

Give Your Input



**North
Falls Lake**
AREA STUDY

Comments

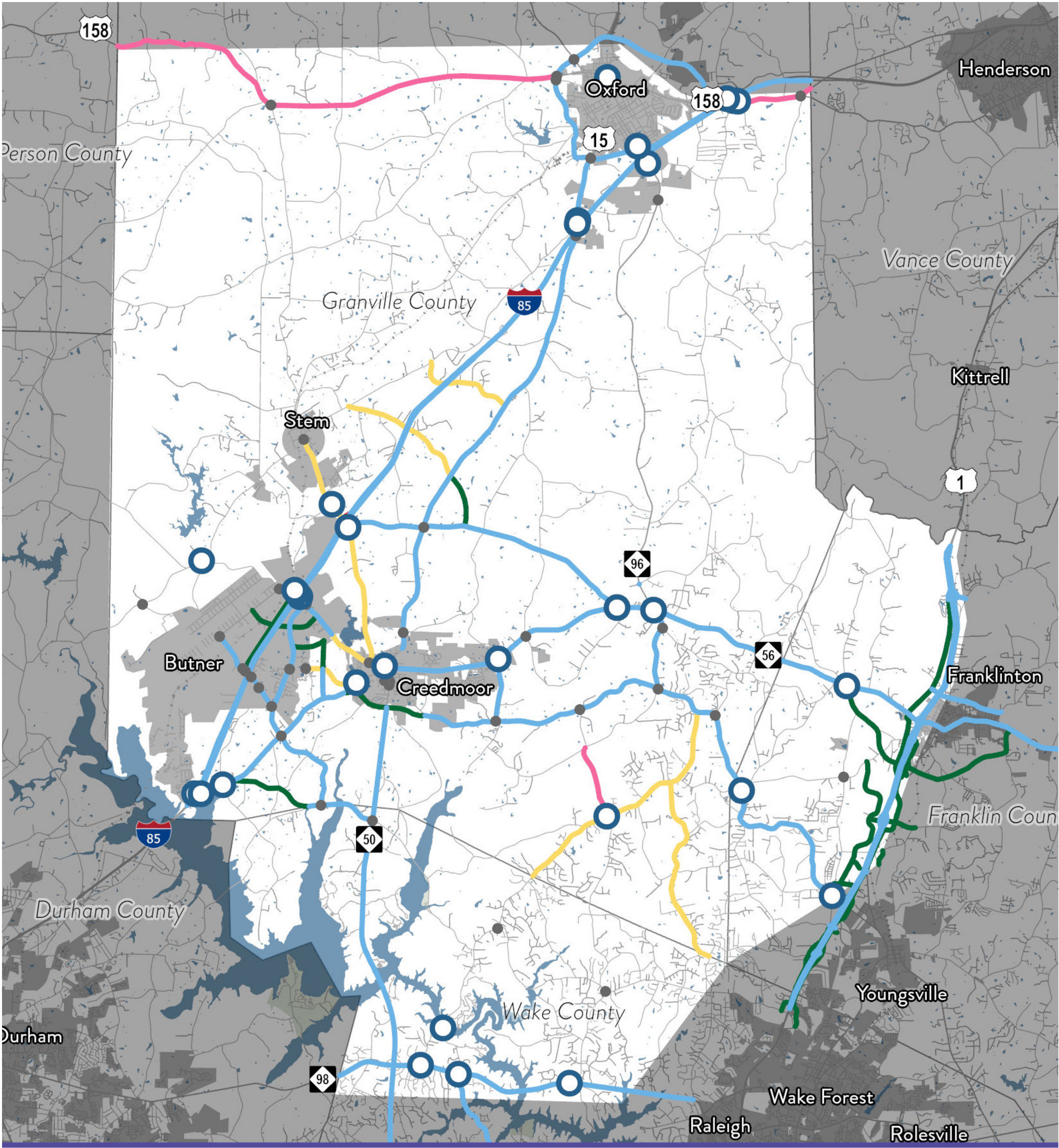
What comments do you have on the draft recommendations? What are your priorities? Place a note or write in a comment below.

*Review materials and submit
comments online*

Scan the QR code or go to
**PublicInput.com/
NFallsLakeRecommendations**



Roadway Recommendations



Draft NFLAS Roadway Recommendations

- | | | |
|-------------------|--------------------------|---------------|
| Waterbodies | Proposed Improvement | Modernization |
| Railroads | Center Turn Lane | New Location |
| Municipalities | Interchange | TSM |
| County Boundaries | Intersection Realignment | Widening |
- 0 3 Miles
- Potential Priority Int
- Other Candidate Intersections

The projects discussed here include improvements that could be made in the area, not improvements that will be made in the area.

Recommendations

Center Turn Lane or Modernization

Addition of a center turn lane to an existing roadway or modernization including adding shoulders or intermittent turn lanes.

Interchange

New interchange at the intersection of existing roadways.

Intersection Realignment

Realignment of an intersection to improve safety and operation.

New Location

Construction of a new roadway in a new location.

Transportation Systems Management (TSM)

Operational strategies to improve operations and safety. May include traffic signal coordination, access management, and technology upgrades.

Widening

Widening of existing roadways to accommodate additional facilities.

View
more
information
online!

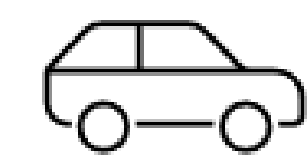


Project Prioritization



Connect People and Places

of future jobs and households near facility/project



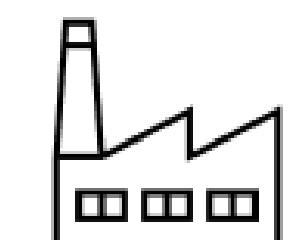
Manage Congestion and System Reliability

Congestion metric from 2055 / 2020 travel demand model



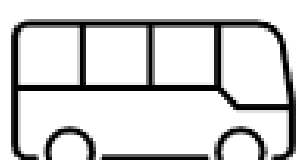
Promote Safety, Health, and Well-Being

of fatal or serious injury crashes (or total crash cost) in the last 5 years vs. expected



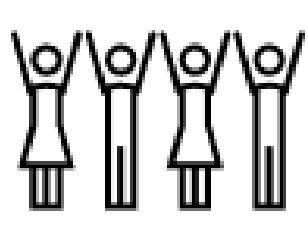
Stimulate Economic Vitality and Opportunity

Connections to economic development centers (based on placetypes)



Promote and Expand Multimodal and Affordable Transportation

Proximity to existing bike/pedestrian network; Connectivity to regional destinations; Trail hierarchy (regional, cross-border, others)



Ensure Equity and Participation*

of CAMPO Communities of Concern (and equivalent outside of CAMPO area) within distance of project

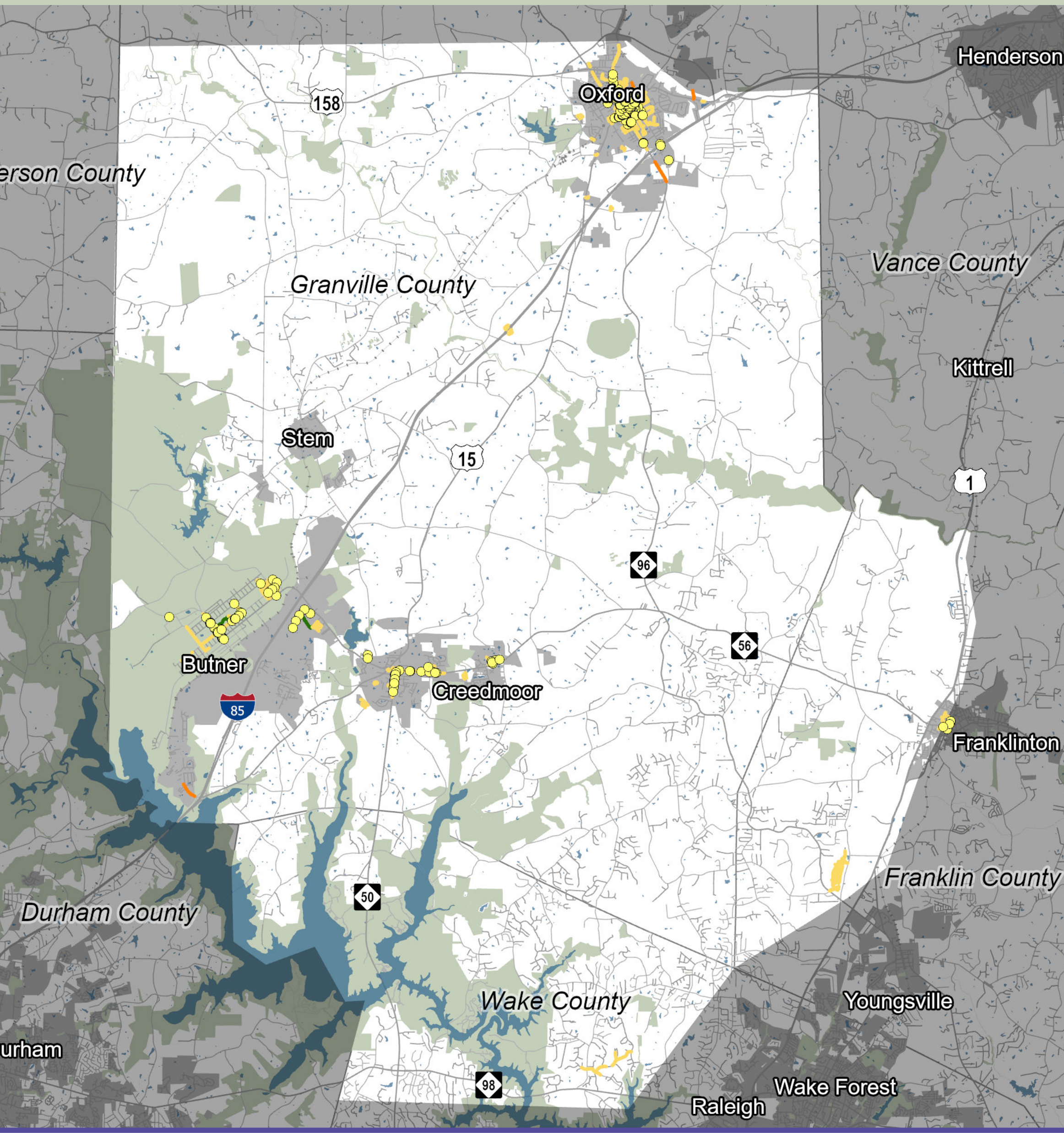
*Calculated but not used in prioritization

Bicycle and Pedestrian Recommendations

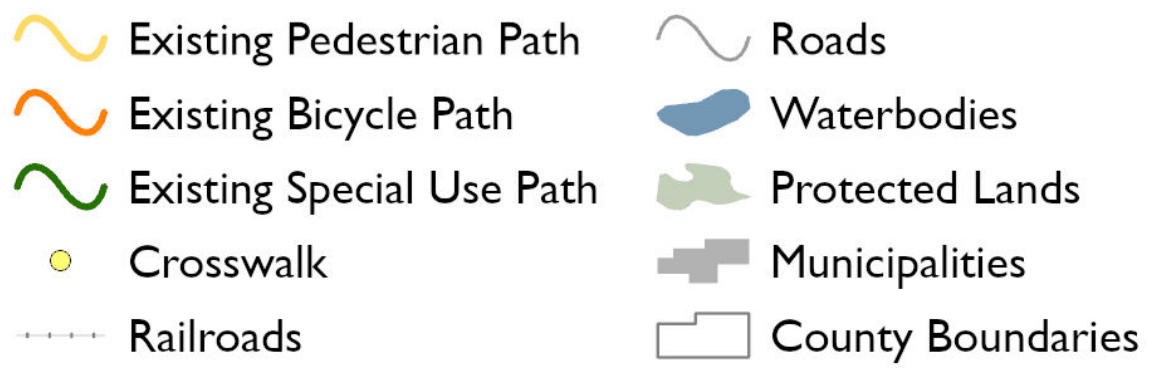


North Falls Lake AREA STUDY

Existing Facilities



Existing Bicycle/Pedestrian Infrastructure



How Did We Get Here?

Local Plans

Adopted plans by local municipalities guide connections in and around jurisdictional boundaries.

East Coast Greenway Plan

The vision of the East Coast Greenway is to connect Maine to Florida through safe trail facilities. The current proposed alignment is highlighted in yellow below.

Great Trails State Plan

Seeks to connect all counties and key destinations throughout the state to a growing network of strategic greenways.

Issues and Opportunities

Issues

- Lack of dedicated funding for pedestrian and bicycle projects
- As is, rural roadways can not safely accommodate other modes

Opportunities

- Desire for the community to see more walkable communities for commuting and recreational purposes
- As roadways redevelop, active transportation facilities can be constructed

Recommendations

Bike Lane

Painted on road bike facility.

Buffered / Separated Bike Lane

Bike facility with vertical delineation from vehicular traffic. These bike facilities may also be separated from moving traffic by a parking lane.

Paved Shoulder

Widened roadway shoulder to accommodate multi-modal traffic.

Shared Lane

A shared lane is composed of markings and signage alerting drivers that bicyclists may be in the roadway.

Sidepath

Dedicated facility for pedestrians and bicyclists that is separated from vehicular traffic.

Shared Use Path / Greenway

Dedicated facility for pedestrians and bicyclists that typically does not follow a roadway alignment.

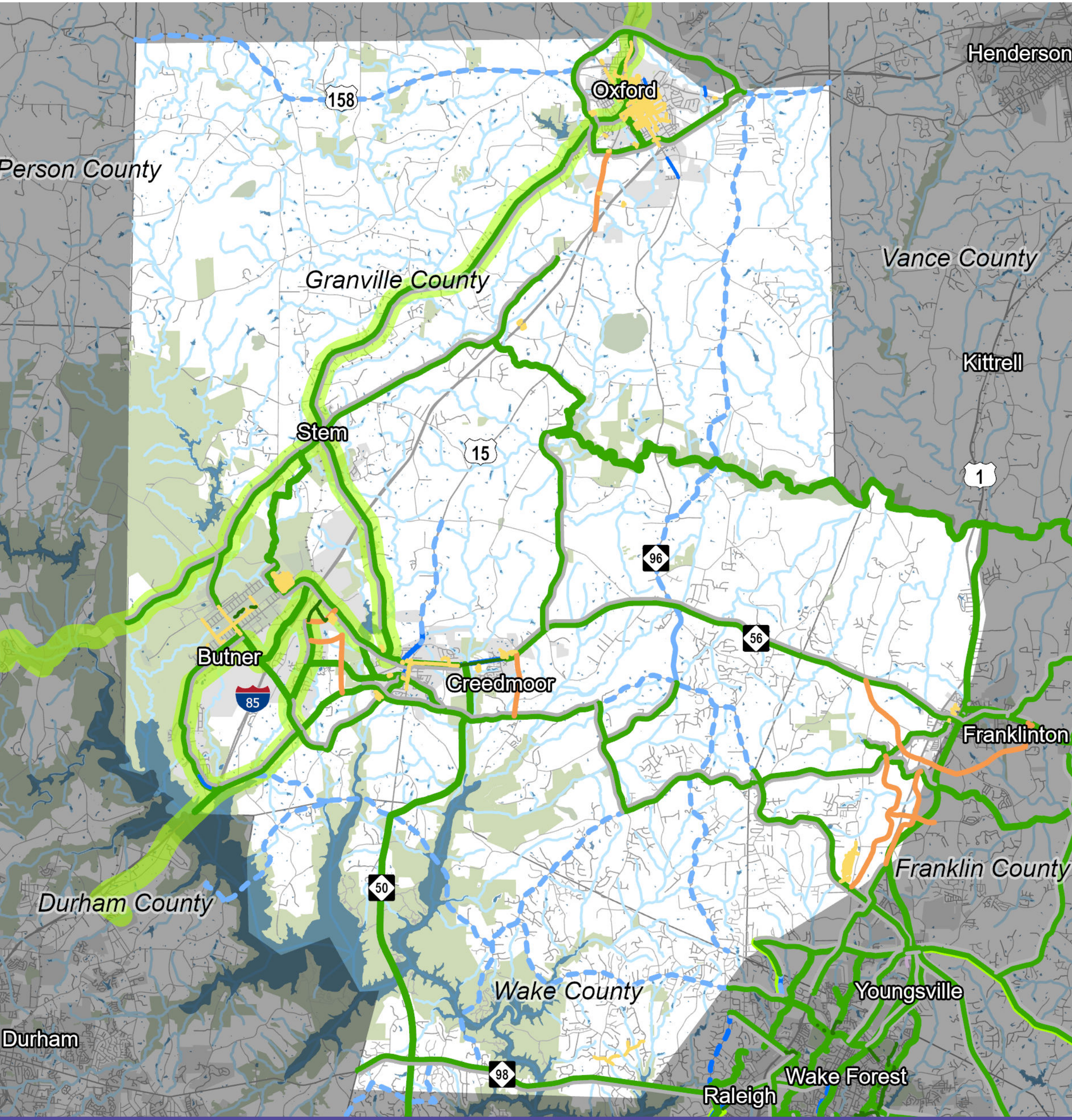
Bike Lane



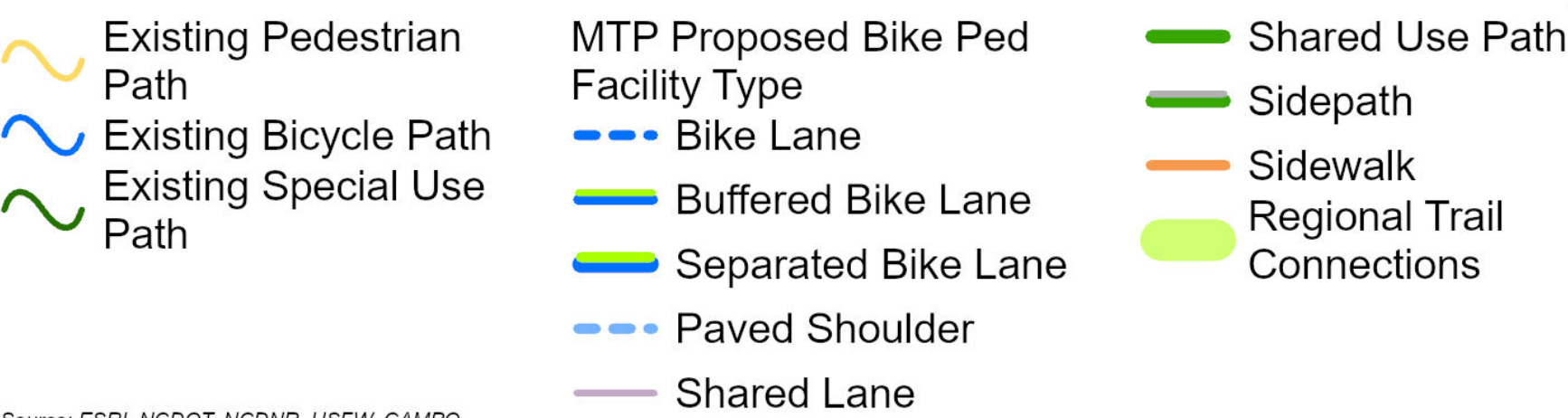
Shared Use Path



Greenway



Draft NFLAS Bicycle/Pedestrian Recommendations



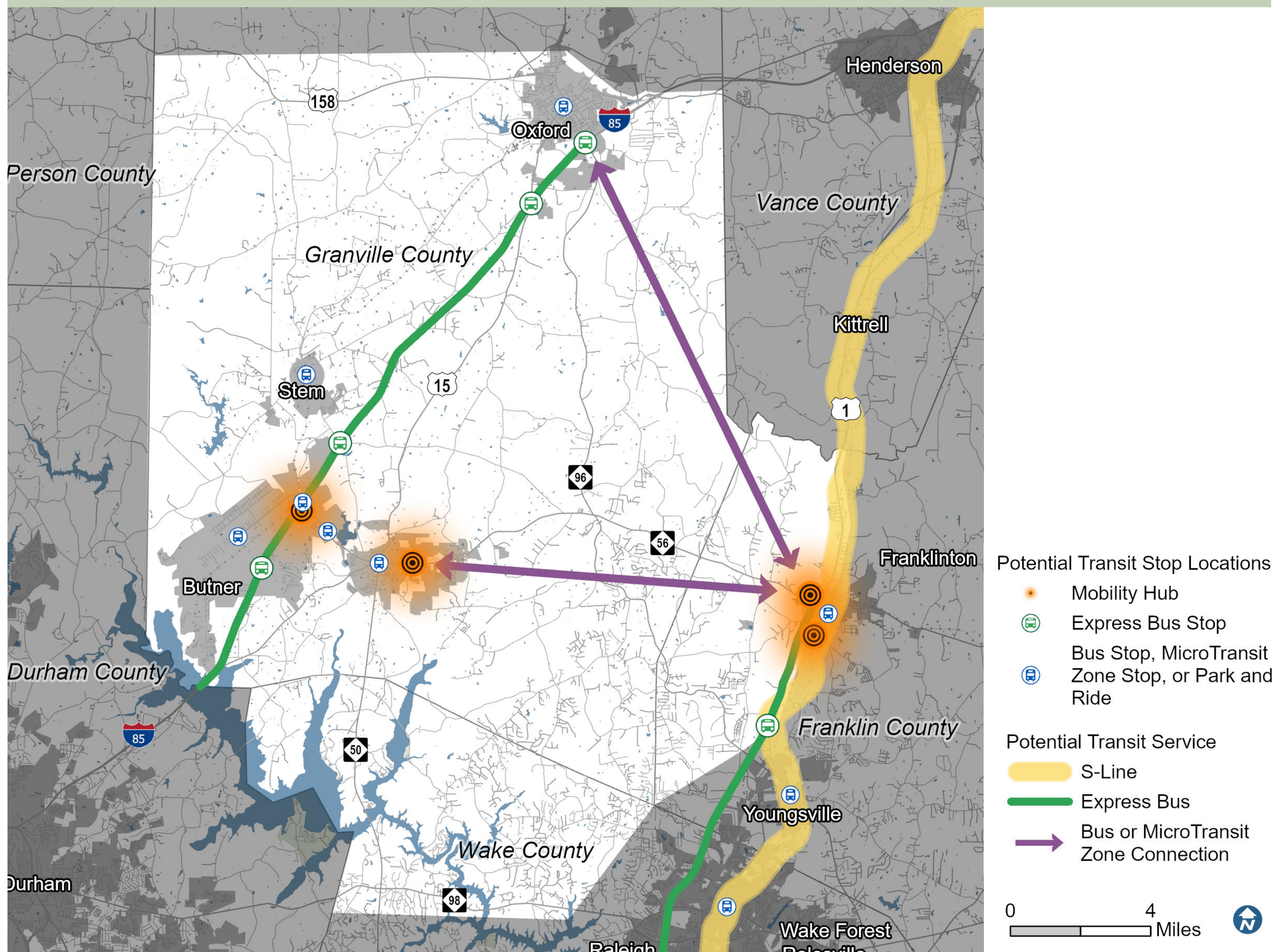
Source: ESRI, NCDOT, NCDNR, USFW, CAMPO

Transit Recommendations



North Falls Lake AREA STUDY

Recommendations



Further detailed transit study will be needed to understand the feasibility of transit, where station locations may go, and the types of services offered.

KARTS Expansion

KARTS currently serves Franklin, Granville, Vance, and Warren counties. Transit is offered to Wake Forest, Raleigh, Durham, and Chapel Hill Monday to Wednesday. Rides are scheduled in advance by calling their service center.

Expanding KARTS could take many forms. Offering extended hours, additional trips to nearby jurisdictions and other modifications to the service could allow more people to take more trips via KARTS.

Express and Local Transit

Express bus service along I-85 could be implemented to take riders from the study area to services in nearby communities. Express bus could be implemented in two phases with the first phase serving Butner and Creedmoor and a second phase extending service to Oxford.

Express services could be paired with local bus routes to serve everyday trips. US 1 could also potentially serve as an express bus route to Franklinton.

Park n' Ride + Mobility Hubs

Park and ride locations could be implemented throughout the study area to improve carpooling and provide spaces for people to park before boarding a local or express bus. The addition of mobility hubs would allow for improved local connectivity.

Microtransit

Microtransit is a form of ridesharing services that operates similarly to Uber and Lyft. This service connects riders directly to destinations from their doorstep unlike local bus service that has a set amount of stops at specific locations.

Microtransit in Wake Forest

Riders can schedule rides through the Go Wake Forest app or by calling customer service. The service operates within Wake Forest and a portion of Wakefield.

Fares are charged based on the mileage of the trip. Reduced fare is available to select riders.

The service operates during set hours Monday-Saturday.

In the first seven months of microtransit service ridership increased from 1.5 to 24 boardings per hour!



What is a Mobility Hub?

It is a centralized location where multiple transportation options converge. Hubs help to simplify transfers between modes (public transit, shared mobility services, and pedestrian facilities). Mobility hubs vary in scale, ranging from small neighborhood access points to major regional connections to serve the communities around them.



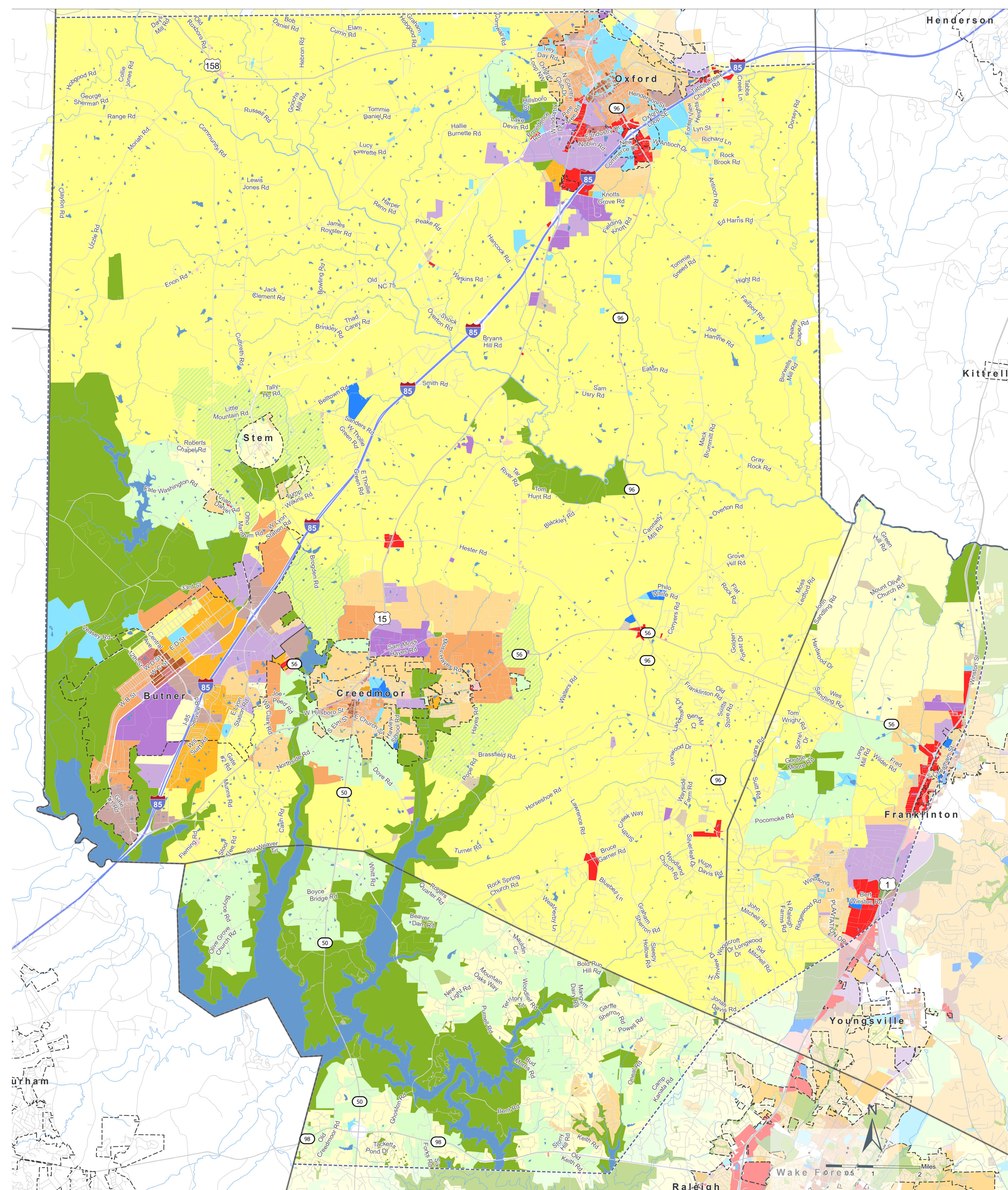
Where We Are



North Falls Lake AREA STUDY

BAU Business As Usual Scenario

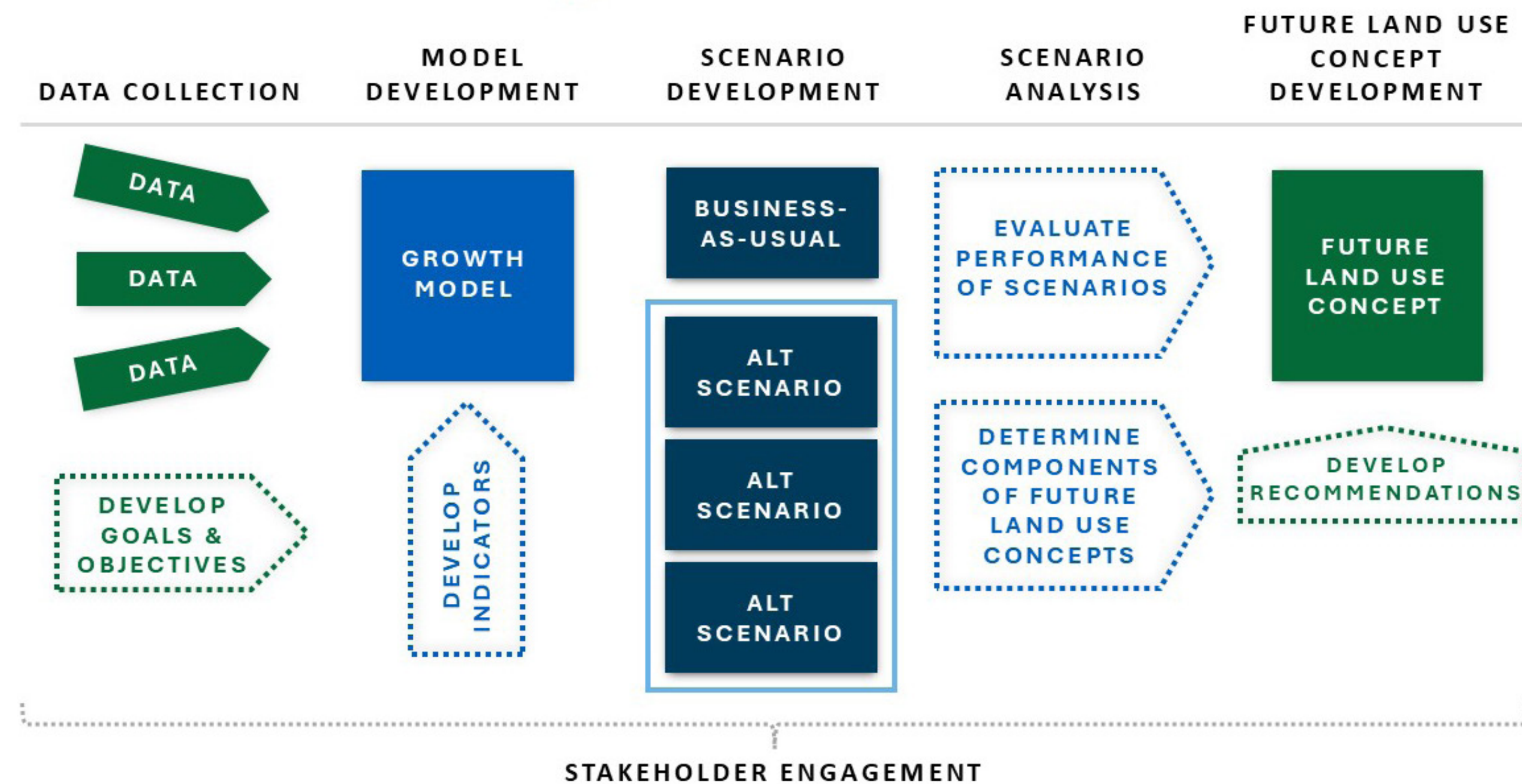
Plans and trends scenario that reflects current land use plans or zoning. Some concentration of residential and commercial uses near Towns. New dispersed subdivisions in South Granville County. Increased transportation needs related to roadway modernization and intersection improvements.



BAU Scenario Placetypes

- Protected Green Space (POS)
- Parks and Recreation (REC)
- Farms and Forest (FF)
- Rural Living (RL)
- Larger-Lot Residential Neighborhood (LLRN)
- Conservation Subdivision (CON)
- Mobile Home Neighborhood (MHP)
- Mid-sized Lot Residential Neighborhood (MLRN)
- Smaller Lot Residential Neighborhood (SLRN)
- Urban Neighborhood (UN)
- Mixed Density Residential Neighborhood (MRN)
- Mixed-Use Neighborhood (MUN)
- Multifamily Residential Neighborhood (MFRN)
- Civic and Institutional (CIV)
- K-12 Education (K-12)
- Rural Crossroads (RCR)
- Neighborhood Commercial Center (NCC)
- Mixed Use Center (MUC)
- Town Center (TC)
- Community Commercial (CCC)
- Light Industrial Center (LIC)
- Heavy Industrial Center (HIC)

How does Scenario Planning Work?



Environmental Considerations - Falls Lake Rules

Stormwater Requirements

New/expanded developments within the Falls Lake areas are held to various standards to reduce the amount of nitrogen and phosphorus that enters the water.

Existing developments must also comply with nitrogen and phosphorus reduction goals through a staged and adaptive approach.

Wastewater Requirements

Wastewater treatment facilities are also held to standards to reduce the amount of nitrogen and phosphorus that enters the water. These rules are currently under review and are predicted to be updated by 2027.

Soils

The southwestern portion of Granville County has significant areas of Triassic Basin soils, which significantly limit water infiltration.

This constrains where and how many wells can be constructed and where septic systems can be placed and will restrict density of development that is not connected to utilities.

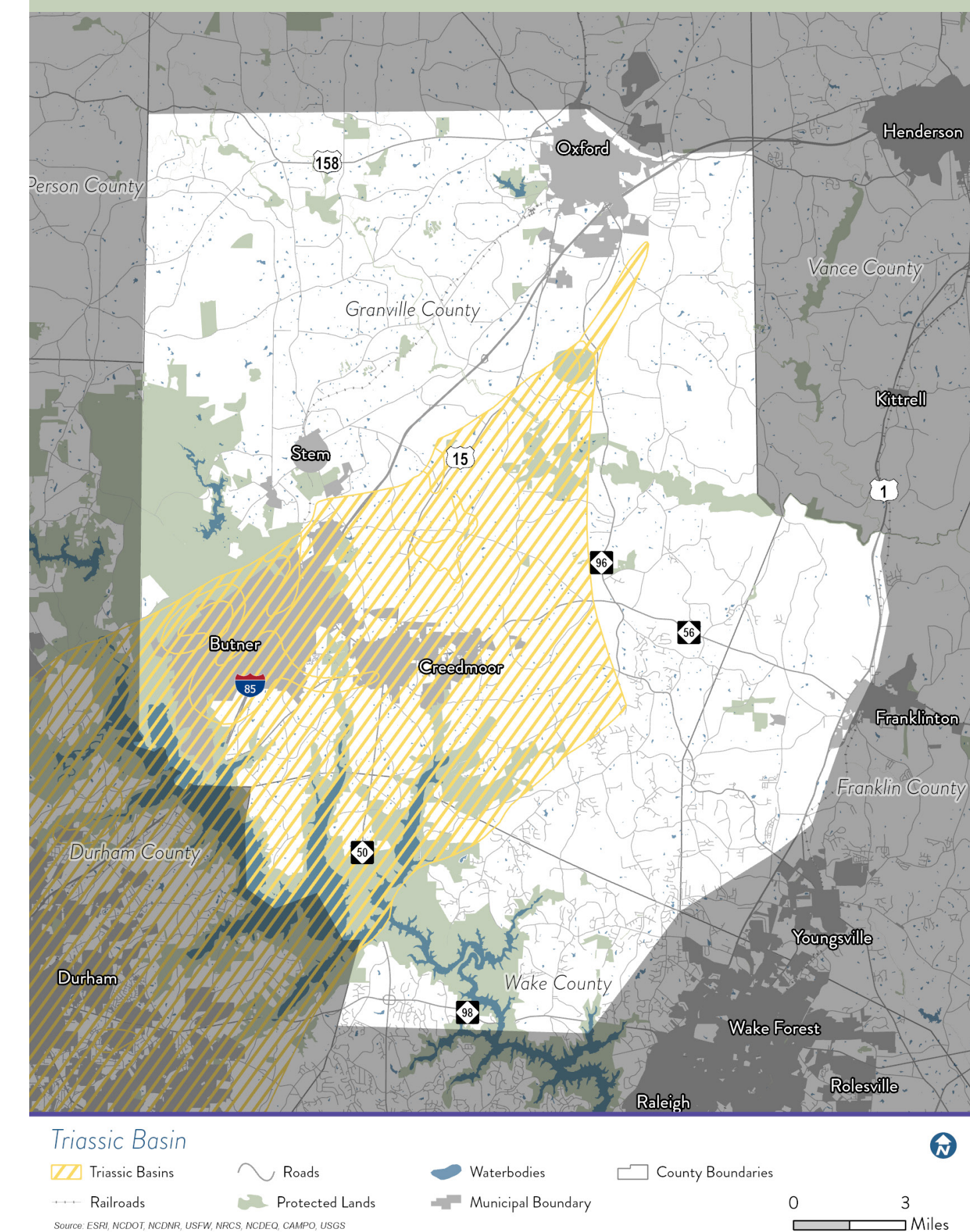
Water Supply Watersheds

The North Falls Lake Area is divided roughly in half between the Neuse River basin and the Tar River Basin. Together these two watersheds serve about 1 million people.

Habitats and Land Conservation

High value habitats are located throughout the study area. This includes North Falls Lake, the Tar River, and areas north of the River. There are also numerous Natural Heritage Areas that are managed through partnerships with private and public partners. These include the State of North Carolina, the City of Raleigh, and the Tar River Land Conservancy.

Triassic Soils



Watershed and Habitats

