



TRIANGLE BIKEWAY STUDY

Project Introduction DCHC MPO Board

November 4, 2020

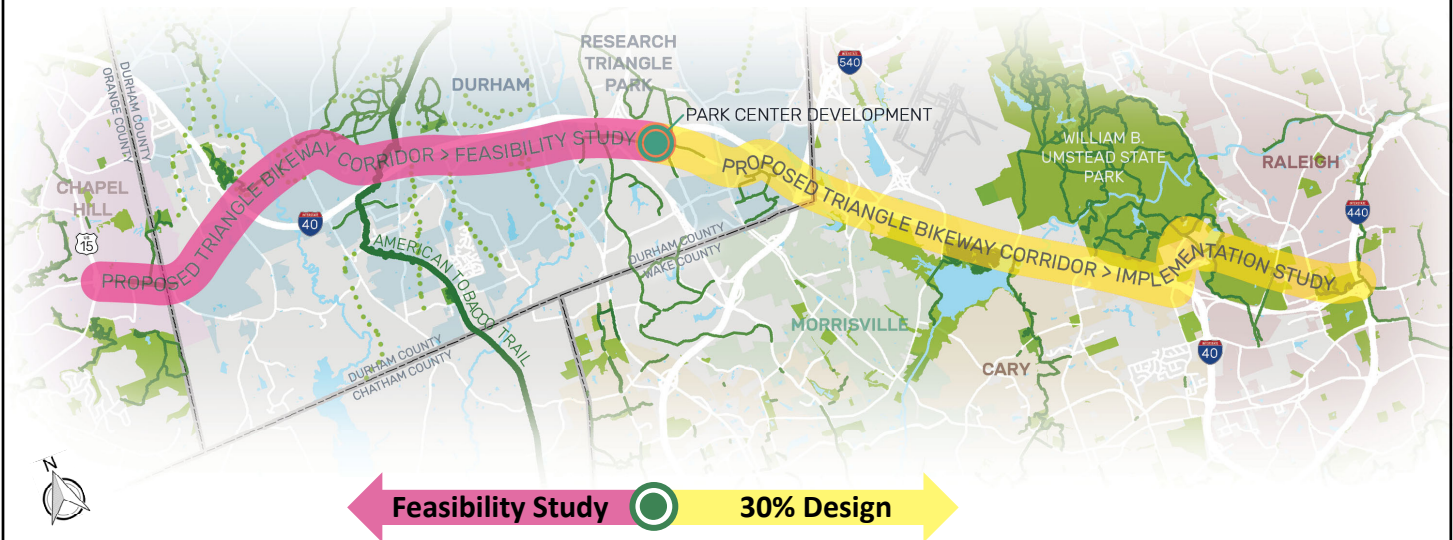


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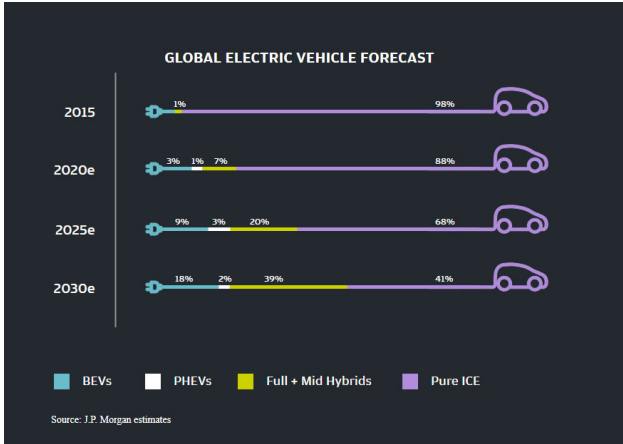
TRIANGLE BIKEWAY STUDY

Study Area

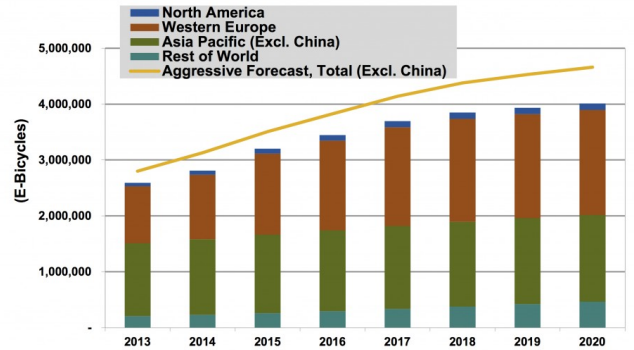




I-40 of the Future



Annual E-Bicycle Sales by Region and Forecast Scenario, World Markets: 2013-2020



Project Objectives

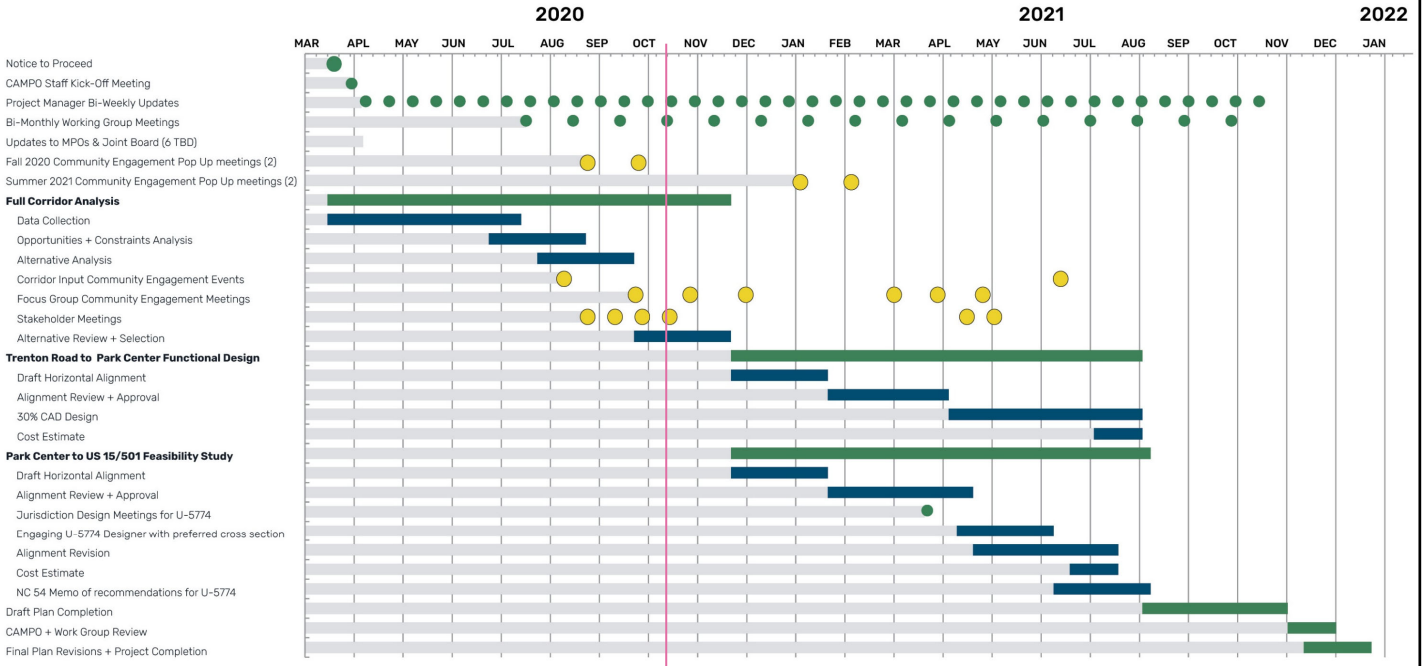
Establish a bicycle and pedestrian commuter alternate to I-40 along a direct, mostly parallel path.

- > Select Alternatives
- > Design Character
- > Transit Connections
- > Maintenance
- > TIP Project Coordination
- > Bike/Ped Connections
- > Stakeholders
- > Equitable Engagement





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.





Meeting Update

> Interjurisdictional

- > Cary
- > Chapel Hill
- > Raleigh
- > Durham
- > Morrisville

> Mayors

- > Town Council – Morrisville
- > Mayor Weinbrecht
- > Mayor Baldwin
- > Mayor Schewel
- > Mayor Hemminger

> Stakeholders

- > RTP
- > NCDOT
- > State Parks
- > RDU
- > Duke Energy
- > NC Railroad
- > USACE / NCWRC
- > Go Triangle
- > SAS
- > Bandwidth



www.trianglebikeway.com



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.



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! >





TRIANGLE BIKEWAY STUDY

Case Studies



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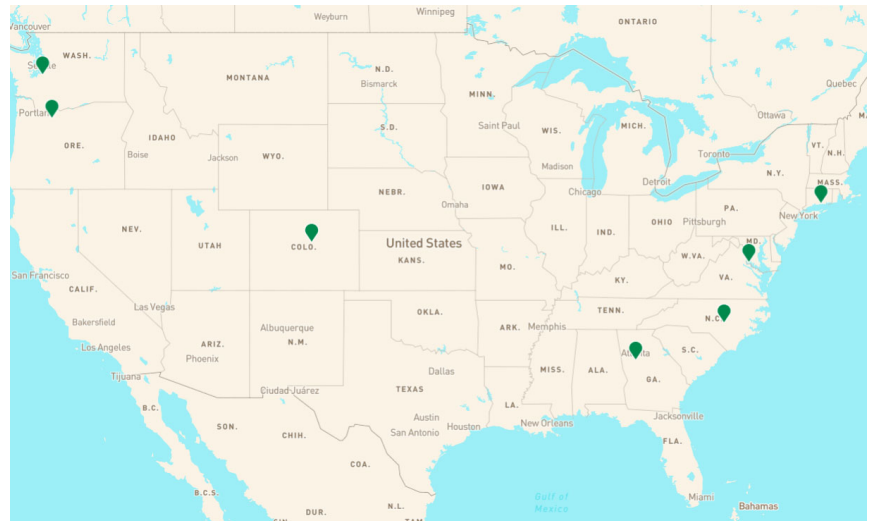


TRIANGLE BIKEWAY STUDY

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





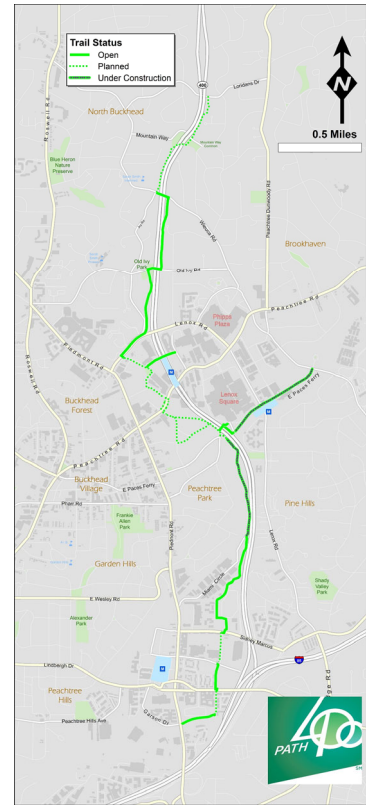
TRIANGLE BIKEWAY CASE STUDIES PATH 400 – Atlanta, GA

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



TRIANGLE BIKEWAY CASE STUDIES PATH 400 – Atlanta, GA





TRIANGLE BIKEWAY CASE STUDIES

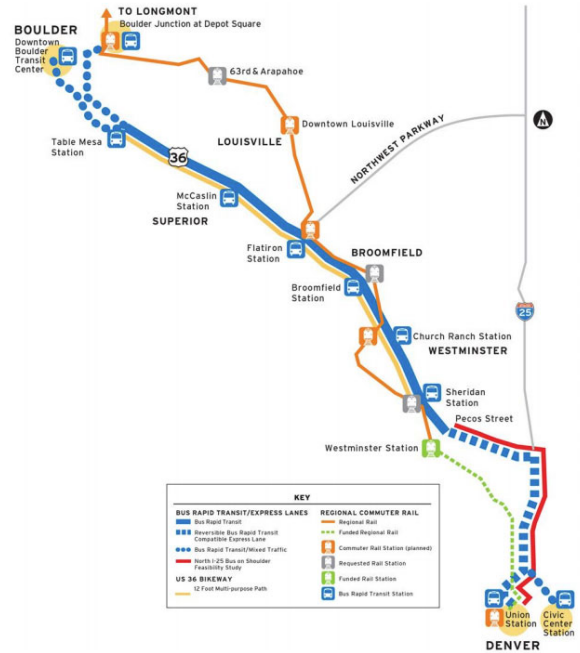
US 36 Bikeway - Denver to Boulder, CO

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

US 36 Bikeway - Denver to Boulder, CO





TRIANGLE BIKEWAY STUDY

Interim Survey Report



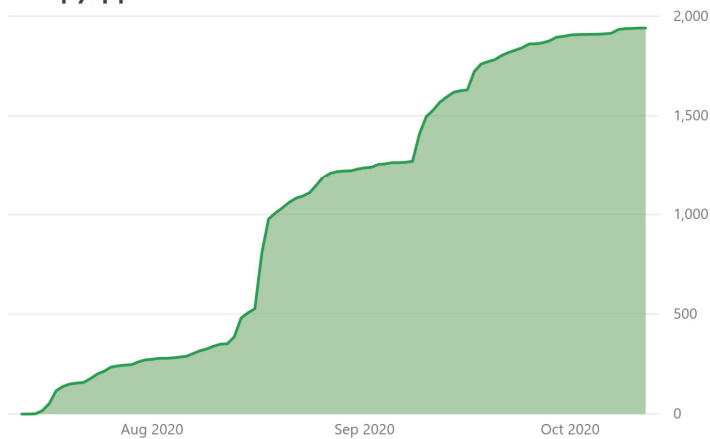
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TRIANGLE BIKEWAY STUDY

Interim Survey Report

Participants
1941



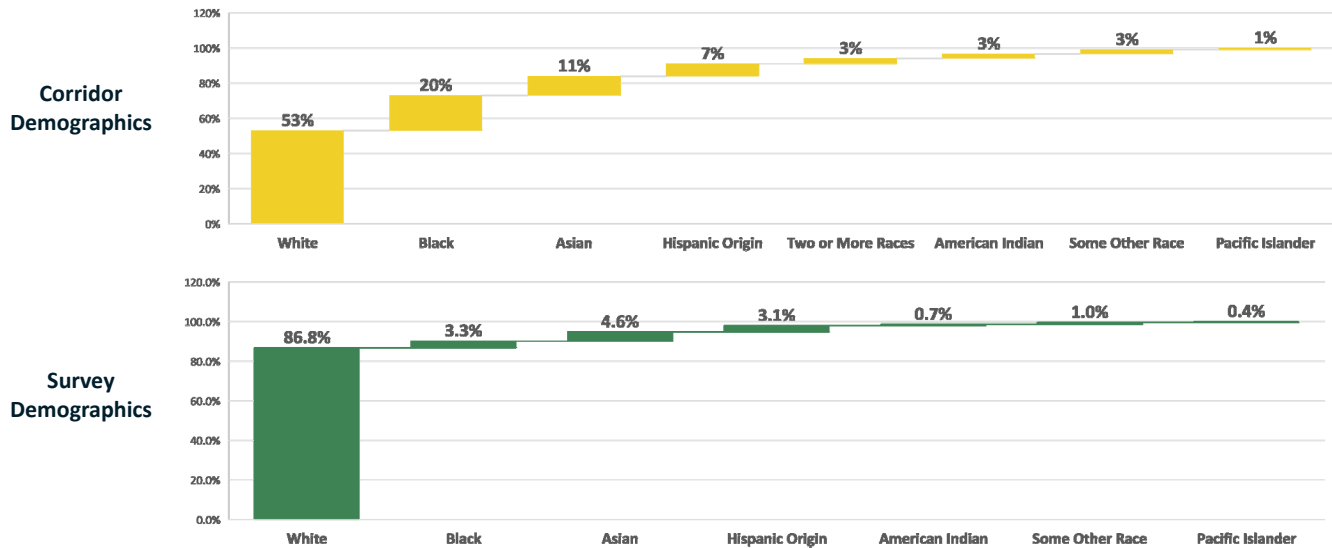
Key Takeways

- > All corridor zip codes well represented
- > Good mix of live / work
- > Clear preference for separated facilities – greenways / protected bike lanes
- > 67% would use weekly
- > Need further input on proximity to I-40





Corridor / Survey Demographics



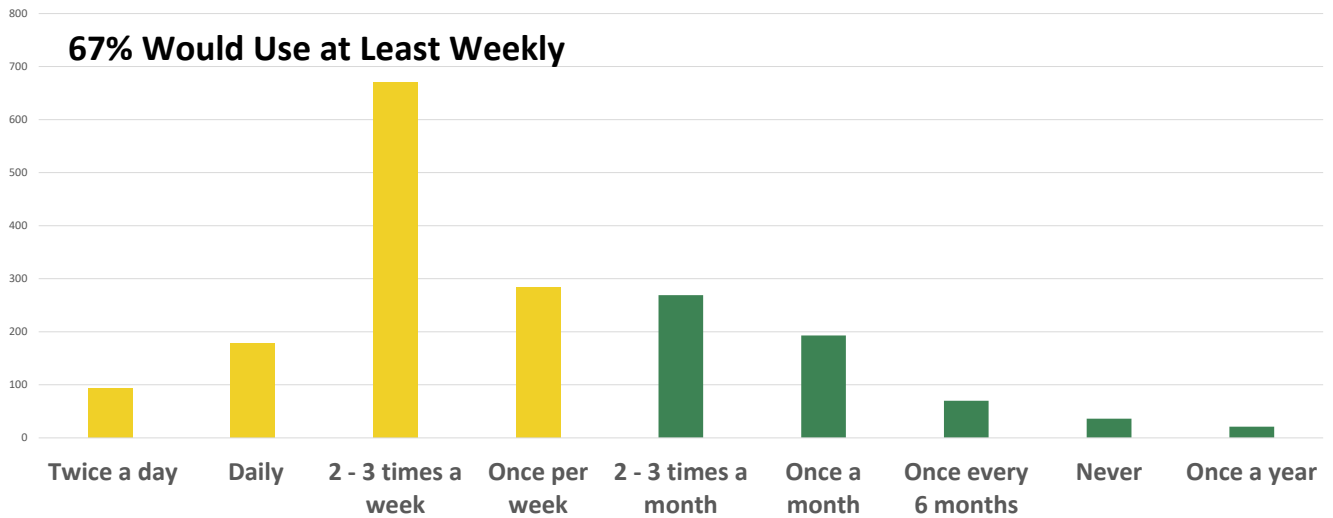
Focus Group Meetings

Several Facilitate Discussions the week of November 9-13th

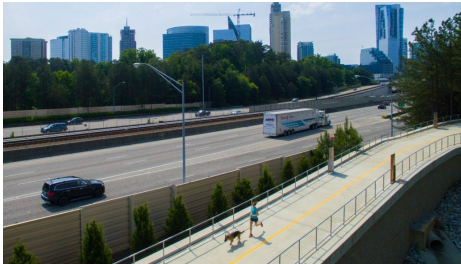
- > Race – Black, Hispanic, Asian (Separate meetings)
- > Women
- > Employers
- > Lower and Modest income households (income below \$75K)



How Often Would You Use?



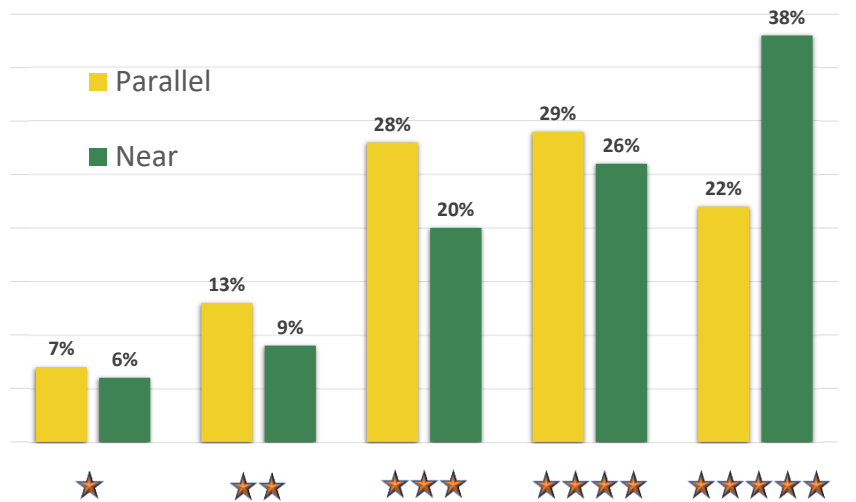
Proximity to I-40



Parallel



Near

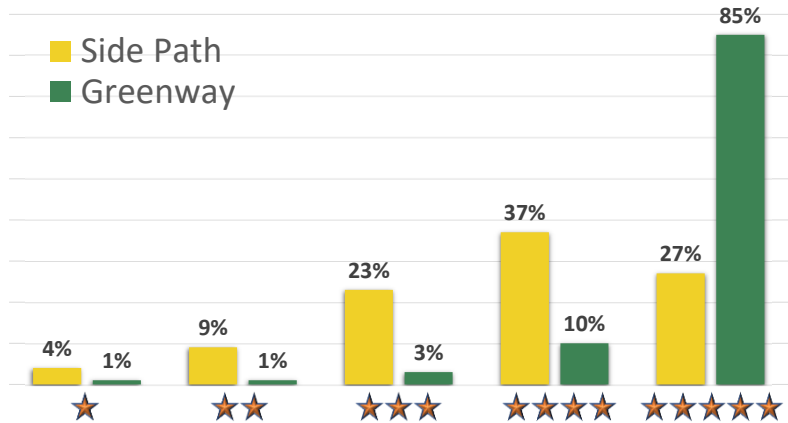




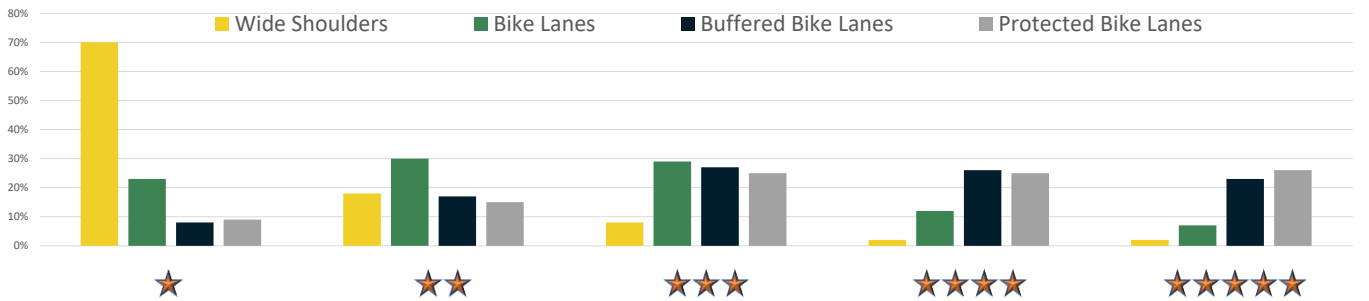
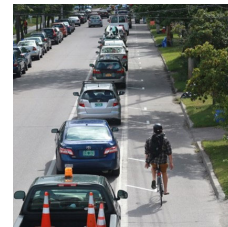
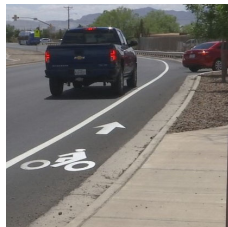
Facility Preference



Off Road Facilities



Facility Preference





Next Steps

Virtual Public Workshops	October 29 th	12PM and 4PM
Focus Group Sessions	November 9-13 th	Several Sessions
Survey Closes	November 13 th	
Next TWG Meeting	November 19 th	

