

**Major Roadway Access Management.** Roads serve two main purposes. One is mobility and the other is access. Mobility is the efficient movement of people and goods. Access is getting those people and goods to specific properties. A roadway designed to maximize mobility typically does so in part by managing access to adjacent properties. A good example is an Interstate Highway. While a motorist could expect to travel quite efficiently over a long distance using an Interstate Highway, the number of access points is restricted to only freeway interchanges every few miles. This type of roadway serves primarily a mobility function. At the other extreme, a local residential street would provide easy and plentiful access to all adjacent properties, but long distance travel on such a roadway would be time consuming and inconvenient. This type of roadway serves primarily an access function. Many costly road investments involve widening roads to provide additional travel capacity. Where these investments are made, the MPOs will work with the NCDOT and local communities to ensure that the new capacity is not inappropriately degraded by a pattern of “strip development” requiring numerous driveways and median cuts.

**Complete Streets & Context-Sensitive Solutions.** Roadways are the largest component of our communities’ public realm: the spaces all of us share with our neighbors and which provide access to the front doors of homes and businesses. Especially where roadways traverse town centers, walkable neighborhoods and important activity centers such as college campuses, the MPOs will work with the NCDOT and local communities to ensure that roads are appropriately designed to accommodate the full range of travel choices and that adjoining development is sited and designed to promote alternatives to auto travel. In fact, the DCHC MPO has recently conducted a series of meetings with the NCDOT to discuss design issues that will help ensure roadway projects are appropriately designed for the area in which they traverse.

So in the three instances summarized above: transit station area development, major roadway access management and complete streets whose designs are sensitive to the neighborhoods of which they are a part, the DCHC MPO and CAMPO will work with their member communities and regional organizations such as Triangle Transit and the Triangle J Council of Governments to match land use decisions with transportation investments.

## **7.2 Roadways**

This section contains maps and a list of major road investments in the 2035 Capital Area MPO and Durham-Chapel Hill-Carrboro MPO Long Range Transportation Plans. A full listing of all roadway projects, by time period is in Appendix 1; these projects were compiled in coordination with the help of local planning departments within Capital Area MPO and the Durham-Chapel Hill-Carrboro MPO.

Projects are separated into three categories based on anticipated date of completion. 2015 projects are projects already underway with full funding and an expected completion date by 2015. The 2025 and 2035 projects are composed of projects supported by municipalities through TIP requests or sections of roads forecasted by the Triangle Regional Model to be beyond capacity by 2035 and that can be funded with existing revenue streams or reasonably foreseeable new revenue streams.

Due to anticipated funding constraints, a fourth category includes projects that had merit but could not be completed in the coming twenty-seven years with forecasted revenue. These projects that are not part of our fiscally constrained plans are compiled separately. Each project in the fiscally-constrained plan has a segment identifier that is shown on the 2035 LRTP Road Project Map. The project listing in Appendix 1 includes information on each project’s extent, length, present and future lanes, funded completion year, cost estimation and whether it meets federal definitions for a regionally significant or exempt project.

Figure 7.2.1 is a map of highway projects by LRTP time period (2015, 2025, 2035) and Figure 7.2.2 is a listing of the major highway projects by time period in each MPO.

Figure 7.2.1– Highway Projects by LRTP Time Period

