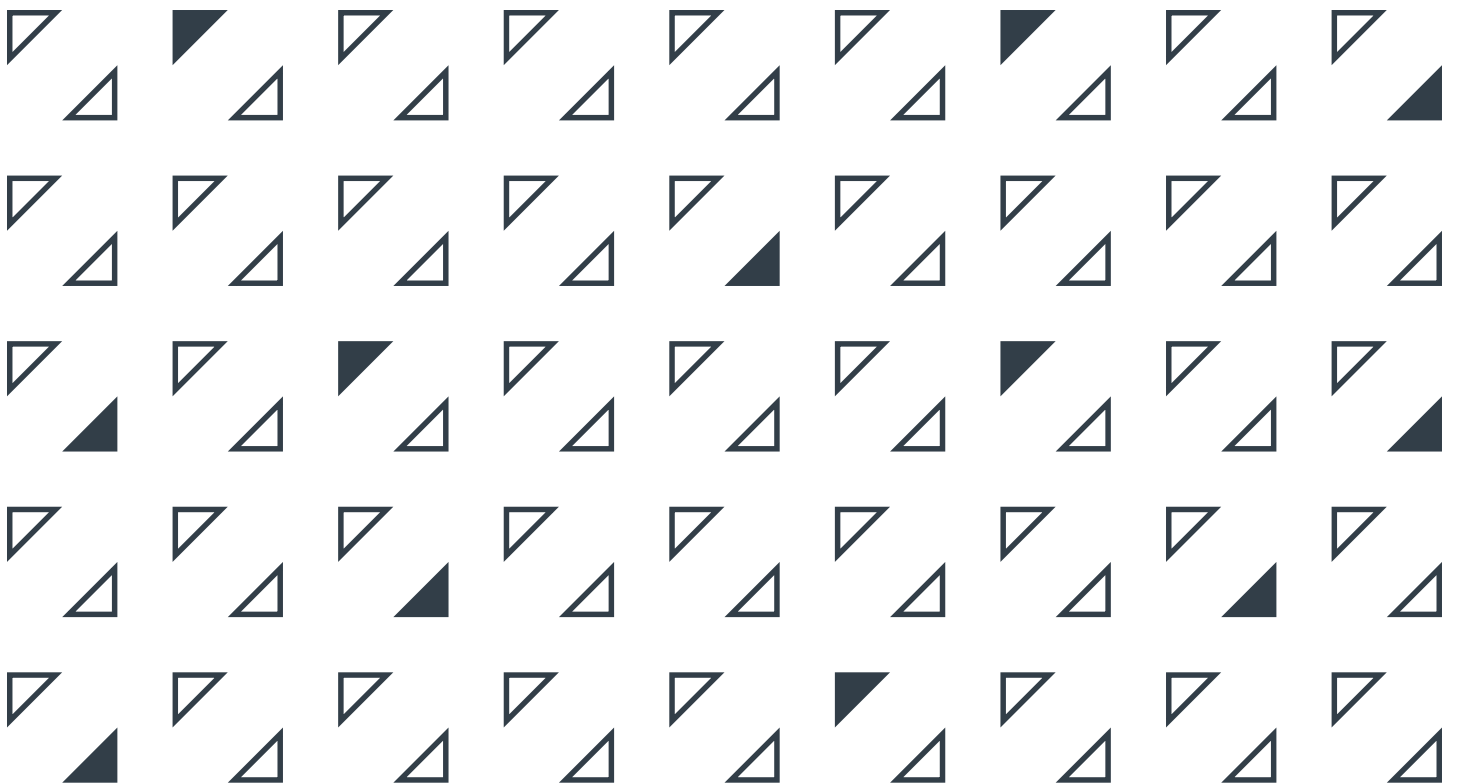


Research Triangle Park

RTP GREENWAY

DESIGN GUIDELINES



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1. INTRODUCTION

Research Triangle Park (RTP)'s Vision 3.0 reimagines the largest research park in North America as a vibrant, sustainable, and interconnected mixed-use community supporting the next generation of research and economic growth. Central to this vision is the RTP Greenway, a proposed 10-mile north-south multimodal corridor that supports both commuting and recreation while advancing connectivity, placemaking, and sustainability goals. With more than 3,000 acres—45% of RTP—preserved as natural areas, the RTP Greenway leverages a defining asset to connect people to RTP's evolving land uses, the natural environment, and the broader region.

Building on 52 miles of existing bicycle and pedestrian facilities, including 15 miles of dedicated greenway, the RTP Greenway supports incremental and phased implementation. Destinations such as HUB RTP serve as early anchors and demonstrate the RTP Greenway's ability to link mixed-use centers, corporate campuses, residential areas, and natural landscapes. The corridor is designed to accommodate a wide range of users and micromobility options including electric bikes, scooters, and neighborhood electric vehicles (NEVs). These modes provide a practical and attractive alternative to private vehicles and single-occupancy trips.

By leveraging existing infrastructure and filling key gaps in the mobility network, the RTP Greenway improves local and regional connectivity. Locally, it supports trips between campuses, employment centers, and retail destinations. Regionally, it supports existing regional trail networks such as the American Tobacco Trail, the East Coast Greenway, and the proposed 23-mile Triangle Bikeway connecting Raleigh to Chapel Hill.

52

MILES OF EXISTING TRAILS

45%

OF RTP'S 7,000 ACRES ARE
NATURAL AREAS



Kit Creek Greenway Loop at RTP

RTP Greenway Goals

The design guidelines for the RTP Greenway are guided by the following goals:

1

CONNECT KEY DEVELOPMENT NODES

Link urban nodes to corporate campuses and offices, providing alternative and sustainable modes of transportation.

2

SPUR ECONOMIC GROWTH

Create added value for properties adjoining the greenway through enhanced infrastructure and natural spaces.

3

ENHANCE PUBLIC HEALTH AND ENVIRONMENTAL WELLNESS

Leverage existing and potential open spaces to promote active lifestyles and connect both park residents and the broader community to nature.

4

PRIORITIZE SAFETY AND ACCESSIBILITY

Ensure dedicated bike and pedestrian paths and provide convenient, universally accessible amenities, including parking and clear wayfinding systems, ensuring ease of use for all visitors.

5

ELEVATE VISUAL APPEAL AND CONTINUITY OF DEVELOPMENT

Enhance the aesthetic quality of the RTP Greenway with a cohesive palate of materials and landscaping that reflect RTP's identity, aid wayfinding, and establish a clear brand.

6

EXPAND REGIONAL CONNECTIVITY

Develop connecting trails that extend the reach of the greenway to neighboring areas, regional destinations, and natural environments.

2. FRAMEWORK

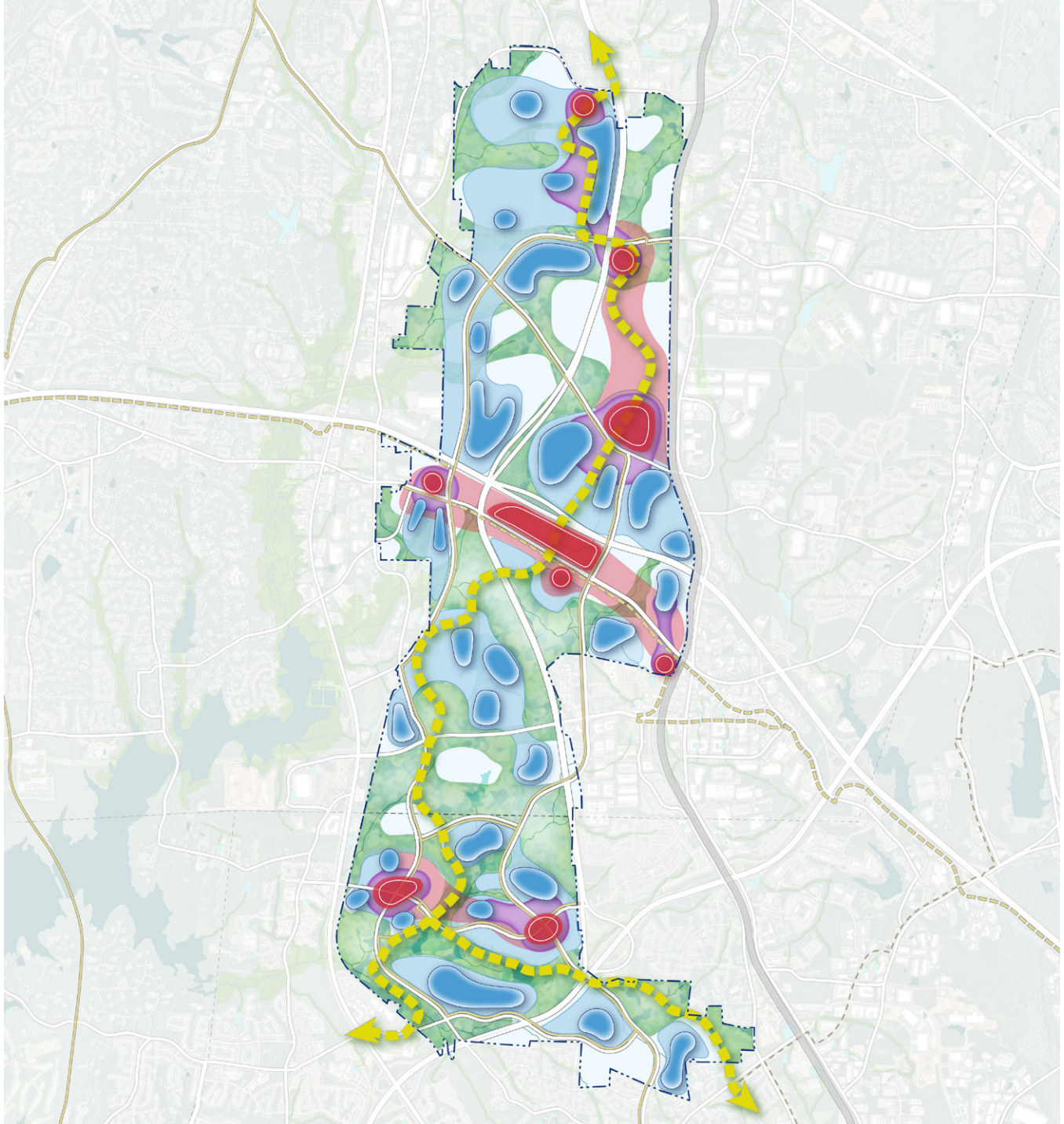
The RTP Greenway design guidelines help create a framework for safe, accessible, and enjoyable experiences for all users by defining standards for trails, landscaping, lighting, and public amenities. They also guide the integration of the RTP Greenway with surrounding development, fostering connectivity and encouraging non-motorized transportation options, thus contributing to the overall well-being of the park's community and ecosystem.

The design guidelines also ensure a cohesive, consistent, and continuous experience that aids in legible wayfinding throughout RTP. Recommendations in these design guidelines will complement broader guidelines for development across the district. While additional studies will be needed for future development and build out of the RTP Greenway, this framework will provide guidance for a unified vision.

The RTP 3.0 Vision Plan is a conceptual framework for future growth defined by three place types to build a foundational network of existing corporate campuses supplemented with opportunities to develop mixed-use nodes and residential neighborhoods. The RTP Greenway will link corporate campuses, nodes of mixed-use development, residential communities, and multimodal transit corridors to help realize the RTP 3.0 Vision Plan.




Swamp Rabbit Trail in Greenville, SC





RTP 3.0 VISION PLAN


 RTP Greenway


 Existing Multi-Use Trail


 Proposed Multi-Use Trail

 **Ecological Fabric:**
Watersheds, conservation areas, and forested land form the foundation of RTP's identity. Future growth will respect and reinforce these natural systems.

 **Existing and Enhanced Corporate Campuses:**
The core fabric of RTP remains its research and technology campuses. Enhanced corporate campuses provide opportunities for reinvestment and growth.

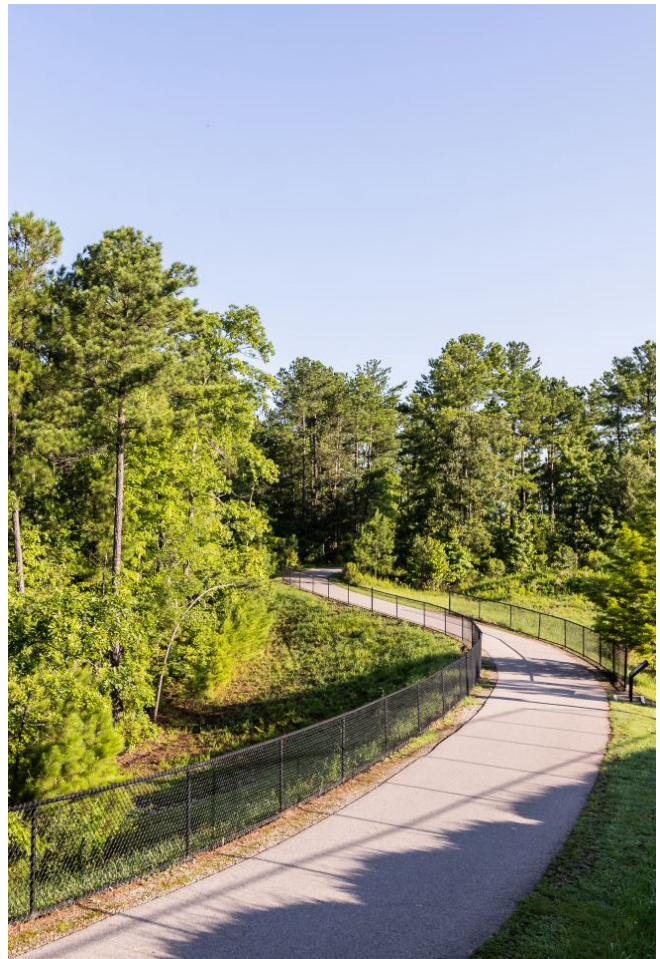
 **Potential Mixed-Use Nodes/Residential Neighborhood Development:** Possible locations for mixed-use and residential development are identified with denser concentrations at key intersections and corridors to reinforce the idea of 15-minute neighborhoods and walkable urbanism.

 **Blending of All Three Place Types:**
The Vision Plan highlights locations where higher density development might occur that connects mixed-use, residential neighborhood, and enhanced corporate campus-style developments.

 Potential Passenger Rail

2.1 Route Selection Considerations

Four key considerations will guide the assessment of potential routes through Research Triangle Park as part of a phased implementation strategy. The preferred alignment must balance multiple, and at times competing, priorities to effectively connect RTP's natural and built environments. Establishing a continuous north-south RTP Greenway will require coordination with existing property owners, including secure campuses, as well as careful navigation of topography, natural features, and major infrastructure such as highways. The preferred alignment should leverage existing public recreation areas and identify opportunities to introduce new open spaces that strengthen connectivity and access across the district.



ENHANCE THE EXISTING TRAIL NETWORK

- Build upon and connect to existing multi-use pathways within RTP and to regional trail networks.
- Allocate space for amenities such as restrooms, parking, and recreation areas at context-appropriate intervals to enhance the user experience.
- Enhance safety by designing appropriate sightlines, installing lighting, and buffering from traffic where possible.
- Reduce conflicts between travel modes and improve continuity by reducing the number of street crossings.

ALIGN WITH NATURAL SYSTEMS

- Leverage and enhance existing forested and natural corridors.
- Minimize site disturbance during development and protect fragile ecosystems.
- Integrate stormwater management strategies that reduce runoff and support regional natural systems.
- Select routes that avoid areas prone to flooding, erosion, or other climate-related risks.
- Adapt the RTP Greenway to existing topography to reduce the need for excessive ramping or retaining walls.



CONNECT EXISTING ASSETS AND AMENITIES

- Prioritize routes that intuitively and efficiently connect key natural and built assets.
- Ensure that RTP Greenway access points align with key transit routes, including nearby bus routes.
- Collaborate with property owners to address access and security requirements while maximizing greenway benefits.
- Utilize existing right-of-ways and public recreation areas where possible.

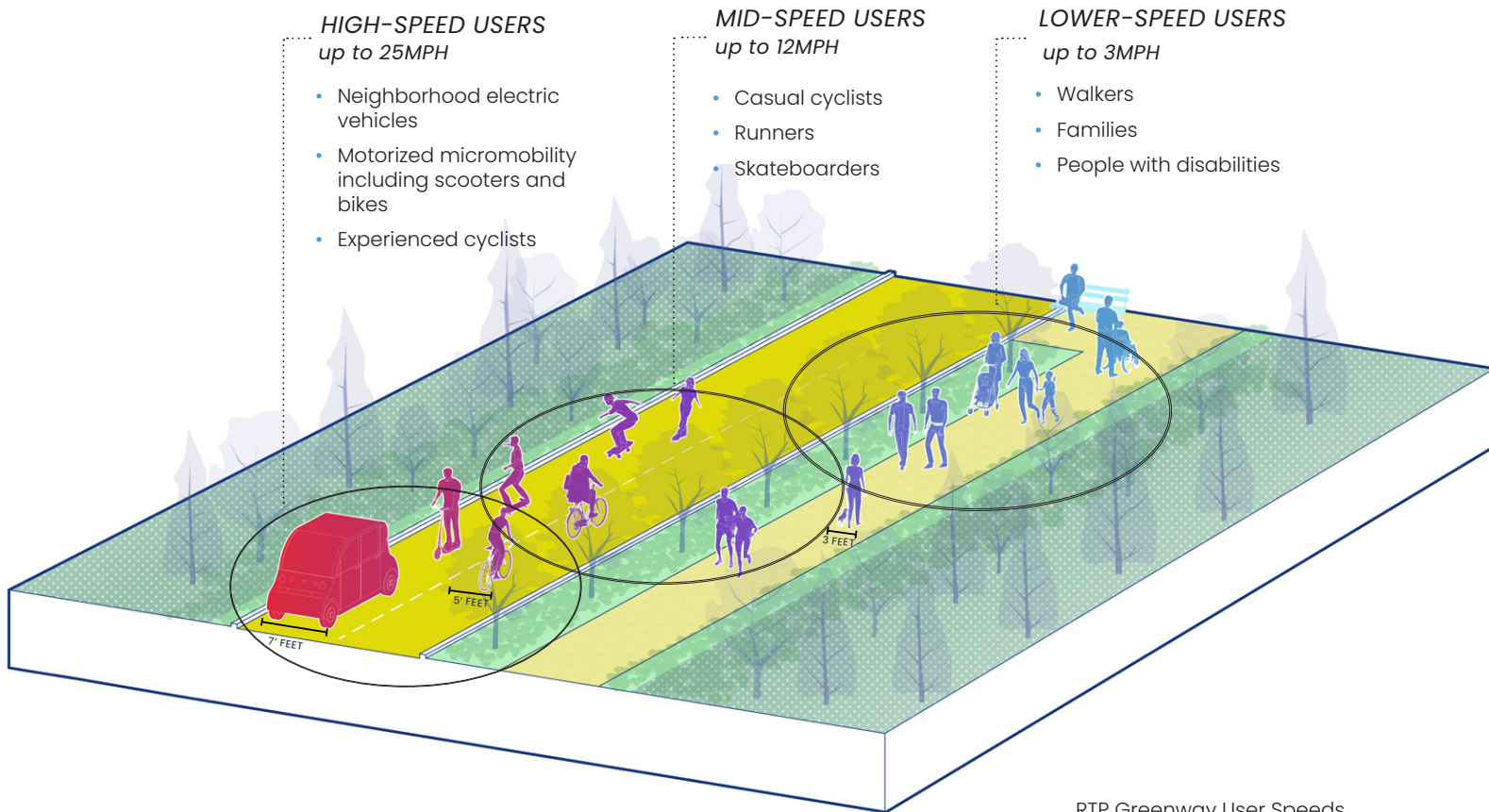
SPUR ECONOMIC DEVELOPMENT

- Improve connections to neighborhood retail and amenities to support local businesses and enhance trail-adjacent activation.
- Anticipate and effectively phase the RTP Greenway to support and leverage investment in mixed-use nodes and enhanced corporate campuses.
- Ensure that easements are appropriately sized for future expansion to accommodate a wide range of mobility and future capacity.
- Evaluate potential routes based on both initial construction costs and long-term maintenance requirements.

2.2 A Trail Network for Multiple Users

Users of the RTP Greenway will move at varying speeds, prefer different surfaces, require specific amenities, and occupy different amounts of space and buffer zones. Higher-speed users capable of speeds up to 25 miles per hour include experienced cyclists and those using micromobility devices such as electric bikes, scooters and neighborhood electric vehicles. On high-volume trail sections, these users prefer fewer intersections and dedicated lanes to minimize conflicts with slower pedestrians. Mid-speed users, traveling at speeds of up to 12 miles per hour, include casual cyclists,

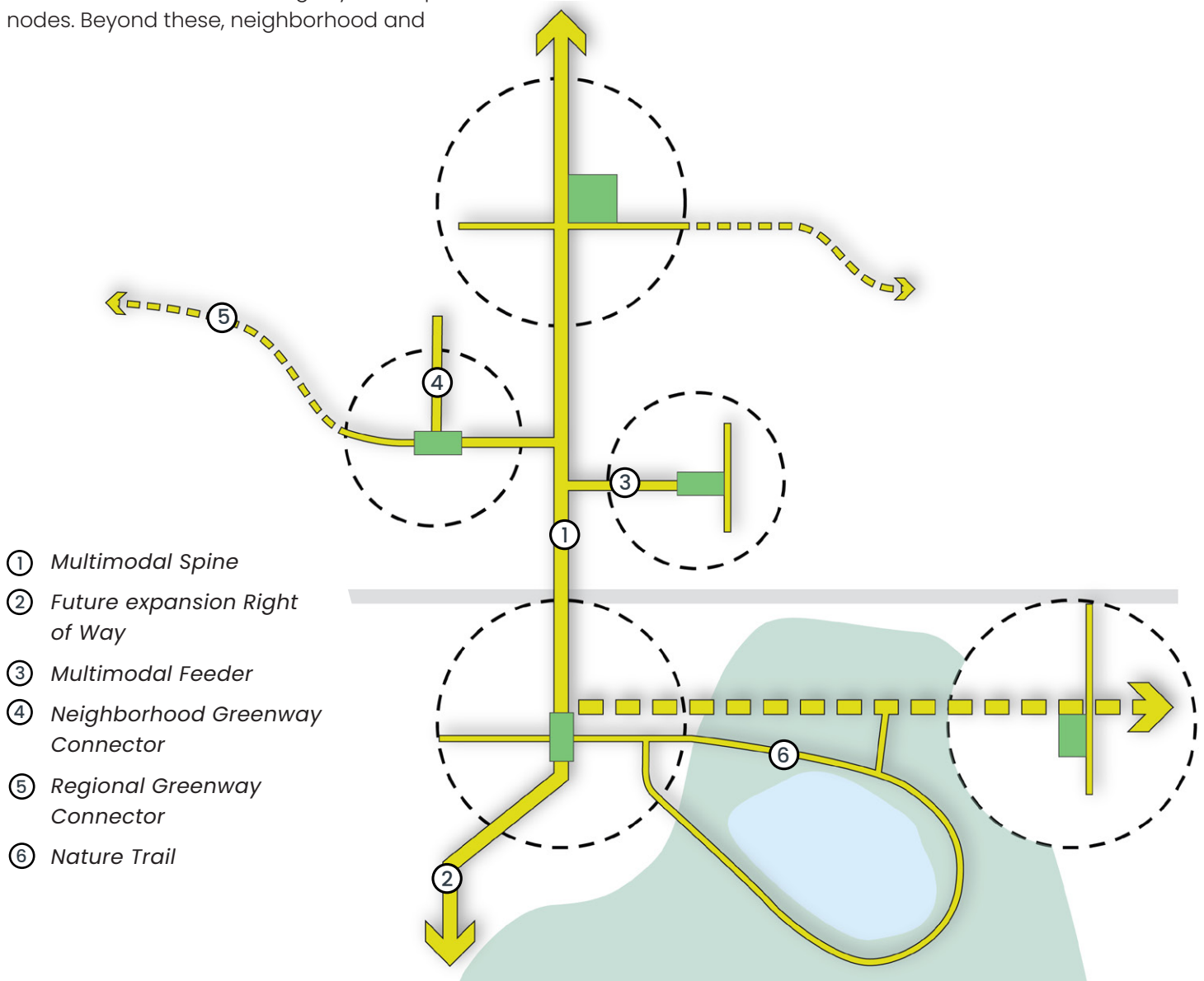
runners, and users of other non-motorized modes such as skateboards and scooters. Lower-speed users encompass walkers with varied goals, such as socializing, walking dogs, or accommodating disabilities, who typically favor comfortable pathways with more frequent amenities, accessible entry points, and separation from higher-speed users to enhance safety and enjoyment.



RTP Greenway User Speeds

The RTP Greenway is envisioned as a primarily north-south spine connecting mixed-use development nodes and community assets while forming a cohesive network through a variety of interconnected trail types. The multimodal spine, is designed to accommodate the widest range of users from neighborhood electric vehicles (NEVs) to walkers. Multimodal feeders serve as primary east-west routes, connecting key development nodes. Beyond these, neighborhood and

regional connectors extend the trail network into surrounding communities, creating a seamless link between RTP and the broader region. The RTP Greenway can also provide access to smaller paved or unpaved nature trails designed exclusively for pedestrians and/or mountain bikes.



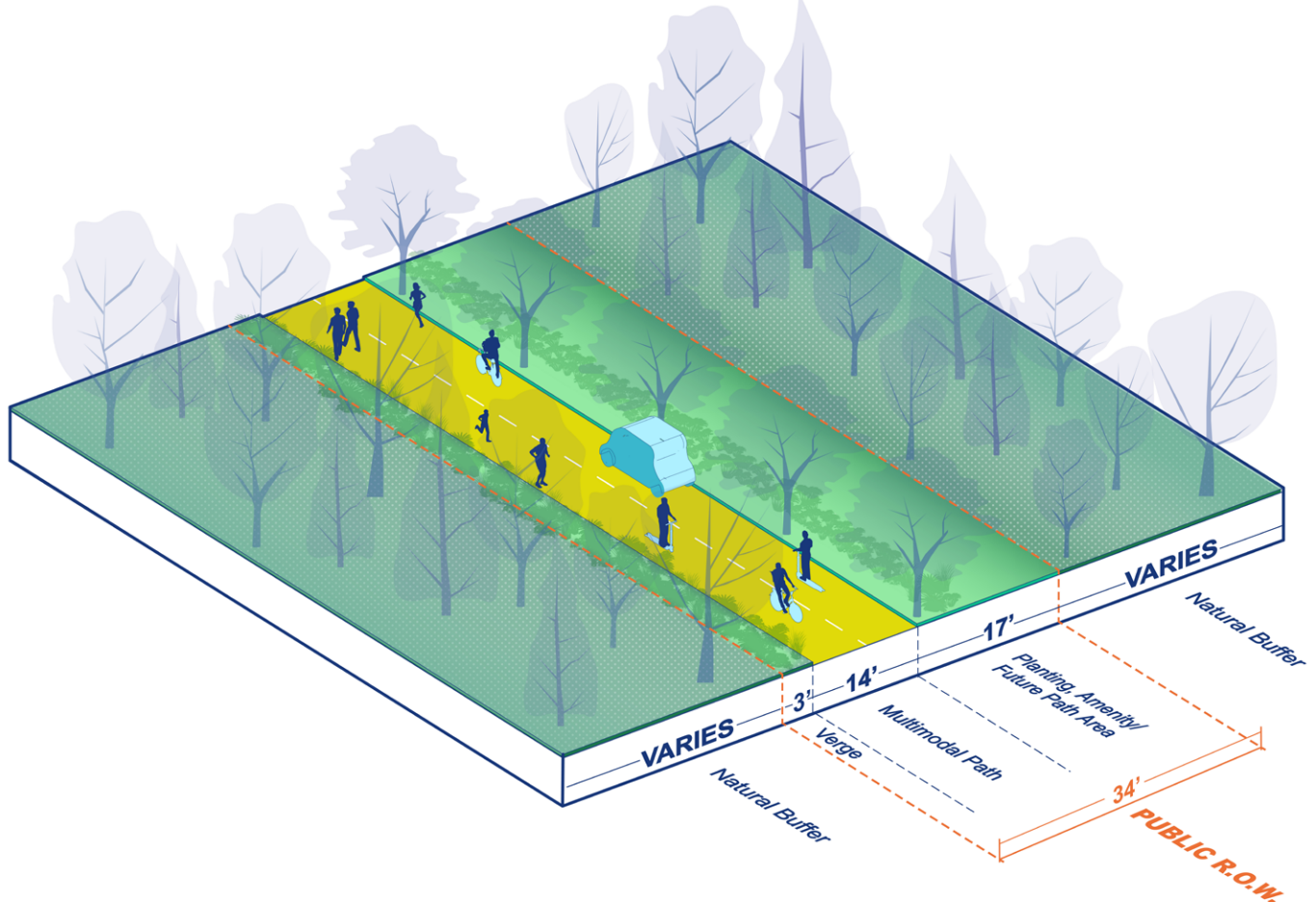
3. TYPOLOGIES

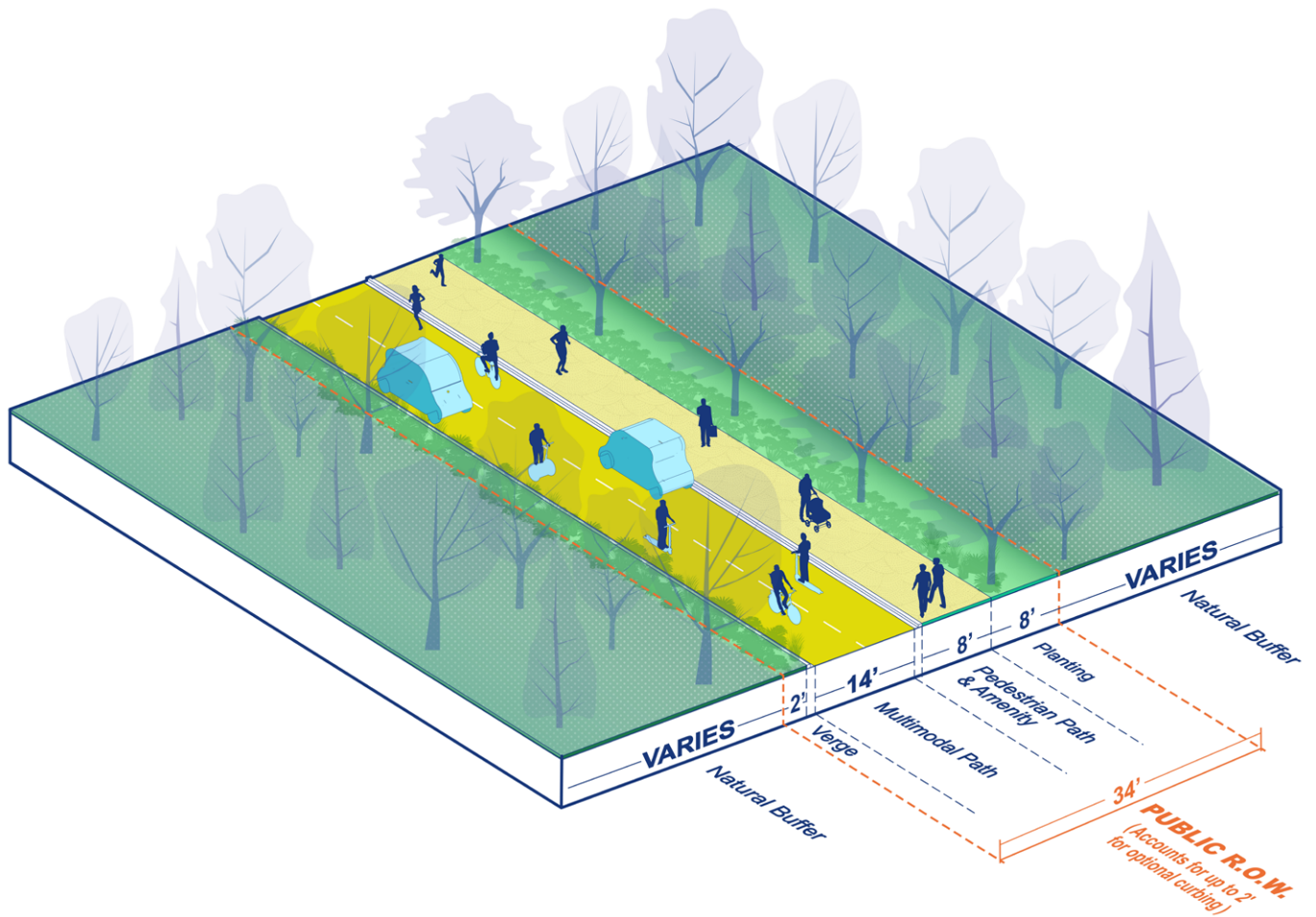
3.1 Typical Sections

The diverse terrain and mix of natural and built features within Research Triangle Park require a range of design strategies to address the unique constraints and opportunities along the RTP Greenway route. Typical sections offer preferred approaches for the range of conditions that are anticipated during development and construction. Paired with route selection criteria, these typical sections will help identify the most effective alignments to ensure a consistent user experience.

MINIMUM DIMENSIONS

A minimum 14 foot wide pathway is preferred to accommodate a range of trail users. A painted center line reinforces directional travel to reduce conflicts between users when passing. All typical sections utilize a proposed 34 foot right-of-way (ROW) with a natural buffer of varying width on either side depending on the site context. The ROW allows the ability to add additional features and pathway width and a context-appropriate planted or grass buffer on either side of the pathway. To maintain future flexibility, the edge of the pathway should be offset approximately 2 feet from either edge of the ROW. Where possible, the RTP Greenway ROW should be located adjacent to natural and wooded areas.

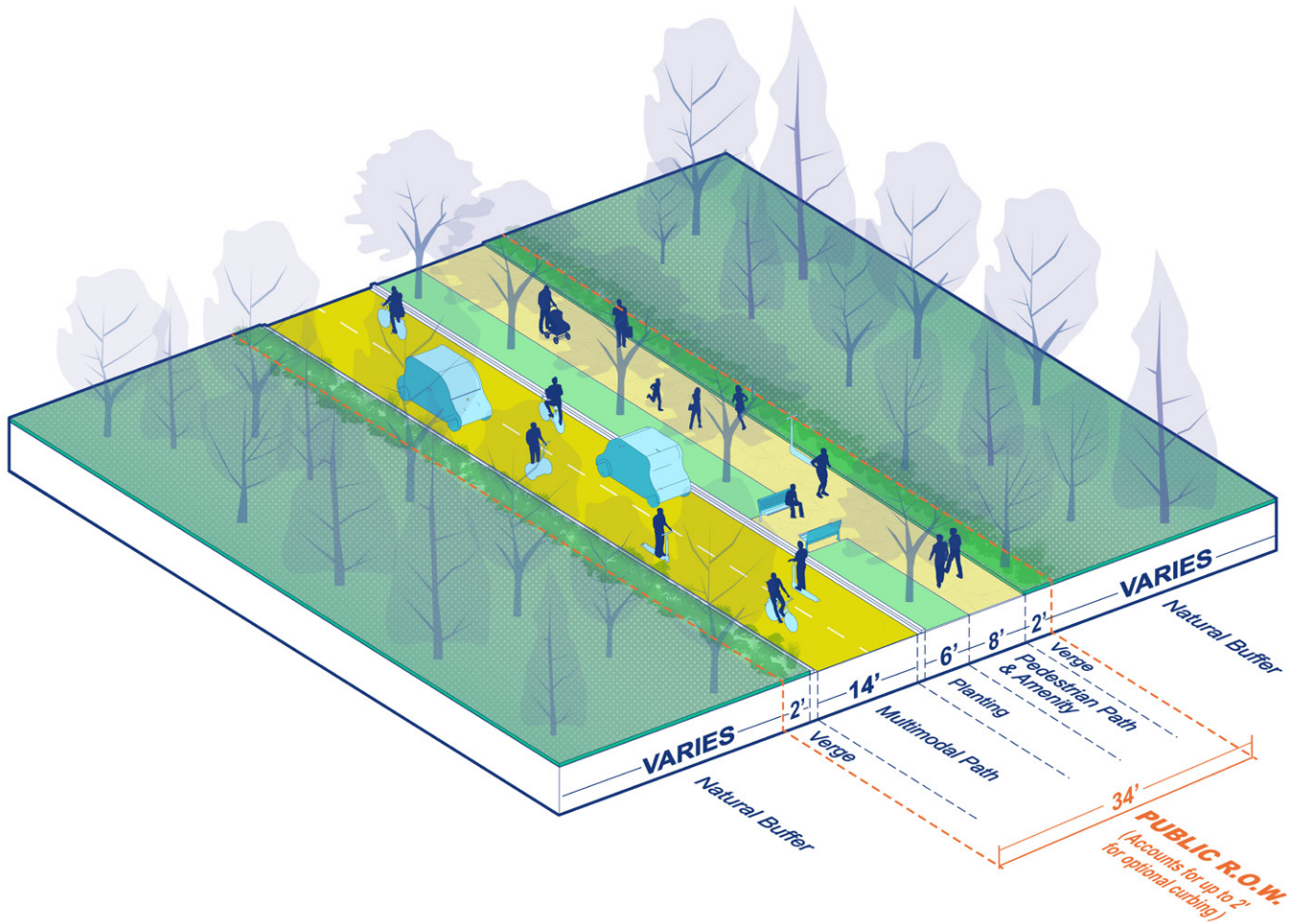




PEDESTRIAN SEPARATED PATHWAY

An 8 foot pathway allows for additional capacity and comfort for lower speed users and minimizes conflict with higher speed users. Curbing may be utilized, particularly in more urban high-volume settings to further enhance pedestrian safety. Curbs may take up to one foot of space on either side of the multi-modal path. In addition to periodic symbols marked on the surface, surface materials can be utilized to increase contrast, reinforce separation, and enhance user comfort.

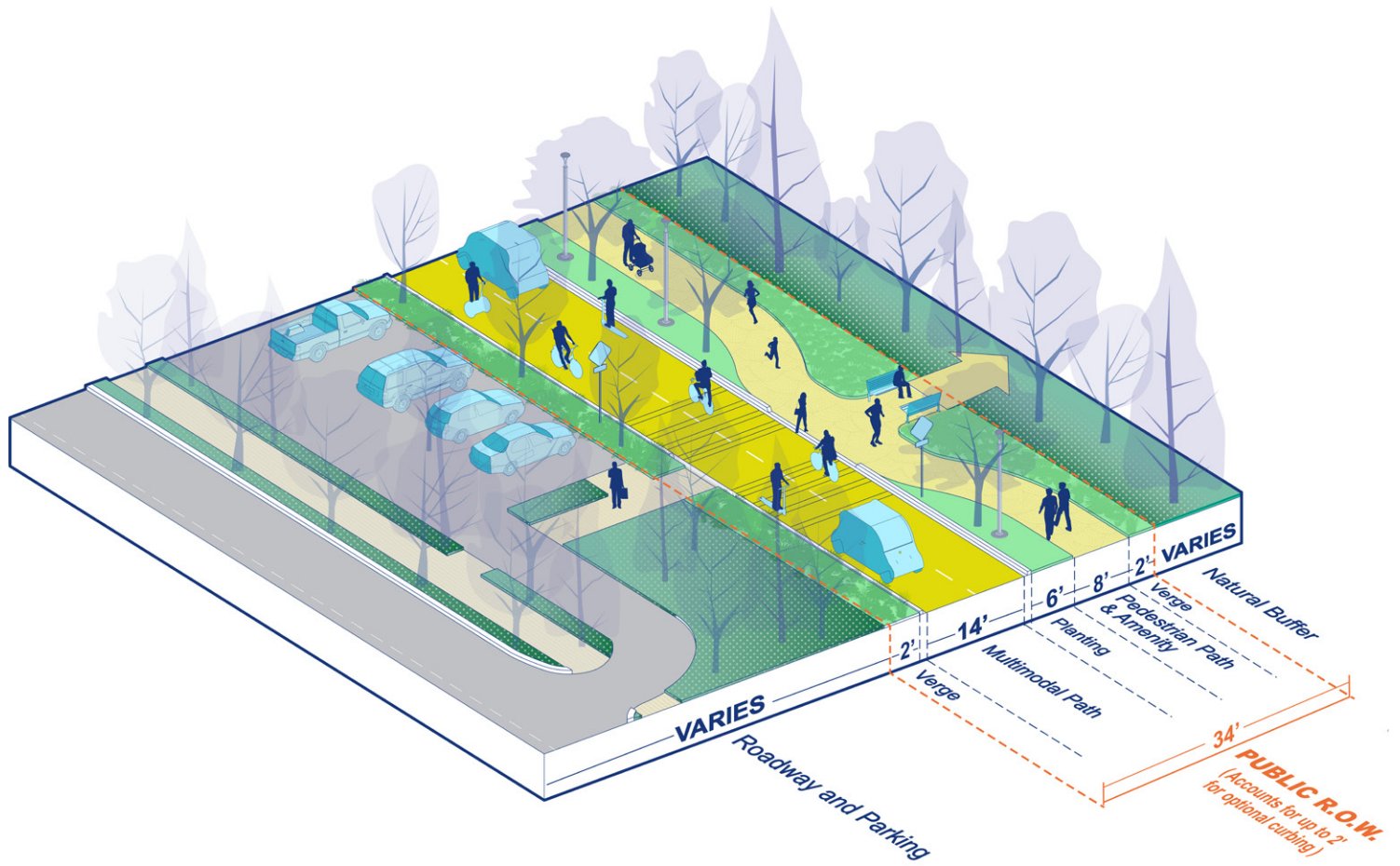
A continuous asphalt surface is marked with lanes to indicate direction of travel for high speed users and to provide a separate lane for lower speed users



PEDESTRIAN SEPARATED PATHWAY WITH PLANTED BUFFER

A planted buffer can provide additional separation between high and lower speed users, opportunities for additional shade through tree planting, and additional visual interest for all users. Planted buffers can also serve as stormwater management features. Consider the use of planted buffers in areas in close proximity to mixed-use nodes where high traffic is expected, additional attention can be paid to maintenance, and where plantings can serve as an extension of urban open spaces.

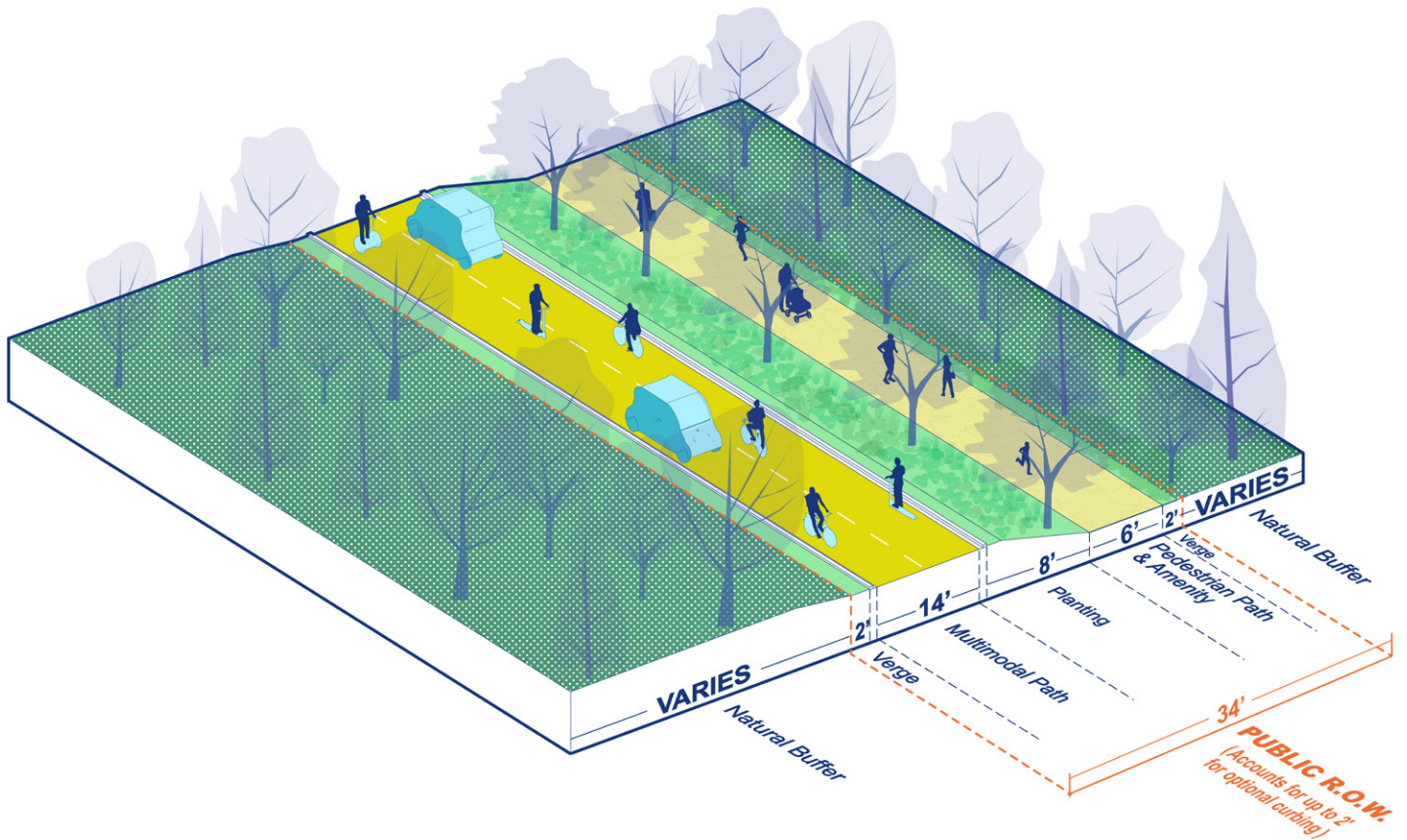
A slim turf and tree buffer with a curb separates high and lower speed users



PATHWAY INTERSECTION

When utilizing pedestrian separated pathways, incorporate periodic pedestrian crossings to accommodate existing and proposed sidewalks. Include consistent signage and surface markings to reduce conflict between higher and lower speed users and cue them to utilize the correct path for their mode of travel. Intersections are also opportunities for public art, amenity areas, and orientation signage.

Brickline Greenway with intersecting pathway and adjacent parking

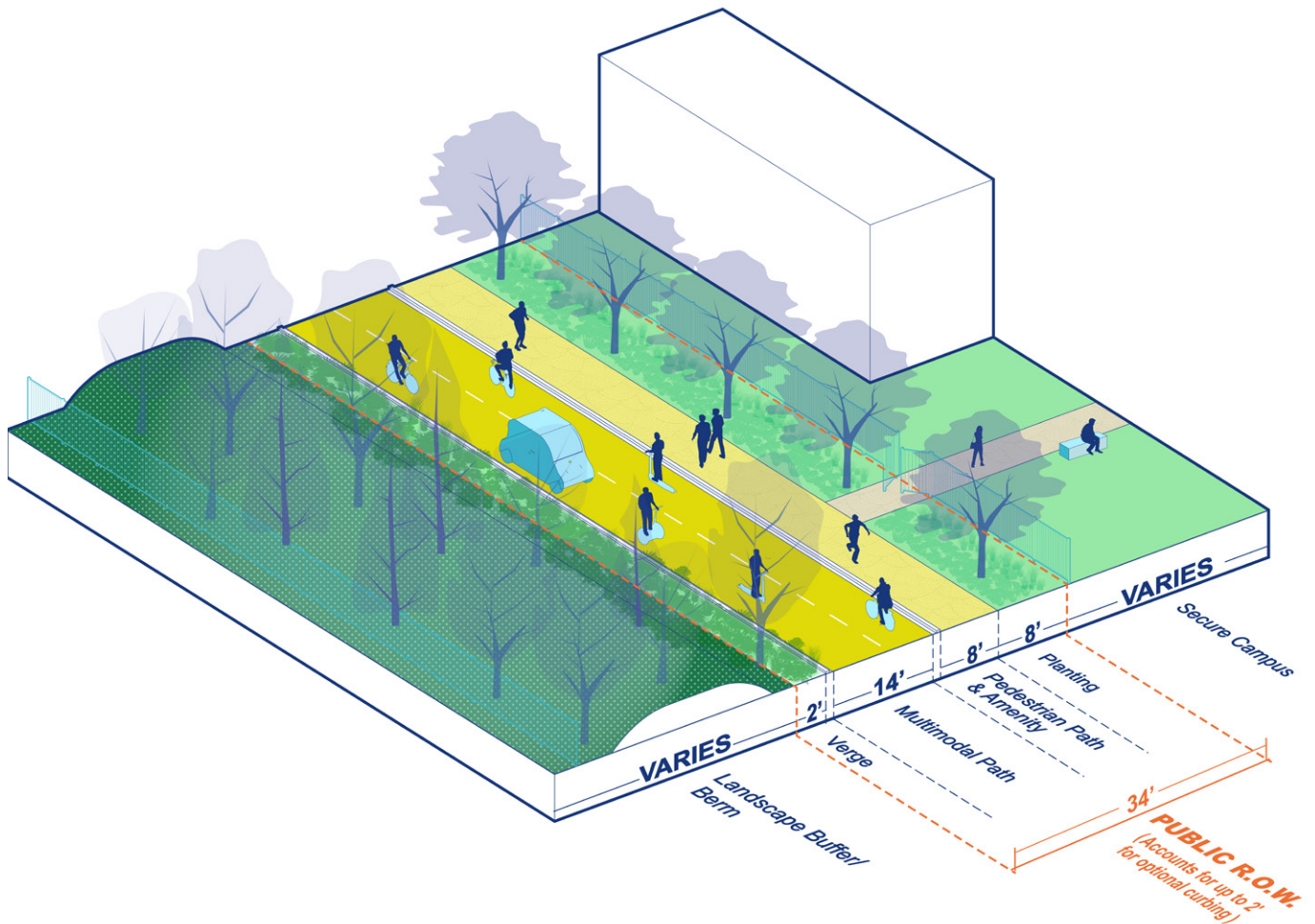


GRADE SEPARATED

To reduce the amount of grading and disturbance necessary in areas with steep slopes, consider separating higher speed users from pedestrians. Slopes are an opportunity to add interest with plantings and other landscape elements. Provide periodic opportunities for reconnection and clear signage to ensure trail users are utilizing the appropriate pathways.



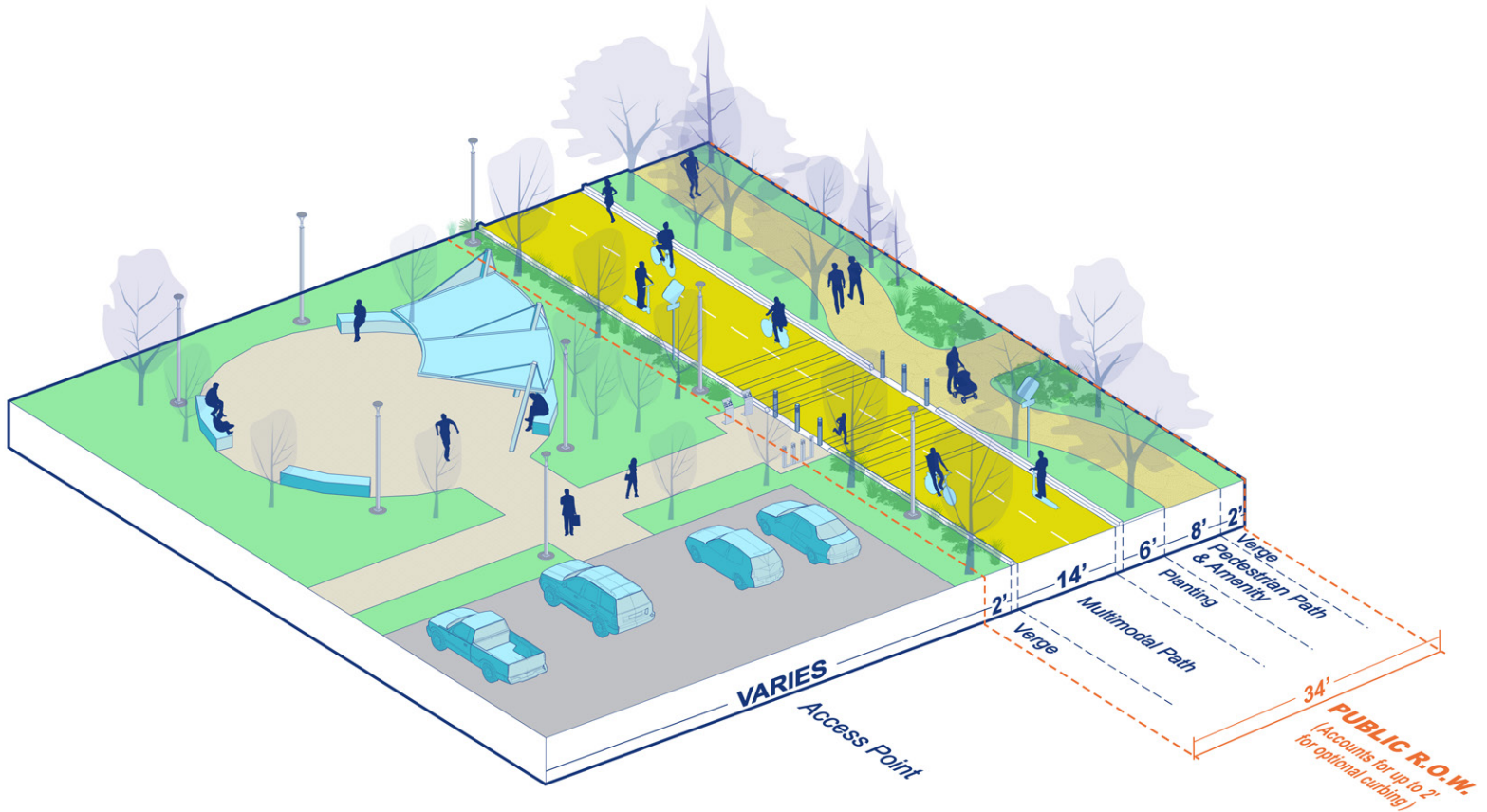
A variety of plantings soften a retaining wall and provide visual interest



SECURE SITE

The RTP Greenway may engage with the perimeter of a secure campus on one or both sides. The preferred offset for fencing is at least 8 feet from the right-of-way to allow for screening and to reduce potential conflicts with trail users. Secured access points, if desired, are opportunities to conveniently connect the trail network to existing recreational infrastructure within a secured, private campus. Consider utilizing the natural landscape or creating berms to reduce the visual impact of the security perimeter fencing. When perimeter fencing will be visible and adjacent to the ROW, it should be designed to be visually permeable, maintain clear sightlines at trail intersections, and avoid a defensive appearance.

Artistic fencing segment along the Whittier Greenway

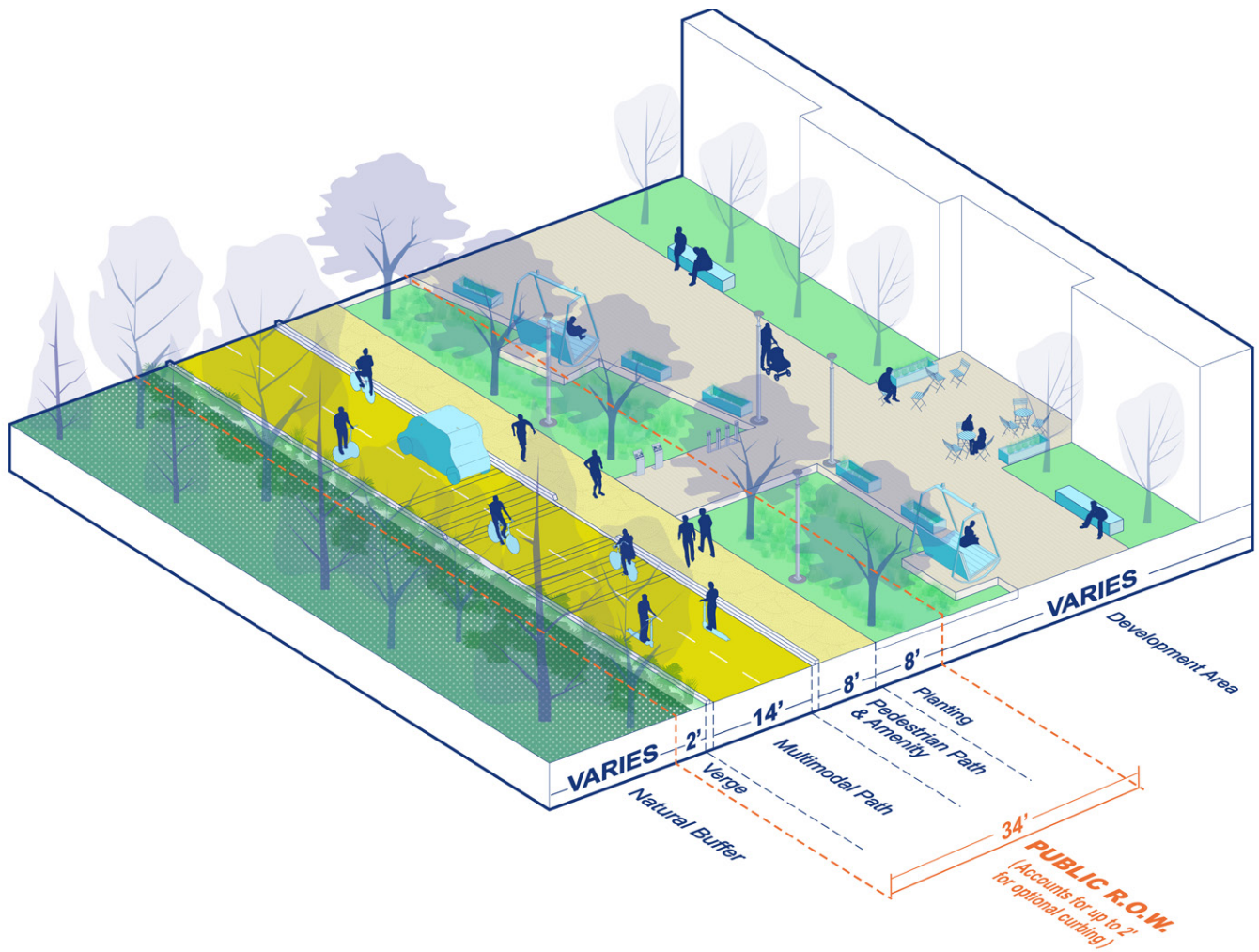


ACCESS POINT

Access points should be provided at a frequency of at least every 1.5 miles. At a minimum, access points should provide a clearly signed entry point that serves both adjacent properties and the immediate area. Public parking should be provided where possible. Access points are an opportunity to integrate other amenities such as seating, shade structures, playfields, and art. Consider providing restrooms and drinking water at nodes where higher traffic and utilization is expected.



Great Rivers Greenway access point with iconic shade structure



DEVELOPMENT NODE ENGAGEMENT

Where applicable, design development nodes to integrate and feature the RTP Greenway. Adjacent open spaces provide clear thresholds between surrounding landscapes while allowing users of nearby buildings to engage with the greenway. In development nodes where retail is present, the RTP Greenway can connect users with Complementary businesses such as coffee shops.

Atlanta Beltline adjacent to neighborhood retail

3.2 Street Crossings and Transitions

In locations where the RTP Greenway intersects with streets, the greenway should be clearly identified with signage to prioritize continuity, visibility, and user safety. Crossings should occur at logical, predictable locations with clear sightlines and minimal conflict points. When routing the greenway, prioritize crossings at low-speed streets and streets where signalized intersections are possible. Treatments such as raised crossings, enhanced striping, contrasting pavement, and gateway elements reinforce pedestrian and bicycle priority.

While the long-term vision for the RTP Greenway is a dedicated right-of-way, portions of the greenway may utilize existing streets during a phased implementation. When transitioning to an on-street condition, the greenway should be supported by traffic-calming measures and dedicated or buffered bike facilities where feasible. Consistent wayfinding should be utilized to ensure the experience remains legible, comfortable, and accessible.



Street crossing condition



On-street condition



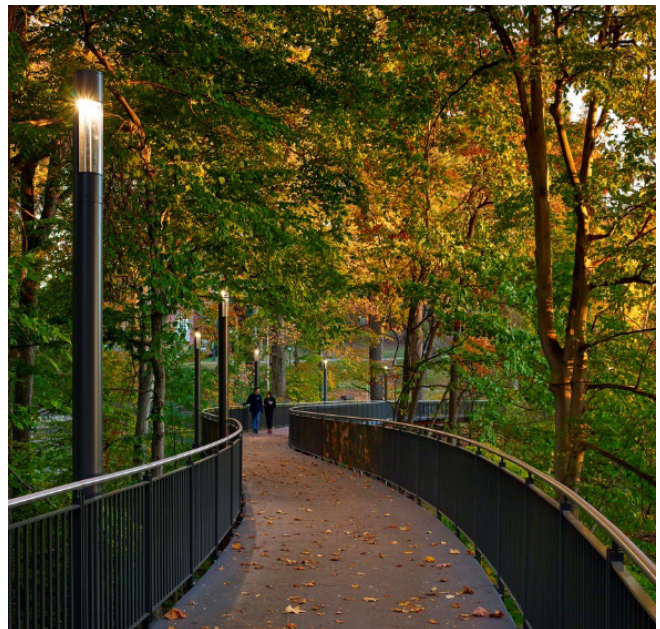
On-street transition

3.3 Working With Barriers and Existing Amenities

Over its approximate 10-mile length, the RTP Greenway can transform existing barriers and amenities into defining features that enrich the overall experience and reinforce a strong sense of place. Natural and built constraints such as highways, waterways, and changes in topography present opportunities for iconic bridge crossings, overlooks, and memorable arrival moments that enhance the user experience. The alignment should thoughtfully engage existing natural features such as lakes and forested areas, framing views and connecting to existing and proposed recreation areas. In areas navigating steep slopes, the RTP Greenway can employ terraces, switchbacks, boardwalks, or elevated structures to maintain accessibility, manage grades, and create varied spatial experiences that balance comfort, safety, and visual interest. The preferred RTP Greenway route should balance engagement with existing features and the intended goal of efficiently connecting nodes of development.



A bridge crossing a major highway offers a continuous greenway experience



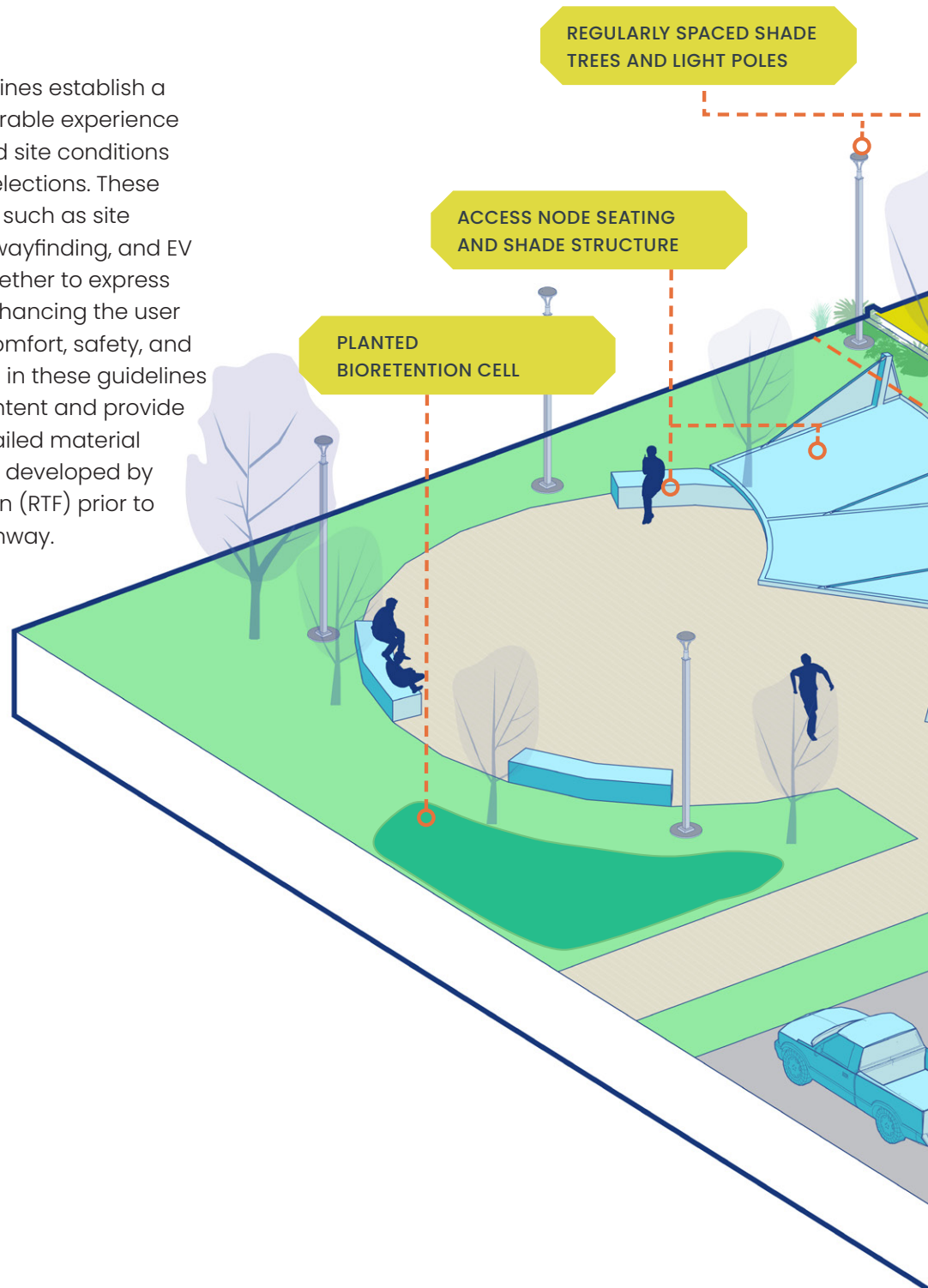
An elevated walkway crossing a ravine integrated into a wooded area offers a unique view

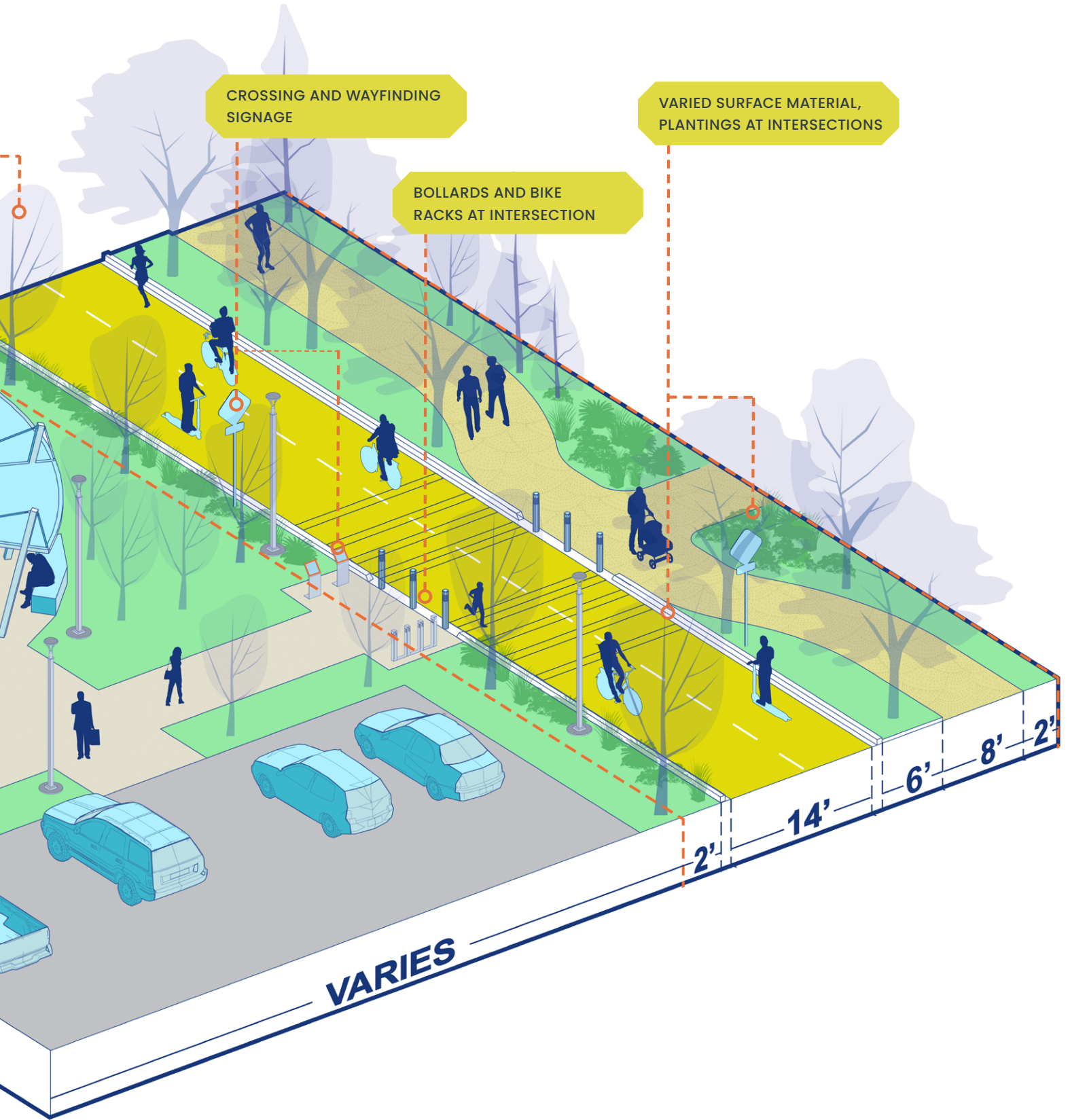


A lake-side greenway section leverages a natural amenity

4. MATERIALS

The RTP Greenway design guidelines establish a cohesive, consistent, and memorable experience across a range of typologies and site conditions through coordinated material selections. These guidelines ensure that elements such as site furnishings, surfaces, plantings, wayfinding, and EV charging infrastructure work together to express a strong sense of place while enhancing the user experience through improved comfort, safety, and legibility. The materials identified in these guidelines are intended to convey design intent and provide flexibility in implementation. Detailed material standards and guidelines will be developed by the Research Triangle Foundation (RTF) prior to implementation of the RTP Greenway.





CROSSING AND WAYFINDING SIGNAGE

VARIED SURFACE MATERIAL, PLANTINGS AT INTERSECTIONS

BOLLARDS AND BIKE RACKS AT INTERSECTION

VARIES

4.1 Site Furnishings and Lighting

Site furnishings should be located at access points, key intersections, and at regular intervals between development nodes. Furnishings should be welcoming and comfortable for users of all ages, durable, low-maintenance, and contribute to the branding and wayfinding of the RTP Greenway through consistent use of materials and color. Seating should be provided in intervals of at least 2,500 feet, or approximately a 10-minute walk. At trail access points and at development nodes, the expanded furnishings palette may be used for a variety of seating to accommodate higher and varied use and invite casual use. At development nodes, additional furniture and lighting elements may be used to supplement the expanded palette so long as visual consistency is maintained through signage.

Lighting should be provided in areas with higher anticipated use, such as trailheads, road crossings, bridges, underpasses, and urbanized segments, to enhance visibility, personal safety, and wayfinding during low-light conditions. In conditions where the RTP Greenway is split between users, place pole-top lighting between pathways. All lighting should be dark sky compliant to reduce glare and light pollution.



A combination of hardscape, landscape and furniture elements create a cohesive experience

STANDARD PALATE EXAMPLE



Powder coated metal bench



Inverted-U style bike rack



Trash and recycling system



Bollard

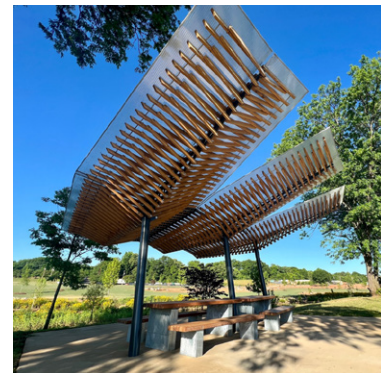


Pole-top luminaries

EXPANDED PALATE EXAMPLE



Colorful adirondack chairs and tables



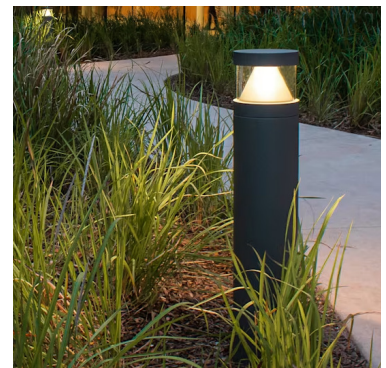
Shade structure



Local granite slab



Durable swinging seating



Lighted bollard

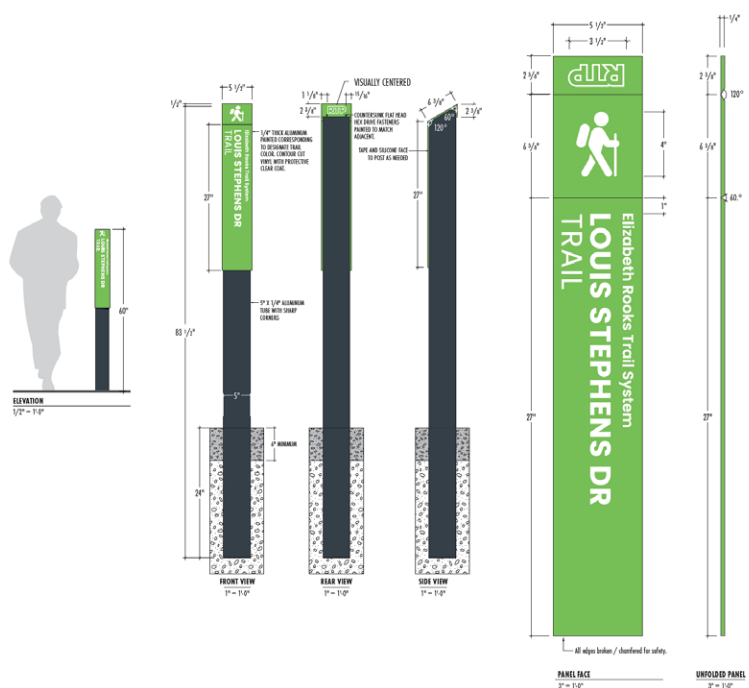
4.2 Signage and Wayfinding

Wayfinding and signage along the greenway should be organized as a clear hierarchy of elements that support intuitive navigation while reinforcing a strong sense of identity. Smaller markers such as mileposts can communicate distances to key destinations, and convey etiquette related to shared use, including guidance for lower-speed and higher-speed users. At key nodes, trailheads, and major crossings, larger gateway elements can announce entry to the greenway, orient users, and serve as highly visible landmarks.

Signage is an opportunity to employ distinctive local materials and a consistent palette of colors and graphic language to aid legibility, support wayfinding, and reinforce the RTP Greenway's brand. Signage can be paired with cues in the hardscape and integrated into landscape features and plantings. Collectively, wayfinding signage presents an opportunity to build and enhance the overall district identity, creating a recognizable, cohesive experience that connects the greenway to the broader RTP mission. The design of wayfinding and signage along the RTP Greenway should complement the signage package for RTP's existing trails and will be determined and approved by the RTP Design Board prior to implementation.



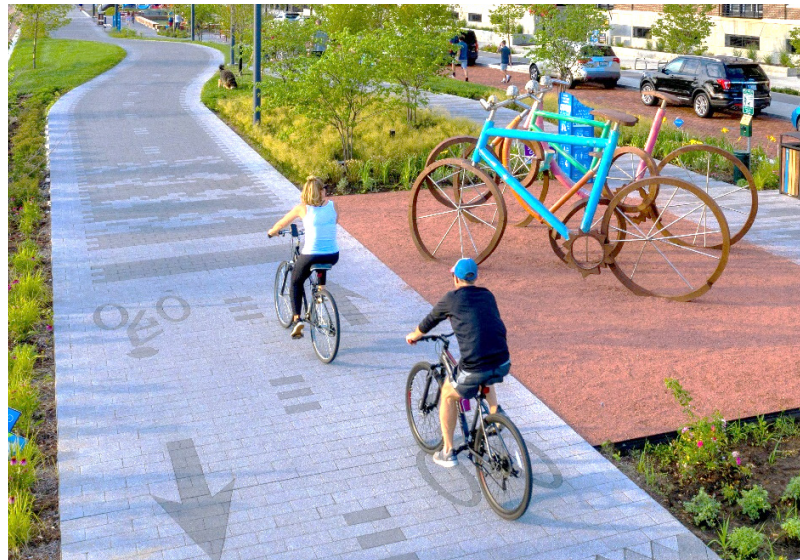
Example of wayfinding signage



Excerpt from the proposed signage package for the existing RTP trail network

4.3 Surfaces

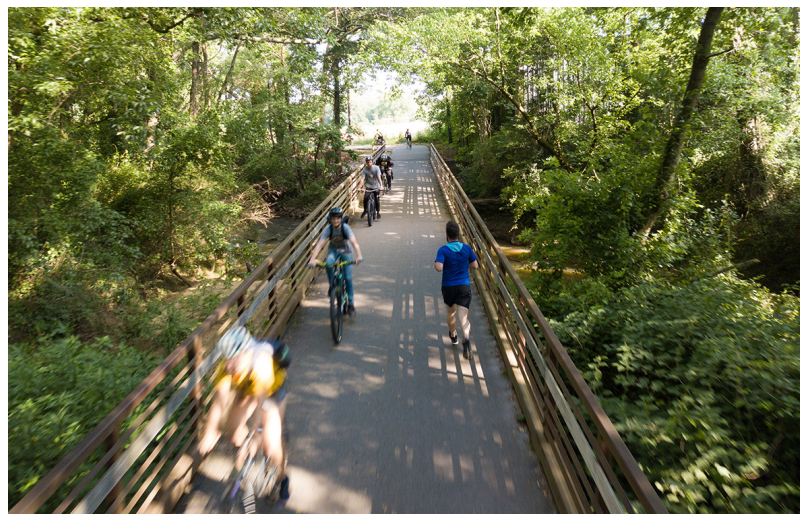
For segments of the RTP Greenway where high traffic is expected, utilize asphalt or concrete surfaces. Asphalt offers flexibility and lower upfront cost while concrete may be appropriate in areas prone to flooding or heavy tree-root impacts due to its longer lifespan. For areas within development nodes, concrete pavers allow for customization and seamless integration into adjacent landscapes, while providing cues to a wide variety of trail users to reduce conflicts in congested areas. In more naturalized or lower-use portions of RTP including forested corridors or secondary loops where grades are gentle, stone-dust surfaces such as decomposed granite may be appropriate for lower-speed users. In wetland crossings, stream buffers, or flood-prone areas, boardwalks or elevated structures should be used selectively to minimize ecological disturbance.



Paver details reinforce trail etiquette



Striped asphalt surfaces



Elevated boardwalk, Swamp Rabbit Trail , SC

4.4 Planting Design and Stormwater Management

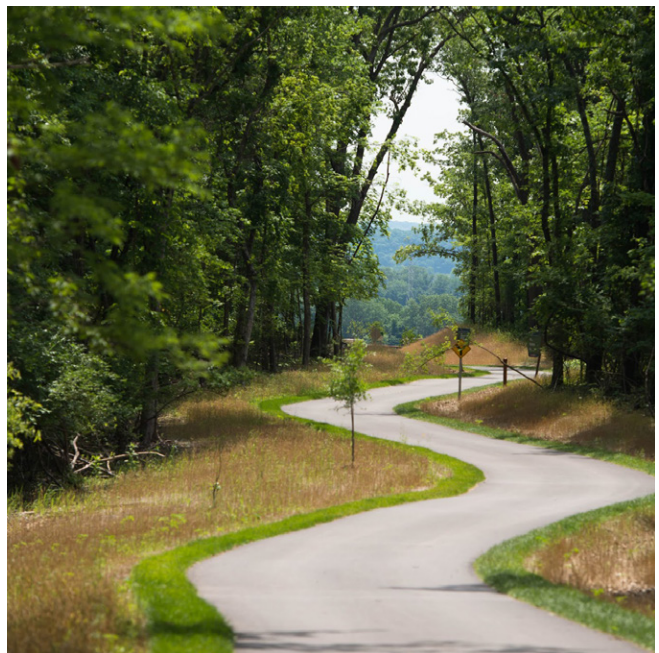
Plant species native to North Carolina should form the foundation of the landscape, supporting local ecosystems while reducing irrigation and maintenance demands. Planting design should be approached through a gradient of layered, highly designed plantings at development nodes to low-maintenance swaths that blend seamlessly with the surrounding landscape in forested sections between nodes. Planting design and stormwater management along the RTP Greenway should work together to reinforce ecological performance, user comfort, and long-term maintenance.

NATURALIZED SECTIONS

- Segments passing through natural areas should remain low-maintenance and showcase existing forest landscapes.
- A consistent two-foot grass verge on either side of the trail should be maintained to provide clear edges, visibility, and ease of upkeep.
- For trail segments with part-sun to full-sun conditions, consider utilizing spreading, self-seeding native sedges for transition zones that reduce regular maintenance requirements.
- In wooded areas without a limited understory, consider planting native small trees such as Dogwood and Serviceberry and clusters of shrubs with a spreading habit such as Henry's Garnet Sweetpire.
- Regularly monitor for and remove invasive plant material.



Native grass and tree plantings



Two-foot grass verge

ACCESS POINTS AND DEVELOPMENT NODES

- Utilize more structured plantings at development nodes and access points with increased horticultural richness that reflects higher levels of use and visibility.
- Achieve year-round seasonal interest through a mix of bulbs, grasses, perennials, and shrubs
- Utilize plantings to help define arrival and amenity areas and to screen and soften building and hardscape edges.
- Support safety and visibility by maintaining clear sightlines.

SHADE TREE COVER

- Prioritize continuous tree canopy cover by planting native shade trees in sun-exposed hardscaped and seating areas at a spacing of 40 feet on center or less.
- Actively manage adjacent wooded areas to promote long-term health and succession, including removal of dead or declining trees and targeted replanting.
- Select pathway alignments that preserve existing mature trees.

STORMWATER MANAGEMENT

- Integrate stormwater systems designed as visible, legible amenities that enhance the RTP greenway experience.
- Where feasible leverage naturalized conveyance and infiltration in areas between access points and nodes.
- Spaces between pathways present key opportunities for stormwater management, including the integration of swales, rain gardens, and infiltration areas.



A mix of perennials, Governors Island, NY



Shrubs and regular shade tree plantings provide structure in the landscape, Queens Waterfront Loop, NY



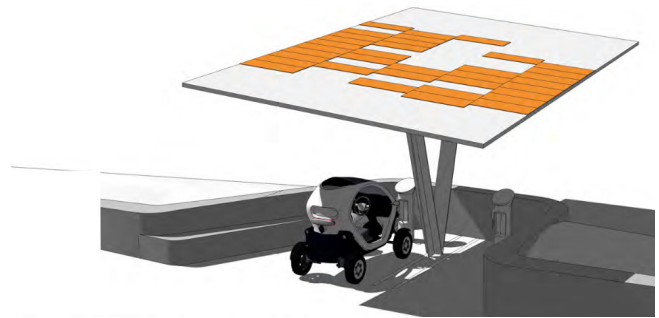
A mix of native perennials, shrubs and trees in a naturalized style, HUB RTP



Integrated stormwater management

4.5 Micromobility and Charging Infrastructure

Micromobility including Neighborhood Electric Vehicles (NEVs), electrified scooters and bicycles, and other emerging modes of transportation is a key component of the RTP Greenway vision, positioning the RTP Greenway as a connective spine linking existing and future transit lines. Innovative micromobility solutions will enable seamless first and last-mile connections to bus stops, future rail, and mixed-use nodes, while also presenting a unique opportunity to demonstrate RTP's leadership in research and innovation. Regardless of the specific electrified micromobility technologies implemented, multimodal hubs along the corridor should integrate charging infrastructure with sufficient electrical capacity for electric mobility devices and complementary amenities such as parking, lighting, and seating. In addition to providing the necessary physical infrastructure such as appropriate greenway widths and separation from slower-moving users, clear policy guidelines will be required to define the operation, management, and safety of any district-wide micromobility system.



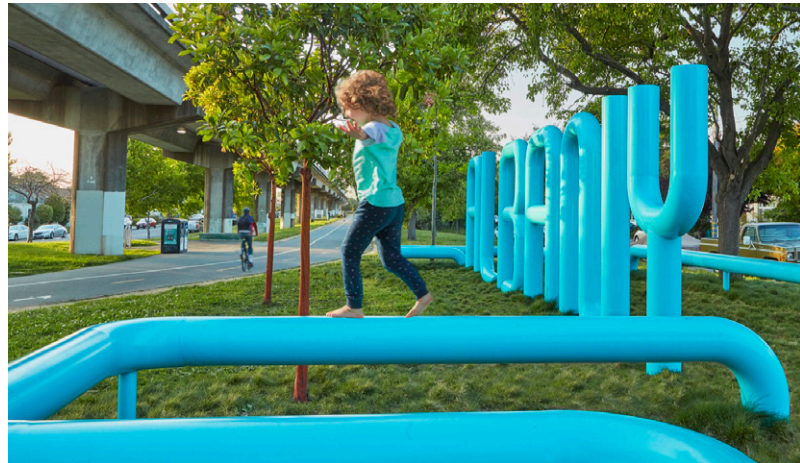
Conceptual design for NEV charging, CV Link



Shade structure with integrated solar, Atlanta Beltline

4.6 Art and Interactive Features

Art installations and interactive landscape elements along the RTP Greenway can function as wayfinding tools and experiential moments while celebrating both the distinctive natural setting and the innovative work occurring within RTP that often goes unseen. A curated program led by RTF that combines rotating and permanent installations can enhance seasonal interest and engage a wide range of users in evolving ways. Thoughtfully integrated lighting can extend usability into the evening hours, transforming installations into landmarks after dark. Interactive components that invite users to touch, move through, or influence the artwork further encourage exploration and repeat visits. Artworks can also be sensitively integrated into the natural landscape, using native materials and subtle forms to reinforce connections to the surrounding ecology. Strategically located at trailheads, crossings, and major intersections, these installations can serve as gateways that signal arrival, support wayfinding, and establish a recognizable branding language, tying the RTP Greenway together as a cohesive and memorable experience.



Albany Loop interactive sculpture Albany, CA



Light installation



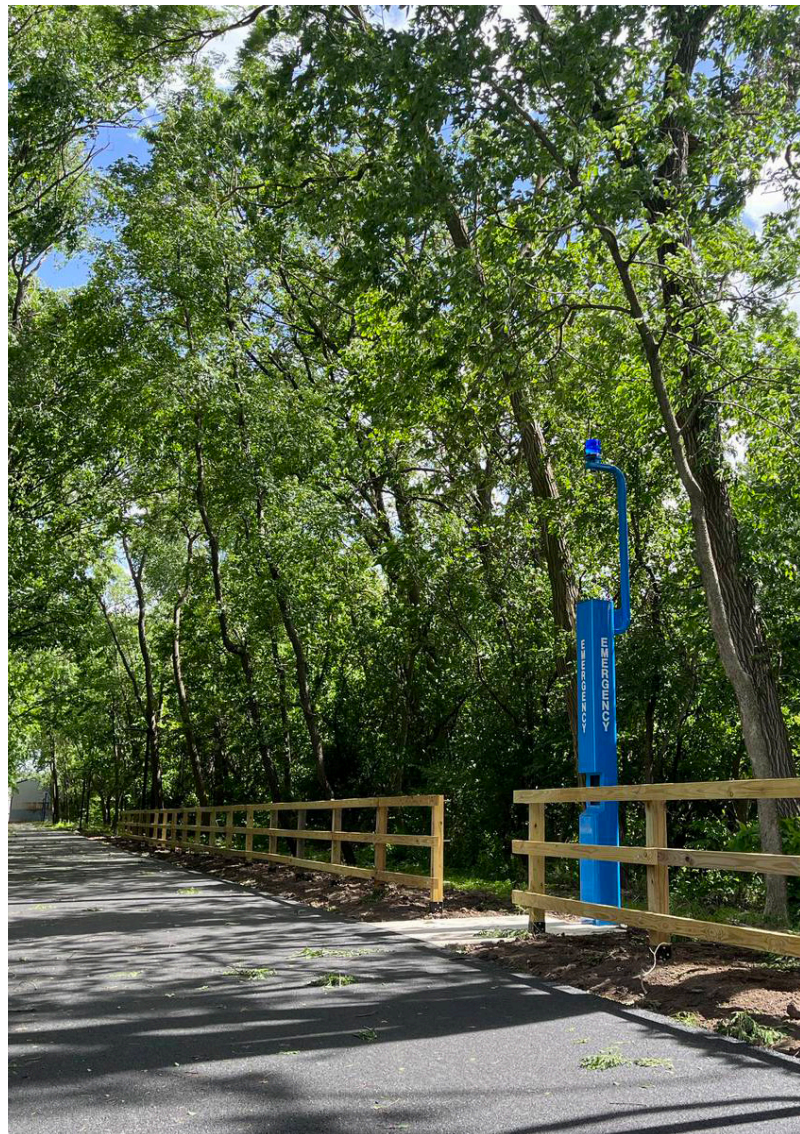
Interactive water feature

4.7 Safety and Security

Physical safety and security require a comprehensive, layered approach that integrates active monitoring with passive design strategies to create environments that are both safe and welcoming for trail users and adjacent property owners. RTF will be responsible for implementing and maintaining appropriate active systems and utilizing passive strategies in the planning and upkeep of the RTP Greenway to ensure a safe environment for users and the broader community.

ACTIVE MONITORING STRATEGIES

- Conduct regular patrols along trail segments, access points, and key transit connections.
- Install emergency call boxes at access points and at approximately quarter-mile intervals along the RTP Greenway.
- Provide video monitoring capability at key access points and entrances to adjacent secure campuses where appropriate.
- Coordinate with local law enforcement, private campus security, adjacent stakeholders, residents, and the RTP Owners and Tenants Security Committee as appropriate.



Emergency call box

PASSIVE SAFETY STRATEGIES

- Maintain clear sightlines and visual permeability by minimizing blind spots and visual obstructions. Utilize plant material that remains three feet tall or less at trail edges, especially at curves, intersections, and high-traffic areas.
- Provide consistent lighting, with enhanced illumination at access points and parking areas.
- At development nodes, orient buildings, windows and active ground floors toward the RTP Greenway. Clearly define public use from semi-public, semi-private and private uses.
- Use clear signage to identify hazards (e.g., steep slopes, sharp curves, intersections) and support wayfinding to improve awareness and reduce risk.



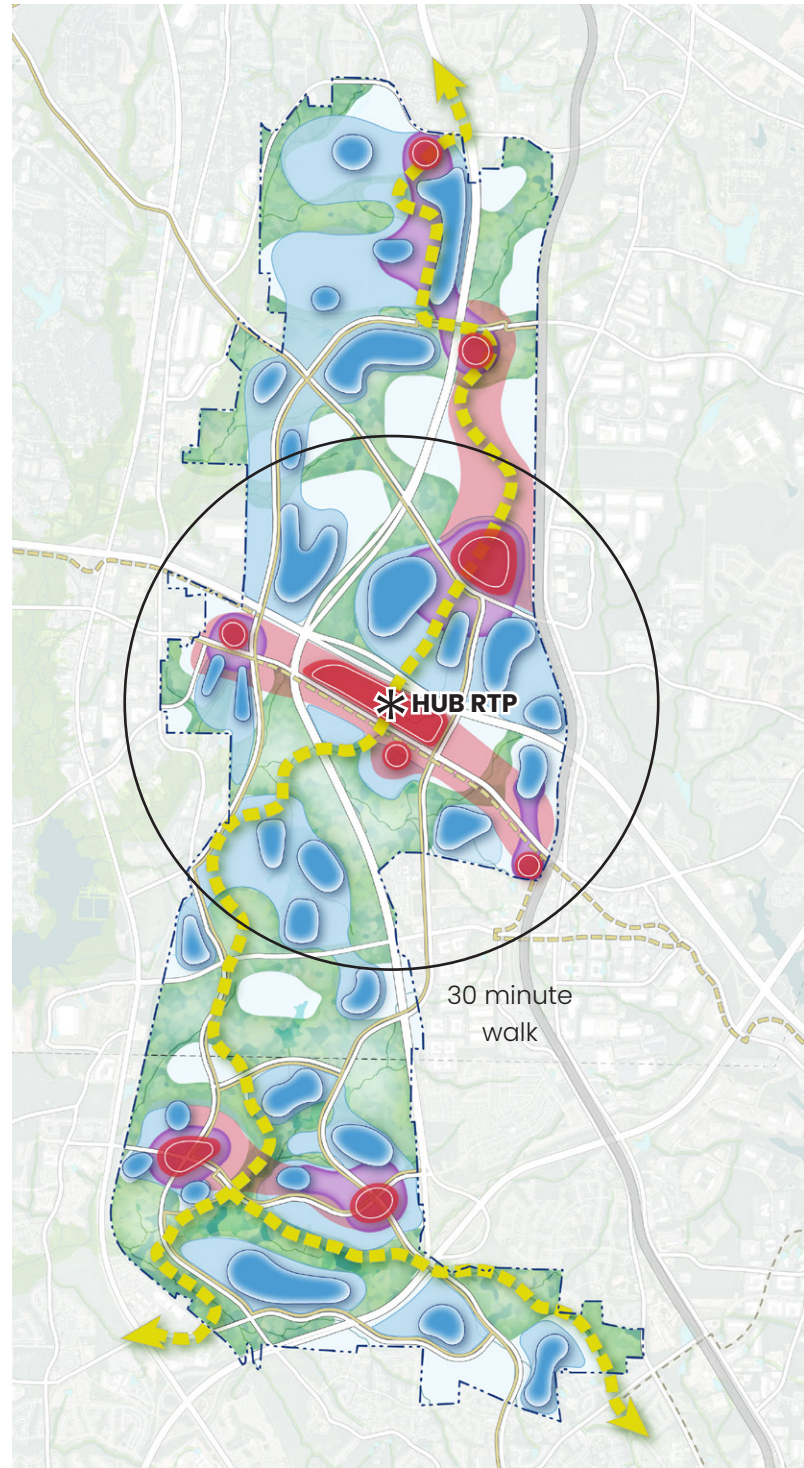
Passive safety strategies including low plant material, windows facing the trail, and subtle demarcation of public and private

5. IMPLEMENTATION

Implementation of the RTP Greenway will require future study and incremental, continued collaboration between property owners and RTF to create easements through property not owned by the Foundation for a continuous, 10-mile north-south multi-use path. Further coordination is also needed with broader mobility strategies for RTP as Vision 3.0 is implemented. Prior to and during the phased implementation of the RTP Greenway, RTF will develop detailed material requirements, coordinate signage and wayfinding, micromobility networks, art and interactive features, and programming along the greenway. Short and long-term funding for construction and maintenance will also be determined as the preferred alignment is refined based on detailed studies.

5.1 Phasing

Phasing of the RTP Greenway should be closely aligned with parcel development and redevelopment, leveraging each project as an opportunity to incrementally extend and strengthen the overall network. In early stages, it may be necessary to rely on existing infrastructure such as streets, shared-use paths, and sidewalks to maintain continuity where permanent segments are not yet constructed. The HUB, as the first mixed-use development in RTP, plays a critical role as an initial anchor for the RTP Greenway alignment, and early phases should capitalize on its role as a destination to catalyze greenway extensions both north and south.



RTP 3.0 VISION PLAN

As additional development and opportunities arise, greenway segments can be expanded and upgraded to form a more complete, off-street system that connects emerging destinations and activity nodes. Throughout all phases, operational strategies should be considered to ensure a safe and comfortable user experience, including potential limits on noise, emissions, size, weight, and speed for powered devices, as well as the use of geofencing technology to manage speeds and behaviors in higher-use or more constrained segments of the RTP Greenway.

5.2 Programming

Programming the RTP Greenway with a variety of events can transform it from a circulation corridor into a vibrant, year-round destination that supports community building and reinforces RTP's identity as an innovative and social environment. Seasonal events such as guided walks, fitness classes, art walks, outdoor performances, and pop-up markets can activate the greenway at different times of the year and encourage repeat use by a broad range of users. Designated areas for food trucks and temporary vendors, particularly near mixed-use nodes, trailheads, and gathering spaces, can provide amenities that support longer stays and create informal social hubs along the route. These programmed activities should be flexible and scalable, allowing for both small, spontaneous gatherings and larger, coordinated events. Together, events and food-oriented programming can animate key segments of the greenway, strengthen connections between adjacent developments, and help establish the greenway as a shared public space that evolves with the district over time.



Seasonal events



Food trucks