

Meeting Minutes  
Durham Bicycle and Pedestrian Commission  
April 17, 2007

Members Present: Scott Carter, Dan Clever, Diane Daniel, Alan Dippy, Jim Dunlop, Bo Glenn, Tim Griffin, Judy Martell

Excused Absences: Pete Schubert

Other Absences: Phillip Barron, George Dubay, Mary Malicki

Staff: Dale McKeel, Wesley Parham

Guests: Alison Carpenter, Larry Thompson, Jack Warman

1. Call to Order – Dan Clever called the meeting to order at 7:00 pm.
2. Meeting Minutes – Bo moved to adopt the October 2006 meeting minutes, Tim seconded, and it passed unanimously. Judy moved to adopt the March 2007 meeting minutes, Bo seconded, and it passed unanimously. Judy moved to adopt the March 2007 retreat minutes, Tim seconded, and it passed unanimously.
3. Adjustments to the Agenda – It was decided by consensus to do the new business items first, to let Larry Thompson speak following Wesley Parham, and to move the discussion of the annual report to the beginning of old business.
4. Introductions – Members and guests introduced themselves.
5. Announcements – None
6. Public Comments – None
7. Bike-Ped Plans and the Development Review Process – Wesley Parham stated that the development review staff of the City's transportation division spend considerable amount of time reviewing bicycle and pedestrian issues. He stated that they review the transportation components of about 50 to 60 rezonings each year, about 1000 site plans and plats each year, and about 100 to 150 sets of construction drawing (primarily pavement markings and signs) each year.

He stated that the Unified Development Ordinance increased requirements for sidewalks. He stated that the UDO allows a developer to request to make a payment in lieu of building a sidewalk in locations where grades, trees, or other constraints may make building a sidewalk prohibitively expensive. He noted that the pedestrian plan recommends increasing the payment-in-lieu fee to \$65 per linear foot of sidewalk. He also discussed the issue of proportionality as it applies to bike and ped requirements.

Wesley stated that once the 1993 bike plan was approved, the city began requiring that developers provide wide outside lanes on bike routes identified in the plan. The number of routes increased in 2005 when the 2030 long-range transportation plan was approved by the MPO. Wesley stated that when a developer is required to put in a turn lane, they are required to do wide outside lanes, but not a bike lane, at least in the area of full width widening. Wesley noted that the development plan for the Triangle Metro Center required a bike lane – 3-foot lane adjacent to a 2 foot curb.

Wesley stated that the ordinance requires either bike lanes or wide outside lanes, and that Dale McKeel has asked “why can’t we require bike lanes.” Wesley stated that if we were to require more than wide outside lanes, we would run into resistance from developers. He noted that the right-of-way width is typically 60 feet and that requiring sidewalks and bike lanes could push improvements outside the existing right-of-way.

Wesley noted that the bike plan has many recommendations and that these need to be reviewed by the department that has to implement them. He reiterated that requiring bike lanes could be problematic. Dan Clever asked whether there would be resistance by developers to doing improvements on internal streets [within a subdivision]. Wesley said that most bike lanes will be on existing roads, not internal streets. Wesley also noted that bike lanes require wider streets and that there is a conflict between wider streets and the desire to limit impervious surfaces.

Dan said that the UDO discusses bike-ped circulation and asked how this is accommodated. Wesley stated that the widest street in subdivisions is 32 feet. Dan asked, “How do you best accommodate bike circulation in subdivisions?” and stated that another issue is getting two cul-de-sacs to connect or adjacent businesses to connect. Wesley stated that his office tends to focus on sidewalk in public right-of-way, explaining that the ordinance does not have clear language to provide service walks or connections and there is no language on the frequency or type of connections. He stated that they try to get developers to allow cross access easements to provide cross access between adjacent properties. Wesley said that the UDO has nodes and links requirements to provide for connectivity but the UDO also provide an out for developers when there are constraints. He said there is also an issue of maintenance for sidewalks that are built on private property and that these have to be maintained by a homeowner’s association.

Diane asked if Wesley could outline some of the discrepancies between the plans and the UDO. Dan suggested that for this meeting the focus should be to understand how the UDO is currently interpreted, what they can ask for, and what the BPAC can do to implement the recommendations of the plans. Judy asked about the process of amending the UDO. Wesley stated that there would need to be staff level review, legal review, and public hearing of any UDO changes and that UDO changes are adopted by the elected boards.

Wesley reiterated that it is easier to fit a 14-foot lane in existing right-of-way but might be more difficult for a 16-foot lane. There were questions about restriping existing roads. Wesley stated that roads could be restriped to provide bike lanes and that the BPAC should

closely monitor resurfacing projects to ensure that bike lanes are provided. There was discussion of whether traffic impact statements could incorporate bicycle, pedestrian, and transit. Wesley stated that this would be difficult and Dale suggested that Wesley look at the process used in Chapel Hill for the UNC Campus Master Plan.

Tim Griffin requested that Wesley review the recommendations from the bike and ped plans and identify those recommendations that might be difficult to implement.

8. Ride Without Limits – Easter Seals / United Cerebral Palsy. – Larry Thompson discussed the project, scheduled for October 13-14, which will raise funds for Easter Seals / UCP. He stated that this is a pilot event that has a statewide focus but will be based in the Triangle. The logistics are still being worked out, but the ride will be fully supported and will take place in Durham and Wake counties. Larry Thompson discussed the work of the Easter Seals / UCP.

Diane asked what the BPAC could do for Easter Seals / UCP. Larry said that he needs help getting the word out about the event and would like to see some sort of partnership between BPAC and the event. Diane stated that BPAC is trying to focus on transportation issues and that he may wish to speak to the Carolina Tar Wheels. Judy stated that information about the event could be posted on the BPAC website. Bo asked who was assisting with planning the routes, and Larry said the logistical group was “Event 360.” Larry Thompson left his e-mail address and contact info.

9. Retreat Follow-up. Dan Clever reported that the ad hoc committee met today and reviewed the focus areas from the retreat.
10. Support Letter – Bike-Ped Coordinator. Dan Clever shared a draft letter he has begun preparing to the city manager in support of a bike-ped coordinator. The BPAC requested information on the budget timetable. Jim Dunlop moved adoption of the resolution with a cover letter, with some adjustments accepted, to be sent to the city manager and city council. The motion was seconded by Diane Daniel and adopted unanimously.
11. Spring/Summer Events. The BPAC members discussed the bike to work week events. On a motion by Jim and a second by Judy, the BPAC unanimously authorized spending up to \$200 for food for the after work event on May 17 and up to \$200 for food for the breakfast event on May 18. On a motion by Bo and second by Jim, the BPAC authorized spending up to \$200 for re-useable information signs for bike to work week. For the Eno Festival in July, Diane reported that a permit has been requested for a spot to be shared by BPAC, DOST, and the Triangle Rails to Trails Conservancy.
12. DRB Update. Judy discussed the site plan for the Hillcrest Convalescent Center on Swift Avenue near Main Street. She sought guidance from the BPAC regarding the request for payment in lieu of sidewalk construction. It was the consensus of the BPAC that Judy should support the recommendation of the transportation division staff.
13. Web site – No update.

14. University Issues – No report.
15. American Tobacco Trail – Dan noted that an update had been sent out by e-mail.
16. Third Fork Creek Trail -- Dan noted that an update had been sent out by e-mail.
17. 2007 Resurfacing Projects – BPAC members reviewed a letter that had been sent to NCDOT regarding the 2007 resurfacing projects. Judy asked about requesting wider shoulders on Cornwallis Road between 15-501 Bypass and Anderson, because there are lots of cyclists in this area and it provides access to the Duke trails. By consensus it was agreed that Bo and Judy would draft a letter to NCDOT regarding this section. Jim reported that he is can support providing bike lanes on the section of Erwin Road between Anderson and Main.
18. Annual Report. – On a motion by Judy and second by Alan, the BPAC unanimously approved the 2006 annual report.
19. DOST Update. There was a report on the East Durham Open Space Plan, which includes locations for parks and trails (including the mountains to sea trail) in the eastern Durham County. There was also a report that the DOST finance committee is exploring the possibility of a corporate sponsor for the beltline rail corridor.

Meeting adjourned; 9:05 p.m. Next meeting: May 15, 2007, at 7 pm in the City Council Committee Room.

Minutes respectfully submitted by Dale McKeel.

Follow-up items:

- Request Transportation Division staff to review the recommendations from the bike and ped plans and provide comments. (Dale)
- Post information about the “Ride Without Limits” on the bikewalkdurham website. (Dale / Alan / Phillip)
- Order signs for bike to work week (Dale)
- Request information on the budget timeline (Dale).
- Send letter to the city manager in support of a bike-ped coordinator. (Dan)
- Draft a letter to NCDOT requesting wider shoulders on Cornwallis Road between 15-501 Bypass and Anderson (Bo / Judy).