



January 12, 2019
9:00 AM

NCCU Alfonso Elder Student Union
Room 136

MINUTES for BPAC ANNUAL RETREAT

LINK TO PPT FOR THE DAY:

<https://drive.google.com/file/d/1h1ZpHeP6CzHCMqkL9tnBHmNSokYz05jU/view?usp=sharing>

9am: Welcome and Review of Objectives/Agenda for the day.

- Review frameworks (Vision Zero, Complete Streets, Equity) that guide our work
- Practice application of the three frameworks
- Begin to plan how to pro-actively communicate these frameworks in thoughtful messages

9:10: Introductions

-Everyone was asked to give their name and a story about their first bike ride or last experience with public transportation.

Members Present: Dan Clever, Jeremy Thornhill, Julia Katz, Ivona Piper, Emily Egge, Susanne Schmal, Aidil Ortiz, Greg Stewart, Frank Glover, Mike Moorman, Amanda De Hoedt, Cha'ssem Anderson

Excused Absences: Gene Carleton, Jillian Johnson, Heidi Carter

Unexcused Absences: Rawlins Clarke

Staff: Dale McKeel, Anne Phillips

Members of the Public: Tom Ten Eyck, Denise Hester, Angela Lee, Tricia Smar

9:30: Highlights from 2018 BPAC retreat and accomplishments

- BPAC members have attended light rail meetings and given feedback in multiple ways - Improved our social media presence
- Attended meetings with bicycle advocacy groups about bike network plans
- Creation of several tools to document and foster broader outreach
- Continued to provide comment on development plans to promote bike/ped
- Executed several bike events with in several marginalized communities
- Served as catalyst for current equitable engagement blue print efforts
- Provided official BPAC letters as formal comments towards issues of concern
- Collaborated more with various commissions and boards that overlap with work of BPAC
- Gotten quoted in the paper several times
- Changed how committees report out in BPAC meetings to be more action oriented
- More BPAC member engagement at City Council meetings, interview of proposals submitted for comprehensive master plan, and community meetings connected to bike/ped issues
- Updated logo and got some new swag

9:50: Review of Frameworks that Guide BPAC's Work

-Complete Streets

[*https://drive.google.com/file/d/0B9hlWeeP2GquRDFCeEpiMmJxTnhVMjhGZVZ5Y1pxT1cyZ25V/view?usp=sharing](https://drive.google.com/file/d/0B9hlWeeP2GquRDFCeEpiMmJxTnhVMjhGZVZ5Y1pxT1cyZ25V/view?usp=sharing)

[*https://smartgrowthamerica.org/tag/complete-streets-fundamentals/](https://smartgrowthamerica.org/tag/complete-streets-fundamentals/)

Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. There is no singular design prescription for Complete Streets; each one is unique and responds to its community context.

History of the Complete Streets Framework in Durham

- 2009 – NC passed the Complete Streets Act
- bill directs state Departments of Transportation and Metropolitan Planning Organizations to adopt policies that support inclusive and innovative transportation planning policies and apply these policies to future federally funded transportation projects.
- Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) leans on the guidelines provided by the NC DOT on Complete Streets
- 2018 - National Complete Streets Coalition Selects Durham to Join Safe Streets, Smart Cities Academy

-Vision Zero

[*Primer on Vision Zero](#) - 2pg

[*9 Components of a Strong Vision Zero Commitment](#) - 1 pg

[*https://www.citylab.com/transportation/2016/09/black-lives-matter-and-vision-zero/497495/](https://www.citylab.com/transportation/2016/09/black-lives-matter-and-vision-zero/497495/)

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe — and now it's gaining momentum in major American cities.

History of the Vision Zero Framework in the City

- 2015 – NC DOT adopted Vision Zero
- August 2017 - Durham-Chapel Hill-Carrboro Metropolitan Planning Organization passed a resolution in support of Vision Zero Durham
- September 2017 – Durham City Council adopted Vision Zero resolution

-Equity/Mobility Justice

[*https://static1.squarespace.com/static/579398799f7456b10f43afb0/t/5a08797553450af07cb310dd/1510504821822/Untokening+1.0+web.pdf](https://static1.squarespace.com/static/579398799f7456b10f43afb0/t/5a08797553450af07cb310dd/1510504821822/Untokening+1.0+web.pdf)

Mobility Justice demands that we fully excavate, recognize, and reconcile the historical and current injustices experienced by communities with impacted communities given space and resources to envision and implement planning models and political advocacy on streets and mobility that actively work to address historical and current injustices experienced by communities.

History of Mobility Justice Framework in the City

- Summer 2018 – Durham City Council voted to establish a racial equity taskforce
- Fall 2018 – Four resolutions have been passed to support equitable engagement for development of bike/ped amenities
- November 2018 – Equitable Engagement Blueprint positively received at City Council work session

Anne Phillips from the City of Durham's Transportation Dept. joined us to share how the city is implementing these frameworks currently.

Complete Streets

Durham is not happy with the complete streets policy resolution it currently has and is in the process of changing it. They will need community input when it comes out. BPAC is encouraged to jump in at this point.

Want to give it teeth. The state level is instructive on this and it developed guidelines but the NC DOT is not adhering to their own guidelines. **Maybe BPAC can be an advocacy group for this?**

Other cities have formed taskforces but Durham is reluctant to do this because they have so many already. **Anne is open to suggestions to how this can be better implemented.**

Moving forward, the goal is that all streets will be built as complete as possible. Having UDO reflect the Complete Streets policy would be helpful.

What they'll really need is some analysis of existing documents and how it serves complete streets. Want documents that have teeth to reflect the complete streets components. **BPAC is encouraged to jump in here as well.**

Anne was asked how bicycle boulevards interplay with complete streets. The context sensitivity makes it clear that when you look at the streets as a network, it does not make bike boulevards and complete streets a contradiction. For example, not every street will have a bus lane and some streets are emergency routes and won't allow for speed humps.

Vision Zero

When Anne arrived to Durham a few years ago they got a draft action plan and they are utilizing an intern to GIS and do an equity analysis for Vision Zero.

Durham also got selected to go to a peer learning opportunity. There they have learned how another community did a spatial analysis on the disadvantaged communities and the crash data. The transportation dept. plan to replicate this work in a similar way in Durham. **BPAC is welcome to jump in with these efforts.**

The city has identified 5 factors to decide what communities are disadvantaged transportation communities. Anne plans to share a one pager with us digitally that shares more about this work. The data that is collected with these new metrics will serve to support a restructure of the action plan for Vision Zero.

The new Vision Zero action plan will be done in house by the city's transportation dept. Not spending the money on consulting and want to spend the money on implementing safety solutions. **The city wants BPAC to help with community engagement piece.**

This could be a great topic for BPAC to have different kinds of meetings to bring in more of the community during our regularly scheduled meetings.

Folks don't always report crashes to police and the city is looking into how to capture the people not found in traditional crash data. Some ideas include getting data from trauma center data to enhance what they get, local hospitals, etc. DataLinkage is what this is called.

Transportation data conference –Anne will send more information.

Julia asks about the perception of safety. She mentioned that the master aging plan is beginning for Durham and that might be a place for BPAC to make a difference.

State of Place is a data analytics company that collects data on urban design elements. They choose a location and do an analysis that yields a score. Initially interested in development and now interested in safety.

Small Group Discussion

Retreat participants were broken up into smaller groups based on the three committees of BPAC: Dev Rev, EEE, and PIE. Below are their responses to the following prompts:

- Based on what we've heard, what feels like ripe opportunities for BPAC's 2019 work?
- What partnerships would you want to develop or invest in more deeply in 2019 to make this work relevant throughout Durham (not just those currently served by this work)?
- How can we support the implementation of these frameworks?
- What does BPAC need to learn to be in a position to better implement our work?

DevRev Committee: Greg, Jeremy, Dale, Emily

What are the ripe opportunities?

- Participate in the Ordinance Analysis, through the lens of Complete Streets, and Vision Zero.
- Make recommendations for improving UDO to align with these policies
- Holding developers to the current and updated UDO
- Help drive initiatives forward by finding ways to supplement under-represented data
 - how, where and when "invisible" crashes are happening

Potential Partnerships?

- Larger institutions organizations, like AHA, that we can provide connection to
- Developers, designers, engineers: connect around UDO changes
- Deeper/clarified partnerships with Bike Durham, Co-Op, etc.
- Identify groups that fill our knowledge/perspective gaps: pedestrian groups, POC, older folks, children's advocates, bus riders, etc. Create connections, share commission applications!

Learning Opportunities

- Vision Insights - vision impaired transportation advocates
- Senior transportation group, Youth transportation needs (8-80 travelers!)
- Connect with equity tools - for individual commissioner growth/understanding, as well as for the commission as a whole
- New legislative initiative (proposed by City Council and introduced by Sen McKissick): Speed cameras in school zones: what is the expected Impact?

EEE Committee

- Helping to support Anne and the Transportation Dept (and others)
- Making connections with partners and individuals

- Developing a stronger pipeline of information between Anne/Transportation Department work and BPAC/EEE
- Sharing more documents in our Google Drive with/from Anne/Transportation Staff.
- Focusing on highest needs areas: Anne has top five crash areas she can share with us.
- We can attend existing events and meetings. We want to strengthen/improve our messaging. We could develop a “meeting in a box” for different purposes that different people from BPAC can use.
- We can help the city and BPAC by crowdsourcing at our engagement meetings.
- BPAC members provide recommendations and feedback on policies (i.e. The Comprehensive Plan).
- What can we give back? What works well? What doesn't?
- There might be smaller community listening sessions in the next year that BPAC can help with.
- As BPAC members, we should all take racial equity training workshops (Racial Equity Institute's 2-day workshops and Groundwater training as well as others).

PIE Committee

-lots of literal intersections have come up as hot spots (15-501) – they will need us to ask the question of how people on bikes get from one side to the other. Traffic circles are tricky for bikes.

-Fayetteville Road has a redo coming up. Conflict between complete streets and what city is planning. BPAC needs to do more advocacy on this.

-Getting committee to learn more about the data and identify what is missing, where it is, etc. Making a list of the access points.

-State of Place, UNC Highway safety research center (if they get the grant for Data Linkage), hospitals for more information, ongoing education to police department about getting better crash data within their training, Bike Durham, neighborhood association in key corridors, NC DOT,

-Letter writing on technical improvements to design, remind the city on how to be faithful to their complete streets commitment as it relates to key corridors (meeting and writing letters)

-better and easier to read data on complete streets and vision zero, what is the experience and qualitative data of people in key corridors, content given in the city meetings,

11:00: Kicking Off Communication with Stakeholders of Our Work

Retreat participants were broken up into smaller groups based on the three committees of BPAC: Dev Rev, EEE, and PIE. Below are their responses to the prompt that asks them to consider who and how they'll engage old or new partners in work proactively to accomplish more impact in community.

Dev Rev Committee

Letters to Write

- Developers/Site Planners: connect with those who we see plans from most.
 - Thank you for the great work they do
 - Invitation to engage, learn about our priorities, understand their challenges

- NCDOT: to start a relationship, perhaps in partnership with PIE?
 - Focus on Vision Zero & Complete Streets, how we can work together to support universal implementation in Durham
- Planning & Transportation Department staff:
 - Thanks and We are here to help and support their work
 - Specifically, ready to be a part of the construction accommodation project.

EEE Committee

- Youth leaders
 - Lara Khalil in the City along with other groups
 - Youth could conduct walk assessments
 - BPAC: “We exist and do _____ and what are your needs”
- McDougald Terrace Neighborhood Association
 - Thank you
- Partnership for a Healthy Durham
 - ODFAA
 - Healthy Mile Trails
 - A goal would be to connect to neighborhood and organizational leaders to connect to more opportunities for BPAC and for residents
- We quickly discussed whether we should have stronger partnerships with businesses and commercial organizations. This could include Downtown Durham Inc., the business bureau, and Chamber of Commerce.
- Affordable housing residents, especially older adults who face additional barriers to mobility.
 - What are barriers to mobility and how can BPAC advocate with residents.

PIE Committee

Letters to write and themes of partnerships PIE wants to pursue.....

- State of Place-when are you going to share your data? Invite them to BPAC meeting (can be just BPAC and for broader community wide sharing) Vision Zero and Complete Streets
- UNC Highway safety research center (if they get the grant for Data Linkage) – hello we used to know you and we want your data. MJ/CS/VZ
- Hospitals for more information – this is the kind of data we have and this is what we need to do better work. Is there a way to get better data
- Ongoing education to police department about getting better crash data within their training – can we support you in better training for reporting on crashes to improve the data, let’s understand how you do reporting on crashes
- Bike Durham – can we harmonize efforts on bike corridors/ bike network...what are y’all up to, invite them to future meetings
- Neighborhood association in key corridors – invite them to our meeting and can we come to your meeting
- NC DOT – division – alignment with complete streets with upcoming design, asking about projects that will be here in 10-20 years so we can support sharing info with community when project can still be impacted significantly

- Parks and recreation – restart a relationship so that we can better understand the way we can support them (we need to coordinate with E3), share info on design and safety and how complete streets impacts them.
- Triangle Transit – bus driver training (vision zero), bussing and bicycle interaction

11:20: ENERGIZER (Suzanne)

- Rock, Paper Scissors
- Guests Angela Lee and Denise Hester joined us at this time

11:30: Lunch

- Picture of group taken and lunch catered by Bagged Lunch Company.

12:00: Application of BPAC Frameworks to the Fayetteville St. Corridor

Guest Speakers Angela Lee from Hayti, Cha'ssem Anderson from NCCU and Denise Hester from Phoenix Crossing/Square joined us to share their challenges, hope and history along Fayetteville St. This corridor has schools, health orgs, commerce, recreation, residential, and historical cultural centers all in one place. Buses, bikes, walkers and cars all move along this space every day and the area has suffered from urban revitalization and divestment over the years. A main thoroughfare in the historic Hayti community, this street is managed by the NC DOT but is an important corridor to the City of Durham's transportation network. Below is a summary of comments made on behalf of each institution.

NCCU

- New Parking lot on campus is in the foot print of their new student services building. City of Durham and DOT have done a great job with adding bike lanes around the campus.
- Would like to see more growth from the university towards downtown. It should be a natural segue corridor to downtown if it is done right.
- There are not a lot of healthy options near NCCU and it is considered a food desert. Wants to work with the planning department on this.
- Has good service via local public transit. So many people don't live in Durham but NCCU has no regional bus service.
- Do have a future planned rail station on Fayetteville and Lawson St. – the new school of business will go in that area. Potential development around that stop is possible. Wants to open up the university for visitors that are not in cars.
- Would love to see NCCU renting office space at Phoenix Crossing and Hayti.
- Traditional students really utilize the go pass system. Their first instinct is to go everywhere else but into downtown.

HAYTI

- Cultural arts organization. Is managed by their own Foundation. They own their building along with all the responsibilities to maintain it.
- Angela has been at Hayti for 6 years and has seen a lot of growth bumping up to Hayti but not onto the Fayetteville St. corridor.
- Have started more talks with Denise and Larry Hester about developing strategies on how the master plan from 2005 might be implemented moving forward.
- Trying to hold the city accountable in getting commitments for the Fayetteville St. master plan. Separate transportation discussions because the intersection at Lakewood have 18k cars and is really dangerous.

- Want to make that intersection at Lakewood safer so that people can enjoy shopping and locations on both sides of the street. The state owns this section of the road and that complicates how it is handled.
- Local businesses and community centers are just trying to pool resources to hold the city departments accountable.
- Has made recommendations for NCCU to make better use of their land. Also wants to see the university be more forthcoming.
- Has a collaborative relationship with NCCU for various arts that are happening on campus. DO this annually for Dr. King celebrations. What Hayti has learned is students are told that they should be cautious about going to Hayti.

PHOENIX

- There are various competing interests on the corridor.
- Denise was born in Durham near what is now known as the South Side lofts. She is an engineer by trade and has worked for rapid transit (light rail and MARTA). Then entered the dry cleaning business and got immersed in the issues facing small businesses. Also has a background in real estate development.
- Was quite dismayed when returned to Fayetteville St. Urban renewal was just starting when she returned and she could see the destruction of the Hayti community.
- Fayetteville Street looked like the street that time forgot. Curbs and sidewalks crumbling. Open air drug sales. Swore she was not going to do real estate but met Larry and he was the builder of Phoenix Square. Those businesses were built to honor the historic business infrastructure.
- Came up with a neighborhood master plan. Modeled after the 2005 Comp. Master Plan for the area. Wanted to be ready to do neighborhood development (which has a preservation component with it) to be ready for development pressure that she knew was coming to Durham.
- Fayetteville St. is one of the longest streets of the county and city.
- Only two buildings that were preserved during urban renewal – ABC and Hayti.
- Transportation is one of the main protagonists of development on Fayetteville St.
- Her group weighed in during 2006 for sidewalk repairs. Wanted to have the corridor streetscaped. Were successful in getting an engineering design by EE&G. To date all of the other gateways were funded except Fayetteville St. even though they were the originators of the idea to get streetscape designs.
- Need to look at Durham in neighborhood nodes with distinct personalities and attributes that can be enhanced.

Bike/Walk from NCCU to Hayti and back

Retreat participants were split into three groups. They were each assigned a [walk audit](#) meant to reflect the focus of each of the frameworks reviewed at the outset of the retreat. They returned from their walk/ride along the Fayetteville St. corridor to report out with the rest of the retreat participants.

*COMPLETE STREETS

- road is seen as PRE complete streets condition
- street is very narrow for bikers and makes it very uncomfortable, cars don't slow down, way that the road is striped doesn't support getting slower.
- sidewalks are not inviting to pedestrians
- went into local business (imperial barber shop) and learned that they have needs like overgrown trees, deaths and a need to see a clear bigger picture
- there needs to be more education on biking and cars existing on one street
- motorcyclist that was killed at the driveway of Fayetteville in front of Food Lion...the person who hit them was the florist in that shopping center and he decided never to drive anymore.

*VISION ZERO

- Limited access to cross walks, design does not consider failings of human behavior on the road, looks like three different kinds of roads squished into one.
- Corridor feels like several different types of streets/designed for different speeds, lined up together. It feels unsafe due to lack of clear expectations at transitions.
- Saw 8 or 9 people riding bicycles for transportation, on the sidewalk and in the road. Number was surprisingly high considering the cold temperature and that we were told that few people ride bikes in the neighborhood
- Good number of bus stops, with poor infrastructure.
- Crossings are non-compliant, poorly placed, inconsistent - generally unsafe for pedestrians crossing the road.
- Overall, the corridor fails to integrate human failing into the design/approach, and so fails a major Vision Zero pillar.

*MOBILITY JUSTICE

- almost everyone walking around is people of color
- lots of businesses affiliated with low income neighborhoods
- many diverse elements on this corridor (schools/library/businesses/community centers)
- there are lots of great things here that people want in their community but there is a lack of investment (litter, abandoned property, etc.)
- stark difference of how it feels as soon as you get back on campus
- students aren't encouraged to go off campus

1:30: BPAC's 2019 Agenda and Points of Focus

Summary of Discussion Below

- Complete streets needs to be done right and be mindful of displacement along Fayetteville St.
- How do we engage NC DOT more deeply to make sure that we do what we can to such an important road in our transportation network?
- Maybe we should convene a larger meeting that let's BPAC sit down with NC DOT and other departments that impact the needs of people in this corridor (housing authority, economics, etc.)
- BPAC may need to create a process for what to do when we have projects that are impacted by a connection to the NC DOT. Want to make sure we play a formal role in how we move on making improvements to the corridor.
- Interested in being involved in shaping how data is analyzed for bolder and richer uses in our strategic work in community
- Do we need to reach out to elected officials better to influence the DOT?
- Who do we need to learn from in 2019 so we can be mindful to bring that content expertise to our 2019 meetings?
- Deepening relationships!

2:00: Interview Questions For Interview of Transportation Director

- All the committees should make sure they send their questions for the new transportation director interview to Emily. Most have, but there was a reminder given at the retreat.

2:15: Closing and Adjourn

- Adjourned around 2:35pm after participants got to share what they learned, feel or are committed to do after having experienced the retreat.