

2050 Metropolitan Transportation Plan (MTP)

Performance Measures – Travel Choice Neighborhoods (IV.c)

Goal – Ensure that all people have access to multimodal and affordable transportation choices

Objective – Increase utilization of affordable non-auto travel modes

Travel Choice Neighborhoods

Travel Choice Neighborhoods (TCN) are areas that are expected to have a variety of available travel modes in the future. In many performance measures, it is difficult to see a mode shift in the TCN areas because the measure encompasses the entire region and much of the region does not have a high degree of mode choice. For example, it is difficult to see the impact of bus rapid transit on the central areas of Raleigh, Cary, Durham and Chapel Hill by using the regional Performance Measures. The regional mode share values change little because the majority of development will be in medium to low density suburban and rural areas. The TCN measure selects data from the areas (called Transportation Analysis Zones, or TAZs) that are impacted by transit investments and compares them with the overall region. This method helps measure the mode share change based on transit investment.

Results

The tables on the next page show the mode choice percentages (e.g., bus, auto) for each MPO. The percentages are for work trips in the 2050 MTP for all TAZs and TAZs with High Frequency bus (i.e., 15-minute or better frequency), Bus Rapid Transit (BRT), Commuter Rail Transit (CRT), and all TCNs (i.e., High Frequency or BRT or CRT). The percentage of bus and non-motorized (i.e., walk and bike) trips increases and the SOV (single-occupied vehicle) percentage decreases for TAZs with High Frequency, BRT and CRT services. The increase in non-motorized tends to be slightly greater than that for bus.

Work trips were selected because they tend to occur at the peak morning and afternoon travel hours, which subsequently requires roadway capacity improvements and increased transit services to address congestion problems and travel choice needs.

See this [LINK](#) for detailed information on the TCN concept and method.

Final Adopted - DCHC MPO	DCHC MPO - Percent HBW Trips				
	Non-Motorized	Bus	Rail	SOV	HOV
All TAZs in DCHC MPO	6.6%	6.8%	0.2%	77.3%	9.1%
High Frequency Bus	11.6%	10.0%	0.2%	69.7%	8.5%
BRT	14.8%	12.4%	0.2%	64.7%	7.9%
CRT	15.1%	9.2%	0.7%	66.4%	8.6%
All DCHC TCN TAZs	11.2%	9.7%	0.3%	70.4%	8.5%

Final Adopted - CAMPO	CAMPO - Percent HBW Trips				
	Non-Motorized	Bus	Rail	SOV	HOV
All TAZs in CAMPO	5.3%	3.4%	0.8%	80.2%	10.3%
High Frequency Bus	14.5%	7.7%	0.5%	67.7%	9.7%
BRT	12.6%	6.8%	0.8%	70.3%	9.6%
CRT	10.8%	5.0%	1.8%	72.7%	9.7%
All CAMPO TCN TAZs	11.3%	6.1%	0.9%	72.0%	9.7%

HBW means home-based work, which captures most work related trips.