

Wake Transit
Community Engagement Summary Report

Project Name: *Greater Triangle Commuter Rail Feasibility Study: Phase II Summary Report*

Project ID: *TC004*

Project Sponsor: *GoTriangle*

Project Start Date: *1/5/2023*

Prepared by: Liz Raskopf, Public Engagement Manager

Date: 3/13/2023



Table of Contents

Executive Summary	3
Engagement Approach.....	4
<i>Purpose.....</i>	<i>4</i>
<i>Materials</i>	<i>6</i>
<i>Promotion.....</i>	<i>7</i>
<i>Events and Activities.....</i>	<i>12</i>
Engagement Results	14
<i>Participant Demographics.....</i>	<i>14</i>
<i>Comment Themes.....</i>	<i>19</i>
<i>Comparison to 2020 Survey.....</i>	<i>31</i>
<i>Next Steps.....</i>	<i>35</i>
Appendices	37
<i>Appendix A: Materials</i>	<i>37</i>

Executive Summary

On January 5, 2023, GoTriangle released the results of the Greater Triangle Commuter Rail Phase II Feasibility Study to the public. From January 5 – February 19, 2023 the public had the opportunity to provide feedback on the study findings via a survey. This study builds on previous evaluations and is consistent with recent local planning efforts, which have prioritized and identified funding for the expansion of public transit, including commuter rail.

GoTriangle, Durham and Wake counties, Durham-Chapel Hill Metropolitan Planning Organization (DCHC MPO), and Capital Area Metropolitan Planning Organization (CAMPO) included commuter rail in the 2011 and 2016 transit plans for Durham and Wake Counties, developed in advance of voter referenda for dedicated taxes for transit. Voters in both counties at these times approved a half-cent sales tax to fund the county transit plans including commuter rail. These two plans have similar goals of connecting more residents to jobs and educational opportunities across the region, providing better regional connections to cities, and providing a reliable alternative to the congested highway links between major job centers.

This study aims to further evaluate the feasibility of implementing commuter rail service on the existing rail corridor in Durham and Wake Counties by refining the project concept, estimating benefits, updating cost estimates and potential for federal funding, and documenting risks to project implementation. The study originally set out to evaluate an 8-2-8-2 service concept (eight trains each way during peak morning and evening periods, two trains each way during non-peak periods) between Durham and Auburn, with the potential for more limited service extended to Clayton. The 8-2-8-2 service concept between West Durham and Auburn was identified for further study from a range of service concepts and geographies studied in the Greater Triangle Commuter Rail Phase I Feasibility Study.

The 45-day public comment period included print, online, and in-person communications and engagement to encourage participation by community members. The comment period resulted in 6,046 survey participants, with 100 coming from print copies distributed at in-person events. The following Engagement Report provides detailed information about how outreach was done, who participated, and participant feedback.

Engagement Approach

Purpose

A public comment period designed to share the results of the Greater Triangle Commuter Rail Phase II Feasibility Study took place from January 5, 2023 – February 19, 2023. The results of Phase II of the Feasibility Study presented three portions along approximately 40 miles of train tracks between the West Durham Station and the Auburn Station in Garner. The portions included Western (10 miles), Central (20 miles) and Eastern (10 miles).

An important component to the messaging was the reality that building the corridor in its entirety is very expensive and cannot be completed all at once. The Western section has challenges with cost, the railroad corridor, and the timeframe for implementation and is being considered as a later stage of implementation. Therefore, the public had the option to indicate their level of support or opposition to whether one of the other two portions should be moved forward as an initial implementation option, as well as the entire project at once.

Input collected will help inform elected officials as they consider whether or how to move forward with implementing a commuter rail project in the Triangle region. Educational materials included information about the three portions, including financial and implementation differences between all three options. In addition, the following information was available for the public in a variety of formats.

- The proposed corridor is well-placed to serve affordable housing, future land use, and travel markets.
- Commuter rail could have economic benefits for the region by connecting workers to jobs, increasing the quality of life and attractiveness of the Triangle Region, and spurring additional development in transit-oriented hubs.
- Daily commuter rail ridership in 2040 for the 8-2-8-2 service scenario from West Durham to Auburn is estimated to be between 12,000 and 18,000, depending on the fare scenario. The stations projected to have the highest boarding levels are Raleigh Union Station, Auburn, and West Durham.
- Finding a service concept that meets the needs of commuters into the future is vital. Some initial work has been done to consider the viability of service scenarios that offer more frequent service than the 8-2-8-2(3-1-3) service scenario that this study set out to consider. However, more evaluation is needed to accurately compare these options.
- Implementing the commuter rail service will require overcoming significant challenges such as coordinating service on a corridor shared with freight and intercity rail, designing the project through downtown areas of the bigger cities along the corridor, and engineering appropriate configurations at numerous roadway crossings.
- The proposed service would come at a significant monetary cost. While the corridor takes advantage of existing rail infrastructure and right-of-way, investments in

additional track, stations, trainsets, and a maintenance facility will need to be made in addition to the annual costs of operations and maintenance.

- Because of financial constraints, engineering challenges, and coordination complications that could delay realization of the entire proposed corridor, the study considers phased implementation to establish a valuable and viable portion of the commuter rail service that could benefit the region while local leaders and project teams work to develop the remainder of the project corridor.

Key audiences for this engagement effort included the general public, stakeholders located along the corridor, current transit users, and potential transit users.

This includes:

- General public
- Community organizations, non-profits, and social services
- Businesses
- Chambers of Commerce
- Elected officials
- Public Information Officers and municipal staff
- Community, state and private colleges & universities
- Current transit riders

Materials

To reach a regional audience across the Triangle, including Durham, Wake, Orange and Johnston counties, a variety of materials were created to share information about the project and announce the opportunity to participate in the survey. The materials listed below were available online and in print, in both English and Spanish. To view samples, see Appendix A.

- **Website:** ReadyforRailNC.com; Housed project information, downloadable copies of educational materials, link to story map and survey.
- **Email Campaign:** Shared opportunity to participate, including comment period dates, basic project information, and link to website to participate in the survey.
- **News Release:** Launched day one of public comment period.
- **Story Map:** Interactive digital resource available on ReadyforRailNC.com, which took viewers through the existing conditions, population and job predictions, congestion maps, and the impetus for a commuter rail project feasibility study.
- **Presentation:** Given at open houses, provided more detailed information, and included in-depth description of engineering challenges in each portion of the proposed corridor.
- **Letter Campaign:** Mailed to African American and Hispanic churches asking to collaborate to share information with congregations.
- **Flyer:** Described the project and the reason for the comment period, including information about how to participate in the survey.
- **Open House Flyers:** Individual flyers for each venue to promote the open house scheduled for their location.
- **Bookmark:** Available in English and Spanish, included project website and QR code.
- **Brochure:** Provided general information about the project, including a map of the proposed corridor and the project website.

Promotion

The messaging described above reached a broad audience through email, social media, advertising and distribution of a news release and associated news articles. Promotion included online, digital, print and in-person engagement opportunities. To ensure the participation of historically excluded populations (low-income, African American, speakers of languages other than English, youth, persons with disabilities and seniors), engagement staff worked directly with trusted sources in the community to meet people where they are in their daily lives. In addition to community partnerships, support from the study partners, and a bilingual multi-media campaign, the comment period employed the following new approaches.

Direct Outreach

Churches and other houses of worship are an important part of the African American, Hispanic and international communities in the Triangle region. The engagement team focused on engaging faith-based organizations to aid in distributing information to the community. This included, for the first time, a letter-writing campaign. A print letter is much more likely to reach a member of the church staff as most churches have a secretary that works limited hours. In addition, many church email addresses are linked to a general information line, where an email from an unknown entity may not be considered or go to spam. However, churches and their staff are very accustomed to receiving appeals letters and other material in the mail. This was the first time this approach was used, and it successfully resulted in an invitation to present to the Interdenominational Ministerial Alliance of Durham.

Organization	Address	City
St. Joseph's AME Church	2521 Fayetteville Street	Durham
Emmanuel AME Church	2018 Riddle Road	Durham
Ebenezer Missionary Baptist Church	2200 S. Alston Ave	Durham
St. Mark AME Zion Church	531 S Roxboro St	Durham
Grace Church of Durham	1417 Cole Mill Road	Durham
First Calvary Baptist Church	1311 Morehead Ave	Durham
Bethel Family Worship Center	515 Dowd St	Durham
Mt. Sinai Missionary Baptist Church	5222 Mount Sinai Rd	Durham
First Baptist Church	106 N Roberson St	Chapel Hill
Antioch Baptist Church	1415 Holloway St	Durham
First Chronicles Community Church	1306 Lincoln St	Durham

Transit riders are another important population that needs to provide input on the future of transit. The regional call center, managed by GoTriangle on behalf of five agencies, receives nearly 200 calls per month from riders and those interested in riding. Calls may be about bus schedules, routes, or other questions. The Call Center has bilingual staff available to field calls from Spanish speakers, and an interpretation service with the capacity to translate into multiple languages. A script was developed for use on calls that come in to the regional call center. Based on the caller’s preference, the Call Center agent either asked them the survey questions on the call, or a survey was mailed or emailed to them, or they received a follow-up call from a member of the Engagement Team to assist them in taking the survey online.

Partner Outreach

Community partner support was essential to success. Organizations assisted in promoting the survey in a variety of ways, including the following.

Organization	Constituents	Action
CAMPO	Franklin, Granville, Harnett, Johnston and Wake Counties	Shared survey info on website & email
City of Raleigh	GoRaleigh transit riders	Posted survey info on social media & website
Dorcas Ministries	Low-income & Spanish-speaking residents	Distributed survey to listserv
Interdenominational Ministry Alliance of Durham and Vicinity	African-American pastors & congregations	Received presentation; distributed survey
Live Well Wake	Wake County residents receiving social services support	Distributed survey to listserv
North Carolina Central University	Historical Black College/University	Distributed survey to faculty & staff
St. Joseph's AME Church	African-American congregation	Distributed info in church bulletin

Online and Digital

ReadyforRailNC.com

28,884

Total Webpage Views

12,361

Unique Views

Top 5 Referral Sources

Direct | 6,069

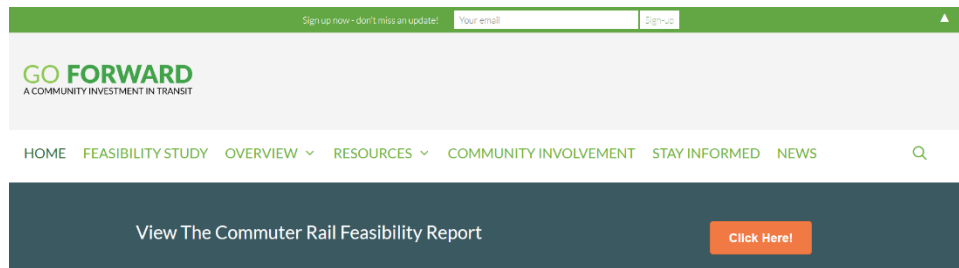
Facebook | 1,735

Google | 1,318

LinkedIn | 894

Twitter | 420

Que Pasa Ads | 99



Social Media

Platform	#Posts	Impressions	Engagements	Likes
Facebook/Instagram	12	109,482	420	208
Twitter	10	24,049	804	90
LinkedIn	3	3,805	125	117

Email Campaign

Digital Media and Radio

Que Pasa Digital & Interview

- Digital: 79,865 impressions were delivered
- Social: 89,859 impressions

- 99 referrals to readyforrailinc.com/feasibility webpage

IHeart Media Radio (95.3) & Digital

- On-Air Radio 95.3: 157,400 impressions
- Digital: 78 total spots; 171,301 impressions were delivered
- Mobile: 119,416 (70%) | Desktop: 51,885 (30%)

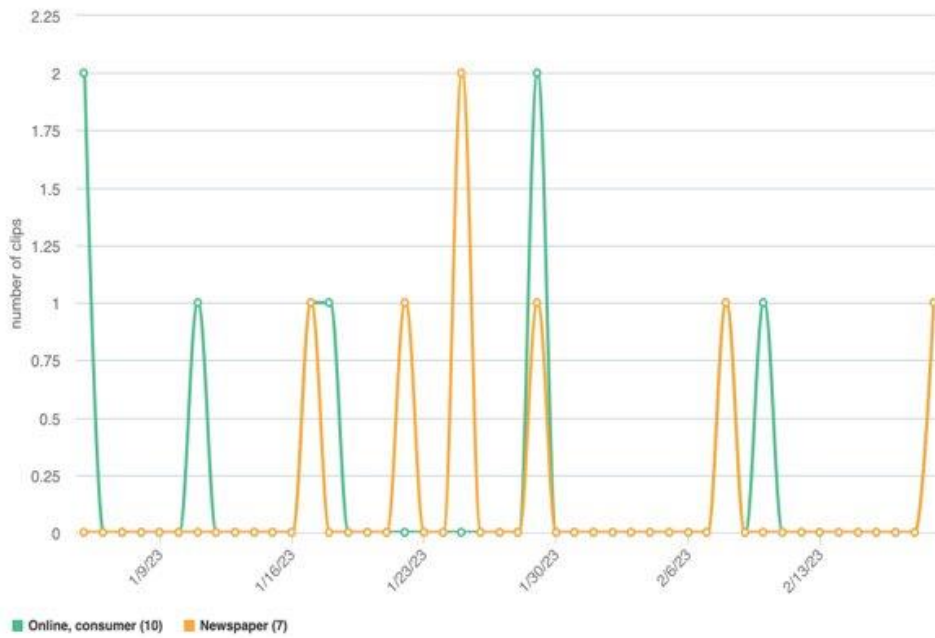
NextDoor Digital

- Digital: 11,178 impressions; 36 Ad Clicks

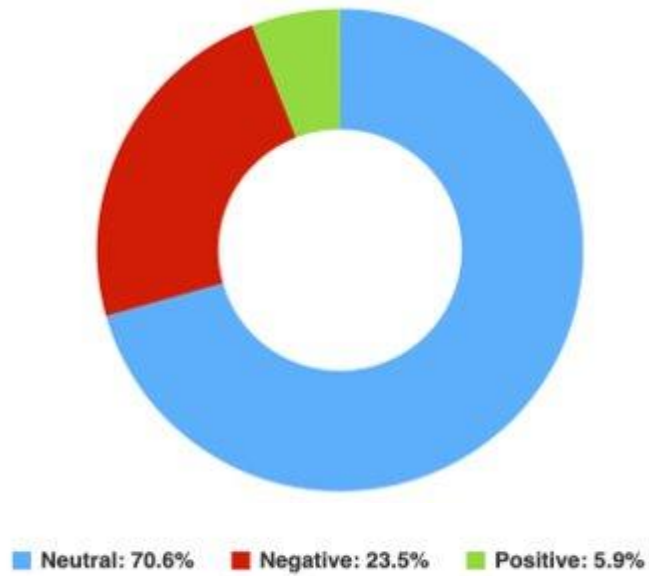
News Coverage

Outlet	Clips	Reach	Publicity Value
News & Observer	5	322,445	\$73,587.50
News & Observer Online	4	4,410,984	\$3,550.84
WRAL-TV Online	2	2,322,214	\$1,068.22
Spectrum News Online	2	1,057,864	\$486.62
News & Record	2	80,146	\$12,790.73
Herald-Sun Online	1	45,468	\$20.92
Que Pasa	1	500	\$0.12

Trend of Coverage by Media Type

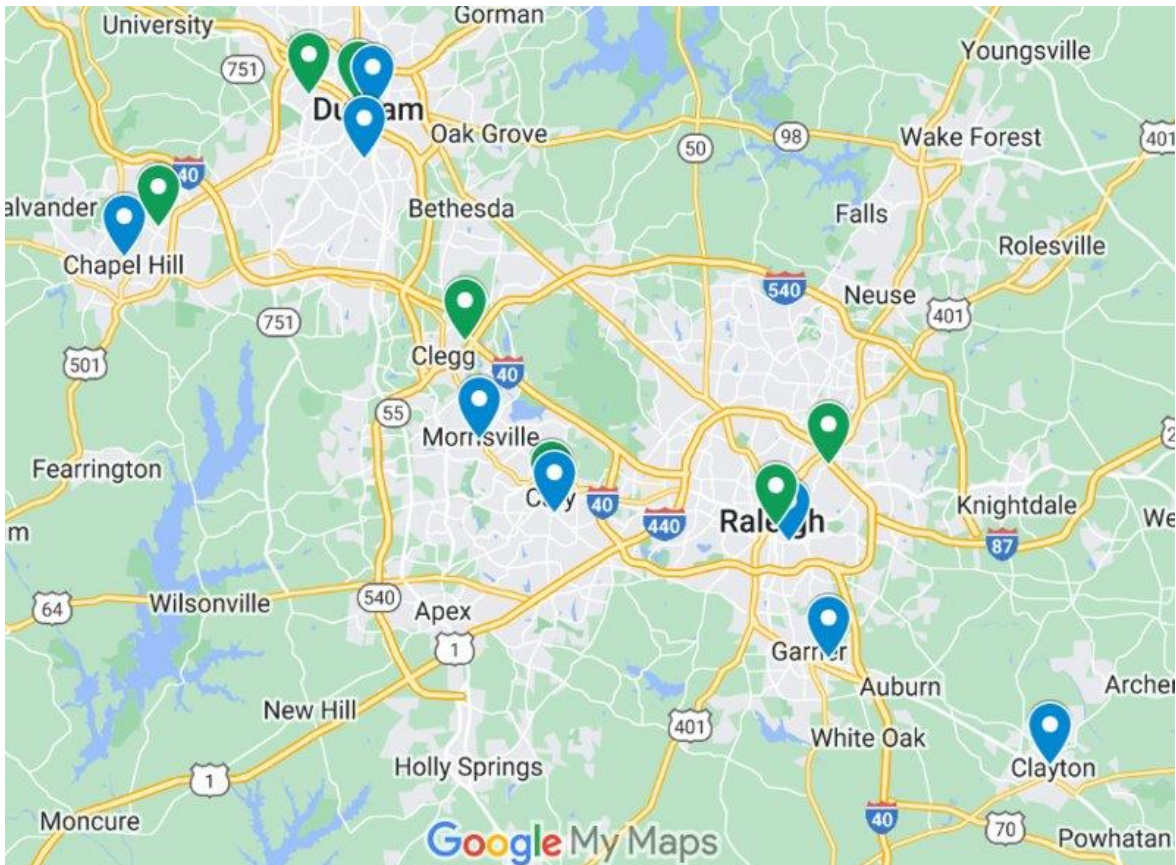


Sentiment of News Coverage



Events and Activities

The map and table below show public meetings, tabling sessions, and presentations that took place during the comment period, between January 5, 2023 and February 19, 2023. Unless otherwise noted, all public meetings were in-person.



Locations of outreach activities. Blue indicates an open house. Green indicates a tabling session.

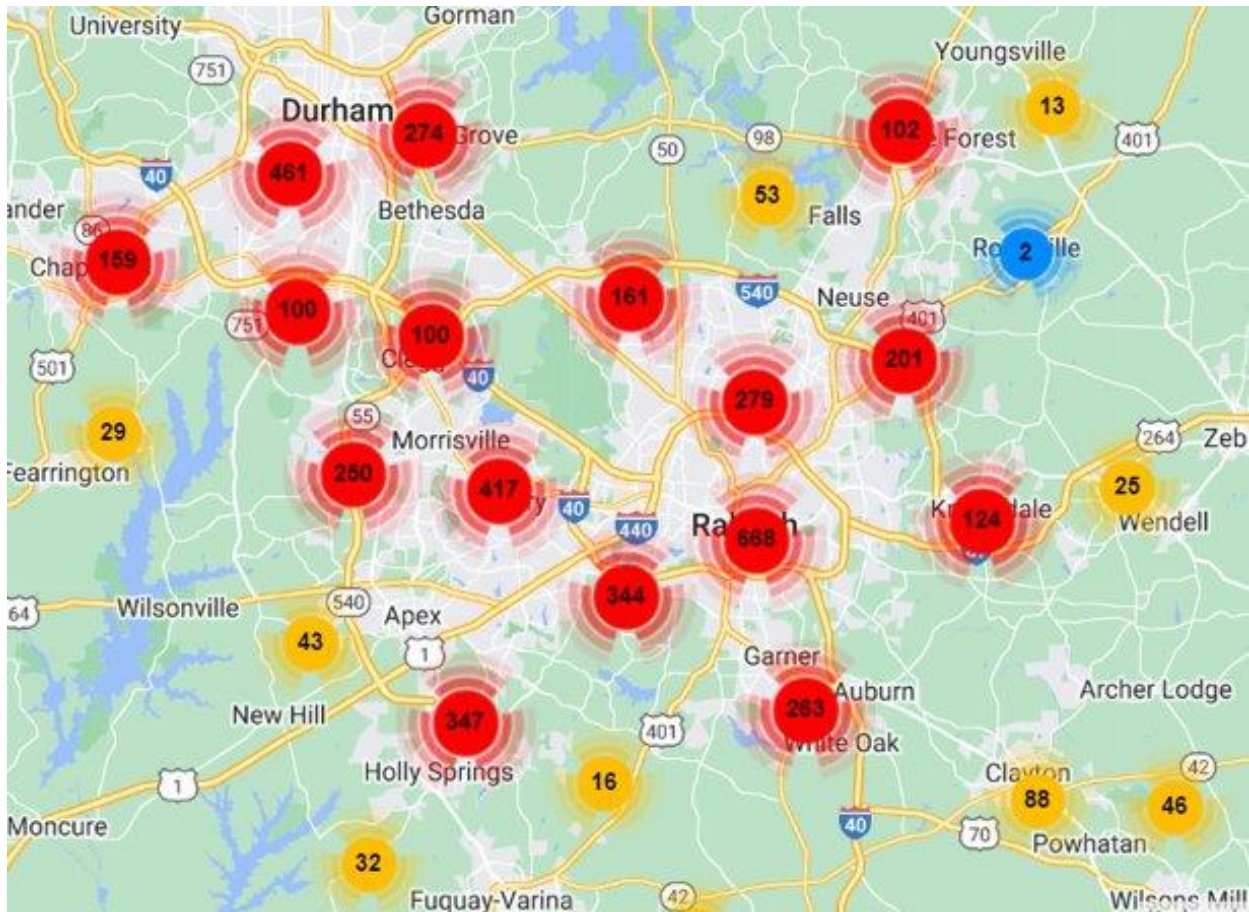
Date	Time	Event Type	Location	Estimated Attendees
1/10/2023	9-10 AM	Virtual Meeting	Research Triangle Park Stakeholder Meeting	15
1/18/2023	6:30-8:30 PM	Open House	Chavis Community	15
1/18/2023	2-5 PM	Tabling	Regional Transit Center	10
1/20/2023	10 AM - 1 PM	Tabling	GoRaleigh Station	20
1/24/2023	2-5 PM	Tabling	Cary Depot	30
1/27/2023	1-4 PM	Tabling	Duke University	25
1/30/2023	5:30-7:30 PM	Open House	Durham Library	20
1/30/2023	10 AM - 1 PM	Tabling	Durham Station	20

2/1/2023	6:30 - 8 PM	Open House	Chapel Hill Town Hall	2
2/1/2023	9 am - 12 PM	Tabling	Catholic Parish Outreach	15
2/2/2023	12-1 PM	Presentation	Interdenominational Ministerial Alliance	10
2/3/2023	11-12 PM	Online Forum	DTRaleigh Community AMA	10
2/3/2023	2-4:30 PM	Tabling	Chapel Hill Public Library	10
2/6/2023	5:30-7:30 PM	Open House	Morrisville Town Hall	20
2/7/2023	5-8 PM	Open House	The Clayton Center	6
2/7/2023	2-5 PM	Tabling	Cary Depot	20
2/8/2023	5:30-7:30 PM	Open House	St. Joseph AME Church	2
2/8/2023	2-5 PM	Tabling	Durham Station	20
2/10/2023	3:00-5:30 PM	Open House	Cary Regional Library	10
2/10/2023	10 AM - 1 PM	Tabling	Regional Transit Center	15
2/14/2023	2-5 PM	Tabling	GoRaleigh Station	20
2/16/2023	5:30-8 PM	Open House	Garner Senior Center	12
Total				327

Engagement Results

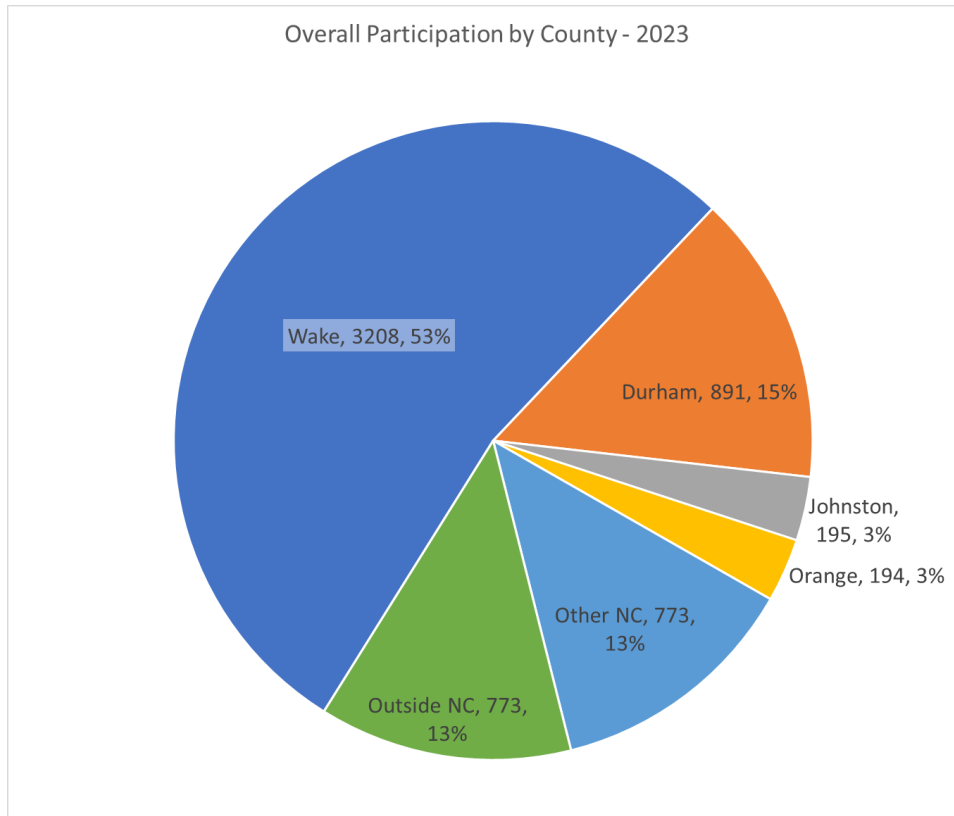
Participant Demographics

The 45-day public comment period yielded 6,046 survey participants. This included 100 surveys collected in print at in-person events. Demographic questions were asked first and all questions were optional. Below is a breakdown of the geographic and demographic distribution of responses.



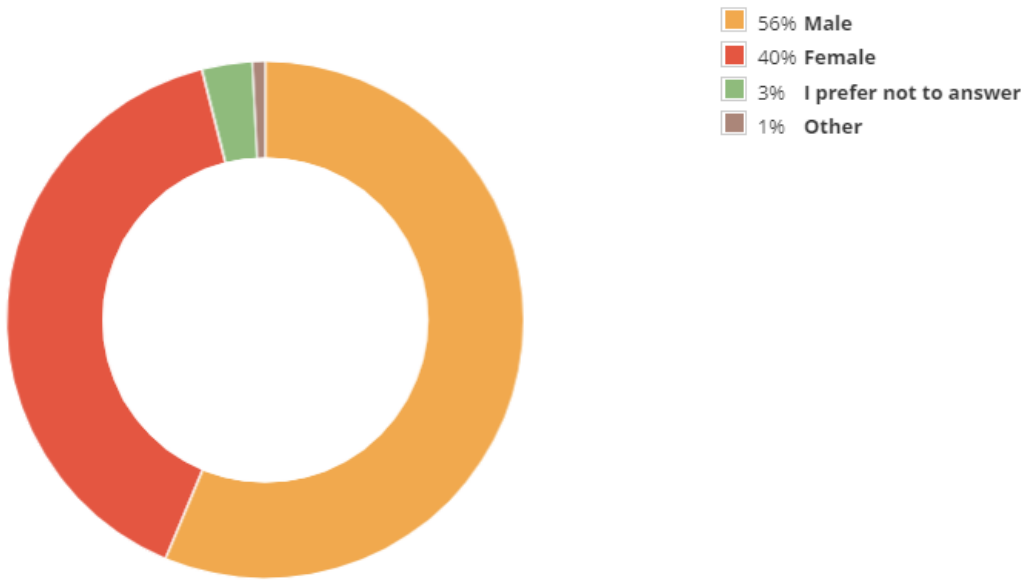
Geographic distribution of survey participants, determined by IP address or self-reported zip code.

In addition to geographic distribution throughout the Triangle region, survey participation is broken down by county, below.



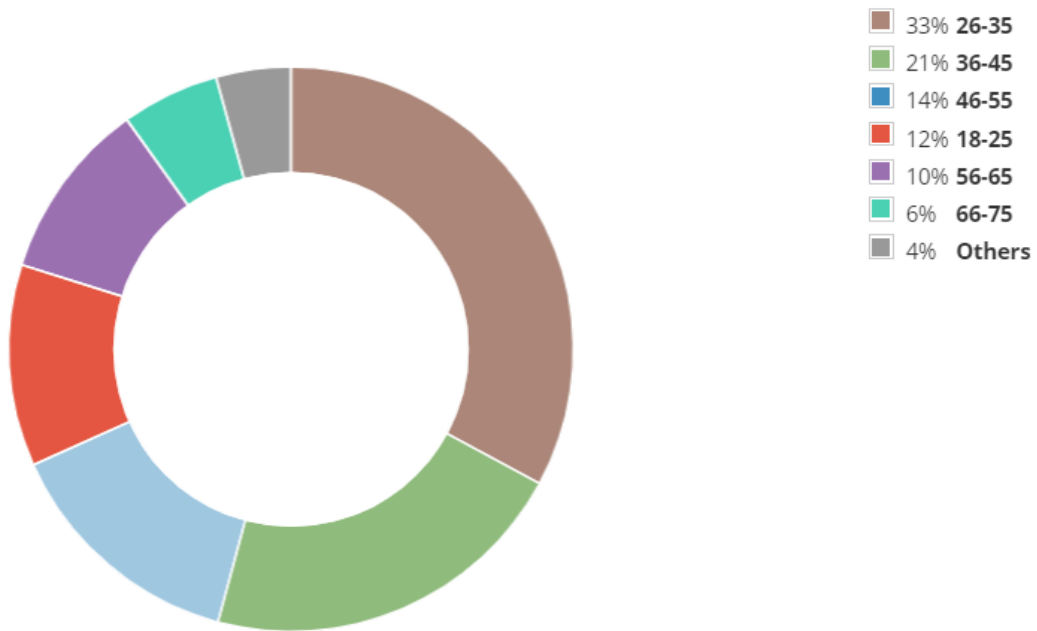
The first part of both the online and print survey was a set of demographic questions. The opening to the demographic questions read: “Transit partners across the Triangle are committed to going forward together. Completing the demographic information below helps GoTriangle meet our data collection requirements and public involvement obligations under Title VI of the Civil Rights Act of 1964. The information collected will help improve how we serve the public. Please answer the demographic questions (which will not be associated with your contact information) to help us ensure we are reaching representatives of the region we serve and advancing equitable outcomes for this phase of study.”

What is your gender?



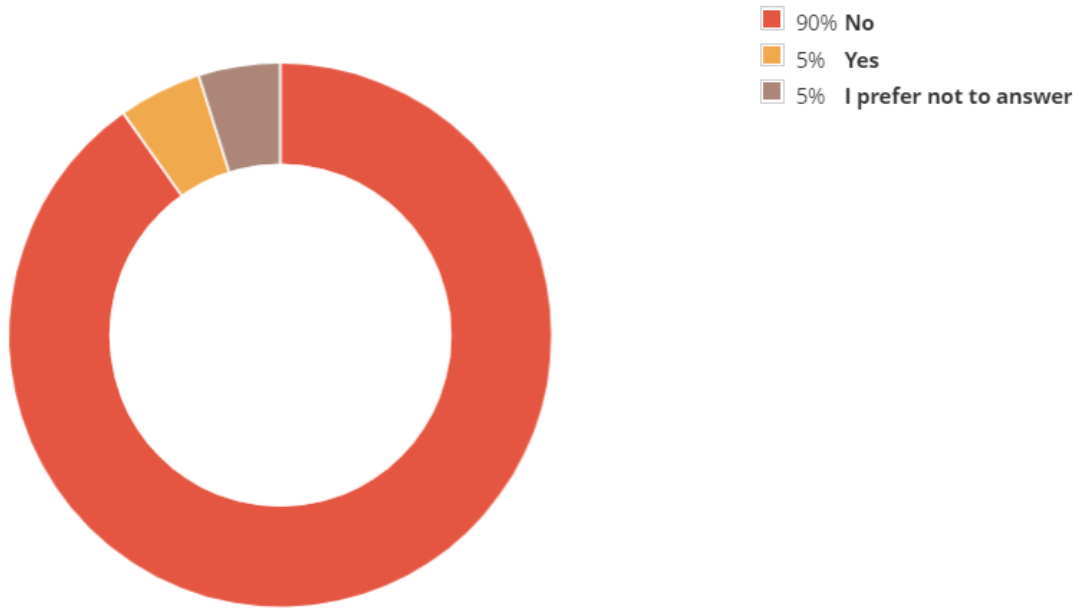
5,944 respondents

What is your age?



5,974 respondents

Are you of Hispanic/Latino origin?



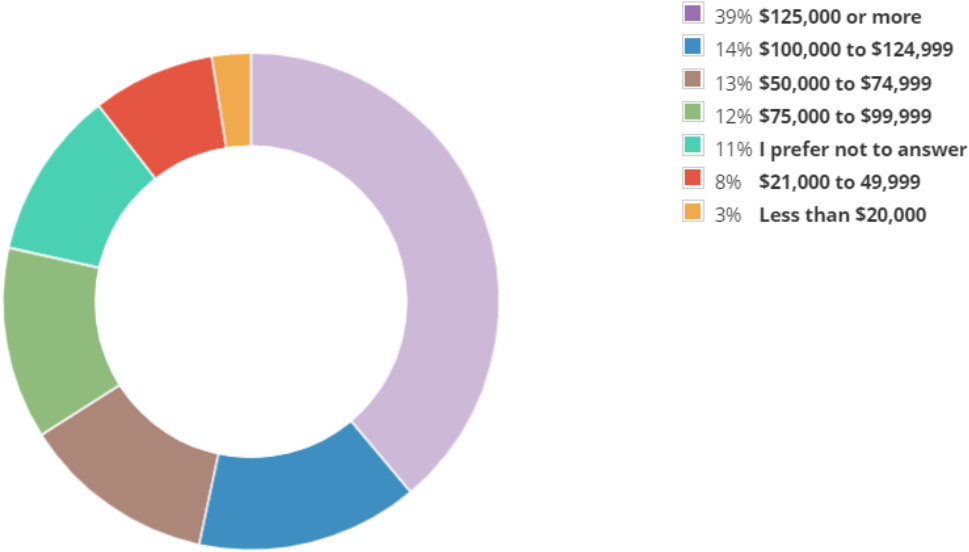
5,954 respondents

What is your race/ethnicity?

76%	White or Caucasian	3323 ✓
8%	I prefer not to answer	359 ✓
8%	Black or African-American	356 ✓
8%	Asian	345 ✓
2%	Other	92 ✓
1%	American Indian or Alaska Native	34 ✓
0%	Native Hawaiian or Other Pacific Islander	10 ✓

4,382 Respondents

Which of the following groups does your total annual household income fall into?



5,934 respondents

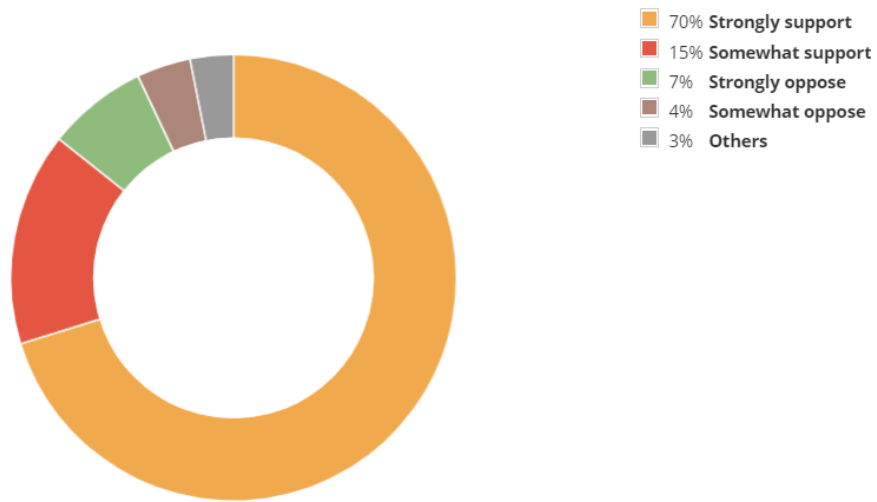
Comment Themes

The Greater Triangle Commuter Rail Feasibility Study survey included five project-related questions designed to collect input on preferences for whether and how to move the project forward. Below are trends followed by a breakdown of responses to each question.

- Overall, 83% of respondents expressed support for continued planning for phased implementation of commuter rail despite the challenges identified in the feasibility study, with a large majority (73%) indicating strong support.
- This level of support is closely aligned across all key demographic breakdowns:
 - 86% of respondents indicating a race/ethnicity of Black or mixed-race including Black expressed support (72% strongly support)
 - 88% of respondents of Hispanic/Latino origin expressed support (77% strongly support)
 - 89% of respondents in the lowest income category (less than \$20,000 per year) expressed support (79% strongly support)
 - 87% of respondents in the lowest two income categories (less than \$50,000 per year) expressed support (76% strongly support)
 - 85% of respondents who said that they currently ride the bus expressed support (74% strongly support)
- More respondents expressed support for beginning with the central portion (85%) versus the eastern portion (69%)

Question 1 asked survey respondents about their support for a commuter rail implementation approach that starts with the central portion of the corridor (between RTP and Raleigh Union Station). A total of 85 percent of respondents were either strongly or somewhat supportive of this approach, while 11 percent strongly or somewhat oppose starting with the central section.

1. Do you support or oppose the first phase of construction beginning with the Central portion of the corridor? Under the Central phase, it is anticipated that rail service could begin in approximately 10 years.



5,590 respondents

Thirty-seven respondents chose an “other” response, which expressed preferences for other implementation approaches, expanding the reach of the corridor, and other sentiments, as shown in Figure 1.

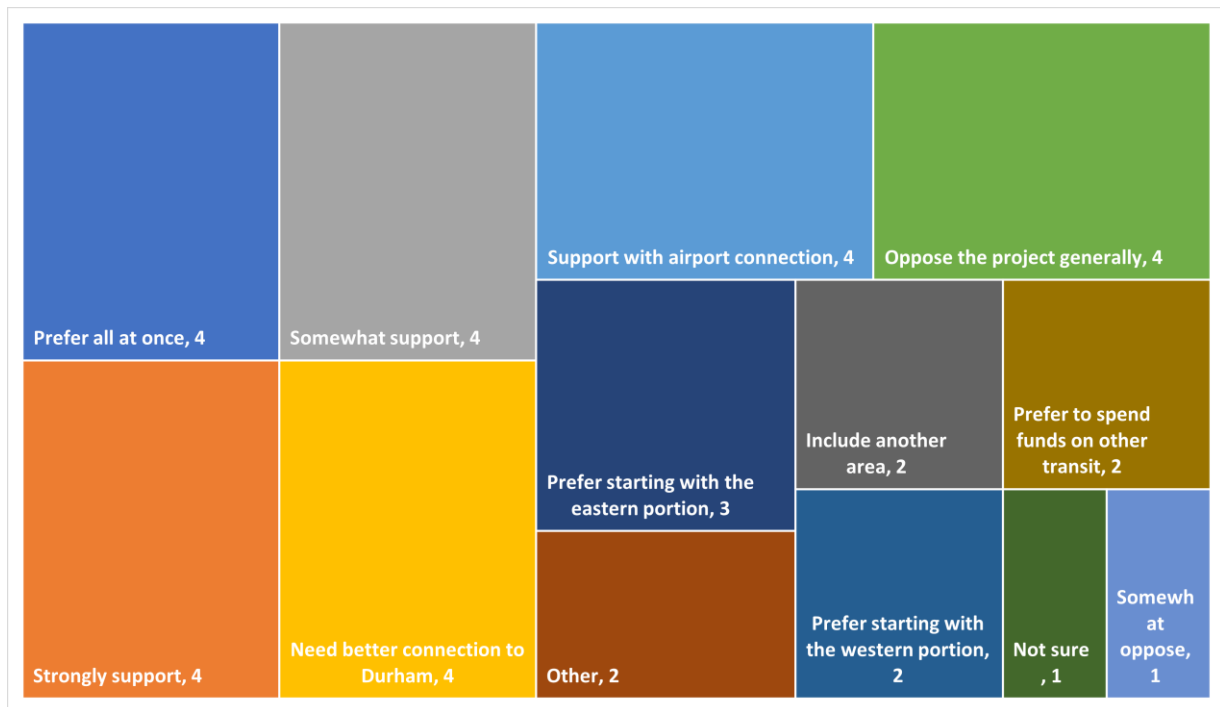
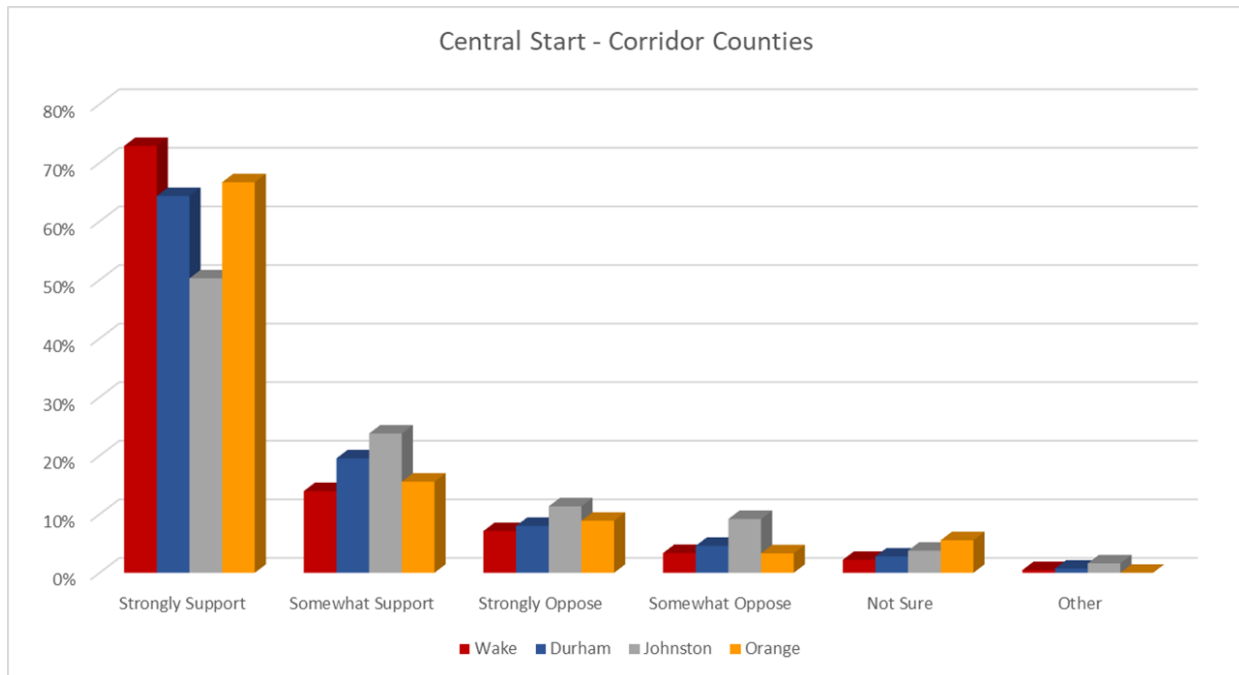


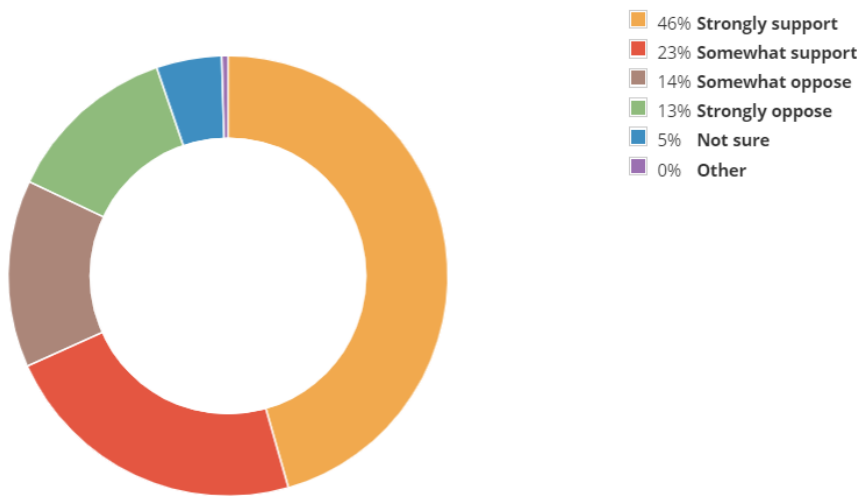
Figure 1. Question 1 - Other Responses

Responses to Question 1 from respondents with the proposed rail corridor counties are broken out in the figure below.



Question 2 asked for respondents’ thoughts on beginning project implantation with the Eastern section of the corridor (from Raleigh Union Station to Auburn). Support was less enthusiastic for this scenario than for starting with the Central section, however a combined 69 percent of respondents expressed support for this scenario. 27 percent of respondents opposed this scenario.

2. Do you support or oppose the first phase of construction beginning with the Eastern scenario? Under the Eastern phase, it is anticipated that rail service could begin in approximately 8 years.



5,533 respondents

Twenty-eight respondents chose an “other” response, which expressed preferences for other implementation approaches, expanding the reach of the corridor, and other sentiments, as shown in Figure 2.

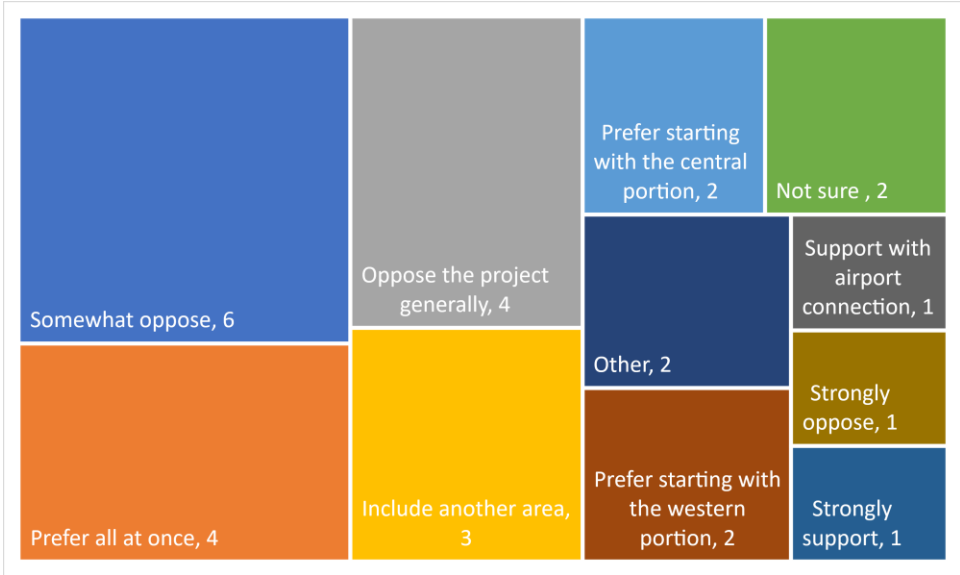
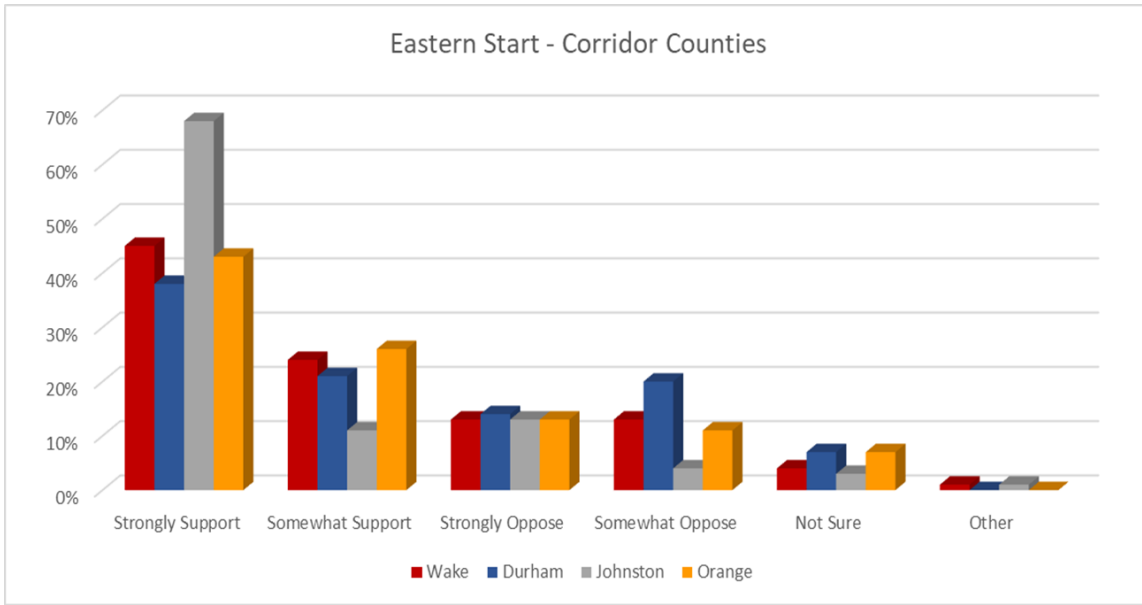


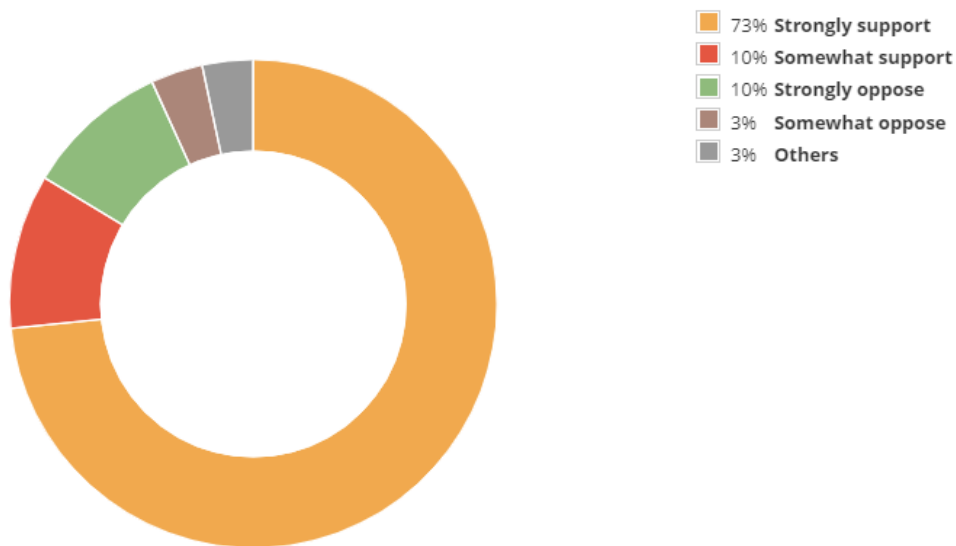
Figure 2. Question 2 - Other Responses

Responses to Question 2 from respondents with the proposed rail corridor counties are broken out in the figure below.



3. Building the entire 40-mile commuter rail corridor at once, from Garner to West Durham, includes high costs and many technical challenges. Due to those challenges, the project cannot be implemented as a single project as originally planned. Do you support or oppose the continued planning of commuter rail?

Under a scenario where the community opposes further planning, there would not be commuter rail service along this corridor and any previously allocated funds would be released for other transit projects (Bus Rapid Transit, micro transit, more frequent fixed-route services, etc.), which would be determined based on additional community input.



5,485 respondents

Question 3 asked whether respondents support continued planning for commuter rail despite the challenges that come with implementation. A high proportion of responses expressed support, with a combined 83 percent of those surveyed choosing “strongly support” or “somewhat support.” 13 percent of respondents expressed opposition to the continuation of planning for commuter rail.

Thirty-five people provided “other” comments, which included topics shown in Figure 3.

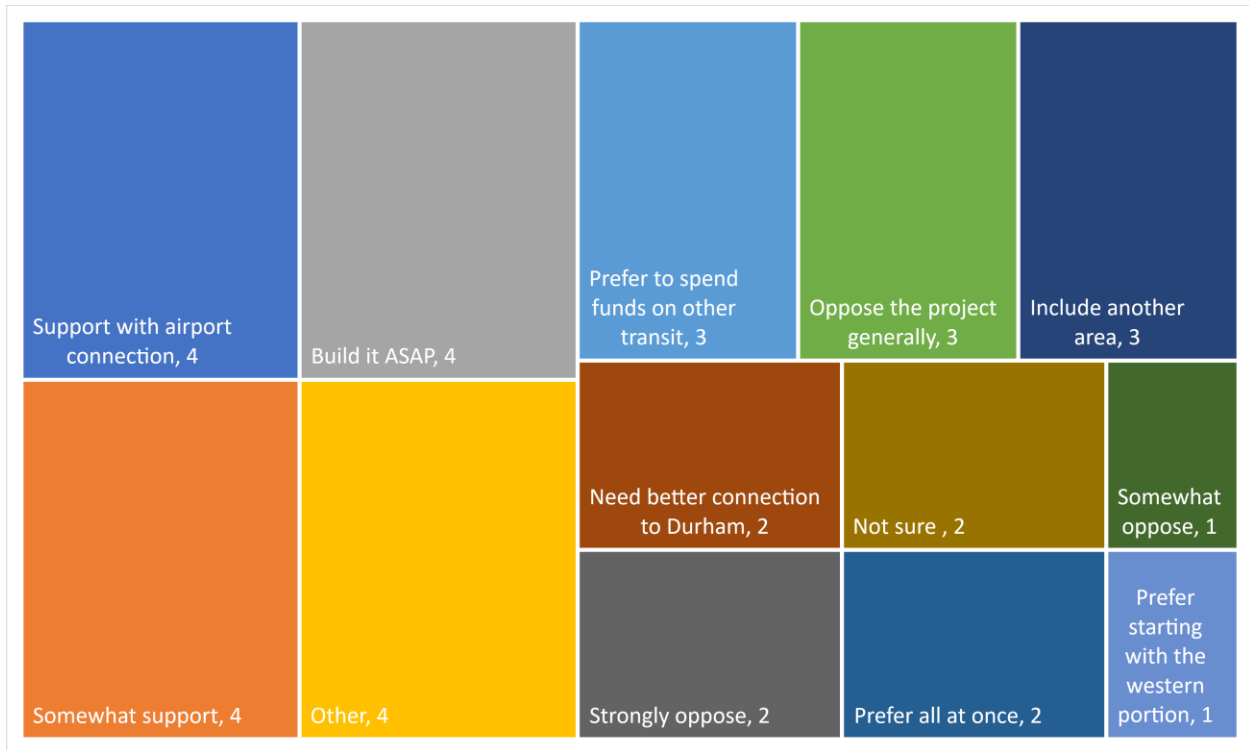
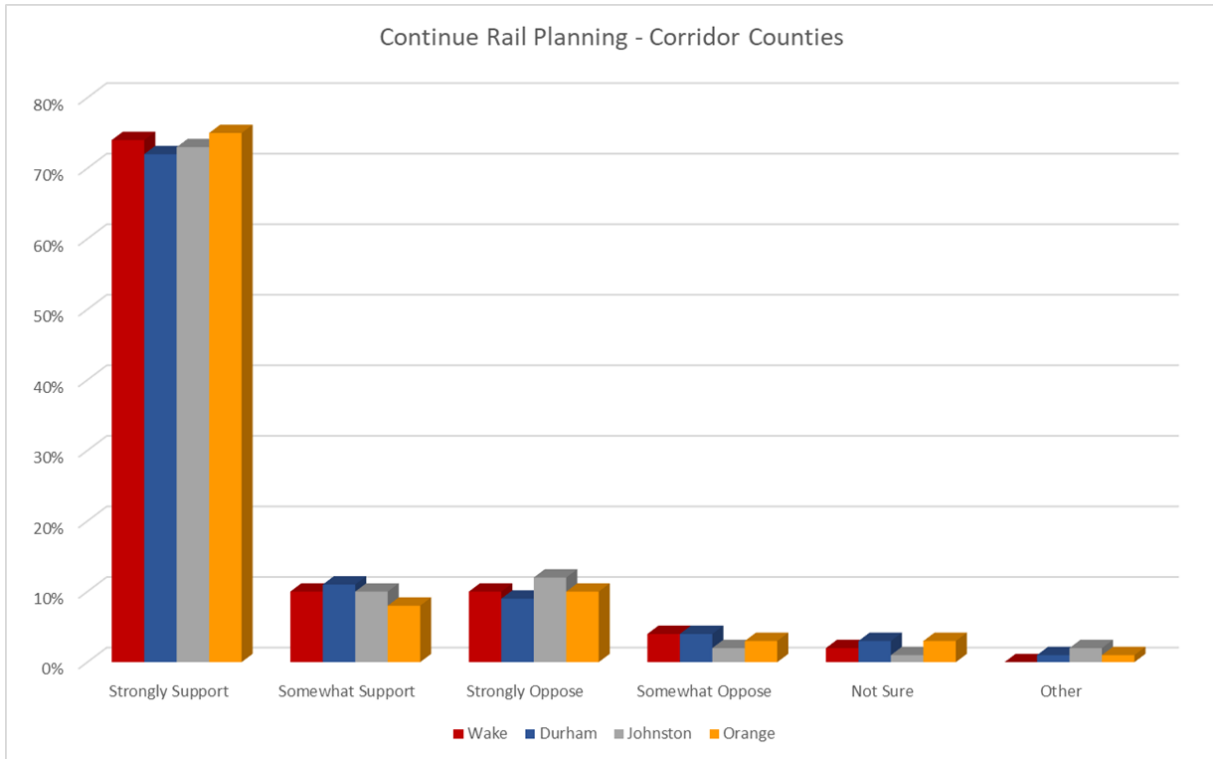
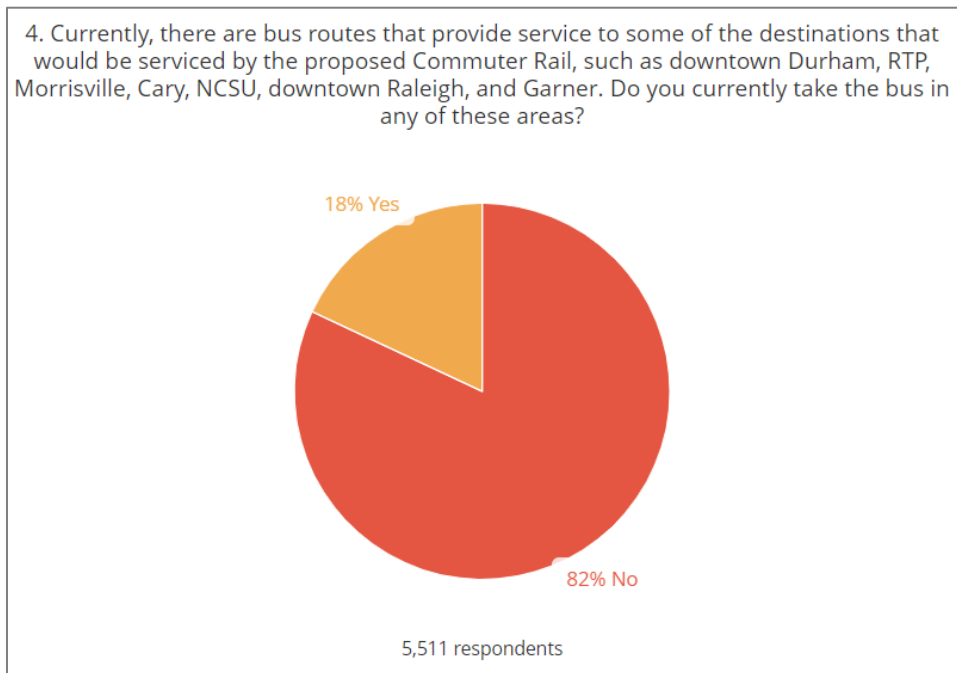


Figure 3. Question 3 – Other Responses

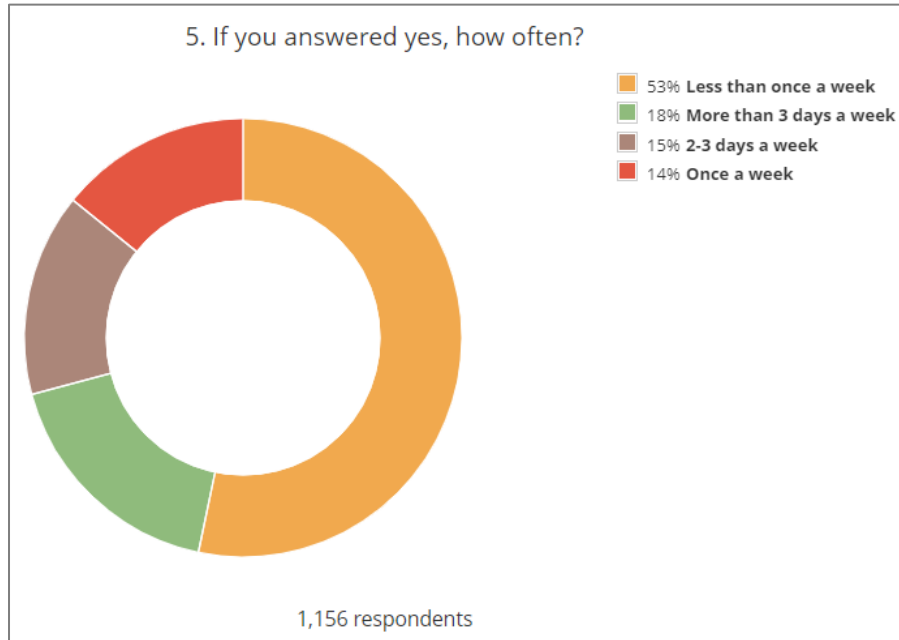
Responses to Question 3 from respondents with the proposed rail corridor counties are broken out in the figure below.



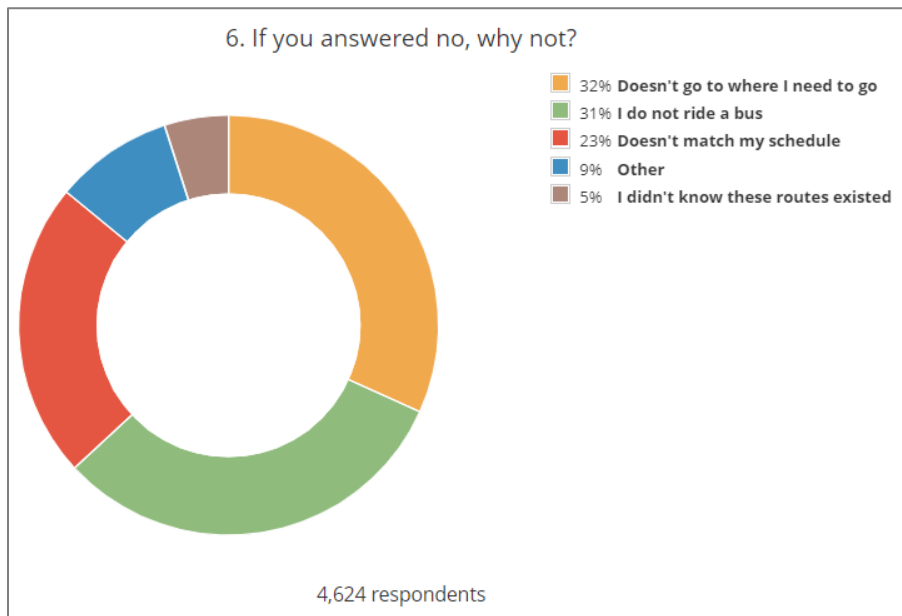
Question 4 asked whether respondents travel to destinations within the proposed commuter rail corridor using existing bus services; eighteen percent responded “yes,” while 82% responded “no.”



Of those who indicated that they use bus services to these destinations, over half ride the bus less than once a week, while 18 percent were frequent riders who traveled by bus more than three days a week.



Of those who answered “no,” the most common reasons given were the bus “doesn’t go where I need to go,” “I do not ride a bus,” and the bus “doesn’t match my schedule.”



An “other” answer was selected by 389 respondents. Reasons given for not riding the bus are shown in Figure 4. The most common reason given here was that buses take too long, or,

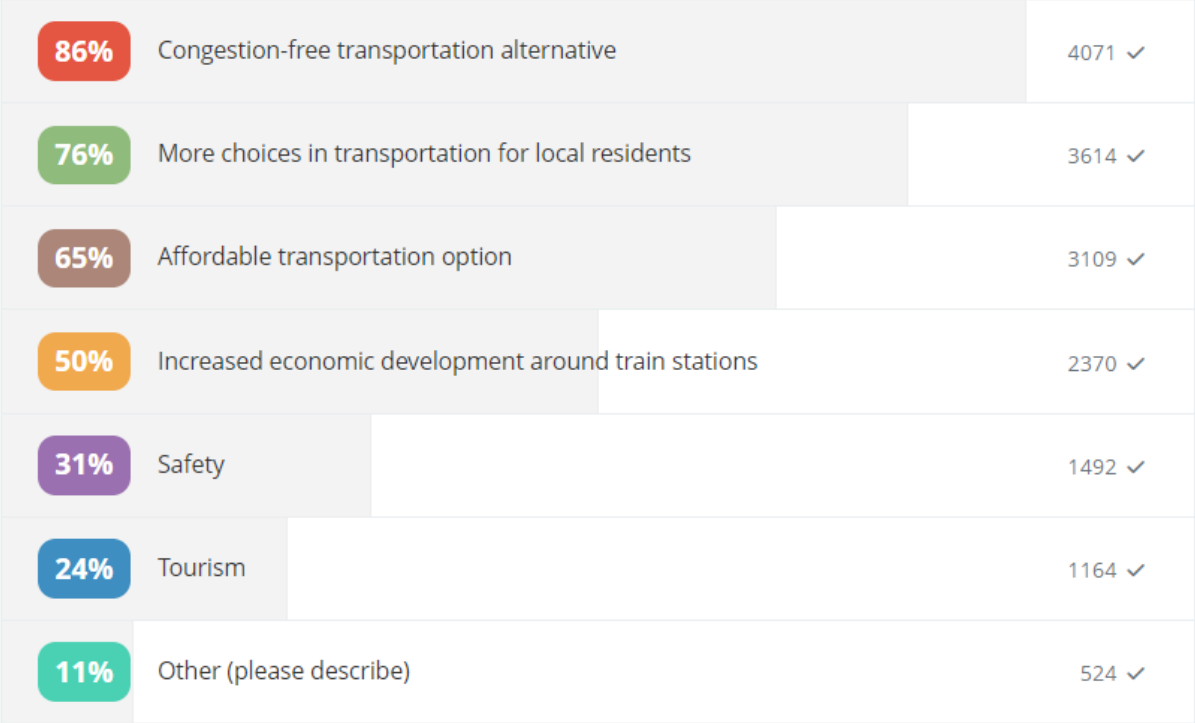
specifically, are slower than cars. People also noted that the bus routes to these destination are do not serve where they live.



Figure 4. Question 6 - Other Responses

Question 7 asked what anticipated benefits of commuter rail were most important to survey respondents.

7. Please indicate the most important benefits of rail service to you. Choose all that apply.



4,753 Respondents

362 respondents chose the “other” option, and provided their answers as summarized in Figure 5 below.

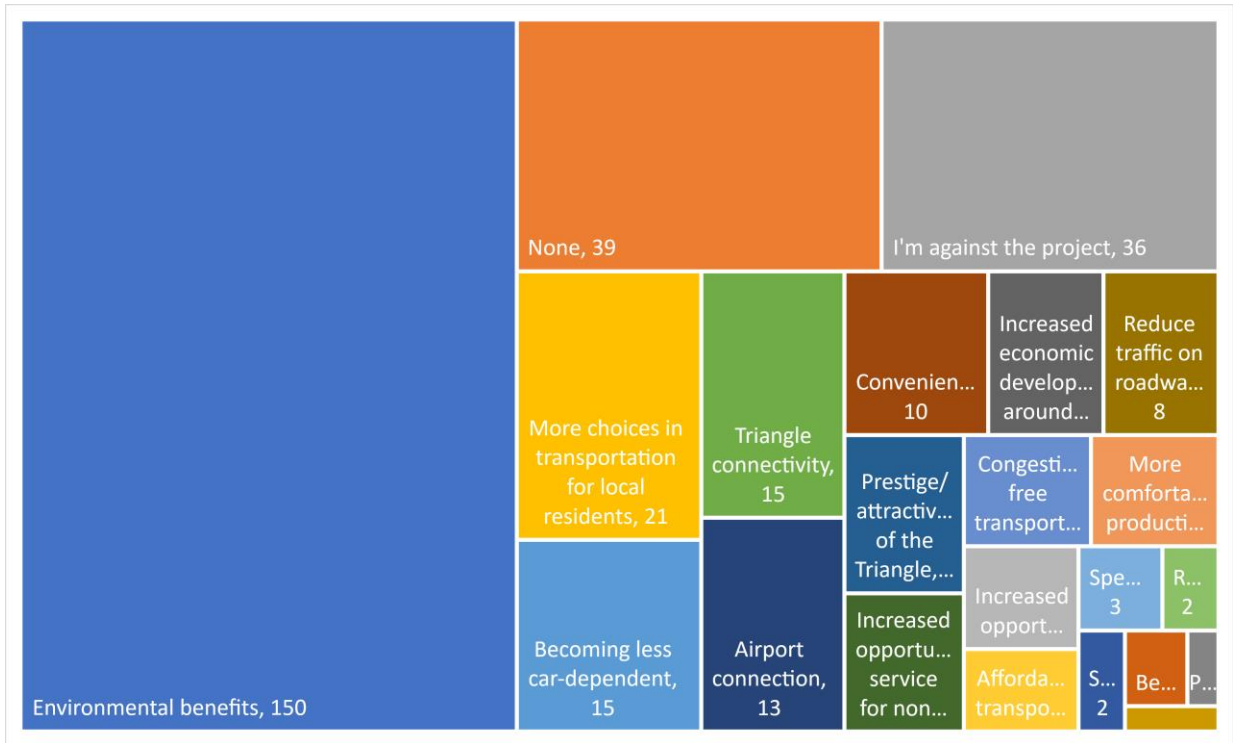


Figure 5. Question 7 - Other Responses

8. How did you hear about the Greater Triangle Commuter Rail Feasibility Study Phase II Survey?

42%	Social media post	2048 ✓
23%	Local news media	1124 ✓
23%	Word of mouth	1119 ✓
16%	Email	795 ✓
7%	Community newsletter	321 ✓
5%	Other	224 ✓
2%	Attended an open house/other public meeting	102 ✓
1%	Saw the table and walked up	54 ✓

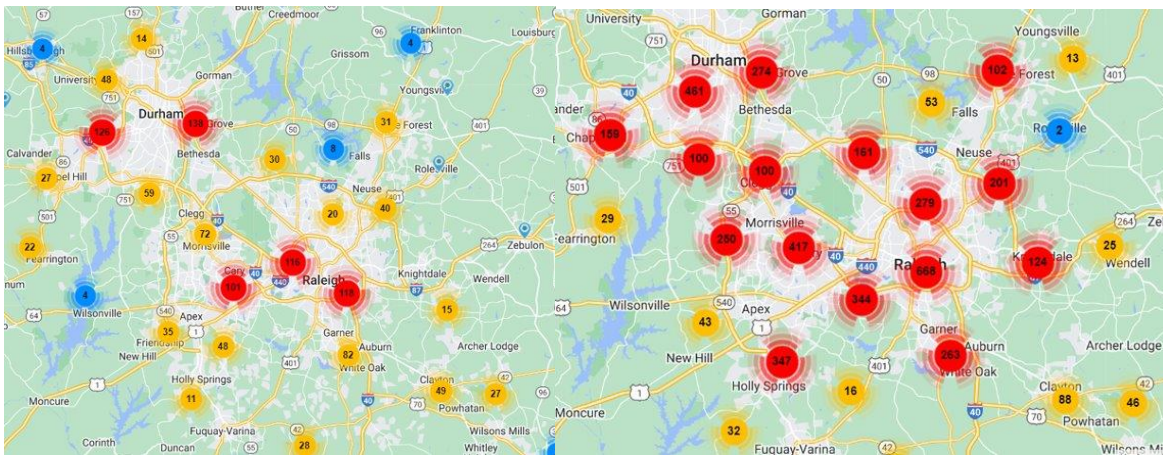
4,911 Respondents

Comparison to 2020 Survey

Conducting the Greater Triangle Commuter Rail Feasibility Study required multiple rounds of engagement throughout the study period. In the fall of 2020, a survey was conducted to gather input on a potential rail service in the region. The 2023 survey, as described in this report, asked for input on the results of the feasibility study. This section describes trends in participation and public feedback between the 2020 and 2023 surveys.

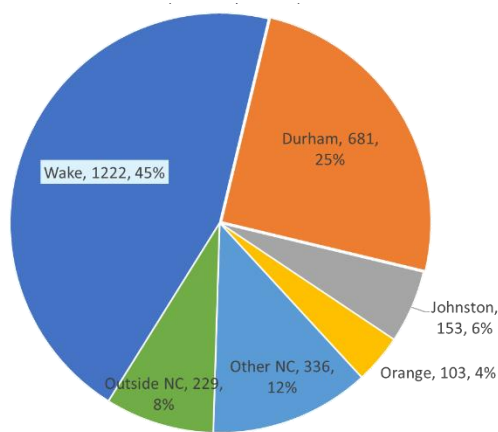
Geography

The maps below show the geographic distribution of survey participants, determined by IP address or self-reported zip code. On the left is the distribution for the 2020 survey. On the right is 2023.

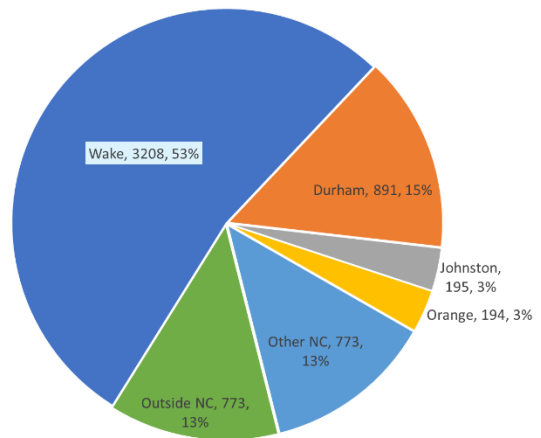


2020 Survey Participants

2023 Survey Participants



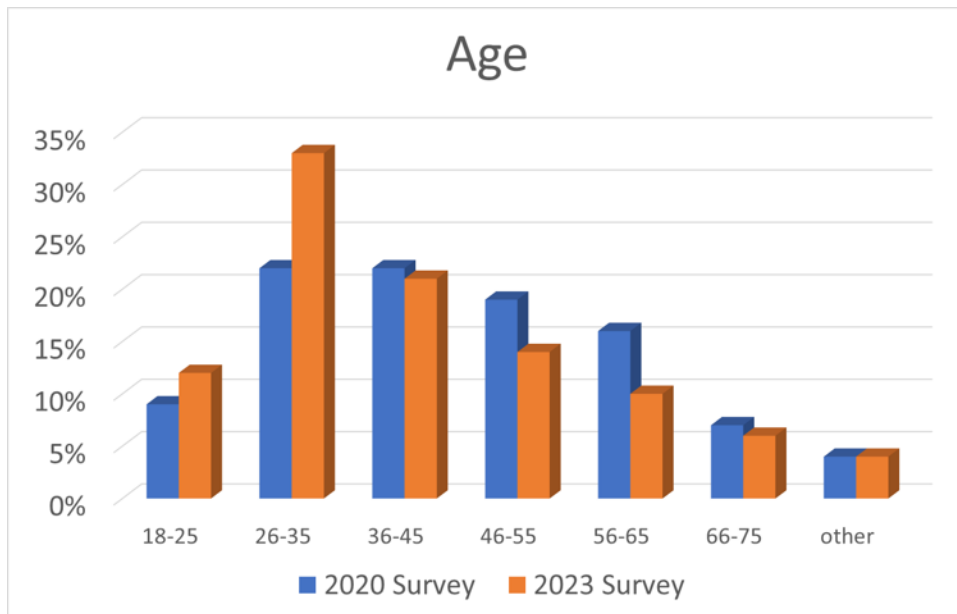
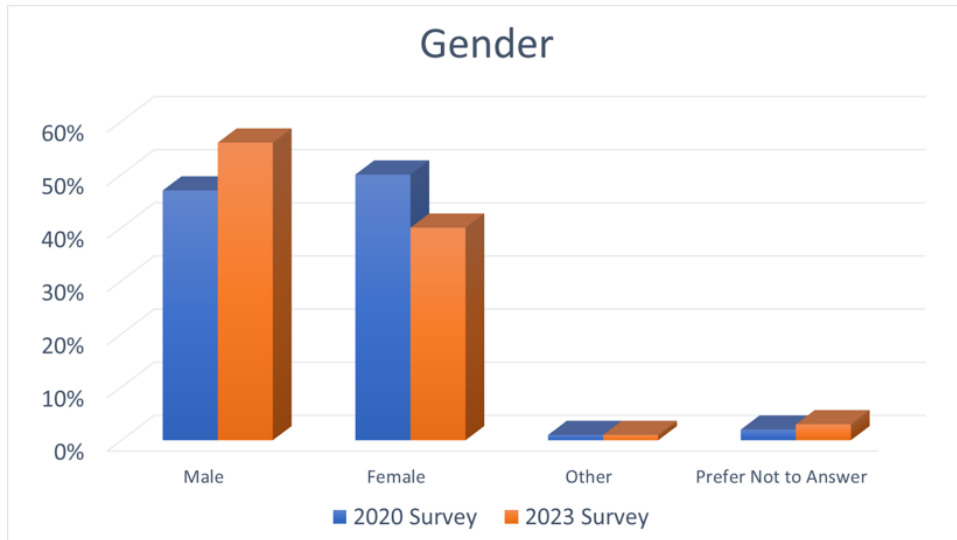
2020 Survey Participants

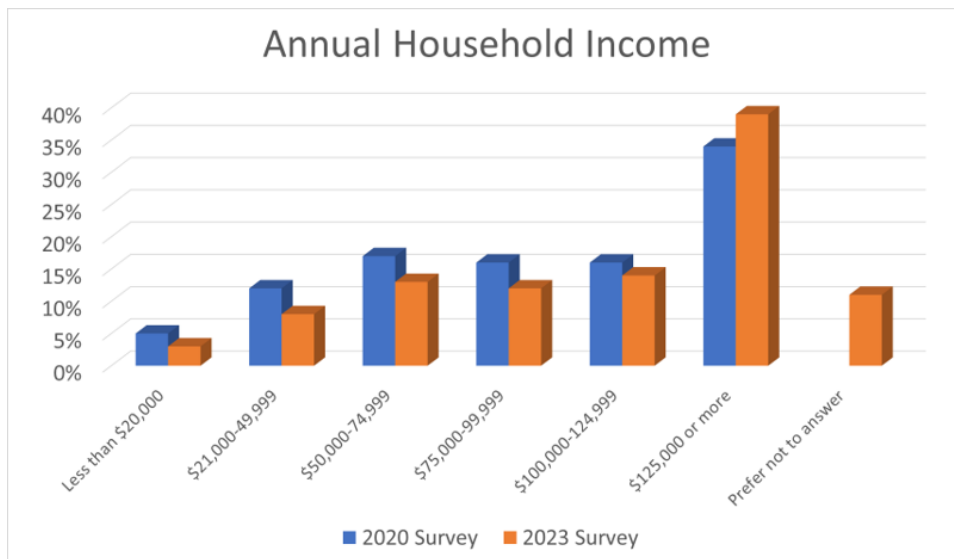
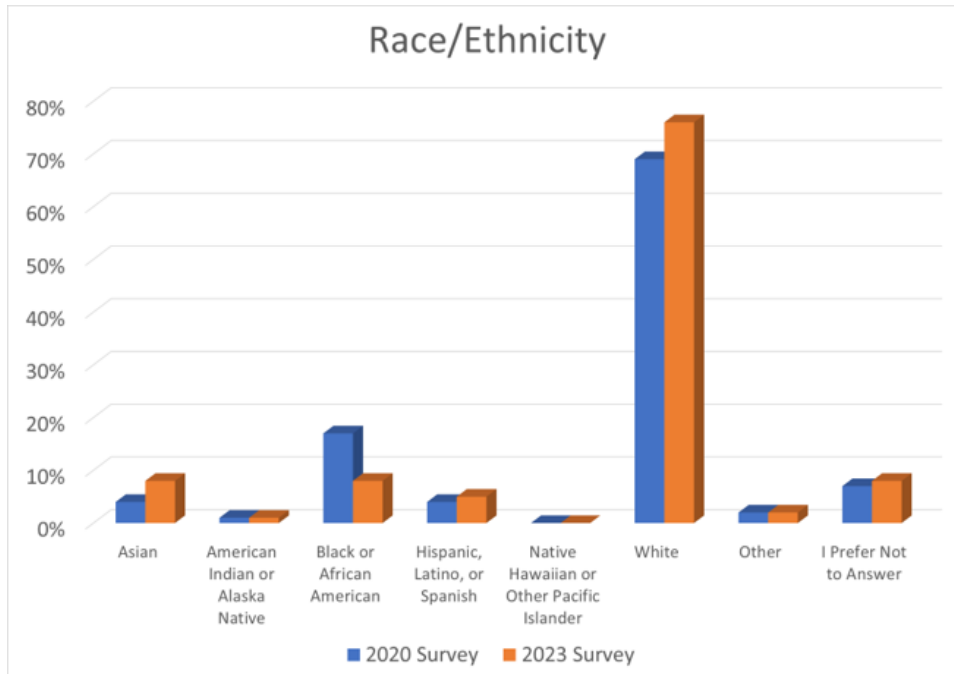


2023 Survey Participants

Demographics

The graphs below show the percent participation by demographic metrics for both the 2020 and 2023 surveys. 2020 response rates are in blue. 2023 response rates are in orange. All questions were optional and for race/ethnicity, respondents could choose more than one response.





Public Feedback

In the survey conducted in the fall of 2020, survey participants identified perceived benefits of the commuter rail project as:

- Reducing congestion
- Environmental benefits
- Decreasing commute times
- Bringing the Triangle up to modern metropolitan standards
- Sense of connectivity throughout the Triangle

Concerns voiced about the commuter rail project included the following:

- Project cost and funding allocation
- Whether it would be effective
- Would it serve the community equitably?
 - Examples: Concerns that it serves only commuters, would it serve those most in need? Concern that some geographic areas left out

In the survey conducted in the winter of 2023, participants identified the top three most important benefits of rail service as:

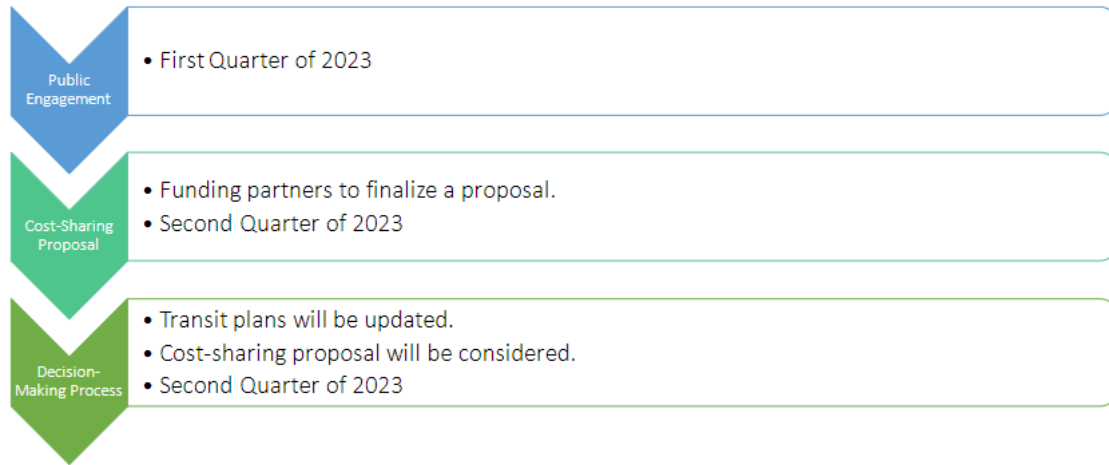
- Congestion-free transportation alternative
- More choices in transportation for local residents
- Affordable transportation option

Concerns included:

- Connection to the airport
- Accessibility
- Project cost and timeline

Next Steps

The conclusion of the study marks the start of consideration by project management partners of whether or how to move forward with pursuing implementation of the commuter rail project. If the decision is made to move forward with the project, GoTriangle and project funding partners will refine the financial plan and implementation approach. Immediate next steps would include project development activities such as preliminary engineering and environmental compliance, which is estimated to cost approximately 5-10% of the cost of construction and would be locally funded by the transit plan(s). Below are more details.



Cost-Sharing Proposal



Decision-Making Process

GoTriangle's Board of Trustees will consider the negotiated cost-sharing proposal and implementation recommendation.

If adopted, GoTriangle will present the negotiated cost-sharing proposal and implementation recommendation for adoption by funding partners.

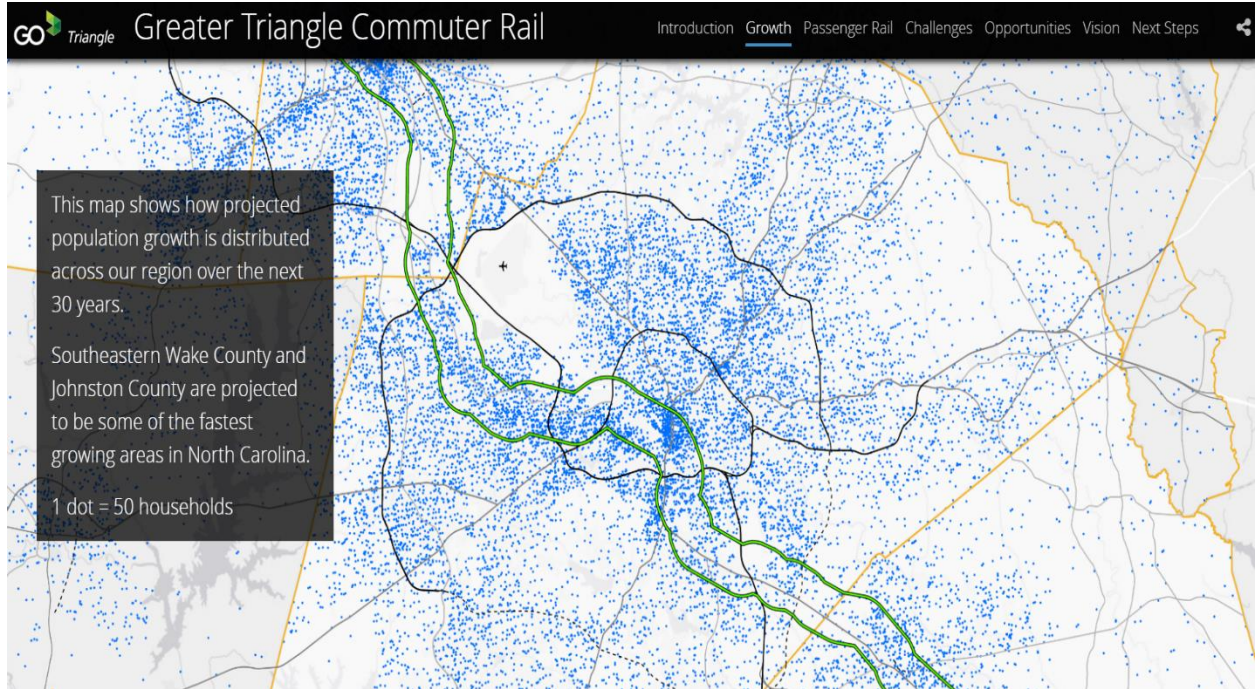
GoTriangle will also facilitate any needed updates to the transit plans.

If the implementation recommendation is adopted by the Counties and the MPOs, GoTriangle will facilitate the adoption of resolutions of support from all affected municipalities, NCRR, and NCDOT.

Appendices

Appendix A: Materials

Story Map



News Release



News Release

For Immediate Release

January 5, 2023

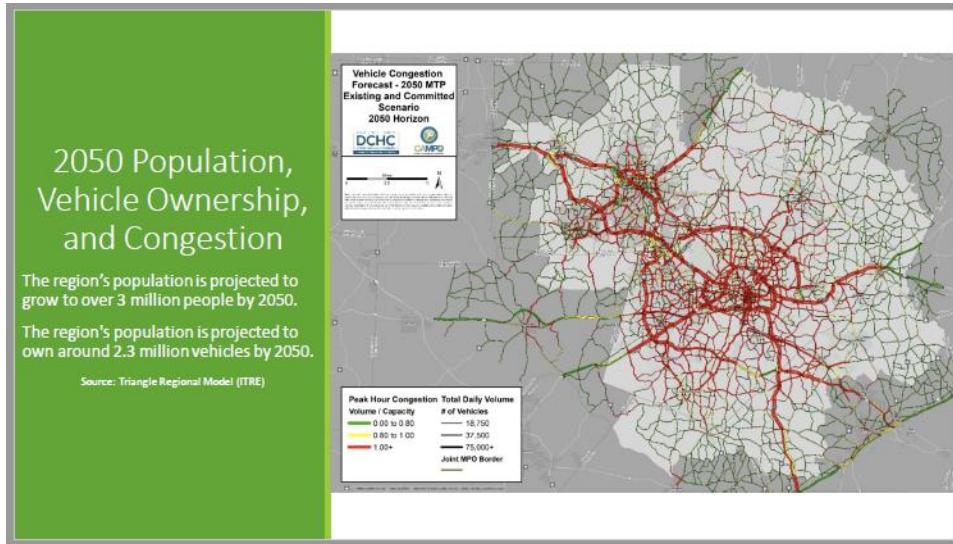
For more information contact:
Eric Curry
919-632-9326
ECurry@gotriangle.org

Commuter Rail Feasibility Report Released

Public invited to comment on study results and options for moving the region forward

DURHAM, North Carolina – GoTriangle, the region’s transit authority, seeks to provide the results of the Greater Triangle Commuter Rail Feasibility study to the public and gain input on options for a future commuter rail service identified in the report released, today. The agency is launching a public feedback campaign that includes online surveys, community meetings and public forums in Durham, Cary, Raleigh and Clayton, areas through which the system would run. The proposed Greater Triangle Commuter Rail would help provide a congestion free transportation opportunity and serve a region slated to grow by more than a million people and a corresponding 1 million cars in the next 30 years.

Presentation



Flyer

GREATER TRIANGLE COMMUTER RAIL: FEASIBILITY STUDY REPORT

OPTIONS AND COSTS

The results of the Greater Triangle Commuter Rail feasibility study provide options for implementation of regional passenger rail service. Due to the high cost and technical challenges associated with delivering the full project at once, the study considered phases for staged implementation in the eastern, central, and western portions of the corridor. With costs varying for each, the three portions include:

EASTERN PORTION Implementing service from the Auburn Station in Garner to Raleigh Union Station

CENTRAL PORTION Implementing service from Raleigh Union Station to the Ellis Road Station

WESTERN PORTION Implementing service from the RTP Station to the West Durham Station

THE PROJECT

This Greater Triangle Commuter Rail project would serve a region slated to grow by more than a million people and a corresponding million cars in the next 30 years.

The area evaluated in this study is 43-miles of existing rail corridor from West Durham to Clayton including passenger service at 15 stations.

Out of the three phases, the western phase has considerable challenges associated with construction including higher cost and a longer implementation time frame. Due to the challenges associated the western phase is being considered for a later stage of implementation.

The next step is for leaders to decide what portion should be built first. To do so, we need to hear from you! See the full report and provide your feedback at readyforralnc.com/feasibility.

The feasibility study and survey can be found at readyforralnc.com/feasibility.

TREN SUBURBANO GRAN TRIANGLE (GREATER TRIANGLE): INFORME DEL ESTUDIO DE LA VIABILIDAD

OPCIONES Y COSTOS

Los resultados del estudio de viabilidad del Tren Suburbano del Gran Triangle (Greater Triangle) proporcionan opciones para la implementación del servicio ferroviario regional de pasajeros. Debido al alto costo y a los retos técnicos asociados con la entrega del proyecto completo de una vez, el estudio consideró fases para la implementación por etapas en las partes este, central y oeste del corredor. Con costos que varían para cada fase, las tres porciones incluyen:

PORCIÓN ESTE Implementar el servicio desde Auburn Station en Garner hasta Raleigh Union Station

PORCIÓN CENTRAL Implementar el servicio desde Raleigh Union Station hasta Ellis Road Station

PORCIÓN OESTE Implementar el servicio desde RTP Station hasta West Durham Station

EL PROYECTO

Este proyecto del Tren Suburbano del Gran Triangle (Greater Triangle) serviría a una región destinada a crecer en más de un millón de personas, lo que implica un millón más de automóviles en los próximos 30 años.

El área evaluada en este estudio es de 43 millas de corredor ferroviario existente desde West Durham hasta Clayton, incluyendo servicio de pasajeros en 15 estaciones.

De las tres fases, la fase oeste presenta considerables desafíos asociados con la construcción, incluyendo un mayor costo y un mayor plazo de implementación. Debido a los desafíos asociados, la fase oeste está siendo considerada para una etapa posterior de implementación.

El siguiente paso es que los líderes decidan qué parte debe ser construida primero. Para hacerlo, necesitamos saber su opinión! Vea el informe completo y proporcione sus comentarios en readyforralnc.com/feasibility.

El estudio de la viabilidad y la encuesta se encuentran en: readyforralnc.com/feasibility.

OPEN HOUSE

JOIN US

for a discussion around the
Greater Triangle Commuter Rail

Results of the feasibility study are now available, and we need YOUR feedback to help determine next steps like which portion of the passenger rail service should be built first?

We're coming to you with all of the information so please don't miss this opportunity to learn more and have your voice BE HEARD!

JOHN CHAVIS COMMUNITY CENTER
505 Martin Luther King Jr Blvd, Raleigh, NC 27601

6:30PM - 8:30PM
JANUARY 18, 2023

READYFORRAILNC.COM/FEASIBILITY

READY FOR RAIL?

GO FORWARD
A COMMUNITY INVESTMENT IN TRANSIT

Greater Triangle Commuter Rail Feasibility Study Report Now Available!
Leaders need your input to decide what portion of the rail should be built first. See the full report and provide your feedback.

readyforrailnc.com/feasibility

¿LISTOS PARA EL TREN?

¡El informe de estudio de viabilidad del Tren Suburbano de Gran Triangle (Greater Triangle) ya está disponible! Los líderes necesitan su opinión para decidir qué parte debe construirse primero. Vea el informe completo y proporcione sus comentarios.

readyforrailinc.com/feasibility

GO PA'LANTE
UNA INVERSIÓN COMUNITARIA EN TRANSITO

Print Survey

GREATER TRIANGLE COMMUTER RAIL FEASIBILITY STUDY

NOW AVAILABLE!

YOUR INPUT IS NEEDED FOR THE NEXT STEP.

READYFORRAILINC.COM/FEASIBILITY

Greater Triangle Commuter Rail Project Feasibility Study Phase II Survey

Transit partners across the Triangle are committed to going forward together. Completing the demographic information below helps GoTriangle meet our data collection requirements and public involvement obligations under Title VI of the Civil Rights Act of 1964. The information collected will help improve how we serve the public. Please answer the demographic questions (which will not be associated with your contact information) to help us ensure we are reaching representatives of the region we serve and advancing equitable outcomes for this phase of study.

What is your gender?

Male Female Other I prefer not to answer

What is your age?

Under 18 18 - 25 26 - 35 36 - 45 46 - 55 56 - 65 66 - 75 Over 75 I prefer not to answer

Are you of Hispanic/Latino origin?

Yes No I prefer not to answer

What is your race/ethnicity?

White or Caucasian Asian Black or African-American American Indian or Alaskan Ntibe Native Hawaiian or Other Pacific Islander Other I prefer not to answer

Which of the following groups does your total annual household income fall into?

Less than \$20,000 \$20,000 - \$24,999 \$25,000 - \$29,999 \$30,000 - \$34,999 \$35,000 - \$39,999 \$40,000 - \$44,999 \$45,000 - \$49,999 \$50,000 - \$74,999 \$75,000 - \$99,999 \$100,000 - \$124,999 \$125,000 or more I prefer not to answer

The feasibility study assessed the opportunity for regional passenger rail service in the existing rail corridor between west Durham and Garner or Clayton. The results of the Greater Triangle Commuter Rail feasibility study provide options for implementing regional passenger rail service connecting Durham, Research Triangle Park, Morrisville, Cary, Raleigh, Garner, and potentially Clayton. This service would share the corridor with existing and future freight and passenger trains.

The proposed service would come at a significant monetary cost. While the corridor takes advantage of existing rail infrastructure and right-of-way, the necessary investments in additional tracks, stations, trainsets, and maintenance still add a significant monetary cost to the project. Because of financial constraints, engineering challenges, and coordination complications that could delay the realization of the entire proposed corridor, the study considers phased implementation which would a valuable and viable piece of the commuter rail service that could benefit the region, while local leaders and project teams work to develop the remainder of the project corridor. The study considered three different options for staged implementation beginning in either the Eastern, Central, or Western portions of the corridor.

The Eastern portion would begin at the Auburn Station in Garner and extend to Raleigh Union Station in downtown Raleigh. The Central option would begin at Raleigh Union Station in downtown Raleigh and extend to either the RTP station or Elys Road. The Western option would begin in RTP and extend to West Durham Station near Duke Hospital.

Out of the three portions studied in the report, the Western option has considerable challenges associated with construction including higher cost and the longest implementation time frame. Due to its challenges, the western option is considered for a later implementation stage. Therefore, local leaders would like your input on whether the project should begin construction with the Eastern or Central portion.

Next you will find a map and chart providing more information, followed by a brief survey.

Commuter Rail Portion	Capital Cost	Operating and Maintenance Cost	Study Riders (Year 2032)	Rate of East or West Option (Riders to West)	Using Time (Riders to West)
Western	\$1.0B	\$30.3M	~10,000	Highway/RA	~10 years
Central	\$1.0B	\$30.3M	~10,000	Medium/RA	~10 years
Eastern	\$1.0B	\$30.3M	~10,000	Lowest/RA	~10 years

The cost of the western option exceeds the potential benefits of the Eastern/ Central Portion. The Eastern and Central options being considered by the Central portion survey and a decision on whether it will run through RA or Clayton. Rail will be developed in either RA.

- Do you support or oppose the first phase of construction beginning with the Central portion of the corridor? Under the Central phase, it is anticipated that rail service could begin in approximately 10 years.

Strongly support Somewhat support Not sure Strongly oppose Somewhat oppose Other
- Do you support or oppose the first phase of construction beginning with the Eastern scenario? Under the Eastern phase, it is anticipated that rail service could begin in approximately 8 years.

Strongly support Somewhat support Not sure Strongly oppose Somewhat oppose Other
- Building the entire 40-mile commuter rail corridor at once, from Garner to West Durham, includes high costs and many technical challenges. Due to those challenges, the project cannot be implemented as a single project as originally planned. Do you support or oppose the continued planning of commuter rail?

Under a scenario where the community opposes further planning there would not be commuter rail service along this corridor and any previously allocated funds would be released for other transit projects (bus rapid transit, micro transit, more frequent fixed-route services, etc.), which would be determined based on additional community input.

Strongly support Somewhat support Not sure Strongly oppose Somewhat oppose Other
- Currently there are bus routes that provide service to some of the destinations that would be serviced by the proposed Commuter Rail, such as downtown Durham, RTP, Morrisville, Cary, NCBI, downtown Raleigh, and Garner. Do you currently take the bus in any of these areas?

Yes No

5. If you answered yes, how often?

Less than once a week Once a week 2-3 days a week More than 3 days a week

6. If you answered no, why not?

Doesn't go where I need to go I do not ride the bus Doesn't match up with my schedule Other I didn't know these routes existed

7. Please indicate the most important benefits of rail service to you. Choose all that apply.

Increased economic development around train stations
 Affordable transportation option
 Congestion-free transportation alternative
 More choices in transportation for locals
 Tourism Safety Other

8. How did you hear about the Greater Triangle Commuter Rail Feasibility Study Phase II Survey? Choose all that apply.

Word of Mouth Social media post Email Local news media Saw the table and walked up Community Newsletter Other Open house/public meeting

Name: Zipcode:

Email:

Phone:



Estudio de la viabilidad de la Fase II del Proyecto del Tren Suburbano del Gran Triangle

Los socios de tránsito en todo el Triangle están comprometidos a avanzar juntos. Completar la información demográfica a continuación ayuda a GoTriangle a cumplir con nuestros requisitos de recopilación de información y obligaciones de participación pública según el Título VI de la Ley de Derechos Civiles de 1964. La información recopilada ayudará a mejorar la forma en que servimos al público. Responda las preguntas demográficas (que no estarán asociadas con su información de contacto) para ayudarnos a asegurar que estamos llegando a representantes de la región a la que servimos y avanzando en resultados equitativos para esta fase del estudio.

¿Cuál es su género?

Hombre
 Mujer
 Otro
 Prefiero no responder

¿Cuál es su edad?

Menor de 18
 18 - 25
 26 - 35
 36 - 45
 46 - 55
 56 - 65
 66 - 75
 Más de 75
 Prefiero no responder

¿Es usted de origen hispano/latino?

Sí
 No
 Prefiero no responder

¿Cuál es su raza/etnia?

Blanco o caucásico
 Asiático
 Negro o afroamericano
 Amerindio o nativo de Alaska
 Nativo de Hawái u otro isleño del Pacífico
 Otro
 Prefiero no responder

¿En cuál de los siguientes grupos cae el ingreso total anual del hogar?

Menos de \$20,000
 \$20,000 - \$49,999
 \$50,000 - \$74,900
 \$75,000 - \$99,999
 \$100,000 - \$124,999
 \$125,000 o más
 Prefiero no responder

El estudio de viabilidad evaluó la oportunidad para el servicio ferroviario regional de pasajeros en el corredor ferroviario existente entre el oeste de Durham y Garner o Clayton. Los resultados del estudio de viabilidad del Tren Suburbano del Gran Triangle (Greater Triangle) proponen opciones para implementar el servicio regional de trenes de pasajeros que conecta Durham, Research Triangle Park, Morrisville, Cary, Raleigh, Garner y potencialmente Clayton. Este servicio compartirá el corredor con los trenes de carga y pasajeros existentes y futuros.

El servicio propuesto tendría un costo monetario importante. Si bien el corredor aprovecha la infraestructura ferroviaria existente y el derecho de paso, las inversiones necesarias en vías adicionales, estaciones, trenes y mantenimiento aún agregan un costo monetario importante al proyecto. Debido a las limitaciones financieras, los desafíos de ingeniería, y complicaciones de coordinación que podrían retrasar la realización de todo el corredor propuesto, el estudio considera la implementación por etapas, que sería una pieza valiosa y viable del servicio ferroviario suburbano que podría beneficiar a la región, mientras que los líderes locales y los equipos de proyecto trabajan para desarrollar el resto del corredor del proyecto. El estudio consideró tres opciones diferentes para la implementación por etapas para comenzar por las porciones Este, Central y Oeste del corredor.

La porción Este comenzaría en Auburn Station en Garner y se extendería hasta Raleigh Union Station en el centro de Raleigh. La opción Central comenzaría en Raleigh Union Station, en el centro de Raleigh, y se extendería a la estación RTP/S o Eitis Road. La opción Oeste comenzaría en RTP y se extendería hasta West Durham Station, cerca del Hospital Duke.

De las tres porciones estudiadas en el informe, la opción Oeste tiene considerables desafíos asociados con la construcción, entre ellos un mayor costo y el marco de tiempo de implementación más largo. Debido a sus desafíos, la opción occidental se considera para una etapa posterior de implementación. Por lo tanto, a los líderes locales les gustaría su opinión sobre si el proyecto debe comenzar la construcción con la parte Este o Central. A continuación, encontrará un mapa y una carta que proporciona más información, seguido de una breve encuesta.



Porción del tren construida	Costo por milla	Costo del terreno y permisos	Tiempo desde la construcción	Beneficio de la línea a lo largo de un año	Costo promedio por pasajero
Este	\$1.5M	\$1.5M	10 años	\$1.5M	\$1.5M
Central	\$1.5M	\$1.5M	10 años	\$1.5M	\$1.5M
Oeste	\$1.5M	\$1.5M	10 años	\$1.5M	\$1.5M

1. ¿Apoya o se opone a la primera fase de la construcción que comienza con la porción Central del corredor? En la fase Central, se prevé que el servicio ferroviario podría comenzar en aproximadamente 10 años.

Apoyo total
 Algo de apoyo
 No estoy seguro
 Oposición total
 Algo de oposición
 Otro

2. ¿Apoya o se opone a la primera fase de la construcción a partir del escenario Este? En la base Este, se prevé que el servicio ferroviario podría comenzar en aproximadamente 8 años.

Apoyo total
 Algo de apoyo
 No estoy seguro
 Oposición total
 Algo de oposición
 Otro

3. La construcción de todo el corredor ferroviario de 40 millas de una vez, desde Garner hasta West Durham, incluye altos costos y muchos desafíos técnicos. Debido a estos desafíos, el proyecto no se puede implementar como un solo proyecto como se planeó originalmente. ¿Apoya o se opone a la planificación continua del tren suburbano? En un escenario en el que la comunidad se opone a una planificación adicional, no habría servicio ferroviario suburbano a lo largo de este corredor y cualquier fondo previamente asignado sería liberado para otros proyectos de transporte (Bus Rapid Transit, micro tránsito, servicios de rufas [que más frecuentes, etc.], que se determinará en base a la aportación adicional de la comunidad.

Apoyo total
 Algo de apoyo
 No estoy seguro
 Oposición total
 Algo de oposición
 Otro

4. Actualmente, hay rutas de autobús que brindan servicio a algunos de los distritos que están cubiertos por el tren suburbano propuesto, como el centro de Durham, RTP, Morrisville, Cary, NCSU, centro de Raleigh y Garner. ¿Actualmente toma el autobús en alguna de estas áreas?

Sí
 No

5. Si dijo sí, ¿con qué frecuencia?

Menos de una vez por semana
 Una vez por semana
 2-3 días por semana
 Más de 3 días por semana

6. Si respondió que no, ¿por qué no?

No va a donde necesito
 No coincide con mi horario
 No coincide con mi horario
 No sé qué están estas rutas
 Otro

7. Indique los beneficios más importantes del servicio ferroviario para usted. Seleccione todas las opciones que correspondan.

Mayor desarrollo económico alrededor de las estaciones de tren
 Opción de transporte accesible
 Alternativa de transporte libre de congestión
 Más opciones de transporte para los lugareños
 Turismo
 Seguridad
 Otro

8. ¿Cómo se enteró de la Encuesta de Fase II del Estudio de la viabilidad del tren suburbano de Gran Triangle (Greater Triangle)? Seleccione todas las opciones que correspondan.

Boca a boca
 Como electrónico
 Boleto de la comunidad
 Visita abierta / reunión pública
 Publicación en redes sociales
 Medios de noticias locales
 Saw the table and walked up
 Otro

Nombre:

Código postal:

Correo electrónico:

Teléfono: