



**Downtown Living Advocates (DLA) – Position Statement
High Speed Train Pathway Alternatives through Downtown Raleigh**

Raleigh’s 2030 Comprehensive Plan recognizes the importance of developing urban centers as a critical element for the sustainable growth of our city, identifying street connectivity, pedestrian and bicycle access as specific needs to be addressed.

In alignment with these objectives, the Downtown Living Advocates (formed to encourage continued growth of the Downtown residential community), supports the expansion of the public transport network in Raleigh, as well as connecting Raleigh to other cities along U.S. rail corridors by way of passenger rail. Plans for the new Southeastern High Speed Rail (SEHSR) connection to Raleigh provide an important choice between alternative train pathways through our Downtown area, a decision that could have a significant impact on our Downtown’s livability far into the future.

The DLA recommends:

- Downtown-wide quiet zones at all rail crossings
- Alternative transit alignment NC3, Norfolk Southern Tracks – see below
- Tunneling the tracks at Jones Street and parallel to Glenwood South, so as to permit Jones Street to remain open

Given the present alternatives, the DLA strongly recommends that high speed passenger trains follow the Norfolk Southern tracks north from Jones Street along the west side of Capital Boulevard (alignment NC3), and is strongly opposed to the alternative that the trains travel along the east side of Capital Boulevard, using the CSX tracks (alignment NC1/NC2).

Norfolk Southern Tracks (Recommended)	CSX Tracks (Not Recommended)
Keeps key North-South streets of West and Harrington open to vehicle traffic.	Permanently closes West and Harrington Streets to all vehicle traffic.
Avoids the need for a bridge that spans four city blocks over the highly populated and commercially active area of Glenwood South.	Requires a vehicle bridge over Jones Street that would negatively impact pedestrian and commercial activity in the area.
Allows for a pedestrian bridge or underpass to be installed to maintain existing access along Jones Street.	Without a separate walkway, pedestrians would be inconvenienced with having to walk over a 25-foot high vehicle bridge.
Completes Downtown-wide ‘quiet zone’ with installation of Four-quadrant gates at existing train crossings at West and Harrington Streets.	Not applicable, as West and Harrington Streets grade-level crossing would be permanently closed to vehicle traffic.

The SEHSR is now accepting input from the public on the environmental impacts of the rail corridor, and will be hosting a [public hearing on July 26th](#). The public comment period is scheduled to end on August 30th, and we encourage all residents to attend the public hearing and to provide your inputs on this important issue to the [SEHSR website](#).

Street connectivity and pedestrian and bicycle accessibility must be maintained throughout the Downtown, particularly in the areas of West, Harrington and Jones Streets, which serve as key connections between the mixed use developments of Glenwood South and the Capital District. This is an important opportunity for Downtown residents and our city government to join together in support of the train pathway that best protects and fosters mobility and accessibility across our Downtown neighborhoods.