



Amended, January 28, 2019

Please note that policies which have been fully implemented are shown in gray.

# Durham Comprehensive Plan

## Chapter 8 Transportation Element

Durham City-County Planning Department

# The Durham Comprehensive Plan

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# Chapter 8, Transportation Element

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# Transportation Element



*Summary of Issues  
Goal 8.1, Durham's  
Transportation  
System*

The intent of the Transportation Element is to plan for a safe and efficient multi-modal transportation system that offers a choice between public transit, pedestrian and bicycle use, and automobile travel. Durham strives to create seamless connections between different modes of transportation, as well as ensure that transportation serves development appropriately. The Transportation Element establishes objectives and policies to guide how the transportation network grows and accommodates new demands.

## Summary of Issues

- 1. Regional Transportation Coordination**The growing problem of congestion is not unique to Durham; it also affects the Research Triangle Park and all the surrounding communities. Linking the transportation planning work of the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO) with that of the Capital Area MPO (CAMPO) is crucial. Continued regional planning efforts among the MPOs and Regional Planning Organizations (RPOs) will improve decision-making that affects the region.
- 2. Local vs. State Planning Conflicts.** Conflicts can arise between transportation needs at the State and local levels. Transportation planning needs to be balanced between the sometimes competing needs to move vehicular traffic faster and more safely, and reducing traffic speeds to encourage bicycle and pedestrian use. Even more complicated are issues related to roads that are important to intrastate travel, but that are undesirable to local citizens. Recognizing and addressing these issues of State and local conflict are critical if Durham is to effectively manage its future growth and development while meeting its mobility needs.
- 3. Reducing Transportation Demand.** Durham should continue to implement policies that reduce demand for new or expanded vehicular transportation facilities. The Commute Trip Reduction

Program and travel demand management (TDM) strategies are methods to effectively address this issue.

4. **Unmet Transportation Needs.** The need for reliable transportation choices in Durham and in the Triangle Region is growing faster than the community's ability to build new roads, improve existing roadway capacity, provide transit services, and connect bicycle and pedestrian facilities. These deficiencies lead to questions concerning the level of congestion Durham is willing to accept and if Durham's standard for levels of service should be different in different areas of the community (for example, in downtown vs. rural areas).
5. **Collector Streets.** Durham's long-range transportation plans have traditionally dealt with freeways, major thoroughfares and minor thoroughfares. Collector streets, and even local streets, should be formally incorporated into Durham's transportation planning process.
6. **Transit, Bicycling, and Walking Choice.** How Durham plans for and invests in facilities for walking, bicycling, and transit will affect future mobility and accessibility. Policies should be put in place to make biking and walking more viable alternatives to driving. Regional and local transit services should be improved to offer a cost-effective and time competitive choice that captures a larger proportion of trips in Durham.
7. **Transportation and Land Use Planning Integration.** Durham's land use and transportation planning processes need to be properly integrated to maximize efficiency. A challenge of the Durham Comprehensive Plan is to bridge the gap and improve the integration of transportation planning and land use planning.
8. **Connectivity.** Integrating Durham's land use and transportation systems requires focus on connectivity, including connections between neighborhoods and communities while addressing citizen concerns about safety and cut-through traffic.
9. **Transportation Improvements Funding.** Addressing the current transportation deficiencies and providing infrastructure to support new development are daunting challenges for Durham. Federal and State dollars are allocated to projects of statewide importance as well as to those that provide benefits to Durham residents. Impact fees for new development only cover a portion of the real cost of needed transportation infrastructure and cannot be used to alleviate pre-existing deficiencies. Appropriate policies should be put in place to ensure funding from public and private sectors for necessary transportation improvements.
10. **Energy Conservation and Emission Reduction.** Durham should institute policies that ensure an attractive environment that conserves energy and reduces automobile emissions through

regulation and other mechanisms, such as the use of electric and hybrid vehicles. Durham will thus remain at the forefront of sustainability by keeping abreast of new technologies and planning ahead for increased consumer and public sector demand.

11. **Airport Noise.** As the Region's municipalities grow together, they grow toward the edges of RDU International Airport. New development around the airport and expansions of RDU operations and facilities increase the potential for conflict.

## Goal 8.1, Durham's Transportation System

Provide a safe, accessible, connected, efficient, attractive, multi-modal transportation system that includes pedestrians, bicycles and transit facilities and support, in accordance with regional and local growth management objectives and policies.

### Objective 8.1.1. Overall Transportation System

Through planning, programming, design, construction, retrofit, operations and maintenance activities, provide a safe, efficient, attractive, multi-modal transportation system that supports local land use priorities, accommodates trip-making choices, maintains mobility, connects adjacent and related land uses, protects the environment and neighborhoods, and improves the quality of life for all Durham residents.

The City-County Planning Department, and the City Public Works and Transportation departments shall provide for the needs of drivers, public transportation vehicles and patrons, bicyclists, and pedestrians of all ages and abilities in all planning, programming, design, construction, reconstruction, retrofit, operations, and maintenance activities and products, where feasible. These departments shall view all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in Durham County and recognize bicycle, pedestrian, and transit modes as integral elements of the transportation system.

**Policy 8.1.1a. Regional Transportation Model.** The City Department of Transportation, with the DCHC MPO and other regional partners, shall utilize the Triangle Regional Model for the purposes of long range planning and evaluating the impacts of proposed transportation investments on travel and land use patterns.

**Policy 8.1.1b. Metropolitan Transportation Plan.** In order to coordinate the Durham Comprehensive Plan with long-range

transportation planning, the City and County hereby adopt and include by reference in the Durham Comprehensive Plan the most recent “Durham–Chapel Hill–Carrboro MPO Metropolitan Transportation Plan,” as may be amended from time to time, including the recommended highway, transit, fixed-guideway, and pedestrian and bicycle elements, and travel demand management (TDM), intelligent transportation system and transportation systems management (TSM) policies. In preparation of long range transportation plans, the City-County Planning Department and the City Department of Transportation shall recommend transportation services and facilities to match the Tier designations and land uses identified in the Durham Comprehensive Plan.

**Policy 8.1.1c. Implement the Metropolitan Transportation Plan.** The City Department of Transportation shall recommend transportation projects and programs that are consistent with the most recent Metropolitan Transportation Plan.

**Policy 8.1.1d. Complete Streets.** Establish and implement Complete Street design standards for city maintained roads that provide mobility for all types of transportation users regardless of mode (automobile, transit, bicycle, pedestrian) and support mutually reinforcing land use and transportation decisions. Work with NCDOT to implement these standards for state maintained roads within the City’s jurisdiction. (See Policy 2.4.2a, Complete Streets.)

**Policy 8.1.1e. Energy Conservation and Emission Reduction.** The City-County Planning, City Transportation, and County Engineering and Environmental Services departments shall research and propose mechanisms for anticipating and meeting public and private sector demand for electric charging stations and other transportation-related technologies that help conserve energy and reduce greenhouse gas emissions.

### Objective 8.1.2. Road System

Construct and maintain an attractive street and highway system that allows multi-modal, safe, convenient, and efficient movement of people and goods.

**Policy 8.1.2a. Traffic Level of Service Standards.** The level of service standards for development tiers in Durham shall be as indicated in Table 8-1, Traffic Level of Service Standards.

Table 8-1, Traffic Level of Service Standards	
Application	Level of Service Standard
Downtown Tier	LOS E
Compact Neighborhood Tier	LOS E
Urban Tier	LOS D
Suburban Tier	LOS D
Rural Tier	LOS C

**Policy 8.1.2b. Traffic Impact Mitigation.** Where proposed development in the Urban, Compact Neighborhood, or Downtown Tiers would cause traffic to exceed level of service standards (Table 8-1), required mitigation strategies shall be designed to avoid adverse impacts to existing developments; these mitigation measures could include changes in signalization, travel demand management, traffic calming, and provision of transportation alternatives.

**Policy 8.1.2c. Typical Roadway Cross Sections.** For development in the City, the City Department of Transportation shall require right-of-way dedication in accordance with the typical roadway cross sections adopted by the City Council. In absence of a set of cross-sections adopted by the City Council, the City Department of Transportation and Public Works Department shall use the Complete Streets and Safety Guidelines in the currently adopted Metropolitan Transportation Plan (MTP)” (as may be amended from time to time) and the NCDOT Complete Streets Planning and Design Guidelines. The City Departments of Public Works and Transportation shall require construction of residential streets in accordance with the “City of Durham Reference Guide For Development,” (as may be amended from time to time).” Reference Guide for Development updates shall include Complete Streets design guidelines. For development in the County, the City-County Planning Department shall require right-of-way dedication in accordance with the typical roadway cross section established by the NC Department of Transportation, including where appropriate the NC Department of Transportation “Traditional Neighborhood Development Design Guidelines.”

**Policy 8.1.2d. Trees and Bicycle- and Pedestrian-Friendly Street Cross Sections.** The City Public Works and Transportation and City-County Planning Departments shall re-evaluate adopted street cross sections in order to promote bicycle and pedestrian travel and safety, provide safe and accessible public transit facilities along established and planned transit routes, minimize impervious surfaces, and allow for more tree planting within the right-of-way, with particular consideration to variable standards by Tier.

**Policy 8.1.2e. Adopted Collector Street Plans.** The City and County hereby adopt and include by reference in the Durham Comprehensive Plan the “Wake-Durham Comprehensive Street System Plan,” and the “Southwest Durham-Southeast Chapel Hill Collector Street Plan” (as may be amended from time to time).

**Policy 8.1.2f. Collector Street Plans.** The City Department of Transportation, in conjunction with the DCHC MPO and the City-County Planning Department, shall prepare collector street plans for portions of Durham that existing plans do not cover.

**Policy 8.1.2g. Transportation Plan Implementation.** The City-County Planning Department and other City and County departments shall use the “Comprehensive Transportation Plan,” the “Wake-Durham Comprehensive Street System Plan,” the “Southwest Durham-Southeast Chapel Hill Collector Street Plan” and other adopted collector street plans when evaluating new development and shall require that new development provide facilities in conformance with those collector street plans.

**Policy 8.1.2h. Transportation Level of Service Maintenance.** . In order to maintain the level of service on Durham roads, the City-County Planning Department shall not recommend approval for any zoning map change which would result in the average daily trips exceeding 110 percent of the adopted level of service standard for any adjacent road, unless the impact on the adjacent roads is mitigated. Development projects shall be exempt from this policy if:

- i. The project results in a change in the average daily trips of no more than 3 percent of the level of service standard on any adjacent road. This exemption shall not apply if the present average daily trips exceed 120 percent of the level of service standard on any adjacent road; or
- ii. The project will result in an overall decrease to the level of service (LOS) capacity.

If the zoning map change request is found to be inconsistent with this policy, any associated Plan Amendment shall also be recommended for denial.

**Policy 8.1.2i. Tracking Cumulative Road Impacts.** The City Department of Transportation and the City-County Planning Department shall track the cumulative impacts of developments on road capacity in order to better maintain the adopted level of service on Durham roads.

**Policy 8.1.2j. Traffic Impact Analysis.** Through the Unified Development Ordinance, require that the developer provide a Traffic Impact Analysis (TIA) prior to any site plan or development plan approval where the development proposes to generate at least 150 peak hour vehicle trips. Required TIA’s shall be

prepared in accordance with standards established by the City Department of Transportation.

**Policy 8.1.2k. Street Impact Fee Structure.** The City Department of Transportation, in conjunction with the City Budget and Management Services Department shall reflect level of service standards established or identified in the Durham Comprehensive Plan when updating the City's impact fees and methodology.

**Policy 8.1.2l. Unpaved Streets.** The City Public Works Department shall prepare a plan for paving gravel streets in the Urban Tier and shall include a timeframe and proposed program of capital improvement projects.

### Objective 8.1.3. Mass Transit

Provide a safe, convenient, accessible, competitive, and affordable mass transit system, provided by public and private operators, that enhances mobility, economic development, air quality and the development of compatible land uses along transit corridors.

**Policy 8.1.3a. Promoting Transit.** Durham shall promote and support public transportation options to increase mobility of residents, employees, and visitors.

**Policy 8.1.3b. Mass Transit Level of Service Standards.** The City Department of Transportation, GoDurham, GoTriangle, and the City-County Planning Department shall evaluate and establish transit level of service standards for different Tiers and thoroughfare corridor segments to achieve a higher transit mode split.

**Policy 8.1.3c. Regional Transit Service Coordination.** The City shall continue to coordinate local bus route planning with Triangle Transit and other communities in the Region to explore opportunities for improved bus service through regionalization of mass transit.

**Policy 8.1.3d. Durham County Bus and Rail Investment Plan.** In order to coordinate the Durham Comprehensive Plan with the Durham County Bus and Rail Investment Plan, the City and County hereby adopt and include by reference in the Durham Comprehensive Plan the Durham County Bus and Rail Investment Plan. The City and County shall continue efforts to implement the Durham County Bus and Rail Investment Plan by designating Compact Neighborhoods around proposed regional rail transit stations and programming capital improvements that support mass transit in the vicinity of designated transit stations.

**Policy 8.1.3e. Triangle Regional Transit Program.** The City and County shall support planning for and protection of the Locally

Preferred Alternative transit corridors and related facilities identified through the Triangle Regional Transit Program.

**Policy 8.1.3f. Development Review and Regional Rail.** The City-County Planning Department and the City Department of Transportation shall review development proposals in relation to adopted Regional Transit Plans, and shall seek dedication or reservation of right-of-way along designated transit corridors in conformance with the those plans.

**Policy 8.1.3g. Requirements for Mass Transit Facilities.** The City-County Planning Department shall ensure that, through the Unified Development Ordinance, transit passenger terminals are a permitted use within zoning districts in the Compact Neighborhood and Downtown Tiers, and where appropriate, in the Suburban Tier.

**Policy 8.1.3h. Connectivity to Bicycle and Pedestrian Facilities.** The City-County Planning Department, in conjunction with the City Transportation Department and Triangle Transit, shall promote the integration of transit stations with existing and planned pedestrian and bicycle facilities. Through the Unified Development Ordinance, provide facilities for pedestrians and bicyclists at fixed guideway transit stations, such as bicycle lockers, transit shelters, and amenities.

#### Objective 8.1.4. Bicycle and Pedestrian Transportation

Provide a pedestrian and bicycle system that offers a viable alternative to driving and allows greater access to public transit, supports recreational opportunities, and connect adjacent and related land uses.

**Policy 8.1.4a. Durham Trails and Greenways Master Plan.** In order to coordinate the Durham Comprehensive Plan with trails and greenways planning, the City and County hereby adopt and include by reference in the Durham Comprehensive Plan the “Durham Trails and Greenways Master Plan, 2011” (as may be amended from time to time). (See Policy 10.1.4b, Durham Trails and Greenways Master Plan.)

**Policy 8.1.4b. Development Review and the Adopted Trails and Greenways Plan.** The City-County Planning Department, the City Parks and Recreation Department, and the City Public Works Department shall review development proposals in relation to the Durham Trails and Greenways Master Plan and seek dedication or reservation of right-of-way or easements and construction of facilities in conformance with that Plan.

**Policy 8.1.4c. Comprehensive Durham Bicycle Transportation Plan.** In order to coordinate the Durham Comprehensive Plan with regional bicycle planning, the City and County hereby adopt

and include by reference in the Durham Comprehensive Plan the 2006 Comprehensive Durham Bicycle Transportation Plan (as may be amended from time to time).

**Policy 8.1.4d. Development Review and Adopted Regional Bicycle Plans.** The City-County Planning Department, the City Public Works Department, and the City Transportation Department shall review development proposals in relation to the 2006 Comprehensive Durham Bicycle Transportation Plan and the Bicycle Component of the most recent adopted Long Range Transportation Plan, and seek dedication or reservation of right-of-way or easements and construction of facilities in conformance with that Plan and Complete Street design standards.

**Policy 8.1.4e. Regional Bicycle Plan Update.** The City Department of Transportation shall participate with the DCHC MPO and regional partners to update the 2006 Comprehensive Durham Bicycle Transportation Plan.

**Policy 8.1.4f. Bicycle and Pedestrian Advisory Commission.** The City and County shall continue to support the Bicycle and Pedestrian Advisory Commission as an advisory body to the City and the County promoting bicycle and pedestrian opportunities. (See Policy 16.1.3e. Bicycle and Pedestrian Advisory Committee.)

**Policy 8.1.4g. Public Education, Bicycling and Walking.** The City Department of Transportation, the DCHC MPO and the Bicycle and Pedestrian Advisory Commission shall increase efforts to educate the public about the benefits of walking and bicycling.

**Policy 8.1.4h. Bicycle Facilities in New Development.** Through the Unified Development Ordinance, establish standards for bicycle facilities in new developments, including the provision of bicycle parking facilities, as well as bicycle travel lanes, tailored to the unique character of each Tier.

**Policy 8.1.4i. Pedestrian Facilities in New Development.** Through the Unified Development Ordinance, continue to implement established pedestrian circulation standards for new development in the Suburban, Urban, Compact Neighborhood and Downtown Tiers, considering the length and classification of the street, as well as the emphasis on pedestrian modality of the Tier.

**Policy 8.1.4j. Durham Walks Pedestrian Plan.** In order to coordinate the Durham Comprehensive Plan with pedestrian infrastructure planning, the City adopts and includes by reference the “Durham Walks Pedestrian Plan” (as may be amended from time to time).

**Policy 8.1.4k. Walk-Friendly Communities Designation.** Durham will participate in the Pedestrian and Bicycle Information Center’s

“Walk-Friendly Communities” program with a goal of earning official designation within the next five years, subject to funding and resource availability.

**Policy 8.1.4l. County Sidewalks and Pedestrian Infrastructure.** In order to promote pedestrian safety and access, the Bicycle and Pedestrian Advisory Commission shall prepare a plan to complete the sidewalk and pedestrian infrastructure in established neighborhoods and developed areas within the Suburban Tier, Compact Neighborhood Tier, and Rural Villages where the sidewalk system is incomplete.

**Policy 8.1.4m. Pedestrian and Bicycle Facilities on Secondary Roads.** The City Departments of Transportation and Public Works and the NC Department of Transportation should consider Complete Streets design standards, including facilities for pedestrian and bicycle travel, when planning any projects related to widening or repaving of secondary roads.

**Policy 8.1.4n. Off-Road Trails in New Residential Development.** Through the Unified Development Ordinance, encourage the inclusion of a system of off-road trails in new residential developments, with connectivity, where feasible, to adjacent development, community facilities, and transit.

**Policy 8.1.4o. Bicycle-Friendly Community.** Participate in the League of American Bicyclists Bicycle Friendly Community Program with a goal of earning Silver level designation within the next five years.

**Policy 8.1.4p. New Bicycle Routes.** Whenever possible, incorporate recommended bike lanes or wide shoulders during street resurfacing or reconstruction and convert railroad corridors to bikeways.

**Policy 8.1.4q. Workplace Facilities.** Encourage bicycle facilities, such as secured bicycle racks, personal lockers, and showers for new and existing office developments.

### Objective 8.1.5. RDU Airport

Ensure that land uses around the Raleigh-Durham International Airport are appropriate to the Airport vicinity and contribute to safe operations of the Airport.

**Policy 8.1.5a. Airport Overlay.** The City and County shall continue to implement the Airport Overlay in the Unified Development Ordinance to ensure the compatibility of development within the 60 Ldn of the Raleigh-Durham Airport Authority with anticipated noise generated at the Airport.

**Policy 8.1.5b. Airport Authority Development Review.** The City-County Planning Department shall coordinate review of

development proposals within the Airport Overlay with the Raleigh Durham Airport Authority, submitting such proposals to the Authority for review and comment before action by any approving authority. (See Policy 16.1.3d Support for the Raleigh-Durham Airport Authority.)

### **Objective 8.1.6. Integrate Land Use and Transportation**

Maintain a long-range Transportation Plan that is coordinated with local land use plans and development policies to efficiently utilize resources and support economic growth.

**Policy 8.1.6a. Transit Supportive Downtown and Compact Neighborhood Tiers.** Plan for and reinforce the Downtown and Compact Neighborhood Tiers as supportive of multi-modal transportation through increased density, reduced parking requirements, high quality pedestrian and bicycle facilities, and supportive infrastructure and design requirements. (See Policy 2.4.1a.)

**Policy 8.1.6b. Minimum Residential Density in the Compact Neighborhood Tier.** The City and County shall encourage transit services in the Compact Neighborhood Tier by adopting and enforcing through the Unified Development Ordinance minimum residential densities (see Table 2-1 Residential Densities).

**Policy 8.1.6c. Mixed Use in Compact Neighborhood and Downtown Tiers.** To encourage transit services, the City and County shall encourage increased intensities in mixed use projects within the Compact Neighborhood and Downtown Tiers through the use of incentives, such as density and height bonuses for projects that integrate uses vertically.

**Policy 8.1.6d. Development Review and Adopted Transportation Plans.** The City-County Planning Department and the City Department of Transportation shall review development proposals in relation to all adopted transportation plans, and shall seek dedication or reservation of right-of-way along designated road and transit corridors in conformance with these plans and Complete Streets design standards.

**Policy 8.1.6e. Internal Connectivity.** In order to ensure that streets function in an interdependent manner, the City and County, through the Unified Development Ordinance, shall implement established standards for internal pedestrian and bicycle connectivity.

**Policy 8.1.6f. External Connectivity.** In order to ensure that streets function in an interdependent manner, provide a network for walking and bicycling, provide access for emergency, transit and service vehicles, and provide a continuous and comprehensible street system that can operate within the

adopted level of service and reduce demand on streets, the City and County shall generally require external connectivity in new developments. Through the Unified Development Ordinance, the City and County shall require connectivity within new developments and between new developments and existing development, where feasible, with street connections to adjacent areas in each direction, where feasible, at appropriate spacing intervals.

- i. Connectivity requirements in new residential developments shall take into account the need for off-site improvements reasonably proximate to the new development, the safety of pedestrians and bicyclists, and the mitigation of traffic impacts.
- ii. Unless identified as a facility on the adopted Transportation Facilities Plan, the street connections shall include traffic calming measures, as appropriate.
- iii. Street connections shall consider the specific topographic and hydrologic features of the area, existing development patterns, and the proximity of collector streets in the area that can serve the function of external connectivity among development projects.
- iv. The Unified Development Ordinance provisions shall make exceptions for small developments.

**Policy 8.1.6g. Parking Requirements.** Through the Unified Development Ordinance, establish motor vehicle and bicycle parking requirements, including location and arrangement, tailored to the unique character of each Tier.

**Policy 8.1.6h. Regional Park-and-Ride System.** The City Department of Transportation shall participate with regional partners to develop a regional park and ride system for cars and bicycles to support transit services and encourage ridesharing.

**Policy 8.1.6i. Travel Demand Management.** In order to expand ridesharing, carpooling, vanpooling opportunities, walking and bicycling, Durham County shall continue to implement its travel demand management efforts, including the Commute Trip Reduction Ordinance and programs to promote alternative travel options and improve air quality.

**Policy 8.1.6j. Best Work Places for Commuters.** The City and County shall take steps necessary to maintain their status as “Best Work Places for Commuters,” as defined by the US Environmental Protection Agency.

**Policy 8.1.6k. Intelligent Transportation Systems.** The City Department of Transportation shall investigate and propose actions to use intelligent transportation systems and advanced technologies to support appropriate transportation facility use and traffic law compliance.

**Policy 8.1.6l. Neighborhood Traffic Calming.** The City Department of Transportation shall seek funding for preparation and update studies of neighborhood traffic calming, giving priority to residential areas. The Department shall seek funding for implementation of recommended measures identified in these studies through the City's annual budget process and the Capital Improvement Program and from funding sources available through the DCHC MPO.

**Policy 8.1.6m. Traffic Calming Standards and Practices.** To encourage streets in new developments to be designed with traffic calming principles, the City Department of Transportation shall identify and require street design elements in new development which provide traffic calming benefits to control inappropriate traffic volumes and speeds. These standards and practices should consider adopted bicycle and pedestrian plans and Complete Streets design standards.

**Policy 8.1.6n. Preservation of Neighborhood Streets.** The City-County Planning Department shall assess ways to analyze the impact of new development on neighborhood streets in the rezoning process. The Department shall develop standards for inclusion in the Unified Development Ordinance to allow site plans and preliminary plats to be rejected on the basis that traffic impact would materially alter the nature and character of existing neighborhood streets.

**Policy 8.1.6o. Energy Conservation Vehicles.** The City-County Planning Department shall research and propose land use regulations or incentives that foster the use of electric vehicles and other modes of transportation that conserve energy and reduce greenhouse gas emissions.

## Amendment History

### Amended – January 5, 2009

**Policy 8.1.4n, Bicycle-Friendly Community Application.** Durham will participate in the League of American Bicyclists Bicycle Friendly Community Program with a goal of earning official designation within the next five years. The program provides a useful set of benchmarks for implementing a comprehensive bicycle plan.

### Amended – February 1, 2010

**Policy 8.1.6b. Minimum Residential Density in ~~the Compact Neighborhood and Downtown Tiers.~~** The City and County shall encourage transit services in the Compact Neighborhood ~~and Downtown Tiers~~ by adopting and enforcing through the Unified Development Ordinance minimum residential densities for the residentially designated portions of ~~these~~ this areas.

### Amended – May 14, 2012 – See Appendix X

### Amended – June 10, 2013

**Policy 8.1.1b. ~~Long-Range Metropolitan~~ Transportation Plan.** In order to coordinate the Durham Comprehensive Plan with long range transportation planning, the City and County hereby adopt and include by reference in the Durham Comprehensive Plan the most recent “Durham-Chapel Hill-Carrboro MPO ~~Long Range–Metropolitan~~ Transportation Plan,” as may be amended from time to time, including the recommended highway element transit component, fixed-guideway component, pedestrian and bicycle component, and travel demand management (TDM) and transportation systems management (TSM) policies. In preparation of long range transportation plans, the City-County Planning Department and the City Department of Transportation shall recommend transportation services and facilities to match the Tier designations and land uses identified in the Durham Comprehensive Plan.

**Policy 8.1.1c. Implement the ~~Long-Range–Metropolitan~~ Transportation Plan.** The City Department of Transportation shall recommend transportation projects and programs that are consistent with the most recent ~~Long-Range–Metropolitan~~ Transportation Plan.

~~**Policy 8.1.2c. Transportation Facilities Plan.** The City Department of Transportation shall prepare an updated Comprehensive Transportation Plan, to be called the Durham Transportation Facilities Plan, and to show locations for long-range transportation facilities, including major thoroughfares, collector streets, fixed-guideway transit routes, other transit routes, sidewalks, and bicycle routes. Upon adoption by the City and County, the Durham Transportation Facilities Plan shall be adopted and included by reference in the Durham Comprehensive Plan as the Official Map for purposes of right-of-way preservation.~~

~~**Policy 8.1.2d. US 15-501 Major Investment Study.** The City and County hereby adopt and include by reference in the Durham Comprehensive Plan the “US 15-501 Major Investment Study, Phase II Report” (as may be amended from time to time) and other companion corridor studies.~~

**Policy 8.1.2e. Typical Roadway Cross Sections.** For development in the City, the City Department of Transportation shall require right-of-way dedication in accordance with the typical roadway cross sections adopted by the City Council. In absence of a set of cross-sections adopted by the City Council, the City Department of Transportation and Public Works Department shall use the typical roadway cross-sections indicated in the “Fiscally Constrained ~~2035 Long-Range–Metropolitan~~ Transportation Plan” (as may be

amended from time to time) and emerging NC DOT Complete Streets Design Framework. The City Departments of Public Works and Transportation shall require construction of residential streets in accordance with the “City of Durham Reference Guide For Development,” (as may be amended from time to time). Reference Guide for Development updates shall include Complete Streets design guidelines. For development in the County, the City-County Planning Department shall require right-of-way dedication in accordance with the typical roadway cross section established by the NC Department of Transportation, including where appropriate the NC Department of Transportation “Traditional Neighborhood Development Design Guidelines.”

**Policy 8.1.2g. Adopted Collector Street Plans.** The City and County hereby adopt and include by reference in the Durham Comprehensive Plan the “Wake-Durham Comprehensive Street System Plan,” and the “Southwest Durham-Southeast Chapel Hill Collector Street Plan” (as may be amended from time to time).

**Policy 8.1.2i. Transportation Plan Implementation.** The City-County Planning Department and other City and County departments shall use the “Comprehensive Transportation Facilities Plan,” the “Wake-Durham Comprehensive Street System Plan,” the “Southwest Durham-Southeast Chapel Hill Collector Street Plan” and other adopted collector street plans when evaluating new development and shall require that new development provide facilities in conformance with those collector street plans.

**Policy 8.1.3e. ~~Regional Transit Plan~~ Triangle Regional Transit Program.** The City and County shall support planning for and protection of the Locally Preferred Alternative ~~the~~ transit corridors identified through the Triangle Regional Transit Program. ~~in the most recently adopted version of the Durham County Bus and Rail Investment Plan.~~

**Policy 8.1.4g. Public Education, Bicycling and Walking.** The City Department of Transportation, the DCHC MPO and the Bicycle and Pedestrian and Bicycle Advisory Commission shall increase efforts to educate the public about the benefits of walking and bicycling.

#### Amended – June 2, 2014

**Policy 8.1.1d. Complete Streets.** Establish and implement Complete Street design standards for city maintained roads that provide mobility for all types of transportation users regardless of mode (automobile, transit, bicycle, pedestrian) and support mutually reinforcing land use and transportation decisions. Work with NCDOT to implement NCDOT’s “Complete Streets Planning and Design Guidelines” these design standards for state maintained roads within the City’s jurisdiction. (See Policy 2.4.2a, Complete Streets.)

~~**Policy 8.1.2c. US 15-501 Major Investment Study.** The City and County hereby adopt and include by reference in the Durham Comprehensive Plan the “US 15-501 Major Investment Study, Phase II Report” (as may be amended from time to time) and other companion corridor studies.~~

**Policy 8.1.2d. Typical Roadway Cross Sections.** For development in the City, the City Department of Transportation shall require right-of-way dedication in accordance with the typical roadway cross sections adopted by the City Council. In absence of a set of cross-sections adopted by the City Council, the City Department of Transportation and Public Works Department shall use the typical roadway cross-sections indicated in the “Fiscally Constrained Metropolitan Transportation Plan 2040 Metropolitan Transportation Plan (MTP)” (as may be amended from time to time) and ~~emerging~~ the NC-DOT Complete Streets Planning and Design Framework Guidelines. The City Departments of Public Works and

Transportation shall require construction of residential streets in accordance with the “City of Durham Reference Guide For Development,” (as may be amended from time to time). Reference Guide for Development updates shall include Complete Streets design guidelines. For development in the County, the City-County Planning Department shall require right-of-way dedication in accordance with the typical roadway cross section established by the NC Department of Transportation, including where appropriate the NC Department of Transportation “Traditional Neighborhood Development Design Guidelines.”

**Amended – August 17, 2015**

**Policy 8.1.3e. Triangle Regional Transit Plan.** The City and County shall support planning for and protection of the transit corridors and related facilities identified through the Triangle Regional Transit Program.

**Policy 8.1.4d. Development Review and Adopted Regional Bicycle Plans.** The City-County Planning Department, ~~the City Parks and Recreation Department,~~ the City Public Works Department, and the City Department of Transportation shall review development proposals in relation to the 2006 Comprehensive Durham Bicycle Transportation Plan and the Bicycle Component of the most recent adopted Long Range Transportation Plan, and seek dedication or reservation of right-of-way or easements and construction of facilities in conformance with that Plan and Complete Street design standards.

**Amended – October 3, 2016**

**Policy 8.1.1b. Metropolitan Transportation Plan.** In order to coordinate the Durham Comprehensive Plan with long-range transportation planning, the City and County hereby adopt and include by reference in the Durham Comprehensive Plan the most recent “Durham–Chapel Hill–Carrboro MPO Metropolitan Transportation Plan,” as may be amended from time to time, including the recommended highway ~~element,~~ transit ~~component,~~ fixed-guideway ~~component,~~ and pedestrian and bicycle component elements, and travel demand management (TDM), intelligent transportation system and transportation systems management (TSM) policies. In preparation of long range transportation plans, the City-County Planning Department and the City Department of Transportation shall recommend transportation services and facilities to match the Tier designations and land uses identified in the Durham Comprehensive Plan.

**Amended – November 6, 2017**

**Policy 8.1.1a. Regional Transportation Model.** The City Department of Transportation, with the DCHC MPO and other regional partners, shall ~~develop and maintain a multi-modal~~ utilize the Triangle Regional transportation model for the purposes of long range planning and evaluating the impacts of proposed transportation investments on travel and land use patterns.

**Policy 8.1.2c. Typical Roadway Cross Sections.** For development in the City, the City ~~Department of~~ Transportation Department shall require right-of-way dedication in accordance with the typical roadway cross sections adopted by the City Council. In absence of a set of cross-sections adopted by the City Council, the City ~~Department of~~ Transportation and Public Works Departments shall use the typical roadway cross-sections indicated in the 2040 Metropolitan Transportation Plan (MTP)” (as may be amended from time to time) and the NCDOT Complete Streets Planning and Design Guidelines. The City Departments of Public Works and Transportation shall require construction of residential streets in accordance with the “City of Durham Reference Guide For Development,” (as may be amended from time to time).” Reference Guide for Development updates shall include Complete Streets design

guidelines. For development in the County, the City-County Planning Department shall require right-of-way dedication in accordance with the typical roadway cross section established by the NC Department of Transportation, including where appropriate the NC Department of Transportation “Traditional Neighborhood Development Design Guidelines.”

**Policy 8.1.2d. Trees and Bicycle- and Pedestrian-Friendly Street Cross Sections.** The City ~~Departments~~ of Public Works, ~~and~~ Transportation, ~~and~~ the City-County Planning Department~~s~~ shall reevaluate adopted street cross sections in order to promote bicycle and pedestrian travel and safety, provide safe and accessible public transit facilities along established and planned transit routes, minimize impervious surfaces, and allow for more tree planting within the right-of-way, with particular consideration to variable standards by Tier.

**Policy 8.1.2h. Transportation Level of Service Maintenance.** In order to maintain the level of service on Durham roads, the City-County Planning Department shall not recommend approval for any zoning map change which would result in the average daily trips exceeding 110 percent of the adopted level of service standard for any adjacent road, unless the impact on the adjacent roads is mitigated. Development projects shall be exempt from this policy if:

- i. The project results in a change in the average daily trips of no more than 3 percent of the level of service standard on any adjacent road. This exemption shall not apply if the present average daily trips exceed 120 percent of the level of service standard on any adjacent road; or
- ii. The project will result in an overall decrease to the level of service (LOS) capacity.

If the zoning map change request is found to be inconsistent with this policy, any associated Plan Amendment shall also be recommended for denial.

**Policy 8.1.4a. Durham Trails and Greenways Master Plan.** In order to coordinate the Durham Comprehensive Plan with trails and greenways planning, the City and County hereby adopt and include by reference in the Durham Comprehensive Plan the “Durham Trails and Greenways Master Plan, ~~2001~~ 2011” (as may be amended from time to time). (See Policy 10.1.4b, Durham Trails and Greenways Master Plan.)

**Policy 8.1.4d. Development Review and Adopted Regional Bicycle Plans.** The City-County Planning Department, the City Public Works Department, and the City ~~Department of Transportation~~ Department shall review development proposals in relation to the 2006 Comprehensive Durham Bicycle Transportation Plan and the Bicycle Component of the most recent adopted Long Range Transportation Plan, and seek dedication or reservation of right-of-way or easements and construction of facilities in conformance with that Plan and Complete Street design standards.

**Fully Implemented Policies**

<b>Policy</b>	<b>Implementation Tool</b>
8.1.2j. Traffic Impact Analysis	UDO, section 3.3
8.1.3g. Requirements for Mass Transit Facilities	UDO, Section 5.1
8.1.4h. Bicycle Facilities in New Development	UDO, paragraphs 10.3.1, 10.3.3, 10.4.4, and sections 12.4 and 13.6
8.1.4i. Pedestrian Facilities in New Development	UDO, sections 6.1.1F and 12.4.3
8.1.4q. Workplace Facilities	UDO, paragraphs 10.3.1, 10.3.3, 10.4.4, and sections 12.4 and 13.6
8.1.5a. Airport Overlay	UDO, section 4.8
8.1.6a. Transit Supportive Downtown and Compact Neighborhood Tiers	UDO, sections 6.5 and 10.3
8.1.6b. Minimum Residential Density in the Compact Neighborhood Tier	UDO, section 6.5 and paragraph 6.8.1C
8.1.6f. External Connectivity	UDO, sections 12.4 and 13.6, and paragraphs 6.11.4I(1g), 6.12.2F, and 12.4.2C