

## 2035 Corridor Statistics

Socioeconomic and Travel Markets Data -- 2035			Travel Market Data									Socioeconomic Data		
Corridor (Corridors shown in red rank in the top four for one or more transportation measures among the 18 full corridors)	Corridor Length (miles)	Acres in Corridor Travel Market Places	Total Trips		In-Corridor Trips				Strata 1&2 In-Corridor Trips		Dwelling Units	Jobs	Activity Intensity Measure	
			Daily Trips	Trips/Acre	Daily Trips	Trips/Acre	Trips/Mile	if 2% on transit	Daily Trips	Trips/Acre				
1	Durham to Apex	25	46,016	1,000,000	21	490,000	11	20,000	9,800	110,000	2	88,000	204,000	3
2A	Durham to Raleigh via rail line	28	39,261	1,100,000	29	590,000	15	21,000	11,800	200,000	5	73,000	345,000	5
2B	Durham to Raleigh via busway	28	37,838	1,000,000	26	510,000	14	18,000	10,200	180,000	5	60,000	296,000	4
3	Durham to Raleigh via US 70	23	37,333	1,000,000	27	460,000	12	20,000	9,200	120,000	3	91,000	227,000	4
4	Durham to Burlington	33	47,802	400,000	8	240,000	5	7,000	4,800	70,000	2	30,000	105,000	1
5	Durham to Chapel Hill	21	22,152	800,000	34	450,000	20	21,000	9,000	140,000	6	57,000	175,000	5
6	Durham to North Durham	19	31,816	400,000	13	210,000	6	11,000	4,200	80,000	2	34,000	100,000	2
7	I-40 HOV	46	89,358	1,000,000	12	360,000	4	8,000	7,200	60,000	1	100,000	203,000	2
8	Northern Arc I-540	26	43,154	600,000	14	170,000	4	6,000	3,400	20,000	0	63,000	95,000	2
9	Raleigh to Apex	17	25,215	800,000	32	330,000	13	19,000	6,600	100,000	4	64,000	148,000	4
10	Raleigh to Franklinton	28	83,568	1,100,000	14	650,000	8	23,000	13,000	140,000	2	94,000	222,000	2
11	Raleigh to Fuquay-Varina	21	45,429	600,000	13	280,000	6	13,000	5,600	60,000	1	60,000	107,000	2
12	Raleigh to Selma	29	42,191	500,000	13	250,000	6	9,000	5,000	50,000	1	52,000	110,000	2
13	Raleigh to Zebulon	27	56,745	900,000	16	430,000	8	16,000	8,600	80,000	1	94,000	161,000	3
14	Chapel Hill to RDU via Metro Center	27	32,357	600,000	18	300,000	9	11,000	6,000	80,000	2	44,000	150,000	3
15	Southern Arc NC-540	44	91,220	1,100,000	12	400,000	4	9,000	8,000	40,000	0	110,000	161,000	2
16	Pittsboro to Chapel Hill	24	75,238	600,000	7	370,000	5	15,000	7,400	60,000	1	56,000	80,000	1
17	Chapel Hill to Burlington	37	56,116	400,000	7	240,000	4	7,000	4,800	50,000	1	34,000	77,000	1
<i>Corridor Segments and Combinations</i>														
10.1	Raleigh to I-540 US1 Sub-Corridor	10	16,297	700,000	45	380,000	23	38,000	7,600	110,000	7	49,000	174,000	6
10.2	Cary to Raleigh to I-540 via US1	17	23,641	900,000	38	440,000	19	24,000	8,800	130,000	5	65,000	208,000	5
2A.1	Durham to Metro Center	11	18,037	400,000	23	220,000	12	20,000	4,400	80,000	5	26,000	155,000	4
2A.2	Raleigh to Metro Center	17	27,775	800,000	28	360,000	13	21,000	7,200	110,000	4	51,000	227,000	4
5.1	Chapel Hill to Patterson Place	13	13,430	400,000	29	450,000	33	34,000	9,000	60,000	4	30,000	77,000	4
5.2	Durham to Patterson Place	8	8,773	300,000	38	180,000	21	23,000	3,600	70,000	8	22,000	99,000	6
Totals for Region covered by Model:			1,676,800	10,700,000								1,100,000	1,330,000	

Travel Analysis Alignment End Points	
Duke University	Apex Town Center
Duke University	Government Center
Duke University	Raleigh Transit Center
Duke University	NCSU via Raleigh CBD
Durham CBD	Burlington Rail Station
Durham CBD	Carolina North via UNC
Duke U via Durham CBD	Person County Line
NC86-Orange County	NC42-Johnston County
I-40 near RTP	US64 Bypass
Government Center	Outer Loop at rail line
NCSU via Raleigh CBD	Franklinton
NCSU via Raleigh CBD	Fuquay-Varina
NCSU via Raleigh CBD	Selma
NCSU via Raleigh CBD	Zebulon
RDU Terminals	Carolina North via UNC
I-40 near RTP	US64 Bypass
Pittsboro Town Center	Carolina North via UNC
UNC-CH Hospitals	Burlington Rail Station
NCSU via Raleigh CBD	Durant Road
Cary CBD	Durant Road
Duke University	Triangle Metro Center
Government Center	Triangle Metro Center
Carolina North via UNC	Patterson Place
Durham CBD	Patterson Place

**Notes:**

1. In-corridor trips are trips that both begin and end within the corridor.
2. Peak trips are trips made between 6-10 am and 3-7 pm.
3. Strata 1&2 trips are trips made by households without cars and by low-income households with cars.
4. The activity intensity measure is based on the 1997 TTA Station Area Development Guidelines and is derived from Activity Levels 2 and 3 in the Station Area Classification System, where about 3.2 jobs are the equivalent of one dwelling unit in "supporting walk-to-transit" terms. It is calculated by the equation: ((dwelling units + (jobs/3.2))/acres). The activity intensity measure for a corridor as a whole is only valuable in comparing the relative intensity of activity among corridors, not for whether or not fixed guideway transit may be feasible in any particular corridor, since activity thresholds only have meaning when applied to the 1/2 mile walk radius around a station area.
5. Values are subject to change based on data reviews, revised socioeconomic estimates and changes to the regional travel demand model
6. Indicators for sections of a corridor may differ significantly from indicators for a corridor as a whole.
7. Corridors to Burlington and Selma include only data for the portions of these corridors within the boundaries of the Triangle Regional Travel Demand Model.