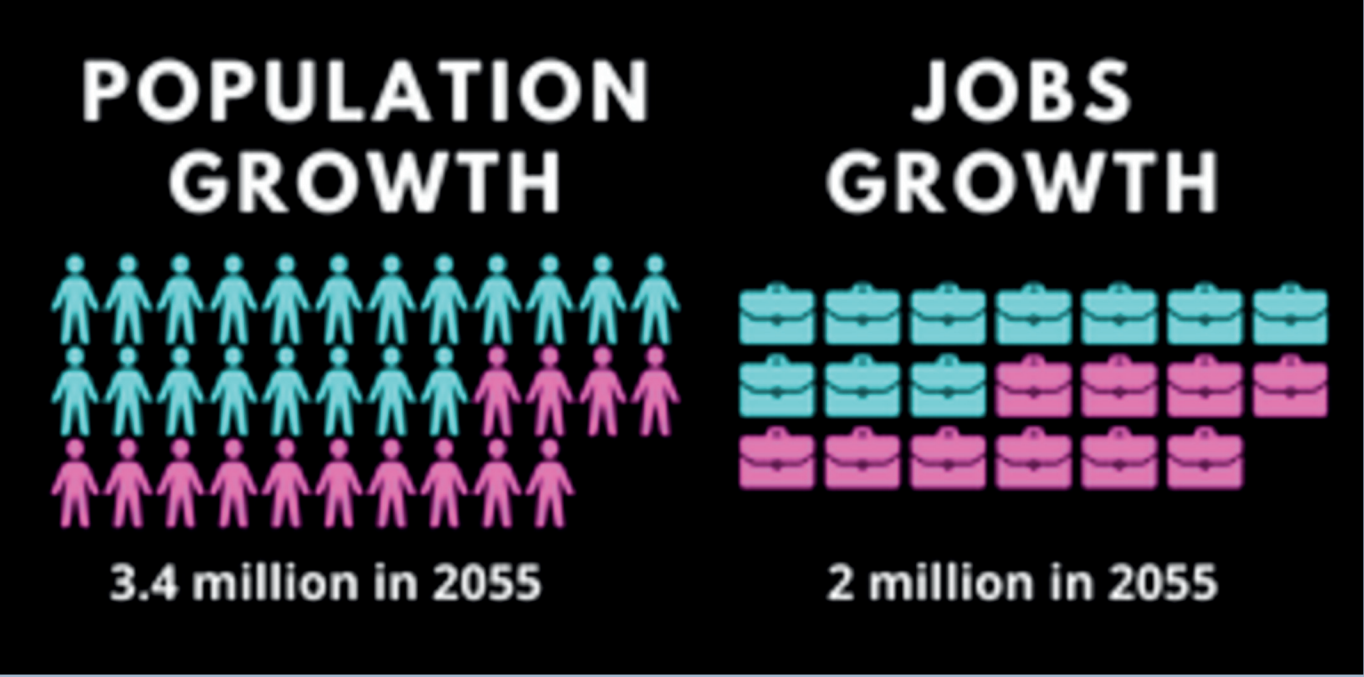




With the future transportation system for the Triangle Region in mind, PLACE A DOT ON YOUR PRIORITY IN EACH COLUMN for roadway, transit, and bicycle/pedestrian investments.



Alternative Futures

Transit - Bus & Rail

Bicycle & Pedestrian

Roadways

Land Development

No Improvements

No further improvements to transit in the region.

No further improvements to bicycle/pedestrian facilities in the region.

No further investments in roadways in the region.

Limited changes to the land development pattern

Limited Improvements

Additional bus routes and increased frequencies, bus rapid transit gets focused more in urbanized areas, no investments are made in rail improvement

Examples are adding painted bike lanes on existing roadways.

Maintaining existing roads with few or no new lanes or roads; Prioritize low-cost improvements like better signal timing, safety enhancements at key intersections while managing congestion through other modes (transit, biking, walking).

Limited changes to the land development pattern that includes more residential and commercial development in more rural areas.

Moderate Improvements

Additional bus routes and increased frequencies that expand beyond urbanized areas, more rapid bus transit expansion, and increased service on existing rail routes and new rail facilities.

Examples are protected bike lanes, multi-use paths (or side paths) and trails/greenways.

Maintain and modernize existing roads with expansion of key roads and intersections where congestion or safety issues are most severe; Balanced approach with moderate emphasis on improving car travel alongside investments in other modes.

Moderate changes to the land development pattern that includes more concentrated new development in existing communities.

Enhanced Improvements

Additional bus routes and increased frequencies that expand beyond urbanized areas, even more rapid bus transit expansion across the region, and increased rail facilities, including regional rail connections.

Examples are upgrading existing roadway facilities with emphasis on protected lanes for bicycles that are also separated from pedestrians, multi-use paths and trails/greenways.

Major investments in expanding road capacity (new lanes, new roads, bypasses, and interchanges focused on reducing congestion and travel times for cars and freight. Greater use of advanced traffic management technologies (e.g., smart signals, real-time traffic info).

Advanced changes to the land development pattern that includes more concentrated new developments and redevelopment in existing communities.