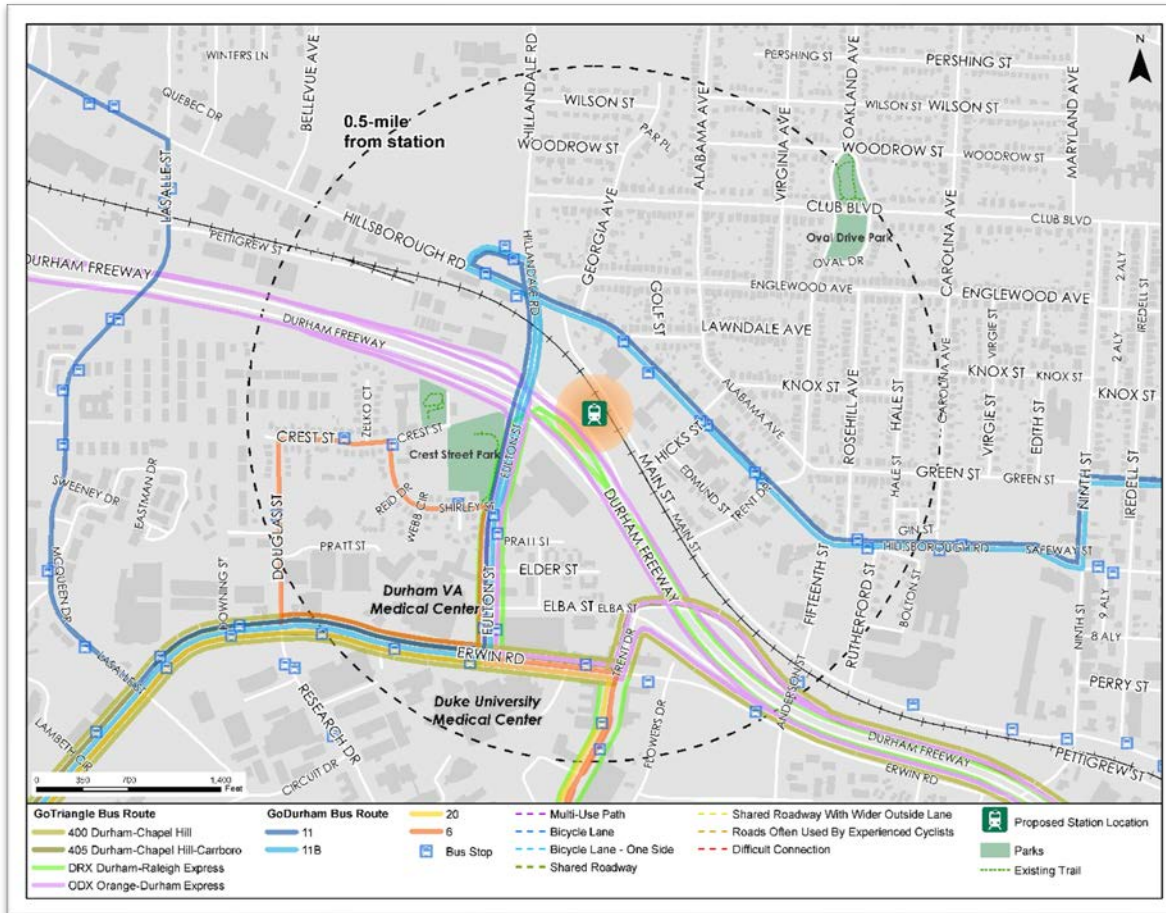
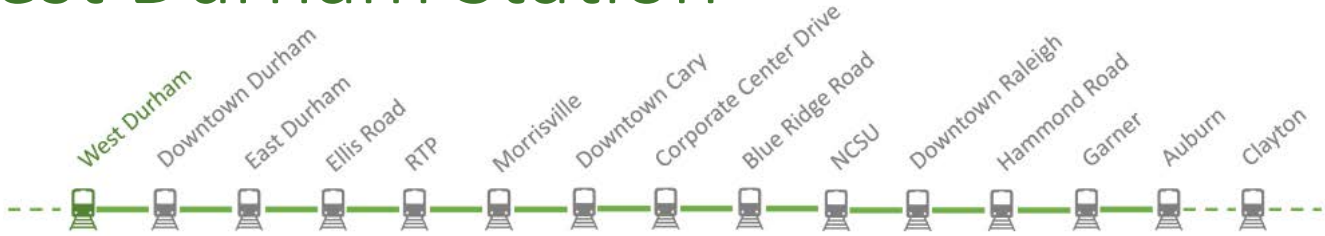


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# West Durham Station



West Durham Station is proposed as the western end this phase of the commuter rail corridor. The station area is located between Hicks Street and the intersection of West Main Street and Hillsborough Road, accessible from West Main Street.

## Station Area Highlights



Access to transit routes for GoDurham and Duke University; bike route accessible



Near Old West Durham, Watts Hillandale, and Crest Street Neighborhoods



Duke University Medical Center and VA Medical Center, Duke University



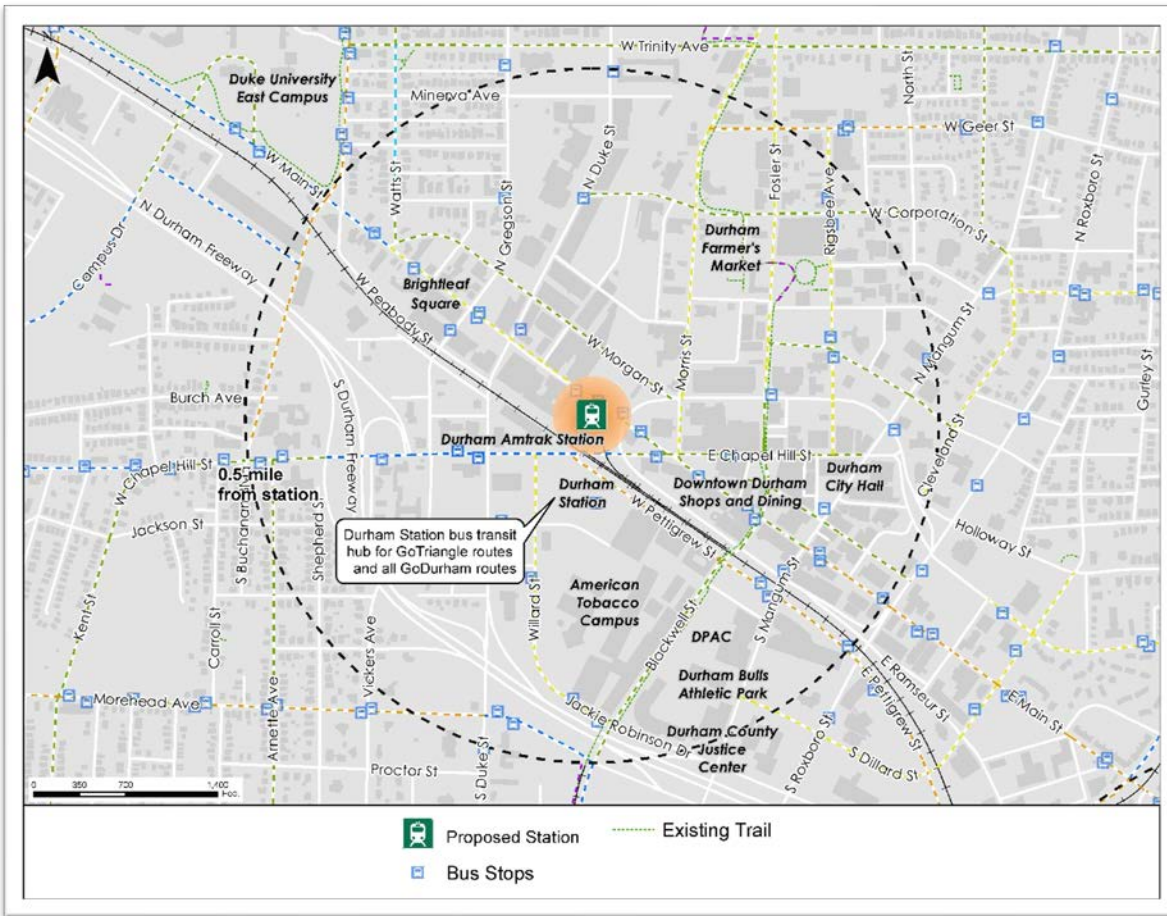
Parking is planned at this station

## Proposed Service

- 8 trains in each direction during am and pm peak times
- 2 mid-day trains in each direction
- 2 evening trains in each direction.

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# Downtown Durham Station




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A commuter rail station at Downtown Durham would tie into the existing Amtrak station and provide a convenient connection to the Durham Station Transit Center. This station would be likely accessed via Main Street.

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## Station Area Highlights

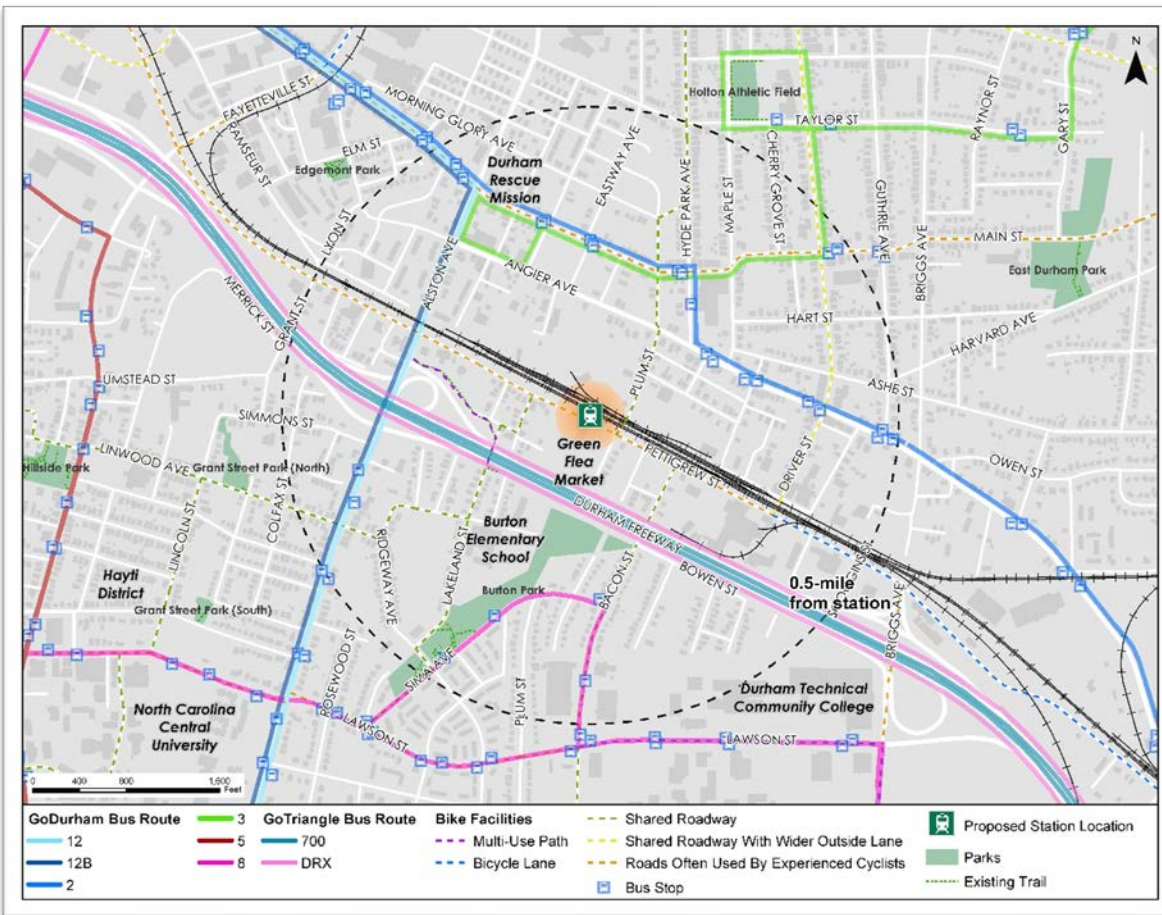
- Durham Station Transit hub (GoDurham/Amtrak, Megabus)
- Bike and Pedestrian access, including the planned Durham Beltline trail
- Downtown shops and restaurants, American Tobacco Campus, Durham Bulls Athletic Park
- Downtown residential

## Proposed Service

- 8 trains in each direction during am and pm peak times
- 2 mid-day trains in each direction
- 2 evening trains in each direction.

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# East Durham Station



This station would provide an additional transit option to East Durham residents and connections to resources like NCCU. East Pettigrew Street, South Alston Avenue, and Angier Avenue would serve as access routes to this station.

## Station Area Highlights



Hayti District, NCCU, Durham Tech, Golden Belt



Pedestrian connections: R. Kelly Bryant Bridge Trail (planned), Pearisontown Trail, expanded sidewalk access (Alston Ave Widening Project)



Near Old East Durham, Franklin Village, and Edgemont neighborhoods

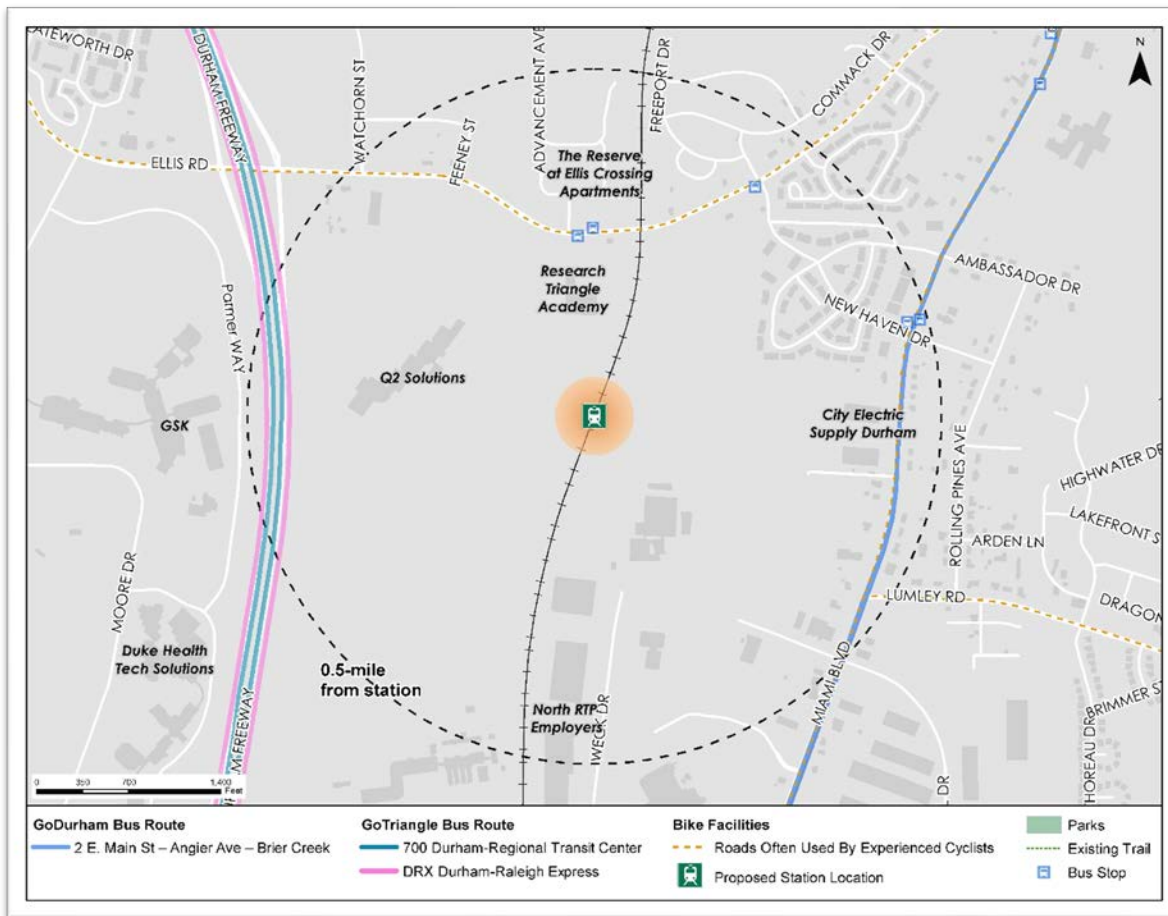


Parking is planned at this station

## Proposed Service





- 8 trains in each direction during am and pm peak times
- 2 mid-day trains in each direction
- 2 evening trains in each direction.

# Ellis Road Station



The Ellis Road station would serve the northern portion of RTP in an area where residential development is rapidly increasing. This station would be accessed via Ellis Road.

## Station Area Highlights

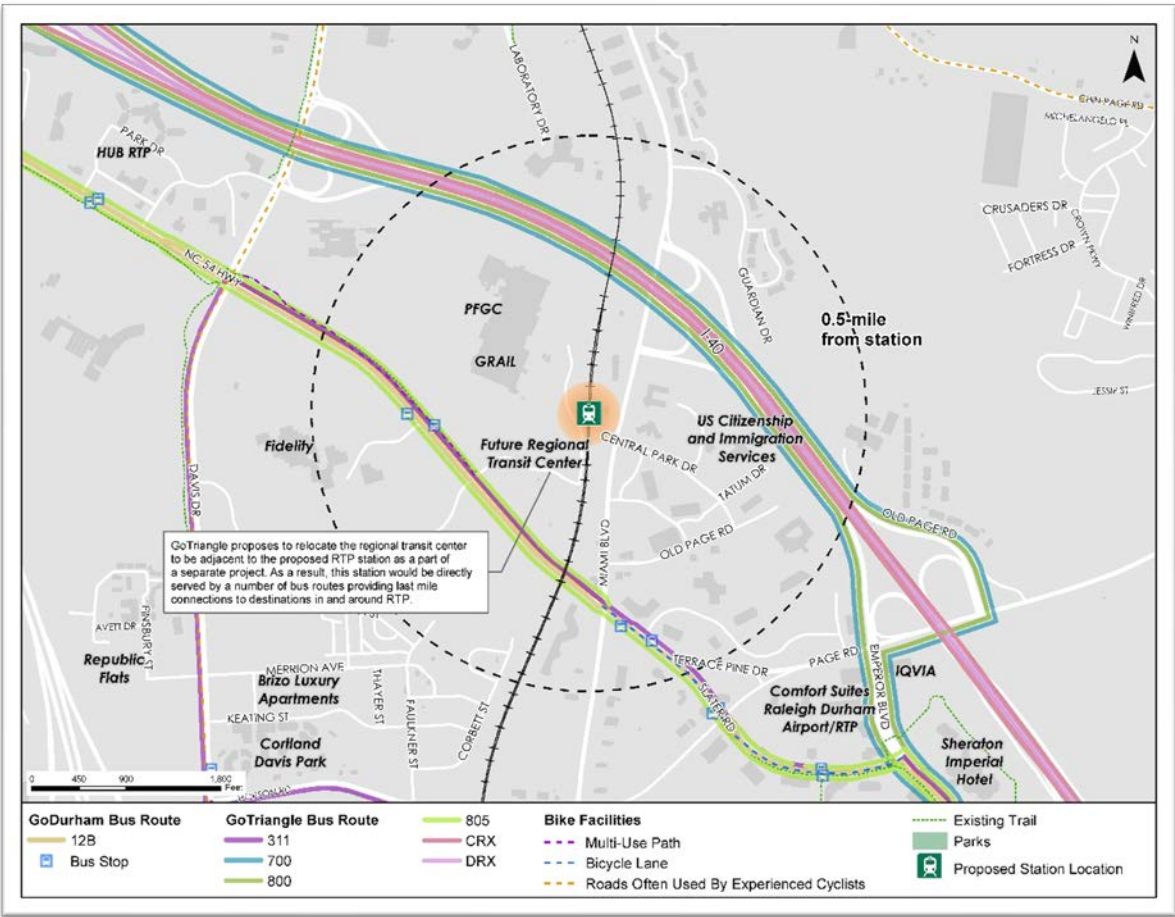
-  North RTP employers, such as Q2 Solutions, City Electric Supply Durham, GSK, Duke Health Tech Solutions
-  Increasing residential development nearby
-  Convenient park and ride access (NC 147, future I-885, future US 70 freeway)
-  Parking is planned at this station

## Proposed Service

- 8 trains in each direction during am and pm peak times
- 2 mid-day trains in each direction
- 2 evening trains in each direction.

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# RTP Station



This station would most likely be accessible from South Miami Boulevard and provide a transit connection to RTP that could be enhanced with the participation of RTP employers in making first-mile/last-mile connections.

## Station Area Highlights

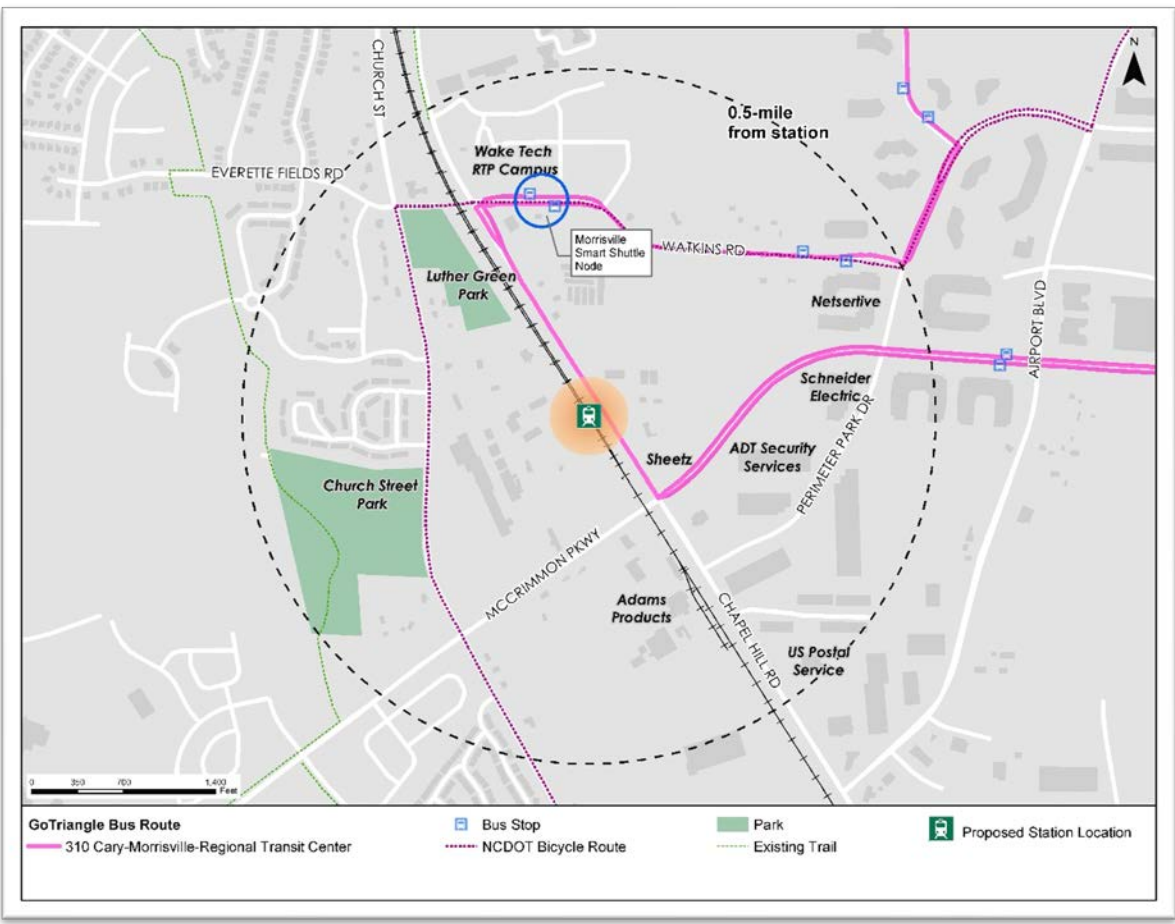
- RTP employers, HUB RTP, hotels, dining
- New GoTriangle Regional Transit Center
- Increasing residential density nearby
- Parking is planned at this station

## Proposed Service

- 8 trains in each direction during am and pm peak times
- 2 mid-day trains in each direction
- 2 evening trains in each direction.





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# Morrisville Station



The Morrisville Station would have easy park & ride access from NC 540 and a walkable connection to Wake Tech's RTP campus. This station is also a good candidate to provide a direct train-to-RDU airport connection via a shuttle bus. It would be accessed via McCrimmon Parkway and Chapel Hill Road.

## Station Area Highlights

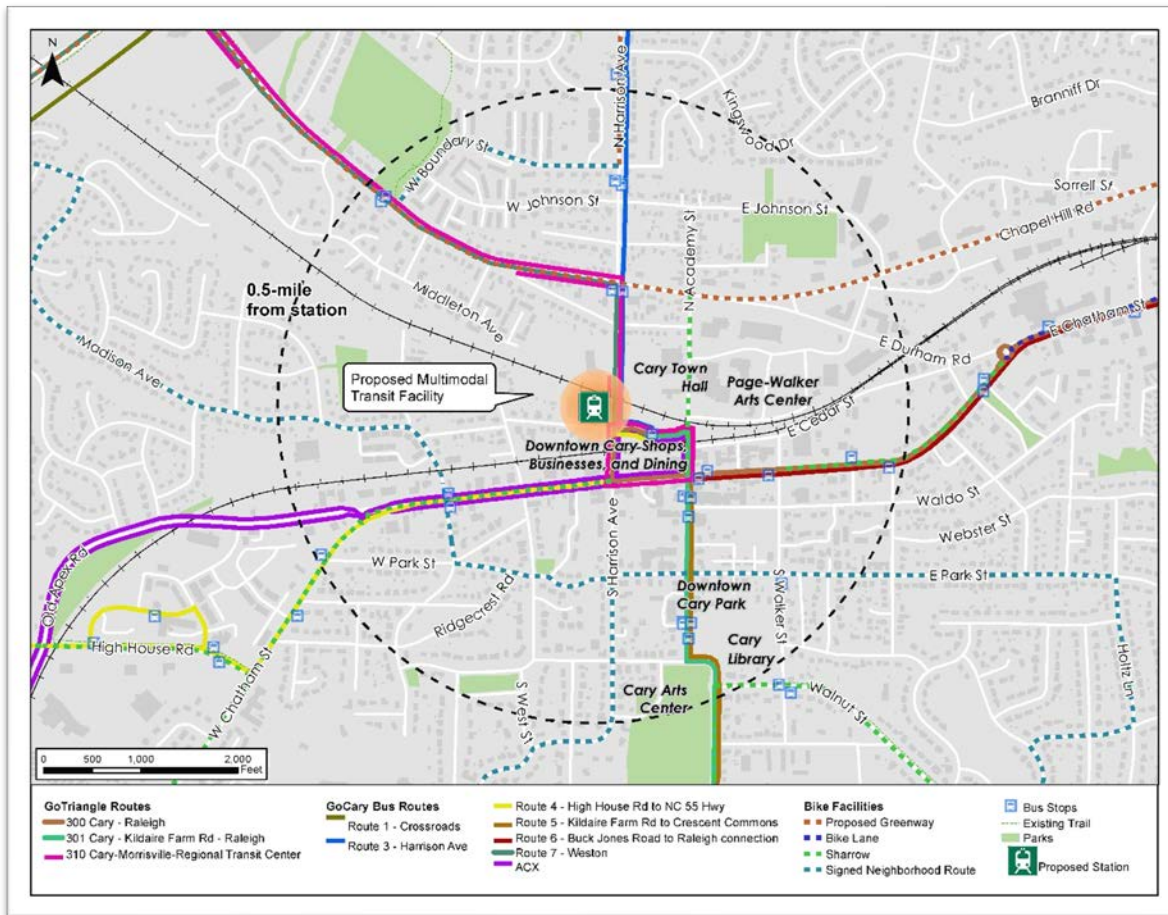
-  Wake Tech RTP Campus, Church Street Park, Perimeter Park Office Park
-  Proposed park and ride access from NC 540
-  Proposed airport shuttle connection
-  Parking is planned at this station

## Proposed Service

- 8 trains in each direction during am and pm peak times
- 2 mid-day trains in each direction
- 2 evening trains in each direction.





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# Downtown Cary Station



The Downtown Cary station would be integrated into the Town of Cary’s proposed new Multimodal Transit Facility, which would also provide proposed BRT, Amtrak, and conventional bus connections. It would be accessed via North Harrison Avenue.

## Station Area Highlights

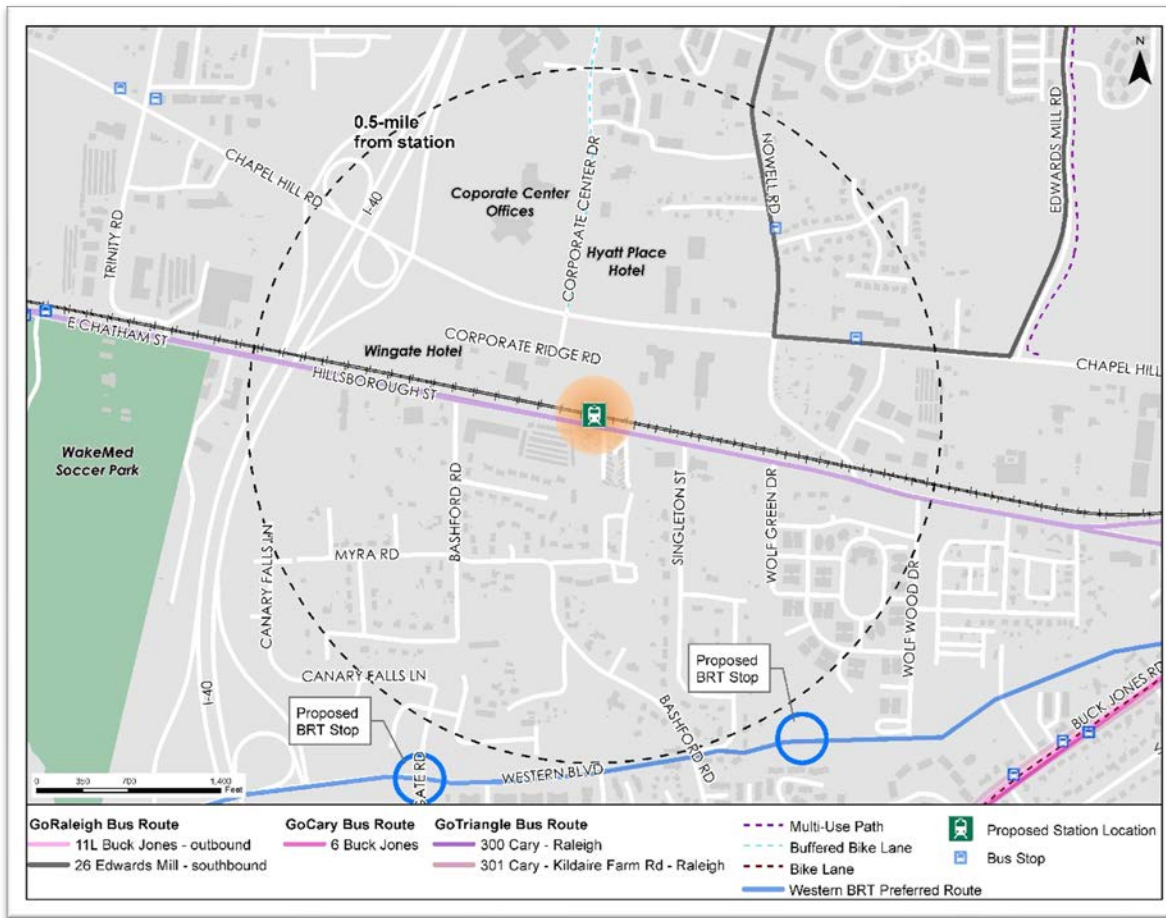
-  Integration with the Downtown Cary Multimodal Transit Facility
-  Single and multifamily housing
-  Downtown shops and restaurants, Downtown Cary Park
-  Parking is planned at this station

## Proposed Service

- 8 trains in each direction during am and pm peak times
- 2 mid-day trains in each direction
- 2 evening trains in each direction.

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# Corporate Center Drive Station



This station would be accessed via Chapel Hill Road and could serve as a park & ride station near the midpoint of the commuter rail corridor.

## Station Area Highlights

- Corporate Center Drive Offices, WakeMed Soccer Park
- Convenient park and ride access from I-40
- Parking is planned at this station

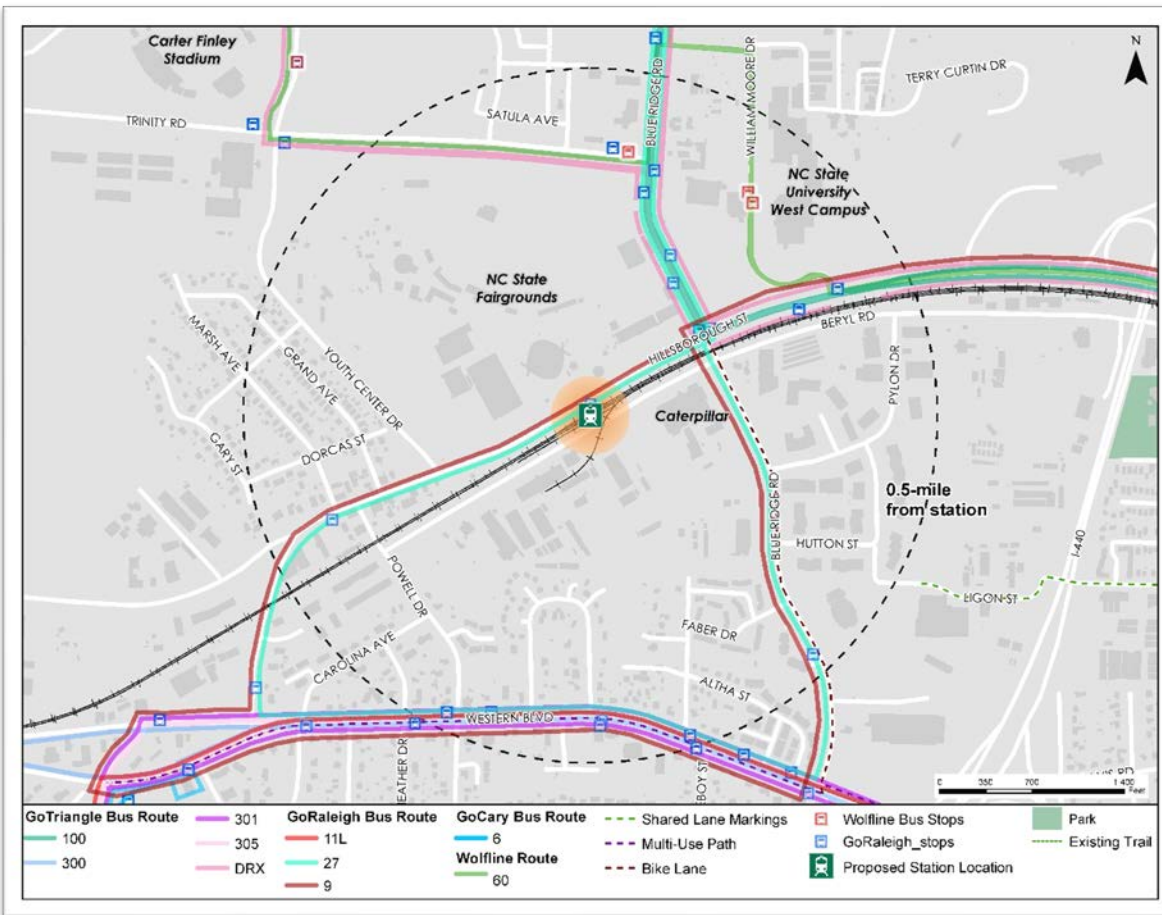
## Proposed Service

- 8 trains in each direction during am and pm peak times
- 2 mid-day trains in each direction
- 2 evening trains in each direction.



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# Blue Ridge Road Station



This station would provide a link to event venues near the NC State Fairgrounds, employers, and NCSU’s West Campus and would be accessed via Blue Ridge Road and Hillsborough Street.

## Station Area Highlights

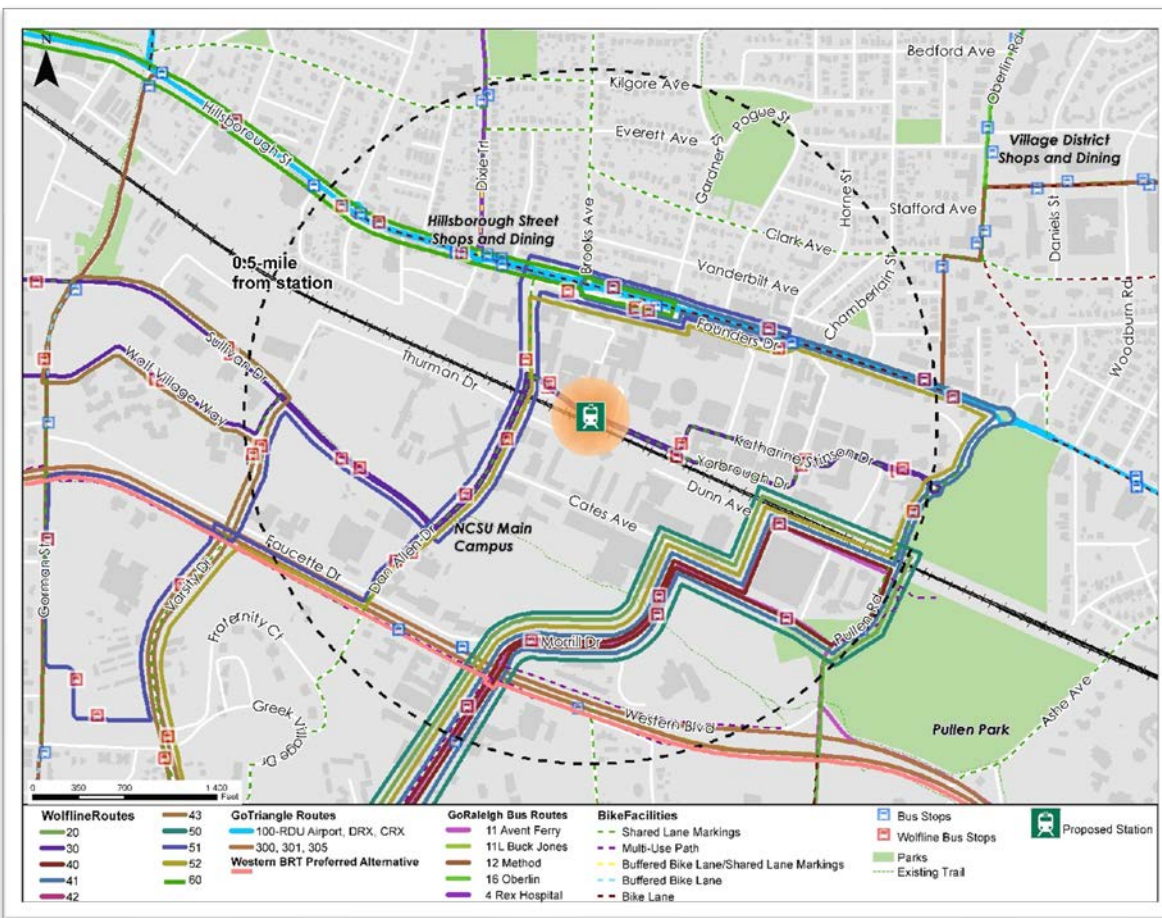
- State Fairgrounds, NCSU West Campus & College of Veterinary Medicine, Carter Finley Stadium, PNC Arena, Meredith College, NCDOT
- Raleigh’s Blue Ridge Road Bike and Pedestrian project (underway) will improve connection to NC Museum of Art and NC Rex Hospital
- Parking is planned at this station

## Proposed Service

- 8 trains in each direction during am and pm peak times
- 2 mid-day trains in each direction
- 2 evening trains in each direction.

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# NCSU Station



A station in the center of NCSU's main campus would integrate into existing bike, pedestrian, and transit connections. It would be accessed via Yarbrough Drive.

## Station Area Highlights



Extensive bike and pedestrian connectivity



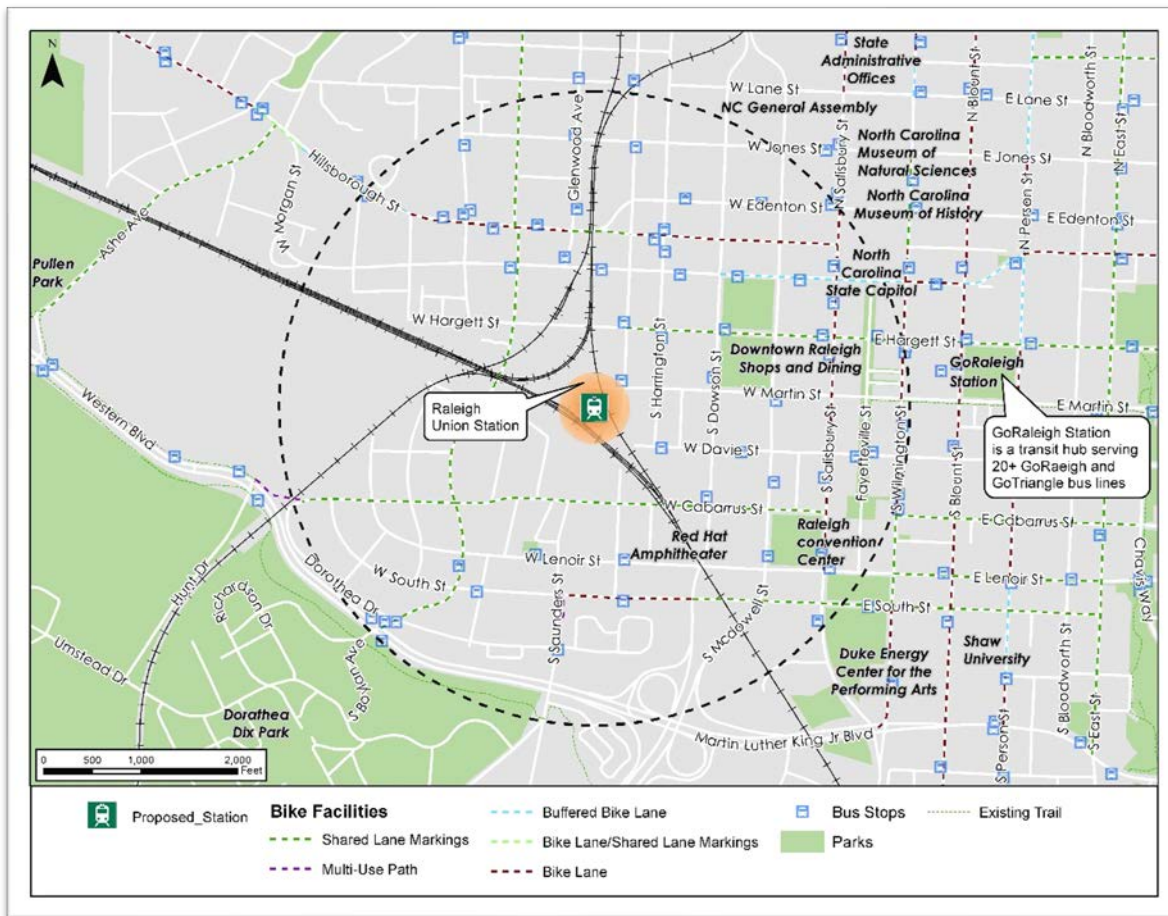
NCSU main campus, Hillsborough Street shops and dining, Pullen Park, shops and dining at Village District (former Cameron Village)

## Proposed Service

- 8 trains in each direction during am and pm peak times
- 2 mid-day trains in each direction
- 2 evening trains in each direction.

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# Raleigh Union Station



A commuter rail station at Downtown Raleigh would tie into the existing Raleigh Union Station (RUS). RUS also serves Amtrak, future Bus Rapid Transit, and GoRaleigh routes.

## Station Area Highlights

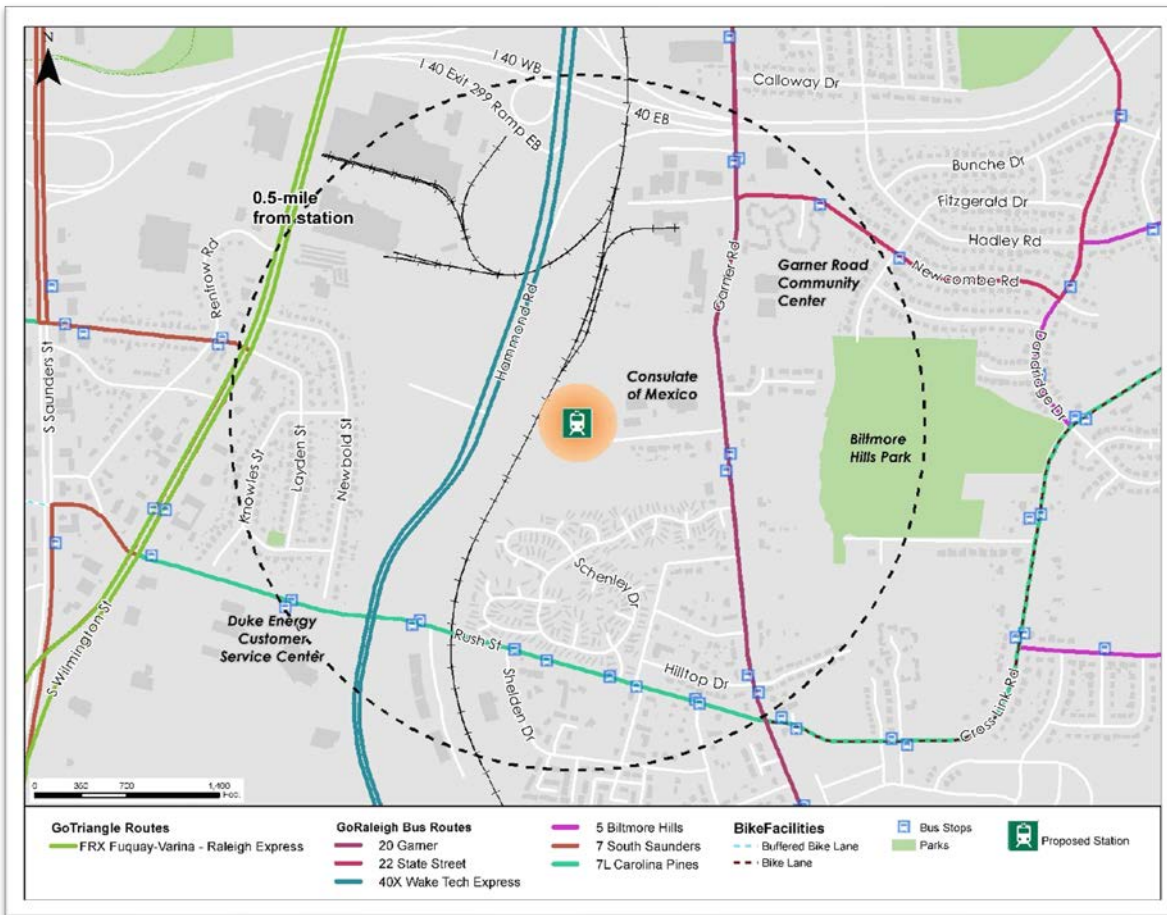
- Downtown shops and dining, museums, civic buildings, Duke Energy Center for the Performing Arts, Warehouse District
- Shaw University, William Peace University
- Local and regional transit connections, including Amtrak, future Bus Rapid Transit, and GoRaleigh routes.
- Extensive pedestrian and bike connectivity

## Proposed Service

- 8 trains in each direction during am and pm peak times
- 2 mid-day trains in each direction
- 2 evening trains in each direction.

Station Fact Sheets are intended to provide high-level overview information about the proposed stations included in the current rail service study. Station number and locations have not been finalized or approved. This information is preliminary and subject to change.

# Hammond Road Station



This station would provide an additional transit option to East Raleigh residents. It would be accessed via Hammond Road and/or Garner Road.

## Station Area Highlights

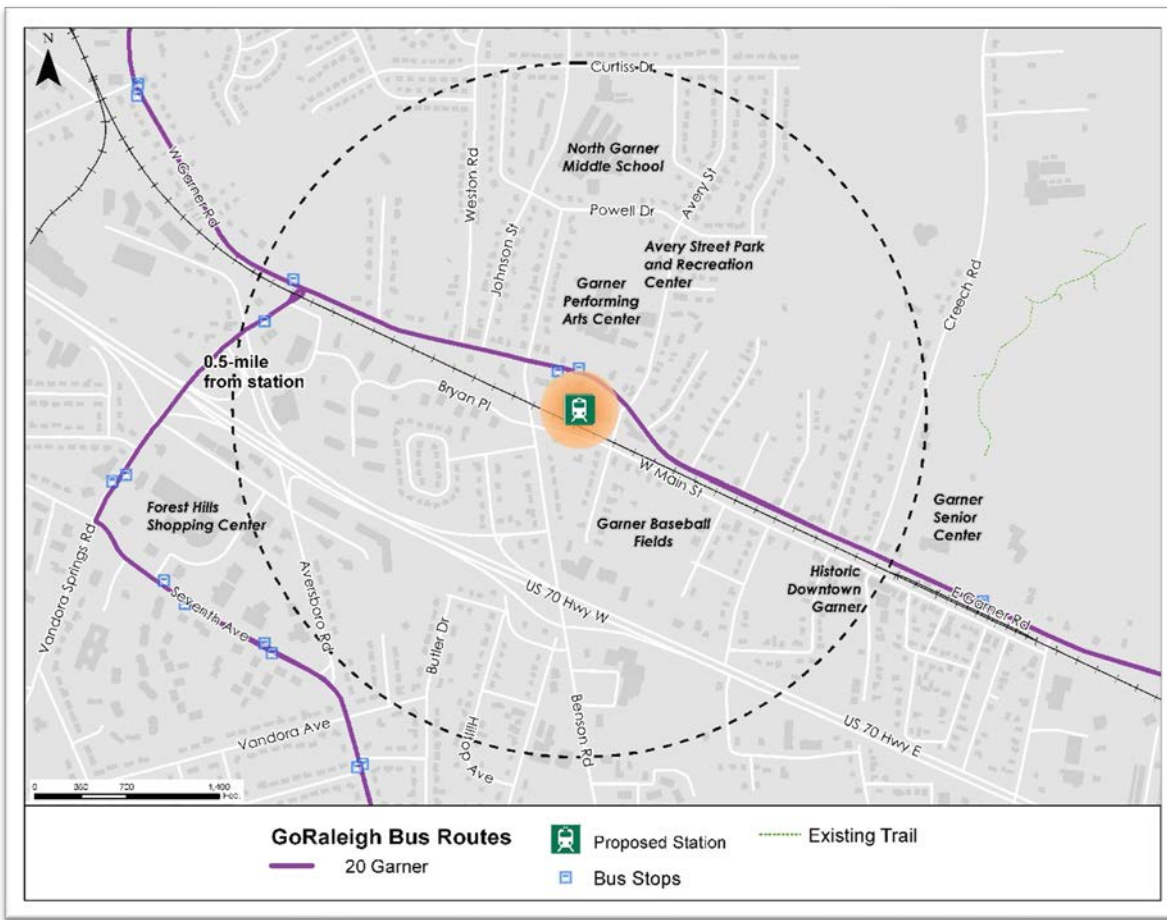
- Garner Road Community Center, Duke Energy Customer Service Center, Consulate of Mexico
- Proximity to proposed Wake BRT Southern Corridor line
- Near Hertford Village, East Parkland, and Home Acres neighborhoods
- Parking is planned at this station

## Proposed Service

- 8 trains in each direction during am and pm peak times
- 2 mid-day trains in each direction
- 2 evening trains in each direction.

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# Downtown Garner Station



This station would primarily serve Garner residents and would be accessed via West Garner Road.

## Station Area Highlights



Garner Performing Arts Center, N. Garner Middle School, Avery Street Park and Recreation Center, Main Street shops and dining, Garner Senior Center



Nearby single-family and multi-family neighborhoods



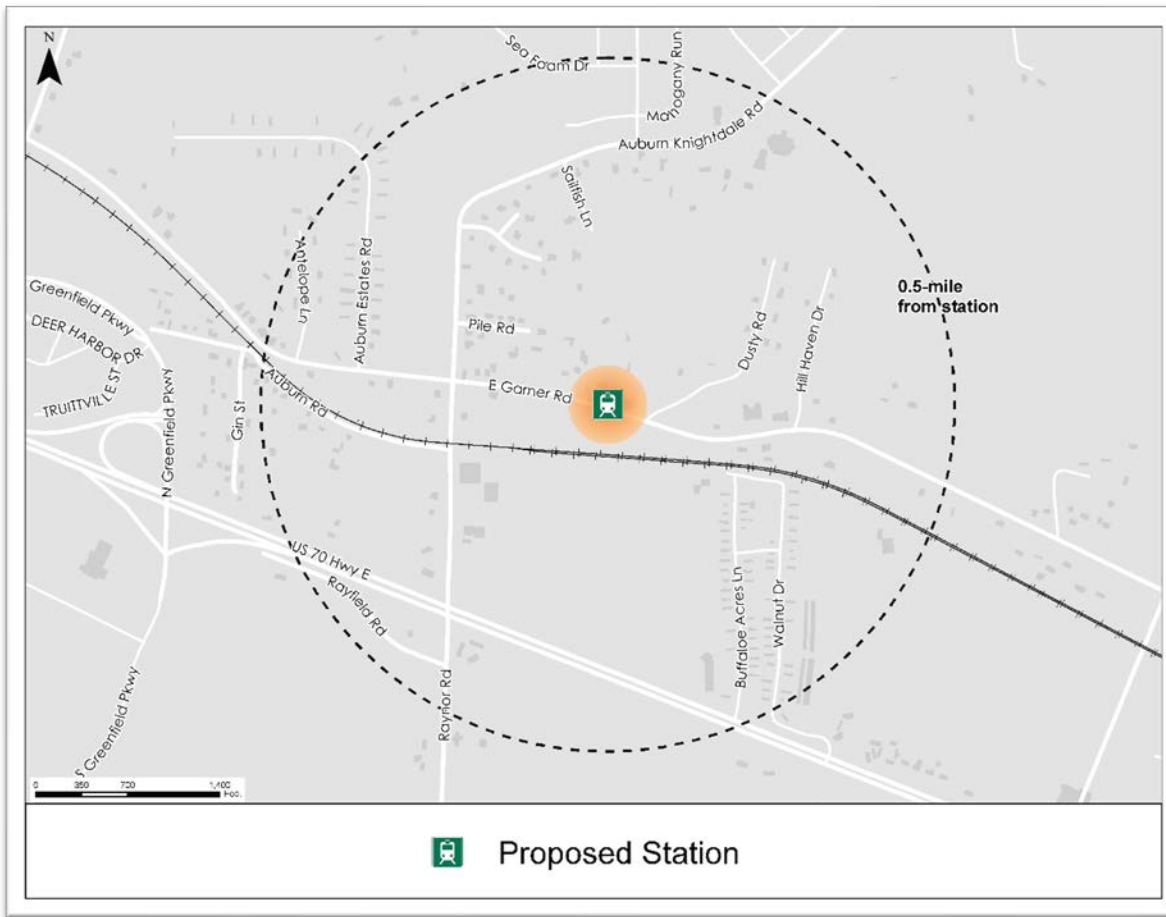
Parking is planned at this station

## Proposed Service

- 8 trains in each direction during am and pm peak times
- 2 mid-day trains in each direction
- 2 evening trains in each direction.

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# Auburn Station



The Auburn station would be located close in proximity to the planned completion route of NC 540 and may serve as a park and ride location for riders traveling west. The Town of Garner has identified nearby land for mixed-use transit-oriented development.

## Station Area Highlights



Planned TOD (transit-oriented development) by Town of Garner



Convenient access from US 70 business, I-40 and future NC-540



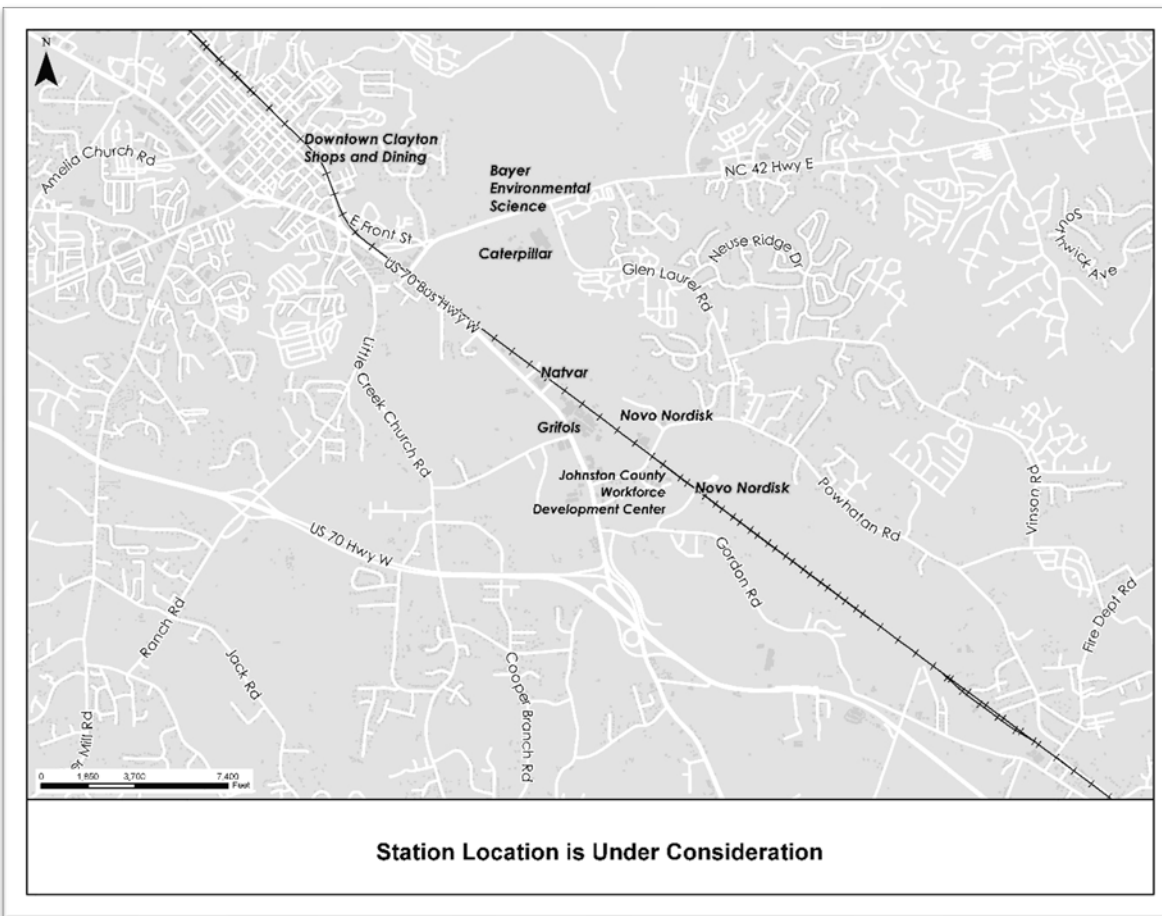
Parking is planned at this station

## Proposed Service

- 8 trains in each direction during am and pm peak times
- 2 mid-day trains in each direction
- 2 evening trains in each direction.

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# Clayton Station




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As the proposed eastern terminus to this phase of the commuter rail corridor, a station in Clayton would be a transit gateway to the triangle for residents of Johnston County, in addition to serving major employers located close in proximity to this station.

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## Station Area Highlights

- Major employers including Caterpillar, Grifols, Novo Nordisk, Natvar
- Convenient park and ride access from NC 42, US 70 Business, future I-42
- Johnson County Workforce Development Center
- Potential connection to planned bus route between Garner and Clayton
- Parking is planned at this station

## Proposed Service

- 3 trains in each direction during am and pm peak times
- 1 mid-day train in each direction