

TRIANGLE BIKEWAY CASE STUDIES

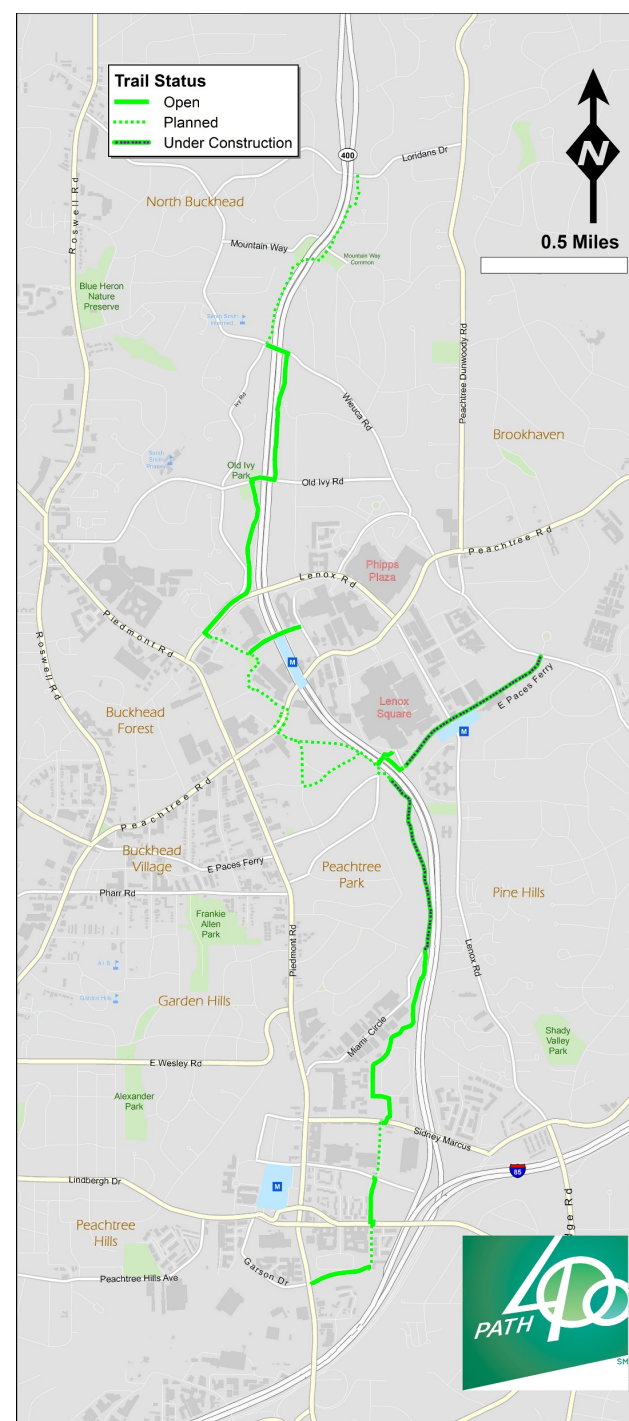
PATH 400

Summary

In 2011, public engagement, land acquisition, and data collection began. Key stakeholders include: Livable Buckhead, City of Atlanta, GDOT, Marta, and the PATH Foundation. Trail funding sources have included a local sales tax (TSPLOST), state funding and federal grants. The trail will soon extend north into Sandy Springs, connect to the Atlanta Beltline to the south and the Peachtree Creek Greenway to the southwest.

Key Points

- Trail length: 5.2 miles
- Construction timeline: 2014-2020
- Right of way: 66% in GDOT ROW
- Total cost: \$28 million



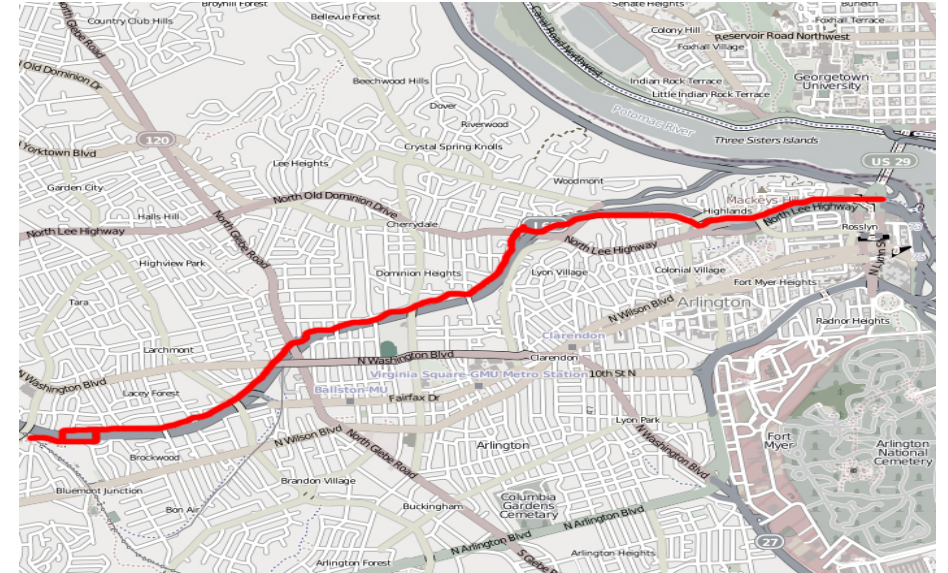
Custis Trail

Summary

The Custis Trail was included as part of original I-66 highway construction project, which helped secure federal funds. The trail is extremely popular for commuting (a daily average of 2,500) and includes lighting. It connects to the DC metro bike network, the Mount Vernon Trail, the C&O Canal Towpath and will soon be extended 11 miles into Fairfax and Prince William as part of “Transform I-66 Outside the Beltway,” a major capital transportation project.

Key Points

- Trail length: 4.5 miles
- Construction timeline: 1978-1982
- Right of way: 100% in VDOT ROW
- Total cost: \$28 million



I-90 Trail

Summary

Natural features and terrain of the area often require utilities and transportation facilities to utilize the same corridors. WASH DOT is supportive given its active transportation strategies. The trail averages 200 daily users within urban King County and is also part of the *Mountains to Sound Greenway* (MTSG), which is a 100-mile long corridor stretching from Seattle to Central Washington along I-90. MTSG was designated a National Heritage Area in 2019 and provide access to state parks, communities and natural areas along the way.

Key Points

- Trail length: 10 miles
- Construction timeline: 1990's
- Right of way: 100% in WASH DOT ROW



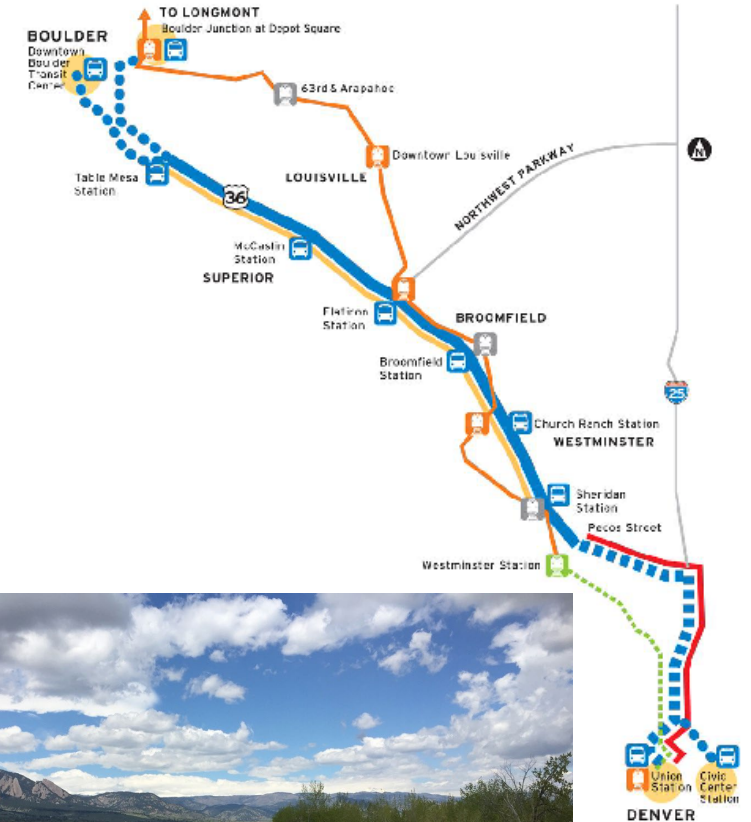
US 36 Bikeway

Summary

US 36 Bikeway was part of a larger CDOT project to create bus rapid transit (BRT) service and tolled express lanes along the busy US 36 corridor. These investments were part of FasTracks, a multibillion-dollar public transportation expansion throughout metropolitan Denver. Additional funding sources included CDOT, FWA, and Regional Transportation District (RTD). US 36 Bikeway is well used (an estimated 500 daily users) for commuting to work, accessing activity centers, local businesses, transit stations, and to the greater bike network in Denver metro region.

Key Points

- Trail length: 18 miles
- Construction timeline: 2015-2016
- Right of way: 100% in CDOT ROW
- Total cost: \$16.6 million



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Charter Oak Greenway

Summary

The Charter Oak Greenway was constructed by CT DOT and the right-of-way is a combination of an abandoned railroad corridor, CT DOT right-of-way, and local municipal lands. Trail funding has included federal TAP grants and local state bonds. It averages 304 annual users and recent plans call for it to extend in both directions (to Hartford in the east and to the Hop River State Park Trail in the west). The trail is part of the East Coast Greenway.



Key Points

- Trail length: 16 miles
- Construction timeline: 1988-2023
- Right of way: 66% in CDOT ROW
- Total cost: \$29 million



Historic Columbia River Highway & State Trail

Summary

The highway and state trail are entirely within ODOT right-of-way and additional easements have been secured with U.S. Forest Service and Oregon Parks and Recreation Department. In 1986, the Columbia River Gorge became the first National Scenic Area in the U.S., which has helped leverage considerable federal funding but has also meant greater scrutiny with construction and maintenance requirements. The state also provides support through available funding from FLAP grants, FHWA funds, and STIP funding. The state trail offers a world class recreational opportunity for local communities and visitors alike.



Key Points

- Trail length: 22 miles (non-motorized)
- Construction timeline: 1996-2025
- Right of way: 100% in CDOT ROW
- Total cost: \$144 million

