



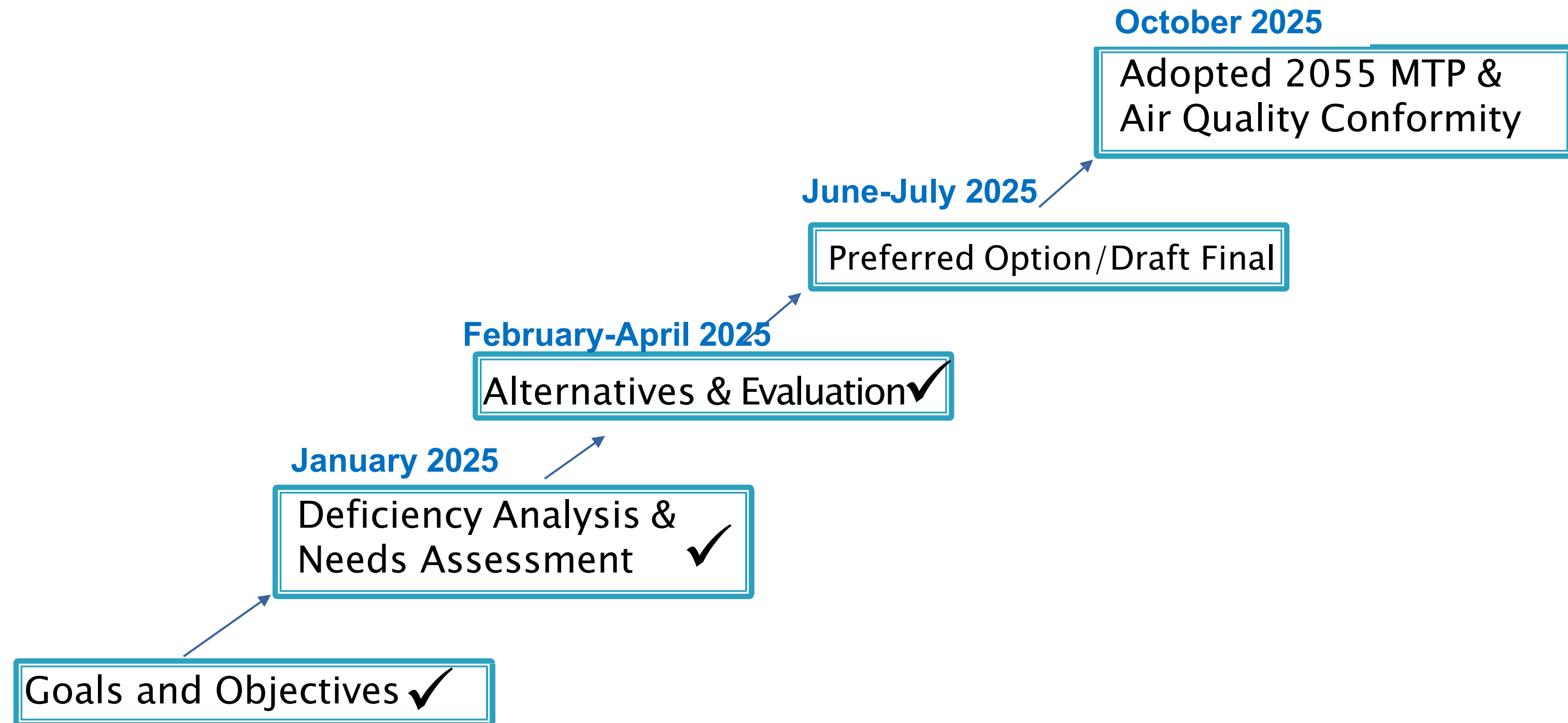
TRIANGLE WEST
Transportation Planning Organization

2055 Metropolitan Transportation Plan – Alternative Analysis

















































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MILESTONES/SCHEDULE



Scenario Summary

	Deficiencies & Needs	Plans & Trends	Shared Leadership	All Together
Available Funding	\$	\$\$	\$\$\$	\$\$\$\$
Highway Investment		  	 	 
Bus Investment		 	 	  
BRT Investment			 	  
Rail Investment				 
Bike & Ped Investment	 	 	 	   
Development Density	 	 	 	   

The number of signs indicates a relative level—more signs suggest higher values and fewer suggest lower values. However, this scale is not linear; for example, two-dollar signs do not necessarily represent twice the investment of one-dollar sign.

Mobility Investment Foundation - Highway

Plan & Trend ([Map Link](#))

- ❖ [2050 MTP Highway Projects](#)
Adjustments: NC-147 Downtown - Freeway
- ❖ Capacity Improvement:
 - US-70 East: 6-Ln Freeway/Expressway
 - I-86 North: 6-Ln Interstate
 - US 15-501: Expressway in Durham & modernization in Chapel Hill
 - I-885: HOV Lane from Brigg Ave to I-40
 - I-40: Management Lane from I-540 to US 15-501
 - US 15-501 Bypass: 6-Ln Expressway
 - S Churton St: 4-Ln Roadway
 - Fayetteville St: 4-Ln Roadway
- ❖ New Road Projects:
 - Northern Durham Parkway

Shared Leadership ([Map Link](#))

- ❖ 2050 MTP Highway Projects
Adjustments: Duke St & Gregson St – 1 Way Pair
- ❖ Other Projects/Adjustments:
 - N Duke St & Gregson St: Speed Reduction & Other safety improvements
 - US-70 East: Parallel collector roadway

All-Together ([Map Link](#))

- ❖ 2050 MTP Highway Projects (with adjustments)
- ❖ Other Projects/Adjustments:
 - I-885: HOV Lane from Briggs via EEC to I-40
 - US-70 East: Parallel collector roadway
 - N Duke St & Gregson St: Speed Reduction & Other safety improvements

Mobility Investment Foundation - Transit

Plan & Trend

- ❖ Existing InterCity Passenger Rail Service at Durham & RTP Stations
- ❖ BRT Line: Chapel Hill NS BRT Line
- ❖ Bus Lines:
 - * Short-Range Plans (Funded Projects)
 - * County Transit Plans (Funded Projects)
 - * A few Service Frequency & Hour Changes

Shared Leadership

- ❖ Intercity Passenger Rail Service at Durham, RTP, Hillsborough, & Mebane stations
- ❖ BRT Lines:
 - Chapel Hill North-South BRT Line
 - Durham-Orange BRT Line, (Chapel Hill Transit Center via 15-501, Duke, Durham station to the Village or NCCU/Durham Tech.
 - Duke-Durham Station-RTP BRT Line
- ❖ Bus Lines: Trend Scenario with adjustments

All Together

- ❖ InterCity Rail (ICR)
- ❖ Regional/Commuter Rail (RCR)
- ❖ All 4 [2050 MTP BRT Lines](#) with Extensions & Adjustments and **new added BRT lines**
 - Chapel Hill North-South BRT Line, extended to Hillsborough and Mebane as well as Fearington in Chatham
 - Durham-Orange BRT Line (to Carrboro)
 - Duke-Durham Station-RTP BRT Line
 - Chapel Hill - South Point – RTP BRT Line
 - **US-70 BRT Line: Raleigh-Brier Creek - Bethesda – The Village**
- ❖ Bus Lines: Shared Leadership Scenario with Adjustments
 - Removing bus lines overlapped with BRT lines
 - Adding feeder bus lines to BRT lines
 - Adding new bus lines to Buttner and other neighbor towns from 2050 MTP
 - Adjusting the bus service headways

Socioeconomic Data

Total Jobs

County	2020	2055	2020-55	Change (%)
Chatham	16,696	34,240	17,544	105%
Durham	235,002	445,779	210,777	90%
Orange	74,721	123,580	48,859	65%
Total	326,419	603,598	277,179	85%

Fast growth, especially Durham and Chatham counties.

Total HH Population

County	2020	2055	2020-55	Change (%)
Chatham	75,478	122,662	47,184	63%
Durham	310,609	461,230	150,621	48%
Orange	137,348	185,721	48,373	35%
Total	523,435	769,613	246,178	47%

Employment growth outpaces population growth.

Performance Measures – Region/TPO

2055 Transport Supply	Existing + Committed	Plan&Trend	Difference (%)	Shared Leadership	Difference (%)
Roadway Lane Miles					
Freeway	500	601	20%	500	0%
Arterial & Above	911	1,310	44%	1,312	44%
Transit Service Miles					
GoTriangle	30,127	53,115	76%	62,011	106%
CHT, GoDurham & Others	26,071	26,903	3%	31,353	20%

Increased roadway investment leads to higher VMT and lower VHT

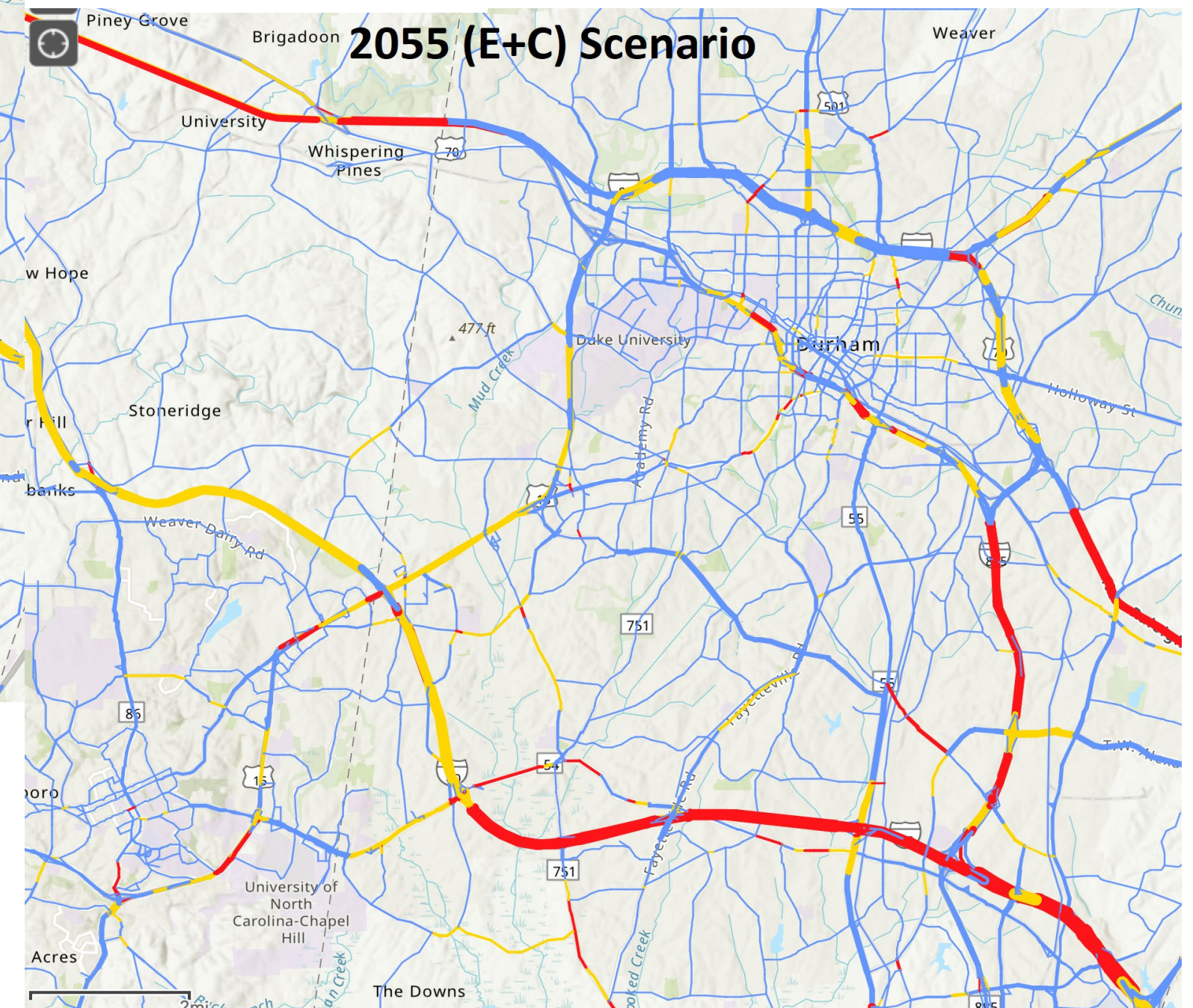
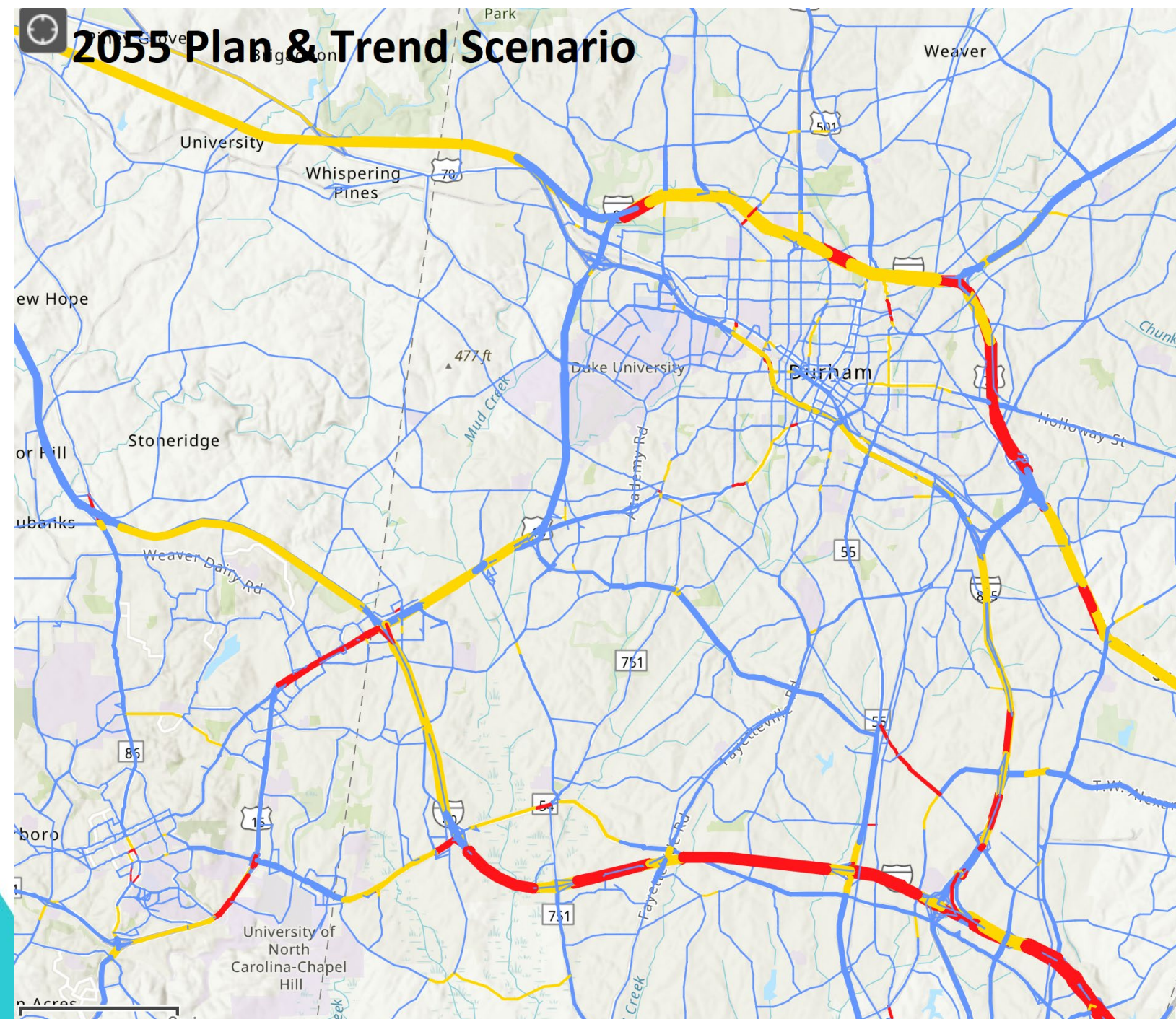
Increased Transit Service Mile leads to higher PMT and lower VMT

Vehicle Miles Traveled (VMT)
Vehicle Hours Traveled (VHT)
Passenger Miles Traveled (PMT)

Beginning with this slide, the results presented are preliminary

2055	Existing + Committed	Plan&Trend	Difference (%)	Shared Leadership	Difference (%)
Performance Measure					
VMT - WeekDay	19,430,923	19,861,595	2.2%	19,156,644	-1.4%
VMT per Capita	30.2	30.8	2.2%	29.7	-1.4%
VHT - WeekDay	459,585	447,837	-2.6%	443,230	-3.6%
VHT per Capita	0.71	0.70	-2.6%	0.69	-3.6%
PMT - WeekDay	385,041	781,369	102.9%	819,523	112.8%

Network Measure – Daily Traffic Volume/Capacity



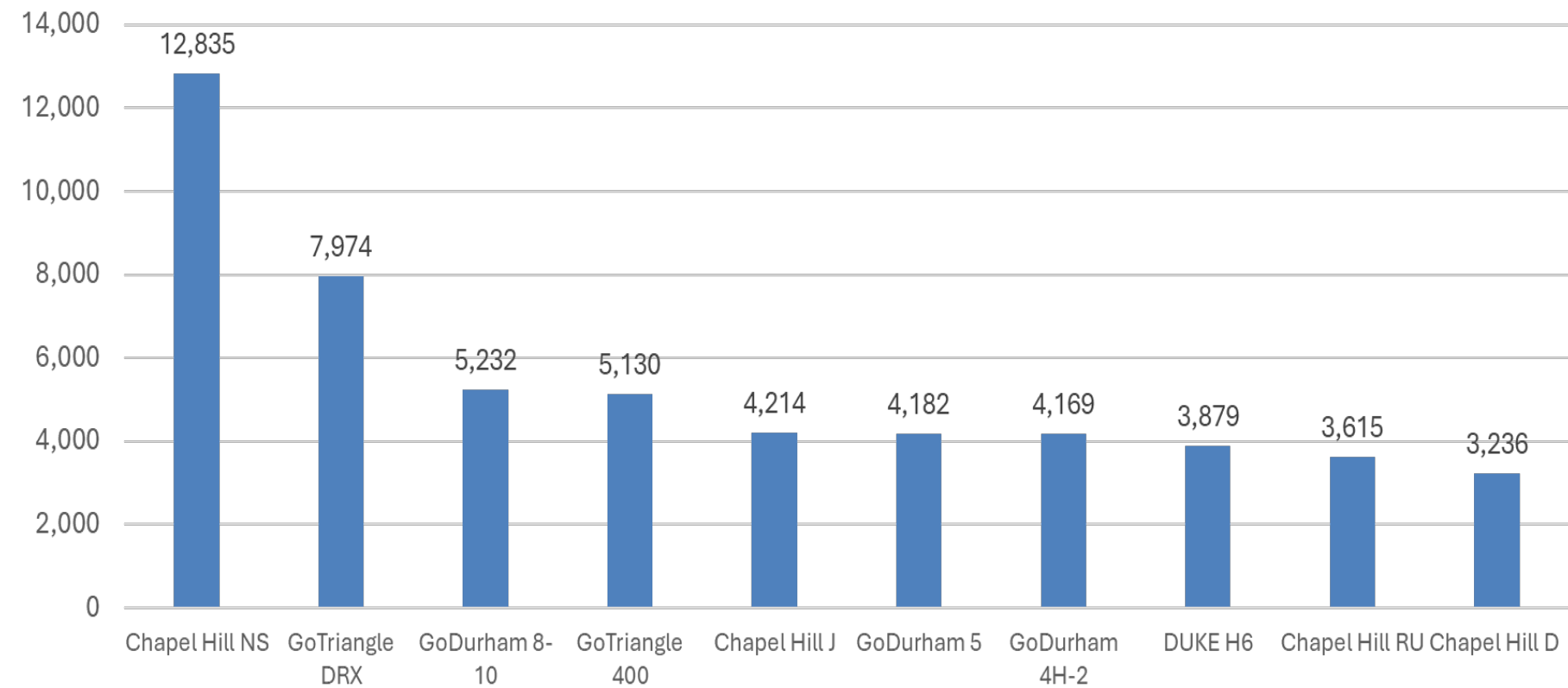
V/C \geq 1 (Red) : traffic exceeds the roadway capacity, Highly Congested

2055 (E + C) Scenario: Existing plus Committed Condition for Deficiency Analysis. It is a base scenario.

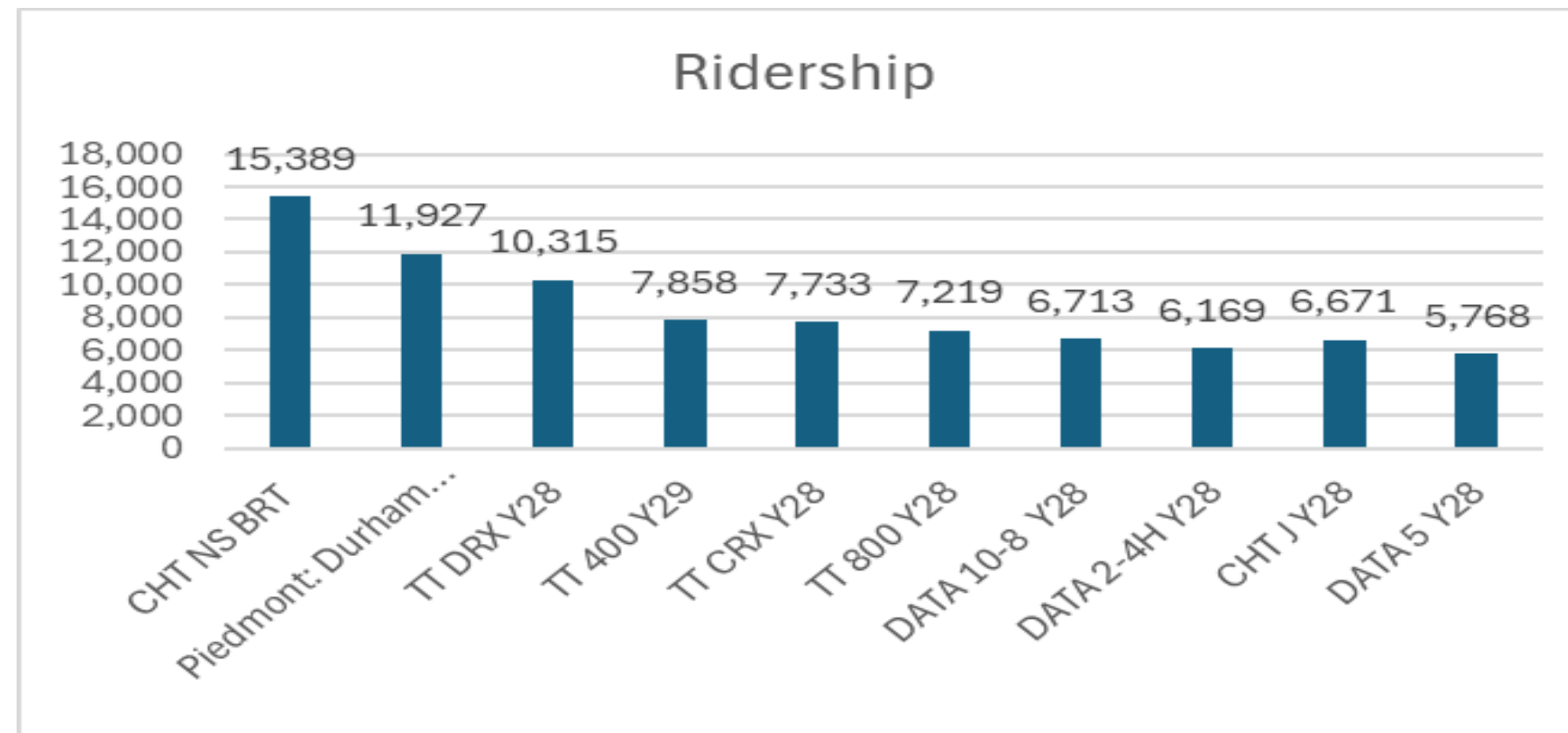
[Link to 2055 \(E+C\) Map](#)

[Link to 2055 Plan & Trend Map](#)

Top 10 Bus Routes by Ridership



(E+C) Scenario



Plan & Trend Scenario

Today's Action

Release the 2055 MTP Alternative Analysis for a 30-day public comment period.



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THANK YOU!