

# DURHAM BIKE WALK PLAN 2026

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**Durham Board of County Commissioners Informational Update**

*February 2, 2026*







# Agenda

## 1. Draft Plan Overview

- Planning and Engagement Process
- County Priority Corridors
- County Policies

## 2. Phase 3 Engagement Update

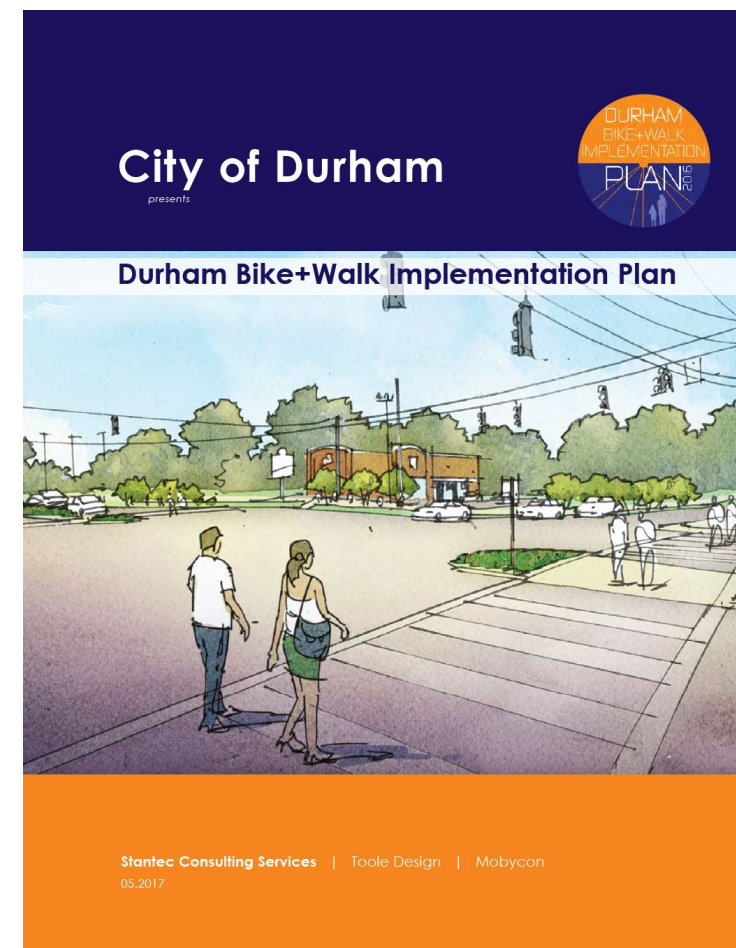
## 3. Next Steps





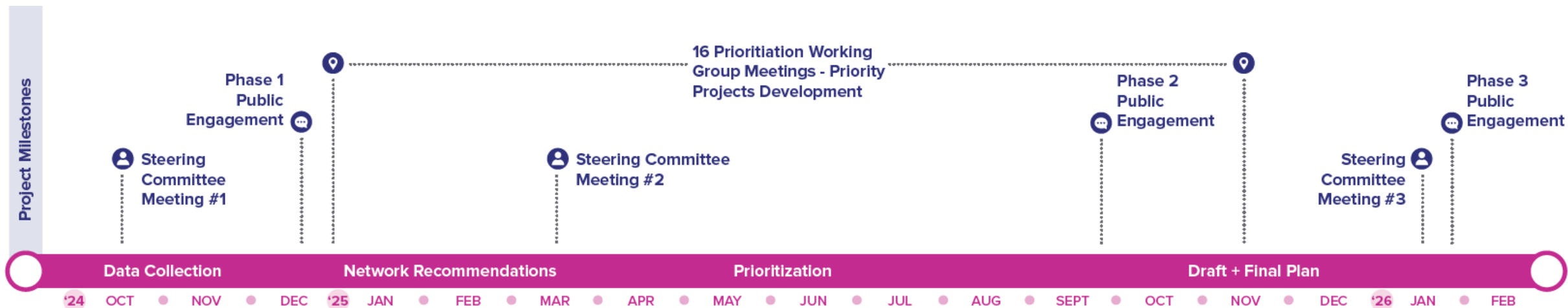
# Background and Context

- Update to the 2017 City Bike + Walk Plan
- First time the County has participated in the Bike + Walk Plan





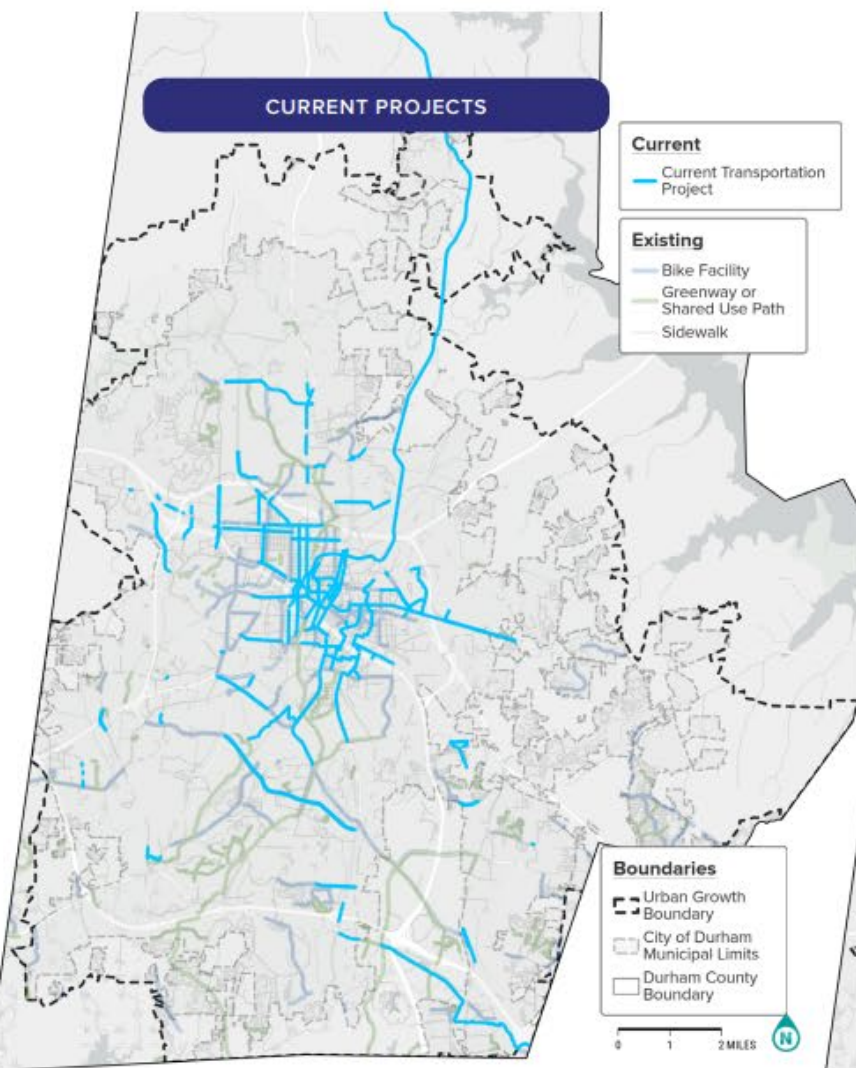
# Planning Process Timeline



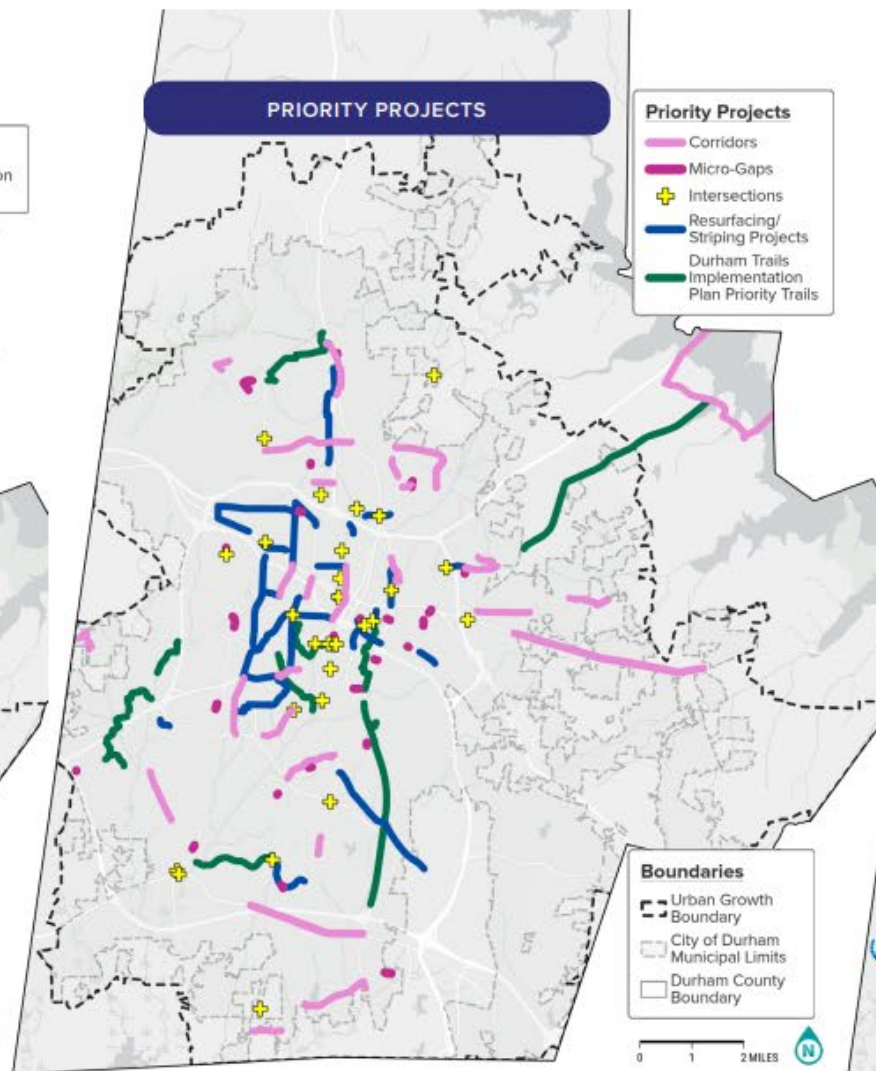




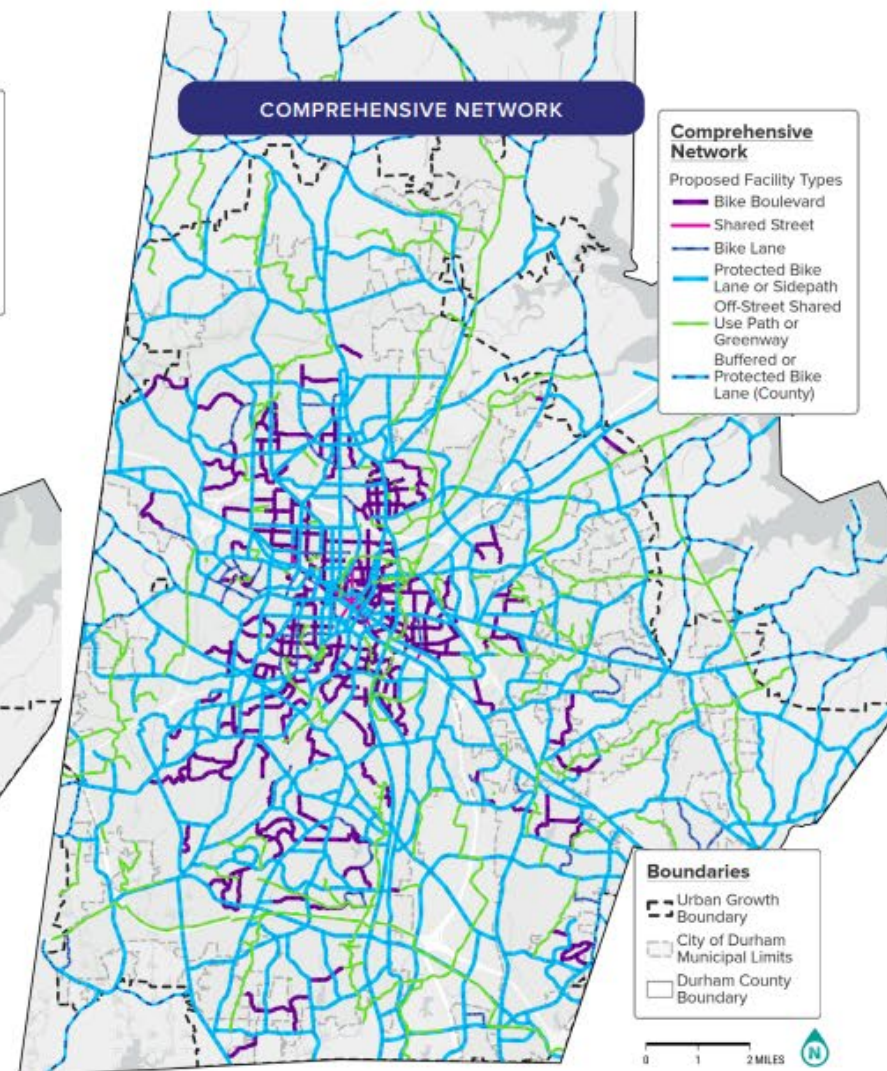
# Network Approach



Near-Term (~0-5 years)



Mid-Term (~1-15 years)

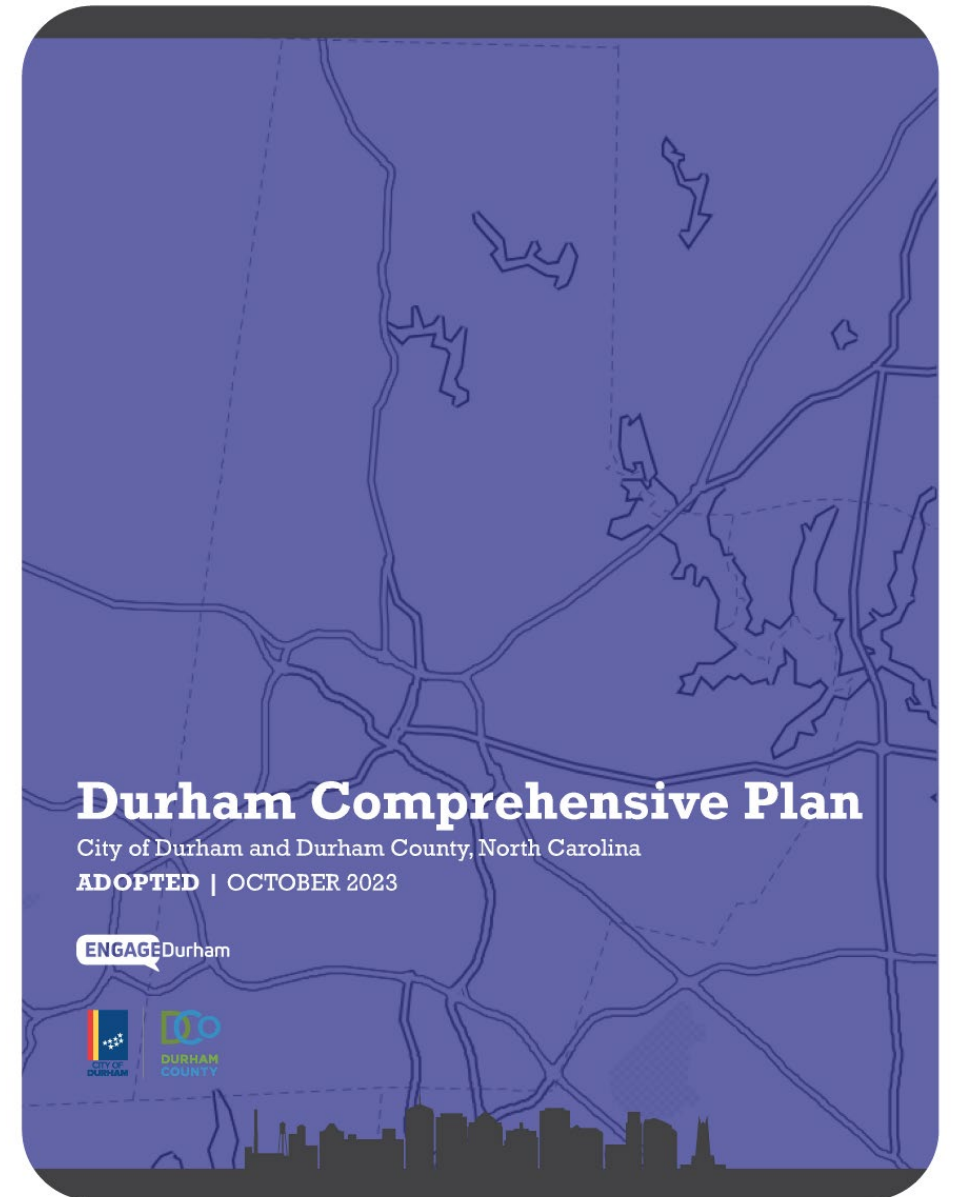


Near-Mid-Long-Term



# Policy Support

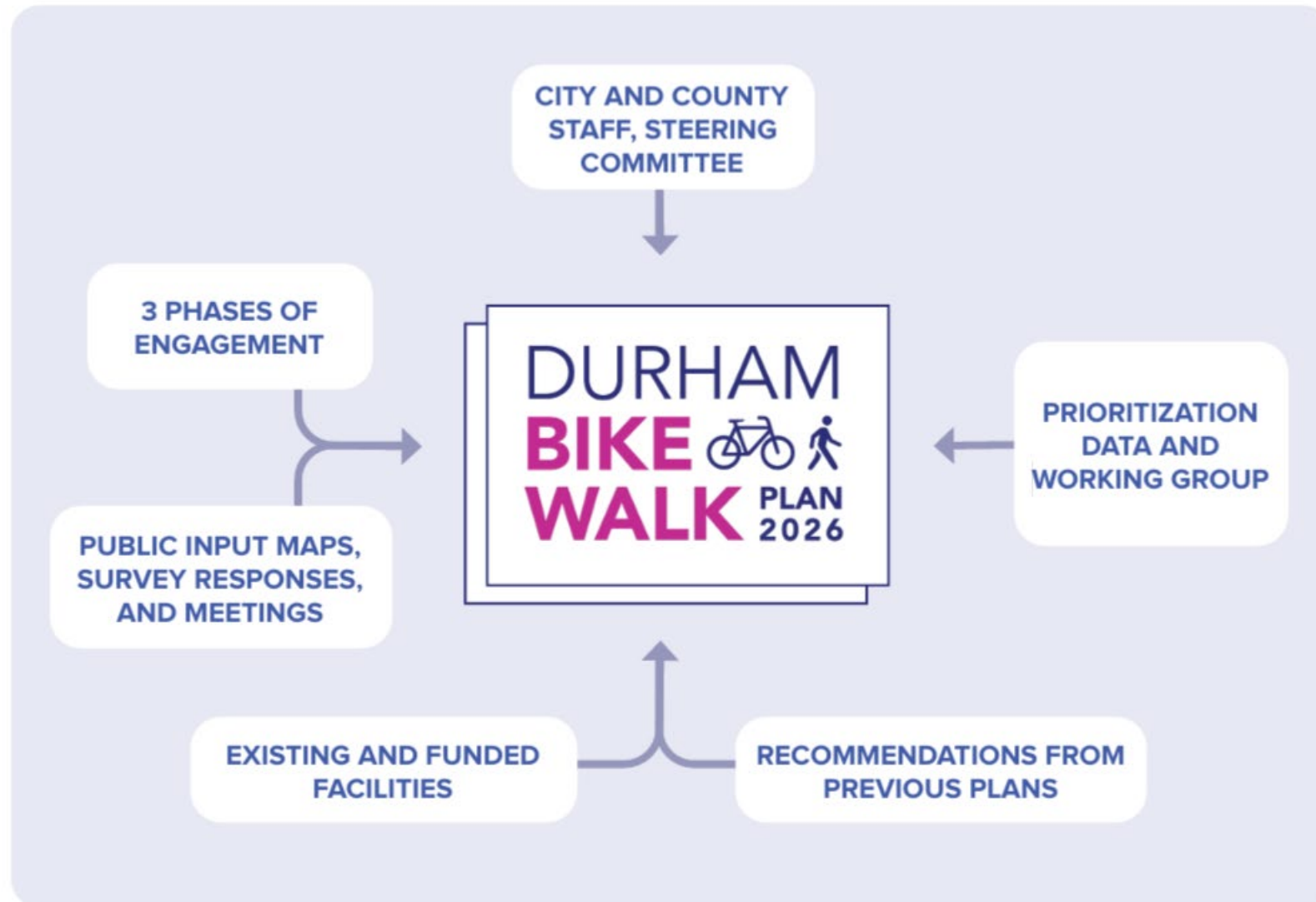
- Sidewalk Maintenance Outside City Limits
- County Role in Regional Greenways
- City Sidewalk Delivery
- Building upon new UDO rewrite, Complete Streets, and Safe Routes to School efforts, and previous planning efforts







# What Informs the Plan?





# Community Engagement Overview

**Three Phases:** Existing conditions → Draft priority projects → Draft plan review

**Digital Engagement:** Project website on Engage Durham with surveys, maps, and draft materials

**Open Houses:** 4 public meetings with boards, input maps, and Q&A

**Pop-Up Events:** 16 community events with maps, comment forms, and project info

**Engagement Ambassadors:** 12 ambassadors supporting outreach and events

**Bilingual Engagement:** Outreach materials available in Spanish

**Prioritization Working Group:** 16 meetings guiding project selection

**Steering Committee:** 3 meetings with City, County, NCDOT, schools, and advocacy groups

**Stakeholder Outreach:** 11 presentations to community organizations

**Communications:** Press releases, emails to 40+ organizations, and social media outreach







# Phase 1 & Phase 2 Community Engagement

## Phase 1 Engagement: Opportunities & Challenges

December 2024 – January 2025

1,082 completed surveys (online + in-person)

### Tell us about walking and biking in Durham

Use the buttons below to draw lines and/or points to provide feedback on destinations, barriers, and opportunities for improving walking and biking.

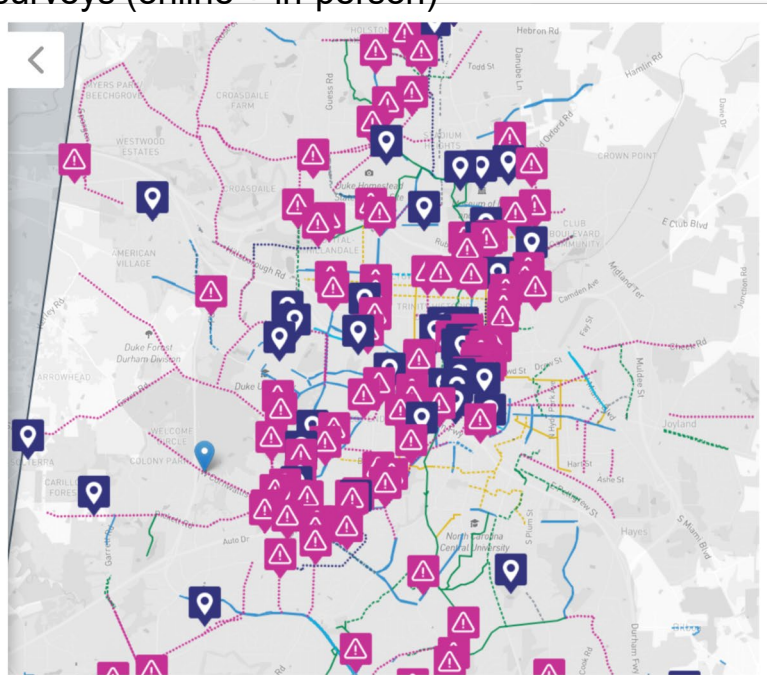
Draw a route that needs improvement or a route that works well

Identify the obstacles: Point out places where it's hard to walk or bike because of barriers like busy street crossings, sidewalk or bike facility gaps, or other reasons

Mark key destinations: Let us know about the spots you visit the most in Durham such as parks, schools, place of employment, or stores. Let us know if you can get to those places by walking or biking

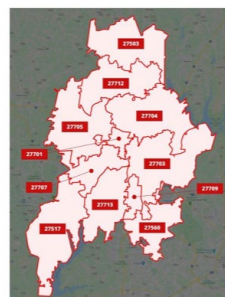
Check out the map to see what other visitors have already suggested, and click or tap any point or route to see more details. Turn layers on and off in the map by clicking their corresponding icon in the map legend.

The basemap can be switched to a satellite view by clicking the "Satellite" button in the lower right hand corner.



### Zip code, n=1000

27707	283
27705	190
27701	182
27713	120
27703	85



Northern Durham/County representation:  
\*69 submissions from 27704  
\*26 submissions from 27712  
\*1 submission from 27503 which is the most northern zip code.

## Phase 2 Engagement: Priority Project List Review

September 2025 – October 2025

2,330 location-specific comments from 823 unique respondents

### Recommendations Feedback

Thank you for commenting! The map is now closed for comments.

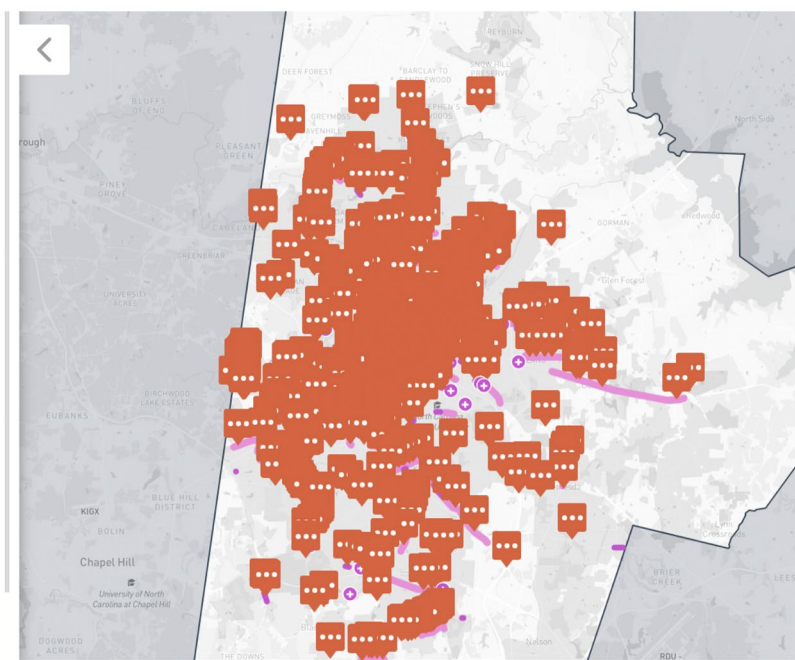
In the legend to the right of the map, click the layer symbol to turn a given layer on/off. The comprehensive network layers are turned off by default. Thank you!

### Draft Priority Projects

These include 50 corridor projects, 50 intersection projects, and 50 micro-gap projects that were selected by the project team. See a summary of the prioritization process and facility types in the project website. The project team will review feasibility, public input, and strategic city/county plans/priorities to narrow down the project list and create project sheets and planning level cost estimates for 15 corridor and 25 intersection projects (25 micro-gap projects will also have cost estimates completed for them).

### Comprehensive Network

Although it focuses on the long term, the comprehensive network is important for identifying facilities that serve all ages and abilities along a corridor. This information helps guide site and roadway design as future development and transportation



## Demographics

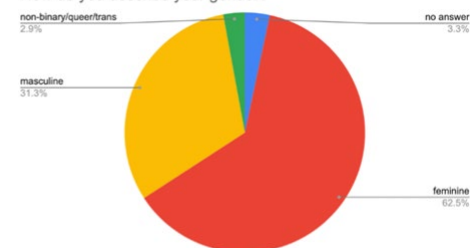
### Race, n=983

747 identify as White  
98 identify as Black  
54 identify as Asian  
4 identify as American Indian  
80 identify as non-White

22% of participants are People of Color  
9% identify as Latinx  
69% of participants are White

### Gender, n=887

How do you describe your gender?





# Prioritization Process

## DATA USED FOR PRIORITIZATION SCORING

*Who:* City & County staff working group developed a data-driven method aligned with Durham's goals

*What:* Scored the network using 14 criteria (safety, equity, connectivity, traffic, destinations)

*How:* Combined data analysis, staff expertise, and community input

Started with 150 candidate projects → refined to 25 corridors, 25 intersections, 25 micro-gaps

*County Role:* Used scoring, local knowledge, and community feedback to set priorities

POPULATION  
DENSITY

PARK  
PROXIMITY

HIGH INJURY  
NETWORK

EQUITY

EMPLOYMENT  
DENSITY

BUS STOP  
PROXIMITY

TRAFFIC  
VOLUMES

NETWORK  
CONNECTIVITY

FOOD RETAIL  
PROXIMITY

UNIVERSITIES/  
COLLEGES  
PROXIMITY

TRAFFIC  
SPEEDS

BIKE/PED CRASH  
LOCATIONS

NEIGHBORHOOD  
CENTERS/  
COMMERCIAL  
PROXIMITY

K-12 SCHOOL  
PROXIMITY





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#### Policy Recommendations

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## Appendices

- A. Comprehensive Network Maps
- B. Public Engagement
- C. Prioritization Process
- D. Planning Level Cost Estimates

# 1

## Introduction and Process

This chapter provides an overview of this plan and process, introducing the key building blocks for this plan.

### IN THIS CHAPTER

- What Is in this Plan?
- Existing Network
- What Informs the Plan?
- Planning Process Timeline
- Building on Previous Plans and Outreach
- 2026 Bike+Walk Plan Engagement



# 3

## Implementation Recommendations for Select Priority Corridors and Intersections

This section features 25 priority corridor project sheets and 25 intersection project sheets (these projects are Introduced in Chapter 2). These sheets provide an overview of the project concept and considerations for feasibility, design, and eventually construction. Planning level cost estimates are also provided for these projects.

### IN THIS CHAPTER

Priority Corridor Project Sheets

Priority Intersection Project Sheets

*Note: Maps and spatial information in this section are intended only for reference, conceptual planning, and informational purposes. They should not be used to establish boundaries, property lines, location of objects, or to provide any other information typically needed for final design, construction, or any other purpose when engineered plans are required.*

*Note: Vehicle per day and 85th percentile speed data in this section references 2023-2024 Streetlight data*

# Project Sheets for 25 Corridors & 25 Intersections

### R Kelly Bryant Bridge Trail to the Durham Rail Trail

**From** Drexelbury St Park and the future R98B Trail  
**Length:** Sidewalk - 0.4 miles, Greenway - 0.2 miles

**To** Future Durham Rail Trail & Durham-to-Roxboro Rail Trail

**WHY IT'S A PRIORITY:** This trail connector will complete the gap between the future R Kelly Bryant Bridge Trail and the future Durham Rail Trail. It will also connect to the beginning of the future Durham-to-Roxboro Rail Trail. Furthermore, this project will link multiple neighborhoods and enhance connectivity to bus stops, a grocery store, and other businesses along Avondale Dr. Drexelbury St Park serves as the southern terminus of this project.

**Description:** Sidewalk along Avondale Dr. greenway from Geer St to Drew St, sidewalk along Drew St

**Connections and Destinations:** Future Durham Rail Trail, future R Kelly Bryant Bridge Trail, future Durham-to-Roxboro Rail Trail, Drexelbury St Park, bus stops along Avondale Dr, multiple neighborhoods, trail to Drexelbury St Park

**Safety Statistics:**

- High Injury Network: Avondale Dr, Geer St, and Drew St are all corridors.
- Est. traffic volume (vehicles per day): 8,000-10,000 (Avondale Dr south of E Main St and on Geer St).
- Est. traffic speed (85th Percentile): 30-35 mph (Avondale Dr).

**ROW Considerations:**

- Right-of-way for the Durham Rail Trail connector, Drew St to Trinity Ave.
- Right-of-way for Drexelbury St Park (upper street) 100' (Avondale Dr).
- Street width: 30'-40' (Avondale Dr).
- Railroad ROW: yes at Drew St.
- Parade ROW: yes at Drew St.
- Adjacent parcels: 8 commercial parcels on Avondale Dr (several residential parcels on Geer St).

**Planning Level Cost Estimate:**

\$100 (based on 2023-2024 Streetlight data)

**Public comment on the proposed connector:**

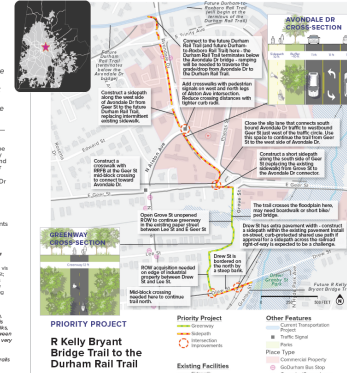
"The intersection of Drew St and Avondale Dr is a very busy intersection. Any project that connects the sidewalk and the connector here the sidewalk is very much needed."

**Other Features:**

- Trail Segment
- Intersection
- Other Features

**Existing Facilities:**

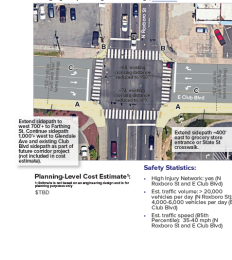
- Sidewalk



### E Club Blvd/N Roxboro St Intersection

**WHY IT'S A PRIORITY:** This intersection connects bus stops, grocery stores, businesses, and an extensive neighborhood street network. N Roxboro St carries high traffic volumes, and there are limited opportunities to cross it as a pedestrian or bicyclist.

For a group map showing existing conditions, click here.



**Project Overview:**

**A:** Construct a sidewalk along the south side of Club Blvd through the intersection, allowing access to the existing E Main St protected bike lanes to the intersection.

**B:** Add bike lanes to E Main St, extending southward from the intersection (bike lanes can be added by narrowing the existing motor vehicle lanes add protective curbs limited space, curbs will be narrow) (bike lanes to be added by narrowing the existing motor vehicle lanes add protective curbs limited space, curbs will be narrow) (bike lanes to be added by narrowing the existing motor vehicle lanes add protective curbs limited space, curbs will be narrow).

**C:** Construct a sidewalk along the north side of Club Blvd, extending northward from the intersection (sidewalk can be added by narrowing the existing motor vehicle lanes add protective curbs limited space, curbs will be narrow) (sidewalk can be added by narrowing the existing motor vehicle lanes add protective curbs limited space, curbs will be narrow).

**D:** Add bike lanes to E Main St, extending northward from the intersection (bike lanes can be added by narrowing the existing motor vehicle lanes add protective curbs limited space, curbs will be narrow) (bike lanes to be added by narrowing the existing motor vehicle lanes add protective curbs limited space, curbs will be narrow).

**Planning Level Cost Estimate:**

\$100 (based on 2023-2024 Streetlight data)

**Public comment on the proposed connector:**

"The intersection of Club Blvd and N Roxboro St is a very busy intersection. Any project that connects the sidewalk and the connector here the sidewalk is very much needed."

**Other Features:**

- Trail Segment
- Intersection
- Other Features

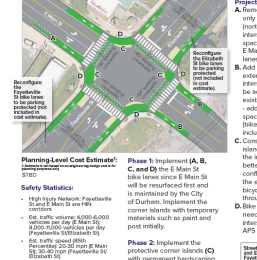
**Existing Facilities:**

- Sidewalk

### E Main St/Fayetteville St/Elizabeth St Intersection

**WHY IT'S A PRIORITY:** The area with found at this intersection is an opportunity to create additional protection for bicyclists and pedestrians. This intersection improvement links households and businesses in the Golden Belt neighborhoods with the rest of downtown Durham.

For a group map showing existing conditions, click here.



**Project Overview:**

**A:** Remove the right turn only lane on E Main St northbound leg of the intersection, allowing access to the existing E Main St protected bike lanes to the intersection.

**B:** Add bike lanes to E Main St, extending southward from the intersection (bike lanes can be added by narrowing the existing motor vehicle lanes add protective curbs limited space, curbs will be narrow) (bike lanes to be added by narrowing the existing motor vehicle lanes add protective curbs limited space, curbs will be narrow).

**C:** Construct a sidewalk along the north side of Club Blvd, extending northward from the intersection (sidewalk can be added by narrowing the existing motor vehicle lanes add protective curbs limited space, curbs will be narrow) (sidewalk can be added by narrowing the existing motor vehicle lanes add protective curbs limited space, curbs will be narrow).

**D:** Add bike lanes to E Main St, extending northward from the intersection (bike lanes can be added by narrowing the existing motor vehicle lanes add protective curbs limited space, curbs will be narrow) (bike lanes to be added by narrowing the existing motor vehicle lanes add protective curbs limited space, curbs will be narrow).

**Planning Level Cost Estimate:**

\$100 (based on 2023-2024 Streetlight data)

**Public comment on the proposed connector:**

"The intersection of E Main St and Fayetteville St is a very busy intersection. Any project that connects the sidewalk and the connector here the sidewalk is very much needed."

**Other Features:**

- Trail Segment
- Intersection
- Other Features

**Existing Facilities:**

- Sidewalk

### DURHAM BIKES WALK PLAN 2020 DRAFT

### Dearborn Dr Sidewalk/Sidewalk

**From** Oak Chapel Dr to Bu St  
**Length:** Sidewalk - 0.7 miles

**To** Future Durham Rail Trail & Durham-to-Roxboro Rail Trail

**Description:** Construct a sidewalk along the northeast side of Dearborn Dr, complete the sidewalk along the southwest side of Dearborn Dr, include intersection crossing improvements at Club Blvd, Oak Ave, Drew St, Wakefield Dr, Bu St, east of Bu St, Lakeview Park and School, and Oak Chapel Dr

**Connections and Destinations:** Lakeview School, Lakeview Park, commercial areas, future Durham-to-Roxboro Rail Trail

**Safety Statistics:**

- High Injury Network: yes (Lakeview Park St intersection)
- Est. traffic volume: 6,000-10,000 vehicles
- Est. traffic speed (85th Percentile): 30-35 mph

**ROW Considerations:**

- Right-of-way for the Dearborn Dr sidewalk project will provide essential access to Dearborn Park for all Dearborn residents that depend on the bus to get around Durham. This project will also create safe connections to Lakeview School, Lakeview Park, nearby businesses, and the future rail trail.

**Planning Level Cost Estimate:**

\$100 (based on 2023-2024 Streetlight data)

**Public comment on the proposed connector:**

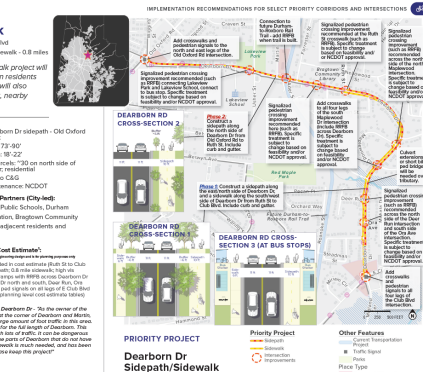
"The intersection of Dearborn Dr and Bu St is a very busy intersection. Any project that connects the sidewalk and the connector here the sidewalk is very much needed."

**Other Features:**

- Trail Segment
- Intersection
- Other Features

**Existing Facilities:**

- Sidewalk



### University Dr/Forest Hills Blvd/Vickers Ave Intersection

**WHY IT'S A PRIORITY:** This intersection facilitates connectivity between multiple neighborhoods, a grocery store, businesses, and bus stops along University Dr. Shephard St and E Forest Hills Blvd are part of an existing bike boulevard and the American Tobacco Trail can be accessed east from E Forest Hills Blvd. Additionally, Forest Hills Park is adjacent to the south.

For a group map showing existing conditions, click here.



**Project Overview:**

**A:** Remove slip lanes on the northeast and southeast corners and install concrete islands to protect bikes and pedestrians crossing the street.

**B:** Construct small concrete corner islands at the northeast and western corners of the intersection, creating shorter pedestrian crossings and shorter turning movements.

**C:** Construct a sidewalk in the northeast corner replacing the closed driveway and create a crosswalk on the northeast corner and east corner of the intersection.

**D:** Reconfigure the existing crosswalk across the Vickers Ave leg of the intersection to be perpendicular with the existing sidewalk, shortening the crossing distance.

**E:** Blue signals with detection needed at bike crossings (add LPI and APS to all pedestrian signals).

**Planning Level Cost Estimate:**

\$100 (based on 2023-2024 Streetlight data)

**Public comment on the proposed connector:**

"The intersection of University Dr and Forest Hills Blvd is a very busy intersection. Any project that connects the sidewalk and the connector here the sidewalk is very much needed."

**Other Features:**

- Trail Segment
- Intersection
- Other Features

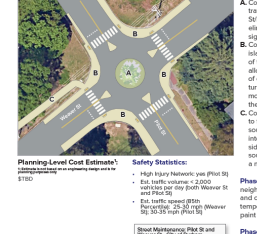
**Existing Facilities:**

- Sidewalk

### Weaver St/Pilot St Intersection

**WHY IT'S A PRIORITY:** This intersection project enhances connectivity to a bus stop, fills a sidewalk gap, and improves crossing safety for all modes of travel. It also facilitates neighborhood connectivity to a grocery store and businesses to the southeast, the American Tobacco Trail to the northeast and southwest, and the future Fork Creek Greenway to the southwest.

For a group map showing existing conditions, click here.



**Project Overview:**

**A:** Construct a neighborhood traffic circle at the Weaver St/Pilot St intersection, eliminating the stop sign at Weaver St.

**B:** Construct concrete corner islands four corners of the intersection to allow for the creation of crosswalks. Minimize turning width to slow turning movements and shorten the pedestrian crossings.

**C:** Construct a sidewalk to fill the gap from the southwest side of the intersection to the existing sidewalk segment to the southwest, also connecting a nearby bus stop.

**D:** Add bike lanes to E Main St, extending northward from the intersection (bike lanes can be added by narrowing the existing motor vehicle lanes add protective curbs limited space, curbs will be narrow) (bike lanes to be added by narrowing the existing motor vehicle lanes add protective curbs limited space, curbs will be narrow).

**Planning Level Cost Estimate:**

\$100 (based on 2023-2024 Streetlight data)

**Public comment on the proposed connector:**

"The intersection of Weaver St and Pilot St is a very busy intersection. Any project that connects the sidewalk and the connector here the sidewalk is very much needed."

**Other Features:**

- Trail Segment
- Intersection
- Other Features

**Existing Facilities:**

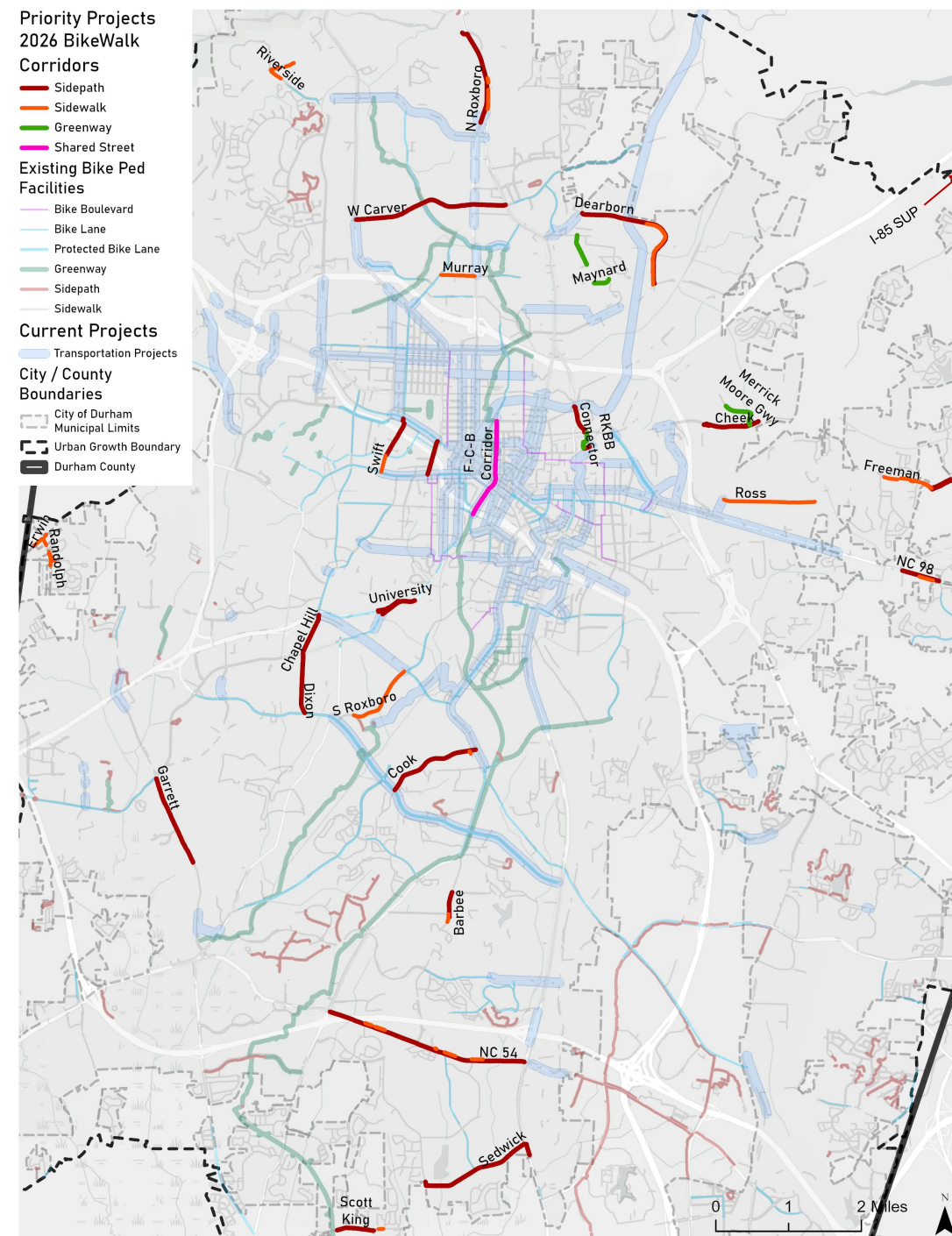
- Sidewalk





# Priority Projects: Corridors (Outside Curb)

- 5 County priority projects (p.49-52)
- Key Themes: proximity to schools, regional greenway connections, access to transit
- Most projects will require City and County collaboration
- Recommended improvements include Greenways, Sidepaths, Sidewalks, and Buffered or Protected Bike Lanes (Comprehensive Network)





# Facility Definitions

- **Bike Boulevard** - These are generally lower traffic volume, lower speed neighborhood roads that allow bicyclists to avoid arterial and collector roadways that have higher traffic volumes and speeds.



- **Shared Street** - Type of urban street design that prioritizes pedestrian activity and placemaking while still allowing limited vehicle access at low speeds. These streets are often found in downtowns or mixed-use districts where retail, dining, and entertainment uses are concentrated.



- **Bike Lane** - Standard bike lanes or buffered bike lanes without vertical protection



- **Protected Bike Lane\* or Sidepath** - High traffic volume, higher speed roadways that require some type of protected facility that separates bicyclists and pedestrians from motorist traffic (exact facility type is generally decided in the design phase).

\*Note: There are a variety of protected bike lane types such as on-street with curb, above curb, two-way cycle track, and parking protected bike lanes. See the following page for examples.



- **Off-street Shared-Use Path or Greenway** - Shared-use paths in independent rights-of-way (away from roadway corridors)



- **Buffered Bike Lane or Protected Bike Lane (County)** - This category is reserved for recommendations in the County outside the Urban Growth Boundary. Like every county in North Carolina, both NCDOT and Durham County do not have the capacity and funding to maintain sidewalks and sidepaths in NCDOT rights-of-way beyond the Urban Growth Boundary. Durham County will prioritize the construction and maintenance of greenways that connect parks, schools, and neighborhoods in Durham County.



- **Paper Streets and Paper Alleys** - Paper streets and alleys are rights-of-way dedicated to a city but never built or accepted by the city. Many paper streets and alleys offer opportunities to make many of Durham's established neighborhoods more walkable.





## Erwin Rd/Randolph Rd Sidewalk Gaps

**(Erwin Rd) From:** Kerley Rd **To:** Mt Sinai Rd

**Length:** Sidewalk gaps - 760 feet (95% of the project is outside the City of Durham boundary)

**(Randolph Rd) From:** Erwin Rd **To:** Kilgo Dr

**Length:** Sidewalk gaps - 1,860 feet (50% of the project is outside the City of Durham boundary)

**WHY IT'S A PRIORITY:** This project would fill key sidewalk gaps linking adjacent neighborhoods (including approximately 54 elementary school students) to Forest View Elementary School, and fix a lingering existing sidewalk maintenance issue. Additionally, this project highlights implementation challenges due to current maintenance policy (see pages 69-75 for further detail).

### Description:

Fill sidewalk gaps along Erwin Rd and Randolph Rd, include intersection crossing improvements at Randolph Rd/Erwin Rd and Mt Sinai Rd/Lochnora Pkwy/Erwin Rd

### Connections and Destinations:

Forest View Elementary School, adjacent neighborhoods

### Safety Statistics:

- High Injury Network: No
- Est. traffic volume: 6,000-10,000 vehicles per day (Erwin Rd); 2,000-4,000 vehicles per day (Randolph Rd)
- Est. traffic speed (85th Percentile): > 40 mph (Erwin Rd); 25-40 mph (Randolph Rd)

### ROW Considerations:

Erwin Rd sidewalk - Kerley Rd to school sidewalk

- » ROW width: 75'
- » Street width: 20'-30'
- » Parcels: 6 on the north side
- » Land use: residential, school
- » Curb: no, drainage ditches (curb along section east of Randolph Rd intersection)
- » Street maintenance: NCDOT

Randolph Rd sidewalk - Erwin Rd to Kilgo Dr

- » ROW width: 58'-70'
- » Street width: 18'-32'
- » Parcels: 6 on the east side; 5 on the west side
- » Land use: residential

- » Curb: some curb found near intersections, otherwise ditches
- » Street maintenance: NCDOT

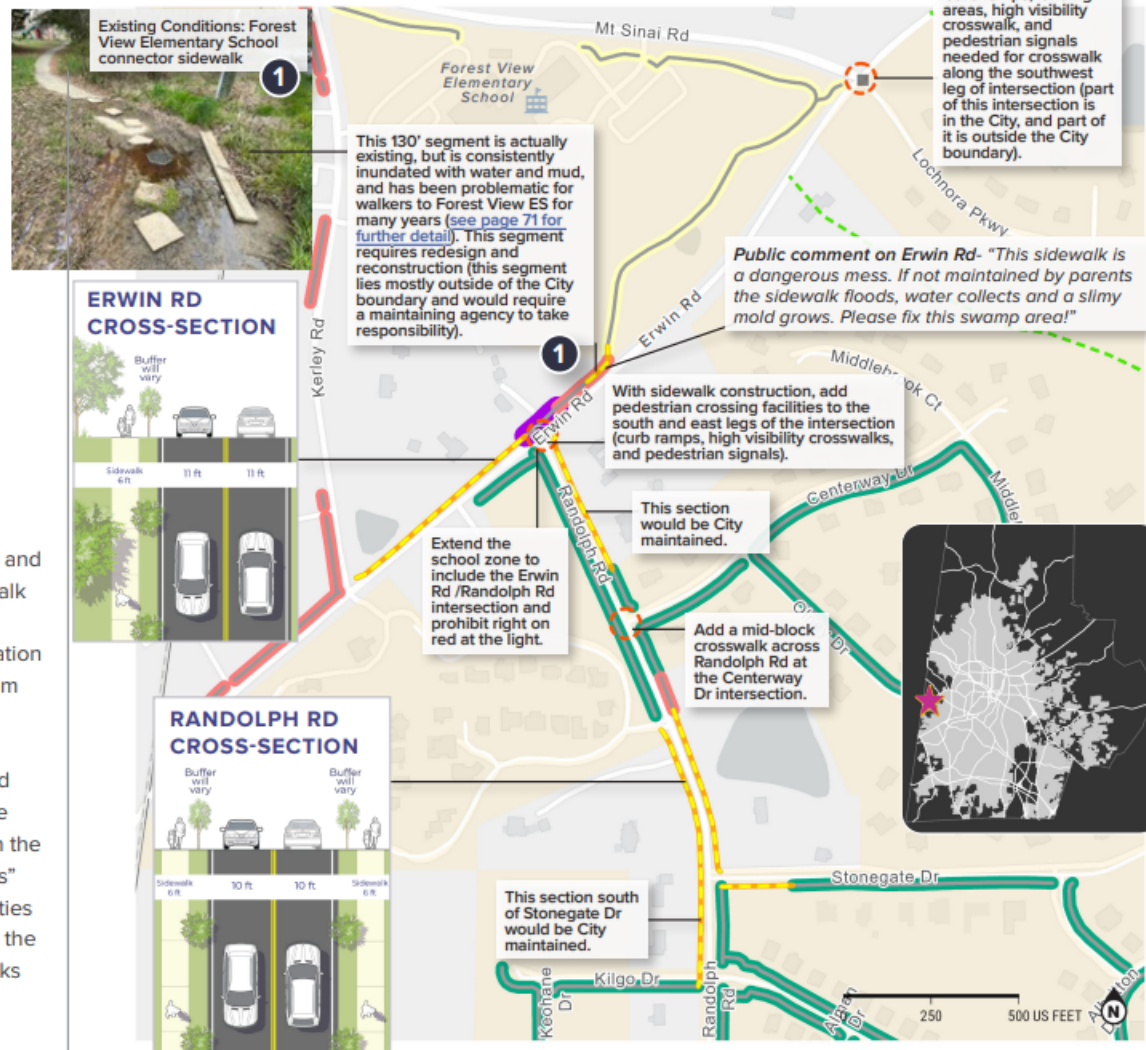
### Implementation Partners (County-led):

95% of the 760' Erwin Rd proposed sidewalk is outside the City of Durham municipal boundary, and 50% of the 1,860' Randolph Rd proposed sidewalk is also outside the City of Durham boundary (all within the Urban Growth Boundary). Implementation partners include City of Durham, NCDOT, Durham Public Schools, and adjacent residents. For the segments outside of the City of Durham boundary, maintenance responsibilities will need to be established before these segments can be constructed. Several of the existing sidewalks in the area ("1,700") are considered "Orphan Sidewalks" that do not have clear maintenance responsibilities identified. See pages 69-75 for further detail on the challenges for building and maintaining sidewalks outside municipal boundaries.

### Planning-Level Cost Estimate<sup>1</sup>:

<sup>1</sup>: Estimate is not based on an engineering design and is for planning purposes only

\$TBD: Included in cost estimate - 0.5 miles of sidewalk gaps; Erwin Rd/Randolph Rd intersection crosswalks and ped signals along south and east legs; Erwin Rd/Mt Sinai Rd intersection crosswalk and ped signal across southern leg; high vis crosswalk and curb ramps at Centerway Dr (see Appendix D for planning level cost estimate tables)



### PRIORITY PROJECT

## Erwin Rd/Randolph Rd Sidewalk Gaps

### Priority Project

- Sidewalk
- Intersection Improvements

### Existing Facilities

- Sidewalk
- City-maintained Sidewalk
- County-maintained Sidewalk
- Durham Public Schools-maintained Sidewalk
- "Orphan" Sidewalk - no maintaining agency

### Other Features

- Traffic Signal
- City of Durham Boundary
- Public School
- Proposed Mud Creek Trail



# Mineral Springs Rd Sidepath and Freeman Rd Sidewalk Gaps

**(Freeman Rd) From:** Southern High School  
**To:** Mineral Springs Rd

**Length:** Sidewalk gaps - 0.6 miles (18% of the project is outside the City of Durham boundary)

**(Mineral Springs Rd) From:** Freeman Rd  
**To:** Daniel Rd

**Length:** Sidepath - 0.4 miles (100% of the project is outside the City of Durham boundary)

**WHY IT'S A PRIORITY:** Completing these sidewalk gaps and sidepath will provide better connectivity to Southern High School and multiple neighborhoods, improving connectivity for 120 students within two miles of Southern High School (DPS estimate). This would also improve connections to higher ridership bus stops and a future transit improvement project on the corner of Mineral Springs Rd and Freeman Rd.

## Description:

Fill the sidewalk gaps on both sides of Freeman Rd from Southern High School to Mineral Springs Rd; construct a sidepath along Mineral Springs Rd from Freeman Rd to Daniel Rd; four crossing improvements

## Connections and Destinations:

Southern High School, bus stops, multiple neighborhoods

## Safety Statistics:

- High Injury Network: No
- Est. traffic volume: 3,000-5,000 vehicles per day (Freeman Rd); 6,000-8,000 vehicles per day (Mineral Springs Rd)
- Est. traffic speed (85th Percentile): > 40 mph (Freeman Rd and Mineral Springs Rd)

## ROW Considerations:

Freeman Rd sidewalks

- » ROW width: 60'-80'
- » Street width: 20'-40'
- » Parcels: 22
- » Land use: residential, school
- » Curb: no, curb near Southern High School and two intersections
- » Street maintenance: NCDOT

Mineral Springs Rd sidepaths

- » ROW width: 60'

- » Street width: 20'
- » Parcels: 16
- » Land use: residential
- » Curb: no
- » Street maintenance: NCDOT

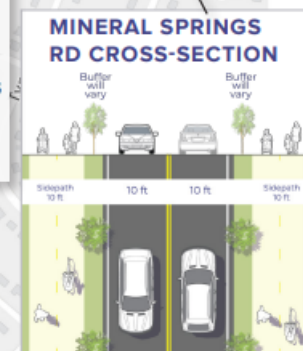
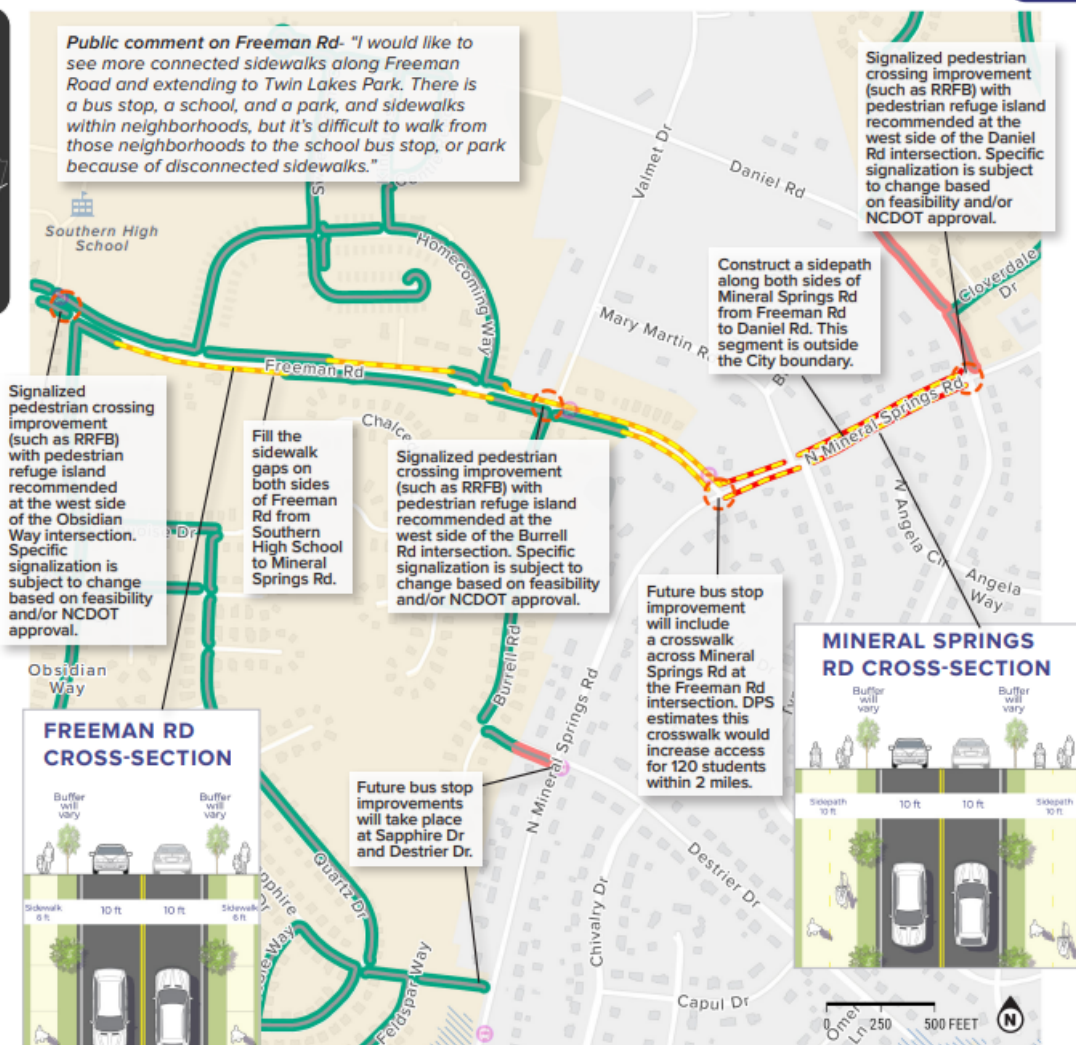
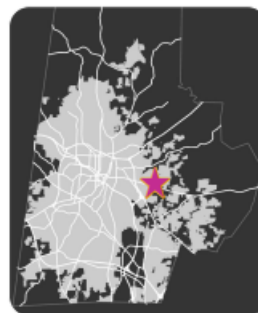
## Implementation Partners (County-led):

18% of the 0.6 mile Freeman Rd proposed sidewalk is outside the City of Durham municipal boundary, and 100% of the 0.4 mile Mineral Springs Rd Rd proposed sidepath is also outside the City of Durham boundary (all within the Urban Growth Boundary). Implementation partners include City of Durham, Durham County, NCDOT, Durham Public Schools, and adjacent residents. For the segments outside of the City of Durham boundary, maintenance responsibilities will need to be established before these segments can be constructed. Several of the existing sidewalks in the area ("950") are considered "Orphan Sidewalks" that do not have clear maintenance responsibilities identified. [See pages 69-75](#) for further detail on the challenges for building and maintaining sidewalks outside municipal boundaries.

## Planning-Level Cost Estimate<sup>1</sup>:

<sup>1</sup>: Estimate is not based on an engineering design and is for planning purposes only

\$TBD: Included in cost estimate - 0.6 miles of sidewalk gaps on Freeman Rd; 0.4 miles of sidepath on Mineral Springs Rd 3 crosswalks with RRFB (not including crosswalk at Freeman/Mineral Springs that is already funded) (see Appendix D for planning level cost estimate tables)



## PRIORITY PROJECT

# Mineral Springs Rd Sidepath and Freeman Rd Sidewalk Gaps

## Priority Project

- Sidepath
- Sidewalk
- Intersection Improvements

## Existing Facilities

- Sidewalk
- City-maintained Sidewalk
- "Orphan" Sidewalk - no maintaining agency

## Other Features

- City of Durham Boundary
- GoDurham Bus Stop
- Public School





## NC 98 Oak Grove Sidpath and Sidewalk

**From:** Mineral Springs Rd **To:** Oak Grove Pkwy/Nichols Farm Dr

**(Phase 1) Length:** Sidpath (north side) - 0.4 miles; sidewalk gap (south side) - ~850 feet (100% of the project is outside the City of Durham boundary)

**WHY IT'S A PRIORITY:** Oak Grove Elementary School, the Oak Crossings shopping center, the East Regional Library, bus stops along Mineral Springs Rd, and adjacent neighborhoods are disconnected. With high traffic volumes and speeds along the NC 98 corridor, sidpath/sidewalk design should include as much buffer space as possible between the path and road. DPS estimates this project would improve connectivity for 82 elementary school students and 58 middle school students. Additionally, this project highlights implementation challenges due to current maintenance policy (see pages 69-75 for further detail).

### Description:

**Phase 1:** Construct a sidpath on the north side of NC 98/Wake Forest Hwy from Mineral Springs Rd to Oak Grove Pkwy; fill the sidewalk gap along the south side; **Phases 2-5:** Complete sidpaths on both sides of NC 98 from Lynn Rd to Woodlawn Dr.

### Connections and Destinations:

Oak Grove Elementary School, East Regional Library, Oak Crossings shopping center, bus stops along Mineral Springs Rd, and adjacent neighborhoods

### Safety Statistics:

- High Injury Network: Yes (NC 98 corridor and NC 98/Mineral Springs Rd intersection)
- Est. traffic volume: 14,000-16,000 vehicles per day
- Est. traffic speed (85th Percentile): > 40 mph

### ROW Considerations:

NC 98:

- » ROW width: ~60'; ~100' east of Valleydale Dr
- » Street width: 40'-58'
- » Adjacent parcels: ~18 on the north side, residential, 3 commercial; ~6 on south side, residential
- » Drainage: existing curb and gutter
- » Street maintenance: NCDOT

### Implementation Partners (County-led):

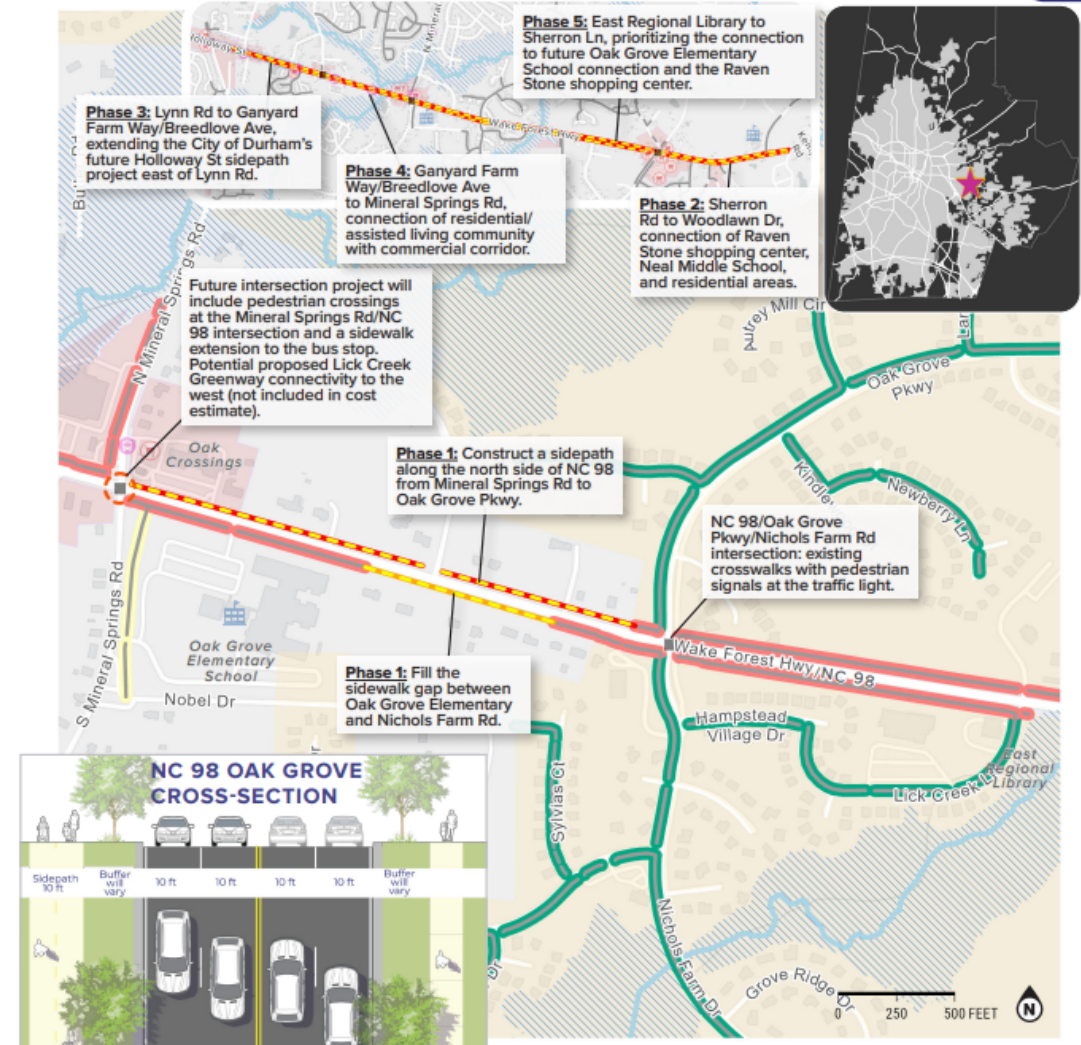
100% of the 0.4 mile proposed sidpath and 850' sidewalk segment is outside the City of Durham municipal boundary (all within the Urban Growth Boundary). Implementation partners include City of Durham, NCDOT, Durham Public Schools, and adjacent residents. For the segments outside of the City of Durham boundary, maintenance responsibilities will need to be established before these segments can be constructed. Several of the existing sidewalks in the area (~1 mile) are considered "Orphan Sidewalks" that do not have clear maintenance responsibilities identified. See pages 69-75 for further detail on the challenges for building and maintaining sidewalks outside municipal boundaries.

### Planning-Level Cost Estimate<sup>1</sup>:

<sup>1</sup> Estimate is not based on an engineering design and is for planning purposes only

\$TBD: Included in cost estimate - 0.4 mile sidpath on north side; ~850' sidewalk on south side (Mineral Springs Rd intersection not included, project is already in development) (see Appendix D for planning level cost estimate tables)

**Public comment on NC 98 - "Hwy 98 between Oak Grove Elementary and Nichols Farm Road, sidewalk is incomplete and doesn't allow families in our neighborhood to walk to school."**



### PRIORITY PROJECT

## NC 98 Oak Grove Sidpath and Sidewalk

### Priority Project

- Sidpath
- Sidewalk
- Intersection Improvements

### Existing Facilities

- Sidewalk
- City-maintained Sidewalk
- Durham Public Schools-maintained Sidewalk
- "Orphan" Sidewalk - no maintaining agency

### Other Features

- Traffic Signal
- City of Durham Boundary
- Place Type
  - Commercial Property
  - GoDurham Bus Stop
  - Groceries/Convenience Store/Pharmacy
  - Public School

## Scott King Rd Sidepath

**From:** American Tobacco Trail **To:** Lyons Farm Elementary School

**Length:** Sidepath - 0.4 miles (75% of the sidepath is outside the City of Durham boundary); 300' sidewalk (100% of the sidewalk is outside the City of Durham boundary)

**WHY IT'S A PRIORITY:** *This project links Lyons Farm Elementary School and multiple neighborhoods (including approximately 192 elementary school students) with the American Tobacco Trail and CM Herndon Park.*

### Description:

Construct a sidepath along the south side of Scott King Rd between the American Tobacco Trail and Lyons Farm Elementary School; construct 300 feet of sidewalk along the north side

### Connections and Destinations:

Lyons Farm Elementary School, CM Herndon Park, American Tobacco Trail, multiple neighborhoods

### Safety Statistics:

- High Injury Network: no
- Est. traffic volume: 2,000-3,000 vehicles per day
- Est. traffic speed (85th Percentile): > 40 mph

### ROW Considerations:

- Scott King Rd sidepath - Lyons Farm Elementary to ATT
  - » ROW width: 60'-85'
  - » Street width: 20'
  - » Parcels: 6
  - » Land use: residential, school
  - » Curb: no
  - » Street maintenance: NCDOT

### Implementation Partners (County-led):

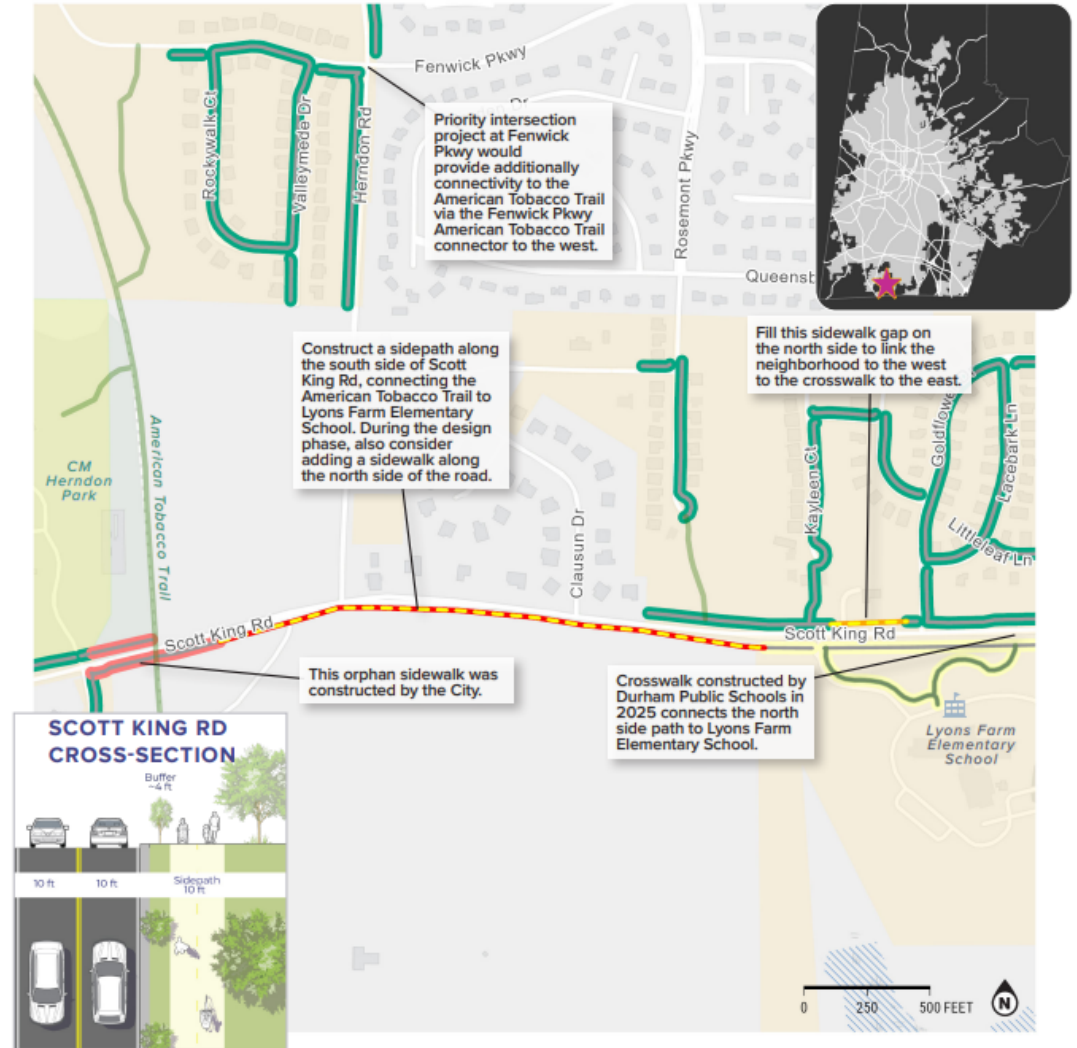
This project is partially within the City of Durham municipal boundary, and partially within unincorporated Durham County (all within the Urban Growth Boundary). Implementation partners include City of Durham, NCDOT, Durham Public Schools, and adjacent residents. For the segments outside of the City of Durham boundary, maintenance responsibilities will need to be established before these segments can be constructed. Several of the existing sidewalks in the area ("1,000") are considered "Orphan Sidewalks" that do not have clear maintenance responsibilities identified. [See pages 69-75](#) for further detail on the challenges for building and maintaining sidewalks outside municipal boundaries.

### Planning-Level Cost Estimate<sup>1</sup>:

<sup>1</sup> Estimate is not based on an engineering design and is for planning purposes only

\$TBD: Included in cost estimate - 0.4 mile sidepath; 300' sidewalk (see Appendix D for planning level cost estimate tables)

**Public comment on Scott King Rd** - "Yes! Connect schools to the ATT! Look at the success of Southwest Elementary. If you build it, people will bike and walk."



### PRIORITY PROJECT

## Scott King Rd Sidepath

### Priority Project

- Sidepath
- Sidewalk

### Existing Facilities

- Sidewalk
- Greenway or Shared Use Path
- City-maintained Sidewalk
- Durham Public Schools-maintained Sidewalk
- "Orphan" Sidewalk - no maintaining agency

### Other Features

- City of Durham Boundary
- Parks
- Public School





## I-85 Bridge Over Falls Lake Shared Use Path

**(I-85) From:** E Geer St **To:** I-85 service road **(E Geer St/Redwood Rd) From:** I-85 **To:** Redwood Campsite

**Length:** Sidepath - 1.3 miles

**Length:** Sidepath - 1.7 miles

**WHY IT'S A PRIORITY:** Constructing a shared use path across Falls Lake along the I-85 corridor would link the developing Great Trails State network of Durham County to Granville County, and provide expanded access to Falls Lake, the Mountains-to-Sea Trail, the future Panther Creek Greenway, and the Redwood Campsite.

### Description:

Shared use path along Redwood Rd, E Geer St, and the I-85 corridor across Falls Lake to the I-85 service road in Granville County

### Connections and Destinations:

The Great Trails State Network, Durham County/ Granville County, the Mountains-to-Sea Trail, the future Panther Creek Greenway, Redwood Campsite, Falls Lake

### Safety Statistics:

- High Injury Network: No
- Est. traffic volume: < 1,000 (E Geer St); < 2,000 (Redwood Rd)
- Est. traffic speed (85th Percentile): 25-30 mph (E Geer St); > 40 mph (Redwood Rd)

### ROW Considerations:

I-85

- ROW width: 260'
- Street width: 110'
- Parcels: 1 (US Army Corps of Engineers)
- Land use: interstate, lake front
- Street maintenance: NCDOT

E Geer St - Redwood Rd to I-85

- ROW width: 60'-70'
- Street width: 20'
- Parcels: 12 on the east side; 6 on the west side
- Land use: residential, aeropark
- Curb: none
- Street maintenance: NCDOT

Redwood Rd - E Geer St to Redwood Campsite

- ROW width: 60'
- Street width: 18'-20'
- Parcels: 14 on the north side; 32 on the west side
- Land use: residential
- Curb: none
- Street maintenance: NCDOT

### Implementation Partners (County-led):

Granville County NCDOT, adjacent residences and businesses, US Army Corps of Engineers, Friends of the Mountains to Sea Trail, NCParks; this project is 100% outside municipal limits.

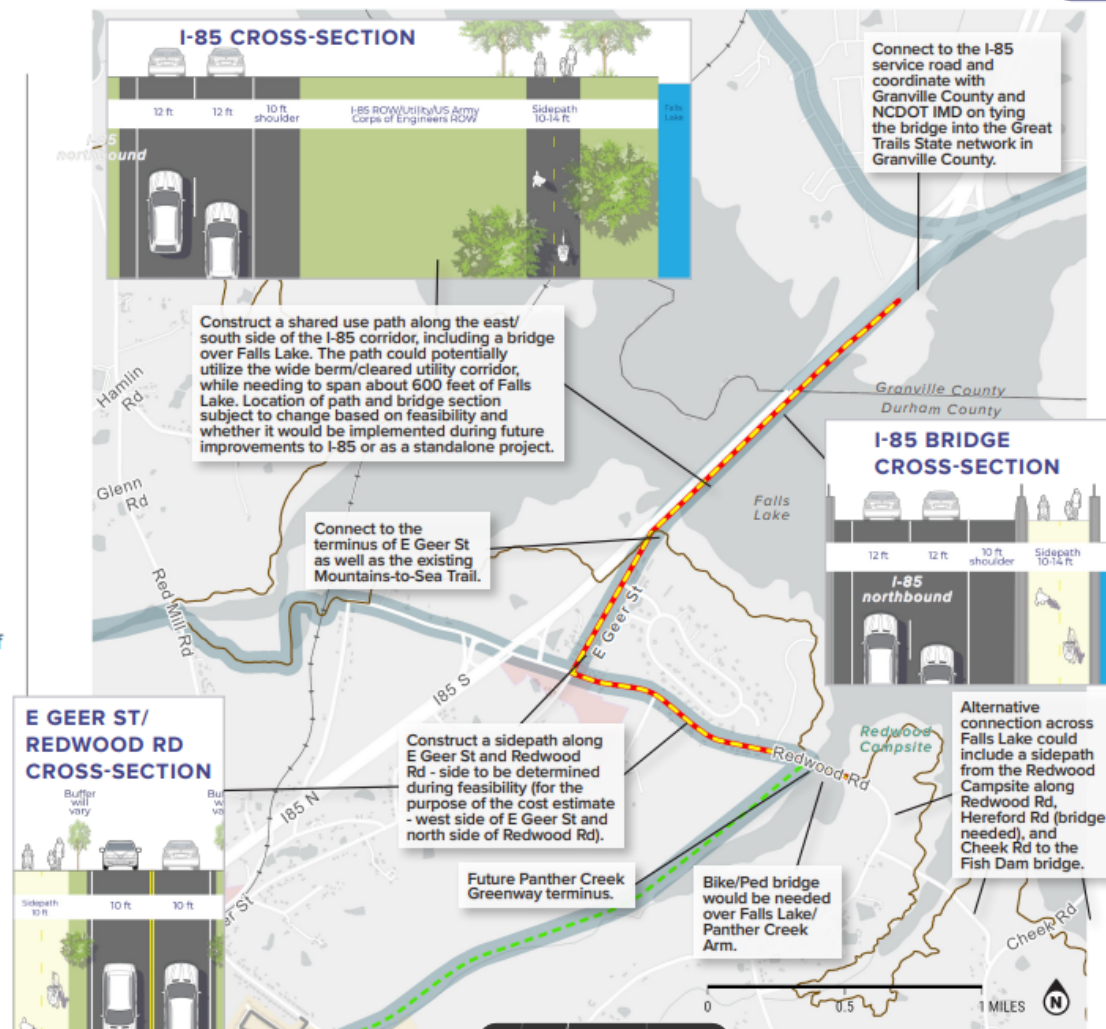
### Example project:

In South Carolina, SCDOT is currently replacing an I-95 bridge over Lake Marion. This project is planned to include a shared use path along the new structure, allowing bicyclists and pedestrians to cross the expansive lake crossing, linking Orangeburg County and Clarendon County. - <https://www.scdot.org/business/I-95-LakeMarion.html>.

### Planning-Level Cost Estimate<sup>1</sup>:

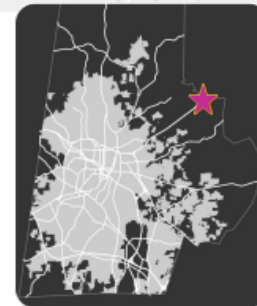
<sup>1</sup>: Estimate is not based on an engineering design and is for planning purposes only

\$TBD: Included in cost estimate - 1.3 mile sidepath including 600' span over Falls Lake and ~100 span over Falls Lake arm along Redwood Rd (see Appendix D for planning level cost estimate tables)



### PRIORITY PROJECT

## I-85 Bridge Over Falls Lake Shared Use Path



### Priority Project

Sidepath

### Existing Facilities

Sidewalk  
Mountains-to-Sea Trail

### Other Features

Proposed Panther Creek Trail



# 4

## Policy Recommendations

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This plan's policy recommendations are grouped into three main themes, representing key issues that the City and/or County are actively working to address.

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### IN THIS CHAPTER

- City Sidewalk Delivery Process
- Maintenance of Sidewalks Outside of Municipal Limits
- Durham County Regional Greenways
- Additional Policy/Program Recommendations





# Maintenance of Sidewalks Outside Municipal Limits

Sidewalks are essential for safety, accessibility, and equity.

Responsibilities are fragmented:

- State law: Cities maintain sidewalks inside city limits
- NCDOT: Maintains roads, not sidewalks; requires local maintenance agreements for sidewalks in state right-of-way

UDO requires sidewalks inside the Urban Growth Boundary (UGB) and in strategic locations outside UGB.

About 6 miles of “orphan sidewalks” segments outside municipal limits with no clear maintaining agency.

Lack of maintenance leads to unsafe conditions (e.g., Forest View Sidewalk).



Orphan sidewalks (up to 5.9 miles) = sidewalks outside of municipal limits with ambiguous or unclear maintaining agency:

■ Sidewalks outside of City of Durham limits with an NCDOT-City Maintenance Agreement. \*City confirming maintenance responsibility = 1.4 miles

■ Sidewalks outside of the City of Durham Limits but known to have been built by the City = 0.09 miles

■ Sidewalks immediately adjacent to annexed areas = 1.9 miles. \*Land surveys may be needed to confirm location within or outside of the City. Annexation of the right-of-way may address maintenance ambiguity

■ Sidewalks outside the City, not immediately adjacent to annexed areas = 2.4 miles

## SIDEWALKS OUTSIDE OF MUNICIPAL LIMITS

Sidewalks within municipal limits with a clear maintaining agency (732 miles):

— City of Durham = 719 miles (sidewalks within Durham City Limits)

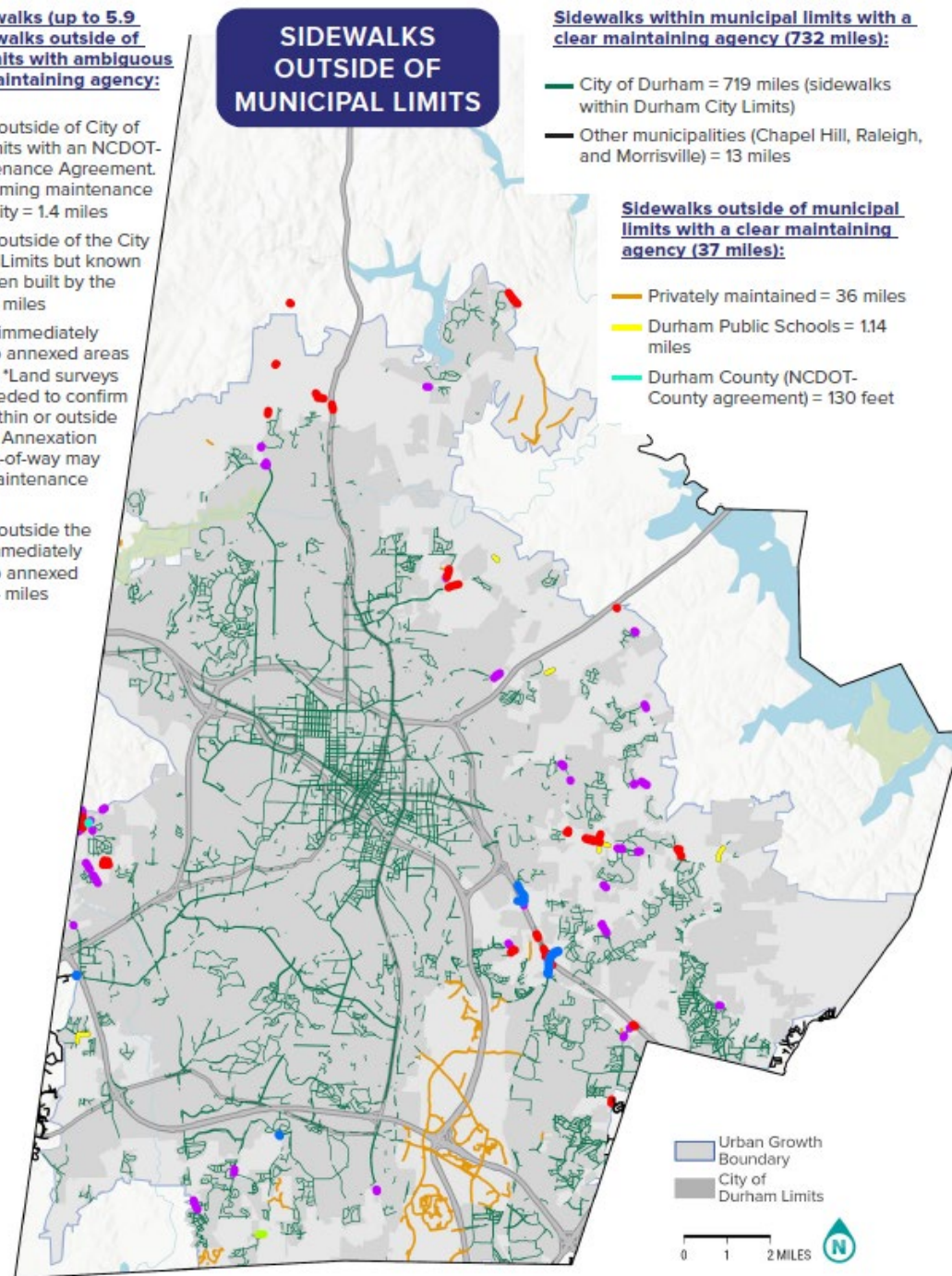
— Other municipalities (Chapel Hill, Raleigh, and Morrisville) = 13 miles

Sidewalks outside of municipal limits with a clear maintaining agency (37 miles):

— Privately maintained = 36 miles

— Durham Public Schools = 1.14 miles

— Durham County (NCDOT-County agreement) = 130 feet





# Durham County Proposed Approach to Sidewalk Maintenance and Development

Option	Key Actions	Benefits / Challenges
<b>Partner with City of Durham</b>	<ul style="list-style-type: none"><li>- Countywide sidewalk inventory</li><li>- Assign maintenance responsibility between City and County</li><li>- Use City's ESS program with County contributions</li><li>- Explore UDO Tools: Payment-in-lieu program</li></ul>	<p><b>Benefits:</b> Leverages City prioritization and contracts. Avoids duplication of effort. Ensures equitable &amp; ADA-compliant access across Durham</p> <p><b>Challenge:</b> Not consistent with current City maintenance policy</p>
<b>County-Only Program</b>	<ul style="list-style-type: none"><li>- Develop independent maintenance program for County-required sidewalks</li><li>- Explore UDO Tools: Public access easements &amp; Payment-in-lieu program</li></ul>	<p><b>Benefits:</b> Ensures all sidewalks created by County policy are maintained</p> <p><b>Challenge:</b> Leaves other orphan sidewalks (developed due to City actions) unmaintained</p>
<b>Policy Change (If Partnership and County Program Not Feasible)</b>	<ul style="list-style-type: none"><li>- Modify UDO requirement to reduce/eliminate construction of orphan sidewalks</li><li>- Stop requesting NCDOT-built sidewalks</li><li>- Do not pursue recommended projects</li><li>- Explore UDO Tools: Public access easements</li></ul>	<p><b>Benefits:</b> Minimizes cost to Durham County</p> <p><b>Challenges:</b> Not consistent with the Comprehensive Plan or Durham County Strategic Plan. Will result in sidewalk network gaps.</p>

*\*Recommendations are currently under legal review*





# Durham County Regional Greenways

## NC County Trends:

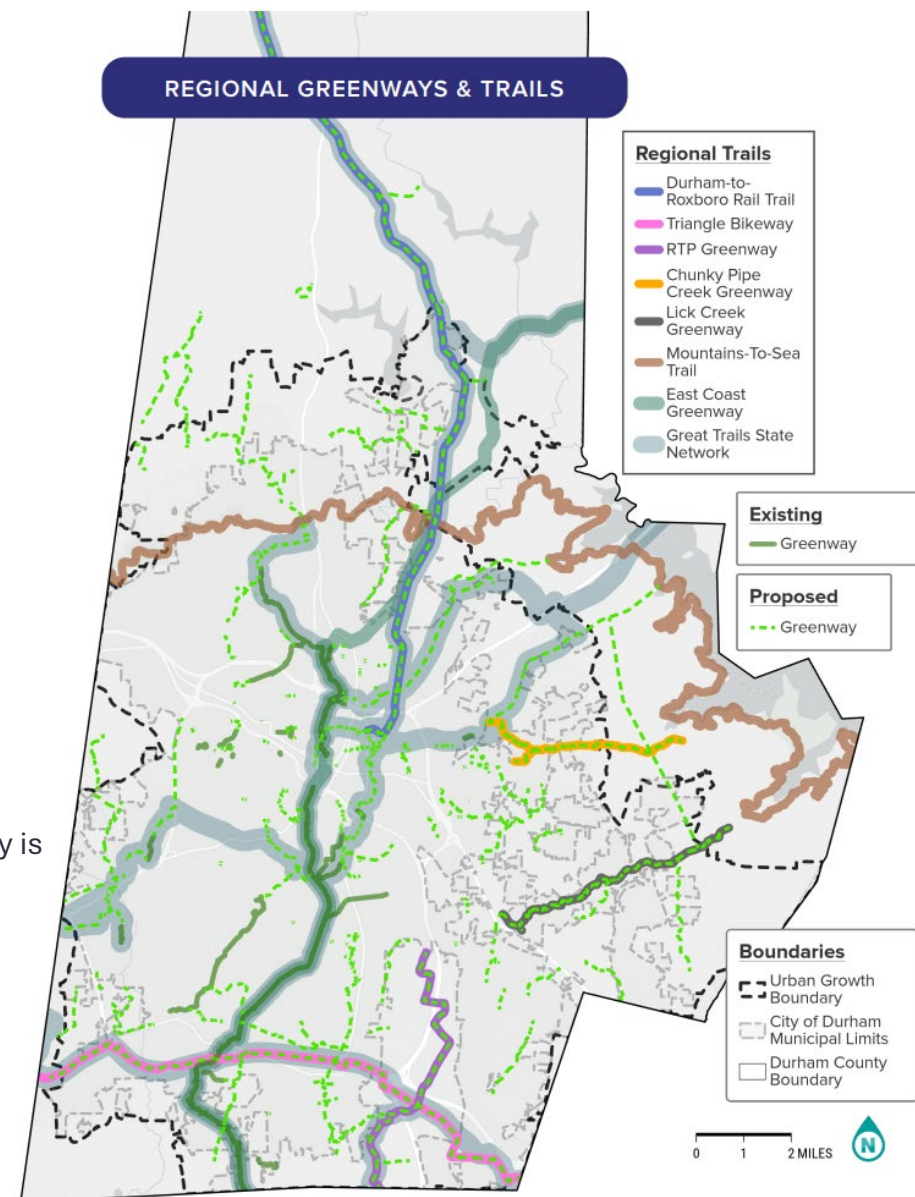
- Counties lead comprehensive planning & coordination, not maintenance
- Diverse funding strategy: local CIP, bonds, grants, and partnerships
- Clear, defined roles optimize resources and effort

## Wake County Model:

- Funding includes local budgets, bonds (\$120M in 2018), state/federal grants
- Competitive RFP for regional connections
- Maintenance handled by municipalities; County avoids long-term obligations

## Durham County Recommendations:

- ✓ Plan: Adopt countywide greenway plan and ID funding with public input (The County is recommending the extension of Chunky Pipe Creek and Lick Creek Greenways into the County)
- ☐ Coordinate: Formalize agreements with municipalities
- ☐ Fund, Design & Build: Phase projects by input, impact, and feasibility
- ☐ Maintain & Steward: Joint program with City; promote volunteer stewardship





# Next Steps

- **January 26<sup>th</sup> - February 9<sup>th</sup>:** Draft Plan open public comment period:
  - PDF of draft Bike+Walk Plan on EngageDurham.com posted for input
  - Public & stakeholder outreach meetings
- **February 9<sup>th</sup> – end of February:** Final plan edits, Alta completes cost estimate for top 25 corridors, 25 intersections, and 25 micro-gaps
- **Spring 2026:** Adoption of 2026 Bike+Walk Plan





# Phase 3 Engagement

January 26 – February 9

## Draft Plan Document

The planning team is seeking input on the draft plan with 75 priority projects, along with key policy sections including a County greenway and sidewalk maintenance section and a City sidewalk delivery process section. The draft Bike + Walk Plan is available on the project website

(url - <https://engagedurham.com/221/Durham-BikeWalk-Plan-Update> or see QR code to the right).



*Thank you!*