



US 1 Corridor Study

PLANNING FOR TOMORROW

Newsletter No. 2

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March 14 Public Meeting Highlights

The Capital Area Metropolitan Planning Organization is leading a coordinated multimodal transportation and land use plan for the US 1 Corridor. The study area extends along US 1 between I-540 in Raleigh and the intersection of US 1/US 1A North (Park Avenue) in Franklin County, a length of approximately 14 miles.

More than 100 local residents attended the March 14, 2006 US 1 Corridor Study Public Meeting. At the Public Meeting, the community provided feedback on alternatives identified by the study team to meet future traffic demand and safety needs on US 1. Improvements currently being evaluated include: general travel lanes, frontage or backage roads, interchanges at major cross-streets, grade separations for cross-streets, special purpose lanes for high occupancy

vehicles and multimodal improvements such as transit, sidewalks and bicycle lanes.

The community identified its preferences for US 1 alternatives by returning more than 60 responses to a questionnaire provided at the Public Meeting. The Project Team received additional comments after the Public Meeting by email and by telephone. The public comments and preferences represent a cross section of those who chose to provide comments. To review the complete list of public comments received to date, please visit the US 1 website. Please join us for the **second Public Information Workshop on Thursday, July 27, 2006** during which we will review alternatives for the US 1 Corridor in a workshop setting (see details on back page).

Community Feedback

Which Multimodal Alternative do you favor?

Alternative I - No Build <i>(Alternative under which no improvements would be made to the US 1 Corridor.)</i>	11%
Alternative II - Highway <i>(Access-controlled freeway from I-540 to NC 98 with frontage roads, limited control of access north of NC 98 without frontage roads.)</i>	25%
Alternative III - Freeway + Transit <i>(Access-controlled freeway with frontage roads throughout the corridor and Special Purpose Lanes from I-540 to NC 98)</i>	45%
Alternative IV - Freeway + Transit <i>(Access-controlled freeway with frontage roads throughout the corridor with two reversible special purpose lanes, barrier separated from I-540 to NC 98)</i>	19%

How would you like to see the US 1 Corridor provide access to fronting properties?

Frontage Roads <i>Parallel to US 1 to provide access to properties</i>	50%
Backage Roads <i>Running behind the US 1 fronting properties</i>	37%
No Opinion <i>I do not care as long as I can get to my destination</i>	13%



Local residents provide comments

"US 1 Widening. Great idea and long overdue! Eight lanes from I-540 to NC 98 will help the nightmare of driving US 1 not only during commuting hours (which is horrific) but the rest of the time as well."

"I do not believe an alternative with traffic lights will work. The plan must be for a controlled access highway with on and off ramps and an underpass or overpass for major intersections."

"To improve safety and reduce congestion along Capital Boulevard (US 1) there should be frontage road access, as well as bicycle and walking lanes."



Frontage Road Questions & Answers

The US 1 Corridor study team is considering the construction of frontage roads parallel to US 1 as a means of providing access to adjacent residences and businesses while upgrading US 1 to a full access-controlled freeway.

What are frontage roads?

- ▶ Frontage roads usually parallel the access-controlled freeway and provide access to the freeway's fronting properties.
- ▶ Properties that have direct access to the existing highway can maintain access via frontage roads when the highway is upgraded to freeway standards.
- ▶ Frontage roads can provide pedestrian sidewalks and bicycle lanes that allow these users to travel safely.
- ▶ Frontage roads can be either two-way or one-way (see graphics below).

Why do we need them?

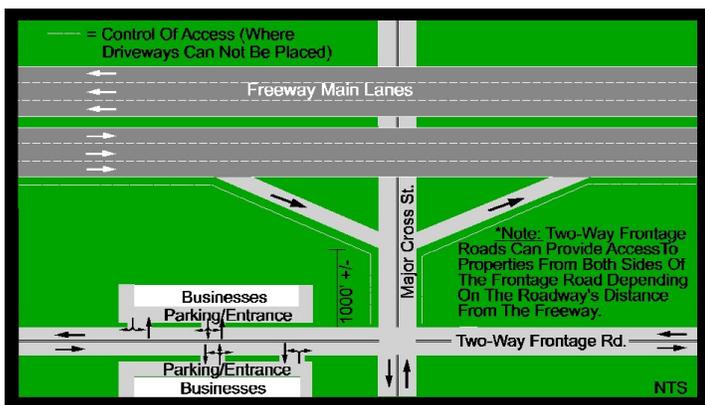
- ▶ Frontage roads are needed to maintain high levels of accessibility when a highway with direct access to businesses and residences is upgraded to a full access-controlled freeway.
- ▶ Because a frontage road provides access to businesses and residences, traffic can flow more smoothly and safely on the access-controlled freeway travel lanes. Local traffic uses the frontage roads instead of the highway to access businesses and residences. Through traffic remains on the freeway.

What are two-way frontage roads?

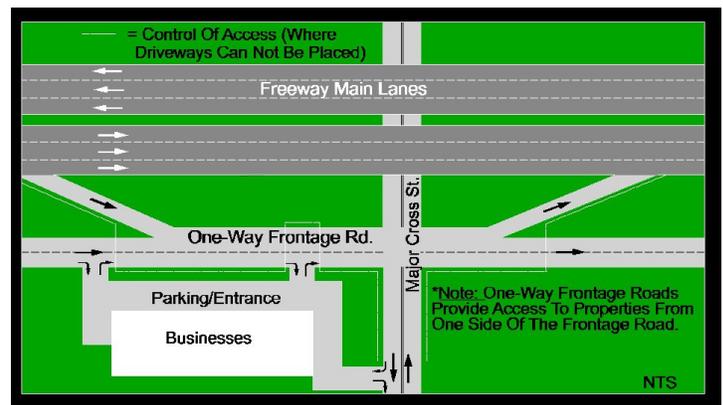
- ▶ Two-way frontage roads provide access to properties via a two-way secondary roadway paralleling the highway.
- ▶ Since two-way frontage roads are used throughout North Carolina, drivers are familiar with their operation.
- ▶ Travel distance and travel time between destinations along two-way frontage roads is usually less than that for one-way frontage roads.
- ▶ Two-way frontage roads usually require more right-of-way between the interchange ramps and the frontage road in order to prevent backups along the major cross-street.

What are one-way frontage roads?

- ▶ One-way frontage roads provide access to properties via a one-way secondary roadway paralleling the highway.
- ▶ One-way frontage roads have fewer conflict points at driveways and cross-streets than two-way frontage roads. All driveways along a one-way frontage road permit only right-in and right-out turns.
- ▶ Motorists may travel farther if they miss a turn on a one-way frontage road.
- ▶ Less right-of-way is required because of the linear system linking the slip ramps with the one-way frontage roads and cross-streets.
- ▶ "Texas U-turns" provide quick access to the opposite one-way frontage road while keeping traffic moving without having to pass through traffic signals or stop signs.



Two-way frontage roads must be 1,000 feet from the interchange ramps. They can provide access to properties from both sides of the roadway. *



One-way frontage roads with slip ramps provide a convenient connection to fronting properties and the cross-street. *

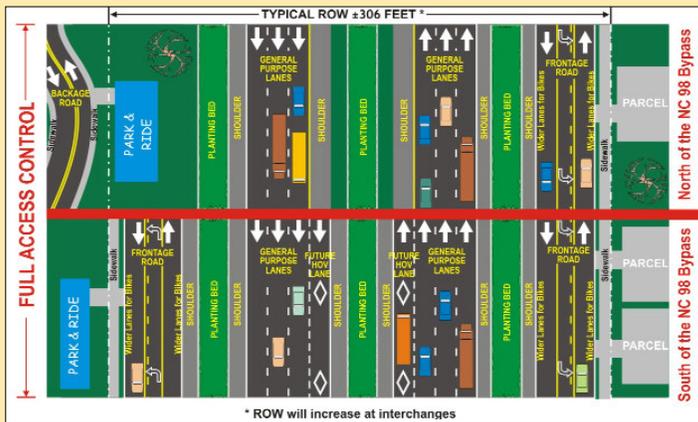
Two Viable Multimodal Alternatives

Alternative III-A - Highway + Transit Alternative * with Two-way Frontage or Backage Roads

Generally involves the following improvements:

- ▶ Six general purpose lanes from I-540 to Park Avenue in Franklin County
- ▶ Space for either two special use/high-occupancy vehicle (diamond) lanes or two additional general purpose lanes, one in each direction from I-540 to the NC 98 Bypass - to be determined
- ▶ **Two-way**, two-lane frontage roads paralleling US 1 or backage roads to provide access to properties
- ▶ Interchanges at major cross-streets
- ▶ Grade-separated cross-streets to provide multimodal east-west connectivity
- ▶ Bicycle lanes and sidewalks along frontage roads and cross-streets
- ▶ Park and ride lots and transit stops on frontage or backage roads

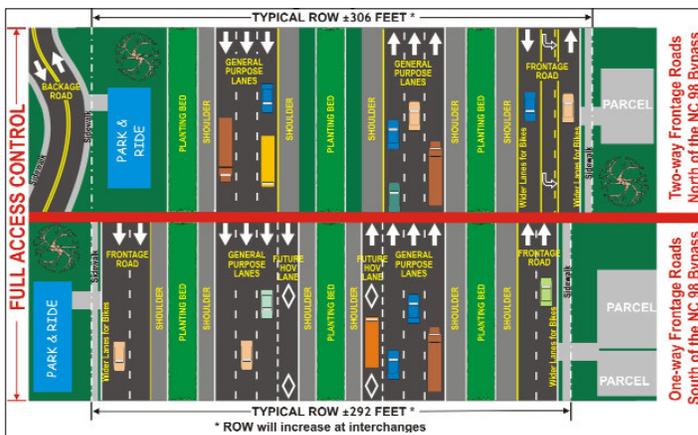
* Preliminary Preferred Alternative



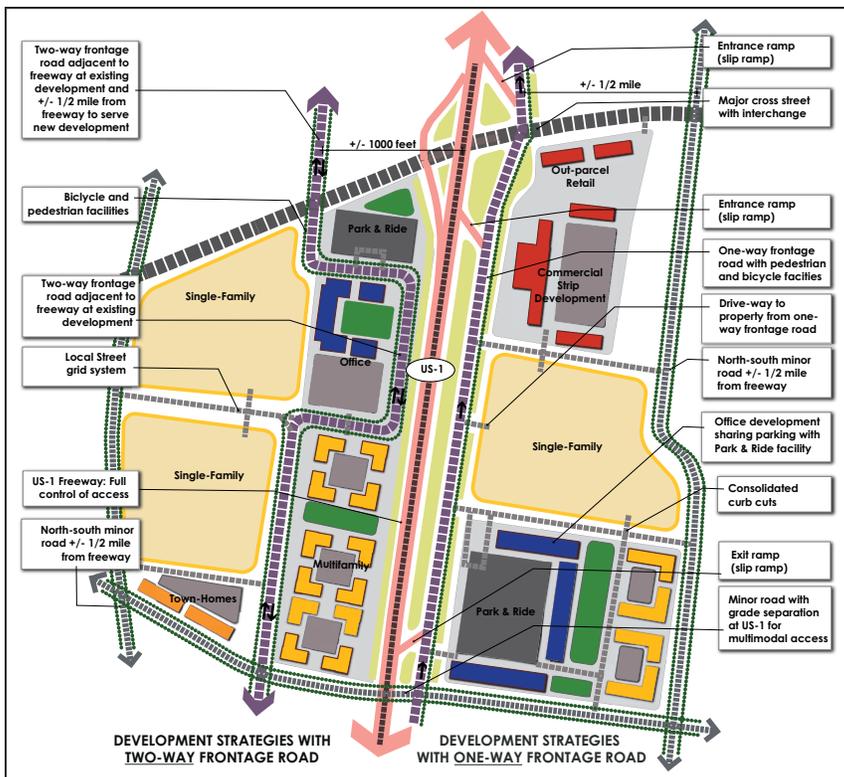
Alternative III-B - Highway + Transit Alternative with One-way Frontage Roads south of the NC 98 Bypass and Two-way Frontage or Backage Roads north of the NC 98 Bypass

Generally involves the following improvements:

- ▶ Six general purpose lanes from I-540 to Park Avenue in Franklin County
- ▶ Space for either two special use/high-occupancy vehicle (diamond) lanes or two additional general purpose lanes, one in each direction from I-540 to the NC 98 Bypass - to be determined
- ▶ **One-way**, two-lane frontage roads paralleling US 1 south of S. Main St. (US 1A) to conserve right-of-way and provide access to properties
- ▶ Two-way, two-lane frontage or backage roads paralleling US 1 from S. Main Street to Park Avenue in Franklin County to provide access to properties
- ▶ Interchanges at major cross-streets
- ▶ Grade-separated cross-streets to provide multimodal east-west connectivity
- ▶ Bicycle lanes and sidewalks along frontage roads and cross-streets
- ▶ Park and ride lots and transit stops on frontage or backage roads



Conceptual Strategies: Integrating Land Use with Multimodal Alternatives



In addition to planning for the long-term transportation needs along the US 1 corridor, the study incorporates land use and economic development strategies to promote the vitality and livability of the corridor. Preserving environmentally sensitive areas while accommodating future growth is essential to maintain the quality of life in this area. Some key strategies include - encouraging mixed use development, concentrating higher density growth at major intersections and improving accessibility with a network of multimodal transportation options.

The figure to the left illustrates some of the transportation enhancements and land use strategies summarized below:

- ▶ Provide interchanges at major cross-streets and additional grade-separated crossings at minor streets. All of these US 1 crossings will be pedestrian and bicycle friendly. These crossings will ensure and promote multimodal connectivity across US 1. Park and ride lots would be encouraged along the frontage roads with easy access to US 1 and the secondary roadway system.
- ▶ Provide frontage and/or backage roads along the corridor to accommodate local trips and to increase the accessibility to properties and encourage economic development. This secondary roadway system is very important to the corridor. In fact, the US 1 transportation improvements proposed will not be sufficient if this secondary roadway system is not implemented.

BE INFORMED BE INVOLVED

Public participation is important to the success of this project and public input is a major consideration in the selection of the Preferred Alternative for the US 1 Corridor Study. The Study Team provides several ways for you and your community to stay involved and obtain project information:

- ▶ Access the project website at: www.ncdot.org/~us1study
- ▶ Add your name to the project mailing list for future newsletters
- ▶ Contact members of the US 1 Oversight Team to provide input and comments regarding project planning efforts (see website for contacts)
- ▶ Submit written (either by US Mail or in the Comments section of the website) or verbal comments to the project team
- ▶ Review public comments received via project website

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QUESTIONS

If you have any questions about the project, you may call the Capital Area Metropolitan Planning Organization or RS&H. For information regarding other NCDOT projects, you may call 1-877-DOT-4YOU.

Public Information Workshop Notice

**A Public Workshop
will be held on
July 27, 2006
from 3:00 to 7:30 pm at
The Living Word
Family Church
10520 Star Road
Wake Forest, NC**