

## Bike Durham Questionnaire

### **1. Do you currently walk, bike, and/or take transit in Durham? If you do not use one or more of these modes, what prevents you from doing so?**

I regularly walk and use transit in Durham, but I don't bike much. I'm not a very strong cyclist, and I currently own a bike. When I did own a bike, I was an occasional trail user and biked to work when the weather was nice.

### **2. If you walk, bike, and/or take transit in the city, do you feel safe? Can you get where you need to go?**

I feel safe walking and taking transit in the city of Durham, and I'm lucky to live in an area of town with robust bus service and some sidewalks, though we could certainly use more. I know that the majority of the city does not have this privilege and that many residents live in areas where bus service is limited or unavailable and don't have access to sidewalks or safe bike lanes for cycling.

### **3. Bike Durham is presently finalizing a proposal for a "Low-Stress Bicycle Network" in Durham, a connected set of protected bicycle lanes, greenways, and slow streets that would enable people to travel safely and comfortably throughout most of the city by bicycle. Do you support this concept, and would you prioritize funding this network?**

I fully support the concept of a low-stress bicycle network and agree that it's important to create the network as a whole, rather than in pieces, so that it's people can commute safely. I believe this is an important priority for Durham's transportation future and that sustainable transportation infrastructure needs to be a higher priority in city spending plans. Both growth and climate change raise the importance of this issue more each year. I look forward to enthusiastically supporting funding requests for this work.

### **4. Many of Durham's streets are owned by the North Carolina Department of Transportation, which has been resistant to bicycle/pedestrian/transit-centered improvements. Should the City of Durham take over these streets?**

The benefit of taking over these streets is clear, but the costs are significant. The city does not have the funding required to maintain these streets, and I don't think we should raise taxes to provide a service which should be provided by the State of NC. I would support the city stepping in to maintain state roads if we could receive funding from the state to ensure this cost does not fall on the residents of Durham.

**5. 7,000 people move to Durham every year. There is not enough road space for everyone if we continue to privilege automotive traffic. What actions will you take as a member of City Council to make Durham a safer and more inviting place to walk, bike, and take transit?**

I will continue to support increased investment in our bus system, trails, sidewalks, and bike lanes. I'm also excited about a current city effort, funded by a Bloomberg grant, to use behavioral science techniques to discourage personal vehicle trips. As traffic gets worse, more and more of our residents will be looking for other transportation solutions, and we need to have options ready for them.

**6. What else can you tell us about your commitment to safe, affordable transportation in Durham?**

Here are the points in my platform, joint with Javiera Caballero & Charlie Reece, that relate to this issue:

- Improve on-time performance of GoDurham transit services, expand frequency of service at night and on weekends, and prevent fare increases.
- Implement an equitable "fare capping" system for GoDurham transit services that will ensure that riders are not penalized for paying cash for individual rides.
- Build more bus shelters throughout the city of Durham so that more riders are protected from the elements while they wait for the bus.
- Work closely with Durham County and our regional partners to revise the Durham County Transit Plan in a way that combines deep and equitable community engagement with cutting edge transit solutions to our region's 21st century transportation challenges.
- Fully fund the remainder of the 2011 Trails & Greenways Master Plan.
- Develop action plan for the funding and construction of the remaining sidewalk, bicycle and intersection improvement projects identified in the 2017 Durham Bike+Walk Implementation Plan.
- Complete and fund the Vision Zero Action Plan requested by the City Council in 2017 with the stated goal of zero traffic fatalities on Durham roadways.

- Expand Durham's current system of bike lanes as part of a low stress cycling network throughout the city composed of not only protected bike lanes but also bicycle boulevards.
- Continue to build more sidewalks throughout Durham but especially in parts of the city that are sidewalk poor.
- Encourage pilot projects throughout Durham that showcase the latest thinking in transportation planning and design, possibly including a downtown pedestrian plaza and a "pedestrian scramble" in downtown Durham.