



The following comments were compiled from citizens who had participated in the US 1 Corridor Study Public Information Workshop in Tuesday, March 14, 2006 at the Living Word Family Church in Wake Forest, North Carolina.

1. Convert US 1 Corridor into a freeway.
2. Overpass locations need to have ample space for bikers and pedestrians.
3. Prefer Alternative III (Freeway + Transit – Special Purpose Lanes, one lane in each direction) is most effective considering cost and driver use. Look at protecting right-of-way along rail corridor for long term use.
4. Prefer Alternative IV (Freeway + Transit – Reversible Special Purpose Lanes, barrier separated) allows for transit stations, but it may not be necessary to make the special purpose lanes reversible.
5. Prefer Alternative III (Freeway + Transit – Special Purpose Lanes, one lane in each direction). Have HOV for all pass-through traffic.
6. To improve safety and reduce congestion along Capital Boulevard (US 1) there should be frontage road access, as well as bicycle and walking lanes.
7. To improve safety and reduce congestion along Capital Boulevard (US 1), move (travel) lanes should be added. Also, Alternative III (Freeway + Transit – Special Purpose Lanes, one lane in each direction) better serves the majority of the people.
8. To improve safety and reduce congestion along Capital Boulevard (US 1) add more travel lanes, and increase the speed limit to 65.
9. To improve safety and reduce congestion along Capital Boulevard (US 1) NCDOT should construct six lanes from Durant Road to NC 96. I own a business on US 1 and live in Wake Forest; and I commute to Raleigh every day.

10. Prefer Alternative II – Highway option, with six lanes and access to businesses on Capital Boulevard. I have been a business on Capital Boulevard since 1985. Customer access to my business is vital for my business to survive.
11. To improve safety and reduce congestion along Capital Boulevard (US 1) there should be more synchronized traffic signals. Prefer Alternative I (no build) because building will encourage more people and just step up the problem to another level. Plus, it is too expensive when we need other things like schools.
12. To improve safety and reduce congestion along Capital Boulevard (US 1), the traffic signals should be synchronized, reduce driveway access, reduce speed limit from I-540 to north of NC 98 to 50 mph, and close non-signal turn areas. Do not count mass transit into the equation.
13. To improve safety and reduce congestion along Capital Boulevard (US 1), please consider improvements between I-540 and Durant Road as a major priority. Having two businesses here has become a major factor with our customers. Prefer Alternative I (no build) or Alternative II (Highway).
14. To improve safety and reduce congestion along Capital Boulevard (US 1), construct flyovers at major intersections. No bike trails or paths. Prefer Alternative I (no build); except for the flyovers.
15. To improve safety and reduce congestion along Capital Boulevard (US 1), I'm praying for wisdom for those making decisions on this.
16. To improve safety and reduce congestion along Capital Boulevard (US 1), use designated truck lanes!
17. To improve safety and reduce congestion along Capital Boulevard (US 1), design US 1 as a freeway with backage roads and interchanges. Prefer Alternative III (Freeway + Transit – Special Purpose Lanes, one lane in each direction) because it is easier to connect to Capital Boulevard from property.
18. To improve safety and reduce congestion along Capital Boulevard (US 1), eliminate traffic lights while granting direct access, except for exits. Prefers Alternative II (Highway) because it is a very similar concept that was successful in Atlanta when they reconfigured Peachtree Industrial Boulevard/SR 316.



1. I am not a traffic Engineer, but interchange (ramp access) to me is different than intersection (traffic lights). I say lights will not work- ramps are needed to allow safe entry/ exit to US1 and bypass/ cross over/ under US1 from perpendicular streets.
2. I believe that alternative II is the best plan presented. The number of lanes will provide adequate traffic control for the future. A limited access highway with interchanges is safer and more effective in the flow of vehicles.
3. Alternative 3 I believe is the best option considering the amount of growth currently in progress and estimated over time. Alternative 2 would be my second choice.
4. I read in the News & Observer that you were seeking comments, so here goes. Thank you for your work looking at the US 1 Corridor in Raleigh beginning at Interstate 540 and going north towards Wake Forest. I read the three options online and I prefer alternative 2 (8 lane highway until 98 and 6 lane highway afterwards). My second choice would be alternative three.
5. Make the expressway 6 lanes with room for adding a lane on each side in the future. Have no interchanges with the main road except at nc98 near Wake Forest and nc96 near Youngsville. Have a two lane frontage road on each side of the main hwy. They could be one way. Construct an overpass over the main road at each intersection with the other minor roads, such as Durant, Perry Creek, Jenkins, Stadium, Harris, Main St. and Holden. This should keep local traffic off the main road and still satisfy the short trip folks. I would not add HOV lanes. Many people are not in a position to share rides and could not use the HOV lanes.
6. I am a daily traveler on US 1 in Wake County and routinely use the intersection of US 1 and Perry Creek/ Durant Road. I regularly spend many minutes and light cycles at that intersection. It is extremely dangerous considering the volume of traffic and pattern of traffic especially with the business located at 8301 Capital with several driveways impacted by constant multi-direction traffic flow. I do not believe an alternative with traffic lights will work. The plan must be for a controlled access highway with on/ off ramps and underpass or overpass for major intersections like Perry Creek/ Durant. I am not sure if any of the other alternatives (II, III) allow for this but it

seems Alternative I is the least effective. I believe what is critical is safe effective access to Route 1 and safe effective ways to get under or over it from the cross streets. Considering the current and future traffic flow, ineffectiveness of current signals, lack of safe and effective access to US 1 from cross streets, the out of control residential construction with no road improvements something significant needs to be done- Alternative 1 will not work.

7. I vote for Alternative III - whatever puts the most number of lanes on the route, even if some are HOV. Alt II may work in the short term, but given the length of time it takes to complete such projects, combined with the explosive growth, Alt II may become "too little, too late" by the time it's done. Then you'd be looking for solutions at a time where it would become more expensive than it would have been to go with Alt III to begin with. Put the most highway lanes out there that you can afford now. Lanes, Lanes, Lanes.
8. I strongly support Alternative III (Highway + Transit Alternative) for US1. It is important to minimize as much as possible the interference of cross streets. US1 is a vital artery for Wake Forest. I also strongly support HOV / Special purpose lanes. The Triangle Region has shown continued strong growth and we expect it to continue. So we should encourage carpooling, mass transit (busses where logical) and also reward those citizens that purchase high mileage/low emission cars (for example: hybrid cars tuned for mileage). The "carrot" of HOV/Special Purpose lanes can help drive responsible community behavior.
9. U.S. widening. Great Idea and long overdue! Alternative 2, eight lanes from 540 to 98 will help the nightmare of driving U.S. 1 not only during commuting hours (which is horrific) but the rest of the time as well. This is a major route not only for shoppers, commuters but truckers as well. I feel like I am risking an accident each and every time I have to drive this stretch. The 6 lanes to Franklin County is a good idea as well because that will become just like the 98 to 540 mess.
10. I have lived at the intersection of US 1 and 1-A in Franklin County for 31 years. My property is located at 1756 and 1758 US 1 Highway North. I have the most dangerous driveway on US 1 North. My driveway is located past the 1-A intersection which is at the top of a hill and my driveway is on the downgrade before you get to the bottom of the hill. I have to try to control the traffic to get onto my properties and sometimes this cannot be accomplished. The traffic moves so fast on US-1, people follow too close, speeding, talking on cell phones or not paying attention to the traffic flow; and this results in wrecks or near misses.
11. If the improvements stop at US 1 and 1-A (Franklin County), the traffic will be traveling at a faster speed when the cars hit the downgrade after passing the 1-A intersection; this will result with my driveway being more dangerous than it is now and someone will evidently get killed trying to get on/off US-1.
12. I am the only landowner on US 1 who is wedged between US-1 and the railroad. There cannot be a frontage road or a backage road to my property and no access from 1-A.
13. How will I get onto my property? What will be the speed limit at 1-A and US 1 (Franklin County)? Will there be truck lanes?

14. I do feel the project needs to go to Hwy 56 in Franklinton or maybe to the Vance County line. Also, from my understanding from the Corridor Study, there will be a median barrier at US-1 and 1-A with no cross access points. This is a great idea for this troubled spot and will keep traffic moving on 1-A onto US-1 North. At times, I have thought that dead ending 1-A at US-1 and routing all traffic thru the stoplights at US-1 and Hwy 96 (or bridge?) would be much safer.
15. You should have a place on the website to vote, I vote for Alternative II, Highway Alternative, it is the practical and feasible plan.
16. Based on 22 years living in the Baltimore / Washington corridor, and now living in Youngsville, I strongly urge the committee to consider overpasses at the major intersections and limit access to US1 via "traffic lights" positioned on the on ramps from the feeder streets much like is done on the I495 Washington DC beltway. My guess is the construction cost would be less than expanding lanes. It makes little sense to add lanes if you do not eliminate the traffic lights. Specifically, Durant Road is the number one problem followed by Burlington Mills. But the Burlington Mills problem will go away when I540 is complete towards 64. In the meantime, you can ease the traffic congestion southbound in the mornings and northbound at night by lengthening the light for US1 traffic at Durant Rd and Burlington Rd. Motorists using Durant can move north & south via Falls of the Neuse. Feeder streets must bear more of the "time" burden than they do now. They appear to be getting preferential treatment.
17. In the seven years I've lived in Wake Forest, traffic seems to have grown exponentially along this route. I think the option of using parallel frontage roads is a good one, allowing easy access to businesses along both sides of the corridor. The median should be reserved for an eventual people-mover system of some kind.
18. Please make US1 a freeway with "frontage" roads. I believe this is your "Alternative III". It is the best solution to our traffic issues.
19. When I first read of your intent, my first gut reaction was how did this happen in the first place. Why are our City, County and State planners not seeing the future and developing these main arteries correctly in the first place. It would seem much cheaper to do it right in the beginning than remaking the road several time until becomes so horrific that something major must be accomplished. But I also realize that developers and bad City planning contributes to your dilemma.
20. Modeling the Raleigh area traffic patterns after larger US cities with heavy traffic is my first advice. We have a decent amount of roads here in Raleigh but for one, there are way too many lights; two, the lights are too long; and three, there are very few expressways. Essentially, we have two expressways here: I-40, which goes East and West and I-440 which goes in a circle. What we lack is an expressway that goes North and South.
The whole idea here is to keep traffic moving, especially if we don't have a form of efficient mass transit (trains/subways). We need at least one East and West expressway, which we have: I-40. Then, we need at least One North and South expressway, which we don't have. You can't keep traffic moving in a North and South direction when the only North and South roads contain a ton of long lights.

My recommendation is building US-1 into a form of an expressway. That means NO LIGHTS, ONLY EXISTS. And if you must absolutely use a form of traffic impediment, I suggest traffic circles (again for the purpose of keeping traffic moving). Anytime you stop traffic, it hinders all flow.