



Date: October 8, 2019

To: Thomas J. Bonfield, City Manager
Through: Keith Chadwell, Deputy City Manager
From: Bill Judge, Interim Director of Transportation
Subject: Inter-Local Agreement with the City of Raleigh for the Triangle Bikeway Implementation Study

Executive Summary

The City of Durham and the City of Raleigh are jointly developing the Triangle Bikeway Implementation Study. The project includes a functional design for a regional bicycle connection from Raleigh to the Park Center site in Research Triangle Park in Durham County via a separated trail facility generally following the I-40 corridor, and a concept level plan for a separated trail facility from the Park Center site through Durham to US 15-501 (Fordham Boulevard) in Chapel Hill to address bicycle/pedestrian facility gaps along NC 54 in Durham.

The total budget for the project is \$400,000. Per the inter-local agreement, the City of Durham is responsible for 33 percent, or \$132,000. Federal funds through the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) will supply 80 percent of the \$132,000 provided by the City of Durham. Local funds already approved and budgeted by the DCHC MPO member jurisdictions in the FY20 Unified Planning Work Program will supply the remaining 20 percent.

Recommendation

The Department of Transportation recommends that the City Council resolve to authorize the City Manager to execute the inter-local agreement with the City of Raleigh for the Triangle Bikeway Implementation Study at a cost not to exceed \$132,000.

Background

The DCHC MPO, which includes the City of Durham, must carry out a continuing comprehensive and cooperative process of transportation planning to maintain eligibility for federal transportation funding. As part of this process, DCHC MPO works with its partners and member jurisdictions on projects that are cross-jurisdictional and regionally important.

This study is a joint effort by the City of Durham and the City of Raleigh. The total budget for the project is \$400,000. The jurisdictions have proposed to split the cost as follows:

- City of Raleigh 67% \$268,000
- City of Durham 33% \$132,000

Authorizing the execution of the inter-local agreement will allow the City to reimburse the City of Raleigh for its share of the project cost. This project has been approved by the DCHC MPO Board and is included in its Unified Planning Work Program (UPWP).

The work associated with the corridor study will be undertaken through consulting services and managed by the City of Raleigh and the Lead Planning Agency for the Capital Metropolitan Planning Organization (CAMPO). A request for proposals was released by Raleigh, and a selection committee of Durham, Raleigh, Wake County, Chapel Hill, and NCDOT staff reviewed the proposals to determine each firm's strengths and qualifications, and as a result, McAdams, was selected.

Issues and Analysis:

The implementation study will build upon feasibility study work completed by Wake County in December 2017 looking at the section of the Triangle Bikeway between Raleigh and Research Triangle Park. The Triangle Bikeway Implementation Study is intended to meet the following objectives:

- Develop a commuter alternate to I-40 along a direct and mostly parallel path.
- Provide design recommendations and best practices for the NC 54 multi-use path that is proposed to be built as part of TIP project U-5774 in Durham and connecting to existing and proposed multi-use paths along NC 54 in Chapel Hill to US 15/501 (Fordham Boulevard to the west, as well as pursuit of a direct connection to the North Carolina Museum of Art to the east);
- Establish a methodology for "bikeway" standards, and for standards for when bikeways run parallel to walking paths and recreational trails;
- Provide a more direct link for the East Coast Greenway through the Triangle. Current miles biked per year on the East Coast Greenway in the Triangle (from Durham to Clayton) are estimated at 11,225,000;
- Provide potential links to transit access in Cary, Morrisville, Raleigh, RTP, Durham, and Chapel Hill;
- Provide potential links to existing and planned bicycle facilities and multi-use paths in Cary, Morrisville, Raleigh, RTP, Durham, Chapel Hill, Umstead State Park, and RDU Airport;
- Analyze connection alternatives between the Park Center site and the Research Triangle Park Headquarters building;
- Address the latent demand for active commuting if safe and convenient infrastructure were provided;
- Define parking and trail access along the bikeway and amenities along the trail for users including lighting, rest stations, observation areas, and transit stops;
- Address the multi-use purpose access of the trail for pedestrians, bicyclists, in-line skaters, scooters, and wheelchairs;
- Facilitate stakeholder and decision-maker involvement that informs, educates, receives, documents, and responds to all input;
- Define the party or multiple parties that will build and maintain the trail;

- Secure stakeholder buy-in on preferred alternatives and implementation strategies and priorities;
- Thoroughly document the planning process, including documentation regarding selected versus non-selected transportation alternatives in a manner suitable for packaging for the project development and funding process; and
- Design and implement a robust public involvement process and documents all public involvement efforts, including comments, survey results, or other input received from the public, including federal Title VI and Limited English Proficiency regulations associated with regional transportation planning public engagement efforts.

Alternatives

The Durham City Council could decide to:

- Authorize the City Manager to execute the attached inter-local agreement with the City of Raleigh. Funds will be available to carry out the development of the Triangle Bikeway Implementation Study as approved by the MPO Board. The City will reimburse the City of Raleigh 33 percent of the project costs or \$132,000.
- The City Council could choose to not authorize the City Manager to execute the inter-local agreement. Consequently, the City would not contribute funding to the project and will not benefit from being a participant in this regional endeavor. Also, if the City does not provide funding for the project, the DCHC MPO will not benefit from further development of the Triangle Bikeway Implementation Study or the proposed study will not be undertaken.

Financial Impacts

The total budget for the Triangle Bikeway Implementation Study is \$400,000, of which the City of Raleigh is contributing 67 percent and the City of Durham 33 percent. Of the City of Durham's funding for this project, 80 percent (\$105,600) has been allocated by the DCHC MPO from federal funds, which the City of Durham may disburse in its capacity as Lead Planning Agency for the MPO. Local funds already approved and budgeted by the DCHC MPO member jurisdictions in the FY20 Unified Planning Work Program will supply the remaining 20 percent (\$26,200).

UBE Information

Due to the nature of this agreement, this item was not reviewed for compliance with the Ordinance to Promote Equal Business Opportunities in City Contracts.

Attachments

Attachment A – Study Corridor

Attachment B – Inter-local agreement