



US 1 Council of Planning Meeting May 13, 2008, 2008
 Room 305 Raleigh Municipal Building

US 1 Council of Planning – May 13, 2008 Meeting		
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Chair		
Eric Lamb	City of Raleigh	eric.lamb@ci.raleigh.nc.us
Guests		
Troy Peoples	Stantec	Troy.peoples@stantec.com
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MEETING NOTES

Welcome and Introduction

Mr. Eric Lamb, Chair of the US 1 Council of Planning began with a welcome to the Council of Planning participants, followed by a brief introduction.

LaScala Development/US 1 Superstreet Concept – Wake Forest

Agenda Statement - Mr. Troy Peoples will be giving a brief review of the superstreet operations, the Traffic Impact Analysis, and then some project specifics of how this plan fits in with the ultimate vision for the corridor. A formal recommendation will be offered by the Council of Planning at this meeting.

Ms. Christa Greene addressed the Council on items that have been done since the last meeting. She noted that the transportation modeling done for the project was beyond what is typically done in a Transportation Impact Analysis (TIA). The TIA included the corridor from Burlington Mills Road to US 1/US 1-A. Ms. Greene also updated newer participants as to the concept involving this development and the superstreet concept. Mr. Troy Peoples gave a presentation on the design and functionality of superstreets. In North Carolina, the concept of superstreet evolved out of the need to safely cross four-lane divided highways having at-grade intersections. Superstreets maximize “green” time. An example of a superstreet can be found in Wilmington, North Carolina (along US 17). Current traffic analyses show that traffic operations through the area is much better than what the initial model had indicated. You go from 32 conflicts to down between 16 and 18; and uses shorter cycle lengths. The study for the LaScala development included a “No Build” scenario. Mr. Matthew Davis ran the Vissum model for the participants. The area reviewed included US 1 at Burlington Mills Road through US 1 at US 1/ US 1-A..

Discussion followed on this topic, with Mr. Johnson suggesting that one lane in each direction needs to be added to that segment of US 1 between US 1A to Burlington Mills Road, with superstreet sections. Concerns were expressed over traffic cues along Capital Blvd; however, road connections to Ligon Mill Road will be accomplished.

The Council of Planning recommends the La Scala superstreets plan as presented subject to NCDOT’s review at Control Access Committee, and provisions for an additional lane in each direction along the frontage of Capital Boulevard. The motion was made by Mr. Eric Lamb and seconded by Mr. Fleming El-Amin. Mr. El-Amin also included an amendment to the original motion that there is a hold harmless clause for no damages for future loss of access. Vote: Ayes – Unanimous.

Proposed Cheviot Hills Plan – Traffic Impact Analysis

Kimley Horn is the traffic consultant for a proposed 190 acre commercial/residential development at the old Cheviot Hills Golf Course. It is located on Capital Blvd between Durant Rd & Gresham Lake Rd [~0.5 miles north of I-540]. Kimley-Horn conducted a Traffic Impact Analysis on the proposed development’s impact to the Capital Blvd corridor.

Mr. Mike Horn of Kimley-Horn and Associates addressed the Council of Planning concerning this analysis of modifying the existing break. The break will contain a two-phased, signalized left-over, with traffic in the southbound lanes of Capital Boulevard being stopped to allow northbound traffic access into the Cheviot Hills site. Traffic leaving the Cheviot Hills site would have a “right-out” movement only. There have been discussions between Kimley-Horn, NCDOT, and the City of Raleigh concerning the analysis; with both NCDOT and Raleigh recommending that Kimley-Horn proceeds with the analysis. As of the May 13 meeting, an analysis had not been done; however the analysis will proceed as if the access point is signalized. This is due to the sheer volume of traffic along Capital Boulevard.

Mr. Lamb reminded the Council and participants that the City of Raleigh has coordinated with developers, as well as with officials for the Southeast High Speed Rail Corridor who will be grade separating both Greshams Lake Road and Durant Road. Mr. Lamb furthermore indicated that Kimley-Horn has looked at other improvements along Capital Boulevard (i.e. additional lanes and potential additional turns at Gresham Lake Road.). Mr. Horn stated that the study will proceed once criteria for the study have been determined. A proposed signal must show how traffic movement is improved along Capital Boulevard. Mr. Lamb iterated to the Council that based on the structure of the US 1 Memorandum of Understanding requires that regionally significant project be presented to those agencies served by the US 1 (North) corridor. The Leith Family desires to build several car dealerships on the Cheviot Hills property. Additional land on the site is available for development; however, no use has been determined. Mr. Horn has performed a general trip generation run for the site; but no formal analysis has been performed. Mr. Johnson noted that the site is close to I-540, has high traffic volumes, and is in closed proximity to an (approximately) \$700 million rail investment. Mr. Johnson suggested that if Capital Boulevard drops below

LOS D in the area where the signal is located, it's to be removed. In order to protect the integrity of the main line.. The Council and participants continued their discussion of the property and proposed signalization. Mr. Horn noted that an additional through lane will be needed along that portion of Capital Boulevard. Following the discussion, Mr. Lamb noted to the group that: (1) there will be a traffic study, (2) this is a pending subdivision for the City of Raleigh, (3) the Council of Planning will ultimately make recommendations to the City of Raleigh and NCDOT regarding the proposal. No action on the item could be taken; therefore the item will be brought back to the Council at their next meeting to review the traffic analysis collectively. The analysis will be presented to all review agencies. The analysis area should include I-540 to Durant Road.

Note: At this point in the meeting, Mr. Eric Lamb had to leave for familial obligations. Mr. Pat Young, Planning Director for Franklin County, served as vice-Chair for the remainder of the meeting.

Wake Union Place Shopping Center

The US 1 Council of Planning will conduct an initial review of the Wake Union Place Shopping Center proposal for the Town of Wake Forest. No formal recommendation will be offered by the Council of Planning at this meeting. Mr. Chip Russell introduced this item by providing area context. The shopping center will have 400,000 square feet; along with four outparcel properties. Mr. Russell has not received their traffic study; however, he noted that the developer desires to implement the components of the US 1 Corridor Plan. The developer is looking at capacity improvements and road access improvements. There will be no added signalization along Capital Boulevard. Wake Union Church Road becomes a "backage" road. The participants discussed road access, property purchasing, and financial contributions necessary for the project. A third lane was suggested to be added to Capital Boulevard (between NC 98 and Stadium Drive) within the vicinity of the proposed shopping center. If the "super-street" concept were to be applied in this area, the project would require three regular phased intersections totaling \$1.2 million. No formal recommendation was made during the meeting; however, the follow-up items from the meeting included Wake Forest staff contacting Kevin Lacey concerning access. Mr. Russell will provide the TIA of the Wake Union Place Shopping Center at the next Council of Planning meeting.

The meeting was adjourned at 6:30 pm