



TRIANGLE BIKEWAY STUDY

Working Group Kickoff Meeting

July 16, 2020





Agenda

- > **CAMPO & DCHCMPO Welcome**
- > **Triangle Bikeway Study Introduction**
- > **Case Study Presentation**
- > **Website + Survey Tour**
- > **Triangle Working Group (TWG) Role**
- > **Interactive Exercise**
- > **Wrap Up**





Meet the Team



Kenneth Withrow
CAMPO Project Manager

Bonnie Parker
Community Engagement



Dale McKeel
DCHCMPO Project Manager

Anne Phillips
Community Engagement



Iona Thomas
Project Manager



Graham Bruns
Design Leader



Erich Melville
Bicycle + Pedestrian Planner



Laura Stroud
Community Engagement



Website, Transit, Structures

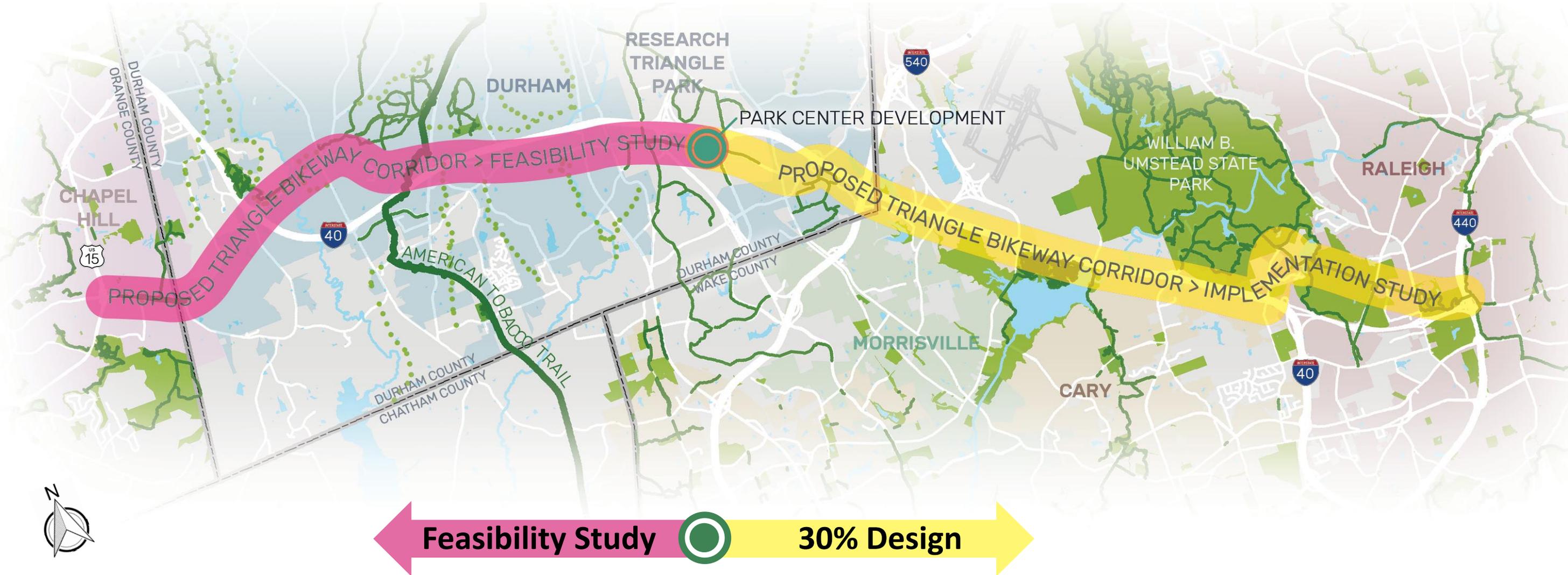


Intersection Design





Study Area



Project Objectives

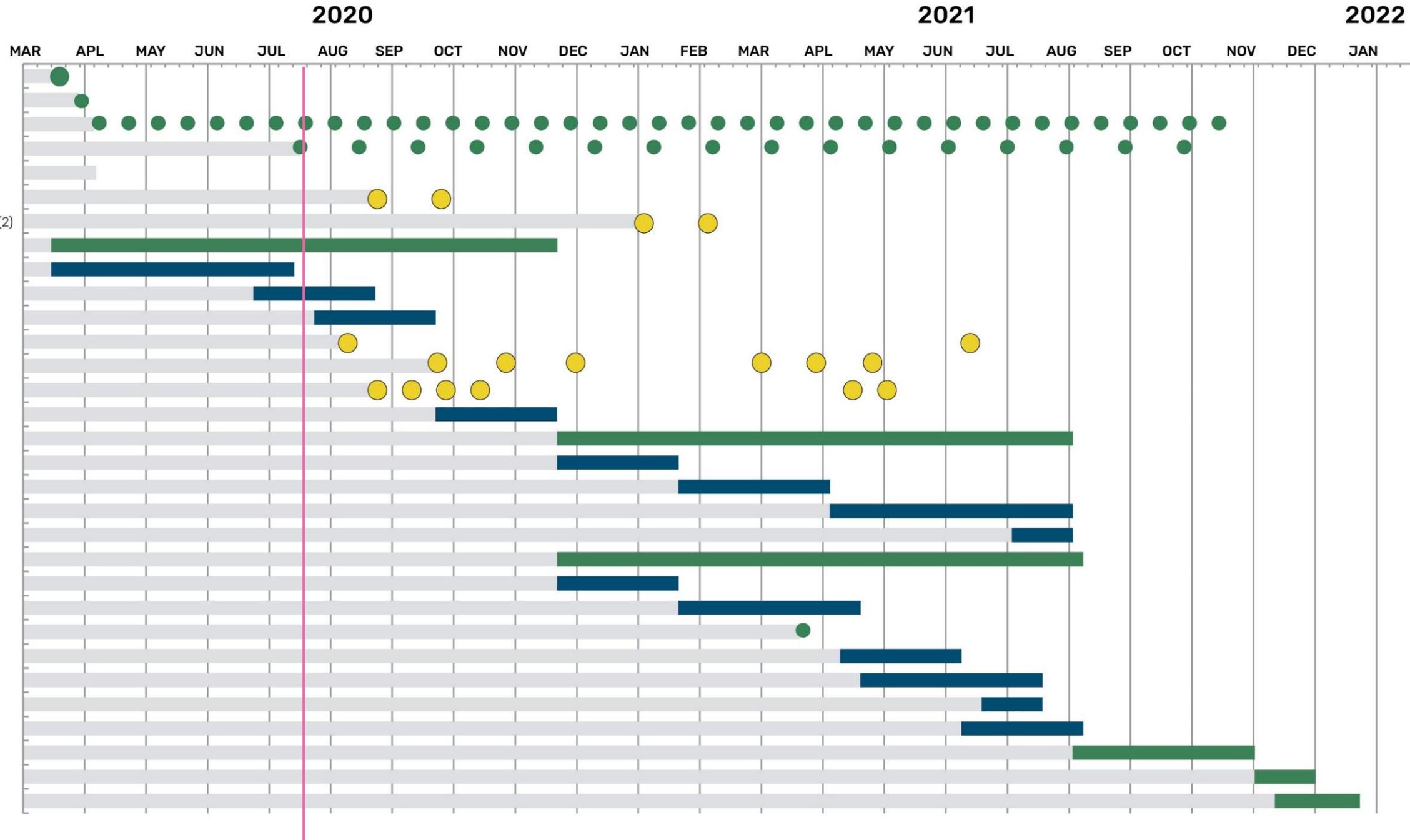
Establish a bicycle and pedestrian commuter alternate to I-40 along a direct, mostly parallel path.

- > Advance eastern section to 30% design
- > Complete feasibility study for western section
- > Develop standards, character and design palette
- > Connect to transit
- > Establish maintenance responsibility
- > Coordinate with planned and future TIP projects along corridor
- > Connect to Triangle bicycle and pedestrian network
- > Secure stakeholder buy-in on preferred alternatives and implementation strategies and priorities
- > Meaningful stakeholder and decision-maker involvement that informs, educates, and responds to all input





Schedule



Community Engagement Approach

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.



Key

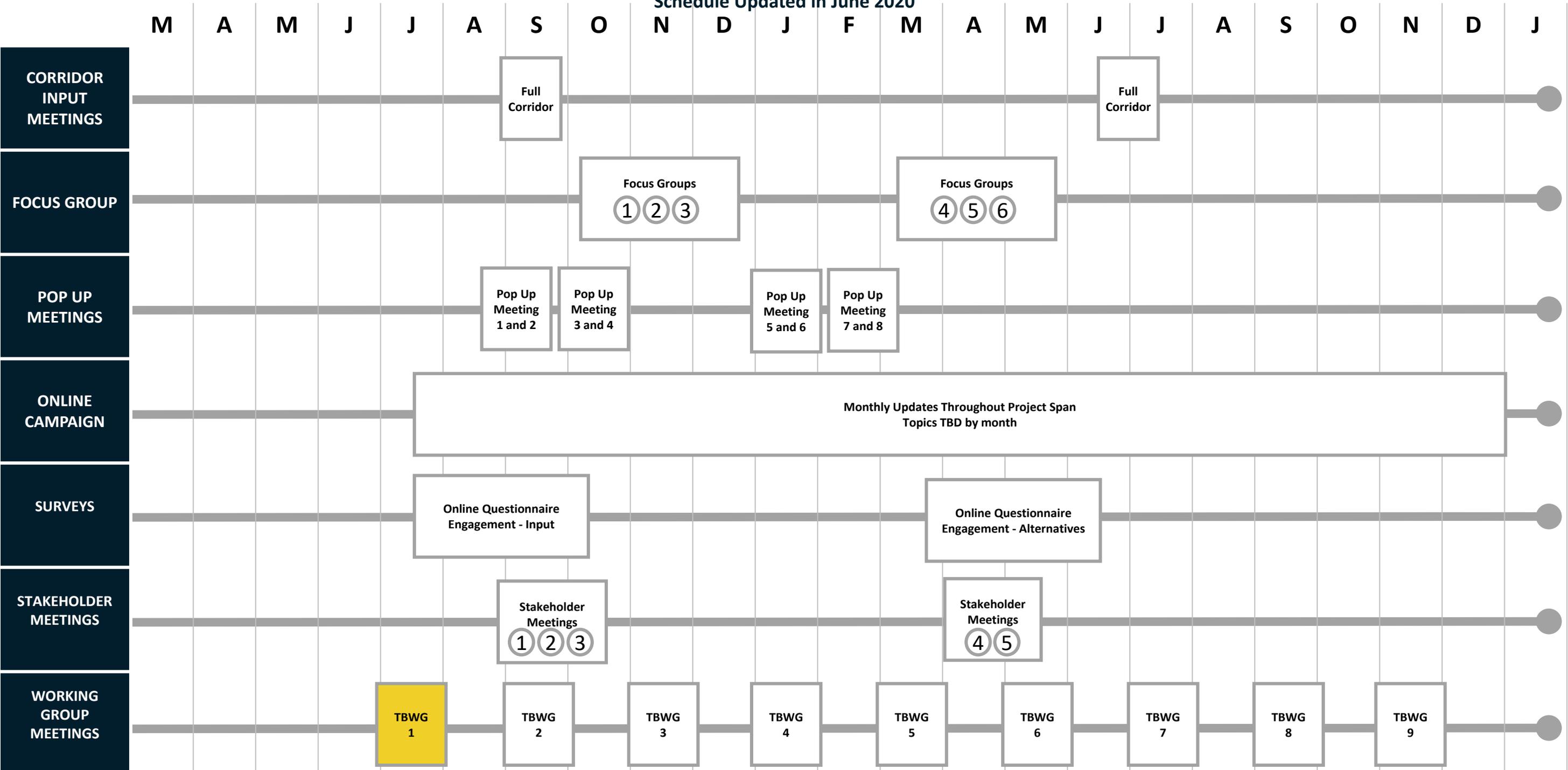
Future Meeting

Scheduled Meeting

Past Meeting

COMMUNITY ENGAGEMENT TIMELINE

Schedule Updated in June 2020





TRIANGLE BIKEWAY STUDY

Case Studies

July 16, 2020



DURHAM - CHAPEL HILL - CARRBORO

DCHC

Metropolitan Planning Organization
Planning Tomorrow's Transportation

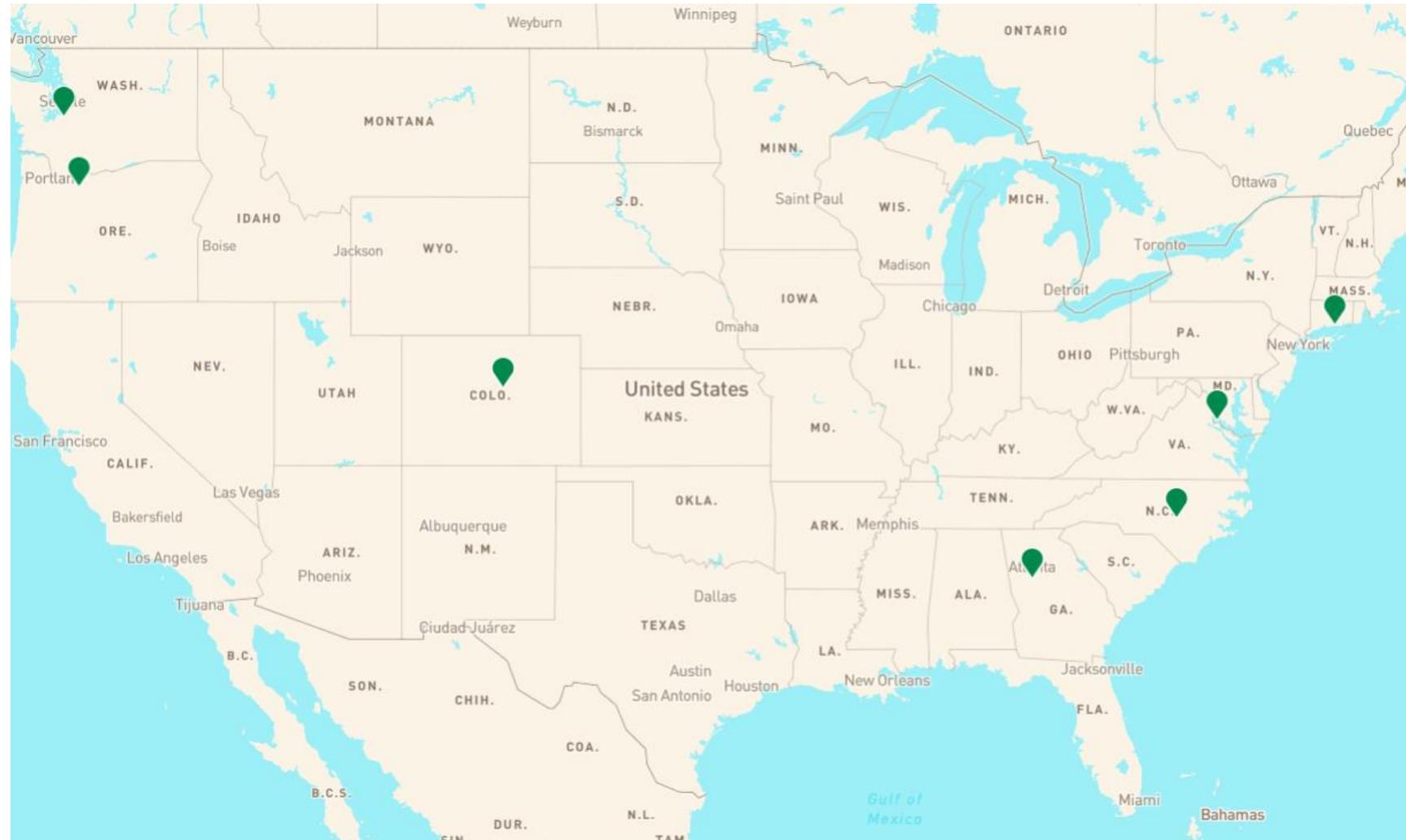


NC Capital Area Metropolitan Planning Organization

Case Studies

What we looked for:

- > Bike/ped facilities along interstate highways
- > Constructed projects
- > Interested in:
 - > Timelines
 - > Challenges
 - > Design solutions
 - > Funding sources
 - > Successful strategies
 - > Partnerships + coordination



TRIANGLE BIKEWAY CASE STUDIES

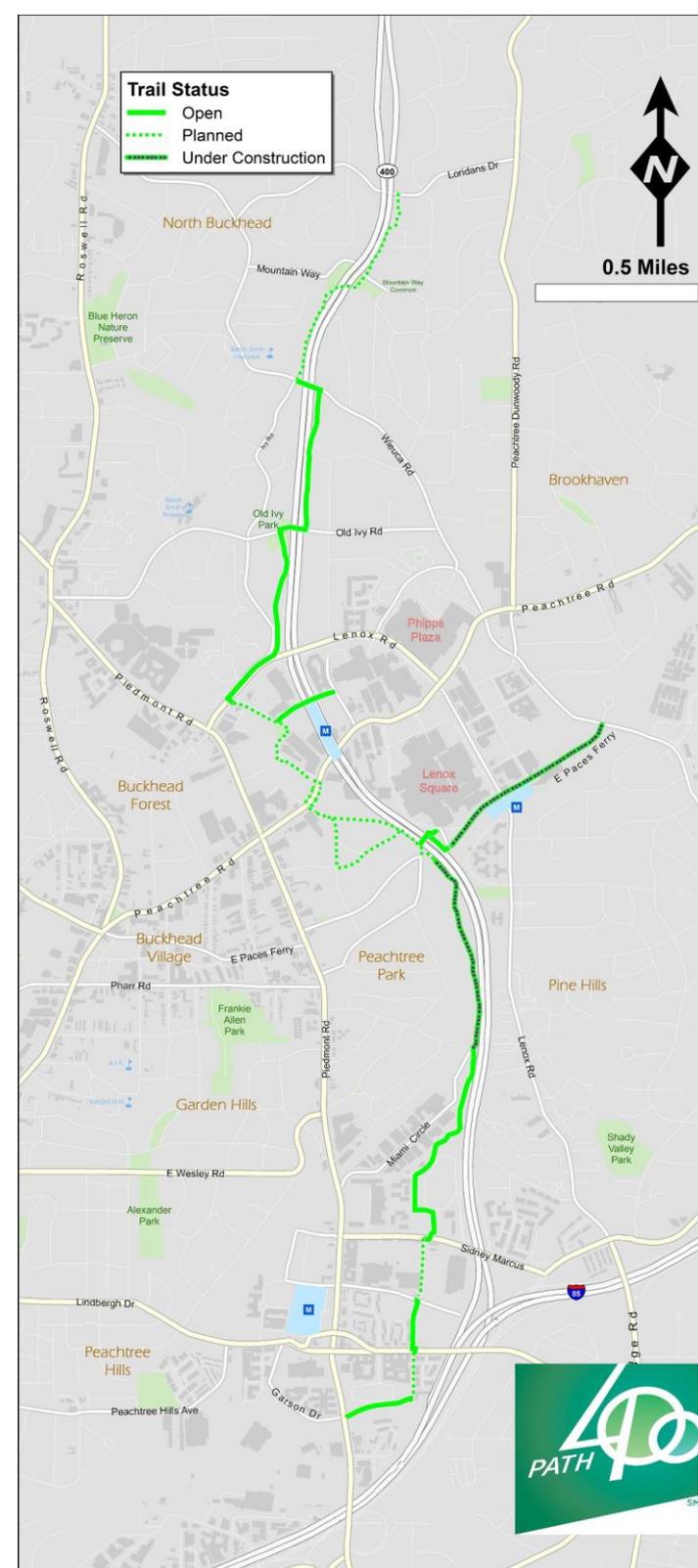
PATH 400

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

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



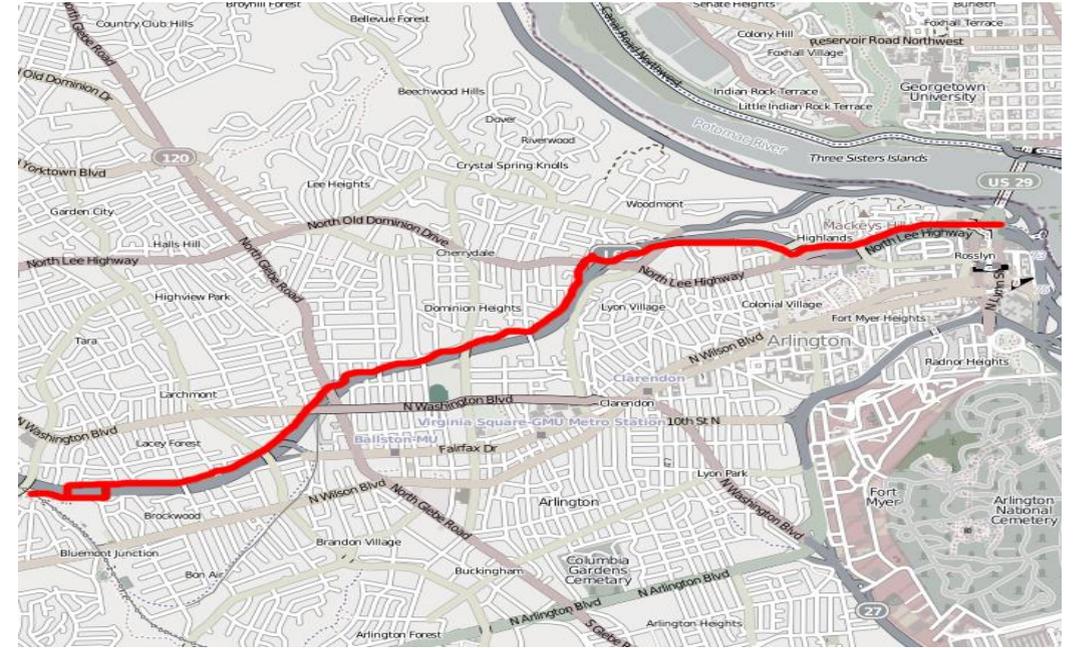
Custis Trail

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 Counties as part of “Transform I-66 Outside the Beltway,” a major capital transportation project.

Key Points

- Arlington County, VA
- Trail length: 4.5 miles
- Construction timeline: 1978-1982
- Right of way: 100% in VDOT ROW
- Total cost: \$2.5 million



TRIANGLE BIKEWAY CASE STUDIES

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

- King County, WA
- 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, FHWA, 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

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



TRIANGLE BIKEWAY CASE STUDIES

Charter Oak Greenway

Summary

The Charter Oak Greenway runs parallel to I-384 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 daily 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

- East Hartford, CN
- 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

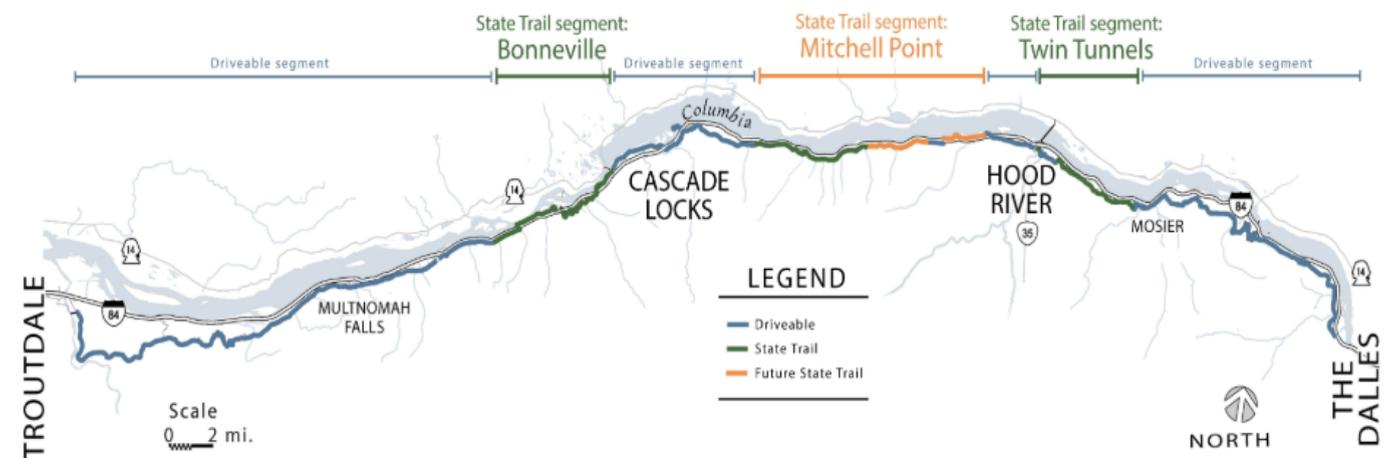
Summary

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

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



House Creek Greenway

Summary

House Creek Greenway is a multi-use path that runs parallel to the I-440 beltline in Raleigh, NC. The greenway provides key connections to a robust and growing greenway system. Strong support among residents was showcased in the approval of two bond referendums (2003 & 2007) that included funding for the trail. A partnership between the North Carolina Museum of Art, North Carolina State University's College of Natural Resources, and the City of Raleigh has also earned recognition from National Recreation Trails as a unique, multi-partner amenity.



Key Points

- Raleigh, NC
- Trail length: 3.4 miles
- Construction timeline: 2010-2012
- Total cost: \$3.8 million





Website Tour



[NC CAMPO](#)



[DCHC.MPO](#)



TRIANGLE BIKEWAY STUDY

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.




**EXPLORE OTHER
BIKEWAYS IN
THE U.S.**

[CASE STUDIES](#) 

**SHARE YOUR
KNOWLEDGE OF
THE CORRIDOR**

[PUBLIC COMMENT MAP](#) 




**HELP SHAPE
THE PLAN**

[TAKE THE METROQUEST
SURVEY!](#) 



Variety of Collaborative Groups

Working Group

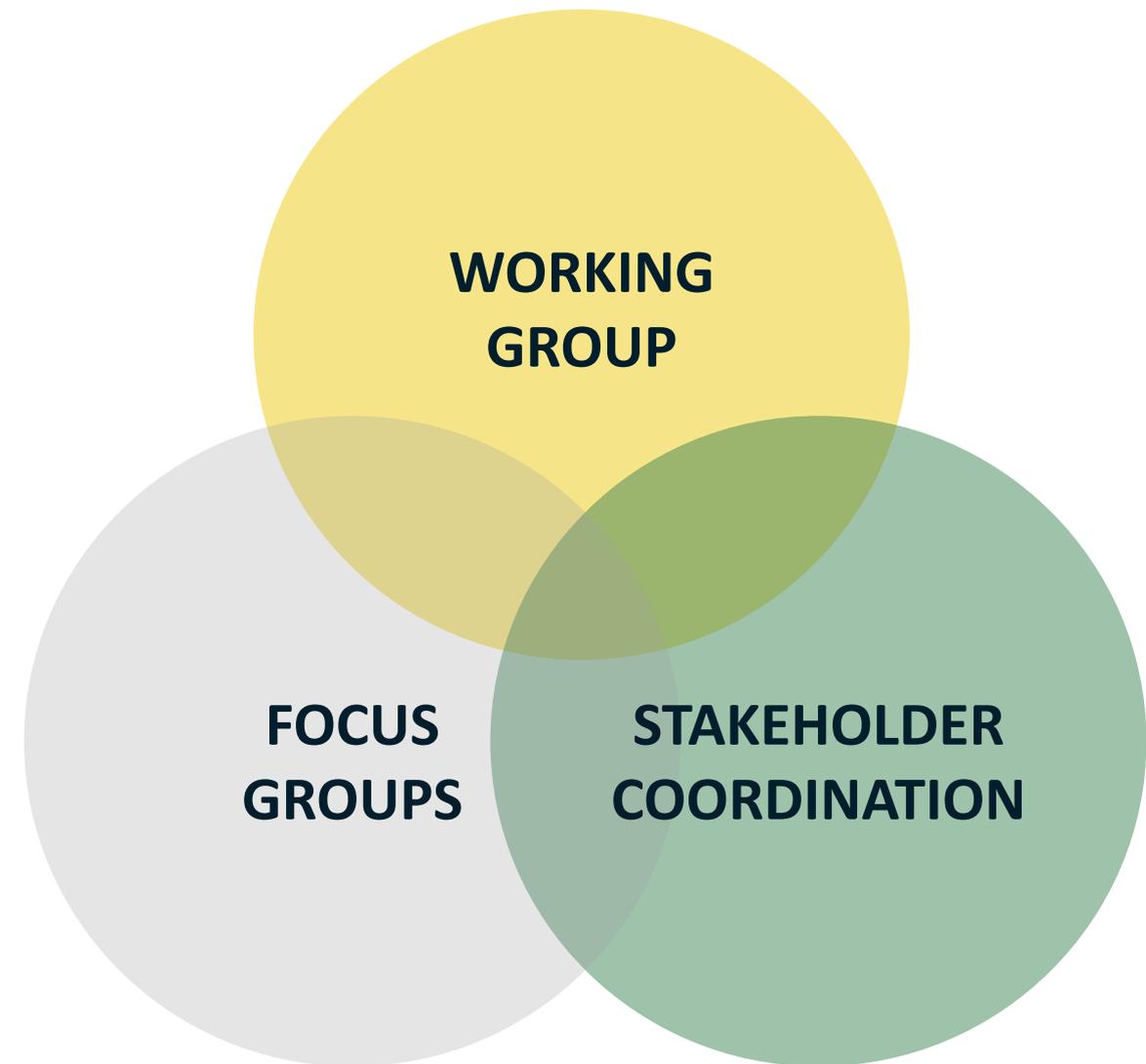
- > Reviews data, community input, alternatives
- > Provides guidance to study
- > Connects study to the community
- > Meets every other month

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





Working Group Expectations

Provide specific knowledge of plans, policies and projects relevant to the study

Connect with your community and networks

Share links to events, surveys and website via social media, mailing lists, newsletters etc.

Participate in TWG meetings every other month





What Does Success Look Like?

inspirational project

Voice of low-income, people of color are front and center

Lighting so it's not closed at dusk, which can be 4:45 in winter

Learn from the Dutch design guidelines

Feasible recommendations along the western corridor and a leveraging of funding resources along the eastern corridor.

Lights!

Wide enough for maintenance during the few snow/ice days we have

Cost-share responsibilities

Typography taken into consideration in addition to direct connections

Clear alignment with which properties are impacted (if outside of DOT ROW). An understanding that impacted property owners are understanding and support the project.

Best practices for cost estimation (w/escalation). An understanding and confidence that stakeholders and the public (including under served) have truly been engaged and participated.

An understanding on funding options.

Bicycle repair stations along the route

identifying all ROW and easement challenges

inclusionary (intentionally recruiting voices from low income communities and riders in process)

construction cost

Support from RDU, state parks, SSS, Corps of Engineers and other stakeholders

Estimated time of travel / distance for the path

Integration with Transit

Connection to regional recreational opportunities.

Considerations of access to neighborhoods and business centers

Provide opportunities to get out of town.

Focus on Destinations

clarity on where this project ranks in the priorities of the general public

Connect the 4 cities through HUB RTP.

Developing public and private partnerships to implement the project

Frequent transit connections along the Bikeway

Thinking about "park and ride" opportunities

Full multi stakeholder support, inclusive plan that is responsive to community, equitable access, implementable funding and maintenance plan

Ncdot support

This project would be another GREAT amenity to the growing recreational/transit needs of the region.

Working with local adopted plans integrating the system into the existing network

Improved connectivity to the RTP Trail System as the Trail passes through RTP.

connections to other bikeways, greenways and transit stops

Access to combine with other travel options. 'Park and pedal' or transit.

Corridor that is inviting and useful to all communities

A scalable and implementable plan for a bikeway that connects Raleigh - RTP - Durham - Chapel Hill.

ROW and funding strategies

A plan for the corridor, with implementable parts.

Engaging commuters, future riders, and corridor area non-riders to = lots of support

providing more Triangle residents the ability to commute by bike

Connecting major employers, universities, medical centers, and neighborhood greenways

evidence of community desire for project

A primary (and possibly secondary) route.

Any tricky intersections and plans on how to deal with them

Wide input form all communities

Equitable community engagement around this project

A vision for providing safe, convenient, and comfortable bike and ped facilities along NC 54 that can be implemented with NCDOT's upcoming NC 54 project.

Projects that can actually be constructed

Meaningful community feedback and buy-in to make decisions going forward

equitable engagement for those living along the delineation

Funding, with a vision for future expansion

equitable engagement for those living along the delineation

Better pedestrian connections to DPR parks, trails and recreation centers.

A fully-funded SPOT project(s)

Completion

Being able to communicate effectively to all the stakeholders and decision-makers

Implementation

Stakeholder buy-in

Funding source identified, and allocated, for the project.

Implementable project with broad community support

The thoughts and opinions of those along the corridor

ROW Strategy

Defined projects

funding and design for facility

funding strategy





Next Steps

Next TWG Meeting September 17th 1:30-3:30

Distribute Website Link to Your Networks + Social Meeting

Update Crowdsourcing Map with Info Specific to Your Organization

Standby for Contact on Stakeholder, Jurisdictional + Elected Official Meetings

