



U.S. 1 CORRIDOR – COUNCIL OF PLANNING MEETING
Thursday November 29, 2012
Wake Forest Town Hall
2:30 – 3:30 p.m.

Attendees		
MEMBERS	AGENCY	E-MAIL ADDRESS
Chip Russell	Town of Wake Forest	crussell@wakeforestnc.gov
Darcy Zorio	Triangle Transit	dzorio@triangletransit.org
Doumit Ishak	NCDOT	dishak@ncdot.gov
Eric Lamb - Chair	City of Raleigh	eric.lamb@raleighnc.gov
Rob Brink	KARTS	rbrink@kartsnc.com
Scott Hammerbacher	Franklin County	shammerbacher@franklincountync.us
Shelby Powell	CAMPO	Shelby.powell@campo-nc.us
Tim Gardiner	Wake County	Tim.gardiner@wakegov.com
Guests		
Rick Seekins	Kerr-Tar COG	rseekins@kerrtarco.org
CAMPO Staff		
Shelby Powell	Capital Area MPO	Shelby.powell@campo-nc.us

MEETING SUMMARY

Welcome/Introductions

Eric Lamb, US 1 Council of Planning Chair, welcomed the group, and established that a quorum was present.

Meeting Minutes – August 30, 2012

The Council was presented with the meeting minutes from the August 8, 2011 Council of Planning meeting. **Motion made by Scott Hammerbacher, Second by Chip Russell, to adopt the minutes as presented.** Upon unanimous vote, the motion carried.

Review US 1 Phase II Study Recommendations

The Council received a formal presentation from the US 1 Phase II Study consultant at its August 30, 2012 meeting. Shelby Powell reviewed some additional issues in the study recommendations, and gave an overview of those projects that were able to be included in the fiscally-constrained Metropolitan Transportation Plan draft. Those projects include the Youngsville Bypass and the Bert Winston/Lane Store Road connectors. She also reported that the Southeast High Speed Rail team had provided comments on the study recommendations that they were opposed to the Tanyard Street connector over the railroad in downtown Franklinton, but that the recommendation had been deemed feasible for construction by a CAMPO study in 2011, and that the town wished to leave the connection on the plan as a desired future project to be funded outside of federal or state sources. Shelby reminded the Council that they had reserved officially endorsing the study recommendations until all presentations to local governments had been completed. The final presentation was made in late October to the Town of Youngsville. No adverse comments were received during any of the presentations, and the study recommendations were generally well-

received. Council members discussed that they were pleased overall with the study process and findings. **Motion was made by Chip Russell, Second by Scott Hammerbacher, to officially endorse the recommendations included in the US 1 Phase II Study Report.** Upon unanimous vote, the motion carried.

Consider Proposed MOU and Council Bylaws Changes

At its August 30, 2012 meeting, the Council had agreed to amend the MOU pending confirmation that all signatories wished to remain active members of the Council. Shelby Powell reported that she had confirmed that all original signatories wished to remain members and the Town of Franklinton wished to join the Council. The MOU language was reviewed, and the Council asked staff to strike language in the MOU regarding the funding of the study, and to strike references to Triangle Transit Authority (TTA) and replace them with "Triangle Transit." **Motion was made by Scott Hammerbacher, Second by Darcy Zorio, to update the MOU language as discussed and send the updated MOU out to members for adoption.** Upon unanimous vote, the motion carried.

Other Business

Scott Hammerbacher informed the group that he had been contacted by staff at Kimley-Horn Associates regarding the County's opinions on using US 1 and US 401 as alternate routes to I-95 should the I-95 corridor become a tolled facility. Tim Gardiner indicated that he had also been contacted regarding this, and that he would share the information he received with the group. There was some discussion about the questions asked by the consultant firm, and whether the traveling public would in fact use a road that far west in lieu of paying a toll on I-95.

Eric Lamb informed the group that the City of Raleigh had completed a corridor study of the portion of Capital Blvd inside the 440 Beltline. Another study of the corridor between 440 and 540 would begin in the next 12 – 18 months. He also mentioned that the Perry Creek Road improvements had been completed since the last meeting of the council, and that the Southeast High Speed Rail project was looking at grade separations at Gresham's Lake Road and Durant Road.

There was some discussion on whether the completion of Falls of Neuse Road widening would have a major impact on traffic on the US 1 Corridor. There was consensus that the Council should look at some before and after traffic data after the project has been open for a while to determine what effects were being realized on US 1. This would be a topic for a future meeting.

Another topic for a future meeting would be a discussion of the managed lane concept and how it might apply to the US 1 corridor.

Adjourn

There being no further business, the meeting was adjourned at 3:40.