punctuality, and improve customer service. uling software will increase schedule efficiency and tronic fare collection, and automated passenger schedger counter (APC), mobile data terminals (MDT), elecas automated vehicle locator (AVL), automated passen-Coordinated use of advanced transit technologies such

tems, and additional projects. dential neighborhoods, synchronized traffic signal syspropriate intersections, traffic calming devices in resicongested roadway intersections, roundabouts at apparking management policy, capacity improvements to • Ongoing TSM efforts will include driveway access and

hours, electronic tolling, and electronic message signs. ing, incident management services during peak travel that might include closed circuit television, ramp meterpleted an ITS Plan to further coordinate investments

**Capital Area Metropolitan Planning Organization** 

The Professional Building, Suite 800

127 West Hargett Stree

Raleigh, NC 27601

www.campo-nc.us

Knightdale

Louisburg

Morrisvill

Wendell

Zebulon

Johnston

Capital Area

**Member Jurisdictions** 

Cities & Towns:

Fuquay-Varina Youngsville

Raleigh

(MPO Lead Planning Agency)

Counties:

Wake

-based programs to support several TDM programs plemented carpool matching, vanpooling, and employ

nance to motivate large employers to implement TDM Durham County has a Commute Trip Reduction ordi-

implemented based on employer incentives and volunods to improve traffic flow. These TDM strategies are spread traffic volumes away from the peak travel peridemand for Single Occupant Vehicle (SOV) trips and TDM includes strategies and actions that reduce the

# Travel Demand Management (MOT)

cess to transit service. Sidewalks will connect to destinations and provide ac-

trails that are shared with pedestrians.

• The off-road bicycle projects include greenways and

urban streets, and extended 4-foot shoulders on rural rate bicycle lanes, specially striped shared roadways on The on-road bicycle projects include wide lanes, sepanumber of vehicles on congested roadways.

sit but at a lower cost.

intersections to rival the ridership capacity of rail tran-

separate roadway lanes and preferred treatment at

and US 15-501 corridors in Chapel Hill. BRT can use

serves stations that are further apart, and only pro-

speeds, operates on existing mainline rail corridors,

sit, commuter rail service operates at relatively higher

Commuter Rail will connect Wake Forest, downtown

and buildings, and can handle a high volume of pas-

**Durham-Chapel Hill-Carrboro Metropolitan Planning Organization** 

City Hall, Fourth Floor

101 City Hall Plaza

Durham, NC 27701

www.dchcmpo.org

Counties:

Durham

Orange

Chatham

**DCHC Member Jurisdictions** 

Raleigh, and Clayton. In comparison to light rail tran-

• Bus Rapid Transit (BRT) will serve the NC 86, NC 54,

vides service during peak and noon hours.

sengers along major travel corridors.

separated from roadways

Services

portation corridors. This will help reduce th periphery of the region and along major trans Park & Ride lots will be dispersed around the

RDU airport. more frequent service will be provided for Cary and the Chapel Hill, and Research Triangle Park (RTP). Also, ployment centers such as central Raleigh, Durham, (every 10 minutes) to connect destinations within em-Circulator service will provide intensive bus service

locations that currently have no bus routes.

in the area in addition to suburban, rural, and town connections to major employment and activity centers • 60 express and regional bus routes will provide fast

and commuter rail transit stations. Feeder bus routes will frequently serve future light-rail

frequency and extended evening and weekend hours. tended routes, and on some routes, greater service • Bus service improvements will include new and ex-

sit, MCSU Transit/Wolfline).

-Tran, Orange Public Transit/OPT, Duke University Tran-Authority/DATA, Chapel Hill Transit/CHT, Cary Transit/C Transit, Capital Area Transit/CAT, Durham Area Transit operators in the region (Triangle region, serviced by the five trans major travel destinations in the • 247 local bus routes will serve all

**Bus Transit** 

• NC 540: Additions of western and southern sections to





safety education. in neighborhoods, and bicycle and pedestrian on major thoroughtares, traffic calming devices tion of driveway access and turning movements and bridge separations for intersections, limitawider approach lanes, roundabouts lation of traffic signals, turn lanes, Sample safety projects include instal-

Projects and design support safety goals.

CAMPO -- 75 percent of roadway projects (or 463 road-

vest in our transportation infrastructure?

Where do we find adequate resources to inand the environment?

How do we preserve our high quality of life the area?

What are the best kind of transit systems for

complete the beltline system in Wake County.

US 15-501, US 64, US 264, US 401, and NC 540.

jects will be new roads, adding 57 new roadway miles.

roadway miles to existing roads. 60 percent of the pro-

crease the capacity of existing roadways, adding 104

ways. 25 percent of the projects (or 123 roadway

way miles) will increase the capacity of existing road-

• DCHC MPO -- 40 percent of roadway projects will in-

miles) will be new roads.

**Sysways** 

between the northern and southern parts of the Trian

gle and Research Triangle Park.

What is the best way to serve future travel

angle needs a transportation plan to help answer Given these demographics and travel trends, the Tri- • East End Connector: A new 4-lane freeway between NC

stricted if the area is not able to comply with the air expansion of industrial development could be recould lose key federal transportation funding and the tion growth and increased travel demand. The area challenge to comply with these plans given the populasuch as ozone and carbon monoxide, and it will be a der federal air quality conformity plans for pollutants to the transportation system. The Triangle area is unnomic growth. In addition, air quality is directly linked affects our quality of life and the vitality of our ecociency and effectiveness of our transportation system These trends have important consequences. The effi-

## Total Vehicle Miles Traveled (Daily)

**2039 VMT** 

**2005 VMT** 

lion – this will almost double the demand on our transportation road network will increase from 38 million to a crushing 74 mil-2005 and 2035, the daily vehicle miles of travel on our region's These trends are expected to continue. Between the years the peak travel period has increased from 24 hours to 34 hours the Triangle, and the annual hours of delay for a traveler during the peak travel period has almost doubled from 26% to 51% ir period, the percentage of persons experiencing congestion in investments on our major roadways. During the same time duced more congestion and delays on our roads despite costly population and steady increase in personal travel have progrown in the Triangle by thirteen percent. This rapid growth in Since 1990, the average vehicle miles traveled per person has Not only are we growing more, but we are traveling more.

citizens will climb from 9.5% to 15% from the years 2000 to tinue to quickly increase. For example, the proportion of senior income citizens, and households without automobiles, will connumber of people who cannot drive, such as senior and lowmake transit service prohibitively expensive. In addition, the which is generally assumed to increase traffic congestion and Much of this phenomenal growth will likely occur as sprawl,

WHY DO WE NEED TO PLAN?

TOWARD A BALANCED

TRANSPORTATION SYSTEM

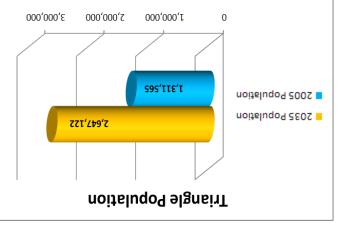
The Durham-Chapel-Hill-Carrboro (DCHC) and the NC Capital Area Metropolitan Planning

Organizations (MPOs) are responsible for the long-range transportation planning in the

Greater Triangle Region of North Carolina. Federal regulations require MPOs to develop a

1,000,000 1,500,000 000'005 2035 Employment Triangle Employment

new workers by 2035. row, as well, and the region will add approximately 600,000 form the cornerstone of the regional economy will continue to The medical centers, universities, and technology firms that



likely call the Triangle home over the next generation. oust economy, at least an additional 1.3 million people will rected by a warm climate, relatively low living costs, and a romillion people in the Triangle (2009 US Census Bureau). Atsprawling areas. Today, it is estimated that there are over 1.6 The Triangle is one of the nation's fastest growing and most

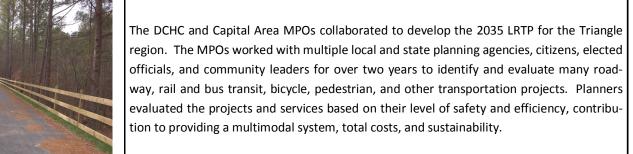
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in the 2035 LRTP. dedication of right-of-way for future transportation projects.





federal air quality standards.



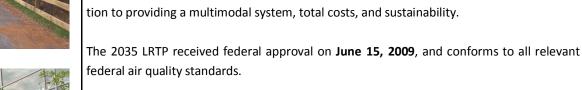






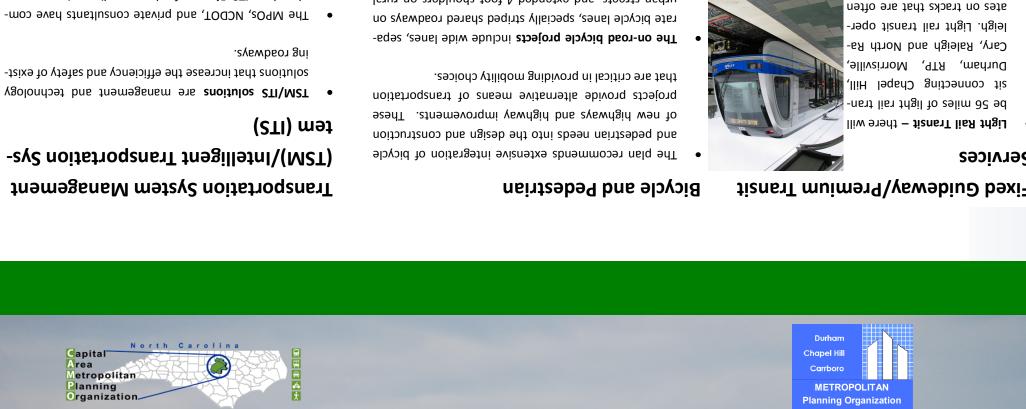






and walking, for those citizens who do not drive.





EXIT 4 A

North Carolina Department

North Carolina Board of

Transportation (BOT)

Triangle J Council of

Raleigh-Durham Airport Authority

Triangle Transit Greyhound

of Transportation (NCDOT)

70 WEST

Durham

urham-Chapel-Hill-Carrboro

Duke University

at Chapel Hill (UNC Chapel Hill)

University (NCCU)

United States Department of Transportation (USDOT)

University of North Carolina

**Technical Member Agencies** 

70 EAST

**Capital Area** 

Technical Member Agencies

Capital Area Transit (CAT)

Federal Transit Authority