

# FACT SHEET

## Triangle Regional Transit Program Alternatives Analysis



### QUESTION

## Outside of Downtown Raleigh, Why are Most of the Detailed Alignment Alternatives Located within the Existing Railroad Corridor?

### ANSWER

The Wake Corridor Alternatives Analysis evaluated fixed-guideway transit service along routes located either within or outside of the existing railroad corridors that could connect activity centers. The major roadways within the overall study corridor that were considered for fixed-guideway service west of downtown Raleigh included Chapel Hill Road, Hillsborough Street, and Western Boulevard. North of downtown Raleigh, Capital Boulevard, Atlantic Avenue, and Old Wake Forest Road were evaluated for fixed-guideway service.

The existing railroad corridors emerged as the most viable and cost-effective routes by which to connect the activity centers (stations) for the following reasons:

- > **Capacity to Support Fixed-Guideway Transit.** The Alternatives Analysis found that there is insufficient right-of-way to support fixed-guideway transit service within the major roadways in the Wake Corridor. Current levels of congestion; the need for future roadway expansion within the existing roadway corridors; and the presence of existing development along these roadways prevents the acquisition of additional property that would be needed for further widening. Within the railroad corridors much of the right-of-way needed to support rail transit service is available. For this reason using existing railroad corridors would reduce the amount of property acquisition required to implement rail transit service in the Wake Corridor.
- > **Dependable, Time-Competitive Advantage.** Because the railroad corridors are separate from roadways and traffic, they are not subject to the increasing congestion or the potential delays and uncertainties created by accidents and weather conditions. This means that rail transit service within the railroad corridors will arrive and depart from stations on schedule, providing predictable travel options.
- > **Capital Cost Sharing.** The cost of implementing rail transit service within the railroad corridors is anticipated to be reduced by infrastructure improvements that have been and are being made for current freight and Amtrak service as well as improvements that will be part of the future Southeast High Speed Rail project.
- > **Minimal Environmental and Community Impacts.** Impacts to the environment and surrounding communities will be minimal because much of the construction will take place within the existing railroad corridors that already include freight and Amtrak passenger rail operations. Implementation of rail transit service is not anticipated to introduce substantial impacts to environmental and cultural resources or minority and low-income populations.
- > **Supports Local Transportation and Land Use Plans.** Use of the railroad corridor is supported by state and local stakeholders and consistent with local and regional land use and transportation planning efforts.



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