

Subject	Comment (identifying information removed)	Response
Public Meeting Comment	I'm all for putting in bike lanes.	
Public Meeting Comment	Two concerns: hearing 1/2 the blocks with no parking on one side would seem to significantly increase the number of street crossings by pedestrians, which is more dangerous. I have to say that I rarely encounter pedestrians when I drive on Club. Two, compressing the parking would seem to increase the number of cars that park close to the corner, making it an even greater challenge than it already is to pull out from the side streets such as Carolina, Virginia, and Alabama.	-There are certainly trade-offs that exist with this plan. The loss of parking is one of them. -Sight distance would be improved due to narrowed travel lanes encouraging cars to drive closer to the center line.
Public Meeting Comment	Safety concerns about cars pulling out of Club driveways and seeing 1) around big trees to spot cyclists, 2) around parked cars to see cyclists and cars	-Sight distance would be improved due to narrowed travel lanes encouraging cars to drive closer to the center line.
Public Meeting Comment	The previous plan was superior in terms of pedestrian crossing safety. This plan entirely sacrifices pedestrian safety for cyclist convenience and safety. I ask that we put flexipost pedestrian crossing warnings at the Club intersections of Georgia, Alabama, Virginia, Carolina and Maryland/Ninth (maybe not Ninth as there is a light"). I think one speaker referred to this as a "high visibility crosswalk."	-The previous plan was rejected by the neighborhood and other community stakeholder groups. -It is the practice of Durham's Transportation Department to install high-visibility crosswalks only at locations near schools, parks, at trails or at locations with high pedestrian volumes (more than 25 pedestrians per hour or 100 pedestrians per day).
Public Meeting Comment	I think this plan is the best plan of all presented to address all groups. I look forward to its implementation. The only thing I wish there was more space for left turn lanes at the intersections. As a daily bike commuter, down Club, I've seen a significant increase in bike commuters on Club over the past 14 years. On Club and crossing Club.	There is not room to include left turn lanes in the current plan.
Public Meeting Comment	I like the restriping plan and I like more crosswalks between the N and S sides of the street. I like the idea of higher visibility crosswalks. That will help lots with safer crossings.	It is the practice of Durham's Transportation Department to install high-visibility crosswalks only at locations near schools, parks, at trails or at locations with high pedestrian volumes.
Public Meeting Comment	*high visibility crosswalks. *signage on middle of road/side of road for crosswalks. *bikers aren't going away and organizing those riders/population will benefit all: motorists, pedestrians and bikers so this striping makes sense.	- It is the practice of Durham's Transportation Department to install high-visibility crosswalks only at locations near schools, parks, at trails or at locations with high pedestrian volumes. -Pedestrian signs will be installed at all crosswalks
Public Meeting Comment	Thank you for coming to the neighborhood to discuss this plan and take our input. I think it's a good plan. It seems that one addition could help the plan accomplish its many goals: at each crosswalk, place a flexible post and pedestrian/crosswalk warning sign, as on finds on Morgan St near the 11'8" bridge. This would greatly increase pedestrian safety and slow traffic for everyone's benefit (pedestrian, bike, and resident.) I guess I'm recommending a high visibility crosswalk with a sign reminding folks that the law requires cars to yield.	- It is the practice of Durham's Transportation Department to install high-visibility crosswalks only at locations near schools, parks, at trails or at locations with high pedestrian volumes. -Pedestrian signs would be installed at all crosswalks
Public Meeting Comment	This is not too bad of an experiment - just a suggestion: make sure motorists who park watch out for cyclists and pedestrians in their path to prevent dooring accidents/hitting pedestrians. I also think lowering the speed limit (and enforcing it) would help greatly.	If the proposed pavement markings are installed, the Transportation Department will conduct a follow-up speed study after an adjustment period (usually 6 months to a year). If the 85 th percentile speed (a national threshold used to determine the speed at which 85 percent of the traffic does not exceed) has decreased to 33 mph or less, the Department will consider lowering the speed limit.

Public Meeting Comment	I think this is a great experiment, good for pedestrians, bicyclists, drivers coming off of side streets. I encourage the city to establish and communicate what will be tracked to know if this experiment is a success or we need to go back to the drawing board.	We would track speed, motor vehicle and bicycle volumes, crash statistics, and parking.
Public Meeting Comment	I fully support the planned proposal. I would like to see more protection for pedestrians at the crossing through the use of bollards or planters (or flexi-sticks to start). Y'all have done a great job with this process and should feel proud of the proposal at hand.	Pedestrian signs would be installed at all crosswalks
Public Meeting Comment	Safety for children and elderly is a high priority as far as I'm concerned. That's more important than car convenience I think. I do like bike lanes a lot, but children and elderly are more important. How about two crosswalks per intersection, rather than just one. How about putting striping across the car lanes that give an official illusion of going fast, like on the way into toll booths at airports, on toll roads, etc. That might psychologically but actually slow the cars arriving at a pedestrian crosswalk.	It is standard practice, not just in Durham but across the country, to stripe only one crosswalk across the uncontrolled movement at an unsignalized intersection. The North Carolina Pedestrian Crossing Guide recommends that crosswalks placed at unsignalized locations should be more than 300 feet apart, and the city follows these guidelines.
Public Meeting Comment	North side of Club residents crossing Club to walk to 9th St Elementary School needs to be an easier process and safer. Reducing the speed limit is suggested.	If the proposed pavement markings are installed, the Transportation Department will conduct a follow-up speed study after an adjustment period (usually 6 months to a year). If the 85 th percentile speed (a national threshold used to determine the speed at which 85 percent of the traffic does not exceed) has decreased to 33 mph or less, the Department will consider lowering the speed limit.
Public Meeting Comment	I think the stripes on the road will make it safer for pedestrians and bicyclists to use Club Blvd. Parking is not a huge issue on the street and displacement of the current two-sided parking will not create any problems (most houses on Club have off-street parking). Club is an ideal bike path since it is on the ridge line with few hills, but most bikes do not use it due to traffic. Adding lane stripes will help reduce speed and will support more bike use. I fully support the plan. My neighbor also is in full support of the plan.	
Public Meeting Comment	Thanks for giving us the opportunity to see and comment. I like the traffic calming elements (staggered parking) but, as others said would like to see something that tells drivers "you're in the bike lane." Reflective "turtles" are probably the best option, for cost and longevity.	We are exploring the use of separation treatments such as "turtle bumps" for bicycle facilities across the City.
Public Meeting Comment	*High visibility crosswalks (drivers get confused by different types of crosswalks, I find...) *30 mph speed limit. *At intersections, mark bike lanes with flexiposts (striping hard to see when turning onto wet street tried Durham Chapel Hill Blvd. *Rethink Hillandale end of project. In any case, big improvement, please implement.	-We plan to reassess the intersection of Hillandale and Club when the Hillandale sidepath project is constructed (estimated construction year 2020). -It is the practice of the city Transportation Department to install high-visibility crosswalks only at locations near schools, parks, at trails or at locations with high pedestrian volumes. If the proposed pavement markings are installed, the Transportation Department will conduct a follow-up speed study after an adjustment period (usually 6 months to a year). If the 85 th percentile speed (a national threshold used to determine the speed at which 85 percent of the traffic does not exceed) has decreased to 33 mph or less, the Department will consider lowering the speed limit. -The Department will consider installing delineator posts or reflective pavement markers at intersections.

	<p>ATTACHMENT provided. Link here: http://durhamnc.gov/DocumentCenter/View/12160 . Response is to attachment.</p>	<p>The main resource used nationwide to identify streets where marking crosswalks will not decrease safety for pedestrians is the FHWA document “Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations – Final Report and Recommended Guidelines” (2005). According to this study, crosswalks without any additional features can be installed on two-lane roads with speed limits of 35 mph and vehicle volumes up to 15,000 vehicles per day without causing an increase in pedestrian crash risk. Club Boulevard is a two-lane road with a speed limit of 35 mph and vehicle volumes of between 6,000 and 7,000 vehicles per day. The proposed plan provides a marked crosswalk at each intersection at which ramps exist, and the Transportation Department will also install pedestrian warning signs for each crosswalk. The proposed bike lanes provide a separation for bicycles and vehicles, which enhances safety for bicycles. At this time, it is not feasible to redesign and reconstruct Oval Park in order to provide an alternate design for bicycles.</p>
<p>Meeting next week</p>	<p>I am totally in support of this project as it stands. If people fuss at you about the parking, please remind them that this is an EXPERIMENT and will only be in place as it's configured for about three or four years. After that we will have to reassess anyway because of the resurfacing, which we hear will probably be happening sometime in 2020.</p> <p>I really appreciate all the work that this group did, and especially the tremendous amount of work done by the city. PLEASE do not give any extra consideration to those nay-sayers who never came to a meeting, (not even board meetings!) or worked in any way to make this a working proposition.</p>	
<p>West Club Blvd. restriping plan comment</p>	<p>I will not be able to attend the public comment meeting, but I have reviewed the proposed restriping plan for West Club Blvd and I agree that this is the most sensible solution to address the needs of the many groups that use the road. I often walk, bike, and have lived (2005-2013) on West Club, and am thrilled that this solution (which seems to be similar to one proposed and rejected in an earlier round) is finally receiving City staff and neighborhood approval. Thank you!</p>	
<p>West Club Boulevard Restriping Plan comment</p>	<p>I'm writing in support of the proposed restriping plan for West Club Blvd. I believe the plan represents a major step toward improved safety and accessibility for persons using all modes of transportation in and through the area.</p>	
<p>W Club restriping</p>	<p>I am a resident of Watts-Hillandale, and I almost always bike to Duke/work. But I never use W. Club to get to Duke. Why not? No bike lanes on either Broad St. or on Hillandale-Trent Dr. My observation is that anyone biking on W. Club is more than likely headed out of the neighborhood. If I, for one, am doing that, I will use side streets to exit the neighborhood, not W. Club. This re-striping plan strikes me as unnecessary AND very self-serving of vocal people with political clout. I would propose there are areas of Durham with greater need for "re-striping"/traffic calming/bicycle-facilitating measures.</p>	<p>There is a project funded and beginning design that will add a sidepath along Hillandale Rd from I-85 to NC-147. By October of this year Broad Street will have bicycle lanes from Guess Rd to Stadium Drive. We intend to work with NCDOT to included bicycle facilities when they restripe Broad Street from Guess Rd to Main St (date tbd).</p>

**Re-Striping Plan
for W. Club
Boulevard**

We received the notice about the public meeting this Wednesday 8/17 regarding the above-referenced plan. Due to a previous commitment we cannot attend but wanted to take this opportunity to express our opinion about the plan. It is our position that this plan is not suited for the street and should not be approved or instituted. Here's why (in no particular order):

—The original traffic-calming plan was commissioned, approved by the various stakeholders, and voted to be funded via a bond issue (2007?). It is a pity that plan was never fully implemented, because it specifically addressed the REAL problem on W. Club, which is the speed of traffic. The problems which existed that caused the Board, and the neighborhood, to seek relief, still exist. We have heard that the current traffic count is approx. 8500 cars/day, and our observation is that perhaps in the neighborhood of 50% of drivers observe the posted speed limit—except, of course, when the cars are backed up well into the 2400 block of W. Club during morning and evening commutes. Then, they are all at a dead stop, waiting for the traffic light at Hillandale Road. We have also observed untold numbers of drivers who ignore the stop signs at the Georgia/Club intersection, and witnessed some bad collisions as well as heard many instances of squealing brakes and cursing. The originally proposed combination of traffic circles and neck-downs would have done a great job at solving these stubborn issues. We have never understood why, exactly, the original project was only partially completed, and understand even less why bicycle advocates have been given leeway to propose alterations to a plan which has already been approved and funded.

—Club is also a main thoroughfare for the emergency vehicles located at Fire Station 2 on Ninth Street. Passage for these essential vehicles is often slowed by the existing traffic. We can't imagine how much harder it will be for them to get through when they are also navigating around dedicated bicycle lanes.

—Although there is a "No Trucks" sign posted at the W. Club/Hillandale intersection, it is routinely ignored. Trucks go barreling down the street at all hours. Some may be using it for legitimate purposes such as contractors, moving & delivery trucks, etc., but every day we see beer and soda trucks, gasoline trucks, oversize 18-wheelers etc. pass by. The "No Trucks" regulation is not enforced now. Luring more bicyclists onto the street despite that will only increase the likelihood of accidents.

—In driving around the immediate neighborhood, we have also come to wonder why this particular stretch of W. Club has been singled out for re-striping. It seems this will be a stretch of road with bicycle lanes that do not really go anywhere other than on this mile of road. There are no bicycle lanes at either terminal end of this project (Hillandale Road or Broad Street). There are no bicycle lanes on the continuation of W. Club past Broad Street. There are no bicycle lanes that lead to any of the parks, or the Ellerbe Creek Trail. Why is it so essential that lanes be designated for this stretch of road?

—It is true that there have been bicycle fatalities, including that of a neighbor and friend, Seth Vidal. Every death is tragic and bicyclists should not have to fear for their lives while using the road. However, please keep in mind that Seth was killed on Hillandale Road, NOT on W. Club. He was also killed by an impaired driver. Even if a dedicated bicycle lane had existed, it would not have protected him. The best protection for bicycle riders is to travel, whenever possible, on roads with LESS TRAFFIC, where cars drive MORE SLOWLY. Our archive of saved emails references a Durham Hiking/Biking map which shows that both Club and Englewood are shared roadways suitable for bicycling. Club is identified as a higher traffic route and Englewood is shown as a lower traffic route. Why not just use Englewood, a parallel street with fewer cars and lower vehicle speeds? Your letter states, "by reducing the width of motor vehicle travel lanes, it is anticipated that speeds along W. Club will also decrease," but if what is anticipated does not occur, this plan will simply increase risk for bicyclists as they share narrowed lanes with cars still going well over 35 MPH.

—In looking at the plans which were referenced in your letter of August 3, we see that many on-street parking spaces will be eliminated. This will present numerous problems to residents who currently have no place to park other than the street. There are houses which do not have driveways at all. Plus, there are a number of homes which are currently divided into multi-family living spaces (including two on the 2400 block), so even now 3-5 vehicles are competing for space outside the house.

—It is particularly aggravating to read that "this project will not resurface the road prior to re-striping". The roadway on many parts of W. Club is a maze of repaired utility dig sites, degraded surfaces, and outright holes. If these defects are harmful for two-ton automobiles that drive over them, it seems that they will negatively impact bicyclists even more. The

-The full implementation of the original traffic calming plan for West Club Blvd was not completed due to budgetary constraints, and then due to lack of neighborhood and stakeholder support.

-Traffic counts done in 2015 found average daily traffic counts to average 6,737, a reduction in overall traffic from 2001 (7,832) and 2008 (7,703).

-Emergency services reviewed the plans and did not raise objections.

- Enforcing truck restrictions is something that should be reported to the police. It is unclear whether increased bicycle and pedestrian activity would encourage trucks to use alternative routes.

- There is a project funded and beginning design that will add a sidepath along Hillandale Rd from I-85 to NC-147. By October of this year Broad Street will have bicycle lanes from Guess Rd to Stadium Drive. We intend to work with NCDOT to include bicycle facilities when they restripe Broad Street from Guess Rd to Main St (date tbd). The road is in need of restriping regardless of the plan chosen.

-Englewood is an alternative route, but has more elevation change, does not connect to Hillandale, and may not be the most direct route for those choosing to travel by bicycle. The plan is intended to slow traffic even more from the current 85% average speed along the corridor of 36mph.

-There are certainly trade-offs that exist with this plan. The loss of parking is one of them.

-The resurfacing schedule is determined by Public Works and based on funding and assessment of greatest need across the City. As the road needs to be restriped in advance of Public Works' resurfacing schedule, stakeholders and Transportation saw an opportunity to restripe the road prior to resurfacing, immediately addressing residents' concerns for increased traffic calming. Additional modifications could be addressed when the road is eventually resurfaced.

-The Transportation Department recognizes the residential and historical nature of Club Blvd. Calming traffic, incorporating multi-modal transportation and adding crosswalks can have a positive effect on ensuring the road remains residential and safe for those living along the corridor. As noted above, traffic volumes along Club have steadily decreased from 2001 to 2008 to 2015.

logic of the timeline proposed in the letter of August 3 (re-stripe now—resurface in 2019—and then have to re-stripe again) also eludes us. Why PLAN to do the job twice? Why invite more users onto a street which is already in poor repair? —We would absolutely support adding pedestrian crosswalk striping at intersections. Even if this had to be redone after a resurfacing, it involves far less surface area and work time.

—Finally, while we appreciate that W. Club is a public street and as such is available for use by everyone, we would like to stress that it is, for the portion which would be impacted by this project, an almost 100% residential street. Even NCSSM can be thought of as a residence, as well as a school, since students live on campus. It is our contention that making W. Club more attractive to bicyclists, while neglecting the blatantly obvious need for traffic calming, will do nothing but degrade the aspects of the street which have, for over 100 years, made it a desirable place to live. We are going to quote an email sent in 2014 by Tom Miller, who perfectly expresses our feelings: "Vehicle traffic along Club Boulevard is ever increasing as Durham grows – as new subdivisions are built north of Watts-Hillandale and gigantic apartment communities are built south of us. If we are to anticipate the impact this growth will have on the neighborhood we must act now, not later. If we are to balance Club Boulevard as a thoroughfare as opposed to Club Boulevard as home for hundreds of our neighbors, we must act now to do what can be done to make it continue as a viable residential street. I grew up in Durham and remember well when Duke Street and Roxboro Road north of what is now I-85 were lovely residential streets. The pressures of growth changed that and they are now busy thoroughfares and no longer desirable places to live. To me, this traffic-calming project will serve to forestall that same sort of change from happening to Club Boulevard. The street will still absorb new traffic, but it will be a street where motorists drive more slowly, where visiting friends can park in front of their friends' homes, and where neighbors, adults and children, can cross the street in safety, all for many years to come. When I weigh this against the interest of a cyclist in keeping Club a wide straightaway, I must decide in favor of the Club Boulevard of homes and families. Especially since streets running parallel to Club with dramatically less vehicular traffic are available only a block to the north and south."

Thank you for reading, and for your diligence in keeping everyone informed about this project. Again, we are sorry we cannot attend the 8/17 meeting, but trust that you will take note of our opinion in this matter.

re: Club blvd meeting tonight

I support the re-striping on Club Blvd. In connection with the re-striping, I believe that the speed limit should be reduced to 30 mph. I disagree with the current belief that because the 85% percentile is above 35 mph, that the speed limit cannot be reduced. The vast majority of people, the vast majority of time, drive between 5 and 9 mph over the speed limit. They do recognize the limit but knowingly drive slightly faster; this habit implies that basing a speed limit solely off the 85% percentile is a circular argument. Instead of resisting the community's concerns for safer streets, the City should be looking for additional places where speed limit reductions are desired and will improve safety.

There have been studies showing that driver behavior does not change by lowering the speed limit with no other changes to the roadway. According to the Federal Highway Administration, *"It is important to note that setting speed limits lower than 85th percentile speed does not encourage compliance with the posted speed limit."* If the proposed pavement markings are installed on Club Boulevard, the Transportation Department will conduct a follow-up speed study after an adjustment period (usually 6 months to a year). If the 85th percentile speed (a national threshold used to determine the speed at which 85 percent of the traffic does not exceed) has decreased to 33 mph or less, the Department will consider lowering the speed limit.

<p>I support the Club Blvd restriping plan</p>	<p>I would like to voice my support for the Club Blvd restriping plan (http://durhamnc.gov/2929/West-Club-Boulevard-Restriping-Project) for these reasons:</p> <ul style="list-style-type: none"> - It will slow down auto traffic by narrowing the travel lanes to 10 feet in each direction and introducing a shift in the roadway as you travel down Club Blvd. - It will introduce bike lanes (with a buffer from parked cars) on a crucial link in the bicycle network, one that was identified as a high priority in the 2006 Bike Plan. - It will improve pedestrian safety by slowing traffic speeds and effectively narrowing the most dangerous part of crossing the street from 40 feet to 20 feet. - It maintains sufficient on-street parking on both sides of each block based on current demands, a key element in gaining neighborhood support. - It can be done at very little cost without damaging any street trees and if any issues arise with the design, it can be amended quickly and easily. <p>The other reason I support this plan is to support the process that lead to it. A group of stakeholders, in particular the Watts Hospital-Hillandale Neighborhood Association, BPAC, and Bike Durham, recognized that the previous plan was not sufficient to meet the needs of all users of the street and worked with the City of Durham to develop a better one. If this design is successful, it can be replicated in other parts of the city. But more importantly, the process of engaging a wide set of stakeholders to develop a common vision can and should be replicated on all future street projects in Durham.</p>
<p>I Support W Club Restriping</p>	<p>I am in full support of the plan to restripe W Club Blvd between Broad and Hillandale. Thank you for all the work you do!</p>
<p>Support for Club Blvd restriping plan</p>	<p>I would like to voice my support for the Club Blvd restriping project that was discussed between members of Durham's transportation department and the wider public at a meeting held last night. The following excerpt is from a summary, which I could not word better: I support this plan for these reasons:</p> <ul style="list-style-type: none"> - It will slow down auto traffic by narrowing the travel lanes to 10 feet in each direction and introducing a shift in the roadway as you travel down Club Blvd. - It will introduce bike lanes (with a buffer from parked cars) on a crucial link in the bicycle network, one that was identified as a high priority in the 2006 Bike Plan. - It will improve pedestrian safety by slowing traffic speeds and effectively narrowing the most dangerous part of crossing the street from 40 feet to 20 feet. - It maintains sufficient on-street parking on both sides of each block based on current demands, a key element in gaining neighborhood support. - It can be done at very little cost without damaging any street trees and if any issues arise with the design, it can be amended quickly and easily. <p>The other reason I support this plan is to support the process that lead to it. A group of stakeholders, in particular the Watts Hospital-Hillandale Neighborhood Association, BPAC, and Bike Durham, recognized that the previous plan was not sufficient to meet the needs of all users of the street and worked with the City of Durham to develop a better one. If this design is successful, it can be replicated in other parts of the city. But more importantly, the process of engaging a wide set of stakeholders to develop a common vision can and should be replicated on all future street projects in Durham.</p> <p>I would like to add that I am a resident of W. Club Blvd, with three children who are growing up and all ride their bikes frequently. I was part of the process mentioned, so in this sense my support for the project is certainly not unbiased.</p>

However, I hope that my voice will still be heard since did not, personally, come up with the plan; I just, perhaps, have a more detailed understanding of the recent process by which it came about.

And, like many neighbors, I also have a few small personal gripes with the current design that I would do differently, if I had full control over the design. None of my own "gripes" (of which the transportation engineers are aware), however, come anywhere near close to changing my mind regarding the overall project. As it stands, I feel that this plan is a solid improvement of the status quo on Club Blvd in many respects. If at all possible, I hope that the current design or something very close to it can be implemented with minimum delay, to see how it fares in practice. I am convinced that the overall improvement of Club Blvd as a neighborhood thoroughfare and as a thoroughfare connecting different parts of Durham will be large.

re-striping of West Club Blvd

As a resident of Watts Hospital-Hillandale and a regular bicyclist around town, I strongly support the plan to re-stripe West Club Boulevard through our neighborhood.

Thank you for developing a plan that meets the needs of multiple users, at minimal cost and disruption.

A Message of Support for the West Club Boulevard Restriping Plan

Although I was unable to attend last evening's public meeting, I wanted to take a moment to write and voice my support for the restriping plan for West Club Boulevard.

My husband and I came to North Carolina but a few months ago from the north (Cleveland and Toronto). While we originally moved to Greensboro, it became immediately apparent that Durham was more aligned with our lifestyle and that city administration was actively taking steps toward a direction that we envision for our home. That the West Club Boulevard Restriping Plan was developed in coordination with residents from the Watts-Hillandale Neighborhood Association and key other stakeholder groups is a testament to this positive city outlook. It is projects such as this one that drew us here in the first place and that continue to reinforce our decision.

Thank you for the great work you are doing.

Club Blvd restriping plan

I am an avid cyclist living and owning a home in North Durham. I moved to Durham around 2 years ago, and have been cycling here since day one.

In an effort to better facilitate the interaction between cyclists and motor vehicle drivers, I want to encourage you to support the plan to re-stripe W Club Blvd between Broad St and Hillandale Rd. (<http://durhamnc.gov/2929/West-Club-Boulevard-Restriping-Project>)

I utilize many bicycle facilities throughout Durham county, as well as support local businesses through my use of bicycling, and my hope is that you will consider the local dollars I bring through my bicycle travels. I spend money on the road, and I'm on the road on my bicycle.

On a more morbid note, like you, I do not want to die an early death. Bicycling is something to be promoted and protected, and shared in conjunction with our motoring neighbors, and I believe building a successful bicycle infrastructure is a great way of facilitating this.

Thank you for taking the time to consider my thoughts, and I will be considering your decisions on this matter in my future engagements with the City of Durham and Durham County.

<p>West Club Blvd. restriping</p>	<p>I write you to express my strong support of the restriping plan for W. Club Blvd. as a bicycle commuter and resident of Durham that uses W. Club as a pedestrian, cyclist, and motorist, I feel the restriping would be beneficial to all users of the roadway. I also feel strongly that the process used to devise the new plan is an excellent model for our city's transportation planning.</p> <p>I support this plan for these specific reasons:</p> <ul style="list-style-type: none"> - It will slow down auto traffic by narrowing travel lanes - It will introduce bike lanes (with a buffer) on a crucial link in the bicycle network - It will improve pedestrian safety by slowing traffic speeds - It maintains sufficient on-street parking on both sides of each block based on current demands - It can be done at very little cost and easily amended <p>Thank you for working to improve transportation for all roadway users in Durham.</p>	
<p>West Club Boulevard restriping</p>	<p>I am writing to support the plan you presented last night to restripe West Club. I'm a resident of Watts Hospital Hillandale who drives, walks and cycles on and over Club Boulevard. In my opinion, this plan improves the safety of all three of those activities at a very low cost. I'm also excited that a key part of the Durham bicycle network will be put in place and I hope this signals a more determined effort by the city to construct a network of bicycle infrastructure that makes all of the city accesible.</p> <p>Thank you for the work involved on this proposal, and I look forward to the project's timely completion.</p>	
<p>Support for the W. Club Blvd. restriping project</p>	<p>It was nice to meet you at information session for the W. Club Blvd. restriping project. I want to voice my support for the plan as it stands, and say that I think it does a good job balancing the needs of people who use the street - motor vehicles, pedestrians and cyclists - as well as community stakeholders. I'm particularly excited that the city is working on projects to increase walkability and bikeability, and look forward to projects like these extending into other neighborhoods, such as Walltown, where I live. Most importantly, this is a good project because it will make Club Blvd. safer for everyone to use.</p>	
<p>Club Blvd restriping support</p>	<p>I just wanted express my full support for the new restriping plan for Club Blvd. I was excited to see the plans at the meeting last night. I feel it has been well thought through and best meets the needs for the most good.</p> <p>As a daily commuter down this street, it's great to see the bike lanes being included.- I've seen a significant increase in bicyclists around town over the past 14 years. This will make our commute safer while also encouraging others to use their bikes.</p> <p>I'm also glad to see crosswalk are to be painted at each intersection. - Now if we can just get cars to stop! - That, I know, is a slow education process.</p> <p>I'm quite sure it will help slow down traffic.</p> <p>And lastly, it is an inexpensive fix.</p> <p>The only addition I'd love to see is left turn lanes at each of the intersections...but I don't think there is enough room on the street to implement those too.</p>	<p>-Encouraging motorists to stop for pedestrians at intersections is an ongoing education and enforcement campaign within the City, and State, as part of the Watch for Me NC campaign.</p> <p>-There is not enough width on the street to incorporate left turn lanes at each intersection.</p>

<p>West Club Boulevard Restriping Plan</p>	<p>I was unable to attend the meeting but would like to comment on the restriping plan along Club blvd. I'm a resident on Tampa ave in the Watts Hillandale neighborhood. My partner and I use Club to get around on our bikes, for getting to work at Duke or for riding around or to go to ninth st. However, we sometimes feel the need to use slower side streets (e.g. Englewood) to get around as they feel safer. I believe having bike lanes and slowing the traffic down a bit would make Club and the area much more bike friendly. I support the restriping plan, especially adding bike lanes.</p>
<p>Comments from Club Restriping meeting</p>	<p>I enjoyed meeting you and hearing about the Club Blvd re-striping project the other night. Thanks for taking the time to answer questions and respond to the community.</p> <p>I am very much in favor of the project as I use Club frequently for bike commuting and walking. I think the proposed plan does a good job of reducing car speed, providing low cost bike infrastructure, and adding crosswalks for pedestrian safety. It's important to me to have non-car commuting options in the area and to feel safe when biking and walking in my neighborhood.</p> <p>I hope that the project can move forward soon!</p>
<p>Club Blvd paving project - YEAY</p>	<p>I am an advocate for having the Club Boulevard paving project move forward to allow for bike friendly access. I have reviewed the plan schematics and agree with the addition of a bike lane and designated parking plan.</p>
<p>Comment on Club Blvd traffic plan from August 16 meeting</p>	<p>I attended the meeting on Wednesday August 17 at Mosaic Church. I came to the meeting feeling that the latest plan for Club boulevard was a great improvement over previous plans, and I felt that more strongly after hearing the discussion. As someone who has used foot, bicycle, and car in this area for more than twenty years, I think that the current plan strikes a fair balance among those three ways of getting around.</p> <p>Someone pointed out at the meeting that bicyclists (who probably benefit most from this plan) are the smallest group of users. This may be true, but they are also the group that is most at risk. A cyclist faces the choice of sharing an unmarked strip of road with cars that are far larger and faster, or moving (as I do) to a sidewalk that varies widely in quality: sometimes it's no more than a track in mud. This situation discourages potential cyclists like me, and I think that an improved road system would make for more use by a larger population of cyclists.</p> <p>The other thing I like about this plan is that it seems to achieve the goals of previous plans at a much lower cost, and that it can be changed or even reversed if the results in reality don't match our expectations. Although I was impressed by the studies that have been made of traffic and parking that led to this plan, I'm aware of the surprises that reality can give us. This plan allows for that!</p>
<p>striping plan for West Club Blvd</p>	<p>I live in the Watts Hillandale neighborhood and travel on Club Boulevard one or more times a day. I would love to get out there on my bike, but do not feel it is safe. I think the new proposed plan will make it safer for bikers and will reduce overall speed on Club Blvd, and of course that makes it safer for all. I strongly endorse the plan.</p>

<p>RE: West Club Restriping</p>	<p>I think the proposed design does a great job nurturing all the uses of the street. Although it will not directly connect, I'm very glad that bike lanes will be added to the street. I would prefer if these were a beautiful green color that matched the scenic scene of West Club. More seriously, I have noticed on many bike lanes in Durham that the biker-person symbol appears too infrequently. It would be nice if this painted symbol could occur on the lanes often— perhaps accompanied by pavement warnings such as "watch for bikes" directed at drivers exiting cars. On paint, I fully support high visibility crosswalks. Lastly, you mentioned turtles. I think these would be a fantastic addition to the lanes. I also noticed that the Smart Growth America newsletter featured a different kind of raised pavement marker, shown here.</p>	<p>The frequency of bicycle lane symbols is a result of balancing awareness and cost of implementation and maintenance. Additional pavement markings are not in compliance with MUTCD standards, the guidelines that determine what markings can and cannot be placed on roadways. -We are exploring the use of separation treatments such as "turtle bumps" or the one mentioned by Smart Growth America for bicycle facilities across the City.</p>
<p>current parking on W Club</p>	<p>Thank you for this opportunity to offer information/input concerning the proposed striping plan for W Club Blvd. I think it is important to share that at 2104 W Club, a number of folks live there and on a daily basis there are 2 or three cars parked in front of that house or over into in front of our house at 2100. The current plan has no parking in front of these two addresses but does on the opposite side of the street where rarely anyone parks. Is it possible to switch the "weave" on this block of Club to accommodate this parking need? That is, have parking spaces in front of 2104 W Club instead of 2103 - 2101? I do not park on Club, but am thinking of my neighbors situation.</p>	<p>There are trade-offs associated with this proposal. Regardless of where the parking exists, some people will lose the ability to park in front of their houses. The proposed design reflects observations of parking along the street, and the city attempted to accommodate as many people who routinely use street parking as possible.</p>
<p>bike lanes vs parking on Club Blvd</p>	<p>I visit friends on Club Blvd and must park on the street, as their driveway is in use. If the city takes all the street parking for bicycle lanes, where am I supposed to park???</p> <p>Lanes for cyclists would be nice, but not at the expense of parking.</p>	<p>-Not all street parking would be removed. The plans shared on the project website illustrate where parking will be removed.</p>
<p>Re: [WHHNA-list] Re: Need Your Input: W Club Restriping Plan Meeting Follow Up and Call For Response</p>	<p>I wasn't able to attend the meeting this past week, so was unable to be present to see the plans up close and ask questions. I did try to look at the plans online and had real difficulty understanding exactly how this will look for Club residents. If this plan means absolutely no on-street parking on Club then I have a problem with that. Many of us who live on Club do not have garages it even driveways on Club. Even if we live at a corner we may not have a driveway and rely on street parking for ourselves and visitors. Removing all on-street parking on Club is a bit drastic in my opinion.</p>	<p>-We apologize that the plans were difficult to understand. Not all on-street parking would be removed.</p>
<p>Re: [WHHNA-list] Re: Need Your Input: W Club Restriping Plan Meeting Follow Up and Call For Response</p>	<p>I am a daily bike commuter and wonder why anyone would choose to ride on Club with so many calmer/safer side streets heading north, south, east and west. There is no way all street parking is going to be removed on Club.</p>	<p>-Many bicyclists, as well as BPAC, have noted that Club Blvd is the flattest and most direct East-West route in this part of Durham. -Correct, not all on-street parking would be removed.</p>
<p>Re: W Club Restriping Plan</p>	<p>Just wanted to say I know there have been many strong opinions over the years with regards to traffic flow on Club. I am happy to hear a plan has been laid out that meets the approval of our neighborhood and bicycle advocacy groups in the area. Looking forward to seeing the new striping!</p>	

<p>Club Blvd re-striping plan-yes!</p>	<p>I'd like to voice my strong support for the re-striping of Club Blvd. We will lose parking spots directly in front of our house, which will be an inconvenience, but I think the overall benefits of the plan, especially for bicyclists and pedestrians, far outweigh the minor bother for a few.</p> <p>Thank you for the opportunity to comment. I hope the plan will move forward!</p>	
<p>West Club reStriping Plan - in favor</p>	<p>I'm writing to thank you and to express my enthusiasm for the re-striping plan that was shared with the Watts Hillandale Neighborhood via email, and through the DurhamNC.gov website.</p> <p>I was unable to attend the most recent meeting, but was there back in 1999 for meetings to discuss traffic calming on West Club. As a long-time homeowner and resident on this busy thoroughfare, a driver, pedestrian and some-times bicyclist, I'm enthusiastic about the opportunity to try out the new striping.</p> <p>Thank you for seeking involvement of our community and finding ways to adapt to our ever changing needs and evolving understanding of them.</p>	
<p>Parking on W. Club Boulevard</p>	<p>I have not studied this issue of bike lanes in depth but I have seen the basic plans for the re-striping of West Club Blvd to include bike lanes. Of course there have to be compromises and of course we want safer roads, and we want to include bicycles. But truly, we also need our parking on Club. There are areas of Club where the houses have insufficient driveway parking already, and numerous houses are multiplex dwellings requiring more parking space than is immediately obvious. The house next to us has multiple graduate students, even though it looks like a single family home and they park on Club daily, especially in the evenings and early mornings. I am aware of other houses that have multiple dwellers as well, meaning multiple cars. That means the parking may well become inadequate if street parking is significantly reduced. Side streets, which have to accommodate residents and also guests, will become overloaded. Also, ours is a politically and socially active community and some of our residents have activities such as meetings, house concerts, parties, that require even additional parking. The Mosaic church is not as busy as it was a few years ago, but they do have activities, including weddings that sometimes completely overflow their parking in back of the church. In addition, the School of Science and Math over flows parking with any of their big events. And it sometimes spreads out as far as our block at Carolina and Club. I have serious concerns that too much parking space on Club will disappear and will greatly impact the quality of life on our already busy street.</p> <p>I just want to provide some input, hoping that all aspects of life on West Club Boulevard can be considered, for the residents who live here every day, all day, and cope with the traffic, as well as those who need use of the roadway.</p>	<p>-There are certainly trade-offs with this plan, the loss of some on-street parking being one of them. The pastor of Mosaic Church has not opposed the restriping plans. The City can make special accommodations for special events.</p>
<p>Comment in support of West Club restriping</p>	<p>I live in the Watts-Hillandale neighborhood, and I want to comment that I support the restriping plan for West Club Blvd. Specifically, I would really like to have bicycle lanes on West Club, so I would like to see the pavement remarking plan proceed.</p>	

<p>Club blvd</p>	<p>I live in the Watts Hallandale neighborhood, and i have been seeing emails about the re-striping work you are planning on doing on Club blvd soon.</p> <p>I really like the idea myself, i have no problem with it... and actually think it might make for a better and safer situation motorists, pedestrians and bicyclists alike. It seems to me that it may force drivers to pay better attention while driving on Club, and offer crosswalks to people at any corner where they may want to cross.</p> <p>It sounds to me like the parking might be the only thing that could become an issue down the road (no pun intended!), when families are having parties, at holidays etc.... not sure it will be such a problem on a daily basis... but i do feel like the people who live on Club that will have to park across the street from their homes, will not be walking all the way to a crosswalk just to get home after a long days work... so that could become an issue too... i think if i were in their shoes... i would not like having to park across the street and walk all the way across Club and up onto my property just to get home... especially with groceries, children, pets or whatever else...</p> <p>Anyway, i just wanted to give you my two cents.</p>	<p>-There are certainly trade-offs with this plan, the loss of some on-street parking being one of them.</p>
<p>Re: [WHHNA Board] Need Your Input: W Club Restriping Plan Meeting Follow Up and Call For Response</p>	<p>I have been WHHN resident since 1994 and wish to communicate, in the strongest terms possible, my emphatic support for the W. Club Re-striping Plan. I am a bicycle commuter, who would like to ride on W. Club if the traffic structure were safer.</p> <p>Our Durham bicycle and pedestrian infrastructure is woefully inadequate. Our neighboring cities have out spent us by tens of scales over the last number of years. I believe investing in alternative transportation is good for our developing city, benefits a broad socio-economic range of residents, improves health outcomes (well documented in peer-reviewed medical publications) and has great potential to reduce our urban traffic congestion challenges.</p> <p>I believe this plan accommodates existing parking needs, creates a safer pathway for bicycles and will possibly reduce automobile speeds through constricted lanes. Our transportation infrastructure has long been too heavily weighed toward automobile-centric paradigms. Ignoring or stifling this clearly changing trend toward bicycle and pedestrian transportation alternatives is foolish and dangerous.</p> <p>I'd like to also restate the obvious, this is a time-limited pilot project. If it actually does not yield positive data, there is opportunity to change it in a few years.</p> <p>Your consideration is greatly appreciated.</p>	
<p>In support of bike lane plan</p>	<p>for Club Blvd. It is a well thought out plan and will help folks who want to bike safely for fun or for their car-less commute.</p>	
<p>West Club re-striping proposal</p>	<p>I support the re-striping proposal. I understand there are potential benefits and harms, and on balance I think the benefits outweigh harms, especially since there will be an opportunity to re-assess at the time of re-paving.</p> <p>I live on W Club and have a driveway and garage, so I rarely park on the street. I am an occasional cyclist, generally not comfortable on busy streets. I am eager to see if I will be more comfortable cycling on Club after the changes.</p> <p>As a motorist I have found the re-striping and bike lanes recently implemented in other areas of Durham confusing at times, but I suspect it is a matter of getting used to them. One clear benefit is that when I see a marked bike lane while driving, I am much more aware of the possibility of cyclists. That awareness might in itself reduce accidents.</p>	

<p>Parking on West Club</p>	<p>I'm writing as a relatively new resident of Watts Hillandale neighborhood, and one who doesn't live on Club. However, I have lived in Durham most of my adult life and have a large number of friends who do live on W. Club. They, and this neighborhood's character, are the reasons we moved here in the past year.</p> <p>While I would love to see better bike access through this, and other Durham, neighborhoods, I think parking issues are real. Losing more than 1/2 the existing parking may not make much difference at 2 pm mid-week, but after work, on weekends, and overnight it would be a major problem. A number of the friends I have who live on Club have multiple car households, out of necessity. This means that even if they have off-street parking and driveways (not all do), they are full. So, any friend coming to visit needs to park on the street. Any gathering involving more than 1-2 extra people would mean that either these friends have no place to park, or they will end up parking in spaces needed by other residents. I know that when the School of Math and Science has an event, parking fills up all the side streets-- up into Sprunt, near Maryland, where I now live. Losing Club parking would increase that. The greatest hardship would be born by the elderly, those with any disabilities, and families with young children. I can't imagine them having to walk multiple blocks to get to their cars. I would honestly have reconsidered purchasing and moving into a house in this neighborhood, had street parking in front of my house not been an option.</p> <p>While W. Club is a busy street, the side streets are not. I do bike on a somewhat regular basis and always use side streets as much as possible. I don't envision changing that pattern, even if there were bike lanes on Club. There are simply too many cars navigating that road, often exceeding speed limits, for it to be the best place to bike when other options are easily accessible.</p> <p>I would urge you to reconsider eliminating as much on-street parking as I understand the W. Club re-striping plan to include.</p>	<p>-There are certainly trade-offs with this plan, the loss of some on-street parking being one of them. The City can make special accommodations for special events.</p> <p>- Many bicyclists , as well as BPAC, have noted that Club Blvd is the flattest and most direct East-West route in this part of Durham.</p>
<p>Club Boulevard proposed re-striping</p>	<p>After attending the Wednesday night information meeting at Mosaic Church, I would like to present my thoughts about the proposed Club Blvd. bicycle lanes and street re-striping.</p> <p>First, having lived in Watts-Hillandale since 1994, I am quite familiar with the neighborhood concerns regarding high volume and high speed traffic on Club Blvd. These concerns, which are ongoing to the present time, largely center on two issues: (1) hazards and danger for pedestrians attempting to cross Club Blvd., and (2) hazards and danger for vehicles on side streets, (Maryland through Georgia Streets), attempting to make right and left hand turns onto Club Blvd or attempting to drive across Club Blvd. These concerns affect nearly everyone who lives in this neighborhood, and are far more critical than the desirability of bicycle lanes on Club Boulevard, which would only serve a small number of cyclists, who already have alternative east-west routes on Englewood Av., Woodrow St. and other side streets.</p> <p>Additionally, I am familiar with the original proposed traffic calming measures that were proposed and partially built, (at Oval Park). These measures, featuring 'bump-outs' with crosswalks at intersections, directly addressed and improved the primary concerns mentioned above. My concern is that the proposed re-striping creates a precedent that makes future implementation of full traffic calming measures less likely. The re-striping, emphasizing bicycle traffic, largely does not address the greater concern of pedestrian safety and side street vehicle movements at Club Blvd. The earlier proposed traffic calming measures are a better alternative.</p> <p>Finally, while bicycle enthusiasts and the Board members of the Watts Hillandale Neighborhood Association have supported the re-striping, I think that a careful, systematic polling of the neighborhood residents would show that pedestrian and vehicle safety far exceed the concerns about cycling safety on Club Blvd. Focusing on cycling issues, in essence, co-opts real solutions that address our greater concerns. If there is to be an interim action involving paint and striping, I would suggest installing prominent crosswalks at all sidestreet/Club Blvd. intersections, and putting aside the proposed bicycle lane</p>	<p>-Implementing all of the recommendations of the 2001 traffic calming plan is unlikely, due to changing stakeholders and desires of residents.</p> <p>-We do not have the capability to do a poll of all residents along Club Blvd., but the reason for releasing this plan for public comment was to hear feedback on the plan.</p> <p>-The plan focuses equally on slowing traffic speeds, improving conditions for bicyclists, and improving pedestrian safety at intersections.</p>

striping.

**Restriping on
W. Club Blvd.**

I live on the 2400 block of W. Club Blvd. and have been following the discussion of the restriping plan on our neighborhood listserv. I've also studied the maps of the proposed striping. I want to let you know that I am strongly in favor of implementing this plan. I know that a number of my neighbors are concerned about the change. They worry about the reduction in the number of parking spaces and unforeseen downsides that the project might cause. My view is that we can never know all the effects of a change until it has been implemented and this particular change appears to me to be well-conceived. My block includes two multi-unit rentals as well as a large house with no off street parking that is currently rented to multiple adults. Our block also includes the Sally subdivision which consists of six 40-foot wide lots, far narrower than the current zoning for our street. This means that my block faces greater parking needs than most other blocks on W. Club. Nonetheless, I am not worried about reductions in parking. True, some of my neighbors may no longer be able to park directly in front of their residences, and I myself might be slightly inconvenienced when guests visit or I have other needs for on-street parking, but I believe that these downsides are far outweighed by the advantages of putting a bike lane in place. I also believe that trying out this restriping before the repaving of Club Blvd. in connection with water main work planned in the coming years is a valuable opportunity for us to try out something new and suited to the changing population of our neighborhood and Durham in general.

I thank you and others in the city for your attention to the needs of W. Club.

**Bike lanes on
Club**

My husband commutes daily down Club Blvd on bicycle, and I would greatly appreciate any measures that would make his bike commute safer and easier. In addition, we routinely bike around Durham with our children which can be a daunting enterprise at times while we search for the safest, calmest routes possible. Having Club Blvd (a relatively flat street that connects many of our destinations) with bike lanes, would be a great benefit.

Cars are a necessary part of our life, but so are bicycles and walking, and we greatly appreciate making these aspects of our commutes as safe as possible.

<p>Re: W Club Restriping Plan</p>	<p>Hearing some opposition to this plan by people who favored neck-outs or bump-outs. Those features can be very dangerous to cyclists, so I prefer the current plan.</p> <p>When I am on roads frequented by cyclists, I drive more slowly. Assuming at least some of my neighbors are anything like myself, I am of the opinion that increasing cyclist safety on Club would encourage more cyclists to use Club and that would encourage motor vehicle traffic to slow down as well. Safer cycling on Club would encourage me to cycle more.</p> <p>And, as a scientist, I am all for data! I think it's great that we have the opportunity to actually try this idea out and see how well it works (or whether it doesn't) within our community. The better data we have, the better decisions we can make in the future. Conjecture, opinions (even mine!) and extrapolation from individual experiences, while valuable starting points for decisions, are a poor substitute for trying something out and recording the results.</p>	
<p>W. Club bike plan</p>	<p>I am strongly opposed to the bike plan on West Club Boulevard for the following reasons:</p> <ol style="list-style-type: none"> 1. The plan is 100% irrational --- at last Wednesday's meeting, the City claimed that dangerous speeds are no longer an issue on the street because the new median at Oval Drive Park, according to your statistics, has reduced dangerous speeds. THUS, it is highly illogical to claim that bikers need a "safe" Club Boulevard. 2. The plan is 100% irrational---why not just put bike lanes between cross streets Virginia and Alabama, or between Maryland and Carolina ? ----This odd kind of reasoning between 2 mere blocks is just as odd between seven ---Hillandale to Ninth street ----when there are NO bike lanes on extremely busy connecting roads: Hillandale Rd., Broad Street, the eastern section of Club, Ninth Street, and near by Lasalle, Morreene Rd., Erwin Rd. and other high speed streets near Duke (highly used biking streets) which are extremely dangerous for bikers. THOSE streets should be priorities for bike lanes, not a "non-speedy" non-dangerous street like Club Blvd, which you have claimed is no longer dangerous. <p>Scenario: Man on bike takes life into his hands traveling down dangerous Erwin and Hillandale where speeds are high and where there are NO bike lanes. He turns onto "safe" Club Boulevard for a short ride where there are no high speeds, but bike lanes, then turns onto congested, narrow, extremely busy Ninth Street where there are NO bike lanes.</p> <p>This "logic" is baffling beyond measure.</p> <ol style="list-style-type: none"> 3. The plan is 100% irrational --- at last Wednesday's meeting, although the City provided many statistics and much research on traffic, parked cars, and speeds, the City verbally admitted that there has been absolutely not one bit of research nor evidence whatsoever on whether or not a large number, or any number, of bikers even use Club Boulevard period. Thus, there is no need at all for bike lanes on Club. 4. The plan is 100% irrational -- One of the plan's objectives is to increase visibility when entering Club from side streets. However, removing half the parking on the street will DECREASE visibility: the higher concentration of parked cars will make it impossible for residents on Club to pull out of their driveways safely. <p>In the 29 years I have lived on Club, I personally have witnessed many accidents at the corner of Georgia Avenue and Club where parked cars make the view toward Hillandale impossible, and have had numerous close calls pulling out of my own driveway when parked cars are in front of my house and my immediate neighbors' houses.</p> <p>In short, the City has provided no evidence that bike lanes are needed on Club Boulevard, when statistically there are far</p>	<ul style="list-style-type: none"> - The 85th average speed in 2015 was 36mph along Club between Hillandale and Broad, a reduction from 41mph in 2001. The median at Oval Park is one reason for this. Nonetheless, speeds of ~35mph are still unsafe for bicyclists. - There is a project funded and beginning design that will add a sidepath along Hillandale Rd from I-85 to NC-147. By October of this year Broad Street will have bicycle lanes from Guess Rd to Stadium Drive. We intend to work with NCDOT to include bicycle facilities when they restripe Broad Street from Guess Rd to Main St (date tbd). The City is working on planning, designing, and implementing bicycle facilities on the other corridors mentioned. -At the meeting we provided data on speeds, parking utilization, and traffic volumes. A 6-hour bicycle count conducted in 2011/2012 found 20 bicyclists and 6 pedestrians at Hillandale-Club and 18 bicyclists and 158 pedestrians at Broad/Club. Unfortunately pre-implementation bicycle counts are unhelpful, since doing these counts before a safe facility exists is comparable to conducting vehicle counts before a road is constructed. We are working to develop a connected network of bicycle facilities across Durham, and this corridor will feed into this system. -With the proposed pavement markings, the traffic on Club will be traveling in defined traffic lanes. This means that drivers attempting to enter from side streets will be able to pull out further (after looking for bicyclists) in order to see around parked vehicles. There would continue to be No Parking signs within 25 feet (or more depending on sight distance) of each intersection.

	<p>more dangerous streets in Durham that do need bike lanes. Club Boulevard is already safe for bikers, but the proposed bike lane plan makes it very dangerous for residents.</p> <p>I implore you not to adopt this plan.</p>	
Restriping Club boulevard	I live in the WHHNA neighborhood and am writing to express my support of the restriping plan.	
Re: Comment Received Regarding West Club Boulevard Plan	<p>My main comment is that any plan should be more easily readable. The online plan was not clear at all to me. Evidently information was provided at the meeting that I didn't really see on the plan. For my whole-hearted support I first need a plan I can see and understand - without necessarily having to be present at a meeting.</p> <p>I do have a basic support for bike lanes, but just hope there is a fair compromise with parking.</p>	-We apologize that the plans were difficult to understand. Whether the reduction in parking is a fair compromise is a matter of opinion.
Club Striping and bike lane project	<p>As a resident of Watts Hillandale I have followed the discussions regarding the proposed Club Blvd. re-striping project. I fully support this project and agree that this will provide the city and the community an opportunity to see how well this works.</p> <p>Thank you for your on going efforts to find a good solution.</p>	
West Club changes	<p>I am opposed to the proposed changes to West Club Blvd.</p> <p>I do not have the time to compose a long detailed email as you had requested. I agree with many of my neighbors who have already submitted long arguments against this new plan, and I see no need to repeat what they have said.</p> <p>Overall, I think the changes will create more danger- it is an accident waiting to happen. The new striping is confusing. And the plan is trying to solve a problem that doesn't exist. There are not many bicycles on Club, and they could ride on the side streets which are safer.</p> <p>I have lived on Iredell St for over twenty years.</p> <p>Please do not implement this proposed plan.</p>	-The striping plan was developed by our professional transportation engineers and vetted by multiple stakeholders, in response to numerous requests by residents to address the issue of speeding vehicles and lack of safety for pedestrians and bicyclists on Club.
Club Blvd	Thanks for all you continue to do to help advance biking in Durham. I am a long time resident in Watts Hillandale. I fully support the plan to add bike lines and cross walks on Club.	

<p>Re-striping plan for W. Club Blvd</p>	<p>Thank you again for coming out last week to hear the concerns of the neighborhood regarding the re-striping plan for W. Club Blvd. I submitted these thoughts in writing to you then, but thought I'd take a belt-and-suspenders approach and send an email as well.</p> <p>My thinking is that any plan is going to have drawbacks. Several important ones have been mentioned by my neighbors: less parking, etc. But I think this plan, on a net basis, is good for the neighborhood and folks who visit. Particularly if the new crosswalks are high-visibility (with those bright green signs in the middle of the road, reminding folks that it's the law to stop for pedestrians), then they should slow traffic and provide better pedestrian safety. There are a number of cyclists in the neighborhood who would benefit from bike lanes. Plus, the city plans to resurface the street in 2019 or 2020, at which time it will have to completely re-stripe the street, so this is a good chance to experiment.</p> <p>All in all, I'm in favor of it!</p> <p>Once again, thank you for getting the community involved in this decision, and for your hard work on our behalf.</p>
<p>Restriping of Club Boulevard</p>	<p>I personally am not at all in favor of this project. I live on Carolina just off W. Club. As it is, it is often hard to see to get across the street either walking or driving. If cars are parked anywhere near the curbs on either side of Carolina, it is virtually impossible to see oncoming cars w/o getting into the middle of the road. Trying to turn onto Club has the same issues. Back when the church held large Sunday services, I almost got hit numerous times trying to turn onto Club. Cars tend to go pretty fast on Club. With cars having to park near the intersections (as shown in the plan, as opposed to in the center of the blocks)--or across the street from their houses, it could be a disaster waiting to happen. In addition, limiting parking on Club means some cars will likely have to park on side streets--taking away spaces for those living on the side streets and creating added traffic and noise. This plan could possibly be an inconvenience for everyone other than cyclists.</p> <p>I'm all for cyclists having a safe way to ride and get to where they need to go, but the truth is I have rarely even seen a bicyclist on W. Club-- and I am on it (and also crossing it) multiple times a day. I personally think it is much safer for cyclists to use Woodrow or Englewood or other side streets anyway. There is also a house on the north side of Club, one house away from the intersection of Carolina towards Oval Park, that always has a few cars parked on Club out front, because a number of graduate students live there. This plan takes away all the parking in front of that house. The Mosaic church as well has functions that use parking on Club, which again means they will be parking instead on side streets and close to the curb. A better plan and safer would be to have more traffic calming measures put in place. That would help pedestrians, cyclists and cars trying to enter Club.</p> <p>Thanks very much for your consideration.</p>

- There are certainly trade-offs with this plan, the loss of some on-street parking being one of them. The traffic volume on Club near Carolina was ~6,000 vehicles/day in 2015, a reduction of 10-18% from the traffic volume in 2001.
- Adding crosswalks, reduced motor vehicle travel lanes, and bicycle lanes should improve the ability for pedestrians to see oncoming cars, and for cars to see pedestrians in the crosswalks.
- Doing pre-implementation bicycle counts are unhelpful, since doing these counts before a safe facility exists is comparable to conducting vehicle counts before a road is constructed. We are working to develop a connected network of bicycle facilities across Durham, and this corridor will feed into this system.
- The pastor of Mosaic Church has not opposed the restriping plans. The City can make special accommodations for special events.
- Other traffic calming measures have been proposed and discussed and are not feasible at the present time along Club for a variety of reasons.

<p>Club Blvd striping --- I'm in favor</p>	<p>Thank you very much for convening and moderating last week's neighborhood meeting on the Club Blvd striping project. I attended the meeting, listened to the conversation, and spoke with you afterwards. Since then I've read the neighborhood listserv discussions. I think Jamie Gruener's recent post to the listserv (7:50 am today, subject : Striping project) covers up my favorable views of the project.</p> <p>Pulling out of a driveway on Club Blvd is difficult because drivers really don't know how far they can pull out before entering the right-of-way. Many have experienced cars passing on the right along this section of road.</p> <p>Information provided at the meeting last week indicates that striping Club Blvd to clearly show the right-of-way will:</p> <ul style="list-style-type: none"> - reduce speeds along Club Blvd, - make pedestrian cross-walks much more visible - clarify the right-of-way along club <p>I hope (and expect) that the lower car speeds and the clear marking of the right-of-way will make it easier for folks to pull out of their driveways along Club Blvd.</p> <p>If at all possible, I would ask that "high visibility" pedestrian cross-walks be incorporated into the plan.</p>	<p>It is the practice of the city Transportation Department to install high-visibility crosswalks only at locations near schools, parks, at trails or at locations with high pedestrian volumes.</p>
<p>Re: [WHHNA-list] Re: Need Your Inpu</p>	<p>We like your plan. Removing much of the parking on W. Club I think will greatly improve sight lines, particularly at Maryland Avenue/W. Club where vans and cars parked around the clock COMPLETELY obstruct the view west. One has to stop well back of the sign to view past the cars and vans, and then, pull well out into the boulevard to get a final view when the way seems to be clear. In addition, traffic going east has the pedal to the metal in an effort to "make the light" at Ninth Street. I think removing the vans and cars will make these problems less for residents exiting the neighborhood onto W. Club. And, who knows?--Opening W. Club to bicycle traffic might just mean that more cyclists will use W. Club, and help to gentrify the neighborhood and (perhaps!) slow down the stampede of speeding vehicles that W. Club endures every day. We were hoping for traffic calming measures, and maybe the bike lanes will serve to that end. So. we support your proposal, as it seems a decent compromise.</p>	
<p>In favor of West Club Blvd plan</p>	<p>I ride my bike on Club when I return from my job at the VA. I am in favor of the proposed plan.</p>	

<p>Bikes and Parking on Club</p>	<p>I am a resident who has lived on West Club Blvd. since 1997. I was unable to attend the meeting last Wednesday but I am familiar with the plans for the bike lanes and for limiting the parking on Club. I am all for bike safety but feel that there are better alternatives for bicyclists and for traffic calming that would not also decrease the quality of life for residents of Club. I am not happy that the city plans to experiment with our parking. I never would have imagined that I would not have access to my home from the street right in front of it, it is one of the reasons we choose to live here. I think the restricted lanes and lines will mar the historic nature of this wide boulevard and lower the property value of our homes.</p> <p>Me and my neighbor share a driveway, as do many others on Club, this means we both have limited parking in the driveway for our many vehicles and must park on the street. All of our visitors and guests must also park on the street. I have an elderly mother who visits often and can't walk far distances! In addition to guests, many service vehicles; repairmen, plumbers, etc. must use street parking to access our homes. We are currently beginning to renovate our home and will have many people that will need to access our house via the street. I can't imagine the contractors and workers hauling their equipment from down the street.</p> <p>The limited parking on Club will also cause major headaches in that most will have to parallel park into tighter spots. This is much more dangerous than the current parking. Cars using Club as a throughway don't even slow down for residents turning into their driveways! They pass them very dangerously. The same will happen to those cars who will be taking more time trying to fit and maneuver into the tighter parking areas.</p> <p>I admire bicyclists and never want to see any of them injured, however they choose to ride a bike. For most of us, especially those of us with children or a long commute to work, that is not a feasible option or choice. Reality is there are far more car drivers than bicycle riders. I would also assume that for many of them, their bicycles are not their only mode of transportation. So when the weather turns icky, they will have the option of not dealing with it and taking a car instead. We however we not have the option of having a short walk to our cars but may have to walk half a block in the pouring rain to our car!</p> <p>I think it is unfair that Club residents and homeowners will suffer for a few, sometimes, "avid", bicyclists, the majority of which are not Club residents. I am hoping that the city will reconsider and put more time and effort in just dealing with traffic calming measures that would improve the safety of everyone.</p>	<p>-Multiple other plans and proposals have been offered for this corridor over the last 16 years and have been discussed and rejected by residents in the community.</p> <p>--There are certainly trade-offs that exist with this plan. The loss of parking is one of them. Service vehicles and delivery trucks would be able to use your driveway to haul their equipment, temporarily park in the bicycle lane, or park on a side street. Many roads in Durham have bicycle lanes and/or no on-street parking, and are able to accommodate service vehicles and guests.</p> <p>-The results of a 2015 parking study are on the W Club Blvd project website. It shows that along the corridor from Hillandale to Club the total number of vehicles ranged from 14 to 17 vehicles. We recognize this is more concentrated on some blocks as opposed to others.</p> <p>-Some residents in Durham choose to ride a bicycle, while others are required to for a variety of factors.</p>
<p>W Club Blvd Restriping</p>	<p>I am a resident of the proposed restriping area and would like to offer my objection to the idea.</p> <p>We, like some neighbors, share a driveway. We have no garages and are limited to how and where we can park. Parking on the street is vital to our neighbors since they have less space.</p> <p>We have managed to relegate street parking as secondary. However, if the proposed striping is implemented, we will ironically enough, make the "available" street parking as primary and save the parking in the back for guests, family, workers, etc. If all of the areas are claimed in such a manner, there will definitely be no place to park.</p> <p>So what shall we do? Park in our yards? How will this suit the historical character of the neighborhood? My kids will still bike on the sidewalk. The cars will still speed. And, it will be even harder to pull out.</p> <p>Thank you for your time.</p>	<p>--There are certainly trade-offs that exist with this plan. The loss of parking is one of them.</p> <p>-The results of a 2015 parking study are on the W Club Blvd project website. It shows that along the corridor from Hillandale to Club the total number of vehicles ranged from 14 to 17 vehicles. We recognize this is more concentrated on some blocks as opposed to others.</p> <p>-Parking in your yard is not allowed, but you could request a permit to expand your gravel or paved parking area if necessary.</p> <p>We recognize this is a historical neighborhood, and have worked closely with the neighborhood association to develop a plan they feel reflects this and will appropriately calm the traffic speeds and increase safety to improve the residential feel of the street.</p>

<p>Re: West Club restriping</p>	<p>I do have a few comments for you.</p> <p>I did some quick adjustments of the first page of the pdf to give you a visual. I tried to keep all the recommendations to paint so it can be feasibly implemented with the restriping, while still being safe enough and exciting enough that people use and support it.</p> <p>You might not be able to use all of it, but at least it gives you some new ideas to work with. My two biggest points for the length of the restriping are:</p> <ol style="list-style-type: none"> 1. Flip the bike lanes with the parking lanes, so the parking lane can essentially serve as a buffer to the bike lane. This will be, and feel, much safer in terms of proximity to traffic, and cyclists will be less likely to get doored. 2. Cyclists should only mix with cars when speeds are at or below 20 mph... so the spots with sharrows are fine, as long as speed limits and actual speed are that slow. <p>Let me know if you have questions.</p> <p>*ATTACHEMENT PROVIDED, link here: http://durhamnc.gov/DocumentCenter/View/12169.</p>	<p>For this plan we considered flipping the bike lanes with the parking lanes, but due to low parking utilization if 1-2 cars are parked they would appear to be oddly placed in the middle of the road. Second, to address sight-line concerns, if cars are parked further out in the roadway it would be difficult to see around them when pulling out. Having the parking lane and then a bike lane will provide better sight distance. Cyclists will also be more visible to cars turning off of Club, hopefully preventing right-hook crashes. The places with sharrows are around Oval Park where 85th% speeds in 2015 were between 35 and 36 mph. Making changes to the plan here would require more significant infrastructure work, and the neckdowns have successfully slowed motor vehicle speeds throughout the Club Blvd corridor.</p>
<p>W Club Blvd striping change proposals</p>	<p>I live in the Watts-Hillandale neighborhood and am in favor of the currently proposed re-striping improvements to include parking changes and bike lanes on West Club Blvd. Thank you very much for your efforts and your time.</p>	
<p>Response regarding West Club Blvd Restriping / Bicycle Lanes</p>	<p>(my husband and I) thank you for taking the time to meet with our neighborhood last week and allow us the opportunity to voice our concerns. We are vehemently against this plan, as described in the attached letter.</p> <p>In the interest of brevity, we only sending you one email. However, you should count this as receiving letters from three properties / homeowners in Watts Hillandale.</p> <p>Again, I thank you for your thoughtful consideration.</p> <p>* ATTACHEMENT PROVIDED, link here: http://durhamnc.gov/DocumentCenter/View/12161. Response is to attachment.</p>	<p>Reason 1 - Speed limits may be decreased slightly with the change in pavement markings. In other streets in the city where narrower lanes have been installed, we have seen 1-2 mph reductions. On Club Boulevard, that may mean a reduction from an 85th percentile speed of 35-36 mph to 33-35 mph. Bicyclists would see an increase in safety in being separated from vehicle traffic. The proposed striping will cause a hardship for some residents who have to cross the street to reach parked cars. However, the last study of Club Boulevard showed an annual volume of between 6,000-7,000 vehicles per day. Research has shown that on a two-lane road, pedestrian safety is not compromised until the volumes reach 15,000 vehicles per day. The plan does cut the number of parking spaces on Club Boulevard, by about half. There will still be about 80 spaces available for parking. Parking counts done by the Department have shown that it is rare for more than 20 cars to be parked on the street at any time.</p> <p>Reason 2 - Club Blvd. has less elevation change than Woodrow and Englewood. It is also the most direct</p>

	<p>route for many people bicycling east or west.</p> <p>Reason 3 – Public Works is responsible for road resurfacing and sidewalk maintenance. Concerns about safety regarding sidewalk condition should be directed to the Public Works Department and/or reported via Durham One Call.</p> <p>Reason 4 – A 6-hour bicycle count conducted in 2011/2012 found 20 bicyclists and 6 pedestrians at Hillandale-Club and 18 bicyclists and 158 pedestrians at Broad/Club. Unfortunately pre-implementation bicycle counts are unhelpful, since doing these counts before a safe facility exists is comparable to conducting vehicle counts before a road is constructed. We are working to develop a connected network of bicycle facilities across Durham, and this corridor will feed into this system.</p>
<p>W. Club Blvd Restriping plan</p> <p>I travel on West Club multiple times a day as a driver, walker, or bicyclist.</p> <p>My concern is less for the actual plan than for the 1/2 million dollar cost of this plan when I understand West Club is to be ripped up for water main work in 3 years anyway. Is West Club truly hazardous as it is today? I've seen lots of arguments for and against this plan, but it just seems like a whole lot of money to throw at a non-problem when Durham has so many other (less contentious) areas needing improvement.</p> <p>If we want to use this \$500K for this stretch of West Club, could we not WAIT until we are doing the water main work in 3 years and use that money to bury the power lines while the streets are up?</p>	<p>-This restriping project would use our general operations budget, and since West Club Blvd is in need of restriping regardless of the plan chosen, the cost for the extra striping of parking/bicycle lanes is negligible, not 500k.</p> <p>-The Watts Hospital Hillandale Neighborhood Association has long been asking for traffic calming to reduce speeds and improve safety for pedestrians and bicyclists.</p> <p>My understanding is the cost for power line burial would be much more expensive than \$500k, but this is something that Public Works and/or Duke Energy could better estimate.</p>
<p>I support the W Club Re-Striping Plan....</p>	<p>I support the W Club Re-Striping Plan that has been endorsed by the Watts Hospital-Hillandale Neighborhood Association, Bicycle and Pedestrian Advisory Commission, and Bike Durham.</p>

<p>club blvd</p>	<p>Thank you for participating in the information session regarding the restriping of Club Boulevard last week. I am following up the on the comments that I submitted in writing at the meeting. At that time, I did not state specifically that I am opposed to restriping of Club Blvd. however, that is precisely my position. My reasoning includes my belief that using only half of the street for parking significantly increases the pedestrian traffic on Club Boulevard, and likely these pedestrian crossings will be in the middle of the block rather than at the intersections. This makes Club more dangerous rather than less. Secondly, concentrating the parking on one side of the street likely means that cars will be parked closer to the intersections making it even more difficult for cross traffic to merge onto Club Boulevard. Thirdly, I think having lanes zigzag back and forth as the parking changes from one side of the street to the other also makes driving on Club more dangerous. While I appreciate the city's interest in facilitating travel for its cycling citizens, it seems that there needs to be a safer way to accomplish this on Club.</p> <p>Furthermore, I am concerned that while this plan was devised by three groups working in conjunction with the city, those 3 are heavily weighted towards achieving bike lanes and did not represent the variety of opinions in the neighborhood. Two of the three groups clearly represent the cyclists, and the members of the neighborhood association who worked with the city all seem to be bicyclists.</p> <p>Thank you for sharing the current plan with the neighborhood and for seeking our input.</p>	<p>This plan was discussed and vetted by the neighborhood association, and was the design chosen by neighborhood stakeholders as best negotiating the needs of all users along the street.</p> <p>-The WHHNA Board of Directors offered a number of opportunities for residents to become involved in the development of these plans.</p>
<p>Temp Club Blvd Bike Lane</p>	<p>We moved to Durham last fall after living in Madison WI (consistently in Top 5 Bike Friendly Cities ratings). We enjoy biking both commuting / casually and for exercise. We were sad to see how bike-unfriendly Durham is and dismayed to learn that a bicyclist was killed on Hillandale in a hit-and-run near our home a few years ago. Since we moved here, we've used our bikes less and less as the bike lanes are few and far between and the roads without bike lanes generally don't feel safe. So we are interested in all efforts the City wants to make to allow Durham to be more bike friendly and safe.</p> <p>We live on Club Blvd and welcome the plans to install temporary bike lanes for a trial period before the road is repaved. We've talked to other neighbors and our support is largely due to the fact that this is part of a larger plan to make Durham more bike friendly and not simply a one-off bike lane "island."</p> <p>We know the plan is not without its opponents but feel that since it's temporary - there is little risk in trying it out.</p>	
<p>Public Meeting Comment</p>	<p>I'm all for putting in bike lanes.</p>	