

DURHAM BICYCLE AND PEDESTRIAN ADVISORY COMMISSION (BPAC)

Triangle Bicycle + Pedestrian Workshop

April 17, 2015

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 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 room 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

COMMUNITY-WIDE RESULTS

- 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