

November 16, 2010

TO: Ed Venable, Manager, Engineering & Stormwater Division, City of Durham  
Mark Ahrendsen, Director, Transportation Department, City of Durham

FROM: Durham Bicycle and Pedestrian Advisory Commission (BPAC)

RE: 2010 Street Bond Referendum and Bicycle Facilities in Durham

Dear Mr. Venable and Mr. Ahrendsen,

This month Durham voters approved a \$20 million bond referendum for repaving approximately 150 miles of roads in the City. This will provide an excellent opportunity to improve roads for both motorists and cyclists.

There are several segments shown in the online Proposed 2010 Bond Streets map that coincide with corridors identified in the adopted 2006 Comprehensive Durham Bicycle Transportation Plan (Bike Plan). Several of these segments are designated as Phase I routes in the Bike Plan. We urge the City of Durham to consider the implementation of on-road bicycle facilities for these corridors as part of the resurfacing (listed below):

- Chapel Hill Street/Duke University Road- Kent Street to Swift Avenue- This is a major gap between existing bike facilities on Duke University Road and Chapel Hill Street. As there is currently some on-street parking along this corridor, a mixture of bike lanes and sharrows may be required. Phase I route.
- Morehead Avenue- Chapel Hill Road to Anderson Street. Phase I of the Bike Plan recommends bike lanes for this section.
- Stadium Drive- Duke St to Broad St- Phase I of the Bike Plan recommends bike lanes for this section. Potentially bike lanes could also be extended onto Stadium Drive and Olympic Avenue east of Duke Street. Phase I route.
- Swift Avenue- Campus Drive to Hull Street- If there is not width for bike lanes on both sides of this stretch, Phase I of the Bike Plan recommends a bike lane on just the uphill side of the street.
- Broad Street- Leon St to Murray St- Bike lanes, width permitting. Phase I route.

- South Roxboro St- Lawson Street to Summit St. Bike lanes, width permitting. Phase I route.
- Blackwell Street- Lakewood Avenue to Pettigrew- It may be possible to implement a road diet between Lakewood and Morehead. This would connect bike facilities on Lakewood to downtown and the northern terminus of the American Tobacco Trail.
- Pettigrew Street- Dillard to Indiana Ave- Width varies, but there could be room for bike lanes on some sections. There are already striped shoulders on a section of Pettigrew.

We note that some corridors with existing bicycle facilities will be resurfaced, and would like to confirm that these facilities will be replaced. Also, we would request that curb ramps and crosswalks be included as appropriate.

With the implementation of bike facilities on the Phase I routes mentioned above, along with proposed enhancements to segments of West Main Street, Washington Street and University Drive, the city will have completed a *third* of the Phase I route system.

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

Sincerely,



Alan Dippy  
Chair

cc: Mike Woodard, Councilman, City of Durham  
Tom Bonfield, Manager, City of Durham  
Dale McKeel, Bicycle and Pedestrian Coordinator, City of Durham/DCHC MPO