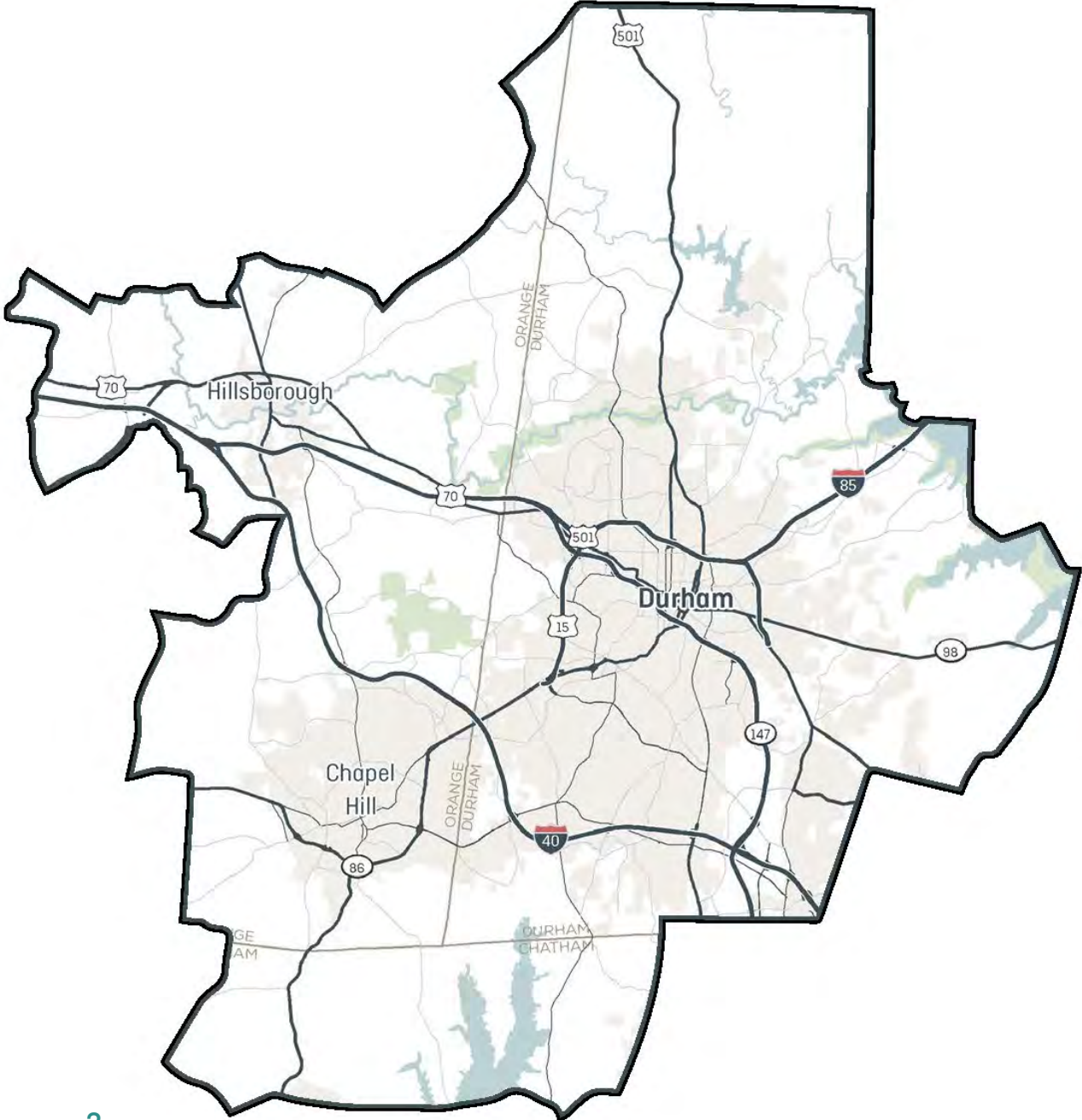# DCHC MOBILITY REPORT CARD SUMMARY 2019

Prepared by: RENAISSANCE PLANNING

INTRODUCTION
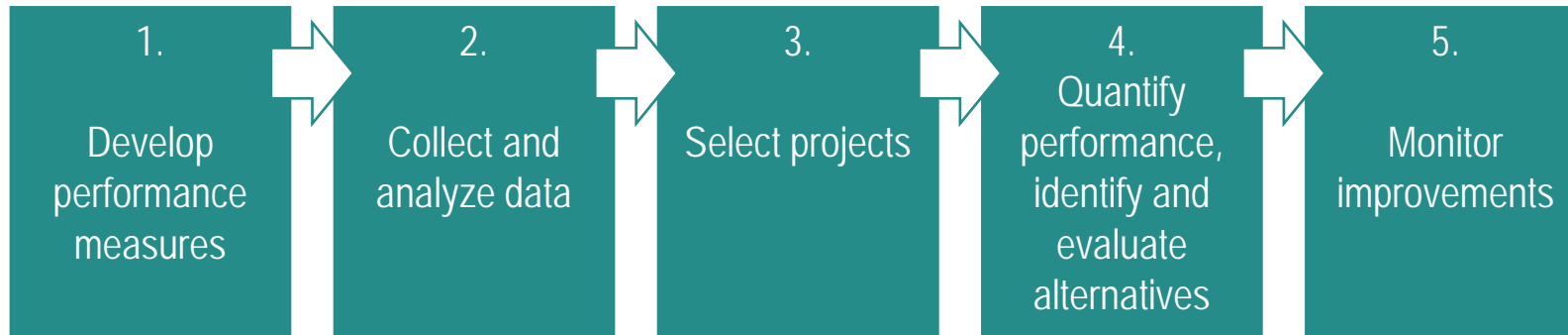
MOBILITY REPORT CARD 2019

THE DCHC REGION INCLUDES ALL OF DURHAM COUNTY AND PARTS OF ORANGE AND CHATHAM COUNTIES

INTRODUCTION

WHAT IS THE MOBILITY REPORT CARD?

- Evaluates multimodal transportation system performance throughout the DCHC region.

- Twelve chapters addressing supply, demand, and safety across multiple modes.
  - Highlight key findings
  - Presentation of diverse metrics
  - Geographic summarizations and comparisons

CONGESTION MANAGEMENT PROCESS

1. Develop performance measures	→	2. Collect and analyze data	→	3. Select projects	→	4. Quantify performance, identify and evaluate alternatives	→	5. Monitor improvements

- The Fixing America's Surface Transportation (FAST) Act is the current federal legislation guiding MPO planning nationwide.

- The FAST Act requires MPOs to have a Congestion Management Process (CMP).

- The Mobility Report Card's role in the CMP:
    - Develops multimodal performance measures (step 1)
    - Analyzes data (step 2)
    - Summarizes existing conditions and trends for the regional multimodal transportation system (step 4)

KEY TERMS AND CONCEPTS

- Peak travel periods – when does most travel occur?
  - AM Peak Period – 7:00 AM to 9:00 AM
  - Noon Peak Period – 11:00 AM to 1:00 PM
  - PM Peak Period – 4:00 PM to 6:00 PM

- Level of service (LOS) – grading performance of roads and intersections
  - Grades of A (best performing) to F (worst performing) are assigned
  - Congestion and delay are primary drivers of poor or declining LOS.

- CMP Corridors
  - DCHC tracks data for 95 roadways as part of the CMP.
  - Some performance metrics in the Mobility Report Card are only available for the CMP corridors.
  - The 95 corridors include all major highways and a range of arterial and collector roads, providing a representative cross-section of facilities throughout the region.

CHAPTERS

Chapters

1. Vehicle Activity and Arterial Level of Service
2. Intersection Peak Hour Level of Service
3. Vehicle Travel Time
4. Vehicle Safety
5. Pedestrian Facilities
6. Pedestrian Activity
7. Bicycle Facilities
8. Bicycle Activity
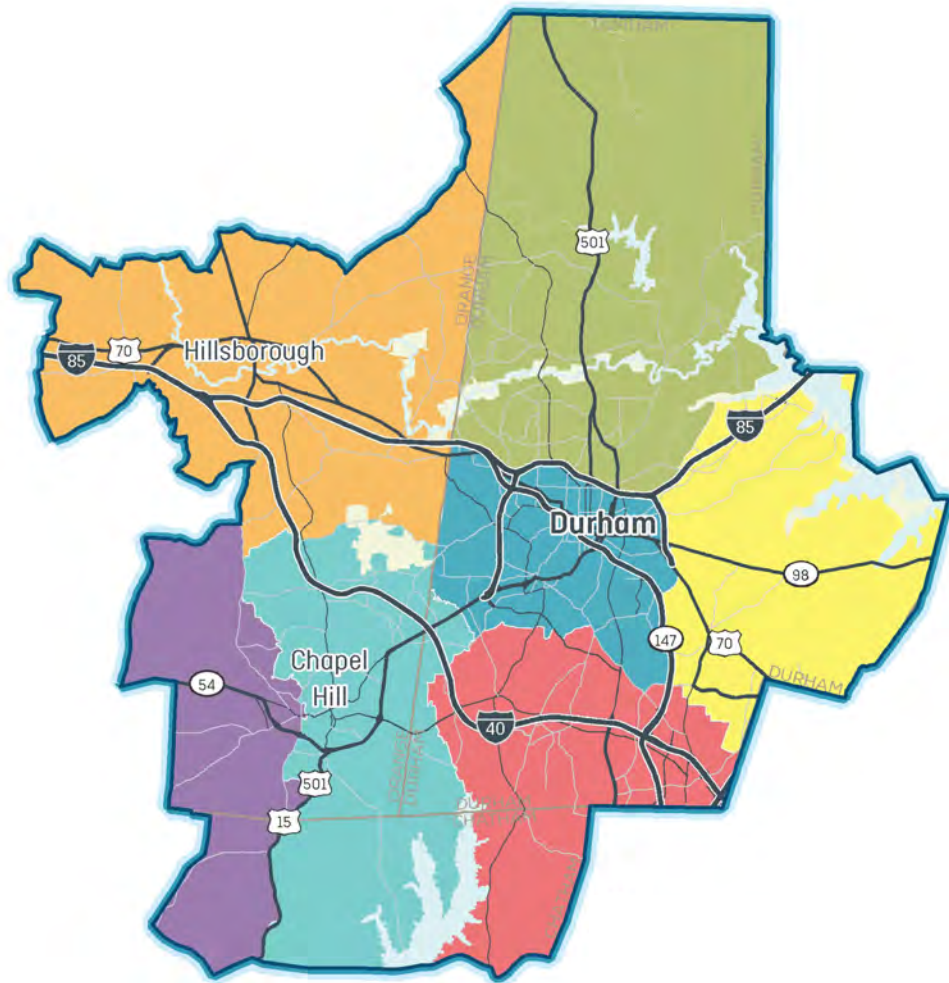9. Pedestrian and Bicyclist Safety

10. Transit Service
11. Transit Ridership
12. Multimodal Mobility and Throughput

Detailed Appendices

A. Average Annual Daily Traffic (AADT) and Level of Service (LOS) by segment
B. Intersection Level of Service (LOS)
C. Travel Time Reliability by Segment
D. Multimodal Travel by Segment

GEOGRAPHIC REPORTING BY SUBAREA

- Subareas reflect major travel markets

- Comparisons reveal differences in the way the transportation system is used and its performance in different parts of the region.
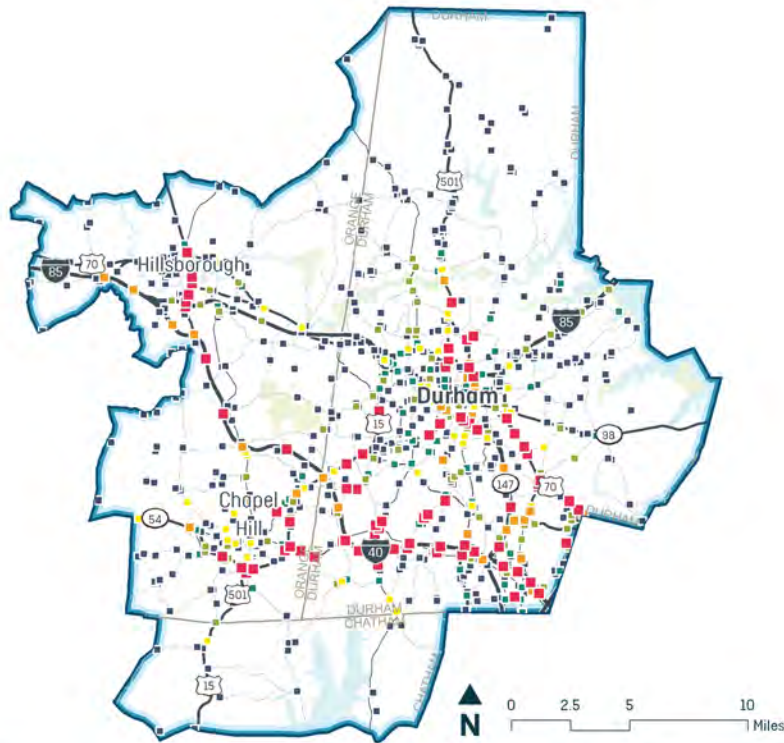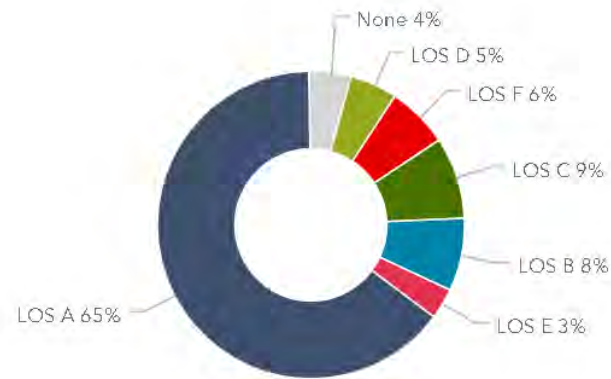
North Durham	Hillsborough
Downtown Durham	Carrboro
East Durham	Chapel Hill
Southpoint	

CHAPTER SUMMARIES

MOBILITY REPORT CARD 2019

1 | VEHICLE ACTIVITY AND ARTERIAL LEVEL OF SERVICE

LOS in 2017

Donut chart: LOS in 2017 — None 4%, LOS D 5%, LOS F 6%, LOS C 9%, LOS B 8%, LOS E 3%, LOS A 65%

VEHICULAR LEVEL OF SERVICE (2017)
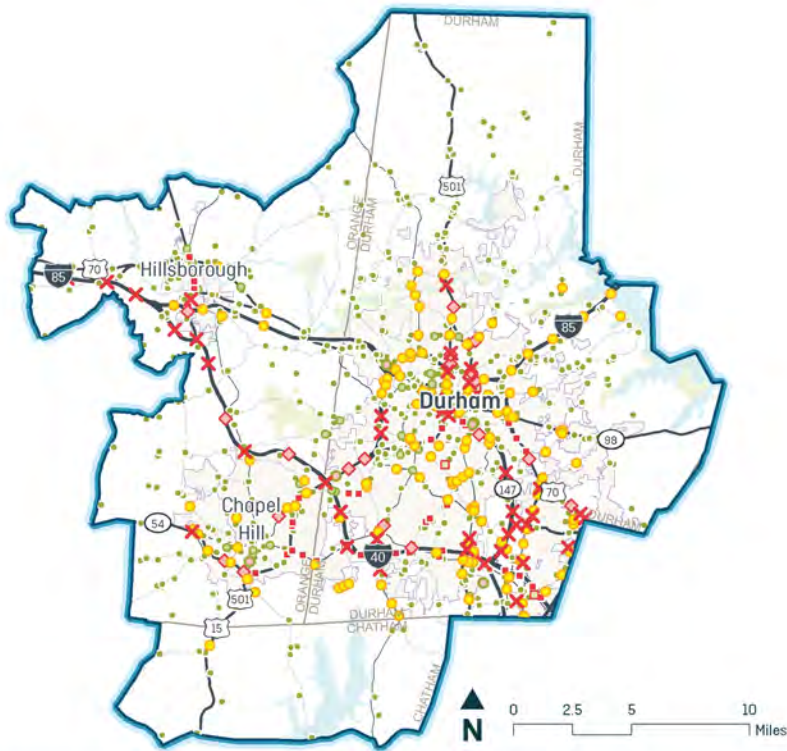Level of Service • A • B • C • D • E • F

KEY FINDINGS

- **1,275 count stations**
- **Regional traffic volume increased by 28% from 2009 to 2017.**
- **In 2017, fewer than 10% of stations were failing (LOS E or F)**

LOS Change in 2017

LOS Decline in 2017 by County

CHANGE IN LEVEL OF SERVICE (2015 - 2017)
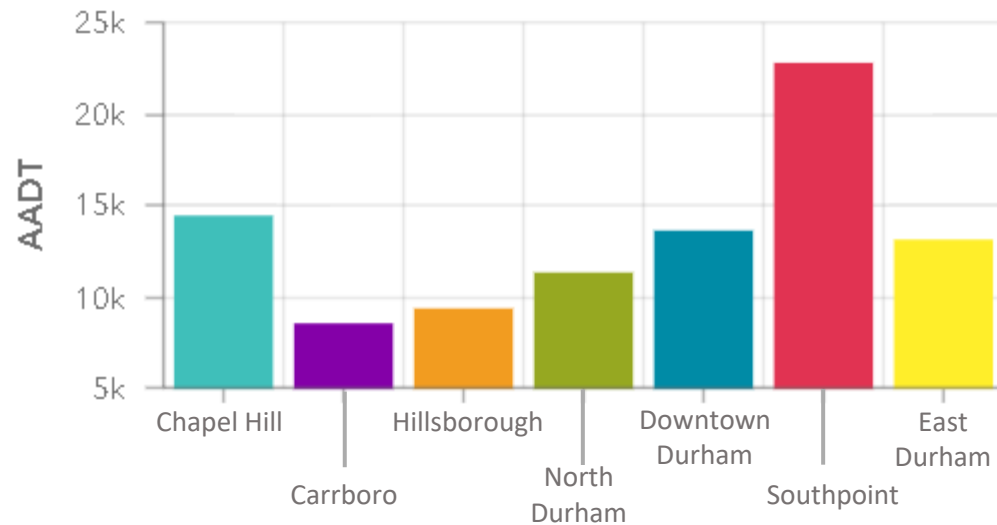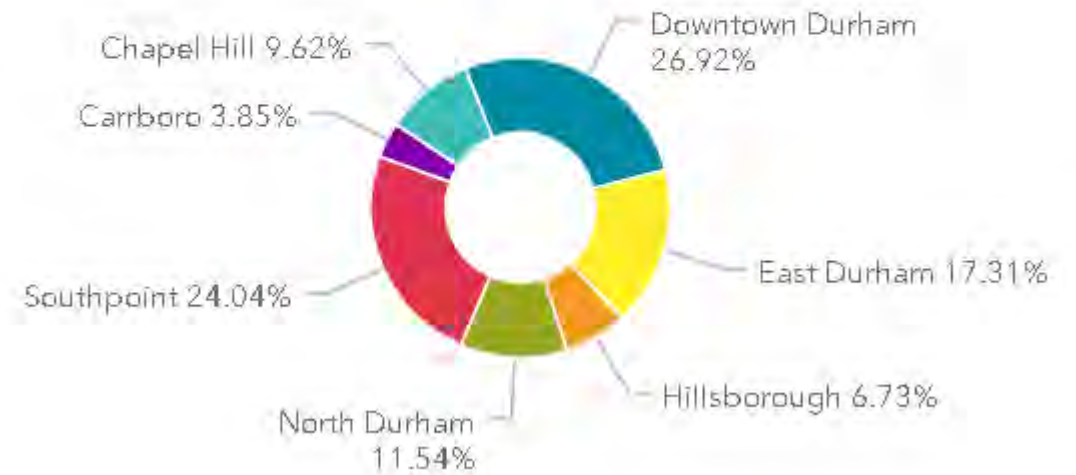
KEY FINDINGS

- In 2017, LOS declined at 18% of count stations throughout the region.

- Most locations with LOS decline are in Durham County

1 | VEHICLE ACTIVITY AND ARTERIAL LEVEL OF SERVICE

Average 2017 AADT by Subarea

LOS Decline in 2017 by Subarea

KEY FINDINGS

- Traffic volumes are highest in the Southpoint subarea
- About half of LOS declines are concentrated in the Downtown Durham and Southpoint subareas

INTERSECTION LEVEL OF SERVICE (2017)

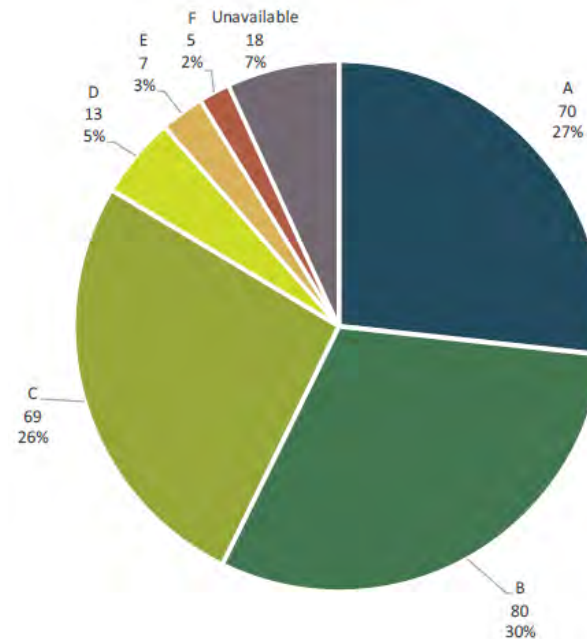Intersection LOS AM • A • B • C • D • E • F

Figure 2-3. Region-wide AM Peak Period Count Station LOS (2017)

KEY FINDINGS

- **95% of intersections operate at LOS D or better in the AM peak (2017)**

- **12 Intersections operate at LOS E or F in the AM peak (2017)**

INTERSECTION LEVEL OF SERVICE (2017)

Intersection LOS PM   · A   · B   · C   · D   · E   · F
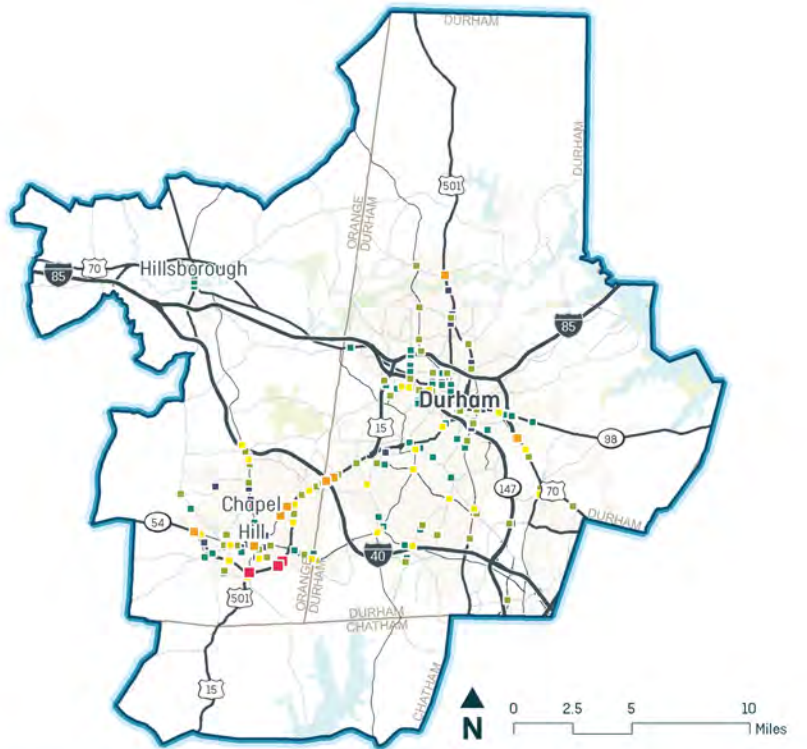

Figure 2-4. Region-wide PM Peak Period Count Station LOS (2017)

KEY FINDINGS

- **94% of intersections operate at LOS D or better in the PM peak (2017)**

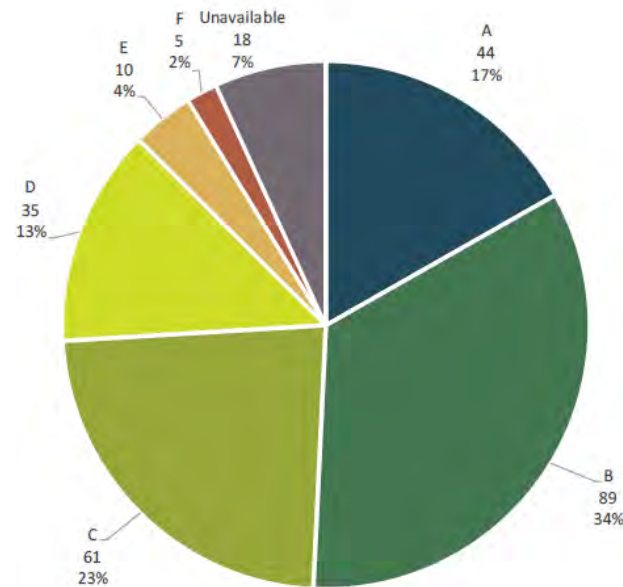- **15 Intersections operate at LOS E or F in the PM peak (2017)**

2 | INTERSECTION PEAK HOUR LEVEL OF SERVICE

SUBAREA	2013			2017		
	TOTAL # OF INTERSECTIONS OBSERVED	INTERSECTIONS AT LOS E OR F		TOTAL # OF INTERSECTIONS OBSERVED	INTERSECTIONS AT LOS E OR F	
		#	%		#	%
Carrboro	18	1	5.6%	18	2	11.1%
Chapel Hill	60	10	16.7%	77	6	7.8%
Downtown Durham	77	2	2.6%	78	2	2.6%
East Durham	11	2	18.2%	11	1	9.1%
Hillsborough	5	0	0%	5	0	0%
North Durham	16	0	0%	16	0	0%
Southpoint	17	2	11.8%	19	0	0%
TOTAL	204	17	8.3%	224	11	4.9%

KEY FINDINGS (AM)

- 69 intersections (23%) experienced a decline in LOS from 2013 to 2017

- 10 intersections declined to LOS E or F from 2013 to 2017

- Fewer intersections operates at LOS E or F in 2017 than 2013.

- The Chapel Hill subarea has the most intersections at LOS E or F in 2017.

2 | INTERSECTION PEAK HOUR LEVEL OF SERVICE

SUBAREA	2013			2017		
	TOTAL # OF INTERSECTIONS OBSERVED	INTERSECTIONS AT LOS E OR F		TOTAL # OF INTERSECTIONS OBSERVED	INTERSECTIONS AT LOS E OR F	
		#	%		#	%
Carrboro	18	0	0%	18	1	5.6%
Chapel Hill	59	11	18.6%	77	10	13%
Downtown Durham	76	6	7.8%	78	1	1.3%
East Durham	10	0	0%	11	1	9.1%
Hillsborough	5	0	0%	19	0	0%
North Durham	16	0	0%	16	1	6.3%
Southpoint	17	2	11.8%	19	0	0%
TOTAL	201	19	9.5%	238	14	5.9%

KEY FINDINGS (PM)

- 66 intersections (25%) experienced a decline in LOS from 2013 to 2017

- 12 intersections declined to LOS E or F from 2013 to 2017

- Fewer intersections operates at LOS E or F in 2017 than 2013.

- The Chapel Hill subarea has the most intersections at LOS E or F in 2017.

3 | VEHICLE TRAVEL TIME

TRAVEL TIME METRICS

- All metrics are ratios of observed or assumed travel times.

| Metric	Ratio	What does it mean?
Travel Time Index	$\dfrac{\text{50}^{\text{th}}\text{ percentile travel time}}{\text{free flow travel time}}$	How much longer is the average travel time than the free-flow travel time? What is "normal" delay?
Planning Time Index	$\dfrac{\text{95}^{\text{th}}\text{ percentile travel time}}{\text{free-flow travel time}}$	How much longer is the worst-case travel time than the free-flow travel time? How do potential "extreme" delays influence travel time budgets?
Level of Travel Time Reliability	$\dfrac{\text{80}^{\text{th}}\text{ percentile travel time}}{\text{50}^{\text{th}}\text{ percentile travel time}}$	How much longer is "abnormal" delay than "normal" delay. Are travel times generally consistent (even if they are slower then free-flow)?

3 | VEHICLE TRAVEL TIME

Figure 3-1. Interstate Travel Time Reliability Measure
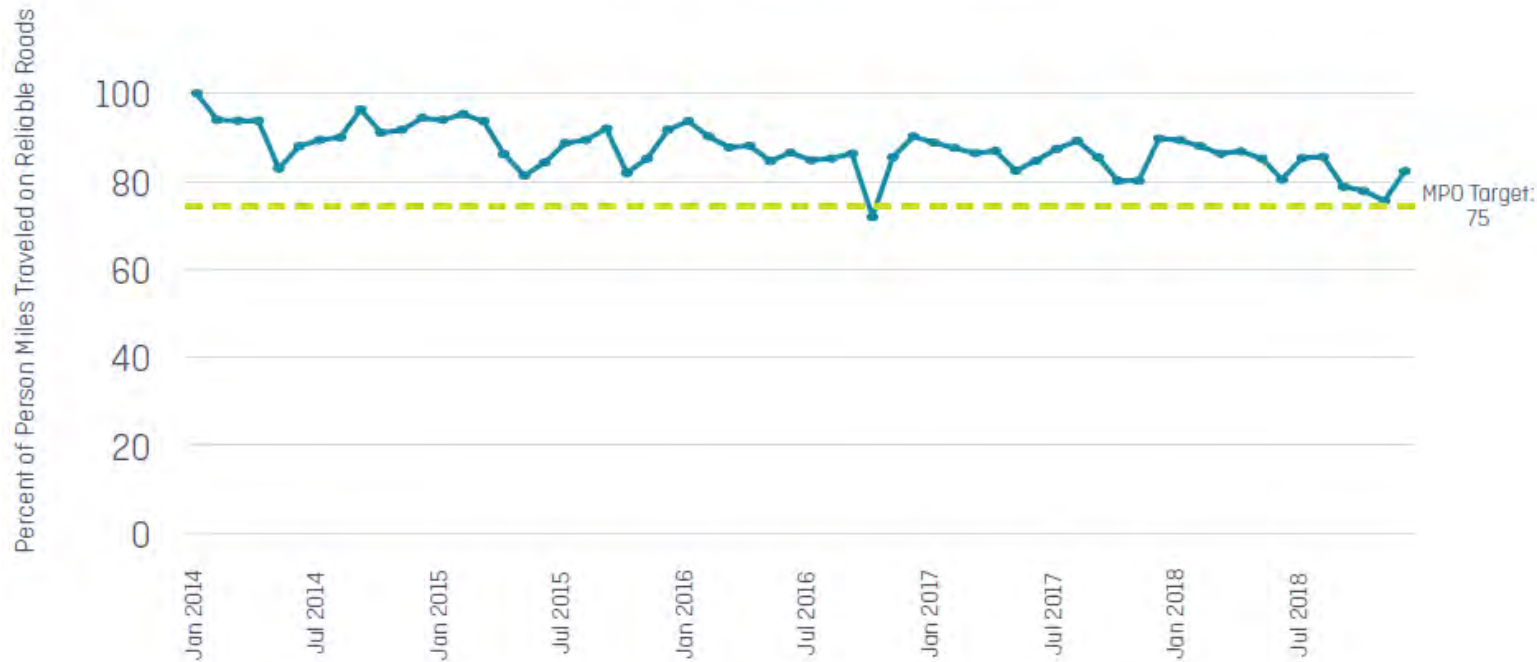
KEY FINDINGS

- Person miles traveled (PMT) on "reliable" interstate segments has decreased since 2014. Today, about 80% of all PMT on interstates is reliable.

- Interstate reliability meets the MPO's current target.

3 | VEHICLE TRAVEL TIME

Figure 3-2: Non-Interstate NHS Travel Time Reliabiity Measure
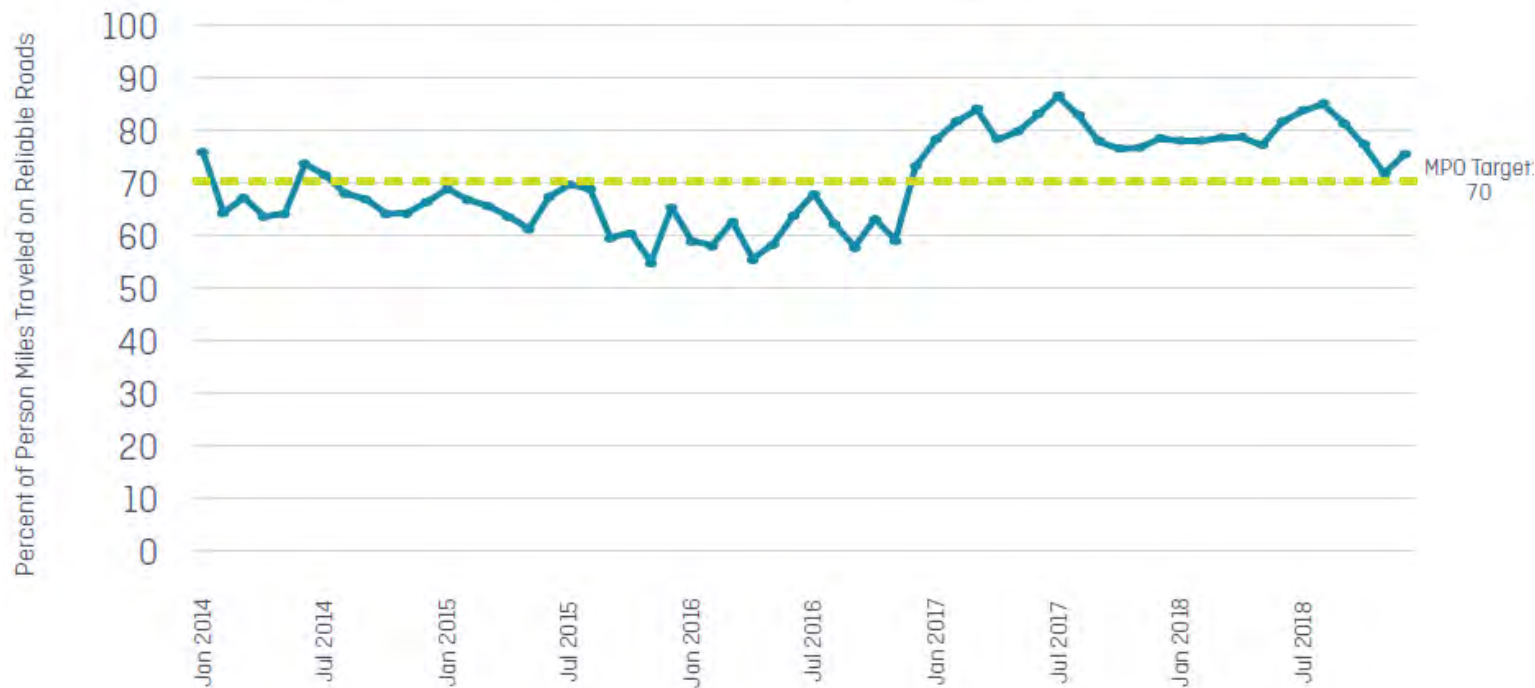
KEY FINDINGS

- Person miles traveled (PMT) on "reliable" non-interstate segments has decreased since 2014.

- Apparent improvement in 2017 likely due to a change in data sources.

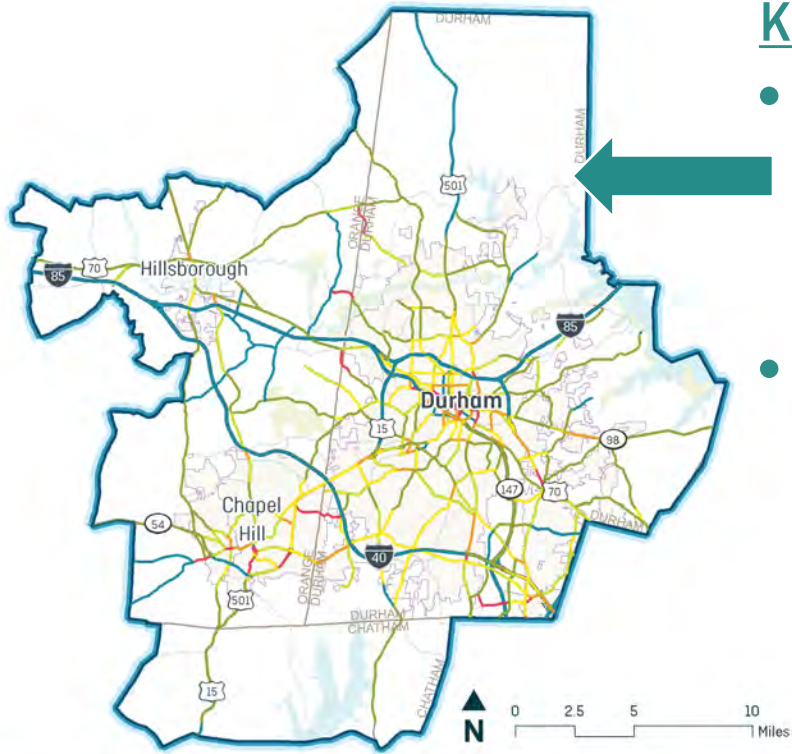- Non-interstate reliability is near the MPO target, but not meet it.

3 | VEHICLE TRAVEL TIME

Figure 3-3. Freight Reliability Measure
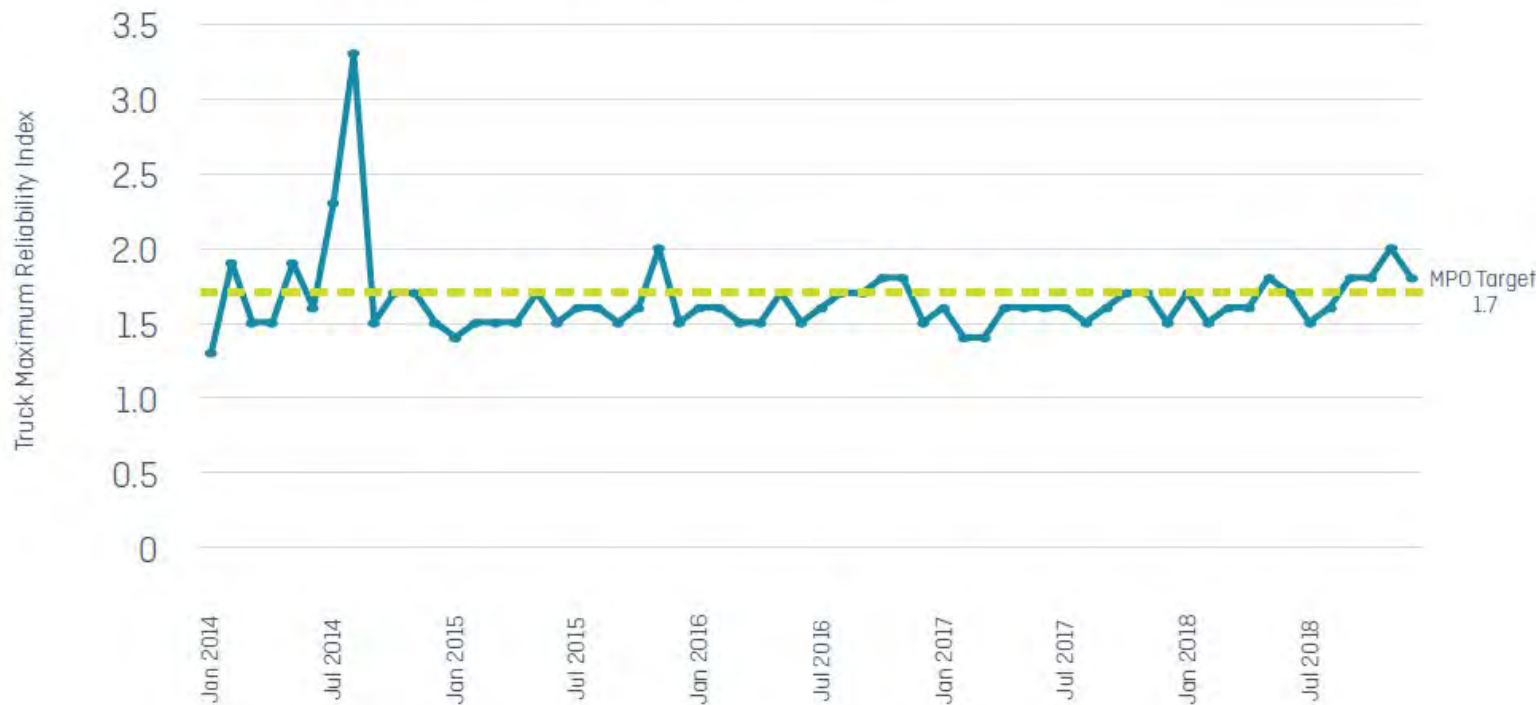
KEY FINDINGS

- **Reliability for trucks is near, but slightly below the MPO target.**

- **Worst-case truck travel times are between 50% and 80% longer than typical truck travel times.**

TRAVEL TIME RELIABILITY IN 2017
Travel time index (5:00-6:00 PM)
— Free flow time
— 1.01 - 1.25
— 1.26 - 1.50
— 1.51 - 2.00
— 2.01 - 2.50
— Greater than 2.5

KEY FINDINGS

- Normal delays (travel time index) are worst in the Chapel Hill, Carrboro, and Downtown Durham subareas.

- Worst-case travel times (planning time index) are worst in the Chapel Hill, East Durham, and Southpoint subareas.

TRAVEL TIME RELIABILITY IN 2017
Planning time index (5:00-6:00 PM)
— Free flow time
— 1.1 - 1.5
— 1.6 - 2.0
— 2.1 - 3.0
— 3.1 - 4.0
— Greater than 4.0

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3 | VEHICLE TRAVEL TIME

TRAVEL TIME RELIABILITY IN 2017
Level of Travel Time Reliability (PM Peak Period)
— 1.05 or less
— 1.06 - 1.10
— 1.11 - 1.15
— 1.16 - 1.25
— 1.26 - 1.50
— Greater than 1.50

KEY FINDINGS

- Travel times are most unreliable in the Downtown Durham, Chapel Hill, East Durham, and Southpoint subareas.

- Recurring congestion results in persistent delays along...
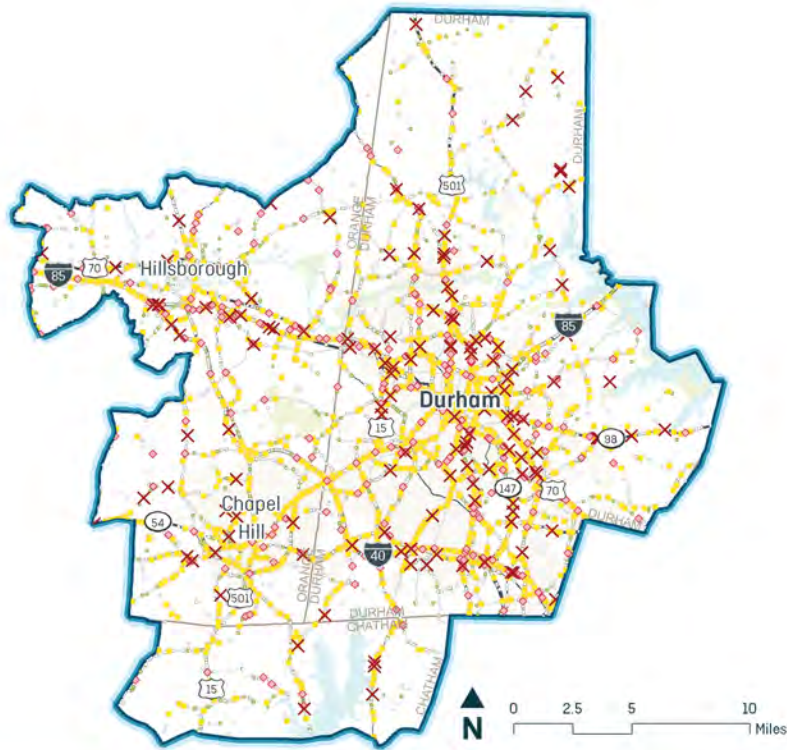 - US 15-501
  - NC-54
  - I-40
  - NC-147
  - US-70
  - NC-98.

TRAVEL TIME RELIABILITY IN 2017
Congestion regularity
— Recurring congestion
— Non-recurring congestion
— Usually uncongested
— Insufficient data

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4 | VEHICLE SAFETY

FATAL | deaths that occur within twelve months of the crash
DISABLING | injuries serious enough to prevent normal activity for at least one day, such as massive loss of blood, broken bones, etc.
EVIDENT | non-fatal or disabling injuries that are evident at the scene such as bruises, swelling, limping, etc.
POSSIBLE | no visible injury but there are complaints of pain or momentary unconsciousness
NONE | no injury
UNKNOWN | unknown if any injury occurred

SAFETY
Crash Locations 2013 to 2017
Severity
X Fatality
◆ Serious Injury
· Evident Injury
· Possible Injury
   Property Damage Only or Unknown

KEY FINDINGS

- **15,310 crashes occurred in the DCHC area in 2017**
  - About 80% result in no evident injury
  - Crashes resulting in disabling injuries or death made up less than 1%.
- **Rear-end collisions are the most common crash type.**

4 | VEHICLE SAFETY

KEY FINDINGS

- When crashes are normalized by daily traffic, the highest crash rates are observed in the Downtown Durham subarea.

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24

SAFETY
Fatalities ratio by segment (2013 to 2017)
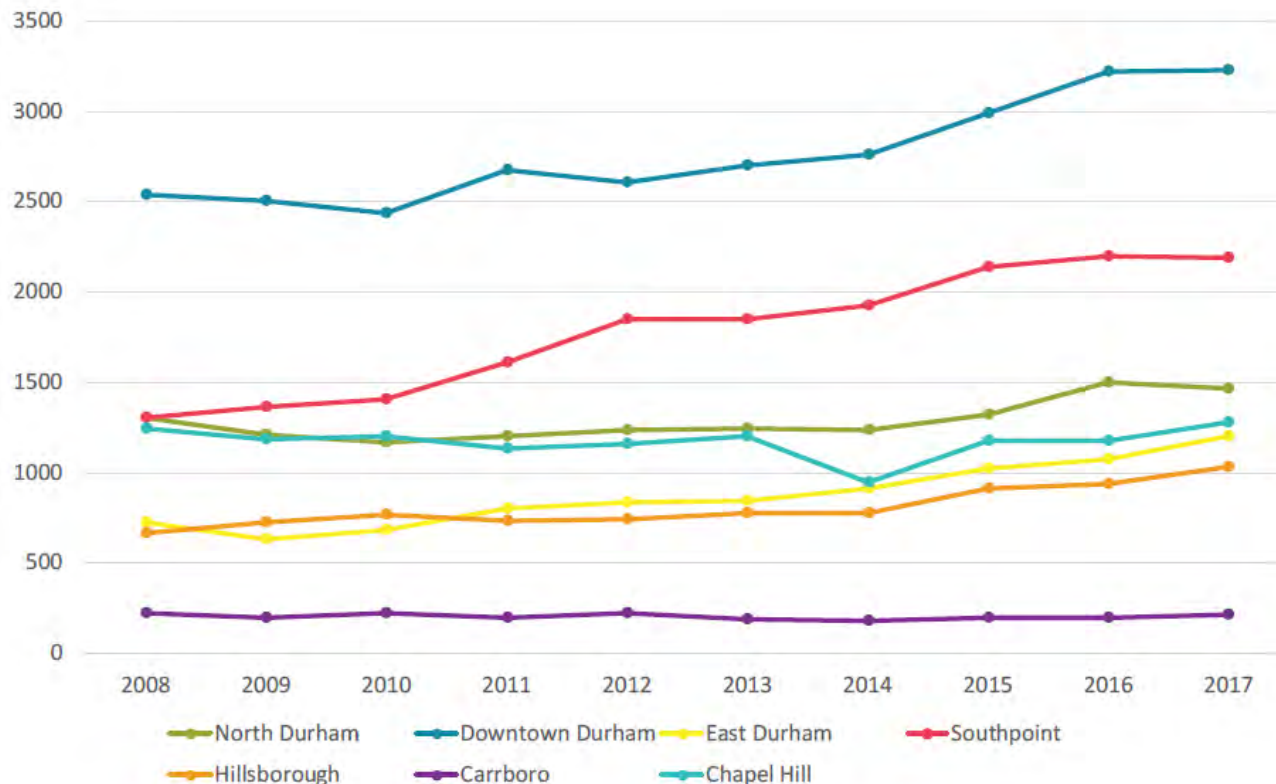Fatal crashes as a share of all crashes
— No fatalities
— 0.1% - 1.0%
— 1.1% - 2.5%
— 2.6% - 5.0%
— Greater than 5.0%
— Fewer than 15 crashes from 2013 to 2017
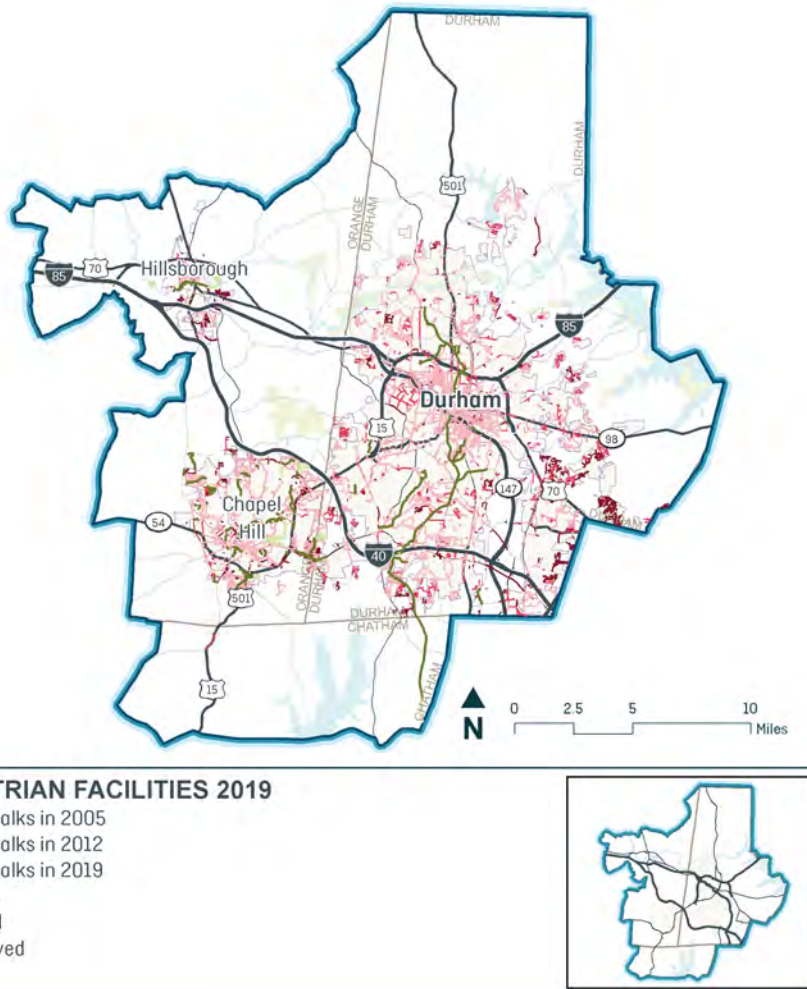
KEY FINDINGS

- **Fatalities occur for a small proportion of crashes.**

- **Fatalities as a share of total crashes are most common outside of urban areas, probably reflecting higher average travel speeds.**

Table 4-3. Total Crashes by Subarea 2008-2017

KEY FINDINGS

- Crashes are increasing across all subareas, except Carrboro.

- The Downtown Durham subarea has the highest number of crashes.

- The Southpoint subarea has experienced a significant increase in crashes since 2008.

PEDESTRIAN FACILITIES 2019
— Sidewalks in 2005
— Sidewalks in 2012
— Sidewalks in 2019
Greenways
— Paved
— Unpaved

KEY FINDINGS

- **Sidewalk mileage increased by 133.7 miles (18.5%) from 2012 to 2019.**

Figure 5-2. Change in Pedestrian Facilities 2005-2019

5 | PEDESTRIAN FACILITIES
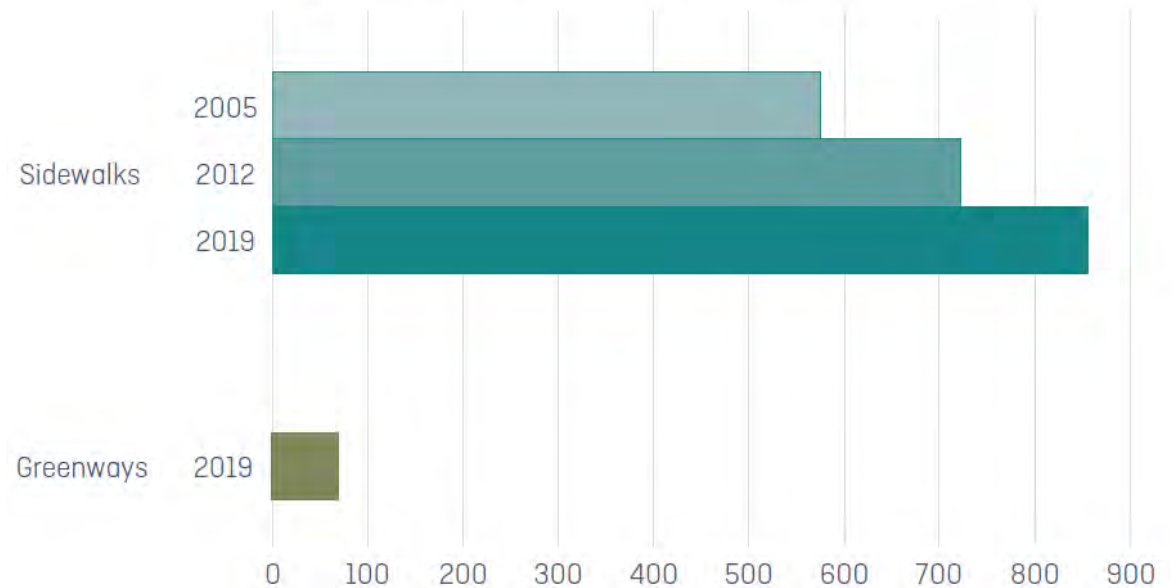
Figure 5-3. Pedestrian Facility Share by Municipality
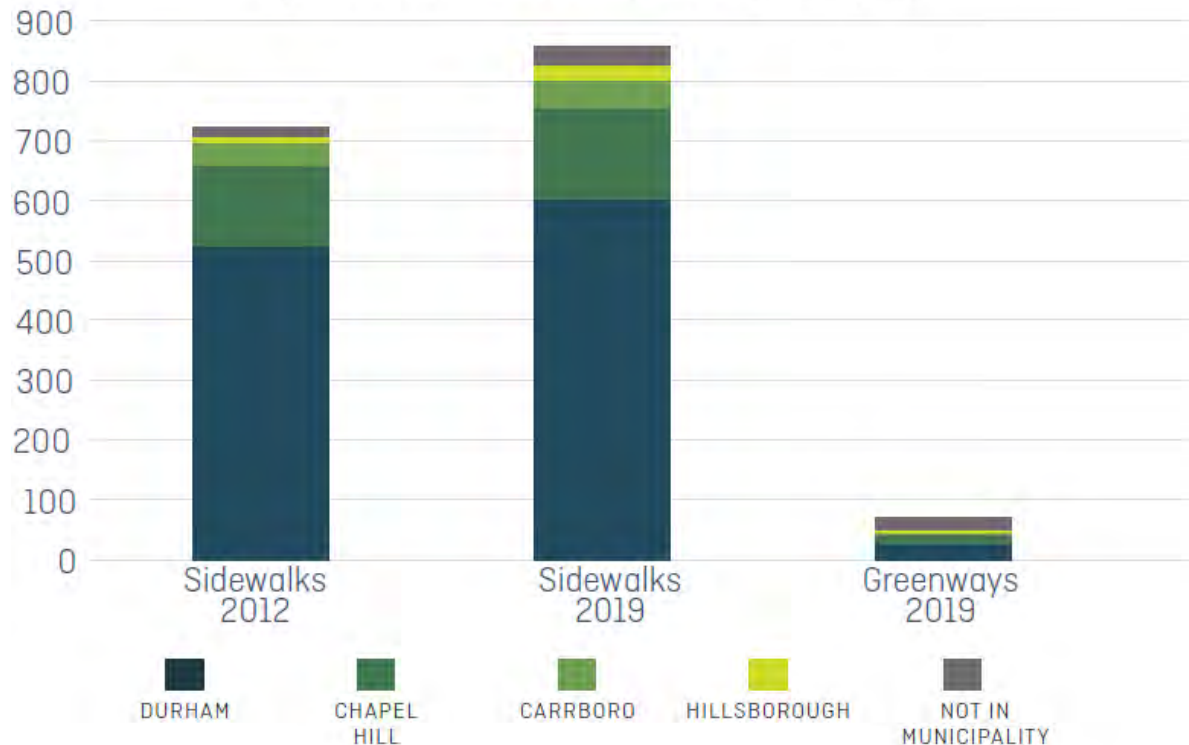
KEY FINDINGS

- Sidewalks are concentrated in the cities/towns of Durham, Chapel Hill, Carrboro, and Hillsborough.

- The shares of sidewalk miles in Chapel Hill, Carrboro, and Hillsborough have increased since 2012.

- Greenways are evenly distributed across the region's municipalities and unincorporated areas.

5 | PEDESTRIAN FACILITIES

Figure 5-11. Change in sidewalk mileage 2005-2019
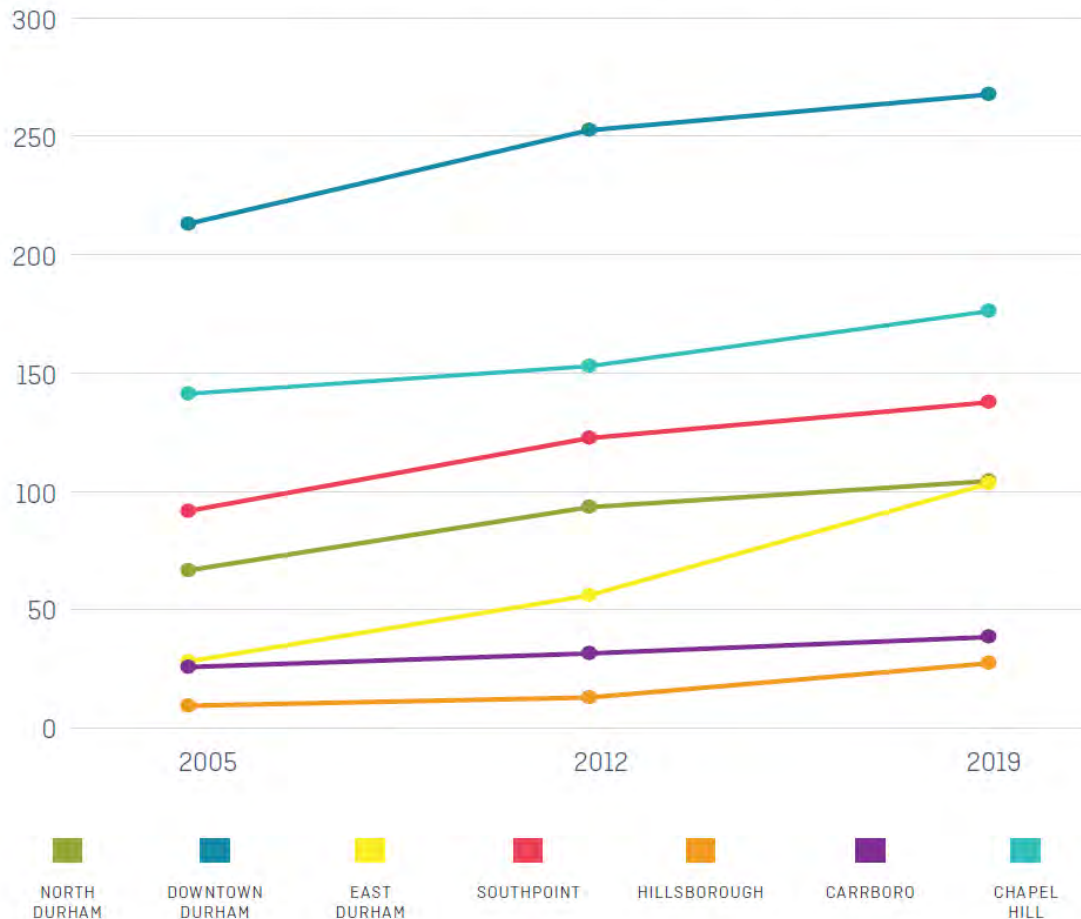
KEY FINDINGS

- The greatest proportionate changes in sidewalk mileage since 2012 have occurred in the Hillsborough and East Durham subareas.

- Downtown Durham has the most sidewalk miles, but the lowest rate of change since 2012.
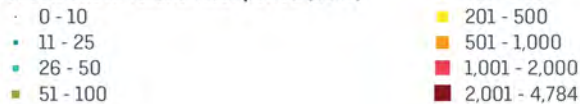
Table 5-2. Percent change in sidewalk mileage 2005-2019

SUBAREA	2005-2012	2012-2019
NORTH DURHAM	39.70%	12.31%
DOWNTOWN DURHAM	18.50%	5.99%
EAST DURHAM	98.95%	83.92%
SOUTHPOINT	33.76%	12.49%
HILLSBOROUGH	40.26%	114.59%
CARRBORO	23.95%	21.58%
CHAPEL HILL	8.30%	15.17%
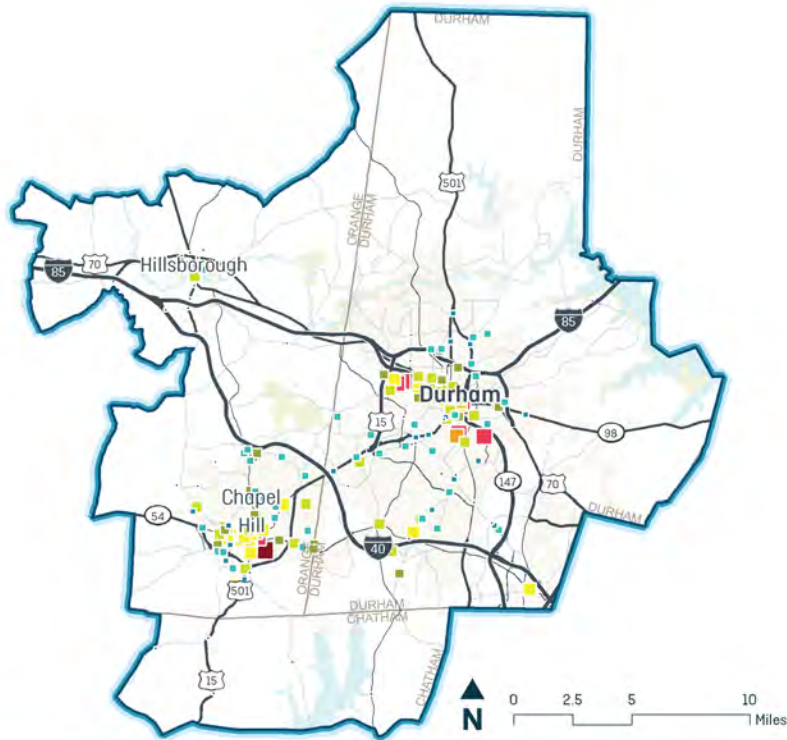
PEDESTRIAN ACTIVITY
Pedestrians in total 6-hour period (2017)
- · 0 - 10
- · 11 - 25
- · 26 - 50
- ■ 51 - 100
- 101 - 200
- 201 - 500
- 501 - 1,000
- 1,001 - 2,000
- 2,001 - 4,784

KEY FINDINGS

- **189 pedestrian count locations over 16 non-consecutive days in 2017 throughout the DCHC region.**

- **45,034 pedestrians observed. Highest single count station at UNC.**

- **6-hour peak-period volumes reported:**
 - AM peak period
  - Noon peak period
  - PM peak period

6 | PEDESTRIAN ACTIVITY

Figure 6-16. 6 Hour Total Median PPV
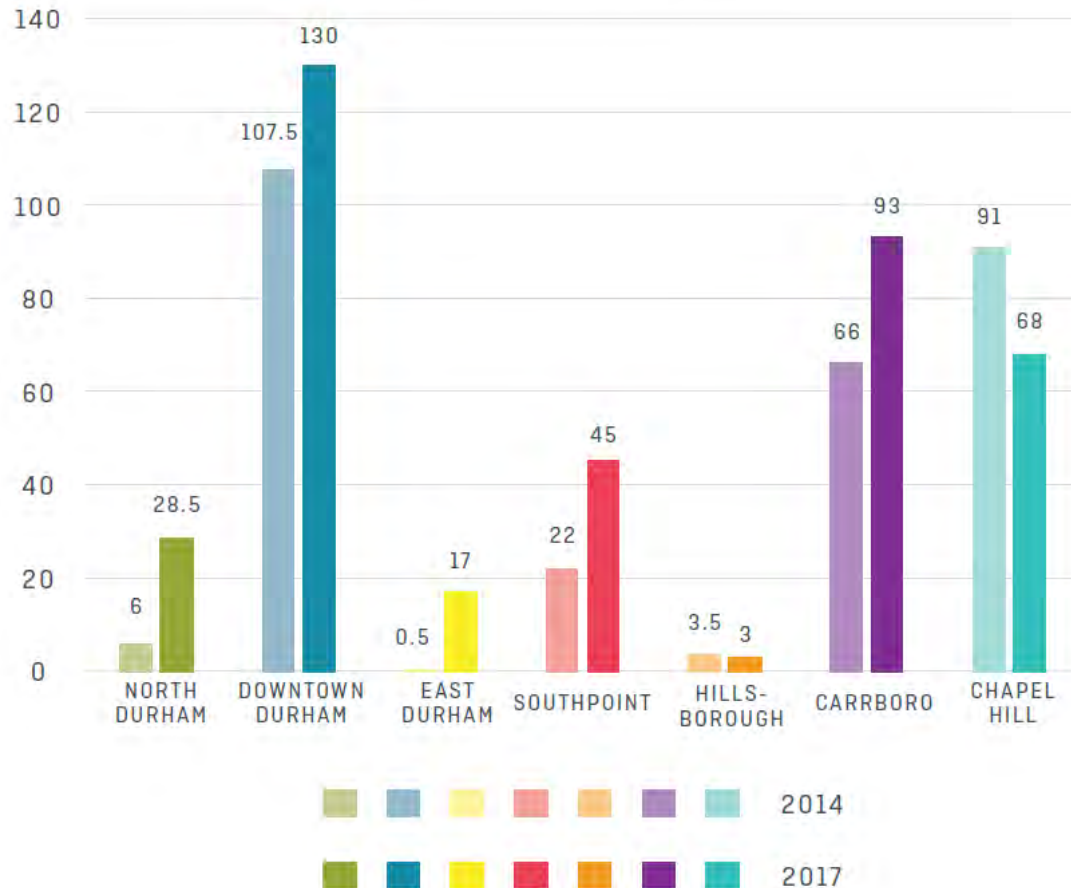
KEY FINDINGS

- Median pedestrian counts are highest in the Downtown Durham, Carrboro, and Chapel Hill subareas.

- Pedestrian counts have increased everywhere since 2014, except in Chapel Hill.

- Variability in count locations, seasons, and days can influence year-to-year changes.

7 | BICYCLE FACILITIES

Figure 7-3. Breakdown of On-Road Bicycle Facility by Type (2019):
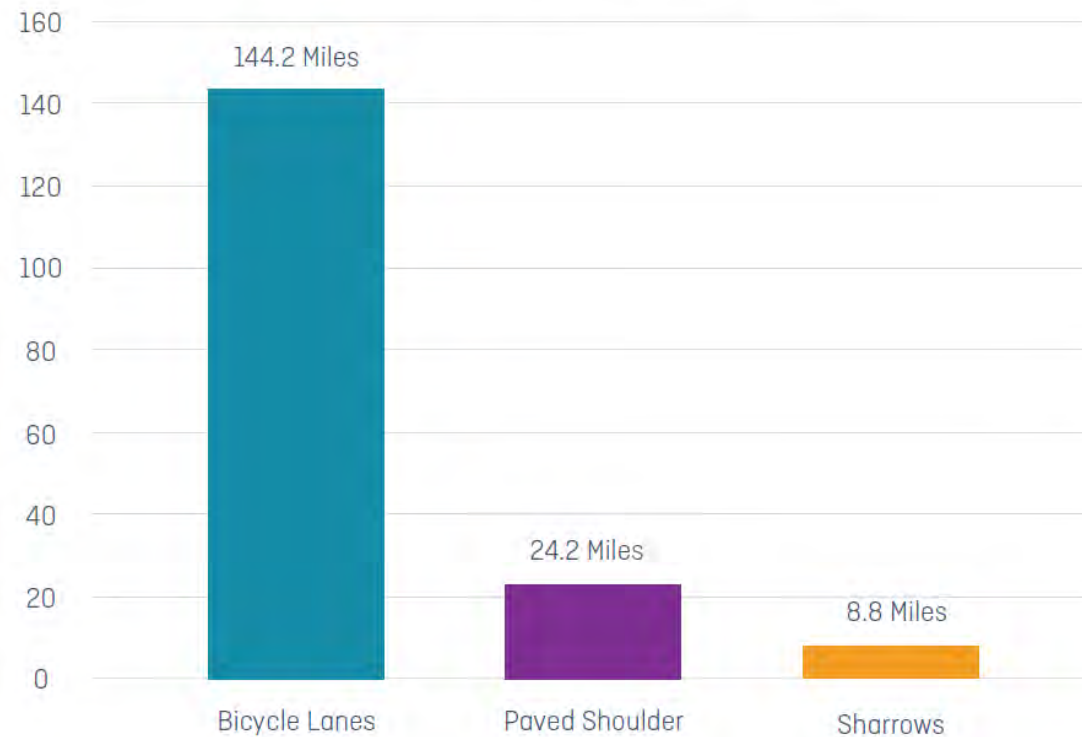
KEY FINDINGS

- **Bicycle lanes are the most common type of on-road bicycle facility**

Bicycle Lanes

Bicycle lanes are whole travel lanes on a road designed for and intended to be used exclusively by bicyclists.

Paved Shoulders

Paved shoulders are smaller spaces on the side of the road that may or may not be dedicated to bicyclist use.

Sharrows

Sharrows are travel lanes where vehicular and bicycle traffic share the right-of-way.

7 | BICYCLE FACILITIES

BICYCLE FACILITIES 2019

On-Road Facilities
— 2005
— 2012
— 2019

Bikeable Greenways
— 2005
— 2012
— 2019
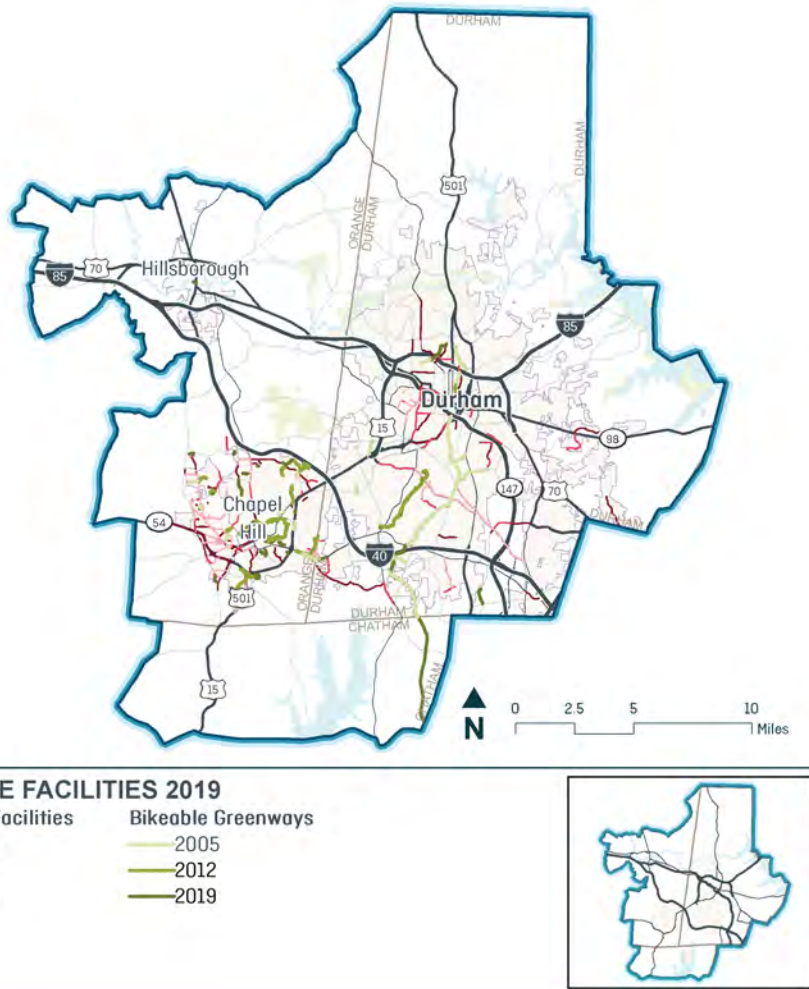
KEY FINDINGS

- On-road bicycle facilities have increased by 106 miles (150%) since 2012.

- Greenway mileage has increased by 7 miles (15% since 2012)

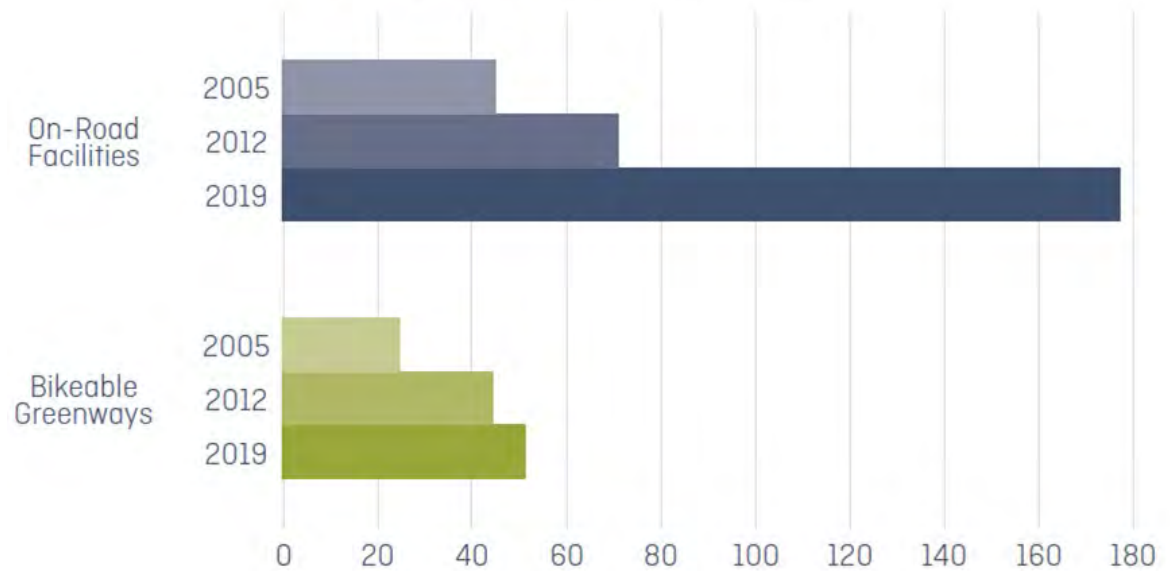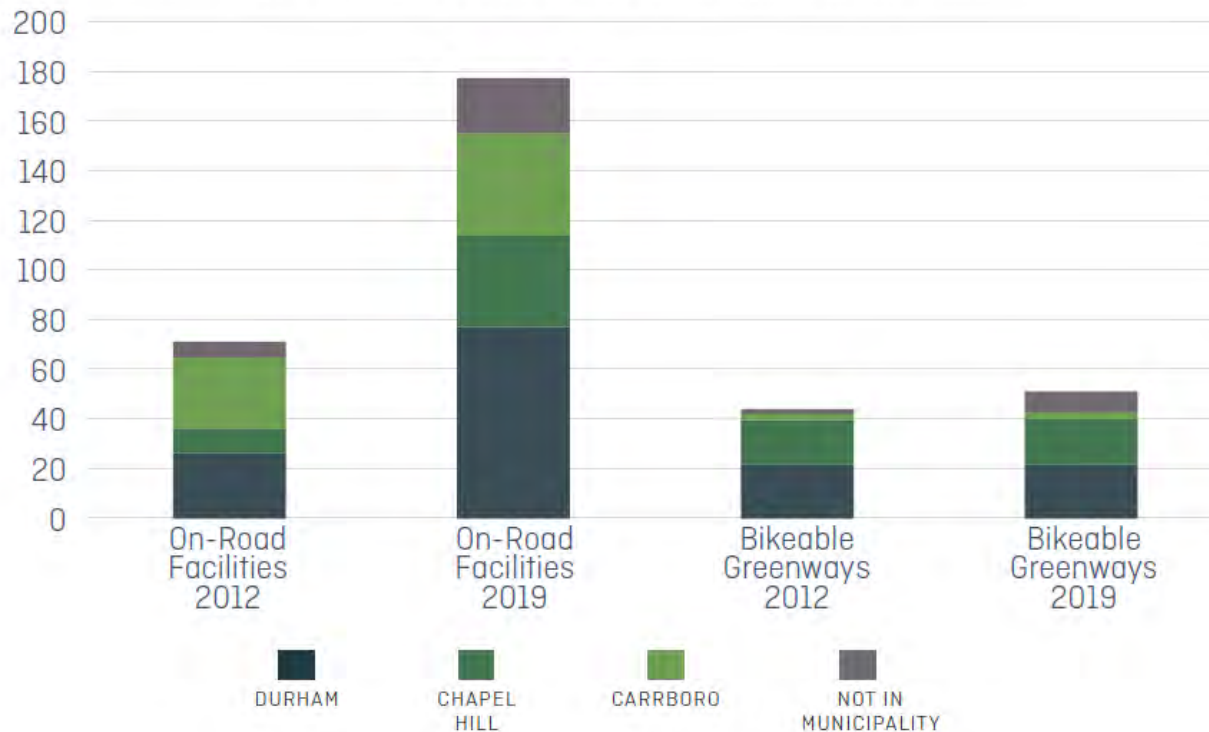Figure 7-2. Change in Bicycle Facilities 2005-2019

7 | BICYCLE FACILITIES

Figure 7-4. Bicycle Facility Share by Municipality (2019):

KEY FINDINGS

- Bicycle facilities are concentrated in the cities/towns of Durham, Chapel Hill, and Carrboro

- The shares of sidewalk miles in Downtown Durham, Carrboro, and unincorporated areas have increased since 2012.

- Greenways are mostly located in Durham and Chapel Hill.

- Greenways in unincorporated areas have increased since 2012.

7 | BICYCLE FACILITIES

Figure 7-12. Change in miles of on-road bicycle facilties 2005-2019
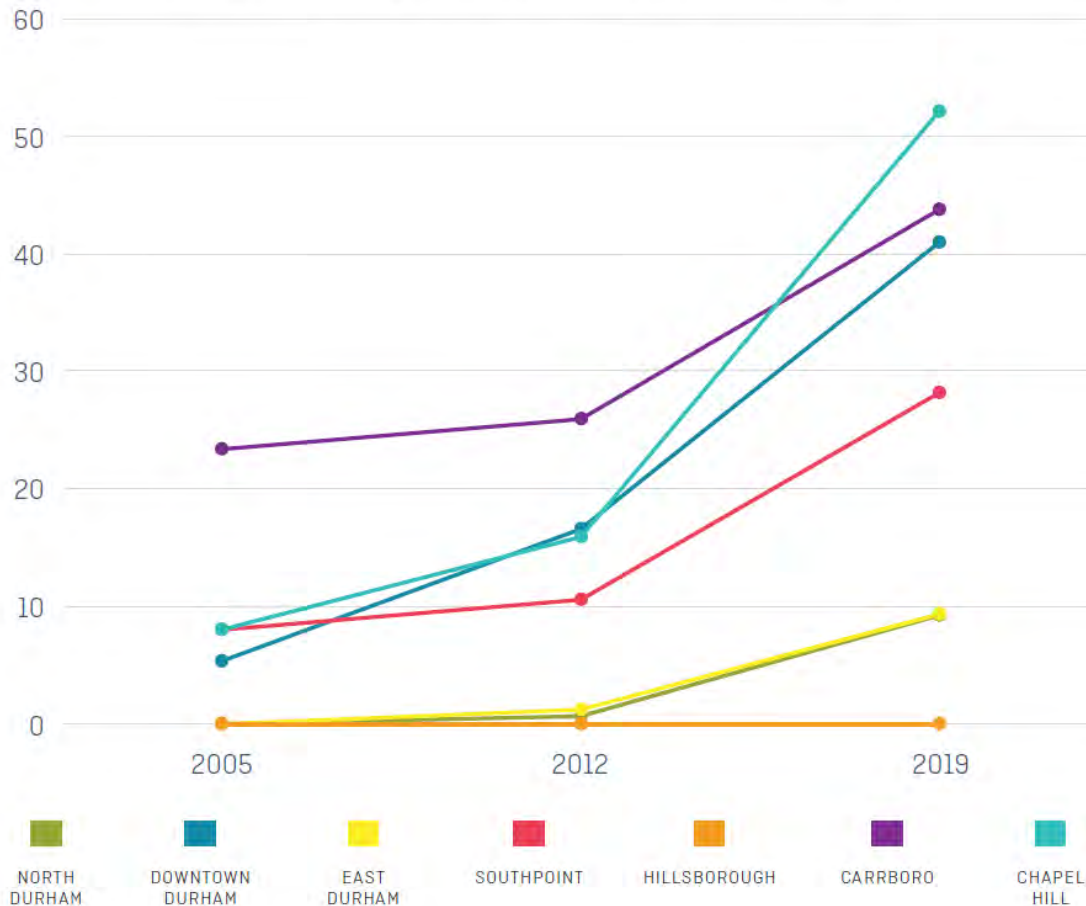
KEY FINDINGS

- The greatest proportionate changes in on-road bicycle facility miles since 2012 have occurred in the North Durham, East Durham, and Chapel Hill subareas.

- Chapel Hill has the most on-road bicycle facilities, surpassing Carrboro and Downtown Durham.

Table 7-3. Percent change in miles of on-road bicycle facilties 2005-2019

SUBAREA	2005-2012	2012-2019
NORTH DURHAM	NA*	1145.27%
DOWNTOWN DURHAM	206.22%	147.51%
EAST DURHAM	NA*	637.97%
SOUTHPOINT	32.69%	165.01%
HILLSBOROUGH	0.00%	0.00%
CARRBORO	10.80%	68.84%
CHAPEL HILL	97.00%	227.74%
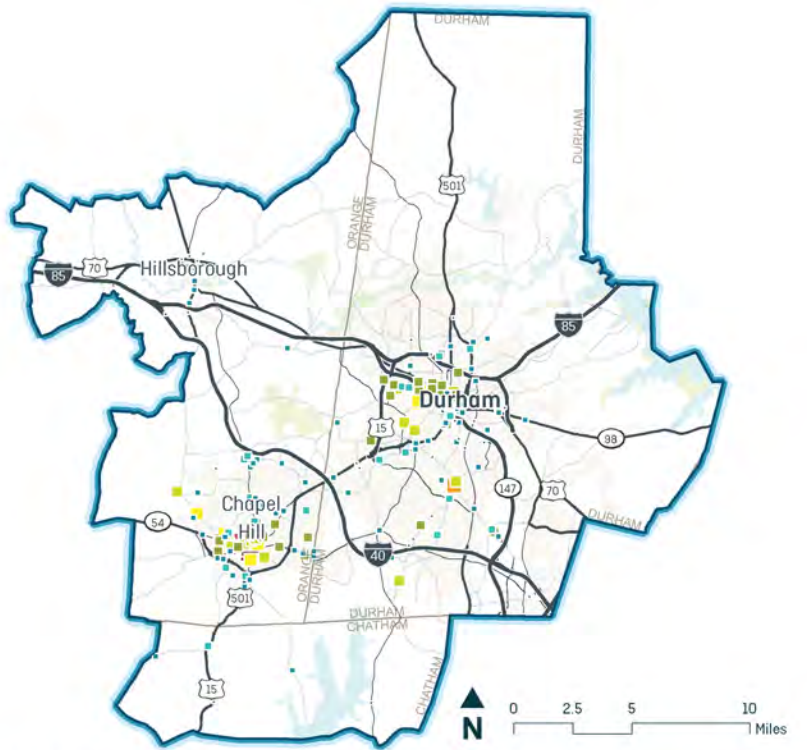
8 | BICYCLE ACTIVITY

BICYCLE ACTIVITY
Cyclists in total 6-hour period (2017)
- 0
- 1 - 5
- 6 - 10
- 11 - 25
- 26 - 50
- 51 - 75
- 76 - 100
- 101 - 200
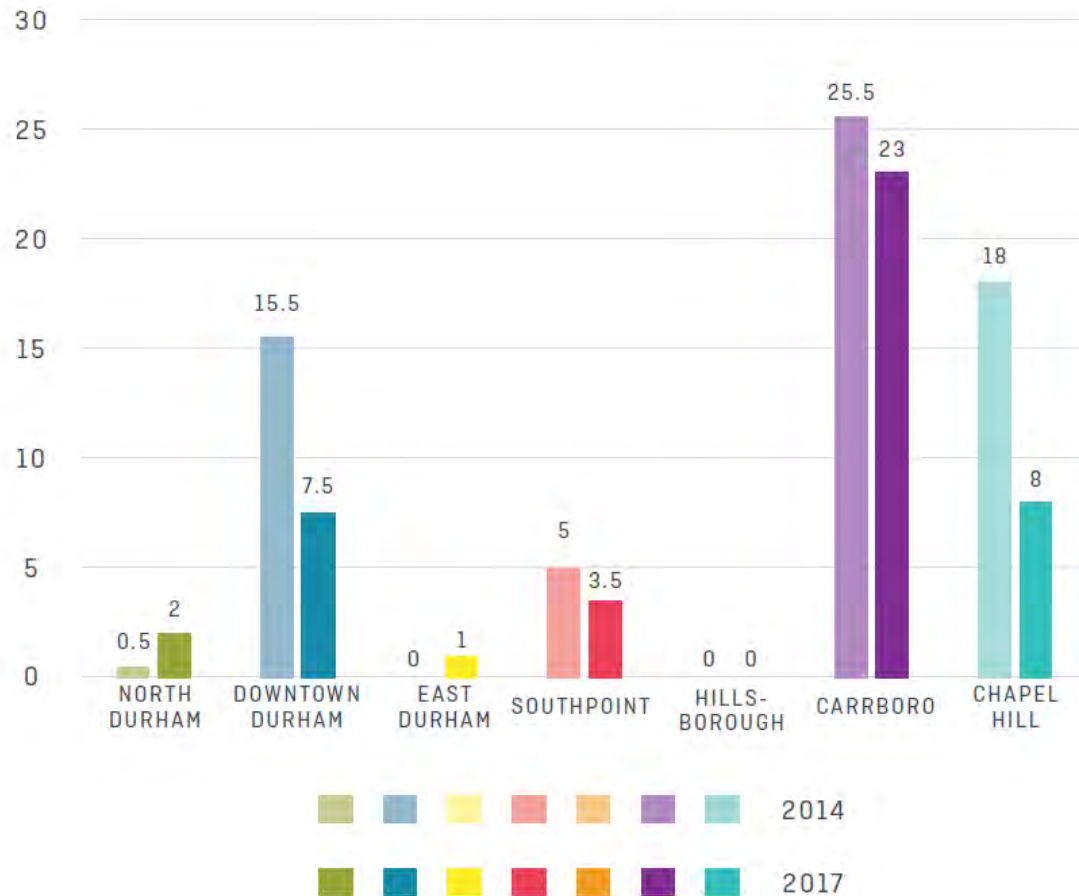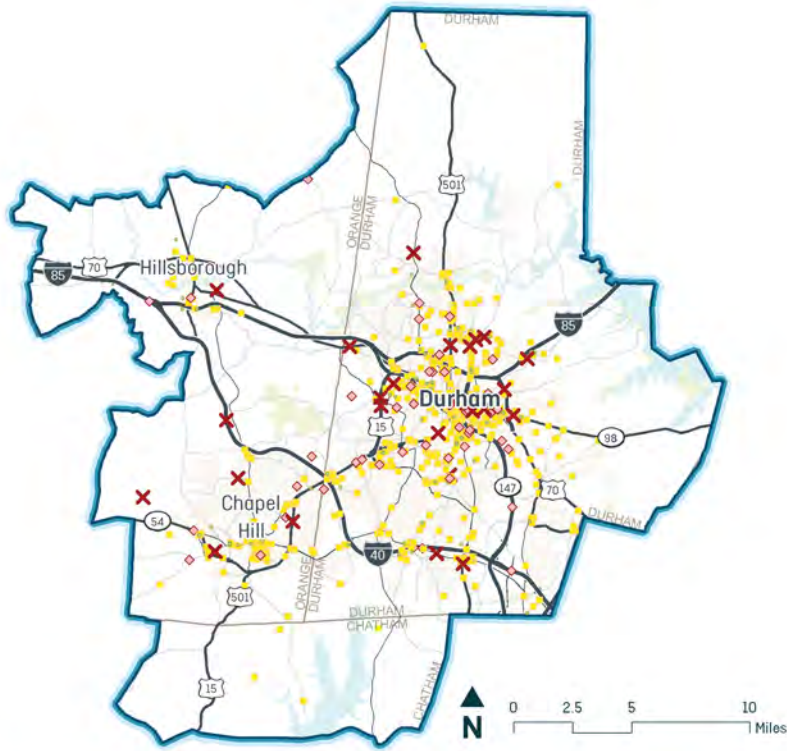- 201 - 325
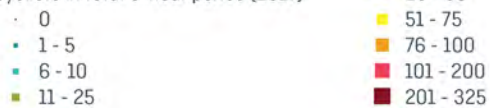
KEY FINDINGS

- 189 bicycle count locations over 16 non-consecutive days in 2017 throughout the DCHC region.

- 3,728 cyclists observed. About two-thirds of cyclists were counted in Chapel Hill or Carrboro.

- 6-hour peak-period volumes reported:
  - AM peak period
  - Noon peak period
  - PM peak period

8 | BICYCLE ACTIVITY

Figure 8-16. 6 Hour Total Median PPV

KEY FINDINGS

- Median bicycle counts are highest in the Carrboro subarea. The Downtown Durham and Chapel Hill subareas also have high bicycle counts.

- Bicycle counts have decreased everywhere since 2014, except in North Durham and East Durham.

- Variability in count locations, seasons, and days can influence year-to-year changes.

9 | PEDESTRIAN AND BICYCLIST SAFETY

FATAL	deaths that occur within twelve months of the crash
DISABLING	injuries serious enough to prevent normal activity for at least one day, such as massive loss of blood, broken bones, etc.
EVIDENT	non-fatal or disabling injuries that are evident at the scene such as bruises, swelling, limping, etc.
POSSIBLE	no visible injury but there are complaints of pain or momentary unconsciousness
NONE	no injury
UNKNOWN	unknown if any injury occurred

SAFETY
Pedestrian crashes (2013 - 2017)
Severity
✖ Fatality
◇ Serious Injury
▪ Other Injury
· No Injury
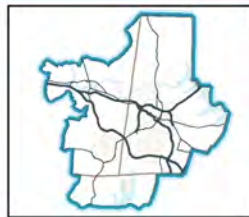
KEY FINDINGS

- **841 crashes occurred in the DCHC area in 2017**
  - About 87% resulted in disabling injuries
  - 4% resulted in fatalities

# 9 | PEDESTRIAN AND BICYCLIST SAFETY

SAFETY
Bicycle crashes (2013 - 2017)
Severity
✗ Fatality
◇ Serious Injury
▫ Other Injury
▫ No Injury

FATAL	deaths that occur within twelve months of the crash
DISABLING	injuries serious enough to prevent normal activity for at least one day, such as massive loss of blood, broken bones, etc.
EVIDENT	non-fatal or disabling injuries that are evident at the scene such as bruises, swelling, limping, etc.
POSSIBLE	no visible injury but there are complaints of pain or momentary unconsciousness
NONE	no injury
UNKNOWN	unknown if any injury occurred

KEY FINDINGS

- **287 bicycle crashes occurred in the DCHC area in 2017**
  - About 85% resulted in disabling injuries
  - 3% resulted in fatalities

9 | PEDESTRIAN AND BICYCLIST SAFETY

Figure 9-9. Pedestrian Crashes 2008-2017
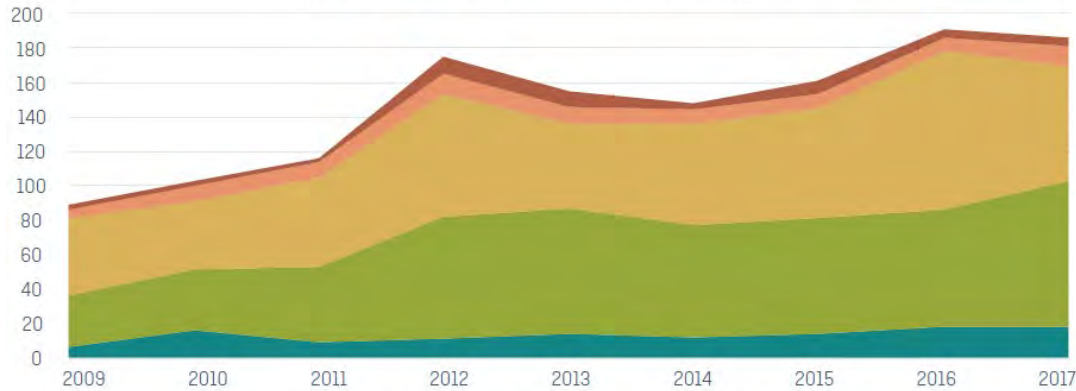
Figure 9-8. Bicycle Crashes 2008-2017
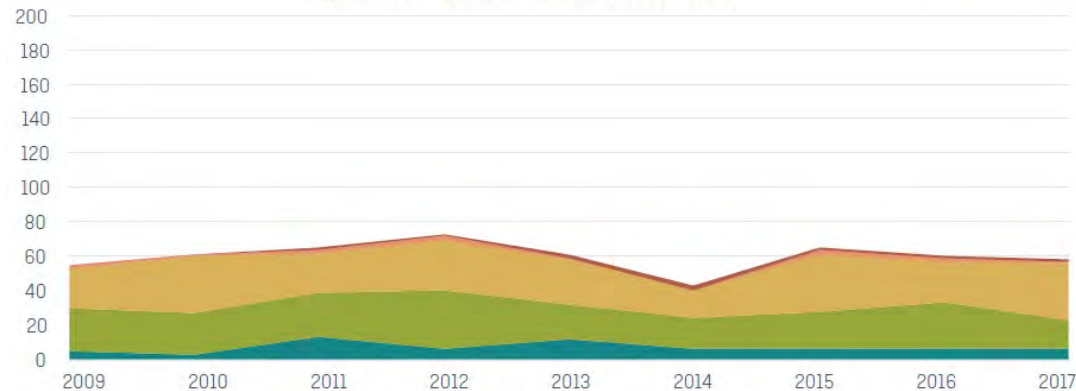
KEY FINDINGS

- Pedestrian crashes have increased in recent years.

- Bicycle crashes have remained stable over time.

- The shares of bicycle and pedestrian crashes resulting in death or injury are consistent over time.
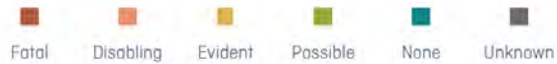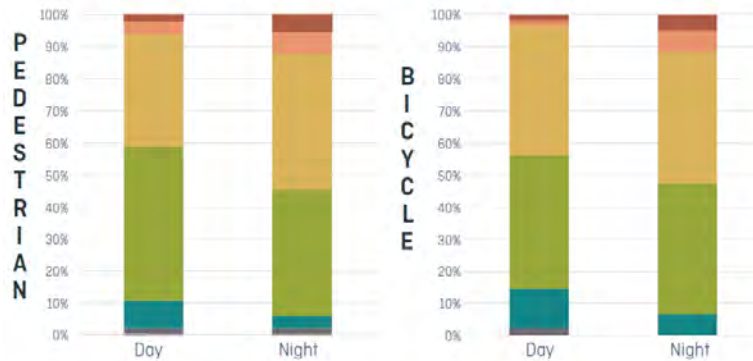
Figure 9-3. Severity by Time of Day [2012-2016]
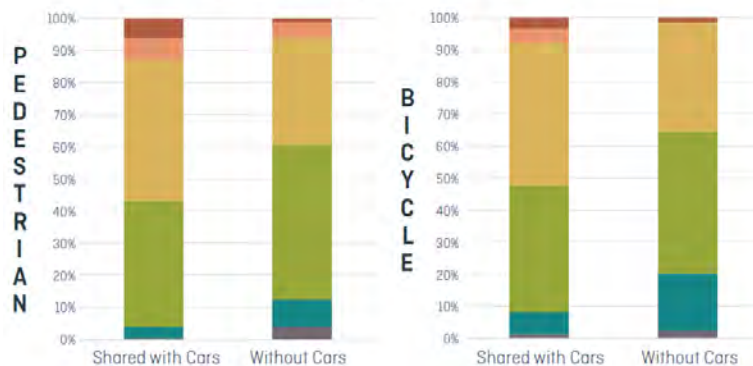
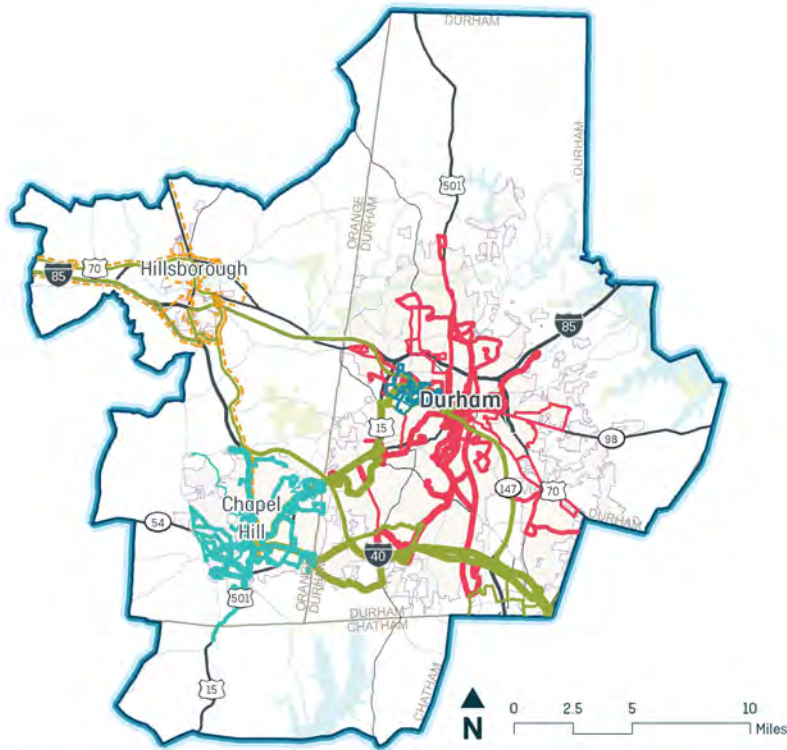Figure 9-4. Severity by Lane Type [2012-2016]

Figure 9-5. Severity by Speed Limit at Crash Location [2012-2016]
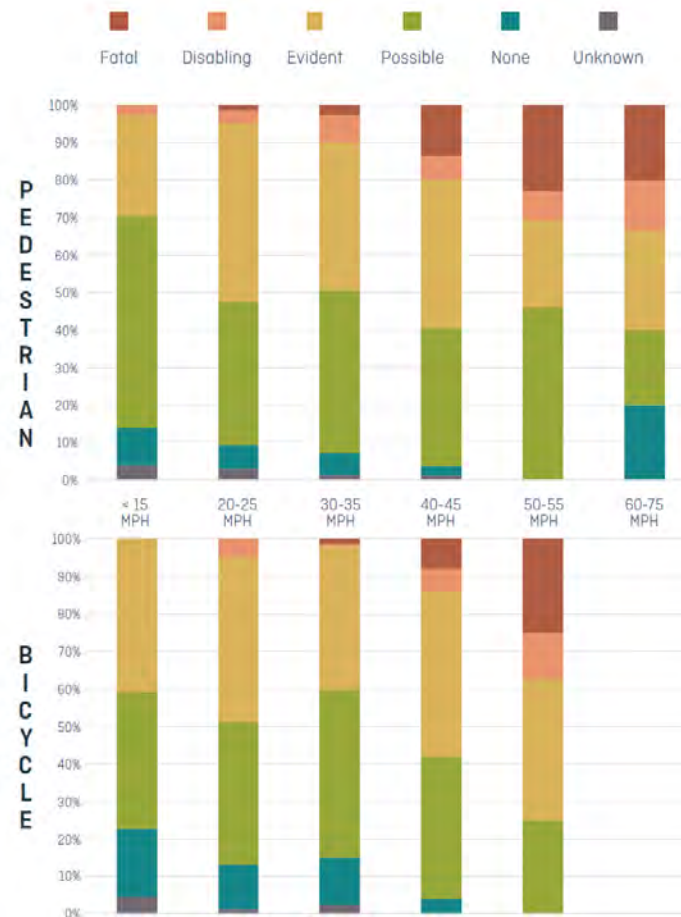
KEY FINDINGS

- Injuries and fatalities are more likely at night.

- Injuries and fatalities are more likely on high-speed roads.

- Injuries and fatalities are less common on facilities that separate pedestrians and cyclists from vehicular traffic.

QUANTITY OF TRANSIT SERVICE 2018

Routes by Agency	Revenue hours of service
GoDurham	155 - 2,500
Chapel Hill Transit	2,501 - 5,000
GoTriangle	5,001 - 10,000
Duke Transit	10,001 - 15,000
Orange County Public Transit*	15,001 - 21,277

*Route level data unavailable - only route locations are shown.

KEY FINDINGS

- **Five transit operators in the region**
  - GoDurham
  - Chapel Hill Transit
  - GoTriangle
  - Orange County Public Transit
  - Duke Transit

10 | TRANSIT SERVICE

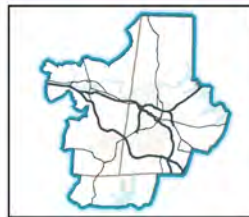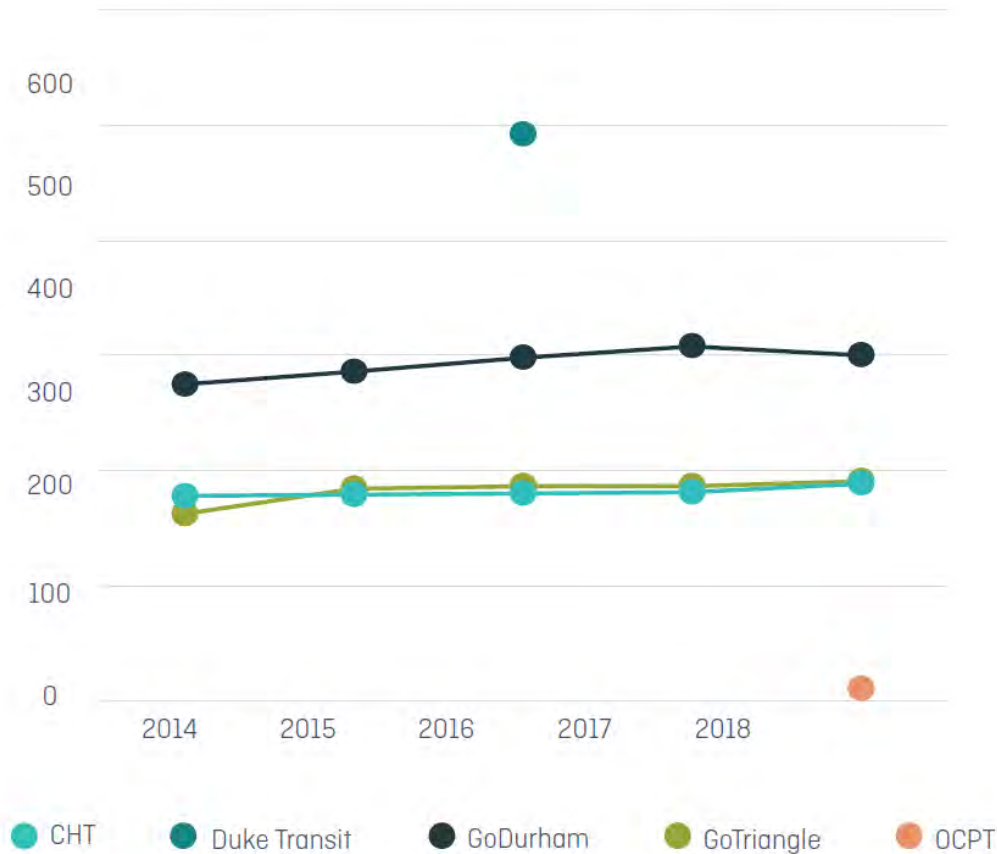Figure 10-2. Vehicle Revenue Hours 2014-2018 (Thousands)
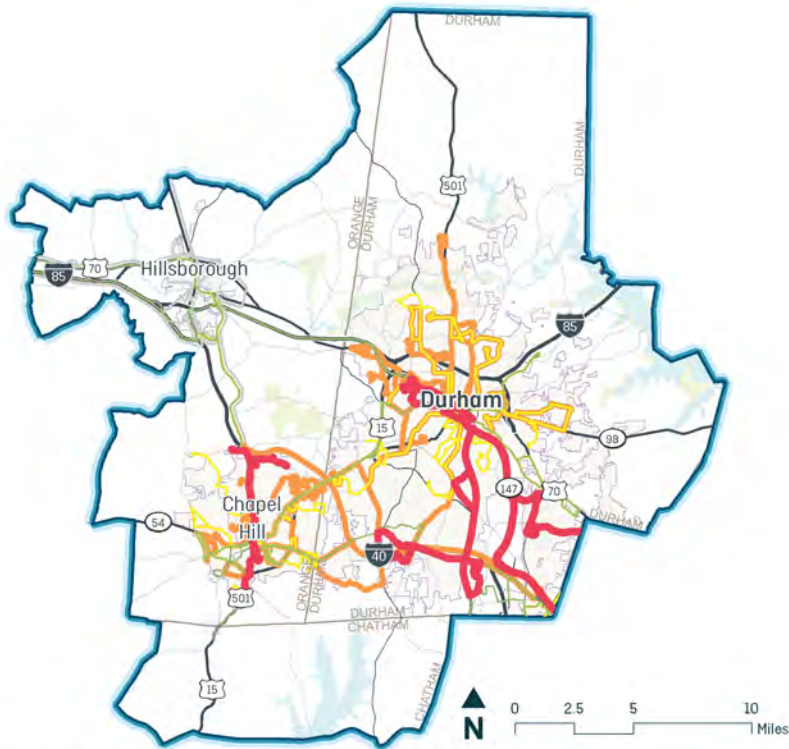

KEY FINDINGS

- Vehicle Revenue Hours: cumulative hours of transit vehicles offering revenue service.

- GoDurham provides the most vehicle revenue hours in the region.

- GoTriangle and Chapel Hill Transit provide similar levels of revenue hours.

- Revenue hours have remained steady over time.

- Insufficient data to track trends for Duke Transit or Orange County Public Transit.

10 | TRANSIT SERVICE

Figure 10-4. Vehicle Revenue Miles 2014-2018 (Millions)
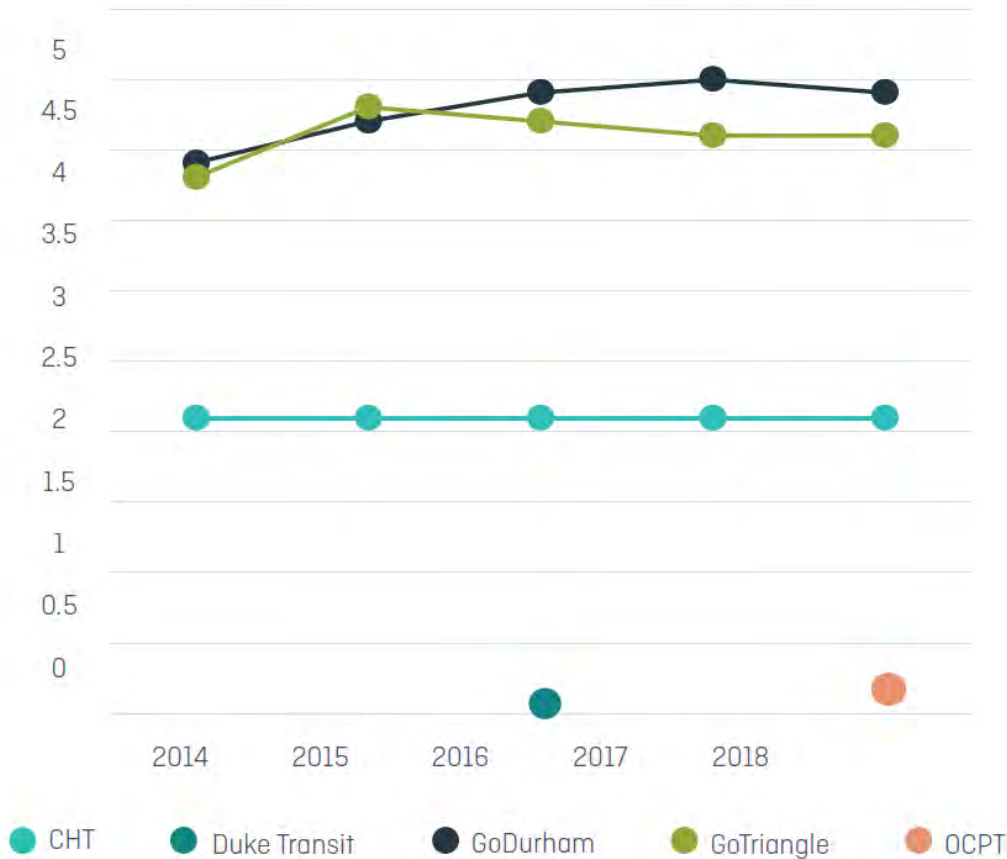
KEY FINDINGS

- Vehicle Revenue Miles: cumulative miles of revenue service operated by transit vehicles.

- GoDurham and GoTriangle provide the most vehicle revenue miles in the region.

- Revenue miles have remained steady over time, with slight increases for GoDurham.

- Insufficient data to track trends for Duke Transit or Orange County Public Transit.
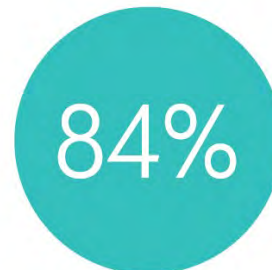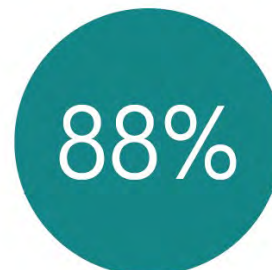
ON TIME PERFORMANCE 2018
Route-level OTP

- ▬ 80% on-time or lower
- ▬ 80.1% - 85% on-time
- ▬ 85.1% - 90% on-time
- ▬ 90.1% - 95% on-time
- ▬ Greater than 95% on-time
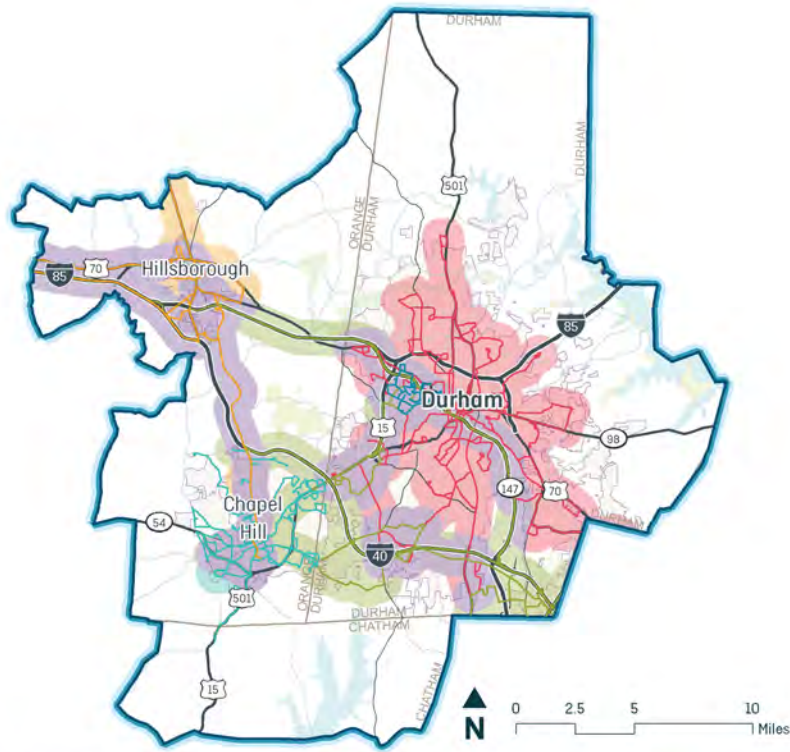- ▬ No OTP Data

87%
CHAPEL HILL TRANSIT

84%
GoDURHAM

88%
GoTRIANGLE

KEY FINDINGS

- On-time performance: how often do buses serve stops at scheduled times versus being late or early.

- Systemwide, regional operators provide reliable service.

- Route-level reliability varies. Routes with poor on-time performance were observed in
  - Southpoint
  - Downtown Durham
  - Chapel Hill

10 | TRANSIT SERVICE

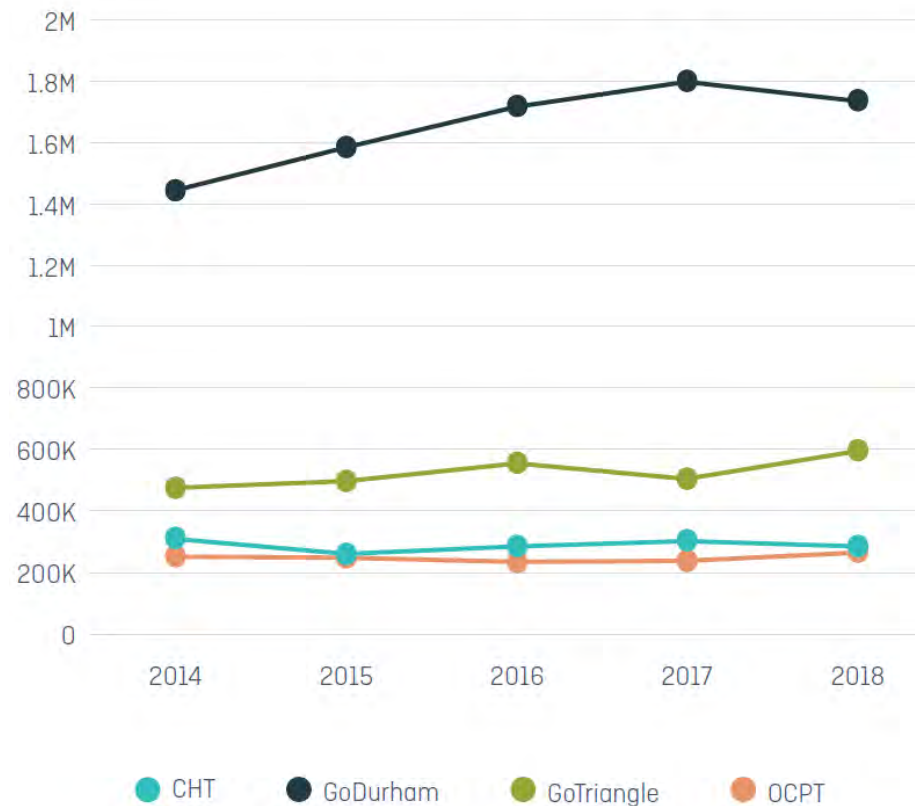**DEMAND RESPONSE SERVICE AREAS 2018**

Service Areas by Agency
- GoDurham
- Chapel Hill Transit
- GoTriangle
- Orange County Public Transit
- Multiple agencies

Routes by Agency
- GoDurham
- Chapel Hill Transit
- GoTriangle
- Duke Transit
- Orange County Public Transit

Figure 10-5. Demand Response Vehicle Revenue Miles 2014-2018

- CHT
- GoDurham
- GoTriangle
- OCPT

KEY FINDINGS

Demand response/ paratransit service is highest in the GoDurham service area and has increased in recent years.

TOTAL WEEKDAY RIDERSHIP BY ROUTE IN 2018

Routes by Agency
- GoDurham
- Chapel Hill Transit
- GoTriangle
- Duke Transit
- Orange County Public Transit*

Weekday Ridership
- 0 - 100,000
- 100,001 - 250,000
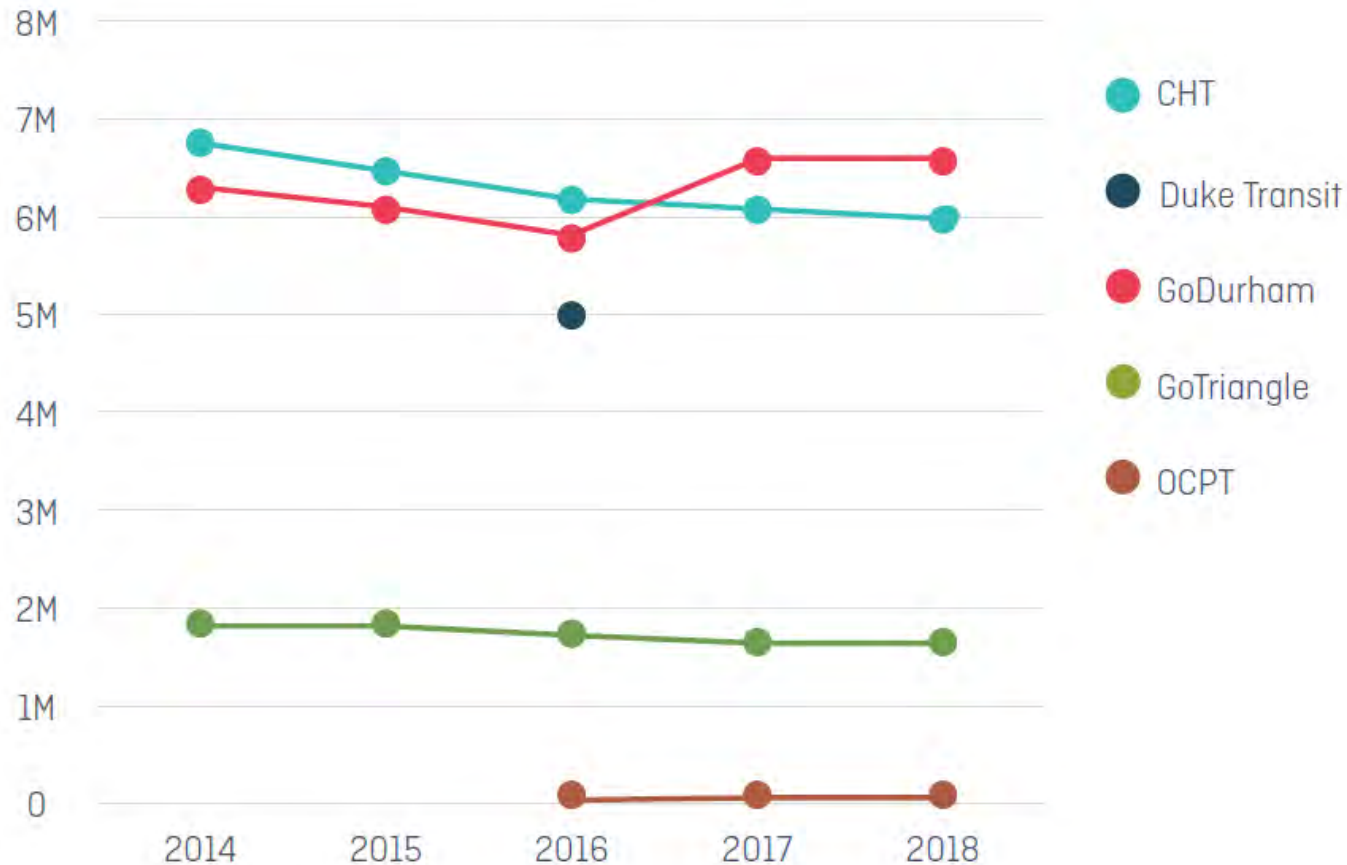- 250,001 - 500,000
- 500,001 - 1,000,000
- 1,000,001 - 3,292,094

*Route level data unavailable - only route locations are shown

KEY FINDINGS

- **Five transit operators in the region**
  - GoDurham
  - Chapel Hill Transit
  - GoTriangle
  - Orange County Public Transit
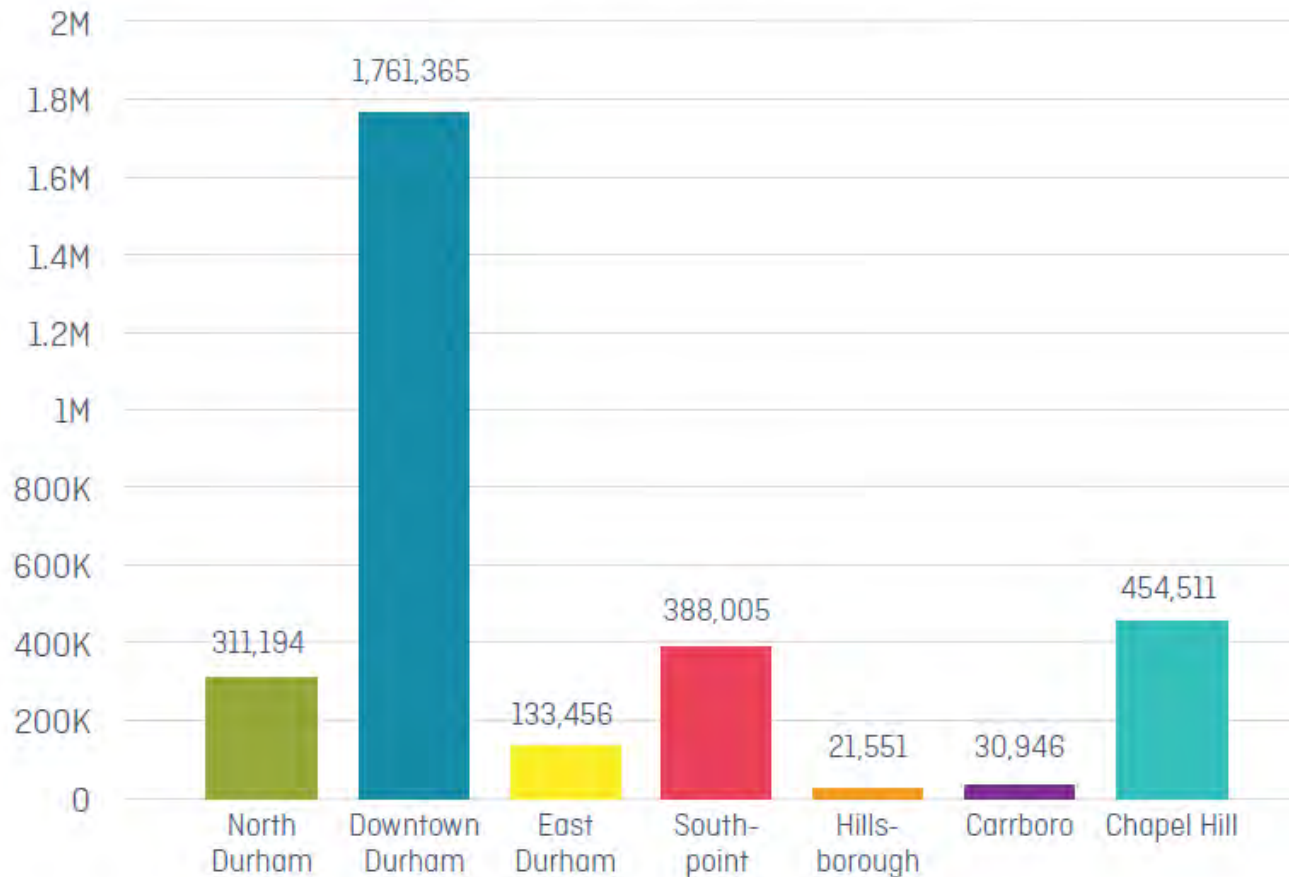 - Duke Transit

Table 11-1. Fixed-Route Ridership

(Legend: CHT, Duke Transit, GoDurham, GoTriangle, OCPT)

KEY FINDINGS

- Transit ridership regionally has been consistent over time.

- Increase in GoDurham riderhsip

- Reduction in CHT ridership
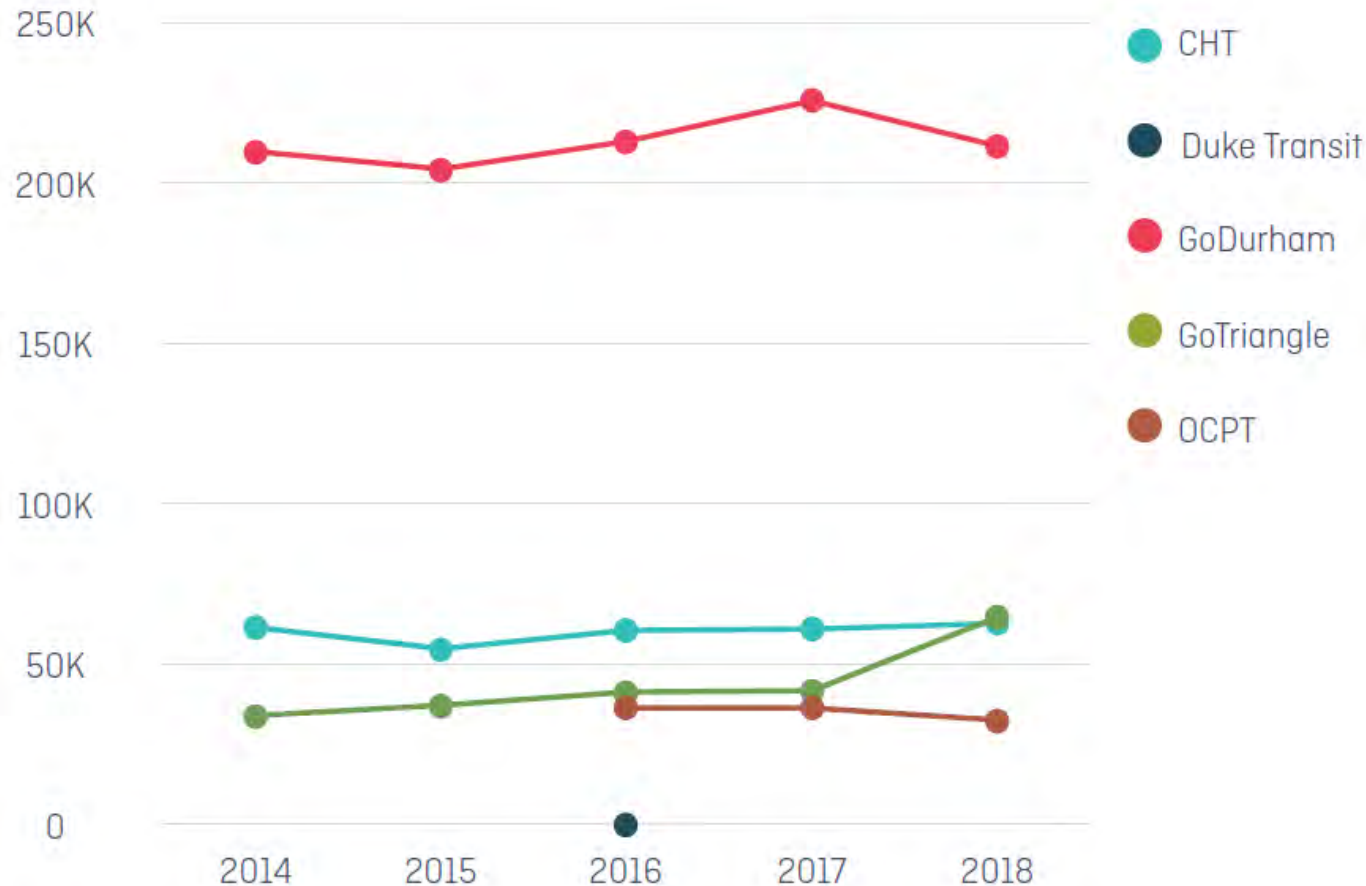
11 | TRANSIT RIDERSHIP

Figure 11-9. Total Annual Boardings

KEY FINDINGS

- Transit boardings are highest in the Downtown Durham subarea.

- The Chapel Hill, Southpoint, and North Durham subareas have similar numbers of transit boardings.

11 | TRANSIT RIDERSHIP

Table 11-2. Demand-Responsive Ridership

Legend:
- CHT
- Duke Transit
- GoDurham
- GoTriangle
- OCPT

KEY FINDINGS

- Demand response utilization is highest in Durham.

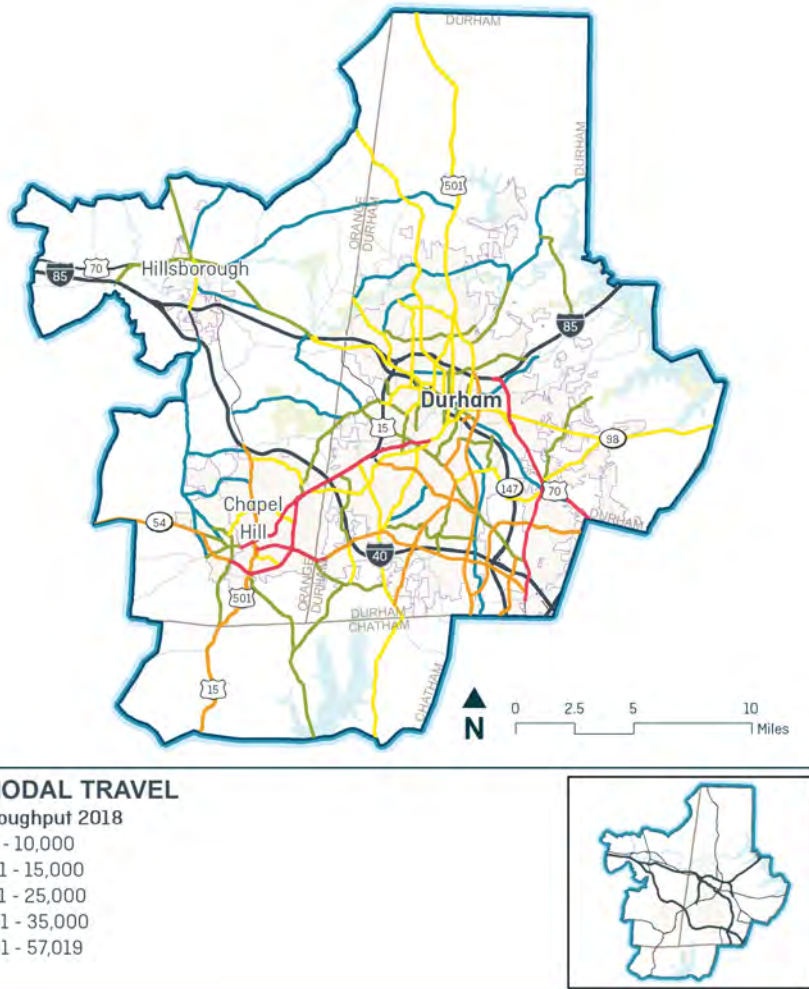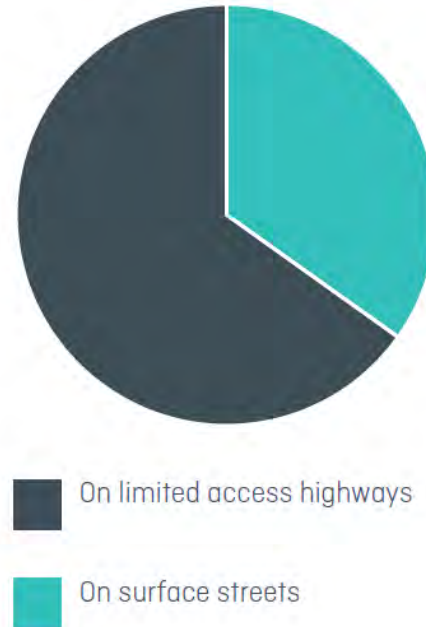- Demand response utilization has been increasing for GoTriangle.

12 | MULTIMODAL MOBILITY AND THROUGHPUT

MULTIMODAL TRAVEL
PersonThroughput 2018
— 2,123 - 10,000
— 10,001 - 15,000
— 15,001 - 25,000
— 25,001 - 35,000
— 35,001 - 57,019

Figure 12-2. Share of Regional Person Throughput on Limited Access Highways (2018)

On limited access highways

On surface streets

KEY FINDINGS

- Estimated person throughput: How many trips use a facility, regardless of mode?

- Indicates the region's most productive facilities.

- Interstates and limited-access highways have the highest throughput.

- Non-interstates with high throughput: US 15-501, NC-54, US 70.
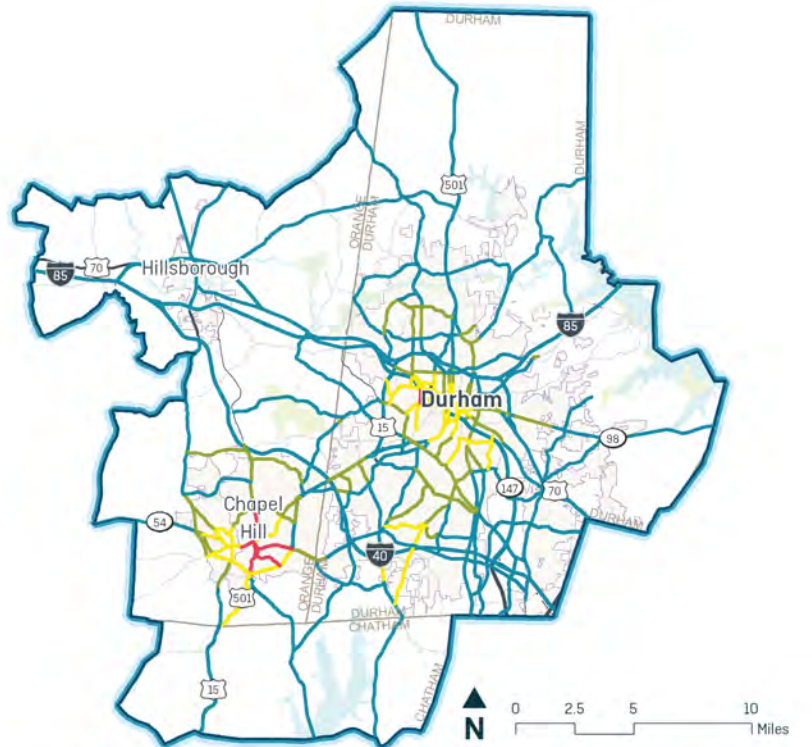
MULTIMODAL TRAVEL
Segment Modal Diversity
— Low Diversity
— Moderate Diversity
— High Diversity
— Complete Diversity

KEY FINDINGS

- **Modal diversity score: which facilities serve trips by all modes?**

  - Complete diversity: all modes are highly utilized

  - High diversity: more than one mode is highly utilized or all modes are moderately utilized

  - Moderate diversity: One non-auto mode is highly utilized.

  - Low diversity: Almost all travel is by car.

Figure 12-11. Person Throughput by Non-Auto Modes by Subarea
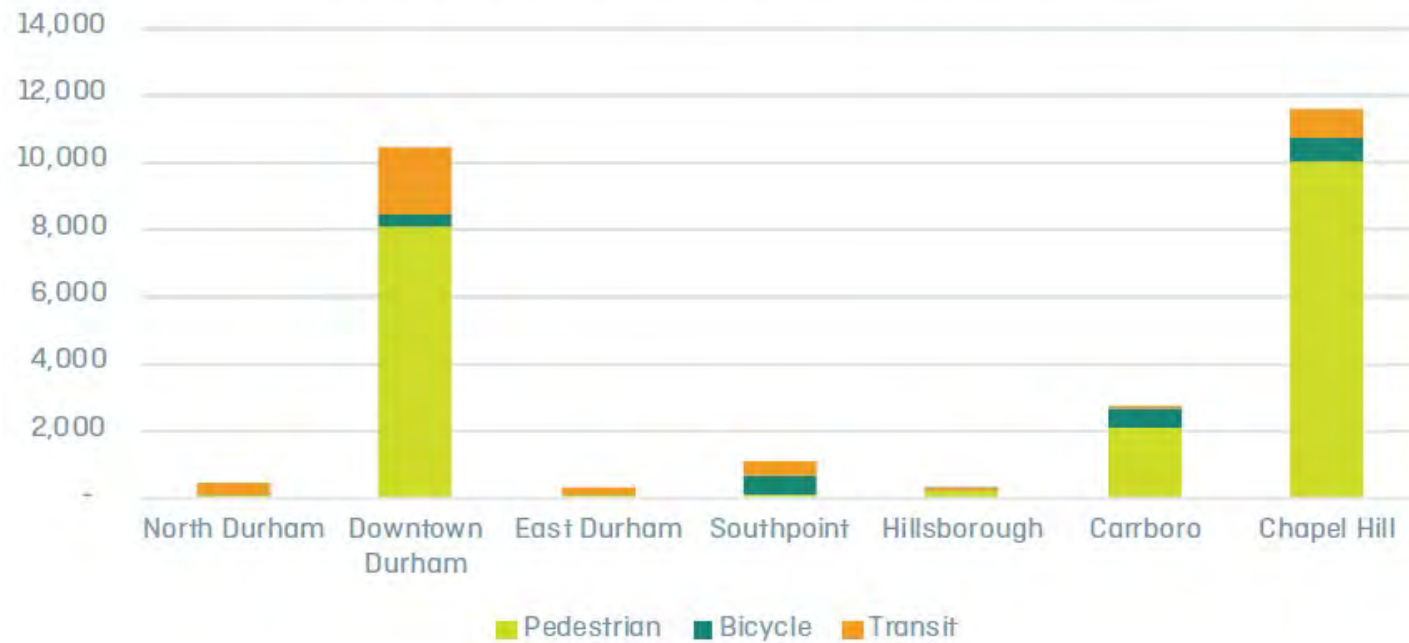
KEY FINDINGS

- Pedestrians account for most non-auto travel

- The Downtown Durham and Chapel Hill subareas have the highest levels of non-auto person throughput.

THANK YOU

Prepared by: RENAISSANCE PLANNING