

1-- Goals and Objectives

The DCHC MPO adopted a set of Goals, Objectives and Performance Measures to guide the development of the 2040 Metropolitan Transportation Plan (MTP), which was adopted May 8, 2013. The public input activities for the Goals, Objectives and Performance Measures included four public workshops, a public hearing and an online survey. The MPO continues to use the Goals and Objectives to guide the decision-making process of other planning activities such as the Comprehensive Transportation Plan (CTP) and Transportation Improvement Program (TIP).

An online copy of the Goals, Objectives and Performance Measures can be found at the following page of the MPO's Web site:

<http://www.dchcmo.org/programs/transport/2040mtp/goals.asp>

2-- Socioeconomic Data (SE Data)

Guide Totals

The following two tables depict the county-level population and employment guide totals used in the land use modeling for the CTP. These are the same values that were used for the 2040 Metropolitan Transportation Plan (2040 MTP) and Triangle Regional Model (TRM) version 5.0. The MPO is in the process of updating the SE Data and land use model (i.e., Community Visualization) however, the model update will not be completed until November 2016, thus requiring the use of the current SE Data and land use model.

- Population -- The population forecast is from the North Carolina Office of State Budget and Management (OSBM) and is based on their May 2011 reporting.
- Employment -- The employment forecast uses base data from the North Carolina Employment Security Commission and growth data from Woods and Poole Economics.

Population			
<i>--Guide Totals--</i>	2040 LRTP		
Jurisdiction	2010	2040	Annual Rate
Durham County	268,925	432,571	1.6%
Orange County	134,325	197,675	1.3%
Chatham County ⁽¹⁾⁽²⁾	38,991	71,672	2.0%
Person County ⁽¹⁾	31,845	44,784	1.1%
Total	474,086	746,702	1.5%

Employment			
<i>--Guide Totals--</i>	2040 LRTP		
Jurisdiction	2010	2040	Annual Rate
Durham County	194,770	306,637	1.5%
Orange County	70,491	119,787	1.8%
Chatham County	10,011	19,509	2.2%
Person County	8,791	13,093	1.3%
Total	284,063	459,026	1.6%

Land Use Model

The DCHC MPO used the Community Visualization (CommViz) land use modeling process to create a land use scenario using the long-range transportation plans of the various jurisdictions and counties of the Triangle region. The current zoning was used if a long-range plan was not adopted. The CommViz model distributed the population and employment growth, which is depicted in the preceding guide tables, to the parcel level. This parcel level growth is translated into Traffic Analysis Zones (TAZs) and becomes an input into the TRM.

Maps

Page four through nine on the following SE Data document are maps that show the 2010 to 2040 population and employment growth in the DCHC MPO by county:

<http://www.dchcmo.org/civicax/filebank/blobdload.aspx?BlobID=28733>

3—Triangle Regional Model

The Triangle Regional Model (TRM) is a transportation planning tool that provides highway, transit and non-motorized transportation forecasts. The TRM is developed and maintained by the TRM Service Bureau housed at the Institute for Transportation Research and Education (ITRE @ NCSU) on behalf of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), Capital Area Metropolitan Planning Organization (CAMPO), North Carolina Department of Transportation, and Triangle Transit Authority. The model area includes all of Wake, Orange and Durham counties and part of Chatham, Franklin, Granville, Harnett, Nash, Person, and Johnston counties.

Model relationships were developed using 2006 household survey data, 2010 census data, transit survey data, traffic counts taken throughout the Triangle, and a survey of travelers entering or leaving the modeled area. The model was validated to 2010 traffic count and transit rider data. The model version used for the CTP, version 5.0, was adopted for planning purposes in August, 2011 by the DCHC MPO.

The CTP uses the TRM, version 5.0, and 2013 NCDOT traffic count data called AADT (average annual daily traffic) to calculate the 2040 highway traffic volumes. The growth percentage from 2010 through 2040 on a particular roadway segment from the TRM is multiplied by the 2013 AADT to produce the 2040 volume.

Durham-Chapel Hill-Carrboro MPO

Active Transportation Policy and Plans

Bicycle

Policy

The MPO bicycle policy provides extensive integration of bicycle needs into the design and construction of new and improved highway and other transportation projects. In addition, the MPO uses several funding sources to construct bicycle projects on new and existing transportation facilities. The “NCDOT Complete Streets Planning and Design Guidelines” and AASHTO “Guide for Development of New Bicycle Facilities” provide planning and design guidelines for use when building new projects or making changes to existing infrastructure. The MPO relies on additional agency policies such as the “NCDOT Bridge Policy,” which are intended to ensure that new bridges have sufficient bridge deck width to accommodate planned bicycle facilities.

Plans

The local bicycle plans of the MPO’s counties and jurisdictions identify the planned facilities and provide details on the need for the bicycle facilities. The plans include:

- Carrboro Comprehensive Bicycle Transportation Plan (2009) -- <http://bit.ly/1PeRnsl>
- Chapel Hill Bike Plan (2014) -- <http://bit.ly/1uGbDZ5>
- Chatham County Bicycle Plan (2011) -- <http://bit.ly/1TSdlUv>
- Durham Comprehensive Bicycle Transportation Plan (2006) -- <http://bit.ly/1UCSIDz>
- Hillsborough Community Connectivity Plan (2009) -- <http://bit.ly/1UDAFHY>
- Orange County Comprehensive Plan: Transportation Element -- <http://bit.ly/1S5qjw1>

Pedestrian

Policy

The MPO pedestrian policy expects any roadway or other transportation project, whether it is a new or improved facility, to include appropriate pedestrian accommodations. This expectation is commonly the provision of sidewalks for roadway projects. The MPO uses several funding sources to construct sections of sidewalks that fill gaps in existing pedestrian networks. The MPO relies on the “NCDOT Complete Streets Planning and Design Guidelines” and other related guidelines to identify the appropriate facility type and design.

Plans

The local pedestrian plans of the MPO’s counties and jurisdictions identify the planned facilities and provide details on the project need. Priority is generally given to areas with large pedestrian traffic generators, such as transit routes, schools, parks, and business districts. Local pedestrian plans include:

- Chapel Hill Bicycle and Pedestrian Action Plan (2004) – This plan is inactive while the Town works on the Mobility and Connectivity Plan -- <http://bit.ly/28gbvqi>
- Durham Walks! Pedestrian Plan (2006) -- <http://bit.ly/1Y66mfG>
- Hillsborough Community Connectivity Plan (2009) -- <http://bit.ly/1UDAFHY>

Multiuse Paths

Policy

The MPO supports the active transportation and recreational use of local, regional and statewide multiuse paths through funding and planning efforts. Many of these paths are coordinated with the bike lanes, sidewalks and other active transportation facilities to provide more comprehensive, complete networks.

Plans

The local multiuse paths plans of the MPO's counties and jurisdictions identify the planned facilities and provide details on the need for the facilities. Local plans include:

- Chapel Hill Greenways Master Plan (2013) -- <http://bit.ly/1Pg2y4p>
- Durham Trails and Greenways Master Plan (2011) -- <http://bit.ly/25KdgK3>