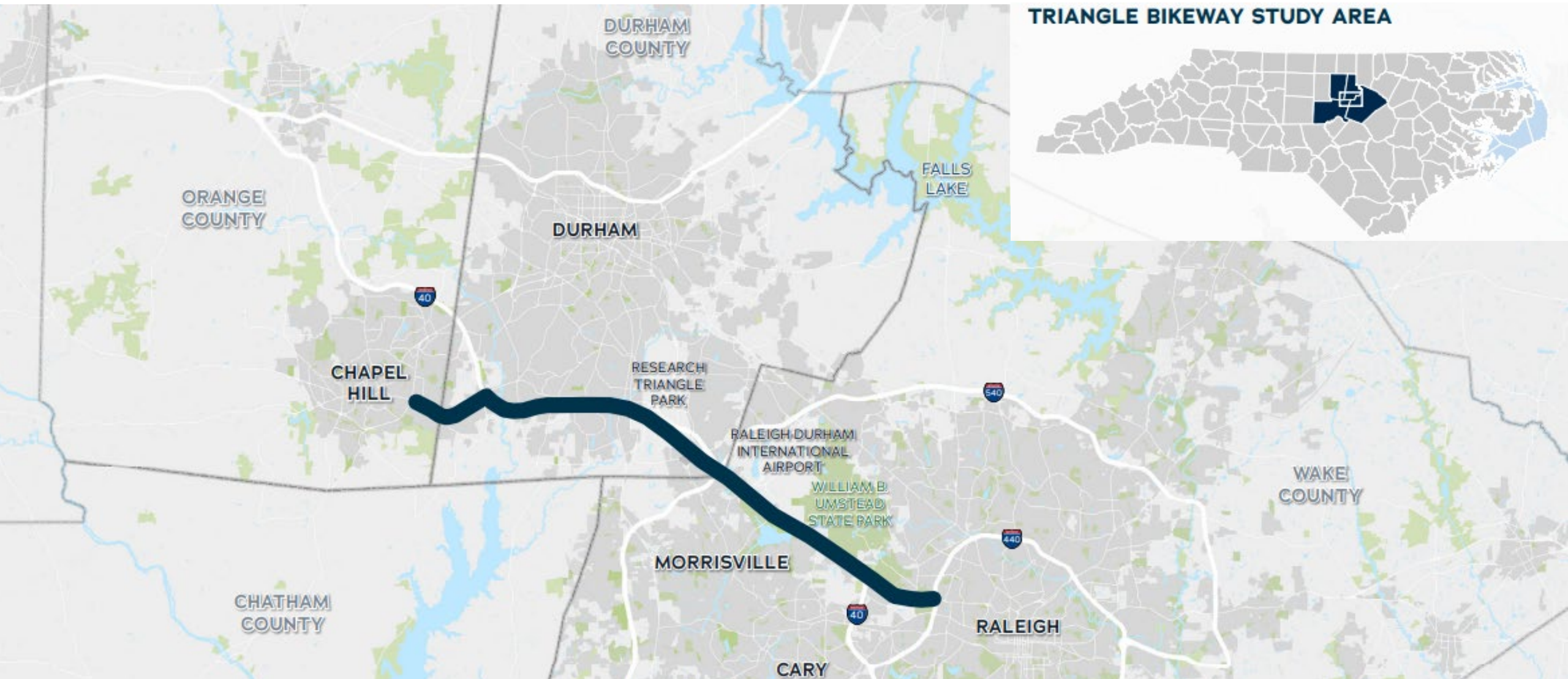




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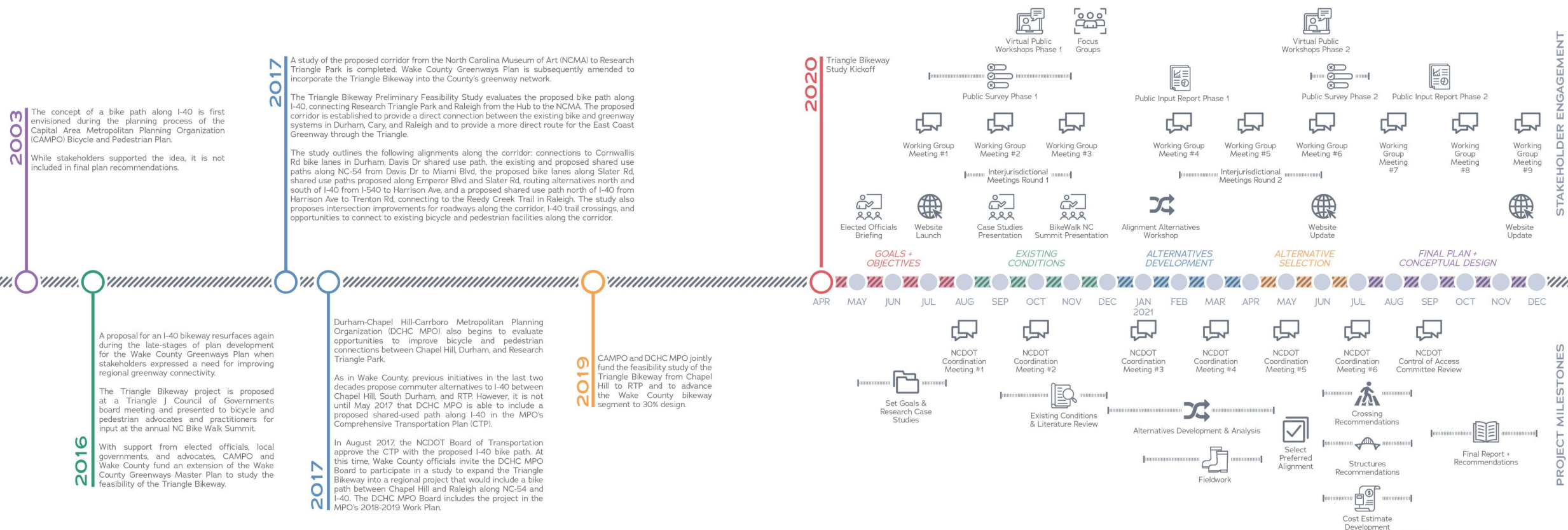


Study Area





Project Evolution





TRIANGLE BIKEWAY STUDY

NC CAMPO



DCHC MPO



Triangle area agencies are working together to plan a regional, 17-mile, shared-use path linking Raleigh, Cary, Morrisville, Research Triangle Park (RTP), Durham, and Chapel Hill following the I-40 and NC54 corridor. The path will connect Triangle residents and visitors to jobs, popular destinations, trail networks, transit, and more, across the region. While the project is called a bikeway, it will be a shared-use path suitable for users of all ages and abilities both on foot and by bike. Shared-use paths are paved trails that are separated from vehicular traffic and used by both pedestrians and cyclists.

[Watch Project Update Video](#)

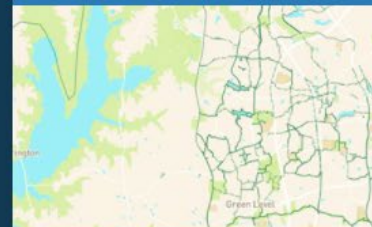
ABOUT THE STUDY



MEETINGS & PRESENTATIONS



MAPS & ROUTES



EXPLORE OTHER BIKEWAYS IN THE U.S.

[CASE STUDIES](#)




Elected Officials



We are pleased to present the Triangle Bikeway Study. Through the diligent and committed leadership of the Capital Area and Durham Chapel Hill Carrboro MPOs, this study has taken a back of the napkin idea and developed it into a viable, community-supported project that will change our region for the better in the following ways:

Model for Regional Transportation Projects – The Triangle has sometimes struggled to act as one region when advancing transportation projects. The evolution of the Triangle Bikeway is deeply rooted in each community that it touches. This deliberate, distributed model of planning yielded energetic consensus and clear next steps.

Bold Step to Future Proof our Region – With the advent of electric assist bikes, bicycling for transportation is no longer limited to experienced cyclists. People of all ages and abilities are finding the freedom and satisfaction that comes with making trips under their own power. The study also maximizes locations where the Triangle Bikeway route connects to existing and future transit to further expand commuting options.

Low Cost / No Emissions Connections to Job-Rich Corridor – The I-40 corridor is the gateway for thousands of jobs in both professional and service industries. The Triangle Bikeway will provide low-cost access to employment opportunities without increasing traffic congestion on our highways.

Powerful Partnership Model with NCDOT – NCDOT has been engaged and supportive throughout the entire study process. The agency's growing commitment to multi-modal transportation is an essential element to the success of this and other projects seeking to leverage state resources to create safe and vibrant transportation corridors.

The Triangle Bikeway vision is the result of the collective work of citizens, elected officials, staff and advocates across two counties and five municipalities. Over roughly 18 months, nine working group meetings, two extensive public engagement campaigns, over 30 meetings with individual stakeholders and countless work hours have resulted in a vibrant common vision.

As County Commissioners, our charge is to position our communities to thrive, adapt and evolve to maintain our position as one of the best places in the country to live and work. Our challenge to you is to join us in the hard work ahead to make the Bikeway part of our everyday lives in the Triangle. Funding design and construction will require creativity, perseverance, and teamwork across jurisdictions. We look forward to standing with you on Triangle Bikeway ribbon cutting day!



Wendy Jacobs

Commissioner Wendy Jacobs
Vice Chair
Durham County
Board of Commissioners
Chair, DCHC MPO Board



Sig Hutchinson

Commissioner Sig Hutchinson
Chair
Wake County
Board of Commissioners
Chair, CAMPO Executive Board



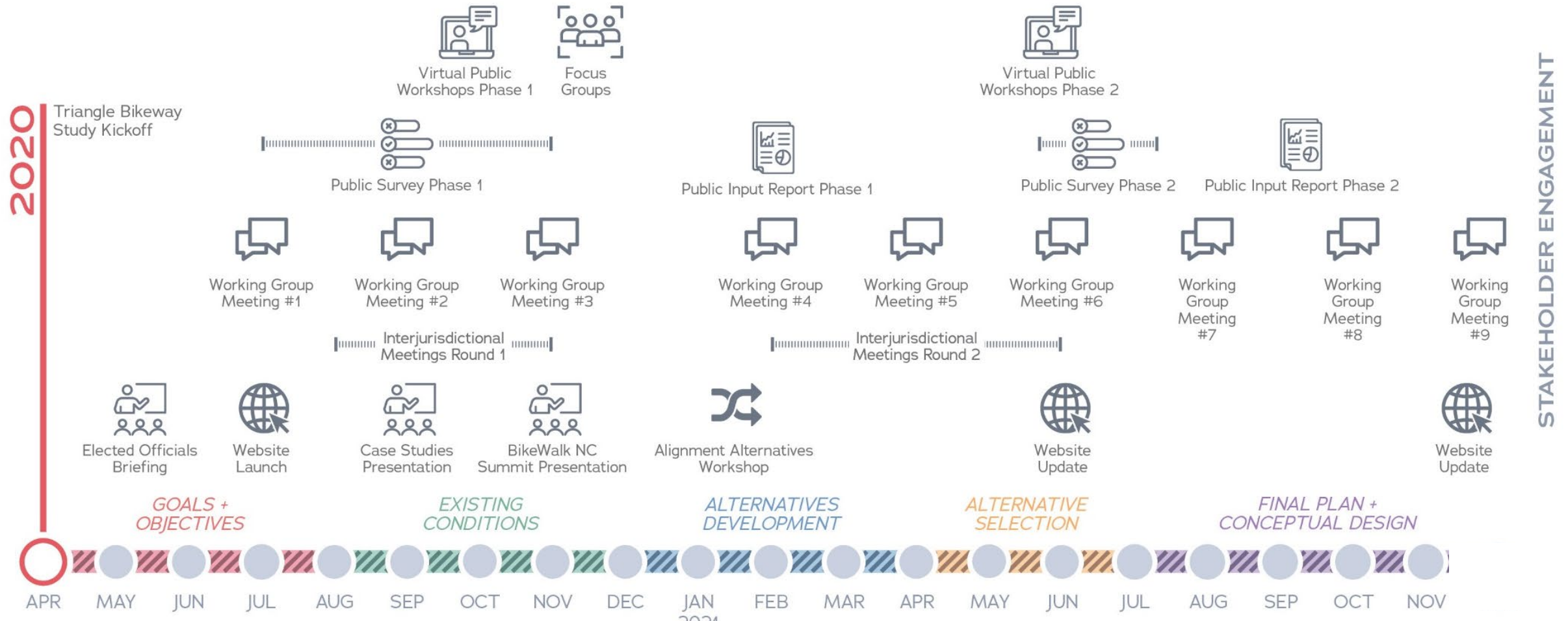


Working Group





Engagement





Community Values



EQUITY

Prioritize equal access to the Triangle Bikeway for all, through public engagement, project delivery and investment.



CONNECT TO JOBS

Provide seamless connections between the Triangle Bikeway, the regional transportation network, employment centers and local neighborhoods.



SAFETY

Address the safety needs of users of all ages and abilities in the design and development of the Triangle Bikeway.



REGIONAL COLLABORATION

Collaborate with government entities and other regional stakeholders to understand priorities and concerns. Build support of jurisdictional partners for future funding, design, construction and maintenance.



TRANSPORTATION CHOICE

Provide a direct and accessible route separated from traffic as a bicycling and walking option for commuters and recreational users. Make meaningful connections to transit and active transportation networks.



PUBLIC BENEFIT + SUPPORT

Listen to the community to help identify opportunities and challenges. Recommend an alignment that will generate public support and build momentum for future funding efforts.



FEASIBILITY

Utilize locations for the bikeway alignment that are permittable and reduce the time required for implementation. Minimize the impact of the bikeway on environmental features and the natural habitat.



IDENTITY

Create a unique identity for the bikeway that will be instantly recognizable and highlight the regional commitment to both recreational and commuter bicycling to residents and visitors alike.

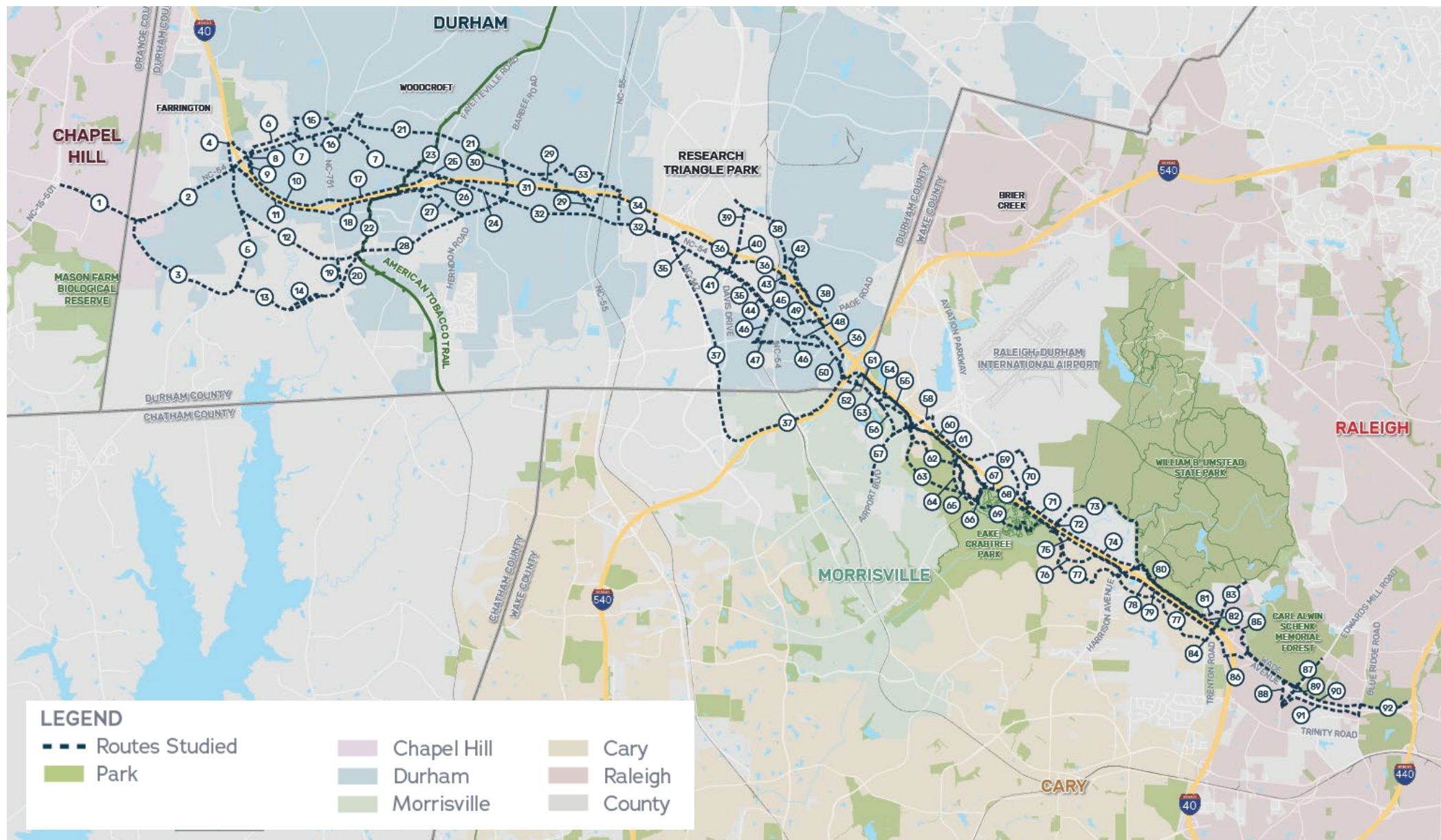


RESILIENCY

Support mode shift goals and reduce emissions / other transportation-related environmental impacts while expanding access to active living and positively impacting community health.

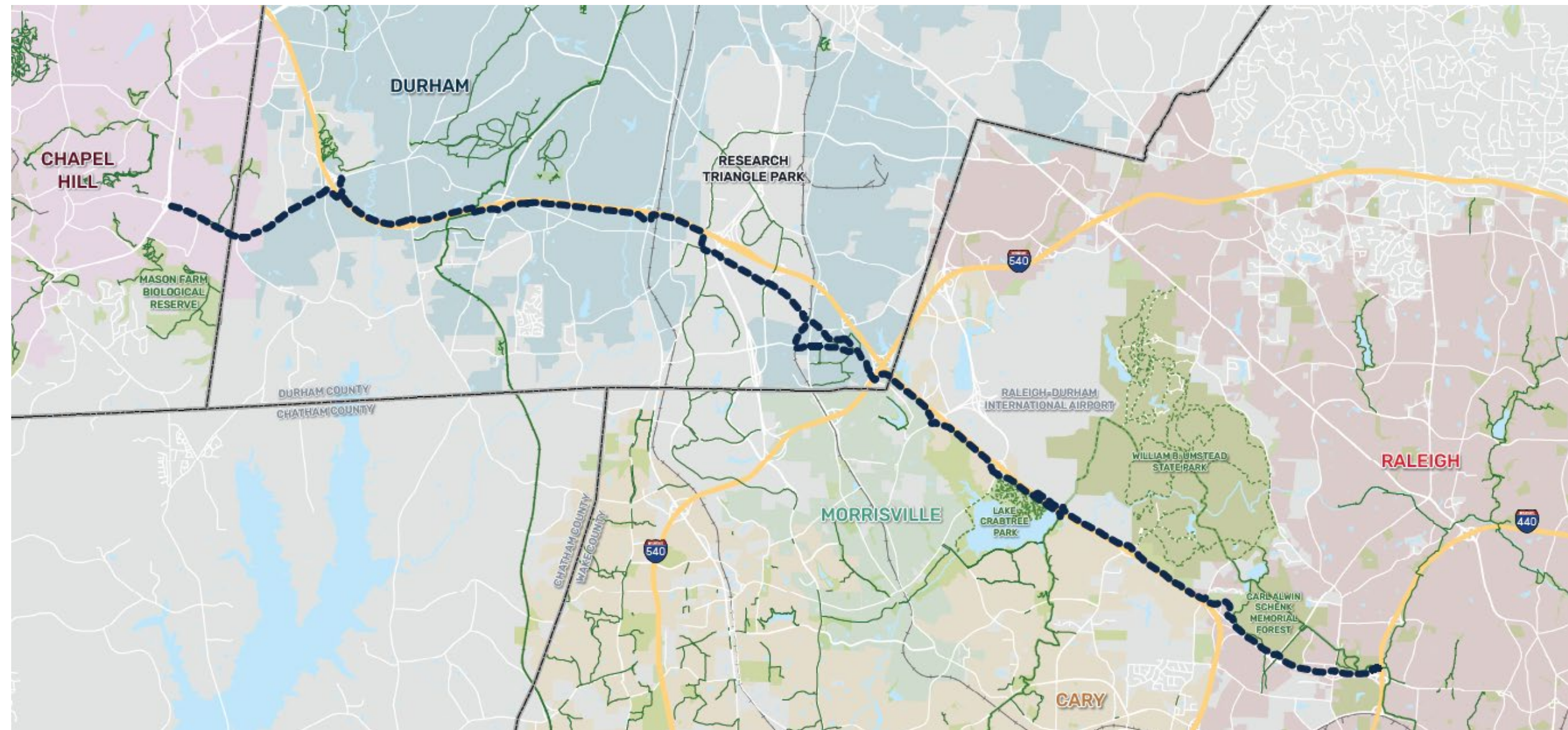


Alternatives Evaluation





Recommended Alignment



TYPICAL SECTION



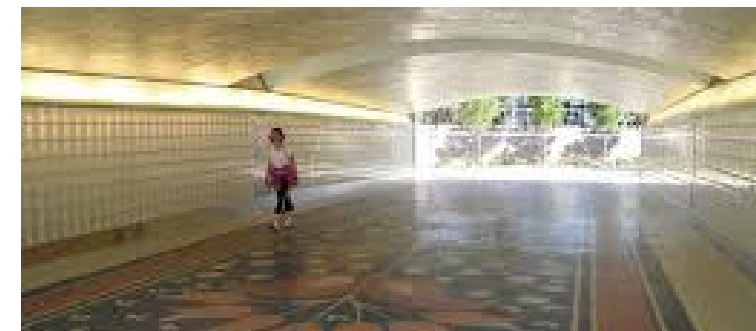


Triangle Bikeway is NOT a Typical Greenway



Key Differences Influencing Costs:

- Width of Pavement – 12' vs. 16' (33% increase)
- Lighting – adds approximately \$225K to \$250k per mile
- Grade Separation – existing culverts vs. new tunnels; shorter span bridges for creeks vs. longer span bridges for interstate/other roadways.
- At-Grade Crossings – increased # of RRFB, PHB, and phasing/other accommodations at existing traffic signals
- Maintenance of Traffic – increased construction interaction w/ high-volume roadways
- Fence – minimal fence/safety rail vs. C/A fence required for entire length along I-40
- Pavement markings – minimal vs. required along entire length for separating bikes/peds





Estimated Baseline Construction Costs



Cost Estimate Assumptions

- Following cost estimates included in MTP
- Cost does not include ROW acquisition
- Cost estimate does not include private utility relocations
- Unit costs based on typical, current market costs
- Quantities based on December 2021 recommended alignment, which was developed using GIS data.
- Cost estimate does not include additional planning, surveying, environmental documentation or design.



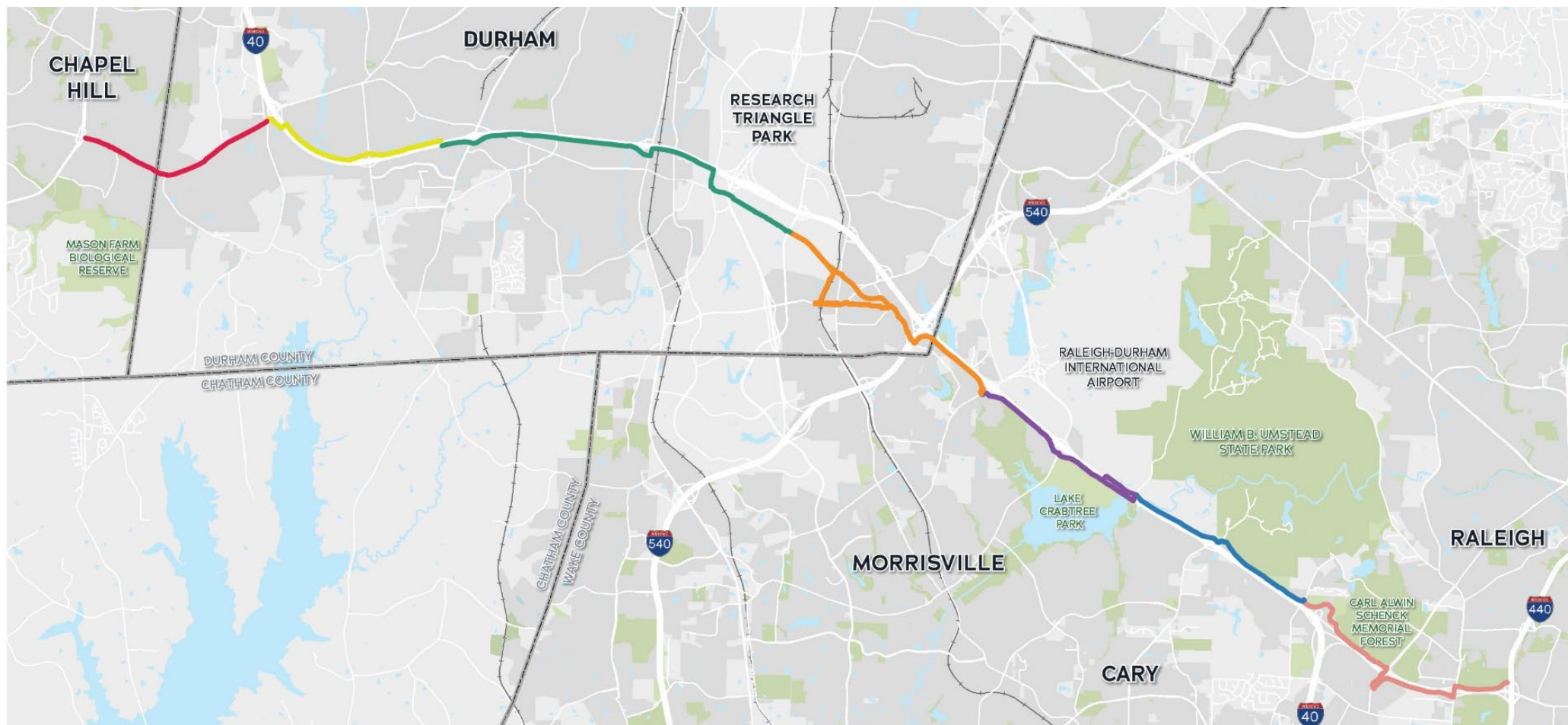
Segments



FEASIBILITY & IMPLEMENTATION STUDY

DCHC SEGMENT (13.54 M)

CAMPO SEGMENT (10.25 M)



SEGMENT 1

SEGMENT 2

SEGMENT 3

SEGMENT 4

SEGMENT 5

SEGMENT 6

SEGMENT 7



Estimated Baseline Construction Costs



DCHC MPO Segments:

CONSTRUCTION COSTS

2022 CONSTRUCTION COST SUBTOTAL: \$47,857,758.36
 SAY: \$47,858,000

ESCALATION RATE	CURRENT YEAR	BUILD YEAR	BUILD YEAR
3%	2022	2025	2030
BASE YEAR (2022) CONSTRUCTION COST:	\$47,858,000	\$47,858,000	\$47,858,000
ESCALATED CONSTRUCTION COST (3% ANNUALLY):	-	\$52,296,000	\$60,626,000
CONSTRUCTION-ENGINEERING AND INSPECTIONS 12% OF ESCALATED CONSTRUCTION COST:	\$5,743,000	\$6,276,000	\$7,276,000
CONTINGENCY PERCENTAGE:	20%	20%	20%
PROJECT CONTINGENCY ON ESCALATED CONSTRUCTION COST:	\$9,572,000	\$10,460,000	\$12,126,000
ESCALATED CONSTRUCTION COST TOTAL:	<u>\$63,173,000</u>	<u>\$69,032,000</u>	<u>\$80,028,000</u>



Estimated Baseline Construction Costs



CAMPO Segments:

CONSTRUCTION COSTS

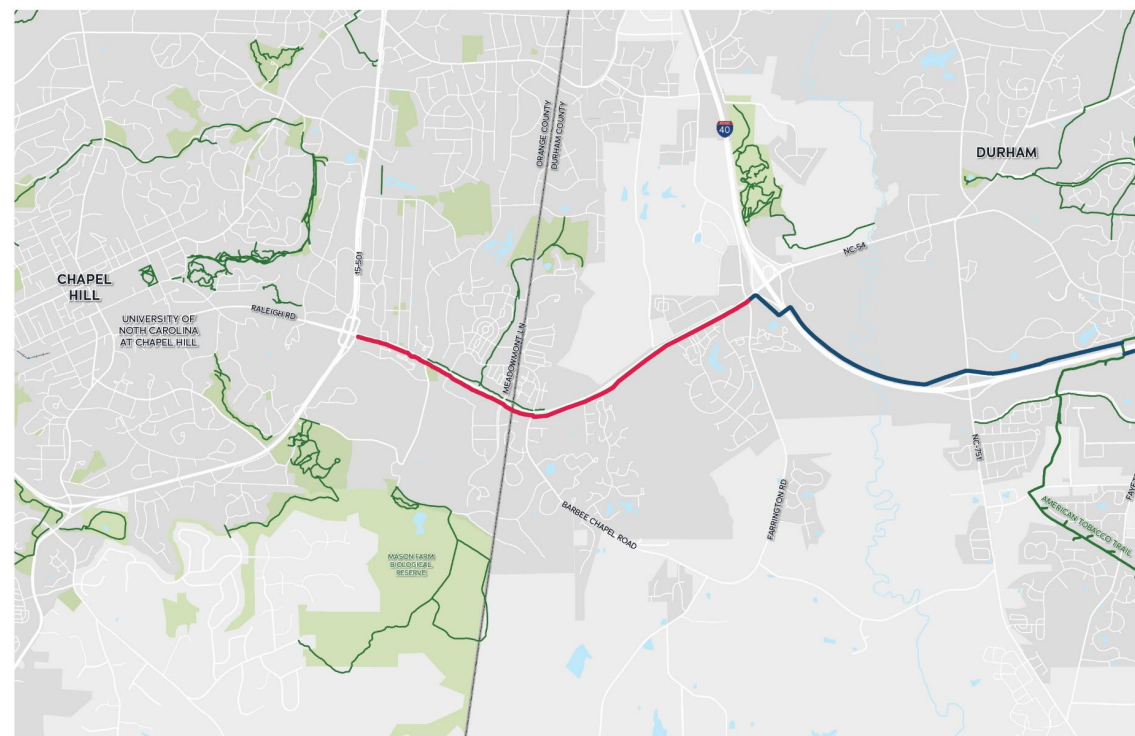
2022 CONSTRUCTION COST SUBTOTAL: \$34,345,677.81

SAY: \$34,346,000

ESCALATION RATE	CURRENT YEAR	BUILD YEAR	BUILD YEAR
3%	2022	2025	2030
BASE YEAR (2022) CONSTRUCTION COST:	\$34,346,000	\$34,346,000	\$34,346,000
ESCALATED CONSTRUCTION COST (3% ANNUALLY):	-	\$37,531,000	\$43,509,000
CONSTRUCTION-ENGINEERING AND INSPECTIONS 12% OF ESCALATED CONSTRUCTION COST:	\$4,122,000	\$4,504,000	\$5,222,000
CONTINGENCY PERCENTAGE:	20%	20%	20%
PROJECT CONTINGENCY ON ESCALATED CONSTRUCTION COST:	\$6,870,000	\$7,507,000	\$8,702,000
ESCALATED CONSTRUCTION COST TOTAL:	<u>\$45,338,000</u>	<u>\$49,542,000</u>	<u>\$57,433,000</u>



Example Segment Cutsheet



SEGMENT 1 NC-15/501 TO FARRINGTON RD

LEGEND

- Segment 1
- Adjoining Segments
- Existing Greenway
- Park
- Municipal
- County

SEGMENT 1

Segment 1 begins at the US-15/501 interchange and will widen/replace the existing sidepath along the south side of NC-54 from Hamilton Rd to Barbee Chapel Rd and new sidepath will be constructed to Farrington Rd. Impacts to the waterfowl impoundment land owned by the USACE will be minimized by using boardwalk/bridge and will require coordination. Proposed pedestrian signals will be installed for crossings at Huntingridge Rd and Farrington Rd. This segment may be constructed as part of the programmed STIP project U-5774 in accordance with NCDOT's Complete Streets Policy.

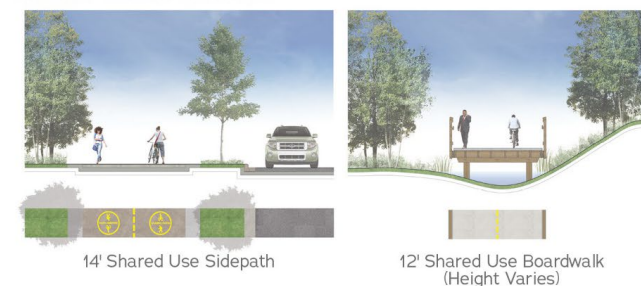
PROJECT SNAPSHOT

- › Location: NC-54
- › Jurisdictions / Stakeholders: Chapel Hill, City of Durham, Durham County
- › Facility Type(s): Shared Use Sidepath, Shared Use Boardwalk, Shared Use Bridge
- › Total Length: 2.69 miles
- › Structures: 1 Bridge (approx. 200 LF), 2 Boardwalks (approx. 1,500 LF)
- › Grade-Separated Road Crossings: None
- › At-Grade Road Crossings:
 - › S Hamilton Rd
 - › Environ Way
 - › Finley Golf Course Rd
 - › Friday Center Dr
 - › Barbee Chapel Rd
 - › Little John Rd
 - › Downing Creek Pkwy
 - › Huntingridge Rd
 - › Falconbridge Rd
 - › Farrington Rd
- › Transit Connections:
 - › GoTriangle Routes 800, 805
 - › Chapel Hill Transit Routes A, B, FCX, N, S + Safe Ride G
- › Trail Connections:
 - › Meadowmont Trails
 - › NC 54 Sidepath + Tunnel
- › Destinations Served:
 - › Glenwood Elementary
 - › Shopping Centers
 - › Meadowmont Village
 - › Friday Center
 - › East 54 Mixed-Use
 - › UNC Healthcare

POTENTIAL RIGHT-OF-WAY NEEDS

- › Permanent Easement: Within NCDOT Right-of-Way, 10 Privately-Owned Parcels
- › Temporary Construction Easement: 16 Privately-Owned Parcels (13 Owners)

PRIMARY TYPICAL SECTIONS



ESTIMATED PROJECT COSTS

	2021 Base Construction Cost Estimate	\$ 7,733,000	
	Estimated Design Services (13% of Construction Cost)	\$ 1,006,000	
	Build Year	2025	2030
	Construction Cost Estimate Escalated to Build Year	\$ 8,704,000	\$ 10,090,000
	Contingency (20% of Construction Cost)	\$ 1,741,000	\$ 2,018,000
	Estimated CEI Services (12% of Construction Cost)	\$ 1,045,000	\$ 1,211,000
	TOTAL CONSTRUCTION COST ESTIMATE	\$ 11,490,000 to	\$ 13,319,000

*Costs associated with right-of-way acquisition to be determined during design process and are not included in this estimate.

**Detailed cost information is located in Appendix C.

POTENTIAL PERMITTING NEEDS

- › Erosion Control Permit
- › 401 / 404 Permit
- › Floodplain Development Permit
- › NCDOT Encroachment
- › USACE Coordination



Partner Roles in Implementation



NCDOT

Provide technical assistance to regional and municipal partners on Complete Street Policy implementation, STI, and other state funding opportunities. Lead coordination with CAMPO and DCHC MPO on Control of Access approval, and provide guidance on the design of the Triangle Bikeway.

**Integrated Mobility Division
Transportation Planning Branch
Division 5
Division 7**

CAMPO + DCHC MPO EXECUTIVE BOARDS

Adopt the Triangle Bikeway Study and incorporate study recommendations into the MTP.

CAMPO + DCHC MPO

Lead development of the Triangle Bikeway through design, construction, and maintenance. Coordinate with NCDOT, municipalities, counties, and other regional agencies on funding opportunities through the LAPP program, STI, RAISE, etc. Facilitate the development of the equitable engagement plan, branding and wayfinding plan, and maintenance plan with state and municipal partners.

MUNICIPALITIES + COUNTIES

Lead development of local segments of the Triangle Bikeway through design, construction, and maintenance. Coordinate with NCDOT and regional agencies on funding opportunities. Support the development of the equitable engagement plan, branding and wayfinding plan, and maintenance plan with state and regional partners.

**Town of Chapel Hill
City of Durham
Town of Morrisville
Town of Cary
City of Raleigh
Durham County
Wake County
Orange County**

STATE + REGIONAL PARTNERS

Coordinate with lead agencies on design of the Triangle Bikeway and provide guidance on multimodal connections to the corridor.

**Research Triangle Park
Raleigh-Durham International Airport
Authority
GoTriangle
GoRaleigh
GoDurham
GoCary
Chapel Hill Transit
WolfLine Transit
Regional Transportation Alliance
NC State Parks
Triangle J Council of Governments
US Army Corps of Engineers**

COMMUNITY PARTNERS

Provide public support of the Triangle Bikeway and lead development of the Equitable Engagement Plan with project stakeholders.

PRIVATE SECTOR

Support regional agencies and municipalities in developing public-private partnerships to fund the design and construction of the Triangle Bikeway and provide guidance on multimodal connections to the corridor.

ADVOCACY ORGANIZATIONS

Build public support of the Triangle Bikeway. Support the development of the equitable engagement plan, branding and wayfinding plan, and maintenance plan with state and municipal partners.

**Bike Durham
Oaks and Spokes
Bicycle Alliance of Chapel Hill (BACH)
BikeWalkNC
East Coast Greenway Alliance
Triangle Trails Initiative
Partnership for a Healthy Durham
Wake Up Wake County
Live Well Wake
Local Advisory Commissions**



Implementation Scenarios



Scenario 1
Accelerated



Scenario 2
Incremental



Scenario 3.1
Gradual



Scenario 3.2
Gradual

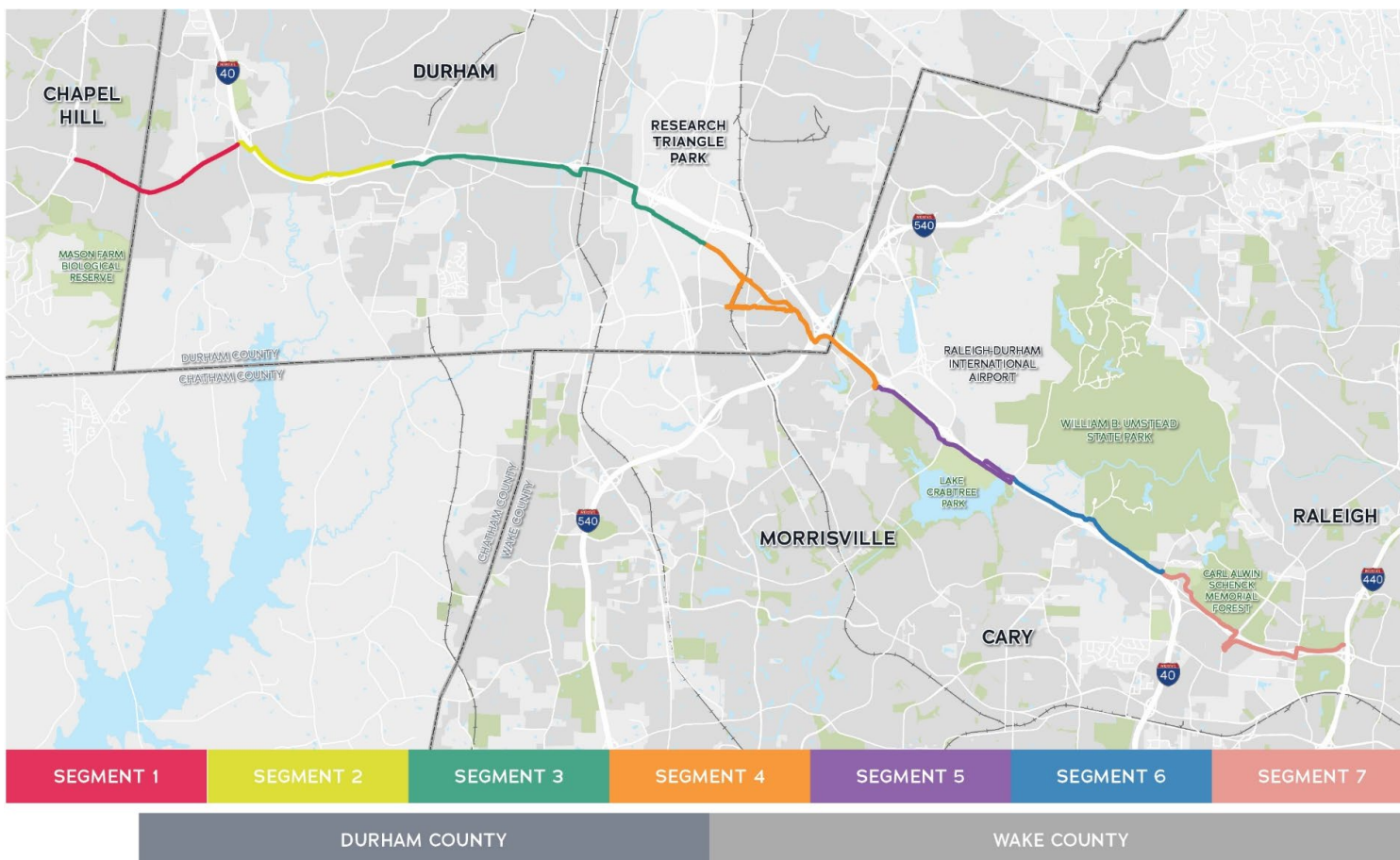


Implementation Scenarios



SCENARIO 1: ACCELERATED

Wake County and Durham County fund design of the Triangle Bikeway and submit a USDOT RAISE Grant Application to fund construction of the corridor.



Funding Mechanisms + Opportunities:

- Potential funding sources include Capital Improvement Programs (CIP) and bonds. American Rescue Plan (ARP) may be an additional funding source for design.
- USDOT RAISE Grants fund capital investments in surface transportation that will have a significant local or regional impact. RAISE grants require a minimum local match of 20% at time of construction.
- Lead agencies should explore private funding opportunities to establish a public-private partnership to fund the RAISE grant local match.

Strengths of this Scenario:

- Fastest path to construction.
- Avoids construction cost escalation.
- Consistent design.
- Regional approach to implementation.
- Constructed independent of NCDOT roadway improvements.

Challenges of this Scenario:

- Relies on a successful RAISE Grant or other Federal funding.
- Counties may have limited bandwidth for project administration.
- Chapel Hill segment not included in this scenario.

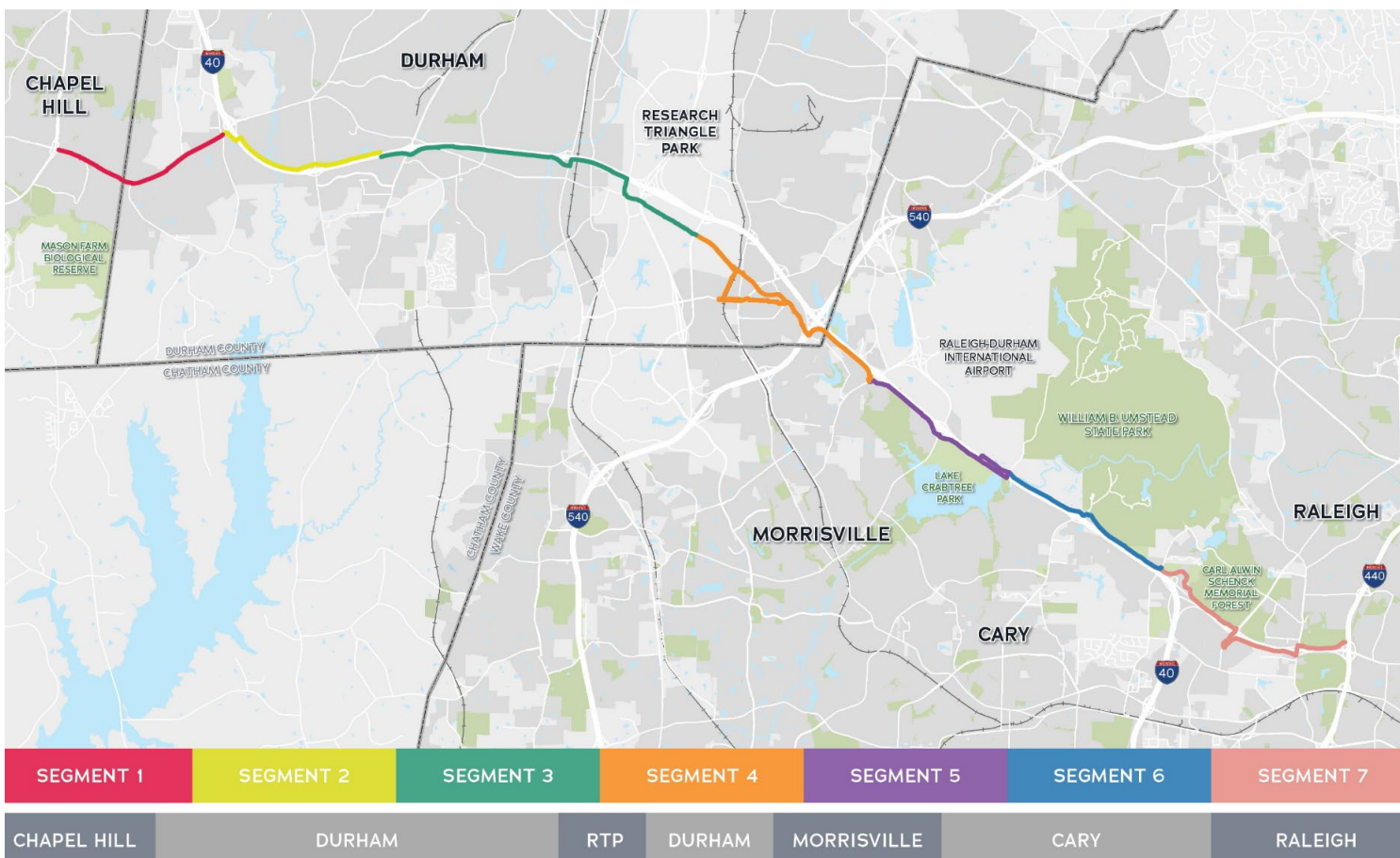


Implementation Scenarios



SCENARIO 2: INCREMENTAL

Town of Chapel Hill, City of Durham, Research Triangle Park, Town of Morrisville, Town of Cary, and City of Raleigh fund design and construction of the Triangle Bikeway.



Funding Mechanisms + Opportunities:

- Design costs for each municipality vary, based on length of the Bikeway through each jurisdiction.
- Potential local funding sources include Locally Administered Projects Program (LAPP), Capital Improvement Program (CIP), and municipal bonds.
- Municipalities may also pursue USDOT RAISE grants for construction. Municipalities should consider partnering with neighboring jurisdictions to strategically combine segments that provide connections to employment centers, neighborhoods, schools, etc.
- Municipalities should explore private funding opportunities to establish a public-private partnership to fund construction or to put towards a RAISE grant local match.

Strengths of this Scenario:

- Improves project feasibility by funding design and construction at the municipal level.
- Reasonable time frame for design + construction.

Challenges of this Scenario:

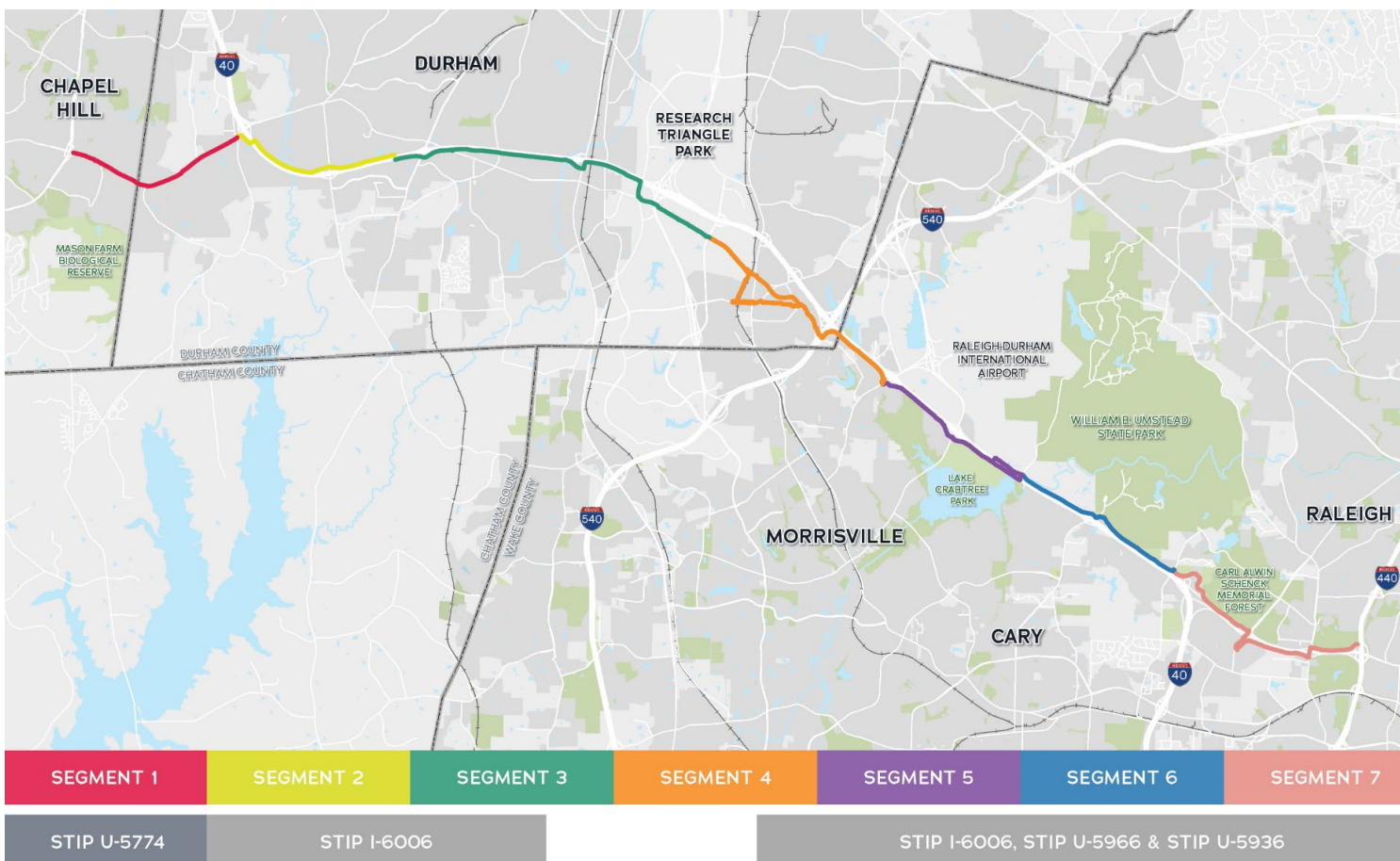
- Slower implementation time frame compared to the Scenario 1.
- Potential for disjointed design.
- Municipalities face significant funding constraints for planned bicycle and pedestrian facilities.
- Other trail and sidewalk projects may be prioritized over the Triangle Bikeway at the local level.



Implementation Scenarios



SCENARIO 3.1: GRADUAL NCDOT funds the design and construction of the Triangle Bikeway through roadway improvements via the NCDOT Complete Streets Policy.



Funding Mechanisms + Opportunities:

- Projects U-5774B, U-5774C, and U-5774F are programmed in the 2020-2029 STIP and include multi-use paths along NC-54 from 15-501 to I-40. These projects may potentially fund Segment 1 of the bikeway along NC 54 in Durham and Chapel Hill. Right-of-way acquisition for these projects is programmed for 2027-2029.
- Projects I-6006, U-5966, and U-5936 are programmed in the 2020-2029 STIP and include roadway and intersection improvements along I-40 and Wade Ave from 15-501 in Chapel Hill to I-440 in Raleigh. These may be exempt from the Complete Streets Policy since pedestrians and bicyclists are prohibited on interstate corridors.
- Local and regional agencies would be responsible for design and construction of the RTP segment if the project is not programmed in the next STIP.

Strengths of this Scenario:

- Project funded by NCDOT.
- Reduces burden of design and construction costs for municipalities.

Challenges of this Scenario:

- Gradual development = higher construction cost due to escalation.
- Amenities/additional width beyond 10-12ft could be betterments in the Complete Streets Policy and must be funded by municipalities.
- 2024-2033 STIP is developed with existing projects from 2020-2029.
- Segments along I-40 may be exempt from Complete Streets Policy.
- STIP Projects U-5774B/C/F may not be a priority for Durham County in the 2022 MTP Update.

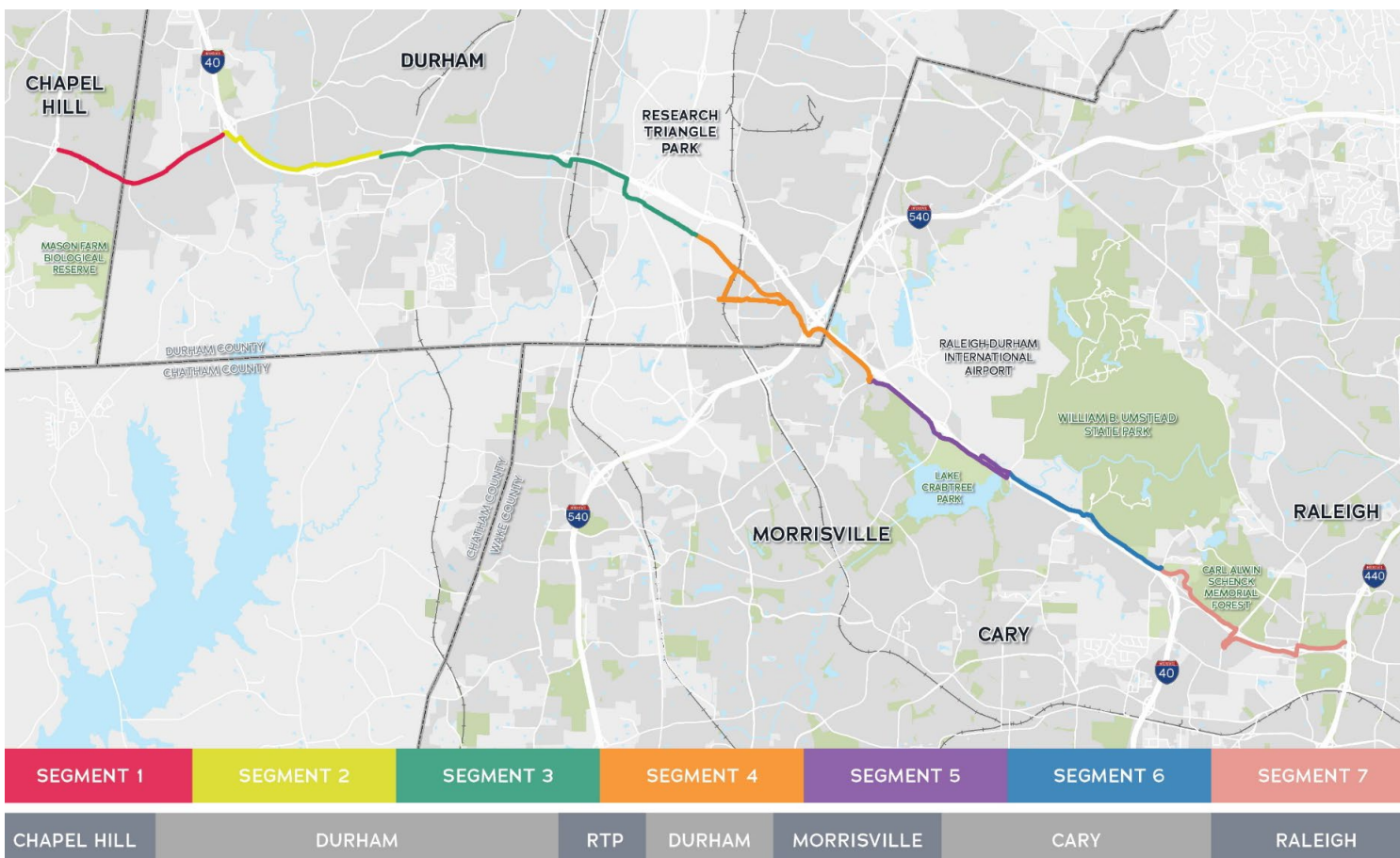


Implementation Scenarios



SCENARIO 3.2: GRADUAL

Regional and municipal partners fund the design and construction of the Triangle Bikeway through the NCDOT STIP as independent bicycle and pedestrian projects.



Funding Mechanisms + Opportunities:

- Independent bicycle and pedestrian projects prioritized in the NCDOT STIP require a minimum local match of 20%.
- Opportunity to bundle segments into one or more projects through the STI prioritization process. Bundling multiple segments into one project requires a lead agency responsible for project administration.
- Lead agencies should explore private funding opportunities to establish a public-private partnership to fund the STIP local match.

Strengths of this Scenario:

- If the state match allowance for independent bicycle and pedestrian projects is reinstated in North Carolina, project funding could include state investment.
- Reduces burden of design and construction costs for municipalities.
- Bundled projects typically receive higher quantitative scores and are more competitive in the STI prioritization process than stand-alone bicycle and pedestrian projects.

Challenges of this Scenario:

- Gradual development = higher construction cost due to escalation.
- Slower implementation time frame
- Limited funds available for independent bicycle/pedestrian projects.
- Municipalities face significant funding constraints for planned bicycle and pedestrian facilities.
- Other projects may be prioritized over the Triangle Bikeway at the local level.



Implementation – Action Plan



The following table provides a summary of action steps to implement the Triangle Bikeway over a ten-year planning horizon.

Task #	Action	Lead	Partners	Dependencies	Time Frame	Performance Measures
1	Adopt the Triangle Bikeway Study. This action allows the study to become the official planning document for the Triangle Bikeway and regional intention to implement.					
2	Adopt the Connect 2K MPO Metropolitan Transportation Plan (MTP) to include the alignment and to refer policy recommendations to the Bikeway Study into the					
3	Jurisdictions along the corridor adopt Resolution to refer the Triangle Bikeway local plans to refer policy recommendations to the Bikeway Study.					
4	Formalize the Triangle Bikeway Working Group as the Regional Advisory Committee for interjurisdictional cooperation in project development.					
5	Develop an equitable to seek community feedback from the public throughout project.					
6	Develop funding strategy and operating agency to create website, TriangleBike					
7	Utilize TJCOC's non-profit Triangle J Regional Planning Corporation, as a fund to garner project support, public/private partner funding opportunities					
8	Design eastern segment Bikeway (Hub RTP to Durham)					
9	Develop construction scenarios for the eastern segment Bikeway (Hub RTP to Raleigh).					
10	Develop Implementation Plan 30% Design for western segment Bikeway (Chapel Hill to Point).					
11	Submit a USDOT Request for construction of the western segment Bikeway (Chapel Hill to Raleigh).					
12	Design western segment Bikeway (Chapel Hill to Point).					
13	In conjunction with construction funding on proposed implementation for the western segment Bikeway Corridor (Chapel Hill to Point).					
14	Develop a branding and art plan for the Triangle Bikeway.					
15	Obtain approval from NCDOT's Control of Access (CA) Committee for construction of the Triangle Bikeway within NCDOT I-40 right-of-way.	CAMPO, DCHC MPO, NCDOT Transportation Planning Division	NCDOT IMD, NCDOT Division 5, NCDOT Division 7, Triangle Bikeway Regional Advisory Committee	Plan Adoption, Triangle Bikeway Design (Eastern and Western Segments)	FY2025	CA Meeting Agendas and Minutes, CA Approval by
16	Develop a maintenance plan for Triangle Bikeway.					
17	Coordinate with NCDOT U-5774B, U-5774C, U-5774D, and development of NC-54 roadway improvement.					
18	Coordinate with NCDOT I-6006, I-5966, and I-5966 alignment of the Triangle Bikeway within the NC-54 and					
19	Coordinate with GoTriangle development of the Triangle Bikeway.					
20	Coordinate with GoRaleigh County on the development of Transit (BRT) routes modal connectivity between the Triangle Bikeway					
21	Coordinate with GoTriangle, GoRaleigh, WolfLine Transit, GoCary, GoDurham, Chapel Hill Transit on route and stop improvements to ensure multi-modal connectivity between transit and the Triangle Bikeway.	CAMPO, DCHC MPO	GoTriangle, GoRaleigh, WolfLine Transit, GoCary, GoDurham, Chapel Hill Transit, Triangle Bikeway Regional Advisory Committee, NCDOT IMD, Wake County, Durham County, Research Triangle Park, Morrisville, Cary, Raleigh, Wake Up Wake County, Regional Transportation Alliance	Plan Adoption, Engagement Plan	FY2022 - FY2030	Draft Transit Plans and/or Plan Amendments, Meeting Agendas and Minutes
22	Coordinate with Research Triangle Park on multi-modal connections between Triangle Bikeway and RTP destinations and to provide end-of-trip facilities for bicyclists and pedestrians at Park Point and the Hub.	CAMPO, DCHC MPO, Research Triangle Park	Triangle Bikeway Regional Advisory Committee, Durham County, TJCOC, Research Triangle Park Foundation	Plan Adoption, Engagement Plan	FY2022 - FY2030	Draft Plans and/or Plan Amendments, New Multimodal Connections Included in Developments
23	Coordinate with jurisdictions along the project corridor to plan and develop connector trails to the Triangle Bikeway.	CAMPO, DCHC MPO, Triangle Bikeway Regional Advisory Committee	Wake County, Durham County, Orange County, Chapel Hill, Durham, RTP, Morrisville, Cary, Raleigh	Plan Adoption, Engagement Plan	FY2022 - FY2030	Local Jurisdiction Plan Amendments and/or Draft Plans, New Multimodal Connections
24	Coordinate with jurisdictions along project corridor to ensure that land use policies and ordinances encourage and/or require bicycle and pedestrian facilities, amenities, and connections between planned developments and the Triangle Bikeway.	CAMPO, DCHC MPO, Triangle Bikeway Regional Advisory Committee	Wake County, Durham County, Orange County, Chapel Hill, Durham, RTP, Morrisville, Cary, Raleigh	Plan Adoption, Engagement Plan	FY2022 - FY2030	UDO Amendments, New Multimodal Connections Included in Developments
25	Coordinate with employers along the Triangle Bikeway corridor to provide end of trip facilities for bicycle and pedestrian commuters and to offer active transportation incentives for employees.	CAMPO, DCHC MPO, Triangle Bikeway Regional Advisory Committee	RTP, Major Employers along the Triangle Bikeway, Triangle Transportation Choices, Wake County, Durham County, Orange County, Chapel Hill, Durham, Morrisville, Cary, Raleigh, Regional Transportation Alliance	Plan Adoption, Engagement Plan	FY2022 - FY2030	Meeting Agendas and Minutes, Adopted Employer Active Transportation Policies



Implementation Strategies



- **Local Adoption of the Triangle Bikeway Study & Amend Plans to Add**
 - ✓ **Add to CAMPO - DCHC MPO MTP**
 - ✓ **Create Triangle Bikeway Regional Advisory Committee**
- **Develop equitable engagement plan for the project**
 - ✓ **Maintain TriangleBikeway.com website**
 - ✓ **Establish or partner with a non-profit organization**
- **Develop a branding, wayfinding, and public art plan for the Triangle Bikeway Corridor**
- **Identify leadership for coordination on transit and roadway projects along the corridor**



Thank You & Questions



<https://vimeo.com/635394973/e16e8e9365>