



U.S. 1 COUNCIL OF PLANNING MEETING
Friday, October 9, 2020
Webex Virtual Meeting

Attendees		
MEMBERS	AGENCY	E-MAIL ADDRESS
Tim Gardiner – Chair	Wake County	Tim.Gardiner@wakegov.com
Jennifer Currin	Town of Wake Forest	jcurrin@wakeforestnc.gov
Scott Wheeler	NCDOT Div 5 Dist 1	mwheeler@ncdot.gov
Shelby Powell	CAMPO	shelby.powell@campo-nc.us
Erin Klinger	Town of Youngsville	eklinger@townofyoungsville.org
GUESTS/INVITED AGENCIES		
Chris Lukasina	CAMPO	Chris.lukasina@campo-nc.us
Kari Grace	Town of Wake Forest	kgrace@wakeforestnc.gov
Dylan Bruchhaus	Town of Wake Forest	dbruchhaus@wakeforestnc.gov
Phil Geary	NCDOT	pageary@ncdot.gov
David Keilson	NCDOT	dpkeilson@ncdot.gov
Bob Clark	Town of Youngsville	bclark@townofyoungsville.org
CAMPO COP Staff		
Brandon Watson	CAMPO	Brandon.watson@campo-nc.us

MEETING SUMMARY

Welcome/Introductions

Tim Gardiner, Chair, opened the meeting and asked attendees to introduce themselves.

Meeting Minutes

Meeting Minutes – May 14, 2020

Action: A motion was made by Jennifer Currin, seconded by Shelby Powell, to approve the meeting minutes from the May 14, 2020 meeting. The motion carried unanimously.

Old Business

1. Project Update – U-5307 – US 1 Freeway Project

- Brandon Watson gave an update on project U-5307. Due to the funding issues at NCDOT previously reported, there have been some delays announced to many projects including this one. Originally section A was scheduled for FY 22 and has been moved back to FY 25. Sections B and C were scheduled for FY 22 as well, and moved back to FY 25. The design build ROW and let for A is scheduled for October 2024, which is FY 25. This is the date it is to be sent to design/build. B section ROW is Oct. 2024 and let Oct 2026. C section is the same. D section ROW is Oct 2028 and let in future years. NCDOT was very close to having design plans approved before the budget issues back in March 2020. Unfortunately, plans weren't approved in time before the project went on suspension. Once the project is restarted they will start working on the preliminary designs again and get the alternate selected which will be a minimum of one year prior to the 2024 let date. CAMPO put in a request to NCDOT to see if they could bring the design plans they do have to the US 1 Council of Planning since it looks like the project may be on hold for awhile. The request was to see if we could do work sessions to take a look at smaller sections of the project with the group. NCDOT is currently looking into if this is a possibility.

Tim Gardiner added that this allows us to tailor some of these improvements and update our plan to reflect NCDOT changes to plans. We would not anticipate affecting the NCDOT process but would be updating our own maps with the most likely improvements on the table. What we could do during the work session is to determine whether we want to update our plan to reflect some of that current NCDOT thinking. We wouldn't affect the project or hold them to any specific alternative, but would update our GIS layer for the US 1 map to add on it the most likely improvements that would be on the table. For some of these sections it's looking like it could be up to 8 years where we will be the ones working with developers to provide the best guidance on what's likely to occur in that area and we want to use the most updated maps as possible.

Shelby Powell said that we need to make sure what we have on the US 1 map now is consistent with MTP. Need to make sure we don't do anything out of concert with MTP and plan for that. Another big piece of why we want the US 1 COP to look at design plans is the frontage/backage roads - what will be included/not included and connections. Local perspective and connections will be really important. There are also numerous stubbed connections out there in anticipation of those gaps being filled in as the project starts. Work sessions could be hosted as workshops by the MPO instead of through the US 1 COP. Jennifer Currin said they are supportive of the workshops and asked if there was discussion on a potentially more aggressive scenario if funding became available earlier.

Brandon Watson answered that he has heard no discussion about if that happened. Shelby Powell added that we could continue to see shifts in timeframe as we are most likely on the edge of another reauthorization transportation bill. We could also see some shifts as we go through SPOT cycles and projects are reprioritized. However, this has been highlighted as a high priority for CAMPO, local governments, and NCDOT.

Tim Gardiner asked NCDOT if they have any concerns about this request to the NCDOT project team and they did not see any issues with making the request. Tim Gardiner also asked if CAMPO took on that role to organize what that could potentially look like. Shelby Powell responded that there is some hesitation on viewing and discussing these plans, primarily because the design plans haven't been approved. What she would envision happening is setting aside a day and having some time assigned to each section of the corridor and letting US 1 COP members know what those times are and they can drop in as we get towards intersections or segments you are most interested in looking at. We could move up the corridor in half hour or hour increments. A lot will depend on what NCDOT will do or how much time they are willing to devote. We will have to take the lead from them on the structure. Tim Gardiner suggested having a word document documenting potential changes that are being made, and at the end having an official copy for the US 1 COP to look over for approval. Tim Gardiner added that work sessions and then bringing it back to the US 1 COP for approval would provide members two opportunities to engage and provide input.

Action: A motion was made by Erin Klinger, seconded by Shelby Powell, to request a workshop style meeting to look at the latest U-5307 design plans from NCDOT. The motion carried unanimously.

2. Conyers Subdivision Plan in Youngsville

- Tim Gardiner move to this item highlighting that this is the third time the group has seen this plan. Erin Klinger introduced the plan and said that the developer has incorporated comments from the US 1 COP including NCDOT and CAMPO staff. The new layout attached reflects the changes. A TIA meeting with Ramey Kemp was held in the past week and the developer is ready to move forward. Tim Gardiner said that from the previous discussion the concern seemed to be a connection from Rolling Acres to provide an secondary outlet as well as coordination regarding the Youngsville Truck Route shown at the last meeting. Bob Clark added that the backage road basically is extended further to the east as shown which was mentioned last time to connect with the truck route. Scott Wheeler has also been involved in the discussions. The north south connection is shifted a bit to the east for the larger road and it still ties into the backage road to the north, which was originally shown on the US 1 Plan. The concept is retained and alignment was changed somewhat but still makes the connections. Tim Gardiner asked if they are building any portions of the truck route. Bob Clark responded that they are not. They are hoping some of it will be built with the property to the east, but the developer doesn't actually control that at this time.

Shelby Powell asked if the road coming off of Fish Stallings Road that comes straight to the east, above Rolling Acres, is supposed to line up with the road on the other site plan overlayed to the east? Erin Klinger responded that the roads are supposed to match up, just isn't showing it lining up on the map.

Action: A motion was made by Shelby Powell, seconded by Scott Wheeler, to accept the concept design provided as following the intent of the US 1 Corridor Study. The motion carried unanimously.

3. Wake Prep Academy in Wake Forest

- Jennifer Currin introduced this item and said this came before the US 1 COP in May 2020. The question came up about the potential service road location and its impacts on the site. Town staff had a follow up meeting with representatives from Wake Prep and NCDOT to discuss potential service road location. NCDOT shared some information on where they think the service road will go, which is to the west of the site. Service road location is based on where they are looking at it, connecting from Wrigley Drive down to Harris Road and would not have an impact on Wake Prep. Based on that discussion, there were no changes suggested at the meeting. Tim Gardiner asked if they received a map from NCDOT as far as where the frontage road might go. Jennifer Currin responded that the frontage roads are still in draft form so they do not have a map. Scott Wheeler added that based on what was being proposed for the site, it would not affect the project plans in either scenario they are looking at at this time as far as frontage/backage roads.

Tim Gardiner asked if we have a mechanism in place to let the property owner that is to the west of there know that we are now making an assumption there will be some sort of roadway running in that location. It might be good to take the attachment showing the property lines and essentially drawing in where we think the roadway will go. We probably need to think about the process regarding U-5307 and US 1 COP meetings and identify that this is an area that needs to be updated. Also is there a proposal that if there is a new road to the west to potentially connect into that? Jennifer Currin said they have provided a stub along the west because there were staff concerns about a driveway off of Harris on the western piece they are creating, just with sight distance. It may have to be evaluated in the future but they have provided a stub on the lower left hand side close to their driveway. Tim Gardiner added that it seems likely to see a few changes here based on where the frontage road comes in and how that is connecting. Jennifer Currin agreed because this isn't too far from the interchange that is proposed and there are going to be some signals added. Tim Gardiner said that generally based on conversations with NCDOT and the fact that we have a general understanding that the frontage road will be to the west of the Wake Prep site, it's consistent with intent of US 1 Study.

Action: A motion was made by Tim Gardiner, seconded by Scott Wheeler, to accept the concept design provided as following the intent of the US 1 Corridor Study. The motion carried unanimously.

New Business

- Heartland Dental in Wake Forest
 - Karie Grace with Wake Forest introduced this item as a new submittal north of the area we just looked at, an outparcel in the Harris crossing shopping center. The site is a proposed dentist office of about 4200 sq. ft. It is generally consistent with US 1 corridor plan, but just wanted to bring it forward as an FYI and seek concurrence from Council. Shelby Powell asked if it is consistent with the future right of way needed and Jennifer Currin responded yes. Tim Gardiner asked if any new right of way that US 1 would need is actually in this site plan or if it is basically showing to the existing right of way. Kari responded that they are not dedicating any new right of way, their access is through the shopping center. Right of way does go to the existing US 1 right of way line. Considering we do not have design plans showing how much right of way

NCDOT needs at this point. Scott Wheeler added that this is an outparcel from an existing plan years ago.

Action: Received as information.

Other Business

1. Northeast Area Study Update

- Brandon gave a quick update on the NEAS Update schedule. There is a CTT meeting on Tuesday. The CTT is currently working through land use scenario planning. They are also looking at some hotspots in the Northeast area and developed methodology to potentially pick the locations. The study will go through June 2021. There will be another public engagement period at the beginning of next year where we will be talking about some initial draft recommendations, which will end up being considered in the 2050 MTP process. A policy update survey was also sent out and we will be updating the policy guidebook for the NEAS area, which will include some specific recommendations. Just a reminder that the NEAS Update is an opportunity for getting the US 1 study recommendations updated in the MTP. Staff wants to make sure the US 1 plan and MTP are consistent and the NEAS Update is a natural place to do that.

2. Round Robin

- Tim Gardiner brought up that in the last meeting we had a new proposal proposed in an area that is very likely to be a taking in the US 1 Study. Scott Wheeler and NCDOT worked on providing a letter response to the property owner.
- David Keilson brought up that they are potentially looking at a SPOT mobility or LAPP interim measure project at US 1 and Wake Union Church Road due to congestion and timing of this section of the project in U-5307. They are in the very early stages of trying to figure out if that is viable. If a potential project moves forward, there will be a lot of coordination but wanted to get it on the radar as something they are investigating. Jennifer Currin said that was very helpful and asked if he could reach out to Jonathan Jacobs to begin that conversation on what they are looking at. Scott Wheeler added that when a development was coming in close to that area, there was a preliminary plan to super street that area which the district should have information on.
- Jennifer Currin added from Wake Forest's perspective they are seeing quite a bit of development proposals coming in around Star Road. One of the pieces they have received a sketch plan is where Star turns to connect up to forest drive. There may need to be some discussion with the US 1 Council of Planning in the near future.

Adjourn

There being no further business, Tim Gardiner thanked attendees and presenters, and adjourned the meeting.