

DURHAM BICYCLE AND PEDESTRIAN ADVISORY COMMISSION (BPAC)

Durham City Council Work Session

May 21, 2015

BPAC OVERVIEW

- Commission formed in 2001
- Mission: Advise City Council and County Commissioners on bicycle and pedestrian issues
- BPAC meets monthly (4 sub-committees also meet monthly)
- Staff resource: Dale McKeel
- Website: www.bikewalkdurham.org
- Bike-ped listserv: > 685 participants
- Durham Comprehensive Bicycle Transportation Plan (2006)
- DurhamWalks! Pedestrian Plan (2006)

BPAC MEMBERSHIP

- 17 voting members
 - 7 appointed by City Council
 - 7 appointed by County Commissioners
 - 3 liaison members from other boards
 - Members include reps from Duke and NCCU
 - Non-voting liaison from City Council (Don Moffitt)
 - Non-voting liaison from County Commissioners (Ellen Reckhow)
- 3 year term
- 4 committees
 - Bike / Ped Plan Implementation & Evaluation
 - Development Review
 - Education and Encouragement
 - Community Engagement

ANNUAL RETREAT



RECENT ACCOMPLISHMENTS

2014

BPAC Year in Numbers

479 Bikes parked by BPAC at Tour de Fat

344 Site plans reviewed by BPAC

2083 Patrol hours by Durham Trail Watch volunteers

120 Percent increase in Durham residents who commute to work by bike—from 2007 to 2013

20,000+ Durham Bike & Hike Maps distributed since 2010

2014 TOUR DE FAT



AMERICAN TOBACCO TRAIL I-40 BRIDGE



WHAT ARE COMPLETE STREETS | Streets for everyone

DEFINITION

- They are designed and operated to enable safe access for all users.
- People of all ages and abilities are able to safely move along and across streets in a community, regardless of how they are traveling.
- A complete streets approach engages multiple stakeholders through the process of designing a new or retrofitted street.



BENEFITS OF COMPLETE STREETS | The approach strengthens our overall community

COMMUNITY-WIDE RESULTS

- Safer streets for everyone - children, families, cyclists and cars
- Fewer traffic-related fatalities and severe injuries
- Improved health outcomes by encouraging active modes of transportation
- A more equitable community by allowing those without cars to participate more fully in the economic and social life of the city
- Better access to key destinations throughout Durham including schools, churches, and businesses

NATIONAL AND STATE GUIDANCE | Strategies and techniques have been established across the country

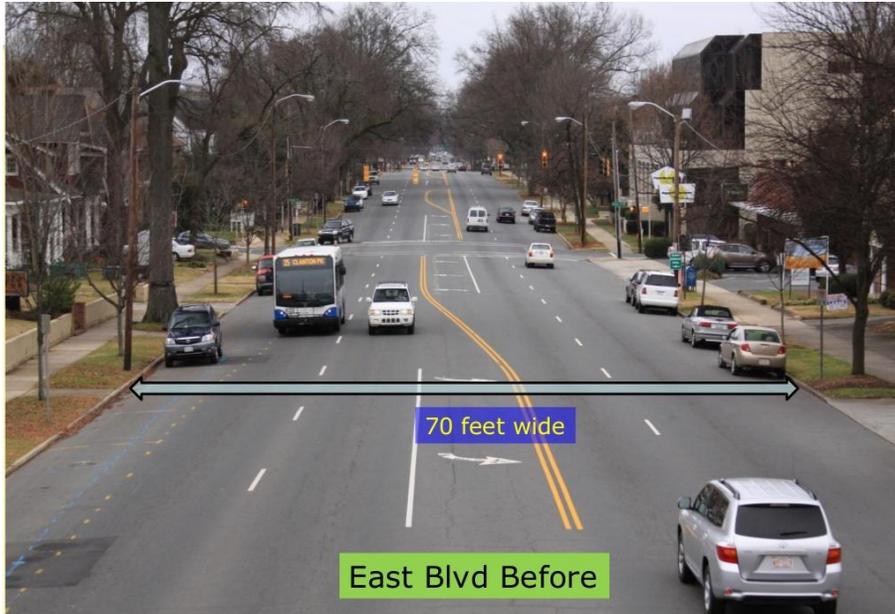
WITH NATIONAL & STATE GUIDELINES

- Smart Growth America's National Complete Streets Coalition provides policy guidelines and best practices
- NCDOT adopted a Complete Streets policy in 2009
- More than 10 NC cities have already implemented a Complete Streets policy



NORTH CAROLINA EXAMPLE | The City of Charlotte has become a leader in the implementation of a Complete Streets approach at the municipal level

BEFORE



- 5 travel lanes
- No dedicated space for people on bikes
- Long distance to cross on foot

AFTER



- 3 travel lanes
- Bike lanes
- Short distance to cross on foot
- Landscaped median

DURHAM EXAMPLE | Main Street / Campus Drive was redesigned 2 years ago with Complete Streets in mind

BEFORE



- 4 travel lanes
- No dedicated space for people on bikes
- Sidewalk on one side only
- No safe place to cross on foot
- No pad or bus shelter

AFTER



- 3 travel lanes
- Bike lanes
- Sidewalks on both sides
- Pedestrian signal
- Bull City Connector shelter

DURHAM'S INCOMPLETE STREETS | Most of Durham's streets are still designed to allow cars, buses & trucks to travel at high speeds

SAFETY CONCERNS

- There have been more pedestrian crashes per capita involving children in Durham than any other community in North Carolina
- Pedestrian crashes have grown 58% in Durham over 5 years
- 60% of pedestrian crash victims in Durham are African-American

INCOMPLETE STREETS



DURHAM'S INCOMPLETE STREETS | Durham's citizens are demanding better outcomes

COMMUNITY CONCERNS

- Some recent street projects, including ones along Anderson Street and West Club Blvd, have had to be redesigned because they did not adequately consider all users
- Streets continue to be built or paved without consideration from the community, leading to higher vehicle speeds and unsafe communities

The Herald-Sun

Club Blvd. traffic plan riles cyclists



Anderson St. neckdowns poised for \$100k removal after bumpy road with bike/ped fans

SUPPORT COMPLETE STREETS IN DURHAM | We are building a coalition to advocate for a change in strategy

OUR GOAL

- All Durham streets should be safe for everyone, regardless of whether they are walking, biking, taking transit, or in a car

NEXT STEP

- We call on the City Council, County Commissioners and City/County staff to prioritize Complete Streets in Durham and ensure they will be implemented through policies, plans, public processes, staff and funding



OTHER BPAC GOALS FOR 2015

- Update to 2006 Bike and Walk Plans (Complete Streets Plan?)
- Increase the number of schools in Durham participating in National Walk and Bike to School Days to 12-15
- Bike share feasibility study
- Add specific questions related to ped/bike safety to the driver's rehabilitation exam
- Work with Durham Police Department to improve safety for pedestrians and bicyclists through increased enforcement and education, and to determine appropriate metrics to track such improvements