TOWN *of*
WAKE FOREST

Wake Forest Planning Board
Meeting Agenda
August 11, 2026 at 6:00 PM
All items listed are for discussion and possible action.

Notice

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA), the Town of Wake Forest will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities. For individuals with impaired hearing, special equipment is available for use during meetings in the Town Hall board chambers. Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of Town of Wake Forest should contact the office of ADA Coordinator Mickey Rochelle at 919-435-9455 or Town Clerk Ella Dowtin at 919-435-9432 as soon as possible, but no later than 48 hours before the scheduled event.

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Meeting Agendas

The Planning Board meeting agenda is available to be viewed and downloaded by noon on the Friday prior to the third Tuesday of each month. Citizens may request copies of the agenda or submit questions concerning agenda items by calling the Deputy Town Clerk's office at 919-435-9432. Citizens may also receive a copy of each month's agenda via email by enrolling in the free E-Notifier subscription service.

Public Hearings

When an agenda item is denoted as a Public Hearing, persons attending shall be permitted to address the Board of Commissioners regarding the item under consideration with those speaking in favor first and those against speaking second. Proponents and opponents shall each be given three minutes of time to speak and may choose to allow one speaker to utilize the time. In the event either proponent(s) or opponent(s) have not designated a speaker to represen the view, each speaker will be allowed three minutes each to express his/her comments, ideas, concerns, expressions, and desires. Only comments on a Public Hearing will be allowed during this time.

Public Comment

During the Public Comment period, anyone wishing to address the Board of Commissioners concerning an issue or topic that is not a public hearing item or an agenda item should complete and submit the Board of Commissioner Public Comment Form on the Town website. Then, during the Public Comment portion of the meeting, Mayor Jones will recognize you and invite you to the podium at which time you will have three minutes to speak. Thank you for your cooperation.

1. **Call to Order**
2. **Adoption of Agenda**
3. **Approval of Minutes**
4. **Presentations**

4.A Sustainability Plan Draft Recommendations Presentation
Sustainability Plan Draft Recommendations Presentation Agenda Summary

5. Old Business with Public Comment

6. Old Business

7. New Business with Public Comment

7.A Wake Forest Comprehensive Transportation Plan 2026 Amendments Approve
Staff Report CPA 26-01
Attachment A - Application CPA 26-01
Attachment B - Draft Comprehensive Transportation Plan Draft

8. New Business

9. Staff Comments

10. Planning Board Comments

11. Adjournment

PLANNING BOARD AGENDA ITEM REPORT

Agenda Item No.: 2026-942-
Submitted by: Kari Grace, Senior Planner,Planning
Submitting Department: Planning
Meeting Date:August 11, 2026

Subject
Sustainability Plan Draft Recommendations Presentation

Recommendation:

item Summary:

ATTACHMENTS:

- Sustainability Plan Draft Recommendations Presentation Agenda Summary

Agenda Item: Sustainability Plan Draft Recommendations Presentation

Summary: Staff presentation to share draft Sustainability Plan recommendations. The purpose of the presentation is to provide an update to and gather feedback from the Planning Board. Additional background information about the project is provided below.

Development of a Town-wide sustainability plan is a priority within Strategic Plan Goal 4: Investing in Transportation and Infrastructure. In July 2025, Blue Strike Environmental was engaged to lead the plan development process, which consists of an existing conditions analysis, including a greenhouse gas inventory and climate vulnerability assessment; goal development; and strategy and recommendations with engagement occurring throughout. The project commenced in early Fall 2025. At the October 8, 2025, Planning Board meeting, Blue Strike Environmental presented an overview to provide information about project components and gather initial Planning Board feedback on sustainability related priorities. Since then, policy and peer review, greenhouse gas calculations, a climate vulnerability assessment and various public engagement have been conducted. At the March 18, 2026 Planning Board meeting, Blue Strike Environmental presented key findings from the existing conditions analysis and engagement efforts to date. Past meeting presentations are posted to the project webpage.

Attachments:
None

PLANNING BOARD AGENDA ITEM REPORT

Agenda Item No.: 2026-934-
Submitted by: Brad West,Planning
Submitting Department: Planning
Meeting Date:August 11, 2026

Subject
Wake Forest Comprehensive Transportation Plan 2026 Amendments

Recommendation:
Approve

item Summary:

ATTACHMENTS:

- Staff Report CPA 26-01
- Attachment A - Application CPA 26-01
- Attachment B - Draft Comprehensive Transportation Plan Draft

TOWN of WAKE FOREST

Staff Report
Case CPA-26-01: Wake Forest Comprehensive Transportation Plan 2026 Amendments

Meeting Date	August 11, 2026
Requested Action	Consideration of the Wake Forest Comprehensive Transportation Plan 2026 Amendments
Case Manager	Brad West, Long Range Planning Manager

PUBLIC MEETINGS

Public Comment Session	Public Hearing
August 11, 2026	September 15, 2026

CASE INFORMATION

Applicant	Brad West 301 S Brooks St, Wake Forest, NC 27587
Justification	Update Chapters 4,5,6, and 7 of the Comprehensive Transportation Plan, as the last update occurred in 2021.
See Attachment A for a copy of the application.	

CASE SUMMARY

The last update to the 2019 Comprehensive Transportation Plan occurred in December 2021. These amendments intend to account for a number of existing conditions updates, recommendations from recent studies and plans, and respond to changing realties on the ground that have impacted the feasibility or timing of some infrastructure projects.

Comprehensive Transportation Plan Amendments

CHAPTER 4

- Remove Chapter 4: Existing Bicycle Lane Map per Town shift to multi-use paths (page 43)
- Update Chapter 4: Existing Multi-Use Path Map (page 44)
- Update Chapter 4: Existing Greenway Map (page 45)

- Remove Chapter 4: Future Bicycle Lane Map per Town shift to multi-use paths (page 46)

- Update Chapter 4: Future Pedestrian/Multi-Use Path Map (page 47)
    - Realigned proposed multi-use paths on either side of realigned Ligon Mill Road
    - Removed multi-use path east-west crossings around Ligon Mill Road, which do not have an associated CTP thoroughfare
    - Added proposed multi-use paths to S Main Street per S Main Street Corridor Study
    - Added proposed multi-use path to new Holding Avenue S-Line grade separation via Siena Drive, connecting Grove 98, western neighborhoods, and future development to Downtown and regional greenway system
    - Extended proposed Holding Avenue multi-use path to likely intersection point with Ligon Mill Road
    - Added proposed Elm Ave multi-use paths to new Elm Ave bike/ped S-Line bridge, connecting Wake Forest Elementary and S Main Street neighborhood to Downtown and regional greenway system
    - Added multi-use path segment to connect Orange Cosmos Avenue neighborhood trailhead to Sanford Creek Greenway
    - Added multi-use path on S Main St from NC 98 Bypass to new Holding Ave grade separation
    - Added proposed multi-use path associated with future service road bridge across Neuse River
    - Added proposed multi-use path segment on north Side of Stadium Dr from US 1 future interchange to Glencoe Dr to link up with proposed service road multi-use path
    - Extended Durham Road multi-use path, on north side of road, to SEBTS campus
    - Consolidated multi-use path categories to Completed or Proposed
    - Added greenway path to future Northeast Gateway Park

- Update Chapter 4: Future Greenway Map (page 48)
    - Removed proposed greenways along NC 98 Bypass per NCDOT instruction
    - Shifted proposed greenway along SE quadrant of NC 98 Bypass and S Franklin Street from north side of vacant parcel to south side of vacant parcel adjacent to stream

CHAPTER 5

- Update Chapter 5: Page 52 image to Go Wake Forest
- Update Chapter 5: Existing Network summary (page 53)
- Update Chapter 5: Regional Existing and Future Transit Network Map (pages 54/55)
- Update Chapter 5: Wake Forest Transit Map (page 56)
- Update Chapter 5: S-Line Realignment Map to show future Downtown train station (page 57)
- Update Chapter 5: Update language regarding communities of concern to reflect microtransit and 2023 Transit Plan. (page 58)

CHAPTER 6

- Update Chapter 6: Update the names of the roads to reflect all being thoroughfares. Updated names will require changes to the UDO terms as well. (page 65)

- Update Chapter 6: Roadway Crossections to remove bike lane dimensions (multi-use paths are now preferred) (within crossection pages, beginning on page 67)
- Update Chapter 6: Roadway Crossections with a new "4-C Four Lane Divided" diagram that corresponds with recommendations found within the South Main Street Corridor Study (within crossection pages, beginning on page 67)
- Update Chapter 6: Roadway Crosssections with a new "2-E Two Lane Divided" diagram that corresponds with recommendations found within the South Main Street Corridor Study (within crossection pages, beginning on page 67)
- Update Chapter 6: Roadway Crossection 2A.1 with parallel parking standards (within crossection pages, beginning on page 67)

- Update Chapter 6: Future Roadway Network Map, including NCDOT Project U-5307 (US 1) updates (page 73)
    - Realigned proposed Burlington Mill Rd interchange and service roads at US 1 per latest NCDOT design
    - Realigned proposed Ligon Mill Rd extension from NC 98 Bypass to Durham Stadium Dr per latest design
    - Removed Future Road 4/Backage Road parallel to Star Rd per recent transportation study
    - Removed Future Road 5 per recent transportation study
    - Removed Future Road 10 per NCDOT
    - Removed Forest Road, converted to Tier 1 thoroughfare/local road
    - Lowes Ave removed, converted to Tier 1 thoroughfare/local road
    - Falcate Dr removed, converted to Tier 1 thoroughfare/local road
    - SE quadrant of NC 98 Bypass and US 1 intersection service roads removed per NCDOT design and limited feasibility

- Update Chapter 6: Roadway recommendations:
    - Falcate converted to local roads, removed from recommendations. (page 75)
    - Change name of "Future Road 3" to "Future Road (Bradford Ridge Drive)" (Page 75)
    - Removed Future Road 4/Backage Road per recent transportation study (page 75)
    - Removed Future Road 5 per recent transportation study (page 75)
    - Removed Future Road 10 per NCDOT (page 75)
    - Removed Forest Road, converted to Tier 1 throughfare/local road (page 75)
    - NC 98 from Stone Park Drive to NC 96 reclassified as Boulevard Thoroughfare with 4B crossection per CAMPO & NCDOT NC 98 Corridor Study (page 76)
    - Lowes Ave converted to local roads, removed from recommendations (page 76)
    - Backage Road parallel to Star Road, removed from recommendations per recent transportation study (page 76)
    - S. Main Street from Rogers Road to NC 98 reclassify from 3A to 2E (page 77)
    - S. Main Street from US 1 to Rogers Road reclassify from 5A to 4C (page 78)

- Update Chapter 6: Recommended Grade Separations Map (page 80) and associated table (page 81).
    - Removed grade separation for Height Lane over US 1. (page 80)

- Update Chapter 6: US 1 Freeway Conversion Project Sheet summary with latest data/cost figures/timeline from NCDOT (pages 82/83)
- Update Chapter 6: Conceptual US 1 & Service Road Alignment Map with latest data from NCDOT (page 84)
    - Removed service roads on SE quadrant of US 1 and NC 98 Bypass to align with NCDOT concept design and low feasibility of construction in the future
    - Added additional line work around proposed interchange at Stadium Drive/Jenkins Road and US 1 to better illustrate recommendations from 2021 Northeast Area Study
    - Realigned service roads at Burlington Mill Road and US 1 proposed interchange to align with latest NCDOT concept design
    - Removed future Ligon Mill Road extension as a service road per NCDOT
    - Include connection at Stadium Dr that was part of CAMPO Northeast Area Study

- Update Chapter 6: Intersection Hotspot – S. Main Street & Rogers Road summary with recommendations from the South Main Street Corridor Study (page 88-89)
- Update Chapter 6: Add CAMPO Blueprint for Safety (page 99)
- Chapter 7: Update as appropriate and fold other adopted plan implementation items related to transportation/transit into the list.
    - List as Complete, “Explore real time technology options to enhance user experience” (page 100)
    - List as Complete, “Develop TOD small area plans for the station areas (page 101)
    - Remove “Develop an interactive website for the Wake Forest Loop showing stop location and bus station infrastructure.” (page 101)
    - Add “Develop an interactive website for all transit in Wake Forest, including fixed route and microtransit.” (page 101)
      bus station infrastructure.
    - Remove “Implement Loop B of the Wake Forest Loop bus service. Complete: September 2019C” (page 101)
    - Change “Bus Recommendations” to “Transit Recommendations” (page 101)
    - Add “Implement a town-wide microtransit system” (page 101)
    - Remove “Implement Loop B of the Wake Forest Loop bus service.”
    - Add “Develop an interactive website for the Town’s transit/microtransit system” and list as complete (page 100)
    - Remove “Develop a plan to introduce public art into bus shelter design.” (page 101)
    - Remove “Explore wayfinding opportunities at bus shelter locations.” (page 101)
    - Remove “Continue to support fare-free bus transit in Wake Forest.” (page 102)
    - Remove “Evaluate the Unified Development Ordinance (UDO) for bus stop design standards during site plan review.” (page 102)
    - Remove “Implement the CIP bus shelter program to add additional bus shelters annually along the Wake Forest Loop.” (page 102)
    - List as Complete, “Evaluate micro-transit technology as an option for public transportation.” (Page 102)
    - List as Complete, “Develop an interactive website for the greenway network (page 103)

- List as Complete, “Develop a standard operating procedure for greenway sign locations that as part of the development review process.” (page 103)
- Add “Explore bike and pedestrian protective barriers for overpasses and grade separation bridges that do not have multi-use paths installed. (page 104)
- List as Complete “Fund the South Main Street study for access management along South Main Street between US 1 and South Avenue” (page 104)
- Add “Implement recommendations from S Main Street Study”

CHAPTER 7

- Update Chapter 7: Greenway Prioritization Chart based on feasibility, community feedback, cost, and network enhancement (page 105)

1. [High] Smith Creek Phase 2
2. [High] Smith Creek Phase 3
3. [High] Smith Creek Phase 5
4. [High] Smith Creek Phase 6

5. [Medium] Smith Creek Greenway Connector - Dansforth Subdivision
6. [Medium] Smith Creek Greenway Connector - Moss Creek Subdivision
7. [Medium] Hwy 98 Greenway
8. [Medium] Austin Creek Greenway
9. [Medium] Richland Creek Greenway - Stadium Drive to Harris Drive
10. [Medium] Downtown Greenway
11. [Medium] Smith Creek Greenway Connector - Heritage Middle School
12. [Medium] Flaherty Park

13. [Low] Wake Forest Reservoir
14. [Low] Horse Creek Greenway
15. [Low] Joyner Park
16. [Low] Richland Creek Greenway - Olde Mill Stream to Greenway Terminus
17. [Low] Richland Creek Greenway - South of Hwy 98 to Town Limits
18. [Low] Sanford Creek Greenway
19. [Low] Smith Creek Greenway - North of Oak Grove Church Road to Greenway Terminus
20. [Low] Tom’s Creek Greenway
21. [Low] Plummer Park Greenway
22. [Low] Franklin Street Connector

- Removed completed Dunn Creek Greenway Ph 3 & 4 from Prioritization Chart
- Update Chapter 7: Greenway Prioritization Map to reflect revised prioritization list (page 106)
- Update Chapter 7: Roadway Prioritization Chart based on feasibility, community feedback, cost, and network enhancement (page 107)

1. [High] Ligon Mill Road Extension - Stadium Drive to Hwy 98 – Roadway Extension

2. [High] Rogers Road – S Main Street to Heritage Branch Road – Roadway Widening & Grade Separation
3. [High] Ligon Mill Road - Pompeii Place to Steeple Run Drive Streetscape Enhancement - Roadway Widening & Grade Separation
4. [High] Holding Avenue - S White Street to Tessier Court -Grade Separation
5. [High] S Main Street - Capital Boulevard to Hwy 987 - Access Management & Intersection Improvements

6. [Medium] Burlington Mills Road - US 1 to Town Limits - Roadway Widening
7. [Medium] Harris Road - US 1 to N Main Street - Roadway Widening
8. [Medium] Harris Road Extension - N Main Street to Royal Mill Avenue - Roadway Extension & Grade Separation
9. [Medium] Hwy 98 - Stone Park Drive to Town Limits - Roadway Extension & Grade Separation
10. [Medium] Ligon Mill Road - Stone Monument Drive to Brimfield Springs Lane - Roadway Widening
11. [Medium] Rogers Road - Rogers Branch Road to Town Limits - Roadway Widening

11. [Low] Averette Road - Oak Grove Church Road to Hwy 98 – Roadway Widening
12. [Low] Chalk Road - Jones Dairy Road to Town Limits - Roadway Widening
13. [Low] Durham Road - US 1 to S Wingate Street - Roadway Widening
14. [Low] Forestville Road - Rogers Road to Town Limits - Roadway Widening
15. [Low] Heritage Lake Road - Heritage Heights Lane to Rogers Road - Roadway Widening
16. [Low] Hwy 96 - Oak Grove Church Road to Hwy 98 - Roadway Widening
17. [Low] Jones Dairy Road - Hwy 98 to Town Limits - Roadway Widening
18. [Low] Ligon Mill Road - S Main Street to Pompeii Place - Roadway Widening
19. [Low] Ligon Mill Road - Steeple Run Drive to Town Limits - Roadway Widening
20. [Low] N Main Street - Harris Road to Town Limits - Roadway Widening
21. [Low] N White Street - E Roosevelt Avenue to Town Limits - Roadway Widening
22. [Low] Oak Grove Church Road - Traditions Grande Boulevard to Town Limits - Roadway Widening
23. [Low] Wait Avenue - S Allen Street to Dunn Creek Greenway - Roadway Widening
24. [Low] Rogers Branch Road - Rogers Road to Forestville Road - Roadway Widening

- Update Chapter 7: Roadway Prioritization Map to reflect prioritization list. (page 109)
- Add list of updates to appendix *[Pending]*

STAFF RECOMMENDATION

Staff recommends approval of the proposed Plan amendments as drafted.

ATTACHMENTS AND EXHIBITS

Attachment A: Application
Attachment B: Draft Comprehensive Transportation Plan

Comprehensive Plan Amendment Application

(Comprehensive Plan Amendment - Planning Board Workflow)

Town of Wake Forest, NC
301 S. Brooks St.
Wake Forest, NC 27587-2932
TEL (919) 435-9510 | FAX (919) 435-9539

Project Overview #2256092

Project Title: Wake Forest Comprehensive Transportation Plan 2026 Amendments

Jurisdiction: Town of Wake Forest (Wake County)

Application Type: Comprehensive Plan Amendment

State: NC

Workflow: Comprehensive Plan Amendment - Planning Board

County: Wake

Confirmation Checklist Items Submitted

Please review the checklist below, which identifies what must be submitted with this application. You will be asked to upload the required documents after you have finished entering your application information. A complete application must be submitted in order for the application to be deemed complete and routed for review. Missing items will result in the application being declined and returned to you for revision.

VIEW COMPREHENSIVE PLAN AMENDMENT SUBMITTAL CHECKLIST

Please confirm that you have reviewed the associated submittal checklist for this application and that you will submit all documents required on the submittal checklist: Yes

Pre-Application Meeting

Has a pre-application conference been held?: Yes

*Note: This type of project requires a pre-application conference be completed prior to official submittal. If this has not been completed, please return to the home screen and select **Pre-Application Conference** from the application type drop down list in order to schedule your required meeting.*

Pre-Application Conference Date: 07/09/2026

Staff Member Met With: Jennifer Currin

Pre-application Conference Project Number: Not required per UDO 15.17.1

Project Contact - Applicant/Owner

Please enter all project contacts related to your application.

This is an important step to ensure all members of the applicant team receive email notifications associated with the project which may include comments, requested revisions, scheduled meetings or hearings, and final decisions. This also informs Town staff of the team members assigned role with the project.

Project Contact - Applicant
Brad West
Town of Wake Forest
401 Elm Avenue
Wake Forest, NC 27587
P:(919) 5546100
bwest@wakeforestnc.gov

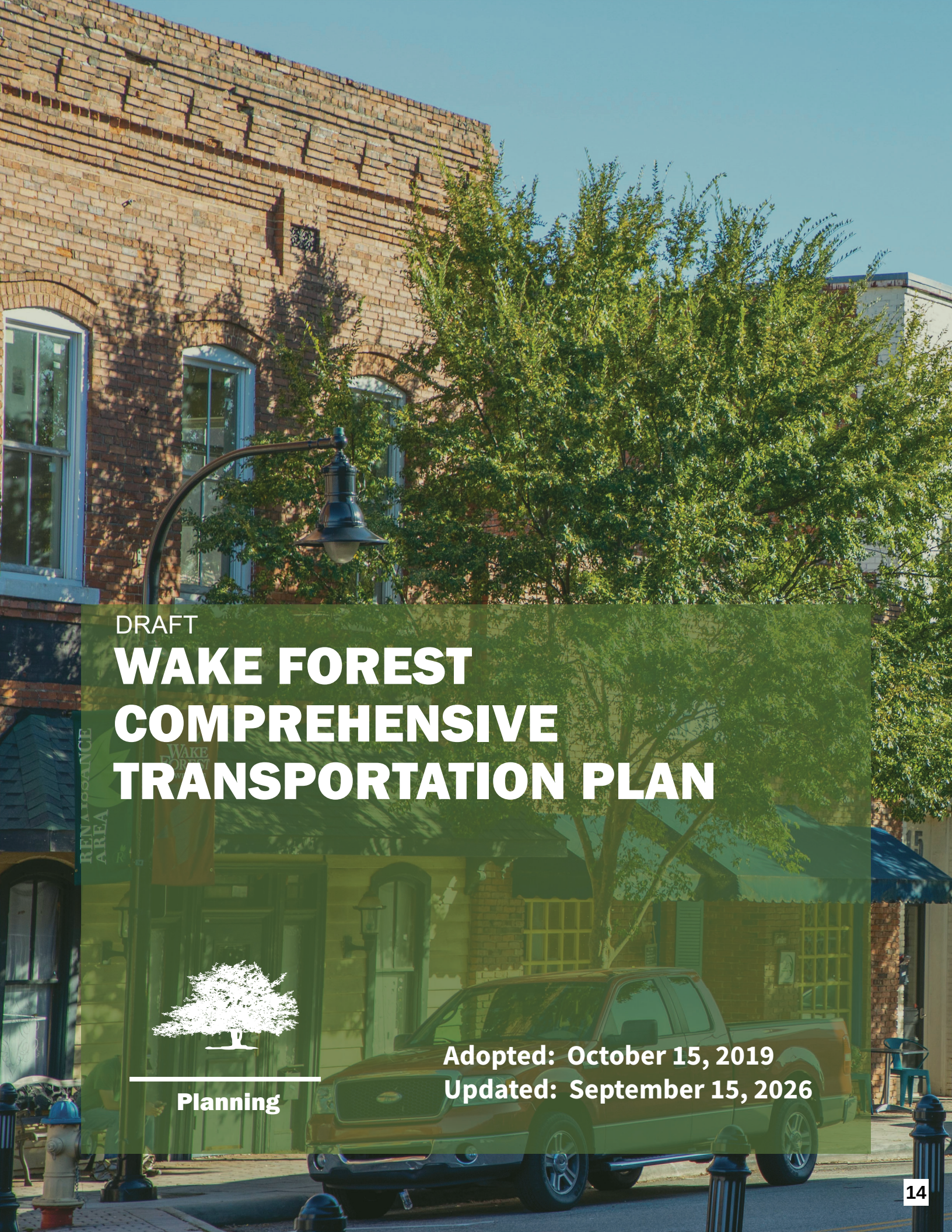
Amendment Type

Please provide answers to the questions below. Other application materials specified in the submittal checklist must be uploaded as separate documents. You will have the opportunity to upload documents prior to finalizing and submitting this application.

Plan Being Amended: Comprehensive Transportation Plan

Type of Amendment: Text,Map or Cross-Section

Description of Request:
Amend Comprehensive Transportation Plan existing conditions and recommendations for Chapters 4, 5, 6, and 7.



DRAFT

WAKE FOREST COMPREHENSIVE TRANSPORTATION PLAN

Planning

Adopted: October 15, 2019
Updated: September 15, 2026

FORWARD

Thank you for taking time to view the Wake Forest Comprehensive Transportation Plan. Offering a clear vision of the future of transportation in Wake Forest for the next 25 years, our plan is the result of an extensive public engagement process. Centered around safety, efficiency, flexibility, innovation and inclusion, it includes recommendations that focus on moving vehicles, while also incorporating significant pedestrian, bicycle, and transit opportunities. We want our residents and visitors to move within the Town and connect with the Triangle region as safely and efficiently as possible.

I invite you to take time to explore the plan and the important information it contains. We are excited to offer the plan in a new, interactive format which we believe makes it easier to understand. As a result of this plan, it is our hope that our transportation system can contribute to preserving our character, fostering economic development, strengthening our neighborhoods, delivering superior services, and providing an exceptional quality of life for our residents.



Vivian A. Jones

Vivian A. Jones
Town of Wake Forest Mayor

ACKNOWLEDGMENTS

Policy Committee Members

Vivian A. Jones
Mayor
Anne M. Reeve
Wake Forest Commissioner
Ray Boylston
Heritage
Alan Gibson
Heritage HOA
Ellen Turco
Historic District Commission
Brad Walker
Holding Village
Deanna Welker
Greenway Advisory Board
Mark Marley
Traditions
Scott Poole
Downtown, Inc.
Colleen Sharpe
Planning Board Member
Subir Mukherjee
West Wake Forest
Al Merritt
East End
Zee Khan,
Technology Advisory Board
Karen Mallo
St. Ives

Town of Wake Forest Staff

2019 Adoption
Allison Snyder
Bess Martinson
Bill Crabtree
Brendie Vega
Chip Russell
Jennifer Currin
Jonathan Jacobs
Michelle Michael
Patrick Reidy
Suzette Morales

2026 Update
Allison Snyder
Antione Jordan
Ari Schwartz
Bill Crabtree
Brad West
Emma Linn
Eric John
Jennifer Currin
John Stauffer
Kari Grace
Kathryn Salisbury
Katie Livingston
Martin McDonald
Michelle Michael
Morgan Moorman
Paige Regna
Patrick House
Patrick Reidy
Tim Richards
Rayvon Walker

Town of Wake Forest Board of Commissioners

2019 Adoption
Mayor Vivian A. Jones
Greg Harrington
Brian Pate
Anne M. Reeve
Liz Simpers
Bridget Wall-Lennon

2026 Update
Mayor Ben C. Clapsaddle
Faith Cross
Daniel Hupp
Keith Shackleford
Nick Sliwinski
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Thomas Peel
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Sravya Suryadevara

AMENDMENT HISTORY

1.	Resolution 2021-64	March 16, 2021
2.	Resolution 2021-65	March 16, 2021
3.	Resolution 2021-74	April, 20 2021
4.	Resolution 2021-104	July 20, 2021
5.	Ordinace 2021-62	December 7, 2021
6.	Ordinance 2025-XX	_____



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WAKE FOREST COMPREHENSIVE TRANSPORTATION PLAN

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WAKE FOREST COMPREHENSIVE TRANSPORTATION PLAN

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CHAPTER 1 INTRODUCTION

What is a Comprehensive Transportation Plan?

A Comprehensive Transportation Plan (CTP) is a long-range multi-modal plan that identifies transportation need and proposes solutions for the next 20 to 25 years.

What is it?

A vision for the future of multi-modal transportation; a guide for future roadway, transit, bicycle and pedestrian network.

What is it not?

The plan is not fiscally constrained, not a commitment of funds, nor a land use or utility plan.

The CTP provides a vision for the future of transportation in Wake Forest. The document will also act as a guide for other municipal plans and upcoming developments.

The Town of Wake Forest intends to provide a safe, efficient, flexible, innovative, and inclusive multi-modal transportation system that gives residents of and visitors to the Town a multitude of transportation options for local and regional travel while promoting a welcoming small-town charm and vibrant business environment.

What will these recommendations include?

Recommendations will include improvements to roadways, bicycle routes, pedestrian infrastructure, and transit systems. These recommendations will be based off of various aspects of geography, demographics, upcoming projects, and future travel patterns.

What about other studies conducted in the past?

The goal of the CTP is to create a multi-modal plan that includes recommendations from previous plans and reports. To develop the CTP, existing town plans and ordinances were evaluated and current and projected population and employment growth, land use and future development potential were reviewed.

What are the limitations of this CTP?

This plan is not fiscally constrained and does not include a commitment of funds. This means the cost of projects have not been calculated and is not a factor in developing recommendations. Recommendations in the CTP do not mean to show the exact location or roadway alignments, but rather a connection between two points.

How do Plans Become Projects?

The path from plan to project will vary primarily depending on whether the facility is maintained by the Town of Wake Forest or the State of North Carolina. Paths for implementation for each are described below.

Town of Wake Forest Transportation Implementation

Projects funded by the Town of Wake Forest are programmed through the Town's Capital Improvement Plan (CIP). The CIP covers a five year time span; however it is updated annually to accurately reflect the needs of the Town. Committed funding for transportation projects, including greenway projects, between 2019 and 2024 is approximately $44,000,000.

In addition to municipal revenue, the Town receives federal funding from the Capital Area Metropolitan Planning Organization (CAMPO) through its Locally Administered Projects Program (LAPP). Regular maintenance projects, such as resurfacing, are included in the CIP as asset maintenance projects rather than transportation projects. Projects are selected for funding using a prioritization system that is based on criteria categories and priority levels. This is approved by the Board of Commissioners.

NCDOT Implementation

CTPs act as the initial planning step by evaluating future multi-modal regional needs and identifying projects that will address these needs. These projects are not "fiscally-constrained" - meaning the cost of projects is not a constraint in developing recommendations. While not an exhaustive list, these projects are further refined in future planning efforts. CTPs are often prepared by the North Carolina Department of Transportation (NCDOT), though in some circumstances CTPs can be produced by a Metropolitan Planning Organization (MPO) or municipality.

Wake Forest is part of the Capital Area Metropolitan Planning Organization (CAMPO), which is responsible for long-range transportation planning for the greater Raleigh regional area. As per federal guidelines, CAMPO produces a Metropolitan Transportation Plan (MTP), a fiscally constrained long-range planning document. Often projects that are included in MTPs originate from CTPs.

In 2013, NCDOT introduced a performance-based scoring system, referred to as 'Prioritization' or 'SPOT', to allocate funding for projects. Projects are submitted and scored on a variety of metrics. These scores are normalized so projects, regardless of mode, can compete for available funding. Projects with high enough scores are included in the State Transportation Improvement Program (STIP), that 'programs' transportation projects over a ten-year period. Projects listed in the first five years of the STIP have dedicated funding, while projects in the second five years do not have dedicated funding. Those projects must re-compete in the next round of Prioritization/SPOT to gain funding. Though not required, projects submitted to Prioritization/SPOT often originate from MTPs.

Once projects have dedicated funding, they enter project development. At this stage, environmental review and mitigation are conducted and project design is finalized before construction begins.

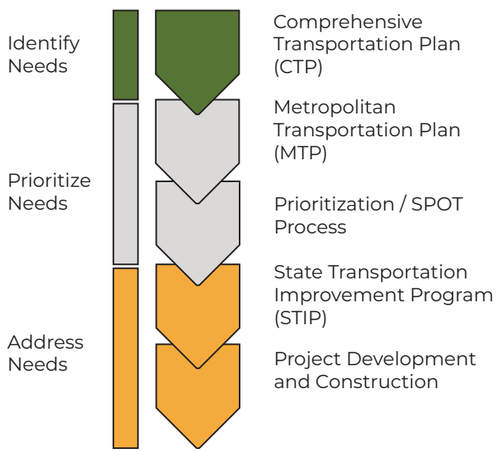


Figure 1-1 | NCDOT Implementation

Vision and Objectives

A brainstorming workshop was conducted with the Technical Steering Committee to formulate a Vision for this plan and to establish a list of objectives that the plan will strive to achieve.

The Town of Wake Forest will have a safe, efficient, flexible, innovative, and inclusive multi-modal transportation system that provides residents of and visitors to the Town with a multitude of transportation options for local and regional travel while promoting a welcoming small-town charm and vibrant business environment.

Safety
- Work towards the Vision Zero goal.
- Focus on safe bicycle and pedestrian crossings on major roadways.
- Provide uniform signage initiatives to address accident prevention.

Efficiency
- Coordinate with other jurisdictions.
- Utilize technology to move vehicles efficiently.
- Promote increased density and commercial development.
- Ensure that policies in the Unified Development Ordinance (UDO) and other documents support the CTP.
- Obtain appropriate transportation improvements from new developments.

Inclusivity
- Ensure that low-income communities are served.
- Provide educational support on various modes.
- Respect previous planning and community involvement efforts.
- Consider the Town as a whole.
- Respect and reinforce the history, scenic character, and small-town charm of Wake Forest.

Flexibility
- Ensure multiple travel options for local and regional travel.
- Promote interconnectivity between existing and future developments.
- Focus on providing Complete Streets.
- Prepare for future commuter rail service.
- Plan for multiple time horizons with flexibility.
- Focus on the best use of limited funds.

Innovation
- Embrace technology, innovation, new modes of travel, and mobility as a service.
- Explore alternative approaches for funding and operations in case outside agencies are not meeting the Town's needs and desires.
- Take advantage of "land banking" opportunities for future transportation projects.

Developing the CTP

The last CTP was completed in 2010. Development of the current CTP included evaluating existing Town plans and ordinances, current and projected population and employment growth, land use, future development potential, and planned improvements.

A comprehensive public participation strategy was implemented to receive feedback from the public. The first public meeting, held in May of 2018, focused on concerns, experiences, and goals for the Town's future of transportation. Recommendations developed from that feedback were presented at a second public meeting in May 2019. The comments received following the second meeting were incorporated into the final recommendations.

For more information about public engagement efforts, view Chapter 3 Public Engagement.

Technical Committee Meetings

03.19.2018
05.01.2018
05.23.2018
07.18.2018
08.15.2018
06.26.2019

Policy Committee Meeting

03.22.2018
06.27.2018
01.23.2019
03.06.2019
05.08.2019
08.28.2019

Public Meetings

05.23.2018
05.16.2019

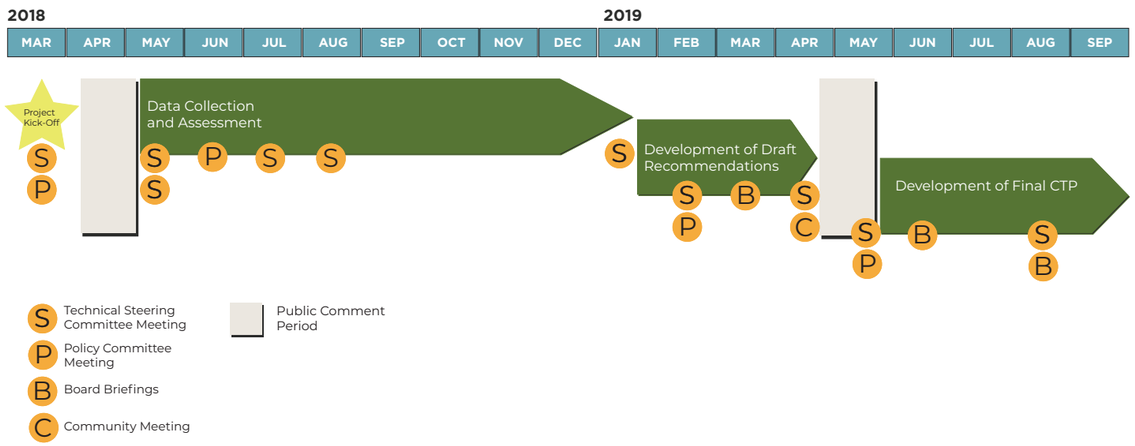


Figure 1-2 | Wake Forest CTP Timeline

Previous Plans

2010 Comprehensive Transportation Plan (CTP)

The 2010 CTP provided a long-term vision for multi-modal transportation for the Town. The 2019 CTP will supersede that report.

2009 Open Space and Greenway Plan

The 2002 (updated 2009) Open Space & Greenway Plan starts with goals adapted from prior planning initiatives and its sections are structured like the CTP. Sections on benefits, history, and existing conditions are followed by recommendations framed around scenic corridors. Specific constraints and opportunities are noted and some information may need to be reevaluated and updated accordingly. Implementation actions, costs, project status, and priority will also need to be updated.

2009 Community Plan

The Community Plan (2009) is referenced in the 2010 Transportation Plan, specifically the 15 vision statements emphasized throughout both plans. The Transportation section (page 123) is the most directly relevant section, but other sections contain important considerations such as street trees and lighting in the Appearance section. The interconnectivity of trails to schools, parks, and residences is noted as a priority. Street spacing (one mile for major streets), access control measures, preservation, and favoring character over wider streets are notable recommendations. Design recommendations for active modes, and support for compact development for transit, should also be reviewed prior to making recommendations in the CTP.

Unified Development Ordinance 2013

The 2013 Unified Development Ordinance (UDO) is not a plan, but represents the Town's primary tool for implementing its plans and policies. The UDO for Wake Forest is relatively robust, with development regulations and standards addressing connectivity and bicycle parking not always seen in municipalities of its size. Other sections that are pertinent to, and should be reviewed for the CTP include: streetscaping, traffic impact analyses, sidewalk/bicycle designs, and signage standards.

2006 Pedestrian Plan & 2008 Bicycle Plan

The 2006 Pedestrian Plan provides a vision and framework for a comprehensive pedestrian network within the Town. The plan analyzes existing conditions, plans and policies. Recommendations are developed with accompanying design guidelines and program and policy recommendations. Implementation strategies are also prepared.

The 2008 Bicycle Plan was the first comprehensive bicycle plan for the Town. The Plan analyzes existing conditions, policies, plans, and programs. Short-term, medium-term, and long-term recommendations are developed for projects and programs. Most project recommendations are concentrated on major roadways, with limited recommendations on local roadways. Proposed facility types include bicycle lanes, wide striped shoulders, sharrows, multi-use paths, and greenways.

Wake Forest Parks, Recreation, Cultural Resources Master Plan 2015

This Plan provides a ten-year vision for park, recreational, and cultural resources through 2025. It provides an assessment of existing facilities, community needs, and recommendations to meet the needs of the Town. The creation of greenway and trail networks is a key recommendation.

2018-2027 North Carolina State Transportation Improvement Program (STIP)

The 2018 - 2027 STIP programs transportation projects that are implemented by the North Carolina Department of Transportation for the whole state over a ten-year period. It includes highway, rail, public transportation, bicycle and pedestrian, aviation, and ferry projects. Within Wake Forest, the STIP includes transportation projects for state-maintained roads. The CTP will help guide what projects are included in future STIPs. Projects programmed for the first five years of the STIP (2018-2022) have dedicated funding, whereas projects in the second five years of the STIP do not.

Capital Area Metropolitan Planning Organization (CAMPO) 2045 Metropolitan Transportation Plan (MTP)

CAMPO is the Metropolitan Planning Organization (MPO) for Wake County and parts of surrounding Granville, Franklin, Johnston, and Harnett Counties. MPOs are responsible for long-range transportation plans for metropolitan area. MTPs act as fiscally-constrained plans that refine the planning recommendations made in CTPs and help guide the projects that are proposed for the STIP.

CAMPO North East Area Study (NEAS) - 2014

The study looks at how to adapt transportation planning for the Northeast CAMPO jurisdiction, an area that has historically been characterized by small towns and rural land use. Regional growth has seen these areas urbanize, resulting in changes to transportation needs. The plan has a series of end products that address changing transportation needs including best practices, analysis of existing and market conditions, and recommended projects.

US 1 Corridor Study - 2006 & 2012

The study analyzes transportation solutions to convert US 1 to a freeway from I-540 in Wake County to the Vance County line. Phase I and II of the plan were completed in 2006 and 2012 respectively. The plans are currently being reviewed to revise recommendations in light of changes in surrounding land use and transportation conditions and traffic pattern changes.

NC 98 Corridor Study - 2018

This study analyzes transportation improvements on NC 98 from Durham County to US 401 in Franklin County. It includes sections on highway, public transportation, bicycle, and pedestrian transportation based on traffic projections, land use, and public input. Recommendations for Wake Forest include widening NC 98 to a four-lane, median divided roadway, a continuous flow intersection (CFI) at NC 98 and Old Falls of Neuse Road, and a quadrant intersection at NC 98 and South Main Street.

Wake County Transit Plan - 2016

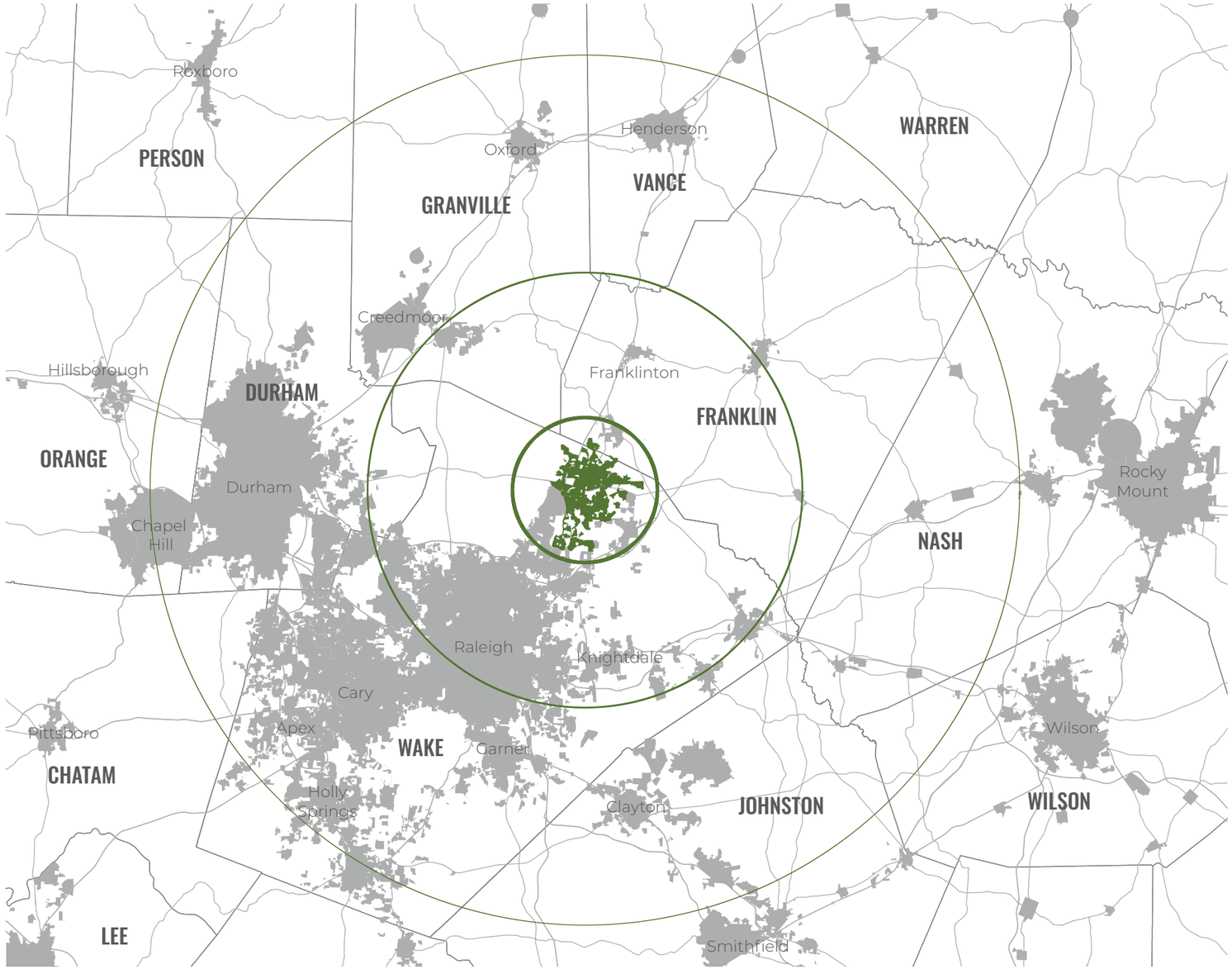
To guide investment from the Wake County transit sales tax, the Wake County Transit Plan outlines planning goals and objectives within Wake County in the ten years since the plan's adoption. These objectives are organized into four "Big Moves":

1. Connect Regionally
2. Connect All Wake County Communities
3. Frequent, Reliable Urban Mobility
4. Enhanced Access to Transit

The Town of Wake Forest will see new and more frequent bus routes as part of the Plan. A commuter rail line from Downtown Wake Forest to Downtown Raleigh is also a long-term goal identified in the Plan.



CHAPTER 2
EXISTING CONDITIONS



Map 2-1 | Surrounding Region

- *5 miles*
- *15 miles*
- *30 miles*

Wake Forest Municipal Boundary

Wake Forest Town limits as defined in its charter, enlarged or diminished by subsequent annexations.



Town of Wake Forest Urban Service Area

Areas within the county's jurisdiction expected and intended to be urbanized in the foreseeable future, served by public utilities and eventually becoming part of an adjacent municipality



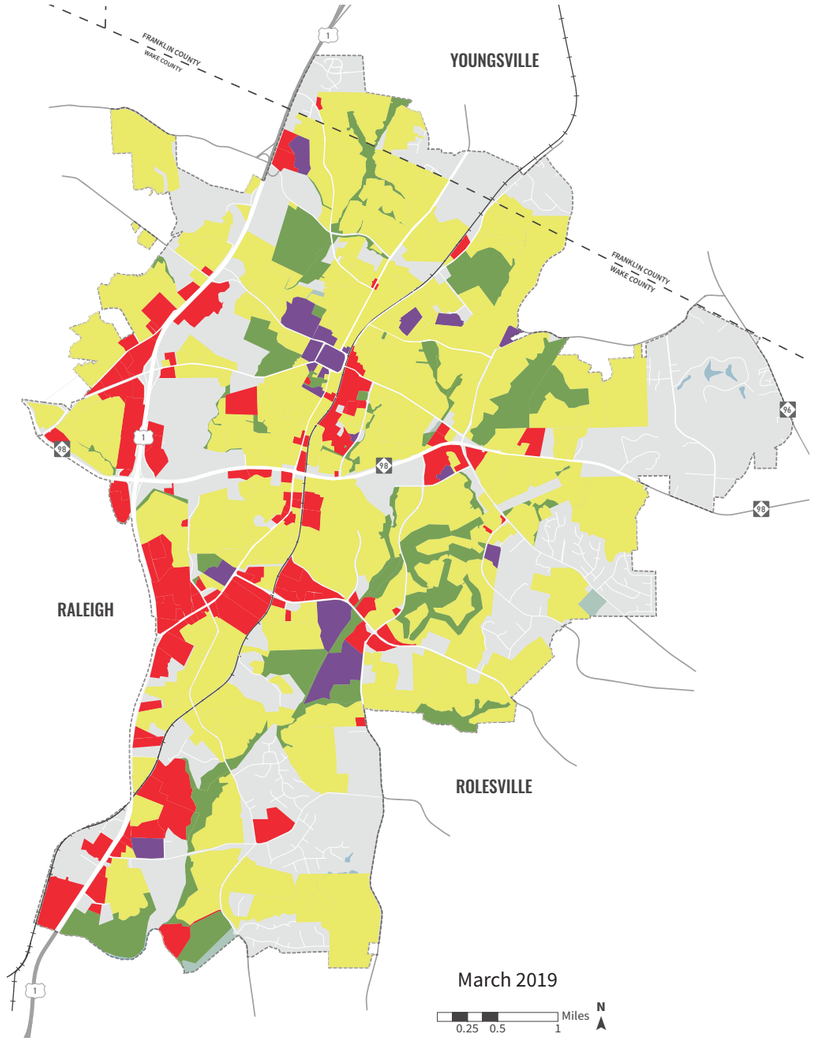
Traffic Analysis Zone (TAZ) Extents

TAZs are the smallest geographical area used by Triangle Regional Model (TRM) to forecast future travel demand in the region. TAZs contain Socio-economic data such as number of households, median household income, number of jobs etc. within each zone.



WAKE FOREST COMPREHENSIVE TRANSPORTATION PLAN

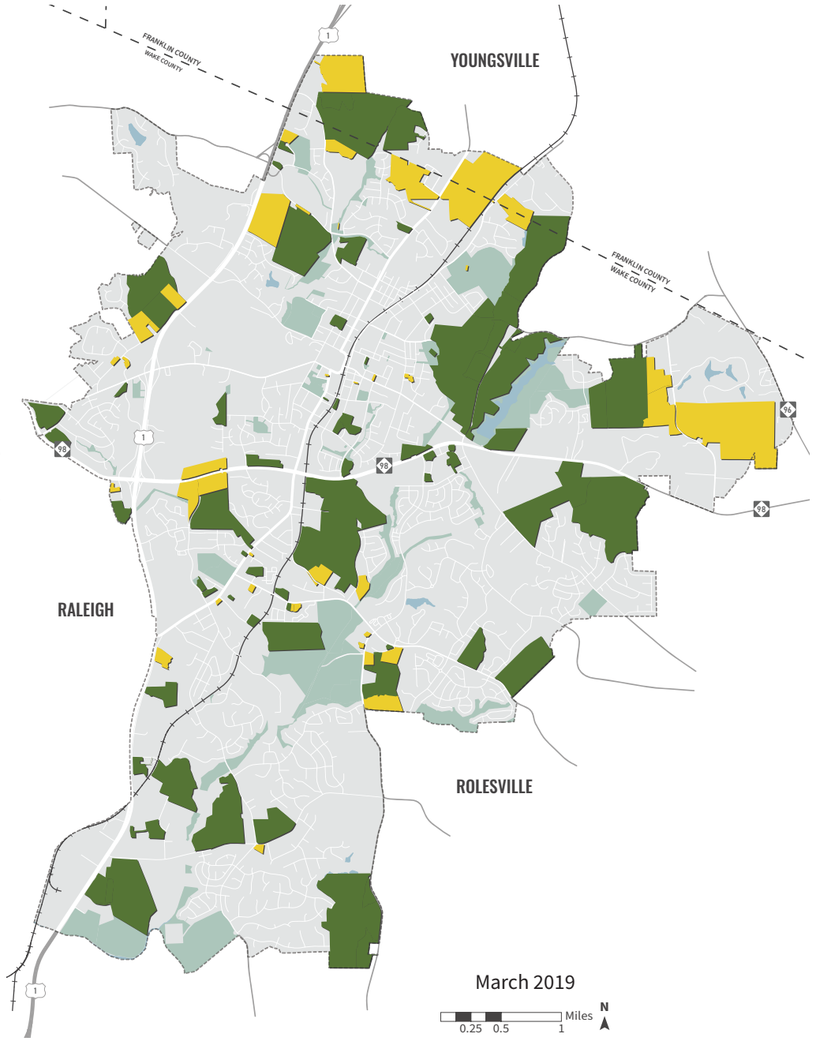
Existing Land Use & Future Development



Map 2-2 | Existing Land Use

Analyzing existing land use and planned development helps anticipate future growth and methods to potentially address traffic concerns before they occur.

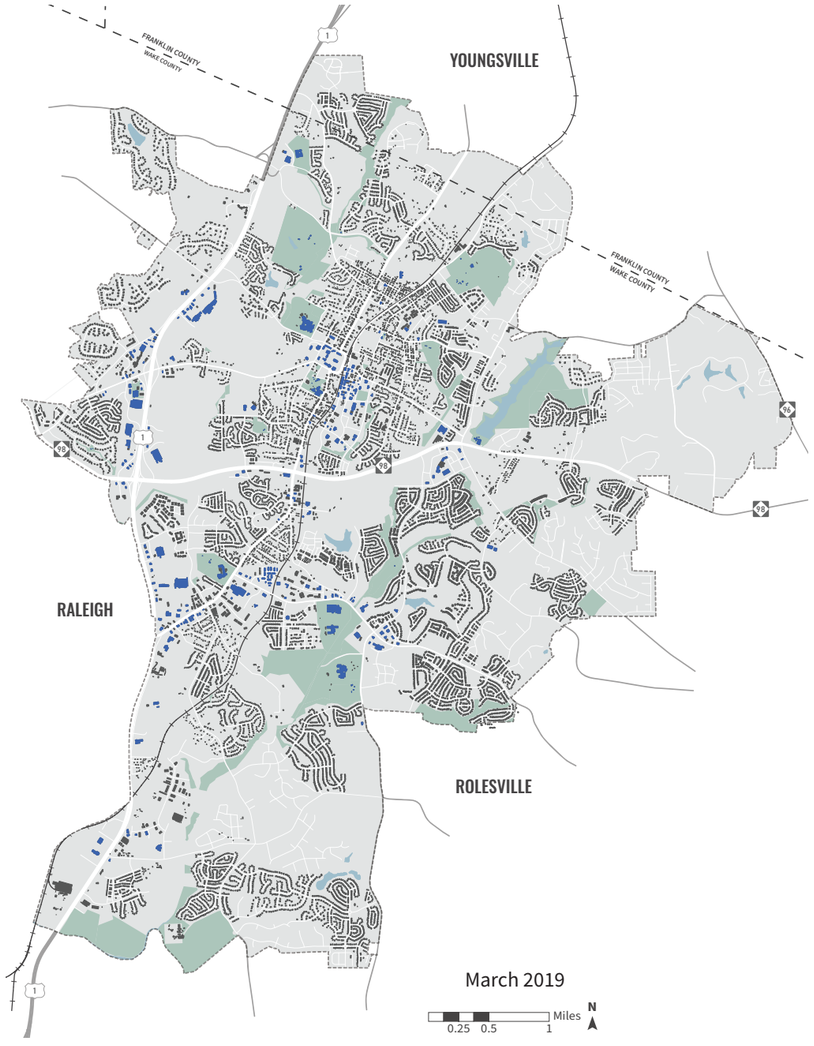
- Residential
- Commercial
- Recreation
- School



Map 2-3 | Active & Proposed Development

Active Development shows all developments that are currently under construction. Proposed Development shows all developments that have been proposed by developers and are being reviewed by the town as of March 2019.

- Active Development
- Proposed Development

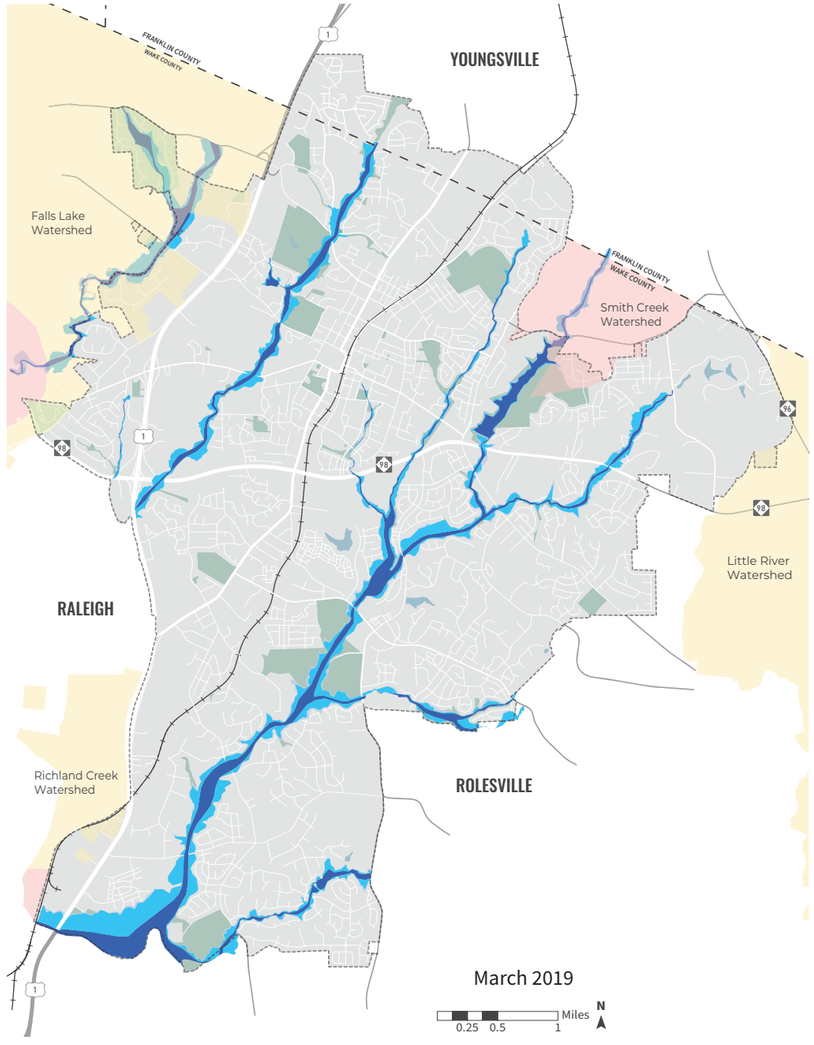


Map 2-4 | Building Footprints

- Non-Residential Building
- Residential Building

WAKE FOREST COMPREHENSIVE TRANSPORTATION PLAN

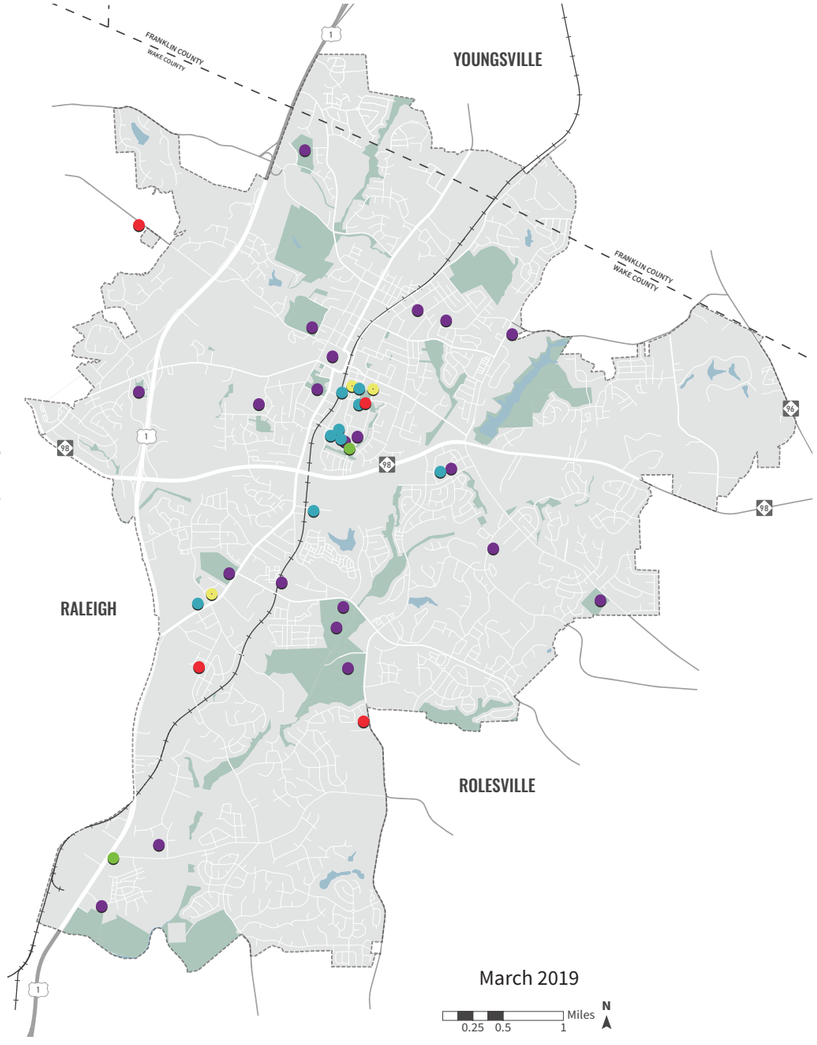
Existing Development Constraints & Community Resources



Map 2-5 | Environmental Constraints

Due to the risk of flooding, development is usually minimized in floodplains.

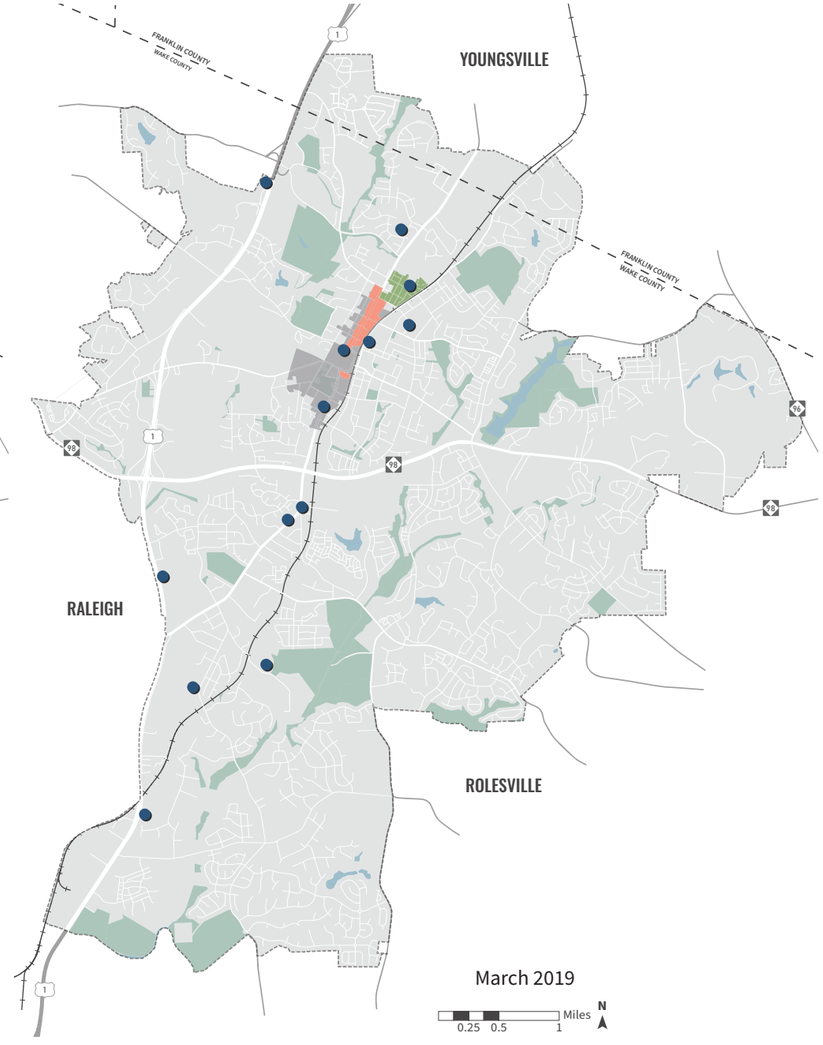
- Floodway
  no encroachment
- 100 Year Floodway
  1% annual chance of flood
- 500 Year Floodway
  0.2% annual chance of flood
- Critical Watershed
- Non Critical Watershed and Other Watersheds



Map 2-6 | Community Resources

The location of community resources inform where notable destinations are located and will influence future transportation planning decisions.

- Police Station
- Government Center
- Fire Station
- EMS Location
- School



Map 2-7 | Historic Districts & Local Landmarks

Historic district and landmark protections regulate changes that can be made to and around these properties.

- Local Landmark
- Wake Forest Historic District
- Wake Forest Local Historic District
- Glen Royall Mill Village Historic District

Wake Forest Historic District

The Wake Forest Historic District was listed in the National Register of Historic Places on December 18, 2003 and has a period of significance from c. 1820 to 1953. It contains the historic core of the Town of Wake Forest, consisting of the original Wake Forest College campus, surrounding residences of college faculty, staff, and other community citizens, and other buildings. The district is focused on the historic campus of the college, established in 1834 on the plantation of Dr. Calvin Jones. The Lea Laboratory (now Broyhill Hall) (1888) is the oldest remaining building on the college campus. Other notable buildings in the district include: Wake Forest Baptist Church (1913-1915) and Binkley Chapel (1944).

Wake Forest Local Historic District

Wake Forest officially designated its first historic district on May 10, 1979. The district runs along North Main Street, once called “Faculty Avenue” because of all the professors who lived there, extending from North Avenue to Oak Avenue, and along North Avenue and East South Avenue. The Wake Forest Local Historic District includes homes and other buildings in architectural styles from Greek Revival to Queen Anne to Bungalow ranging from the early 19th to early 20th centuries. Notable buildings include: Calvin Jones House a.k.a. Wake Forest College Birthplace (1820) and the Jack Medlin Store (c. 1905) which was the subject of a NC Supreme Court case, Town of Wake Forest vs. Medlin (1930), a landmarks case that legalized land use zoning in North Carolina.

Glen Royall Mill Village Historic District

The Glen Royall Mill Village Historic District was listed on the National Register of Historic Places on August 27, 1999 and has a period of significance from 1900 to 1949. The Royall Cotton Mill was incorporated in 1899, during a period of major expansion in North Carolina’s textile industry, to spin and weave cotton, producing cotton sheeting skein yarn, becoming one of North Carolina’s premiere textile concerns. Construction on the mill and village began in 1900 as the Royall Cotton Mill management began to build housing for its mill operatives and their families.

Local Landmarks

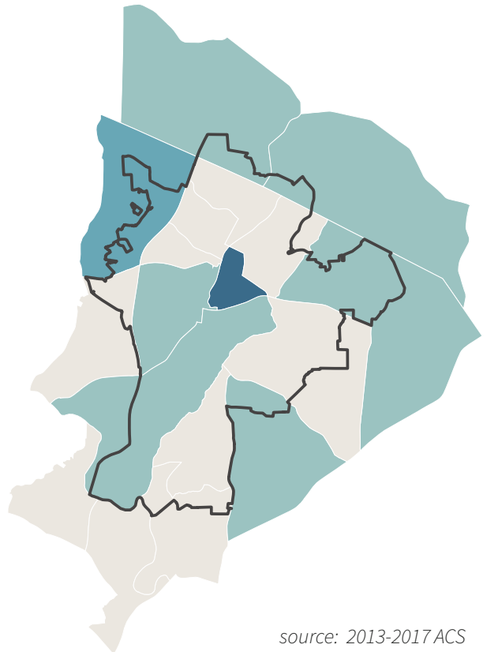
- A. Jack Medlin Store
- Ailey Young House
- Battle-Purnell House
- Heartsfield House
- Dr. Charles Brewer House
- Heartsfield House
- I. O. Jones House
- Mutschler House
- Oak Forest
- Purefoy-Dunn Plantation
- South Brick House
- The South Brick House
- Tommy & Sue Byrne House
- William Royall Powell House



Demographics

Demographic characteristics help provide an understanding of the transportation needs of a community, particularly for bicycle, pedestrian, and public transportation modes. For example, Wake Forest has approximately the same percentage of population 65 years and older as Wake County, but the Town has lower percentages of minority and low-income populations.

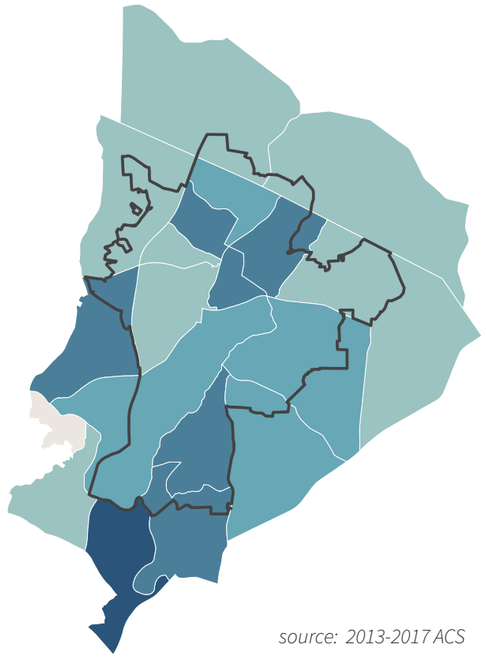
Map 2-8 | Percentage of Population 65 Years of Age & Older



source: 2013-2017 ACS

- 20% +
- >15% - 20%
- 10 - 15%
- <10%

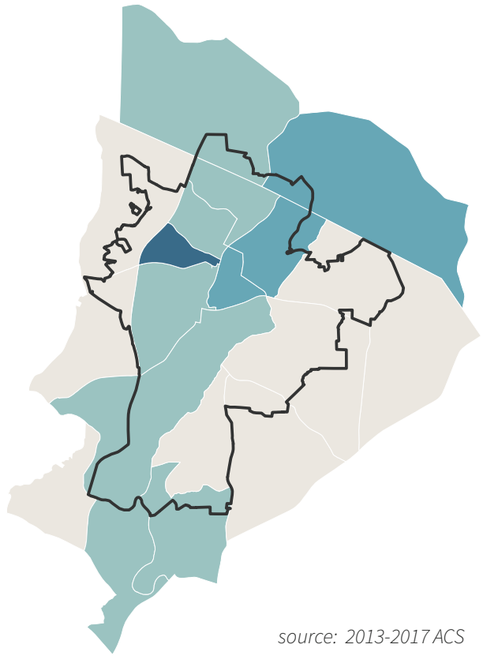
Map 2-9 | Percentage of Population That is a Minority



source: 2013-2017 ACS

- 50% +
- >25% - 50%
- >20% - 25%
- >10% - 20%
- 0 - 10%

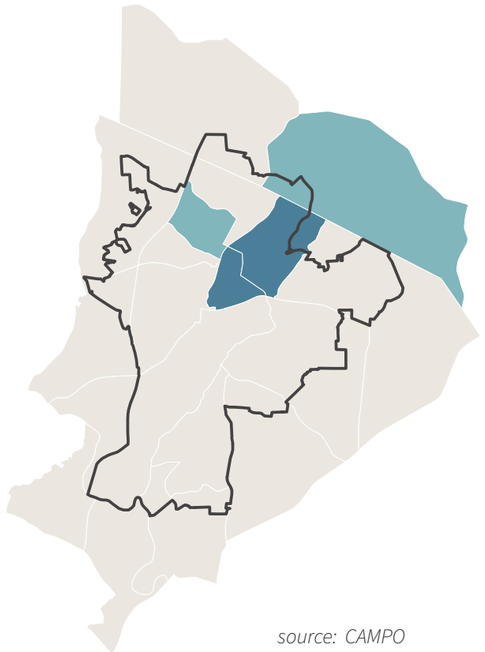
Map 2-10 | Percentage of the Population Below 150% of the Poverty Level



source: 2013-2017 ACS

- 40% +
- >25% - 40%
- >10% - 25%
- 0 - 10%

Map 2-11 | Community of Concern Indicators

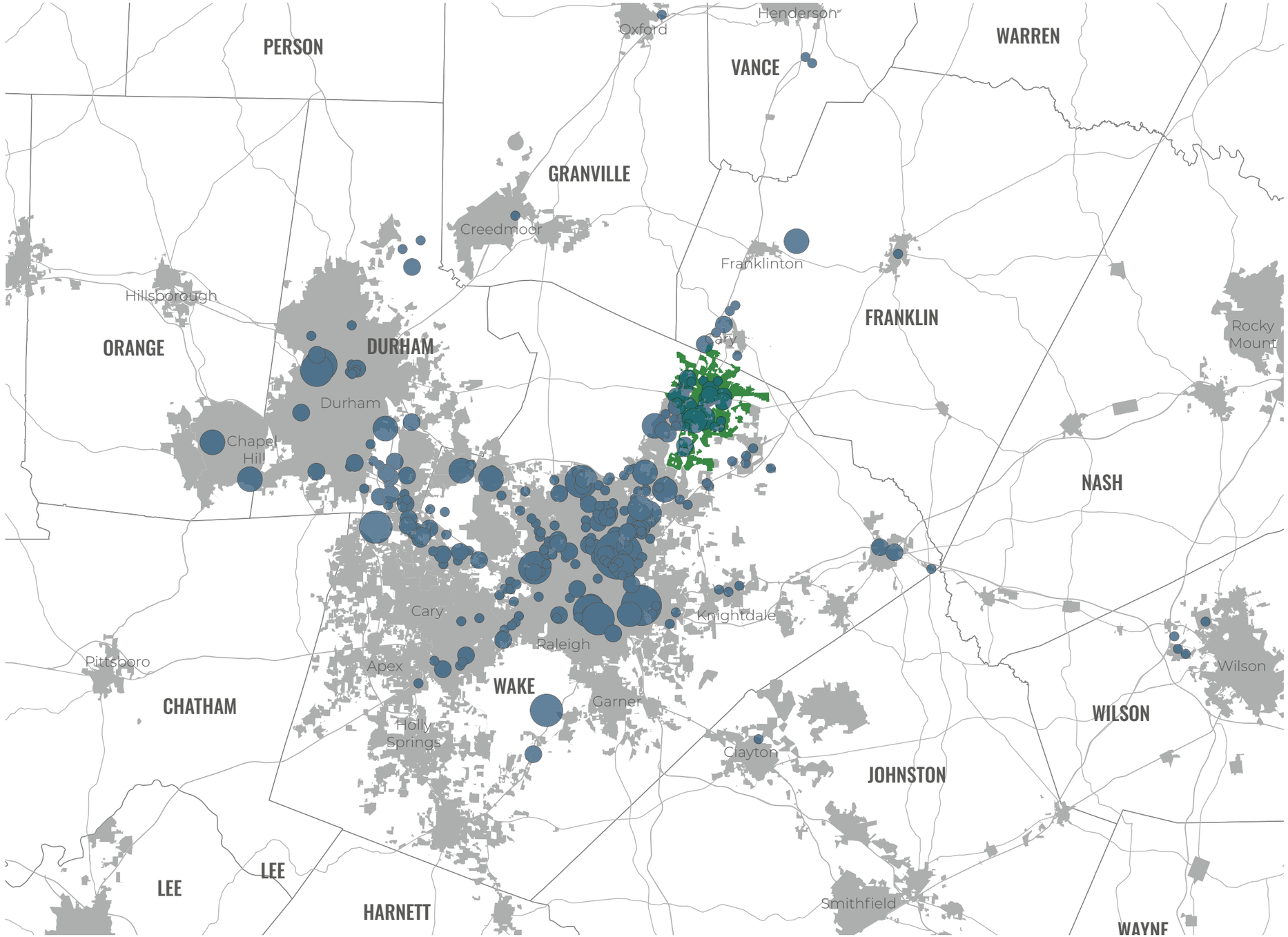


source: CAMPO

- 2
- 1
- 0

The Capital Area Metropolitan Planning Organization (MPO) uses Block Group-level data from the US Census American Community Survey to look for concentrations of classes protected under Title VI. These "communities of concern" (CofC's) represent where potential concentrations of protected populations exist.

WAKE FOREST COMPREHENSIVE TRANSPORTATION PLAN



This is a map showing where Wake Forest residents work, organized by Census Block.

The size of the dot represents the number of Wake Forest residents working in that Census Block. Census Blocks with less than five workers are not shown.

More than 60% of people drive more than 10 miles each way to work.

92% of Residents work outside of Wake Forest.

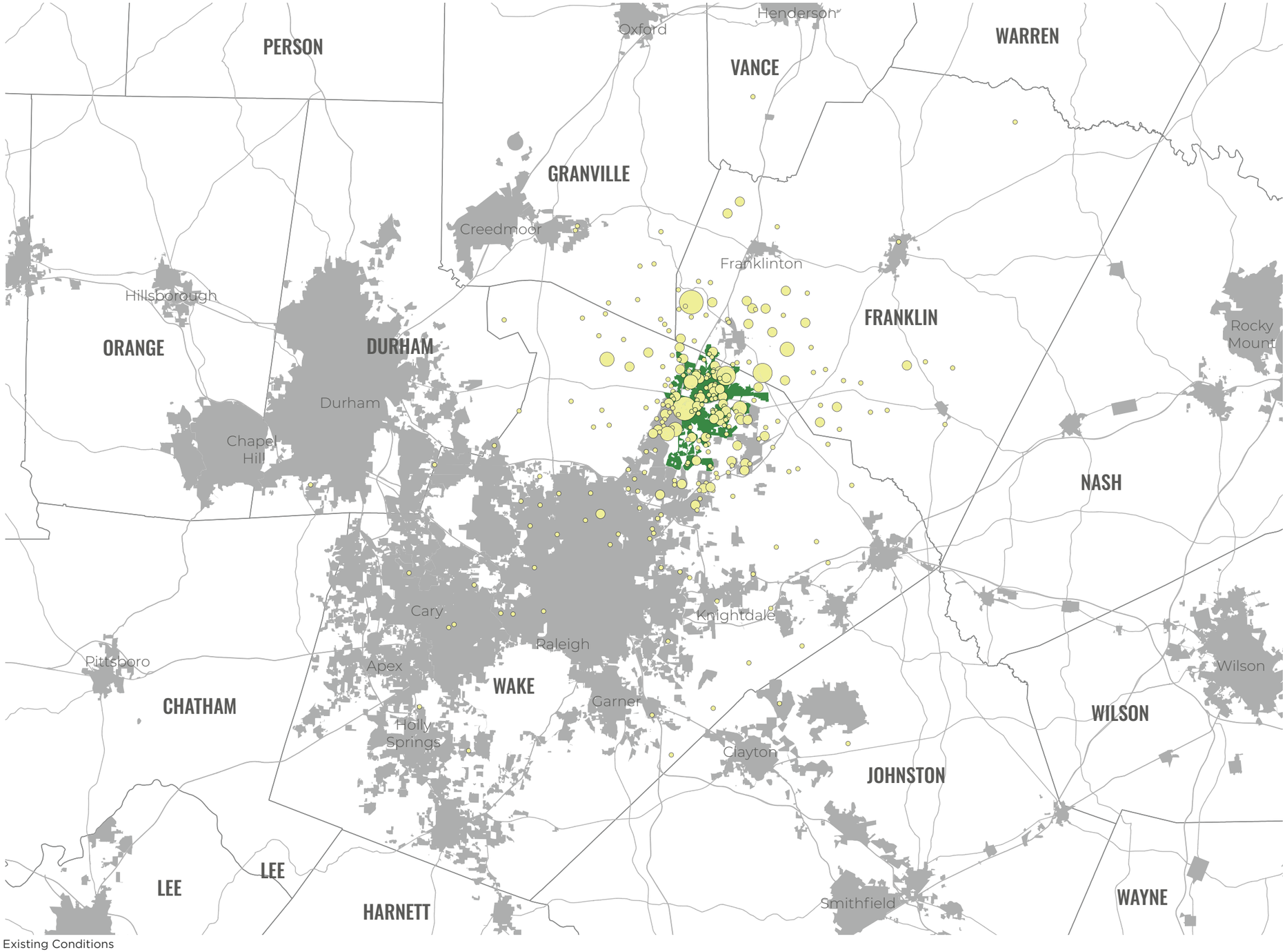
Most work places are concentrated around: Western part of Wake Forest, Capital Boulevard (between 440 and 540), Downtown Raleigh, North Raleigh, Research Triangle Park (RTP), and Morrisville

Map 2-12 | Where Wake Forest Residents Work

- > 800
- > 400 - 800
- > 200 - 400
- > 100 - 200
- > 50 - 100
- 21 - 50

source: US Census OnTheMap

WAKE FOREST COMPREHENSIVE TRANSPORTATION PLAN



This is a map showing where people who work in Wake Forest live, organized by Census Block.

The size of the dot represents the number of people living in that Census Block, that work in Wake Forest.

Map 2-13 | Where Wake Forest Workers Live

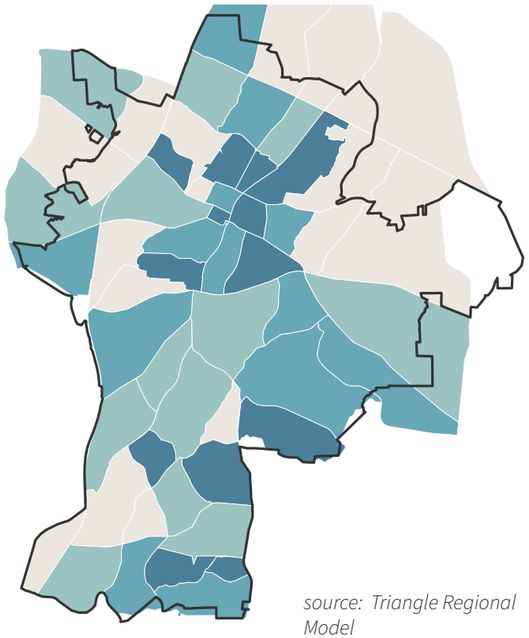
- > 36 - 45
- > 27 - 36
- > 18 - 27
- > 9 - 18
- 5 - 9

source: US Census OnTheMap

Triangle Regional Model

The Triangle Regional Model (TRM) is a tool that forecasts travel demand based on projected population and employment growth. The TRM uses proposed transportation projects and future land use conditions to help forecast increases in traffic. Growth is projected at the Traffic Analysis Zone (TAZ) level. The Town of Wake Forest has grown at a faster pace than predicted by local and regional planners. At the request of the Town, the official population and employment projections were revised for 2045. These edits were made based on new developments and land availability for potential developments. 2013 is the base year for the TRM and 2045 is the projected or 'horizon' year.

Map 2-14 | 2013 Population Density

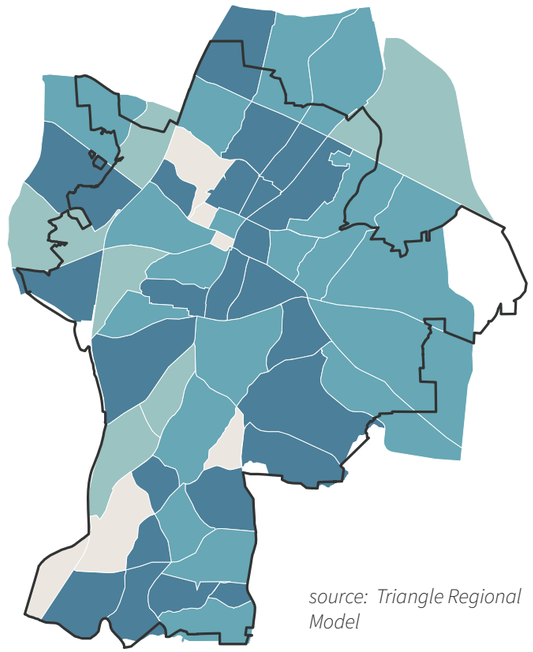


source: Triangle Regional Model

People Per Acre

- 4+
- >2 - 4
- >1 - 2
- 0 - 1

Map 2-15 | 2045 Population Density



source: Triangle Regional Model

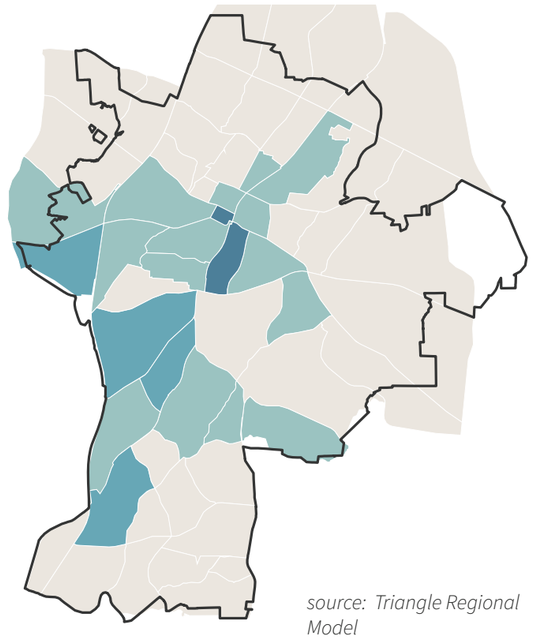
This map shows the projected change in Population Density between 2013 and 2045.

Population is expected to increase by 75% from 42,534 residents in 2013 to 74,663 residents in 2045 - based on revised TRM data.

Population and Employment Projections

Revised socio-economic data was entered into the TRM to accurately assess future roadway congestion. The TRM uses Traffic Analysis Zones (TAZs) to summarize residents, employees and trips to and from that area. TAZs are groups of Census Blocks. Click on a TAZ on the map to see what socio-economic data was changed.

Map 2-16 | 2013 Employment Density

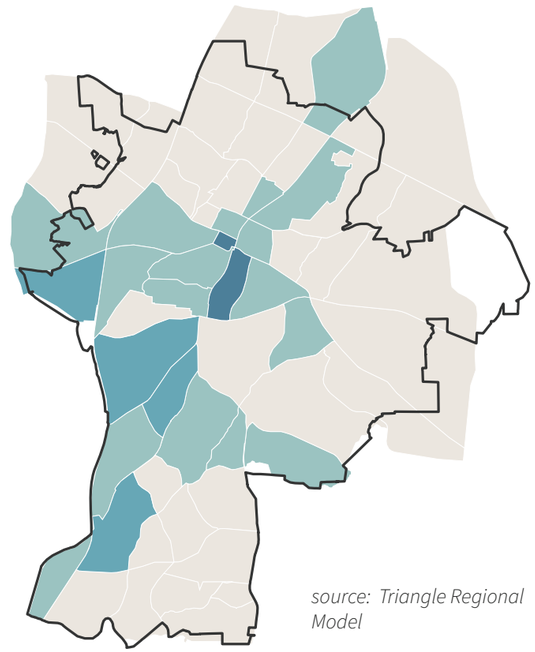


source: Triangle Regional Model

People Per Acre

- 4+
- >2 - 4
- >1 - 2
- 0 - 1

Map 2-17 | 2045 Employment Density



source: Triangle Regional Model

This map shows the projected change in Employment Density between 2013 and 2045.

Employment is expected to increase by 53% from 12,936 workers in 2013 to 19,778 workers in 2045 - based on revised TRM data.


WAKE FOREST
BEER
VANS
"OFF THE WALL"

CHAPTER 3
PUBLIC ENGAGEMENT

Two public meetings were held over the course of the project. The first meeting asked citizens to identify their transportation priorities and concerns. These were used in developing the CTP's recommendations. The second public meeting presented the project's draft recommendations to the public and citizens were able comment on these proposals. Comments were taken into consideration as the recommendations were finalized. Details of each meeting are discussed below.

Public Survey

A public survey was conducted prior to the first public meeting. The intention of the survey was to engage with as many people as possible and convey the importance of the CTP. As part of the survey, a pop-up event was held at 'Meet in the Street' - one of the largest public events in Wake Forest. The survey was also available online, among other methods.

The survey concluded with 683 responses.

Public Meeting #1

The first public meeting was held on May 23, 2018 at the Wake Forest History Museum. Approximately 35 people attended the meeting.

Common themes heard at the meeting include.

- Improving connectivity and reducing congestion.
- Improving bicycle and pedestrian facilities connectivity and providing safer conditions.
- Providing more public transportation options.

Public Meeting #2

The second public meeting was held on May 16, 2019 at the Wake Forest Renaissance Center between 4pm and 7pm. Mailers to all Wake Forest residents and social media blasts were used to advertise the public meeting to encourage attendance.

Information about the CTP was provided through boards and discussion stations. Interactive maps were provided for roadway, bicycle, and pedestrian recommendations to view details of the proposed projects.

Over 200 attendees were present and 137 comments were received through paper comment forms, online comment forms, email comments, and comments posted on the Mind Mixer website.

These were the most frequently mentioned concerns from the public comments.

- 27 comments requesting intersection improvements along Rogers Road.
- 23 comments opposing and 11 comments supporting the one-way loop proposal around the Seminary.
- 20 comments opposing the Foundation Drive Extension proposal.
- 17 comments requesting intersection improvements along NC 98.
- 10 comments opposing installing bicycle lanes along North Main Street.
- 7 comments requesting increased service for the Loop Bus.
- 5 comments requesting intersection improvements along Ligon Mill Road.

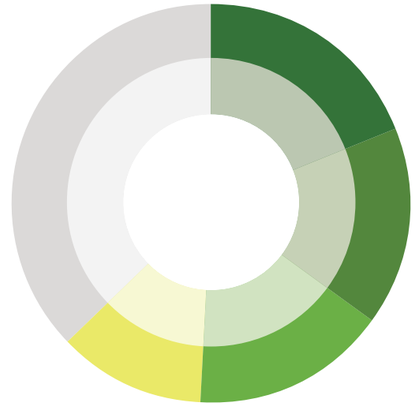
Public Survey Results

Please select the top three (3) things that prevent you from bicycling, or from bicycling more, in Wake Forest:



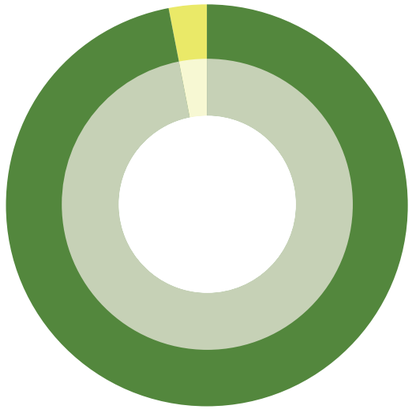
- 17% - Not enough greenways or sidepaths
- 16% - Cars and drivers do not respect bicyclists
- 14% - Not enough bicycle lanes
- 14% - Need intersection improvements

Please select the top three (3) things that prevent you from walking, or from walking more often, in Wake Forest:



- 19% - Missing Sidewalks
- 16% - Need to connect existing sidewalk "gaps"
- 16% - Need intersection improvements
- 12% - Not enough safe crosswalk locations

Do you use Wake Forest's bus services (Wake Forest Loop & Wake Forest Raleigh Express)?



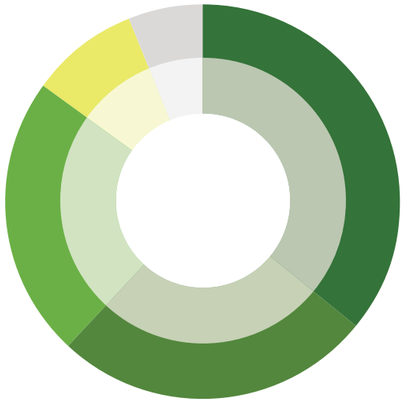
- 97% - No
- 3% - Yes

Please select all the factors that prevent you from using Wake Forest's bus services.



- 33% - Not convenient or practical
- 17% - Lack of bus routes/stops
- 17% - I do not want to or am unable to take transit
- 14% - Too far to travel without a car

Require every street improvement to be a "complete street" that accommodates people of all ages, physical abilities, and modes of travel.



- 36% - Strongly Agree
- 26% - Agree
- 23% - Neutral
- 9% - Disagree

Align development with transportation needs and capacity - ex. require private property developers to add intersection improvements and road widening as part of projects.



- 19% - Missing Sidewalks
- 16% - Need to connect existing sidewalk "gaps"
- 16% - Need intersection improvements
- 12% - Not enough safe crosswalk locations

Improve street, sidewalk, and greenway connectivity, and improve access to streets.



- 17% - Not enough greenways or sidepaths
- 16% - Cars and drivers do not respect bicyclists
- 14% - Not enough bicycle lanes
- 14% - Need intersection improvements

CHAPTER 4
BICYCLE & PEDESTRIAN

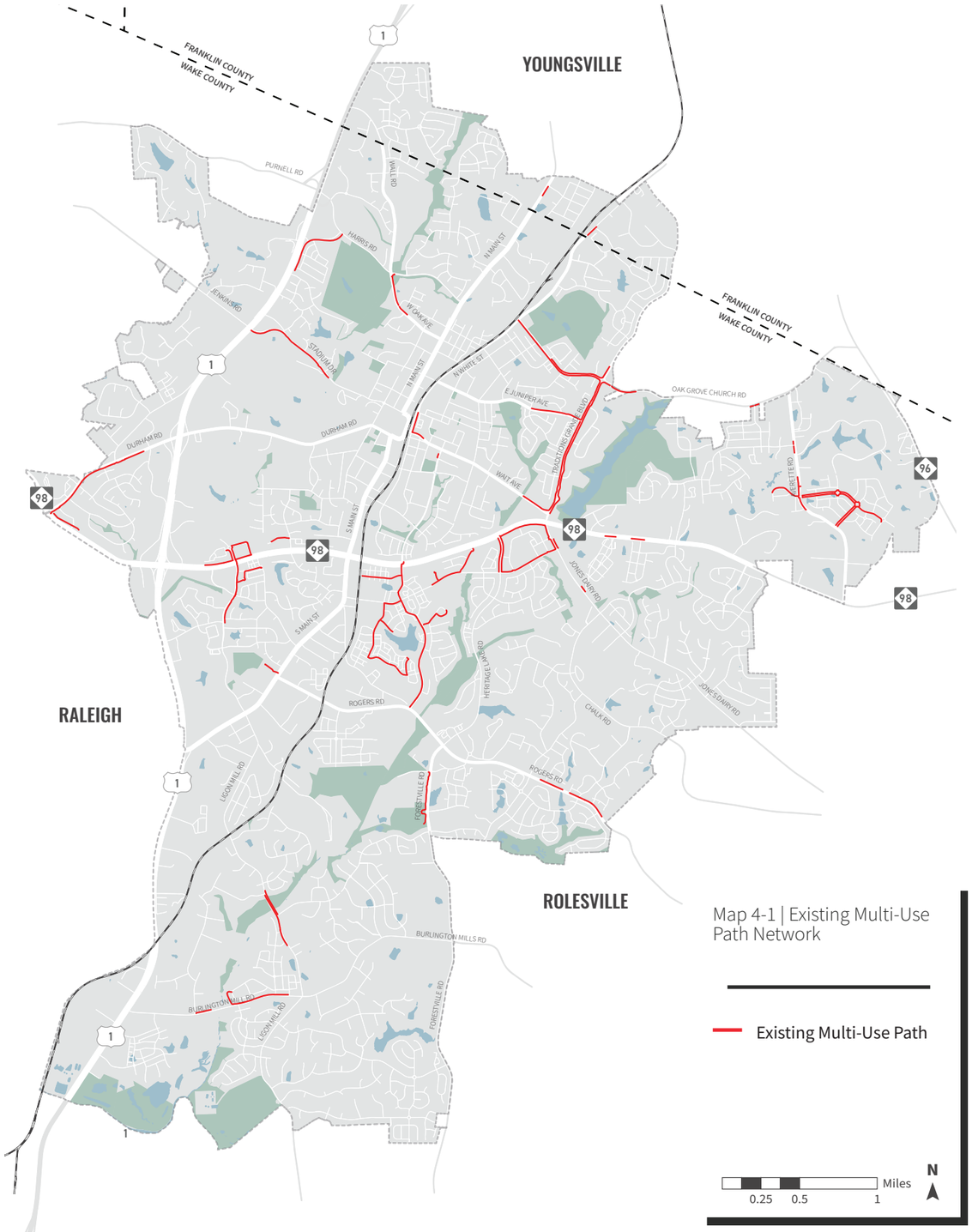
Bicycle & Pedestrian Network

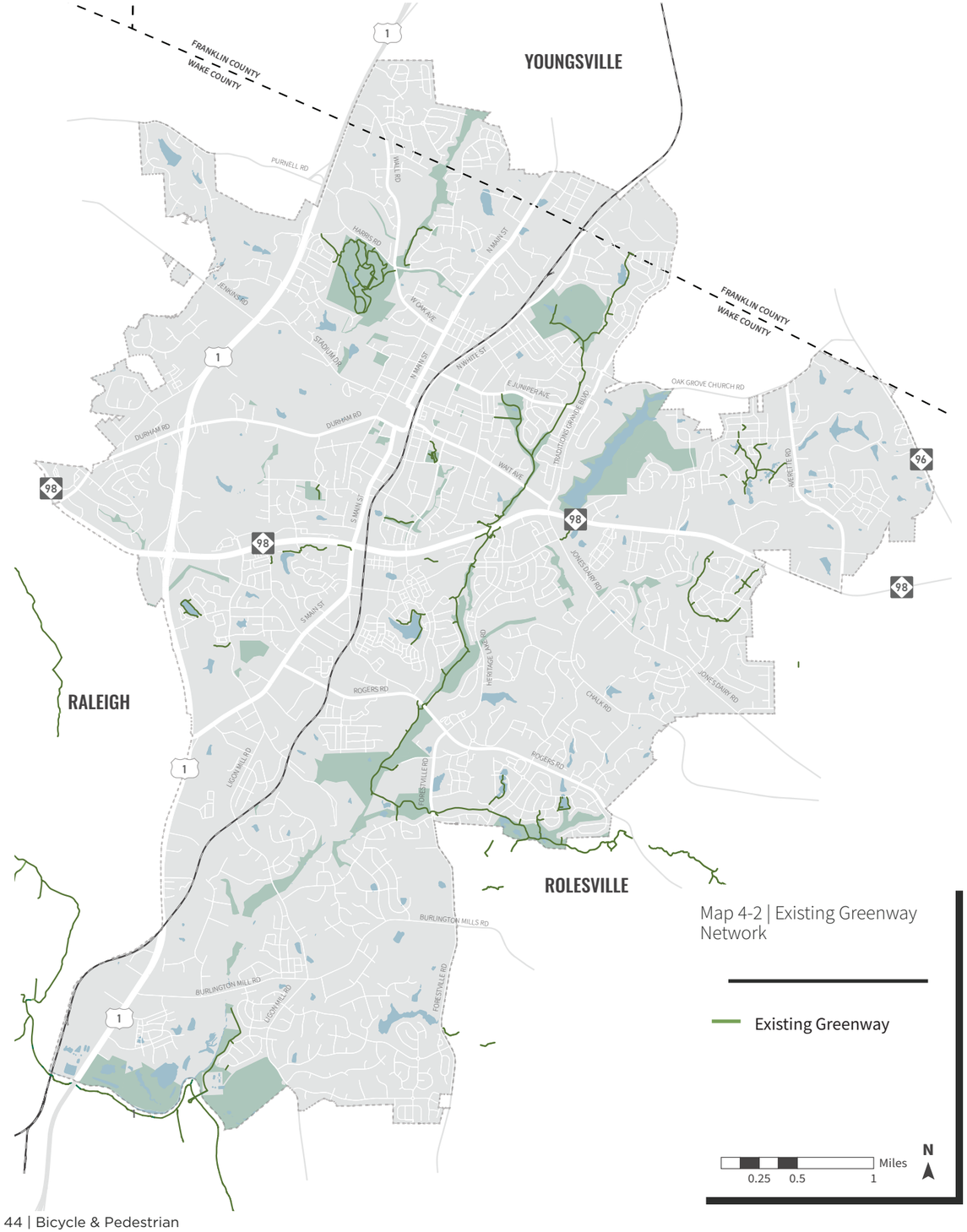
The recommended off-street pedestrian network includes greenway and multi-use paths. Both are typically 10-foot or wider hard surface paths that support both bikes and pedestrians but are in different locations. Multi-use paths run parallel to the roadways and generally in the public right-of-way. Multi-use paths are typically found on roadways classified as a Tier 2 Thoroughfare or higher.

Greenways are typically found along existing stream corridors or in the Town park system. Town maintained public greenways are located in public greenway easements or on Town owned property.

Bicycle and Pedestrian Future Network Recommendations

Bicycle and pedestrian recommendations were made with the priority of filling in gaps in the existing network, adding facilities within the existing roadway network, and ensuring bicycle and pedestrian facilities are included for new roadway connections.



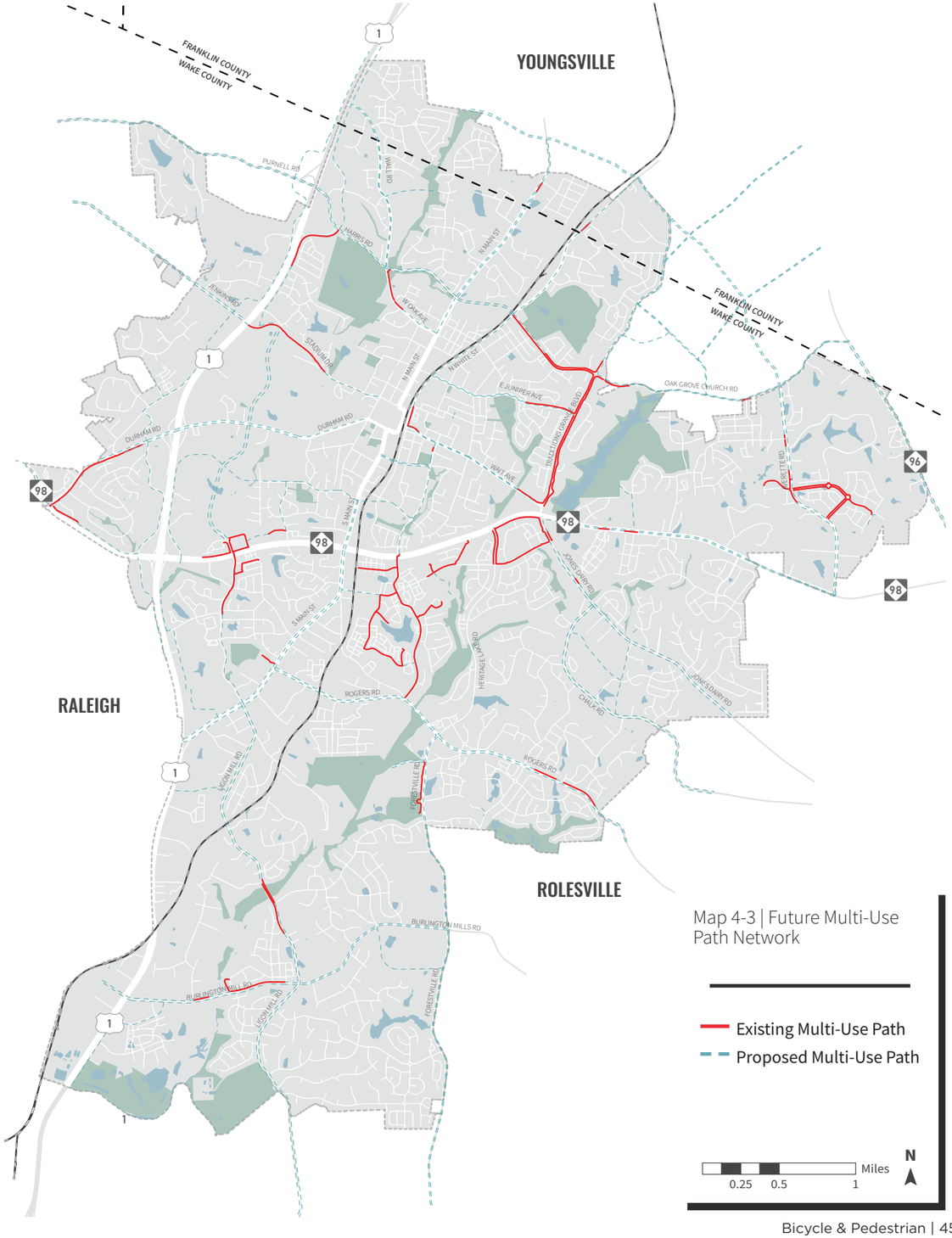


Map 4-2 | Existing Greenway Network

Existing Greenway

0.25 0.5 1 Miles

N



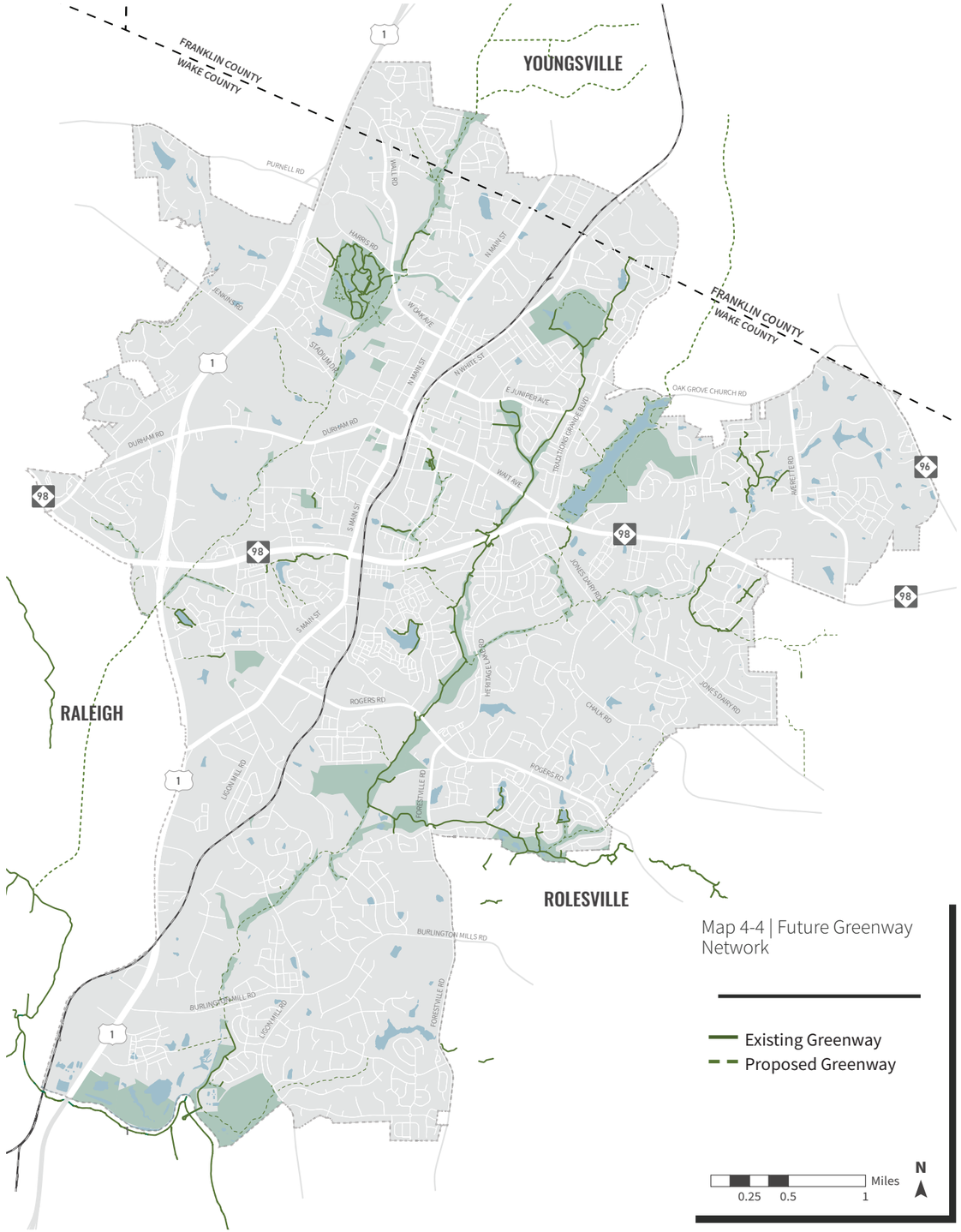
Map 4-3 | Future Multi-Use Path Network

Existing Multi-Use Path

Proposed Multi-Use Path

0.25 0.5 1 Miles

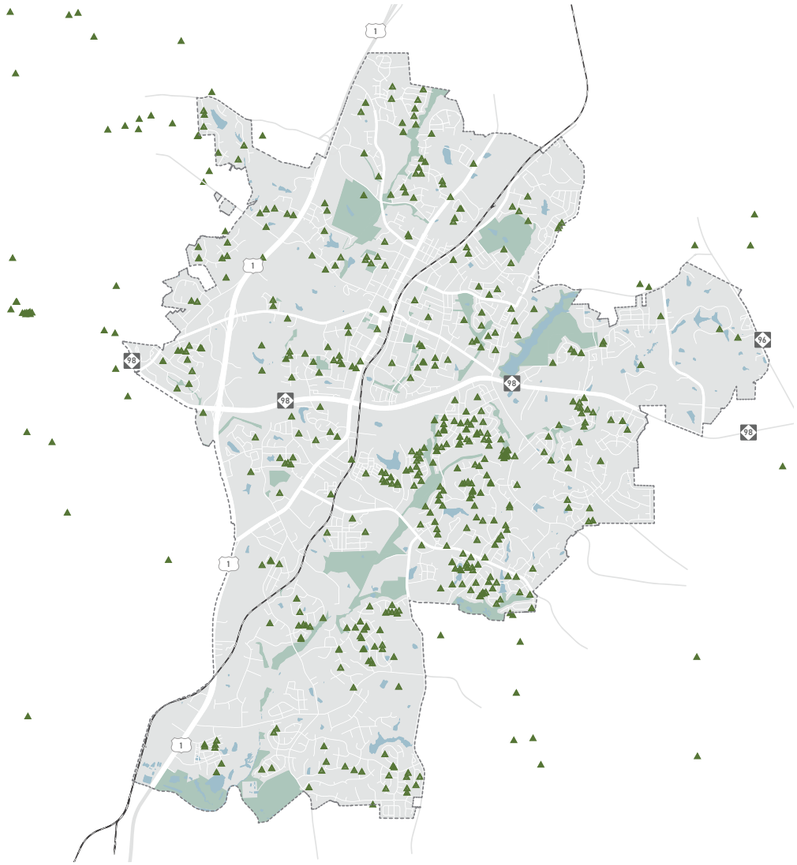
N



Map 4-4 | Future Greenway Network

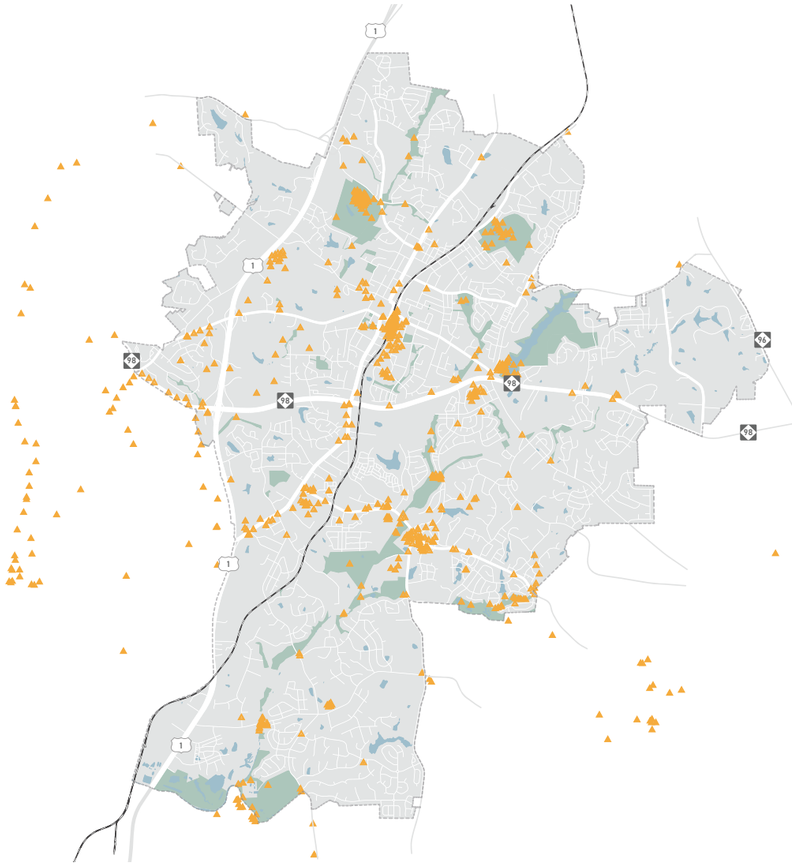
Bicycle and Pedestrian Origins & Destinations

The following maps show origins and destinations for bicycle and pedestrian trips. The data was gathered during the initial comment period in May 2018.



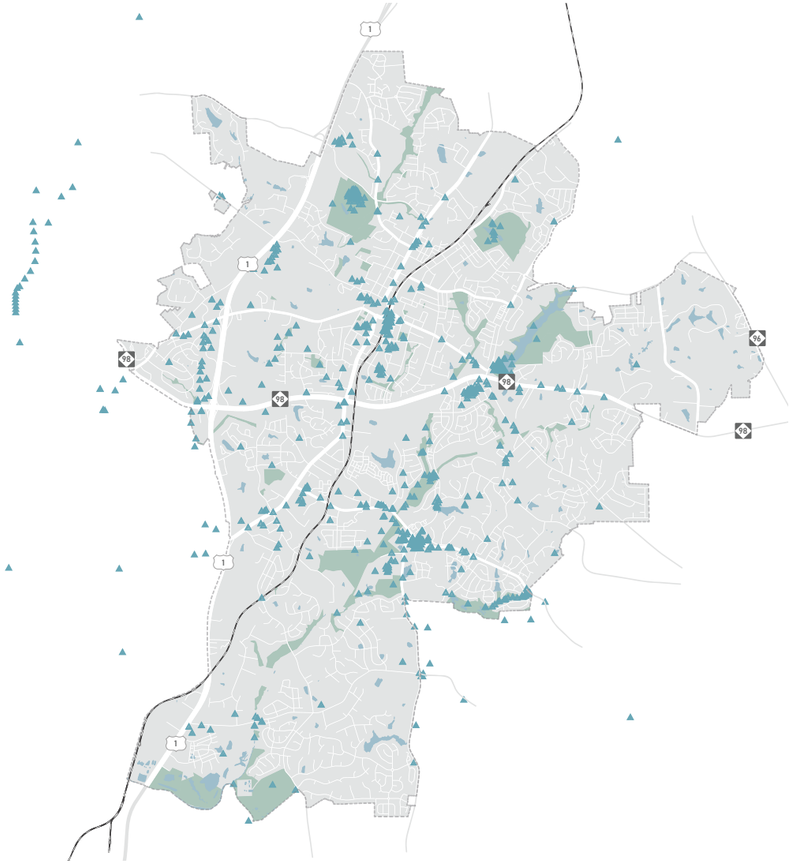
Map 4-5 | Bicycle and Pedestrian Trip Origins

These points indicate where bicycle and pedestrian trips usually generate, as noted in comments from the initial survey.



Map 4-6 | Bicycle Destinations

These points indicate common destinations for bicycle trips, as noted in comments from the initial survey.



Map 4-7 | Pedestrian Destinations

These points indicate common destinations for pedestrian trips, as noted in comments from the initial survey.



CHAPTER 5
TRANSIT

Transit will serve a key role in providing connectivity and mobility within Wake Forest by providing an alternative for private automobile transport.

In 2016, Wake County voters approved a half-cent sales tax for improved transit services in Wake County. Subsequently, the Wake County Transit Plan was published in 2016 and lays out a framework for transit projects to be funded by the new tax revenues.

Existing Bus Network

Wake Forest Raleigh Express (WRX)

The Wake Forest-Raleigh Express is a commuter bus service running hourly service to Triangle Town Center and Downtown Raleigh during peak hours.

Future Bus Network

Route 2L

GoRaleigh has planned to operate new hourly service from downtown Wake Forest to WakeMed North Hospital. From there, passengers can transfer to the existing, half-hourly Route 2 for Downtown Raleigh via Falls of Neuse Road and Five Points. This route will be funded in part by the Wake County Transit Tax.

Microtransit Service

Go Wake Forest

Go Wake Forest is an on-demand, door-to-door microtransit service provided to all residents and visitors within Wake Forest's jurisdiction and a portion of Raleigh's Wakefield neighborhood.

GoRaleigh MicroLink

GoRaleigh MicroLink is an on-demand, curb-to-curb microtransit system service provided to all residents and visitors within the vicinity of Rolesville and a portion of Wake Forest.

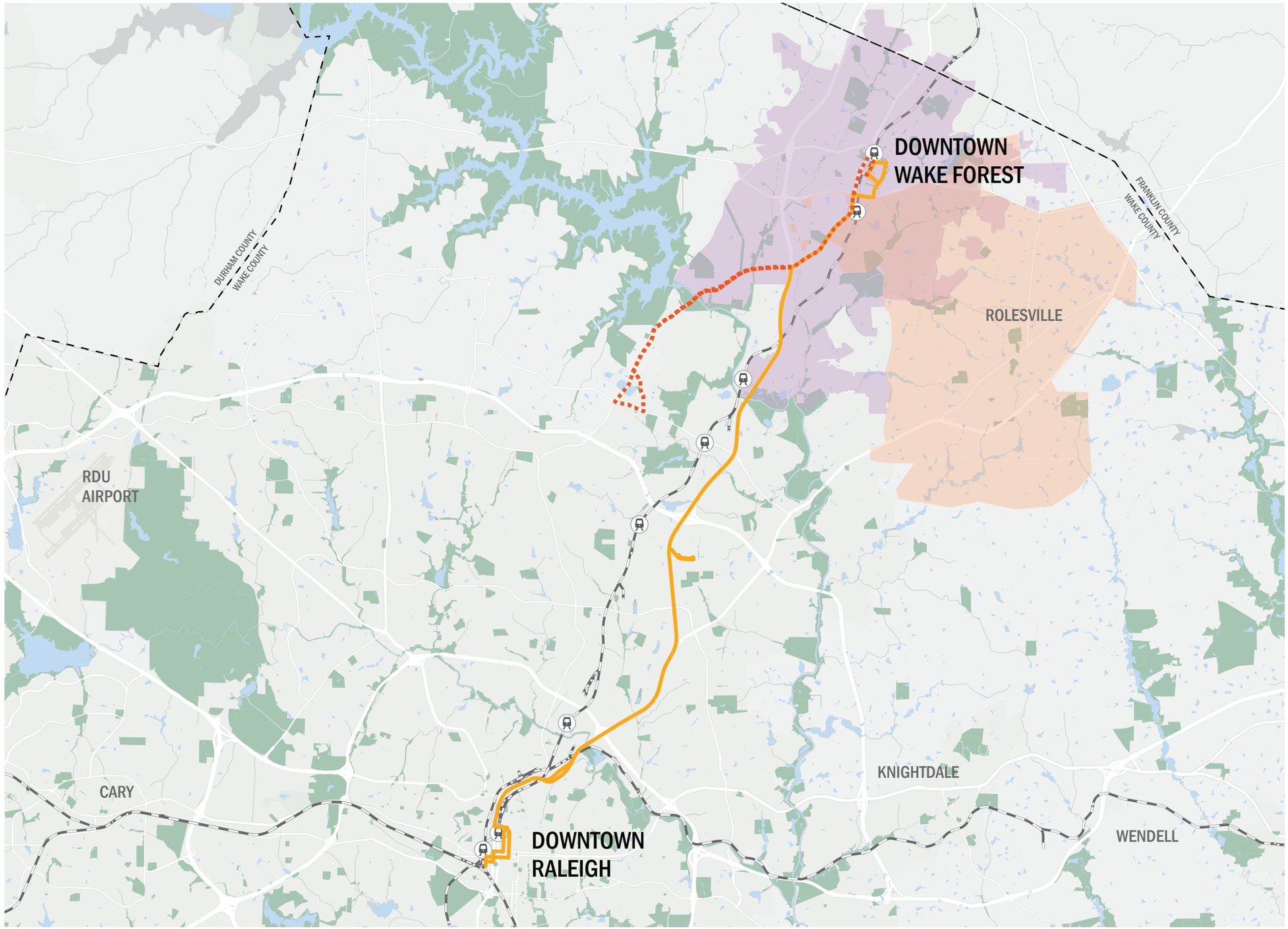
Future Rail Network

Raleigh - Wake Forest Commuter Rail or S-Line

A conceptual plan prepared by NCDOT and GoTriangle in 2017 analyzed commuter rail service between Raleigh and Wake Forest. The 2016 Wake County Transit Plan lists the potential line as an "Option for Future Expansion." At the time of this writing (2026), there are pending federal funds dedicated to funding a portion of the rail project from Raleigh to Wake Forest. Wake County Transit Tax may also make funds available in future years. There are up to three stations planned within Wake Forest, with the Downtown Station recieving preliminary federal funding. The areas surrounding these stations should be planned for Transit Oriented Development (TOD).

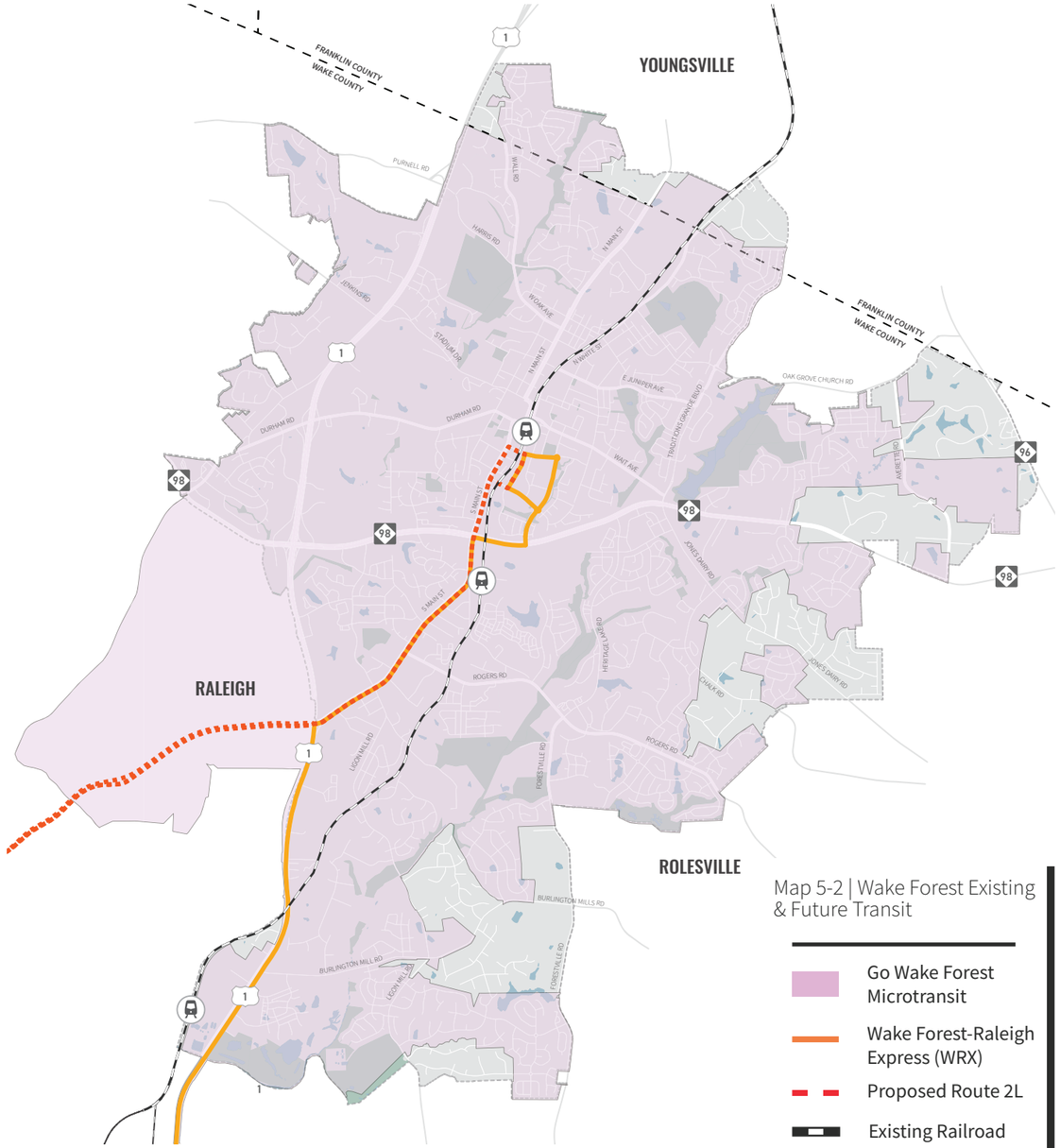
- Downtown Mobility Hub (Train Station) - Will initially serve as the primary Amtrak station for Wake Forest, Rolesville, and portions of North Raleigh, with commuter rail service to Downtown Raleigh added in subsequent years.
- NC 98 Station - A park and ride commuter rail station to serve the communities surrounding Wake Forest.
- Capital Boulevard Station - A commuter rail station within driving and transit distance to southern Wake Forest.

WAKE FOREST COMPREHENSIVE TRANSPORTATION PLAN



Map 5-1 | Regional Existing & Future Transit Network

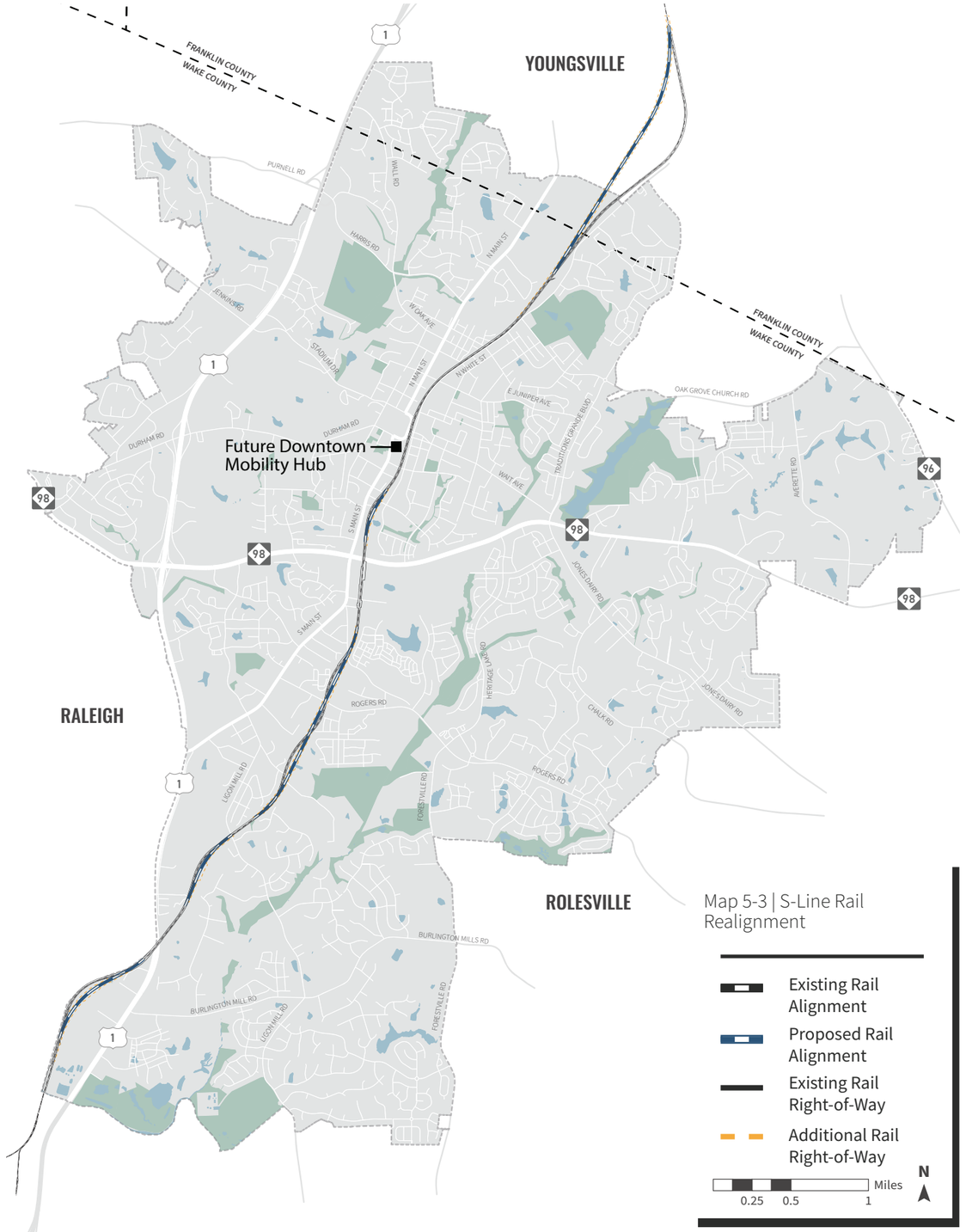
(In relation to Wake Forest)



Map 5-2 | Wake Forest Existing & Future Transit

- Go Wake Forest Microtransit
- Wake Forest-Raleigh Express (WRX)
- Proposed Route 2L
- Existing Railroad
- Proposed Commuter Rail Station

Miles 0.25 0.5 1 N



Map 5-3 | S-Line Rail Realignment

- Existing Rail Alignment
- Proposed Rail Alignment
- Existing Rail Right-of-Way
- Additional Rail Right-of-Way

Miles 0.25 0.5 1 N

Communities of Concern

The Capital Area Metropolitan Planning Organization (MPO) uses Block Group-level data from the US Census American Community Survey to look for concentrations of classes protected under Title VI. These “communities of concern” (CofC’s) represent where potential concentrations of protected populations exist.

These information is used to target special outreach and evaluate the relative benefit/burden of transportation investments from the Metropolitan Transportation Plan (MTP) or State Transportation Improvement Program (STIP).

This map shows the overlap between transit service (existing and future) and areas with one or more Communities of Concern indicators. These communities have a potentially higher propensity to use transit for their daily needs.

The areas north and east of Downtown Wake Forest have a larger concentration of Communities of Concern indicators.

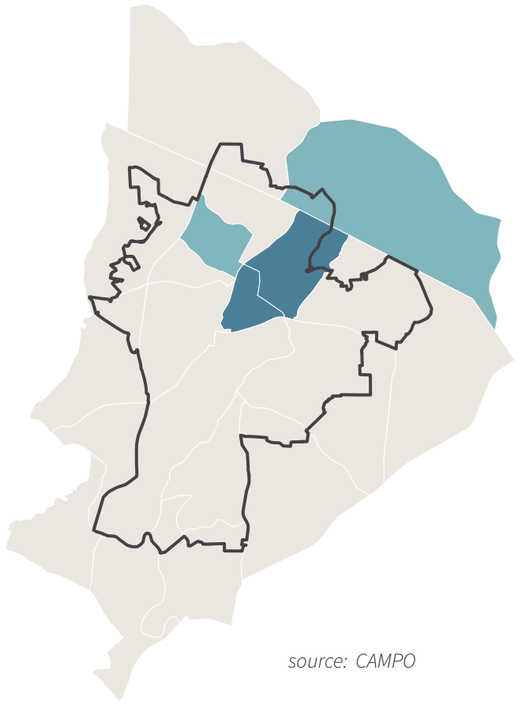
Historically, these areas have not been adequately served by fixed route transit services. Even the future fixed route transit services, as planned, will not reach these communities.

In 2023, the Town adopted the Public Transit Plan, which outlines several alternatives on how to improve transit service within Wake Forest. One of these alternatives is a town-wide, on-demand microtransit service that would replace the Wake Forest Loop fixed route bus service. Following community outreach, this alternative was deemed the most favorable.

Launching in October 2024, the Go Wake Forest on-demand microtansit service has significantly increased the reach of transit and overall ridership. Preliminary data suggests these Communities of Concern exhibit the highest level of ridership in town.

Further studies are likely needed to assess different ways to provide transit service to these neighborhoods.

Map 5-4 | Communities of Concern Indicators



source: CAMPO

Communities of Concern Indicators

- 2
- 1
- 0

The Capital Area Metropolitan Planning Organization (MPO) uses Block Group-level data from the US Census American Community Survey to look for concentrations of classes protected under Title VI. These “communities of concern” (CofC’s) represent where potential concentrations of protected populations exist.



CHAPTER 6 ROADWAYS

Existing Roadway Conditions

Functional Classification

Functional classification divides the roadway network based on the relationship a roadway has to the surrounding roadways.

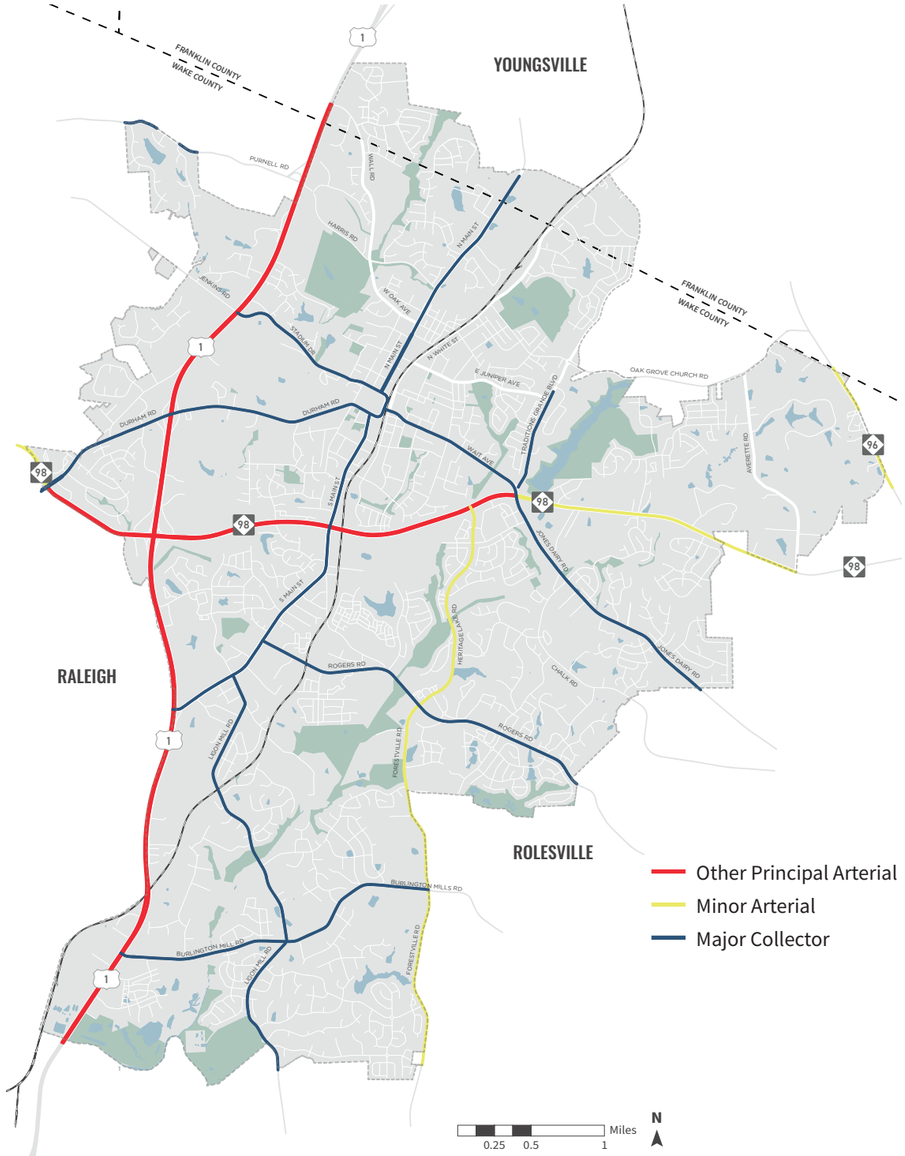
NCDOT Classification

This map should be used to determine official NCDOT functional classification.

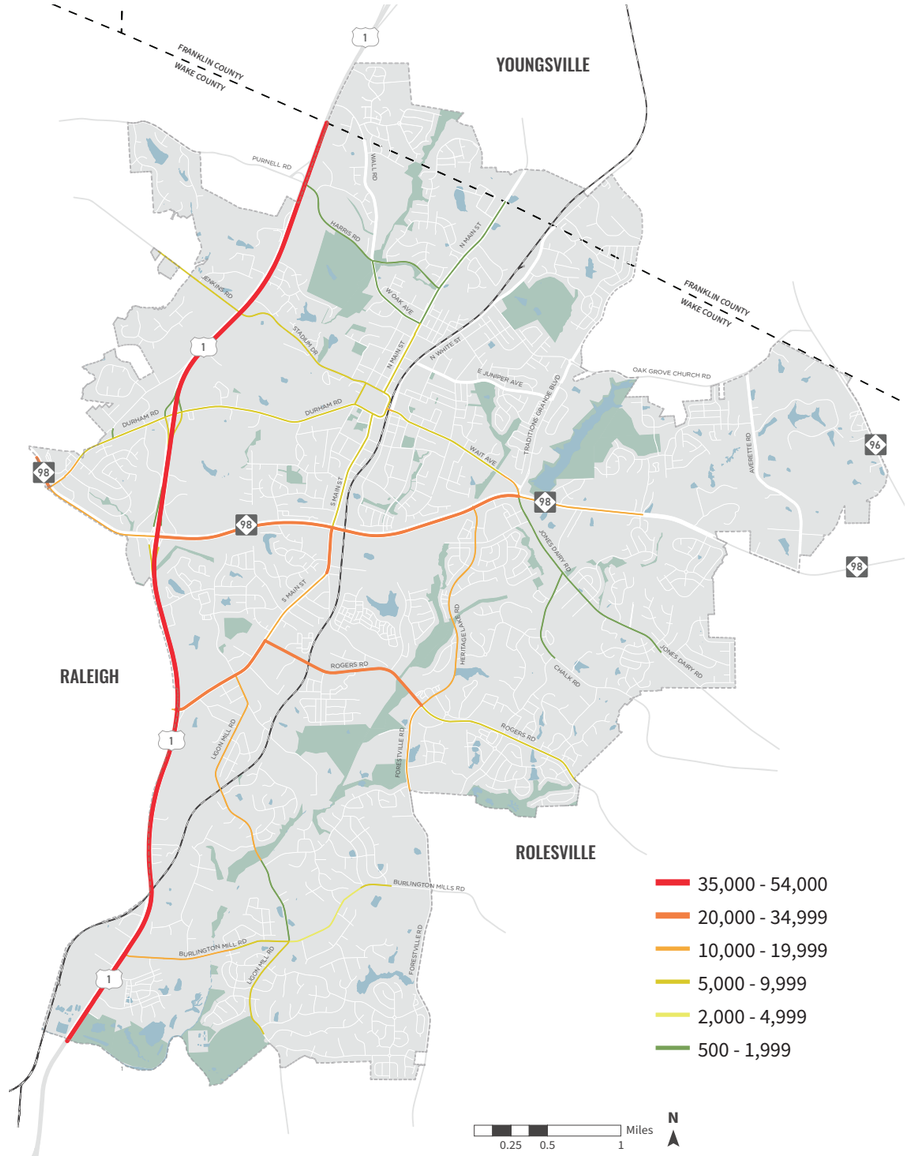
Average Annual Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) shows the average traffic counts taken over 2017 on normal traffic days. These counts are provided by the North Carolina Department of Transportation (NCDOT) and collected for state maintained roads.

Map 6-1 | NCDOT Classification



Map 6-2 | 2017 Average Annual Daily Traffic



Volume to Capacity Ratios

The volume to capacity (VOC) ratio represents the travel demand on the road compared to the number of vehicles a roadway facility can accommodate. A higher ratio indicates a higher percentage of the roadway's capacity being utilized. Roadway capacity and travel demand were derived from the Triangle Regional Model (TRM), including the edits made to the socio-economic data for Wake Forest.

VOC ratios greater than 1 indicates that projected traffic demand exceeds roadway capacity. However, in reality, traffic only reaches roadway capacity for brief periods of time, because as traffic gets worse, drivers choose alternative routes, modes of transportation, times, or choose not to make the trip.

2013 is the base year for the TRM and 2045 is the projected or 'horizon' year.

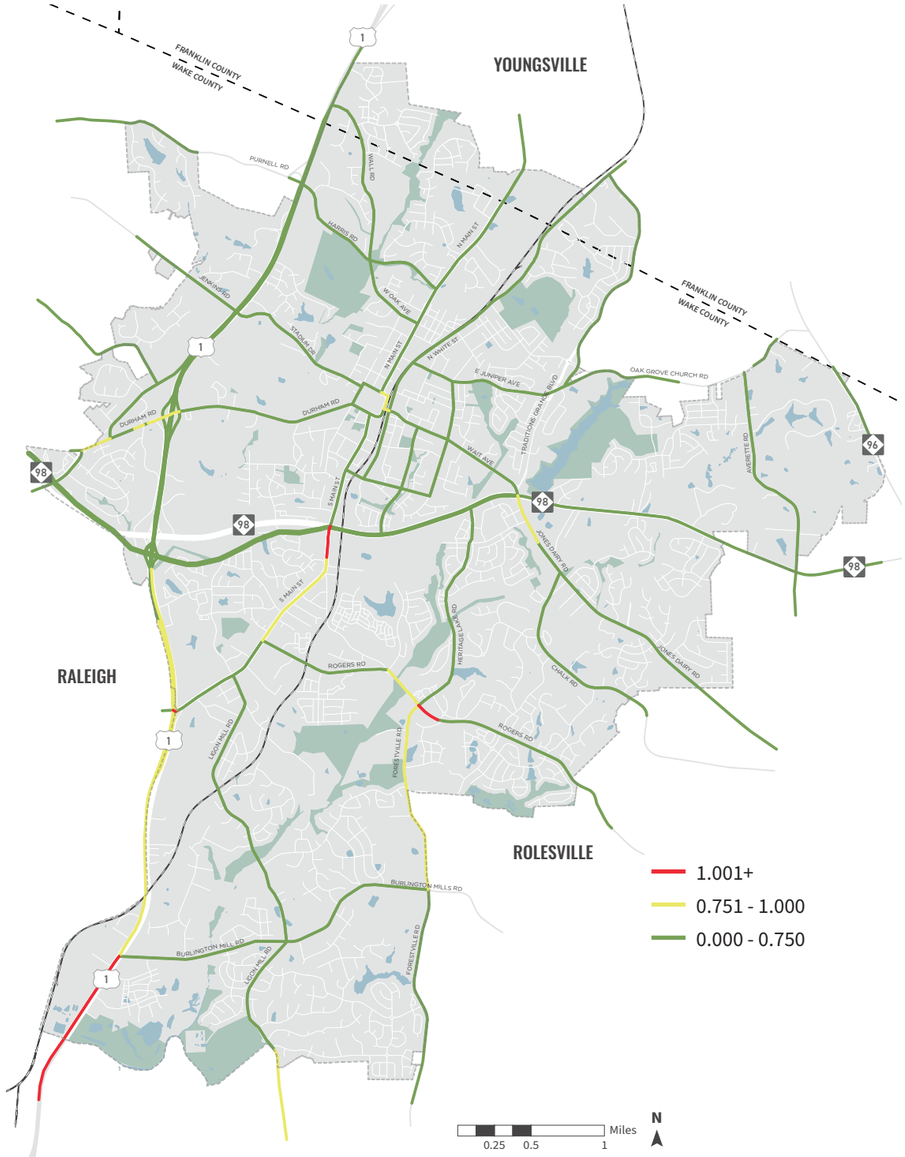
Crash Data

High Frequency Crash Location (HFCL) scores are based on combined scores of crash density, crash severity, and critical crash rate. These scores range from 0-100. Higher scores indicate the road has higher safety concerns than similar roads across the state.

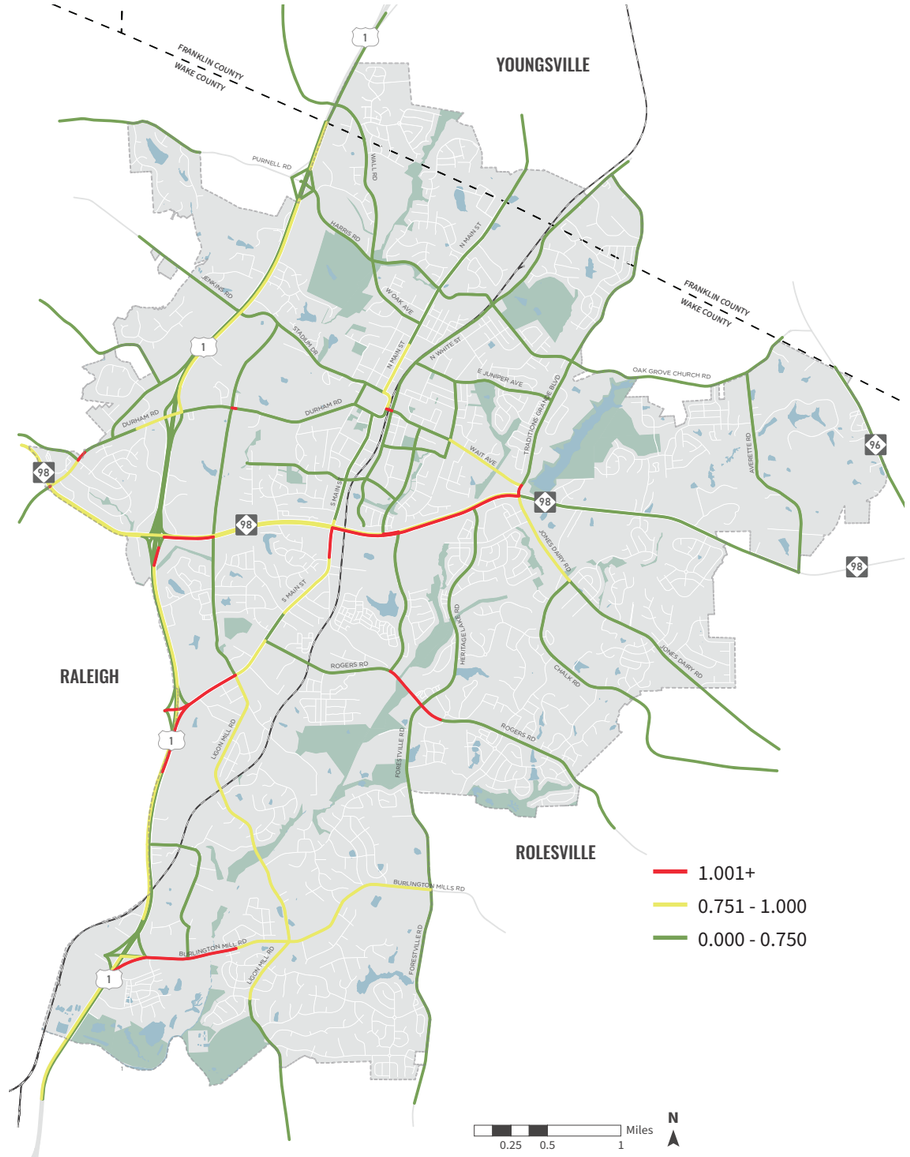
Intersection crash data was provided by NCDOT and was collected between 2013 and 2017.

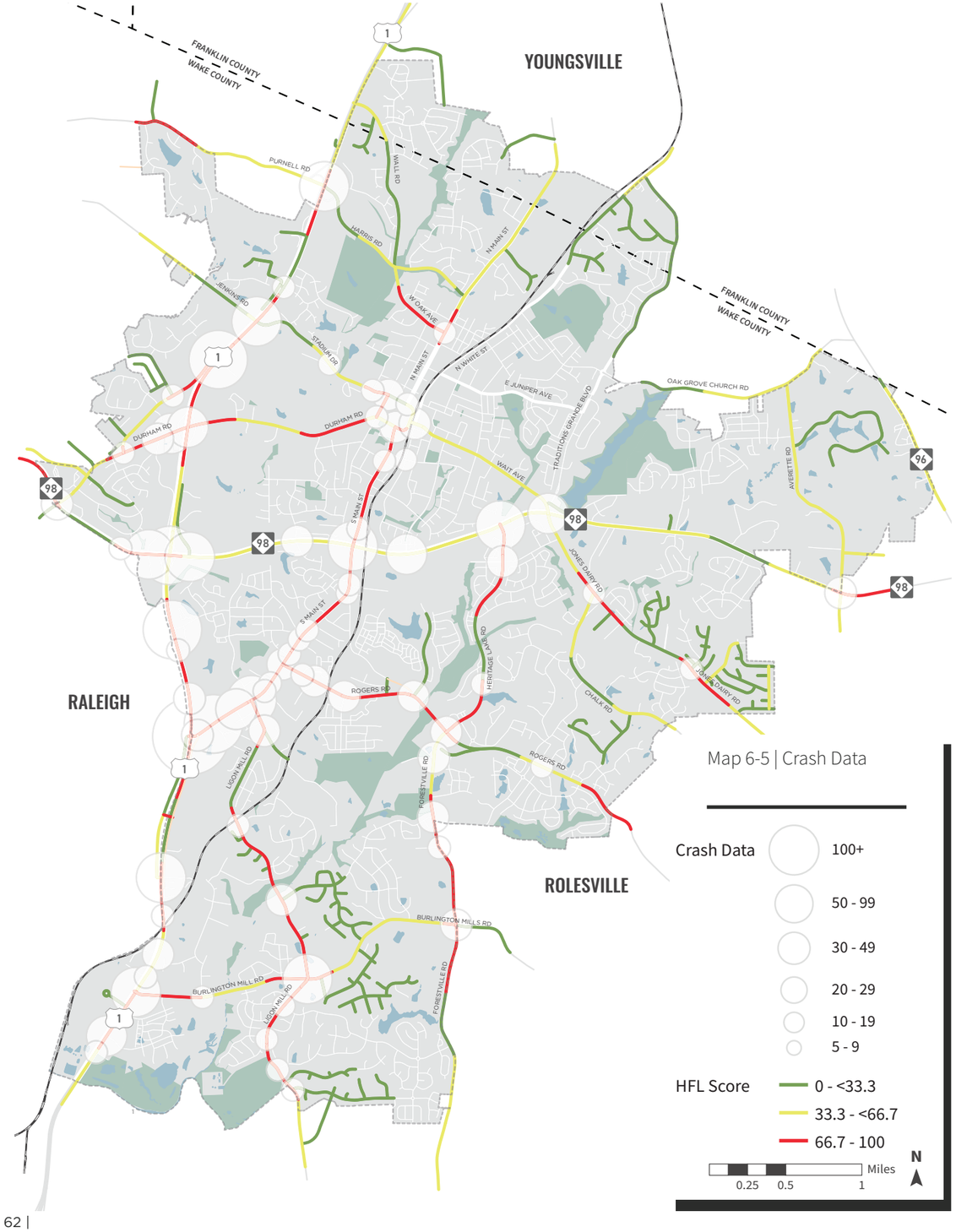
South Main Street, Ligon Mill Road, Rogers Road, and Durham Road have higher HFCL scores than other roads within Wake Forest. Most intersections with higher crashes are along US 1, and the conversion of US 1 to a freeway may address some of these safety concerns. Within Wake Forest, high crash intersections include NC 98 / Forestville Road and Burlington Mills Road / Ligon Mill Road. The roads around the Seminary also exhibit safety concerns. These roads and intersections may require safety improvements, most of which have been addressed in the CTP recommendations.

Map 6-3 | 2013 Volume to Capacity Ratios



Map 6-4 | 2045 Volume to Capacity Ratios





Roadway Hierarchy

Roadway networks are organized for safe and efficient collection and distribution of traffic. This organization is often referred to as “functional classification.” Wake Forest’s functional classifications are describe below.

Tier 1 Thoroughfares

Tier 1 thoroughfares are local roads that serve to provide direct access to property and connections to higher classified roadways. Tier 1 thoroughfares are typically characterized by low speeds and no more than two travel lanes.

Tier 2 Thoroughfares

Tier 2 thoroughfares generally serve several different neighborhoods and provide a linkage from Tier 1 thoroughfares to larger throughfares. Tier 2 thoroughfares are characterized by medium speeds, and limited driveway access. Tier 2 thoroughfares can serve both residential and commercial areas.

Tier 3 Thoroughfares

Tier 3 thoroughfares have lower travel speeds and traffic volumes than thoroughfares Tier 4 and above. Tier 3 thoroughfares often have limited property access and feed into larger thoroughfares. These roadways are often characterized by three to four travel lanes.

Tier 4 Thoroughfares

Tier 4 thoroughfares have higher speeds and traffic volumes than Tier 3 thoroughfares. The roadways are often characterized by three to four travel lanes with a planted median. Property access is limited, and the roadways accommodate through traffic.

Boulevard Thoroughfares

Boulevard thoroughfares serve high traffic volumes and handle higher speeds. Direct access is heavily limited and often full movements are prevented with a planted median. These roadways accommodate traffic moving through the Town.

Freeway Thoroughfares

Freeway thoroughfares serve high volumes of traffic at high speeds, though access to the surrounding road network can be provided through either interchanges or signalized intersections.

Interstate Thoroughfares

Interstate thoroughfares serve high volumes of traffic at high speeds and are only connected to the surrounding road network through interchanges. Interstate thoroughfares often serve long-distance trips, though in urban areas, interstate thoroughfares also tend to serve trips of low to moderate length. Freeway thoroughfares are similar to interstate thoroughfares by serving high volumes of traffic at high speeds, though access to the surrounding road network can be provided through either interchanges or signalized intersections.

Roadway Cross-Sections

The following pages display the standardized roadway cross-sections that have been developed for the Wake Forest Comprehensive Transportation Plan. Dimensions provided with the cross-sections are based on element dimensions in the NCDOT Typical Cross Sections.

For guidance for determining roadway requirements, refer to the list of roadways by classifications (Table 6-1).

Existing roadways not listed should at a minimum follow the 2A Two Undivided Cross-Section. New roadways not identified in the Future Roadway Network as part of the new development shall be determined by Town staff and the developer. The preferred details for each corridor should maximize the existing and proposed street network and bike and pedestrian networks.

Using the Cross-Sections

Each cross-section has standard and alternate dimensions. This allows Town staff the right to modify cross-sections as needed based on existing conditions or needs to the transportation network.

Right of Way

The proposed minimum right-of-way in the cross-sections in this document is the listed right-of-way if a roadway were to follow the standard dimensions for cross-section elements. The Town reserves the right to increase or decrease the minimum right-of-way required at the time of development from the listed right-of-way based on existing conditions or to accommodate alternate dimensions–the suggested right-of-way does not account for any required bike or pedestrian infrastructure beyond the standard sidewalk, or any alternate cross-section elements.

Travel Lanes

Standard dimensions for travel lanes are preferred by the Town. Narrower dimensions are only allowed if approved by Town staff. Existing wider lanes are allowed to remain.

Bike and Pedestrian Infrastructure

If Future Multi-Use Path Network Map or Future Bike Network Map indicate required improvements, roadways must use the alternate dimensions to meet the requirement. Town Staff reserves the right to require additional bike and pedestrian improvements on roadways not identified on the Future Multi-Use Path Network Map.

Sidewalks are standard for any new roadway and when improving existing roadways. Existing roadways in historically sensitive areas such as the Mill Village Overlay and Wake Forest Historic Districts may be evaluated at the time of development to determine if new sidewalks are appropriate.

Curb and Gutter

Curb and gutter is standard for any new roadway and when improving existing roadways. Existing roadways in historically sensitive areas such as the Mill Village and Wake Forest Historic Districts may be evaluated at the time of development to determine if curb and gutter is appropriate.

Verge

The grass or planted area between the back of a curb and sidewalk, multi-use path, or property line.

NCDOT Approval

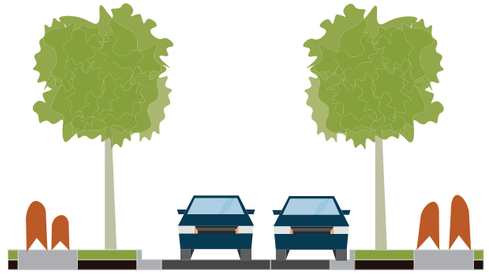
Roads located along state-maintained roadways are subject to approval of NCDOT. NCDOT may require additional cross-section elements or right-of-way beyond the Town's minimum standards.

Alley
Minimum Easement: 22'



	Standard Dimensions	Alternate Dimensions
Travel Lane	20 feet	12-20 feet
Back of Pavement	1 foot	1 foot

1A - One Lane Undivided with One Sided Parking
Minimum R/W: 49'



	Standard Dimensions	Alternate Dimensions
Travel Lane	12 feet	10-14 feet
Parking	6 feet - parallel parking	16 feet - 45 degree parking
Curb and Gutter	2.5 feet	2.5 feet
Verge	6 feet	0-10 feet
Sidewalk	6 feet	0-10 feet
Back of Sidewalk	1 foot	1 foot

2A - Two Lane Undivided
Minimum R/W: 55'



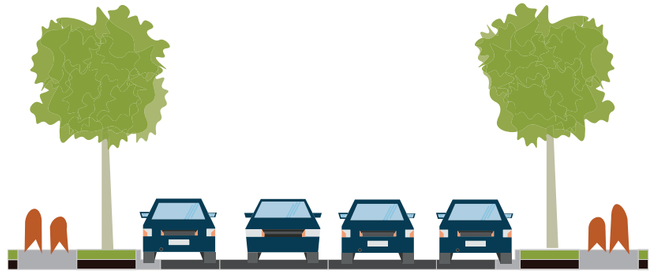
	Standard Dimensions	Alternate Dimensions
Travel Lane	12 feet	10-14 feet
Parking	N/A	N/A
Curb and Gutter	2.5 feet	N/A
Verge	6 feet	0-10 feet
Sidewalk	6 feet	0-10 feet
Back of Sidewalk	1 foot	1 foot

2A.1 - Modified Two Lane Undivided
Minimum R/W: 52'



	Standard Dimensions	Alternate Dimensions
Travel Lane	12 feet	10-14 feet
Parking	8 feet - parallel parking	7-8 feet - parallel parking
Curb and Gutter	2.5 feet	N/A
Verge	6 feet	0-10 feet
Sidewalk	10 feet	0-10 feet
Back of Sidewalk	1 foot	1 foot

2B - Two Lane Undivided with Two Sided Parking
Minimum R/W: 67'



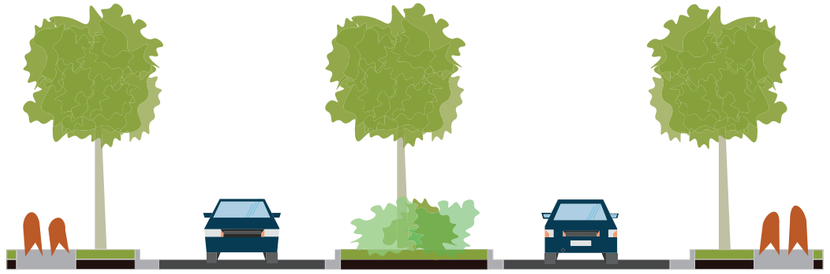
	Standard Dimensions	Alternate Dimensions
Travel Lane	12 feet	10-14 feet
Parking	6 feet - parallel parking	16 feet - angled parking
Curb and Gutter	2.5 feet	2.5 feet
Verge	6 feet	0-10 feet
Sidewalk	6 feet	0-10 feet
Back of Sidewalk	1 foot	1 foot

2C - Two Lane Undivided with One Sided Parking
Minimum R/W: 61'



	Standard Dimensions	Alternate Dimensions
Travel Lane	12 feet	10-14 feet
Parking	6 feet - parallel parking	16 feet - angled parking
Curb and Gutter	2.5 feet	2.5 feet
Verge	6 feet	0-10 feet
Sidewalk	6 feet	0-10 feet
Back of Sidewalk	1 foot	1 foot

2D - Two Lane Divided
Minimum R/W: 92’



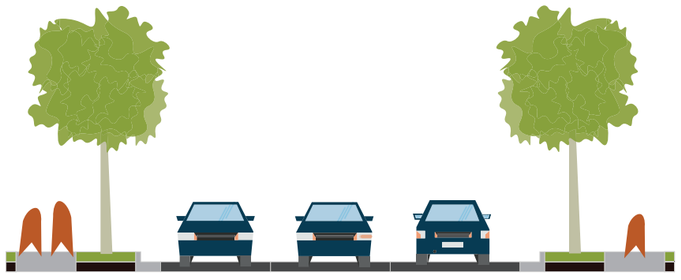
	Standard Dimensions	Alternate Dimensions
Travel Lane	20 feet	10-14 feet
Planted Median	18 feet + 3 feet median curbing	18-23 feet
Parking	N/A	6 feet - parallel parking
Curb and Gutter	2.5 feet	2.5 feet
Verge	6 feet	0-10 feet
Sidewalk	6 feet	0-10 feet
Back of Sidewalk	1 foot	1 foot

2E - Two Lane Divided
Minimum R/W: 92’



	Standard Dimensions	Alternate Dimensions
Travel Lane	11 feet	10-14 feet
Planted Median	11 feet + 3 feet median curbing	N/A
Bike Lane (Off-street)	5 feet	N/A
Parking	8 feet parallel parking - includes gutter	N/A
Curb and Gutter	2.5 feet	N/A
Tree Planter	4 feet	N/A
Verge	2 feet	N/A
Sidewalk - Excluding Planter	5 feet westside, 10 feet eastside	N/A
Back of Sidewalk	1 foot	N/A

3A - Three Lane Undivided
Minimum R/W: 67’



	Standard Dimensions	Alternate Dimensions
Travel Lane	12 feet	10-14 feet
Center Turning Lane	12 feet	13-14 feet
Parking	N/A	N/A
Curb and Gutter	2.5 feet	2.5 feet
Verge	6 feet	0-10 feet
Sidewalk	6 feet	0-10 feet
Back of Sidewalk	1 foot	1 foot

4A - Four Lane Divided
Minimum R/W: 100’



	Standard Dimensions	Alternate Dimensions
Travel Lane	12 feet	10-14 feet
Planted Median	18 feet + 3 feet median curbing	18-23 feet + 3 feet median curbing
Parking	N/A	N/A
Curb and Gutter	2.5 feet	2.5 feet
Verge	6 feet	0-10 feet
Sidewalk	6 feet	0-10 feet
Back of Sidewalk	1 foot	1 foot

4B - Four Lane Divided with Paved Shoulder
Minimum R/W: 77’



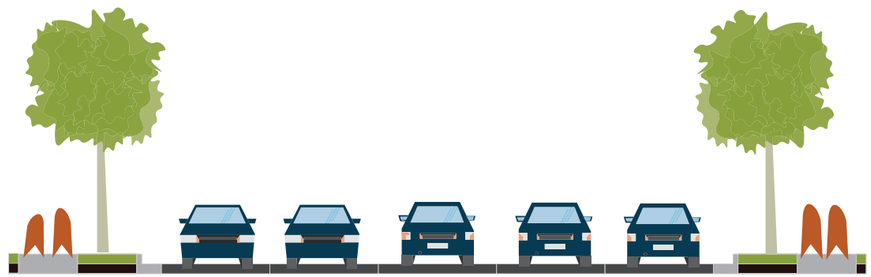
	Standard Dimensions	Alternate Dimensions
Travel Lane	12 feet	10-14 feet
Planted Median	18 feet + 3 feet median curbing	18-23 feet + 3 feet median curbing
Parking	N/A	N/A
Paved Shoulder	4 feet	4 feet

4C - Four Lane Divided
Minimum R/W: 114’



	Standard Dimensions	Alternate Dimensions
Travel Lane	11 feet	10-14 feet
Planted Median	11 feet + 3 feet median curbing	N/A
Bike Lane (Off-street)	5 feet	N/A
Parking	8 feet parallel parking - includes gutter	N/A
Curb and Gutter	2.5 feet	N/A
Verge	2 feet	N/A
Tree Planter	4 feet	N/A
Sidewalk - Excluding Planter	5 feet west side, 10 feet east side	N/A
Back of Sidewalk	1 foot	N/A

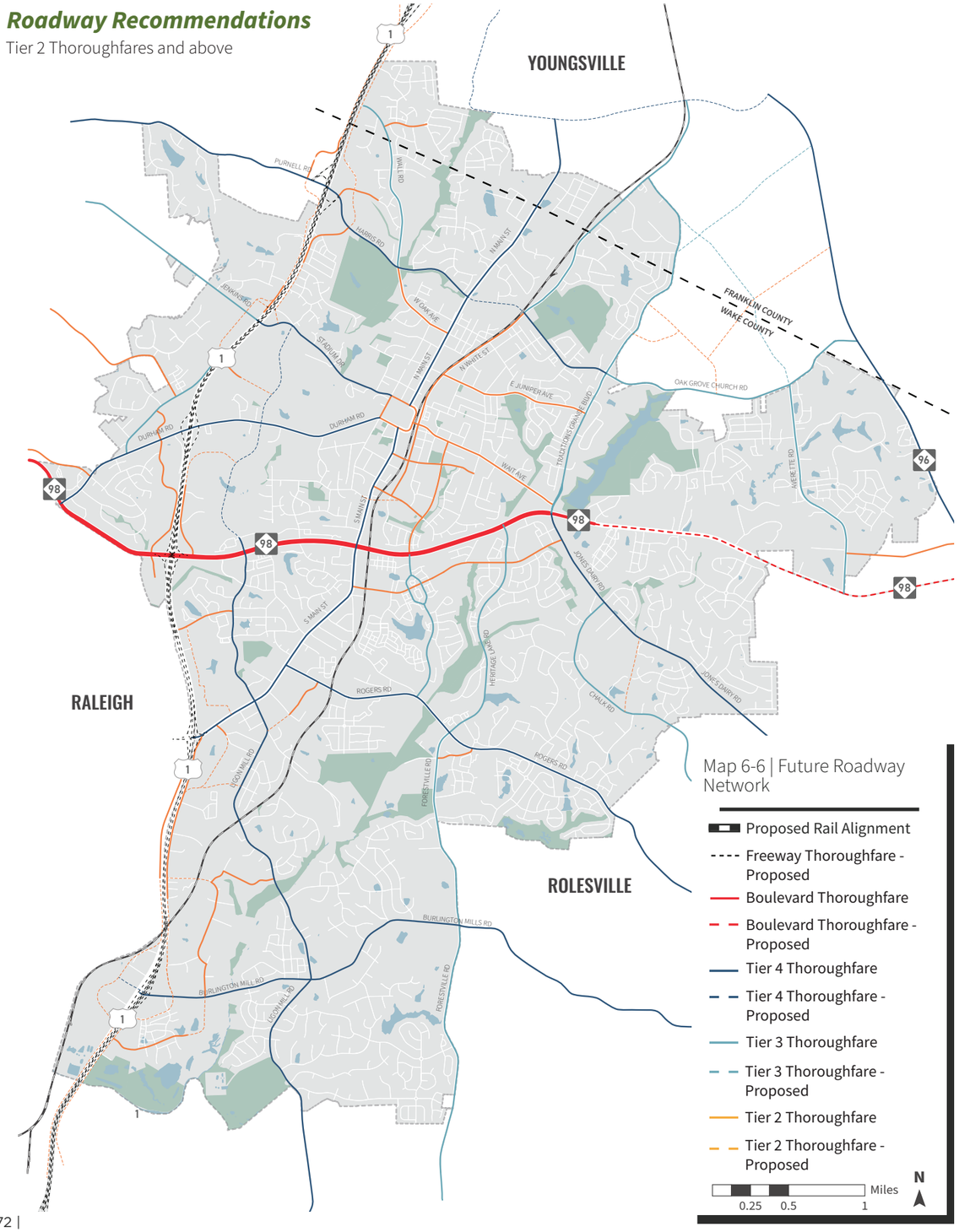
5A - Five Lane Undivided
Minimum R/W: 91’



	Standard Dimensions	Alternate Dimensions
Travel Lane	12 feet	10-14 feet
Center Turning Lane	12 feet	13-14 feet
Parking	N/A	N/A
Curb and Gutter	2.5 feet	2.5 feet
Verge	6 feet	0-10 feet
Sidewalk	6 feet	0-10 feet
Back of Sidewalk	1 foot	1 foot

Roadway Recommendations

Tier 2 Thoroughfares and above



Map 6-6 | Future Roadway Network

Table 6-1 | Roadway Recommendations

Name	Section	Classification	Start	End
Agora Drive	3A	Tier 2 Thoroughfare	US 1	Agora Drive Extension
Agora Drive Extension	3A	Tier 2 Thoroughfare - Proposed	Agora Drive	Ligon Mill Road Extension
Averette Road	3A	Tier 3 Thoroughfare	Oak Grove Church Road	Hwy 98
Averette Road Extension	3A	Tier 3 Thoroughfare - Proposed	N White Street	Oak Grove Church Road
Burlington Mills Road	4A	Tier 4 Thoroughfare	US 1	US 401
Caveness Farms Avenue	2A	Tier 2 Thoroughfare	US 1	Ligon Mill Road
Chalk Road	2A	Tier 3 Thoroughfare	Rogers Road	Averette Road
Clear Springs Drive Extension	2A	Tier 2 Thoroughfare - Proposed	Chalk Road	Jones Dairy Road
Debarmore Street	2A	Tier 2 Thoroughfare	Thompson Mill Road	Durham Road
Deer Path	US 1 Service Road	Tier 2 Thoroughfare	Dolce Drive Extension	Purnell Road
Del Webb Manor Avenue Extension	2A	Tier 2 Thoroughfare - Proposed	Gilcrest Farm Road	Oak Church Road
Devon Square Boulevard	US 1 Service Road	Tier 2 Thoroughfare - Proposed	Stadium Drive	Holden Drive
Dolce Drive	US 1 Service Road	Tier 2 Thoroughfare	Sonata Street	Dolce Drive Extension
Dolce Drive Extension	US 1 Service Road	Tier 2 Thoroughfare - Proposed	Deer Path	Dolce Drive
Dolce Drive Extension	US 1 Service Road	Tier 2 Thoroughfare - Proposed	Dolce Drive	Holden Road
Durham Road	3A	Tier 4 Thoroughfare Thoroughfare	US 1	N Wingate Street
Durham Road	4B	Boulevard Thoroughfare	Thompson Mill Road	Durham Road
Durham Road	3A	Tier 4 Thoroughfare	Hwy 98	US 1
E Holding Avenue	2C	Tier 2 Thoroughfare	S White Street	S Franklin Street
E Holding Avenue	2A	Tier 2 Thoroughfare	S Main Street	S White Street
E Holding Avenue	2A	Tier 2 Thoroughfare - Proposed	W Holding Avenue	E Holding Avenue
E Juniper Avenue	2A	Tier 2 Thoroughfare	N White Street	N Allen Street
E Roosevelt Avenue	3A	Tier 2 Thoroughfare	Front Street	Wait Avenue

Name	Section	Classification	Start	End
E South Avenue	2A	Tier 2 Thoroughfare	S Main Street	E Roosevelt Avenue
Elm Avenue	2B	Tier 2 Thoroughfare	S White Street	S Franklin Street
Elm Avenue	2A	Tier 2 Thoroughfare	S Main Street	S White Street
Elm Avenue	2A	Tier 2 Thoroughfare	S Franklin Street	S Allen Street
Forestville Road	4A	Tier 3 Thoroughfare	Rogers Road	US 401
Friendship Chapel Road	2A	Tier 2 Thoroughfare - Proposed	Friendship Chapel Road	Friendship Chapel Road
Friendship Chapel Road	3A	Tier 2 Thoroughfare	Jones Dairy Road	Friendship Chapel Road Extension
Friendship Chapel Road	2A	Tier 2 Thoroughfare	S Main Street	Friendship Chapel Extension
Front Street	2A	Tier 2 Thoroughfare	N Main Street	E Roosevelt Avenue
Future Road (Bradford Ridge Drive)	2A	Tier 2 Thoroughfare - Proposed	Del Webb Manor Avenue Exetension	Hwy 96
Galaxy Drive	US 1 Service Road	Tier 2 Thoroughfare	Hwy 98	Galaxy Drive Extension
Galaxy Drive Extension	US 1 Service Road	Tier 2 Thoroughfare - Proposed	Galaxy Drive	Ligon Mill Road Extension
Galaxy Drive Extension	US 1 Service Road	Tier 2 Thoroughfare - Proposed	Caveness Farm Road	Hwy 98
Gilcrest Farm Road	3A	Tier 3 Thoroughfare	N White Street	Oak Grove Church Road
Gilcrest Farm Road Extension	2A	Tier 3 Thoroughfare - Proposed	Gilcrest Farm Road	street terminus
Grandmark Street	2A	Tier 2 Thoroughfare	Rogers Road	Grandmark Street Extension
Grandmark Street Extension	2A	Tier 2 Thoroughfare - Proposed	Ligon Mill Road	Grandmark Street
Hampton Way	US 1 Service Road	Tier 2 Thoroughfare	Wake Union Church Road	Durham Road
Harris Road	3A	Tier 4 Thoroughfare	US 1	N Main Street
Harris Road Extension	3A	Tier 4 Thoroughfare - Proposed	N Main Street	N White Street
Height Lane	2A	Tier 2 Thoroughfare	Star Road	Unicon Drive Extension
Heritage Lake Road	3A	Tier 3 Thoroughfare	Hwy 98	Rogers Road
Heritage Lake Road	3A	Tier 3 Thoroughfare	Hwy 98	Rogers Road
Hwy 96	4A	Tier 4 Thoroughfare	Oak Grove Church Road	Hwy 98
Hwy 98	4B	Boulevard Thoroughfare	Stone Park Drive	Hwy 96
Hwy 98	4B	Boulevard Thoroughfare	Durham Road	Stone Park Drive

Name	Section	Classification	Start	End
Industry Oaks Lane	2A	Tier 2 Thoroughfare	Merritt Capital Drive	Unicon Drive
Jack Jones Road	2A	Tier 2 Thoroughfare	Averette Road	Hwy 96
Jenkins Road	2A	Tier 3 Thoroughfare	Thompson Mill Road	US 1
Jones Dairy Road	4A	Tier 4 Thoroughfare	Hwy 98	Averette Road
Juniper Avenue	2A	Tier 2 Thoroughfare	N Allen Street	Traditions Grande Boulevard
Kearney Road	2A	Tier 2 Thoroughfare	Thompson Mill Road	Wake Union Church Road
Ligon Mill Road	3A	Tier 4 Thoroughfare	S Main Street	US 401
Ligon Mill Road	4A	Tier 4 Thoroughfare	S Main Street	Hwy 98
Ligon Mill Road Extension	4A	Tier 4 Thoroughfare - Proposed	Hwy 98	Stadium Drive
Merritt Capital Drive	2A	Tier 2 Thoroughfare	Industry Oaks Lane	Ligon Mill Road
Monterey Bay Drive Extension	2A	Tier 2 Thoroughfare - Proposed	Gilcrest Farm Road	Del Manor Avenue Extension
N Allen Road	2C	Tier 1 Thoroughfare	E Juniper Avenue	E Perry Avenue
N Main Street	4A	Tier 4 Thoroughfare	Harris Road	Younsgville Bypass
N Main Street	2D	Tier 4 Thoroughfare	North Avenue	W Oak Avenue
N Main Street	2A	Tier 4 Thoroughfare	W Oak Avenue	Harris Road
N White Street	3A	Tier 3 Thoroughfare	Royal Mill Avenue	Youngsville Bypass
N White Street	2C/3A	Tier 2 Thoroughfare	E Roosevelt Avenue	E Spring Street
N White Street	2A.1	Tier 2 Thoroughfare	E Spring Street	Royal Mill Avenue
N Wingate Street	2B	Tier 2 Thoroughfare	North Avenue	South Avenue
North Avenue	2C	Tier 2 Thoroughfare	N Wingate Street	N Main Street
North Park Drive Extension	US 1 Service Road	Tier 2 Thoroughfare - Proposed	North Park Drive	Common Oaks Drive
Northpark Drive	US 1 Service Road	Tier 2 Thoroughfare	Hwy 98	Northpark Drive Extension
Oak Grove Church Road	3A	Tier 3 Thoroughfare Thoroughfare	Gilcrest Farm Road	Hwy 96
One World Way	2A	Tier 2 Thoroughfare	Unicon Drive	Burlington Mills Road
Pompeii Place	2A	Tier 2 Thoroughfare - Proposed	Star Road Extension	Ligon Mill Road
Ponderosa Service Road	US 1 Service Road	Tier 2 Thoroughfare	Common Oaks Drive	Ponderosa Service Road Extension
Ponderosa Service Road Extension	US 1 Service Road	Tier 2 Thoroughfare - Proposed	Ponderosa Service Road	Durant Road
Purnell Road	2A	Tier 4 Thoroughfare Thoroughfare	Thompson Mill Road	US 1

Name	Section	Classification	Start	End
Retail Drive	3A	Tier 2 Thoroughfare	Durham Road	Hwy 98
Richland Hills Avenue	2A	Tier 2 Thoroughfare	Wall Road	Marbank Street
Rogers Branch Road	2A	Tier 2 Thoroughfare	Forestville Road	Rogers Road
Rogers Road	4A	Tier 4 Thoroughfare	Forestville Road	US 401
Rogers Road	5A	Tier 4 Thoroughfare	Heritage Branch Road	Forestville Road
Rogers Road	5A	Tier 4 Thoroughfare	S Main Street	Heritage Branch Road
Royal Mill Avenue	3A	Tier 4 Thoroughfare	N White Street	Traditions Grande Boulevard
Royall Cotton Road	US 1 Service Road	Tier 2 Thoroughfare - Proposed	Caveness Farm Road	S Main Street
S Franklin Street	4A	Tier 3 Thoroughfare Thoroughfare	S Franklin Street Extension	Rogers Road
S Franklin Street	2D	Tier 2 Thoroughfare	Wait Avenue	Hwy 98
S Franklin Street Extension	4A	Tier 3 Thoroughfare - Proposed	Hwy 98	Rogers Road
S Main Street	2E	Tier 4 Thoroughfare	Rogers Road	Hwy 98
S Main Street	4C	Tier 4 Thoroughfare	US 1	Rogers Road
S Main Street	3A	Tier 4 Thoroughfare	Hwy 98	W Holding Avenue
S Main Street	2A	Tier 4 Thoroughfare	W Holding Avenue	South Avenue
S White Street	2B	Tier 2 Thoroughfare	E Jones Avenue	E Holding Avenue
S White Street	2C	Tier 2 Thoroughfare	Wait Avenue	E Jones Street
S White Street	2A	Tier 2 Thoroughfare	Wait Avenue	E Roosevelt Avenue
Shearon Farms Avenue	2A	Tier 2 Thoroughfare	Wadford Drive Extension	Shearon Farms Avenue Extension
Shearon Farms Avenue Extension	2A	Tier 2 Thoroughfare - Proposed	Shearon Farms Avenue	Burlington Mills Road
South Avenue	2B	Tier 2 Thoroughfare	S Wingate Street	S Main Street
Stadium Drive	3A	Tier 4 Thoroughfare	US 1	N Wingate Street
Star Road	US 1 Service Road	Tier 2 Thoroughfare	S Main Street	Star Road Extension
Star Road Extension	US 1 Service Road	Tier 2 Thoroughfare - Proposed	Star Road	Burlington Mills Road
Star Road Extension	US 1 Service Road	Tier 2 Thoroughfare - Proposed	Star Road	Wake Drive
Traditions Grande Boulevard	3A	Tier 3 Thoroughfare	Hwy 98	Oak Grove Church Road
Unicon Drive	2A	Tier 2 Thoroughfare	Unicon Drive Extension	Industry Oaks Lane
Unicon Drive Extension	2A	Tier 2 Thoroughfare - Proposed	Heigh Lane	Unicon Drive

Name	Section	Classification	Start	End
US 1	-	Freeway Thoroughfare-Proposed	-	-
W Oak Avenue	2A	Tier 2 Thoroughfare	Harris Road	N Main Street
Wadford Drive Extension	US 1 Service Road	Tier 2 Thoroughfare - Proposed	Wadford Drive	Burlington Mills Road
Wait Avenue	3A	Tier 2 Thoroughfare	E Roosevelt Avenue	S Allen Road
Wait Avenue	3A	Tier 2 Thoroughfare	E Roosevelt Avenue	Traditions Grande Boulevard
Wait Avenue	3A	Tier 2 Thoroughfare	S Allen Road	Near Dunn Creek Greenway
Wake Drive	US 1 Service Road	Tier 2 Thoroughfare	S Main Street	Forest Road
Wake Union Church Road	3A	Tier 3 Thoroughfare	Durham Road	Wake Union Church Road Extension
Wake Union Church Road	US 1 Service Road	Tier 2 Thoroughfare	Wake Union Church Road Extension	Wake Union Church Road Extension
Wake Union Church Road Extension	US 1 Service Road	Tier 2 Thoroughfare - Proposed	Wake Union Church Road	Wake Union Church Road
Wake Union Church Road Extension	US 1 Service Road	Tier 2 Thoroughfare - Proposed	Wake Union Church Road	Purnell Road
Wall Road	2A	Tier 3 Thoroughfare	Fish Stalling Service Road	Harris Road
Wallridge Drive	2A	Tier 2 Thoroughfare	Harris Road	Wall Road
Youngsville Bypass	3A	Tier 4 Thoroughfare - Proposed	Holden Road	Hwy 96

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Grade Separations

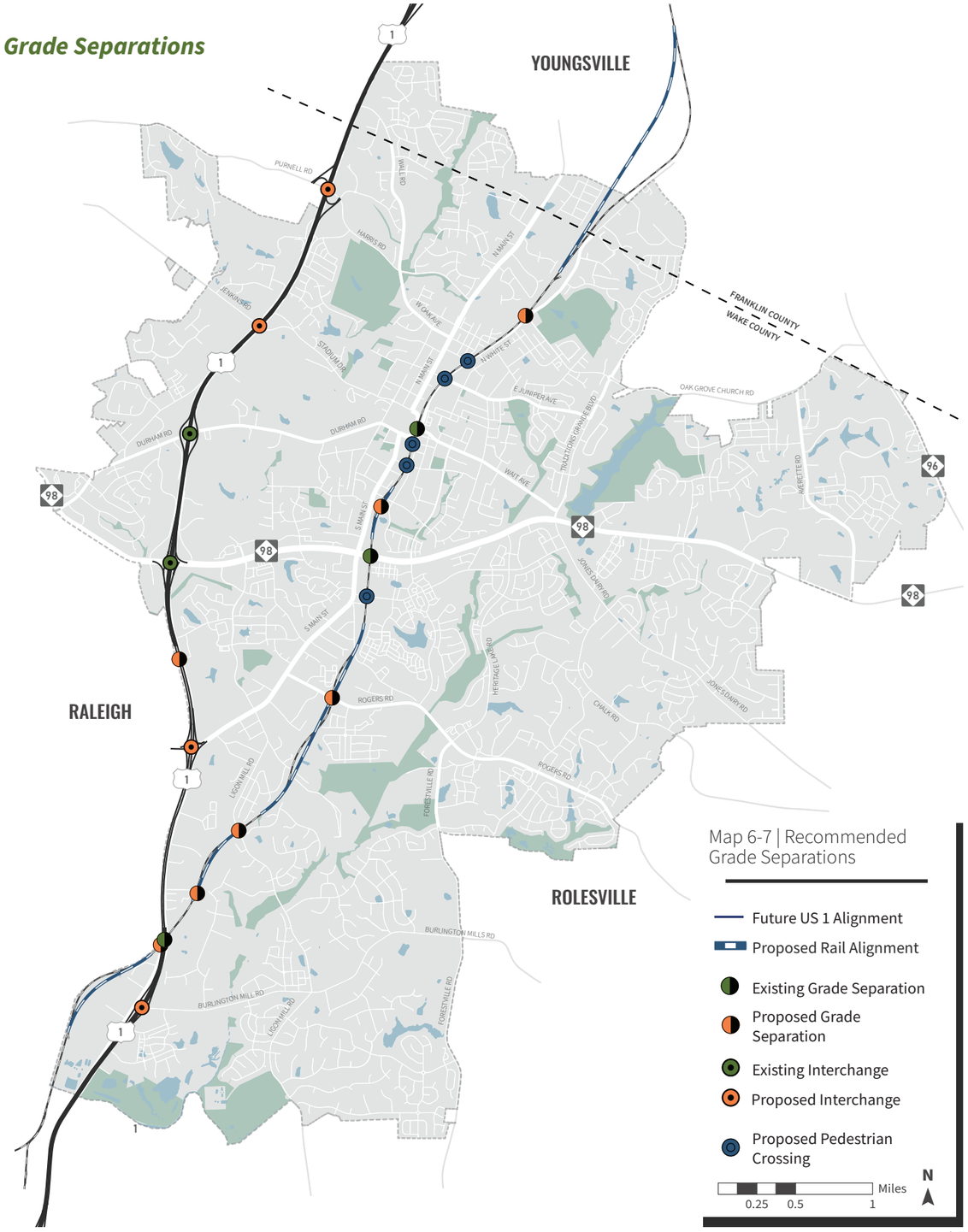


Table 6-2 | Roadway Grade Separations Along US 1

Intersection	Status	Type
Burlington Mills Road	Proposed	Interchange
Caveness Shoppes Drive	Proposed	Grade Separation
Durham Road	Existing	Interchange
Harris Road / Purnell Road	Proposed	Interchange
Hwy 98	Existing	Interchange
S Main Street / Falls of Neuse Road	Proposed	Interchange
Stadium Drive / Jenkins Road	Proposed	Interchange

Table 6-3 | Railroad Grade Separations & Pedestrian Crossings

Intersection	Status	Type of Separation
E Cedar Avenue	Proposed	Pedestrian Crossing
E Holding Avenue	Proposed	Roadway Grade Separation
E Juniper Avenue	Proposed	Pedestrian Crossing
E Roosevelt Avenue	Existing	Roadway Grade Separation
Future Rail Station	Proposed	Pedestrian Crossing
Elm Avenue	Proposed	Pedestrian Crossing
Friendship Chapel Road	Proposed	Pedestrian Crossing
Harris Road Extension / Royal Mill Avenue	Proposed	Roadway Grade Separation
Height Lane	Proposed	Roadway Grade Seperation
Hwy 98	Existing	Roadway Grade Separation
Ligon Mill Road	Proposed	Roadway Grade Separation
Rogers Road	Proposed	Roadway Grade Separation
US 1	Existing	Roadway Grade Separation

US 1 Freeway Conversion Project Sheet

US 1 Freeway Conversion Project | U-5307

U-5307 is a NCDOT project to widen Capital Boulevard (US 1) and convert the roadway to a freeway from I-540 to Harris Road/Purnell Road in Wake Forest. The project will remove all direct access to US-1 and convert all at-grade and signalized intersections to interchanges or grade-separations. All direct access will be provided via a series of service roads which will run parallel to US 1 on both the eastern and western side of the roadway.

The Town of Wake Forest collaborated with NCDOT to create typical cross-sections for the service roads for additional improvements beyond the NCDOT typical cross-section. These improvements include curb and gutter, sidewalks, and multi-use paths.

- Current Status: In Development*
- Estimated Cost: $1.3 billion*
- Anticipated Start Date: 2031*

* information up-to-date as of June 2026

Project Cross-Sections

US 1 - Six Lane Median Divided
R/W: 200’



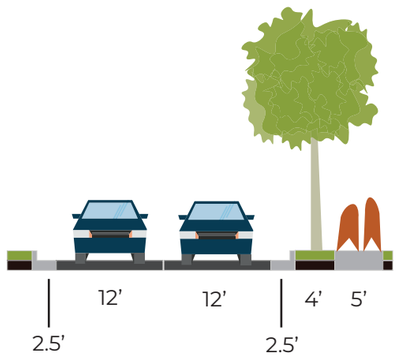
Planned Interchanges

- US 1 & Burlington Mill Road
- US 1 & Falls of Neuse Road/ S Main Street
- US 1 & Durham Road
- US 1 & Stadium Drive/ Jenkins Road (Originally planned as seperate project from U-5307, currently being evaluated for inclusion in U-5307)
- US 1 & Harris Road/Purnell Road

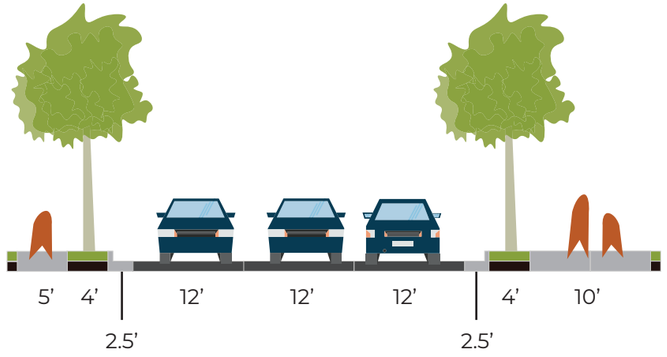
Planned Grade Separations

- US 1 & Caveness Shoppes Avenue (Planned as seperate project from U-5307)

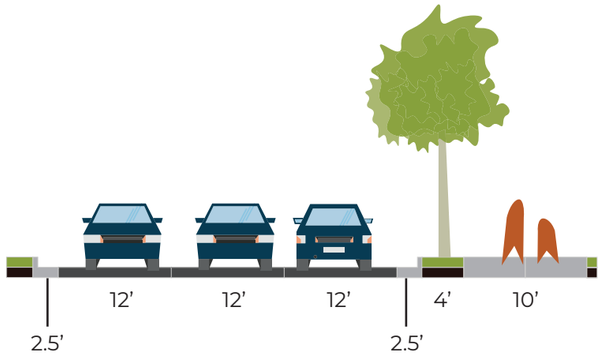
US 1 Service Road
South of S Main Street (US 1A)
Minimum R/W: 50’



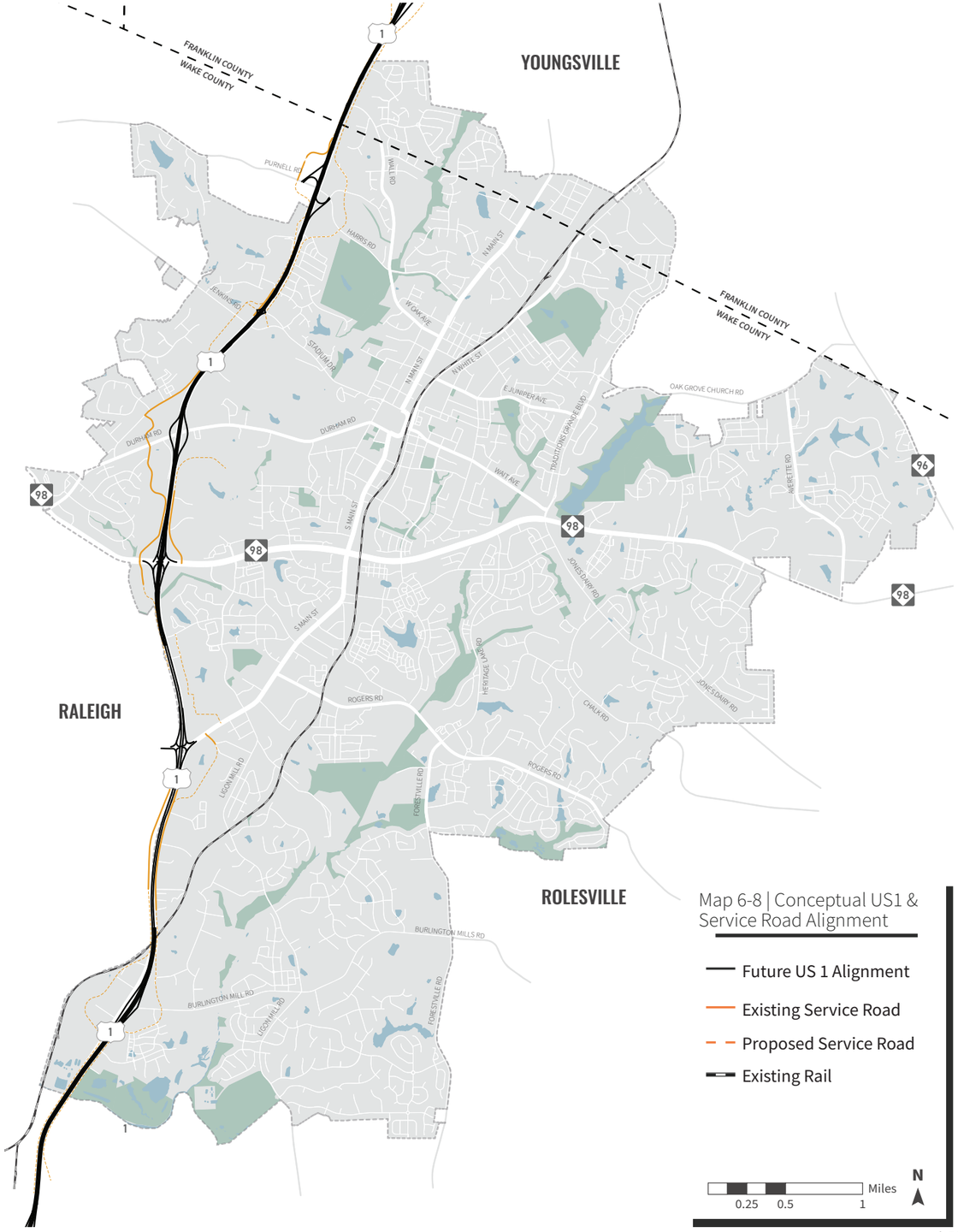
US 1 Service Road
North of S Main Street (US 1A)
Minimum R/W: 70’



For service roads with property on both sides.



For service roads adjacent to US 1.



Intersection Hot Spots

Intersections with high traffic and safety concerns were identified from the comments received during the initial public engagement period. From this list of intersections, six were selected by the Technical Steering Committee for an in-depth study, which were termed as 'Hotspot Intersections'.

Traffic flow and turn counts were conducted at these intersections to understand the existing traffic pattern. Short term and long term recommendations were developed to improve the LOS at these intersections based on existing counts and modeled future traffic flows.

Level of Service (LOS) is a measure of congestion derived from traffic volumes and roadway capacity. LOS has ratings of A, B, C, D, E, and F. Ratings of E and F indicate the roadway is congested with existing volume and capacity. Ratings of C and D indicate congestion is present, but there is no adverse effect on traffic flow.

The preliminary study for hotspot improvements was done for six intersections, and it does not encompass all locations where high traffic is a concern. It is strongly recommended to include smart signals for all corridors with high traffic and multiple, close-spaced intersections.

Map 6-9 | Intersection Hot Spots



Durham Drive & Hampton Way Drive

Intersection Issue

- Problem intersection that may become worse when construction on US 1 begins nearby.

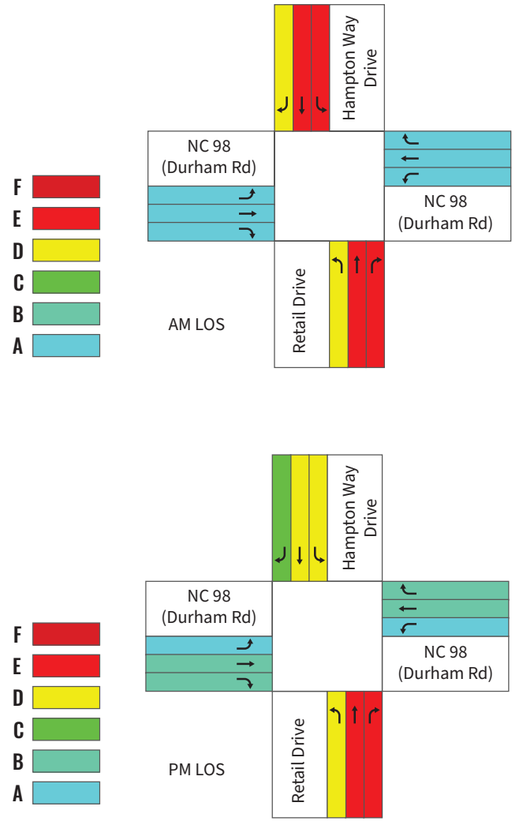


Figure 6-1 | Durham Drive & Hampton Way Drive LOS

Short-Term Improvements

Since the eastbound left-turn peak hour traffic volumes are low, the signal phasing can be revised to remove protected + permissive phase. This would help provide additional green time to other movements.

Medium-Term Improvements

Widen the northbound Retail Drive with an exclusive right-turn lane. Provide the right-turn lane with at least 100 feet of storage and appropriate taper.

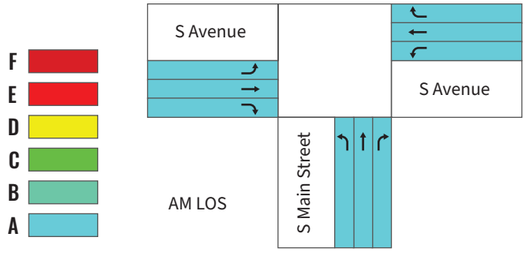
Widen the southbound Hampton Way Drive approach with an exclusive left-turn lane. Provide the left-turn lane with at least 100 feet of storage and appropriate taper.

South Avenue & S Main Street

Intersection Issue

Citizen-identified problem intersection.

- Not pedestrian friendly.
- Major freight route connecting to Youngsville, trucks have difficulty with turning movements.



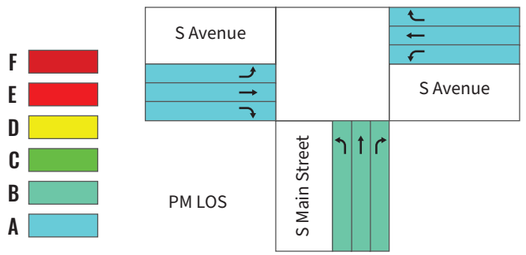


Figure 6-2 | South Avenue & S Main Street LOS

Short-Term Improvements

Create high visibility crosswalks with flashing pedestrian detection system to warn the oncoming traffic and improve safety.

Based on traffic studies, no improvements are required for this intersection in the short-term.

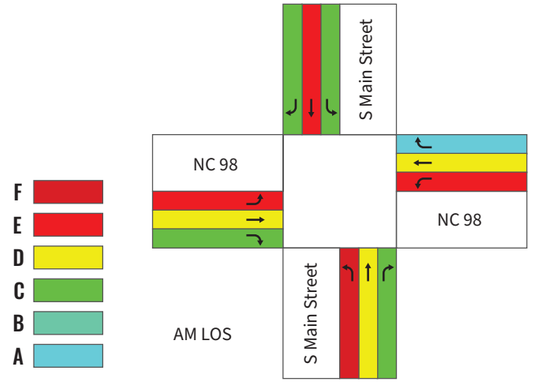
Medium-Term Improvements

A special study should be conducted to analyze the conversion of the existing network around the Southeastern Baptist Theological Seminary to a one-way loop. This proposal in further explained in the "Roadway Recommendations" section of this report.

NC 98 & S Main Street

Intersection Issue

- High accident location.



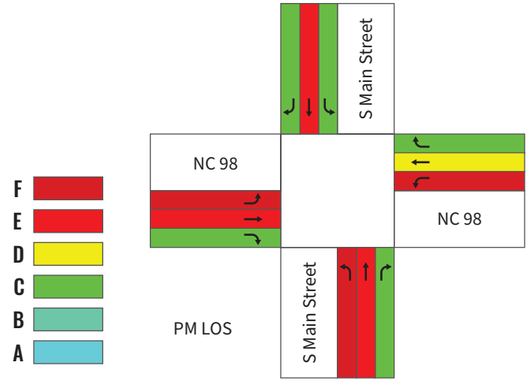


Figure 6-3 | NC 98 & S Main Street LOS

Short-Term Improvements

Widen the southbound S Main Street approach with an additional through lane. Provide the existing right-turn lane with 200 feet of additional storage and an appropriate taper.

Medium-Term Improvements

The S Main Street Corridor Study recommended enhanced crosswalks along NC 98 with pedesdtrian refuge islands.

S Main Street & Rogers Road

Intersection Issue

- Citizen-identified problem intersection.

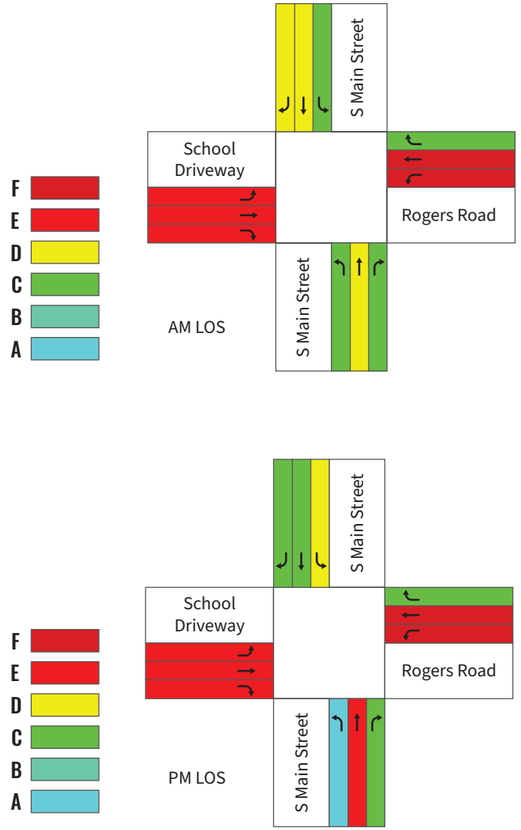


Figure 6-4 | S Main Street & Rogers Road LOS

Medium-Term Improvements

Per S Main Street Corridor Study, convert existing intersection at S Main Street and Rogers Road into a modified, two-lane, landscaped turbo roundabout as depicted in the Study.

Retrofit S Main Street, from US 1 to Rogers Road, to four-lane, median-divided crossection with pedestrian refuges and left turn lanes as depicted in the Study. Northbound S Main Street right lane shall be a right turn slip lane and left lane shall allow right turns, U-turns, and through traffic.

Retrofit existing S Main Street, from Rogers Road to NC 98 Bypass, to two-lane, median-divided crossection with pedestrian refuges and roundabouts as depicted in the Study. Southbound S Main Street right lane shall allow right turns and through traffic and left lane shall allow through traffic and U-turns.

Retrofit existing Wake Forest - Rolesville Middle School eastbound driveway approach to a combined left turn and through lane.

Retrofit existing westbound Rogers Road approach to two lanes with right lane for right turns, U-turns, and through traffic and left lane for U-turns.

Rogers Road & Heritage Lake Road / Forestville

Road

Intersection Issue

- Unsafe intersection, drivers often go straight from right turn lane when going southwest from Heritage Lake to Forestville.

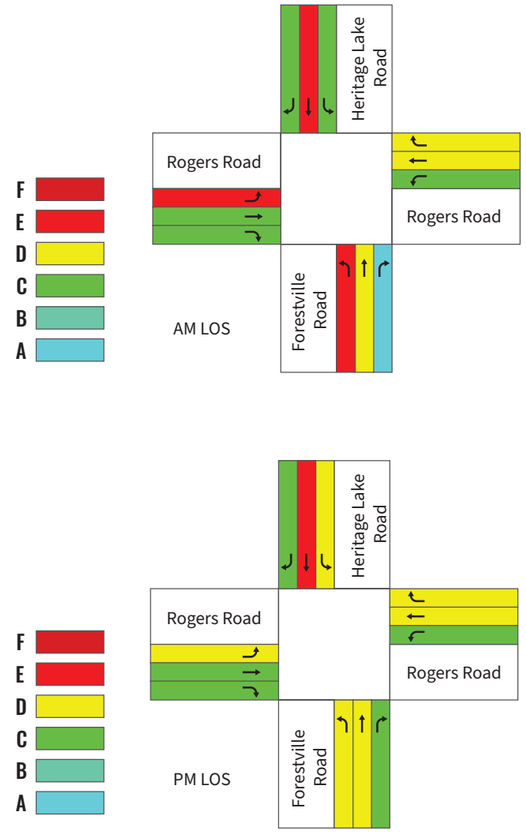


Figure 6-5 | Rogers Road & Heritage Lake Road/Forestville Road LOS

Medium-Term Improvements

Widen the eastbound Rogers Road approach to provide an additional exclusive left-turn lane and extend the existing right-turn lane.

Provide the eastbound left-turn lanes with at least 450 feet of storage (existing storage) and an appropriate taper.

Extend existing right-turn lane to provide at least 500 feet of storage. Consider a free right-turn lane for this movement if queuing issues continue to exist.

Widen the westbound Rogers Road approach to provide an exclusive right-turn with at least 200 feet of storage and an appropriate taper.

Widen the northbound Forestville Road approach to provide an additional exclusive left-turn lane and an additional through lane.

Provide the dual left-lane turn lanes with at least 900 feet of storage each and appropriate taper. Based on microsimulation analysis, the queues on this movement are anticipated to be very heavy.

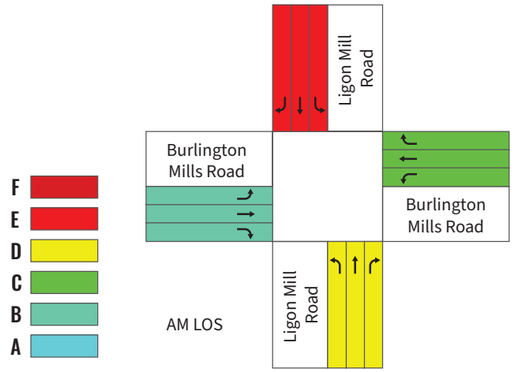
Widen the southbound Heritage Lake Road approach to provide an additional through lane.

Consider alternative intersection configuration for this intersection if the operational issues continue.

Burlington Mills Road & Ligon Mill Road

Intersection Issue

- Major sight line issues, may need realignment.



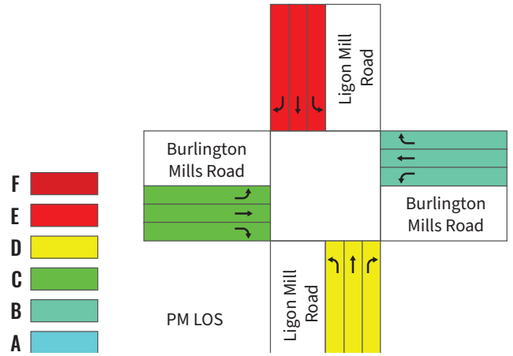


Figure 6-6 | Burlington Mills Road & Ligon Mill Road LOS

Short-Term Improvements

Widen the southbound Ligon Mill Road approach with an exclusive left-turn lane and provide the left-turn lane with at least 125 feet of storage and an appropriate taper.

Medium-Term Improvements

Realign intersection to the west of existing location to eliminate the approach angle of the northbound Ligon Mill Road.

Construct the eastbound Burlington Mills Road approach with an exclusive left-turn lane, an additional through lane, and an exclusive right-turn lane. Provide the left-turn lane with at least 400 feet of storage and an appropriate taper. Provide the right-turn lane with at least 250 feet of storage and an appropriate taper.

Construct the westbound Burlington Mills Road approach with dual exclusive left-turn lanes, an additional through lane, and an exclusive right-turn lane. Provide the dual left-turn lanes with at least 350 feet of storage and an appropriate taper. Provide the right-turn lane with at least 200 feet of storage and an appropriate taper.

Construct the northbound Ligon Mill Road approach with an exclusive left-turn lane and an exclusive right-turn lane. Provide the left-turn lane with at least 250 feet of storage and an appropriate taper. Provide the right-turn lane with at least 350 feet of storage and an appropriate taper.

Construct the southbound Ligon Mill Road approach with an extended left-turn lane and an exclusive right-turn lane. Provide the left-turn lane with at least 300 feet of storage and an appropriate taper. Provide the right-turn lane with at least 100 feet of storage and an appropriate taper.



WAKE FOREST COMPREHENSIVE TRANSPORTATION PLAN

Special Recommendation - One Way Loop

The Southeastern Baptist Theological Seminary (referred to henceforth as 'Seminary') is where the Town of Wake Forest was founded. A two lane road (one road in each direction) currently surrounds the Seminary. Some street segments feature parking and sidewalks, while others do not.

This section includes existing traffic and safety conditions, geographic constraints, and future congestion on the roads surrounding the Seminary and provides preliminary recommendation for those roads.

Figure 6-7 | Existing Loop Conditions

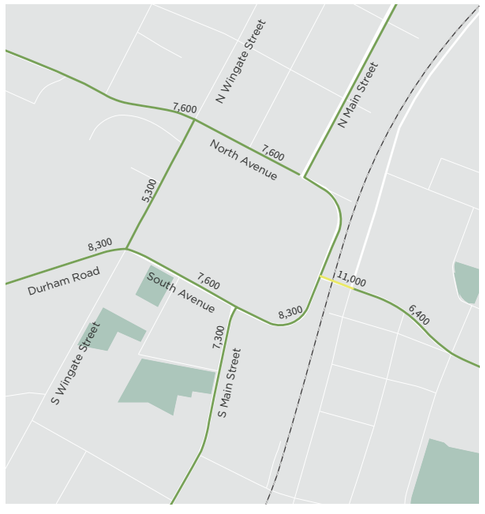
Historic Districts



This block was where the Town of Wake Forest was founded. This neighborhood is listed in the National and Local Historic Register. This limits widening of roads to accommodate additional vehicular or pedestrian traffic and substantially altering the character of the neighborhood.

- Wake Forest Historic District
- Wake Forest Local Historic District
- Downtown Wake Forest Historic District

2017 Average Annual Daily Traffic (AADT)



The NC-98 Bypass constructed in 2006 was expected to relieve traffic crossing the downtown core of Wake Forest.

The traffic has steadily increased in this area since the initial decrease observed immediately after the construction of NC-98 Bypass.

High Frequency Crash Locations (HFCL) Scores

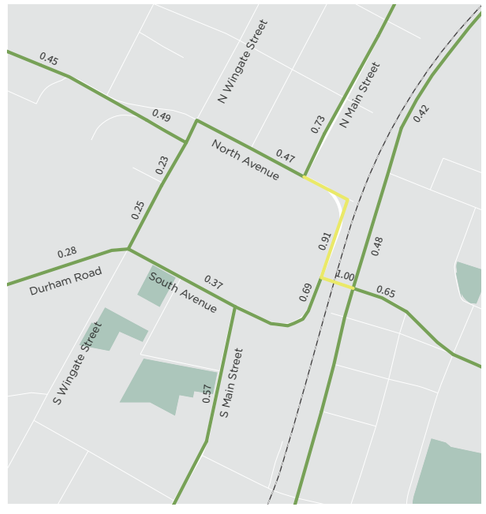


With a score of 77.8, S Wingate St and E South Ave are significantly more unsafe streets than comparable streets in the state.

Front St and E Roosevelt Ave are in the median range of safety according to HFCL scores.

In the five year period between 2013 and 2017, 56 crashes have occurred on the streets surrounding the seminary, that is approximately one crash every month. This is a significantly high concentration of crashes in an area compared to the rest of the Town.

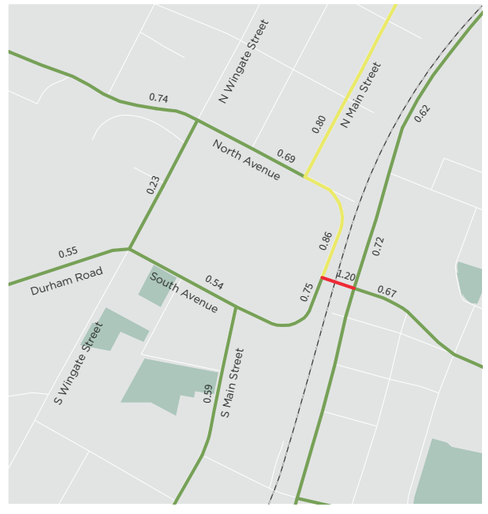
2013 VOC Ratios



This map shows the maximum Volume to Capacity ratio on the roads based on the official 2013 Triangle Regional Model (TRM) Network.

While most roads around the Seminary seem to function optimally, Front St and part of E Roosevelt Ave reach critical capacity during peak hours.

2045 VOC Ratios



This map shows the maximum Volume to Capacity ratio on the roads based on the official 2045 Triangle Regional Model (TRM) Network. This network does not include many improvements recommended in the CTP.

While traffic is expected to increase on all the streets, E South Ave, Front St and E Roosevelt Ave may witness substantial increase in delays because of the traffic light at the intersection.

Existing Road Layout

- S Main St, E South Ave and N Main St are a part of US-1 Alt. South Ave and E Roosevelt Ave are a part of NC-98.
- Tractor trailers, trucks and other large vehicles cross this area in the North-South and East-West directions.
- Widening of Durham Rd and Stadium Dr is expected to increase traffic crossing this area.
- Trucks experience difficulties making turns along the narrow intersections which causes frequent backups on E South Ave and E Roosevelt Ave.
- Many of these streets have on-street parking which needs to be retained based on the concerns raised by people during the second public meeting.

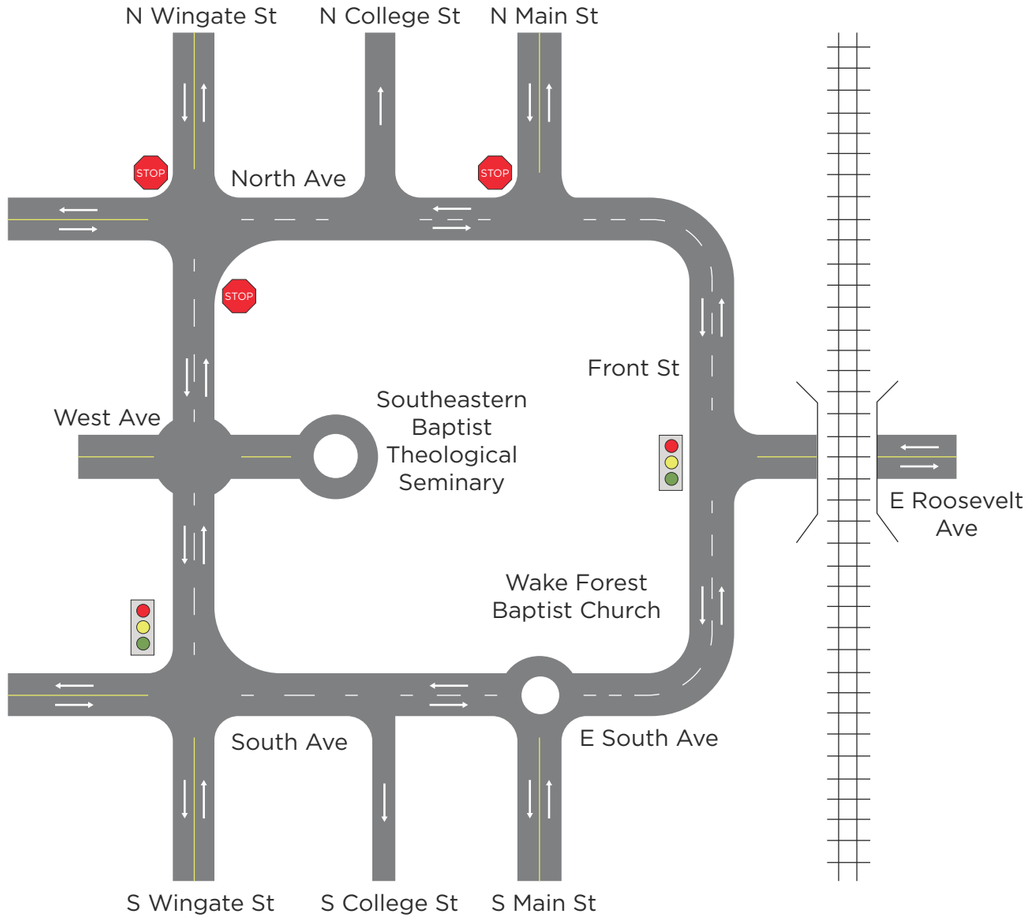


Figure 6-8 | Existing Loop Alignment

Recommended Road Layout

Please note that this is a preliminary recommendation.

The main idea is to convert the roads around the block to a one-way loop in the counter-clockwise direction.

Consultation with the Seminary and further in-depth studies of traffic flow and redistribution are required before implementation.

The figure below is conceptual and not to scale.

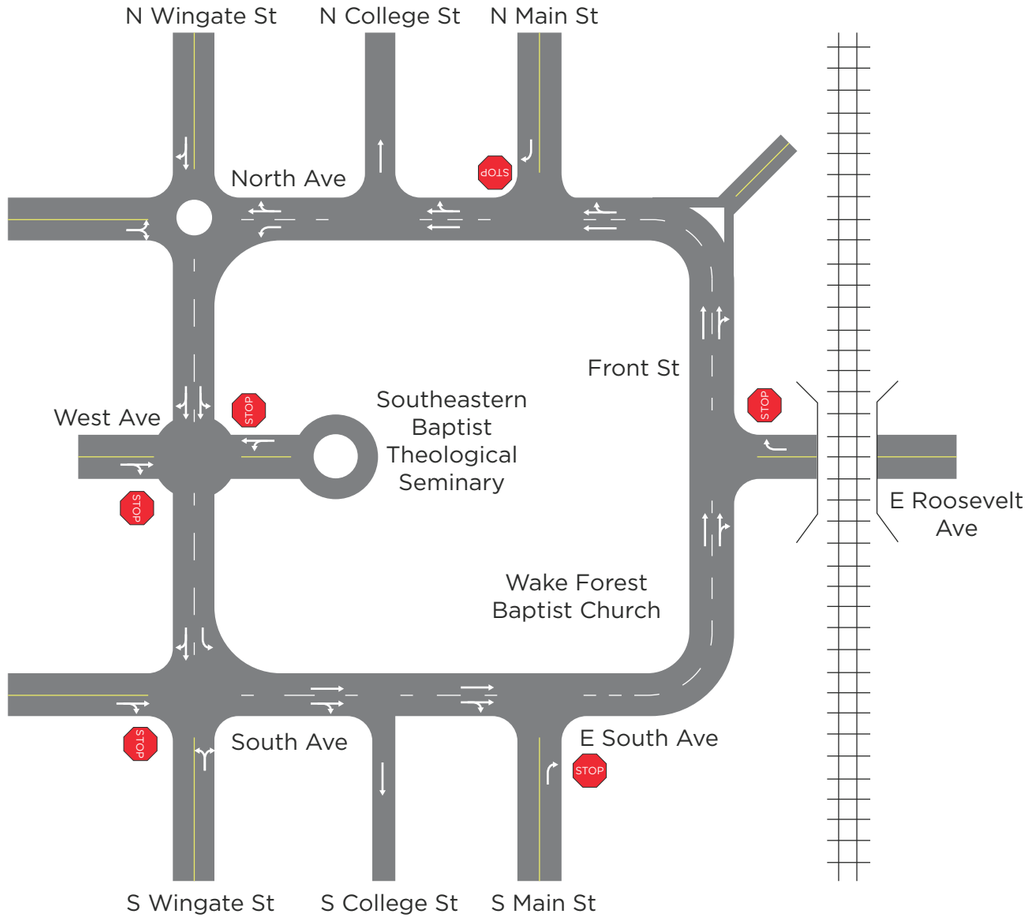


Figure 6-9 | Proposed Loop Alignment

- The main challenge is to improve the traffic flow keeping in mind the set of geographic constraints around the Seminary.
- One of the methods to reduce traffic backups in this area is by converting North Ave, South Ave, Front St, and Wingate St to two-lane one-ways such that together they form a counter-clockwise loop around the seminary.

Changes

- Stop Lights to be removed at the intersection of E. Roosevelt Ave and Front St, and roundabout to be removed at E South Ave and S Main St and making them free-through intersections.
- Stop signs will be added at compulsory right turns at E Roosevelt Ave, N and S Main St.
- Stop Lights to be removed at the intersection of Durham Rd and S Wingate St, and adding stop signs at those locations. Providing free left turn from West Ave to South Ave
- The intersection of North Ave and West Ave will be designed based on the configuration of the roundabout (design was underway at the time of writing this report).

Benefits

- Additional Right-of-Way not required. Historic nature of the neighborhood maintained.
- On-street Parking maintained.
- Improve bicycle and pedestrian safety by minimizing number of crashes.
- No backups caused due to traffic lights or turning vehicles.
- Create marginal deterrence to through traffic.
- Wider turning radius possible for large vehicles.
- Improve safety scores for roads by minimizing number of potential crash points.
- Pop-up demonstrations using traffic cones and signage can be used to test the concept before making infrastructural changes.

Drawbacks

- Slight increase in travel distances and times during off-peak hours. This increase will not exceed more than 0.8 miles (1.5 minutes). This will be balanced by reduction in wait times at intersections.
- This change will force more traffic on Wingate St. High student pedestrian traffic across Wingate St might be affected by this change. This can be mitigated by traffic calming and pedestrian prioritization methods.

Public Feedback

- This recommendation was presented during the Second Public Meeting held on May 16, 2019. Comments were received for this recommendation during and after the meeting.
- We received 23 comments opposing the recommendation and 11 comments supporting it.
- The comments opposing the recommendation were mostly from the people living or working in that neighborhood who were concerned about access to and from their homes and workplaces.
- The comments supporting the recommendation were mostly from people who travel through that area and are aware of the safety and traffic concerns.

CAMPO Blueprint for Safety

The Blueprint for Safety document was developed to provide strategies and actions to improve roadway transportation safety in the Capital Area Metropolitain Organization (CAMPO) region. Deaths and serious injuries on CAMPO's roadways have increased signifanctly in recent years, justifying a need for increased regional coordination to reverse this trend.

To better address this issue, CAMPO partnered with the North Carolina Department of Transportation's (NCDOT's) Traffic Safety Unit (TSU) to develop a comprehensive Blueprint for Safety. The Blueprint provides the building blocks for achieving CAMPO's goal of a 50% reduction of fatal and serious injury crashes by 2055 and, ultimately, moving towards zero fatal and serious injury crashes.

This document was endorsed by the Wake Forest Board of Commissioners in July 2025. The Blueprint will serve as a resource for Town staff to investigate and address transportation safety concerns. Below is a summary of the document.

Blueprint for Safety Summary

The Blueprint is built upon a set of Pillars, overall strategies, and key actions. Each Pillar represents a category of work to improve Safety Policy, Safety Culture, and Safety Projects to intentionally address safety needs. High-level strategies support each Pillar and describe a vision for how the Pillar will support reaching the overarching goal to reduce fatal and serious injury crashes by 50% by 2055, ultimately moving towards zero fatal and serious injury crashes.

Safety Policy

- The action items in this Pillar focus on advancing transportation safety by integrating multimodal considerations into planning, design, and policy.
- This can be realized through incorporating safety into zoning, land development, transit access, and local street traffic calming efforts, such as Complete Streets implementation.
- This Pillar also calls for stronger organizational practices that encourage safe driving and fleet management within local agencies.

Safety Culture

- The action items in this Pillar emphasize strengthening regional transportation safety through evaluation of safety projects, collaboration with various agencies specializing in tangential fields, developing educational campaigns, and temporary open street events that close all or portions of a roadway to automobiles.
- This Pillar also recommends establising a Regional Safety Committee of local governments to share implementation progress and resources.

Safety Projects

- The action items in this Pillar entail conducting studies to identiy specific areas within the community that show a high safety risk for issues like crashes and speeding.
- This Pillar also proposes prioritizing transportation projects and traffic enforcement that improve safety at these higher risk locations.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CHAPTER 7 PRIORITIZATION

Action Items

Action items are policy recommendations that serve as the steps to the implementation of the vision and goals of the Comprehensive Transportation Plan. When developing the recommendations, staff reviewed existing Wake Forest Comprehensive Plans and Town-wide strategic initiatives to create the recommended list in Table 7-1 Recommended Action Items.

The table lists each recommendation based by topic. Each action item is tied back into the vision and goals of the Plan through the guiding principles: Innovation, Efficiency, Inclusivity, Safety, and Flexibility.

Figure 7-1 | Guiding Principles



Table 7-1 | Action Items

General Recommendations	Guiding Principle
Update the CTP annually to capture changes in existing conditions, development, Capital Improvement Plan (CIP), and transportation regulations.	
Continue coordination with CAMPO, Wake County, NCDOT, and other local and regional partners, as appropriate, on infrastructure improvements.	
Study the Town Historic Districts and Northeast Community to determine if alternative curb/gutter and sidewalk cross-sections are needed.	

Update the CTP to capture any transportation recommendations from the CAMPO Northeast Area Study.	
Update the CTP to capture any transportation recommendations from the Northeast Community Plan.	
Update the CTP to capture any transportation recommendations from the Wake Forest Community Plan Update and Wake Forest Downtown Plan.	
Continue to support public private partnerships for infrastructure projects.	

Rail Recommendations	Guiding Principle
Continue coordination with CAMPO, NCDOT, and other local and regional partners, as appropriate, for the advancement of the Southeastern High-Speed Rail or S-Line.	
Develop TOD small area plans for the station areas. *Complete: July 2023*	

Transit Recommendations	Guiding Principle
Implement a town-wide microtransit system. *Complete: October 2024*	
Develop an interactive website for the Town's microtransit system. *Complete: October 2024*	
Develop an interactive website for all transit in Wake Forest, including fixed route and microtransit. *Complete: February 2026*	
Develop standardized street furniture and shelter for bus stop locations that are either purchased by the Town or donated by private citizens or groups.	
Explore real time technology options to enhance user experience. *Complete: October 2024*	
Continue coordination with CAMPO, Wake County, Wake Transit, and other local and regional partners, as appropriate, for the advancement of transit in the region.	

Emerging Technology	Guiding Principle
Develop a plan to optimize the Town's investment in electric vehicle charging infrastructure and identify opportunities to install charging infrastructure.	
Update the UDO to reflect electric vehicle charging technology and analyze options for incorporating electric vehicle readiness into development regulations.	
Explore Intelligent Transportation Systems (ITS) and emerging technologies and evaluate their integration into the transportation system.	
Explore signal integration with regional partners.	
Consider future impacts of autonomous vehicles on development regulations.	
Evaluate micro-transit technology as an option for public transportation. *Complete: October 2024*	

Bicycle and Pedestrian Recommendations	Guiding Principle
Support Safe Routes to School events at local Wake Forest schools and explore additional opportunities for safety events.	
Update the UDO to reflect greenway design and multi-use path design.	
Develop an inventory of ADA accessible crosswalks and pedestrian ramps and develop an action plan to bring substandard infrastructure into compliance.	
Develop an updated interactive website for the greenway network. *Complete: March 2026*	
Develop a standard operating procedure for greenway sign locations that as part of the development review process. *Complete: October 2022*	
Expand existing GIS data along greenways to ensure signage, emergency locations, benches, and other amenities have been captured.	

Roadway Recommendations	Guiding Principle
Expand pedestrian connectivity standards in the UDO for block length and at the ends of cul-de-sacs.	
Continue to support the funding of sidewalk gaps with Town funding.	
Evaluate the proposed bicycle network and update proposals after investigating need and if roadways can accommodate proposals.	
Evaluate all unsignalized greenway trail crossing to determine whether crossing enhancements would be appropriate.	
Explore grant opportunities such as CDBG funding for improvements in marginalized neighborhoods.	
Continue coordination with CAMPO, Wake County, NCDOT, and other local and regional partners, as appropriate, on infrastructure improvements and funding sources, such as LAPP.	
Update pedestrian signage to be interpretive to meet ADA requirements.	
Support Wake Forest bicycle safety events and explore additional opportunities.	
Evaluate the use of soft trails and paved surfaces in the development of the Wake Forest Reservoir master plan while ensuring residents with varying ability level access to the reservoir.	
Evaluate the Town-owned 80 acres behind Heritage High School for any deed restrictions that limit development of the Smith Creek Greenway and neighborhood connections thereto.	
Evaluate off-street bikeway cross-sections where bicycle infrastructure is out of the roadway and running parallel to the curb.	
Explore reintroducing bike share as a mode of transportation for the Town.	
Explore bike and pedestrian protective barriers for overpasses and grade separation bridges that do not have multi-use paths installed.	

Roadway Recommendations	Guiding Principle
Fund the South Main Street study for Access Management along S Main Street between US 1 and South Avenue. *Complete: July 2024*	
Implement recommendations from South Main Street Study	
Update the UDO access management standards.	
Evaluate the UDO language to examine street connectivity standards during development review.	
Evaluate the UDO language to examine street connectivity standards to promote an organic local street network.	
Update UDO based on the roadway classifications and remove roadway cross-sections in the UDO.	
Work with regional partners to advocate for accelerating the US 1 Project.	
Update the UDO to add regulations to match Wake County on how to handle cemeteries in development and roadway projects.	

Project Prioritization

A list of greenway and roadway project prioritization can be found in Table 7-2 Greenway Prioritization and Table 7-3 Roadway Prioritization. Prioritization helps guide the Capital Improvement Plan (CIP) and budgeting of Town funds towards infrastructure projects. In addition to Town-funded greenways, some greenway segments are planned to be constructed as part of private development, using private funds.

Table 7-2 | Greenway Prioritization

Prioritization Level - High	
1	Smith Creek Greenway Phase 2
2	Smith Creek Greenway Phase 3
3	Smith Creek Greenway Phase 5
4	Smith Creek Greenway Phase 6
Prioritization Level - Medium	
5	Smith Creek Greenway Connector - Dansforth Subdivision
6	Smith Creek Greenway Connector - Moss Creek Subdivision
7	Hwy 98 Greenway
8	Austin Creek Greenway
9	Richland Creek Greenway *Stadium Drive to Harris Drive*
10	Downtown Greenway
11	Smith Creek Greenway Connector - Heritage Middle School
12	Flaherty Park
Prioritization Level - Low	
13	Wake Forest Reservoir
14	Horse Creek Greenway
15	Joyner Park
16	Richland Creek Greenway *Olde Mill Stream to Greenway Terminus*
17	Richland Creek Greenway South of Hwy 98 to Town Limits
18	Sanford Creek Greenway
19	Smith Creek Greenway *North of Oak Grove Church Road to Greenway Terminus*
20	Tom's Creek Greenway
21	Plummer Park Greenway
22	Franklin Street Connector

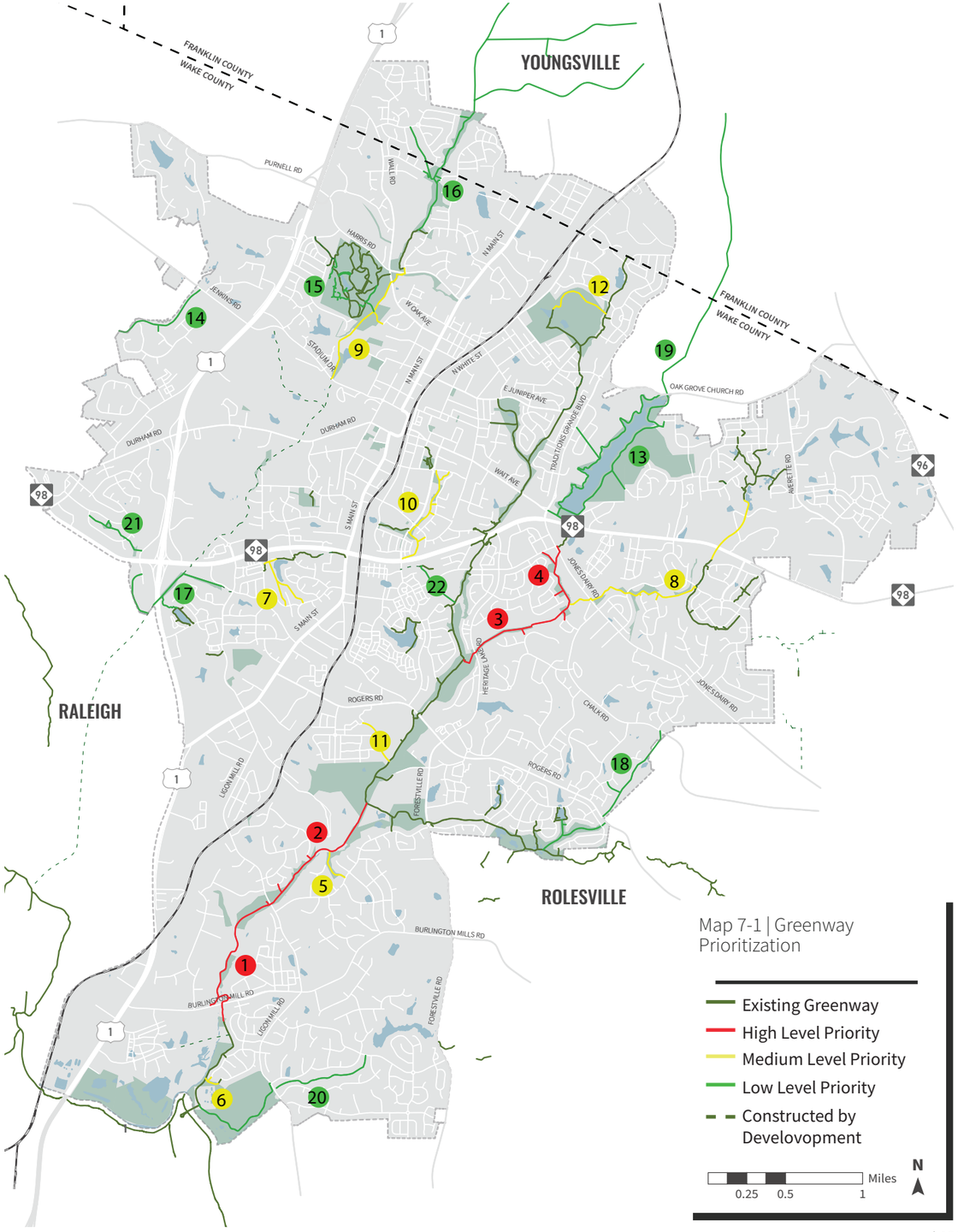
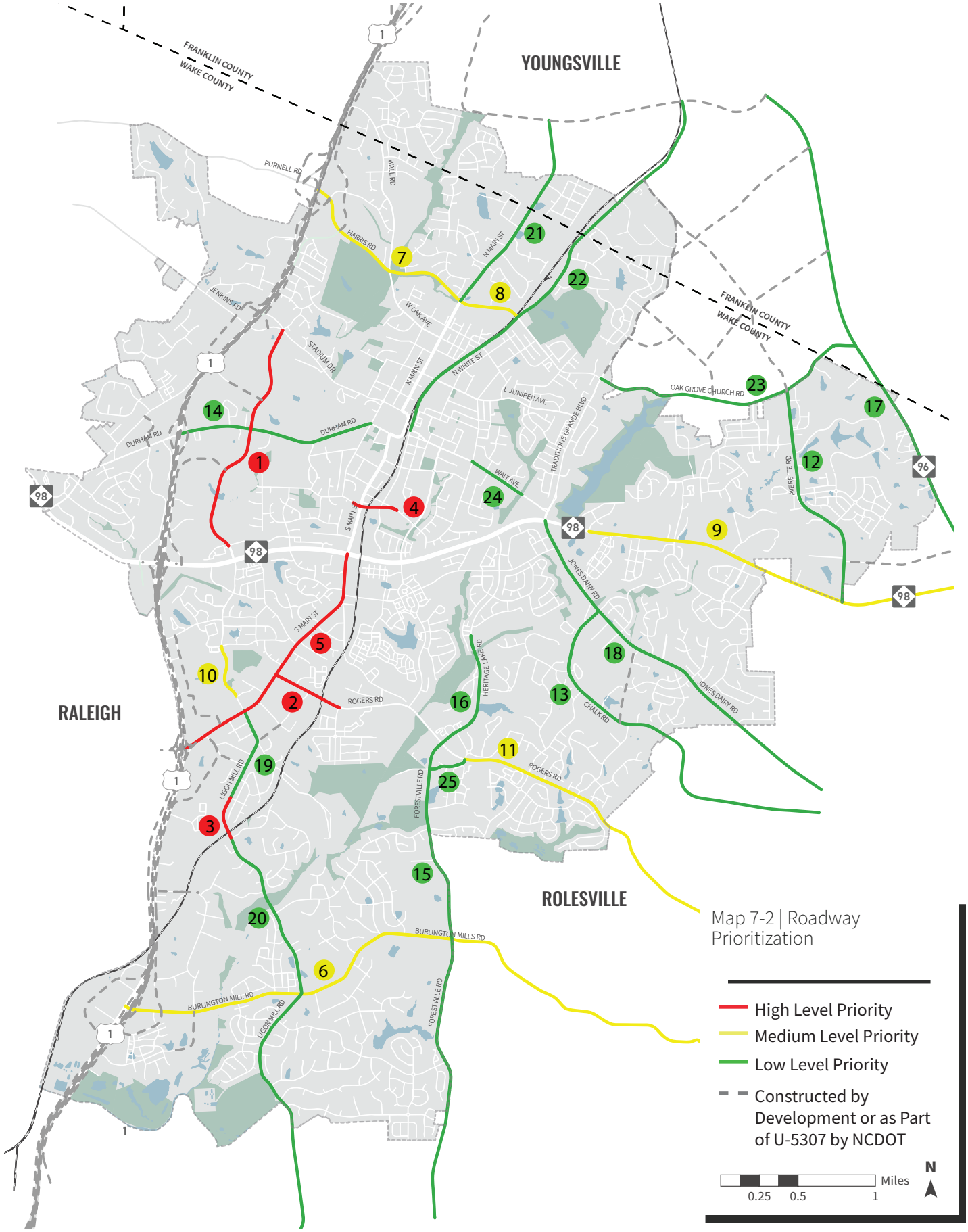


Table 7-3 | Roadway Prioritization

Prioritization Level - High		
1	Ligon Mill Road Extension *Stadium Drive to Hwy 98*	Roadway Extension
2	Rogers Road *S Main Street to Heritage Branch Road*	Roadway Widening & Grade Separation
3	Ligon Mill Road *Pompeii Place to Steeple Run Drive*	Roadway Widening & Grade Separation
4	Holding Avenue *S White Street to Tessier Court*	Grade Separation
5	S Main Street *Capital Boulevard to Hwy 98*	Access Management & Intersection Improvements
Prioritization Level - Medium		
6	Burlington Mills Road *US 1 to Town Limits*	Roadway Widening
7	Harris Road *US 1 to N Main Street*	Roadway Widening
8	Harris Road Extension *N Main Street to Royal Mill Avenue*	Roadway Extension & Grade Separation
9	Hwy 98 *Stone Park Drive to Town Limits*	Roadway Widening
10	Ligon Mill Road *Stone Monument Drive to Brimfield Springs Lane*	Roadway Widening
11	Rogers Road *Rogers Branch Road to Town Limits*	Roadway Widening
Prioritization Level - Low		
12	Averette Road *Oak Grove Church Road to Hwy 98*	Roadway Widening
13	Chalk Road *Jones Dairy Road to Town Limits*	Roadway Widening
14	Durham Road *US 1 to S Wingate Street*	Roadway Widening
15	Forestville Road *Rogers Road to Town Limits*	Roadway Widening
16	Heritage Lake Road *Hertiage Heights Lane to Rogers Road*	Roadway Widening
17	Hwy 96 *Oak Grove Church Road to Hwy 98*	Roadway Widening
18	Jones Dairy Road *Hwy 98 to Town Limits*	Roadway Widening
Prioritization Level - Low		
19	Ligon Mill Road *S Main Street to Pompeii Place*	Roadway Widening
20	Ligon Mill Road *Steeple Run Drive to Town Limits*	Roadway Widening
21	N Main Street *Harris Road to Town Limits*	Roadway Widening
22	N White Street *E Roosevelt Avenue to Town Limits*	Roadway Widening
23	Oak Grove Church Road *Traditions Grande Boulevard to Town Limits*	Roadway Widening
24	Wait Avenue *S Allen Street to Dunn Creek Greenway*	Roadway Widening
25	Rogers Branch Road *Rogers Road to Forestville Road*	Roadway Widening

WAKE FOREST COMPREHENSIVE TRANSPORTATION PLAN



Map 7-2 | Roadway Prioritization

- High Level Priority
- Medium Level Priority
- Low Level Priority
- Constructed by Development or as Part of U-5307 by NCDOT

Miles
0.25 0.5 1

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