



Meeting Notes

Wake Forest, NC Comprehensive Transportation Plan

August 15, 2018 @ 2 PM, Technical Steering Committee Meeting #5

Attendees

Candace Davis, Wake Forest
 Vivian Jones, Mayor, Wake Forest
 Eric Keravuori, Wake Forest
 Zee Khan, Technology Advisory Board
 Karen Mallo, St. Ives
 Michelle Michael, Wake Forest
 Suzette Morales, Wake Forest Project Manager
 Anne Reeve, Commissioner, Wake Forest
 Chip Russell, Wake Forest
 Brendie Vega, Wake Forest
 J. Scott Lane, Stantec Project Manager
 Erin Puckett, Stantec

Synopsis of Comments

Mr. Lane thanked everyone for attending and outlined the agenda for the meeting. He briefly discussed some of the challenges with updating and incorporating past plans into the current effort – where many pages (33) of cross-sections and other materials were provided previously in the 2010 Plan, this content may be streamlined in the current effort. Specifically, he asked the committee about the traffic calming policy in the previous transportation plan and whether it was still used with any frequency. The committee noted that it was popular when first adopted, but used rarely now. Fire/EMS in particular has challenges with the policy, as the calming measures often lead to then having to slow down and navigate physical obstacles. Mayor Jones also noted the *Vision Zero* plan she mentioned previously could be an impetus for updated traffic calming policies that could outline a variety of alternatives and tailor strategies to individual neighborhoods and communities.

Mr. Lane reminded the committee that they had briefly discussed the online plan or “lookbook” and seen several examples at previous meetings. Ms. Puckett then showed the draft online “story map” that is being developed on ArcGIS Online. She briefly explained the options available to customize maps, links, and graphics, and items that would be added or changed moving forward. One comment made was to possibly seek out older historic aerials from NCSU’s online library. Other comments were made about making directions clearer and ensuring the platform can be easily maintained and updated.

Mr. Lane continued the discussion, explaining that the next step would be developing a list of potential projects for inclusion in the plan. He showed a table indicating the type of data which could be useful for each project type (such as length, horizon year, and cost). He stated it could be useful to have a master database/GIS shapefile with all of this data moving forward. Mr. Lane then discussed some

preliminary project ideas and questions. Ms. Morales asked if the traffic volumes would be recalculated with whichever combination of projects are ultimately chosen, and Mr. Lane answered in the affirmative.

Other comments on this discussion included ensuring pedestrian recommendations included best practices, and ensuring greenways are coordinated with existing plans for Wake and Franklin Counties. Mr. Lane also brought up a recent trend of decreasing transit ridership, specifically reflected in ridership on the Wake Forest to Raleigh express route. This may be a reflection of low gas prices, but it may be worth discussing ways to improve ridership. Mr. Lane used the example of Altamonte Springs, Florida, where the town subsidized Uber rides to give riders discounts when their trips began or ended in town, and even larger discounts when trips began or ended at transit stops, thus helping with the first mile/last mile issue. Under this program, subsidized Uber trips cost the town approximately \$1.77 each, much lower than the sometimes \$40+ cost of a typical demand-response trip.

The comment was made that by 2024, the express bus route would run all day, and the local route would also have expanded hours, which may help with ridership. Uber and similar services have been recommended in the past as “interim” services for localities which lack the population density to support transit.

Review of Hot Spots

Mr. Lane presented the hotspots which had been identified previously for discussion. Some general comments were made:

- Rogers Road and Forestville Road/Heritage Lake Drive
 - A Chick-fil-A will be built at this intersection shortly, increasing traffic.
- Retail Drive and Durham Road
 - Issues with vehicles turning left into the shopping center – this may be addressed in the future as new development occurs to the south
- South Main Street and NC 98
 - This location mostly needs safety improvements – better lighting would help
 - Traffic circle causes some issues for tractor trailers
- South Main Street and Rogers Road
 - This location has very unsafe pedestrian crossing conditions – in particular, students from the Middle School often attempt to cross and get cut off by cars turning right on S Main who do not yield
- South Main Street and Dr. Calvin Jones Highway
 - This is a large intersection which makes crossing difficult for pedestrians and cyclists
 - The left turn from South Main to Dr. Calvin Jones often gets backed up and takes multiple lights to get through

The comment was also made that the intersection at Heritage Lake Road and Dr. Calvin Jones Highway also presents a difficult left turn as the median island projects too far into the intersection.

Next Steps

Mr. Lane briefly discussed the next steps in the project, emphasizing the additional need to identify a date for a two-hour, staff worksession to review individual candidate projects.

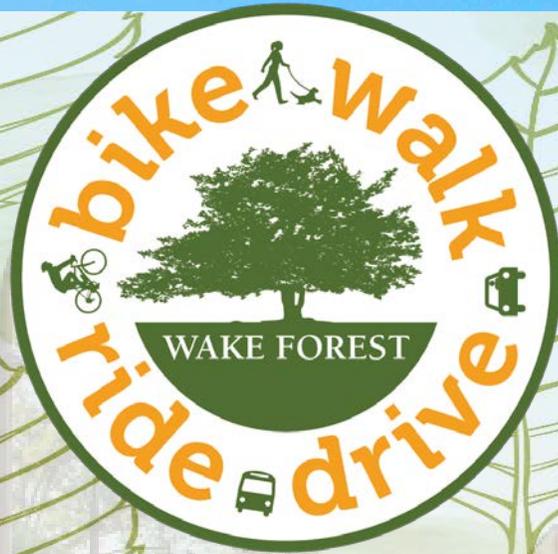
- Continue with Lookbook (hardcopy edits, tweaks to online component);
- Draft Hot Spot Concept Designs;
- Project List Development, to include a work session with staff to identify crucial projects from previous plans as well as new projects to address issues since last plan; and
- Next Technical Committee Meeting: September 20th at 2pm.

Adjourn

Mr. Lane thanked the Steering Committee for their attendance. The meeting adjourned at approximately 3:30pm.

EP/jsl

attachment: slide presentation



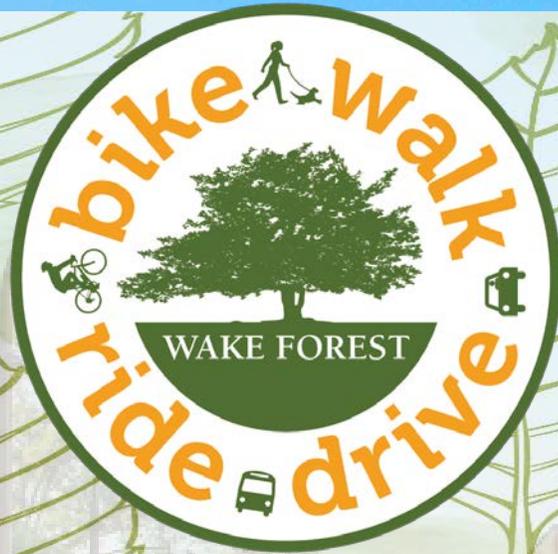
Comprehensive Transportation Plan

technical committee meeting no. 5

Today's Agenda

plus your ideas, of course

1. First Look: On-Line Lookbook Presentation
2. Updates for Existing Draft Report
3. Review: List of Hot-Spot Issues
4. Review: Initial Listing of Projects
 - Roadway and Transit Attributes
 - Active Modes Attributes
5. Next Steps
 - Revise and Detail Projects
 - Detail Second Project Symposium (tentative October 25 at 4:30pm)
 - Technical Steering Committee Meeting: September 20th at 2pm



Project Lookbook

report edits plus the first look on-line of
your plan

Existing Conditions Report...



THOUGHTS...

- *Current: 33 pages of cross-section descriptions*
- *Current: 13 pages of traffic calming policy*

01 Introduction

Includes history, context, and purpose

02 EC+D

Data, public input, and linkage from all that to the recommendations to come (“Directions”)

03 Roadway & Transit

Congestion relief, safety improvements, and transit recommendations (e.g., Wake County Transit Plan and longer-term or complimentary actions)

04 Bicycle & Pedestrian

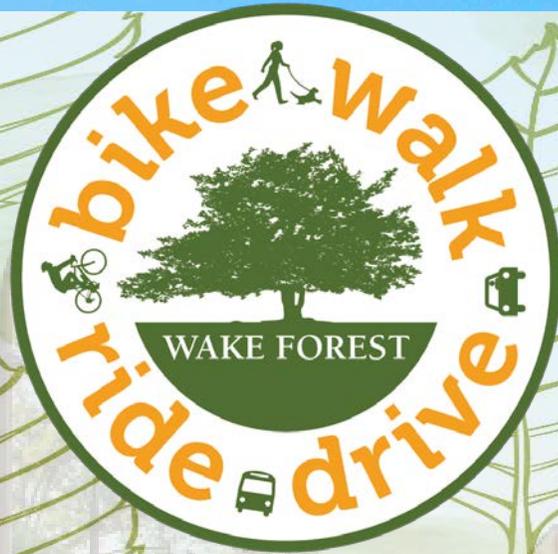
On-road and Off-Road, Intersections

05 Implementation

Priorities, Funding, Partnerships

First Look: Plan On-Line



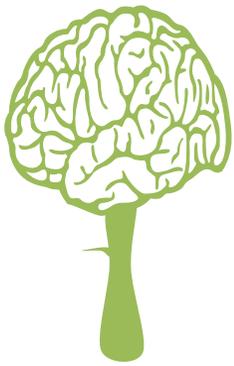


Developing an Initial Listing of Projects

and their attributes to carry into the plan

Project Characterizations

one database to rule them all...



Sidewalks

Parallel to streets, typically concrete surface and behind drainage facility



Greenways

Multi-Use Paths (MUPs) along edge of roadway or outside road rights-of-way



Bikeways

On-Road facilities of varying types dictated by speeds, volumes, types of vehicular traffic and user skills



Roadways

Facilities primarily used by cars, but “complete” design for all users and skills



Public Transportation

Both service and public-private solutions that provide safe, convenient alternatives to private vehicle use / ownership

Data Element	Sidewalk	Greenway	Bikeway	Roadway	Transit
Length / Duration	●	●	●	●	●
Width	●	●	●	●	
Source	●	●	●	●	●
Term (Horizon)	●	●	●	●	●
Cost (Capital)	●	●	●	●	●
Cost (O&M)	●	●	●	●	●
Frequency					●
Funding Sources	●	●	●	●	●
Surface	●	●			
X-Section / Type	●	●	●	●	●

Roadway Recommendations

1. Caveness to Galaxy Drive Connection?
2. Heritage Lake & Forestville Widenings?
3. Widening Projects...
 - a. Ligon Mill; Burlington Mills; Jones Dairy?
 - b. NC 98 (east)?
4. Grade Separations...
 - a. Height Lane; Seawell Drive
 - b. Ligon Mill

Hot Spots 2018

Intersection Recommendations

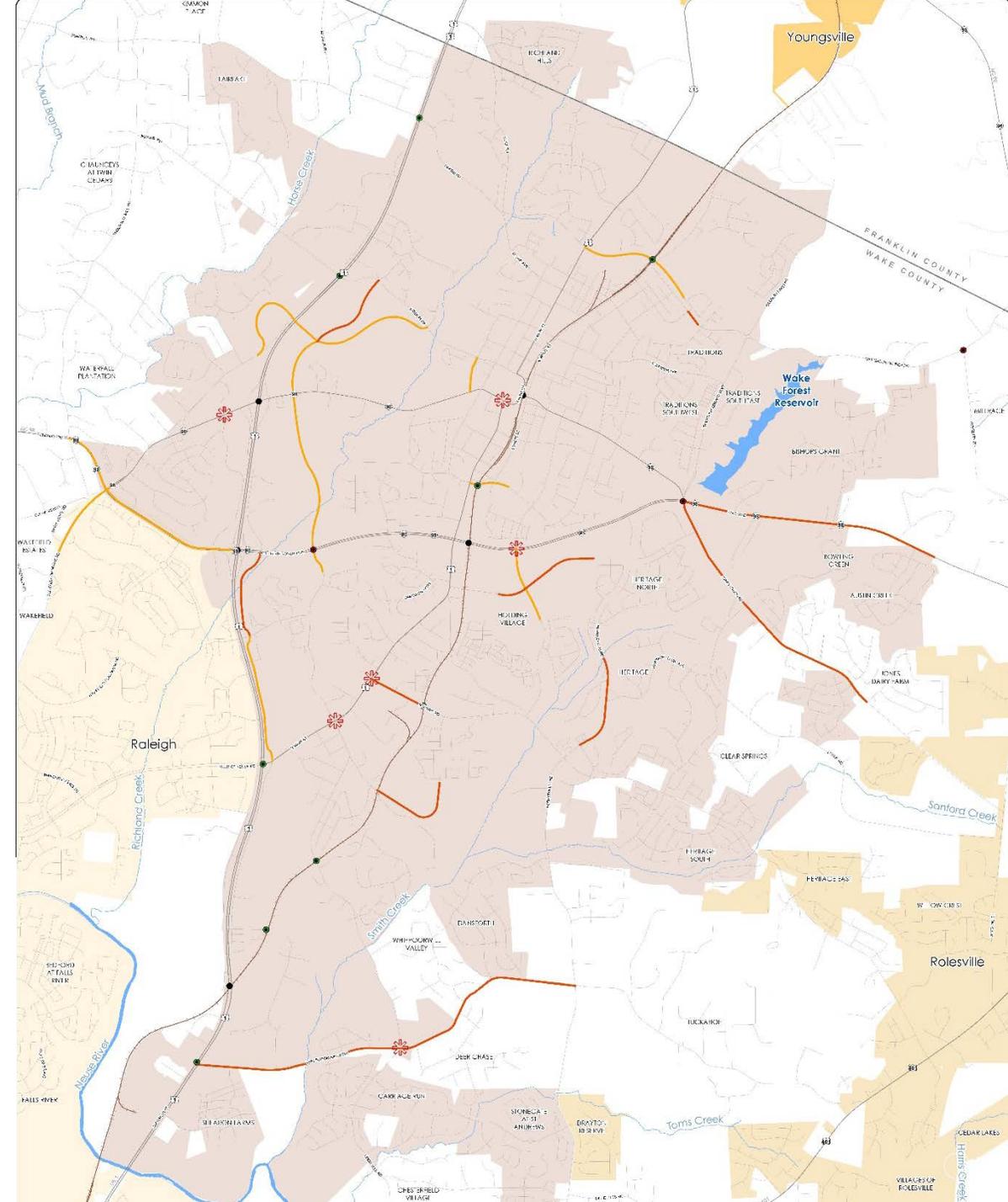
Source

-  Existing Interchange
-  Interchange (Proposed 2010)
-  Intersection (Proposed 2018)

Road Recommendations

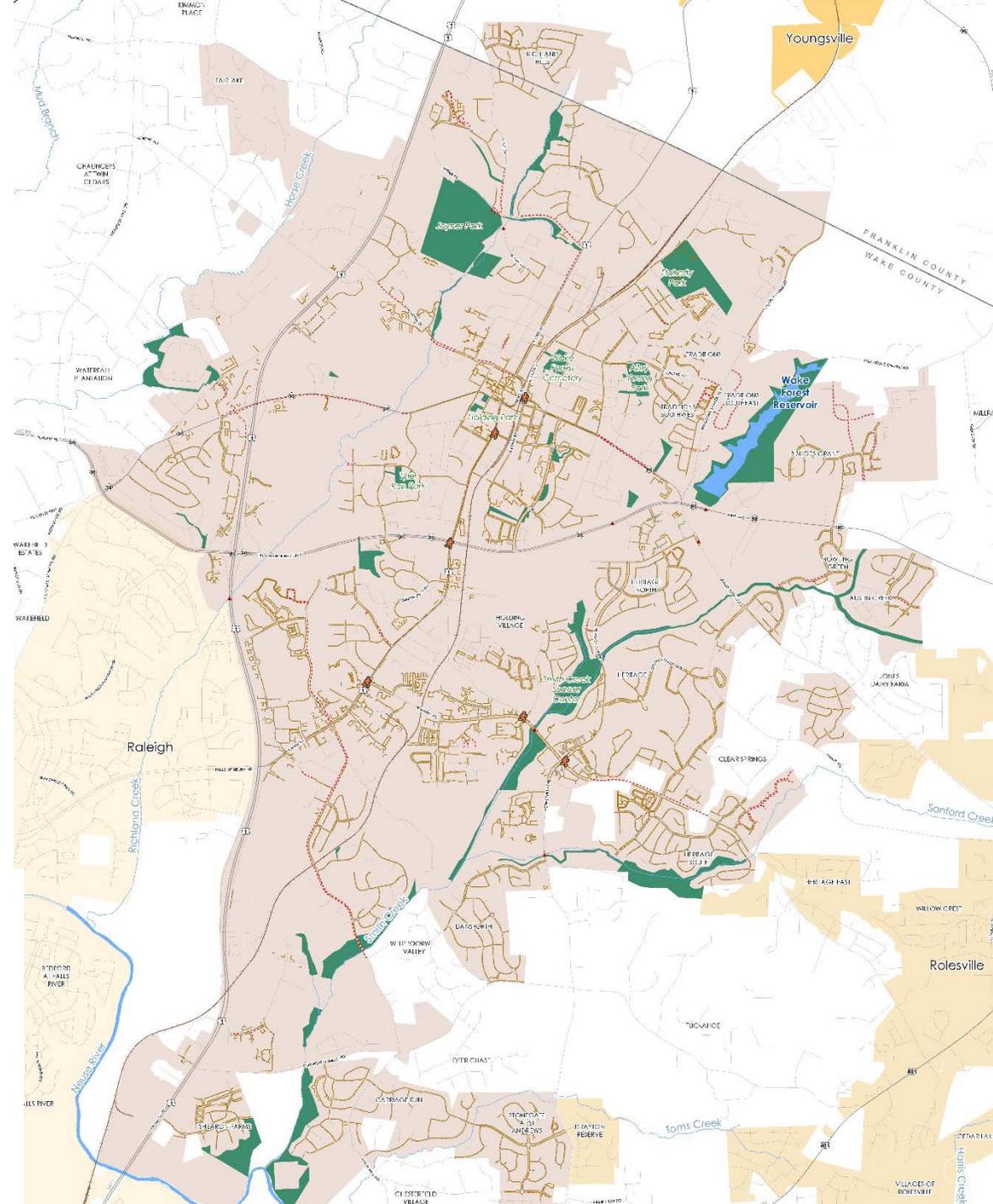
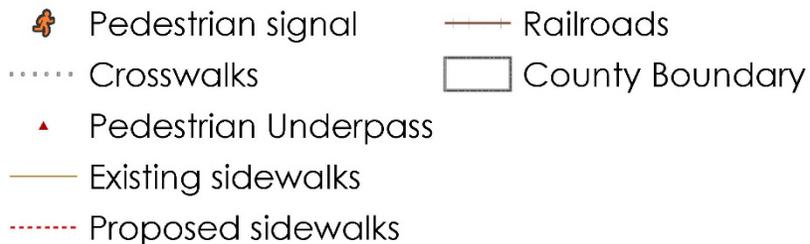
Source

-  Wake Forest CTP 2010
-  Wake Forest CTP 2018
-  County Boundary



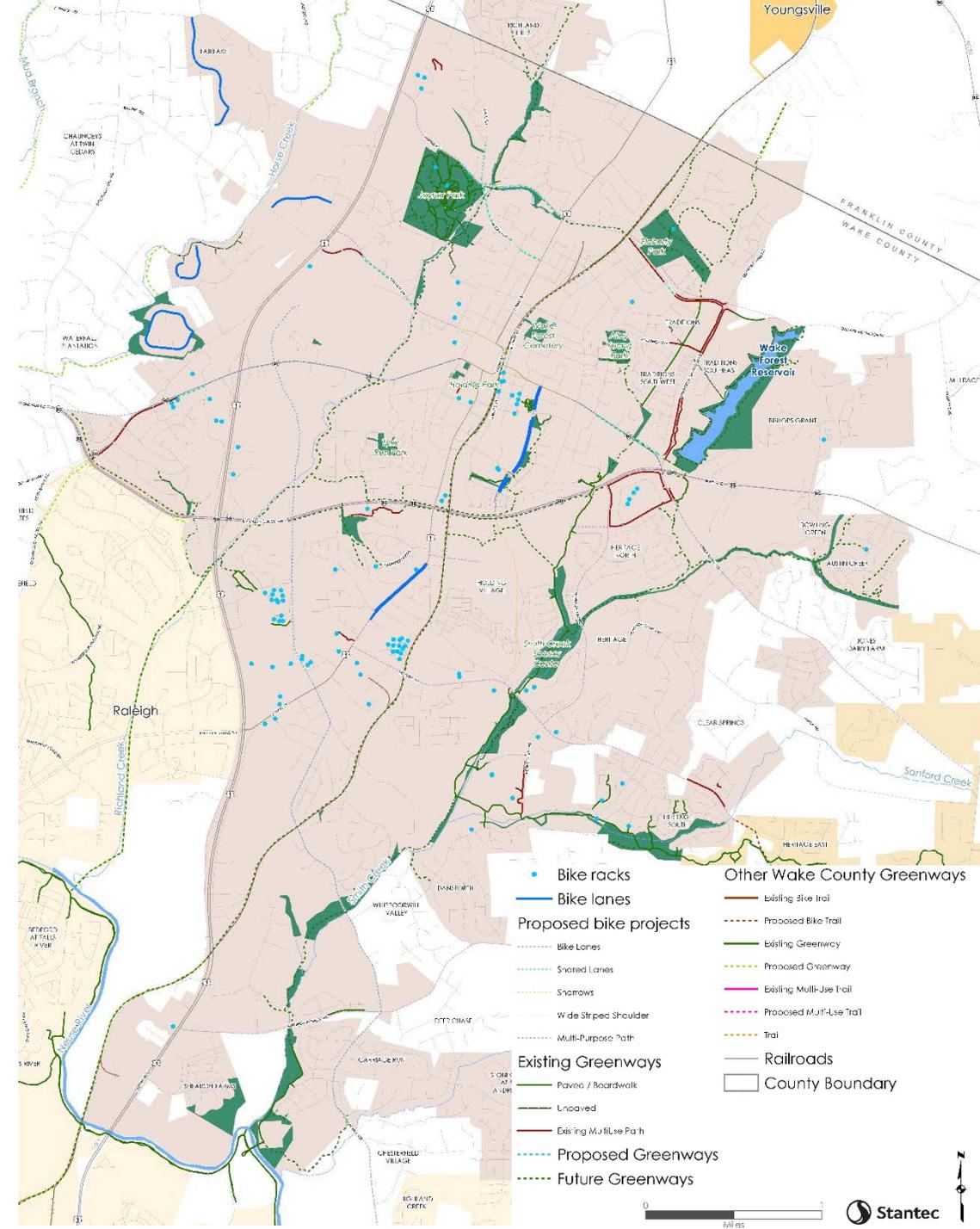
Pedestrian Recommendations

1. Sidewalk Layer Seems Accurate
2. Carryover from Pedestrian Plan to 2010 Comprehensive Transportation Plan (e.g., intersection treatments)?
3. Are We Recommending Individual Sidewalk Connections (“gaps”)?
4. Programs / Policies
5. Are Sidewalks that are Part of Private Construction shown as “Planned?”



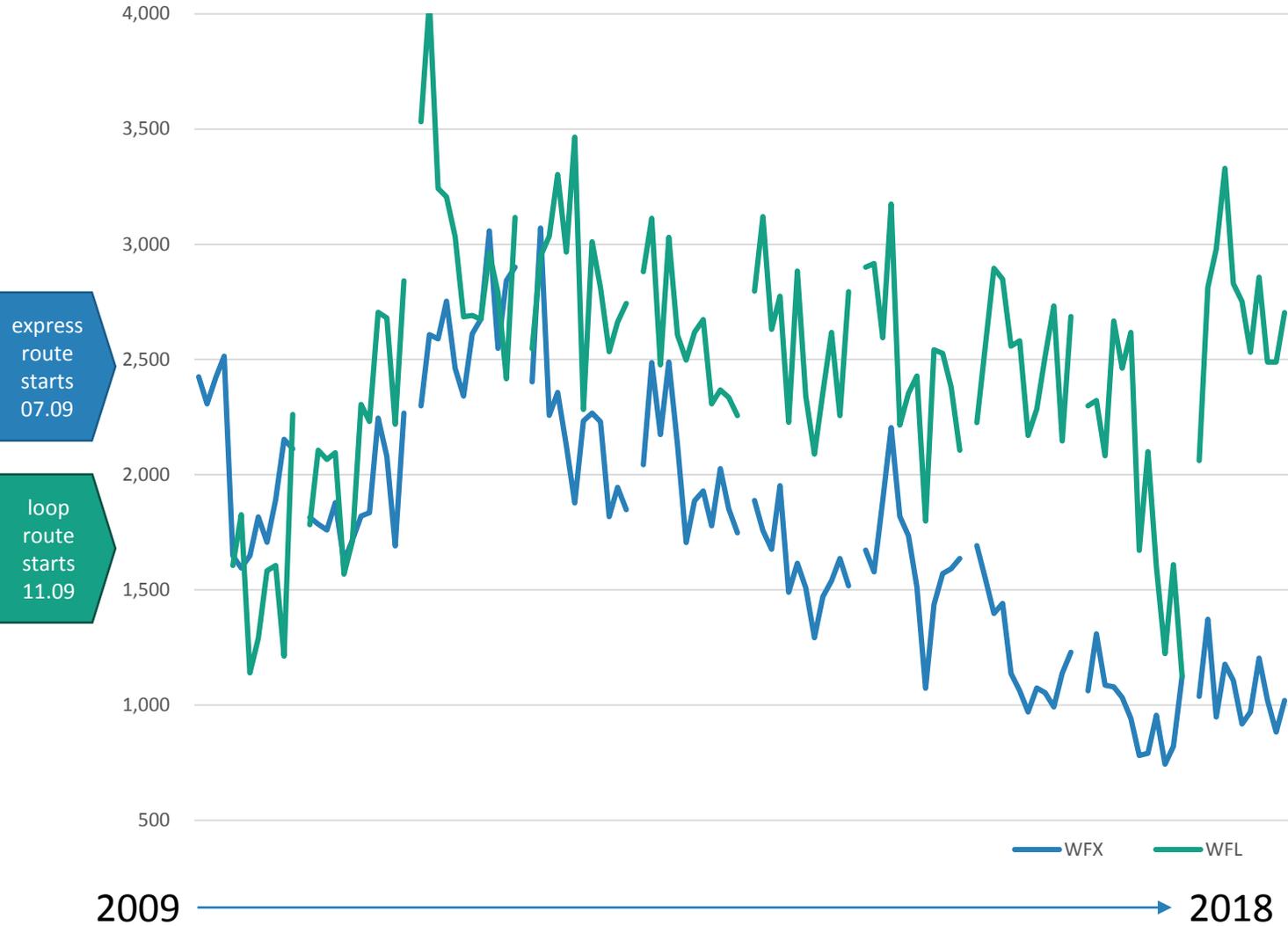
Bicycle / Greenway Recommendations

1. Recommending Staff-Level Work Session to Get It Right (maybe 2 hours?)
 - Definitional Issues
 - Location
 - Status
 - Policies / Programs
 - Gaps / Connector “Stubs”
2. Greenway Phasing from 2010 Still Accurate?
3. Reconciling Wake County Greenway Plan with Our Plan
4. Reconciling Raleigh and Rolesville



Where We Need to Be?

Wake Forest Express and Loop Ridership FY2009 to FY2018



- Shaky Ridership on the Express Route
- Steady-ish on the Circulator Route

Solving the Biggest Transit Problem

first mile / last mile



Delivery

How do you get people to the trunk route (e.g., BRT, express bus, rail)?



Money

Circulator Routes are challenging to maintain, and often under-perform other kinds of transit routes



More Likes



Attracting not-captive transit riders is tough: how to get more people outside their car?

Target Service



Most service is static and not well-suited to low-density, suburban contexts

Altamonte Springs, FL

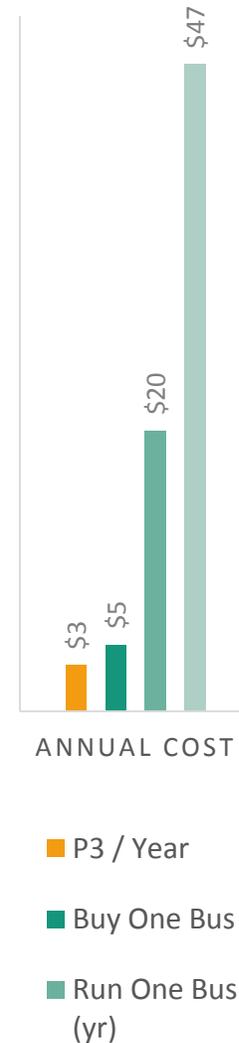
- Developed initial test of subsidies to Uber in 2016 in part to find an alternative to creating expensive connections to the existing Sunrail service
- 20% subsidy for any trip beginning or ending in the city
- 25% for trips that begin / end at Sunrail station
- Over time, four other municipalities have entered into the agreement (any trip beginning or ending in any of the five are subsidized)

Based on contractual documents obtained from Frank Martz II, City Manager, Altamonte Springs (June 19, 2018)

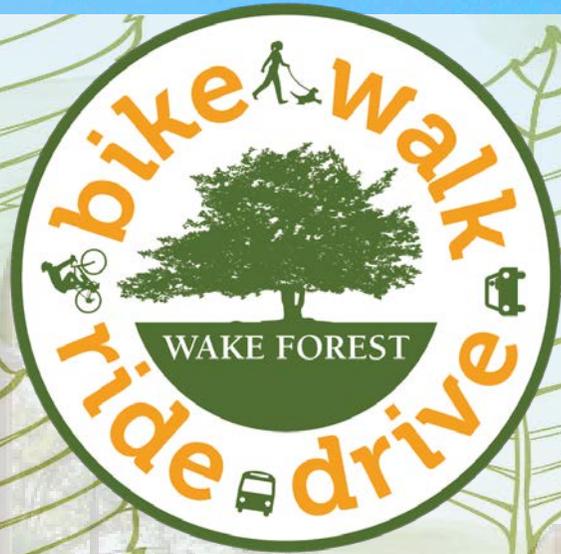


RESULTS

- ✓ Over a 10-month period, the five cities paid out \$330,000 to reimburse Uber (up from the 12-month first phase of \$63,000)
- ✓ 186,148 total trips over the 10-month period (\$1.77 public cost/trip)
- ✓ “Very positive” and “They very much want to continue” the program*
- ✗ Private companies are driven by profit motives, and perceive risks differently than public-sector entities
- ✗ Concerns about data disclosure that are still being ironed out
- ✗ Doesn’t address all groups of people: lower income, mobility challenged – or anyone that doesn’t have a smartphone, perhaps...



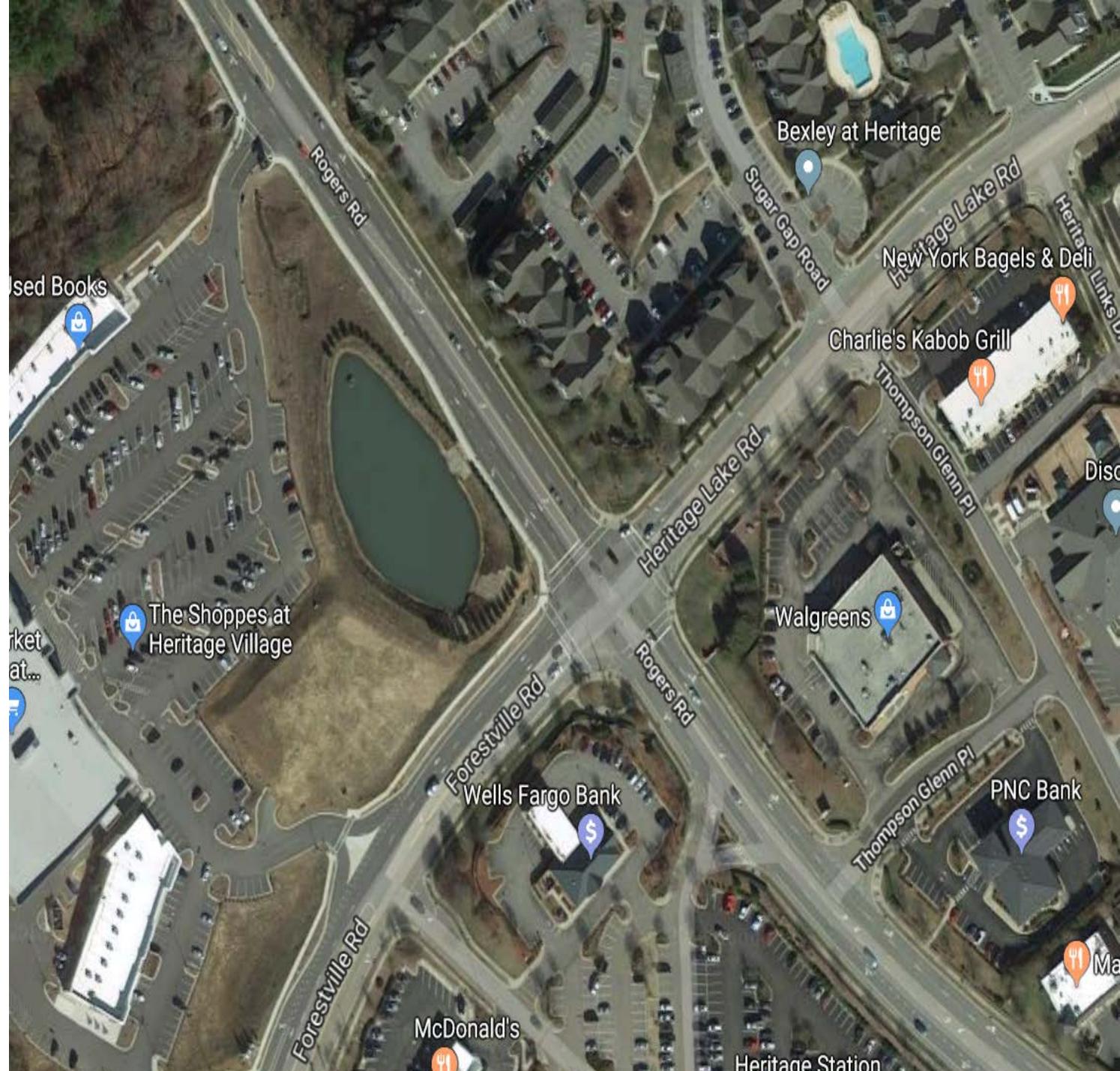
**Based on press release and subsequent communications with Frank Martz and Ryan Lynch, Staff Writer, Orlando Business Journal (August 6, 2018)*



Final Input on Hot Spots Concept Designs

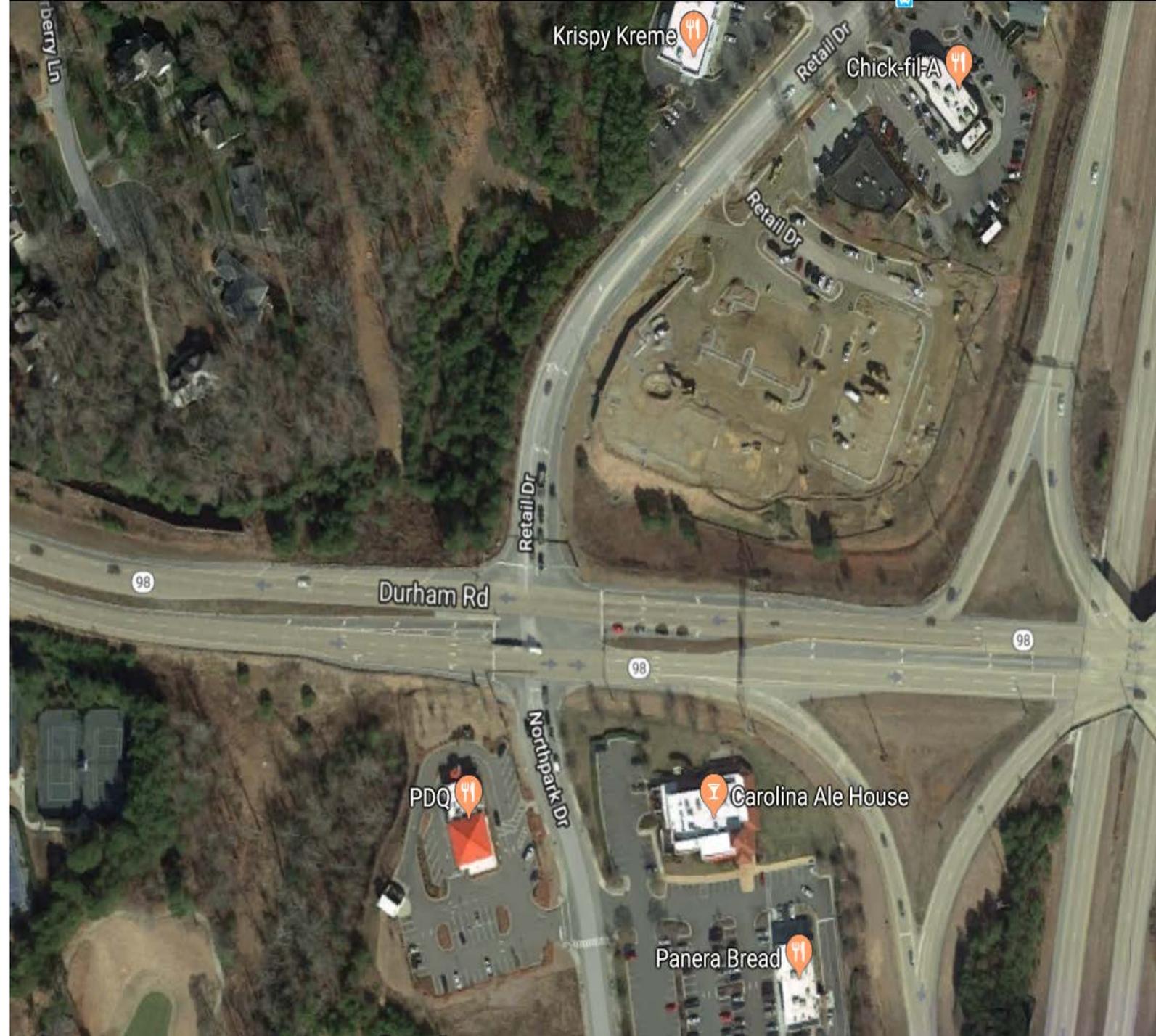
Rogers Road & Heritage Lake Drive/Forestville Road

- High Visibility Crosswalks
- Buffered Pedestrian Medians
- Heavy Pedestrian Focus
- High Crash (Fixed Object and Angle)
- Pedestrian Signals
- What is(are) the Fixed Object(s) being struck?
- Conduct Traffic Count



Retail Drive/Hampton Way & Durham Road

- Pedestrian path from apartment complex to restaurants on same side
- Widen Retail Drive?
- Future Development Plans
- Traffic Operations
- Conduct Traffic Count/TMC



Burlington Mills Road & Ligon Mill Road

- Correct Sight Distance/Skew
- Off-road Bike and Pedestrian Accommodations
- Realignment
- Signalization
- Conduct Traffic Count/TMC
- Subject of NEAS Concept
- Part of Ligon Mill Widening?



South Main Street & NC 98 Business

- Lighting
- Aesthetics/Gateway
- Pedestrian Treatments
- Pedestrian Issues-Students
- Future Development?
- Difficult for Tractor Trailers to turn around



S. Main Street & Rogers Road

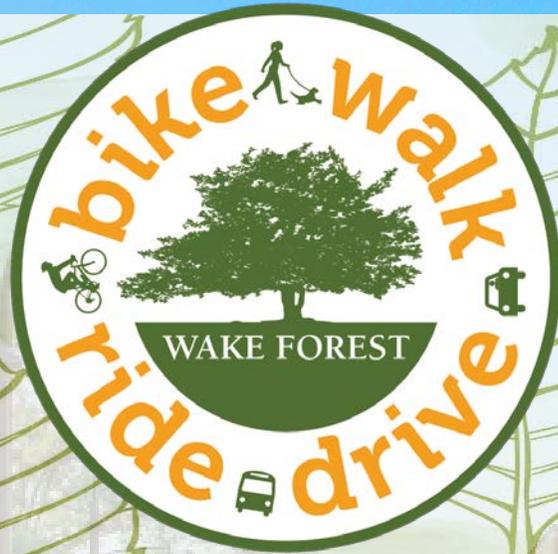
- Aesthetics
- Buffered Pedestrian Medians
- High Visibility Crosswalks
- Lane Reconfiguration
- Conduct Traffic Count



South Main Street (US 1A) & Calvin Jones Highway

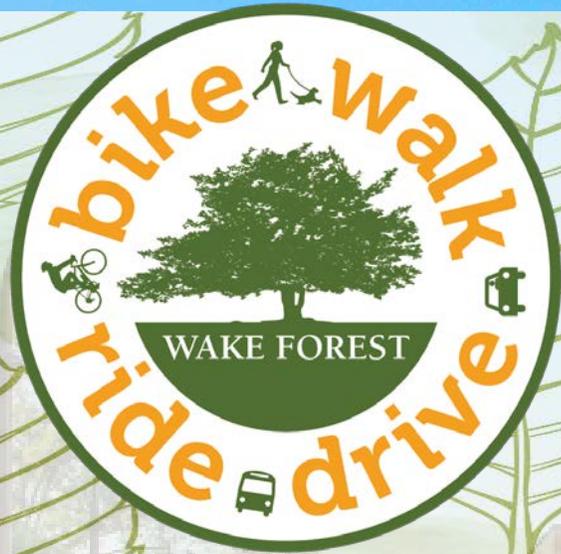
- Aesthetics/Gateway Treatment
- Bike Accommodations On-Road
- Future Development?
- Reconfiguration





Review of Storyboard for On- Line Lookbook

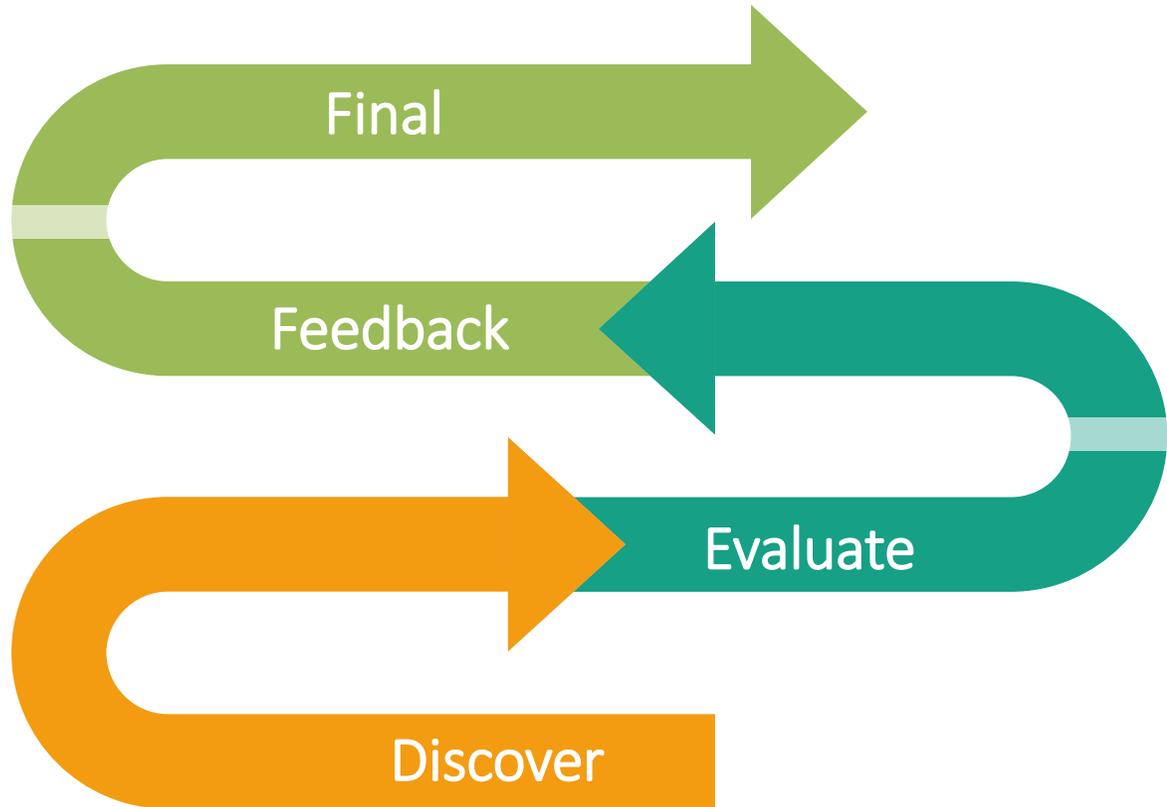
Attachment #2



Next Steps

project scheduling

Next Steps...



- 01** | **Continue with Lookbook (project report)**
Hard-copy edits, re-write some elements (e.g., policy)
- 02** | **Hot Spot Design Studies**
Develop draft concept designs
- 03** | **Preliminary Recommendations Development**
Continue with project development (including database); staff workshop; finalize second Project Symposium
- 04** | **Next Technical Committee Meeting: September 20 at 2pm**
Another round of project recommendations



CONTACT US

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