



**U.S. 1 CORRIDOR – COUNCIL OF PLANNING MEETING**  
**Thursday – July 15, 2010 – 2:00 – 4:00 PM**  
**Capital Area MPO Small Conference Room**

**Agenda**

- 2:00 pm**                    **Welcome/Introductions**  
Mr. Eric Lamb, US 1 Council of Planning Chair, will give the welcome and introductions.
- 2:05 pm**                    **Meeting Minutes – May 6, 2010**  
**Action:** The Council will consider approving meeting minutes from the May 6, 2010 meeting.
- 2:15 pm**                    **Shoppes at Caveness Farms in Wake Forest**  
Rynal Stephenson (Ramey Kemp & Associates) will present changes to their proposed development plan based on discussion from the May 2010 Council of Planning Meeting. The Council of Planning will review changes proposed to the development proposal for the Shoppes at Caveness Farm in Wake Forest.
- Action:**                The US Council of Planning will conduct a third review of the “Shoppes at Caveness Farms.
- 3:00 pm**                    **Other Business**
- Council of Planning Membership and Bylaws Update***  
Since it’s creation in 2007, the US 1 Council of Planning has not adopted formal Bylaws. A set of draft Bylaws was created in 2006, but was never acted upon by the Council. The draft outlines membership and invited agencies, purpose of the Council, quorum requirements, and other details related to the function of the Council.
- Action:**                The Council of Planning will review the Bylaws as drafted in 2006, and discuss changes and/or future action related to the Bylaws and Council membership.
- Extension of Study Area***  
Since the US 1 Corridor Study was completed in 2006, the area along the corridor north of the study area in Franklin County has experienced growth that may compromise the mobility of the Corridor. As such, several members of the Council have requested a discussion about extending the Study area to the north.
- Action:**                The Council of Planning will discuss the implications of expanding the study area northward.
- 4:00 pm**                    **Adjourn**



US 1 Council of Planning Meeting  
 July 15, 2010  
 2:00 p.m.  
 Capital Area MPO Small Conference Room

<b>US 1 Council of Planning – August 20, 2009 Meeting</b>		
<b>NAME</b>	<b>AGENCY</b>	<b>E-MAIL ADDRESS</b>
Chip Russell	Town of Wake Forest	<a href="mailto:crussell@wakeforestnc.gov">crussell@wakeforestnc.gov</a>
Scott Hammerbacher	Franklin County	<a href="mailto:shammerbacher@franklincountync.us">shammerbacher@franklincountync.us</a>
Eric Lamb - Chair	City of Raleigh	<a href="mailto:eric.lamb@raleighnc.gov">eric.lamb@raleighnc.gov</a>
Tim Gardiner	Wake County Planning	<a href="mailto:tim.gardiner@co.wake.nc.us">tim.gardiner@co.wake.nc.us</a>
Aaron Hair	City of Raleigh	<a href="mailto:Aaron.hair@raleighnc.gov">Aaron.hair@raleighnc.gov</a>
Reid Elmore	NCDOT	<a href="mailto:ReidElmore@ncdot.gov">ReidElmore@ncdot.gov</a>
<b>Guests</b>		
Michael Kaney	Weingarten Realty	<a href="mailto:mkaney@weingarten.com">mkaney@weingarten.com</a>
Rynal Stephenson	Ramey Kemp & Assoc.	<a href="mailto:rynal@rameykemp.com">rynal@rameykemp.com</a>
<b>CAMPO Staff</b>		
Chris Lukasina	Capital Area MPO	<a href="mailto:Chris.lukasina@campo-nc.us">Chris.lukasina@campo-nc.us</a>
Shelby Powell	Capital Area MPO	<a href="mailto:shelby.powell@campo-nc.us">shelby.powell@campo-nc.us</a>
Ed Johnson	Capital Area MPO	<a href="mailto:Ed.johnson@campo-nc.us">Ed.johnson@campo-nc.us</a>

**MEETING NOTES**

**Welcome and Introduction**

Eric Lamb welcomed attendees and conducted introductions around the room.

**Meeting Minutes – May 6, 2010**

Meeting minutes from the May 6 Council of Planning meeting were distributed prior to the meeting, and copies were made available at the meeting. Motion was made by Chip Russell, with a second by Aaron Hair, to adopt the Minutes as presented. Motion carried unanimously.

**Shoppes at Caveness Farms in Wake Forest**

Rynal Stephenson from Ramey Kemp Associates and Michael Kaney from Weingarten Realty were present to review changes made to the access plan for the Shoppes at Caveness Farms in Wake Forest. This was the third time the plan was brought to the Council of Planning for review. The development is on US 1 in Wake Forest between the 98Bypass and US 1A / Main Street. Additional travel lanes will be needed on US 1 based on the buildout scenario of the development.

Mr. Stephenson reviewed the changes the Council of Planning requested for review at their May 2010 meeting, including switching the signalized leftover to Corona and the left-out from the Shoppes to a left-out from Corona and a signalized leftover to the Shoppes. The consultant modeled this scenario and forwarded the results to Doumit Ishtak at NCDOT Congestion Management Unit. The Main Street to 98Bypass traffic needs to be handled with limited access points. Mr. Stephenson reviewed two 2-phase signals and additional travel lanes on US 1

north and south to handle this traffic. Also, he included one left-out from Corona and a double leftover into the Shoppes. He indicated that Congestion Management staff preferred the original plan because the new plan stops southbound traffic and backs the queues up to the ramp of the Bypass. Travel times are longer with the signal for cars making the leftover. He indicated that the right turns from Corona could be channelized without putting them through the traffic signal.

Ed Johnson indicated he was concerned about putting a signal on the corridor because it could compromise the precedent set on the signal since the Corridor Study was complete, and this particular signal would mainly provide benefit to one private development. Other members of the Council indicated that these benefits would be seen by the apartments existing and planned around the development. Chip Russell also indicated that Ligon Mill Road would eventually connect to the 98 Bypass and would connect the proposed roads as well.

Mr. Stephenson indicated that this development will construct Ligon Mill Road all the way to Caveness Farms; US 1A / Main Street is very congestion and the entire area needs connectivity to US 1. The developer is building the road to be set up as an ultimate backage road when US 1 becomes a freeway facility. Without a signal here, cars will have trouble getting in and out of the whole area.

Eric Lamb reviewed the other existing leftovers on the corridor, including at Caveness Farms and New Falls of Neuse. Ed Johnson asked if there was any other place on the corridor where the Council has approved signalized egress. Mr. Lamb indicated that the signal at Cheviot Hills was an ingress movement that only stops southbound traffic, and in exchange for allowing the signal, the developer built an additional lane on US 1 almost all the way to Thornton. Mr. Stephenson indicated that U-turns will not fit here because of the existing infrastructure. Mr. Johnson asked if the ramps could be used for U-turn movements; Mr. Stephenson stated that they are used that way now, but with additional development the interchange would break down if relied upon for U-turns. Mr. Johnson reiterated that allowing a signal on the corridor is a bad precedent to set. Mr. Russell stated that he was less concerned about the signal precedent than whether or not a signal is the right choice for this particular development. Reid Elmore stated that the corridor will require signals for interim improvements, such as the superstreet signals that were approved for the La Scala development.

Mr. Lamb questioned whether the left turns out of Wakefield will put too much operational pressure on the road. Mr. Stephenson indicated that the left turn demand is not too heavy; the original proposal for Caveness Farms did not have the leftover signalized, which seems safer because of less weaving required on US 1. Also, the internal intersection under the original option could not be a roundabout; an alternate design could accommodate a roundabout because the egress traffic would be on a side street.

Mr. Lamb indicated that La Scala had no leftouts, and was a true superstreet design. Mr. Elmore indicated that the NCDOT is looking at superstreets near the quarry because of trucks going northbound out of the quarry. If we can go without signals that is great but the corridor definitely needs additional lanes to handle traffic. The benefit to the corridor from Mr. Stephenson's proposal is clear from a capacity standpoint. Mr. Stephenson also indicated that the precedent could be set with this project for adding additional travel lanes on US 1.

Mr. Lamb reminded the group about the role of the Council of Planning. The role is to keep consistent along the corridor as it moves toward a freeway type facility; and to advise member agencies about individual projects' contributions toward that consistency. Tim Gardiner questioned if the Council had guidelines in place for where a superstreet would be advised over a signalized intersection. Mr. Russell stated that each intersection would have to be considered on an individual basis. Mr. Lamb asked if the original plan could be altered to put dual lefts (on U-turn and one true left turn) without conflicting with right-out movements. Mr. Stephenson indicated that there are 400 to 450 left turn movements during the p.m. peak. Mr. Russell stated that the 1+ mile of new lanes in each direction is a great benefit to the corridor. Mr. Johnson indicated that if the Ligon Mill extension is built, there may not be a need for more signals on US 1. Mr. Russell indicated that the Ligon Mill extension is on hold because of the developer who had committed to build the project suffered losses because of the economy. Mr. Elmore noted that with the signals and extra lanes proposed, the level of service in 2020 is an A in a.m. and a B in

p.m. under the original plan, which is excellent. When asked if the plans could accommodate the corridor's freeway plan, Mr. Stephenson indicated it could. Mr. Lamb also noted that NCDOT and the cities are placing conditions on driveway closures when the freeway is built.

Mr. Lamb proposed going with the original Caveness Farms development proposal with two caveats:

1. Ask for standard lane width with respect to closures
2. The state reserves the right to close the intersection into the shopping center and convert it to a U-turn series if the intersection becomes problematic with regards to safety, without compensation. This is a power the state has regardless of this Council's recommendation.

Michael Kaney indicated that the developer would want assurance that the signal will not be turned off the next day. Mr. Lamb stated that the Cheviot Hills developer had requested that too, but the State will not commit to that because if safety is somehow compromised, the closure would be needed.

Mr. Stephenson will send Shelby Powell the metrics associated with the distances and spacing requirements that could not be met due to existing infrastructure, thus requiring the installation of the signal.

Mr. Johnson stated that there should be two full-length egress lanes from the shopping center to accommodate the expected queues.

Scott Hammerbacher indicated that he was not in favor of adding a signal to the corridor. Mr. Lamb reminded participants that NCDOT ca, at their discretion, remove either of the signals if safety or operations on the corridor is compromised.

***Motion made by Reid Elmore to endorse the original design including the caveats noted, and the addition of the full-length turn lanes on the conceptual plan, the construction of a signal; the construction of a 3<sup>rd</sup> lane from 98Bypass to Main Street in each direction; all other improvements as indicated on the drawings dated 3-22-2010; and the stipulation that access with the private drive will be severed without compensation on the plats and covenants. Second was offered by Chip Russell. Motion carried by a vote of 5 aye's and 2 nay's.***

Shelby Powell will draft this recommendation and forward it to the Wake Forest Planning Department.

### **Council of Planning Bylaws Update**

The Council reviewed the draft Bylaws that was created, but never adopted, in October 2006. Several changes to the draft were recommended:

- In Article III, Section 1: Membership, the NCDOT Transportation Planning Branch was removed from the "Regular Members" and added to the "Invited Agencies" list. The NCDOT Division 5 / District 1 was removed from the "Invited Agencies" list and added to the "Regular Members" list.
- In Article III, the section "Section 3 – Term of Membership" was stricken.
- In Article III, the section "Administration" was changed to Section 3, due to the striking of Section 3 – Term of Membership.
- In Article IV, Section 1 – Officers Defined, language was included to add a CAMPO Staff member to serve as Secretary for the Council, to allow for election of officers to occur at the first meeting of the calendar year, and to allow for officers to be re-elected to consecutive terms with no term limit.
- In Article V, Section 1 – Regular Meetings, the language requiring notification of local newspapers was stricken.
- In Article V, Section 4 – Attendance, language was added that removes active membership status from any member missing 3 consecutive meeting, and suspends that member from counting toward quorum.

The Council will take action on these Bylaws at their next meeting.

**Extension of Study Area**

The original study area for the US 1 Corridor Study ended at Park Avenue just north of Youngsville. Scott Hammerbacher described some additional development occurring in the Youngsville and Franklinton areas that would cause problems on the corridor if appropriate plans were not in place. He suggested expanding the study area up to the Tar River in Franklin County, which is the current CAMPO boundary. Shelby Powell stated that she had spoken with Tammy Ray, Franklinton Town Planner, and the town is in favor of this expanded study area, stating that they could use some direction on developments impacting the corridor. Eric Lamb mentioned that an additional study to identify appropriate interim solutions, such as the one discussed earlier today, along the entire corridor since no funding is foreseen for the freeway improvement. The Council agreed that if a study were initiated, CAMPO would be the appropriate body to lead the study.

Ed Johnson recommended that the Council ask NCDOT Congestion Management Unit to develop some recommendations for the expanded study area, and use the Council of Planning to guide the implementation of those recommendations until such time as a new study were completed. Shelby Powell will contact Doumit Ishtak at Congestion Management and invite him to the next meeting to discuss this item. The group will also discuss further details about the possibility of an expanded study, including whether one or multiple studies were needed, and what financial participation would be needed.

**Other Business**

There being no further business, Mr. Lamb declared the meeting adjourned.