



Technical Coordinating Committee
March 3, 2022





- › **Project Goals**
- › **Existing Conditions & Future Plans**
- › **Community Engagement**
- › **Preferred Alternative**
- › **Triangle Bikeway Report**
- › **Next Steps**
- › **Review & Adoption Schedule**



EQUITY

Prioritize equal access to the Triangle Bikeway for all, through public engagement, project delivery and investment.



CONNECT TO JOBS

Provide seamless connections between the Triangle Bikeway, the regional transportation network, employment centers and local neighborhoods.



SAFETY

Address the safety needs of users of all ages and abilities in the design and development of the Triangle Bikeway.



REGIONAL COLLABORATION

Collaborate with government entities and other regional stakeholders to understand priorities and concerns. Build support of jurisdictional partners for future funding, design, construction and maintenance.



TRANSPORTATION CHOICE

Provide a direct and accessible route separated from traffic as a bicycling and walking option for commuters and recreational users. Make meaningful connections to transit and active transportation networks.



PUBLIC BENEFIT + SUPPORT

Listen to the community to help identify opportunities and challenges. Recommend an alignment that will generate public support and build momentum for future funding efforts.



FEASIBILITY

Utilize locations for the bikeway alignment that are permittable and reduce the time required for implementation. Minimize the impact of the bikeway on environmental features and the natural habitat.



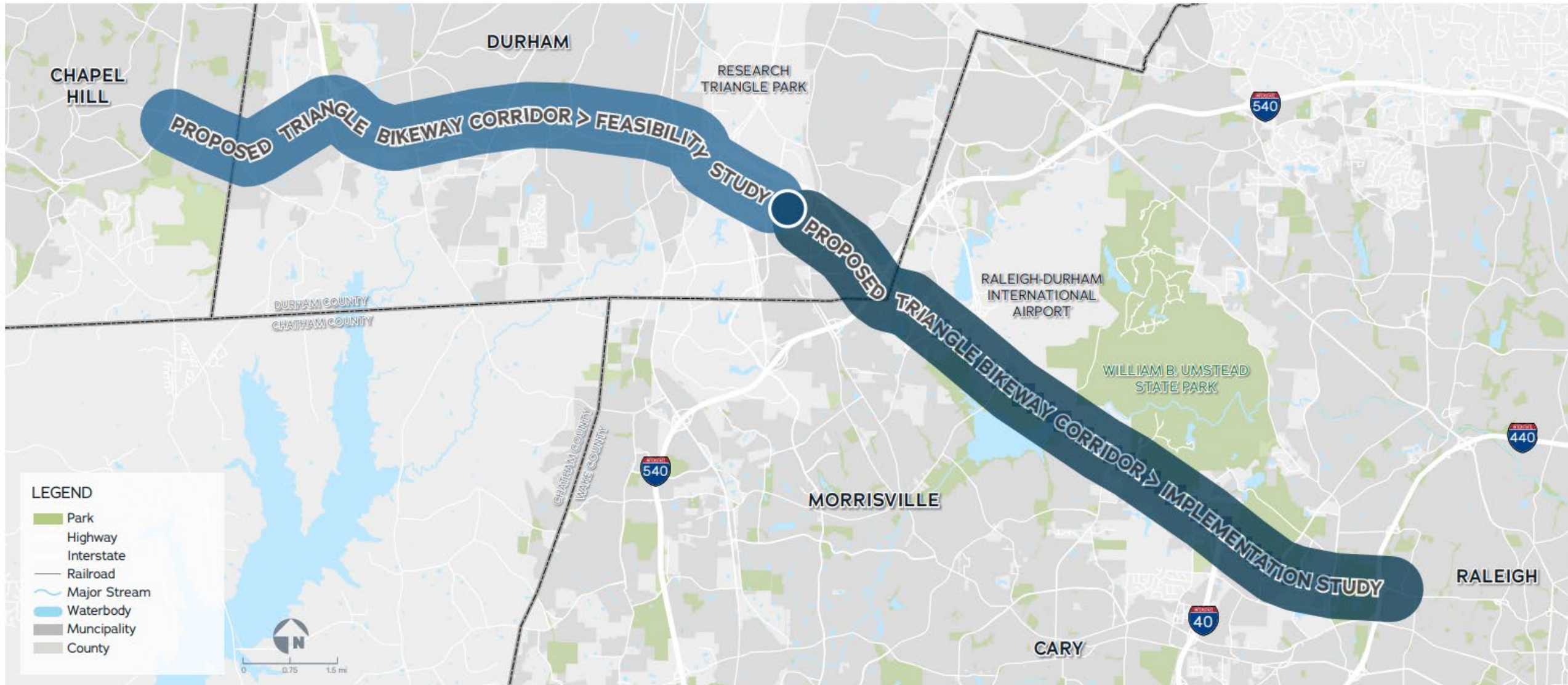
IDENTITY

Create a unique identity for the bikeway that will be instantly recognizable and highlight the regional commitment to both recreational and commuter bicycling to residents and visitors alike.



RESILIENCY

Support mode shift goals and reduce emissions / other transportation-related environmental impacts while expanding access to active living and positively impacting community health.





TRIANGLE BIKEWAY STUDY

NC CAMPO



DCHC MPO



The Triangle Bikeway project will study the idea of a 17-mile bicycle path. The bikeway will link Raleigh, Research Triangle Park (RTP), Durham and Chapel Hill along I-40 and NC 54. The current planning effort includes design and construction recommendations between Raleigh and RTP, and a corridor assessment for the connection west to Durham and Chapel Hill. The bikeway will connect Triangle communities making both short and long bike trips for work, play and daily errands possible. Ideas from residents will shape the plan. Agencies across the region are working together in the planning process, which will take approximately 18 months.

“Excited to see this project happening. I will be able to safely switch to 100% bike commuting when the bikeway is complete.”

- Comment on project website

EVENTS & RESOURCES

VIRTUAL PUBLIC
WORKSHOPS & FOCUS
GROUPS



HELP SHAPE THE PLAN

TAKE THE METROQUEST
SURVEY!



For accessibility needs to complete the survey,
please call 919-996-4403

SHARE YOUR KNOWLEDGE OF THE CORRIDOR

PUBLIC COMMENT MAP



EXPLORE OTHER BIKEWAYS IN THE U.S.

CASE STUDIES



CASE STUDIES

The Triangle Bikeway will transform the region by providing active transportation opportunities connecting neighborhoods and employment centers in Raleigh, Cary, Morrisville, Research Triangle Park, Durham, and Chapel Hill. Several innovative shared-use path projects that parallel highway corridors serve as precedents and provide valuable lessons learned for the development of the Triangle Bikeway.

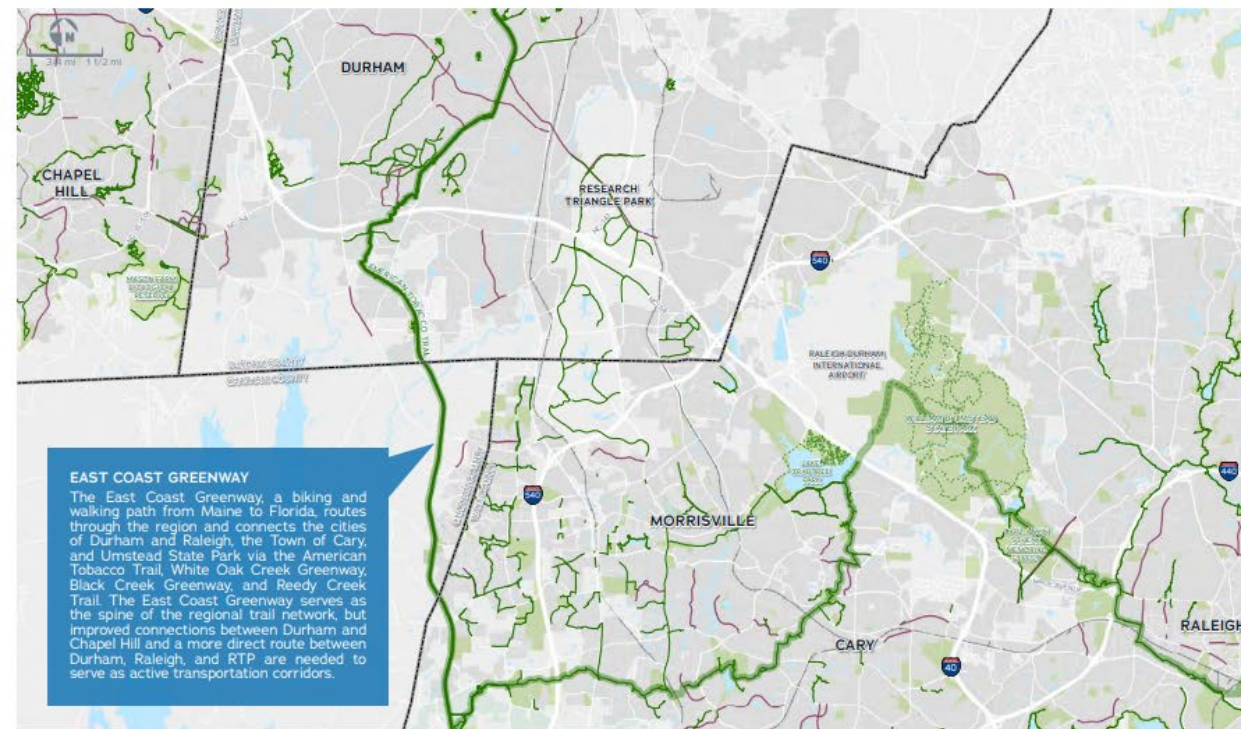
Ideas from these projects that influence the bikeway's design and project development include:

- › Aligning trails within state DOT right-of-way
- › Strong connections to transit
- › Design elements to support effective commuting (lighting, separate walking and bicycling zones)
- › Establishing strong partnerships
- › Prioritizing large-scale transportation investments



Existing Conditions & Future Plans

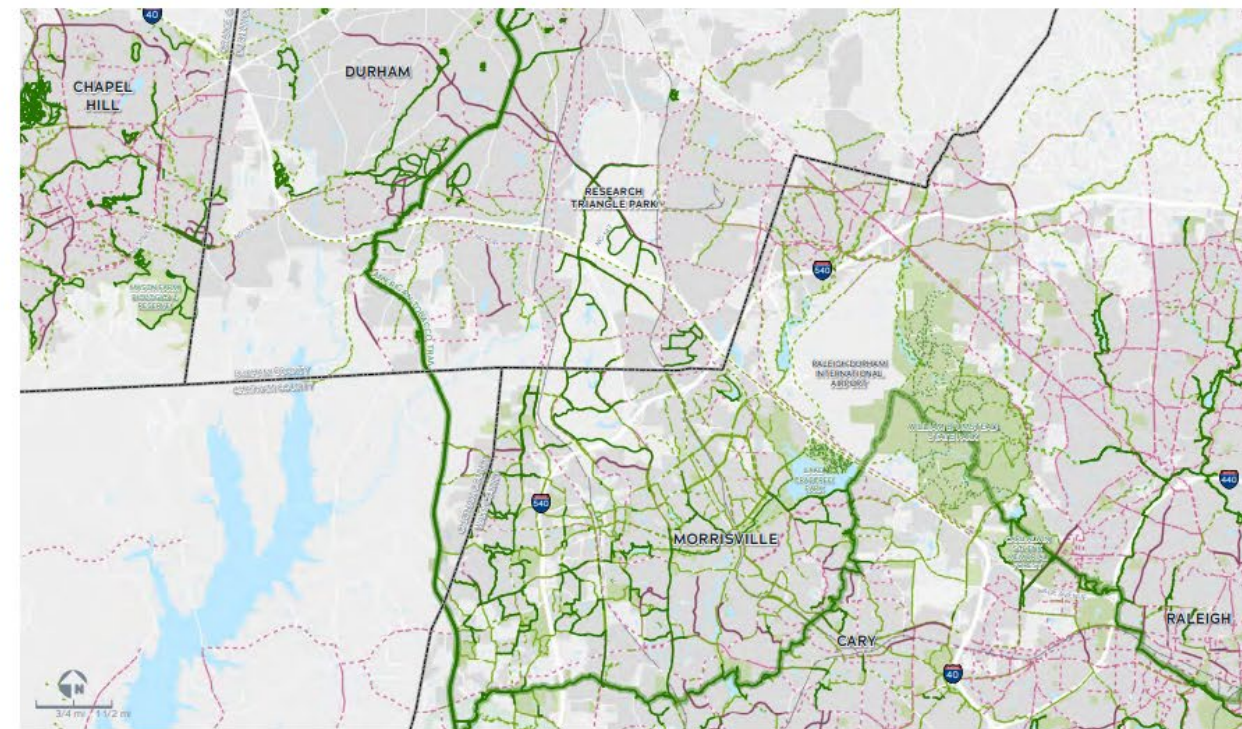




EXISTING BICYCLE + PEDESTRIAN FACILITIES

Triangle municipalities have extensive greenway networks with over 250 miles of greenway in the region. The Town of Chapel Hill has approximately 18 miles of paved or natural surface greenways, and the City of Durham has over 30 miles of greenways. Research Triangle Park has over 20 miles of paved pedestrian trails, and the Town of Morrisville has a growing greenway network with 9 miles. The Town of Cary and the City of Raleigh have robust greenway networks with over 80 miles and 100 miles of greenway, respectively.

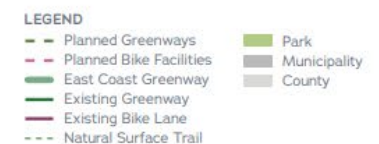
While regional bike connectivity is limited, the bicycle networks of Triangle municipalities are growing and provide the framework to build a more connected active transportation system for the region. In Durham, bike lanes along Cornwallis Rd improve connections between Research Triangle Park and Downtown, via the American Tobacco Trail. Similarly, existing bike lanes adjacent to the study area will provide connections to major destinations in Chapel Hill, Durham, and Raleigh and to the employment centers in Research Triangle Park. These bike facilities will expand the reach of and access to the Triangle Bikeway.

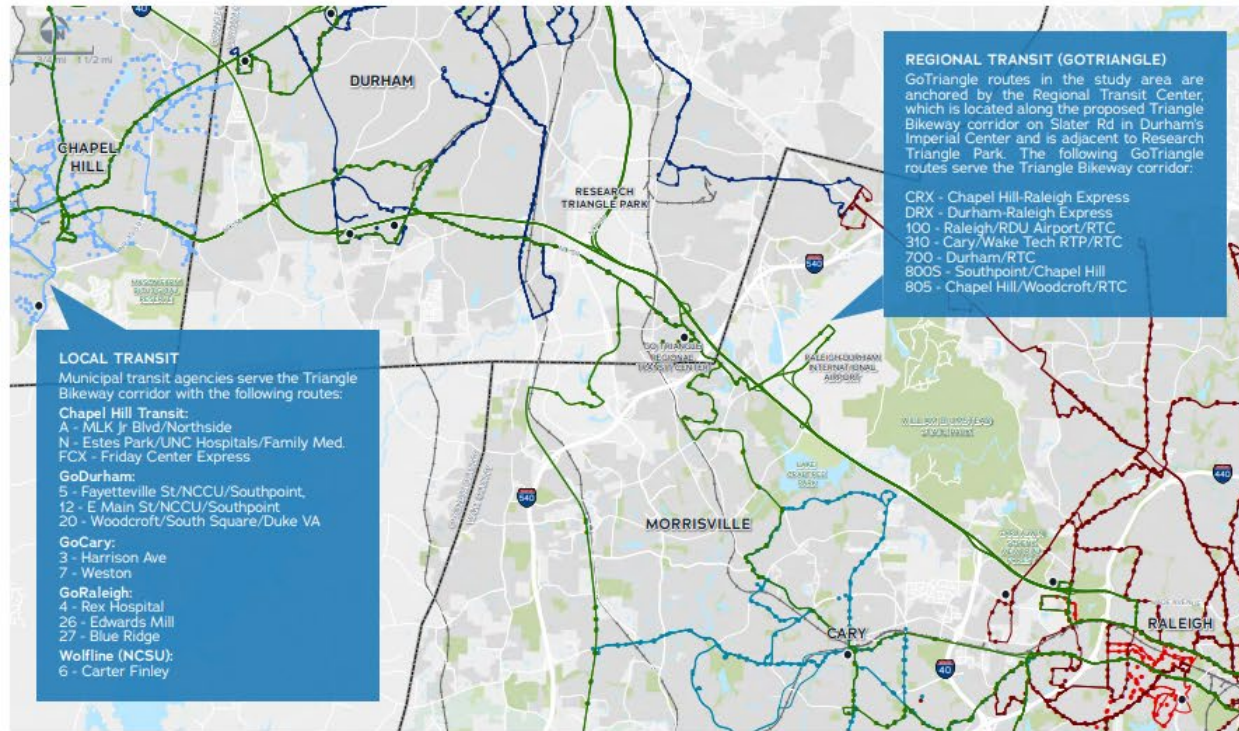


PLANNED BICYCLE + PEDESTRIAN FACILITIES

The Capital Area Metropolitan Planning Organization (CAMPO), Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), and their partnering communities have prioritized multi-modal connectivity throughout the Triangle region in planning efforts over the past decade. This map illustrates bicycle and pedestrian recommendations from previous plans and studies that are relevant to the Triangle Bikeway Study.

The Triangle Bikeway is project of regional significance and proposed in locally adopted plans. The segments along NC-54 from US 15-501 to NC-751 and along I-40 from NC-54 to Page Rd are included in the DCHC MPO Comprehensive Transportation Plan (CTP), and the segment along I-40 from I-540 to Trenton Rd is included in the CAMPO Metropolitan Transportation Plan (MTP) 2040. The segment from the NC-54 and US 15-501 interchange along NC-54 in Chapel Hill to Harrison Ave along I-40 in Cary is also a key corridor proposed in the NCDOT Great Trails State Plan.

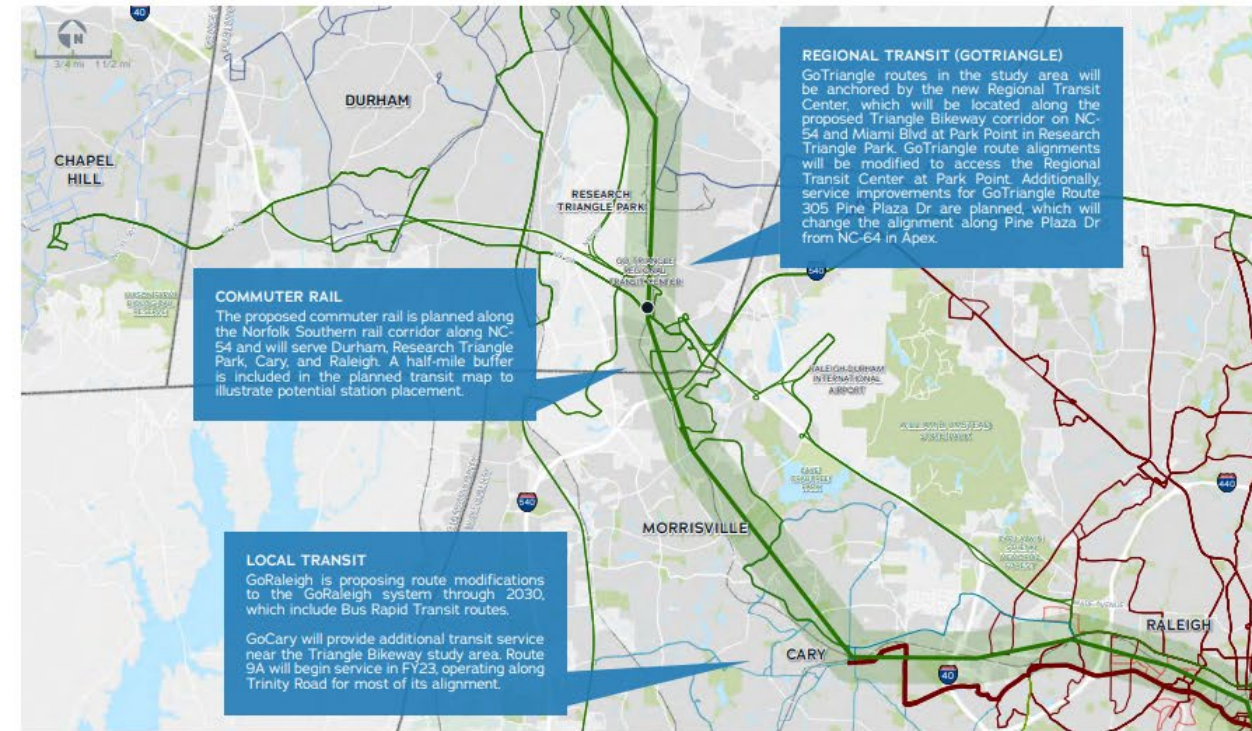




EXISTING TRANSIT

The Triangle Bikeway study area is served by the regional transit authority, GoTriangle; four local transit agencies: Chapel Hill Transit, GoDurham, GoCary, and GoRaleigh; and North Carolina State University's WolfLine transit system.

Transit routes along the Triangle Bikeway corridor are also accessible via twelve park and ride lots in the study area. GoTriangle is served by Eubanks Road, Patterson Place, Regional Transit Center, Renaissance Village, Streets at Southpoint, Cary Train Station, Bent Tree Plaza, Carter Finley Stadium, and District Drive. Chapel Hill Transit is served by Southern Village. GoDurham is served by Parkway Plaza, and the Wolfline is served by Carter Finley and Spring Hill. The Triangle Bikeway corridor, coupled with existing transit routes and park and ride facilities, will expand transit accessibility in the region by providing first and last mile connections for those traveling to and from home, work, and essential services.

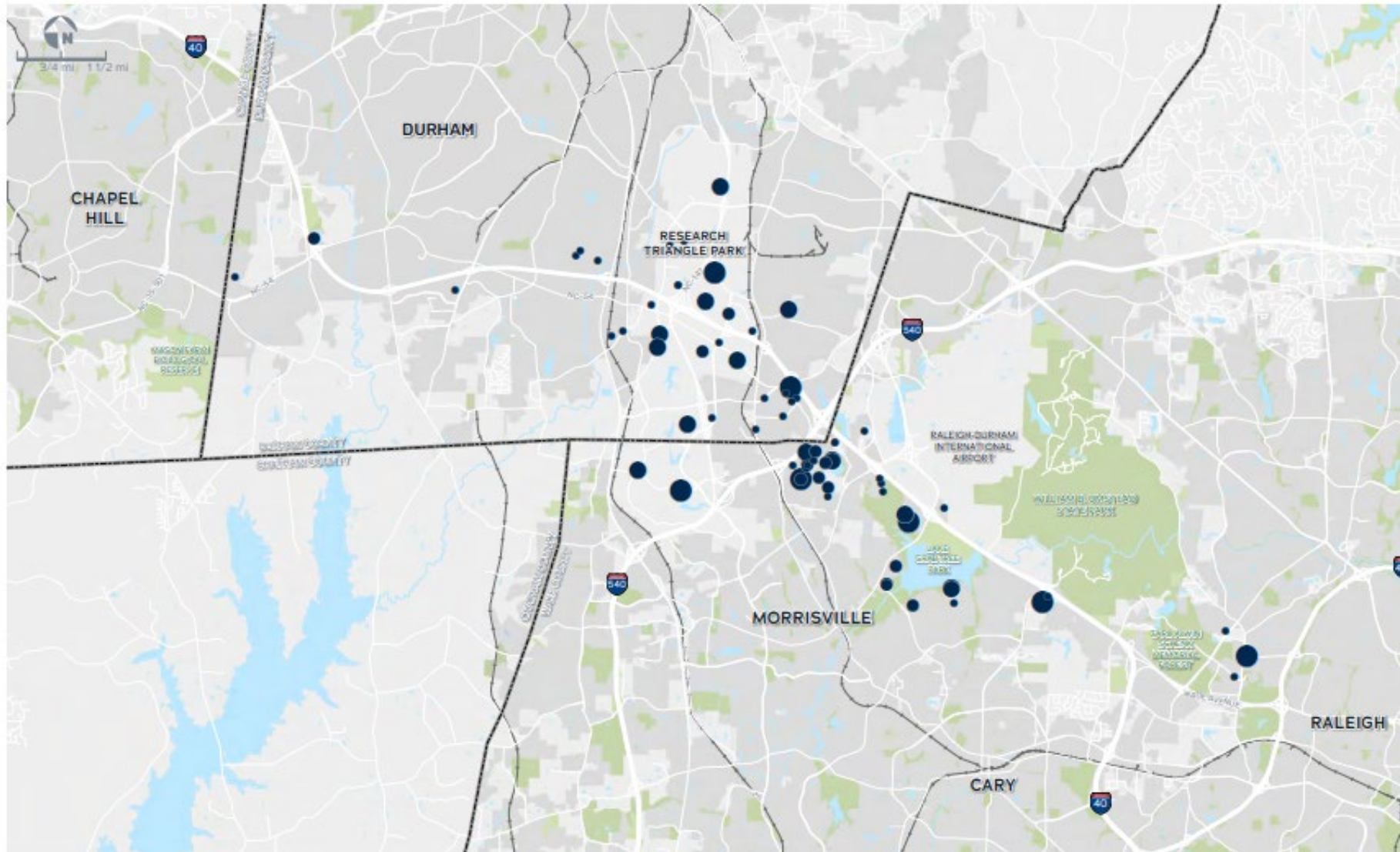


PLANNED TRANSIT

Planned transit improvements that will serve the Triangle Bikeway study area include the relocated regional transit center, regional commuter rail, and route enhancements for GoTriangle, GoRaleigh, and GoCary.

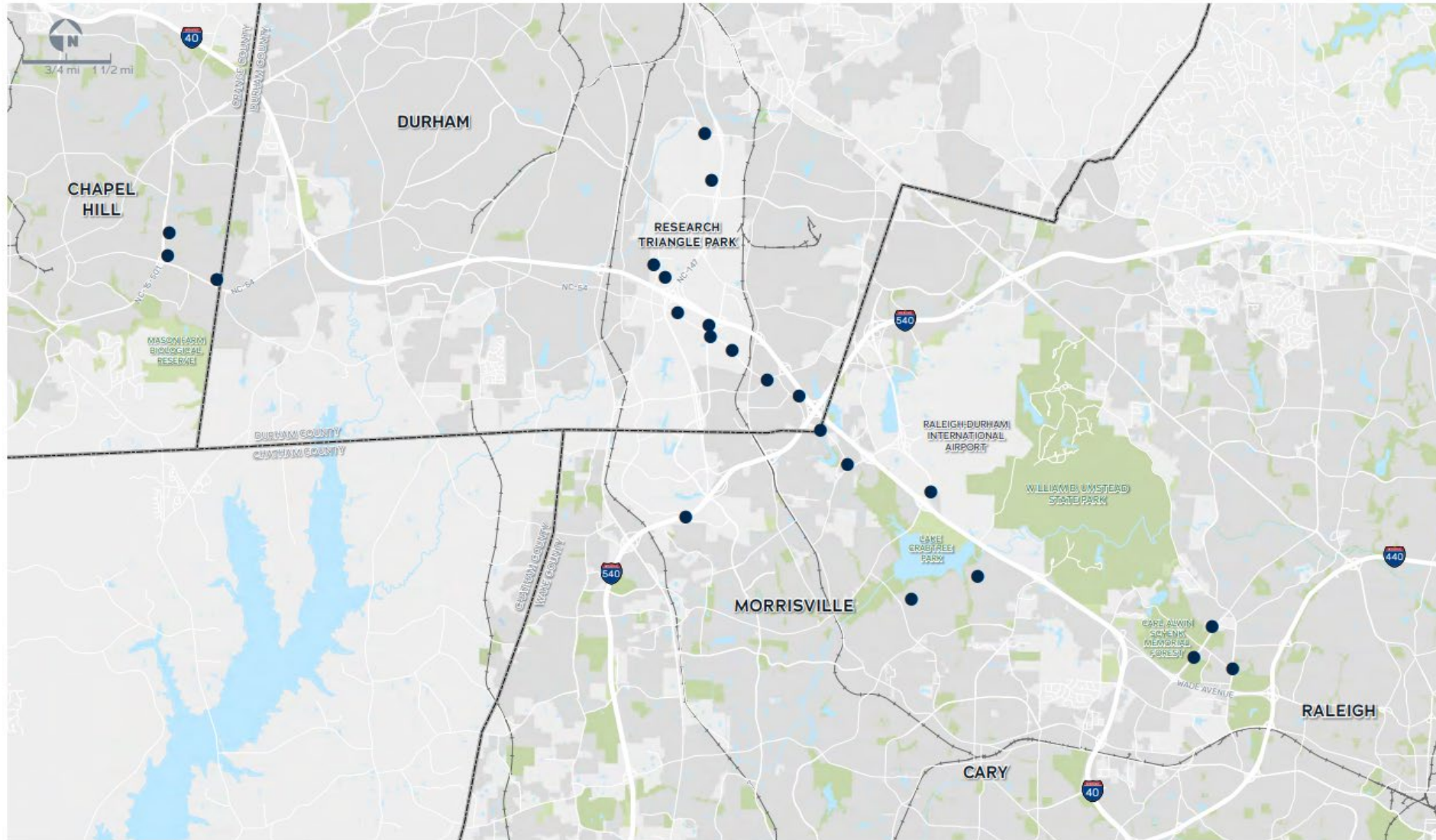
The Triangle Bikeway corridor will complement the expanded transit service in the region by providing first and last mile connections for those traveling to and from home, work, and essential services.





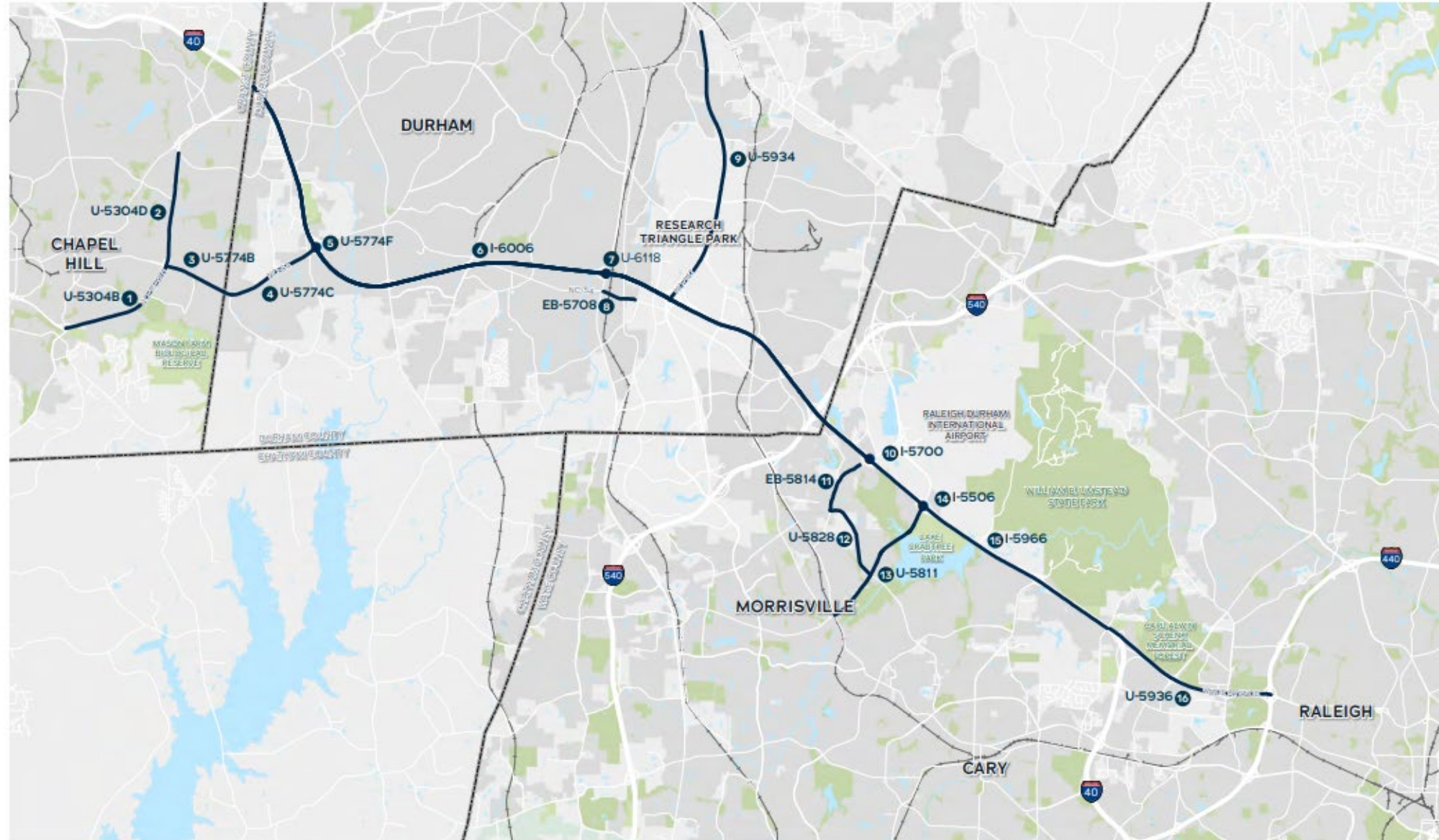
LEGEND

- Major Employer (250-499 Employees)
- Major Employer (500-999 Employees)
- Major Employer (1,000-2,999 Employees)
- Major Employer (3,000-8,000 Employees)
- Park
- Municipality
- County

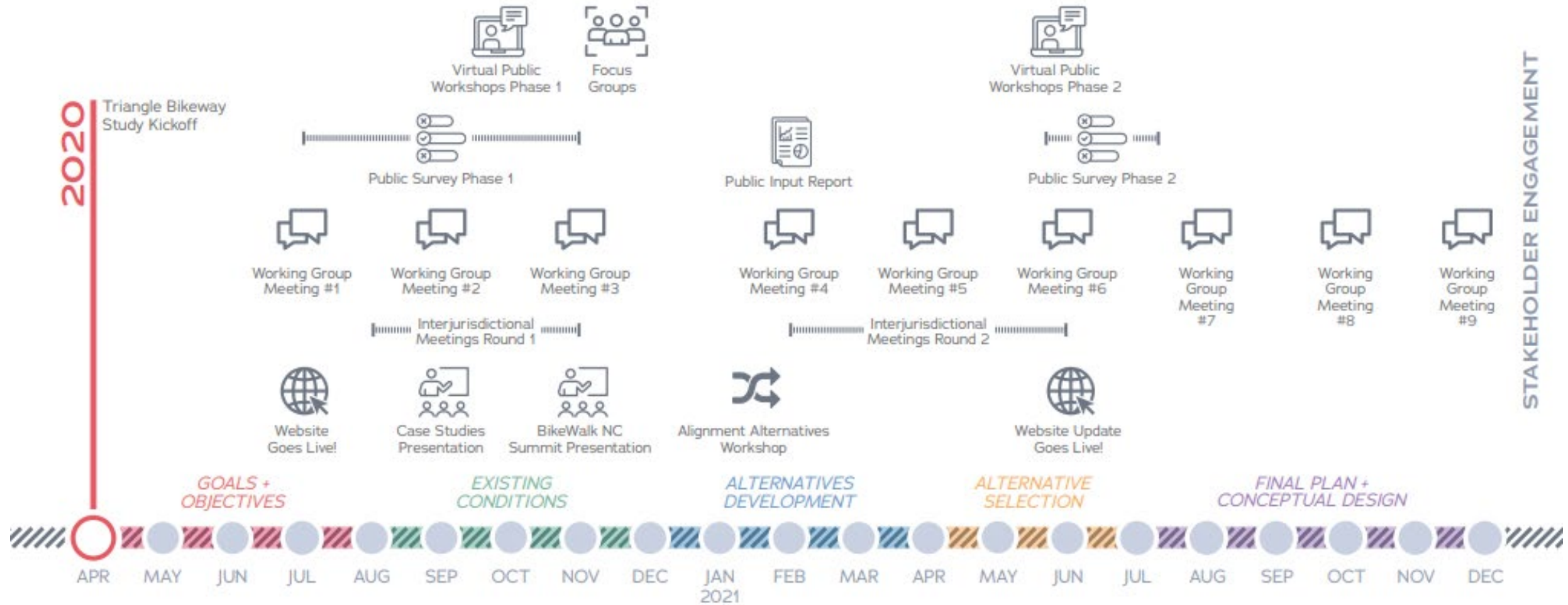


LEGEND

- Planned Developments
- Park
- Municipality
- County







1

Effective Multijurisdictional Coordination

Include
decisionmakers
early.

2

Broad Stakeholder Involvement

Ensure all necessary
parties are involved.

3

Meaningful Engagement with Underengaged Groups

Strategize for
engaging groups
historically excluded
from planning.

4

Adaptive Engagement During COVID-19

Combine virtual and
socially distanced in-
person engagement.

Working Group

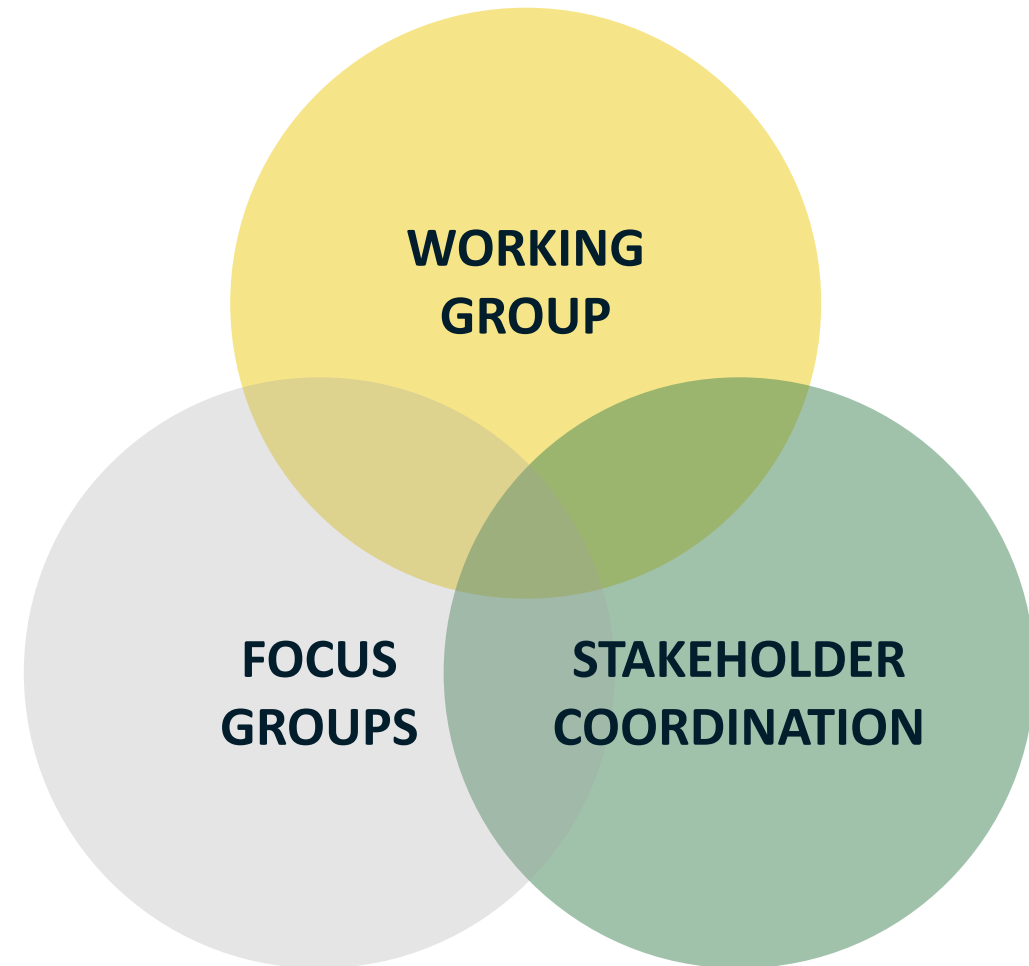
- > Reviews data, community input, alternatives
- > Provides guidance to study
- > Connects study to the community
- > Meets every other month

Stakeholder Coordination

- > Coordination with specific stakeholder
- > Provides input from specific point of view

Focus Groups

- > Coordination with a variety of community members
- > Provides input from many point of views



CAMPO
DCHC MPO
Triangle J Council of Governments
NCDOT Division 5, Division 7 & Integrated Mobility Division
Research Triangle Park
North Carolina State Parks
City of Raleigh - Planning & Development
City of Raleigh - Transportation
City of Raleigh - Parks & Recreation
Town of Cary - Transportation & Facilities
Town of Cary - Parks & Recreation
Town of Cary - Public Works
Town of Morrisville - Planning
Town of Morrisville - Engineering
Town of Morrisville - Parks & Recreation
Durham City-County Planning
City of Durham - Transportation
City of Durham - Transit & Parking Services
City of Durham - Parks & Recreation
Town of Chapel Hill - Planning
Town of Chapel Hill - Transportation
Town of Chapel Hill - Parks & Recreation
Wake County - Parks, Recreation and Open Space
Wake County - Board of Commissioners
Durham County - Board of Commissioners
Durham County - Open Space & Real Estate
GoDurham
GoRaleigh
GoCary
Chapel Hill Transit
UNC Chapel Hill
Duke University
NC State University
NC Central University
Raleigh City Council
Wake County Safe Routes to School
Durham Bicycle & Pedestrian Advisory Commission
Chapel Hill Transportation & Connectivity Advisory Board
Bike Durham
Oaks & Spokes
Triangle Transportation Choices
Partnership for a Healthy Durham
Live Well Wake Initiative
Wake County Open Space & Park Advisory Committee
East Coast Greenway
SAS
IBM
NetApp
RTA







*Effective
Multi-
Jurisdictional
Coordination*

Include
decision
makers early.



*Broad
Stakeholder
Involvement*

Ensure all
necessary
parties are
involved.



*Meaningful
Engagement
with Under-
Engaged
Groups*

Engage groups
historically
excluded from
planning.



*Adaptive
Engagement
During
Covid-19*

Combine
virtual and
socially
distanced
in-person
engagement.

40+ Bi-weekly Project Meetings

9 Working Group Meetings

7 MPO Meetings

3 Focus Group Meetings

10 Elected Officials Meetings

20+ Key Stakeholder Meetings

4 Virtual Public Meetings

8 Pop-Up Events

11 Jurisdictional Meetings

4,025 User Surveys Completed



2,116
PEOPLE
RESPONDED

- to the -

**PHASE I
SURVEY**



5,508
POINTS

- added to the -

**DESTINATION
SURVEY MAPS**



2,009
PEOPLE
RESPONDED

- to the -

**PHASE II
SURVEY**



15
MEETINGS,
WORKSHOPS
- and -
EVENTS



133
COMMENTS
- on the -
CROWDSOURCE
WEB MAP



**MAJORITY
OF RESIDENTS**

- PREFER -

**PROTECTED &
SEPARATED BIKE
FACILITIES**



**2 in 3
RESIDENTS**

- WOULD -

**USE THE
BIKEWAY AT
LEAST ONCE A
WEEK**



**90%
OF RESIDENTS**

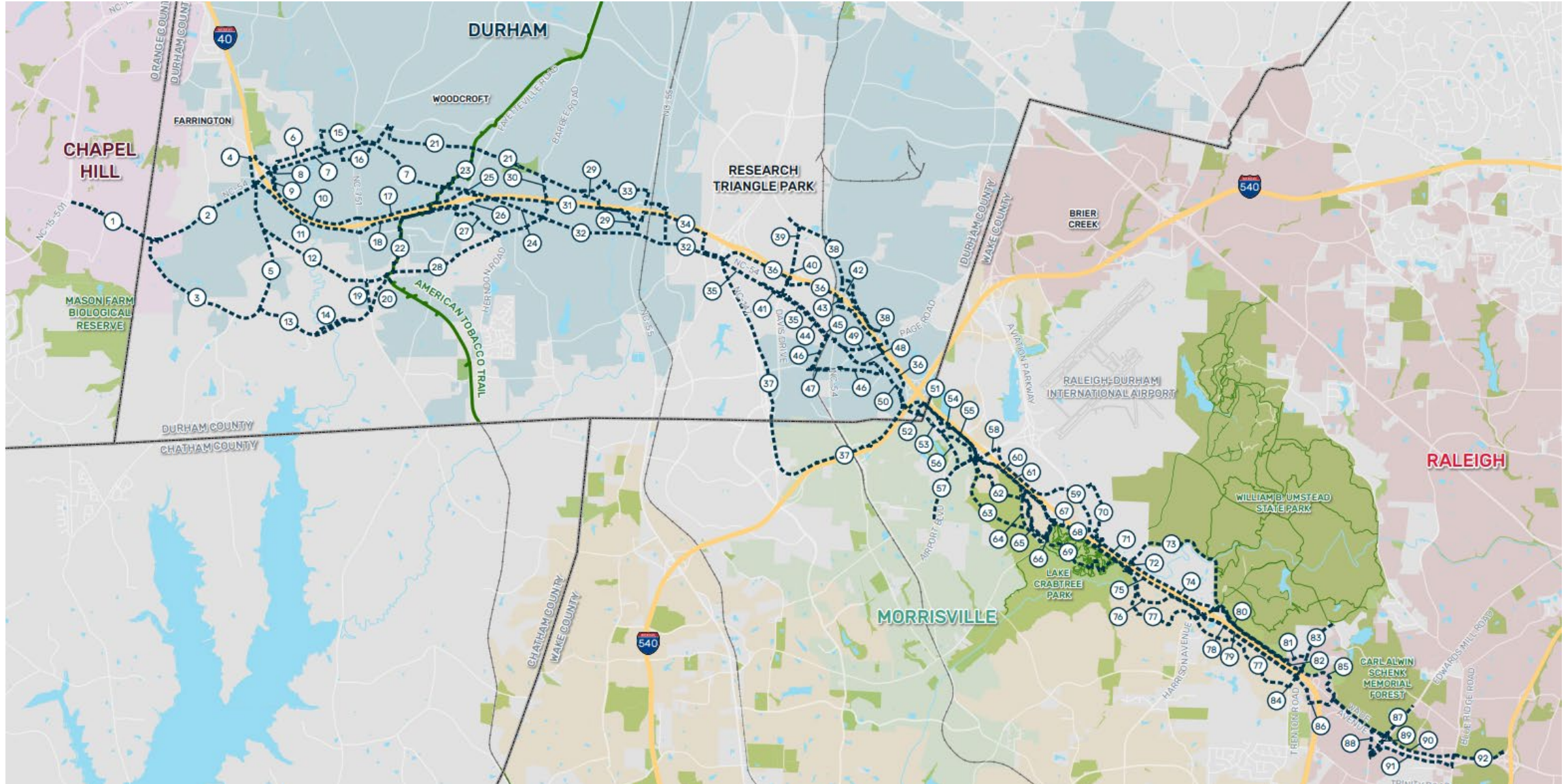
- WOULD PREFER A -

**MULTIMODAL
COMMUTE**

“ Having a trail along an existing interstate right-of-way can help those visiting the area easily understand a trail route. Combined with transit initiatives, the Bikeway will help fill gaps in commuter routes for alternative modes of transportation. ”

**- Community Survey
Respondent**

Routes Studied





ENVIRONMENT

Connect users with natural resources while minimizing impacts to the environment features and habitat.



CONNECTIVITY

Make meaningful connections to transit and active transportation networks as well as employment centers and local neighborhoods.



SAFETY

Address the safety needs of users of all ages and abilities in the route selection and roadway crossing recommendations.



PERMITTING

Consider permitting requirements associated with the route and impacts to project cost and schedule.



CONSTRUCTIBILITY

Evaluate route for ease of construction access, construction methods and impacts to traffic during construction.



REAL ESTATE

Consider required permanent and temporary construction easements on publicly- and privately-owned land associated with the route.



ROUTE EFFICIENCY

Consider directness of route to make user trips most time efficient and minimize overall facility length to reduce construction costs.



FUTURE PLANS

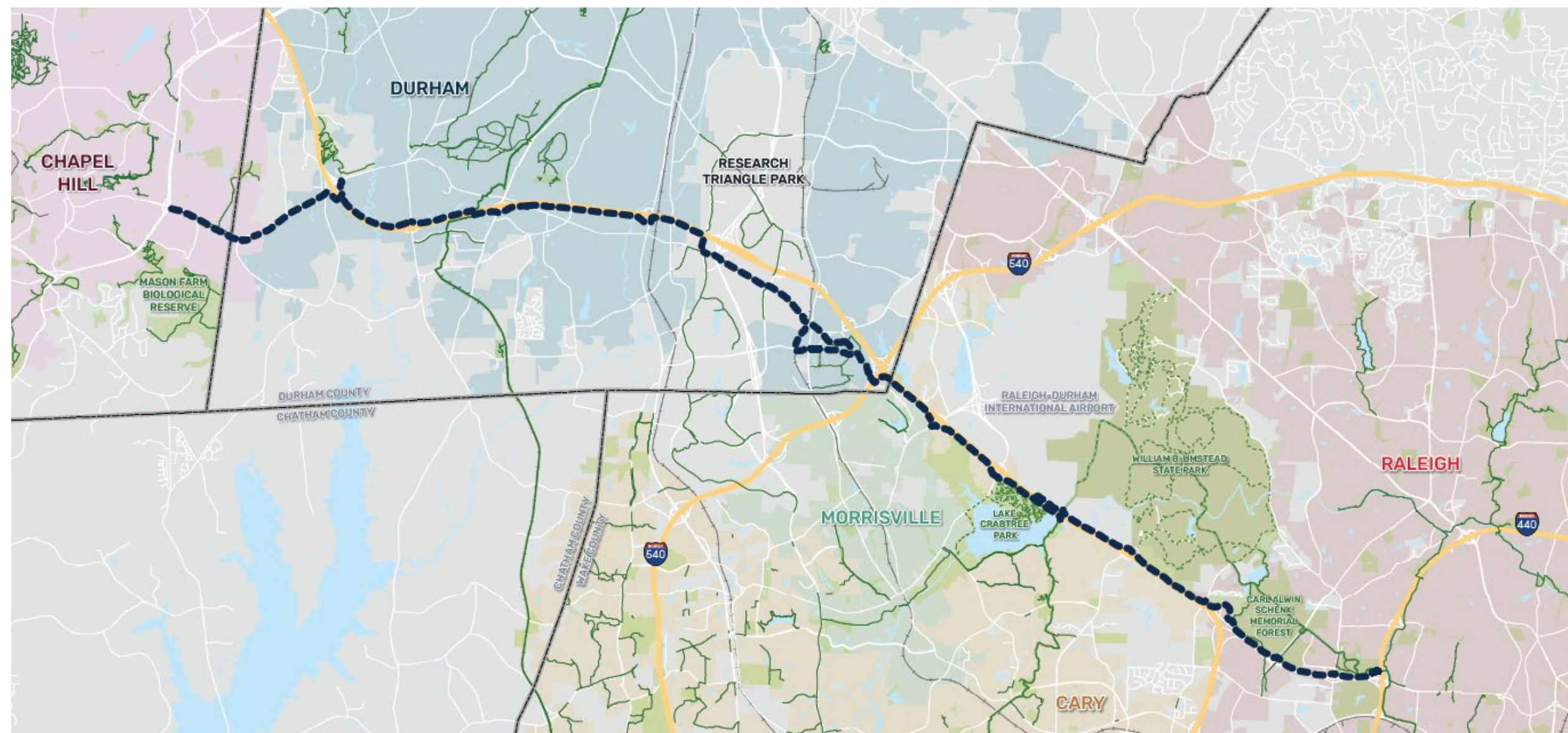
Avoid conflicts with planned roadway projects and consider how route connects to future greenways /other planned bicycle and pedestrian infrastructure.



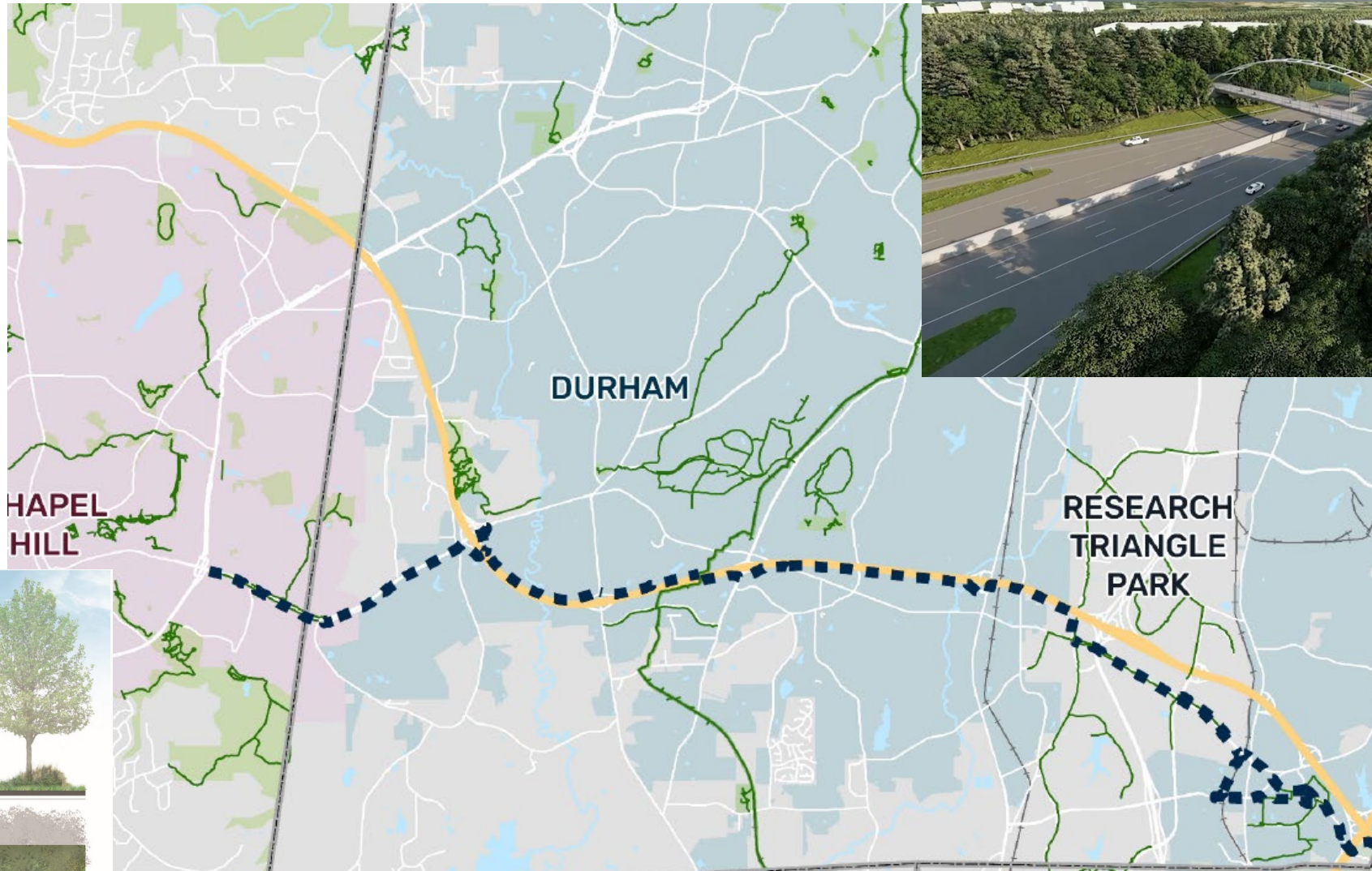
STAKEHOLDER INPUT

Understand interests and concerns from stakeholders throughout the corridor as well as input from the public and the potential impacts on route selection.

Preferred Alternative



Preferred Alignment – Western Portion



Preferred Alignment – Eastern Portion



TYPICAL SECTION



Triangle Bikeway Report





We are pleased to present the Triangle Bikeway Study. Through the diligent and committed leadership of the Capital Area and Durham Chapel Hill Carrboro MPOs, this study has taken a back of the napkin idea and developed it into a viable, community-supported project that will change our region for the better in the following ways:

Model for Regional Transportation Projects – The Triangle has sometimes struggled to act as one region when advancing transportation projects. The evolution of the Triangle Bikeway is deeply rooted in each community that it touches. This deliberate, distributed model of planning yielded energetic consensus and clear next steps.

Bold Step to Future Proof our Region – With the advent of electric assist bikes, bicycling for transportation is no longer limited to experienced cyclists. People of all ages and abilities are finding the freedom and satisfaction that comes with making trips under our own power. The study also maximizes locations where the Triangle Bikeway route connects to existing and future transit to further expand commuting options.

Low Cost / No Emissions Connections to Job-Rich Corridor – The I-40 corridor is the gateway for thousands of jobs in both professional and service industries. The Triangle Bikeway will provide low-cost access to employment opportunities without increasing traffic congestion on our highways.

Powerful Partnership Model with NCDOT – NCDOT has been engaged and supportive throughout the entire study process. The agency's growing commitment to multi-modal transportation is an essential element to the success of this and other projects seeking to leverage state resources to create safe and vibrant transportation corridors.

The Triangle Bikeway vision is the result of the collective work of citizens, elected officials, staff and advocates across two counties and five municipalities. Over roughly 18 months, nine working group meetings, two extensive public engagement campaigns, over 30 meetings with individual stakeholders and countless work hours have resulted in a vibrant common vision.

As County Commissioners, our charge is to position our communities to thrive, adapt and evolve to maintain our position as one of the best places in the country to live and work. Our challenge to you is to join us in the hard work ahead to make the Bikeway part of our everyday lives in the Triangle. Funding design and construction will require creativity, perseverance, and teamwork across jurisdictions. We look forward to standing with you on Triangle Bikeway ribbon cutting day!



Commissioner Wendy Jacobs
Vice Chair
Durham County
Board of Commissioners
Chair, DCHC MPO Board




Commissioner Sig Hutchinson
Chair
Wake County
Board of Commissioners
Chair, CAMPO Executive Board



- › **Model for Regional Transportation Projects**
- › **Bold Step to Future Proof our Region**
- › **Low Cost / No Emissions Connections to Job-Rich Corridor**
- › **Powerful Partnership Model with NCDOT**



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03 COMMUNITY + STAKEHOLDER ENGAGEMENT

- XX Overview + Engagement Strategy
- XX Engagement Phase 1
- XX Engagement Phase 2

04 FEASIBILITY + RECOMMENDATIONS

- XX Overview + Process
- XX Opportunities + Constraints
- XX Preferred Alignment + Connections
- XX Recommended Design Standards + Features

05 IMPLEMENTATION

- XX Overview + Segment Cutsheets
- XX Partnerships
- XX Funding
- XX Phasing + Action Plan

APPENDIX A: XXXX
APPENDIX B: XXXX
APPENDIX C: XXXX
APPENDIX D: XXXX
APPENDIX E: XXXX

Next Steps



- › **Coordination with TJCOG 501(c)3 – Triangle Regional Partnership**
- › **Working Group transitions into the Triangle Bikeway Regional Advisory Committee**
- › **First Meeting – March 25, 2022**
- › **Triangle Bikeway website will be linked through TJCOG**
- › **Interjurisdiction Cooperation still important**

Review & Adoption Schedule





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