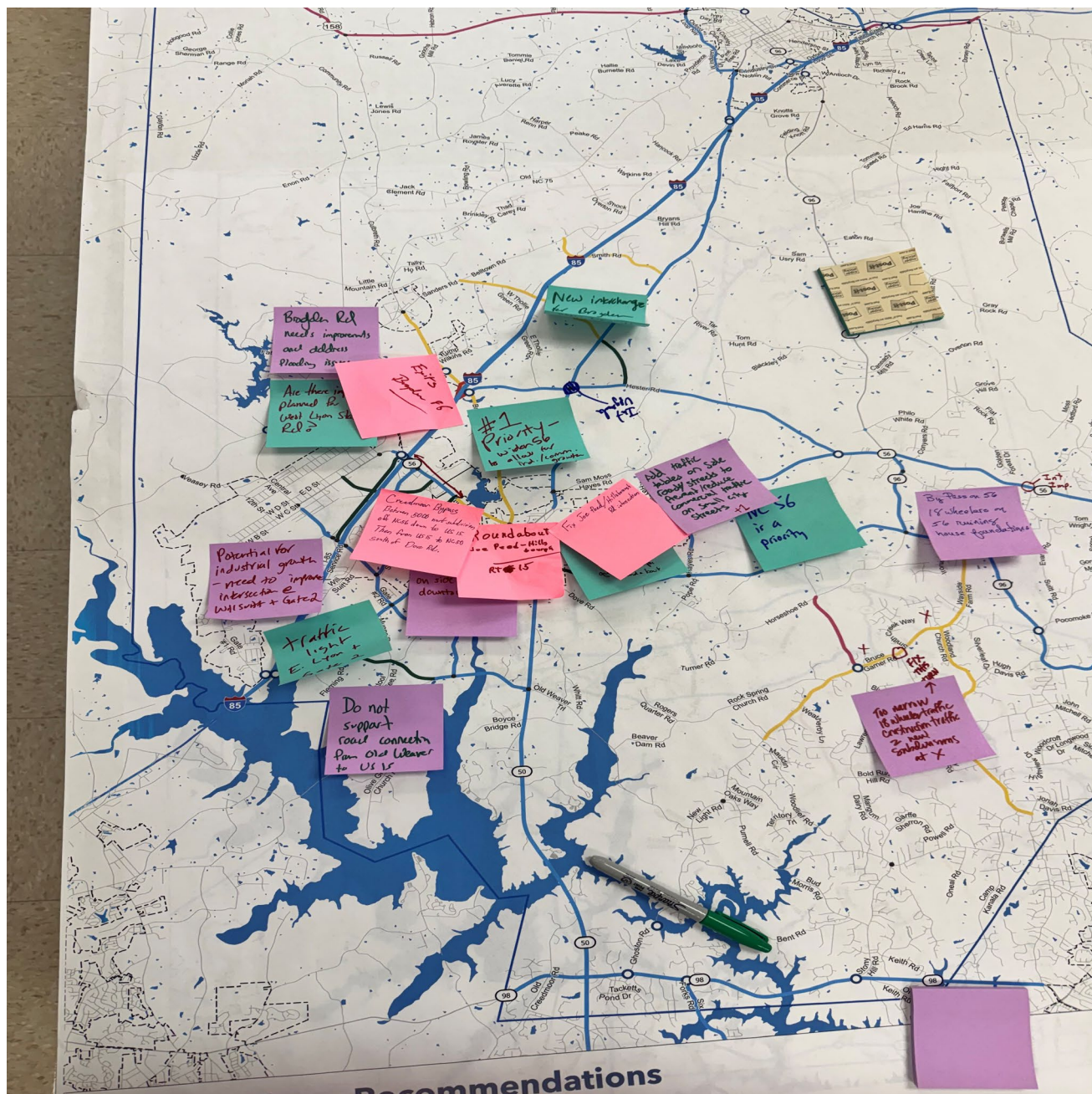
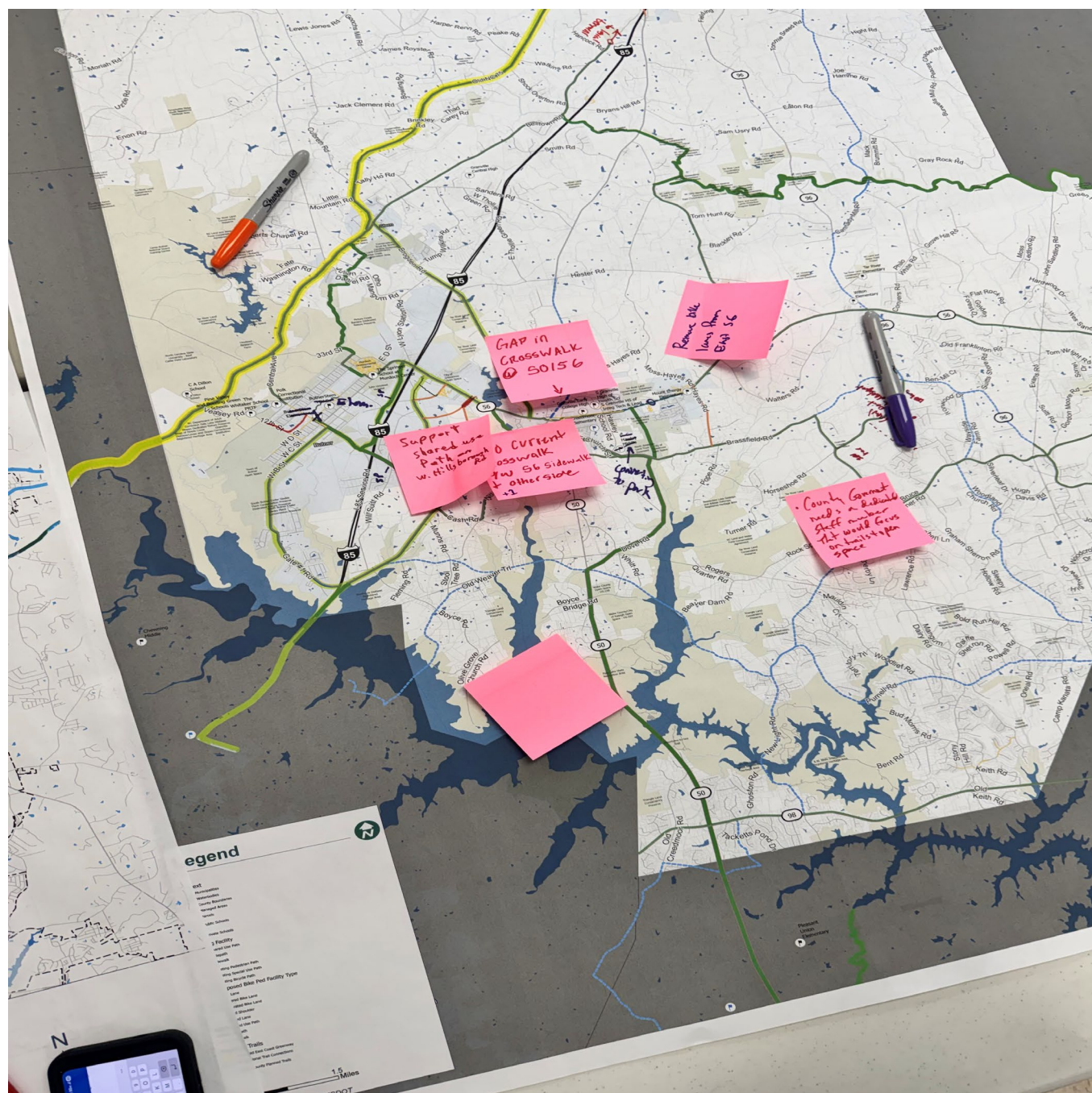
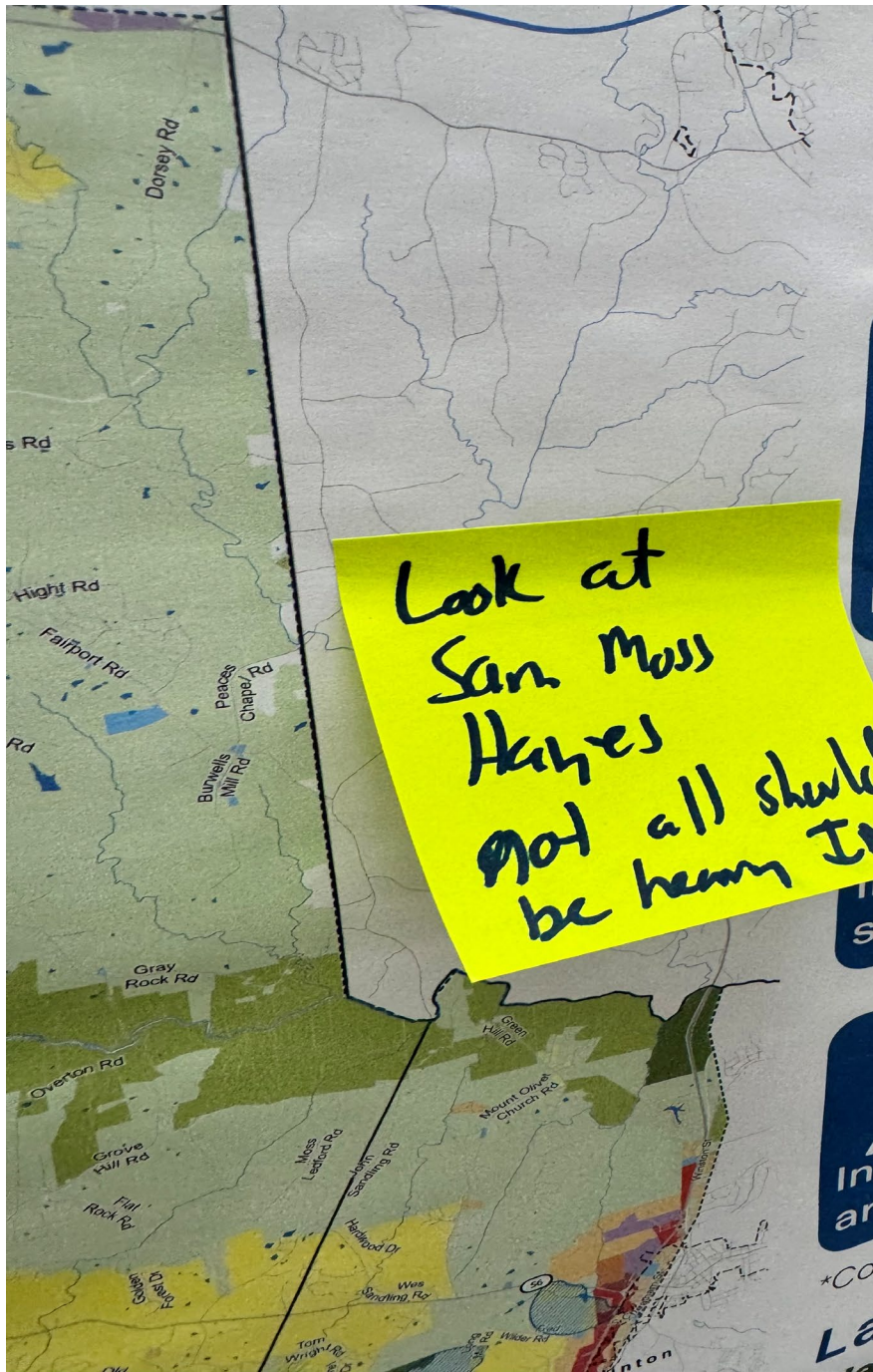
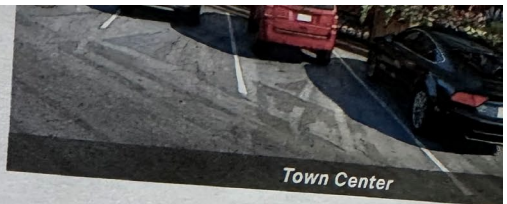








Look at
San Moss
Hayes
not all should
be heavy IND



Performance



+18%

Increase in jobs in municipalities*



+27%

Increase in preserved open space*



+100%

Increase in homes in walkable areas*

*Compared to the Business As Usual Scenario

Land Use Recommendations

Watershed Protections
Impervious surfaces and encourage
conservation easements and
small red
log

Bike/Ped Map Comments

-Gap in Crosswalk of 50/56

Incorporated into recommendations.

-Support shared use path on W. Hillsborough Rd.

We have incorporated your support into our recommendations and prioritization.

-County Government needs a dedicated staff member that would focus on trails and open space.

We appreciate your input. While staffing decisions are outside the scope of this plan, we recognize the importance of dedicated coordination for trails and open space and have reflected that need in our recommendations.

-No current crosswalk between 56 sidewalk and other side.

We have evaluated existing sidewalk and crossing conditions and incorporated this need into our recommendations.

-Remove bike lanes from East 56.

Incorporated into final recommendations

-Belltown road bike/ped path needs to have a logical terminus.

We evaluated the proposed Belltown Road bike/ped path and incorporated the need for a logical terminus into our recommendations.

Roadway Map Comments

-New interchange for Brogden Rd. is critical to open new (Rp?)

We recognize the importance of a new interchange at Brogden Road to support future access and development, and we have incorporated this need into our recommendations.

-Brogden Rd needs improvements and should address flooding issues.

We recognize the need for improvements to Brogden Road, including addressing flooding concerns, and have incorporated this need into our recommendations.

-#1 priority is to widen 56 to allow for more industry/community growth.

We recognize widening NC 56 as a top priority to support future industrial and community growth, and this was identified as one of the highest-priority recommendations.

-NC 56 is a priority

We agree that improvements to NC 56 are a priority, and widening the corridor was included among the top recommendations in the plan.

-NC56 and Gate 2 Road are Issues

We recognize the importance of improvements along NC 56 and at Gate 2 Road and widening NC 56 was identified as one of the top priorities in our recommendations.

-Roundabout at Peed-Hillsborough.

We have evaluated all problematic intersections in the area and completed a prioritization process – your comment has been incorporated into our final recommendations.

-Peed Rd and Hillsborough intersection 4-way stop is a mess; great spot for a roundabout.

We have evaluated all problematic intersections in the area and completed a prioritization process – your comment has been incorporated into our final recommendations.

-More sidewalks on side streets in downtown Creedmoor.

We agree with increasing the availability of pedestrian infrastructure in downtown areas and your comment has been incorporated into our recommendations for locations for such infrastructure.

-Add traffic tables on side roads/streets to prevent/reduce commercial traffic on small city streets.

We have incorporated your suggestion into our recommendations.

-Potential for industrial growth- need to improve intersection at E Will Suite Rd and Gate #2 Rd.

Intersections across the North Falls Area have been evaluated including numerous along Gate#2 Road, your suggestion has been taken into consideration during our prioritization, review, and recommendation processes.

-Traffic light at E Lyon + Gate 2.

We have identified potential improvements at this intersection including signalization – your opinion has been incorporated into our recommendations.

-Are there improvements planned for W. Lyon Station Rd?

Some intersections and bike/ped improvements are potential projects along/across W Lyon Station Rd.

-Do not support road connection from Old Weaver to US 15.

We have taken your comment into consideration when completing our prioritization and recommendation process and understand your concerns.

-Creedmoor bypass between 5000-unit subdivision off NC56 down to US15. Then from US15 to NC50 South of Dove Rd.

We understand your desire for a bypass due to subdivision development. We have explored options and will take your comment into account when completing our recommendation process.

-Bypass on 56 – 18 wheelers on 56 ruining house foundations.

We understand concerns about heavy truck traffic along NC 56, and widening/improving the corridor was identified as one of the plan's top priorities to better accommodate existing and future demand. A potential bypass has also been discussed.

-Fix turn on Graham Sharron – Bruce Gardner Rd intersection. – 2 new subdivisions on either side of intersection and gets busy with combined 18-wheeler and construction traffic from the 2 new subdivisions.

We understand the importance of safety in such heavy traffic conditions; the subdivisions will apply additional pressure in the future and are glad to hear your concerns. Your suggestion has been incorporated into our recommendations.

-Fix Bruce Garner Road at Graham Sherron. Turn lane put in is dangerous – traffic cuts into new turn. 2 new subdivisions are being put in and construction traffic, 6-ton vehicles, school buses and excess Capital Blvd traffic are dumped onto Bruce Garner.

This intersection has been carefully evaluated, dangerous aspects have been noted, and potential safety improvements have been suggested. We understand the importance of safety considering the heavy traffic conditions present in the area.

-Bruce Garner + Graham Sherron New Intersection needs work! Dangerous!

This intersection has been carefully evaluated, and dangerous aspects have been noted and potential safety improvements have been suggested.

-Grove Hill Rd @ NC56 needs safety improvements – no visibility. Improve Intersection and reduce speed limit approaching to 45/50mph.

We have carefully looked at this intersection and noted potential improvements with the influence of your suggestion.

Other Written Comments

-Look at Sam Moss Hayes. Not all should be heavy industry.

The land use recommendations are a guide for how towns should develop land in the future following community input. It is unlikely that parcels will be zoned exactly as we designed them and the decision will ultimately be made by towns and municipalities.

-Connect Walters Rd and Bassfield Rd.

We will evaluate this potential and incorporate your comment into our recommendations.

-Need light at Potesmoke and 96 Dollar General.

This intersection has had its conditions noted and the intersection prioritization process has been completed while incorporating your comment.

-Develop transit/microtransit opportunities around employment centers (support workforce + employers).

Densification would encourage these opportunities more; the strong towns model would accomplish this – we encourage KARTS expansion and extended mobility.

-No Datacenters

We have not planned any infrastructure for datacenters but hear your concern.

-Targeted marketing strategy for KARTS to appeal to riders outside of the senior population maybe mimic larger city transit.

Unfortunately, fixed-route transit (larger city transit) is not yet viable in the area due to ridership concerns and population. We agree that younger riders should be targeted with information about this transit opportunity and will incorporate your comments into our recommendations.

-Follow VP survey to residents that want a job opportunity through transit system. Figure out what/where they would want to do for employment.

Thank you for your input and interest in using public transportation to benefit the community it serves in new ways. KARTS posts jobs on its website and expansion is funding-dependent, we agree that expansion of KARTS would benefit the wider community and have included it in our recommendations.

-Manage infrastructure, water will be an issue soon with drought get NCDOT involved + someone to go out and see traffic pattern, speed, etc between 6am-9am.

The water within North Falls Lake itself falls out of our purview, however, we understand your concern considering current drought conditions and water levels. NCDOT is involved with most roadway improvements and does monitor average traffic amounts and trends over extended periods. Our roadway improvement recommendations should improve and prepare traffic for potential growth.

-Would like to see more mixed use residential + shared use paths.

The land use and bike/ped plan recommendations have more mixed-use and shared use paths in them, we're glad you agree with our recommendations.

-Ms Ballock 90 years, 200 acres. Bypass Creedmore – yes to avoid town – good plan. Likes recs if we can get them done.

We are glad you support the recommendations and will be presenting the recommendations to town elected officials for adoption.

-Zoom into maps and pdfs.

Zoomable maps are available online.

-Support for rails to trails, esp in Creedmore curious about old RR (seaboard line?) and who owns govt or railroad. Can it go to trail? + would like more trails.

We have incorporated more trails into our recommendations, as for the old seaboard line, based off land ownership data, it is likely owned by multiple private owners which would make conversion to rails to trails more difficult due to property acquisition.

-Consider roundabouts wherever possible Joe Peed-W. Hillsborough/rt 15

Intersection has been evaluated and prioritization process was completed. Your comment was incorporated into recommendations.

- Consider roundabouts around TJ fish + chicken + Dickersons intersecting rt 15/50/56

Intersection has been evaluated and prioritization has been made. Comment was incorporated into recommendations.

-Shared path along w. hillsborough from hwy 15 to elm st.

We have incorporated your suggestion into our recommendations.

-Connect sidewalks at dogwood st to white hall st along rt 50 to mayview dr to davenport on elm st/northside rd those 2 short connections would increase safe walking/bikepaths to tremendous distances for exercise opportunities.

We have evaluated existing infrastructure and prioritized potential recommendations based

off cost, benefits, and community desires. We have incorporated your suggestion into our recommendations.

-Will someone send charla the map from slides w/ 2 different watersheds highlighted?
Charla.duncan@granvillecounty.org

-No data centers here!

We have not planned any infrastructure for datacenters but hear your concern.

-Concerned about infrastructure stop + think of addressing growth. How kids are getting packed in.

We are unable to address growth itself, our land use recommendations do prioritize low density, open space, and land protection outside of town centers. We can help improve the infrastructure for inevitable growth and our roadway recommendations accomplish this.

-I like the strong towns model and enjoy green space.

The strong towns model was incorporated into our land use recommendations; your opinion has been heard and influenced our recommendations.

-Please ban bicycles on Hwy 50 it is scary coming down a hill and meeting an oncoming biker and bikes in my narrow poor shouldered lane.

Unable to ban bikes, we can provide bike lane recommendations to improve the space bikers have and increase the space between cars and bikes.

Key Takeaways

Bruce Garner + Graham Sherron Intersection (3 Notes)

Brogden Rd Improvements (2 Notes)

Gate 2 Rd Intersections/Improvements (3 Notes)

Transit/Microtransit Improvements (Employment, messaging, etc) (3 Notes)

Roundabout at Peed-Hillsborough Intersection (2 Notes)

Total NC56 Notes = 9

Crosswalk/Sidewalk/Bikelane Improvements on NC56 (3 Notes)

Bypass/Widening of 56 (4 notes)

Intersection Safety Improvements (2 Notes)