"I am very excited for this project and would love to be able to access more areas by biking and walking. Hopefully this will help reduce traffic and be better for the environment and community."

- Community Survey Respondent



APPENDIX D

SUPPLEMENTARY PUBLIC ENGAGEMENT INFORMATION

TRIANGLE BIKEWAY STUDY

Triangle Bikeway Public Engagement Phase I
Communications Tool Kit Overview

The first phase of the Triangle Bikeway community engagement plan provides opportunities for the public to gain an understanding of the project, contribute ideas, and express concerns for the Triangle Bikeway corridor. Community input and feedback collected in this phase of engagement will guide the development of the preferred bikeway corridor alignments. Outreach efforts include an interactive project website, public survey, and virtual public workshops. Members of the community are invited to provide comments and questions on the project and take the brief user survey to assist with the next stage of project development.

This phase of outreach will generally occur from July 2020 – November 2020.
Key elements:

- Public Meetings (October 29th, at Noon and 5pm): providing a project overview of the Triangle Bikeway project and input on route preferences.
- Public Survey (open from July 15th to November 15th): soliciting feedback on Triangle Bikeway user and route preferences.
- Website Updates: providing project updates and interactive web comment form.

Elements of Public Outreach Program

Materials

- Triangle Bikeway Study Logo
- CAMPO Logo
- Project Map
- Survey link: https://trianglebikewaystudy.metroquest.com/
- Map input link: http://www.trianglebikeway.com/crowdsource/map.aspx

Social Media Messages

Facebook

- Welcome to the Triangle Bikeway Study! Share your ideas about this 17-mile bicycle trail connecting Triangle communities between Raleigh, Durham, and Chapel Hill.

  The bikeway will link Raleigh, Research Triangle Park (RTP), Durham and Chapel Hill along I-40 and NC 54. The bikeway will connect Triangle communities making both short and long bike trips for work, play and daily errands possible.

TRIANGLE BIKEWAY STUDY

YOUR input is needed to:

Take the survey online today!

Visit the online map to identify potential connections, opportunities, and constraints.

Share with your friends, family, and neighbors!

Twitter

- Message 1

  Welcome to the Triangle Bikeway Study! Share your ideas about this 17-mile bicycle trail connecting Triangle communities between Raleigh, Durham, and Chapel Hill. Take the survey here: https://trianglebikewaystudy.metroquest.com/
  - Image: Study logo
- Message 2

  Looking for more biking options in the Triangle? Help us plan the Triangle Bikeway, a 17-mile bicycle path connecting Triangle communities between Raleigh, Durham, and Chapel Hill. See the proposed corridor and give your back on the map linked here: http://www.trianglebikeway.com/crowdsource/map.aspx
  - Image: Study logo

Instagram

- Message 1

  Welcome to the Triangle Bikeway Study! Share your ideas about this 17-mile bicycle trail connecting Triangle communities between Raleigh, Durham, and Chapel Hill. Take the survey here: https://trianglebikewaystudy.metroquest.com/
  - Images: study logo, project map, survey screenshot
- Message 2

  Looking for more biking options in the Triangle? Help us plan the Triangle Bikeway, a 17-mile bicycle path connecting Triangle communities between Raleigh, Durham, and Chapel Hill. See the proposed corridor and give your back on the map linked here: http://www.trianglebikeway.com/crowdsource/map.aspx
  - Images: study logo, project map, survey screenshot

TRIANGLE BIKEWAY STUDY

The Triangle Bikeway Study is a collaboration of transportation agencies across the region to envision and plan a 17-mile bicycle corridor connecting Raleigh, Research Triangle Park, Durham, and Chapel Hill.

Visit **www.trianglebikeway.com** for more information

Cycling Facility Options

Please rate your preference for the following cycling facility types and alignment options through the study area.

Greenway Trails
Entirely separated from vehicles with few intersections.
Least preferred 1 2 3 4 5 *Most preferred*

Side Paths
Separated from vehicles, generally run along roadways.
Least preferred 1 2 3 4 5 *Most preferred*

Bike Lanes
Within a street, no separation from traffic, marked with paint.
Least preferred 1 2 3 4 5 *Most preferred*

Wide Shoulders
No formal lane, modest additional width outside white line.
Least preferred 1 2 3 4 5 *Most preferred*

Protected Bike Lanes *Within a street, separated from vehicles by parked cars, concrete barrier, or other permanent treatment.*
Least preferred 1 2 3 4 5 *Most preferred*

Buffered Bike Lanes
Within a street, separated by additional space marked with paint.
Least preferred 1 2 3 4 5 *Most preferred*

Bikeway Near I-40
Bikeway within or near I-40.
Least preferred 1 2 3 4 5 *Most preferred*

Bikeway Parallel to I-40
Separated bikeway along streets that parallel I-40.
Least preferred 1 2 3 4 5 *Most preferred*

Cycling Facility Options

Please answer the following questions to tell us about your preferences when it comes to cycling.

What is your home zip code?

What is your work/school zip code?

Which option below best describes your level of comfort with bicycling on any type of bicycle or transportation infrastructure?

- ☐ Strong and fearless
- ☐ Interested, but concerned
- ☐ Enthusiastic and confident
- ☐ Not interested

If the Triangle Bikeway were complete, how often would you use any portion of it for a trip?

- ☐ Twice a day
- ☐ Daily
- ☐ 2 - 3 times a week
- ☐ Once per week
- ☐ 2 - 3 times a month
- ☐ Once a month
- ☐ Once every 6 months
- ☐ Once a year
- ☐ Never

How do you currently use bike infrastructure such as greenway trails and bike lanes? *(May select multiple)*

- ☐ Walk, bike or run for exercise or recreation
- ☐ Bike to work or school
- ☐ Run errands
- ☐ Connect with bus
- ☐ Other

How would you use bike infrastructure like the bikeway if this infrastructure becomes available in the future? *(May select multiple)*

- ☐ Walk, bike or run for exercise or recreation
- ☐ Bike to work or school
- ☐ Run errands
- ☐ Connect with bus
- ☐ Other

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NC Capital Area Metropolitan Planning Organization

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DCHC
Metropolitan Planning Organization
Planning Tomorrow's Transportation

What is your most commonly used mode of transportation for commuting? If you use or used more than one method of transportation in a single trip, *please check all that apply.*

- ☐ Walking
- ☐ Car
- ☐ Bus
- ☐ Bicycling
- ☐ Carpool

Now consider your desired commuting pattern in the future. Which modes would you like to use? *(May select multiple)*

- ☐ Walking
- ☐ Car
- ☐ Bus
- ☐ Bicycling
- ☐ Carpool

Area Map - Destintations

Comment on the places that you frequently travel to within the region.



Thank you for your input - Wrap Up Questions

Thank you for taking the time to complete this survey. Your input is valuable to us. Please answer a few optional questions. This helps us understand your input better.

What year were you born?

Do you have a disability?

- ☐ Yes
- ☐ No
- ☐ Other
- ☐ Prefer not to answer

What is your Race/Ethnicity?

- ☐ White
- ☐ Black/African American
- ☐ Asian
- ☐ Other
- ☐ Hispanic/Latino
- ☐ American Indian/Alaskan Native
- ☐ Native Hawaiian/Pacific Islander

What is your gender?

- ☐ Male
- ☐ Female
- ☐ Non-binary/third gender
- ☐ Prefer to self-describe
- ☐ Prefer not to answer

How many cars are available in your hosehold?

- ☐ 0
- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4 or more
- ☐ Prefer not to answer

How many cars are available in your hosehold?

- ☐ Less than $20,000
- ☐ $20,000 - $34,999
- ☐ $35,000 - $49,999
- ☐ $50,000 - $74,999
- ☐ $75,000 - $100,000
- ☐ $101,000 - $124,999
- ☐ $125,000 or more
- ☐ Prefer not to answer

For more information and to sign up for project updates please visit the project website at **www.trianglebikeway.com**

TRIANGLE BIKEWAY STUDY

Public Survey Phase I Results



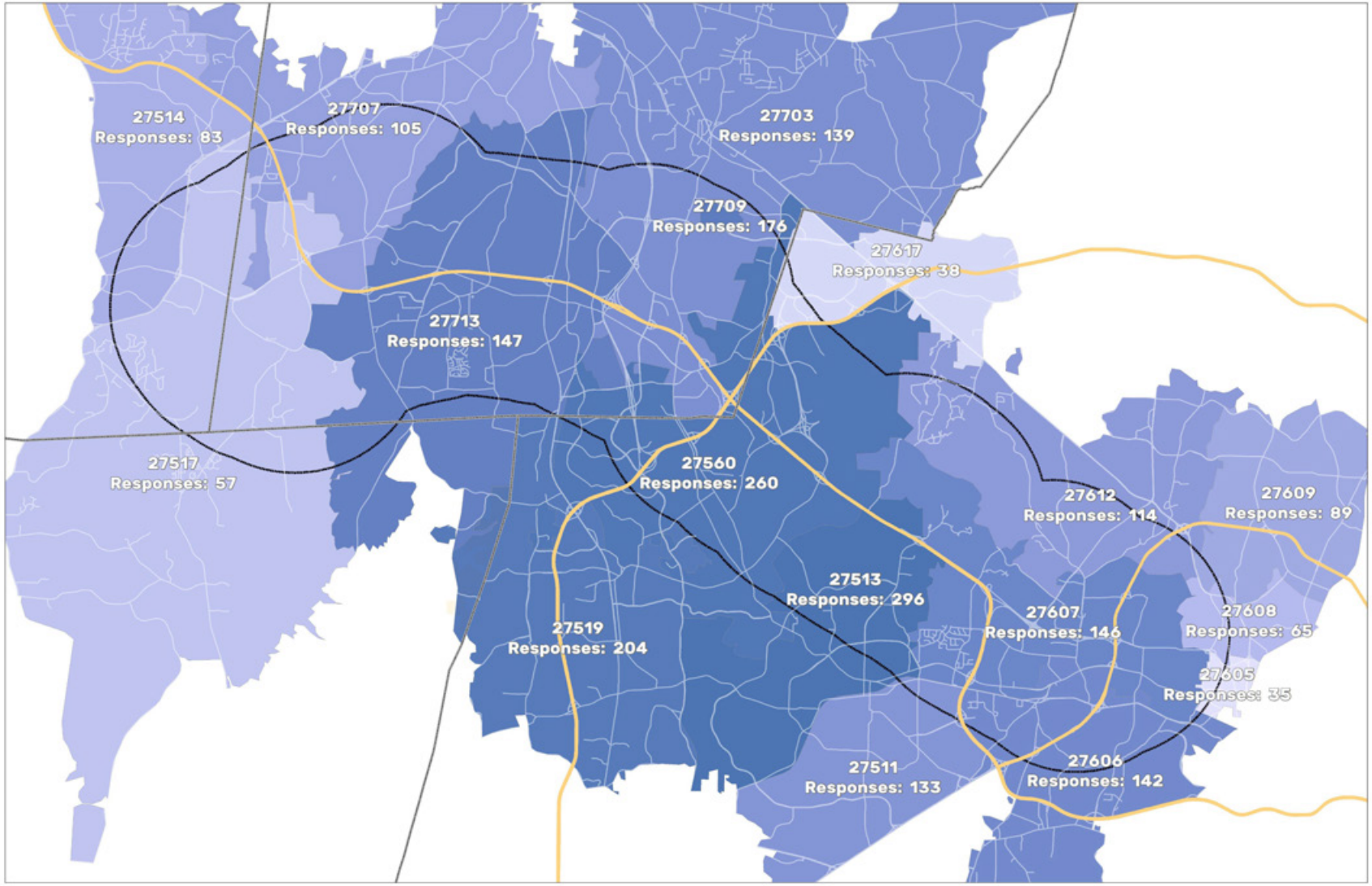
DURHAM - CHAPEL HILL - CARRBORO
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Planning Tomorrow's Transportation

CAMPO
NC Capital Area Metropolitan Planning Organization

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TRIANGLE BIKEWAY STUDY

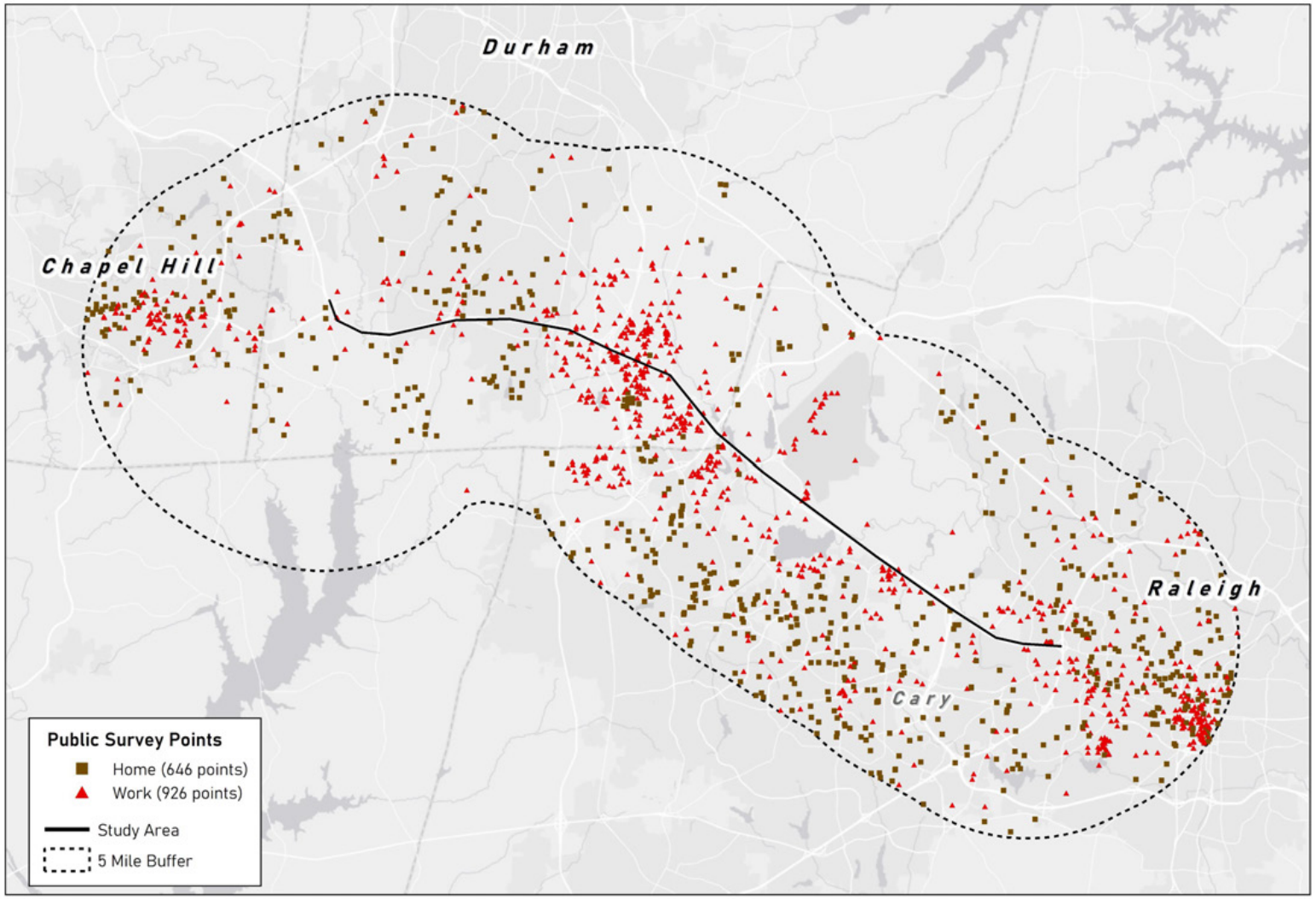
- 2116 total respondents
- 17 zip codes in corridor
- All municipalities well represented
- Live or work



TRIANGLE BIKEWAY STUDY

Live/work throughout area

- Raleigh
- Cary
- Morrisville
- RTP
- Durham
- Chapel Hill



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TRIANGLE BIKEWAY PUBLIC INPUT SURVEY (HOME/WORK)

RALEIGH / DURHAM / CHAPEL HILL . NORTH CAROLINA

SCALE: 1" = 10,000'

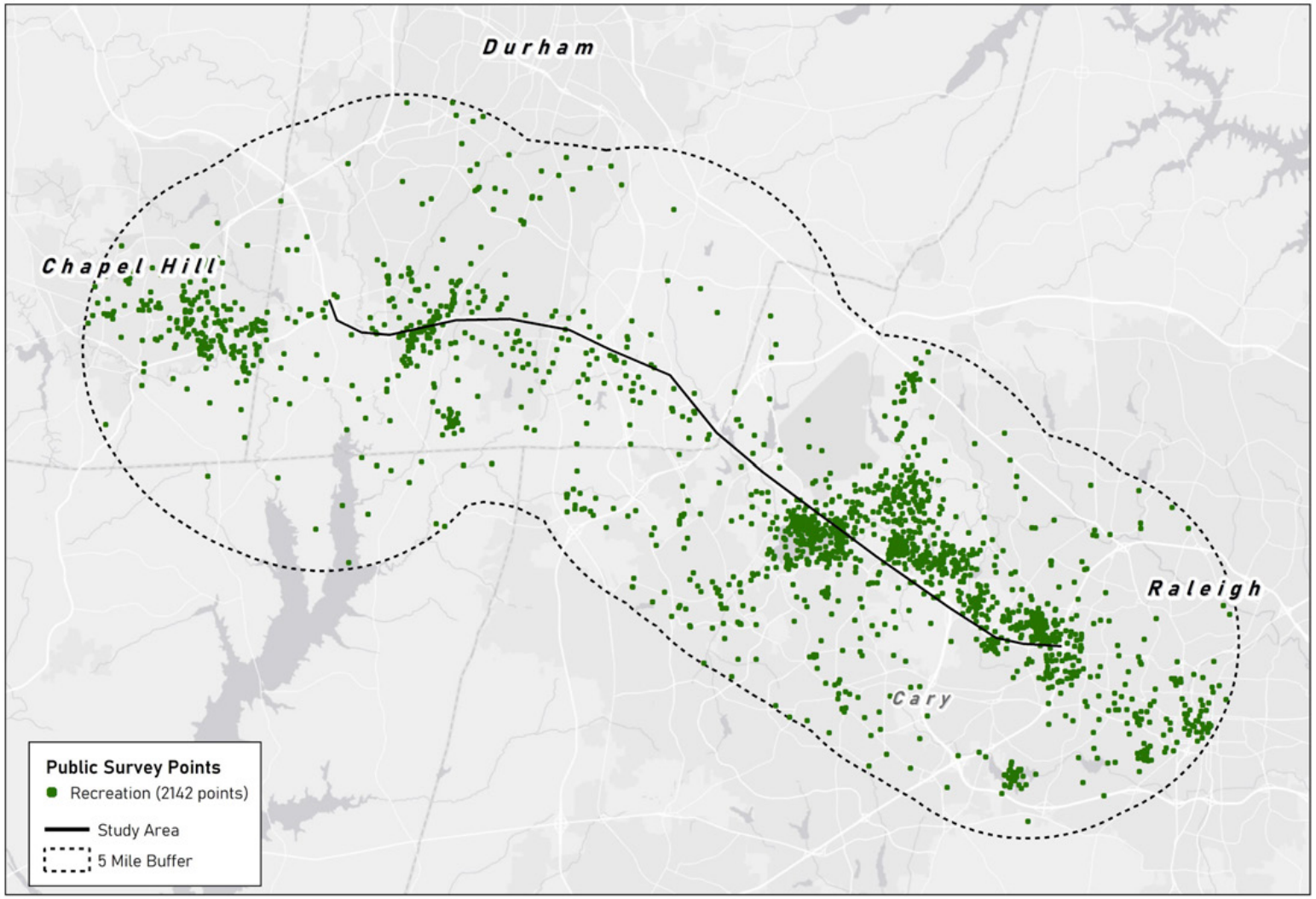
1/20/2021

01

TRIANGLE BIKEWAY STUDY

Recreation destinations

- American Tobacco Trail
- Umstead State Park
- Lake Crabtree
- Local greenways/trails
- NC Museum of Art
- Mountains-to-Sea Trail
- RTP Trails
- NC Botanical Gardens
- Jordan Lake
- Lake Johnson



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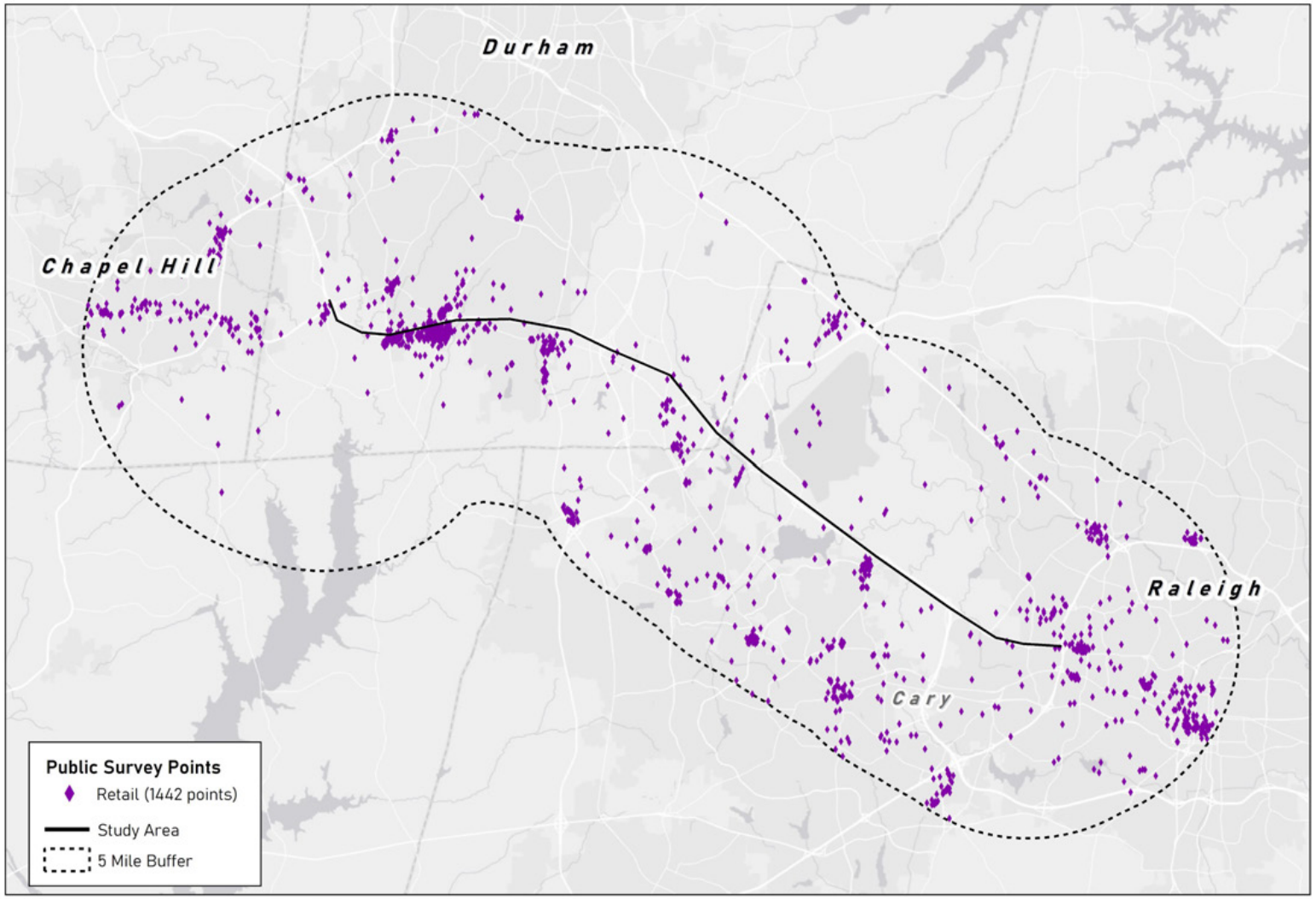
TRIANGLE BIKEWAY PUBLIC INPUT SURVEY (RETAIL)
RALEIGH / DURHAM / CHAPEL HILL , NORTH CAROLINA

SCALE: 1" = 10,000'
1/20/2021

TRIANGLE BIKEWAY STUDY

Retail destinations

- Southpoint Mall
- Crabtree Mall
- Grocery stores
- NC Farmers Market
- Downtown areas
- Restaurants
- Commercial centers
- Breweries
- Bike shops



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TRIANGLE BIKEWAY PUBLIC INPUT SURVEY (RETAIL)
RALEIGH / DURHAM / CHAPEL HILL . NORTH CAROLINA

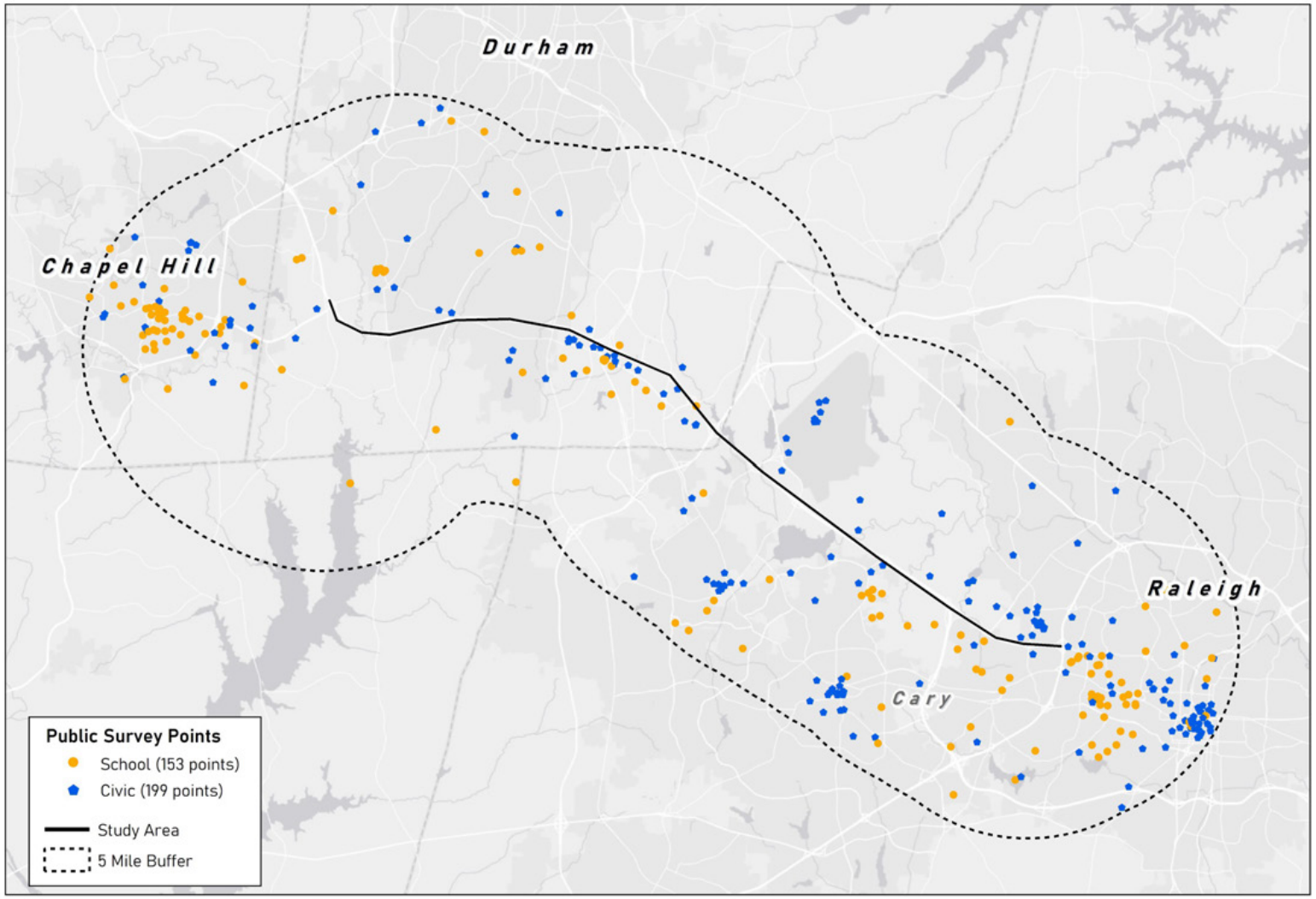
SCALE: 1" = 10,000'

1/20/2021

TRIANGLE BIKEWAY STUDY

School/civic destinations

- Municipal buildings
- Museums
- Public libraries
- Universities
- Community colleges
- K-12 schools
- Churches
- Volunteer opportunities



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TRIANGLE BIKEWAY PUBLIC INPUT SURVEY (SCHOOL + CIVIC)

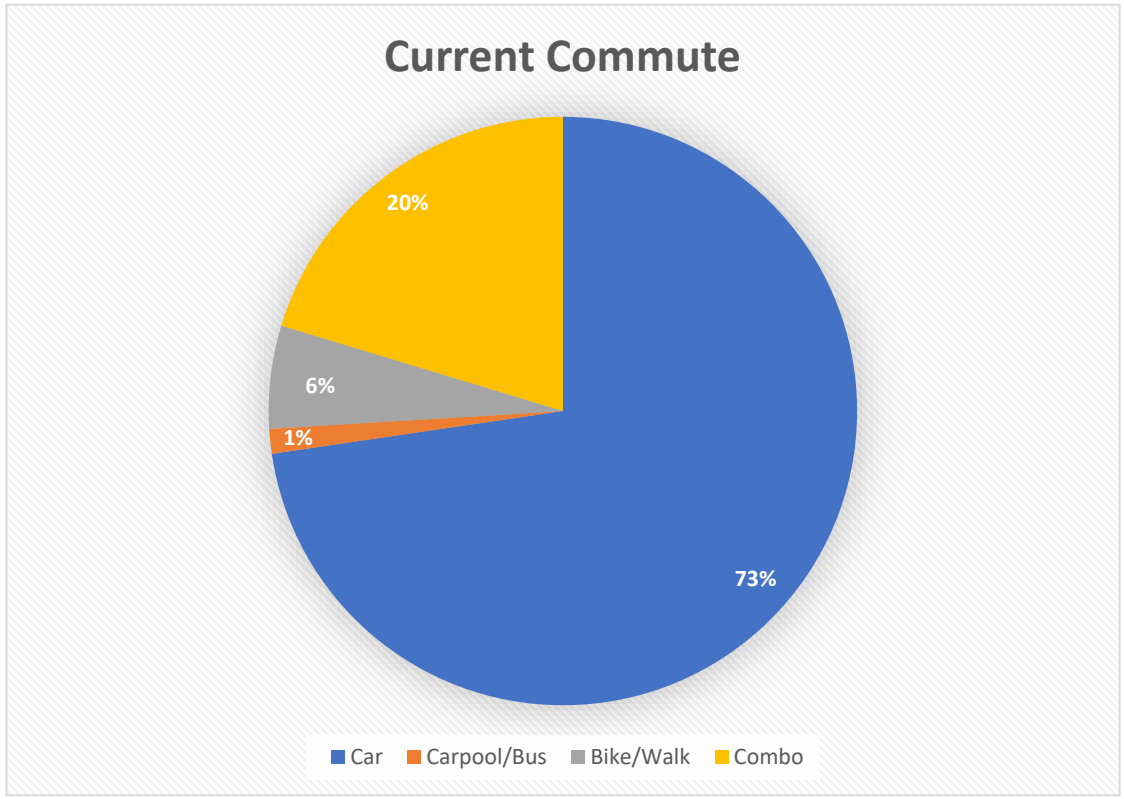
RALEIGH / DURHAM / CHAPEL HILL . NORTH CAROLINA

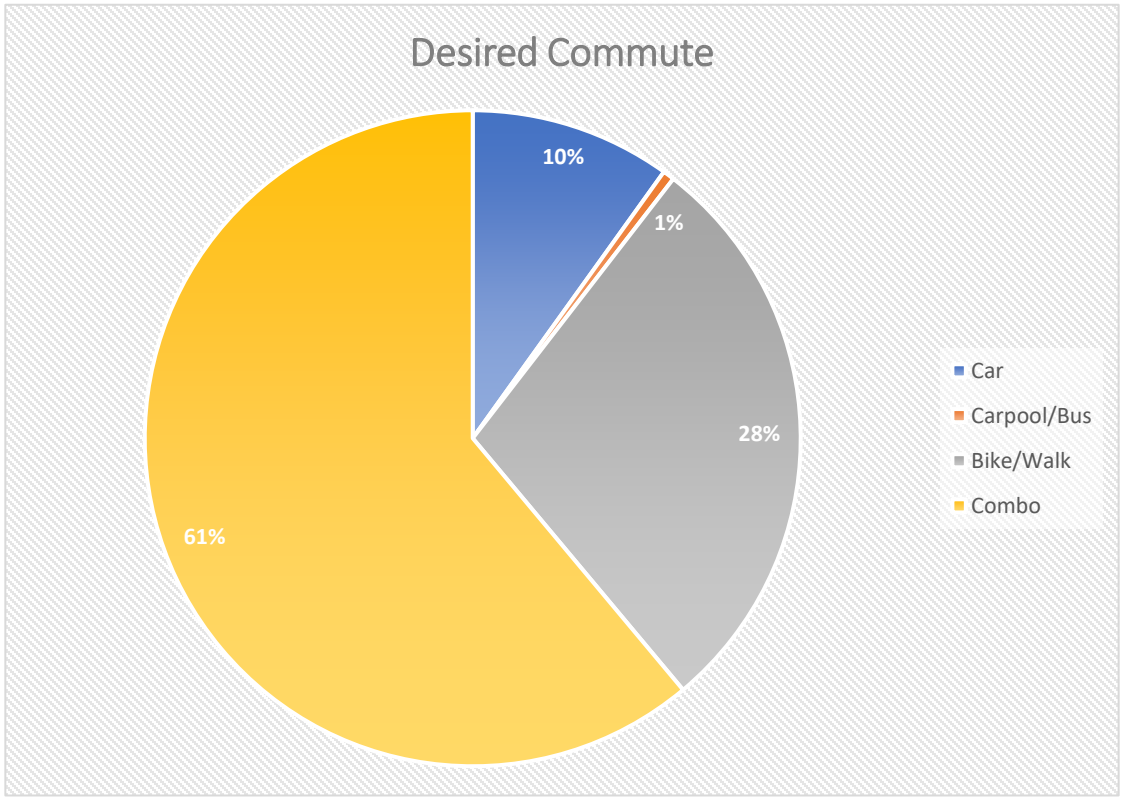
SCALE: 1" = 10,000'

1/20/2021

TRIANGLE BIKEWAY STUDY

Commute: Current vs. Desired

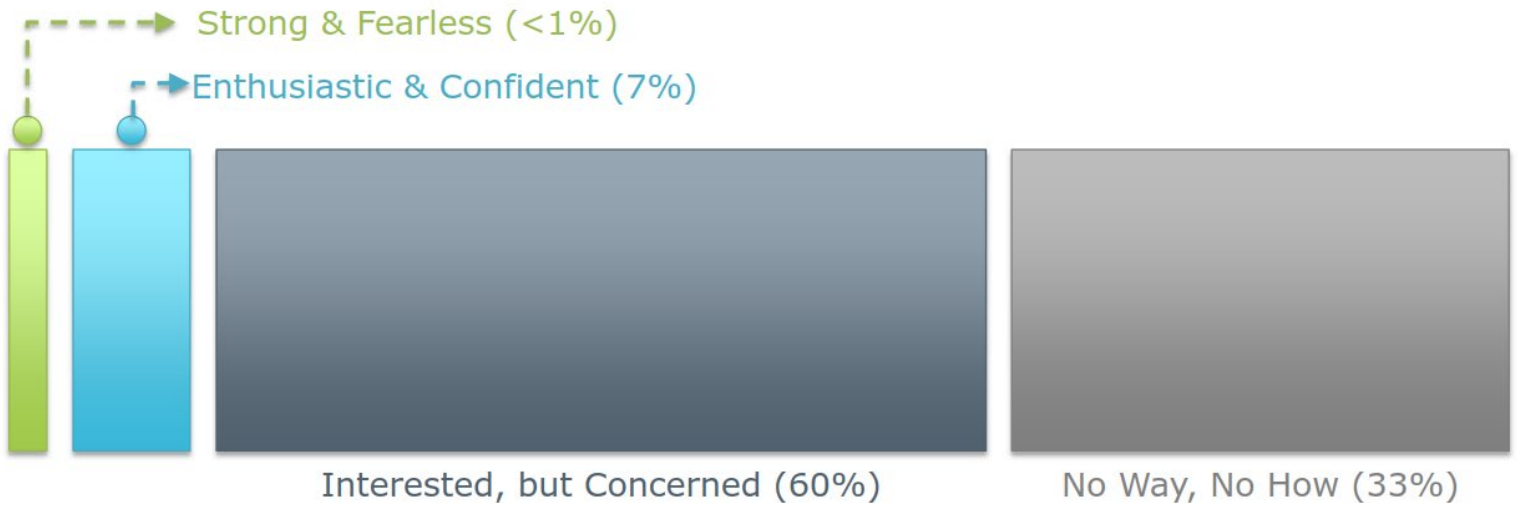




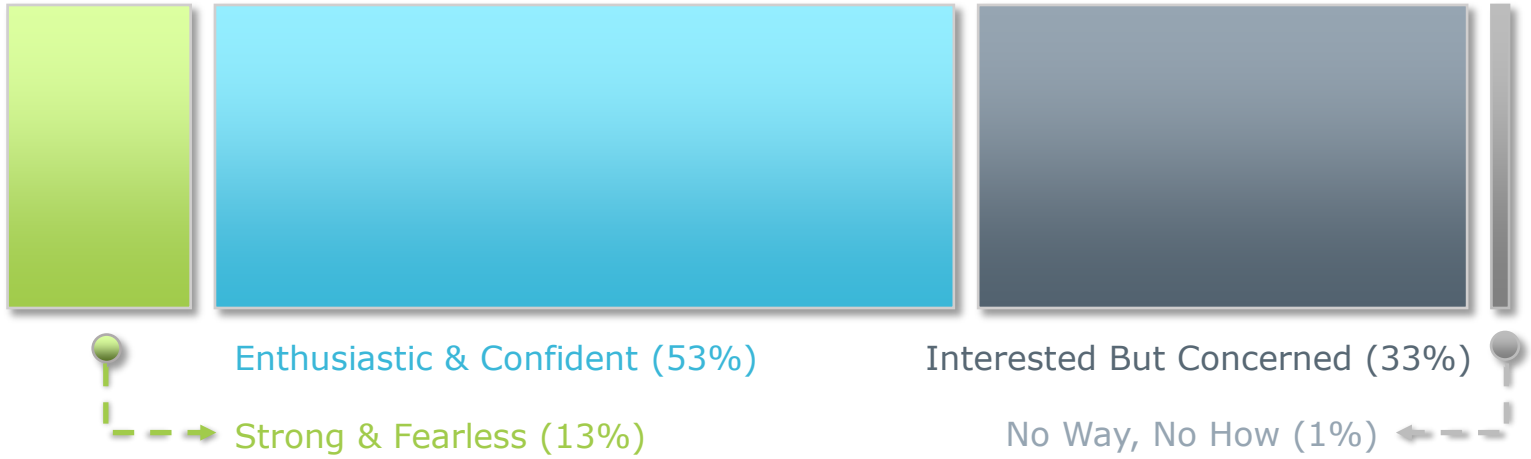
TRIANGLE BIKEWAY STUDY

Survey Distribution

Portland Study

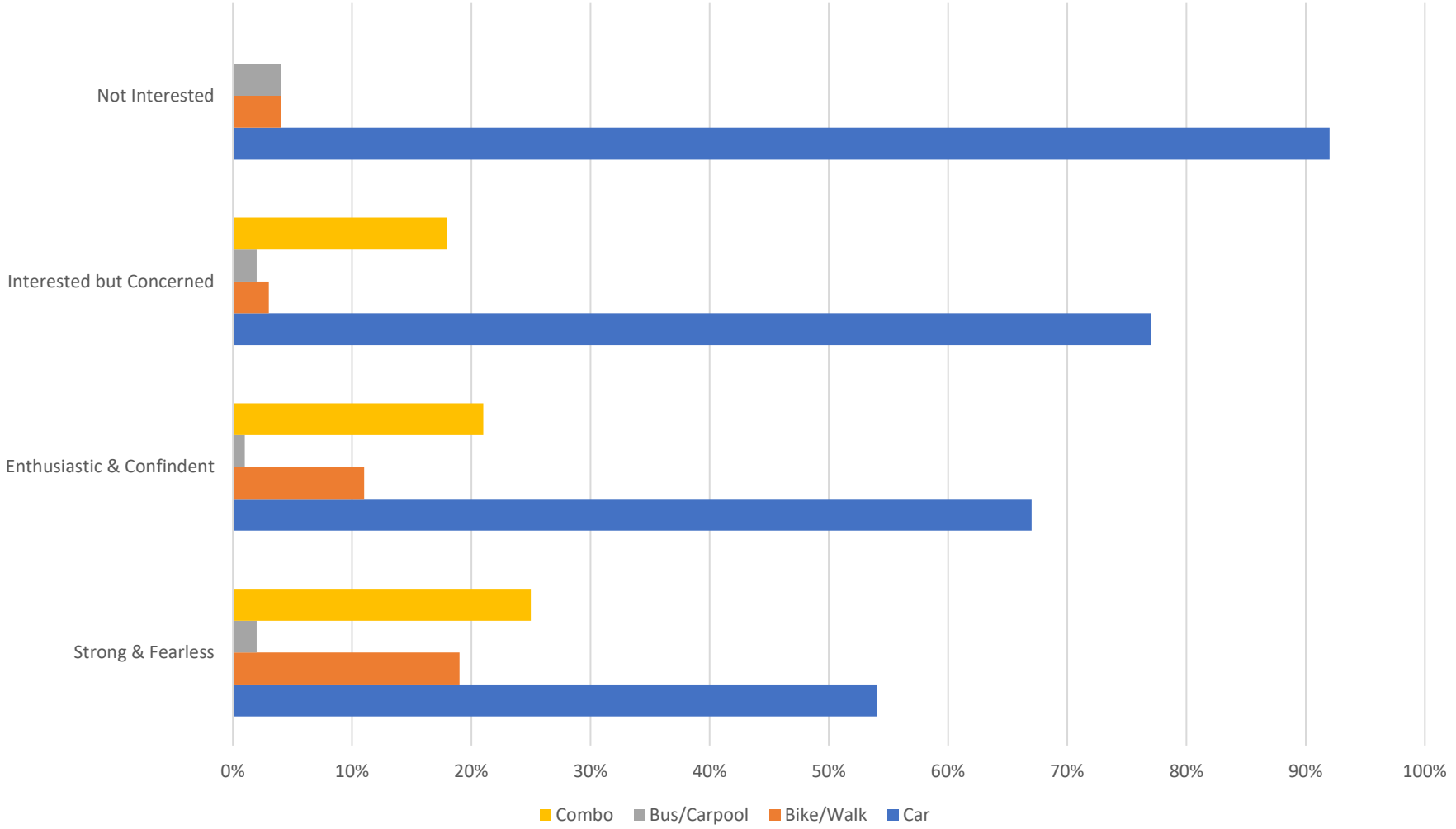


Triangle Bikeway Survey



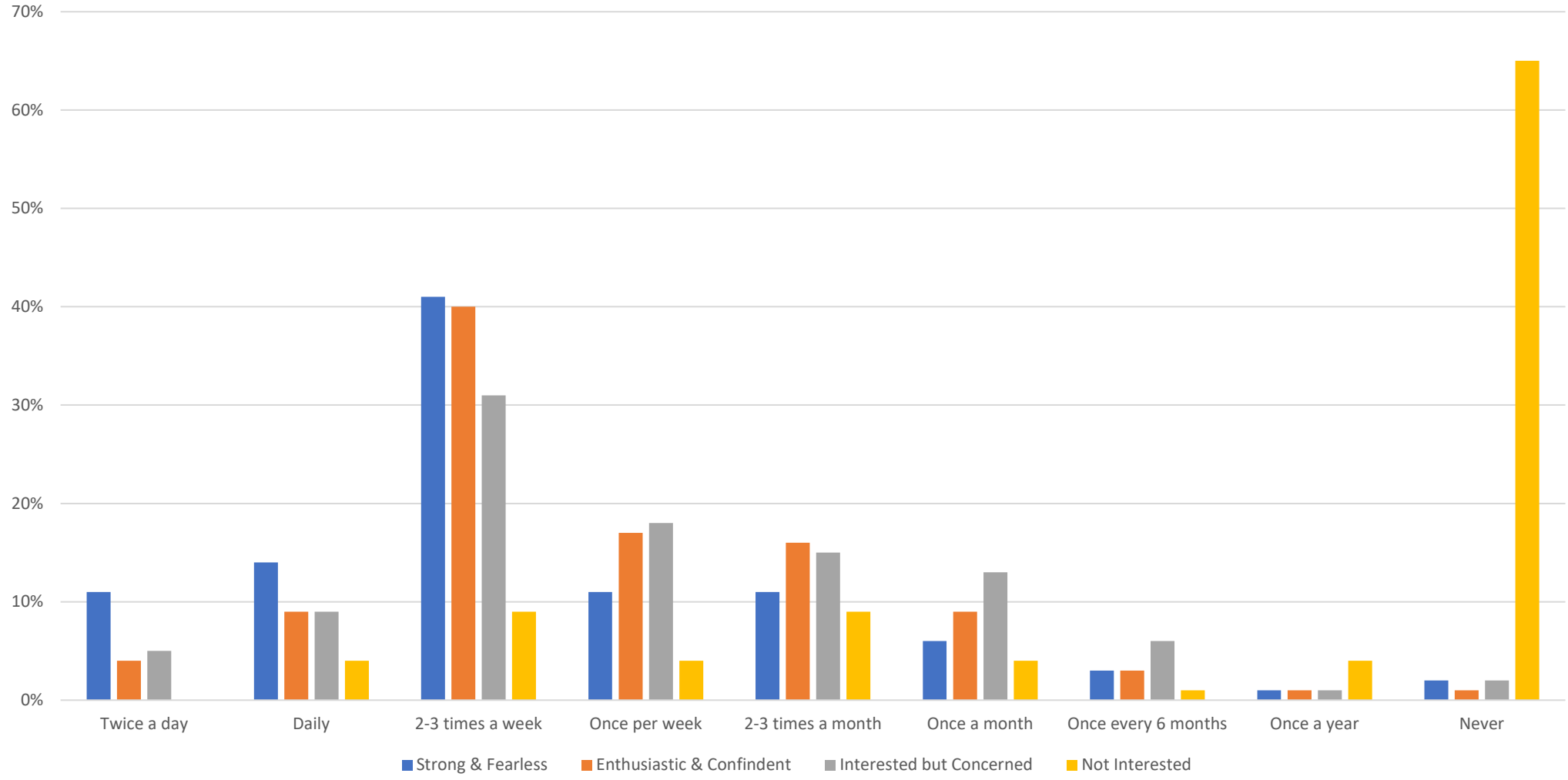
TRIANGLE BIKEWAY STUDY

Commute by Cyclist Type



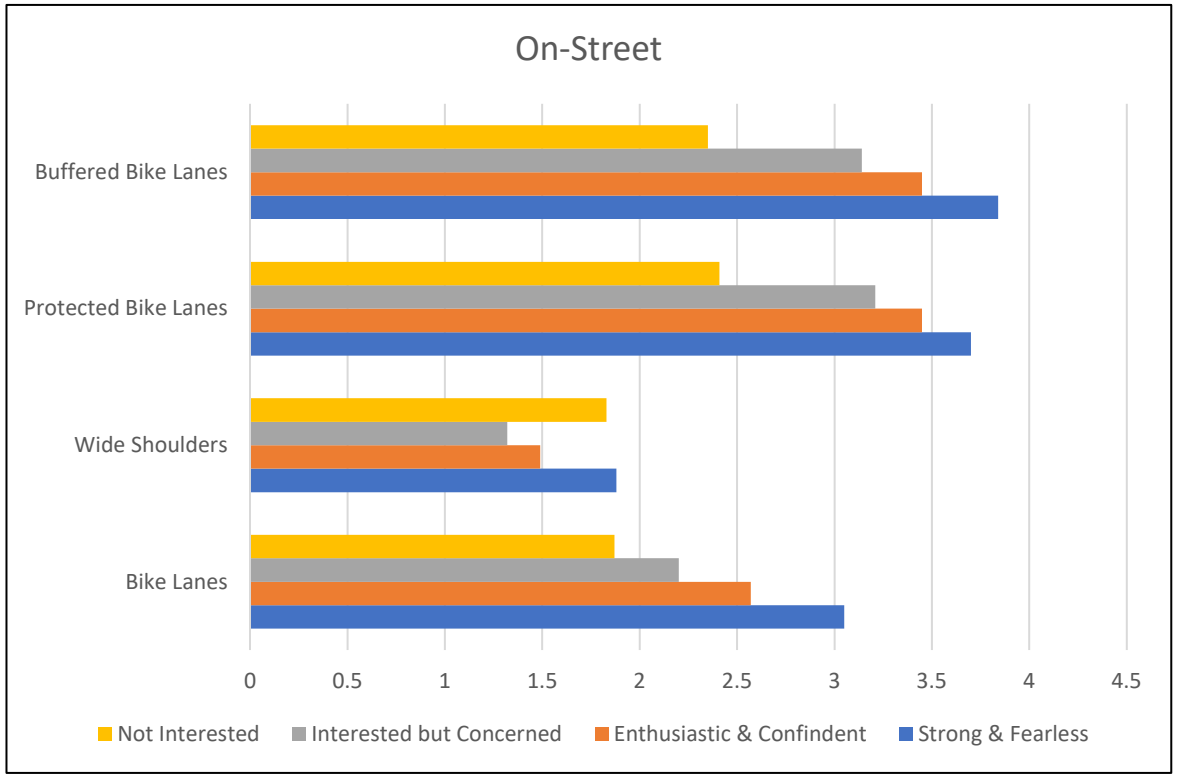
TRIANGLE BIKEWAY STUDY

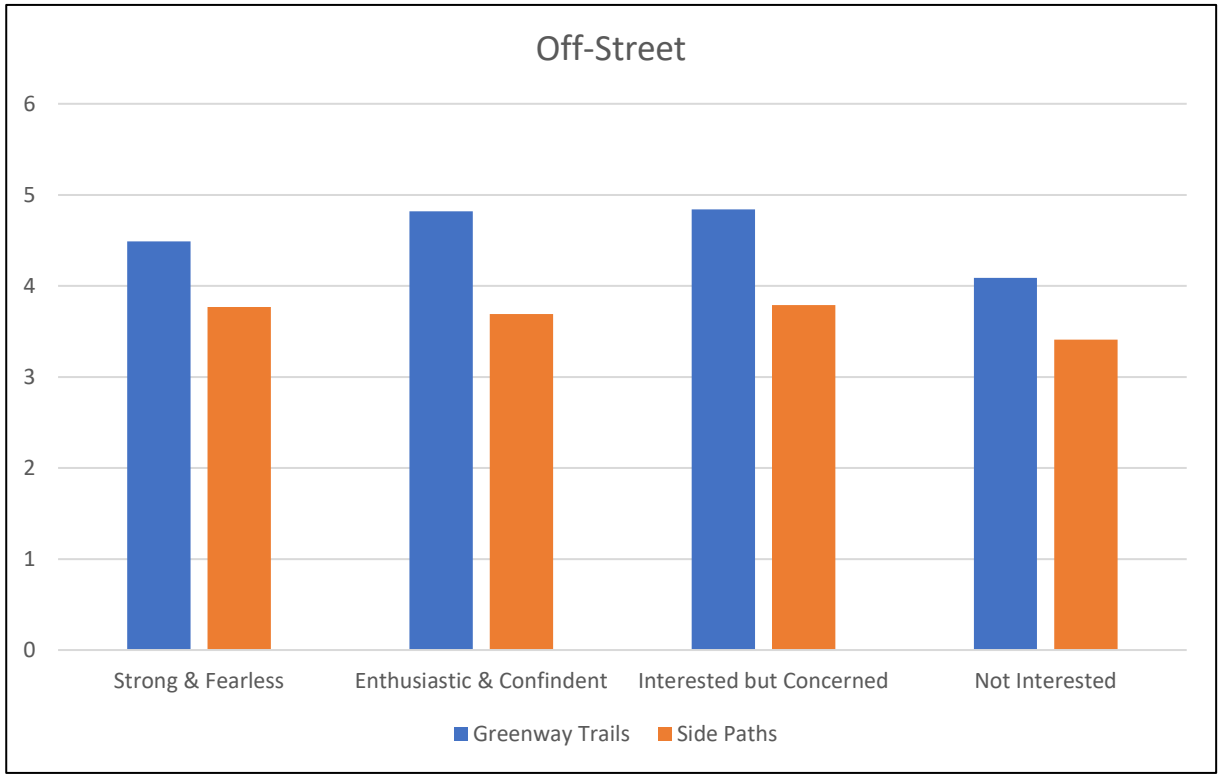
Frequency of Use by Cyclist Type



TRIANGLE BIKEWAY STUDY

Facility Preference by Cyclist Type







TRIANGLE BIKEWAY STUDY

Route Preferences/Comments

"A hybrid version would allow for faster connections on commuter sections, while also getting the benefits engaging parallel routes?"

"The highest priority should be improved ped/bike/transit access for low-income Black and Brown communities, so where that is possible, that should determine the alignment. For example, a connection along NC-54 in the NC-55 section may be important, but through Umstead Park, sticking closer to I-40 may make more sense."

"I appreciate the potential for speed of transit and branding, but as a nurse I'm still concerned about environmental exposure to vehicle exhaust."

"I like the idea of the visibility of a route next to the highway. Especially when there is heavy traffic. Shows people that there are alternatives to sitting in cars, stop, go, etc."

"So much depends on the speed and ease of construction. I suspect it will be 3-5 years faster to build along 540, which argues in its favor. Another factor is the length of the trail. From my own experience, I know I'll choose a less pleasant bike ride in order to save 5-10 minutes. If this route is more direct, it will help, and local communities can always build in other options."

"I think a mix of both would be nice. As a commuter along the interstate is preferable as more direct but it also makes sense to go parallel in some areas with important retail or recreation if there isn't currently any paths to connect to."

"Not a big fan of this option. non direct and lots of vehicle conflicts. would much prefer interstate parallel option."

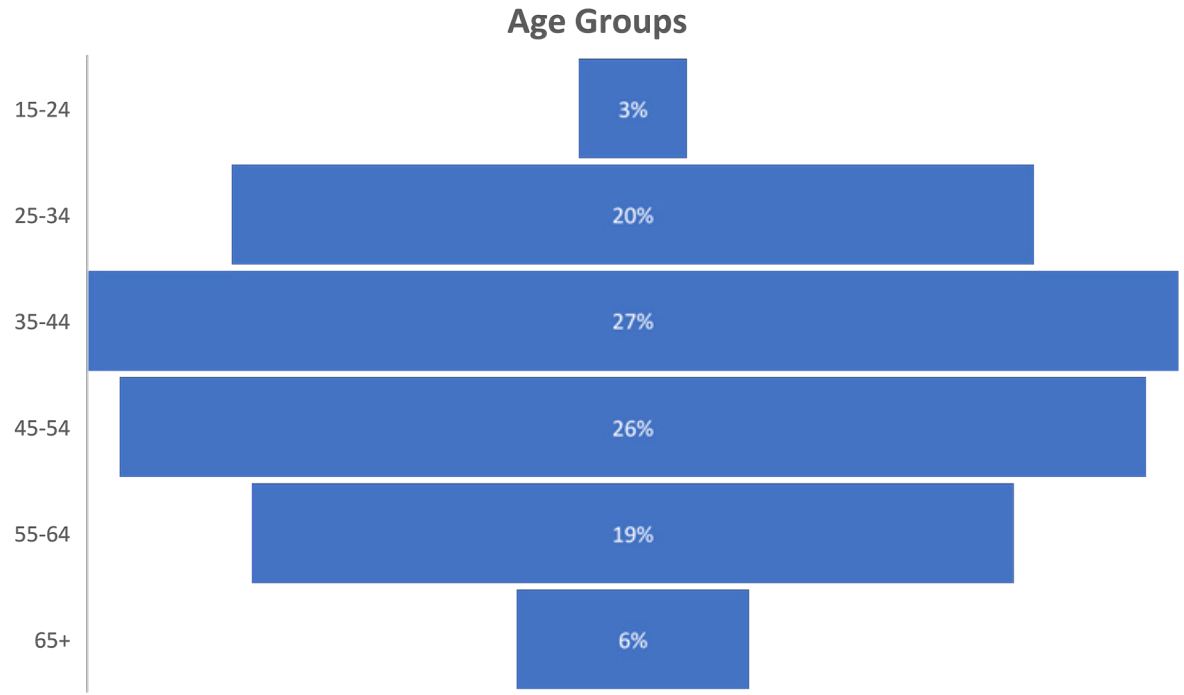
"I think that connecting more destinations is a higher priority because it would encourage more shorter non-motorized trips, which more people are likely to take."

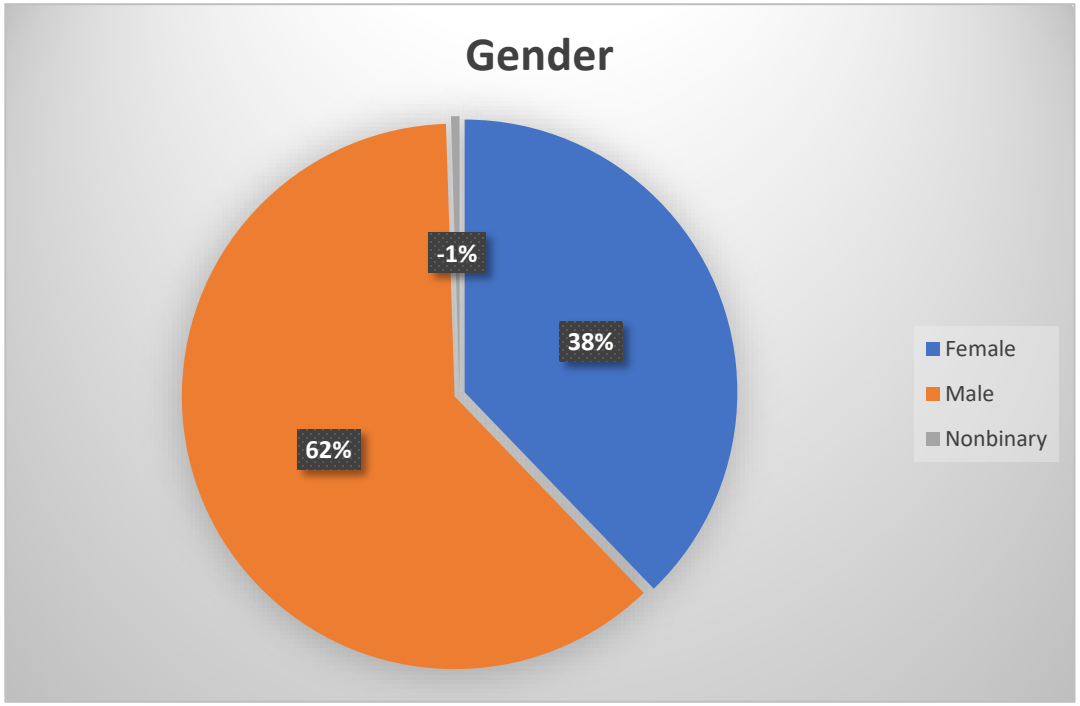
"I like it as a mix. It would be fabulous for stopped traffic on I-40 to see bikes whizzing by. But maybe it weaves in a out a bit for a more pleasing rider experience. Riding along an Interstate for a long period is not that pleasant."



TRIANGLE BIKEWAY STUDY

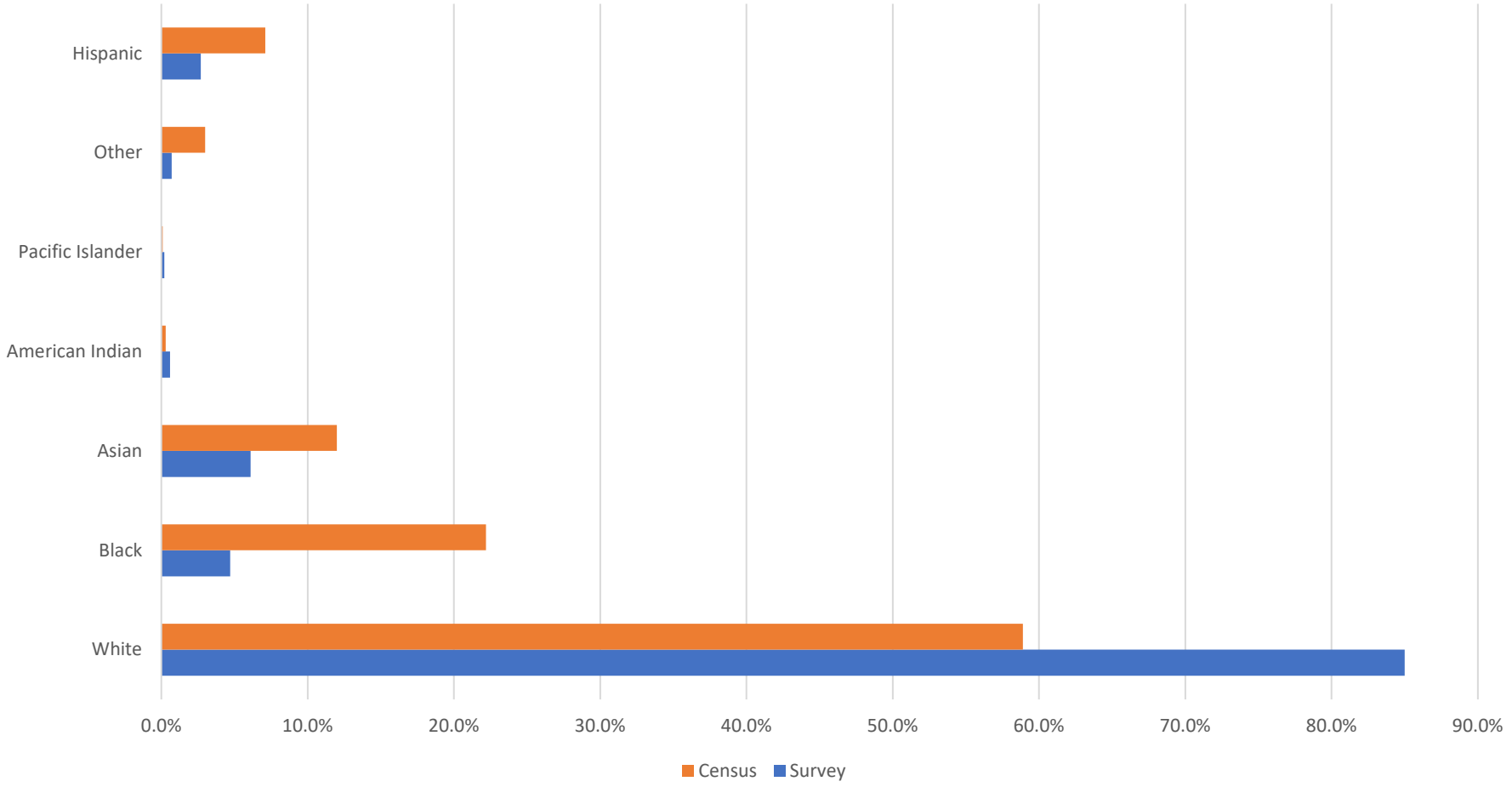
Survey Demographics (Corridor)





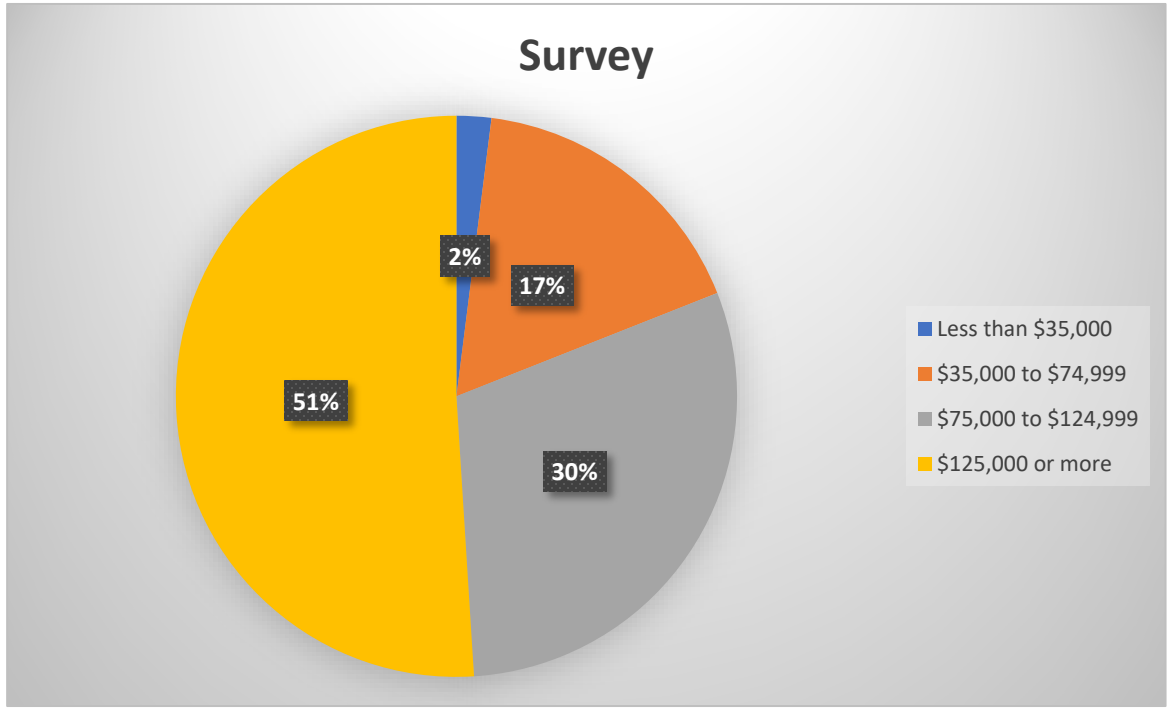
TRIANGLE BIKEWAY STUDY

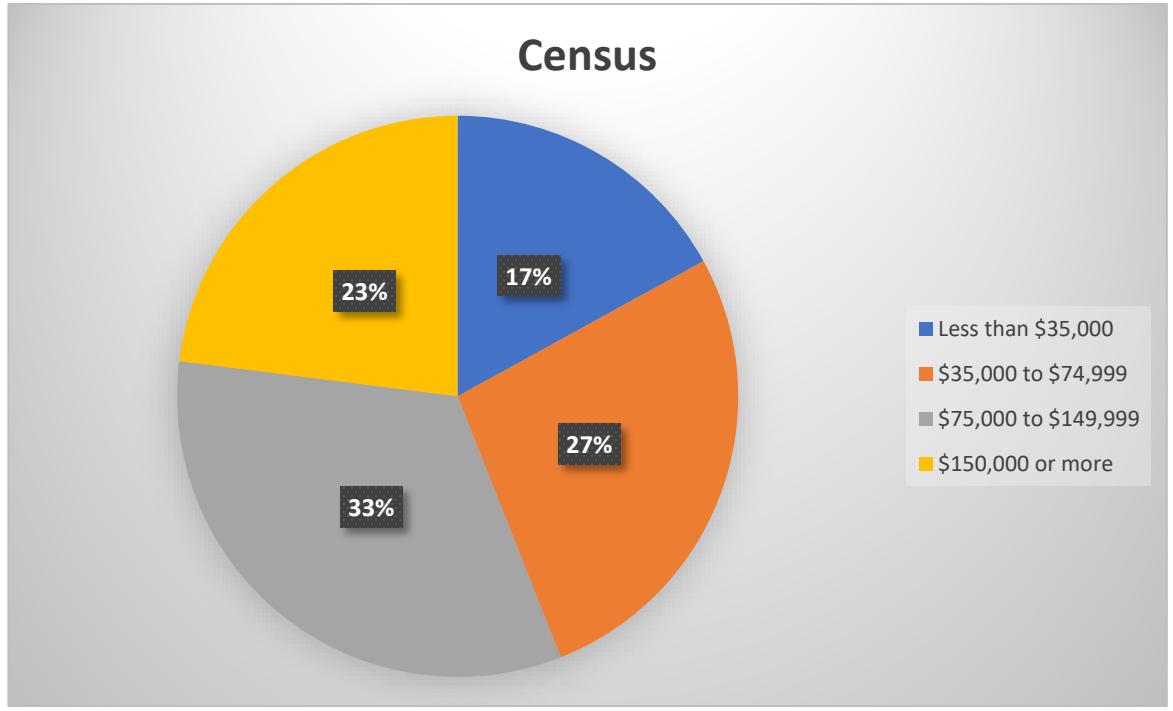
Race/Ethnicity (Corridor)



TRIANGLE BIKEWAY STUDY

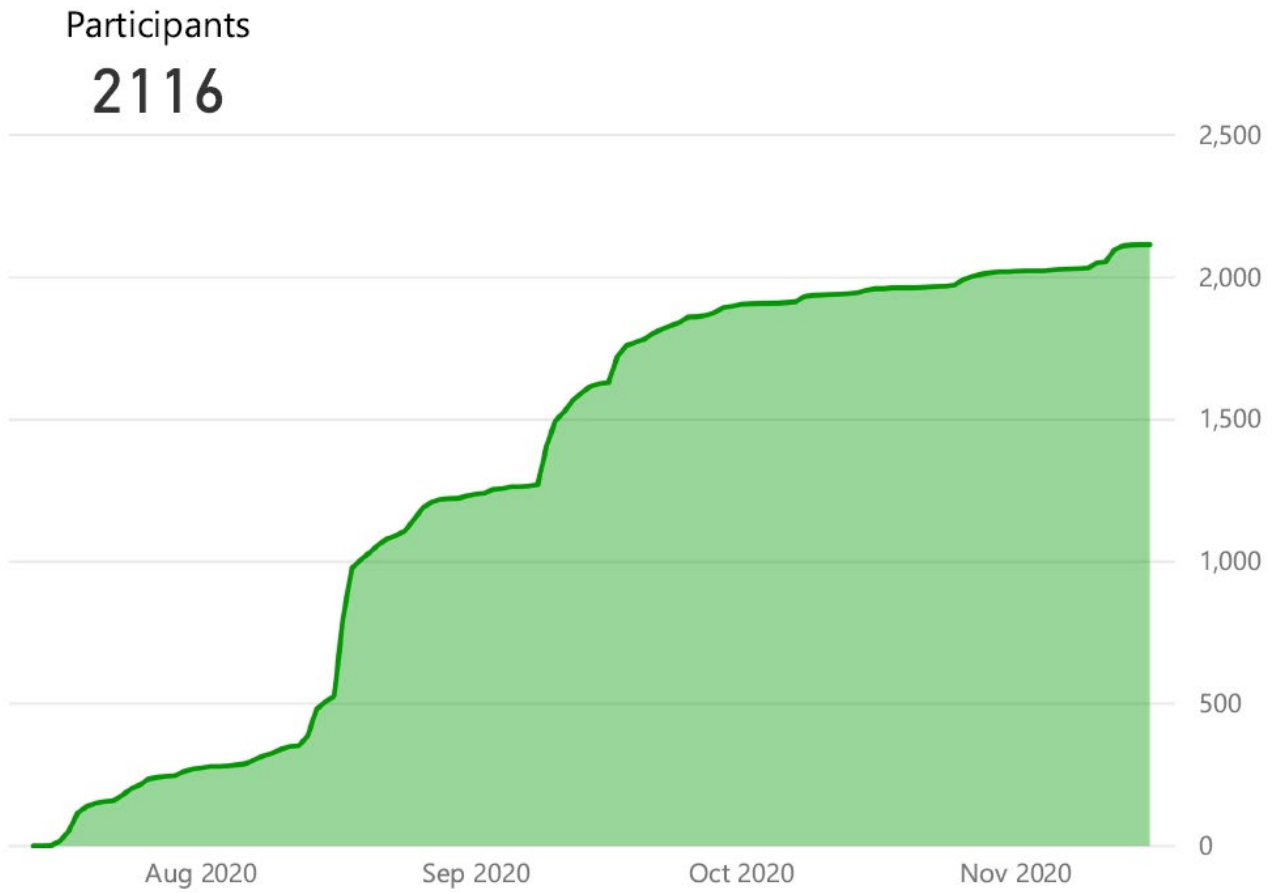
Household Income (Corridor)





TRIANGLE BIKEWAY STUDY

Key Takeaways



- All corridor zip codes represented
- Many points of interest in corridor
- Only 10% desire to commute by car
- Self selecting confident cyclists
- Cycling type influences mode of transit choice in commute
- 67% would use at least weekly
- Preference for protected facilities
- Some gaps among targeted groups

TRIANGLE BIKEWAY STUDY

Join the Conversation

TRIANGLE BIKEWAY PUBLIC WORKSHOPS – OCTOBER 29th



The Triangle Bikeway project is studying the idea of a 17-mile bicycle path that connects Raleigh, RTP, Durham, and Chapel Hill along I-40 and NC 54. Learn more at:

www.trianglebikeway.com

Two Virtual Public Workshops on October 29th

- 12:00PM (Noon)
- 4:00PM

Agenda

- Project Update
- Interactive Polling on Key Questions
- Live Questions and Answers with Planning Team

Thursday, October 29th

Click Here for 12PM (Noon) Session
https://mcadamsco.zoom.us/j/94789491385
Call in: 877-853-5247 (Toll Free)
Webinar ID: 947 8949 1385

Click Here for 4PM Session
https://mcadamsco.zoom.us/j/93392148442
Call in: 888-788-0099 (Toll Free)
Webinar ID: 933 9214 8442

TRIANGLE BIKEWAY STUDY

Public Input Workshop

October 29, 2020



DURHAM - CHAPEL HILL - CARRBORO
DCHC
Metropolitan Planning Organization
Planning Tomorrow's Transportation

CAMPO
NC Capital Area Metropolitan Planning Organization

McAdams

TRIANGLE BIKEWAY STUDY

Agenda

Study Introduction

Website

Case Studies

Interim Survey Trends

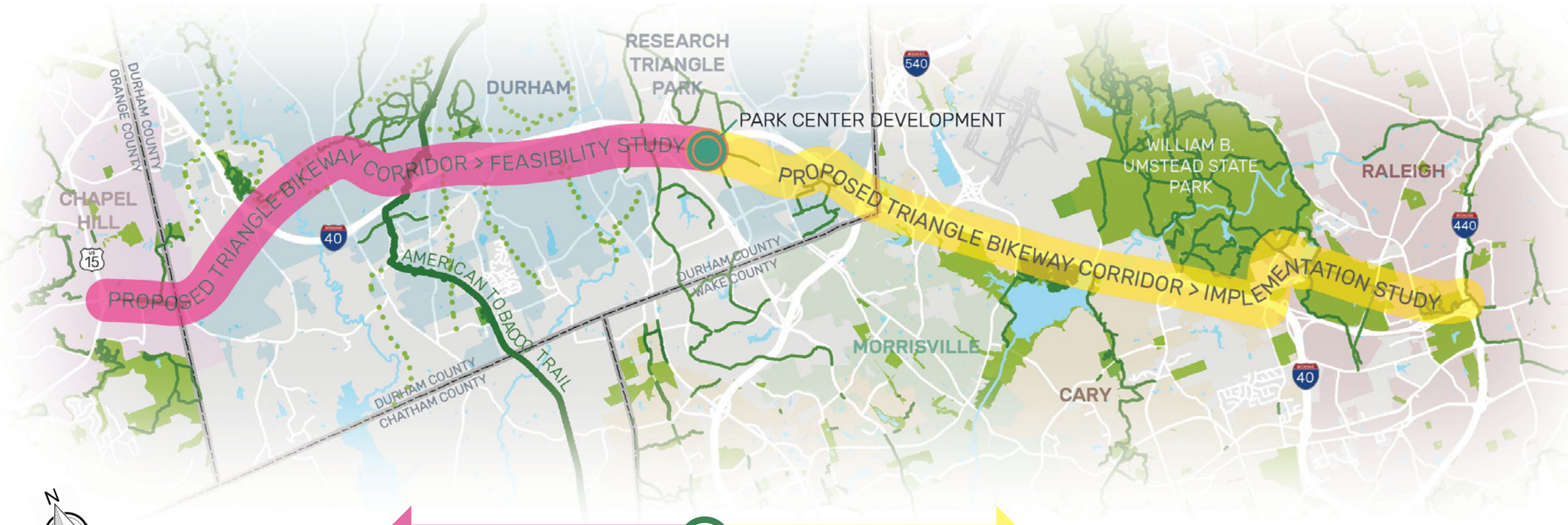
Interactive Input Session

Ask the Planning Team



TRIANGLE BIKEWAY STUDY

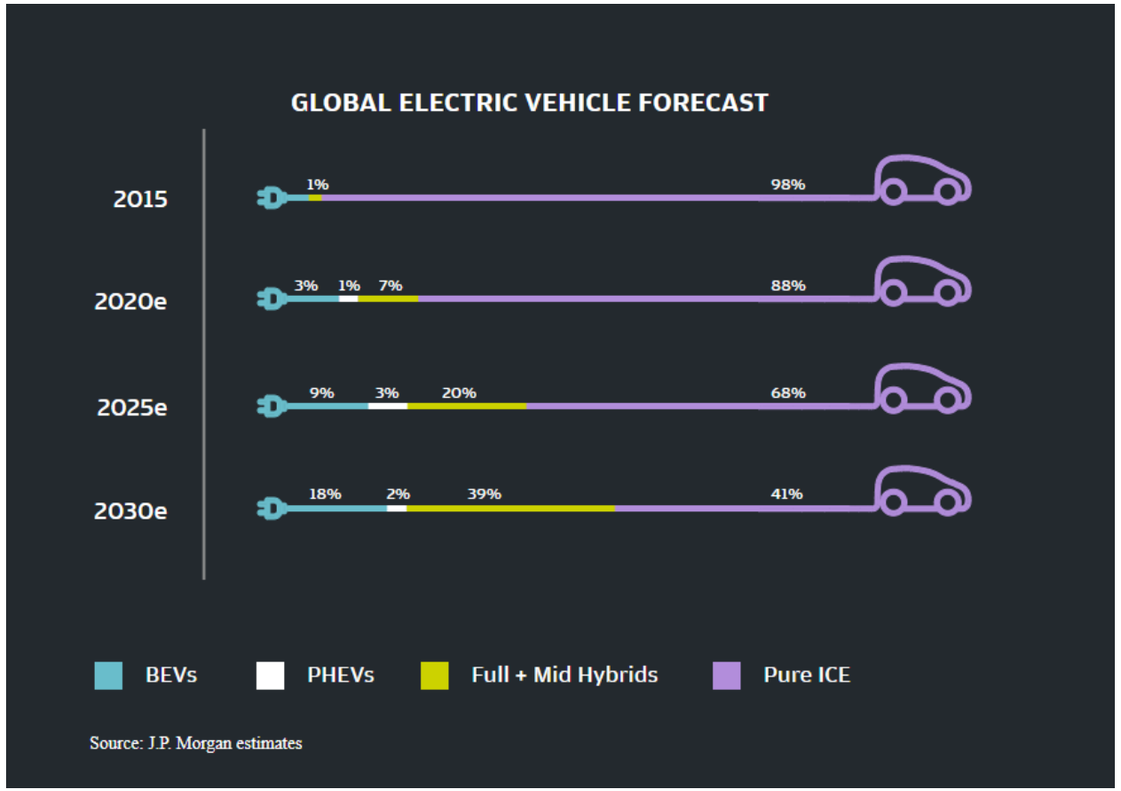
Study Area

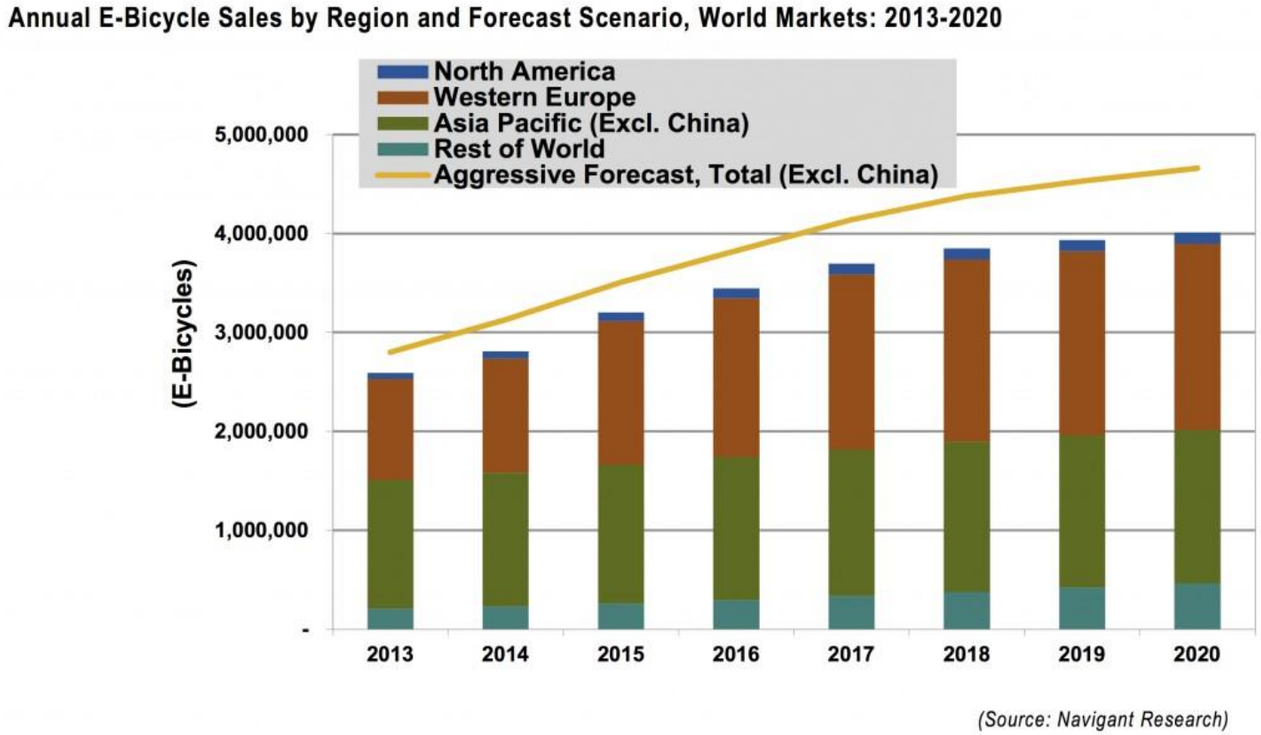


Feasibility Study **30% Design**

TRIANGLE BIKEWAY STUDY

I-40 of the Future





TRIANGLE BIKEWAY STUDY

Project Objectives

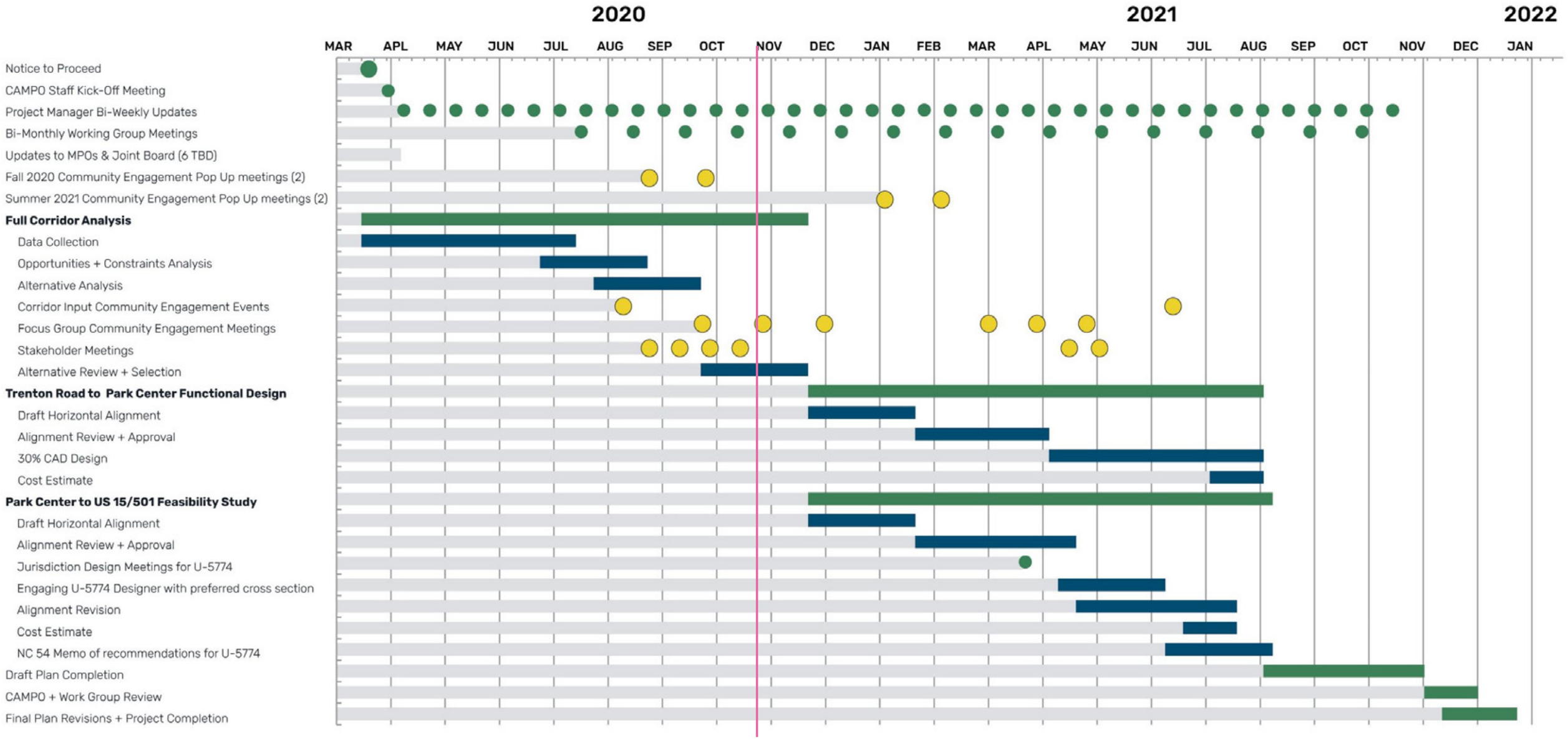
Establish a bicycle and pedestrian commuter alternate to I-40 along a direct, mostly parallel path.

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



TRIANGLE BIKEWAY STUDY

Schedule



TRIANGLE BIKEWAY STUDY

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.



TRIANGLE BIKEWAY STUDY

www.trianglebikeway.com

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.

EVENTS & RESOURCES

VIRTUAL PUBLIC WORKSHOPS & FOCUS GROUPS





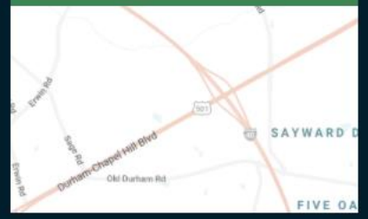
HELP SHAPE THE PLAN

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

TRIANGLE BIKEWAY STUDY

Case Studies



DURHAM - CHAPEL HILL - CARRBORO
DCHC
Metropolitan Planning Organization
Planning Tomorrow's Transportation

CAMPO
NC Capital Area Metropolitan Planning Organization

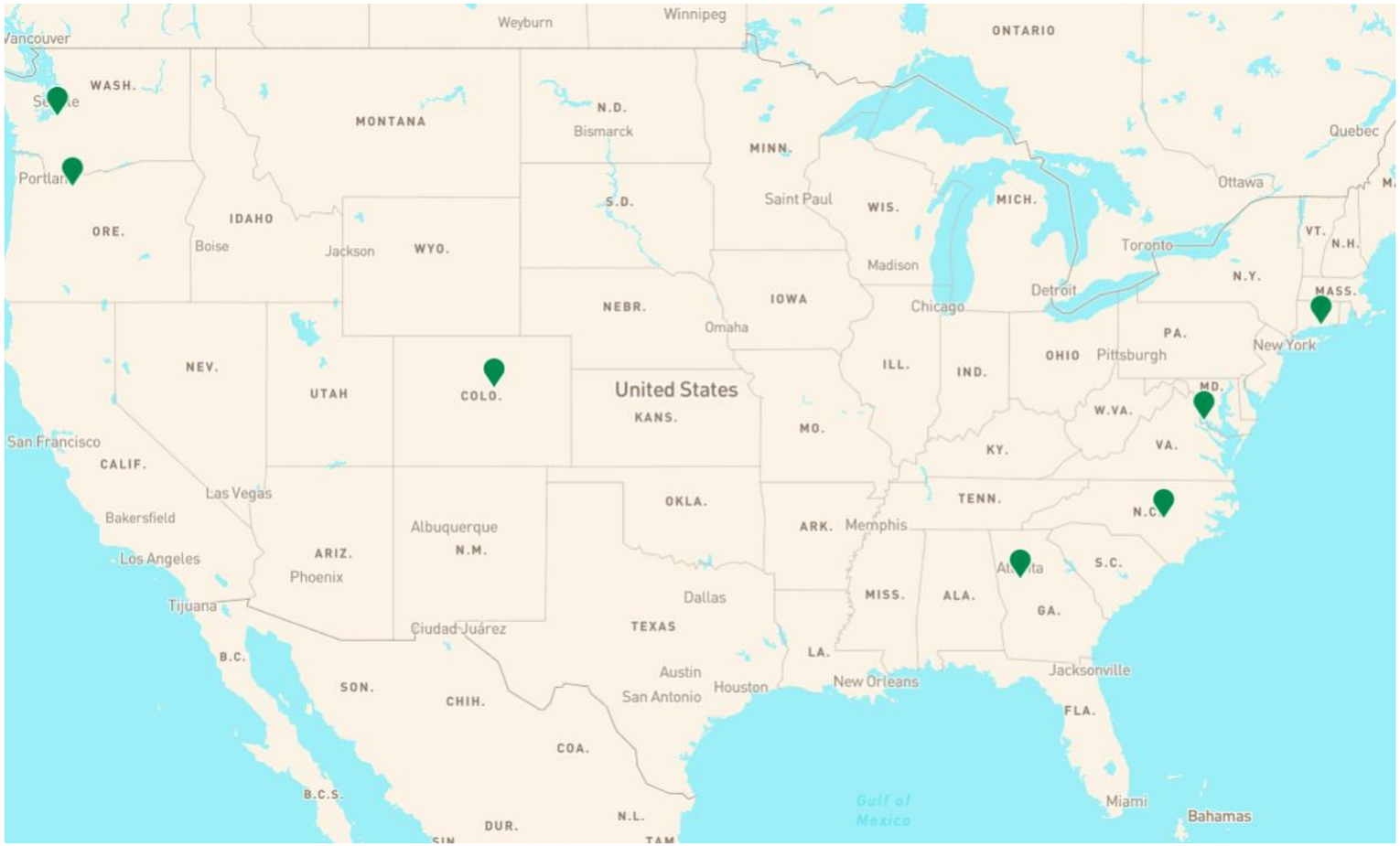
McAdams

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

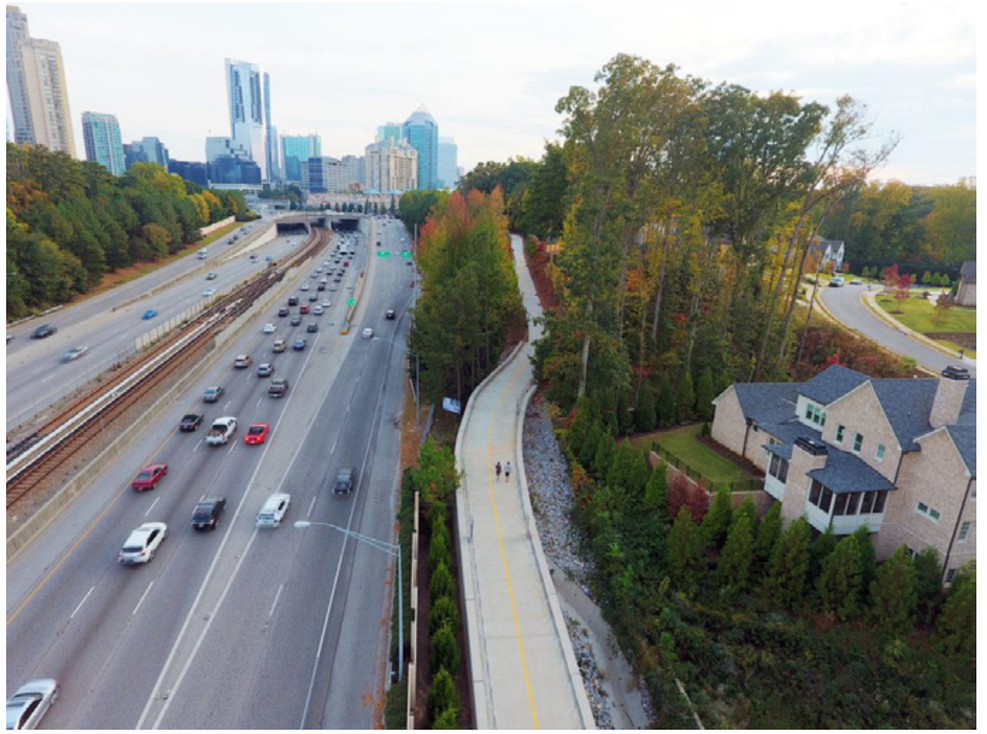
PATH 400 – Atlanta, GA

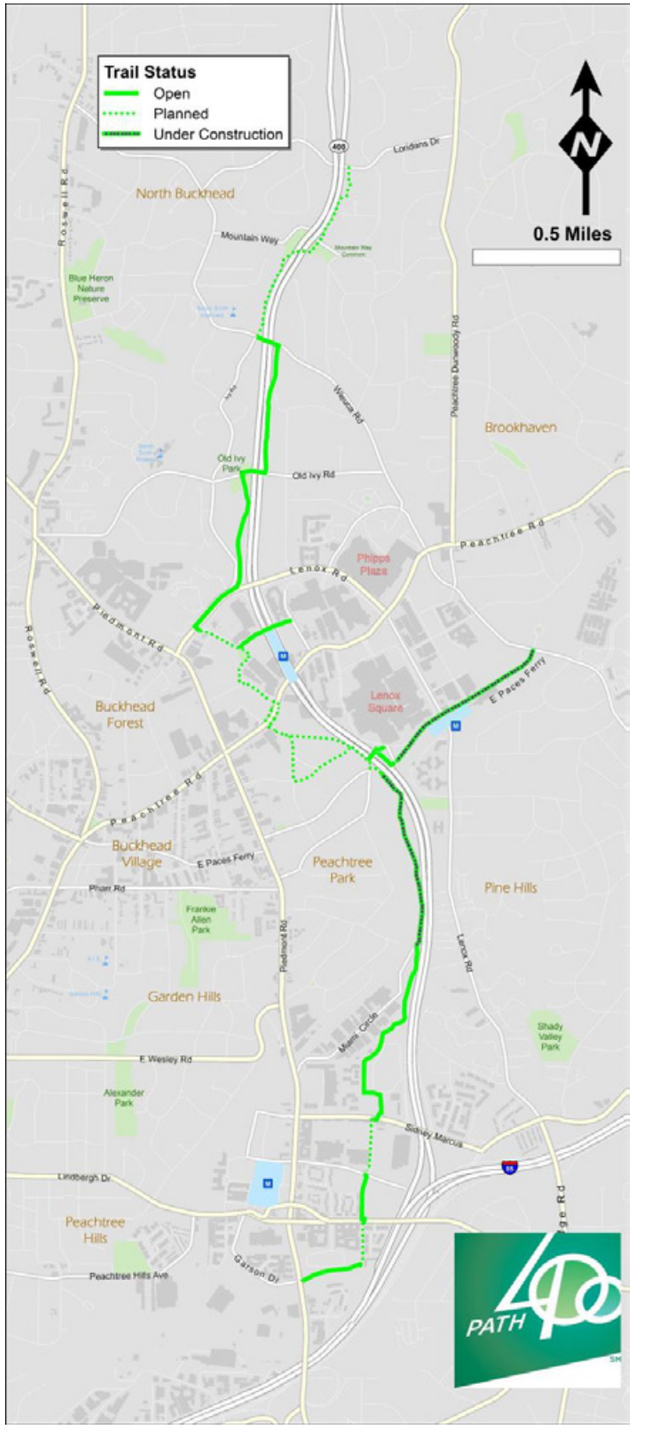
Summary

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

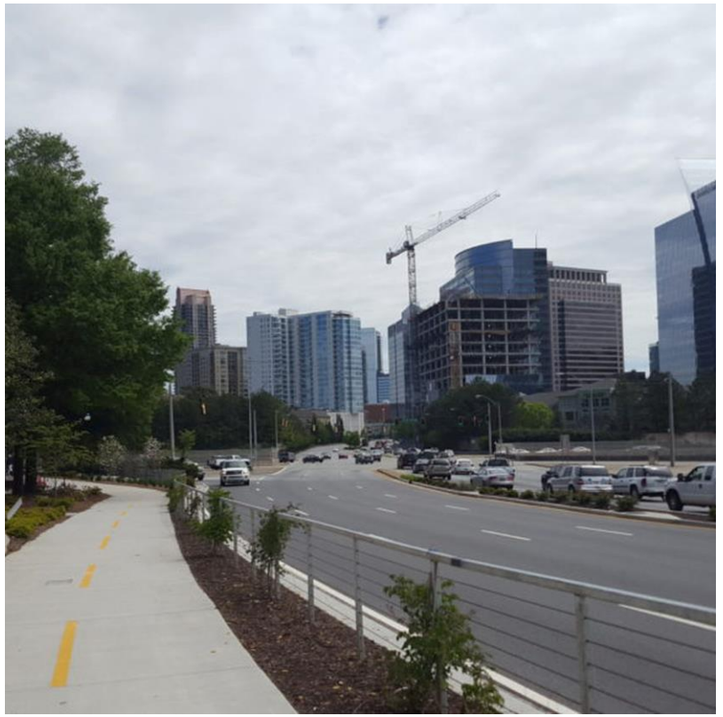




TRIANGLE BIKEWAY CASE STUDIES

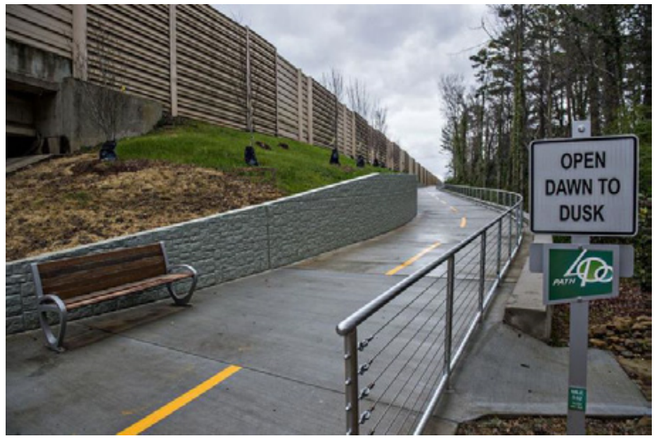
PATH 400 – Atlanta, GA















TRIANGLE BIKEWAY CASE STUDIES

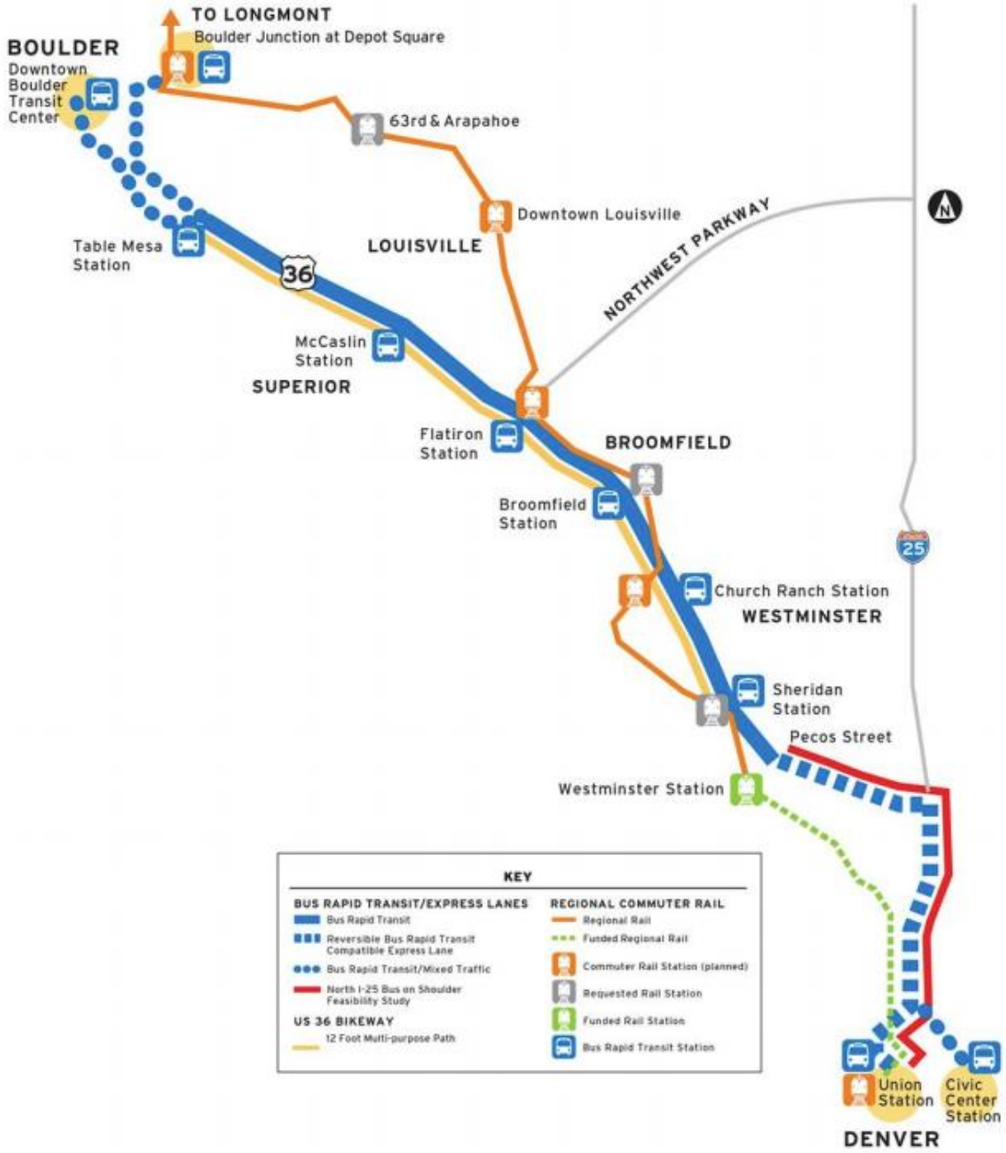
US 36 Bikeway - Denver to Boulder, CO

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



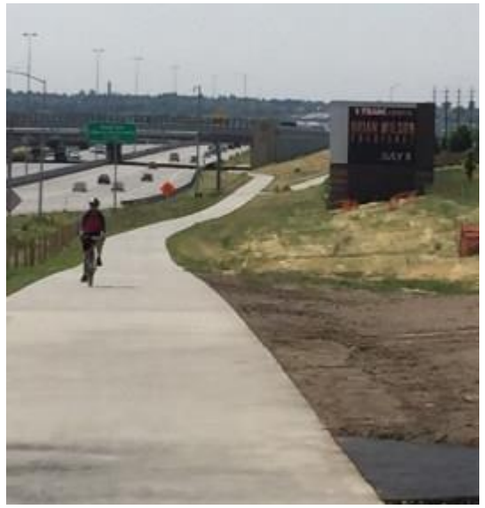
TRIANGLE BIKEWAY CASE STUDIES

US 36 Bikeway - Denver to Boulder, CO













TRIANGLE BIKEWAY STUDY

Interim Survey Report



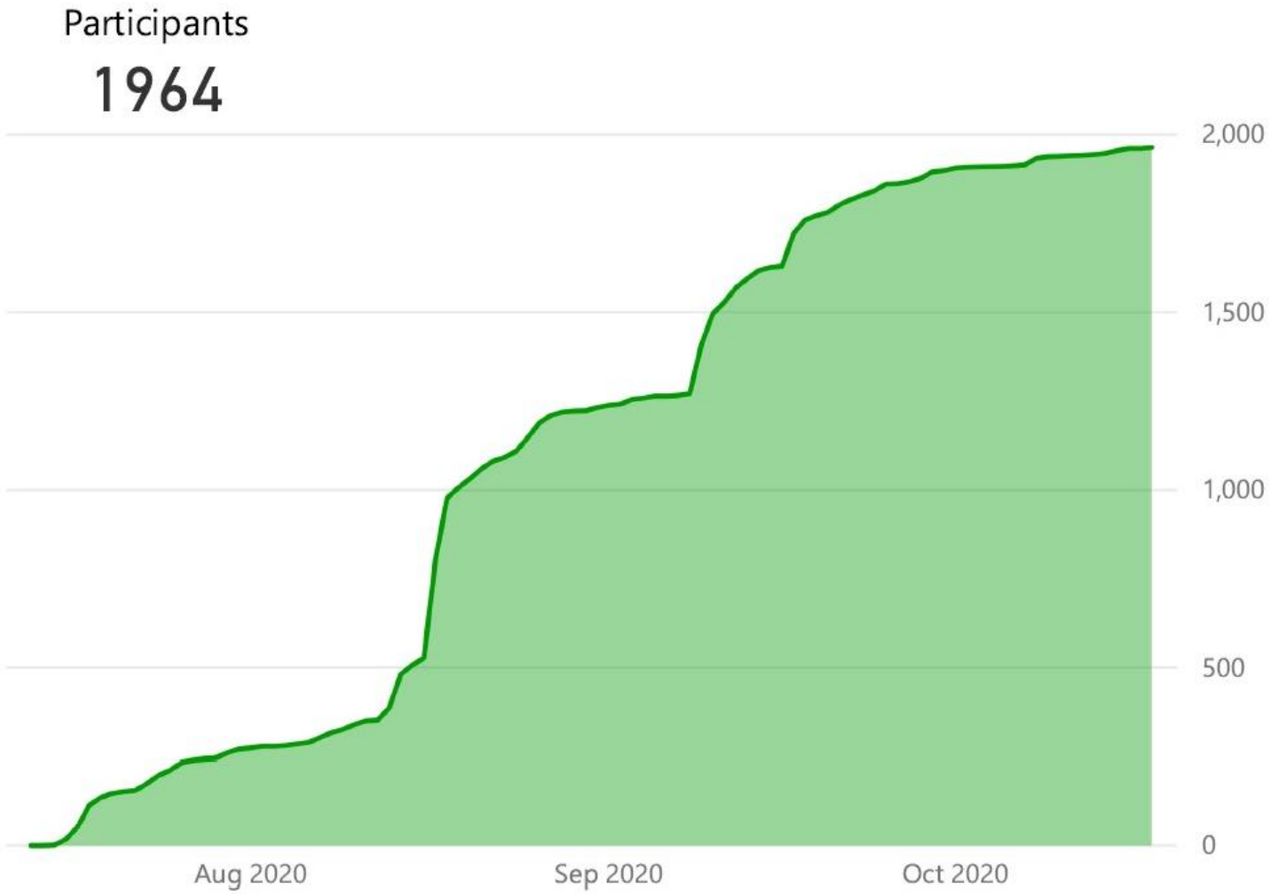
DURHAM - CHAPEL HILL - CARRBORO
DCHC
Metropolitan Planning Organization
Planning Tomorrow's Transportation

CAMPO
NC Capital Area Metropolitan Planning Organization

McAdams

TRIANGLE BIKEWAY STUDY

Interim Survey Report



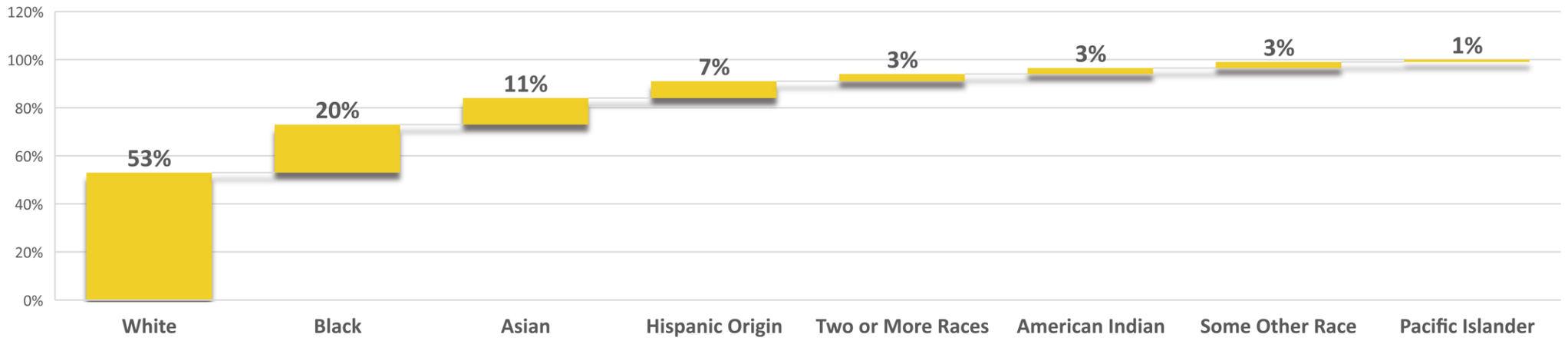
Key Takeaways

- 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

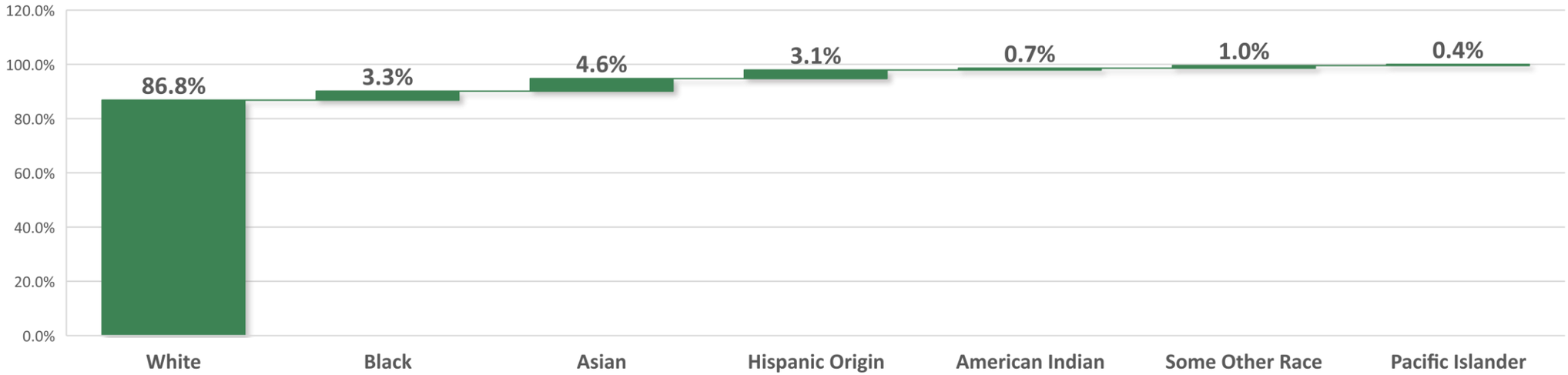
TRIANGLE BIKEWAY STUDY

Corridor / Survey Demographics

Corridor Demographics



Survey Demographics





TRIANGLE BIKEWAY STUDY

Focus Group Meetings

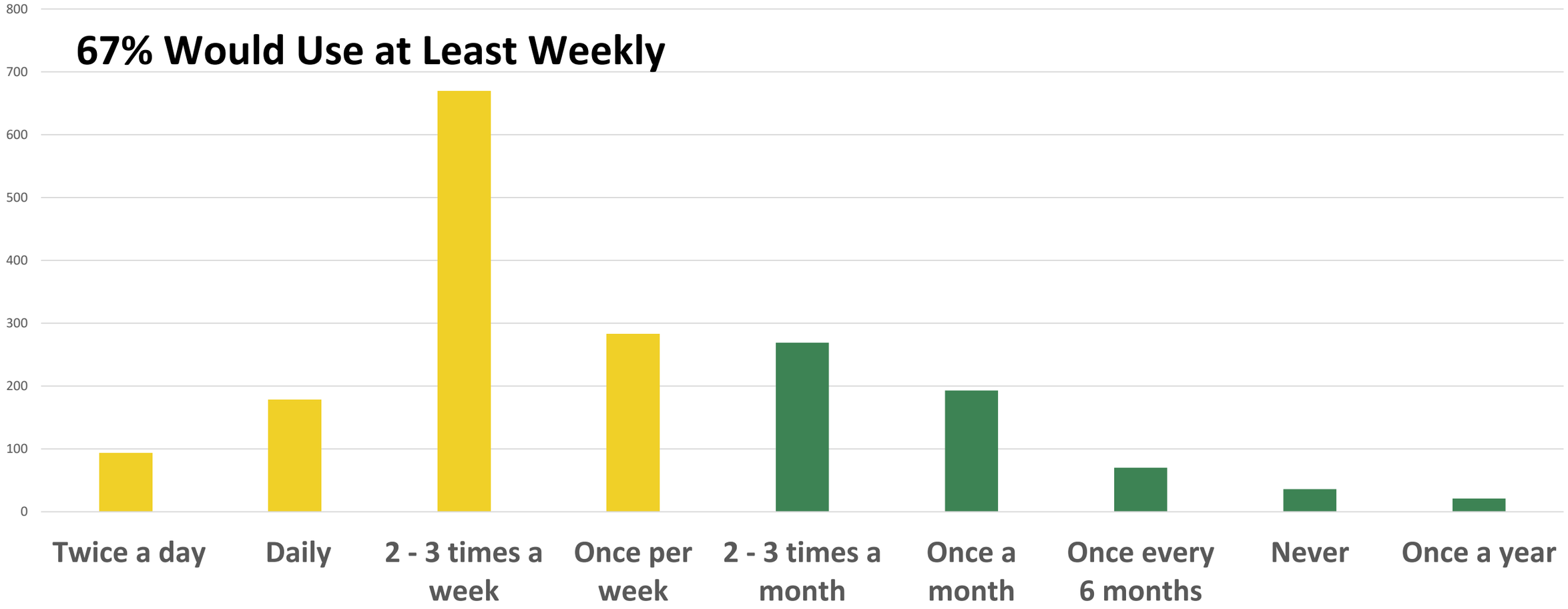
Several Facilitate Discussions the week of November 9-13th

- **Race – Black, Hispanic, Asian (Separate meetings)**
- **Bus Riders**
- **Lower and Modest income households (income below $75K)**



TRIANGLE BIKEWAY STUDY

How Often Would You Use?



TRIANGLE BIKEWAY STUDY

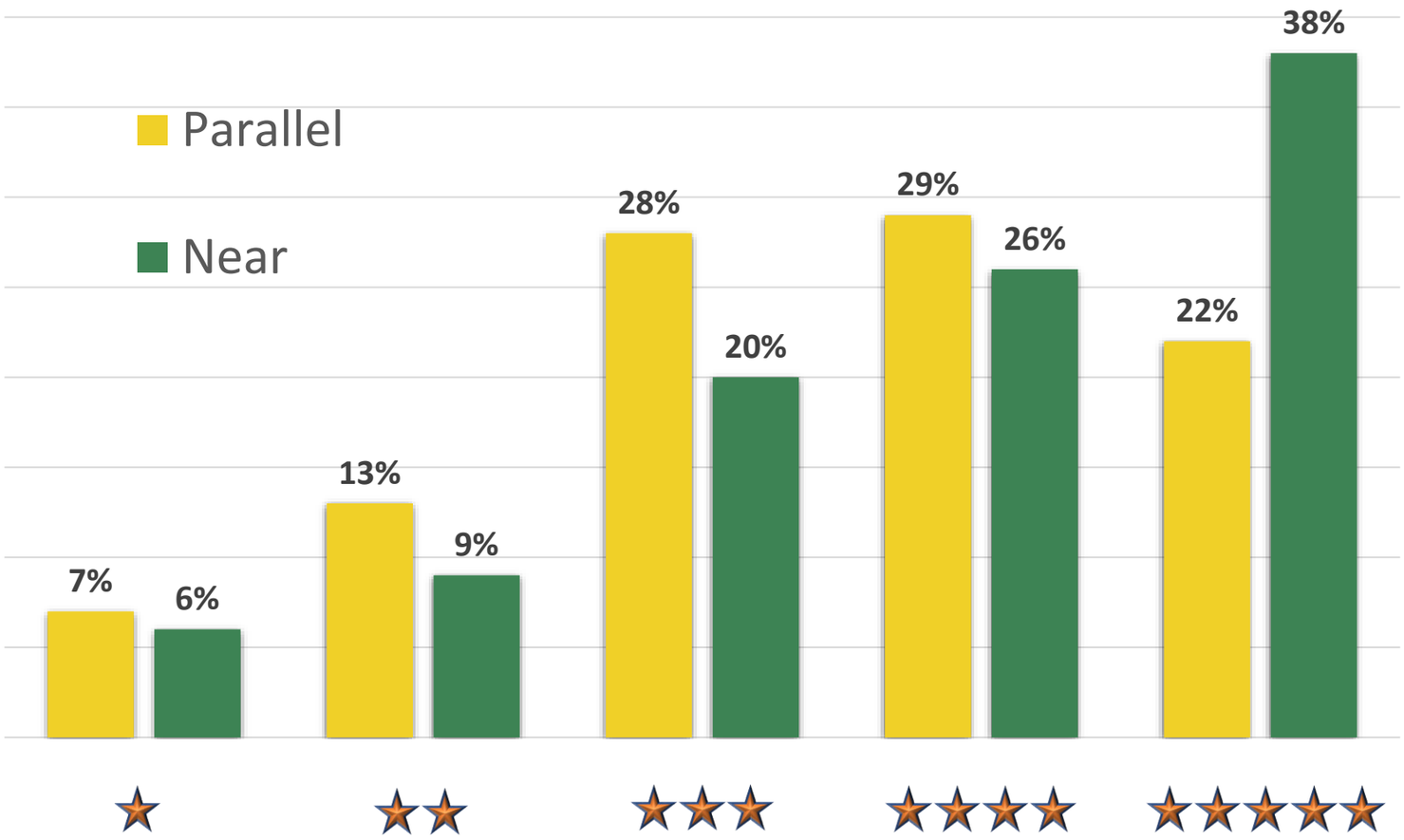
Proximity to I-40



Parallel



Near



TRIANGLE BIKEWAY STUDY

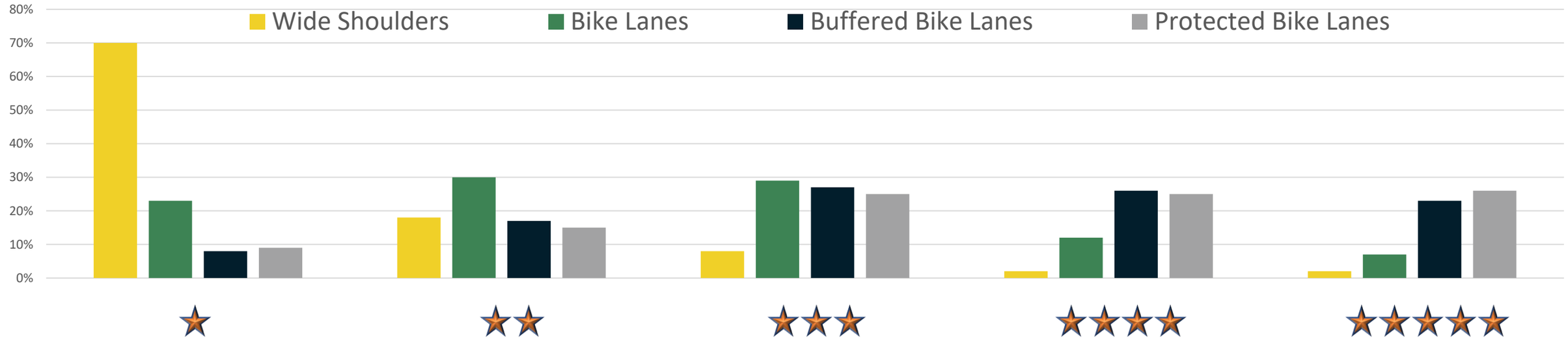
Facility Preference









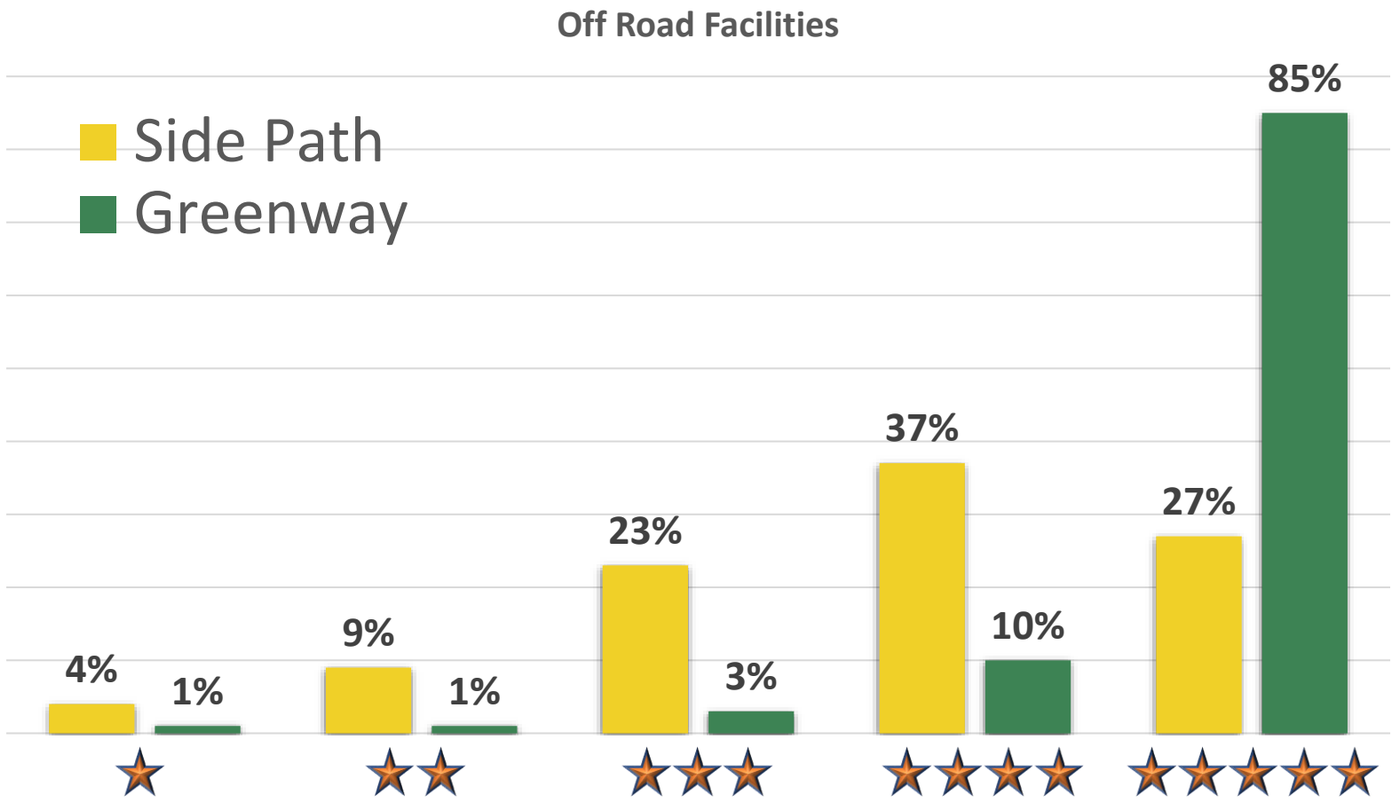


TRIANGLE BIKEWAY STUDY

Facility Preference







TRIANGLE BIKEWAY STUDY

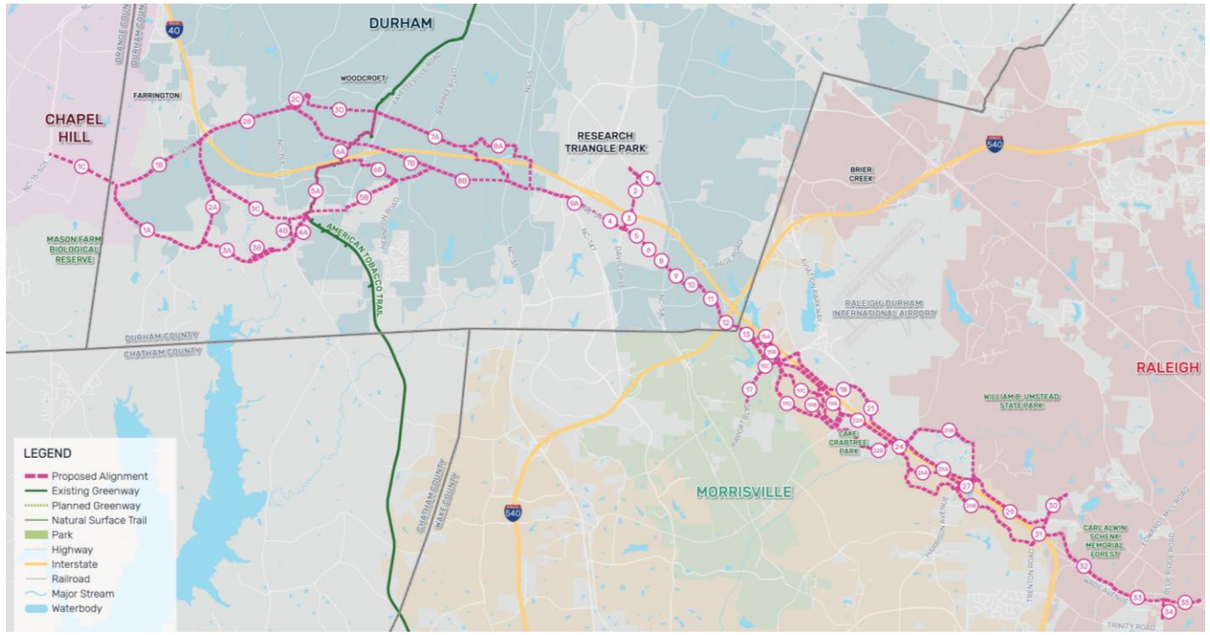
Need Your Input – Along Parallel Streets

Pros

- More routing options
- Less noise and exhaust
- Lower vehicle speeds / volumes
- More connections with destinations

Cons

- Many property and easement negotiations
- More at-grade crossings
- Less direct
- Narrow, challenging right of ways

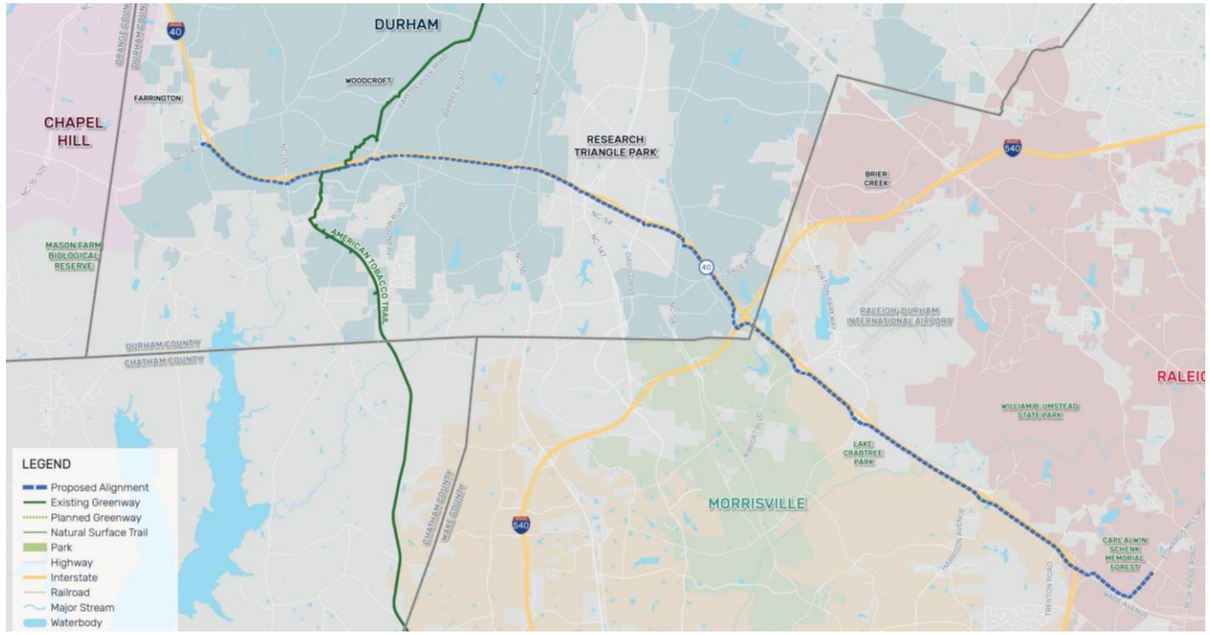






TRIANGLE BIKEWAY STUDY

Need Your Input – Within Interstate Corridor







Pros

- One property owner to negotiation with – NCDOT
- Fewer at-grade crossings
- Direct route
- Highly visible part of the community

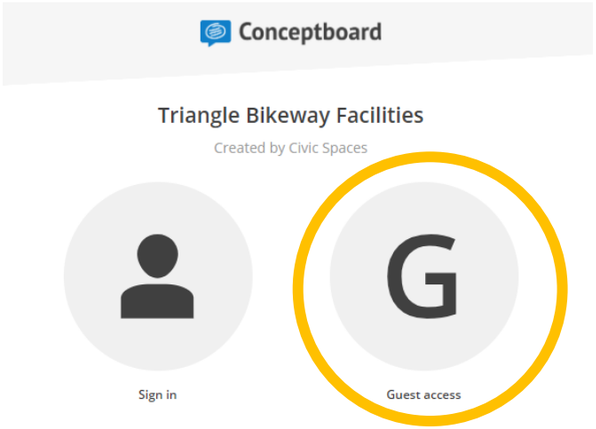
Cons

- One property owner to negotiation with – NCDOT
- Noise and exhaust
- Expensive crossing solutions

TRIANGLE BIKEWAY STUDY

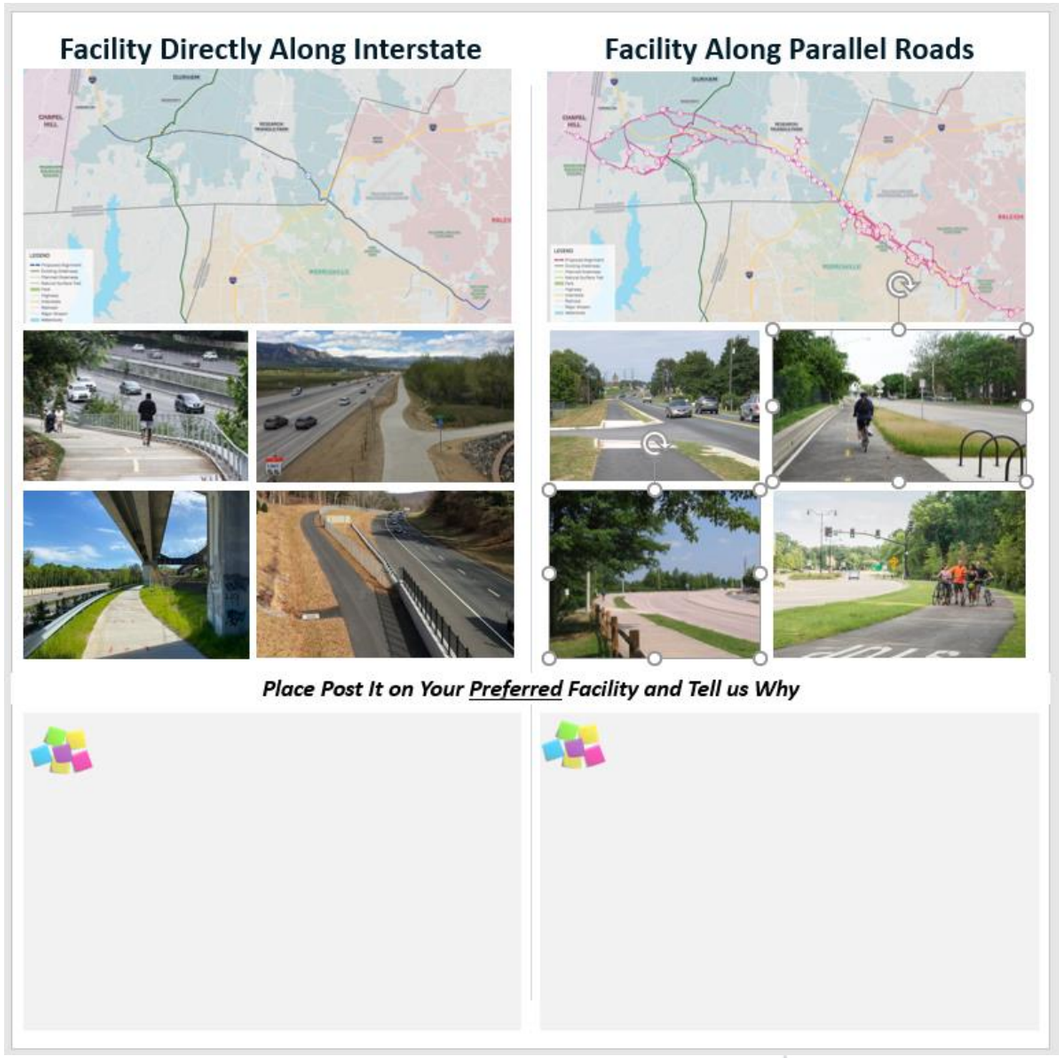
Give us Your Thoughts

1. Click on this link in chat box
https://app.conceptboard.com/board/mhea-2n4z-9tb9-nspi-x288



2. Select Guest Access

3. Place a virtual post it note on your preferred facility type and tell us why.



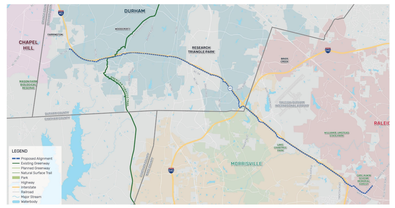
TRIANGLE BIKEWAY STUDY

Next Steps

Virtual Public Workshops	October 29th	12PM and 4PM
DCHC MPO Board Meeting	November 4th	9AM
Focus Group Sessions	November 9-13th	Several Sessions
Employer Stakeholders	November 10-11th	Several Sessions
Survey Closes	November 13th	
Next TWG Meeting	November 19th	



Directly Along Interstate
Pros / Cons / Opportunities







Pros
- Fewer crossing conflicts
- Direct route
- Highly visible, iconic facility
- Schedule could be faster

Cons
- Competing plans for the right of way
- Noise and exhaust
- Lacks direct connections to destinations

Similar
- Costs

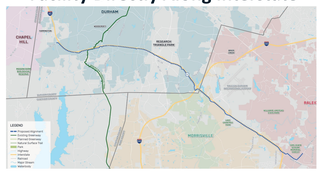
Opportunities
- Partnership with NCDOT

Share Your Thoughts

This is my preferred alternative. I would like it to be separated and usable by walkers and bicyclists. Thanks, TJ

Much more efficient as a joint commuter corridor.

Facility Directly Along Interstate



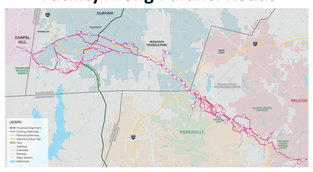








Facility Along Parallel Roads



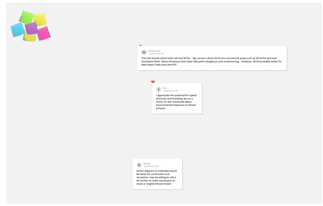






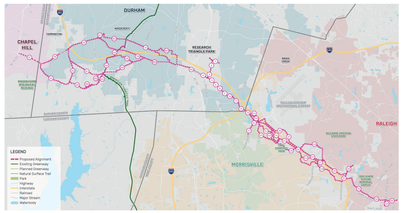


Place Post It Note to Share Your Thoughts on Each





Along Parallel Routes
Pros / Cons / Opportunities







Pros
- More routing options
- Less noise and exhaust
- Lower vehicle speeds / volumes
- More connections with destinations

Cons
- Many property and easement negotiations
- More crossing conflicts
- Less direct – wayfinding more challenging
- Narrow, challenging right of ways
- May lengthen schedule for completion

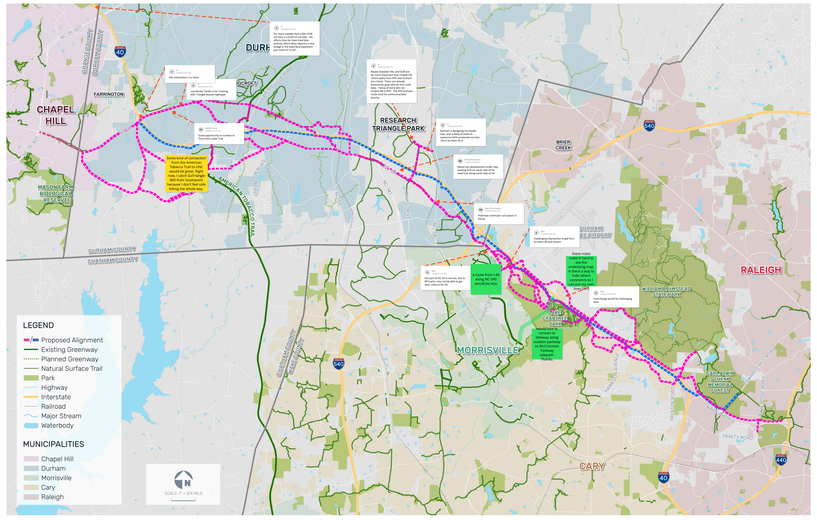
Opportunities
- NCDOT Revised Complete Streets Policy – Including sections in future projects

Similar
- Costs

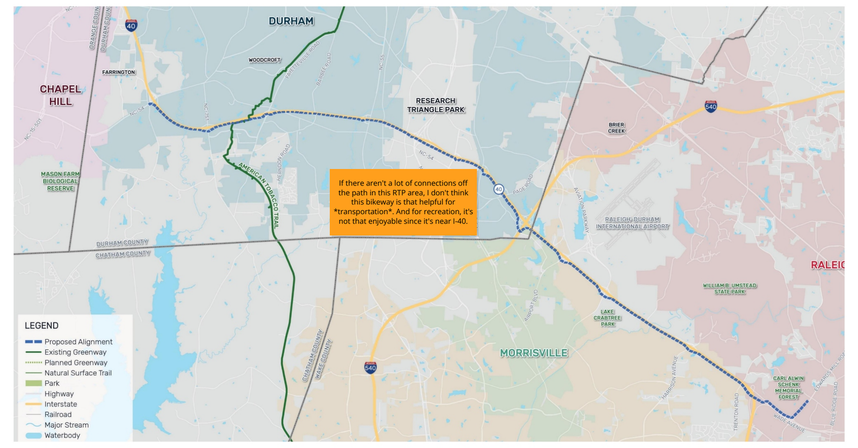
Share Your Thoughts

Note to my future self: Check out comments concerning Farrington Road corridor!

I'm a big fan of this corridor for cities and lots of vehicle conflicts. Would prefer more interchange parallel options.



Directly Along Interstate
Pros / Cons / Opportunities







Pros
> Fewer crossing conflicts
> Direct route
> Highly visible, iconic facility
> Schedule could be faster

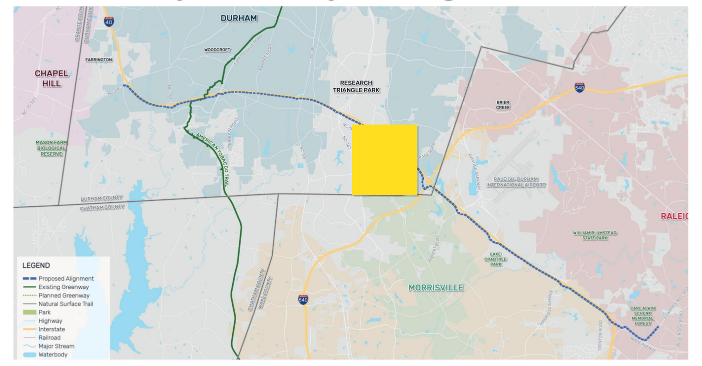
Cons
> Competing plans for the right of way
> Noise and exhaust
> Lacks direct connections to destinations

Similar
> Costs

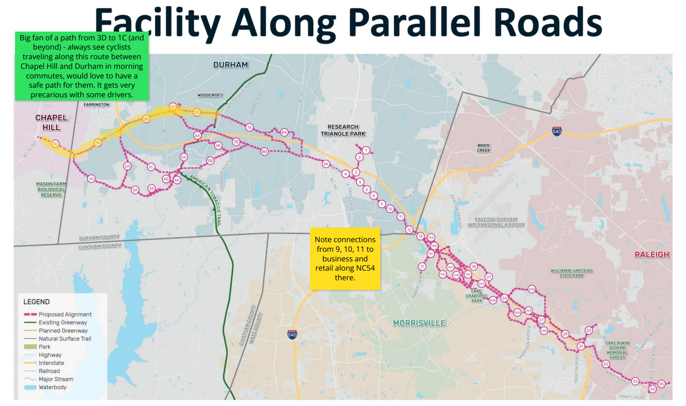
Opportunities
> Partnership with NCDOT

Share Your Thoughts

Facility Directly Along Interstate



Facility Along Parallel Roads

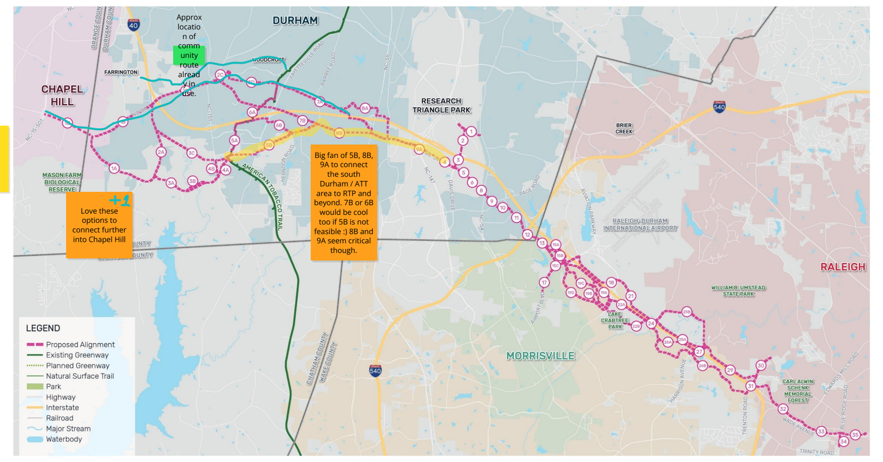






Place Post It Note to Share Your Thoughts on Each

Along Parallel Routes
Pros / Cons / Opportunities







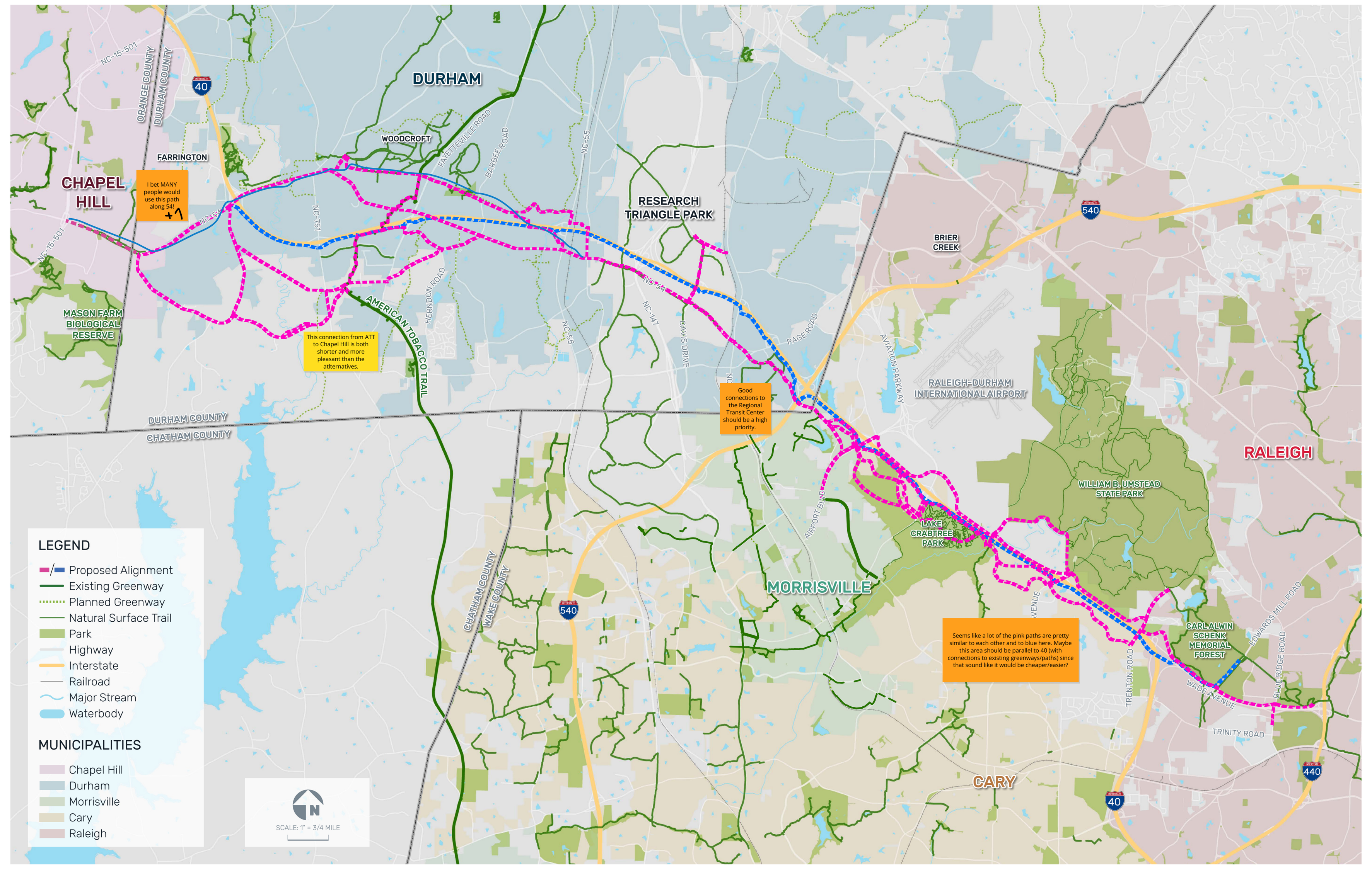
Pros
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Cons
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> More crossing conflicts
> Less direct – wayfinding more challenging
> Narrow, challenging right of ways
> May lengthen schedule for completion

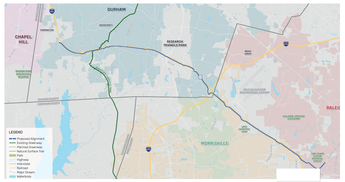
Opportunities
> NCDOT Revised Complete Streets Policy
– Including sections in future projects

Similar
> Costs

Share Your Thoughts



Directly Along Interstate
Pros / Cons / Opportunities







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Opportunities
- Partnership with NCDOT

Similar
- Costs

Share Your Thoughts



Facility Directly Along Interstate



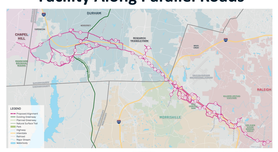








Facility Along Parallel Roads





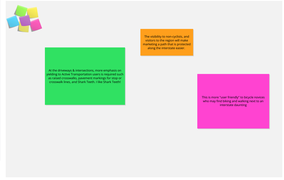




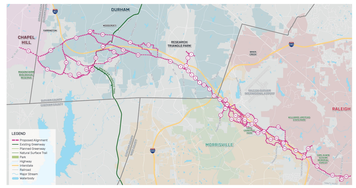


Place Post It Note to Share Your Thoughts on Each





Along Parallel Routes
Pros / Cons / Opportunities







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- More routing options
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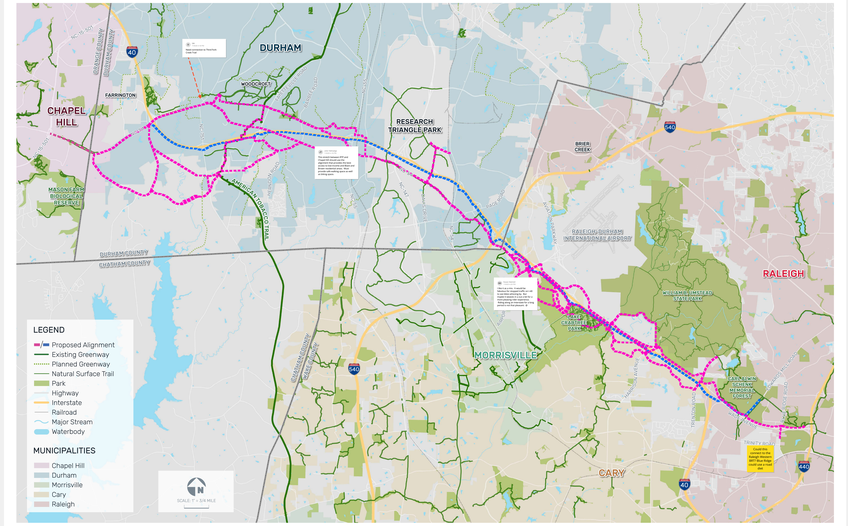
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Opportunities
- NCDOT Revised Complete Streets Policy – Including sections in future projects

Similar
- Costs

Share Your Thoughts





TRIANGLE BIKEWAY STUDY

Triangle Bikeway Public Engagement Phase II
Communications Tool Kit Overview

The Triangle Bikeway Study is in the Alternative Selection phase of the project, which includes public outreach. The study team would like to offer an update on the technical work that occurred over Winter 2020 and share details of the recommended route. Members of the community are invited to provide comments and questions on the recommendations and take the brief user survey to assist with the next stage of design work.



This phase of outreach will generally occur from June 17 – July 16.

Key elements:

- Public Meetings (June 29th, at Noon and 5pm): providing project updates and an overview of the recommended Triangle Bikeway route.
- Public Survey (open from June 17th to July 16th): soliciting feedback on Triangle Bikeway access points and user preferences.
- Website Updates: providing project updates, mapping, videos, and previous planning resources.

Elements of Public Outreach Program

PROJECT WEBSITE UPDATES

- Video:
  - Summary of Public Engagement
  - Short Project Update Video (includes project fly through)
  - Recordings (Working Group Meetings and Case Study)
- Interactive Map.
- Triangle Bikeway Route Matrix and Corresponding Map.
- PDF Maps of Existing Conditions.
- **Project Website: https://trianglebikeway.com/**

TRIANGLE BIKEWAY STUDY

SURVEY

- Information to understand facility needs based on how people plan to use and access the Triangle Bikeway.
- **The survey will be open for public comment from June 17th to July 16th.**
- **Survey Link: https://publicinput.com/trianglebikewaystudy**

VIRTUAL PUBLIC MEETINGS

- Two virtual public meetings will be held on Tuesday, June 29th at noon and 5PM via Zoom.
- Attendees will be provided with general project updates, information on the Triangle Bikeway route development process, and presentation of the recommended route.
- **June 29th 12PM (Noon) Session:**
  - **https://mcadamsco.zoom.us/j/92195221760?pwd=VHNnbGkyK2FBcXRNUXdsRHdiZldsQT09**
  - Shortened Link: **http://bit.ly/noontribike**
  - Call in: 877-853-5247 (Toll Free)
  - Webinar ID: 921 9522 1760
- **June 29th 5PM Session:**
  - **https://mcadamsco.zoom.us/j/94658422412?pwd=VXhBamM5ZHNtaExjUW1UalVsWFpVZz09**
  - Shortened Link: **http://bit.ly/5pmtribike**
  - Call in: 888-788-0099 (Toll Free)
  - Webinar ID: 933 9214 8442

SOCIAL MEDIA MESSAGES

- Message templates for Twitter, Facebook, Instagram, etc. to distribute information on project updates, the survey, and public meetings.
- **The social media messaging on the Triangle Bikeway should be distributed during the public comment period from June 17th to July 16th.**

Messaging Option for promoting both the Survey & Public Meetings:

- *The Triangle Bikeway Study now has a recommended route! Learn more about plans for this regional project and share your thoughts on how you would use the Triangle Bikeway through an online survey or by joining one of our public meetings.*
  - *Visit http://trianglebikeway.com/ to take the survey, review project maps, videos, and resources.*
  - *Public Meeting date: June 29th at Noon and 5pm via Zoom (additional details available on project website).*



DCHC METROPOLITAN PLANNING ORGANIZATION · MCADAMS · CAMPO NC Capital Area Metropolitan Planning Organization

TRIANGLE BIKEWAY STUDY

Messaging Options for promoting the Survey:

> *The Triangle Bikeway is a proposed regional 17-mile biking and walking path connecting Triangle communities between Raleigh, Durham, and Chapel Hill. Please share your ideas about how you would use the pathway by visiting http://trianglebikeway.com/ and taking the survey today!*

> *Regional transportation agencies are working together to plan the Triangle Bikeway, a 17-mile biking and walking path connecting Raleigh, Cary, Morrisville, Research Triangle Park, Durham, and Chapel Hill. Please share your ideas about how you would use pathway by visiting http://trianglebikeway.com/ and taking the survey today!*

Messaging Options for promoting the Virtual Public Meetings:

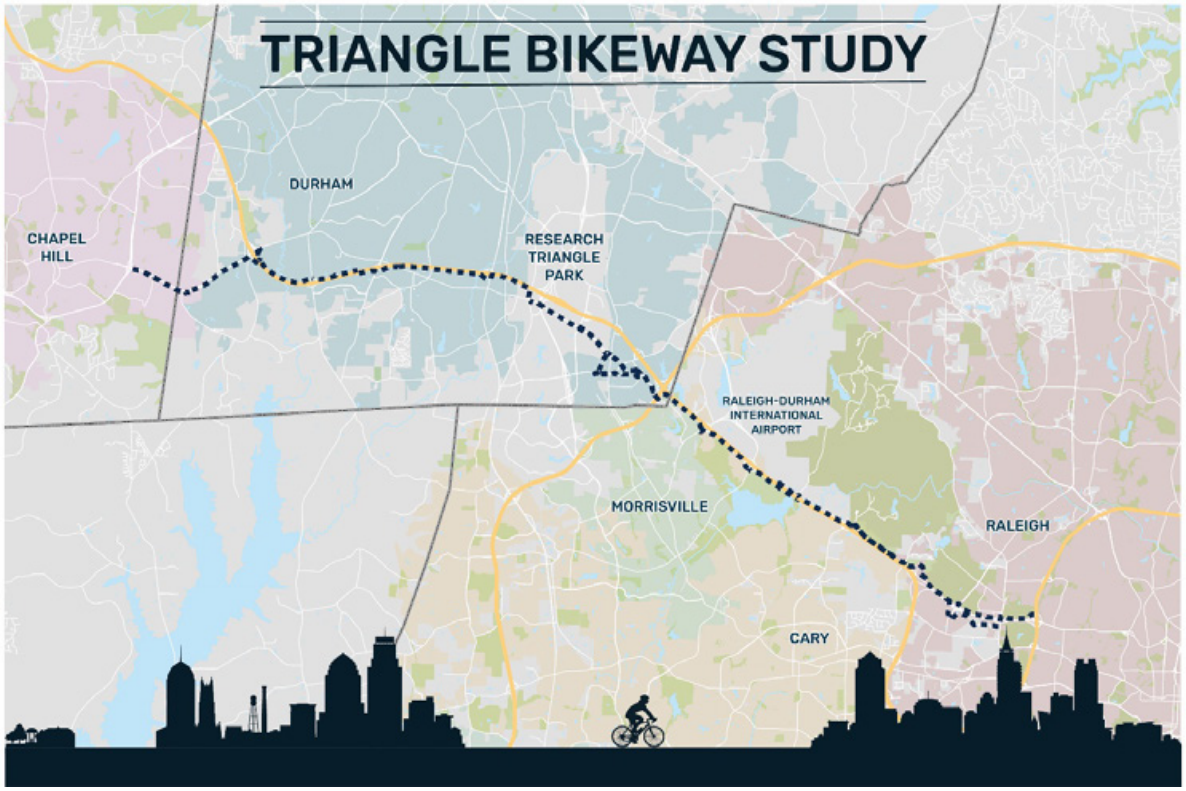
> *The Triangle Bikeway Study team will be sharing a project update and recommended route of the proposed regional 17-mile biking and walking path connecting Triangle communities between Raleigh, Durham, and Chapel Hill. Please mark your calendars to share your thoughts about the recommended routes by attending a public meeting on June 29th at Noon and 5pm via Zoom! Visit http://trianglebikeway.com/ to learn more.*

> *Regional transportation agencies are working together to plan the Triangle Bikeway, a 17-mile biking and walking path connecting Raleigh, Cary, Morrisville, Research Triangle Park, Durham, and Chapel Hill. Plan to view and project update and share your thoughts about recommended route by attending a public meeting on June 29th at Noon and 5pm via Zoom! Visit http://trianglebikeway.com/ to learn more.*

Messaging Option for promoting General Project Updates:

> *The Triangle Bikeway is a proposed regional 17-mile biking and walking path connecting Triangle communities between Raleigh, Durham, and Chapel Hill. To learn more about the pathway and the recommended route, visit http://trianglebikeway.com/.*

Image Options to include with Social Media Messages:



Triangle Bikeway – Recommended Route



American Tobacco Trail – Bridge Over I-40

Video Option to include with Social Media Messages:

> Project Update video on Triangle Bikeway recommended routes and corridor renderings.
  - Project Update Video - (https://vimeo.com/553048796)

TRIANGLE BIKEWAY STUDY

Newsletter/Email Template:

Subject: Public Input Needed on Triangle Bikeway Study – Recommended Routes & User Survey

After more than 2,000 individuals shared their thoughts during the Triangle Bikeway's first phase of engagement, the project team is back to seek public feedback on a recommended route and to find out more about how bicyclists and pedestrians would like to access the shared-use path.

The goal of the Triangle Bikeway Study is to plan a regional 17-mile corridor for biking and walking that connects Raleigh, Cary, Morrisville, Research Triangle Park (RTP), Durham, and Chapel Hill along I-40 and NC-54. By connecting Triangle communities, the shared-use path will allow residents to make both short and long biking and walking trips for work, play, and daily errands. As the eastern segment of the Triangle Bikeway has been through a preliminary study, the current planning effort includes design recommendations between Raleigh and RTP and a corridor assessment for the connection west to Durham and Chapel Hill.

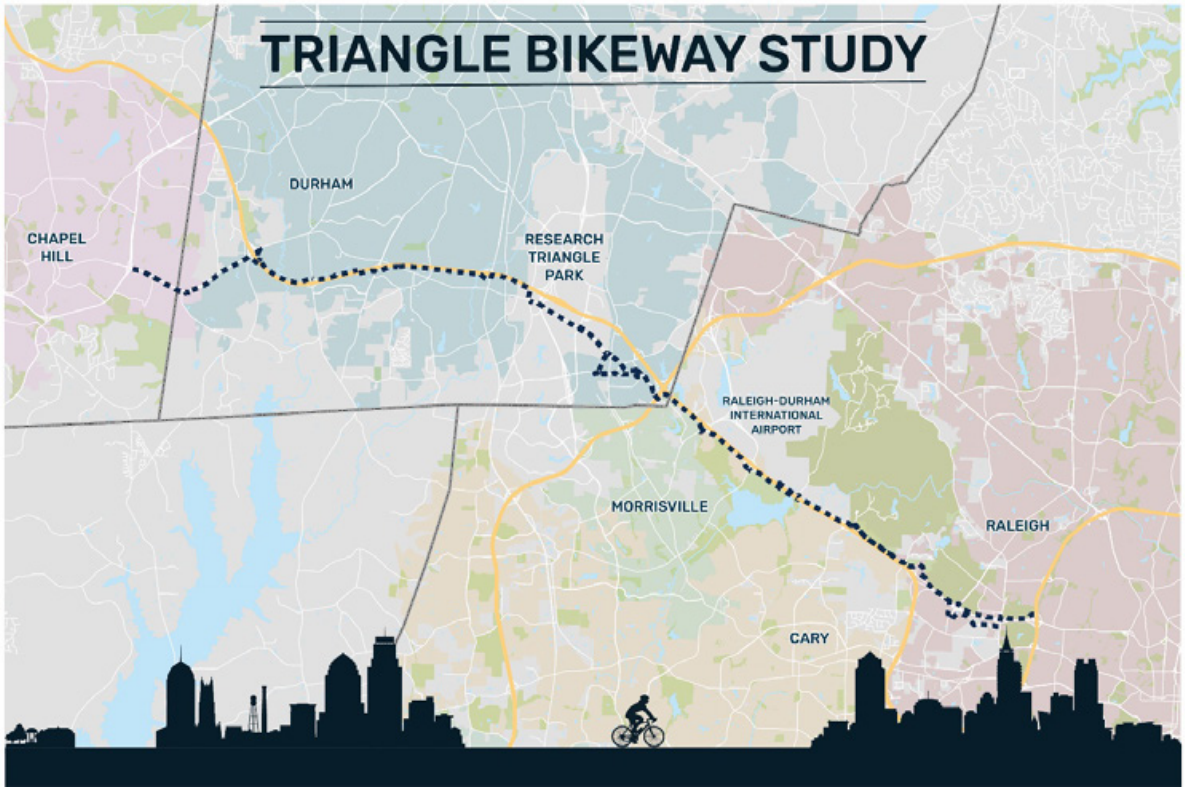
Community members can provide feedback by visiting the study website and taking an online survey, adding a comment to the recommended route map, or by attending a virtual public meeting. The final day to participate in this phase is Friday, July 16th. Two virtual public meetings will be held on June 29th at noon and 5pm via Zoom. Meeting details for the Noon and 5pm sessions are provided via link and on the project website.

Visit http://trianglebikeway.com/ to take the survey, review public meeting details, project maps, videos, and resources, and more.

Project Update Video

Public Engagement Summary Video

Optional image of the Triangle Bikeway recommended routes to include in the newsletter/email:



TRIANGLE BIKEWAY STUDY

Press Release Template:

For Immediate Release

Public input needed on region's Triangle Bikeway Study – Recommended Route & User Survey

TRIANGLE REGION, NC –

After more than 2,000 individuals shared their thoughts during the Triangle Bikeway's first phase of engagement, the project team is back to seek public feedback on a recommended route and to find out more about how bicyclists and pedestrians would like to access this regional shared-use path.

The Capital Area Metropolitan Planning Organization (CAMPO) and Durham-Chapel Hill-Carrboro MPO invite Triangle residents, employees, businesses, and visitors to provide input on the Triangle Bikeway Study's recommended route – a critical milestone in the process to create a regional 17-mile biking and walking path connecting Raleigh, Cary, Morrisville, Research Triangle Park (RTP), Durham, and Chapel Hill along I-40 and NC54.

"The Triangle Bikeway is going to be transformational for the region and now we need to hear from you about what you would like it to be. It will join the 26 miles of the American Tobacco Trail and the 32 miles of the Neuse River Greenway to create the "trifecta" of mega trails in the region and one of the best greenway networks in the country," said Wake County Commissioner and CAMPO Executive Board Chair Sig Hutchinson.

"I am excited about this plan for a protected bike and pedestrian path that will tie together our region and create another transit and recreation option for Triangle residents. Many people want to get out of their vehicles and enjoy bike and pedestrian options for work or play. The vision of this Triangle Bikeway is to make this a reality," said Durham County Commissioner and DCHC MPO Board Chair Wendy Jacobs.

Current Public Engagement (Phase 2):

SURVEY: An initial survey was conducted in Fall 2020 and provided critical public input on desired destinations, commuting patterns, estimated frequency of use, and route preferences. The survey during this second phase will identify pathway user preferences and facility needs. Participants can share their ideas on where they would prefer to walk along the route and where they would like to access the path by taking the 5-minute survey at https://publicinput.com/trianglebikewaystudy. The survey will remain open through Friday, July 16th.

PUBLIC MEETINGS: Two public meetings will be held online on June 29th so that community members can receive the latest project updates, provide feedback on the recommended route of the Triangle Bikeway, and ask questions of the project team. Meeting details, informational videos, and more can be found on the project website at **http://www.trianglebikeway.com**.

MORE >>>

TRIANGLE BIKEWAY STUDY

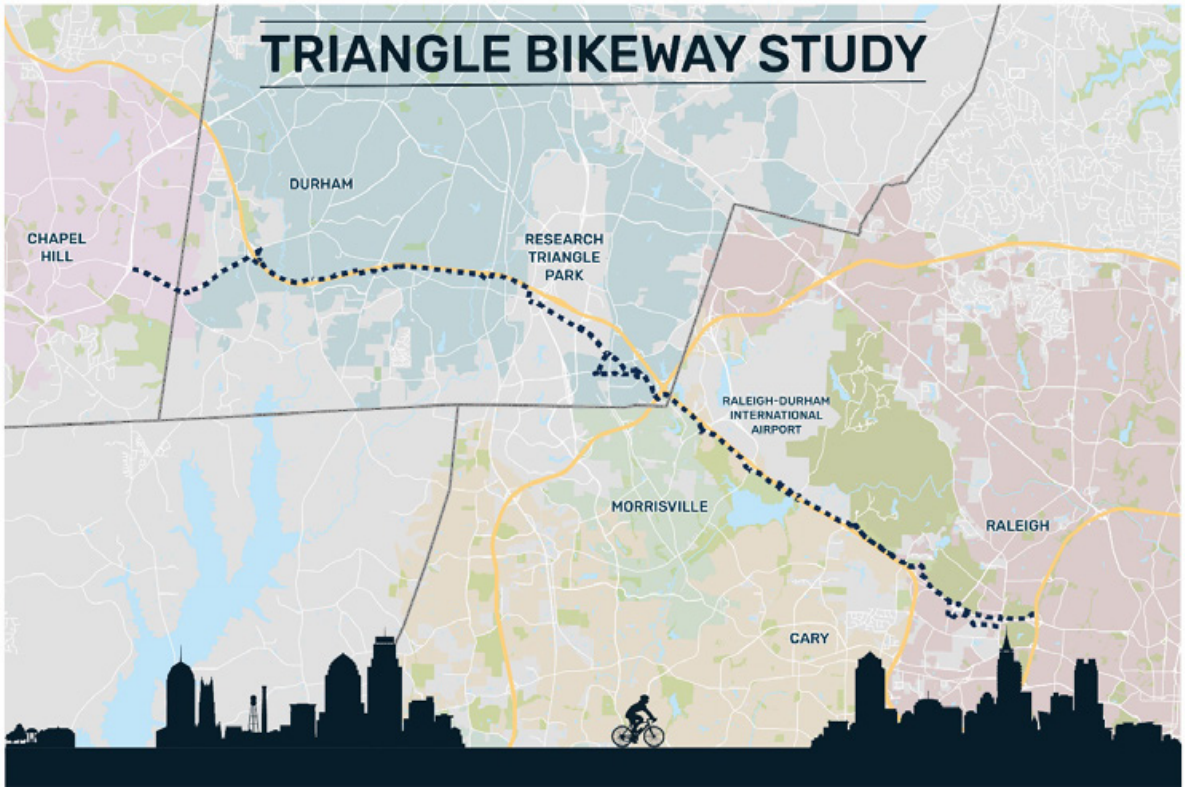
Project Update Video (https://vimeo.com/553048796)

Background:
By connecting Triangle communities, the pathway will allow residents to make both short and long biking and walking trips for work, play, and daily errands. Since the eastern segment of the pathway has been through a preliminary study, the current planning effort includes design recommendations between Raleigh and RTP and a corridor assessment for the connection west to Durham and Chapel Hill.

Utilizing the results of the community engagement that occurred in 2020, the study team spent the winter conducting a thorough analysis of potential alternative routes - they worked with key property owners and stakeholders and developed a recommended route. Now the public is invited to join in again, help ensure we got it right, and provide some more detailed information to continue the design work.
The goals of the Triangle Bikeway Study focus on equity, connectivity, and safety and include prioritizing equal access to the shared-use path for all; providing seamless connections between the path, the regional transportation network, employment centers, and local neighborhoods; and addressing the safety needs of users of all ages and abilities.

###

Triangle Bikeway Recommended Route – June 2021:



TRIANGLE BIKEWAY STUDY

Join the Conversation

TRIANGLE BIKEWAY PUBLIC WORKSHOPS – JUNE 29th



The Triangle Bikeway Study now has a recommended route for a regional 17-mile shared-use path connecting Raleigh, Cary, Morrisville, RTP, Durham, and Chapel Hill along I-40 and NC-54.

www.trianglebikeway.com

Join either the 12pm or 5pm meeting to get the latest project update, preview the recommended route, and provide input for the next stage of design work.

Agenda

- **Project Update**
- **Review of Technical Work**
- **Recommended Route**
- **Interactive Polling on Key Questions**
- **Next Steps**
- **Live Questions and Answers with Planning Team**

Tuesday, June 29th

Join the 12PM (Noon) Session
http://bit.ly/noontribike
Call in: 877-853-5247 (Toll Free)
Webinar ID: 921 9522 1760

Join the 5PM Session
http://bit.ly/5pmtribike
Call in: 888-788-0099 (Toll Free)
Webinar ID: 933 9214 8442

TRIANGLE BIKEWAY STUDY

Triangle Bikeway Public Workshop

June 29, 2021



DURHAM · CHAPEL HILL · CARRBORO
DCHC
METROPOLITAN PLANNING ORGANIZATION

CAMPO
NC Capital Area Metropolitan Planning Organization

McAdams

TRIANGLE BIKEWAY STUDY

WELCOME – PLEASE SIGN IN

Please Sign In

- *Select "Chat"*



- Provide your Name and Town or City address in the Chat

Thank You – We will be starting soon!

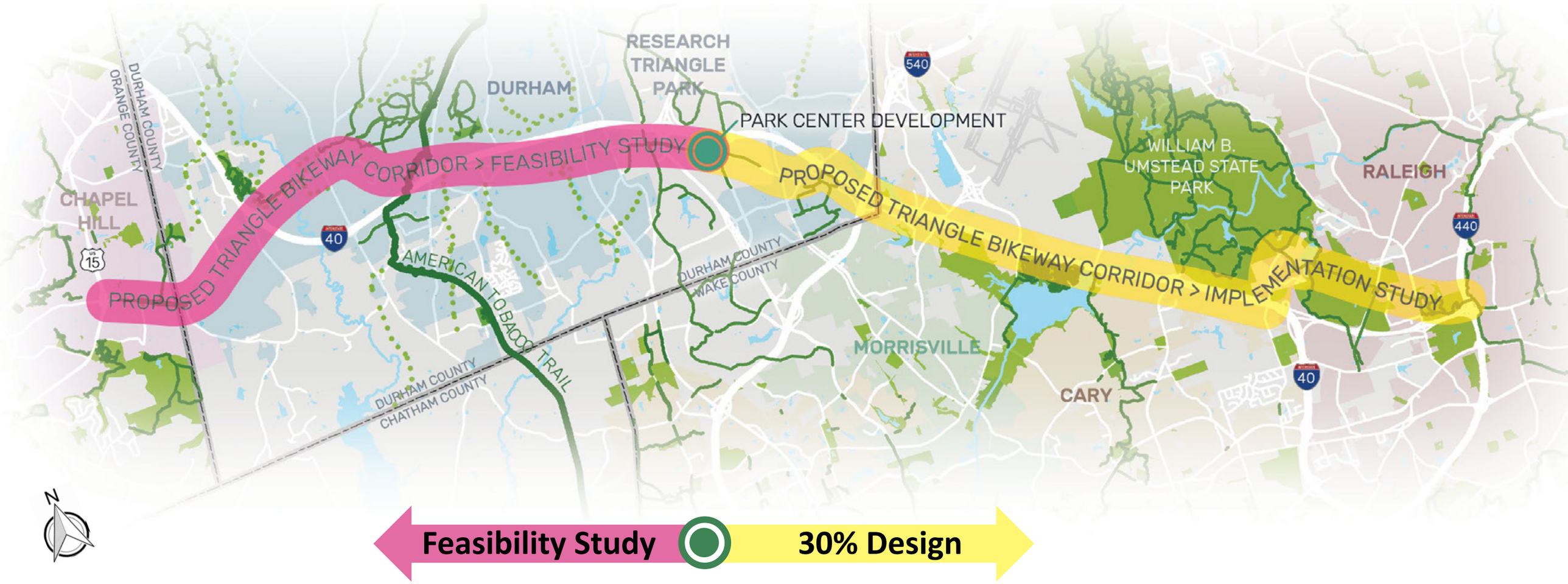
TRIANGLE BIKEWAY STUDY

Project Update Video



TRIANGLE BIKEWAY STUDY

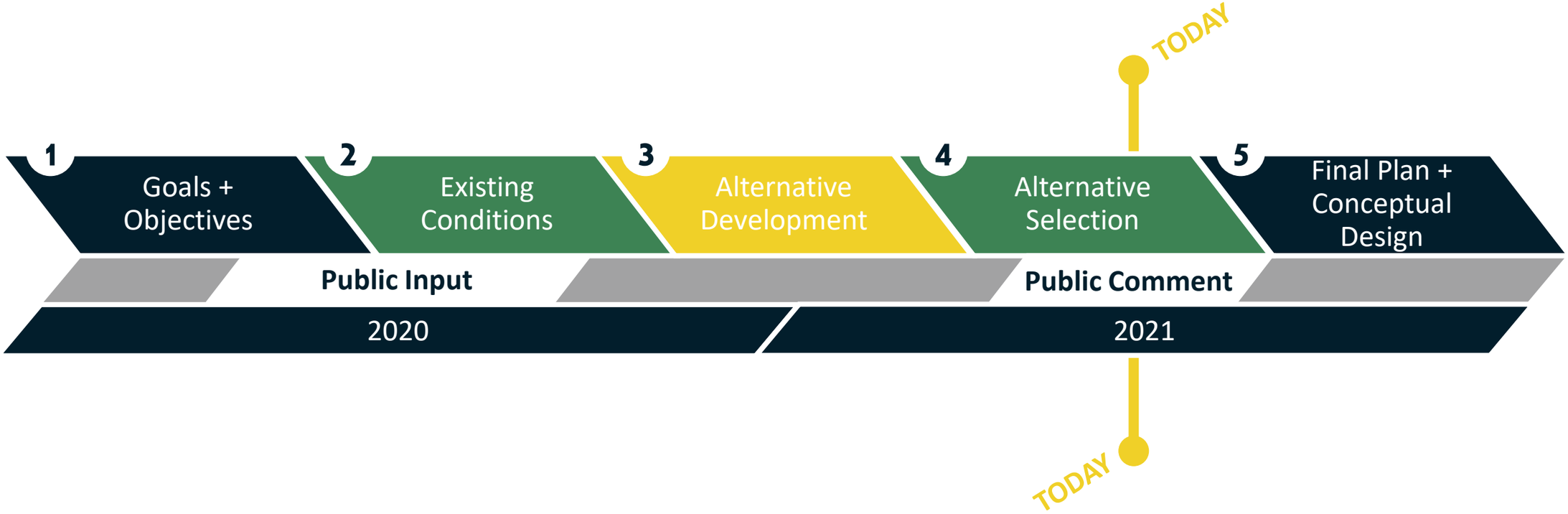
Study Area



Feasibility Study **30% Design**

TRIANGLE BIKEWAY STUDY

Schedule



TRIANGLE BIKEWAY STUDY

Public Input



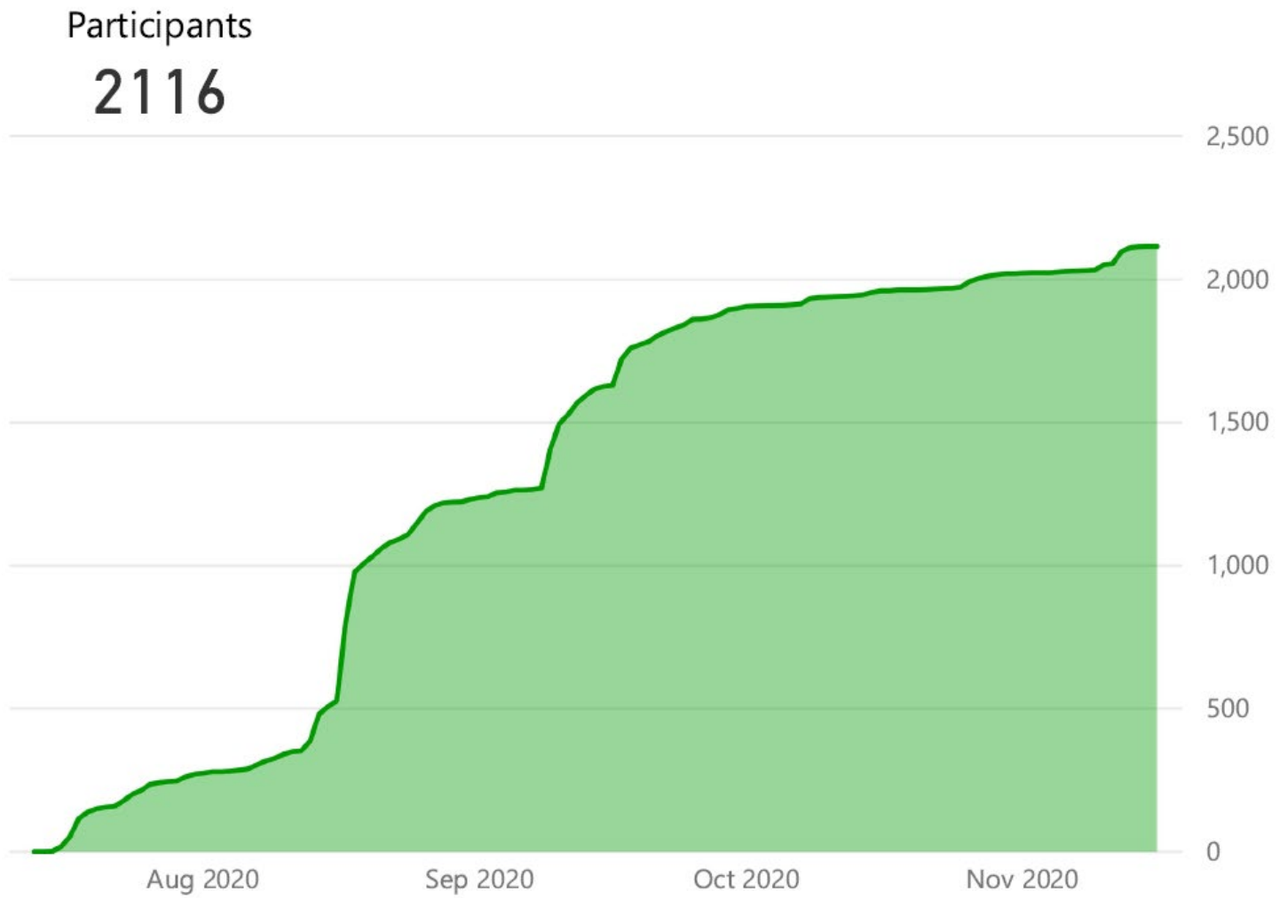
DURHAM - CHAPEL HILL - CARRBORO
DCHC
Metropolitan Planning Organization
Planning Tomorrow's Transportation

McAdams

CAMPO
NC Capital Area Metropolitan Planning Organization

TRIANGLE BIKEWAY STUDY

Survey Report



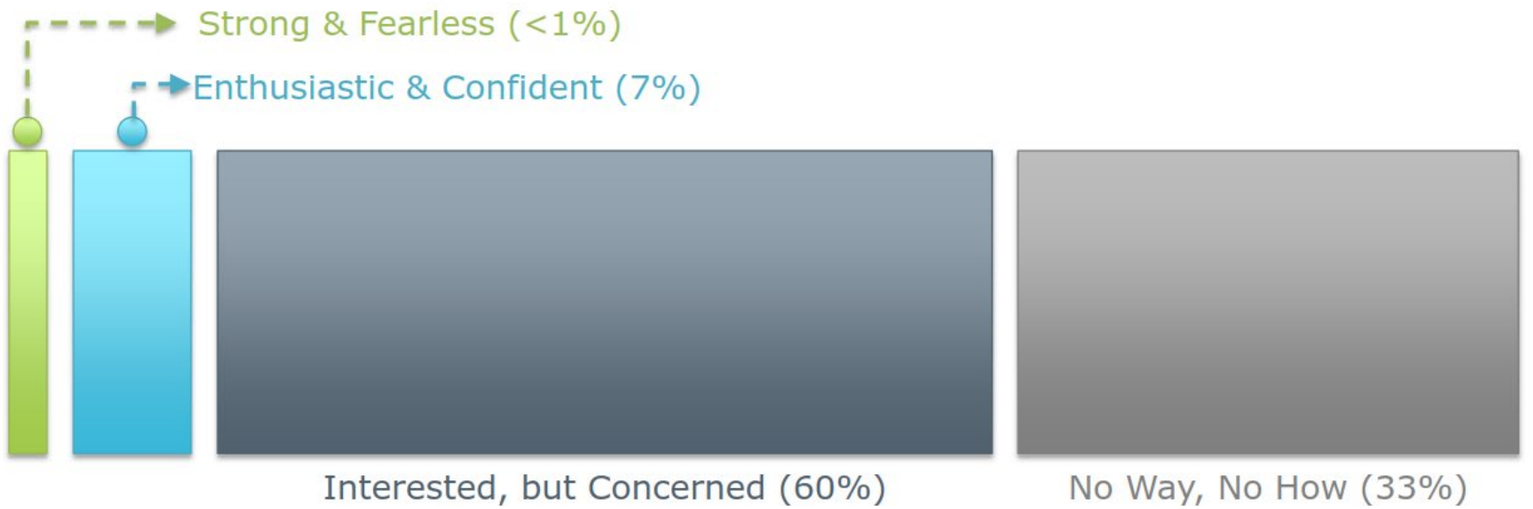
Key Takeways

- All corridor zip codes well represented
- Good mix of live / work
- Clear preference for separated facilities – greenways / protected bike lanes
- 67% would use weekly

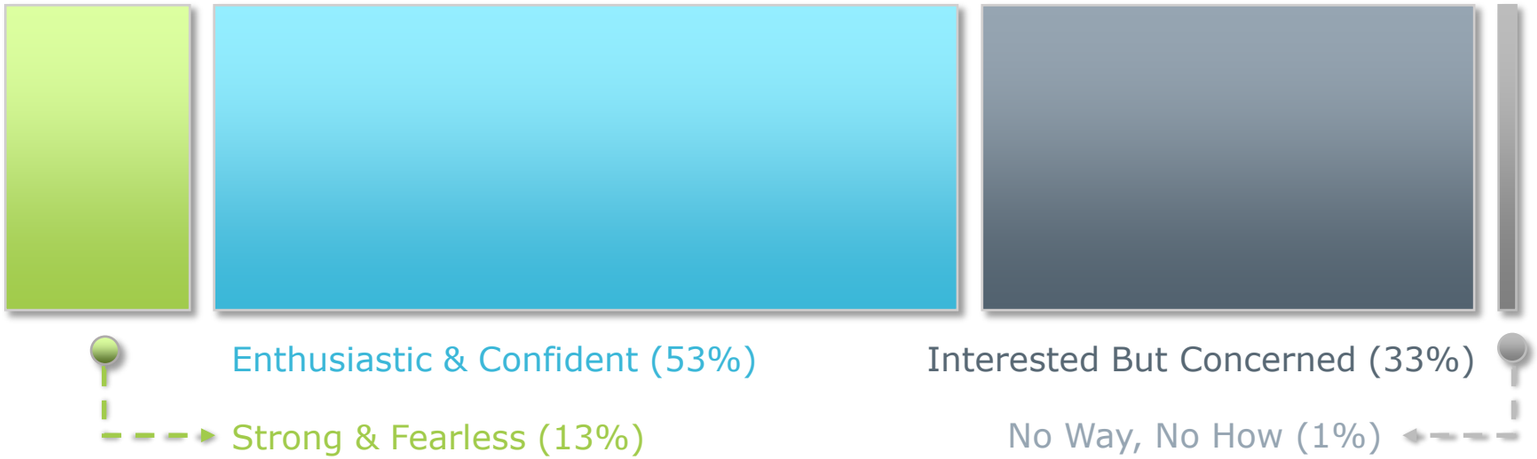
TRIANGLE BIKEWAY STUDY

Survey Distribution

Portland Study



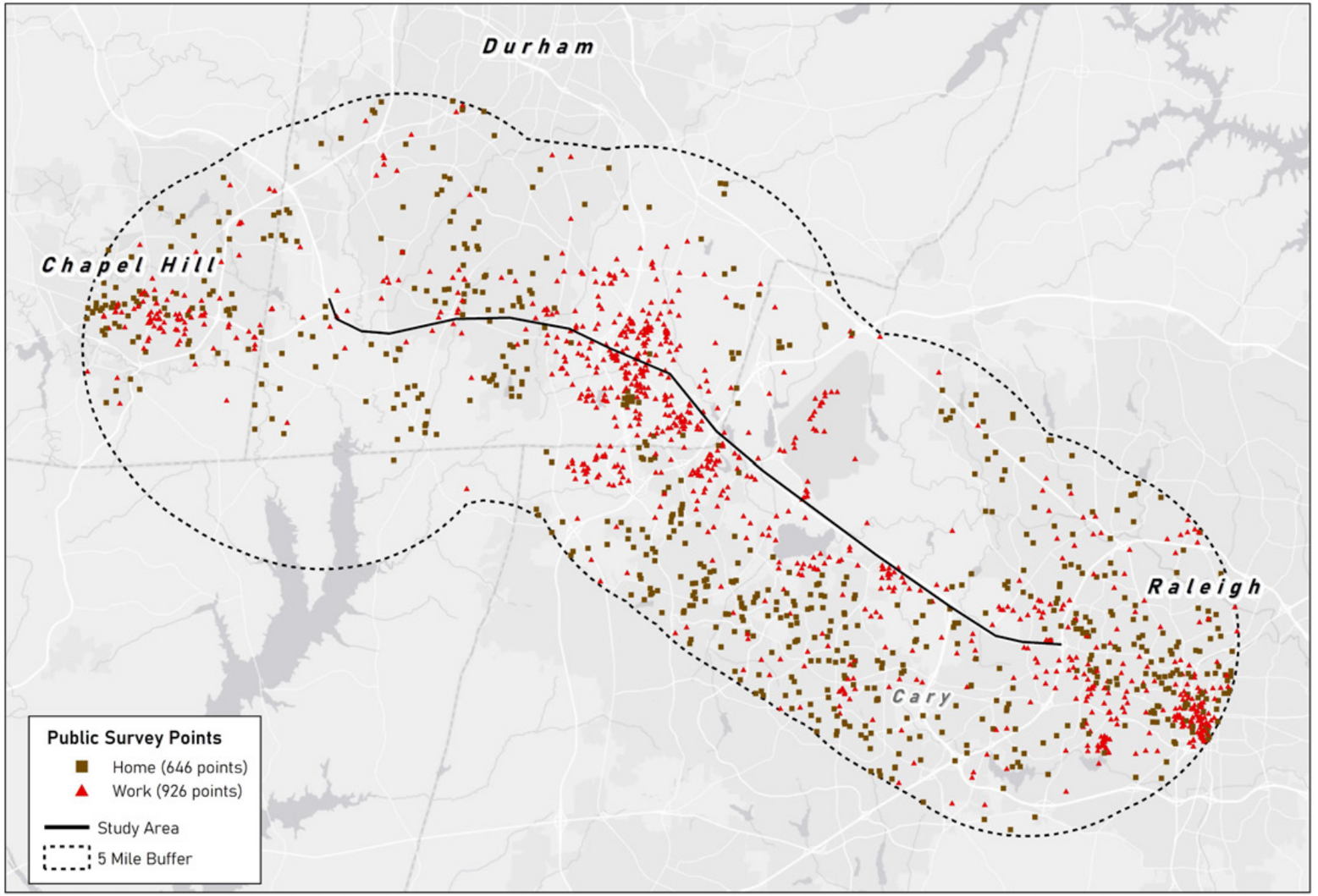
Triangle Bikeway Survey



TRIANGLE BIKEWAY STUDY

Live/work throughout area

- Raleigh
- Cary
- Morrisville
- RTP
- Durham
- Chapel Hill



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TRIANGLE BIKEWAY PUBLIC INPUT SURVEY (HOME/WORK)
RALEIGH / DURHAM / CHAPEL HILL . NORTH CAROLINA

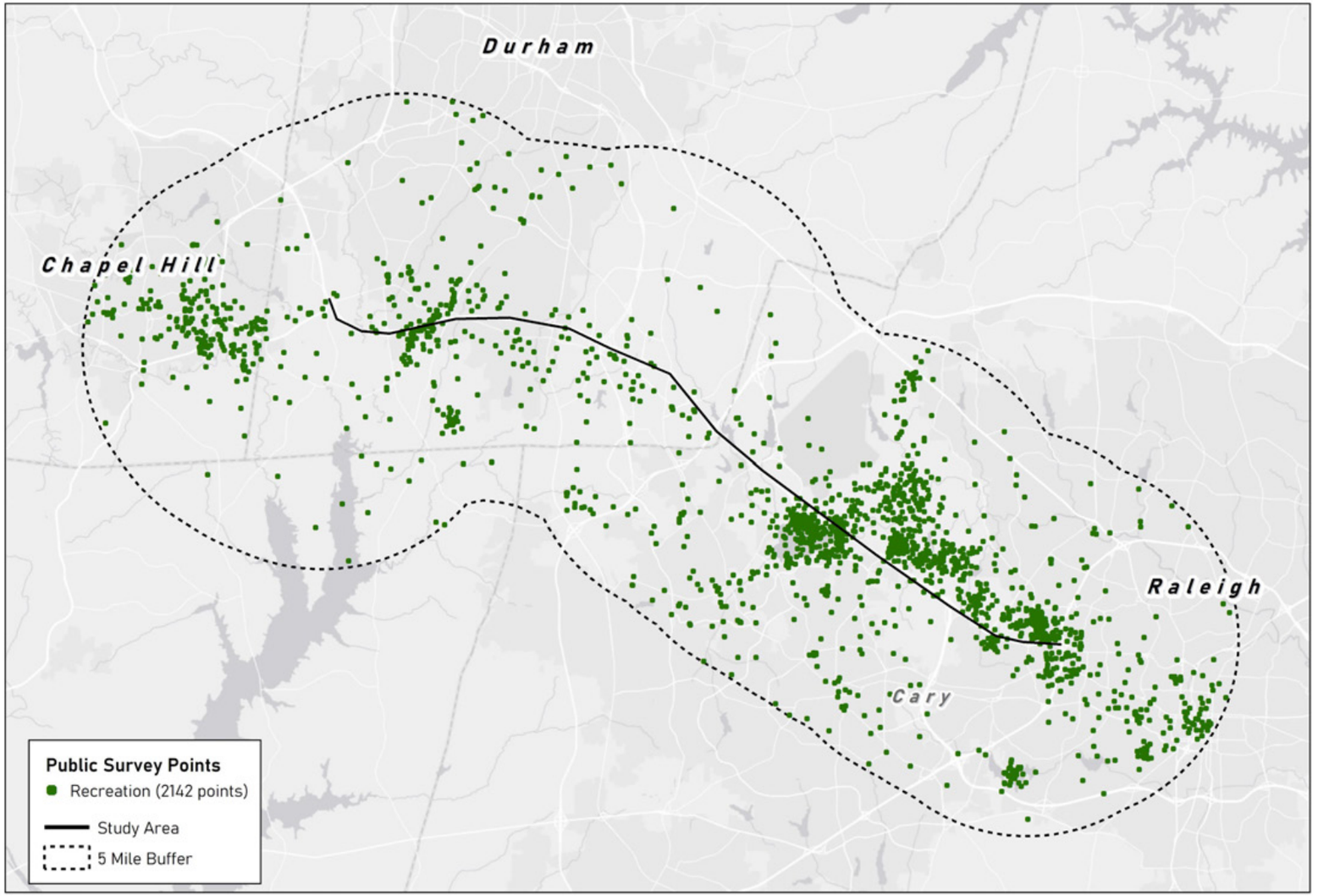
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SCALE: 1" = 10,000'
1/20/2021

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TRIANGLE BIKEWAY STUDY

Recreation destinations

- American Tobacco Trail
- Umstead State Park
- Lake Crabtree
- Local greenways/trails
- NC Museum of Art
- Mountains-to-Sea Trail
- RTP Trails
- NC Botanical Gardens
- Jordan Lake
- Lake Johnson



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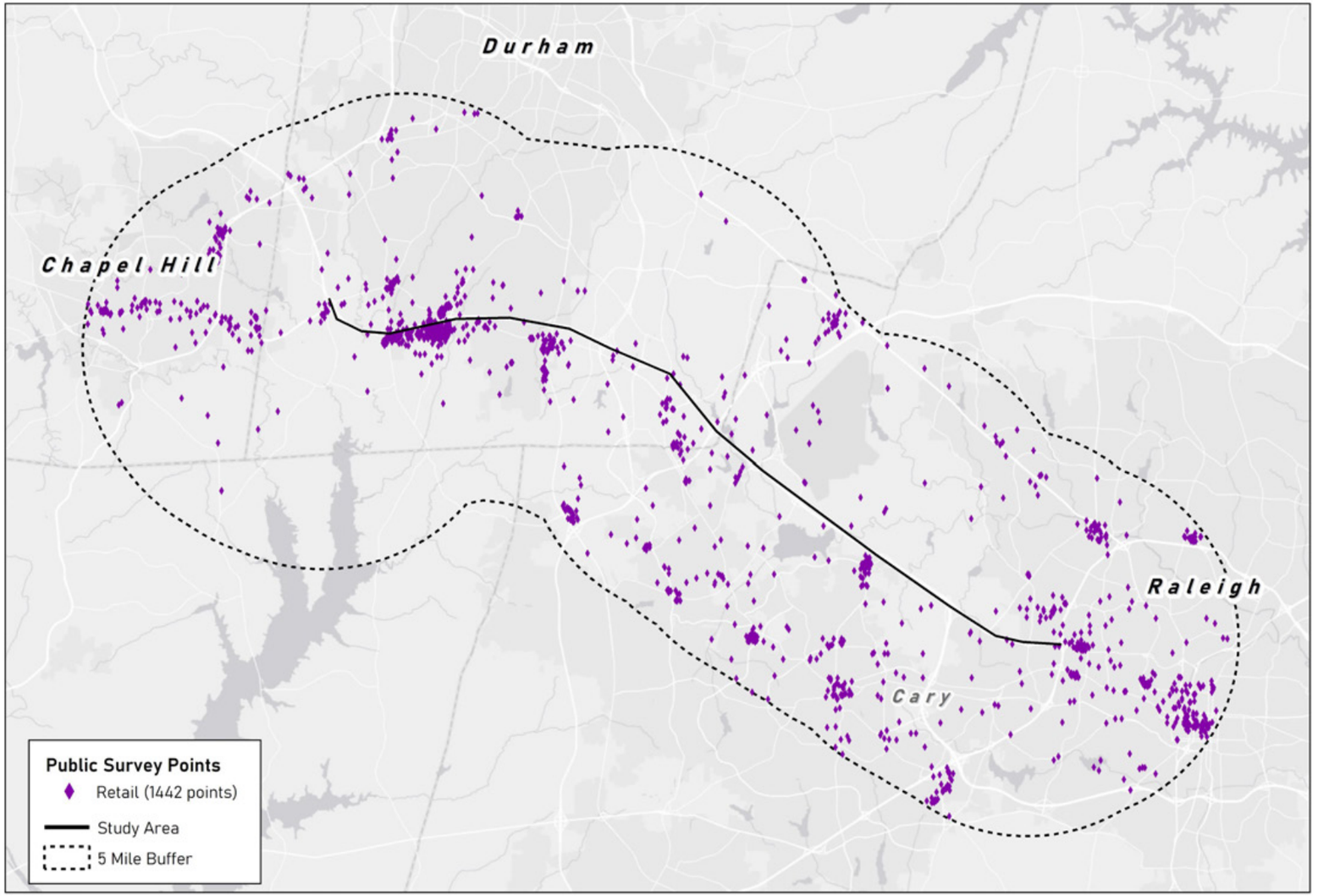
TRIANGLE BIKEWAY PUBLIC INPUT SURVEY (RETAIL)
RALEIGH / DURHAM / CHAPEL HILL , NORTH CAROLINA

SCALE: 1" = 10,000'
1/20/2021

TRIANGLE BIKEWAY STUDY

Retail destinations

- Southpoint Mall
- Crabtree Mall
- Grocery stores
- NC Farmers Market
- Downtown areas
- Restaurants
- Commercial centers
- Breweries
- Bike shops



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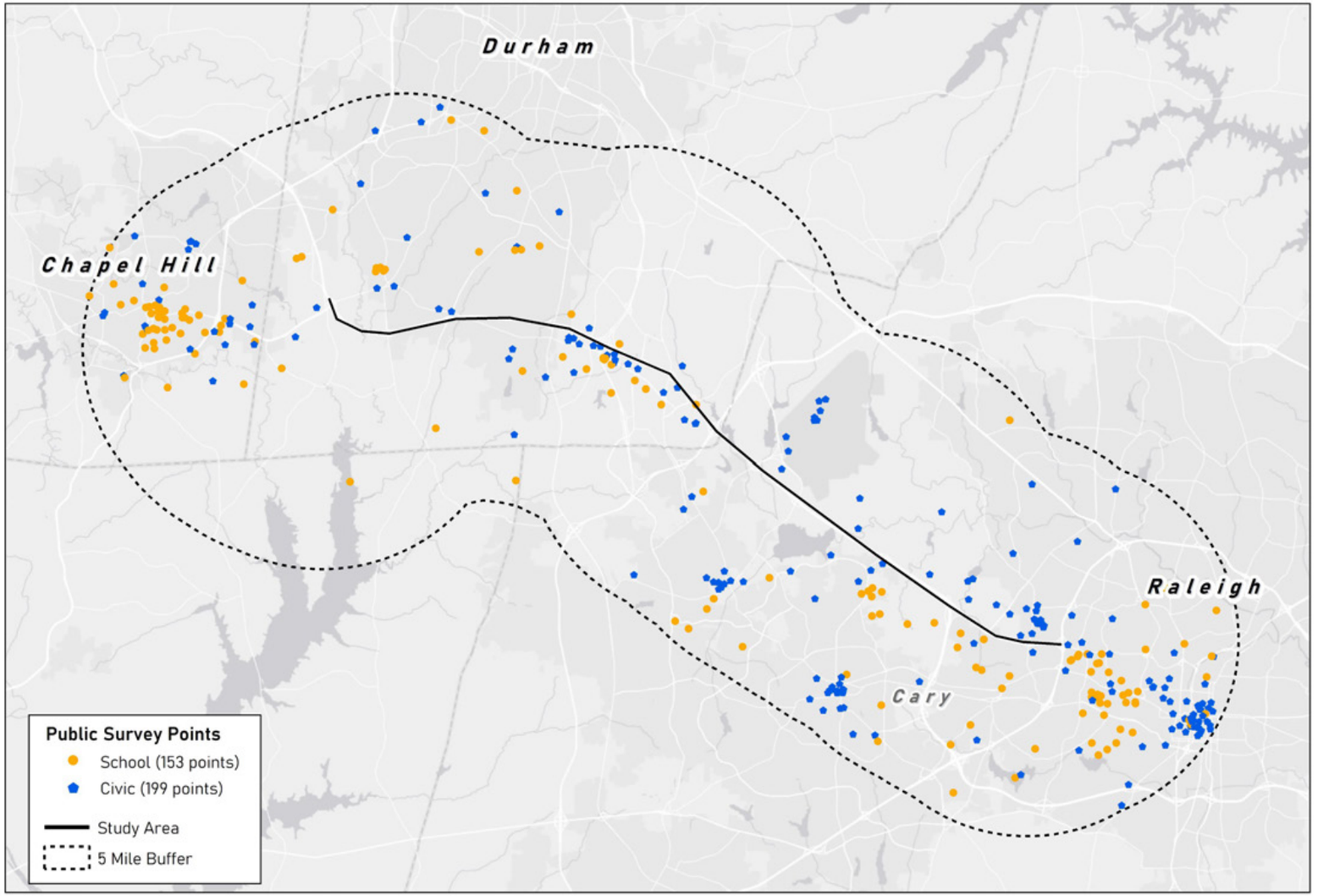
TRIANGLE BIKEWAY PUBLIC INPUT SURVEY (RETAIL)
RALEIGH / DURHAM / CHAPEL HILL . NORTH CAROLINA

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SCALE: 1" = 10,000'
1/20/2021

TRIANGLE BIKEWAY STUDY

School/civic destinations

- Municipal buildings
- Museums
- Public libraries
- Universities
- Community colleges
- K-12 schools
- Churches
- Volunteer opportunities



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TRIANGLE BIKEWAY PUBLIC INPUT SURVEY (SCHOOL + CIVIC)

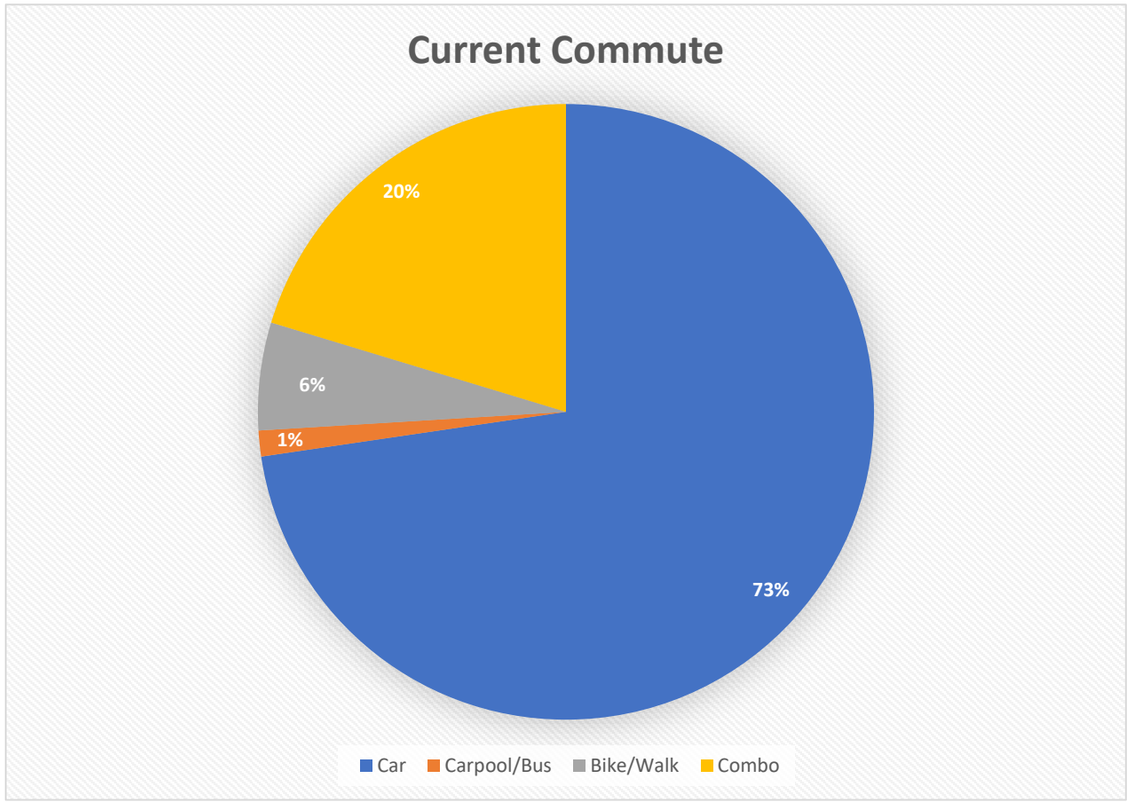
RALEIGH / DURHAM / CHAPEL HILL , NORTH CAROLINA

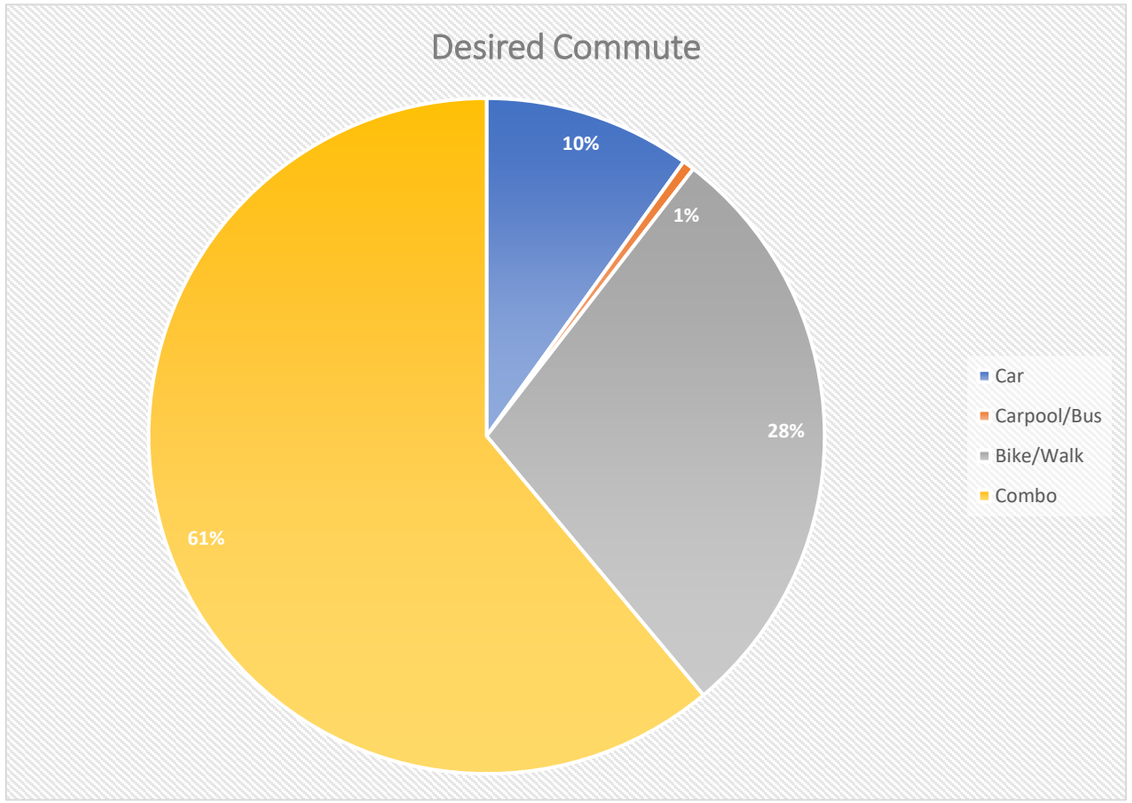
SCALE: 1" = 10,000'

1/20/2021

TRIANGLE BIKEWAY STUDY

Commute: Current vs. Desired







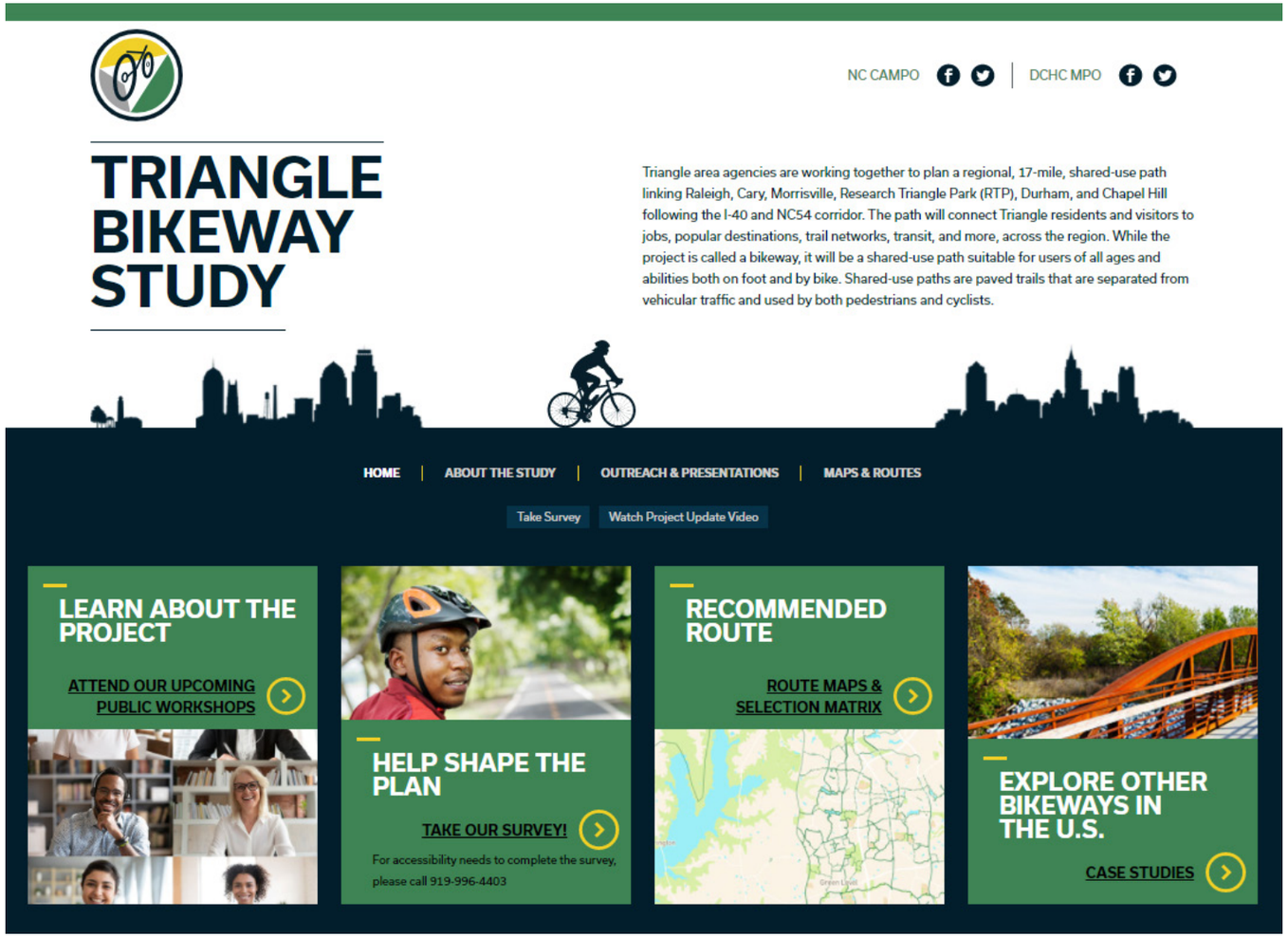
TRIANGLE BIKEWAY STUDY

Frequency of Use by Cyclist Type



TRIANGLE BIKEWAY STUDY

Website Tour



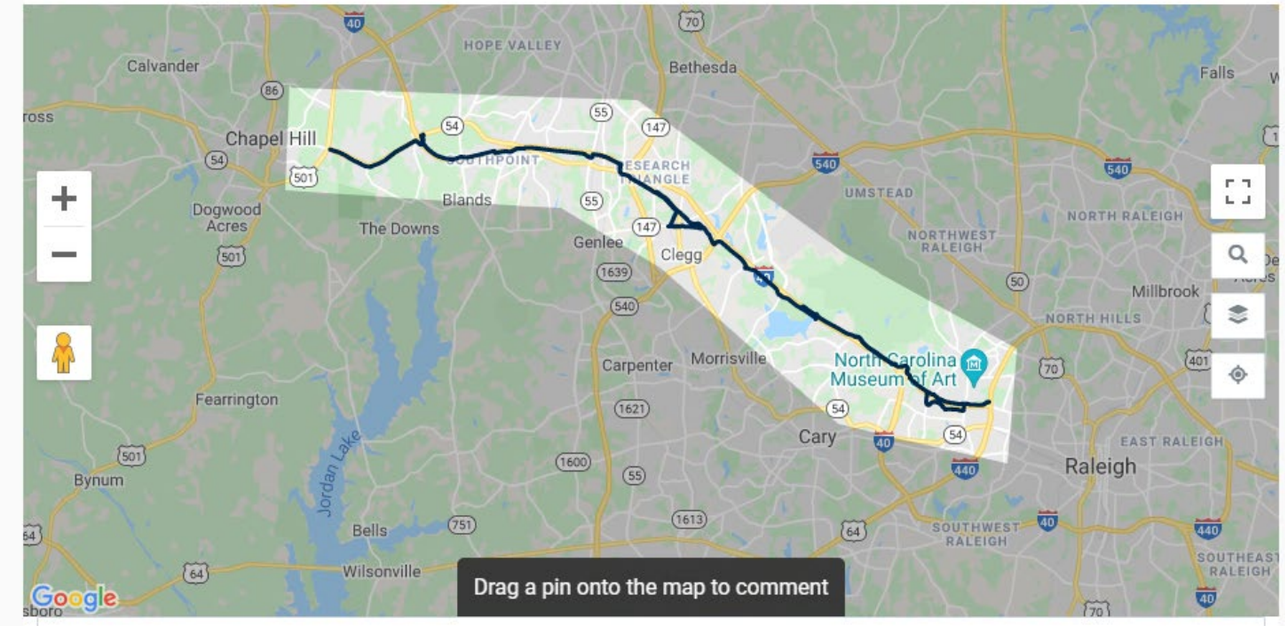
Key Elements

- Survey
- Summary Video
- Recommended Alignment(s)
  - Interactive Map
  - Analysis + Context Maps
- Past Presentations + Videos

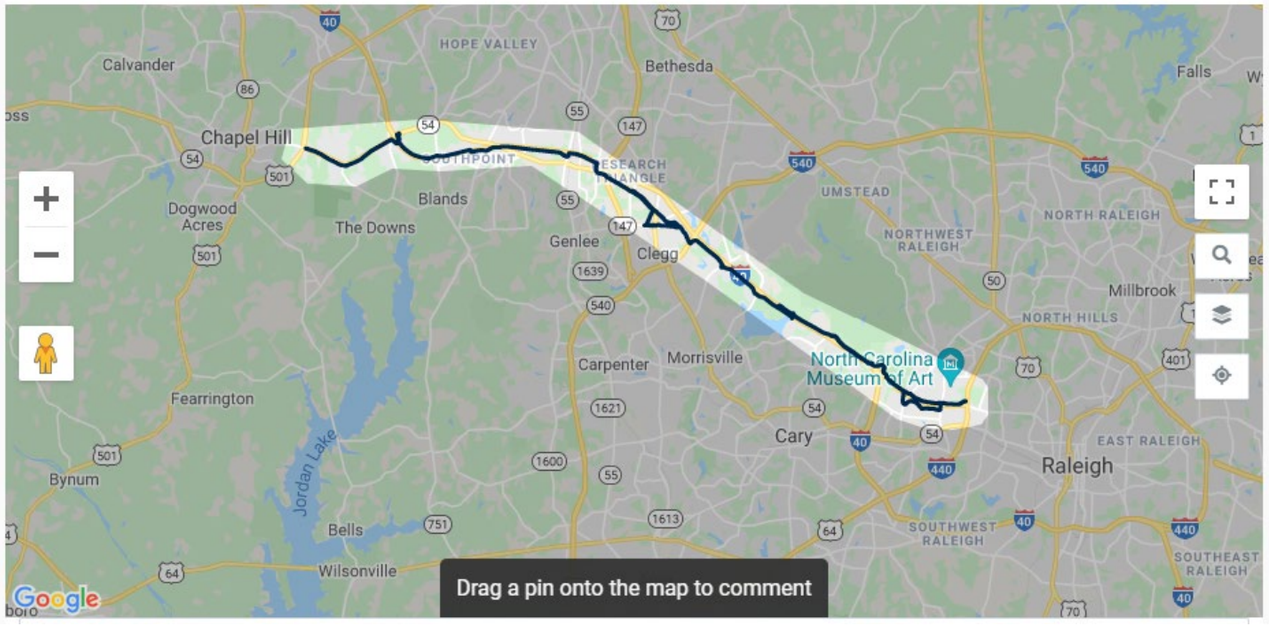
TRIANGLE BIKEWAY STUDY

Where We Need More Input

Walk



Access point



TRIANGLE BIKEWAY STUDY

Alternative Analysis Evolution



DURHAM - CHAPEL HILL - CARRBORO
DCHC
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NC Capital Area Metropolitan Planning Organization

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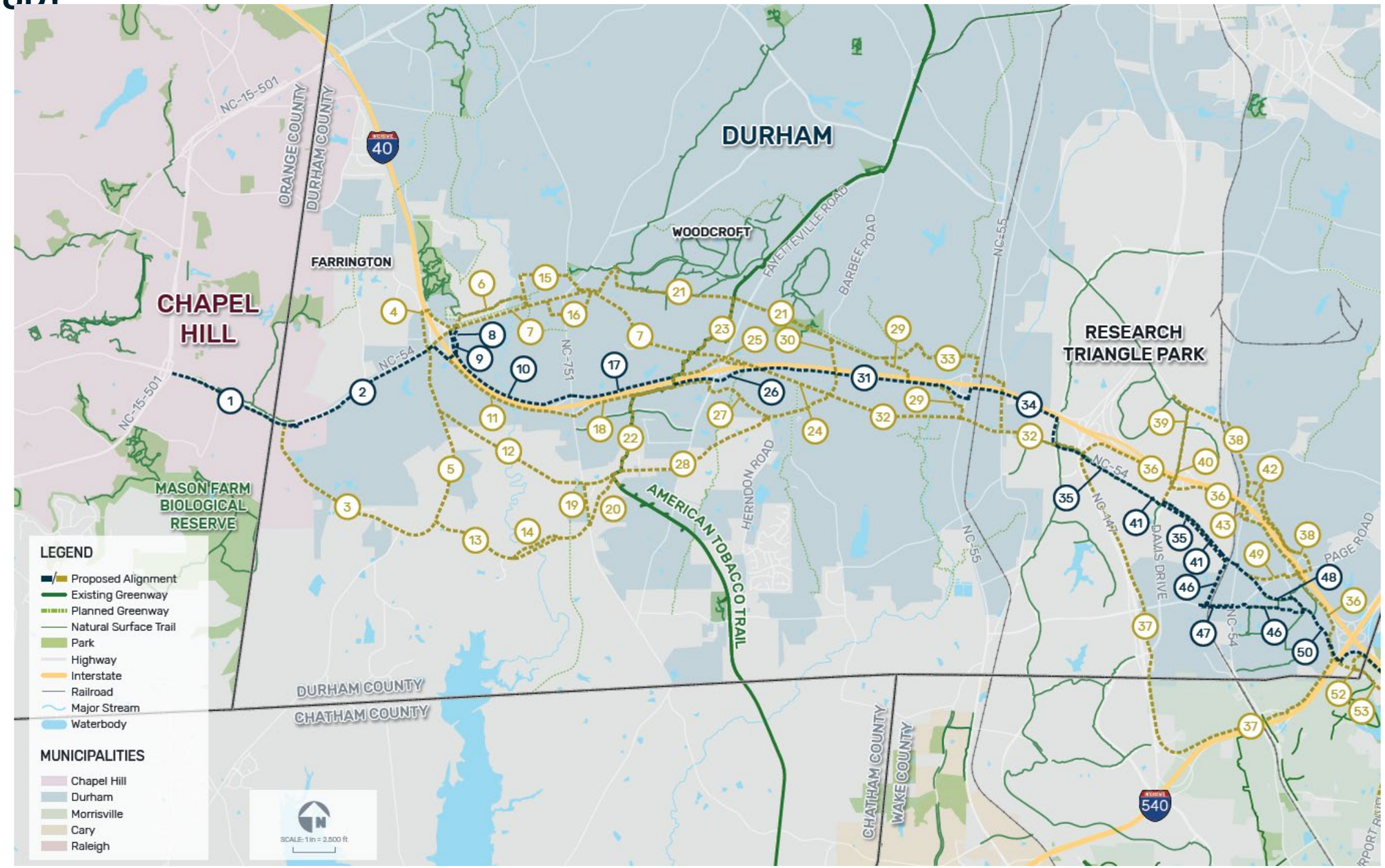
TRIANGLE BIKEWAY STUDY

Alternative Evaluation



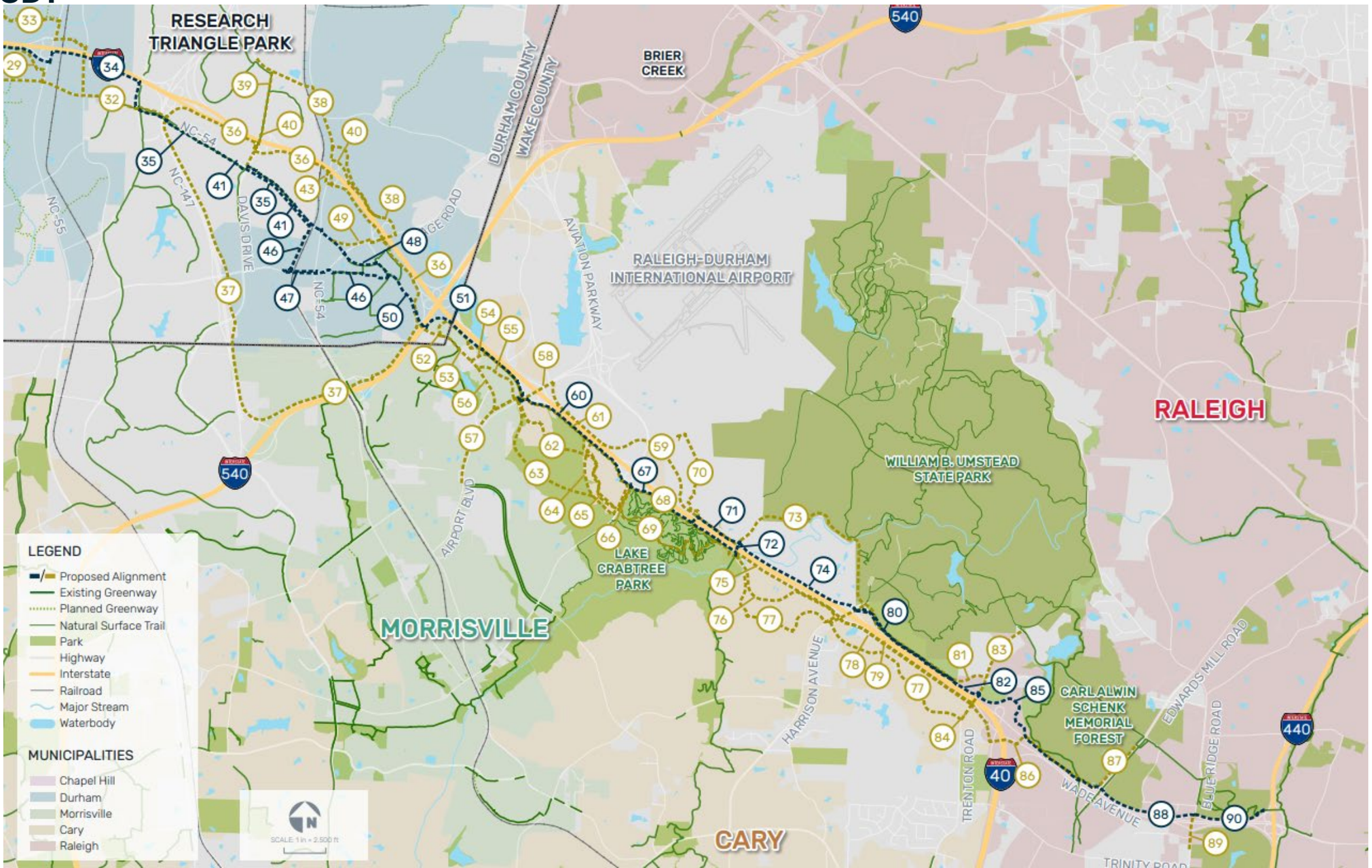
TRIANGLE BIKEWAY STUDY

Alternative Evaluation - West



TRIANGLE BIKEWAY STUDY

Alternative Evaluation - East



TRIANGLE BIKEWAY STUDY

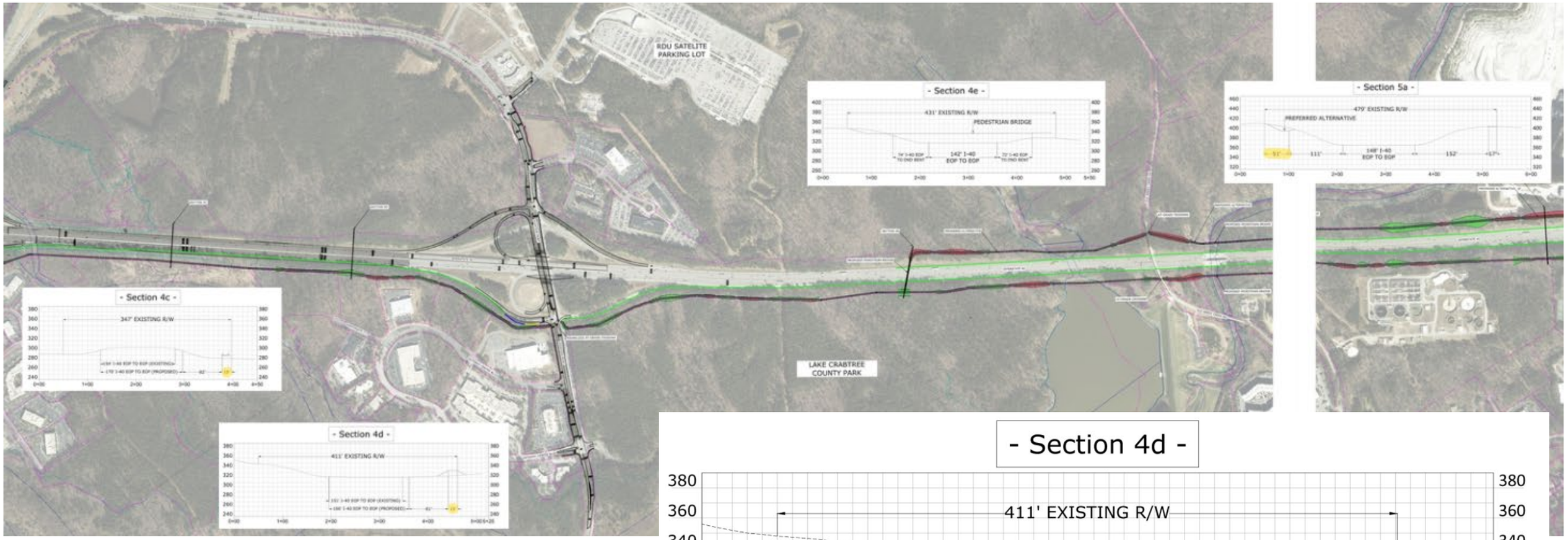
Alternative Evaluation

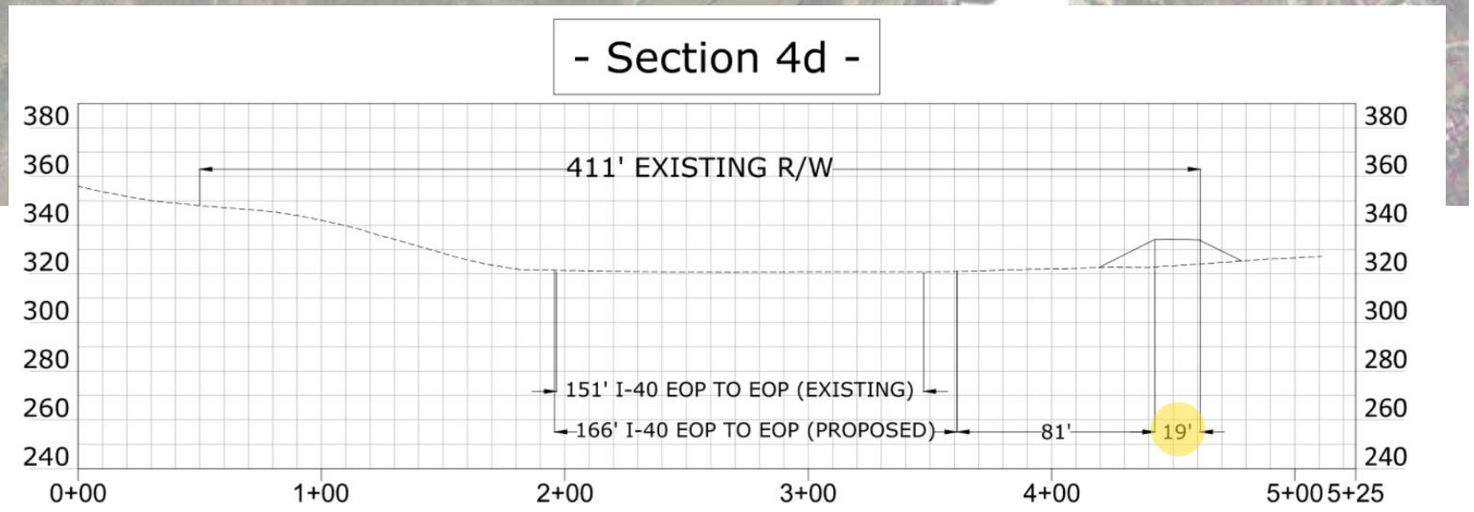
Segments Removed from Further Consideration

ID	Jurisdiction	Category	Notes	Key Stakeholders
3	Chapel Hill/ Durham	Dependent Upon Infeasible Alignment	Barbee Chapel Road in this area includes a large tract preserve under the NC Agricultural Development and Farmland Preservation Trust, which creates a narrow right-of-way.	USACE; Chapel Hill; Durham; NCDOT
4	Durham	Safety Concerns	Pedestrian bridge over I-40 west of the exit would require several high ADT crossings with free flow turning movements of I-40/NC54 interchange.	USACE; Durham; NCDOT
5	Durham	Dependent Upon Infeasible Alignment	Segment #13 has been removed from consideration and therefore makes this segment void.	USACE; Durham; NCDOT
6	Durham	Environmental Constraints	Under the conditions for the creation of Jordan Lake the Army Corps of Engineers is obligated to keep these lands open to hunting and deem trails an incompatible use. Any trails need to be located in existing NCDOT right-of-way. In addition to USACE mitigation commitments all options through Waterfowl Impoundment would require extensive boardwalk and would likely be prohibitively expensive.	USACE; Durham
7	Durham	Included in Another Project	Shared use paths are recommended on both sides of NC54 as part of the U-5774 project.	USACE; Durham; NCDOT
11	Durham	Environmental Constraints	Under the conditions for the creation of Jordan Lake the Army Corps of Engineers is obligated to keep these lands open to hunting and deem trails an incompatible use. Any trails need to be located in existing NCDOT right-of-way. This south side of I-40 through USACE property would also require building structure over a spillway.	USACE; Durham; NCDOT
12	Durham	Environmental Constraints	Under the conditions for the creation of Jordan Lake the Army Corps of Engineers is obligated to keep these lands open to hunting and deem trails an incompatible use. Any trails need to be located in existing NCDOT right-of-way. In addition to USACE mitigation commitments all options through Waterfowl Impoundment would require extensive boardwalk and would likely be prohibitively expensive.	USACE; Durham; Dominion Energy
13	Durham	Environmental Constraints	Under the conditions for the creation of Jordan Lake the Army Corps of Engineers is obligated to keep these lands open to hunting and deem trails an incompatible use. Any trails need to be located in existing NCDOT right-of-way, which not wide enough on Stagecoach Rd to accommodate the facility.	USACE; Durham; NCDOT
14	Durham	Environmental Constraints	Under the conditions for the creation of Jordan Lake the Army Corps of Engineers is obligated to keep these lands open to hunting and deem trails an incompatible use. Any trails need to be located in existing NCDOT right-of-way. This segment through USACE property would also require building structure over a spillway.	USACE; Durham; NCDOT
15	Durham	Dependent Upon Infeasible Alignment	Segment #6 has been removed from consideration and therefore makes this segment void.	USACE; Durham Schools; NCDOT
16	Durham	Indirect/Lacks Connections	Route conflicts with development plans and would be redundant to shared use paths planned for NC54 in U-5774	USACE; Durham
18	Durham	Dependent Upon Infeasible Alignment	Segment #11 has been removed from consideration and therefore makes this segment void. Alignment north of I-40 is recommended due to fewer environmental conflicts and better crossing geometry with NC751.	USACE; Durham
19	Durham	Dependent Upon Infeasible Alignment	Segments #12-14 have been removed from consideration and therefore make this segment void.	USACE; Durham; NCDOT
20	Durham	Dependent Upon Infeasible Alignment	Segments #12-14 have been removed from consideration and therefore make this segment void.	USACE; Durham
21	Durham	Indirect/Lacks Connections	While this alignment does connect to existing bicycle facilities in South Durham, it deviates away from employment and commercial centers. Would also require extensive property/easement acquisition.	Durham; Duke Energy
21	Durham	Indirect/Lacks Connections	While this alignment does connect to existing bicycle facilities in South Durham, it deviates away from employment and commercial centers. Would also require extensive property/easement acquisition.	Durham; Duke Energy
22	Durham	Dependent Upon Infeasible Alignment	Segments #12-14; #19-20; and #28 have been removed from consideration and therefore make this segment void.	Durham
23	Durham	Indirect/Lacks Connections	While this alignment utilizes the existing American Tobacco Trail in South Durham, it deviates away from employment and commercial centers. In addition, segment #21 has been removed from consideration, which would also make this segment void.	Durham
24	Durham	Included in Another Project	Shared use paths are recommended on both sides of NC54 as part of the U-5774 project.	Durham
25	Durham	Safety Concerns	NC54 west under I-40 bridge does not have adequate space for a protected bike facility. Recommended alignment uses American Tobacco Trail Bridge over I-40 to cross to southern alignment to avoid pinch point.	Durham; NCDOT
27	Durham	Dependent Upon Infeasible Alignment	Segment #28 has been removed from consideration and therefore makes this segment void.	Durham; NCDOT
28	Durham	Dependent Upon Infeasible Alignment	All alternatives connecting to this route from the west have been removed from further consideration and therefore make this segment void.	Durham; NCDOT
29	Durham	Dependent Upon Infeasible Alignment	Segment #21 has been removed from consideration and therefore makes this segment void. In addition, this route would require an underpass under I-40 and traversing across a power line easement.	Durham; NCDOT
30	Durham	Dependent Upon Infeasible Alignment	All alternatives connecting to this route from the south and north have been removed from further consideration and therefore make this segment void.	Durham
32	Durham	Included in Another Project	Shared use paths are recommended on both sides of NC54 as part of the U-5774 project.	Durham; RTP; NCDOT
33	Durham	Dependent Upon Infeasible Alignment	Segment #21 has been removed from consideration and therefore makes this segment void. This route would also require an at-grade crossing on the railroad.	Durham
36	RTP	Indirect/Lacks Connections	Preferred alternative utilizes NC54 to provide greater connections to jobs. This route also conflicts with NCDOT future plans for I-40.	Durham; RTP; NCDOT
37	RTP/Morrisville	Indirect/Lacks Connections	Routing the bikeway south along NC147 to continue north on I-540 would require extensive pedestrian bridges and tunnels. There is no feasible option for crossing of railroad and Church Street.	NCDOT
38	RTP/Durham	Conflicts with NCDOT Project	Preferred alternative utilizes NC54 to provide greater connections to jobs. This route also conflicts with NCDOT future plans for I-40.	Durham; RTP; NCDOT
38	Durham	Conflicts with NCDOT Project	Preferred alternative utilizes NC54 to provide greater connections to jobs. This route also conflicts with NCDOT future plans for I-40.	Durham; NCDOT
39	RTP	Conflicts with NCDOT Project	Preferred alternative utilizes NC54 to provide greater connections to jobs. This route also conflicts with NCDOT future plans for I-40.	RTP
40	RTP	Conflicts with NCDOT Project	Preferred alternative utilizes NC54 to provide greater connections to jobs. This route also conflicts with NCDOT future plans for I-40.	RTP; NCDOT

TRIANGLE BIKEWAY STUDY

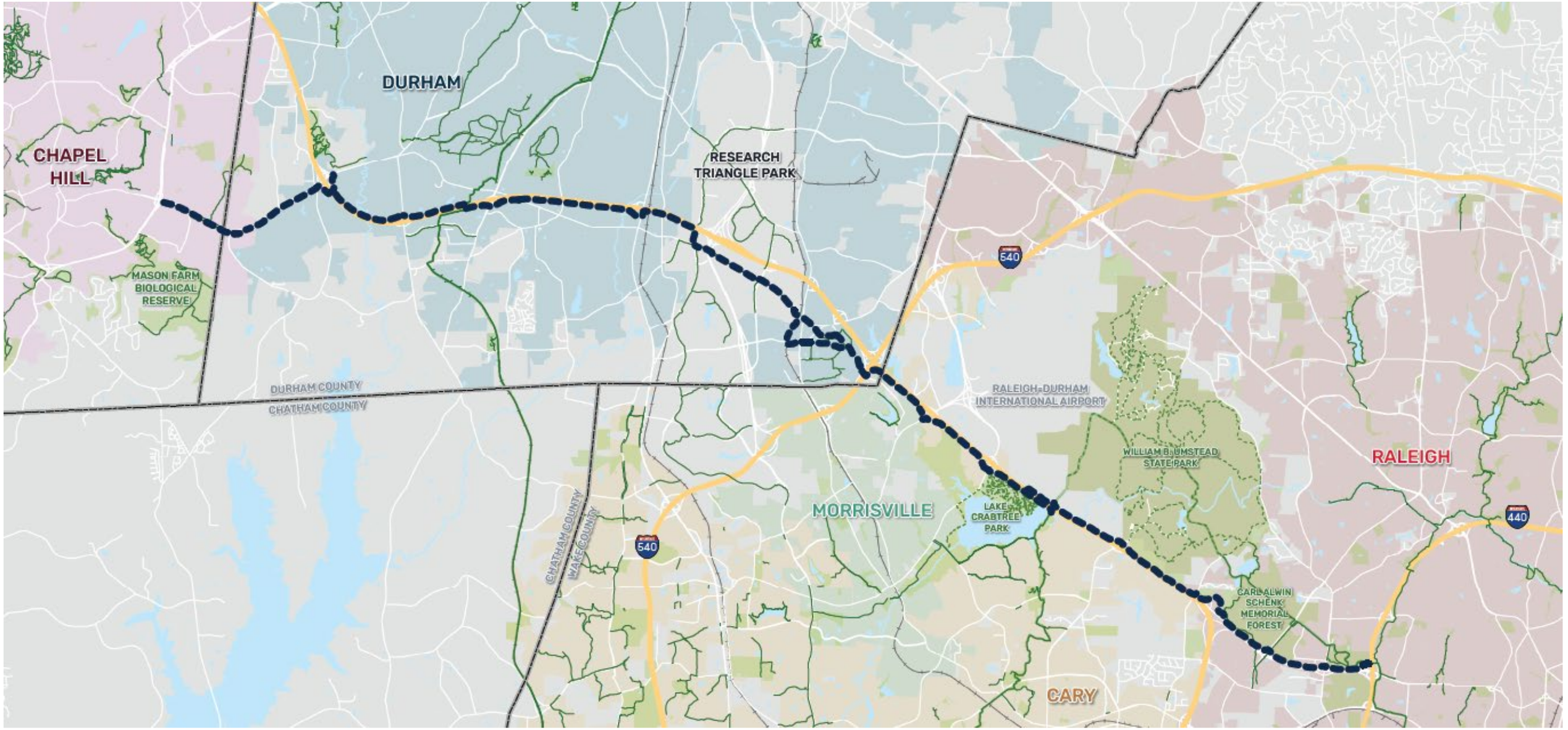
NCDOT Coordination





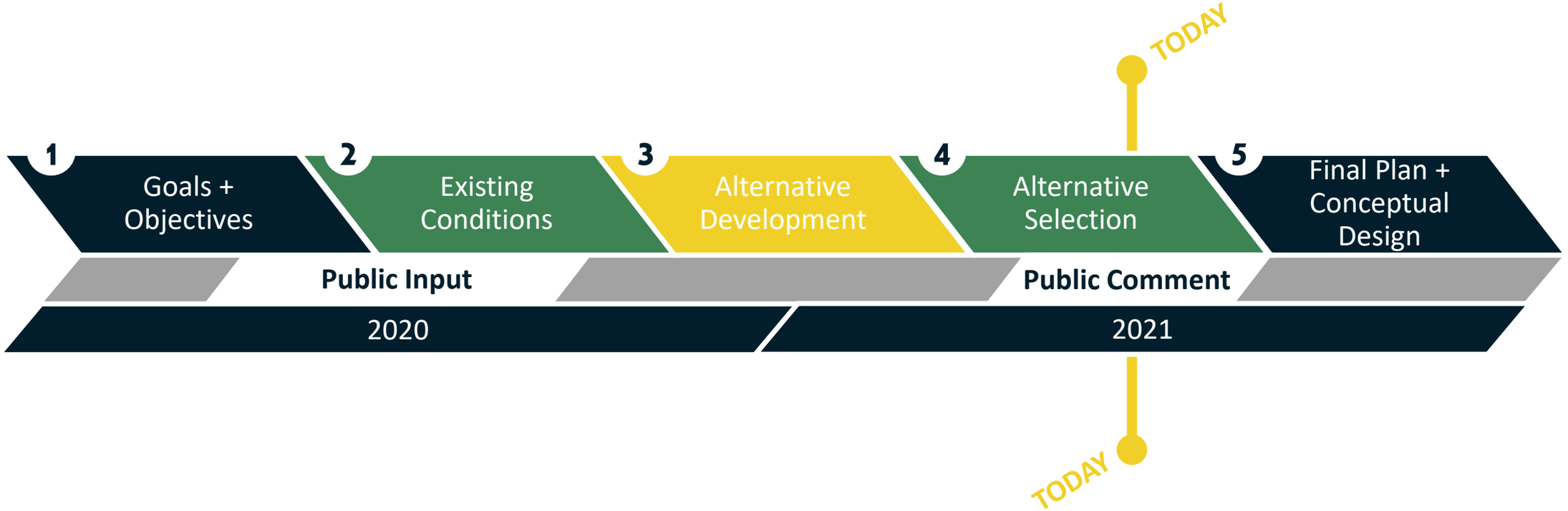
TRIANGLE BIKEWAY STUDY

Recommended Alignment



TRIANGLE BIKEWAY STUDY

Next Steps



Please take and share the survey www.trianglebikeway.com

TRIANGLE BIKEWAY STUDY

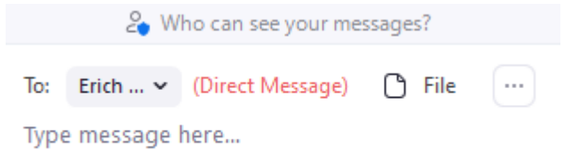
PLEASE SIGN IN

Please Sign In

- *Select "Chat"*



- Select "Erich Melville – Host" (Direct Message)



- Provide you Name, Town or City and Email address in the Chat

Thank You for Signing In!

TRIANGLE BIKEWAY STUDY

Public Survey Phase II Results



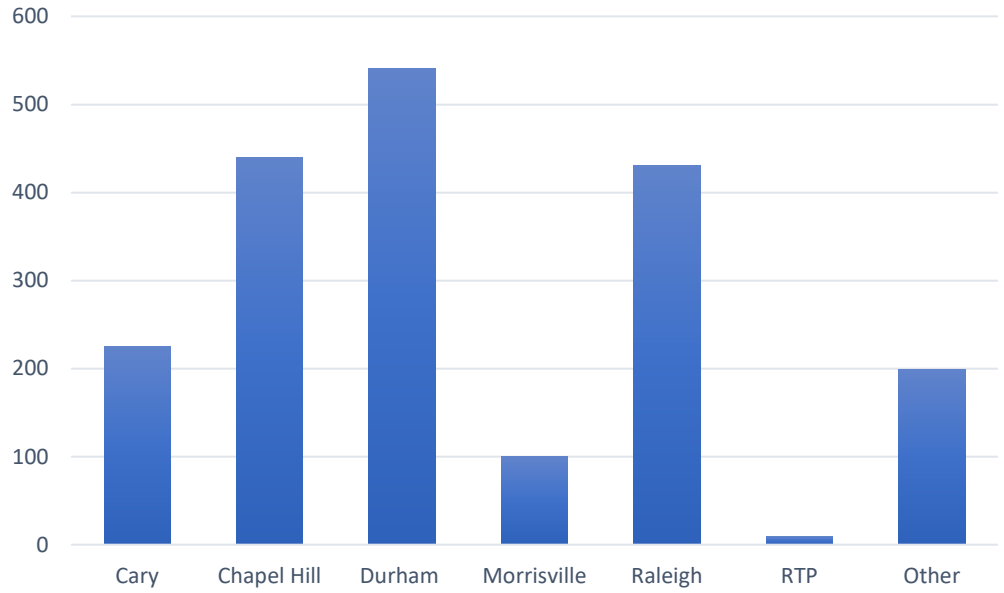
DURHAM - CHAPEL HILL - CARRBORO
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Planning Tomorrow's Transportation

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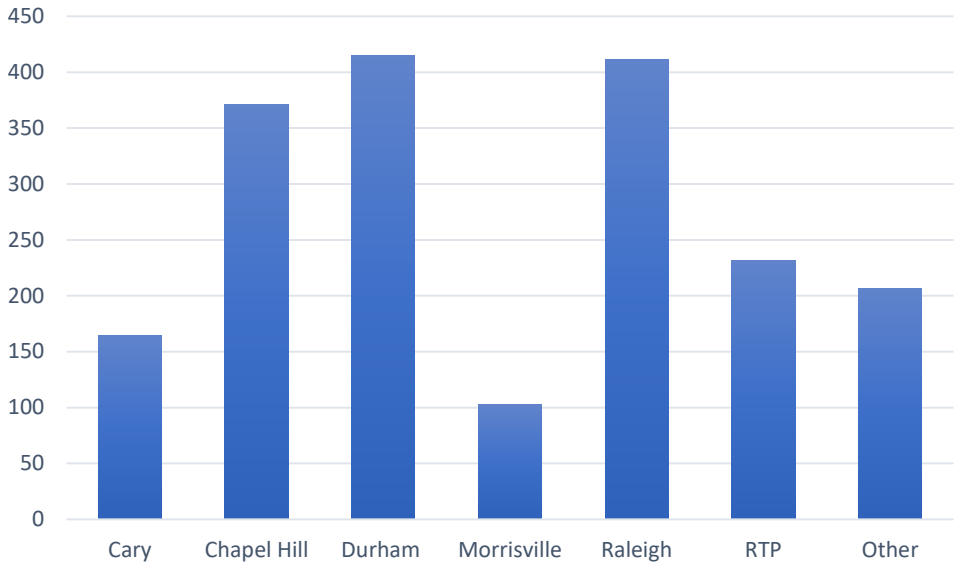
McAdams

TRIANGLE BIKEWAY STUDY

Where do you live and work along the corridor?



Home

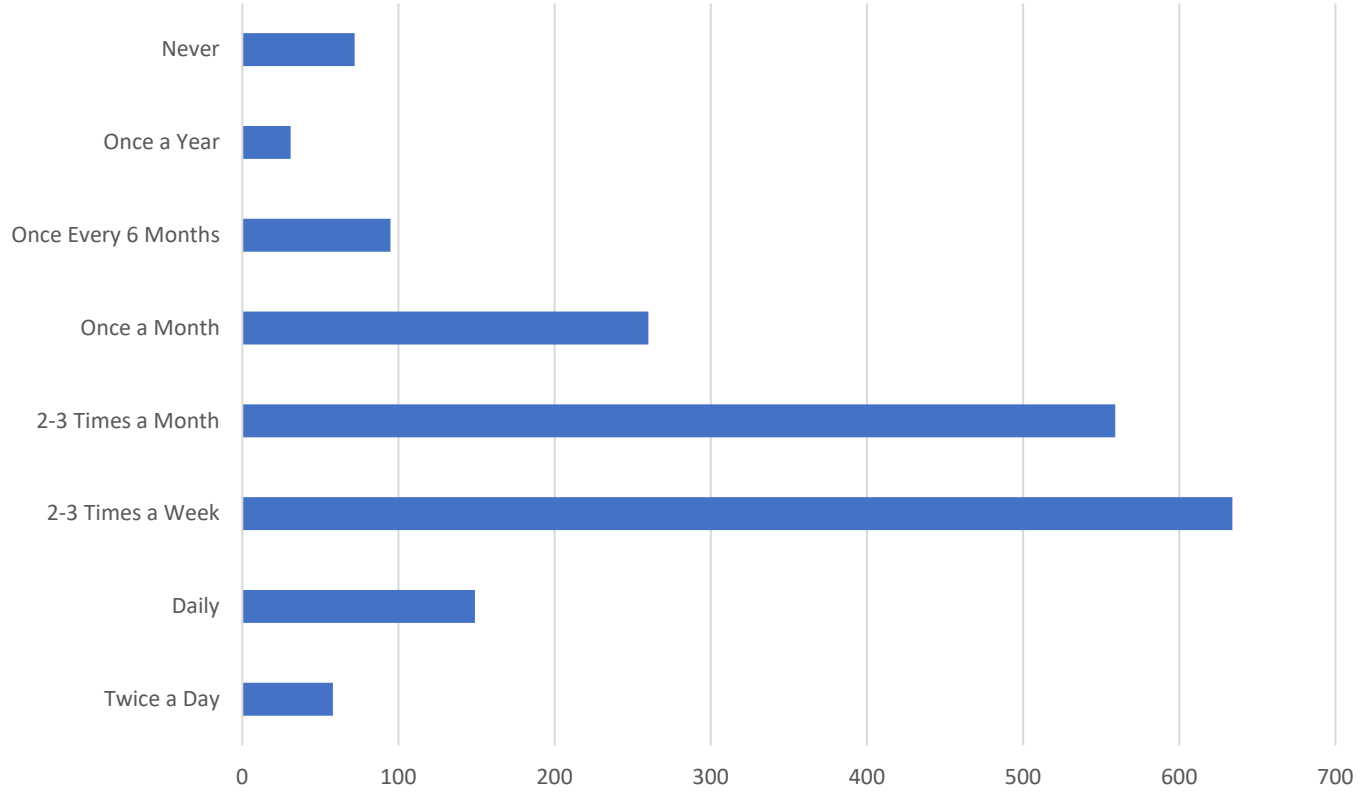


Work



TRIANGLE BIKEWAY STUDY

How often would you use the Triangle Bikeway once completed?



TRIANGLE BIKEWAY STUDY

Walking Preference Along the Corridor
Chapel Hill Responses (Raw Data)

- May use from UNC campus if convenient
- Walk from Botanical Gardens to walkable distances towards Durham.
- Would ride bike/walk towards Chapel Hill if safe, ie if others can hear the bell on my bike, if bikers call out "on your left", etc
- I would be walking from the western terminus (Raleigh Road at 15-501) along as much of the pathway I have time for that day, never more than 10 miles and probably usually 3 miles.
- Would most likely walk on the Chapel Hill section from Greenwood Road to the I-40 intersection.
- Walking between Meadowmont and East 54; Walking into Umstead
- I would walk more on the Chapel Hill side.
- I will use this trail most heavily between Glenn Lennox and Fayetteville Road to get onto the ATT trail/bikeway system.; I will use the bike system to Umstead Park as my extreme Eastern journeying.
- Beginning near Fresh Market. End at Meadowmont Village.
- Chapel Hill area
- I have and would continue to walk along the greenway in CH along 54 between Meadowmont and Glen Lennox.
- From 15-501 to I-40 (i.e. Chapel Hill section)
- Chapel Hill to Duke University
- Would walk along the bikeway in the Chapel Hill area only.
- Chapel hill.
- In vicinity of Friday Center, Meadowmont
- Glen Lennox, Meadowmont, and Friday Center. Also highly likely to use transit (especially BRT, if it happens in the future as suggested in the FAST study)



TRIANGLE BIKEWAY STUDY

Walking Preference Along the Corridor
Chapel Hill Responses (Raw Data)

- I would consider walking in the Chapel Hill area - in places away from the highway.
- Morgan Creek and Merritt Trail
- walk and bike to UNC
- along NC 54 to Southpoint Area
- I'd most likely walk at the Chapel Hill area section
- Walk/run n Chapel Hill to RTP area; bike from CH to visit family and friends in Cary, shop, use other greenways, etc.
- along 54 from 15-501 to I-40
- Friday Center; NCBG
- to go to Glennwood Elementary School and Meadowmount stores and swimming pool.
- On weekends, I would use this trail and walk/ride with the family from the 54 and 15-501 intersection.
- Can't get the pins to work but would mostly walk the westernmost section, west of I 40 in chapel hill.
- I would walk near Chapel Hill, going toward Durham.
- I would use it for several miles from the Botanical Gardens
- The first couple miles of the trail in Chapel Hill
- would walk near 54-40 area in CH/S Durham
- Would love to walk between Chapel Hill and Southpoint
- I would walk or bike to work at UNC , the grocery store at Meadowmont, and over to the American Tobacco Trail by Southpoint



TRIANGLE BIKEWAY STUDY

Walking Preference Along the Corridor Durham Responses (Raw Data)

- There is no access to SE Durham or Briar Creek
- Where the american tobacco trail intersects. Also where the white oak greenway intersects
- I would walk:run from Botanical Garden to ATT
- I live in Falconbridge and can see myself walking anywhere from the NC Botanical Garden, where I have walked frequently to somewhere around Fayetteville Rd., depending upon my starting point.
- Would mostly use the section between Southpoint and Chapel Hill. I would strongly favor keeping the trail further away from I-40 (e.g. along NC 54) since the noise and pollution from the freeway would make the trail far less appealing.
- I can ride/walk Woodcroft trails over to Southpoint Mall (cross I40 with the pedestrian bridge); I can ride/walk from the house to the proposed trail
- from work to / near Southpoint
- Southpoint Mall
- This is easily walkable from the Bean Traders/Sprouts shopping center.; This area is walkable from Southpoint mall, though It's not likely I'd do that more than once, as the mall is a destination.; This could be a nice walk from the Bean Traders/Sprouts shopping center
- Around Southpoint
- Sections generally near ATT, as I live somewhat nearby (Woodcroft). However, this is at the far edge of my walking distance, and I rarely walk this far (much more likely to bike out here).
- Would most likely walk/run this corridor in either direction approximately 3 miles as an alternative route from the ATT
- The entire stretch between NC751 and RTP
- Southpoint
- Southpoint area
- Between TW Alexander and Southpoint



TRIANGLE BIKEWAY STUDY

Walking Preference Along the Corridor Durham Responses (Raw Data)

- This would be my starting point on the trail. I currently use the ATT and would love if this connected to the ATT.
- I work at UNC-Chapel Hill; I live in Woodcroft and could readily access the proposed route via the American Tobacco Trail.
- near southpoint
- I live on Thetford Rd (off of Garrett Rd) so I would start from there. I would walk down Garrett Rd to Hwy 751 to access the bike/walk area. Parts of 751 do not have sidewalks so would be unsafe for walkers. There also is not a bike lane which would be dangerous for bike riders. Thus access would be tough unless there is a parking lot near by where we could park and then access the bikeway.
- Southpoint area for walking. Would cycle entire length for exercise
- near Southpoint
- Southpoint
- I would likely walk mostly in Durham, but I would be biking from down in Cary to Durham for work.
- ATT to Chapel Hill
- I would use the American Tobacco Trail to connect with the Triangle Bikeway.; I would use the trail to connect to the new Boxyard RTP.
- Near Southpoint
- From the ATT to Cary
- Would love to be able to go East / West of Southpoint mall from where the ATT intersects this area. I work in RTP to the East, but enjoy Chapel Hill / Carrboro (West) for leisure activities
- I would bike or walk between Huntingridge Rd and Barbee Church Rd. Many neighbors in the Falconbridge neighborhood would love to use this to safely access the Meadowmont area.
- around the Southpoint area



TRIANGLE BIKEWAY STUDY

Walking Preference Along the Corridor
RTP Responses (Raw Data)

- Near Morrisville Wake/Durham line
- I would likely get on at Keystone and Hopson. But if I have to cross Hopson to get on the trail, I will never use the trail because Hopson is a traffic nightmare in that area and unsafe to cross from Southside of Hopson.
- Davis Drive near IBM
- Around RTP
- The Frontier
- RTP towards Southpoint
- Close to trails in RTP that I utilize now. Having a connection between here and the ATT would be beneficial
- RTP
- depending on access, could walk from TW Alex to Frontier
- Airport Blvd - - route 54--- Hopson road--- South Alston Ave.
- Mostly in the portion nearest RTP.



TRIANGLE BIKEWAY STUDY

Walking Preference Along the Corridor Morrisville + Cary Responses (Raw Data)

- RDU airport
- Aviation parkway intersection w/ I-40
- I'd likely walk the portions in Morrisville.
- I would probably use it mostly around Morrisville/Cary.

- Lake Crabtree is a great connector to many neat Cary paths/trails; access to Schenk Memorial Forest would make for a nice stop point; It would be really neat if there was a means to more closely visit the ponds on the north side of the highway. Maybe a walkway with viewing platform?
- would likely walk at Lake Crabtree, but i am a cyclist and would LOVE to cycle the trail
- Lake Crabtree and Umstead Park to NC Art Museum
- lake crabtree area
- I love walking the lake crabtree trails now, and always wished you could do a full loop- this looks like it might connect to the other trails there?
- Between north cary and umpstead
- Around Lake Crabtree.



TRIANGLE BIKEWAY STUDY

Walking Preference Along the Corridor
Raleigh Responses (Raw Data)

- I live in downtown Raleigh so I'd likely use the trail to walk/run to the art museum or to bike to Umstead. This route does not go close enough to my job in Cary to be able to use it to bike to work.
- I enjoy walking by NCMA
- From Museum through park is an area I frequently use to walk our dog. The road into Umstead is poorly designed for cyclists.
- Into Raleigh and/or Cary depending on final route and connectivity.
- Around / near NCMA
- NCMA
- forest, museum; ;
- Near Umpstead State Park.
- near Museum of Art
- If it would connect up to sidewalks or trails that would lead to the art museum trails easily, I would see this as the main walkable area
- NCSU campus
- I work off Harrison Ave, this will come in handy for me, thanks,
- Use bikeway between Cary and Raleigh in conjunction with Umstead State Park trails.
- I would mostly walk the area from Meredith to Umstead Pak
- connector from NCSU to Umstead Park



TRIANGLE BIKEWAY STUDY

Walking Preference Along the Corridor Raleigh Responses (Raw Data)

- I would walk around the area near the NCMA, possibly along with biking. This would be fun/exercise walking.
- The Art Museum is one of our favorite places.
- Walk near NCMA
- Trenton Rd
- NC State Campus
- I can get from the Brickhouse to PNC for Hurricanes games
- NC Museum of Art, Wade Ave, Umstead
- NCMA
- If it ties in with art museum park; ;
- I live in Raleigh and work at NCSU, so I suppose if I walked on the path it would be somewhere on the eastern side.
- my use of trail would likely span from NCMOA to just before Southpoint.
- Around umstead, lake crabtree County park and Schenck forest
- Art Museum



TRIANGLE BIKEWAY STUDY

Trail Access Preference Along the Corridor Chapel Hill Responses (Raw Data)

- I would bike from home in Carrboro to the western end of the trail shown.
- I live in Carrboro and would enter the trail from the closest point in Chapel Hill
- may use from UNC campus if convenient
- Chapel hill
- Botanical Garden or Fresh Market access from Chapel Hill
- Closest to my home in Carrboro
- Western terminus (NC 54/US 15-501)
- Would most likely get on the trail at the beginning section in Chapel Hill
- I would need to bike to the trail from Estes Dr. in Chapel Hill.
- 15/501 annd 54 intersection.
- Glen Lennox
- Chapel HIll (western edge)
- Chapel Hill
- Would be nice if this extended farther into Chapel Hill; Chapel Hill
- I would get on the trail on the Chapel Hill side.
- Would need to be bike-accessible from downtown Chapel Hill
- I will access the trail between Glenn Lennox and Meadowmont/Friday Center.
- I would walk/bike to the bike/walkway from Lloyd Street in Carrboro.
- I would & do access the greenway at Meadowmont
- Linking to existing bike paths in Chapel Hill would be critical.
- Glen Lennox; Meadowmont; Friday Center; Southpoint, especially using regional buses; transfer to BRT and/or commuter rail, if/when they get built



TRIANGLE BIKEWAY STUDY

Trail Access Preference Along the Corridor Chapel Hill Responses (Raw Data)

- I would use the entire route for recreational use. It would be easiest to access in Chapel Hill. I currently drive to the American tobacco trail to bike/run.
- I live in the Morgan Creek neighborhood behind the North Carolina Botanical Gardens and would access the trail at the closest entry point from the Botanical Gardens. Now I walk through my neighborhood on the path behind the NC botanical Gardens cross Mason Farm Rd and access the cross country trails that go from Behind the Ronald McDonald House all the Way to Prestwick road. I know many of the families in my neighborhood do the same on foot and by bike.
- I would get on the trail at 15-501 and 54.
- Chapel Hill
- NC54 at Meadowmont
- I live in central CH, so I would need to connect via existing bike facilities
- Meadowmont
- Chapel Hill possible locations to start
- Chapel Hill
- Meadowmont along Raleigh Rd/Hwy 54 in Chapel Hill.
- NCBG
- Botanical Gardens
- We're in Carrboro, so a bit away from the end access point.
- Meadowmont
- Meadowmont



TRIANGLE BIKEWAY STUDY

Trail Access Preference Along the Corridor Chapel Hill Responses (Raw Data)

- Raleigh Rd and Greenwood Rd
- At Fordham Blvd in Chapel Hill.
- Raleigh road in chapel hill.
- Findlay golf course area. Walk from Botanical garden area
- I would access the trail after work near the Chapel Hill 15-501 access point.
- I would use the trail to bike from/to Chapel Hill and Raleigh so the my access points would be both terminus.
- I would get on where it starts in Chapel Hill.
- I live between Morgan Creek Trail and NCBG trail, use both
- By aloft hotel in Chapel Hill (would go thru wooded trail behind Glenwood to get there from my neighborhood)
- Chapel hill
- From downtown Chapel Hill
- Chapel Hill
- From Downing Creek neighborhood
- Meadowmont
- Get on and walk the trail from the Botanic Gardens
- I would ride my bike down either Laurel Hill Rd or Bolin Creek Greenway and enter the trail somewhere along Raleigh Rd
- Intersection of 54 and 15-501
- UNC Admin lot



TRIANGLE BIKEWAY STUDY

Trail Access Preference Along the Corridor Durham Responses (Raw Data)

- This looks like nearest access from SE Durham and Briar Creek
- I live off Sherron so would most likely cycle to S Miami Blvd from there. Would need cycle safe enhancements to Hwy 70/Miami Blvd junction.
- American Tobacco Trail.
- Where the american tobacco trail intersects. Also where the white oak greenway intersects
- If the trail went along Hwy 54, I could get on the trail right near me, at Hwy 54 and Huntingridge Rd.
- I can ride/walk Woodcroft trails over to Southpoint Mall (cross I40 with the pedestrian bridge); I can ride/walk from the house to the proposed trail
- I would access the trail here to bike to Southpoint or all the way down to the NC Museum of Art on the weekends
- Juncture of ATT and proposed trail.
- impt to connect with ATT
- South Durham near I-40 bridge
- Access from Southpoint
- This is the easiest entrance point from points south on the ATT. I bike to/through this point often from my house near Herndon Park. It's heavily used every day!; If the sidewalk connects from Renaissance/Target up 751 to here (I think it does?), this may be a nice alternate entrance for bikers. However, if there are the sidewalk crossings, they are not well protected around the I-40 entrance/exits.
- Durham Southpoint
- Southpoint



TRIANGLE BIKEWAY STUDY

Trail Access Preference Along the Corridor Durham Responses (Raw Data)

- To start a bike ride toward Southpoint Mall shopping
- Intersection with ATT, coming from Woodcroft.
- I would take the ATC to connect; enter the trail end from this area; enter the trail end from this area; for crabtree park trips, would enter here or on the other side;
- From the ATT
- would likely acces it from the ATT
- American Tobacco Trail
- Here's my area--a couple miles on either side of the first intersection of hwy 54 and 40 (exit 273; the more western one)
- Would access for commute to Chapel Hill as alternative route off ATT
- ATT
- I would use the ATT to get to this trail.
- I don't want to have to bike across / through the Fayetteville and I-40 interchange to access the trail. Needs easy access from the American Tobacco Trail.
- An access that would be near the ATT
- Would access trail from as close to briar creek as possible. Looks like that would be near Page Rd.
- Between TW Alexander and Southpoint
- Drive and park at southpoint to walk. Would cycle to trail for biking
- Southpoint
- Southpoint
- I would access the trail from the ATT (American Tobacco Trail) ;



TRIANGLE BIKEWAY STUDY

Trail Access Preference Along the Corridor Durham Responses (Raw Data)

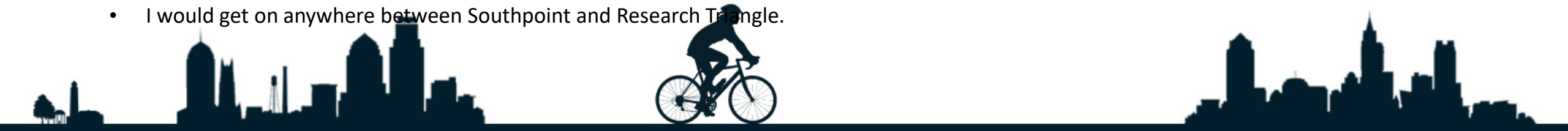
- Southpoint
- I would access the trail from the ATT (American Tobacco Trail) ;
- I would access this trail from the American Tobacco trail
- ATT Junction. I live at work right off the ATT near downtown, so if I come down this way on my bike this is the most likely place I would access the Triangle Bikeway; Connection to Third Fork Creek Trail and Jordan High School
- American Tobacco
- Southpoint mall
- ATT access here
- Tobacco Trail would be safest access point for me
- Near Southpoint
- Interesection with American Tobacco Trail; At intersection with American Tobacco Trail- would be really great if it could go all the way to Fall of Neuse
- ATT
- At ATT intersection
- At American tobacco trail intersection
- Near intersection with ATC
- Parking here might need expanded.; Access trail here; At ATT Bridge where trail connects
- I'll take the ATT to access it.
- At the ATT
- Southpoint
- Southpoint;



TRIANGLE BIKEWAY STUDY

Trail Access Preference Along the Corridor Durham Responses (Raw Data)

- intersection with Barbee and 54 is not pedestrian friendly (no crosswalk/light);
- Southpoint
- ATT
- Coming south on American Tobacco Trail to SouthPoint Mall
- ATT
- 55 and 40
- Southpoint
- Near South point Mall
- Near Herndon/Barbee - the caveat for all entry points will be adequate and safe parking, access to water, air pumps, etc would be helpful as well
- ATT
- If I was biking the trail, which would be how I expect to most use it, I would connect to it via the ATT.
- 54 exchange with Farrington and I-40
- Hunting ridge Road
- At alston
- Coming from downtown Durham, 147/55 intersection is probably closest?
- American Tobacco Trail!
- ATT
- I already frequent this part of the tobacco trail and it is closest to my house
- ATT
- Southpoint
- Streets of Southpoint; Near Nantucket Grill
- I would get on anywhere between Southpoint and Research Triangle.



TRIANGLE BIKEWAY STUDY

Trail Access Preference Along the Corridor Durham Responses (Raw Data)

- Would love to get on/off at Leigh Farm Road, but 54 between 40 and & 751 also desperately needs a bike lane. Biking on that stretch of road is akin to a death wish.
- We'd enter at Rt 54 and Barbee Chapel
- Coming from the parkwood neighborhood, with current plans, would probably connect at Southpoint
- I plan to access the route where I anticipate it intersectig with the ATT.
- ATT
- I'd be coming down the ATT from near downtown Durham to get on the trail.
- ATT
- Near intersection of 55 and 54 or 40
- This would be my preferred area, but I would need to cross i40 to get onto the path. Otherwise, I would have to go on either Barbee Road which is terribly narrow and not safe for bikers or NC-55 which is extremely busy and not safe for bikers.
- good connection with ATT
- ATT
- I would have to take the American Tobacco Trail to get to the walkway, which is something of interest to me!
- I would be joining from the Woodcroft trail system or ATT
- Connects to ATT which makes it accessible
- I would take the American Tobacco Trail from my house in Hope Valley Farms to the access point.
- access point for biking; access at 751 south; access near ATC crossing;
- where the american tobacco trail intersects
- ATT
- Access from ATT would be valuable.
- Southpoint: ATT
- using the tobacco trail to then transport myself to raleigh or chapel hill, these routes should all go into downtown.



TRIANGLE BIKEWAY STUDY

Trail Access Preference Along the Corridor
RTP Responses (Raw Data)

- Near Page Road
- Intersections with Page rd
- The Frontier
- RTP offices
- Presently using trails in RTP near 700, 900 buildings and the Boxyard
- Page Road
- In several areas in RTP
- RTP
- Page Road
- Entry/Exit point to work at IBM.; Entry/Exit point to work at IBM
- From the Miami Blvd/TW Alexander area.
- It would be great if this connect to Elizabeth Brooks Trail system in RTP
- Hopson and keystone
- access trail on TW Alexander/54 intersection; access the trail near TW alexander/54
- Cornwallis Rd in RTP
- Davis Dr
- Hopson road
- I would exit ~54 and Davis Drive in RTP.
- Davis Drive to access work
- Hopson and Miami
- RTP Metro Center; Frontier
- Davis Dr



TRIANGLE BIKEWAY STUDY

Trail Access Preference Along the Corridor Morrisville Responses (Raw Data)

- Closest point to my Cary house is Morrisville/Aviation Pkwy
- Intersections with airport blvd, or aviation pkwy
- Aviation parkway intersection w/ I-40
- Aviation parkway
- Closest point to Kitts Creek neighborhood
- Anywhere in Morrisville
- Aviation Pkwy
- Morrisville



TRIANGLE BIKEWAY STUDY

Trail Access Preference Along the Corridor Cary Responses (Raw Data)

- At Reedy Creek Trailhead of Black Creek Greenway.
- Lake Crabtree
- Lake Crabtree
- Reedy Creek Umstead entrance

- Connection from Reedy Creek trail
- I would need this to connect with Greenways or safe-bike lanes in Cary & Morrisville, most of which do not yet exist.
- Black Creek Greenway
- Lake Crabtrees trails
- Ride American Tobacco Trail from Apex/Cary area to the Bikeway area.
- lake crabtree area
- wherever the Cary greenway connects to this I will get on there.
- Start by N Harrison and NW Maynard
- reedy creek; ; ; ;
- Lake Crabtree
- Lake Crabtree, Umstead East
- Old Reedy Creek;
- Access near Reedy creek parking lot



TRIANGLE BIKEWAY STUDY

Trail Access Preference Along the Corridor Cary Responses (Raw Data)

- Lake crabtree
- reedy creek road
- Lake Crabtree
- Black Creek Greenway is the closest point to my place of employment
- I love at Lake Pine and Tarbert in Cary and would be able to use greenways to get there and to extend my biking
- Town of cary Parking lot and Old Reedy Creek Road and Umstead State Park access;
- Reedy Creek Parking Lot
- Old Reedy Creek Trailhead
- Black Creek Greenway
- Cary
- I would access the trail either at the Harrison Avenue or Old Reedy Creek entrances to Umstead State Park.
- I would access the trail from the Black Creek greenway to commute into Morrisville.
- Reedy Creek Rd
- Connecting to the black creek or crabtree creek greenway
- I would access the trail from the Black Creek greenway



TRIANGLE BIKEWAY STUDY

Trail Access Preference Along the Corridor
Cary Responses (Raw Data)

- Lake Crabtree
- Old Reedy Creek Trail Head - direct route from residence to this point via Hatcher Creek & Crabtree Creek Greenways
- As close to downtown Cary
- I would connect with the greenway from the Black Creek Greenway to Old Reedy Creek Road that goes into Umstead State Park.
- Old Reedy Creek Road trailhead
- I'd enter in northwest Cary ; I'd enter in Nw Cary
- Cary
- This appears to be closest location to my workplace at MetLife.
- Reedy Creek Trail; Fitness Connection;
- Old Reedy Creek Rd
- Might also access it off Old Reedy Creek road.



TRIANGLE BIKEWAY STUDY

Trail Access Preference Along the Corridor Raleigh Responses (Raw Data)

- Would access at the closest point to downtown Raleigh.
- Biking from NCMA to Umstead
- Around Schenk Memorial Forest/Edwards Mill road/Prairie Ridge Ecostation would be an easy access location for those already nature/walk/bike minded individuals; Something to link to the Art Museum trails.
- Access near Umstead State Park area.
- Most likely in Raleigh or close to 540 - unless I wanted to explore up near Durham/Chapel Hill more. Then I would get on closer to there so the bike ride would be closer to 20 miles instead of 34.;
- Access via NCMA/House Branch Greenway; Connect to ATT to access downtown Durham
- Access at Trenton Road
- Near NCMA
- The proposed eastern terminus is the closest part of the bikeway to where I live and work. So that is where I would most likely access it.
- Getting a connection to Beryl road for bikes would be fantastic
- across the trenton bridge; Entrance to Umstead
- with access from Museum Park
- harrison ave
- Near Umpstead State Park.
- Museum of Art, Umstead
- If it connected up to umstead I'd get on there
- From North Raleigh, I come down the existing greenway and access the new trail here.
- I work off Harrison Ave, this will come in handy for me, thanks,
- I live on Raleigh side so I'd access it via Umstead State Park.; Access bikeway off Trenton Rd



TRIANGLE BIKEWAY STUDY

Trail Access Preference Along the Corridor Raleigh Responses (Raw Data)

- Access through reedy creek umstead entrance; try to use as a commute from north raleigh
- Access at points between Meredith and Cary
- Umstead Park
- Greenway, but would prefer a park/ride lot, perhaps at NCMA
- Museum of Art
- East end would be where I would enter to ride to the Park or to work.; If I were riding to work, I'd get on here to ride home to Raleigh.
- Enter the trail from the museum walking paths
- Access south of Umstead
- Trenton Rd
- Would be coming from the greenway next to Wade Ave
- Museum of art, umstead state park,
- from the county park; from art mueusem parking lot
- live off duraleigh, would access closer to raleigh for a paved bike trail similar to the neuse river trail but much closer to home!
- We would most likely access the trail off of 440, but we live and work in Wake Forest. We're less likely to use the trail because it's further away.
- Umstead Park
- NC Museum of Art
- I assume there will be a connection to the existing greenway at/near Meredith College or the Art Museum.
- NCMOA



TRIANGLE BIKEWAY STUDY

Trail Access Preference Along the Corridor Raleigh Responses (Raw Data)

- Depends on where there's parking, but between NCMA and I40. That huge field off Edwards Mill would be ideal.
- We'd get on either around Meredith or NCMA to bike or walk...or access that area via an adjoining greenway (this is how we usually do it)
- NCMA
- Centennial/MOA
- I would get on near Umstead
- NC Museum of Art
- Lake Crabtree County Park; Trenton Road Access corridor
- start around 440, and around the NCMA
- Near connection with NC Art museum
- Live in Brier Creek; Work on Harrison Ave
- Umstead Entrance on Harrison;
- parking near the art museum
- I would park at raleigh brewing and walk over to get on the trail
- I live near Meredith College, so I could easily get on the path by crossing the existing pedestrian bridge
- Near Umstead; Near Museum of Art, PNC, Carter-Finley
- Enter via umstead; Enter/exit bikeway
- Umstead Park
- NCMA
- near Whole Foods on Wade
- I live in another area of Raleigh, where we generally access the greenway system. The location of this path would be further than we generally go with 3 small children. We would love for this to be extended all the way through Raleigh to include downtown and SE.



TRIANGLE BIKEWAY STUDY

Trail Access Preference Along the Corridor Raleigh Responses (Raw Data)

- I live in North Raleigh, so I would need to take the Lead Mine trail (I think) down to the Art Museum to access this trial.
- I live downtown Raleigh, so where ever I can park and get on the trail
- Art Museum
- Umstead
- NC Museum of Art
- I would use the trail to bike from/to Chapel Hill and Raleigh so the my access points would be both terminus.
- Art Museum or eastern most point
- Wade Ave access
- From house creek trail
- Wade Avenue / Blue Ridge Rd
- Access near NC Art Museum.
- Umstead
- I will access the trail at the museum or at the Edwards Mill intersection.
- Coming from NCSU, would get on as far East as possible; My office is on this route!
- NCMA
- Close to my home; Close to work and Umstead Park
- access to Downtown Raleigh, NCState, and NCMA
- Perimeter Park; Museum of Art; Carter-Finley;
- NC museum of art



TRIANGLE BIKEWAY STUDY

General Comments (Raw Data)

- Any major bike route connecting from Apex would be good too. It currently takes me 1hr20 minutes from Apex to Umstead on greenways with lots of twists and turns.
- This would have been awesome for places I have lived in the past. I'm sure many people could use it daily. I'd still try to use part of it weekly for pleasure riding.
- The Bikeway is much needed and will be instrumental in improving sustainable transportation options in the Triangle. Thank you for your work!
- love it, just wish it existed now
- We already walk this area using sidewalks. We walk NC trails all the time where they are available. Chapel hill is in need of this. Cary is easy to walk around because of their trails, but Chapel Hills trails don’t lead to where we work.
- This is an amazing idea! I think it will shape the Triangle community and create great community intertwining. Please just be cognizant of the different sections (even a painted line) for bikes as opposed to pedestrians.
- Build it! Thank you!
- Many people will use it and go fast on their bicycles, having wide lanes for passing pedestrians and other cyclists safely will be very important. This needs to be made, I love the idea so much! I know so many people who would bicycle and walk more if they had access to a trail like this.
- Once the Crabtree Creek West greenway extension is complete there will likely be a lot of bike commuters that would access near Umstead... as long as it is not off a bike trail that requires a mountain bike to get through umstead to the access point.
- I would like to use the trail ASAP. Age is catching up on me.
- great idea, would love to see this come to fruition. rec posting a speed limit for e-bikes to reduce chance of injuries/collisions.
- more connections to Durham, please!



TRIANGLE BIKEWAY STUDY

General Comments (Raw Data)

- Please make it connect up towards Old Chapel Hill Road in Durham as well! Amazing work you all are doing - keep it up - we're totally behind you.
- I hope this happens!
- I like this idea in general, and I think it is important to connect more of the larger triangle metro area with bike-pedestrian specific infrastructure. But I wish there was more emphasis on building more non-car transportation infrastructure *within* Durham, Chapel Hill, and Raleigh. That’s where there could be a larger impact, in my opinion, on the reduction of car trips. I think the priority should be to make it as easy as possible for novice riders and kids to ride around these towns, for instance. The only way to reduce the amount of cars and pollution is to build up safe biking infrastructure that most people would be comfortable using. So yes, this project looks great, and I hope it leads to further transformation of Triangle streets, away from cars and towards people.
- This would be a huge boon to the Triangle community! After moving here from Minneapolis (a city with many miles of dedicated walking/biking trails) I've often lamented our lack of trails that are off of roads. I'm an avid biker and would look forward to using this trail, both for exercise and for travel.
- In Kitts Creek we are so far from a greenway I would love this solution to have a safe place to walk and ride
- I would love to see this built. I use tobacco trail 2x week and this path would be closer to my house.
- I’d love to be able to connect throughout Chapel Hill, not just the center and eastern area. It would be ideal if it carried through the northern section near Hillsborough
- This project is great but part of the problem is there are extremely limited safe bike arteries to get to it. There really needs to be for example a good bike route between Durham and chapel hill that doesn’t involve risking life and limb due to cars
- Am very excited for this project and would love to be able to access more areas by biking and walking! Hopefully this will help reduce traffic and be better for the environment and community!



TRIANGLE BIKEWAY STUDY

General Comments (Raw Data)

- "Last mile" connections to the trail from local bike paths in Chapel Hill (e.g., Bolin Creek trail, future MLK Blvd. bike lanes) would be critical preconditions for me.
- Will CAMPO/DCHCMPO work with the municipalities along this bikeway to ensure that there are safe and convenient ways for pedestrians and bicyclists can access the trail without having to drive there?
- Creating alternatives is a great idea and I really like this project. I don't think you can defend / sell this as a viable alternative to motor vehicle travel for commuting for enough people to make a difference in motor vehicle traffic. That hasn't been true anywhere and isn't likely to be true here. Go in another direction. Public health might be your best hook. I'm not sure. This is really important, so please think hard about how you're going to sell this.
- this strikes me as primarily useful as a commuting path being so close the the highways at almost all lengths and junctions - not necessarily conducive to relaxing/tranquil use. could be very useful if created well for high volume commuting in order to have that resource to start the chain reaction of use.

- The survey questions give the impression that the project team has a narrow focus on commuters and students. In the future, it would be more inclusive to not list a person's reasons for using it. The Bikeway provides an alternative, safe mode of transportation for a wide variety of travel needs: commuting, day trips, tourism, shopping to name a few. I recommend removing "work/school" from the survey questions. I am retired, does that mean my limited needs for it reduce its value. I don't think so. It's more than a Bikeway, it's a means to improve the area's quality of life.
- I skipped the mapping questions regarding walking the trail because I would most likely be connecting to the trail with my bicycle.
  Because I live in West Durham, connection with the trail would have to begin with southbound public transit (bicycle carried on bus nose saddle).
  Regarding tree buffer zones between the trail and congested highway around RTP: I fully appreciate the fresher, cooler, quieter atmosphere that a tree buffer zone would provide trail users. I have to wonder, however, if there is some benefit to having the trail somewhat visible to car traffic. As traffic congestion grows around RTP, bikeway visibility will give drivers stuck in traffic ample opportunity to notice the flow of Triangle residents biking, e-biking, and scootering past.
  Thank you for the opportunity to provide feedback regarding this project.



TRIANGLE BIKEWAY STUDY

General Comments (Raw Data)

- Lighting, pavement line markings and lighting must be essential features along with rest areas for water.
- Consider easy bike path to access/leave on 55 merging on 40
- I'd love if walking and biking areas could be somewhat separate. Having someone tell "LEFT" when they're nearly on top of you can be jarring.
- Please don't make any of the bikeway to be roads. That totally defeats the purpose of a bikeway, and I find it frustrating when local greenways deviate from the greenway to on-road access and then count it as a trail.
  Thank you for soliciting feedback!
- Hope businesses will add secure bike parking and bike lockers. It's difficult when carrying stuff for work, to be able to bike somewhere and leave your things on the bike.
- Raleigh likes to pride itself on "having a lot of cycling infrastructure" but that's meaningless when it doesn't connect to each other or to any meaningful destinations.
- Will it be safe for walkers/runners and bikers together?
- It would be a huge deterrent to accessibility if we have to cross Hopson Rd to get to the trail. Hopson Rd is very, very dangerous. A walkway or tunnel or some other venue is needed.
- Will you be placing the path in an area that is wooded or planting trees to shield us from the noise/ugliness off the highway?
- Build it wide with marked lanes so commuting and training cyclists are not conflicted with dog walkers etc
- Safe bikeways are the number 1 metric to increasing cycling in any city. I believe there will be an economic boom in the Raleigh Durham area and traffic will be a part of the future. As a hip, modern, and environmentally conscious metropolitan area, residents well look for a way to get out of cars and onto alternative modes of transportation as well as for sport. Look at the economic growth of the Atlanta beltline and you can see the biggest problem was not making the beltline wide enough to support the overwhelming traffic that exceeded all expectations and projections. Feel free to reach out if you need any help.

