



Town of Franklinton
Comprehensive Transportation Plan
Adopted January 21, 2025

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Executive Summary

The Franklinton Comprehensive Transportation Plan serves as a strategic guide for future investments in infrastructure and as a guide for future growth and development within our community. The goal of the plan is to effectively address the needs of a rapidly growing community. This plan integrates public feedback from key



projects, including but not limited to the S-line Transit-Oriented Development planning process, the S-line Mobility Hub Study, and the Franklinton Bicycle and Pedestrian Plan. The plan's purpose is to guide future development projects and to connect roadways, walkways, and other transportation corridors effectively. It also aims to promote economic development, improve safety, and enhance the quality of life for residents. Any depictions within this document are conceptual and do not guarantee the specific locations or configurations of future infrastructure. All routes and designs are subject to change as new data and circumstances emerge. The plan is intended to be a living document that is routinely and proactively updated to reflect the current and future transportation needs of the Town.

Importance of Transportation Plans

Transportation plans are vital tools for fostering sustainable growth, enhancing mobility, and ensuring efficient land use. They serve as blueprints for:

- **Prioritizing Investments:** Identifying critical infrastructure projects to allocate resources effectively.
- **Guiding Development:** Ensuring transportation networks support residential, commercial, and industrial growth.
- **Promoting Safety:** Addressing high-traffic areas and improving conditions for pedestrians and cyclists.
- **Enhancing Connectivity:** Linking neighborhoods, businesses, and regional destinations.
- **Advocating for Funding:** Strengthening applications for state and federal grants.

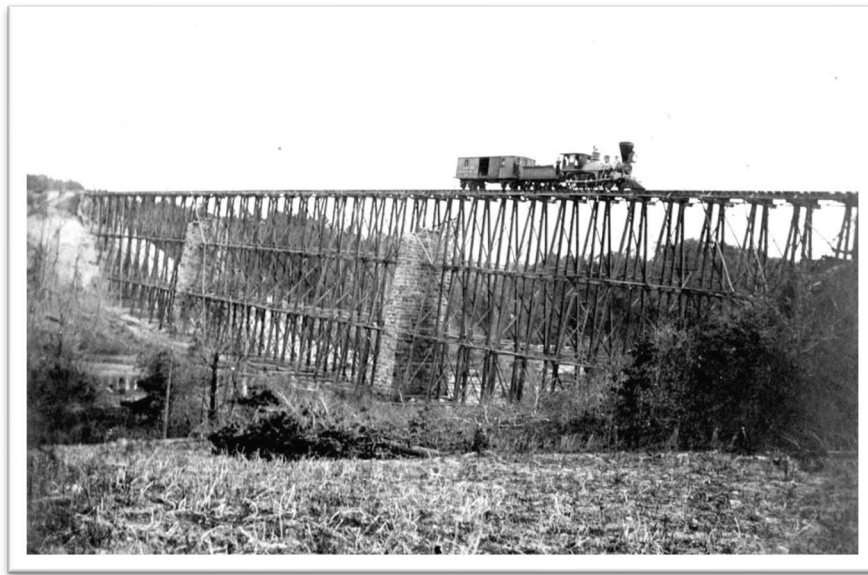


Existing Conditions

Franklinton is a dynamic and growing community of roughly 3,000 residents along the US Highway 1 corridor, situated on the northern edge of the Research Triangle. With a growth rate of approximately 30% over the past decade, the town anticipates accelerated expansion as new projects materialize. Recent investments in paving equipment and sidewalk construction reflect Franklinton's commitment to addressing historical underinvestment in infrastructure and maintaining high-quality transportation systems.

Key features include:

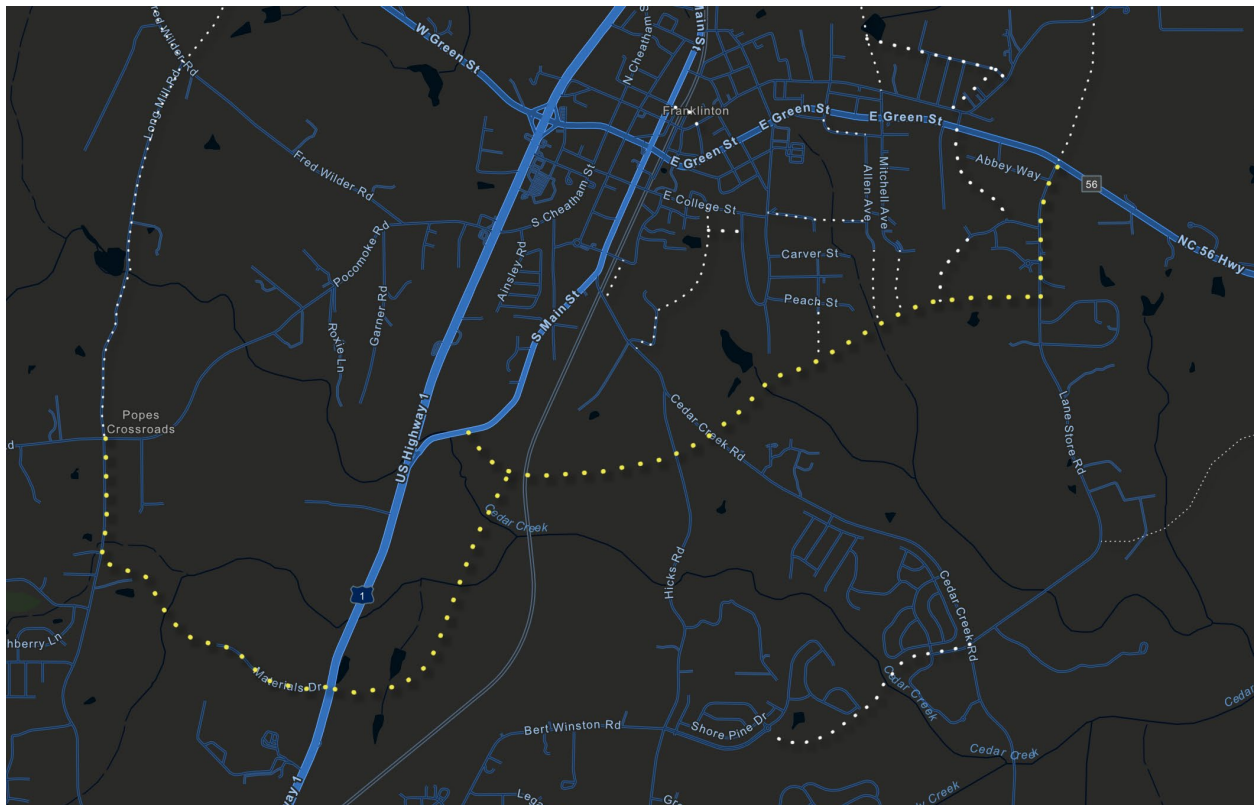
- Major Roadways: US Highway 1 and NC 56 serve as the primary transportation arteries.
- Rail Corridor: The S-line, a historic rail corridor running through the town's center, is a focal point for regional mobility and economic growth.
- Biotechnology Hub: Novonosis, a global leader in biotechnology, anchors a growing biotechnology innovation hub.
- Current Gaps: Lack of sufficient pedestrian crossings, aging infrastructure, and limited public transit options.
- Community Engagement: Regular public meetings and surveys have identified priorities for safety improvements, multimodal connectivity, and infrastructure upgrades.



Roadway Infrastructure Planning

Franklinton NC 56 Southern Bypass

This conceptual bypass aims to reduce traffic congestion throughout the town while improving connectivity. Specifically, the bypass provides an alternate route to the congested NC 56 corridor. It is designed to divert through-traffic away from downtown areas, enhancing safety and reducing congestion on local roads.

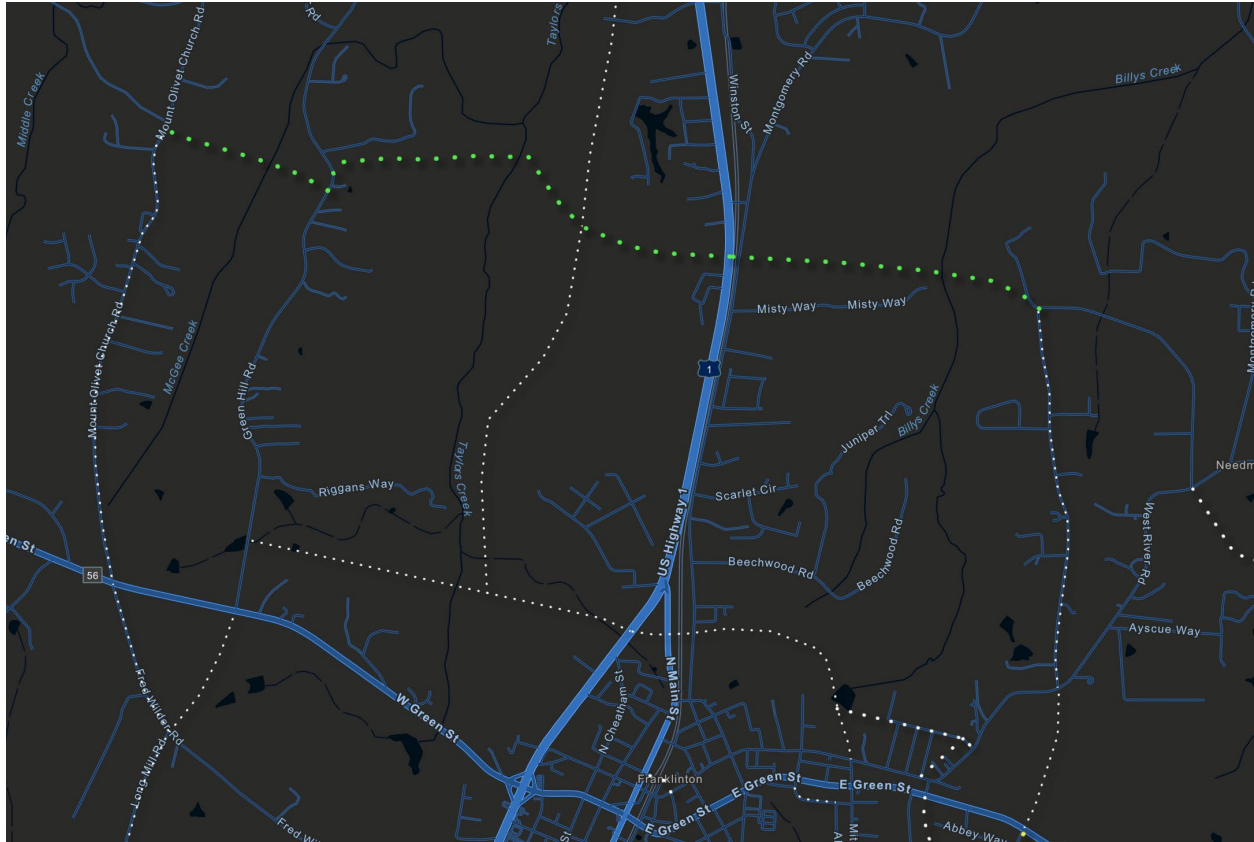


Franklinton Southern Bypass shown in Yellow



Franklinton Northern Bypass

The northern bypass is designed to facilitate smoother traffic flow and support future development in northern Franklinton. Potential land use integration with residential and commercial zones is also under consideration.



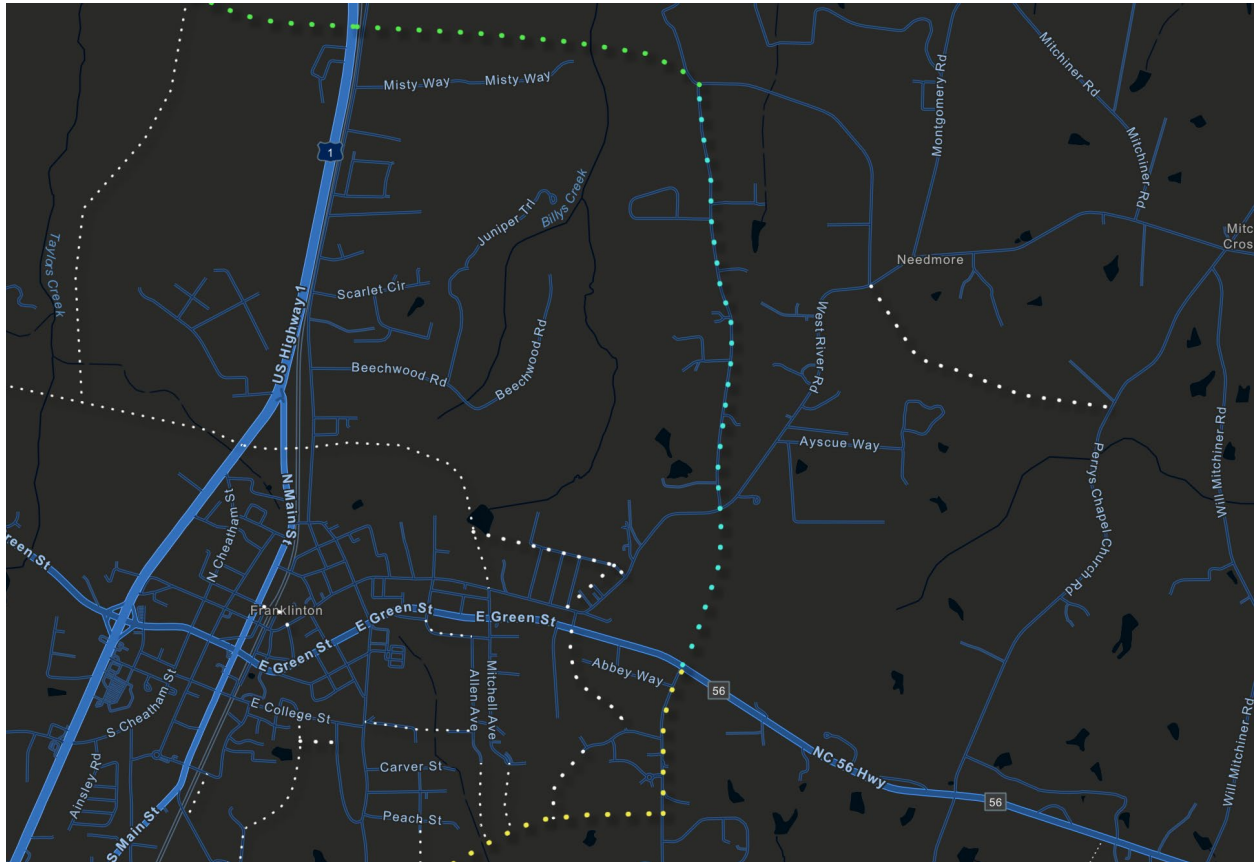
Franklinton Northern Bypass shown in Green

Franklinton Connectors East and West

These connectors aim to connect residential and commercial areas, enhancing local mobility. Designed as multimodal corridors, they will include dedicated bike lanes or multi-use paths, pedestrian pathways, and landscaping features. The majority of these areas follow existing roadways and established right-of-way corridors.



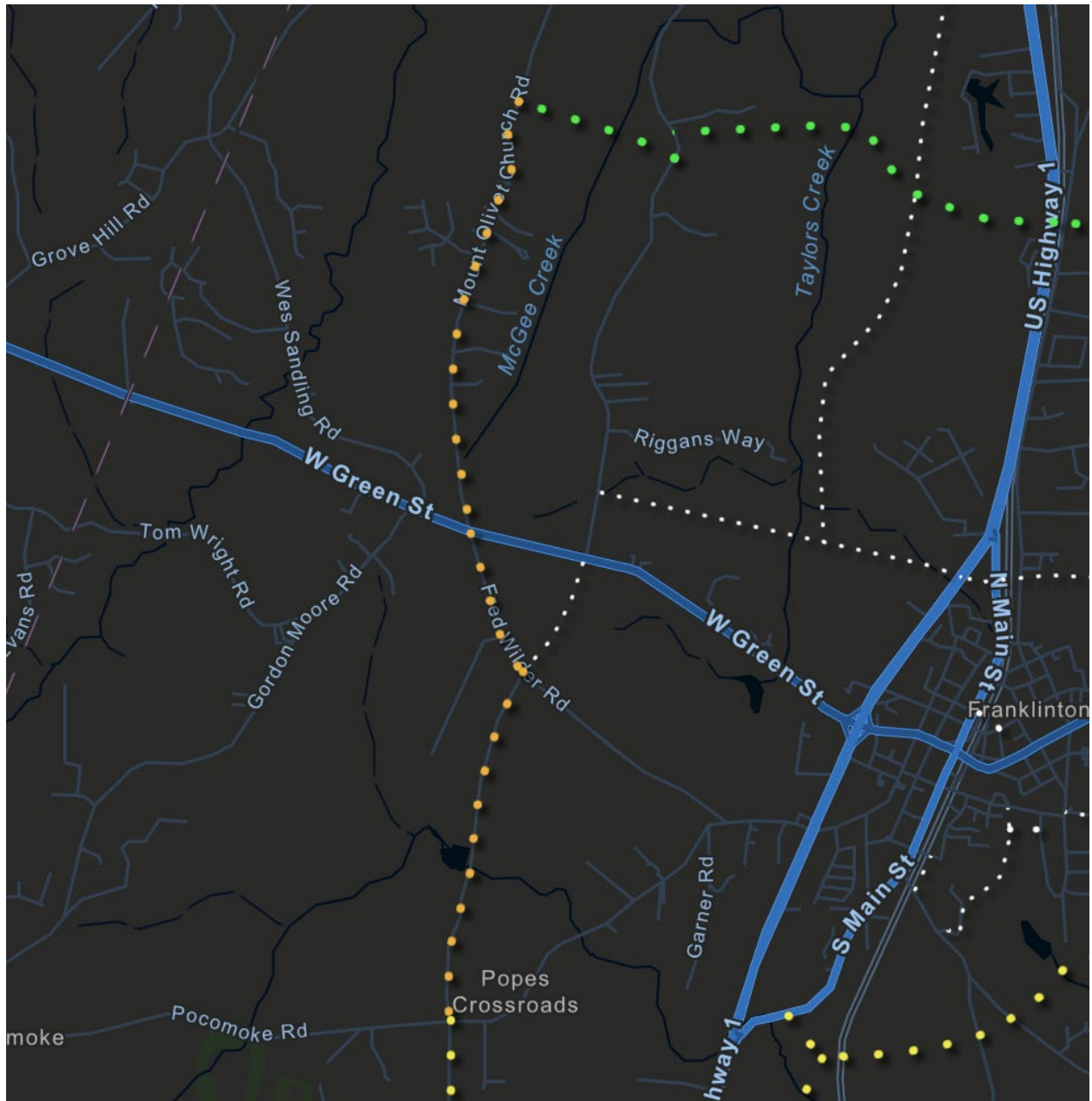
East Connector Map



East Connector Shown in Light Blue



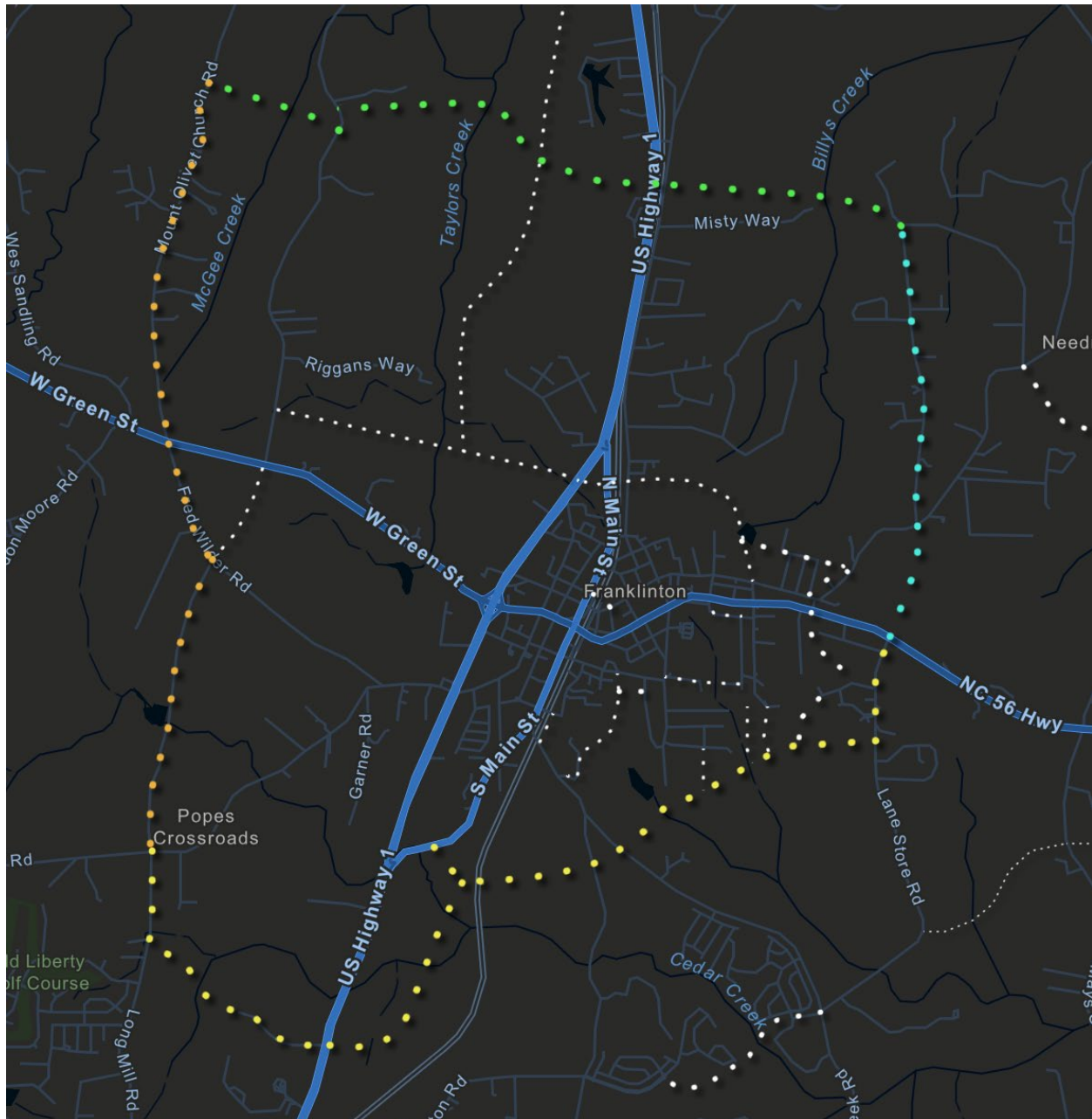
West Connector Map



West Connector Shown in Orange



The Future Franklinton Loop Map (Franklinton Parkway Concept)



Full loop shown in Yellow, Blue, Green, and Orange

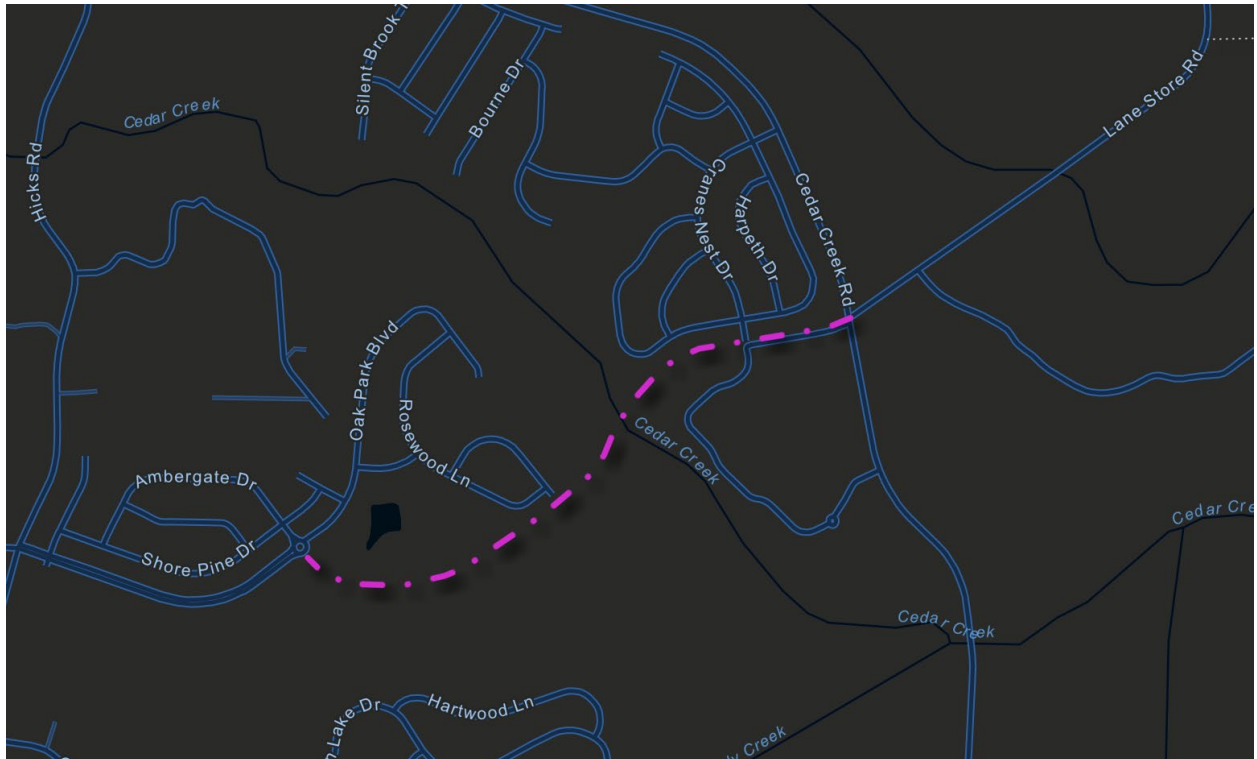
The future Franklinton Loop will be a parkway style transportation artery for the Town including facilities for bicycle and pedestrian access through the use of bike lanes, sidewalks, and multi-use paths.



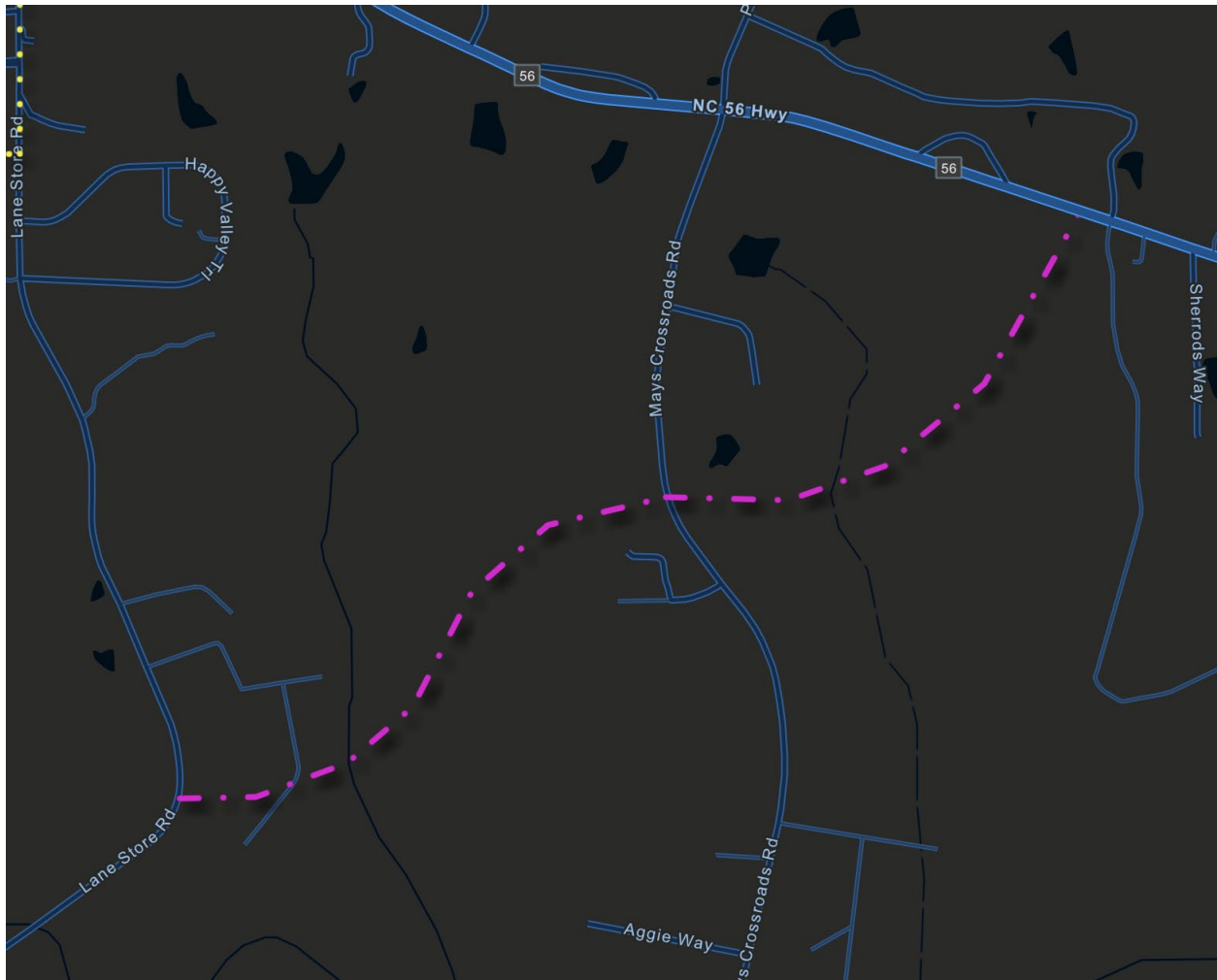
Critical Connector Streets

Connector streets will bridge gaps between existing roadways and new development areas, ensuring seamless travel within town limits. These streets will prioritize safety and incorporate traffic-calming measures as well as pedestrian and bicycle amenities.

Lane Store Road to Oak Park Blvd Connector



Lane Store Road to NC 56 Connector



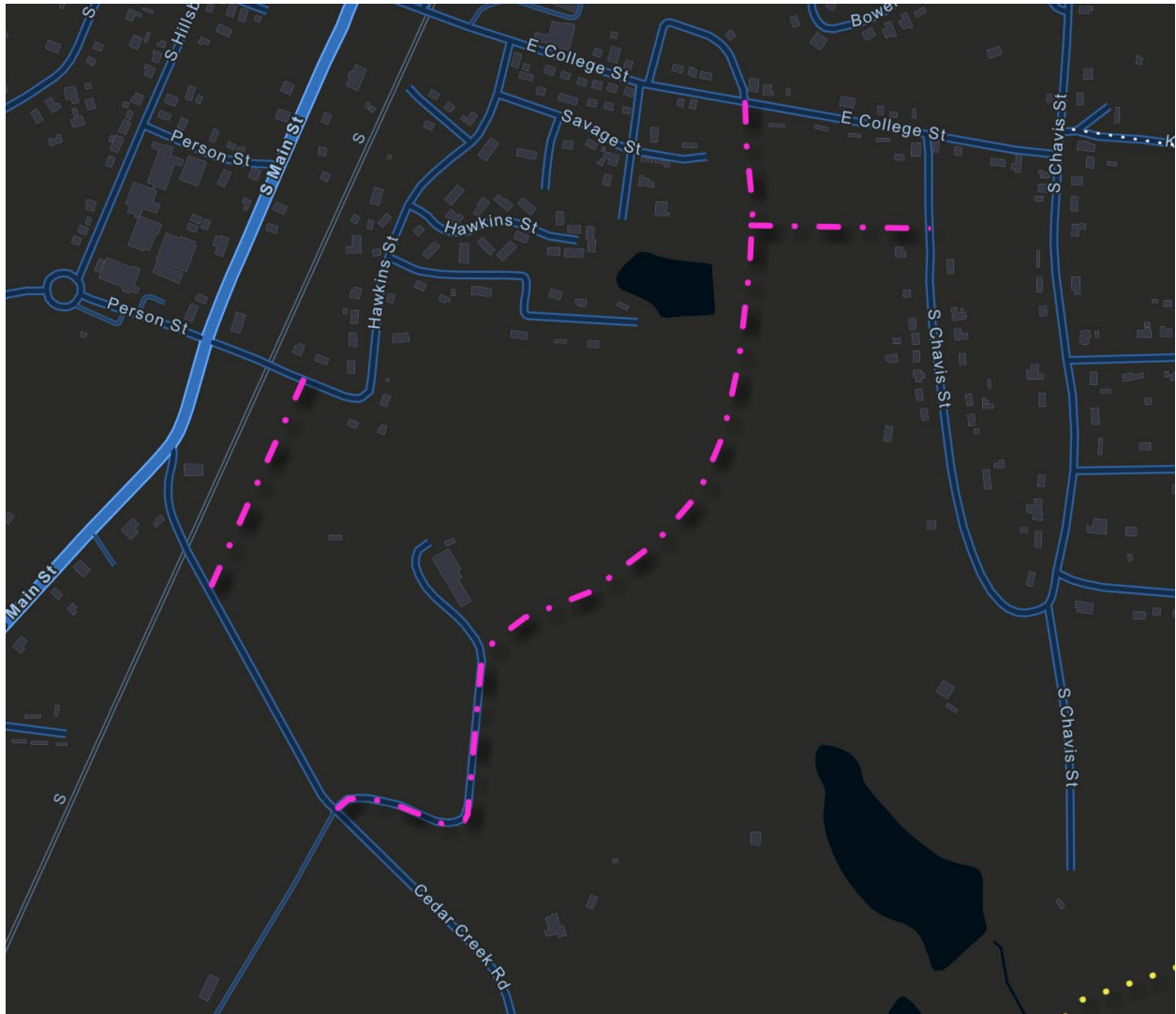
Connections with Peach Street, Allen Avenue, and Mitchell Avenue to the Future
Franklinton Southern Bypass



Connections shown in Pink



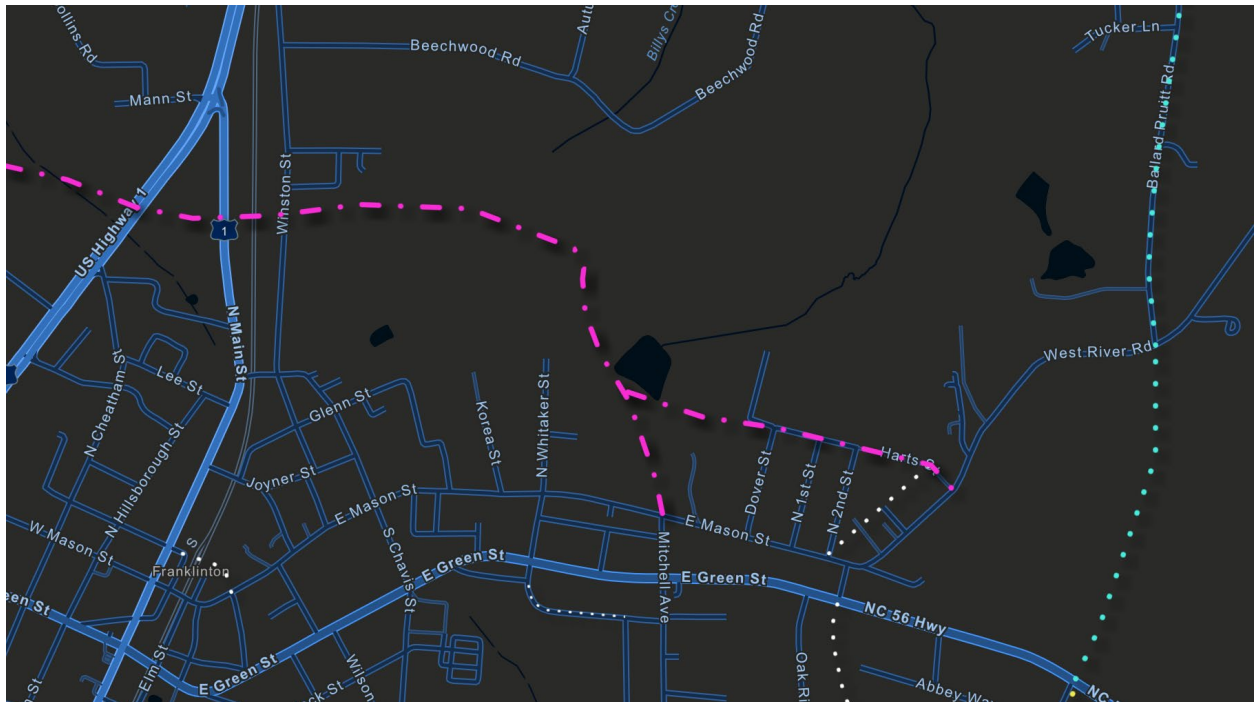
Connection of East College Street to Cedar Creek Road & Connection of Hawkins Street to Cedar Creek Road



Connections shown in Pink



Connection of Mason Glenn & Mason Grove to West River Road, Main Street, and US 1

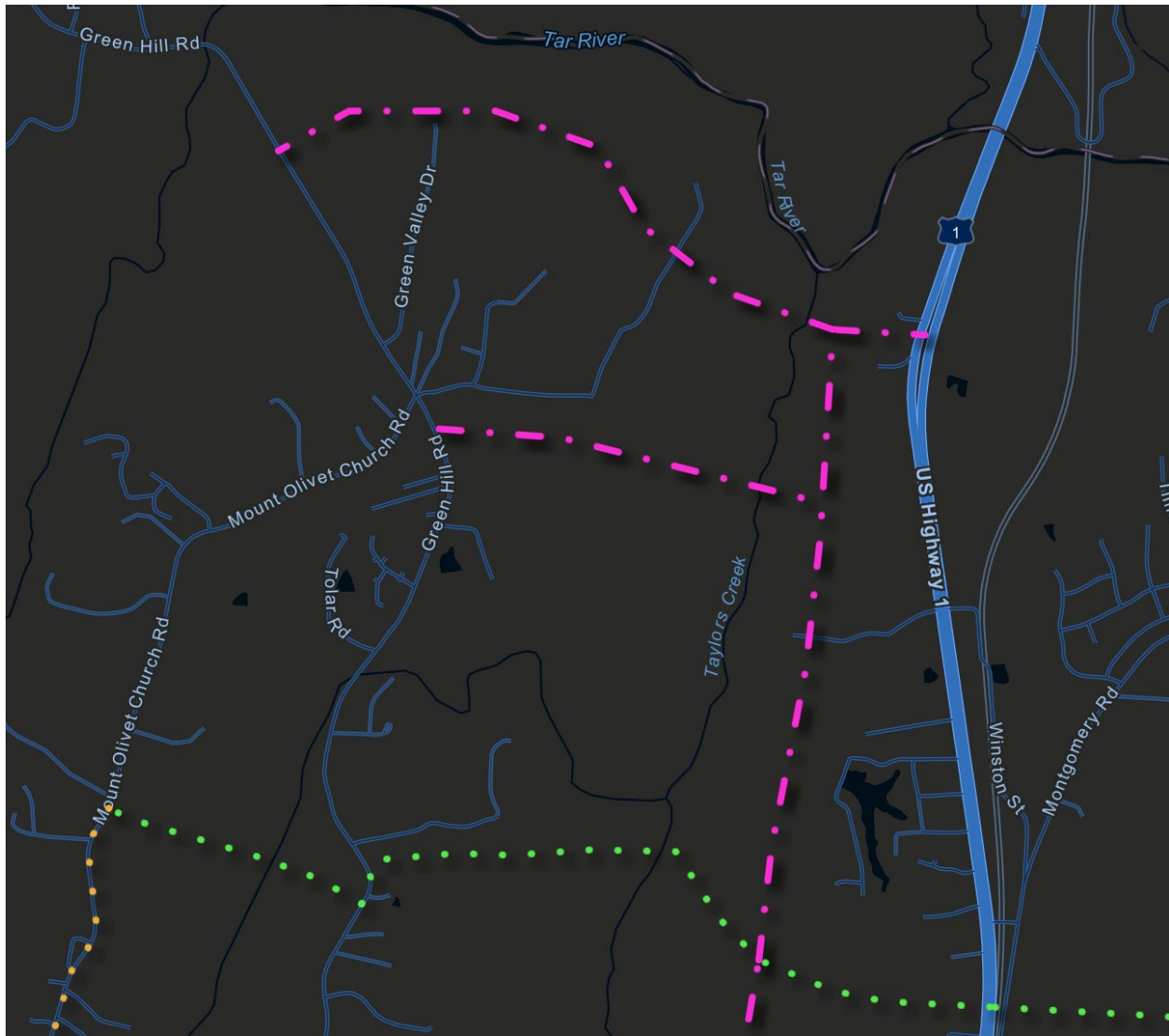


Connections shown in Pink



Future Connector Roads West of US Highway 1

Part of anticipated future developments



Connections shown in Pink



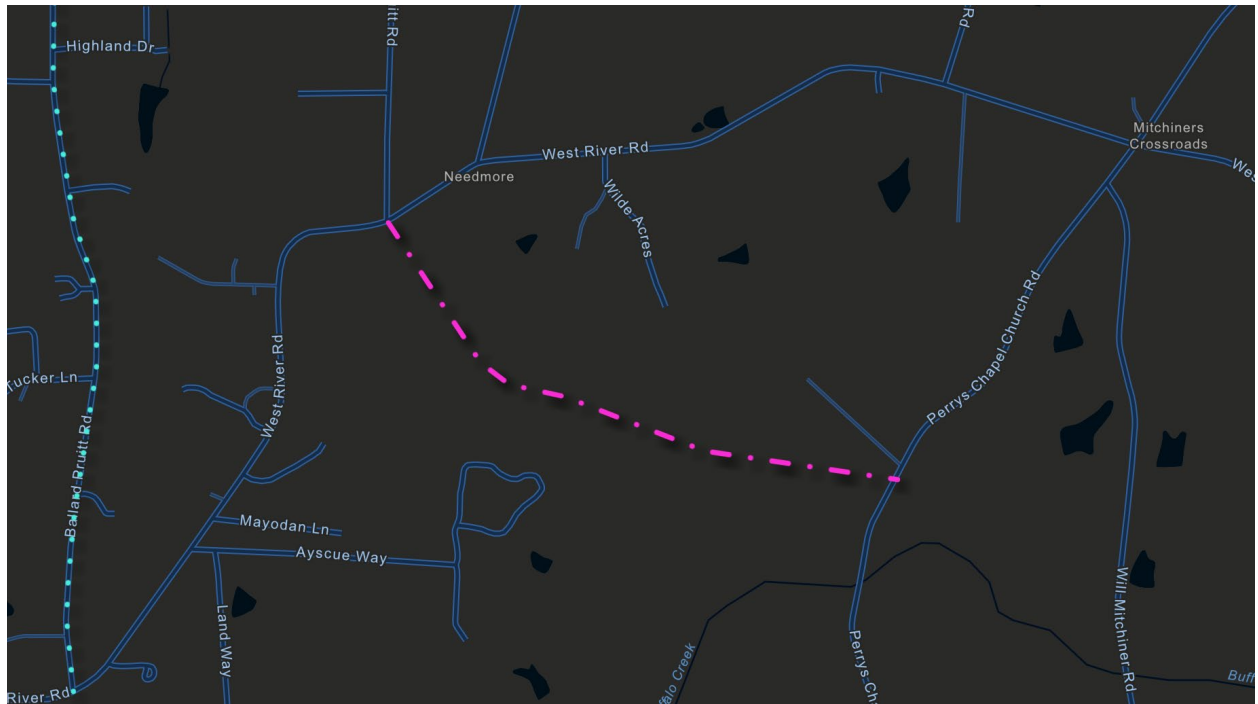
Additional Connections West of US Highway 1



Connections shown in Pink



Connector Road between West River Road and Perry's Chapel Church Road



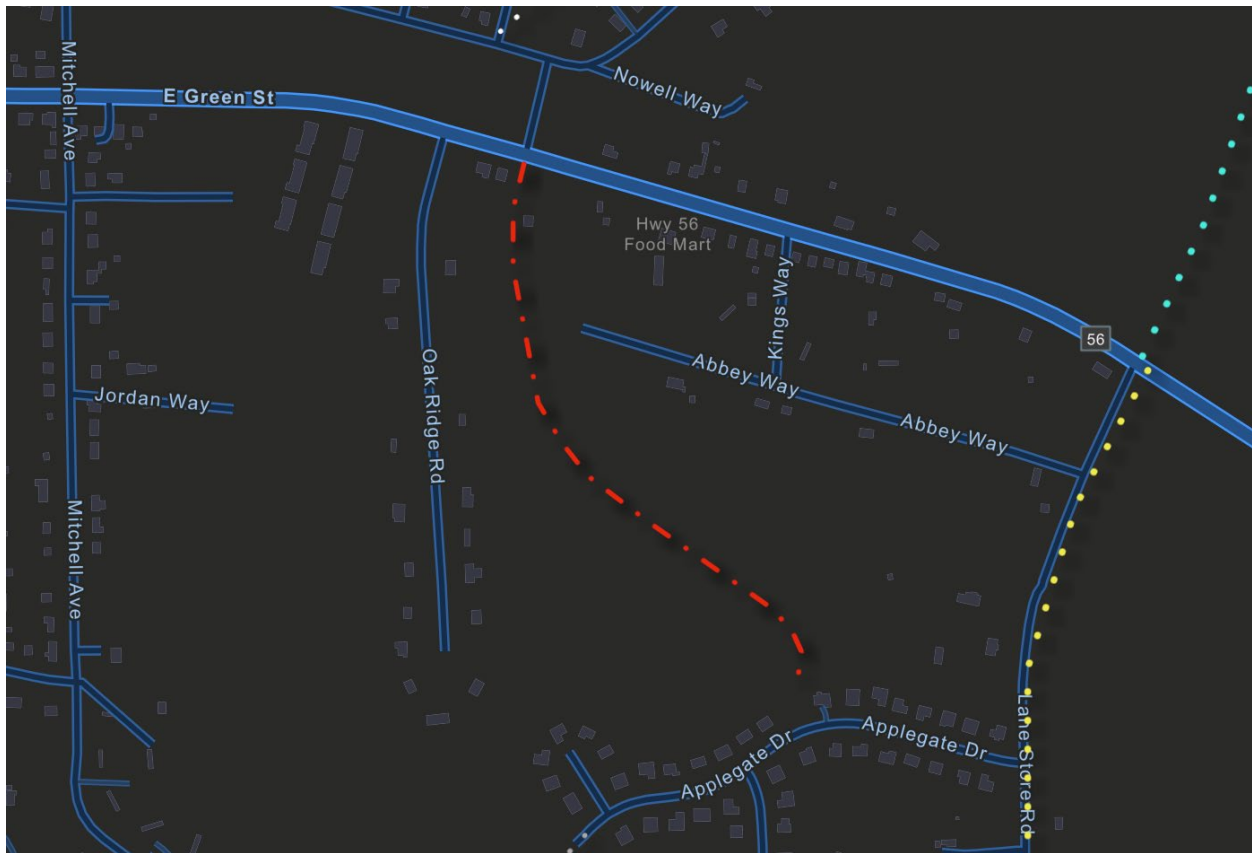
Connections shown in Pink



Local Roadway Connections

Improving local streets to meet the demands of a growing population is a key priority. Enhancements include improved pavement quality, curb extensions, upgraded street lighting, addition of pedestrian amenities, and the addition of bicycle lanes or multi-use paths where feasible.

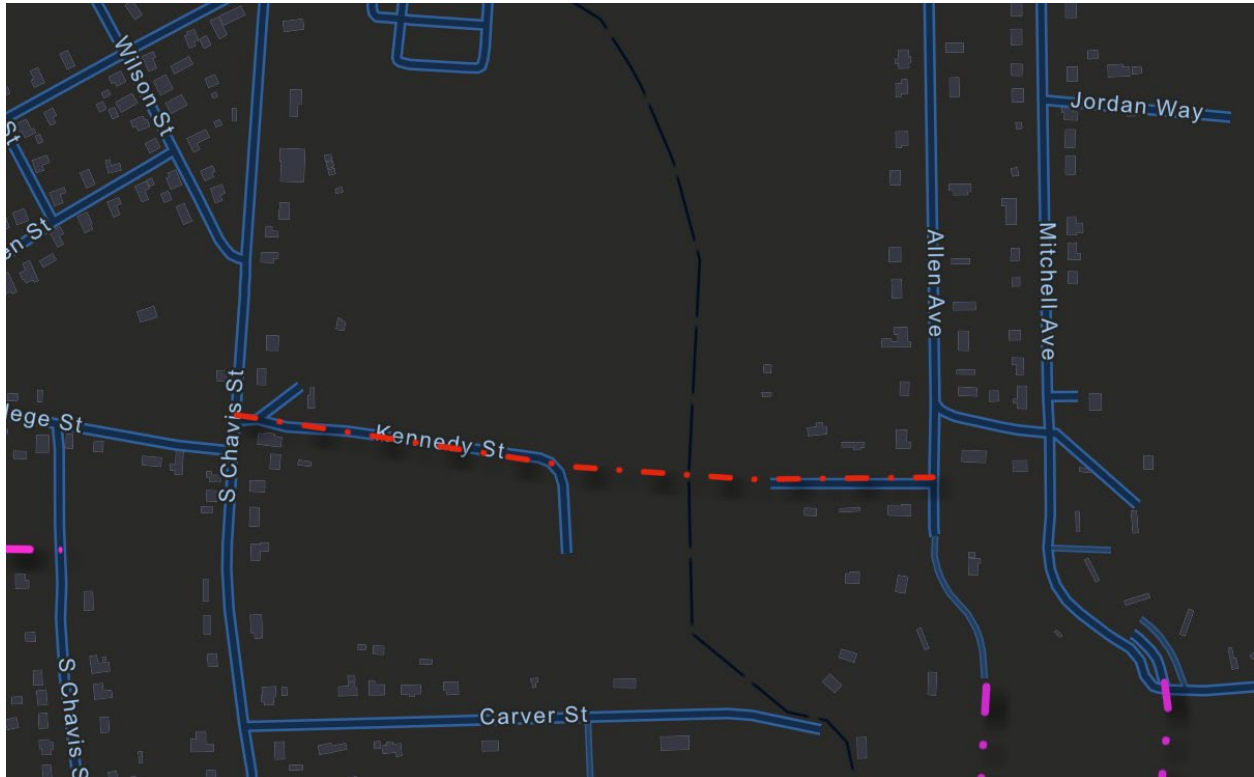
Local Road Burlington Park Community



Local connection shown in Red



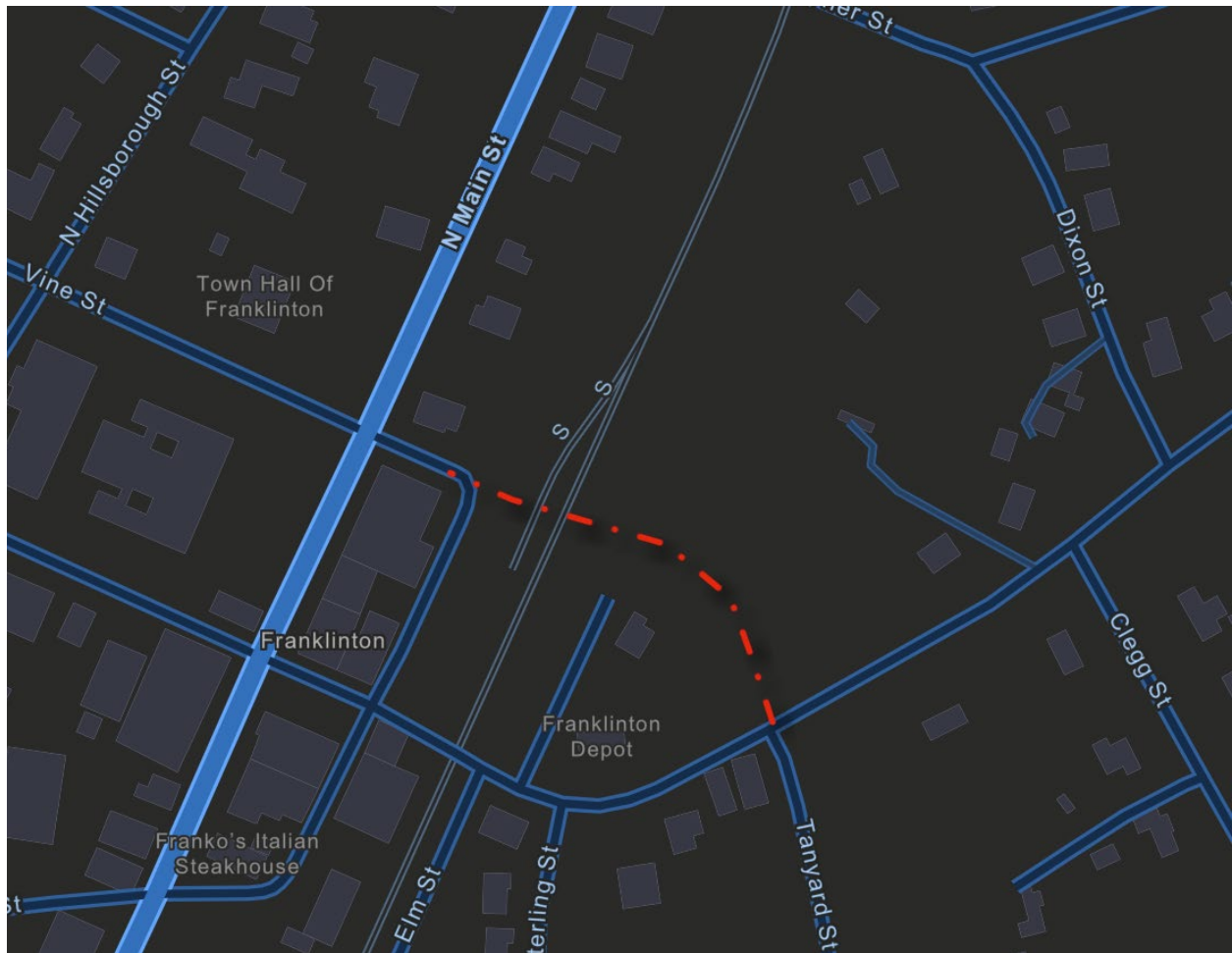
Local Road South Chavis Street to Allen Avenue



Local connection shown in Red



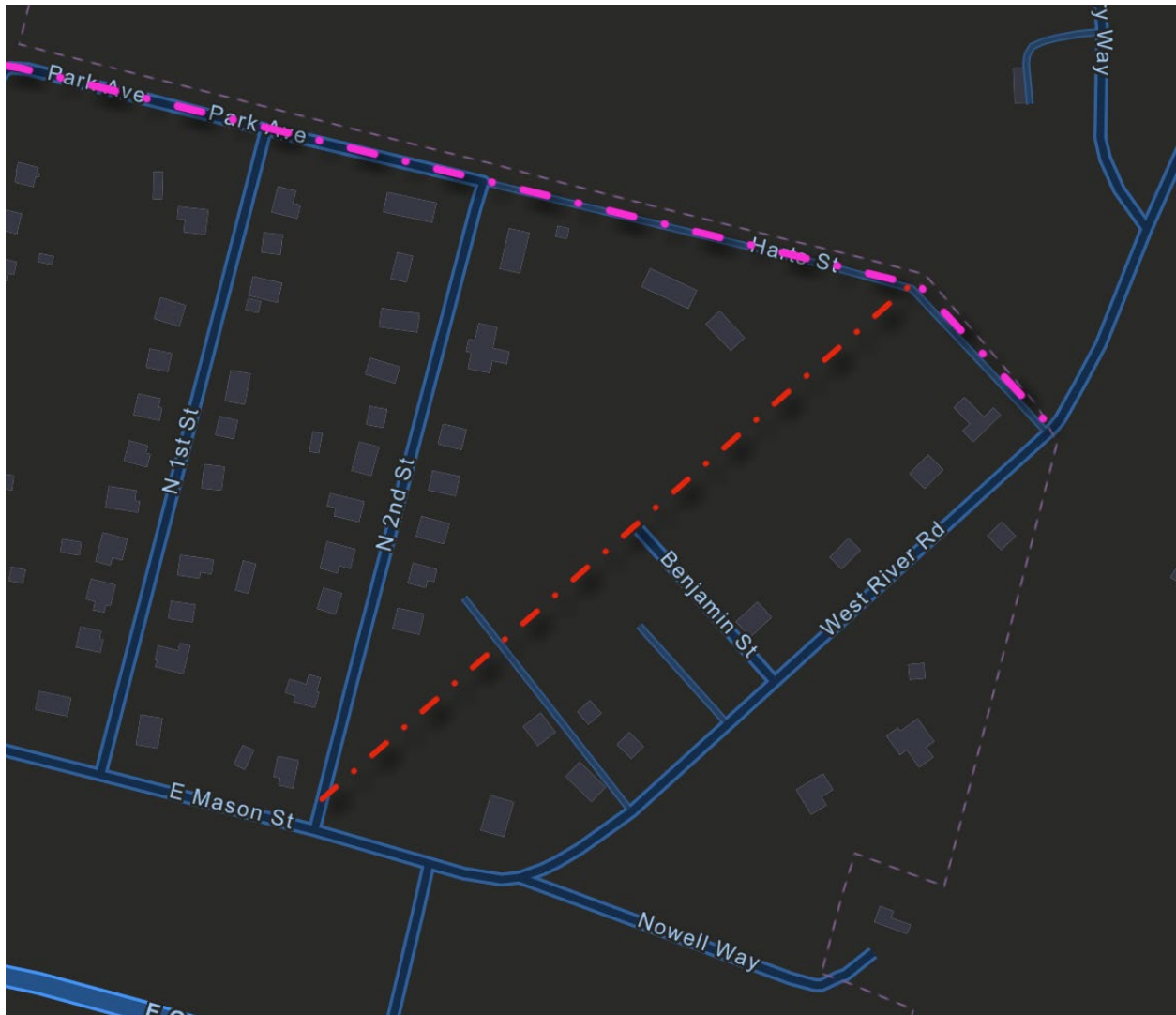
Johnson Place Extension -provides a critical alternate route if East Mason Street is closed for the S-line Project



Local connection shown in Red



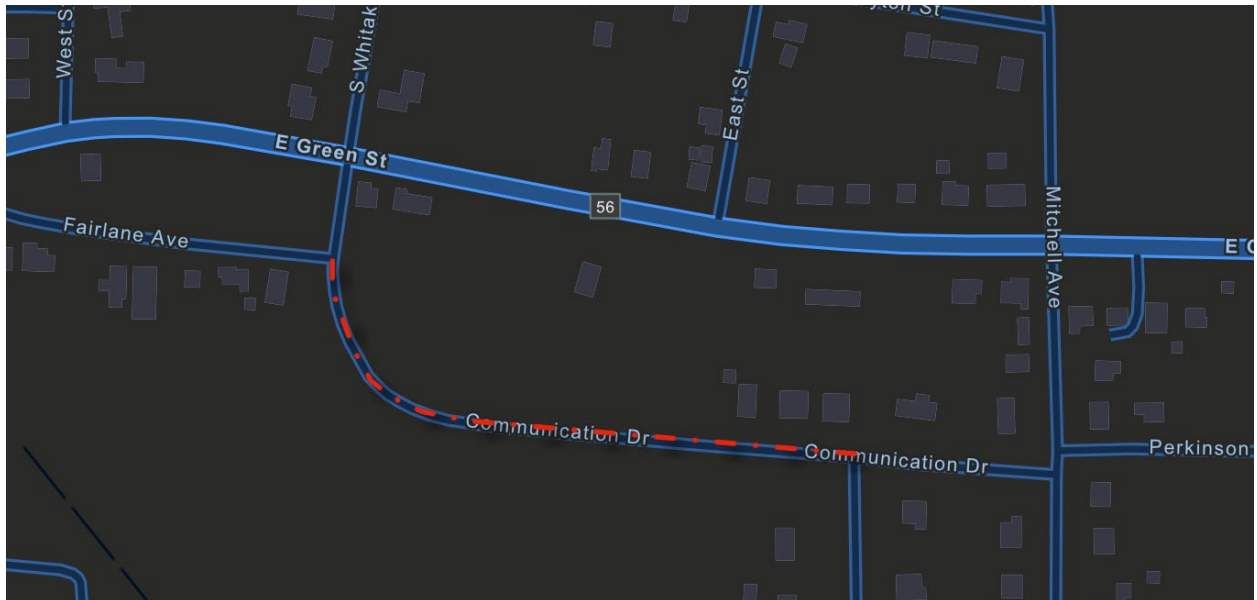
3rd Street Local Road



Local connection shown in Red



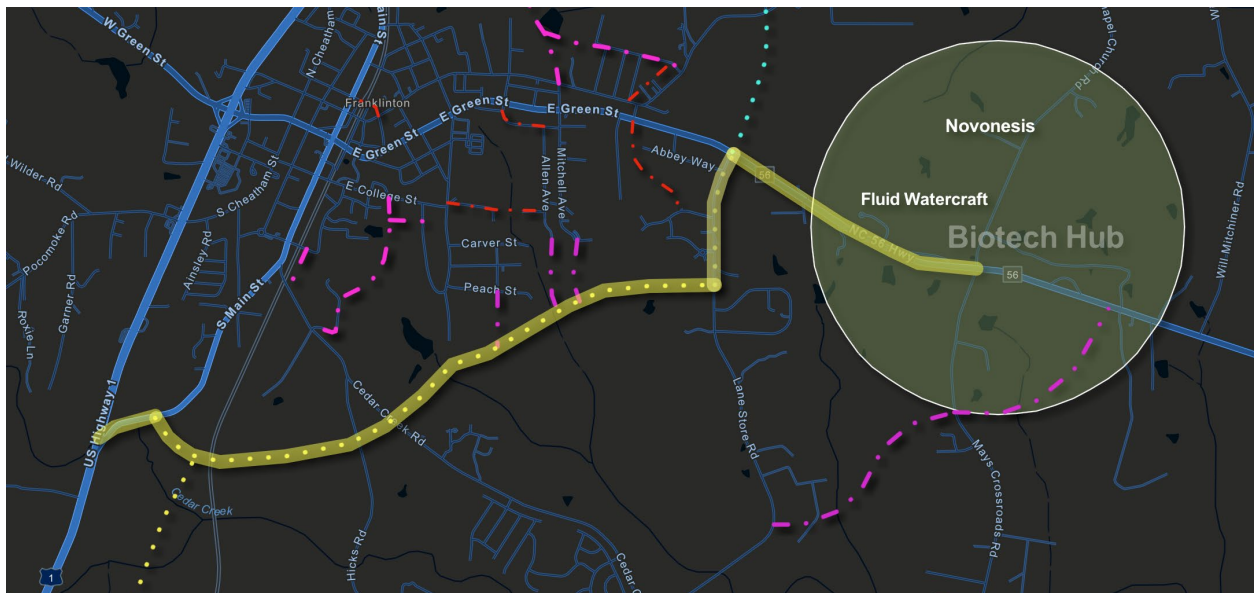
Communication Drive Extension – Local Road



Local connection shown in red

Freight Route

A designated freight route will utilize the southern bypass to streamline logistics between the biotechnology hub and US Highway 1. This route will minimize heavy truck traffic on local streets and enhance safety.



Freight route shown with yellow highlighted section



Bicycle and Pedestrian Plans

The Franklinton Bicycle and Pedestrian Plan focuses on creating safe and accessible infrastructure for non-motorized transportation. Key components include:

- Sidewalk Network Expansion: Addressing gaps in the current sidewalk system to ensure connectivity.
- Bicycle Lanes: Adding dedicated bike lanes along key corridors and local streets.
- Crosswalks: High-visibility crosswalks at major intersections and near schools.
- Trail Connectivity: Linking existing and proposed trails to form a comprehensive network.
- Education and Outreach: Programs to promote bike safety and pedestrian awareness.

*Franklinton Bicycle and Pedestrian Plan to be inserted here upon adoption



S-line and Passenger Rail Section

The S-line rail corridor has been central to Franklinton's history. Currently, a CSX freight train operates twice daily. The town is a strong advocate for a future S-line passenger rail station located in Downtown Franklinton. A passenger rail station in Downtown Franklinton has the potential to boost regional mobility, economic development, and community connectivity. The absence of a passenger rail station in Franklinton will likely cause the Town to experience the negative effects of the S-line project without experiencing any of the positive potential benefits of the project. The inclusion of a passenger rail station in the S-line project is a top priority for the Town of Franklinton. Preserving or creating as many road and pedestrian crossings throughout the S-line corridor as possible is also a key priority for the Town.

Key Considerations:

- Station location and design to maximize accessibility and integration with other modes of transport.
- Development of adjacent land to support transit-oriented development (TOD).
- Addressing crossing closures and ensuring viable alternatives.
- Tying in the Franklinton to Novonesis Rail Trail Project
 - This three-mile asphalt trail will connect downtown Franklinton to Novonesis, serving as a vital amenity for pedestrians and cyclists. Future plans include extending the trail to the Town of Louisburg.
 - Desired Features include:
 - Rest areas and wayfinding signage.
 - Landscaping to enhance user experience.
 - Lighting and safety improvements along the trail.
 - Potential exercise stations along the trail route



US Highway 1 Corridor

The Town supports upgrading US Highway 1 to a controlled-access highway while preserving and enhancing critical intersections and interchanges. Franklinton emphasizes the need to minimize adverse impacts to established businesses and residences while advocating for additional connections to link the proposed southern and northern bypasses to US Highway 1 through tight diamond interchange configurations.

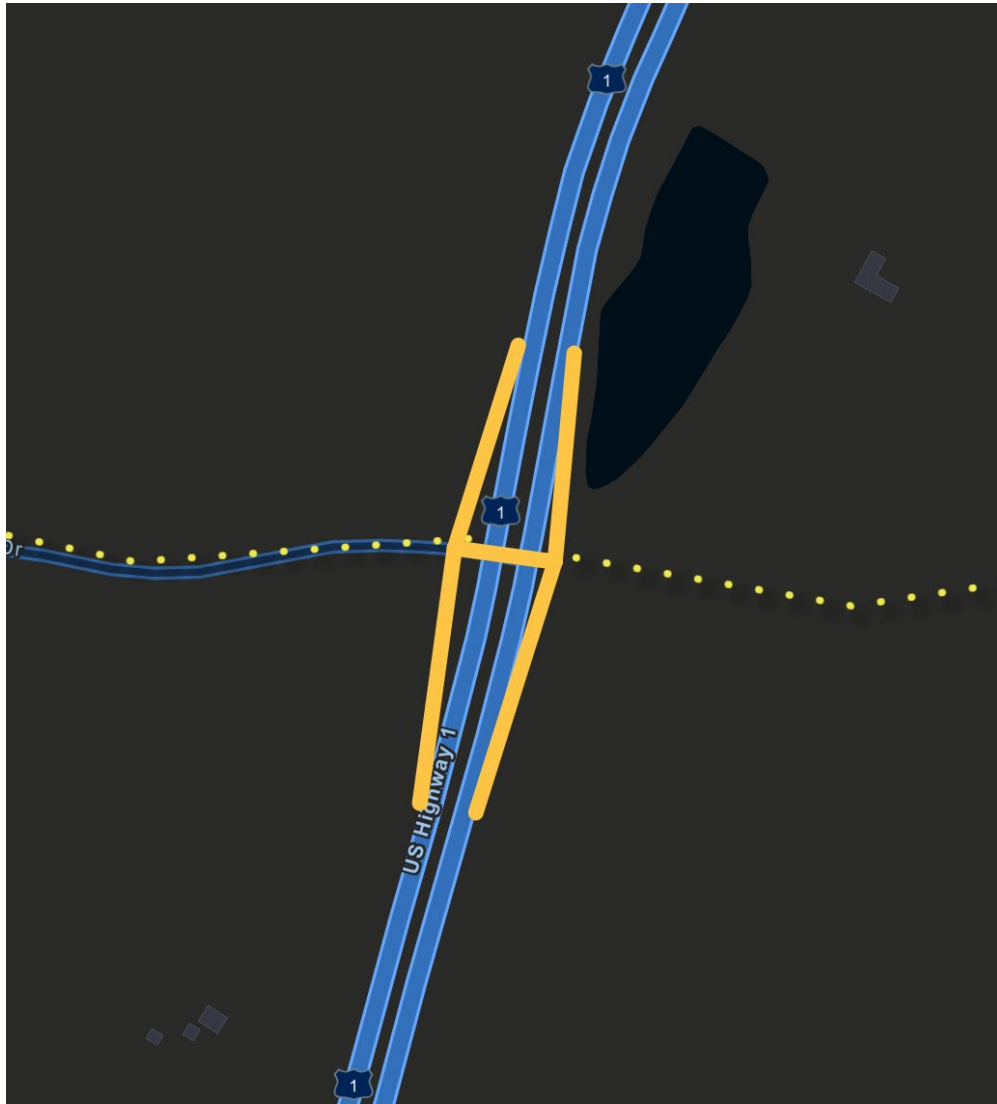
Recommendations:

- Grade-separated interchanges at key intersections to improve safety and traffic flow.
- Noise abatement measures near residential areas.
- Coordination with NCDOT for funding and design.
- Consider Public Transit Opportunities in project design
- Franklinton recognizes the need to expand public transit options to meet the needs of its growing population. Potential initiatives include:
 - Shuttle services connecting major employment hubs, including the biotechnology hub.
 - Partnerships with regional transit agencies for extended bus routes.
 - Exploration of microtransit solutions for first-mile/last-mile connections.



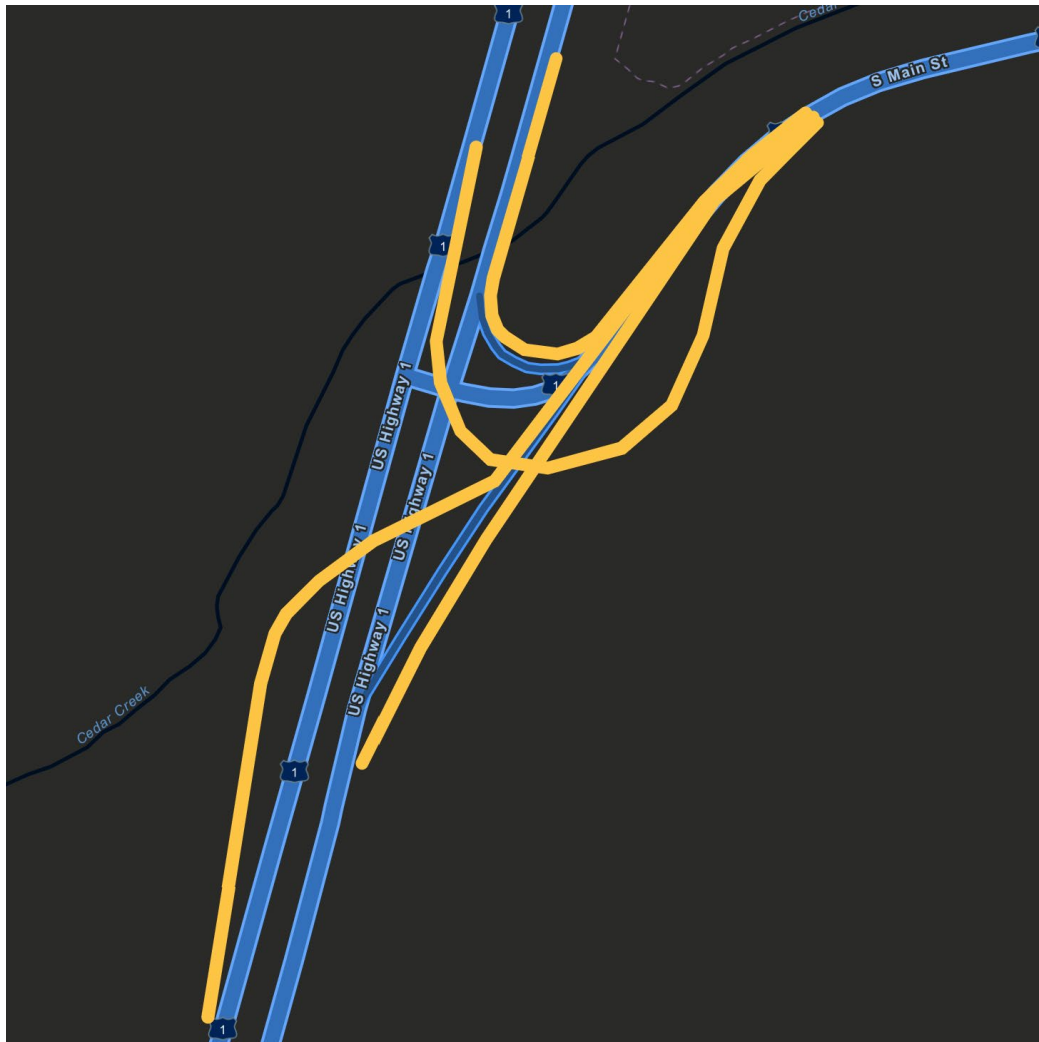
US Highway 1 and Franklinton Southern Bypass

Tight Diamond Interchange

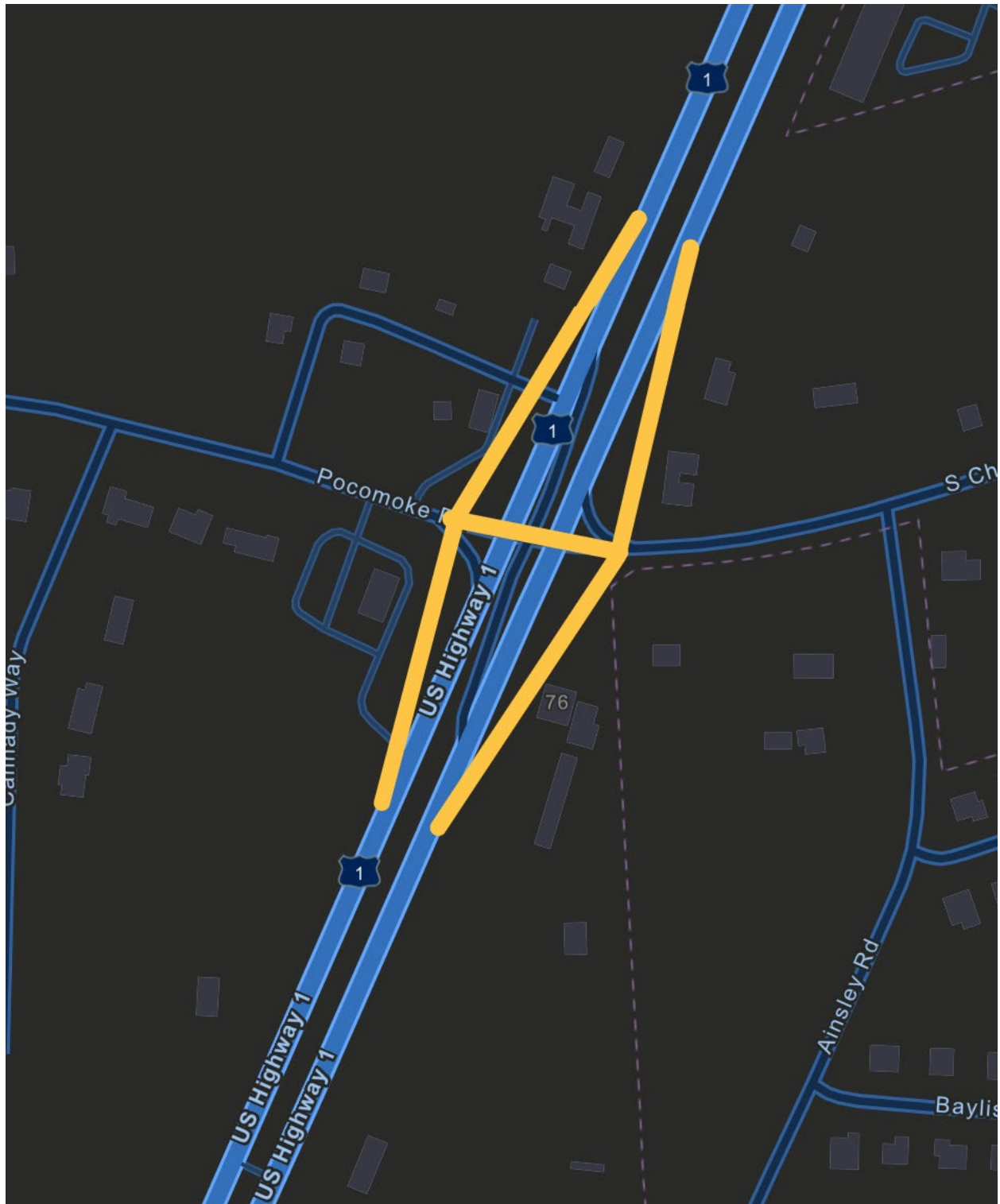


South Main Street & US Highway 1

Non-traditional Interchange Design

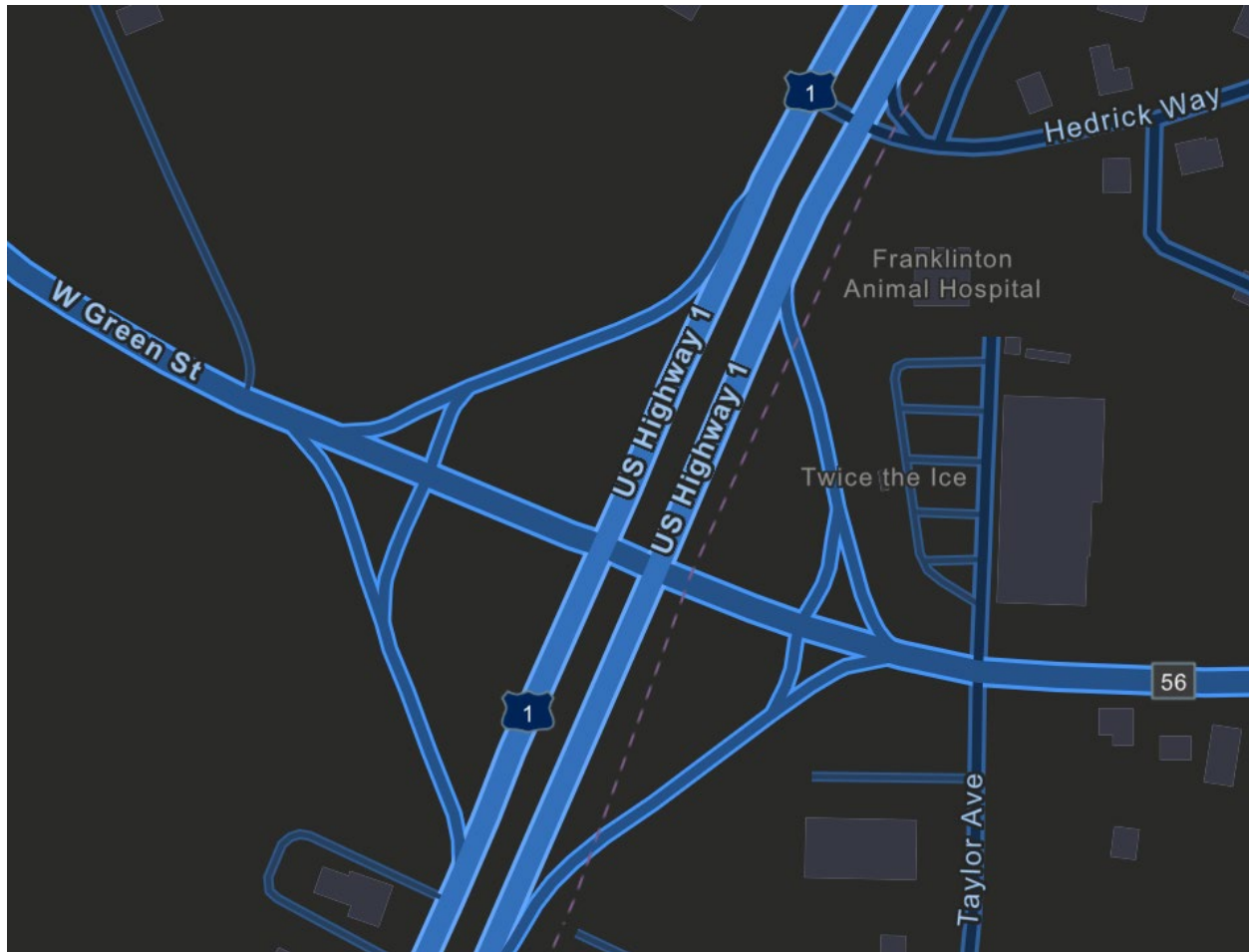


South Cheatham Street and US Highway 1

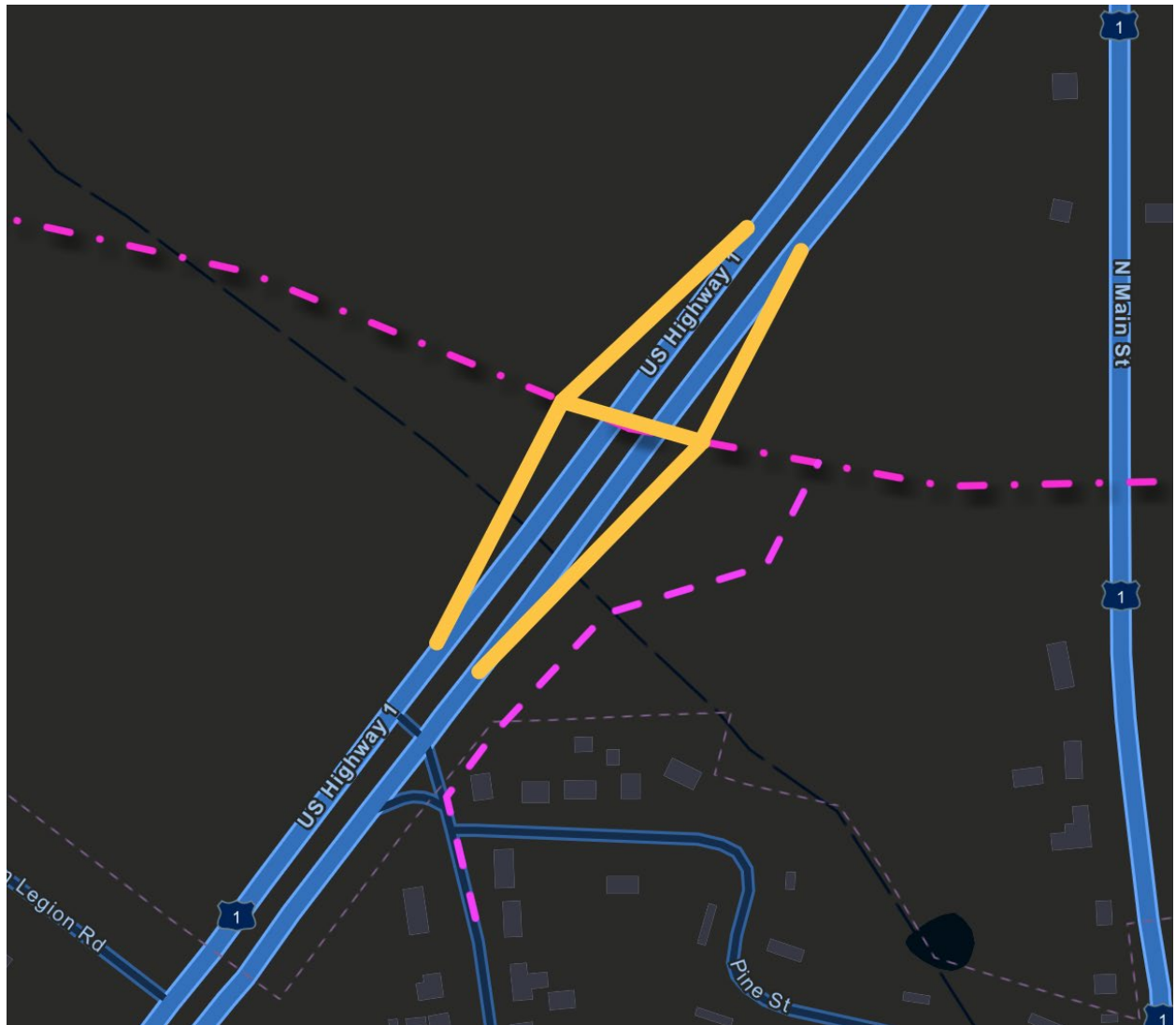


NC 56 and US Highway 1 Interchange

Maintain current design or modify to tight diamond interchange within the existing right-of-way

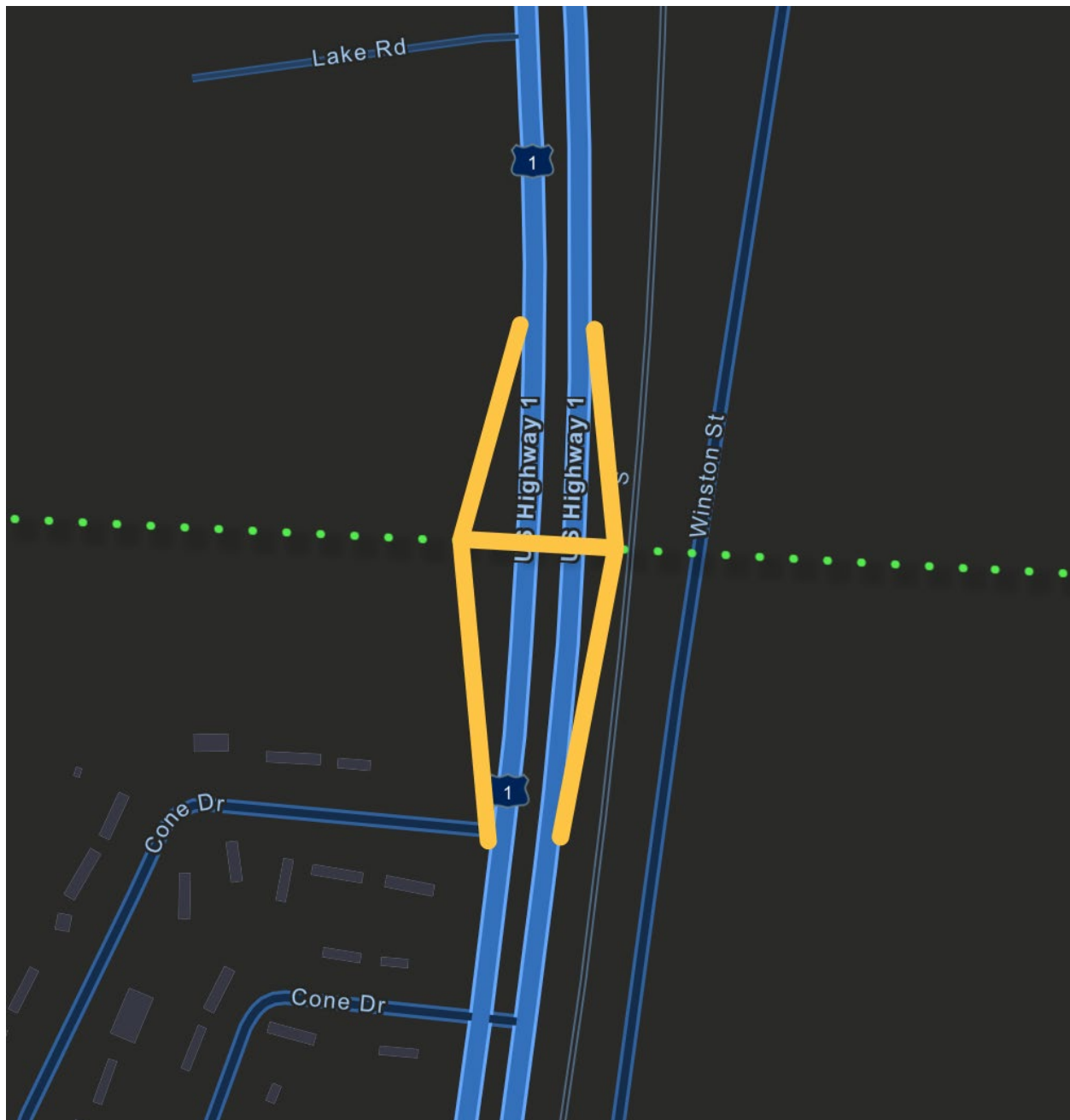


North Main Street and US Highway 1



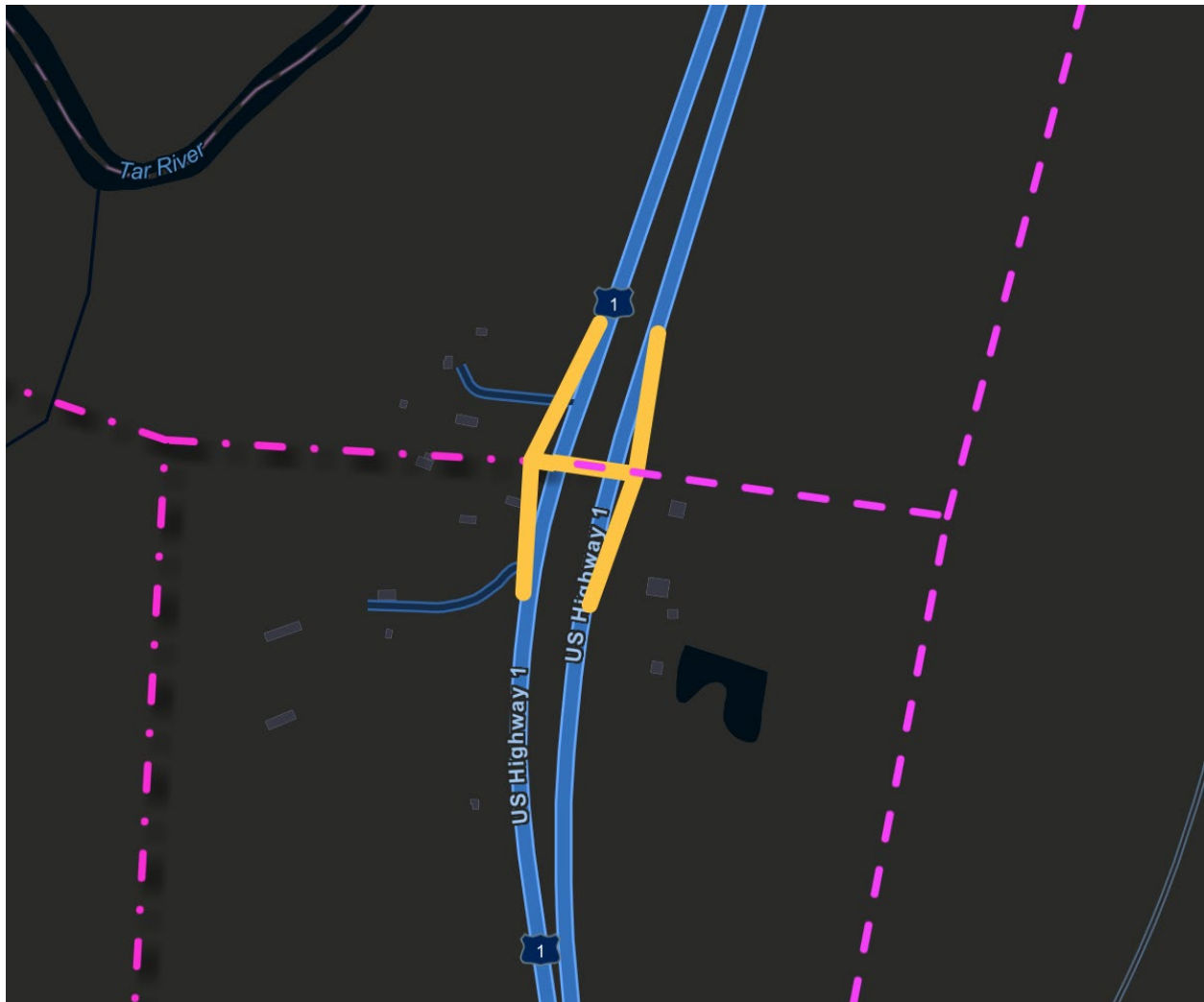
Future Franklinton Northern Bypass and US Highway 1

Tight Diamond Interchange



Tar River Road Interchange with US Highway 1

Tight Diamond Interchange



Sustainability and Resilience

The transportation plan prioritizes sustainability and resilience. It is imperative that future transportation projects actively work to:

- Incorporate green infrastructure, such as bioswales and permeable pavement, in roadway designs where feasible.
- Promote electric vehicle (EV) infrastructure, including charging stations at key locations.
- Plan for climate-resilient infrastructure to withstand extreme weather events.
- Avoid environmentally sensitive areas in the planning of future transportation infrastructure
- Avoid historic landmarks and areas of cultural significance to the community wherever possible
- Incorporate alternate forms of transportation



Living Document Framework

This transportation plan is designed as a living document that is subject to ongoing review and revisions to reflect the evolving needs of the community. Regular updates will incorporate:

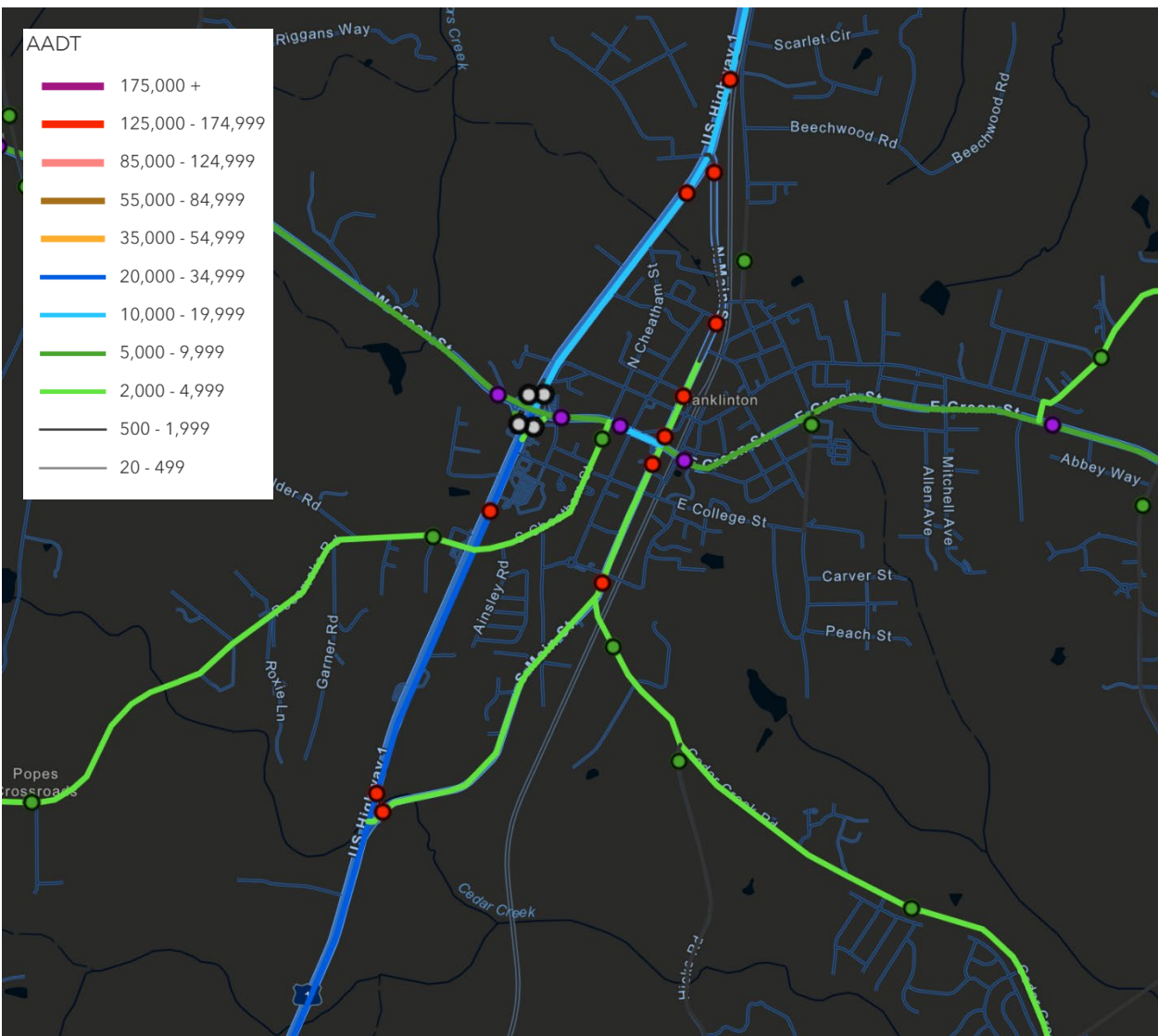
- New data from traffic studies and demographic trends.
- Feedback from residents, businesses, and stakeholders.
- Technological advancements and funding opportunities.
- Annual reviews and a comprehensive update every five years are recommended to ensure the plan remains relevant and effective.
- The Franklinton Board of Commissioners have authorized the Town Manager to make ongoing real-time updates to the Franklinton Comprehensive Transportation Plan. These updates shall automatically amend this plan to ensure the plan remains up to date and reflective of current transportation conditions, opportunities, and needs within the Town.



Traffic Volume Data

According to the North Carolina Department of Transportation (NCDOT), the following traffic volume trends have been observed:

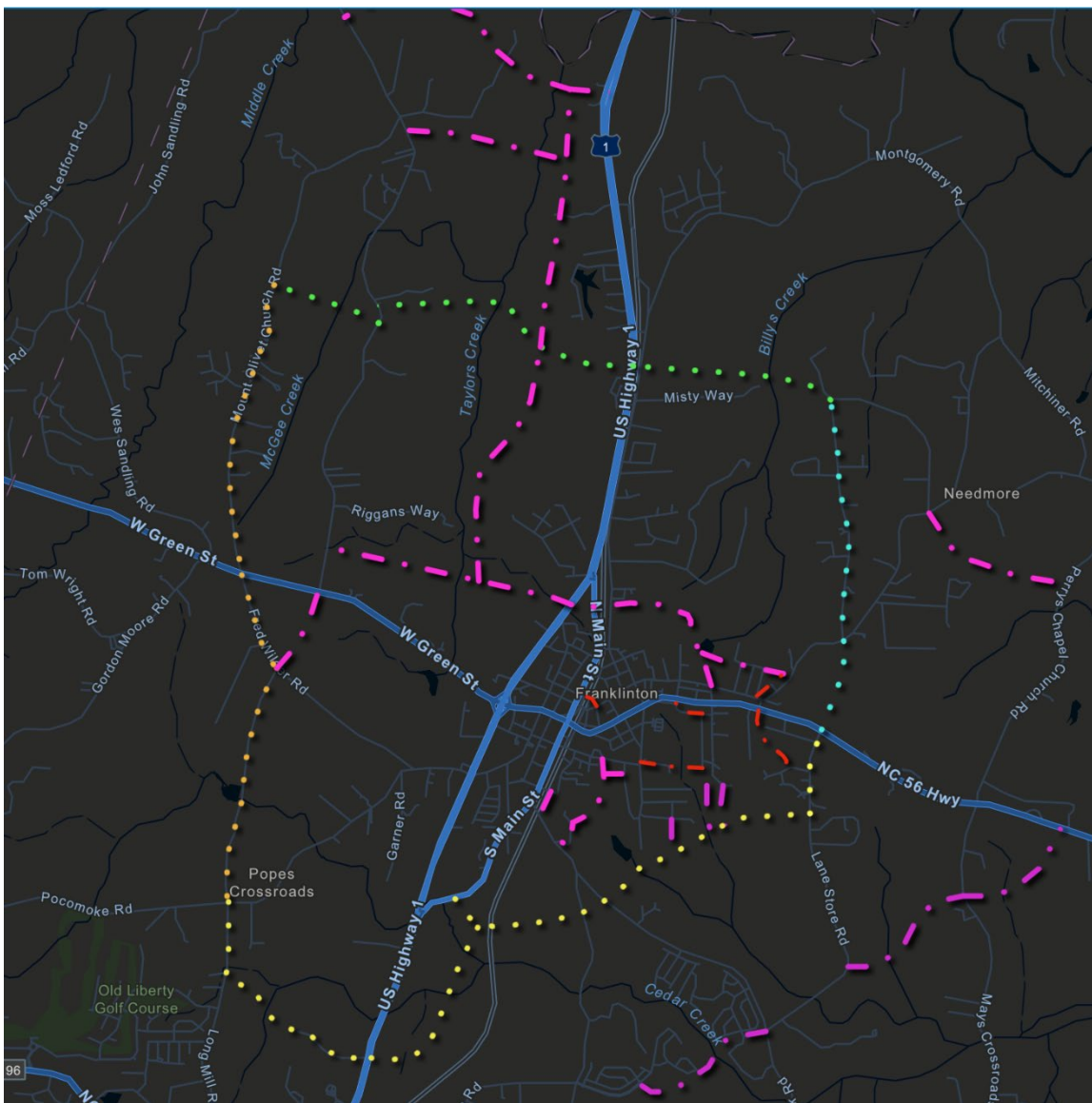
- US Highway 1: Daily traffic counts exceed 30,000 vehicles, with peak congestion during morning and evening commutes.
- NC 56: Experiences moderate traffic, with volumes ranging from 8,000 to 12,000 vehicles daily. Trends show a continual increase.
- Local Roads: Increasing traffic volumes on connector streets due to new residential and commercial developments.
- These data highlight the need for strategic improvements to accommodate current and future demand.



Transportation Maps Section

A detailed set of maps will accompany this plan (additional maps to come), including:

- Existing Roadway and Rail Networks: Highlighting current infrastructure.
- Proposed Roadway Plans: Depicting bypasses, parkways, and connectors.
- Bicycle and Pedestrian Infrastructure: Showing current and planned trails, sidewalks, and bike lanes.
- S-line Passenger Rail Station Concept: Illustrating potential station locations and associated developments.
- Traffic Volume Heatmaps: Visualizing high-traffic areas for targeted interventions.



Implementation Section

This plan is a foundational tool for:

- Guiding development projects and infrastructure investments.
- Supporting applications for local, state, and federal funding.
- Informing reviews of large-scale master development plans.
- Facilitating the construction of key roadway segments and other transportation amenities.
- The Franklinton Comprehensive Transportation Plan aligns with the town's commitment to fostering sustainable growth, enhancing mobility, and improving the quality of life for all residents.

