



D U R H A M

Bicycle & Pedestrian Advisory Commission

Durham Transportation Division ▪ 101 City Hall Plaza ▪ Durham, NC 27701

Mark Ahrendsen
Transportation Manager
City of Durham
101 City Hall Plaza
Durham, NC 27701

Dear Mr. Ahrendsen:

After meeting with a group representing the Anderson Street neighborhood, further review of the Martin/Alexiou/Bryson (M/A/B) report and discussion at its July 15 commission meeting, the Durham Bicycle and Pedestrian Advisory Commission (BPAC) endorses the general concept of Alternative B of the M/A/B report or a similar plan dubbed Alternative C. Specifically, Alternative B recommends the removal of neck-downs on only the western side of the street, resurfacing the street section between Chapel Hill Road and Morehead Street, painting 10 foot travel lanes, painting bike lanes, and allowing parking on the eastern side of the street.

Though the M/A/B report demonstrates that the neck-downs do not significantly reduce vehicle speed, neighborhood residents expressed several concerns regarding Alternative A that were not highlighted in the report. One was the occurrence of vehicular passing on the right that occurred prior to installation of neckdowns, which the neighbors feel will resume if the travel lanes are widened and all neckdowns removed. Another concern involves loss of parking in front of Wrightwood Park, requiring pedestrians to cross Anderson St. to reach the park. For those pedestrians that still need to cross the street, the remaining neckdowns would provide a refuge and functionally decrease the distance across the street.

Alternative B provides a deterrent to vehicular passing and an extra measure of pedestrian safety near the park. The incorporation of a bike lane on the neckdown side of the road will provide an unambiguous route for cyclists and will discourage vehicular passing on the left. Alternative B also recommends installation of Speed Indicator Displays (SIDs) which have already been implemented.

Alternative C, a variation of Alternative B that was discussed at the July 15 meeting, involves alternating the placement of neckdowns. The same cross-section of Alternative B would be maintained, but neckdowns would alternate from one side of the road to the other. If it is practical, BPAC would support its implementation. If not, Alternative B as described in the M/A/B report is sufficient.

Alternative A recommends removal of all neckdowns, 12 foot travel lanes and 6 foot bike lanes on each side of the road and no on-street parking (except possibly at Wrightwood Park). BPAC agrees with neighborhood residents that this will not resolve the speeding issue on Anderson and may actually increase speeding in the absence of the friction provided by parked cars.

We strongly feel that the City should move as quickly as possible to endorse and then implement either Alternative C or B.

Please do not hesitate to contact us if you have any questions or concerns about our recommendation.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan', followed by a stylized flourish.

Daniel Clever
Chairman
Durham Bicycle and Pedestrian Advisory Commission

cc: Kathryn Kalb, Director, Durham Public Works Department
Phil Loziuk, City Traffic Operations Engineer
Dale McKeel, Bicycle and Pedestrian Coordinator, City of Durham/DCHC MPO