

Statement of Principles for LRT Replacement:

- Alignment choices will never be perfect - “**best possible rubber-tire rapid transit**” (BPRT) will of necessity operate in one of 4 modes:
 - (i) **median exclusive bus lanes** on existing roads,
 - (ii) **curbside shared bus lanes** on existing roads - (*shared with other buses - not general traffic*)
 - (iii) **mixed traffic on existing roads** with preferential treatment at intersections
 - (iv) **dedicated busway on new alignment** where still possible in ‘greenfield’ areas
 - From the start of stage 1, **implement BPRT traffic signal pre-emption** wherever signals are encountered.
 - **NO TUNNELS and minimize use of structures** (aka “bridges/overpasses”)
 - **Develop ‘dream’ plan** and then a **phasing plan** to get there that can be acted upon immediately.
- (Step 1. in any case - give selected Durham/Chapel Hill buses in corridor traffic signal priority - sends a powerful signal to drivers that change is happening)
- **Publicize (i) first stage and (ii) upgrade path aggressively and extensively.**

“We are cooking the planet - it is time that we change”

CONTROLLING REAL ESTATE IS EVERYTHING

- Over time and where appropriate, **take over NC DOT streets.**
- Over time and where appropriate, **acquire as much of the DO LRT right-of-way (RW)** as possible.
- Over time and where appropriate, **acquire as much of roadside right-of-way as possible to widen street RW to create DEDICATED median and curbside bus lanes.**
- Piggy-back necessary improvements as ‘**capacity enhancers**’ / ‘**congestion relievers**’ on NC DOT road projects if possible
- **Build extravagantly comfortable, informative and expensive primary RT stations**
Build comfortable secondary RT stations, if station count is raised to broaden service.