MOBILITY REPORT CARD

2019

DURHAM . CHAPEL HILL . CARRBORO

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INTRODUCTION TO THE MOBILITY REPORT CARD

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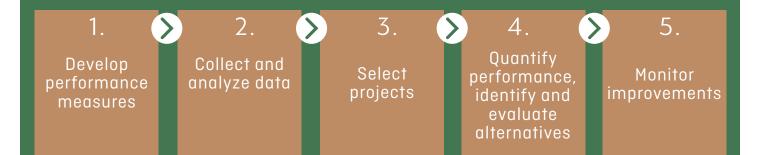
What is it and why is it useful?

WHAT IS THE MOBILITY REPORT CARD?

The Mobility Report Card monitors the performance of the multimodal transportation system throughout the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO, or the MPO) area by analyzing a variety of key transportation supply, demand, and safety indicators. These metrics provide a snapshot of the transportation system's performance and its ability to safely and efficiently connect people, places, and goods throughout the MPO area. Understanding the system's performance and calling attention to key trends, such as where traffic is increasing, enable the MPO to strategically plan for and invest in system enhancements where mobility needs and opportunities are greatest.

CONGESTION MANAGEMENT PROCESS

The Fixing America's Surface Transportation (FAST) Act is the current federal legislation guiding MPO planning, nationwide. Like previous surface transportation legislation, the FAST Act requires MPOs (serving urbanized areas with populations of over 200,000) to have Congestion Management Processes in place. To meet this requirement, DCHC MPO has developed a five-step process:



The Mobility Report Card provides a snapshot of existing conditions and trends on the region's multimodal transportation system (step 4 of the CMP process). It does this by analyzing data (step 2) to develop key performance measures (step 1). The metrics and findings contained in this report card, therefore, directly support the CMP process to ensure the region meets and exceeds its mobility goals.



WHY IS THE MOBILITY REPORT CARD USEFUL?

By identifying areas of system under-performance and areas that need to be recalibrated to adjust to growth trends, the Mobility Report Card guides DCHC's transportation improvement planning. For example, if the data show that an intersection is congested, the MPO can study it and identify improvement solutions. The study may determine that congestion is generated by an abundance of left-turn traffic in a lane serving both thru-traffic and turning traffic. The study might recommend the addition of a dedicated turn lane, which the MPO could then incorporate into its planned improvements (Step 4 of the Congestion Management Process). If the turn lane is constructed, congestion might be decreased, and traffic flow might improve at the intersection (monitoring the impacts of improvements is Step 5 of the Congestion Management process).

Relieving congested roadways is just one example of how the Mobility Report Card is used to support planning; its usefulness extends beyond this context, by examining multimodal travel trends. As the DCHC area grows, it is important to understand the performance of the entire transportation system in meeting travel demand. Multimodal analyses include automobile traffic, bicycle and pedestrian facilities and usage, and transit service and ridership. Bicycle safety data might suggest

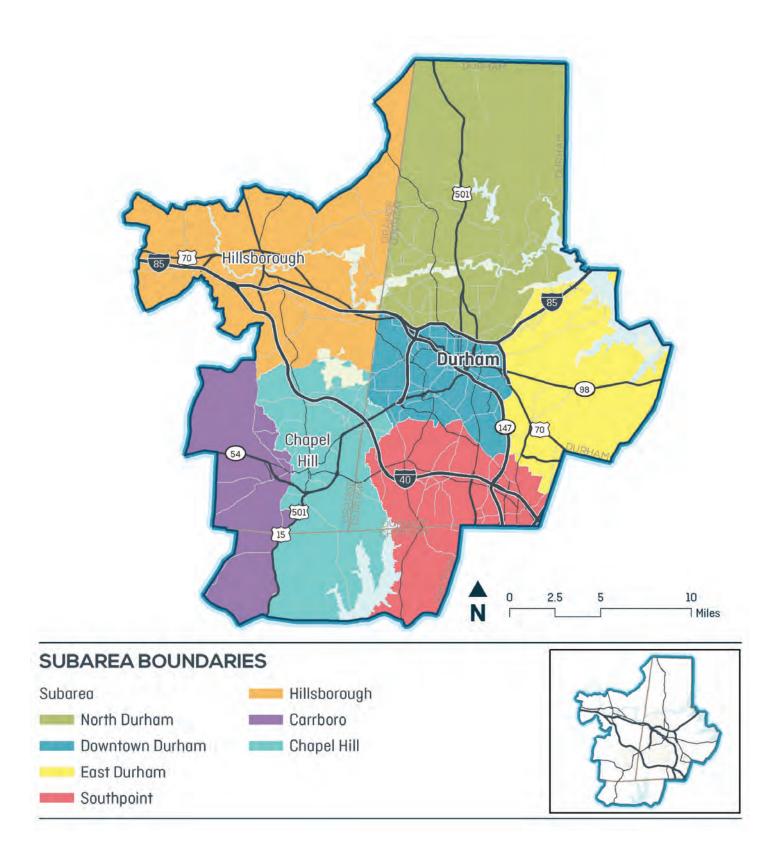
the incorporation of dedicated bike lanes, enhancing cyclist safety, comfort, and routing options along heavily trafficked roadways. If pedestrian safety data indicate a particularly dangerous intersection, the MPO can consider interventions such as adding a signalized crosswalk to that intersection. Multimodal data helps the MPO plan and maintain a system that functions better and serves all users throughout the region.

Overall, the regional snapshot generated by including performance measures for diverse modes of transportation throughout the network provides the MPO with a holistic understanding of travel trends and the ability to better plan for local and regional mobility.

WHAT ARE SUBAREAS?

The DCHC MPO area includes the entirety of Durham County and parts of Orange and Chatham Counties. Given this large geographical area, there are meaningful differences in mobility on a local level. Pedestrian activity in downtown Durham is not the same as pedestrian activity in Carrboro; differences like these reveal important insights about the transportation landscape of each area. To extract and emphasize these finer-grained insights, some of the data in this report are reported by subarea. Subareas include:





PEAK TRAVEL PERIODS

Data for many performance measures in the Mobility Report Card are collected at "peak periods." Peak periods are two-hour time frames throughout the day when transportation facilities tend to be the busiest. Colloquially, these times are known as "rush hour." Peak periods times are standard throughout the report as follows:

AM Peak Period	7:00 AM	10	9:00 AM
Noon Peak Period	11:00 AM	to	1:00 PM
PM Peak Period	4:00 PM	to	6:00 PM

Traffic volume counts for all modes are often broken down into peak period volumes (PPV), which refer to the total volume counted within these peak periods. For example, a pedestrian AM PPV of 20 means that 20 pedestrians were observed at count stations in the area in question from 7:00 AM to 9:00 AM.

LEVEL OF SERVICE

Level of service (LOS) is a way to quantify the performance of roadways and intersections. It is expressed on a grading scale from A-F and is calculated differently for roads than it is for intersections. Chapter 1 discusses the factors considered for roadway segment LOS and Chapter 2 discusses those considered for intersection LOS.

CMP CORRIDORS

Congestion Management Process (CMP) corridors are the 95 roadways that are evaluated under the DCHC MPO's congestion management process. Performance measures in some chapters of this report are only available for CMP corridors. CMP corridors include a range of road types and thus are considered to be representative of the DCHC transportation network as a whole.

READING THE MOBILITY REPORT CARD

Each of the following chapters evaluates the transportation network in the DCHC area using a different performance method. These performance methods apply to multiple modes of transportation: some chapters pertain to vehicle traffic, some pertain to pedestrian or bike travel. Each chapter begins with an introduction to the performance measure being evaluated and a description of the methodology used in the analysis for that chapter, including data sources. The analysis is then presented first in terms of a regional context - using data from all seven subareas to discern any possible trends - and then is broken down by subarea. In cases where there are noteworthy variations among the suabreas, the subarea data is then evaluated in a comparative analysis.

This organization highlights trends affecting the area as a whole as well as any notable variations from one subarea to the next. In this way, the Mobility Report Card better enables the MPO to plan improvements that impact overall system performance and the day-to-day lives of residents.

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[1] VEHICLE ACTIVITY AND ARTERIAL LEVEL OF SERVICE

How is traffic demand changing and how well do the current designs of roads allow them to handle this demand?

KEY TAKEAWAYS



Traffic volume data was collected at 1,275 total locations



Traffic volume increased by 28% between 2009 and 2017



In 2017, LOS declined on 58.6% of roads measured within DCHC jurisdiction. In Durham County, 81% of roads measured showed declining LOS



Overall, LOS in the DCHC area remains adequate:

65% of roads operate at LOS A

17% of roads operate at LOS C or B

6% of roads operate at LOS F



Major corridors experiencing a downward trend in LOS include:

I-40 US 70 NC 54 US 15-501 I-85

INTRODUCTION

This chapter assesses roadways in the DCHC area by accounting for two basic roadway characteristics: 1) the number of vehicles that travel on it regularly; and 2) the number of vehicles the roadway design can accommodate at any given time. These two factors, when examined relative to one another, indicate if a roadway is experiencing congestion. Roadway congestion can be relieved by expanding capacity or by reducing travel demand.

Two metrics evaluating these characteristics are (1) Average Daily Traffic (ADT) or Annual Average Daily Traffic (AADT); and (2) Level of Service (LOS).

METHODOLOGY

TRAFFIC VOLUME

Traffic volume refers to the number of vehicles passing a specific point during a given time period.

Traffic volume counts for this study were performed using pneumatic tube units placed on roadways to detect traffic moving at or near posted speeds. Acceleration and deceleration can result in inaccurate data, so pneumatic tubes were placed away from intersections, corners, hills, and commercial or public driveways.

Traffic volume data were collected by the MPO over 48 consecutive hours and an average volume was calculated for the two-day period. This average is called Average Daily Traffic (ADT) and includes traffic traveling in all directions. For the purpose of the Mobility Report Card, ADT was converted to AADT, a figure representative of the entire year, using appropriate seasonal factors developed by NCDOT.

NCDOT also conducts statewide traffic volume counts at several locations on a yearly basis for the busiest roadways and every other year for all others. NCDOT averages the collected volume data, which is presumed to be representative of the whole year, and this figure is known as Annual Average Daily Traffic (AADT).

LEVEL OF SERVICE - ROADWAY SEGMENTS

Traffic volume is one metric used to understand roadway functionality. When compared with the road's capacity (the amount of traffic that the roadway is designed to handle), the resulting measure is the volume-to-capacity (v/c) ratio. This ratio determines a road's level of service (LOS), indicating how effectively the roadway handles the motorized daily traffic demands. Roadways are assigned a letter grade based on LOS analyses using an A through F scale, which includes the letter E. A is the highest LOS and F is the lowest.

Although LOS is measured as a graded scale, the context of supply and demand must also be considered when evaluating these scores. For example, a LOS grade of "A" may seem desriable, indicating that roadway supply is optimized. But it often suggests that roadways are underutilized, with supply exceeding demand. Conversely, a LOS E or F on a downtown roadway can indicate that conversion to a multimodal network may be beneficial. Factors like roadway location and characteristics should be considered when interpreting LOS metric.

Additional conditions to consider when evaluating highways and freeways are travel speed and the ability for cars to enter, exit, and change lanes. LOS for urban and suburban streets should be evaluated by the amount of delay incurred at intersections (a metric investigated in this report's second chapter) and can be thought of as an indicator of travel time.

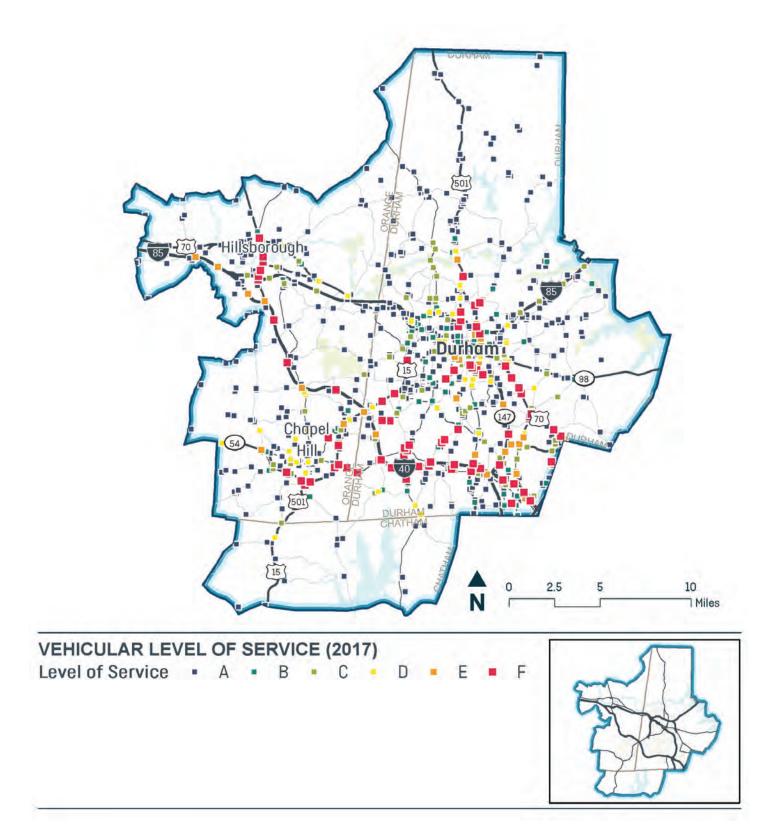
In all cases, it is important to remember that LOS only evaluates of the ability of roadway supply to meet vehicular demand.

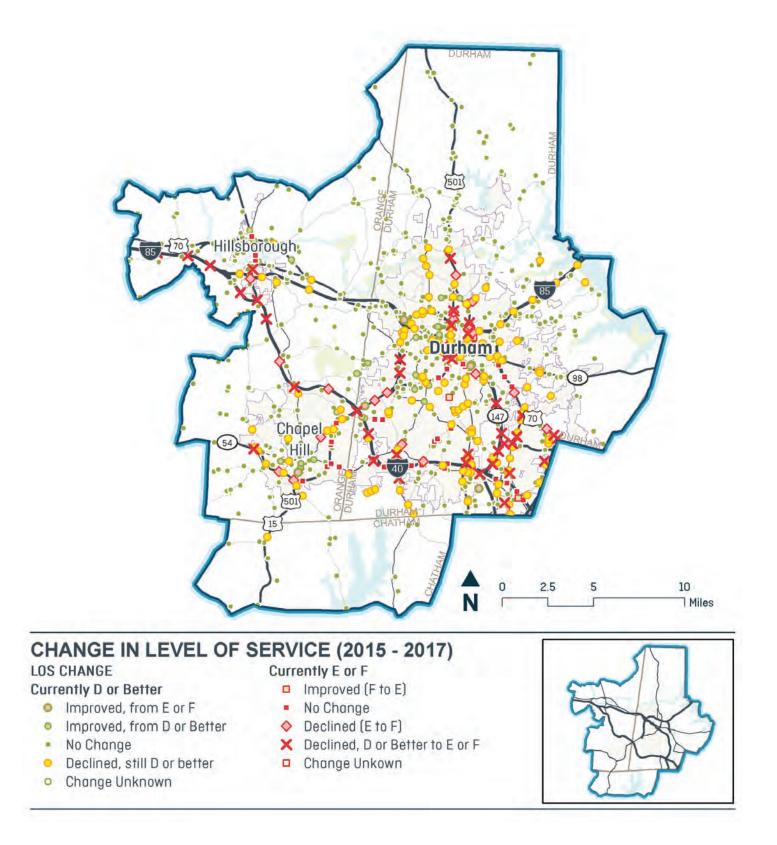
LOS measures in the Mobility Report Card are

based on the most recent available volume count data for each measurement location. The capacity component of the V/C ratio is based on peak hour capacity calculations derived from the Triangle Regional Model and accounts for lane geometry. The V/C ratio is arrived at by calculating a daily maximum volume roadway capacity value for each roadway.

Table 1-1. Roadway Level of	f Service Grades
-----------------------------	------------------

	А	В	С	D	E	F
Arterial Volume to Capacity Ratio	0.6-0.69	0.6-0.69	0.7-0.79	0.8-0.89	0.9-0.99	1.00 or >
Maneuverability	Almost completely unimpeded	Only slightly impeded	Noticeably restricted	Severely limited	Extremely unstable	Almost none
Driver Comfort	High	High	Some tension	Poor	Extremely poor	The lowest
Average Traveling Speed	At speed limit	Close to limit	Close to limit	Some slowing	Significantly slower than limit	Significantly slower than limit





REGIONAL OVERVIEW

Roadway LOS is generally adequate to serve regional travel needs, but conditions are worsening. Since 2009, vehicular activity has increased, and arterial LOS has declined.

While there several notable pockets of congestion in the DCHC area, more than 85% of the region's roads are operating at LOS D or better. Sixty-five percent of the roads operate at LOS A.

Figure 1-1 shows the current LOS grade for roadway segments in the area and Figure 1-2 shows recent changes in LOS (time periods vary depending on available data).

Complete count station volumes and LOS grades are provided in Appendix A.

INCREASED VOLUME

Traffic volume increased by 28% across the MPO jurisdiction between 2009 and 2017. Total traffic volume also increased in each of the seven subareas. North Durham saw the largest overall increase (38%), followed by Hillsborough (36%), Southpoint (33%), and East Durham (29%). The subareas of Carrboro, Chapel Hill, and Downtown Durham saw increases of less than 25%.

Population has increased in each of the subareas and these findings may reflect increased traffic rather than poor roadway conditions. However, increasing traffic volume makes maintaining adequate LOS for all roads more difficult.

Figure 1-3 shows the locations in the DCHC area

where traffic volume was counted.

CONGESTED CORRIDORS

The most congested corridors are those providing access to the DCHC area's major employment centers. Such centers include Research Triangle Park, downtown Durham, Duke University and the University of North Carolina – Chapel Hill (UNC). Several highways providing access to these locations have segments with **LOS F** including:

- Interstate 40 near Interstate 540
 - Key junction connecting the Triangle
 Region
- US 15-501
 - Connects Durham and Chapel Hill, including UNC and Duke University and their respective major hospital complexes
- Interstate 85 between the Durham Freeway and US 15-501
 - Major east-west corridor
- NC 54 between Old Fayetteville Road and US
 15-501 and US 15 to I-40
 - Connects Chapel Hill to I-40 and fastgrowing residential neighborhoods to Triangle park
- **US 70** between downtown Durham and fastgrowing residential neighborhoods to the east
 - Alternate to I-40

Several urban roads providing access to these major employment centers are also congested and operating at **LOS F,** including:

Roxboro Street between North Duke Street

to US 70

- Connects Downtown Durham and Duke University to I-85 and residential neighborhoods in Downtown Durham
- Gregson Street between I-85 and West Club
 Boulevard
 - Connects Durham Freeway to I-85

Traffic volume increased 28% overall in the area from 2009 to 2017



28%

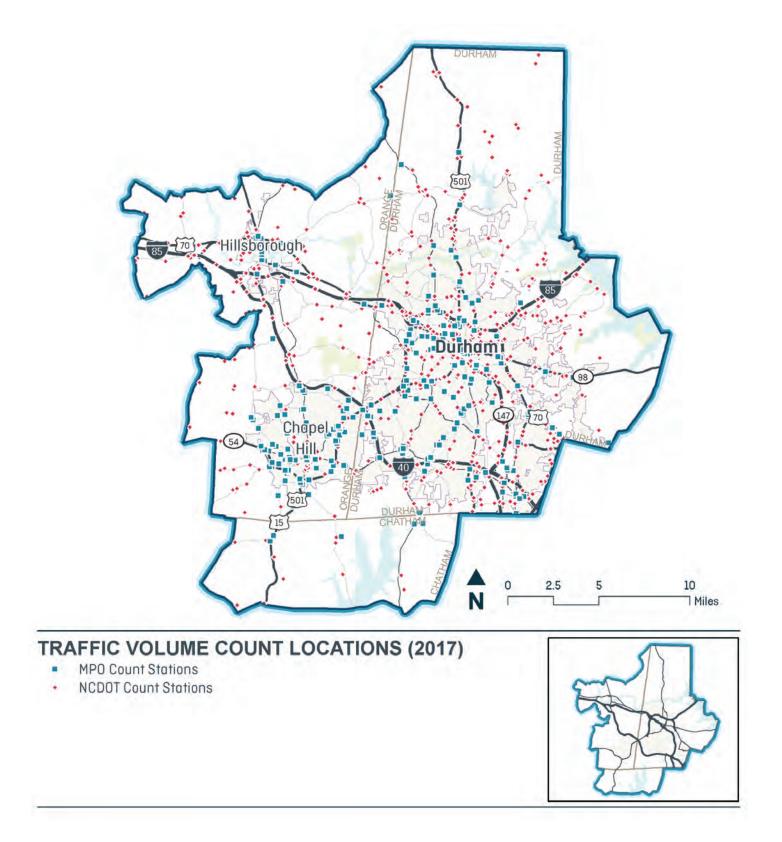
Highways with road segments operating at LOS F:

- 1-40
- US 15-501
- I-85
- NC 54
- US 70



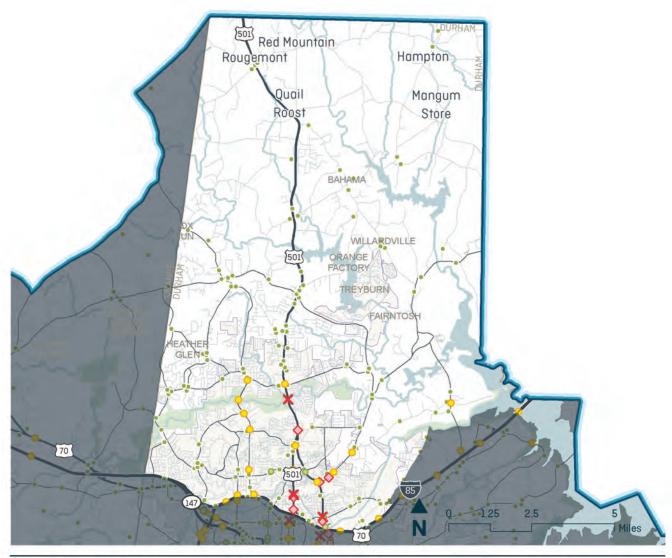
Urban roads with segments operating at LOS F:

- Roxboro Street
- Gregson Street



NORTH DURHAM





CHANGE IN LEVEL OF SERVICE (2009 - 2017)

LOS CHANGE

Currently D or Better

- Improved, from E or F
- Improved, from D or Better
- No Change
- Declined, still D or better
- Change Unknown

- Currently E or F
 - Improved (F to E)
 - No Change
- Declined (E to F)
 - X Declined, D or Better to E or F
 - Change Unkown



NORTH DURHAM



to LOS E or F between 2009 and 2017, 14% were in the North Durham subarea.



KEY TAKEAWAY

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Nine roadway segments in the North Durham subarea declined to LOS E or F between 2009 and 2017. Fifteen declined but are still operating at D or better.

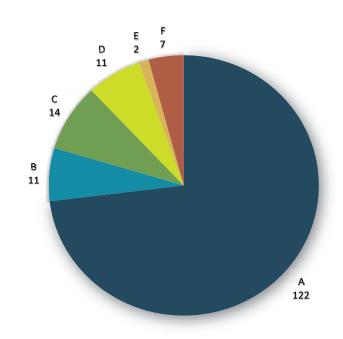


#### KEY TAKEAWAY

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All but two of the segments that declined to LOS E or F are on N. Roxboro and N. Duke Street.

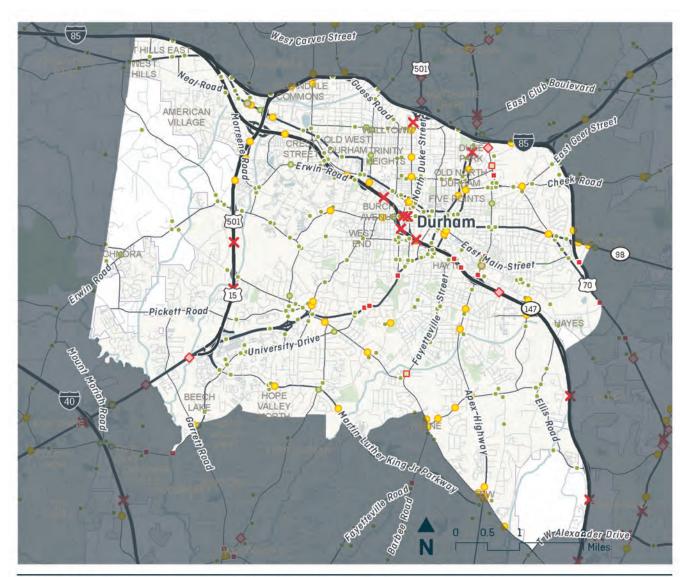
Figure 1-5. Count Stations by LOS Grade (2017)



Of the **167 count stations** in the North Durham subarea, **5% operate at LOS E or F**

DOWNTOWN DURHAM

Figure 1-6. Downtown Durham LOS Change



CHANGE IN LEVEL OF SERVICE (2009 - 2017)

LOS CHANGE

Currently D or Better

- Improved, from E or F
- Improved, from D or Better
- No Change
- Declined, still D or better
- Change Unknown

- Currently E or F
 - Improved (F to E)
 - No Change
- Declined (E to F)
 - X Declined, D or Better to E or F
 - Change Unkown



DOWNTOWN DURHAM



2017 average daily traffic demand in the Downtown Durham subarea is 13,513. This is a 1% increase from 13,365 in 2013.



KEY TAKEAWAY

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Of the roadways in the area that declined to LOS E or F between 2009 and 2017, 18% were in the Downtown Durham subarea.



**KEY TAKEAWAY** 

#### ~~~~~~

Twelve roadway segments in the Downtown Durham subarea declined to LOS E or F between 2009 and 2017. Fortyfour declined but are still operating at D or better.

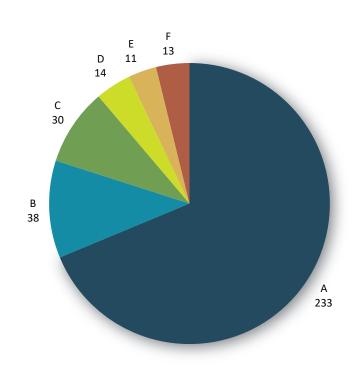


#### KEY TAKEAWAY

#### ~~~~~~

All but two of the segments that declined to LOS E or F are on N. Roxboro and N. Duke Street.

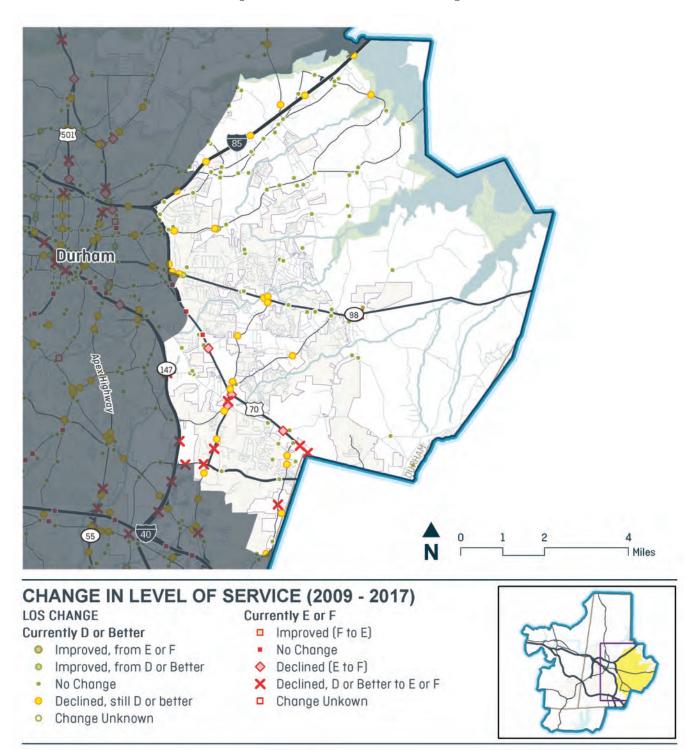
Figure 1-7. Count Stations by Los Grade (2017)



Of the **339 count stations** in the Downtown Durham subarea, **14% operate at** LOS E or F

#### EAST DURHAM

Figure 1-8. East Durham LOS Change



#### EAST DURHAM



**KEY TAKEAWAY** 

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2017 average daily traffic demand in the East Durham subarea is 12,991. This is a 22% increase from 10,615 in 2013.



#### KEY TAKEAWAY

#### ~~~~~~

Of the roadways in the area that declined to LOS E or F between 2009 and 2017, 20% were in the East Durham subarea.



#### KEY TAKEAWAY

#### ~~~~~~

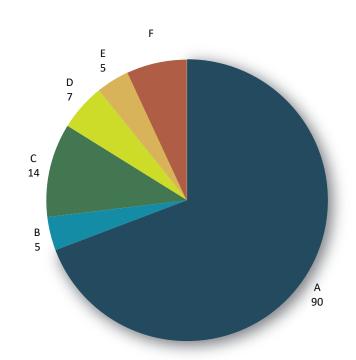
Thirteen roadway segments in the East Durham subarea declined to LOS E or F between 2009 and 2017. Twenty-three declined but are still operating at D or better.



#### KEY TAKEAWAY

Major roads experiencing a decline in LOS in this area are NC 147 and US 70.

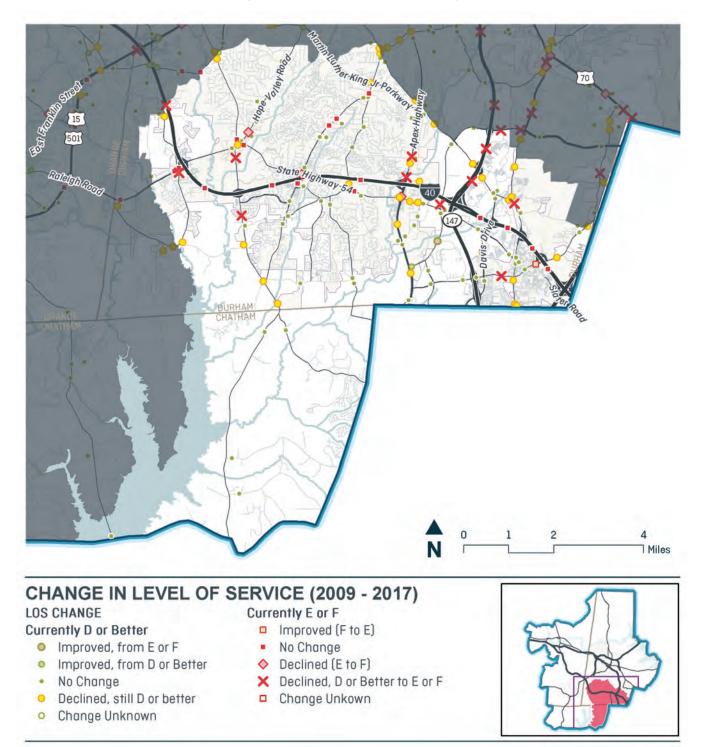
Figure 1-9. Count Stations by Los Grade (2017)



Of the **130 count stations** in the East Durham subarea, **11% operate at LOS E or F** 

### SOUTHPOINT





#### SOUTHPOINT



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2017 average daily traffic demand in the Southpoint subarea is 22,755. This is a 9% increase from 20,923 in 2013.



KEY TAKEAWAY

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Of the roadways in the area that declined to LOS E or F between 2009 and 2017, 23% were in the Southpoint subarea.



KEY TAKEAWAY

#### ~~~~~~

Fifteen roadway segments in the Southpoint subarea declined to LOS E or F between 2009 and 2017. Thirty-five declined but are still operating at D or better.

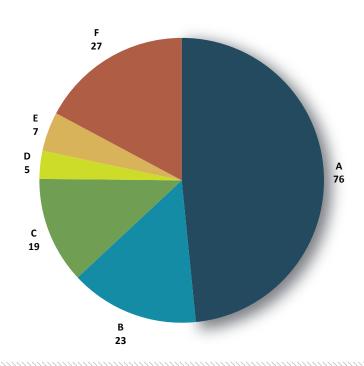


#### KEY TAKEAWAY

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Many of the roadway segments experiencing a decline in LOS in this area are along NC-147..

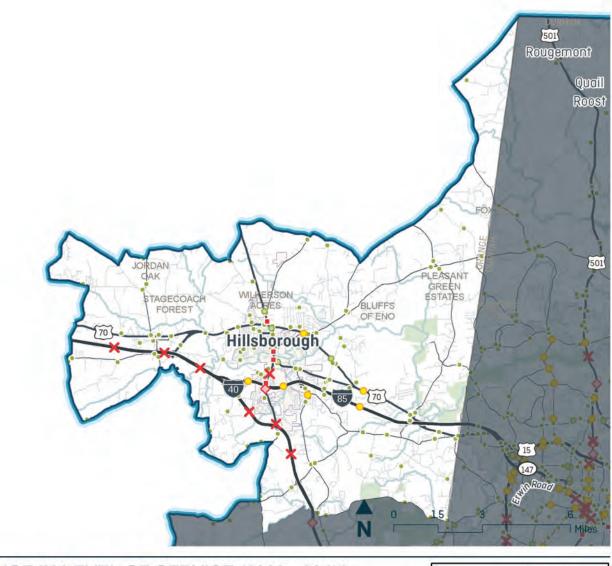
Figure 1-11. Count Stations by LOS Grade (2017)



Of the **157 count stations** in the Southpoint subarea, **22% operate at LOS E or F**

HILLSBOROUGH





CHANGE IN LEVEL OF SERVICE (2009 - 2017)

LOS CHANGE

Currently D or Better

- Improved, from E or F
- Improved, from D or Better
- No Change
- Declined, still D or better
- Change Unknown

- Currently E or F
 - Improved (F to E)
 - No Change
- Declined (E to F)
 - × Declined, D or Better to E or F
 - Change Unkown



HILLSBOROUGH



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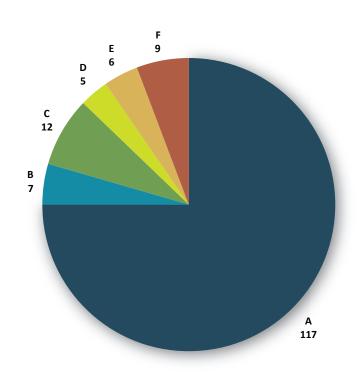
Eight roadway segments in the Hillsborough subarea declined to LOS E or F between 2009 and 2017. Six others declined but are still operating at D or better.



KEY TAKEAWAY

Major roads experiencing a decline in LOS in this area are I-40 and I-85.

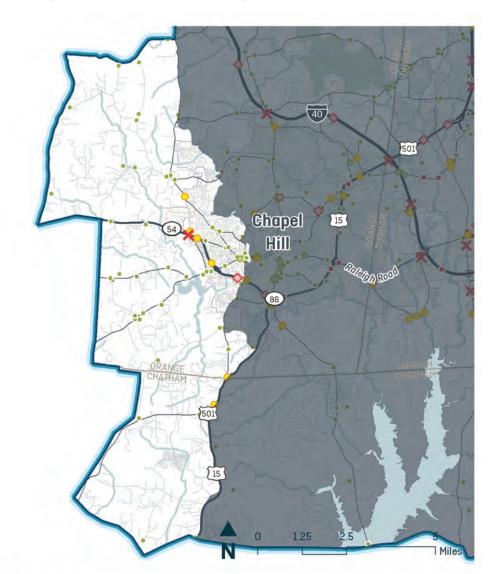
Figure 1-13. Count Stations by LOS Grade (2017)



Of the **156 count stations** in the Hillsborough subarea, **10% operate at LOS E or F**

CARRBORO

Figure 1-14. Carrboro LOS Change



CHANGE IN LEVEL OF SERVICE (2009 - 2017)

LOS CHANGE

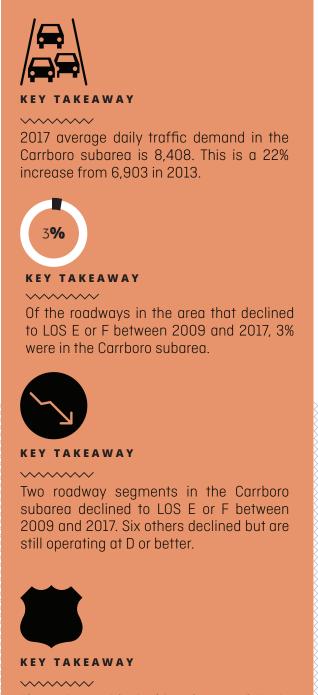
Currently D or Better

- Improved, from E or F
- Improved, from D or Better
- No Change
- Declined, still D or better
- Change Unknown

- Currently E or F
 - Improved (F to E)
 - No Change
- Declined (E to F)
 - X Declined, D or Better to E or F
 - Change Unkown

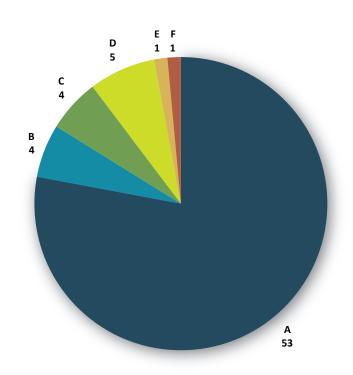


CARRBORO



The major corridor in this subarea, NC 54, is experiencing some decline in LOS.

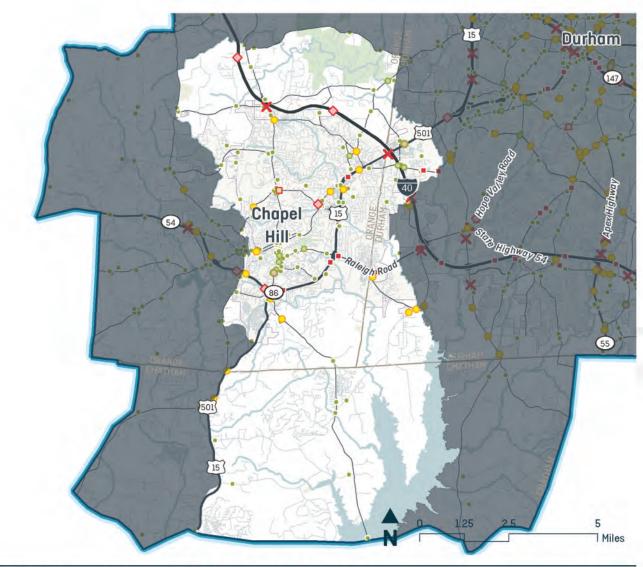
Figure 1-15. Count Stations by LOS Grade (2017)



Of the **68 count stations** in the Carrboro subarea, **3% operate at LOS E or F**

CHAPEL HILL



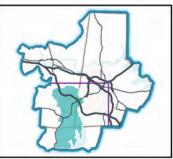


CHANGE IN LEVEL OF SERVICE (2009 - 2017)

LOS CHANGE

- Currently D or Better
 - Improved, from E or F
 - Improved, from D or Better
 - No Change
 - Declined, still D or better
 - Change Unknown

- Currently E or F
 - Improved (F to E)
 - No Change
- Declined (E to F)
 - X Declined, D or Better to E or F
 - Change Unkown



CHAPEL HILL



KEY TAKEAWAY

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201 7 average daily traffic demand in the Chapel Hill subarea is 14,335. This is a 5% increase from 13,651 in 2013.



KEY TAKEAWAY

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Of the roadways in the area that declined to LOS E or F between 2009 and 2017, 11% were in the Chapel Hill subarea.



#### KEY TAKEAWAY

#### ~~~~~~

Seven roadway segments in the Chapel Hill subarea declined to LOS E or F between 2009 and 2017. Thirteen declined but are still operating at D or better.

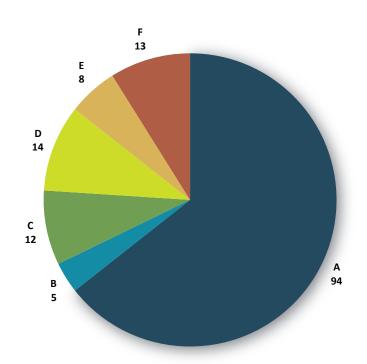


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KEY TAKEAWAY

Major roads experiencing a decline in LOS in this area are I-40 and US 15-501

Figure 1-17. Count Stations By Los Grade (2017)



Of the **146 count stations** in the Chapel Hill subarea, **14% operate at LOS E or F**

COMPARATIVE ANALYSIS

The East Durham and Carrboro subareas saw the highest rates of increase in traffic demand (22% for both) from 2013 to 2017. This is nearly twice as high as the second-highest rate of 12% in the Hillsborough subarea. The Southpoint subarea had the highest level of traffic demand in both 2013 (20,923) and 2017 (22,755), far exceeding the second-highest traffic demand in the Chapel Hill subarea (13,651 in 2013 and 14,335 in 2017).

The Southpoint subarea had the third-highest number of roadway segments for which data was available, but the highest number of segments operating at LOS F (27). This is more than twice the second-highest number of thirteen, which is a tie between Downtown Durham and Chapel Hill. These two subareas have the same number of roadways operating at LOS F, even though less than half as many roadways were observed in Chapel Hill than in Downtown Durham.



[2] INTERSECTION PEAK HOUR LEVEL OF SERVICE

How well are intersections managing the flow of traffic during times of highest demand?

KEY TAKEAWAYS



During morning peak hours, 232 intersections (95.08%) operate at LOS D or better.



During evening peak hours, 229 intersections (93.85%) operate at LOS D or better.



There is more delay at intersections during evening peak hours than morning peak hours, suggesting higher traffic demand in the evening.



For both morning and evening peak hours, the Chapel Hill subarea has the highest number of intersections operating at LOS E or F.



69 intersections (23%) experienced a decline in LOS during morning peak hours and 66 (25%) experienced a decline during evening peak hours. 10 declined to E or F in the morning and 12 declined to E or F in the evening. In total, 12 operate at E or F in the morning and 15 operate at E or F in the evening.

INTRODUCTION

Like highway or street segments, level of service can be used to describe the performance of an intersection. One key difference is that delay, rather than traffic volume, is the key factor in determining an intersection's LOS. The intersection LOS reported in this chapter pertain to automobiles only; quality scores for pedestrian and bicycle modes at signalized intersections are not analyzed.

METHODOLOGY

Although delay is not the only metric used when evaluating intersections, it is typically the most heavily weighted because it effectively reveals intersection inefficiencies. Table 2-1 outlines the Highway Capacity Manual (HCM) standards for signalized intersection LOS.

Vehicle movement data were analyzed using Synchro, a macroscopic transportation analysis software that uses HCM-recommended methodologies. For each intersection approach, average intersection delays were calculated using the following factors:

- Peak hour volumes the volume of all modes of traffic at the most congested hour;
- Peak hour factors a metric used to represent the busiest 15-minute period of rush hour. Calculated as the ratio of peak hour volume to four times the volume of its most congested quarter;
- Lane arrangements; and
- Signal timings.

An LOS grade of A through F was assigned based on calculated intersection delays.

To calculate signalized intersection delay, vehicle turning movement counts (TMC) are collected as they travel through the intersection (through, left turn, right turn). TMC were collected Tuesdays, Wednesdays, and Thursdays during three motor vehicle traffic peak periods: 7:00 to 9:00 A.M. (also known as AM peak); 11:00 A.M. to 1:00 P.M. (noon peak); and 4:00 P.M. to 6:00 P.M (PM peak).

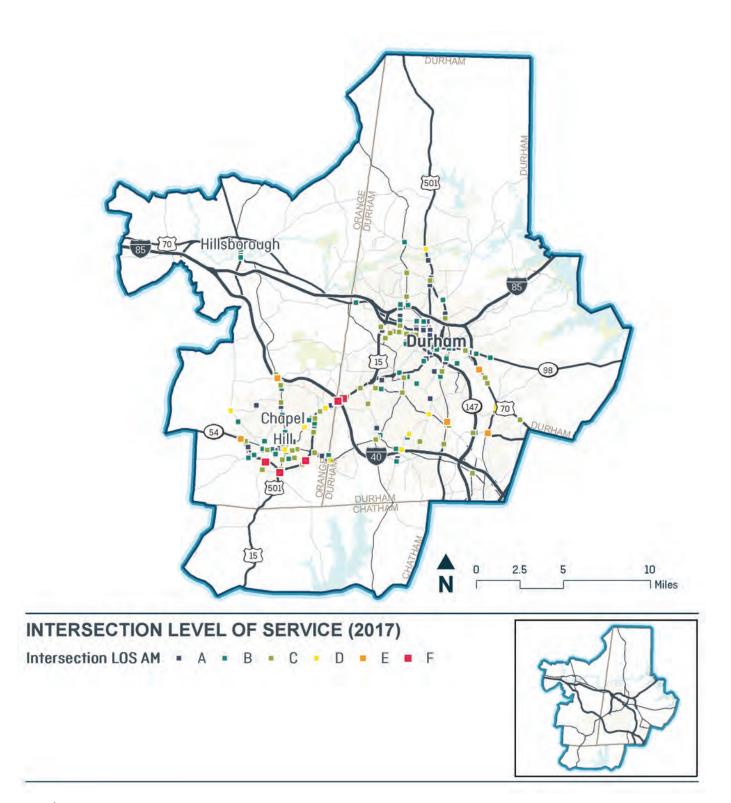
TMC data were collected using JAMAR counting boards or video data collection in 15-minute intervals over each peak period at 262 intersections throughout the DCHC area. Data sufficient to calculate a LOS grade was collected at 244 of these locations. Depending on the availability of data, a comparison of intersection level of service was made between 2013-2017 or 2005-2013. Movement data for light vehicles (passenger cars, pick-up trucks, motorcycles, etc.), heavy vehicles (buses, trucks with trailers, box trucks, etc.), pedestrians, and bicyclists in crosswalks were collected for all approaches of an intersection. Chapters 5-9 analyze pedestrian and bicycle facilities, activity and safety.

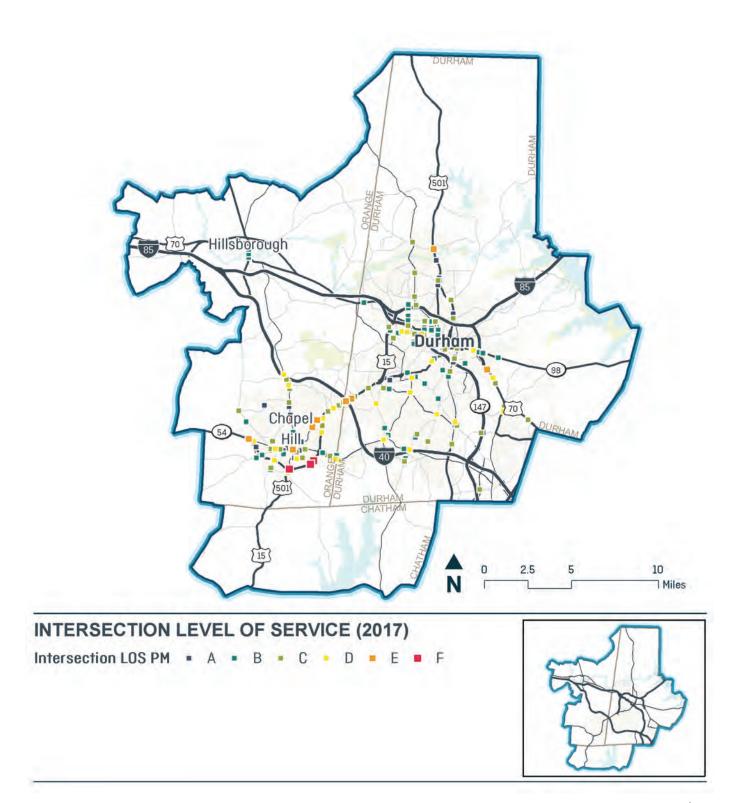
Table 2-1. Highway Capacity Manual Standards for Signalized Intersection Level of Service (2016)

| MODE | | А | В | С | D | E | F |
|--------------------|--|--|---|--|---|---|---|
| | Control Delay
(s/vehicle) | <u><</u> 10 | >10-20 | >20-35 | >35-55 | >55-80 | >80 |
| Automobile | Manueverability | Most
vehicles
travel
through the
intersection
without
stopping | More
vehicles stop
than with
LOS A | Many
vehicles
still pass
through the
intersection
without
stopping | Many
vehicles
stop and
individual
cycle
failures are
noticeable | Individual
cycle
failures are
frequent | Most cycles
fail to clear
the queue |
| | Service Quality
Score* | <u><</u> 1.50 | >1.50-2.50 | >2.50-3.50 | >3.50-4.50 | >4.50-5.50 | >5.50 |
| Non-
automobile | Travelers'
perception
of service
quality and
traveling
experience | Best | Very
Good | Good | Fair | Poor | Very
Poor |

*Highway Capacity Manual 2016 Exhibit 19-8 and 19-9

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REGIONAL OVERVIEW

Most observed intersections operate at LOS C or higher during both morning and afternoon peak hours. During morning peak hours, 83.59% are operating at LOS C or higher and during evening hours the proportion is slightly lower but still a significant majority at 74.04%. This suggests that most intersections within the DCHC area provide an acceptable level of service. Trends suggest that intersections are slightly more congested during evening peak hours than during the morning.

The majority of intersections that experienced a change in level of service, in the most recent time periods available for comparison, experienced a decline specifically. During the morning peak, LOS declined at 61 intersections, improved at 46, and did not change at 97. Fifty-eight had insufficient data to calculate a recent change. In the evening, the level of service declined for 66 intersections, improved for 34, and did not change at 10. Sixty-one intersections did not provide enough data to make a comparison.

Figure 2-1 and Figure 2-2 show the peak period LOS for observed intersections throughout the DCHC area (morning and evening, respectively). Table 2-2 and Table 2-3 show the number of intersections operating at LOS E or F in each subarea (morning and evening, respectively).

Detailed intersection LOS data and trends are provided in Appendix B.



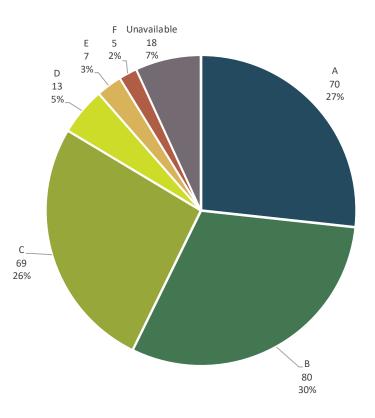
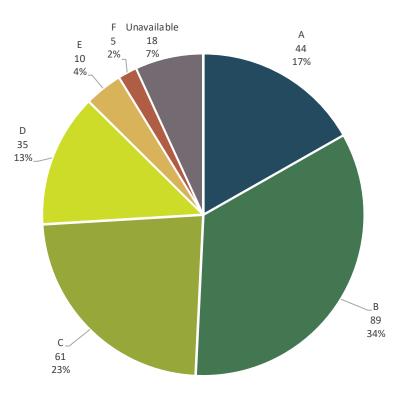


Figure 2-4. Region-wide PM Peak Period Count Station LOS (2017)



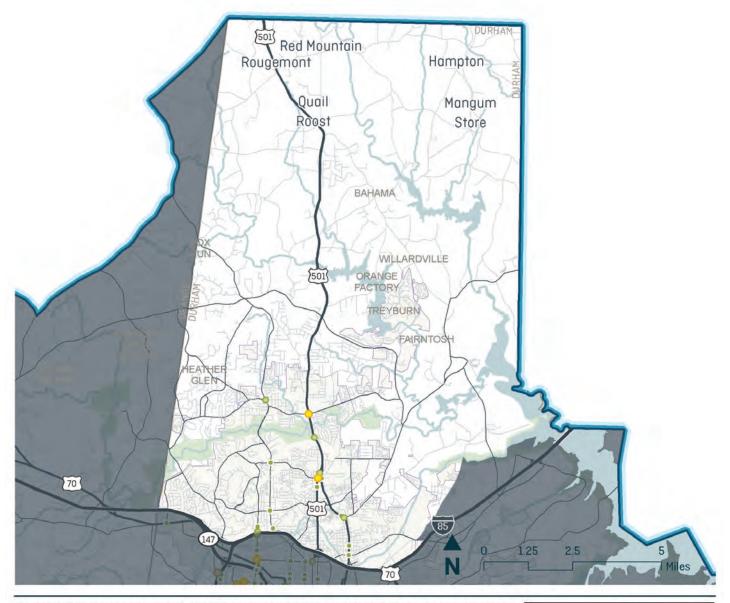
| | | 2013 | | 2017 | | | |
|--------------------|---------------------------|------|---------------------------|---------------------------|--------------------------------|-------|--|
| | TOTAL # OF LO | | tions at
E or F | Total # of | Intersections at
LOS E or F | | |
| Subarea | Intersections
Observed | # | % | Intersections
Observed | # | % | |
| Carrboro | 18 | 1 | 5.6% | 18 | 2 | 11.1% | |
| Chapel Hill | 60 | 10 | 16.7% | 77 | 6 | 7.8% | |
| Downtown
Durham | 77 | 2 | 2.6% | 78 | 2 | 2.6% | |
| East Durham | 11 | 2 | 18.2% | 11 | 1 | 9.1% | |
| Hillsborough | 5 | 0 | 0% | 5 | 0 | 0% | |
| North Durham | 16 | 0 | 0% | 16 | 0 | 0% | |
| Southpoint | 17 | 2 | 11.8% | 19 | 0 | 0% | |
| Τοται | 204 | 17 | 8.3% | 224 | 11 | 4.9% | |

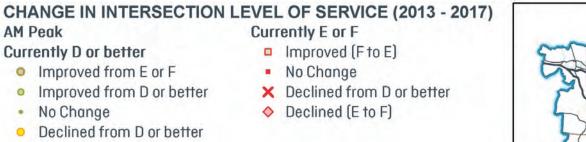
Table 2-3. Number of Intersections Operating at LOS E or F - PM Peak Period

| | | 2013 | | 2017 | | |
|--------------------|---------------------------|--------------------------------|-------|---------------------------|--------------------------------|------|
| | Total # of | Intersections at
LOS E or F | | Total # of | Intersections at
LOS E or F | |
| Subarea | Intersections
Observed | # | % | Intersections
Observed | # | % |
| Carrboro | 18 | 0 | 0% | 18 | 1 | 5.6% |
| Chapel Hill | 59 | 11 | 18.6% | 77 | 10 | 13% |
| Downtown
Durham | 76 | 6 | 7.8% | 78 | 1 | 1.3% |
| East Durham | 10 | 0 | 0% | 11 | 1 | 9.1% |
| Hillsborough | 5 | 0 | 0% | 19 | 0 | 0% |
| North Durham | 16 | 0 | 0% | 16 | 1 | 6.3% |
| Southpoint | 17 | 2 | 11.8% | 19 | 0 | 0% |
| Τοται | 201 | 19 | 9.5% | 238 | 14 | 5.9% |

NORTH DURHAM







NORTH DURHAM

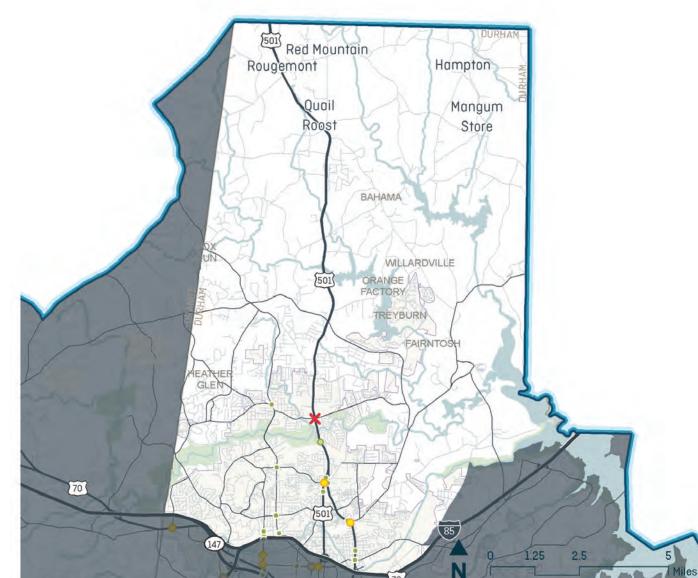


Figure 2-6. North Durham Change in Intersection LOS - PM Peak



70

NORTH DURHAM



Intersections observed in this subarea

AM PEAK

No intersections operate at LOS E or F and only one operates at LOS D during the morning peak.

| LOS D | North Roxboro and Latta Road |
|-------|------------------------------|
| LOS E | [None] |
| LOS F | [None] |

PM PEAK

There is one failing intersection during the evening peak period.

| LOS D | [None] |
|-------|------------------------------|
| LOS E | North Roxboro and Latta Road |
| LOS F | [None] |

NORTH DURHAM

AM PEAK

Figure 2-7. Intersection Count Station LOS 2017 Data available for 16 Intersections

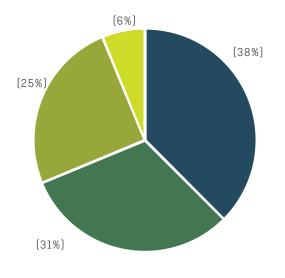
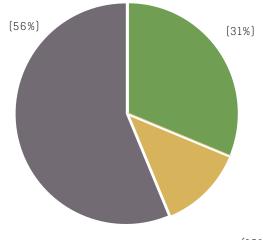


Figure 2-8. Intersection Count Station LOS Change, 2005-2013 or 2013-2017





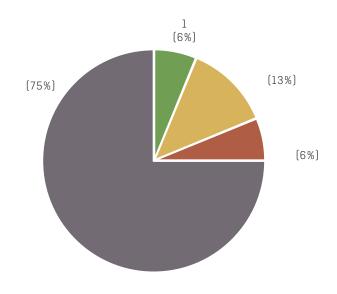
[13%]

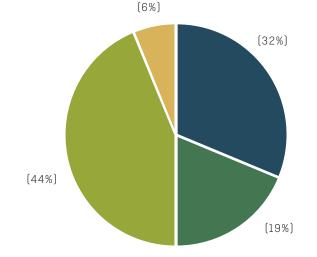
PM PEAK

Figure 2-9. Intersection Count Station LOS 2017 Data available for 16 Intersections



Data available for 16 Intersections





DOWNTOWN DURHAM

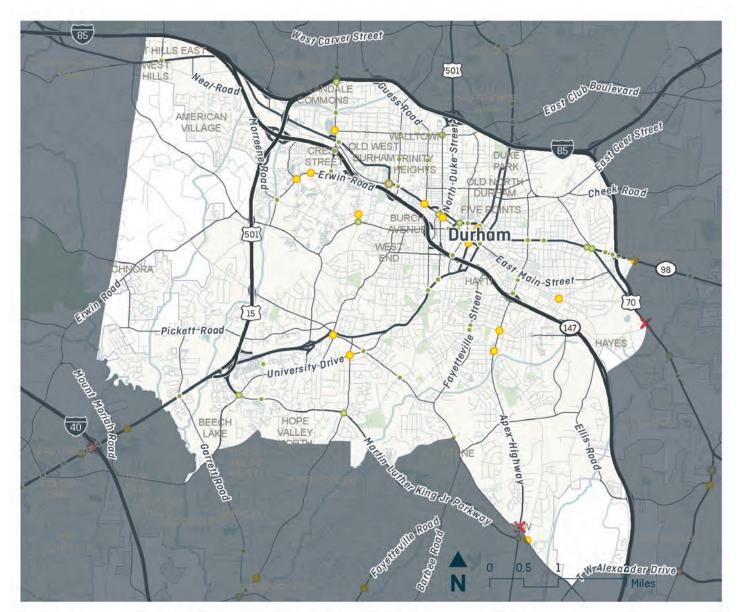


Figure 2-11. Downtown Durham Change in Intersection LOS - AM Peak

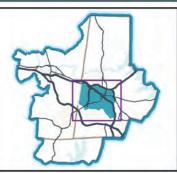
CHANGE IN INTERSECTION LEVEL OF SERVICE (2013 - 2017) AM Peak Currently E or F

Currently D or better

- Improved from E or F
- Improved from D or better
- No Change
- Declined from D or better

Improved (F to E)

- No Change
- × Declined from D or better
- Declined (E to F)



DOWNTOWN DURHAM

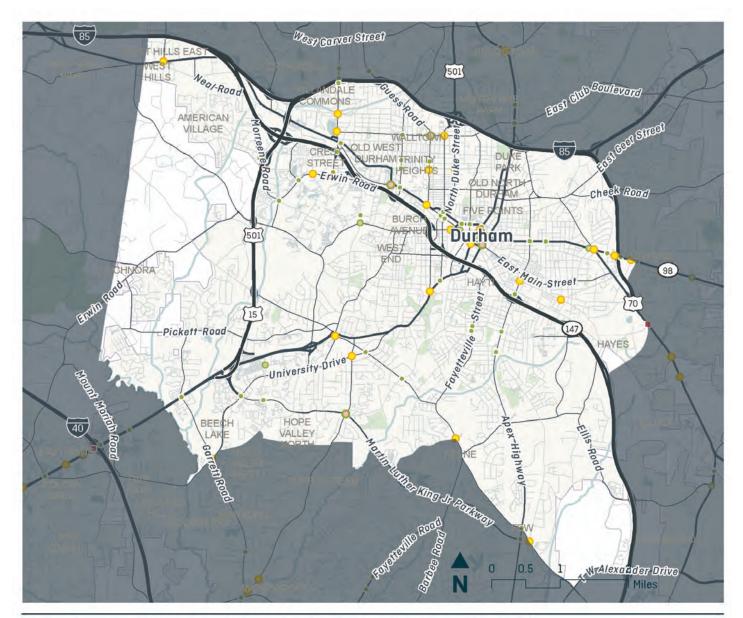


Figure 2-12. Downtown Durham Change in Intersection LOS - PM Peak

CHANGE IN INTERSECTION LEVEL OF SERVICE (2013 - 2017) Currently E or F **PM Peak Currently D or better**

- - Improved from E or F
 - Improved from D or better
 - No Change
- Declined from D or better
- Improved (F to E)
- No Change
- X Declined from D or better
- Declined (E to F)



DOWNTOWN DURHAM



Intersections observed in this subarea

AM PEAK

All intersections except for two operate at LOS D or higher during morning peak hours.

| LOS | S D | [None] |
|-----|-----|---|
| LOS | SE | South Miami Boulevard and East End Avenue |
| | | NC-55 and East Cornwallis Road |
| LOS | SF | [None] |

PM PEAK

The same numbers are reported for evening peak hours.

| LOS D | Erwin Road and Research Drive | | | |
|-------|--|--|--|--|
| | West Main Street and 9th Street | | | |
| | Holloway Street and North Miami Boulevard | | | |
| | University Drive and Vickers Avenue | | | |
| | University Drive and Hope Valley Road | | | |
| | Martin Luther King, Jr. Parkway and Hope Valley Road | | | |
| | NC-55 and East Cronwalli Road | | | |
| | Erwin Road and Fulton Street | | | |
| LOS E | South Miami Boulevard and East End Avenue | | | |
| | NC-55 and East Cornwallis Road | | | |
| LOS F | [None] | | | |

DOWNTOWN DURHAM



Figure 2-13. Intersection Count Station LOS 2017 Data available for 78 Intersections

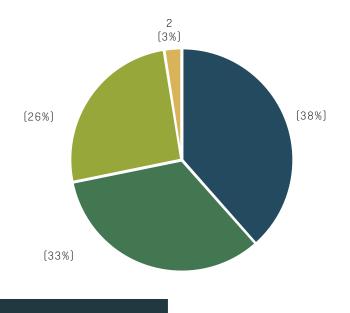
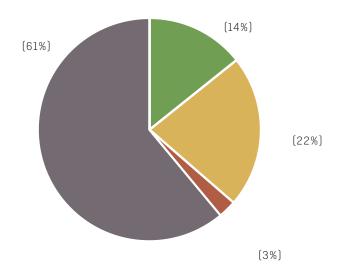


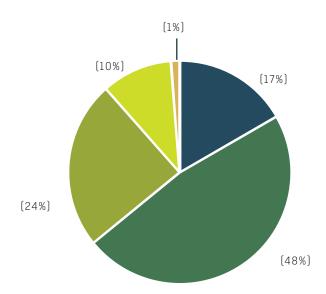
Figure 2-14. Intersection Count Station LOS Change, 2005-2013 or 2013-2017

Data available for 77 Intersections

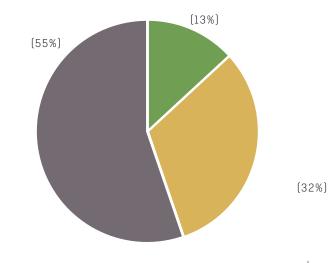


PM PEAK

Figure 2-15. Intersection Count Station LOS 2017 Data available for 76 Intersections

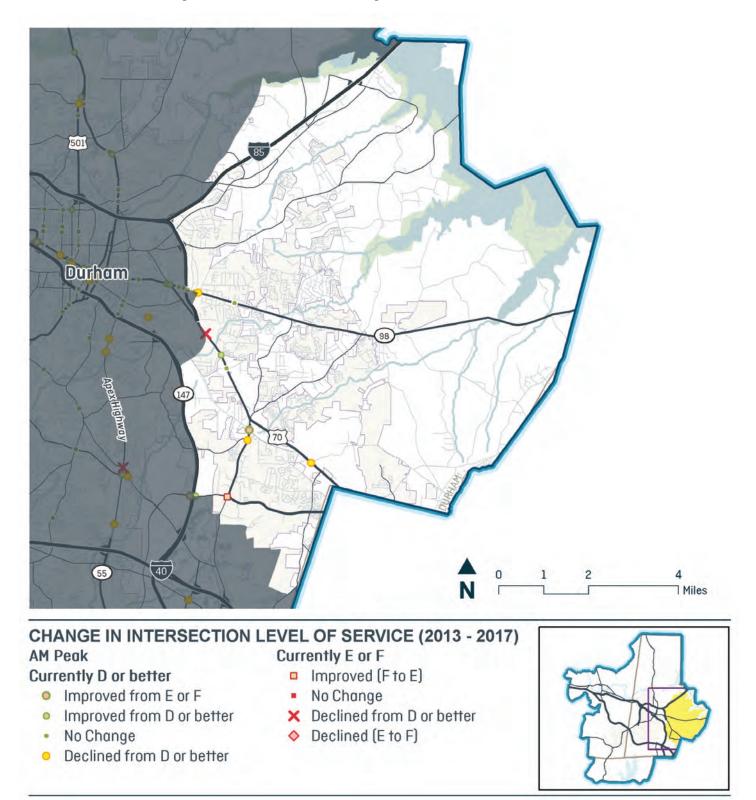






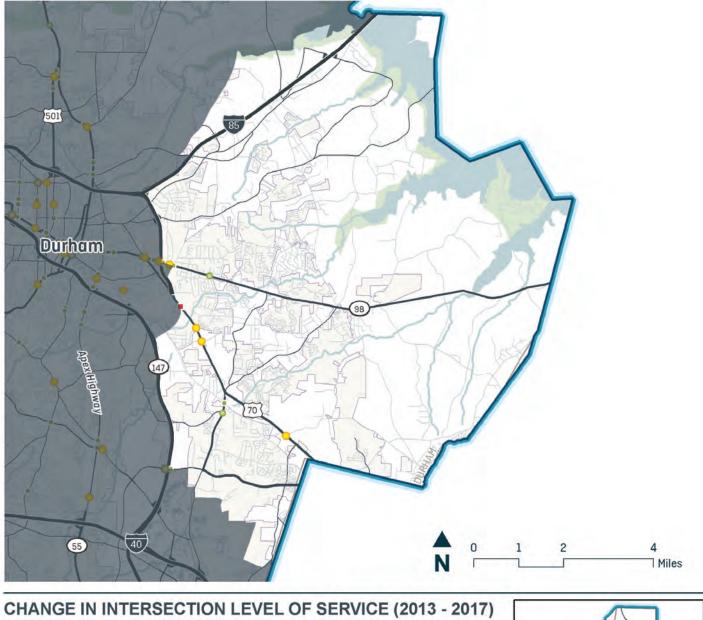
EAST DURHAM





EAST DURHAM

Figure 2-18. East Durham Change in Intersection LOS - PM Peak



PM Peak Currently D or better

- Improved from E or F
- Improved from D or better
- No Change
- Declined from D or better
- **Currently E or F** Improved (F to E)

 - No Change
 - × Declined from D or better
 - Declined (E to F)



EAST DURHAM



Intersections observed in this subarea

AM PEAK

Ten intersections operate at LOS D or higher during morning peak hours.

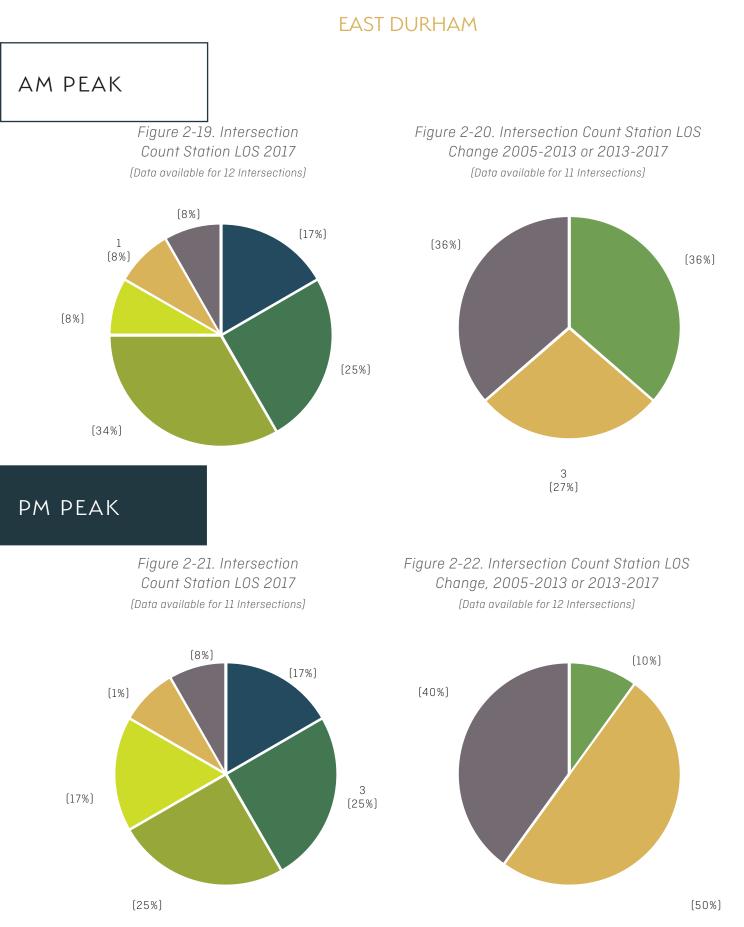
| LOS D | South Miami Boulevard and Angier Avenue |
|-------|--|
| LOS E | South Miami Boulevard and TW Alexander Drive |
| LOS F | [None] |

PM PEAK

Ten intersections operate at LOS D or higher during evening peak hours. All three intersections failing or near failing are on South Miami Boulevard.

| LOS D | South Miami Boulevard and Lynn Road |
|-------|--|
| | South Miami Boulevard and Ellis Road |
| LOS E | South Miami Boulevard and TW Alexander Drive |
| LOS F | [None] |

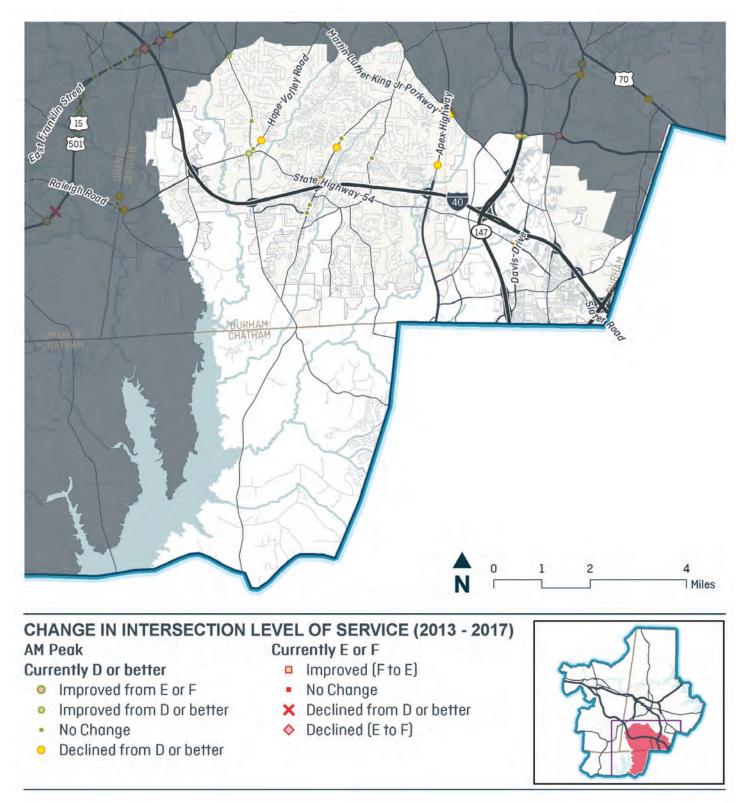
Available data for the intersection of TW Alexander Drive and Blue Ridge Boulevard were not recent enough to calculate a current LOS for either peak period.



-

SOUTHPOINT





SOUTHPOINT

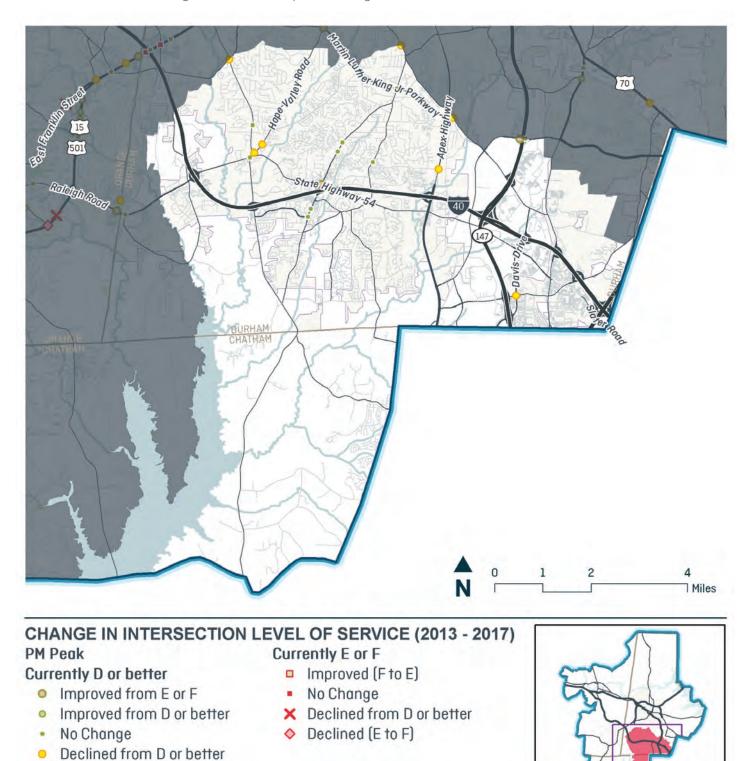


Figure 2-24. Southpoint Change in Intersection LOS - PM Peak

CHAPTER TWO DCHC MOBILITY REPORT CARD 2019 55

SOUTHPOINT



Intersections observed in this subarea

AM PEAK

Eighteen intersections operate at LOS D or higher during morning peak hours. One operates at LOS E.

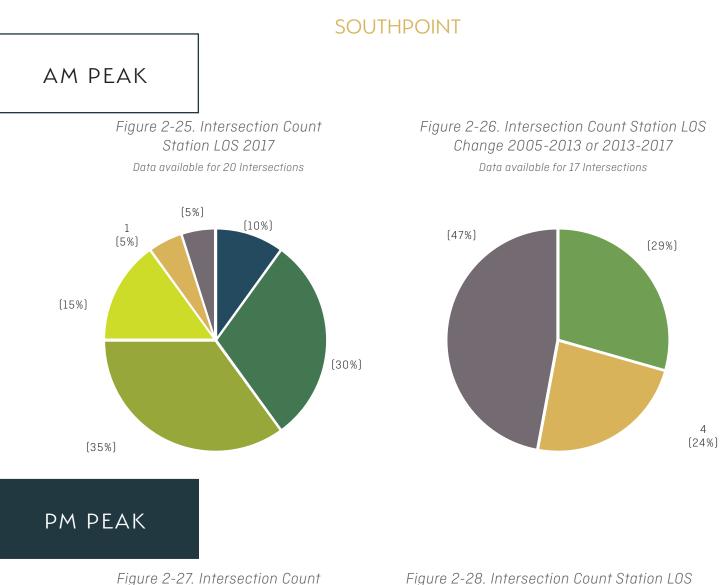
| LOS D | Martin Luther King, Jr. Parkway and Fayetteville Street | | |
|-------|---|--|--|
| | Fayetteville Road and West Woodcroft Parkway | | |
| | NC-54 and Fayetteville Road | | |
| LOS E | South Miami Boulevard and Hopson Road | | |
| LOS F | [None] | | |

PM PEAK

Twelve intersections operate at LOS B or C during evening peak hours. Six operate at LOS D and one operates at LOS F.

| LOS D | Martin Luther King, Jr. Parkway and Fayetteville Street | | |
|-------|---|--|--|
| | NC-54 and Fayetteville Road | | |
| | NC-54 and Davis Drive | | |
| | NC-54 and NC-751 | | |
| | Hope Valley Road and Garrett Road | | |
| | Old Chapel Hill Road and Garrett Road | | |
| LOS E | [None] | | |
| los f | South Miami Boulevard and Hopson Road | | |

Available data for the intersection of NC-54 and South Miami Boulevard were not recent enough to calculate a current LOS for either peak period



Station LOS 2017

Data available for 17 Intersections

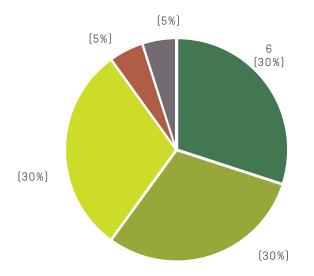
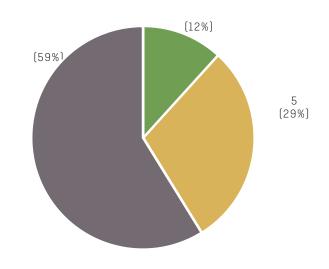
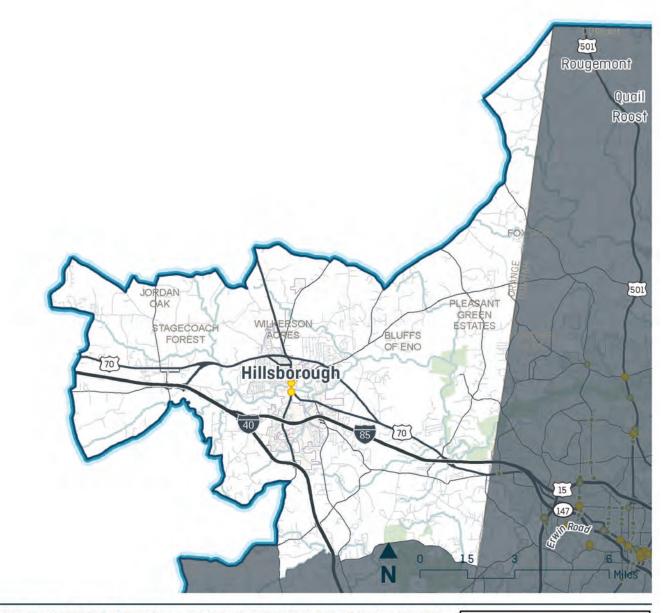


Figure 2-28. Intersection Count Station LOS Change, 2005-2013 or 2013-2017 Data available for 20 Intersections



HILLSBOROUGH

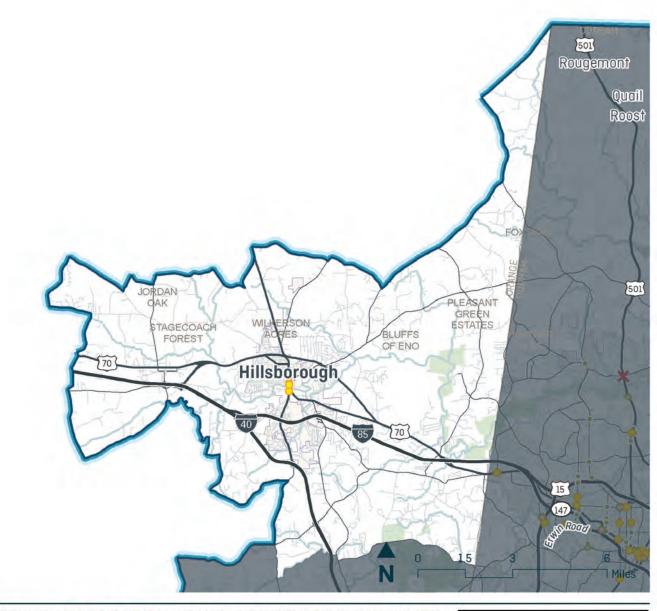
Figure 2-29. Hillsborough Change in Intersection LOS - AM Peak

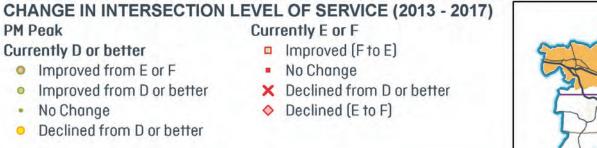


CHANGE IN INTERSECTION LEVEL OF SERVICE (2013 - 2017) AM Peak Currently E or F Currently D or better Improved (F to E) Improved from E or F No Change Improved from D or better Declined from D or better No Change Declined (E to F) Declined from D or better Declined (E to F)

HILLSBOROUGH

Figure 2-30. Hillsborough Change in Intersection LOS - PM Peak





HILLSBOROUGH



Intersections observed in this subarea

AM PEAK

There are no failing intersections in the Hillsborough subarea during the morning peak.

| LOS D | [None] |
|-------|--------|
| LOS E | [None] |
| los f | [None] |

PM PEAK

There are also no failing intersections in the Hillsborough subarea suring the evening peak, although one operates at LOS D.

| L | _OS D | NC-86 and I-85 Southbound ramps |
|---|-------|---------------------------------|
| l | los e | [None] |
| | los f | [None] |

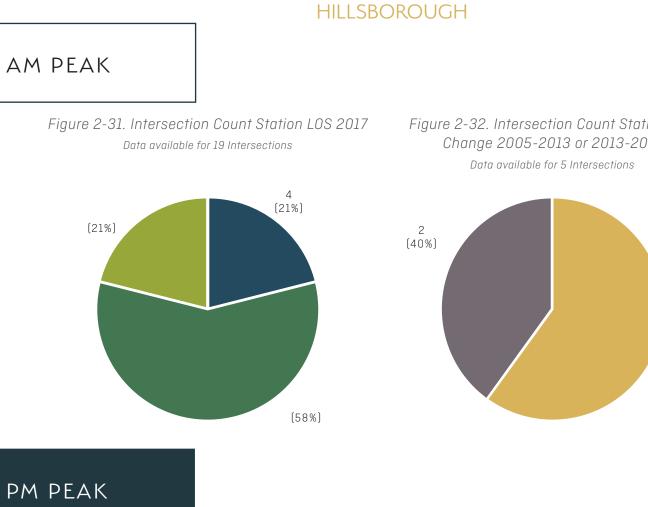
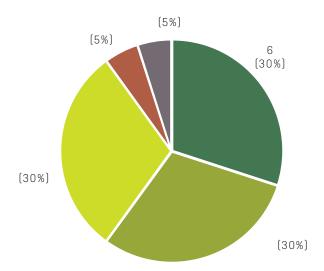


Figure 2-33. Intersection Count Station LOS 2017 Data available for 5 Intersections





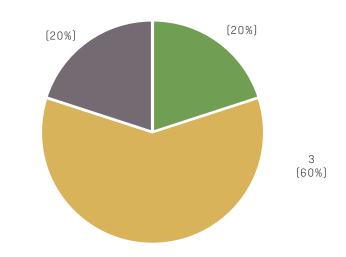
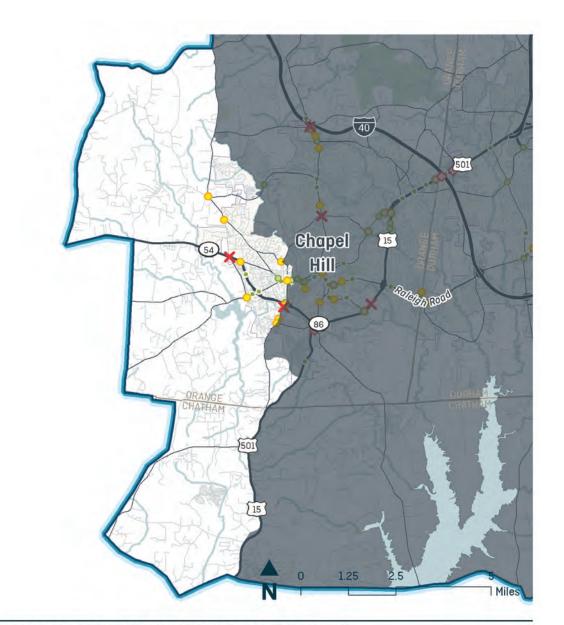


Figure 2-32. Intersection Count Station LOS Change 2005-2013 or 2013-2017

3 [60%]

CARRBORO

Figure 2-35. Carrboro Change in Intersection LOS - AM Peak



CHANGE IN INTERSECTION LEVEL OF SERVICE (2013 - 2017) AM Peak Currently E or F Currently D or better Improved (F to E) Improved from E or F No Change Improved from D or better Declined from D or better

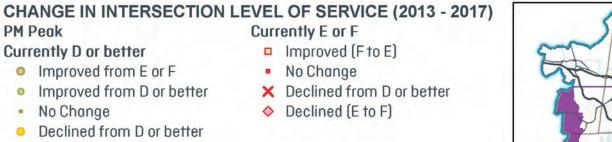
- No Change
- Declined from D or better
- Declined (E to F)



CARRBORO

Figure 2-36. Carrboro Change in Intersection LOS - PM Peak





CARRBORO



Intersections observed in this subarea

AM PEAK

Seventeen intersections operate at LOS D or higher during morning peak hours.

| OS D | Hillsborough Road and Homestead Road |
|------|---|
| OS E | NC-54 and Old Fayetteville Road |
| OS F | Smith Level Road and Public Works Drive |
| | |

PM PEAK

Only one intersection in the Carrboro subarea is failing during evening peak hours, although three operate at LOS D.

| LOS D | NC-86 and I-85 Southbound ramps | |
|-------|---|--|
| | NC-54 and West Main Street | |
| | South Greensboro Street and Merritt Mill Road | |
| LOS E | [None] | |
| LOS F | NC-54 and Old Fayettville Road | |

CARRBORO

AM PEAK

Figure 2-37. Intersection Count Station LOS 2017 Data available for 18 Intersections

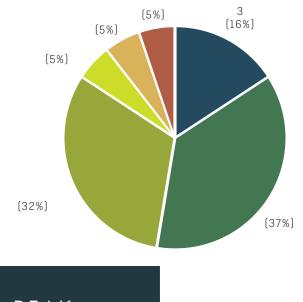
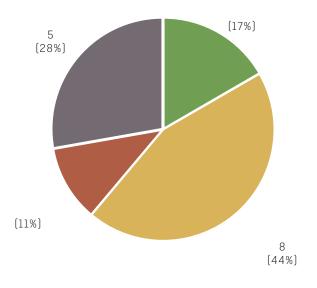


Figure 2-38. Intersection Count Station LOS Change 2005-2013 or 2013-2017 Data available for 18 Intersections



PM PEAK

Figure 2-39. Intersection Count Station LOS 2017 Data available for 18 Intersections

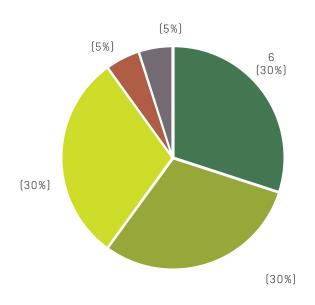
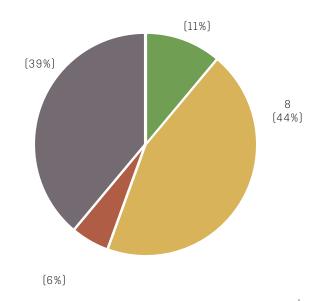
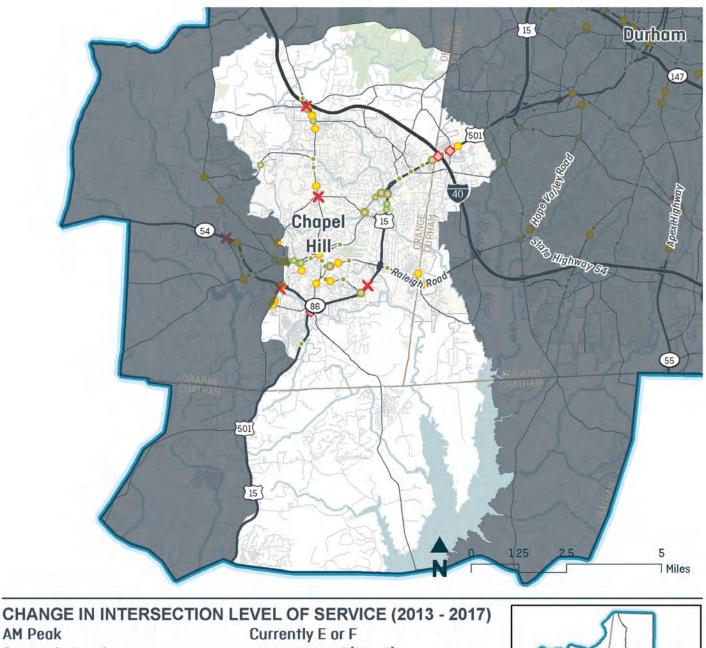


Figure 2-40. Intersection Count Station LOS Change, 2005-2013 or 2013-2017 Data available for 18 Intersections



CHAPEL HILL

Figure 2-41. Chapel Hill Change in Intersection LOS - AM Peak

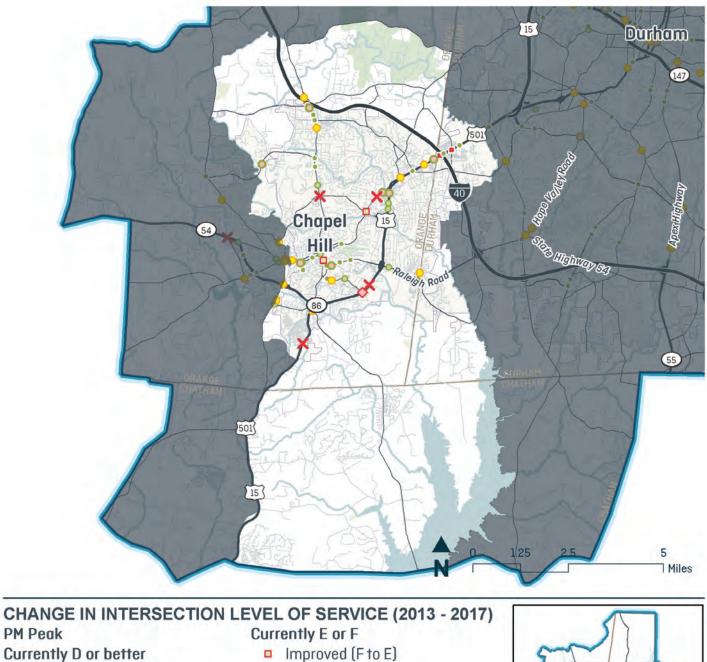


Currently D or better

- Improved from E or F
- Improved from D or better
- No Change
- Declined from D or better
- Improved (F to E)
- No Change
- × Declined from D or better
- Declined (E to F)

CHAPEL HILL

Figure 2-42. Chapel Hill Change in Intersection LOS - PM Peak



- Improved from E or F
- Improved from D or better
- No Change
- Declined from D or better
- Improved (F to E)
- No Change
- × Declined from D or better
- Declined (E to F)



CHAPEL HILL



Intersections observed in this subarea

AM PEAK

Seventy-six intersections operate at LOS D or higher during morning peak hours. Seven operate at LOS D, two operate at LOS E, and three operate at LOS F.

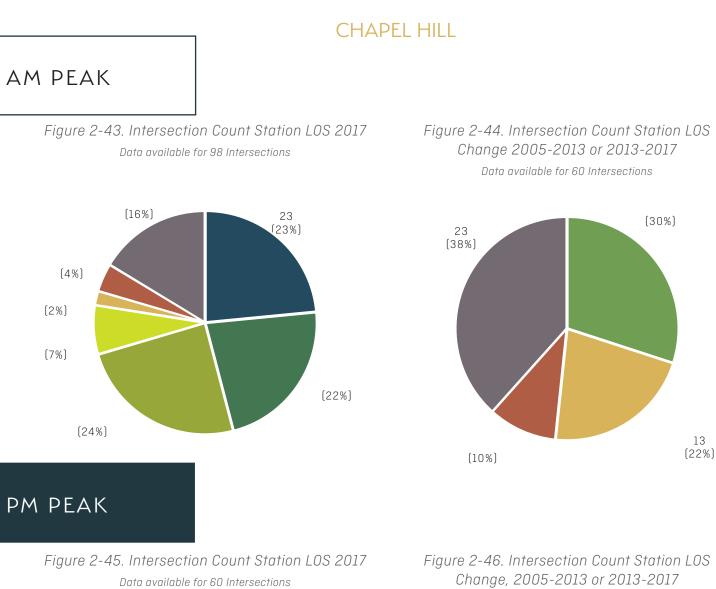
| LOS D | US 15 and NC-54 Eastbound Ramps | | | |
|-------|--|--|--|--|
| | South Columbia Street and West Cameron Avenue | | | |
| | South Columbia Street and Manning Drive | | | |
| | NC-54 and Barbee Chapel Road | | | |
| | Martin Luther King, Jr. Boulevard and Eubanks Road | | | |
| | Fordham Boulevard and Save Road | | | |
| | East Franklin Street and North Estes Drive | | | |
| LOS E | Martin Luther King, Jr. Boulevard and North Estes Drive | | | |
| | Martin Luther King, Jr. Boulevard and I-40 Eastbound Ramps | | | |
| los f | Smith Level Road and Public Works Drive | | | |
| | Fordham Boulevard/Old Mason Farm Road | | | |
| | Durham Chapel Hill Boulevard and I-40 Eastbound Ramps | | | |

CHAPEL HILL

PM PEAK

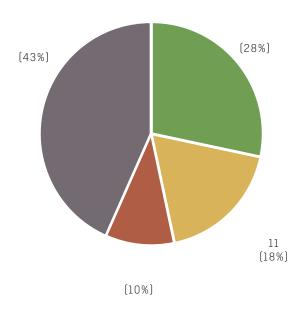
Fifty-seven intersections operate at LOS C or higher during evening peak hours. Fifteen operate at LOS D, six operate at LOS E and four operate at LOS F.

| LOS D | US 15 and NC-54 Eastbound Ramps |
|-------|---|
| | South Columbia Street and Manning Drive |
| | NC-54 and Barbee Chapel Road |
| | Fordham Boulevard and Save Road |
| | NC-86 and I-40 Westbound Ramps |
| | Ephesus Church Road and Legion Road |
| | Fordham Boulevard and Estes Drive |
| | North Columbia Street and East Franklin Street |
| | North Columbia Street and East Rosemary Street |
| | Manning Drive and East Drive |
| | US 15 and Culbreth Road |
| | NC-54 and Meadowmont Lane |
| | Fordham Boulevard and Ephesus Church Road |
| | Raleigh Street and East Cameron Avenue |
| | Martin Luther King, Jr. Boulevard and Weaver Dairy Road |
| LOS E | Durham Chapel Hill Boulevard and Mount Moriah Road |
| | Durham Chapel Hill Boulevard and I-40 Eastbound Ramps |
| | East Franklin Street and Elliott Road Extension |
| | East Franklin Street and North Estes Drive |
| | South Columbia Street and West Cameron Avenue |
| | US-15 and Market Street |
| los f | Fordham Boulevard and Old Mason Farm Road |
| | Martin Luther King, Jr. Boulevard and North Estes Drive |
| | Fordham Boulevard and Manning Drive |
| | South Columbia Street and NC-54 Westbound Ramps |



[16%] [18%] [4%] [6%] 23 [24%] [15%][17%]

Data available for 98 Intersections



COMPARATIVE ANALYSIS

During the morning peak period, the Carrboro and East Durham subareas have the highest percentage of intersections at LOS E or F, with a little over 10% (1 each at E and F) in Carrboro and 9% (1 at E) in East Durham. Chapel Hill is a close third with 7.32% of intersections failing during the morning peak (2 at E and 4 at F). The Hillsborough and North Durham subareas have no failing intersections during the 7-9 AM peak. Carborro and Chapel Hill are the only subareas with intersections at LOS F during this period.

As for decline, Carrboro and Hillsborough have the greatest share of intersections for which data were available to calculate change over time that are in decline during the morning peak. This includes 44% (8) of the intersections in Carrboro and 60% (3 out of 5) in Hillsborough that declined but are still operating at LOS D or better and 11% (2) of the intersections in Carrboro that declined to E or F.

During the evening peak, the Chapel Hill subarea has the highest percentage of intersections at LOS E or F with 12.2% (6 at E and 4 at F). The second highest is East Durham with 9.1% (1 at E). Chapel Hill also has the highest percent of intersections that improved during the comparison periods of 2005-2013 and 2013-2017. Like the morning peak, there are no failing intersections in the Hillsborough subarea during the evening peak. In the Noth Durham subarea, the intersection of North Roxboro Street and Latta Road, which operates at LOS D during the morning peak, operates at LOS E during the evening peak.

The trend of decline for the evening peak is similar to the trend for the morning peak. 60% (3 out of 5) of the intersections in Hillsborough and 44% of the intersections in Carrboro for which change over time could be calculated were in decline but still operate at LOS D or better. In the East Durham subarea, a significantly higher share of intersections were in decline during the evening peak than during the morning peak (50% compared to 27% in the morning), although all of these intersections still operate at LOS D or better.

For four of the seven subareas, during both morning and evening peaks, either a majority or plurality of intersections for which a change trend could be calculated experienced no change at all. These subareas and the percentage of intersections that experienced no change as a share of all intersections in that subarea for which a change could be calculated is as follows:

- North Durham
 - AM no change: 56%
 - PM no change: 75%
- Downtown Durham
 - AM no change: 61%
 - PM no change: 55%

Southpoint

- AM no change: 47%
- PM no change: 59%

• Chapel Hill

- AM no change: 38%
- PM no change: 43%

Where there is a discrepancy of more than 10 percentage points between the percentage of intersections in a given subarea with improved LOS during the morning peak and the percentage of intersections with improved LOS during the evening peak, the percent improved is always much higher in the evening. This is the case in East Durham (36% improved in AM peak, 10% improved in PM peak), North Durham (31% improved in AM peak, 6% improved in PM peak), and Southpoint (29% improved in AM peak, 12% imrpoved in PM peak). This tracks with the observation that LOS is generally worse during evening peaks, indicating higher demand during the evening peak period.



[3] VEHICLE TRAVEL TIME

How much unexpected delay are travelers facing on the road?

KEY TAKEAWAYS



Key measures of travel time include level of travel time reliability (LOTTR), planning time index (PTI), and travel time index (TTI). Each provides distinctive insight into the reliability of the highway system.



The amount of person-miles traveled on reliable interstates has decreased since 2014. Today, about 80% of all person-miles traveled on interstate happens on reliable roads.



Non-interstate NHS travel time reliability for the DCHC MPO shows a stable downward trend; an apparent increase in 2017 was due to different data sources.



Freight reliability indicates that the worst truck travel time on interstates in the MPO area is between 50% and 80% more time than normal truck travel time since 2014.



Planning time indices are highest around the Duke University campus and in the Hillsborough and Southpoint subareas, indicating that trips using segments in these areas should expect delays.

INTRODUCTION

Vehicle travel time is another way to measure and understand how traffic congestion and incidents limit mobility and affect the performance of a transportation network. Rather than evaluating a road segment or intersection based on a ratio between capacity and demand, travel time measures focus on how long it takes to get from point A to point B as well as how reliable that time estimate is. There are three prominent measures of travel time:

Travel Time Index - how much longer is the average (median) travel time than the "free flow" time (based on posted speeds)?

Planning Time Index – how much longer is the worst-case (95 percentile) travel time than the free flow time? Called "planning time index" because people may need to budget their time to account for worst case conditions.

Level of Travel Time Reliability – How much longer is an abnormal delay (80th percentile) than the average (median) time? If these numbers are close, the travel time on the facility is generally consistent, even if the delay is substantial.

METHODOLOGY

Two sources of data were used for the analysis of travel time reliability. For the 95 Congestion Management Process (CMP) corridor level analysis, speed and travel time data were used to reflect conditions in 2015 and 2017. For monitoring system-level performance, the National Performance Management Research Data Set (NPMRDS), an archived speed and travel time data set on the National Highway System (NHS), and Annual Average Daily Traffic (AADT) data were used.

Travel time data are based on aggregate, anonymized cruise-travel time data recorded from location-enabled devices, such as GPS receivers and cell phones. Travel speeds and times are recorded on a segment-by-segment basis throughout the day, with observations available over an extended period, such as a month, a quarter, or a whole year. These observations can then be sorted and compared to determine how travel times vary from day-today.

TRAVEL TIME INDEX

The Travel Time Index (TTI) is an index of average travel time and the most basic measure of average condition. This index is calculated by comparing average (median) travel speed on a segment to its posted speed limit; the posted speed limit is used as a proxy for free-flowing travel conditions, based on the assumption that free-flowing traffic will travel at or near the posted speed level. If the average speed is lower than the posted speed, the time to travel the segment will be longer than could reasonably be expected under free-flow conditions.

Traffic volumes, traffic control devices, signal timing, crashes, weather conditions, events, and other factors can all affect actual travel time on a given day. The average time reflects typical conditions, and the TTI compares the typical conditions to a free-flow condition to describe the extent to which these factors affect mobility on any given day. A TTI greater than 1.0 thus indicates congestion that reduces travel speeds. For example, on a corridor with a TTI of 1.5, a trip that would take 20 minutes when traffic is flowing freely could reasonably be expected to take 30 minutes on a typical day during the time frame being studied (AM peak, PM peak, etc.).

PLANNING TIME INDEX

Planning Time Index (PTI) is similar to TTI but is defined as the 95th percentile travel time (instead of the median) divided by the travel time assuming the speed limit. The 95h percentile time represents unusually slow conditions, approximating a "worst-case" travel time for the segment. Higher PTI values mean a traveler might need to consider budgeting more time when planning a trip using that segment to account for the possibility of encountering significant delays.

For instance, a 2-mile trip on a road with a posted speed of 60 mph should take 2 minutes. However, the traffic data may indicate that the 95th percentile observed travel time for this segment was 5 minutes. This would produce a PTI of 2.5, meaning that a traveler may consider budgeting two-and-a-half times as much time for this trip to ensure on-time arrival considering typical delay as well as unexpected delay.

LEVEL OF TRAVEL TIME RELIABILITY

The TTI and PTI provide a sense of average travel times and worst-case travel times. However, they do not provide insight into how reliable the average time is. Travelers may be able to tolerate delay if they can reliably schedule trips within a consistent span. If, however, the delay varies substantially, such that trips are frequently longer than the average time, this can affect daily scheduling and have a degrading impact on time management, efficiency, and productivity. For this reason, this chapter also examines the Level of Travel Time Reliability (LOTTR), which is defined as the 80th percentile travel time divided by the median travel time. Since the 80th percentile travel time cannot be lower than the median travel time, LOTTR values start at 1.0 and rise. Higher values mean that there is substantial variability in travel time on this segment with some regularity (the 80th percentile indicating that travelers would experience these slower conditions one out of five days).

For instance, say that the 50th percentile travel time for a stretch of roadway is 20 minutes, meaning that it takes 20 minutes to get from point A to point B on a typical day. Then, say that the 80th percentile travel time is 40 minutes, which is twice that time. A traveler who commutes to work on this roadway may usually make it on time when they budget for 20 minutes of travel time, but they frequently will be 20 minutes late due to unexpected delays that make the commute 40 minutes instead. LOTTR is an important enhancement of the vehicle travel time analysis because being able to rely on a planned travel time is an important part of day-to-day life for many area residents and businesses.

Complete travel time reliability statistics for the regions 95 CMP corridors are provided in Appendix C.

REGIONAL OVERVIEW

MAP-21 PERFORMANCE

The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires that the MPO meet a number of requirements such as Interstate and non-Interstate National Highway System (NHS) performance metrics and measures; establishing performance targets, and report-outs of targets and measures to the Federal Highway Administration. This section focuses on the National Highwyay Performance Program (NHPP) Reliability measures and the Freight Reliability measure in the DCHC MPO region.

Interstate Travel Time Reliability Measure

Figure 3-1 shows the proportion of person-miles traveled occurring on "reliable" interstates from 2014-2018, where "reliable" indicates a road with LOTTR < 1.5. The trend indicates that more people today are traveling under unexpected delay on the interstate than in years past.

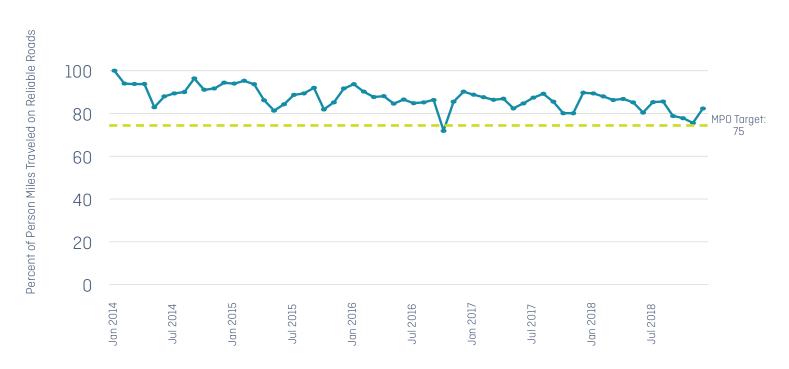
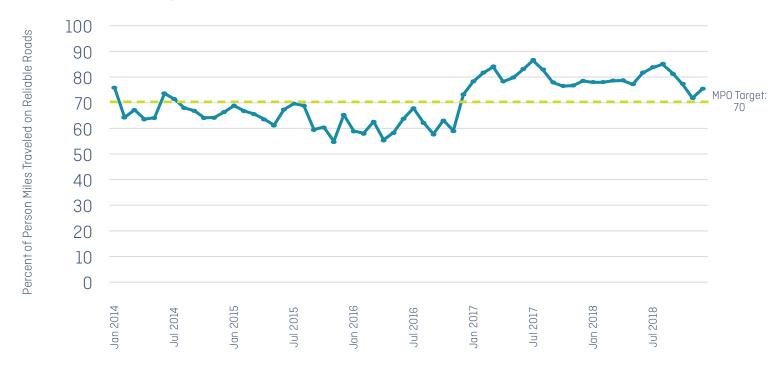


Figure 3-1. Interstate Travel Time Reliability Measure

Non-Interstate NHS Travel Time Reliability Measure

Figure 3-2 shows the proportion of person-miles traveled occurring on "reliable" non-interstate national highway system roads from 2014-2018, where "reliable" indicates a road with LOTTR < 1.5. The trend indicates that there is roughly the same amount of unreliable travel on non-interstate roads today as there was in 2014. It is noted that the variation between 2016 and 2017 is due to different data sources.



Freight Reliability Measure

Freight reliability in Figure 3-3 indicates that the worst truck travel time on interstates in the MPO area has been between 50% and 80% more time than normal truck travel time since 2014. Freight reliability is expressed as a truck maximum reliability index, or the distance-weighted average of the worst observed truck travel time reliability on each segment of a route.

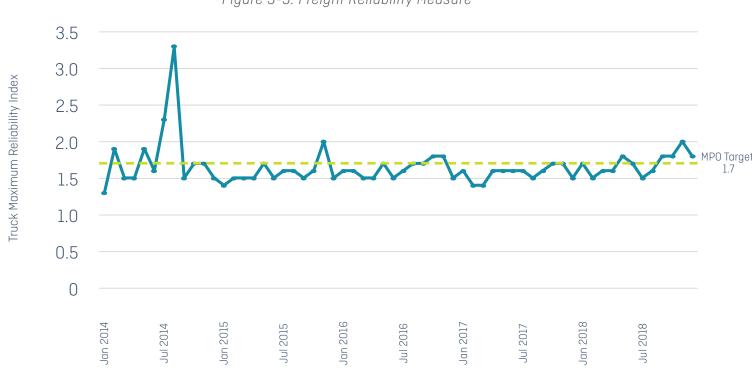
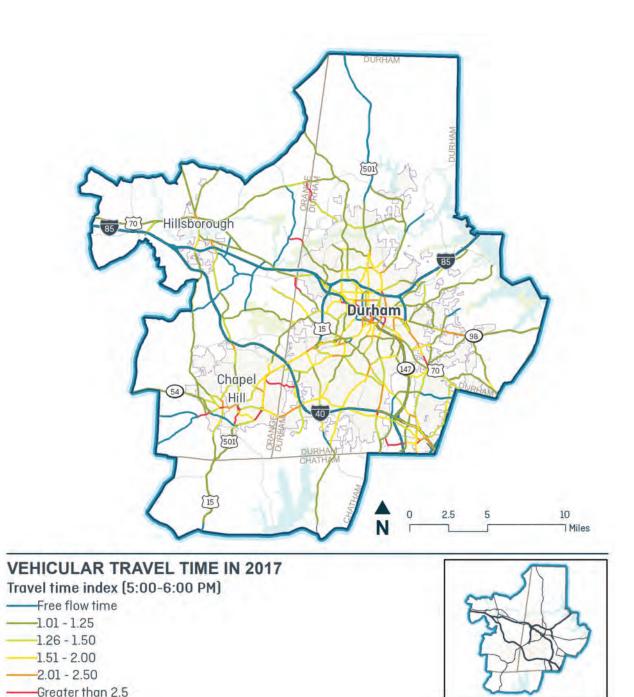


Figure 3-3. Freight Reliability Measure

TRAVEL TIME INDEX

Figure 3-4 shows the TTI by segment across the DCHC area for the 5 PM to 6 PM period. Average trip time during the PM peak is longer than free-flowing conditions near the Duke University and UNC Chapel Hill campuses. Main Street in Carrboro, S Churton Street in Hillsborough, and University Drive through Forest Hills park are also segments where travel time at 5 PM is longer than it would be in free-flowing conditions. West Main Street from Hillsborough Road to North Buchanan Boulevard in Durham (at the northern end of the Duke University campus) has the highest travel time index during evening peak hours.

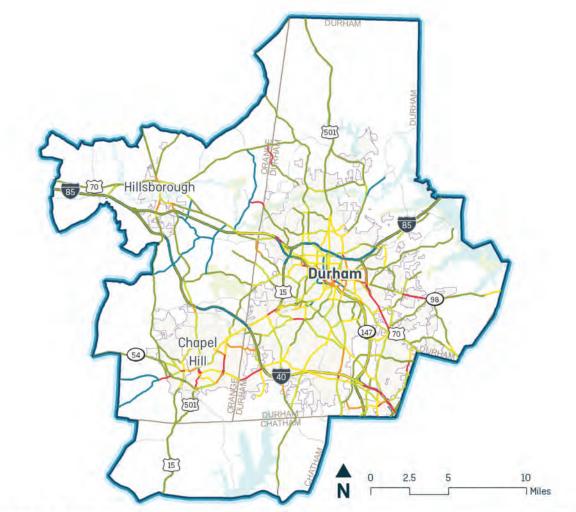
Figure 3-4. Travel Time Index



PLANNING TIME INDEX

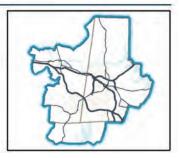
Figure 3-5 shows PTI by segment across the DCHC area for the 5 PM to 6 PM period and, as a comparison to Figure 3-1 will show, the list of roadway segments with high TTIs is largely the same as the one of high PTIs. The main distinction is that the roadways around research triangle park – namely Hopson Road/Page Road, South Miami Boulevard, and East Cornwallis Road – have markedly higher PTIs compared to the rest of the region at 5 PM, while their TTIs for the same time were not as unusual. 5 PM PTI on South Miami Boulevard from the Durham/Wake County Line is nearly 3, meaning that, in the worst cases, it takes nearly 3 times as long to travel along that segment during that time than it would if traffic were flowing at the posted speed.





VEHICULAR TRAVEL TIME IN 2017 Planning time index (5:00-6:00 PM) —Free flow time —1.1 - 1.5 —1.6 - 2.0

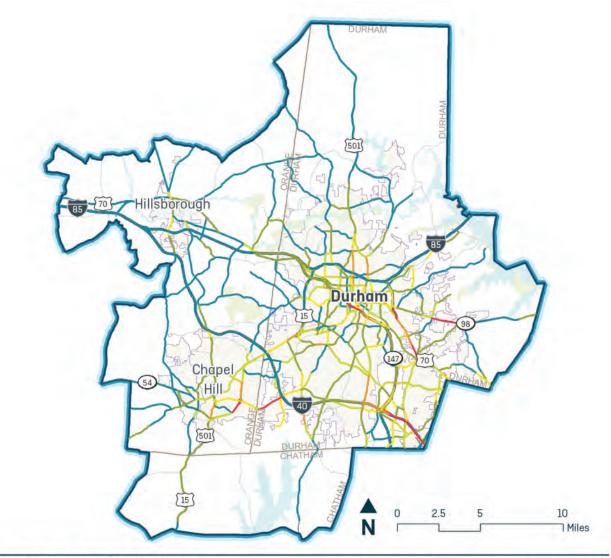
- _____2.1 3.0
- Greater than 4.0



LEVEL OF TRAVEL TIME RELIABILITY

Figure 3-6 shows that higher LOTTR figures, which indicate less reliability of travel time, are concentrated in activity centers in the area. Notable segments where travelers can regularly face significant unexpected delays are I-40 between NC-55 and NC-540 (near Research Triangle Park), NC 54 from Manning Drive to I-40 (UNC to South Durham), NC-147 from I-40 to the Duke University campus, US 70 from NC-98 to Miami Boulevard, and NC-98 between Mineral Springs Road and Sherron Road.

Figure 3-6. Level of Travel Time Reliability



VEHICULAR TRAVEL TIME IN 2017 Level of Travel Time Reliability (PM Peak Period)



SEGMENTS WITH RECURRING CONGESTION

As noted, TTI, PTI and LOTTR are different ways to measure vehicle travel time patterns. When combined, TTI and LOTTR provide insight into which segments face recurring congestion. Segments with recurring congestion are those that have a PM Peak LOTTR greater than 1.5 and a 5 PM TTI greater than 2. Congestion was calculated using this definition for the years 2015 and 2017, although there is a small subset of segments for which there was not sufficient requisite data to calculate segment-level LOTTR or TTI.

Segments with recurring congestion are concentrated on major commuting corridors, including NC-147 in Downtown Durham; NC-98, US-70, and Miami Boulevard in East Durham; NC 54 in Chapel Hill; and NC-147 and I-40 near Research Triangle Park.

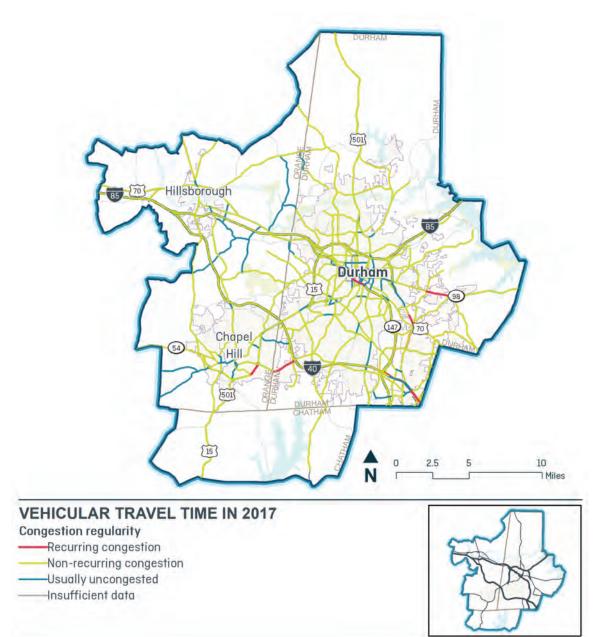


Figure 3-7. Segments with Recurring Congestion

REGIONAL PERFORMANCE

| 1 | W Cornwallis Rd, from Erwin Rd to US 70 | 1.00 |
|---|--|-------|
| 2 | Old Oxford Hwy, from Snow Hill Rd to Durham/Granville Co. Line | 1.00 |
| 3 | St. Mary's Rd, from US 70 to N. Roxboro Rd | 1.015 |
| 4 | Mt. Sinai Rd, from NC 86 to Erwin Rd | 1.022 |
| 5 | NC 57, from NC 86 to Orange/Person Co. Line | 1.024 |

Table 3-1. LOTTR: Top Five Routes

Table 3-2. LOTTR: Bottom Five Routes

| 91 | Fordham Blvd, from Smith Level Rd to Franklin St Merge | 1.212 |
|----|--|-------|
| 92 | S. Miami Blvd, from Durham/Wake Co. Line to US 70 | 1.216 |
| 93 | NC 147, from I-40 to I-85 | 1.218 |
| 94 | Raleigh Rd, from S. Columbia St to Little John Rd | 1.220 |
| 95 | US 70, from Durham/Wake Co. Line to I-85 SB | 1.279 |

Table 3-3. PTI: Top Five Routes

| 1 | S. Alston Ave, from Durham/Wake Co. Line to NC 55 | 0.176 |
|---|--|-------|
| 2 | Barbee Chapel Rd, from NC 54 to NC 751 | 0.206 |
| 3 | Old Oxford Hwy, from Snow Hill Rd to Durham/Granville Co. Line | 0.293 |
| 4 | I-85, from I-40/I-85 to I-85 Exit 186 (Creedmor) | 0.598 |
| 5 | US 15-501 Bypass, from MLK Pkwy to I-85 NB | 0.665 |

| Table 3-4 | PTI: Bottom | Five Routes |
|-----------|-------------|-------------|
|-----------|-------------|-------------|

| 91 | Swift Ave, from Duke University Rd to Carver St | 2.551 |
|----|---|-------|
| 92 | Manning Dr, from S. Columbia St to Fordham Blvd | 2.599 |
| 93 | Churton St, from I-85 NB Ramps to US 70 | 2.615 |
| 94 | Cameron Blvd, from US 15-501 SB Ramps to W. Main St | 2.623 |
| 95 | S. Miami Blvd, from Durham/Wake Co. Line to US 70 | 2.836 |

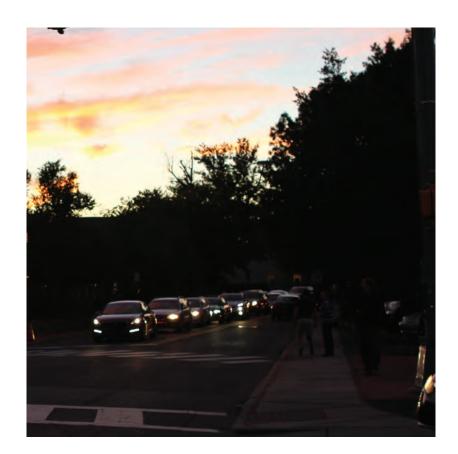
Table 3-5. TTI: Top Five Routes

| 1 | Barbee Chapel Rd, from NC 54 to NC 751 | 0.146 |
|---|--|-------|
| 2 | S. Alston Ave, from Durham/Wake Co. Line to NC 55 | 0.156 |
| 3 | Old Oxford Hwy, from Snow Hill Rd to Durham/Granville Co. Line | 0.251 |
| 4 | I-85, from I-40/I-85 to I-85 Exit 186 (Creedmor) | 0.467 |
| 5 | US 15-501 Bypass, from MLK Pkwy to I-85 NB | 0.471 |

Table 3-6. TTI: Bottom Five Routes

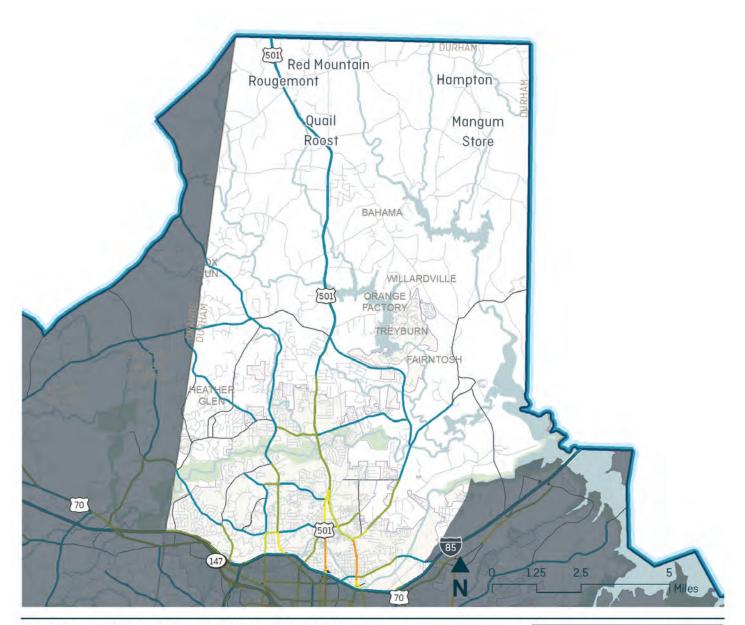
| 91 | Main St, from NC 54 to Merrit Mill Rd | 1.869 |
|----|--|-------|
| 92 | Swift Ave, from Duke University Rd to Carver St | 1.944 |
| 93 | Cameron Blvd, from US 15-501 SB Ramps to W. Main St | 1.982 |
| 94 | W. Main St, from Hillsborough Rd to N. Buchanan Blvd | 2.073 |
| 95 | S. Miami Blvd, from Durham/Wake Co. Line to US 70 | 2.084 |

*Note: since free flow conditions are estimated based on posted speed limits, observed travel times can be shorter than free flow times, resulting in ratios less than 1.0 for PTI and TTI



NORTH DURHAM

Figure 3-8. North Durham LOTTR



VEHICULAR TRAVEL TIME IN 2017 Level of Travel Time Reliability (PM Peak Period)

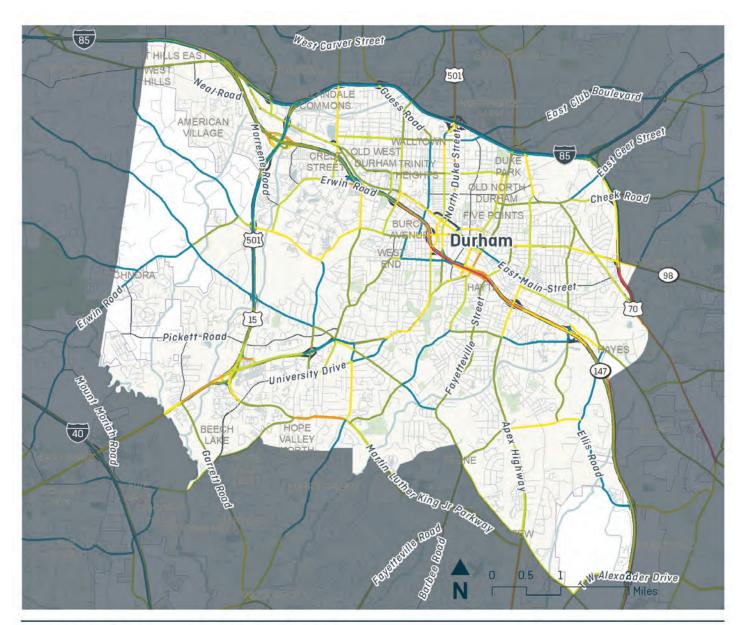
- - Greater than 1.50





DOWNTOWN DURHAM

Figure 3-12. Downtown Durham LOTTR



| VEHICULAR TRAVEL TIME IN 2017 | |
|---|--|
| Level of Travel Time Reliability (PM Peak Period) | |
| | |
| | |
| | |
| 1.16 - 1.25 | |
| | |





Figure 3-13. Downtown Durham LOTTR (2017)

EAST DURHAM

Figure 3-16. East Durham LOTTR

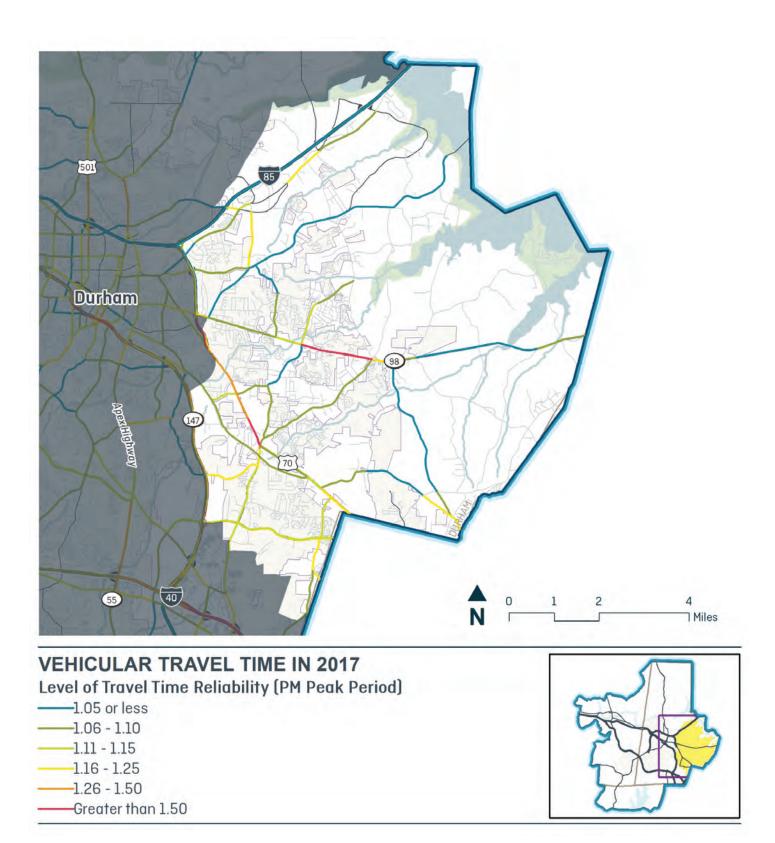




Figure 3-17. East Durham LOTTR (2017)

SOUTHPOINT

Figure 3-20. Southpoint LOTTR

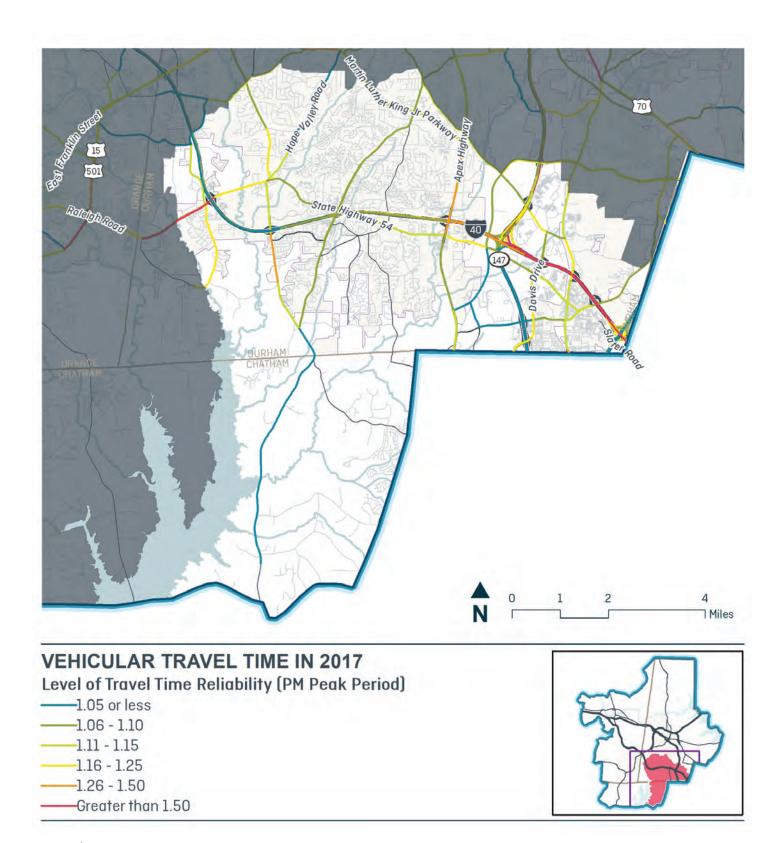


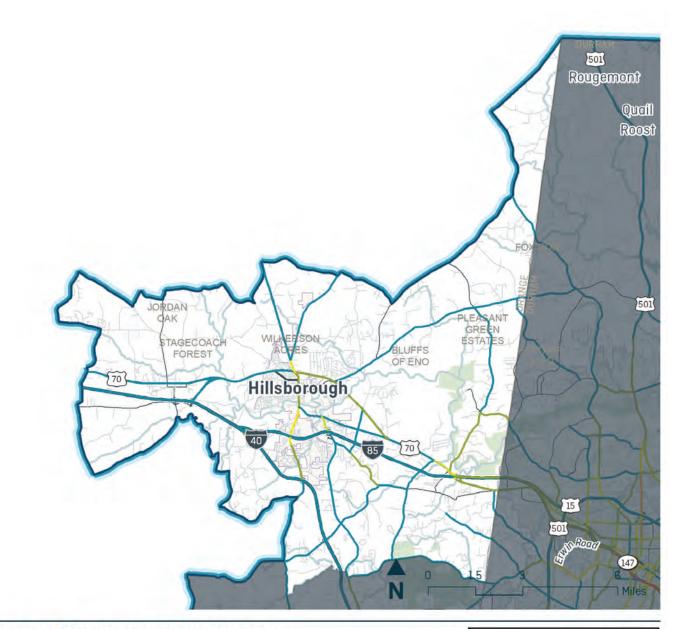


Figure 3-21. Southpoint LOTTR (2017)

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HILLSBOROUGH

Figure 3-24. Hillsborough LOTTR



VEHICULAR TRAVEL TIME IN 2017 Level of Travel Time Reliability (PM Peak Period)

- Greater than 1.50

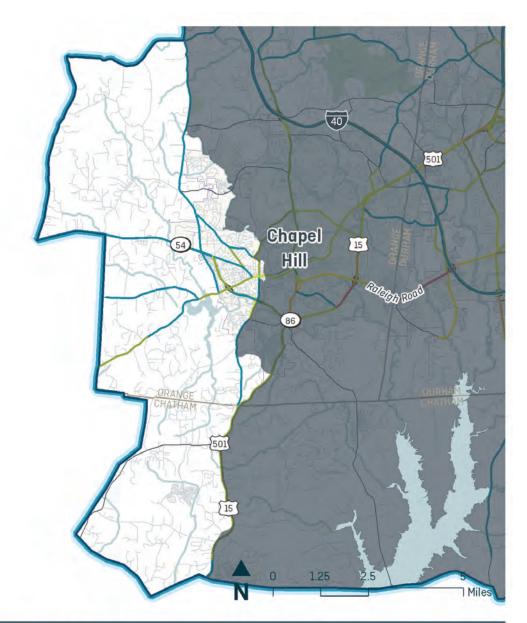




Figure 3-25. Hillsborough LOTTR (2017)

CARRBORO

Figure 3-28. Carrboro LOTTR



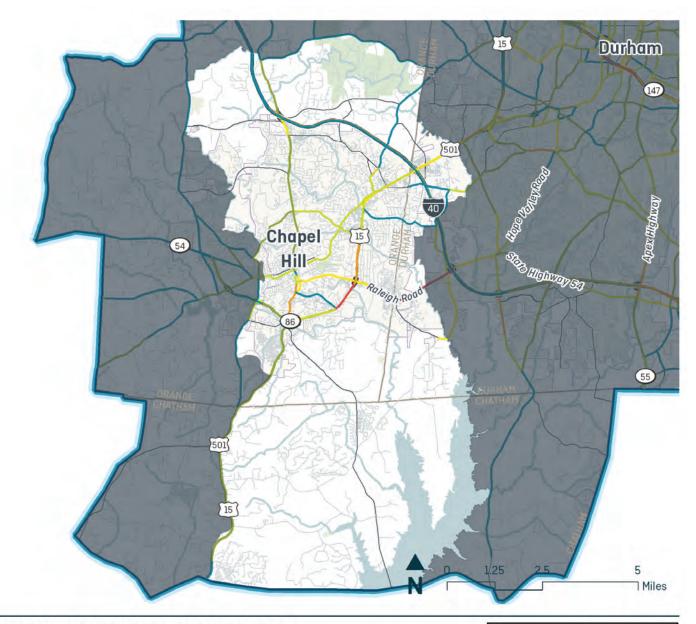
| VEHICULAR TRAVEL TIME IN 2017
Level of Travel Time Reliability (PM Peak Period)
1.05 or less
1.06 - 1.10
1.11 - 1.15 | E Contraction |
|--|---------------|
| | |



Figure 3-29. Carrboro LOTTR (2017)

CHAPEL HILL

Figure 3-32. Chapel Hill LOTTR



- 1.16 1.25
- - Greater than 1.50



Figure 3-33. Chapel Hill LOTTR (2017)

COMPARATIVE ANALYSIS

Figure 3-36. Share of Observed Roadway Mileage with Recurring Congestion (2015 and 2017)

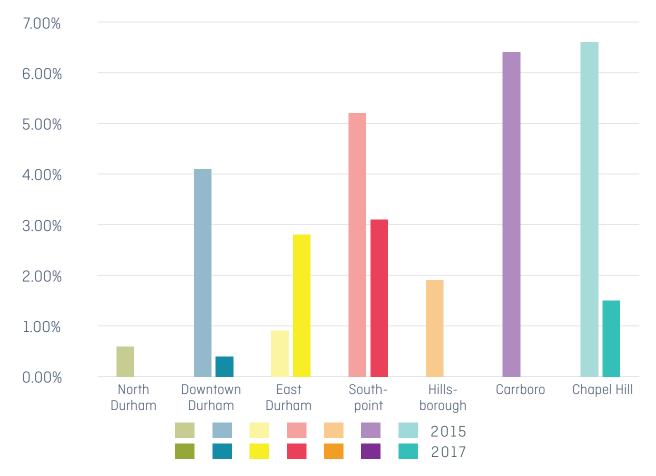
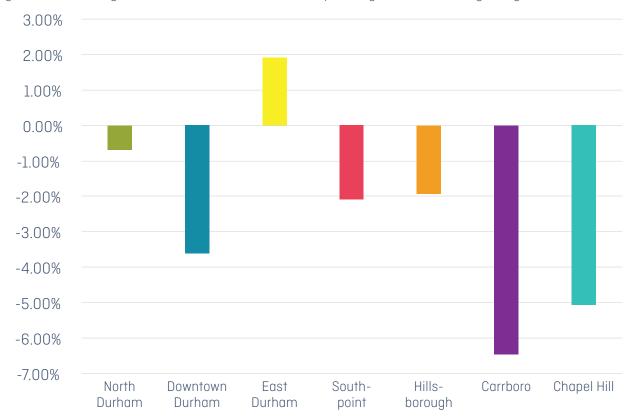


Figure 3-37. Change in Share of Observed Roadway Mileage with Recurring Congestion from 2015-2017



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Recurring congestion in each subarea was identified using the same formula as at the regional level: roadways with a PM Peak LOTTR greater than 1.5 and a 5 PM TTI greater than 2 are considered to be experiencing recurring congestion. The share of roadway mileage with recurring congestion is the length in miles of roadway that meet these criteria in proportion to the total miles of roadway for which LOTTR and TTI data were recorded.

The Chapel Hill subarea had the highest share of roadway mileage with recurring congestion in 2015 and the Southpoint subarea had the highest share in 2017. From 2015 to 2017, every subarea except for East Durham experienced a decrease in the share of total roadway mileage that experienced recurring congestion.

The Carrboro subarea saw the biggest proportional decrease in recurring congestion from 2015 to 2017. Carrboro was also one of three subareas that had zero miles of roadway experiencing recurring congestion in 2017; Hillsborough and North Durham were the others.

Overall, roadway segments experiencing recurring congestion make up less than 10% of the total observed roadway segments in each subarea.





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[4] VEHICLE SAFETY

Are people on the roads getting to their destinations safely?

KEY TAKEAWAYS



15,310 crashes occurred in the DCHC area in 2017:

- Nearly 80% resulted in no or unknown injuries
- Crashes resulting in disabling injuries or death made up less than 1%
- The roads in the Downtown Durham subarea had the highest rates of accidents per vehicle miles traveled



In every year since 2008, the largest share of crashes has occurred in the Downtown Durham subarea, which has maintained a relatively constant share of overall crashesin the MPO area over the last 10 years.



In 2008, crashes in the Southpoint subarea accounted for 16% of the regional total; by 2017, that share rose to 21%, an increase of five percentage points.



In every year since 2008, "rear-end" collisions have been the most common collision type by a significant margin.

INTRODUCTION

Performance measures examined up to this point have focused on how quickly and efficiently a transportation network moves users from one place to another, but the ability to get users to their destination safely is equally important.

The North Carolina State Center for Health Statistics reports that motor vehicle injuries contributed to more than 7,000 deaths in the state from 2013-2017, including 144 deaths in Durham County. Understanding which areas of the transportation network have a high incidence of serious collisions helps the MPO target areas for improvements, leading to an overall safer network.

METHODOLOGY

Ninety-five designated Congestion Management Process (CMP) corridors are monitored for vehicle travel time data and several different safety metrics. These include the number of fatalities, injuries, and instances of property damage resulting from vehicle collisions. Data for these categories are collected from the NCDOT Traffic Engineering Accident Analysis System (TEAAS) for the ten-year period from 2008 to 2017.

The data reported in this chapter should be interpreted with the following in mind:

- 1. Data is only provided for the region's larger corridors.
- 2. "Number of collisions" does not always equate to the number of vehicles or persons involved in a collision; multiple-vehicle collisions on a highway are weighted the same as minor collisions on smaller roads; a facility with a higher number of incidents is not inherently more dangerous than a facility with fewer, but more severe, incidents.
- 3. Detailed crash location data are only available for a subset of incidents. Of the 15,310 crashes in the DCHC area in 2017, only 10,607 had location details that allowed them to be shown on a map. In this chapter, most statistics reflect the full set of 15,310 crashes, but those that rely on spatial details (breakdown of crashes by geographic subarea, e.g.) reflect the 10,607 incidents with location information.

REGIONAL OVERVIEW

In 2017, a total of 15,310 collisions were reported in the DCHC area. Of these collisions, 124 (0.8%) were fatal or severe; 3,469 (23.7%) caused minor or non-severe injuries; and 11,717 (76.5%) caused no or unknown injuries.

Looking at the previous ten years of data, a total of 307 fatal accidents occurred between 2008 and 2017, with the number per year ranging from a low of 19 (2011) to a high of 33 (2013). The average number of fatal crashes per year is 26. As shown in Table 4-1, fatal incidents were highest in the years 2013 (33) and 2008 (32) and lowest in 2011 (19) and 2009 (20). The average annual incidence of fatal collisions has remained relatively steady over the ten-year period examined; in 2017, there were 27 fatal crashes, roughly consistent with the annual average.

The majority of accidents in the last ten years -

by a wide margin – have been rear-end collisions. In 2017, rear-end accidents constituted nearly 40% of all accidents in the area, up from 32% in 2008. The second-highest accident type, by proportion, is "angle" accidents (18%). Sideswipe accidents steadily increased from 10% of all accidents in 2008 to 13% in 2017. Accidents resulting from vehicles running off the road have decreased from 9% in 2008 to 7% in 2017. Other types of incidents, including animal-involved, non-vehicle commuter, object or parked car, turning, and general "other," each make up less than 10% of overall accidents and have remained fairly constant over the last ten years.

Figure 4-1 shows the location of crashes throughout the DCHC area from 2013-2017. As seen on the map, crashes can occur on any road regardless of traffic levels or facility type, and fatalities and serious injuries have occurred throughout the region. However, crashes occur

Table 4-1. Crash Severity by Year

| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
|---------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| FATALITY | 33 | 25 | 29 | 23 | 31 | 37 | 30 | 32 | 32 | 35 |
| SEVERE INJURY | 79 | 54 | 51 | 59 | 63 | 64 | 70 | 72 | 58 | 89 |
| OTHER INJURY | 2,661 | 2,572 | 2,446 | 2,562 | 2,823 | 2,790 | 2,769 | 3,161 | 3,363 | 3,469 |
| NO/UNKNOWN | 8,502 | 8,375 | 8,264 | 8,814 | 8,968 | 9,437 | 9,396 | 10,288 | 11,263 | 11,717 |
| TOTAL | 11,275 | 11,026 | 10,790 | 11,458 | 11,885 | 12,328 | 12,265 | 13,553 | 14,716 | 15,310 |

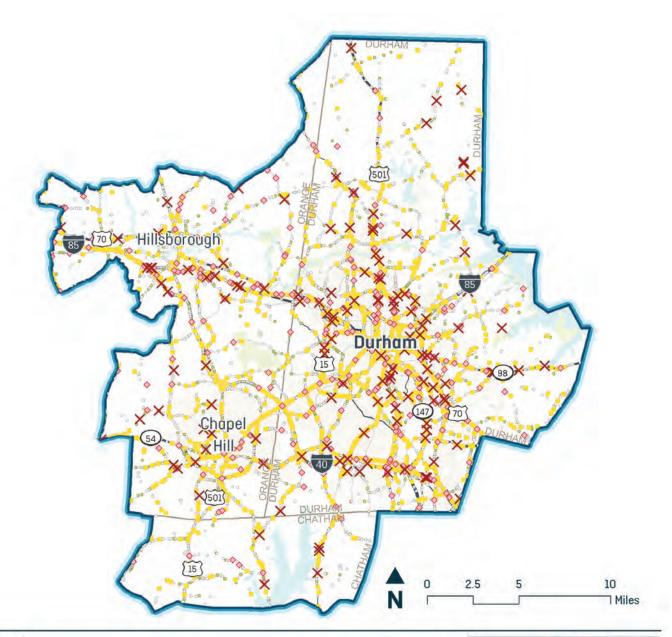
most frequently on heavily-traveled facilities and in the region's most densely-developed areas. See the "Results by Geographic Subarea" section below for more detail.

Figure 4-2 shows the relationship between the number of crashes on a roadway segment and the volume of traffic on that segment. Although a higher number of cars utilizing a road might suggest higher crash totals, other factors, such as facility design and traffic operations, can influence crash rates as well. Hence, while the region's freeways carry lots of traffic, the number of crashes relative to this high volume is low. Surface streets in the Downtown Durham subarea, however, have high rates of incidents relative to the traffic volume that they regularly serve.

As noted in the methodology section, evaluations of safety should consider both the number and severity of incidents. Figure 4-3 highlights roads on which relatively high proportions of incidents that occurred on those roads resulted in fatalities. Crashes tend to be more fatal on road segments in more sparsely developed areas of the region, where travel speeds are generally likely to be higher than in densely developed areas. So, although these segments have relatively low traffic volumes and crash rates, the crashes that do occur tend to be more severe. NCDOT's Traffic Engineering Accident Analysis System (TEAAS) categorizes crashes into six levels of severity:

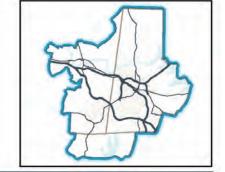
| Fatal | deaths that occur within twelve months of the crash |
|-----------|---|
| Disabling | injuries serious enough to prevent
normal activity for at least one
day, such as massive loss of
blood, broken bones, etc. |
| Evident | non-fatal or disabling injuries that
are evident at the scene such as
bruises, swelling, limping, etc. |
| Possible | no visible injury but there are
complaints of pain or momentary
unconsciousness |
| None | no injury |
| Unknown | unknown if any injury occurred |

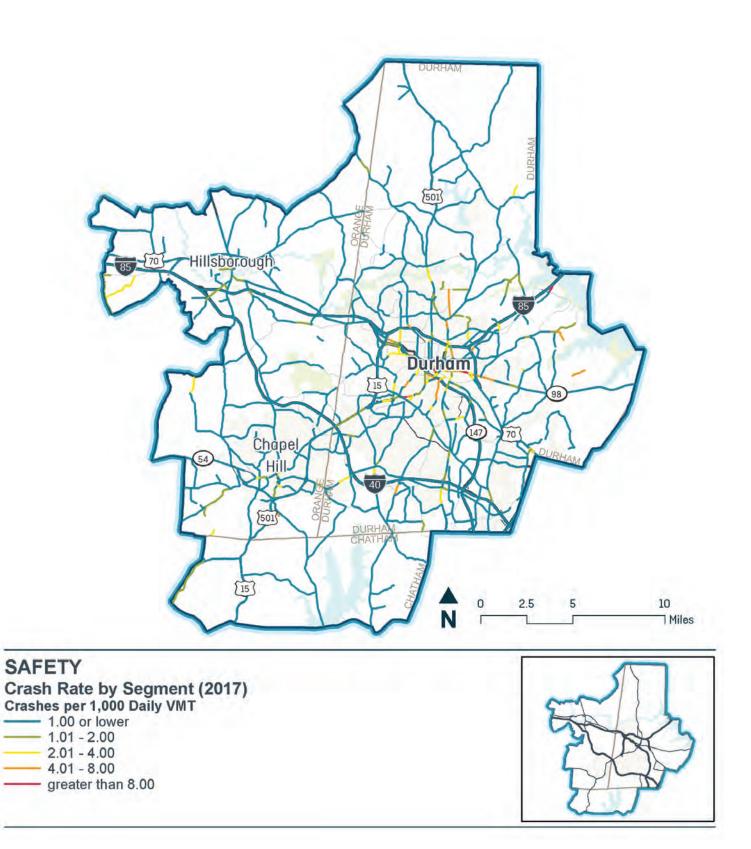


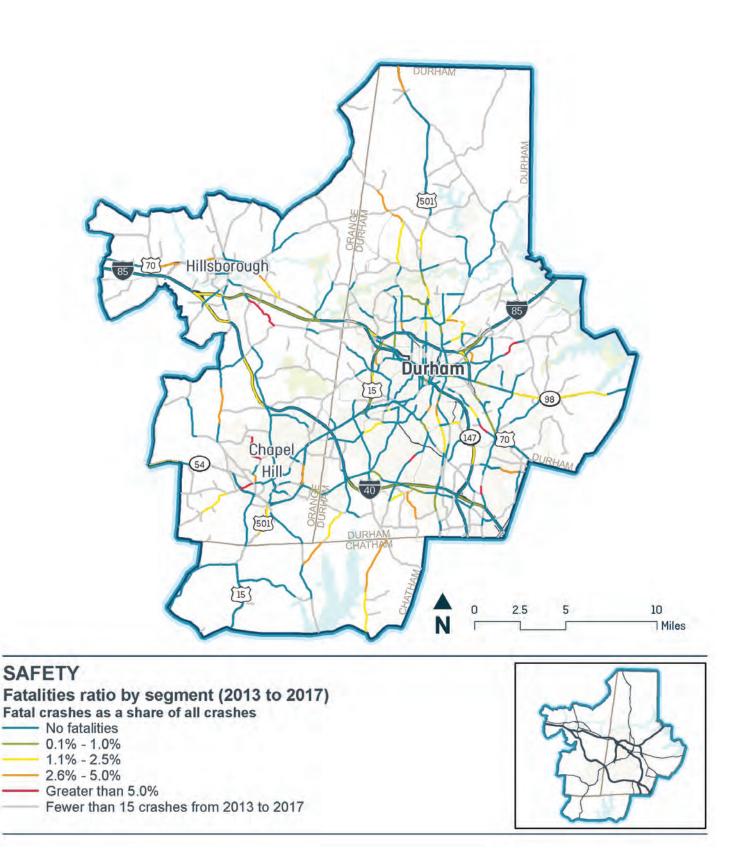


SAFETY

- × Fotality
- Serious Injury
- Evident Injury
- Possible Injury
- Property Damage Only or Unknown







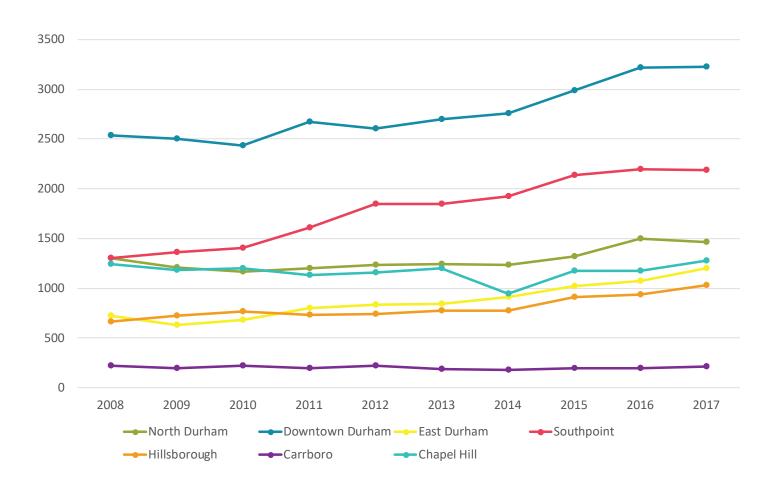
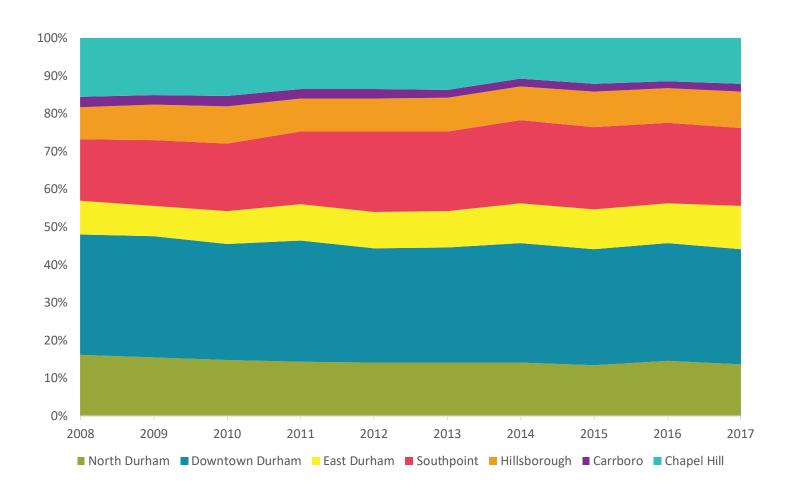


Table 4-2. Total Crashes by Subarea 2008-2017

| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|
| NORTH DURHAM | 1,306 | 1,213 | 1,166 | 1,201 | 1,231 | 1,240 | 1,237 | 1,321 | 1,502 | 1,461 |
| DOWNTOWN
DURHAM | 2,533 | 2,506 | 2,435 | 2,672 | 2,603 | 2,694 | 2,761 | 2,984 | 3,215 | 3,224 |
| EAST DURHAM | 720 | 632 | 685 | 798 | 836 | 847 | 915 | 1,025 | 1,073 | 1,204 |
| SOUTHPOINT | 1,305 | 1,365 | 1,408 | 1,606 | 1,846 | 1,846 | 1,923 | 2,133 | 2,198 | 2,188 |
| HILLSBOROUGH | 664 | 728 | 769 | 736 | 740 | 776 | 776 | 909 | 936 | 1,034 |
| CARRBORO | 223 | 198 | 226 | 193 | 223 | 189 | 179 | 198 | 198 | 217 |
| CHAPEL HILL | 1,241 | 1,180 | 1,197 | 1,129 | 1,162 | 1,204 | 942 | 1,177 | 1,171 | 1,279 |
| TOTAL | 7,990 | 7,822 | 7,886 | 8,335 | 8,685 | 8,796 | 8,733 | 9,747 | 10,293 | 10,607 |

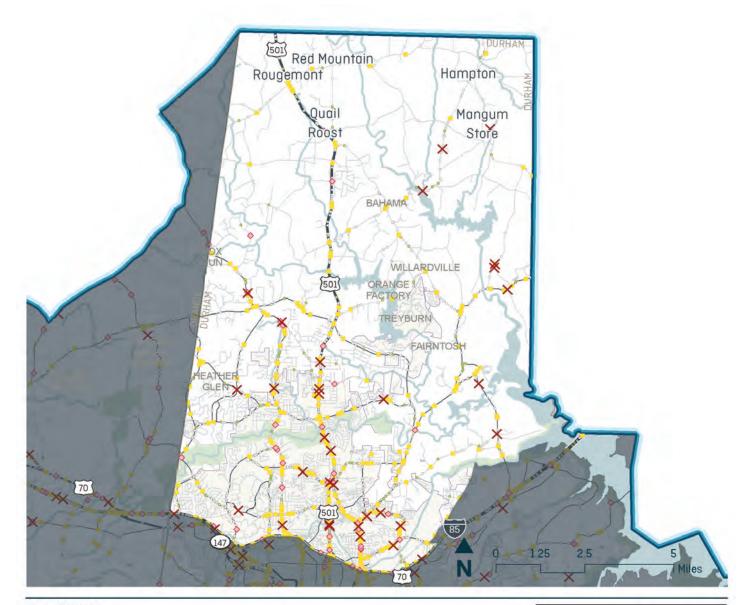
Table 4-3. Subarea Share of All DCHC Crashes 2008-2017



| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
|--------------------|------|------|------|------|------|------|------|------|------|------|
| NORTH DURHAM | 16% | 16% | 15% | 14% | 14% | 14% | 14% | 14% | 15% | 14% |
| DOWNTOWN
DURHAM | 32% | 32% | 31% | 32% | 30% | 31% | 32% | 31% | 31% | 30% |
| EAST DURHAM | 9% | 8% | 9% | 10% | 10% | 10% | 10% | 11% | 10% | 11% |
| SOUTHPOINT | 16% | 17% | 18% | 19% | 21% | 21% | 22% | 22% | 21% | 21% |
| HILLSBOROUGH | 8% | 9% | 10% | 9% | 9% | 9% | 9% | 9% | 9% | 10% |
| CARRBORO | 3% | 3% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| CHAPEL HILL | 16% | 15% | 15% | 14% | 14% | 14% | 11% | 12% | 11% | 12% |

NORTH DURHAM

Figure 4-4. Accident Locations in North Durham Subarea 2013-2017



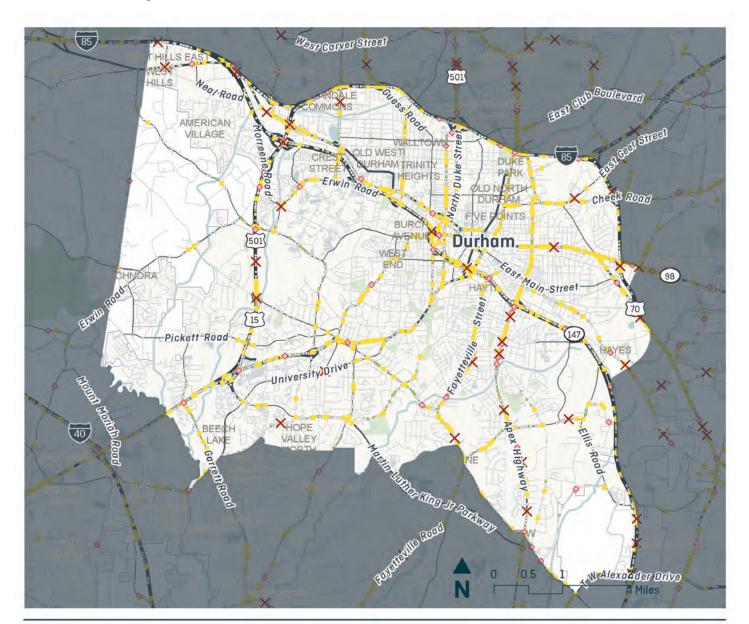
SAFETY Crash Locations 2013 to 2017

- Severity
 - × Fatality
 - Serious Injury
 - Evident Injury
 - Possible Injury
 - Property Damage Only or Unknown



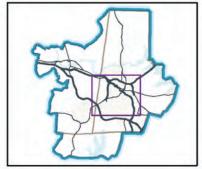
DOWNTOWN DURHAM

Figure 4-5. Accident Locations in Downtown Durham Subarea 2013-2017



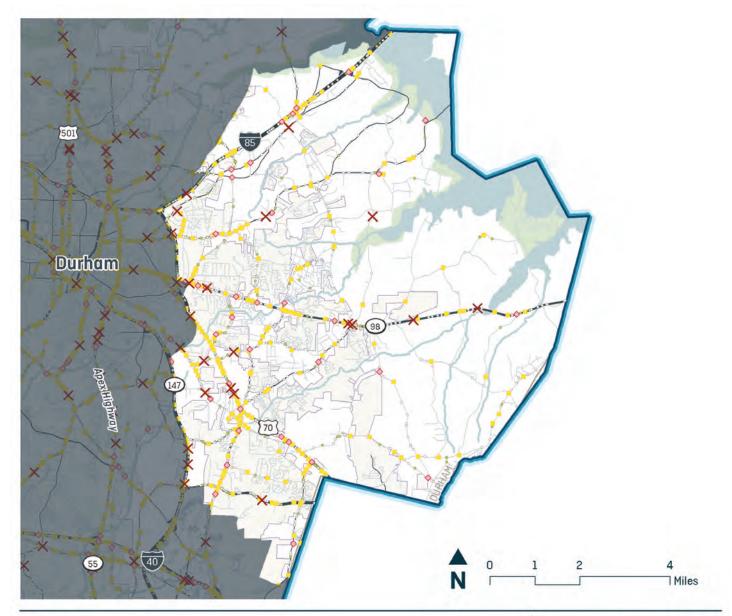
SAFETY

- × Fatality
- Serious Injury
- Evident Injury
- Possible Injury
- Property Damage Only or Unknown



EAST DURHAM

Figure 4-6. Accident Locations in East Durham Subarea 2013-2017

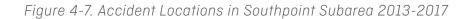


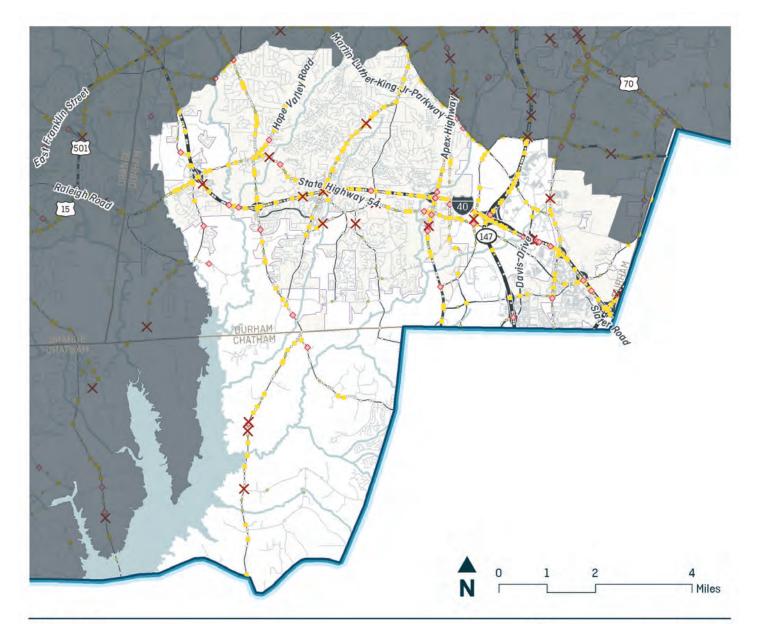
SAFETY

- × Fatality
- Serious Injury
- Evident Injury
- Possible Injury
- Property Damage Only or Unknown



SOUTHPOINT



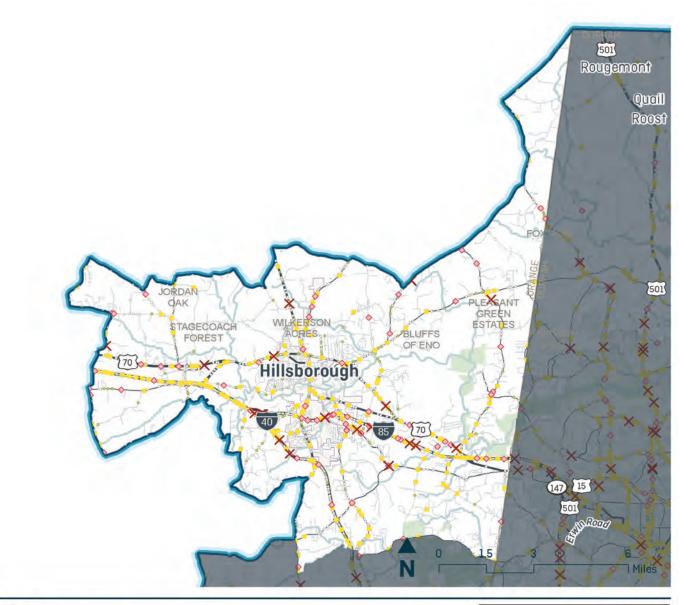


SAFETY

- × Fatality
- Serious Injury
- Evident Injury
- Possible Injury
- Property Damage Only or Unknown

HILLSBOROUGH

Figure 4-8. Accident Locations in Hillsborough Subarea 2013-2017



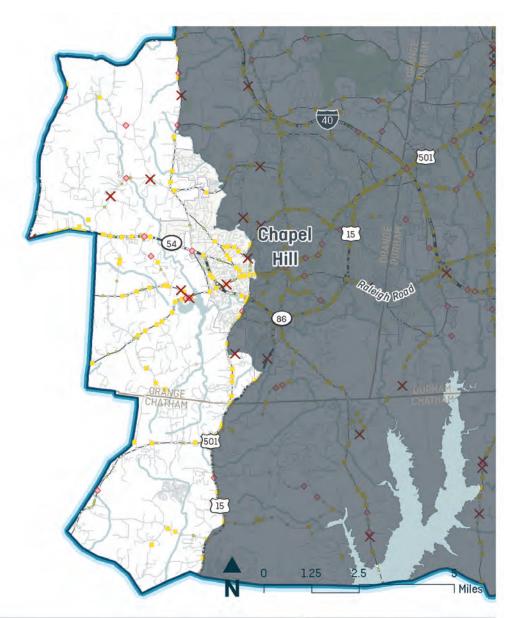
SAFETY

- × Fatality
- Serious Injury
- Evident Injury
- Possible Injury
- Property Damage Only or Unknown



CARRBORO

Figure 4-9. Accident Locations in Carrboro Subarea 2013-2017



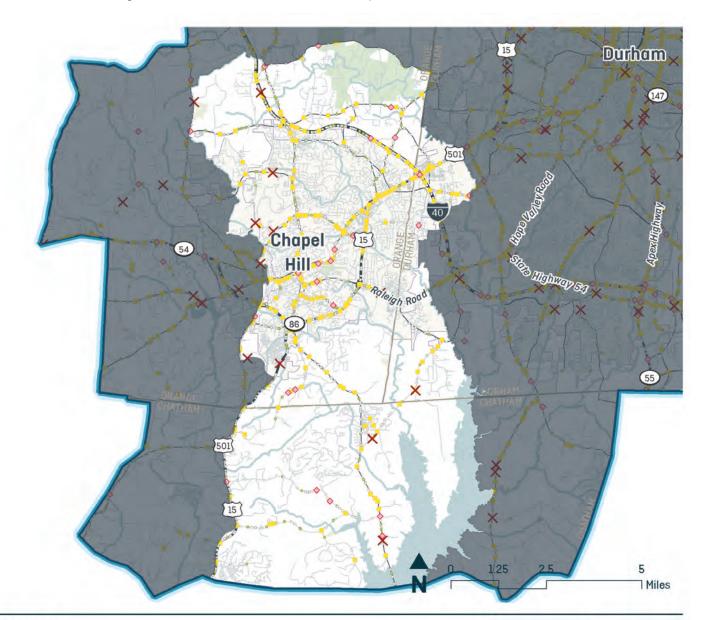
SAFETY

- × Fatality
- Serious Injury
- Evident Injury
- Possible Injury
- Property Damage Only or Unknown



CHAPEL HILL

Figure 4-10. Accident Locations in Chapel Hill Subarea 2013-2017



SAFETY

- × Fatality
- Serious Injury
- Evident Injury
- Possible Injury
- Property Damage Only or Unknown



COMPARATIVE ANALYSIS

Geographically, Downtown Durham has accounted for the greatest share of incidents among the subareas for the last ten years, representing up to 30-32% of annual incidents in the DCHC area. Only 16% of crashes in the DCHC area occurred in Southpoint in 2008, but that subarea's share of incidents has increased steadily over the last ten years to 21%. Although the North Durham and Chapel Hill subareas accounted for roughly equal shares of DCHC incidents in 2008, both have steadily decreased their shares in the last ten years to 14% and 12%, respectively. The shares of incidents occurring in East Durham and Hillsborough have risen slightly from 9% and 8% in 2008 to 11% and 10% in 2017. The Carrboro subarea has consistently accounted for 2% of DCHC area crashes since 2013. Figures 4-4 and 4-5 provide counts and regional shares of crashes by subarea for comparison purposes. Figures 4-6 through 4-12 provide detailed maps of crash locations by subarea.

[5] PEDESTRIAN FACILITIES

How are paths designed with pedestrian travel in mind distributed throughout the area?

KEY TAKEAWAYS



Sidewalks are concentrated in the cities of Durham, Chapel Hill, and Carrboro, but are also growing in Hillsborough and outside of incorporated municipal boundaries.



There are a total 855.2 miles of sidewalk in the DCHC area as of 2019, which is an 18.5% increase from 721.5 miles in 2012.



There are 69.6 miles of greenways in the DCHC area, including 56.6 miles that are paved and 13.0 miles that are unpaved.



Nearly 70% of the greenways in the area are in the cities of Durham or Chapel Hill, but 15.3% are found outside municipal borders.

INTRODUCTION

Pedestrian facilities are spaces designed specifically for pedestrian travel and include sidewalks, trails, and crosswalks. The more pedestrian facilities an area has, the better people are able to travel within that area without using a vehicle. These facilities are also critical to people with disabilities who rely upon wheelchairs or other devices for mobility. The pedestrian facility network supports other modes of transportation by providing access to bus stops or a safe and clear route from a parking space to a store, office, school, or house.

As demand is changing to favor more walkable neighborhoods and communities, and as safe routes to school are becoming commonplace initiatives for transportation planning entities throughout the country, pedestrian facilities have garnered increasing attention as critical

components of a complete multimodal transportation system. This paradigm shift been accompanied has by an increase in public investment from all levels of government for pedestrian infrastructure: Ω clear picture of the current layout pedestrian facilities of is crucial to strategically allocating these resources.

METHODOLOGY

Geographic Information Systems (GIS) inventories of pedestrian facilities in the DCHC area are maintained by the individual municipalities and counties in the MPO. These inventories are updated for new sidewalk construction projects or as changes are made to existing sidewalks.

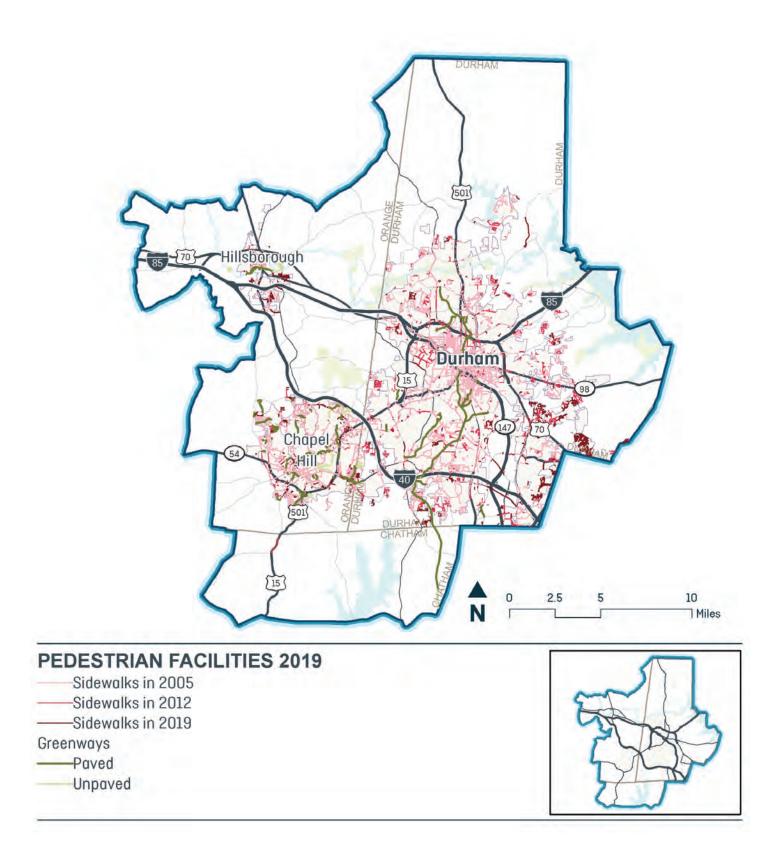
The MPO collects data for sidewalk coverage and construction from these entities and puts them together for a full picture of the pedestrian network in the DCHC area.

The data are separated into two distinct categories: sidewalks and greenways (paved and unpaved trails).



REGIONAL OVERVIEW

Figure 5-1. Location of Pedestrian Facilities



SIDEWALKS

There are 855.2 miles of sidewalk throughout the DCHC area, which is an 18.53% increase from 2012 and a 68.73% increase from 2005. Figure 5-1 hows how pedestrian facilities are distributed throughout the area.

GREENWAYS

Of the 69.6 miles of greenways in the area, 56.6 miles are paved, and 13 miles are unpaved.

Greenways have not been included in past assessments of pedestrian facilities, so there are no data sets for previous years to which the current greenway mileage in the area can be compared.

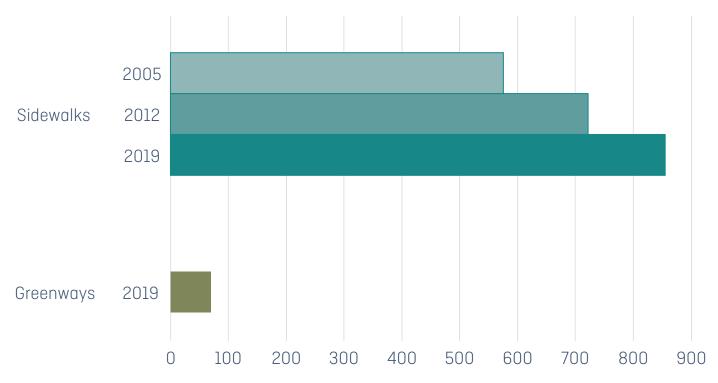


Figure 5-2. Change in Pedestrian Facilities 2005-2019

Table 5-1. Change in Pedestrian Facilities 2005-2019

| | | SIDEWALKS | | | | | | | |
|------------------|-------|-----------|-------|------|--|--|--|--|--|
| | 2005 | 2019 | | | | | | | |
| TOTAL MILES | 575.2 | 721.5 | 855.2 | 69.6 | | | | | |
| Increase | NA* | 146.3 | 133.7 | NA* | | | | | |
| Percent Increase | NA* | 24.5% | 18.5% | NA* | | | | | |

*NA indicates that there is no previous period to which the data point can be compared. It does not indicate no change.

BREAKDOWN BY MUNICIPALITY

Pedestrian facilities are concentrated in the municipalities of Durham, Chapel Hill, and Carrboro. However, from 2012 to 2019, the share of sidewalks in Hillsborough and outside of municipal boundaries both increased substantially. Although the total sidewalk mileage in Durham increased by nearly 100 miles, there was enough growth in sidewalk mileage of other subareas so that Durham's share of the regional total actually decreased. Figure 5-3 and Table 5-2 provide the details of pedestrian facilities by jurisdiction. The share of greenway mileage outside municipal boundaries in 2019 is much larger than the share of sidewalk mileage outside municipal boundaries (30.9% compared to 5.8%). This is likely because cities tend to invest in sidewalks around development while recreational trails and greenways are often found in less-developed, unincorporated areas.

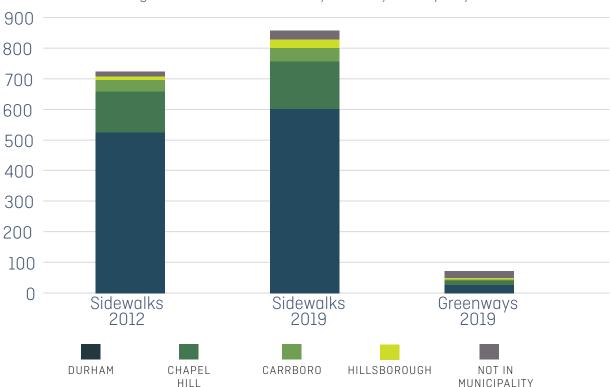


Figure 5-3. Pedestrian Facility Share by Municipality

| | | SIDE | GREENWAYS | | | | |
|---------------------|-------------|--------|-----------|--------|------|--------|--|
| | 20 | 12 | 20 | 19 | 2019 | | |
| | # | % | # | % | # | % | |
| DURHAM | 522.8 72.5% | | 601.5 | 70.3% | 26.9 | 38.6% | |
| CHAPEL HILL | 134.9 | 18.7% | 153.9 | 18.0% | 21.2 | 30.4% | |
| CARRBORO | 37.2 | 5.2% | 45.5 | 5.3% | 5.0 | 7.2% | |
| HILLSBOROUGH | 12.1 | 1.7% | 25.9 | 3.2% | 5.9 | 8.5% | |
| NOT IN MUNICIPALITY | 14.5 | 2.0% | 28.5 | 3.3% | 10.7 | 15.3% | |
| TOTAL | 721.5 | 100.0% | 855.2 | 100.0% | 69.6 | 100.0% | |

NORTH DURHAM

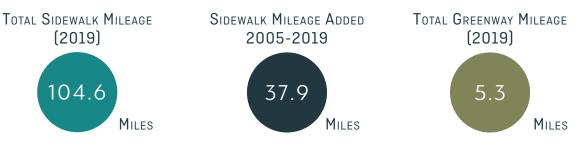
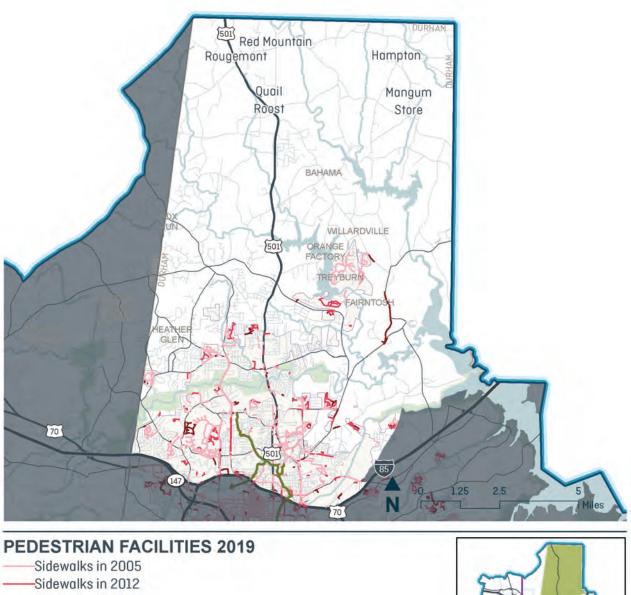


Figure 5-4. North Durham Subarea Pedestrian Facilities



- -----Sidewalks in 2019 Greenways -----Paved
- Puveu
- Unpaved

DOWNTOWN DURHAM

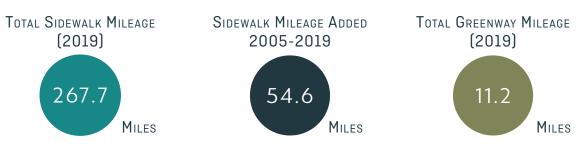
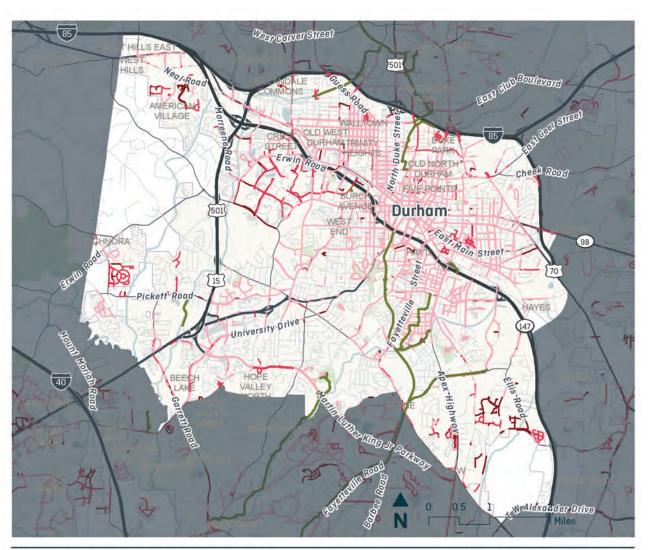


Figure 5-5. Downtown Durham Subarea Pedestrian Facilities





EAST DURHAM

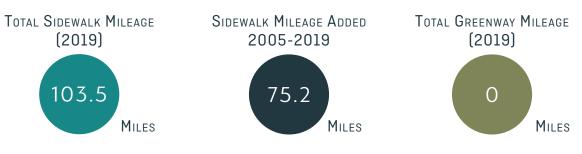
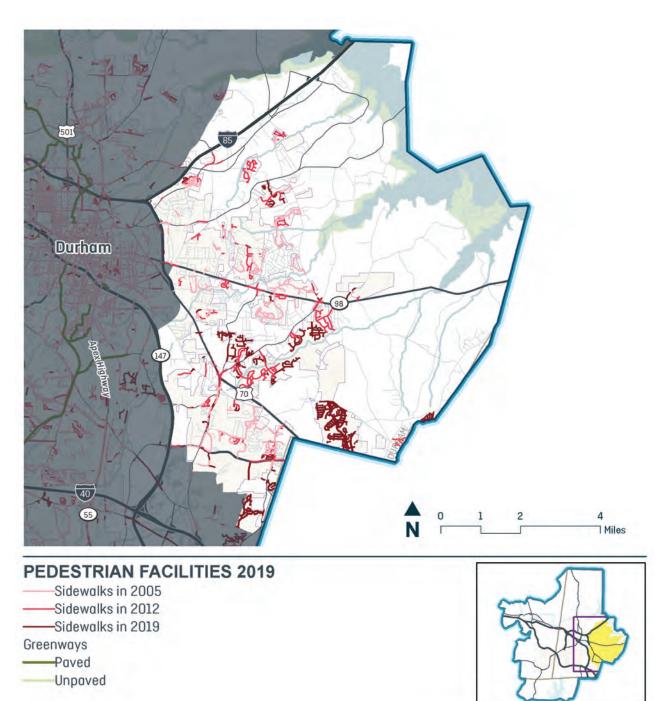


Figure 5-6. East Durham Subarea Pedestrian Facilities



SOUTHPOINT

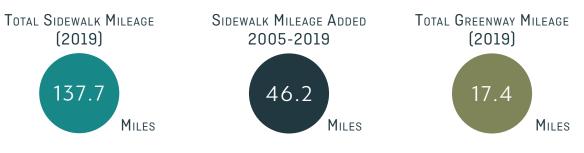
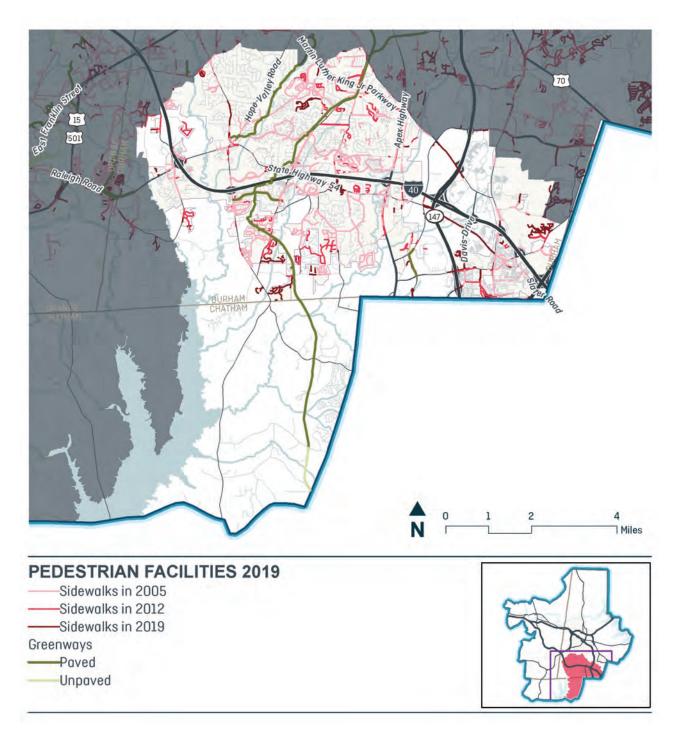


Figure 5-7. Southpoint Subarea Pedestrian Facilities



HILLSBOROUGH

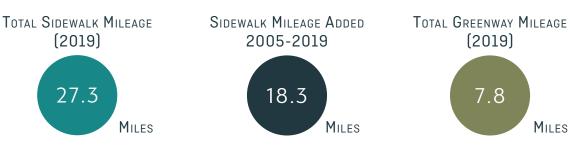
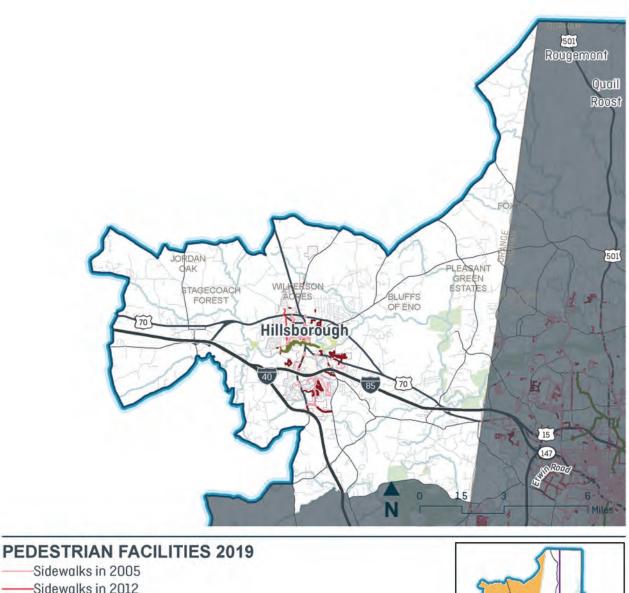


Figure 5-8. Hillsborough Subarea Pedestrian Facilities



Sidewalks in 2012 Sidewalks in 2019 Greenways Paved Unpaved



CARRBORO

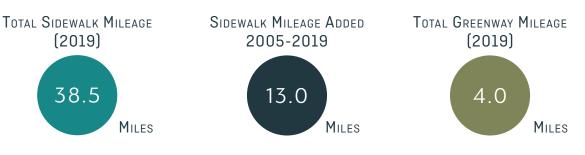
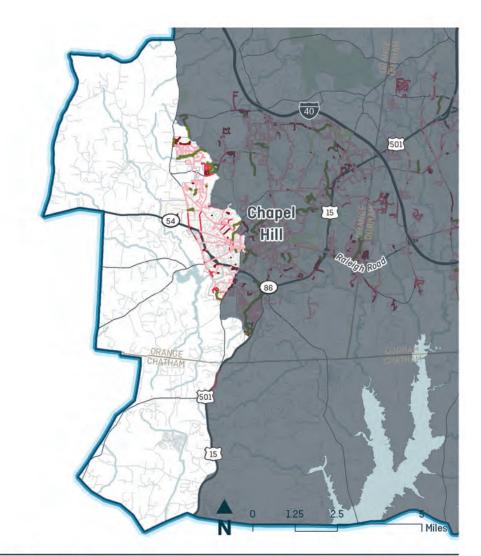


Figure 5-9. Carrboro Subarea Pedestrian Facilities





CHAPEL HILL

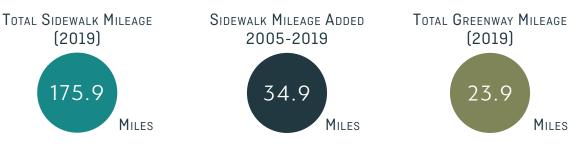
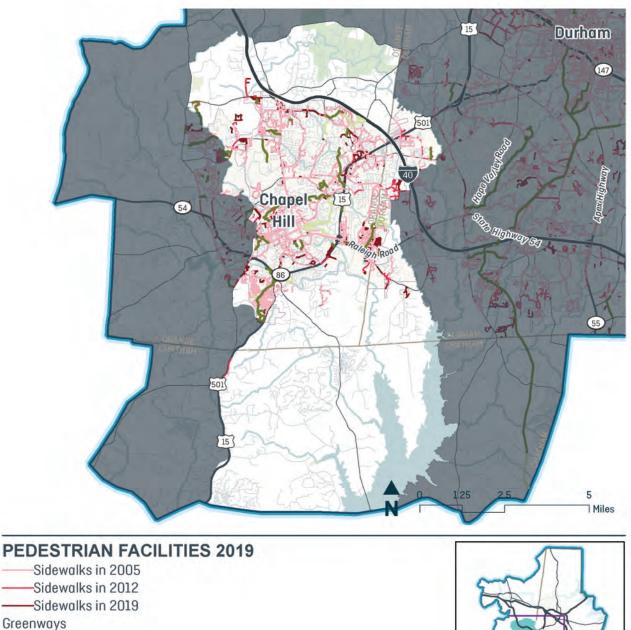


Figure 5-10. Chapel Hill Subarea Pedestrian Facilities



-Paved

Unpaved

COMPARATIVE ANALYSIS

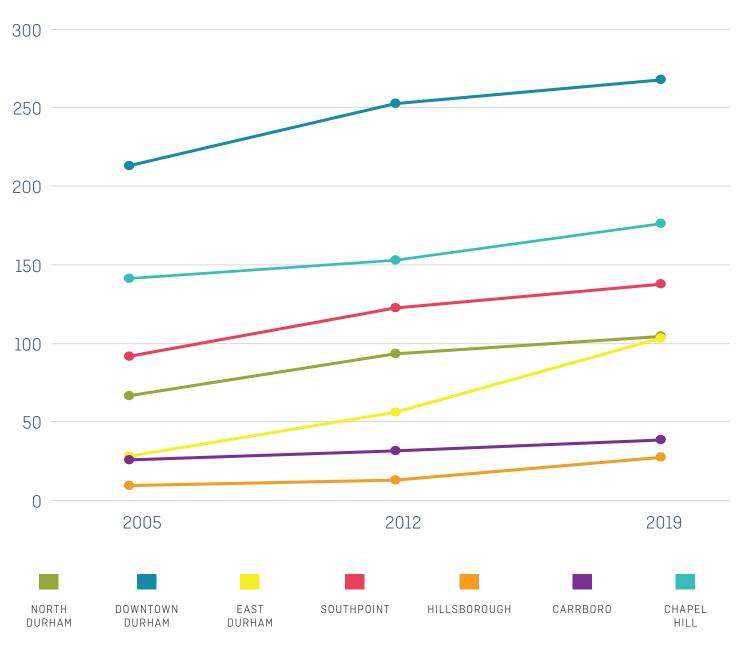


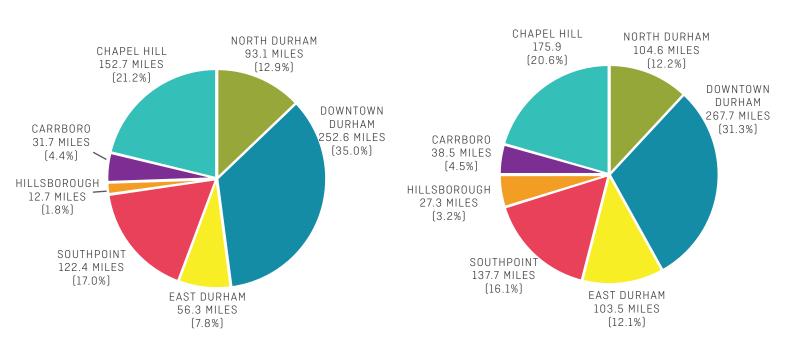
Figure 5-11. Change in sidewalk mileage 2005-2019

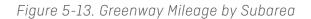


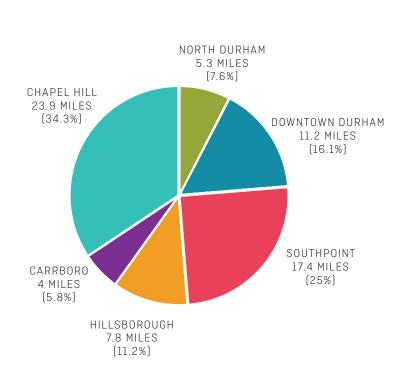
| SUBAREA | 2005-2012 | 2012-2019 | |
|-----------------|-----------|-----------|--|
| North Durham | 39.70% | 12.31% | |
| Downtown Durham | 18.50% | 5.99% | |
| EAST DURHAM | 98.95% | 83.92% | |
| Southpoint | 33.76% | 12.49% | |
| Hillsborough | 40.26% | 114.59% | |
| Carrboro | 23.95% | 21.58% | |
| CHAPEL HILL | 8.30% | 15.17% | |

2012









2019

The Downtown Durham, Southpoint, and Chapel Hill subareas have the highest share of sidewalks. East Durham added the most new miles of sidewalk from 2012-2019 (47.2), far exceeding the second highest number of new miles in Chapel Hill (23.2).

From 2005-2012, sidewalks in East Durham increased at a rate of 98.95%, while no other subarea grew at a rate higher than 50%.

The sidewalks in Hillsborough grew at the fastest rate from 2012-2019 (114.59%) even though Hillsborough still makes up less than 5% of the total sidewalk mileage in the region. The only other subarea in which sidewalks grew at a rate of faster than 25% during this period was East Durham, where sidewalk mileage increased by 83.92%.

Other than the Hillsborough and Chapel Hill subareas, the rate of increase in sidewalk mileage was lower in the 2012-2019 period than in the 2005-2012 period.

More than half of the greenway mileage in the area falls within the Southpoint and Chapel Hill subareas. The Carrboro subarea has the secondsmallest share of sidewalks and the smallest share of greenways.







[6] PEDESTRIAN ACTIVITY

Where is pedestrian activity occurring in the area and how is it changing?

KEY TAKEAWAYS



45,034 pedestrians were observed at 189 locations in the DCHC area over 16 non-consectuive days in 2017.



City centers and college campuses are hotbeds of pedestrian activity.



Evening peak hours account for the largest share of pedestrian traffic observed; morning peak hours account for the lowest share.



The East Durham subarea saw the greatest increase in average pedestrian activity from 2014 to 2017. However, due to changes in count locations and seasons, it is difficult to assess the significance of this increase.



As in 2014, the Downtown Durham subarea has the highest median pedestrian count for all peak hours.

INTRODUCTION

This chapter offers a summarization of pedestrian activity levels to help the MPO understand where pedestrian activity is high and at what times of day. Pedestrian counts

can potentially be related to the quantity and quality of pedestrian facilities such as sidewalks and trails (these are inventoried in Chapter 5); the intensity of development and diversity of land uses in an area; and pedestrianrelated safety issues (bicycle and pedestrian crashes are the subject of Chapter 9). The pedestrian count data developed for this chapter provides the MPO with information to guide investments in new or improved pedestrian facilities to promote safe active transportation and support local

 Changes over time in pedestrian activity can help the MPO target investments in new or improved pedestrian facilities. For example, increased pedestrian activity over



development and place-making visions. Two examples of the utilization of pedestrian count data are offered below:

 Pedestrian activity levels may indicate how well pedestrian facilities in the DCHC area are performing: a high level of pedestrian activity can indicate that the pedestrians in an area find the design of pedestrian facilities to be useful for getting from one destination to the next. Low levels of pedestrian activity may result from a less walkable pattern of development and thus do not inherently indicate poorly designed facilities. time may result from the addition of denser development or a new walkable destination in the area. The change in pedestrian activity would identify the area as a suitable candidate for improved pedestrian facilities to accommodate this new level of pedestrian traffic.

METHODOLOGY

Unlike vehicle traffic volume counts, pedestrian volume counts are based on human observation or a video system rather than mechanical data recorded by pneumatic tubes. Pedestrian traffic volume was observed over a 13-hour period (6:00 AM to 7:00 PM) at 189 locations throughout the DCHC area. Counts were conducted over the course of 16 non-consecutive days in February, March, April, October and November of 2017. Counts were taken only on Tuesdays, Wednesdays and Thursdays and do not represent weekend or holiday pedestrian traffic.

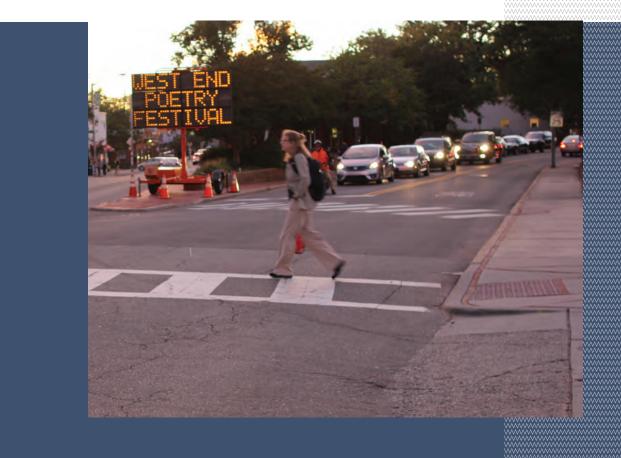
NOTES ON INTERPRETATION

- Samples in 2014 and 2017 were not all taken at the same time of year. This means that aggregate jurisdiction and subarea pedestrian counts may be biased by sampling period. A good example of this is at Erwin Road and Fulton Street by Duke Hospital: 709 pedestrians were counted the evening of February 9, 2017 (a spring semester Thursday at Duke and night of a UNC-Duke basketball game in Durham), but just 61 were counted the evening of December 2, 2017 (a reading day for post-graduate students at Duke). These types of inconsistencies can bias averages, so it is important to consider the temporal aspect of observing pedestrian counts.
- In addition to the temporal inconsistency, samples in 2014 and 2017 were not all taken at the exact same locations, or with the same sample size. Not repeating

locations could bias averages if there is high variability between the chosen sites. Inconsistent sample sizes make true yearto-year comparison more difficult, and, in some cases, limit the ability to trust the comparison (due to a lack of spatial coverage of the region). A prime example of this is in the East Durham subarea, where just 1 sample was taken in 2017, compared to 12 in 2014. Limited confidence should be assigned to a regional aggregate count produced by just 1 measurement, and it is difficult to reasonably compare the most recent subarea total to a statistic composed of 12 measurements in 2014.

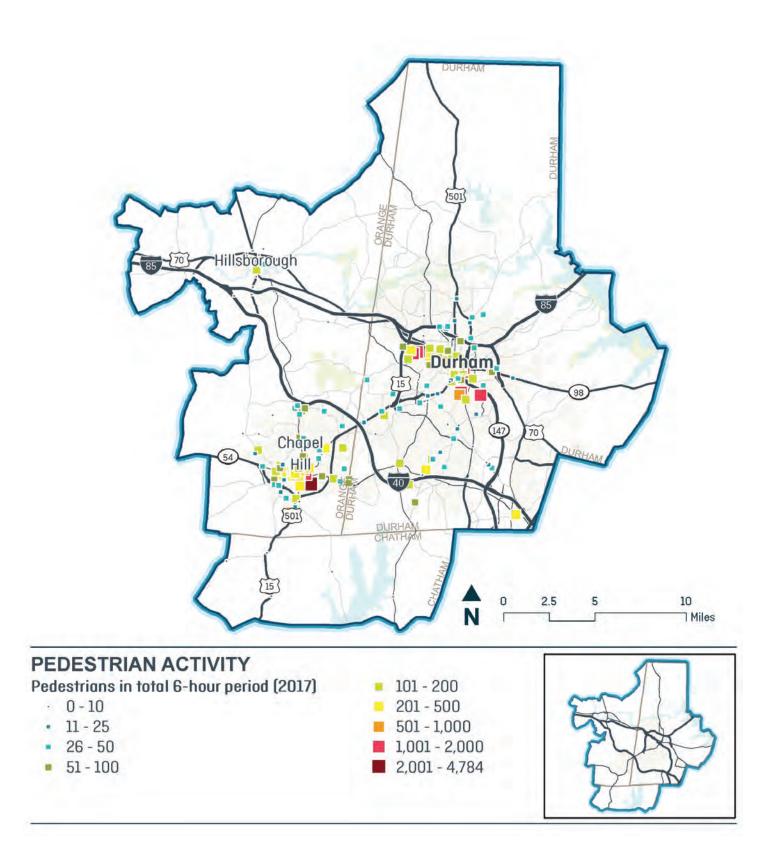
- The "6 hour totals" reflect counts made at 2 hourblocksroughly around 8:00am, 12:00pm, and 4:00pm. Though it is likely that most pedestrians are present around these times, this measurement could underestimate true pedestrian counts in some cases. One such example might be near city centers, where entertainment is accessible by foot, and people may choose to walk to a night-time event.
- During 13-hour counts, pedestrians were counted as they used a crosswalk at an intersection or crossed traffic at an intersection (or within 50 feet of an intersection), regardless of how many times, or from how many directions, they crossed traffic. For example, if a pedestrian crossed

northbound, then westbound traffic she would be counted twice. These counts at intersections, or crosswalks between intersections, provided excellent data for the pedestrian facilities available at intersections (e.g., crosswalks, pedestrian crossing lights, sidewalks, etc.).



REGIONAL OVERVIEW

Figure 6-1. Pedestrian Counts



A total of 45,034 pedestrians were counted in the DCHC area at selected pedestrian count locations between 6 AM and 7 PM on sixteen nonconsecutive days from February to November. Figure 6-1 shows the count locations and visualizes pedestrian volumes throughout the MPO area. Pedestrian volume can be analyzed by peak periods, which are two hour spans that tend to be the busiest times in the morning, noon, and evening. For more on peak periods, see the introductory chapter.

The evening peak period had the highest total volume of pedestrians (17,400 in all), accounting for 39% of the total pedestrian volume across the region. The noon peak had the second highest (16,681), making up 37% of the total, and the morning peak period had the lowest total volume of 10,953, or 24% of the total count.

Across the region, the average (mean) peak period volume (PPV) pedestrian count at a given count location in 2017 was 39 in the morning peak, 56 in the noon peak, and 57 in the evening peak. However, there is a high degree of variation in pedestrian activity by subarea and on a stationby-station basis. In the urban centers of Durham and Chapel Hill, these average numbers may be as much as twice as high in each period, especially near the Duke, UNC, and NCCU campuses. Other clusters of pedestrian activity are visible at lower-intensity regional centers (Southpoint and the Blue Hill District, e.g.); in smaller historic downtown areas (Carrboro and Hillsborough, e.g.); and in traditionally designed mixed-use areas (Southern Village and Meadowmont, e.g.)

Table 6-1 below presents the median pedestrian count at locations in each jurisdiction in the MPO. The median value is presented in the table since mean averages are sometimes skewed by very small or very large outlier values. The remainder of this chapter presents pedestrian count summaries by subarea.

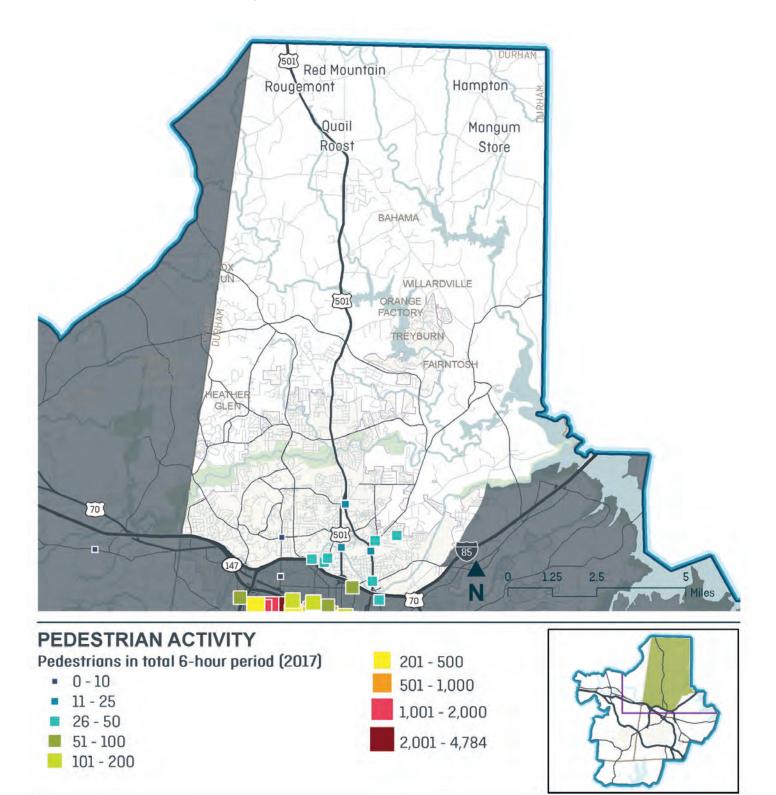
| JURISDICTION | 6-ноиг тотаl
median PPV | Median AM
PPV | Median Noon
PPV | Median PM
PPV |
|----------------------------------|----------------------------|------------------|--------------------|------------------|
| Unincorporated Chatham
County | 0 | 0 | 0 | 0 |
| City of Durham | 102 | 14 | 17 | 27.5 |
| Unincorporated Durham County | 26 | 1 | 8 | 7.5 |
| Unincorporated Orange County | 3 | 1 | 1 | 0 |
| Town of Carrboro | 110 | 27 | 13 | 25 |
| Town of Chapel Hill | 79.5 | 14.5 | 14.5 | 23.5 |
| Town of Hillsborough | 5.5 | 0.5 | 1 | 2.5 |

Table 6-1. Median Pedestrian Count in MPO Locations

NORTH DURHAM

TOTAL PEDESTRIANS COUNTED: 278





NORTH DURHAM

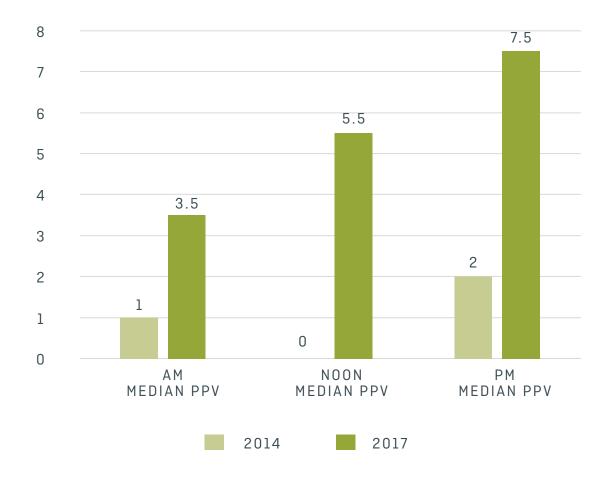
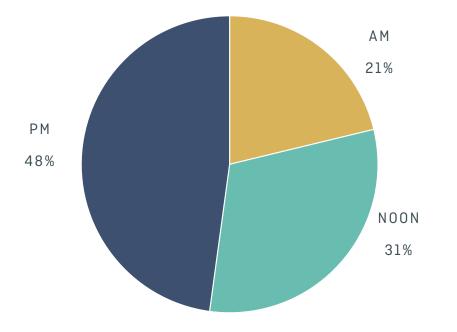


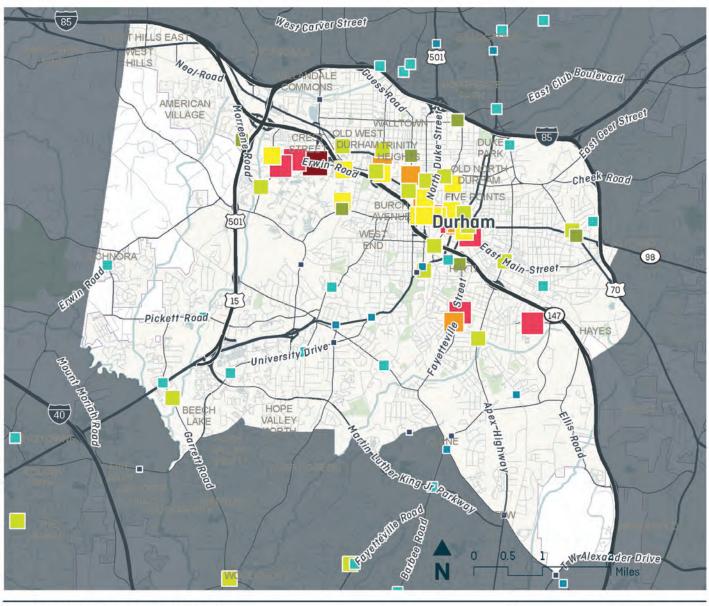
Figure 6-3. Pedestrians by time of day, 2017



DOWNTOWN DURHAM

TOTAL PEDESTRIANS COUNTED: 22,457

Figure 6-4. Downtown Durham Pedestrian Counts





DOWNTOWN DURHAM

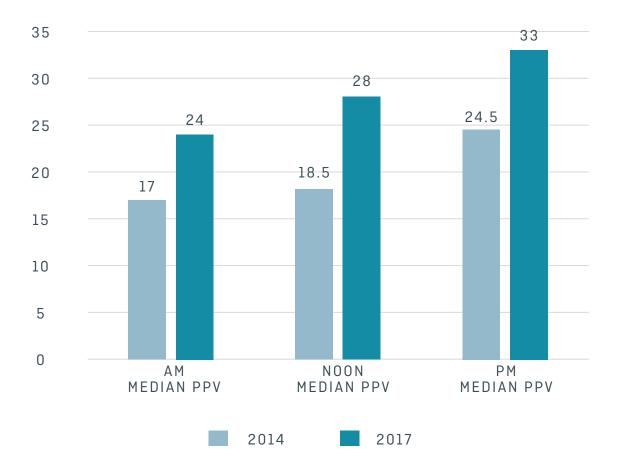
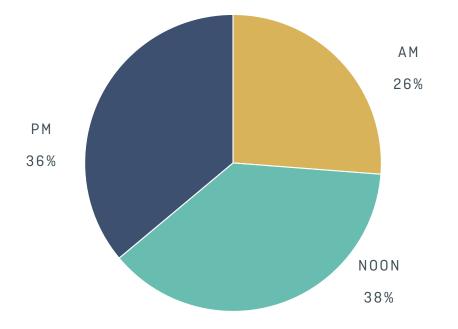


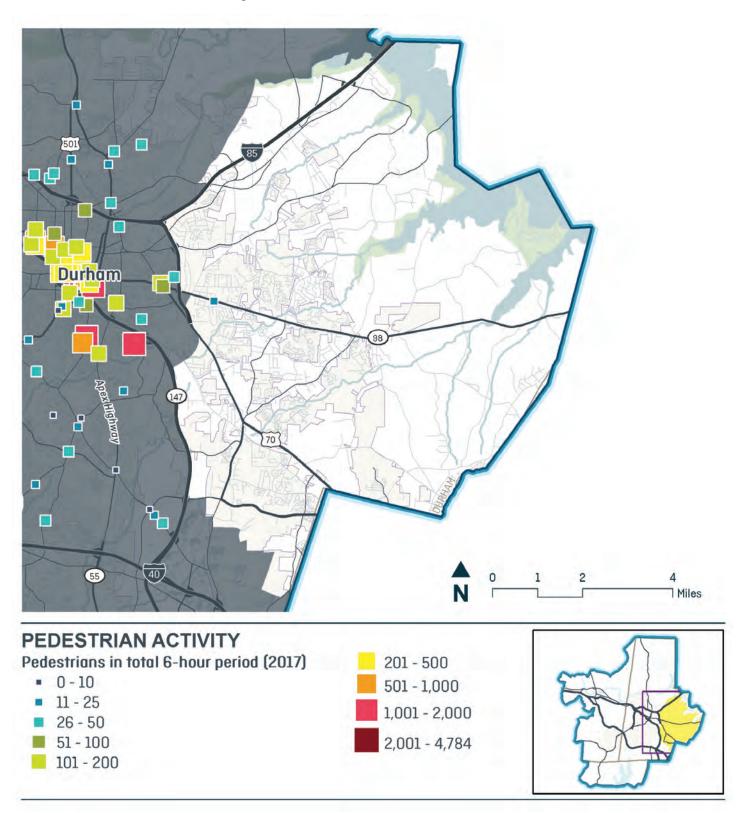
Figure 6-5. Pedestrians by time of day, 2017



EAST DURHAM

TOTAL PEDESTRIANS COUNTED: 17

Figure 6-6. East Durham Pedestrian Counts



EAST DURHAM

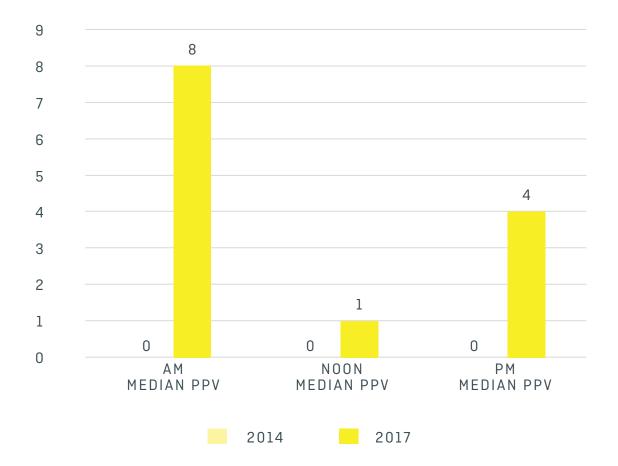
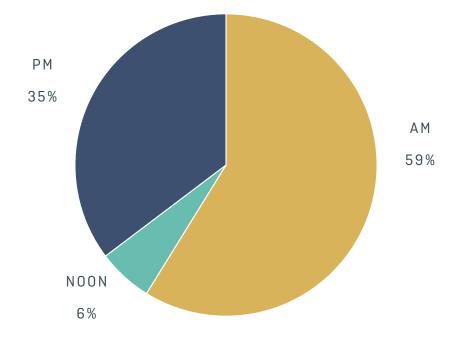


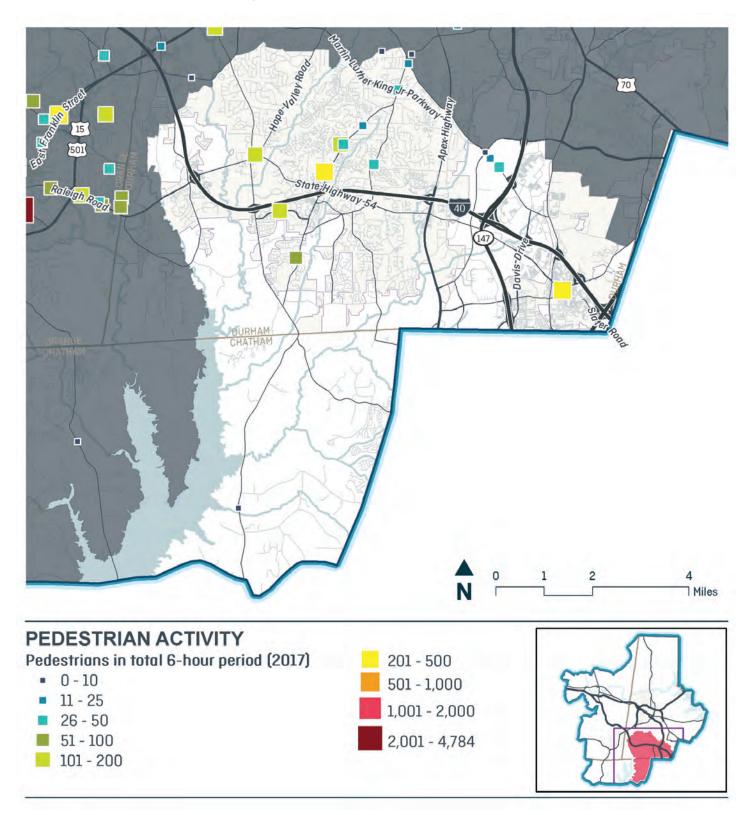
Figure 6-7. Pedestrians by time of day, 2017



SOUTHPOINT

TOTAL PEDESTRIANS COUNTED: 1,091

Figure 6-8. Southpoint Pedestrian Counts



SOUTHPOINT

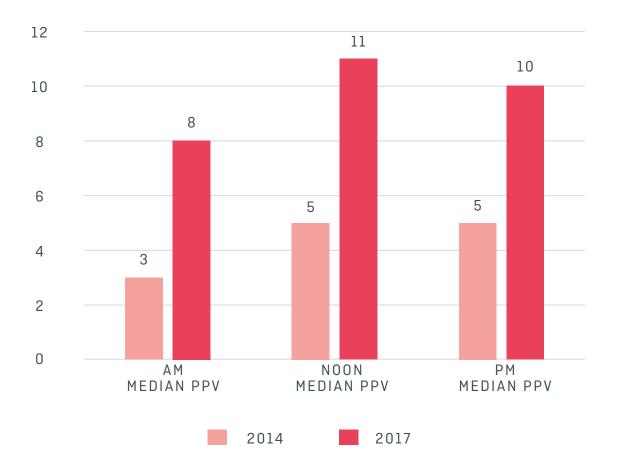
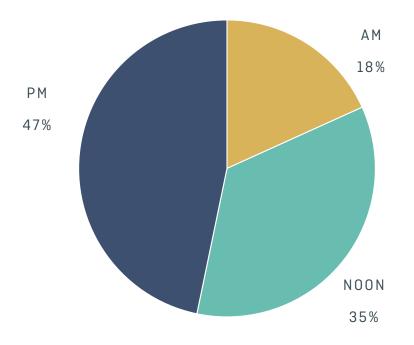


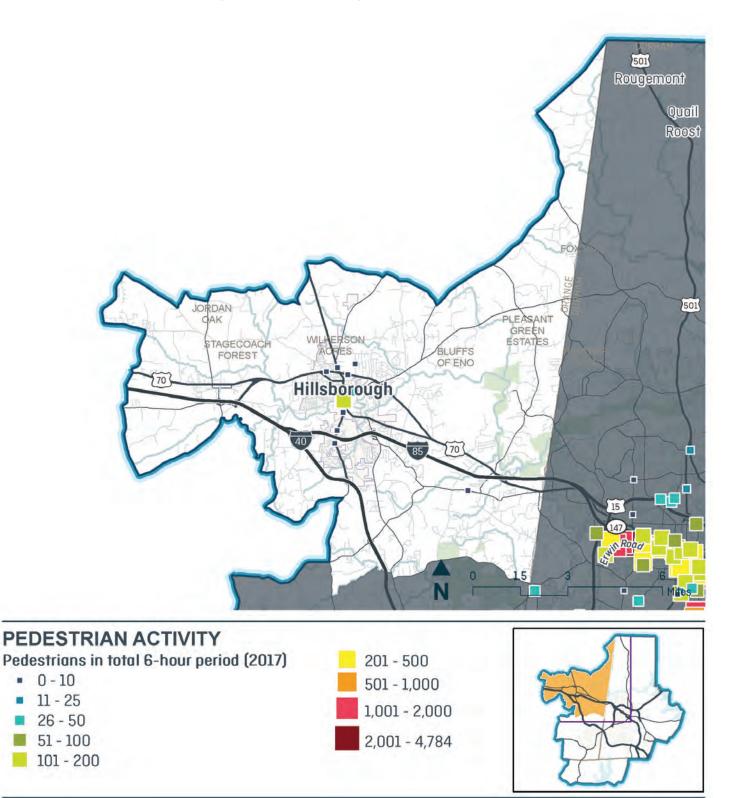
Figure 6-9. Pedestrians by time of day, 2017



HILLSBOROUGH

TOTAL PEDESTRIANS COUNTED: 591

Figure 6-10. Hillsborough Pedestrian Counts



HILLSBOROUGH

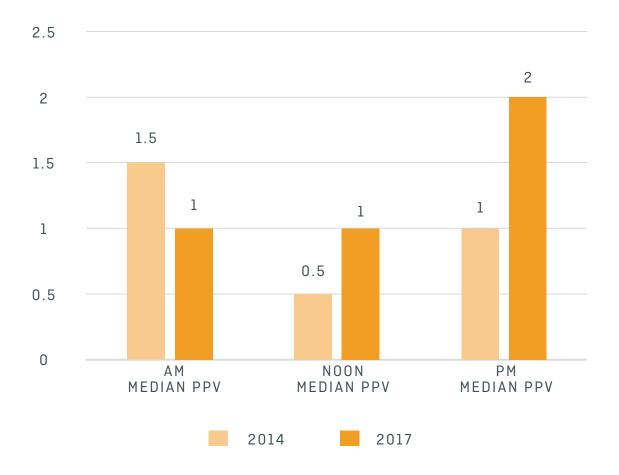
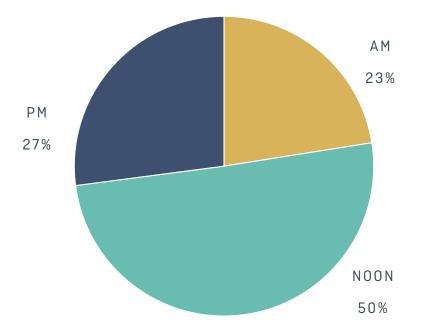


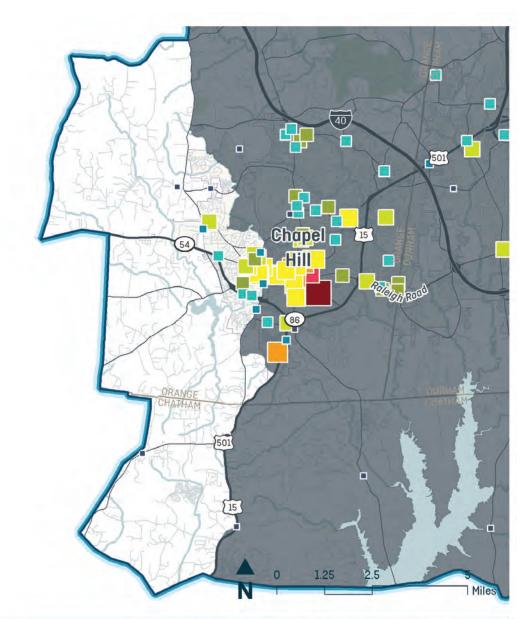
Figure 6-11. Pedestrians by time of day, 2017



CARRBORO

TOTAL PEDESTRIANS COUNTED: 2,747







CARRBORO

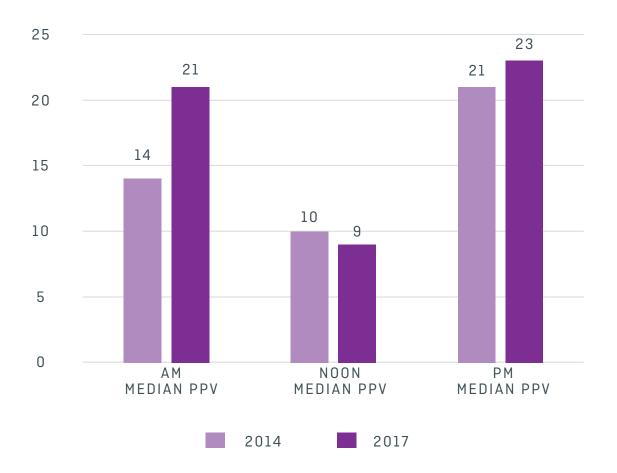
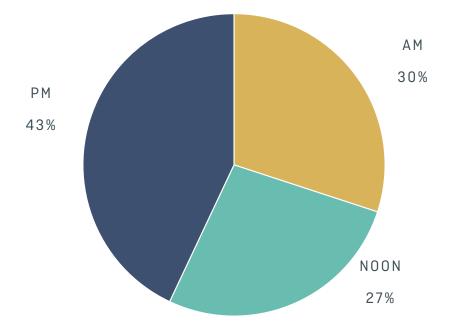


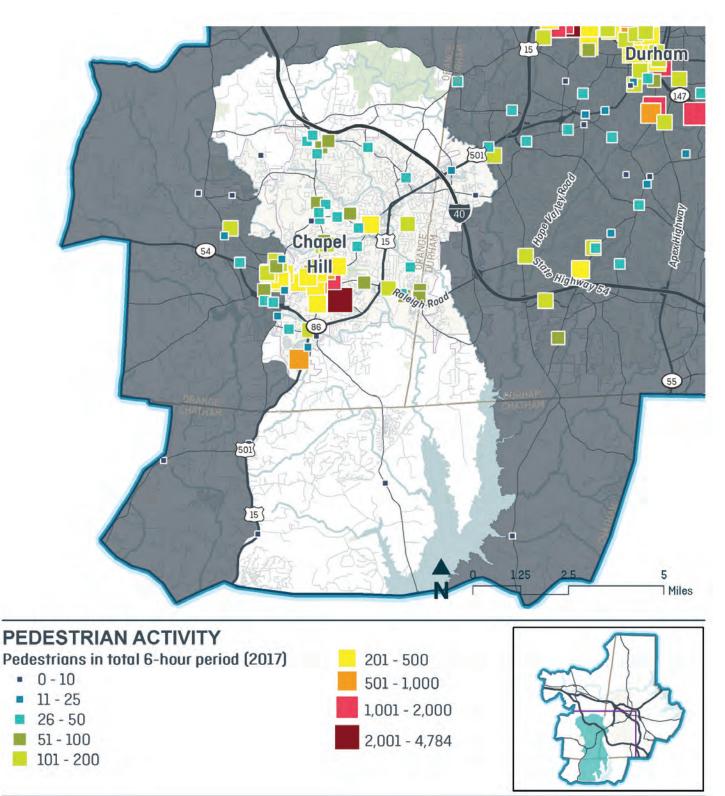
Figure 6-13. Pedestrians by time of day, 2017



CHAPEL HILL

TOTAL PEDESTRIANS COUNTED: 17,853





CHAPEL HILL

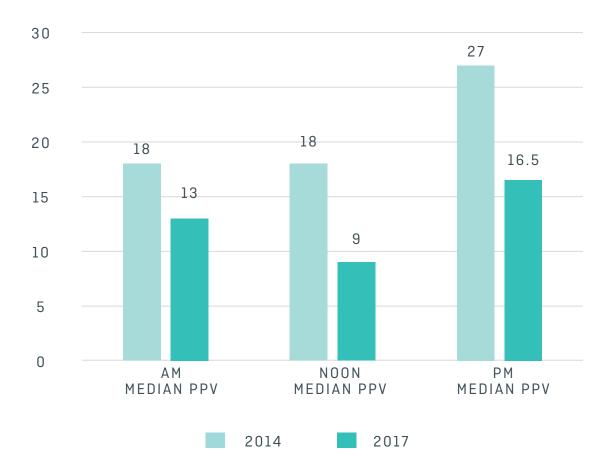
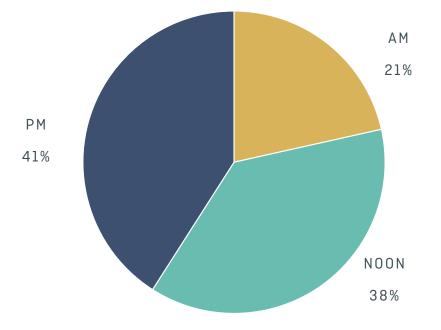


Figure 6-15. Pedestrians by time of day, 2017



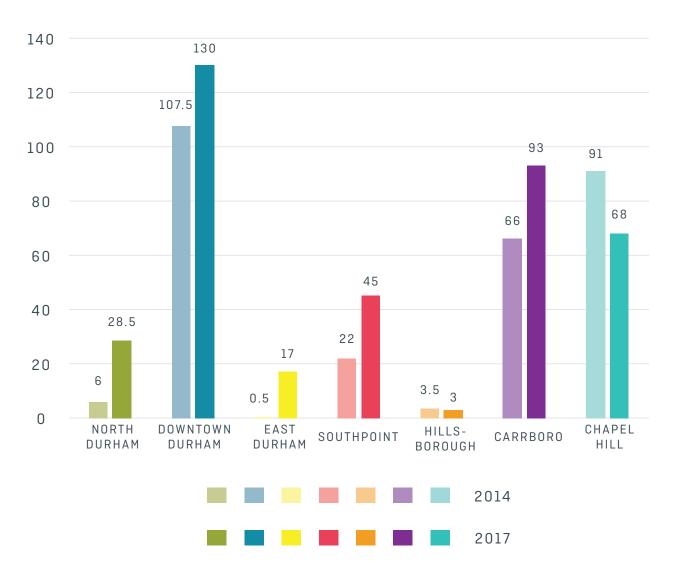


Figure 6-16. 6 Hour Total Median PPV

COMPARATIVE ANALYSIS

The East Durham subarea experienced the greatest proportional increase in median pedestrian count from 2014 to 2017 (0.5 to 17, or a 3300% increase), followed by North Durham (6 to 28.5, or a 375% increase). However, this change may be due to differences in where and when the pedestrian counts were collected between the 2014 and 2017 (see "Notes on Interpretation" section above). Downtown Durham has the highest median pedestrian count (130, up

from 107.5 in 2014). The only subarea for which median pedestrian count decreased was Chapel Hill (91 to 68), and this may be due to seasonal differences in when the counts were collected in each year. The AM peak hour volume for the subarea of Carrboro increased from 14 in 2014 to 21 in 2017 (50%), while its noon and evening peaks experienced changes of 10 percent or less.

[7] BICYCLE FACILITIES

How are paths designed with bicycle travel in mind distributed throughout the area?

KEY TAKEAWAYS



There are 183.55 miles of on-road bicycle facilities in the DCHC area, a 158.53% increase from 70.97 miles in 2012 .



About three-fourths of the on-road facilities in the area are found within the Downtown Durham, Chapel Hill, and Carrboro subareas.



Of the municipalities in the area, the City of Durham has the largest share of both bicycle lanes and bikeable greenways.



On-road bicycle facility mileage grew from 2012-2019 at more than twice the rate that it did from 2005-2012.



Bikeable greenway mileage increased from 2012-2019, but at a much slower rate than it did from 2005-2012.

INTRODUCTION

This chapter provides an inventory of bicycle facilities throughout the DCHC area and tracks the expansion of the regional bicycle network over time. The bicycle facilities examined in this chapter are grouped into two categories: Bikeable greenways and on-road facilities. Bikeable greenways are paved trails that are separated from automobile traffic. They offer the most comfortable cycling experience for all users and are used for recreational and utilitarian trips. On-road bicycle facilities provide signed safe spaces for cyclists on streets and arterials. They are more commonly used for utilitarian rather than recreational trips.

METHODOLOGY

The individual municipalities and counties in the DCHC area maintain Geographic Information Systems (GIS) inventories of the bicycle facilities within their jurisdictions. These inventories are updated to include additional on-road bicycle facilities or bikeable greenways from new projects.

The MPO collects data from these inventories and puts them together for a full picture of the bicycle facility network in the DCHC area.

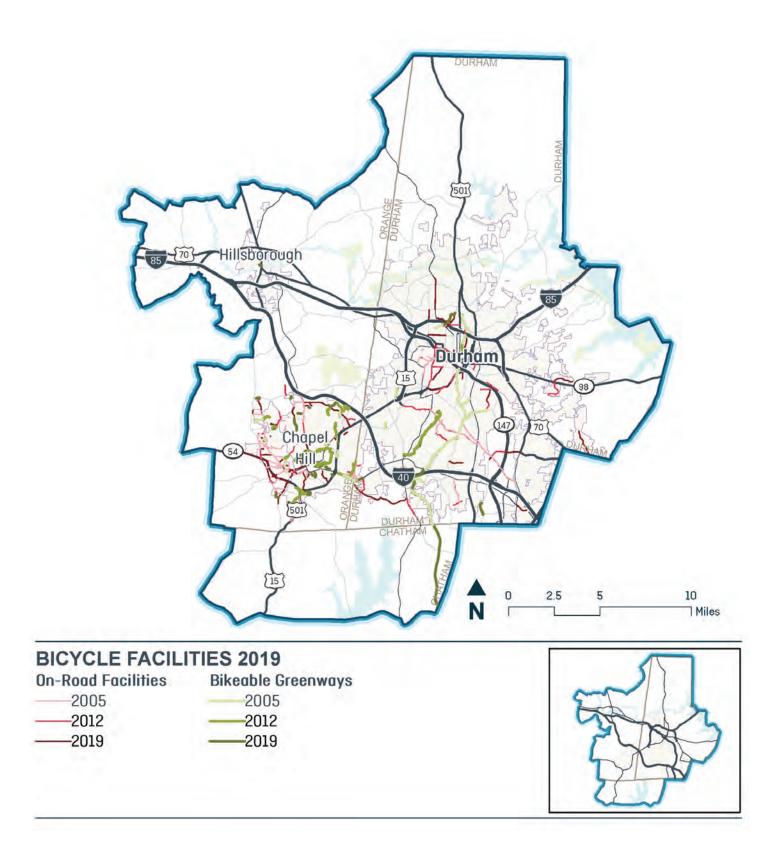
The availability of bicycle facilities in the DCHC

area is an indicator of how accessible biking is as a mode of travel to residents of and visitors to the area. Bicycle facilities may be used for different purposes, which have different benefits. An abundance of bicycle facilities makes it possible for more people to commute to work on bicycles, reducing transportation costs and carbon emissions in the area. The availability of bicycle lanes and greenways for exercise and recreation purposes can improve quality of life and public health.



REGIONAL OVERVIEW

Figure 7-1. Location of Bicycle Facilities



This section summarizes the expansion of the bicycle network across the DCHC area since 2005. Figure 7-2 charts the increase in greenway and on road facility miles from 2005 to 2019. Table 7-1 quantifies the increase in bicycle facility miles over that period.

Between 2005 and 2012, the region made substantial investments in greenway facilities, adding 21.6 miles of bikeable greenways, an increase of 85.3%. Between 2012 and 2019, only 4.3 miles of greenways were added, a 9.1% increase. Similarly, the total mileage of on-road bicycle facilities in the DCHC area has grown substantially in recent years. In 2005, there were 44.8 miles of on-road facilities; in 2019, there were 183.6 miles. Most of this expansion happened between 2012 and 2019, when the region added 112.6 miles, more than doubling the length of on-road facilities in the region.

These figures reveal two major phases of bicycle network investment in the DCHC area – from 2005 to 2012, the region focused on greenway expansions, while from 2012 to 2019 on-road facilities were emphasized. Future investments will likely increase both types of facilities and continue to fill gaps to offer a well-connected regional bicycle network.



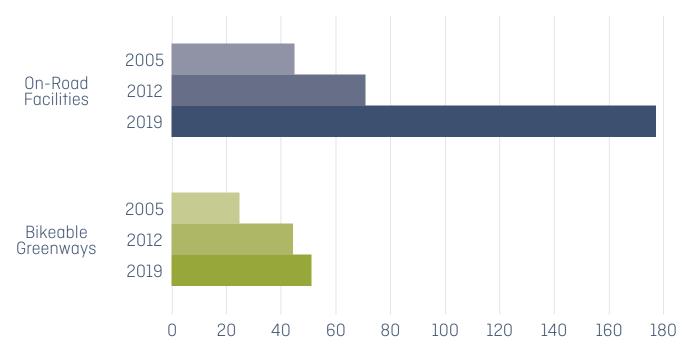


Table 7-1. Change in Bicycle Facilities 2005-2019

| | ON-ROAD FACILITIES | | | BIKEABLE GREENWAYS | | |
|------------------|--------------------|-------|--------|--------------------|-------|-------|
| | 2005 | 2012 | 2019 | 2005 | 2012 | 2019 |
| TOTAL MILES | 44.8 | 71.0 | 177.2 | 24.7 | 44.5 | 51.2 |
| Increase | NA* | 26.1 | 106.2 | NA* | 19.8 | 6.7 |
| Percent Increase | NA* | 58.3% | 149.6% | NA* | 80.2% | 15.1% |

*NA indicates that there is no previous period to which the data point can be compared. It does not indicate no change.

ON-ROAD FACILITY TYPES

There are different types of on-road facilities: bicycle lanes, paved shoulders, and sharrows. A breakdown of on-road facility types for the DCHC region is provided below.

Bicycle Lanes



Bicycle lanes are whole travel lanes on a road designed for and intended to be used exclusively by bicyclists.

Paved Shoulders



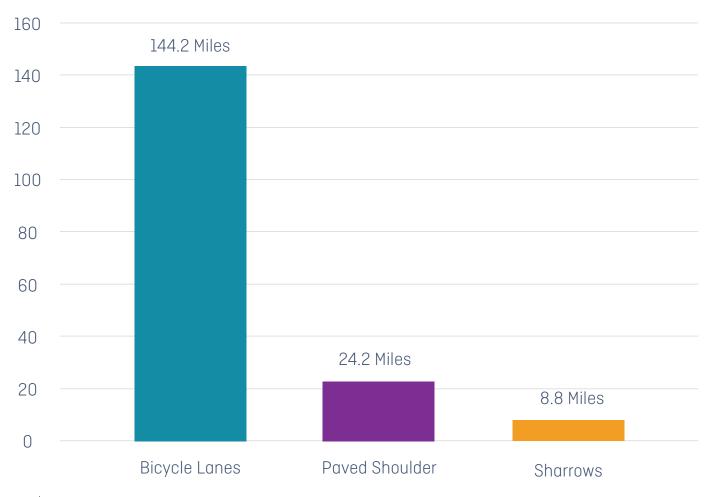
Paved shoulders are smaller spaces on the side of the road that may or may not be dedicated to bicyclist use.

Sharrows



Sharrows are travel lanes where vehicular and bicycle traffic share the right-of-way.

Figure 7-3. Breakdown of On-Road Bicycle Facility by Type (2019):



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BREAKDOWN BY MUNICIPALITY

Bicycle facilities are concentrated in the municipalities of Durham, Chapel Hill, and Carrboro. The increase in on-road facilities in Durham since 2012 now gives it the largest share of facility miles in the region, followed by Carrboro. On-road facility miles have also increased substantially in Chapel Hill and in some unincorporated areas. There are no onroad bicycle facilities in Hillsborough. Durham also has the largest share of greenway miles in the region, followed by Chapel Hill. The large increase in greenway miles outside of municipal areas is due primarily to the extension of the American Tobacco Trail in Chatham County. Figure 7-3 and Table 7-2 provide the details of bicycle facilities by jurisdiction.

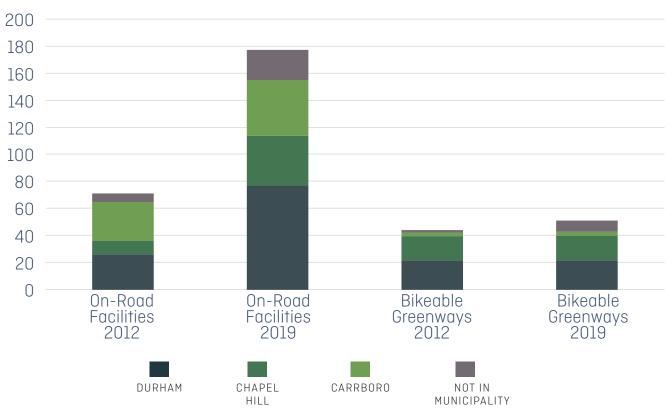


Figure 7-4. Bicycle Facility Share by Municipality (2019):

Table 7-2. Bicycle Facility Share by Municipality (2019):

| | ON-ROAD FACILITIES | | | | BIKEABLE GREENWAYS | | | |
|---------------------|--------------------|--------|-------|--------|--------------------|--------|------|--------|
| | 2012 | | 2019 | | 2012 | | 2019 | |
| | # | % | # | % | # | % | # | % |
| Durham | 26.1 | 36.8% | 77.0 | 43.5% | 21.7 | 49.3% | 21.7 | 42.3% |
| CHAPEL HILL | 10.0 | 14.1% | 36.5 | 20.6% | 18.0 | 40.9% | 18.4 | 36.0% |
| CARRBORO | 28.8 | 40.6% | 41.3 | 23.3% | 2.7 | 6.2% | 2.7 | 5.3% |
| HILLSBOROUGH | 0.0 | 0.0% | 0.0 | 0.0% | 0.0 | 0.0% | 0.1 | 0.3% |
| NOT IN MUNICIPALITY | 6.1 | 8.6% | 22.4 | 12.6% | 1.6 | 3.6% | 8.2 | 16.1% |
| TOTAL | 71.0 | 100.0% | 177.2 | 100.0% | 43.9 | 100.0% | 51.2 | 100.0% |

NORTH DURHAM

Total Mileage of On-road bicycle Facilities (2019): 9.2



Total Mileage of Bikeable Greenway (2019): 2.2

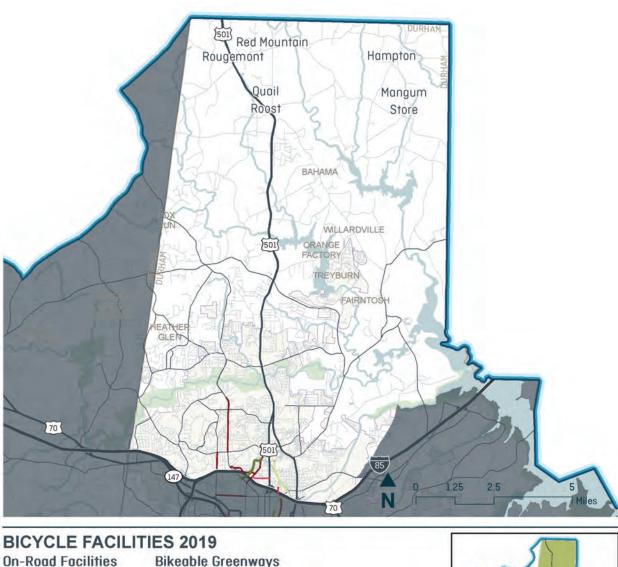


Figure 7-5. North Durham Subarea Bicycle Facilities

| BICYCLE FACILI | TIES 2019 | |
|---|--|--|
| n-Road Facilities
2005
2012
2019 | Bikeable Greenways
2005
2012
2019 | |

DOWNTOWN DURHAM

Total Mileage of On-road bicycle Facilities (2019): 41



Total Mileage of Bikeable Greenway (2019): 9.1

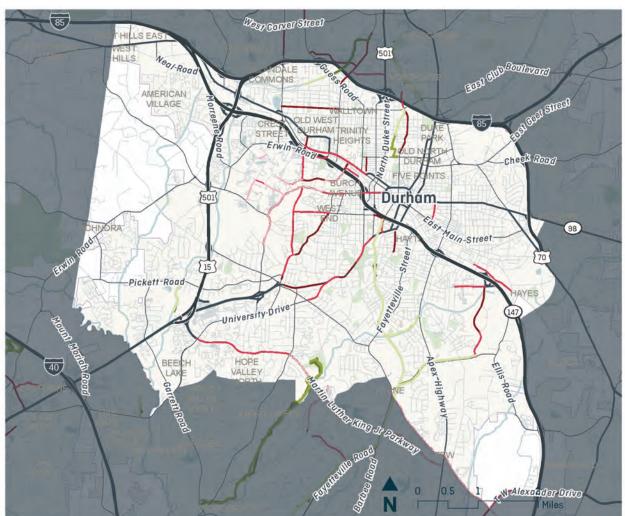
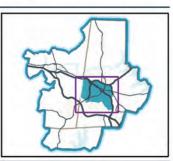


Figure 7-6. Downtown Durham Subarea Bicycle Facilities

BICYCLE FACILITIES 2019 On-Road Facilities Bikeable Greenways

| 2005 | 2005 |
|------|------|
| 2012 | 2012 |
| 2019 | 2019 |
| | |



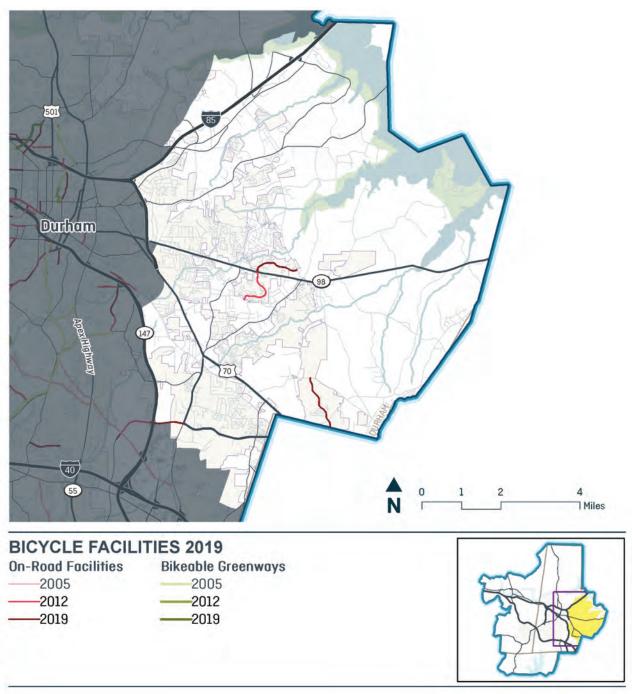
EAST DURHAM

Total Mileage of On-road bicycle Facilities (2019): 9.4



Total Mileage of Bikeable Greenway (2019): 0

Figure 7-7. East Durham Subarea Bicycle Facilities



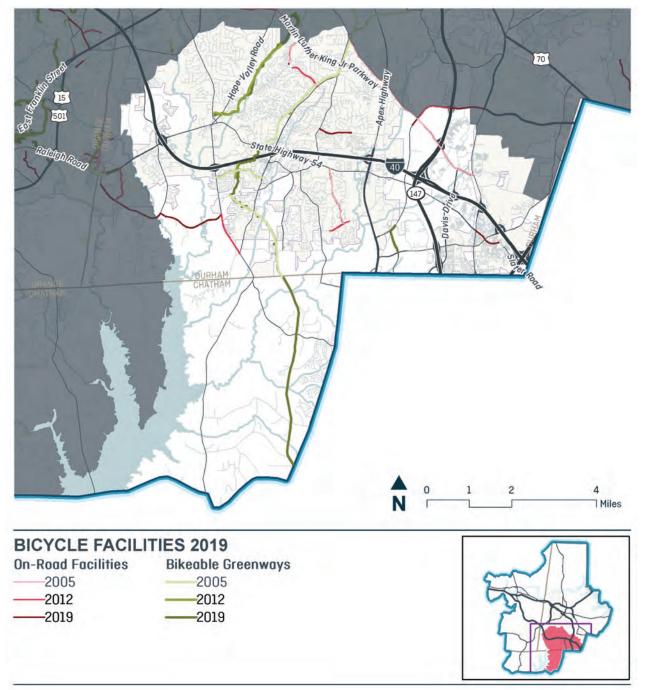
SOUTHPOINT

Total Mileage of On-road bicycle Facilities (2019): 28.1



Total Mileage of Bikeable Greenway (2019): 17.4

Figure 7-8. Southpoint Subarea Bicycle Facilities



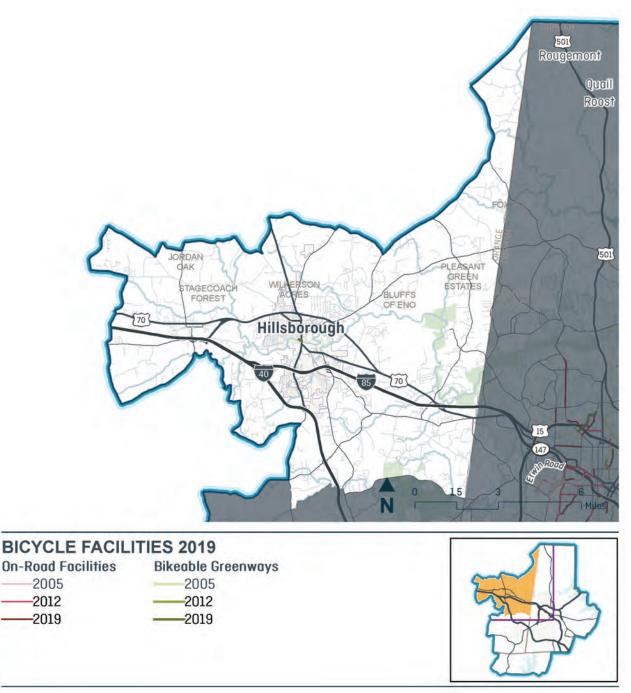
HILLSBOROUGH

Total Mileage of On-road bicycle Facilities (2019): 0



Total Mileage of Bikeable Greenway (2019): 0.1

Figure 7-9. Hillsborough Subarea Bicycle Facilities



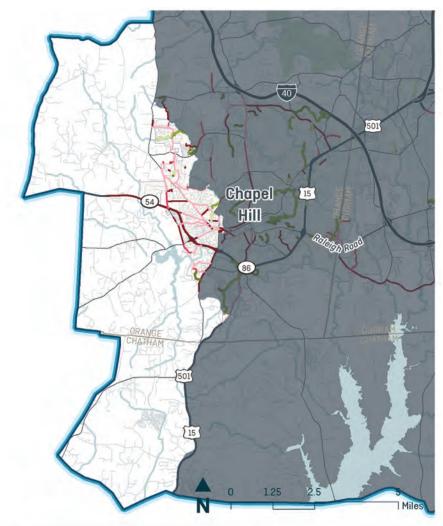
CARRBORO

Total Mileage of On-road bicycle Facilities (2019): 40.1



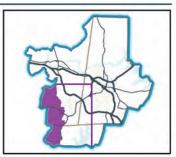
Total Mileage of Bikeable Greenway (2019): 2.6

Figure 7-10. Carrboro Subarea Bicycle Facilities



| BICYCLE FACILITIES 2019 |
|-------------------------|
|-------------------------|

| Bikeable Greenways |
|--------------------|
| 2005 |
| 2012 |
| 2019 |
| |



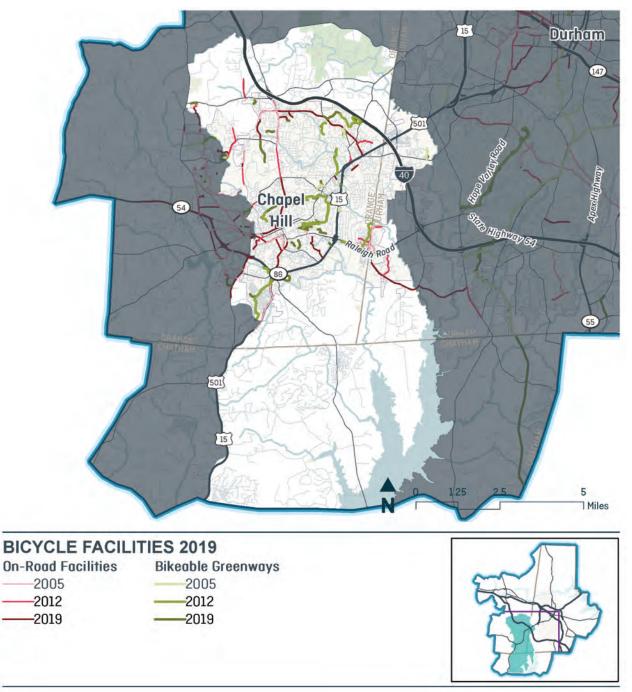
CHAPEL HILL

Total Mileage of On-road bicycle Facilities (2019): 49.4



Total Mileage of Bikeable Greenway (2019): 19.7

Figure 7-11. Chapel Hill Subarea Bicycle Facilities



COMPARATIVE ANALYSIS

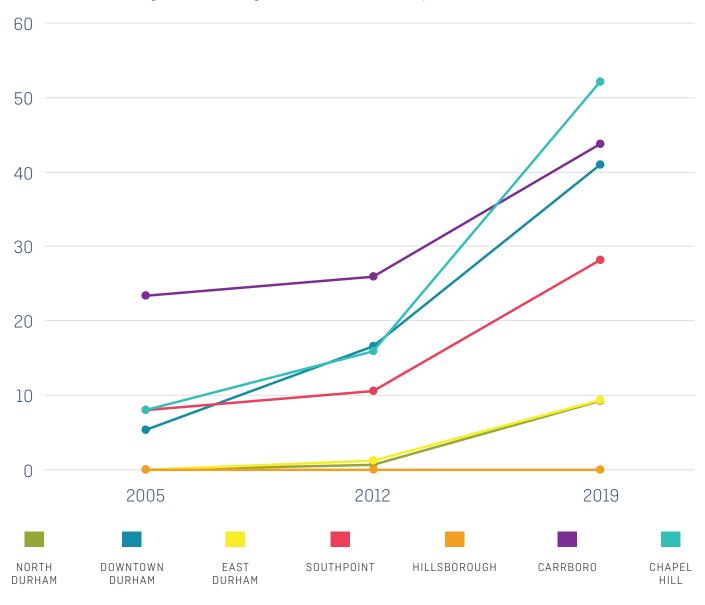


Figure 7-12. Change in miles of on-road bicycle facilties 2005-2019

Table 7-3. Percent change in miles of on-road bicycle facilties 2005-2019

| SUBAREA | 2005-2012 | 2012-2019 | |
|-----------------|-----------|-----------|--|
| North Durham | NA* | 1145.27% | |
| Downtown Durham | 206.22% | 147.51% | |
| East Durham | NA* | 637.97% | |
| Southpoint | 32.69% | 165.01% | |
| Hillsborough | 0.00% | 0.00% | |
| Carrboro | 10.80% | 68.84% | |
| Chapel Hill | 97.00% | 227.74% | |

*NA indicates that there is no previous period to which the data point can be compared. It does not indicate no change.

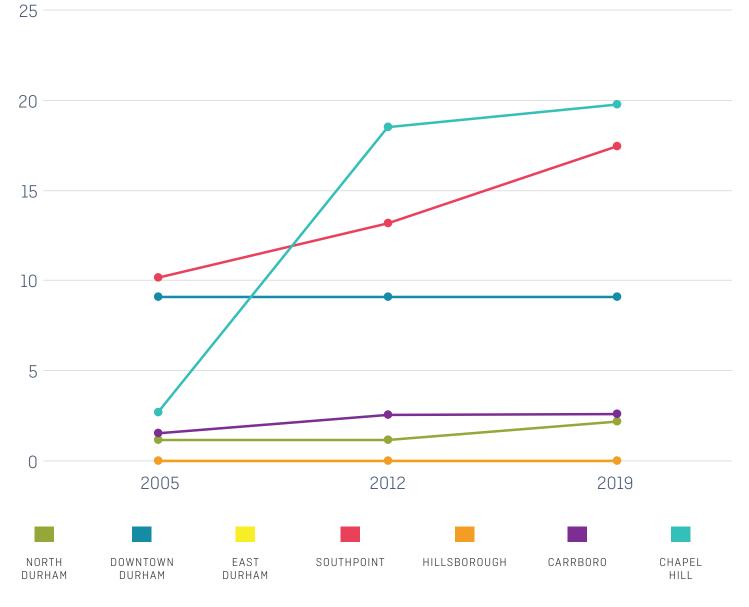


Table 7-4. Percent change in miles of bikeable greenway 2005-2019

| SUBAREA | 2005-2012 | 2012-2019 | |
|-----------------|---------------|-----------|--|
| North Durham | 0.00% | 85.76% | |
| Downtown Durham | 0.00% | 0.00% | |
| East Durham | 0.00% | 0.00% | |
| Southpoint | 29.89% | 32.10% | |
| Hillsborough | 0.00% | NA* | |
| Carrboro | 69.10% 1.08% | | |
| Chapel Hill | 585.31% 6.84% | | |

*NA indicates that there is no previous period to which the data point can be compared. It does not indicate no change.

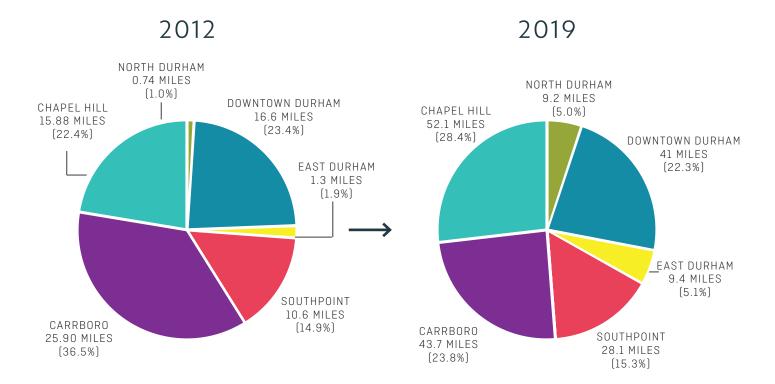
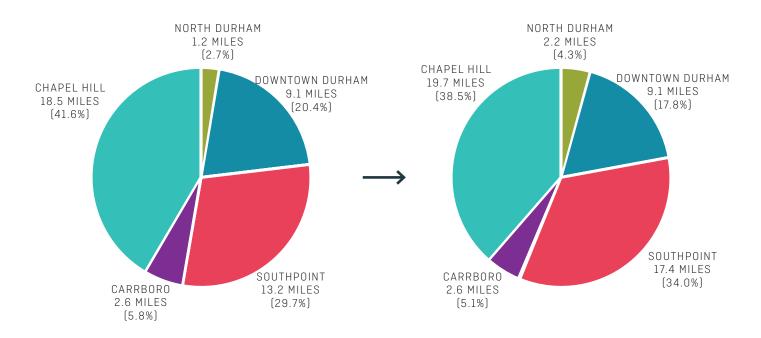


Figure 7-15. Bikeable Greenway Mileage by Subarea



2019



The Downtown Durham, Chapel Hill, and Carrboro subareas together contain about three-quarters of on-road bicycle facilities in the area, with 22.9% in Downtown Durham, 26.9% in Chapel Hill, and 24.4% in Chapel Hill. There are no on-road bicycle facilities in the Hillsborough subarea.

The Chapel Hill and Southpoint subareas together contain about two-thirds of the total mileage of greenway facilities. There are no bikeable greenways in the East Durham subarea and only 0.1 miles in the Hillsborough area, which is too small of a share to show up on the above graph.

All subareas that experienced increases in on-road bicycle facilities from 2005-2019 experienced a much higher rate of increase during the 2012-2019 period than the 2005-2012 one.

On-road facilities grew fastest in the Downtown Durham subarea (206.22% increase) from 2005-2012 and in the North Durham subarea (1145.27% increase) from 2012-2019. The difference between these two rates of increase exemplifies the different in the magnitude of increase between the two periods.

Most subareas reflect the regional makeup of on-road facility types, with bicycle lanes making up the greatest share, followed by paved shoulders, and then sharrows. The only exception is Southpoint, which has 3.5 miles of sharrows and no paved shoulder mileage. The Chapel Hill subarea experienced an increase in bikeable greenway mileage of nearly 600% from 2005-2012, but it then leveled out to only a 6.84% increase from 2012-2019.

The Southpoint subarea has experienced a steady increase of around 30% in bikeable greenway mileage for both periods.

With the exceptions of Chapel Hill and Southpoint, the amount of bikeable greenways in each subarea has remained stable.

The Southpoint, Chapel Hill, and North Durham subareas were the only subareas to experience an increase in both on-road facilities and bikeable greenway mileage.

[8] BICYCLE ACTIVITY

Where is bicycle activity occurring in the area and how is it changing?

KEY TAKEAWAYS



3,728 cyclists were observed at 189 locations in the DCHC area over 16 non-consecutive days in 2017.



The Chapel Hill and Carrboro subareas have the highest amounts of bicycle activity.



The largest proportion of cyclists was observed in the evening and the highest peak hour volumes tend to be during evening peak hours.



There is a more even balance of high morning and evening peak hour volumes in the Carrboro and Chapel Hill subareas, indicating that morning bike travel is more common in these areas than elsewhere.



Biking seems highly popular around the UNC campus and to a lesser extent around the Duke campus. Notably, almost no cyclists were observed around the NC Central campus.

INTRODUCTION

This chapter offers a summarization of bicycle activity levels to help the MPO understand where bicycle activity is high and at what times of day. Like pedestrian counts, bicycle counts can potentially be related to the quantity and quality of available facilities, such as shared lanes, dedicated bike lanes, and trails (these are covered in Chapter 7); the intensity of development and diversity of land uses in an area; and bicycle-related safety issues (bicycle and pedestrian crashes are the subject of Chapter 9). The bicycle count data developed for this chapter provides the MPO with information to guide investments in new or improved bicycle facilities to promote safe active transportation and support local development and placemaking visions.

METHODOLOGY

Like pedestrian volume counts, bicycle counts are based on human or video observation. Bicycle traffic volume was observed over a 13-hour period (6:00 AM to 7:00 PM) at 189 locations throughout the DCHC area. Counts were conducted over the course of 16 nonconsecutive days in February, March, April, October and November of 2017. Counts were taken only on Tuesdays, Wednesdays and Thursdays and do not represent weekend or holiday bicycle traffic.

NOTES ON INTERPRETATION

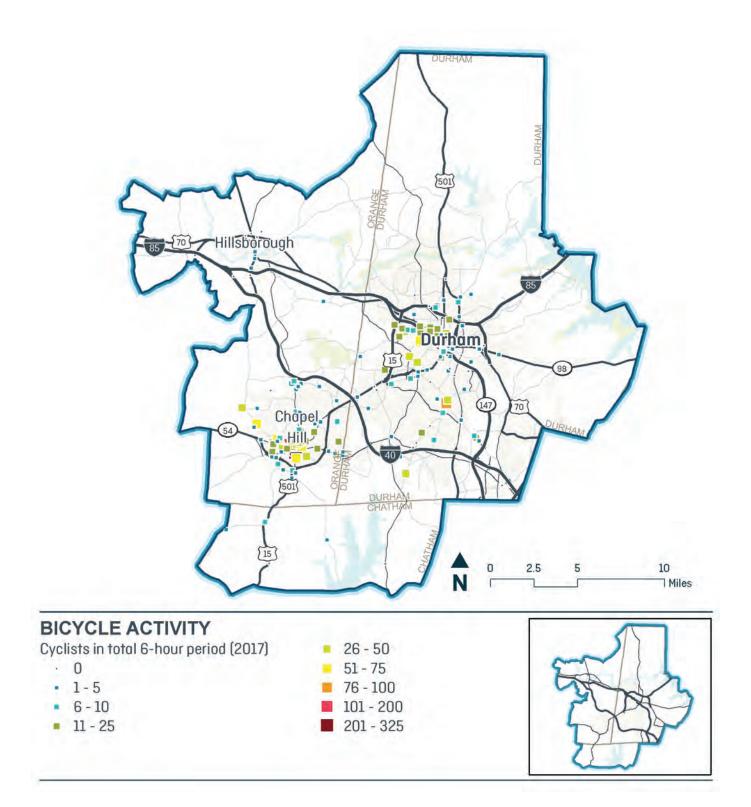
Samples in 2014 and 2017 were not all taken at the same time of year. This means that aggregate jurisdiction and subarea bicycle counts may be biased by sampling period. An example of this is at the Columbia St and Cameron Ave intersection on UNC's campus: 68 bikers were counted around noon of October 24, 2017 (a fall semester Tuesday at UNC), but just 2 were counted the morning of December 10, 2014 (a reading day during UNC's fall finals). These types of inconsistencies can bias averages, so it is important to consider the temporal aspect of observing bicycle counts.

In addition to the temporal inconsistency, samples in 2014 and 2017 were not all taken at the exact same locations, or with the same sample size. Not repeating locations could bias averages if there is high variability between the chosen sites. Inconsistent sample sizes make true year-to-year comparison more difficult, and, in some cases, limit the ability to trust the comparison (due to a lack of spatial coverage of the region). A prime example of this is in the East Durham subarea, where just 1 sample was taken in 2017, compared to 12 in 2014. Limited confidence should be assigned to a regional aggregate count produced by just 1 measurement, and it is difficult to reasonably compare the most recent subarea total to a statistic composed of 12 measurements in 2014. The "6 hour totals" reflect counts made at 2 hour blocks roughly around 8:00am, 12:00pm, and 4:00pm. Though it is likely that most bicyclists are present around these times, this measurement could underestimate true bicyclist counts in some cases.



REGIONAL OVERVIEW

Figure 8-1. Cyclist Counts



A total of 3,728 cyclists were counted in the DCHC area at selected count locations between 6 AM and 6 PM on sixteen non-consecutive days from February to November. Figure 8-1 shows the count locations and visualizes bicycle volumes throughout the MPO area.

The evening peak period had the highest total volume of cyclists (1,835 in all), accounting for 49% of the total bicycle volume across the region. The morning peak had the second highest (1,081), making up 29% of the total, and the noon peak period had the lowest total volume of 812, or 22% of the total count.

Across the region, the average (mean) peak period volume (PPV) bicycle count at a given count location in 2017 was 4 in the morning peak, 3 in the noon peak, and 7 in the evening peak. However, there is a high degree of variation in bike activity by subarea and on a station-bystation basis. While the median evening PPV for stations in the Chapel Hill subarea is 3, evening bike traffic at stations around the UNC campus was much higher than elsewhere. At the Ransom Street and McCauley Street Station, for instance, 104 cyclists were observed in the evening peak period.

Table 8-1 presents the median bike count at locations in each jurisdiction in the MPO. The median value is presented in the table since mean averages are sometimes skewed by very small or very large outlier values. The remainder of this chapter presents bike count summaries by subarea.

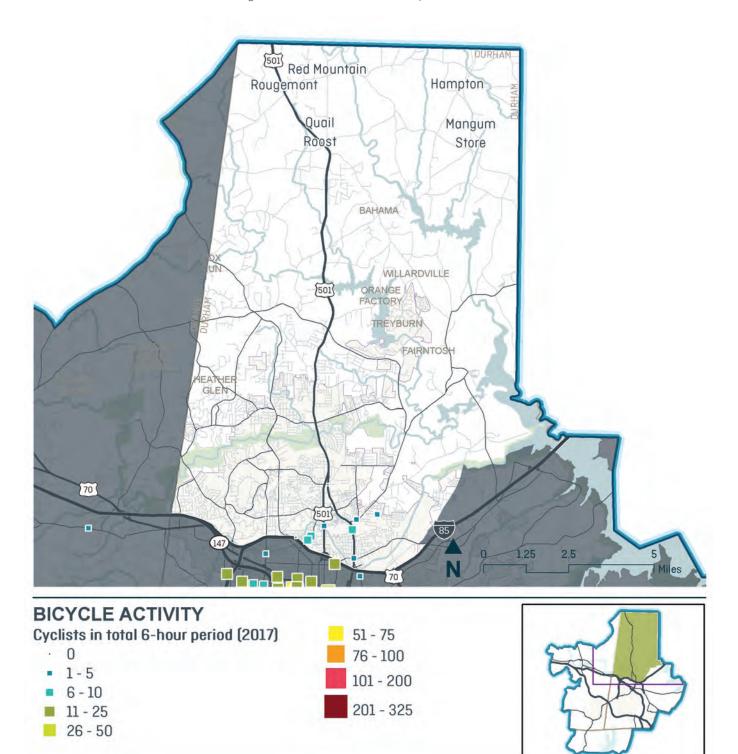
| JURISDICTION | 6-ноиг тотаl
median PPV | Median AM
PPV | Median Noon
PPV | Median PM
PPV |
|-------------------------------|----------------------------|------------------|--------------------|------------------|
| Unincorporated Chatham County | 1 | 0 | 0 | 1 |
| City of Durham | 6 | 1 | 1 | 3 |
| Unincorporated Durham County | 5 | 1.5 | 1.5 | 2.5 |
| Unincorporated Orange County | 1 | 0 | 0 | 1 |
| Town of Carrboro | 22.5 | 5.5 | 4 | 4 |
| Town of Chapel Hill | 9 | 2 | 2 | 4 |
| Town of Hillsborough | 1 | 0 | 0 | 0 |

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NORTH DURHAM

TOTAL CYCLISTS COUNTED: 30

Figure 8-2. North Durham Cyclist Counts



NORTH DURHAM

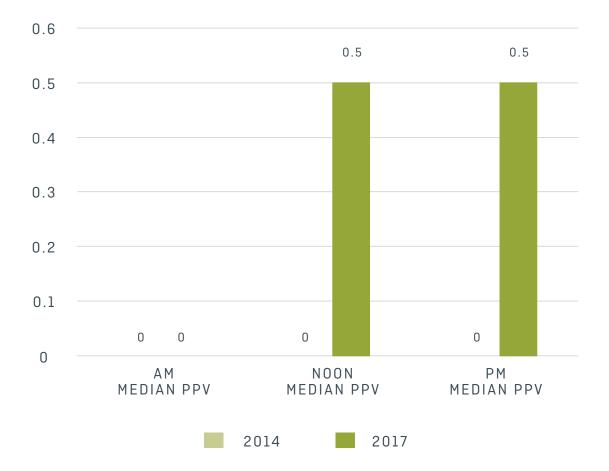
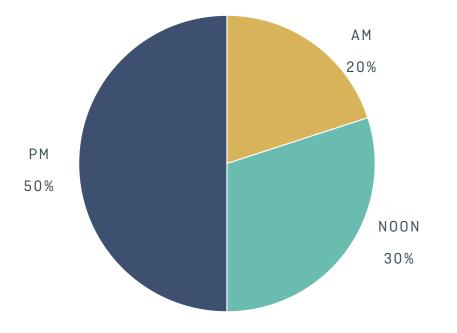


Figure 8-3. Bicyclists by time of day, 2017



DOWNTOWN DURHAM

TOTAL CYCLISTS COUNTED: 1,029

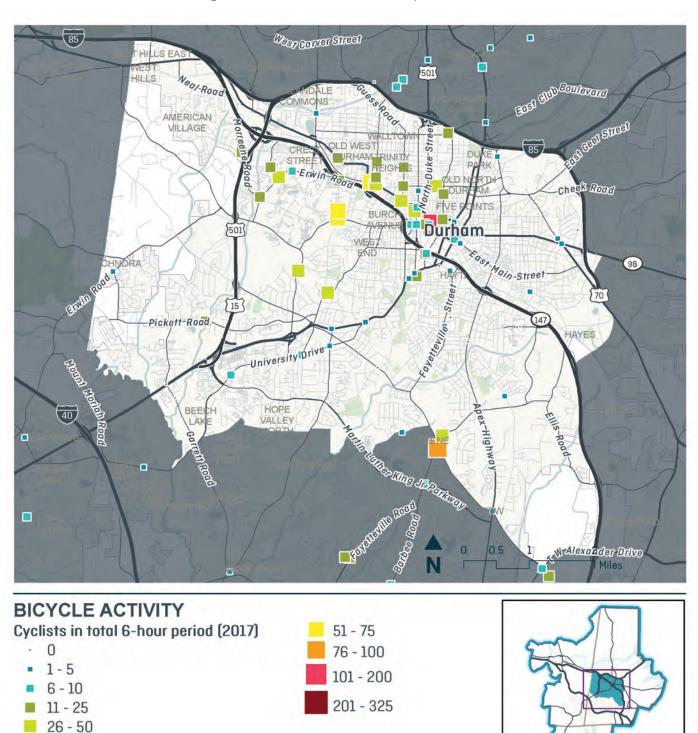


Figure 8-4. Downtown Durham Cyclist Counts

DOWNTOWN DURHAM

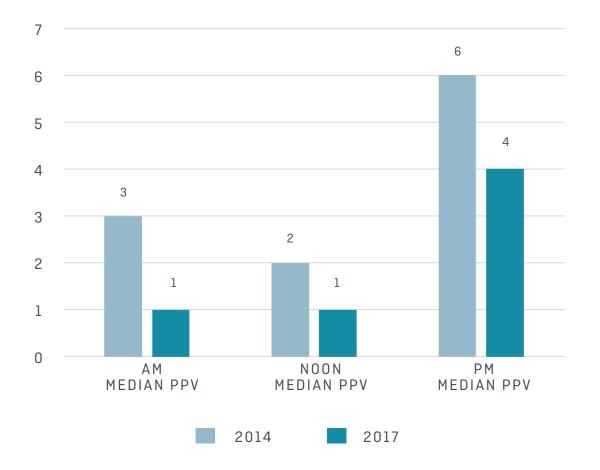
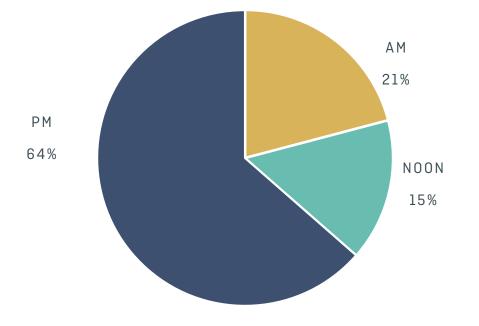


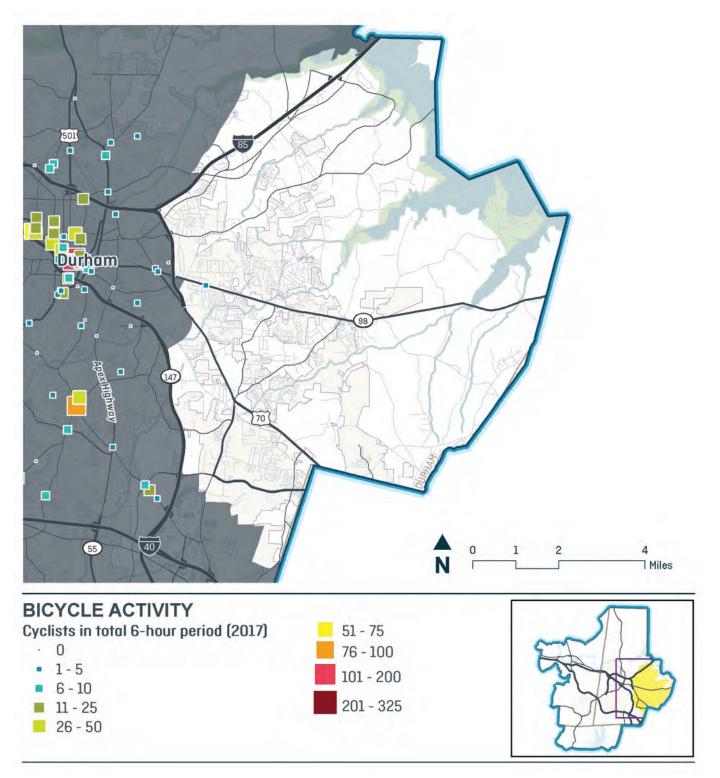
Figure 8-5. Bicyclists by time of day, 2017



EAST DURHAM

TOTAL CYCLISTS COUNTED: 1





EAST DURHAM

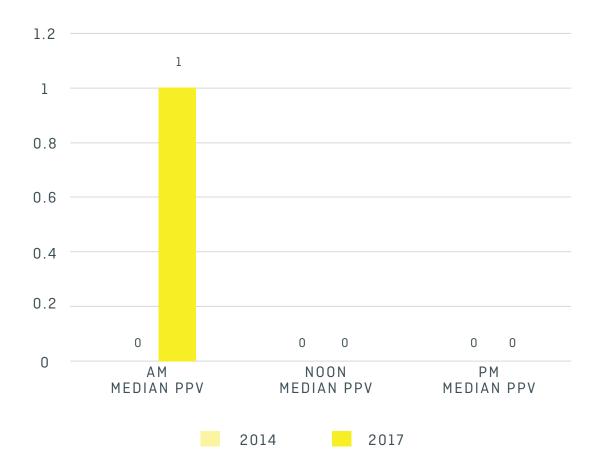
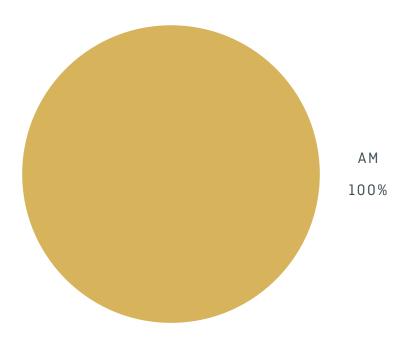


Figure 8-7. Bicyclists by time of day, 2017



SOUTHPOINT

TOTAL CYCLISTS COUNTED: 187

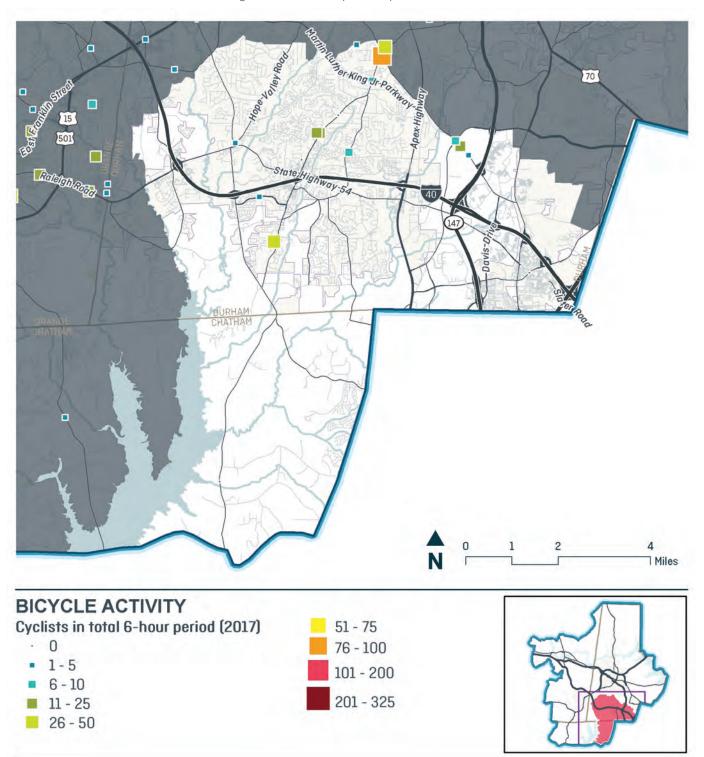


Figure 8-8. Southpoint Cyclist Counts

SOUTHPOINT

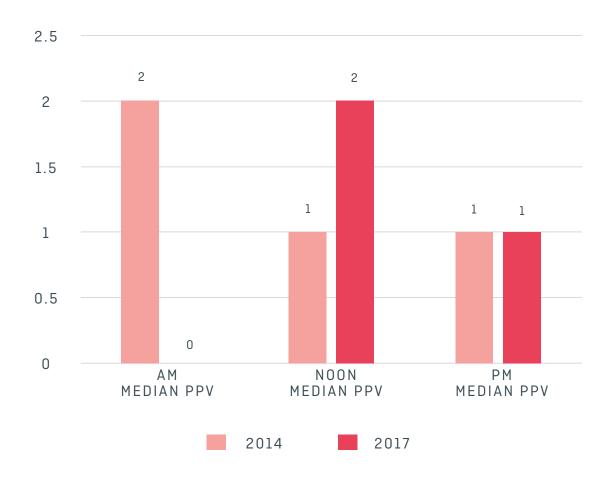
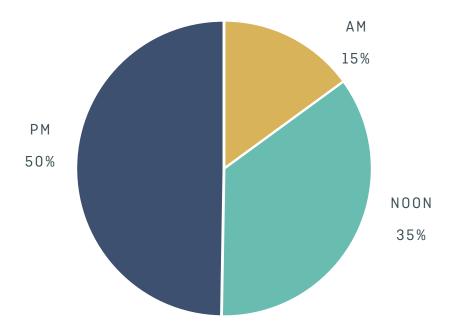


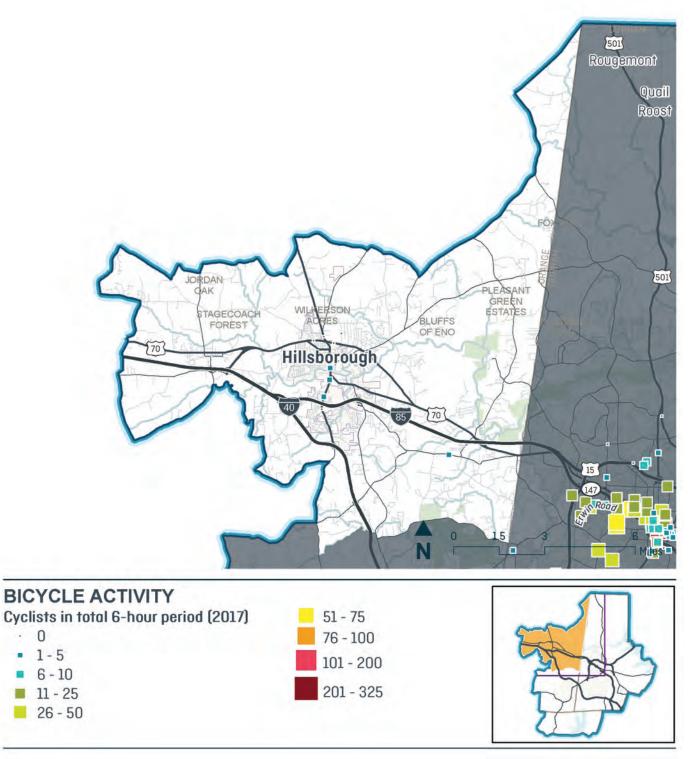
Figure 8-9. Bicyclists by time of day, 2017



HILLSBOROUGH

TOTAL CYCLISTS COUNTED: 18





HILLSBOROUGH

THE MEDIAN VOLUME FOR ALL PEAK HOURS IN THE HILLSBOROUGH SUBAREA IS **0**:

THERE ARE 15 COUNT STATIONS IN THE HILLSBOROUGH SUBAREA

0 CYCLISTS WERE COUNTED DURING **AM** PEAK PERIODS

1 BICYCLIST EACH WAS COUNTED AT THE FOLLOWING STATIONS DURING **NOON** PEAKS:

- CHURCHTON ST & N. OF MAYO ST
- CHURCHTON ST & S. OF US 70 BUS/NC 86
- CHURCHTON ST & MARGARET LANE
- OLD NC 10 & E. OF O AND M MOBILE HOME PARK

0 BICYCLISTS WERE OBSERVED AT ALL OTHER STATIONS, SO THE MEDIAN VOLUME IS 0.

THE FOLLOWING NUMBERS OF BICYCLISTS WERE COUNTED AT THE FOLLOWING STATIONS DURING **EVENING** PEAKS:

- NASH ST & UNION ST: 3
- CHURCHTON ST & N. OF MAYO ST: 2
- CHURCHTON ST & MARGARET LN: 3
- CHURCHTON ST & S. OF KING ST: 2
- US 70 & S. OF RIVER RD: 1
- OLD NC 10 & E OF O AND M MOBILE HOME PARK: 3

0 BICYCLISTS WERE OBSERVED AT ALL OTHER STATIONS, SO THE MEDIAN VOLUME IS 0.

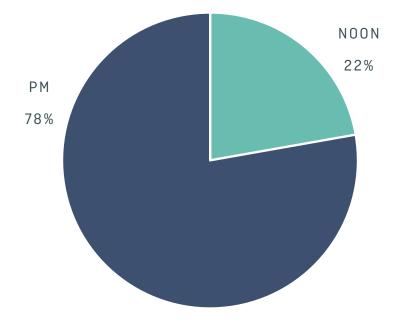


Figure 8-11. Bicyclists by time of day, 2017

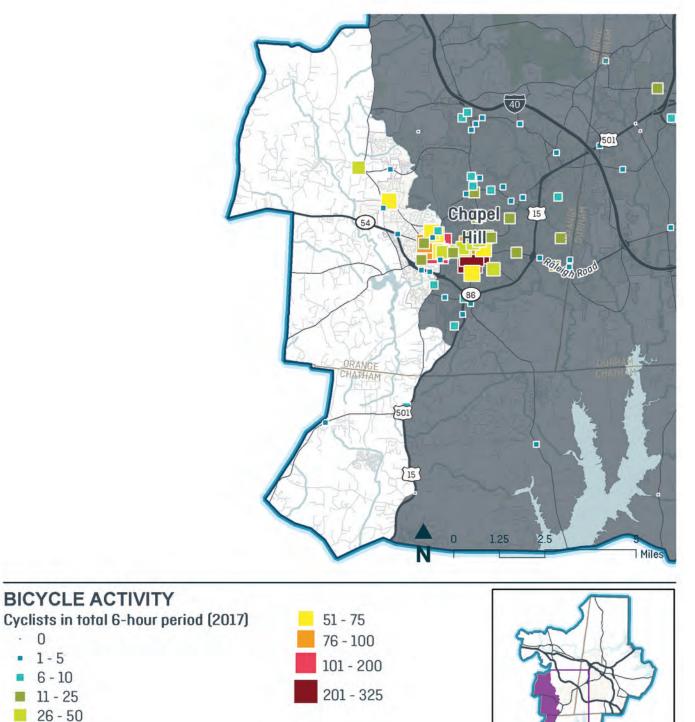
CARRBORO

· 0

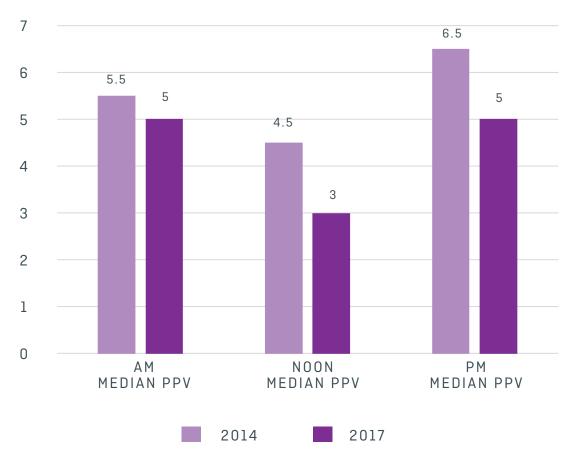
1-5

TOTAL CYCLISTS COUNTED: 812

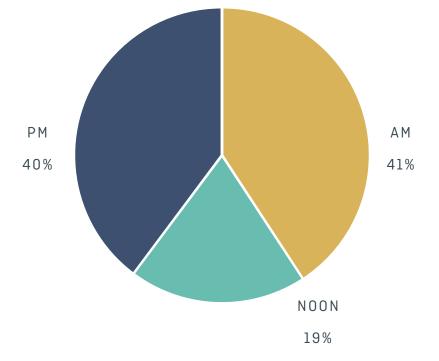




CARRBORO



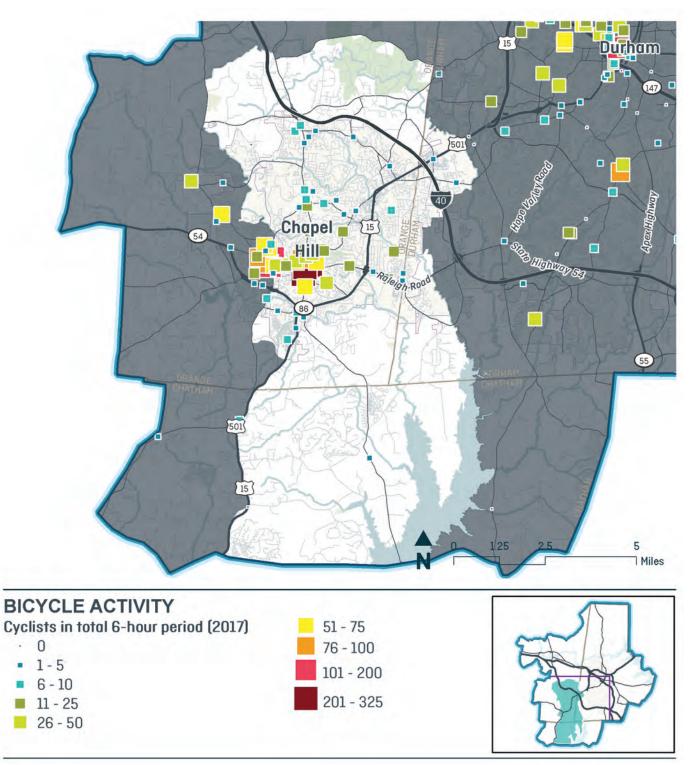




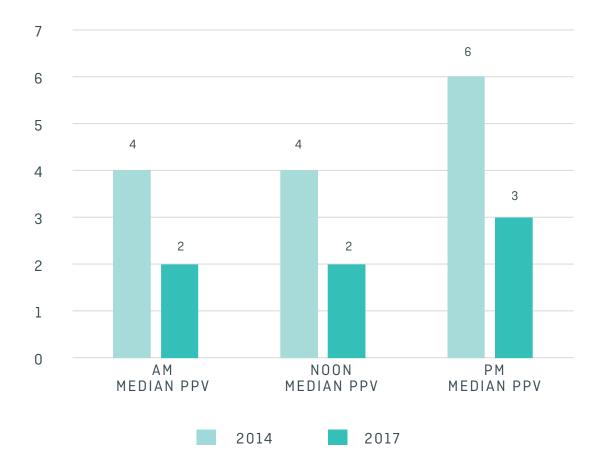
CHAPEL HILL

TOTAL CYCLISTS COUNTED: 1,651

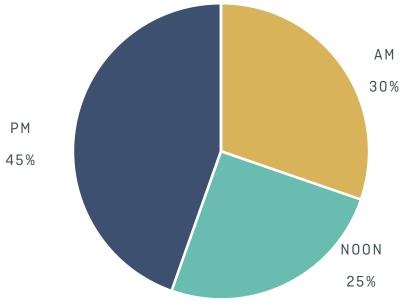




CHAPEL HILL







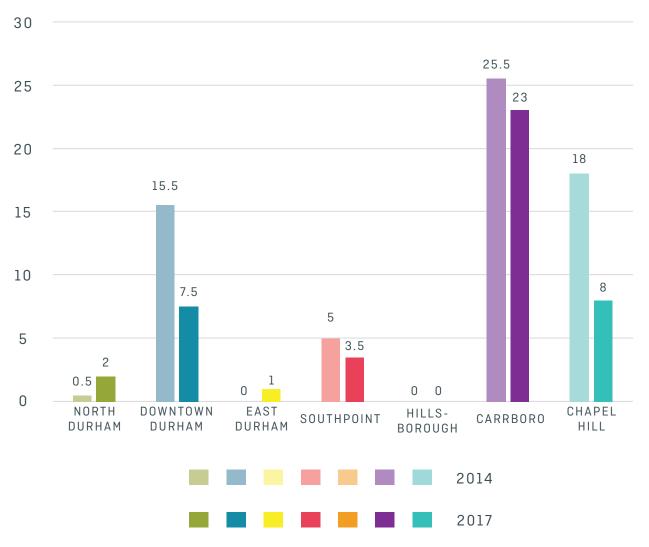


Figure 8-16. 6 Hour Total Median PPV

COMPARATIVE ANALYSIS

Bicycle activity has generally declined from 2014 to 2017 in each subarea except for North Durham and East Durham. The increase in the East Durham subarea was driven mostly by an increase in morning bike activity. Of the subareas that experienced a decrease, Carrboro experienced the smallest proportional decrease (a median 6 hour total PHV of 25.5 in 2014 to 23 in 2017), while the median 6 hour total PHVs in the Chapel Hill and Downtown Durham subareas were cut by a little more than half (18 to 8 and 15.5 to 7.5, respectively). However, as the "Notes

on Interpretation" section above point out, these changes may be attributable to differences in when and where counts were conducted from 2014 to 2017.

Also, while morning median PHV tends to be much lower than median evening PHV in most subareas, they are equal for the Carrboro subarea and vary by 1 for the Chapel Hill subarea.

[9] PEDESTRIAN AND BICYCLIST SAFETY

Are pedestrians and bicyclists getting to their destinations safely?

KEY TAKEAWAYS



841 pedestrian crashes occurred between 2013 and 2017:

- 734 crashes (87%) resulted in disabling injuries
- 31 crashes (4%) resulted in fatalities
- Pedestrian crashes have increase since 2013; the number resulting in fatalities or disabling injuries has remained consistent.



287 bicycle crashes occurred between 2013 and 2017:

- 243 crashes (85%) resulted in injuries; 7 (2%) resulted in disabling injuries
- 8 crashes (3%) resulted in fatalities
- Bicycle crashes have remained roughly constant since 2013 (except for a notable drop in 2014); the number resulting in fatalities or disabling injuries has stayed about the same as well.



Pedestrian and bicycle crashes are concentrated in Durham and Chapel Hill; this may be due to higher pedestrian and bicycle volumes in those areas.



Although 49% of bicycle crashes occurred in Downtown Durham, that subarea had a relatively low share of crashes resulting in disabling injuries and fatalities.



For both bicyclists and pedestrians, crashes tend to be less severe during the day than at night, on low speed limit roads than on high speed limit roads, and in paths without cars than shared with cars.

INTRODUCTION

Pedestrian and bicycle crashes are a special subset of total crashes (reported in Chapter 4), as they involve vulnerable users of the transportation system. Collisions involving pedestrians and cyclists often result in injuries since these travelers are relatively unprotected. In fact, while 76% of all crashes reported by NCDOT in the DCHC area between 2013 and 2017 result in property damage only (no injuries), only 10% of those involving bicyclists and pedestrians result in no injury. These high rates of injury highlight the importance of safe bicycle and pedestrian networks to the overall success of a transportation network.

Identifying areas with high bicycle and pedestrian crash rates allows the MPO to strategically plan safety improvements and enhance bicycle and pedestrian facilities to reduce crashes, injuries, and fatalities.

METHODOLOGY

NCDOT's Traffic Engineering Accident Analysis System (TEAAS) generates data on crashes involving bicycles and pedestrians. The TEAAS database categorizes crashes into six levels of severity:

- Fatal: deaths that occur within twelve months of the crash
- **Disabling:** injuries serious enough to prevent normal activity for at least one day, such as massive loss of blood, broken bones, etc.
- Evident: non-fatal or disabling injuries that are evident at the scene such as bruises,

swelling, limping, etc.

- Possible: no visible injury but there are complaints of pain or momentary unconsciousness
- None: no injury
- Unknown: unknown if any injury occurred

Analysis of this data is streamlined by aggregating data into three categories:

- Fatal/Severe: includes fatal and disabling crashes
- **Minor/Non-severe**: includes crashes that resulted in evident or possible injuries
- **No/unknown**: includes crashes for which resulting injuries are none or unknown.

Data used for this analysis is from TEAAS data for CMP corridors from January 1, 2013 to December 31, 2017. Like the vehicle safety analysis in Chapter 4, the CMP corridors are considered a reliable representative sample of all vehicle facilities within the MPO because they include a range of facility types such as interstates, major arterial facilities, and secondary facilities.

In addition to considering total number of crashes and severity, correlations between severity level and various factors were explored. These include time of day, speed limit for cars, lane type, facility type and location, and orientation to traffic (bicycle crashes only). This factor analysis is based on TEAAS data for the years 2012-2016 due to data availability limitations.

PEDESTRIAN AND BICYCLE CRASH RATES

There were 841 pedestrian crashes from 2013 to 2017. Among these, 77 (9%) resulted in severe injuries or fatalities, 688 (82%) resulted in minor or non-severe injuries, and 76 (9%) resulted in no or unknown injuries.

Pedestrian crashes occurred most frequently in Durham and Chapel Hill (Figure 9-1). This may be attributed to higher volumes of pedestrians in those areas (see Chapter 6). Most fatal pedestrian crashes occurred in the Durham area.

From 2013 to 2017, there were 287 crashes involving bicyclists. Among these, 15 (5%) resulted in severe injuries or fatalities, 236 (82%) resulted in minor or non-severe injuries, and 36 (13%) resulted in no or unknown injuries.

Bicycle crashes also occur most frequently in Durham and Chapel Hill, even more than pedestrian crashes. Pedestrian crashes occur throughout the region, but bicycle crashes are comparatively rare outside of city centers.

The total number of combined pedestrian and bicycle crashes between 2013 and 2017 increased by 18% over the previous five-year period (2009-2013). This is due to a substantial increase in pedestrian crashes from 638 between 2009 and 2013 to 841 between 2013 and 2017, a 32% jump. Bicycle crashes fell by 9% for those respective timeframes. The rate of crashes resulting in injuries for both bicyclists and pedestrians is lower for the DCHC region that it is for across North Carolina. Statewide, NCDOT observed that 99% of pedestrian crashes and 92% of bicycle crashes result in injury or death. In DCHC, 91% of pedestrian crashes and 87% of bicycle crashes resulted in injury or death for the 2013 to 2017 timeframe.

FACTORS IN PEDESTRIAN AND BICYCLE CRASHES

Summarizing crash details for pedestrian and bicycle crashes provides insight into common factors that lead to crashes, which can in turn help identify potential safety improvements to minimize injuries and fatalities on the transportation system. This section quantifies pedestrian and bicycle crashes by severity and looks for general correlations between severity level and spatial and temporal factors. Factors considered include:

- Time of day Distribution of crash severity in daylight and night conditions. Daylight/night conditions were determined based on date and time data associated with each crash. These were referenced against the US Naval Observatory's "civil twilight" threshold for the crash date
- Speed limit Distribution of crash severity on roadways with varying speed limits.
- Lane type Distribution of crash severity

dedicate bicycle lanes versus lanes shared with vehicular traffic.

- Facility type and location Distribution of crash severity by facility location. There are four categories:
 - Intersection: the crash occurred within the intersection proper or within the crosswalk area. Note: driveways are considered to be non-intersection locations. The exception is signalized commercial driveways which should be coded as intersections.
 - Intersection-related: The crash occurred outside the intersection proper or crosswalk area and was not related to the presence of any intersection (e.g., the result of queueing traffic).
 - Non-intersection location: the crash occurred outside the intersection proper or crosswalk and was not related to the presence of any intersection
 - Non-roadway location: the crash occurred off the street network; this includes parking lots, driveways, alleys, and other open areas. Note: crashes occurring on paved shoulders, sidewalks, or driveway crossings are considered to be "roadway" crashes and should not be placed in the non-roadway classification.
- Orientation to traffic (bicycle crashes only)

 Distribution of crash severity based on whether the cyclist was riding with the flow of traffic ("concurrent flow") or against the flow of traffic ("contraflow")

The factor analysis presented in this section is based on TEAAS data for the years 2012-2016 due to data availability limitations from 2013 to 2017.

The factor exhibiting the strongest correlation to severity of pedestrian and bicycle crashes is the speed limit at the crash location [Figure 9-2]. Fatal/severe crashes make up less than 10% of pedestrian crashes occurring in areas with speed limits of 25 MPH or less. This rate increases by ten percent each time the speed limit increases by ten miles per hour:

- 30-35 MPH: 10%
- 40-45 MPH: 20%
- 50-55 MPH: 30%
- 60-75 MPH: 40%.

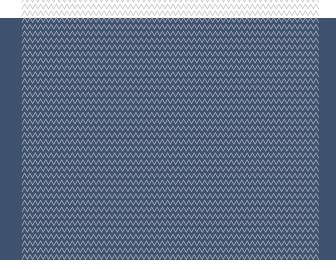
Similarly, fatal/severe bicycle crashes make up less than 10% of bicycle crashes in areas with speed limits of 35 MPH or less, but 20% of crashes in areas where the speed limit is 40-45 MPH are fatal/severe, and 40% are fatal/severe in areas where the speed limit is 50-55 MPH. Unlike pedestrian crashes, there were no bike crashes recorded in areas where the speed limit was 60-75 miles per hour.

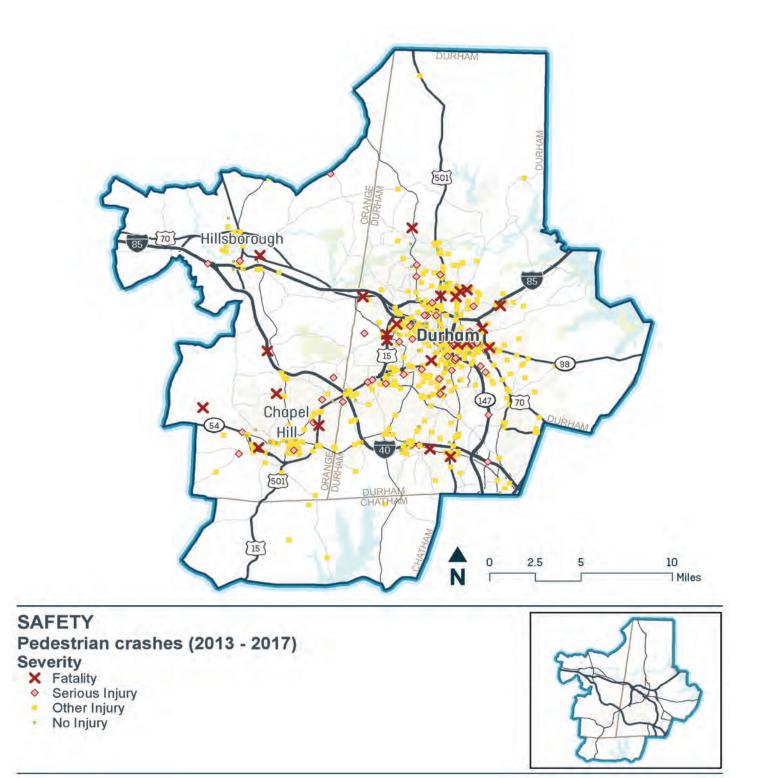
Fatal/severe bicycle and pedestrian crashes are slightly more likely to occur at night than during daylight hours. Thirty-five of the 551 pedestrian crashes (6%) that occurred during the day caused fatalities or severe injuries; 49 of 403 (12%) pedestrian crashes occurring at night were fatal or severe. Nine of 260 (3%) bicycle crashes occurring during the day were fatal or severe; nine of 76 (12%) occurring at night were fatal or severe.

Crashes on facilities shared with cars resulted in more severe injuries for both bicyclists and pedestrians than on paths that were not shared with cars.

Non-intersection crashes were the most severe for pedestrians, whereas intersection-related crashes were the most severe for bicyclists. For both bicycle and pedestrian crashes, the share resulting in disabling injury or fatalities is lowest at non-roadway locations.

The orientation of a bicyclist (concurrent flow or contraflow) had no notable bearing on whether a bicycle crash resulted in disabling injury or death.





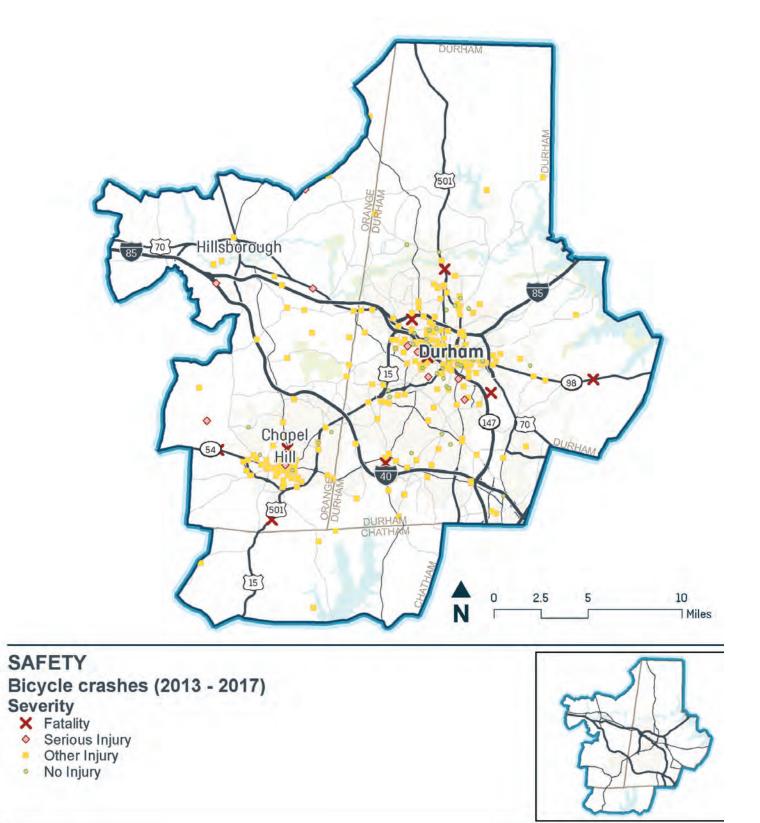
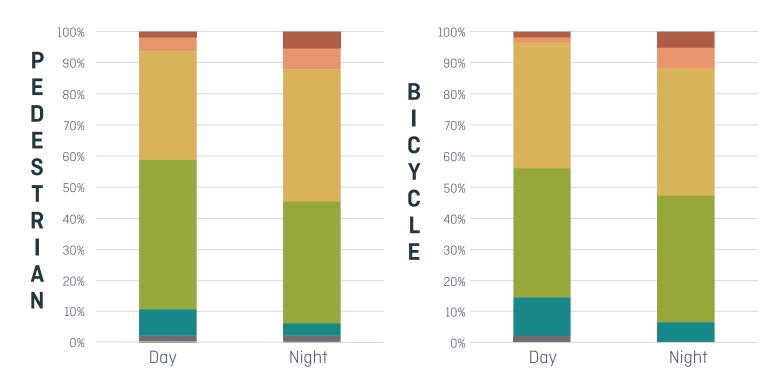




Figure 9-3. Severity by Time of Day (2012-2016)





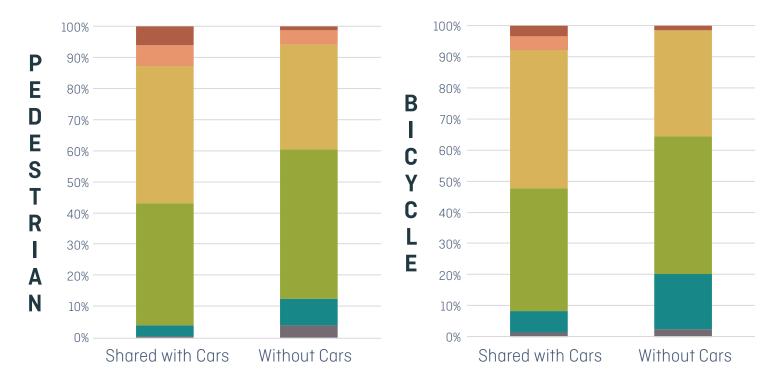




Figure 9-5. Severity by Speed Limit at Crash Location (2012-2016)

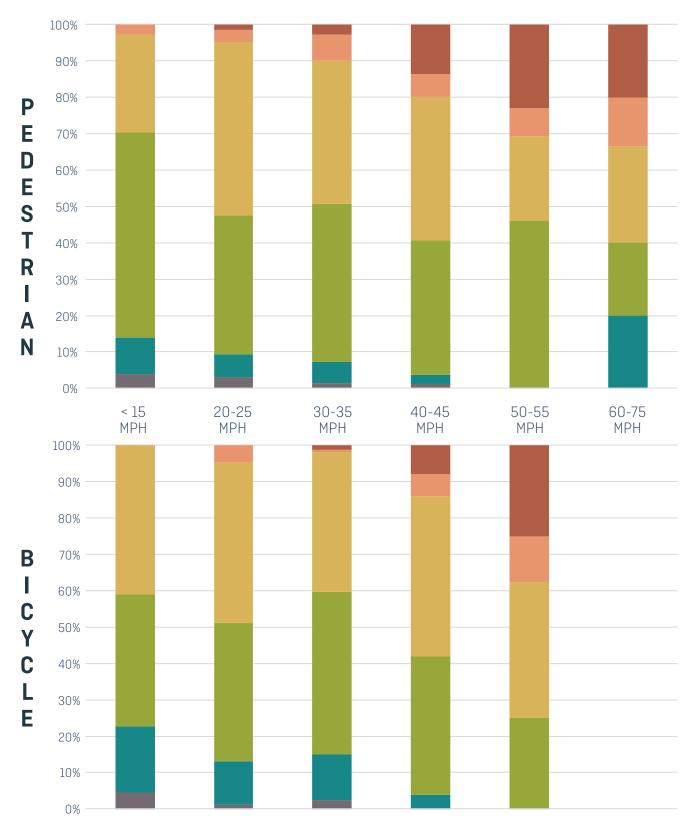




Figure 9-6. Severity by Relationship to Intersection (2012-2016)

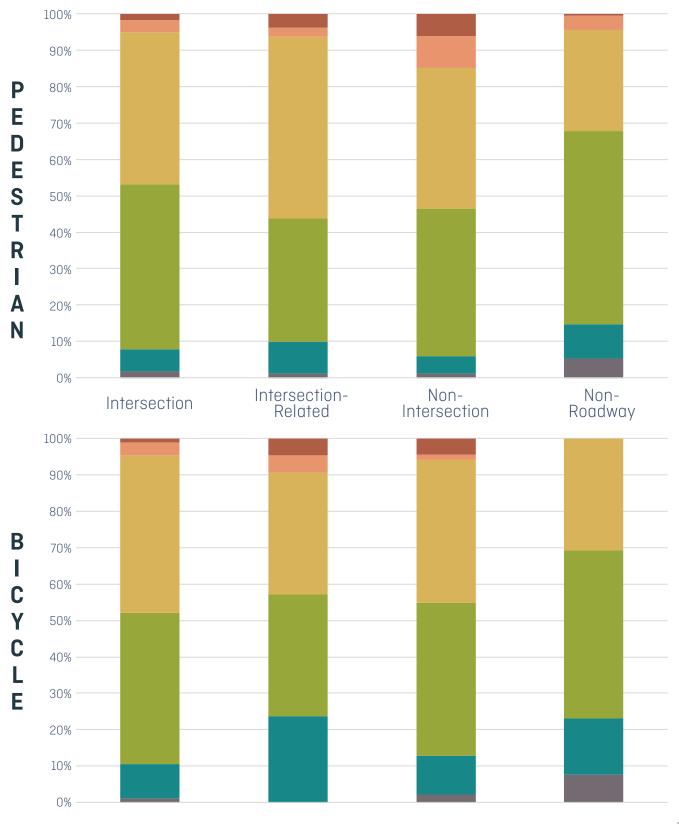
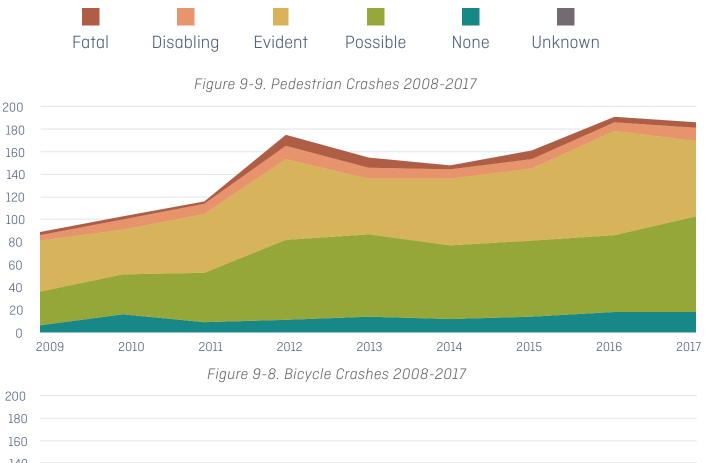


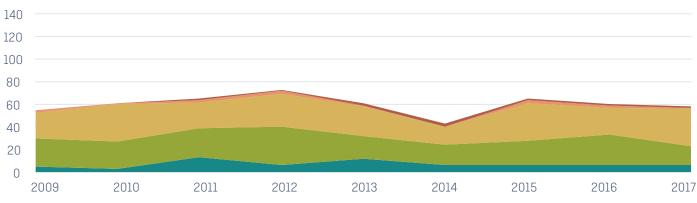


Figure 9-7. Severity by Orientation to Traffic (Bikes Only)



TRENDS OVER TIME







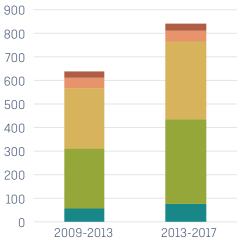
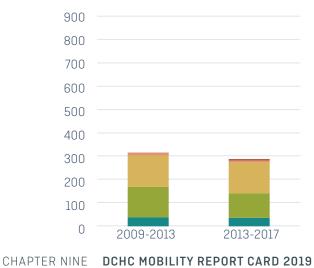


Figure 9-11. Bicycle Crashes by Five-Year Period



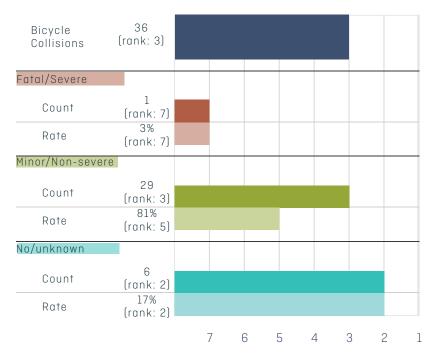
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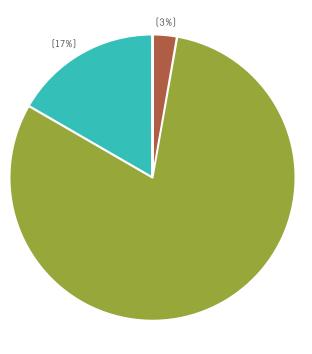
NORTH DURHAM



[81%]

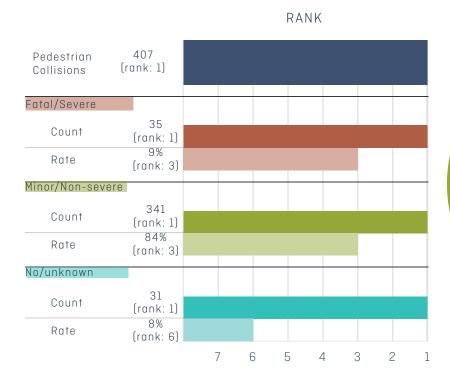
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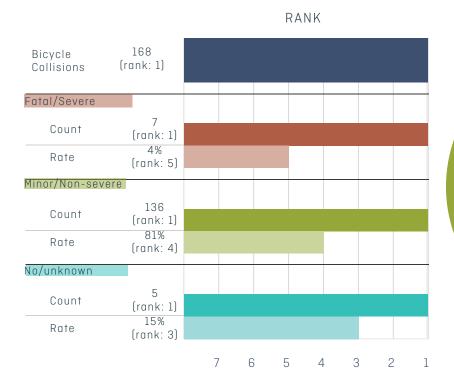


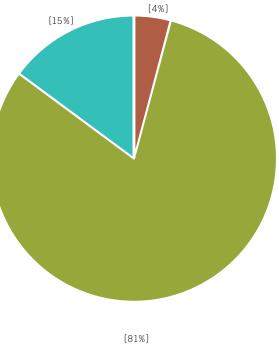
[81%]

DOWNTOWN DURHAM

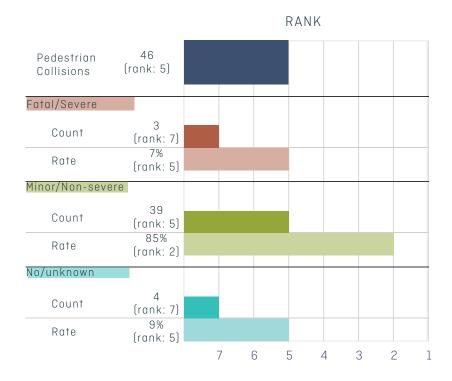


[84%]

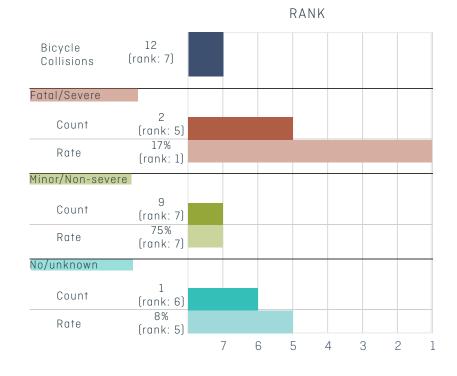


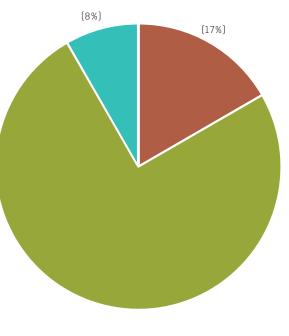


EAST DURHAM



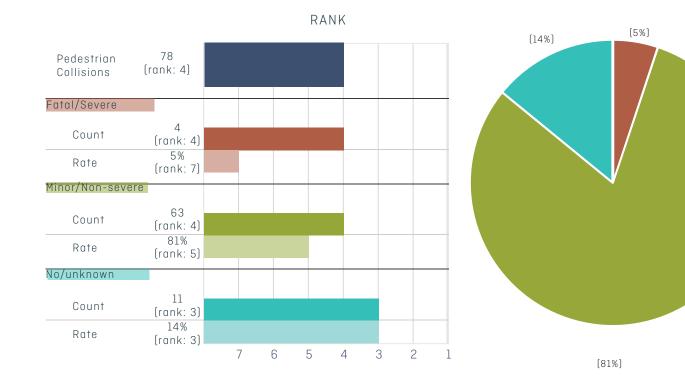
[85%]



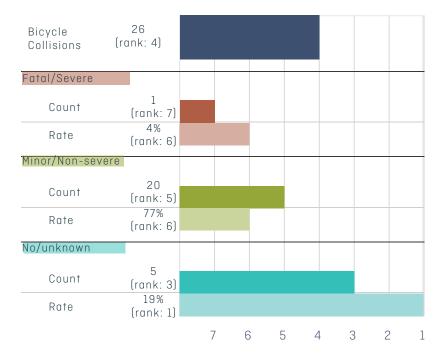


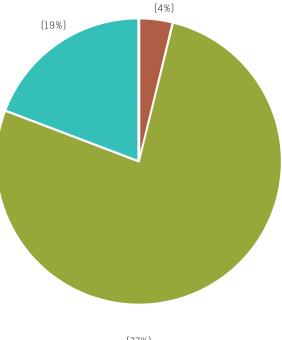
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SOUTHPOINT



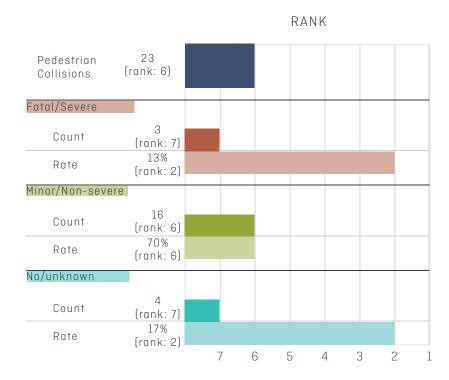
RANK

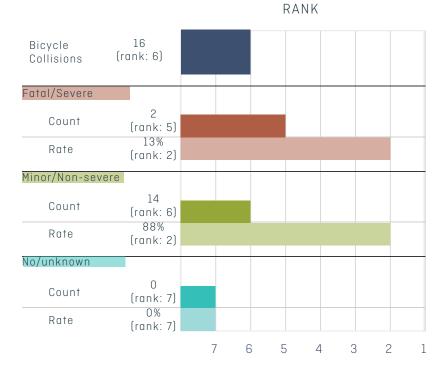


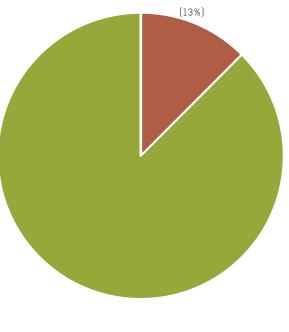


[77%]

HILLSBOROUGH

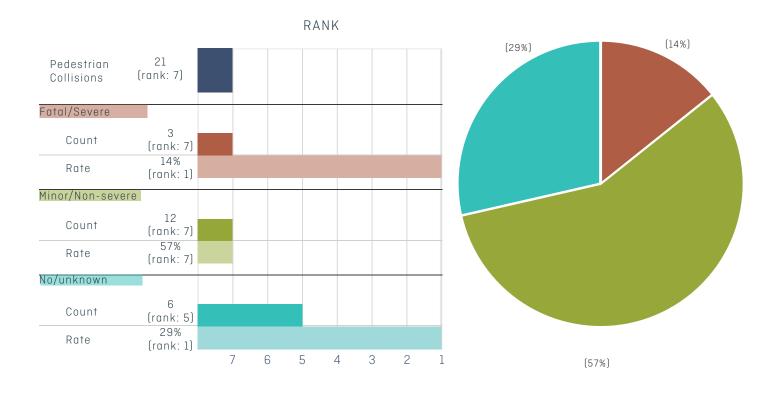




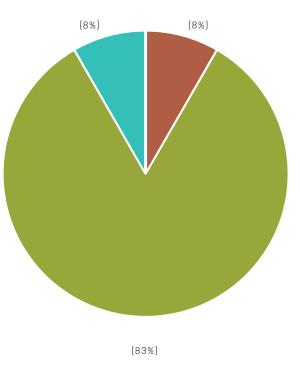


[88%]

CARRBORO



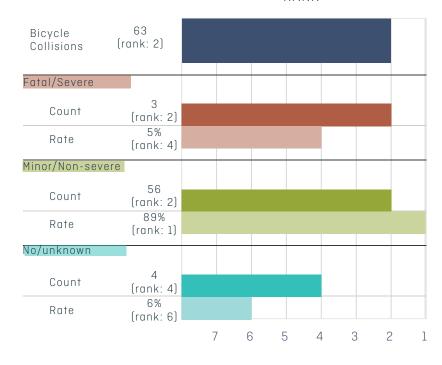
RANK 24 Bicycle (rank: 5) Collisions Fatal/Severe 2 Count (rank: 5) 8% Rate (rank: 3) Minor/Non-severe 20 Count (rank: 5) 83% Rate (rank: 3) No/unknown 2 Count (rank: 5) 8% Rate (rank: 5) 3 2 7 6 5 4 1

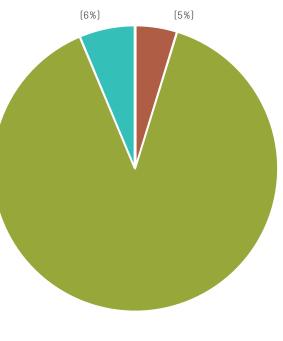


CHAPEL HILL



RANK





[89%]

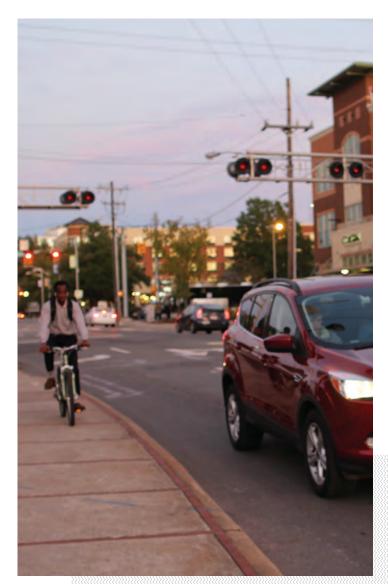
COMPARATIVE ANALYSIS

The assignment of crashes to subareas depends on the availability of reliable geolocation data. Not all crash records have accurate point locations associated with them. Therefore, the subarea maps presented above and the discussion that follows is based only on crash data for which point location data were available, and subarea figures may not sum to regional totals presented earlier in this chapter. Additionally, inconsistencies in how bicycle and pedestrian crashes are identified in year 2017 make the calculation of subarea trends unreliable. Thus, summaries for the 5-year period from 2013 to 2017 are presented below.

Eighty percent of pedestrian crashes occurred in the Chapel Hill and three Durham subareas, with 40 percent occurring in Downtown Durham alone.

The Downtown Durham subarea also makes up about half of all bicycle and pedestrian crashes in the region. Tt accounts for 39% of severe bicycle crashes (resulting in disabling injury or death) and over 54% of severe pedestrian crashes.

The Carrboro and Hillsborough subareas had the lowest numbers of pedestrian crashes (21 and 23, respectively), but they are the only subareas with double-digit shares of severe crashes resulting in disabling injury or death (14% and 13%, respectively). In other subareas, only about 5-9% of pedestrian crashes are in the severe category. Similarly, the East Durham and Hillsborough subareas saw relatively few bicycle crashes overall (12 and 16, respectively), but their shares of severe bicycle crashes (17% and 13%) are relatively high compared to other subareas (averaging around 4%).



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[1 0] T R A N S I T S E R V I <u>C E</u>

Where do transit routes exist in the area and what is the magnitude of service they provide?

2823

n



KEY TAKEAWAYS



GoDurham and GoTriangle provide the highest amount of revenue miles of transit service in the region. While they have similar amounts of revenue miles (around 4 million miles annually from 2014 to 2018), GoDurham has around 150,000 more revenue hours each year.



GoTriangle operates the most vehicles during maximum service hours.



Revenue hours and miles for all agencies have remained relatively stable since 2014. Revenue miles peaked for GoDurham in 2017 (4.5 million) and for GoTriangle in 2015(4.3 million).



Fixed-route bus services are generally reliable at a systemwide level for GoDurham (84% on-time), Chapel Hill Transit (87% ontime), and GoTriangle (88% on-time). Routelevel reliability varies, with the lowest ontime performance rates generally observed in the Southpoint subarea.

INTRODUCTION

Public transit services contribute to an equitable and sustainable transportation network, providing local and regional mobility options. Transit is essential to making daily needs more accessible to households without cars, seniors, and persons with disabilities. The regional transit system also helps decrease the number of cars on the road, reducing carbon emissions and relieving congestion.

There are two primary types of transit service: fixed-route and demand-responsive. Fixedroute services operate along established routes with designated stops at scheduled times. Demand-responsive services can be scheduled in advance for a specific time and pick-up/ drop-off destination. This chapter analyzes the quantity and quality of fixed-route transit service provided by the five major transit operators in the DCHC region: Chapel Hill Transit and GoDurham are municipal transit providers for the region's principal jurisdictions; GoTriangle offers regional and express services connecting the DCHC region to other parts of the Triangle region (notably Wake County destinations); Orange County Public Transportation (OCPT) provides service in and around Hillsborough; and Duke Transit serves the Duke University campuses, hospital area, and nearby communities.

METHODOLOGY

DCHC acquired transit service data from all five local transit agencies that operate fixed routes in the area. Statistics reported include the amount of revenue service operated (in terms of miles and hours -see details below), number of vehicles operated in maximum service, ontime performance rates by route, and route alignment details. Revenue service data were only available for 2016 for Duke Transit and 2018 for OCPT.

REVENUE SERVICE

The Federal Transit Administration defines "Revenue Service" as "the time when a vehicle is available to the general public and there is an expectation of carrying passengers." In other words, the amount of time that the transit system is conducting normal operations. This excludes vehicle maintenance and charter operations. Revenue service can be measured in revenue miles, hours, or trips.

Revenue miles are the number of miles a transit vehicle travels while in operation, which provides a measure of transit service in distance. Revenue hours, by contrast, are the number of hours for which a transit vehicle is in revenue operation, which provides a measure of transit service in time.

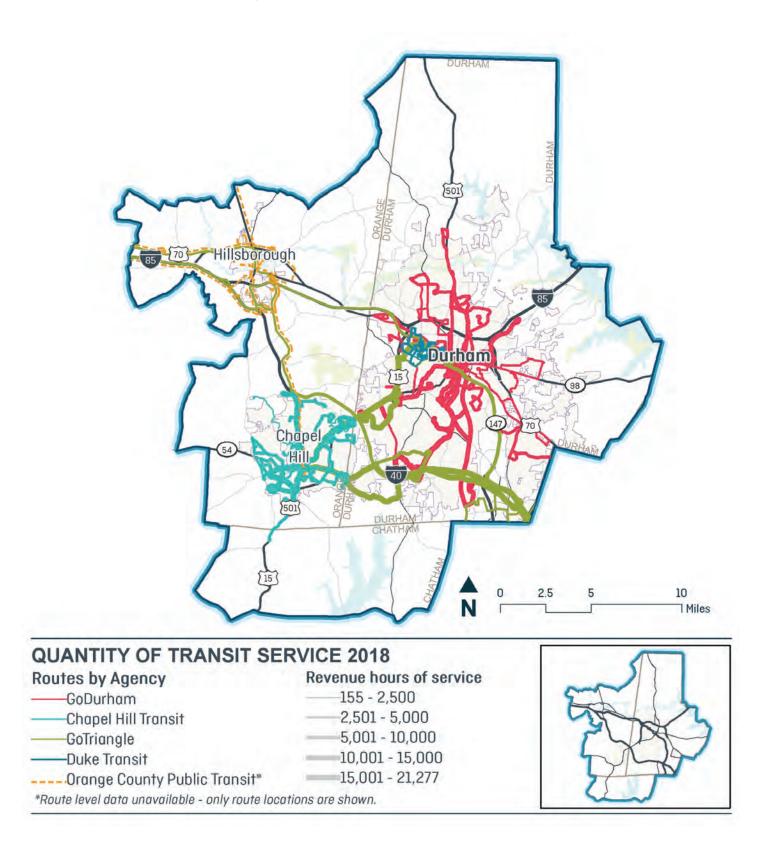
The relationship between revenue miles and revenue hours provides a point of comparison between different services. For instance, if two services have similar amounts of revenue hours, but one has a lower amount of revenue miles, the service with lower revenue miles may have more stops along each route, meaning it travels a shorter overall distance in an equal amount of time than a service with fewer stops; it could also have more vehicles covering a smaller geographic area. Conversely, if two services have a similar amount of revenue miles, but one has a lower amount of revenue hours, that service must cover a longer distance in a shorter amount of time, which could mean it makes less stops or maybe travels on roads that have higher posted speeds.

Revenue miles and hours are analyzed in this chapter and the numbers presented are the sum of all vehicles for each transit service. For example, the total revenue miles for Chapel Hill Transit in Fiscal Year 2014 were 178,000, which is the sum of revenue miles for all of its vehicles combined.



REGIONAL OVERVIEW

Figure 10-1. Transit Revenue Hours (2018)



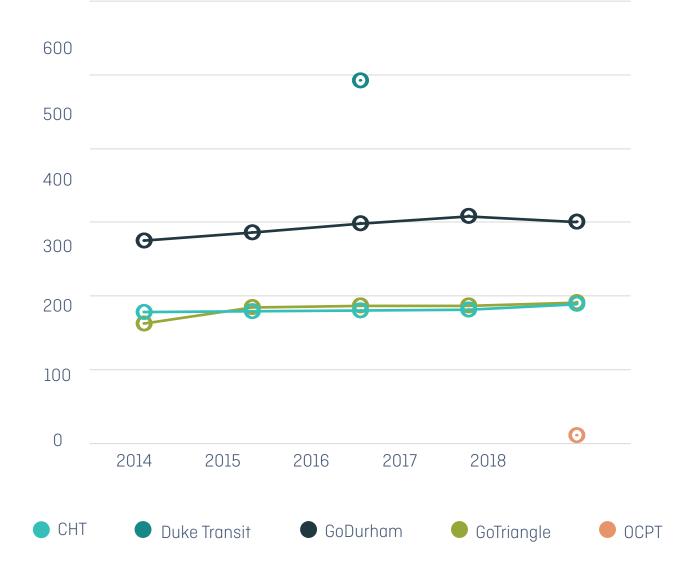
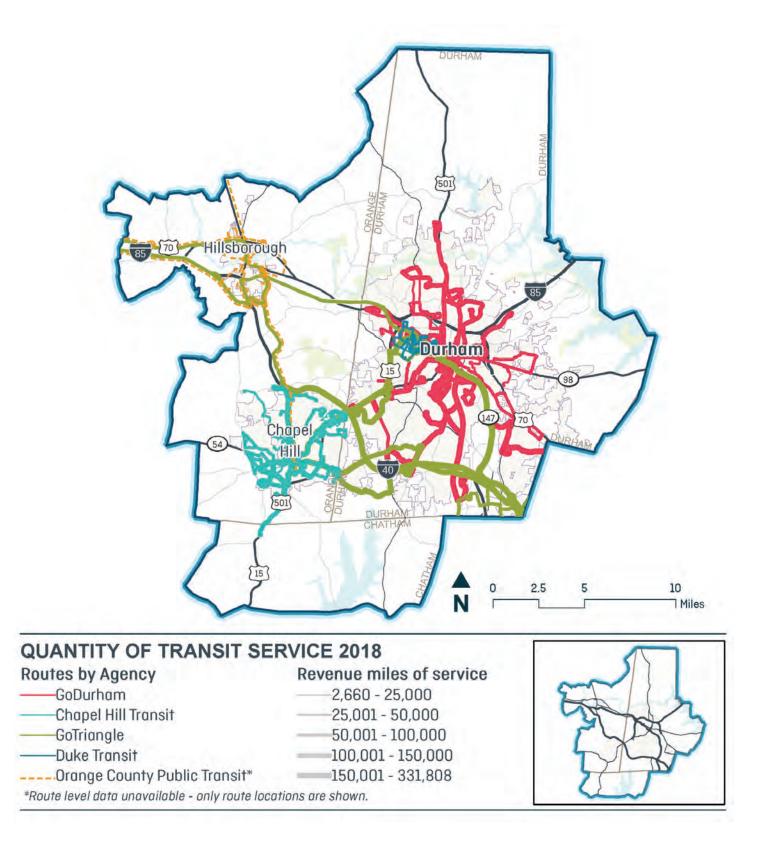


Figure 10-2. Vehicle Revenue Hours 2014-2018 (Thousands)

Table 10-1. Vehicle Revenue Hours 2014-2018

| | 2014 | 2015 | 2016 | 2017 | 2018 |
|--------------|---------|---------|---------|---------|---------|
| СНТ | 178,045 | 179,765 | 180,105 | 181,851 | 189,558 |
| DUKE TRANSIT | NA | NA | 491,717 | NA | ΝA |
| GODURHAM | 274,474 | 286,359 | 298,170 | 308,431 | 300,476 |
| GOTRIANGLE | 162,439 | 185,282 | 187,588 | 186,881 | 191,194 |
| ОСРТ | NA | NA | NA | NA | 11,764 |



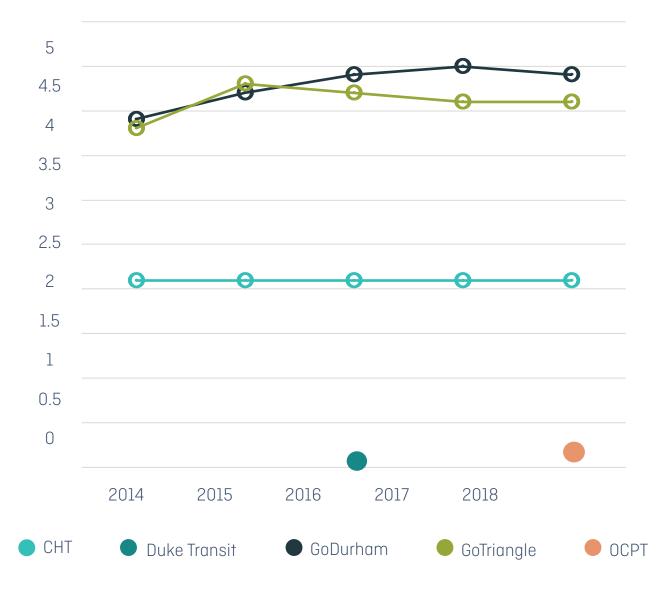




Table 10-2. Vehicle Revenue Miles 2014-2018

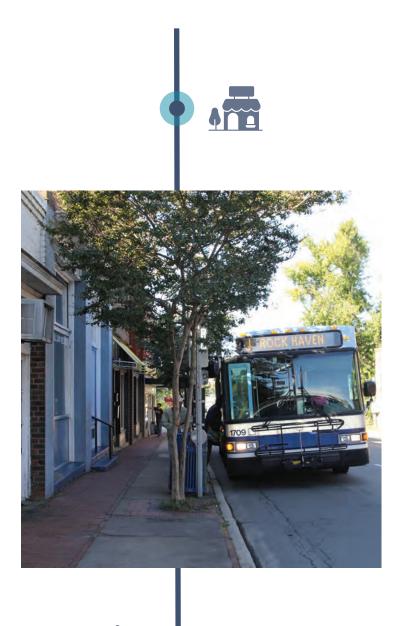
| | 2014 | 2015 | 2016 | 2017 | 2018 |
|--------------|-----------|-----------|-----------|-----------|-----------|
| СНТ | 2,079,733 | 2,053,293 | 2,066,245 | 2,072,234 | 2,135,787 |
| DUKE TRANSIT | NA | NA | 37,021 | NA | NA |
| GODURHAM | 3,927,034 | 4,169,930 | 4,391,286 | 4,537,270 | 4,359,377 |
| GOTRIANGLE | 3,848,710 | 4,267,987 | 4,210,027 | 4,108,278 | 4,104,964 |
| ОСРТ | NA | NA | NA | NA | 196,687 |

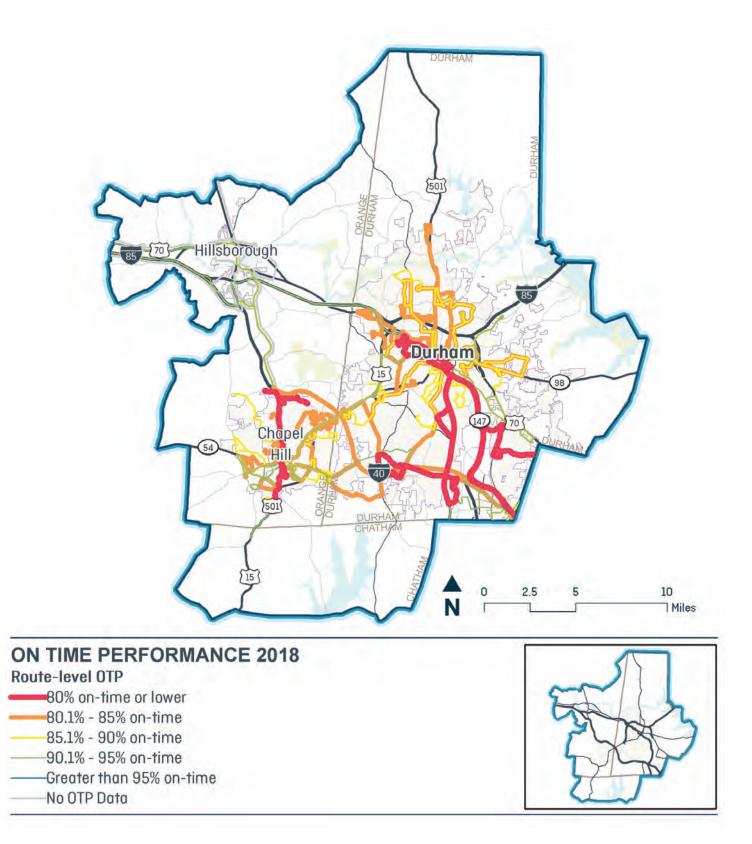
REVENUE MILES AND HOURS

GoDurham and GoTriangle provide similar levels of service in terms of revenue miles, notably more than other operators in the region. However, they also serve substantially larger coverage areas than the other providers. Chapel Hill Transit operates about half the amount of revenue miles of GoDurham and GoTriangle, while Duke Transit and OCPT operate much smaller totals, reflecting their focused coverage areas.

Revenue miles for GoDurham and GoTriangle in 2014 were 3.9 million and 3.8 million respectively. Revenue miles of service provided by GoDurham rose to a high of 4.5 million in 2017 but fell to 4.4 million in 2018. Revenue miles provided by GoTriangle reached a high of 4.3 million in 2015 and steadily decreased in subsequent years to 4.1 million by 2018. Annual revenue miles for Chapel Hill Transit remained at the same level (2.1 million) from 2014 to 2018. For the single years that data were available for Duke Transit (37,000) and OCPT (196,700), revenue miles

In terms of revenue hours of service, GoDurham provides substantially more than GoTriangle or Chapel Hill Transit. GoDurham operated roughly 300,000 revenue hours of service annually between 2014 and 2018, while GoTriangle and Chapel Hill Transit each provided a little under 200,000 revenue miles annually during the same time span. However, for the single year data were available for Duke Transit (2016), it surpassed all other agencies with nearly 500,000 revenue hours of service operated. This suggests that Duke Transit operates more frequent service and/or longer spans of service relative to its coverage area than the other providers. Finally, similar to revenue miles, OCPT operated notably fewer revenue service hours than other agencies, at 11,800 hours.





ON-TIME PERFORMANCE

CHAPEL HILL TRANSIT

87%

84%

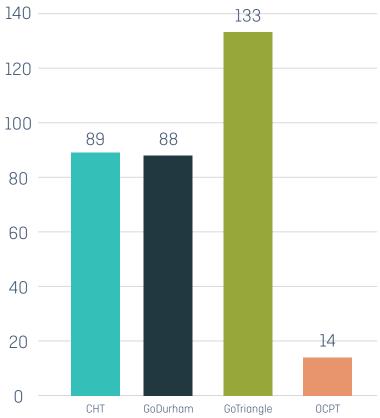
GoDurham



On-time performance is measured by monitoring transit vehicles and comparing the times at which they serve particular stops to the time at which they are scheduled to serve those stops. Buses arriving at a stop location at or near the scheduled time are considered "on-time." In most cases, buses arriving no more than one minute early and no more than five minutes late are on-time. These on-time arrival percentages are tracked over a period of time (a month, a quarter, a year, e.g.) and summarized by route to identify needed schedule changes and/or operational improvements to ensure transit riders receive reliable service. Generally, fixedroute bus services that are on-time less than 80% of the time are subject to review for operational tweaks, but each agency adopts its own standard and addresses on-time performance issues on a case-by-case basis. On-time performance data for 2018 were provided by the region's three primary transit service providers: Chapel Hill Transit, GoDurham, and GoTriangle. Each Agency maintains strong on-time performance systemwide, with GoDurham having the lowest rate at 84%.

On a route-by-route basis, on-time performance varies. The lowest rates of on-time performance by route are clustered in the Southpoint subarea, though there are also routes in the Downtown Durham and Chapel Hill subareas below 80%.





VEHICLES OPERATED IN MAXIMUM SERVICE

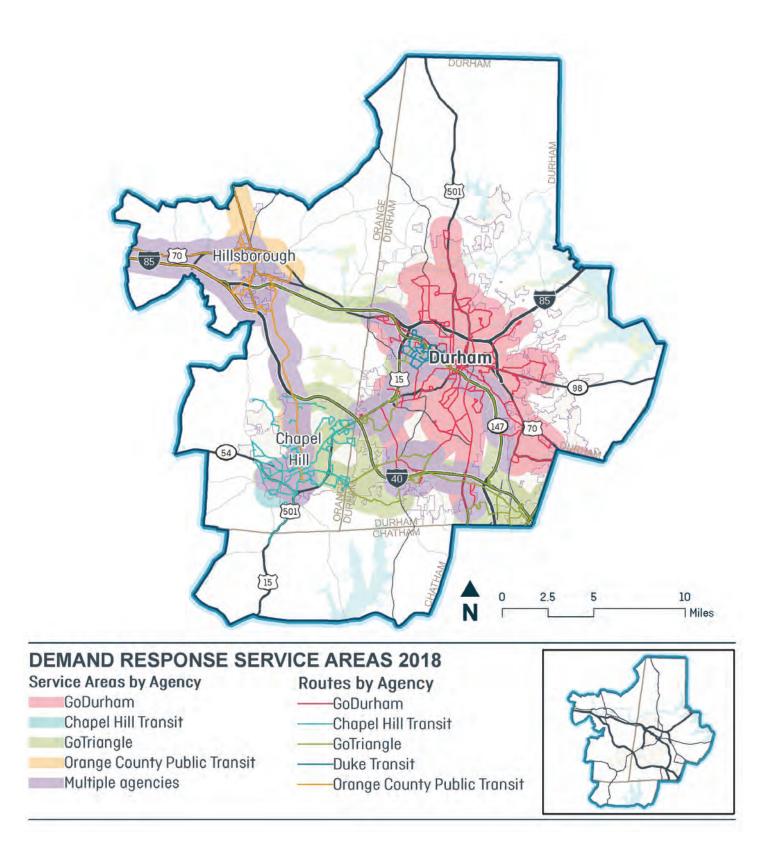
In 2018, there GoTriangle operated 133 transit vehicles during maximum service (the times at which the highest number of routes are being operated by a transit service), which is about 45% more than both Chapel Hill Transit (89 vehicles) and GoDurham (88 vehicles). Orange County Public Transportation operated 14 vehicles during maximum service, which is less than one-sixth the number operated by GoDurham and Chapel Hill Transit. Data were not available for Duke Transit.

DEMAND RESPONSE SERVICE

In addition to providing fixed route services, transit agencies provide demand response services when requested by passengers. Demand response service differs from charter service in that demand response rides may be combined so that a vehicle picks up several passengers before taking them to their respective destinations where charter service is based on a request to pick up only one group at one origin point and take them to one destination. Figure 10-7 on the following page shows the demand response service areas for each transit agency. Figure 10-8, Figure 10-9, Figure 10-10, and Table 10-3 and Table 10-4 show the revenue vehicle revenue miles, vehicle revenue hours, and the maximum number of vehicles operated for each agency.

Duke offers paratransit services to students with temporary or permanent disability through the Duke Vans program. This service is available through an application process and ride availability is not guaranteed. Service areas and statistics are not available for this service.





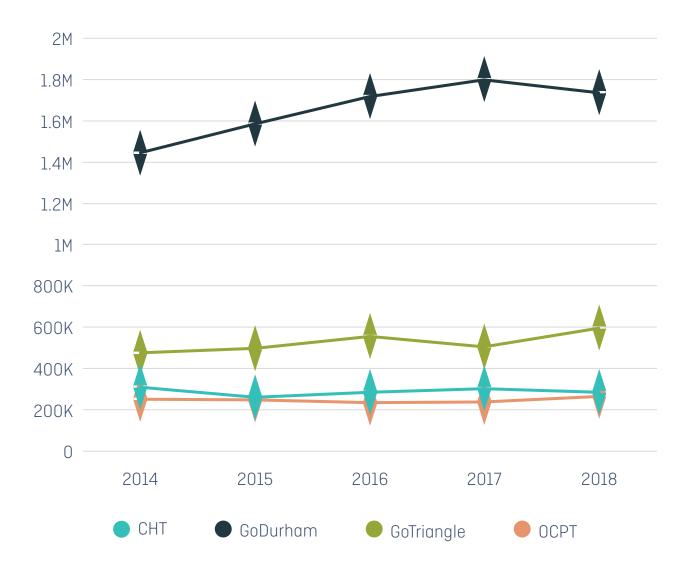


Figure 10-8. Demand Response Vehicle Revenue Miles 2014-2018

Table 10-3. Demand Response Vehicle Revenue Miles 2014-2018

| | 2014 | 2015 | 2016 | 2017 | 2018 |
|------------|-----------|-----------|-----------|-----------|-----------|
| СНТ | 312,917 | 262,353 | 286,078 | 303,873 | 284,687 |
| GODURHAM | 1,442,492 | 1,583,681 | 1,718,295 | 1,800,353 | 1,734,713 |
| GOTRIANGLE | 477,049 | 498,277 | 556,386 | 505,190 | 599,411 |
| OCPT | 252,659 | 247,565 | 234,348 | 237,806 | 269,121 |

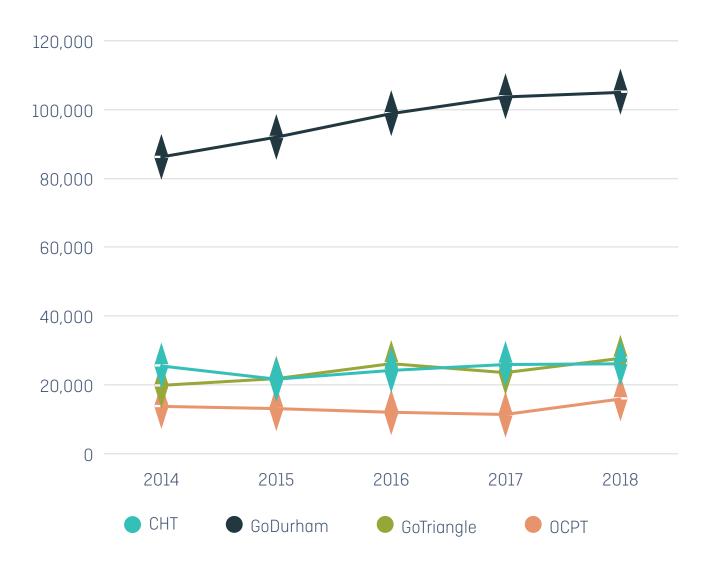


Figure 10-9. Demand Response Vehicle Revenue Hours 2014-2018

Table 10-4. Demand Response Vehicle Revenue Hours 2014-2018

| | 2014 | 2015 | 2016 | 2017 | 2018 |
|------------|--------|--------|--------|---------|---------|
| СНТ | 25,547 | 21,553 | 24,204 | 25,986 | 26,406 |
| GODURHAM | 86,085 | 91,916 | 98,731 | 103,659 | 104,987 |
| GOTRIANGLE | 19,836 | 21,901 | 26,275 | 23,686 | 27,816 |
| OCPT | 13,778 | 13,193 | 12,020 | 11,431 | 16,096 |



Figure 10-10. Demand Response Vehicles Operated in Maximum Service (2018)

COMPARATIVE ANALYSIS

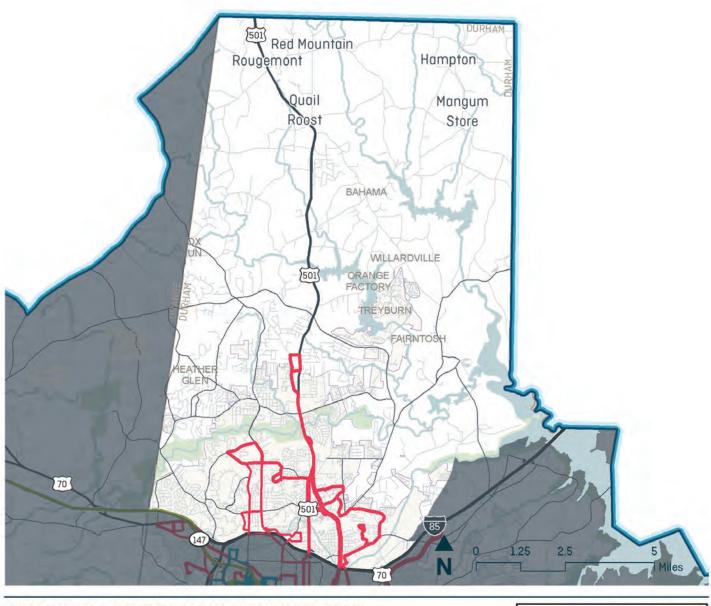
As shown on the map in Figure 10-1, GoTriangle covers a larger geographic area than any other service, but some routes operate on high-speed roads, which partially accounts for why it has a high number of revenue miles and a lower number of revenue hours than GoDurham.

GoTriangle also operates more vehicles during maximum service hours than any of the other agencies for which data were available. Because GoTriangle covers a large geographic area many of its routes are oriented to commuter service, and many of these routes run mostly during peak commuting hours. These service characteristics help interpret the differences in the quantities of service provided by the three primary agencies. GoTriangle operates the most vehicles in peak service and provides a high volume of revenue service miles. GoDurham provides a similar number of revenue miles but a much higher number of revenue hours, reflecting a more consistent scheduling of services throughout the day on shorter routes. Similarly, Chapel Hill Transit provides a similar number of revenue hours to GoTriangle but only about half the revenue miles, reflecting concentrated, all day services.

GoDurham has the highest vehicle revenue miles and hours for demand response service; In the case of vehicle revenue miles, GoDurham has at least one million more than any of the other agencies for each year. Vehicle revenue hours for GoDurham have also steadily increased from 2014 to 2018. GoTriangle has slightly higher vehicle revenue miles than Chapel Hill Transit and OCPT, which are comparable in terms of revenue miles. OCPT has lower levels of vehicle revenue hours compared to Chapel Hill Transit and GoTriangle, which are comparable in terms of revenue hours.

NORTH DURHAM

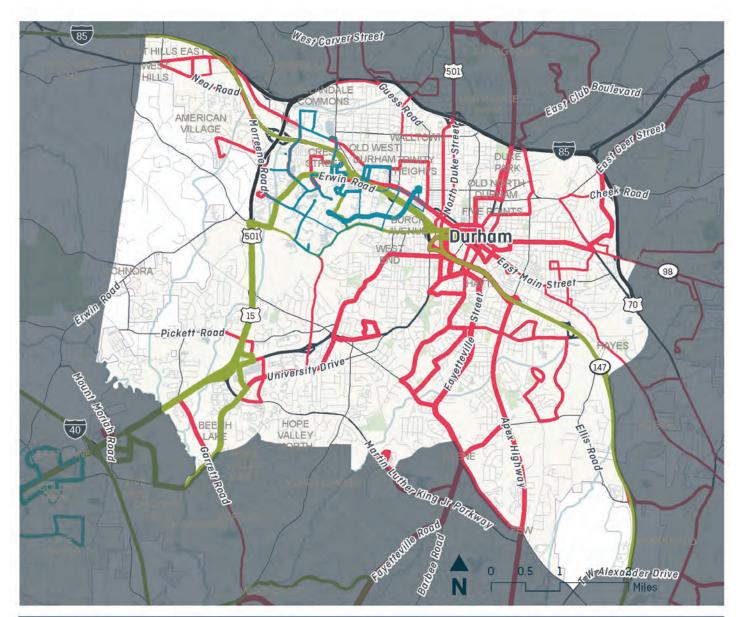
Figure 10-11. North Durham Revenue Hours (2018)



QUANTITY OF TRANSIT SERVICE 2018Routes by AgencyRevenue hours of serviceGoDurham155 - 2,500Chapel Hill Transit2,501 - 5,000GoTriangle5,001 - 10,000Duke Transit10,001 - 15,000Orange County Public Transit*15,001 - 21,277*Route level data unavailable - only route locations are shown.

DOWNTOWN DURHAM

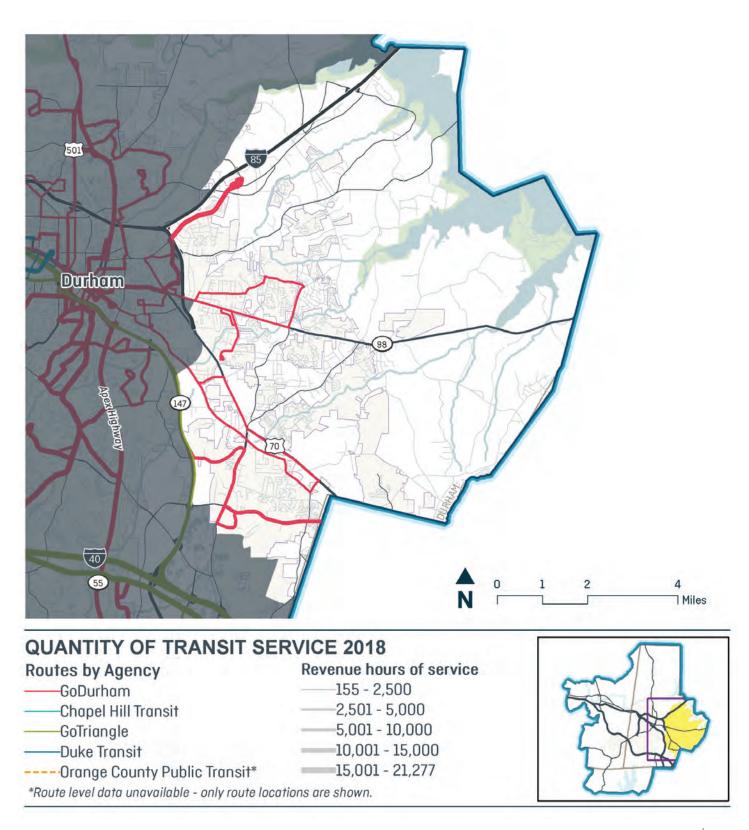
Figure 10-12. Downtown Durham Revenue Hours (2018)



| | 5 |
|-----------------|-----------------------------------|
| | |
| ——155 - 2,500 | |
| 2,501 - 5,000 | |
| | FUDA- |
| 10,001 - 15,000 | |
| 15,001 - 21,277 | |
| | 5,001 - 10,000
10,001 - 15,000 |

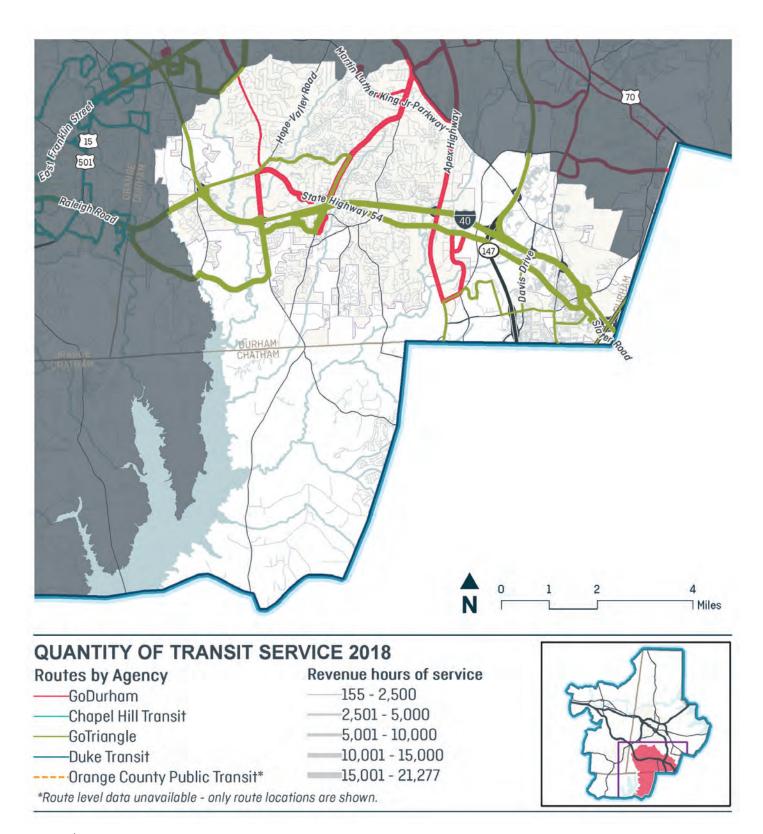
EAST DURHAM

Figure 10-13. East Durham Revenue Hours (2018)



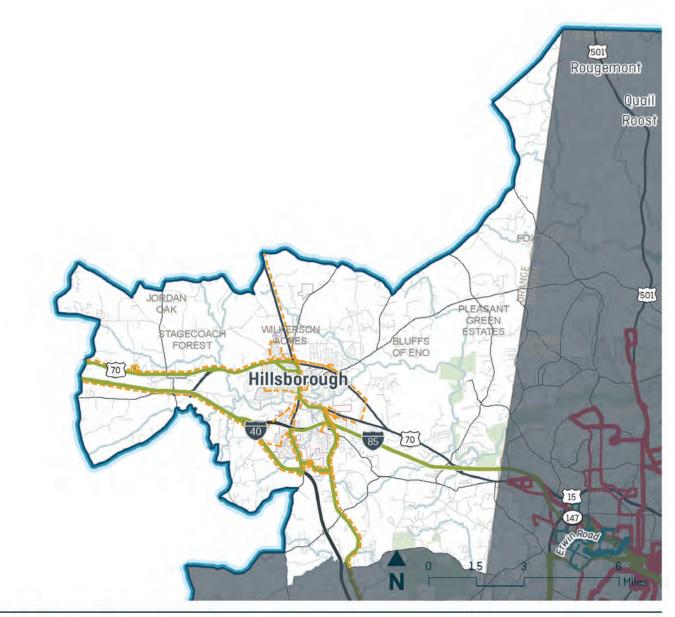
SOUTHPOINT

Figure 10-14. Southpoint Revenue Hours (2018)



HILLSBOROUGH

Figure 10-15. Hillsborough Revenue Hours (2018)



Revenue miles of service

2,660 - 25,000

25,001 - 50,000

50,001 - 100,000

100,001 - 150,000

150,001 - 331,808

-

QUANTITY OF TRANSIT SERVICE 2018

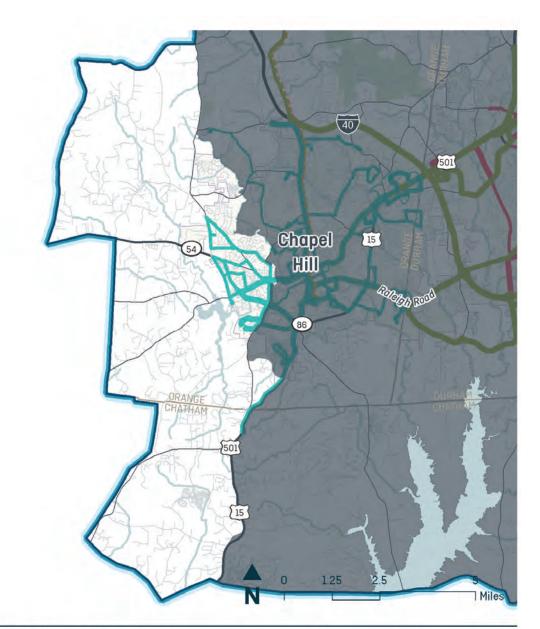
Routes by Agency

- GoDurham
- -----Chapel Hill Transit
- GoTriangle
- ——Duke Transit
- ----Orange County Public Transit*

*Route level data unavailable - only route locations are shown.

CARRBORO

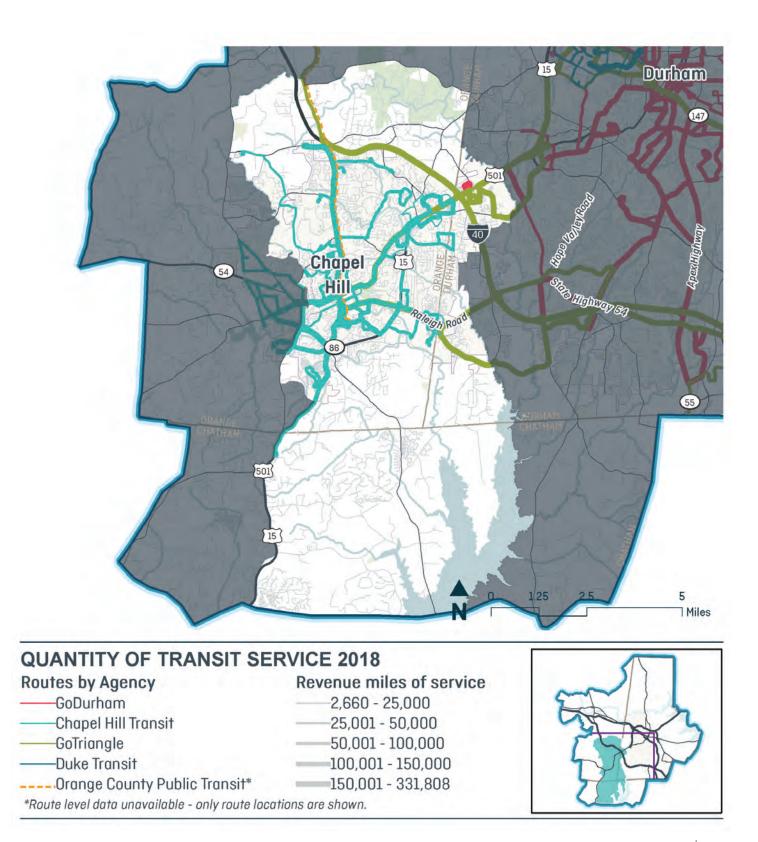
Figure 10-16. Carrboro Revenue Hours (2018)



| - 25,000 |
|-------------|
| - 50,000 |
| |
| - 100,000 |
| 1-150,000 |
| 1 - 331,808 |
| |

CHAPEL HILL

Figure 10-17. Revenue Hours (2018)



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[1 1] T R A N S I T R I D E R S H I P

How many people are using existing transit services?

KEY TAKEAWAYS



Although a little over half of the fixed bus routes in the area offer some degree of weekend service, weekday ridership is ten times higher than weekend ridership (17.1 million compared to 1.7 million), suggesting that a high share of riders use transit services for commuting.



Duke Transit's C1 route is the most utilized of all fixed service routes, with a total annual ridership of 3,410,959. The next most utilized route is Chapel Hill Transit's NS line, with a total annual ridership of 950,226.



Durham Station, which is co-located with the Amtrak train station and the Greyhound bus station, is the most utilized stop, with 125,540 onboardings and 122,083 alightings. This stop is served by both GoDurham and GoTriangle.



The Downtown Durham and Chapel Hill subareas have the highest number of stops (644 and 537, respectively), followed by North Durham, with 202.



Demand-responsive service ridership for GoTriangle increased by more than 50% from 2017 to 2018.



Ridership for Chapel Hill Transit has steadily decreased from 6.8 million in 2014 to 6 million in 2018.

INTRODUCTION

Transit ridership quantifies how many people are using transit services, the routes they are using, and when they are using them. Understanding ridership provides valuable insights into how the transit system moves people between places in the DCHC area. Ridership data also complement revenue service data by estimating how many people are on a vehicle while it is operating for those revenue hours and miles. This chapter analyzes ridership for both fixed-route and demand-responsive bus services for the five transit agencies evaluated in Chapter 10.

METHODOLOGY

DCHC acquired transit service data from all five local transit agencies that operate fixed routes in the area. Statistics reported include annual ridershipforfixed routes and demand-responsive services, route service and ridership by time of the week, stop boardings and alightings, and the number of stops in each geographic subarea. Ridership data were only available for 2016 for Duke Transit and 2016-2018 for OCPT. Ridership data for specific routes and stops are from 2017 for Chapel Hill Transit and 2018 for GoDurham and GoTriangle.

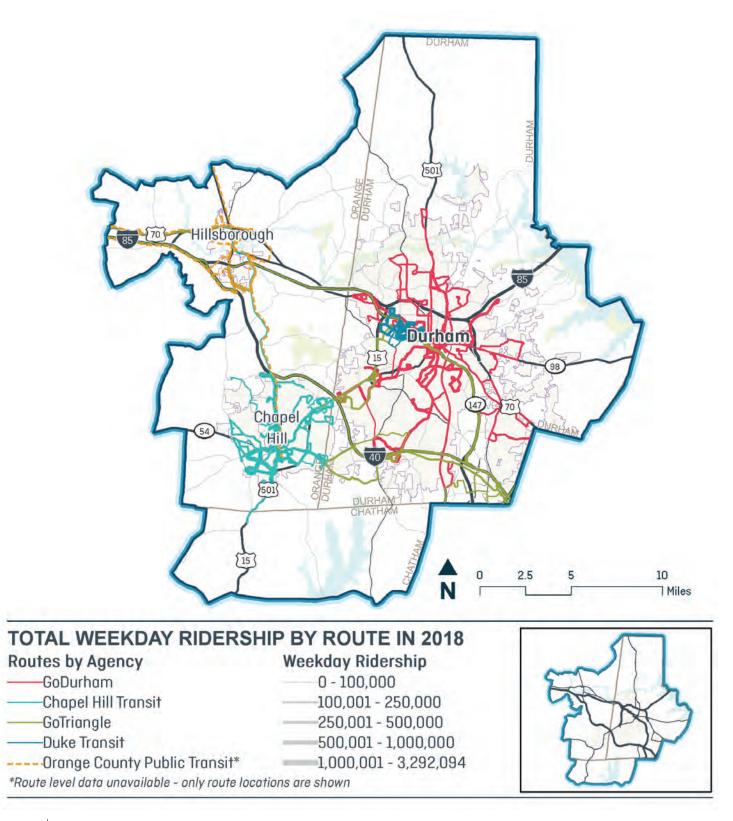
BOARDINGS AND ALIGHTINGS

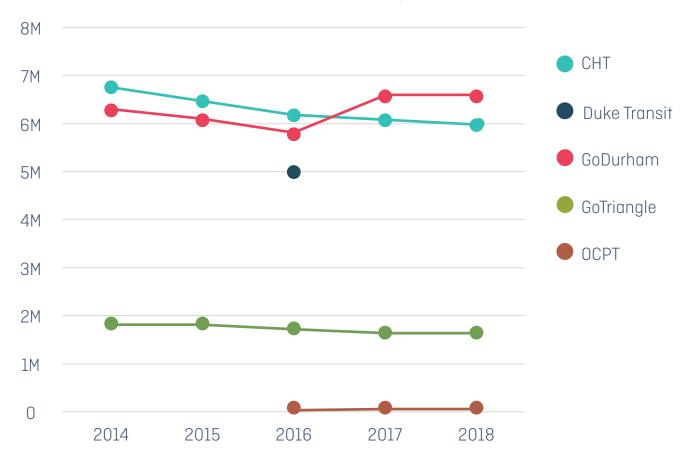
Boardings and alightings refer to the movements of passengers getting on and off buses. A boarding is when a passenger gets on (or "boards") a bus and an alighting is when a passenger gets off the bus.



REGIONAL OVERVIEW

Figure 11-1. Transit Ridership





| | 2014 | 2015 | 2016 | 2017 | 2018 |
|--------------|-----------|-----------|-----------|-----------|-----------|
| СНТ | 6,834,610 | 6,501,976 | 6,228,822 | 6,057,950 | 5,971,244 |
| DUKE TRANSIT | | | 4,995,203 | | |
| GODURHAM | 6,283,876 | 6,146,479 | 5,777,894 | 6,619,392 | 6,591,555 |
| GOTRIANGLE | 1,794,430 | 1,831,068 | 1,738,166 | 1,648,051 | 1,630,369 |
| ОСРТ | | | 18,593 | 24,227 | 21,429 |

Table 11-1. Fixed-Route Ridership

10 MOST BOARDED STOPS ANNUAL BOARDINGS 125,540 Durham Station (GoDurham, GoTriangle #5774) 84,053 The Streets at Southpoint (GoDurham, GoTriangle #5956) 36,511 Main Street at Golden Belt (GoDurham #6383) 35,429 Research Drive at Circuit Drive (GoDurham #6670) 31,589 Lawson Street at DTCC (WB) (GoDurham #5773) 30,909 Regional Transit Center (RTC) (GoTriangle #1000) 29,025 Witherspoon Boulevard at McFraInd Drive (GoDurham, GoTriangle #6197) 27,790 E. Geer Street at Glenview Station (GoDurham #6304) 26,828 GoRaleigh Station (GoTriangle #8001)

Duke Street at Jackson Street (GoDurham, GoTriangle #5934)

MOST ALIGHTED STOPS 10 ANNUAL ALIGHTINGS 122,803 Durham Station (GoDurham, GoTriangle #5774) 89,922 The Streets at Southpoint (GoDurham, GoTriangle #5956) 34,910 NC 54 at NC 55 (GoDurham, GoTriangle #5690) 32,669 Raynor Street at The Village (EB) (GoDurham #6489) 31,720 Research Drive at Circuit Drive (GoDurham #6670) 31,243 Regional Transit Center (RTC) (GoTriangle #1000) 28,608 Lawson Street at DTCC Public Safety (EB) (GoDurham #5316) 27,422 McFarand Drive at Witherspoon Boulevard (GoDurham, GoTriangle #1901) 25,784 Main Street at Iredell Street (GoDurham #6930) 25,113 W. Main Street at Amtrak Station (GoDurham #6381)

24,251

250 DCHC MOBILITY REPORT CARD 2019 CHAPTER ELEVEN

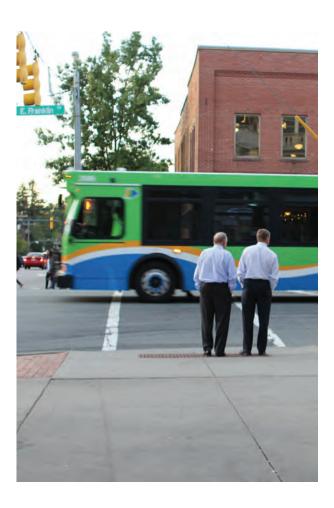
FIXED-ROUTE RIDERSHIP

There are 93 fixed routes in the DCHC area, which have a combined annual ridership of 19,514,604. In 2017, GoDurham surpassed Chapel Hill transit for the highest annual ridership, though they both continue to have comparable amounts of ridership, remaining between 6 and 7 million. This excludes 2016, in which GoDurham served 5.8 million riders. However, the following year (2017), ridership increased by nearly one million to 6.6 million - the steepest increase for any agency for which data is available from 2014-2018. Ridership for Chapel Hill Transit has steadily decreased from 6.8 million in 2014 to 6 million in 2018. In 2016, ridership for Duke Transit was 5 million, which is more comparable to GoDurham and Chapel Hill than GoTriangle, for which ridership has remained stable, decreasing slightly from 1.8 to 1.6 million from 2014 to 2018. Ridership for OCPT increased by one-third from 18,600 in 2016 to 24,200 in 2017, before coming back down to 21,400 in 2018.

Five out of the ten routes with the highest ridership are run by Chapel Hill Transit. The Duke Transit C1 route, which connects dormitory buildings in the east with west campus, has the highest annual ridership, with 3,410,959. The two most-utilized GoDurham routes connect with one another at the most-utilized stop (Durham Station), forming a contiguous line from the Streets at Southpoint in the south to a commercial center on Glenn School Road in Northeast Durham. The ten stops at which the highest number of passengers board buses each year are all served by GoDurham, GoTriangle, or both and are fairly spread out throughout the area. The same is true of the ten stops at which the highest numbers of passengers alight buses each year.





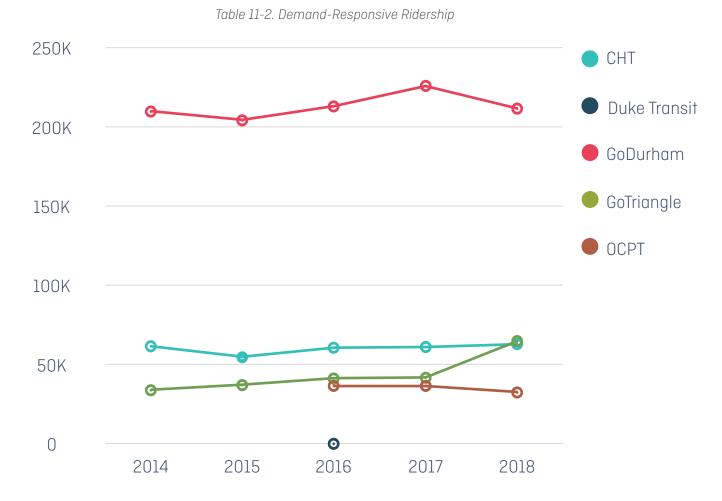


RIDERSHIP BY TIME OF THE WEEK

Although a little over half of the fixed bus routes in the area offer some degree of weekend service, weekday ridership is ten times higher than weekend ridership (17.1 million compared to 1.7 million), suggesting that a high share of riders use transit services for commuting .lt is also expected that weekday ridership will be higher than weekend ridership since there are less days in a weekend. Even so, the per-day average for weekdays is 3.42 million, compared to about 850,000 per weekend day.

DEMAND-RESPONSIVE RIDERSHIP

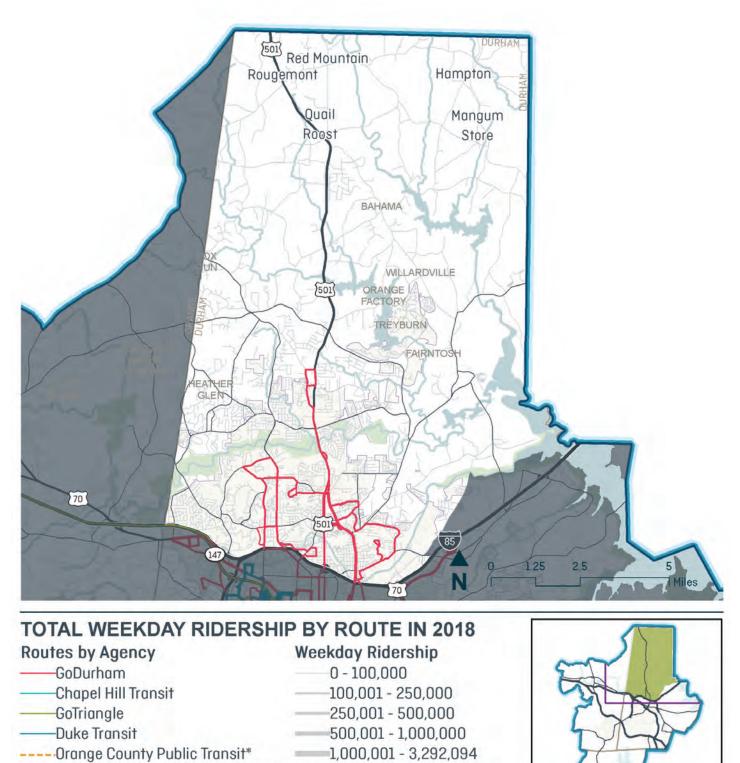
GoDurham provides the highest number of demand-responsive trips, with a ridership of more than 200,000 every year from 2014 to 2018. Chapel Hill and GoTriangle both provide closer to 60,000. GoTriangle's demand-responsive ridership increased by 55% from 41,900 in 2017 to 64,805 in 2018.



| | 2014 | 2015 | 2016 | 2017 | 2018 |
|--------------|---------|---------|---------|---------|---------|
| СНТ | 61,509 | 54,457 | 60,780 | 61,165 | 63,154 |
| DUKE TRANSIT | | | 0 | | |
| GODURHAM | 209,753 | 204,539 | 213,235 | 225,927 | 211,815 |
| GOTRIANGLE | 33,768 | 37,046 | 41,374 | 41,900 | 64,805 |
| OCPT | | | 36,516 | 36,765 | 32,300 |

NORTH DURHAM

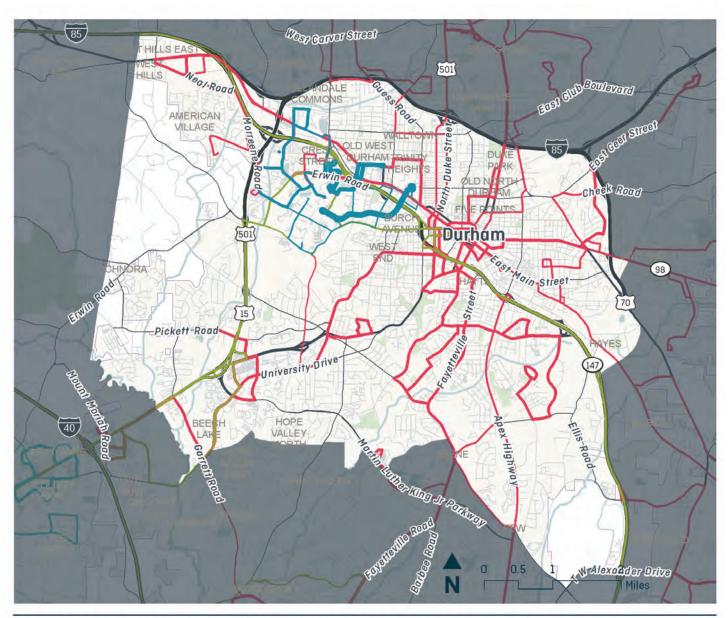
Figure 11-2. North Durham Transit Ridership



*Route level data unavailable - only route locations are shown

DOWNTOWN DURHAM

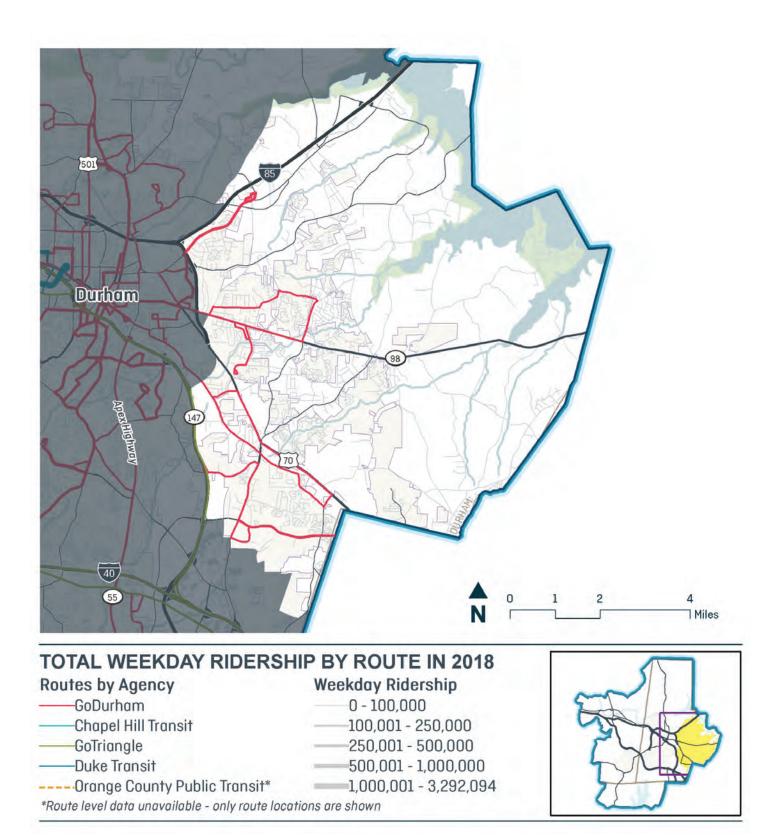
Figure 11-3. Downtown Durham Transit Ridership



| TOTAL WEEKDAY RIDERSH | IP BY ROUTE IN 2018 | |
|---|-----------------------|---------|
| Routes by Agency | Weekday Ridership | |
| GoDurham | 0 - 100,000 | |
| Chapel Hill Transit | | 1 Start |
| GoTriangle | | FUR |
| ——Duke Transit | 500,001 - 1,000,000 | 4 Aug |
| Orange County Public Transit* | 1,000,001 - 3,292,094 | |
| *Route level data unavailable - only route loco | | |

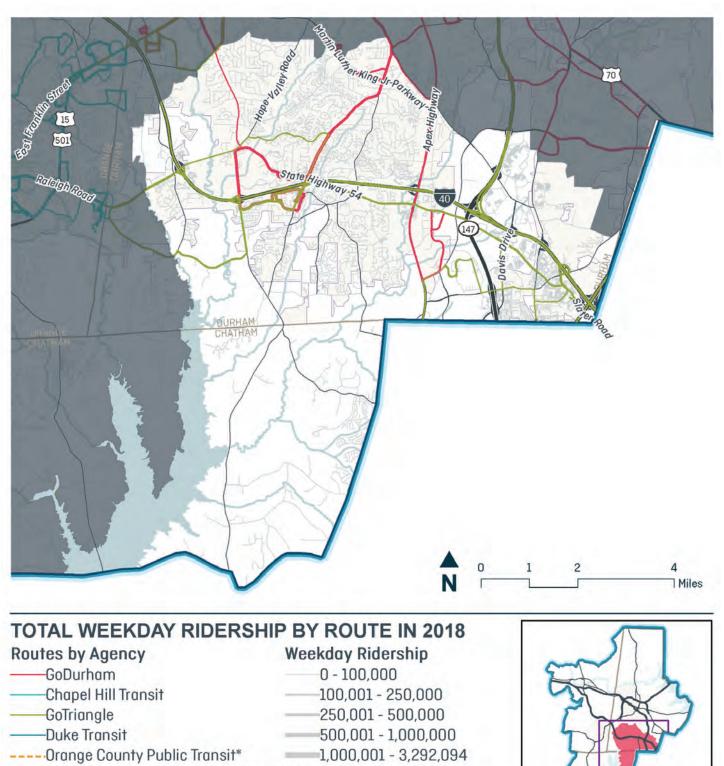
EAST DURHAM

Figure 11-4. East Durham Transit Ridership



SOUTHPOINT

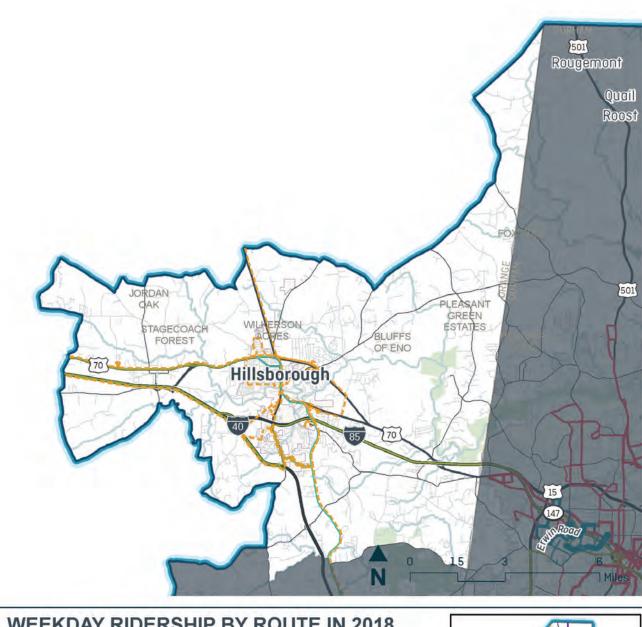
Figure 11-5. Southpoint Transit Ridership



*Route level data unavailable - only route locations are shown

HILLSBOROUGH

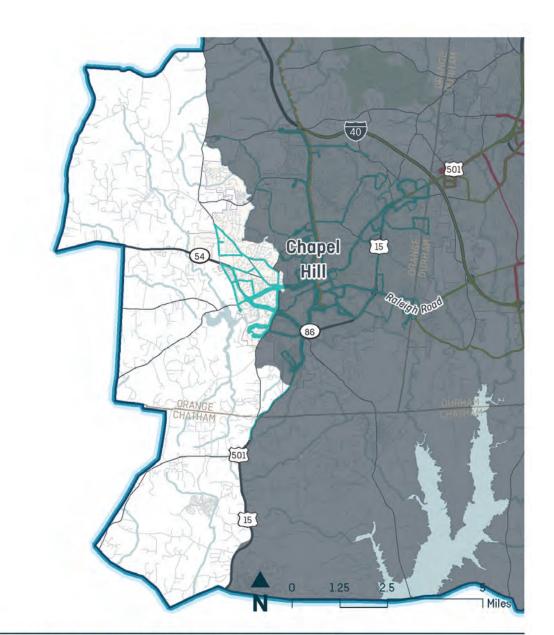
Figure 11-6. Hillsborough Transit Ridership



| TOTAL WEEKDAY RIDERSH | | |
|---|-----------------------|------|
| Routes by Agency | Weekday Ridership | |
| GoDurham | 0 - 100,000 | |
| Chapel Hill Transit | | - |
| GoTriangle | | FLAT |
| ——Duke Transit | 500,001 - 1,000,000 | 4 AZ |
| Orange County Public Transit* | 1,000,001 - 3,292,094 | |
| *Route level data unavailable - only route loca | tions are shown | |

CARRBORO

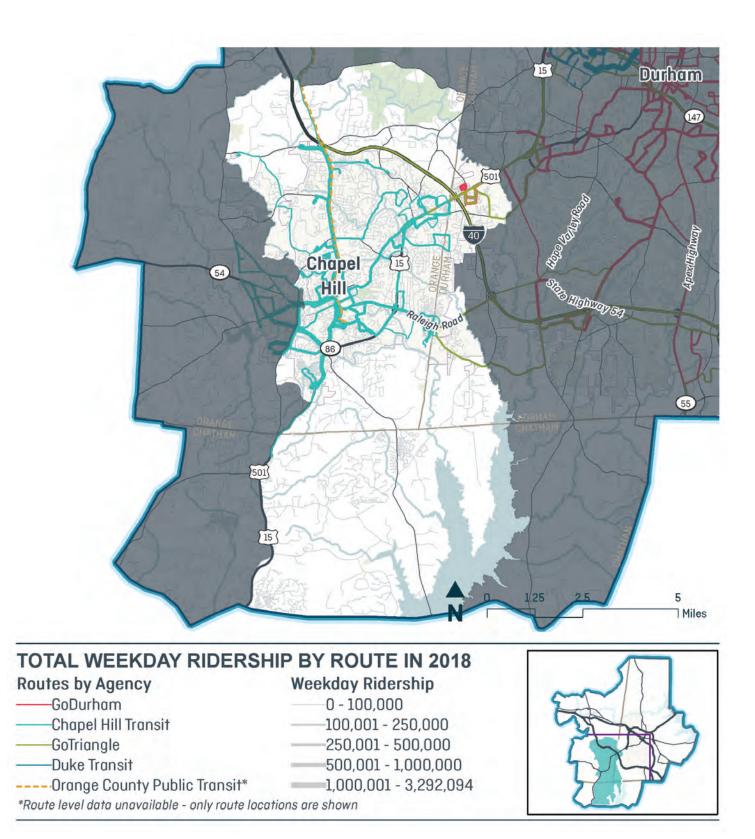
Figure 11-7. Carrboro Transit Ridership



| Veekday Ridership | |
|-----------------------|---|
| 0 - 100,000 | 2 L |
| 100,001 - 250,000 | 1 Stores |
| 250,001 - 500,000 | A LA |
| 500,001 - 1,000,000 | |
| 1,000,001 - 3,292,094 | |
| | 100,001 - 250,000
250,001 - 500,000
500,001 - 1,000,000 |

CHAPEL HILL

Figure 11-8. Chapel Hill Transit Ridership



COMPARATIVE ANALYSIS

2M 1,761,365 1.8M 1.6M 1.4M 1.2M 1M 800K 600K 454,511 388,005 311,194 400K 133,456 200K 21,551 30,946 0 North Downtown East South-Hills-Carrboro Chapel Hill Durham Durham Durham point borough



Figure 11-10. Total Annual Alightings

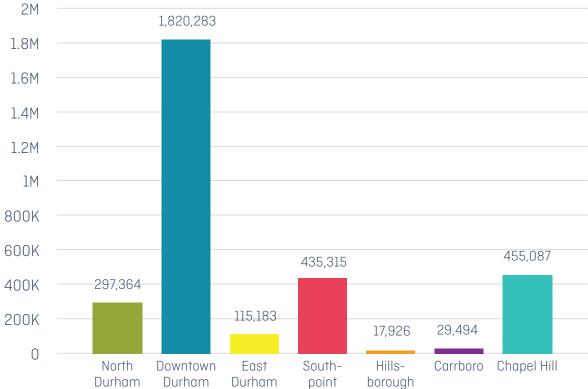


Figure 11-9. Total Annual Boardings

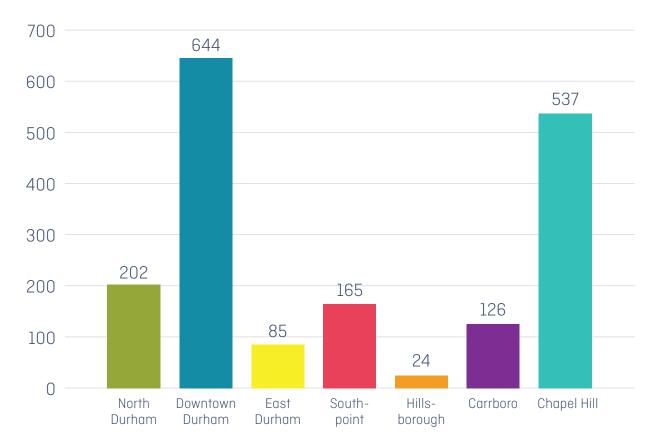


Figure 11-11. Number of Stops by Subarea

The Downtown Durham and Chapel Hill subareas have the highest number of stops (644 and 537, respectively), followed by North Durham, with 202. There are more stops in the Downtown Durham subarea than all of the other subareas (except for Chapel Hill) combined.

Since ridership data are only available at the route level, ridership cannot be disaggregated by subarea. However, the number of boardings and alighitngs at all stops in each subarea can be totaled. Although the Downtown Durham and Chapel Hill subareas have comparable numbers of bus stops, the Downtown Durham subarea has nearly 4 times as many total boardings and alightings among those stops as does Chapel Hill. Similarly, although the Southpoint has 37 (29%) more stops than Carrboro, and North Durham has 39 (24%) more stops than Southpoint, there are more than 10 times as many boardings and closer to 15 times more alightings in Southpoint than Carrboro. The numbers of boardings and alightings are both higher in Southpoint than North Durham, despite North Durham having more stops. Overall, there is no standard ratio between number of stops and boardings and alightings in subareas. [12] MULTIMODAL MOBILITY AND THROUGHPUT

How are all modes of transportation interacting in the transportation network?

KEY TAKEAWAYS



 The region's limited access highways -I-40, I-85, NC-147, and US 15-501 Bypass
 move the highest numbers of person trips among the region's CMP segments. They account for almost two-thirds of total person throughput on CMP segments.



Among surface highways, major commuting corridors like NC 54, US 15-501, and US 70 have the highest levels of person throughput, though they are not characterized by modal diversity.



Segments serving a complete, diverse mix of all modes are relatively scarce – the majority are concentrated in Chapel Hill. Segments with high modal diversity are found throughout central Durham, Carrboro, and in parts of the Southpoint subarea.



The Chapel Hill subarea has the region's highestlevelofnon-autopersonthroughput, followed closely by the Downtown Durham subarea. The non-auto throughput in these areas is mostly from pedestrian traffic.

INTRODUCTION

The earlier chapters in the report each focus on a particular mode of travel (automobiles, pedestrians, bicycles, and transit). This chapter assess where and how these modes combine and overlap to provide multimodal mobility across the complete transportation system. It estimates person throughput on major corridors throughout the region – that is, the number of people using the corridor regardless of mode. These estimates include a breakdown of usership by mode that is used to characterize and group segments by their modal diversity.

This chapter's focus on multimodal travel and person throughput is consistent with a broad trend in transportation planning and system monitoring. Historically, reports like this one have focused exclusively on highway travel, emphasizing volume and delay metrics. Over time, the provision of safe, efficient, and reliable travel by diverse modes has emerged as a critical component of transportation system management and investment, especially in rapidly growing areas like the DCHC region. Synthesizing mode-specific insights into a complete picture of travel approximating person trips helps the MPO to identify and address transportation needs and opportunities accurately and holistically.

METHODOLOGY

Expanded data collection has allowed DCHC to record and analyze data about the availability and utilization of all major travel modes, generating the mode-by-mode details presented in earlier chapters. These data provide the basis for estimating person throughput along the 95 corridors assessed by the region's Congestion Management Process (CMP). These corridors cover a range of facility types and are broadly representative of travel within the DCHC region. For each CMP corridor, person throughput was estimated based on traffic, bicycle, and pedestrian counts and transit boarding/alighting data. For subsegments within each CMP corridor, a modal diversity rating was developed based on the expected presence of travelers across all modes.

PERSON THROUGHPUT ESTIMATION

The estimation of person throughput on the region's 95 CMP corridors consists of 5 analysis steps:

 Areawide density of travel by each mode was estimated based on count station locations and data. These included AADT estimates (Chapter 1), 6-hour pedestrian and bicycle counts (Chapters 6 and 8, respectively), and transit boardings and alightings (Chapter 11). Areawide density was used to assign expected usership numbers by mode to corridor locations between count stations, interpolating and attenuating values based on distance to the count station. For example, the AADT estimate for a location on a corridor halfway between two count stations.

- The ratio of each non-auto mode's density to the auto density was taken to estimate how many pedestrians, bicyclists, and transit users would generally be present on the facility on a per-vehicle basis.
- Segment-level AADT for each CMP segment was derived from NCDOT and MPO traffic data (from the count station information used in Chapter 1 of this report). For CMP segments not included among those features, AADT was interpolated based on contiguous segments' data.
- 4. Segment-level AADT data were converted into person trips by applying an occupancy factor of 1.344 persons per vehicle and the respective non-auto modes' users-pervehicle estimates calculated in step 2 above. This resulted in expected person trips by auto, pedestrian, bicycle, and transit modes on each segment.
- Segment data were summarized to the CMP corridor level, with usership estimates weighted by length to obtain corridor-wide estimates of person throughput.

MODAL DIVERSITY SCORE

The segment-level data generated in the person throughput estimation process provided insight into the modal mix of travelers on each segment. Specifically, the users-per-vehicle ratios generated in step 2 were used to describe each segment as having High, Medium, or Low utilization of each non-auto mode, relative to

the number of vehicles on the segment. The segment's modal diversity score was then determined based on its modal rankings. Thresholds for determining the modal diversity scores are presented in Table 12-1.

| Mode | Ranking Users-to-vehicles
ratio | | | |
|-----------------------|--|-------------------------------|--|--|
| Pedestrian | High | 1 per 500 cars | | |
| | Medium | 1 per 1,000 cars | | |
| | Low | Less than 1 per
1,000 cars | | |
| Bicycle | High 1 per 1,000 cars | | | |
| | Medium | 1 per 5,000 cars | | |
| | Low | Less than 1 per
5,000 cars | | |
| Transit | High l per 1,000 cars | | | |
| | Medium | 1 per 5,000 cars | | |
| | Low Less than 1 per 5,000 cars | | | |
| Modal | Modal rankings | | | |
| diversity | | | | |
| score | | | | |
| Complete
Diversity | 3 High
2 High, 1 Medium | | | |
| High Diversity | 2 High, 1 Low
1 High, 2 Medium
1 High, 1 Medium, 1 Low
3 Medium | | | |
| Moderate
Diversity | 1 High, 2 Low
2 Medium, 1 Low | | | |
| Low Diversity | 1 Medium, 2 Low
3 Low | | | |

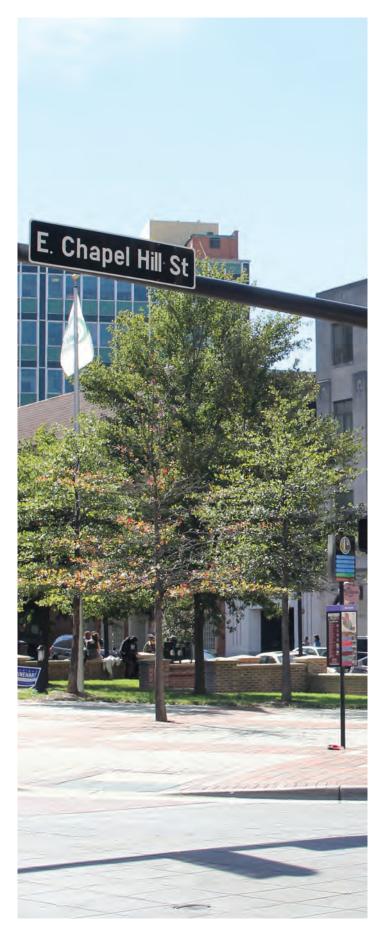
DATA LIMITATIONS

The data used to estimate person throughput and modal diversity scores represent the best available resources for holistically analyzing multimodal travel. However, these data remain limited, meaning the results presented in this chapter provide a reasonable but not authoritative assessment of multimodal mobility. Key limitations and assumptions are noted below. As the MPO continues to expand and enhance its data collection in coordination with State, regional and local partners, the measures reported in this chapter will improve in quality and new measures of systemwide mobility and throughput are likely to emerge.

The 6-hour pedestrian and bicycle counts were assumed to reflect daily utilization since they cover the primary hours during which nonmotorized travel occurs. While some 13-hour counts were availability, the 6-hour counts provide superior regional coverage. It would be tenuous in light of the data caveats noted in Chapters 6 and 8 to use 13-hour count data as a basis for expanding 6-hour counts regionwide.

Transit boarding and alighting data, provided on an annual basis, were divided by 365 days to arrive at a daily estimate. Transit ridership estimates are difficult to develop based solely on boarding/alighting data and route-level ridership stats, as presented in Chapter 11.

The numbers reported approximate average daily conditions. There is likely to be substantial seasonal variability in modal usership based on school and university schedules, weather patterns, and similar season factors. Moreover, conditions vary by day of week (weekend versus weekday, e.g.), and those details are not discernible from the available data for this chapter.



REGIONAL OVERVIEW

Figure 12-1. Regional Person Throughput (2018)

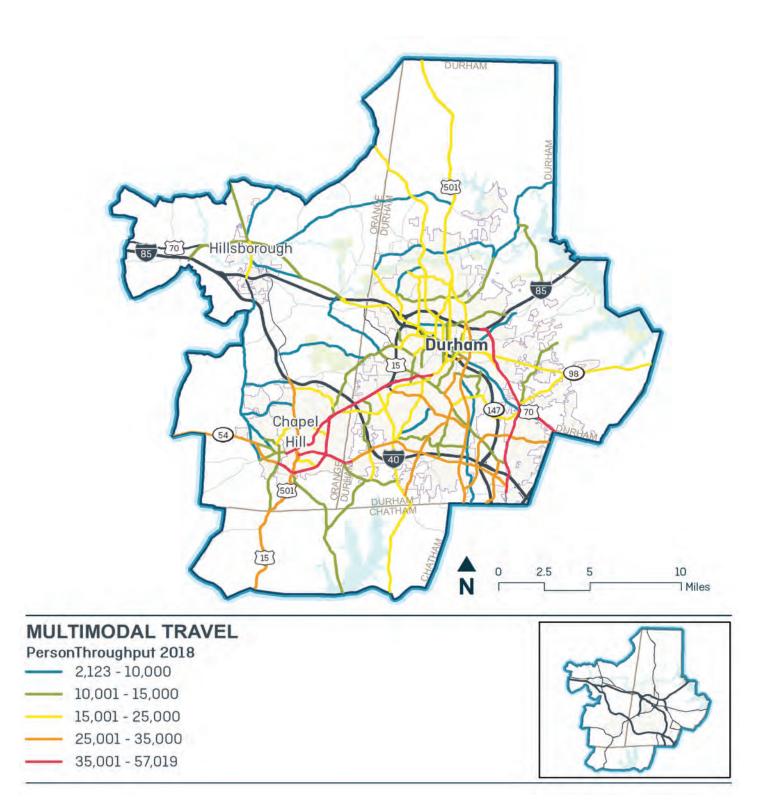
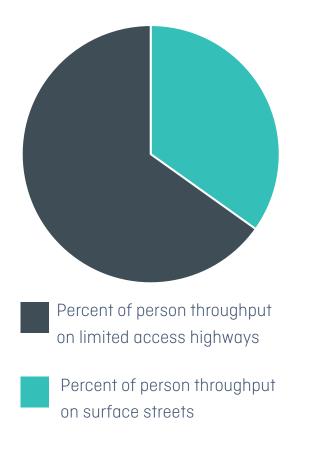


Figure 12-1 presents the person throughput estimates for the region's 95 CMP corridors. The region's limited access highways (I-40, I-85, NC 147, and US 15-501 Bypass) have been excluded for mapping purposes, as they easily have the highest estimated person throughput per facility mile. In fact, these facilities comprise roughly two-thirds of total person throughput across the region's CMP segments (see Figure 12-2 below). It's worth noting that this only includes travel on CMP segments, and these limited access highways represent a high proportion of CMP mileage. If all facilities were included, limited access highways would likely represent less (but still a sizeable) proportion of person throughput.

Figure 12-2. Share of Regional Person Throughput on Limited Access Highways (2018)



Among surface highways, US 15-501 between Durham and Chapel Hill, US 70 in East Durham, and NC 54 between Greensboro Street and Barbee Chapel Road are the most productive facilities. Table 12-2 below presents the region's CMP corridors with the highest person throughput values (limited access highways are excluded):

Table 12-2. Person Throughput by Corridor (2018)

| Rank | Corridor | prridor From To | | Person
Throughpu
Per Facility |
|------|---|--------------------------|---------------------------|-------------------------------------|
| | | | | Mile |
| 1 | US 70 | 1-85 | Wake
County
Line | 57,019 |
| 2 | US 15-
501/
NC54 | Greensboro
Street | Ephesus
Church
Road | 52,962 |
| 3 | South
Rd/
Raleigh
Rd/NC 54 | NC 86 | Barbee
Chapel
Road | 45,985 |
| 4 | US 15-
501 | -40 | University
Drive | 45,292 |
| 5 | Franklin
St/
Fordham
Blvd/US
15-501 | Merritt Mill
Rd | -40 | 38,344 |
| 6 | Miami
Blvd | US 70 | Wake
County
Line | 35,687 |
| 7 | US 15-
501 | Smith
Level Road | Chatham
County
Line | 33,586 |
| 8 | NC 86/
MLK Blvd | Franklin
Street | -40 | 32,235 |
| 9 | NC 54 | Barbee
Chapel
Road | Miami Blvd | 30,763 |
| 10 | US 15-
501/NC
86 | Smith
Level Road | Franklin
Street | 30,295 |

Figure 12-3. Regional Modal Diversity (2018)

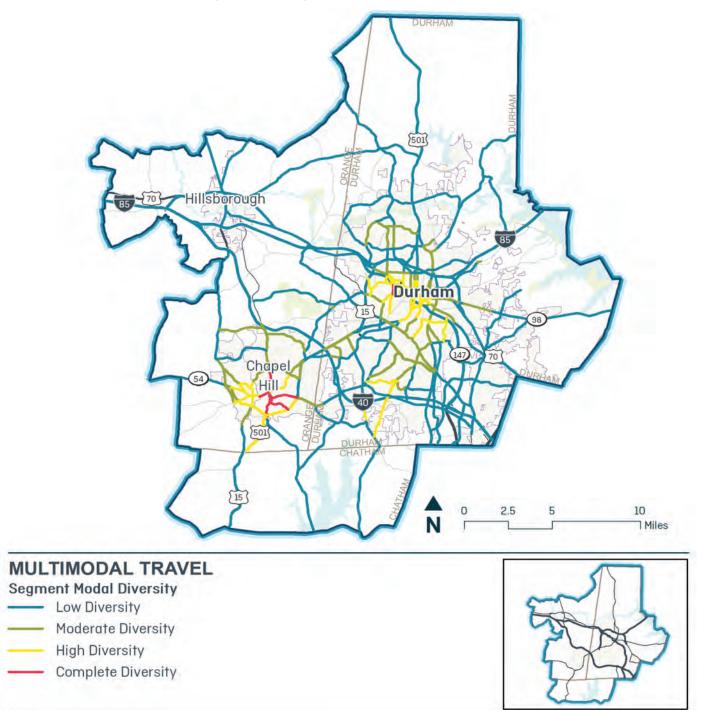
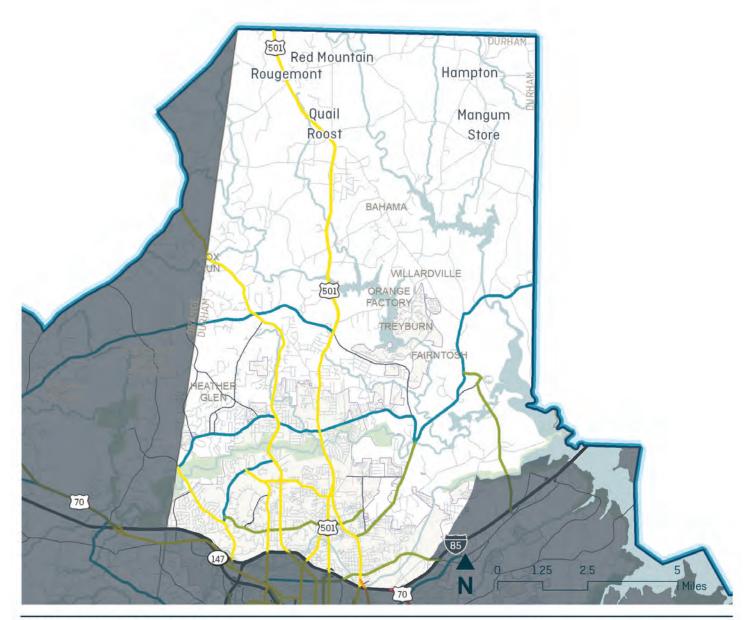


Figure 12-3 shows the modal diversity score estimates throughout the region. A cluster of high-diversity segments is observed in central Chapel Hill. The only high-diversity segment in Durham is Swift Avenue, connecting the Ninth Street area to Duke's Central and West Campuses. The volume of vehicular travel in Durham results in lower user-to-vehicle ratios in spite of the strong non-auto usership observed in prior chapters. Moderate-diversity segments, however, are found throughout central Durham. Other concentrations of moderate-diversity segments are in Carrboro and along a few segments in the Southpoint subarea. Multimodal travel data are provided on a segment-bysegment basis in Appendix D.

NORTH DURHAM

Figure 12-4. North Durham Person Throughput (2018)



MULTIMODAL TRAVEL

PersonThroughput 2018

- 2,123 10,000
- ----- 10,001 15,000
- 15,001 25,000
- ----- 25,001 35,000
- 35,001 57,019



DOWNTOWN DURHAM



Figure 12-5. Downtown Durham Person Throughput (2018)

MULTIMODAL TRAVEL PersonThroughput 2018

- 2,123 10,000

- _____ 25,001 35,000
- 35,001 57,019



EAST DURHAM

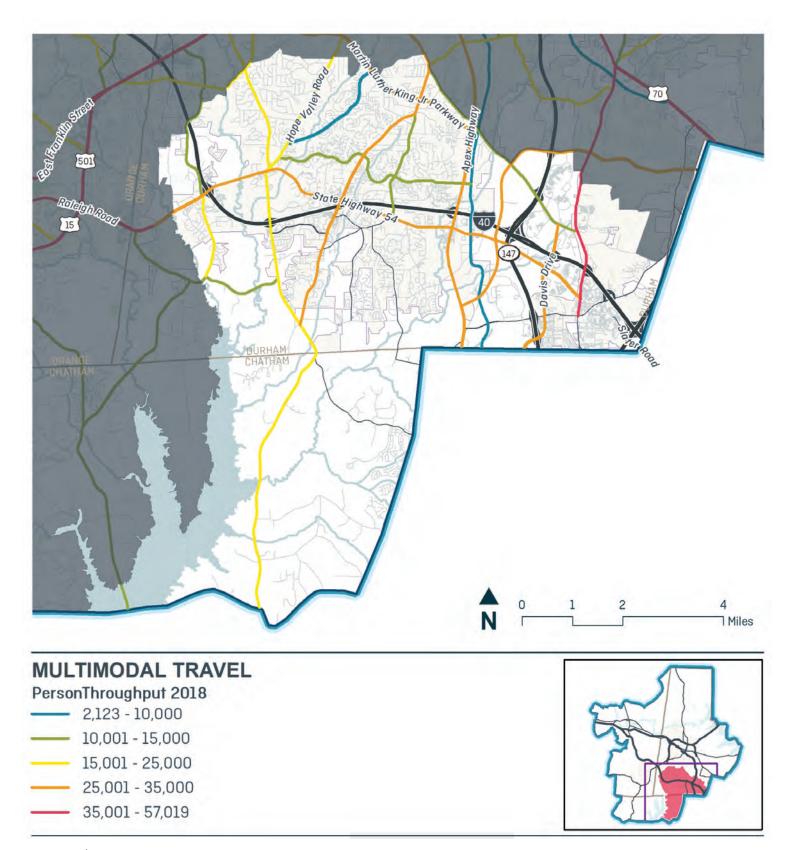


Figure 12-6. East Durham Person Throughput (2018)



SOUTHPOINT

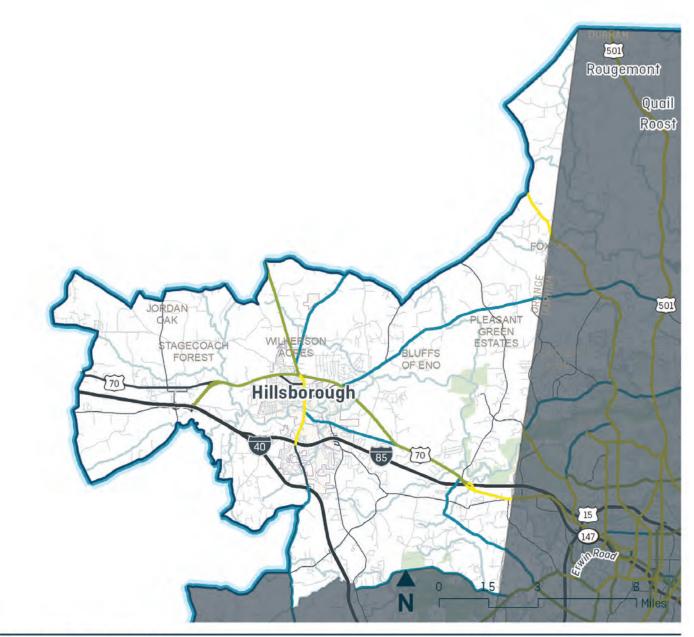




RESULTS BY GEOGRAPHIC SUBAREA

HILLSBOROUGH

Figure 12-8. Hillsborough Person Throughput (2018)





RESULTS BY GEOGRAPHIC SUBAREA

CARRBORO

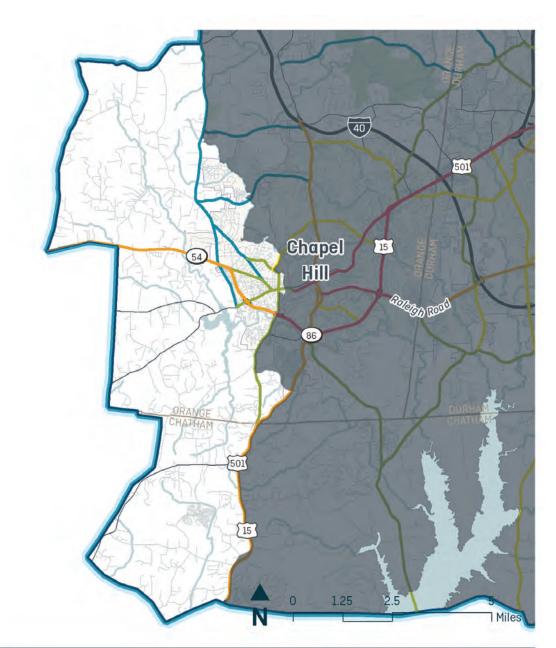


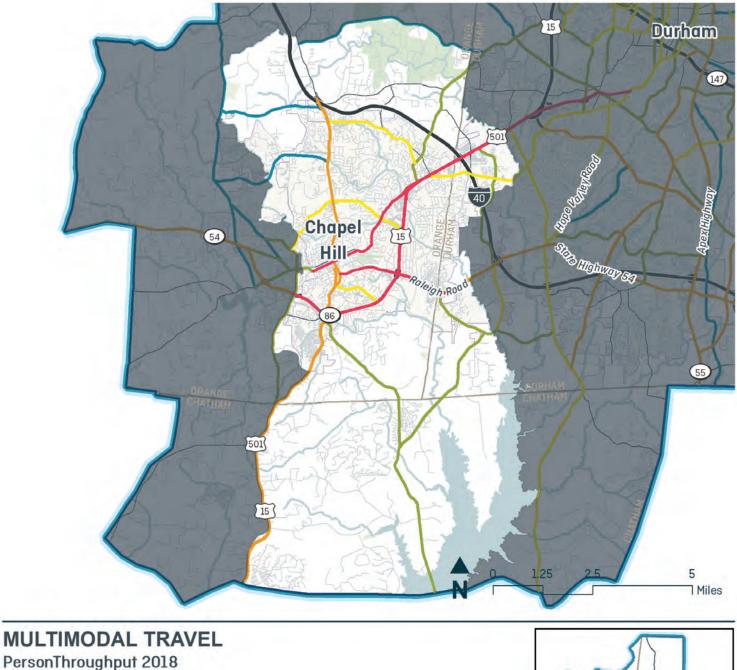
Figure 12-9. Carrboro Person Throughput (2018)

| MULTIMODAL TRAVEL | |
|-----------------------|-------------|
| PersonThroughput 2018 | |
| 2,123 - 10,000 | |
| 10,001 - 15,000 | and a start |
| 15,001 - 25,000 | |
| 25,001 - 35,000 | |
| 35,001 - 57,019 | |

RESULTS BY GEOGRAPHIC SUBAREA

CHAPEL HILL





- 2,123 10,000
- ----- 10,001 15,000
- 15,001 25,000
- _____ 25,001 35,000



COMPARATIVE ANALYSIS

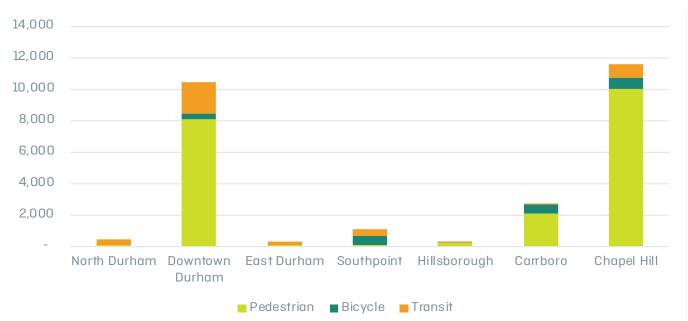


Figure 12-11. Person Throughput by Non-Auto Modes by Subarea

The Chapel Hill subarea has the region's highest level of non-auto person throughput, followed closely by the Downtown Durham subarea. The non-auto throughput in these areas is mostly from pedestrian traffic. Pedestrian throughput is also the dominant nonauto mode in The Carrboro and Hillsborough subareas, through their total nonauto throughput values are much lower. In the North Durham, East Durham, and Southpoint subareas, transit is the major nonauto throughput mode. In Southpoint, bicycling is a notable mode, owing largely to the presence of the American Tobacco Trail.

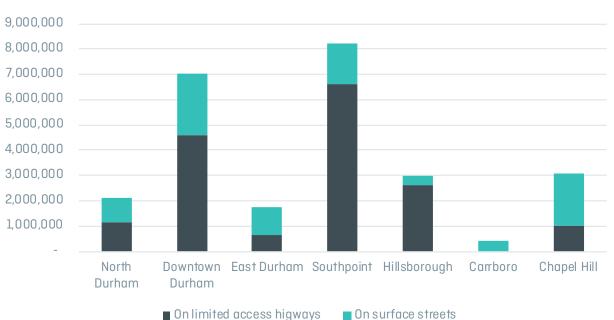


Figure 12-12. Person Throughput (All Modes) by Facility Type

When auto travel is included in these estimates, the Southpoint subarea has the highest total person throughput, a large portion of which is comprised of commuters using I-40. The Downtown Durham subarea has the second-highest total person throughput. Throughput on the surface street network is highest in Downtown Durham followed closely by Chapel Hill. These comparisons demonstrate the importance of the region's limited access highways on system productivity and person throughput.

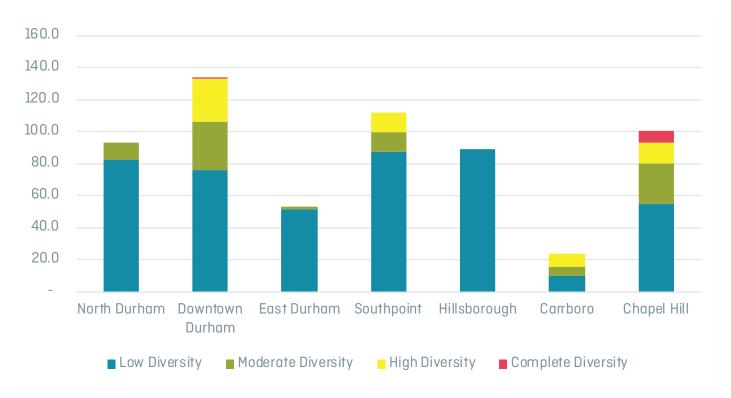


Figure 12-13. Facility Miles by Modal Diversity Score

The Chapel Hill subarea has the majority of the region's segments that are completely modally diverse – having a high mix of bicycle, pedestrian, and transit users on a per vehicle basis. The Downtown Durham subarea is the only other subarea with any completely diverse facilities, and it has the largest number of facility miles of high-diversity facilities. Other areas with high-diversity facilities include Chapel Hill, Carrboro, and Southpoint. The remaining subareas are dominated by low diversity facilities, reflecting the limited multimodal travel in each..

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MOBILITY REPORT CARD

APPENDICES

DURHAM . CHAPEL HILL . CARRBORD

A



SOUTHERN V

APPENDIX A AADT AND LOS

| Appendix A | |
|--------------|--|
| AADT and LOS | |

| | | | | | | | | | | | | | | | | Volume |
|------------------|-----------------|--------|------------------|-----------------------------------|--------|------|--------|------|--------|------|--------|------|--------|------|-----------------------------|--------|
| | | | | | Volume | LOS | | Rank |
| County | Subarea | Prefix | Route | Location | 2009 | 2009 | 2011 | 2011 | 2013 | 2013 | 2015 | 2015 | 2017 | 2017 | LOS Change | 2017 |
| Durham | Downtown Durham | | ACADEMY RD | N OF CRANFORD RD | 9,800 | В | 9,900 | В | 9,900 | В | 8,400 | A | 9,800 | В | No Change | 444 |
| Durham | Downtown Durham | | ACADEMY RD | N OF PICKETT RD | 8,900 | А | 8,600 | А | 8,600 | A | 7,300 | A | 8,200 | A | No Change | 540 |
| Durham | Downtown Durham | | ACADEMY RD | N OF W CORNWALLIS RD | 9,500 | В | 8,900 | А | 8,900 | A | - | | 8,200 | A | Improved | 540 |
| Durham | Downtown Durham | | ACADEMY RD | S OF DURHAM CHAPEL HILL BLVD | 7,300 | А | 6,600 | Α | 6,700 | A | 6,000 | A | 6,200 | A | No Change | 636 |
| Durham | Downtown Durham | | ACADEMY ST | N OF DURHAM CHAPEL HILL BLVD | 9,000 | А | 8,300 | A | 8,700 | A | 7,700 | A | 8,100 | A | No Change | 544 |
| Durham | Downtown Durham | N | ALSTON AVE | S OF MORNING GLORY AVE | 17,000 | E | 18,000 | F | | F | 17,000 | E | 16,000 | E | No Change | 231 |
| Durham | Downtown Durham | N | ALSTON AVE | S OF HOLLOWAY ST | 15,000 | D | 16,000 | E | 17,000 | E | 16,000 | E | 15,000 | D | No Change | 255 |
| Durham | Downtown Durham | Ν | ALSTON AVE | S OF DOWD ST | 14,000 | D | 14,000 | D | 15,000 | D | 13,000 | С | 13,000 | С | Improved | 296 |
| Durham | Downtown Durham | N | ALSTON AVE | S OF GEER ST | 14,000 | D | 14,000 | D | 15,000 | E | 13,000 | D | 13,000 | D | No Change | 296 |
| Durham | Downtown Durham | N | ALSTON AVE | N OF GEER ST | 9,900 | В | - | | 11,000 | С | 10,000 | В | 9,600 | В | No Change | 455 |
| Durham | Downtown Durham | S | ALSTON AVE | N OF LINWOOD AVE | 27,000 | С | 27,000 | С | 25,000 | С | 31,000 | D | 26,540 | С | No Change | 109 |
| Durham | Downtown Durham | S | ALSTON AVE | N OF LAWSON ST | 23,000 | С | 25,000 | С | 23,000 | С | 31,000 | E | 25,260 | | Declined, Still D or better | 116 |
| Durham | Downtown Durham | S | ALSTON AVE | S OF LAWSON ST | 24,000 | С | 26,000 | D | 24,000 | С | 28,000 | D | 25,000 | С | No Change | 117 |
| Durham | Downtown Durham | S | ALSTON AVE | N OF GANN ST | 20,000 | F | 20,000 | F | 19,000 | F | 20,000 | F | 19,830 | F | No Change | 173 |
| Durham | Downtown Durham | S | ALSTON AVE | S OF ANGIER AVE | 20,000 | F | 20,000 | F | 22,000 | F | 20,000 | F | 15,410 | D | Improved | 252 |
| Durham | Downtown Durham | S | ALSTON AVE | S OF E MAIN ST | 17,000 | E | 18,000 | F | 19,000 | F | 17,000 | E | 12,450 | С | Improved | 329 |
| Durham | Southpoint | S | ALSTON AVE | N OF NC-54 | 6,800 | A | 8,300 | A | 8,800 | A | 9,200 | A | 11,000 | | Declined, Still D or better | 369 |
| Durham | Southpoint | S | ALSTON AVE | N OF I-40 | 6,900 | A | 8,300 | A | 8,700 | A | 9,300 | A | 10,000 | | Declined, Still D or better | 417 |
| Durham | Southpoint | S | ALSTON AVE | S OF NC-54 | 7,100 | A | 7,900 | A | 8,300 | A | 8,500 | A | 8,100 | A | No Change | 544 |
| Durham | Southpoint | S | ALSTON AVE | S OF CORNWALLIS RD | 4,600 | A | 5,100 | A | 5,100 | A | 5,300 | A | 5,700 | A | No Change | 659 |
| Durham | Downtown Durham | S | ALSTON AVE | N OF RIDDLE RD | 4,500 | A | 4,800 | A | 5,500 | A | 5,200 | A | 5,600 | A | No Change | 665 |
| Durham | Downtown Durham | S | ALSTON AVE | S OF CECIL ST | 4,300 | A | 4,300 | A | 4,400 | A | 4,800 | A | 5,000 | A | No Change | 700 |
| Durham | Downtown Durham | S | ALSTON AVE | N OF E CORNWALLIS RD | 3,900 | A | 4,200 | A | 4,800 | A | 4,300 | A | 4,900 | A | No Change | 708 |
| Durham | Downtown Durham | S | ALSTON AVE | S OF RIDDLE RD | 3,300 | A | 3,800 | A | 4,200 | A | 4,000 | A | 4,900 | A | No Change | 708 |
| Durham | Downtown Durham | S | ALSTON AVE | N OF RUSTICH DR | 3,100 | A | 3,600 | A | 4,000 | A | 3,800 | A | 4,700 | A | No Change | 729 |
| Durham | Downtown Durham | | ANDERSON ST | S OF ERWIN RD | 8,100 | A | 8,200 | A | 9,100 | A | 8,500 | A | 9,200 | A | No Change | 480 |
| Durham | Downtown Durham | | ANDERSON ST | N OF DUKE UNIVERSITY RD | - | | - | | 8,100 | A | - | | 7,900 | A | No Change | 555 |
| Durham | East Durham | | ANGIER AVE | S OF GLOVER RD | 6,900 | A | 6,700 | A | 6,400 | A | 8,100 | A | 9,200 | A | No Change | 480 |
| Durham | East Durham | | ANGIER AVE | S OF JONES CIR | 5,900 | A | 6,100 | A | 6,000 | A | 7,700 | A | 8,800 | A | No Change | 502 |
| Durham | East Durham | | ANGIER AVE | N OF PLEASANT DR | 7,500 | A | 7,000 | А | 6,400 | A | 7,900 | A | 8,610 | A | No Change | 513 |
| Durham | East Durham | | ANGIER AVE | E OF S MIAMI BLVD | 6,600 | A | 6,500 | A | 6,100 | A | 6,700 | A | 7,100 | A | No Change | 590 |
| Durham | Downtown Durham | | ANGIER AVE | E OF S DRIVER ST | 5,900 | A | 5,900 | A | 6,300 | A | 5,700 | A | 5,900 | A | No Change | 650 |
| Durham | Downtown Durham | | ANGIER AVE | W OF S BRIGGS AVE | 5,600 | A | 5,800 | A | 6,000 | A | 5,400 | A | 5,500 | A | No Change | 675 |
| Durham | Downtown Durham | | ANGIER AVE | W OF S DRIVER ST | 4,900 | A | 5,300 | A | 5,800 | A | - | | 4,900 | A | No Change | 708 |
| Durham | Downtown Durham | | ANGIER AVE | S OF HOOVER RD | 4,300 | A | 4,200 | A | 4,500 | A | 4,600 | A | 4,700 | A | No Change | 729 |
| Durham | Downtown Durham | | ANGIER AVE | E OF S ALSTON AVE | 5,200 | A | 5,600 | A | 5,400 | A | - | | 4,500 | A | No Change | 743 |
| Durham | East Durham | | ANGIER AVE | S OF US-70 | 3,800 | A | 3,700 | A | 3,500 | A | 3,700 | A | 4,000 | A | No Change | 779 |
| Durham | East Durham | | ANGIER AVE | W OF S MIAMI BLVD | 7,500 | A | 7,700 | A | 8,100 | A | 9,200 | A | - | | No Change | 1028 |
| Orange | Carrboro | | ARTHUR MINNIS RD | W OF OLD CHAP HILL-HILLSBOROUGH I | 2,500 | A | 2,500 | A | 2,300 | A | 2,400 | A | - | - | No Change | 1028 |
| Durham | Downtown Durham | | AVONDALE DR | S OF I-85 | 15,000 | E | 16,000 | F | 19,000 | F | 17,000 | F | 17,000 | F | Declined to E or F | 207 |
| Durham | Downtown Durham | | AVONDALE DR | N OF EDWARD ST | 16,000 | E | - | | 19,000 | | 16,000 | E | 16,000 | E | No Change | 231 |
| Durham | Downtown Durham | | AVONDALE DR | S OF E MARKHAM AVE | 17,000 | F | 16,000 | F | 19,000 | F | 17,000 | F | 15,000 | E | Improved | 255 |
| Durham | Downtown Durham | | AVONDALE DR | N OF GEER ST | 7,500 | A | - | | 8,200 | A | 7,300 | A | 7,600 | A | No Change | 565 |
| Durham | North Durham | | AVONDALE RD | N OF I-85 | 20,000 | B | 20,000 | B | 24,000 | C | 23,000 | C | 17,000 | A | Improved | 207 |
| Durham
Durham | North Durham | | BACON RD | W OF N ROXBORO RD | 930 | A | 860 | A | 940 | A | 1,000 | A | 1,000 | A | No Change | 964 |
| Durham | North Durham | | BAHAMA RD | E OF N ROXBORO RD | 3,200 | A | 2,800 | A | 2,900 | A | 2,900 | A | 3,000 | A | No Change | 840 |
| Durham | North Durham | | BAHAMA RD | E OF QUAIL RD | 2,400 | A | 2,100 | A | 2,500 | A | 2,300 | A | 2,300 | A | No Change | 882 |
| Durham | North Durham | | BAHAMA RD | N OF ELLIS CHAPEL | 1,600 | A | 1,400 | A | 1,400 | A | 1,400 | A | 1,300 | A | No Change | 947 |
| Durham | North Durham | | BAHAMA RD | W OF RANGE RD | 1,200 | A | 1,100 | A | 1,100 | A | 1,000 | A | 950 | A | No Change | 969 |
| Durham | North Durham | | BAHAMA RD | W OF RANGE RD | 1,100 | A | 980 | A | 1,100 | A | 890 | A | 920 | A | No Change | 970 |
| Durham | East Durham | | BANDOCK DR | E OF HILLVIEW DR | 170 | A | 170 | A | 150 | A | 140 | A | - | | No Change | 1028 |
| Durham | East Durham | | BAPTIST RD | N OF WAKE FOREST HWY | 1,700 | A | 1,800 | A | 1,700 | A | 1,800 | A | - | | No Change | 1028 |
| Durham | East Durham | | BAPTIST RD | E OF SANTEE RD | 800 | A | 610 | A | 590 | A | 660 | A | - | | No Change | 1028 |

| | | | | | | | | | | | | | | | | Volume |
|--------|-----------------|--------|-----------------------|-------------------------|--------|------|--------|------|--------|------|--------|------|--------|------|-----------------------------|--------|
| | | | | | Volume | LOS | | Rank |
| County | Subarea | Prefix | Route | Location | 2009 | 2009 | 2011 | 2011 | 2013 | 2013 | 2015 | 2015 | 2017 | 2017 | LOS Change | 2017 |
| Durham | Chapel Hill | | BARBEE CHAPEL RD | S OF STANCELL DR | 8,700 | А | 11,000 | С | 9,500 | В | 9,800 | В | 11,000 | CI | Declined, Still D or better | 369 |
| Durham | Southpoint | | BARBEE RD | N OF NC-54 | 8,800 | A | 8,600 | A | 8,700 | A | 9,100 | A | 10,000 | B | Declined, Still D or better | 417 |
| Durham | Southpoint | | BARBEE RD | S OF FAYETTEVILLE RD | 7,400 | A | 6,900 | A | 7,700 | А | 8,100 | A | 8,100 | A | No Change | 544 |
| Durham | Southpoint | | BARBEE RD | S OF FOREST RIDGE DR | 7,800 | A | 7,700 | A | 7,200 | А | 8,400 | A | 7,500 | A | No Change | 571 |
| Durham | Southpoint | | BARBEE RD | S OF NC-54 | 6,400 | A | 6,200 | A | 6,500 | А | 6,800 | A | 6,700 | A | No Change | 610 |
| Durham | North Durham | | BILL POOLE RD | W OF N ROXBORO RD | 1,200 | A | 1,200 | A | 1,200 | A | 1,200 | A | 1,080 | A | No Change | 959 |
| Durham | North Durham | | BIVINS RD | N OF CRAIG RD | 2,000 | A | 2,100 | А | 2,100 | A | 2,000 | A | 2,060 | A | No Change | 907 |
| Durham | North Durham | | BIVINS RD | W OF CHATTLETON CT | 1,300 | A | 1,400 | A | 1,300 | A | 1,300 | A | - | | No Change | 1028 |
| Durham | North Durham | | BOARD ST | N OF HAVERFORD ST | 13,000 | D | 12,000 | С | 12,000 | С | 13,000 | D | 13,000 | D | No Change | 296 |
| Orange | Carrboro | | BOWDEN RD | W OF JONES FERRY RD | 700 | A | 660 | A | 880 | А | 730 | A | - | | No Change | 1028 |
| Orange | Carrboro | | BOWDEN RD | S OF OLD GREENSBORO RD | 370 | A | 440 | A | 450 | A | 520 | A | - | | No Change | 1028 |
| Durham | Downtown Durham | S | BRIGGS AVE | S OF NC-147 | 12,000 | С | 11,000 | С | 8,200 | A | - | | 13,000 | D | Declined, Still D or better | 296 |
| Durham | Downtown Durham | S | BRIGGS AVE | N OF NC-147 | 9,100 | A | 9,200 | А | 7,700 | A | - | | 11,000 | CI | Declined, Still D or better | 369 |
| Durham | Downtown Durham | S | BRIGGS AVE | S OF E LAWSON ST | - | | - | | 4,600 | A | - | | 5,580 | A | No Change | 672 |
| Durham | Downtown Durham | | BROAD ST | N OF PERRY ST | 13,000 | D | 13,000 | D | 13,000 | D | - | | 12,000 | С | Improved | 333 |
| Durham | Downtown Durham | | BROAD ST | N OF MARKHAM AVE | 13,000 | D | 13,000 | D | 13,000 | D | 13,000 | D | 12,000 | С | Improved | 333 |
| Durham | Downtown Durham | | BROAD ST | N OF GUESS RD | 11,000 | С | 12,000 | С | 11,000 | С | 12,000 | С | 12,000 | С | No Change | 333 |
| Durham | Downtown Durham | | BROAD ST | N OF SPRUNT AVE | 11,000 | С | 12,000 | С | 11,000 | С | 12,000 | С | 11,000 | С | No Change | 369 |
| Durham | Downtown Durham | | BROAD ST | S OF CLUB BLVD | 11,000 | С | 12,000 | С | 11,000 | С | 12,000 | С | 10,000 | В | Improved | 417 |
| Durham | North Durham | | BROAD ST | S OF CARVER ST | 5,900 | A | 5,800 | A | 6,100 | A | 6,300 | A | 5,600 | A | No Change | 665 |
| Orange | Hillsborough | | BROOKHOLLOW RD | N OF US-70 | 1,200 | A | 1,400 | A | 1,400 | А | - | | 1,180 | A | No Change | 955 |
| Durham | Downtown Durham | Ν | BUCHANAN BLVD | S OF GREEN ST | - | | - | | 6,300 | A | 6,420 | A | 7,830 | A | No Change | 560 |
| Orange | Hillsborough | | BUCKHORN RD | S OF W TEN RD | 1,700 | A | - | | 1,600 | A | 1,900 | A | 2,000 | A | No Change | 908 |
| Orange | Chapel Hill | | BURNING TREE DR | N OF RALEIGH RD | 1,700 | A | 1,700 | A | 1,800 | A | 1,700 | A | 1,200 | A | No Change | 953 |
| Durham | East Durham | | BURTON RD | S OF E GEER ST | 3,700 | A | 3,500 | А | 4,000 | A | 4,900 | A | 5,000 | A | No Change | 700 |
| Durham | East Durham | | BURTON RD | N OF CHEEK RD | 3,600 | A | 3,200 | A | 3,700 | A | 4,400 | A | 4,400 | A | No Change | 757 |
| Orange | Hillsborough | | BUSHY COOK RD | S OF W TEN RD | 220 | A | 230 | A | 350 | А | - | | 270 | A | No Change | 1015 |
| Durham | North Durham | | CAMDEN AVE | W OF MIDLAND TER | 2,600 | A | 2,500 | A | 2,800 | A | 2,600 | A | 2,550 | A | No Change | 869 |
| Durham | Downtown Durham | | CAMDEN AVE | E OF AVONDALE DR | 1,300 | A | 1,600 | А | 1,500 | A | 1,700 | A | 1,630 | A | No Change | 929 |
| Durham | North Durham | | CAMDEN AVE | S OF E CLUB BLVD | 1,700 | A | 1,600 | A | 1,800 | A | 2,100 | A | - | | No Change | 1028 |
| Orange | Chapel Hill | W | CAMERON AVE | E OF S COLUMBIA ST | 14,000 | D | 16,000 | F | 12,000 | С | 13,000 | D | 13,000 | D | No Change | 296 |
| Orange | Chapel Hill | W | CAMERON AVE | W OF PITSBORO ST | 9,100 | A | 7,500 | A | 6,800 | A | 7,100 | A | 7,100 | Α | No Change | 590 |
| Durham | Downtown Durham | | CAMERON BLVD | E OF US-15 | 16,000 | A | 15,000 | А | 16,000 | A | 16,000 | A | 17,000 | A | No Change | 207 |
| Durham | Downtown Durham | | CAMERON BLVD | W OF SCIENCE DR | - | | - | | 11,000 | A | - | | 12,400 | A | No Change | 330 |
| Durham | Downtown Durham | | CAMERON BLVD | W OF DUKE UNIVERSITY RD | 9,700 | A | 9,200 | А | 9,400 | A | 10,000 | A | 12,000 | A | No Change | 333 |
| Durham | Southpoint | | CARPENTER FLETCHER RD | W OF S ALSTON AVE | 5,000 | A | 4,500 | A | 5,200 | A | 5,800 | A | 6,200 | A | No Change | 636 |
| Durham | Southpoint | | CARPENTER FLETCHER RD | E OF BARBEE RD | 2,200 | A | 1,900 | A | 2,100 | A | - | | 2,300 | A | No Change | 882 |
| Durham | East Durham | | CARPENTER POND RD | E OF LEESVILLE RD | 1,700 | A | 1,600 | A | 1,700 | A | - | | 3,010 | Α | No Change | 839 |
| Durham | East Durham | | CARPENTER RD | E OF FERRELL RD | 3,200 | A | 3,000 | A | 3,200 | A | 2,900 | A | 3,660 | A | No Change | 799 |
| Durham | North Durham | | CARVER ST | W OF GUESS RD | 11,000 | С | 10,000 | В | 10,000 | В | 11,000 | С | 12,000 | С | No Change | 333 |
| Durham | North Durham | | CARVER ST | W OF N DUKE ST | 12,000 | С | 11,000 | С | 11,000 | С | 12,000 | С | 10,000 | В | Improved | 417 |
| Durham | North Durham | | CARVER ST | E OF N DUKE ST | 10,000 | В | - | | 10,000 | В | 11,000 | С | 9,500 | В | No Change | 458 |
| Durham | North Durham | | CARVER ST | W OF STADIUM DR | 9,400 | В | 9,200 | A | 8,800 | A | 9,800 | В | 9,200 | Α | Improved | 480 |
| Durham | North Durham | | CARVER ST | E OF DUKE HOMESTEAD RD | 6,900 | A | 6,400 | A | 6,300 | A | 6,800 | A | 5,200 | A | No Change | 690 |
| Durham | North Durham | | CARVER ST | W OF HILLANDALE RD | 4,300 | Α | - | | 4,200 | A | 4,600 | A | 4,600 | Α | No Change | 734 |
| Durham | North Durham | | CARVER ST | E OF ROSE OF SHARON RD | 2,300 | A | 2,300 | A | 2,100 | A | 2,400 | A | 2,200 | A | No Change | 893 |
| Durham | North Durham | | CASSAM RD | N OF OLD OXFORD RD | 440 | А | 540 | A | 580 | A | 540 | А | 610 | A | No Change | 992 |
| Durham | Downtown Durham | | CHAPEL DR | N OF DUKE UNIVERSITY RD | 3,900 | A | 3,800 | A | 4,300 | А | - | | 4,000 | А | No Change | 779 |
| Durham | Downtown Durham | | CHAPEL HILL RD | N OF PICKETT RD | 9,200 | A | 9,300 | A | 9,600 | В | 11,000 | С | 10,000 | B | Declined, Still D or better | 417 |
| Durham | Downtown Durham | | CHAPEL HILL RD | S OF PICKETT RD | 8,700 | A | 8,500 | A | 8,800 | A | 9,200 | А | 9,600 | BI | Declined, Still D or better | 455 |
| Durham | Downtown Durham | | CHAPEL HILL RD | N OF HOUSE AVE | 7,200 | А | 7,100 | А | 7,400 | А | 7,300 | А | 7,900 | А | No Change | 555 |
| Durham | Downtown Durham | | CHAPEL HILL RD | E OF ANDERSON ST | 6,600 | А | 6,900 | А | 7,000 | А | 7,400 | А | 7,700 | А | No Change | 563 |
| Durham | Downtown Durham | | CHAPEL HILL RD | S OF W CORNWALLIS RD | 6,300 | A | 6,200 | A | 6,000 | A | 6,100 | A | 6,900 | Α | No Change | 601 |

| | | | | | | | | | | | | | | | | Volume |
|--------|-----------------|---|----------------|------------------------------|--------|------|--------|------|--------|------|--------|------|--------|------|-----------------------------|--------|
| | | | | | Volume | LOS | | Rank |
| County | Subarea | | (Route | Location | 2009 | 2009 | 2011 | 2011 | 2013 | 2013 | 2015 | 2015 | 2017 | 2017 | LOS Change | 2017 |
| Durham | Downtown Durham | E | CHAPEL HILL ST | E OF W MAIN ST | 3,800 | A | 3,800 | А | 5,100 | A | 4,800 | A | 4,500 | A | No Change | 743 |
| Durham | Downtown Durham | W | CHAPEL HILL ST | E OF NC-147 | - | | - | | 16,000 | A | - | | 15,320 | A | | 253 |
| Durham | Downtown Durham | W | CHAPEL HILL ST | E OF NC-147 | 14,000 | D | 14,000 | D | 14,000 | D | 15,000 | E | 15,000 | E | Declined to E or F | 255 |
| Durham | Downtown Durham | W | CHAPEL HILL ST | W OF DUKE ST | 13,000 | D | 11,000 | С | 12,000 | С | - | | 14,230 | E | | 277 |
| Durham | Downtown Durham | W | CHAPEL HILL ST | E OF GATES ST | 12,000 | В | 12,000 | В | 12,000 | В | 12,000 | В | 14,000 | | Declined, Still D or better | 278 |
| Durham | Downtown Durham | W | CHAPEL HILL ST | W OF NC-147 | - | | - | | 13,000 | D | - | | 11,910 | С | Improved | 365 |
| Durham | Downtown Durham | W | CHAPEL HILL ST | E OF WILLARD ST | 12,000 | С | 10,000 | В | 12,000 | С | 13,000 | D | 11,000 | С | No Change | 369 |
| Durham | Downtown Durham | W | CHAPEL HILL ST | W OF RAMSEUR ST | 8,900 | A | 7,200 | A | 9,800 | В | - | | 8,800 | A | No Change | 502 |
| Durham | East Durham | | CHEEK RD | W OF MIDLAND TER | 14,000 | A | 13,000 | А | 14,000 | A | 15,000 | A | 15,000 | A | No Change | 255 |
| Durham | East Durham | | CHEEK RD | E OF MIDLAND TER | 11,000 | С | 11,000 | С | 13,000 | D | 13,000 | D | 13,000 | | Declined, Still D or better | 296 |
| Durham | East Durham | | CHEEK RD | W OF JUNCTION RD | 8,800 | A | 8,200 | A | 6,000 | A | 9,900 | В | 9,800 | | Declined, Still D or better | 444 |
| Durham | Downtown Durham | | CHEEK RD | E OF HARDEE ST | 8,700 | А | 8,600 | А | 12,000 | A | 9,240 | A | 9,700 | A | 0 | 449 |
| Durham | East Durham | | CHEEK RD | E OF JUNCTION RD | 11,000 | С | - | | 5,800 | A | 12,000 | С | 8,600 | A | Improved | 514 |
| Durham | East Durham | | CHEEK RD | E OF CARPENTER RD | 4,800 | A | 4,200 | A | 4,200 | A | 4,500 | A | 4,800 | Α | No Change | 721 |
| Durham | Downtown Durham | | CHEEK RD | E OF E GEER ST | 3,700 | A | 2,200 | А | 3,700 | A | 4,400 | A | 4,000 | A | No Change | 779 |
| Durham | East Durham | | CHEEK RD | E OF CLAYTON RD | 3,700 | A | 3,700 | А | 4,100 | A | 4,400 | A | 4,000 | A | No Change | 779 |
| Durham | East Durham | | CHEEK RD | W OF DEBRA DR | 2,700 | A | 2,400 | A | 2,500 | A | 3,300 | A | 2,800 | A | No Change | 849 |
| Durham | East Durham | | CHEEK RD | N OF LITTLE ROGERS RD | 2,000 | А | 1,800 | А | 1,800 | A | 2,200 | A | 2,300 | A | • | 882 |
| Durham | East Durham | | CHEEK RD | E OF REDWOOD RD | 1,600 | A | 1,400 | А | 1,500 | A | - | | 1,890 | A | No Change | 918 |
| Durham | East Durham | | CHEEK RD | E OF HEREFORD | 1,400 | A | 1,500 | A | 1,400 | A | 1,600 | A | 1,880 | A | No Change | 920 |
| Durham | North Durham | | CHERYL DR | E OF N ROXBORO RD | 290 | A | 280 | A | 280 | A | 270 | A | 300 | A | * | 1010 |
| Durham | Southpoint | | CHIN PAGE RD | E OF S MIAMI BLVD | 5,000 | А | 6,400 | А | 5,800 | A | 6,700 | A | 6,600 | А | No Change | 616 |
| Durham | East Durham | | CHIN PAGE RD | W OF PAGE RD | 2,100 | A | 2,200 | A | 2,000 | A | 2,300 | A | 2,790 | A | No Change | 856 |
| Durham | Southpoint | | CHURCH ST | W OF NC-54 | 3,900 | A | 5,800 | A | 7,700 | A | 10,000 | В | - | | Declined, Still D or better | 1028 |
| Orange | Hillsborough | N | CHURTON ST | N OF E KING ST | 15,000 | D | 13,000 | С | 11,000 | В | 14,000 | D | 13,060 | С | Improved | 295 |
| Orange | Hillsborough | N | CHURTON ST | N OF W ORANGE ST | - | | - | | 12,000 | С | - | | 12,210 | С | 0 | 331 |
| Orange | Hillsborough | N | CHURTON ST | S OF US-70 | 13,000 | D | 13,000 | D | 10,000 | В | 12,000 | С | 11,000 | С | Improved | 369 |
| Orange | Hillsborough | S | CHURTON ST | S OF W MARGARET LN | 21,000 | F | 20,000 | F | 18,000 | F | 20,000 | F | 20,000 | F | | 160 |
| Orange | Hillsborough | S | CHURTON ST | S OF DANIEL BOONE VILLAGE RD | 19,000 | F | 20,000 | F | 20,000 | F | 13,760 | D | 19,620 | F | No Change | 175 |
| Orange | Hillsborough | S | CHURTON ST | S OF I-85 | 15,000 | E | 17,000 | F | 15,000 | E | 16,000 | F | 17,000 | F | Declined to E or F | 207 |
| Orange | Hillsborough | S | CHURTON ST | S OF NC-86 | 17,000 | F | 17,000 | F | 16,000 | F | 16,000 | F | 16,000 | F | | 231 |
| Orange | Hillsborough | S | CHURTON ST | S OF REBECCA DR | 14,000 | D | - | | 16,000 | F | 16,000 | F | 16,000 | F | Declined to E or F | 231 |
| Durham | East Durham | | CLAYTON RD | S OF FREEMAN RD | 4,200 | A | 3,900 | A | 7,000 | A | 4,600 | A | 4,900 | A | No Change | 708 |
| Durham | East Durham | | CLAYTON RD | N OF FREEMAN RD | 7,000 | А | 6,300 | А | 6,900 | A | 7,600 | A | 4,540 | A | 0 | 741 |
| Durham | East Durham | | CLAYTON RD | N OF WAKE FOREST HWY | 3,300 | A | 3,400 | A | 3,800 | A | 4,000 | A | 3,660 | A | No Change | 799 |
| Orange | Chapel Hill | | CLELAND DR | E OF FORDHAM BLVD | 1,600 | А | 2,000 | А | 2,400 | А | 2,200 | A | 2,100 | А | No Change | 902 |
| Durham | North Durham | E | CLUB BLVD | E OF N ROXBORO ST | 10,000 | В | 9,100 | A | 11,000 | С | 9,000 | A | 9,300 | Α | Improved | 473 |
| Durham | North Durham | E | CLUB BLVD | N OF CAMDEN AVE | 8,200 | A | 7,400 | А | 8,800 | A | 6,300 | A | 7,500 | Α | No Change | 571 |
| Durham | North Durham | E | CLUB BLVD | E OF GLENBROOK DR | 7,300 | A | 6,300 | A | 7,400 | A | 6,400 | A | 6,600 | A | | 616 |
| Durham | East Durham | E | CLUB BLVD | E OF GLEEN RD | 8,700 | A | 8,700 | A | 10,000 | В | 6,400 | A | - | | No Change | 1028 |
| Durham | Downtown Durham | W | CLUB BLVD | E OF WATTS ST | - | | - | | 14,000 | A | 15,740 | A | 17,110 | A | No Change | 205 |
| Durham | Downtown Durham | W | CLUB BLVD | E OF DUKE ST | 5,900 | A | - | | 11,000 | A | 12,000 | A | 12,000 | А | No Change | 333 |
| Durham | Downtown Durham | W | CLUB BLVD | E OF 9TH ST | - | | - | | 9,700 | В | - | | 9,320 | A | Improved | 472 |
| Durham | North Durham | W | CLUB BLVD | N OF I-85 | 8,700 | А | - | | 8,600 | А | 9,000 | A | 8,500 | А | No Change | 519 |
| Durham | Downtown Durham | W | CLUB BLVD | E OF BERKELEY ST | 8,100 | A | - | | 7,600 | A | 7,600 | A | 8,100 | A | 0 | 544 |
| Durham | Downtown Durham | W | CLUB BLVD | E OF CAROLINA AVE | 5,700 | A | - | | - | | 5,900 | A | 5,700 | A | | 659 |
| Durham | Downtown Durham | | COLE MILL RD | N OF HILLSBOROUGH RD | 19,000 | A | 18,000 | A | 19,000 | A | 19,000 | A | 21,000 | A | No Change | 153 |
| Durham | North Durham | | COLE MILL RD | N OF CROASDALE DR | 15,000 | A | 15,000 | A | 16,000 | A | 15,000 | A | 14,000 | A | No Change | 278 |
| Durham | North Durham | | COLE MILL RD | W OF ROSE SHARON RD | 11,000 | С | 11,000 | С | 12,000 | С | 11,000 | С | 11,000 | С | No Change | 369 |
| Durham | North Durham | | COLE MILL RD | N OF SPARGER RD | 9,100 | А | 8,900 | A | 9,400 | В | 9,200 | A | 9,300 | Α | 0 | 473 |
| Orange | Hillsborough | | COLE MILL RD | W OF STEPPING STONE LN | 2,200 | A | - | | 2,100 | A | 2,090 | A | 2,200 | Α | No Change | 893 |
| Orange | Hillsborough | | COLEMAN LOOP | W OF NC-86 | 850 | А | 1,000 | А | 860 | А | - | | 830 | А | No Change | 972 |
| Orange | Chapel Hill | N | COLUMBIA ST | N OF E FRANKLIN ST | 18,000 | A | 18,000 | A | 18,000 | A | 18,000 | A | 15,000 | A | No Change | 255 |

| | | | | | | | | | | | | | | | | Volume |
|-------------------|------------------------------|---|---------------------------|----------------------------------|--------------|------|--------------|------|----------------|------|--------------|------|-----------------|------|-----------------------------|------------|
| | | | | | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS | | Rank |
| County | Subarea | | Route | Location | 2009 | 2009 | 2011 | 2011 | 2013 | 2013 | 2015 | 2015 | 2017 | 2017 | LOS Change | 2017 |
| Orange | Chapel Hill | S | COLUMBIA ST | S OF W FRANKLIN ST | - | | 15,000 | A | 14,000 | A | 15,000 | A | 15,000 | A | No Change | 255 |
| Orange | Chapel Hill | S | COLUMBIA ST | S OF MASON FARM RD | 16,000 | F | 13,000 | D | - | - | 14,000 | D | 14,000 | D | Improved | 278 |
| Orange | Chapel Hill | S | COLUMBIA ST | N OF MASON FARM RD | 13,000 | D | 13,000 | D | 12,000 | C | 13,000 | D | 12,000 | C | Improved | 333 |
| Orange | Chapel Hill | S | COLUMBIA ST | S OF W CAMERON AVE | 12,000 | A | 9,700 | A | 9,600 | A | 9,900 | A | 9,300 | A | No Change | 473 |
| Orange | Chapel Hill | S | COLUMBIA ST | S OF SOUTH RD | 8,700
240 | A | 8,500
220 | A | 8,400 | A | 8,900
190 | A | 9,000 | A | No Change | 492 |
| Durham
Durhana | North Durham | | CONTINENTAL DR
COOK RD | S OF UMSTEAD DR | 6.000 | A | 5.600 | | 210 | A | 7.000 | | 190 | A | No Change | 1020 |
| Durham | Southpoint | | CORNELIUS ST | W OF BOOKER AVE
W OF NC-86 | 9,800 | AB | 9,800 | AB | 6,500
9,200 | A | 9,700 | A | 5,800
10,000 | A | No Change
No Change | 653
417 |
| Orange | Hillsborough
Hillsborough | | CORNELIUS ST | W OF HILL AVE N | 7,700 | A | 8,800 | A | 7,700 | A | 9,200 | B | 8,500 | | No Change | 519 |
| Orange
Durham | Downtown Durham | E | CORNWALLIS RD | E OF NC-55 | 11.000 | C | 11.000 | C | 13.000 | D | 9,200 | C | 13.000 | A | Declined, Still D or better | 296 |
| Durham | Southpoint | E | CORNWALLIS RD | W OF W INSTITUTE DR | 8,500 | A | 11,000 | C | 9,900 | B | 12,000 | C | 12,000 | | Declined, Still D or better | 333 |
| Durham | Southpoint | F | CORNWALLIS RD | E OF NE CREEK PKWY | 9,500 | B | 9,500 | B | 5,400 | A | 10,000 | B | 12,000 | | Declined, Still D or better | 333 |
| Durham | Southpoint | E | CORNWALLIS RD | W OF NC-147 | 9,200 | A | 9,900 | B | 9,300 | A | 10,000 | B | 11.000 | | Declined, Still D or better | 369 |
| Durham | Downtown Durham | E | CORNWALLIS RD | W OF FAYETTEVILLE ST | 9,200 | A | 9,300 | A | 9,000 | A | 10,000 | A | 11,000 | A | No Chanae | 369 |
| Durham | Southpoint | E | CORNWALLIS RD | W OF DAVIS DR | 3,300 | A | 3,300 | A | 9,900 | B | - | A | 10,430 | B | No Change | 415 |
| Durham | Southpoint | E | CORNWALLIS RD | W OF NC-55 | 8,400 | A | 8,100 | A | 7,400 | A | 7,700 | A | 9,800 | | Declined, Still D or better | 444 |
| Durham | Southpoint | E | CORNWALLIS RD | W OF S MIAMI BLVD | 7,500 | A | 8,100 | A | 7,400 | A | 9,100 | A | 9,400 | | Declined, Still D or better | 444 |
| Durham | Southpoint | E | CORNWALLIS RD | E OF FAYETTEVILLE ST | 6,800 | A | 6,600 | A | 6,800 | A | 6,900 | A | 7,500 | A | No Change | 571 |
| Durham | Downtown Durham | W | CORNWALLIS RD | E OF US-15 | 9,500 | B | 8,800 | A | 10,000 | B | 9,100 | A | 10,000 | B | No Change | 417 |
| Durham | Downtown Durham | W | CORNWALLIS RD | W OF S ROXBORO ST | 8,800 | A | 8,600 | A | 8,500 | A | 8,600 | A | 9,800 | | Declined, Still D or better | 444 |
| Durham | Downtown Durham | W | CORNWALLIS RD | W OF HOPE VALLEY RD | 5,200 | A | 8,100 | A | 7,900 | A | 8,000 | A | 9,700 | | Declined, Still D or better | 444 |
| Durham | Downtown Durham | W | CORNWALLIS RD | E OF DOGWOOD RD | 4,500 | A | 4,100 | A | 4,100 | A | 4,200 | A | 4,600 | A | No Change | 734 |
| Durham | Downtown Durham | W | CORNWALLIS RD | W OF US-15 | 5,100 | A | 4,100 | A | 4,100 | A | 4,200 | A | 4,600 | A | No Change | 734 |
| Durham | Downtown Durham | W | CORNWALLIS RD | E OF PICKETT RD | 4,500 | A | 4,200 | A | 4,000 | A | 4,000 | A | 4,500 | A | No Change | 743 |
| Durham | Downtown Durham | W | CORNWALLIS RD | S OF ERWIN RD | 3,800 | A | 3,300 | A | 3,400 | A | 3,400 | A | 3,700 | A | No Change | 743 |
| Durham | Downtown Durham | W | CORNWALLIS RD | N OF ERWIN RD | 1.500 | A | 1,400 | A | 1,400 | A | 1,400 | A | 1,500 | A | No Change | 936 |
| Orange | Hillsborough | W | CORNWALLIS RD | W OF BAY MEADOWNS LN | 1,300 | A | - | ~ | - | ~ | 1,320 | A | 1,300 | A | No Change | 947 |
| Orange | Chapel Hill | | COUNTRY CLUB RD | N OF SOUTH RD | 13,000 | D | 12,000 | С | 14,000 | D | 13,000 | D D | 12,000 | C | Improved | 333 |
| Durham | North Durham | | CRAIG RD | N OF UMSTEAD RD | 2,900 | A | 3,100 | A | 3,100 | A | 2,900 | A | 3,180 | A | No Change | 830 |
| Durham | Downtown Durham | | CRANFORD RD | E OF ACADEMY RD | 760 | A | 1.000 | A | 930 | A | 960 | A | 1.100 | A | No Change | 957 |
| Orange | Hillsborough | | CRAWFORD RD | S OF ST MARYS RD | 540 | A | 570 | A | 700 | A | - | ~ | 670 | A | No Change | 986 |
| Durham | North Durham | | CRESTVIEW DR | E OF N ROXBORO RD | 610 | A | 600 | A | 730 | A | 590 | A | 630 | A | No Change | 988 |
| Orange | Chapel Hill | | CULBRETH RD | W OF US-15 | 5,100 | A | 5.000 | A | 5,800 | A | 4,900 | A | 4,900 | A | No Change | 708 |
| Orange | Chapel Hill | | CULBRETH RD | E OF SMITH LEVEL RD | 5,000 | A | 5,300 | A | 5,200 | A | 4,900 | A | 4,900 | A | No Change | 708 |
| Orange | Chapel Hill | | CURTIS RD | N OF N ELLIOTT RD | 3,100 | A | 2,800 | A | 3,400 | A | 3,000 | A | 3,000 | A | No Change | 840 |
| Orange | Carrboro | | DAIRYLAND | E OF DODSONS CROSSROADS | 1,900 | A | 1.900 | A | 2,000 | A | - | | 2,200 | A | No Change | 893 |
| Orange | Carrboro | | DAIRYLAND RD | W OF HILLSBOROUGH RD | 5,500 | A | 5,500 | A | 6,700 | A | 5,100 | А | 6,300 | A | No Change | 628 |
| Orange | Carrboro | | DAIRYLAND RD | E OF BETHEL-HICKORY GROVE CHURCH | 4,300 | A | 4,300 | A | 4,900 | A | 3,900 | A | 4,400 | A | No Change | 757 |
| Orange | Carrboro | | DAIRYLAND RD | N OF ROLLINGWOOD RD | 1,800 | A | 1,600 | A | 2,200 | A | 1,500 | A | 1,900 | A | No Change | 913 |
| Orange | Hillsborough | | DALTON ST | N OF FAUCETTE MILL RD | 990 | A | 900 | A | 940 | A | 1,000 | A | 1,060 | A | No Change | 961 |
| Orange | Carrboro | | DAMASCUS CHURCH RD | W OF SMITH LEVEL RD | 1.800 | А | 1.500 | А | 1.600 | A | 1.500 | A | 1.500 | А | No Change | 936 |
| Orange | Carrboro | | DAMASCUS CHURCH RD | E OF MEACHUM RD | 1.100 | A | 1.100 | A | 1.100 | A | 1.000 | A | 1.100 | A | No Change | 957 |
| Orange | Carrboro | | DAMASCUS CHURCH RD | S OF JONES FERRY RD | 1,500 | A | 1,400 | A | 1,700 | A | 1,600 | A | - | | No Change | 1028 |
| Durham | North Durham | | DANUBLE LN | N OF OLD OXFORD RD | 2,600 | A | 2,800 | A | 3,300 | A | 3.100 | A | 2,300 | A | No Change | 882 |
| Durham | Southpoint | | DAVIS DR | N OF NC-54 | - | | 20,000 | В | 21,000 | В | 23.000 | С | 23,000 | С | Declined, Still D or better | 135 |
| Durham | Southpoint | | DAVIS DR | S OF HOPSON RD | - | | - | | 19,000 | B | 20,000 | B | 21,000 | B | No Change | 153 |
| Durham | Southpoint | | DAVIS DR | S OF SELECT DR | - | | - | | 16,000 | A | - | | 19,060 | | Declined, Still D or better | 178 |
| Durham | Southpoint | | DAVIS DR | S OF NC-54 | - | | 17,000 | A | 18,000 | A | 19,000 | В | 18,000 | A | No Change | 193 |
| Durham | Southpoint | | DAVIS DR | S OF E CORNWALLIS RD | 8,400 | А | 14,000 | A | 13,000 | A | 13,000 | A | 13,000 | A | No Change | 296 |
| Durham | Southpoint | | DAVIS DR | N OF NC-54 | - | | | | 21,000 | B | 22,120 | С | | | Declined, Still D or better | 1028 |
| Orange | Hillsborough | | DAVIS RD | W OF GRAPEVINE LN | 1,600 | А | 1,600 | А | 1,800 | A | 1,500 | A | 1,900 | А | No Change | 913 |
| Orange | Hillsborough | | DAVIS RD | S OF ODE TURNER RD | - | | 1,000 | A | 850 | A | 890 | A | -, | | No Change | 1028 |
| Durham | North Durham | | DEARBORN DR | N OF E CLUB BLD | 9,700 | В | 9,400 | В | 9,600 | В | 10,000 | В | 10,540 | В | No Change | 412 |

| Appendix A | |
|--------------|--|
| AADT and LOS | |

| | | | | | | | | | | | | | | | | Volume |
|--------|-----------------|--------|-------------------------|-----------------------|--------|------|--------|------|--------|------|--------|------|--------|------|-----------------------------|--------|
| | | | | | Volume | LOS | | Rank |
| County | Subarea | Prefix | Route | Location | 2009 | 2009 | 2011 | 2011 | 2013 | 2013 | 2015 | 2015 | 2017 | 2017 | LOS Change | 2017 |
| Durham | North Durham | | DEARBORN DR | E OF OLD OXFORD RD | 6,900 | A | 7,200 | A | 7,500 | A | 7,600 | A | 9,250 | A | No Change | 478 |
| Durham | North Durham | | DENFIELD ST | E OF N ROXBORO RD | 4,900 | A | - | | 5,900 | A | 6,000 | A | - | | No Change | 1028 |
| Durham | North Durham | | DENFIELD ST | N OF HEBRON RD | 880 | A | 970 | A | 1,100 | A | 1,400 | A | - | | No Change | 1028 |
| Orange | Hillsborough | | DIMMOCKS MILL RD | S OF BEN JOGNSTON RD | 1,100 | А | 1,200 | А | 960 | А | 1,000 | A | 1,610 | A | No Change | 931 |
| Orange | Hillsborough | | DIMMOCKS MILL RD | W OF W HILL AVE S | 1,700 | A | 1,700 | A | 1,700 | A | 1,600 | A | - | | No Change | 1028 |
| Durham | East Durham | | DOC NICHOLS RD | W OF OLIVE BRANCH RD | 740 | A | 690 | A | 740 | A | 860 | A | 1,250 | A | No Change | 951 |
| Orange | Chapel Hill | | DOGWOOD DR | W OF US-15 | 960 | A | 940 | А | 1,300 | А | 660 | A | 910 | А | No Change | 971 |
| Durham | Downtown Durham | Ν | DRIVER ST | N OF E MAIN ST | 4,100 | A | 4,100 | A | 4,200 | A | 4,300 | A | 4,500 | A | No Change | 743 |
| Durham | Downtown Durham | S | DRIVER ST | S OF ANIGER AVE | 5,800 | A | 4,900 | A | 4,900 | A | 5,800 | A | 6,100 | A | No Change | 641 |
| Durham | Downtown Durham | S | DRIVER ST | N OF ANGIER AVE | 5,100 | А | 4,700 | А | 5,000 | А | 5,400 | A | 5,500 | A | No Change | 675 |
| Durham | North Durham | | DUKE HOMESTEAD RD | S OF FAIRFIELD RD | 1,400 | A | 1,300 | А | 1,300 | А | 1,200 | А | 1,700 | А | No Change | 925 |
| Durham | North Durham | | DUKE HOMESTEAD RD | S OF CARVER ST | 640 | A | 630 | A | 750 | A | 720 | A | 630 | A | No Change | 988 |
| Durham | North Durham | Ν | DUKE ST | N OF RUBY ST | - | | 34,000 | E | 35,000 | F | 37,000 | F | 39,000 | F | Declined to E or F | 63 |
| Durham | North Durham | Ν | DUKE ST | N OF LORAIN AVE | - | | 32,000 | E | 34,000 | E | 34,000 | E | 37,000 | F | Declined to E or F | 69 |
| Durham | North Durham | Ν | DUKE ST | N OF MU AVERRAY | - | | 31,000 | D | 32,000 | E | 34,000 | E | 36,000 | F | Declined to E or F | 73 |
| Durham | North Durham | N | DUKE ST | N OF CARVER ST | - | | 27,000 | С | 28,000 | D | 30,000 | D | 30,000 | DI | Declined, Still D or better | 88 |
| Durham | North Durham | Ν | DUKE ST | N OF FAIRFIELD RD | - | | 29,000 | D | 27,000 | С | 30,000 | D | 28,000 | D | No Change | 97 |
| Durham | North Durham | Ν | DUKE ST | S OF HORTON RD | - | | 27,000 | D | 27,000 | D | 22,000 | С | 28,000 | D | No Change | 97 |
| Durham | North Durham | Ν | DUKE ST | W OF N ROXBORO ST | - | | 25,000 | С | 24,000 | В | 24,000 | В | 26,000 | С | No Change | 112 |
| Durham | Downtown Durham | Ν | DUKE ST | N OF MARKHAM AVE | 9,500 | A | 8,700 | А | 7,800 | А | 12,000 | A | 11,000 | А | No Change | 369 |
| Durham | Downtown Durham | Ν | DUKE ST | S OF CLUB BLVD | 9,600 | А | 9,400 | A | 8,300 | A | 10,000 | A | 11,000 | А | No Change | 369 |
| Durham | Downtown Durham | Ν | DUKE ST | N OF CLUB BLVD | 9,900 | А | 9,600 | А | 11,000 | A | 10,000 | A | 11,000 | А | No Change | 369 |
| Durham | Downtown Durham | Ν | DUKE ST | N OF MAIN ST | 10,000 | A | 9,800 | А | 11,000 | A | 12,000 | A | 10,000 | А | No Change | 417 |
| Durham | Downtown Durham | Ν | DUKE ST | N OF TRINITY AVE | 9,400 | A | 9,600 | A | 10,000 | A | 12,000 | A | 10,000 | A | No Change | 417 |
| Durham | Downtown Durham | S | DUKE ST | S OF W CHAPEL HILL ST | 12,000 | A | 12,000 | A | 13,000 | A | 13,000 | A | 13,000 | А | No Change | 296 |
| Durham | Downtown Durham | S | DUKE ST | S OF MAIN ST | - | | 11,000 | А | 12,000 | A | 15,000 | A | 12,000 | А | No Change | 333 |
| Durham | Downtown Durham | S | DUKE ST | N OF MOREHEAD AVE | 5,100 | A | 5,400 | A | 5,500 | A | 4,000 | A | 5,600 | A | No Change | 665 |
| Durham | Downtown Durham | S | DUKE ST | N OF W LAKEWOOD AVE | 3,900 | A | 4,000 | A | 4,500 | А | 4,700 | A | 4,200 | A | No Change | 769 |
| Durham | Downtown Durham | S | DUKE ST | S OF W LAKEWOOD AVE | 3,200 | A | 3,500 | А | 3,800 | A | 4,000 | A | 3,600 | A | No Change | 801 |
| Durham | Downtown Durham | | DUKE UNVIERSITY RD | W OF ANDERSON ST | 9,400 | В | 9,300 | A | 10,000 | В | - | | 11,000 | CI | Declined, Still D or better | 369 |
| Durham | Downtown Durham | | DURHAM CHAPEL HILL BLVD | N OF LARCHMONT RD | 44,000 | E | 49,000 | F | 51,000 | F | 52,000 | F | 54,000 | F | Declined to E or F | 40 |
| Durham | Chapel Hill | | DURHAM CHAPEL HILL BLVD | W OF GARRETT RD | - | | 44,000 | E | 46,000 | E | 49,000 | F | 52,000 | F | Declined to E or F | 43 |
| Durham | Chapel Hill | | DURHAM CHAPEL HILL BLVD | W OF I-40 | 38,000 | D | 37,000 | С | 41,000 | D | 42,000 | D | 45,000 | E | Declined to E or F | 54 |
| Durham | Chapel Hill | | DURHAM CHAPEL HILL BLVD | E OF MT MORIAH RD | - | | - | | 45,000 | E | 43,150 | E | 38,020 | D | Improved | 65 |
| Durham | Downtown Durham | | DURHAM CHAPEL HILL BLVD | W OF TOWER BLVD | 16,000 | A | 17,000 | А | 18,000 | A | 18,000 | A | 18,000 | A | No Change | 193 |
| Durham | Downtown Durham | | DURHAM CHAPEL HILL BLVD | W OF ACADEMY RD | - | | 15,000 | A | 15,000 | А | 15,000 | A | 17,000 | А | No Change | 207 |
| Durham | Downtown Durham | | DURHAM CHAPEL HILL BLVD | S OF W CORNWALLIS RD | 14,000 | A | 14,000 | А | 15,000 | A | 15,000 | A | 15,000 | A | No Change | 255 |
| Durham | Downtown Durham | | DURHAM CHAPEL HILL BLVD | E OF CHAPEL HILL RD | 13,000 | A | 12,000 | А | 14,000 | А | 13,000 | A | 13,000 | A | No Change | 296 |
| Durham | Downtown Durham | | DURHAM CHAPEL HILL BLVD | E OF JAMES ST | 11,000 | A | 11,000 | А | 12,000 | A | 12,000 | A | 11,000 | A | No Change | 369 |
| Orange | Hillsborough | | EFLAND-CEDAR GROVE RD | N OF E LEBANON RD | 3,000 | A | 3,100 | A | 3,200 | A | 3,600 | A | 4,100 | A | No Change | 772 |
| Orange | Hillsborough | | EFLAND-CEDAR GRVOE RD | N OF US-70 | 4,900 | A | 5,300 | А | 5,500 | A | 5,000 | A | 6,080 | A | No Change | 643 |
| Durham | Downtown Durham | | ELLIOT ST | W OF N ROXBORO ST | 1,600 | A | 1,600 | А | 1,900 | А | 2,400 | A | 2,100 | A | No Change | 902 |
| Orange | Chapel Hill | N | ELLIOTT RD | N OF E FRANKLIN ST | 3,900 | A | 4,100 | A | 4,400 | A | 4,300 | A | 5,400 | A | No Change | 682 |
| Orange | Chapel Hill | | ELLIOTT RD EXT | S OF E FRANKLIN ST | 6,900 | A | 7,400 | A | 7,400 | A | 7,100 | A | 9,500 | ΒI | Declined, Still D or better | 458 |
| Durham | North Durham | | ELLIS CHAPEL RD | E OF ROBERTS RD | 380 | A | - | | 360 | A | 370 | A | 620 | A | No Change | 990 |
| Durham | East Durham | | ELLIS RD | W OF S MIAMI BLVD | 10,000 | В | 9,800 | В | 11,000 | С | 12,000 | С | 12,970 | DI | Declined, Still D or better | 325 |
| Durham | Downtown Durham | | ELLIS RD | W OF NC-147 | 7,800 | A | 9,000 | A | 9,300 | А | 9,800 | A | 9,860 | А | No Change | 443 |
| Durham | Downtown Durham | | ELLIS RD | N OF RIDDLE RD | 6,900 | A | 7,100 | A | 7,200 | А | 8,200 | A | 8,510 | A | No Change | 518 |
| Durham | Downtown Durham | | ELLIS RD | S OF E PETTIGREW ST | 5,800 | A | 5,700 | А | 5,500 | А | 6,400 | А | 6,730 | А | No Change | 609 |
| Durham | Downtown Durham | | ELLIS RD | S OF RIDDLE RD | 3,400 | A | 3,700 | A | 3,500 | А | 4,400 | А | 5,100 | А | No Change | 694 |
| Durham | Downtown Durham | | ELLIS RD | N OF GLOVER RD | 5,600 | A | 5,700 | А | 5,600 | А | 6,200 | А | - | | No Change | 1028 |
| Orange | Hillsborough | | ENO MOUNTAIN RD | N OF ORANGE GROVE RD | 3,600 | A | 3,300 | A | 3,400 | А | 4,100 | A | 4,500 | A | No Change | 743 |
| Orange | Chapel Hill | | EPHESUS CHURCH RD | E OF FORDHAM BLVD | 10,000 | В | 9,200 | A | 10,000 | В | 9,800 | В | 11,000 | CI | Declined, Still D or better | 369 |

| | | | | | | | | | | | | | | | Volume |
|------------------|------------------------------------|------------------------------------|---|---------------|--------|------------------|--------|------------------|--------|------------------|--------|------------------|--------|--|------------|
| | | | | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS | | Rank |
| County | Subarea | Prefix Route | Location | 2009 | 2009 | 2011 | 2011 | 2013 | 2013 | 2015 | 2015 | 2017 | 2017 | LOS Change | 2017 |
| Orange | Chapel Hill | EPHESUS CHURCH RD | W OF BANBURY LN | 6,900 | A | 6,600 | A | 7,200 | A | 6,800 | A | 6,300 | A | | 628 |
| Durham | Chapel Hill | EPHESUS CHURCH RD | S OF POPE RD | 5,300 | A | 5,500 | A | 5,600 | A | 5,600 | A | 5,600 | A | 0 | 665 |
| Durham | Southpoint | EPHESUS CHURHC RD | W OF FARRINGTON RD | 5,700 | A | 5,900 | A | 6,400 | A | 6,400 | A | 6,700 | A | 0 | 610 |
| Durham | Downtown Durham | ERWIN RD | E OF DOUGLAS ST | 21,000 | В | 24,000 | B | 23,000 | B | 21,000 | B | 20,000 | A | | 160 |
| Durham | Downtown Durham | ERWIN RD | N OF TOWERVIEW RD | 16,000 | A | 18,000 | A | 18,000 | A | 17,000 | A | 18,000 | A | 0 | 193 |
| Durham | Downtown Durham | ERWIN RD | S OF TOWERVIEW RD | 13,000 | A | 14,000 | A | 14,000 | A | 14,000 | A | 14,000 | A | No Change | 278 |
| Durham | Downtown Durham | ERWIN RD | W OF ANDERSON ST | 14,000 | A | 14,000 | A | 13,000 | A | 12,000 | A | 13,000 | A | | 296 |
| Orange | Chapel Hill | ERWIN RD | W OF PICKETT RD | 13,000 | D | 13,000 | D | 12,000 | C | 12,000 | C | 12,000 | С | Improved | 333 |
| Durham | Downtown Durham | ERWIN RD | S OF W CORNWALLIS RD | 12,000 | С | 11,000 | С | 11,000 | C | 11,000 | C | 11,000 | С | | 369 |
| Durham | Downtown Durham | ERWIN RD | S OF NC-751 | 12,000 | С | 10,000 | B | 11,000 | С | 11,000 | С | 11,000 | C | | 369 |
| Durham | Downtown Durham | ERWIN RD | S OF MT SINAI RD | 10,000 | В | 9,200 | A | 9,300 | A | 9,400 | В | 9,200 | A | | 480 |
| Durham | Downtown Durham | ERWIN RD | S OF W MAIN ST | 9,000 | A | 9,100 | A | 8,400 | A | 9,000 | A | 8,500 | A | | 519 |
| Durham | Downtown Durham | ERWIN RD | E OF OREGON ST | - | | 9,000 | A | 8,800 | A | - | | 8,000 | A | 0 | 551 |
| Orange | Chapel Hill | ERWIN RD | N OF DOBBINS DR | 9,100 | A | 8,800 | A | 8,700 | A | 7,500 | A | 7,200 | A | No Change | 585 |
| Orange | Chapel Hill | ERWIN RD | S OF I-40 | 8,400 | A | 7,600 | A | 7,400 | A | 7,200 | A | 6,600 | A | 0 | 616 |
| Orange | Chapel Hill | ERWIN RD | S OF NEW MT MORIAH RD | 8,300 | A | 7,600 | A | 7,400 | A | 7,200 | A | 6,500 | A | No Change | 622 |
| Orange | Carrboro | ESTES DR | N OF N GREENSBORO ST | 13,000 | D | 13,000 | D | 14,000 | D | 13,000 | D | 13,000 | D | No Change | 296 |
| Orange | Chapel Hill | N ESTES DR | W OF E FRANKLIN ST | 15,000 | E | 15,000 | E | 15,000 | E | 16,000 | F | 17,000 | F | | 207 |
| Orange | Chapel Hill | N ESTES DR | E OF MARTIN LUTHER KING JR BLVD | 16,000 | F | 15,000 | E | 16,000 | F | 16,000 | F | 15,000 | E | Improved | 255 |
| Orange | Chapel Hill | S ESTES DR | W OF FORDHAM BLVD | 13,000 | A | 12,000 | A | 12,000 | A | 13,000 | A | 12,000 | A | 0 | 333 |
| Orange | Chapel Hill | ESTES DR EXT | S OF SEAWELL SCHOOL RD | 12,000 | С | 13,000 | D | 13,000 | D | 13,000 | D | 13,000 | | Declined, Still D or better | 296
333 |
| Orange | Chapel Hill | ESTES DR EXT | W OF MARTIN LUTHER KING JR BLVD | 12,000 | C | 12,000 | C | 12,000 | C | 12,000 | C | 12,000 | C | No Change | |
| Orange | Chapel Hill | EUBANKS RD | W OF MARTIN LUTHER KING JR BLVD | 7,500 | A | 8,000 | A | 8,600 | A | 8,600 | A | 8,700 | A | | 507 |
| Orange | Chapel Hill | EUBANKS RD | W OF MILL HOUSE RD | 5,400 | A | 5,900 | A | 6,400 | A | 6,200 | A | 5,900 | A | 0 | 650 |
| Orange | Chapel Hill | EUBANKS RD | E OF OLD NC-86 | 3,600 | A | 3,800 | A | 4,300 | A | 4,100 | A | 4,300 | A | | 764 |
| Durham | Chapel Hill | FARRINGTON MILL RD | S OF FARRINGTON RD | 8,900 | A | 8,200 | A | 9,200 | A | 9,900 | B | 11,000 | | Declined, Still D or better | 369
604 |
| Chatham | Chapel Hill | FARRINGTON POINT RD | S OF OLD FARRINGTON RD | 7,400 | A | - | ٨ | 7,400 | A | 8,700 | A | 6,800 | A | | |
| Durham | Southpoint | FARRINGTON RD | S OF NC-54 | 14,000 | D | 9,000 | A | 13,000 | D | 13,000 | - | 16,940 | | Declined to E or F | 227
278 |
| Durham | Chapel Hill | FARRINGTON RD | E OF FARRINGTON MILL RD | 11,000 | C | 12,000 | C | 12,000 | C | 13,000 | D | 14,000 | C | Declined, Still D or better | |
| Durham
Durham | Southpoint | FARRINGTON RD | N OF NC-54 | 12,000 | С | 11,000 | С | 11,000 | C
C | 11,000 | C | 12,000 | - | No Change | 333
369 |
| Durham | Southpoint | FARRINGTON RD | S OF EPHESUS CHURCH RD | - | • | 9,900 | B | 11,000 | - | 11,000 | - | 11,000 | | Declined, Still D or better | 529 |
| Durham | Chapel Hill | FARRINGTON RD | S OF OLD CHAPEL HILL RD | 7,000 | A | 6,800 | A | 7,200 | A | 7,700 | A | 8,400 | A | 0 | |
| Durham | Chapel Hill | FARRINGTON RD | N OF EPHESUS CHRUCH RD
N OF CORNELIUS ST | - 2,100 | | - 1,900 | | 7,300 | A | 7,440 2,100 | A | 8,210
1,970 | A | 0 | 539 |
| Orange | Hillsborough | FAUCETTE MILL RD | | | A | 1,900 | A | | A | | A | 35,000 | A | 0 | 912 |
| Durham | Southpoint | FAYETTEVILLE RD | N OF I-40 | 30,000 | F | - | F | 33,000 | F | 30,000 | F | 33,000 | F | Declined to E or F | // |
| Durham | Southpoint | FAYETTEVILLE RD
FAYETTEVILLE RD | N OF HERNDON RD | 32,000 25,000 | F
C | 32,000
26,000 | F D | 34,000
26,000 | D | 34,000
25,000 | F
C | 25,000 | F
C | | 81
117 |
| Durham | Southpoint | | | 25,000 | U | 26,000 | D | 28,000 | | | B | 25,000 | | 0 | 117 |
| Durham | Southpoint | FAYETTEVILLE RD | S OF E WOODCROFT PKWY | - | F | - | - | 19.000 | B | 20,000 | F | 18,000 | B | | 152 |
| Durham | Southpoint | FAYETTEVILLE RD
FAYETTEVILLE RD | N OF BELGREEN RD
S OF OBIE DR | 20,000 | F | 19,000 | F | | | | | | - F | | 231 |
| Durham
Durham | Southpoint | | | 18,000 | F | 17,000 | - F | 17,000 | F | 17,000 | - F | 16,000
16,000 | F | No Change | 231 |
| Durham | Southpoint | FAYETTEVILLE RD | N OF OBIE DR | 17,000 | F | 17,000 | F | 17,000 | | 17,000 | F | | | No Change | 327 |
| Durham | Southpoint | FAYETTEVILLE RD
FAYETTEVILLE RD | W OF BARBEE RD
N OF RENAISSANCE PKWY | - | | - | | 14,000
7,800 | D | 11,930
8,200 | C | 12,810
9,300 | D | 0 | 473 |
| Durham | Southpoint | FAYETTEVILLE RD | S OF MASSEY CHAPEL RD | - 6,500 | | | | | A | | A | - | A | 0 | 571 |
| Durham
Durham | Southpoint | FAYETTEVILLE RD
FAYETTEVILLE ST | S OF RIDDLE RD | 21,000 | AB | 7,000 | AB | 7,100 21,000 | B | 7,800
22,000 | A
C | 7,500
23,000 | A | No Change
Declined, Still D or better | 135 |
| Durham | Southpoint | | | | | | | 17,000 | | 18,000 | A | 23,000 | | | 135 |
| Durham
Durham | Southpoint
Southpoint | FAYETTEVILLE ST
FAYETTEVILLE ST | N OF BUXTON DR
S OF E CORNWALLIS RD | 18,000 | A | 17,000
15,000 | A | 17,000 | A | 18,000 | A | 19,630 | A | Declined, Still D or better | 231 |
| | | FAYETTEVILLE ST | N OF MUTUAL DR | 14,000 | | 15,000 | | | | 15,000 | | 15,000 | | | 231 |
| Durham | Downtown Durham
Downtown Durham | | S OF UTAH ST | 16,000 | F | 16,000 | E
A | 15,000
15,000 | E
A | | E
A | 15,000 | E
A | Improved
No Chapao | 255 |
| Durham | | FAYETTEVILLE ST
FAYETTEVILLE ST | S OF NC-147 | 17,000 | | 16,000 | | | | 16,000
19,000 | | | | 0 | 255 |
| Durham | Downtown Durham | | | | A | 1 | A | 16,000
13,000 | A | 19,000 | B | 15,000
14,000 | A | | 255 |
| Durham | Downtown Durham | FAYETTEVILLE ST | S OF E LAWSON ST | 14,000 | D | 13,000 | D | | D | 1 | C | 1 | D | | |
| Durham | Downtown Durham
Downtown Durham | | N OF NASH ST
W OF E MAIN ST | - 10.800 | ٨ | - 14,000 | A | - 14,000 | A | 14,000
14,000 | A | 14,000
12,000 | A | No Change | 278
333 |
| Durham | Downtown Durnam | FAYETTEVILLE ST | W UF E MAIN 51 | 10,800 | A | - | | - | | 14,000 | A | 12,000 | A | No Change | 333 |

| | | | | | | | | | | | | | | | | Volume |
|------------------|----------------------------|-------|--------------------------|--|----------------|------|---------|------|----------------|------|----------------|------|----------------|------|-----------------------------|------------|
| | | | | | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS | | Rank |
| County | Subarea | Prefi | Route | Location | 2009 | 2009 | 2011 | 2011 | 2013 | 2013 | 2015 | 2015 | 2017 | 2017 | LOS Change | 2017 |
| Durham | East Durham | | FERRELL RD | E OF JOYNER RD | 3,300 | A | 3,100 | A | 3,400 | A | 3,100 | A | 3,600 | A | No Change | 801 |
| Durham | East Durham | | FERRELL RD | S OF E GEER ST | 250 | A | 270 | A | 270 | A | - | | 210 | A | No Change | 1019 |
| Orange | Chapel Hill | | FINLEY GOLF COURSE RD | S OF NC-54 | 2,400 | A | 2,600 | A | 3,800 | A | 2,900 | A | 4,310 | A | No Change | 763 |
| Durham | East Durham | | FLETCHERS CHAPEL RD | S OF CHEEK RD | 5,400 | A | 4,800 | А | 5,200 | A | 5,900 | A | 4,800 | А | No Change | 721 |
| Durham | East Durham | | FLETCHER'S CHAPEL RD | N OF JIMMY ROGERS RD | 6,200 | A | 5,500 | A | 6,000 | A | 7,300 | A | 7,000 | A | No Change | 595 |
| Orange | Chapel Hill | | FORDHAM BLVD | S OF NC-54 | 51,000 | F | - | | 53,000 | F | 54,000 | F | 50,550 | F | No Change | 45 |
| Orange | Chapel Hill | | FORDHAM BLVD | E OF EUROPA DR | 47,700 | E | - | | 48,000 | E | 48,000 | E | 49,000 | E | No Change | 49 |
| Orange | Chapel Hill | | FORDHAM BLVD | E OF S COLUMBIA ST | 41,000 | F | - | | 43,000 | F | 45,000 | F | 45,000 | F | No Change | 54 |
| | | | | W OF SAGE RD | | | | | | _ | | _ | | _ | | |
| Orange | Chapel Hill | | FORDHAM BLVD | | 41,000 | С | 41,000 | С | 43,000 | D | 43,000 | D | 43,000 | | Declined, Still D or better | 59 |
| Orange | Chapel Hill | | FORDHAM BLVD | S OF S ESTES DR | 38,000 | F | - | | 37,000 | F | 37,000 | F | 38,000 | F | No Change | 66 |
| Orange | Chapel Hill | | FORDHAM BLVD | N OF ESTES DR EXT | 30,000 | E | 28,000 | D | 30,000 | E | 30,000 | E | 31,000 | E | No Change | 86 |
| Orange | Chapel Hill | E | FRANKLIN ST | N OF S ESTES DR | 23,000 | С | 22,000 | С | 23,000 | С | 23,000 | С | 23,000 | С | | 135 |
| Orange | Chapel Hill | E | FRANKLIN ST | N OF EASTGATE SHOPPING CTR | 21,000 | В | 20,000 | В | 21,000 | В | 21,000 | В | 21,000 | В | No Change | 153 |
| Orange | Chapel Hill | E | FRANKLIN ST | S OF N ESTES DR | 18,000 | A | 17,000 | A | 17,000 | A | 17,000 | A | 16,000 | A | No Change | 231 |
| Orange | Chapel Hill | E | FRANKLIN ST | E OF BOUNDARY ST | 17,000 | A | 16,000 | A | 17,000 | A | 17,000 | A | 15,000 | A | No Change | 255 |
| Orange | Chapel Hill | E | FRANKLIN ST | E OF S COLUMBIA ST | 15,000 | A | 14,000 | A | 14,000 | Α | 14,000 | A | 14,000 | A | No Change | 278 |
| Orange | Chapel Hill | E | FRANKLIN ST | W OF FORDHAM BLVD | 7,900 | A | - | | 100 | A | 120 | A | - | | No Change | 1028 |
| Orange | Chapel Hill | W | FRANKLIN ST | W OF N COLUMBIA ST | 13,000 | A | 13,000 | A | 12,000 | Α | 12,000 | A | 13,000 | A | * | 296 |
| Durham | East Durham | | FREEMAN RD | W OF N MINERAL SPRINGS RD | 3,100 | A | 2,700 | A | 3,000 | A | 3,500 | A | 3,300 | A | No Change | 816 |
| Orange | Hillsborough | | FRIENDS SCHOOL RD | S OF MURPHY SCHOOL RD | 650 | A | 750 | A | 730 | A | 780 | A | 700 | A | | 984 |
| Durham | Downtown Durham | | FULTON ST | N OF ERWIN RD | 16,000 | A | 17,000 | A | 17,000 | A | 20,000 | В | 17,000 | A | No Change | 207 |
| Orange | Hillsborough | | GAINES CHAPEL RD | N OF SOUTHERN DR | 230 | A | 260 | A | 270 | A | 240 | A | 300 | A | No Change | 1010 |
| Durham | Southpoint | | GARRETT RD | S OF OLD CHAPEL HILL RD | 16,000 | A | 19,000 | B | 19,000 | B | 20,000 | B | 20,000 | B | Declined, Still D or better | 160
179 |
| Durham | Southpoint | | GARRETT RD | N OF HOPE VALLEY RD | 16,000 | F | 18,000 | F | 18,000 | F | 19,000 | F | 19,000 | F | No Change | |
| Durham | Downtown Durham | | GARRETT RD | N OF OLD CHAPEL HILL RD | 9,400 | B | 11,000 | C | 11,000 | C | 12,000 | C | 11,000 | | Declined, Still D or better | 369 |
| Durham | Downtown Durham | | GARRETT RD | S OF PICKETT RD | 5,100 | A | 4,800 | A | 5,500 | A | 4,600 | A | 5,630 | A | No Change | 664 |
| Durham | Downtown Durham | E | GEER ST | W OF N MIAMI BLVD | 14,000 | A | 11,000 | A | 14,000 | A | 13,000 | A | 14,000 | A | No Change | 278 |
| Durham | Downtown Durham | E | GEER ST | W OF FAY ST | 8,800 | A | 8,100 | A | - | | 8,600 | A | 9,400 | | Declined, Still D or better | 464 |
| Durham | Downtown Durham | E | GEER ST | E OF N ALSTON AVE | 7,500 | A | - | | 7,500 | A | 6,500 | A | 7,690 | A | No Change | 564 |
| Durham | East Durham | E | GEER ST | | - | ٨ | 6,800 | A | 7,500 | A | 6,100 | A | 7,500 | A | No Change | 571
584 |
| Durham | East Durham | E | GEER ST | E OF US-70 BYP | 6,100
5,500 | A | 6,300 | A | 6,800 | A | 6,400 | A | 7,220 | A | No Change | 584
607 |
| Durham | Downtown Durham | E | GEER ST | W OF HARDEE ST | | A | 5,600 | A | 5,900 | A | 5,900 | | 6,760 | A | No Change | 607 |
| Durham | East Durham
East Durham | E | GEER ST
GEER ST | S OF GORMAN CHURCH RD
E OF MILAN ST | 4,600
5,200 | A | 4,600 | A | 4,500 | A | 5,100
4,900 | A | 5,600 | A | No Change | 675 |
| Durham
Durham | | E | GEER ST | W OF N ALSTON AVE | 5,200 | A | 4,900 | A | 5,500
5,300 | A | 4,900 | A | 5,500
5,400 | A | No Change
No Change | 675 |
| | Downtown Durham | | | | · | | | | | | | | | | Ū | 764 |
| Durham | Downtown Durham | E | GEER ST
GEER ST | E OF N MANGUM ST
W OF JOYNER RD | 4,000 2,700 | A | - 2,400 | Δ. | 4,000 | A | 4,700
2,300 | A | 4,300
2,410 | A | No Change | 876 |
| Durham
Durham | East Durham
East Durham | E | GEER ST | W OF BURTON RD | 2,700 | A | 2,400 | A | 2,300 | A | 2,300 | A | 2,410 | A | No Change
No Change | 900 |
| | East Durham | E | GEER ST | W OF REDWOOD RD | 2,400 | A | 820 | | 780 | | 830 | | 2,120 | | Ū | 900 |
| Durham
Durham | East Durham | E | GEER ST | N OF REDWOOD RD | 460 | A | 390 | A | 540 | A | 560 | A | 430 | A | No Change | 1003 |
| Durham | Chapel Hill | E | GEORGE KING RD | N OF NC-54 | 400 | A | 200 | A | 110 | A | 150 | A | 430 | A | No Change | 1003 |
| | East Durham | | GLENN RD | N OF GLENN SCHOOL RD | 3,600 | ٨ | 3,500 | | 3,600 | A | 4,000 | A | 4,210 | | No Change | 768 |
| Durham
Durham | East Durham | | GLENN RD
GLENN RD | N OF CLUB BLVD | 1,500 | A | 3,500 | A | 3,600 | A | 1,900 | A | 4,210 | A | No Change | 1028 |
| Durham | East Durham | | GLENN RD | N OF PACKARD ST | 1,500 | A | - 1,800 | A | - 1,100 | A | 2,100 | A | - | | No Change | 1028 |
| Durham | East Durham | | GLENN RD
GLENN RD | N OF JEFFRIES RD | 1,800 | A | 950 | A | 970 | A | 1.000 | A | - | | No Change | 1028 |
| Durham | North Durham | | GLENN RD
GLENN RD | W OF RED MILL RD | 1,100 | A | 1,500 | A | 1,300 | A | 1,000 | A | - | | No Change | 1028 |
| Durham | East Durham | | GLENN SCHOOL RD | N OF E GEER ST | 2,300 | A | 2,300 | A | 2,200 | A | 2,400 | A | - 2,520 | A | No Change | 871 |
| Durham | East Durham | | GLENN SCHOOL RD | E OF GLENN RD | 2,300 | A | 2,300 | A | 3,100 | A | 4,000 | A | 2,520 | A | No Change | 1029 |
| Durham | East Durham | | GLOBE RD | E OF PAGE RD | 2,700 | A | 2,600 | A | 9,600 | B | 4,000 | C | - 12.000 | C | Declined, Still D or better | 333 |
| Durham | East Durham | | GLOVER RD | W OF ANGIER AVE | 2,500 | A | 2,600 | A | 2,800 | A | 3,700 | A | 4,630 | A | No Change | 732 |
| Durham | North Durham | | GOODWIN RD | E OF N ROXBORO RD | 2,500 | A | 2,800 | A | 2,800 | A | 2,100 | A | 2,140 | A | No Change | 899 |
| Durham | North Durham | | GOODWIN RD
GOODWIN RD | N OF INFINITY RD | 1,000 | A | 1,000 | A | 1,100 | A | 2,100 | A | 1,060 | A | • | 961 |
| Dumam | NUTH DUMUM | | | N OF INFINIT RD | 1,000 | A | 1,000 | A | 1,100 | A | 990 | A | 1,060 | A | No change | 961 |

| | | | | | | | | | | | | | | | | Volume |
|--------|-----------------|--------|-----------------------|----------------------------|--------|------|--------|------|--------|------|--------|------|--------|------|-----------------------------|--------|
| | | | | | Volume | LOS | | Rank |
| County | Subarea | Prefix | k Route | Location | 2009 | 2009 | 2011 | 2011 | 2013 | 2013 | 2015 | 2015 | 2017 | 2017 | LOS Change | 2017 |
| Durham | Southpoint | | GRANDALE DR | N OF HUNTSMAN DR | 5,100 | A | 4,900 | A | 5,000 | A | 4,700 | A | 4,800 | A | No Change | 721 |
| Durham | Southpoint | | GRANDALE DR | N OF SCOTT KING RD | - | | 1,500 | A | 1,500 | A | 1,600 | A | 1,900 | A | No Change | 913 |
| Durham | Southpoint | | GRANDALE DR | S OF SCOTT KING RD | - | | 1,000 | А | 990 | A | 1,300 | A | - | | No Change | 1028 |
| Durham | Downtown Durham | | GREAT JONES ST | N OF W CHAPEL HILL ST | 5,400 | A | - | | 6,700 | А | 6,900 | A | 6,000 | A | No Change | 644 |
| Durham | Downtown Durham | | GREAT JONES ST | N OF W MAIN ST | 7,200 | A | - | | 7,400 | A | 7,200 | A | 5,100 | A | No Change | 694 |
| Durham | Southpoint | | GREEN LEVEL CHURCH RD | W OF NC-55 | - | | 1,900 | A | 2,400 | A | - | | 3,960 | A | No Change | 784 |
| Orange | Carrboro | N | GREENSBORO ST | N OF SHORT ST | 13,000 | D | 14,000 | D | 14,000 | D | 13,000 | D | 14,000 | D | No Change | 278 |
| Orange | Carrboro | N | GREENSBORO ST | N OF MAIN ST | 10,000 | В | 11,000 | С | 11,000 | С | 10,000 | В | 9,500 | В | No Change | 458 |
| Orange | Carrboro | N | GREENSBORO ST | E OF MORNINGSIDE DR | 6,600 | A | 6,500 | A | 7,000 | A | 6,200 | A | 6,000 | A | No Change | 644 |
| Orange | Carrboro | S | GREENSBORO ST | S OF RAND RD | 12,000 | A | 12,000 | A | 13,000 | A | 12,000 | A | 11,000 | A | No Change | 369 |
| Orange | Carrboro | S | GREENSBORO ST | S OF W CARR ST | 12,000 | С | 12,000 | С | 12,000 | С | 12,000 | С | 11,000 | С | No Change | 369 |
| Durham | Downtown Durham | | GREGSON ST | S OF I-85 | 13,000 | D | 16,000 | F | 22,000 | F | 27,000 | F | 18,310 | F | Declined to E or F | 192 |
| Durham | Downtown Durham | | GREGSON ST | S OF MAIN ST | 9,600 | В | 9,200 | A | 9,900 | В | 11,000 | С | 10,000 | В | No Change | 417 |
| Durham | Downtown Durham | | GREGSON ST | N OF TRINITY AVE | 9,200 | A | 9,300 | А | 9,800 | В | 12,000 | С | 10,000 | | Declined, Still D or better | 417 |
| Durham | Downtown Durham | | GREGSON ST | S OF GREEN ST | 8,900 | A | 9,100 | A | 9,700 | В | 11,000 | С | 10,000 | | Declined, Still D or better | 417 |
| Durham | Downtown Durham | | GREGSON ST | S OF W CLUB BLVD | 8,900 | A | 8,900 | A | - | | 9,600 | В | 10,000 | | Declined, Still D or better | 417 |
| Durham | Downtown Durham | | GREGSON ST | N OF MAIN ST | 8,800 | A | - | | 9,500 | В | 12,000 | С | 9,700 | | Declined, Still D or better | 449 |
| Durham | Downtown Durham | | GREGSON ST | S OF W CHAPEL HILL ST | 8,100 | A | 7,600 | A | 14,000 | D | 9,000 | A | 8,400 | A | No Change | 529 |
| Durham | Downtown Durham | N | GREGSON ST | N OF W MAIN ST | - | | - | | 9,000 | A | 10,160 | В | 9,330 | | Declined, Still D or better | 471 |
| Durham | North Durham | | GUESS RD | N OF I-85 | 24,000 | В | 23,000 | В | 26,000 | С | 27,000 | С | 28,000 | | Declined, Still D or better | 97 |
| Durham | North Durham | | GUESS RD | S OF CAMMIE ST | 21,000 | В | 21,000 | В | 23,000 | В | 24,000 | В | 25,000 | | Declined, Still D or better | 117 |
| Durham | North Durham | | GUESS RD | N OF HORTON RD | 21,000 | В | 20,000 | A | 22,000 | В | 23,000 | В | 25,000 | | Declined, Still D or better | 117 |
| Durham | North Durham | | GUESS RD | N OF DUKE HOMESTEAD RD | 23,000 | В | 23,000 | В | 21,000 | В | 25,000 | С | 24,000 | В | No Change | 130 |
| Durham | North Durham | | GUESS RD | N OF CARVER ST | 22,000 | В | 22,000 | В | 25,000 | С | 25,000 | С | 23,000 | В | No Change | 135 |
| Durham | North Durham | | GUESS RD | N OF OLD RD | 21,000 | B | 21,000 | B | 22,000 | С | 22,000 | С | 23,000 | | Declined, Still D or better | 135 |
| Durham | North Durham | | GUESS RD | S OF ROSE OF SHARON RD | 20,000 | В | 19,000 | В | 21,000 | В | 21,000 | В | 22,000 | | Declined, Still D or better | 144 |
| Durham | North Durham | | GUESS RD | S OF LATTA RD | 20,000 | В | 20,000 | В | 21,000 | В | 21,000 | В | 22,000 | | Declined, Still D or better | 144 |
| Durham | North Durham | | GUESS RD | N OF LATTA RD | 18,000 | A | 17,000 | A | 18,000 | A | 18,000 | A | 18,000 | A | No Change | 193 |
| Durham | Downtown Durham | | GUESS RD | S OF I-85 | 15,000 | A | 14,000 | A | 15,000 | A | 16,000 | A | 16,000 | A | No Change | 231 |
| Durham | North Durham | | GUESS RD | S OF SIX GABLES RD | 11,000 | С | 11,000 | С | 11,000 | С | 12,000 | С | 12,000 | С | No Change | 333 |
| Durham | Downtown Durham | | GUESS RD | N OF LANCASTER ST | 10,000 | A | 9,600 | A | 9,200 | A | 9,600 | A | 10,000 | A | No Change | 417 |
| Durham | North Durham | | GUESS RD | MASON RD | 8,600 | A | 8,700 | A | 8,200 | A | 8,800 | A | 9,100 | A | No Change | 487 |
| Durham | North Durham | | GUESS RD | S OF RUSSELL RD | 8,000 | A | 8,100 | A | 8,000 | A | 8,200 | A | 8,500 | A | No Change | 519 |
| Durham | North Durham | | GUESS RD | W OF OAK FOREST DR | 5,400 | A | 5,400 | A | 5,400 | A | 5,500 | A | 5,700 | A | No Change | 659 |
| Durham | North Durham | | GUESS RD | N OF LITTLER RIVER DR | 3,500 | A | 3,600 | A | 3,600 | A | 3,900 | A | 3,900 | A | No Change | 785 |
| Orange | Hillsborough | | GWEN RD | N OF US-70 | 450 | A | 450 | A | 390 | A | 410 | A | 460 | A | No Change | 1001 |
| Durham | North Durham | | HAMLIN RD | E OF OLD OXFORD RD | 4,900 | A | 4,900 | A | 5,200 | A | 5,100 | A | 5,600 | A | No Change | 665 |
| Durham | North Durham | | HAMLIN RD | W OF MORTON DR | 2,700 | A | 2,300 | A | 2,300 | A | 2,400 | A | 2,700 | A | No Change | 857 |
| Durham | North Durham | | HAMLIN RD | W OF RED MILL RD | 1,100 | A | 1,100 | A | 960 | A | 910 | A | 990 | A | No Change | 966 |
| Durham | Downtown Durham | | HARDEE ST | S OF CHEEK RD | 5,700 | A | 5,500 | A | 5,500 | A | 6,100 | A | 5,700 | A | No Change | 659 |
| Durham | Downtown Durham | | HARDEE ST | N OF CHEEK RD | 2,800 | A | 2,800 | A | 3,000 | A | 3,300 | A | 3,000 | A | No Change | 840 |
| Orange | Hillsborough | | HARMONY CHURCH RD | W OF EFLAND-CEDAR GROVE RD | 790 | A | 710 | A | 630 | A | 650 | A | 810 | A | No Change | 975 |
| Orange | Carrboro | | HATCH RD | S OF NC-54 | 1,100 | A | - | | 1,000 | A | 1,000 | A | 1,040 | A | No Change | 963 |
| Orange | Carrboro | | HATCH RD | N OF OLD GREENSBORO RD | 790 | A | 720 | A | 780 | A | 780 | A | - | | No Change | 1028 |
| Durham | North Durham | | HEBRON RD | W OF OLD OXFORD RD | 4,500 | A | 5,100 | A | 5,800 | A | 5,700 | A | 6,440 | A | No Change | 625 |
| Durham | North Durham | | HEBRON RD | E OF DENFIELD ST | 5,600 | A | 6,300 | A | 6,600 | A | 6,600 | A | - | | No Change | 1028 |
| Durham | East Durham | | HEREFORD RD | E OF REDWOOD RD | 320 | A | 320 | A | 430 | A | 430 | A | 90 | A | No Change | 1026 |
| Durham | North Durham | | HERITAGE DR | S OF UMSTEAD RD | 430 | A | 370 | A | 370 | A | 300 | A | 350 | A | No Change | 1008 |
| Durham | Southpoint | | HERNDON RD | E OF FAYETTEVILLE RD | 7,300 | A | 6,600 | A | 6,900 | A | 7,100 | A | 6,300 | A | No Change | 628 |
| Durham | Southpoint | | HERNDON RD | S OF MASSEY RD | 3,900 | A | 4,200 | A | 4,200 | A | 4,500 | A | 4,100 | A | No Change | 772 |
| Orange | Chapel Hill | | HIGH SCHOOL RD | W OF SWAWELL SCHOOL RD | 2,800 | A | 2,800 | A | 3,500 | A | 3,300 | A | 3,250 | A | No Change | 821 |
| Orange | Hillsborough | | HIGHLAND FARM RD | W OF COLEMAN LOOP | 690 | A | 810 | A | 820 | A | 700 | A | 720 | A | No Change | 982 |
| Orange | Hillsborough | W | HILL AVE N | E OF CORNELIUS ST | 1,500 | A | No Change | 936 |

| | | | | | | | | | | | | | | | Volume |
|------------------|-------------------------|----------------------------------|---------------------------------------|-----------------|------|----------------|------|------------------|------|------------------|------|------------------|------|-----------------------------|------------|
| | | | | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS | | Rank |
| County | Subarea | Prefix Route | Location | 2009 | 2009 | 2011 | 2011 | 2013 | 2013 | 2015 | 2015 | 2017 | 2017 | LOS Change | 2017 |
| Orange | Hillsborough | W HILL AVE S | S OF W KING ST | 1,500 | A | 1,500 | A | 1,300 | A | 1,400 | A | 1,590 | A | No Change | 934 |
| Durham | North Durham | HILLANDALE RD | N OF I-85 | 18,000 | A | 23,000 | С | 22,000 | С | 26,000 | D | 28,000 | | Declined, Still D or better | 97 |
| Durham | Downtown Durham | HILLANDALE RD | N OF HILLSBOROUGH RD | - | | 18,000 | А | 19,000 | A | 20,000 | A | 20,000 | A | No Change | 160 |
| Durham | Downtown Durham | HILLANDALE RD | S OF I-85 | - | | 17,000 | A | 17,000 | A | 17,220 | A | 20,000 | | Declined, Still D or better | 160 |
| Durham | North Durham | HILLANDALE RD | N OF CARVER ST | 11,000 | С | - | | 10,000 | В | - | | 11,000 | С | No Change | 369 |
| Durham | Downtown Durham | HILLSBOROUGH RD | E OF COLE MILL RD | 24,000 | В | 24,000 | В | 24,000 | В | 25,000 | С | 26,430 | | Declined, Still D or better | 110 |
| Durham | Downtown Durham | HILLSBOROUGH RD | W OF US-15 | - | | - | | 28,000 | D | - | | 22,170 | В | Improved | 143 |
| Durham | Downtown Durham | HILLSBOROUGH RD | E OF US-15-501 BYP | 20,000 | A | 20,000 | A | 26,000 | С | 29,000 | D | 22,000 | | Declined, Still D or better | 144 |
| Durham | Downtown Durham | HILLSBOROUGH RD | W OF HILLANDALE RAMP | 16,000 | A | 15,000 | А | 16,000 | A | 16,000 | A | 17,000 | A | No Change | 207 |
| Durham | Downtown Durham | HILLSBOROUGH RD | W OF COLE MILL RD | 16,000 | E | 16,000 | E | 15,000 | D | 16,000 | E | 15,000 | D | Improved | 255 |
| Orange | Carrboro | HILLSBOROUGH RD | N OF OLD FAYETTEVILLE RD | 11,000 | С | 11,000 | С | 11,000 | С | 11,000 | С | 13,000 | | Declined, Still D or better | 296 |
| Durham | Downtown Durham | HILLSBOROUGH RD | N OF NEAL RD | 9,300 | A | 9,600 | A | 10,000 | A | 10,000 | A | 10,000 | A | No Change | 417 |
| Orange | Hillsborough | HILLSBOROUGH RD | E OF NC-751 | 9,300 | A | 8,500 | A | 8,100 | A | 8,300 | A | 8,700 | A | No Change | 507 |
| Durham | Downtown Durham | HILLSBOROUGH RD | E OF NEAL RD | 8,500 | A | 8,700 | A | 8,300 | A | 8,600 | A | 8,700 | A | No Change | 507 |
| Durham | Downtown Durham | HILLSBOROUGH RD | W OF NEAL RD | 8,300 | А | 8,600 | А | 8,200 | A | 8,400 | A | 8,600 | A | No Change | 514 |
| Durham | Downtown Durham | HILLSBOROUGH RD | E OF ROSEHILL AVE | 7,100 | A | 6,700 | A | 7,700 | A | 13,000 | D | 8,500 | A | No Change | 519 |
| Durham | Downtown Durham | HILLSBOROUGH RD | E OF GEORGIA AVE | 6,700 | A | 7,000 | A | 7,600 | A | 7,400 | A | 7,600 | A | No Change | 565 |
| Durham | Downtown Durham | HILLSBOROUGH RD | E OF HICKS ST | 6,000 | A | 5,600 | A | 6,700 | A | 6,600 | A | 7,000 | A | No Change | 595 |
| Orange | Carrboro | HILLSBOROUGH RD | W OF BLUERIDGE RD | 6,200 | A | 6,500 | A | 6,000 | A | 5,700 | A | 5,800 | A | No Change | 653 |
| Orange | Carrboro | HILLSBOROUGH RD | N OF W MAIN ST | 2,700 | A | 2,700 | A | 2,700 | A | 2,700 | A | 2,800 | A | No Change | 849 |
| Orange | Hillsborough | HILLSBOROUGH RD | E OF HEMLOCK DR | 2,400 | A | 2,200 | A | 2,000 | A | 1,900 | A | 2,100 | A | No Change | 902 |
| Orange | Carrboro | HILLSBOROUGH RD | S OF N GREENSBORO ST | 1,800 | A | 1,500 | A | 1,700 | A | 1,600 | A | 1,700 | A | No Change | 925 |
| Orange | Chapel Hill | HILLSBOROUGH ST | N OF ROSEMARY ST | - | | 6,800 | A | 8,100 | A | 8,100 | A | 5,470 | A | No Change | 680 |
| Durham | East Durham | HOCUTT RD | S OF WAKE FOREST HWY | 110 | A | 250 | A | 110 | A | 180 | A | - | | No Change | 1028 |
| Durham | East Durham | HOLLOWAY ST | E OF US-70 BYP | 22,000 | С | 24,000 | C | 31,000 | E | 28,000 | D | 27,000 | | Declined, Still D or better | 106 |
| Durham | East Durham | HOLLOWAY ST | W OF JUNCTION ST | - | | 23,000 | С | 24,000 | C | 26,000 | D | 26,000 | | Declined, Still D or better | 112 |
| Durham | East Durham | HOLLOWAY ST | E OF JUNCTION ST | - | | 20,000 | В | 25,000 | C | 23,000 | С | 18,000 | A | Improved | 193 |
| Durham | Downtown Durham | HOLLOWAY ST | E OF N HARDEE ST | 12,000 | A | - | | 18,000 | A | 14,000 | A | 14,000 | A | No Change | 278 |
| Durham | Downtown Durham | HOLLOWAY ST | E OF N MIAMI BLVD | 11,000 | A | 12,000 | A | 14,000 | A | 12,000 | A | 13,000 | A | No Change | 296 |
| Durham | Downtown Durham | HOLLOWAY ST | W OF N MIAMA BLVD | 8,300
10,000 | A | 9,100 | A | 9,600 | B | 9,100
10,000 | A | 11,000 | | Declined, Still D or better | 369
417 |
| Durham | Downtown Durham | HOLLOWAY ST | E OF N ALSTON AVE | | B | 11,000 | C | 12,000 | C | | B | 10,000 | B | No Change | 417
595 |
| Durham | Downtown Durham | HOLLOWAY ST | W OF N ALSTON AVE | 6,300 | A | 6,600 | A | 7,400 | A | 6,400 | A | 7,000 | A | No Change | |
| Durham | Downtown Durham | HOLLOWAY ST | W OF DILLARD ST | 5,200 | A | 5,400 | A | 5,800 | A | 5,700 | A | 5,400 | A | No Change | 682
544 |
| Orange | Chapel Hill | HOMESTEAD RD | W OF MARTIN LUTHER KING JR BLVD | 7,100 | A | 7,200 | A | 7,700 | A | 8,100 | A | 8,100 | A | No Change | |
| Orange | Chapel Hill | HOMESTEAD RD | S OF HIGH SCHOOL RD | 6,700 | A | 7,100 | A | 8,800 | A | 7,200 | A | 8,000 | A | No Change | 551 |
| Orange | Carrboro
East Durham | HOMESTEAD RD
HOOVER RD | E OF HILLSBOROUGH RD
S OF CHEEK RD | 5,200 | A | 5,300 | A | 6,000 | A | 5,200 | A | 5,300 | A | No Change | 688
908 |
| Durham | | | | 1,600 | A | 1,900 | A | 2,000 | A | 2,000 | A | 2,000 | A | No Change | |
| Durham | Southpoint | HOPE VALLEY RD | S OF GARRETT RD | 18,100 | A | | | 21,000 | | 18,000 | A | 20,000 | | Declined, Still D or better | 160 |
| Durham
Durham | Southpoint | HOPE VALLEY RD
HOPE VALLEY RD | E OF GARRETT RD
N OF NC-54 | 18,000 | A | - | | 9,900
21,000 | A | 18,000
16,160 | A | 18,000
16,320 | A | No Change
Improved | 193
230 |
| | Southpoint | | | | | - | | 1.1.1.1 | F | | A | | | p | 230 |
| Durham | Southpoint | HOPE VALLEY RD | N OF W WOODCROFT PKWY | 15,000 | E | 15,000 | E | 16,000 | | 16,000 | | 16,000 | F | Declined to E or F | |
| Durham | Southpoint | HOPE VALLEY RD | N OF FAYETTEVILLE RD | 9,100 | A | 9,400
9,500 | B | 9,700 | B | 11,000
9,200 | C | 13,000 | | Declined, Still D or better | 296
449 |
| Durham
Durham | Downtown Durham | HOPE VALLEY RD | N OF MARTIN LUTHER KING JR PKWY | | B | | B | 9,700 | B | | A | 9,700 | B | No Change | 449 |
| Durham | Downtown Durham | HOPE VALLEY RD | S OF MARTIN LUTHER KING JR BLVD | 9,600 | B | 9,300 | A | 8,900 | A | 9,800 | В | 9,300 | A | Improved | |
| Durham | Southpoint | HOPSON RD
HOPSON RD | W OF NC-54
W OF SLATER RD | 8,300 | A | 11,000 | С | 12,000
11,000 | C | - | | 19,270
13,080 | F | Declined to E or F | 177
294 |
| Durham | Southpoint | | E OF NC-147 TOLL | - 5,300 | ٨ | - | | 8,500 | A | -
10,000 | ٨ | 12,000 | A | No Change | 333 |
| Durham | Southpoint | HOPSON RD | W OF NC-147 TOOL | | A | - | | | A | | A | | A | No Change | |
| Durham | Southpoint | HOPSON RD | | - | | - 3,000 | ٨ | 7,400
5,200 | A | 8,800
7,000 | A | 11,000
9,100 | A | No Change | 369
487 |
| Durham | Southpoint | HOPSON RD | W OF LOUIS STEPHENS DR | | P | - | A | | | | A | | A | No Change | |
| Durham | North Durham | HORTON RD | W OF N DUKE ST | 13,000 | D | 13,000 | D | 14,000 | D | 14,000 | D | 13,000 | D | No Change | 296
333 |
| Durham | North Durham | HORTON RD
HORTON RD | E OF N DUKE ST | 9,800 | В | 12,000 | С | 13,000
9,000 | D | 12,000 | С | 12,000
8,090 | | Declined, Still D or better | 550 |
| Durham | North Durham | 1-40 | W OF GUESS RD | - 165.000 | Г | - 174,000 | Г | 9,000 | | - 181.000 | Г | 8,090 | A | No Change | 550 |
| Durham | Southpoint | 1-40 | FROM EXIT 282 TO EXIT 283 | 165,000 | F | 1/4,000 | F | 109,000 | F | 181,000 | F | 195,000 | F | No Change | 1 |

| Appendix A | |
|--------------|--|
| AADT and LOS | |

| | | | | | | | | | | | | | | | Volume |
|-------------------|-----------------|-----------------|----------------------------|---------|------|---------|------|---------|------|---------|------|---------|------|-----------------------------|--------|
| | | | | Volume | LOS | | Rank |
| County | Subarea | Prefix Route | Location | 2009 | 2009 | 2011 | 2011 | 2013 | 2013 | 2015 | 2015 | 2017 | 2017 | LOS Change | 2017 |
| Durham | Southpoint | 1-40 | FROM EXIT 281 TO EXIT 282 | 162,000 | | 169,000 | | 162,000 | | 174,000 | | 190,000 | F | No Change | 2 |
| Durham | Southpoint | I-40 | FROM EXIT 280 TO EXIT 281 | 154,000 | | 160,000 | F | 152,000 | F | 161,000 | F | 177,000 | F | No Change | 3 |
| Durham | Southpoint | 1-40 | FROM EXIT 279 TO EXIT 280 | 153,000 | | 157,000 | | 146,000 | | 154,000 | F | | F | No Change | 4 |
| Durham | Southpoint | I-40 | FROM EXIT 278 TO EXIT 279 | 123,000 | | 122,000 | F | | | 128,000 | F | 138,000 | F | No Change | 5 |
| Durham | Southpoint | 1-40 | FROM EXIT 276 TO EXIT 278 | 121,000 | F | 117,000 | F | 119,000 | F | 124,000 | F | 132,000 | F | No Change | 6 |
| Durham | Southpoint | I-40 | FROM EXIT 273 TO EXIT 274 | 113,000 | | 110,000 | F | 114,000 | F | | F | | F | No Change | 7 |
| Durham | Southpoint | I-40 | FROM EXIT 274 TO EXIT 276 | 111,000 | | 109,000 | F | 111,000 | F | 115,000 | F | 124,000 | F | No Change | 9 |
| Durham | Southpoint | I-40 | FROM EXIT 270 TO EXIT 273 | 86,000 | D | 85,000 | С | 88,000 | D | 90,000 | D | 99,000 | E | Declined to E or F | 15 |
| Orange | Chapel Hill | I-40 | FROM EXIT 266 TO EXIT 270 | 69,000 | E | 72,000 | F | 74,000 | F | 73,000 | F | 82,000 | F | Declined to E or F | 19 |
| Orange | Chapel Hill | I-40 | FROM EXIT 263 TO EXIT 266 | 67,000 | E | 66,000 | E | 69,000 | E | 68,000 | E | 79,000 | F | Declined to E or F | 21 |
| Orange | Hillsborough | I-40 | FROM EXIT 261 TO EXIT 263 | 64,000 | D | 63,000 | D | 66,000 | E | 65,000 | E | 76,000 | F | Declined to E or F | 22 |
| Orange | Hillsborough | I-40 | FROM EXIT 560 TO EXIT 261 | 58,000 | D | 56,000 | С | 59,000 | D | 58,000 | D | 69,000 | E | Declined to E or F | 30 |
| Orange | Hillsborough | I-85 | FROM EXIT 160 TO EXIT 161 | 94,000 | С | 91,000 | С | 96,000 | С | 103,000 | С | 125,000 | E | Declined to E or F | 8 |
| Orange | Hillsborough | I-85 | FROM EXIT 161 TO EXIT 163 | 92,000 | С | 88,000 | В | 92,000 | С | 99,000 | С | 121,000 | E | Declined to E or F | 10 |
| Orange | Hillsborough | I-85 | FROM EXIT 157 TO EXIT 160 | 89,000 | В | 86,000 | В | 90,000 | В | 98,000 | С | 118,000 | E | Declined to E or F | 11 |
| Durham | Downtown Durham | I-85 | FROM EXIT 174B TO EXIT 174 | 88,000 | A | 84,000 | А | 92,000 | А | 96,000 | A | 107,000 | B | Declined, Still D or better | 12 |
| Durham | Downtown Durham | I-85 | FROM EXIT 174 TO EXIT 175 | 85,000 | A | 82,000 | A | 90,000 | A | 93,000 | A | 104,000 | A | No Change | 13 |
| Durham | North Durham | I-85 | FROM EXIT 176 TO EXIT 177 | 80,000 | А | 76,000 | A | 83,000 | A | 88,000 | A | 100,000 | A | No Change | 14 |
| Durham | Downtown Durham | I-85 | FROM EXIT 177 TO EXIT 178 | 79,000 | А | 79,000 | А | 83,000 | А | 87,000 | В | 98,000 | B | Declined, Still D or better | 16 |
| Durham | Downtown Durham | I-85 | FROM EXIT 175 TO EXIT 176 | 79,000 | А | 76,000 | Α | 83,000 | Α | 88,000 | А | 98,000 | A | No Change | 16 |
| Durham | Downtown Durham | I-85 | FROM EXIT 170 TO EXIT 172 | 49,000 | A | 45,000 | A | 52,000 | A | 55,000 | A | 62,000 | A | No Change | 35 |
| Durham | North Durham | I-85 | FROM EXIT 178 TO EXIT 179 | 49,000 | В | 51,000 | С | 52,000 | С | 55,000 | С | 59,000 | D | Declined, Still D or better | 37 |
| Durham | East Durham | I-85 | FROM EXIT 179 TO EXIT 180 | 46,000 | В | 47,000 | В | 48,000 | В | 51.000 | С | 55,000 | C | Declined, Still D or better | 38 |
| Orange | Hillsborough | I-85 | FROM EXIT 164 TO EXIT 165 | 43,000 | В | 37,000 | А | 43,000 | В | 47.000 | В | 55,000 | C | Declined, Still D or better | 38 |
| Durham | East Durham | I-85 | FROM EXIT 180 TO EXIT 182 | 44,000 | В | 45,000 | В | 47,000 | В | 50,000 | С | 53,000 | C | Declined, Still D or better | 41 |
| Orange | Hillsborough | 1-85 | FROM EXIT 165 TO EXIT 170 | 40,000 | А | 36,000 | А | 42,000 | А | 46,000 | В | 53,000 | | Declined, Still D or better | 41 |
| Orange | Hillsborough | 1-85 | FROM EXIT 163 TO EXIT 164 | 38,000 | А | 33,000 | A | 37,000 | A | 43.000 | В | 51.000 | | Declined, Still D or better | 44 |
| Durham | East Durham | I-85 | FROM EXIT 182 TO EXIT 183 | 41,000 | В | 42,000 | В | 43,000 | В | 46,000 | С | 50,000 | C | Declined, Still D or better | 46 |
| Durham | East Durham | 1-85 | FROM EXIT 183 TO EXIT 186 | 41,000 | В | 42,000 | В | 43,000 | В | 46,000 | С | 50,000 | | Declined, Still D or better | 46 |
| Durham | North Durham | 1-85 | FROM EXIT 173 TO EXIT 174B | 36,000 | A | 31,000 | A | 34,000 | A | 37.000 | A | 42,000 | A | No Change | 61 |
| Durham | Downtown Durham | 1-85 | FROM EXIT 172 TO EXIT 173 | 32,000 | A | 26,000 | A | 31,000 | A | 34,000 | A | 38,000 | A | No Change | 66 |
| Orange | Hillsborough | I-85 CONN | N OF BEN JOGHSTON RD | 3,500 | A | 3,600 | A | 4,200 | A | 4,400 | A | 4,700 | A | No Change | 729 |
| Durham | North Durham | INFINITY RD | E OF N ROXBORO RD | 8,000 | A | 7,800 | A | 7,900 | A | 7,400 | A | 8,000 | A | No Change | 551 |
| Durham | North Durham | INFINITY RD | W OF SNOW HILL RD | 2,900 | A | 2,900 | A | 3,200 | A | 3,100 | A | 3,000 | A | No Change | 840 |
| Durham | North Durham | INFINITY RD | W OF GOODWIN RD | 2,700 | A | 3,300 | A | 3,100 | A | 2,900 | A | 2,900 | A | No Change | 846 |
| Chatham | Chapel Hill | JACK BENNET RD | E OF US-15 | 2,700 | A | 3,400 | A | 4,400 | A | 3,400 | A | 4,930 | A | No Change | 707 |
| Orange | Hillsborough | JEFFERSON DR | W OF LAWRENCE RD | 360 | A | 500 | A | 390 | A | - | | 270 | A | No Change | 1015 |
| Durham | East Durham | JEFFRIES RD | E OF GLENN RD | 190 | A | 160 | A | - | | 140 | А | - | | No Change | 1028 |
| Durham | East Durham | JIMMY ROGERS RD | W OF PATTERSON RD | 190 | A | 180 | A | 180 | A | 250 | A | 190 | A | No Change | 1020 |
| Durham | North Durham | JOHN JONES RD | W OF BLALOCK RD | 310 | A | 320 | A | 310 | A | 340 | A | 260 | A | No Change | 1017 |
| Durham | North Durham | JOHNSON MILL RD | N OF MASON RD | 1.400 | A | 1,400 | A | 1,500 | A | 1,500 | A | 1,450 | A | No Change | 942 |
| Orange | Carrboro | JONES FERRY RD | W OF NC-54 | 1,400 | C | 11.000 | C | 11.000 | C | 11,000 | C | 12,000 | C | No Change | 333 |
| Orange | Carrboro | JONES FERRY RD | W OF OLD FAYETTEVILLE RD | 9,500 | B | 9,000 | Δ | 9,900 | B | 9,300 | A | 9,500 | B | No Change | 458 |
| Orange | Carrboro | JONES FERRY RD | E OF DAVIE RD | 9,000 | A | 8,600 | A | 8,600 | A | 8,300 | A | 8,300 | A | No Change | 533 |
| Orange | Carrboro | JONES FERRY RD | E OF DAVIE RD | 4,200 | A | 4,100 | A | 4,800 | A | 4,400 | A | 4,500 | A | No Change | 743 |
| Orange | Carrboro | JONES FERRY RD | S OF BOWDEN RD | 4,200 | A | 3,100 | A | 3,400 | A | 3,100 | A | 3,200 | A | No Change | 822 |
| Durham | East Durham | JUNCTION RD | N OF HOLLOWAY ST | 6,000 | A | 5,400 | A | 2,400 | A | 6,100 | A | 5,200 | A | No Change | 690 |
| Durham | East Durham | JUNCTION RD | S OF FERRELL RD | 3,500 | A | 3,300 | A | 3,600 | A | 3,000 | A | 3,400 | A | No Change | 812 |
| Durham
Durham | East Durham | JUNCTION RD | S OF E GEER ST | 2,200 | A | 2,100 | A | 2,300 | A | 2,300 | A | 2,300 | A | No Change | 812 |
| Durham
Durham | East Durham | JUNCTION RD | S OF E GEER ST | 2,200 | A | 2,100 | A | 2,300 | | 2,300 | A | 2,300 | A | • | 882 |
| | | | | 1 | | | | | A | | | | | No Change | |
| Durham
Durhana | Downtown Durham | KERLEY RD | N OF ERWIN RD | 3,000 | A | 2,800 | A | 3,100 | | 2,900 | A | 3,400 | A | No Change | 812 |
| Durham | Hillsborough | KERLEY RD | N OF MT SINAI RD | 2,400 | A | 2,300 | A | 2,400 | A | 2,300 | A | 2,530 | A | No Change | 870 |
| Durham | Downtown Durham | KERLEY RD | S OF NC-751 | 2,300 | A | 2,100 | A | 2,200 | A | 2,200 | A | 2,200 | A | No Change | 893 |

| | | | | | | | | | | | | | | | | Volume |
|---------|-----------------|---|-------------------|----------------------------|--------|------|--------|------|--------|------|--------|------|--------|------|-----------------------------|--------|
| | | | | | Volume | LOS | | Rank |
| County | Subarea | | Route | Location | 2009 | 2009 | 2011 | 2011 | 2013 | 2013 | 2015 | 2015 | 2017 | 2017 | LOS Change | 2017 |
| Orange | Hillsborough | E | KING ST | E OF S CHURTON ST | 3,500 | A | 3,500 | A | 3,000 | A | 3,000 | A | 2,500 | A | | 872 |
| Orange | Hillsborough | W | KING ST | W OF N CHURTON ST | 3,200 | A | 3,400 | A | 3,000 | A | - | | 2,850 | A | * | 848 |
| Orange | Hillsborough | W | KING ST | W OF LAKESHORE DR | 1,800 | A | 1,700 | A | 1,400 | A | 1,500 | A | 1,500 | A | Ũ | 936 |
| Durham | Downtown Durham | E | LAKEWOOD AVE | E OF S MANGUM ST | 7,700 | A | 7,400 | A | 7,900 | A | 8,500 | A | 11,000 | A | Ŭ | 369 |
| Durham | Downtown Durham | W | LAKEWOOD AVE | W OF SOUTH ST | 12,000 | С | 12,000 | С | 13,000 | D | 13,000 | D | 12,000 | С | No Change | 333 |
| Durham | Downtown Durham | W | LAKEWOOD AVE | E OF SOUTH ST | 11,000 | С | 10,000 | В | 11,000 | С | 11,000 | С | 12,000 | С | No Change | 333 |
| Durham | Downtown Durham | W | LAKEWOOD AVE | E OF CHAPEL HILL RD | 2,600 | А | 2,400 | A | 2,700 | A | 2,800 | A | 2,400 | A | Ū | 877 |
| Durham | Downtown Durham | W | LAKEWOOD AVE | W OF VICKERS AVE | 1,900 | A | 1,900 | A | 2,000 | A | 2,300 | A | 2,000 | A | No Change | 908 |
| Durham | Downtown Durham | W | LAKEWOOD AVE | E OF VICKERS AVE | 1,700 | A | 1,700 | А | 1,800 | А | 2,000 | А | 1,800 | A | | 922 |
| Orange | Hillsborough | | LATIMER ST | E OF KING CHARLES ST | 630 | A | 700 | A | 570 | A | 540 | A | 530 | A | No Change | 995 |
| Durham | North Durham | | LATTA RD | E OF GUESS RD | 9,400 | В | 9,400 | В | 9,800 | В | 9,900 | В | 10,000 | В | No Change | 417 |
| Durham | North Durham | | LATTA RD | W OF N ROXBORO RD | - | | - | | 10,000 | В | - | | 9,370 | В | Ŭ | 470 |
| Orange | Hillsborough | | LAWRENCE RD | S 0F US-70 | 3,800 | A | - | | 5,000 | A | - | | 5,510 | A | • | 674 |
| Orange | Hillsborough | | LAWRENCE RD | S OF I-85 | 3,200 | A | 4,000 | A | 4,200 | A | 3,300 | A | 4,540 | A | No Change | 741 |
| Orange | Hillsborough | | LAWRENCE RD | S OF US-70 BR | 3,400 | A | 3,400 | A | 3,700 | A | 3,800 | A | 4,500 | A | Ũ | 743 |
| Orange | Hillsborough | | LAWRENCE RD | N OF JACK FRANKLIN RD | - | | - | | 3,000 | A | 3,100 | A | 3,800 | A | | 792 |
| Durham | Downtown Durham | E | LAWSON ST | E OF FAYETTEVILLE ST | - | | - | | 7,700 | А | - | | 8,770 | A | U U | 506 |
| Orange | Hillsborough | | LEBANON RD | W OF EFLAND-CEDAR GROVE RD | 2,600 | A | 2,600 | A | 2,800 | A | 2,200 | A | 2,800 | A | ÷ | 849 |
| Orange | Hillsborough | | LEBANON RD | W OF N FRAZIER RD | 2,000 | A | 1,800 | A | 1,700 | A | 2,100 | A | 2,000 | A | No Change | 908 |
| Durham | East Durham | | LEESVILLE RD | N OF US-70 | 4,400 | A | 4,100 | А | 4,800 | А | 4,800 | A | 5,430 | A | | 681 |
| Durham | East Durham | | LEESVILLE RD | E OF BENNINGTON PARK DR | - | | - | | 6,000 | A | 6,350 | A | - | | No Change | 1028 |
| Orange | Chapel Hill | | LEGION RD | N OF EPHESUS CHURCH RD | - | | 5,200 | A | 5,800 | A | 5,900 | A | 7,200 | A | ÿ | 585 |
| Durham | East Durham | | LITTLE ROGERS RD | E OF CHEEK RD | 300 | A | 280 | A | 310 | A | 330 | A | 300 | A | Ū | 1010 |
| Durham | Southpoint | | LOOP RD | N OF DAVIS DR | - | | - | | 4,300 | A | - | | 3,190 | A | | 829 |
| Durham | Southpoint | | LOUIS STEPHENS DR | S OF SOLUTIONS DR | 3,200 | A | 2,400 | A | 2,300 | A | 2,600 | A | 2,800 | A | No Change | 849 |
| Durham | East Durham | | LUMLEY RD | E OF PAGE RD | 180 | A | 230 | A | - | | 1,100 | A | - | | No Change | 1028 |
| Durham | East Durham | | LUMLEY RD | W OF PAGEFORD DR | 3,900 | A | 3,900 | A | 3,900 | A | 4,000 | A | - | | No Change | 1028 |
| Durham | East Durham | | LYNN RD | W OF US-70 | 3,500 | A | 3,100 | A | 3,000 | A | 3,100 | A | 3,200 | A | Ŭ | 822 |
| Chatham | Chapel Hill | | LYSTRA RD | W OF FARRINGTON POINT RD | 4,200 | A | 4,800 | A | 6,300 | A | 5,400 | A | 6,300 | A | • | 628 |
| Chatham | Chapel Hill | | LYSTRA RD | E OF US-15 | 4,500 | A | 4,800 | A | 5,700 | A | 5,600 | A | 6,000 | A | No Change | 644 |
| Durham | North Durham | | MADDEN AVE | W OF ROXBORO RD | 1,500 | A | 1,100 | A | 1,800 | A | 1,400 | A | 1,560 | A | Ŭ | 935 |
| Orange | Chapel Hill | E | MAIN ST | W OF PADGETTE LN | 18,000 | A | 17,000 | A | 17,000 | A | 16,000 | A | 15,000 | A | | 255 |
| Orange | Chapel Hill | E | MAIN ST | W OF BREWER LN | - | | - | | 9,800 | В | 8,370 | A | 12,820 | | Declined, Still D or better | 326 |
| Orange | Carrboro | E | MAIN ST | E OF S GREENSBORO ST | - | | - | | 4,300 | A | 7,100 | A | 8,830 | A | ÿ | 501 |
| Durham | Downtown Durham | E | MAIN ST | W OF N ROXBORO ST | 5,300 | A | 6,300 | A | 6,500 | A | 6,700 | A | 4,900 | A | | 708 |
| Durham | Downtown Durham | | MAIN ST | W OF IREDELL ST | 14,000 | D | 14,000 | D | 16,000 | F | 16,000 | F | 14,000 | D | No Change | 278 |
| Durham | Downtown Durham | | MAIN ST | W OF BUCHANON BLVD | 11,000 | С | - | | 11,000 | С | 13,000 | D | 11,000 | С | Ũ | 369 |
| Durham | Downtown Durham | | MAIN ST | W OF WATTS ST | 8,000 | A | - | | 9,400 | A | - | | 9,000 | A | No Change | 492 |
| Durham | Downtown Durham | | MAIN ST | E OF GREGSON ST | - | | - | | 7,600 | A | 9,200 | A | 8,900 | A | | 497 |
| Durham | Downtown Durham | | MAIN ST | S OF TRENT DR | 6,600 | A | 6,300 | A | 6,300 | A | 6,600 | A | 6,900 | A | • | 601 |
| Durham | Downtown Durham | | MAIN ST | E OF DUKE ST | - | | - | | 6,600 | A | 7,800 | A | 6,800 | A | 0 | 604 |
| Durham | Downtown Durham | | MAIN ST | W OF DUKE ST | 5,500 | A | - | | 4,800 | A | 4,500 | A | 5,000 | A | Ū | 700 |
| Durham | Downtown Durham | | MAIN ST | W OF GREGSON ST | 4,400 | A | - | | 3,700 | A | 3,900 | A | 3,800 | A | | 792 |
| Durham | Downtown Durham | W | MAIN ST | W OF S GREGSON ST | - | | - | | 7,200 | A | 8,500 | A | 7,400 | A | | 579 |
| Durham | Downtown Durham | W | MAIN ST | W OF 9TH ST | 7,200 | A | 6,300 | A | 6,800 | A | 6,900 | A | 7,300 | A | 0 | 582 |
| Durham | Downtown Durham | W | MAIN ST | N OF TRENT DR | 6,300 | A | 6,000 | A | 6,000 | A | 6,400 | A | 6,700 | A | No Change | 610 |
| Orange | Carrboro | W | MAIN ST | E OF JAMES ST | 6,400 | A | 5,900 | A | 6,400 | A | 6,500 | A | 6,400 | A | | 626 |
| Durham | Downtown Durham | W | MAIN ST | S OF E CHAPEL HILL ST | 3,700 | A | - | | 5,000 | A | 4,200 | A | 4,500 | A | | 743 |
| Orange | Carrboro | W | MAIN ST | W OF HILLSBOROUGH RD | 4,400 | A | 3,800 | A | 4,200 | A | 4,300 | A | 4,300 | A | | 764 |
| Orange | Carrboro | W | MAIN ST | S OF W WEAVER ST | 4,500 | A | - | - | 4,500 | A | 4,400 | A | 4,100 | A | ÿ | 772 |
| Orange | Carrboro | W | MAINS T | E OF JONES FERRY RD | 10,000 | B | 14,000 | D | 9,400 | B | 9,200 | A | 9,200 | A | P. C. S. S. | 480 |
| Durham | Downtown Durham | N | MANGUM ST | N OF CORPORATION ST | 7,500 | A | - | | 9,500 | В | 10,000 | В | 9,400 | | Declined, Still D or better | 464 |
| Durham | Downtown Durham | N | MANGUM ST | N OF CHAPEL HILL ST | 8,200 | A | - | | 9,400 | В | 10,000 | В | 9,000 | A | No Change | 492 |

| Appendix A | |
|--------------|--|
| AADT and LOS | |

| | | | | | Volume | LOS | | Volume
Rank | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| County | Subarea | Drefiv | Route | Location | 2009 | 2009 | 2011 | 2011 | 2013 | 2013 | 2015 | 2015 | 2017 | 2017 | LOS Change | 2017 |
| Durham | Downtown Durham | N | MANGUM ST | N OF GEER ST | 6,900 | A | - | LUII | 7,900 | A | 8,800 | A | 9,000 | A | No Change | 492 |
| Durham | Downtown Durham | N | MANGUM ST | N OF TRINITY AVE | 6,800 | A | - | | 5,700 | A | - | ~ | 8,900 | A | No Change | 497 |
| Durham | Downtown Durham | N | MANGUM ST | S OF CHAPEL HILL ST | 7,800 | A | 7,100 | A | 9,700 | B | 10,000 | В | 8,700 | A | No Change | 507 |
| Durham | Downtown Durham | N | MANGUM ST | S OF E MAIN ST | 7,700 | A | 8,600 | A | 9,500 | B | 9,100 | A | 8,300 | A | No Change | 533 |
| Durham | Downtown Durham | N | MANGUM ST | N OF E MAIN ST | 7,500 | A | 7,500 | A | 9,600 | B | 9,700 | B | 7,600 | A | No Change | 565 |
| Durham | Downtown Durham | N | MANGUM ST | N OF MARKHAM AVE | 170 | A | 150 | A | 180 | A | - | D | 140 | A | No Change | 1023 |
| Durham | Downtown Durham | S | MANGUM ST | N OF NC-147 | 8,600 | A | - | ~ | - | A | 11,000 | A | 11,000 | A | No Change | 369 |
| Durham | Downtown Durham | S | MANGUM ST | S OF PETTIGREW ST | 8,300 | A | 8,400 | A | 12,000 | A | 12,000 | A | 10,000 | A | No Change | 417 |
| Durham | Downtown Durham | S | MANGUM ST | N OF E LAKEWOOD AVE | 3.400 | A | 3,400 | A | 3,600 | A | 3,800 | A | 3,600 | A | No Change | 801 |
| Orange | Chapel Hill | 0 | MANNING DR | N OF FORDHAM BLVD | 17.000 | A | 15,000 | A | 16,000 | A | 18.000 | A | 17.000 | A | No Change | 207 |
| Orange | Chapel Hill | | MANNING DR | E OF PAUL HARDIN DR | 18,000 | A | 17,000 | A | 18,000 | A | 18,000 | A | 17,000 | A | No Change | 207 |
| Orange | Chapel Hill | | MANNING DR | W OF WEST DR | 11,000 | A | 11,000 | A | 11,000 | A | 12,000 | A | 11.000 | A | No Change | 369 |
| Chatham | Carrboro | | MANNS CHAPEL RD | W OF ROSSWOOD RD | - | ~ | 6,400 | A | 7,000 | A | 6,000 | A | 7,100 | A | No Change | 590 |
| Orange | Chapel Hill | | MARTIN LUTHER KING JR BLVD | S OF I-40 | 28,000 | D | 28,000 | D | 29,000 | E | 31.000 | F | 30,000 | E | Declined to E or F | 88 |
| Orange | Chapel Hill | | MARTIN LUTHER KING JR BLVD | N OF NORTHWOOD DR | 27,000 | D | 26,000 | D | 27,000 | D | 27,000 | D | 28,000 | D | No Change | 97 |
| Orange | Chapel Hill | | MARTIN LUTHER KING JR BLVD | N OF ESTES DR EXT | 28,000 | D | 28,000 | D | 29,000 | E | 29,000 | E | 27,000 | D | No Change | 106 |
| Orange | Chapel Hill | | MARTIN LUTHER KING JR BLVD | N OF HOMESTEAD RD | 25,000 | C | 24,000 | C | 25,000 | C | 25,000 | C | 24,000 | C | No Change | 130 |
| Durham | Downtown Durham | | MARTIN LUTHER KING JR BLVD | E OF OLD CHAPEL HILL RD | 18,000 | A | 19,000 | B | 19,000 | B | 22,000 | C | 21,000 | - | Declined, Still D or better | 153 |
| Orange | Chapel Hill | | MARTIN LUTHER KING JR BLVD | S OF ESTES DR EXT | 21,000 | B | 21,000 | B | 19,000 | A | 19.000 | A | 20,000 | A | Improved | 160 |
| Durham | Southpoint | | MARTIN LUTHER KING JR BLVD | W OF FAYETTEVILLE ST | 17,000 | A | 17,000 | A | 18,000 | A | 19,000 | B | 19,000 | | Declined, Still D or better | 179 |
| Orange | Chapel Hill | | MARTIN LUTHER KING JR BLVD | S OF STEPHENS ST | 19,000 | A | 17,000 | A | 17,000 | A | 18,000 | A | 19,000 | A | No Change | 179 |
| Durham | Downtown Durham | | MARTIN LUTHER KING JR PKWY | S OF ARCHDALE DR | 22,000 | С | 23.000 | С | 25.000 | С | 30,000 | E | 27,000 | | Declined, Still D or better | 106 |
| Durham | Downtown Durham | | MARTIN LUTHER KING JR PKWY | W OF UNIVERSITY DR | 23,000 | C | 22,000 | C | 22,000 | C | 23,000 | C | 23,000 | C | No Change | 135 |
| Durham | Southpoint | | MARTIN LUTHER KING JR PKWY | E OF FAYETTEVILLE ST | 13,000 | A | 13,000 | A | 15,000 | A | 16,000 | A | 17,000 | A | No Change | 207 |
| Durham | Downtown Durham | | MARTIN LUTHER KING JR PKWY | W OF OLD CHAPEL HILL RD | 14,000 | A | 14,000 | A | 15,000 | A | 17,000 | A | 17,000 | A | No Change | 207 |
| Durham | Downtown Durham | | MARTIN LUTHER KING JR PKWY | W OF CONSULTANT PL | | | | | 15.000 | A | 16.130 | A | 16,560 | A | No Change | 228 |
| Durham | Southpoint | | MARTIN LUTHER KING JR PKWY | W OF NC-55 | 11.000 | A | 11,000 | A | 12,000 | A | 14.000 | A | 16,000 | A | No Change | 231 |
| Orange | Chapel Hill | | MASON FARM RD | E OF DANIELS RD | - | | 6,700 | А | 7,600 | А | - | | 6,700 | А | No Change | 610 |
| Orange | Chapel Hill | | MASON FARM RD | E OF HIGHLAND WOODS RD | 2,300 | A | 2.800 | A | 4,000 | A | 3.000 | A | 3,290 | A | No Change | 820 |
| Durham | North Durham | | MASON RD | W OF WINDOVER DR | 3,600 | А | 3,800 | А | 3,600 | А | 3,600 | А | 3,500 | А | No Chanae | 809 |
| Durham | North Durham | | MASON RD | W OF ROXBORO RD | 2,800 | A | 2,400 | A | 2,700 | A | 2,700 | A | 2,600 | A | No Change | 864 |
| Durham | Southpoint | | MASSEY CHAPEL RD | E OF FAYETTEVILLE RD | 2,100 | A | 2,200 | A | 2,400 | А | 2,400 | А | 2,600 | A | No Change | 864 |
| Durham | Southpoint | | MASSEY CHAPEL RD | E OF NC-751 | 1.500 | A | 1,700 | A | 1.800 | A | 1.900 | A | 2.120 | A | No Change | 900 |
| Orange | Hillsborough | | MAYO ST | W OF CHURTON ST | 4,900 | А | - | | 4,400 | А | 4,700 | А | 5,100 | А | No Change | 694 |
| Orange | Hillsborough | | MCKEE RD | E OF NC-57 | 310 | A | 400 | A | 330 | A | - | | 280 | A | No Change | 1014 |
| Orange | Carrboro | | MEACHUM RD | S OF DAMASCUS CHURCH RD | 1,400 | Α | 1,300 | A | 1,300 | А | 1,300 | А | - | | No Change | 1028 |
| Orange | Chapel Hill | | MERRITT MILL RD | E OF S GREENSBORO ST | 10,000 | В | 11,000 | С | - | | 11,000 | С | 12,000 | CE | Declined, Still D or better | 333 |
| Orange | Chapel Hill | Ν | MERRITT MILL RD | S OF W ROSEMARY ST | 1,500 | А | 1,900 | A | 2,000 | А | 1,900 | А | 1,790 | А | No Change | 923 |
| Orange | Chapel Hill | S | MERRITT MILL RD | N OF W CAMERON AVE | 5,600 | A | 6,400 | A | 6,800 | A | 6,600 | A | 5,550 | A | No Change | 673 |
| Durham | Downtown Durham | Ν | MIAMI BLVD | S OF DREW ST | 8,100 | A | - | | 9,500 | A | 8,700 | A | 8,600 | A | No Change | 514 |
| Durham | Downtown Durham | N | MIAMI BLVD | S OF LIBERTY ST | 7,000 | A | 7,100 | A | 10,000 | A | 7,500 | A | 7,300 | A | No Change | 582 |
| Durham | Downtown Durham | Ν | MIAMI BLVD | N OF HOLLOWAY ST | 6,800 | А | 6,700 | A | 10,000 | А | 7,600 | А | 7,200 | А | No Change | 585 |
| Durham | Downtown Durham | N | MIAMI BLVD | N OF HARVARD AVE | 6,400 | A | 6,600 | A | 7,200 | A | 6,400 | A | 7,000 | A | No Change | 595 |
| Durham | Downtown Durham | Ν | MIAMI BLVD | S OF HOLLOWAY ST | 5,300 | A | 5,200 | A | 8,300 | A | 6,700 | A | 5,200 | A | No Change | 690 |
| Durham | Downtown Durham | S | MIAMI BLVD | N OF E END AVE | 40,000 | F | 42,000 | F | 47,000 | F | - | | 46,000 | F | No Change | 53 |
| Durham | East Durham | S | MIAMI BLVD | S OF ANGIER AVE | 29,000 | E | 31,000 | E | 31,000 | E | 34,000 | F | 38,000 | F | Declined to E or F | 66 |
| Durham | East Durham | S | MIAMI BLVD | N OF ANGIER AVE | 27,000 | D | 28,000 | D | 32,000 | F | 33,000 | F | 35,000 | F | Declined to E or F | 77 |
| Durham | Southpoint | S | MIAMI BLVD | S OF E CORNWALLIS RD | 25,000 | С | 27,000 | D | 26,000 | D | 28,000 | D | 29,000 | E | Declined to E or F | 92 |
| Durham | East Durham | S | MIAMI BLVD | S OF LUMLEY RD | 23,000 | С | 25,000 | С | 27,000 | D | 27,000 | D | 29,000 | E | Declined to E or F | 92 |
| Durham | East Durham | S | MIAMI BLVD | N OF LUMLEY RD | 23,000 | С | 24,000 | С | 27,000 | D | 27,000 | D | 28,000 | DE | eclined, Still D or better | 97 |
| Durham | Southpoint | S | MIAMI BLVD | N OF PATRIOT DR | 20,000 | B | 21,000 | В | 21,000 | В | 23,000 | С | 25,000 | | eclined, Still D or better | 117 |
| Durham | Southpoint | S | MIAMI BLVD | N OF E CORNWALLIS RD | 20,000 | В | 23,000 | С | 21,000 | В | 23,000 | С | 24,000 | СГ | Declined, Still D or better | 130 |
| Dumum | | | | | | | | | | | | | | | Connou, onn D or borror | |

| Appendix A | |
|--------------|--|
| AADT and LOS | |

| | | | | | | | | | | | | | | | | Volume |
|---------|-----------------|---|---------------------|----------------------------|--------|------|--------|------|--------|------|--------|-------|--------|------|-----------------------------|--------|
| | | | | | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS | | Rank |
| County | Subarea | | Route | Location | 2009 | 2009 | 2011 | 2011 | 2013 | 2013 | 2015 | 2015 | 2017 | 2017 | LOS Change | 2017 |
| Durham | Southpoint | S | MIAMI BLVD | S OF SLATER RD | 19,000 | A | 21,000 | В | 21,000 | В | 23,000 | В | 20,000 | A | No Change | 160 |
| Durham | Southpoint | S | MIAMI BLVD | N OF NC-54 | 20,000 | В | 21,000 | В | 20,000 | В | 22,000 | С | 20,000 | В | No Change | 160 |
| Durham | Southpoint | S | MIAMI BLVD | S OF SURLES CT | 18,000 | A | 20,000 | В | 22,000 | С | 25,000 | С | 19,310 | | eclined, Still D or better | 176 |
| Durham | East Durham | | MIDLAND TER | N OF CHEEK RD | 4,400 | A | 4,600 | A | 5,000 | A | 5,800 | A | 5,780 | A | No Change | 658 |
| Durham | North Durham | | MIDLAND TER | S OF E CLUB BLVD | 4,100 | A | 3,900 | A | 4,300 | A | 5,200 | A | 4,900 | A | No Change | 708 |
| Durham | North Durham | | MIDLAND TER | S OF CAMDEN AVE | 3,900 | A | 4,000 | A | 3,900 | A | 5,100 | A | 4,810 | A | No Change | 720 |
| Durham | East Durham | | MIDLAND TER | S OF I-85 | 3,900 | A | 4,000 | A | 3,900 | А | 5,100 | A | 4,790 | A | No Change | 728 |
| Orange | Hillsborough | | MILLER RD | N OF US-70 | 2,300 | A | 2,100 | A | 1,800 | A | 1,600 | A | 1,890 | A | No Change | 918 |
| Orange | Hillsborough | | MILLER RD | S OF TALON LN | 1,000 | A | 990 | A | 1,000 | A | 1,100 | A | 1,400 | A | No Change | 944 |
| Orange | Hillsborough | | MILLER RD | N OF ORANGE HIGH SCHOOL RD | 990 | A | 2,000 | A | 1,300 | A | - | | 1,320 | A | No Change | 946 |
| Durham | North Durham | | MILTON RD | W OF N ROXBORO RD | 6,800 | A | 7,800 | A | 7,800 | А | 7,300 | A | 6,300 | A | No Change | 628 |
| Durham | North Durham | | MILTON RD | S OF MADDEN AVE | 3,700 | A | 4,000 | A | 3,500 | A | 3,400 | A | 3,200 | A | No Change | 822 |
| Durham | North Durham | | MILTON RD | MADDEN AVE | 3,500 | A | 3,500 | A | 3,200 | A | 3,200 | A | 3,100 | A | No Change | 831 |
| Durham | East Durham | N | MINERAL SPRINGS RD | N OF WAKE FOREST HWY | 8,900 | A | 8,700 | A | 9,100 | A | 10,000 | В | 10,000 | | eclined, Still D or better | 417 |
| Durham | East Durham | N | MINERAL SPRINGS RD | E OF FREEMAN RD | - | | 6,000 | A | 6,000 | A | 6,900 | A | 6,600 | A | No Change | 616 |
| Durham | East Durham | N | MINERAL SPRINGS RD | E OF ADLETT LN | 1,900 | A | 1,700 | A | 1,800 | A | 2,400 | A | - | | No Change | 1028 |
| Durham | East Durham | S | MINERAL SPRINGS RD | N OF US-70 | 18,000 | А | 18,000 | A | 21,000 | В | 24,000 | С | 26,000 | | Declined, Still D or better | 112 |
| Durham | East Durham | S | MINERAL SPRINGS RD | N OF PLEASANT DR | 11,000 | С | 10,000 | В | 11,000 | С | 12,000 | С | 13,000 | | Declined, Still D or better | 296 |
| Durham | East Durham | S | MINERAL SPRINGS RD | S OF WAKE FOREST HWY | - | | - | | 10,000 | В | - | | 11,320 | | Declined, Still D or better | 368 |
| Durham | East Durham | S | MINERAL SPRINGS RD | N OF SHERRON RD | 7,300 | А | 7,200 | Α | 7,600 | A | 9,000 | A | 11,000 | C | Declined, Still D or better | 369 |
| Durham | Downtown Durham | | MOREHEAD AVE | W OF ROSEDALE AVE | 5,100 | A | 4,900 | A | 4,800 | A | 4,700 | A | 5,500 | Α | No Change | 675 |
| Durham | Downtown Durham | | MOREHEAD AVE | W OF VICKERS AVE | 2,300 | A | 2,400 | А | 2,300 | А | 2,700 | А | 2,700 | A | No Change | 857 |
| Durham | Downtown Durham | | MOREHEAD AVE | W OF S DUKE ST | 2,200 | А | 2,200 | А | 2,100 | А | 2,500 | A | 2,300 | A | No Change | 882 |
| Durham | Downtown Durham | | MOREHEAD AVE | E OF ANDERSON ST | 1,300 | А | 1,300 | А | 1,400 | A | 1,500 | A | 1,600 | A | No Change | 932 |
| Durham | Downtown Durham | W | MOREHEAD AVE | E OF S DUKE ST | 2,500 | А | 2,600 | А | 2,500 | А | 2,800 | А | 3,500 | A | No Change | 809 |
| Durham | Downtown Durham | | MOREHEAD ST | W OF S ROXBORO ST | 8,900 | А | 9,600 | А | 10,000 | А | 12,000 | А | 11,870 | A | No Change | 366 |
| Durham | Downtown Durham | E | MORGAN ST | E OF N MANGUM ST | 8,200 | А | - | | 5,800 | А | 6,500 | А | 6,400 | A | No Change | 626 |
| Durham | Downtown Durham | W | MORGAN ST | E OF MORRIS ST | 5,400 | A | - | | 5,600 | A | 5,500 | A | 4,800 | A | No Change | 721 |
| Durham | Downtown Durham | W | MORGAN ST | E OF DUKE ST | 6,600 | А | - | | 4,100 | А | 3,900 | А | 4,000 | А | No Change | 779 |
| Durham | Downtown Durham | | MORREENE RD | E OF US-15-501 | - | | - | | 9,600 | В | 10,840 | В | 11,520 | C | Declined, Still D or better | 367 |
| Durham | Downtown Durham | | MORREENE RD | W OF US-15-501 | 9,200 | A | 9,400 | В | 9,900 | В | 10,000 | В | 10,290 | ΒŒ | Declined, Still D or better | 416 |
| Durham | Downtown Durham | | MORREENE RD | W OF ERWIN RD | 7,200 | А | 8,100 | A | 8,200 | A | 7,700 | A | 7,100 | A | No Change | 590 |
| Chatham | Chapel Hill | | MT ARMEL CHURCH RD | N OF OLD FARRINGTON RD | 4,300 | А | 5,000 | A | 5,100 | A | 5,400 | A | 6,700 | A | No Change | 610 |
| Orange | Chapel Hill | | MT CARMEL CHURCH RD | E OF US-15 | 9,900 | В | 9,600 | В | 10,000 | В | 10,000 | В | 11,000 | C | Declined, Still D or better | 369 |
| Orange | Chapel Hill | | MT CARMEL CHURCH RD | S OF OLD LYSTRA RD | 8,800 | А | 8,700 | А | 9,300 | А | 9,900 | В | 9,900 | B | eclined, Still D or better | 440 |
| Orange | Chapel Hill | | MT CARMEL CHURCH RD | S OF MANGUM CT | 7,900 | А | 7,900 | A | 8,400 | А | 9,300 | А | 9,100 | Α | No Change | 487 |
| Orange | Hillsborough | | MT HERMAN CHURCH RD | S OF US-70 | 2,400 | А | 2,300 | А | 2,400 | А | 2,400 | А | 2,600 | A | No Change | 864 |
| Durham | Chapel Hill | | MT MORIAH RD | N OF NEW HOPE COMMONS DR | 5,500 | А | 5,100 | A | 5,300 | А | 5,300 | А | 9,250 | Α | No Change | 478 |
| Durham | Chapel Hill | | MT MORIAH RD | N OF OLD CHAPEL HILL RD | 5,000 | А | 5,400 | А | 6,000 | А | 6,200 | А | 6,300 | Α | No Change | 628 |
| Chatham | Southpoint | | MT PISGAH CHURCH RD | E OF NC-751 | 320 | А | 320 | A | 370 | А | 430 | A | 470 | A | No Change | 1000 |
| Orange | Chapel Hill | | MT SINAI RD | W OF GRAYSTONE DR | 2,900 | A | 2,700 | Α | 2,400 | А | 2,500 | A | 2,700 | Α | No Change | 857 |
| Orange | Chapel Hill | | MT SINAI RD | W OF WILKINS DR | 2,000 | А | 2,500 | A | 2,400 | A | 2,500 | A | 2,300 | A | No Change | 882 |
| Orange | Chapel Hill | | MT SINAI RD | E OF TWIN MOUNTAIN RD | 1,700 | А | 1,700 | A | 1,900 | А | 1,700 | A | 1,700 | A | No Change | 925 |
| Orange | Hillsborough | | MT WILLING RD | S OF W TEN RD | 2,100 | A | 1,900 | A | 2,100 | A | - | | 2,070 | A | No Change | 906 |
| Orange | Hillsborough | | MT WILLING RD | E OF BUCKHORN RD | 840 | А | 930 | A | 860 | А | 970 | A | 1,300 | А | No Change | 947 |
| Durham | North Durham | | MURRAY AVE | W OF N ROXBORO ST | 2,200 | A | 2,000 | A | 2,300 | A | 2,300 | A | - | | No Change | 1028 |
| Orange | Hillsborough | N | NASH ST | S OF REVERE RD | 2,300 | A | 2,300 | A | 2,100 | A | - | | 2,370 | A | No Change | 881 |
| Orange | Hillsborough | N | NASH ST | N OF W KING ST | 2,000 | A | 1.900 | A | 2.000 | A | 2.100 | A | 1.500 | A | No Change | 936 |
| Durham | Downtown Durham | | NC-147 | FROM EXIT 11 TO EXIT 12A | 79,000 | F | 77,000 | F | 82,000 | F | 82,000 | F | 87,000 | F | No Change | 18 |
| Durham | Downtown Durham | | NC-147 | FROM EXIT 12A TO EXIT 12B | 75,000 | F | 73,000 | F | 78,000 | F | 78,000 | F | 82,000 | F | No Change | 19 |
| Durham | East Durham | | NC-147 | FROM EXIT 7 TO EXIT 8 | 64,000 | | 62.000 | | 67,000 | ' | 68,000 |
E | 76,000 | F | Declined to E or F | 22 |
| Durham | Downtown Durham | | NC-147 | FROM EXIT 10 TO EXIT 11 | 67,000 | E | 64.000 | D | 68.000 | E | 68,000 | E | 73,000 | F | Declined to E or F | 26 |
| Durham | Southpoint | | NC-147 | FROM EXIT 5 TO EXIT 6 | 63,000 | D | 55,000 | C | 63,000 | D | 64,000 | D | 72,000 | F | Declined to E or F | 20 |
| Dumum | Joumpoint | | 110 17/ | TROTTEAT OTO EAT O | 03,000 | U | 00,000 | U | 00,000 | U | 04,000 | U | 12,000 | | | 21 |

| Appendix A | |
|--------------|--|
| AADT and LOS | |

| | | | | | | | | | | | | | | | Volume |
|------------------|-----------------|----------------|----------------------------|--------|------|--------|------|--------|------|--------|------|--------|------|----------------------------|--------|
| | | | | Volume | LOS | | Rank |
| County | Subarea | Prefix Route | Location | 2009 | 2009 | 2011 | 2011 | 2013 | 2013 | 2015 | 2015 | 2017 | 2017 | LOS Change | 2017 |
| Durham | Southpoint | NC-147 | FROM EXIT 6 TO EXIT 7 | 61,000 | D | 56,000 | С | 62,000 | D | 62,000 | D | 70,000 | E | Declined to E or F | 28 |
| Durham | East Durham | NC-147 | FROM EXIT 8 TO EXIT 10 | 62,000 | D | 59,000 | D | 64,000 | D | 64,000 | D | 70,000 | E | Declined to E or F | 28 |
| Durham | Downtown Durham | NC-147 | FROM EXIT 12B TO EXIT 12C | 62,000 | D | 59,000 | D | 64,000 | D | 63,000 | D | 66,000 | E | Declined to E or F | 32 |
| Durham | Downtown Durham | NC-147 | FROM EXIT 13 TO EXIT 14 | 61,000 | D | 59,000 | D | 65,000 | E | 64,000 | D | 66,000 | E | Declined to E or F | 32 |
| Durham | Downtown Durham | NC-147 | FROM EXIT 12C TO EXIT 13 | 61,000 | D | 58,000 | D | 63,000 | D | 62,000 | D | 65,000 | E | Declined to E or F | 34 |
| Durham | Downtown Durham | NC-147 | FROM EXIT 14 TO EXIT 15A | 57,000 | С | 57,000 | С | 59,000 | D | 59,000 | D | 62,000 | DD | eclined, Still D or better | 35 |
| Durham | Downtown Durham | NC-147 | FROM EXIT 15A TO EXIT 16A | 43,000 | В | 42,000 | A | 44,000 | В | 43,000 | В | 47,000 | В | No Change | 51 |
| Durham | Downtown Durham | NC-147 | FROM EXIT 16A TO EXIT 16B | 40,000 | А | 40,000 | А | 42,000 | A | 41,000 | A | 44,000 | ΒC | eclined, Still D or better | 56 |
| Durham | Downtown Durham | NC-147 | FROM EXIT 16B TO I-85 | 18,000 | А | 20,000 | A | 21,000 | A | 19,000 | A | 21,000 | А | No Change | 153 |
| Durham | Southpoint | NC-147 | S OF NC-54 | 13,000 | А | - | | 7,600 | Α | 13,000 | A | 15,000 | А | No Change | 255 |
| Orange | Chapel Hill | NC-54 | E OF FORDHAM BLVD | 46,000 | F | 46,000 | F | 50,000 | F | 50,000 | F | 50,000 | F | No Change | 46 |
| Orange | Chapel Hill | NC-54 | E OF FINLEY GOLF COURSE RD | 44,000 | F | 44,000 | F | 48,000 | F | 50,000 | F | 49,000 | F | No Change | 49 |
| Durham | Southpoint | NC-54 | W OF FARRINGTON RD | 46,000 | F | 43,000 | F | 45,000 | F | 46,000 | F | 44,000 | F | No Change | 56 |
| Durham | Chapel Hill | NC-54 | E OF E BARBEE CHAPEL RD | 42,000 | F | 42,000 | F | 43,000 | F | 45,000 | F | 43,000 | F | No Change | 59 |
| Durham | Southpoint | NC-54 | E OF FARRINGTON RD | - | | - | | 43,000 | F | 26,210 | D | 36,280 | F | No Change | 72 |
| Orange | Carrboro | NC-54 | W OF SMITH LEVEL RD | 30,000 | E | 30,000 | E | 32,000 | F | 36,000 | F | 34,000 | F | Declined to E or F | 80 |
| Orange | Chapel Hill | NC-54 | W OF S COLUMBIA ST | 31,000 | E | 30,000 | E | 33,000 | F | 33,000 | F | 33,000 | F | Declined to E or F | 81 |
| Orange | Carrboro | NC-54 | N OF JONES FERRY RD | 20,000 | В | 24,000 | С | 21,000 | В | 21,000 | В | 25,000 | CC | eclined, Still D or better | 117 |
| Durham | Southpoint | NC-54 | S OF HOPSON RD | 18,000 | А | 21,000 | В | 21,000 | В | 23,000 | В | 22,000 | ΒC | eclined, Still D or better | 144 |
| Durham | Southpoint | NC-54 | W OF NC-55 | 17,000 | А | 21,000 | В | 20,000 | А | 22,000 | В | 22,000 | ΒC | eclined, Still D or better | 144 |
| Durham | Southpoint | NC-54 | W OF NC-55 | 20,000 | А | 21,000 | В | 21,000 | В | 23,000 | В | 22,000 | ΒC | eclined, Still D or better | 144 |
| Durham | Southpoint | NC-54 | W OF FAYETTEVILLE RD | 22,000 | С | 23,000 | С | 24,000 | С | 24,000 | С | 22,000 | С | No Change | 144 |
| Orange | Carrboro | NC-54 | E OF OLD FAYETTEVILLE RD | 18,000 | А | 17,000 | A | 18,000 | A | 18,000 | A | 19,000 | ΒC | eclined, Still D or better | 179 |
| Durham | Southpoint | NC-54 | W OF DAVIS DR | - | | 14,000 | A | 15,000 | A | - | | 19,000 | А | No Change | 179 |
| Durham | Southpoint | NC-54 | E OF TW ALEXANDER DR | 9,800 | A | 14,000 | A | 14,000 | A | 16,000 | A | 18,000 | A | No Change | 193 |
| Durham | Southpoint | NC-54 | E OF S ALSTON AVE | 13,000 | А | 16,000 | А | 15,000 | A | 17,000 | A | 18,000 | А | No Change | 193 |
| Durham | Southpoint | NC-54 | E OF BARBEE RD | 17,000 | F | 17,000 | F | 17,000 | F | 18,000 | F | 17,000 | F | No Change | 207 |
| Durham | Southpoint | NC-54 | E OF FAYETTEVILLE RD | 16.000 | A | 16,000 | A | 17.000 | A | 17.000 | A | 17,000 | A | No Chanae | 207 |
| Durham | Southpoint | NC-54 | W OF NC-751 | 18,000 | A | 18,000 | A | 18,000 | A | 18,000 | A | 16,000 | A | No Change | 231 |
| Durham | Southpoint | NC-54 | E OF GARRETT RD | 18,000 | F | 16,000 | F | 17,000 | F | 17,000 | F | 15,680 | F | No Change | 251 |
| Orange | Carrboro | NC-54 | W OF OLD FAYETTEVILLE RD | 14.000 | D | 15,000 | E | 15,000 | E | 15,000 | E | 15,000 | E | Declined to E or F | 255 |
| Orange | Carrboro | NC-54 | W OF NEVILLE RD | 13,000 | D | 12,000 | C | 13,000 | D | 12,000 | C | 13,000 | D | No Change | 296 |
| Durham | Southpoint | NC-54 | W OF S MIAMI BLVD | | _ | 10,000 | A | 12,000 | A | 14,000 | A | 12,000 | A | No Change | 333 |
| Durham | Southpoint | NC-55 | N OF NC-54 | 30,000 | E | 35,000 | F | 34,000 | F | 37,000 | F | 37,000 | F | Declined to E or F | 69 |
| Durham | Southpoint | NC-55 | N 0F I-40 | - | | 24,000 | C | 29,000 | E | 30,000 | E | 35,000 | F | Declined to E or F | 77 |
| Durham | Southpoint | NC-55 | S OF CARPENTER FLETCHER RD | 22,000 | В | 25,000 | C | 24,000 | B | 29,000 | D | 30,000 | | eclined. Still D or better | 88 |
| Durham | Southpoint | NC-55 | N OF CARPENTER FLETCHER RD | 21,000 | B | 24,000 | C | 25,000 | 0 | 28,000 | D | 29,000 | E | Declined to E or F | 92 |
| Durham | Downtown Durham | NC-55 | N OF CECIL ST | 20,000 | B | 22,000 | C | 20,000 | B | 24,480 | C | 27,220 | | eclined, Still D or better | 105 |
| Durham | Southpoint | NC-55 | S OF E CORNWALLIS RD | - | | - | | 21,000 | B | 21,990 | C | 24,570 | | eclined, Still D or better | 128 |
| Durham | Downtown Durham | NC-55 | N OF RIDDLE RD | 19,000 | A | 21,000 | В | 21,000 | B | 23,000 | B | 24,000 | - | eclined, Still D or better | 120 |
| Durham | Southpoint | NC-55 | S OF E CORNWALLIS RD | 19,900 | B | - | D | 22,000 | C | 26,000 | D | 23,000 | | eclined, Still D or better | 135 |
| Durham | Southpoint | NC-55 | S OF TW ALEXANDER DR | 18,000 | A | 17,000 | A | 17,000 | A | 19,000 | A | 21,000 | | eclined, Still D or better | 153 |
| Durham | Southpoint | NC-55 | N OF SEDWICK DR | 16,000 | A | 18,000 | A | 22,000 | B | - | ~ | 21,000 | | eclined, Still D or better | 153 |
| Durham | Southpoint | NC-55 | S OF SEDWICK DR | 16,000 | A | 17,000 | A | 19,000 | A | 19.000 | А | 20,000 | A | No Change | 160 |
| Durham | Downtown Durham | NC-55 | N OF E CORNWALLIS RD | 17,000 | A | 19,000 | B | 19,000 | B | 18,000 | A | 20,000 | | eclined, Still D or better | 160 |
| Durham | Southpoint | NC-55 | S OF GREEN LEVEL CHURCH RD | 17,000 | A | 19,000 | A | 16,000 | A | 18,000 | A | 19,000 | A | No Change | 180 |
| Durham | Downtown Durham | NC-55 | S OF RIDDLE RD | 16.000 | A | 18,000 | A | 18,000 | A | 17,000 | A | 19,000 | A | No Change | 1/9 |
| | | NC-55
NC-57 | E OF NC-86 | 5,400 | A | 4,800 | A | 5,100 | A | 5,000 | A | 5,400 | A | | 682 |
| Orange | Hillsborough | NC-57
NC-57 | S OF PHELPS RD | 4,900 | | | A | 4,000 | A | 4,000 | A | 4,400 | A | No Change
No Change | 682 |
| Orange | Hillsborough | | | | A | 6,600 | A | | | | | 4,400 | A | • | 231 |
| Durham
Durham | Southpoint | NC-751 | S OF EAGLE VIEW DR | 12,000 | 0 | 12,000 | | 13,000 | D | 14,000 | D | | F | Declined to E or F | |
| Durham | Southpoint | NC-751 | S OF NC-54 | 14,000 | D | 15,000 | E | 15,000 | E | 16,000 | F | 16,000 | F | Declined to E or F | 231 |
| Durham | Southpoint | NC-751 | S OF FAYETTEVILLE RD | 11,000 | C | 11,000 | C | 12,000 | C | 13,000 | D | 13,000 | | eclined, Still D or better | 296 |
| Durham | Downtown Durham | NC-751 | E OF ERWIN RD | 14,000 | A | 13,000 | A | 12,000 | A | 12,000 | A | 13,000 | A | No Change | 296 |

| | | | | | | | | | | | | | | | | Volume |
|---------|-----------------|--------|--|----------------------------------|----------------|------|----------------|------|----------------|------|----------------|------|----------------|------|-----------------------------|------------|
| | | | | | Volume | LOS | | Rank |
| County | Subarea | Prefix | c Route | Location | 2009 | 2009 | 2011 | 2011 | 2013 | 2013 | 2015 | 2015 | 2017 | 2017 | LOS Change | 2017 |
| Chatham | Southpoint | | NC-751 | W OF OKELLY CHAPEL RD | - | | 7,500 | A | 7,100 | A | 7,600 | A | 8,500 | A | No Change | 519 |
| Durham | Downtown Durham | | NC-751 | W OF ERWIN RD | 5,100 | A | 4,700 | A | 4,500 | A | 4,600 | A | 4,900 | A | No Change | 708 |
| Orange | Hillsborough | | NC-751 | S OF HILLSBOROUGH RD | 5,200 | A | 4,800 | A | 4,400 | A | 4,300 | A | 4,800 | A | No Change | 721 |
| Orange | Hillsborough | | NC-86 | N OF US-70 | 16,000 | F | - | | 15,000 | E | 16,000 | F | 16,000 | F | No Change | 231 |
| Orange | Hillsborough | | NC-86 | N OF CORNELIUS ST | - | | - | | 13,000 | D | - | | 13,990 | D | No Change | 293 |
| Orange | Hillsborough | | NC-86 | S OF OLD NC 10 | 10,000 | В | 10,000 | В | 8,900 | A | 9,900 | В | 11,000 | | Declined, Still D or better | 369 |
| Orange | Hillsborough | | NC-86 | S OF US-70 BR | 11,000 | С | 10,000 | В | 8,700 | A | 9,700 | В | 11,000 | С | No Change | 369 |
| Orange | Hillsborough | | NC-86 | E OF HAMPTON POINTE DR | 10,000 | В | - | | 9,900 | В | 11,000 | С | 10,770 | В | No Change | 411 |
| Orange | Hillsborough | | NC-86 | W OF NC-57 | 11,000 | С | 10,000 | В | 9,400 | В | 10,000 | В | 10,000 | В | Improved | 417 |
| Orange | Hillsborough | | NC-86 | E OF S CHURTON ST | 9,400 | В | 9,200 | A | 7,900 | A | 6,700 | A | 9,200 | A | Improved | 480 |
| Orange | Hillsborough | | NC-86 | N OF NEW HOPE CHURCH RD | 8,400 | A | 8,100 | A | 8,000 | A | - | | 8,100 | A | No Change | 544 |
| Orange | Chapel Hill | | NC-86 | N OF ALEXANDER DR | 6,800 | A | 6,400 | A | 6,100 | A | 6,100 | A | 6,300 | A | No Change | 628 |
| Orange | Hillsborough | | NC-86 | S OF HIDEAWAY DR | 5,600 | А | - | | 4,700 | A | 4,800 | А | 5,200 | A | No Change | 690 |
| Durham | Downtown Durham | | NEAL RD | W OF NC-147 | 5,700 | A | 6,400 | A | 7,000 | A | 7,300 | A | 7,200 | A | No Change | 585 |
| Durham | Downtown Durham | | NEAL RD | S OF BENNET MEMORIAL RD | 3,200 | А | - | | - | | 3,600 | A | 3,300 | A | No Change | 816 |
| Durham | Downtown Durham | | NEAL RD | E OF COMFORT LN | 3,900 | A | 4,100 | A | 4,300 | A | 4,600 | A | - | | No Change | 1028 |
| Orange | Carrboro | | NEVILLE RD | N OF OLD GREENSBORO RD | 650 | А | 630 | А | 680 | А | 590 | А | - | | No Change | 1028 |
| Orange | Hillsborough | | NEW GRADY BROWN SCHOOL RD | W OF ORANGE GROVE RD | 2,100 | A | 3,300 | A | 3,800 | A | - | | 3,520 | A | No Change | 807 |
| Orange | Hillsborough | | NEW HOPE CHURCH RD | E OF SPRING HOUSE LN | - | | - | | 3,200 | A | 3,180 | А | 2,990 | А | No Change | 845 |
| Orange | Hillsborough | | NEW HOPE CHURCH RD | E OF NC-86 | 2,900 | A | 1,900 | A | 1,800 | A | 1,900 | A | 2,700 | A | No Change | 857 |
| Chatham | Southpoint | | NEW HOPE CHURCH RD | E OF NC-751 | 600 | А | 620 | A | 280 | A | 610 | A | 670 | A | No Change | 986 |
| Orange | Hillsborough | | NEW SHARON CHURCH RD | N OF ST MARYS RD | 2,300 | A | 2,200 | A | 2,200 | A | 2,200 | A | 2,500 | A | No Change | 872 |
| Orange | Hillsborough | | OAKDALE DR | W OF OLD CHAPEL HILL-HILLSBOROUG | 3,600 | А | 4,500 | A | 4,800 | Α | 3,500 | A | 5,000 | A | No Change | 700 |
| Orange | Hillsborough | | OAKDALE DR | E OF ORANGE GROVE RD | 3,600 | A | 3,800 | A | 2,800 | A | 3,200 | A | 3,300 | A | No Change | 816 |
| Durham | Southpoint | | OBIE DR | E OF FAYETTEVILLE RD | 870 | A | 780 | A | 810 | A | 900 | A | 1,000 | A | No Change | 964 |
| Durham | Southpoint | - | ODYSSEY DR | W OF NC-55 | 3,300 | A | 3,500 | A | 3,800 | A | 3,300 | A | 3,200 | A | No Change | 822 |
| Orange | Chapel Hill | S | OF ESTES DR | E OF E FRANKLIN ST | 16,000 | A | 15,000 | A | 15,000 | A | 16,000 | A | 16,000 | A | No Change | 231 |
| Durham | North Durham | N | OF WILLOWHAVEN DR | N OF UMSTEAD RD | 410 | A | 460 | A | 400 | A | 400 | A | 410 | A | No Change | 1004 |
| Chatham | Southpoint | | OKELLY CHAPEL RD | S OF NC-751 | 3,200 | A | 4,100 | A | 6,600 | A | - | | 7,430 | A | No Change | 578 |
| Durham | Southpoint | | OLD CHAPEL HILL RD | E OF GARRETT RD | 27,000 | D | - | | 24,000 | С | 25,000 | С | 25,000 | C | Improved | 117 |
| Durham | Southpoint | | OLD CHAPEL HILL RD | E OF GARRETT RD | - | | - | | 24,000 | С | - | | 23,810 | С | No Change | 134 |
| Durham | Chapel Hill | | OLD CHAPEL HILL RD | E OF MT MORIAH RD | 11,000 | C | 9,900 | B | 9,800 | B | 9,900 | B | 7,850 | A | Improved | 559 |
| Durham | Downtown Durham | | OLD CHAPEL HILL RD | S OF MARTIN LUTHER KING JR PKWY | 6,800 | A | 6,800 | A | 6,700 | A | 7,600 | A | 6,700 | A | No Change | 610 |
| Durham | Downtown Durham | | OLD CHAPEL HILL RD | N OF MARTIN LUTHER KING BLVD | 4,400 | A | 4,300 | A | 4,300 | A | 4,800 | A | 4,600 | A | No Change | 734 |
| Durham | Southpoint | | OLD CHAPEL HILL RD | W OF EVERWOOD DR | 17,000 | F | 16,000 | F | 16,000 | F | 16,000 | F | - | | No Change | 1028 |
| Durham | Chapel Hill | | OLD CHAPEL HILL RD | E OF FARRINGTON RD | 17,000 | F | 15,000 | E | 15,000 | E | 16,000 | F | - | | No Change | 1028 |
| Durham | Chapel Hill | | OLD CHAPEL HILL RD | W OF I-40 | - | 0 | - | D | 11,000 | C | 8,700 | A | - | - | Improved | 1028 |
| Orange | Hillsborough | | OLD CHAPEL HILL-HILLSBOROUGH RD | S OF WATERSTONE DR | 12,000 | С | 13,000 | D | 12,000 | C | 13,000 | D | 15,000 | E | | 255 |
| Orange | Hillsborough | | OLD CHAPEL HILL-HILLSBOROUGH RD | S OF I-40 | 4,700 | A | 5,500 | A | 5,100 | A | 5,650 | A | 6,190 | A | No Change | 640 |
| Orange | Hillsborough | | OLD CHAPEL HILL-HILLSBOROUGH RD | N OF NEW HOPE CHURCH RD | 3,500 | A | 4,700 | A | 3,700 | A | 3,800 | A | 3,100 | A | No Change | 831 |
| Orange | Chapel Hill | | OLD DURHAM RD | S OF CHAPEL HILL BLVD | 6,800 | A | 6,300 | A | 6,600 | A | 6,600 | A | 5,600 | A | No Change | 665 |
| Chatham | Chapel Hill | | OLD FARRINGTON RD | E OF FARRINGTON POINT RD | 3,500 | A | 3,900 | A | 4,500 | A | 4,100 | A | 5,100 | A | No Change | 694 |
| Orange | Carrboro | | OLD FAYETTEVILLE RD | N OF NC-54 | 8,200 | A | 8,700 | A | 9,300 | A | 9,300 | A | 9,400 | | Declined, Still D or better | 464 |
| Orange | Carrboro | | OLD FAYETTEVILLE RD | S OF NC-54 | 3,800 | A | 3,600 | A | 4,100 | A | 3,600 | A | 5,100 | A | No Change | 694 |
| Orange | Carrboro | | OLD FAYETTEVILLE RD
OLD GREENSBORO RD | N OF JONES FERRY RD | 3,900
5,100 | A | 3,900
4,600 | A | 3,700 | A | 3,700
4,700 | A | 3,800
5,000 | A | No Change | 792
700 |
| Orange | Carrboro | | OLD GREENSBORO RD | N OF JONES FERRY RD | | A | 1.1.1.1 | A | 5,000 | A | | A | | A | No Change | |
| Orange | Carrboro | | | W OF BOWDEN RD | 4,100 | A | 3,700 | A | | ٨ | 3,700 | A | 3,900 | A | No Change | 785
921 |
| Orange | Chapel Hill | | OLD LYSTRA RD | S OF MT CARMEL CHURCH RD | 1,700
4,300 | | 1,600
5.100 | | 1,700
5,300 | A | 1,800 | A | 1,860
5,930 | A | No Change | 921
649 |
| Orange | Hillsborough | | OLD NC 10 | E OF NC-86 | 1.1.1.1 | A | | A | | A | - 2.200 | A | | A | No Change | |
| Orange | Hillsborough | | OLD NC 10 | W OF UNIVERSITY STATION RD | 2,500 | A | 2,400 | A | 2,200 | A | 1 | A | 2,700 | A | No Change | 857 |
| Orange | Hillsborough | | OLD NC 10 | W OF MT HERMAN CHURCH RD | 2,300 | A | 2,400 | A | 2,100 | A | 2,400 | A | 2,300 | A | No Change | 882 |
| Orange | Carrboro | | 0LD NC-86 | N OF DAIRYLAND RD | 6,900 | A | 7,300 | A | 8,400 | A | 7,500 | A | 8,400 | A | No Change | 529 |
| Orange | Chapel Hill | | OLD NC-86 | N OF EUBANKS RD | 4,600 | A | 4,800 | А | 5,400 | A | 4,900 | A | 5,900 | A | No Change | 650 |

| | | | | | | | | | | | | | | | | Volume |
|-------------------|----------------------------|--------|--|-------------------------------------|----------------|------|----------------|------|----------------|------|----------------|------|-----------------|------|--|------------|
| | | | | | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS | | Rank |
| County | Subarea | Prefix | k Route | Location | 2009 | 2009 | 2011 | 2011 | 2013 | 2013 | 2015 | 2015 | 2017 | 2017 | LOS Change | 2017 |
| Durham | North Durham | | OLD OXFORD RD | E OF N ROXBORO ST | - | | 16,000 | E | 18,000 | F | 19,000 | F | 18,000 | F | Beenned to E of t | 193 |
| Durham | North Durham | | OLD OXFORD RD | E OF DUANUBE LN | - | | - | | 15,000 | E | - | | 17,090 | F | Declined to E or F | 206 |
| Durham | North Durham | | OLD OXFORD RD | E OF WIGGINS ST | - | | 9,900 | В | 10,000 | В | 11,000 | С | 11,000 | | Declined, Still D or better | 369 |
| Durham | North Durham | | OLD OXFORD RD | S OF HAMLIN RD | - | | 8,800 | А | 10,000 | В | 8,200 | А | 9,600 | | Declined, Still D or better | 455 |
| Durham | North Durham | | OLD OXFORD RD | N OF HAMLIN RD | - | | 7,800 | A | 8,900 | A | 8,500 | A | 8,200 | A | 0 | 540 |
| Durham | North Durham | | OLD OXFORD RD | S OF SNOW HILL RD | - | | 7,100 | А | 8,200 | A | 8,100 | А | 7,400 | A | Ŭ | 579 |
| Durham | North Durham | | OLD OXFORD RD | S OF STAGVILLE RD | - | | 6,000 | A | 7,000 | A | 6,600 | A | 6,500 | A | No Change | 622 |
| Durham | North Durham | | OLD OXFORD RD | E OF SNOW HILL RD | - | | 4,700 | А | 5,900 | A | 5,700 | A | 4,900 | A | | 708 |
| Durham | North Durham | | OLD OXFORD RD | E OF JOCK RD | - | | 3,600 | A | 4,800 | A | 5,500 | A | 4,300 | A | | 764 |
| Durham | North Durham | | OLD OXFORD RD | CASSAM RD | - | | 3,500 | А | 4,300 | A | 3,900 | А | 3,600 | A | | 801 |
| Orange | Carrboro | | OLD SCHOOL RD | S OF HONES FERRY RD | 340 | A | 280 | A | 330 | A | 260 | A | - | | No Change | 1028 |
| Durham | East Durham | | OLIVE BRANCH RD | S OF DOC NICHOLS RD | 1,700 | A | - | | 1,900 | A | 2,200 | A | 2,650 | A | Ŭ | 863 |
| Durham | East Durham | | OLIVE BRANCH RD | S OF WAKE FOREST HWY | 2,300 | A | 2,200 | A | 3,000 | A | 3,400 | A | - | | No Change | 1028 |
| Durham | North Durham | | ORANGE FACTORY RD | E OF ROXBORO RD | 2,300 | A | 2,100 | A | 2,300 | A | 2,300 | A | 2,400 | A | 0 | 877 |
| Durham | North Durham | | ORANGE FACTORY RD | W OF STAGVILLE RD | 860 | A | 840 | A | 950 | A | 970 | A | 960 | A | No Change | 968 |
| Orange | Hillsborough | | ORANGE GROVE RD | S OF ENO MOUNTAIN RD | 7,800 | A | - | | 7,600 | Α | 8,100 | A | 8,600 | A | - U | 514 |
| Orange | Hillsborough | | ORANGE GROVE RD | E OF TIMBER DR | 4,400 | A | 3,200 | A | 4,100 | A | 4,200 | A | 4,500 | A | | 743 |
| Orange | Hillsborough | | ORANGE GROVE RD | E OF MAYO ST | 3,200 | A | 3,500 | A | 3,300 | A | - | | 4,100 | A | | 772 |
| Orange | Hillsborough | | ORANGE GROVE RD | N OF ODE TURNER RD | 3,100 | A | 3,300 | A | 3,300 | A | 3,680 | A | 4,050 | A | Ŭ | 777 |
| Orange | Hillsborough | | ORANGE HIGH SCHOOL RD | W OF MILLER RD | 1,100 | A | 1,100 | A | 910 | A | 860 | A | 1,450 | A | No Change | 942 |
| Orange | Carrboro | | OVERLAND PASSAGE RD | E OF DODSONS CROSSROADS | 210 | A | 220 | A | 230 | A | 210 | A | - | - | No Change | 1028 |
| Durham | East Durham | | PAGE RD | N OF GLOBE RD | 12,000 | С | 12,000 | С | 13,000 | D | 15,000 | E | 17,000 | F | Declined to E or F | 207 |
| Durham | Southpoint | | PAGE RD | W OF EMPEROR BLVD | - | | - | | 16,000 | | 16,120 | | 15,030 | E | Improvod | 254 |
| Durham | Southpoint | | PAGE RD | S OF ARRINGDON PARK DR | 5,700 | A | 6,400 | A | 6,600 | A | 8,100 | A | 12,060 | | Declined, Still D or better | 332
333 |
| Durham | East Durham | | PAGE RD | S OF LUMLEY RD | 10,000 | B | 10,000 | B | 10,000 | B | 11,000 | - | 12,000 | | Declined, Still D or better | |
| Durham | East Durham | | PAGE RD
PAGE RD | N OF LUMLEY RD
N OF CHIN PAGE RD | 9,000
6,100 | A | 9,000
6,600 | A | 9,200
6,700 | A | 11,000 | C | 12,000
9,900 | | Declined, Still D or better
Declined, Still D or better | 333
440 |
| Durham
Durhana | Southpoint | | PAGE RD
PAGE RD | S OF CHIN PAGE RD | 4,800 | A | 5,300 | A | 5,600 | A | 6,600 | A | 9,900 | | | 440 |
| Durham | Southpoint | | | | | | | | | | | | | A | Ŭ | 604 |
| Durham | East Durham | | PAGE RD | N OF WORLD TRADE BLVD | 5,100 | A | 4,900 | A | 8,000 | A | 5,500 | A | 6,800 | A | Ŭ | |
| Durham | East Durham
East Durham | | PAGE RD
PAGE RD EXT | E OF APPLING WAY
US-70 | - 8.200 | A | 2,900
8.100 | A | 3,100
8,300 | A | 3,300
9,500 | A | 3,400
11.000 | A | 0 | 812
369 |
| Durham | Hillsborough | | PAGE RD EXT
PALMERS GROVE CHURCH RD | E OF CINNAMON LN | 750 | A | 8,100 | A | 800 | A | 9,500 | A | 830 | A | | |
| Orange | 0 | | PALMERS GROVE CHURCH RD | N OF US-70 | 750 | A | 760 | A | 780 | A | 760 | A | 750 | A | | 972 |
| Orange
Chatham | Hillsborough
Carrboro | | PARKER HERNDON RD | S OF MORRIS RD | 330 | A | 360 | A | 660 | A | 510 | A | 830 | A | No Change
No Change | 980 |
| Durham | North Durham | | PARKER HERNOON RD | W OF N ROXBORO RD | 450 | A | 380 | A | 480 | A | 480 | A | 480 | A | | 999 |
| Durham | East Durham | | PATTERSON RD | S OF JIMMY ROGERS RD | 1,600 | A | 1.400 | A | 1,400 | A | 1,900 | A | 1,790 | A | * | 923 |
| Durham | East Durham | | PATTERSON RD
PATTERSON RD | S OF CHEEK RD | 1,500 | A | 1,400 | A | 1,400 | A | 1,900 | A | 1,790 | A | Ū | 923 |
| Durham | Downtown Durham | E | PATTERSON RD
PETTIGREW ST | W OF S BRIGGS AVE | 5,100 | A | 4,700 | A | 4,600 | A | 5,800 | A | 6,200 | A | No Change | 636 |
| Durham | Downtown Durham | E | PETTIGREW ST | W OF ELLIS RD | 6,000 | A | 5,400 | A | 4,800 | A | 5,800 | A | 6,100 | A | Ū | 641 |
| Durham | Downtown Durham | E | PETTIGREW ST | W OF AMBER PL | 3,900 | A | 3,800 | A | 4,700 | A | 4,700 | A | 5,000 | A | | 700 |
| Durham | Downtown Durham | E | PETTIGREW ST | E OF S MANGUM ST | 3,900 | A | 3,800 | A | 3,500 | A | 4,700 | A | 3,600 | A | No Change | 801 |
| Durham | Downtown Durham | E | PETTIGREW ST | E OF FAYETTVILLE ST | 2,400 | А | 2,300 | А | 2,500 | A | - | A | 3,200 | A | * | 822 |
| Durham | Downtown Durham | E | PETTIGREW ST | E OF S ROXBORO ST | 2,400 | A | 2,300 | A | 2,300 | A | 3,300 | A | 3,200 | A | | 840 |
| Durham | Downtown Durham | W | PETTIGREW ST | S OF W CHAPEL HILL ST | 4,000 | A | 2,700 | A | 4,200 | A | 4,700 | A | 4,200 | A | 0 | 769 |
| Durham | Downtown Durham | VV | PICKETT RD | E OF GARRETT RD | 6,000 | A | 5,300 | A | 5,900 | A | 6,400 | A | 6,760 | A | - | 607 |
| Durham | Downtown Durham | | PICKETT RD | E OF TOWER BLVD | - | A | - 5,300 | A | 7,200 | A | 4,800 | A | 5,310 | A | No Change | 687 |
| Durham | Downtown Durham | | PICKETT RD | W OF GARRETT RD | 4,200 | A | 3,900 | A | 4,400 | A | 4,800 | A | 4,800 | A | • | 721 |
| Durham | Downtown Durham | | PICKETT RD | W OF ACADEMY RD | 4,200 | A | 3,900 | A | 4,400 | A | 4,400 | A | 4,800 | A | * | 721 |
| Durham | Downtown Durham | | PICKETT RD | W OF CHAPEL HILL RD | 1.300 | A | 1.300 | A | 1,500 | A | 1,600 | A | 1,400 | A | | 944 |
| Orange | Chapel Hill | | PICKETT RD | S OF ERWIN RD | 450 | A | 500 | A | 670 | A | 440 | A | 510 | A | Ų | 996 |
| Durham | Downtown Durham | | PICKETT ST | E OF ACADEMY RD | 1,500 | A | 1,400 | A | 1,500 | A | 1,600 | A | 1,300 | A | No Change | 947 |
| Orange | Hillsborough | | PINEY GROVE CHURCH RD | S OF US-70 BUS | 560 | A | 420 | A | 460 | A | 470 | A | 410 | A | | 1004 |
| Orange | Chapel Hill | | PINET GROVE CHORCH RD | E OF MARTIN LUTHER KING JR BLVD | 3.500 | A | 3,500 | A | 3.800 | A | 3,700 | A | 3,300 | A | | 816 |
| Junge | onupernill | | | L OF MARTIN LOTHER KIND JR BLVD | 3,300 | А | 3,300 | А | 3,000 | А | 5,700 | А | 3,300 | A | No chunge | 010 |

Rows highlighted in red are failing segments (LOS = E or LOS = F) in 2017. Volume rank highlighting indicates high-volume (red), middle-volume (beige), and low-volume (blue) segments in 2017.

| | | | | | | | | | | | | | | | | Volume |
|---------|------------------------|--------|------------------------------|------------------------------|-----------------------|-------------|---------|-------------|----------------------|-------------|----------------------|-------------|----------------------|-------------|-----------------------------|--------------|
| 0 | Output a | Desfi | - Davida | Les alter | Volume | LOS
2009 | Volume | LOS
2011 | Volume | LOS
2013 | Volume | LOS
2015 | Volume | LOS
2017 | | Rank
2017 |
| County | Subarea
Chapel Hill | Pretix | Route
PITTSBORO ST | Location
N OF MCCAULEY ST | 2009
10,000 | 2009
B | 2011 | 2011 | 2013
8,900 | 2013
A | 2015
9,400 | 2015
B | 2017
8,500 | 2017
A | LOS Change
Improved | 519 |
| Orange | Chapel Hill | | PITTSBORD ST
PITTSBORO ST | N OF W UNVIERSITY DR | 9,900 | | - 9,100 | Δ. | - | A | 9,400 | B | 8,500 | | | 519 |
| Orange | 1 | | | | 4,700 | B | 4,500 | A | 8,700
4,400 | | | D | 4,630 | A | · · · · · | 732 |
| Durham | East Durham | | PLEASANT DR | E OF US-70 | | A | | A | | A | - | | | A | 0 | 732 |
| Durham | East Durham | | PLEASANT DR | W OF US-70 | 3,500 | A | 3,400 | A | 3,300 | A | 4,000 | A | 3,870 | A | Ū | |
| Orange | Hillsborough | | PLEASANT GREEN RD | N OF LAUREL RIDGE RD | 3,800 | A | 3,500 | A | 3,500 | A | 3,500 | A | 3,900 | A | | 785 |
| Orange | Hillsborough | | PLEASANT GREEN RD | S OF ST MARYS RD | 2,600 | A | 2,200 | A | 2,200 | A | 2,000 | A | 2,500 | A | | 872 |
| Durham | Chapel Hill | | POPE RD | N OF CLARK LAKE RD | 3,400 | А | 3,600 | A | 3,600 | A | 3,600 | A | 3,800 | A | U | 792 |
| Chatham | Carrboro | | POYTHRESS RD | N OF MANNS CHAPEL RD | - | | 2,100 | A | 2,000 | A | 1,900 | A | 2,280 | A | Ŭ | 891 |
| Durham | North Durham | | QUAIL ROOST RD | N OF BALL RD | 2,600 | A | 2,700 | A | 3,100 | A | 3,000 | A | 3,100 | A | Ū | 831 |
| Durham | North Durham | | QUAIL ROOTS RD | E OF N ROXBORO RD | 2,500 | А | 2,400 | A | 3,000 | А | 2,900 | A | 2,900 | A | | 846 |
| Orange | Chapel Hill | | RALEIGH RD | W OF FORDHAM BLVD | 20,000 | В | 21,000 | В | 21,000 | В | 21,000 | В | 19,000 | В | | 179 |
| Orange | Chapel Hill | | RALEIGH ST | N OF SOUTH RD | 5,300 | A | 5,700 | A | 5,700 | A | 5,500 | A | 4,800 | A | Ū | 721 |
| Durham | Downtown Durham | | RAMSEUR ST | W OF BLACKWELL ST | 2,000 | A | - | | 4,600 | A | 2,900 | A | 2,700 | A | No Change | 857 |
| Durham | Downtown Durham | | RAMSEUR ST | E OF MANGUM ST | 2,000 | A | - | | - | | 1,600 | Α | 2,300 | Α | No Change | 882 |
| Durham | East Durham | | RED MILL RD | N OF I-85 | 8,400 | A | 8,900 | A | 9,600 | В | 11,000 | С | 12,000 | С | Declined, Still D or better | 333 |
| Durham | North Durham | | RED MILL RD | S OF HAMLIN RD | 7,100 | A | 7,300 | A | 8,800 | A | - | | 9,800 | В | Declined, Still D or better | 444 |
| Durham | North Durham | | RED MILL RD | N OF HAMLIN RD | 6,300 | A | - | | 8,300 | A | 8,700 | A | 8,800 | A | No Change | 502 |
| Durham | East Durham | | RED MILL RD | N OF GEER ST | 4,700 | A | 5,000 | A | 4,900 | A | 5,500 | A | 5,700 | A | No Change | 659 |
| Durham | North Durham | | RED MOUNTAIN RD | E OF N ROXBORO RD | 2,100 | А | 1,600 | А | 2,300 | A | 2,000 | А | 2,280 | А | No Change | 891 |
| Durham | East Durham | | RED WOOD RD | W OF I-85 | 120 | A | - | | 80 | А | 100 | A | 80 | A | No Change | 1027 |
| Orange | Hillsborough | | REDMAN XING | S OF US-70 | 210 | А | 170 | А | 140 | А | 150 | А | 160 | A | No Change | 1022 |
| Durham | East Durham | | REDWOOD RD | N OF HEREFORD RD | 840 | A | - | | 730 | A | 850 | A | 9,650 | В | Declined, Still D or better | 454 |
| Durham | East Durham | | REDWOOD RD | S 0F I-85 | 1.100 | A | - | | 780 | А | 1.100 | А | 810 | A | | 975 |
| Durham | East Durham | | REDWOOD RD | S OF CHEEK RD | 720 | A | - | | 650 | A | 640 | A | - | | No Change | 1028 |
| Durham | Southpoint | | REVERE RD | S OF NC-54 | 6,100 | А | 5,200 | А | 5,400 | А | 5,900 | А | 5,800 | A | Ŭ | 653 |
| Orange | Hillsborough | | REVERE RD | E OF N NASH ST | 2,600 | A | 2,400 | A | 2,100 | A | 2,400 | A | 2,800 | A | • | 849 |
| Orange | Hillsborough | | RICHMOND RD | N OF US-70 | 930 | A | 1,200 | A | 970 | A | 980 | A | 1,130 | A | Ŭ | 956 |
| Durham | Downtown Durham | | RIDDLE RD | E OF FAYETTEVILLE ST | 9,800 | В | 9,900 | В | 10,000 | В | 11.000 | С | 11.000 | | Declined. Still D or better | 369 |
| Durham | Downtown Durham | | RIDDLE RD | W OF NC-55 | 10,000 | B | 10,000 | B | 11,000 | C | 12,000 | C | 11,000 | | Declined, Still D or better | 369 |
| Durham | Downtown Durham | | RIDDLE RD | W OF S ALSTON AVE | 7,800 | A | 7,900 | A | 7,800 | A | 8,900 | A | 8,430 | A | | 528 |
| Durham | Downtown Durham | | RIDDLE RD | W OF ELLIS RD | 5,600 | A | 6,000 | A | 6,600 | A | 6,600 | A | 7,530 | A | 0 | 569 |
| Durham | East Durham | | ROBBINS RD | S OF WAKE FOREST HWY | 510 | A | 530 | A | 740 | A | 930 | A | - | А | No Change | 1028 |
| Orange | Carrboro | | ROCKY RIDGE RD | S OF ARTHUR MINNIS RD | 1,500 | A | 1,100 | A | 1,100 | A | 790 | A | - | | No Change | 1028 |
| Orange | Chapel Hill | | ROGERS RD | S OF TALLYHO TR | 2,400 | A | 2,600 | A | 3,000 | A | 2.900 | A | 3,020 | A | U U | 838 |
| Durham | North Durham | | ROSE OF SHARON RD | N OF COLE MILL RD | 5,900 | A | 5,800 | A | 5,800 | A | - | A | 6,000 | A | * | 644 |
| Durham | North Durham | | ROSE OF SHARON RD | N OF COLE MILE RD | 4.100 | A | 4.200 | A | 4,200 | A | 4.600 | A | 4,500 | A | Ū | 743 |
| Durham | North Durham | | ROSE OF SHARON RD | W OF GUESS RD | 4,100 | A | 4,200 | A | 4,200 | | 3,900 | A | 4,500 | A | | 743 |
| | | | | | | | | | | A | | | | | Ū | |
| Durham | East Durham | | ROSE RD | E OF JUNCTION RD | 2,900 | A | 2,500 | A | 2,800 | A | 2,800 | A | 2,800 | A | | 849 |
| Orange | Chapel Hill | 14/ | ROSEMARY ST | W OF N MERRITT MILL RD | 9,400 | В | 8,500 | A | 8,600 | A | 8,500 | A | 7,170 | A | | 589 |
| Orange | Chapel Hill | W | ROSEMARY ST | E OF N GRAHAM ST | 8,800 | A | 8,700 | A | 8,400 | A | 8,700 | A | 7,500 | A | | 571 |
| Durham | North Durham | N | ROXBORO RD | S OF MONK RD | 33,000 | E | 35,000 | F | 35,000 | F | 34,000 | E | 36,000 | F | Declined to E or F | 73 |
| Durham | North Durham | N | ROXBORO RD | N OF RIPPLING STREAM RD | 30,000 | D | 32,000 | E | 32,000 | E | 31,000 | D | 32,000 | E | | 83 |
| Durham | North Durham | N | ROXBORO RD | N OF LATTA RD | 27,000 | С | 29,000 | D | 29,000 | D | 29,000 | D | 28,000 | | Declined, Still D or better | 97 |
| Durham | North Durham | N | ROXBORO RD | S OF SR 1552 | 21,000 | В | 21,000 | В | 22,000 | В | 23,000 | В | 22,000 | В | | 144 |
| Durham | North Durham | N | ROXBORO RD | MADDEN AVE | 19,000 | А | 19,000 | A | 21,000 | A | 20,000 | A | 20,000 | Α | Ū | 160 |
| Durham | North Durham | Ν | ROXBORO RD | N OF CARVER ST | 18,000 | A | 17,000 | A | 21,000 | В | 18,000 | А | 19,000 | А | | 179 |
| Durham | North Durham | Ν | ROXBORO RD | S OF RED MOUNTAIN RD | - | | - | | 14,000 | А | - | | 16,420 | A | | 229 |
| Durham | North Durham | Ν | ROXBORO RD | W OF N DUKE ST | 13,000 | А | 14,000 | A | 15,000 | А | 14,000 | А | 14,000 | А | No Change | 278 |
| Durham | North Durham | Ν | ROXBORO RD | W OF MOORES MILL RD | 13,000 | А | 13,000 | А | 14,000 | А | 14,000 | А | 14,000 | А | No Change | 278 |
| Durham | North Durham | | ROXBORO RD | N OF EPERSON DR | 18,000 | A | 19,000 | A | 19,000 | A | 19,000 | A | 19,000 | A | No Change | 179 |
| Durham | North Durham | | ROXBORO RD | S OF ORANGE FACTORY RD | 17,300 | А | - | | 19,000 | А | 19,000 | А | 19,000 | А | No Change | 179 |
| | Nanth Durchana | | | | 10.000 | | 10.000 | | 17.000 | | 17.000 | ٨ | 17.000 | A | • | 207 |
| Durham | North Durham | | ROXBORO RD | N OF ORANGE RACTORY RD | 16,000 | A | 16,000 | A | 17,000 | A | 17,000 | A | 17,000 | A | No Change | 207 |

| Appendix A | |
|--------------|--|
| AADT and LOS | |

| | | | | | | | | | | | | | | | | Volume |
|--------|-----------------|---|-------------------|---------------------------------|--------|------|--------|------|--------|------|--------|------|--------|------|-----------------------------|--------|
| | | | | | Volume | LOS | | Rank |
| County | Subarea | | x Route | Location | 2009 | 2009 | 2011 | 2011 | 2013 | 2013 | 2015 | 2015 | 2017 | 2017 | LOS Change | 2017 |
| Durham | North Durham | N | | S OF DAVIDSON AVE | 31,000 | E | 31,000 | E | 37,000 | F | 29,000 | E | 32,000 | F | Declined to E or F | 83 |
| Durham | North Durham | N | ROXBORO ST | N OF CLUB BLVD | 28,000 | D | 28,000 | D | 32,000 | F | 29,000 | E | 29,000 | E | Declined to E or F | 92 |
| Durham | North Durham | N | ROXBORO ST | S OF OLD OXFORD RD | 28,000 | D | 28,000 | D | 33,000 | F | 29,000 | E | 28,000 | D | No Change | 97 |
| Durham | North Durham | Ν | ROXBORO ST | N OF OLD OXFORD RD | 23,000 | С | 23,000 | С | 25,000 | С | 23,000 | С | 26,070 | | Declined, Still D or better | 111 |
| Durham | North Durham | N | ROXBORO ST | S OF CARVER ST | 21,000 | В | 20,000 | A | 24,000 | В | 21,000 | В | 20,000 | A | Improved | 160 |
| Durham | North Durham | Ν | ROXBORO ST | N OF HIGBEE ST | 15,000 | А | 15,000 | A | 19,000 | A | 17,000 | A | 17,000 | A | No Change | 207 |
| Durham | Downtown Durham | Ν | ROXBORO ST | S OF LIBERTY ST | 11,000 | С | 11,000 | С | 9,000 | A | 10,030 | В | 12,000 | С | No Change | 333 |
| Durham | Downtown Durham | N | ROXBORO ST | N OF LYNCH ST | 7,000 | A | 5,100 | A | 5,900 | A | 7,600 | A | 10,540 | | Declined, Still D or better | 412 |
| Durham | Downtown Durham | N | ROXBORO ST | S OF E GEER ST | 7,400 | A | 7,200 | A | 8,400 | A | 9,100 | A | 9,400 | | Declined, Still D or better | 464 |
| Durham | Downtown Durham | Ν | ROXBORO ST | S OF HOLLOWAY ST | 7,800 | A | 8,000 | A | 9,100 | A | - | | 9,200 | A | No Change | 480 |
| Durham | Downtown Durham | N | ROXBORO ST | N OF ELLIOTT ST | 7,400 | A | - | | 8,900 | A | 9,000 | A | 8,700 | A | No Change | 507 |
| Durham | Downtown Durham | N | ROXBORO ST | N OF E GEER ST | 6,900 | A | 6,800 | A | 7,600 | A | 7,800 | A | 8,700 | A | No Change | 507 |
| Durham | Downtown Durham | N | ROXBORO ST | S OF ELLIOTT ST | 7,400 | A | 7,100 | A | 9,000 | A | 8,800 | A | 8,500 | A | No Change | 519 |
| Durham | Downtown Durham | Ν | | S OF I-85 | - | | - | | 16,000 | A | 15,180 | A | - | | No Change | 1028 |
| Durham | Downtown Durham | S | ROXBORO ST | S OF E MAIN ST | - | | 8,600 | A | 13,000 | D | 11,000 | С | 12,000 | | Declined, Still D or better | 333 |
| Durham | Downtown Durham | S | ROXBORO ST | N OF W CORNWALLIS RD | 9,200 | А | 9,300 | A | 9,800 | A | 10,000 | А | 11,000 | A | No Change | 369 |
| Durham | Downtown Durham | S | ROXBORO ST | S OF RAMSEUR ST | 9,600 | В | 9,600 | В | 10,000 | В | 9,900 | В | 11,000 | | Declined, Still D or better | 369 |
| Durham | Downtown Durham | S | ROXBORO ST | N OF SUMMIT ST | 8,000 | А | 8,300 | A | 8,400 | A | 8,400 | А | 10,000 | B | Declined, Still D or better | 417 |
| Durham | Downtown Durham | S | ROXBORO ST | S OF LAWSON ST | 7,200 | A | 7,400 | А | 7,500 | Α | 7,700 | А | 8,900 | Α | No Change | 497 |
| Durham | Southpoint | S | ROXBORO ST | S OF MARTIN LUTHER KING JR PKWY | 6,800 | А | 7,000 | А | 8,100 | Α | 8,400 | А | 8,500 | Α | No Change | 519 |
| Durham | Downtown Durham | S | ROXBORO ST | S OF MOREHEAD AVE | 6,900 | A | 6,500 | A | 7,000 | A | 9,200 | A | 7,100 | A | No Change | 590 |
| Durham | Downtown Durham | S | ROXBORO ST | S OF ERIE ST | 5,300 | А | 5,200 | A | 5,600 | А | 6,100 | А | 6,300 | A | No Change | 628 |
| Durham | Downtown Durham | S | ROXBORO ST | S OF W CORNWALLIS RD | 5,400 | А | 5,400 | А | 5,300 | A | 6,000 | А | 6,200 | A | No Change | 636 |
| Durham | Southpoint | S | ROXBORO ST | E OF HOPE VALLEY RD | 5,900 | А | 5,600 | А | 6,100 | A | 6,300 | А | 5,800 | A | No Change | 653 |
| Durham | Downtown Durham | S | ROXBORO ST | S OF E LAKEWOOD AVE | 5,800 | А | 5,100 | А | 6,100 | A | 5,000 | А | 4,900 | A | No Change | 708 |
| Durham | North Durham | | RUSSELL RD | S OF BIVINS RD | 2,000 | А | 1,900 | А | 1,900 | A | 2,800 | А | 360 | A | No Change | 1006 |
| Durham | North Durham | | RUSSELL RD | N OF UMSTEAD RD | 1,700 | А | 1,500 | А | 1,700 | A | 1,700 | А | - | | No Change | |
| Durham | North Durham | | RUSSELL RD | N OF BIVINS RD | 1,600 | A | 1,600 | A | 1,500 | A | 1,500 | A | - | | No Change | |
| Durham | North Durham | | RUSSELL RD | S OF GUESS RD | 1,400 | А | 1,400 | А | 1,300 | А | 1,400 | А | - | | No Change | |
| Orange | Chapel Hill | | SAGE RD | E OF ERWIN RD | 7,900 | А | 7,400 | A | 7,800 | A | 9,900 | В | 9,900 | ΒŒ | Declined, Still D or better | 440 |
| Durham | North Durham | | SANDLEWOOD DR | E OF ROXBORO RD | 480 | A | 480 | A | 590 | A | 450 | A | 460 | A | No Change | 1001 |
| Orange | Hillsborough | | SCHLEY RD | N OF ST MARTYS RD | 2,400 | А | 2,100 | А | 2,000 | A | 1,900 | А | 2,200 | A | No Change | 893 |
| Durham | Downtown Durham | | SCIENCE DR | N OF CAMERON BLVD | 6,200 | А | 5,200 | A | 5,100 | A | 6,400 | А | 4,200 | A | No Change | 769 |
| Durham | Southpoint | | SCOTT KING RD | E OF SALIX DR | 1,700 | А | 1,800 | А | 1,900 | A | 2,000 | А | 2,600 | A | No Change | 864 |
| Orange | Chapel Hill | | SEAWELL SCHOOL RD | W OF HANOVER PL | 3,700 | А | 3,700 | А | 4,000 | A | 4,100 | А | 3,600 | A | No Change | 801 |
| Orange | Chapel Hill | | SEAWELL SCHOOL RD | S OF HOMESTEAD RD | 3,300 | А | 3,600 | А | 4,000 | A | 3,700 | А | 3,100 | А | No Change | 831 |
| Orange | Chapel Hill | | SEDGEFIELD DR | W OF FOXWOOD DR | 1,700 | А | 1,600 | A | 1,600 | A | 1,500 | A | 1,500 | A | No Change | 936 |
| Durham | Southpoint | | SEDWICK DR | W OF NC-55 | 6,800 | А | 6,700 | А | 6,800 | А | 7,000 | А | 5,800 | A | No Change | 653 |
| Durham | Southpoint | | SEDWICK DR | E OF NC-55 | 3,800 | А | 4,100 | А | 4,700 | Α | 4,700 | А | 5,000 | Α | No Change | 700 |
| Durham | Southpoint | | SEDWICK DR | W OF S ALSTON AVE | 3,400 | A | 3,500 | A | 3,700 | Α | 3,600 | A | 3,900 | Α | No Change | 785 |
| Orange | Carrboro | | SESAME RD | S OF OLD GREENSBORO RD | 380 | A | 270 | A | 320 | A | 280 | A | - | | No Change | 1028 |
| Durham | Downtown Durham | | SHANNON RD | N OF UNIVERSITY DR | 10,000 | А | 11.000 | А | 9,600 | A | - | | 9,500 | A | No Change | 458 |
| Durham | Downtown Durham | | SHANNON RD | S OF UNIVERSITY DR | 8,000 | A | 8,000 | A | 7,800 | A | 8,200 | A | 7,520 | A | No Change | 570 |
| Durham | East Durham | | SHERRON RD | E OF S MINERAL SPRINGS RD | 11,000 | А | 12,000 | А | 13,000 | А | 15,000 | А | 14,000 | А | No Change | 278 |
| Durham | East Durham | | SHERRON RD | E OF SCHEER AVE | 9,800 | B | 9,600 | B | 10,000 | B | 11,000 | C | 11,000 | | Declined, Still D or better | 369 |
| Durham | East Durham | | SHERRON RD | S OF WAKE FOREST HWY | 9,600 | B | 10,000 | B | 10,000 | B | 12,000 | C | 10,000 | B | No Change | 417 |
| Durham | Southpoint | | SLATER RD | E OF NC-54 | 5,200 | A | | 5 | 6,400 | A | 7,300 | A | 7,800 | A | No Change | 561 |
| Durham | North Durham | | SMITH DR | W OF ROXBORO RD | 660 | A | 750 | А | 590 | A | 680 | A | 680 | A | No Change | 985 |
| Orange | Carrboro | | SMITH LEVEL RD | S OF NC-54 | 17,000 | A | 16,000 | A | 18,000 | A | 14,000 | A | 17,000 | A | No Change | 207 |
| Orange | Carrboro | | SMITH LEVEL RD | S OF DAMASCUS CHURCH RD | 7,700 | A | 7,800 | A | 6,900 | Δ | 8,200 | A | 8,900 | A | No Change | 497 |
| Orange | Carrboro | | SMITH LEVEL RD | S OF CLARENCE DR | 7,000 | A | 7,100 | A | 6,800 | A | 7,700 | A | 8,400 | A | No Change | 529 |
| Durham | North Durham | | SNOW HILL RD | S OF WANDERLUST LN | 4,700 | A | 4,600 | A | 5,800 | A | 5,200 | A | 5,400 | A | No Change | 682 |
| Durham | North Durham | | SNOW HILL RD | N OF INFINITY RD | 4,700 | A | 3,900 | A | 4,600 | A | 4,700 | A | 4,500 | A | No Change | 743 |
| Dumum | | | SHOW HILL ND | | 4,200 | A | 3,300 | А | 4,000 | А | 4,700 | А | 4,000 | А | No chullye | 743 |

| | | | | | | | | | | | | | | | | Volume |
|------------------|-----------------------------|--------|--------------------------|------------------------------------|--------------|------|------------|------|------------|------|------------|------|------------|------|-----------------------------|-------------|
| | | | | | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS | | Rank |
| County | Subarea | Prefix | | Location | 2009 | 2009 | 2011 | 2011 | 2013 | 2013 | 2015 | 2015 | 2017 | 2017 | LOS Change | 2017 |
| Durham | North Durham | | SNOW HILL RD | E OF ROXBORO RD | 2,500 | A | 2,300 | A | 2,700 | A | 2,700 | A | 2,800 | A | No Change | 849 |
| Durham | Downtown Durham | | SO HI DR | W OF ELLIS RD | 3,100 | A | 4,200 | A | 4,400 | A | 4,600 | A | - | | No Change | 1028 |
| Orange | Hillsborough | | SORNELIUS ST | W OF HOLIDAY PARK RD | 7,100 | A | 7,100 | A | 6,900 | A | 7,400 | A | 7,800 | A | Ŭ | 561 |
| Durham | North Durham | | SOUTH LOWELL RD | W OF N ROXBORO RD | 790 | A | 650 | A | 730 | A | 720 | A | 750 | A | No Change | 980 |
| Durham | North Durham | | SOUTH LOWELL RD | E OF GUESS RD | 1,100 | A | 1,100 | А | 1,100 | А | 1,100 | А | - | | No Change | 1028 |
| Orange | Chapel Hill | | SOUTH RD | W OF BELL TOWER DR | 7,000 | A | 7,400 | A | 8,400 | A | 8,600 | A | 8,300 | A | No Change | 533 |
| Orange | Chapel Hill | | SOUTH RD | E OF RALEIGH ST | 7,100 | A | 10,000 | В | 11,000 | С | 8,200 | A | 7,400 | A | No Change | 579 |
| Orange | Hillsborough | | SOUTHERN DR | W OF MT WILLING RD | 390 | A | 400 | A | 450 | A | - | | 350 | A | | 1008 |
| Durham | Downtown Durham | | SPARGER RD | N OF HILLSBOROUGH RD | 6,100 | A | 6,000 | A | 6,100 | A | 6,200 | A | 6,600 | A | 0 | 616 |
| Durham | North Durham | | SPARGER RD | W OF COLE MILL RD | 3,800 | A | 4,200 | A | 3,700 | A | 3,700 | A | 4,020 | A | No Change | 778 |
| Orange | Hillsborough | | ST MARYS RD | N OF US-70 | 4,000 | A | - | | 4,400 | Α | 4,100 | A | 4,440 | A | | 756 |
| Orange | Hillsborough | | ST MARYS RD | E OF NEW SHARON CHURCH RD | 3,000 | A | 3,000 | A | 3,400 | A | 3,100 | A | 3,510 | A | No Change | 808 |
| Orange | Hillsborough | | ST MARYS RD | W OF US-70 | 2,600 | A | 2,400 | A | 3,200 | A | - | | 3,070 | A | No Change | 837 |
| Orange | Hillsborough | | ST MARYS RD | E OF TERRY RD | 3,000 | A | 2,900 | A | 2,900 | A | 2,900 | A | 2,600 | A | No Change | 864 |
| Orange | Hillsborough | | ST MARYS RD | W OF SCHLETY RD | 2,400 | A | 2,400 | A | 2,300 | A | 2,300 | А | 2,500 | A | Ū | 872 |
| Durham | North Durham | | ST. MARYS RD | W OF GUESS RD | 3,600 | A | - | | 3,400 | A | 3,600 | A | 3,400 | A | | 812 |
| Durham | Southpoint | | STAGECOACH RD | W OF NC-751 | 7,200 | А | 7,500 | A | 8,300 | A | 9,100 | А | 9,500 | | Declined, Still D or better | 458 |
| Durham | Southpoint | | STAGECOACH RD | E OF FARRINGTON RD | - | | 7,400 | A | 8,300 | A | 8,900 | A | 9,400 | | Declined, Still D or better | 464 |
| Durham | North Durham | | STAGVILLE RD | S OF ORANGE RACTORY RD | 3,800 | A | 3,600 | A | 4,700 | A | 4,100 | A | 4,100 | A | No Change | 772 |
| Durham | North Durham | | STAGVILLE RD | N OF ORANGE FACTORY RD | 3,400 | A | 3,400 | A | 4,300 | A | 3,800 | A | 3,700 | A | No Change | 796 |
| Durham | North Durham | | STAGVILLE RD | S OF BAHAMA RD | 3,400 | A | 3,300 | A | 3,800 | Α | 3,700 | A | 3,700 | A | ° | 796 |
| Durham | East Durham | | STALLINGS RD | W OF PATTERSON RD | 6,600 | A | 6,200 | A | 6,200 | A | 7,400 | A | - | | No Change | 1028 |
| Durham | Downtown Durham | | SUMMIT ST | W OF S ROXBORO ST | 3,600 | A | 3,600 | A | 4,200 | A | 4,100 | A | 4,500 | A | | 743 |
| Orange | Chapel Hill | | SUNRISE LN | S OF I-40 | - | | - | | 1,700 | A | 2,270 | A | 2,390 | A | * | 880 |
| Durham | Southpoint | | SURREY RD | W OF HOPE VALLEY RD | 950 | A | 960 | A | 980 | A | 960 | A | 990 | A | | 966 |
| Durham | Chapel Hill | | SW DURHAM PKWY | N OF ROSE GARDEN LN | - | | - | | 6,800 | A | - | | 7,550 | A | No Change | 568 |
| Durham | Southpoint | | SWARTHMORE RD | W OF HOPE VALLEY RD | 1,500 | A | 1,300 | A | 1,400 | A | 1,500 | A | 1,600 | A | U | 932 |
| Durham | Downtown Durham | | SWIFT DR | N OF NC-147 | 18,000 | A | 17,000 | A | 18,000 | A | 20,000 | B | 19,000 | В | Declined, Still D or better | 1/9 |
| Durham | North Durham | | SWING RD | S OF HAMLIN RD | 1,800
900 | A | 1,600 | A | 1,600 | A | 1,700 | A | - | | No Change | 913 |
| Orange | Hillsborough | | TEN RD | W OF MT WILLING RD | | A | - | | 1,500 | A | 970 | A | 1,900 | A | No Change | 913 |
| Orange | Hillsborough | VV | TEN RD | E OF BUCKHORN RD | 1,100 | A | - | | 1,700 | A | 1,100 | A | 1,700 | A | Ū | 925 |
| Orange | Hillsborough | | TERRY RD | N OF ST MARYS RD | 650
560 | A | 680 | A | 640 | A | 600 | A | 580 | A | Ū | |
| Orange | Hillsborough | | TERRY RD
TOM CLARK RD | E OF WOODLAND PARK DR
N OF I-85 | 130 | A | 650
150 | A | 550
120 | A | 480
140 | A | 510
110 | A | No Change | 996
1024 |
| Durham
Durham | East Durham
North Durham | | TOM WILKINSON RD | E OF MILTON RD | 1.600 | A | 1.900 | A | 1.500 | A | 1.400 | A | 1.240 | A | No Change
No Chanae | 952 |
| Durham | Downtown Durham | | TOWERVIEW RD | W OF DUKE UNVIERSITY RD | 6,700 | A | 6,900 | A | 7,400 | A | - | A | 5,500 | A | | 675 |
| Durham | Downtown Durham | | TRENT DR | N OF ERWIN RD | 9,400 | B | 9,300 | A | 9,700 | B | - 12,000 | С | 10,000 | B | No Change
No Change | 417 |
| Durham | Downtown Durham | | TRINITY AVE | E OF DUKE ST | 4,900 | A | 130 | A | 5,200 | A | 5,300 | A | 5,100 | A | No Change | 694 |
| Durham | Downtown Durham | | TRINITY AVE | E OF GREGSON ST | 4,300 | A | - | A | 5,200 | A | 5,300 | A | 4,900 | A | Ū | 708 |
| Durham | Downtown Durham | | TRINITY AVE | E OF NORTH ST | 2,800 | A | 2,600 | A | 2,900 | A | 3,900 | A | 3,200 | A | | 822 |
| Durham | Downtown Durham | | TRINITY AVE | E OF N MANGUM ST | 2,800 | A | 2,800 | A | 2,800 | A | 2,900 | A | 3,200 | A | Ų | 831 |
| Durham | Downtown Durham | | TRINITY AVE | W OF N GREGSON ST | 2,600 | A | 2,600 | A | 3,000 | A | 3,200 | A | 3,100 | A | No Change | 831 |
| Durham | Downtown Durham | | TRINITY AVE | W OF NORTH ST | 3,100 | A | 3,000 | A | 3,500 | A | 3,600 | A | 3,500 | A | 0 | 809 |
| Durham | East Durham | | TW ALEXANDER DR | W OF S MIAMI BLVD | 26.000 | D | 26,000 | D | 26,000 | D | 30,000 | F | 30,000 | E | | 88 |
| Durham | Southpoint | | TW ALEXANDER DR | E OF NC-147 | 25,000 | C | 24,000 | C | 25,000 | C | 28,000 | D | 29,000 | E | | 00 |
| Durham | East Durham | | TW ALEXANDER DR | W OF PAGE RD | 24,000 | C | 23,000 | C | 22,000 | C | 25,000 | C | 25,000 | C | No Change | 117 |
| Durham | East Durham | | TW ALEXANDER DR | E OF STIRRUP CREEK DR | 22,000 | C | 22,000 | C | 22,000 | C | 25,000 | C | 25,000 | C | * | 117 |
| Durham | Southpoint | | TW ALEXANDER DR | W OF MOORE DR | 12.000 | A | 22,000 | U | 22,000 | B | 16.000 | A | 16,000 | A | No Change | 231 |
| Durham | Southpoint | | TW ALEXANDER DR | N OF NC-54 | 9,900 | B | - 13,000 | D | 12,000 | C | 13,000 | D | 15,000 | E | Ŭ | 231 |
| Durham | Southpoint | | TW ALEXANDER DR | S OF E CORNWALLIS RD | 7,800 | A | 11,000 | A | 12,000 | A | 12,000 | A | 12,000 | A | | 333 |
| Durham | Southpoint | | TW ALEXANDER DR | S OF E CORNWALLIS RD
S OF NC-54 | 8,200 | A | 9,000 | A | 8,900 | A | 9,000 | A | 9,700 | A | • | 449 |
| Durham | Southpoint | | TW ALEXANDER DR | S OF NC-54
S OF STONESTHROW LN | 15,000 | E | 5,000 | A | 8,200 | A | 6,000 | A | 9,100 | A | Improved | 449 |
| Durham | Southpoint | | TW ALEXANDER DR | E OF NC-55 | 9,600 | B | - | | 4,600 | A | 4,800 | A | 6,000 | A | | 644 |
| Dumum | Soumpoint | | IW ALEAANDER DR | E UF NU-33 | 3,000 | D | - | | 4,000 | А | 4,000 | A | 0,000 | A | inipioved | 044 |

| | | | | | | | | | | | | | | | Volume |
|---------|-----------------|-----------------------|---------------------------------|----------|------|--------|------|--------|--------|--------|--------|--------|------|-----------------------------|--------|
| | | | | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS | Volume | LOS | | Rank |
| County | Subarea | Prefix Route | Location | 2009 | 2009 | 2011 | 2011 | 2013 | 2013 | 2015 | 2015 | 2017 | 2017 | LOS Change | 2017 |
| Orange | Chapel Hill | UMSTEAD DR | E OF ESTES DR EXT | 2,100 | A | - | | 2,000 | A | 2,100 | A | 2,100 | A | No Change | 902 |
| Orange | Chapel Hill | UMSTEAD DR | W OF MARTIN LUTHER KING JR BLVD | 2,000 | A | - | | 1,900 | A | 1,800 | A | 1,900 | A | No Change | 913 |
| Durham | North Durham | UMSTEAD RD | N OF COLE MILL RD | 8,200 | A | 7,900 | A | 8,300 | A | 8,100 | A | 8,200 | A | No Change | 540 |
| Durham | North Durham | UMSTEAD RD | W OF GUESS RD | 8,200 | A | 8,200 | A | 8,600 | A | 8,400 | A | 7,900 | A | No Change | 555 |
| Durham | North Durham | UMSTEAD RD | S OF CRAIG RD | 7,400 | A | 7,300 | A | 7,500 | A | 7,300 | A | 7,500 | A | No Change | 571 |
| Durham | North Durham | UMSTEAD RD | E OF CRAIG RD | 5,200 | A | 5,200 | A | 5,300 | A | 5,100 | A | 5,300 | A | No Change | 688 |
| Orange | Carrboro | UNION GROVE CHURCH RD | S OF ALBERT RD | 650 | A | 650 | A | 770 | A | - | | 510 | A | No Change | |
| Orange | Carrboro | UNION GROVE CHURCH RD | N OF ALBERT RD | 550 | A | 520 | A | 610 | A | 440 | A | 360 | A | No Change | |
| Orange | Carrboro | UNION GROVE CHURCH RD | S OF ARTHUR MINNIS RD | 740 | A | 630 | A | 580 | A | 600 | A | - | | No Change | 1028 |
| Durham | Downtown Durham | UNIVERSITY DR | N OF OLD CHAPEL HILL RD | 20,000 | В | 19,000 | В | 18,000 | A | 19,000 | В | 19,000 | В | No Change | 179 |
| Durham | Downtown Durham | UNIVERSITY DR | S OF WESTGATE DR | 18,000 | A | 17,000 | A | 17,000 | A | 18,000 | A | 17,000 | A | No Change | 207 |
| Durham | Downtown Durham | UNIVERSITY DR | W OF KENT ST | - | | 16,000 | F | 17,000 | F | 18,000 | F | 16,000 | F | No Change | 231 |
| Durham | Downtown Durham | UNIVERSITY DR | W OF CEDAR ST | 16,000 | F | 16,000 | F | 16,000 | F | 18,000 | F | 16,000 | F | No Change | 231 |
| Durham | Downtown Durham | UNIVERSITY DR | S OF E FOREST HILLS BLVD | 17,000 | F | 16,000 | F | 17,000 | F | 18,000 | F | 16,000 | F | No Change | 231 |
| Durham | Downtown Durham | UNIVERSITY DR | W OF ACADEMY RD | 17,000 | A | 15,000 | A | 15,000 | A | 15,000 | A | 15,000 | A | No Change | 255 |
| Durham | Downtown Durham | UNIVERSITY DR | E OF SHANNON RD | 15,000 | A | 14,000 | A | 14,000 | A | 14,000 | A | 13,000 | A | No Change | 296 |
| Durham | Downtown Durham | UNIVERSITY DR | W OF OLD CHAPEL HILL RD | 14,000 | A | 13,000 | A | 13,000 | A | 13,000 | A | 13,000 | A | No Change | 296 |
| Durham | Downtown Durham | UNIVERSITY DR | E OF ACADEMY RD | 14,000 | D | 13,000 | С | 13,000 | С | 13,000 | С | 13,000 | С | Improved | 296 |
| Durham | Downtown Durham | UNIVERSITY DR | E OF HILL ST | - | | 13,000 | D | 14,000 | D | 15,000 | E | 13,000 | D | No Change | 296 |
| Durham | Downtown Durham | UNIVERSITY DR | W OF SHANNON RD | 13,000 | А | 13,000 | A | 13,000 | A | 12,000 | A | 11,000 | А | No Change | 369 |
| Durham | Downtown Durham | UNIVERSITY DR | E OF DIXON RD | 9,000 | А | 8,600 | A | 8,100 | A | - | | 8,000 | А | No Change | 551 |
| Durham | Downtown Durham | UNIVERSITY DR | S OF DURHAM CHAPEL HILL BLVD | 7,800 | А | 7,200 | A | 7,000 | A | 7,700 | A | 6,600 | А | No Change | 616 |
| Durham | Downtown Durham | UNIVERSITY RD | W OF W CORNWALLIS RD | 9,500 | В | 9,700 | В | 9,600 | В | 9,800 | В | 9,100 | А | Improved | 487 |
| Orange | Hillsborough | UNIVERSITY STATION RD | S OF WINDY HILL RD | 1,000 | A | 960 | A | - | | 1,100 | A | 1,080 | A | No Change | 959 |
| Durham | Downtown Durham | US-15 | N OF W CORNWALLIS RD | 58,000 | D | 58,000 | D | 60,000 | D | - | | 75,000 | F | Declined to E or F | 24 |
| Durham | Downtown Durham | US-15 | N OF NC-751 | 56,000 | А | 55,000 | А | 59,000 | А | 59,000 | А | 74,000 | В | Declined, Still D or better | 25 |
| Durham | Downtown Durham | US-15 | S OF W CORNWALLIS RD | - | | 50,000 | С | 55,000 | С | 58,000 | D | 68,000 | E | Declined to E or F | 31 |
| Durham | Downtown Durham | US-15 | N OF TOWNVIEW RD | 31,000 | A | 32,000 | A | 32,000 | A | 41,000 | A | 47,000 | В | Declined, Still D or better | 51 |
| Orange | Chapel Hill | US-15 | N OF MT CARMEL CHURCH RD | 32,000 | F | 32,000 | F | 34,000 | F | 41,000 | F | 36,000 | F | No Change | 73 |
| Chatham | Carrboro | US-15 | S OF OLD LYSTRA RD | 21,000 | В | 22,000 | С | 26,000 | D | 24,000 | С | 26,000 | D | Declined, Still D or better | 112 |
| Orange | Chapel Hill | US-15 | CULBRETH RD | 22,000 | С | - | | 25,000 | С | 26,000 | D | 25,000 | С | No Change | 117 |
| Orange | Carrboro | US-15 | N OF SMITH LEVEL RD | 16,000 | А | 17,000 | А | 19,000 | В | 20,000 | В | 25,000 | С | Declined, Still D or better | 117 |
| Chatham | Chapel Hill | US-15 | S OF MANNS CHAPEL RD | 19,000 | А | 20,000 | A | 24,000 | A | 22,000 | A | 24,500 | А | No Change | 129 |
| Chatham | Chapel Hill | US-15 | N OF MT GILEAD CHURCH RD | 14,000 | А | 15,000 | А | 14,000 | А | 15,000 | А | 18,000 | A | No Change | 193 |
| Durham | Downtown Durham | US-15 BUS | S OF KNOX ST | 13,000 | D | - | | 15,000 | E | 15,000 | E | - | | Declined to E or F | 1028 |
| Durham | East Durham | US-70 | S OF PLEASANT DR | 34,000 | E | 37,000 | F | 40,000 | F | 40,000 | F | 44,000 | F | Declined to E or F | |
| Durham | Downtown Durham | US-70 | S OF S HOOVER RD | 35,000 | F | 37,000 | F | 40,000 | F | 31,000 | E | 42,000 | F | No Change | 61 |
| Durham | East Durham | US-70 | W OF SR 1906 | 31,000 | E | 31,000 | E | 37,000 | F | 36,000 | F | 39,000 | F | Declined to E or F | 63 |
| Durham | East Durham | US-70 | E OF S MINERAL SPRINGS RD | 30,000 | E | 29,000 | E | 36,000 | F | 34,000 | F | 37,000 | F | Declined to E or F | 69 |
| Durham | East Durham | US-70 | S OF SYNN RD | 35,000 | F | 36,000 | F | 45,000 | F | 40,000 | F | 35,870 | F | No Chanae | 76 |
| Durham | East Durham | US-70 | E OF PAGE ROAD EXT | 27,000 | D | 29,000 | E | 32,000 | F | 32,000 | F | 32,000 | F | Declined to E or F | 83 |
| Durham | East Durham | US-70 | E OF PAGE ROAD EXT | - | | 26,000 | D | 28,000 | D | 30,000 |
E | 31,000 | E | Declined to E or F | 86 |
| Orange | Hillsborough | US-70 | W OF US-70 BR | 11.000 | С | 12.000 | C | 11.000 | C | 9,400 | B | 13.000 | | Declined, Still D or better | 296 |
| Orange | Hillsborough | US-70 | W OF PLEASANT GREEN RD | - | 5 | 13,000 | D | 14,000 | E | 14.000 | E | 13,000 | D | No Change | 296 |
| Orange | Hillsborough | US-70 | N OF ST MARYS RD | - | | - | 5 | 11,000 | C | - | - | 12,770 | | Declined, Still D or better | 328 |
| Orange | Hillsborough | US-70 | W OF LAWRENCE RD | 13,000 | D | 11,000 | С | 11,000 | C | 11,000 | С | 12,000 | C | Improved | 333 |
| Orange | Hillsborough | US-70 | E OF NC-86 | 12,000 | C | 12,000 | C | 11,000 | C | 11,000 | C | 11.000 | C | No Change | 369 |
| Orange | Hillsborough | US-70 | E OF LAWRENCE RD | 9,400 | B | 9,400 | B | 9,300 | B | 9,300 | B | 10,490 | B | No Change | 414 |
| Orange | Hillsborough | US-70 | W OF LLOYDS DAIRY RD | 3,800 | A | 3,900 | A | 3,700 | Δ | 3,600 | A | 4,600 | A | No Change | 734 |
| | Hillsborough | US-70 | E OF EFLAND-CEDAR GRVOE RD | 4,500 | A | 4,400 | A | 4,100 | A | 4,200 | A | 4,600 | A | No Change | 757 |
| Orange | 0 | US-70
US-70 | | 4,500 | | 4,400 | | 4,100 | A
C | 4,200 | A
C | 4,400 | | 0 | 1020 |
| Durham | Downtown Durham | | N OF HOLLOWAY ST | - 41,000 | A | | B | | A | | - | - | | Declined, Still D or better | |
| Durham | Downtown Durham | US-70 | E OF HARDEE ST | | ٨ | 19,000 | A | 49,000 | | 55,000 | A | | | No Change | |
| Orange | Hillsborough | US-70 BR | W OF ENO TLPK | 7,000 | A | 6,800 | A | 6,300 | A | 6,600 | A | 7,000 | A | No Change | 595 |

| | | | | | | 1.00 | | | | | | 1.00 | | 100 | | Volume |
|--------|-----------------|--------|------------------|---------------------------------|----------------|-------------|----------------|-------------|----------------|-------------|----------------|-------------|----------------|-------------|-----------------------------|--------------|
| County | Subarea | Drofis | Route | Location | Volume
2009 | LOS
2009 | Volume
2011 | LOS
2011 | Volume
2013 | LOS
2013 | Volume
2015 | LOS
2015 | Volume
2017 | LOS
2017 | LOS Change | Rank
2017 |
| Orange | Hillsborough | PIERD | US-70 BR | E OF NC-86 | 5,900 | 2005 | 6,700 | Δ | 5,500 | Δ | 6,000 | Δ | 7.000 | 2017
A | No Change | 595 |
| Orange | Hillsborough | | US-70 BR | E OF LAWRENCE RD | 2,300 | Δ | 2,500 | A | 2,400 | Δ | 2,500 | Δ | 3,200 | A | No Change | 822 |
| Durham | North Durham | | VALLEY SPRING RD | W OF ROSE OF SHARON RD | 540 | A | 750 | A | 560 | A | 550 | A | 590 | A | No Change | 993 |
| Durham | Downtown Durham | | VICKERS AVE | S OF PARKER ST | 4,400 | A | 4.200 | A | 4.700 | A | 4.800 | A | 4,500 | A | No Change | 743 |
| Durham | Downtown Durham | | VICKERS AVE | S OF MOREHEAD AVE | 3,900 | A | 3,800 | A | 3,800 | A | 4,200 | A | 3,900 | A | No Change | 785 |
| Durham | East Durham | | WAKE FOREST HWY | W OF S MINERAL SPRINGS RD | - | | 16,000 | A | 19,000 | В | 18,000 | A | 19,000 | В | Declined, Still D or better | 179 |
| Durham | East Durham | | WAKE FOREST HWY | W OF CLAYTON RD | - | | 15,000 | А | 18,000 | А | 17,000 | А | 17,000 | A | No Change | 207 |
| Durham | East Durham | | WAKE FOREST HWY | E OF OAK GROVE PKWY | - | | 11,000 | A | 12,000 | A | 12,000 | A | 15,000 | A | No Change | 255 |
| Durham | East Durham | | WAKE FOREST HWY | W OF BAPTIST RD | 11,000 | С | 12,000 | С | 12,000 | С | 15,000 | E | 15,000 | E | Declined to E or F | 255 |
| Orange | Hillsborough | | WALTER CLARK DR | W OF NC-86 | 710 | A | 740 | A | 830 | A | 610 | A | 720 | A | No Change | 982 |
| Orange | Hillsborough | | WASHINGTON DR | W OF LAWRENCE RD | 310 | А | 320 | A | 320 | А | 320 | A | 290 | А | No Change | 1013 |
| Durham | North Durham | | WASHINGTON ST | N OF CLUB BLVD | - | | - | | 2,000 | A | 1,980 | Α | - | | No Change | 1028 |
| Durham | Downtown Durham | | WATTS ST | N OF MARKHAM AVE | 1,200 | А | 1,100 | Α | 1,200 | Α | 1,400 | A | 1,200 | А | No Change | 953 |
| Durham | Downtown Durham | | WATTS ST | S OF LAMOND AVE | 410 | А | - | | 540 | Α | - | | 780 | А | No Change | 978 |
| Durham | Downtown Durham | | WATTS ST | N OF TRINITY AVE | 680 | А | 690 | A | 770 | A | 780 | A | 620 | А | No Change | 990 |
| Orange | Chapel Hill | | WEAVER DAIRY RD | E OF MARTIN LUTHER KING JR BLVD | 12,000 | С | - | | 13,000 | D | 13,000 | D | 13,000 | D | Declined, Still D or better | 296 |
| Orange | Chapel Hill | | WEAVER DIARY RD | N OF ERWIN RD | 11,000 | С | 11,000 | С | 10,000 | В | - | | 4,400 | А | Improved | 757 |
| Orange | Carrboro | E | WEAVER ST | N OF E MAIN ST | 9,300 | А | - | | 9,200 | A | 9,100 | A | 8,300 | А | No Change | 533 |
| Orange | Carrboro | W | WEAVER ST | W OF N GREENSBORO ST | 6,900 | А | - | | 6,500 | A | 7,000 | A | 6,500 | А | No Change | 622 |
| Durham | Downtown Durham | | WESTGATE DR | N OF UNIVERSITY DR | 8,200 | А | 7,500 | A | 7,700 | A | 8,300 | A | 8,300 | А | No Change | 533 |
| Orange | Chapel Hill | | WHITFIELD RD | W OF ERWIN RD | 5,200 | A | 4,700 | A | 4,200 | A | 4,100 | A | 4,600 | А | No Change | 734 |
| Orange | Chapel Hill | | WHITFIELD RD | E OF NC-86 | 4,000 | А | 4,000 | A | 3,800 | А | 3,600 | A | 3,900 | А | No Change | 785 |
| Orange | Chapel Hill | | WILLOW DR | W OF FORDHAM DR | - | | - | | 7,200 | A | 5,700 | A | 7,900 | А | No Change | 555 |
| Orange | Chapel Hill | | WILLOW DR | E OF HICKORY DR | 2,500 | A | 2,300 | А | 2,400 | A | 2,300 | A | 2,400 | A | No Change | 877 |
| Durham | North Durham | | WINDOVER DR | N OF MASON RD | 290 | А | 250 | А | 260 | А | 280 | А | 260 | А | No Change | 1017 |
| Durham | Southpoint | E | WOODCROFT PKWY | E OF FAYETTEVILLE RD | - | | - | | 6,300 | A | 5,850 | A | 6,830 | А | No Change | 603 |
| Durham | Southpoint | W | WOODCROFT PKWY | E OF HOPE VALLEY RD | 8,500 | A | 8,100 | А | 8,600 | A | 8,800 | A | 8,800 | A | No Change | 502 |
| Orange | Hillsborough | | WORKMAN RD | E OF NC-86 | 920 | A | 800 | A | 900 | A | 980 | A | 770 | А | No Change | 979 |

APPENDIX B INTERSECTION LOS

| County | MPOID | Subarea | Prefix | Route | Location | AM LOS 05 | AM LOS 13 AM LOS | 3 17 AM Chang | PM LOS 05 | PM LOS 13 PM LOS 1 | 7 PM Change |
|--------|--------------|-----------------|--------|-------------------------|----------------------|-----------|------------------|------------------------------|-----------|--------------------|-------------------------------|
| Durham | 888790598735 | Downtown Durham | Ν | ALSTON AVE | E MAIN ST | No Data | A | A No Chang | e No Data | В | B No Change |
| Durham | 888855598607 | Downtown Durham | S | ALSTON AVE | ANGIER AVE | No Data | В | B No Chang | e No Data | В | C Declined, Still D or better |
| Durham | 888992598326 | Downtown Durham | S | ALSTON AVE | GANN ST | No Data | A | A No Chang | e No Data | A | A No Change |
| Durham | 889339597531 | Downtown Durham | S | ALSTON AVE | E LAWSON ST | No Data | A | C Declined, Still D or bette | r No Data | С | C No Change |
| Durham | 893021600005 | Downtown Durham | | ANDERSON ST | CAMPUS DR | No Data | A | B Declined, Still D or bette | r No Data | В | B No Change |
| Durham | 887784598210 | Downtown Durham | | ANGIER AVE | S DRIVER ST | No Data | А | B Declined, Still D or bette | r No Data | A | B Declined, Still D or better |
| Durham | 891587591736 | Southpoint | | BARBEE RD | E WOODCROFT PKY | No Data | С | C No Chang | e No Data | С | C No Change |
| Durham | 890276599474 | Downtown Durham | | BLACKWELL ST | W PETTIGREW ST | No Data | В | B No Chang | e No Data | В | B No Change |
| Durham | 890562599134 | Downtown Durham | | BLACKWELL ST | WILLARD ST | No Data | A | A No Chang | e No Data | No Data | A No Data |
| Durham | 891915601715 | Downtown Durham | | BROAD ST | W CLUB BLVD | No Data | В | B No Chang | e No Data | С | C No Change |
| Durham | 891952601175 | Downtown Durham | | BROAD ST | GREEN ST | No Data | A | A No Chang | e No Data | A | A No Change |
| Durham | 891961600995 | Downtown Durham | | BROAD ST | W MARKHAM AVE | No Data | А | A No Chang | e No Data | В | B No Change |
| Durham | 891214601145 | Downtown Durham | Ν | BUCHANAN BLVD | GREEN ST | No Data | A | A No Chang | e No Data | A | A No Change |
| Durham | 891230600967 | Downtown Durham | Ν | BUCHANAN BLVD | W MARKHAM AVE | No Data | А | A No Chang | e No Data | А | B Declined, Still D or better |
| Durham | 893681597443 | Downtown Durham | | CHAPEL HILL RD | W CORNWALLIS RD | No Data | A | B Declined, Still D or bette | r No Data | A | B Declined, Still D or better |
| Durham | 890660599699 | Downtown Durham | W | CHAPEL HILL ST | W PETTIGREW ST | No Data | А | A No Chang | e No Data | A | B Declined, Still D or better |
| Orange | 909940607540 | Hillsborough | Ν | CHURTON ST | E KING ST | No Data | В | B No Chang | e No Data | В | B No Change |
| Orange | 909947607703 | Hillsborough | Ν | CHURTON ST | E TRYON ST | No Data | А | B Declined, Still D or bette | r No Data | А | B Declined, Still D or better |
| Orange | 909932607332 | Hillsborough | S | CHURTON ST | NASH AND KOLLOCK ST | No Data | A | A No Chang | e No Data | A | B Declined, Still D or better |
| Orange | 909934607450 | Hillsborough | S | CHURTON ST | E MARGARET LN | No Data | A | B Declined, Still D or bette | r No Data | D | B Improved |
| Orange | 909936607032 | Hillsborough | S | CHURTON ST | NC-86 | No Data | A | B Declined, Still D or bette | r No Data | A | B Declined, Still D or better |
| Orange | 905578591316 | Chapel Hill | Ν | COLUMBIA ST | E FRANKLIN ST | С | А | C Declined, Still D or bette | r C | A | D Declined, Still D or better |
| Orange | 905298590869 | Chapel Hill | S | COLUMBIA ST | SOUTH RD | С | С | C No Chang | e C | С | C No Change |
| Orange | 905434591073 | Chapel Hill | S | COLUMBIA ST | W CAMERON AVE | С | D | D No Chang | e D | F | E Improved |
| Orange | 905698590205 | Chapel Hill | S | COLUMBIA ST | WESTWOOD DR | В | В | C Declined, Still D or bette | r C | No Data | C No Change |
| Orange | 905782589452 | Chapel Hill | S | COLUMBIA ST | NC-54 WB RAMPS | С | В | C Declined, Still D or bette | r B | D | F Declined to E or F |
| Durham | 888614593071 | Downtown Durham | E | CORNWALLIS RD | S ALSTON AVE | No Data | В | C Declined, Still D or bette | r No Data | В | C Declined, Still D or better |
| Durham | 891938596533 | Downtown Durham | W | CORNWALLIS RD | S ROXBORO ST | No Data | В | B No Chang | e No Data | В | B No Change |
| Durham | 892885597099 | Downtown Durham | W | CORNWALLIS RD | UNIVERSITY DR | No Data | В | B No Chang | e No Data | В | B No Change |
| Durham | 886285587718 | Southpoint | | DAVIS DR | HOPSON RD | No Data | No Data | B No Dat | a No Data | В | C Declined, Still D or better |
| Durham | 890449605322 | North Durham | Ν | DUKE ST | HOLT SCHOOL RD | No Data | В | A Improve | d No Data | A | A No Change |
| Durham | 890537605117 | North Durham | Ν | DUKE ST | HORTON RD | No Data | В | C Declined, Still D or bette | r No Data | В | C Declined, Still D or better |
| Durham | 890557600988 | Downtown Durham | Ν | DUKE ST | W MARKHAM AVE | No Data | A | A No Chang | e No Data | A | B Declined, Still D or better |
| Durham | 890562600551 | Downtown Durham | Ν | DUKE ST | W TRINITY AVE | No Data | А | A No Chang | e No Data | В | B No Change |
| Durham | 890581604742 | North Durham | Ν | DUKE ST | FAIRFIELD RD | No Data | A | A No Chang | e No Data | A | A No Change |
| Durham | 890821599938 | Downtown Durham | Ν | DUKE ST | W MAIN ST | No Data | A | B Declined, Still D or bette | r No Data | В | B No Change |
| Durham | 893029599842 | Downtown Durham | | DUKE UNIVERSITY RD | ANDERSON ST | No Data | С | B Improve | d No Data | D | B Improved |
| Durham | 897694596149 | Downtown Durham | | DURHAM CHAPEL HILL BLVD | GARRETT RD | No Data | С | C No Chang | e No Data | С | C No Change |
| Durham | 899056595454 | Chapel Hill | | DURHAM CHAPEL HILL BLVD | SW DURHAM DR | No Data | В | C Declined, Still D or bette | r No Data | С | C No Change |
| Durham | 899444595280 | Chapel Hill | | DURHAM CHAPEL HILL BLVD | MT MORIAH RD | С | E | F Declined to E or | F C | E | E No Change |
| Durham | 899813595134 | Chapel Hill | | DURHAM CHAPEL HILL BLVD | I-40 WB RAMPS | С | С | C No Chang | e D | С | C No Change |
| Durham | 899986595055 | Chapel Hill | | DURHAM CHAPEL HILL BLVD | I-40 EB RAMPS | С | E | F Declined to E or | F B | E | E No Change |
| Orange | 900261594921 | Chapel Hill | | DURHAM CHAPEL HILL BLVD | EASTOWNE DR | F | F | C Improve | d F | E | C Improved |
| Durham | 892978600671 | Downtown Durham | | ERWIN RD | ANDERSON ST | No Data | С | C No Chang | e No Data | С | C No Change |
| Durham | 893401600786 | Downtown Durham | | ERWIN RD | TRENT DR | No Data | С | C No Chang | e No Data | С | C No Change |
| Durham | 893728600816 | Downtown Durham | | ERWIN RD | FULTON ST | No Data | С | C No Chang | e No Data | С | D Declined, Still D or better |
| Durham | 894264600884 | Downtown Durham | | ERWIN RD | RESEARCH DR | No Data | В | C Declined, Still D or bette | r No Data | С | D Declined, Still D or better |
| Durham | 894626600750 | Downtown Durham | | ERWIN RD | LASALLE ST | No Data | В | C Declined, Still D or bette | r No Data | В | B No Change |
| Durham | 895144600315 | Downtown Durham | | ERWIN RD | MORREENE RD | No Data | С | C No Chang | e No Data | С | C No Change |
| Durham | 892702592333 | Southpoint | | FAYETTEVILLE RD | W WOODCROFT PKY | No Data | D | D No Chang | e No Data | С | C No Change |
| Durham | 892877592066 | Southpoint | | FAYETTEVILLE RD | GENEVA DR | No Data | A | B Declined, Still D or bette | r No Data | В | B No Change |
| Durham | 893879590333 | Southpoint | | FAYETTEVILLE RD | SOUTHPOINT MALL BLVD | No Data | А | A No Chang | e No Data | В | B No Change |
| Durham | 893985590092 | Southpoint | | FAYETTEVILLE RD | RENAISSANCE PKWY | No Data | В | B No Chang | e No Data | С | C No Change |
| Durham | 890095597643 | Downtown Durham | | FAYETTEVILLE ST | E LAWSON ST | No Data | A | A No Chang | | В | B No Change |
| Durham | 890125597546 | Downtown Durham | | FAYETTEVILLE ST | BRANT ST | No Data | A | A No Chang | e No Data | A | A No Change |
| - | | | | | | | | 0 | | | 0 |

| County | MPOID | Subarea | Prefix | Route | Location | AM LOS 05 | AM LOS 13 | AM LOS 17 | AM Change | PM LOS 05 P | M LOS 13 | PM LOS 17 | PM Change |
|--------|--------------|-----------------|--------|-----------------|---------------------|-----------|-----------|-----------|-----------------------------|-------------|----------|-----------|-----------------------------|
| Durham | 890534595263 | Downtown Durham | | FAYETTEVILLE ST | COOK RD | No Data | A | A | No Change | No Data | A | В | Declined, Still D or better |
| Orange | 900718594715 | Chapel Hill | | FORDHAM BLVD | EASTOWNE DR | F | A | A | No Change | F | В | С | Declined, Still D or better |
| Orange | 901260594470 | Chapel Hill | | FORDHAM BLVD | SAVE RD | F | D | D | No Change | F | D | D | No Change |
| Orange | 901810594204 | Chapel Hill | | FORDHAM BLVD | EUROPA DR | F | В | В | No Change | F | В | В | No Change |
| Orange | 901833594225 | Chapel Hill | | FORDHAM BLVD | ERWIN RD | No Data | С | С | No Change | No Data | В | С | Declined, Still D or better |
| Orange | 902354593629 | Chapel Hill | | FORDHAM BLVD | EPHESUS CHURCH RD | F | F | С | Improved | F | E | D | Improved |
| Orange | 902393593248 | Chapel Hill | | FORDHAM BLVD | ELLIOTT RD EXT | С | С | В | Improved | С | С | В | Improved |
| Orange | 902411593032 | Chapel Hill | | FORDHAM BLVD | WILLOW DR | A | D | В | Improved | В | D | С | Improved |
| Orange | 902480592502 | Chapel Hill | | FORDHAM BLVD | ESTES DR | F | D | С | Improved | F | D | D | No Change |
| Orange | 903293590142 | Chapel Hill | | FORDHAM BLVD | OLD MASON FARM RD | С | D | F | Declined to E or F | С | С | F | Declined to E or F |
| Orange | 903609589847 | Chapel Hill | | FORDHAM BLVD | MANNING DR | С | F | С | Improved | F | E | F | Declined to E or F |
| Orange | 902657593658 | Chapel Hill | E | FRANKLIN ST | EPHESUS CHURCH RD | A | F | A | Improved | A | E | A | Improved |
| Orange | 902940593499 | Chapel Hill | E | FRANKLIN ST | ELLIOTT RD EXT | С | D | В | Improved | С | D | E | Declined to E or F |
| Orange | 903428592929 | Chapel Hill | E | FRANKLIN ST | N ESTES DR | E | F | D | Improved | E | F | E | Improved |
| Orange | 904587591694 | Chapel Hill | E | FRANKLIN ST | N BOUNDARY ST | А | A | A | No Change | A | A | A | No Change |
| Orange | 905288591428 | Chapel Hill | E | FRANKLIN ST | HENDERSON ST | A | A | No Data | No Change | A | A | No Data | No Change |
| Orange | 905952591171 | Chapel Hill | W | FRANKLIN ST | MALLETTE ST | А | A | No Data | No Change | А | A | No Data | No Change |
| Orange | 906421590988 | Chapel Hill | W | FRANKLIN ST | N GRAHAM ST | D | A | No Data | Improved | D | A | No Data | Improved |
| Orange | 906506590967 | Chapel Hill | W | FRANKLIN ST | N MERRITT MILL RD | С | A | No Data | Improved | F | A | No Data | Improved |
| Durham | 893728600922 | Downtown Durham | | FULTON ST | ELBA ST | No Data | С | С | No Change | No Data | С | С | No Change |
| Durham | 896033592856 | Southpoint | | GARRETT RD | TROTTER RIDGE RD | No Data | A | A | No Change | No Data | В | В | No Change |
| Orange | 907228591112 | Carrboro | Ν | GREENSBORO ST | E WEAVER ST | В | С | С | No Change | D | С | D | Declined, Still D or better |
| Orange | 907504591753 | Carrboro | Ν | GREENSBORO ST | ESTES DR | Α | В | No Data | Declined, Still D or better | В | С | No Data | Declined, Still D or better |
| Orange | 907310590159 | Carrboro | S | GREENSBORO ST | MERRITT MILL RD | А | E | С | Improved | А | В | D | Declined, Still D or better |
| Durham | 890828601690 | Downtown Durham | Ν | GREGSON ST | W CLUB BLVD | No Data | В | A | Improved | No Data | В | С | Declined, Still D or better |
| Durham | 890924600002 | Downtown Durham | Ν | GREGSON ST | W MAIN ST | No Data | В | A | Improved | No Data | В | В | No Change |
| Durham | 891186601694 | Downtown Durham | | GUESS RD | W CLUB BLVD | No Data | В | В | No Change | No Data | E | В | Improved |
| Durham | 892798603065 | North Durham | | GUESS RD | N POINTE DR | No Data | В | В | No Change | No Data | С | С | No Change |
| Durham | 892916605749 | North Durham | | GUESS RD | HORTON RD | No Data | С | С | No Change | No Data | С | С | No Change |
| Durham | 892950603780 | North Durham | | GUESS RD | CARVER ST | No Data | С | С | No Change | No Data | С | С | No Change |
| Durham | 893171608315 | North Durham | | GUESS RD | UMSTEAD RD | No Data | С | В | Improved | No Data | С | С | No Change |
| Durham | 893574603124 | North Durham | | HILLANDALE RD | BERTLAND AVE | No Data | В | В | No Change | No Data | В | В | No Change |
| Durham | 893585602919 | North Durham | | HILLANDALE RD | I-85 SB RAMPS | No Data | В | A | Improved | No Data | В | В | No Change |
| Durham | 893587602813 | Downtown Durham | | HILLANDALE RD | I-85 NB RAMPS | No Data | С | В | Improved | No Data | В | В | No Change |
| Durham | 893611602159 | Downtown Durham | | HILLANDALE RD | SPRUNT AVE | No Data | A | A | No Change | No Data | A | В | Declined, Still D or better |
| Durham | 893631601784 | Downtown Durham | | HILLANDALE RD | W CLUB BLVD | No Data | A | В | Declined, Still D or better | No Data | A | В | Declined, Still D or better |
| Durham | 893529601539 | Downtown Durham | | HILLSBOROUGH RD | W MAIN ST | No Data | A | А | No Change | No Data | A | A | No Change |
| Durham | 898158603274 | Downtown Durham | | HILLSBOROUGH RD | SPARGER RD | No Data | В | В | No Change | No Data | A | В | Declined, Still D or better |
| Orange | 910189593362 | Carrboro | | HILLSBOROUGH RD | OLD FAYETTEVILLE RD | В | A | В | Declined, Still D or better | В | A | В | Declined, Still D or better |
| Orange | 910941594273 | Carrboro | | HILLSBOROUGH RD | HOMESTEAD RD | С | В | D | Declined, Still D or better | В | С | С | No Change |
| Durham | 884364598678 | East Durham | | HOLLOWAY ST | LYNN RD | No Data | В | В | No Change | No Data | С | В | Improved |
| Durham | 885806599014 | East Durham | | HOLLOWAY ST | JUNCTION RD | No Data | A | В | Declined, Still D or better | No Data | A | A | No Change |
| Durham | 885955599048 | East Durham | | HOLLOWAY ST | HOOVER RD | No Data | A | A | No Change | No Data | A | В | Declined, Still D or better |
| Durham | 886221599110 | East Durham | | HOLLOWAY ST | US-70 WB RAMPS | No Data | A | A | No Change | No Data | A | A | No Change |
| Durham | 886382599147 | Downtown Durham | | HOLLOWAY ST | US-70 EB RAMPS | No Data | A | A | No Change | No Data | A | В | Declined, Still D or better |
| Durham | 886577599191 | Downtown Durham | | HOLLOWAY ST | HARDEE ST | No Data | A | A | No Change | No Data | A | A | No Change |
| Durham | 886920599273 | Downtown Durham | | HOLLOWAY ST | N MIAMI BLVD | No Data | D | С | Improved | No Data | С | D | Declined, Still D or better |
| Durham | 887055599304 | Downtown Durham | | HOLLOWAY ST | RAYNOR ST | No Data | В | A | Improved | No Data | В | A | Improved |
| Durham | 888177599446 | Downtown Durham | | HOLLOWAY ST | N HYDE PARK AVE | No Data | A | A | No Change | No Data | A | А | No Change |
| Durham | 888595599453 | Downtown Durham | | HOLLOWAY ST | N ALSTON AVE | No Data | В | В | No Change | No Data | С | С | No Change |
| Orange | 908312594723 | Chapel Hill | | HOMESTEAD RD | HIGH SCHOOL RD | D | А | No Data | Improved | E | A | No Data | Improved |
| Durham | 895679592279 | Southpoint | | HOPE VALLEY RD | W WOODCROFT PKY | No Data | A | В | Declined, Still D or better | No Data | A | В | Declined, Still D or better |
| Durham | 895972592024 | Southpoint | | HOPE VALLEY RD | GARRETT RD | No Data | С | С | No Change | No Data | С | D | Declined, Still D or better |
| Orange | 908555590604 | Carrboro | | JONES FERRY RD | NC54 RAMP | A | В | В | No Change | A | В | В | No Change |
| Orange | 908856590509 | Carrboro | | JONES FERRY RD | WILLOW CREEK S/C | А | A | A | No Change | A | A | А | No Change |
| | | | | | | | | | | | | | |

Red highlighting indicates LOS E or F; Orange highlighting indicates declining LOS, but still D or better; Green highlighting indicates improving LOS

| County | MPOID | Subarea | Prefix | Route | Location | AM LOS 05 | AM LOS 13 AM LOS | 17 | AM Change | PM LOS 05 P | PM LOS 13 | PM LOS 17 | PM Change |
|---------|--------------|-----------------|--------|--------------------------------|---|-----------|------------------|------------------|----------------|-------------|-----------|-----------|-----------------------------|
| Orange | 906740591087 | Chapel Hill | Е | MAIN ST | W ROSEMARY ST | A | С | В | Improved | A | С | С | No Change |
| Orange | 906908591072 | Chapel Hill | E | MAIN ST | LLOYD ST | А | А | Α | No Change | А | A | В | Declined, Still D or better |
| Orange | 907011591057 | Carrboro | E | MAIN ST | E WEAVER ST | С | С | В | Improved | D | С | С | No Change |
| Orange | 907227591032 | Carrboro | E | MAIN ST | N GREENSBORO ST | В | В | C Declined, Sti | | В | В | С | Declined, Still D or better |
| Durham | 890186599570 | Downtown Durham | W | MAIN ST | N CORCORAN ST | No Data | A | B Declined, Sti | II D or better | No Data | A | В | Declined, Still D or better |
| Durham | 890417599696 | Downtown Durham | W | MAIN ST | W CHAPEL HILL ST | No Data | В | B | No Change | No Data | С | В | Improved |
| Durham | 891294600225 | Downtown Durham | W | MAIN ST | BUCHANAN BLVD | No Data | В | C Declined, Sti | | No Data | В | С | Declined, Still D or better |
| Durham | 891989600593 | Downtown Durham | W | MAIN ST | SWIFT AVE | No Data | C | C | No Change | No Data | C | C | No Change |
| Durham | 892223600651 | Downtown Durham | W | MAIN ST | 9TH ST | No Data | F | C | Improved | No Data | E | D | Improved |
| Orange | 907512590998 | Carrboro | W | MAIN ST | JONES FERRY RD | В | B | B | No Change | B | B | A | Improved |
| Orange | 907656591119 | Carrboro | W | MAIN ST | W WEAVER ST | A | C | B | Improved | C | D | C | Improved |
| Durham | 889849599758 | Downtown Durham | N | MANGUM ST | W MORGAN ST | No Data | B | B | No Change | No Data | B | B | No Change |
| Durham | 889903599693 | Downtown Durham | N | MANGUM ST | E CHAPEL HILL ST | No Data | A | B Declined, Sti | 0 | No Data | B | | Declined, Still D or better |
| Durham | 890019599556 | Downtown Durham | N | MANGUM ST | E PARRISH ST | No Data | A | A | No Change | No Data | B | A | Improved |
| Durham | 890065599503 | Downtown Durham | N | MANGUM ST | W MAIN ST | No Data | A | A | No Change | No Data | B | B | No Change |
| Durham | 890119599439 | Downtown Durham | S | MANGUM ST | RAMSEUR ST | No Data | A | B Declined, Sti | 0 | No Data | B | B | No Change |
| Durham | 890143599398 | Downtown Durham | S | MANGUM ST | PETTIGREW ST | No Data | A | B Declined, Sti | | No Data | A | | Declined, Still D or better |
| Orange | 904434590367 | Chapel Hill | 5 | MANNING DR | RIDGE RD | B | C | C Decimed, Si | No Change | B | D | C | Improved |
| Orange | 905038590301 | Chapel Hill | | MANNING DR | EAST DR | B | A | B Declined, Sti | 0 | B | C | | Declined, Still D or better |
| Orange | 905264590374 | Chapel Hill | | MANNING DR | WEST DR | A | A | A Declineu, Sil | No Change | A | A | A | No Change |
| • | 905749596117 | Chapel Hill | | MARTIN LUTHER KING JR BLV | WESTMINISTER DR | A | A | B Declined, Sti | 0 | A | B | | Declined, Still D or better |
| Orange | 905836594952 | Chapel Hill | | MARTIN LUTHER KING JR BLV | HOMESTEAD RD | B | C | C Declineu, Sil | No Change | B | C | C | No Change |
| Orange | | | | | | В | C | - | 0 | B | C | - | U |
| Orange | 900924590588 | Chapel Hill | | MEADOWMONT LN
MEADOWMONT LN | W BARBEE CHAPEL RD
MEADOWMONT VILLAGE CIRCLE | - | | B Declined, Sti | | 8 | | | Declined, Still D or better |
| Orange | 901000590365 | Chapel Hill | S | | | | AB | AB | No Change | C | A | A | No Change |
| Orange | 906390590705 | Chapel Hill | - | MERRITT MILL RD | W CAMERON AVE | A | | | No Change | - | B | | Declined, Still D or better |
| Durham | 883793594563 | East Durham | S | MIAMI BLVD | ANGIER AVE | No Data | E | D Dealline d Oli | Improved | No Data | C | С | No Change |
| Durham | 883857594242 | East Durham | S | MIAMI BLVD | ELLIS RD | No Data | A | C Declined, Sti | | No Data | A | | Declined, Still D or better |
| Durham | 884904596993 | East Durham | S | MIAMI BLVD | LYNN RD | No Data | D | C | Improved | No Data | C | | Declined, Still D or better |
| Durham | 885524597685 | Downtown Durham | S | MIAMI BLVD | E END AVE | No Data | D | | ned to E or F | No Data | E | E | No Change |
| Orange | 905408592506 | Chapel Hill | | MLK BLVD | UMSTEAD DR | A | D | В | Improved | В | А | | Declined, Still D or better |
| Orange | 905611593522 | Chapel Hill | | MLK BLVD | N ESTES DR | В | D | | ned to E or F | С | D | F | |
| Orange | 905697593931 | Chapel Hill | | MLK BLVD | PINEY MOUNTAIN RD | В | A | B Declined, Sti | | D | В | A | Improved |
| Orange | 905833594623 | Chapel Hill | | MLK BLVD | NORTHFIELD DR | В | A | A | No Change | В | A | A | No Change |
| Orange | 905841596405 | Chapel Hill | | MLK BLVD | WEAVER DAIRY RD | С | D | С | Improved | E | D | D | No Change |
| Orange | 905910596609 | Chapel Hill | | MLK BLVD | PERKINS DR | A | A | B Declined, Sti | | В | В | В | No Change |
| Orange | 906090596876 | Chapel Hill | | MLK BLVD | EUBANKS RD | A | E | D | Improved | A | F | С | Improved |
| Orange | 906170596973 | Chapel Hill | | MLK BLVD | I-40 EB RAMPS | A | D | | ned to E or F | В | В | В | No Change |
| Durham | 890691593963 | Southpoint | | MLK PKWY | FAYETTEVILLE ST | No Data | D | D | No Change | No Data | D | D | No Change |
| Durham | 893406595783 | Downtown Durham | | MLK PKWY | HOPE VALLEY RD | No Data | D | С | Improved | No Data | E | D | Improved |
| Durham | 895553596086 | Downtown Durham | | MLK PKWY | SHANNON RD | No Data | В | В | No Change | No Data | В | В | No Change |
| Durham | 896138596166 | Downtown Durham | | MLK PKWY | UNIVERSITY DR | No Data | D | С | Improved | No Data | С | С | No Change |
| Durham | 890167599815 | Downtown Durham | W | MORGAN ST | FOSTER ST | No Data | A | A | No Change | No Data | A | A | No Change |
| Durham | 890377599818 | Downtown Durham | W | MORGAN ST | MORRIS ST | No Data | В | Α | Improved | No Data | В | В | No Change |
| Durham | 890852600078 | Downtown Durham | W | MORGAN ST | N GREGSON ST | No Data | A | А | No Change | No Data | В | В | No Change |
| Durham | 895463600969 | Downtown Durham | | MORREENE RD | CAMPUS WALK AVE | No Data | A | A | No Change | No Data | A | В | Declined, Still D or better |
| Durham | 895586601239 | Downtown Durham | | MORRENE RD | US-15-501 SB RAMPS | No Data | F | С | Improved | No Data | F | С | Improved |
| Durham | 893633601356 | Downtown Durham | | NC-147 | FULTON ST | No Data | С | С | No Change | No Data | С | С | No Change |
| Durham | 886220589084 | Southpoint | | NC-54 | DAVIS DR | No Data | В | C Declined, Sti | II D or better | No Data | No Data | D | No Data |
| Durham | 893476591072 | Southpoint | | NC-54 | FAYETTEVILLE RD | No Data | E | D | Improved | No Data | F | D | Improved |
| Durham | 894068591112 | Southpoint | | NC-54 | HIGHGATE DR | No Data | В | В | No Change | No Data | В | В | No Change |
| Durham | 896136591885 | Southpoint | | NC-54 | NC-751 | No Data | D | С | Improved | No Data | D | D | No Change |
| Durham | 900739590166 | Chapel Hill | | NC-54 | BARBEE CHAPEL RD | В | С | D Declined, Sti | | В | D | D | No Change |
| Orange | 901058590280 | Chapel Hill | | NC-54 | MEADOWMONT LN | F | B | B | No Change | C | E | D | Improved |
| Orange | 901632590528 | Chapel Hill | | NC-54 | W BARBEE CHAPEL RD | A | A | A | No Change | A | C | C | No Change |
| Orange | 909177591266 | Carrboro | | NC-54 | W POPLAR AVE | A | A | A | No Change | A | A | A | No Change |
| Sidiigo | 300177001200 | 00110010 | | | | 11 | ~ | | . to onunge | ~ | ~ | A | no onunge |

| County | MPOID | Subarea | Prefix | Route | Location | AM LOS 05 | AM LOS 13 AM LOS 1 | 7 AM Change | PM LOS 05 P | M LOS 13 PM LOS 17 | PM Change |
|--------|--------------|-----------------|--------|---------------------|--------------------------|-----------|--------------------|-------------------------------|-------------|--------------------|-----------------------------|
| Orange | 909419591756 | Carrboro | | NC-54 | W MAIN ST | A | A | C Declined, Still D or better | А | A D | Declined, Still D or better |
| Orange | 909931591940 | Carrboro | | NC-54 | OLD FAYETTEVILLE RD | Α | В | E Declined to E or F | В | BE | Declined to E or F |
| Durham | 888811593366 | Downtown Durham | | NC-55 | E CORNWALLIS RD | No Data | D | E Declined to E or F | No Data | D D | No Change |
| Durham | 888852593123 | Southpoint | | NC-55 | MLK PKWY | No Data | С | B Improved | No Data | B B | No Change |
| Durham | 889147591529 | Southpoint | | NC-55 | CARPENTER FLETCHER RD | No Data | В | C Declined, Still D or better | No Data | B C | Declined, Still D or better |
| Durham | 889483597101 | Downtown Durham | | NC-55 | CECIL ST | No Data | А | B Declined, Still D or better | No Data | B B | No Change |
| Orange | 906339597264 | Chapel Hill | | NC-86 | I-40 WB RAMPS | В | С | C No Change | F | C D | Declined, Still D or better |
| Durham | 896891594840 | Southpoint | | OLD CHAPEL HILL RD | GARRETT RD | No Data | D | C Improved | No Data | C D | Declined, Still D or better |
| Orange | 909114590374 | Carrboro | S | OLD FAYETTEVILLE RD | JONES FERRY RD | A | A | B Declined, Still D or better | A | A B | Declined, Still D or better |
| Orange | 901886590631 | Chapel Hill | | RALEIGH RD | FINLEY GOLF COURSE RD | С | D | A Improved | С | B B | No Change |
| Orange | 902381590805 | Chapel Hill | | RALEIGH RD | N HAMILTON RD | A | С | C No Change | A | C B | Improved |
| Durham | 888984602346 | North Durham | Ν | ROXBORO ST | E LAVENDER AVE | No Data | A | A No Change | No Data | A A | No Change |
| Durham | 888994601962 | North Durham | Ν | ROXBORO ST | E CLUB BLVD | No Data | С | C No Change | No Data | C C | No Change |
| Durham | 889227603490 | North Durham | Ν | ROXBORO ST | OLD OXFORD RD | No Data | С | B Improved | No Data | B C | Declined, Still D or better |
| Durham | 889354603577 | North Durham | Ν | ROXBORO ST | HEWITT ST | No Data | А | A No Change | No Data | A A | No Change |
| Durham | 889687599557 | Downtown Durham | Ν | ROXBORO ST | HOLLOWAY ST | No Data | А | B Declined, Still D or better | No Data | A B | Declined, Still D or better |
| Durham | 889737599492 | Downtown Durham | Ν | ROXBORO ST | CHAPEL HILL-LIBERTY CONN | No Data | A | A No Change | No Data | A A | No Change |
| Durham | 889839599373 | Downtown Durham | Ν | ROXBORO ST | E MAIN ST | No Data | В | B No Change | No Data | F C | Improved |
| Durham | 890358605106 | North Durham | Ν | ROXBORO ST | HORTON RD | No Data | В | B No Change | No Data | B B | No Change |
| Durham | 890717606783 | North Durham | Ν | ROXBORO ST | SEVEN OAKS RD | No Data | В | A Improved | No Data | C A | Improved |
| Durham | 891000607730 | North Durham | Ν | ROXBORO ST | LATTA RD | No Data | С | D Declined, Still D or better | No Data | DE | Declined to E or F |
| Durham | 895507596828 | Downtown Durham | | SHANNON RD | AUTO DR | No Data | А | A No Change | No Data | B A | Improved |
| Orange | 907367590069 | Carrboro | | SMITH LEVEL RD | NC-54 RAMPS | А | В | C Declined, Still D or better | В | B B | No Change |
| Orange | 907398590021 | Carrboro | | SMITH LEVEL RD | PUBLIC WORKS DR | Α | С | F Declined to E or F | А | B B | No Change |
| Orange | 907639589544 | Carrboro | | SMITH LEVEL RD | BPW'S CLUB RD | A | В | C Declined, Still D or better | В | B C | Declined, Still D or better |
| Orange | 907722589389 | Chapel Hill | | SMITH LEVEL RD | CULBRETH RD | F | В | C Declined, Still D or better | D | C B | Improved |
| Orange | 904169591089 | Chapel Hill | | SOUTH RD | COUNTRY CLUB RD | В | С | C No Change | С | C C | No Change |
| Orange | 904664590993 | Chapel Hill | | SOUTH RD | RALEIGH ST | В | A | C Declined, Still D or better | A | A A | No Change |
| Orange | 905056590862 | Chapel Hill | | SOUTH RD | BELL TOWER DR | В | F | A Improved | В | E C | Improved |
| Durham | 884665592409 | East Durham | | TW ALEXANDER DR | S MIAMI BLVD | No Data | F | E Improved | No Data | No Data E | No Data |
| Durham | 885934592439 | East Durham | | TW ALEXANDER DR | NC-147 SB RAMPS | No Data | С | B Improved | No Data | B B | No Change |
| Durham | 886144592441 | Southpoint | | TW ALEXANDER DR | NC-147 SB RAMPS | No Data | F | C Improved | No Data | F C | Improved |
| Durham | 890947598614 | Downtown Durham | | UNIVERSITY DR | S DUKE ST | No Data | A | A No Change | No Data | B B | No Change |
| Durham | 891203598393 | Downtown Durham | | UNIVERSITY DR | VICKERS AVE | No Data | В | B No Change | No Data | C D | Declined, Still D or better |
| Durham | 893243597016 | Downtown Durham | | UNIVERSITY DR | HOPE VALLEY RD | No Data | В | C Declined, Still D or better | No Data | B D | Declined, Still D or better |
| Orange | 905767589289 | Chapel Hill | | US-15 | NC-54 EB RAMPS | В | С | D Declined, Still D or better | С | A D | Declined, Still D or better |
| Orange | 905942589135 | Chapel Hill | | US-15 | CULBRETH RD | С | E | F Declined to E or F | С | C D | Declined, Still D or better |
| Orange | 906392587908 | Chapel Hill | | US-15 | MARKET ST | В | С | C No Change | D | CE | Declined to E or F |
| Durham | 881339593507 | East Durham | | US-70 | LEESVILLE RD | No Data | А | C Declined, Still D or better | No Data | B C | Declined, Still D or better |
| Durham | 884684596561 | East Durham | | US-70 | PLEASANT DR | No Data | С | C No Change | No Data | B C | Declined, Still D or better |

A PPENDIX C TRAVEL TIME RELIABILITY

| | | | | | AM Hou | rs | Midday H | lours | PM Ho | urs | Offpeak l | Hours | Weekend | Hours |
|--------|--------|-------------------------------------|-------------------------------|-----------------------------|--------|------|----------|-------|-------------|---------|-----------|-------|---------|-------|
| RTS ID | Prefix | Route | From | То | 2015 | 2017 | 2015 | 2017 | 2015 | 2017 | 2015 | 2017 | 2015 | 2017 |
| 1 | | Academy Rd / Cameron Blvd | University Dr | Erwin Rd | 1.28 | 1.13 | 1.24 | 1.06 | 1.29 | 1.09 | 1.24 | 1.14 | 1.28 | 1.06 |
| 2 | | Anderson St / 15th St | Duke University Rd | Hillsborough Rd | 1.35 | 1.12 | 1.33 | 1.08 | 1.40 | 1.13 | 1.32 | 1.18 | 1.36 | 1.08 |
| 3 | | Angier Ave | Alston Ave | US 70 | 1.46 | 1.12 | 1.45 | 1.08 | 1.44 | 1.07 | 1.58 | 1.18 | 1.44 | 1.06 |
| 4 | S | Briggs Ave | Riddle Rd | Pettigrew St | 1.24 | 1.08 | 1.28 | 1.08 | 1.30 | 1.06 | 1.37 | 1.11 | 1.29 | 1.05 |
| 5 | | Swift Ave / Broad St | Duke University Rd | Carver St | 1.37 | 1.20 | 1.40 | 1.11 | 1.48 | 1.12 | 1.39 | 1.23 | 1.43 | 1.10 |
| 6 | | Carver St | Rose of Sharon Rd | Danube Ln | 1.40 | 1.10 | 1.41 | 1.06 | 1.49 | 1.06 | 1.50 | 1.17 | 1.56 | 1.03 |
| 7 | | Durham Chapel Hill Blvd | I-40 EB Ramps | University Rd | 1.30 | 1.16 | 1.31 | 1.13 | 1.38 | 1.14 | 1.50 | 1.17 | 1.43 | 1.15 |
| 8 | | Churton St | I-85 NB Ramps | US 70 (Cornelius St) | 1.49 | 1.15 | 1.51 | 1.18 | 1.66 | 1.15 | 1.42 | 1.15 | 1.48 | 1.13 |
| 9 | | Club Blvd | N Buchanan Blvd / Guess Rd | N Roxboro St | 1.63 | 1.16 | 1.37 | 1.08 | 1.45 | 1.09 | 1.50 | 1.35 | 1.66 | 1.11 |
| 10 | | Cole Mill Rd | Hillsborough Rd | Umstead Rd | 1.26 | 1.08 | 1.25 | 1.06 | 1.24 | 1.05 | 1.26 | 1.10 | 1.25 | 1.03 |
| 11 | E | Cornwallis Rd | Fayetteville St | S Miami Blvd | 1.40 | 1.15 | 1.37 | 1.12 | 1.49 | 1.14 | 1.35 | 1.16 | 1.40 | 1.04 |
| 13 | - | Davis Dr | Durham / Wake County Line | Cornwallis Rd | 1.33 | 1.11 | 1.31 | 1.08 | 1.40 | 1.12 | 1.38 | 1.15 | 1.40 | 1.03 |
| 10 | | Duke St / N Roxboro Rd | University Dr | Durham / Person County Line | 1.19 | 1.09 | 1.18 | 1.00 | 1.42 | 1.11 | 1.19 | 1.10 | 1.19 | 1.00 |
| 15 | | Cameron Blvd / Erwin Rd | US 15-501 SB Ramps | W Main St | 1.42 | 1.14 | 1.39 | 1.11 | 1.48 | 1.11 | 1.32 | 1.14 | 1.40 | 1.13 |
| 16 | | Fayetteville St / Fayetteville | NC 751 | E Main St | 1.42 | 1.13 | 1.33 | 1.10 | 1.48 | 1.13 | 1.32 | 1.14 | 1.40 | 1.13 |
| 17 | | Vickers Ave / Gregson St | University Dr | Duke St | 1.42 | 1.15 | 1.41 | 1.12 | 1.46 | 1.13 | 1.43 | 1.20 | 1.42 | 1.12 |
| 17 | | N Buchanan Blvd / Guess Rd | W Chapel Hill St | New Sharon Church Rd | 1.42 | 1.26 | 1.39 | 1.12 | 1.46 | 1.13 | 1.53 | 1.27 | 1.42 | 1.12 |
| 18 | | Fulton St / Hillandale Rd | Erwin Rd | Rose of Sharon Rd | 1.32 | 1.10 | 1.34 | 1.07 | 1.35 | 1.07 | 1.37 | 1.14 | 1.43 | 1.05 |
| 20 | | | I-85 Exit 170 | Broad St | 1.43 | 1.15 | 1.35 | 1.13 | 1.37 | 1.11 | 1.35 | 1.13 | 1.40 | 1.04 |
| 20 | | US 70 / Hillsborough Rd / Mark | | | 1.27 | 1.11 | 1.28 | 1.10 | 1.41 | 1.11 | 1.36 | 1.17 | 1.40 | 1.08 |
| | | Holloway St/Wake Forest Hwy
I-40 | N Roxboro St | Durham / Wake County Line | 1.22 | 1.11 | 1.22 | 1.08 | 1.28 | 1.13 | 1.21 | 1.15 | 1.23 | 1.07 |
| 22 | | | Buckhorn Rd | Durham / Wake County Line | | | | | | | | | | |
| 23 | | I-85 | I-40 / I-85 | I-85 Exit 186 - Creedmoor | 1.05 | 1.03 | 1.05 | 1.03 | 1.05 | 1.04 | 1.06 | 1.04 | 1.06 | 1.04 |
| 24 | | Latta Rd / Infinity Rd / Snow | Guess Rd | Old Oxford Rd | 1.57 | 1.08 | 1.59 | 1.07 | 1.72 | 1.05 | 1.45 | 1.11 | 1.69 | 1.04 |
| 25 | | Lawson St | Fayetteville St | Briggs Ave | 1.62 | 1.20 | 1.66 | 1.09 | 1.68 | 1.06 | 1.58 | 1.24 | 1.67 | 1.07 |
| 26 | E | Main St | N Buchanan Blvd | Alston Ave (NC 55) | 1.41 | 1.22 | 1.39 | 1.13 | 1.59 | 1.14 | 1.50 | 1.36 | 1.92 | 1.16 |
| 27 | | Mangum St | Lakewood Ave | Roxboro St | 1.32 | 1.29 | 1.33 | 1.18 | 1.40 | 1.18 | 1.45 | 1.31 | 1.46 | 1.17 |
| 28 | S | Miami Blvd | Durham / Wake County Line | US 70 | 1.32 | 1.16 | 1.29 | 1.12 | 1.40 | 1.22 | 1.40 | 1.16 | 1.34 | 1.07 |
| 30 | | MLK Pkwy | University Dr | NC 55 | 1.29 | 1.11 | 1.26 | 1.09 | 1.37 | 1.13 | 1.28 | 1.15 | 1.32 | 1.05 |
| 31 | | NC 147 | I-40 | I-85 | 1.11 | 1.13 | 1.06 | 1.04 | 1.17 | 1.22 | 1.09 | 1.02 | 1.07 | 1.06 |
| 32 | | NC 54 | Little John Rd | S Miami Blvd | 1.46 | 1.15 | 1.48 | 1.12 | 1.62 | 1.15 | 1.60 | 1.21 | 1.64 | 1.08 |
| 33 | | NC 55 / Alston Ave / Avondale | Durham / Wake County Line | N Roxboro Rd | 1.35 | 1.15 | 1.35 | 1.13 | 1.41 | 1.15 | 1.36 | 1.20 | 1.39 | 1.09 |
| 34 | | NC 751 / Hope Valley Rd | Marthas Chapel Rd | University Dr | 1.34 | 1.11 | 1.31 | 1.08 | 1.40 | 1.08 | 1.37 | 1.13 | 1.39 | 1.06 |
| 36 | | Old Oxford Rd | N Roxboro Rd | Snow Hill Rd | 1.18 | 1.10 | 1.22 | 1.08 | 1.22 | 1.08 | 1.24 | 1.12 | 1.22 | 1.05 |
| 37 | | Hopson Rd / Page Rd / Page Rd | NC 55 | US 70 | 1.46 | 1.12 | 1.44 | 1.11 | 1.57 | 1.13 | 1.49 | 1.11 | 1.55 | 1.03 |
| 38 | | N Roxboro Rd | E Lakewood Ave | N Duke St / US 501 N | 1.28 | 1.17 | 1.30 | 1.14 | 1.36 | 1.17 | 1.34 | 1.20 | 1.38 | 1.12 |
| 39 | | T.W. Alexander Dr | NC 55 | Durham / Wake County Line | 1.30 | 1.11 | 1.28 | 1.08 | 1.41 | 1.12 | 1.27 | 1.12 | 1.28 | 1.05 |
| 40 | | University Dr / Lakewood Ave | Durham Chapel Hill Blvd | S Roxboro St | 1.27 | 1.20 | 1.24 | 1.13 | 1.31 | 1.16 | 1.21 | 1.16 | 1.24 | 1.12 |
| 41 | | US 15-501 Bypass | MLK Pkwy / Durham Chapel Hill | I-85 NB | 1.09 | 1.05 | 1.09 | 1.05 | 1.10 | 1.06 | 1.11 | 1.02 | 1.09 | 1.04 |
| 42 | | US 70 | Durham / Wake County Line | I-85 SB | 1.19 | 1.18 | 1.14 | 1.07 | 1.28 | 1.28 | 1.17 | 1.08 | 1.18 | 1.09 |
| 43 | | US 70 Bus / NC-86 | S Churton St | US 70 | 1.24 | 1.10 | 1.25 | 1.07 | 1.35 | 1.06 | 1.23 | 1.11 | 1.34 | 1.04 |
| 44 | | US 70 / I-85 US 70 Connector | I-40/85 Exit 161 | I-85 Exit 170 | 1.22 | 1.09 | 1.21 | 1.07 | 1.23 | 1.08 | 1.21 | 1.08 | 1.23 | 1.04 |
| 45 | | Downtown Loop | Roxboro St @ Morgan St Ext | Roxboro St @ Ramseur St | 1.43 | 1.19 | 1.43 | 1.11 | 1.64 | 1.15 | 1.79 | 1.79 | 1.82 | 1.14 |
| 47 | | Duke University Rd / W Chapel | Cameron Blvd | Ramseur St | 1.35 | 1.18 | 1.31 | 1.14 | 1.40 | 1.17 | 1.32 | 1.22 | 1.34 | 1.11 |
| 48 | W | Cornwallis Rd | Erwin Rd | Fayetteville Rd | 1.32 | 1.08 | 1.32 | 1.05 | 1.37 | 1.05 | 1.32 | 1.16 | 1.34 | 1.04 |
| 49 | | Erwin Rd / NC 751 | Fordham Blvd | US 15-501 Bypass | 1.23 | 1.07 | 1.22 | 1.05 | 1.27 | 1.05 | 1.24 | 1.10 | 1.27 | 1.02 |
| 50 | | Umstead Rd | Cole Mill Rd | Guess Rd | | | | | Insufficier | nt data | | | | |
| 51 | | Rose of Sharon Rd | Cole Mill Rd | Guess Rd | | | | | Insufficier | | | | | |
| 52 | | Sherron Rd | S Mineral Springs Rd | Wake Forest Hwy | 1.24 | 1.08 | 1.24 | 1.06 | 1.25 | 1.06 | 1.23 | 1.06 | 1.22 | 1.03 |
| 53 | S | Alston Ave | Durham / Wake County Line | NC 55 | 1.52 | 1.06 | 1.46 | 1.10 | 1.49 | 1.00 | 1.50 | 1.00 | 1.49 | 1.00 |
| 54 | 0 | Woodcroft Pkwy / Carpenter Fle | . , | S Alston Ave | 1.52 | 1.00 | 1.40 | 1.10 | Insufficier | | 1.50 | 1.04 | 1.43 | 1.00 |
| 54 | | Garrett Rd | Hope Valley Rd | Durham Chapel Hill Blvd | 1.46 | 1.11 | 1.52 | 1.11 | 1.67 | 1.11 | 1.89 | 1.12 | 1.79 | 1.06 |
| | | | | | 1 | | | | | | | | | |
| 56 | | Farrington Rd | Stagecoach Rd | NC 54 | 1.84 | 1.10 | 1.72 | 1.07 | 1.93 | 1.16 | 2.37 | 1.11 | 2.17 | 1.03 |
| 57 | | Barbee Chapel Rd / Farrington | NC 54 | NC 751 | 1.82 | 1.10 | 1.71 | 1.07 | 1.92 | 1.16 | 2.35 | 1.11 | 2.15 | 1.03 |
| 58 | | Riddle Rd / Ellis Rd | Fayetteville St | S Miami Blvd | 1.31 | 1.10 | 1.28 | 1.07 | 1.37 | 1.10 | 1.34 | 1.14 | 1.29 | 1.04 |
| 59 | | Miami Blvd | US 70 | E Geer St | 1.68 | 1.19 | 1.72 | 1.12 | 1.95 | 1.10 | 1.80 | 1.27 | 1.91 | 1.11 |

| | | | | | AM Ho | ours | Midday | Hours | PM Ho | ours | Offpeak | Hours | Weekend | l Hours |
|--------|--------|--------------------------------|---------------------|--------------------------------|-------|------|--------|-------|------------|---------|---------|-------|---------|---------|
| RTS ID | Prefix | | From | То | 2015 | 2017 | 2015 | 2017 | 2015 | 2017 | 2015 | 2017 | 2015 | 2017 |
| 60 | | Mt Carmel Church Rd | Farrington Point Rd | US 15-501 | | | | | Insufficie | nt data | | | | |
| 61 | | US 15-501 | Weatherfield Rd | Smith Level Rd | 1.17 | 1.06 | 1.18 | 1.05 | 1.20 | 1.05 | 1.21 | 1.07 | 1.22 | 1.04 |
| 81 | | Anderson St | Chapel Hill Rd | Duke University Rd | 1.53 | 1.05 | 1.61 | 1.03 | 1.57 | 1.04 | 1.45 | 1.08 | 1.76 | 1.03 |
| 82 | W | Club Blvd | Hillandale Rd | N Buchanan Blvd | 1.30 | 1.14 | 1.31 | 1.07 | 1.42 | 1.09 | 1.41 | 1.32 | 1.43 | 1.07 |
| 83 | E | Club Blvd | N Roxboro St | I-85 NB Ramps | 1.34 | 1.10 | 1.40 | 1.08 | 1.50 | 1.06 | 1.34 | 1.15 | 1.43 | 1.07 |
| 84 | W | Main St | Hillsborough Rd | N Buchanan Blvd | 1.34 | 1.16 | 1.38 | 1.11 | 1.65 | 1.10 | 1.45 | 1.23 | 1.58 | 1.11 |
| 85 | | Mineral Springs Rd | US 70 | Stallings Rd | 1.37 | 1.12 | 1.35 | 1.06 | 1.38 | 1.08 | 1.26 | 1.09 | 1.36 | 1.04 |
| 86 | | Old Oxford Hwy | Snow Hill Rd | Durham / Granville County Line | 1.17 | 1.00 | 1.16 | 1.00 | 1.14 | 1.00 | 1.23 | 1.00 | 1.14 | 1.00 |
| 87 | S | Roxboro St | Cornwallis Rd | E Lakewood Ave | 1.40 | 1.14 | 1.37 | 1.07 | 1.41 | 1.06 | 1.47 | 1.24 | 1.34 | 1.06 |
| 88 | | W Cornwallis Rd / Mt Herman Ch | Erwin Rd | US 70 | 1.44 | 1.00 | 1.65 | 1.00 | 1.72 | 1.00 | 1.29 | 1.00 | 2.03 | 1.00 |
| 89 | | Farrington Point Rd / Old Farr | Marthas Chapel Rd | Farrington Rd | | | | | Insufficie | nt data | | | | |
| 90 | | Horton Rd | Hillandale Rd | N Duke St | 1.50 | 1.07 | 1.57 | 1.05 | 1.63 | 1.05 | 1.51 | 1.17 | 1.81 | 1.04 |
| 91 | | Morreene Rd | US 15-501 SB Ramps | Erwin Rd | | | | | Insufficie | nt data | | | | |
| 92 | S | Roxboro St | Hope Valley Rd | MLK Pkwy | | | | | Insufficie | nt data | | | | |
| 93 | | Barbee Rd | NC 54 | Fayetteville Rd | | | | | Insufficie | nt data | | | | |
| 94 | E | Geer St | N Alston Ave | Junction Rd | 1.37 | 1.07 | 1.40 | 1.07 | 1.35 | 1.06 | 1.39 | 1.11 | 1.42 | 1.05 |
| 95 | | Farrington Rd / SW Durham Dr | NC 54 | Durham Chapel Hill Blvd | 1.32 | 1.12 | 1.28 | 1.07 | 1.38 | 1.06 | 1.43 | 1.14 | 1.31 | 1.02 |
| 101 | | St Mary's Rd / Mason Rd | US 70 | N Roxboro Rd | 1.22 | 1.02 | 1.23 | 1.02 | 1.25 | 1.02 | 1.27 | 1.03 | 1.27 | 1.02 |
| 102 | | Mt Sinai Rd | NC 86 | Erwin Rd | 1.49 | 1.05 | 1.89 | 1.04 | 2.59 | 1.02 | 2.74 | 1.08 | 1.99 | 1.05 |
| 103 | | Old Durham Rd / Old Chapel Hil | Fordham Blvd | Durham Chapel Hill Blvd | 1.30 | 1.08 | 1.30 | 1.09 | 1.41 | 1.08 | 1.41 | 1.15 | 1.37 | 1.04 |
| 104 | | Red Mill Rd / Teknika Pkwy / R | I-85 NB Ramps | Old Oxford Hwy | | | | | Insufficie | nt data | | | | |
| 200 | | Estes Dr Ext | Greensboro St | Village Dr | 1.25 | 1.07 | 1.27 | 1.06 | 1.37 | 1.06 | 1.22 | 1.12 | 1.23 | 1.02 |
| 201 | | Eubanks Rd | Old NC 86 | MLK Blvd | | | | | Insufficie | nt data | | | | |
| 202 | | Hillsborough Rd | Main St | Old Fayetteville Rd | 1.34 | 1.07 | 1.35 | 1.04 | 1.34 | 1.04 | 1.59 | 1.17 | 1.39 | 1.03 |
| 203 | | Homestead Rd | Old NC 86 | MLK Blvd | | | | | Insufficie | nt data | | | | |
| 204 | | Jones Ferry Rd | Old Fayetteville Rd | Main St | 1.35 | 1.13 | 1.37 | 1.08 | 1.40 | 1.07 | 1.43 | 1.19 | 1.35 | 1.04 |
| 205 | | Main St | NC 54 | Merritt Mill Rd | 1.52 | 1.24 | 1.56 | 1.12 | 1.77 | 1.08 | 1.81 | 1.43 | 1.82 | 1.13 |
| 206 | | NC 54 | Dodsons Crossroads | Smith Level Rd | 1.27 | 1.06 | 1.33 | 1.06 | 1.36 | 1.05 | 1.23 | 1.05 | 1.31 | 1.03 |
| 207 | | Old Fayetteville Rd / Old NC 8 | Jones Ferry Rd | I-40 WB Ramps | 1.23 | 1.05 | 1.24 | 1.04 | 1.23 | 1.03 | 1.25 | 1.05 | 1.30 | 1.02 |
| 208 | | Smith Level Rd / Greensboro St | US 15-501 | Hillsborough Rd | 1.42 | 1.10 | 1.46 | 1.06 | 1.54 | 1.06 | 1.44 | 1.14 | 1.50 | 1.04 |
| 500 | | Franklin St / Fordham Blvd | Merritt Mill Rd | I-40 EB Ramps | 1.49 | 1.18 | 1.54 | 1.13 | 1.72 | 1.12 | 2.05 | 1.31 | 2.03 | 1.15 |
| 501 | | NC 54 / Fordham Blvd | Smith Level Rd | Franklin St-Fordham Blvd Merge | 1.23 | 1.14 | 1.21 | 1.09 | 1.34 | 1.21 | 1.18 | 1.10 | 1.24 | 1.11 |
| 502 | | US 15-501 / S Columbia St | Smith Level Rd | Franklin St | 1.35 | 1.16 | 1.30 | 1.13 | 1.40 | 1.16 | 1.31 | 1.18 | 1.35 | 1.10 |
| 504 | | Weaver Dairy Rd | MLK Blvd | Erwin Rd | | | | | Insufficie | nt data | | | | |
| 505 | | N Columbia St / MLK Blvd | Franklin St | I-40 WB Ramps | 1.44 | 1.12 | 1.42 | 1.11 | 1.58 | 1.10 | 1.62 | 1.15 | 1.70 | 1.06 |
| 506 | | Estes Dr | Village Dr | Fordham Blvd | 1.35 | 1.17 | 1.38 | 1.11 | 1.52 | 1.09 | 1.40 | 1.21 | 1.47 | 1.08 |
| 507 | | South Rd / Raleigh Rd / NC 54 | S Columbia St | Little John Rd | 1.37 | 1.13 | 1.38 | 1.14 | 1.52 | 1.22 | 1.33 | 1.13 | 1.44 | 1.11 |
| 508 | | Manning Dr | S Columbia St | Fordham Blvd | 1.55 | 1.11 | 1.56 | 1.13 | 1.66 | 1.12 | 1.65 | 1.34 | 1.71 | 1.15 |
| 600 | | NC 86 | US 70 | Phelps Rd | 1.22 | 1.08 | 1.21 | 1.05 | 1.22 | 1.06 | 1.15 | 1.07 | 1.17 | 1.05 |
| 601 | | NC 57 | NC 86 | Orange / Person County Line | 1.15 | 1.04 | 1.17 | 1.03 | 1.20 | 1.02 | 1.18 | 1.04 | 1.25 | 1.02 |

| | | | | | | | 20 | 15 | | | | | | | 20 | 017 | | | |
|----------|---|---|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------|--------------|--------------|--------------|--------------|--------|--------------|--------------|
| | | | | | AM | | | | PN | | | | A | | | | PM | | |
| RTS | Name | Start | End | 6:00 | 7:00 | 8:00 | 9:00 | 4:00 | 5:00 | 6:00 | 7:00 | 6:00 | 7:00 | 8:00 | 9:00 | 4:00 | 5:00 | 6:00 | 7:00 |
| 1 | Academy Rd / Cameron Blvd
Anderson St / 15th St | University Dr
Duke University Rd | Erwin Rd | 2.10
2.56 | 2.81
2.78 | 2.97
3.28 | 2.65
2.78 | 2.76
3.39 | 3.81
3.59 | 3.46
3.15 | 3.12
2.58 | 1.13 | 1.39
1.68 | 1.59
1.79 | 1.53
1.84 | 1.56
1.84 | 1.78 | 1.84
1.73 | 1.77 |
| 2 | Angier Ave | | Hillsborough Rd | 2.56 | 5.07 | 3.28 | 2.78 | 3.39 | 5.37 | 4.57 | 2.58 | 1.25 | 1.68 | 1.79 | 1.84 | 1.84 | 1.95 | 1.73 | 1.60 |
| 4 | S Briggs Ave | Riddle Rd | Pettigrew St | 1.69 | 2.06 | 2.60 | 2.31 | 2.41 | 4.03 | 4.14 | 2.97 | 1.22 | 1.25 | 1.37 | 1.30 | 1.45 | 1.35 | 1.32 | 1.01 |
| 5 | Swift Ave / Broad St | Duke University Rd | Carver St | 3.30 | 4.42 | 4.44 | 3.91 | 5.38 | 6.30 | 6.10 | 7.10 | 1.50 | 1.86 | 2.15 | 2.15 | 2.48 | 2.55 | 2.31 | 2.08 |
| 6 | Carver St | Rose of Sharon Rd | Danube Ln | 3.65 | 3.58 | 3.86 | 4.39 | 4.45 | 4.87 | 6.82 | 8.75 | 1.35 | 1.57 | 1.74 | 1.73 | 1.80 | 1.78 | 1.69 | 1.62 |
| 7 | Durham Chapel Hill Blvd | I-40 EB Ramps | University Rd | 1.58 | 1.49 | 1.49 | 1.51 | 1.84 | 2.52 | 2.13 | 3.14 | 0.69 | 0.82 | 0.92 | 0.89 | 1.05 | 1.20 | 1.06 | 0.96 |
| 8 | Churton St | I-85 NB Ramps | US 70 (Cornelius St) | 3.18 | 4.05 | 4.69 | 3.81 | 4.79 | 6.46 | 7.12 | 6.89 | 1.30 | 1.64 | 2.21 | 1.84 | 2.35 | 2.61 | 2.20 | 1.94 |
| 9 | Club Blvd | N Buchanan Blvd / Guess Rd | N Roxboro St | 6.93 | 6.93 | 4.81 | 4.61 | 3.91 | 7.81 | 11.15 | 5.78 | 1.44 | 1.89 | 2.04 | 2.13 | 2.24 | 2.24 | 2.14 | 2.06 |
| 10 | Cole Mill Rd | Hillsborough Rd | Umstead Rd | 4.12 | 2.42 | 2.66 | 2.32 | 2.20 | 2.33 | 2.33 | 2.86 | 1.11 | 1.21 | 1.28 | 1.24 | 1.26 | 1.27 | 1.25 | 1.21 |
| 11 | E Cornwallis Rd | Fayetteville St | S Miami Blvd | 3.59 | 4.46 | 4.36 | 3.68 | 4.01 | 5.56 | 4.99 | 4.13 | 1.55 | 1.95 | 2.11 | 1.96 | 2.08 | 2.54 | 2.23 | 1.81 |
| 13 | Davis Dr | Durham / Wake County Line | Cornwallis Rd | 1.17 | 1.37 | 1.37 | 1.37 | 1.55 | 2.06 | 1.85 | 1.64 | 0.60 | 0.68 | 0.75 | 0.74 | 0.74 | 0.86 | 0.74 | 0.65 |
| 14 | Duke St / N Roxboro Rd | University Dr | Durham / Person County Line | 1.06 | 1.18 | 1.18 | 1.13 | 1.21 | 1.38 | 1.34 | 1.24 | 0.73 | 0.84 | 0.87 | 0.85 | 0.96 | 1.01 | 0.90 | 0.84 |
| 15 | Cameron Blvd / Erwin Rd | US 15-501 SB Ramps | W Main St | 3.47 | 4.20 | 4.76 | 4.16 | 5.48 | 6.55 | 5.97 | 4.32 | 1.84 | 2.22 | 2.52 | 2.39 | 2.53 | 2.62 | 2.28 | 2.03 |
| 16 | Fayetteville St / Fayetteville | NC 751 | E Main St | 2.95 | 3.51 | 3.75 | 3.70 | 4.18 | 4.85 | 4.83 | 4.25 | 1.14 | 1.39 | 1.59 | 1.60 | 1.74 | 1.80 | 1.69 | 1.57 |
| 17 | Vickers Ave / Gregson St | University Dr | Duke St | 2.55 | 1.73 | 2.60 | 2.59 | 2.24 | 3.04 | 4.36 | 2.59 | 0.67 | 0.90 | 1.13 | 1.15 | 1.09 | 1.05 | 0.99 | 0.95 |
| 18
19 | N Buchanan Blvd / Guess Rd
Fulton St / Hillandale Rd | W Chapel Hill St
Frwin Rd | New Sharon Church Rd
Rose of Sharon Rd | 2.77
4.00 | 3.31 | 3.05 | 3.47
5.55 | 3.21 | 3.70 | 3.87 | 3.47
3.22 | 0.91 | 1.01 | 2.00 | 1.06 | 1.12 | 1.1/ | 1.12 | 1.08 |
| 20 | US 70 / Hillsborough Rd / Mark | I-85 Exit 170 | Broad St | 2.63 | 5.28
2.48 | 6.11
2.52 | 2.41 | 3.03 | 3.20
4.45 | 3.35
4.30 | 4.68 | 1.45 | 1.78 | 2.00 | 1.62 | 1.79 | 1.77 | 1.58 | 1.46 |
| 20 | Holloway St/Wake Forest Hwy | N Roxboro St | Durham / Wake County Line | 1.86 | 2.46 | 2.32 | 2.41 | 2.67 | 3.35 | 2.98 | 2.91 | 1.46 | 1.65 | 1.72 | 1.62 | 1.76 | 2.05 | 1.85 | 1.65 |
| 22 | I-40 | Buckhorn Rd | Durham / Wake County Line | 0.53 | 0.58 | 0.63 | 0.54 | 0.79 | 0.95 | 0.77 | 0.55 | 0.50 | 0.59 | 0.65 | 0.54 | 0.77 | 0.91 | 0.73 | 0.53 |
| 23 | 1-85 | 1-40 / 1-85 | I-85 Exit 186 - Creedmoor | 0.52 | 0.52 | 0.53 | 0.52 | 0.52 | 0.59 | 0.54 | 0.53 | 0.50 | 0.50 | 0.51 | 0.50 | 0.53 | 0.60 | 0.54 | 0.51 |
| 24 | Latta Rd / Infinity Rd / Snow | Guess Rd | Old Oxford Rd | 3.98 | 6.40 | 4.25 | 4.66 | 4.81 | 6.18 | 5.86 | 8.47 | 1.17 | 1.44 | 1.50 | 1.73 | 1.50 | 1.53 | 1.44 | 1.36 |
| 25 | Lawson St | Fayetteville St | Briggs Ave | 7.58 | 4.62 | 7.62 | 7.80 | 6.10 | 7.16 | 5.14 | 10.41 | 1.17 | 1.52 | 1.00 | 1.82 | 1.81 | 1.74 | 1.59 | 1.49 |
| 26 | E Main St | N Buchanan Blvd | Alston Ave (NC 55) | 8.50 | 8.84 | 7.88 | 6.66 | 8.20 | 15.08 | 15.25 | 16.26 | 1.05 | 1.24 | 1.53 | 1.58 | 1.88 | 2.04 | 1.89 | 1.74 |
| 27 | Mangum St | Lakewood Ave | Roxboro St | 1.59 | 1.87 | 1.81 | 2.08 | 2.14 | 2.54 | 3.43 | 3.71 | 1.02 | 1.26 | 1.60 | 1.50 | 1.56 | 1.63 | 1.53 | 1.39 |
| 28 | S Miami Blvd | Durham / Wake County Line | US 70 | 2.66 | 3.23 | 3.16 | 2.68 | 3.45 | 4.71 | 4.29 | 3.52 | 1.52 | 1.82 | 1.99 | 1.71 | 2.03 | 2.84 | 2.49 | 1.73 |
| 30 | MLK Pkwy | University Dr | NC 55 | 1.14 | 1.66 | 1.66 | 1.39 | 1.67 | 2.24 | 2.10 | 2.40 | 0.66 | 0.79 | 0.91 | 0.84 | 0.93 | 1.06 | 0.97 | 0.84 |
| 31 | NC 147 | 1-40 | I-85 | 0.53 | 0.73 | 0.86 | 0.62 | 0.79 | 1.10 | 0.73 | 0.56 | 0.51 | 0.74 | 0.95 | 0.64 | 0.85 | 1.03 | 0.78 | 0.55 |
| 32 | NC 54 | Little John Rd | S Miami Blvd | 3.04 | 3.85 | 3.94 | 3.75 | 4.59 | 5.60 | 5.77 | 6.32 | 1.09 | 1.38 | 1.57 | 1.49 | 1.75 | 1.93 | 1.71 | 1.48 |
| 33 | NC 55 / Alston Ave / Avondale | Durham / Wake County Line | N Roxboro Rd | 2.23 | 2.73 | 2.69 | 2.41 | 3.11 | 3.77 | 3.95 | 3.11 | 1.19 | 1.47 | 1.67 | 1.54 | 1.76 | 1.92 | 1.74 | 1.49 |
| 34 | NC 751 / Hope Valley Rd | Marthas Chapel Rd | University Dr | 1.87 | 2.67 | 2.62 | 2.25 | 2.80 | 2.92 | 3.45 | 3.03 | 0.94 | 1.14 | 1.28 | 1.19 | 1.25 | 1.37 | 1.29 | 1.15 |
| 36 | Old Oxford Rd | N Roxboro Rd | Snow Hill Rd | 1.72 | 1.86 | 1.83 | 1.98 | 2.19 | 2.36 | 2.15 | 1.99 | 1.26 | 1.62 | 1.56 | 1.43 | 1.58 | 1.69 | 1.49 | 1.40 |
| 37 | Hopson Rd / Page Rd / Page Rd | | US 70 | 2.58 | 3.25 | 3.80 | 3.70 | 4.64 | 6.22 | 4.33 | 3.69 | 1.49 | 1.68 | 1.82 | 1.77 | 1.87 | 2.38 | 2.00 | 1.69 |
| 38 | N Roxboro Rd | E Lakewood Ave | N Duke St / US 501 N | 2.08 | 2.29 | 2.30 | 2.27 | 2.69 | 3.06 | 3.10 | 2.98 | 1.16 | 1.41 | 1.58 | 1.50 | 1.85 | 1.88 | 1.68 | 1.52 |
| 39 | T.W. Alexander Dr | NC 55 | Durham / Wake County Line | 1.03 | 1.40 | 1.50 | 1.27 | 1.71 | 2.50 | 2.08 | 1.28 | 0.65 | 0.74 | 0.80 | 0.74 | 0.82 | 0.97 | 0.80 | 0.71 |
| 40 | University Dr / Lakewood Ave | Durham Chapel Hill Blvd | S Roxboro St | 1.98 | 1.99 | 2.47 | 2.18 | 2.53 | 3.71 | 3.01 | 2.35 | 1.20 | 1.44 | 1.91 | 1.93 | 2.03 | 2.30 | 2.02 | 1.64 |
| 41 | US 15-501 Bypass | MLK Pkwy / Durham Chapel Hill | | 0.57 | 0.60 | 0.62 | 0.58 | 0.59 | 0.67 | 0.61 | 0.60 | 0.50 | 0.52 | 0.54 | 0.52 | 0.53 | 0.66 | 0.57 | 0.53 |
| 42 | US 70 | Durham / Wake County Line
S Churton St | I-85 SB
US 70 | 0.94 | 1.23 | 2.35 | 0.94
2.55 | 1.34
3.25 | 1.82
3.93 | 1.50
5.14 | 1.09
4.38 | 0.76 | 1.24
1.34 | 1.44
1.43 | 0.87 | 1.43
1.47 | 1.74 | 1.55
1.47 | 0.87
1.40 |
| 43 | US 70 Bus / NC-86
US 70 / I-85 US 70 Connector | I-40/85 Exit 161 | I-85 Exit 170 | 5.84 | 2.72 | 2.35 | 2.55 | 3.25 | 2.12 | 1.90 | 4.38 | 1.17 | 1.34 | 1.43 | 1.41 | 1.47 | 1.51 | 1.47 | 1.40 |
| 44 | Downtown Loop | Roxboro St @ Morgan St Ext | Roxboro St @ Ramseur St | 2.27 | 2.23 | 2.07 | 2.80 | 3.12 | 5.84 | 6.44 | 7.32 | 1.03 | 1.21 | 1.40 | 1.17 | 1.53 | 1.32 | 1.25 | 1.13 |
| 43 | Duke University Rd / W Chapel | Cameron Blvd | Ramseur St | 2.34 | 2.24 | 3.24 | 2.80 | 3.71 | 4.32 | 3.71 | 3.09 | 1.08 | 1.30 | 2.19 | 2.15 | 2.15 | 2.35 | 2.14 | 1.56 |
| 48 | W Cornwallis Rd | Erwin Rd | Equetteville Rd | 3.41 | 4.31 | 3.59 | 2.89 | 3.19 | 3.59 | 4.79 | 3.87 | 1.19 | 1.00 | 1.63 | 1.54 | 1.57 | 1.63 | 1.53 | 1.41 |
| 40 | Erwin Rd / NC 751 | Fordham Blvd | US 15-501 Bypass | 1.91 | 2.05 | 2.44 | 2.03 | 2.44 | 2.65 | 3.08 | 2.43 | 1.10 | 1.47 | 1.03 | 1.34 | 1.37 | 1.48 | 1.37 | 1.41 |
| 50 | Umstead Rd | Cole Mill Rd | Guess Rd | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 51 | Rose of Sharon Rd | Cole Mill Rd | Guess Rd | - | - | - | | | - | - | | - | - | | - | - | - | - | |
| 52 | Sherron Rd | S Mineral Springs Rd | Wake Forest Hwy | 1.65 | 3.43 | 2.48 | 1.93 | 2.05 | 2.27 | 2.40 | 1.92 | 1.05 | 1.46 | 1.50 | 1.14 | 1.15 | 1.19 | 1.16 | 1.11 |
| 53 | S Alston Ave | Durham / Wake County Line | NC 55 | 0.26 | 0.24 | 0.29 | 0.25 | 0.32 | 0.36 | 0.28 | 0.23 | 0.16 | 0.17 | 0.17 | 0.18 | 0.18 | 0.18 | 0.17 | 0.17 |
| 54 | Woodcroft Pkwy / Carpenter Fle | Hope Valley Rd | S Alston Ave | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 55 | Garrett Rd | Hope Valley Rd | Durham Chapel Hill Blvd | 4.22 | 4.85 | 3.58 | 3.80 | 5.39 | 7.13 | 7.42 | 6.86 | 1.18 | 1.39 | 1.68 | 1.72 | 1.97 | 1.77 | 1.64 | 1.50 |
| 56 | Farrington Rd | Stagecoach Rd | NC 54 | 5.11 | 6.64 | 5.52 | 5.25 | 5.82 | 9.97 | 6.84 | 5.46 | 1.10 | 1.33 | 1.41 | 1.26 | 1.47 | 1.83 | 1.62 | 1.50 |
| 57 | Barbee Chapel Rd / Farrington | NC 54 | NC 751 | 0.56 | 0.73 | 0.60 | 0.57 | 0.64 | 1.10 | 0.75 | 0.60 | 0.12 | 0.15 | 0.16 | 0.14 | 0.16 | 0.21 | 0.18 | 0.17 |
| 58 | Riddle Rd / Ellis Rd | Fayetteville St | S Miami Blvd | 2.28 | 2.95 | 3.06 | 2.60 | 3.27 | 4.19 | 4.91 | 3.00 | 1.21 | 1.44 | 1.66 | 1.49 | 1.62 | 1.82 | 1.62 | 1.40 |
| 59 | Miami Blvd | US 70 | E Geer St | 8.66 | 7.32 | 8.79 | 8.90 | 11.98 | 10.68 | 12.80 | 7.74 | 1.35 | 1.55 | 1.76 | 1.77 | 1.82 | 1.82 | 1.82 | 1.86 |
| 60 | Mt Carmel Church Rd | Farrington Point Rd | US 15-501 | - | - | - | | - | - | - | - | - | - | - | - | - | - | - | - |
| 61 | US 15-501 | Weatherfield Rd | Smith Level Rd | 0.90 | 1.14 | 0.94 | 0.95 | 1.02 | 1.04 | 1.05 | 1.12 | 0.56 | 0.62 | 0.65 | 0.64 | 0.66 | 0.67 | 0.65 | 0.63 |
| 81 | Anderson St | Chapel Hill Rd | Duke University Rd | 4.08 | 3.38 | 4.50 | 5.00 | 5.74 | 5.63 | 6.20 | 4.46 | 1.01 | 1.09 | 1.18 | 1.18 | 1.20 | 1.20 | 1.17 | 1.15 |
| 82 | W Club Blvd | Hillandale Rd | N Buchanan Blvd | 2.87 | 2.70 | 4.13 | 3.91 | 4.48 | 8.88 | 4.49 | 4.28 | 1.39 | 1.73 | 1.90 | 1.88 | 2.07 | 2.17 | 2.49 | 2.42 |
| 83 | E Club Blvd | N Roxboro St | I-85 NB Ramps | 2.94 | 2.95 | 3.48 | 4.57 | 5.42 | 5.46 | 4.79 | 4.48 | 1.20 | 1.39 | 1.54 | 1.57 | 1.61 | 1.55 | 1.49 | 1.39 |
| 84 | W Main St | Hillsborough Rd | N Buchanan Blvd | 3.20 | 3.40 | 3.95 | 3.79 | 8.01 | 14.49 | 11.13 | 14.89 | 1.65 | 1.97 | 2.22 | 2.21 | 2.44 | 2.52 | 2.35 | 2.12 |
| 85 | Mineral Springs Rd | US 70 | Stallings Rd | 4.41 | 3.68 | 3.00 | 2.90 | 2.88 | 2.92 | 3.07 | 3.14 | 1.15 | 1.72 | 1.48 | 1.27 | 1.37 | 1.43 | 1.43 | 1.32 |
| 86 | Old Oxford Hwy | Snow Hill Rd | Durham / Granville County Line | 0.34 | 0.34 | 0.35 | 0.39 | 0.33 | 0.45 | 0.41 | 0.39 | 0.29 | 0.29 | 0.28 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 |
| 87 | S Roxboro St | Cornwallis Rd | E Lakewood Ave | 5.54 | 3.50 | 4.98 | 3.68 | 4.59 | 5.40 | 4.39 | 6.72 | 1.15 | 1.33 | 1.50 | 1.55 | 1.56 | 1.54 | 1.48 | 1.50 |
| 88 | W Cornwallis Rd / Mt Herman Ch | | US 70 | 3.57 | 8.80 | 3.51 | 2.05 | 2.62 | 3.79 | 4.54 | 6.52 | 0.96 | 0.96 | 0.97 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| 90 | Farrington Point Rd / Old Farr
Horton Rd | Marthas Chapel Rd
Hillandale Rd | Farrington Rd
N Duke St | - 3.63 | - 3.87 | - 5.00 | -
4.54 | - 6.72 | - 6.98 | - 7.49 | -
7.26 | - | - | -
1.51 | - 1.44 | - 1.75 | - 1.69 | - 1.60 | -
1.46 |
| 90 | Morreene Rd | US 15-501 SB Ramps | Frwin Rd | 3.03 | 3.87 | 5.00 | 4.54 | 0.72 | 0.90 | 7.49 | 1.26 | 1.19 | 1.3/ | 1.51 | 1.44 | 1.75 | 1.09 | 1.60 | 1.40 |
| 91 | HUITEELIE KU | 03 13-201 2B Kutth2 | LIWIIIRU | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

| | | | | | | | 20 | 15 | | | | | | | 20 | 17 | | | |
|-----|--------------------------------|---------------------|--------------------------------|------|-------|-------|------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|
| | | | | | AN | 1 | | | PN | 1 | | | AM | | | | PM | | |
| RTS | Name | Start | End | 6:00 | 7:00 | 8:00 | 9:00 | 4:00 | 5:00 | 6:00 | 7:00 | 6:00 | 7:00 | 8:00 | 9:00 | 4:00 | 5:00 | 6:00 | 7:00 |
| 92 | S Roxboro St | Hope Valley Rd | MLK Pkwy | - | - | - | - | - | - | | - | - | | - | - | - | - | - | - |
| 93 | Barbee Rd | NC 54 | Fayetteville Rd | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 94 | E Geer St | N Alston Ave | Junction Rd | 3.69 | 3.35 | 3.36 | 3.11 | 4.13 | 3.48 | 2.83 | 3.98 | 1.21 | 1.35 | 1.43 | 1.44 | 1.46 | 1.44 | 1.39 | 1.36 |
| 95 | Farrington Rd / SW Durham Dr | NC 54 | Durham Chapel Hill Blvd | 1.51 | 2.54 | 2.52 | 2.48 | 3.06 | 4.10 | 4.18 | 3.36 | 0.80 | 1.10 | 1.18 | 1.03 | 1.02 | 1.09 | 1.02 | 0.95 |
| 101 | St Mary's Rd / Mason Rd | US 70 | N Roxboro Rd | 1.62 | 2.02 | 1.68 | 1.64 | 1.94 | 1.98 | 1.83 | 2.00 | 0.90 | 0.94 | 0.95 | 0.97 | 0.96 | 0.95 | 0.94 | 0.93 |
| 102 | Mt Sinai Rd | NC 86 | Erwin Rd | 6.83 | 4.72 | 6.63 | 9.12 | 26.09 | 16.02 | 19.36 | 14.28 | 1.08 | 1.17 | 1.26 | 1.29 | 1.26 | 1.22 | 1.20 | 1.18 |
| 103 | Old Durham Rd / Old Chapel Hil | Fordham Blvd | Durham Chapel Hill Blvd | 5.58 | 1.51 | 1.58 | 1.48 | 2.36 | 3.24 | 3.33 | 2.36 | 0.49 | 0.61 | 0.64 | 0.69 | 0.70 | 0.76 | 0.70 | 0.64 |
| 104 | Red Mill Rd / Teknika Pkwy / R | I-85 NB Ramps | Old Oxford Hwy | - | - | - | | - | - | - | - | - | - | - | - | - | - | - | - |
| 200 | Estes Dr Ext | Greensboro St | Village Dr | 2.54 | 2.97 | 2.33 | 2.55 | 4.09 | 3.79 | 3.39 | 3.01 | 1.22 | 1.25 | 1.33 | 1.28 | 1.39 | 1.63 | 1.51 | 1.51 |
| 201 | Eubanks Rd | Old NC 86 | MLK Blvd | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 202 | Hillsborough Rd | Main St | Old Fayetteville Rd | - | 3.97 | 4.51 | 4.99 | 8.24 | 3.40 | 4.21 | 5.66 | 1.15 | 1.34 | 1.51 | 1.48 | 1.40 | 1.40 | 1.43 | 1.42 |
| 203 | Homestead Rd | Old NC 86 | MLK Blvd | - | - | - | - | - | - | | - | - | | - | - | - | - | - | - |
| 204 | Jones Ferry Rd | Old Fayetteville Rd | Main St | 2.92 | 3.85 | 3.11 | 3.86 | 3.40 | 6.33 | 3.21 | 5.88 | 1.21 | 1.58 | 1.77 | 1.71 | 1.73 | 1.74 | 1.68 | 1.59 |
| 205 | Main St | NC 54 | Merritt Mill Rd | 3.38 | 5.63 | 11.19 | 6.32 | 9.72 | 10.22 | 9.93 | 12.10 | 1.23 | 1.67 | 2.04 | 2.09 | 2.27 | 2.33 | 2.23 | 2.11 |
| 206 | NC 54 | Dodsons Crossroads | Smith Level Rd | 1.22 | 1.53 | 1.70 | 1.55 | 2.02 | 1.97 | 1.85 | 1.61 | 0.78 | 0.87 | 0.91 | 0.88 | 0.91 | 0.92 | 0.89 | 0.87 |
| 207 | Old Fayetteville Rd / Old NC 8 | Jones Ferry Rd | I-40 WB Ramps | 2.52 | 6.33 | 3.41 | 3.39 | 2.75 | 2.49 | 2.45 | 2.42 | 1.11 | 1.20 | 1.30 | 1.22 | 1.22 | 1.21 | 1.19 | 1.17 |
| 208 | Smith Level Rd / Greensboro St | US 15-501 | Hillsborough Rd | 4.16 | 3.82 | 3.95 | 4.40 | 5.17 | 4.96 | 5.14 | 5.78 | 1.28 | 1.48 | 1.76 | 1.66 | 1.76 | 1.74 | 1.66 | 1.55 |
| 500 | Franklin St / Fordham Blvd | Merritt Mill Rd | I-40 EB Ramps | 3.24 | 3.54 | 3.29 | 3.93 | 5.12 | 6.21 | 7.81 | 7.96 | 0.98 | 1.20 | 1.47 | 1.53 | 1.67 | 1.83 | 1.70 | 1.52 |
| 501 | NC 54 / Fordham Blvd | Smith Level Rd | Franklin St-Fordham Blvd Merge | 0.75 | 1.26 | 1.08 | 0.95 | 1.20 | 1.69 | 1.41 | 1.02 | 0.58 | 0.83 | 0.97 | 0.72 | 0.93 | 1.14 | 1.09 | 0.77 |
| 502 | US 15-501 / S Columbia St | Smith Level Rd | Franklin St | 1.11 | 1.85 | 2.02 | 1.64 | 1.99 | 2.94 | 2.61 | 2.34 | 0.77 | 0.98 | 1.18 | 1.03 | 1.15 | 1.33 | 1.08 | 0.93 |
| 504 | Weaver Dairy Rd | MLK Blvd | Erwin Rd | - | - | | | - | - | | - | | | - | - | - | - | - | - |
| 505 | N Columbia St / MLK Blvd | Franklin St | I-40 WB Ramps | 1.99 | 3.01 | 3.23 | 2.58 | 3.28 | 4.99 | 4.77 | 4.83 | 0.98 | 1.13 | 1.29 | 1.23 | 1.26 | 1.40 | 1.29 | 1.20 |
| 506 | Estes Dr | Village Dr | Fordham Blvd | 4.14 | 4.69 | 3.75 | 3.68 | 5.81 | 7.05 | 9.19 | 5.47 | 1.27 | 1.53 | 1.79 | 1.67 | 1.86 | 2.09 | 1.90 | 1.74 |
| 507 | South Rd / Raleigh Rd / NC 54 | S Columbia St | Little John Rd | 1.43 | 1.76 | 1.92 | 1.78 | 2.49 | 3.14 | 2.59 | 2.05 | 0.85 | 1.04 | 1.18 | 1.14 | 1.30 | 1.44 | 1.29 | 1.12 |
| 508 | Manning Dr | S Columbia St | Fordham Blvd | 3.30 | 11.71 | 9.41 | 7.18 | 8.57 | 12.12 | 9.43 | 6.59 | 1.61 | 1.81 | 1.96 | 1.93 | 2.38 | 2.60 | 2.25 | 2.02 |
| 600 | NC 86 | US 70 | Phelps Rd | 1.65 | 3.10 | 2.70 | 2.51 | 2.47 | 2.50 | 2.44 | 2.52 | 1.14 | 1.32 | 1.38 | 1.23 | 1.29 | 1.30 | 1.29 | 1.23 |
| 601 | NC 57 | NC 86 | Orange / Person County Line | 1.65 | 1.94 | 2.02 | 2.13 | 2.08 | 2.28 | 3.22 | 2.22 | 1.08 | 1.13 | 1.15 | 1.15 | 1.16 | 1.14 | 1.13 | 1.12 |

| | | | | | | | 20 | 15 | | | | | | | 20 | 17 | | | |
|----------|---|---|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | | | | | AM | | | | P۱ | | | | ٨A | | | | PN | - | |
| RTS | Name | Start | End
Erwin Rd | 6:00
1.11 | 7:00
1.23 | 8:00
1.29 | 9:00
1.24 | 4:00 | 5:00
1.30 | 6:00
1.23 | 7:00 | 6:00
1.06 | 7:00
1.15 | 8:00
1.26 | 9:00
1.24 | 4:00 | 5:00
1.36 | 6:00
1.32 | 7:00 |
| 2 | Academy Rd / Cameron Blvd
Anderson St / 15th St | University Dr
Duke University Rd | Hillsborough Rd | 1.11 | 1.23 | 1.29 | 1.24 | 1.25 | 1.30 | 1.23 | 1.16 | 1.06 | 1.15 | 1.26 | 1.24 | 1.27 | 1.36 | 1.32 | 1.29
1.36 |
| | Angier Ave | Alston Ave | US 70 | 1.10 | 1.31 | 1.33 | 1.23 | 1.30 | 1.33 | 1.20 | 1.15 | 1.08 | 1.22 | 1.30 | 1.37 | 1.46 | 1.47 | 1.40 | 1.36 |
| 4 | S Briggs Ave | Riddle Rd | Pettigrew St | 1.07 | 1.14 | 1.16 | 1.15 | 1.15 | 1.14 | 1.12 | 1.12 | 1.05 | 1.09 | 1.14 | 1.15 | 1.15 | 1.14 | 1.15 | 1.15 |
| 5 | Swift Ave / Broad St | Duke University Rd | Carver St | 1.31 | 1.44 | 1.49 | 1.49 | 1.61 | 1.61 | 1.50 | 1.43 | 1.28 | 1.41 | 1.67 | 1.70 | 1.90 | 1.94 | 1.84 | 1.75 |
| 6 | Carver St | Rose of Sharon Rd | Danube Ln | 1.30 | 1.35 | 1.39 | 1.38 | 1.44 | 1.44 | 1.37 | 1.36 | 1.19 | 1.31 | 1.42 | 1.42 | 1.47 | 1.47 | 1.46 | 1.44 |
| 7 | Durham Chapel Hill Blvd | I-40 EB Ramps | University Rd | 0.59 | 0.66 | 0.68 | 0.67 | 0.72 | 0.75 | 0.70 | 0.69 | 0.59 | 0.63 | 0.71 | 0.69 | 0.77 | 0.83 | 0.77 | 0.74 |
| 8 | Churton St | I-85 NB Ramps | US 70 (Cornelius St) | 1.15 | 1.31 | 1.41 | 1.29 | 1.47 | 1.65 | 1.30 | 1.32 | 1.13 | 1.26 | 1.43 | 1.35 | 1.65 | 1.77 | 1.64 | 1.57 |
| 9 | Club Blvd | N Buchanan Blvd / Guess Rd | N Roxboro St | 1.66 | 1.58 | 1.57 | 1.53 | 1.57 | 1.60 | 1.48 | 1.48 | 1.22 | 1.50 | 1.70 | 1.74 | 1.81 | 1.83 | 1.81 | 1.75 |
| 10 | Cole Mill Rd | Hillsborough Rd | Umstead Rd | 1.13 | 1.08 | 1.11 | 1.06 | 1.07 | 1.10 | 1.07 | 1.05 | 0.99 | 1.03 | 1.08 | 1.07 | 1.07 | 1.08 | 1.08 | 1.08 |
| 11 | E Cornwallis Rd | Fayetteville St | S Miami Blvd | 1.42 | 1.59 | 1.56 | 1.49 | 1.56 | 1.68 | 1.50 | 1.39 | 1.30 | 1.49 | 1.57 | 1.50 | 1.61 | 1.73 | 1.62 | 1.56 |
| 13
14 | Davis Dr | Durham / Wake County Line | Cornwallis Rd | 0.56 | 0.60 | 0.64 | 0.62 | 0.62 | 0.67 | 0.59 | 0.58 | 0.52 | 0.57 | 0.61 | 0.61 | 0.60 | 0.66 | 0.60 | 0.58 |
| 14 | Duke St / N Roxboro Rd
Cameron Blvd / Erwin Rd | University Dr
US 15-501 SB Ramps | Durham / Person County Line
W Main St | 0.66 | 1.68 | 1.80 | 0.70 | 1.82 | 1.79 | 1.61 | 0.68
1.51 | 0.65 | 1.75 | 0.72
1.94 | 1.87 | 0.76 | 1.98 | 0.73 | 1.67 |
| 15 | Fayetteville St / Fayetteville | NC 751 | E Main St | 1.48 | 1.68 | 1.80 | 1.70 | 1.82 | 1.79 | 1.61 | 1.51 | 1.45 | 1.75 | 1.94 | 1.87 | 1.97 | 1.98 | 1.80 | 1.67 |
| 10 | Vickers Ave / Gregson St | University Dr | Duke St | 0.60 | 0.66 | 0.77 | 0.71 | 0.71 | 0.71 | 0.69 | 0.66 | 0.55 | 0.61 | 0.82 | 0.82 | 0.84 | 0.81 | 0.80 | 0.78 |
| 17 | N Buchanan Blvd / Guess Rd | W Chapel Hill St | New Sharon Church Rd | 1.07 | 1.14 | 1.16 | 1.13 | 1.15 | 1.18 | 1.12 | 1.11 | 0.82 | 0.87 | 0.91 | 0.92 | 0.95 | 0.97 | 0.96 | 0.95 |
| 19 | Fulton St / Hillandale Rd | Erwin Rd | Rose of Sharon Rd | 1.22 | 1.34 | 1.34 | 1.30 | 1.31 | 1.31 | 1.22 | 1.20 | 1.22 | 1.36 | 1.44 | 1.38 | 1.41 | 1.39 | 1.32 | 1.26 |
| 20 | US 70 / Hillsborough Rd / Mark | I-85 Exit 170 | Broad St | 1.20 | 1.24 | 1.26 | 1.20 | 1.31 | 1.37 | 1.28 | 1.20 | 1.20 | 1.31 | 1.38 | 1.33 | 1.39 | 1.49 | 1.43 | 1.39 |
| 21 | Holloway St/Wake Forest Hwy | N Roxboro St | Durham / Wake County Line | 1.14 | 1.23 | 1.24 | 1.21 | 1.27 | 1.32 | 1.25 | 1.20 | 1.10 | 1.24 | 1.31 | 1.28 | 1.36 | 1.47 | 1.36 | 1.32 |
| 22 | 1-40 | Buckhorn Rd | Durham / Wake County Line | 0.47 | 0.48 | 0.48 | 0.48 | 0.49 | 0.53 | 0.48 | 0.47 | 0.47 | 0.48 | 0.49 | 0.48 | 0.50 | 0.54 | 0.49 | 0.48 |
| 23 | I-85 | 1-40 / 1-85 | I-85 Exit 186 - Creedmoor | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 |
| 24 | Latta Rd / Infinity Rd / Snow | Guess Rd | Old Oxford Rd | 1.25 | 1.25 | 1.23 | 1.22 | 1.23 | 1.22 | 1.18 | 1.19 | 1.07 | 1.16 | 1.21 | 1.22 | 1.25 | 1.26 | 1.25 | 1.24 |
| 25 | Lawson St | Fayetteville St | Briggs Ave | 1.19 | 1.30 | 1.41 | 1.44 | 1.31 | 1.31 | 1.27 | 1.29 | 1.07 | 1.19 | 1.46 | 1.48 | 1.47 | 1.47 | 1.43 | 1.42 |
| 26 | E Main St | N Buchanan Blvd | Alston Ave (NC 55) | 2.34 | 2.52 | 2.69 | 2.59 | 2.72 | 2.70 | 2.44 | 2.41 | 0.85 | 0.98 | 1.16 | 1.24 | 1.48 | 1.59 | 1.52 | 1.41 |
| 27 | Mangum St | Lakewood Ave | Roxboro St | 0.77 | 0.88 | 0.96 | 0.93 | 0.92 | 0.92 | 0.89 | 0.86 | 0.72 | 0.85 | 1.11 | 1.08 | 1.12 | 1.14 | 1.11 | 1.05 |
| 28 | S Miami Blvd | Durham / Wake County Line | US 70
NC 55 | 1.20
0.62 | 1.37
0.69 | 1.42
0.71 | 1.30
0.67 | 1.41
0.70 | 1.54
0.74 | 1.39
0.68 | 1.26
0.66 | 1.18
0.58 | 1.38
0.64 | 1.47
0.69 | 1.35
0.66 | 1.49
0.71 | 1.73
0.76 | 1.54
0.73 | 1.38
0.70 |
| 30
31 | MLK Pkwy
NC 147 | University Dr
I-40 | I-85 | 0.62 | 0.69 | 0.51 | 0.48 | 0.49 | 0.74 | 0.68 | 0.66 | 0.58 | 0.64 | 0.53 | 0.66 | 0.71 | 0.76 | 0.73 | 0.70 |
| 32 | NC 54 | Little John Rd | S Miami Blvd | 1.00 | 1.16 | 1.21 | 1.13 | 1.24 | 1.33 | 1.18 | 1.10 | 0.95 | 1.09 | 1.20 | 1.15 | 1.29 | 1.40 | 1.30 | 1.24 |
| 33 | NC 55 / Alston Ave / Avondale | Durham / Wake County Line | N Roxboro Rd | 0.99 | 1.10 | 1.16 | 1.10 | 1.23 | 1.29 | 1.10 | 1.10 | 0.96 | 1.00 | 1.20 | 1.17 | 1.20 | 1.38 | 1.29 | 1.24 |
| 34 | NC 751 / Hope Valley Rd | Marthas Chapel Rd | University Dr | 0.91 | 1.01 | 1.01 | 0.97 | 1.01 | 1.07 | 1.00 | 0.97 | 0.86 | 0.94 | 0.99 | 0.98 | 1.03 | 1.09 | 1.06 | 1.03 |
| 36 | Old Oxford Rd | N Roxboro Rd | Snow Hill Rd | 1.12 | 1.21 | 1.22 | 1.19 | 1.28 | 1.28 | 1.19 | 1.17 | 1.10 | 1.23 | 1.24 | 1.21 | 1.30 | 1.34 | 1.27 | 1.25 |
| 37 | Hopson Rd / Page Rd / Page Rd | NC 55 | US 70 | 1.07 | 1.19 | 1.28 | 1.20 | 1.29 | 1.38 | 1.22 | 1.15 | 1.30 | 1.38 | 1.45 | 1.41 | 1.47 | 1.60 | 1.51 | 1.48 |
| 38 | N Roxboro Rd | E Lakewood Ave | N Duke St / US 501 N | 0.96 | 1.07 | 1.12 | 1.08 | 1.20 | 1.21 | 1.11 | 1.06 | 0.94 | 1.05 | 1.15 | 1.14 | 1.32 | 1.33 | 1.25 | 1.21 |
| 39 | T.W. Alexander Dr | NC 55 | Durham / Wake County Line | 0.56 | 0.60 | 0.63 | 0.59 | 0.63 | 0.67 | 0.58 | 0.55 | 0.54 | 0.60 | 0.63 | 0.60 | 0.64 | 0.68 | 0.64 | 0.61 |
| 40 | University Dr / Lakewood Ave | Durham Chapel Hill Blvd | S Roxboro St | 1.07 | 1.16 | 1.31 | 1.21 | 1.29 | 1.41 | 1.25 | 1.19 | 1.05 | 1.15 | 1.39 | 1.38 | 1.52 | 1.70 | 1.51 | 1.36 |
| 41 | US 15-501 Bypass | MLK Pkwy / Durham Chapel Hill | | 0.46 | 0.47 | 0.48 | 0.47 | 0.47 | 0.48 | 0.47 | 0.47 | 0.47 | 0.46 | 0.48 | 0.47 | 0.47 | 0.48 | 0.48 | 0.47 |
| 42
43 | US 70 | Durham / Wake County Line
S Churton St | I-85 SB
US 70 | 0.66 | 0.75 | 0.73
1.13 | 0.67 | 0.75 | 0.84 | 0.72 | 0.67
1.17 | 0.63 | 0.76 | 0.78
1.17 | 0.68 | 0.78 | 0.88 | 0.77 | 0.67 |
| 43 | US 70 Bus / NC-86
US 70 / I-85 US 70 Connector | I-40/85 Exit 161 | US 70 | 0.93 | 1.15 | 1.13 | 1.11 | 1.13 | 1.21 | 1.20 | 0.95 | 0.91 | 0.99 | 1.17 | 1.18 | 1.23 | 1.25 | 1.24 | 1.23
1.00 |
| 44 | Downtown Loop | Roxboro St @ Morgan St Ext | Roxboro St @ Ramseur St | 0.93 | 0.95 | 1.01 | 1.02 | 1.01 | 0.97 | 0.93 | 0.93 | 0.81 | 1.05 | 1.04 | 1.24 | 1.03 | 1.04 | 1.02 | 1.00 |
| 43 | Duke University Rd / W Chapel | Cameron Blvd | Ramseur St | 1.19 | 1.33 | 1.46 | 1.36 | 1.02 | 1.47 | 1.29 | 1.23 | 1.13 | 1.35 | 1.56 | 1.53 | 1.62 | 1.24 | 1.57 | 1.26 |
| 48 | W Cornwallis Rd | Erwin Rd | Fayetteville Rd | 1.25 | 1.30 | 1.33 | 1.28 | 1.30 | 1.30 | 1.25 | 1.22 | 1.09 | 1.22 | 1.32 | 1.31 | 1.34 | 1.34 | 1.34 | 1.40 |
| 49 | Erwin Rd / NC 751 | Fordham Blvd | US 15-501 Bypass | 1.10 | 1.17 | 1.24 | 1.18 | 1.19 | 1.24 | 1.19 | 1.15 | 1.04 | 1.12 | 1.20 | 1.18 | 1.20 | 1.23 | 1.21 | 1.20 |
| 50 | Umstead Rd | Cole Mill Rd | Guess Rd | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 51 | Rose of Sharon Rd | Cole Mill Rd | Guess Rd | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 52 | Sherron Rd | S Mineral Springs Rd | Wake Forest Hwy | 0.98 | 1.06 | 1.04 | 1.02 | 1.03 | 1.05 | 1.03 | 0.99 | 0.96 | 1.04 | 1.04 | 1.01 | 1.02 | 1.03 | 1.03 | 1.01 |
| 53 | S Alston Ave | Durham / Wake County Line | NC 55 | 0.07 | 0.07 | 0.08 | 0.08 | 0.08 | 0.08 | 0.07 | 0.07 | 0.16 | 0.15 | 0.15 | 0.15 | 0.15 | 0.16 | 0.16 | 0.16 |
| 54 | Woodcroft Pkwy / Carpenter Fle | Hope Valley Rd | S Alston Ave | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 55 | Garrett Rd | Hope Valley Rd | Durham Chapel Hill Blvd | 1.12 | 1.26 | 1.23 | 1.20 | 1.27 | 1.34 | 1.29 | 1.21 | 1.08 | 1.15 | 1.23 | 1.21 | 1.36 | 1.36 | 1.33 | 1.31 |
| 56
57 | Farrington Rd | Stagecoach Rd
NC 54 | NC 54
NC 751 | 1.06
0.12 | 1.38
0.15 | 1.21
0.13 | 1.13
0.12 | 1.16
0.13 | 1.36
0.15 | 1.14
0.13 | 1.09
0.12 | 1.00 | 1.09
0.12 | 1.13
0.13 | 1.08
0.12 | 1.14
0.13 | 1.31 | 1.24
0.14 | 1.22
0.14 |
| 57 | Barbee Chapel Rd / Farrington
Riddle Rd / Ellis Rd | NC 54
Fayetteville St | S Miami Blvd | 1.09 | 0.15 | 0.13 | 0.12 | 0.13 | 1.24 | 1.15 | 0.12 | 1.05 | 1.18 | 0.13 | 0.12 | 1.28 | 1.35 | 1.29 | 0.14 |
| 58 | Miami Blvd | US 70 | S Miami Biva
F Geer St | 1.09 | 1.19 | 1.19 | 1.13 | 1.18 | 1.24 | 1.15 | 1.11 | 1.05 | 1.18 | 1.24 | 1.19 | 1.28 | 1.35 | 1.29 | 1.23 |
| 60 | Mt Carmel Church Rd | Farrington Point Rd | US 15-501 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 61 | US 15-501 | Weatherfield Rd | Smith Level Rd | 0.52 | 0.57 | 0.59 | 0.58 | 0.60 | 0.60 | 0.58 | 0.57 | 0.52 | 0.56 | 0.58 | 0.58 | 0.59 | 0.60 | 0.59 | 0.58 |
| 81 | Anderson St | Chapel Hill Rd | Duke University Rd | 1.27 | 1.23 | 1.20 | 1.20 | 1.17 | 1.16 | 1.09 | 1.07 | 0.97 | 1.00 | 1.08 | 1.09 | 1.09 | 1.10 | 1.09 | 1.08 |
| 82 | W Club Blvd | Hillandale Rd | N Buchanan Blvd | 1.29 | 1.38 | 1.45 | 1.40 | 1.55 | 1.60 | 1.49 | 1.38 | 1.18 | 1.36 | 1.61 | 1.60 | 1.72 | 1.75 | 1.76 | 1.72 |
| 83 | E Club Blvd | N Roxboro St | I-85 NB Ramps | 1.16 | 1.18 | 1.25 | 1.25 | 1.28 | 1.24 | 1.20 | 1.19 | 1.06 | 1.15 | 1.23 | 1.25 | 1.27 | 1.26 | 1.25 | 1.24 |
| 84 | W Main St | Hillsborough Rd | N Buchanan Blvd | 1.39 | 1.48 | 1.58 | 1.59 | 1.79 | 1.87 | 1.82 | 1.65 | 1.37 | 1.60 | 1.76 | 1.77 | 1.94 | 2.07 | 2.01 | 1.82 |
| 85 | Mineral Springs Rd | US 70 | Stallings Rd | 1.05 | 1.14 | 1.12 | 1.07 | 1.09 | 1.10 | 1.07 | 1.05 | 1.02 | 1.12 | 1.11 | 1.07 | 1.10 | 1.12 | 1.13 | 1.12 |
| 86 | Old Oxford Hwy | Snow Hill Rd | Durham / Granville County Line | 0.22 | 0.22 | 0.23 | 0.24 | 0.23 | 0.23 | 0.23 | 0.23 | 0.25 | 0.25 | 0.24 | 0.24 | 0.25 | 0.25 | 0.25 | 0.25 |
| 87 | S Roxboro St | Cornwallis Rd | E Lakewood Ave | 1.22 | 1.21 | 1.28 | 1.26 | 1.26 | 1.28 | 1.23 | 1.27 | 1.09 | 1.14 | 1.31 | 1.33 | 1.35 | 1.36 | 1.33 | 1.32 |
| 88 | W Cornwallis Rd / Mt Herman Ch | | US 70 | 0.62 | 0.63 | 0.61 | 0.61 | 0.66 | 0.63 | 0.61 | 0.66 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| 89
90 | Farrington Point Rd / Old Farr
Horton Rd | Marthas Chapel Rd
Hillandale Rd | Farrington Rd
N Duke St | -
1.22 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | -
1.32 |
| 90 | Horfon Rd
Morreene Rd | US 15-501 SB Ramps | N Duke St
Erwin Rd | 1.22 | 1.27 | 1.31 | 1.25 | 1.37 | 1.36 | 1.30 | 1.32 | 1.09 | 1.15 | 1.26 | 1.26 | 1.37 | 1.37 | 1.35 | 1.32 |
| 91 | noneelle Ru | 03 13-201 2B Kutth2 | LIWIIIRU | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

| | | | | | | | 20 | 15 | | | | | | | 20 | 17 | | | |
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| | | | | | ٨N | 1 | | | PM | | | | AM | | | | PM | | |
| RTS | Name | Start | End | 6:00 | 7:00 | 8:00 | 9:00 | 4:00 | 5:00 | 6:00 | 7:00 | 6:00 | 7:00 | 8:00 | 9:00 | 4:00 | 5:00 | 6:00 | 7:00 |
| 92 | S Roxboro St | Hope Valley Rd | MLK Pkwy | - | - | - | - | - | | | - | - | | - | - | - | | - | - |
| 93 | Barbee Rd | NC 54 | Fayetteville Rd | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 94 | E Geer St | N Alston Ave | Junction Rd | 1.24 | 1.25 | 1.21 | 1.22 | 1.24 | 1.24 | 1.17 | 1.18 | 1.12 | 1.15 | 1.22 | 1.22 | 1.25 | 1.23 | 1.22 | 1.21 |
| 95 | Farrington Rd / SW Durham Dr | NC 54 | Durham Chapel Hill Blvd | 0.73 | 0.81 | 0.83 | 0.80 | 0.82 | 0.84 | 0.81 | 0.78 | 0.73 | 0.82 | 0.87 | 0.84 | 0.86 | 0.89 | 0.88 | 0.87 |
| 101 | St Mary's Rd / Mason Rd | US 70 | N Roxboro Rd | 0.83 | 0.93 | 0.88 | 0.87 | 0.86 | 0.86 | 0.89 | 0.89 | 0.88 | 0.90 | 0.91 | 0.91 | 0.91 | 0.90 | 0.91 | 0.91 |
| 102 | Mt Sinai Rd | NC 86 | Erwin Rd | 1.34 | 1.22 | 1.28 | 1.25 | 1.28 | 1.35 | 1.43 | 1.51 | 1.05 | 1.09 | 1.17 | 1.18 | 1.15 | 1.14 | 1.15 | 1.15 |
| 103 | Old Durham Rd / Old Chapel Hil | Fordham Blvd | Durham Chapel Hill Blvd | 0.58 | 0.66 | 0.65 | 0.64 | 0.68 | 0.73 | 0.68 | 0.65 | 0.45 | 0.49 | 0.52 | 0.53 | 0.57 | 0.59 | 0.58 | 0.56 |
| 104 | Red Mill Rd / Teknika Pkwy / R | I-85 NB Ramps | Old Oxford Hwy | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 200 | Estes Dr Ext | Greensboro St | Village Dr | 1.04 | 1.15 | 1.17 | 1.12 | 1.19 | 1.19 | 1.14 | 1.10 | 1.07 | 1.12 | 1.18 | 1.14 | 1.22 | 1.27 | 1.25 | 1.23 |
| 201 | Eubanks Rd | Old NC 86 | MLK Blvd | - | - | - | - | - | - | - | - | - | - | - | - | - | | - | - |
| 202 | Hillsborough Rd | Main St | Old Fayetteville Rd | - | 1.32 | 1.30 | 1.27 | 1.27 | 1.27 | 1.26 | 1.25 | 1.06 | 1.19 | 1.32 | 1.32 | 1.29 | 1.28 | 1.29 | 1.29 |
| 203 | Homestead Rd | Old NC 86 | MLK Blvd | - | - | - | - | - | | | - | - | | - | - | - | - | - | - |
| 204 | Jones Ferry Rd | Old Fayetteville Rd | Main St | 1.26 | 1.35 | 1.30 | 1.28 | 1.28 | 1.32 | 1.26 | 1.24 | 1.08 | 1.23 | 1.39 | 1.37 | 1.39 | 1.39 | 1.37 | 1.35 |
| 205 | Main St | NC 54 | Merritt Mill Rd | 1.17 | 1.38 | 1.40 | 1.40 | 1.49 | 1.59 | 1.54 | 1.45 | 1.11 | 1.30 | 1.64 | 1.67 | 1.82 | 1.87 | 1.83 | 1.73 |
| 206 | NC 54 | Dodsons Crossroads | Smith Level Rd | 0.73 | 0.79 | 0.83 | 0.79 | 0.82 | 0.81 | 0.79 | 0.77 | 0.73 | 0.78 | 0.80 | 0.78 | 0.80 | 0.81 | 0.79 | 0.78 |
| 207 | Old Fayetteville Rd / Old NC 8 | Jones Ferry Rd | I-40 WB Ramps | 1.08 | 1.16 | 1.15 | 1.10 | 1.10 | 1.10 | 1.08 | 1.09 | 1.05 | 1.10 | 1.13 | 1.11 | 1.11 | 1.11 | 1.12 | 1.11 |
| 208 | Smith Level Rd / Greensboro St | US 15-501 | Hillsborough Rd | 1.33 | 1.40 | 1.47 | 1.41 | 1.44 | 1.48 | 1.39 | 1.36 | 1.18 | 1.27 | 1.40 | 1.38 | 1.43 | 1.43 | 1.43 | 1.41 |
| 500 | Franklin St / Fordham Blvd | Merritt Mill Rd | I-40 EB Ramps | 0.85 | 0.97 | 1.05 | 1.06 | 1.11 | 1.18 | 1.11 | 1.07 | 0.88 | 0.96 | 1.17 | 1.19 | 1.30 | 1.40 | 1.32 | 1.25 |
| 501 | NC 54 / Fordham Blvd | Smith Level Rd | Franklin St-Fordham Blvd Merge | 0.51 | 0.59 | 0.61 | 0.59 | 0.64 | 0.72 | 0.62 | 0.57 | 0.51 | 0.55 | 0.61 | 0.58 | 0.66 | 0.74 | 0.66 | 0.59 |
| 502 | US 15-501 / S Columbia St | Smith Level Rd | Franklin St | 0.66 | 0.77 | 0.81 | 0.76 | 0.80 | 0.86 | 0.75 | 0.71 | 0.64 | 0.74 | 0.83 | 0.79 | 0.85 | 0.94 | 0.83 | 0.79 |
| 504 | Weaver Dairy Rd | MLK Blvd | Erwin Rd | - | - | | - | - | | | | | | - | - | - | - | - | |
| 505 | N Columbia St / MLK Blvd | Franklin St | I-40 WB Ramps | 0.86 | 0.96 | 1.02 | 0.96 | 0.98 | 1.03 | 0.98 | 0.94 | 0.86 | 0.93 | 1.02 | 0.98 | 0.99 | 1.06 | 1.04 | 1.03 |
| 506 | Estes Dr | Village Dr | Fordham Blvd | 1.21 | 1.34 | 1.36 | 1.29 | 1.40 | 1.47 | 1.36 | 1.27 | 1.11 | 1.24 | 1.44 | 1.37 | 1.56 | 1.64 | 1.56 | 1.49 |
| 507 | South Rd / Raleigh Rd / NC 54 | S Columbia St | Little John Rd | 0.71 | 0.79 | 0.83 | 0.81 | 0.84 | 0.91 | 0.83 | 0.76 | 0.73 | 0.81 | 0.90 | 0.87 | 0.93 | 1.05 | 0.95 | 0.89 |
| 508 | Manning Dr | S Columbia St | Fordham Blvd | 1.42 | 1.55 | 1.58 | 1.46 | 1.65 | 1.79 | 1.48 | 1.41 | 1.36 | 1.52 | 1.62 | 1.59 | 1.87 | 2.08 | 1.91 | 1.79 |
| 600 | NC 86 | US 70 | Phelps Rd | 1.04 | 1.13 | 1.10 | 1.08 | 1.11 | 1.11 | 1.08 | 1.06 | 1.03 | 1.10 | 1.13 | 1.09 | 1.13 | 1.13 | 1.13 | 1.13 |
| 601 | NC 57 | NC 86 | Orange / Person County Line | 1.03 | 1.05 | 1.05 | 1.05 | 1.04 | 1.05 | 1.05 | 1.05 | 1.02 | 1.06 | 1.08 | 1.08 | 1.07 | 1.07 | 1.07 | 1.07 |

A P P E N D I X D M U L T I M O D A L T R A V E L

| | | | Street segment identification | | Re | gional location | | | Multim | odal scores | | Estimo | ated modal c | ounts | Total t | throughput estim | hates |
|------------|--------|--|--|---|------------------------------------|------------------------------|------------------|-------|--------|-------------|--------------------|------------|----------------|--------------|------------------|------------------|-----------------|
| RTS ID | Prefix | Street(s) | From street(s) | To street(s) | Subarea | Municipality | County | | | | Model
diversity | Bikers per | Peds per | Transit per | AADT | | Person miles |
| | TTOTA | | | | | | | Score | Score | Score | ranking | 1,000 AADT | | | | | of travel |
| 1 | | ACADEMY RD
ACADEMY RD | CAMERON BLVD / DUKE UNIVERSITY RD
W CORNWALLIS RD | W CORNWALLIS RD
UNIVERSITY DR | Downtown Durham
Downtown Durham | Durham | Durham
Durham | 2 | 1 | 2 | 2 | 0.80 | 0.67 | 0.51 0.41 | 8,741 | 11,765
9,349 | 11,790 |
| 33 | S | ALSTON AVE | NC-55 | E LAWSON ST | Downtown Durham | | Durham | 1 | 3 | 2 | 3 | 0.00 | 13.49 | 2.94 | 22.500 | 30.610 | 7,764 |
| 33 | S | ALSTON AVE | E LAWSON ST | EXIT 11 | Downtown Durham | Durham | Durham | 1 | 2 | 3 | 2 | 0.00 | 5.65 | 1.71 | 27,857 | 37,645 | 21,868 |
| 33 | Ν | ALSTON AVE | E GEER ST | E GEER ST | Downtown Durham | | Durham | 1 | 2 | 2 | 2 | 0.02 | 1.51 | 0.86 | 12,164 | 16,378 | 12,399 |
| 33
33 | N | ALSTON AVE | S ALSTON AVE / E MAIN ST
EXIT 11 | HOLLOWAY ST
N ALSTON AVE / E MAIN ST | Downtown Durham
Downtown Durham | Durham
Durham | Durham
Durham | 1 | 2 | 3 | 2 | 0.03 | 3.24 | 1.42 | 15,526
19.385 | 20,940 | 10,810
7,941 |
| 53 | S | ALSTON AVE | NC-55 | RIDDI F RD | Downtown Durham | | Durham | 1 | 2 | 3 | 2 | 0.02 | 2.62 | 2.99 | 6 033 | 26,127 | 10.378 |
| 53 | S | ALSTON AVE | E CORNWALLIS RD | CARPENTER FLETCHER RD | Southpoint | Durham | Durham | 1 | 1 | 1 | 1 | 0.03 | 0.04 | 0.20 | 7,836 | 10,534 | 11,444 |
| 53 | S | ALSTON AVE | RIDDLE RD | E CORNWALLIS RD | Downtown Durham | Durham | Durham | 1 | 1 | 2 | 1 | 0.02 | 0.08 | 0.33 | 4,795 | 6,447 | 11,788 |
| 53 | S | ALSTON AVE | CARPENTER FLETCHER RD | 1-40 | Southpoint | Durham | Durham | 1 | 1 | 1 | 1 | 0.00 | 0.00 | 0.18 | 10,000 | 13,442 | 8,395 |
| 53
53 | S | ALSTON AVE | NC-54
NC-54 | I-40
LOUIS STEPHENS DR / TW ALEXANDER DR | Southpoint | Durham
Durham | Durham
Durham | 1 | 1 | 2 | 1 | - | 1 - E | 0.31 | 11,000
8 100 | 14,787 | 5,633
15,215 |
| 2 | 3 | ANDERSON ST | DUKE UNIVERSITY RD | EDUIS STEPHENS DR / TW ALEXANDER DR | Downtown Durham | Durham | Durham | 3 | 3 | 2 | 4 | - 111 | 11.05 | 1.77 | 12.000 | 16,295 | 9,329 |
| 81 | | ANDERSON ST | CHAPEL HILL RD | DUKE UNIVERSITY RD | Downtown Durham | | Durham | 3 | 2 | 3 | 3 | 1.60 | 4.38 | 2.06 | 10,500 | 14,196 | 16,629 |
| 2 | | ANDERSON ST | NC-147 / ERWIN RD | HILLSBOROUGH RD | Downtown Durham | | Durham | 2 | 2 | 3 | 3 | 0.61 | 9.96 | 1.47 | 10,750 | 14,578 | 4,023 |
| 3 | | ANGIER AVE | S GUTHRIE AVE
S ALSTON AVE | ELLIS RD
S GUTHRIE AVE | Downtown Durham | Durham
Durham | Durham | 1 | 2 | 3 | 2 | 0.01 | 4.54
2.84 | 1.25
1.19 | 4,915
4 855 | 6,635
6,544 | 5,490
5,016 |
| 3 | | ANGIER AVE | S ALSI UN AVE | PLEASANT DR | Downtown Durham
East Durham | Durham | Durham
Durham | 1 | 2 | 3 | 2 | 0.01 | 2.84 | 0.38 | 4,855 | 6,544 | 7,493 |
| 3 | | ANGIER AVE | PLEASANT DR | S MIAMI BLVD | East Durham | Dumum | Durham | 1 | 1 | 1 | 1 | - | - | 0.13 | 9,013 | 12,114 | 20,478 |
| 3 | | ANGIER AVE | S MIAMI BLVD | US-70 | East Durham | Durham | Durham | 1 | 1 | 1 | 1 | - | | 0.17 | 7,677 | 10,320 | 12,535 |
| 33 | | AVONDALE DR | N ALSTON AVE | I-85 | Downtown Durham | | Durham | 1 | 1 | 2 | 1 | 0.01 | 0.19 | 0.33 | 16,000 | 21,513 | 14,025 |
| 33
57 | | AVONDALE DR
BARBEE CHAPEL RD | I-85
NC-54 | N ROXBORO ST | North Durham | Durham | Durham | 1 | 1 | 2 | 1 | 0.04 | 0.26 | 0.43 | 17,000
11.000 | 22,860
14,796 | 6,297 |
| 93 | | BARBEE CHAPEL RD
BARBEE RD | NC-54
NC-54 | FARRINGTON RD / FARRINGTON MILL RD
E WOODCROFT PKWY | Chapel Hill
Southpoint | Durham | Durham
Durham | 1 | 1 | 2 | 1 | 0.05 | 0.79 | 0.27 | 10.000 | 14,796 | 23,623 |
| 93 | | BARBEE RD | E WOODCROFT PKWY | FAYETTEVILLE RD | Southpoint | Durham | Durham | 1 | 1 | 2 | ĩ | 0.15 | 0.89 | 0.49 | 7,827 | 10,532 | 14,132 |
| 4 | S | BRIGGS AVE | RIDDLE RD | E LAWSON ST | Downtown Durham | Durham | Durham | 1 | 3 | 3 | 3 | 0.02 | 16.16 | 3.38 | 10,350 | 14,113 | 17,828 |
| 4 | S | BRIGGS AVE | E LAWSON ST | E PETTIGREW ST | Downtown Durham | | Durham | 1 | 3 | 3 | 3 | 0.01 | 10.97 | 2.06 | 10,350 | 14,045 | 3,610 |
| 5 | | BROAD ST
BROAD ST | W MARKHAM AVE
GUESS RD | W CLUB BLVD
CARVER ST | Downtown Durham
North Durham | Durham
Durham | Durham
Durham | 2 | 2 | 3 | 3 | 0.46 | 4.40
0.33 | 1.10
0.48 | 11,122
10.500 | 15,015
14,121 | 7,465
18,994 |
| 5 | | BROAD ST
BROAD ST | W CLUB BLVD | GUESS RD | Downtown Durham | | Durham | 1 | 1 | 2 | 1 | 0.08 | 0.33 | 0.48 | 10,500 | 14,121 | 6 368 |
| 18 | S | BUCHANAN BLVD | W CHAPEL HILL ST | N BUCHANAN BLVD / W MAIN ST | Downtown Durham | | Durham | 2 | 3 | 3 | 3 | 0.64 | 10.61 | 1.30 | 12,500 | 16,957 | 6,674 |
| 18 | Ν | BUCHANAN BLVD | W MARKHAM AVE | W CLUB BLVD | Downtown Durham | | Durham | 2 | 2 | 2 | 2 | 0.40 | 4.24 | 0.90 | 9,050 | 12,213 | 6,130 |
| 18 | N | BUCHANAN BLVD | S BUCHANAN BLVD / W MAIN ST | W MARKHAM AVE | Downtown Durham | | Durham | 2 | 2 | 2 | 2 | 0.70 | 9.08 | 0.99 | 10,500 | 14,225 | 7,386 |
| 18 | N | BUCHANAN BLVD / GUESS RD
CAMERON BLVD | W CLUB BLVD
ERWIN RD | BROAD ST
ACADEMY RD / DUKE UNIVERSITY RD | Downtown Durham
Downtown Durham | | Durham
Durham | 1 | 1 | 2 | 1 | 0.09 | 0.55 | 0.74 | 9,550
12,000 | 12,848
16.189 | 7,038
13,566 |
| 15 | | CAMERON BLVD | NC-751 / EXIT 107 | ERWIN RD | Downtown Durham | | Durham | 1 | 2 | 2 | 2 | 0.13 | 2.50 | 0.78 | 16.333 | 22 002 | 7 014 |
| 6 | E | CARVER ST | W CARVER ST / N ROXBORO ST | ROXBORO ST | North Durham | Durham | Durham | 1 | 1 | 3 | 2 | 0.02 | 0.27 | 1.13 | 10,650 | 14,329 | 10,752 |
| 6 | | CARVER ST | HILLANDALE RD | GUESS RD | North Durham | Durham | Durham | 1 | 1 | 1 | 1 | - | 0.04 | 0.15 | 12,000 | 16,130 | 5,410 |
| 6 | | CARVER ST | ROSE OF SHARON RD | HILLANDALE RD | North Durham | Durham | Durham | 1 | 1 | 1 | 1 | - 0.01 | 0.03 | 0.05 | 3,243 | 4,360 | 5,978 |
| 6 | | CARVER ST / W CARVER ST | GUESS RD
BROAD ST | BROAD ST
F CARVER ST / N ROXBORO ST | North Durham
North Durham | Durham
Durham | Durham
Durham | 1 | 1 | 2 | 1 | 0.01 | 0.09 | 0.28 | 8,296
10.321 | 11,152
13.881 | 13,838
6,986 |
| 47 | W | CHAPEL HILL ST | S GREGSON ST | GREAT JONES ST | Downtown Durham | Durham | Durham | 2 | 3 | 3 | 3 | 0.64 | 14.42 | 1.50 | 10,050 | 13,674 | 3,754 |
| 47 | W | CHAPEL HILL ST | S BUCHANAN BLVD | S GREGSON ST | Downtown Durham | | Durham | 2 | 3 | 3 | 3 | 0.61 | 11.48 | 1.39 | 14,455 | 19,622 | 5,250 |
| 8 | S | CHURTON ST | ORANGE GROVE RD | NC-86 | Hillsborough | Hillsborough | | 1 | 2 | 1 | 1 | 0.07 | 4.31 | 0.02 | 16,000 | 21,574 | 7,059 |
| 8 | N | CHURTON ST
CHURTON ST | W CORBIN ST
EXIT 164 | NC-86 / US-70 / CORNELIUS ST
ORANGE GROVE RD | Hillsborough
Hillsborough | Hillsborough
Hillsborough | | 1 | 2 | 1 | 1 | 0.01 | 1.16
0.72 | 0.05 | 11,000 | 14,798
24 042 | 4,330
16,296 |
| 8 | 3 | CHURTON ST | NC-86 | W CORBIN ST | Hillsborough | Hillsborough | Orange | 1 | 2 | 1 | 1 | 0.04 | 5.45 | 0.00 | 17,878 | 18,875 | 16,296 |
| 82 | W | CLUB BLVD | HILLANDALE RD | 9TH ST | Downtown Durham | | Durham | 1 | 2 | 2 | 2 | 0.15 | 2.65 | 0.76 | 5,700 | 7,681 | 6,355 |
| 82 | W | CLUB BLVD | 9TH ST | N BUCHANAN BLVD | Downtown Durham | Durham | Durham | 1 | 2 | 2 | 2 | 0.16 | 1.41 | 0.90 | 7,300 | 9,829 | 5,347 |
| 83 | E | CLUB BLVD | DEARBORN DR / MIDLAND TER | EXIT 179 | North Durham | Durham | Durham | 1 | 1 | 2 | 1 | 0.00 | 0.01 | 0.33 | 6,500 | 8,738 | 10,020 |
| 83 | E | CLUB BLVD
CLUB BLVD | N ROXBORO ST
N DUKE ST | DEARBORN DR / MIDLAND TER
I-85 | North Durham
Downtown Durham | Durham
Durham | Durham
Durham | 1 | 1 | 2 | 1 | 0.01 | 0.14 | 0.55 | 9,488
8,500 | 12,759
11,431 | 16,102 |
| 9 | W | CLUB BLVD | N BUCHANAN BLVD | N DUKE ST | Downtown Durham | | Durham | 1 | 1 | 2 | 1 | 0.11 | 0.53 | 0.55 | 14 846 | 19,972 | 7,205 |
| 9 | | CLUB BLVD | 1-85 | N ROXBORO ST | North Durham | Durham | Durham | 1 | 1 | 2 | 1 | 0.07 | 0.30 | 0.46 | 9,737 | 13,094 | 6,874 |
| 10 | | COLE MILL RD | ROSE OF SHARON RD | HILLSBOROUGH RD | North Durham | Durham | Durham | 1 | 1 | 1 | 1 | 0.00 | 0.00 | 0.17 | 15,394 | 20,692 | 28,283 |
| 10 | | COLE MILL RD | UMSTEAD RD | ROSE OF SHARON RD | North Durham | Durham | Durham | 1 | 1 | 1 | 1 | - | | 0.00 | 9,930 | 13,345 | 27,407 |
| 502
502 | S | COLUMBIA ST / NC-86
COLUMBIA ST / US-15 | PITTSBORO ST / MANNING DR
NC-54 / FORDHAM BLVD | SOUTH RD / MCCAULEY ST
MANNING DR | Chapel Hill
Chapel Hill | Chapel Hill
Chapel Hill | Orange
Orange | 3 | 3 | 3 | 4 | 2.55 | 58.63
21.96 | 3.18
1.47 | 9,018
17,954 | 12,724
24,597 | 3,980 26,496 |
| 502 | S | COLUMBIA ST / W CAMERON AVE / PITTSBORD ST | SOUTH RD / MCCAULEY ST | E FRANKLIN ST | Chapel Hill | Chapel Hill | Orange | 3 | 3 | 3 | 4 | 5.23 | 58.68 | 2.65 | 11,203 | 15,802 | 12,409 |
| 44 | - | CORNELIUS ST | US-70 / NC-86 / N CHURTON ST | REVERE RD | Hillsborough | Hillsborough | | 1 | 1 | 1 | 1 | 0.02 | 0.33 | 0.07 | 10,000 | 13,444 | 8,508 |
| 44 | | CORNELIUS ST / US-70 | REVERE RD | US-70 / I-85 CONNECTOR | Hillsborough | | Orange | 1 | 1 | 1 | 1 | 0.02 | 0.07 | 0.03 | 7,912 | 10,635 | 23,291 |
| 48 | W | CORNWALLIS RD | ACADEMY RD | CHAPEL HILL RD | Downtown Durham | Durham | Durham | 2 | 1 | 2 | 2 | 0.26 | 0.37 | 0.43 | 4,533 | 6,098 | 2,230 |
| 48
48 | W | CORNWALLIS RD
CORNWALLIS RD | CHAPEL HILL RD
HOPE VALLEY RD | DURHAM CHAPEL HILL BLVD
F CORNWALLIS RD / S ROXBORD ST | Downtown Durham | | Durham
Durham | 2 | 1 | 2 | 2 | 0.22 | 0.52 | 0.53 | 9,262
9,508 | 12,459
12,799 | 4,407
11.006 |
| 48 | F | CORNWALLIS RD | W CORNWALLIS RD / S ROXBORO ST | FAYETTEVILLE ST | Downtown Durham | | Durham | 1 | 1 | 3 | 2 | 0.03 | 0.02 | 3.19 | 11.389 | 15.348 | 10.065 |
| 11 | E | CORNWALLIS RD | FAYETTEVILLE ST | S ALSTON AVE | Downtown Durham | | Durham | 2 | 1 | 2 | 2 | 0.57 | 0.17 | 0.55 | 10,072 | 13,550 | 22,112 |
| 11 | E | CORNWALLIS RD | TW ALEXANDER DR | EXIT 6 | Southpoint | | Durham | 2 | 1 | 1 | 1 | 0.23 | 0.51 | 0.00 | 11,000 | 14,792 | 10,551 |
| 48 | W | CORNWALLIS RD | ERWIN RD | EXIT 106 | Downtown Durham | | Durham | 1 | 1 | 1 | 1 | 0.01 | 0.02 | 0.00 | 7,050 | 9,475 | 12,198 |
| 48
88 | W | CORNWALLIS RD
CORNWALLIS RD | US 15-501
KERLEY RD | ACADEMY RD
ERWIN RD | Downtown Durham
Downtown Durham | Durham | Durham
Durham | 1 | 1 | 1 | 1 | 0.16 | 0.09 | 0.12 | 10,000
1.427 | 13,444 | 11,759 |
| 88 | E | CORNWALLIS RD | S ALSTON AVE | TW ALEXANDER DR | Downtown Durnam | Durham | Durham | 2 | 1 | 1 | 1 | 0.28 | - 0.46 | 0.01 | 1,427 | 1,918 | 2,715 |
| 13 | - | DAVIS DR | HOPSON RD | NC-54 | Southpoint | | Durham | 1 | 1 | 1 | 1 | - | 0.06 | 0.03 | 18,115 | 24,349 | 36,132 |
| 13 | | DAVIS DR | NC-54 | NC-54 | Southpoint | | Durham | 1 | 1 | 1 | 1 | - | | 0.00 | 16,636 | 22,359 | 37,202 |
| 13 | | DAVIS DR | DEVELOPMENT DR | PARK KNOLL DR / HOPSON RD | Southpoint | | Durham | 1 | 1 | 1 | 1 | - | 0.03 | 0.02 | 23,375 | 31,417 | 40,145 |
| 14
14 | S | DUKE ST
DUKE ST | NC-147
N DUKE ST / W MAIN ST | EXIT 12C
S DUKE ST / W MAIN ST | Downtown Durham
Downtown Durham | Durham
Durham | Durham
Durham | 2 | 3 | 3 | 3 | 0.56 | 13.24
11.63 | 1.60
1.13 | 16,431
10,184 | 22,336
13,824 | 8,456
12,847 |
| 14 | S | DUKE ST | W MOREHEAD AVE / MOREHEAD AVE | UNIVERSITY DR | Downtown Durnam
Downtown Durham | | Durham | 2 | 3 | 3 | 3 | 0.64 | 11.63 | 1.13 | 4.650 | 6.312 | 2 353 |
| 14 | N | DUKE ST | W CLUB BLVD | W CLUB BLVD | Downtown Durham | Durham | Durham | 2 | 2 | 2 | 2 | 0.25 | 1.95 | 0.47 | 10,844 | 14,603 | 8,877 |
| 14 | Ν | DUKE ST | N ROXBORO ST | HORTON RD | North Durham | Durham | Durham | 1 | 1 | 2 | 1 | - | 0.08 | 0.63 | 26,769 | 35,997 | 15,354 |
| 14 | N | DUKE ST | HORTON RD | W CARVER ST | North Durham | Durham | Durham | 1 | 1 | 2 | 1 | 0.00 | 0.08 | 0.70 | 28,917 | 38,887 | 29,388 |
| 14 | N | DUKE ST / US-501 | W CARVER ST | N GREGSON ST | North Durham | Durham | Durham | 1 | 1 | 2 | 1 | 0.06 | 0.25 | 0.47 | 36,250 | 48,748 | 72,551 |

| | | Street segment identification | | Reg | ional location | | | Multim | iodal scores | | Estimo | ated modal counts | Total | throughput estim | nates |
|----------------|--|---|--|------------------------------------|----------------------------|------------------|-------|--------|--------------|--------------------|------------|--------------------------|------------------|------------------|-------------------|
| RTS ID Pref | ix Street(s) | From street(s) | To street(s) | Subarea | Municipality | County | | | | Model
diversity | Bikers per | Peds per Transit pe | AADT | | Person miles |
| | | | | Suburcu | Humopuny | | Score | | | ranking | 1,000 AADT | 1,000 AADT 1,000 AAD | r Andr | Throughput | |
| 47 | DUKE UNIVERSITY RD | CAMERON BLVD / ACADEMY RD | ANDERSON ST | Downtown Durham | Durham | Durham | 3 | 2 | 3 | 3 | 1.73 | 9.26 1.96 | | 14,926 | 11,688 |
| 47 | DUKE UNIVERSITY RD
DUKE UNIVERSITY RD / W CHAPEL HILL ST | ANDERSON ST
SWIFT AVE | SWIFT AVE
S BUCHANAN BLVD | Downtown Durham
Downtown Durham | Durham
Durham | Durham
Durham | 3 | 2 | 3 | 3 | 1.36 | 7.78 1.64 | | 14,903
15,175 | 5,142
7,973 |
| 7 | DURHAM CHAPEL HILL BLVD | EXIT 270 | EXIT 270 | Chapel Hill | Durham | Durham | 1 | 1 | 3 | 2 | 0.01 | 0.14 1.18 | | 69,233 | 40,563 |
| 7 | DURHAM CHAPEL HILL BLVD | EXIT 105A / US-15 | GARRETT RD | Downtown Durham | Durham | Durham | 1 | 2 | 2 | 2 | 0.03 | 1.34 0.75 | 54,000 | 72,690 | 33,564 |
| 7 | DURHAM CHAPEL HILL BLVD | I-40
CHAPEL HILL RD | GARRETT RD
HOPE VALLEY RD | Chapel Hill
Downtown Durham | Durham
Durham | Durham
Durham | 1 | 1 | 3 | 2 | 0.00 | 0.82 1.05 | | 69,289
16,726 | 103,235 |
| 7 | DURHAM CHAPEL HILL BLVD | GARRETT RD | SW DURHAM DR | Chapel Hill | Durham | Durham | 1 | 2 | 2 | 2 | 0.00 | 1.27 0.99 | | 70,006 | 63,131 |
| 7 | DURHAM CHAPEL HILL BLVD | GARRETT RD | US-15 | Downtown Durham | Durham | Durham | 1 | 2 | 2 | 2 | 0.05 | 1.09 0.75 | | 67,126 | 49,459 |
| 7 | DURHAM CHAPEL HILL BLVD
DURHAM CHAPEL HILL BLVD | WESTGATE DR
HOPE VALLEY RD | TOWER BLVD
UNIVERSITY DR | Downtown Durham
Downtown Durham | Durham
Durham | Durham
Durham | 1 | 1 | 2 | 1 | 0.09 | 0.28 0.53 | 16,502 | 22,194
15.098 | 59,380
8,382 |
| 7 | DURHAM CHAPEL HILL BLVD | US-15 | WESTGATE DR | Downtown Durham | Durham | Durham | 1 | 1 | 2 | 1 | 0.13 | 0.37 0.82 | | 39.013 | 10.528 |
| 7 | DURHAM CHAPEL HILL BLVD / 105A | WESTGATE DR | WESTGATE DR | Downtown Durham | Durham | Durham | 1 | 1 | 2 | 1 | 0.08 | 0.46 0.80 | | 28,701 | 21,692 |
| 11 | E CORNWALLIS RD | EXIT 6 | DAVIS DR | Southpoint | | Durham | 1 | 1 | 1 | 1 | 0.02 | 0.08 0.00 | 11,818 | 15,885 | 12,996 |
| 58 | E CORNWALLIS RD
ELLIS RD | RIDDLE RD | S MIAMI BLVD
EXIT 8 | Southpoint
Downtown Durham | Durham | Durham
Durham | 1 | 1 | 1 | 1 | 0.00 | - 0.00 | 10,625 | 14,280
18.060 | 5,813
31,268 |
| 58 | ELLIS RD | NC-147 | S MIAMI BLVD | East Durham | Durham | Durham | 1 | 1 | 2 | 1 | - | - 0.26 | | 16,131 | 19,770 |
| 15 | ERWIN RD | FULTON ST | ANDERSON ST | Downtown Durham | Durham | Durham | 2 | 3 | 3 | 3 | 0.54 | 14.81 1.89 | 13,174 | 17,933 | 7,861 |
| 15
15 | ERWIN RD
FRWIN RD | MORREENE RD
CAMERON BLVD | FULTON ST
MORREENE RD | Downtown Durham
Downtown Durham | Durham
Durham | Durham
Durham | 2 | 3 | 3 | 3 | 0.45 | 27.61 3.10
10.06 1.24 | | 26,223
19.148 | 25,141
7,549 |
| 15 | ERWIN RD
ERWIN RD | ANDERSON ST | W MAIN ST | Downtown Durnam
Downtown Durham | Durham | Durham | 2 | 2 | 3 | 3 | 0.28 | 10.06 1.24
8.62 1.3 | 14,125 | 19,148 | 6,922 |
| 49 | ERWIN RD | KERLEY RD | MT SINAI RD | Downtown Durham | | Durham | 2 | 2 | 1 | 2 | 0.22 | 1.97 - | 9,200 | 12,385 | 4,897 |
| 49 | ERWIN RD | SAGE RD | I-40 | Chapel Hill | Chapel Hill | Orange | 1 | 1 | 1 | 1 | 0.01 | 0.37 0.09 | | 12,928 | 9,137 |
| 49
49 | ERWIN RD
ERWIN RD | WHITFIELD RD
FORDHAM BLVD | KERLEY RD
SAGE RD | Chapel Hill
Chapel Hill | Chapel Hill | Orange
Orange | 1 | 2 | 1 | 1 | 0.11 0.01 | 1.00 -
0.26 0.06 | 10,053
7,941 | 13,523
10,675 | 13,372
7,936 |
| 49 | ERWIN RD
ERWIN RD | MT SINAI RD | W CORNWALLIS RD | Downtown Durham | эпараг пш | Durham | 1 | 1 | 1 | 1 | 0.01 | 0.51 - | 11,000 | 10,675 | 13,555 |
| 49 | ERWIN RD | I-40 | WHITFIELD RD | Chapel Hill | | Orange | 1 | 1 | 1 | 1 | 0.00 | 0.00 0.02 | 6,867 | 9,229 | 10,529 |
| 49 | ERWIN RD / NC-751 | W CORNWALLIS RD | CAMERON BLVD / EXIT 107 | Downtown Durham | Durham | Durham | 1 | 1 | 1 | 1 | 0.04 | 0.39 0.19 | | 14,259 | 15,290 |
| 506 S
506 N | ESTES DR
ESTES DR | N ESTES DR / E FRANKLIN ST
ESTES DR EXT / MARTIN LUTHER KING JR BLVD | FORDHAM BLVD
S ESTES DR / E FRANKLIN ST | Chapel Hill
Chapel Hill | Chapel Hill
Chapel Hill | Orange
Oranae | 1 | 2 | 2 | 2 | 0.08 | 1.59 0.27
3.89 0.31 | | 18,202 | 11,066
29.672 |
| 200 | ESTES DR / ESTES DR EXT | N GREENSBORD ST | VILLAGE DR | Carrboro | Carrboro | Orange | 3 | 3 | 2 | 3 | 3.85 | 14.05 0.26 | | 17,822 | 7.951 |
| 506 | ESTES DR EXT | VILLAGE DR | N ESTES DR / MARTIN LUTHER KING JR BLVD | Chapel Hill | Chapel Hill | Orange | 2 | 2 | 2 | 2 | 0.90 | 3.75 0.43 | 12,636 | 17,047 | 21,698 |
| 201 | EUBANKS RD | OLD NC-86 | MARTIN LUTHER KING JR BLVD / NC-86 | Chapel Hill | | Orange | 1 | 1 | 3 | 2 | 0.03 | 0.23 1.28 | | 8,477 | 23,290 |
| 31 42 | EXIT RAMP 172
EXIT RAMP 178 | I-85 | NC-147 / HILLSBOROUGH RD
EXIT 178 | Downtown Durham
Downtown Durham | Durham | Durham
Durham | 1 | 1 | 1 | 1 | - 0.00 | 0.01 0.16 | 38,000
55,000 | 51,072
73,929 | 18,579
31,167 |
| 89 | FARRINGTON POINT RD | LYSTRA RD | OLD FARRINGTON RD / MT CARMEL CHURCH RD | Chapel Hill | bamam | Chatham | 2 | 1 | 1 | 1 | 0.96 | | 6,910 | 9,293 | 18,450 |
| 95 | FARRINGTON RD | I-40 | I-40 | Southpoint | | Durham | 1 | 1 | 1 | 1 | 0.00 | 0.00 0.00 | 8,700 | 11,693 | 2,945 |
| 95 | FARRINGTON RD | SW DURHAM DR / OLD CHAPEL HILL RD | 1-40 | Chapel Hill | Durham | Durham | 1 | 1 | 2 | 1 | 0.01 | 0.06 0.35 | | 11,293 | 9,399 |
| 95
57 | FARRINGTON RD
FARRINGTON RD | EPHESUS CHURCH RD
BARBEE CHAPEL RD / FARRINGTON MILL RD | NC-54
STAGECOACH RD | Southpoint
Chapel Hill | | Durham
Durham | 1 | 1 | 1 | 1 | 0.00 | 0.00 0.04 | 11,440 | 15,376
16.800 | 20,982 |
| 56 | FARRINGTON RD | NC-54 | STAGECOACH RD | Southpoint | | Durham | 1 | 1 | 1 | 1 | - | - 0.03 | 14,000 | 18,816 | 31,425 |
| 89 | FARRINGTON RD / FARRINGTON POINT RD | MARTHA'S CHAPEL RD | LYSTRA RD | Chapel Hill | | Chatham | 1 | 1 | 1 | 1 | | | 7,800 | 10,483 | 21,525 |
| 16 | FAYETTEVILLE RD
FAYETTEVILLE RD | I-40
NC-751 / HOPE VALLEY RD | E WOODCROFT PKWY | Southpoint | Durham
Durham | Durham
Durham | 2 | 2 | 3 | 3 | 0.21 | 2.91 1.05 | | 35,293 | 41,737
87.069 |
| 16 | FAYETTEVILLE RD | NC-751 / HOPE VALLET RD
NC-54 | W WOODCROFT PKWY | Southpoint
Southpoint | Durham | Durham | 2 | 2 | 2 | 3 | 0.22 | 3.12 1.07 | | 32,670 | 32,096 |
| 16 | FAYETTEVILLE RD | E WOODCROFT PKWY | BARBEE RD | Southpoint | Durham | Durham | 2 | 2 | 2 | 2 | 0.21 | 1.50 0.89 | | 22,254 | 31,037 |
| 16 | FAYETTEVILLE RD / FAYETTEVILLE ST | BARBEE RD | MARTIN LUTHER KING JR PKWY | Southpoint | Durham | Durham | 2 | 1 | 3 | 2 | 0.57 | 0.47 1.07 | 17,813 | 23,978 | 8,169 |
| 16
16 | FAYETTEVILLE ST
FAYETTEVILLE ST | E CORNWALLIS RD
RIDDLE RD | E LAWSON ST
E CORNWALLIS RD | Downtown Durham
Downtown Durham | Durham
Durham | Durham
Durham | 1 | 3 | 3 | 3 | 0.02 | 12.68 3.29
0.14 1.41 | | 19,511
24,401 | 25,398
20,585 |
| 16 | FAYETTEVILLE ST | MOREHEAD AVE | E MAIN ST / N ELIZABETH ST | Downtown Durham | Durham | Durham | 1 | 2 | 3 | 2 | 0.16 | 9.06 1.36 | | 17,211 | 6.281 |
| 16 | FAYETTEVILLE ST | MARTIN LUTHER KING JR PKWY | RIDDLE RD | Southpoint | Durham | Durham | 3 | 1 | 2 | 2 | 1.16 | 0.37 0.86 | 16,250 | 21,879 | 14,765 |
| 501 | FORDHAM BLVD | NC-54 / S COLUMBIA ST | MANNING DR | Chapel Hill | Chapel Hill | Orange | 2 | 3 | 3 | 3 | 0.52 | 17.79 1.57 | | 59,847 | 74,535 |
| 501
501 | FORDHAM BLVD
FORDHAM BLVD | NC-54 / S COLUMBIA ST
S ESTES DR | NC-54
EPHESUS CHURCH RD | Chapel Hill
Chapel Hill | Chapel Hill
Chapel Hill | Orange
Orange | 2 | 3 | 3 | 3 | 0.36 | 11.85 1.05 | | 66,220 | 140,725
30,376 |
| 501 | FORDHAM BLVD | EPHESUS CHURCH RD | E FRANKLIN ST | Chapel Hill | Chapel Hill | Orange | 1 | 1 | 1 | 1 | 0.04 | 0.54 0.19 | | 39,089 | 11,424 |
| 501 | FORDHAM BLVD | EPHESUS CHURCH RD | E FRANKLIN ST | Chapel Hill | Chapel Hill | Orange | 1 | 1 | 1 | 1 | 0.02 | 0.52 0.17 | 29,571 | 39,765 | 13,512 |
| 501 | FORDHAM BLVD | NC-54 | EPHESUS CHURCH RD | Chapel Hill | Chapel Hill | Orange | 1 | 2 | 1 | 1 | 0.10 | 1.17 0.15 | 34,756 | 46,761 | 89,597 |
| 501
500 | FORDHAM BLVD
FORDHAM BLVD | RALEIGH RD
F FRANKLIN ST | S ESTES DR
SAGE RD | Chapel Hill
Chapel Hill | Chapel Hill
Chapel Hill | Orange
Orange | 1 | 2 | 1 | 1 | 0.12 | 1.03 0.09
0.26 0.08 | | 51,119
52,349 | 53,734
32,173 |
| 500 | FORDHAM BLVD | E FRANKLIN ST | SCARLETT DR | Chapel Hill | Chapel Hill | Orange | 1 | 1 | 1 | 1 | 0.01 | 0.26 0.08 | 45,118 | 60,654 | 32,173 |
| 500 | FORDHAM BLVD / DURHAM CHAPEL HILL BLVD | SAGE RD | I-40 | Chapel Hill | Chapel Hill | Orange | 1 | 1 | 2 | 1 | 0.01 | 0.15 0.39 | 45,000 | 60,504 | 49,521 |
| 500
501 | FORDHAM BLVD / DURHAM CHAPEL HILL BLVD
FORDHAM BLVD / US-15 | SCARLETT DR
MANNING DR | I-40
NC-54 | Chapel Hill | Chapel Hill
Chapel Hill | Orange
Oranae | 1 | 1 | 2 | 1 | 0.01 | 0.15 0.39 | | 60,505
68,153 | 49,860
65,320 |
| 501
500 W | | F MAIN ST | NC-54
E FRANKLIN ST / S COLUMBIA ST / N COLUMBIA ST | Chapel Hill
Chapel Hill | Chapel Hill
Chapel Hill | Orange
Orange | 1 | 2 | 2 | 2 | 5.46 | 3.48 U.3.
52.85 1.77 | | 68,153 | 65,320
10,790 |
| 500 W | | W FRANKLIN ST / S COLUMBIA ST / N COLUMBIA ST | S ESTES DR / N ESTES DR | Chapel Hill | Chapel Hill | Orange | 3 | 3 | 2 | 3 | 1.53 | 20.78 0.98 | | 20,360 | 37,526 |
| 500 E | FRANKLIN ST | S ESTES DR / N ESTES DR | FORDHAM BLVD | Chapel Hill | Chapel Hill | Orange | 1 | 2 | 2 | 2 | 0.04 | 1.09 0.26 | 21,700 | 29,195 | 40,541 |
| 19 | FULTON ST | | NC-147 | Downtown Durham | Durham | Durham | 2 | 3 | 3 | 3 | 0.26 | 15.02 1.84 | | 23,569 | 12,401 |
| 55
55 | GARRETT RD
GARRETT RD | DURHAM CHAPEL HILL BLVD
SWARTHMORE RD | OLD CHAPEL HILL RD
HOPE VALLEY RD | Downtown Durham
Southpoint | Durham
Durham | Durham
Durham | 1 | 2 | 2 | 2 | 0.00 | 1.24 0.60
0.53 0.20 | | 14,804
25,551 | 15,025
26,001 |
| 55 | GARRETT RD | OLD CHAPEL HILL RD | SWARTHMORE RD | Southpoint | Durham | Durham | 1 | 1 | 1 | 1 | 0.00 | 0.02 0.12 | 20,000 | 26,883 | 28,108 |
| 94 E | GEER ST | E CLUB BLVD / FERRELL RD | GLENN SCHOOL RD | East Durham | Durham | Durham | 1 | 1 | 3 | 2 | - | - 1.39 | 7,500 | 10,090 | 2,854 |
| 94 E
94 E | | N ALSTON AVE
MIDLAND TER | CHEEK RD
E CLUB BLVD / FERRELL RD | Downtown Durham
East Durham | Durham
Durham | Durham
Durham | 1 | 1 | 2 | 1 | 0.01 | 0.21 0.48 | | 12,147
6,723 | 7,947
8,864 |
| 94 E
94 E | | CHEEK RD | E CLUB BLVD / FERRELL RD
MIDLAND TER | East Durham
Downtown Durham | Durham
Durham | Durham
Durham | 1 | 1 | 2 | 1 | - 0.00 | 0.04 0.29 | | 6,723 | 8,864
7,817 |
| 45 | GREAT JONES ST | RAMSEUR ST / W CHAPEL HILL ST | S MANGUM ST | Downtown Durham | Durham | Durham | 2 | 3 | 3 | 3 | 0.54 | 15.95 1.67 | | 5,066 | 2,637 |
| 45 | GREAT JONES ST / W MORGAN ST | W MAIN ST | E MORGAN ST / HOLLOWAY ST | Downtown Durham | Durham | Durham | 2 | 3 | 3 | 3 | 0.57 | 16.72 1.65 | 5,682 | 7,744 | 4,691 |
| 208 N
208 S | GREENSBORD ST | HILLSBOROUGH RD | ESTES DR
MERRITT MILL RD | Carrboro | Carrboro | Orange | 3 | 3 | 2 | 3 | 4.11 | 12.85 0.17 | | 8,167 | 6,084 |
| 208 S
208 N | | N GREENSBORO ST / W MAIN ST / E MAIN ST
ESTES DR | S GREENSBORO ST / W MAIN ST / E MAIN ST | Carrboro
Carrboro | Carrboro
Carrboro | Orange
Orange | 3 | 3 | 2 | 3 | 4.13 | 19.34 0.29
23.54 0.30 | | 15,333
18,633 | 9,315
10,844 |
| 208 S | GREENSBORO ST / SMITH LEVEL RD | NC-54 | NC-54 | Chapel Hill | Carrboro | Orange | 2 | 2 | 2 | 2 | 0.97 | 4.27 0.32 | 17,500 | 23,617 | 13,653 |
| | GREGSON ST | W MORGAN ST | W MARKHAM AVE | Downtown Durham | Durham | Durham | 2 | 3 | 3 | 3 | 0.68 | 10.27 1.02 | | 13,560 | 8,545 |
| 17 S | GREGSON ST | W CHAPEL HILL ST | W MORGAN ST | Downtown Durham | Durham | Durham | 2 | 3 | 3 | 3 | 0.65 | 13.10 1.39 | 9,767 | 13,274 | 3,905 |

| | | Street segment identification | | Reg | ional location | | | Multim | odal scores | | Estimate | d modal counts | | Total ti | nroughput estin | nates |
|-----------|---|--|--|------------------------------------|--------------------|------------------|------|--------|-------------|--------------------|----------------|------------------|--------------|--------------------|--------------------|--------------------|
| RTS ID | Prefix Street(s) | From street(s) | To street(s) | Subarea | Municipality | County | Bike | | | Model
diversity | Bikers per P | eds per 🛛 Transi | per | AADT | | Person miles |
| RISID | | FIGHT STREET(S) | TO STICET(S) | Subuleu | Plunicipulity | | | | | ranking | 1,000 AADT 1,0 | 00 AADT 1,000 | | AADT | Throughput | of travel |
| 17 | N GREGSON ST
N GREGSON ST | W MARKHAM AVE
N DUKE ST | W CLUB BLVD
EXIT 176 | Downtown Durham | Durham
Durham | Durham | 2 | 2 | 2 | 2 | 0.34 | 3.37 | 0.67 | 10,000
87 400 | 13,484 | 6,545
37 300 |
| 23 | N GREGSON ST | W CLUB BLVD | EXIT 176 | North Durham
Downtown Durham | Durham | Durham
Durham | 1 | 1 | 2 | 1 | 0.11 | 0.42 | -
).48 | 27,000 | 36,315 | 12,029 |
| 18 | GUESS RD | CARVER ST | HORTON RD | North Durham | Durham | Durham | 1 | 1 | 3 | 2 | | 0.02 | 1.28 | 24,381 | 32,800 | 44,493 |
| 18
18 | GUESS RD
GUESS RD | EXIT 175 | EXIT 175
CARVER ST | Downtown Durham
North Durham | Durham
Durham | Durham
Durham | 1 | 1 | 2 | 1 | 0.05 | | 0.58 | 15,688
26,000 | 21,099
34,953 | 11,181
26,368 |
| 18 | GUESS RD
GUESS RD | 1-85
NEW SHARON CHURCH RD | ST MARYS RD / MASON RD | North Durham | Durnam | Durham | 1 | 1 | 1 | 1 | - | - | J.24
- | 4 344 | 5 838 | 26,368 |
| 18 | GUESS RD | ROSE OF SHARON RD | UMSTEAD RD | North Durham | Durham | Durham | 1 | 1 | 1 | 1 | - | | 0.05 | 21,276 | 28,596 | 38,088 |
| 18 | GUESS RD | ST MARYS RD / MASON RD | UMSTEAD RD | North Durham | Durham | Durham
Durham | 1 | 1 | 1 | 1 | - | - 1 | 0.00 | 11,085 | 14,898 | 50,892 |
| 18 | GUESS RD / ROSE OF SHARON RD
HILLANDALE RD | HORTON RD | CARVER ST | North Durham | Durham | Durham | 1 | 1 | 2 | 2 | | 0.03 | 1.34 | 21,902 | 29,443
14,796 | 64,923
20,438 |
| 19 | HILLANDALE RD | ROSE OF SHARON RD | HORTON RD | North Durham | Durham | Durham | 1 | 1 | 3 | 2 | - | | 1.59 | 3,889 | 5,233 | 3,426 |
| 19 | HILLANDALE RD | W CLUB BLVD | W CLUB BLVD | Downtown Durham | Durham | Durham | 1 | 2 | 2 | 2 | 0.03 | | 0.40 | 19,335 | 26,023 | 23,143 |
| 19
20 | HILLANDALE RD | CROASDALE DR / I-85
HILLANDALE RD / W MAIN ST | CROASDALE DR | North Durham | Durham | Durham | 2 | 2 | 3 | 1 | 0.00 | | 0.11 | 28,000 | 37,636 | 23,370
5.528 |
| 20 | HILLSBOROUGH RD | 15TH ST | BROAD ST | Downtown Durham | Durham | Durham | 2 | 2 | 3 | 3 | 0.60 | 6.33 | 1.12 | 10,250 | 13,859 | 7,052 |
| 202 | HILLSBOROUGH RD | N GREENSBORO ST | W MAIN ST | Carrboro | Carrboro | Orange | 3 | 3 | 2 | 3 | 4.29 | | 0.20 | 2,287 | 3,115 | 2,135 |
| 20
202 | HILLSBOROUGH RD
HILLSBOROUGH RD | EXIT 108D
OLD FAYETTEVILLE RD | HILLANDALE RD
N GREENSBORO ST | Downtown Durham
Carrboro | Durham
Carrboro | Durham
Orange | 1 | 2 | 2 | 2 | 0.06 | | 0.99 | 19,353
5,892 | 26,117 | 20,124 |
| 207 | HILLSBOROUGH RD | OLD NC-86 / HOMESTEAD RD | OLD FAYETTEVILLE RD | Carrboro | Cumboro | Orange | 3 | 2 | 1 | 2 | 1.41 | 2.09 | 0.00 | 11,006 | 14,830 | 11,401 |
| 20 | HILLSBOROUGH RD | COLE MILL RD | EXIT 108D | Downtown Durham | Durham | Durham | 1 | 1 | 2 | 1 | 0.03 | | 0.65 | 28,000 | 37,660 | 11,578 |
| 20
21 | HILLSBOROUGH RD | NC-147 / EXIT 172
N ROXBORO ST | COLE MILL RD
N ELIZABETH ST | Downtown Durham
Downtown Durham | | Durham
Durham | 1 | 1 | 2 | 1 | 0.00 | |).33
1.54 | 16,450
5,988 | 22,114
8.140 | 24,096 |
| 21 | HOLLOWAY ST
HOLLOWAY ST | N RUXBURU SI
N ELIZABETH ST | N ALSTON AVE | Downtown Durham | Durham | Durnam
Durham | 2 | 3 | 3 | 2 | 0.31 | 13.60 | 1.54 | 5,988 | 9,466 | 2,841
2.631 |
| 21 | HOLLOWAY ST | N ALSTON AVE | N GUTHRIE AVE | Downtown Durham | Durham | Durham | 1 | 2 | 3 | 2 | 0.04 | 2.33 | 2.05 | 10,294 | 13,881 | 8,259 |
| 21 | HOLLOWAY ST | N GUTHRIE AVE | N MIAMI BLVD | Downtown Durham | | Durham | 1 | 2 | 3 | 2 | 0.05 | | 1.85 | 11,000 | 14,831 | 5,340 |
| 21
21 | HOLLOWAY ST | N MIAMI BLVD
US-70 | US-70
JUNCTION RD | Downtown Durham
East Durham | Durham
Durham | Durham
Durham | 1 | 2 | 3 | 2 | 0.03 | | L.09 | 12,775
26,500 | 17,203
35,654 | 6,238
10,221 |
| 21 | HOLLOWAY ST / WAKE FOREST HWY | JUNCTION RD | CLAYTON RD | East Durham | Durham | Durham | 1 | 1 | 3 | 2 | 0.01 | | 1.48 | 17,615 | 23,704 | 37,313 |
| 203 | HOMESTEAD RD | OLD NC-86 / HILLSBOROUGH RD | MARTIN LUTHER KING JR BLVD | Chapel Hill | Chapel Hill | Orange | 2 | 1 | 1 | 1 | 0.24 | | D.19 | 7,344 | 9,876 | 32,922 |
| 34
34 | HOPE VALLEY RD
HOPE VALLEY RD | SWARTHMORE RD
W WOODCROFT PKWY | MARTIN LUTHER KING JR PKWY
S ROXBORO ST | Southpoint
Southpoint | Durham
Durham | Durham
Durham | 1 | 1 | 2 | 1 | 0.00 | | D.12
D.34 | 11,143
16,000 | 14,977
21,520 | 30,068 |
| 34 | HOPE VALLEY RD | S ROXBORO ST | SWARTHMORE RD | Southpoint | Durham | Durham | 1 | 1 | 2 | 1 | 0.01 | | 0.34 | 16,000 | 21,520 | 9.895 |
| 34 | HOPE VALLEY RD | MARTIN LUTHER KING JR PKWY | UNIVERSITY DR | Downtown Durham | Durham | Durham | 1 | 1 | 2 | 1 | 0.14 | | 0.51 | 9,700 | 13,049 | 11,351 |
| 34 | HOPE VALLEY RD | NC-751 / NC-54 | W WOODCROFT PKWY | Southpoint | Durham | Durham | 1 | 1 | 2 | 1 | 0.01 | | 0.37 | 18,750 | 25,223 | 9,461 |
| 34
90 | HOPE VALLEY RD / NC-751
HORTON RD | FAYETTEVILLE RD
HILLANDALE RD | STAGECOACH RD
GUESS RD | Southpoint
North Durham | Durham | Durham
Durham | 2 | 1 | 1 | 2 | 0.49 | 0.92 | 1.44 | 12,781
7,600 | 17,196
10,225 | 17,897 |
| 90 | HORTON RD | GUESS RD | N DUKE ST | North Durham | Durham | Durham | 1 | 1 | 3 | 2 | - | 0.04 | 1.23 | 13,375 | 17,993 | 26,934 |
| 22 | I-40 | EXIT 157 | EXIT 161 | Hillsborough | | Orange | 1 | 1 | 1 | 1 | - | | - | 118,250 | 158,928 | 480,125 |
| 22
22 | I-40
I-40 | ORANGE GROVE RD
DRANGE GROVE RD | EXIT 261
EXIT 261 | Hillsborough
Hillsborough | | Orange
Orange | 1 | 1 | 1 | 1 | - | | | 69,000
67,095 | 92,736
90,176 | 148,281 |
| 22 | 1-40 | EXIT 261 | EXIT 263 | Hillsborough | | Orange | 1 | 1 | 1 | 1 | 1 | | - | 76.333 | 102.592 | 208.957 |
| 22 | I-40 | EXIT 261 | EXIT 263 | Hillsborough | | Orange | 1 | 1 | 1 | 1 | - | | - | 71,979 | 96,740 | 201,540 |
| 22 | 1-40 | EXIT 263 | EXIT 266 | Chapel Hill | | Orange | 1 | 1 | 1 | 1 | - | | - | 76,511 | 102,830 | 301,367 |
| 22 | I-40
I-40 | ERWIN RD
FRWIN RD | EXIT 270
EXIT 270 | Chapel Hill
Chapel Hill | | Orange
Orange | 1 | 1 | 1 | 1 | 1 | | - | 82,000 | 110,208 | 78,850 |
| 22 | 1-40 | FARRINGTON RD | EXIT 273 | Southpoint | | Durham | 1 | 1 | 1 | 1 | - | | - | 90,764 | 121,986 | 147,065 |
| 22 | I-40 | EXIT 273 | EXIT 274 | Southpoint | Durham | Durham | 1 | 1 | 1 | 1 | - | | - | 120,000 | 161,280 | 232,178 |
| 22
22 | I-40
I-40 | EXIT 273B
EXIT 274 | EXIT 274
EXIT 276 | Southpoint
Southpoint | Durham
Durham | Durham
Durham | 1 | 1 | 1 | 1 | | | | 125,625
124,154 | 168,840
166,863 | 254,769
225,023 |
| 22 | 1-40 | EXIT 274
EXIT 276 / NC-54 | EXIT 278 | Southpoint | Durham | Durham | 1 | 1 | 1 | 1 | 1.00 | | - | 124,134 | 167,748 | 334,163 |
| 22 | I-40 | FAYETTEVILLE RD | EXIT 278 | Southpoint | Durham | Durham | 1 | 1 | 1 | 1 | - | | - | 132,000 | 177,408 | 357,132 |
| 22 | I-40
I-40 | DAVIS DR
S MIAMI BLVD | EXIT 280
EXIT 281 | Southpoint | Durham | Durham
Durham | 1 | 1 | 1 | 1 | - | | - | 177,000 | 237,888 | 62,306
67,748 |
| 22
22 | 1-40 | EXIT 281 | EXIT 281
EXIT 282 | Southpoint
Southpoint | Durham | Durham | 1 | 1 | 1 | 1 | 1 | | - | 190,000 | 255,360 | 129,559 |
| 22 | I-40 | EXIT 281 / S MIAMI BLVD | EXIT 282 | Southpoint | Durham | Durham | 1 | 1 | 1 | 1 | - | | - | 190,000 | 255,360 | 130,230 |
| 22 | I-40
I-40 | EXIT 282
EXIT 283 | EXIT 283
EXIT 283 | Southpoint | Durham
Durham | Durham
Durham | 1 | 1 | 1 | 1 | - | | - | 192,500
189,500 | 258,720 | 152,784
162,582 |
| 22
22 | I-40 | EXIT 283
EXIT 18 | EXIT 283
EXIT 1B | Southpoint
Southpoint | Durham | Durham | 1 | 1 | 1 | 1 | | | - | 189,500 | 254,688 211,008 | 98 820 |
| 22 | 1-40 | EXIT 282 | EXIT 1B | Southpoint | Durham | Durham | 1 | 1 | 1 | î | - | | - | 195,000 | 262,080 | 132,195 |
| 22 | I-40 | FARRINGTON RD | EXIT 273A | Southpoint | | Durham | 1 | 1 | 1 | 1 | - | | - | 99,000 | 133,056 | 187,153 |
| 22
22 | I-40
I-40 | NC-54 / EXIT 273A
FAYETTEVILLE RD | EXIT 273B
EXIT 276 / NC-54 | Southpoint
Southpoint | Durham
Durham | Durham
Durham | 1 | 1 | 1 | 1 | - | | | 89,333
132.000 | 120,064 | 30,649
50,819 |
| 22 | 1-40 | FATETTEVILLE RD | EXIT 2767 NU-54
EXIT 2798 | Southpoint | Dumum | Durham | 1 | 1 | 1 | 1 | 1 | | - | 132,000 | 228 480 | 94 877 |
| 22 | I-40 | TW ALEXANDER DR / EXIT 279A | EXIT 5A | Southpoint | | Durham | 1 | 1 | 1 | 1 | - | | - | 159,333 | 214,144 | 111,612 |
| 22 | I-40 | TW ALEXANDER DR | EXIT 5B | Southpoint | | Durham | 1 | 1 | 1 | 1 | - | | - | 144,400 | 194,074 | 62,062 |
| 22
22 | I-40
I-40 | EXIT 279B
EXIT 5A | DAVIS DR
DAVIS DR | Southpoint
Southpoint | | Durham
Durham | 1 | 1 | 1 | 1 | 1 | | - | 170,000
170,000 | 228,480 | 111,734
159,059 |
| 22 | I-40
I-40 | EXIT 266 | ERWIN RD | Chapel Hill | | Orange | 1 | 1 | 1 | 1 | | | - | 82,000 | 110,208 | 314,539 |
| 22 | I-40 | MARTIN LUTHER KING JR BLVD | ERWIN RD | Chapel Hill | | Orange | 1 | 1 | 1 | 1 | - | | - | 81,906 | 110,082 | 336,049 |
| 22 | 1-40 | EXIT 270 | FARRINGTON RD
FARRINGTON RD | Chapel Hill | Durham | Durham | 1 | 1 | 1 | 1 | - | | - | 76,483 | 102,794 | 110,227 |
| 22 | I-40
I-40 | OLD CHAPEL HILL RD
EXIT 274 | FARRINGTON RD
FAYETTEVILLE RD | Chapel Hill
Southpoint | Durham
Durham | Durham
Durham | 1 | 1 | 1 | 1 | 1 | | - | 99,000
124,000 | 133,056 | 116,234
190,041 |
| 22 | 1-40 | EXIT 276 | FAYETTEVILLE RD | Southpoint | Durham | Durham | 1 | 1 | 1 | 1 | - | | - | 124,000 | 166,656 | 52,991 |
| 22 | 1-40 | I-85 | I-85 | Hillsborough | | Orange | 1 | 1 | 1 | 1 | - | | - | 38,550 | 51,811 | 29,191 |
| 22
22 | I-40
I-40 | I-85-CONN
I-85-CONN / EXIT 160 | I-85
I-85 | Hillsborough
Hillsborough | | Orange
Orange | 1 | 1 | 1 | 1 | - | | | 121,000
110.109 | 162,624
147,987 | 275,204
232,219 |
| 22 | I-40 | EXIT 161 | I-85 | Hillsborough | | Orange | 1 | 1 | 1 | 1 | | | | 125.000 | 147,987 | 84,563 |
| 22 | I-40 | EXIT 157 | I-85-CONN / EXIT 160 | Hillsborough | | Orange | 1 | 1 | 1 | 1 | - | | - | 119,500 | 160,608 | 566,947 |
| 22 | 1-40 | EXIT 263 | MARTIN LUTHER KING JR BLVD | Chapel Hill | | Orange | 1 | 1 | 1 | 1 | - | | - | 78,897 | 106,037 | 342,799 |
| 22
22 | I-40
I-40 | EXIT 270
1-85 | OLD CHAPEL HILL RD
ORANGE GROVE RD | Chapel Hill
Hillsborough | Durham | Durham
Oranae | 1 | 1 | 1 | 1 | | | - | 93,333
67,000 | 125,440
90.048 | 91,720
43,319 |
| 22 | 1-40 | 1-05 | ONANGE OROVE RD | niisuuluugil | | orunge | 1 | 1 | 1 | 1 | | | | 07,000 | 30,048 | 40,010 |

| | | Street segment identification | | l Re | aional location | | 1 | Multimo | dal scores | | Estimated mor | al counts | Total t | hroughput est | imates |
|---------------|----------------------------|--|---|------------------------------------|-----------------------|------------------|-------|---------|------------|----------------------|----------------------|----------------|--------------------|--------------------|--------------------|
| | | | | | gionarioodiion | | Bike | Ped | Transit | Model | Bikers per Peds p | er Transit per | | Person | Person miles |
| RTS ID Prefi | ix Street(s) | From street(s) | To street(s) | Subarea | Municipality | | Score | Score | Score | diversity
ranking | 1,000 AADT 1,000 AA | DT 1,000 AADT | | Throughput | of travel |
| 22 | 1-40 | 1-85 | ORANGE GROVE RD | Hillsborough | | Orange | 1 | 1 | 1 | 1 | | | 69.000 | 92.736 | 76,471 |
| 22 | I-40 | EXIT 278 | S ALSTON AVE | Southpoint | Durham | Durham | 1 | 1 | 1 | 1 | | | 110,750 | 148,848 | 51,242 |
| 22 | I-40 | EXIT 278 | S ALSTON AVE | Southpoint | Durham | Durham | 1 | 1 | 1 | 1 | | | 135,000 | 181,440 | 111,517 |
| 22 | 1-40 | DAVIS DR / EXIT 280 | S MIAMI BLVD | Southpoint | | Durham | 1 | 1 | 1 | 1 | | | 177,000 | 237,888 | 164,288 |
| 22
22 | I-40
I-40 | EXIT 280
S ALSTON AVE | S MIAMI BLVD
TW ALEXANDER DR | Southpoint | Durham | Durham
Durham | 1 | 1 | 1 | 1 | | | 177,000
138.000 | 237,888
185,472 | 101,545
106,867 |
| 22 | 1-40 | S ALSTON AVE
S ALSTON AVE | TW ALEXANDER DR
TW ALEXANDER DR / EXIT 279A | Southpoint
Southpoint | Durham | Durham | 1 | 1 | 1 | 1 | 1 1 | | 125,400 | 165,472 | 96,783 |
| 23 | 1-85 | EXIT 163 | EXIT 163 | Hillsborough | banan | Orange | 1 | 1 | 1 | i | | | 51.000 | 68,544 | 19,483 |
| 23 | 1-85 | 1-40 | EXIT 163 | Hillsborough | | Orange | 1 | 1 | 1 | 1 | | | 43,050 | 57,859 | 17,288 |
| 23 | I-85 | EXIT 259 | EXIT 164 | Hillsborough | | Orange | 1 | 1 | 1 | 1 | | | 51,000 | 68,544 | 52,539 |
| 23 | I-85 | ORANGE GROVE RD | EXIT 164 | Hillsborough | | Orange | 1 | 1 | 1 | 1 | | | 48,143 | 64,704 | 43,417 |
| 23 | I-85 | EXIT 164 | EXIT 165 | Hillsborough | | Orange | 1 | 1 | 1 | 1 | | | 54,692 | 73,506 | 88,754 |
| 23 | I-85
I-85 | EXIT 164 | EXIT 165 | Hillsborough | | Orange | 1 | 1 | 1 | 1 | | | 52,294 | 70,283 | 86,064 |
| 23
23 | I-85 | UNIVERSITY STATION RD
US-70 | EXIT 170
EXIT 170 | Hillsborough
Hillsborough | | Orange
Orange | 1 | 1 | 1 | 1 | | | 46,700
42,667 | 62,765
57,344 | 61,802
17,712 |
| 23 | 1-85 | US-70-BB | EXIT 170 | Hillsborough | | Orange | 1 | 1 | 1 | i | 1 | | 58 826 | 79.062 | 161.059 |
| 23 | 1-85 | NC-147 | EXIT 173 | Downtown Durham | Durham | Durham | 1 | 1 | 1 | 1 | | | 38.000 | 51.072 | 26,662 |
| 23 | 1-85 | US-15 | EXIT 174 | Downtown Durham | | Durham | 1 | 1 | 1 | 1 | | | 96,167 | 129,248 | 54,323 |
| 23 | I-85 | EXIT 174 | EXIT 175 | Downtown Durham | | Durham | 1 | 1 | 1 | 1 | | | 97,636 | 131,223 | 77,650 |
| 23 | I-85 | BROAD ST | EXIT 176 | Downtown Durham | | Durham | 1 | 1 | 1 | 1 | | | 98,000 | 131,712 | 40,004 |
| 23 | 1-85 | N DUKE ST | EXIT 177 | Downtown Durham | Durham | Durham | 1 | 1 | 1 | 1 | | | 94,281 | 126,714 | 91,222 |
| 23
23 | I-85
I-85 | N ROXBORO ST
AVONDALE DR | EXIT 177
EXIT 178 | North Durham
Downtown Durham | Durham
Durham | Durham
Durham | 1 | 1 | 1 | 1 | | | 65,600
92,800 | 88,166
124,723 | 31,413
119,054 |
| 23 | 1-85 | US-70 | EXIT 178 | North Durham | Durham | Durham | 1 | 1 | 1 | 1 | | | 68 750 | 92 400 | 54 921 |
| 23 | 1-85 | EXIT 178 | EXIT 179 | North Durham | banan | Durham | 1 | 1 | 1 | i | 1 | | 56,196 | 75,527 | 93,247 |
| 23 | 1-85 | MIDLAND TER | EXIT 179 | East Durham | Durham | Durham | 1 | 1 | 1 | 1 | | | 59,000 | 79.296 | 75,028 |
| 23 | I-85 | EXIT 179 | EXIT 182 | East Durham | | Durham | 1 | 1 | 1 | 1 | | | 53,828 | 72,344 | 166,986 |
| 23 | I-85 | EXIT 179 | EXIT 182 | East Durham | | Durham | 1 | 1 | 1 | 1 | | | 51,813 | 69,636 | 166,950 |
| 23 | I-85 | EXIT 182 | EXIT 183 | East Durham | | Durham | 1 | 1 | 1 | 1 | | | 50,273 | 67,567 | 113,163 |
| 23 | 1-85 | EXIT 183 | EXIT 186 | East Durham | | Durham | 1 | 1 | 1 | 1 | | | 50,000 | 67,200 | 94,535 |
| 23
23 | I-85 | REDWOOD RD | EXIT 186
EXIT 259 | East Durham | | Durham | 1 | 1 | 1 | 1 | | | 50,000
51,000 | 67,200
68 544 | 98,285
17,293 |
| 23 | 1-85 | COLE MILL RD | EXIT 259
EXIT 174A | Hillsborough
Downtown Durham | Durham | Orange
Durham | 1 | 1 | 1 | 1 | | | 45,364 | 68,544 | 41.896 |
| 23 | 1-85 | EXIT 177 | AVONDALE DR | Downtown Durham | | Durham | 1 | 1 | 1 | i | 1 | | 82 200 | 110 477 | 42 290 |
| 23 | 1-85 | EXIT 175 | BROAD ST | Downtown Durham | Durham | Durham | 1 | 1 | 1 | 1 | | | 98,600 | 132,518 | 95,337 |
| 23 | I-85 | GUESS RD | BROAD ST | North Durham | Durham | Durham | 1 | 1 | 1 | 1 | | | 98,000 | 131,712 | 76,517 |
| 23 | I-85 | NC-147 | COLE MILL RD | Downtown Durham | Durham | Durham | 1 | 1 | 1 | 1 | | | 36,786 | 49,440 | 34,869 |
| 23 | I-85 | HILLANDALE RD | GUESS RD | North Durham | Durham | Durham | 1 | 1 | 1 | 1 | | | 95,556 | 128,427 | 73,643 |
| 23 | I-85 | EXIT 174A | HILLANDALE RD | North Durham | Durham | Durham | 1 | 1 | 1 | 1 | | | 107,000 | 143,808
68,544 | 55,229 |
| 23
23 | 1-85 | I-4U
EXIT 178 | I-40
MIDLAND TER | Hillsborough
East Durham | Durham | Orange
Durham | 1 | 1 | 1 | 1 | | | 51,000 | 68,544
79,296 | 30,143
23,622 |
| 23 | 1-85 | UNIVERSITY STATION RD | MT HERMAN CHURCH BD | Hillsborough | bunum | Orange | 1 | 1 | 1 | i | | | 53,000 | 71,232 | 55.204 |
| 23 | 1-85 | EXIT 176 | N DUKE ST | Downtown Durham | Durham | Durham | 1 | 1 | 1 | î | | | 98,000 | 131,712 | 55,646 |
| 23 | I-85 | BROAD ST | N GREGSON ST | North Durham | Durham | Durham | 1 | 1 | 1 | 1 | | | 98,000 | 131,712 | 90,488 |
| 23 | I-85 | EXIT 176 | N ROXBORO ST | North Durham | Durham | Durham | 1 | 1 | 1 | 1 | | | 94,917 | 127,568 | 84,278 |
| 23 | I-85 | EXIT 170 | NC-147 | Hillsborough | | Orange | 1 | 1 | 1 | 1 | | | 55,387 | 74,440 | 159,646 |
| 23 | 1-85 | EXIT 172 | NC-147 | Downtown Durham | | Durham | 1 | 1 | 1 | 1 | | | 38,000 | 51,072 | 30,286 |
| 23
23 | I-85
I-85 | NC-147
EXIT 163 | NC-147
ORANGE GROVE RD | Downtown Durham
Hillsborough | Durham | Durham
Orange | 1 | 1 | 1 | 1 | | | 29,500
46,350 | 39,648
62,294 | 13,289
45,729 |
| 23 | 1-85 | EXIT 182 | REDWOOD RD | East Durham | | Durham | 1 | 1 | 1 | 1 | | | 46,350 | 67,294 | 45,729 |
| 23 | 1-85 | EXIT 162 | UNIVERSITY STATION RD | Hillsborough | | Orange | 1 | 1 | 1 | 1 | | | 50,891 | 68.398 | 202,749 |
| 23 | 1-85 | EXIT 165 | UNIVERSITY STATION RD | Hillsborough | | Orange | 1 | 1 | 1 | 1 | | | 53,143 | 71,424 | 239,494 |
| 23 | I-85 | EXIT 173 | US-15 | Downtown Durham | Durham | Durham | 1 | 1 | 1 | 1 | | | 41,200 | 55,373 | 35,235 |
| 23 | I-85 | EXIT 177 | US-70 | North Durham | Durham | Durham | 1 | 1 | 1 | 1 | | | 84,386 | 113,414 | 56,564 |
| 23 | I-85 | MT HERMAN CHURCH RD | US-70 | Hillsborough | | Orange | 1 | 1 | 1 | 1 | | | 53,000 | 71,232 | 20,929 |
| 23 | I-85 | EXIT 170 | US-70-BR | Hillsborough | | Orange | 1 | 1 | 1 | 1 | | | 33,000 | 44,352 | 12,337 |
| 44
44 | I-85-CONN
I-85-CONN | US-70
I-85 | I-85
US-70 | Hillsborough
Hillsborough | | Orange | 1 | 1 | 1 | 1 | | | 4,700
4,681 | 6,317 | 6,125
6.363 |
| 24 | INFINITY RD | LATTA RD / N ROXBORO ST | SNOW HILL RD | North Durham | | Orange
Durham | 1 | 1 | 1 | 1 | | 0.05 | 5,239 | 7.042 | 19,407 |
| 204 | JONES FERRY RD | OLD FAYETTEVILLE RD | NC-54 | Carrboro | Carrboro | Orange | 3 | 2 | 2 | 3 | 1.17 4. | | 11.753 | 15.863 | 5 197 |
| 204 | JONES FERRY RD | NC-54 | W MAIN ST | Carrboro | Carrboro | Orange | 3 | 3 | 2 | 3 | 3.86 14. | | 8,300 | 11,308 | 7,590 |
| 24 | LATTA RD | GUESS RD | INFINITY RD / N ROXBORO ST | North Durham | Durham | Durham | 1 | 1 | 1 | 1 | | 0.11 | 10,710 | 14,395 | 17,267 |
| 25 E | LAWSON ST | FAYETTEVILLE ST | S ALSTON AVE | Downtown Durham | Durham | Durham | 1 | 3 | 3 | 3 | 0.01 12 | .17 2.54 | 10,350 | 14,063 | 6,143 |
| 25 E | LAWSON ST | S ALSTON AVE | S BRIGGS AVE | Downtown Durham | Durham | Durham | 1 | 3 | 3 | 3 | 0.00 13. | | 10,350 | 14,085 | 13,978 |
| 53 | LOUIS STEPHENS DR | HOPSON RD | DEVELOPMENT DR | Southpoint | | Durham | 1 | 1 | 1 | 1 | | 0.08 | 14,050 | 18,884 | 9,752 |
| 53 | LOUIS STEPHENS DR | S ALSTON AVE / TW ALEXANDER DR | HOPSON RD | Southpoint | | Durham | 1 | 1 | 2 | 1 | | 0.30 | 2,800 | 3,764 | 2,096 |
| 84 W
205 W | | 9TH ST
HILL SBOROLIGH RD | 9TH ST
F MAIN ST / S GREENSBORD ST / N GREENSBORD ST | Downtown Durham | Durham
Carrhoro | Durham | 2 | 2 | 3 | 3 | 0.79 8 | | 10,059 | 13,622 | 7,575
4,239 |
| 205 W | | W PEABODY ST | GREAT JONES ST | Downtown Durham | Durham | Orange
Durham | 3 | 3 | 2 | 3 | 4.94 20.
0.66 13. | | 5,006 | 8,223 | 4,239 |
| 26 W
84 W | | ANDERSON ST / 15TH ST | HILLSBOROUGH RD | Downtown Durham | | Durham | 2 | 3 | 3 | 3 | 0.34 10 | | 6,780 | 9,193 | 6,122 |
| 205 W | | NC-54 | HILLSBOROUGH RD | Carrboro | Carrboro | Orange | 3 | 2 | 2 | 3 | 3.10 9. | | 5,636 | 7,650 | 6,626 |
| 84 W | MAIN ST | N BUCHANAN BLVD / S BUCHANAN BLVD | N BUCHANAN BLVD / S BUCHANAN BLVD | Downtown Durham | Durham | Durham | 2 | 2 | 3 | 3 | | 89 1.05 | 10,857 | 14,708 | 7,233 |
| 26 E | MAIN ST | S ROXBORO ST / N ROXBORO ST | N ELIZABETH ST / FAYETTEVILLE ST | Downtown Durham | Durham | Durham | 2 | 3 | 3 | 3 | 0.26 12. | 05 1.48 | 12,000 | 16,294 | 6,837 |
| 26 W | | GREAT JONES ST | S ROXBORO ST / N ROXBORO ST | Downtown Durham | | Durham | 2 | 3 | 3 | 3 | 0.56 16. | | 8,550 | 11,651 | 5,506 |
| 205 E | MAIN ST | W MAIN ST / S GREENSBORO ST / N GREENSBORO S | | Chapel Hill | Carrboro | Orange | 3 | 3 | 2 | 3 | 5.60 35. | | 14,467 | 20,045 | 8,698 |
| 26 E | | N ELIZABETH ST / FAYETTEVILLE ST | N ALSTON AVE / S ALSTON AVE | Downtown Durham | Durham | Durham | 1 | 2 | 3 | 2 | 0.06 5. | | 15,000 | 20,260 | 6,408 |
| 27 N | | E MORGAN ST / W MORGAN ST | E GEER ST | Downtown Durham | | Durham | 2 | 3 | 3 | 3 | 0.47 13. | | 9,400 | 12,779 | 6,211 |
| 27 S | | RAMSEUR ST | E MORGAN ST / W MORGAN ST
RAMSFUR ST | Downtown Durham | | Durham | 2 | 3 | 3 | 3 | 0.53 16.
0.45 14. | | 8,255 | 11,252
11.604 | 3,006
5,486 |
| 27 S
27 N | Thatoon of | W LAKEWOOD AVE / E LAKEWOOD AVE
E GEER ST | ROXBORD RD | Downtown Durham
Downtown Durham | | Durham
Durham | 2 | 3 | 3 | 3 | 0.45 14. | | 8,529 | 11,604 | 5,486 |
| 27 N
508 | MANGUM ST
MANNING DR | PITTSBORD ST / S COLUMBIA ST | FORDHAM BLVD | Chanel Hill | Durnam
Chapel Hill | Oranae | 3 | 2 | 2 | 4 | 2.28 38. | | 8,925 | 20.352 | 24 422 |
| 505 | MARTIN LUTHER KING JR BLVD | WEAVER DAIRY RD | HOMESTEAD RD | Chapel Hill | Chapel Hill | Orange | 2 | 2 | 2 | 2 | 0.27 3. | | 24,000 | 32,367 | 31,887 |
| | | | | | | | | - | - | | | 0.41 | 2 1,000 | 52,007 | -1,007 |

| | | Street segment identification | | Rec | ional location | | | Multim | nodal scores | | Estimo | nted modal co | unts | Total ti | hroughput estir | nates |
|------------|--|---|--|------------------------------------|----------------------------|------------------|---------------|--------------|------------------|-------------------------------|--------------------------|------------------------|---------------------------|------------------|------------------------|---------------------------|
| RTS ID | | From street(s) | To street(s) | Subarea | Municipality | | Bike
Score | Ped
Score | Transit
Score | Model
diversity
ranking | Bikers per
1,000 AADT | Peds per
1,000 AADT | Transit per
1,000 AADT | | Person I
Throughput | Person miles
of travel |
| 505 | MARTIN LUTHER KING JR BLVD | WEAVER DAIRY RD | HOMESTEAD RD | Chapel Hill | Chapel Hill | Orange | 2 | 2 | 2 | 2 | 0.26 | 3.87 | 0.41 | 24,000 | 32,365 | 32,683 |
| 505 | MARTIN LUTHER KING JR BLVD | HOMESTEAD RD | N ESTES DR / ESTES DR EXT | Chapel Hill | Chapel Hill | Orange | 2 | 2 | 2 | 2 | 0.36 | 2.18 | 0.43 | 26,880 | 36,206 | 37,122 |
| 505 | MARTIN LUTHER KING JR BLVD | NC-86 | WEAVER DAIRY RD | Chapel Hill | 01 1111 | Orange | 1 | 2 | 2 | 2 | 0.18 | 1.91 | 0.23 | 28,615 | 38,525 | 28,581 |
| 505
30 | MARTIN LUTHER KING JR BLVD / N COLUMBIA ST
MARTIN LUTHER KING JR PKWY | N ESTES DR / ESTES DR EXT
HOPE VALLEY RD | W FRANKLIN ST / S COLUMBIA ST / E FRANKLIN ST
FAYETTEVILLE ST | Chapel Hill
Downtown Durham | Chapel Hill
Durham | Orange
Durham | 3 | 3 | 3 | 4 | 2.18
0.26 | 24.62
0.22 | 1.05
2.48 | 18,405
21,612 | 25,249
29,110 | 39,681
60,547 |
| 30 | MARTIN LUTHER KING JR PKWY | S ROXBORO ST | FAYETTEVILLE ST | Southpoint | Durham | Durham | 2 | 1 | 3 | 2 | 0.44 | 0.35 | 3.09 | 19,000 | 25,610 | 28,691 |
| 30 | MARTIN LUTHER KING JR PKWY | FAYETTEVILLE ST | NC-55 | Southpoint | Durham | Durham | 2 | 1 | 2 | 2 | 0.32 | 0.20 | 0.62 | 16,667 | 22,419 | 27,081 |
| 30
30 | MARTIN LUTHER KING JR PKWY
MARTIN LUTHER KING JR PKWY | FAYETTEVILLE ST
ARCHDALE DR | NC-55
S ROXBORO ST | Southpoint
Downtown Durham | Durham
Durham | Durham
Durham | 2 | 1 | 2 | 2 | 0.30 | 0.20 | 0.62 | 16,765
26,500 | 22,551
35,669 | 27,290
31,565 |
| 30 | MARTIN LUTHER KING JR PKWY | OLD CHAPEL HILL RD | ARCHDALE DR | Downtown Durham | Durham | Durham | 1 | 1 | 2 | 2 | 0.02 | 0.06 | 0.23 | 20,849 | 28.033 | 44,306 |
| 30 | MARTIN LUTHER KING JR PKWY | UNIVERSITY DR | OLD CHAPEL HILL RD | Downtown Durham | Durham | Durham | 1 | 1 | 2 | 1 | 0.05 | 0.25 | 0.83 | 17,000 | 22,867 | 24,370 |
| 101 | MASON RD | ST MARYS RD / GUESS RD | N ROXBORO RD | North Durham | | Durham | 1 | 1 | 1 | 1 | - | - | - | 3,103 | 4,170 | 10,239 |
| 59
59 | N MIAMI BLVD
N MIAMI BLVD | JUNIPER ST
E GEER ST | HOLLOWAY ST
JUNIPER ST | Downtown Durham
Downtown Durham | | Durham
Durham | 1 | 2 | 3 | 2 | 0.05 | 2.30
0.97 | 1.82
1.16 | 12,000
10,200 | 16,178
13,731 | 8,017 |
| 28 | S MIAMI BLVD | NC-54 / SLATER RD | EXIT 281 | Southpoint | Durham | Durham | 1 | 1 | 1 | 1 | - | 0.33 | 0.03 | 20,000 | 26,887 | 12,574 |
| 28 | S MIAMI BLVD | EXIT 281 | E CORNWALLIS RD | Southpoint | Durham | Durham | 1 | 1 | 1 | 1 | 1.1 | 0.02 | 0.00 | 27,579 | 37,067 | 33,351 |
| 28
28 | S MIAMI BLVD
S MIAMI BLVD | TW ALEXANDER DR
HOPSON RD | ELLIS RD
NC-54 / SLATER RD | East Durham
Southpoint | Durham
Durham | Durham
Durham | 1 | 1 | 2 | 1 | | - 0.80 | 0.28 | 29,962 | 40,277 26.898 | 54,573
9,906 |
| 28 | S MIAMI BLVD | E CORNWALLIS RD | TW ALEXANDER DR | Southpoint | Durham | Durham | 1 | 1 | 1 | 1 | | 0.80 | 0.11 | 24.067 | 32,348 | 51,997 |
| 28 | S MIAMI BLVD | ELLIS RD | US-70 | East Durham | | Durham | 1 | 1 | 1 | 1 | | | 0.17 | 34,771 | 46,738 | 22,229 |
| 59 | N MIAMI BLVD | HOLLOWAY ST | US-70 | Downtown Durham | Durham | Durham | 1 | 1 | 2 | 1 | 0.02 | 0.76 | 0.62 | 13,970 | 18,795 | 23,236 |
| 85
85 | N MINERAL SPRINGS RD
S MINERAL SPRINGS RD | S MINERAL SPRINGS RD / WAKE FOREST HWY
PLEASANT DR | FREEMAN RD
N MINERAL SPRINGS RD / WAKE FOREST HWY | East Durham
East Durham | | Durham
Durham | 1 | 1 | 2 | 1 | | | 0.53 | 8,867
13,000 | 11,922
17,474 | 11,730
22,529 |
| 85 | S MINERAL SPRINGS RD | US-70 / S MIAMI BLVD | PLEASANT DR | East Durham | Durham | Durham | 1 | 1 | 1 | 1 | 1 | | 0.05 | 14,857 | 19,969 | 27,445 |
| 85 | N MINERAL SPRINGS RD | FREEMAN RD | STALLINGS RD / FLETCHER'S CHAPEL RD | East Durham | | Durham | 1 | 1 | 2 | 1 | - | | 0.57 | 4,500 | 6,051 | 5,909 |
| 91
60 | MORRENE RD / MORREENE RD
MT CARMEL CHURCH RD | US 15-501 | ERWIN RD | Downtown Durham
Chapel Hill | Durham | Durham | 2 | 3 | 3 | 3 | 0.37 | 12.42 | 1.68 | 7,800 | 10,596 | 7,915
50 625 |
| 88 | MT LERMAN CHURCH RD | US-15 / CULBRETH RD
I-85 | FARRINGTON POINT RD / OLD FARRINGTON RD
I-85 | Hillsborough | | Orange
Orange | 1 | 1 | 1 | 1 | 0.00 | 0.84 | 0.02 | 9,383 | 12,620
3,494 | 50,625 |
| 88 | MT HERMAN CHURCH RD / W CORNWALLIS RD | 1-85 | KERLEY RD | Hillsborough | | Orange | 2 | 1 | 1 | 1 | 0.39 | | 1.1 | 1,546 | 2,078 | 6,556 |
| 102 | MT SINAI RD | KERLEY RD | ERWIN RD | Downtown Durham | | Durham | 1 | 2 | 1 | 1 | 0.20 | 1.77 | | 2,300 | 3,096 | 960 |
| 102
102 | MT SINAI RD
MT SINAI RD | UNIVERSITY STATION RD
NC-86 | KERLEY RD
UNIVERSITY STATION RD | Hillsborough
Hillsborough | | Orange
Orange | 1 | 1 | 1 | 1 | 0.03 | 0.25 | - | 2,002
2,786 | 2,691 | 8,776
6.005 |
| 600 | NC HIGHWAY 86 N | PHELPS RD | NC-57 | Hillsborough | | Orange | 1 | 1 | 1 | 1 | | | 0.00 | 2,786 | 3,745 | 38,553 |
| 600 | NC HIGHWAY 86 N / NC-86 | NC-57 | US-70 / N CHURTON ST / CORNELIUS ST | Hillsborough | | Orange | 1 | 1 | 1 | 1 | 0.00 | 0.14 | 0.05 | 14,073 | 18,916 | 7,751 |
| 31 | NC-147 | EXIT 7 | EXIT 6 | Southpoint | | Durham | 1 | 1 | 1 | 1 | | | - | 72,000 | 96,768 | 78,018 |
| 31
31 | NC-147 | EXIT 8 | EXIT 7
EXIT 7 | Downtown Durham
East Durham | | Durham
Durham | 1 | 1 | 1 | 1 | | | | 73,692 | 99,042 | 104,157
103,798 |
| 31 | NC-147 | ELLIS RD | EXIT 8 | Downtown Durham | | Durham | 1 | 1 | 1 | î | 1.0 | | | 76,000 | 102,144 | 30,989 |
| 31 | NC-147 | EXIT 1 | EXIT 8 | Downtown Durham | | Durham | 1 | 1 | 1 | 1 | | | | 70,000 | 94,080 | 227,305 |
| 31
31 | NC-147
NC-147 | EXIT 12A
ERWIN RD | EXIT 11
EXIT 14 | Downtown Durham
Downtown Durham | Durham
Durham | Durham
Durham | 1 | 1 | 1 | 1 | | | | 77,538
56,167 | 104,212
75,488 | 59,549
27,830 |
| 31 | NC-147 | EXIT 108B | EXIT 108B | Downtown Durham | | Durham | 1 | 1 | 1 | 1 | - | | _ | 35,400 | 47,578 | 14,458 |
| 31 | NC-147 | EXIT 172 / HILLSBOROUGH RD | EXIT 108B | Downtown Durham | Durham | Durham | 1 | 1 | 1 | 1 | | | | 21,214 | 28,511 | 40,466 |
| 31
31 | NC-147
NC-147 | EXIT 108C | EXIT 108C
EXIT 108C | Downtown Durham | Durham
Durham | Durham
Durham | 1 | 1 | 1 | 1 | 1.00 | | 1.1 | 21,000 | 28,224 | 8,854 |
| 31
31 | NC-147
NC-147 | EXIT 10B | EXIT 108C | Downtown Durham
Downtown Durham | Durham | Durham | 1 | 1 | 1 | 1 | 1 | | 1 | 21,000 | 28,224 | 38,370
34,896 |
| 31 | NC-147 | S ALSTON AVE | EXIT 10B | Downtown Durham | Durham | Durham | 1 | 1 | 1 | 1 | | | | 73,000 | 98,112 | 63,663 |
| 31 | NC-147 | W CHAPEL HILL ST | EXIT 12 / BLACKWELL ST | Downtown Durham | | Durham | 1 | 1 | 1 | 1 | - | | | 56,643 | 76,128 | 44,327 |
| 31
31 | NC-147
NC-147 | S MANGUM ST
EXIT 15A | EXIT 12A
EXIT 15A | Downtown Durham
Downtown Durham | Durham
Durham | Durham
Durham | 1 | 1 | 1 | 1 | | | | 73,400 | 98,650
63 168 | 53,552
16,848 |
| 31 | NC-147 | HILLANDALE RD | EXIT 15A | Downtown Durham | Durham | Durham | 1 | 1 | 1 | 1 | 1 | | 1.1 | 47,000 | 63,168 | 24,696 |
| 31 | NC-147 | EXIT 108B | EXIT 15B | Downtown Durham | | Durham | 1 | 1 | 1 | 1 | | | | 44,000 | 59,136 | 17,436 |
| 31
31 | NC-147
NC-147 | EXIT 108C
E CORNWALLIS RD / EXIT 6 | EXIT 16A
EXIT 279B | Downtown Durham
Southpoint | Durham | Durham
Durham | 1 | 1 | 1 | 1 | | | - | 44,000
72,000 | 59,136
96,768 | 14,793
39,740 |
| 31 | NC-147
NC-147 | E CORNWALLIS RD | EXIT 2735 | Southpoint | | Durham | 1 | 1 | 1 | 1 | | | | 59.800 | 80.371 | 35,740 |
| 31 | NC-147 | EXIT 5B | EXIT 5A | Southpoint | | Durham | 1 | 1 | 1 | 1 | | | | 72,000 | 96,768 | 45,138 |
| 31 | NC-147 | FULTON ST
EXIT 6 | ANDERSON ST | Downtown Durham | Durham | Durham | 1 | 1 | 1 | 1 | 1.00 | | | 47,000
70.000 | 63,168
94 080 | 36,901
34,533 |
| 31
31 | NC-147
NC-147 | EXIT 7 | E CORNWALLIS RD
E CORNWALLIS RD / EXIT 6 | Southpoint
Southpoint | | Durham
Durham | 1 | 1 | 1 | 1 | | | | 70,000 | 94,080 | 62.151 |
| 31 | NC-147 | ELLIS RD | ELLIS RD | Downtown Durham | | Durham | 1 | 1 | 1 | 1 | - | | - | 70,000 | 94,080 | 204,719 |
| 31 | NC-147 | S BRIGGS AVE | ELLIS RD | Downtown Durham | | Durham | 1 | 1 | 1 | 1 | - | | - | 70,000 | 94,080 | 58,180 |
| 31 | NC-147
NC-147 | EXIT 15A
EXIT 12 / BLACKWELL ST | ERWIN RD
FAYETTEVILLE ST | Downtown Durham | Durham
Durham | Durham
Durham | 1 | 1 | 1 | 1 | | | | 62,000
63,470 | 83,328
85,304 | 24,959
45 093 |
| 31 | NC-147
NC-147 | EXIT 16A | HILLANDALE RD | Downtown Durham | | Durham | 1 | 1 | 1 | 1 | - | | - | 44,000 | 59,136 | 34,066 |
| 31 | NC-147 | FAYETTEVILLE ST | S ALSTON AVE | Downtown Durham | Durham | Durham | 1 | 1 | 1 | 1 | - | | - | 85,889 | 115,435 | 62,765 |
| 31
31 | NC-147
NC-147 | EXIT 11
EXIT 14 | S BRIGGS AVE
S BUCHANAN BLVD | Downtown Durham
Downtown Durham | Durham
Durham | Durham
Durham | 1 | 1 | 1 | 1 | | | - | 73,000
66,000 | 98,112
88,704 | 67,994
23,911 |
| 31
31 | NC-147
NC-147 | VICKERS AVE | S BUCHANAN BEVD
S MANGUM ST | Downtown Durnam | | Durham | 1 | 1 | 1 | 1 | | | 1 | 65,571 | 88,704 | 48,987 |
| 31 | NC-147 | ANDERSON ST | SWIFT AVE | Downtown Durham | Durham | Durham | 1 | 1 | 1 | 1 | - | | - | 48,167 | 64,736 | 35,630 |
| 31 | NC-147 | S BUCHANAN BLVD | VICKERS AVE | Downtown Durham | | Durham | 1 | 1 | 1 | 1 | - | | - | 61,182 | 82,228 | 35,044 |
| 31
31 | NC-147
NC-147-TOLL | SWIFT AVE
NC-147 / EXIT 5B | W CHAPEL HILL ST
NC-147-TOLL / EXIT 5B | Downtown Durham
Southpoint | Jurnam | Durham
Durham | 1 | 1 | 1 | 1 | | | | 66,000
72,000 | 88,704
96,768 | 61,377
43,721 |
| 501 | NC-14/-TOLL
NC-54 | S GREENSBORD ST | FORDHAM BLVD / S COLUMBIA ST | Chapel Hill | Chapel Hill | Orange | 3 | 2 | 2 | 3 | 1.26 | 5.26 | 0.36 | 33,000 | 44,579 | 46,813 |
| 501 | NC-54 | S GREENSBORO ST | FORDHAM BLVD / S COLUMBIA ST | Chapel Hill | Chapel Hill | Orange | 3 | 2 | 2 | 3 | 1.21 | 5.06 | 0.35 | 33,000 | 44,571 | 47,046 |
| 206
206 | NC-54
NC-54 | W MAIN ST
JONES FERRY RD | JONES FERRY RD
S GREENSBORD ST | Carrboro | Carrboro
Carrboro | Orange | 3 | 2 | 2 | 3 | 2.36 | 4.49 | 0.35 | 25,000
34,000 | 33,754 | 30,409
37,627 |
| 206 | NC-54
NC-54 | JONES FERRY RD
JONES FERRY RD | S GREENSBORD ST
S GREENSBORD ST | Carrboro | Carrboro | Orange
Orange | 3 | 2 | 2 | 3 | 2.36 | 8.75 | 0.35 | 34,000 | 46,086 | 37,627
37,918 |
| 507 | NC-54 | FORDHAM BLVD | BARBEE CHAPEL RD | Chapel Hill | Chapel Hill | Orange | 2 | 2 | 2 | 2 | 0.24 | 2.78 | 0.28 | 48,667 | 65,569 | 80,288 |
| 206 | NC-54 | OLD FAYETTEVILLE RD | JONES FERRY RD | Carrboro | Carrboro | Orange | 2 | 2 | 2 | 2 | 0.97 | 3.42 | 0.30 | 23,645 | 31,890 | 39,860 |
| 507
507 | NC-54
NC-54 | BARBEE CHAPEL RD
FORDHAM BI VD | LITTLE JOHN RD | Chapel Hill
Chapel Hill | Chapel Hill
Chapel Hill | Durham
Orange | 2 | 2 | 2 | 2 | 0.12 | 2.35 | 0.35 | 43,000
47,488 | 57,913
63,976 | 18,845
98,525 |
| 206 | NC-54 | OLD FAYETTEVILLE RD | W MAIN ST | Carrboro | Carrboro | Orange | 2 | 2 | 1 | 2 | 0.22 | 1.08 | 0.29 | 16,867 | 22,694 | 8,226 |
| | | | | 1 | | ~ | | | | | | | | | | |

| | | Street segment identification | | Re | gional location | | 1 | Multimo | dal scores | | Estimat | ted modal (| counts | Total t | hroughput estim | iates |
|------------|---|---|--|------------------------------------|-----------------------|------------------|---------------|--------------|------------------|-------------------------------|----------------------------|-----------------------|---------------------------|------------------|------------------|---------------------------|
| RTS ID PI | Prefix Street(s) | From street(s) | To street(s) | Subarea | Municipality | | Bike
Score | Ped
Score | Transit
Score | Model
diversity
ranking | Bikers per
1,000 AADT 1 | Peds per
,000 AADT | Transit per
1,000 AADT | | | Person miles
of travel |
| 32 | NC-54
NC-54 | FAYETTEVILLE RD | BARBEE RD
DAVIS DR | Southpoint | Durham | Durham | 1 | 1 | 2 | 1 | 0.02 | 0.73 | 0.62 | 17,000 | 22,871
16,909 | 23,946 |
| 32
32 | NC-54
NC-54 | DAVIS DR
TW ALEXANDER DR | DAVIS DR
DAVIS DR | Southpoint
Southpoint | | Durham
Durham | 1 | 1 | 1 | 1 | | 0.20 | 0.02 | 12,5/9 | 25,223 | 15,414
33,594 |
| 32 | NC-54 | NC-751 / HOPE VALLEY RD | FAYETTEVILLE RD | Southpoint | Durham | Durham | 1 | 1 | 2 | 1 | 0.00 | 0.79 | 0.70 | 19,152 | 25,769 | 44,302 |
| 32 | NC-54 | BARBEE RD | NC-55 | Southpoint | Durham | Durham | 1 | 1 | 2 | 1 | 0.00 | 0.01 | 0.56 | 19,400 | 26,085 | 32,624 |
| 32 | NC-54 | I-40 | NC-751 / HOPE VALLEY RD | Southpoint | Durham | Durham | 1 | 1 | 1 | 1 | 0.00 | 0.41 | 0.19 | 21,571 | 29,005 | 39,118 |
| 206 | NC-54
NC-54 | DODSONS CROSSROADS / BUTLER RD
NC-55 | OLD FAYETTEVILLE RD
S AL STON AVE | Carrboro | Durham | Orange
Durham | 1 | 1 | 2 | 1 | 0.11 | 0.38 | 0.02 | 13,388 | 18,000
29,578 | 83,411
11,720 |
| 32 | NC-54 | DAVIS DR | S ALSTON AVE
S MIAMI BLVD / SLATER RD | Southpoint
Southpoint | Dumum | Durham | 1 | 1 | 2 | 1 | - | 0.21 | 0.44 | 12.000 | 29,578 | 14,619 |
| 32 | NC-54 | S ALSTON AVE | TW ALEXANDER DR | Southpoint | | Durham | 1 | 1 | 2 | 1 | _ | - | 0.22 | 18,000 | 24,196 | 12,439 |
| 32 | NC-54 / RALEIGH RD | LITTLE JOHN RD | FARRINGTON RD | Southpoint | Durham | Durham | 1 | 1 | 1 | 1 | 0.01 | 0.55 | 0.14 | 43,565 | 58,582 | 68,495 |
| 32 | NC-54 / RALEIGH RD | FARRINGTON RD | LITTLE JOHN ST | Southpoint | Durham | Durham | 1 | 1 | 1 | 1 | 0.01 | 0.52 | 0.14 | 41,192 | 55,390 | 66,711 |
| 33
33 | NC-55
NC-55 | S ALSTON AVE
NC-54 | RIDDLE RD
EXIT 278 | Downtown Durham
Southpoint | Durham
Durham | Durham
Durham | 1 | 2 | 3 | 2 | 0.03 | 8.10 | 2.35
0.45 | 21,400
36,600 | 28,986
49,207 | 32,728
19,607 |
| 33 | NC-55 | NC-54
EXIT 278 | CARPENTER FLETCHER RD | Southpoint | Durham | Durham | 1 | 1 | 2 | 1 | 0.00 | | 0.45 | 34,500 | 49,207
46,375 | 23,691 |
| 33 | NC-55 | CARPENTER FLETCHER RD | E CORNWALLIS RD | Southpoint | Durham | Durham | 1 | 1 | 2 | ī | 0.02 | 0.02 | 0.22 | 24,933 | 33,517 | 45,721 |
| 33 | NC-55 | E CORNWALLIS RD | E CORNWALLIS RD | Downtown Durham | Durham | Durham | 1 | 1 | 2 | 1 | 0.13 | 0.06 | 0.33 | 19,372 | 26,046 | 74,258 |
| 33 | NC-55 | HOPSON RD | GREEN LEVEL CHURCH RD | Southpoint | | Durham | 1 | 1 | 1 | 1 | - | - | 0.01 | 19,000 | 25,536 | 10,526 |
| 33
33 | NC-55
NC-55 | CARPENTER FLETCHER RD
TW ALEXANDER DR | MARTIN LUTHER KING JR PKWY
NC-54 | Southpoint
Southpoint | Durham
Durham | Durham
Durham | 1 | 1 | 2 | 1 | 0.03 | 0.03 | 0.23 | 24,714
20,115 | 33,223
27,045 | 39,823
43,683 |
| 33 | NC-55 | GREEN LEVEL CHURCH RD | TW ALEXANDER DR | Southpoint | Dumum | Durham | 1 | 1 | 1 | 1 | 1 | | 0.48 | 18.086 | 24,308 | 21.308 |
| 33 | NC-55 | HOPSON RD | TW ALEXANDER DR | Southpoint | Durham | Durham | 1 | 1 | 1 | 1 | - | | 0.09 | 19,300 | 25,941 | 11,690 |
| 601 | NC-57 | NEW SHARON CHURCH RD | NEW BETHEL CHURCH RD | Hillsborough | | Orange | 1 | 1 | 1 | 1 | - | | - | 2,576 | 3,462 | 2,777 |
| 601 | NC-57 | HILLSBOROUGH RD | SAWYER RD | Hillsborough | | Orange | 1 | 1 | 1 | 1 | - | | | 2,200 | 2,957 | 6,210 |
| 601 | NC-57 | NC HIGHWAY 86 N | WALKER RD
EXIT 274 | Hillsborough | | Orange | 1 | 1 | 1 | 1 | - | - | 0.00 | 4,981
15,595 | 6,695 | 22,280
25,016 |
| 34
34 | NC-751
NC-751 | EXIT 274 OKELLY CHAPEL RD | HOPE VALLEY RD / FAYETTEVILLE RD | Southpoint
Southpoint | Durham | Durham
Durham | 2 | 2 | 3 | 3 | 0.20 | 1.09 | 1.02 | 15,595 | 20,995 | 25,016
12,919 |
| 34 | NC-751 | EXIT 274 | HOPE VALLEY RD / NC-54 | Southpoint | Durham | Durham | 1 | 1 | 2 | 1 | 0.01 | 0.79 | 0.74 | 16,000 | 21,528 | 25,080 |
| 34 | NC-751 | MARTHA'S CHAPEL RD | OKELLY CHAPEL RD | Southpoint | | Chatham | 1 | 1 | 1 | ī | - | - | - | 8,621 | 11,587 | 63,827 |
| 43 | NC-86 | S CHURTON ST | US-70-BR | Hillsborough | | Orange | 1 | 2 | 1 | 1 | 0.04 | 2.94 | 0.01 | 9,200 | 12,392 | 10,230 |
| 505 | NC-86 / MARTIN LUTHER KING JR BLVD | EUBANKS RD | WEAVER DAIRY RD | Chapel Hill | | Orange | 2 | 2 | 2 | 2 | 0.23 | 2.65 | 0.20 | 28,000 | 37,718 | 13,618 |
| 103 | OLD CHAPEL HILL RD | I-40 | FARRINGTON RD / SW DURHAM DR | Chapel Hill | Durham
Durham | Durham | 1 | 1 | 3 | 2 | 0.02 | 0.15 | 1.43 | 11,200 | 15,071 | 10,240 |
| 103
207 | OLD CHAPEL HILL RD
OLD CHAPEL HILL-HILLSBOROUGH RD | FARRINGTON RD / SW DURHAM DR
EXIT 261 | UNIVERSITY DR
EXIT 261 | Chapel Hill
Hillsborough | Dumum | Durham
Orange | 1 | 1 | 1 | 1 | 0.01 | 0.17 | 0.40 | 17,345
5,722 | 23,322 | 26,633
21,700 |
| 89 | OLD FARRINGTON RD / FARRINGTON MILL RD | FARRINGTON POINT RD / MT CARMEL CHURCH RD | FARRINGTON RD / BARBEE CHAPEL RD | Chapel Hill | | Durham | 1 | 1 | 1 | 1 | 0.00 | | - | 8.050 | 10,819 | 40,119 |
| 207 | OLD FAYETTEVILLE RD | NC-54 | JONES FERRY RD | Carrboro | Carrboro | Orange | 2 | 2 | 2 | 2 | 0.43 | 1.78 | 0.32 | 4,619 | 6,219 | 7,180 |
| 207 | OLD FAYETTEVILLE RD | HILLSBOROUGH RD | NC-54 | Carrboro | Carrboro | Orange | 3 | 2 | 1 | 2 | 1.37 | 3.65 | 0.05 | 9,241 | 12,466 | 12,755 |
| 207 | OLD NC-86 | OLD CHAPEL HILL-HILLSBOROUGH RD | EUBANKS RD | Hillsborough | | Orange | 1 | 1 | 1 | 1 | - | - | 0.00 | 4,548 | 6,113 | 13,483 |
| 207
86 | OLD NC-86
OLD OXFORD HWY | EUBANKS RD
RED MILL RD | HILLSBOROUGH RD / HOMESTEAD RD
MPO BOUNDARY | Carrboro
North Durham | | Orange
Durham | 2 | 1 | 1 | 1 | 0.47 | 0.02 | 0.00 | 6,879
4 977 | 9,249 | 16,669
26,350 |
| 36 | OLD OXFORD RD | N ROXBORO ST | DEARBORN DR | North Durham | Durham | Durham | 1 | 1 | 3 | 2 | 0.06 | 0.76 | 1.37 | 14,638 | 19,706 | 10,228 |
| 36 | OLD OXFORD RD | DEARBORN DR | HEBRON RD | North Durham | Durham | Durham | 1 | 1 | 2 | 1 | 0.01 | 0.43 | 0.39 | 9,479 | 12,747 | 21,517 |
| 36 | OLD OXFORD RD | HEBRON RD | SNOW HILL RD | North Durham | | Durham | 1 | 1 | 1 | 1 | - | - | - | 7,400 | 9,946 | 10,191 |
| 86 | OLD OXFORD RD / OLD OXFORD HWY | SNOW HILL RD | RED MILL RD | North Durham | | Durham | 1 | 1 | 1 | 1 | - | | 1.00 | 4,900 | 6,586 | 16,425 |
| 104
58 | RED MILL RD / TEKNIKA PKWY | OLD OXFORD HWY | I-85
NC-55 | North Durham | | Durham | 1 | 1 | 1 | 1 | - 0.72 | - | - 0.53 | 10,442 | 14,034 | 64,212 |
| 58 | RIDDLE RD
RIDDLE RD | FAYETTEVILLE ST
S BRIGGS AVE | ELLIS RD | Downtown Durham
Downtown Durham | Durham
Durham | Durham
Durham | 2 | 1 | 2 | 2 | 0.72 | 0.15 | 0.53 | 16,000
6,983 | 21,526
9.389 | 18,001 |
| 58 | RIDDLE RD | NC-55 | S ALSTON AVE | Downtown Durham | | Durham | 1 | 1 | 2 | 1 | 0.01 | 0.00 | 0.85 | 9,000 | 12.106 | 5,683 |
| 58 | RIDDLE RD | S ALSTON AVE | S BRIGGS AVE | Downtown Durham | Durham | Durham | 1 | 1 | 2 | ī | 0.03 | 0.18 | 0.81 | 6,700 | 9,012 | 2,386 |
| 51 | ROSE OF SHARON RD | COLE MILL RD | HILLANDALE RD | North Durham | Durham | Durham | 1 | 1 | 3 | 2 | - | - | 5.41 | 4,781 | 6,452 | 10,961 |
| 51 | ROSE OF SHARON RD | HILLANDALE RD | GUESS RD | North Durham | Durham | Durham | 1 | 1 | 2 | 1 | - | | 0.73 | 4,400 | 5,917 | 4,880 |
| 14
14 | ROXBORO RD / N ROXBORO RD / US-501
N ROXBORO RD/ROXBORO ST | DURHAM RD
SNOW HILL RD | SNOW HILL RD
INFINITY RD / LATTA RD | North Durham | | Durham
Durham | 1 | 1 | 2 | 1 | - | | - 0.24 | 14,380 | 19,327
28,784 | 328,747
102.921 |
| | S ROXBORO ST | E LAWSON ST | E LAKEWOOD AVE | Downtown Durham | Durham | Durham | 2 | 3 | 2 | 3 | 0.20 | 11.09 | 2.12 | 21,413 | 28,784 | 6,908 |
| | N ROXBORD ST | MORGAN ST EXT / HOLLOWAY ST | HOLLOWAY ST | Downtown Durham | Durham | Durham | 2 | 3 | 3 | 3 | 0.34 | 12.05 | 1.31 | 8,910 | 12,096 | 8,338 |
| | S ROXBORO ST | MOREHEAD AVE | S ROXBORO ST / E MAIN ST | Downtown Durham | Durham | Durham | 2 | 3 | 3 | 3 | 0.40 | 14.13 | 1.68 | 9,700 | 13,194 | 6,665 |
| | N ROXBORO ST | OLD OXFORD RD | AVONDALE DR | North Durham | Durham | Durham | 1 | 1 | 3 | 2 | 0.07 | 0.51 | 1.09 | 28,974 | 38,990 | 47,183 |
| | N ROXBORO ST | E MARKHAM AVE | E GEER ST | Downtown Durham | | Durham | 1 | 2 | 2 | 2 | 0.11 | 1.53 | 0.51 | 8,082 | 10,879 | 5,786
15 445 |
| 0, | S ROXBORO ST | E CORNWALLIS RD / W CORNWALLIS RD
MARTIN LUTHER KING JR PKWY | E LAWSON ST
HOPE VALLEY RD | Downtown Durham
Southpoint | Durham
Durham | Durham
Durham | 1 | 2 | 3 | 2 | 0.06 | 0.49 | 2.59 | 10,136
6.594 | 13,730
8,885 | 15,445 |
| | S ROXBORD ST | HOPE VALLEY RD | MARTIN LUTHER KING JR PKWY | Southpoint | Durham | Durham | 1 | 1 | 3 | 2 | 0.05 | 0.52 | 2.03 | 6 594 | 8,886 | 21,259 |
| | N ROXBORO ST | W CARVER ST / E CARVER ST | OLD OXFORD RD | North Durham | Durham | Durham | 1 | 1 | 3 | 2 | 0.04 | 0.35 | 1.17 | 21,944 | 29,528 | 16,402 |
| 38 | N ROXBORO ST | N DUKE ST | DENFIELD ST / HORTON RD | North Durham | Durham | Durham | 1 | 1 | 2 | 1 | - | 0.09 | 0.67 | 14,000 | 18,827 | 4,727 |
| | N ROXBORO ST | EXIT 177 | I-85 | Downtown Durham | | Durham | 1 | 1 | 2 | 1 | 0.05 | 0.33 | 0.42 | 16,000 | 21,517 | 12,824 |
| | N ROXBORO ST | INFINITY RD / LATTA RD | N DUKE ST | North Durham | Durham
Durham | Durham | 1 | 1 | 2 | 1 | - 0.00 | 0.02 | 0.61 | 33,700 | 45,314 | 74,707 |
| 38
103 | N ROXBORO ST
SCARLETT DR / OLD DURHAM RD / CHAPLE HILL RE | DENFIELD ST / HORTON RD | W CARVER ST / E CARVER ST | North Durham
Chapel Hill | Durham
Chapel Hill | Durham
Orange | 1 | 1 | 2 | 1 | 0.00 | 0.10
0.14 | 0.86 | 19,000 | 25,554 | 20,330
9,596 |
| 52 | SHERRON RD | S MINERAL SPRINGS RD | WAKE FOREST HWY / PATTERSON RD | East Durham | Shuper fill | Durham | 1 | 1 | 1 | 1 | - | - | 0.01 | 11,702 | 15,727 | 48,111 |
| 208 | SMITH LEVEL RD | CULBRETH RD | DAMASCUS CHURCH RD | Chapel Hill | | Orange | 2 | 2 | 2 | 2 | 0.25 | 1.86 | 0.69 | 11,477 | 15,458 | 12,785 |
| 208 | SMITH LEVEL RD | DAMASCUS CHURCH RD | US-15 | Carrboro | | Orange | 1 | 2 | 1 | 1 | 0.01 | 1.05 | 0.12 | 8,529 | 11,473 | 18,091 |
| 24 | SNOW HILL RD | INFINITY RD | OLD OXFORD RD | North Durham | | Durham | 1 | 1 | 1 | 1 | 1.00 | - | | 5,300 | 7,123 | 5,352 |
| 507 | SOUTH RD / RALEIGH RD / NC-54 | S COLUMBIA ST / MCCAULEY ST | FORDHAM BLVD | Chapel Hill | Chapel Hill | Orange | 3 | 3 | 3 | 4 | 1.33 | 20.06 | 1.17 | 12,213 | 16,689 | 31,658 |
| 101 101 | ST MARYS RD
ST MARYS RD | SCHLEY RD / PLEASANT GREEN RD
BIVINS RD | BIVINS RD
MASON RD / GUESS RD | Hillsborough
North Durham | | Orange
Durham | 1 | 1 | 1 | 1 | | | | 2,600
2,986 | 3,494
4,013 | 4,868
7,806 |
| 101 | ST MARYS RD | US-70 | NEW SHARON CHURCH RD | Hillsborough | | Orange | 1 | 1 | 1 | 1 | 0.02 | 0.02 | | 4,900 | 6,586 | 10.061 |
| 101 | ST MARYS RD | NEW SHARON CHURCH RD | SCHLEY RD / PLEASANT GREEN RD | Hillsborough | | Orange | 1 | 1 | 1 | 1 | - | - | - | 2,128 | 2,860 | 10,342 |
| 57 | STAGECOACH RD | FARRINGTON RD | NC-751 | Southpoint | | Durham | 1 | 1 | 1 | 1 | 0.10 | 0.18 | 0.00 | 9,596 | 12,900 | 20,937 |
| 95 | SW DURHAM DR / SW DURHAM PKWY | DURHAM CHAPEL HILL BLVD | FARRINGTON RD / OLD CHAPEL HILL RD | Chapel Hill | Durham | Durham | 1 | 1 | 3 | 2 | 0.02 | 0.49 | 1.83 | 7,500 | 10,098 | 9,960 |
| 5 | SWIFT AVE | DUKE UNIVERSITY RD | EXIT 14 | Downtown Durham | | Durham | 2 | 2 | 3 | 3 | 0.89 | 7.17 | 1.13 | 15,000 | 20,298 | 9,061 |
| 5
39 | SWIFT AVE
TW ALEXANDER DR | EXIT 14
S MIAMI BLVD | W MARKHAM AVE
EXIT 7 | Downtown Durham
East Durham | Durham | Durham
Durham | 2 | 2 | 3 | 3 | 0.75 | 7.56 | 1.04
0.15 | 15,625
28,250 | 21,146 37,972 | 10,397
32,175 |
| 39 | TW ALEXANDER DR | S MIAMI BLVD
FXIT 7 | EXIL 7
E CORNWALLIS RD | Downtown Durham | | Durham | 1 | 1 | 1 | 1 | 0.00 | 0.33 | 0.15 | 28,250 | 21.512 | 32,175 |
| | | | | | | | - | | | - | 0.1/ | 0.00 | 0.00 | 10,000 | L1,01L | 10,040 |

| | | Street segment identification | | Regional loca | tion | | Multin | nodal scores | | Estimated mod | al counts | Total ti | hroughput estii | mates |
|-----------|--|--|---|--|-------------------|------|--------|--------------|----------------------|---------------------|---------------|------------------|-------------------|-------------------|
| | | | | | | Bike | Ped | | Model | Bikers per Peds pe | r Transit per | | Person | Person miles |
| RTS ID | Prefix Street(s) | From street(s) | To street(s) | Subarea Municip | pality County | | | | diversity
ranking | 1,000 AADT 1,000 AA | DT 1,000 AADT | AADT | Throughput | |
| 39 | TW ALEXANDER DR | 1-40 | E CORNWALLIS RD | Southpoint | Durham | 1 | 1 | 1 | 1 | 0.20 0.4 | 0 0.02 | 12,000 | 16,135 | 21,271 |
| 39 | TW ALEXANDER DR | NC-54 | 1-40 | Southpoint | Durham | 1 | 1 | 1 | î | | 0.09 | 15,000 | 20,161 | 5,259 |
| 39 | TW ALEXANDER DR | NC-55 | LOUIS STEPHENS DR / S ALSTON AVE | Southpoint Durham | Durham | 1 | 1 | 2 | 1 | | 0.24 | 6,000 | 8,065 | 3,235 |
| 39 | TW ALEXANDER DR | LOUIS STEPHENS DR / S ALSTON AVE | NC-54 | Southpoint | Durham | 1 | 1 | 2 | 1 | | 0.36 | 9,250 | 12,435 | 15,375 |
| 39 | TW ALEXANDER DR | PAGE RD | PAGE RD | East Durham Durham | | 1 | 1 | 2 | 1 | | 0.82 | 23,611 | 31,753 | 67,804 |
| 39
39 | TW ALEXANDER DR
TW ALEXANDER DR | E CORNWALLIS RD
S MIAMI BLVD | S MIAMI BLVD
WIND RIVER PKWY | Southpoint
East Durham Durham | Durham
Durham | 1 | 1 | 1 | 1 | 0.11 0.2 | 2 0.07 | 22,200
23,889 | 29,845
32,127 | 51,936
70,137 |
| 50 | UMSTEAD RD | CRAIG RD | BIVINS RD | North Durham | Durham | 1 | 1 | 1 | 1 | 1 1 | 0.04 | 5,790 | 7,781 | 15,503 |
| 50 | UMSTEAD RD | COLE MILL RD | CRAIG RD | North Durham | Durham | 1 | 1 | 1 | 1 | | | 7,758 | 10,427 | 9,540 |
| 50 | UMSTEAD RD | BIVINS RD | GUESS RD | North Durham Durham | | 1 | 1 | 1 | 1 | | | 7,470 | 10,040 | 4,954 |
| 40 | UNIVERSITY DR | VICKERS AVE | S ROXBORO ST | Downtown Durham Durham | Durham | 2 | 2 | 3 | 3 | 0.37 9.4 | | 11,838 | 16,049 | 10,230 |
| 40
103 | UNIVERSITY DR | DURHAM CHAPEL HILL BLVD | VICKERS AVE
ACADEMY RD | Downtown Durham Durham | Durham
Durham | 2 | 2 | 3 | 3 | 0.21 2.8 | | 15,733 | 21,216
18.397 | 20,373 |
| 103 | UNIVERSITY DR | WESTGATE DR
HOPE VALLEY RD | DURHAM CHAPEL HILL BLVD | Downtown Durham Durham
Downtown Durham Durham | Durham | 1 | 1 | 2 | 1 | 0.06 0.2 | | 13,678
7,357 | 9 899 | 6 343 |
| 103 | UNIVERSITY DR | OLD CHAPEL HILL RD | WESTGATE DR | Downtown Durham Durham | Durham | 1 | 1 | 2 | 1 | 0.03 0.0 | | 18.571 | 24,987 | 42.297 |
| 103 | UNIVERSITY DR / NC-751 | ACADEMY RD | HOPE VALLEY RD | Downtown Durham Durham | Durham | 1 | 1 | 2 | ī | 0.15 0.5 | | 9,995 | 13,446 | 9,084 |
| 502 | US-15 | SMITH LEVEL RD | MT CARMEL CHURCH RD / CULBRETH RD | Chapel Hill Chapel I | | 2 | 3 | 3 | 3 | 0.59 47.9 | | 24,709 | 34,462 | 89,765 |
| 502 | US-15 | MT CARMEL CHURCH RD / CULBRETH RD | SMITH LEVEL RD | Chapel Hill Chapel I | | 2 | 3 | 3 | 3 | 0.60 48.4 | 3 2.24 | 25,000 | 34,882 | 92,466 |
| 41 | US-15 | EXIT 105A | EXIT 106 | Downtown Durham Durham | Durham | 1 | 1 | 1 | 1 | | | 66,033 | 88,749 | 89,707 |
| 41 41 | US-15
US-15 | EXIT 107
DURHAM CHAPEL HILL BLVD | EXIT 107
EXIT 105A | Downtown Durham Durham
Downtown Durham Durham | Durham
Durham | 1 | 1 | 1 | 1 | | | 75,000
21,000 | 100,800
28,224 | 102,855
13,147 |
| 41 | US-15 | EXIT 105A / DURHAM CHAPEL HILL BLVD | EXIT 105A | Downtown Durham Durham | | 1 | 1 | 1 | 1 | 1 1 | | 59.364 | 79,785 | 51,231 |
| 41 | US-15 | CAMERON BLVD | EXIT 108BCD | Downtown Durham Durham | | 1 | 1 | 1 | 1 | | | 68,600 | 92,198 | 94,983 |
| 41 | US-15 | MORRENE RD | EXIT 108CBA | Downtown Durham Durham | Durham | 1 | 1 | 1 | 1 | | | 47,385 | 63,685 | 48,566 |
| 41 | US-15 | EXIT 106 | CAMERON BLVD | Downtown Durham Durham | | 1 | 1 | 1 | 1 | | | 75,000 | 100,800 | 80,578 |
| 41 | US-15 | EXIT 108 | 1-85 | Downtown Durham Durham | Durham | 1 | 1 | 1 | 1 | | | 49,381 | 66,368 | 63,961 |
| 41
61 | US-15
US-15 | EXIT 108CBA
WEATHERSEIELD | I-85
JACK BENNETT RD | Downtown Durham Durham
Chapel Hill | Durham
Chatham | 1 | 1 | 1 | 1 | | | 51,583
18.000 | 69,328
24 192 | 38,423
37.604 |
| 61 | US-15 | WEATHERSFIELD | JACK BENNETT RD | Chapel Hill | Chatham | 1 | 1 | 1 | 1 | 1 1 | | 18,000 | 24,192 | 37,604 |
| 61 | US-15 | JACK BENNETT RD | LYSTRA RD | Chapel Hill | Chatham | 1 | 1 | 1 | î | | | 27,609 | 37,106 | 44,552 |
| 61 | US-15 | JACK BENNETT RD | LYSTRA RD | Chapel Hill | Chatham | 1 | 1 | 1 | 1 | | | 28,636 | 38,487 | 46,270 |
| 41 | US-15 | EXIT 107 | MORRENE RD | Downtown Durham Durham | | 1 | 1 | 1 | 1 | | - | 74,000 | 99,456 | 72,427 |
| 61 | US-15 | LYSTRA RD | SMITH LEVEL RD | Chapel Hill | Chatham | 1 | 1 | 1 | 1 | 0.11 0.0 | | 28,600 | 38,445 | 80,507 |
| 61 | US-15
US-15 | LYSTRA RD
EXIT 105A | SMITH LEVEL RD
W CORNWALLIS RD | Carrboro
Downtown Durham Durham | Chatham
Durham | 1 | 1 | 1 | 1 | 0.11 0.0 | 0.05 | 28,165 | 37,860 | 79,630
81.031 |
| 41 | US-70 | I-85 | EXIT 285 | North Durham Durham | | 1 | 1 | 1 | 1 | 0.00 0.0 | 2 0.14 | 71.333 | 95.883 | 43.329 |
| 42 | US-70 | EXIT 285 | EXIT 286 | East Durham Durham | Durham | 1 | 1 | 2 | 1 | 0.00 0.0 | 9 0.41 | 43,692 | 58,744 | 40,245 |
| 42 | US-70 | LEESVILLE RD | ANGIER AVE | East Durham | Durham | 1 | 1 | 1 | 1 | | 0.08 | 27,533 | 37,007 | 14,974 |
| 42 | US-70 | S MIAMI BLVD / S MINERAL SPRINGS RD | ANGIER AVE | East Durham | Durham | 1 | 1 | 1 | 1 | | 0.13 | 37,000 | 49,733 | 65,650 |
| 42 | US-70
US-70 | EXIT 178 | CHEEK RD / EXIT 286 | Downtown Durham Durham | | 1 | 1 | 2 | 1 | 0.00 0.0 | | 55,000
10,655 | 73,942 | 31,597
18,477 |
| 44 | US-70 | ST MARYS RD
PAGE RD EXT | CORNELIUS ST / NC-86 / N CHURTON ST
GLENWOOD AVE | Hillsborough
East Durham | Orange
Durham | 1 | 1 | 1 | 1 | 0.02 0.4 | 0.02 | 31,833 | 14,325
42,786 | 22,265 |
| 44 | US-70 | 1-85 | 1-85 | Hillsborough | Oranae | 1 | 1 | 1 | 1 | 1 1 | 0.07 | 18,714 | 25,152 | 6,382 |
| 44 | US-70 | US-70-BR | LAWRENCE RD | Hillsborough | Orange | 1 | 1 | 1 | 1 | | | 9,642 | 12,959 | 16,378 |
| 42 | US-70 | ANGIER AVE | LEESVILLE RD | East Durham | Durham | 1 | 1 | 1 | 1 | | 0.08 | 39,000 | 52,419 | 20,628 |
| 42 | US-70 | PAGE RD EXT | LEESVILLE RD | East Durham | Durham | 1 | 1 | 1 | 1 | | 0.07 | 33,000 | 44,354 | 13,518 |
| 42 | US-70
US-70 | GLENWOOD AVE | PAGE RD EXT
PAGE RD EXT | East Durham
East Durham | Durham
Durham | 1 | 1 | 1 | 1 | | 0.07 | 31,727
33.400 | 42,644 | 21,006
13,254 |
| 42 | US-70 | S MIAMI BLVD | PAGE RD EXT
PLEASANT DR | East Durham Durham | Durham | 1 | 1 | 2 | 1 | 0.00 0.0 | | 41,117 | 44,692 | 85.133 |
| 42 | US-70 | CHEEK RD / EXIT 286 | S MIAMI BLVD | Downtown Durham Durham | | 1 | 1 | 2 | î | 0.01 0.1 | | 46.800 | 62,965 | 102.594 |
| 42 | US-70 | EXIT 286 | S MIAMI BLVD | East Durham Durham | Durham | 1 | 1 | 2 | 1 | 0.02 0.3 | 3 0.65 | 46,174 | 62,122 | 94,807 |
| 42 | US-70 | ANGIER AVE | S MIAMI BLVD / S MINERAL SPRINGS RD | East Durham | Durham | 1 | 1 | 1 | 1 | | 0.13 | 37,074 | 49,832 | 62,912 |
| 42 | US-70 | PLEASANT DR | S MIAMI BLVD / S MINERAL SPRINGS RD | East Durham | Durham | 1 | 1 | 1 | 1 | | 0.10 | 44,000 | 59,140 | 73,627 |
| 44
44 | US-70
US-70 | LAWRENCE RD
MT HERMAN CHURCH RD | ST MARYS RD
UNIVERSITY STATION RD | Hillsborough
Hillsborough | Orange
Orange | 1 | 1 | 1 | 1 | 0.03 0.0 | 3 | 11,327
11.345 | 15,224
15,248 | 19,253
11,431 |
| 44 | US-70 | UNIVERSITY STATION RD | US-70-BR | Hillsborough | Orange | 1 | 1 | 1 | 1 | | | 11,345 | 15,248 | 27,645 |
| 44 | US-70 | PLEASANT GREEN RD | US-70-BR / EXIT 170 | Hillsborough | Orange | 1 | 1 | 1 | 1 | | | 13,000 | 17,472 | 4,404 |
| 43 | US-70-BR | NC-86 | LAWRENCE RD | Hillsborough | Orange | 1 | 1 | 1 | 1 | 0.00 0.0 | | 5,964 | 8,015 | 9,716 |
| 20 | US-70-BR | US-70 | NC-147 / EXIT 172 | Hillsborough | Orange | 1 | 1 | 1 | 1 | 1 | 0.08 | 11,967 | 16,084 | 47,682 |
| 43 | US-70-BR | LAWRENCE RD | US-70 | Hillsborough | Orange | 1 | 1 | 1 | 1 | | 0.00 | 3,200 | 4,301 | 4,464 |
| 17 | VICKERS AVE
VICKERS AVE | UNIVERSITY DR
MOREHEAD AVE / PARKER ST | MOREHEAD AVE
W CHAPEL HILL ST | Downtown Durham Durham
Downtown Durham Durham | Durham
Durham | 2 | 2 | 3 | 3 | 0.42 7.3 | | 5,038
6,667 | 6,819
9,054 | 3,597
3.637 |
| 21 | WAKE FOREST HWY | OLIVE BRANCH RD | DURHAM RD | East Durham | Durham | 1 | 1 | 3 | 1 | 0.55 11.5 | 1.56 | 14,661 | 9,054 | 87,847 |
| 21 | WAKE FOREST HWY | CLAYTON RD | N MINERAL SPRINGS RD / S MINERAL SPRINGS RD | East Durham | Durham | 1 | 1 | 2 | 1 | | 0.28 | 19,000 | 25,541 | 15,031 |
| 21 | WAKE FOREST HWY | SHERRON RD / PATTERSON RD | OLIVE BRANCH RD | East Durham Durham | Durham | 1 | 1 | 1 | 1 | | - | 13,338 | 17,927 | 7,314 |
| 21 | WAKE FOREST HWY | N MINERAL SPRINGS RD / S MINERAL SPRINGS RD | SHERRON RD / PATTERSON RD | East Durham | Durham | 1 | 1 | 1 | 1 | 100 A. | 0.10 | 14,599 | 19,622 | 31,331 |
| 504 | WEAVER DAIRY RD | MARTIN LUTHER KING JR BLVD | ERWIN RD | Chapel Hill Chapel I | | 2 | 2 | 1 | 2 | 0.21 3.0 | | 11,567 | 15,585 | 43,363 |
| 54
54 | W WOODCROFT PKWY
F WOODCROFT PKWY | HOPE VALLEY RD
W WOODCROFT PKWY / FAYETTEVILLE RD | FAYETTEVILLE RD
BARBEE RD | Southpoint Durham | Durham
Durham | 2 | 2 | 3 | 3 | 0.31 3.1 | | 8,956
9.400 | 12,081
12.670 | 31,221
13,588 |
| 54 | E WOODCROFT PKWY
E WOODCROFT PKWY / CARPENTER FLETCHER RD | BARBEE RD | S ALSTON AVE | Southpoint Durham | | 2 | 1 | 2 | 1 | 0.03 0. | | 8,750 | 12,670 | 22,098 |
| 0.1 | | | | Durnam Durnam | barnalli | 1 | | - | - | 0.00 0. | | 0,700 | 11,750 | 22,000 |