



Design Phase 2 Public Engagement Summary

Triangle Bikeway East is a key segment of the broader regional vision to create a safe, connected, and high-quality active transportation spine linking communities, employment centers, transit, and recreational destinations across the Triangle. Building on the extensive public involvement completed during the earlier feasibility study, Phase 2 engagement focused on informing residents and stakeholders about the transition into preliminary (30%) design, validating feasibility findings, and collecting targeted feedback to guide alignment decisions at several complex locations.

This Public Engagement Summary documents how the project team informed, educated, and involved the public during the second phase of design for the eastern corridor. Outreach efforts were structured to be transparent, accessible, and inclusive—ensuring people of varying backgrounds, abilities, and levels of internet access could meaningfully participate. The engagement approach blended in-person pop-ups, presentations, digital tools, multilingual materials, and partnerships with community organizations to reach users where they live, work, and travel.

Engagement occurred from January 21st to February 25th, 2026, and served two essential purposes. First, it positioned the project for future funding by demonstrating broad community support and validating the earlier feasibility study. Second, it gathered detailed local insight to inform the alternatives analysis, particularly at four key locations where route choices require balancing environmental constraints, user experience, safety, and connectivity. By involving stakeholders early, the team aimed to produce solutions that integrate naturally into daily commute patterns while enhancing recreational access and regional mobility.

The Triangle Bikeway East website acted as the central information hub, hosting frequently asked questions, project milestones, recordings of briefings, and the online survey. Overview materials were translated and ADA/Section 508 compliant to promote equitable participation. Non-digital outreach—including pop-ups and partnerships with libraries, schools, and community centers—ensured that individuals with limited online access could still engage fully.

Through these efforts, the project team gathered input from hundreds of residents, businesses, advocacy organizations, and partner agencies. Feedback reinforced strong enthusiasm for the bikeway while highlighting practical considerations around width, safety, crossings, and connections to destinations like transit and employment centers. This report summarizes who was reached, what methods were used, and community inputs to help shape the next stage of design.

Alternatives Public Engagement. Summary Document Key Takeaways

- Strong community interest and overall support for advancing the bikeway into preliminary design.
- 638 survey respondents provided detailed alignment and design preferences.

- More than 14 presentations and multiple pop-ups engaged residents directly along the corridor.
- Outreach combined digital and in-person methods to improve equity and accessibility.
- Clear preference for wide, comfortable facilities (16 feet or more where feasible).
- High priority placed on connections to transit, the airport, and existing greenways.
- Desire for minimal delay at crossings and safe, continuous travel.
- Interest in lighting, wayfinding, maintenance, and long-term operations.
- Stakeholder partnerships amplified awareness through trusted local networks.
- Input directly informs the alternatives analysis and selection of preferred routes.



Project Overview and Purpose of Engagement

Triangle Bikeway East advances the regional bikeway vision into the preliminary design phase (30% design) and includes validation of the feasibility study, alternatives analysis, and preparation of documentation to support a Categorical Exclusion under the National Environmental Policy Act (NEPA). Engagement activities were conducted to:

1. Inform the public that the project is entering preliminary design and position it for funding opportunities.
2. Collect feedback on alignment alternatives at four key locations.
3. Ensure decisions reflect community priorities, daily travel needs, and local context.

Focus Areas for Alternatives Analysis

- **Research Triangle Park (two locations)**
- **Lake Crabtree County Park (one location)**
- **Wade Avenue (one location)**

How Input Will Be Used

Community input directly informs:

- Selection of preferred alignments
- Design refinements at key decision points
- Identification of priority connections
- Future funding and implementation strategies

Community members were asked to identify preferred connections and elements to prioritize, helping the design team and decision makers determine how the bikeway should integrate into commuting and recreational patterns. Feedback will continue to shape the bikeway as the project moves toward final design and construction.

Outreach Strategy and Methods

A multi-channel strategy ensured broad, equitable access to information and opportunities for participation.

Communications and Promotion

- Yard signs
- Social media posts, videos on Facebook, Instagram, X, and LinkedIn
- Paid social media ads on Facebook & Instagram
- Email newsletter and text messages (994 email recipients, 158 text recipients)
- Printed flyers and business cards
- Information screens at libraries, community centers, and bus stations
- Translation of key materials
- Print version of survey (including large-print format)



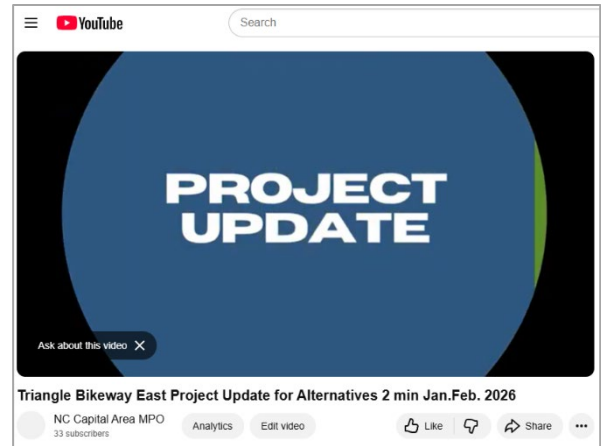
Yard sign placed at trail junction (near N.C. Museum of Art) (1 of 34 signs)

Information Materials

- FAQs and talking points
- Project lifecycle and milestone graphics
- Alternatives overview handouts (English/Spanish)
- Online presentation with audio recording
- Outreach toolkit for partners (see Appendix A2)
- Website with recordings, survey, comment form, and translations

Engagement Tactics

- In-person presentations with community groups, businesses, local municipalities, and agencies
- Pop-up events along the corridor
- Online survey and interactive map
- Partner coordination and stakeholder network outreach (see Appendix A1)
- Toolkit distributed to partners for further amplification (see Appendix A2)
- Yard signs, social ads, social posts and reels, email newsletter, info boards with interactive maps for in-person presentations and popups, business cards, translated key materials, website and survey, large print for visually impaired participants, info on screens at libraries, community centers, bus stations
- Information on Feasibility study to assist with sharing the journey of the project



Who We Reached

Participation highlights



638 survey respondents



14+ presentations



3 pop-ups reaching 70+ people



Presentations and other community events reaching 200+



99 newsletter subscribers



Ads on social media crossed the screens of 200,000+ devices



CAMPO social media posts and videos (unpaid) crossed the screens of 14,750+ devices

Engagement activities reached a broad cross-section of corridor users and stakeholders.

Audiences Included



Residents and commuters



Neighborhood associations and community groups



Employers and property owners



Advocacy organizations



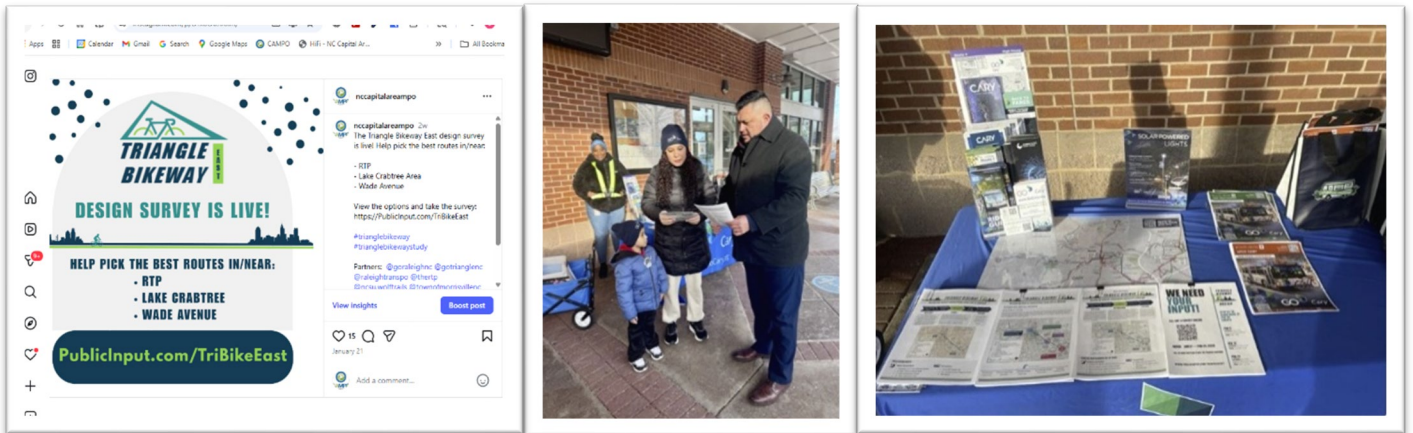
Municipal and regional agencies

Equity and Accessibility

The engagement program prioritized equitable access:

- ADA/Section 508 compliant materials
- Translated documents
- Non-digital engagement options
- Pop-ups in community-frequented locations
- Partnerships with schools, libraries, and local organizations

These steps helped reach people who might not typically participate in online engagement.



See the appendices for additional details on outreach efforts and materials used.

What We Heard- Overall

*Feedback from presentations, pop-ups, **and** the survey revealed consistent themes.*

Connectivity

- Strong desire for connections to the airport, transit, and existing bike/ped networks
- Interest in leveraging the region's extensive local greenway system
- Clear wayfinding and branding to help users navigate

Design Preferences

- Preference for 16-foot or wider paths where feasible
- Concern that narrower segments (e.g., 12-foot boardwalks) reduce comfort
- Separation and safe passing space between bicyclists and pedestrians

Safety and Operations

- Minimize waiting at at-grade crossings
- Good lighting and visibility
- Routine maintenance and cleanliness
- Safe grades/inclines and clear design standards

Information Needs

- Questions about timeline, phasing, and funding
- Interest in permitted uses and rules
- Clarity on construction impacts

Overall Sentiment

- Appreciation and excitement about project progress
- Broad support for continued advancement

Presentations and Popups

Common Themes from Conversations

- Regional connectivity to major destinations (Airport, Umstead, ATT)
- Dual recreation and commuting function
- Transit integration and trailhead/park-and-ride access
- Safe, comfortable, and efficient user experience (lighting, crossings, width, signage)
- Strategic phasing and clear communication on costs and next steps

Presentations: 14+

Reach from 3 popups: 70+

Reach from community events: 200+

Newsletter Signups: 14



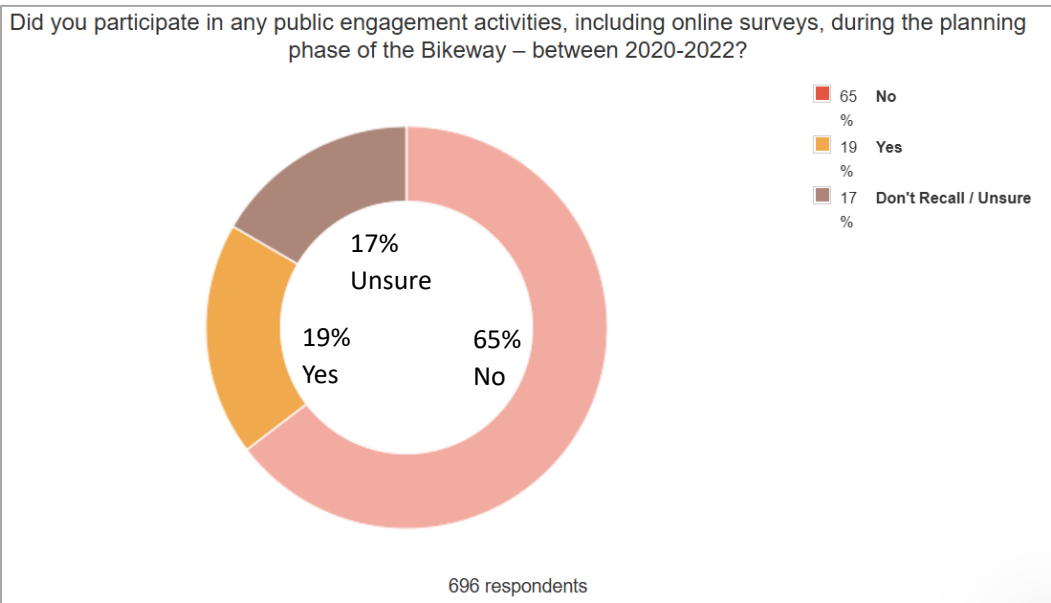
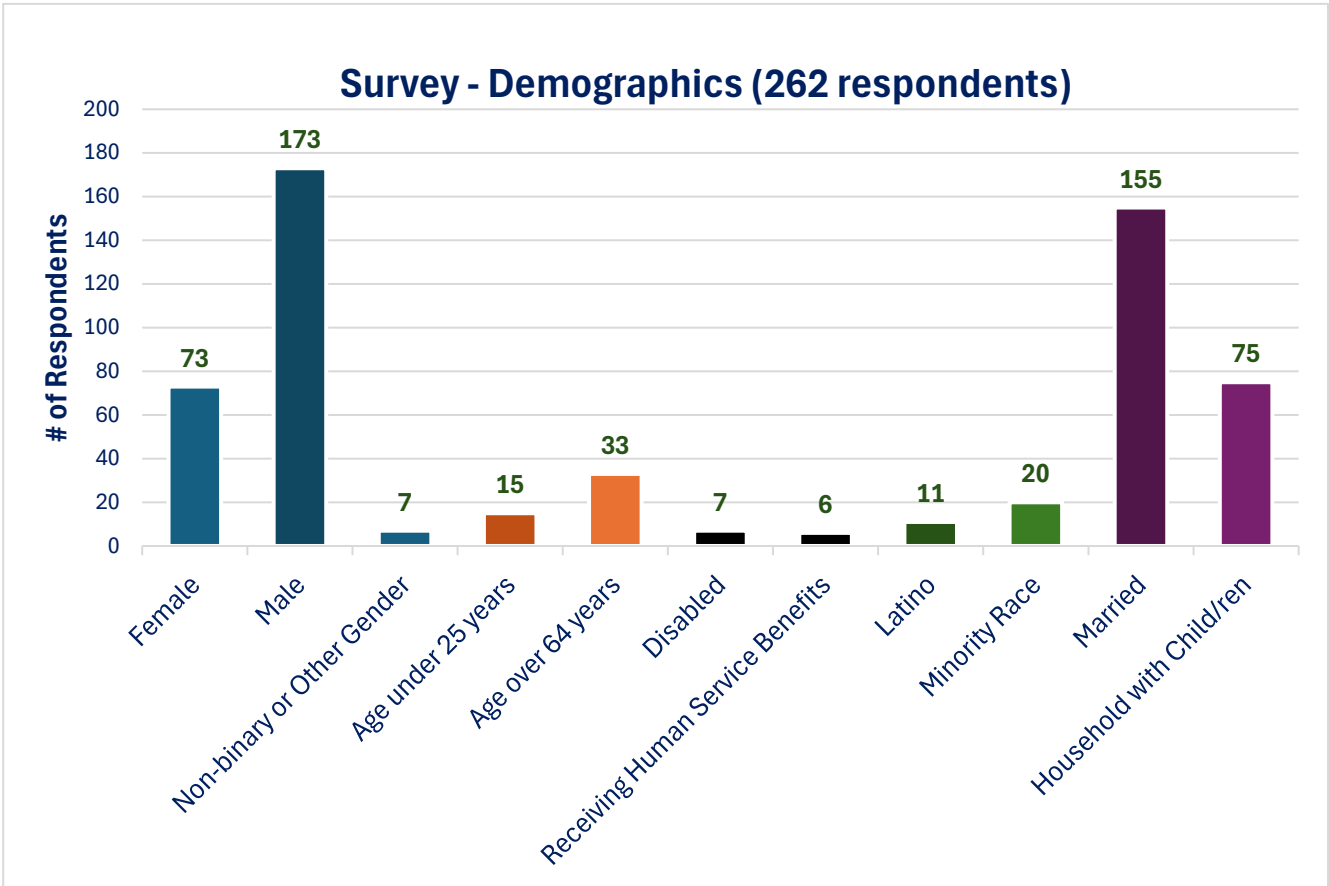
Popup: Morrisville Aquatic & Community Ctr

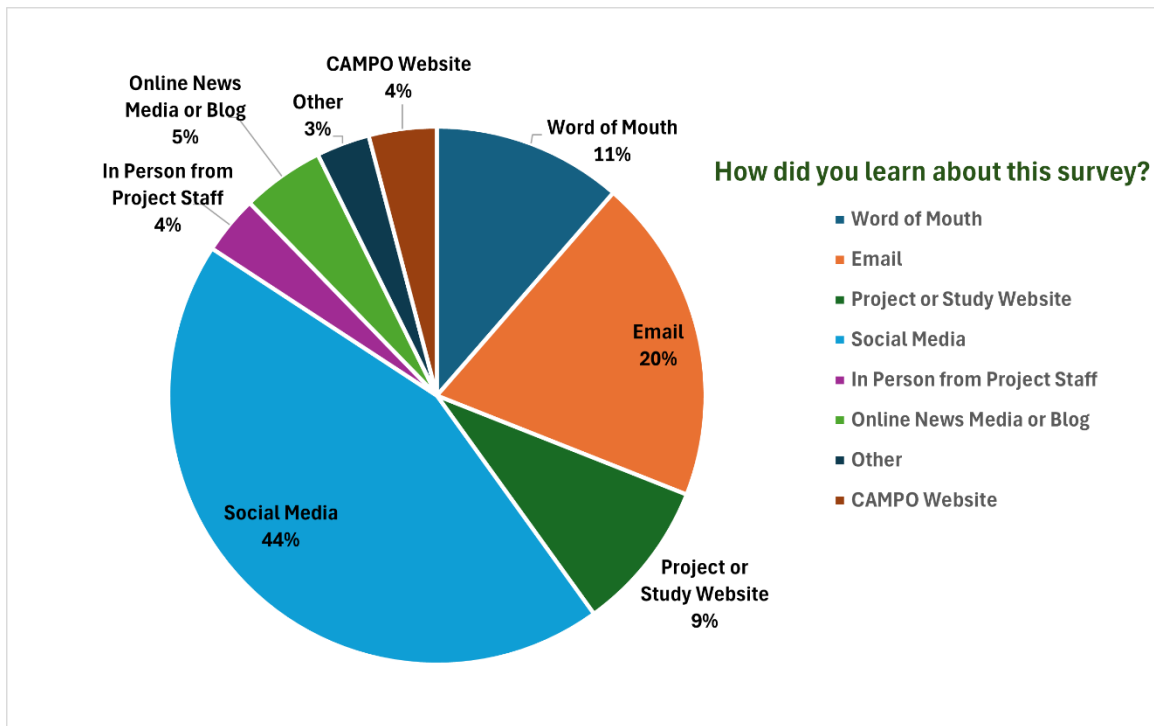
Documentation for all presentations and popups during this engagement phase are located in Appendix D.

Online Survey

Who Responded

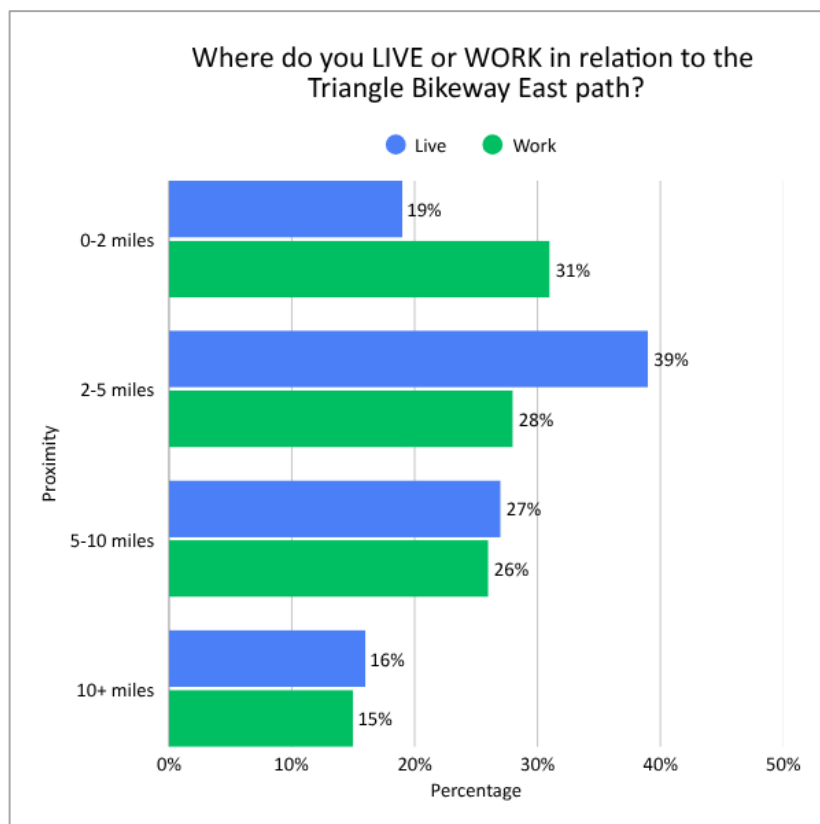
A copy of the survey tool can be found in Appendix C1.

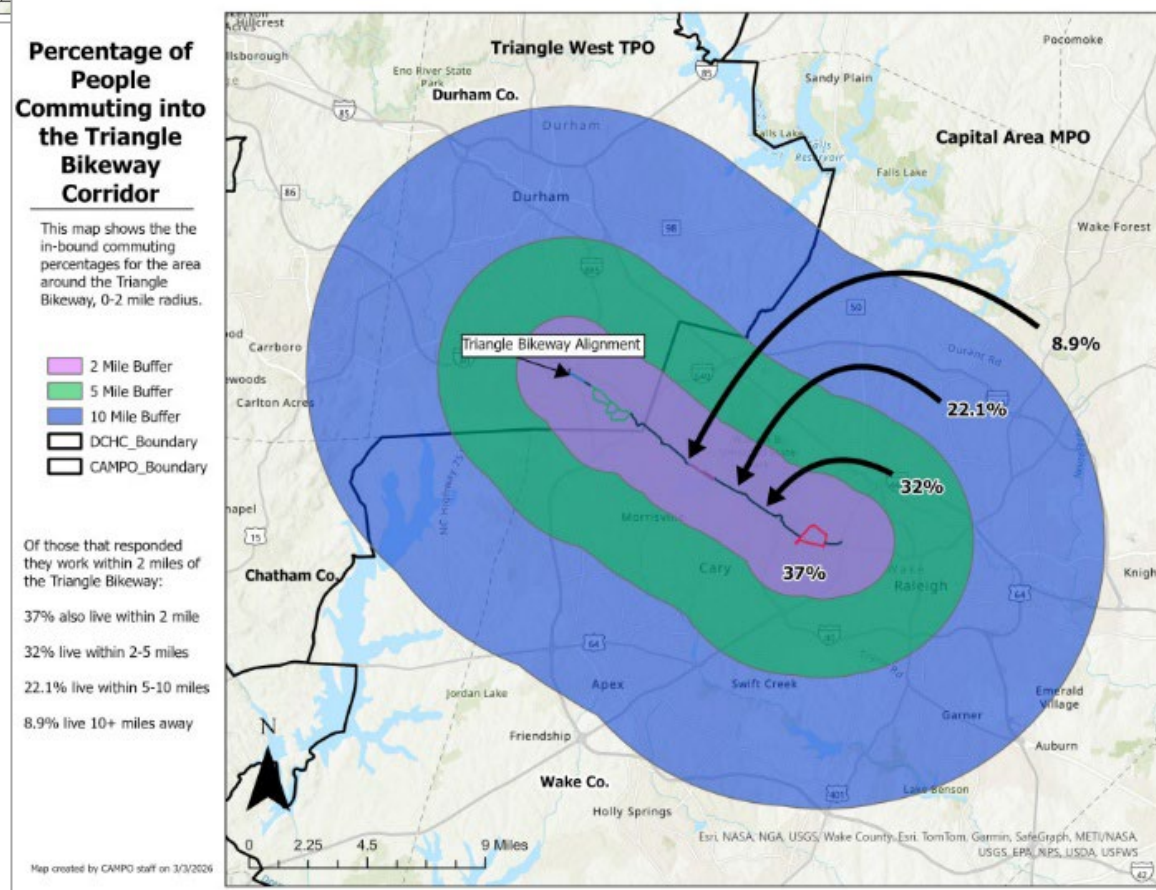
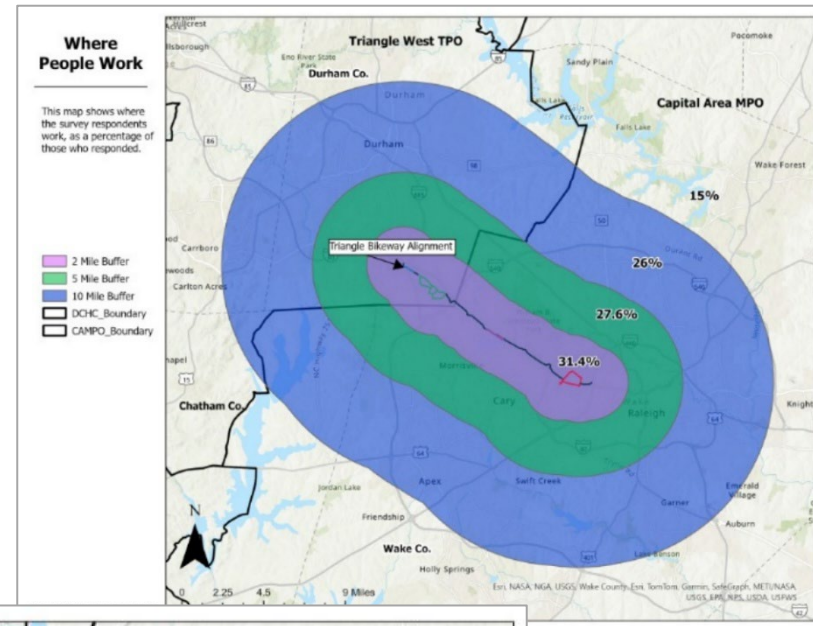
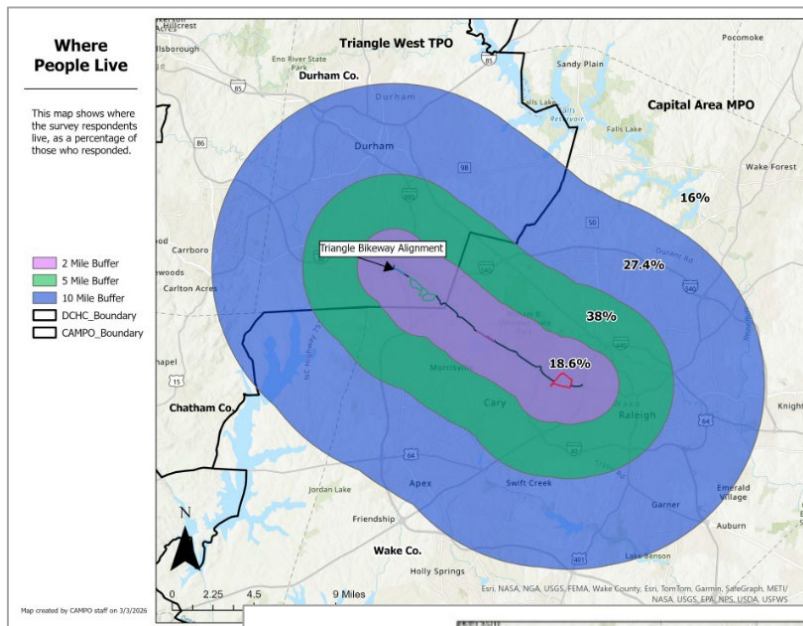




Survey data based on 342 responses

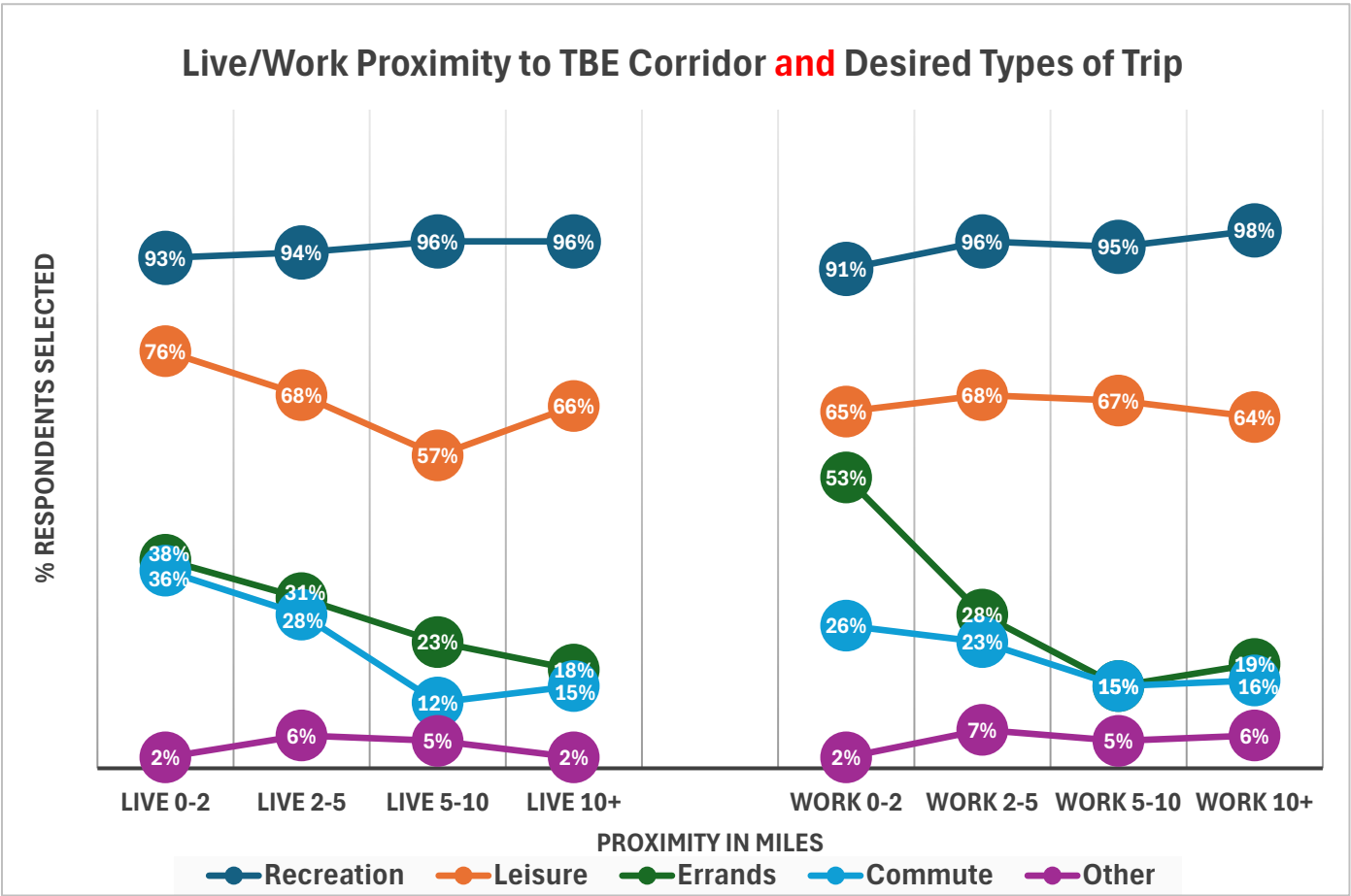
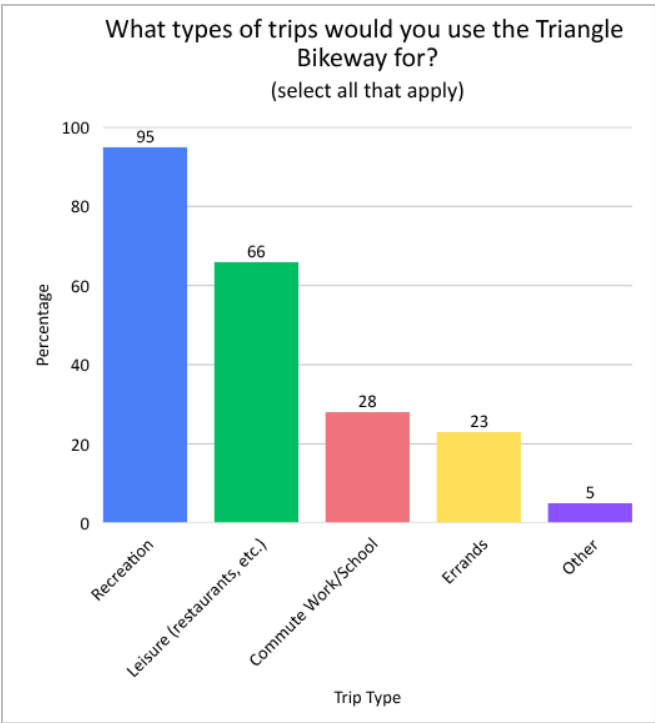
Where Respondents Live and Work





Planned Types of Trip for future Bikeway

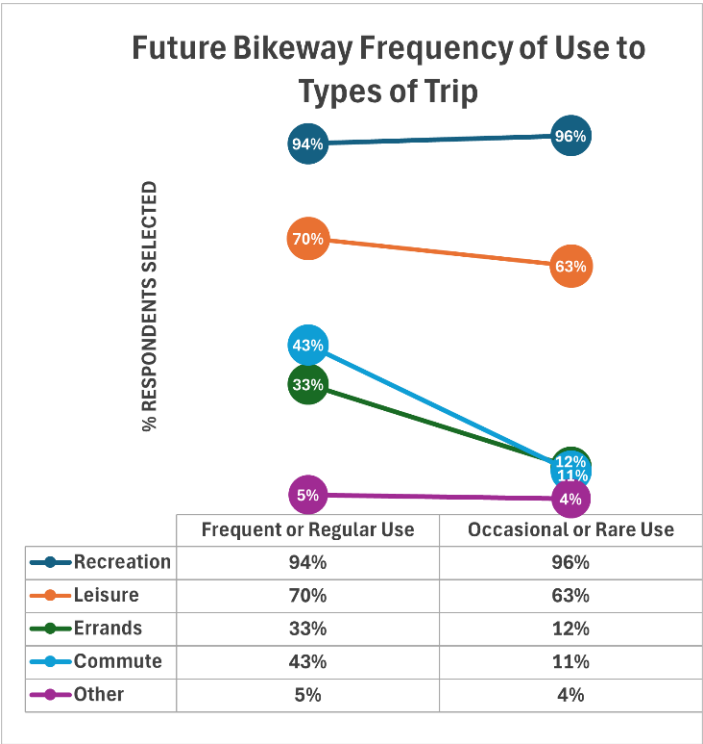
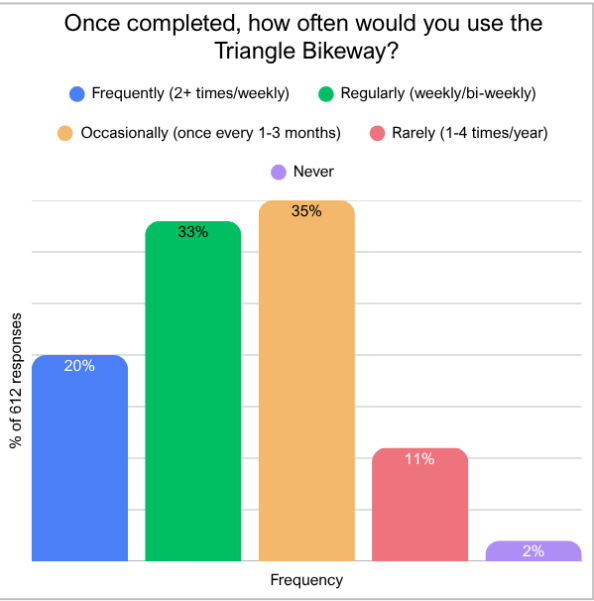
ALL Survey Respondents



Frequency of Bikeway Use

ALL Survey Respondents

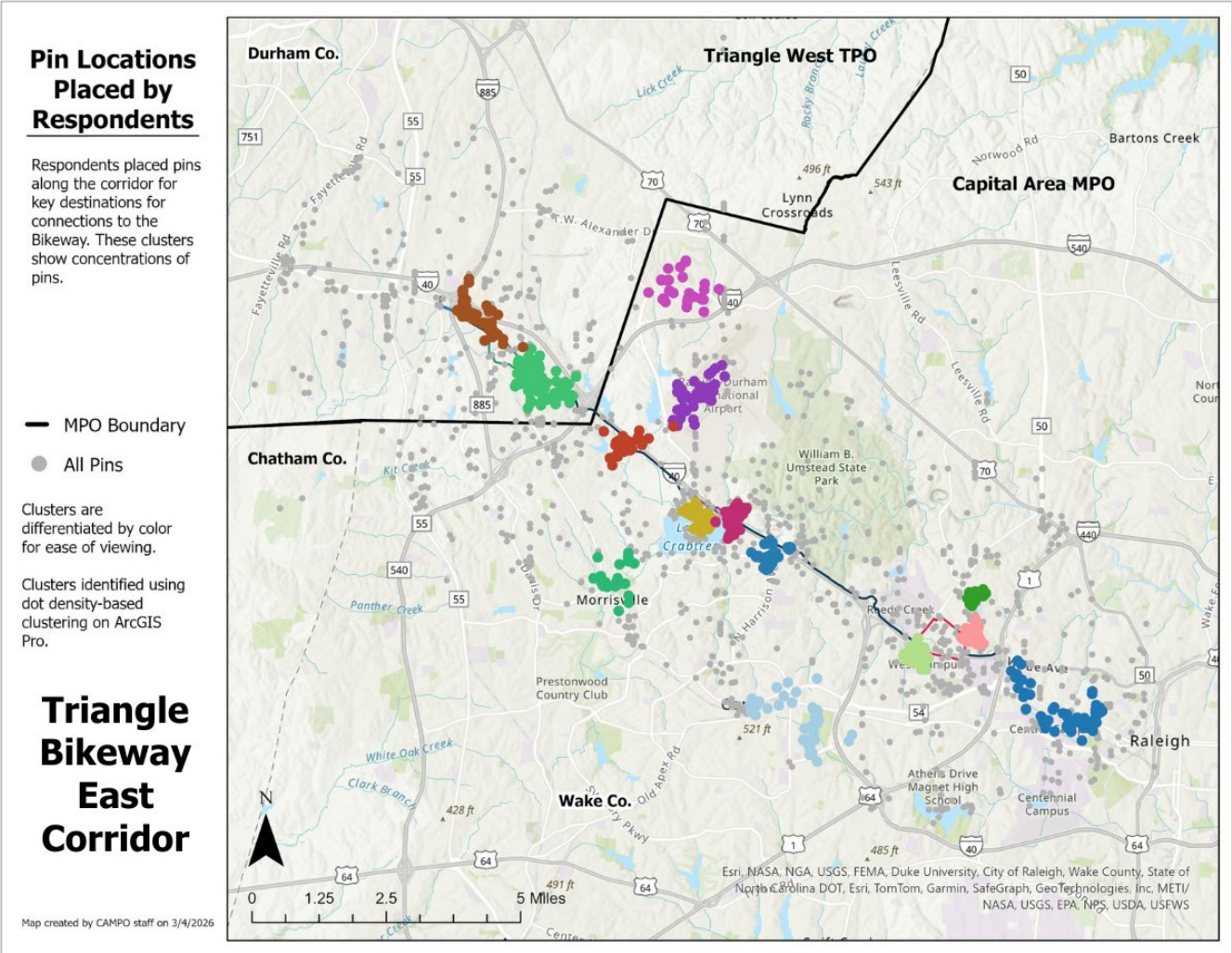
Regardless of whether a future user anticipates using the Bikeway **frequently or rarely**, **“Recreation”** is **consistently the most popular trip type**, and by a large margin. Alternately, for the remaining trip types (leisure, errands, commuting), likelihood of using the Bikeway for those trip types becomes less as the respondent’s frequency of use declines. For example, for respondents that identify as a future frequent or regular user of the Bikeway, 43% indicate they would use the bikeway for commuting, but for occasional or rare users, commuting trips decrease to 11%.



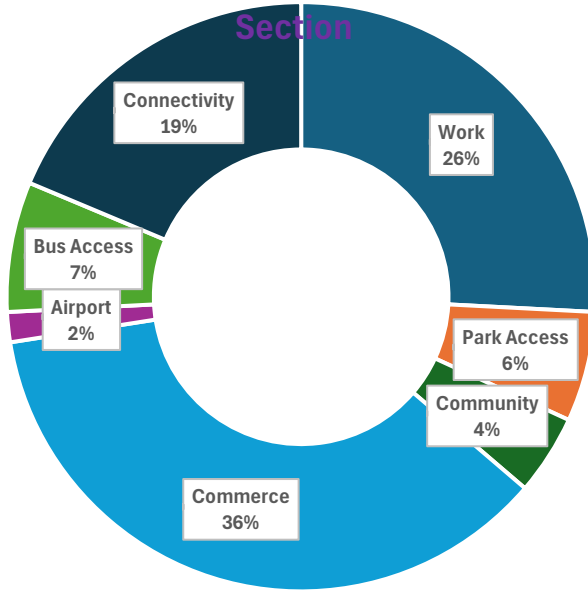
Survey Responses

Mapping Exercise – All Respondents; Entire Triangle Bikeway East Corridor

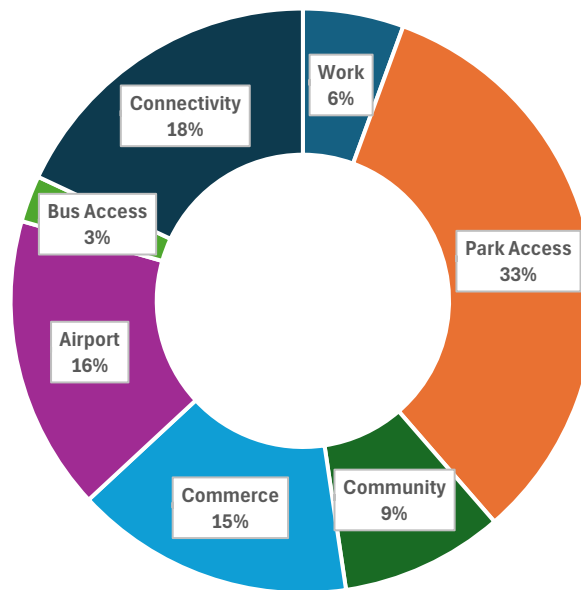
Survey participants placed pins along the Corridor for desired connections, destinations to the Bikeway. The map below shows concentrations of pins.



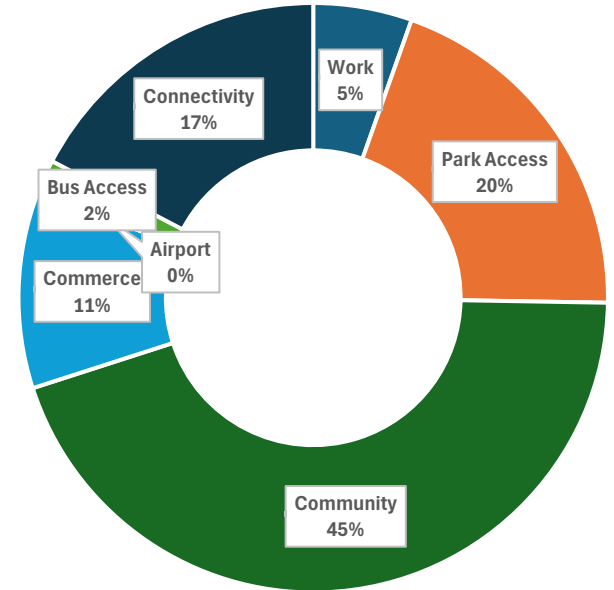
Research Triangle Park (RTP) Section



Lake Crabtree Section



Wade Ave Section



Work reflects comments that desired connections to specific workplaces within or near the corridor

Park Access reflects comments that desired connections to park or open space within or near the corridor

Community reflects comments that desired connections to community facilities like libraries, senior or community centers within or near the corridor

Commerce reflects comments that desired connections to retail or commercial businesses within or near the corridor

Airport reflects comments that desired connections to RDU Airport.

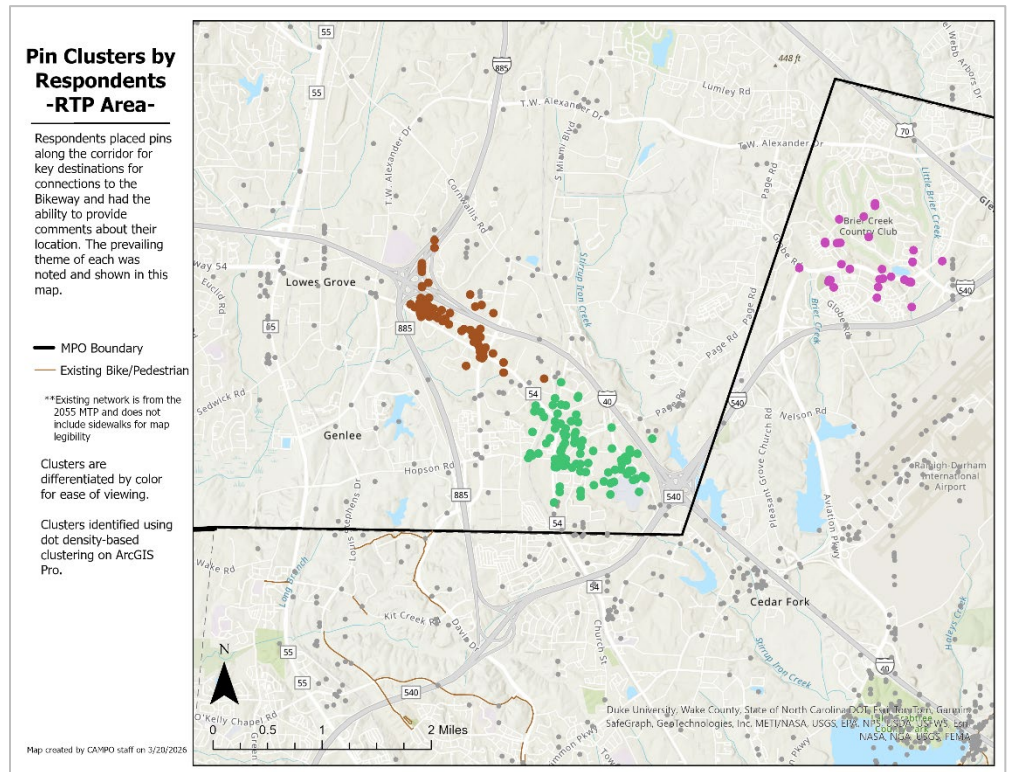
Bus Access reflects comments that desired connections to the Regional Transit Center or future Triangle Mobility hub, or bus stops within or near the corridor

Connectivity reflects comments that desired connections from the Bikeway to a broader network of bike/ped accommodations, both existing and future. Many called out specific greenways by name and nearby trailheads, trails that go closer to their home/work.

Research Triangle Park (RTP) Area

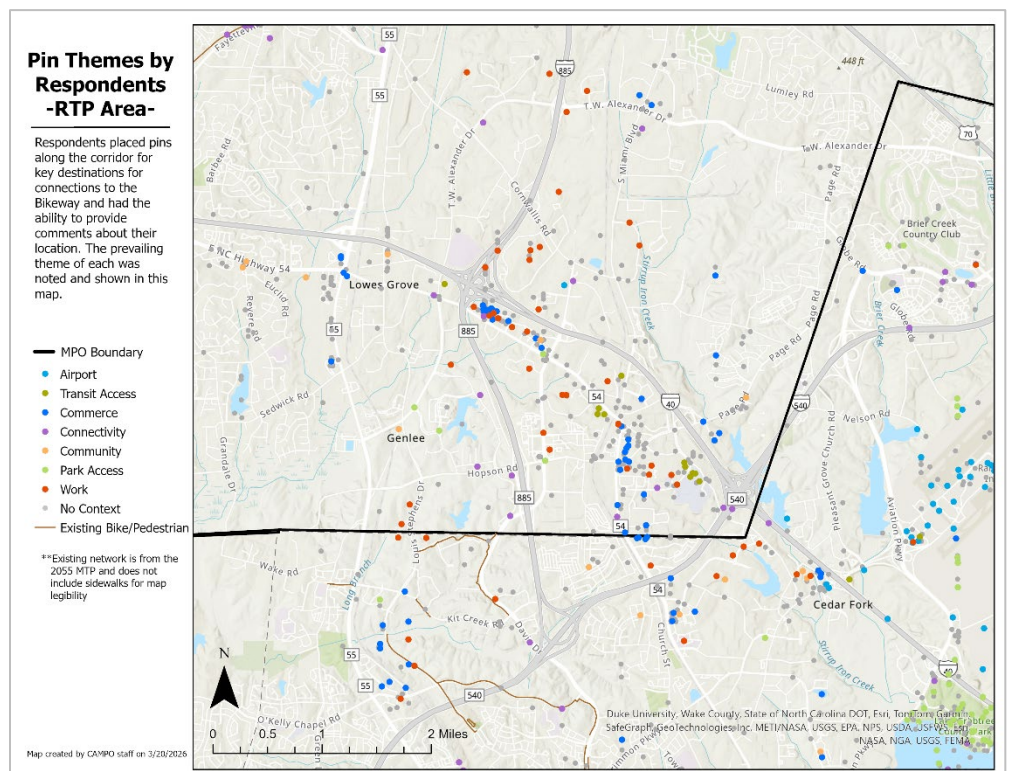
Mapping Exercise – RTP Area

Participants placed up to 5 pins for desired connections, destinations to the Bikeway in the RTP Area. The clusters on the map to the right shows concentrations of pins.



When placing each pin, participants had the option of adding a comment. The map to the right illustrates common themes in the RTP Area. These included:

- Connections to the airport
- Transit access
- Commerce points
- Key destination
- Community destination
- Park access point
- Work location



Mapping Exercise – RTP Area - Comments associated with Pins on Map

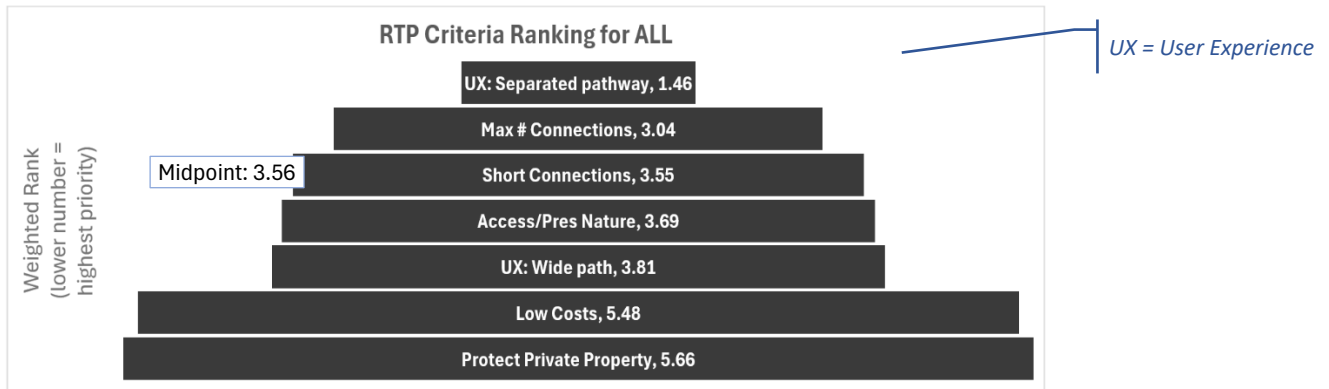
Artificial Intelligence (AI) was used to analyze survey respondents' comments that were provided during the placement of pins in the map for the RTP area. Prompts and responses are available in Appendix C2.

Summary of themes from map comments for the RTP Area:

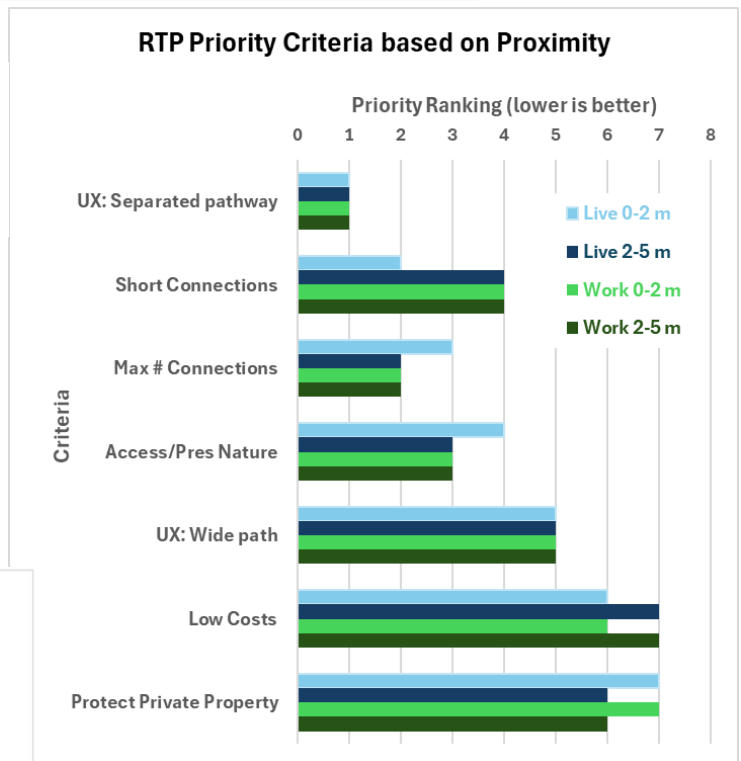
- **Strong demand for everyday utility:** Numerous pins call out **food** and **shopping/groceries** (Targets, Walmarts, retail areas), indicating the corridor should link to daily-errand destinations.
- **High priority connections: American Tobacco Trail (ATT)** connections are repeatedly requested, alongside **transit hubs**, **major employment centers**, and the **Boxyard/Hub/Frontier RTP** district.
- **Regional nodes beyond RTP:** Pins requesting access to **Brier Creek**, **Page Rd/Topgolf**, **Lake Crabtree/Umstead**, and **RDU Airport** show broader regional connectivity needs.
- **Safety & crossings:** Multiple comments explicitly call out **safe access**, **safe passage across major roads/885/I-40**, and **bridging gaps**—indicating the importance of protected crossings and continuous facilities.

Priority Ranking of Criteria in the RTP Area.

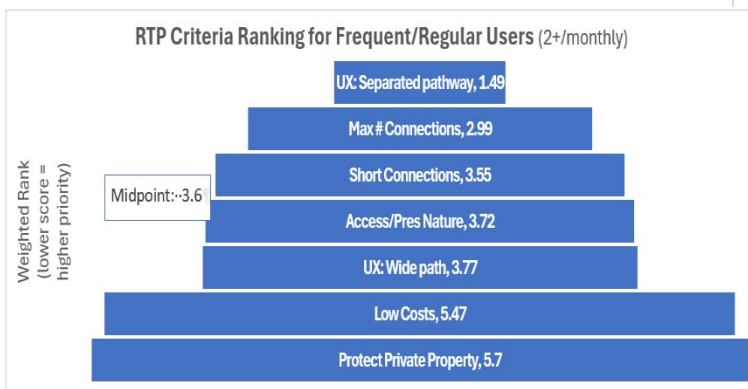
Survey respondents were asked to **rank a set of criteria to help identify top priorities for selecting a preferred alternative (route) in the RTP Area**, as shown in the chart below. There were 296 respondents to this question for the RTP Area. The lower the rank score, the higher the priority.



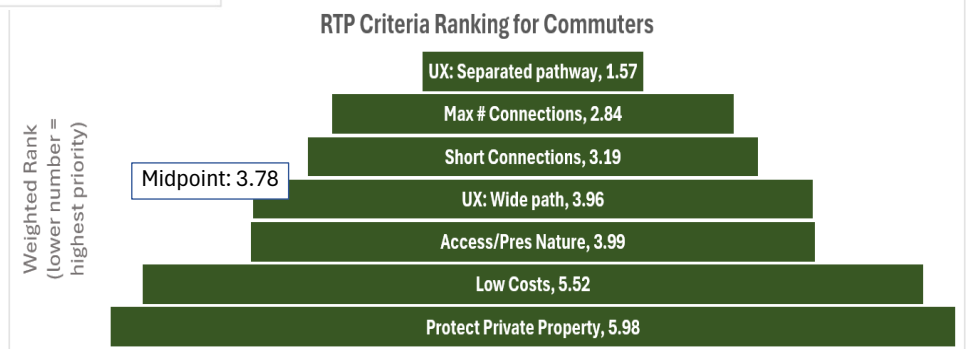
The graphic to the right illustrates the top priorities among the respondents who **live or work within 5 miles of the Triangle Bikeway Corridor**.



The graphic below on the left illustrates the top priorities among the 157 respondents who plan to **use the Bikeway frequently – at least bi-weekly**.



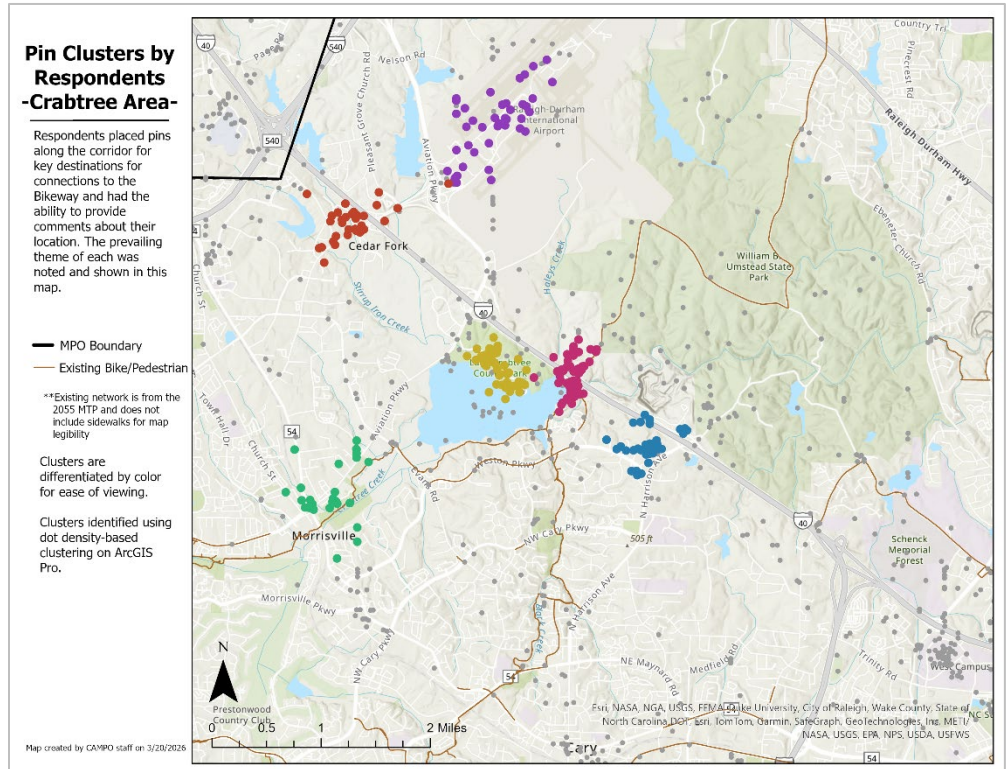
The graphic to the right illustrates the top priorities among the 84 respondents who indicated they would **use the Bikeway for commuting**.



Lake Crabtree Area

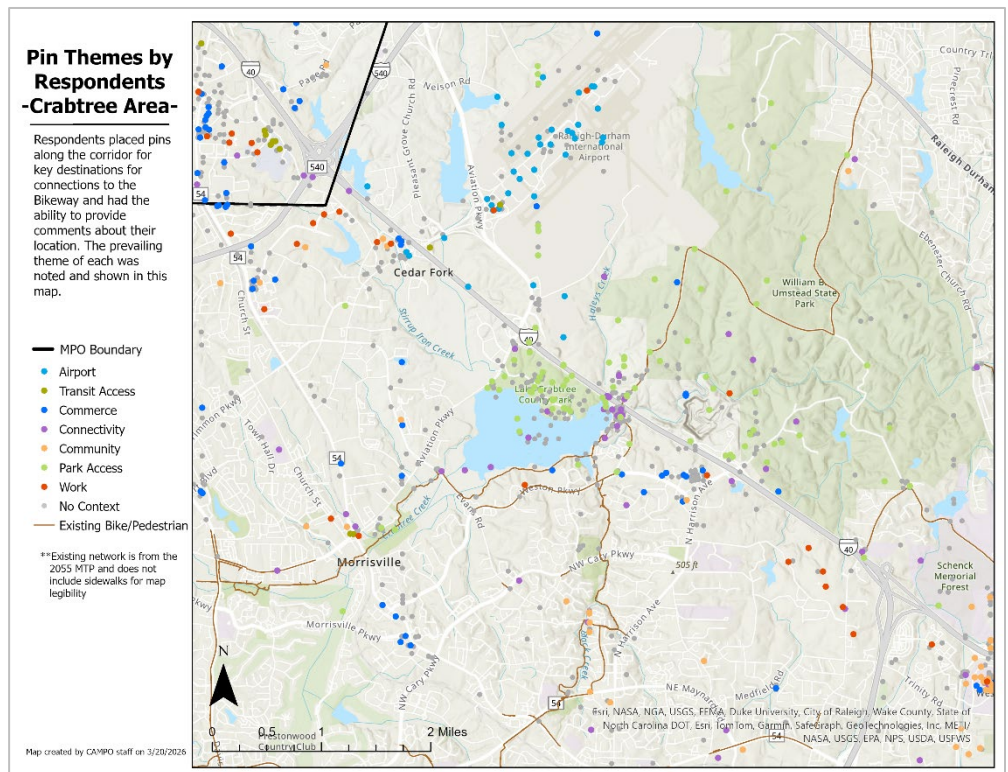
Mapping Exercise

Participants placed up to 5 pins for desired connections, destinations to the Bikeway in the Lake Crabtree Area. The clusters on the map to the right shows concentrations of pins.



When placing each pin, participants had the option of adding a comment. The map to the right illustrates common themes in the Lake Crabtree Area. These included:

- Connections to the airport
- Transit access
- Commerce points
- Key destination
- Community destination
- Park access point
- Work location



Mapping Exercise – Lake Crabtree Area - Comments associated with Pins on Map

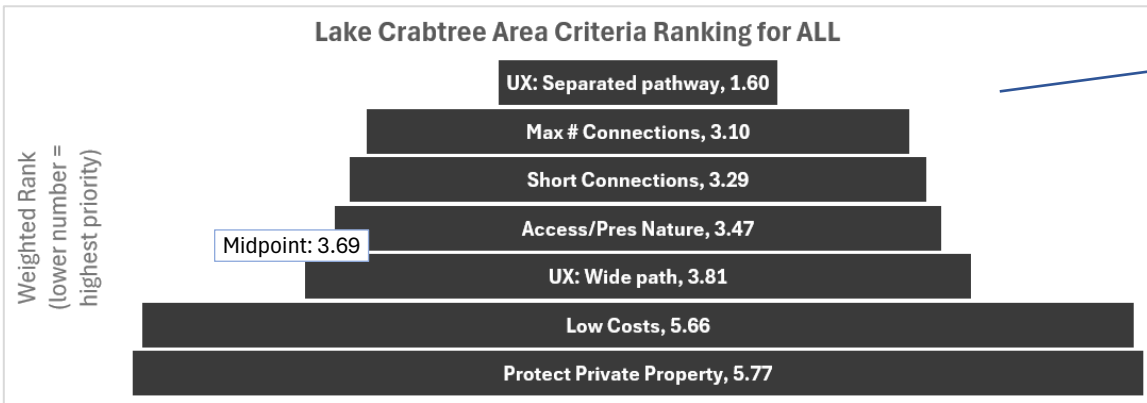
Artificial Intelligence (AI) was used to further analyze survey respondents' comments that were provided during the placement of pins on the map for the Lake Crabtree Area. Prompts and responses are available in Appendix C2.

Summary of themes from map comments for the Lake Crabtree Area:

- Very strong desire for **direct access to RDU Airport**
- Strong interest in **access to Lake Crabtree County Park**
- Strong demand for connections to **Umstead State Park (Reedy Creek and Harris Road entrances, specifically)**
- High interest in access to **Downtown Cary** for restaurants and shopping, Cary Downtown Park, train station, regional library)
- Access to **other shopping, restaurants, and commercial areas** along the corridor
- **Connectivity to existing greenways and trails:** Cary and Morrisville greenways, Black Creeek, Old Reedy Creek Road trailhead, Crabtree Creek greenway
- Access to residential **neighborhoods and apartment** complexes
- Access to workplaces and employments center in **RTP**, on/near **Weston Parkway, Perimeter Park, SAS)**
- Access to **Wake Tech** (RTP campus)
- Recreation focused destinations include trailheads (especially Old Reedy Creek), youth sports facilities

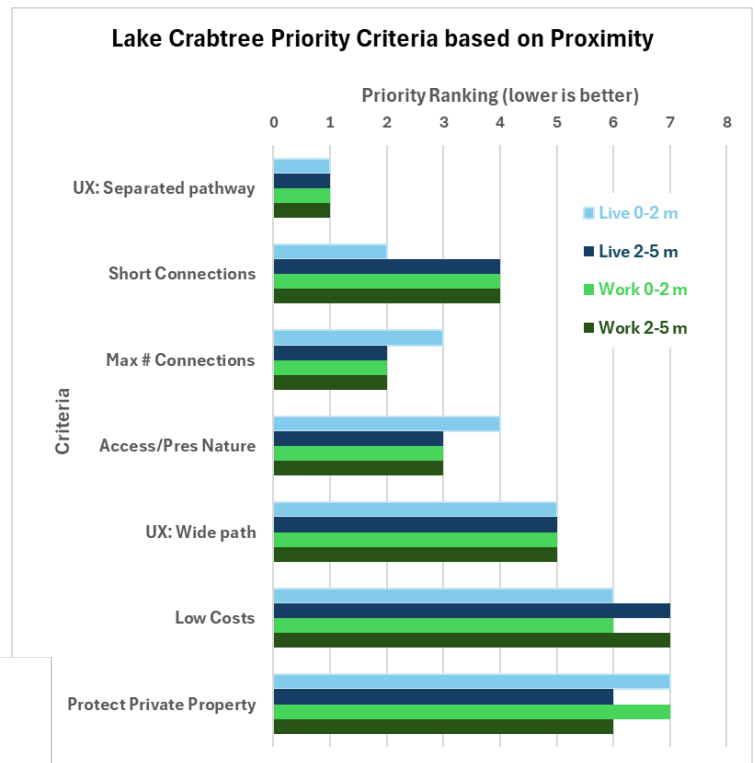
Priority Ranking of Criteria in the Lake Crabtree Area

Survey respondents were asked to rank a set of criteria to help identify top priorities for selecting a preferred alternative (route) in the Lake Crabtree Area. There were 220 respondents to this question for the Lake Crabtree Area. The lower the rank score, the higher the priority.

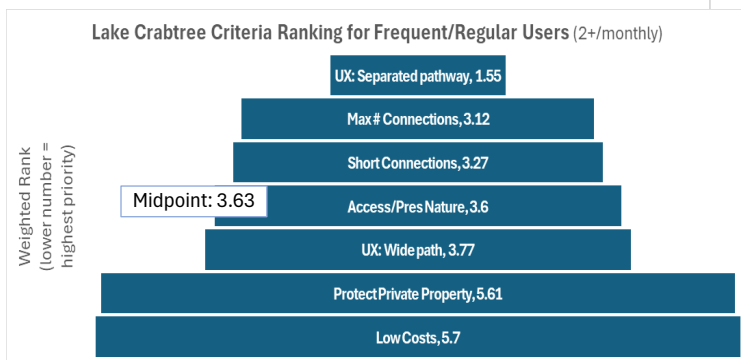


UX = User Experience

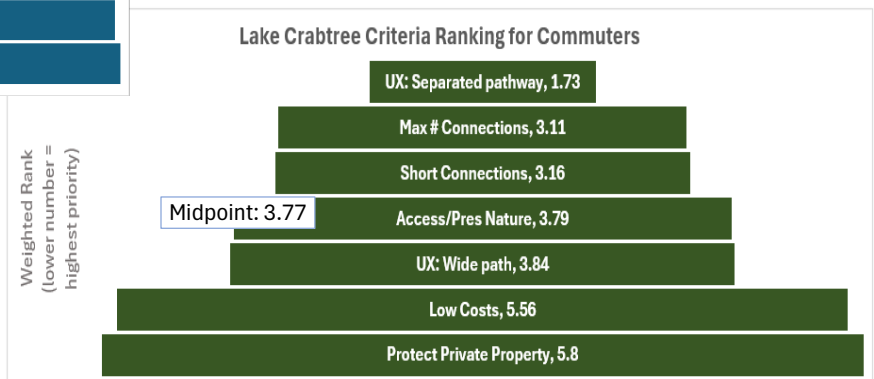
The graphic to the right illustrates the top priorities among respondents who **live or work within 5 miles** of the Triangle Bikeway Corridor.



The graphic below on the left illustrates the top priorities among the 116 respondents who plan to **use the Bikeway frequently** – at least bi-weekly.



The graphic to the right illustrates the top priorities among the 64 respondents who indicated they would **use the Bikeway for commuting**.



Wade Avenue Area

Mapping Exercise

Participants placed up to 5 pins for desired connections, destinations to the Bikeway in the Wade Ave. Area. The clusters on the map to the right shows concentrations of pins.

Pin Clusters by Respondents -Wade Ave Area-

Respondents placed pins along the corridor for key destinations for connections to the Bikeway and had the ability to provide comments about their location. The prevailing theme of each was noted and shown in this map.

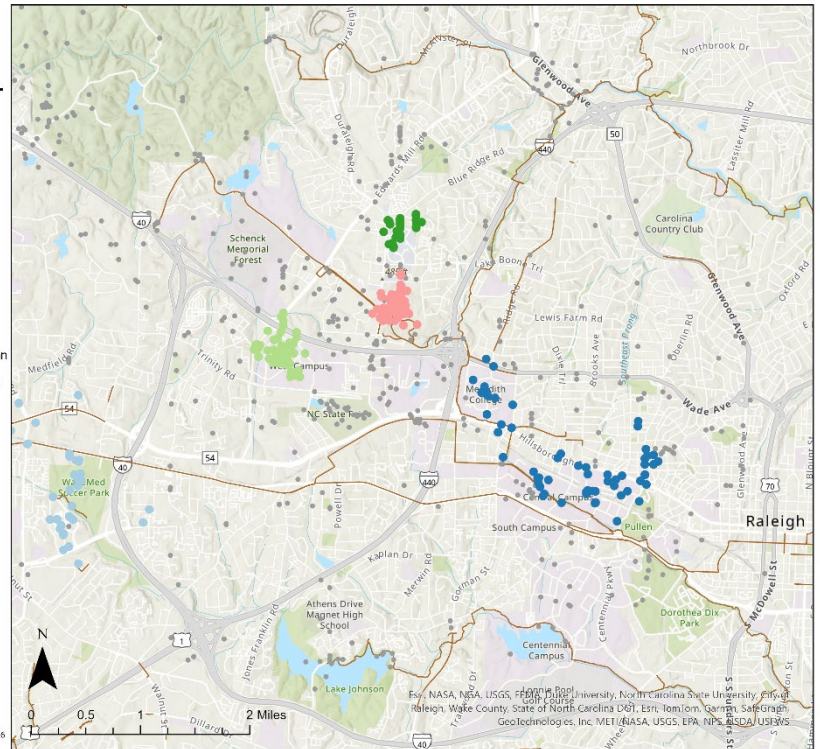
— MPO Boundary
— Existing Bike/Pedestrian

**Existing network is from the 2055 MTP and does not include sidewalks for map legibility

Clusters are differentiated by color for ease of viewing.

Clusters identified using dot density-based clustering on ArcGIS Pro.

Map created by CAMPO staff on 3/20/2028



When placing each pin, participants had the option of adding a comment. The map to the right illustrates common themes in the Wade Ave. Area. These included:

- Connections to the airport
- Transit access
- Commerce points
- Key destination
- Community destination
- Park access point
- Work location

Pin Theme by Respondents -Wade Ave Area-

Respondents placed pins along the corridor for key destinations for connections to the Bikeway and had the ability to provide comments about their location. The prevailing theme of each was noted and shown in this map.

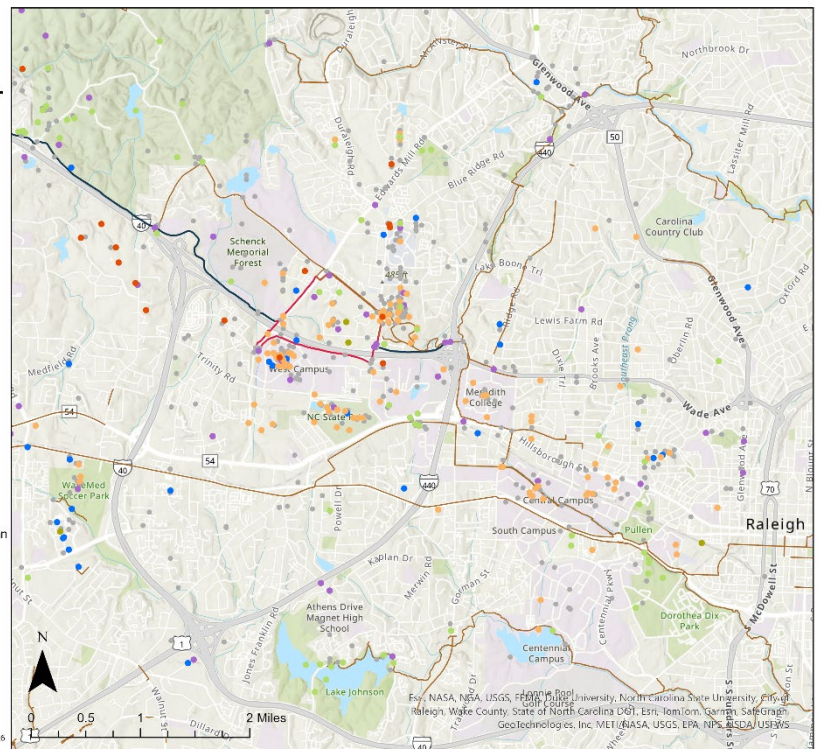
— MPO Boundary
— Existing Bike/Pedestrian

Comment Theme

- Airport
- Transit Access
- Commerce
- Connectivity
- Community
- Park Access
- Work
- No Context

**Existing network is from the 2055 MTP and does not include sidewalks for map legibility

Map created by CAMPO staff on 3/20/2028



Mapping Exercise – Wade Avenue Area - Comments associated with Pins on Map

Artificial Intelligence (AI) was used to further analyze survey respondents' comments that were provided during the placement of pins in the map for the Wade Avenue Area. Prompts and responses are available in Appendix C2.

Overall themes from map comments for the Wade Avenue Area:

Across all comments, five **clear priority clusters** emerge:

1. **NCMA + Blue Ridge Road trail system** (NCMA, Reedy Creek, House Creek, Crabtree Creek)
2. **Lenovo Center / Carter-Finley / State Fairgrounds event district**
3. **NC State University** (main, Centennial, Vet School)
4. **Downtown Cary / Fenton / Cary Train Station corridor**
5. **Umstead Park access** (multiple trailheads)

Secondary but still common themes include:

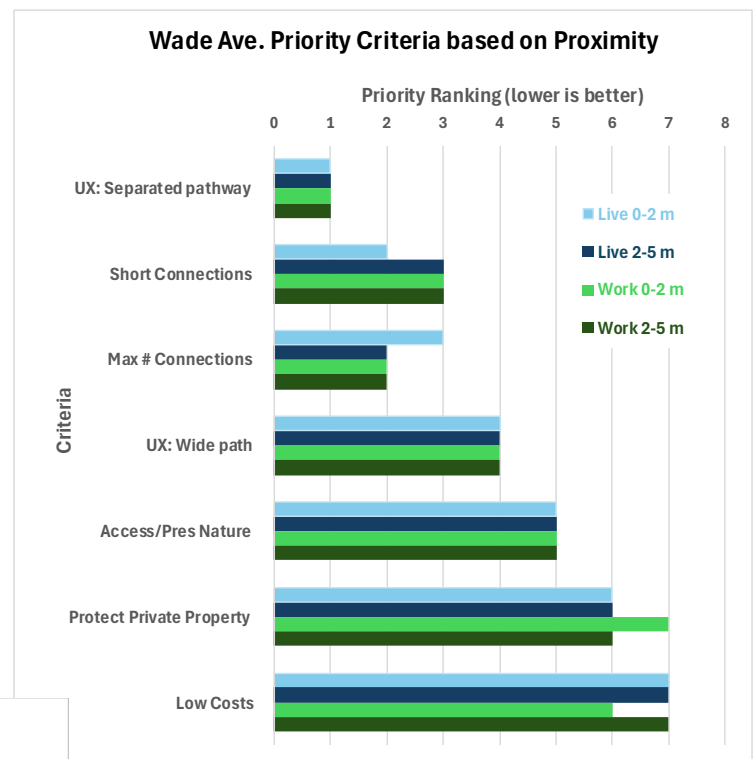
- Downtown Raleigh access
- Village District retail area
- Lake Johnson area
- Medical hubs near Blue Ridge Road

Priority Ranking of Criteria in the Wade Ave. Area

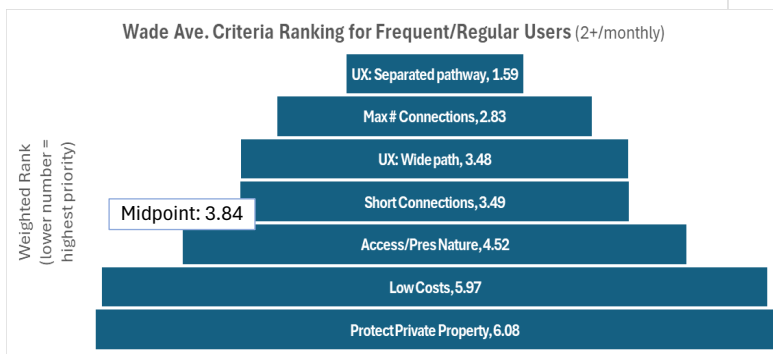
Survey respondents were asked to rank a set of criteria to help identify top priorities for selecting a preferred alternative (route) in the Wade Avenue Area. There were 126 respondents to this question for the Wade Ave. Area. The lower the rank score, the higher the priority.



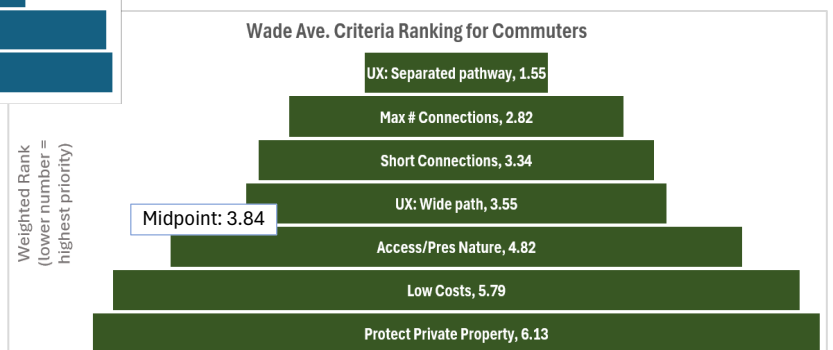
The graphic to the right illustrates the top priorities among respondents who **live or work within 5 miles** of the Triangle Bikeway Corridor.



The graphic below on the left. illustrates the top priorities among the 71 respondents who plan to **use the Bikeway frequently** – at least bi-weekly.



The graphic to the right illustrates the top priorities among the 71 respondents who indicated they would **use the Bikeway for commuting**.



Survey: Other Comments - Summary Themes

Near the end of the survey, an optional comments box was provided for respondents to share any other thoughts they had. Overall, respondents who provided comments want a safe, protected, well-connected, commuter-quality bikeway with lighting and amenities, built quickly and maintained well.

- **Safety & Protected Design**

The most repeated and strongly worded theme is the need for **physically protected, low-stress, commuter-friendly infrastructure**. Respondents want the bikeway to feel as safe and comfortable as driving — not a painted lane or mixed-use compromise.

Common requests include: hard barriers or grade separation from cars; wider paths and separation of cyclists and pedestrians; lighting for night riding; protection from mopeds/illegal vehicles; and, safer crossings and boardwalk widths.

- **Connectivity & Regional Access**

Many comments focus on the bikeway functioning as a **true transportation corridor**, not just for recreation. Users want a seamless, regional “bike highway” that links major destinations and commuting routes.

Common requests include: **connections** to RTP, downtowns, Umstead Park, Lake Crabtree, Davis Dr, existing greenways; continuous network with minimal stops such as road crossings; direct routes that parallel congested roads; and, integration with existing systems.

- **Comfort, Amenities & All-Weather Usability**

A strong theme is making the trail usable for **longer hours and year-round**, not just fair-weather recreation. Respondents expressed a desire for practical amenities that make daily commuting and longer trips realistic.

Common requests include: amenities and facilities such as solar or activated lighting, covered sections for rain/sun protection, water fountains, bike repair stations, seating/rest areas, bathrooms, bike racks/storage, and charging stations for e-bikes.

- **Strong Support & Urgency to Build**

Commenters expressed broad enthusiasm and encouragement to **proceed with the project quickly**. The overall sentiment is positive, with urgency to implement quickly and ambitiously.

Common requests include the desire to open sections, phases as soon as possible, and to expand to Bikeway West, add more miles for the bikeway.

- **Implementation, Cost & Maintenance Concerns**

A smaller but consistent set of comments focus on **practical delivery issues**. Generally, support exists, but with requests for smart spending, good maintenance, and functional tools.

This included desires for cost control and phasing; maintaining existing trails (smooth pavement, root damage); build the Bikeway unpaved first if needed to save costs; survey/map usability issues, and concerns for overbuilding or use levels.

The full list of comments received is included in Appendix C3.