



U.S. 1 CORRIDOR – COUNCIL OF PLANNING MEETING
March 23, 2016
Wake Forest Town Hall
3:00 PM

Attendees		
MEMBERS	AGENCY	E-MAIL ADDRESS
Chip Russell	Town of Wake Forest	crussell@wakeforestnc.gov
Scott Wheeler	NCDOT District 1	mwheeler@ncdot.gov
Darcy Downs	GoTriangle	d downs@triangletransit.org
Don Belk	Town of Youngsville	dbelk@townofyoungsville.org
Shelby Powell	CAMPO	shelby.powell@campo-nc.us
Stephen Winstead	NCDOT District 3	stevewinstead@ncdot.gov
Tim Gardiner – Vice Chair	Wake County	tim.gardiner@wake.gov.com
Todd Delk	City of Raleigh	todd.delk@raleighnc.gov
Guests/Invited Agencies		
Meredith VanDuyn	RS&H	Meredith.vanduynduyn@rsandh.com
Brian Pate	Town of Wake Forest	bpate@wakeforestnc.gov
Candace Davis	Town of Wake Forest	cdavis@wakeforestnc.gov
David Keilson	NCDOT Division 5	dpkeilson@ncdot.gov
Undrea Major	NCDOT PDEA	ujmajor@ncdot.gov
Ann Stroobant	Kerr Tar RPO / COG	astroobant@kerrtarco.org
Wendy Luihn	Luihn Four, Inc.	wendy.luihn@gmail.com
Chris Clayton	Commercial Site Design	clayton@csitedesign.com
Jeff Swanson	Gemini Real Estate	jswanson@elevation-re.com
Paul Harnett	Gemini Real Estate	pharnett@gemini-re.com
CAMPO COP Staff		
Paul Black	CAMPO	paul.black@campo-nc.us

MEETING SUMMARY

Welcome/Introductions

Tim Gardiner, Vice-Chair, welcomed attendees. Attendees introduced themselves.

Meeting Minutes

Meeting Minutes from March 23, 2015 Council of Planning meeting were distributed with the advance agenda to members prior to the meeting, and copies were made available at the meeting. Motion made by Chip Russell, Second by Darcy Downs, to approve the minutes as presented. Motion carried unanimously.

Old Business

Update on U-5307

- Meredith Van Duyn reported the revisions are in progress and the team is working with traffic operations and setting up TransModeler to run traffic simulation
- Community conditions report is due to NCDOT in April
- External scoping meeting for environmental documentation is coming up soon
- Crash data are requested from NCDOT and NCDOT is working on the entire corridor.
- Tim Gardner asked if there was master schedule; both Meredith and Undrea responded that the major milestone timelines were being finalized and very close to ready.

New Business

US 1A Superstreet Intersections

- David Keilson introduced the concept plan (provided in the agenda packet and on screen at the meeting).
- A number of attendees asked how it would tie in to the future interchange, with Shelby Powell noting that the SPUI shown in the packet was superseded by the DDI from a recent CAMPO Hot Spot Study.
- Meredith Van Duyn added that it was not yet known if the alternative selected would be an under- or over-pass; if it was an overpass she posed the question about having enough distance to make the vertical alignment feasible without significant rebuilding of the superstreet area.
- Darcy Downs noted the transit stop on the north side of 1A near the Aldi supermarket and asked if the superstreet would provide pedestrian accommodation for the transit users. Brian Pate noted that the majority of users at that location were going to Aldi and Wal-Mart (both on the north side of US 1A), but understood the need for ped accommodation. Chip Russell pointed out that the proposed medians could potentially create refuge islands for pedestrians, and that there is also the light at the Wal-Mart entrance that might be an opportunity for a crosswalk with pedestrian signals.
- Scott Wheeler asked about U-turn opportunities for tractor trailers; Meredith noted that it looked like the design specification was for (AASHTO) WB-40s [intermediate semi-trailer]. Brian Pate added that trucks were currently accessing Wal-Mart directly from US1 and noted that they would need to be accommodated once that access was lost.
- Wendy Luihn asked if the current exiting Taco Bell traffic would have to make a right turn out followed by a U-turn to access US 1 based on the proposal; David Keilson responded yes.
- Tim Gardiner asked staff to summarize the discussion: Paul Black summarized.
 - Design needs to accommodate pedestrians with consideration for transit stop
 - One option is a crosswalk with ped heads at the Wal-Mart signal
 - Other option is a non-signalized crosswalk at Wake Drive
 - Group defers to best option based on cost & safety, but the project should address safety for all modes, not just motor vehicles
- The group then discussed the intersection of Wake Drive as a backage road in the plan. They determined that too much diversion (if the current left turn would need to instead turn right and make a U-turn at the Wal-Mart light) could defeat the functionality of the backage road concept. No

determination was made as to what “too much diversion” was, but asked NCDOT to be mindful as the plan develops.

- The group asked what the benefit would be based on when the larger U-5307 project is let. Meredith Van Duyn stated the Right-of-way was scheduled for 2020 and work would begin as soon as 2021. Brian Pate noted that the benefit of the safety project might only be a few years if U-5307 caused significant rebuild.
- Tim Gardiner asked if there was a plan for any additional public outreach on this project; David Keilson said he would check on that and get that information out to the group.
- David Keilson thanked everyone for the input.

Proposed Taco Bell (SW Portion Youngville Crossing 1/3 Mile south of US 1 and NC 96)

- Don Belk introduced the project and gave some context by showing that it was adjacent to the Atlantic Packaging site the Council dealt with March of 2014.
- Chris Clayton went over the site plan and discussion followed about the configuration shown (curving to the north toward the center of where current access to the shopping center will be) versus stubbing out to the east to allow the proposed backage road to pass east of the shopping center. Jeff Swanson and Paul Harnett noted that using the existing shopping center parking area as a through street was not desirable.
- Steve Winstead noted that under the existing site plan, a left turn out of Taco Bell would have limited site distance due to the curve, and that a turn lane and additional right-of-way would likely be needed.
- Chris showed earlier plans that included the tee to the east, and the consensus was that something along these lines would better serve the intent of the corridor study.

Action: Motion made by Chip Russell, Second by Todd Delk, that the Town approve the development plan with the tee to the east to be consistent with the Corridor Study. The motion carried unanimously.

Other Business

Tim Gardiner asked that we take a formal action on requesting that NCDOT consider the items discussed by Council as the safety project on US 1-A moves forward, including accommodation of pedestrians and transit users, as well as consider implications to the backage road system in the US 1 Corridor Study. Chip Russell second, motion passes unanimously.

Wendy Luihn asked if there would be additional opportunities for public input on the US1 A Superstreet intersections project; David Keilson said he was not certain and it would depend on the scope of the changes.

Adjourn

There was no further business, and the Council adjourned, with Tim Gardiner making the motion, seconded by Chip Russell and unanimous affirmation.