Commuter Corridors Study

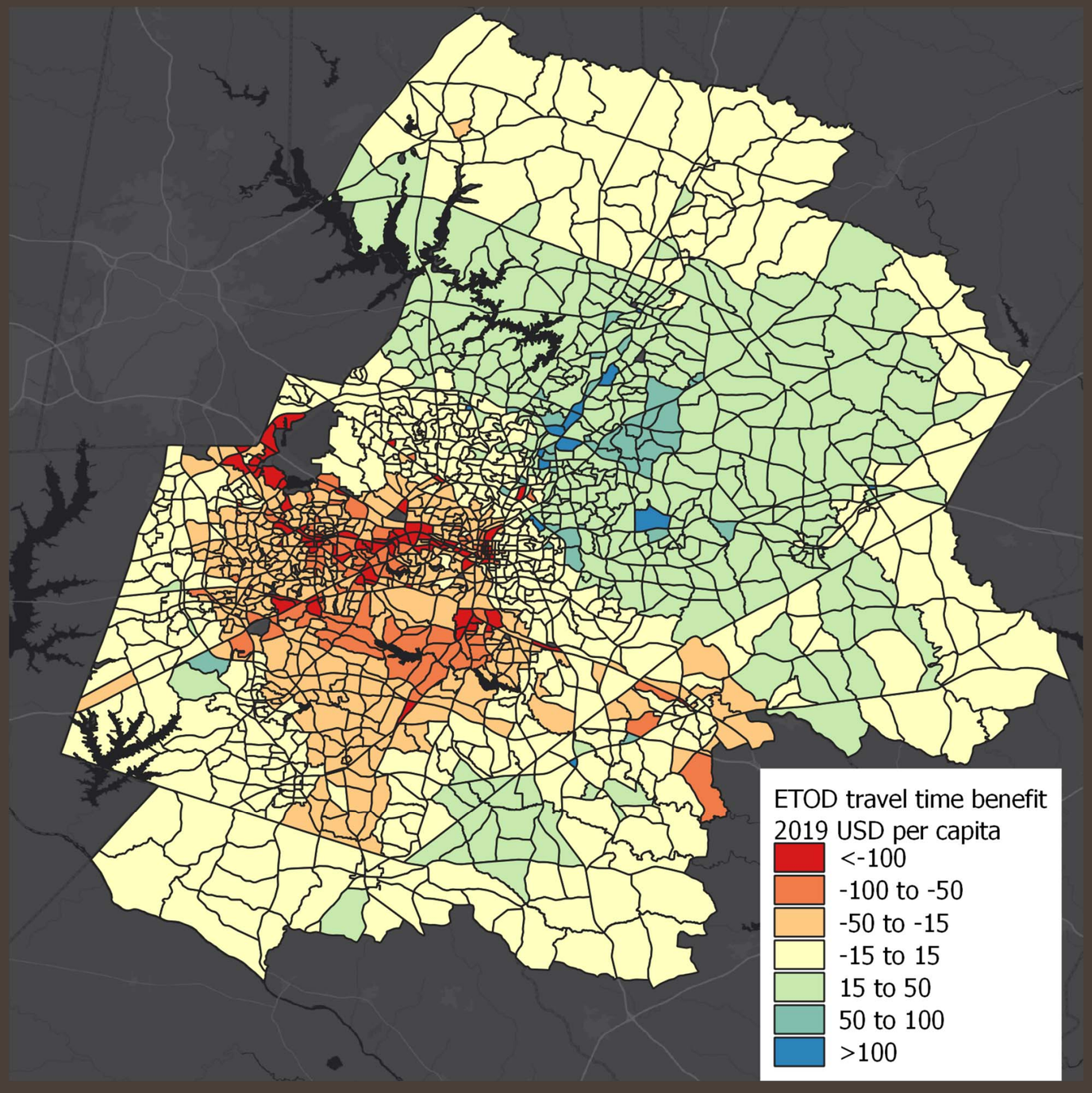
Appendix E
BCA Performance Measures

ETOD: Travel Time

Shows mixed travel time savings for the region

Northeast areas are anticipated to gain mobility benefit

Southwest areas are anticipated to experience congestion

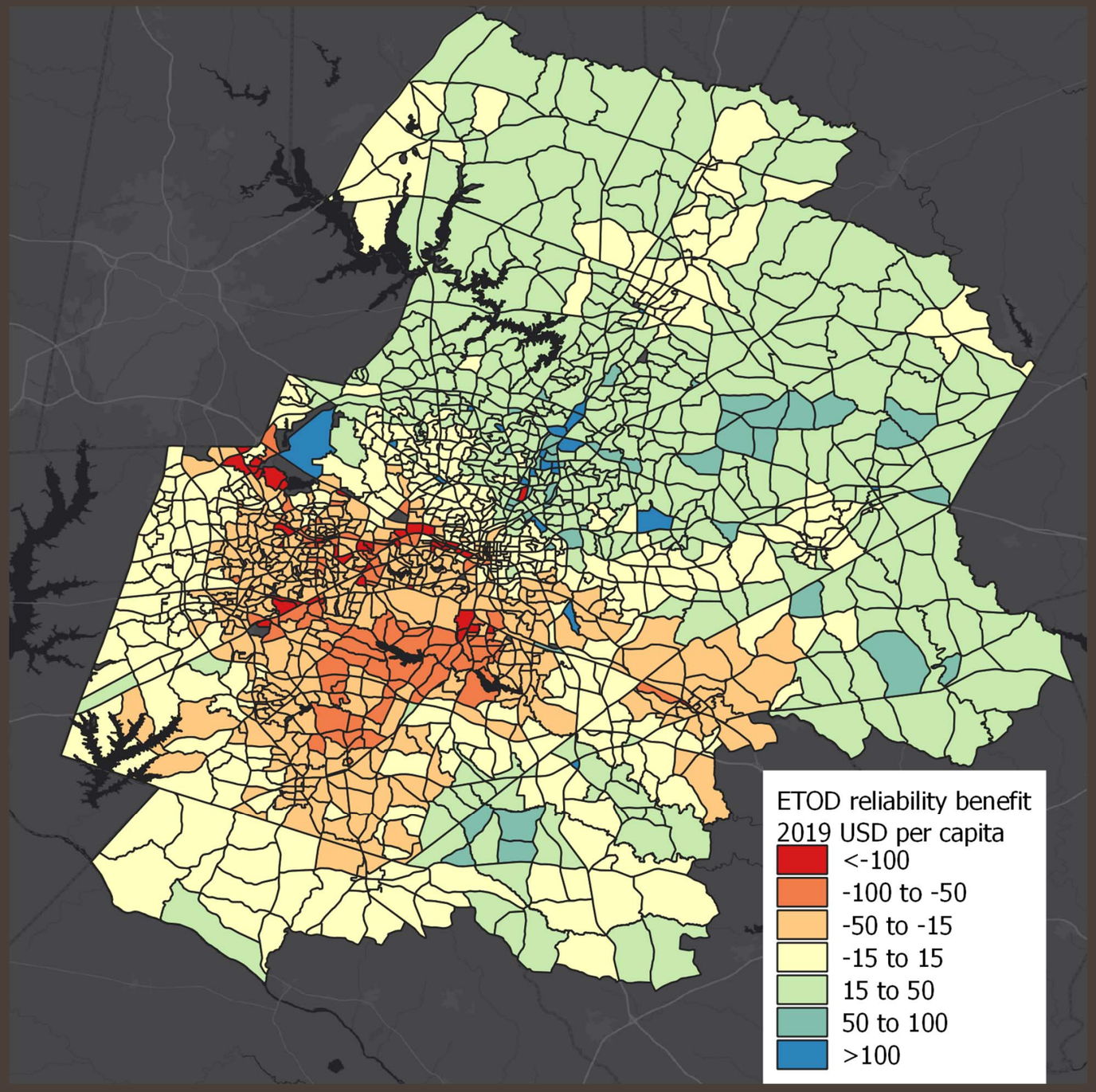


ETOD: Reliability

Shows mixed travel time reliability gains for the region

Northeast areas are anticipated to improve travel time reliability

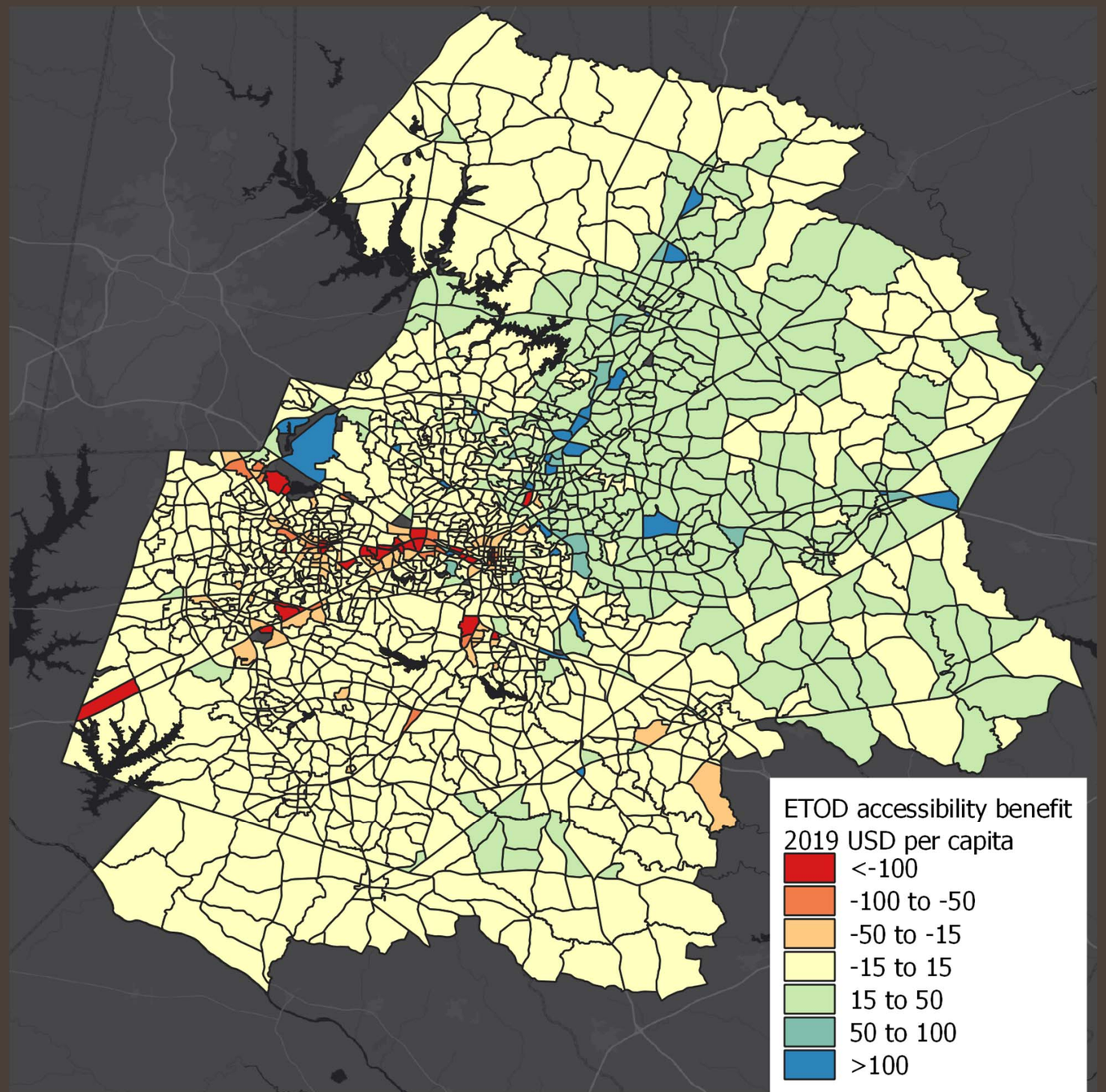
Southwest areas are anticipated to experience reduced travel time reliability



ETOD: Accessibility

Shows mostly positive accessibility benefit for the region with additional mode and destination options

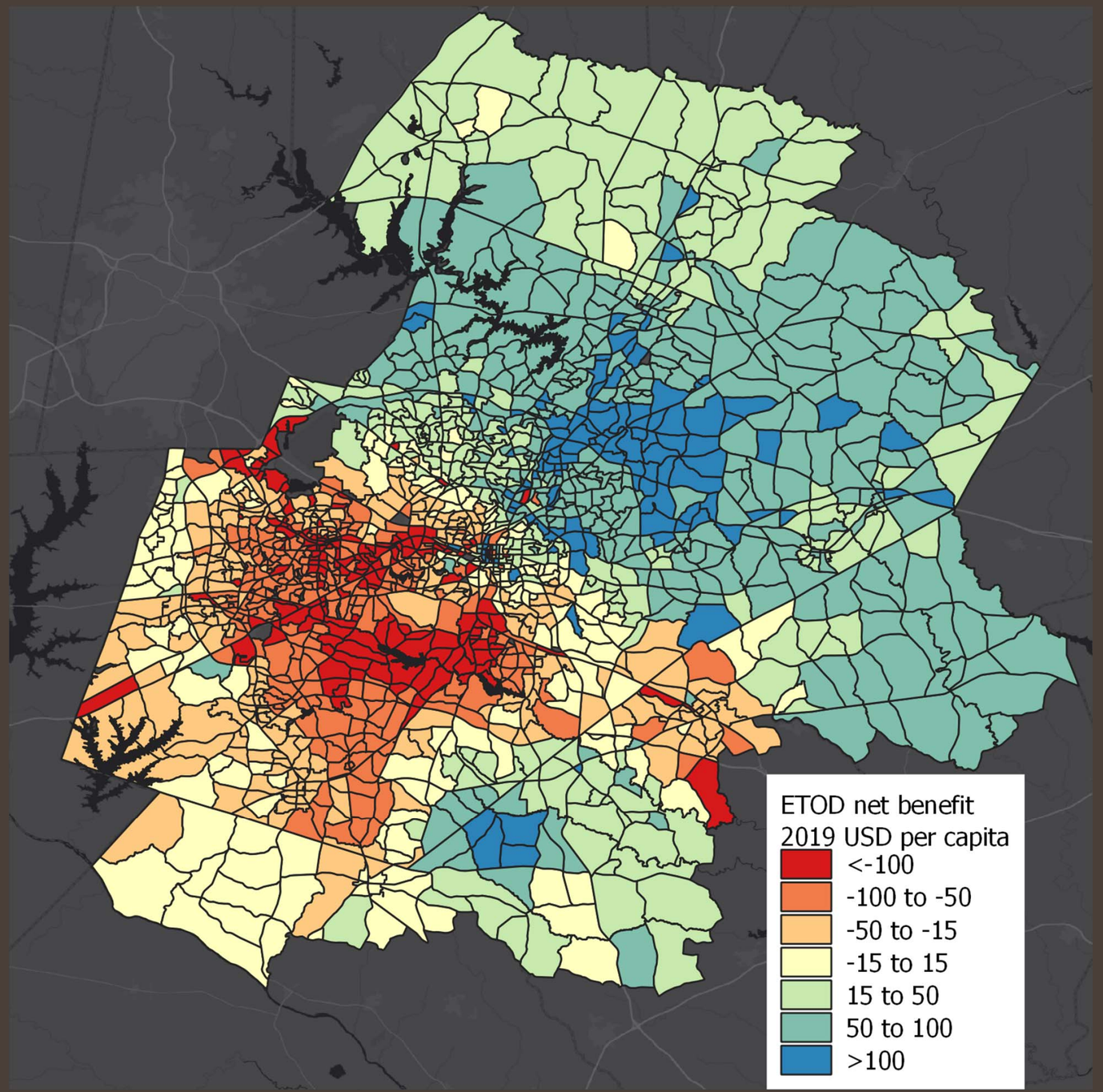
Northeast areas are anticipated to gain more accessibility benefit than Southwest areas



ETOD:
Net Benefit

Shows mixed net benefit for the region

North and Northeast areas are anticipated to gain net benefit, but Southwest and Selma areas show negative results

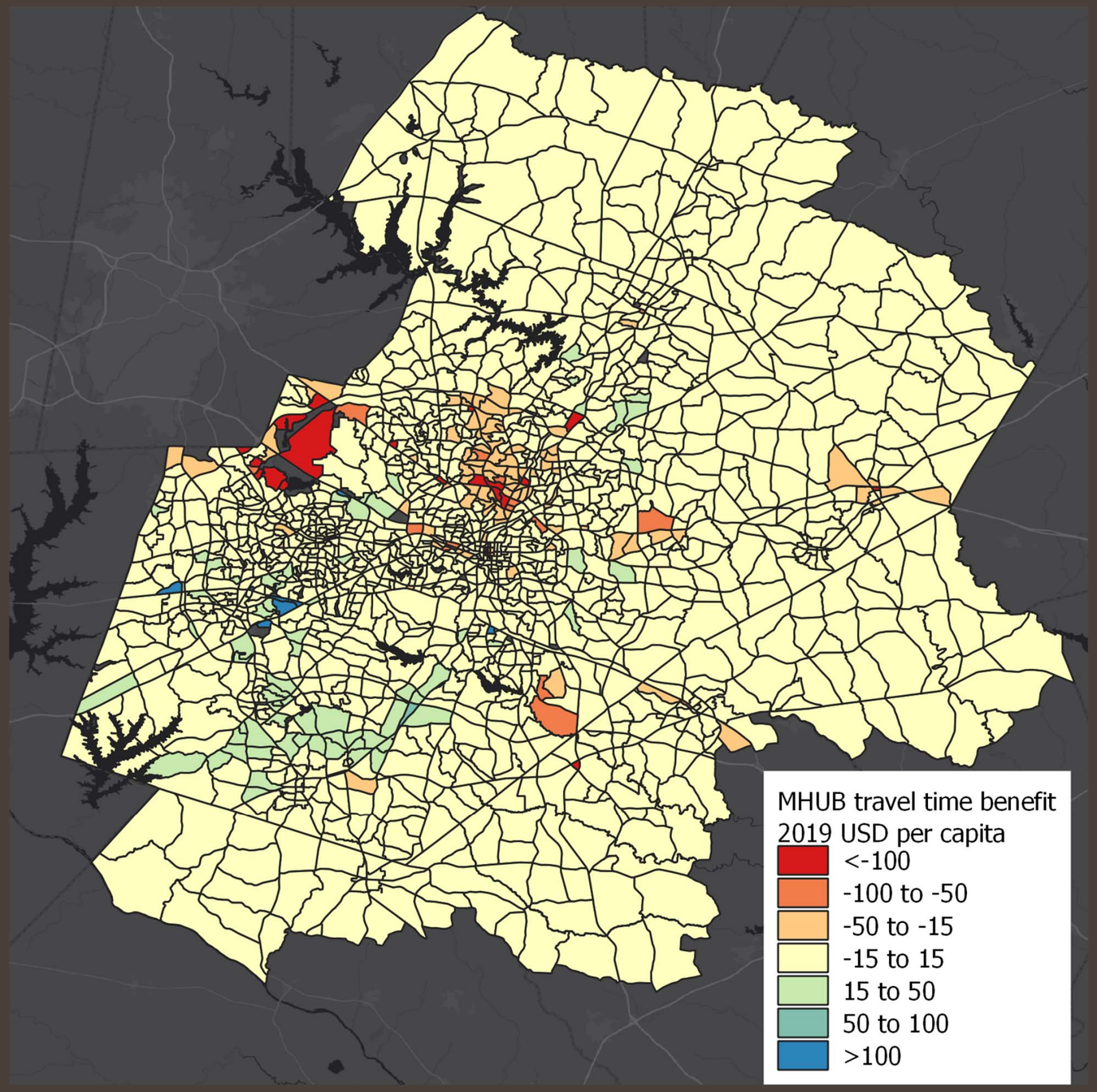


MHUB: Travel Time

Shows some travel time savings for the region

North Raleigh areas are anticipated to have pockets of increased congestion

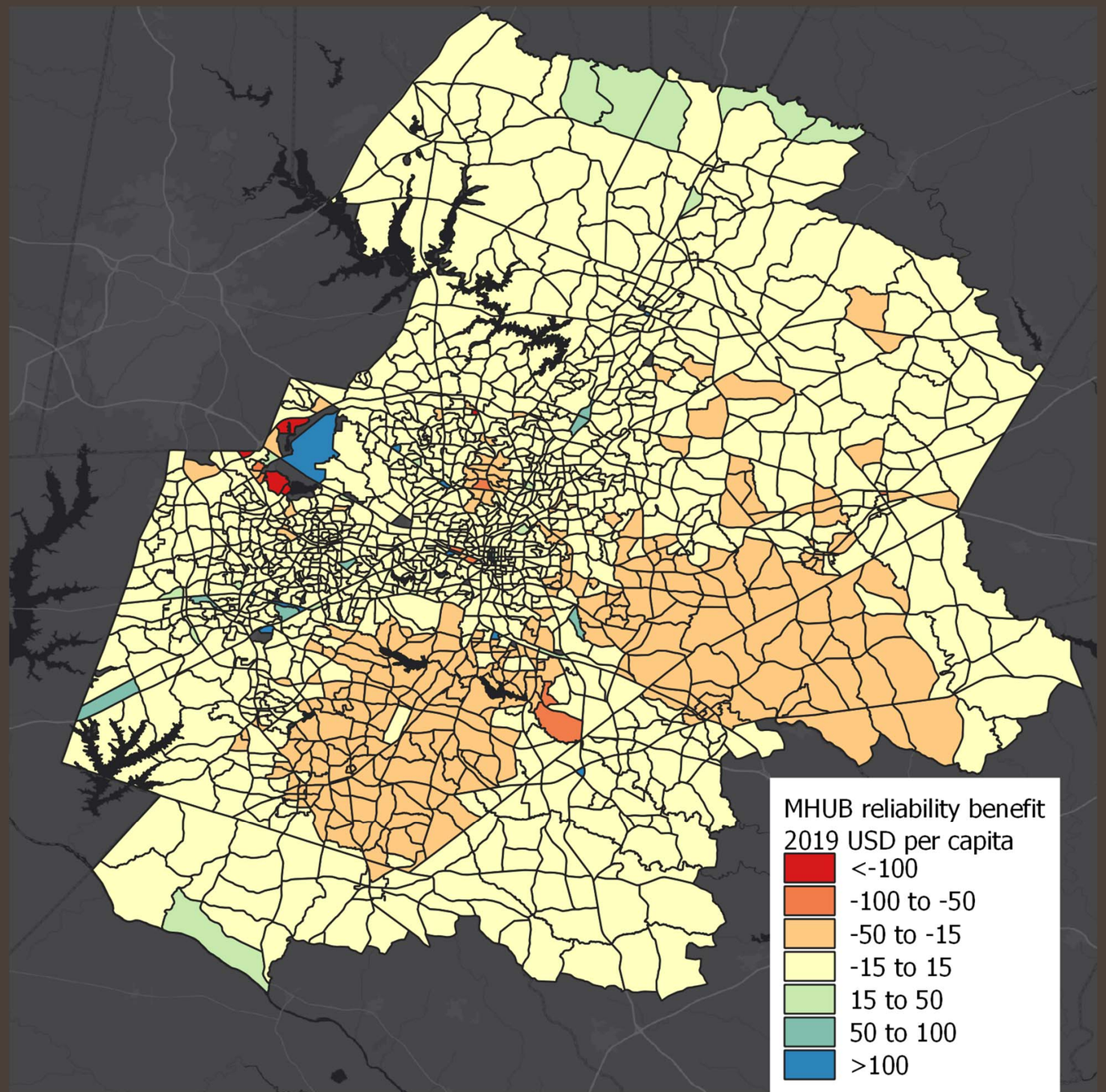
Southwest areas are anticipated to experience reduced congestion



MHUB: Reliability

Shows mixed travel time reliability gains for the region

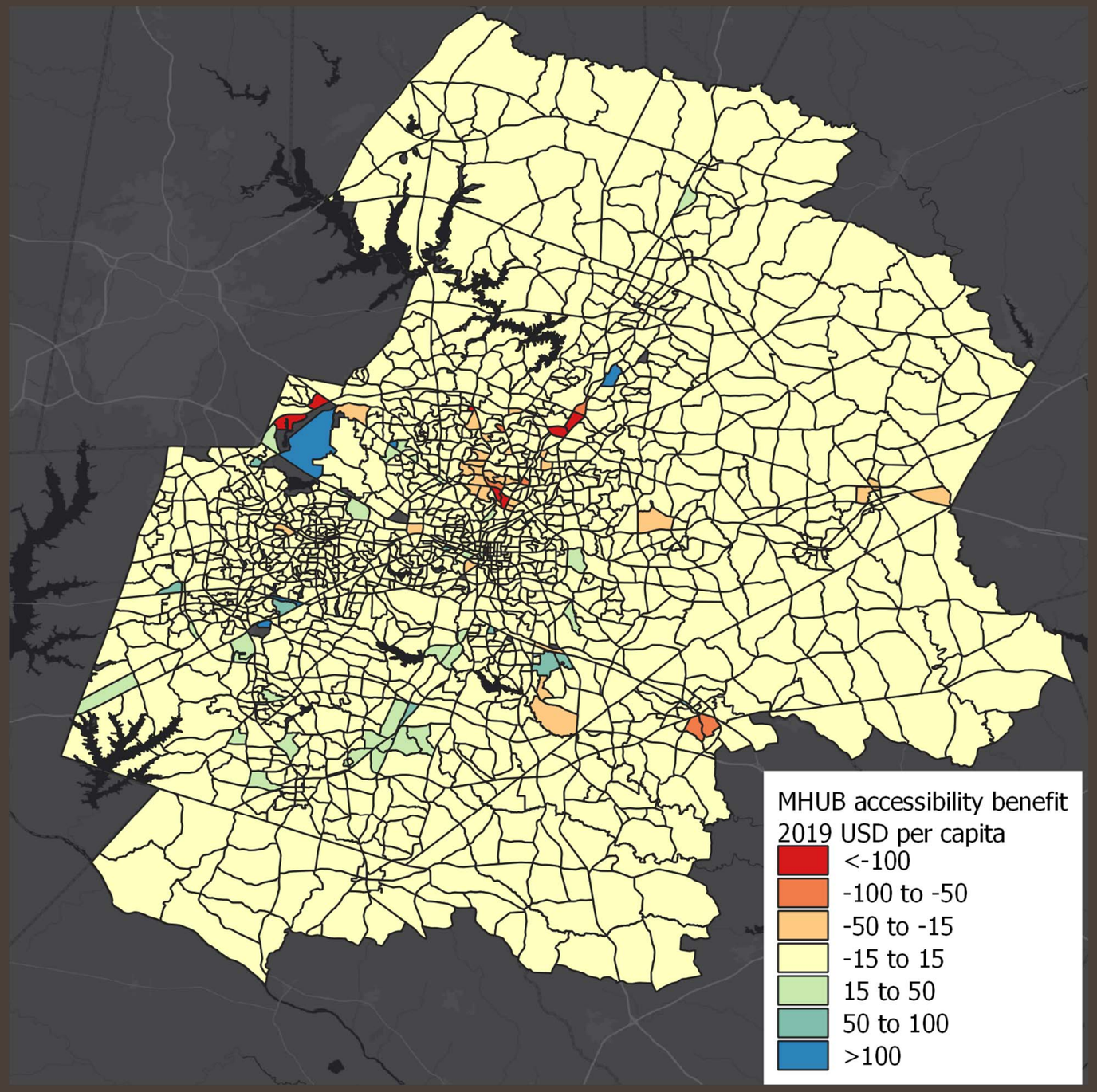
Eastern and Southern Wake County and Northern Johnston County areas are anticipated to experience moderate reduction in travel time reliability



MHUB: Accessibility

Shows small positive accessibility benefit for the region with additional mode and destination options

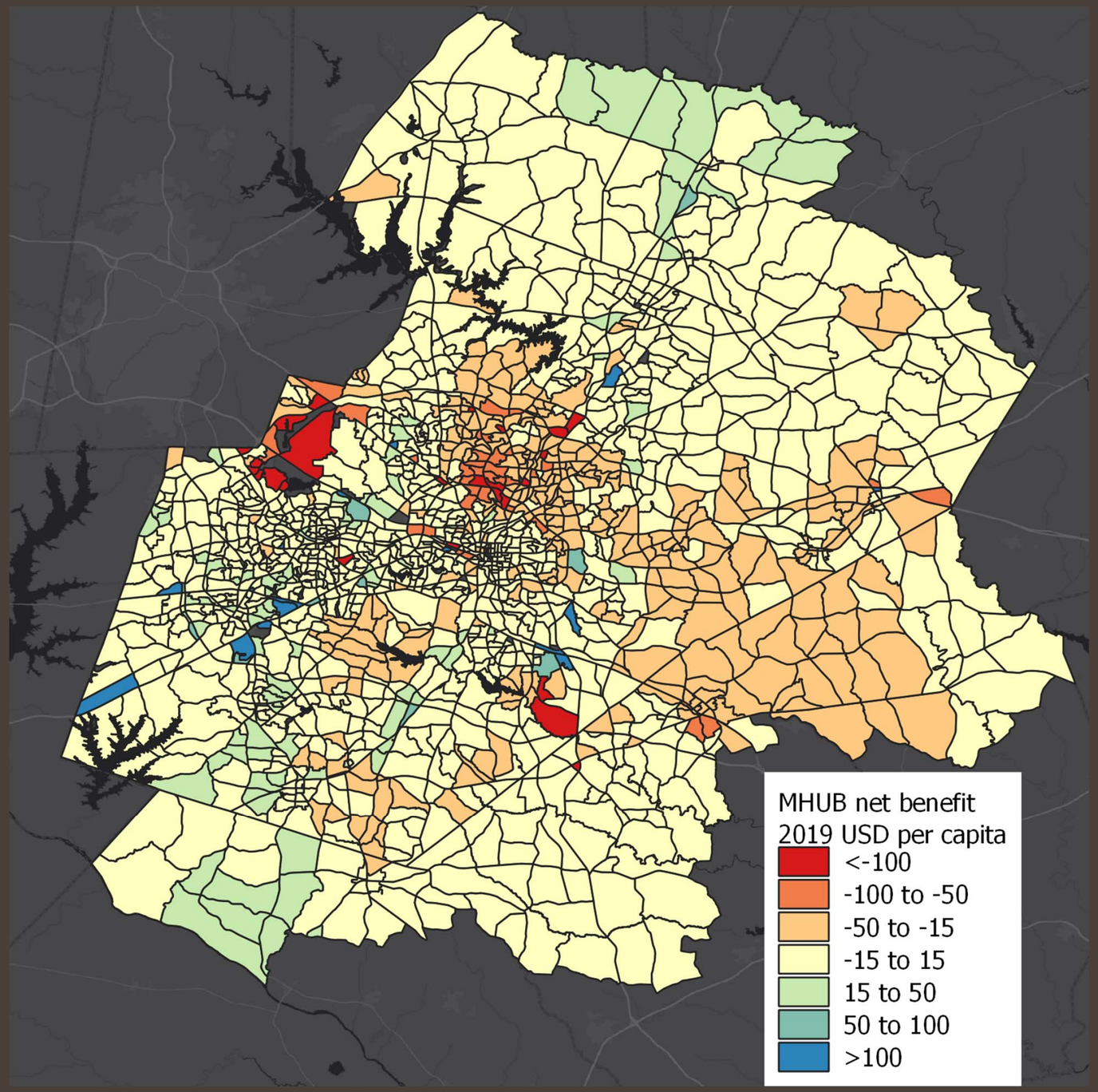
Southern Wake County areas are anticipated to gain relatively more accessibility benefit than other areas



MHUB:
Net Benefit

Shows mixed net benefit for the region

North Raeligh and Eastern Wake County areas are anticipated to have some negative benefits

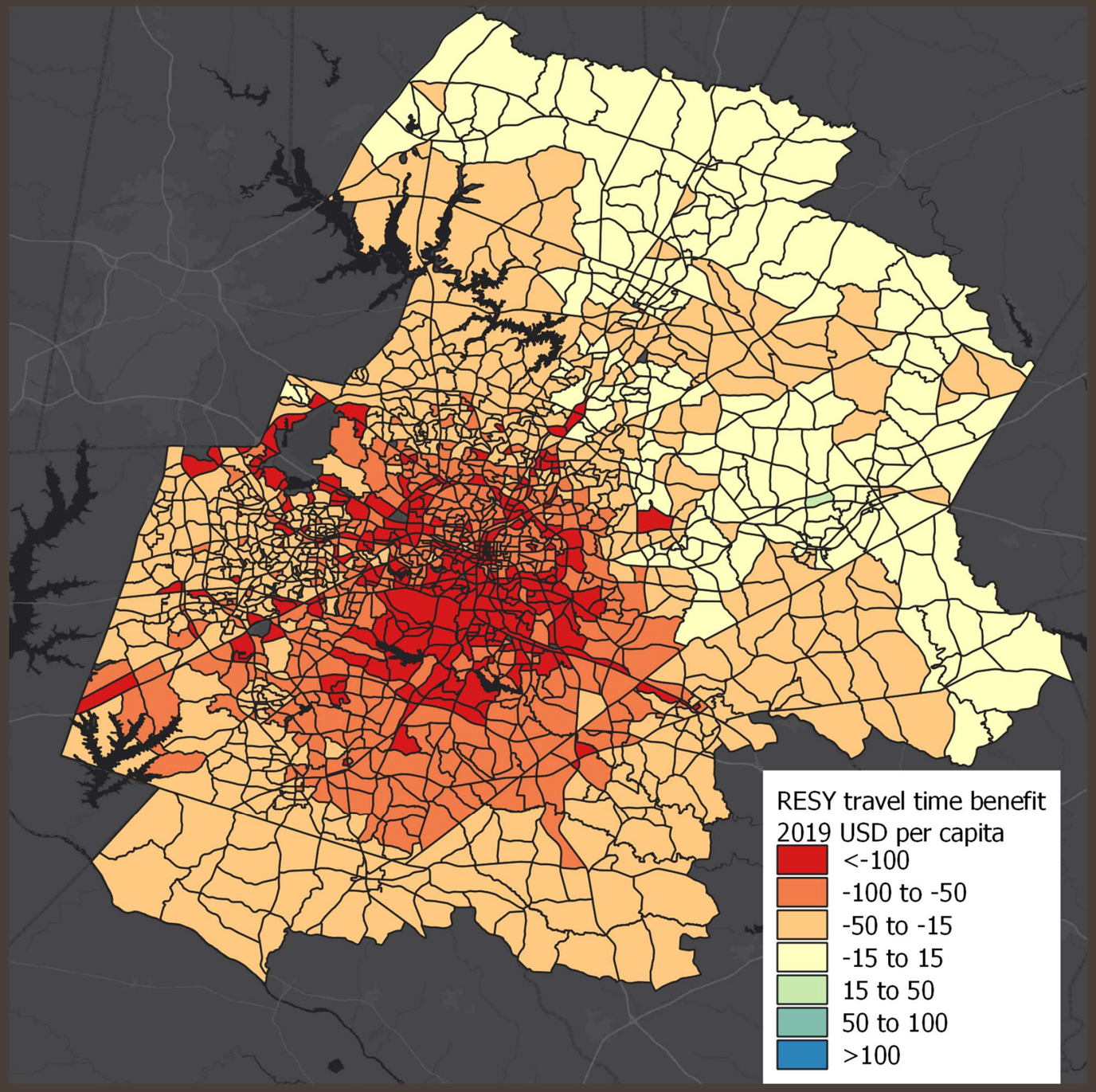


TOLL:
Travel Time

Shows mostly travel time worsening for the region

Northeast areas are less impacted by the toll related traffic redistrutions

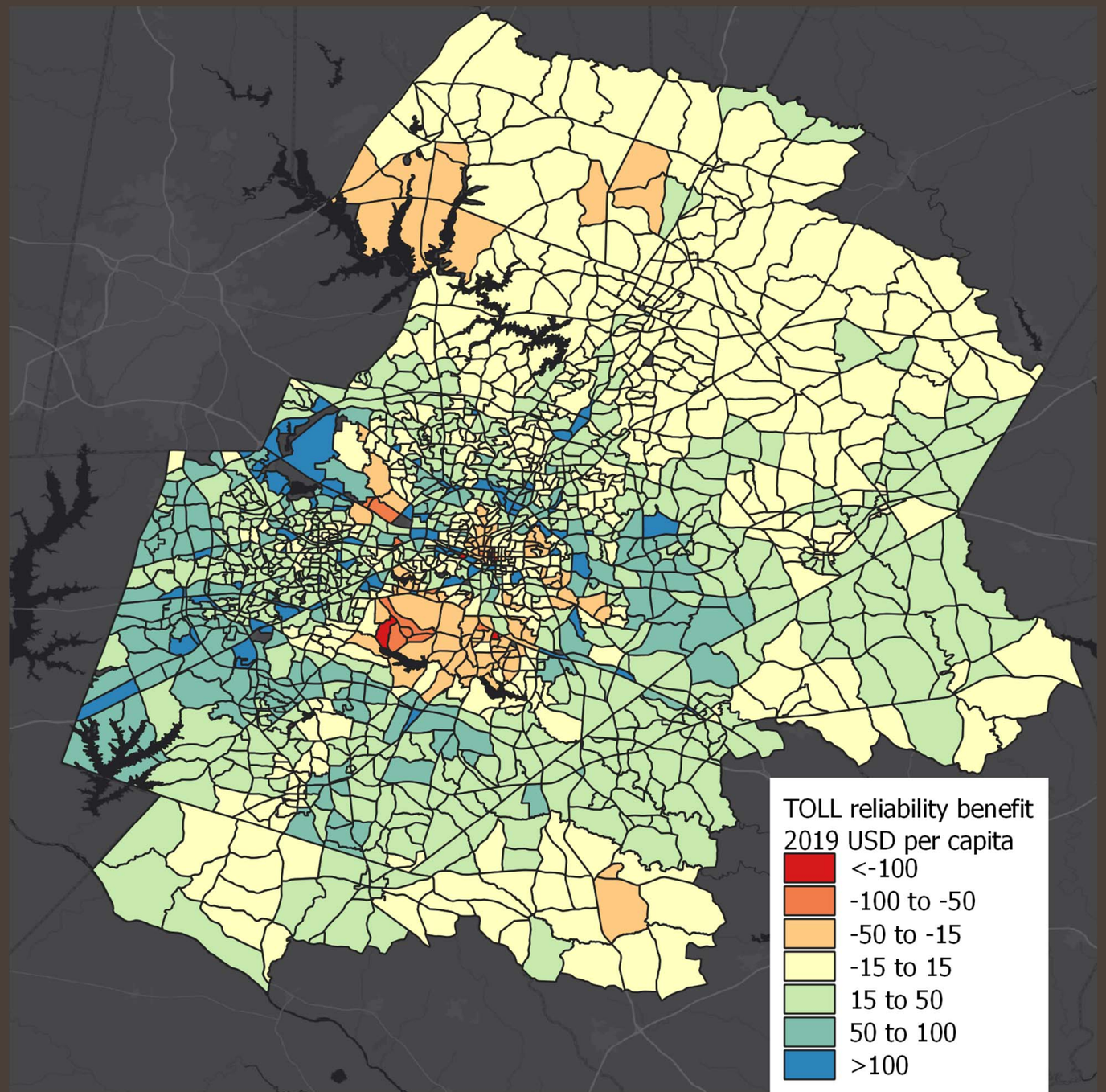
South Raleigh and Southern Wake County areas are anticipated to experience increase in congestion due to toll diversions



TOLL: Reliability

Shows travel time reliability gains for the region due to managed toll lanes along the Interstates

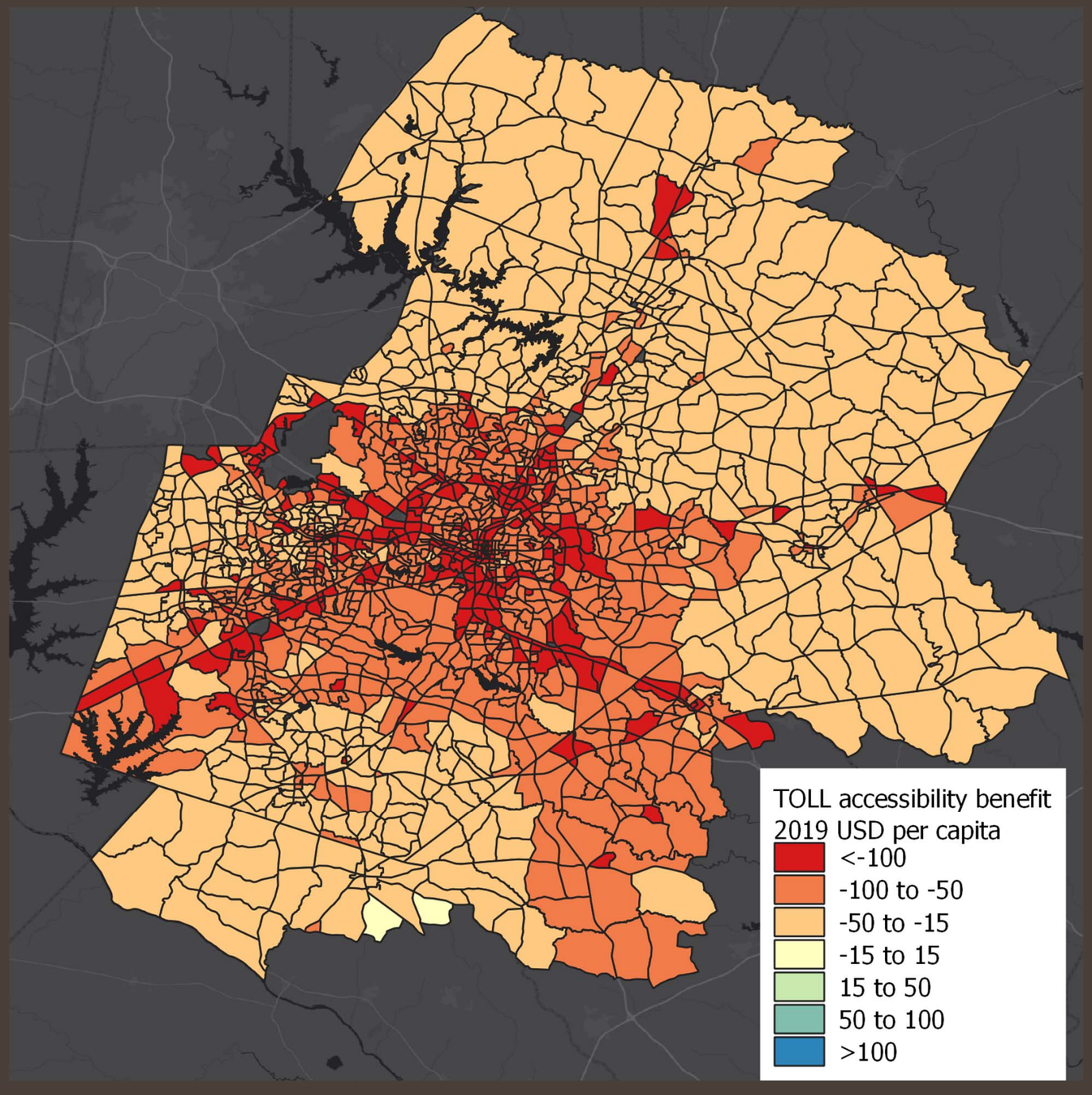
Northern areas are anticipated to gain small increases in travel time reliability



TOLL: Accessibility

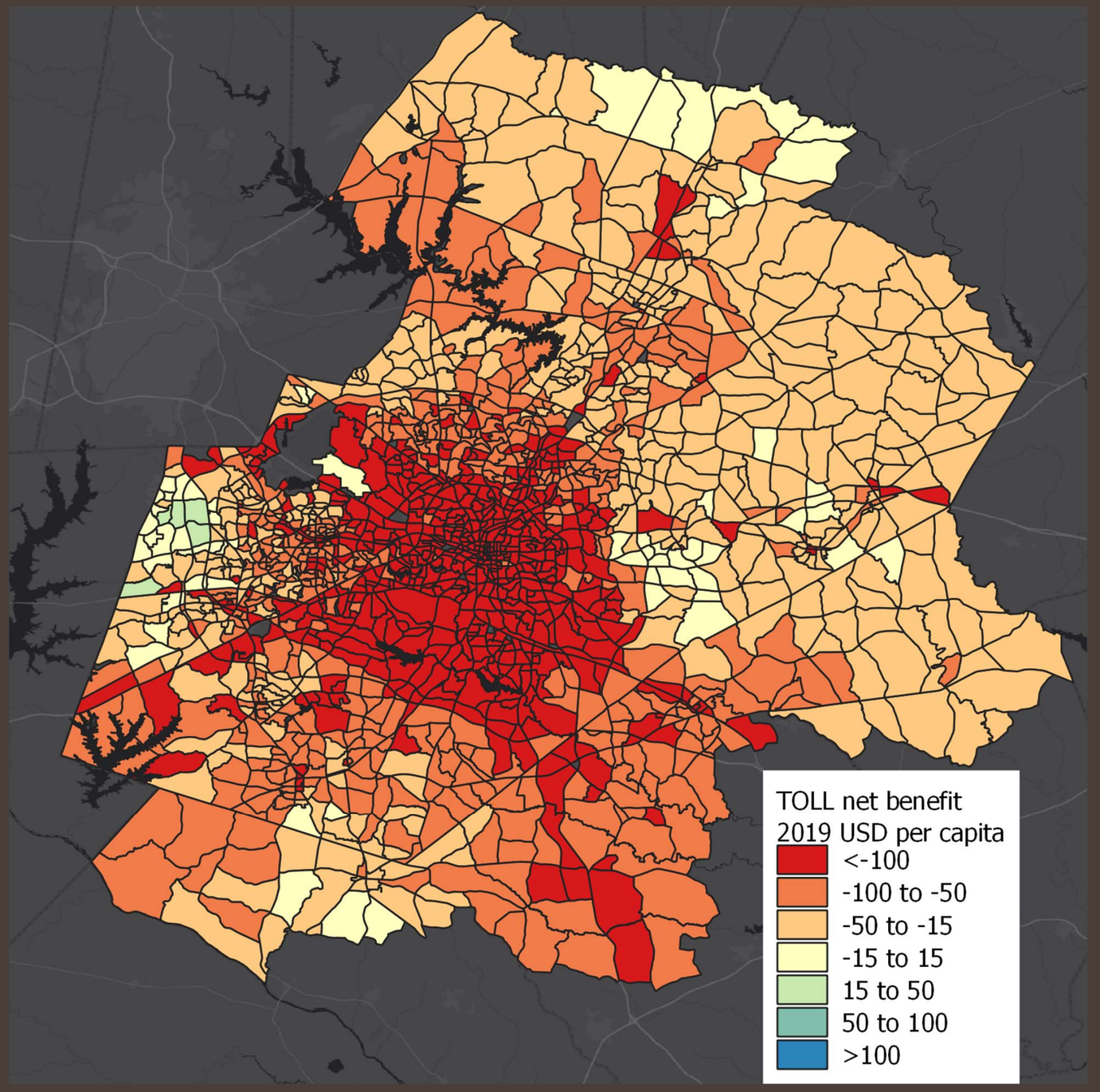
Shows mostly negative accessibility benefit for the region due to toll diversions

Core urban areas show relatively higher accessibility impact than other areas due to high tolls



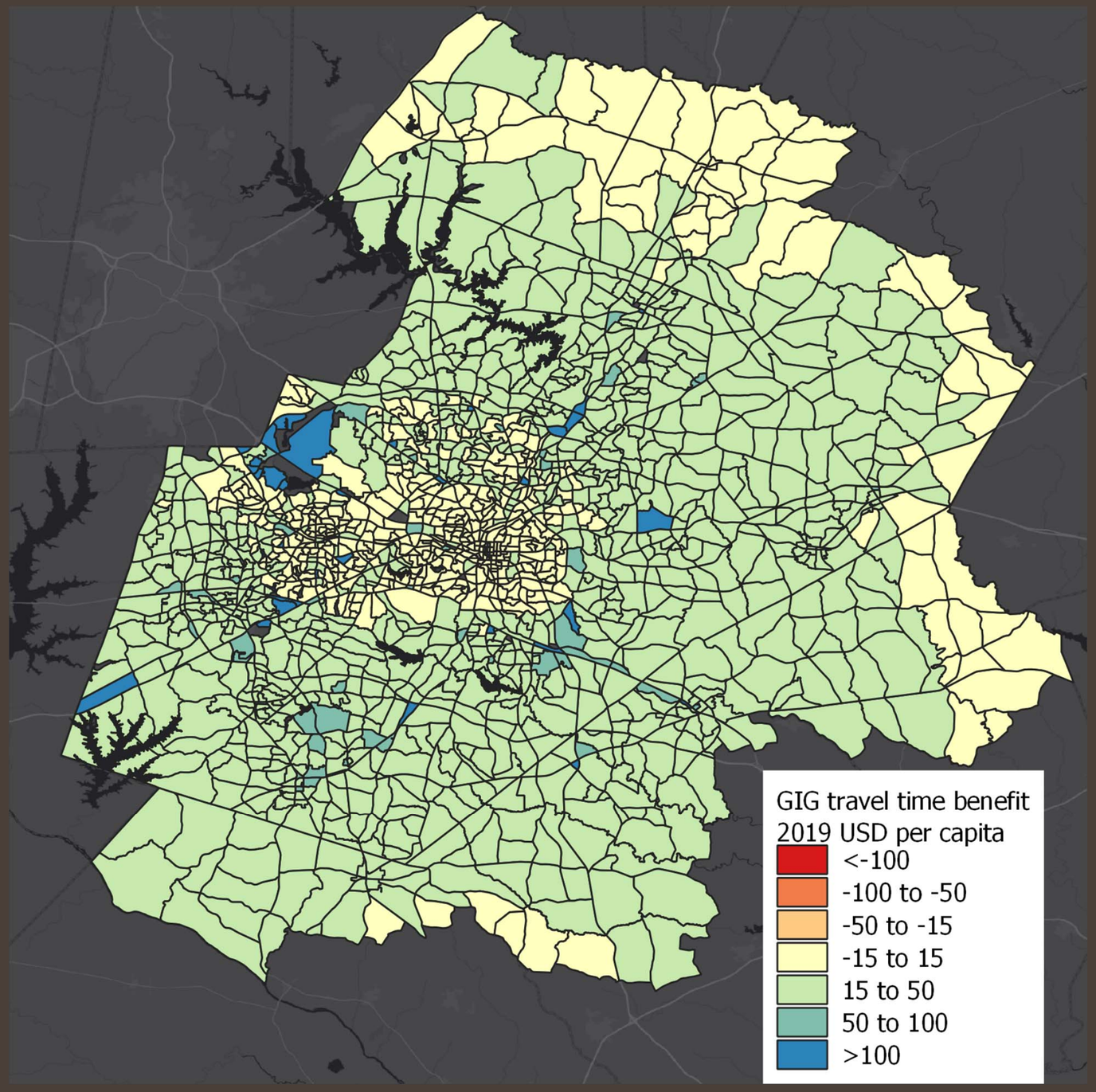
TOLL:
Net Benefit

Shows mostly negative impact for the region due to the high toll rates on managed lanes and high toll rates all lanes along I-440 that were assumed in the study



GIG:
Travel Time

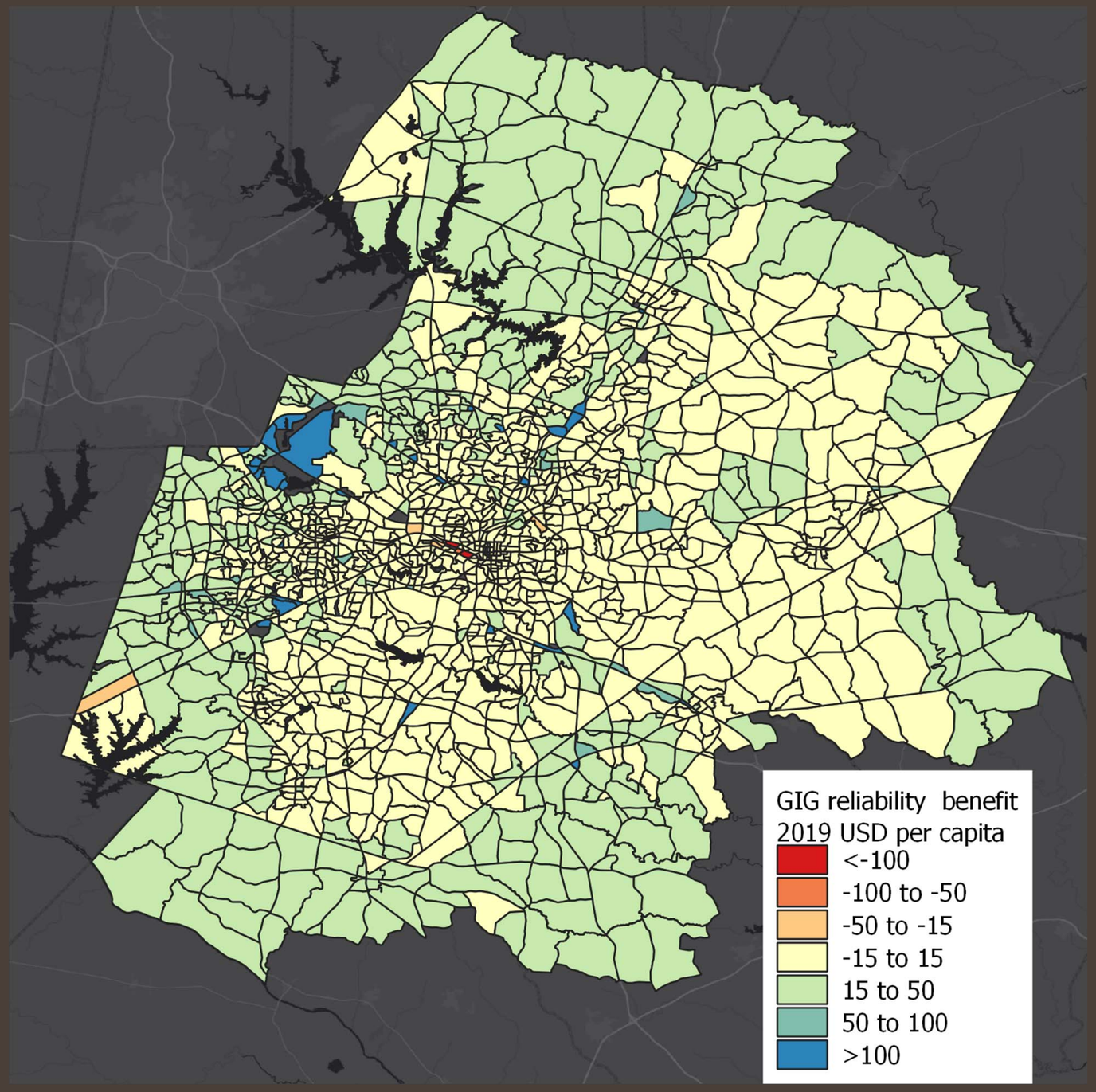
Shows mostly travel time improvement for the region due to reduction in the number of work trips assumed as part of the Gig economy of mobile workers scenario



GIG: Reliability

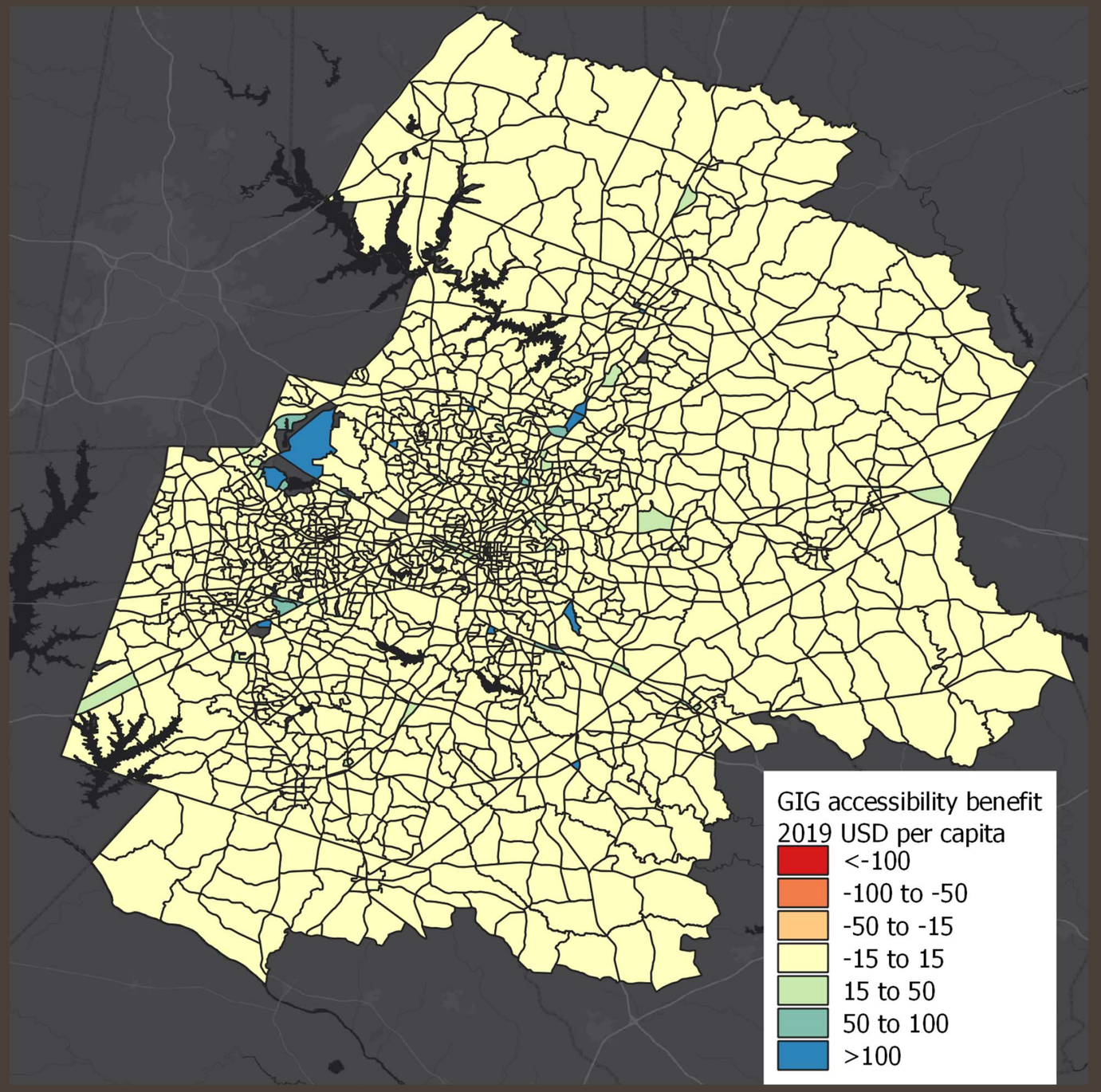
Shows travel time reliability gains for the region due to reduction in the number of work trips assumed as part of the Gig economy of mobile workers scenario

Peripheral areas are anticipated to gain relatively higher increases in travel time reliability



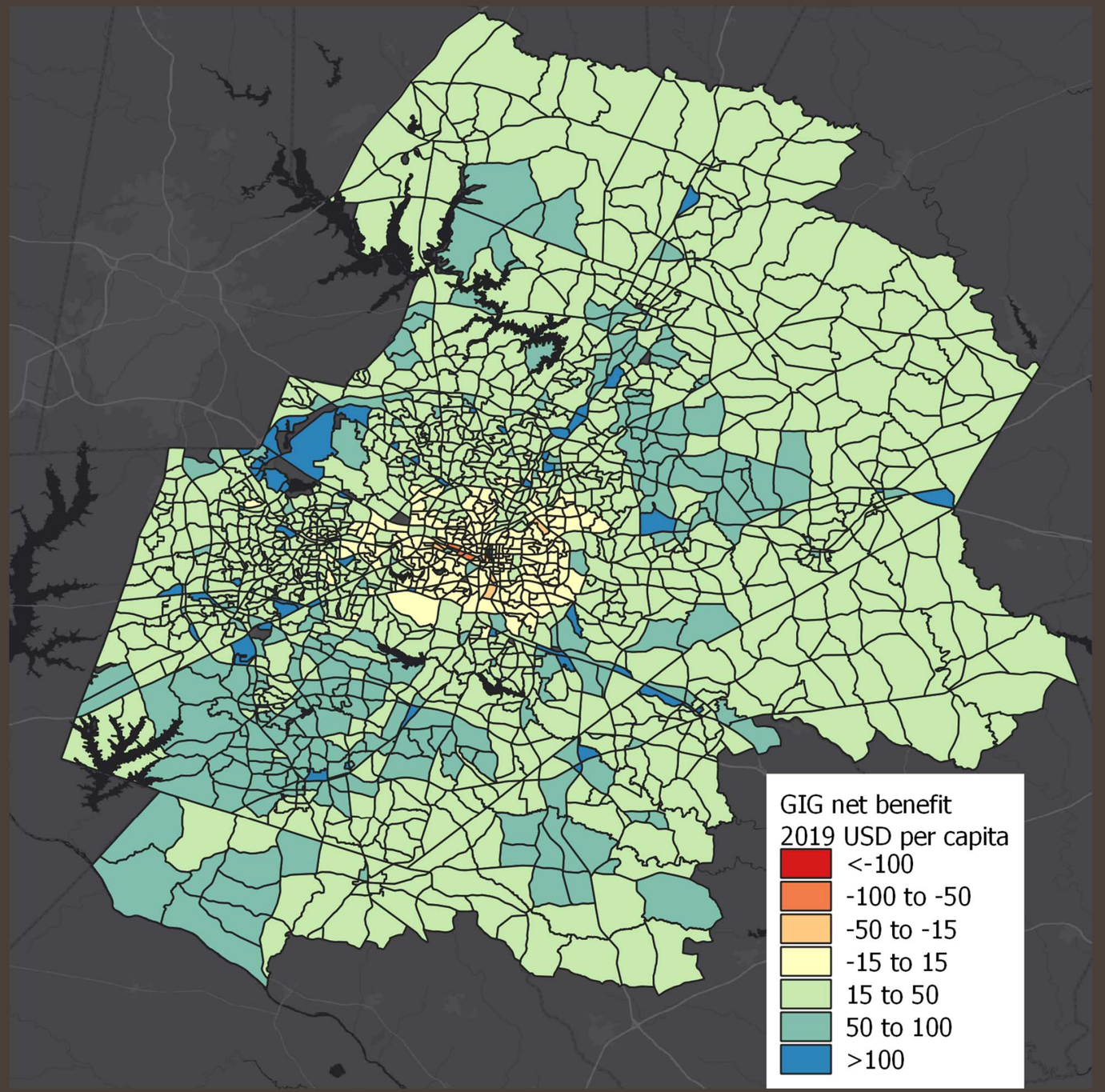
GIG: Accessibility

Shows mostly neutral accessibility benefit for the region due to reduction in the number of work trips



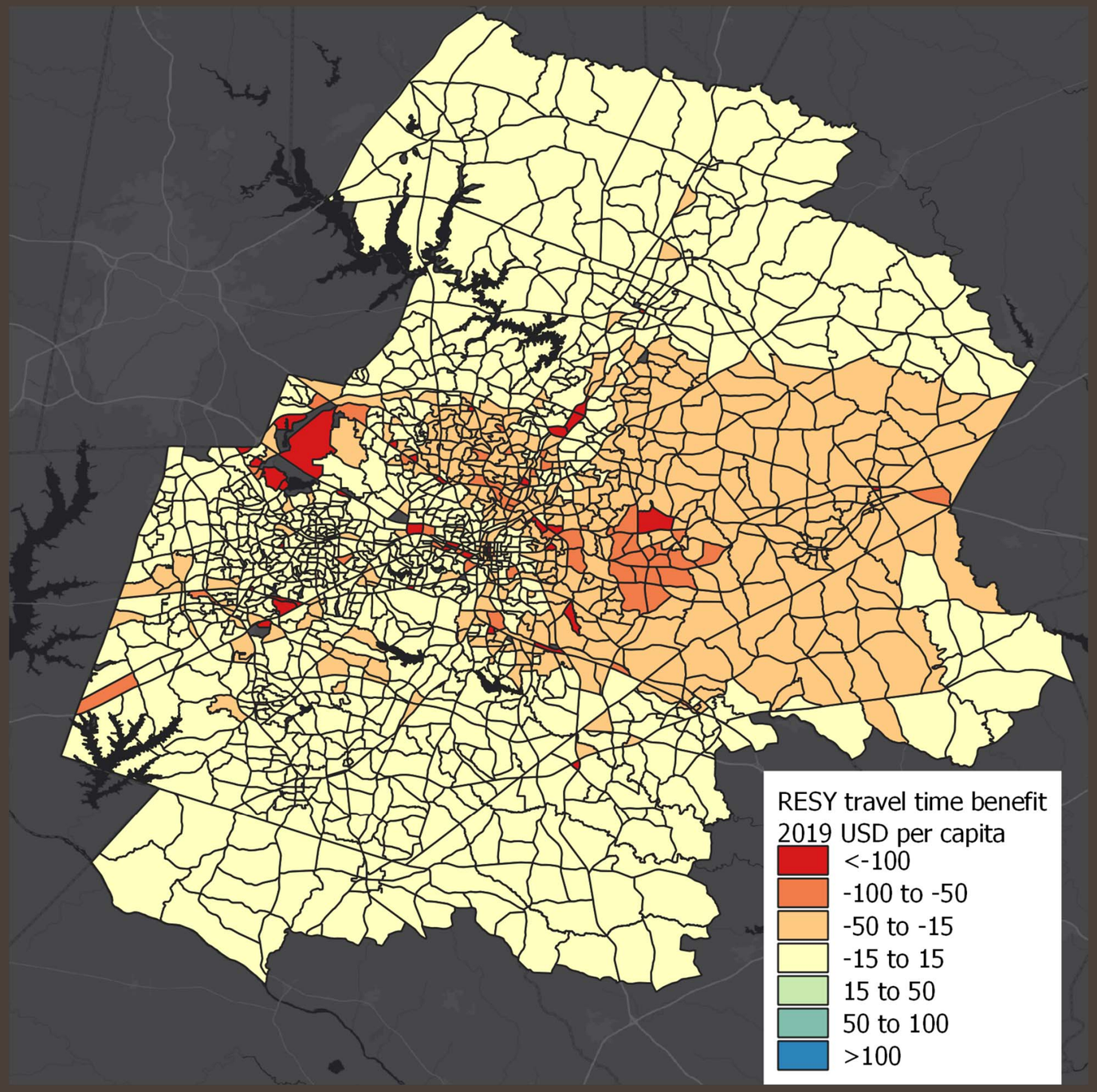
GIG:
Net Benefit

Shows mostly positive benefit for the region as expected due to reduction in the number of work trips



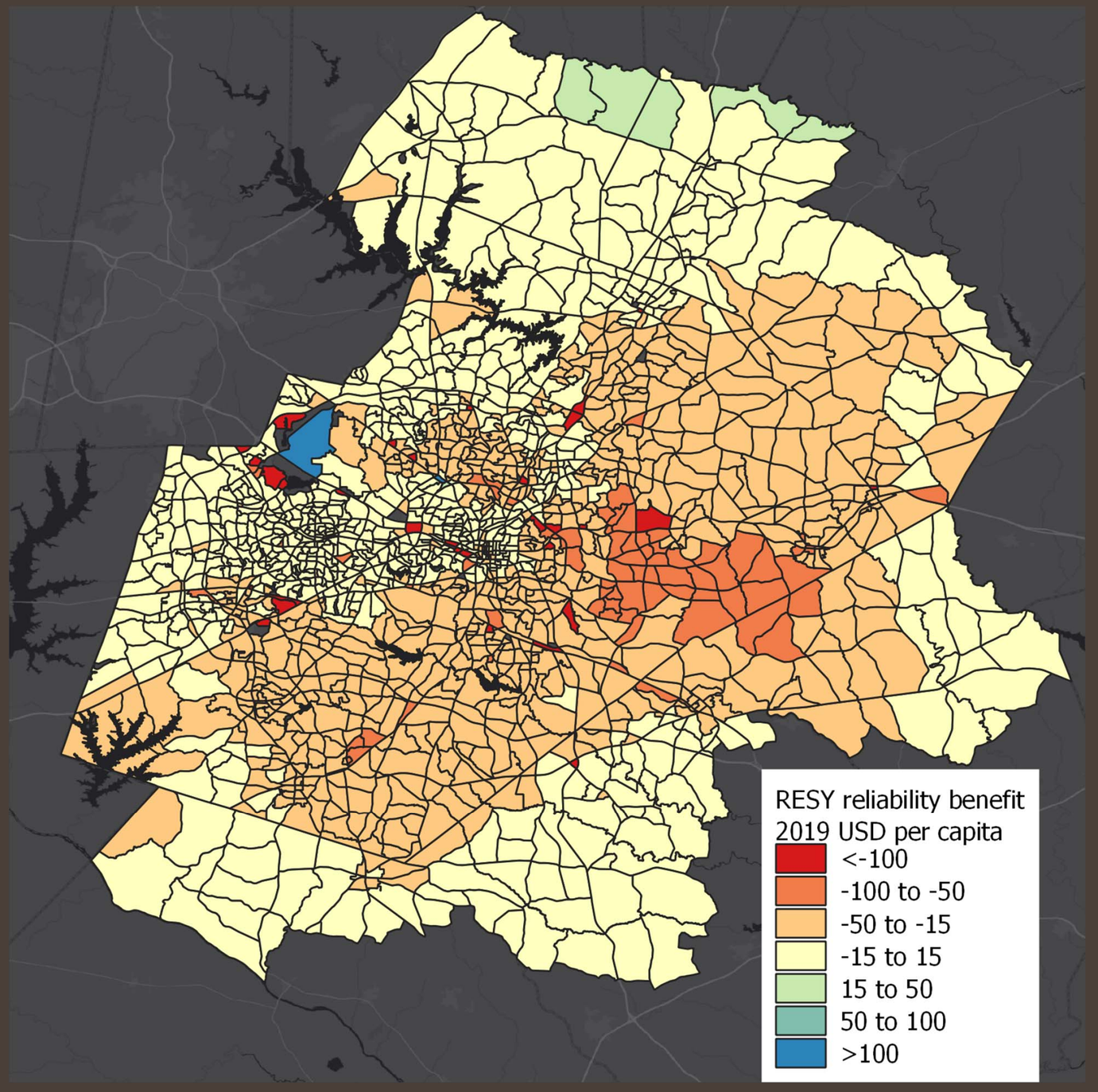
RESY: Travel Time

Shows travel time worsening for the Eastern areas and isolated areas within the urban core where weather related lane closures were studied



RESY: Reliability

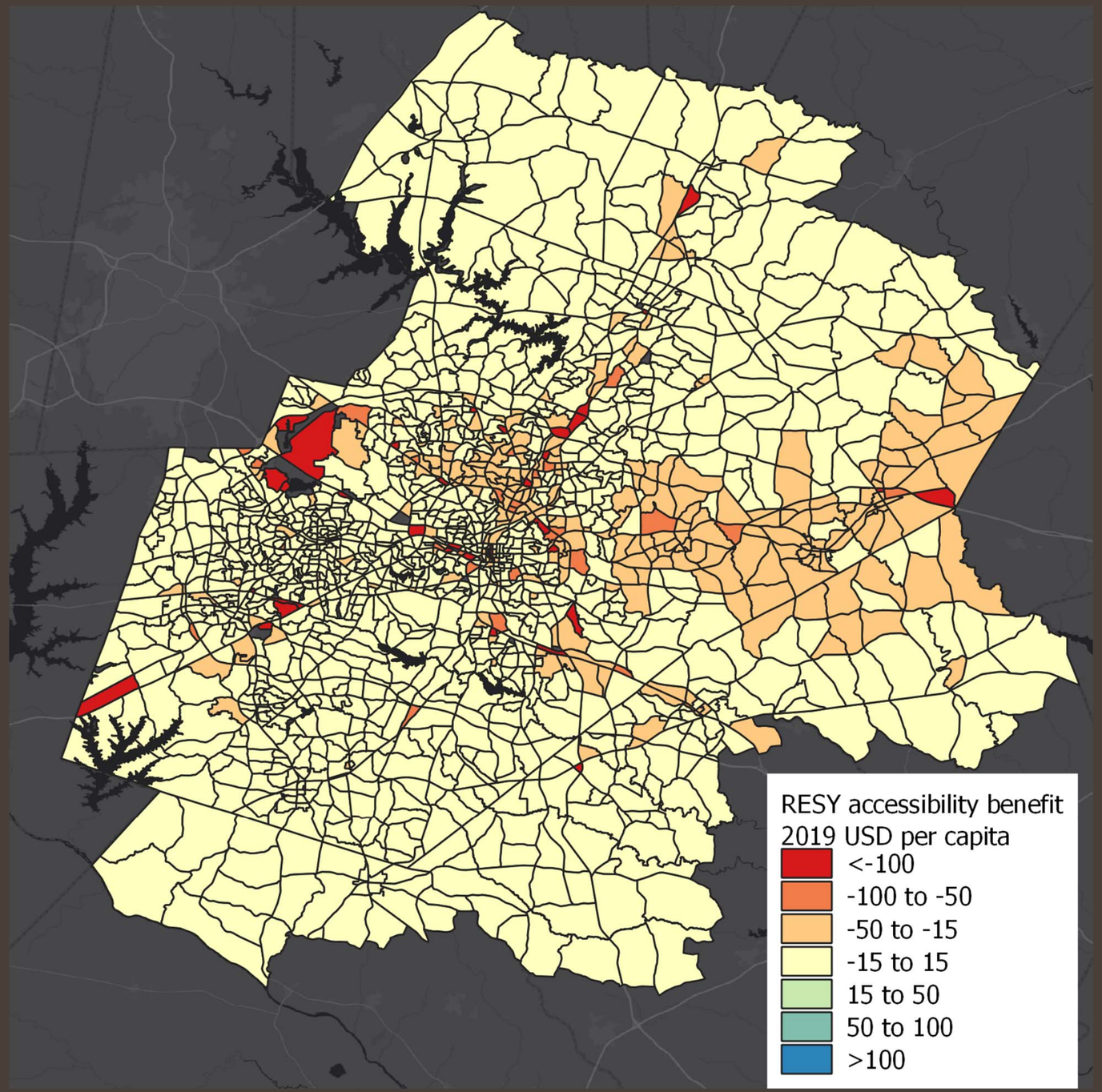
Shows worsening of travel time reliability for the region due to weather-related disruptions assumed along the major commuter corridors as part of the Regional Resiliency scenario



RESY: Accessibility

Shows mostly neutral accessibility benefit for the region

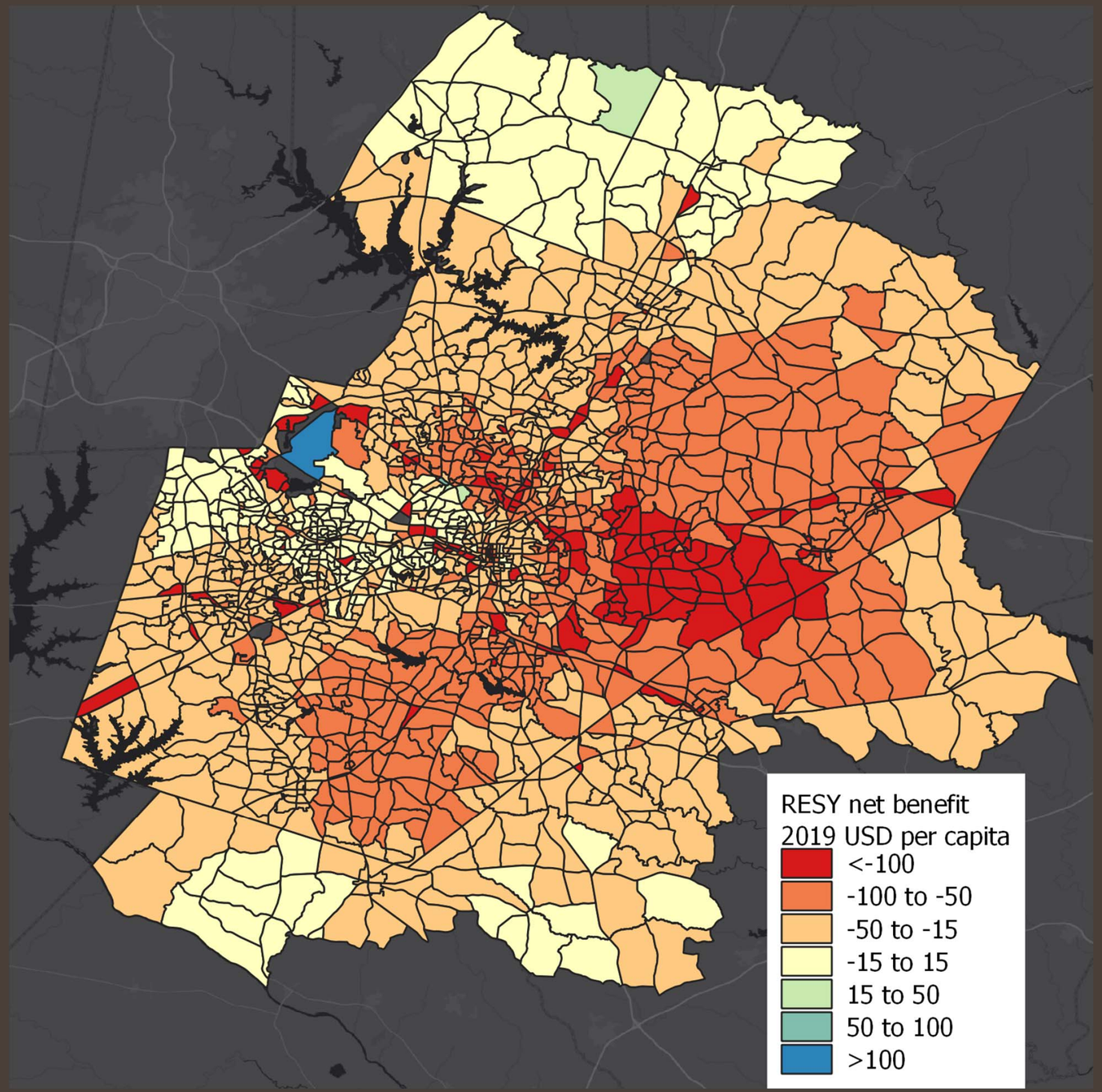
Northeast areas show relatively higher accessibility impacts compared to other areas



RESY:
Net Benefit

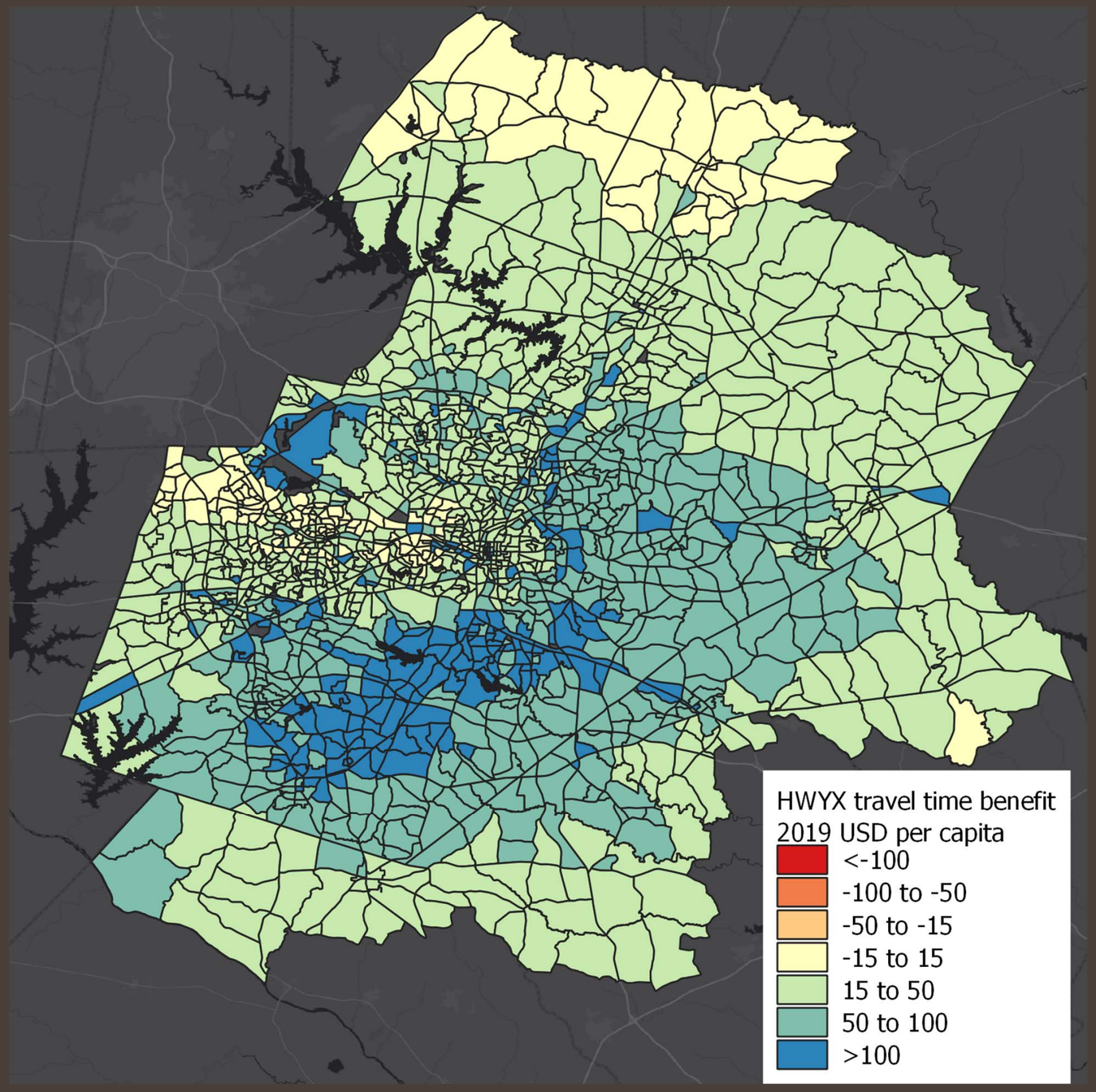
Shows mostly negative impacts for the region

Results are as expected due to reduction in the number of highway lanes during severe weather events



HWYX: Travel Time

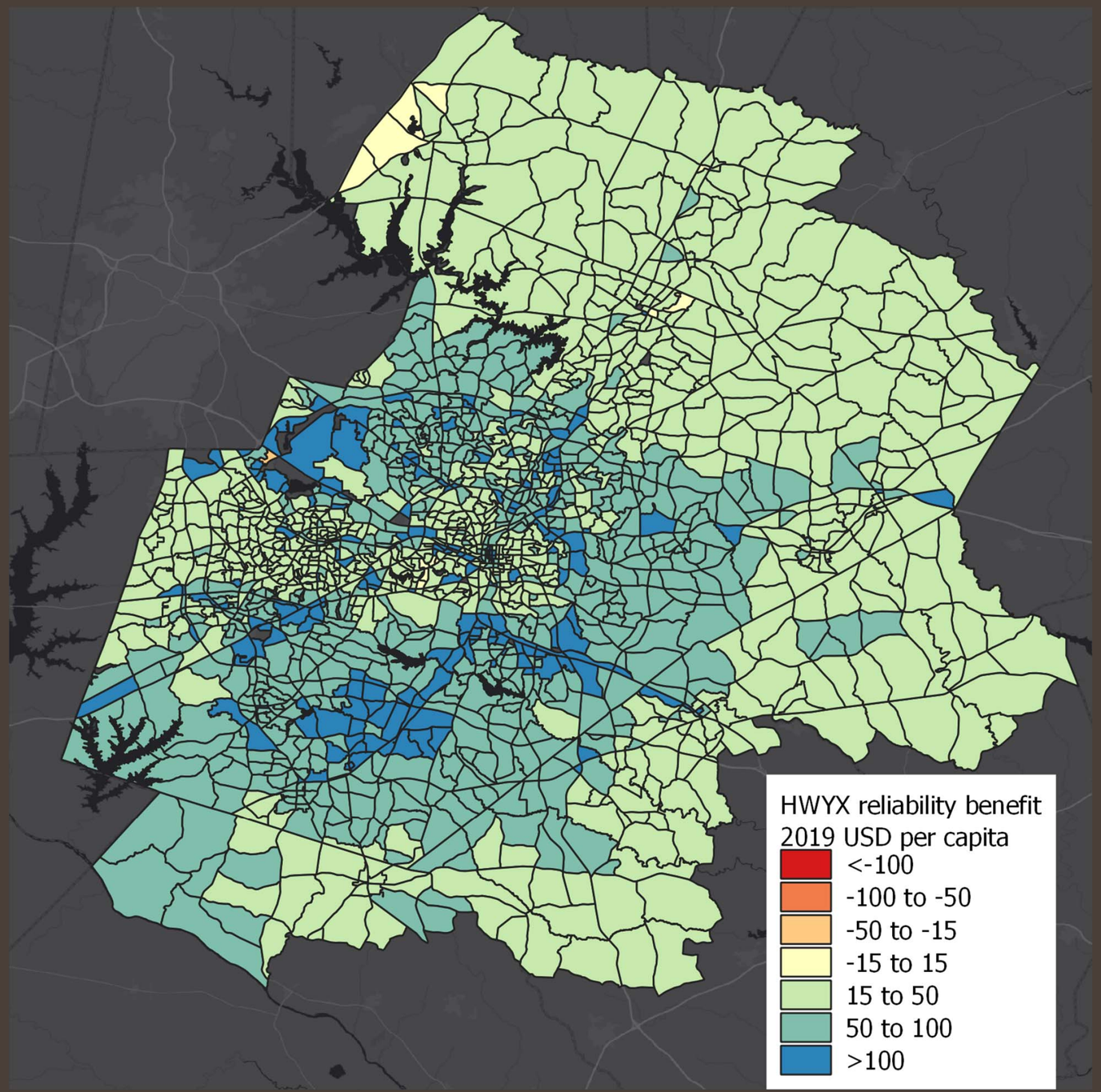
Shows significant travel time improvement for the region due to major widening assumed as part of the HWYX scenario regardless of huge costs and community impacts



HWYX: Reliability

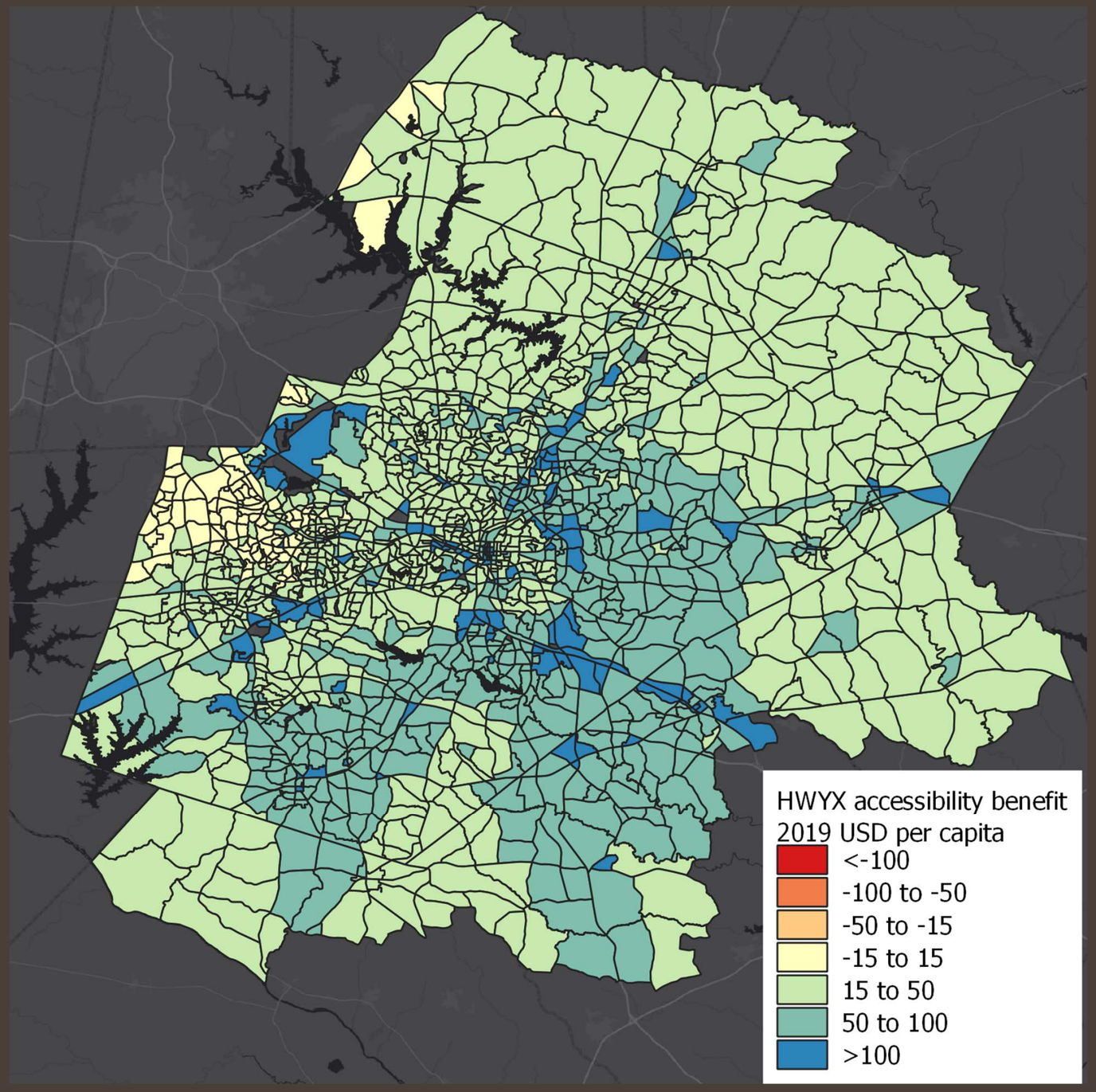
Shows significant travel time reliability gains for the region due to major widening assumed as part of the HWYX scenario regardless of huge costs and community impacts

Peripheral areas are anticipated to gain relatively lower increases in travel time reliability



HWYX: Accessibility

Shows significant accessibility benefit for the region due to major widening assumed as part of the HWYX scenario regardless of huge costs and community impacts



HWYX: Net Benefit

Shows significant positive benefit for the region, as expected due to major widening assumed as part of the HWYX scenario regardless of huge costs and community impacts