Travel Choice Neighborhoods (TCN) are areas that are expected to have a variety of travel modes from which to choose in the future. In many Alternatives Analysis methods, it is difficult to see a mode shift in the TCNs because the analysis encompasses the entire region and much of the region does not have a high degree of mode choice. For example, it is difficult to see the impact of light rail transit on the central areas of Durham and Chapel Hill by using the regional Performance Measures. The mode share values change little because the majority of development will be in medium to low density suburban and rural areas.

The TCN measure selects data from the areas (called Transportation Analysis Zones, or TAZs) that are impacted by transit investments and compares them with the overall region. This method helps measure the mode share change based on transit investment. The following pages compare two TCN measures, High End Transit and Light Rail Transit (LRT), for each of the four Alternatives. The High End Transit includes TAZs affected by light rail transit, commuter rail and high end bus services (15-minute headways or better). The LRT includes those TAZs affected by light rail transit.

The Travel Choice Neighborhoods (TCN) section of the 2045 MTP Alternatives Analysis Web page has a document that provides detailed information on the TCN concept and method.
## Travel Choice Neighborhoods (TCN) – Moderate -- MTP

### DCHC MPO -- Total Work Trips

<table>
<thead>
<tr>
<th></th>
<th>NonMotorized</th>
<th>Bus</th>
<th>Rail</th>
<th>SOV</th>
<th>HOV</th>
<th>All</th>
<th>#TAZs</th>
<th>TAZ Pop</th>
<th>TAZ Emp</th>
</tr>
</thead>
<tbody>
<tr>
<td>All TAZs in MPO</td>
<td>24,368</td>
<td>19,595</td>
<td>6,679</td>
<td>309,003</td>
<td>36,198</td>
<td>395,843</td>
<td>849</td>
<td>672,377</td>
<td>449,898</td>
</tr>
<tr>
<td>High End Transit</td>
<td>17,901</td>
<td>11,299</td>
<td>4,189</td>
<td>119,427</td>
<td>13,118</td>
<td>165,934</td>
<td>446</td>
<td>300,136</td>
<td>355,106</td>
</tr>
<tr>
<td>LRT</td>
<td>6,056</td>
<td>2,646</td>
<td>1,953</td>
<td>23,322</td>
<td>2,671</td>
<td>36,648</td>
<td>132</td>
<td>86,552</td>
<td>169,964</td>
</tr>
</tbody>
</table>

### All TAZs in MPO

- Non-Motorized: 78.1%
- Bus: 9.1%
- Rail: 6.2%
- SOV: 5.0%
- HOV: 1.7%

### High End Transit*

- Non-Motorized: 72.0%
- Bus: 16.5%
- Rail: 7.3%
- SOV: 7.2%
- HOV: 6.8%

### LRT

- Non-Motorized: 63.6%
- Bus: 16.5%
- Rail: 7.3%
- SOV: 7.2%
- HOV: 5.3%
## Travel Choice Neighborhoods (TCN) – Moderate -- Highway

### Mod-Hwy

<table>
<thead>
<tr>
<th></th>
<th>NonMotorized</th>
<th>Bus</th>
<th>Rail</th>
<th>SOV</th>
<th>HOV</th>
<th>All</th>
<th>#TAZs</th>
<th>TAZ Pop</th>
<th>TAZ Emp</th>
</tr>
</thead>
<tbody>
<tr>
<td>All TAZs in MPO</td>
<td>24,782</td>
<td>21,426</td>
<td>-</td>
<td>313,843</td>
<td>35,832</td>
<td>395,883</td>
<td>849</td>
<td>672,377</td>
<td>449,898</td>
</tr>
<tr>
<td>High End Transit</td>
<td>18,252</td>
<td>12,753</td>
<td>-</td>
<td>121,763</td>
<td>13,185</td>
<td>165,953</td>
<td>446</td>
<td>300,136</td>
<td>355,106</td>
</tr>
<tr>
<td>LRT</td>
<td>6,236</td>
<td>3,379</td>
<td>-</td>
<td>24,286</td>
<td>2,781</td>
<td>36,682</td>
<td>132</td>
<td>86,552</td>
<td>169,964</td>
</tr>
</tbody>
</table>

### All TAZs in MPO

- **Non-Motorized**: 9.1%
- **Bus**: 6.3%
- **Rail**: 5.4%
- **SOV**: 0.0%
- **HOV**: 79.3%

### High End Transit

- **Non-Motorized**: 7.9%
- **Bus**: 11.0%
- **Rail**: 7.7%
- **SOV**: 0.0%
- **HOV**: 73.4%

### LRT

- **Non-Motorized**: 9.2%
- **Bus**: 0.0%
- **Rail**: 0.0%
- **SOV**: 17.0%
- **HOV**: 66.2%
### Travel Choice Neighborhoods (TCN) – Aspirational -- MTP

<table>
<thead>
<tr>
<th>Asp-MTP</th>
<th>DCHC MPO -- Total Work Trips</th>
<th>#TAZs</th>
<th>TAZ Pop</th>
<th>TAZ Emp</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>NonMotorized</td>
<td>Bus</td>
<td>Rail</td>
<td>SOV</td>
</tr>
<tr>
<td>All TAZs in MPO</td>
<td>24,834</td>
<td>18,678</td>
<td>6,672</td>
<td>300,655</td>
</tr>
<tr>
<td>High End Transit</td>
<td>20,388</td>
<td>12,582</td>
<td>4,871</td>
<td>149,542</td>
</tr>
<tr>
<td>LRT</td>
<td>7,182</td>
<td>2,892</td>
<td>2,411</td>
<td>28,748</td>
</tr>
</tbody>
</table>

#### All TAZs in MPO
- Non-Motorized: 9.0%
- Bus: 6.4%
- Rail: 4.8%
- SOV: 1.7%
- HOV: 78.0%

#### High End Transit
- Non-Motorized: 8.2%
- Bus: 10.0%
- Rail: 6.2%
- SOV: 2.4%
- HOV: 73.2%

#### LRT
- Non-Motorized: 7.4%
- Bus: 5.4%
- Rail: 16.1%
- SOV: 16.1%
- HOV: 64.6%
Travel Choice Neighborhoods (TCN) – Aspirational -- Transit

<table>
<thead>
<tr>
<th>Asp-Transit</th>
<th>DCHC MPO -- Total Work Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>NonMotorized</td>
</tr>
<tr>
<td>All TAZs in MPO</td>
<td>24,456</td>
</tr>
<tr>
<td>High End Transit</td>
<td>20,111</td>
</tr>
<tr>
<td>LRT</td>
<td>7,082</td>
</tr>
<tr>
<td>Dtown Dur &amp; Duke</td>
<td>4,239</td>
</tr>
</tbody>
</table>

**All TAZs in MPO**

- Non-Motorized: 8.8%
- Bus: 6.3%
- Rail: 6.0%
- SOV: 1.6%
- HOV: 77.2%

**High End Transit**

- Non-Motorized: 8.0%
- Bus: 9.8%
- Rail: 7.6%
- SOV: 2.2%
- HOV: 72.4%

**LRT**

- Non-Motorized: 8.1%
- Bus: 4.9%
- Rail: 15.9%
- SOV: 63.8%