



D U R H A M
Bicycle & Pedestrian Advisory Commission

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

31 January 2008

Mr. Jamille Robbins
Human Environment Unit
N.C. Department of Transportation
1583 Mail Service Center
Raleigh, NC 27699-1853

Subject: TIP # U-3804, Improvement to Hillandale Road from I-85 to North of Carver Street

Dear Mr. Robbins,

The Bicycle and Pedestrian Advisory Commission of Durham has reviewed the public hearing map for this project. We request that the following comments be entered into the public record and that these concerns be addressed in the project planning and design phases. The comments are as follows:

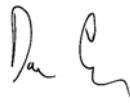
1. Provide for the full length of the project on both sides of the road 4-foot wide bicycle lanes as required by the Adopted DCHC MPO 2030 Long Range Transportation Plan and the adopted Durham Bicycle Plan. It is noted that 4-foot wide bicycle lanes could be accommodated without increasing the proposed roadway cross section if the proposed travel lanes are narrowed to 11-foot wide.
2. From the beginning of design, include all pedestrian elements in order to provide fully integrated, complete and functional pedestrian facilities. Elements to address in the design now include: curb cuts, traffic control measures, striped crosswalks, stop bars, intersection curb radii, sidewalks and their functional terminations (e.g., no dead ends), and pedestrian-activated signalization. The current NCDOT practice of designing the roadway striping at the end of the project results in an uncoordinated design that is not functional for pedestrians. As providing safe and efficient pedestrian transportation facilities is a priority of this project, it is critical that all pedestrian elements be included from the start of design.
3. Include MUTCD-compliant Share-the-Road signs in both directions for the full length of the project.
4. Eliminate the northbound R turn lane onto Front be eliminated from the project. It does not appear that this turn lane is necessary to improve motor vehicle (MV) capacity, yet the proposed addition of this turn lane will unnecessarily increases pedestrian crossing distance and time, increase motor vehicle turning speeds, and exacerbate turning conflicts between MVs and pedestrians; all decreasing safety for pedestrians, counter to the project scope.
5. Provide fully functional pedestrian crossings for all legs of the Hillandale-Carver intersection.
6. Tighten intersection turn radii from Hillandale to west leg of Carver, to no larger than the proposed radii for east leg of Carver. We note that the east leg of Carver has higher ADT

than the west leg, yet shorter radii, which appears inconsistent and has no significant capacity improvement. To the contrary, the long radii proposed for the west leg of Carver are unnecessarily increase pedestrian crossing distances, MV turning speeds, and potential turning conflicts between MVs and pedestrians.

7. Clarify on the drawings exactly where the bicycle facilities begin and end on Hillandale, in both directions. It appears that sufficient pavement width exists both north of the project limits and south of the project to continue the bike lane striping into the adjoining roadway segments.
8. Show on the plans the locations of all existing crosswalks (including but not limited to south end of project), and tie all new sidewalks into existing (or replacement/relocated) sidewalks, throughout. Several of these existing features are not depicted.
9. Continue proposed new sidewalk on northbound Hillandale at Fawn all the way to the existing driveway, to eliminate proposed dead end.
10. Continue proposed new sidewalk northbound at Carver to existing driveways along both sides of Carver, to eliminate proposed dead ends.
11. Continue new sidewalk northbound across intersection with Cammie. It is unreasonable to lead pedestrians to an intersection but provide no opposite landing or curb cut.
12. Replace existing sidewalk connection from southbound Hillandale into DPS school site north driveway.
13. Verify that the proposed relocation of the Croasdaile dumpster (along southbound Hillandale) will not require service vehicles to block the sidewalk when servicing this private dumpster.
14. Provide sidewalk stubouts to all frontage properties, to facilitate pedestrian access from frontage properties to the public right-of-way sidewalk. Note that providing this connectivity element is a Durham UDO requirement [12.4.1A and 12.4.4C].
15. Construct all driveway connections with curb ramps, to provide continuous concrete sidewalks across the driveways and to eliminate the need for curb and gutter and HC curb cuts on each side of every driveway.
16. Provide a mid-block pedestrian crossing in front of the Durham Public Schools site.

We appreciate the opportunity to provide comments on this project and look forward to a successful project which will greatly improve the safety of bicycling and walking in this part of Durham.

Sincerely,



Dan Clever, Chair
Durham Bicycle and Pedestrian Advisory
Commission

cc: Mr. Kenneth Spaulding, N.C. Board of Transportation
Ms. Nina S. Szlosberg, N.C. Board of Transportation
Mr. Mark Ahrendsen, City of Durham, Transportation Division