

Covered in Section 2...

- What are the city's needs?
- Who uses the pedestrian facilities?
- Where are safety issues – Crash Analysis?
- What did the public involvement process identify as needs in the city?

Section 2. Evaluating Current Needs

The City of Durham, population 187,183 people (2000 US Census), is located in the central piedmont region of North Carolina, in Durham County. The City is a half hour driving distance northwest of Raleigh, and about an hour and a half northeast of Greensboro. Originally the hub of the tobacco industry in North Carolina, downtown Durham is dotted with large tobacco warehouses and crossed by several railroads. Nowadays, the City is known for its universities, including North Carolina Central and Duke Universities; its minor league baseball team, the Durham Bulls (made famous by the movie “Bull Durham”); and the Research Triangle Park.

Durham is a racially and economically diverse city. In 1949, the City’s Parrish Street was featured in *Ebony* magazine as the “Negro Wall Street of America”. During the 1950s and 1960s, the City was the scene of major events in the national civil rights movement, including the 1957 sit-in at Royal Ice Cream, which occurred three years before the famous Woolworth counter sit-ins in Greensboro.

After years of neglect, the City’s downtown area has begun to rejuvenate with the rehabilitation of the American Tobacco Campus, West Village and the new Durham Bulls Stadium. Nearby inner city neighborhoods and first-ring suburbs have seen a boost in real estate interest, while the Southpointe Mall and Fayetteville Street areas have seen booms in construction. As of 2003, the North Carolina Department of Transportation, with assistance from the City of Durham, completed paving nearly eight miles of the Durham portion of the American Tobacco Trail, a 22-mile-long rails-to-trails project which connects Downtown Durham to Chatham and Wake Counties. Other urban trails like the Roxboro Rail-Trail, Rocky Creek Trail, and Erwin Road and Club Boulevard street trails have also been completed or are programmed for construction. These events, along with other changes, suggest that now, more than ever, is the time for Durham to invest in a pedestrian plan.

The following section describes Durham’s residents in a demographic analysis; outlines some of the major needs identified through this project’s public involvement process; and, provides a crash analysis of pedestrian-automobile crashes in Durham between 2001 and 2003.

2.1 Durham’s Residents: Demographics

It is important to look at the demographic characteristics of who is living in the city in order to create a plan that appropriately addresses Durham’s needs. The following discussion assesses Durham’s

population in comparison to the state and nation. When working with pedestrian-related issues, it is particularly important that the discussion assess characteristics such as age, income, and commuting. Age and income will provide a picture of those people who walk because they need to, either because they are too young or too old to drive, or because they cannot afford a car. Commuting characteristics are useful because they show current travel behavior of residents in the area, and may indicate a propensity of the residents to walk because they chose to, even if they could drive or ride transit. Race, ethnicity, and educational attainment can also provide insight into the travel behaviors of Durham’s residents.

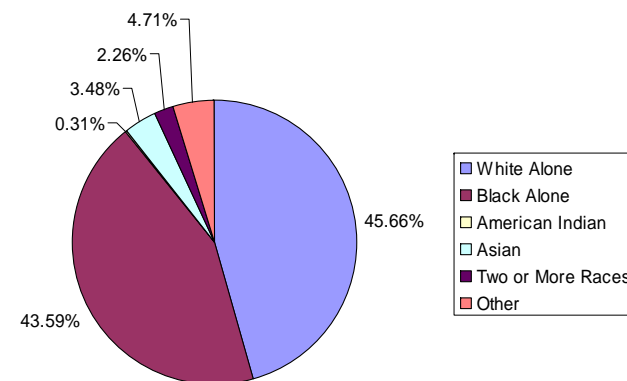
Race. Durham has a racially diverse population with 46 percent of the population Caucasian, 44 percent of the population African American, and 8 percent of the population Hispanic. Table 2-1 shows Durham’s demographic breakdown compared with those of North Carolina and the United States. As can be seen, Durham has a near even split between Caucasian and African American populations, while both the state and nation have majority Caucasian populations. In addition, Durham has a higher Hispanic population (8.5 percent) than the State (4.7 percent) but lower than the nation (12.6 percent).

Table 2-1. Durham Population by race.

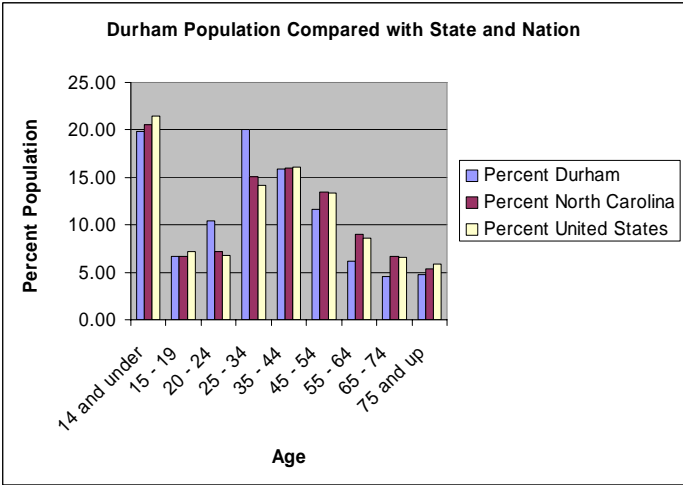
(Source: 2000 US Census, Summary File 1)

	Durham	North Carolina	United States
Total Population	187,183	8,049,313	281,421,906
<i>Percent of Population:</i>			
White Alone	45.7	72.1	75.1
Black Alone	43.6	21.6	12.3
American Indian	0.3	1.2	0.9
Asian	3.5	1.4	3.6
Two or More Races	2.3	1.3	2.4
Other	4.7	2.4	5.6
Hispanic*	8.5	4.7	12.6

**Note: Hispanic is an ethnicity. It is therefore a separate population analysis than race.*



Graph 2-1. Durham Population Demographics.



Graph 2-2. Graph of Durham population by age as compared to state and nation.
(Source: 2000 US Census, Summary Tape File 1)

Age. In general, Durham has a younger population than both the state and the nation. The median age in Durham is 31.0 years old, while the median age for both the state and nation is 35.3 years old. This youthful population can most likely be attributed to the preponderance of college and graduate students attending the various educational institutions in the city (Duke University, Durham Technical College, and North Carolina Central University), as well as students attending the North Carolina School of Science and Math, a statewide boarding school for students who excel in Science and Math.

Table 2-2 and Graph 2-2 show Durham’s overall age distribution in comparison to the State and nation.

Table 2-2. Durham's population by age as compared to state and nation.
(Source: 2000 US Census, Summary File 1)

	Durham	North Carolina	United States
Total Population	187,183	8,049,313	281,421,906
<i>Percent of Population:</i>			
14 and under	19.80	20.54	21.41
15 - 19	6.71	6.71	7.18
20 - 24	10.39	7.17	6.74
25 - 34	20.05	15.07	14.18
35 - 44	15.85	15.99	16.04
45 - 54	11.68	13.48	13.39
55 - 64	6.17	8.99	8.63
65 - 74	4.57	6.63	6.54
75 and up	4.76	5.41	5.90

Education. Reflective of the City’s emphasis on education, Durham’s population has a higher level of educational attainment than either the state or nation. Over 40 percent of Durham’s population over the age of 25 has a college degree or higher. This is nearly double the statewide and national averages of 22.5 and 24.4 percent, respectively.

Table 2-3 shows a complete breakdown of the educational attainment for Durham’s population over the age of 25 compared to that of the state and nation.

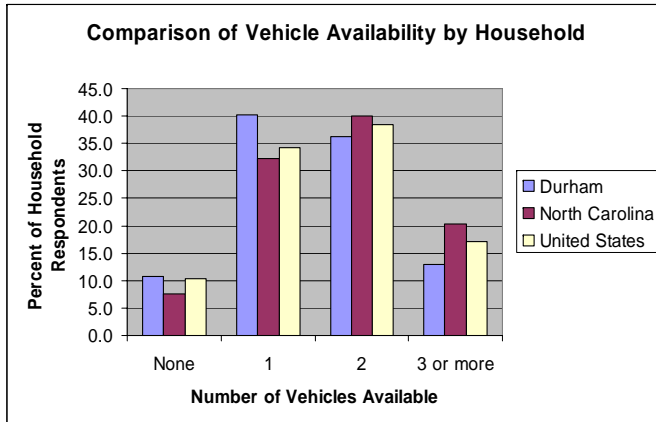
Table 2-3. Durham population by educational attainment
(source: 2000 US Census, Summary File 3)

	Durham	North Carolina	United States
Population 25 years and over	118,100	5,282,994	182,211,639
Less than 9th grade	6.76	7.83	7.55
9th to 12th grade, no diploma	10.64	14.03	12.05
High school graduate (includes equivalency)	17.61	28.45	28.63
Some college, no degree	17.71	20.45	21.05
Associate degree	5.54	6.78	6.32
Bachelor's degree	23.44	15.30	15.54
Graduate or professional degree	18.31	7.17	8.86

Income. Durham’s income statistics reveal an economically diverse city. Both Durham’s median household income and median family income (\$41,160 and \$51,162, respectively) are higher than the state’s (\$39,184 and \$46,335) and comparable to the nation’s (\$41,994 and \$50,046); however, the City also has a higher percent population living below the poverty line (14.2 percent) than both the state and the nation (11.9 percent and 12.0 percent, respectively) (see Table 2-4).

Table 2-4. Durham median household and family incomes, population living below poverty line in comparison to state and nation. (Source: 2000 US Census, Summary File 3)

Statistic	Durham	North Carolina	United States
Median Household Income	\$41,160	\$39,184	\$41,994
Median Family Income	\$51,162	\$46,335	\$50,046
Total Population	187,183	8,049,313	281,421,906
Population below Poverty Line	14.2	11.9	12.0
Percent Under Age 5	8.1	12.8	9.7
Percent Over Age 65	30.5	31.5	33.6



Graph 2-3. Vehicle Availability by Household: Durham, North Carolina, and the United States.

Vehicle Availability. Reflective of Durham’s income statistics are the City’s vehicle availability statistics. Table 2-5 shows the percent of Durham households by vehicle availability. As can be seen, 9.9 percent of Durham’s households have no vehicles available and 37.3 percent have only one vehicle available. Both of these rates are higher than the state (6.7 percent no vehicles and 28.7 percent one vehicle) and the nation (9.4 percent no vehicles and 31.2 percent one vehicle). At the same time, Durham has similar rates of availability of two vehicles per household (33.5 percent) as those of the state and nation (35.5 percent and 34.9 percent, respectively).

Table 2-5. Durham vehicle availability compared to state and nation. (Source: 2000 US Census, Summary File 3)

	Durham	North Carolina	United States
Vehicles Available	<i>Percent Housing Units</i>		
None	9.9	6.7	9.4
1	37.3	28.7	31.2
2	33.5	35.5	34.9
3 or more	11.9	18.0	15.6

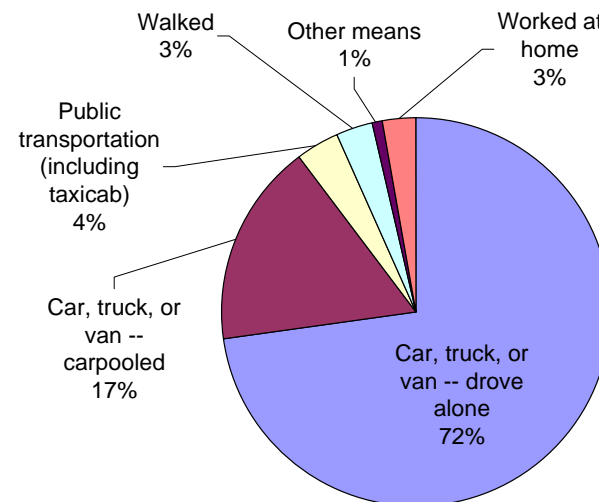
Work Commute. Durham’s work commute for workers 16 years and over may be reflective of its vehicle ownership. As can be seen in Table 2-6, Durham has fewer percent workers 16 years and older that travel to work by car than both the state and nation. Especially important is the fact that a combined 6.6 percent of Durham’s workers take public transit or walk to work – the two most pedestrian-intensive means of commuting. This is much higher than the state-wide rate of 2.8 percent transit and walking combined and comparable to the national rate of 7.7 percent.

Table 2-6. Commuter behavior for Durham as compared to state and nation.

(Source: 2000 US Census, Summary File 3.)

	Durham	North Carolina	United States
Total Workers 16 years and over	93,057	3,837,773	128,279,228
	<i>Percent Workers 16 years and over</i>		
Car, truck, or van -- drove alone	72.7	79.4	75.7
Car, truck, or van -- carpooled	17.0	14.0	12.2
Public transportation (including taxicab)	3.5	0.9	4.7
Walked	3.1	1.9	2.9
Other means	1.0	1.1	1.2
Worked at home	2.7	2.7	3.3

Summary. In general, the demographic analysis of Durham shows a city ripe for increased pedestrian activity. Durham is both a working class and a college town, with a median income, educational levels, and poverty rates all above the state and national averages. This is a city of two populations – both of which will be well-served by improved pedestrian facilities and a pedestrian plan. The one population is the more educated and affluent, and may have the flexibility and increased interest in walking. The second is the population best identified by the vehicle ownership data, who have less access to vehicles and must instead use alternative forms of travel to get around. Already, Durham’s population has pedestrian-oriented tendencies, as reflected by it’s higher than the state and nation non-single occupancy vehicle commute rate. This demographic information shows that Durham’s population is full of pedestrians. From college and high school students without cars, to lower income populations that can’t afford cars, to the elderly who no longer drive – this plan will serve a great number of Durham’s residents.



Graph 2-4. Durham commuter behavior.

2.2 Crash Analysis

Crash Analysis. Table 2-7 shows crash data for the City of Durham for the years 2001, 2002, and 2003. As can be seen, between 2001 and 2003, the City of Durham experienced 290 total pedestrian-related crashes, 13 of which were fatalities, 39 resulted in Type A (Disabling) injury, 106 resulted in Type B (Evident) injury, and 94 resulted in Type C (Possible) injury. Thirty-one crashes involved property damage only. Table 2-8 compares Durham’s crash rates with other major cities throughout the state: Greensboro, Charlotte, Winston-Salem, Raleigh, Asheville, and Fayetteville. Figure 2-1 shows a map of all bicycle and pedestrian crashes between 2001 and 2003 for the City of Durham.

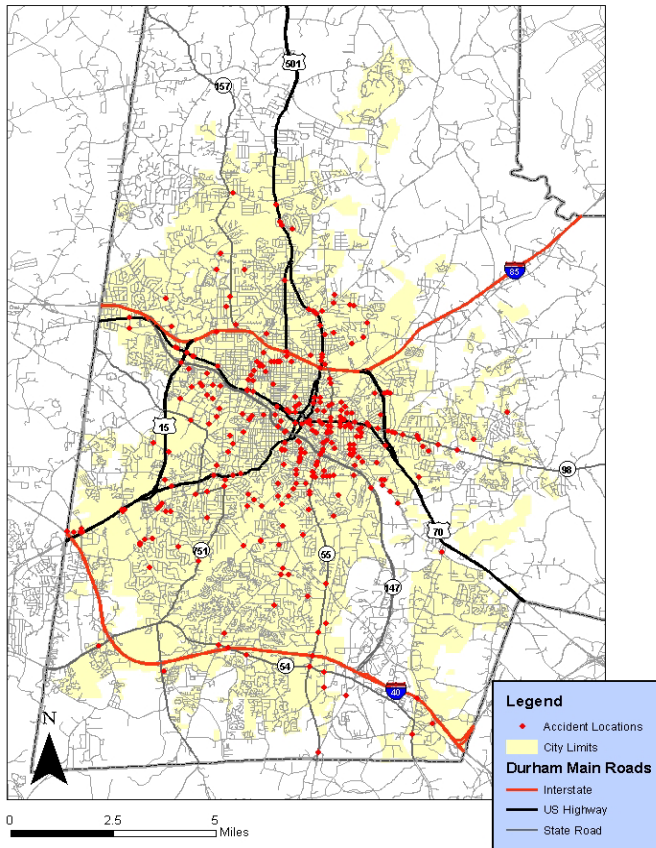


Table 2-7. Crash by type for the City of Durham, 2001 - 2003

	2001	2002	2003	Total
Fatality	5	5	3	13
Type A Injury (Disabling)	10	12	17	39
Type B Injury (Evident)	33	37	36	106
Type C Injury (Possible)	35	22	37	94
Property Damage Only	7	9	15	31
Unknown	2	2	3	7
Total	92	87	111	290

Table 2-8. Comparison of Durham crashes to other North Carolina cities.

	Population	Fatalities	Total Crashes	Fatalities per 100,000 people	Total Crashes per 100,000 people
Durham	187,035	13	290	6.95	155.05
Greensboro	223,891	14	375	6.25	167.49
Charlotte	540,167	34	1025	6.29	189.76
Winston-Salem	185,776	11	186	5.92	100.12
Raleigh	276,034	19	504	6.88	182.59
Asheville	68,889	6	142	8.71	206.13
Fayetteville	121,015	13	203	10.74	167.75

Figure 2-1. Map of bike/pedestrian crashes in the City of Durham between 2001 and 2003.

(Data courtesy the NCDOT Bike and Pedestrian Division, North Carolina Bicycle and Pedestrian Crashes Database, www.pedbikeinfo.org/pbcat)

DURHAM WALKS PEDESTRIAN PLAN
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Between 2001 and 2003, Charlotte had the most total pedestrian crashes and Asheville had the least total pedestrian crashes, however, a comparison of per capita crashes during that time period finds that Asheville had the most crashes per 100,000 people and Winston-Salem had the least crashes per 100,000 people. Charlotte also had the most total pedestrian fatalities during the three year span and Asheville had the least, however, when compared per capita, Fayetteville had the most fatalities per 100,000 people and Winston-Salem had the least fatalities per 100,000 people.

Overall, Durham has a comparable or lower pedestrian crash rate than those of other comparable cities in North Carolina. However, there are many issues that affect crash data. One can be the underreporting of accidents, which may happen when the people involved in an accident may not wish to involve government officials. This is often the case with high populations of minorities or recent emigrants to the United States. In addition, many pedestrian related incidents are not reported because the resulting property damage cost is relatively low compared to vehicle on vehicle crashes, so the parties involved decide not to contact the authorities. While it is important to commend Durham on their relatively low crash statistics, it is also important to recognize that these may not be entirely accurate and that improvements to local pedestrian facilities are still critical and necessary.

2.3 Public Involvement and Pedestrian Needs

The Durham Pedestrian Plan process was accompanied by an intensive public involvement and outreach program. The public involvement and outreach process took a two-pronged approach. First, a Stakeholder Committee was established, which met seven times throughout the course of the project. The Stakeholder Committee was designed to provide an opportunity for input from existing agencies and departments that may have an interest in the planning process. Members of the Stakeholder Committee are shown below.

Stakeholder Committee

Comprised of representatives of schools, City staff, law enforcement, citizens and consulting staff, the Stakeholder Committee provided Goals & Objectives, key task reviews, and a valuable source of input throughout the planning process.

Name	Title/Affiliation	Agency/Organization
Diane Daniel / Judy Martell	Chair	Durham Bicycle & Pedestrian Advisory Commission
Alison Carpenter	Bicycle and Pedestrian Coordinator	Durham Transportation Division
Annette Montgomery	Member	Durham Open Space & Trails Commission
Barry Ragin	Member	Durham Inter-Neighborhood Council
Danny Blackwell	Chair	Mayor's Committee for Persons with Disabilities
Patrick McDonough	Transit Service Planner	Triangle Transit Authority
Willa Robinson	Health Promotion & Wellness Program Manager	Durham County Public Health
Debbie Roberson	Transportation Liaison	Durham Public Schools
Julie Woosley	Director	SmartCommute
Belinda Staten	Administrator (Member will serve)	Durham Recreation Advisory Commission
Christina Hendrick	Member	People for a Livable Urban Community
Sarah O'Brien	Citizen	
Ed Venable	Senior Street Engineer	Durham Engineering Department
Mark Ahrendsen	Director	Durham Transportation Division
David Cates	GIS Guru	Durham Engineering/GIS
Keith Luck	Planning Supervisor	Durham City/County Planning
Cherri Smith	Trails Planner	Durham Parks & Recreation
Ms. Chris Boyer	Division Superintendent	Durham Roadway Appearance
Cha'ssem Anderson	Transit Planner	Durham Area Transit Authority
Peter D'Orazio	Division Superintendent	Durham Street Maintenance
Lukas Strout	Victim Services	Durham Police Department
Geneva N. Ennett	Records Dept.	Durham Police Department
Mary Meletiou	Program Manager	NCDOT Division of Bicycle & Pedestrian Transportation

DURHAM WALKS PEDESTRIAN PLAN
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Second, the public outreach effort created a series of opportunities for the general public to learn more about the plan and to provide comment. The following is a listing of the opportunities for public comment:

- July 2005 Public Workshops:
 - Tuesday, July 12: 5 – 8 PM. Eastway Elementary, Cafeteria
 - Wednesday, July 13: 5 – 8 PM. Durham City Hall, Council Chambers
 - Thursday, July 14: 5 – 8 PM. E.K. Powe Elementary, Cafeteria
 - Wednesday, July 20: 5 – 8 PM. C.C. Spaulding Elementary, Cafeteria
 - Thursday, July 21: 5 – 8 PM. Southwest Elementary, Cafeteria
- February 28, 2006 Public Workshop at Durham City Hall
- Hotline: (919) 467 – 9081. Open throughout the course of the project
- Website: www.durhamwalks.org. Open throughout the course of the project.
- Survey: online at project website and distributed by hand at public workshops, PAC meetings, and by request. The survey period was open during the months of July and August, 2005.
- Attended January 24, 2006 Inter-Neighborhood Council Meeting to provide updates and announce the February 28, 2006 public workshop.

Other public outreach approaches that were used include attending meetings at all five PAC districts before and after each set of public workshops; posting flyers and announcements at public libraries, recreation centers, and on DATA buses as well as to neighborhood and community listserves; placing announcements in local newspapers; and distributing several newsletters. All copies of flyers, handouts, newsletters, and surveys have been included in Appendix 1.

The City of Durham also has an on-going Bike and Pedestrian Advisory Committee (BPAC) which meets in City Hall the third Tuesday of each month and is led by the City’s staff Bicycle and Pedestrian Coordinator. Two representatives of the commission served as liaisons to the Stakeholder Committee for the Plan, and members of the project team attended several BPAC meetings throughout the Plan’s process to provide news and updates.

Survey Responses. The survey for the Pedestrian Plan was designed to understand Durham’s pedestrians: their personal characteristics and preferences, and their major needs. Paper surveys were distributed at all public workshops and meetings, and an online version was accessible July and August 2005 at the project website (www.durhamwalks.org). The following discussion highlights the major findings from the survey. It should be noted that due to distribution methods, the survey is

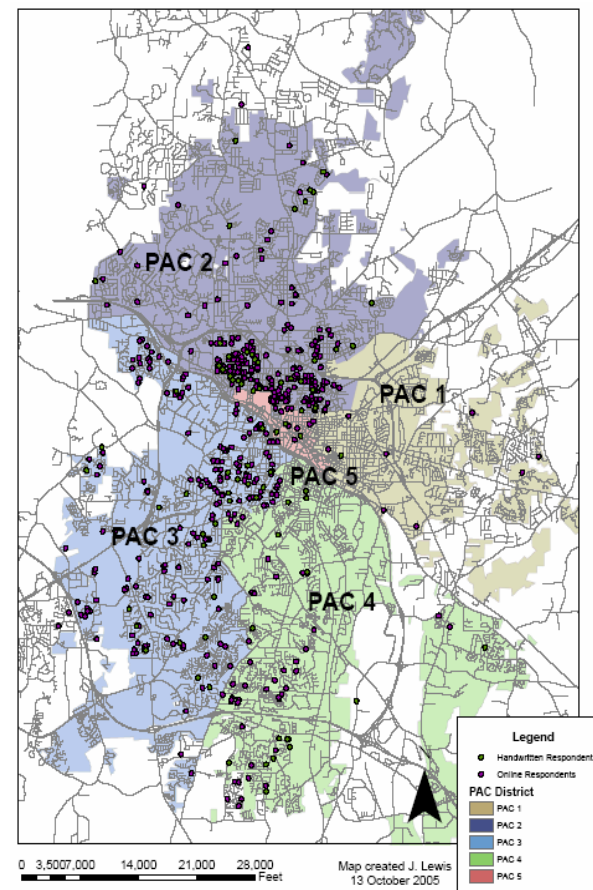
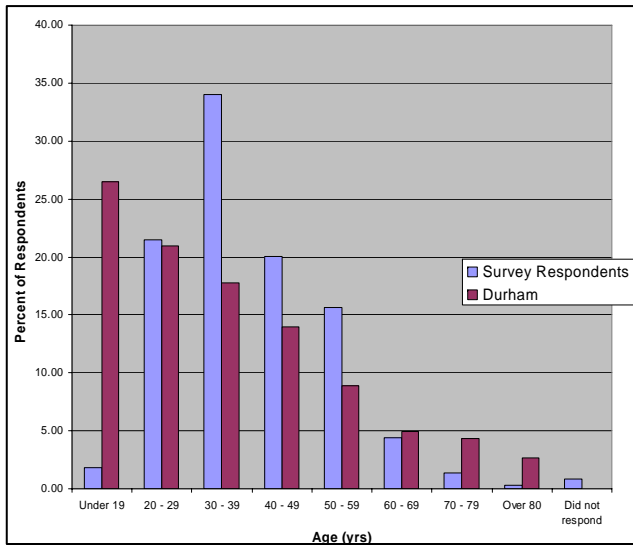
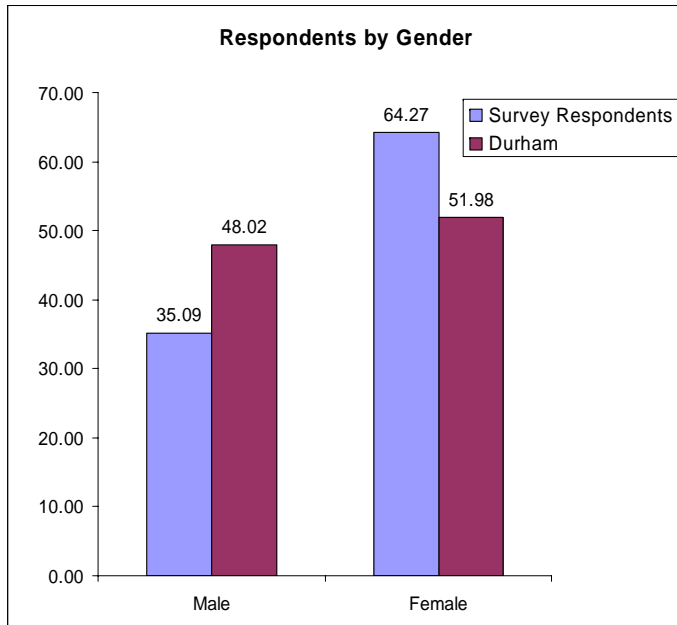


Figure 2-2. Map of respondent locations.



Graph 2-5. Age of survey respondents compared to total Durham population.



Graph 2-6. Survey respondents by gender compared to Durham population.

not a statistically-random sampling of Durham’s population and results therefore may not accurately reflect the whole of the City’s population. Figure 2-2 shows the distribution of the addresses respondents gave in their answers to the survey. This map is intended to provide an understanding of where survey respondents live and their geographical distribution in Durham. Out of 932 respondents, 582 indicated their address on the survey.

The survey received a total of 932 responses, 833 from online surveys and 99 from handwritten surveys. Graph 2-5 and Graph 2-6 show the overall survey respondent characteristics. As can be seen, most survey respondents were in the range of 30 – 39 years old and more females than males responded to the survey. Overall, more survey respondents indicated they walked in their neighborhoods than anywhere else, and the most survey respondents indicated that one of the reasons they walk is for health and recreation purposes. Most respondents indicated that they walk every day, at least once a day, and that they walk in good or bad weather.

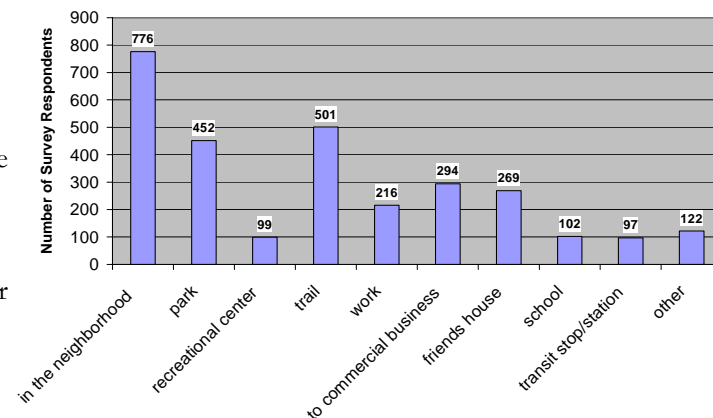
These results show that the majority of respondents walk the most frequently and the longest distance for recreation, health, and relaxation purposes, however, at least 30 percent of respondents walk between ½ mile and 2 miles to work, and 65 percent walk for the same distance for shopping or errands. Fifteen percent of respondents walk between a ½ mile and 2 miles to a transit stop. Over 75 percent of the respondents were over the age of 30, indicating that the survey does not have a strong representation for the young, potentially student, populations in Durham. In addition, less than seven percent of the respondents were over the age of 60, indicating that the survey also may not accurately represent Durham’s elderly population.

Major Needs

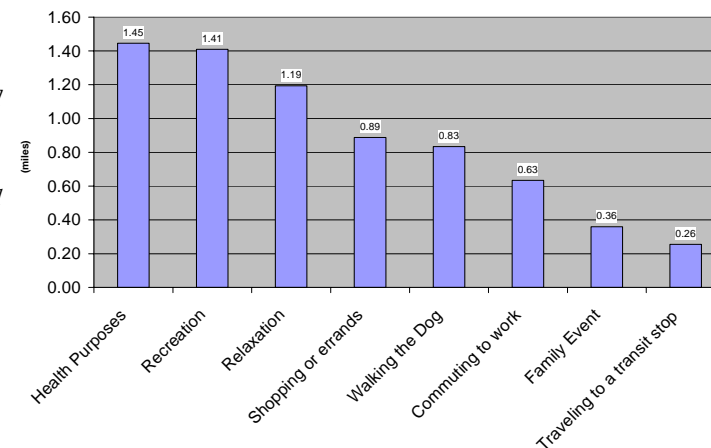
In general most survey responses lament the pedestrian un-friendliness of the city, but at the same time applaud the Pedestrian Plan’s efforts. Most survey respondents would like to walk to take care of errands, shop, commute to work, go to school, or eat at a restaurant but many state that this is impossible due to the lack of sidewalks. Many responses provide reasons for making the City more pedestrian-friendly, all of which center around improving the quality of life. Some of the reasons respondents stated were: economic benefits, health benefits, environmental benefits, safety benefits, and attractiveness to newcomers.

Themes. The following are some of the major themes and needs that were stated throughout the survey comments. As a theme directly relates to a particular goal of the plan, the goal has been identified and provided in the text. Major themes were:

1. Build more sidewalks. *(Goal 1: Quantity)*
2. Repair old sidewalks. *(Goal 2: Quality)*
3. Connect existing sidewalks where there are gaps in the sidewalks. *(Goal 1: Quantity)*
4. Connect existing segments of sidewalk with better crosswalks and pedestrian signals and signage at intersections. *(Goal 1: Quantity, Goal 2: Quality)*
5. Create pedestrian access to schools. *(Goal 3: Safety and Security, Goal 4: Coordination)*
6. Create pedestrian access to transit. *(Goal 4: Coordination)*
7. Make it safer to walk in Durham: reduce speeding; increase police protection, especially for women; provide better lighting. *(Goal 3: Safety and Security)*
8. More pedestrian access to major shopping and work areas like *(Goal 1: Quantity)*:
 - a. Duke University campus
 - b. Streets at Southpointe
 - c. Restaurants along Durham-Chapel Hill Boulevard at University Drive
 - d. Northpointe Shopping Center
 - e. Shops near the intersection of Garrett Road and 15-501
 - f. Woodcroft Shopping Center
9. Create more recreational trails and provide better access to existing trails, especially the American Tobacco Trail, from residential neighborhoods. *(Goal 1: Quantity, Goal 2: Quality)*
10. Make Downtown more pedestrian-friendly by making roads two-way, providing more street furniture, repairing damaged sidewalk, and provide more crime prevention. *(Goal 1: Quantity, Goal 2: Quality, Goal 3: Safety and Security)*
11. Educate Durham drivers about pedestrian-friendly behavior. Many respondents feel one of the major problems in Durham is motorist's lack of respect for pedestrians. *(Goal 3: Safety and Security)*
12. Maintain existing sidewalks better: cut back overhanging trees and other vegetation (like poison ivy), pick up trash. *(Goal 2: Quality)*
13. Make Durham more pedestrian-friendly! *(All goals!)*

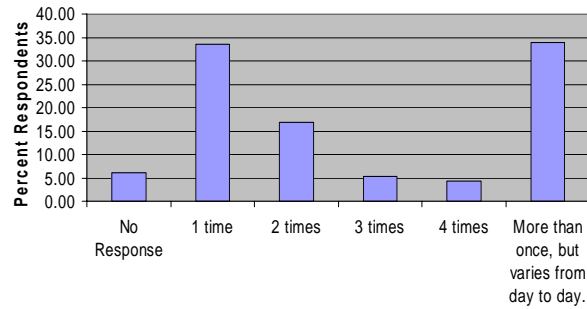


Graph 2-7. Locations where survey respondents walk.

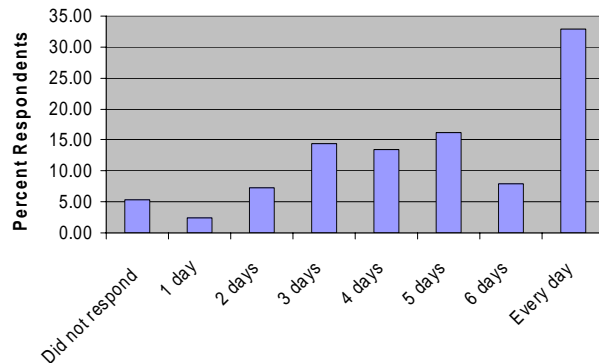


Graph 2-8. Average distances walked for various activities.

Number of Times Respondents Walk per Day



Graph 2-9. Frequency of walking per day.



Graph 2-10. Frequency of walking per week.

Improvements and Priorities. Table 2-9 and Table 2-10 show results to the following two questions:

1. What improvements would make survey respondents walk more?
 2. On a scale of 0 – 7, how important are each of the following pedestrian-related items to you?
- As can be seen in Table 2-9, over 80 percent of respondents indicated “Better or More Sidewalks” as an improvement that would make them walk more. This was followed by “Better or More Access to Places”, “Safer Intersections”, “Traffic Calming”, and “Better Lighting”, which over 40 percent of respondents indicated would make them walk more. These results are mirrored in Table 2-10, where “presence of sidewalks” received an average importance rating of 6.63 by respondents, followed by “personal security”, “sidewalk condition”. The results of these two survey questions formed the basis of our prioritization system described in Section 5: Project Development.

Table 2-9. What improvements would make survey respondents walk more?

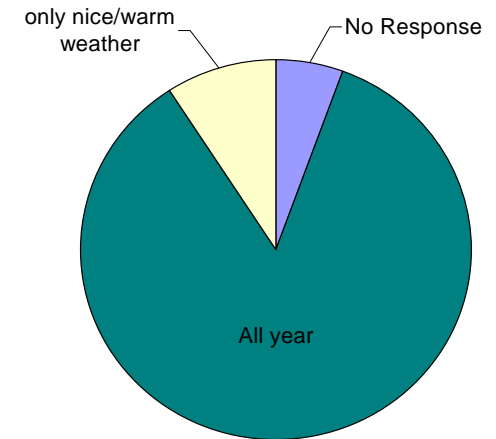
Improvements	Percent of All Responses
Better or More Sidewalks	80.58
Better or More Access to Places	45.71
Safer Intersections	44.74
Traffic Calming	43.56
Better Crossing Conditions	41.31
Better Lighting	40.45
Better or More Crosswalks	39.38
Crime Prevention	33.91
Slower Roadway Speeds	33.37
Better or More Places to Visit	32.83
Trees/Benches	32.19
Places Closer to Home or Work	31.12
Better or More Police Enforcement	26.61
Better or More Access to Public Transit	26.18
Better or More Curb Ramps	15.02
Better or More Animals on Leash Enforcement	10.41
Bus Shelters	9.76
Nothing	1.93
Other	16.95

Table 2-10. On a scale of 0 – 7, how important are the following pedestrian-related items to you?

Priority	Rating
Presence of Sidewalks	6.63
Personal Security	6.03
Sidewalk Condition	5.93
Presence of Pedestrian Crossing Signage	5.88
Reduce Pedestrian, Bicycle, and Automobile Crashes	5.88
Presence of Street Lighting	5.76
Better access to Trails	5.75
Presence of Crosswalks	5.70
Better Access to Major Destinations	5.68
Presence of Pedestrians	5.61
Safe Crossing Characteristics	5.47
Presence of Utilities/Objects Blocking Sidewalk	5.37
Presence of Pedestrian Signals at Street Crossings	5.36
Presence of Major Destinations	5.34
Better Traffic Signal Crossing Timing for Pedestrians	5.14
Crossing Distance at Intersections	4.91
Better Access to Transit Stops	4.86
Presence of Curb Ramps	4.85

These results show a more quantitative side of the survey, and indicate some of the wishes of the survey respondents, and hopefully reflect the overall needs of Durham’s citizens. However, some populations tend to be under-represented in surveys, and especially on-line surveys. Therefore, when we see that “Better Access to Transit Stops” or “Presence of Curb Ramps” ranked relatively low, this may not reflect the true feelings of the primary user groups (i.e., transit patrons and mobility handicapped persons) that would be taking advantage of these provisions. The need for additional sidewalks stands out quite clearly as a higher-tier need regardless of how the question is asked.

Graph 2-11. Time of year respondents walk.



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