

# Southwest Durham - Southeast Chapel Hill

## Collector Street Plan

### What is the Purpose of the Plan?

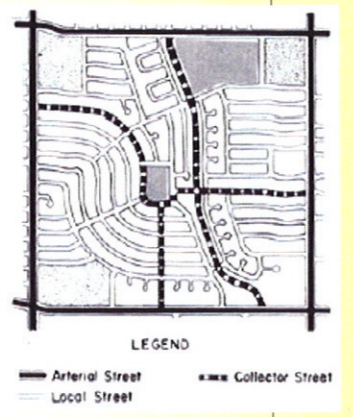
The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) adopted a collector street plan for the southwest area of Durham County and southeast area of Chapel Hill on [date]. Citizens, the development community, and government staff will use the plan to encourage the construction of a collector street network in a variety of land use types and densities.

### What are Collector Streets?

They form the intermediate link between local streets and arterial streets in the roadway network.

### How will the Plan be Used?

- \* The plan will indicate when/where development professionals need to include collector streets in their plans for new developments in this area.
- \* Staff from the City of Durham, Town of Chapel Hill, and North Carolina Department of Transportation, and elected officials and citizens will use the plan to evaluate submitted development plans.



### What are the Benefits of a Planned Collector Street Network?

- ☑ Greater distribution of traffic, reducing overall traffic congestion and the concentration of traffic on major roads for short trips
- ☑ Reduced travel times without faster speeds
- ☑ Improved routes for pedestrians, cyclists, buses, cars, deliveries, and emergency response vehicles
- ☑ Delay or avoidance of widening major arterials beyond four lanes

### Keys to Understanding the Plan

#### Street Location:

- \* The maps do not reflect the precise location of the proposed collector street, only the approximate corridor.
- \* The most important objective is that a connection is made, not that a specific alignment is followed. The proposed collector street network conveys a concept of a street system that works together to provide connectivity.
- \* The precise locations will be designated through the development review process after careful evaluation of existing streets, environmental constraints, and the land use and design of proposed development plans.

#### Construction Schedule

- \* Developers will have the responsibility to finance and construct the collector streets.
- \* Thus, if no development occurs in an area, then no collector streets will be built, even if a collector street is proposed on the map.

#### Plan Designation:

- \* The plan designates the approximate location of collector streets. It does not designate:
  - \* the future alignment for arterial roads such as Southwest Durham Drive
  - \* the design of intersections and interchanges on NC 54 and I-40,
  - \* the alignment for the US 15-501 Transit Corridor.

**Note!** These higher level transportation facilities are designated in the adopted 2030 Long Range Transportation Plan (LRTP) for the DCHC MPO, or through separately focused studies and cannot be addressed by this plan.

### Plan Recommendations:

In addition to designating the future collector street network, the Plan makes several recommendations to be adopted in local ordinances and used in the development review process.

**Traffic Calming** – should be required on collector streets where basic street design might encourage unsafe travel speeds and/or street location might attract relatively high volumes of traffic. This requirement should include existing residential, commercial and collector streets that are to be connected to a new collector street.

**Building Sequencing** – should be considered in the development review process to avoid attracting volumes of traffic onto existing or new streets that exceed the standards and function of that road. If connecting a new collector street to an existing collector street would create a “de facto” arterial road, then the timing of this connection should be coordinated with the implementation of the needed arterial road.

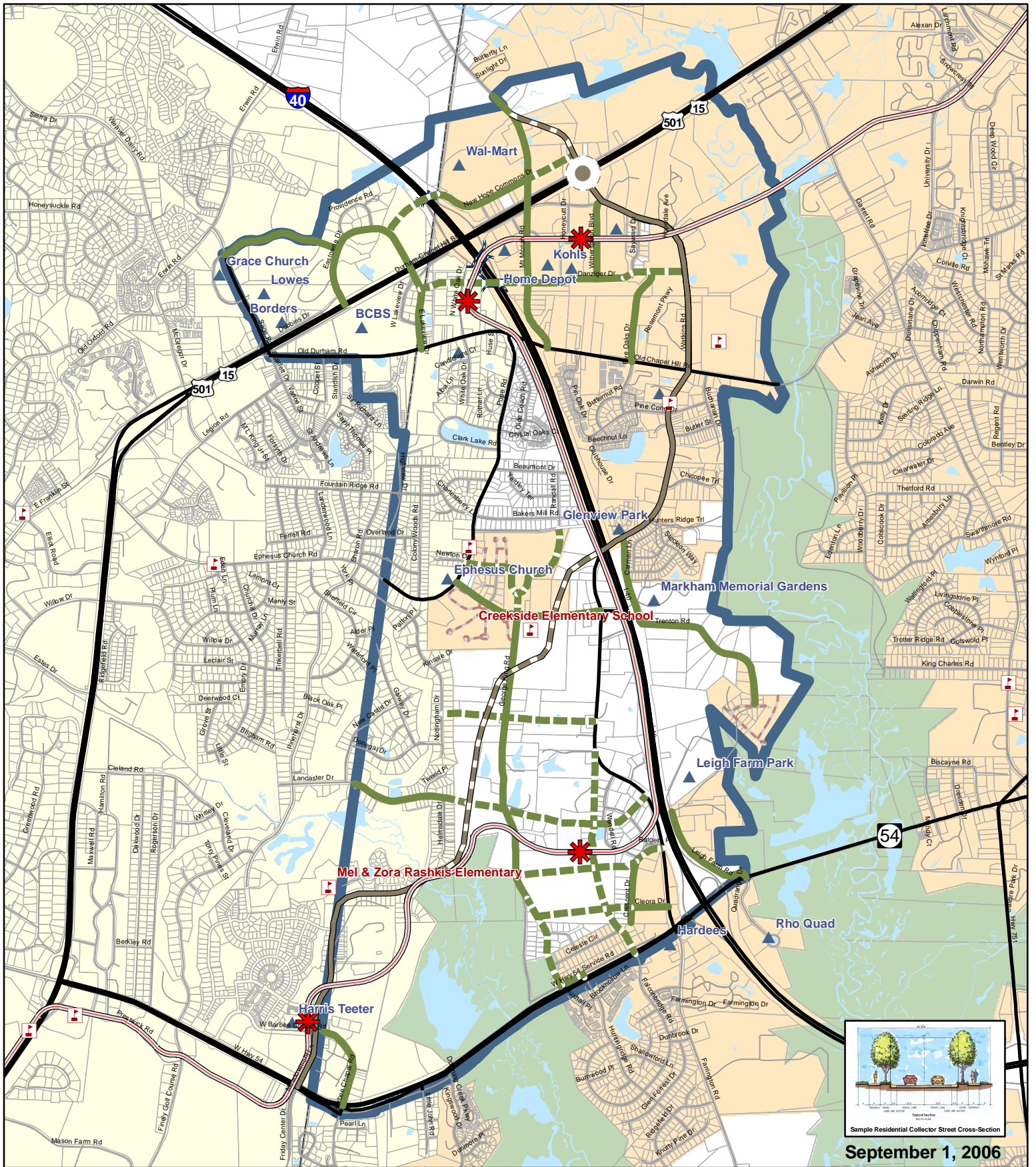
**“Complete Streets”** – design concepts should be implemented to balance mobility, safety and aesthetics for everyone in the corridor. “Complete streets” considerations include travel lane width, pedestrian and bicycle circulation, transit, on-street parking, lighting, trees, street crossings, and median treatments.



#### For More Information, Please Contact...

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## Revised Draft Recommended CSP Network

					<b>Recommended Collector Street**</b>



\* Inclusion in the plan may refer to an upgrade or facility rehabilitation, whether addition of sidewalks, bicycle lanes, or landscaping (not necessarily widening).  
 \*\* The maps are not precise and do not reflect the actual location or alignment of a proposed facility.

