

Wake, Durham, Orange and Johnston counties collectively add more than 32,000 residents a year, resulting in crowded roads and ever-lengthening commute times. A Triangle commuter rail line between West Durham and Raleigh extending to Garner or Clayton presents an opportunity to manage growth and create a truly regional transit network, which will help us build upon our standing as one of the best places to live in the United States.

AS PLANNING FOR THE TRIANGLE COMMUTER RAIL LINE CONTINUES, LEADERS WANT TO KNOW WHAT YOU HOPE TO SEE.

A QUICK AND RELIABLE COMMUTE

Plan a car trip between Garner and Durham, and you can expect to spend between 35 and 60 minutes or more on the road, depending on traffic. No matter how crowded the Triangle's roads get, commuters will be able to rely on a Triangle rail line to get them to work, school, health care or play in the same amount of time every day. Instead of gripping a steering wheel, commuters can read, work, sleep, check social media and relax.

INCREASED ACCESS AND OPPORTUNITY

Investing in a Triangle commuter rail line traveling 37 miles or more through major employment areas and connecting to major universities — Duke University and Medical Center, downtown Durham, North Carolina Central University, Research Triangle Park, North Carolina State University and downtown Raleigh, among others — would significantly increase the geographic range of jobs and educational opportunities for everyone. Commuter rail lines also are more environmentally friendly and offer local governments the opportunity to create affordable housing near station areas for residents who also benefit by spending less money on owning vehicles.

AN ECONOMIC DEVELOPMENT DRIVER

More than 1.3 million people, or 13 percent of North Carolina's population, already live in Wake, Durham and Johnston counties. A fixed transit line through the Triangle would give leaders one tool to manage growth by connecting the Triangle's vibrant downtowns and universities and by offering the opportunity to create new dense, pedestrian-oriented communities that include offices, homes, retail space, parks, grocery stores and restaurants near new rail stations. Such development can grow the tax base that supports all of our critical public services. In addition, for every \$1 billion invested in public transportation, an additional \$5 billion in GDP and nearly 50,000 jobs are created over 20 years, according to the American Public Transportation Association.



WE NEED YOU!

Ultimately, public transportation is about you and for you, so your input is critical to planning the commuter rail project. By signing up to become a **Commuter Rail Insider** you will be certain to receive project updates and get notices when surveys and virtual or public meetings are scheduled.

[READYFORRAILNC.COM/CONTACT-US](https://readyforrailnc.com/contact-us)



READY FOR RAIL?



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WHERE WOULD IT GO?

The current Triangle commuter rail study phase is expected to last through 2021 and will include multiple chances for public input, which will help narrow down items such as station locations, shown here in very general terms.

This phase also will provide needed information on grade separations, roadway network changes, additional tracks, frequency of trains and train storage and maintenance requirements. At the end of this study, stakeholders should have all information needed to decide whether to move the project forward into the design phase, during which refinements can still be made.

LEGEND

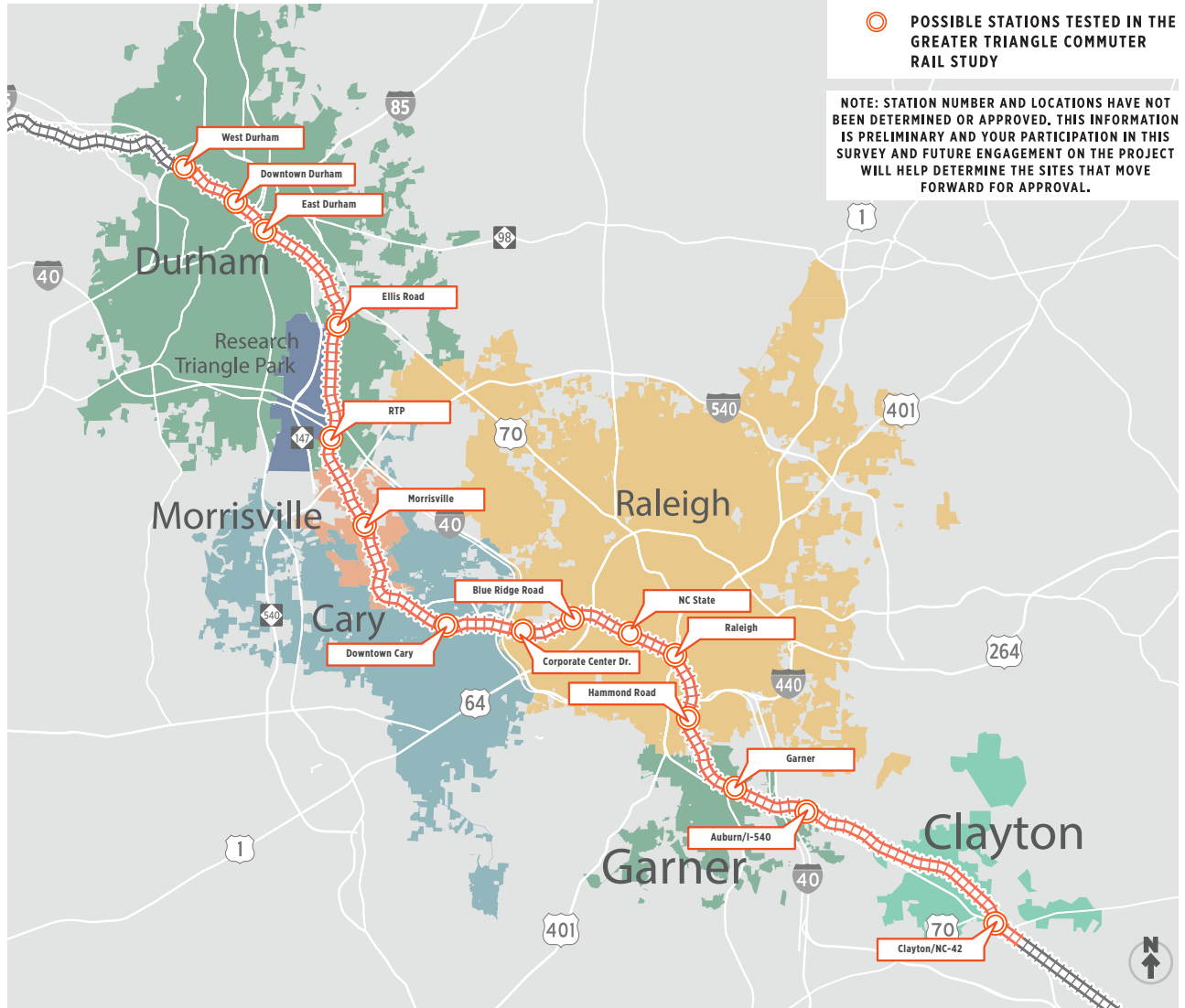
PROPOSED COMMUTER RAIL INCLUDED IN THE CURRENT WAKE AND DURHAM COUNTY PLANS

EXISTING NORTH CAROLINA RAILROAD COMPANY CORRIDOR WHERE EXTENSIONS COULD GO

■ CITY BOUNDARIES

○ POSSIBLE STATIONS TESTED IN THE GREATER TRIANGLE COMMUTER RAIL STUDY

NOTE: STATION NUMBER AND LOCATIONS HAVE NOT BEEN DETERMINED OR APPROVED. THIS INFORMATION IS PRELIMINARY AND YOUR PARTICIPATION IN THIS SURVEY AND FUTURE ENGAGEMENT ON THE PROJECT WILL HELP DETERMINE THE SITES THAT MOVE FORWARD FOR APPROVAL.



A QUICK AND RELIABLE COMMUTE | INCREASED ACCESS AND OPPORTUNITY | AN ECONOMIC DEVELOPMENT DRIVER