

## 7. Our Long Range Transportation Plan

Section 7 is the heart of our Long Range Transportation Plans, describing the investments we plan to make, when we intend to make them, and the associated land use development activities that promote an effective and efficient transportation system.

The transportation investments are summarized in the following categories:

- Roadways (with accompanying project list in Appendix 1)
- Fixed Guideway and premium transit services (project list in Appendix 2)
- Bus transit projects and services (project list in Appendix 3)
- Bicycle and pedestrian projects (project list in Appendix 4)
- Freight movement
- Programs to manage transportation demand
- Intelligent transportation systems: technology investments
- Transportation systems management: lower-cost roadway projects that do not add more travel lanes, but improve safety and/or operational efficiency.

### 7.1 Land Use & Development

Land use in the Triangle is the responsibility of each local government, not the MPOs. But few things influence the functionality and effectiveness of our transportation system as much as the locations, types, intensities and designs of new developments in our region. If we are to successfully provide for the mobility needs of the 1.6 million people here today and the additional million that will be added over the timeframe of this plan, we will need to do a top-notch job of matching our land use decisions with our transportation investments.

The ties between regional transportation interests and local land use decisions are most pronounced in three cases:

1. Transit Station Area Development.
2. Major Roadway Access Management.
3. Complete Streets & Context-Sensitive Design.

Transit Station Area Development. The MPO Long Range Transportation Plans include over \$2 billion in capital investments in rail service connecting our region’s five largest activity centers and linking these centers to neighborhoods across the region (see transit investment details in sections 7.3 and 7.4). Ensuring that well-designed, compact, mixed use development occurs within the first half mile around transit stations is a key element in determining how cost-effective major transit investments will be. Working with a range of local and regional partners, Triangle Transit published a set of Station Area Development Guidelines. The following table shows the intensity of development needed around transit stops; note that Activity Level 1 is not intense enough to support fixed guideway investments such as rail.

Activity Level	Residential Gross Density (units/acre)			Non-Residential Intensity (Floor Area Ratio)		
	First ¼ mile	Next ¼ mile	Average for ½ mile	First ¼ mile	Next ¼ mile	Average jobs/acre for ½ mile
1*	10	4	7	0.3	0.15	24
2	15	7	11	0.5	0.20	35
3	22	10	16	0.7	0.25	52
4	45	15	30	1.0	0.30	113

*\* Activity level 1 residential and non-residential intensities are too low for regional transit station areas*