



**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION**

**PROPOSED RALEIGH UNION STATION – PHASE 1**

**TIP PROJECT P-3803**

City of Raleigh

Informal Citizens Informational Workshop

**5:00 p.m. – 7:00 p.m.**

**Raleigh Convention Center (Ballroom B)  
500 South Salisbury Street**

**August 6, 2012**

## **PROJECT DESCRIPTION**

The City of Raleigh and the North Carolina Department of Transportation (NCDOT) are proposing to construct a new passenger train station in downtown Raleigh at 510 West Martin Street.

The currently funded project is the first phase in a collaborative planning effort by the NCDOT, the City of Raleigh and the Triangle Transit Authority for a new downtown multi-modal facility that will accommodate inter-city passenger rail service in the near future, and commuter rail, buses, taxis, bicycles, and other modes of transportation in the long term.

The proposed project will also include the construction of an extension to the existing Prison Siding, a separate rail track west of the existing Amtrak station that is used for passing trains and/or railroad car storage. The extension of the Prison Siding will allow trains to pass the station when a passenger train is stopped at the platform on the main track.

A second siding, the Greenfield Siding which will be located east of Garner, will replace the existing Cabarrus Yard freight storage tracks inside the Boylan Wye. These track improvements will improve freight and passenger rail operations by allowing the storage of trains and rail cars outside of the congested Boylan Wye area. It will also allow trains to pass through the Boylan Wye area, even when passenger trains are stopped at the station. Exhibit 1 shows the project vicinity and siding locations. Exhibit 2 shows a schematic layout of the Phase 1 station elements.

## **PURPOSE AND NEED FOR THE PROJECT**

The proposed station would replace the existing Amtrak Station on Cabarrus Street, which routinely experiences overcrowding and does not have a platform long enough to service all the trains that access the station. The two waiting rooms at the existing Amtrak Station are not large enough and many passengers have to wait outside the station. Also, there are currently only 54 parking spaces available at the station, forcing passengers to park on adjoining neighborhood streets.

The Raleigh Amtrak Station is currently served by four daily round trip passenger trains. It is the second busiest station in the Southeast, serving nearly 200,000 passengers in fiscal year 2011. The station is projected to serve 600,000 passengers by 2014. Two additional Raleigh to Charlotte round trips are planned in the near future to meet service demands near term. The location and size of the current train station cannot accommodate the current number of passengers, nor the expected growth in passengers due to the increased number of trains.

## **TODAY'S WORKSHOP**

Today's workshop is an important step in the North Carolina Department of Transportation's (NCDOT) procedure for making you, the public, a part of the project

development process. The purpose of the workshop is to obtain public input on the proposed project. The format of today's meeting is informal, which will allow you to individually ask questions and discuss aspects of the proposed station with members of the project team. Several workshop stations are available to provide information not only on the first phase of the project, but also on other integrated planning efforts by the NCDOT, City and Triangle Transit Authority.

## **YOUR PARTICIPATION**

Now that the opportunity is here, you are encouraged to participate by making your comments and/or questions a part of the public record. Several representatives of the North Carolina Department of Transportation are present. They will be happy to talk with you to explain the project and answer questions. You may write your comments or questions on the comment sheet and leave it with one of the representatives or mail them by September 7, 2012 to the following address:

Mr. Ryan L. White, P.E., Rail Project Development Engineer  
Environmental and Planning Branch  
NCDOT – Rail Division  
1553 Mail Service Center  
Raleigh, NC 27699-1583  
Email: [rlwhite@ncdot.gov](mailto:rlwhite@ncdot.gov)

## **PLANNING PROCESS (NEPA)**

Planning and environmental studies on this project will be documented in two environmental reports – an Environmental Assessment (EA) and a Finding of No Significant Impact (FONSI). These reports are being prepared in accordance with the National Environmental Policy Act (NEPA). As part of the NEPA process, a substantial amount of data is being gathered and several technical studies are being prepared. These studies and information, along with public input, will be used to guide and inform the project recommendations. A summary of the steps in this process is listed below:

### Approximate Schedule

- |   |                  |
|---|------------------|
| - Determine Purpose and Need                  |                  |
| - Define study area                           |                  |
| - Develop alternatives                        |                  |
| - <b>Citizen Informational Workshop</b>       | August 2012      |
| - Conduct technical studies                   |                  |
| o Natural resources survey                    |                  |
| o Historic architectural survey               |                  |
| o Noise and vibration analysis                |                  |
| o Air quality evaluation                      |                  |
| o Assessment of existing and planned land use |                  |
| - Environmental Assessment (EA)               | Fall 2012        |
| - Public Hearing                              | Fall 2012        |
| - Finding of No Significant Impact (FONSI)    | Winter 2012/2013 |

## **STATE-FEDERAL RELATIONSHIP**

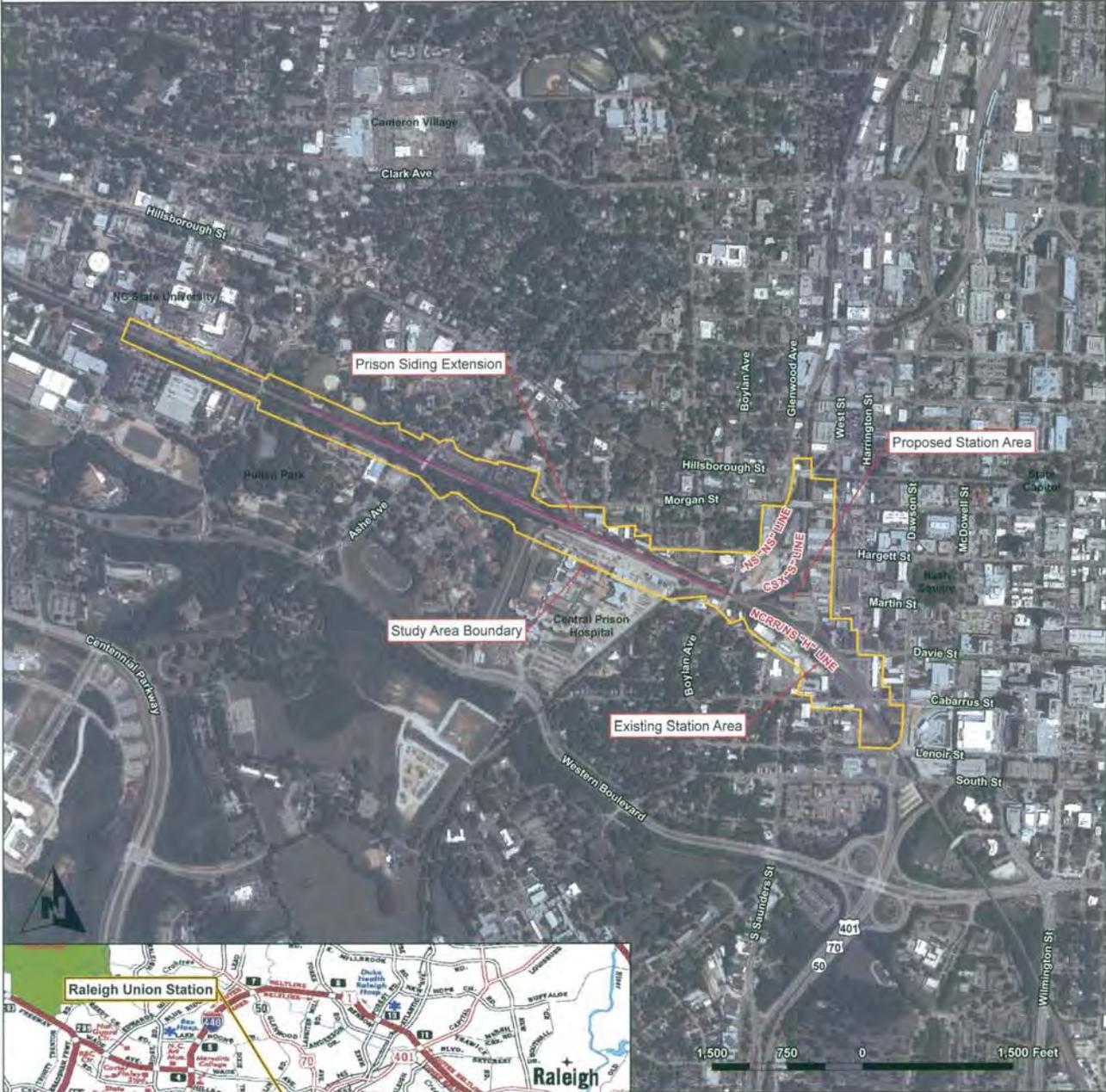
This proposed project involves the use of Federal funds and thus will be considered a Federal-Aid Project. Partial financing of this project is provided through the U.S. Department of Transportation's "Transportation Investment Generating Economic Recovery" (TIGER) discretionary grant program.

## **RALEIGH STATION HIGHLIGHTS**

- The ultimate vision for Union Station (beyond Phase I) is the culmination of several integrated planning efforts for long term growth and improvement in Downtown Raleigh.
- Phase I of Union Station will involve the adaptive reuse of the 'Viaduct Building', providing a much-needed, new facility for the existing Amtrak services currently located at the station on West Cabarrus Street.
- The Raleigh Train Station and its Grand Waiting Hall will be the centerpiece of the Raleigh Union Station Project.
- Future phases of Union Station will include connections to regional and local rail; commercial, regional, and local buses; and will provide easy access for pedestrians, cyclists, and taxis.
- This project will provide economic development benefits to Raleigh and the surrounding region in the form of jobs, increases in tourism, and development opportunities.
- Centrally located in Downtown Raleigh, the site is surrounded by property offering tremendous development potential.
- The Union Station complex will be located just three blocks west of the City's center, near the State Capitol and the Raleigh Convention Center, and adjacent to the emerging arts communities of the Warehouse and Depot Districts.
- The project will benefit the local economy by creating jobs and the housing, goods and services that these workers will need.
- The return on investment is profound and is estimated to impact the area for years to come.
- Estimated construction cost for Phase 1 is \$60.5M
- Construction of Raleigh Union Station - Phase I is tentatively scheduled to begin in the Fall of 2013.



# Location Map



**Raleigh Union Station-Phase 1  
(TIP # P-3803)**



# Conceptual Site Layout



1. Raleigh Train Station
2. Pedestrian Plaza
3. Surface Parking Lot
4. Entrance Drive
5. Station Track
6. Raleigh Train Station Passenger Platform
7. Pedestrian Concourse A
8. Pedestrian Concourse B
9. Future West Street Extension



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