

# Planning for Implementation

council briefing



# Creating Positive Change

## Bicycle+Pedestrian Implementation Plan

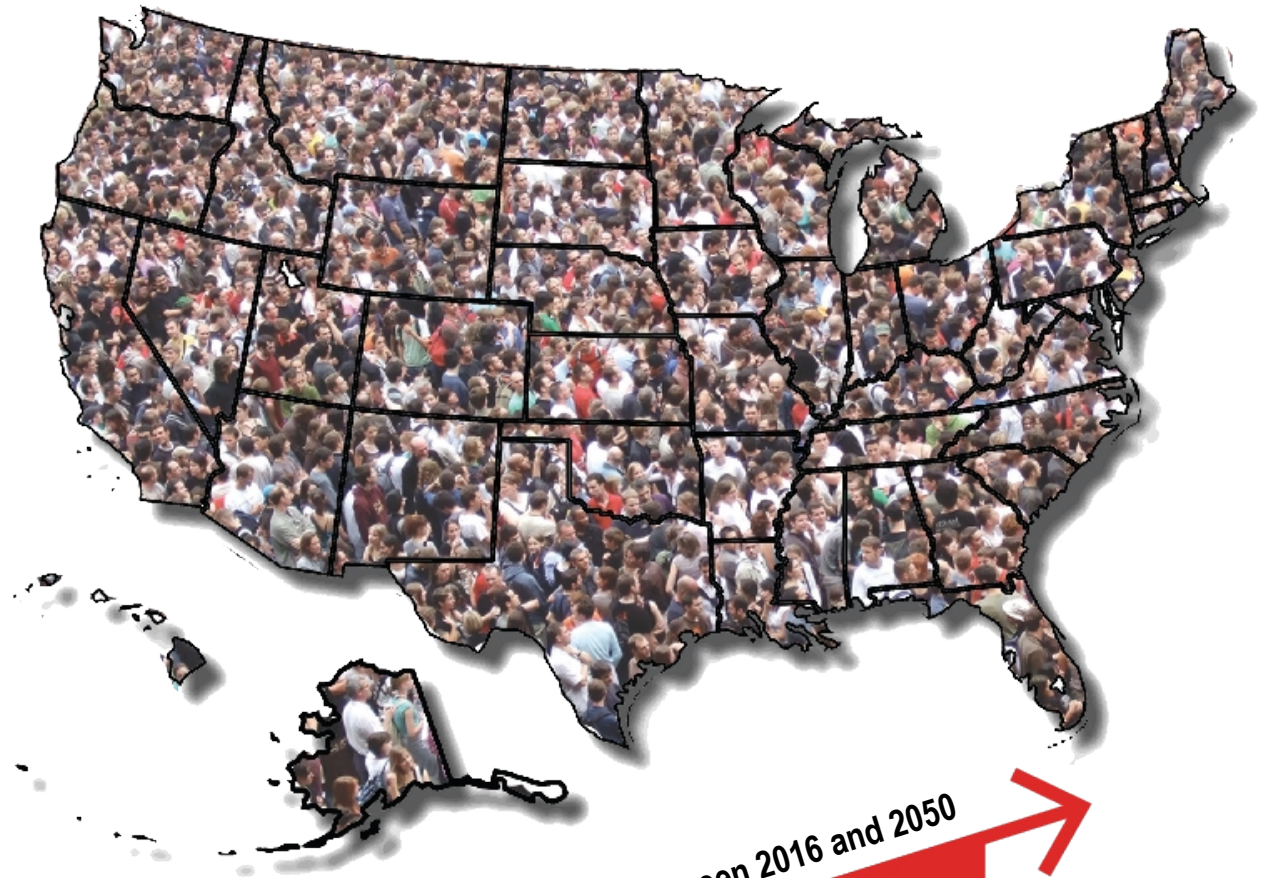




## WHY? Reason #1: It's Important

...to Durham's citizens that want to walk and bicycle more often and more safely, but there are other good points.

# America is growing



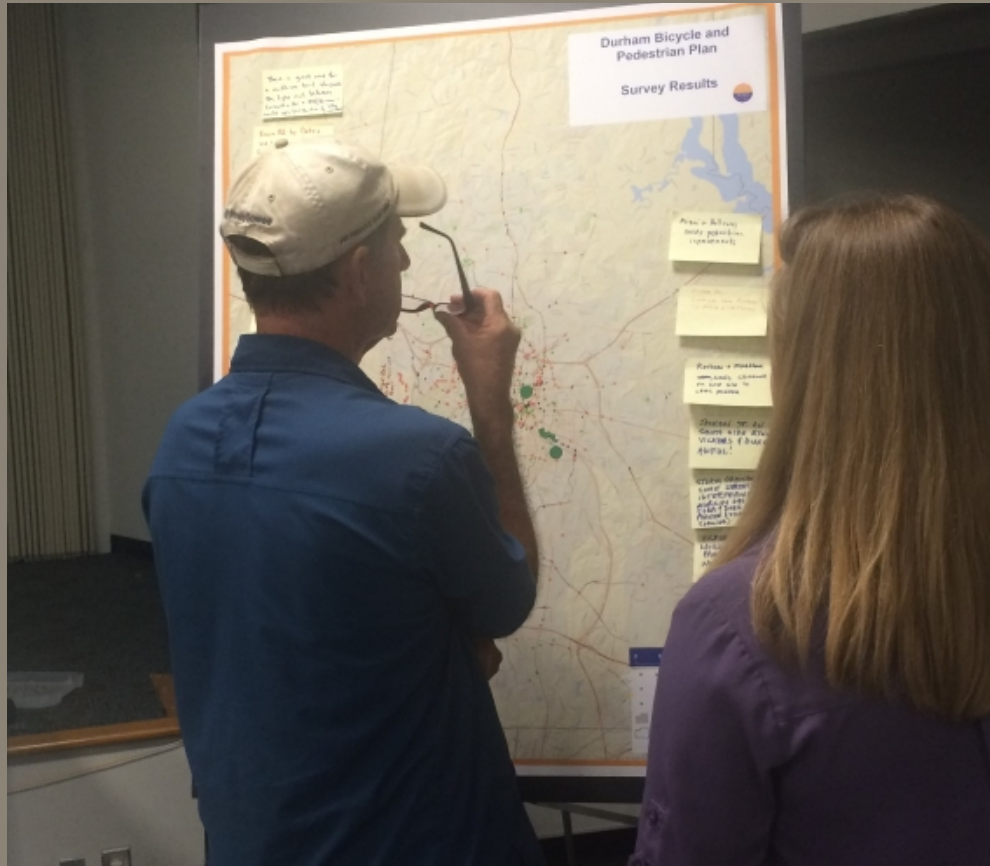
# Where walking & biking works

An aerial illustration of a walkable urban neighborhood. The scene shows a mix of multi-story brick buildings, some with flat roofs and solar panels. There are several parking lots with cars, interspersed with green trees and pedestrian-friendly streets. The overall atmosphere is one of a dense, accessible community.

- Big cities
- Small cities
- Main street
- Suburbs
- Neighborhoods
- Sites

**The Goal: design places  
people love.**





# The Planning Process So Far

Here's what we said we wanted to consider...

# Where are we.....

Collect  
Data

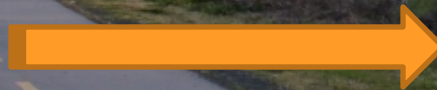
Develop  
Projects

**Prioritize**

Final Plan  
(March  
2017)

420 miles Sidewalks  
480 Intersections  
453 miles Bike/Multi Use  
Paths

25 Sidewalk Projects  
25 Intersection Projects  
25 Bicycle Projects







# How were the projects developed.....

...longing never to travel again except on foot." — Wendell Berry

The Durham Bike + Walk Implementation Plan is all about making Durham a better place to walk around and ride in - soon.



Between now and March 2017 we are working to update the bicycle and pedestrian plans and are asking residents of Durham to help us determine what bicycle and pedestrian projects are most critically needed. This input from the community, and support from consultants, will guide the city's work schedule and funding strategy.

On this site you will find information about how to get involved, the project timeline, and project updates. Want to be informed of upcoming engagement opportunities? Have



# PUBLIC INPUT

- Presentations at PAC meetings
- Presentations to DOST (Durham Open Space and Trails), BPAC, and the Obesity & Chronic Illness Committee
- Advertising on Facebook (both city-wide and demographically specific)
- Flyers across the City (shops, stores, restaurants, libraries, etc.)
- Tabling at Bull City Open Streets events, Tour de Fat, Farmers Markets
- Presentations to community groups (e.g., NE Central Durham Leadership Council, Inter-Neighborhood Council)
- Community Walks events (walking around a neighborhood and discussing specific issues and conducting surveys)
- Cycle Track demonstration project in collaboration with Bike Durham
- Tabling at grocery stores in under-represented areas (late June/July)
- Open House

**PLANNING**  
YOUR NEXT WALK OR RIDE  
STARTS HERE.  
[www.website-address.com](http://www.website-address.com)

The City of Durham is updating the Bicycle and Pedestrian Plan and needs **YOUR** help. Drop by the Main Library (**300 N. Roxboro Road**) on **Monday June 6th from 4pm to 7pm** to take part in planning the future of Durham.

**DURHAM BIKE+WALK IMPLEMENTATION PLAN**  
2014

Can't make it out?  
Visit us on-line:  
[www.DurhamBikeWalkPlan.com](http://www.DurhamBikeWalkPlan.com)

Interactive Presentation at the top of each hour. Take your picture / video telling us what you think; we'll show them to the world (and our steering committees). Play with maps. Take a Survey. Stump the Staff: pose your walking / biking problems on a projected map and we'll sketch ideas to fix them.\* Be loud and disruptive in the library (just kidding - you can't actually do that).

\*Warning: We reserve the right to make the really good ones part of the Plan.

# OPEN HOUSE

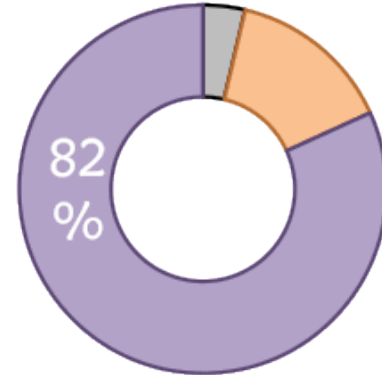


# 86

86 active participants (varied from 70-80 respondents per question)



1 out of 3 said that work was where they want to bike or walk the most (relax / recreation was #2)



82% said there is "lots of room for improvement" in the biking and walking realm in Durham.

## Why don't we bike or walk more?



**Speeding / Traffic** was cited by 28% of respondents as the main reason they don't walk to the places they would like. Another



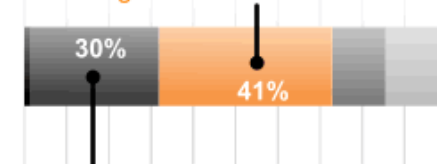
27% said that they **don't feel safe** walking / biking, and 25% cited



**lack of adequate public facilities** as the main reason.

Only 2% agreed with the statement: "The choice of which bicycle or pedestrian projects to be built should be made using just hard facts like crash data; public and stakeholder input isn't nearly as important." The rest were almost equally divided between "it depends" or "hate it."

## Encouragement to Walk/Bike More

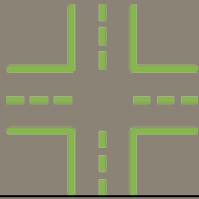


Provide alternatives to cars

What's the Best Reason to Invest in More Biking and Walking Infrastructure?



# Data and Analysis (First Round)



**Safety**  
(crashes)

**Connectivity**  
(intersection/mid block crossing locality, existing sidewalk/bicycle facility)

**Demand**  
(colleges, future light rail stations, schools, employment centers, parks, commercial centers, **bus stops**, population density)

**Equity**  
(households in poverty)

**Safety**  
(crashes, speeds)

**Connectivity**  
(existing bicycle facilities)

**Demand**  
(colleges, future light rail stations, schools, employment centers, parks, commercial centers, **bus stops**, population density)

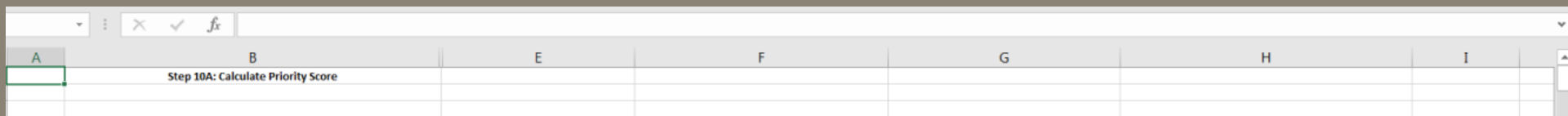
**Equity**  
(households in poverty)

**Safety**  
(crashes, speeds)

**Connectivity**  
(existing sidewalk facilities)

**Demand**  
(colleges, future light rail stations, schools, employment centers, parks, commercial centers, population density)

**Equity**  
(households in poverty)



# Corridor Project Candidates

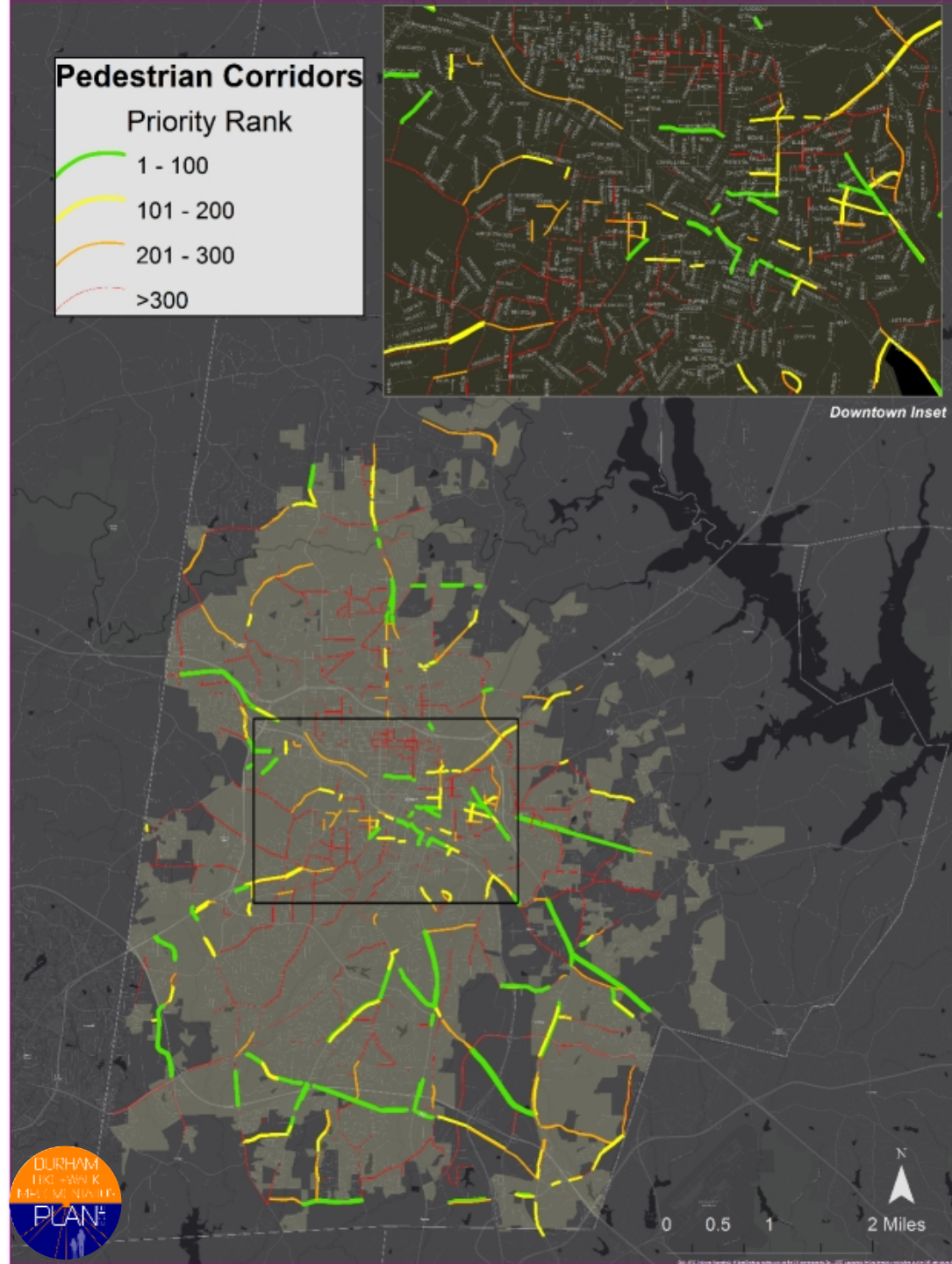
- Longer than 500 feet
- Pedestrian priority scores shown here, but some pedestrian corridors also rank well for bicycle rating, too
- The longer, pedestrian corridors are more broadly distributed across the City than other categories of projects

## Pedestrian Corridors

### Priority Rank

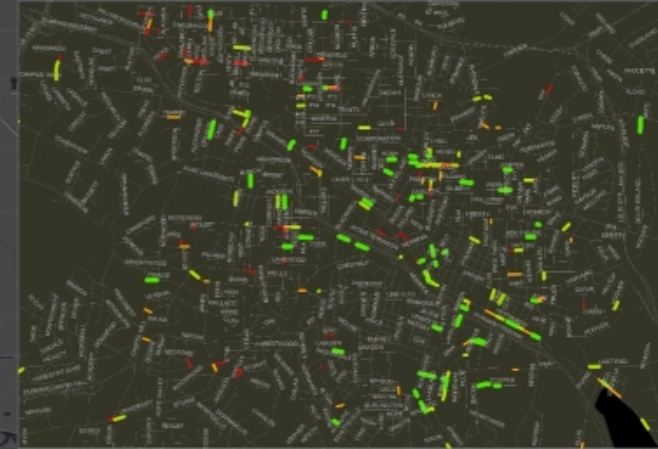


Downtown Inset

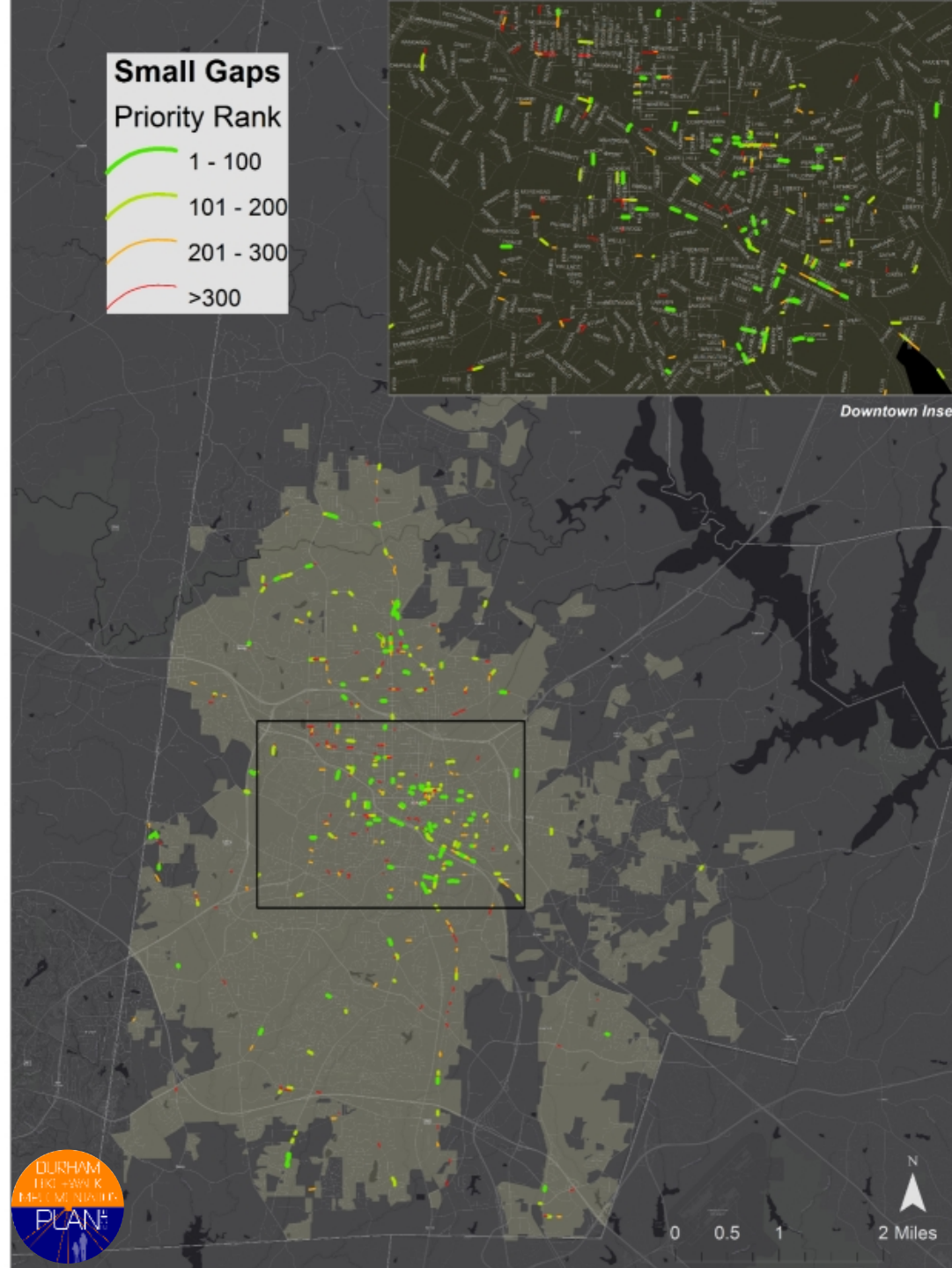


# Gap Candidates

- “Bang for the Buck”
- Shorter than 500 feet
- Downtown and scattered sites, particularly to the north

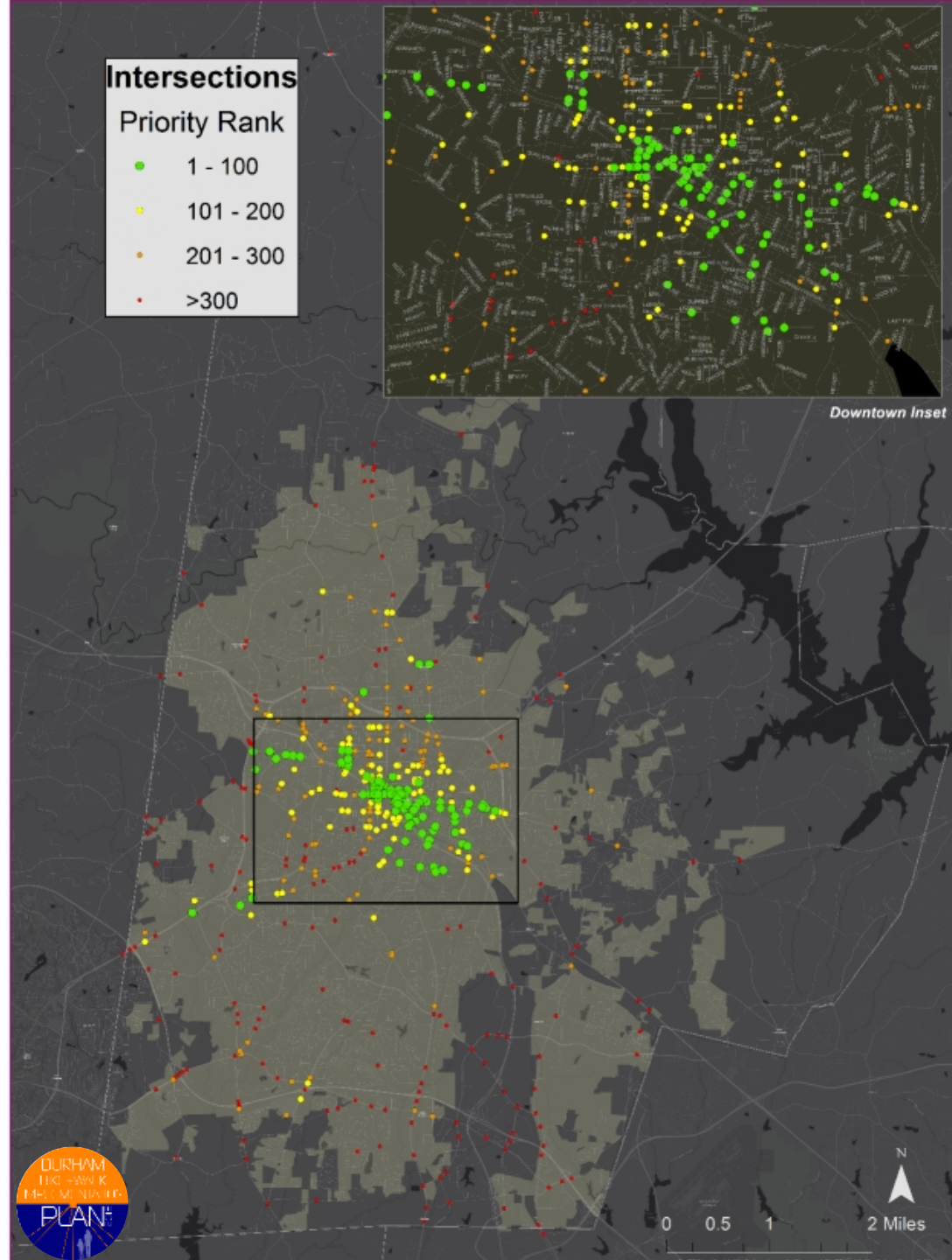


*Downtown Inset*



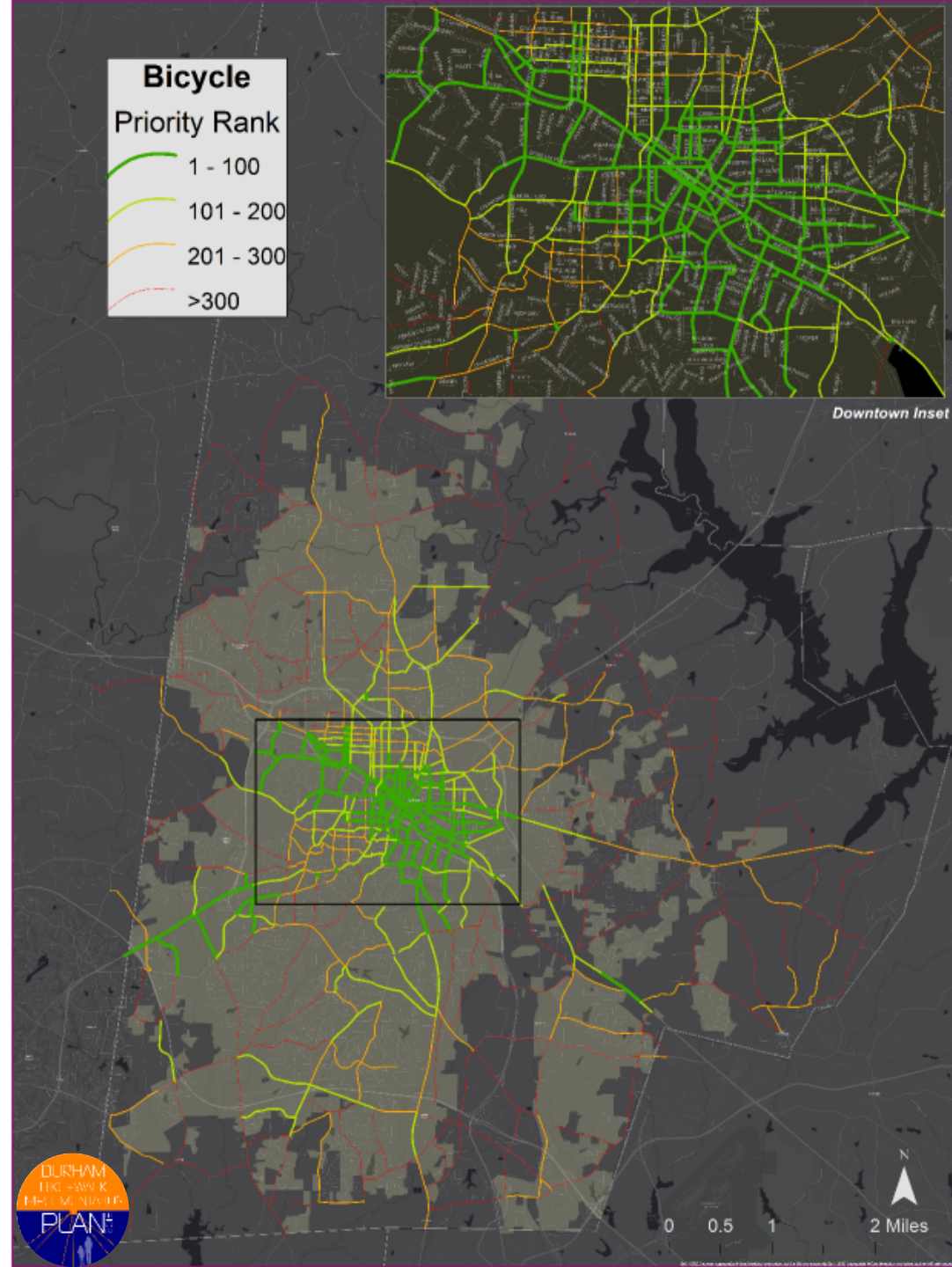
# Intersection Candidates

- Important focus is downtown
- Some additional, major intersections in the southwest



# Bicycle Candidates

- As with intersection projects, the highest-scoring bicycle projects are in the vicinity of downtown, and stretch out along major arterials.





# Finalizing the Project List

- Winnow Down and Combine to 75 Projects
  - Corridors
  - Intersections
  - Small Gaps
- Review with Steering Committee
- Proceed to Project Development & Costs

# Topic Candidates

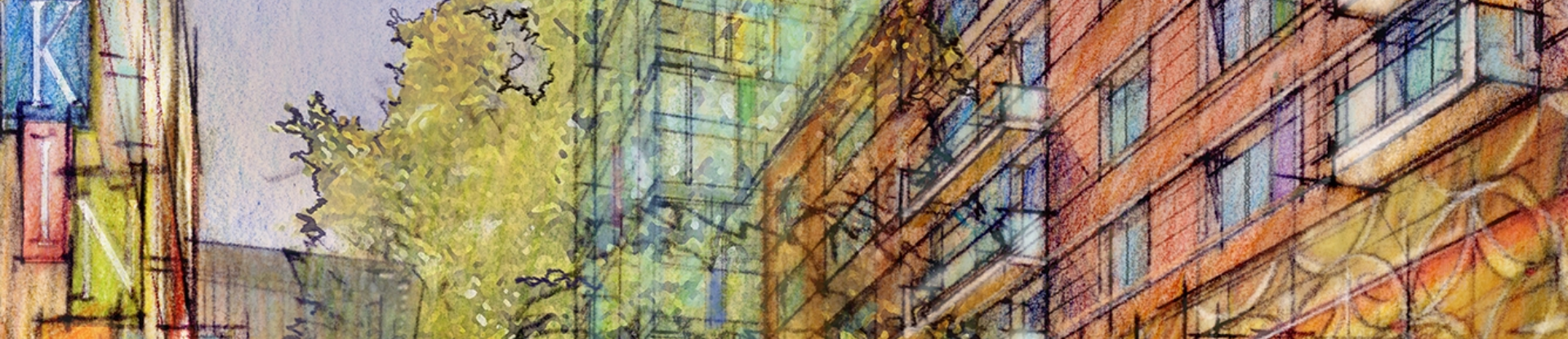
1. Tactical Urbanism Program
2. UDO Change Recommendations
3. Options for Streets not identified in the 75 projects
4. Identifying and Funding Regional Connections
5. Benchmarking Peer Communities

# Topic Candidates (more)

1. Maintenance Set-Aside
2. Safe Routes to School Implementation Committee
3. Making the Jump: Innovative Facilities and What's Required
4. Recommendations on Effective Education/Encouragement Programs
5. Economic Impact of Biking and Walking

# Next...

- Final List of 75 Project Locations
- Define the Projects
  - Public Input
  - Field Review
- Prepare Project Sheets and Costs
- Draft Report to Bring Back to You



# Questions?

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