**Wake Forest Board of Commissioners Work Session**
**Meeting Agenda**
**September 1, 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 Evelyn Wright at 919-435-9432 as soon as possible, but no later than 48 hours before the scheduled event.

## Cable & Online Broadcast of Board of Commissioners Meetings

All Board of Commissioners meetings are broadcast live on WFTV 10 beginning at 6 p.m. Meetings are also aired online on the Public Meetings Portal on the Town of Wake Forest website. Archived meeting videos are also provided and available for one year after the original air date.

## Meeting Agendas

The Board of Commissioners 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 represent 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, The Mayor 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. Presentations

1.1 Presentation of Go Wake Forest Fare Collection Update and Consideration of a Service Expansion Proposal
Agenda Summary

1.2 Presentation of Wake Forest Comprehensive Transportation Plan 2026 Amendments
BOC Agenda Summary 2026 934.pdf
Staff Report BOC 2026 934.pdf
Attachment A - Application CPA 26-01
Attachment B - Draft Comprehensive Transportation Plan Draft
Attachment C - Planning Board Recommendation CPA 26-01

1.3 Event Recommendations for 2027 and Beyond
Agenda Summary BoC 2026-974

## 2. Discussion of Monthly Financial Report

2.1 Discussion of July Financial Summaries
Monthly Financial Report_summary.pdf
July 31, 2026 Financial Summaries.pdf

## 3. Review of Draft Agenda for Upcoming Regular Meeting

3.1 September 15, 2026 Draft BOC Regular Meeting Agenda
Board of Commissioners (42).pdf

## 4. Other Business

## 5. Commissioner Reports

## 6. Adjournment

# BOARD OF COMMISSIONERS WORK SESSION AGENDA ITEM REPORT

Agenda Item No.: 2026-952-
Submitted by: Brad West,Planning
Submitting Department: Planning
Meeting Date:September 1, 2026

**Subject**
Presentation of Go Wake Forest Fare Collection Update and Consideration of a Service Expansion Proposal

**Recommendation:**

**item Summary:**

**ATTACHMENTS:**
- Agenda Summary

**Agenda Item:** Presentation of Go Wake Forest Fare Collection Update and Consideration of a Service Expansion Proposal

**Summary:** The Go Wake Forest microtransit system began collecting fares on February 1st, 2026. Via, the Town's microtransit partner, will provide an update on how fares have impacted the system, including demand stabilization, revenue generation, and service quality.

Further, with the Town now receiving fare revenue and a decreased match obligation for Wake Transit funding, Via will present options on possible service expansion investments.

**Attachments:** None

# BOARD OF COMMISSIONERS WORK SESSION AGENDA ITEM REPORT

Agenda Item No.: 2026-934-
Submitted by: Brad West,Planning
Submitting Department: Planning
Meeting Date:September 1, 2026

**Subject**
Presentation of Wake Forest Comprehensive Transportation Plan 2026 Amendments

**Recommendation:**

**item Summary:**

**ATTACHMENTS:**

- BOC Agenda Summary 2026 934.pdf
- Staff Report BOC 2026 934.pdf
- Attachment A - Application CPA 26-01
- Attachment B - Draft Comprehensive Transportation Plan Draft
- Attachment C - Planning Board Recommendation CPA 26-01

**Agenda Item:** Presentation of Wake Forest Comprehensive Transportation Plan 2026 Amendments.

**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.

A public comment session was held at the August 11, 2026, Planning Board meeting. At their August 11, 2026 meeting, the Planning Board voted 5-0 to approve the request.

**Attachments:** See Staff Report.

TOWN of WAKE FOREST

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

| | |
|---|---|
| **Meeting Date** | September 1, 2026 |
| **Requested Action** | Presentation of the Wake Forest Comprehensive Transportation Plan 2026 Amendments |
| **Case Manager** | Brad West, Long Range Planning Manager |
| **Planning Board Recommendation** | A public comment session was held at the August 11, 2026, Planning Board Meeting. At their August 11, 2026 meeting, the Planning Board recommended approval of the Comprehensive Transportation Plan amendments request by a vote of 5-0. |

**PUBLIC MEETINGS**

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

**CASE INFORMATION**

| | |
|---|---|
| **Applicant** | Brad West<br>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
Attachment C: Planning Board Recommendation

# 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

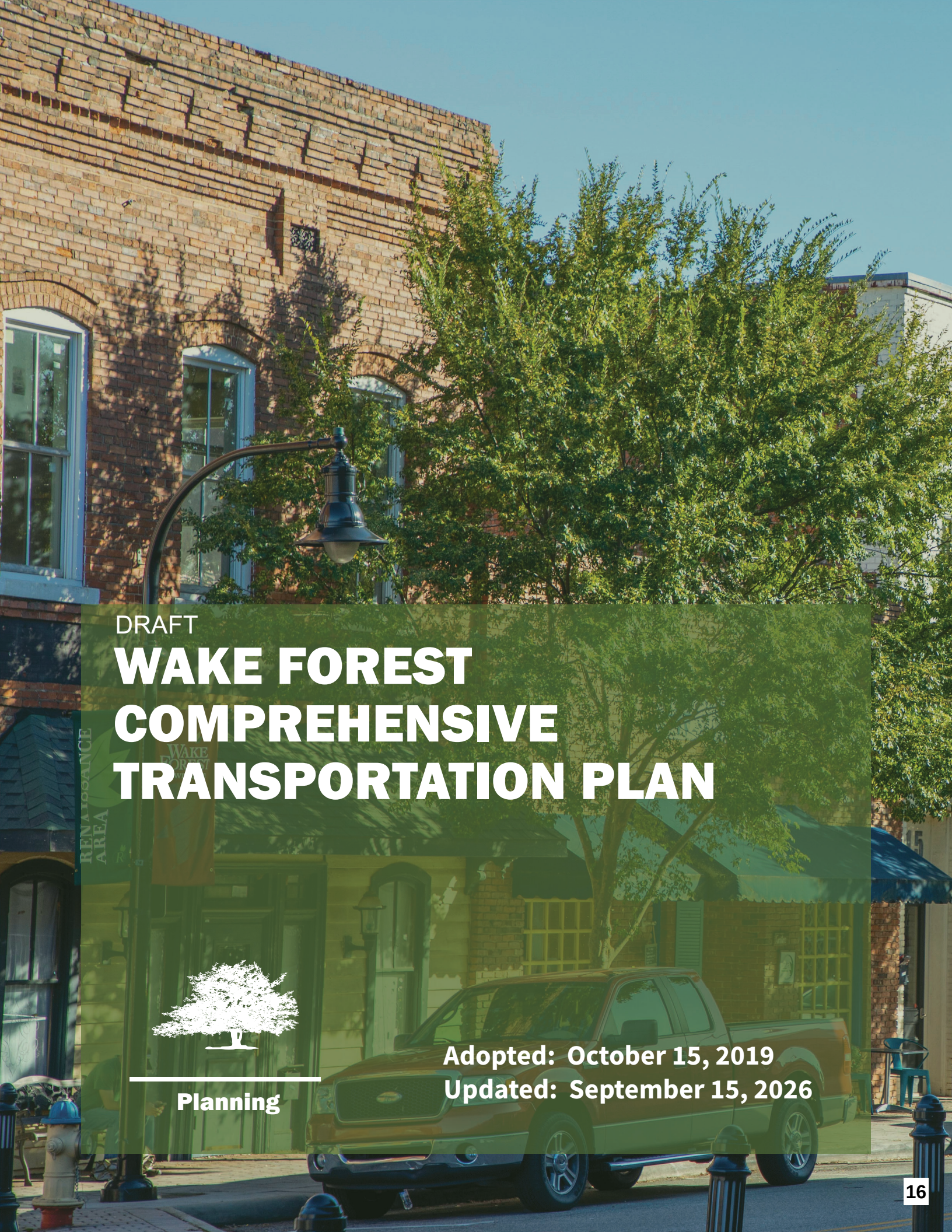
## Amendment Type

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
Adam Wright

***WSP Staff***

Will Letchworth
Shivang Shelat
Katherine Mather
Sarah Perkins
Shane Corileone
Leta Huntsinger
Amanda Johnson
Morven Maclean
Ellen McAlexander
Thomas Peel
Sarah Schmid
Hennessey Stuart
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 | _____ |





# TABLE OF CONTENTS


*CHAPTER 1 INTRODUCTION* 11

*What is a Comprehensive Transportation Plan?* 11
*How do Plans Become Projects?* 11
*Vision and Objectives* 13
*Developing the CTP* 14
*Previous Plans* 15

*CHAPTER 2 EXISTING CONDITIONS* 18

*Existing Land Use & Future Development* 20
*Existing Development Constraints & Community Resources* 22
*Demographics* 26
*Triangle Regional Model* 32
*Population and Employment Projections* 33

*CHAPTER 3 PUBLIC ENGAGEMENT* 36

*Public Survey* 36
*Public Meeting #1* 36
*Public Meeting #2* 36
*Public Survey Results* 37

*CHAPTER 4 BICYCLE & PEDESTRIAN* 42

*Multi-Use Path Network* 43
*Greenway Network* 44
*Future Multi-Use Path Network* 45
*Future Greenway Network* 46
*Bicycle and Pedestrian Origins & Destinations* 48

*CHAPTER 5 TRANSIT* 51

*Regional Existing and Future Transit Network* 53
*Wake Forest Existing and Future Transit Network* 54
*Future Rail Network* 55
*Communities of Concern* 56

*CHAPTER 6 ROADWAYS* 58

*Existing Roadway Conditions* 58
*Road Hierarchy* 63
*Roadway Cross-Sections* 64
*Roadway Recommendations* 72
*Grade Separations* 79
*US 1 Freeway Conversion Project Sheet* 81
*Intersection Hot Spots* 84
*Special Recommendation - One Way Loop* 92
*CAMPO Blueprint for Safety* 97

*CHAPTER 7 PRIORITIZATION* 99

*Action Items* 99
*Project Prioritization* 103

*APPENDIX A GLOSSARY* 109




WAKE FOREST COMPREHENSIVE TRANSPORTATION PLAN

# TABLE OF MAPS, FIGURES, AND TABLES


Map 2-1 | Surrounding Region 18
Map 2-2 | Existing Land Use 20
Map 2-3 | Active & Proposed Development 20
Map 2-4 | Building Footprints 21
Map 2-5 | Environmental Constraints 22
Map 2-6 | Community Resources 22
Map 2-7 | Historic Districts & Local Landmarks 23
Map 2-8 | Percentage of Population 65 Years of Age & Older 26
Map 2-9 | Percentage of Population That is a Minority 26
Map 2-10 | Percentage of the Population Below 150% of the Poverty Level 27
Map 2-11 | Community of Concern Indicators 27
Map 2-12 | Where Wake Forest Residents Work 29
Map 2-13 | Where Wake Forest Workers Live 31
Map 2-14 | 2013 Population Density 32
Map 2-15 | 2045 Population Density 32
Map 2-16 | 2013 Employment Density 33
Map 2-17 | 2045 Employment Density 33

Map 4-1 | Existing Multi-Use Path Network 43
Map 4-2 | Existing Greenway Network 44
Map 4-3 | Future Multi-Use Path Network 45
Map 4-4 | Future Greenway Network 46
Map 4-5 | Bicycle and Pedestrian Trip Origins 48
Map 4-6 | Bicycle Destinations 48
Map 4-7 | Pedestrian Destinations 49

Map 5-1 | Regional Existing & Future Transit Network 53
Map 5-2 | Wake Forest Existing & Future Transit 54
Map 5-3 | S-Line Rail Realignment 55
Map 5-4 | Communities of Concern Indicators 56

Map 6-1 | NCDOT Classification 58
Map 6-2 | 2017 Average Annual Daily Traffic 59
Map 6-3 | 2013 Volume to Capacity Ratios 60
Map 6-4 | 2045 Volume to Capacity Ratios 61
Map 6-5 | Crash Data 62
Map 6-6 | Future Roadway Network 72
Map 6-7 | Recommended Grade Separations 79
Map 6-8 | Conceptual US1 & Service Road Alignment 83
Map 6-9 | Intersection Hot Spots 84




WAKE FOREST COMPREHENSIVE TRANSPORTATION PLAN


Map 7-1 | Greenway Prioritization 105
Map 7-2 | Roadway Prioritization 108

Figure 1-1 | NCDOT Implementation 12
Figure 1-2 | Wake Forest CTP Timeline 14

Figure 6-1 | Durham Drive & Hampton Way Drive LOS 85
Figure 6-2 | South Avenue & S Main Street LOS 86
Figure 6-3 | NC 98 & S Main Street LOS 87
Figure 6-4 | S Main Street & Rogers Road LOS 88
Figure 6-5 | Rogers Road & Heritage Lake Road/Forestville Road LOS 89
Figure 6-6 | Burlington Mills Road & Ligon Mill Road LOS 90
Figure 6-7 | Existing Loop Conditions 92
Figure 6-8 | Existing Loop Alignment 94
Figure 6-9 | Proposed Loop Alignment 95

Figure 7-1 | Guiding Principles 99

Table 6-1 | Roadway Recommendations 73
Table 6-2 | Roadway Grade Separations Along US 1 80
Table 6-3 | Railroad Grade Separations & Pedestrian Crossings 80

Table 7-1 | Action Items 99
Table 7-2 | Greenway Prioritization 104
Table 7-3 | Roadway Prioritization 106

# 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.

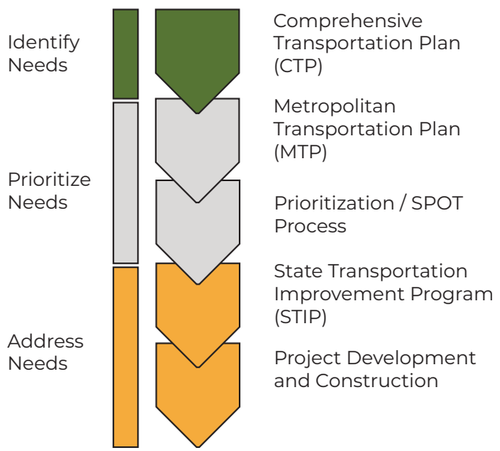



Figure 1-1 | NCDOT Implementation



## *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

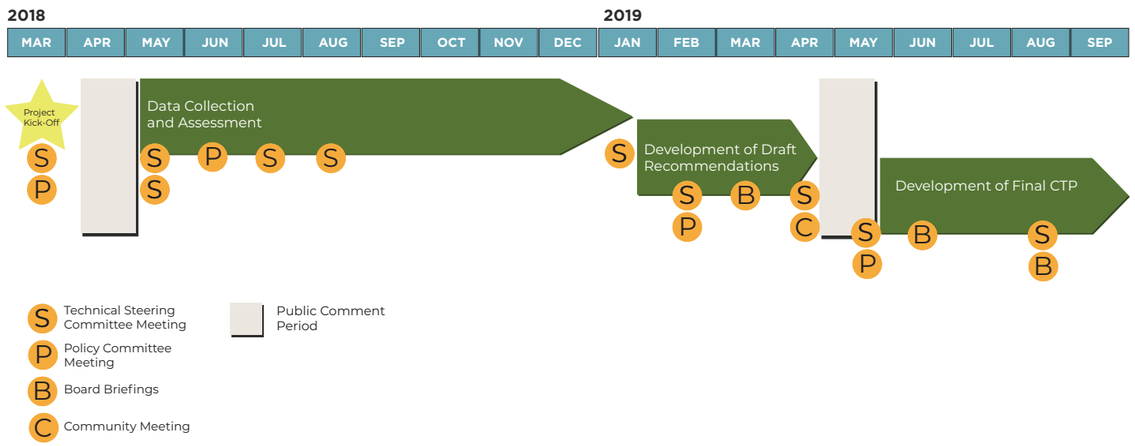



Figure 1-2 | Wake Forest CTP Timeline





## 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":

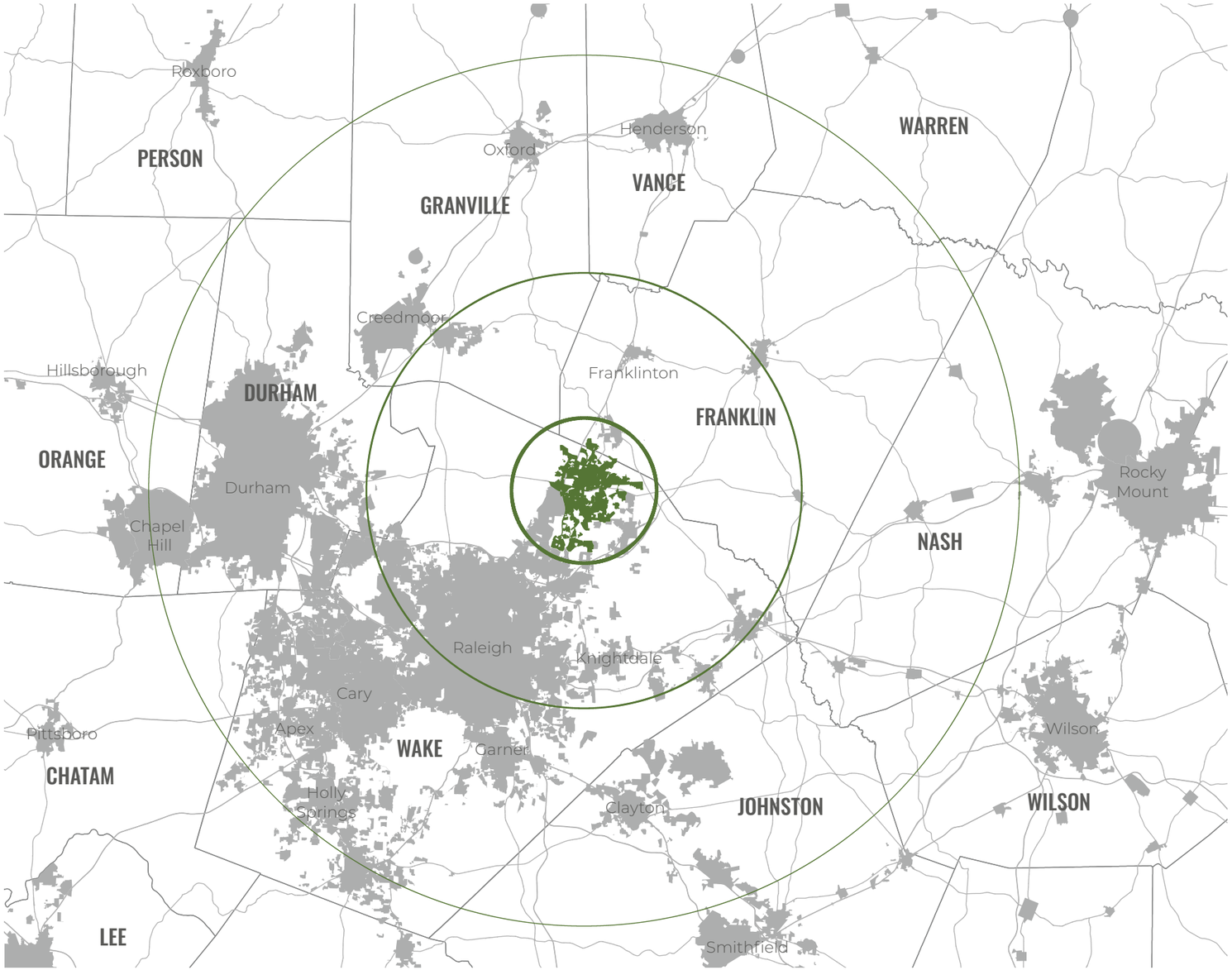
1. Connect Regionally
2. Connect All Wake County Communities
3. Frequent, Reliable Urban Mobility
4. Enhanced Access to Transit

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.



WAKE FOREST COMPREHENSIVE TRANSPORTATION PLAN

# CHAPTER 2
# EXISTING CONDITIONS




*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.



Map 2-1 | Surrounding Region

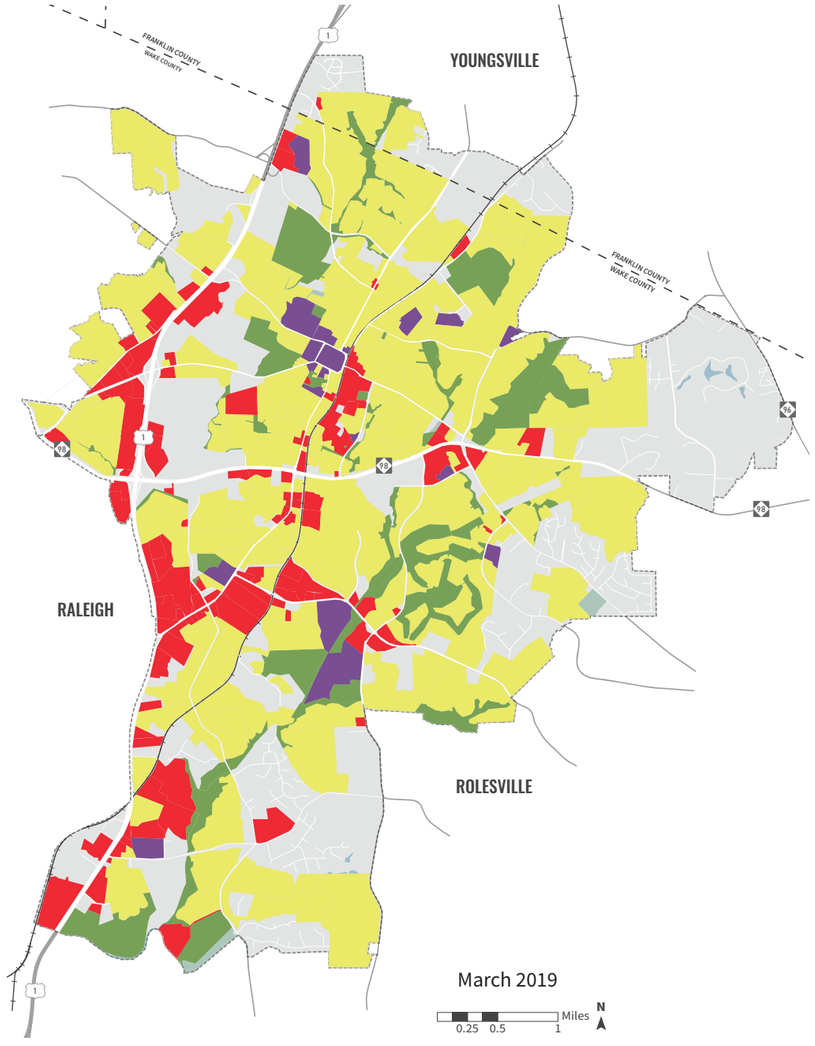
*5 miles*

*15 miles*

*30 miles*

WAKE FOREST COMPREHENSIVE TRANSPORTATION PLAN

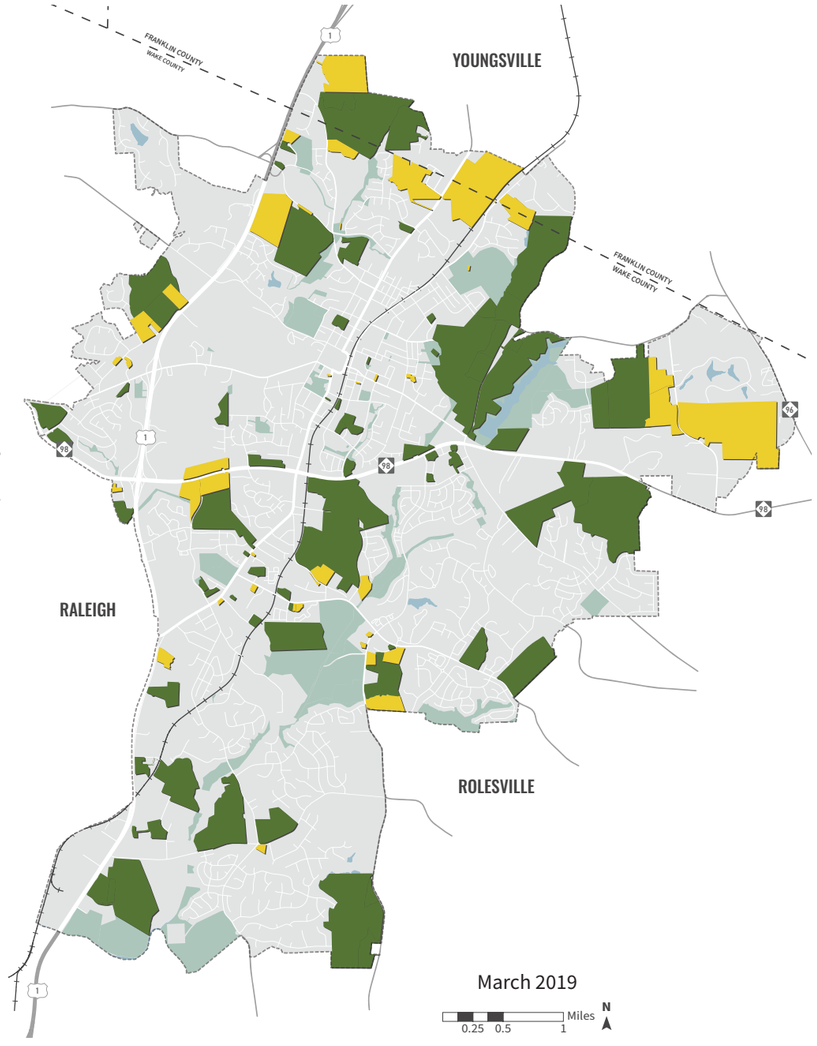
## *Existing Land Use & Future Development*




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.

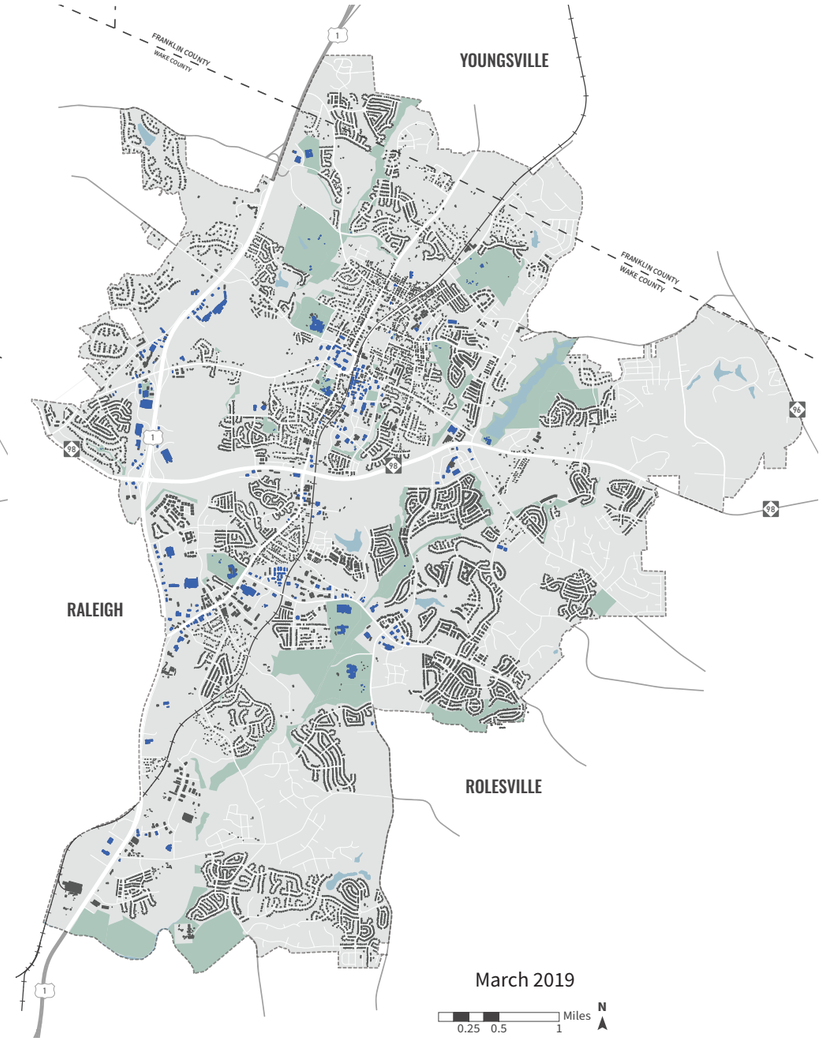
- Residential
- Commercial
- Recreation
- School




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

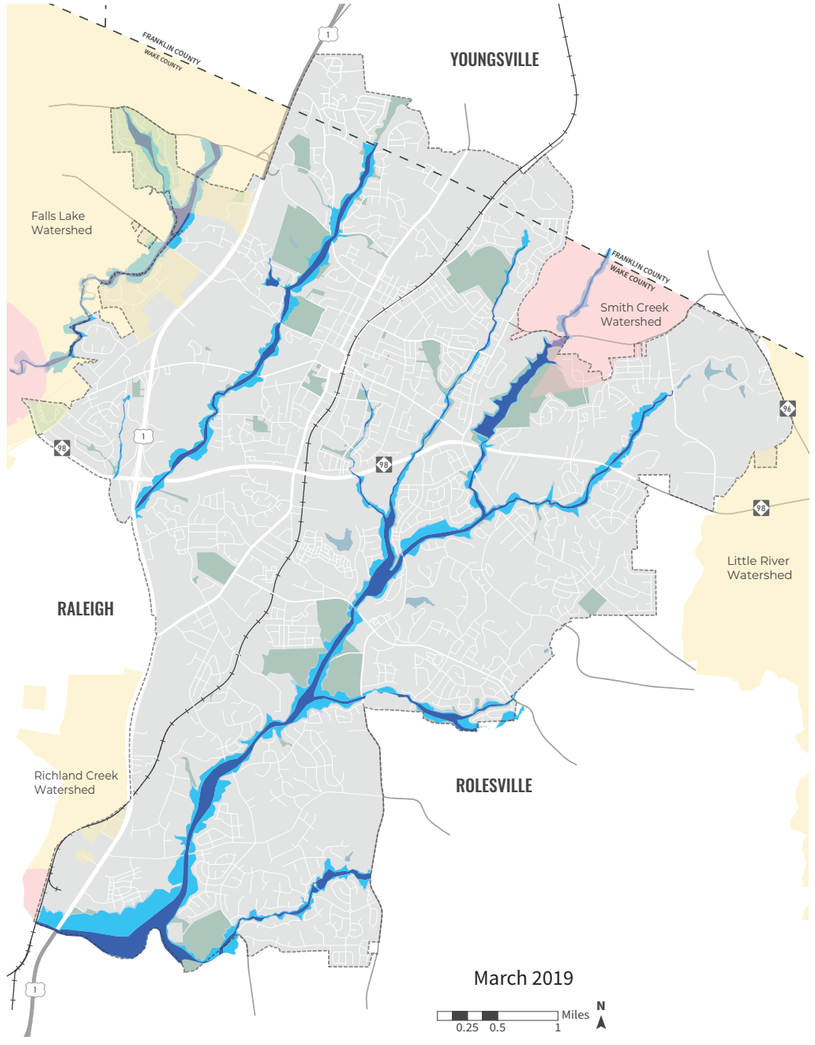



Map 2-4 | Building Footprints

- Non-Residential Building
- Residential Building

WAKE FOREST COMPREHENSIVE TRANSPORTATION PLAN

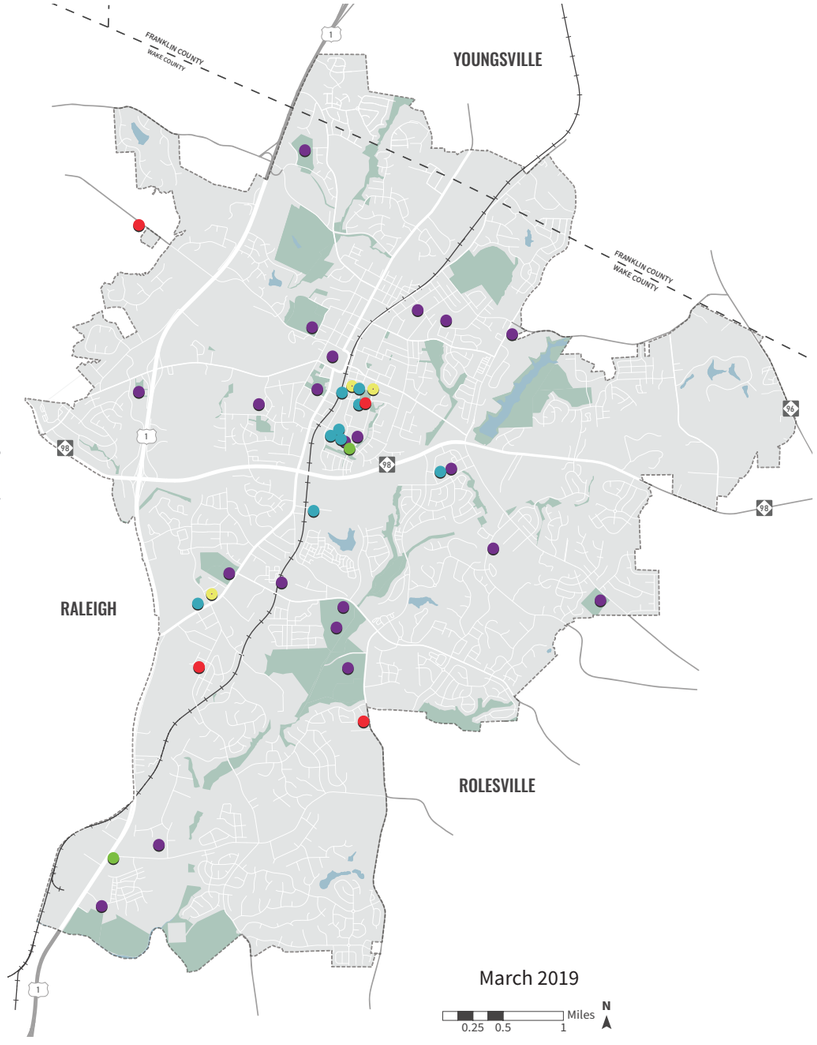
## *Existing Development Constraints & Community Resources*




Map 2-5 | Environmental Constraints

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

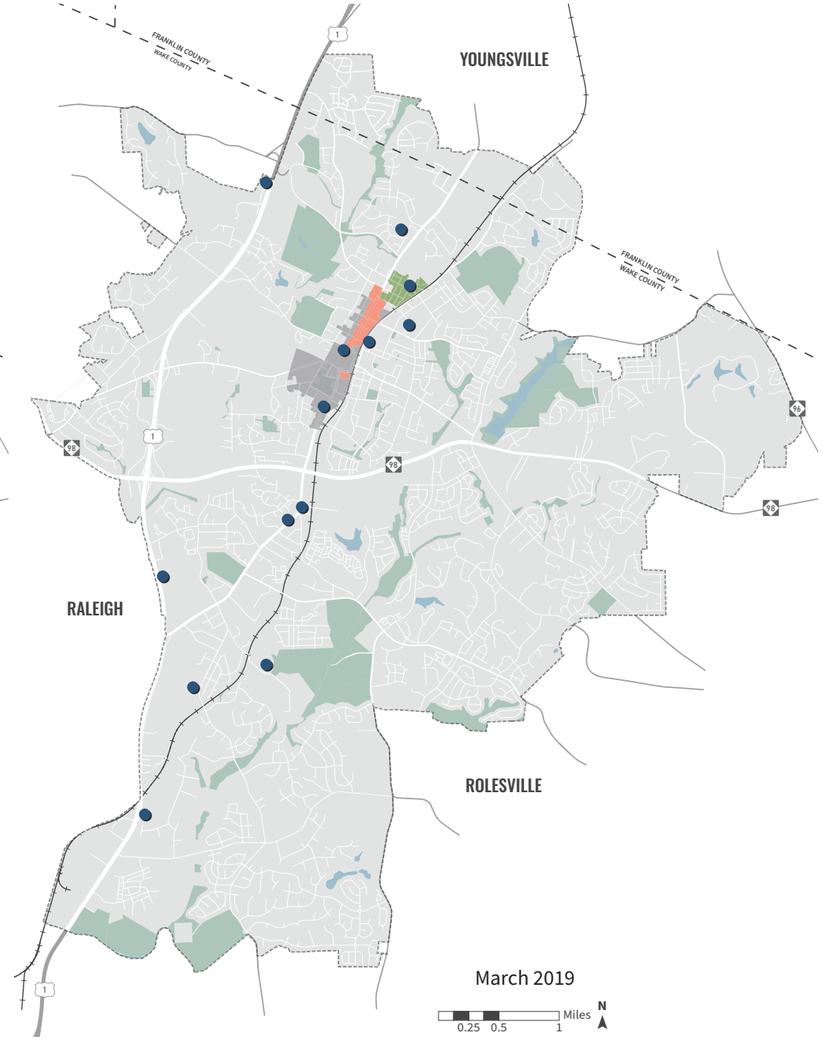
- Floodway
  no encroachment
- 100 Year Floodway
  1% annual chance of flood
- 500 Year Floodway
  0.2% annual chance of flood
- Critical Watershed
- Non Critical Watershed and Other Watersheds




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

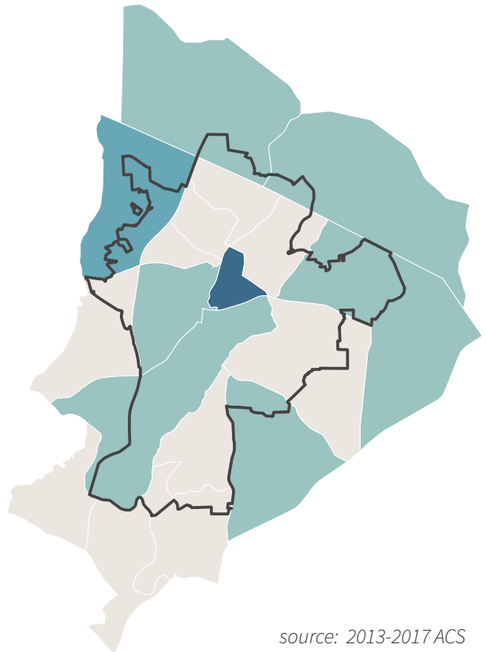




## *Demographics*

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.

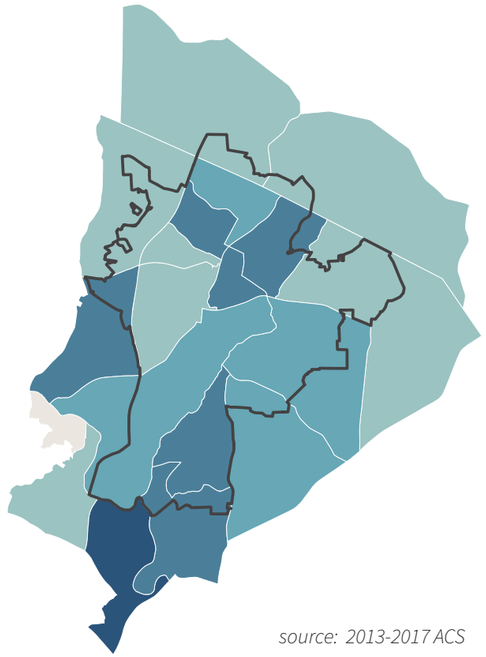
Map 2-8 | Percentage of Population 65 Years of Age & Older



*source: 2013-2017 ACS*

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

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



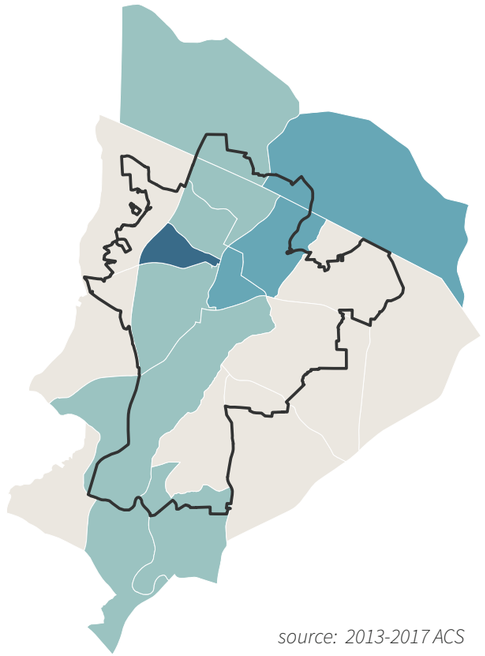
*source: 2013-2017 ACS*

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





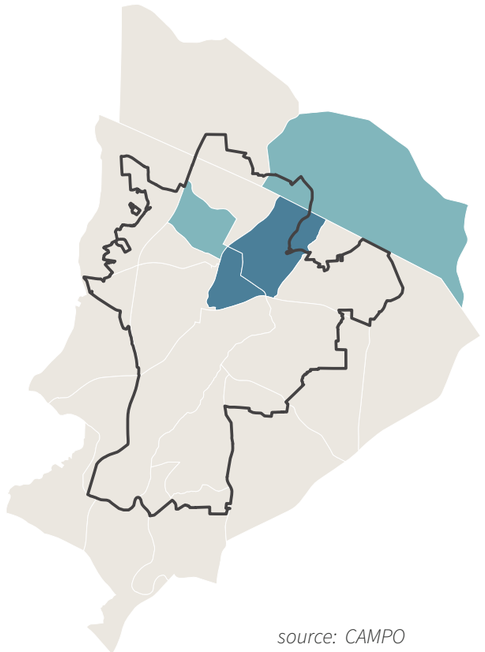
Map 2-10 | Percentage of the Population Below 150% of the Poverty Level



*source: 2013-2017 ACS*

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

Map 2-11 | Community of Concern Indicators

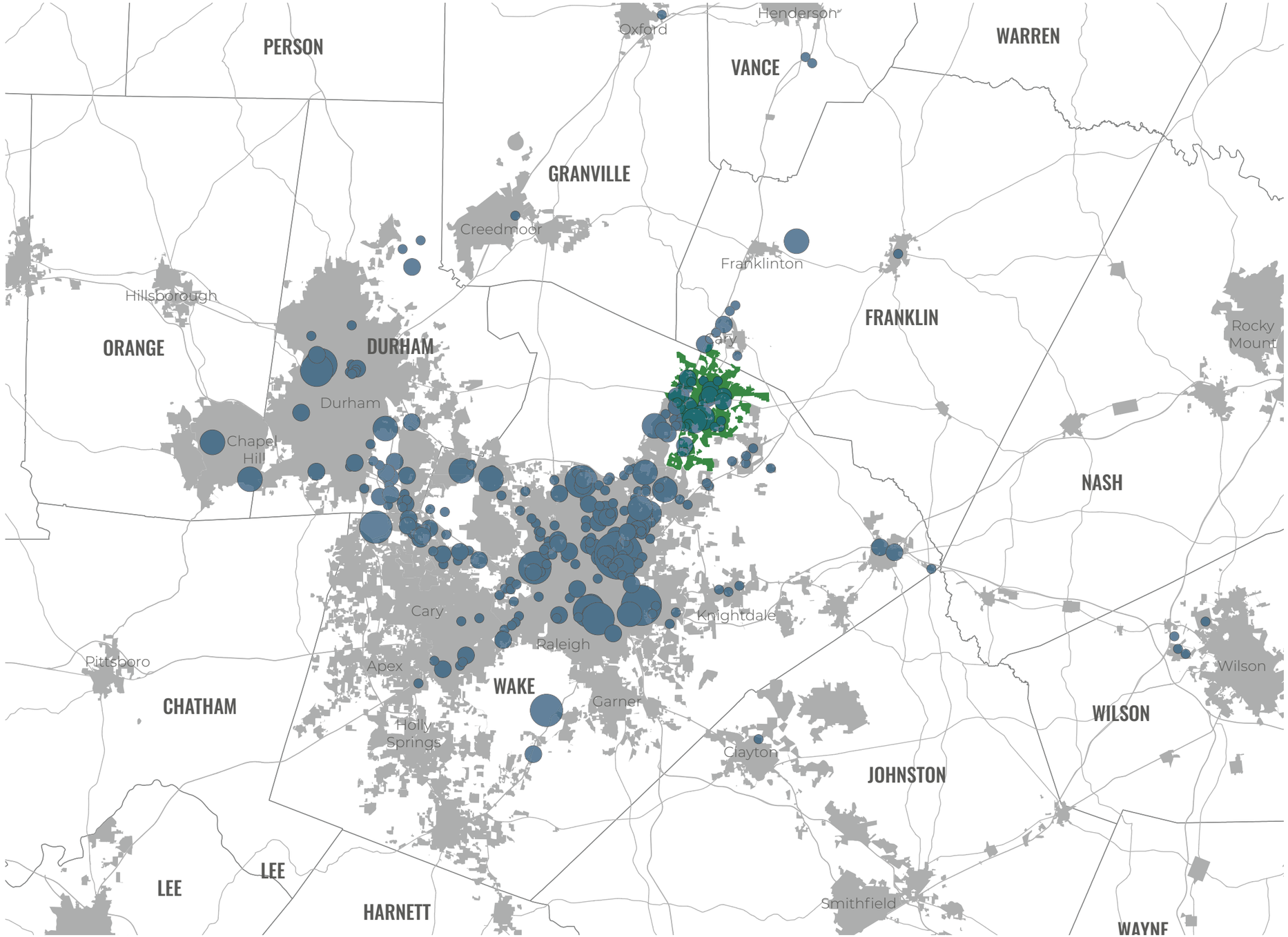


*source: CAMPO*

- 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.

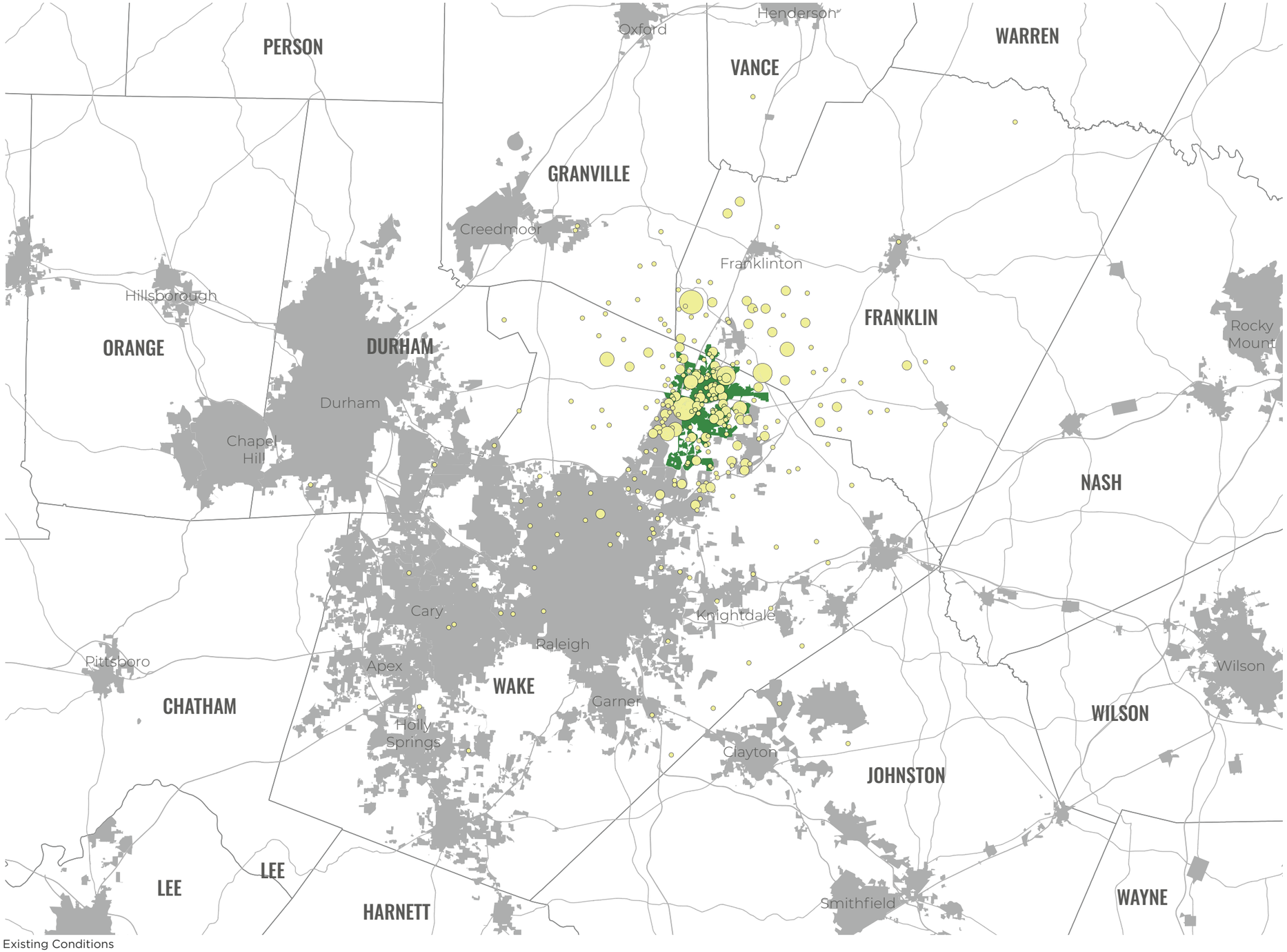
Most work places are concentrated around: Western part of Wake Forest, Capital Boulevard (between 440 and 540), Downtown Raleigh, North Raleigh, Research Triangle Park (RTP), and Morrisville

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

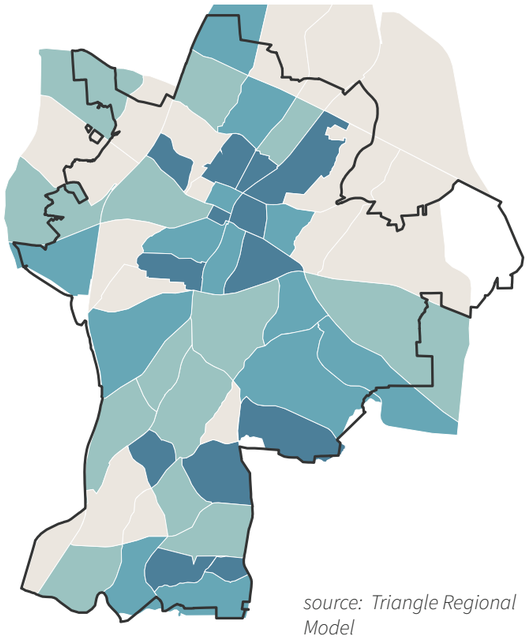
- > 36 - 45
- > 27 - 36
- > 18 - 27
- > 9 - 18
- 5 - 9

*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

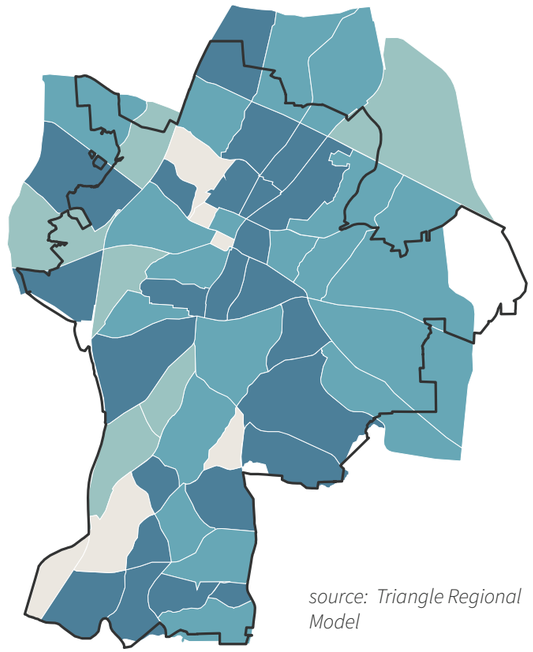


*source:  Triangle Regional Model*

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.

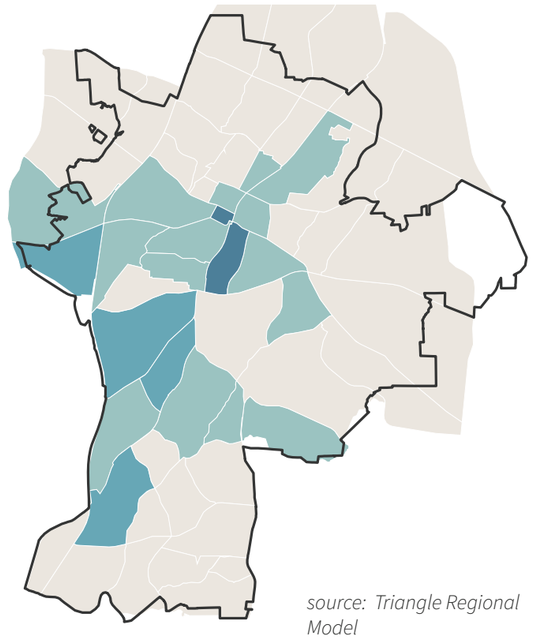




## *Population and Employment Projections*

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

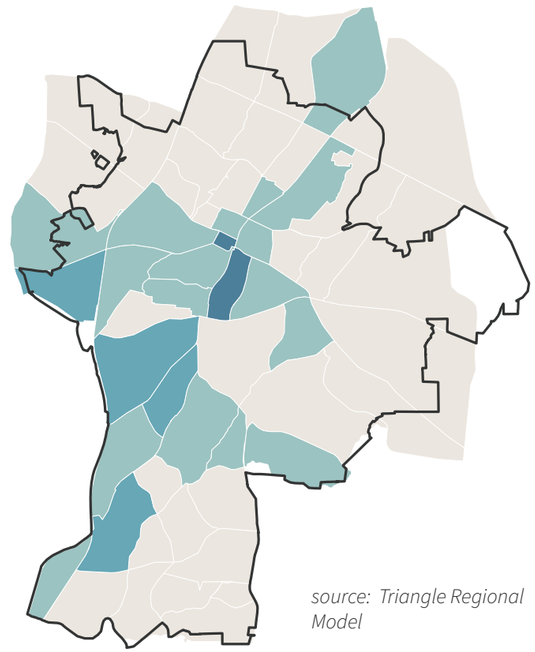


*source:  Triangle Regional Model*

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.





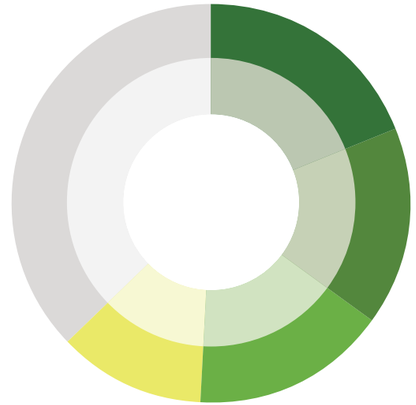
## *Public Survey Results*

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



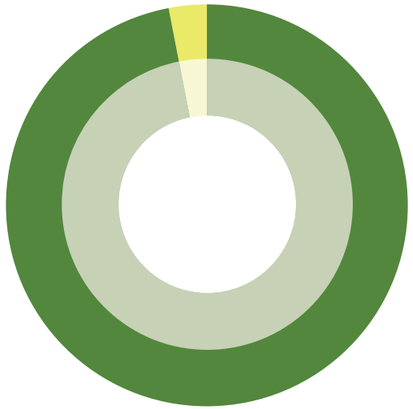
- 17% - Not enough greenways or sidepaths
- 16% - Cars and drivers do not respect bicyclists
- 14% - Not enough bicycle lanes
- 14% - Need intersection improvements

*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.*

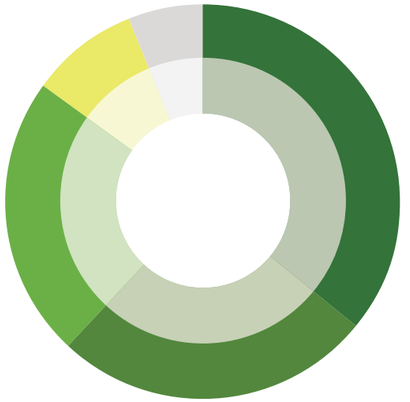


- 33% - Not convenient or practical
- 17% - Lack of bus routes/stops
- 17% - I do not want to or am unable to take transit
- 14% - Too far to travel without a car





*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.

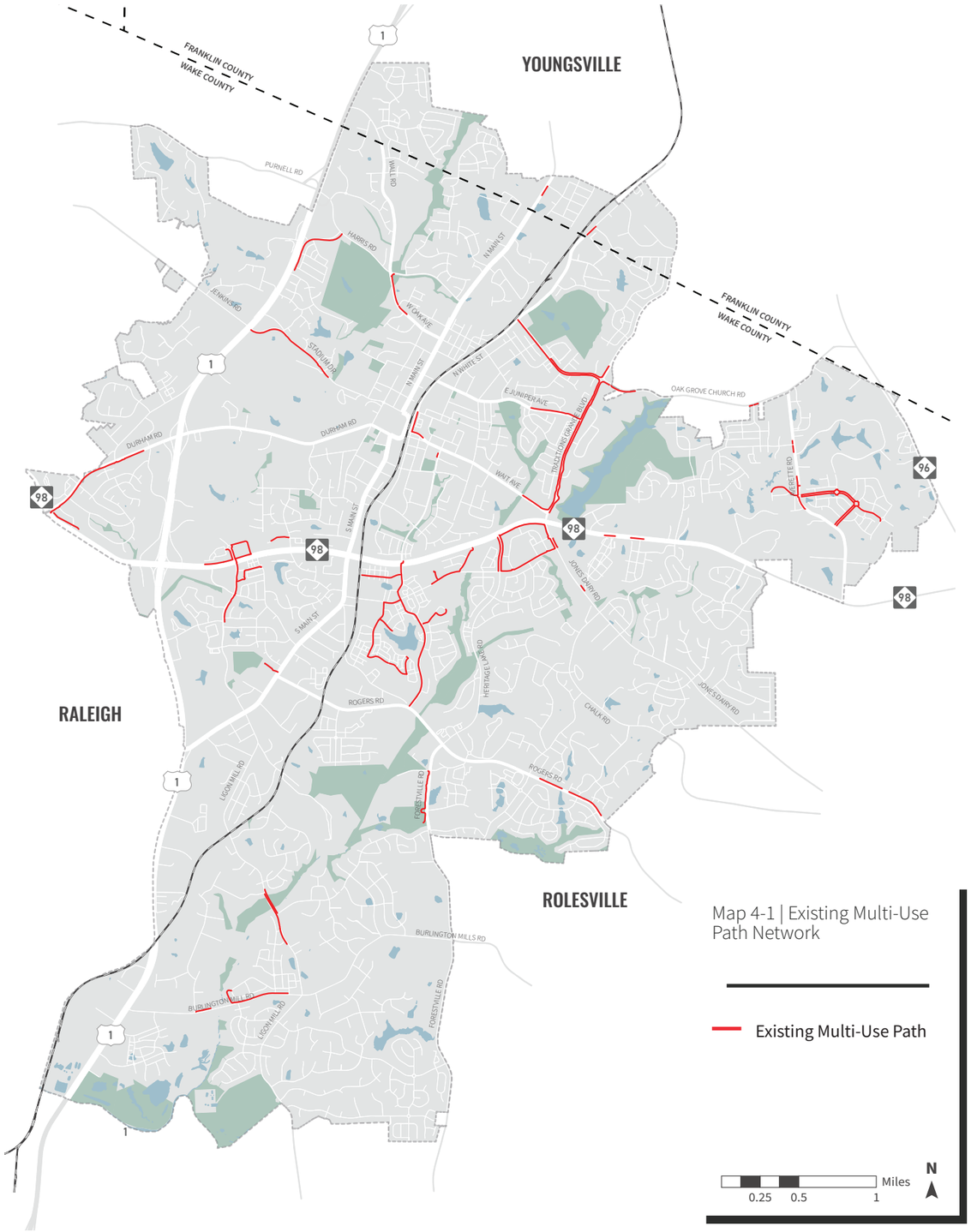
Greenways are typically found along existing stream corridors or in the Town park system. Town maintained public greenways are located in public greenway easements or on Town owned property.

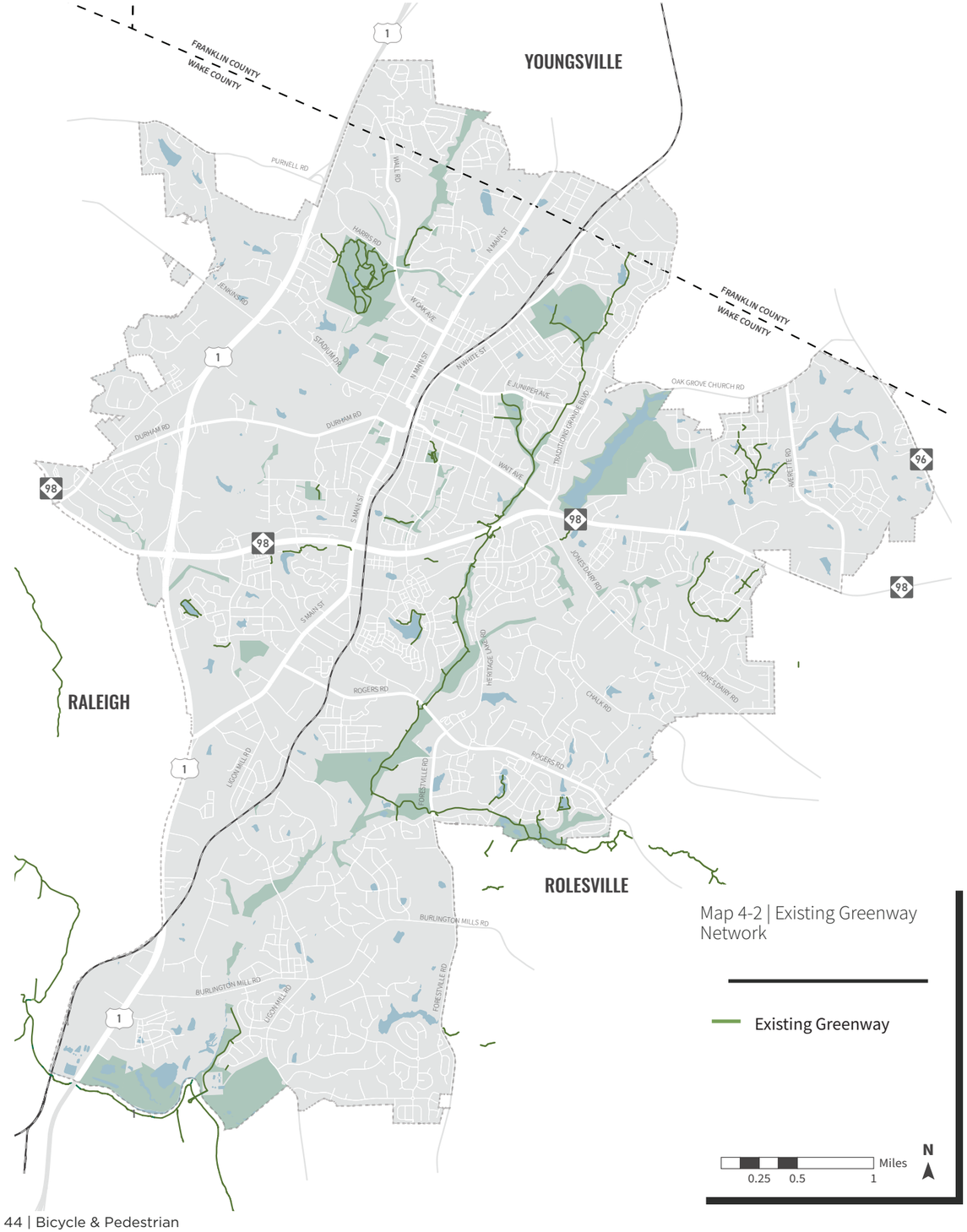
*Bicycle and Pedestrian Future Network Recommendations*

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

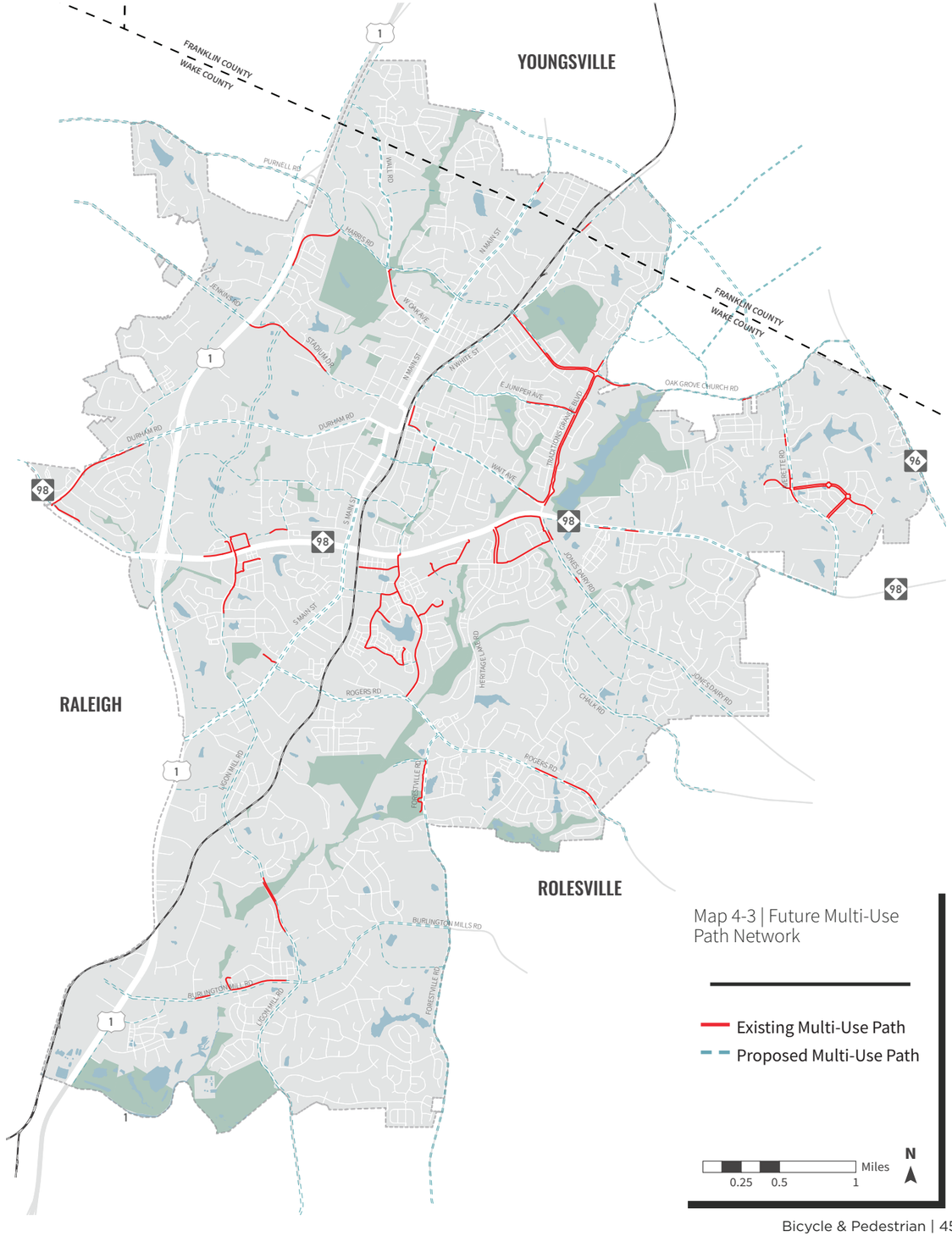
Existing Greenway

0.25 0.5 1 Miles

N







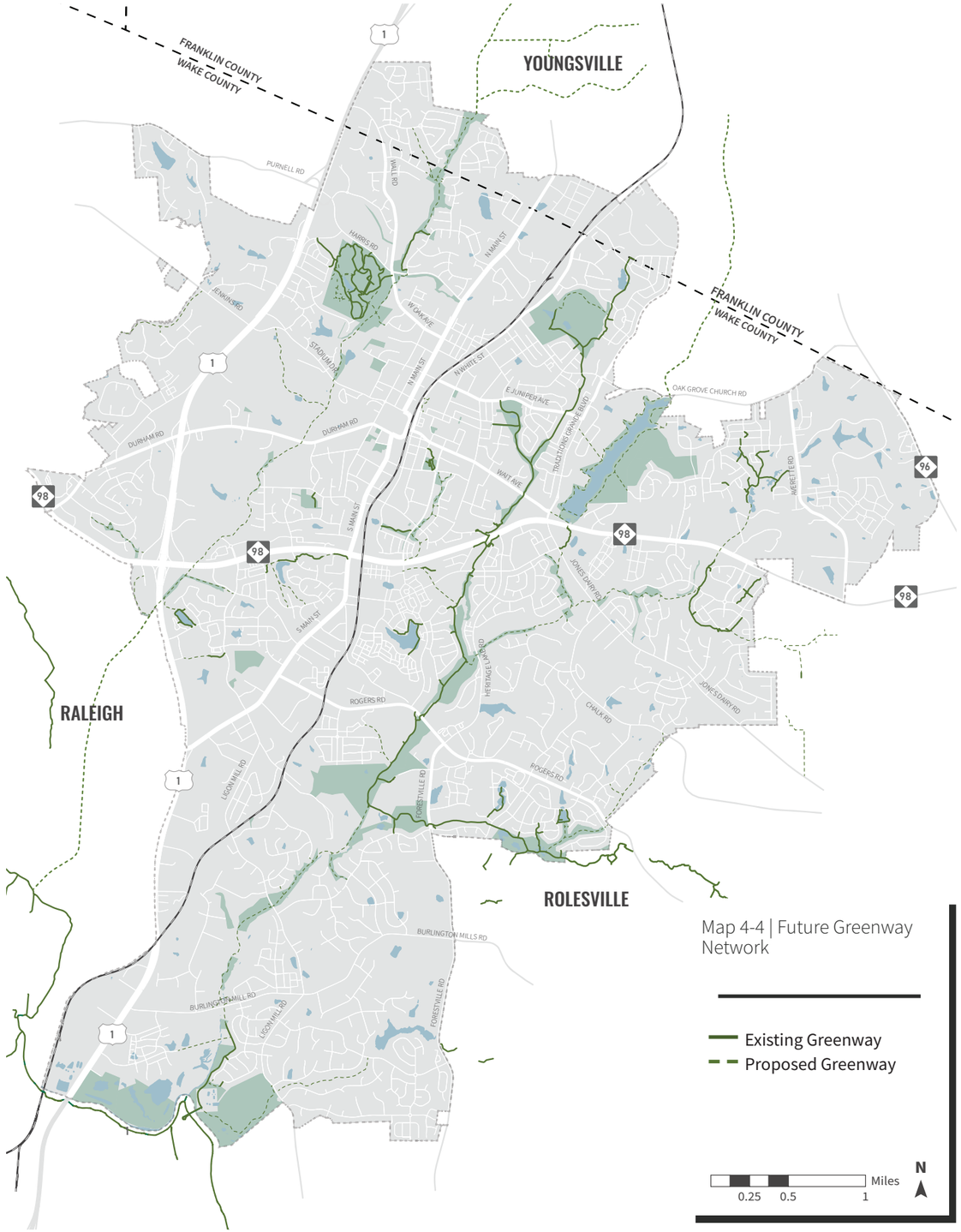

Map 4-3 | Future Multi-Use Path Network

Existing Multi-Use Path

Proposed Multi-Use Path

0.25 0.5 1 Miles

N

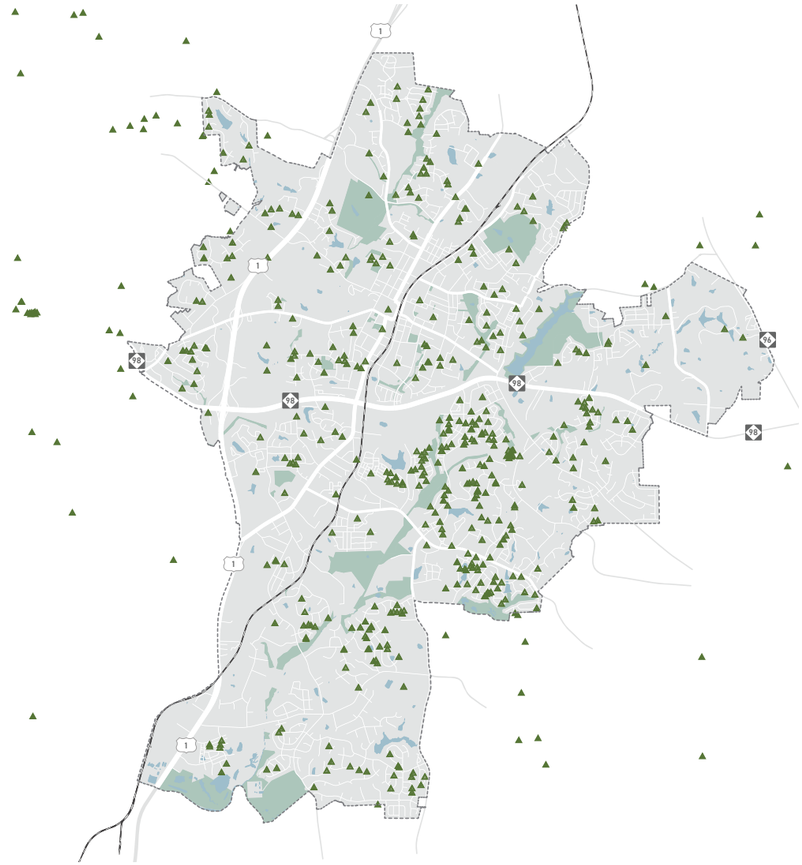



Map 4-4 | Future Greenway Network

Existing Greenway
Proposed Greenway

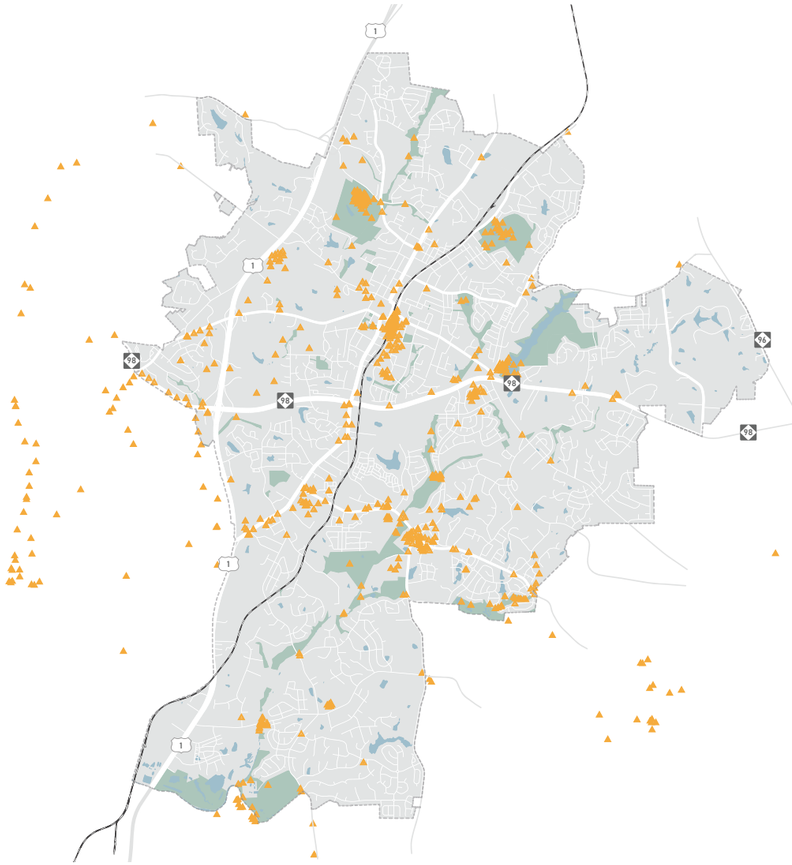
## *Bicycle and Pedestrian Origins & Destinations*

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



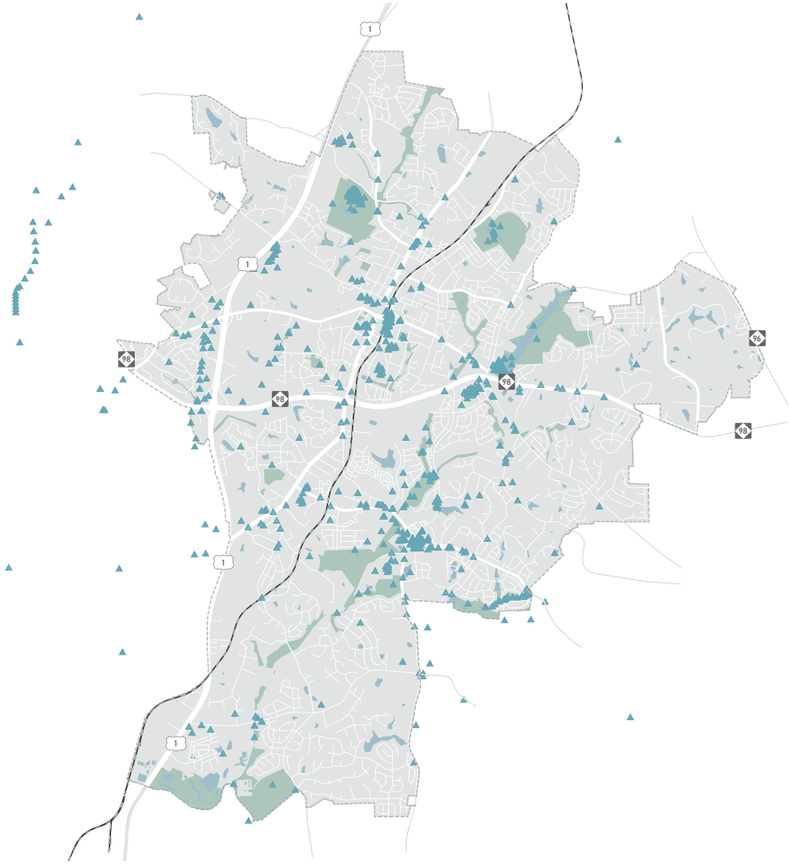
Map 4-5 | Bicycle and Pedestrian Trip Origins

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.

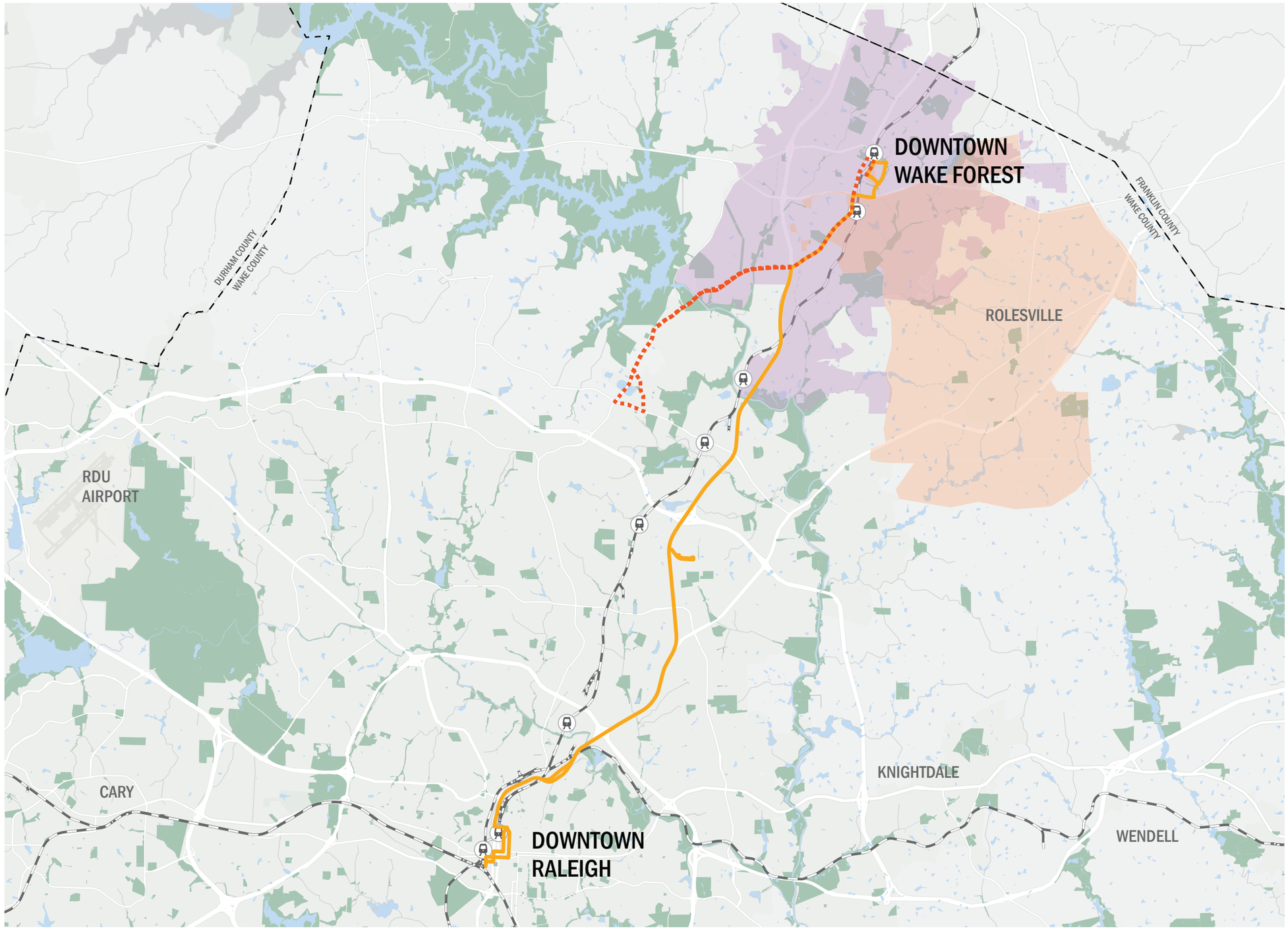
## *Future Rail Network*

*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).

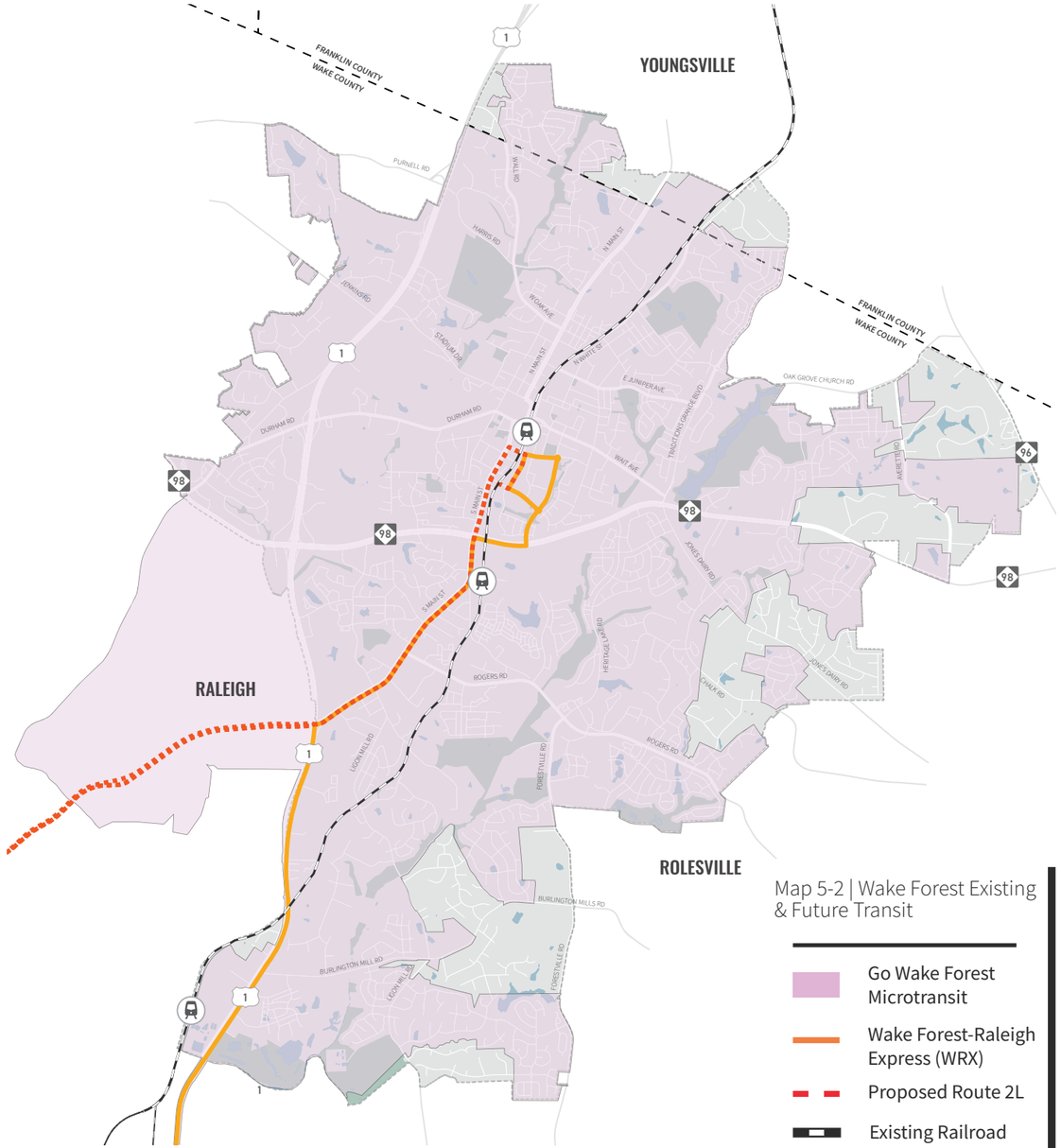
- Downtown Mobility Hub (Train Station) - Will initially serve as the primary Amtrak station for Wake Forest, Rolesville, and portions of North Raleigh, with commuter rail service to Downtown Raleigh added in subsequent years.
- NC 98 Station - A park and ride commuter rail station to serve the communities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



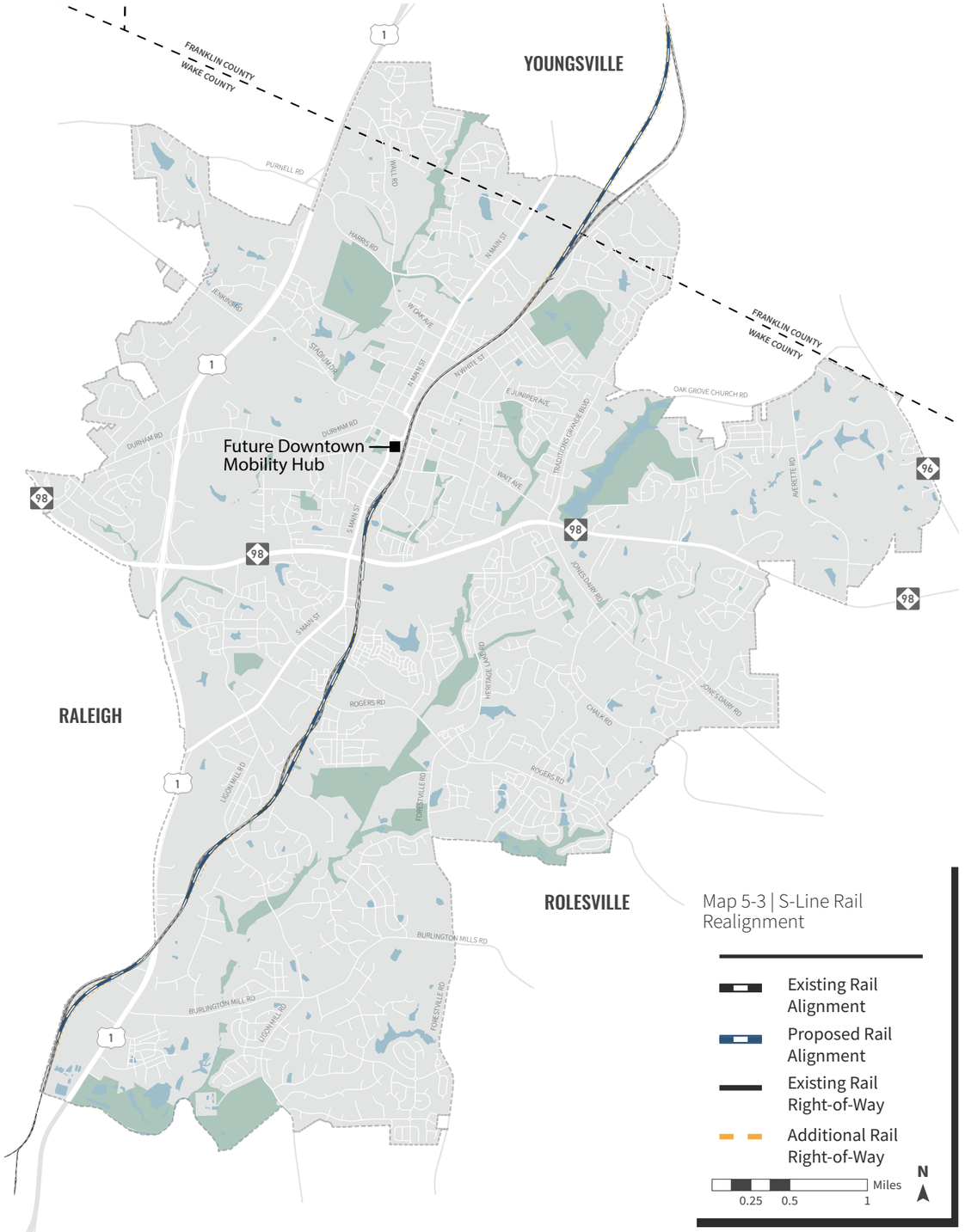

Map 5-2 | Wake Forest Existing & Future Transit

- 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.

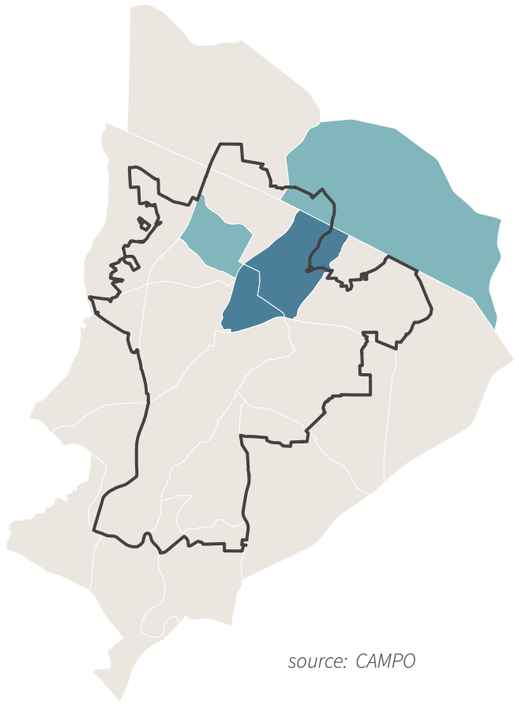
Historically, these areas have not been adequately served by fixed route transit services. Even the future fixed route transit services, as planned, will not reach these communities.

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.

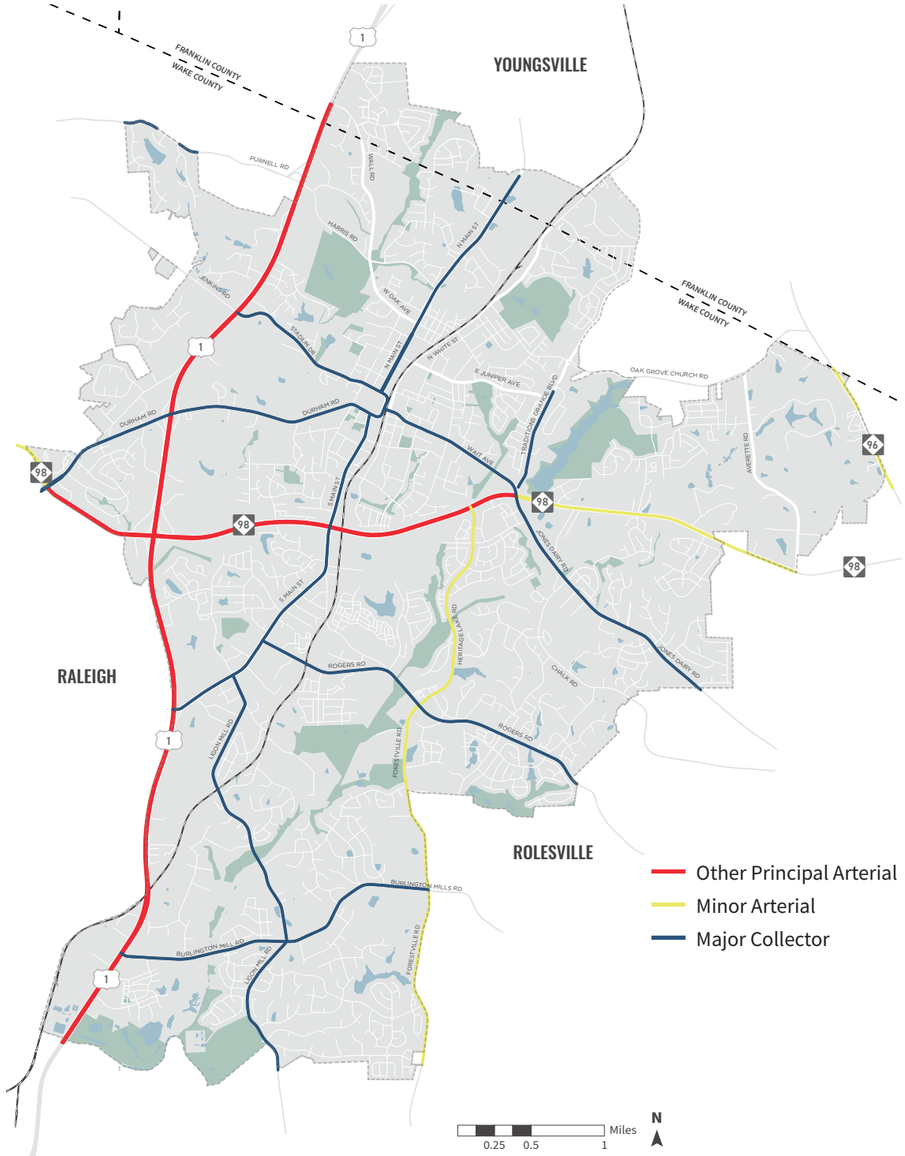
NCDOT Classification

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

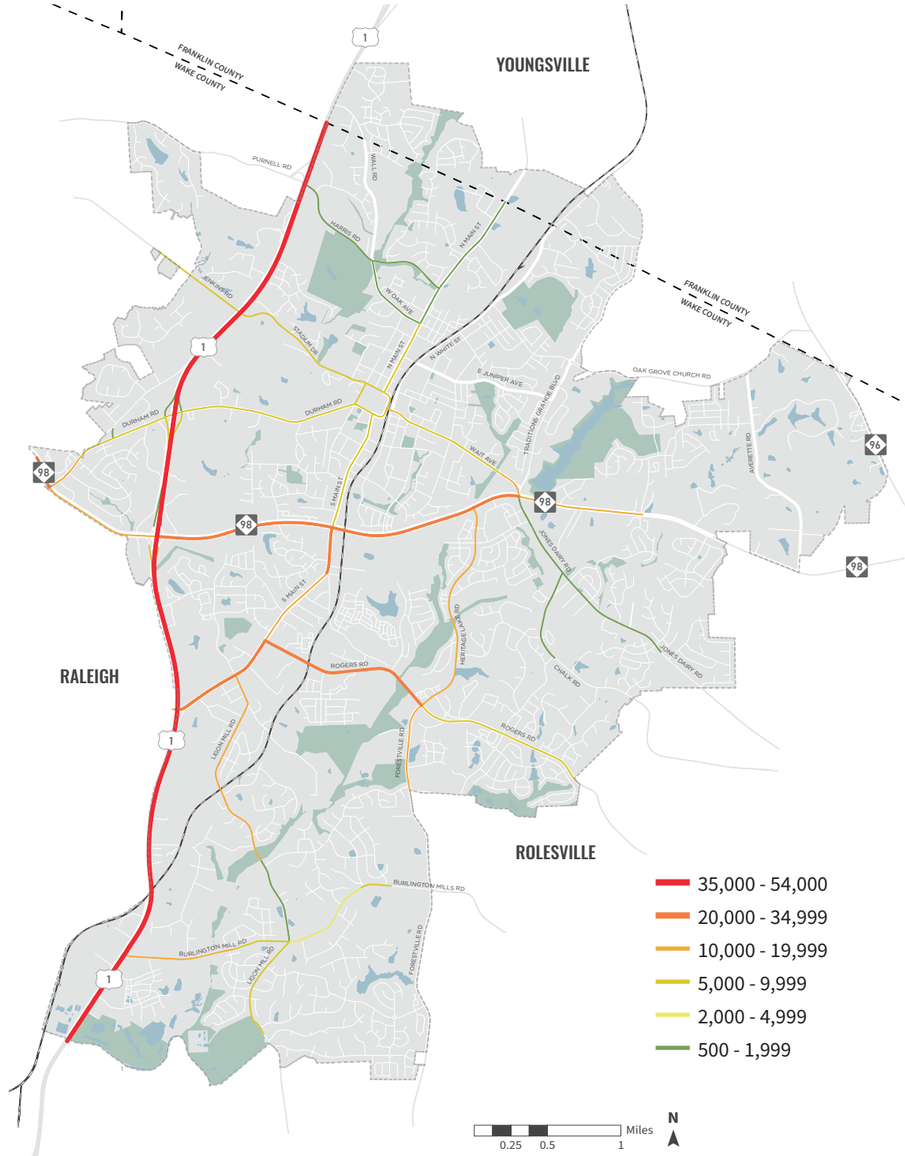
*Average Annual Daily Traffic (AADT)*

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.

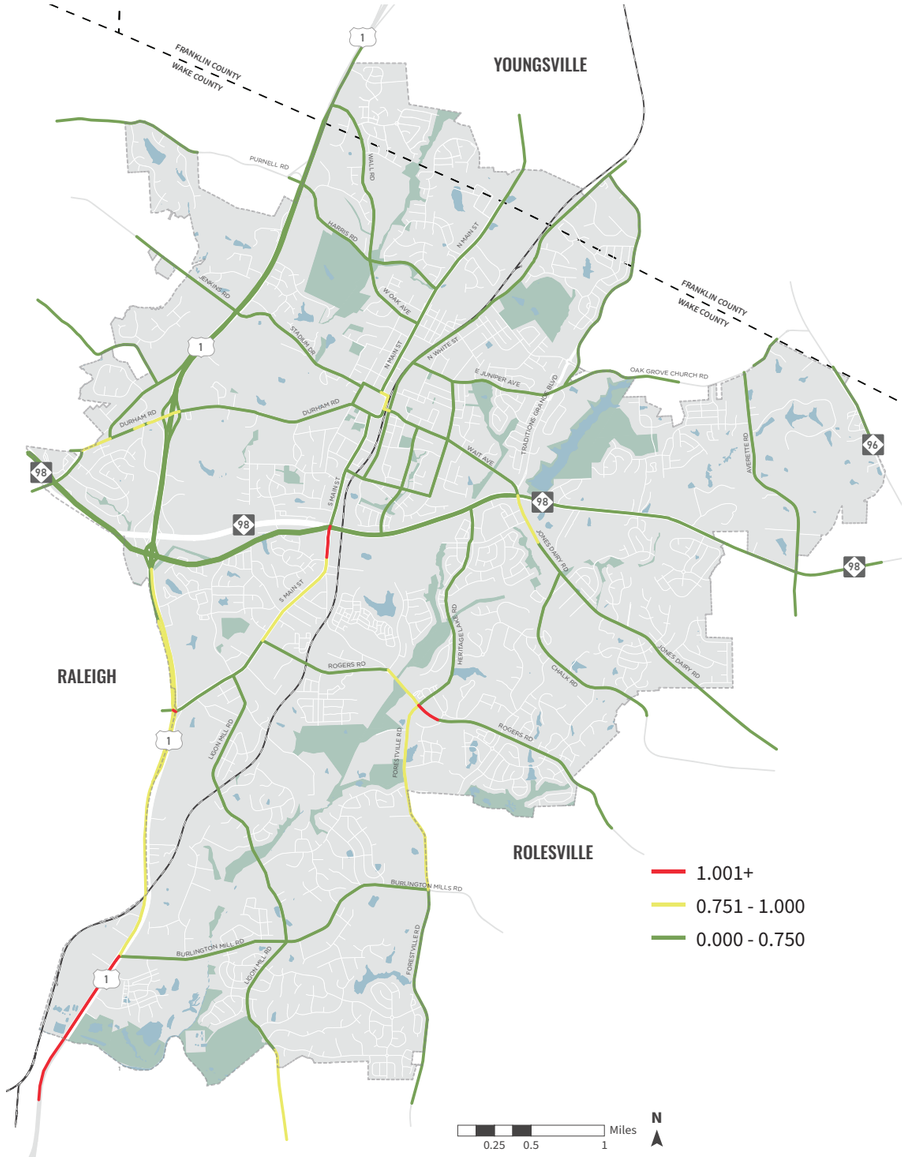
*Crash Data*

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.

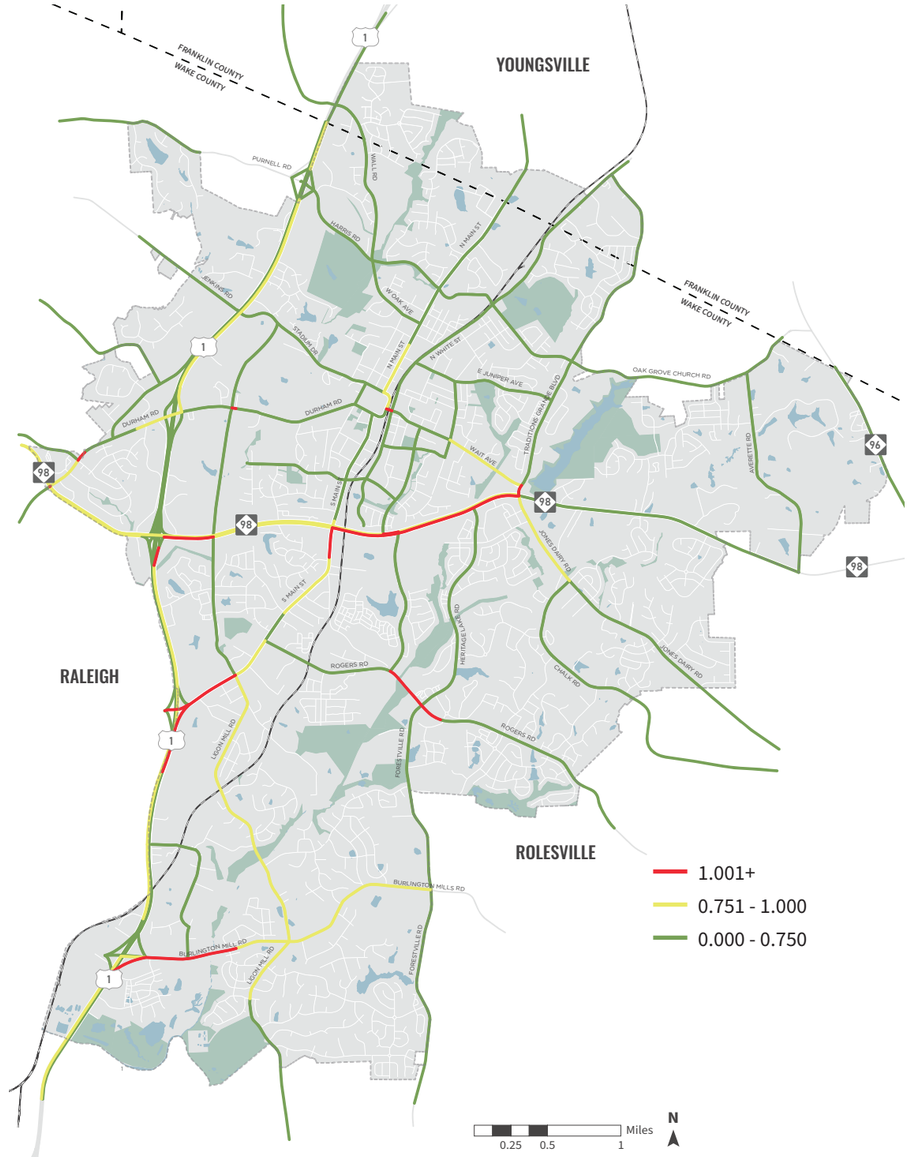
Intersection crash data was provided by NCDOT and was collected between 2013 and 2017.

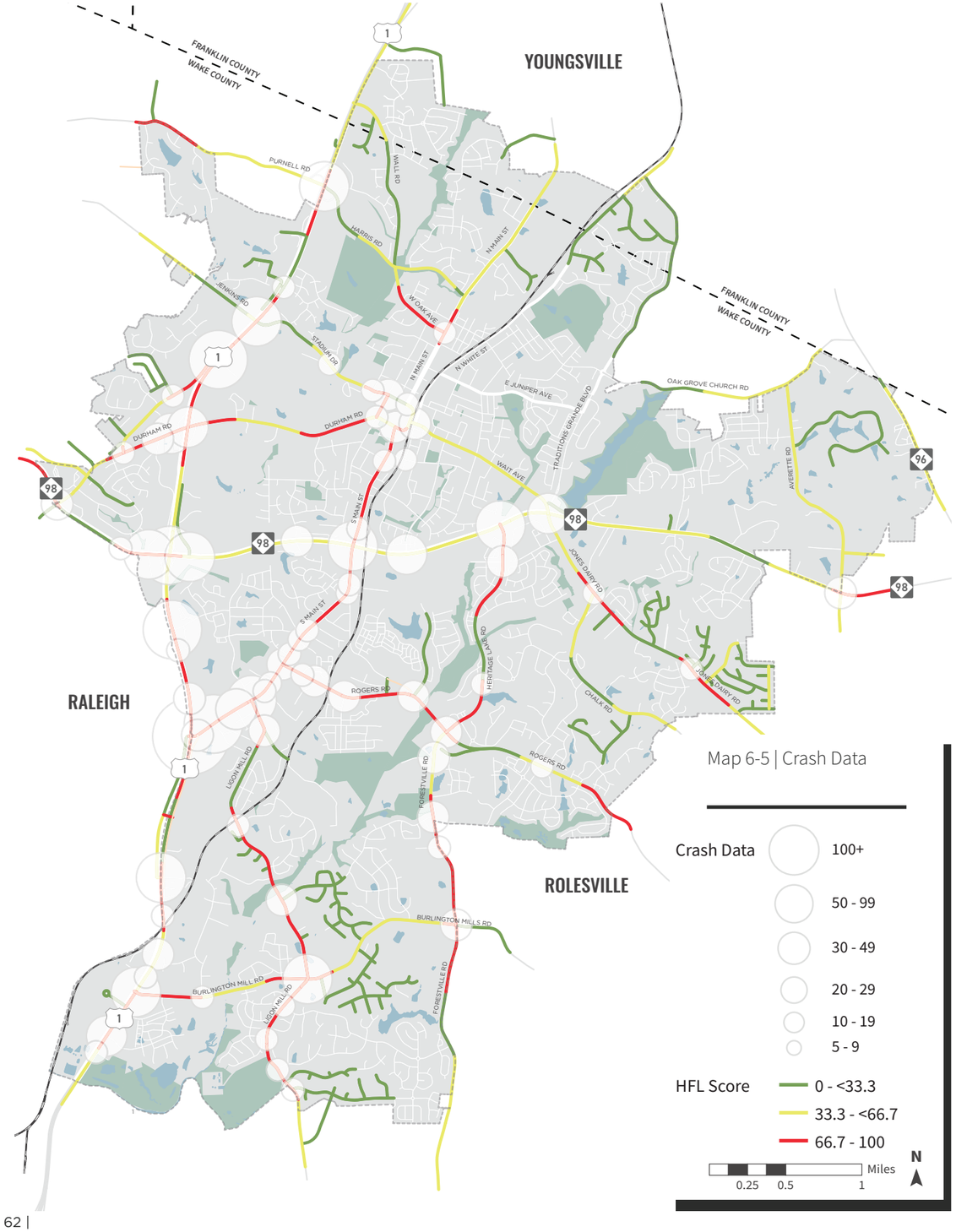
South Main Street, Ligon Mill Road, Rogers Road, and Durham Road have higher HFCL scores than other roads within Wake Forest. Most intersections with higher crashes are along US 1, and the conversion of US 1 to a freeway may address some of these safety concerns. Within Wake Forest, high crash intersections 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.



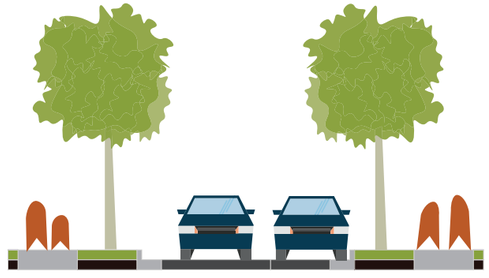


*Alley*
*Minimum Easement: 22'*



| | 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'*

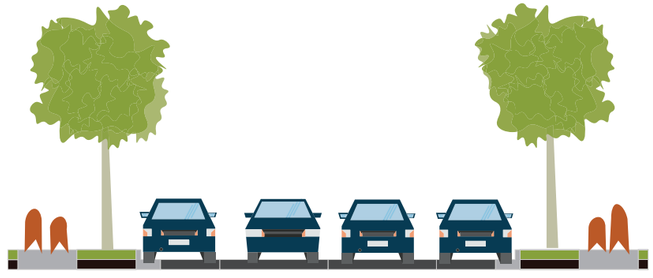


| | Standard Dimensions | Alternate Dimensions |
|---|---|---|
| Travel Lane | 12 feet | 10-14 feet |
| Parking | 8 feet - parallel parking | 7-8 feet - parallel parking |
| Curb and Gutter | 2.5 feet | N/A |
| Verge | 6 feet | 0-10 feet |
| Sidewalk | 10 feet | 0-10 feet |
| Back of Sidewalk | 1 foot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



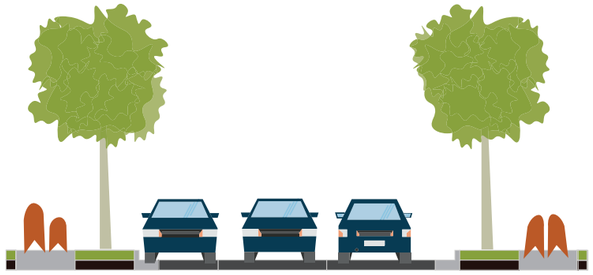


*2B - Two Lane Undivided with Two Sided Parking*
*Minimum R/W: 67'*



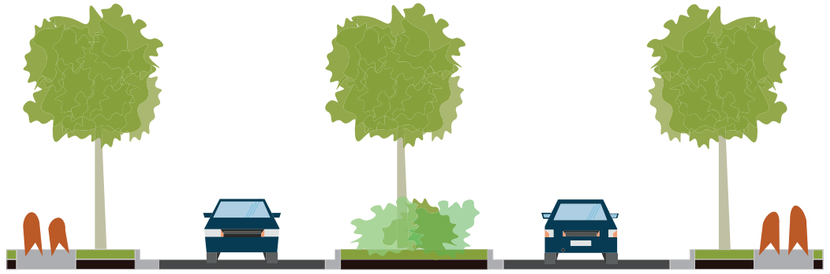
| | Standard Dimensions | Alternate Dimensions |
|---|---|---|
| Travel Lane | 12 feet | 10-14 feet |
| Parking | 6 feet - parallel parking | 16 feet - angled parking |
| Curb and Gutter | 2.5 feet | 2.5 feet |
| Verge | 6 feet | 0-10 feet |
| Sidewalk | 6 feet | 0-10 feet |
| Back of Sidewalk | 1 foot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

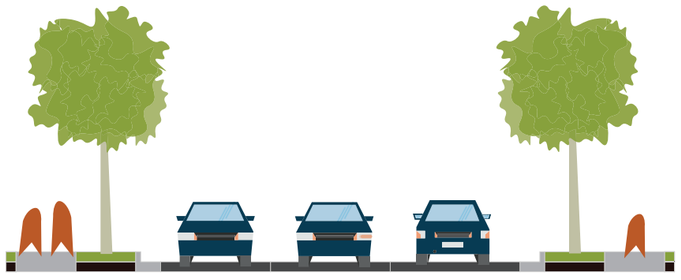


| | Standard Dimensions | Alternate Dimensions |
|---|---|---|
| Travel Lane | 11 feet | 10-14 feet |
| Planted Median | 11 feet + 3 feet median curbing | N/A |
| Bike Lane (Off-street) | 5 feet | N/A |
| Parking | 8 feet parallel parking - includes gutter | N/A |
| Curb and Gutter | 2.5 feet | N/A |
| 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’

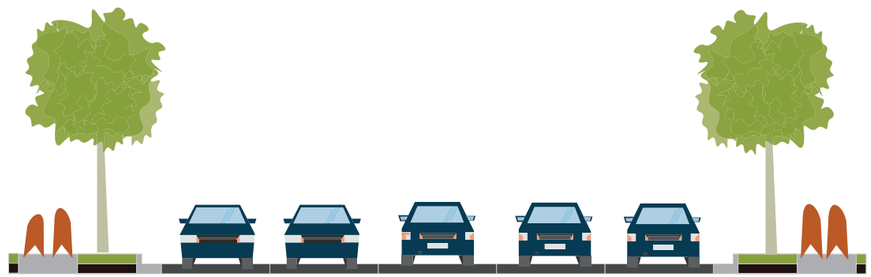


| | Standard Dimensions | Alternate Dimensions |
|---|---|---|
| Travel Lane | 11 feet | 10-14 feet |
| Planted Median | 11 feet + 3 feet median curbing | N/A |
| Bike Lane (Off-street) | 5 feet | N/A |
| Parking | 8 feet parallel parking - includes gutter | N/A |
| Curb and Gutter | 2.5 feet | N/A |
| 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

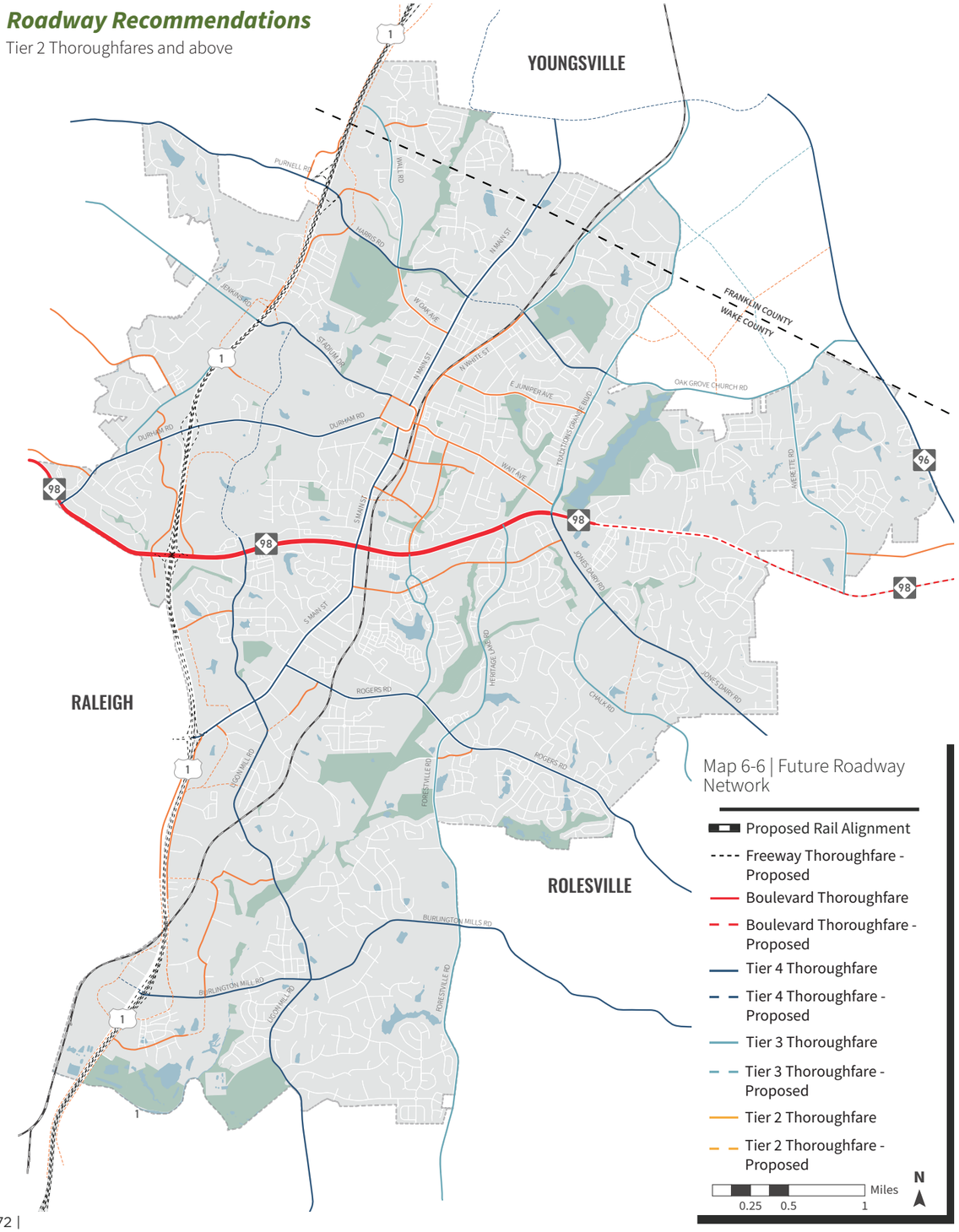







Table 6-1 | Roadway Recommendations

| 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 | Youngsville 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*

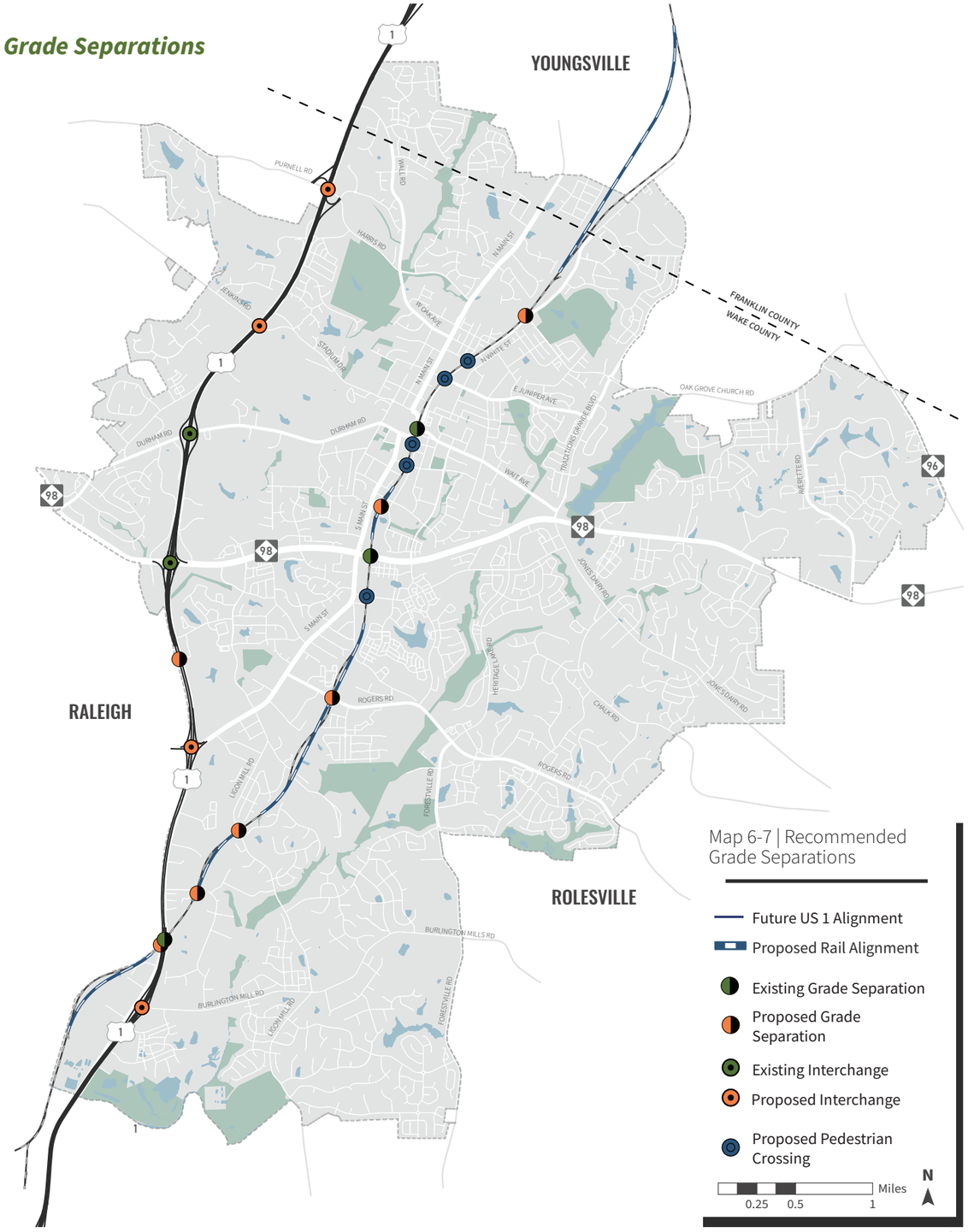


Table 6-2 | Roadway Grade Separations Along US 1

| 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’*



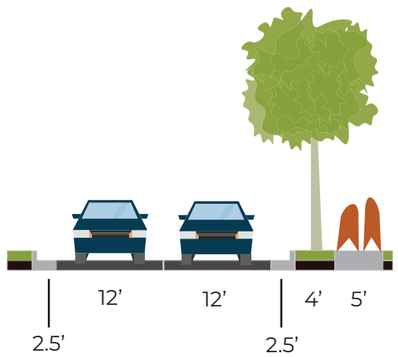
*Planned Interchanges*

- 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

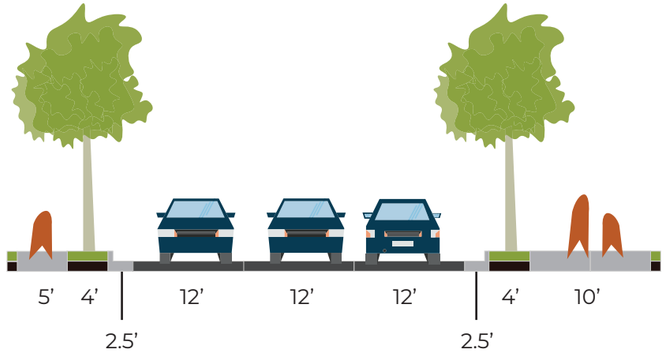
*Planned Grade Separations*

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

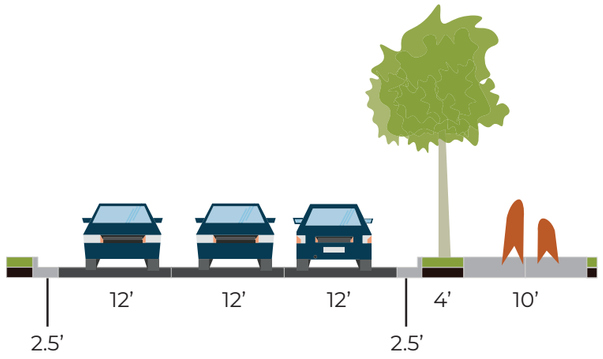
*US 1 Service Road*
*South of S Main Street (US 1A)*
*Minimum R/W: 50’*




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



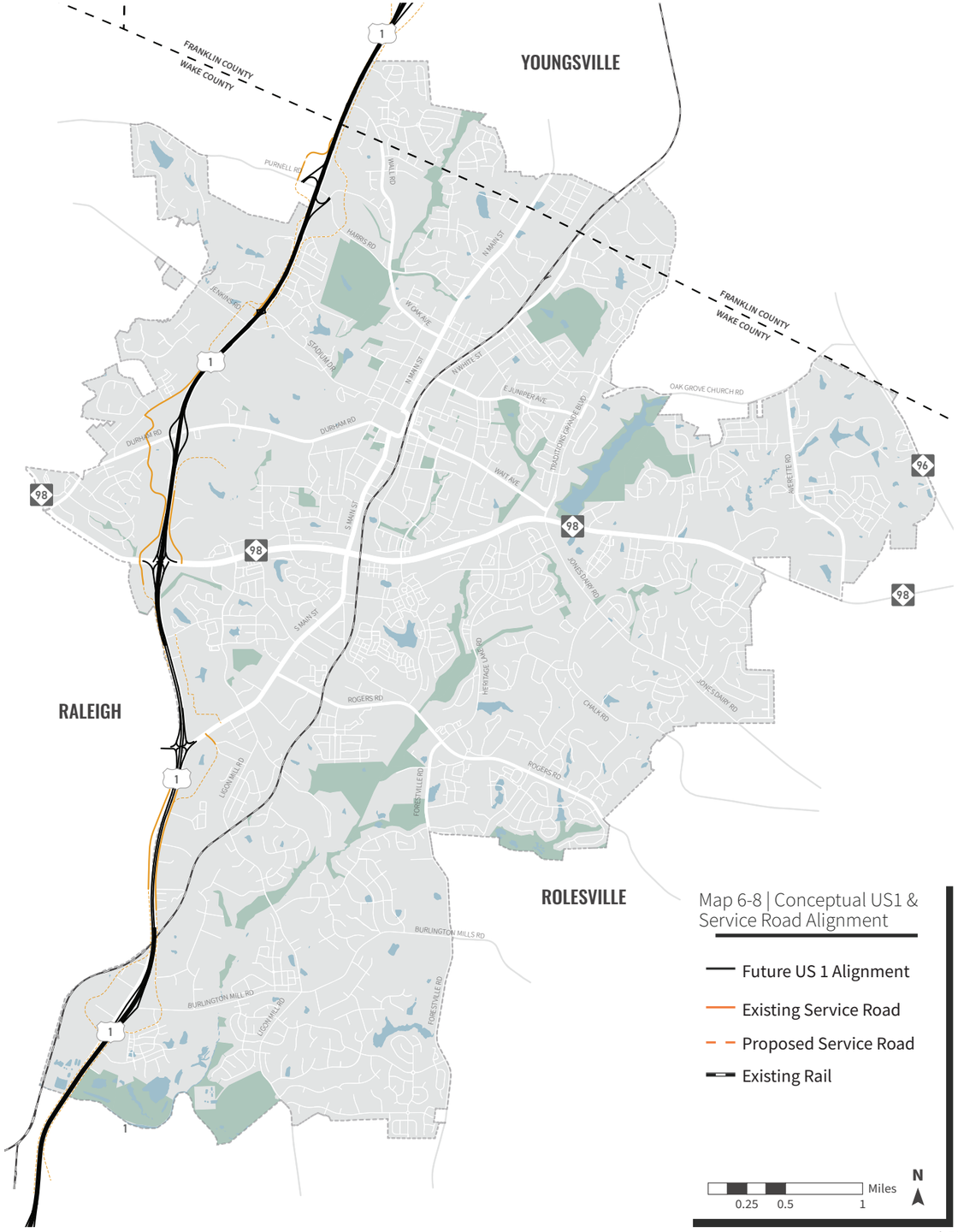

For service roads with property on both sides.




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



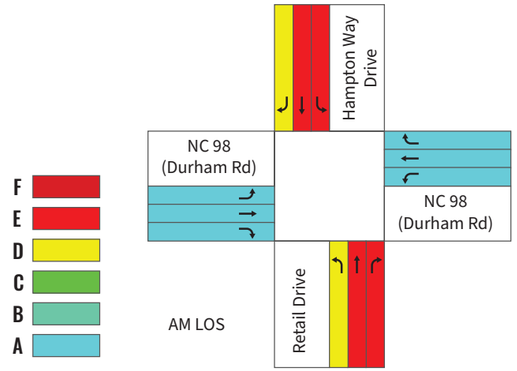





*Durham Drive & Hampton Way Drive*

Intersection Issue

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



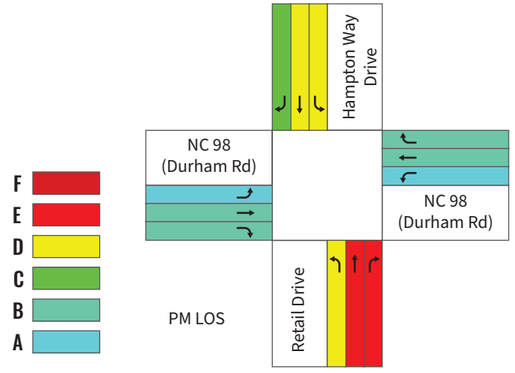




Figure 6-1 | Durham Drive & Hampton Way Drive LOS

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.

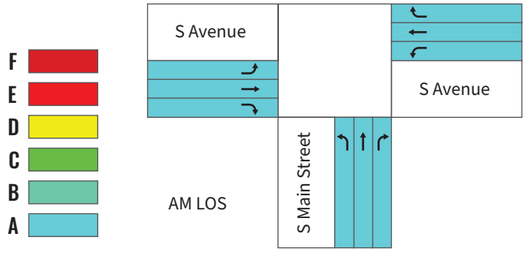
Widen the southbound Hampton Way Drive approach with an exclusive left-turn lane. Provide the left-turn lane with at least 100 feet of storage and appropriate taper.

*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.



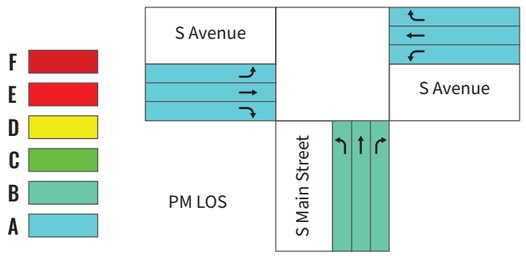




Figure 6-2 | South Avenue & S Main Street LOS

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.

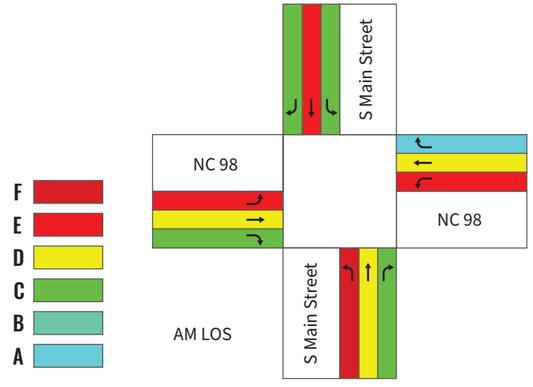
*NC 98 & S Main Street*





Intersection Issue

- High accident location.



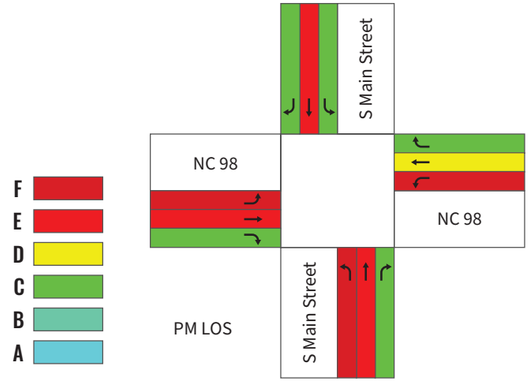




Figure 6-3 | NC 98 & S Main Street LOS

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.

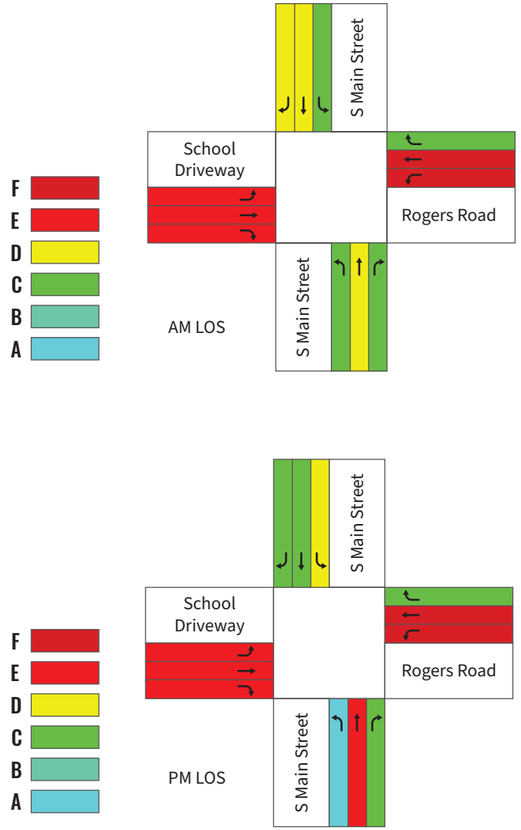



Figure 6-4 | S Main Street & Rogers Road LOS

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.

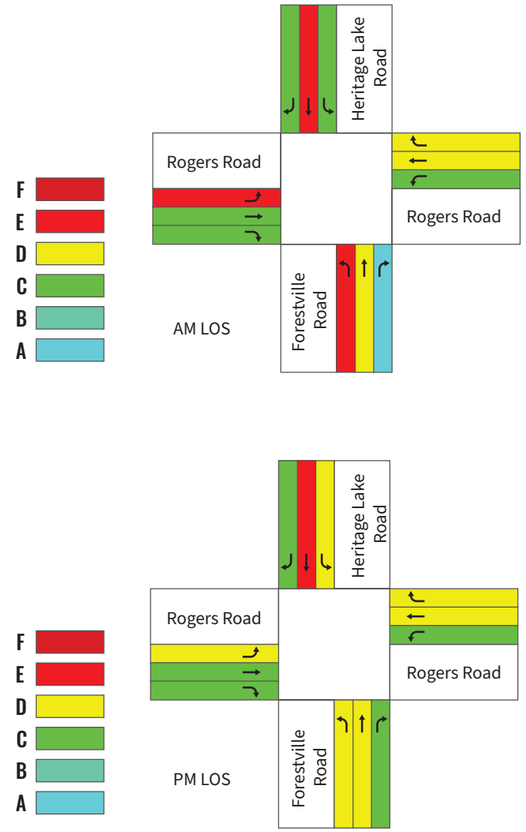



Figure 6-5 | Rogers Road & Heritage Lake Road/Forestville Road LOS

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.

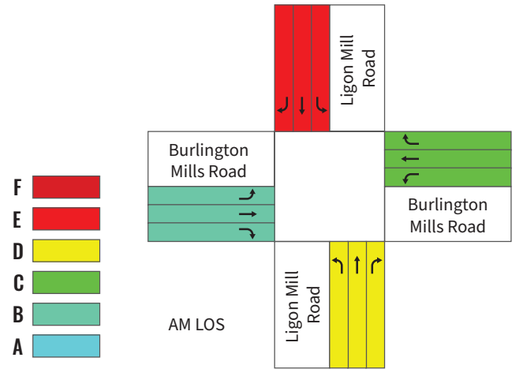
Widen the southbound Heritage Lake Road approach to provide an additional through lane.

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.



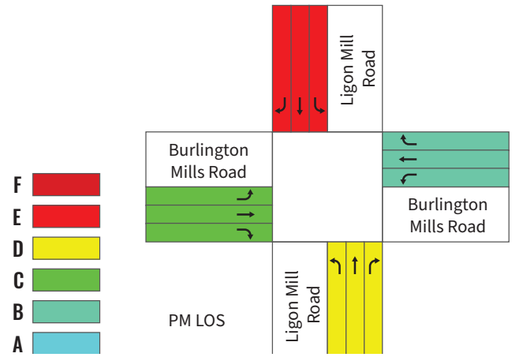




Figure 6-6 | Burlington Mills Road & Ligon Mill Road LOS

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.

Short-Term Improvements





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.

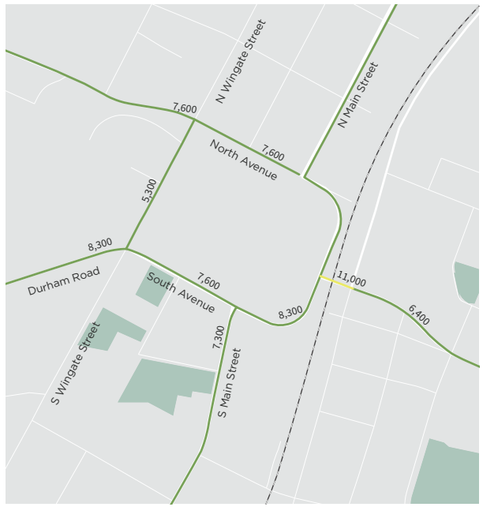
This section includes existing traffic and safety conditions, geographic constraints, and future congestion on the roads surrounding the Seminary and provides preliminary recommendation for those roads.

Figure 6-7 | Existing Loop Conditions

***Historic Districts***



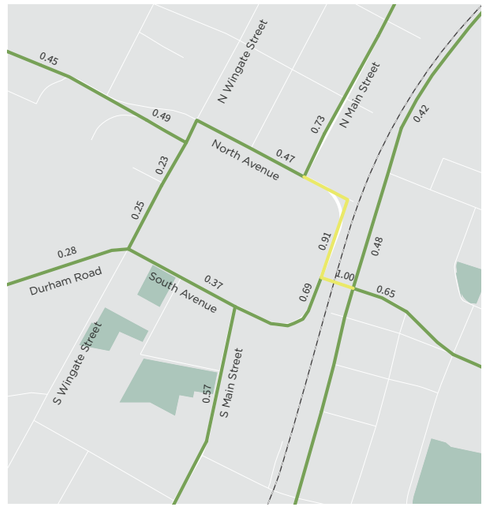

***2017 Average Annual Daily Traffic (AADT)***



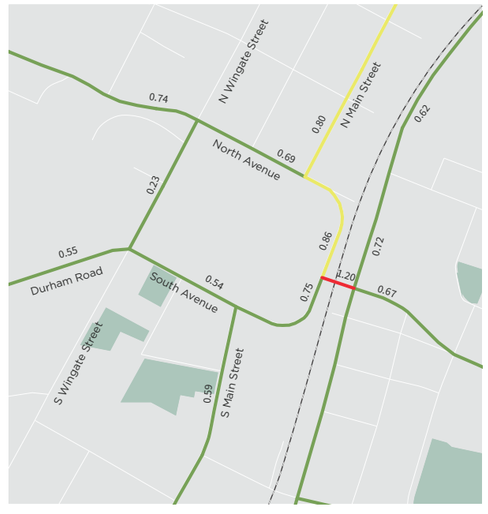

***High Frequency Crash Locations (HFCL) Scores***




***2013 VOC Ratios***




***2045 VOC Ratios***




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

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.

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.

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.

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.

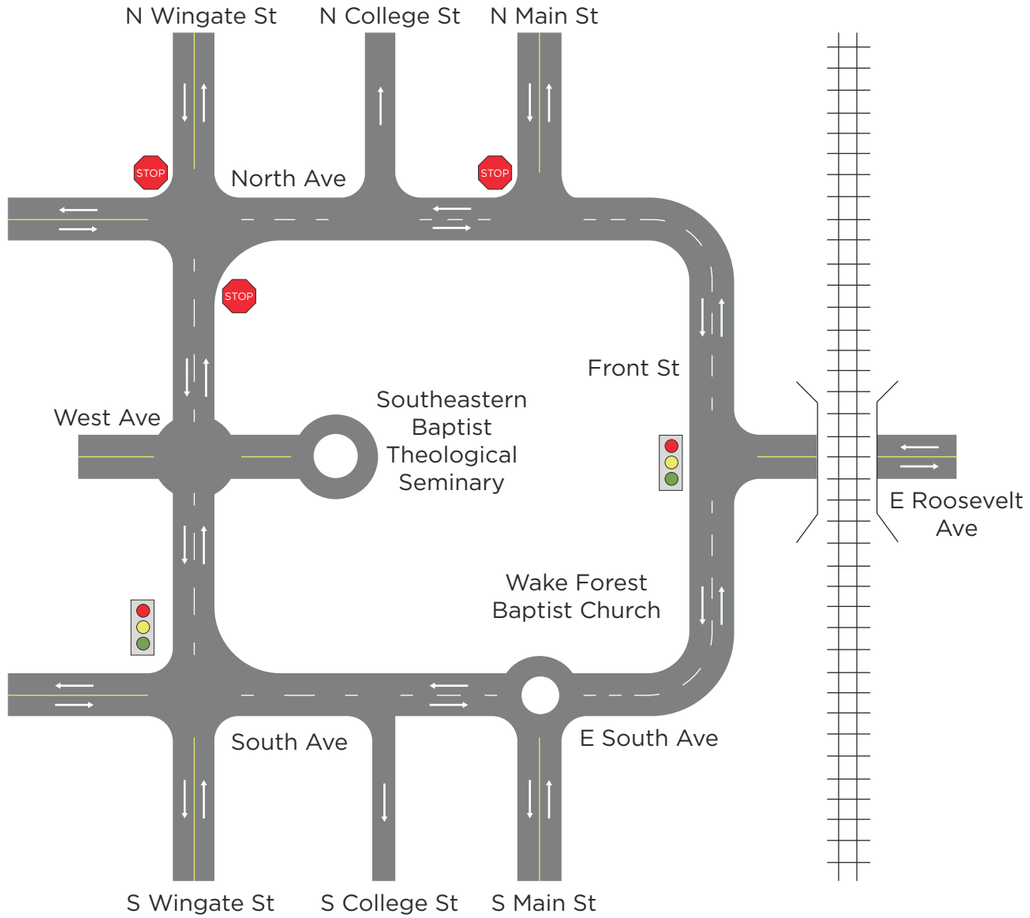



Figure 6-8 | Existing Loop Alignment





*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.*

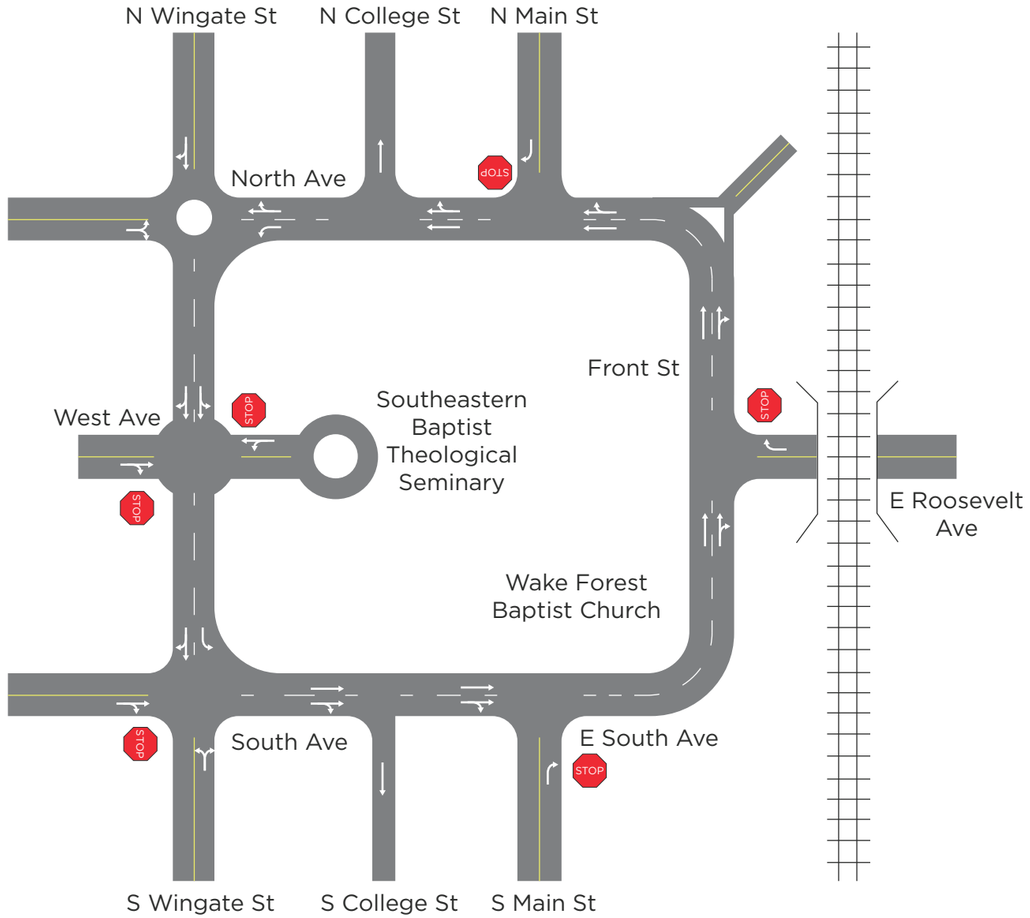



Figure 6-9 | Proposed Loop Alignment

- 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.


223

# 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. | |

| | |
|---|---|
| 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<br>*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<br>*Olde Mill Stream to Greenway Terminus* |
| 17 | Richland Creek Greenway<br>South of Hwy 98 to Town Limits |
| 18 | Sanford Creek Greenway |
| 19 | Smith Creek Greenway<br>*North of Oak Grove Church Road to Greenway Terminus* |
| 20 | Tom's Creek Greenway |
| 21 | Plummer Park Greenway |
| 22 | Franklin Street Connector |





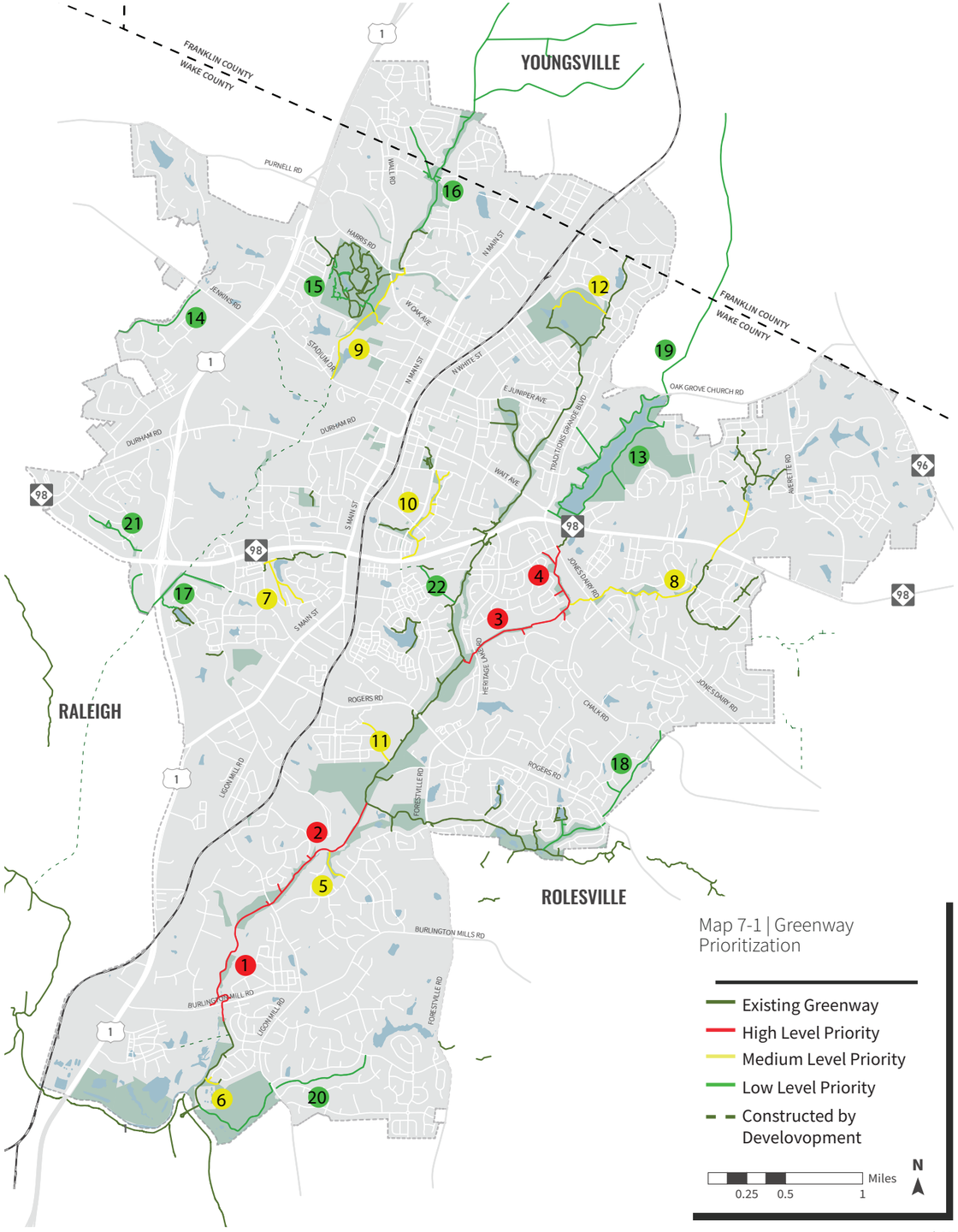
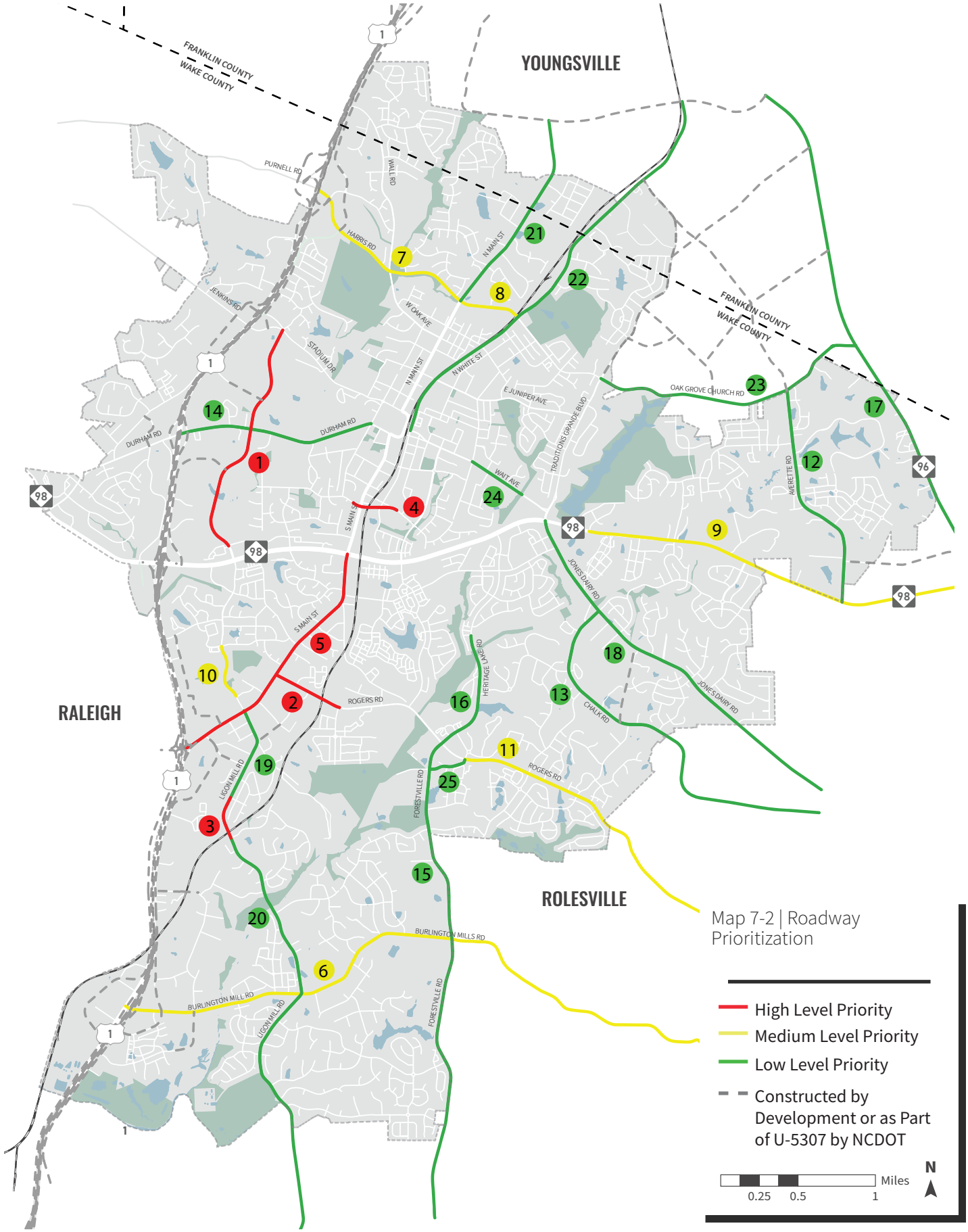


Table 7-3 | Roadway Prioritization

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

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WAKE FOREST

**Report Requirements:**
Per NCGS 160D-501, all Plans shall be adopted by the Board of Commissioners with a recommendation from the Planning Board. In no case is the Board of Commissioners bound by the recommendations, if any, of the Planning Board.

**GENERAL INFORMATION**
**Applicant:** Town of Wake Forest

**Owner:** N/A

**Requested Action:** Approve Wake Forest Comprehensive Transportation Plan 2026 Amendments

**Recommendation:**

The Planning Board recommended approval of the Wake Forest Comprehensive Transportation Plan 2026 Amendments.

This report reflects the recommendation of the Planning Board, this the 11th day of August 2026.

Introduced by Planning Board member: Richard Adams

Seconded by Planning Board member: Elaine Sheppard

Attest:

Matt Davis
Planning Board Chair

Jennifer Currin
Planning Director

# BOARD OF COMMISSIONERS WORK SESSION AGENDA ITEM REPORT

Agenda Item No.: 2026-974
Submitted by: Jennifer Herbert,Downtown Development
Submitting Department: Downtown Development
Meeting Date:September 1, 2026

**Subject**
Event Recommendations for 2027 and Beyond

**Recommendation:**
Staff is seeking consensus on proposed changes to the 2027 events calendar that would establish the framework for event scheduling moving forward.

**item Summary:**

**ATTACHMENTS:**
- Agenda Summary BoC 2026-974

**Agenda Item:** Event Recommendations for 2027 and Beyond

**Summary:** Staff is seeking consensus on proposed changes to the 2027 events calendar that would establish the framework for event scheduling moving forward. Staff recommendations include reducing the number of Friday Night on White (FNOW) events from six to three annually, changing the start time of the July 3 Fireworks event to gates opening at 7 p.m., and combining the Wake Forest Holiday Kickoff and the Lighting of Wake Forest into a single signature holiday event presented by Wake Forest Downtown, Inc. (WFD).

**Attachments**: None

# BOARD OF COMMISSIONERS WORK SESSION AGENDA ITEM REPORT

Agenda Item No.: 2026-969
Submitted by: Aileen J. Staples,Administration
Submitting Department: Administration
Meeting Date:September 1, 2026

**Subject**
Discussion of July Financial Summaries

**Recommendation:**

**item Summary:**

**ATTACHMENTS:**

- Monthly Financial Report_summary.pdf
- July 31, 2026 Financial Summaries.pdf

**Agenda Item: Monthly Financial Report**

**Summary:** Staff prepares monthly financial reports for each of the respective operating funds for which an annual budget is authorized by the Board of Commissioners. The reports are accompanied by highlights during respective month for each fund.

**Attachments:** Financial summaries

# Town of Wake Forest
# July 31, 2026

## OVERALL HIGHLIGHTS:

- Ad valorem taxes represent over 53% of the General Fund revenues – they are due in September. Penalties and interest do not accrue until January 2027. Majority of this revenue source comes in between November and before January 6.

- Typical for General Fund to operate at a deficit first five to six months of the fiscal year due to timing of property tax collections and receipt of sales tax revenues.

- Guidelines for spending is slightly above 8% (1/12 of the year). There are some departments that exceed that threshold due to blanket purchase orders issued in July and other expenditures paid early in the fiscal year.

- Encumbrances (purchase orders from FY 26, but items not received) have not been carried forward and are not reflected in the summaries.

- Purchase for resale – power for July ($1,969,550) is paid in August and not reflected in the attached.

- American Rescue Plan Act (ARPA) is a “life to date” (LTD) fund and everything is reported cumulative from the beginning – July 2021. All funds must be expended by December 31, 2026.

**GENERAL FUND**
***July 31, 2026***

**Monthly Target Percentage** 8.33%

| Department | Amended Budget | YTD Actual | Encumbrances | Remaining Budget (including encumbrances) | % Budget Used (includes encumbrances) | PY YTD Actuals |
|---|---|---|---|---|---|---|
| **REVENUES** | | | | | | |
| Ad Valorem Taxes | $ 51,956,800 | $ 390,156 | - | $ 51,566,644 | 0.75% | $ 482,054 |
| Other Taxes | 82,500 | - | - | 82,500 | 0.00% | - |
| Unrestricted Intergovernmental | 23,975,490 | - | - | 23,975,490 | 0.00% | - |
| Restricted Governmental | 3,802,040 | 262,833 | - | 3,539,207 | 6.91% | 433,675 |
| Permits and Fees | 2,611,200 | 150,252 | - | 2,460,948 | 5.75% | 153,591 |
| Other Revenue | 2,954,185 | 143,962 | - | 2,810,223 | 4.87% | 41,437 |
| Sales and Services | 6,147,720 | 96,697 | - | 6,051,023 | 1.57% | 138,796 |
| Investment Earnings | 855,500 | 78,132 | - | 777,368 | 9.13% | - |
| Other Financing Sources | 5,160,065 | | - | 5,160,065 | 0.00% | - |
| General Fund Total | $ 97,545,500 | 1,122,032 | - | 96,423,468 | 1.15% | $ 1,249,554 |

| Department | Amended Budget | YTD Actual | Encumbrances | Remaining Budget (including encumbrances) | % Budget Used (includes encumbrances) | PY YTD Actuals |
|---|---|---|---|---|---|---|
| **EXPENDITURES** | | | | | | |
| 410 Board of Commissioners | $ 302,750 | $ 47,976 | $ - | $ 254,774 | 15.85% | $ 57,575 |
| 412 Legal Services | 504,080 | 16,725 | - | 487,355 | 3.32% | 14,515 |
| 420 Town Manager's Office | 1,074,040 | 52,499 | - | 1,021,541 | 4.89% | 64,512 |
| 421 Town Clerk | 314,800 | 14,555 | - | 300,245 | 4.62% | 15,316 |
| 422 Organizational Performance | 799,500 | 33,531 | - | 765,969 | 4.19% | 29,442 |
| 423 Budget Management | 674,000 | 51,549 | 23,065 | 599,386 | 11.07% | 28,896 |
| 425 Communications | 1,556,500 | 105,051 | 192,791 | 1,258,658 | 19.14% | 74,798 |
| 430 Human Resources | 1,510,295 | 141,015 | - | 1,369,280 | 9.34% | 117,441 |
| 431 Risk Management | 1,325,000 | 1,144,632 | - | 180,368 | 86.39% | 26,244 |
| 435 Downtown Development | 591,300 | 49,690 | 9,788 | 531,822 | 10.06% | 47,025 |
| 440 Financial Services | 1,751,520 | 41,500 | - | 1,710,020 | 2.37% | 40,633 |
| 445 Information Technology | 2,765,200 | 160,132 | 322,442 | 2,282,626 | 17.45% | 108,901 |
| 480 Inspections | 2,341,950 | 132,653 | - | 2,209,297 | 5.66% | 128,619 |
| 490 Planning | 6,152,520 | 120,312 | 410,674 | 5,621,534 | 8.63% | 105,109 |
| 500 Public Facilities | 3,455,640 | 109,697 | 68,345 | 3,277,598 | 5.15% | 99,007 |
| 510 Police | 19,819,350 | 995,283 | 189,237 | 18,634,830 | 5.98% | 946,014 |
| 520 Fire | 15,998,500 | 931,118 | 644,731 | 14,422,651 | 9.85% | 813,904 |
| 530 Public Works Administration | 346,350 | 17,056 | - | 329,294 | 4.92% | 18,473 |
| 535 Urban Forestry | 759,130 | 25,011 | 51,595 | 682,524 | 10.09% | 32,306 |
| 540 Engineering | 1,921,285 | 95,905 | 16,000 | 1,809,380 | 5.82% | 86,311 |
| 550 Fleet Maintenance | 746,500 | 23,665 | - | 722,835 | 3.17% | 32,124 |
| 560 Streets | 4,395,645 | 190,879 | 185,760 | 4,019,006 | 8.57% | 199,346 |
| 580 Solid Waste | 7,182,500 | 82,825 | - | 7,099,675 | 1.15% | 85,429 |
| 620 Parks and Recreation | 6,253,305 | 393,857 | 202,341 | 5,657,107 | 9.53% | 355,550 |
| 630 Center for Active Aging | 829,540 | 37,384 | - | 792,156 | 4.51% | 25,160 |
| 999 Transfers | 14,174,300 | 1,114,525 | - | 13,059,775 | 7.86% | 1,109,609 |
| General Fund Total | $ 97,545,500 | 6,129,027 | 2,316,767 | 89,099,706 | 8.66% | $ 4,662,257 |

***General Fund - Net Gain (Loss)*** ***$ (5,006,995)*** ***$ (3,412,703)***

**Debt Service Fund** **Monthly Target Percentage** 8.33%

***July 31, 2026***

| Department | Amended Budget | YTD Actual | Remaining Budget (including encumbrances) | % Budget Used (includes encumbrances) | PY YTD Actuals |
|---|---|---|---|---|---|
| **REVENUES** | | | | | |
| Restricted Governmental | $ 1,670,630 | - | 1,670,630 | 0.00% | - |
| Permits and Fees | 423,350 | 63 | 423,287 | 0.01% | 75 |
| Investment Earnings | 101,575 | 13,088 | 88,487 | 12.88% | - |
| Other Financing Sources | 9,255,945 | 771,329 | 8,484,616 | 8.33% | 732,488 |
| **General Fund Total** | **$ 11,451,500** | **784,479** | **10,667,021** | **6.85%** | **$ 732,563** |

| Department | Amended Budget | YTD Actual | Remaining Budget (including encumbrances) | % Budget Used (includes encumbrances) | PY YTD Actuals |
|---|---|---|---|---|---|
| **EXPENDITURES** | | | | | |
| 440 Financial Services | $ 6,005 | $ - | $ 6,005 | 0.00% | $ - |
| 445 Information Technology | 527,715 | 184,384 | 343,331 | 34.94% | 188,259 |
| 480 Building Inspections | 13,530 | - | 13,530 | 0.00% | - |
| 490 Planning | 378,660 | - | 378,660 | 0.00% | |
| 500 Public Facilities | 1,627,735 | 37,027 | 1,590,708 | 2.27% | 44,842 |
| 510 Police | 544,795 | - | 544,795 | 0.00% | 64,264 |
| 520 Fire | 2,091,545 | - | 2,091,545 | 0.00% | |
| 540 Engineering | 9,315 | - | 9,315 | 0.00% | - |
| 560 Streets | 1,741,320 | 6,546 | 1,734,774 | 0.38% | - |
| 570 Powell Bill | 1,670,630 | - | 1,670,630 | 0.00% | - |
| 580 Solid Waste | 129,425 | - | 129,425 | 0.00% | - |
| 620 Parks and Recreation | 2,710,825 | 6,029 | 2,704,796 | 0.22% | - |
| **General Fund Total** | **$ 11,451,500** | **233,986** | **11,217,514** | **2.04%** | **$ 297,365** |

| | | | | | |
|---|---|---|---|---|---|
| ***Debt Service Fund - Net Gain (Loss)*** | | ***$ 550,493*** | | | ***$ 435,197*** |

**DMSD Special Revenue Fund**
***July 31, 2026***

**Monthly Target Percentage** 8.33%

| Department | Amended Budget | YTD Actual | Encumbrances | Remaining Budget (including encumbrances) | % Budget Used (includes encumbrances) | PY YTD Actuals |
|---|---|---|---|---|---|---|
| **REVENUES** | | | | | | |
| Ad Valorem Taxes | $ 195,265 | $ 3,272 | - | $ 191,993 | 1.68% | $ 2,627 |
| Investment Earnings | 17,500 | 1,822 | - | 15,678 | 10.41% | - |
| Other Financing Sources | - | - | - | - | 0.00% | - |
| **DMSD Special Revenue Fund Total** | **$ 212,765** | **5,094** | **-** | **207,671** | **2.39%** | **$ 2,627** |

| Department | Amended Budget | YTD Actual | Encumbrances | Remaining Budget (including encumbrances) | % Budget Used (includes encumbrances) | PY YTD Actuals |
|---|---|---|---|---|---|---|
| **EXPENDITURES** | | | | | | |
| Transfers In (Out) | $ 212,765 | $ - | $ - | $ 212,765 | 0.00% | $ - |
| **DMSD Special Revenue Fund Total** | **$ 212,765** | **-** | **-** | **212,765** | **0.00%** | **$ -** |

| | | | | | | |
|---|---|---|---|---|---|---|
| ***Downtown District - Net Gain (Loss)*** | | ***5,094*** | | | | ***2,627*** |

**Wake Forest Renaissance Centre**
***July 31, 2026***

**Monthly Target Percentage** 8.33%

| Department | Amended Budget | YTD Actual | Encumbrances | Remaining Budget (including encumbrances) | % Budget Used (includes encumbrances) | PY YTD Actuals |
|---|---|---|---|---|---|---|
| **REVENUES** | | | | | | |
| Sales and Services | $ 319,165 | $ 6,268 | $ - | $ 312,897 | 1.96% | $ 6,720 |
| Other Revenue | 200,000 | 9,728 | - | 190,272 | 4.86% | 9,086 |
| Other Financing Sources | 1,020,335 | 77,528 | - | 942,807 | 7.60% | 77,219 |
| **WFRC Fund Total** | **$ 1,539,500** | **93,524** | **-** | **1,445,976** | **6.07%** | **$ 93,025** |

| Department | Amended Budget | YTD Actual | Encumbrances | Remaining Budget (including encumbrances) | % Budget Used (includes encumbrances) | PY YTD Actuals |
|---|---|---|---|---|---|---|
| **EXPENDITURES** | | | | | | |
| 626 Wake Forest Renaissance Centre | $ 1,539,500 | $ 84,957 | $ 107,169 | $ 1,347,374 | 12.48% | $ 59,203 |
| **WFRC Fund Total** | **$ 1,539,500** | **84,957** | **107,169** | **1,347,374** | **12.48%** | **$ 59,203** |

| | | |
|---|---|---|
| ***WFRC Fund - Net Gain (Loss)*** | ***$ 8,566*** | ***$ 33,822*** |

**Wake Forest Business and Industry Partnership Fund (BIP)** **Monthly Target Percentage** 8.33%

***July 31, 2026***

| Department | Amended Budget | YTD Actual | Encumbrances | Remaining Budget (including encumbrances) | % Budget Used (includes encumbrances) | PY YTD Actuals |
|---|---|---|---|---|---|---|
| **REVENUES** | | | | | | |
| Sales and Services | $ - | $ - | $ - | $ - | 0.00% | $ - |
| Investment Earnings | 13,500 | 1,188 | - | 12,312 | 8.80% | - |
| Other Financing Sources | 719,750 | 59,979 | - | 659,771 | 8.33% | 47,321 |
| **WFRC Fund Total** | **$ 733,250** | **61,167** | **-** | **672,083** | **8.34%** | **$ 47,321** |

| Department | Amended Budget | YTD Actual | Encumbrances | Remaining Budget (including encumbrances) | % Budget Used (includes encumbrances) | PY YTD Actuals |
|---|---|---|---|---|---|---|
| **EXPENDITURES** | | | | | | |
| 415 Economic Development | $ 733,250 | $ 22,401 | $ - | $ 710,849 | 3.05% | $ 24,100 |
| **WFRC Fund Total** | **$ 733,250** | **22,401** | **-** | **710,849** | **3.05%** | **$ 24,100** |

| | | | | | | |
|---|---|---|---|---|---|---|
| ***WFBIP Fund - Net Gain (Loss)*** | | ***$ 38,767*** | | | | ***$ 23,221*** |

**WAKE FOREST POWER (ELECTRIC FUND)** **Monthly Target Percentage** 8.33%

***July 31, 2026***

| Department | Amended Budget | YTD Actual | Encumbrances | Remaining Budget (including encumbrances) | % Budget Used (includes encumbrances) | PY YTD Actuals |
|---|---|---|---|---|---|---|
| **REVENUES** | | | | | | |
| Charges for Services | $ 26,653,650 | $ 2,789,215 | - | $ 23,864,435 | 10.46% | $ 2,781,316 |
| Sales Tax - Utility | 1,840,350 | 192,454 | - | 1,647,896 | 10.46% | 191,721 |
| Other Revenue | 267,500 | 98,262 | - | 169,238 | 36.73% | 91,920 |
| Investment Earnings | 45,000 | 8,706 | - | 36,294 | 19.35% | - |
| Other Financing Sources | 904,000 | - | - | 904,000 | 0.00% | - |
| **Electric Fund Total** | **$ 29,710,500** | **3,088,638** | **-** | **26,621,862** | **10.40%** | **$ 3,064,957** |

| Department | Amended Budget | YTD Actual | Encumbrances | Remaining Budget (including encumbrances) | % Budget Used (includes encumbrances) | PY YTD Actuals |
|---|---|---|---|---|---|---|
| **EXPENDITURES** | | | | | | |
| 840 Electric - Billing & Collections | $ 988,620 | $ 50,682 | $ - | $ 937,938 | 5.13% | $ 20,971 |
| 850 Electric - Operations | $ 28,167,235 | 664,229 | 53,172 | 27,449,834 | 2.55% | 513,867 |
| 860 Electric - Tree Trimming | 554,645 | 21,988 | - | 532,657 | 3.96% | 21,347 |
| **Electric Fund Total** | **$ 29,710,500** | **736,899** | **53,172** | **28,920,429** | **2.66%** | **$ 556,185** |
| ***Electric Fund - Net Gain (Loss)*** | | ***2,351,739*** | | | | ***2,508,773*** |

**STORMWATER UTILITY FUND** **Monthly Target Percentage** 8.33%

***July 31, 2026***

| Department | Amended Budget | YTD Actual | Encumbrances | Remaining Budget (including encumbrances) | % Budget Used (includes encumbrances) | PY YTD Actuals |
|---|---|---|---|---|---|---|
| **REVENUES** | | | | | | |
| Charges for Services | $ 3,985,000 | $ 42,001 | - | $ 3,942,999 | 1.05% | $ 34,110 |
| Other Revenue | - | - | - | - | 0.00% | - |
| Investment Earnings | 35,500 | 5,450 | - | 30,050 | 15.35% | - |
| Other Financing Sources | - | - | - | - | 0.00% | - |
| **Stormwater Utility Fund** | **$ 4,020,500** | **47,451** | **-** | **3,973,049** | **1.18%** | **$ 34,110** |

| Department | Amended Budget | YTD Actual | Encumbrances | Remaining Budget (including encumbrances) | % Budget Used (includes encumbrances) | PY YTD Actuals |
|---|---|---|---|---|---|---|
| **EXPENDITURES** | | | | | | |
| 545 - Stormwater Management | $ 4,020,500 | $ 45,629 | $ 146,770 | $ 3,828,101 | 4.79% | $ 26,641 |
| **Stormwater Utility Fund** | **$ 4,020,500** | **45,629** | **146,770** | **3,828,101** | **4.79%** | **$ 26,641** |
| ***Stormwater Utility Fund - Net Gain/(Loss)*** | | ***1,822*** | | | | ***7,469*** |

**AMERICAN RESCUE PLAN ACT (ARPA)**
***7/31/2026 (Cumulative - Life to Date)***

**Monthly Target Percentage** N/A

*N/A*

| Department | Amended Budget | LTD Actual | Encumbrances | Remaining Budget | % Budget Used | PY YTD Actuals |
|---|---|---|---|---|---|---|
| **REVENUES** | | | | | | |
| Restricted Governmental | $ 14,541,000 | 14,541,846 | - | (846) | 100.01% | - |
| Investment Earnings | 1,169,850 | 1,254,103 | - | (84,253) | 0.00% | - |
| Other Financing Sources | - | - | - | - | 0.00% | - |
| General Fund Total | $ 15,710,850 | 15,795,949 | - | (85,099) | 100.54% | $ - |

| Department | Amended Budget | LTD Actual | Encumbrances | Remaining Budget | % Budget Used | PY YTD Actuals |
|---|---|---|---|---|---|---|
| **EXPENDITURES** | | | | | | |
| 445 Information Technology | $ 825,000 | $ 803,732 | $ - | $ 21,268 | 97.42% | $ - |
| 525 Public Safety (ARPA) | 3,220,840 | 3,223,642 | - | (2,802) | 100.09% | - |
| 540 Engineering | 7,416,320 | 4,732,877 | 2,540,895 | 142,548 | 98.08% | - |
| 638 Other Improvements | 4,248,690 | 4,068,397 | 184,235 | (3,942) | 100.09% | - |
| General Fund Total | $ 15,710,850 | 12,828,648 | 2,725,130 | 157,072 | 99.00% | $ - |
| ***ARPA Fund - Net Gain (Loss)*** | | ***$ 2,967,301*** | | | | ***$ -*** |

# BOARD OF COMMISSIONERS WORK SESSION AGENDA ITEM REPORT

Agenda Item No.: 2026-977
Submitted by: Evelyn Wright
Submitting Department:
Meeting Date:September 1, 2026

**Subject**
September 15, 2026 Draft BOC Regular Meeting Agenda

**Recommendation:**

**item Summary:**

**ATTACHMENTS:**

- Board of Commissioners (42).pdf

**Wake Forest Board of Commissioners**
**Meeting Agenda**
**September 15, 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 Evelyn Wright at 919-435-9432 as soon as possible, but no later than 48 hours before the scheduled event.

## Cable & Online Broadcast of Board of Commissioners Meetings

All Board of Commissioners meetings are broadcast live on WFTV 10 beginning at 6 p.m. Meetings are also aired online on the Public Meetings Portal on the Town of Wake Forest website. Archived meeting videos are also provided and available for one year after the original air date.

## Meeting Agendas

The Board of Commissioners 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 represent 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, The Mayor will recognize you and invite you to the podium at which time you will have three minutes to speak. Thank you for your cooperation.

## Call to Order

## Pledge of Allegiance

## 1. Approval of Agenda

## 2. Approval of Minutes

2.A August 4, 2026 BOC Work Session Minutes and August 18, 2026 BOC Regular Meeting Minutes

## 3. Presentations

3.A P.A.N.D.A.S./P.A.N.S. Awareness Proclamation

3.B Proclamation Recognizing Constitution Week
PROCLAMATION Recognizing Constitution Week 2026.pdf

3.C Proclamation Recognizing National Hispanic Heritage Month

3.D National Senior Center Month
PROCLAMATION Recognizing September as Senior Center Month.pdf

3.E Resolution to Support Arts Are Education

3.F Resolution recognizing Rosemary Pimentel on their retirement from the Town of Wake Forest.
Rosemary Pimentel Resolution.doc

3.G Proclamation recognizing October 2026 as "Community Planning Month"

## 4. Public hearings / Public Comment

4.A Public Comment: If anyone would like to address the Board of Commissioners on an item other than a public hearing item during the time of public comment, please sign up with the Town Clerk prior to the meeting. Each speaker is asked to limit comments to 3 minutes. Please provide the clerk with copies of any handouts you have for the Board. Although the Board is interested in hearing your concerns, speakers should not expect Board action or deliberation on subject matter brought up during the Public Comment segment. Topics requiring further investigation will be referred to the appropriate Town Staff and may be scheduled for a future agenda. Thank you for your consideration of the Board of Commissioners, staff and other speakers.

4.B Public Hearing on a contiguous annexation submitted by property owners, Town of Wake Forest, located at 0 Devon Square Boulevard being Wake County PIN 1841-28-1942 being approximately 8.25 acres.
BOC Agenda Summary.pdf
Attachment A - Legal Description AN-26-02.pdf
Attachment B - Annexation Map AN-26-02.pdf
Attachment C - Annexation Petition AN-26-02.pdf

Draft Ordinance.docx

4.C Public Hearing on of Wake Forest Comprehensive Transportation Plan 2026 Amendments

4.D Public Hearing to receive public input on capital needs for inclusion in the five-year Capital Improvement Plan (CIP) update for FY 2027-2032
Public Hearing - 2027-2032 CIP Needs - Agenda Summary.pdf
FY 2027-2028 Budget Calendar.pdf

## 5. Consent Agenda

*(A Consent Agenda is a group of items passed with a single motion and vote. These matters are of a generally routine nature. No debate is allowable on any item included on the Consent Agenda. If a Commissioner or any citizen of Wake Forest or its ETJ wants separate consideration of any item, it may be removed from the Consent Agenda by request.)*

5.A Approval of a resolution to schedule the public hearing and certify the sufficiency for a petition requesting contiguous annexation submitted by property owners, South Forest LLC, located at 4925 Unicon Drive being Wake County PIN 1739-51-7399 being approximately 16.38 acres.
BOC Agenda Summary.pdf
Attachment A - Legal Description.pdf
Attachment B - Annexation Map.pdf
Attachment C - Contiguous Annexation Petition.pdf
CERTIFICATE OF SUFFICIENCY .docx
DRAFT PUBLIC HEARING RESOLUTION.docx

## 6. Legislative Items

6.A Consideration of Age-Friendly Community Strategic Action Plan

## 7. Planning Items

7.A Consideration of a contiguous annexation submitted by property owners, Town of Wake Forest, located at 0 Devon Square Boulevard being Wake County PIN 1841-28-1942 being approximately 8.25 acres.

7.B Consideration of Wake Forest Comprehensive Transportation Plan 2026 Amendments

## 8. Administration and Financial Items

## 9. Public Services Items

## 10. Parks and Recreation Items

## 11. Public Safety Items

## 12. Other Business

12.A August Tax Report
WF-TAX-REP-AUG-2026-BOC-MTG.pdf

12.B Commissioners Report

## 13. Adjournment