

CAMPO NFLAS Corridor Study Interview Summaries

1. NFLAS Project Technical Team

Barry Baker – Granville County Planning Director

Shelby Powell – CAMPO Deputy Director

Kenneth Withrow– Kenneth Withrow – CAMPO Sr. Transportation Planner

a. Both

- i. Interested in shorter term, interim improvements since Division 5 is not very competitive to fund projects through SPOT

- 1. Shorter-term lower costs projects to enhance safety and operations – where is access management needed? where are there land use opportunities? potential LAPP projects that could be funded through CAMPO?

b. Brogden Rd

- i. Interchange at I-85 has been a desire for years
- ii. Interchange assessment done 10+ years ago; the Bucker/I-85 interchange was chosen as potential future interchange because of the benefits it would provide
- iii. Public safety issue - about 12 miles between interchanges in Oxford and Buckner
- iv. Interested in what benefits the interchange could provide to the existing NC 56/I-85 interchange

c. NC 56

- i. Speed and topography issues; topography makes some intersections difficult to see when trying to enter onto NC 56; this issue is exacerbated by speeding issues
- ii. Suitt Store and NC 56 intersection has blinking light that is not effective
- iii. Concern about number of fatalities; County Commissioner's wife was in a near miss wreck about a year ago
- iv. There are different ideas about the future purpose of the corridor; some view it as important for economic development; what improvements are needed if truck volumes were to increase?
- v. Three segments on the HIN

2. Granville County Public Schools

Kevin Ferrell – Director of Transportation

a. Both

- i. 38 buses on these routes (76 total trips)
- ii. 71 bus stops on the corridors (142 total stops)

- iii. No new schools or expansions planned. Wilton Elementary will close and be consolidated with Tar River and Mount Energy. Not yet certain how this may impact the two intersections where congestion occurs until elementary student assignments and bus routes for the 2026-27 year are finalized. However, we anticipate that the impact could be negligible as we will still have the same number of students, just in different buildings. And the proximity of Tar River to the closed Wilton school may not alter the traffic at all.
- b. Brogden Rd
 - i. Areas of concern near Stem and outskirts – narrow lanes, drop offs to ditch and low shoulders, no guardrails
 - ii. Areas of concern near Creedmoor – small area of guardrails before and after Rogers Lake
 - iii. Would recommend widening Brogden Rd near Stem, heading out of town toward Creedmoor
 - iv. Add guardrails on Brogden Rd outside Stem
 - v. Lengthen guardrails on Brogden Rd near Rogers Lake
 - vi. Consider a traffic light at the NC 56/Suitt Store Rd intersection
- c. NC 56
 - i. NC 56 is a heavily travelled road in the morning and afternoons; the increase in population is resulting in more traffic and congestion
 - 1. The NC 56 corridor becomes extremely congested in the mornings (8:00-8:45), at the intersection of NC 56 and N. Crescent Dr., where South Granville High School is located. There is some congestion at dismissal also (3:15-4:00)
 - 2. The NC 56 corridor becomes extremely congested in the mornings (7:15-8:00 am), at Mt Energy Elementary School at 2652 Hwy 56. There is also some congestion at dismissal from 2:45-3:30
 - 3. Congestion creates a problem for school pick up and drop off at Mt Energy where this is no stoplight. There is a traffic light at South Granville.
 - ii. Intersection of NC 56/Suitt Store Rd is a blind spot on a hill
 - iii. NC 56/NC 96 intersection – congestion from two elementary schools (Wilton and Tar River) that are down the road; Wilton is approximately 0.5 miles from the intersection on NC 96 just north of NC 56
 - iv. There are sidewalks, greenways, and crosswalks on NC 56 between Main Street, past South Granville HS, almost to Mt. Energy. At certain times, there are pedestrians near or crossing the street at peak traffic times.

3. Town of Stem

Tim Karan – Town Administrator

a. Areas of concern

- i. Main St/Creedmoor Rd (Brogden Rd) and East/West Tally Ho: This four-way stop has limited room for physical improvements. The current speed limit is 35 mph.
- ii. SR 1215 (W. Lyon Station Rd): Located south of the old town limits, this area experiences significant congestion as it connects to Highway 56 and I-85 at Exit 191.
- iii. Otho Mangum (SR 1124) and W. Lyon Station Rd: This intersection is a major point of concern as it feeds a high-growth area.
- iv. Hester and Brogden Roads: This is a heavily traveled intersection located on the west side of I-85.

b. Planned Developments and Growth

- i. A Stem growth area near Old Oxford Hwy 75 is currently permitting 200 homes on Julian Daniel Rd.
- ii. The Town of Butner has approved an 800-lot subdivision at the Stem end of W. Lyon Station Rd.
- iii. An additional 500-lot subdivision is being considered near Otho Mangum.

c. Speed limits

- i. Speed limits vary throughout the corridor, increasing from 35 mph to 55 mph upon leaving the old town limits (while remaining within the new town limits due to voluntary annexation). As the corridor reaches Creedmoor (Stem Rd), the limit transitions from 55 mph and 45 mph back to 35 mph near Highway 56 and Lake Rd.

4. Town of Creedmoor

Dallas Baker – City Planner

- a. No feedback at this time. Requested to be kept in loop as project progresses.

Troy Wheless – Chief of Police

a. Areas of concern

- i. Hills and blind spots along NC 56; a lot of drivers passing in no passing zones; concerned about head-on collisions or drivers running off the road down an embankment
- ii. Congestion approaching Wilton in both mornings and afternoons

b. Greatest concerns/challenges

- i. Traffic congestion approaching Wilton in mornings and afternoons

- c. Hot spots
 - i. Stop light in Wilton (outside of response area but have witnessed multiple incidents)
 - d. Concern about head-on collisions
 - e. Not aware of emergency response issues
 - f. Add more signage indicating hills and no passing zones to improve safety
 - g. Area is full of sight distance issues because of the terrain
5. Franklin County Planning & Inspections
- Colton Young – Assistant Director of Planning & Inspections
- a. Areas of concern
 - i. NC 56/Mt. Olivet Church Road/Fred Wilder Road
 - ii. NC 56/Wes Sandling Road
 - iii. NC 56/Gordon Moore Road
 - b. Greatest concerns/challenges
 - i. Sight distance has been a concern at some of the intersections list above
 - ii. Speed limit concerns
 - iii. Turning lanes at intersections. I believe the only turning lane for the concern areas above is a right turn lane at Wes Sandling Road. The turn lane concerns go hand in hand with concerns about speed.
 - c. Opportunities for improving mobility and safety
 - i. Need to explore turn/deceleration lanes. Left turns can impede traffic flow if there is not a break in flow from ongoing traffic
 - d. Ideas/Goals for Corridor
 - i. Short term: consider additional turn lanes
 - ii. Long term: shoulder widening
 - e. Any proposed or planned developments? Associated TIAs?
 - i. The Reserve at Windsor Phase 1 has been approved 3,500' west of Gordon Moore Road. No TIA, but left and right turn lanes have been provided for entry into the neighborhood.
 - f. No projects or improvements they are aware of
 - g. Multimodal accommodations
 - i. The Franklin County Bicycle Pedestrian Plan identifies a side path for the entire length of the corridor study
 - h. Water and Sewer Service
 - i. No public water/sewer on this section of NC 56; unaware of any plans to extend services west of Franklinton at this time; will follow up with Franklin County Public Utilities and follow up if information contradicts what has been provided

6. Granville County EMS and Fire Marshall

Jason Reavis – Emergency Management Director

Ken Reeves – Fire Marshal

a. Both

- i. Three different municipalities (Stem, Butner, Creedmoor) + the County but no coordination for plan review and approval

b. Brogden Rd

- i. Lack of interchange is an issue; causes a delay in response on I-85
- ii. Interchange is the top priority as the EM Director; allows us to provide better care; better access to Stem; safety and better to use I-85 over Highway 75
- iii. Understand that everything is tied to funding and that an interchange is expensive; needs to occur faster than is planned but understand its hard to compete with Wake and Durham Counties
- iv. 6- or 8-mile travel distance that EMS must go around and come back depending on what side of the road the accident is on
- v. Covered by Providence Fire Department; must go to the Oxford exit and come back down
- vi. Told at a recent meeting with NCDOT that the interchange project has been delayed
- vii. Brogden is narrow; if interchange were constructed improvements would be needed; Brogden will become cut through from Creedmoor back to I-85
- viii. A lot of development activity – 174 new homes off Otho Mangum and 1,000 new homes off W Lyon Station

c. NC 56

- i. Traffic volumes reaching capacity
- ii. A lot of development activity – 800+ City of Creedmoor; another 800 homes in Butner/E Lyon Station Rd; 100 homes going in behind Pleasant Grove Church; a lot of subdivisions going in and a lot more planned
- iii. Area around Mount Energy Elementary School is second priority to interchange; high school area should have already been addressed
- iv. Need a turn lane around Mount Energy Elementary School and Pleasant Grove Baptist Church; backups on NC 56 during school pick up and drop off times and Sundays during service times
- v. The school traffic is worse since it's five days a week; parents start getting there at 7 am for an 8 am drop off and sit and block traffic

- vi. Another dangerous location is the Granville County Convenience Center – backs up, especially on Saturday, cars come over the hill and traffic is stopped; County is making some changes to address the issue
- d. NC 96
 - i. Is it possible to include NC 96 in the study, especially portion to US 1?
 - ii. This road is just as bad as NC 56 it just depends where people are going
 - 1. Both are used to get to Creedmoor and US 1
 - 2. If you are going to Franklin or somewhere north, you are going to use NC 56
 - 3. If you are going to Youngsville or Wake Forest, you are going to use NC 96
 - 4. NC 96 has more curves, so people tend to prefer NC 56

7. Creedmoor Police Department

Troy Wheless – Chief of Police

- a. Areas of concern (NC 56) – This stretch of highway is largely made up of hills and blind spots. Almost daily there is a vehicle that is passing in a now passing area and over a hill with vehicles coming in the other direction. I am often concerned of head-on collisions or a driver having to run off the road down a deep embankment to avoid being involved. Traffic gets really congested as we approach Wilton both in the mornings and afternoons.
- b. Greatest concerns/challenge – Traffic gets really congested as we approach Wilton in both the mornings and afternoons.
- c. Specific hot spots – CPD would not respond but have witnessed multiple incidents at the stop light in Wilton.
- d. Particular crash types or safety issues to focus on – My biggest concern would be head on collisions, although I am not aware of any that have occurred recently.
- e. Not aware of any intersections or segments that are problematic for emergency response.
- f. Opportunities for improving mobility of safety – Maybe more signage indicating hills and no passing zones
- g. Do not have any ideas/goals for the corridor.
- h. Sight distance or speeding issues – Yes, the area is full of sight distance challenges because of the terrain
- i. Not aware of emergency vehicles experiencing delays along the corridor.
- j. Do not know if the corridors have regional mobility significance or issues.

8. Granville Health System

Adam McConnell – Chief Executive Officer

- a. Brogden Rd - There was an EMS study done a year ago that noted that anywhere you can provide an interchange where there isn't one will definitely help with response times.
- b. I-85 is a real help
- c. If an interchange were built, they would move the EMS bases closer to I-85 which will help with access.
- d. Lives in Wilton off NC 96
- e. Have an EMS station in Wilton and Buckner; fast growing area with a lot of housing developments; busy in mornings and evenings; enhancements will be appreciated
- f. Speeding is an issue on NC 56; need for better signage
- g. I-85, NC 96, and Creedmoor Road are most used by workers to get to work; not a lot of workers use NC 56
- h. All doctors use Creedmoor Rd; biggest issue; it is challenging because it is narrow and gets backed up
- i. Lack of turn lanes and length of turn lanes is an issue
- j. There is a steep dip between Wilton and before you get to the service center
- k. He uses Brassfield instead of NC 56 to avoid the Mount Energy Elementary School traffic; but Brassfield is a very dangerous/curvy road

9. Freight

Pam Cook - NCDOT Office of Strategic Initiatives & Program Support

- a. Suggested reviewing the 2023 NCDOT Statewide Multimodal Freight Plan to see if corridors are part of the state priority freight network. I-85 is on Primary Highway Freight System

10. Granville County Economic Development

Charla Duncan – Economic Development Director

- a. Neither corridor is a freight corridor; don't anticipate that they will be in the future (trucks will use I-85)
- b. They are heavy commuter corridors, especially NC 56
- c. Stem does not have industrial zoning; Creedmoor has very little
- d. An interchange at I-85 would make the area more attractive for industrial
- e. Believe Stem and commercial developers are in favor of the interchange
 - i. Stem – would increase traffic flow to town; desire for increased commercial/retail uses and residential interest is growing
- f. Could be some rezoning potential for industrial between Butner's ETJ and Stem

- g. Stem does not have an ETJ; have explicitly stated that they aren't interested in industrial development
- h. New to position and not a resident so do not have a lot of personal experience with the corridors; has heard a lot of concerns about increased commuter traffic and congestion on east-west connectors into Wake County
- i. Have been some development interests around the NC 56/I-85 interchange that have been held up because of lack of water infrastructure; there is potential for industrial in this area
- j. Butner has concerns about increased development activity at this interchange because transportation infrastructure on NC 56 is strained
- k. The median HH income in Stem is higher than County average; likely that people from Stem (people on the west side of I-85) are commuting into north Raleigh via NC 56
- l. While commuting has increased on non-interstate roads, think generally it is most efficient for folks to commute on I-85
- m. A lot more outflow than inflow in Granville County

11. Transit Providers

Randy Cantor – Executive Director

- a. KARTS had no comments or issues at this time.

12. Blueprint for Safety

Kenneth Withrow – CAMPO Sr. Transportation Planner

- a. The HIN (High Injury Network) is the highest percentage of fatal and serious injury crashes and accidents in network when looking at the whole region
- b. Three segments on the HIN on NC 56
- c. Thought NC 56 would have more HIN segments, but those included make sense
 - i. There is a tight curve coming into Wilton
 - ii. A lot of growth in western Franklin County/southeastern Granville County
- d. The Blueprint for Safety Plan is new, so the Task Forces have only met once to date
 - i. Policy and Culture Task Force met Feb 3; focused on ordinances and the capture or involvement of people into safety
 - ii. Projects Task Force met Feb 10; focused on infrastructure projects
 - iii. Meetings were general, focused largely on addressing pillars of safety
 - iv. Have not delved into projects or countermeasures
 - v. Recommendations from the corridor studies could be useful to the Projects Taks Force

e. Things to consider:

- i. The profile recommended on NC 56 to the west in the 2015 study; generally think the profile should be the same
- ii. See what is recommended in the MTP (widening or modernization)
- iii. See how US 1 Corridor Study recommendations could tie into NC 56 Corridor Study

13. 911 Emergency Communications

Stacy Hicks – Emergency Communications Director

a. Brogden Road

- i. Currently both Butner Public Safety and Providence Fire Department are dispatched to the 194 Mile Marker area; its whoever can get there first
- ii. New interchange would be beneficial for accessibility for both agencies
- iii. Hot spot locations (based on accident data from 2020-today)
 - 1. W. Lyon Station
 - 2. Tump Wilkins RdSchool traffic creates a busy intersection. Used by folks to go to the high school and Falls Lake; no other exits to get to Butner.

b. NC 56

- i. High traffic volumes
- ii. Hot spot locations
 - 1. Suitts Store Rd/Grove Hill/Oak Hill Dr – flashing light and hilly; not a lot to alert drivers to the stop
 - 2. Waste Industries – crashes at this location have tended to be more severe; second worst convenience center site in county for crashes; difficult to turn onto NC 56 (visibility issues)