

Name of Group: Transportation

Meeting Date: November 16, 2021

Meeting Time: 6:30PM

Meeting Location: Zoom

Members Present: Brooke Ganser, Bill Judge, Ellen Beckmann, Katie Sukalski, Debra Haynes, Ed Rizzuto, Austin Amandolia, Erik Landfried, George A Long Sr, Constance Wright, David Bradway, and Dan Jewell (members absent: Alexis John, Kyle Taylor)

Info and Updates from Staff

- Reminder we're working towards making the [Community Goals and Objectives](#) a reality
- Question: Will the draft policy recommendations that staff creates go back to the Policy Working Groups, specifically will the transportation policies go back to this transportation working group?
- Yes, the draft policy recommendations will go back to each of the Policy Working Groups after staff has worked on creating more detailed policy language. This will likely occur in January or February.

Policy Brainstorming Discussion

Discussion Points:

Team reviewed the Community Goals and Objectives together.

- Available funding for the Comprehensive Plan
 - The Comprehensive Plan does not have a direct, dedicated funding source, but it has impacts on funding and policies.
 - The Durham Transit Plan is a funding source for some of our policy ideas.
 - There are a lot of different ways transportation projects are funded. The Durham Transit Plan is one source, but there is also state money and federal money that flows through the Metropolitan Planning Organization processes, and local funding with property taxes. There is a wide variety of ways that projects could get funded. For purposes of this, I would just think broadly for now and we'll later have to figure out how to make it happen.
- Prioritizing Underserved Communities First and Equitable Policies
 - With these policies as they are written, how do we make sure that underserved communities are in these policies? For example, if a community has not had any infrastructure updates for 50 years that they will get priority as far as getting the things they want and need. My concern is around how do we solidify this in the policies and how this happens?
 - We could have a policy that Durham should be addressing both the lack of infrastructure and the harms that have been done to communities in Durham. Those things need to be addressed first or before we're talking about doing other projects. We should focus on prioritizing those communities.
 - Yes, underserved communities need to get first priority in the policies.

- A policy that prioritizes how infrastructure investments will be made that prioritizes underserved communities first.
- The Engagement Ambassador program is in place to work with those communities and has been in place.
- Shifting the Focus from Driving to Other Forms of Travel
 - As growth occurs, the traditional focus has been on road developments, minimum parking requirements. There needs to be an emphasis on non-vehicular transportation modes (like walking, transit, and bicycling). There needs to be more emphasis on non-vehicular transportation with transportation studies that are done, particularly for development projects. If we can figure out how to incentivize putting in public transportation facilities as part of new projects, help pay for future connectivity, and incentivize all folks to choose using transportation, then some of our transportation concerns can be put in motion. Transportation impact should not be solely evaluated based on a roadway capacity, but also on how we improve the overall transportation network. I also think that we should look at incentivizing more investment in public transportation, greenways, and sidewalks by reducing the amount of required parking on projects.
 - At GoTriangle, one of the frustrations we had was that sidewalk improvements for new developments could only be required on the side of the street where the development is occurring. Though for roadway “improvements” which usually meant more lanes, location didn’t seem to matter. It was for the whole roadway, in both directions of the street, not on just one side.
 - Improvements and infrastructure should expand at the same rate. If a neighborhood is created, transit services should be expanded to that area as well.
 - Several members agreed that sidewalks are needed on both sides of the road
 - Policies need to address everyone, not just new development. Most people are being pushed out to the outskirts of the city.
 - Need additional guidance from our attorney. A lot of ideas will need approval and changes to the state legislation.
 - Per previous meetings, we do not want to limit ourselves as to what is currently allowed by the state. We should think about how we can get there and not limit ourselves. Need to keep thinking big
 - Might be able to incentivize instead of mandate.
 - We need to try to avoid the mistakes we have made in the past.
- Americans with Disabilities(ADA) Accessibility and Youth Accessibility
 - We need a policy that constantly encourages looking at modernization. Things like Lyft and Uber should be considered for paratransit.
 - ADA compliance should not be the limitation. Should be encouraged to go beyond ADA.
 - Make the transit system attractive to everyone.
 - Glad to see connectivity as part of this project. Changing a mile walk to a quarter mile walk by adding a road is a huge improvement on connectivity.

- A 5-foot-wide sidewalk along Fayetteville is not adequate. Commercial and high foot traffic areas should have wider sidewalks.
- We should encourage having safeways for kids to walk or bike to school. This activity has a positive impact on concentration and learning. Durham Public Schools has already started working on this as a long term goal.
- Decreasing Parking Standards
 - Decreasing parking standards increases transit use.
 - Will decreasing parking impact the economy? Will it impact restaurants, bars, shops?
 - The current parking standard for downtown is 0.
 - What cities have been studied to show if this works?
 - This is a good follow up question, but the City of Durham has been doing so since 2008.
 - It has also just been naturally happening in most downtown areas due to the cost of land and best use of land property isn't a parking deck.
 - We need to create policies to encourage people not to just drive downtown.
 - The 16th street mall in Denver is a good example of reduced parking and encouraged transit. Street has been redesigned for walkability and a shared bus.
 - Transit policies all need to work together. We don't require downtown parking, but all new downtown buildings still have some parking. This is likely due to financing and other issues such as our transit system stopping at midnight.

Finishing Up

What do folks want to focus on for our next meeting? What can we work on individually before then?

- All group members:
 - Revisit what we've written on the JamBoard. We focused primarily on Board 2, but planning staff also began entering information on the other boards to spur ideas.
 - Review some policy examples of City/County plans from other areas.
 - Specifically, consider examples of how paratransit has been improved in certain areas.
- Tasks for Planning Staff:
 - Share City/County plans that the group can review.
 - Take some of the policy ideas that the group has written and share how these thoughts can be written into policies.

Adopted Group Agreements

- Come to the discussion with an open mind and heart
- Show up and be present in their own commitment/capacity whatever way you are most comfortable (cameras on or off, speaking up or adding things to the chat, everyone is different)
- Be able to see, support and respect one another's point of view, respect and honor our differences, and create an open safe space.
- Understand that we each bring individual experiences and perspectives, don't make assumptions based on the different identities people bring to the space (young people,

elders, people of color, etc.)

- Make space for each person to participate, for self-reflection and collective reflection
 - Step up and step down when needed.
 - Be transparent, share power, and work towards building trust
 - Be bold together and think generationally and creatively
 - Focus on what's possible, what are the opportunities - as opposed to jumping to the risks and what can't be done
 - Respond to and engage with what individuals are saying so they feel heard, write down
 - and consider all ideas, even if they don't all make it into the final plan
 - Respect everyone's time and provide the opportunity, tools, and resources to be successful
 - Provide meeting notes, agendas, and intended outcomes for people to reflect on outside of the meetings.
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- Connection between what residents tell us, what we think will address it, and whether that's feasible - we do not want to let feasibility discourage creativity, but need to be aware of barriers; staff will try to bring information about barriers as we go; next step (instead of thinking about feasibility) can be thinking about the specifics of what to present
- Starting with Minneapolis/not reinventing the wheel - adapting what others have done to what feedback we have received in Durham - looking at their housing and complete neighborhoods goals to see how their policies line up with our plan and goals, while making sure to respond to community feedback informing our goals
- Operationalizing equity commitment, including as part of process; creating metrics to measure and address equity