

2050 Metropolitan Transportation Plan (MTP)

Performance Measures – Peak Hour Mode Share (VII.b)

Goal – Manage Congestion & System Reliability

Objective – Increase efficiency of existing transportation system through strategies such as Transportation Demand Management (TDM) and Intelligent Transportation Systems (ITS)

The table on the next page compares the mode share of peak hour trips for the:

- Base Year – the 2016 population and employment using the 2016 transportation network of roadways and transit service.
- Existing plus Committed – the 2050 population and employment using the current transportation network plus any projects that are already committed, e.g., East End Connector.
- 2050 MTP – the 2050 population and employment using the 2050 transportation network, which includes the roadway and transit service improvements designated in the 2050 MTP.

The projects and land use in the 2050 MTP result in an increasing percentage of bike/walk trips and decreasing SOV (single occupied vehicle, or, drive alone). These changes are desired to reduce the vehicle miles traveled and resulting pollutant emissions, and to increase travel alternatives. Although the change is in the desired direction, it is only a few percentage points. This inability to cause greater change is likely because the great majority of the current and future land use will continue to be relatively low-density, segregated land uses that is most conveniently served by automobiles.

Peak Mode Share

DCHC MPO	Peak Hour Mode Share		
	2016	E+C	2050 MTP
SOV	45%	44%	43%
Carpool	40%	39%	39%
Bus	2%	2%	3%
Rail	0.00%	0.00%	0.09%
Bike/Walk	13%	14%	15%
Total	100%	100%	100%

CAMPO	Peak Hour Mode Share		
	2016	E+C	2050 MTP
SOV	48%	45%	46%
Carpool	45%	45%	44%
Bus	1%	1%	1%
Rail	0.00%	0.00%	0.32%
Bike/Walk	7%	9%	9%
Total	100%	100%	100%