



D U R H A M

Bicycle & Pedestrian Advisory Commission

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

MEMORANDUM

To: DCHC MPO Transportation Advisory Commission
From: Durham Bicycle and Pedestrian Advisory Commission
Date: 13 February 2008

Subject: Regional bicycle and pedestrian corridors

One responsibility of the Durham Bicycle and Pedestrian Advisory Commission (BPAC) is to inform the public and local officials on bicycle and pedestrian issues. With that in mind we would like to take this opportunity to suggest several bicycle and pedestrian corridors for inclusion in the draft FY 2009-2015 Metropolitan Transportation Improvement Program (MTIP). BPAC has reviewed the bicycle and pedestrian elements in the Regional Priority List, recommended routes in the Durham Walks Pedestrian plan, recommend routes in the Durham Comprehensive Bicycle Transportation plan (including its Phase I routes), as well as a map of Durham and Chapel Hill. We noticed that some of the routes interconnect, which provides extra value to a pedestrian or bicyclist. Rather than listing individual projects on their own merits, we feel that evaluating projects in the context of their interconnectivity is an important criterion that should be considered.

Below are the four 'corridors' that we have identified, the roads that compose them, and their key connections to existing and planned bicycle and pedestrian infrastructure.

1. **Southwest Corridor-** This corridor would provide bike and pedestrian interconnectivity in southwest Durham. Additionally, it would provide a crucial link between Chapel Hill, Research Triangle Park, and downtown Durham. The roads within this corridor are:
 1. University Drive / Old Chapel Hill Road - Garrett Road to MLK Jr. Boulevard
 2. Cornwallis Road- South Roxboro Street to Chapel Hill Road
 3. Hope Valley Road- MLK Jr. Boulevard to Cornwallis Road
 4. Pope Road- Ephesus Church Road to Old Chapel Hill Road.

The planned bicycle and pedestrian enhancement project on Old Chapel Hill/Durham Road will end at Garrett Road. Building bike lanes and filling sidewalk gaps along University Drive at least as far as MLK Jr. Boulevard would connect the planned project to existing bike lanes and sidewalk. Once on MLK Jr. Boulevard, a bicyclist or walker could advance to possible bike lanes and sidewalk on Hope Valley Road, the upcoming Third Fork Creek Trail, the American Tobacco Trail, and on toward NC 55.

Bike lanes and sidewalk along Cornwallis Road will connect to existing bike lanes on Chapel Hill Road, which is a Phase I project in the Durham Bike Plan. Advancing eastward, a bicyclist or walker would reach possible bike lanes and sidewalk on Hope Valley Road, future Phase I bike lanes on University Drive, South Roxboro Street and Fayetteville Street, and a future extension of the Third Fork Creek Trail (which will connect to the American Tobacco Trail).

Bicycle and pedestrian infrastructure along Pope Road would serve as a feeder on the western side of the Old Chapel Hill/Durham Road project.

The combined mileage of this corridor would be 4.5 miles. Additional bike/pedestrian spurs that could be considered would be West Cornwallis out to Erwin Road, or University Drive from MLK Jr. Boulevard to Hope Valley Road.

2. **Northwest Corridor-** This corridor would provide better bicycle and pedestrian connectivity to Duke's West and Central campuses, the burgeoning development along Erwin Street, Ninth Street, American Village and other adjacent neighborhoods. The roads within this corridor are:
 1. Erwin Road- Cameron Boulevard to Anderson Street
 2. Morreene Road- Neal Drive to Erwin Road

The planned bike lanes and sidewalk along Morreene Road will serve as a vital link between American Village, several apartment complexes, and Erwin Road. However, once on Erwin, a bicyclist faces heavy traffic. It would be ideal if Erwin could be expanded to include bike lanes up to the Anderson Street intersection. Bike lanes were painted along Erwin between Anderson and Pettigrew last year. Connecting to these bike lanes would encourage safer bike transit along Erwin Road and connect Duke's West and Central campuses to Ninth Street. This would provide the growing population of residents along Erwin an alternative to the automobile.

The combined mileage of this corridor would be 3.3 miles.

3. **Southeast Corridor-** There are several neighborhoods along the western edge of Research Triangle Park. Despite this proximity, it is quite difficult to walk or bike to RTP as many of the roads that serve the area lack sidewalks or bike lanes. We have heard complaints about this from the Parkwood neighborhood, which is also losing direct access to its local library (it is moving up to the busy Alston Avenue/NC 54 intersection). Improving bike and pedestrian access to this area would give thousands of residents more options for reaching RTP. The roads within this corridor are:
 1. Sedwick Road- Grandale Road to Alston Avenue
 2. Alston Avenue- Sedwick Road to South Tricenter Boulevard
 3. Carpenter Fletcher Road- Woodcroft Parkway to Alston Avenue

With bike lanes and sidewalk in this corridor, residents of the Parkwood neighborhood would be able to access the new library without having to use an automobile. Bike/pedestrian facilities along Alston would provide a good north-south route toward South Tricenter

Boulevard, where bikers could cut through to existing bike lanes along Cornwallis Road. Improving Carpenter Fletcher Road would provide residents of Woodcroft, Woodlake and adjacent neighborhoods more direct bike and pedestrian access to Research Triangle Park.

The combined mileage of this corridor would be 4.23 miles.

4. **Northeast Corridor**- This corridor would link several neighborhoods in northeast Durham, which are currently underserved by bike lanes and sidewalks. Completion of this bicycle and pedestrian corridor would enable non-motorized access to shopping areas near Roxboro Street, the North/South Greenway system, and a potential rail-trail.

1. Club Boulevard (Washington Street to Dearborn Drive)
2. Dearborn Drive (Club Boulevard to Old Oxford Highway)
3. Avondale Drive (near Club Boulevard to Geer Street)

Heading east from the Phase I route on Washington Street, a walker or biker can take Club Boulevard toward Roxboro Street, where there are restaurants and a grocery store. Various neighborhoods on the north side of East Club Boulevard would be able to use bike lanes or sidewalk to go in either direction. Similar bike/pedestrian facilities on Dearborn and Avondale would connect residents to the north and south of the Club Boulevard corridor.

The combined mileage of this corridor would be 4 miles.

5. **NC 54** (Barbee Chapel Road to Alston Avenue)- This corridor should also be considered as another non-motorized link between Durham and Chapel Hill. This corridor would link the bike trails at Meadowmont, future bike trail extension of the Third Fork Creek, the American Tobacco Trail, and potential bike lanes on Alston Avenue. Note that the Comprehensive Durham Bicycle Transportation Plan suggests a side path along the northern side of NC54 between Dresden Drive and Leigh Farm Road.

Thank you for your time and consideration of our requests. We would be glad to discuss these with you in more depth or to field any questions that you may have.

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