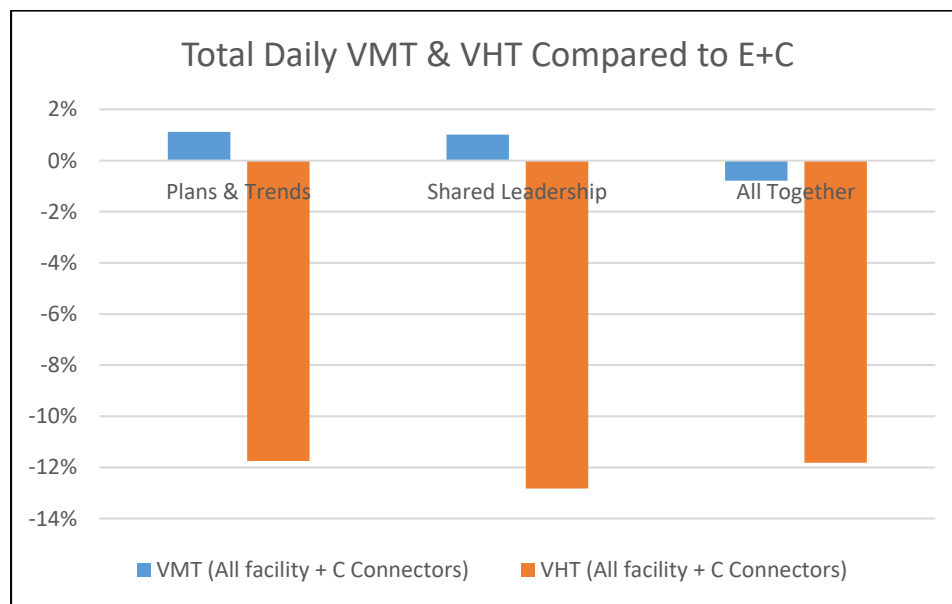
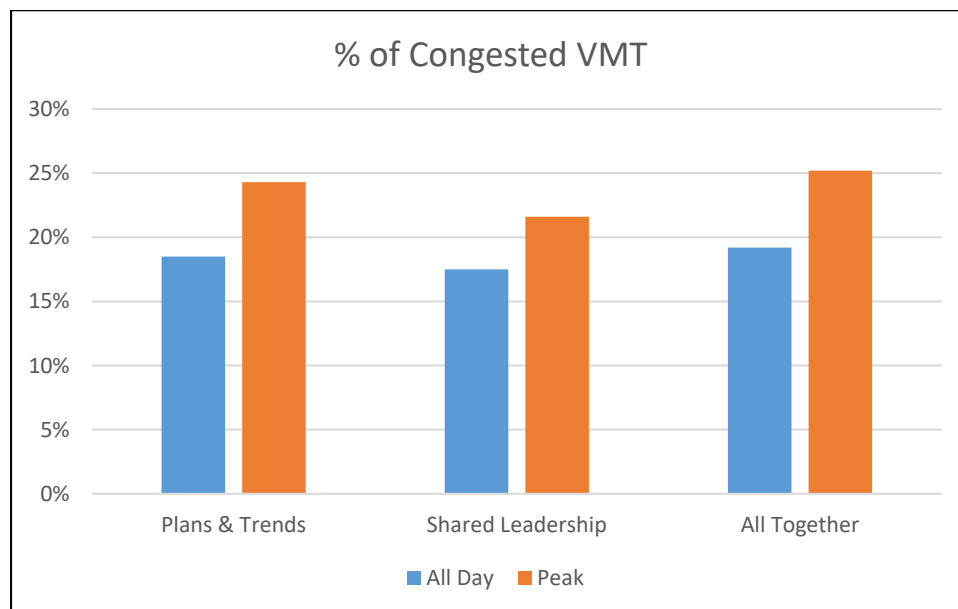


2050 MTP – Alternatives Analysis – Measures of Effectiveness

Changes in Mobility Measures



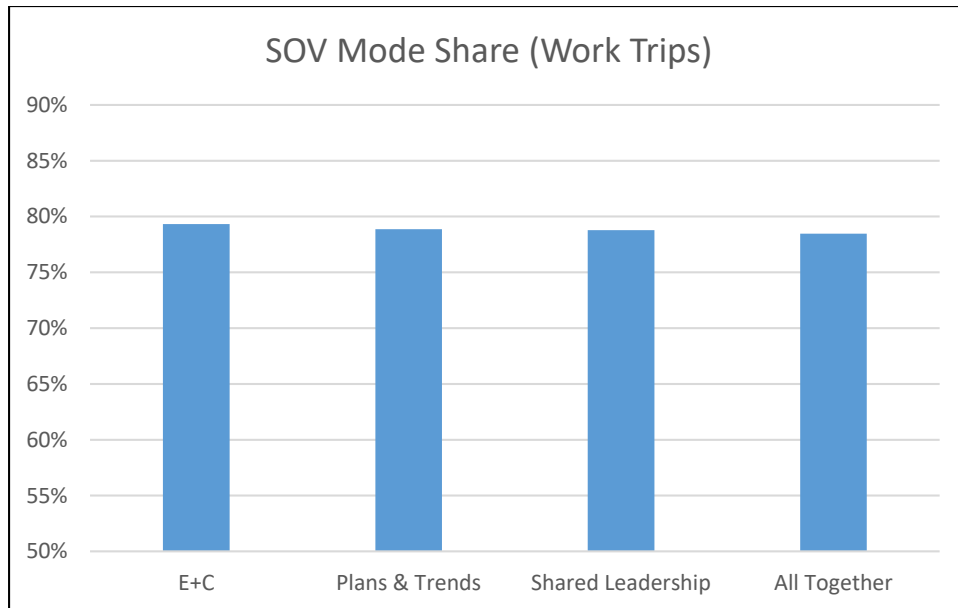
The graphic above shows that all three scenarios provide substantial reductions in the hours traveled compared to the E+C (No-Build) scenario. However, only the All Together scenario actually begins to reduce the miles traveled because it has the largest investment in public transportation and the smallest in roadway capacity improvements.



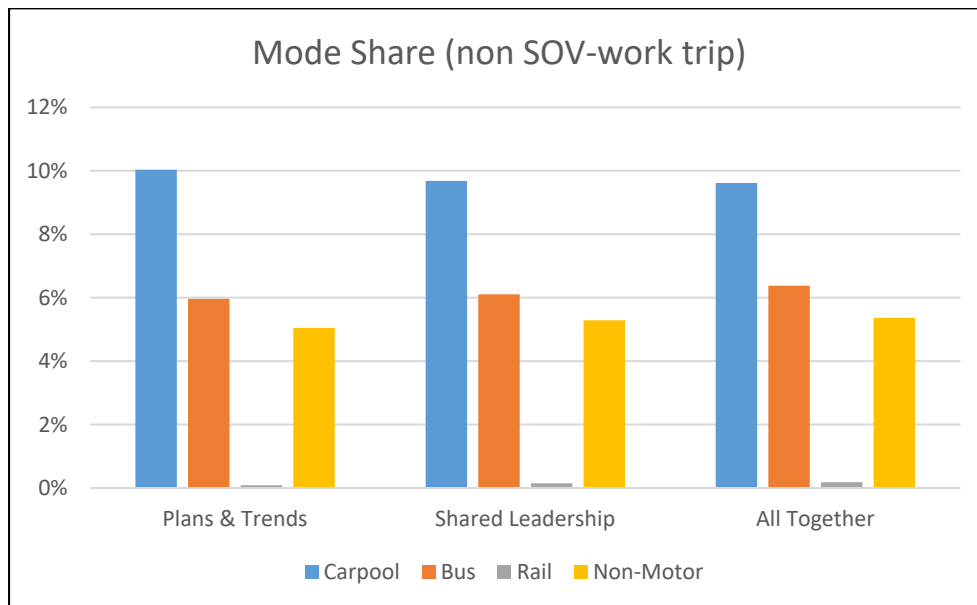
In the graphic above, all three scenarios show similar levels of congested vehicles miles traveled. However, the Shared Leadership scenario has the smallest congestion levels because it has the largest investment in roadway capacity improvements.

2050 MTP – Alternatives Analysis – Measures of Effectiveness

Mode Share



The percentage of trips in single-occupied vehicles (i.e., driving alone) varies little among the four scenarios.



Similarly, if you look at the non-SOV trip share, the difference among the three main scenarios is small. This is likely caused by travel demand model (i.e., Triangle Regional Model) insensitivity to walking, biking, transit, and carpooling demand, and by the dilution of these urban trips by the overwhelming suburban growth. See the Travel Choice Neighborhood (TCN) performance measures in this Alternatives Analysis for a method that focuses on the mode share of the urban areas.