities.

In 2013 the CEC designed and developed the Neighborhood Survey, a first attempt to 1) understand common needs and barriers to walking and bicycling throughout Durham, and 2) understand whether there are geographic or demographic specific needs or barriers that would help shape BPAC recommendations to Durham officials.

A Note of Thanks

The Community Engagement Committee would like to thank the Durham residents who took the opportunity to respond to the survey. In all, nearly 1,000 residents submitted a reply to the CEC survey request – we thank each of you for your time and opinions. The CEC would also like to thank the following staff, commissioners and volunteers that have assisted in the 2013 Neighborhood Survey's development and dissemination:

Durham Transportation
Dale McKeel
Brent Bateman

BPAC Commissioners
Erik Landfried
Jen McDuffie
Ninna Gagnon
Merry Rabb
Scott Carter

BPAC Volunteers
Frank Glover
Philip Azar
Jack Daly
Mike Shiflett

Durham Neighborhood Improvement Services
Nick Allen
Robin Dixon
John Killeen
Pamela Pagan

Design

The 2013 Neighborhood Survey was designed to answer a set of questions relating to Durham resident motivations and behaviors regarding walking and bicycling. Specifically, as a commission, we wanted to know if there were broader themes regarding walking and bicycling in Durham, and whether there were differences across populations and space. As a result, the following questions were used to inform the survey's design. In total, the Neighborhood Survey includes 18 questions that address the questions below.

Questions

1. **Are walking and bicycling issues important to Durham residents?**
2. **What are the motivations for walking and bicycling in Durham?**
3. **Where are the places that people walk or bike, how often do they do so, and how important are these locations and destinations to Durham residents?**
4. **What are the primary barriers to walking and bicycling in Durham?**
5. **Are residents of Durham aware of BPAC and City/County sponsored bicycle and pedestrian events?**

Dissemination Plan

The survey was developed over the Spring 2013 and tested here in Durham before releasing for Durham resident response during the month of May 2013. The BAPC CEC spent over six months in advance of the survey release to discuss the survey design and questions with local, community and regional stakeholders.

Due to limitations in volunteer time and resources, the survey questionnaire was developed digitally and hosted online via Google Analytics. Responses were de-identified (IP address) and respondents were intentionally not asked for identifiable information, such as address, telephone number, or date of birth.

Using Google Analytics as a host, the CEC created a short url and QR code that were photocopied together along with the survey logo onto 50 posters and 500 business cards.

These were then placed in public spaces throughout the City and County, including libraries, recreation centers, and small businesses. In addition, the survey link was copied into a form letter email that was sent on to Durham listservs that included over 200 neighborhood associations, congregations, community organizations, and partnerships. Finally, in partnership with the Durham Department of Neighborhood Improvement Services (NIS), physical copies of the survey were printed and handed out during community meetings in neighborhoods with lower levels of internet access.

Limitations

Due to constraints of both time and resources, the survey was only available in English and accessible through the internet. As a result, language and internet access limited the total population that could respond to the survey. In respect to the internet limitations, as noted, the BPAC CEC partnered with Durham NIS to reach out to communities that may be disproportionately impacted by internet access issues. In addition, future survey efforts will include multiple language options to prevent language barriers.

Results

In total, 907 Durham residents responded to the 2013 Neighborhood Survey. For purposes of this review, findings are aggregated at the City / County level and do not include individual neighborhood level responses. The results shared below are a summary of the more detailed statistics and analysis available in Appendix R at the end of this review. For specific survey data, please contact the current BPAC Community Engagement Committee chair.

Question 1: Are walking and bicycling issues important to Durham residents?

In reviewing the results available, yes, walking and bicycling are indeed very important issues to Durham residents. Out of 907 responses, over 90% indicated that being able to walk around Durham was very important, and 79% indicated that being able to bike around Durham was very important.

Question 2: What are the motivations for walking and bicycling in Durham?

Overall, the motivations for walking and bicycling are similar in many respects, with several notable differences across the two modes. It seems that both modes offer folks an opportunity to be outside, to exercise, to get to a place they're going (utility), and to save some money in the process. Walking seems to be coupled together with other activities, like dog walking or meeting up with neighbors. Bicycles are actually the more commonly cited approach to saving money.

Question 3: Where are the places that people walk or bike, how often do they do so, and how important are these locations and destinations to Durham residents?

Walking
For walking purposes, it seems that walking around the neighborhood and over to a friend's house are commonly daily activities that Durham residents uniformly value. Surprisingly, nearly 70% of respondents indicated walking to shops and restaurants at least once per month. Utility trips, like walking to work or to the bus stop are far less common, although frequently cited as being important. A notable mismatch in frequency and importance is in the trip to school or university, where 66% of respondents felt it was important but most (69%) never do.

Bicycling
For bicycling purposes, there appears to be a larger gap between how residents value a destination and the current actions supporting that belief. While there appears to be uniform importance given to destinations across the land use categories, it appears that residents typically bike to a set list of non-work destinations like parks and recreation centers, shops, and restaurants, as well as around and within their neighborhood. In turn, the largest gaps in stated importance and current bicycling behaviors are seen in the utility categories: work, schools, and transit. People value these locations, but the statistics indicate the presence of a significant gap between value and behavior.

Question 4: What are the primary barriers to walking and bicycling in Durham?

Walking
The most commonly cited barrier to walking is dangerous driving, with 85% of total respondents indicating that dangerous driving, which includes speeding and not yielding to pedestrians, as either preventing them from walking (11%) or posing a problem (74%). Although not as frequently cited as an overall issue, two other issues actually prevent more people from walking than dangerous driving: when a distance is too far to walk (17%); and when there is a complete lack of sidewalks (16%). The lack of a traffic light or crosswalk was the fourth of the most commonly cited barriers, with 65% of respondents identifying it as either preventing them from walking (6%) or posing a problem (59%).

Bicycling
The most commonly cited barrier to bicycling is also dangerous driving, with 92% of total respondents indicating that the issue other prevented them from cycling (26%) or posed a problem (66%). Although not as frequently cites as an overall issue, the lack of bicycle lanes or separate paths actually prevents more people from cycling (29%) and poses a problem to an additional 58% of respondents (87% total). Road conditions, feeling uncomfortable riding with traffic, and the lack of bike racks were also commonly cited.

Question 5: Are residents of Durham aware of BPAC and City/County sponsored bicycle and pedestrian events?

Interestingly, although the survey was hosted on a digital platform, the survey results addressing awareness of Durham Bicycle and Pedestrian events reveals that the online listserv only reaches a portion of the overall Durham active travel community. Durham Bike Month (May) Events were the most commonly attended events (19%), followed closely by Tour de Fat (18%) and Durham Open and Play Streets (15%). Overall, it appears that about half of the respondents were aware of these events.

Implications for BPAC

The Importance of Walking and Bicycling in Durham

Clearly these interrelated issues of walking and bicycling have gained attention and traction over the past few years. With nearly 1,000 responses from residents across rural, suburban, and urban Durham, with have broad based participation and support in the commission's current efforts. In total, nearly every respondent – 90% for walking and 79% for bicycling – identified these two modes as extremely important.

One of the items that we had considered including was a question regarding attitudes towards funding procurement for bicycle and pedestrian infrastructure repairs, maintenance, and construction. While we pulled back on this first installment, with such broad based participation it may be an item to consider for future efforts.

Motivations

At different times many of us are pedestrians, bicyclists, transit riders, and car drivers. In fact, in one day we may be all of the above. Thus, across both modes the motivations for active travel are similar – to be outside, get some exercise and save some money.

We might also think of bicyclists as existing in several classes – for example, the utility cyclist who rides to work every day (150 respondents) and the recreational cyclist who rides in and around their communities after work and on the weekends, and especially to local non-work destinations like restaurants, shops, and recreation centers.

Conversely, while pedestrians are also non-work oriented, it appears many are staying local in a more social and multi-tasking fashion, like walking the dog, seeing neighbors and stopping by the local coffee shop. This would be particularly relevant as we think about the messaging and focus of Education and Encouragement events.

Important Destinations and Gaps

It looks like overall many folks are in line with how the value walking or bicycling to a destination and their associated behavior with doing so. A few notable gaps do exist – particularly within walking and bicycling to school and bicycling to work (and other associated utility destinations like public services). Also of note, the nearly uniform importance placed on being able to either walk or bicycle to community recreation centers and trails.

The implications for these findings are critical for BPAC. Although we rarely get involved in land use processes and plans, it bears noting that people overwhelming want to be able to access core public services like parks, schools, libraries, and community centers via non-motorized modes. Safe Routes to School is only one example of how we might address this concept; libraries, parks and recreation centers should each be evaluated for proximity and accessibility to determine if there are low-hangin fruit opportunities.

Primary Barriers

Dangerous driving behaviors were the most commonly cited, although not most severe, issue for both walking (85%) and bicycling (92%). This has important implications for the focus of BPAC's committee efforts and should necessitate a thorough discussion heading into the next strategic planning session (2014).

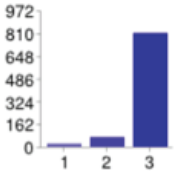
In respect to pedestrian specific concerns, commissioners should take note that three core BPAC issues remain critical based on responses – 1) the presence of sidewalks (81%); 2) the presence of controlled intersection technology like traffic lights and crosswalk signage (64%); 3) and sidewalk conditions (64%). Furthermore, 63% of responses cited personal safety as a significant barrier, with 9% overall indicating that fear of personal safety prevented them from walking. These findings support our efforts to make sure sidewalks are present, that they include appropriate technology, that they are well lit, and that they are repaired and maintained as necessary.

In respect to bicycle concerns, the lack of a bicycle lane or separate bicycle path was the most severe barrier cited and prevents 29% of respondents from cycling. As with sidewalks, this validates our efforts to install bicycle lanes when and where the opportunities align. Road conditions were also frequently cited (78%). Of note, feeling uncomfortable riding with traffic (73%) should also inform BPAC Education efforts. Surprisingly, the lack of bike racks was also a major impediment, with 56% citing either prevention or problem. Further supporting the notion that cyclists may be more oriented towards utility purposes, distance was actually a relatively low reported problem (44%) – perhaps supporting the notion that Durham is and can be a Bike Friendly City.

Appendix R: Detailed Results and Analysis

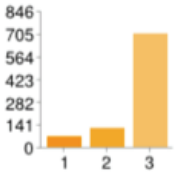
Question 1: Are Walking and Bicycling Issues Important to Durham Residents?

Overall, how important is it to you to be able to walk around Durham?



1	**23**	3%
2	**69**	8%
3	**811**	90%

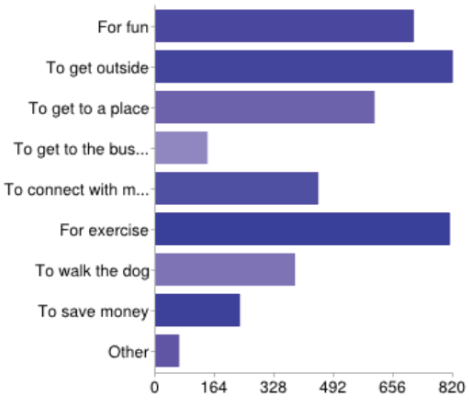
Overall, how important is it to be able to ride your bicycle around Durham?



1	**68**	8%
2	**120**	13%
3	**706**	79%

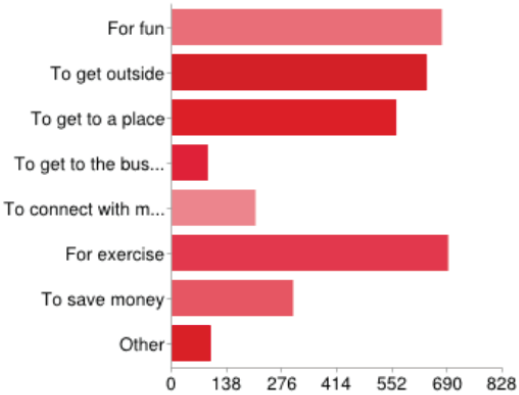
Question 2: What are the Motivations for Walking and Bicycling in Durham?

Walking



For fun	**711**	17%
To get outside	**818**	19%
To get to a place	**603**	14%
To get to the bus stop	**143**	3%
To connect with my neighbors	**448**	11%
For exercise	**810**	19%
To walk the dog	**384**	9%
To save money	**232**	6%
Other	**65**	2%

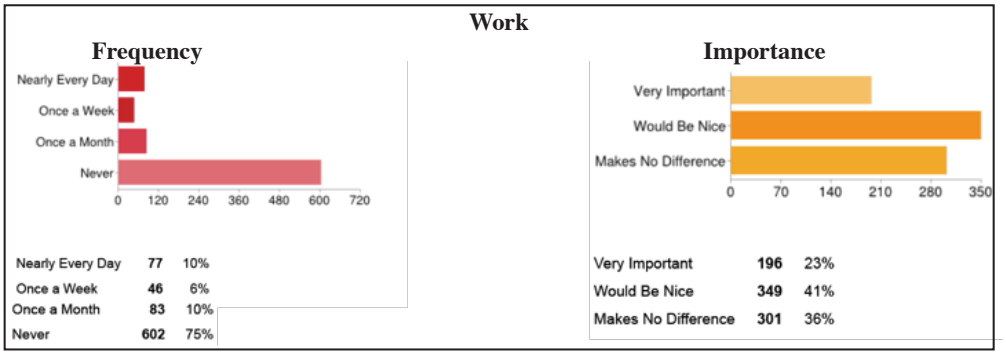
Bicycling

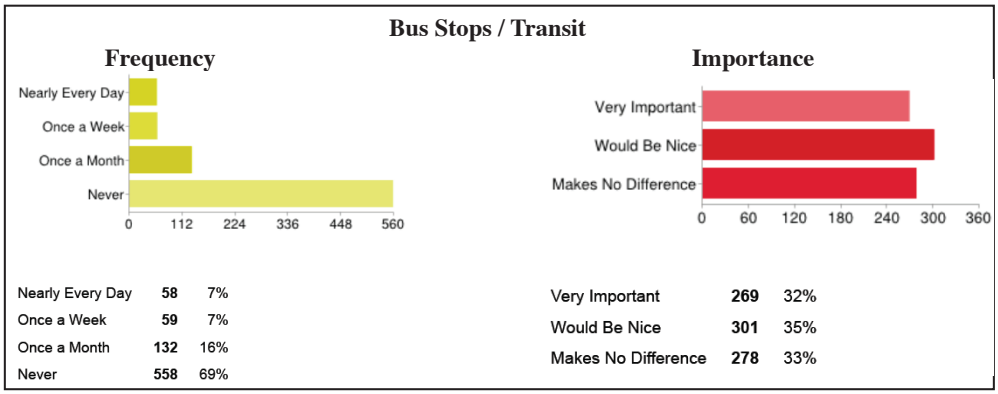


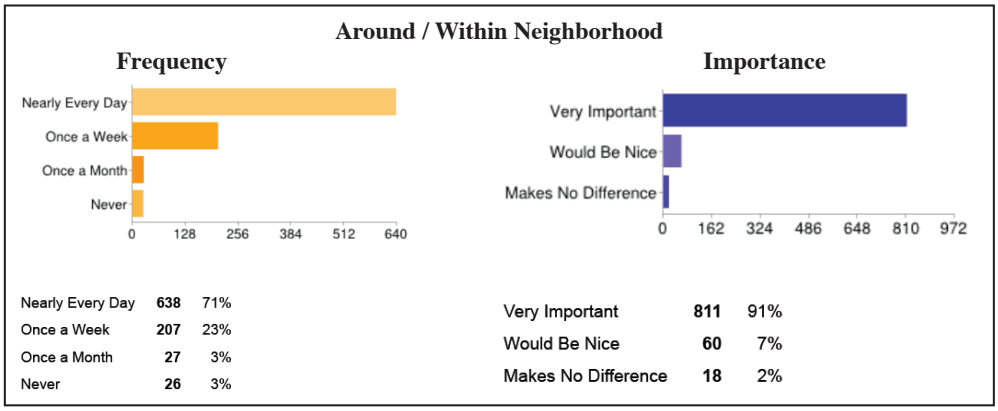
For fun	**675**	21%
To get outside	**637**	20%
To get to a place	**561**	17%
To get to the bus stop	**90**	3%
To connect with my neighbors	**209**	6%
For exercise	**691**	21%
To save money	**303**	9%
Other	**97**	3%

Question 3: Where are the places that people walk or bike, how often do they do so, and how important are these locations and destinations to Durham residents?

Walking

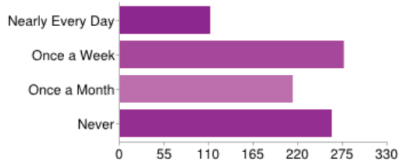






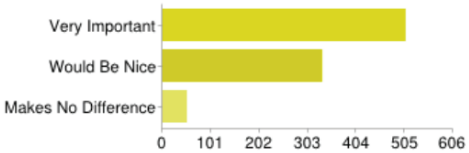
Local Stores

Frequency



Nearly Every Day	**111**	13%
Once a Week	**276**	32%
Once a Month	**213**	25%
Never	**261**	30%

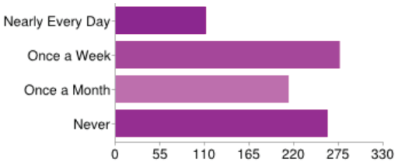
Importance



Very Important	**507**	57%
Would Be Nice	**333**	37%
Makes No Difference	**51**	6%

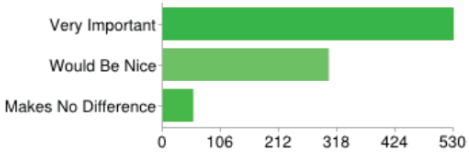
Local Restaurants

Frequency



Nearly Every Day	**111**	13%
Once a Week	**276**	32%
Once a Month	**213**	25%
Never	**261**	30%

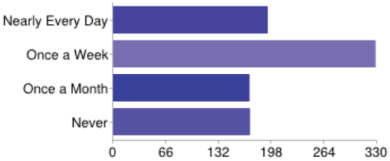
Importance



Very Important	**529**	60%
Would Be Nice	**302**	34%
Makes No Difference	**55**	6%

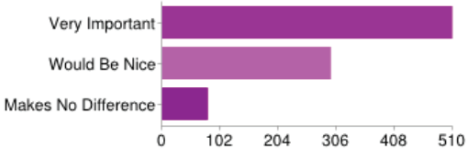
Local Friends / Relatives

Frequency



Nearly Every Day	**193**	22%
Once a Week	**328**	38%
Once a Month	**170**	20%
Never	**171**	20%

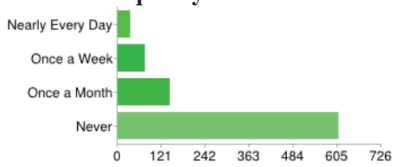
Importance



Very Important	**509**	58%
Would Be Nice	**296**	33%
Makes No Difference	**80**	9%

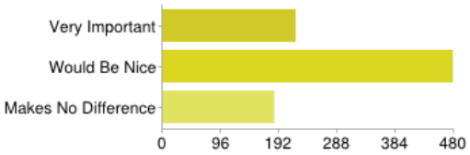
Public Services (Post Office / Library)

Frequency



Nearly Every Day	**34**	4%
Once a Week	**74**	9%
Once a Month	**143**	17%
Never	**607**	71%

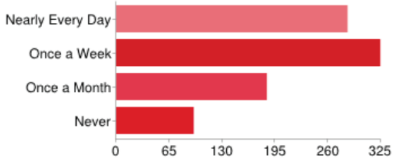
Importance



Very Important	**219**	25%
Would Be Nice	**478**	54%
Makes No Difference	**184**	21%

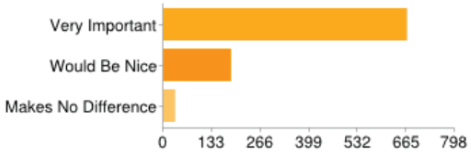
Parks / Trails / Recreation Centers

Frequency



Nearly Every Day	**284**	32%
Once a Week	**324**	36%
Once a Month	**185**	21%
Never	**95**	11%

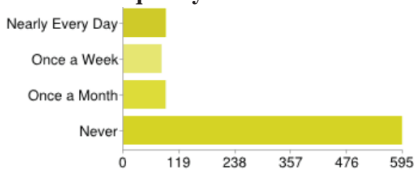
Importance



Very Important	**667**	75%
Would Be Nice	**185**	21%
Makes No Difference	**32**	4%

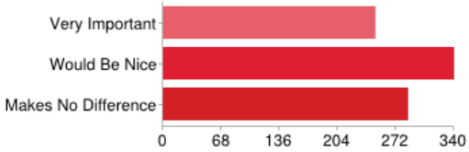
Schools / Universities

Frequency



Nearly Every Day	**90**	11%
Once a Week	**81**	9%
Once a Month	**90**	11%
Never	**593**	69%

Importance

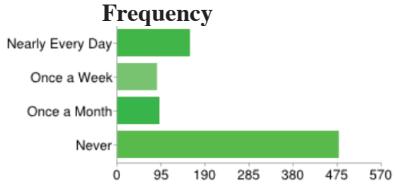


Very Important	**248**	28%
Would Be Nice	**340**	39%
Makes No Difference	**286**	33%

Bicycling

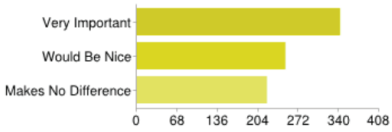
Work

Frequency



Nearly Every Day	**156**	19%
Once a Week	**85**	11%
Once a Month	**90**	11%
Never	**477**	59%

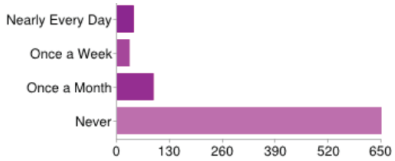
Importance



Very Important	**342**	42%
Would Be Nice	**250**	31%
Makes No Difference	**219**	27%

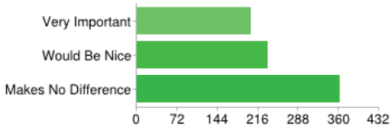
Bus Stop / Transit

Frequency



Nearly Every Day	**41**	5%
Once a Week	**31**	4%
Once a Month	**90**	11%
Never	**650**	80%

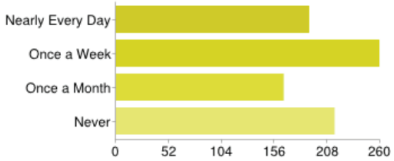
Importance



Very Important	**203**	25%
Would Be Nice	**233**	29%
Makes No Difference	**361**	45%

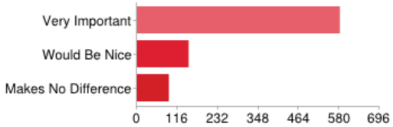
Around / Within Neighborhood

Frequency



Nearly Every Day	**190**	23%
Once a Week	**259**	31%
Once a Month	**165**	20%
Never	**215**	26%

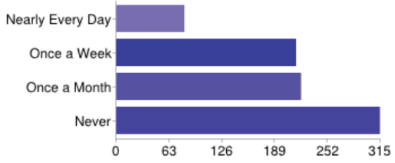
Importance



Very Important	**582**	71%
Would Be Nice	**148**	18%
Makes No Difference	**91**	11%

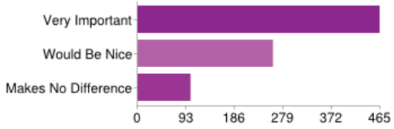
Local Stores

Frequency



Nearly Every Day	**81**	10%
Once a Week	**214**	26%
Once a Month	**220**	27%
Never	**314**	38%

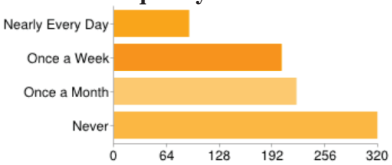
Importance



Very Important	**463**	56%
Would Be Nice	**259**	31%
Makes No Difference	**101**	12%

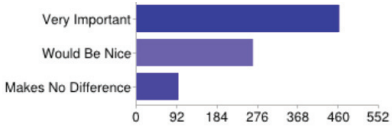
Local Restaurants

Frequency



Nearly Every Day	**91**	11%
Once a Week	**203**	24%
Once a Month	**221**	26%
Never	**319**	38%

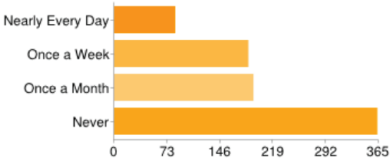
Importance



Very Important	**461**	56%
Would Be Nice	**265**	32%
Makes No Difference	**95**	12%

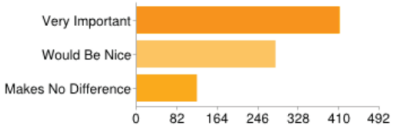
Local Friends / Relatives

Frequency



Nearly Every Day	**84**	10%
Once a Week	**185**	22%
Once a Month	**192**	23%
Never	**363**	44%

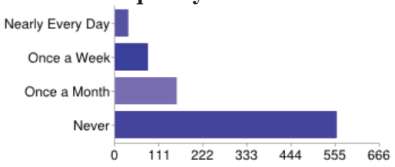
Importance



Very Important	**411**	50%
Would Be Nice	**281**	35%
Makes No Difference	**122**	15%

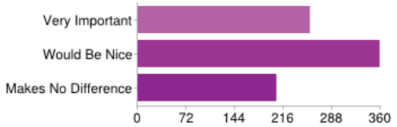
Public Services (Post Office / Library)

Frequency



Nearly Every Day	**33**	4%
Once a Week	**82**	10%
Once a Month	**155**	19%
Never	**557**	67%

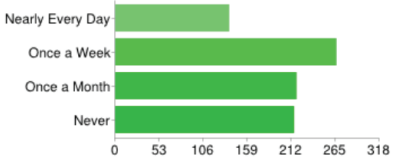
Importance



Very Important	**255**	31%
Would Be Nice	**358**	44%
Makes No Difference	**205**	25%

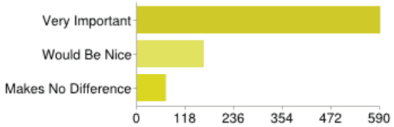
Parks / Trails / Recreation Centers

Frequency



Nearly Every Day	**137**	16%
Once a Week	**266**	32%
Once a Month	**218**	26%
Never	**215**	26%

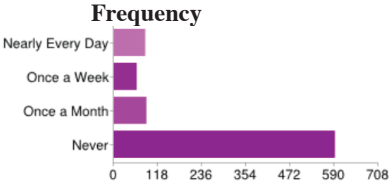
Importance



Very Important	**590**	72%
Would Be Nice	**162**	20%
Makes No Difference	**70**	9%

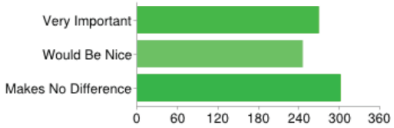
Schools / Universities

Frequency



Nearly Every Day	**84**	10%
Once a Week	**61**	7%
Once a Month	**87**	11%
Never	**591**	72%

Importance



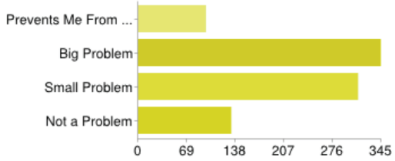
Very Important	**269**	33%
Would Be Nice	**245**	30%
Makes No Difference	**301**	37%

Question 4: What are the main barriers to walking and bicycling in Durham?

Walking Barriers

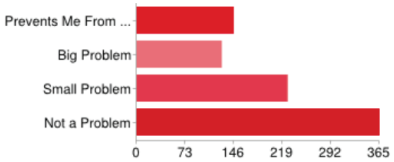
Tier 1 Concerns: Prevents or Big Problem is Greater than 30%

Dangerous Drivers



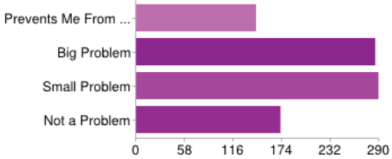
Prevents Me From Walking	96	11%
Big Problem	344	39%
Small Problem	312	35%
Not a Problem	132	15%

Distance



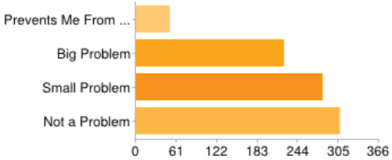
Prevents Me From Walking	146	17%
Big Problem	128	15%
Small Problem	227	26%
Not a Problem	365	42%

No Sidewalk



Prevents Me From Walking	143	16%
Big Problem	285	32%
Small Problem	289	33%
Not a Problem	172	19%

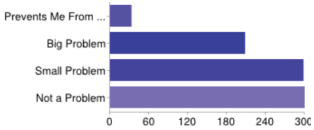
No Traffic Light / Crosswalk



Prevents Me From Walking	51	6%
Big Problem	223	26%
Small Problem	281	33%
Not a Problem	307	36%

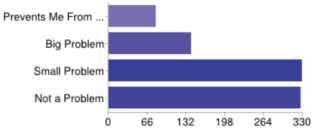
Tier 2 Concerns: Prevents or Big Problem Between 30% and 20%

Sidewalk Condition



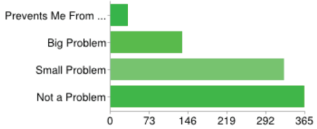
Prevents Me From Walking	33	4%
Big Problem	208	25%
Small Problem	298	36%
Not a Problem	300	36%

Personal Safety



Prevents Me From Walking	80	9%
Big Problem	140	16%
Small Problem	328	38%
Not a Problem	326	37%

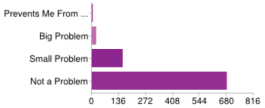
Sidewalk Blocked



Prevents Me From Walking	32	4%
Big Problem	134	16%
Small Problem	325	38%
Not a Problem	363	43%

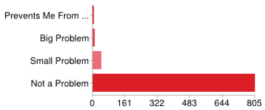
Tier 3 Concerns: Prevents or Big Problem Less than 20%

Steep Hills



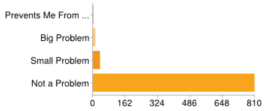
Prevents Me From Walking	5	1%
Big Problem	22	3%
Small Problem	155	18%
Not a Problem	681	79%

Physical Ability



Prevents Me From Walking	5	1%
Big Problem	10	1%
Small Problem	43	5%
Not a Problem	804	93%

Do Not Enjoy

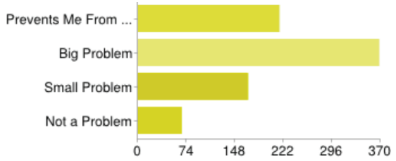


Prevents Me From Walking	3	0%
Big Problem	12	1%
Small Problem	35	4%
Not a Problem	808	94%

Bicycling Barriers

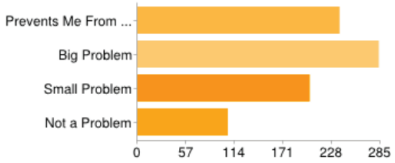
Tier 1 Concerns: Prevents or Big Problem is Greater than 50%

Dangerous Drivers



Prevents Me From Bicycling	216	26%
Big Problem	368	45%
Small Problem	168	21%
Not a Problem	67	8%

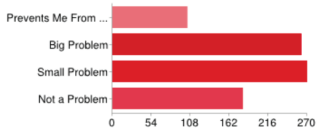
Lack of Bicycle Lane / Path



Prevents Me From Bicycling	237	29%
Big Problem	283	34%
Small Problem	202	24%
Not a Problem	106	13%

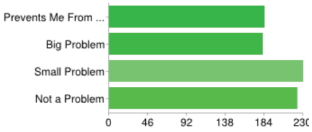
Tier 2 Concerns: Prevents or Big Problem Between 50% and 20%

Road Conditions



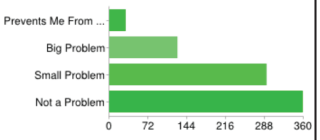
Prevents Me From Bicycling	104	13%
Big Problem	262	32%
Small Problem	270	33%
Not a Problem	181	22%

Riding w/Traffic



Prevents Me From Bicycling	184	22%
Big Problem	182	22%
Small Problem	230	28%
Not a Problem	223	27%

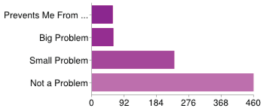
No Bike Racks



Prevents Me From Bicycling	30	4%
Big Problem	126	16%
Small Problem	291	36%
Not a Problem	358	44%

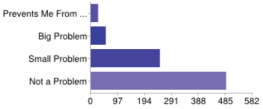
Tier 3 Concerns: Prevents or Big Problem Less than 20%

Distance



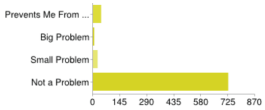
Prevents Me From Bicycling	59	7%
Big Problem	61	8%
Small Problem	234	29%
Not a Problem	459	56%

Steep Hills



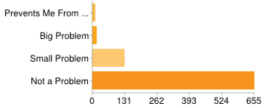
Prevents Me From Bicycling	26	3%
Big Problem	53	7%
Small Problem	248	30%
Not a Problem	487	60%

No Bike



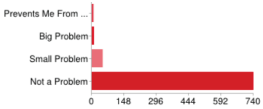
Prevents Me From Bicycling	44	5%
Big Problem	6	1%
Small Problem	25	3%
Not a Problem	726	91%

Physical Ability



Prevents Me From Bicycling	11	1%
Big Problem	17	2%
Small Problem	130	16%
Not a Problem	654	81%

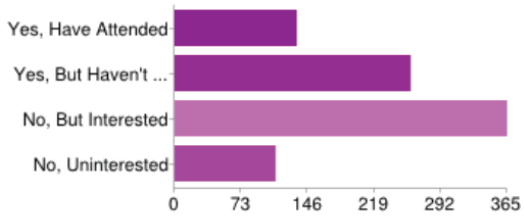
Do Not Enjoy



Prevents Me From Bicycling	8	1%
Big Problem	10	1%
Small Problem	50	6%
Not a Problem	739	92%

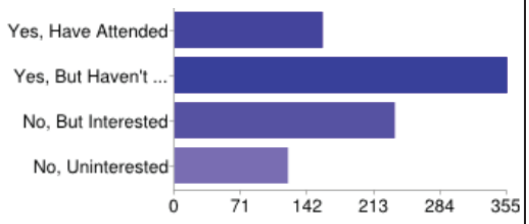
Question 5: Are you aware of the following Pedestrian and Bicycle Oriented Activities / Efforts?

Durham Open / Play Streets



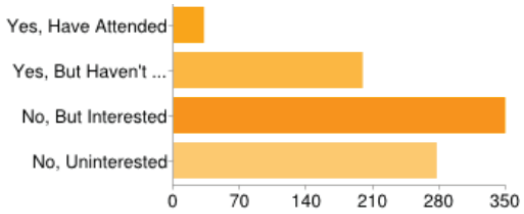
Yes, Have Attended	**134**	15%
Yes, But Haven't Attended	**259**	30%
No, But Interested	**365**	42%
No, Uninterested	**111**	13%

Tour de Fat



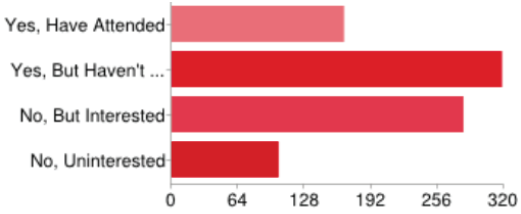
Yes, Have Attended	**158**	18%
Yes, But Haven't Attended	**355**	41%
No, But Interested	**235**	27%
No, Uninterested	**121**	14%

Durham BPAC Kidical Mass



Yes, Have Attended	**32**	4%
Yes, But Haven't Attended	**199**	23%
No, But Interested	**349**	41%
No, Uninterested	**277**	32%

Durham Bike Month Event



Yes, Have Attended	**166**	19%
Yes, But Haven't Attended	**318**	37%
No, But Interested	**281**	32%
No, Uninterested	**103**	12%