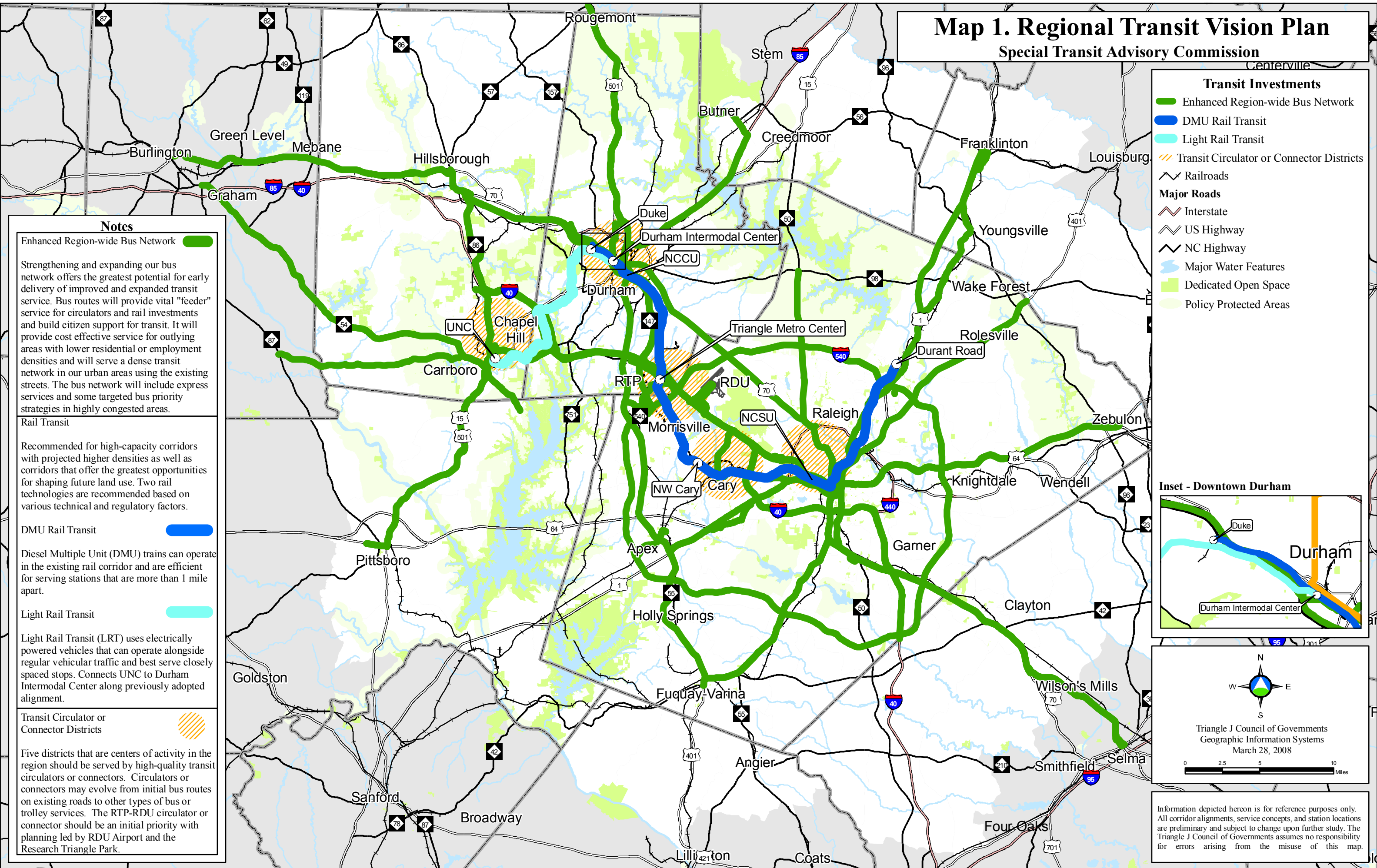


Map 1. Regional Transit Vision Plan

Special Transit Advisory Commission



Transit Investments

- Enhanced Region-wide Bus Network
- DMU Rail Transit
- Light Rail Transit
- Transit Circulator or Connector Districts

Major Roads

- Railroads
- Interstate
- US Highway
- NC Highway

Other Features

- Major Water Features
- Dedicated Open Space
- Policy Protected Areas

Notes

Enhanced Region-wide Bus Network

Strengthening and expanding our bus network offers the greatest potential for early delivery of improved and expanded transit service. Bus routes will provide vital "feeder" service for circulators and rail investments and build citizen support for transit. It will provide cost effective service for outlying areas with lower residential or employment densities and will serve a dense transit network in our urban areas using the existing streets. The bus network will include express services and some targeted bus priority strategies in highly congested areas.

Rail Transit

Recommended for high-capacity corridors with projected higher densities as well as corridors that offer the greatest opportunities for shaping future land use. Two rail technologies are recommended based on various technical and regulatory factors.

DMU Rail Transit

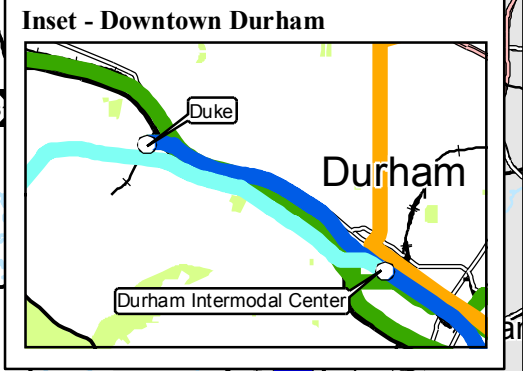
Diesel Multiple Unit (DMU) trains can operate in the existing rail corridor and are efficient for serving stations that are more than 1 mile apart.

Light Rail Transit

Light Rail Transit (LRT) uses electrically powered vehicles that can operate alongside regular vehicular traffic and best serve closely spaced stops. Connects UNC to Durham Intermodal Center along previously adopted alignment.

Transit Circulator or Connector Districts

Five districts that are centers of activity in the region should be served by high-quality transit circulators or connectors. Circulators or connectors may evolve from initial bus routes on existing roads to other types of bus or trolley services. The RTP-RDU circulator or connector should be an initial priority with planning led by RDU Airport and the Research Triangle Park.



Triangle J Council of Governments
Geographic Information Systems
March 28, 2008

Information depicted hereon is for reference purposes only. All corridor alignments, service concepts, and station locations are preliminary and subject to change upon further study. The Triangle J Council of Governments assumes no responsibility for errors arising from the misuse of this map.