

BEAUFORT COUNTY
NORTH CAROLINA



Comprehensive
Bicycle Plan

2020

Acknowledgements

KEY PARTNERS

Beaufort County
Mid-East Rural Planning Organization (RPO)
North Carolina Department of Transportation (NCDOT)
NCDOT Integrated Mobility Division

BEAUFORT COUNTY BOARD OF COMMISSIONERS

Jerry Evans, Chairman
Jerry Langley, Vice Chairman
Ed Booth, Commissioner
Frankie Waters, Commissioner
Hood Richardson, Commissioner
John Rebholz, Commissioner
Stan Deatherage, Commissioner

COMPREHENSIVE BICYCLE PLAN STEERING COMMITTEE

Attila Nemezc, Beaufort County Community College
Brian Alligood, County Manager
Catherine Glover, Washington-Beaufort County Chamber of Commerce
Christina Smith, Beaufort County Public Works Director
Diane Hampton, NCDOT Division 2
Ed Booth, County Commissioner
Eliud De Jesus, Mid-East RPO
Erin Ruyle, City of Washington Tourism Development Authority
James Madson, Beaufort County Health Department Director
Jerry Evans, County Commissioner
Kathryn Zeringue, NCDOT Integrated Mobility Division
Martyn Johnson, Beaufort County Economic Development
Mike Dail, City of Washington Planning Department
Rod Cantrell, Private Citizen
Sarah Sanford, East Coast Greenway Alliance

PROJECT CONSULTANT

Mid-East Commission Planning Department
Jamie Heath, Planner - Project Manager
Kevin Richards, Planning Director
Nola Roberts, Planner

Table of Contents

| | |
|---|-----|
| Executive Summary | 1 |
| 1. Introduction | 10 |
| 2. Themes, Goals and Objectives..... | 17 |
| 3. Demographic and Economic Analysis | 22 |
| 4. Existing Conditions | 29 |
| 5. Existing Plans, Policies, and Programs | 56 |
| 6. Bicycle Project Recommendations..... | 64 |
| 7. Bicycle Program and Policy Recommendations..... | 132 |
| 8. Implementation..... | 141 |
| Appendix A: Existing Roadway Characteristics | 148 |
| Appendix B: Suitability Analysis Methodology | 159 |
| Appendix C: Bicycle Network Destinations | 161 |
| Appendix D: Public Input | 169 |
| Appendix E: STIP Projects in Beaufort County and Recommendations from Bicycle Plan | 218 |
| Appendix F: Bicycle Boulevard Design Guidance | 220 |

Executive Summary

The Beaufort County Comprehensive Bicycle Plan was funded by a Bicycle and Pedestrian Planning Grant from the North Carolina Department of Transportation (NCDOT) with a local match provided by the county. This is the first Bicycle Plan for Beaufort County. The development of a Comprehensive Bicycle Plan will support the county's ongoing efforts to promote sustainable growth and development as well as healthy living habits. The plan will also help attract both tourists and potential residents to the area, while making it more convenient and safer for people to bike. Beaufort County desires to improve transportation throughout the county in order to link all municipalities, communities, employment centers, government offices, schools, parks and recreation facilities, healthcare facilities, and shopping areas within a comprehensive bicycle network.

The Beaufort County Comprehensive Bicycle Plan provides a framework for the county, municipalities, residents, developers, NCDOT, and other regional planning partners to strategically build better connections for bicycling in the county. It provides detailed recommendations for bicycle facilities, programs, policies, and implementation. The plan aims to use bicycling as a tool for improvements in mobility, safety, health, economy, environment, and overall quality of life.

Beaufort County, North Carolina is located 100 miles east of Raleigh and 15 miles east of Greenville on the shoreline of the Pamlico River. The county encompasses a land area of 827.19 miles and has a population of approximately 47,079 persons (US Census American Community Survey, 2018). The City of Washington is the county seat. Other incorporated municipalities include Aurora, Bath, Belhaven, Chocowinity, Pantego, and Washington Park.

The planning process began by forming a fifteen member Steering Committee including elected officials, county staff, NCDOT staff, RPO staff, educational institutions, health organizations, economic development organizations, tourism organizations, Chambers of Commerce, and private citizens of Beaufort County. Following review of demographic and economic data, bicycle crash data, and existing bicycling conditions in Beaufort County, the committee identified origin and destination points, developed goals and objectives for the plan, identified potential bicycle corridors, recommended bicycle facility projects, and recommended bicycle programs and policies.

A public survey was distributed from June – September 2019 and a public open house was held in February 2020. Results from the public survey and public open house were disseminated and reviewed by the Steering Committee. Public input was a primary driving force in recommending bicycle facility projects and bicycle related programs and policies. Every effort was made to ensure that this plan reflects the needs and desires of Beaufort County’s citizens as well as the needs and desires of visitors to the county. Project recommendation maps were adjusted at multiple times in response to public input prior to the final maps being adopted.

One of the first steps in the planning process was to develop a vision statement for bicycling in Beaufort County, which is shown below.

Beaufort County Comprehensive Bicycle Plan Vision Statement:

Beaufort County is an interconnected bicycle-friendly community where residents and visitors alike safely travel by a convenient bicycle network that includes both on and off-road bicycle facilities between all municipalities, townships, major commercial and employment destinations, and scenic and leisure destinations throughout the county.

Community health, economic growth, and environmental conditions are improved through strategic investments in increased mobility, recognizing the diversity of resident and visitor needs across the county.

Themes were developed for the plan, then goals and objectives were developed around each theme. Themes and goals of the Beaufort County Comprehensive Bicycle Plan are as follows.

- Accessibility and Connectivity
 - Goal 1: Develop a bicycle and greenway network that is an integral part of the transportation system and provides an alternative means of transportation as well as recreation opportunities for citizens and visitors alike.
- Economic Benefits
 - Goal 2: Recognize the economic benefits of a bicycle-friendly community and capitalize on the return on investment for bicycle facilities and greenways.

- Education and Enforcement
 - Goal 3: Created a robust bicycle program that incorporates engineering, education, encouragement, enforcement, and evaluation programs.
- Environmental Benefits
 - Goal 4: Recognize the environmental benefits of living in a bicycle friendly community.
- Healthy and Active Lifestyles
 - Goal 5: Provide opportunities for bicycling which promote healthy and active lifestyles.
- Inclusivity and Equitability
 - Goal 6: Create a safe, comfortable, and convenient network of bicycle facilities that aid and encourage cycling for people of all ages, abilities, and interests, in all areas of the county.
- Bicycling Culture
 - Goal 7: Create a culture that promotes and welcomes bicycling.
- Safety
 - Goal 8: Increase bicyclist safety by reducing the number of bicycle related accidents each year.

An inventory of existing roadway characteristics was conducted for roadways selected to be in the bicycle network. The existing transportation network in Beaufort County is heavily automobile oriented. There are currently very few bicycling facilities in Beaufort County. There is one dedicated off-road bicycle facility in Washington, Jack's Creek Greenway. The one-mile greenway is surrounded by residential neighborhoods, two local parks, and is just a few short blocks from the city's historic downtown.

There are currently no dedicated on-road bicycle facilities in Beaufort County. There are also very few roads that have paved shoulders wide enough to accommodate bicyclists. Approximately 4.5 miles of roadways in the county currently have wide paved shoulder to adequately accommodate bicyclists.

Despite the lack of existing facilities, bicycle tourism in Beaufort County is on the rise. The county is well suited for bicycle tourism with two major state bicycle route, the Pamlico River, picturesque agricultural fields and woodlands, Goose Creek State Park, charming historic downtown districts, and several bed and breakfasts. Cycle North Carolina has held their annual coastal ride in Beaufort

County on multiple occasions, and Race Across America has held qualifying races in the county.

Beaufort County is home to two major state bicycle routes, NC Bicycle Route 2: Mountains to Sea, and NC Bicycle Route 3: Ports of Call. The state bicycle routes were designated by NCDOT's Integrated Mobility Division to highlight the bicycling opportunities that North Carolina offers. The county is also home to the East Coast Greenway Coastal Route, part of a 3,000 mile greenway stretching from Maine to Florida, passing through 15 states and 450 communities. The East Coast Greenway Coastal Route is planned but has not yet been constructed (interim on road routes have been designated).

In addition to bicycle tourism's popularity, there are many local utility cyclists who rely on bikes as basic transportation to work and for meeting their daily needs. These include 7.4% of households in the county that do not have access to a car, as well as many other people who don't or can't drive. When we meet the needs of utility riders and the most vulnerable, we also make a great bicycle network for riders "by choice" and visitors.

Most bicycle trips in Beaufort County originate in residential areas. The Steering Committee identified destinations in Beaufort County including accommodations, education, healthcare, government offices, major employers, parks and recreation facilities, cultural and historic sites, and major shopping destinations. Potential bicycle networks were selected based on public input and connection to identified destination points. A suitability analysis was conducted, and bicycle facility projects were then recommended.

Bicycle facility projects were categorized under the following definitions.

- *Sharrows* or shared land markings are recommended where bicycles are intended to share travel lanes with automobiles. They are markings on the pavement that indicate shared lanes for cyclists. Share the Road signage may also be included on these routes.
- *Bicycle boulevards* are also used where bicycles are intended to share travel lanes with automobiles. They are low stress bikeways on low volume, low speed local streets. Sharrows are usually included on bicycle boulevards along with signage. Other elements may include wayfinding signage, and realignment of stop signs. Traffic calming measures may also be implemented.

- *Bicycle Lanes* are on road dedicated bicycle travel lanes. They are one way facilities that carry bicycle traffic in the same direction as adjacent motor vehicle traffic. Therefore, roads with bicycle lanes will have two bicycle lanes, one on each side of the road.
- *Buffered bicycle lanes* are bicycle lanes that also include a buffer zone. Buffered bicycle lanes include markings on the pavement between the bicycle lane and motor vehicle lane for added separation.
- *Separated bicycle lanes* have a buffer space between the bicycle lane and motor vehicle lane, similar to buffered bicycle lanes. Within the buffer, there is a vertical element of physical separation, such as flex posts or curbing.
- *Shared use paths* run adjacent to a roadway within the road right-of-way but are separated from the road by either open space or a barrier. Shared use paths accommodate two-way traffic for both bicycles and pedestrians.
- *Greenways* have a similar design to shared use paths, accommodating two-way traffic for both bicyclists and pedestrians. However, greenways do not occur adjacent to a roadway. They generally run through a natural area such as a park/green space or a river/creek.

Bicycle facility projects were recommended for Beaufort County and all municipalities. Ten priority projects were selected based on Steering Committee analysis and public input. Factors considered by the Steering Committee included:

- Comments received through public survey
- Safety
- Connectivity to destination points
- Immediate need for project

After an initial list of potential priority projects was developed, public input was solicited at the Public Open House. This input was the basis used to narrow the list down to ten projects.

The following ten projects were selected as priority projects for the Beaufort County Comprehensive Bicycle Plan.

Town of Bath and surrounding area:

- NC-92: Shared Use Path/Carteret Street Bicycle Lane

- Shared use path from NC-92/US-264 intersection to Town of Bath.
- Bicycle lanes on Carteret Street through Town of Bath.
- Shared use path from Town of Bath to NC-99/Aurora-Bayview Ferry.
- NC Bicycle Route 2: Mountains to Sea, NC Bicycle Route 3: Ports of Call, and the East Coast Greenway Coastal Route follow this route.

Town of Belhaven:

- US-264 Business/Main Street: Bicycle Lane
 - Bicycle lanes are recommended on US-264 Business/Main Street from the intersection with US-264 Bypass/NC-99 to the intersection with Allen Street.
 - Provides connection to downtown Belhaven.
- US-264 Bypass: Buffered Bicycle Lane
 - Buffered bicycle lanes are recommended on US-264 Bypass from the intersection with US-264 Business/NC-99 to the next intersection with US-264 Business.
 - Provides connection to Belhaven’s major commercial district.

Town of Chocowinity:

- NC-33: Shared Use Path/Buffered Bicycle Lane
 - Shared use path from Pitt County line to Town of Chocowinity.
 - Buffered bicycle lanes through the Town of Chocowinity.
 - Shared use path from the Town of Chocowinity to Possum Track Road.
 - Provides connection to Town of Chocowinity’s major commercial district and Southside High School.

City of Washington and surrounding area:

- US-17 Business/Carolina Avenue: Complete Streets Retrofit with Buffered Bicycle Lanes and Intersection Improvements
 - A complete streets retrofit is recommended for US-17 Business/Carolina Avenue in Washington. Buffered bicycle lanes are recommended as part of the project. Access management and intersection improvements with signalized crossings are also recommended.
 - Complete streets retrofit recommendation is consistent with the City of Washington’s Comprehensive Bicycle Plan.

- US-17 Business/Bridge Street: Bridge Decking Enhancement
 - The US-17 Business/Bridge Street bridge in Washington provides connection to Chocowinity and the rest of southern Beaufort County. The current deck surface on the bridge is slippery causing cyclists to slip and sometimes crash going over the bridge. A decking enhancement with a cut-through in the bridge decking for cyclists is recommended. This has been installed successfully in other locations including Wrightsville Beach, NC.
- Market Street: Shared Use Path
 - Shared use path is recommended from the 15th Street intersection to John Small Elementary School/PS Jones Middle School.
 - Provides connection to John Small Elementary School/PS Jones Middle School, the Suzie Gray McConnel Sports Complex, and the Beaufort County Cooperative Extension Office.
- US-264/12th Street/Highland Drive/Pennsylvania Avenue: Intersection Improvements
 - NCDOT is already considering these intersections for funding under highway safety. Preliminary designs are favoring a triple round-about concept. Shared use paths are recommended in conjunction with the round-about projects, as on-road bicycle facilities are not permitted within round-about for safety reasons.
 - The design of the proposed intersection projects is still in preliminary phases. If round-about are not the selected design, the recommendation for shared use paths should be revisited and bicycle facility projects should be selected that are compatible with the design at hand.
- Washington-Greenville Greenway
 - Off-road greenway from downtown Washington to Pitt County line.
 - Beaufort County portion of planned Washington-Greenville Greenway.
- Runyon Creek Greenway
 - Off-road greenway in City of Washington.
 - Recreational greenway which also provides connection to multiple destinations.

Existing plans, programs, and policies at the local, regional, and state level were reviewed. Plans and policies determine the type of development that is encouraged and allowed in a community while programs offer methods to

promote, encourage, and educate the public on bicycling. Therefore, these tools (plans, policies, and programs) are a key component to ensure an environment that is supportive of bicycling.

Bicycle program and policy recommendations were made based on public input, review of existing plans, programs, and policies, and assessment of the county's bicycling needs. Recommended bicycle programs are as follows.

- Increase bicycle parking
- Improved signalization (i.e. traffic lights sensing bicycles)
- Driver and bicyclist education programs
- Coordination to increase road shoulder sweeping
- Bicycle friendly drainage grates
- Bicycle encouragement events
- Helmet giveaway programs
- Light giveaway and installation program
- Bicycle friendly community branding and marketing
- Bicycle racks installed on all Beaufort Area Transit System (BATS) vehicles
- Bicycle count data collection program
- Bicycle planning community response and participation system

There was one bicycle policy recommendation made, which follows.

- Bridge construction and replacement policy
 - Pedestrian and bicycle facilities required when bridges are constructed or replaced.

Recommended action steps were then developed for implementation of the Beaufort County Comprehensive Bicycle Plan, including formation of a Bicycle Plan Implementation Committee. Potential funding sources for implementation of bicycle facility projects were also documented and reviewed. Potential funding sources are as follows.

- County budget
- NCDOT State Transportation Improvement (STI) funding (projects submitted through Mid-East RPO)
- NCDOT Highway Safety Improvement Program (HSIP) funds
- NCDOT Complete Streets Policy
- Coordination with NCDOT Division 2 on repaving projects
- USDOT BUILD Grant

- NC State Parks Recreational Trails Program (RTP)
- Parks and Recreation Trust Fund (PARTF)
- Rails to Trails Conservancy
- Kate B. Reynolds Foundation
- Golden Leaf Foundation
- Duke Foundation
- NC Community Foundation
- Private contributions

The county will use the Comprehensive Bicycle Plan as a guide for developing a bicycle-friendly community and will use the plan to assist when making budget decisions and applying for funding from regional, state, federal, and private sources. Municipalities in Beaufort County can use this plan for the same purposes, or they can use it as a starting point for development of their own Comprehensive Bicycle Plans.

1. Introduction

Project Background

The Beaufort County Comprehensive Bicycle Plan was funded by a Bicycle and Pedestrian Planning Grant from the North Carolina Department of Transportation (NCDOT) with a local match provided by the county. Upon receipt of the grant, the county acquired the services of the Mid-East Commission to assist with development of the plan.

This is the first Bicycle Plan for Beaufort County. The development of a Comprehensive Bicycle Plan will support the county's ongoing efforts to promote sustainable growth and development as well as healthy living habits. Beaufort County desires to improve bicycling conditions for both transportation and recreation purposes. The plan will also help attract both tourists and potential residents to the area, while making it more convenient and safer for people to bike. Beaufort County desires to improve transportation throughout the county in order to link all municipalities, communities, employment centers, government offices, schools, parks and recreation facilities, healthcare facilities, and shopping areas within a comprehensive bicycle network.

The Beaufort County Comprehensive Bicycle Plan provides a framework for the county, municipalities, residents, developers, NCDOT, and other regional planning partners to strategically build better connections for bicycling in the county. It provides detailed recommendations for bicycle facilities, programs, policies, and implementation. The plan aims to use bicycling as a tool to improve mobility, safety, health, the economy, the environment, and overall quality of life. The county will use the Bicycle Plan as a guide for developing a bicycle-friendly community and will use the plan to assist when making budget decisions and applying for funding from regional, state, federal and private sources. Municipalities in Beaufort County can use this plan for the same purposes, and they can use it as a starting point for development of their own Comprehensive Bicycle Plans.

Study Area

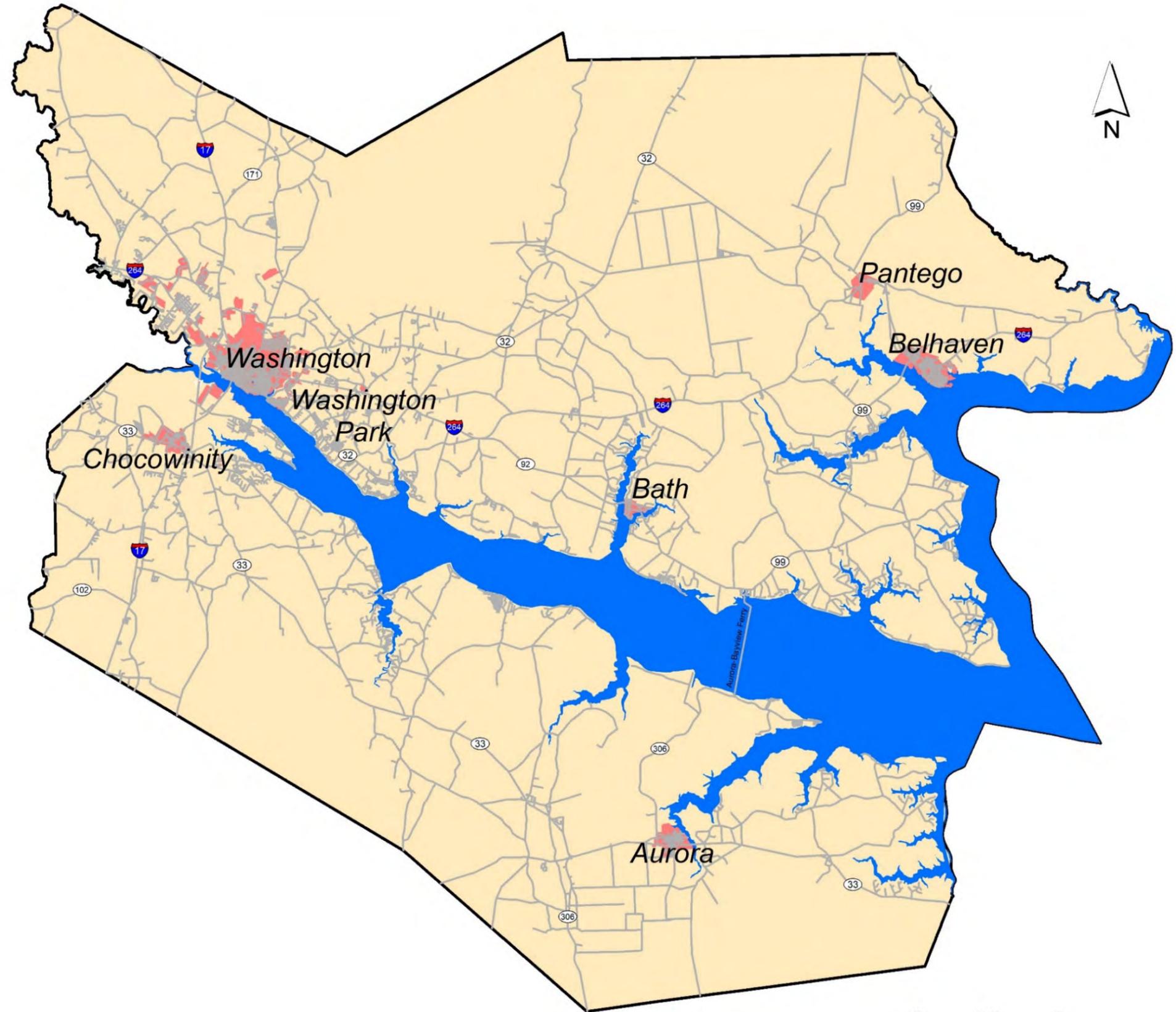
Beaufort County, North Carolina is located 100 miles east of Raleigh and 15 miles east of Greenville on the shoreline of the Pamlico River. The county encompasses a land area of 827.19 miles and has a population of

approximately 47,079 persons (US Census American Community Survey, 2018). The City of Washington is the county seat. Other incorporated municipalities include Aurora, Bath, Belhaven, Chocowinity, Pantego and Washington Park. Map 1.1 is a base map of Beaufort County.

Beaufort County North Carolina Base Map

Legend

- Roads
- Surface Water
- Municipalities
- County Boundary



Planning Process

The planning process began by forming a fifteen member Steering Committee including elected officials, county staff, NCDOT staff, RPO staff, educational institutions, health organizations, economic development organizations, tourism organizations, Chambers of Commerce, and private citizens of Beaufort County. The Steering Committee met seven times during the planning process. Following review of demographic and economic data, bicycle crash data, and existing bicycling conditions in Beaufort County, the committee identified origin and destination points, developed goals and objectives for the plan, identified potential bicycle corridors, recommended bicycle facility projects, and recommended bicycle programs and policies. See the Acknowledgements page at the beginning of this document for a list of Steering Committee members.

Public input was solicited through online and hard copy surveys from June – September 2019. The online survey was advertised on the county's website and through the Washington Daily News. Hard copy surveys were available at the County Manager's office, the Beaufort County Health Department and at a few local businesses. Hard copy surveys were also collected at the Summer Festival in Washington, the Welcome Back Bash event at Beaufort County Community College, and the Community Resource Day event at Beaufort County Community College. A total of 135 people responded to the survey. Six percent of those responding did not have access to a vehicle (compared to 7.4 percent for the county at-large).

A public open house was held on February 18, 2020 at Beaufort County Community College. The event was advertised on the county website and there was an article on the event published in the Washington Daily News. Twenty-five people attended the public open house and provided input on the plan vision statement, bicycle facility project maps, priority projects, and bicycle program recommendations.

Results from the public survey and public open house were disseminated and reviewed by the Steering Committee. This public input was a primary driving force in recommending bicycle facility projects and bicycle related programs and policies. Every effort was made to ensure that this plan reflects the needs and desires of Beaufort County's citizens as well as the needs and desires of visitors to the county. Project recommendation maps were adjusted at multiple times in response to public input.

Public input gathered through the survey and open house is located in Appendix D.

Vision Statement

During the first Steering Committee meeting, members participated in an exercise to identify a vision for the plan. That working session, along with additional fine tuning at the next Steering Committee meeting, formulated the final Vision Statement for the plan.

Beaufort County Comprehensive Bicycle Plan Vision Statement:

Beaufort County is an interconnected bicycle-friendly community where residents and visitors alike safely travel by a convenient bicycle network that includes both on and off-road bicycle facilities between all municipalities, townships, major commercial and employment destinations, and scenic and leisure destinations throughout the county.

Community health, economic growth, and environmental conditions are improved through strategic investments in increased mobility, recognizing the diversity of resident and visitor needs across the county.

Benefits of a Bicycle Friendly Community

Transportation Benefits

According to the US Census, 7.4% of households in Beaufort County do not have access to a vehicle. A safe, convenient bicycle network will assist citizens in need to access services, employment, and educational opportunities. Additionally, the community at large will have an active transportation option, which can be an important component of healthy living even if the bicycle is not used for every trip.

According to Bike Walk NC's 2011 Bicycle and Pedestrian Safety Survey, at least seventy percent of North Carolinians would walk or bike more for daily trips if conditions were improved. Research in multiple cities across the United States shows that bicycle transportation rates increase as new bicycle lanes and other bicycle facilities are installed (National Association of City Transportation Officials).

Safety Benefits

There were fifty-three bicycle and motor vehicle crashes in Beaufort County from 2007-2018, an average of 4.4 crashes per year. Seventy-seven percent of

Beaufort County citizens responding to the public input survey stated that they would bicycle more frequently if safety issues were addressed.

Investments in bicycle facilities can help Beaufort County reduce the number of bicycle and motor vehicle crashes. According to Bike Walk NC, providing bicycle lanes reduces bicycle and motor vehicle crashes by an average of thirty-six percent. Roadway improvements to accommodate bicyclists, such as the addition of paved shoulders, have also been shown to reduce the frequency of certain types of motor vehicle crashes (Federal Highway Administration, FHWA). There are also benefits for pedestrians in urban areas as adding bicycle lanes reduces the number of bicyclists using sidewalks.

Health Benefits

According to the Beaufort County Healthy Eating and Active Living Collaborative (HEAL), approximately one in three Beaufort County residents is obese. Beaufort County is working to address the obesity epidemic in partnership with the Kate B. Reynold's Foundation as a member of their Healthy Communities Initiative. The Beaufort County Health Department also has programs to encourage healthy living and active lifestyles.

Having a safe, convenient bicycle network will complement existing efforts to increase active lifestyles and improve the health of Beaufort County citizens. Investing in bicycle facilities creates opportunities for people to exercise. This helps reduce obesity and the risks for developing costly chronic conditions such as diabetes and cardiovascular disease. Research has shown that even low to moderate levels of exercise, such as regular bicycling or walking, can reduce the risk of coronary heart disease, stroke, and other chronic diseases; help reduce health care costs; contribute to greater functional independence in later years of life; and improve quality of life at every stage (FHWA).

Environmental Benefits

As a zero-emission vehicle, increased bicycle use reduces the amount of air pollution and greenhouse gases, both of which are rising. Even a modest increase in walking and bicycling trips (in place of motor vehicle trips) can have significant positive impacts. For example, each person replacing two miles of driving each day with walking or bicycling will, in one year, prevent 730 pounds of carbon dioxide from entering the atmosphere (Walk Bike NC).

There are numerous land use benefits to increasing active transportation and encouraging more efficient and compact development. Bicycling requires less physical roadway and parking space per traveler than automobiles. Similarly, bicycling reduces traffic congestion and noise pollution (FHWA).

Economic Benefits

A well-established bicycle network with regional connections not only provides recreational opportunities within a community but also draws tourists to the area. Bicycle tourism contributes \$83 billion dollars to the US economy annually (Adventure Cycling Association). Many rural areas have used bicycle tourism as an economic development tool. For example, from 1987 to 2006, NCDOT in conjunction with local municipalities invested \$6.7 million dollars in public funds to construct a network of bicycle facilities along the Outer Banks. The annual economic impact is \$60 million and supports 1,407 jobs, an approximate nine-fold return on the initial investment (Adventure Cycling Association).

Public savings from reduced pollution, oil importation, and congestion costs alone have been estimated at between five and twenty-two cents for every automobile mile displaced by bicycling or walking (FHWA). Bicycle facilities also provide critical transportation access to economically-disadvantaged citizens. Bicycles are low cost to purchase, maintain, and insure, and require zero gasoline consumption. Public bicycle infrastructure costs are also lower than motor vehicle and public transport costs (Adventure Cycling Association).

Additionally, money leaves Beaufort County each year in the form of vehicle fuel and ownership costs. In 2018, \$55 million left the county immediately in the form of purchases of fuel (US Energy Information Administration). Accounting for ownership, insurance, and maintenance costs, vehicle ownership costs approximately \$6,000 per year for one vehicle. This is money that could otherwise have remained in the pockets of Beaufort County residents to be spent and re-circulated locally on services and goods. This would be a huge "import replacement" in economic development. The ability to use a bike to access shopping and restaurants, entertainment, and other daily needs is cash in the pocket of every person who rides a bike.

2. Themes, Goals and Objectives

The Steering Committee reviewed public input gathered from the survey and identified themes for the plan. These themes were used by the committee to develop goals and objectives.

Themes

- Accessibility and Connectivity
- Economic Benefits
- Education and Enforcement
- Environmental Benefits
- Healthy and Active Lifestyles
- Inclusivity and Equitability
- Promote and Welcome Bicycling
 - “Bicycling Culture”
- Safety

Goals and Objectives

Goal 1: Develop a bicycle and greenway network that is an integral part of the transportation system and provides an alternative means of transportation as well as recreation opportunities for citizens and visitors alike.

(Theme = Accessibility and Connectivity)

- Ensure accessibility and connectivity between all municipalities and major destinations in the county (see destinations list/maps in Existing Conditions section).
- Provide both on road and off-road bicycle facilities throughout the county, including routes used to access destinations and routes used for recreational riding (such as identified rural loops that currently have high levels of ridership).
- Provide bicycle racks on all Beaufort Area Transit System (BATS) vehicles.

Goal 2: Recognize the economic benefits of a bicycle-friendly community and capitalize on the return on investment for bicycle facilities and greenways.

(Theme = Economic Benefits)

- Capitalize on the two state bicycle routes (NC Bicycle Route 2: Mountains to Sea and NC Bicycle Route 3: Ports of Call) and the planned East Coast

Greenway Coastal Route which run through the county. Prioritize projects along these routes.

- Support existing annual rides by bicycle clubs.
- Market Beaufort County as an ideal location for bicycle tourism through both online and print advertising (i.e. website, Facebook page, YouTube, magazines, brochures, etc.).
- Work with Goose Creek State Park to explore the feasibility of opening some of their off-road trails to bicycles.

Goal 3: Create a robust bicycle program that incorporates engineering, education, encouragement, enforcement, and evaluation programs.

(Theme = Education and Enforcement)

- Increase enforcement of traffic rules that apply to bicycling for both motorists and bicyclists.
- Utilize engineering solutions to ensure that bicycles are identified at traffic signals in partnership with NCDOT Division 2.
- Develop, distribute, and maintain current bicycle facilities maps.
- Create a defined community response and participation system that allows for comments on bicycle planning, implementation, and maintenance concerns.
- Support Safe Routes to Schools programs in elementary and middle schools and implement programs where they do not exist yet. Develop a Safe Routes to School program geared towards High School students.
- Partner with Watch for Me NC, the American Bicycling Association, and local outfitters to create educational programming and events for bicyclists and motorists.

Goal 4: Recognize the environmental benefits of living in a bicycle friendly community.

(Theme = Environmental Benefits)

- Reduce traffic and associated automobile emissions by increasing the number of Beaufort County citizens who use bicycles for daily transportation needs.
- Ensure that the bicycle network provides access to natural resources such as public waterfront access areas and other natural areas such as parks and community gardens.

Goal 5: Provide opportunities for bicycling which promote healthy and active lifestyles.

(Theme = Healthy and Active Lifestyles)

- Partner with the Health Department, Senior Centers, Parks and Recreation Departments and other related organizations to incorporate bicycling into healthy and active lifestyle programming.
- Incorporate off road bicycle trails/greenways into park planning where feasible.
- Support existing Bike to School Day events and implement in schools that do not yet participate.
- Hold events that encourage people to bike. Support existing events sponsored by the Beaufort County Health Department and the City of Washington.

Goal 6: Create a safe, comfortable, and convenient network of bicycle facilities that aid and encourage cycling for people of all ages, abilities, and interests, in all areas of the county.

(Theme = Inclusivity and Equitability)

- Identify routes which are likely to be used by children and senior citizens (i.e. routes connecting to schools, public parks, senior centers).
- Plan and develop facilities along these routes which are comfortable and safe for riders with limited abilities or special needs (i.e. separated facilities, above grade crossings of major roads, dual lanes for fast and slow riders, call boxes that connect to emergency response, etc.).
- Consider specific routes and facilities for advanced users and special interests (i.e. mountain biking facility, bicycle racing course, bicycle tourism trail, etc.)
- Create commuter friendly routes that connect to major employment centers (i.e. rest stops with showers and changing facilities, bicycle racks, locker rentals).
- Explore the feasibility of implementing a Bike Sharing program to increase bicycle access for low income residents.
- Provide bicycle racks at all major destinations in the county, especially in downtown areas and shopping districts.
- Consider incorporation of ADA improvements with bicycle projects where feasible.
- Plan for and install wayfinding signage along the bicycle network.

Goal 7: Create a culture that promotes and welcomes bicycling.

(Theme = Bicycling Culture)

- Raise awareness and educate decision-makers, stakeholders, interest groups, and the public at large on the benefits of bicycle facilities and greenways, the benefits of bicycling as part of an active healthy lifestyle, and the economic benefits that bicycling brings to the county.
- Organize periodic events that encourage new riders and promote safety in partnership with local outfitters and Bicycle Clubs, municipalities, and the Beaufort County Health Department.
- Pursue certification as a Bicycle-Friendly Community through the American League of Bicyclists.
- Create and distribute two sets of marketing materials; one geared towards bicycle tourism and one geared towards increasing ridership for daily transportation needs and recreation needs of residents.

Goal 8: Increase bicyclist safety by reducing the number of bicycle related accidents each year.

(Theme = Safety)

- Identify spot improvements, intersection projects, short links, and other small projects that make a large safety impact to be implemented short term.
- Submit routes, route segments and intersections with high bicycle accident rates to NCDOT Safety and Mobility for possible safety project funding (occurs outside of normal project prioritization process).
- Increase public awareness of the legal rights and responsibilities of bicyclists and motorists through educational programs and events and strategic advertising.
- Partner with NCDOT Division 2 to keep bicycle network road shoulders swept of debris and maintained free of potholes. Encourage the county and municipalities to create a bicycle and pedestrian maintenance plan for their jurisdictions.
- Install bicycle friendly drainage grates on bicycle network road shoulders and ensure grates are maintained in good condition.
- Partner with the Sheriff's Office and municipal Police Departments to develop or enhance enforcement programs geared toward bicyclists and motorists.
- Work with the Sheriff's Office and municipal Police Departments on safety initiatives such as bicycle light give-away programs where officers install lights for bicyclists in lieu of ticketing.

- Coordinate with NCDOT to install bicycle-friendly grates on bridges within the county, specifically along the US-17 Bus. bridge between Washington and Chocowinity.

3. Demographic and Economic Analysis

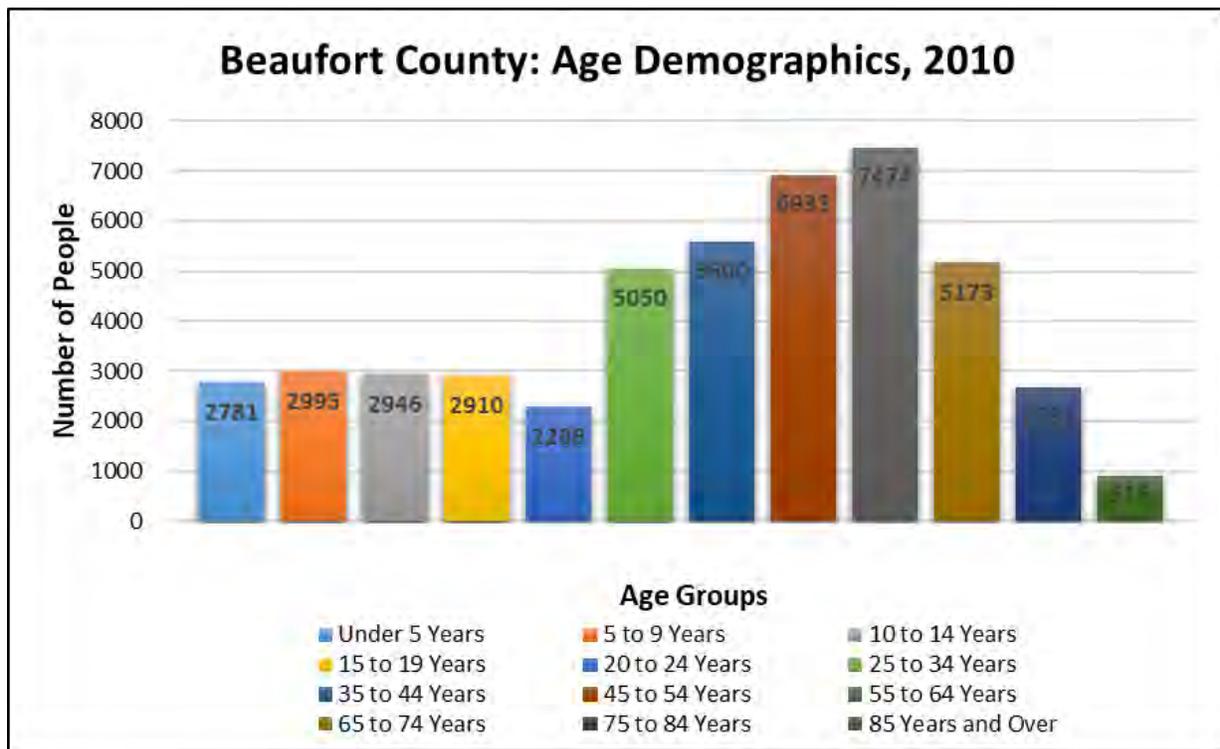
Total Population

A demographic analysis was completed based on data obtained from the US Census Bureau. As of the year 2010, the total population for Beaufort County was 47,759, of which 48.2% were males and 51.8% were females with a median age of 43.8 years. In the same census year, the estimated North Carolina population was 9,535,483 and the US population was 308,745,538. The median age was 37.4 years for North Carolina and 37.2 years for the United States. In the year 2000, the total population for Beaufort County was 44,958, representing a 6.2% growth in population from 2000 – 2010.

Age

In the year 2010, the county's population was distributed with 80.6% over the age of 15 and 18.4% 65 years of age or older. In the same year, the population 65 years of age or older was 12.9% in North Carolina and was 13% in the US. Therefore, Beaufort County's population is older than the state and national averages. Figure 3.1 shows the age demographics for Beaufort County in the year 2010.

Figure 3.1: Beaufort County Age Demographics

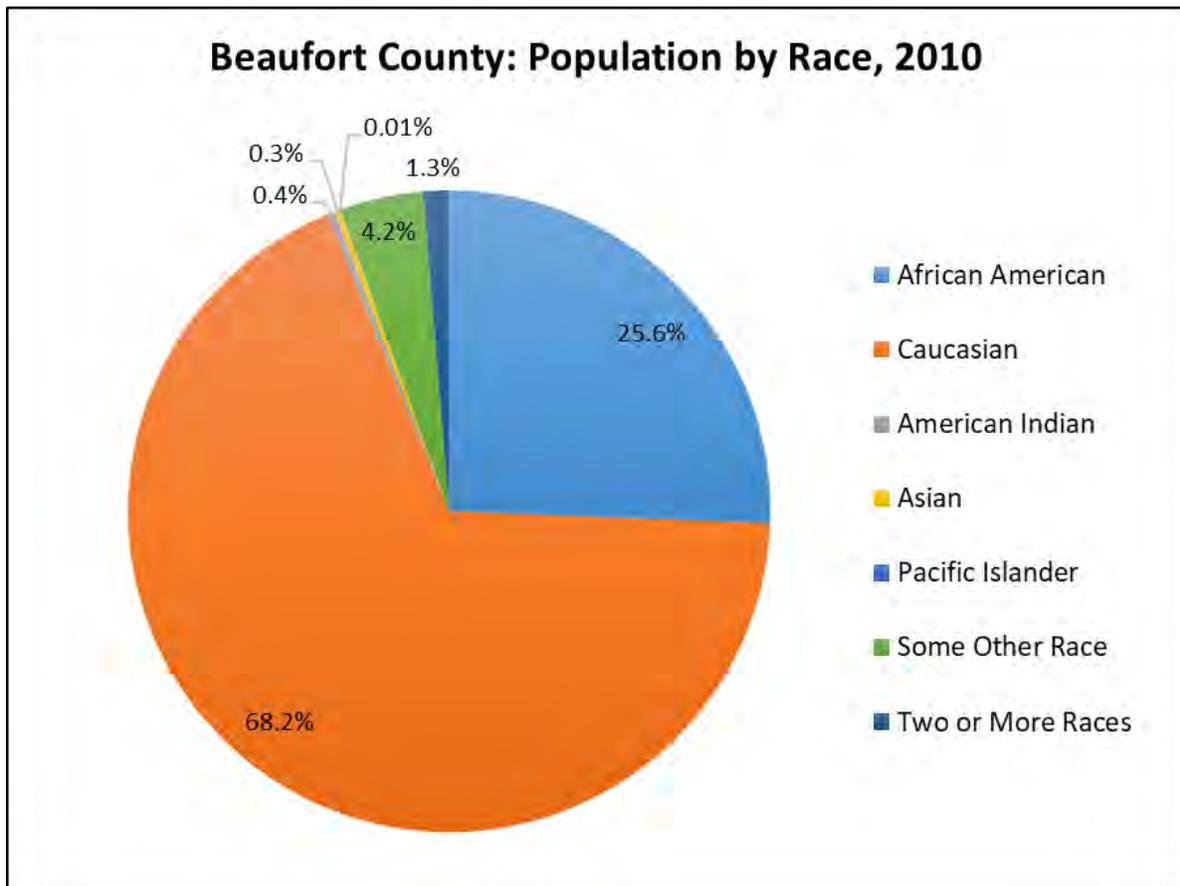


Race

The racial breakdown of the population of Beaufort County in 2010 was as follows: 25.6% African American, 68.2% Caucasian, 0.4% American Indian, 0.3% Asian, 0.01% Pacific Islander, 4.2% from other races and 1.3% from two or more races. The racial breakdown of North Carolina's population in 2010 included 21.5% African American and 68.5% Caucasian. The racial breakdown of the US population in 2010 included 12.6% African American and 72.4% Caucasian, which indicates that Beaufort County has a minority population comparable to the state average and higher than the national average.

The population of Beaufort County in 2010 identifying as Hispanic or Latino was 6.6%, compared with 8.4% for North Carolina and 16.3% for the United States. This indicates that Beaufort County has a Hispanic population comparable to the state average and lower than the national average. Figure 3.2 reflects the racial breakdown of the population of Beaufort County.

Figure 3.2: Beaufort County Population by Race



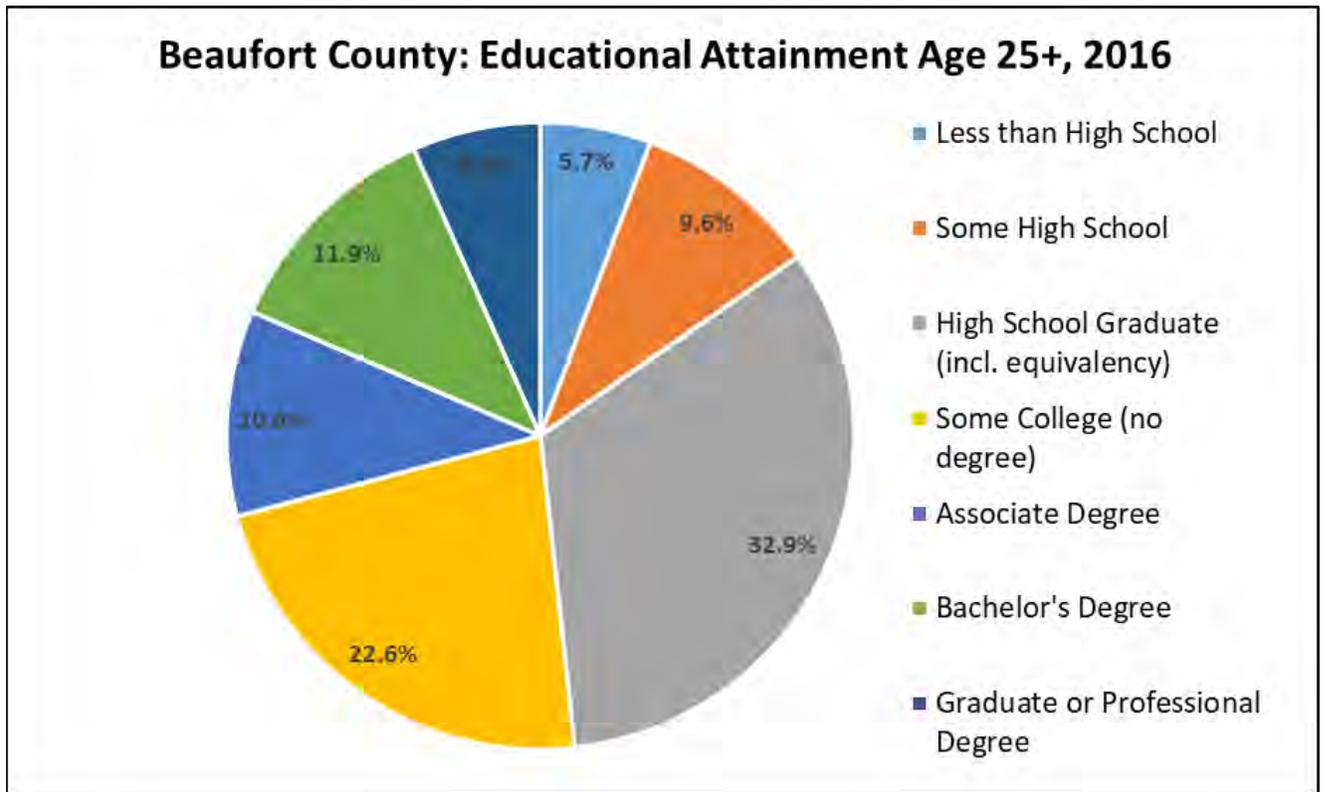
Education

The Census Bureau's American Community Survey estimates provide data regarding educational attainment. In Beaufort County, the educational attainment for residents 25 years and over in 2016 was as follows: 5.7% with less than 9th grade, 9.6% with some high school, 32.9% were high school graduates (includes equivalency) without further education, 22.6% with some college (no degree), 10.6% with an associate degree, 11.9% with a bachelor's degree, and 6.6% with a graduate or professional degree. Therefore, 84.7% of the population of Beaufort County age 25 years and over earned an education of high school graduate or higher, and 18.5% have earned a bachelor's degree or higher.

In 2016, 26.4% of North Carolina's population and 27.5% of the US population age 25 years and over were high school graduates (including equivalency) without further education. 86.3% of North Carolina's population and 87% of the US population age 25 years and over attained at least high school graduation or higher. 29% of North Carolina's population and 30.3% of the US population age 25 years and over earned a bachelor's degree or higher.

Beaufort County has a comparable percentage of high school graduates or higher compared to the state and national rates. The county has a lower percentage of persons having earned a bachelor's degree or higher compared to the state and national rates. Figure 3.3 reflects the educational attainment for Beaufort County's residents 25 years and over.

Figure 3.3: Beaufort County Educational Attainment

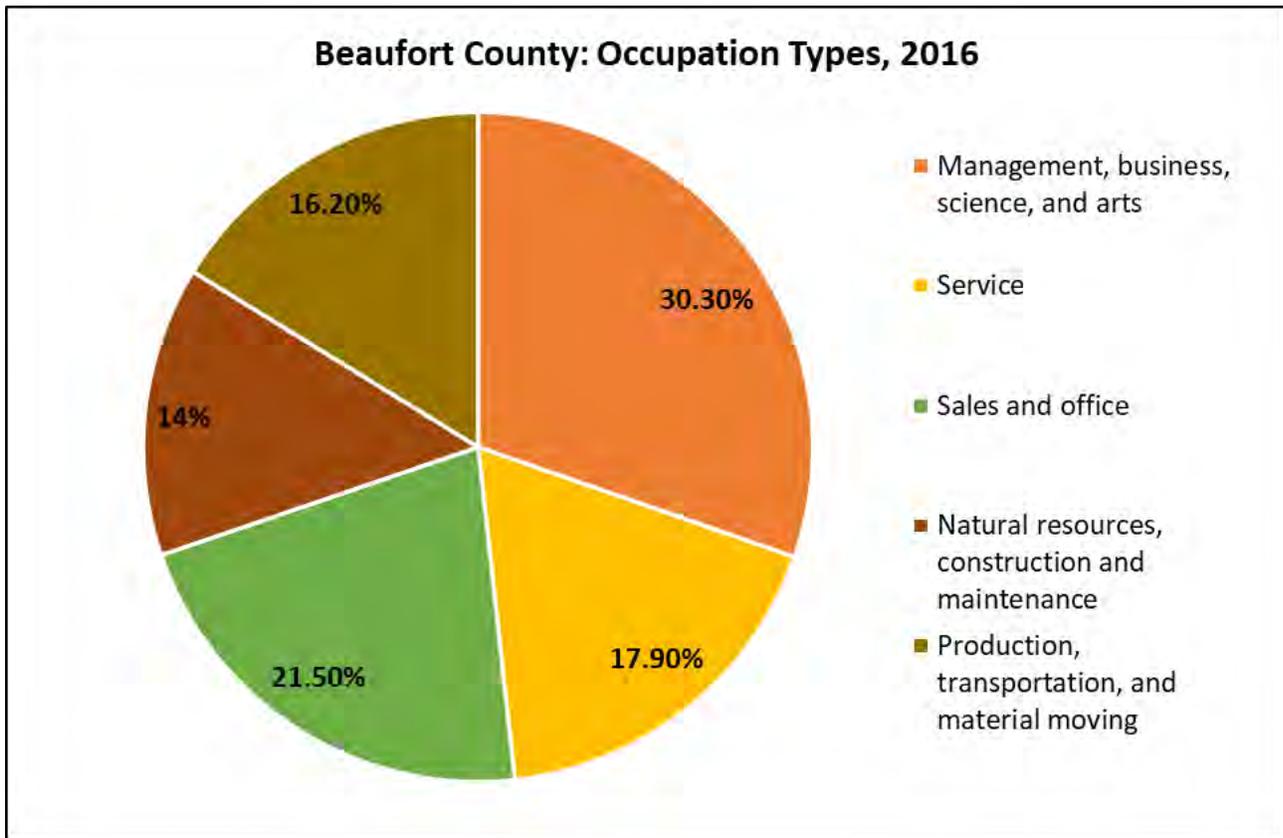


Employment

The Census Bureau's American Community Survey estimates provide data regarding employment. Beaufort County's potential labor force (population 16 years and over) in 2016 was 38,577 people. The civilian labor force was comprised of 21,080 people (54.6% of total potential labor force), of which 18,983 (90.1%) were employed and 2,097 (9.9%) were unemployed. The mean travel time to work was 24.3 minutes.

Employment can be broken down into occupation types based on the employed civilian population 16 years and over. In 2016, occupations of Beaufort County's workforce were as follows: 30.3% in management, business, science, and arts occupations; 17.9% in service occupations; 21.5% in sales and office occupations; 14% in natural resources, construction, and maintenance occupations; and 16.2% in production, transportation, and material moving occupations. Figure 3.4 illustrates Beaufort County's occupation types.

Figure 3.4: Beaufort County Occupation Types



Income

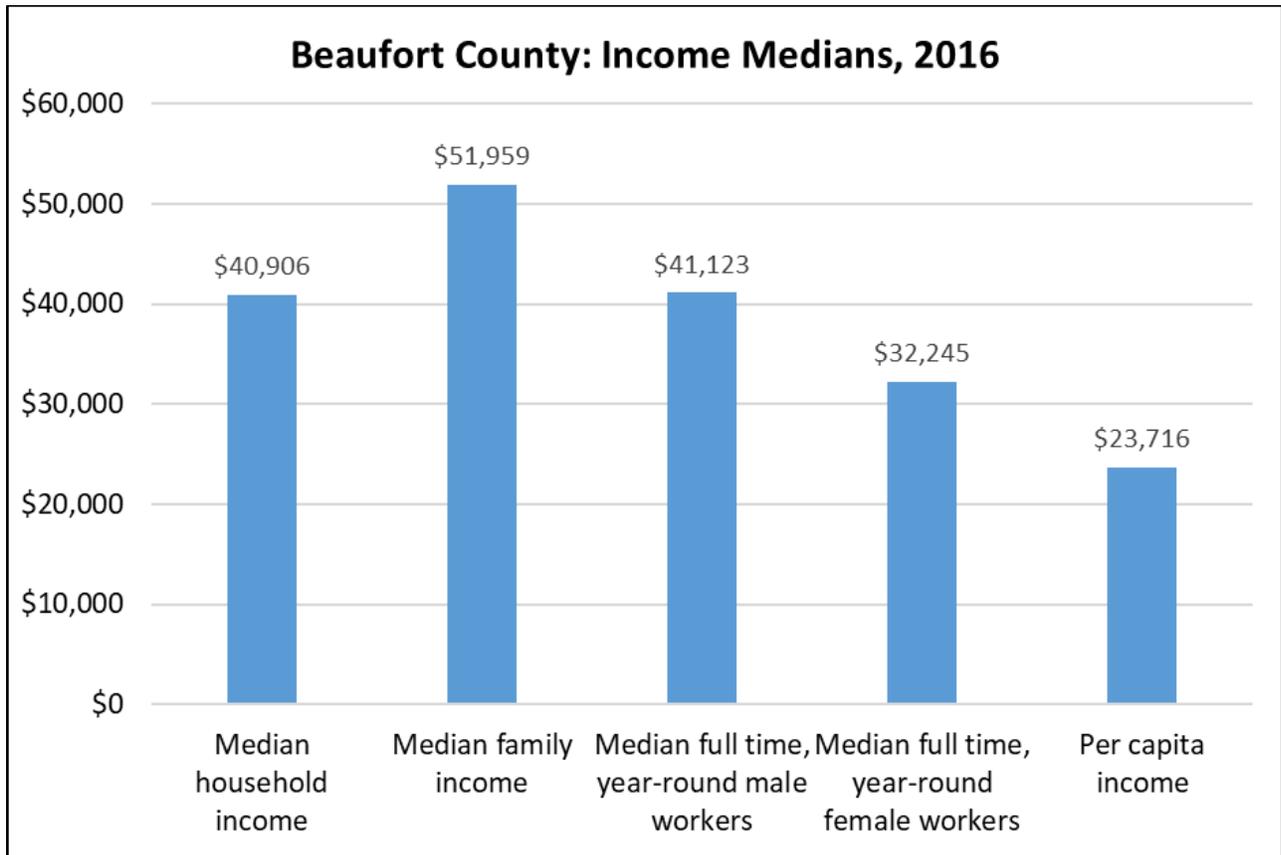
The Census Bureau’s American Community Survey estimates provide data regarding income. Beaufort County’s median household income in 2016 was \$40,906 and the median family income was \$51,959. Beaufort County’s median incomes were less than the state and national averages. The North Carolina median household income in 2016 was \$48,256 and the median family income was \$59,667. The US median household income was \$55,322 and the median family income was \$67,871.

Beaufort County’s full time, year-round workers earned \$41,123 for males and \$32,245 for females in 2016. The per capita income for Beaufort County was \$23,716. Beaufort County’s per capita income was slightly less than the state average and less than the national average. The North Carolina per capita income was \$26,779 and the US per capita income was \$29,829.

In 2016, 12.7% of Beaufort County’s families were living below the poverty line, including 22% of those with related children under 18 years and 18.4% with related children under 5 years. Beaufort County’s family poverty rate was

comparable to the state average and slightly higher than the national average. In 2016, 12.4% of North Carolina’s families were living below the poverty line and 11% of US families were living below the poverty line. Figure 3.5 shows income medians for Beaufort County.

Figure 3.5: Beaufort County Income Medians



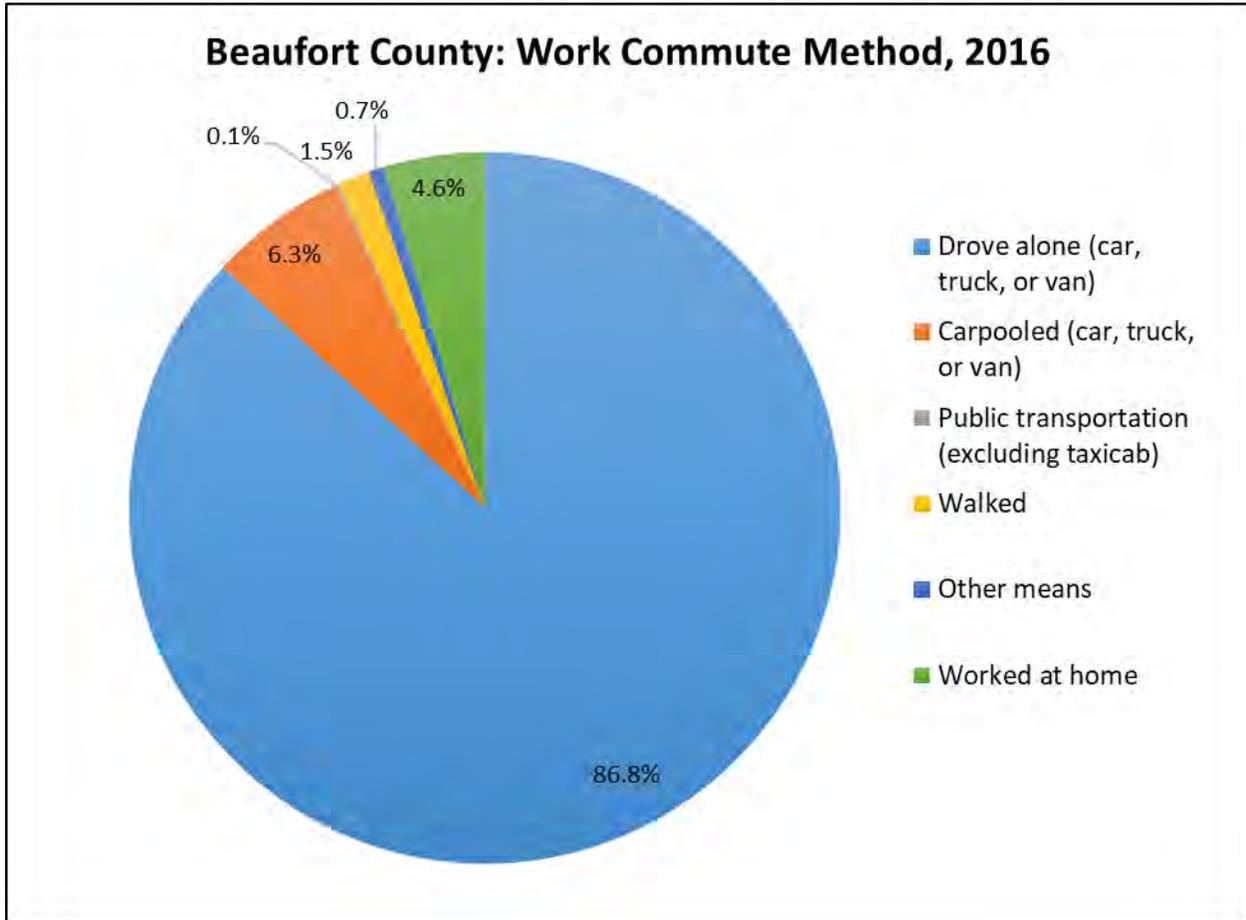
Vehicle Access and Commute Methods

In 2016, 92.6% of Beaufort County’s households had at least one motor vehicle. Of the occupied housing units (total 19,021), 7.4% had no vehicle, 31.3% had one vehicle, 39.7% had two vehicles, and 21.6% had three or more vehicles. Beaufort County does not have access to mass public transportation. However, the county is served by the Beaufort Area Transit System (BATS), a rural transit system providing on demand transportation services at a reasonable cost.

A large majority of Beaufort County’s employed residents drove alone to work in their own vehicle in 2016. 86.8% drove alone to work, 6.3% carpooled, 0.1% used public transportation (excluding taxicab), 1.5% walked, 0.7% used other means,

and 4.6% worked at home. Figure 3.6 illustrates the method of transportation for working residents.

Figure 3.6: Beaufort County Work Commute Method



4. Existing Conditions

Existing Roadway Characteristics

An inventory of existing roadway characteristics was conducted for roadways selected to be in the bicycle network. Data collected includes cross section, road width, lane width, shoulder width, presence of curb and gutter, presence of bicycle facilities, speed limit, and average daily traffic volume. The existing roadway characteristics table is located in Appendix A.

Bicycling in Beaufort County

The existing transportation network in Beaufort County is heavily automobile oriented. Low-trafficked rural roads are popular amongst recreational cyclists, but these roads often have moderate to high speed limits and lack paved shoulders. A majority of reported bicycle-motor vehicle crashes in Beaufort County occur in the City of Washington, where many residents use bicycling as a daily means of transportation to access needed services.

There are currently very few bicycling facilities in Beaufort County. There is one dedicated off-road bicycle facility in Washington, Jack's Creek Greenway. This one-mile greenway is located in the southern portion of Washington, beginning at the intersection of 6th Street and Bonner Street, and following Jack's Creek until it ends at the intersection of 3rd Street and Brown Street. The greenway is surrounded by residential neighborhoods, two local parks, and is just a few short blocks from the city's historic downtown.

There are currently no dedicated on-road bicycle facilities in Beaufort County. There are also very few roads that have paved shoulders wide enough to accommodate bicyclists. Portions of US-264 and US-17 highways have five-foot paved shoulders, but due to high speeds and high traffic volumes a separated facility is preferred on these routes for safety purposes. There is a short one-quarter mile section of NC-33 highway in Chocowinity which has six-foot paved shoulders. There is a three-mile stretch of NC-99 highway from SR-1722 to Foreman Lane (between Bath and Belhaven) which has five-foot paved shoulders.

NC-32 highway (Park Drive in Washington and River Road in Washington Park) has five-foot paved shoulders from Main Street in Washington to Brick Kiln Road in Washington Park, approximately a one-mile stretch. The five-foot paved shoulders are maintained on the bridge crossing into Washington Park. In Washington, there are five-foot paved shoulders on Washington Street from 11th Street to 15th Street, a short one-quarter mile section running through a

residential neighborhood. These segments combined total approximately 4.5 miles of roadway in Beaufort County that currently have wide paved shoulders to adequately accommodate bicyclists. These segments could easily and affordably be upgraded to dedicated bicycle lanes with striping and painted bicycle symbols or bicycle lane signage.

There are currently Share the Road signs on 3rd Street in downtown Washington from Bridge Street to Brown Street. There are also Share the Road signs on portions of US-264, NC-32, NC-92, and NC-99 highways. While these signs can be helpful to alert motorists to the presence of bicyclists, they are generally not an adequate replacement for a dedicated bicycle facility, except on low speed, low traffic volume roads.

Despite the lack of existing facilities, bicycle tourism in Beaufort County is on the rise. The county is well suited for bicycle tourism with two major state bicycle routes, the Pamlico River, picturesque agricultural fields and woodlands, Goose Creek State Park, charming historic downtown districts, and several bed and breakfasts. Cycle North Carolina has held their annual coastal ride in Beaufort County on multiple occasions. Race Across America has held qualifying races in the county. Inner Banks Outfitters in Washington leads a local bicycling club and organizes recreational rides across the county.

NC Bicycle Route 2: Mountains to Sea

To highlight the bicycling opportunities that North Carolina offers, the Integrated Mobility Division designated a cross-state system of bicycling highways. These routes generally parallel major highways but offer a safer alternative to the primary road corridors. Nine different routes covering 3,000 miles of the best North Carolina has to offer comprise the current system.

NC Bicycle Route 2, the Mountains to Sea Route, serves as the main artery of the NC Bicycle Route system, bisecting the state west to east. The current Mountains to Sea Route in Beaufort County runs from Clark's Neck Road on the west side of the county, to US-264/5th Street, to US-17 Business/Bridge Street, to downtown Washington along the waterfront, to NC-32/River Road in Washington Park, to NC-32/Broad Creek Road, to NC-92 going through Bath, to NC-99 going to Belhaven, through downtown Belhaven on US-264 Business, to US-264 exiting Beaufort County going east into Hyde County. This plan recommends a minor realignment of the current route, detailed in the project recommendations chapter.

NC Bicycle Route 3: Ports of Call

NC Bicycle Route 3, Ports of Call, traverses North Carolina's coastline, passing through the major ports of the colonial era along with numerous other coastal communities. The current Ports of Call Route in Beaufort County runs north to south in the eastern portion of the county. It begins on Long Ridge Road in the northern side of the county, to Main Street in Pinetown, to Boyd Road, to Whitepost Road going to Bath, where it temporarily joins the same route as NC Bicycle Route 2, Mountains to Sea, on NC-92 highway. The Ports of Call Route breaks away from the Mountains to Sea Route utilizing the Bayview-Aurora Ferry to cross over the Pamlico River. The route then departs the ferry onto NC-306 in Aurora, to Tunstall Swamp Road, exiting the southern portion of Beaufort County into Craven County. This plan recommends a minor realignment of the current route, detailed in the project recommendations chapter.

East Coast Greenway Coastal Route

The East Coast Greenway is a walking and biking route stretching 3,000 miles from Maine to Florida. The East Coast Greenway is designed to transform the 15 states and 450 communities it connects through active, healthy lifestyles, sustainable transportation, community engagement, climate resilience, tourism, and more. The greenway offers a safe place for bicyclists, walkers, runners, and more – of all ages and abilities – to commute, exercise, and visit new destinations.

The non-profit East Coast Greenway Alliance leads the development of the trail network. The alliance works with volunteers, partner organizations, and officials in local, state, regional and national government to continue moving more of the route onto protected paths. The East Coast Greenway offers Beaufort County a major opportunity both for its residents and for economic development related to bicycle tourism and ecotourism.

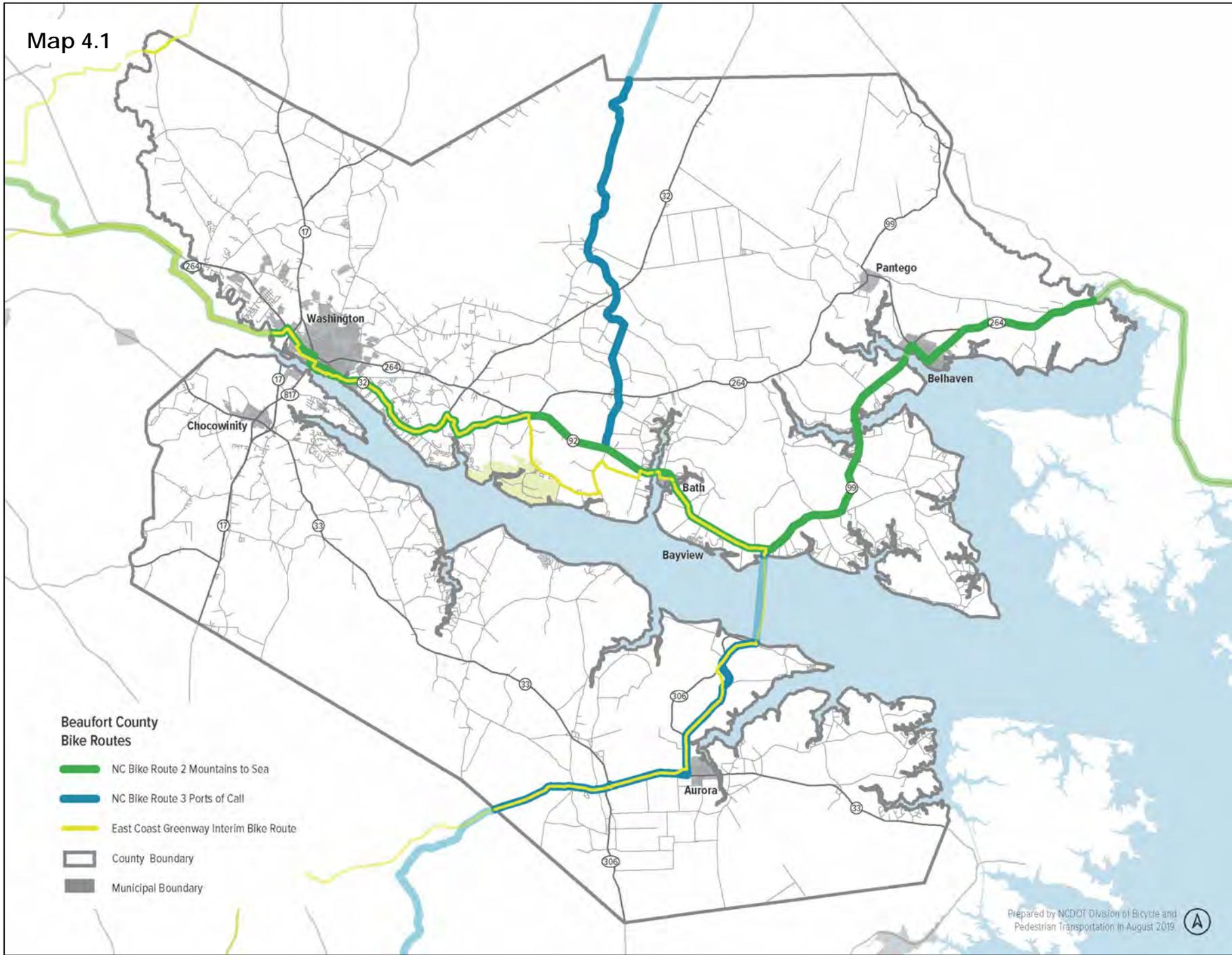
The primary route of the East Coast Greenway through North Carolina runs through the Raleigh-Durham Triangle area, with approximately one-third of that section having already been constructed as separated greenway facilities. The East Coast Greenway Coastal Route is planned but has not yet been constructed (interim on road routes have been designated). The coastal route will branch off from the main East Coast Greenway route in Virginia, and after going through the Elizabeth City area of North Carolina is planned to run south through Bertie County, then through Martin County connecting with the Skewarkee Rail Trail in Williamston, then through Pitt County connecting with Greenville's Greenway System, entering the western side of Beaufort County on Clark's Neck Road.

In Beaufort County, the East Coast Greenway Coastal Route follows the same route as NC Bicycle Route 2: Mountains to Sea, up to the Bayview Aurora Ferry, with the exception of a slightly different route through downtown Washington and a loop that exits NC Bicycle Route 2 to go by Goose Creek State Park.

Upon reaching the Bayview-Aurora Ferry on NC-92 highway, the East Coast Greenway Coastal Route utilizes the ferry crossing the Pamlico River and follows NC Bicycle Route 3: Ports of Call, exiting the southern portion of Beaufort County on Tunstall Swamp Road into Craven County. This plan recommends a minor realignment of the current planned route, detailed in the project recommendations chapter.

Map 4.1 shows the existing NC Bicycle Route 2: Mountains to Sea, NC Bicycle Route 3: Ports of Call and East Coast Greenway Coastal Route.

Map 4.1



Prepared by NCDOT Division of Bicycle and Pedestrian Transportation in August 2019.



Bicycle Crash Analysis

Beaufort County’s bicycle crash data was analyzed using NCDOT’s web-based bicycle crash database. This data was created by the UNC Highway Safety Research Center from all reported bicycle-motor vehicle crashes within Beaufort County from 2007 – 2018. The data was analyzed to determine trends and to identify the high-risk areas of Beaufort County. This information does not include instances involving only bicycles.

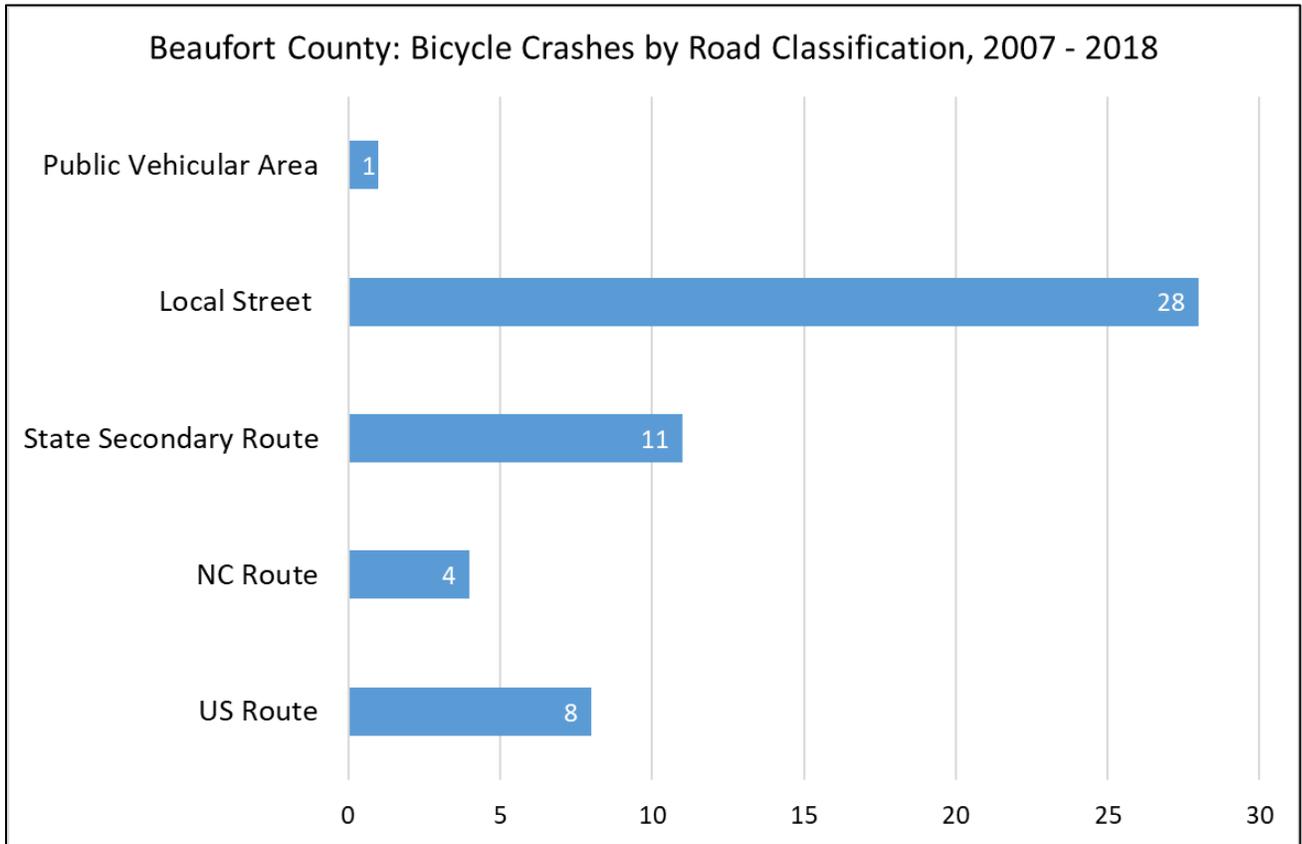
During the twelve-year period, there were fifty-three (53) reported bicycle-motor vehicle crashes in Beaufort County. This includes sixteen (16) reported crashes in unincorporated areas of Beaufort County. Reported bicycle-motor vehicle crashes by municipality for the same time period are as follows: Washington experienced thirty-four (34) reported crashes, and Washington Park experienced three (3) reported crashes. Figure 4.1 shows the distribution of crashes by year.

Figure 4.1: Beaufort County Bicycle Crashes by Year

| Crashes | Crash Year | | | | | | | | | | | Total | |
|--------------|------------|------|------|------|------|------|------|------|------|------|------|-------|------|
| | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | | 2018 |
| Total | 8 | 4 | 6 | 5 | 4 | 4 | 3 | 3 | 3 | 6 | 5 | 2 | 53 |

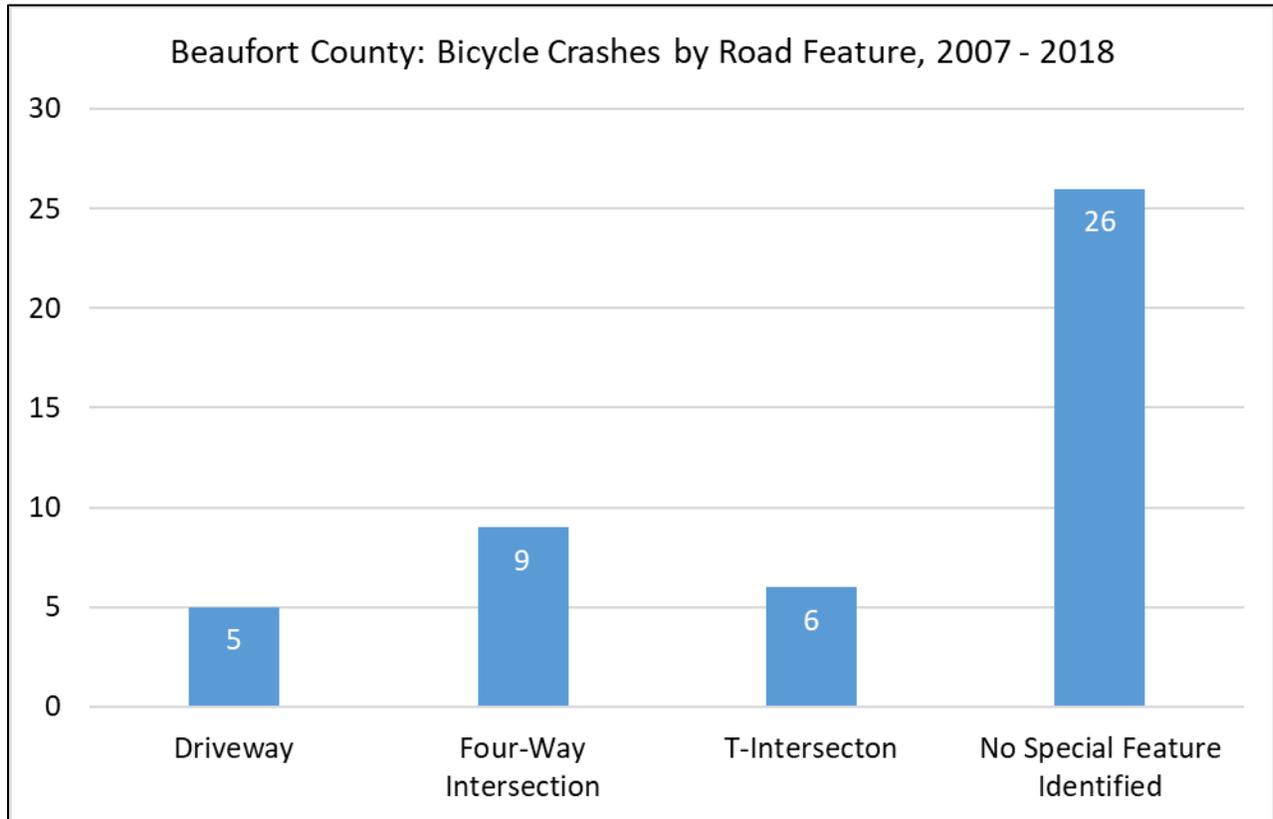
Characteristics of crash data were reviewed to determine locations and results of the crashes. Road classification was one of the elements reviewed. Eight (8) out of fifty-three (53) bicycle-motor vehicle crashes occurred on a US Route, four (4) occurred on an NC Route, eleven (11) occurred on a state secondary route, twenty-eight (28) occurred on a local street, and one (1) occurred in a public vehicular area (one reported crash was missing this data). Seventy-three (73) percent of reported crashes occurred on local streets and secondary routes. This indicates the need for additional safety measures such as bicycle visibility, enforcement, additional signage, marked routes, driveway improvements, and installation of facilities such as on-road bicycle lanes. Figure 4.2 shows the location of reported bicycle-motor vehicle crashes by road classification.

Figure 4.2: Beaufort County Bicycle Crashes by Road Classification



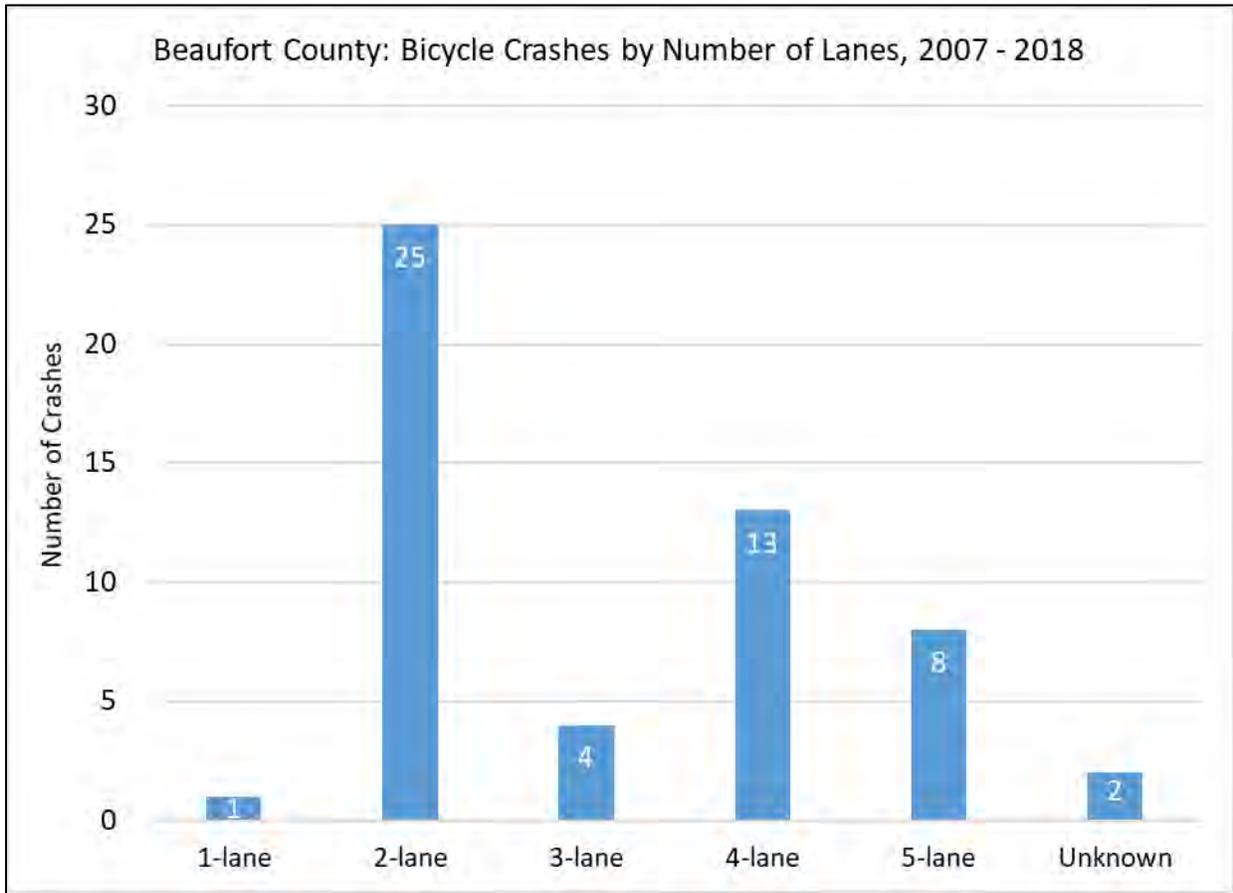
Another data element reviewed was the road feature where crashes occurred. Six (6) out of fifty-three (53) bicycle-motor vehicle crashes occurred at a driveway, nine (9) occurred at a four-way intersection, seven (7) occurred at a T-intersection, and (30) of the crashes had no special feature identified (one crash was missing this data). Figure 4.3 shows the location of reported bicycle-motor vehicle crashes by road feature.

Figure 4.3: Beaufort County Bicycle Crashes by Road Feature



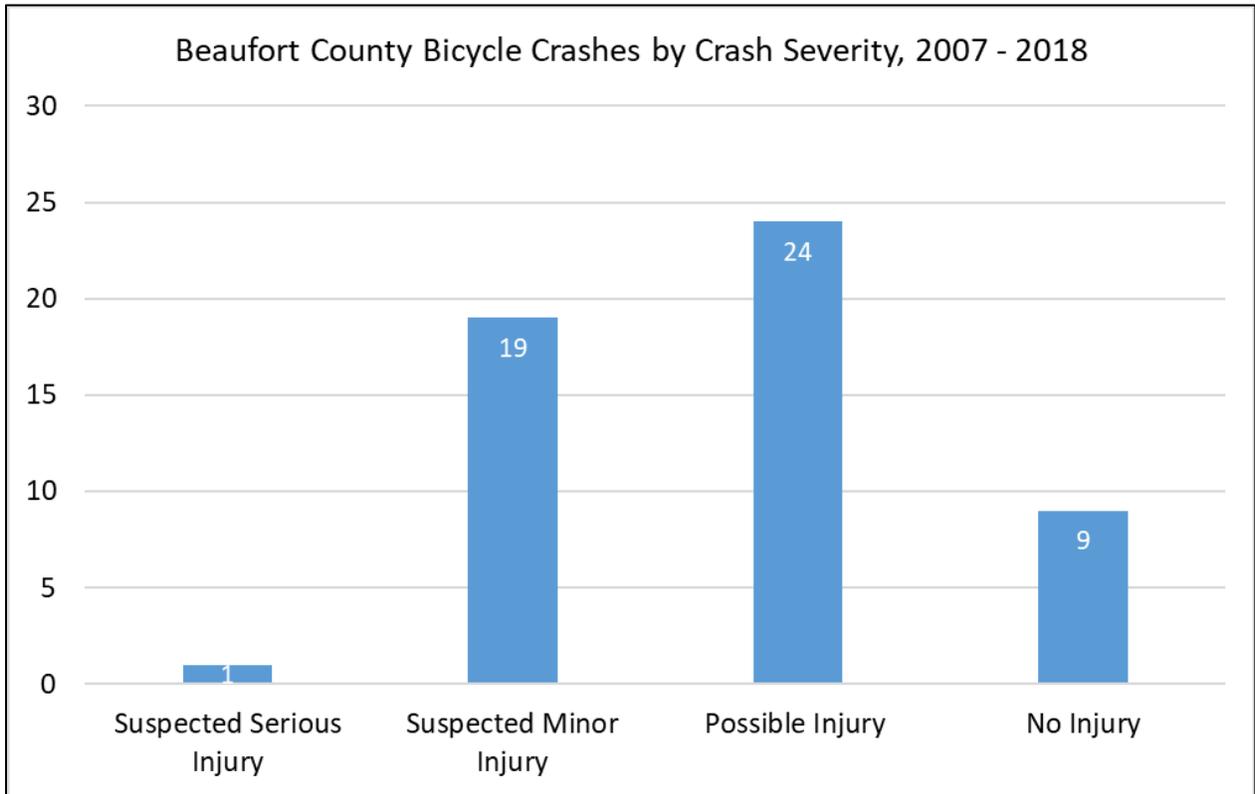
Data was also gathered for the number of lanes of the roadway where each bicycle-motor vehicle crash occurred. One (1) out of fifty-three (53) bicycle-motor vehicle crashes occurred on a one-lane road, twenty-five (25) crashes occurred on a two-lane road, four (4) crashes occurred on a three-lane road, thirteen (13) crashes occurred on a four-lane road, eight (8) crashes occurred on a five-lane road, and two (2) crashes occurred for which the number of lanes was unknown. Crashes on multiple lane roads are likely to be more severe due to higher speed limits and increased traffic volumes. The number of crashes on multiple lane roads indicates the need for off road or physically separated bicycle facilities, enforcement/compliance of traffic laws, access management, and/or lighting improvements. Figure 4.5 shows the location of bicycle-motor vehicle crashes by number of lanes.

Figure 4.5: Beaufort County Bicycle Crashes by Number of Lanes



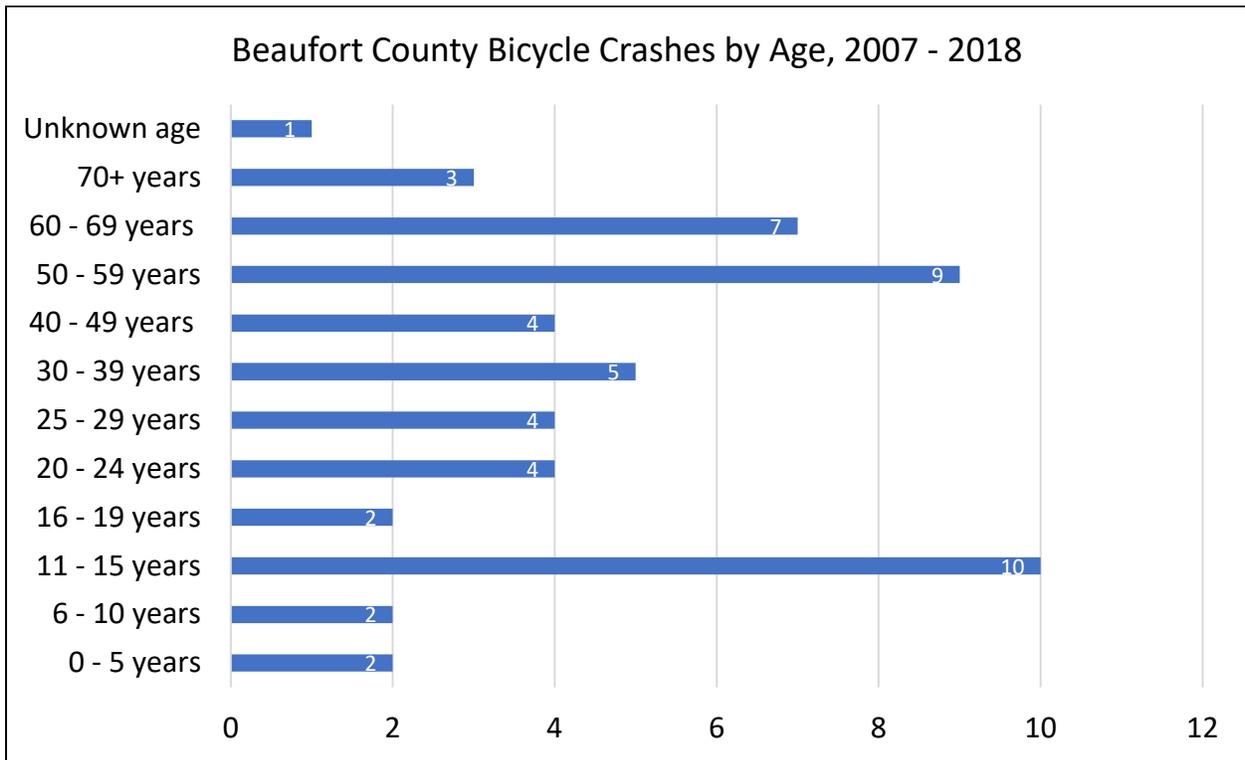
Data was also gathered for the severity of each bicycle-motor vehicle crash. Of the fifty-three (53) bicycle-motor vehicle crashes, zero (0) resulted in a fatality, one (1) resulted in a suspected serious injury, nineteen (19) resulted in a suspected minor injury, twenty-four (24) resulted in a possible injury, and nine (9) crashes resulted in no injury. The crash resulting in a suspected serious injury occurred in Washington Park on NC-32/River Road near a t-intersection. Figure 4.6 illustrates bicycle-motor vehicle crashes by crash severity.

Figure 4.6 Beaufort County Bicycle Crashes by Crash Severity



Data was also reviewed for the age group of the bicyclist in each bicycle-motor vehicle crash. Two (2) crashes involved children under the age of five, two (2) crashes involved persons six to ten years old, ten (10) crashes involved persons eleven to fifteen years old, two (2) crashes involved persons sixteen to nineteen years old, four (4) crashes involved persons twenty to twenty-four years old, four (4) crashes involved persons twenty-five to twenty-nine years old, five (5) crashes involved persons thirty to thirty-nine years old, four (4) crashes involved persons forty to forty-nine years old, nine (9) crashes involved persons fifty to fifty-nine years old, seven (7) crashes involved persons sixty to sixty-nine years old, three (3) crashes involved persons seventy years and older, and one (2) crash had a bicyclist of unknown age. Figure 4.7 illustrates bicycle-motor vehicle crashes by age.

Figure 4.7 Beaufort County Bicycle Crashes by Age



According to the crash data, a significant majority of bicycle-motor vehicle crashes involved male bicyclists. Of the fifty-three (53) bicycle-motor vehicle crashes, forty-eight (48) crashes involved males, and five (5) crashes involved females. Analyzed by race, thirty-one (31) of the fifty-three (53) bicycle crashes involved African-Americans (58%), while seventeen (17) crashes involved Caucasians (32%), two (2) involved Hispanics (4%), and three (3) involved other races (6%).

Analysis of Beaufort County's crash data indicates a need for bicycle-friendly development standards, improved bicyclist visibility along roadways and intersections, traffic and bicycle law enforcement, additional bicycle safety education, and additional bicycle facilities, both on-road and off-road depending on the conditions and location.

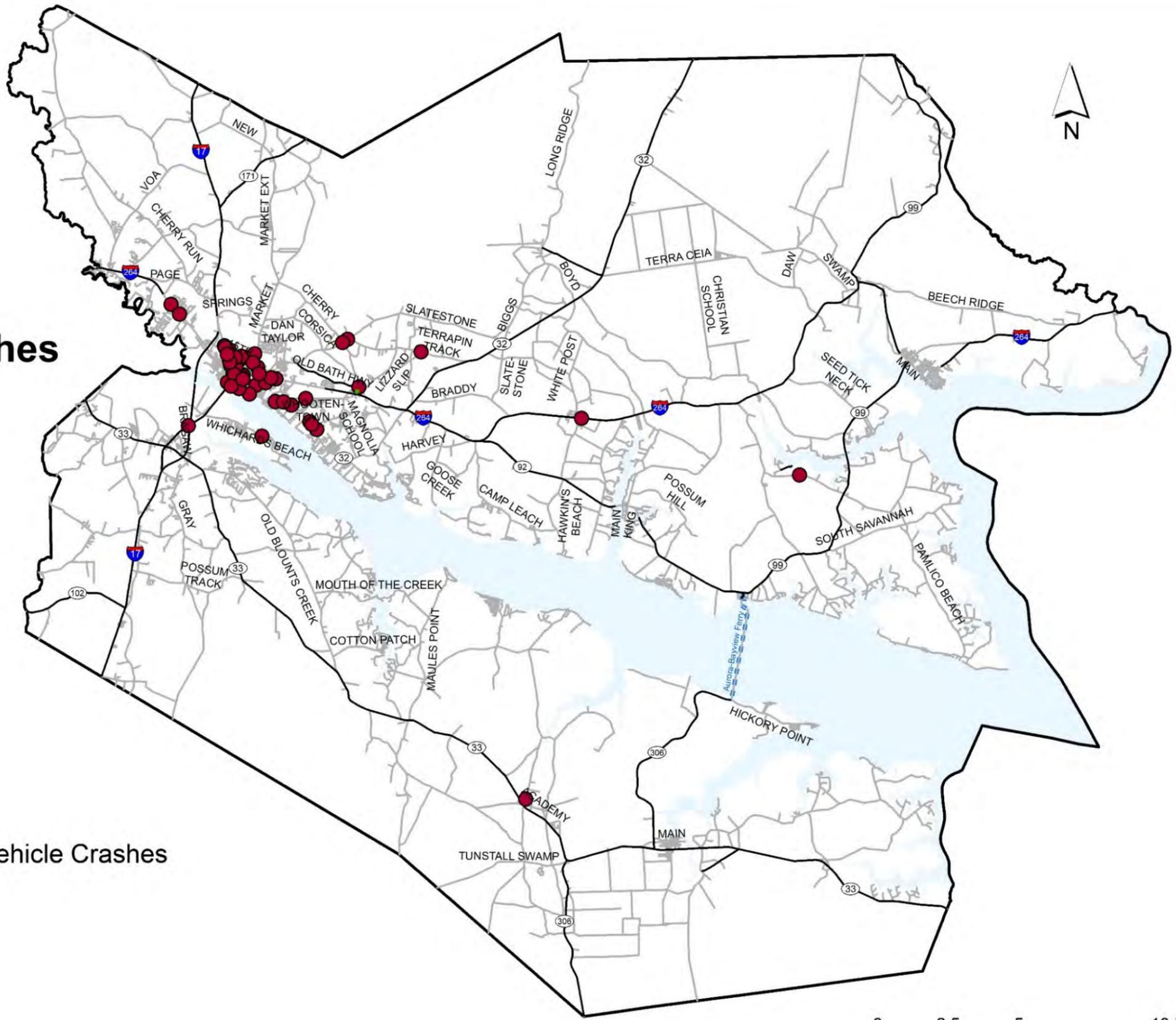
Map 4.2 shows the location of bicycle-motor vehicle crashes from 2007 – 2018. Map 4.3 is a City of Washington inset showing the location of bicycle-motor vehicle crashes from 2007 - 2018.

Map 4.2

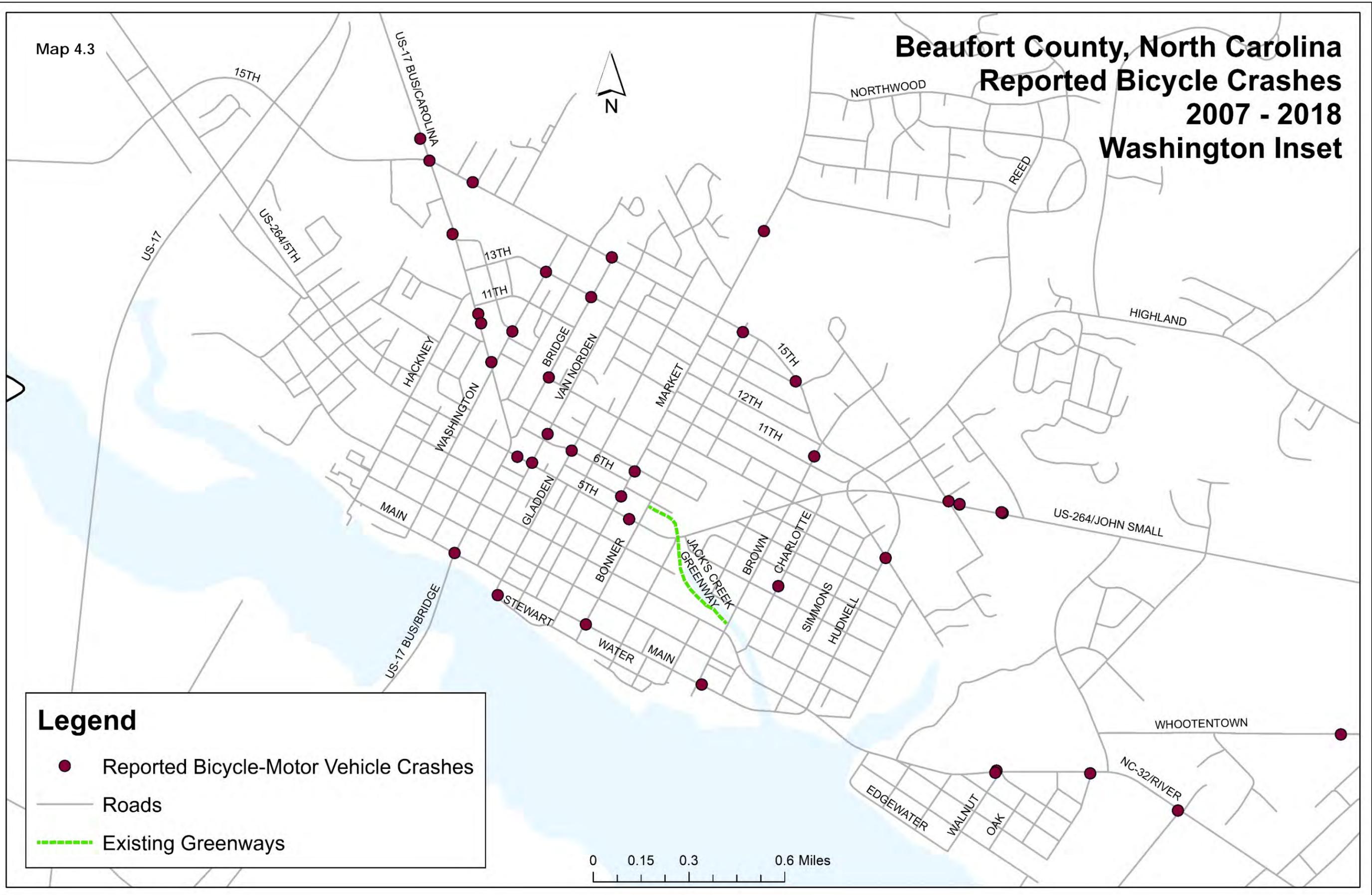
Beaufort County North Carolina Reported Bicycle Crashes 2007 - 2018

Legend

- Reported Bicycle-Motor Vehicle Crashes
- Highways
- Roads



Beaufort County, North Carolina Reported Bicycle Crashes 2007 - 2018 Washington Inset



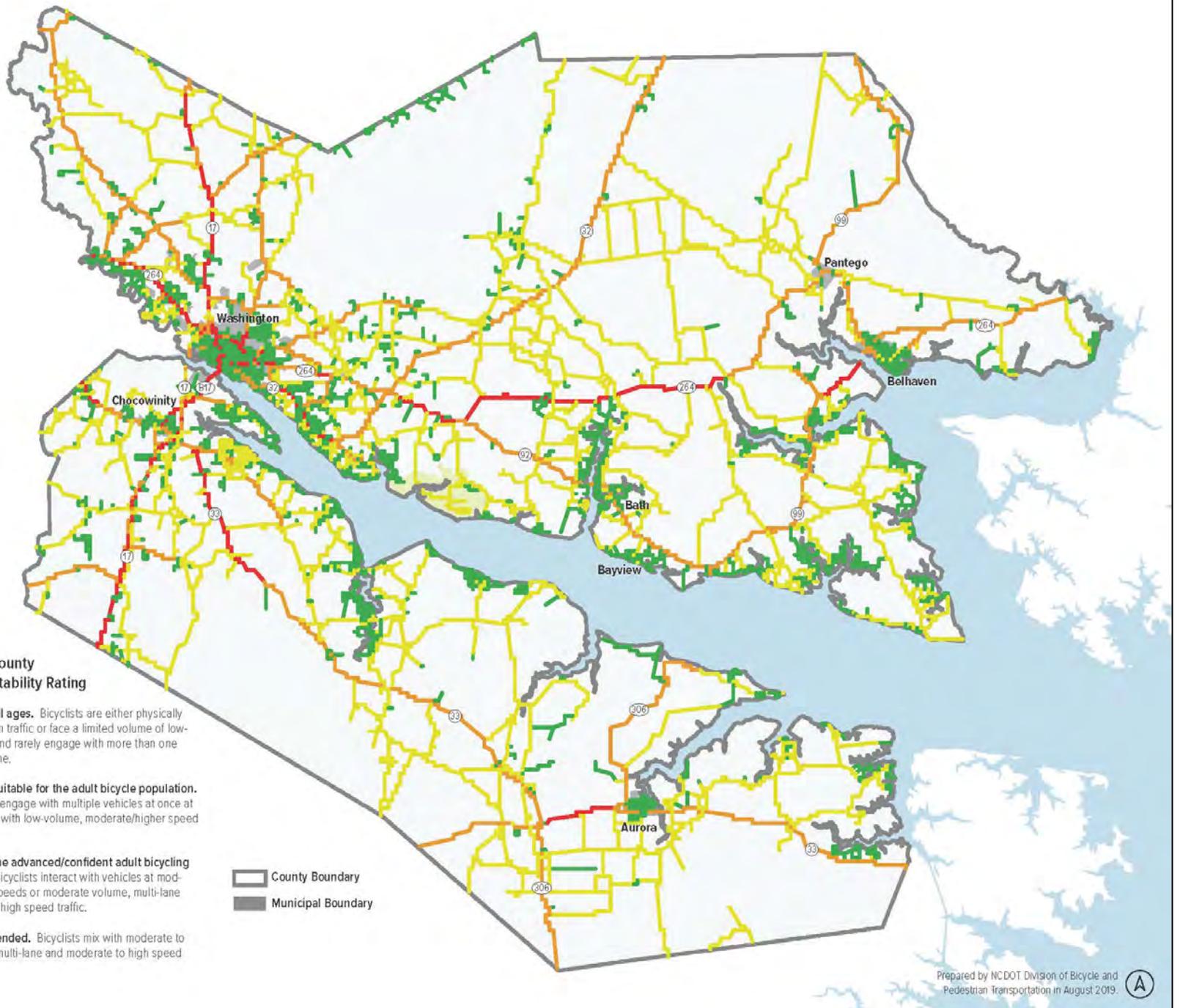
Suitability Analysis

A rating system was developed to evaluate roads across Beaufort County to determine biking suitability. This system was used to conduct a suitability analysis. Roadways were classified as suitable for all ages, moderately suitable for the adult bicycle population, suitable for the advanced/confident adult bicyclist, and not recommended. Data used to conduct the suitability analysis included traffic volume, speed limit, roadway classification, paved shoulder widths, and number of roadway lanes. A detailed description of the suitability analysis methodology is located in Appendix B.

Much of Beaufort County is covered with moderate (yellow) routes. These routes are moderately suitable for the adult bicycling population. Bicyclists may engage with multiple vehicles at once at low speeds or with low-volume, moderate/higher speed traffic. Many of these roads are rural secondary routes. The majority of roadways with easy (green) routes are low traffic volume, low speed residential streets. These routes are suitable for all ages. Bicyclists are either physically separated from traffic or face a limited volume of low-speed traffic and rarely engage with more than one vehicle at a time.

Advanced (orange) routes are mostly found on two-lane highways. A few rural secondary roads also fall within this category. These routes are suitable for the advanced/confident adult bicycling population. Bicyclists interact with vehicles at moderate/higher speeds on moderate volume roads, in multi-lane traffic, or near high speed traffic. Routes that are not recommended (red) are primarily along multi-lane highways with some sections occurring on two-lane highways. 15th Street in Washington, a primary shopping district, also falls in the not recommended category. These routes are not recommended because bicyclists mix with moderate to high volume traffic, multi-lanes, and moderate to high speed traffic. Map 4.4 shows the results of the suitability analysis.

Map 4.4



Opportunities and Constraints

Opportunities and constraints for bicyclists in Beaufort County were identified. Currently, bicyclists in Beaufort County face numerous constraints as they try to navigate a community is automobile dependent. However, there are many viable opportunities to create a bicycle-friendly community in Beaufort County.

Identified opportunities and constraints are listed below. The numbers correspond with Map 4.5 which shows the location of the identified opportunities and constraints.

Opportunities and constraints:

1. **Proposed Tar River Greenway** – The planned greenway follows the northwest county line and continues along Tranters Creek. Possible project limitations include environmental constraints, lack of destinations along the corridor, and potential right-of-way constraints.
2. **US-17** – The corridor provides a potential connection to Williamston. Due to its current roadway classification as 4-lane divided highway, off-road or separated on-road bicycle facilities should be recommended.
3. **Market St Extension**– A potential connection is proposed from Airport Rd. (within Washington city limits) north into the county to the Susie Gray McConnell Sports Complex and Aquatic Center and to John Small Elementary School and PS Jones Middle School. Due to the roadway classification as a four-lane undivided highway, off-road facilities should be recommended along the corridor to the school property. On-road facilities should only be considered if right-of-way is limited.
4. **Market Street** – In the Washington Bicycle Plan, a shared use path is recommended from 15th St to Airport Dr, and bike lanes are recommended from 3rd St to 15th St. Shared lane markings are recommended from Water St to 3rd. Market St. transitions from a four-lane to two-lane roadway several times along the corridor. Paved shoulders are non-existent, but sidewalks are present along some segments of the corridor. Right-of-way limitations and street parking may constrain proposed facility recommendations.
5. **Jacks Creek Greenway** – The existing segment of Jack’s Creek Greenway spans from Bonner St. to N Brown St. at 3rd St., north of Downtown Washington. Extending the greenway west to Market St. and east along Park Dr. could provide a critical off-road connection for residential neighborhoods east of Downtown.
6. **The Washington-Greenville Greenway** is proposed along the Tar River from Greenville to Washington. The proposed route is adjacent to the US-264

corridor in the county. ROW limitations and environmental issues are major project constraints.

7. **NC Bike Route 2 and East Coast Greenway Routes through Washington** – From Greenville the NC Bike Route 2 and ECG corridor follows Clarks Neck Rd to US-264. A safer connection is needed into Washington due to the traffic volume and speeds along US-264. In Downtown Washington, these routes follow 3rd St, Main St, and Water St. The Washington-Greenville Greenway is proposed along 3rd St to Gladden St in the Washington Bicycle Plan. An east-west corridor is needed through Downtown. Bicycle facilities should be recommended along 3rd St., Main St., and Water St. Limited ROW and conflicts with parking are the major constraints along these corridors.
8. **NC-32/92 and the NC-32 Bridge** – NC Bike Route 2 and the East Coast Greenway follows NC-32 and NC-92 from Washington to the Bayview-Aurora Ferry. Both corridors are two-lane roadways. Paved shoulders are non-existent with the exception of along the NC-32 bridge over the Pamlico River. Bicycle facilities are needed to accommodate local traffic and those traveling on NC Bike Route 2 and the East Coast Greenway. Potential constraints include right-of-way limitations.
9. **US-17 BUS Bridge to Chocowinity** – The bridge is a 4-lane roadway with raised narrow sidewalks. A road diet should be considered along US-17 to accommodate protected or buffered bicycle lanes. Potential constraints include right-of-way limitations.
10. **US-17 BUS** – US-17 BUS is a 4-lane undivided roadway with no sidewalks or paved shoulders. As with the recommendations for the US-17 BUS bridge, consider a road diet along US-17 to accommodate protected or buffered bicycle lanes. Potential constraints include right-of-way limitations.
11. **A greenway is proposed along the Chicod Creek** from Greenville to the Beaufort County line. Consider evaluating options to extend the proposed greenway into the county to connect to Chocowinity.
12. **NC-33/NC-306 from Chocowinity to Aurora** – NC-33 and NC-306 are 2-lane undivided roadways with narrow/non-existent shoulders. NC-33 provides the only continuous east-west connection in the county south of the Pamlico River. NC-33/306 near Aurora is designated as NC Bike Route 3. Bicycle facilities are needed to accommodate local traffic and those traveling on NC Bike Route 3 and the East Coast Greenway. Potential constraints include right-of-way limitations.
13. **NC-32 Bridge** (Broad Creek Rd over the Broad Creek) – NC-32 is a 2-lane undivided roadway and the bridge includes paved shoulders. Bicycle facilities are needed to accommodate local traffic and those traveling on

NC Bike Route 2 and the East Coast Greenway. Right-of-way limitations, especially along the bridge, and environmental constraints in the area are challenges to future projects along the corridor.

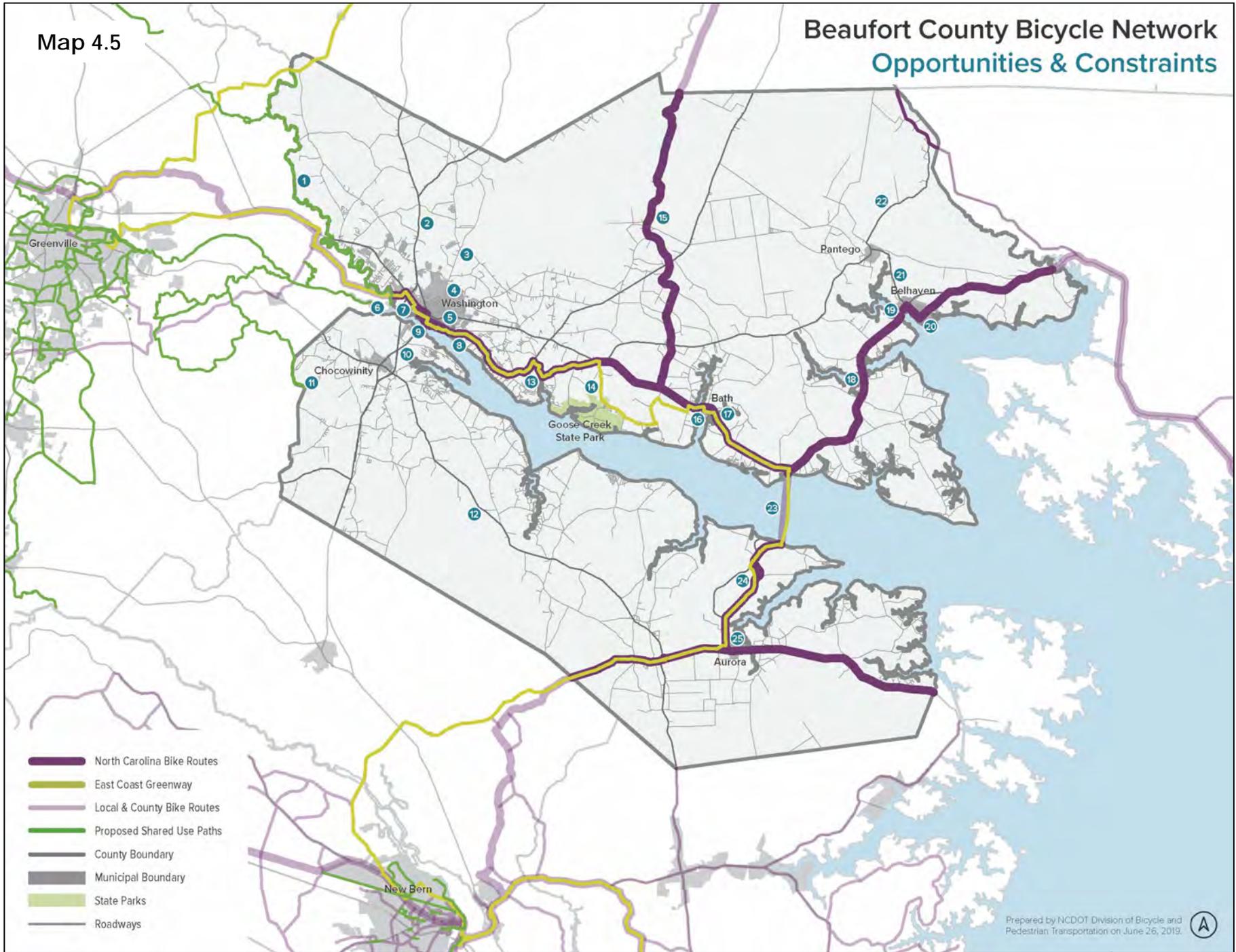
14. **Connection to Goose Creek State Park** – The East Coast Greenway follows Camp Leach Rd. to Goose Creek State Park. Camp Leach Rd. is a two-lane highway without paved shoulders. Bicycle facilities are needed to provide a direct connection to the state park and to accommodate the ECG route. Constraints include right-of-way limitations and low feasibility of a roadway improvement project along the corridor in the long-term.
15. **NC State Bike Route 3** – This bike route is the north-south bicycle connector through the county and follows White Post Rd, Boyd Rd, SR 1508. These roads are rural, 2-lane undivided roadways without paved shoulders. Paved Shoulders are needed on these roads to accommodate bicyclists. Routing alternatives for NC Bike Route 3 to NC-32 should also be considered. Constraints include right-of-way limitations and low feasibility of a roadway improvement project along the corridor in the long-term.
16. **NC-92 Bridge over Bath Creek** Through Bath, NC-92 is a 2-lane undivided roadway and the bridge includes narrow paved shoulders and sidewalks along both sides of the road. The paved shoulders should be widened to accommodate improved bicycle facilities. The sidewalks should be extended further along both sides of the roadway to connect to Downtown Bath. Potential constraints include right-of-way limitations, especially along the bridge, and environmental constraints in the area are challenges to future projects along the corridor.
17. **Bath Bicycle Network** – Travel lanes along NC-92 and King St are wide enough to accommodate separated or buffered bicycle lanes to improve connections across town to local schools and tourist destinations. Bicycle boulevards may also be considered for low-traffic streets through town.
18. **NC-99 Bridge over Pungo Creek** – South of Belhaven, NC-99 is a two lane roadway, and the bridge over Pungo Creek includes paved shoulders along both sides of the road. The northbound shoulder is 1-2 ft. wider. Bicycle facility recommendations should be provided along the corridor for local residents and bicyclists traveling along NC Bike Route 2. Right-of-way limitations and environmental constraints in the area are challenges along the corridor.
19. **NC-99 Bridge over Pantego Creek** – In Belhaven, NC-99 is a two lane roadway with paved shoulders along both sides of the road. Bicycle facility recommendations should be provided along the corridor for local residents and bicyclists traveling along NC Bike Route 2. Right-of-way

limitations and environmental constraints in the area are challenges along the corridor.

20. **Downtown Belhaven Bicycle Network** – Travel lanes along Pamlico St and Main St are wide enough to accommodate protected or buffered bicycle lanes to improve connections across town. Bicycle boulevards may also be considered for low-traffic streets through town. Constraints include conflicts with existing on-street parking.
21. **NC-99 – Connection between Belhaven and Pantego** – NC-99 is a two lane roadway with narrow paved shoulders. Bicycle accommodations should be provided between the two communities and to connect to NC Bike Route 2 in Belhaven. Right-of-way limitations and environmental constraints in the area are challenges along the corridor.
22. **NC-99 – Connection between Pantego Hyde County** – NC-99 is a two-lane roadway without paved shoulders. Bicycle accommodations should be considered as a connection between the two counties. Right-of-way limitations and environmental constraints in the area are challenges along the corridor.
23. **Bayview-Aurora Ferry** – The ferry crossing is a key connection along NC Bike Route 3 and the East Coast Greenway. Bicycle accommodations are needed in the ferry terminal and the bridges approaching the ferry. Potential accommodations include bike parking, signage, and shared lane markings. Ferry schedules and frequency should also accommodate bicycle commuters and recreational bicyclists in peak travel seasons. Cost is a possible constraint.
24. **NC State Bike Routes 2 and 3** – Both state bike routes share the same route south of the Pamlico River through the county and follows NC-306 and Aurora Rd. These roads are rural, 2-lane undivided roadways. NC-306 has narrow shoulders while Aurora Rd does not have paved shoulders. Bicycle facilities should be recommended to accommodate local traffic and bicyclists traveling along NC Bike Routes 2 and 3. Constraints include right-of-way limitations and low feasibility of a roadway improvement project along the corridor in the long-term.
25. **Downtown Aurora Bicycle Network** – Travel lanes along Main St. are wide enough to accommodate bicycle facilities to improve connections across town. Bicycle boulevards may also be considered for low-traffic streets through town. Constraints include right-of-way limitations and conflicts with existing on-street parking.

Map 4.5

Beaufort County Bicycle Network Opportunities & Constraints



- North Carolina Bike Routes
- East Coast Greenway
- Local & County Bike Routes
- Proposed Shared Use Paths
- County Boundary
- Municipal Boundary
- State Parks
- Roadways

Prepared by NCDOT Division of Bicycle and Pedestrian Transportation on June 26, 2019.



Origins and Destinations

Most bicycle trips in Beaufort County originate in residential areas of the county. With many destinations being retail or employment, riders often find themselves traversing through dangerous conditions to reach their destinations. In addition to the desire to reach business and retail, local parks and recreation facilities are a major draw for people using bicycles for transportation, including children. Recreational cyclists often utilize low volume rural roads as they are not trying to reach a specific destination but are riding for pleasure and exercise.

The Steering Committee identified destinations in Beaufort County including accommodations, education, healthcare, government offices, major employers, parks and recreation facilities, cultural and historic sites, and major shopping destinations. Identified destinations are listed in Appendix C. Map 4.6 shows the location of the identified destinations in Beaufort County. Map 4.7 is an Aurora inset of the identified destinations, Map 4.8 a Bath inset, Map 4.9 a Belhaven inset, Map 4.10 a Chocowinity inset, and Map 4.11 is a Washington inset of identified destinations.

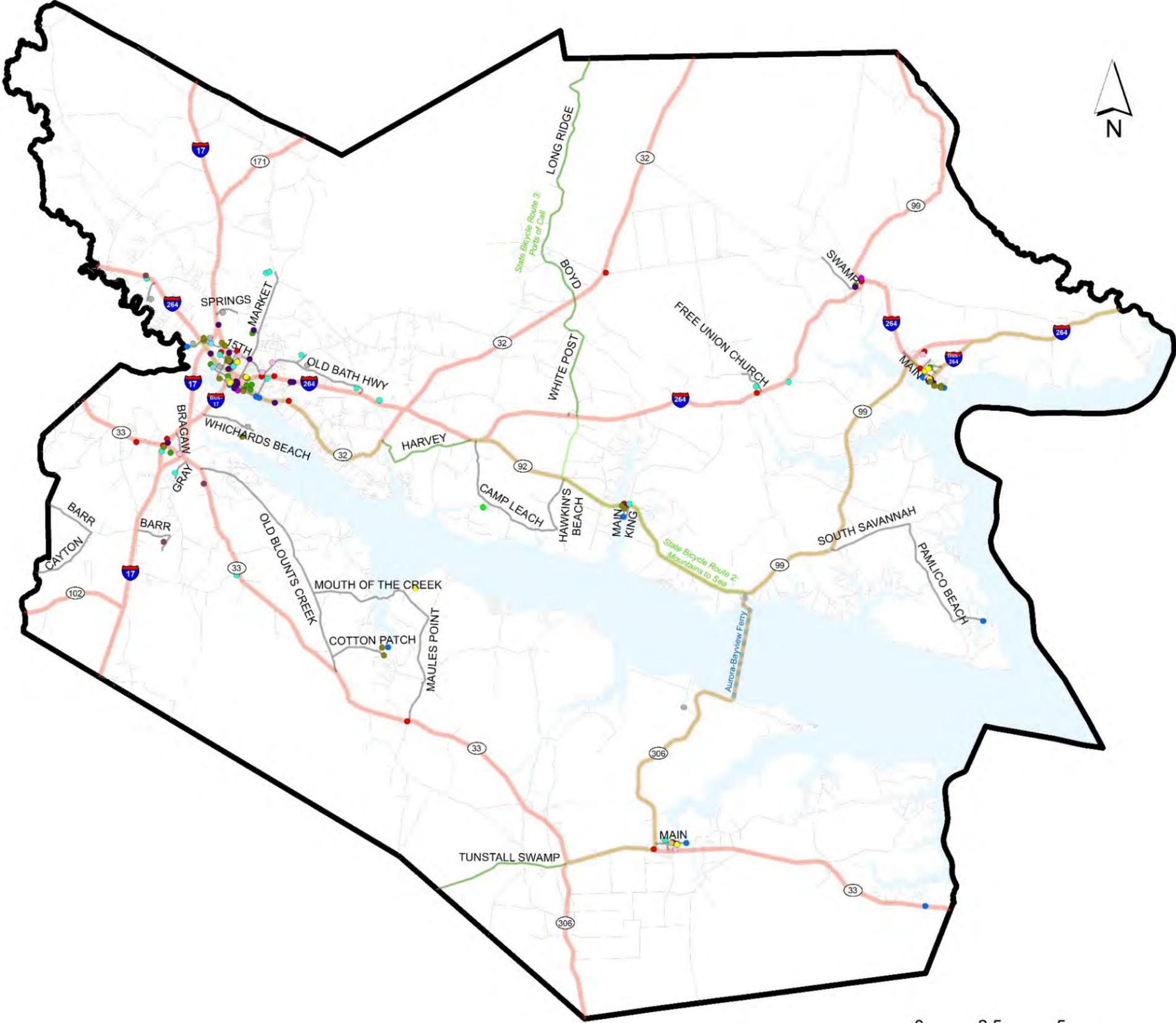
Beaufort County North Carolina Bicycle Network

Destinations

Map 4.6

Legend

- Accommodations
- Agritourism
- Community Centers/Facilities
- Education
- Goose Creek State Park
- Governmental
- Healthcare
- Industry
- Libraries
- Museums
- Office
- Public Parks
- Public Waterfront Access
- Shopping
- State Bicycle Routes
- Secondary Roads
- US & State Highways



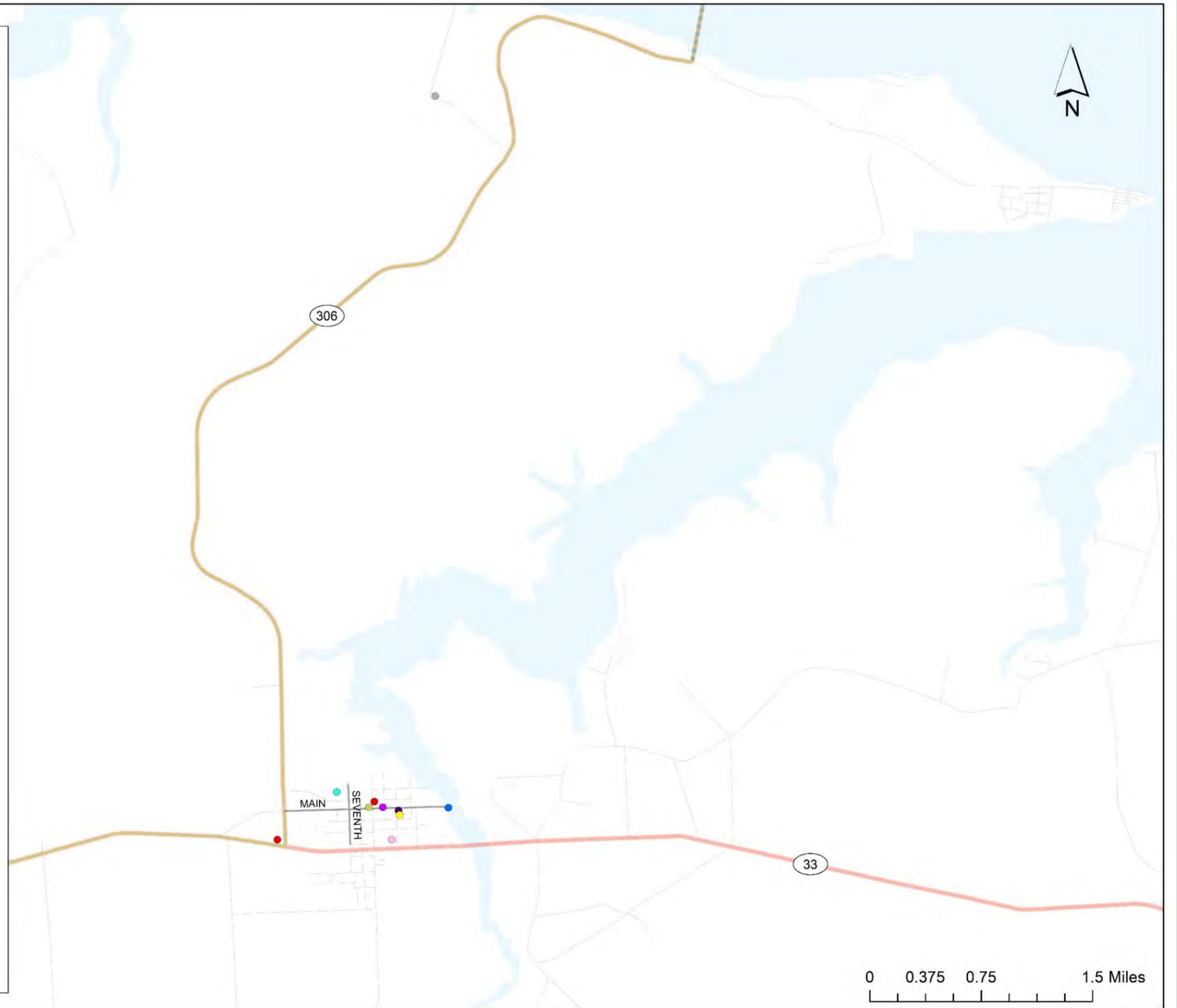
Beaufort County North Carolina Bicycle Network

Destinations Aurora Inset

Map 4.7

Legend

- Accommodations
- Agritourism
- Community Centers/Facilities
- Education
- Goose Creek State Park
- Governmental
- Healthcare
- Industry
- Libraries
- Museums
- Office
- Public Parks
- Public Waterfront Access
- Shopping
- State Bicycle Routes
- Secondary Roads
- US & State Highways



Beaufort County North Carolina Bicycle Network

Destinations Bath Inset

Map 4.8

Legend

- Accommodations
- Agritourism
- Community Centers/Facilities
- Education
- Goose Creek State Park
- Governmental
- Healthcare
- Industry
- Libraries
- Museums
- Office
- Public Parks
- Public Waterfront Access
- Shopping
- State Bicycle Routes
- Secondary Roads
- US & State Highways



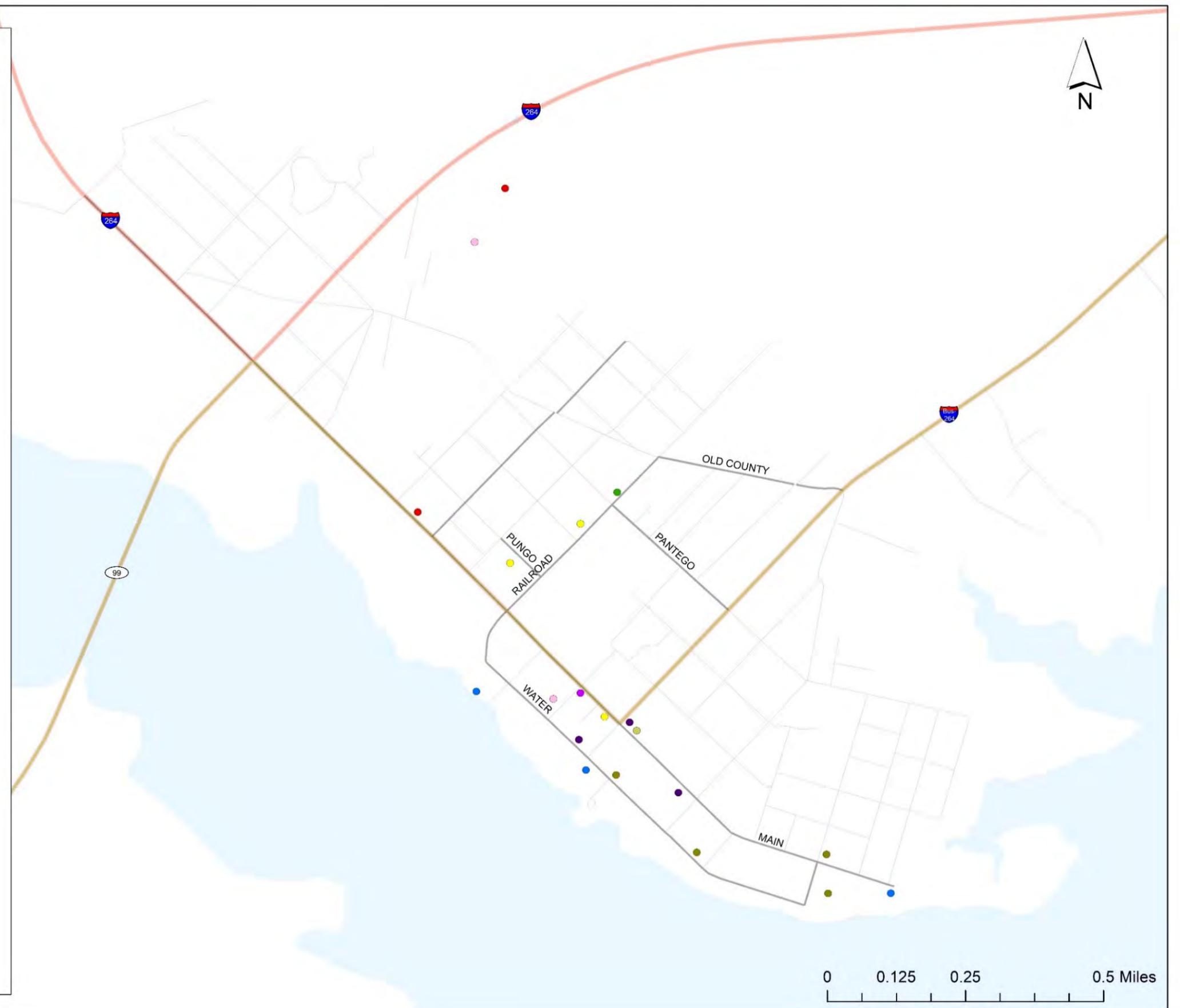
Beaufort County North Carolina Bicycle Network

Destinations Belhaven Inset

Map 4.9

Legend

- Accommodations
- Agritourism
- Community Centers/Facilities
- Education
- Goose Creek State Park
- Governmental
- Healthcare
- Industry
- Libraries
- Museums
- Office
- Public Parks
- Public Waterfront Access
- Shopping
- State Bicycle Routes
- Secondary Roads
- US & State Highways



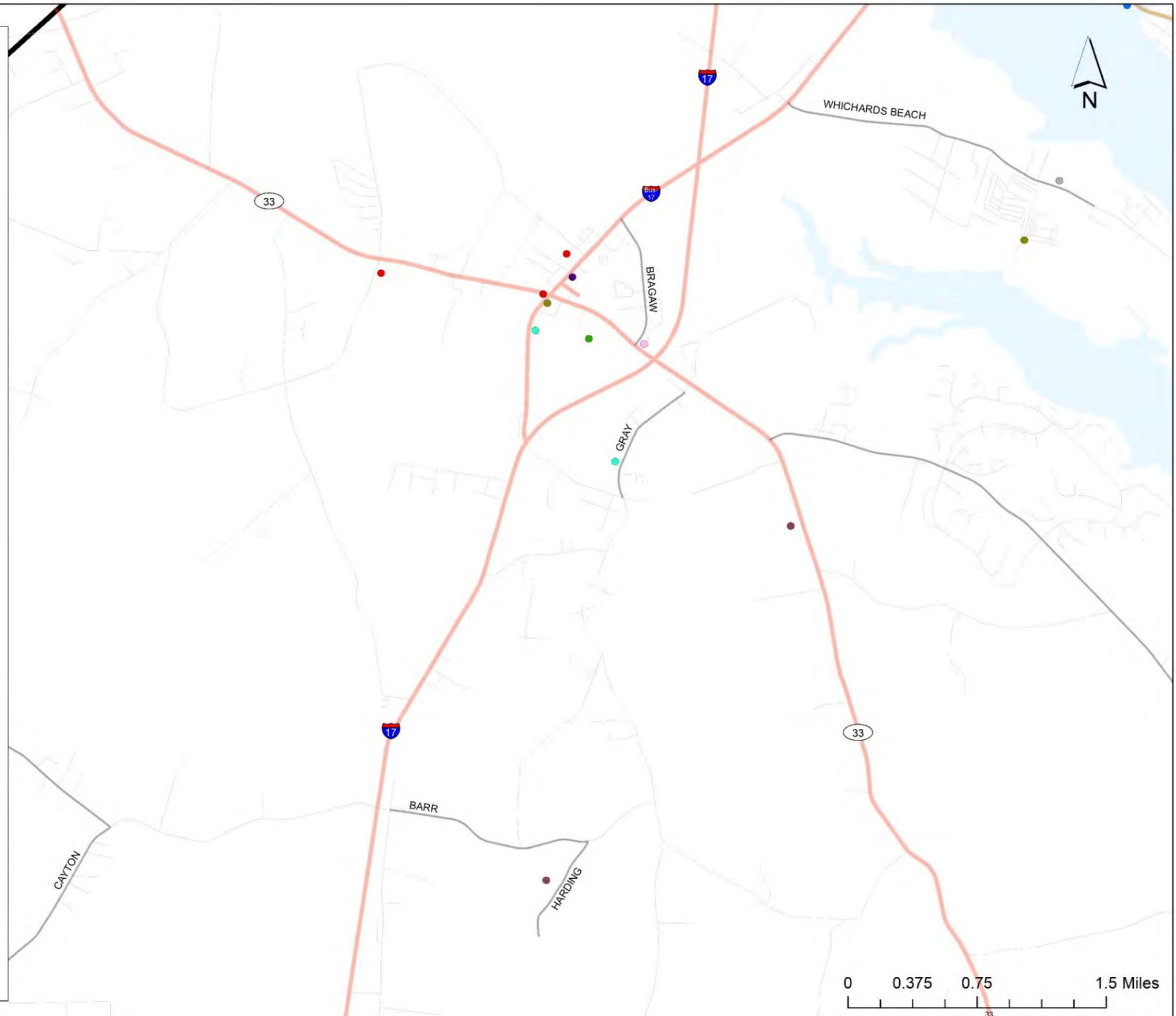
Beaufort County North Carolina Bicycle Network

Destinations Chocowinity Inset

Map 4.10

Legend

- Accommodations
- Agritourism
- Community Centers/Facilities
- Education
- Goose Creek State Park
- Governmental
- Healthcare
- Industry
- Libraries
- Museums
- Office
- Public Parks
- Public Waterfront Access
- Shopping
- State Bicycle Routes
- Secondary Roads
- US & State Highways



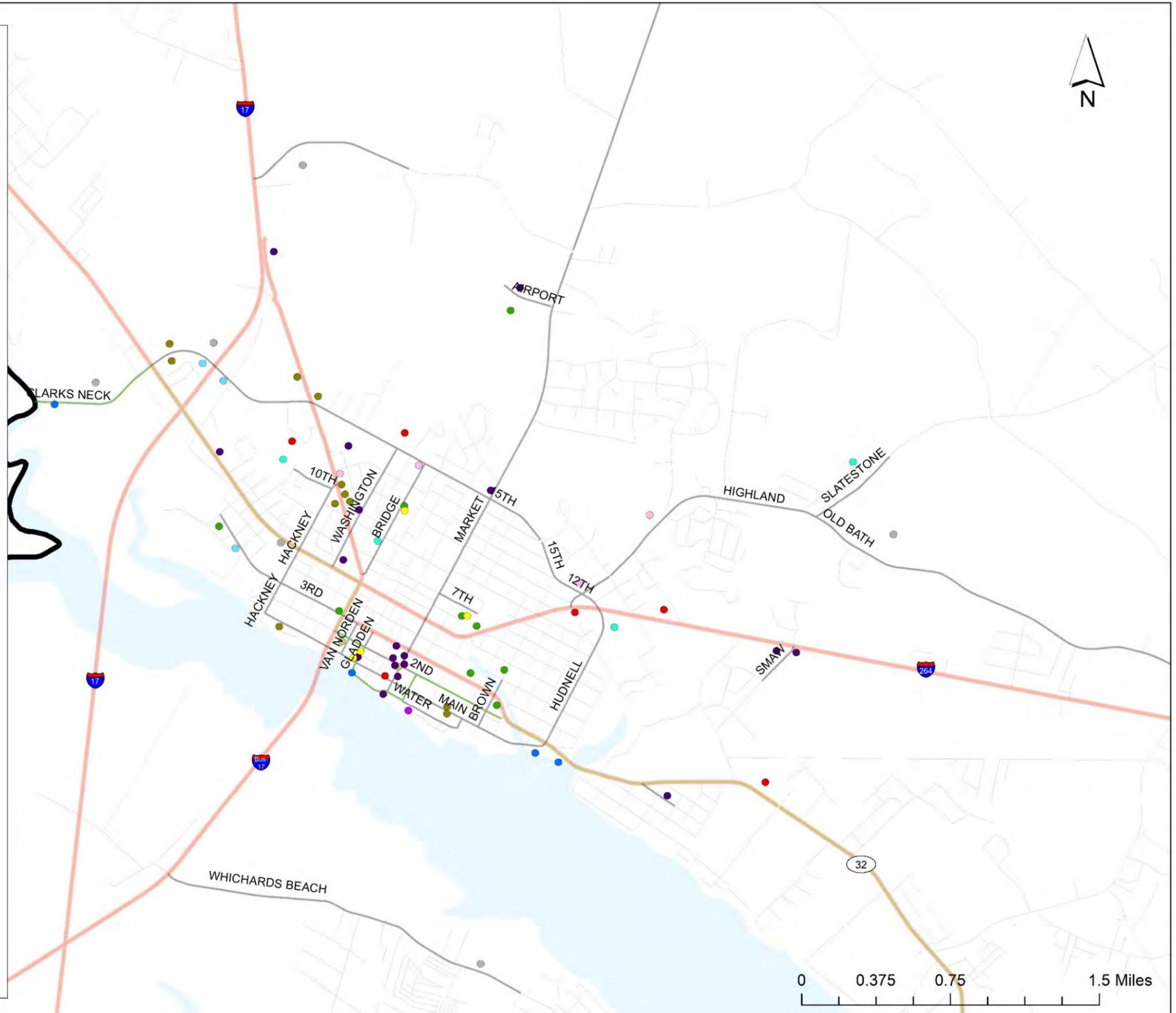
Beaufort County North Carolina Bicycle Network

Destinations Washington Inset

Map 4.11

Legend

- Accommodations
- Agritourism
- Community Centers/Facilities
- Education
- Goose Creek State Park
- Governmental
- Healthcare
- Industry
- Libraries
- Museums
- Office
- Public Parks
- Public Waterfront Access
- Shopping
- State Bicycle Routes
- Secondary Roads
- US & State Highways



5. Existing Plans, Policies, and Programs

Existing plans, programs and policies at the local, regional, and state level were reviewed. Plans and policies determine the type of development that is encouraged and allowed in a community while programs offer methods to promote, encourage, and educate the public on bicycling. Therefore, these tools (plans, policies, and programs) are a key component to ensure an environment that is supportive of bicycling.

The following plans, programs and policies were reviewed in preparation of the Beaufort County Comprehensive Bicycle Plan:

- Beaufort County Comprehensive Transportation Plan (2014)
- City of Washington Comprehensive Bicycle Plan (2014)
- Beaufort County CAMA Land Use Plan (2010)
- NC Statewide Bicycle and Pedestrian Plan (2013)
- 2020 – 2029 State Transportation Improvement Program (STIP)
- Beaufort County Code of Ordinances
- Federal and State Policies
- Local Programs and Initiatives
- State Programs and Initiatives

Local Plans

Beaufort County Comprehensive Transportation Plan

Adopted in 2014, the Beaufort County Comprehensive Transportation Plan (CTP) is a long range plan, which identifies major transportation improvement needs and develops long term solutions for the next 25 to 30 years. It was a joint effort between Beaufort County, the City of Washington, Town of Aurora, Town of Bath, Town of Belhaven, Town of Chocowinity, Town of Pantego, Town of Washington Park, the North Carolina Department of Transportation (NCDOT), and the Mid-East Rural Planning Organization (RPO).

The CTP is a multi-modal plan, addressing the concerns of transit users, bicyclists, and pedestrians in addition to highway users. Solutions that promote and provide the safe, efficient, cost-effective, and environmentally sensitive use of the transportation system for current and future travel needs, were developed, and recommended.

The CTP supports improving bicycling conditions in Beaufort County. The plan includes recommendations for twelve on-road bicycle projects and four off-

road greenway projects. These recommendations were reviewed, and a majority were included in the Beaufort County Comprehensive Bicycle Plan.

City of Washington Comprehensive Bicycle Plan

Adopted in 2014, the City of Washington Comprehensive Bicycle Plan is a long-range plan which recommends bicycle oriented policies, programs, and projects to improve bicycle transportation throughout the city. The plan was a jointly funded effort between the NCDOT Integrated Mobility Division and the City of Washington.

The plan includes thirty-two recommended bicycle projects within the City of Washington. These recommendations were reviewed, and a majority were included in the Beaufort County Comprehensive Bicycle Plan. The City of Washington Comprehensive Bicycle Plan calls for increasing partnerships between the county and municipality for bicycle education, encouragement, and enforcement programs, a theme which has also been included in this plan.

Beaufort County Coastal Area Management Act (CAMA) Land Use Plan

Updated in 2010, the Beaufort County CAMA Land Use Plan is a collection of policies and maps that serves as the community's blueprint for growth. Beaufort County's CAMA Land Use Plan includes unincorporated areas of the county as well as the municipalities of Aurora, Belhaven, Chocowinity, Pantego, and Washington Park (Bath and Washington prepared their own Land Use Plans).

The Coastal Area Management Act requires each of the 20 coastal counties to have a local land use plan in accordance with guidelines established by the Coastal Resources Commission (CRC). The CRC's guidelines provide a common format for each plan and a set of issues that must be considered during the planning process; however, the policies included in the plan are those of the local government, not of the CRC. By law, the role of the CRC is limited to determining whether plans have been properly prepared. Each land use plan includes local policies that address growth issues such as the protection of productive resources (i.e., farmland, forest resources, fisheries), desired types of economic development, natural resource protection and the reduction of storm hazards.

Once a land use plan is certified by the CRC, the Division of Coastal Management (DCM) uses the plan in making CAMA permit decisions and federal consistency determinations. Proposed projects and activities must be consistent with the policies of a local land use plan, or DCM cannot permit a project to go forward. At the local level, land use plans provide guidance for

both individual projects and a broad range of policy issues, such as the development of regulatory ordinances and public investment programs.

The Beaufort County CAMA Land Use Plan supports improving bicycling conditions throughout the county. Specifically, the plan states:

“The plan supports bicycling as a transportation alternative and as a recreational activity. To make bicycling as safe as possible and to encourage more bicycle users, the plan encourages the NCDOT to install safety enhancements on all of the county’s bicycle routes. These enhancements may include signage, bike lanes, bike paths, and multi-use paths. The county and participating municipalities will identify public right-of way and public property locations for installation of bike parking facilities.”

State Plans

NC Statewide Bicycle and Pedestrian Plan

In partnership with the non-profit organization Walk Bike NC, NCDOT created the Statewide Bicycle and Pedestrian Plan to improve walking and bicycling conditions statewide and develop a vision for the future of bicycling and walking in North Carolina. Focused on five main principles – mobility, safety, health, the economy, and the environment – the plan looks at how investments into sidewalks, bike lanes and greenways benefit communities at relatively low costs and how bicycle and pedestrian accommodations are able to:

- Promote physical, mental, and social well-being by providing outdoor places to relax, exercise and socialize
- Provide easy walking or bicycling connections between neighborhoods, schools, parks, and trails
- Increase property values, promote tourism, and foster local businesses by encouraging foot traffic
- Improve overall quality of life

The Statewide Bicycle and Pedestrian Plan also provides a synopsis of historic efforts, current trends and future strategies aimed at improving walking and bicycling conditions in the state. The statewide plan supports the creation of local bicycle and pedestrian plans. Specifically, the plan states:

“The planning process is critical to engaging stakeholders to help define the future of their community, organizing public support for future bicycle and pedestrian improvements, and focusing efforts on a list of priority projects and programs. The planning process should be led by experts in the field and can be a costly step. Local and/or regional governments seeking assistance for a

bicycle or pedestrian planning process should consult with the NCDOT Division of Bicycle and Pedestrian Transportation. DBPT manages a pedestrian and bicycle planning grant program, described elsewhere in this plan. In some cases, a project will stand a much greater chance of being funded by NCDOT if first included in a locally adopted plan. It is important that communities reevaluate their local plans in light of changing laws, policies, funding conditions, and unforeseen opportunities.”

2020 – 2029 State Transportation Improvement Program (STIP)

The STIP is a ten-year fiscally constrained plan that outlines funding and project schedules for NCDOT’s new construction projects, maintenance projects, and safety projects. The funding for the projects in the first five-years of the STIP is committed while the funding for the projects in the second five-years of the plan is subject to reprioritization.

There are currently no bicycle projects programmed for funding in Beaufort County in the 2020 – 2029 STIP. NCDOT updates the STIP approximately every two years. The 2023 – 2032 STIP is currently under development.

A table showing current STIP Projects in Beaufort County and Recommendations from this Bicycle Plan is included as Appendix E.

Local Ordinances and Policies

Beaufort County Code of Ordinances

Beaufort County’s local Code of Ordinances were reviewed to determine whether there are any existing local ordinances related to bicycling. Beaufort County does not currently have any local ordinances related to bicycling. All State laws and ordinances related to bicycling are observed and enforced by local law enforcement.

Federal and State Policies and Laws

There are numerous State and Federal policies for the development of bicycle facilities. Through their guidelines, USDOT and NCDOT have shown their commitment to improving bicycling conditions. This commitment is all the more important as these facilities have become a critical element of the overall transportation system.

USDOT Policy on Bicycle and Pedestrian Accommodation Regulations and Recommendations

The USDOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including

NCDOT, has the responsibility to improve conditions and opportunities for walking bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking, and bicycling provide – including health, safety, environmental, transportation, and quality of life – transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes. The USDOT policy can be found at: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/policy_a.com.cfm

NCDOT Complete Streets Policy 2019

The North Carolina Board of Transportation adopted the original Complete Streets policy in 2009. The policy was recently updated in 2019. The policy directs NCDOT to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. It is aimed to protect vulnerable users by providing additional multimodal facility options. The benefits of this approach include:

- Making it easier for travelers to get where they need to go
- Encouraging the use of alternative forms of transportation
- Building more sustainable communities
- Increasing connectivity between neighborhoods, street, and transit systems
- Improving safety for pedestrians, cyclists, and motorists

The Complete Streets Policy directs NCDOT to collaborate with cities, towns and communities during the planning and design phases of new streets or improvement projects. Together, they will decide how to provide the transportation options needed to serve the community and complement the context of the area.

The policy also directs NCDOT to develop planning and design guidelines. Complete Streets elements in projects include ADA-compliant curb cuts, sidewalk improvements, new bicycle lanes, and other elements that improve transportation for all users.

A major change to the 2019 update of the Complete Streets Policy is regarding project funding. The 2019 policy states that if a bicycle or pedestrian project is in the Comprehensive Transportation Plan or a locally adopted plan and NCDOT does an improvement project to that road, the bicycle and/or pedestrian project has to be included at no cost to the local government (bicycle and pedestrian projects generally have a 20% local match requirement). This does

not include road maintenance projects; the project would have to be considered an improvement to qualify under the policy for no match. The Beaufort County Comprehensive Bicycle Plan aims to utilize this new policy as a funding mechanism for projects recommended on NC highways, such as shared use paths.

The 2019 Complete Streets Policy can be viewed at <https://connect.ncdot.gov/projects/BikePed/Pages/Complete-Streets.aspx>.

NCDOT Greenway Accommodation Policy

In 2015 NCDOT adopted administrative guidelines to accommodate greenway crossings under bridges where applicable. The original 1994 policy also addressed accommodation for greenway crossings during the highway planning process, but the updated 2015 policy addresses bridge crossings only. The policy was created so that critical corridors which have been adopted by localities for future greenways would not be severed by highway and bridge construction. More information on the Greenway Accommodation Policy can be found at <https://www.ncdot.gov/divisions/bike-ped/Documents/GuidelinesForGreenwayAccommodations.pdf>.

State Laws

The State of North Carolina has laws that regulate a range of safety and operational requirements pertaining to bicycling. NC General Statutes cover the following areas related to bicycling:

- Helmets (required for all bicyclists 16 years of age and younger)
- Bicycle lighting required
- Requirement for riding on the right side of the road
- Impaired driving
- Reckless operation
- Compliance with signs and signals
- One-way streets
- Yielding right-of-way to pedestrians
- Passing another vehicle
- Bicyclists being passed by another vehicle

The NC State Highway Patrol, Beaufort County Sheriff's Department, and municipal Police Departments enforce state laws regarding bicycling. More information on state bicycling laws can be found at <https://www.ncdot.gov/divisions/bike-ped/Pages/bike-ped-laws.aspx>.

Local Programs

Beaufort County Health Department Bicycle Rodeo Program

The Beaufort County Health Department holds an annual Health Fair which is free for the community and includes a popular Bicycle Rodeo event. The event is geared toward teaching children bicycle riding safety skills and includes an obstacle course and instruction clinics. The event has also included helmet giveaways in the past.

City of Washington Bicycle Rodeo Program

The City of Washington has offered Bicycle Rodeo programs in the past to educate children and parents about safe bicycling skills. Past activities have included obstacle courses, hand signal instruction, bike safety prizes, and bike maintenance courses. The 2014 City of Washington Comprehensive Bicycle Plan recommended that these rodeos be offered again in the future. The Bicycle Rodeos have not been offered by the City of Washington in recent years, however, the Beaufort County Health Department has started a similar program as part of its annual Health Fair, as discussed previously.

State Programs and Initiatives

Bicycle and Pedestrian Planning Grant Initiative

The NCDOT Integrated Mobility Division (IMD) and the Transportation Planning Department created an annual matching grant program – the Bicycle and Pedestrian Planning Grant Initiative – to encourage municipalities to develop comprehensive bicycle plans and pedestrian plans. This program was initiated in January 2004 and is currently administered through NCDOT IMD. This plan was funded through the grant program, as was the City of Washington’s Comprehensive Bicycle Plan. More information on the Bicycle and Pedestrian Planning Grant Initiative can be found at <https://connect.ncdot.gov/municipalities/PlanningGrants/Pages/Planning-Grant-Initiative.aspx>.

Bicycle Helmet Initiative

Studies have shown that helmets prevent 60 percent of head injury deaths and reduce the overall risk of head injuries by 85 percent. The NCDOT Integrated Mobility Division has distributed more than 4,800 bicycle helmets to schools, police departments, fire departments and other organizations through its Bicycle Helmet Initiative. The program is funded by revenue from the specialty “Share

the Road" license plate. This initiative provides free helmets to underprivileged children. More information on the Bicycle Helmet Initiative can be found at <https://www.ncdot.gov/initiatives-policies/safety/bicycle-helmets/Pages/default.aspx>.

Safe Routes to School

Safe Routes to School is a national and international movement to enable and encourage children to walk and bicycle to school. Safe Routes to Schools programs look at ways to make walking and biking to school safer and more appealing through road improvements, traffic reduction, and education. Events such as Walk to School Day or Bike to School Day are often included as part of the programs.

The North Carolina Department of Transportation's Safe Routes to School (SRTS) Program was established in 2005 through SAFETEA-LU as a federally-funded program to provide an opportunity for communities to improve conditions for bicycling and walking to school.

It is currently supported with Transportation Alternatives federal funding through the Surface Transportation Block Grant program established under the FAST Act. The SRTS Program has set aside \$1.5 million per year of Transportation Alternative Program (TAP) funds for non-infrastructure programs and activities over a 3-year period. Funding requests may range from a yearly amount of \$50,000 to \$100,000 per project.

More information on the national Safe Routes to School program can be found at <http://www.saferoutesinfo.org/>. More information on NCDOT's Safe Routes to School program can be found at <https://www.ncdot.gov/initiatives-policies/safety/safe-routes-school/Pages/default.aspx>.

6. Bicycle Project Recommendations

Project Selection

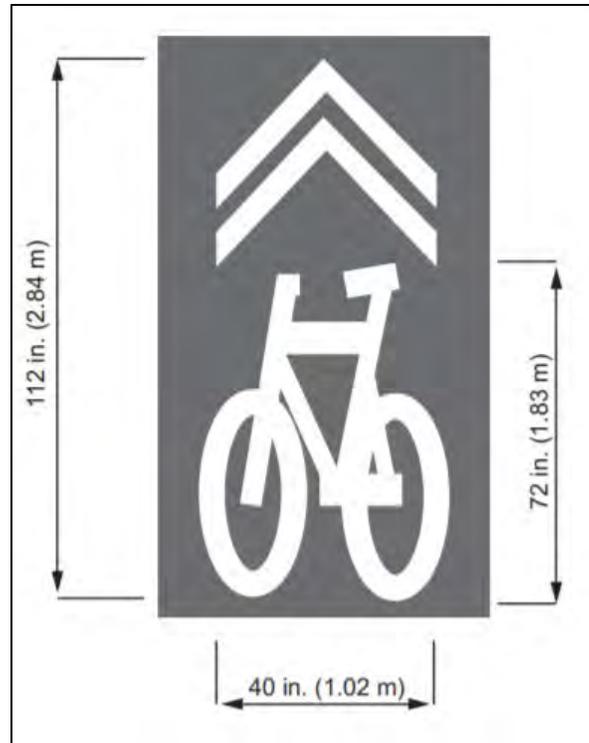
Recommended bicycle network routes were selected by the Steering Committee based on public input received through the public survey and public open house, local knowledge of committee members, connection to identified destinations within the network, existing routes that are popular amongst recreational riders, and projects recommended in other local plans.

Appropriate projects were recommended based on the roadway characteristic data gathered (Appendix A) and the suitability analysis which was conducted (Existing Conditions chapter), along with in person site visits and satellite imagery analysis of project routes.

Recommended categories for bicycle facility projects were based upon design guidance recommended by USDOT and NCDOT. Specifically, the Federal Highway Administration's "Bikeway Selection Guide" and the American Association of State Highway and Transportation Officials (AASHTO) "Guide for Development of Bicycle Facilities" were utilized. The East Coast Greenway's "Greenway Criteria and Design Guide" was also referenced for projects recommended along the East Coast Greenway route. Recommended project categories include sharrows, bicycle boulevards, bicycle lanes, buffered bicycle lanes, separated bicycle lanes, shared use paths, and greenways. Intersection projects were also selected based on analysis of crash data and projects identified in other local plans. Each facility type is described below.

Sharrows

Sharrows or shared lane markings are recommended where bicycles are intended to share travel lanes with automobiles, such as in downtown districts or low traffic volume residential areas. They are markings on the pavement that indicate shared lanes for cyclists. Share the Road signage may also be included on these routes.



Sharrow

Bicycle Boulevards

Bicycle boulevards are also used where bicycles are intended to share travel lanes with automobiles. They are low stress bikeways on low volume, low speed local streets. Sharrows are usually included on bicycle boulevards along with Bicycle Boulevard signage. Other elements of bicycle boulevards may include wayfinding signage, and realignment of stop signs to occur on intersecting streets rather than the bicycle boulevard street, where applicable. Traffic calming measures may also be implemented.

Appendix F provides design guidance for bicycle boulevards from FHWA's Small Town and Rural Multimodal Network Guide.

Bicycle Lanes

Bicycle lanes are on road dedicated bicycle travel lanes. They are one way facilities that carry bicycle traffic in the same direction as adjacent motor vehicle traffic. Therefore, roads with bicycle lanes will have two bicycle lanes, one on each side of the road. It is preferred that bicycle lanes are striped, rather than just being paved shoulders. Although, paved shoulders without striping may be adequate in some rural areas. At minimum, bicycle lanes should be five-feet in width. Depending on traffic volumes and speeds on the roadway, wider bicycle lanes may be required.



Bicycle Lane

Buffered Bicycle Lanes

Buffered bicycle lanes are bicycle lanes that also include a buffer zone. They occur on both sides of the road and follow the same direction as traffic. Buffered bicycle lanes include markings on the pavement between the bicycle lane and motor vehicle lane for added separation. The buffer should be at least two-feet in width, making the minimum width for a buffered bicycle lane seven-feet (five-foot bicycle lane with two-foot buffer). Buffers may also be used on the right hand side of the bicycle lane to separate cyclists from on road parking, as shown below.



Buffered Bicycle Lane

Separated Bicycle Lanes

As with bicycle lanes and buffered bicycle lanes, separated bicycle lanes also occur on both sides of the road and follow the same direction as traffic. Separated bicycle lanes have a buffer space between the bicycle lane and motor vehicle lane, similar to buffered bicycle lanes. Within the buffer, there is a vertical element of physical separation such as flex posts or curbing.



Separated Bicycle Lane

Shared Use Paths

Shared use paths run adjacent to a roadway within the road right-of-way but are separated from the road by either open space or a barrier. Shared use paths accommodate two-way traffic for both bicycles and pedestrians. Therefore, a shared use path is usually placed on one side of the roadway. However, shared use paths along both sides of the roadway are suitable along urban or commercial corridors. Shared use paths should be ten to fourteen feet wide.



Shared Use Path

Greenways

A greenway has a similar design to a shared use path, accommodating two-way traffic for both bicyclists and pedestrians. However, greenways do not occur adjacent to a roadway. They generally run through a natural area such as a park/green space or a river/creek. Greenways should be ten to fourteen feet wide.



Greenway

NC Bicycle Route 2: Mountains to Sea

To highlight the bicycling opportunities that North Carolina offers, the Integrated Mobility Division designated a cross-state system of bicycling highways. These routes generally parallel major highways but offer a safer alternative to the primary road corridors. Nine different routes covering 3,000 miles of the best North Carolina has to offer comprise the current system.

This plan provides recommendations to improve the state bicycle routes running through Beaufort County. In some cases, realignments are recommended for safety reasons or to utilize planned off-road projects. In other cases, realignments are recommended to occur on roads that are more likely to have a bicycle facility project funded, such as state highway corridors. This strategy aims to take advantage of funding mechanisms outlined in the new Complete Streets Policy, updated in 2019. This policy is discussed in more detail in the Existing Plans, Policies, and Programs section. Recommended routes for NC Bicycle Route 2: Mountains to Sea, NC Bicycle Route 3: Ports of Call, and the East Coast Greenway Coastal Route are shown on Map 6.1.

NC Bicycle Route 2, the Mountains to Sea Route, serves as the main artery of the NC Bicycle Route system, bisecting the state west to east. A minor realignment of the current route is recommended.

In Beaufort County the current NC Bicycle Route 2, Mountains to Sea Route runs from Clark's Neck Road entering the west side of the county, to US-264/5th Street, to US-17 Business/Bridge Street, to downtown Washington along the waterfront, to NC-32/River Road in Washington Park, to NC-32/Broad Creek Road, to NC-92 going through Bath, to NC-99 going to Belhaven, through downtown Belhaven on US-264 Business, to US-264 exiting Beaufort County going east into Hyde County.

This plan recommends the Washington-Greenville Greenway project which will connect Pitt County to downtown Washington via an off road greenway system. This project is also included in the City of Washington Comprehensive Bicycle Plan and the Pitt County Greenway Plan. Once the greenway is constructed, it is recommended that NC Bicycle Route 2: Mountains to Sea follow this greenway. Clark's Neck Road should remain the interim route until the greenway is constructed. This plan recommends on-road bicycle lanes as an interim bicycle facility on Clark's Neck Road.

After Clark's Neck Road, the current route utilizes US-264/5th Street briefly before connecting to downtown Washington via US-17 Business/Bridge Street. This one and a half-mile stretch of US-264/5th St. is particularly dangerous for cyclists with

an average daily traffic volume of 16,000 vehicles per day on a four to five-lane road and no shoulder to separate bicyclists from motor vehicle traffic. There is not a viable option for an interim route to avoid the US-264 corridor in this area. The Washington-Greenville Greenway project would alleviate this safety concern by connecting straight into downtown Washington without the need to route bicyclists on a major highway.

From US-17 Business/Bridge Street, the current route enters downtown Washington on 2nd Street. A slight realignment is recommended to enter downtown via 3rd Street. The Washington-Greenville Greenway will transition to a shared use path running alongside 3rd Street utilizing an abandoned rail corridor. The shared use path section of the Washington-Greenville Greenway will continue along Gladden Street until the abandoned rail corridor ends at Stewart Parkway. This is consistent with the current NC Bicycle Route 2: Mountains to Sea route, which follows Gladden Street to its end at Stewart Parkway on the Washington waterfront.

The current NC Bicycle Route 2: Mountains to Sea route follows Stewart Parkway, then Bonner Street to 2nd Street in downtown Washington. A minor realignment is recommended. It is recommended that the Mountains to Sea Route through downtown Washington follows Stewart Parkway, Water Street, and Main Street through downtown Washington. Bicycle boulevard treatments are recommended on these routes.

The current Mountains to Sea Route then utilizes NC-32/Park Drive which becomes NC-32/River Road in Washington Park, and NC-32/Broad Creek Road to the east of Washington Park. This is the preferred recommended route and a shared use path is recommended for this section. The current route then utilizes NC-92 going through Bath and then NC-99 going to Belhaven. This is the preferred recommended route and a shared use path is recommended for this section. The addition of an alternate Goose Creek State Park loop on Camp Leach Road outside of Bath is also recommended. A bicycle lane is recommended on Camp Leach Road.

The current route then utilizes US-264 Business/Main Street going through downtown Belhaven and exits the county via US-264 into Hyde County. This is the preferred recommended route. Portions of US-264 Business in Belhaven are recommended for bicycle lanes and sharrows (through downtown). The remainder of US-264 Business and the section of US-264 heading to Hyde County are recommended for buffered bicycle lanes.

NC Bicycle Route 3: Ports of Call

In Beaufort County the current NC Bicycle Route 3: Ports of Call runs north to south in the eastern portion of the county. It begins on Long Ridge Road in the northern side of the county, to Main Street in Pinetown, to Boyd Road, to Whitepost Road going to Bath, where it temporarily joins the same route as NC Bicycle Route 2: Mountains to Sea, on NC-92 highway. The NC Bicycle Route 3: Ports of Call route breaks away from the NC Bicycle Route 2: Mountains to Sea route utilizing the Bayview-Aurora Ferry to cross over the Pamlico River. The route then departs the ferry onto NC-306 in Aurora, to Tunstall Swamp Road, exiting the southern portion of Beaufort County into Craven County.

The current route of NC Bicycle Route 3: Ports of Call enters the county on Long Ridge Road. It is recommended that Long Ridge Road is used as the interim route. The permanent route is recommended to follow NC-32 highway, which runs parallel to Long Ridge Road. Buffered bicycle lanes are recommended on NC-32. Bicycle lanes are recommended on Long Ridge Road as an interim route. The existing route departs Long Ridge Road on Main Street in Pinetown, to Boyd Road, to Whitepost Road going to NC-92 near Bath. A realignment is recommended. It is recommended that NC Bicycle Route 3: Ports of Call continues to follow the buffered bicycle lane on NC-32 highway until reaching NC-92.

The current route then temporarily joins with the NC Bicycle Route 2: Mountains to Sea route on NC-92, going through Bath before departing on the Bayview-Aurora Ferry crossing the Pamlico River. This is the preferred recommended route. A shared use path is recommended on this section of NC-92. When exiting the ferry into the Aurora area, the current route utilizes a combination of NC-306 highway and local roads to connect with NC-33 highway. The local roads in this area along NC-306, north of the Town of Aurora, are mostly private roads utilized by a major phosphate mine, Nutrien. These roads are closed to the public. It is recommended that NC Bicycle Route 3: Ports of Call follow NC-306. A shared use path is recommended along NC-306 highway.

The current route then follows NC-306/NC-33 to Tunstall Swamp Road and exits the county on Tunstall Swamp into Craven County. A minor realignment is recommended. It is recommended that the route follow NC-306/NC-33, then continue to follow NC-306 rather than departing onto Tunstall Swamp Road. A shared use path is recommended on NC-306. NC Bicycle Route 3: Ports of Call could then pick up NC-55 in Grantsboro and continue to New Bern as planned. An interim project of a bicycle lane is recommended on Tunstall Swamp Road.

East Coast Greenway Coastal Route

In order for a project to be considered an official part of the East Coast Greenway, it must be a separated facility that is a minimum of ten-feet in width (twelve-feet preferred) and accommodates both bicyclists and pedestrians. There are exceptions for connecting routes through areas such as downtown districts. The East Coast Greenway's "Greenway Criteria and Design" manual was consulted when recommending projects along the planned East Coast Greenway Coastal Route through Beaufort County.

A minor realignment of the current East Coast Greenway Coastal Route is recommended. The current planned East Coast Greenway Coastal Route begins by following NC Bicycle Route 2: Mountains to Sea with a couple of minor differences, then follows NC Bicycle Route 3: Ports of Call beginning at the Bayview-Aurora Ferry.

Following NC Bicycle Route 2: Mountains to Sea, the East Coast Greenway Coastal Route enters the county via Clark's Neck Road from Pitt County. After Clark's Neck Road, the current route utilizes US-264/5th Street briefly before connecting to downtown Washington via US-17 Business/Bridge Street. As recommended for realigning the NC Bicycle Route 2: Mountains to Sea route, it is recommended that the East Coast Greenway Coastal Route enter the county utilizing the planned Washington-Greenville Greenway. The Washington-Greenville Greenway will accommodate both cyclists and pedestrians and is preferred to be twelve-feet in width, with ten-feet being the minimum acceptable width. The current route of Clark's Neck Road / US-264 / US-17 Business is recommended as an interim route leading into downtown Washington.

The current East Coast Greenway Coastal Route enters downtown Washington on 2nd Street. A slight realignment is recommended to enter downtown via 3rd Street. The Washington-Greenville Greenway will transition to a shared use path of ten-feet in width (accommodating both bicyclists and pedestrians) running alongside 3rd Street utilizing an abandoned rail corridor. The shared use path section of the Washington-Greenville Greenway will continue along Gladden Street until the abandoned rail corridor ends at Stewart Parkway. This is consistent with the current East Coast Greenway Coastal Route, which follows Gladden Street to its end at Stewart Parkway on the Washington waterfront.

Departing briefly from NC Bicycle Route 2: Mountains to Sea, the current East Coast Greenway Coastal Route follows Stewart Parkway, Water Street, and Main Street through downtown Washington. This is the preferred recommended route. Bicycle boulevard treatments are recommended on these routes.

Sidewalks are already included on this route providing pedestrians using the greenway a way to traverse downtown Washington.

The current East Coast Greenway Coastal Route then utilizes NC-32/Park Drive which becomes NC-32/River Road in Washington Park, and NC-32/Broad Creek Road to the east of Washington Park. This is the preferred recommended route and a shared use path of twelve-feet in width preferred (ten-feet minimum) is recommended for this section of NC-32.

The current route then utilizes NC-92 going through Bath until reaching the Aurora-Bayview Ferry, where it utilizes the ferry and begins to follow NC Bicycle Route 3: Ports of Call. This is the preferred recommended route. A shared use path of twelve-feet in width preferred (10-foot minimum) is recommended along this section of NC-92. Prior to reaching Bath, the current East Coast Greenway Coastal Route utilizes Camp Leach Road as a loop to reach Goose Creek State Park. It is recommended that Camp Leach Road is used as an alternate state park loop. On-road bicycle lanes are recommended on Camp Leach Road. Sidewalks are also recommended on Camp Leach Road to accommodate pedestrians using the alternate state park loop from the East Coast Greenway.

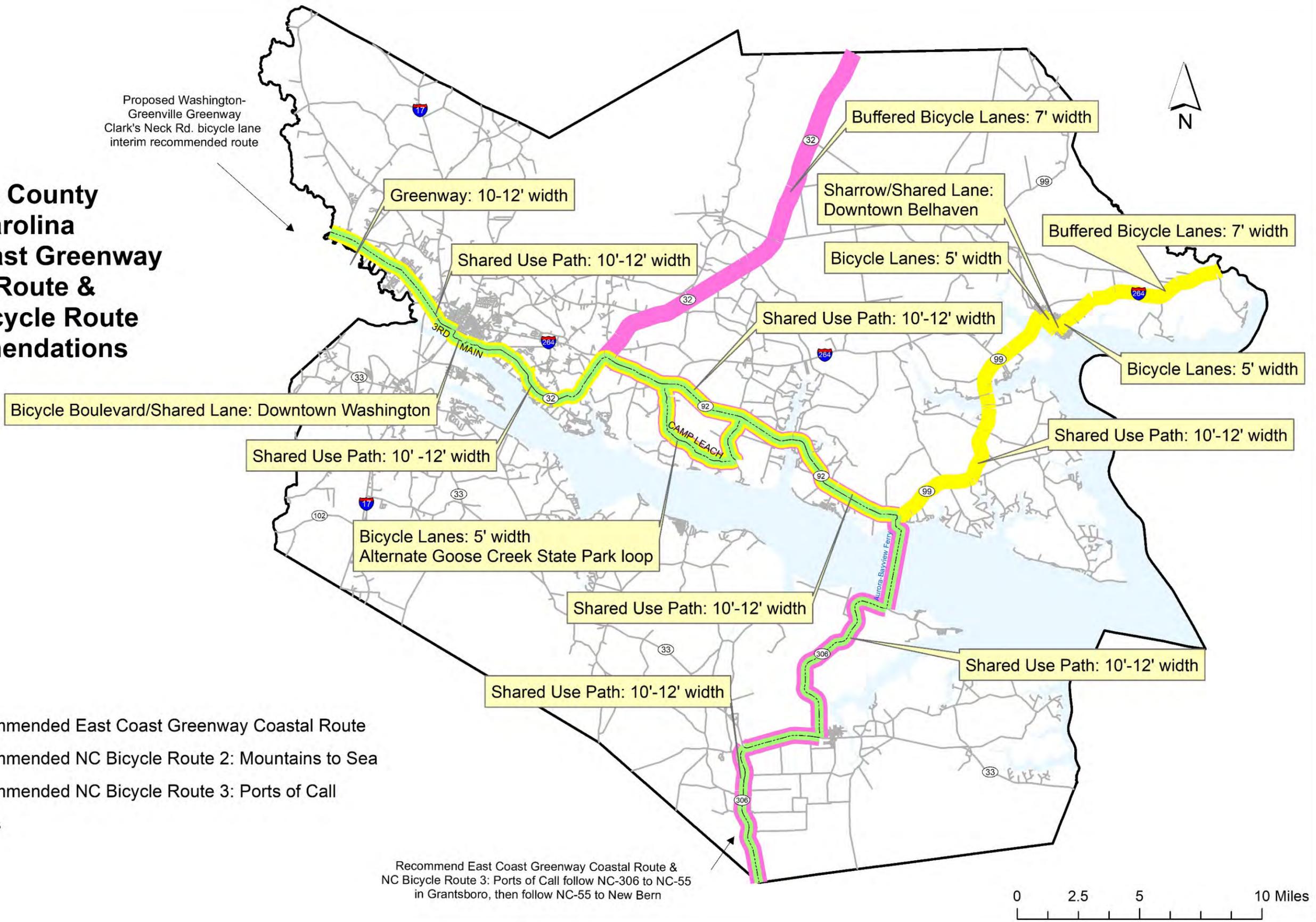
After departing the ferry into Aurora, the East Coast Greenway Coastal Route follows NC Bicycle Route 3, utilizing a combination of NC-306 highway and local roads to connect with NC-33 highway. The local roads in this area along NC-306, north of the Town of Aurora, are mostly private roads utilized by a major phosphate mine, Nutrien. These roads are closed to the public. It is recommended that the East Coast Greenway Coastal Route follows NC-306. A shared use path of twelve-feet in width preferred (ten-feet minimum) is recommended along this section of NC-306 highway.

The current route then follows NC-306/NC-33 to Tunstall Swamp Road and exits the county on Tunstall Swamp into Craven County. A minor realignment is recommended. It is recommended that the route follow NC-306/NC-33, then continue to follow NC-306 rather than departing onto Tunstall Swamp Road. A shared use path of twelve-feet in width (ten-feet minimum) is recommended on NC-306. The East Coast Greenway Coastal Route could then follow NC-55 in Grantsboro and continue to New Bern as planned. An interim project of on-road bicycle lanes is recommended on Tunstall Swamp Road.

Map 6.1

Beaufort County North Carolina East Coast Greenway Coastal Route & State Bicycle Route Recommendations

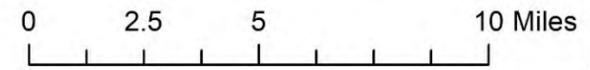
Proposed Washington-
Greenville Greenway
Clark's Neck Rd. bicycle lane
interim recommended route



Legend

- Recommended East Coast Greenway Coastal Route
- Recommended NC Bicycle Route 2: Mountains to Sea
- Recommended NC Bicycle Route 3: Ports of Call
- Roads

Recommend East Coast Greenway Coastal Route &
NC Bicycle Route 3: Ports of Call follow NC-306 to NC-55
in Grantsboro, then follow NC-55 to New Bern



Bicycle Facility Project Recommendations

Recommended bicycle facility projects in Beaufort County and its municipalities are as follows. Table 6.1 shows projects along US and State Highways, followed by secondary roads in rural Beaufort County. Map 6.2 shows bicycle facility project recommendations for Beaufort County.

Table 6.2 and Map 6.3 show bicycle facility project recommendations in Aurora and surrounding areas. Table 6.3 and Map 6.4 show bicycle facility project recommendations in Bath and surrounding areas. Table 6.4 and Map 6.5 show bicycle facility project recommendations in Belhaven and surrounding areas. Table 6.5 and Map 6.6 show bicycle facility project recommendations in Chocowinity and surrounding areas. Table 6.6 and Map 6.7 show bicycle facility project recommendations in Pantego and surrounding areas. Table 6.7 and Map 6.8 show bicycle facility project recommendations in Washington and surrounding areas.

Table 6.1: Beaufort County Bicycle Facility Project Recommendations

| Route | From Crossroad | To Crossroad | Land Use / Design Notes | Project Recommendation |
|-------------------------------------|-------------------------------|---------------------------------|--|---|
| US & State Highways | | | | |
| US-264/John Small Ave. | Pennsylvania Ave. | Brick Kiln Road | Critical corridor for reaching destinations east of Washington including the towns of Belhaven and Pantego, and Beaufort County Community College. The shared use path facility needs to be on the north side of US-264 to access destinations such as shopping centers and Beaufort County Community College. | Shared use path - min. 10'. North side of road. |
| US-264/John Small Ave. | Brick Kiln Road | NC-32 | “ “ | Shared use path - min. 10'. North side of road. |
| US-264 | NC-32 | NC-92 | East Coast Greenway Coastal Route, NC Bicycle Route 2: Mountains to Sea, and NC Bicycle Route 3: Ports of Call follow this route. | Shared use path - min. 10'. North side of road. |
| US-264 | NC-92 | Swamp Rd. | | Buffered bicycle lanes - min. 7' |
| US-264/Main St. (Pantego) | Swamp Rd. | NC-99 | | Buffered bicycle lanes - min. 7' |
| US-264/Main St. (Pantego) | NC-99 | Latham St. | | Buffered bicycle lanes - min. 7' |
| US-264 | Latham St. | Cemetery Rd. | | Buffered bicycle lanes - min. 7' |
| US-264 | Cemetery Rd. | US-264 bypass | | Buffered bicycle lanes - min. 7' |
| US-264 Business/Main St. (Belhaven) | US-264 bypass | Washington St. | NC Bicycle Route 2: Mountains to Sea follows this route. | Bicycle lanes - min. 5' |
| US-264 Business/Main St. (Belhaven) | Washington St. | King St. | “ “ | Bicycle lanes - min. 5' |
| US-264 Business/Main St. (Belhaven) | King St. | Railroad St. | “ “ | Bicycle lanes - min. 5' |
| US-264 Business/Main St. (Belhaven) | Allen St. | Pamlico St. | “ “ | Bicycle Boulevard |
| US-264 Business/Pamlico St. | Pamlico St. | Pungo St. | “ “ | Sharrow |
| US-264 Business | Pungo St. | Old County Rd. | “ “ | Bicycle lanes - min. 5' |
| US-264 Business | Old County Road | end of road | “ “ | Buffered bicycle lanes - min. 7' |
| US-264 Bypass (Belhaven) | Main St. (Belhaven) | Food Lion | | Buffered bicycle lanes - min. 7' |
| US-264 Bypass (Belhaven) | Food Lion | US-264 Business (end of bypass) | | Buffered bicycle lanes - min. 7' |
| US-264 | US-264 Business/end of bypass | Hyde County line | NC Bicycle Route 2: Mountain to Sea follows this route. | Buffered bicycle lanes - min. 7' |

| | | | | |
|---|---|-----------------------|--|--|
| US-17 | Martin County line (Expressway will extend to county line, ROW in progress) | Carolina Ave./Bus.-17 | Expressway upgrade in progress, STIP project R-2511. A table showing current STIP Projects in Beaufort County and Recommendations from this Bicycle Plan is included as Appendix E. Shared use path will need to be setback a good distance from the road. | Shared use path - min. 10' |
| US-17 Business/Carolina Ave. | US-17 | 15th St. | Provides connection to Washington's major shopping district. | Shared use path - min. 10' |
| US-17 Business/Carolina Ave. | 15th St. | 5th St./US-264 | Provides connection to Washington's major shopping district. Complete streets retrofit is consistent with Washington's Bicycle Plan. Multiple driveways present a design challenge. Access management should be included as part of the project. | Separated bicycle lanes - 7'-8' with Complete Streets retrofit |
| US-17 Business/Bridge St. | 5th St./US-264 | Main St. (Washington) | Provides connection to Washington's major shopping district. Complete streets retrofit is consistent with Washington's Bicycle Plan. | Separated bicycle lanes - 7'-8' with Complete Streets retrofit |
| US-17 Business bridge (connects Washington and Chocowinity) | Bicycle friendly decking enhancement / Shared Use Path | | Bicycle friendly decking is needed on this bridge connecting Washington to Chocowinity. The current bridge decking is slippery, causing bicyclists to fall when crossing the bridge. The bridge represents the only option in Beaufort County for bicyclists to cross the Pamlico River, with the exception of the Bayview-Aurora Ferry. A Shared Use Path facility should be incorporated to allow pedestrian passage over the bridge as well, and to connect with the proposed Shared Use Path project on the south side of the bridge leading to Chocowinity. STIP funded project B-5302 applies to this bridge. Ideally these recommended improvements should be included in that funded project. (A table showing current STIP Projects in Beaufort County and | Bicycle friendly decking enhancement / Shared Use Path |

| | | | Recommendations from this Bicycle Plan is included as Appendix E.) | |
|----------------|-------------------------------|---------------------------|---|---|
| US-17 Business | Main St. (Washington) | Bragaw Ln. | Connects the Town of Chocowinity and the City of Washington. Provides the only in county connection to towns on the south side of the Pamlico River, with the exception of the Bayview-Aurora Ferry connection. The shared use path should be located on the west side of the road to connect with the recommended Tar River Nature Path Greenway and the shared use path on the next section of US-17 Business entering Chocowinity. | Shared use path - min. 10'. West side of road. |
| US-17 Business | Bragaw Ln. (Chocowinity) | Chocowinity Middle School | Runs through the heart of Chocowinity including major shopping destinations. The shared use path should be located on the west side of the road as the east side of the road has some right-of-way constraints. A beacon crossing should be included in front of Chocowinity Middle School where the shared use path is recommended to end. | Shared use path - min. 10'. West side of road. |
| NC-33 | Pitt County line | Railroad St./Moore's Ln. | | Shared use path - min. 10' |
| NC-33 | Railroad St./Moore's Ln. | Dunbar St. (Chocowinity) | | Shared use path - min. 10' |
| NC-33 | Dunbar St. (Chocowinity) | US-17 Business | | Buffered bicycle lanes - min. 7' (preferred). Bicycle lane - min. 5' (secondary). |
| NC-33 | US-17 Business (Chocowinity) | Williamson Lane | | Buffered bicycle lanes min. 7' (preferred). Bicycle lane - min. 5' (secondary). |
| NC-33 | Williamson Lane (Chocowinity) | US-17 | | Shared use path - min. 10' |
| NC-33 | US-17 | Gray Rd./Poore Farm Rd. | There are some curvy sections with little visual distance, making an on-road bicycle facility treatment not preferred. | Shared use path - min. 10' |
| NC-33 | Gray Rd./Poore Farm Rd. | Tripp Rd. | “ “ | Shared use path - min. 10' |
| NC-33 | Tripp Rd. | Jones Ave. | “ “ | Shared use path - min. 10' |
| NC-33 | Jones Ave. | SR-1940/NC-306 | “ “ | Shared use path - min. 10' |
| NC-33 | SR-1940/NC-306 | 7th St. | | Bicycle lanes - 6'-8' |
| NC-33 | 7th St. | Pamlico County line | | Bicycle lanes - 6'-8' |
| NC-306 | Bayview-Aurora Ferry | Nutrien main gate | NC Bicycle Route 3: Ports of Call and the East Coast Greenway Coastal Route follow this route. | Shared use path - min. 10' |

| | | | | |
|-----------------------------------|--|--|--|----------------------------------|
| NC-306 | Nutrien main gate | Brantley Swamp Rd. | NC Bicycle Route 3: Ports of Call and the East Coast Greenway Coastal Route follow this route. Passes Nutrien phosphate mine. | Shared use path - min. 10' |
| NC-306 | Brantley Swamp Rd. | NC-33 | NC Bicycle Route 3: Ports of Call and the East Coast Greenway Coastal Route follow this route. | Shared use path - min. 10' |
| NC-306 | NC-33 | Pamlico County line | Recommend that NC Bicycle Route 3: Ports of Call and East Coast Greenway Coastal Route are realigned to follow this route once the shared use path is constructed (interim Tunstall Swamp Rd.). | Shared use path - min. 10' |
| NC-32 | Washington County line | Midgette Ln. | Recommend that NC Bicycle Route 3: Ports of Call is realigned to follow this route once the buffered bicycle lanes are constructed (interim Long Ridge Rd.). | Buffered bicycle lanes - min. 7' |
| NC-32 | Midgette Ln. | US-264 | “ “ | Buffered bicycle lanes - min. 7' |
| NC-32/Broad Creek Road | US-264 | River Rd. | NC Bicycle Route 2: Mountains to Sea and the East Coast Greenway Coastal Route follow this route. | Shared use path - min. 10' |
| NC-32/River Rd. | NC-32/Broad Creek Road | Christian Service Camp Rd./Illinois Ave. | “ “ | Shared use path - min. 10' |
| NC-32/River Rd. | Christian Service Camp Rd./Illinois Ave. | Brick Kiln Road | “ “ STIP Project R-5897, intersection improvements, applies to the intersection of Brick Kiln Rd. and NC-32. A table showing current STIP Projects in Beaufort County and Recommendations from this Bicycle Plan is included as Appendix E. | Shared use path - min. 10' |
| NC-32/River Rd. (Washington Park) | Brick Kiln Road | Edgewater Ave. | “ “ | Shared use path - min. 10' |
| NC-32/Park Dr. (Washington) | Edgewater Ave. | Hudnell St. | “ “ | Shared use path - min. 10' |
| NC-92 | US-264 | Hawkin's Beach Rd. | There are currently Share the Road signs on this route. NC Bicycle Route 2: Mountains to Sea, NC Bicycle Route 3: Ports of Call, and the East Coast Greenway Coastal Route follow this route. | Shared use path - min. 10' |
| NC-92 | Hawkin's Beach Rd. | Brookshire Dr. (Bath) | “ “ | Shared use path - min. 10' |
| NC-92/Carteret St. | Brookshire Dr. (Bath) | King St. | Runs through the heart of the Town of Bath. Adequate space to accommodate | Bicycle lanes - min. 5' |

| | | | | |
|---------------------------|---|---|---|----------------------------|
| | | | bicycle lanes. NC Bicycle Route 2: Mountains to Sea, NC Bicycle Route 3: Ports of Call, and the East Coast Greenway Coastal Route follow this route. | |
| NC-92/Carteret St. | King St. (Bath) | Craven St. | NC Bicycle Route 2: Mountains to Sea, NC Bicycle Route 3: Ports of Call, and the East Coast Greenway Coastal Route follow this route. | Shared use path - min. 10' |
| NC-92 | Craven St. (Bath) | NC-306/Aurora-Bayview Ferry (End NC-92) | There are currently Share the Road signs on this route. NC Bicycle Route 2: Mountains to Sea, NC Bicycle Route 3: Ports of Call, and the East Coast Greenway Coastal Route follow this route. | Shared use path - min. 10' |
| NC-99 | NC-306/Aurora-Bayview Ferry (End NC-92) | SR-1722 | There are currently Share the Road signs on this route. NC Bicycle Route 2: Mountains to Sea follows this route. | Shared use path - min. 10' |
| NC-99 | SR-1722 | Sidney Rd. | “ “ | Shared use path - min. 10' |
| NC-99 | Sidney Rd. | Foreman Ln. | “ “ | Shared use path - min. 10' |
| NC-99 | Foreman Ln. | US-264 Bypass/Main St. (Belhaven) | “ “ | Shared use path - min. 10' |
| Blounts Creek area | | | | |
| Mouth of the Creek Rd. | Old Blounts Creek Rd. | Maule's Point Rd. | STIP Project B-5614, bridge replacement, applies to a bridge on this road. A table showing current STIP Projects in Beaufort County and Recommendations from this Bicycle Plan is included as Appendix E. | Bicycle lanes - 5' min. |
| Maule's Point Rd. | Mouth of the Creek Rd. | Core Point Rd. | | Bicycle lanes - 5' min. |
| Core Point Rd. | Maule's Point Rd. | NC-33 | | Bicycle lanes - 5' min. |
| Minor Run Rd. (Edward) | NC-33 | Academy St. | | Bicycle lanes - 5' min. |
| Academy St. (Edward) | Minor Run Rd. | Warren St. | | Bicycle lanes - 5' min. |
| Warren St. (Edward) | Academy St. | NC-33 | | Bicycle lanes - 5' min. |
| Main St. (Edward) | NC-33 | Warren St. | | Bicycle lanes - 5' min. |
| Intersection | Academy St. (Edward) | NC-33 | Hawk/beacon crossing connecting to convenience store in Edward community. Many residents walk and bike to the store. | Intersection project |
| Pinetown area | | | | |
| Long Ridge Rd. | Washington County line | Main St. (Pinetown)/End Long Ridge Rd. | Current recommended route for NC Bicycle Route 3: Ports of Call (this plan recommends Long Ridge Road as the interim route with the route switching to | Bicycle lanes - 5' min. |

| | | | | |
|-------------------------------------|---------------------|---|--|-------------------------|
| | | | NC-32 once the recommended bicycle facilities are constructed). | |
| Main St. (Pinetown) | Long Ridge Rd. | Boyd Rd. | | Bicycle lanes - 5' min. |
| Boyd Rd. | Main St. (Pinetown) | Whitepost Rd. | | Bicycle lanes - 5' min. |
| N Boyd Rd. | Main St. (Pinetown) | Biggs Rd. | | Bicycle lanes - 5' min. |
| Biggs Rd. | N Boyd Rd. | NC-32 | | Bicycle lanes - 5' min. |
| Free Union Church Rd. | US-264 | Christian School Rd. | | Bicycle lanes- min. 5' |
| Whitepost Rd. | Boyd Rd. | NC-92 | | Bicycle lanes - 5' min. |
| Terra Ceia Rd. | US-264 | NC-32 | Provides access to Terra Ceia Christian School | Bicycle lanes - 5' min. |
| Christian School Rd. | Terra Ceia Rd. | Free Union Church Rd. | “ “ | Bicycle lanes - 5' min. |
| Off-road / Greenway projects | | | | |
| Washington Montessori Greenway | US-264 | Back entrance of Washington Montessori School | Provides access to Washington Montessori Public Charter School. The land is owned by the school. | Greenway - min. 10' |

Map 6.2

Beaufort County North Carolina Bicycle Network Project Opportunities

Legend

- Roads
- Shared Use Path
- Separated Bicycle Lanes
- Buffered Bicycle Lanes
- Bicycle Lanes
- Bicycle Boulevard
- Sharrow
- Greenway
- Intersection Projects
- Bridge Deck Enhancement Project

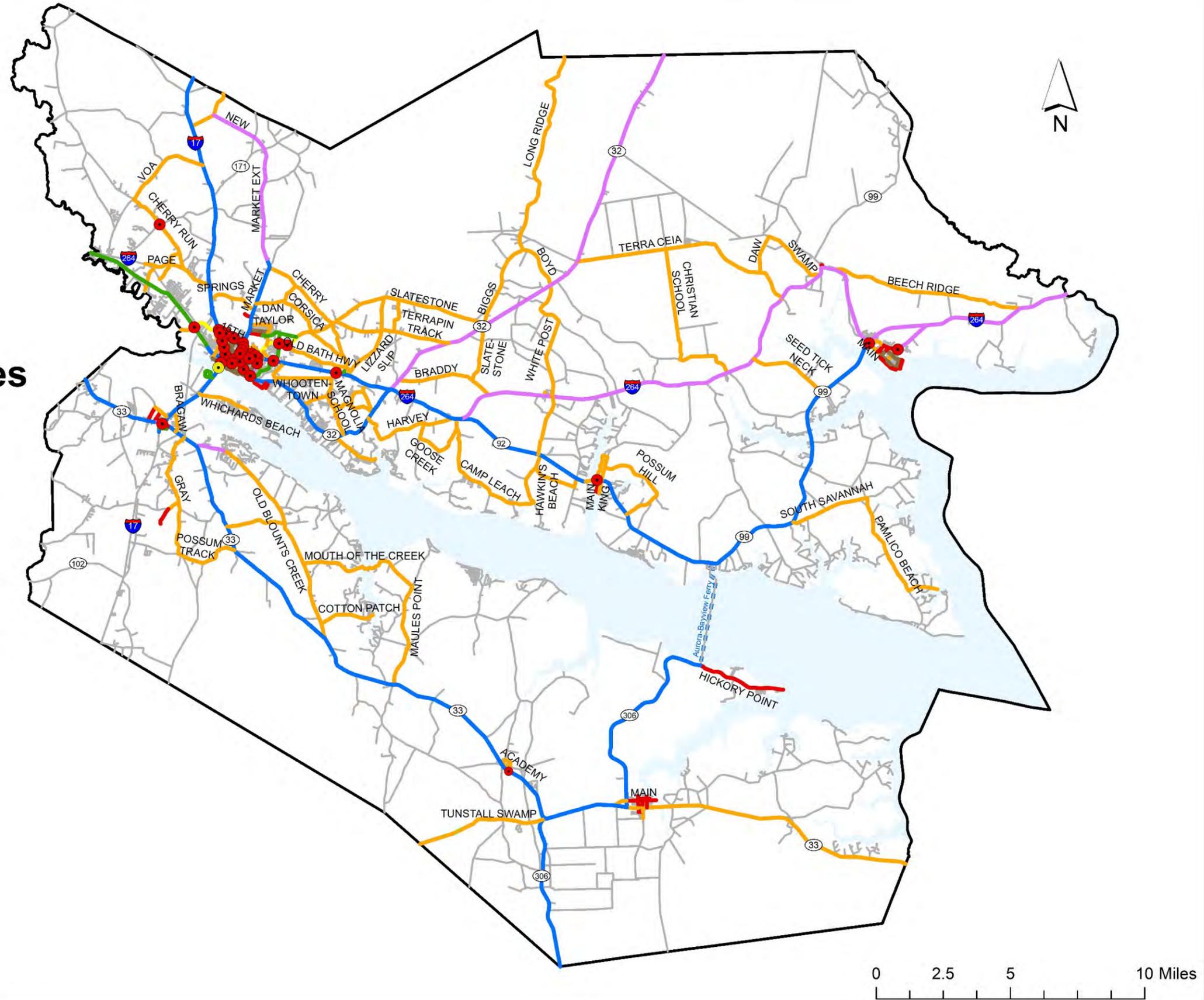
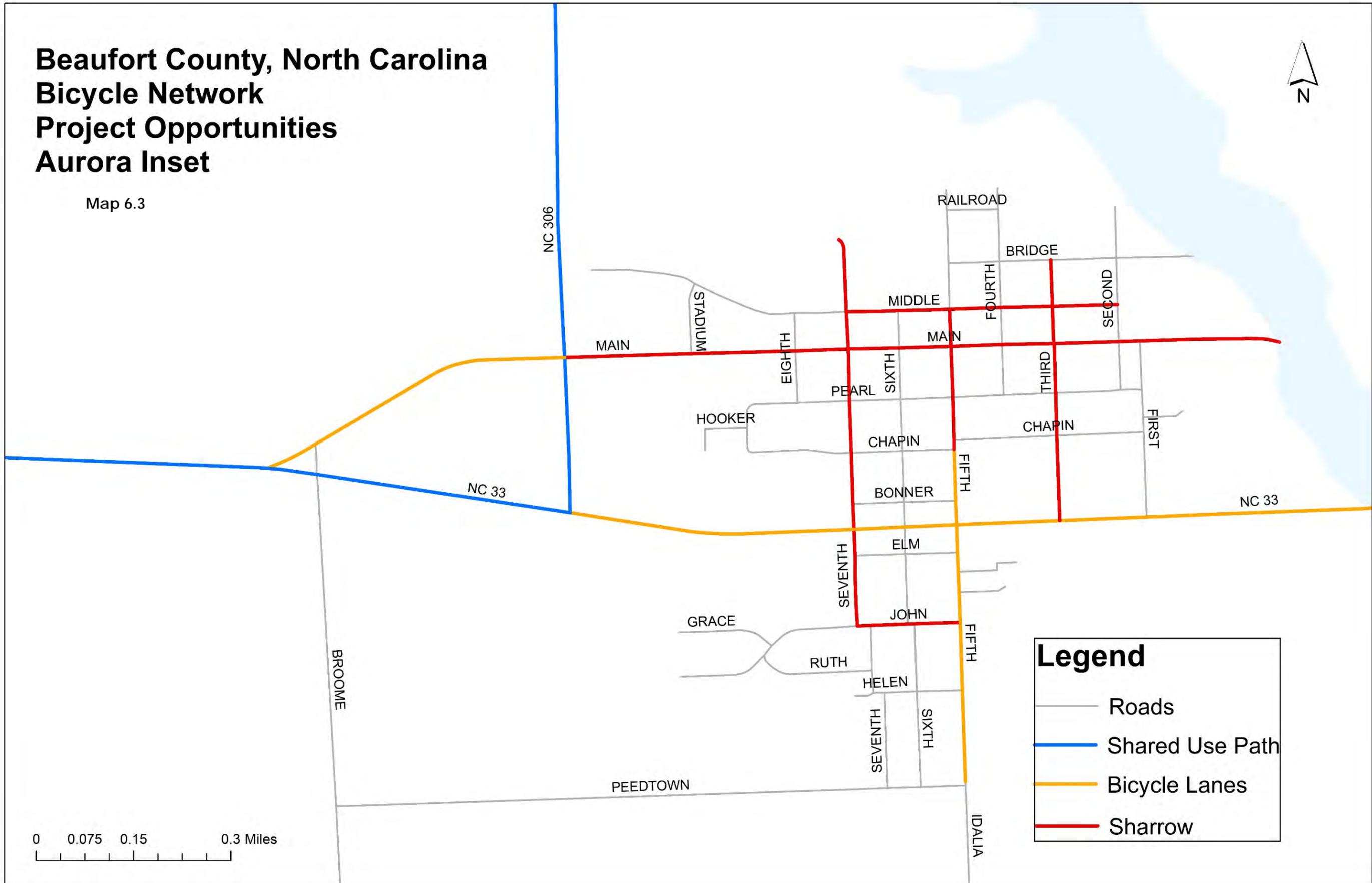


Table 6.2: Town of Aurora Bicycle Facility Project Recommendations

| Aurora & surrounding area | | | | |
|--------------------------------------|-----------------------|--|--|-------------------------------|
| Route | From Crossroad | To Crossroad | Land Use / Design Notes | Project Recommendation |
| Main St. (Aurora) | NC-33 | NC-306 | Frequently used as a cut-through road due to NC-33/NC-306 connection. | Bicycle lanes - 5' min. |
| Main St. (Aurora) | NC-306 | Downtown buildings | Runs through Downtown Aurora. | Sharrow |
| Main St. (Aurora) | Downtown buildings | N 5th St. | “ “ | Sharrow |
| Main St. (Aurora) | N 5th St. | 3rd St. | “ “ | Sharrow |
| Main St. (Aurora) | 3rd St. | End of Main St./NC Wildlife Boat Ramp and fishing pier | “ “ | Sharrow |
| Middle St. (Aurora) | 7th St. | End of road/2nd St. | Narrow road. Runs through a residential area adjacent to Downtown Aurora. | Sharrow |
| Third St. (Aurora) | NC-33 | End of road/Bridge St. | Narrow road. Runs through a residential area and a section of Downtown Aurora including connection to Town Hall and the Aurora Community Center. | Sharrow |
| Fifth St. (Aurora) | Peed Town Rd. | NC-33 | | Bicycle lanes - 5' min. |
| Fifth St. (Aurora) | NC-33 | Chapin St. | Runs through Aurora’s shopping district. | Bicycle lanes - 5' min. |
| Fifth St. (Aurora) | Chapin St. | Middle St. | Narrow road. Runs through a residential area. | Sharrow |
| Seventh St. (Aurora) | John Dr. | NC-33 | “ “ | Sharrow |
| Seventh St. (Aurora) | NC-33 | SW Snowden Elementary School/End of 7th St. | Narrow road. Provides connection to SW Snowden Elementary School. | Sharrow |
| John Dr. (Aurora) | 5th St. | 7th St. | Narrow road. Runs through a residential area. | Sharrow |
| Tunstall Swamp Rd. | NC-306 | Craven County line | Current recommended route for NC Bicycle Route 3: Ports of Call and the East Coast Greenway Coastal Route (this plan recommends Tunstall Swamp Rd. as the interim route with the route switching to NC-306 once the recommended bicycle facilities are constructed). | Bicycle lanes - 6' min. |
| Hickory Point Rd. | NC-306 | End of road | Narrow road. Runs through a residential area. Provides a view of the Pamlico River waterfront. | Sharrow |

Beaufort County, North Carolina Bicycle Network Project Opportunities Aurora Inset

Map 6.3



Legend

-  Roads
-  Shared Use Path
-  Bicycle Lanes
-  Sharrow

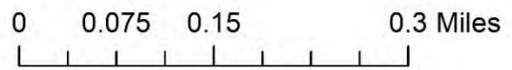


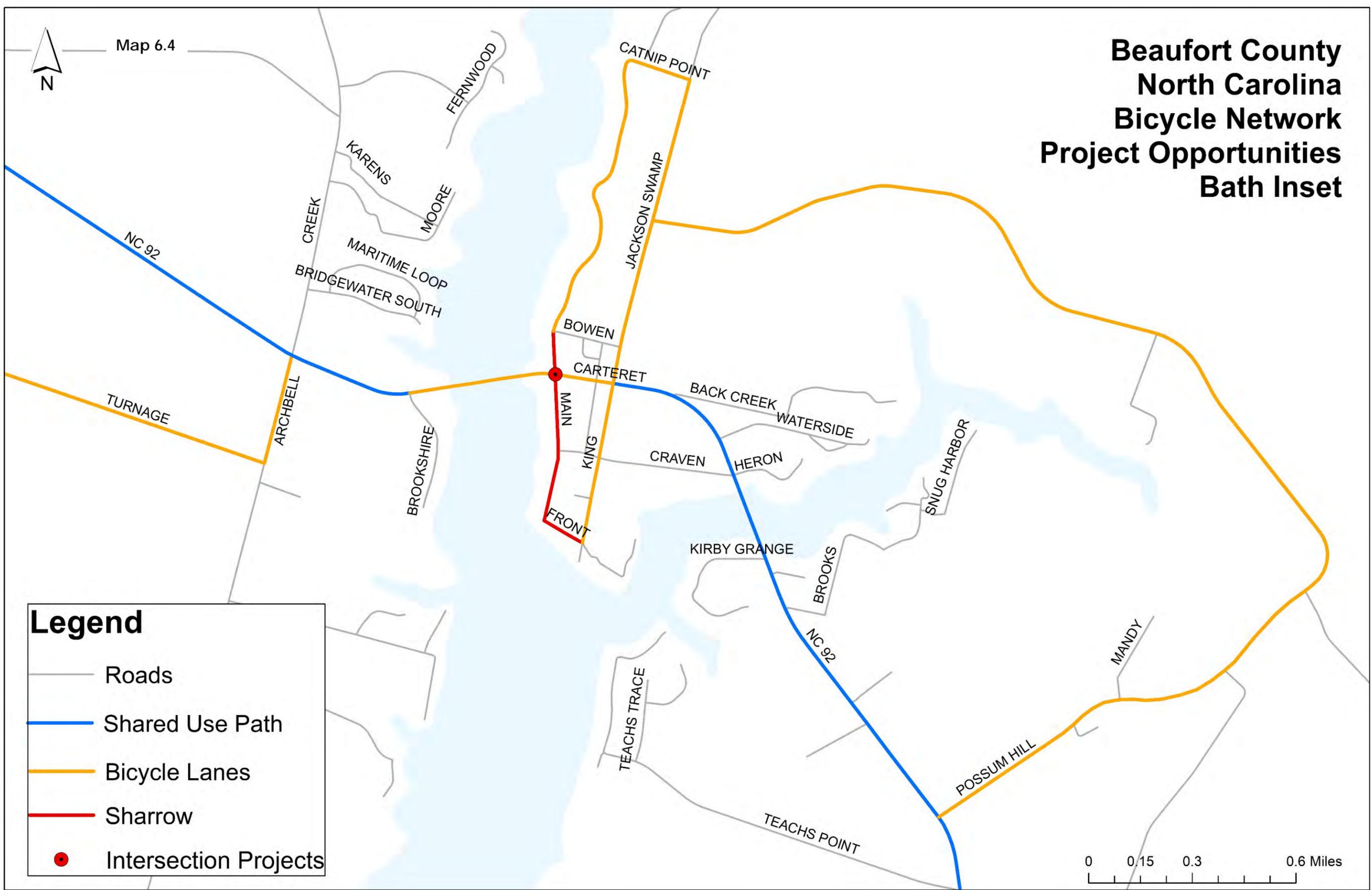
Table 6.3: Town of Bath Bicycle Facility Project Recommendations

| Bath & surrounding area | | | | |
|-------------------------|--------------------|--|---|---|
| Route | From Crossroad | To Crossroad | Land Use / Design Notes | Project Recommendation |
| Main St. (Bath) | Bowen Rd. | NC-92/Carteret St. | Provides connection to Bath’s shopping district. | Sharrow |
| Main St. (Bath) | NC-92/Carteret St. | End of Main St./Bonner's Point public access | Provides connection to Bath’s shopping district and a public waterfront access area with picnic tables, Bonner’s Point. | Sharrow |
| Front St. (Bath) | Main St. | King St. | Narrow road. Runs along Bath Creek waterfront and provides connection to Bonner’s Point. | Sharrow |
| King St. | NC-92 | Craven St. | Provides access to Bath Elementary School. There is adequate space to accommodate bicycle lanes. | Bicycle lanes - 5' min. |
| King St. | Craven St. | Front St./End of King St. | “ “ | Bicycle lanes - 5' min. |
| Catnip Point Rd. | Bowen Rd. | Jackson Swamp Rd./End Catnip Point Rd. | | Bicycle lanes - 5' min. |
| Jackson Swamp Rd. | Catnip Point Rd. | NC-92 | | Bicycle lanes - 5' min. |
| Possum Hill Rd. | NC-92 | Jackson Swamp Rd. | | Bicycle lanes - 5' min. |
| Archbell Rd. | NC-92 | Turnage Rd. | | Bicycle lanes - 5' min. |
| Turnage Rd. | Archbell Rd. | Hawkin's Beach Rd./End Turnage Rd. | | Bicycle lanes - 5' min. |
| Goose Creek Rd. | Harvey Rd. | Camp Leach Rd. | | Bicycle lanes - 5' min. |
| Camp Leach Rd. | US-264 | Hawkin's Beach Rd./End of Camp Leach Rd. | Provides connection to Goode Creek State Park. This plan recommends Camp Leach Road as an alternate state park loop for NC Bicycle Route 2: Mountains to Sea, NC Bicycle Route 3: Ports of Call, and the East Coast Greenway Coastal Route. | Bicycle lanes - 5' min. |
| Hawkin's Beach Rd. | Camp Leach Rd. | NC-92/End Hawkin's Beach Rd. | Provides connection between NC-92 and Camp Leach Road, completing the recommended alternate state park loop for NC Bicycle Route 2: Mountains to Sea, NC Bicycle Route 3: Ports of Call, and the East Coast Greenway Coastal Route. | Bicycle lanes - 5' min. |
| Intersection Project | S Main St. | NC-92/Carteret St. | Traffic calming measure at entrance to S Main St. similar to the island at the entrance to N Main St. | Intersection project. Traffic calming measure at entrance to S Main St. |

Beaufort County North Carolina Bicycle Network Project Opportunities Bath Inset



Map 6.4



Legend

- Roads
- Shared Use Path
- Bicycle Lanes
- Sharrow
- Intersection Projects

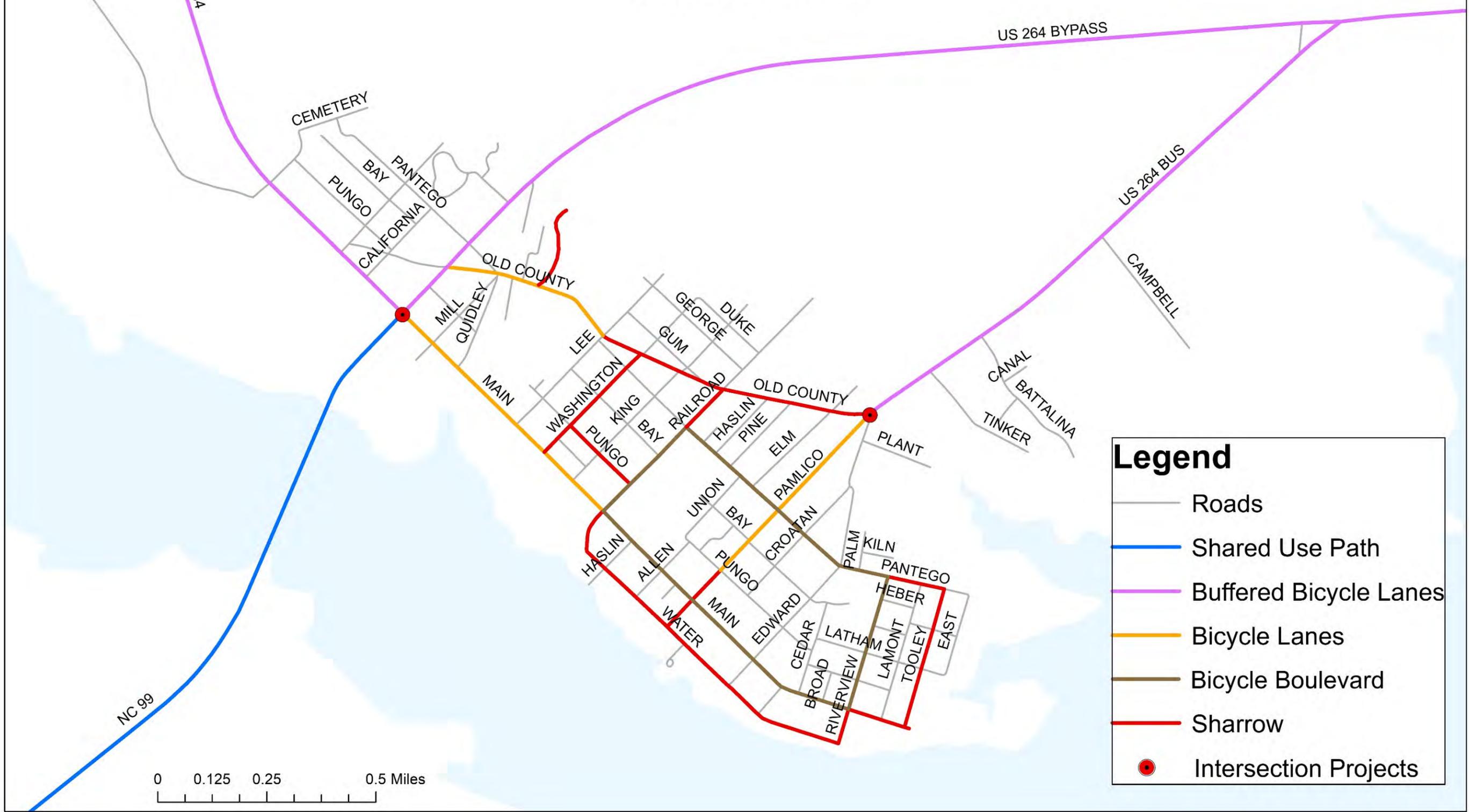
0 0.15 0.3 0.6 Miles

Table 6.4: Town of Belhaven Bicycle Facility Project Recommendations

| Belhaven and surrounding areas | | | | |
|---------------------------------------|-----------------------|--------------------------------|--|-------------------------------|
| Route | From Crossroad | To Crossroad | Land Use / Design Notes | Project Recommendation |
| Main St. (Belhaven) | Railroad St. | Riverview St. | Provides connection to a public waterfront access point and community building. | Bicycle Boulevard |
| Main St. (Belhaven) | Riverview St. | End of road | Provides connection to a public waterfront access point and community building. | Sharrow |
| Water St. (Belhaven) | Main St. | Riverview St./End of Water St. | Narrow road. Runs through a section of Downtown Belhaven and through a residential area. Borders Pantego Creek. Provides connection to NC Wildlife Boat Ramp, Belhaven Town Docks, Belhaven Chamber of Commerce, and bed and breakfast accommodations. | Sharrow |
| Riverview St. | Water St. | Main St. | Narrow road. Provides connection to bed and breakfast accommodations and to an event facility on Pantego Creek. | Sharrow |
| Riverview St. | Main St. | Pantego St. | Narrow road. Provides connection to bed and breakfast accommodations and to an event facility on Pantego Creek. | Bicycle Boulevard |
| Tooley St. | Main St. | Pantego St. | Narrow road. Provides connection to a public waterfront access point and community building. | Sharrow |
| E Pantego St. | Tooley St. | Riverview St. | | Sharrow |
| E Pantego St./W Pantego St. | Riverview St. | Railroad St. | Provides connection to Belhaven Boys and Girls Club and a public park. | Bicycle Boulevard |
| Pamlico St. | Main St. | Water St. | Runs through Downtown Belhaven. | Sharrow |
| Railroad St. (Belhaven) | Main St. | W Pantego St. | Provides connection to a public park and baseball fields. | Bicycle Boulevard |
| Railroad St. (Belhaven) | W Pantego St. | Old County Road | | Sharrow |
| Pungo St. | Railroad St. | Washington St. | Provides connection to Belhaven Civic Center. | Sharrow |
| Washington St. | Main St. | Old County Rd. | | Sharrow |
| Old County Rd. | US-264 bypass | Lee St. | Provides connection to Belhaven's major shopping district and the Vidant Multispecialty Clinic. | Bicycle lanes - 5' min. |
| Old County Rd. | Lee St. | US-264 Business | | Sharrow |

| | | | | |
|--|-------------------|---|---|-------------------------|
| Food Lion back entrance road (no name) | Old County Road | Food Lion | Private road owned by Vidant Multispecialty Clinic. | Sharrow |
| S Savanna Rd./SR-1722 | NC-99 | Pamlico Beach Rd. | | Bicycle lanes - 5' min. |
| Pamlico Beach Rd. | S Savanna Rd. | Wilkin's Rd. | | Bicycle lanes - 5' min. |
| Wilkin's Rd. | Pamlico Beach Rd. | End of Wilkin's Rd./NC Wildlife Boat Ramp/Future county park site | Provides connection to a future county park site. | Bicycle lanes - 5' min. |
| Seed Tick Neck Rd. | NC-99 | US-264 | | Bicycle lanes - 5' min. |
| Intersection | NC-99 | US-264 | | Intersection project |
| Intersection | US-264 Business | Old County Rd. | | Intersection project |

Beaufort County, North Carolina Bicycle Network Project Opportunities Belhaven Inset



Legend

- Roads
- Shared Use Path
- Buffered Bicycle Lanes
- Bicycle Lanes
- Bicycle Boulevard
- Sharrow
- Intersection Projects

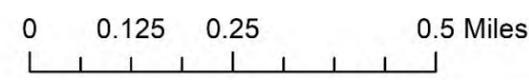


Table 6.5: Town of Chocowinity Bicycle Facility Project Recommendations

| Chocowinity and surrounding area | | | | |
|----------------------------------|----------------|-----------------------|--|-------------------------|
| Route | From Crossroad | To Crossroad | Land Use / Design Notes | Project Recommendation |
| Bragaw Ln. | US-17 Business | Edgewood Dr. | | Bicycle lanes - 5' min. |
| Bragaw Ln. | Edgewood Dr. | NC-33 | | Bicycle lanes - 5' min. |
| Williamson Ln. | NC-33 | End of Williamson Ln. | Provides connection to Chocowinity Recreation Complex. | Sharrow |
| Patrick Ln. | US-17 Bus. | Moore Ln. | Provides connection to Chocowinity's major shopping district. | Bicycle lanes - 5' min. |
| Moore Ln. | NC-33 | Patrick Ln. | | Sharrow |
| Dunbar Ln. | NC-33 | Patrick Ln. | Provides connection to an industrial employment area. | Sharrow |
| Gray Rd. | NC-33 | Price Rd. | Provides connection to Chocowinity Primary School. STIP Project BR-0223, bridge replacement, applies to a bridge on this road. A table showing current STIP Projects in Beaufort County and Recommendations from this Bicycle Plan is included as Appendix E. | Bicycle lanes - 5' min. |
| Gray Rd. | Price Rd. | E Barr Rd. | STIP Project BR-0223, bridge replacement, applies to a bridge on this road. A table showing current STIP Projects in Beaufort County and Recommendations from this Bicycle Plan is included as Appendix E. | Bicycle lanes - 5' min. |
| Gray Rd. | E Barr Rd. | Possum Track Rd. | STIP Project BR-0223, bridge replacement, applies to a bridge on this road. A table showing current STIP Projects in Beaufort County and Recommendations from this Bicycle Plan is included as Appendix E. | Bicycle lanes - 5' min. |
| E Barr Rd. | Gray Rd. | Harding Ln. | | Bicycle lanes - 5' min. |
| Harding Ln. | E Barr Rd. | End of road | Provides access to an agritourism destination. | Sharrow |
| Possum Track Rd. | Gray Rd. | NC-33 | Provides connection to Southside High School. STIP Project BR-0110, bridge replacement, applies to a bridge on this road. A table showing current STIP Projects in Beaufort County and | Bicycle lanes - 5' min. |

| | | | Recommendations from this Bicycle Plan is included as Appendix E. | |
|----------------------------------|---------------------------|---|---|----------------------------------|
| Windmill Rd. | NC-33 | Old Blounts Creek Rd. | | Bicycle lanes - 5' min. |
| Old Blounts Creek Road | NC-33 | Cypress Landing Trail | | Buffered bicycle lanes - 7' min. |
| Old Blounts Creek Road | Cypress Landing Trail | Clay Bottom School Rd./End Old Blounts Creek Road | | Bicycle lanes - 5' min. |
| Clay Bottom School Road | End Old Blounts Creek Rd. | NC-33 | | Bicycle lanes - 5' min. |
| Cotton Patch Rd. | Clay Bottom School Rd. | End of Cotton Patch Rd. | Provides connection to campground accommodations. | Bicycle lanes - 5' min. |
| Intersection project | US-17 Bus. | NC-33 | | Intersection project |
| Off-road / Greenway projects | | | | |
| Chocowinity Rec Complex Greenway | Williamson Lane | US-17 Business just south of Walhurst Ave. | Provides connection to Chocowinity Middle School and Chocowinity Recreation Complex. Land is owned by the Town of Chocowinity and the Beaufort County School Board. | Greenway - min. 10' |

Map 6.6

Beaufort County North Carolina Bicycle Network Project Opportunities Chocowinity Inset

Legend

- Roads
- Shared Use Path
- Buffered Bicycle Lanes
- Bicycle Lanes
- Sharrow
- Greenway
- Intersection Projects

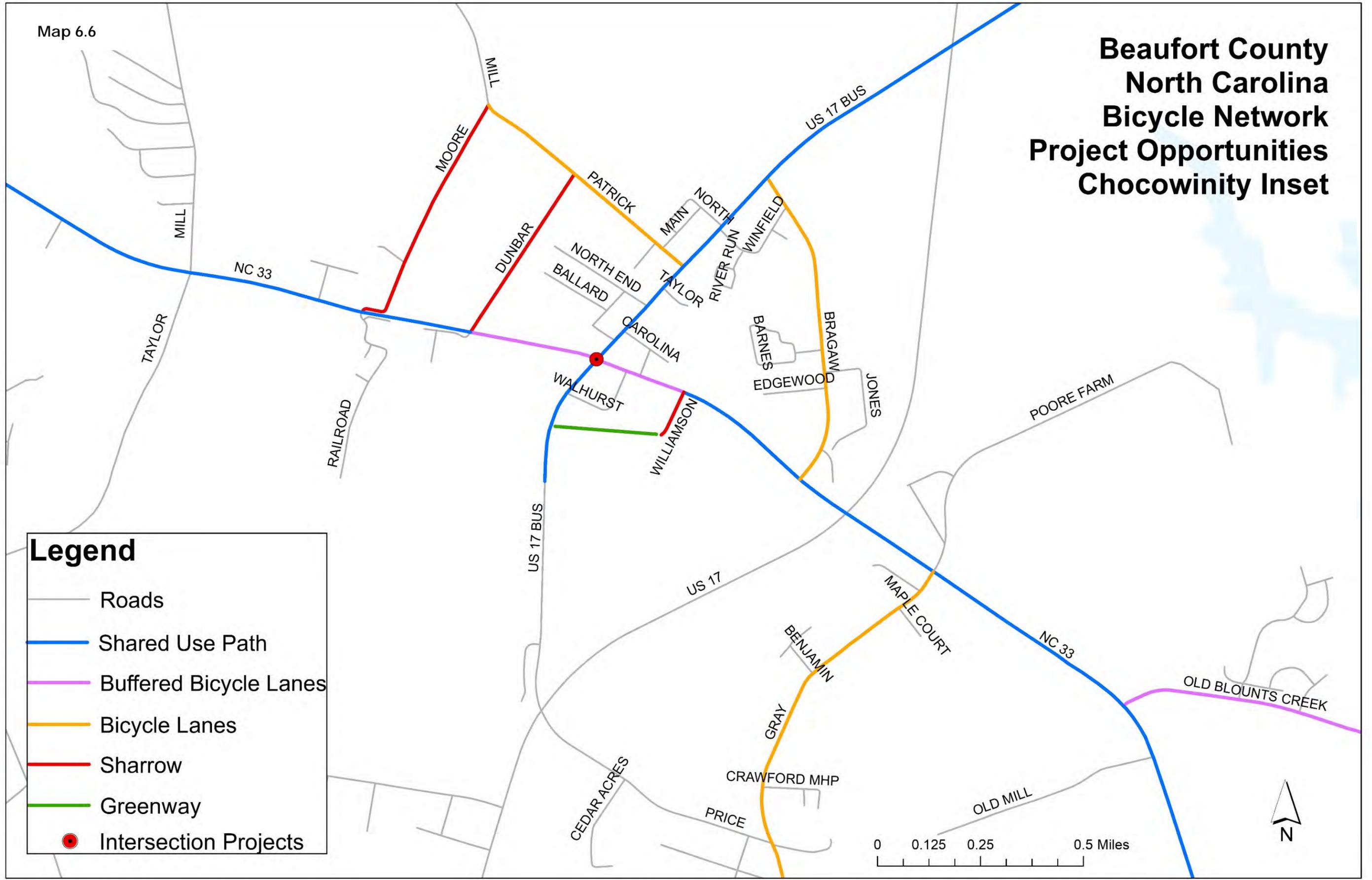


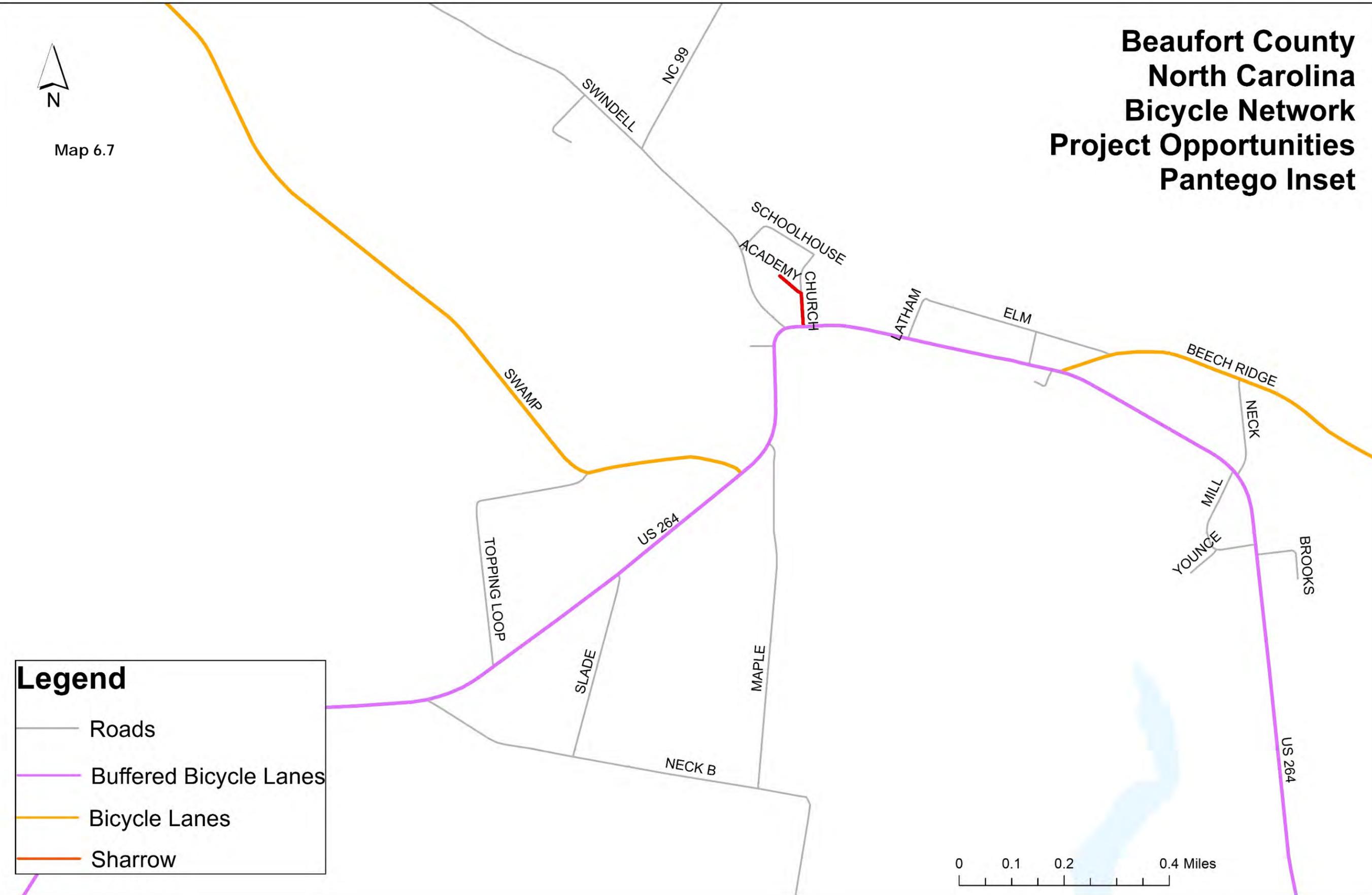
Table 6.6: Town of Pantego Bicycle Facility Project Recommendations

| Pantego and surrounding area | | | | |
|-------------------------------------|-----------------------|-----------------------------------|---|-------------------------------|
| Route | From Crossroad | To Crossroad | Land Use / Design Notes | Project Recommendation |
| Church St. (Pantego) | US-264 | Academy St. | | Sharrow |
| Academy St. (Pantego) | Church St. | End of Academy St./Pantego Museum | Provides connection to the Pantego Academy Historical Museum. | Sharrow |
| Swamp Rd. | US-264 | Daw Rd. | Provides connection to Town Hall and a public park. | Bicycle lanes - 5' min. |
| Daw Rd. | Swamp Rd. | Terra Ceia Rd. | | Bicycle lanes - 5' min. |
| Beech Ridge Rd. | US-264 (Pantego) | US-264 (Past Belhaven) | Connects the Town of Pantego to the Town of Belhaven. | Bicycle lanes - 5' min. |

Beaufort County North Carolina Bicycle Network Project Opportunities Pantego Inset



Map 6.7



Legend

- Roads
- Buffered Bicycle Lanes
- Bicycle Lanes
- Sharrow

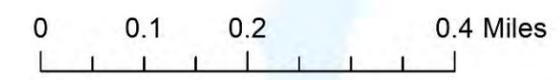


Table 6.7: City of Washington and Town of Washington Park Bicycle Facility Project Recommendations

| Washington and surrounding areas | | | | |
|----------------------------------|---|---|---|----------------------------------|
| Route | From Crossroad | To Crossroad | Land Use / Design Notes | Project Recommendation |
| New St. | Griffin-Hodges Rd. | Market St. Ext. | | Buffered bicycle lanes - 7' min. |
| Griffin-Hodges Rd. | US-17 | Martin County line | | Bicycle lane - 5' min. |
| Market St. Ext. | New St. | John Small Elementary School/PS Jones Middle School | STIP Project BR-0225, bridge replacement, applies to a bridge on this road. A table showing current STIP Projects in Beaufort County and Recommendations from this Bicycle Plan is included as Appendix E. | Buffered bicycle lanes - 7' min. |
| Market St. Ext. (SR-1422) | John Small Elementary School/PS Jones Middle School | Gallberry Road | Provides connection to John Small Elementary School and PS Jones Middle School. STIP Project BR-0225, bridge replacement, applies to a bridge on this road. A table showing current STIP Projects in Beaufort County and Recommendations from this Bicycle Plan is included as Appendix E. | Shared use path - 10' min. |
| Market St. Ext. (SR-1516) | Gallberry Road | Ware's Chapel Lane | STIP Project BR-0225, bridge replacement, applies to a bridge on this road. A table showing current STIP Projects in Beaufort County and Recommendations from this Bicycle Plan is included as Appendix E. | Shared use path - 10' min. |
| Market St. Ext. (SR-1516) | Ware's Chapel Lane | Springs Road | STIP Project BR-0225, bridge replacement, applies to a bridge on this road. A table showing current STIP Projects in Beaufort County and Recommendations from this Bicycle Plan is included as Appendix E. | Shared use path - 10' min. |
| Market St. Ext. (SR-1516) | Springs Road | Airport Road | Provides connection to the Suzie Gray McConnel Sports Complex and the Beaufort County Cooperative Extension Office. STIP Project BR-0225, bridge replacement, applies to a bridge on this road. A table showing current STIP Projects in Beaufort County and Recommendations from this Bicycle Plan is included as Appendix E. | Shared use path - 10' min. |
| Airport Road | N Market St. | end of road | “ “ | Sharrow |

| | | | | |
|-----------------------------------|-------------------------|---|---|---|
| N Market St. (SR-1516) | Airport Road | 15th St. | | Shared use path - 10' min. |
| N Market St. (SR-1516) | 15th St. | E 5th St. | | Bicycle lanes - 5' min. |
| N Market St. | E 5th St./US-264 | 3rd St. | Provides connection to Downtown Washington. | Bicycle lanes - 5' min. |
| N Market St./S Market St. | 3rd St. | Water St. | “ “ | Bicycle Boulevard |
| Bridge St. | US-17 Bus./Bridge St. | 15th St. | This section of Bridge Street departs from US-17 Business and provides access to the Beaufort County Ed Tech Center, Beebe Memorial Park, and a Boys and Girls Club, before ending near a major shopping district at 15 th Street. | Bicycle Boulevard |
| Crown Dr. | Market St. | end of road | Connects with proposed Runyon Creek Greenway. | Sharrow |
| Northwood Rd. | Market St. | Reed Dr. | | Bicycle Lane – 5' min. |
| Reed Dr. | Northwood Rd. | Highland Dr. | Provides connection to medical district and proposed Runyon Creek Greenway. | Bicycle Lane – 5' min. |
| Lawson Rd. | Market St. | Reed Dr. | | Bicycle Boulevard |
| MLK Jr. Dr. | US-17 Bus./Bridge St. | Bonner St. | Runs through a residential area mixed with small commercial uses adjacent to Downtown Washington. | Bicycle Boulevard |
| W 2nd St. | Bonner St. | Gladden St. | Runs through Downtown Washington and provides access to government offices, other office uses, and the Beaufort County Courthouse. Traffic direction is one-way running from west to east. | Bicycle Boulevard |
| W 2nd St. | Gladden St. | US-17 Business/Bridge St. | “ “ | Bicycle Boulevard |
| W 3rd St. (Washington) | Gladden St. | Plymouth Rd./Washington-Greenville Greenway trailhead | Phase One of proposed Washington Greenville Greenway. Follows abandoned Atlantic Rail corridor. This plan recommends that NC Bicycle Route 2: Mountains to Sea and the East Coast Greenway Coastal Route be realigned to follow the Washington-Greenville Greenway once constructed. | Shared use path – 12' preferred, 10' min. Washington-Greenville Rails to Trails Greenway Phase One. |
| W 3rd St. /E 3rd St. (Washington) | Gladden St. | Brown St. | Runs through Downtown Washington and provides connection to government offices and other office uses. On the eastern side, provides connection to Veteran's Park and Jack's Creek Greenway. | Bicycle Lanes - 5' min. (preferred) Sharrow (secondary) |
| Brown St. | E Main St. (Washington) | E 9th St. | Provides connection to a Dog Park and Jack's Creek Greenway. | Bicycle Boulevard |

| | | | | |
|------------------------|---------------------------|----------------------------------|---|--|
| Brown St. | 9th St. | Cowell Farm Rd. | Provides connection to Vidant Hospital and the surrounding medical district, along with commercial uses. | Bicycle Lanes - 5' min. |
| W Main St. | Hackney Ave. | US-17 Business/Bridge St. | | Bicycle Boulevard |
| W Main St. | US-17 Business/Bridge St. | S Market St. | Runs through Downtown Washington and provides connection to retail and restaurant establishments. Traffic direction is one-way from west to east. | Bicycle Boulevard |
| E Main St. | S Market St. | Park Dr./End E Main St. | | Bicycle Boulevard |
| Gladden St. | W 3rd St. (Washington) | W Main St. | Phase One of proposed Washington Greenville Greenway. Follows abandoned Atlantic Rail corridor. This plan recommends that NC Bicycle Route 2: Mountains to Sea and the East Coast Greenway Coastal Route be realigned to follow the Washington-Greenville Greenway once constructed. | Shared use path - 10' min. - Washington-Greenville Rails to Trails Greenway Phase One. |
| Stewart Parkway | W Main St. (Washington) | S Market St./End Stewart Parkway | Runs behind Main Street in Downtown Washington along the Washington Waterfront, which includes a walkway and public open space along the Pamlico River. This is the recommended route for NC Bicycle Route 2: Mountains to Sea and the East Coast Greenway Coastal Route. | Bicycle Boulevard |
| Water St. (Washington) | S Market St. | Festival Park | “ “ | Bicycle Boulevard |
| Water St. (Washington) | Festival Park | Moss Way | “ “ | Bicycle Boulevard |
| Water St. (Washington) | Moss Way | S McNair St./End Water St. | “ “ | Bicycle Boulevard |
| Hudnell St. | US-264 | Pennsylvania Ave. | Connects with a future intersection project which could potentially include round-abouts. The recommended shared use path project would connect with other shared use path projects at the intersection. If the intersection project design does not include round-abouts, the bicycle facility recommendation should be revisited. | Shared Use Path - min. 10' |
| Hudnell St. | Pennsylvania Ave. | Park Dr./End Hudnell St. | Provides connection to Eastern Elementary School. | Buffered Bicycle Lanes - min. 7' |
| Pennsylvania Ave. | Hudnell St. | Proposed Runyon Creek Greenway | | Bicycle lanes – 5' min. |
| Van Norden St. | W Main St. (Washington) | W 15th St. | Connects Downtown Washington with the 15 th Street shopping district. | Bicycle Boulevard |
| W 6 th St. | Bridge St. | N Market St. | | Bicycle Boulevard |

| | | | | |
|-------------------------|------------------------------|--|---|-------------------------------------|
| E 6th St. | N Market St. | end of road | Provides connection to the Bobby Andrews Recreation Center and the PC Memorial Skate Park. | Bicycle lanes - 5' min. |
| W 7 th St. | Bridge St. | N Market St. | | Bicycle Boulevard |
| W 9th St. | Bridge St. | N Market St. | | Bicycle Boulevard. With wayfinding. |
| E 9th St. | N Market St. | Simmons St. | | Bicycle Boulevard. With wayfinding. |
| Simmons St. | E 9th St. | Main St. | | Bicycle Boulevard |
| Bonner St. | Water St. | 15th St. | Speed limits would need to be reduced from 35 mph to 25 mph to implement shared lane projects per NCDOT safety regulations. If reducing speed limit is not feasible, the project would need to be bicycle lanes rather than bicycle boulevard. | Bicycle Boulevard |
| Hackney Ave. | US-17 Business/Carolina Ave. | W Main St. | Runs through a mixed use area with industrial employers, small scale commercial uses, and residential uses. Ends at the US-17 Business/Carolina Ave. major shopping district. | Bicycle lanes - 5' min. |
| W 10th St. (Washington) | Hackney Ave. | JC Tayloe Elementary School/End W 10th St. | Provides connection to JC Tayloe Elementary School. | Bicycle lanes - 5' min. |
| Avon Ave. | Highland Dr. | US-264/John Small Rd. | | Bicycle lanes – 5' min. |
| Cowell Farm Rd. | Highland Dr. | Holloman St. | Provides connection to government offices and the Vidant Wellness Center. | Bicycle lanes – 5' min. |
| Holloman St. | Cowell Farm Rd. | 15 th St. | Speed limits would need to be reduced from 35 mph to 25 mph to implement shared lane projects per NCDOT safety regulations. If reducing speed limit is not feasible, the project would need to be bicycle lanes rather than sharrow. | Sharrow |
| Hodges Ave. | Highland Dr. | US-264/John Small Ave. | | Bicycle lanes – 5' min. |
| E 11th St. | N Market St. | US-264 | Speed limits would need to be reduced from 35 mph to 25 mph to implement shared lane projects per NCDOT safety regulations. If reducing speed limit is not feasible, the project would need to be bicycle lanes rather than bicycle boulevard. | Bicycle Boulevard |
| W 11th St. | Washington St. | US-17 Business/Carolina Ave. | Provides a back connection to the medical district around Highland Drive and to businesses along US-264/John Small Ave. | Bicycle Boulevard |
| Washington St. | 15th St. | 11th St. | This section of Washington St. runs through a residential area and provides connection between projects on 15 th St. and 11 th St., providing a corner route which avoids the US-17 Business/Carolina Ave. and 15 th St. intersection. There are currently | Bicycle lanes - 5' min. |

| | | | | |
|------------------------------------|---------------|-----------------------|--|---|
| | | | five-foot paved shoulders on this section of Washington St. | |
| E 12th St. | Bonner St. | 15th St. | Along with projects on 13 th St., creates a bicycle boulevard route running behind the 15 th St. shopping district. Bicycle boulevard treatments should include realignment of stop signs, sharrows, and signage. | Bicycle Boulevard. With wayfinding. |
| E 12th St. | 15th St. | Highland Dr. | Connects directly with 15 th St. and its separated bicycle lane project. Provides connection to the medical district around Highland Dr. | Separated Bicycle Lane - 8' min. With access management. |
| E 12th St. | Highland Dr. | US-264 | Connects with a future intersection project which could potentially include roundabouts. The recommended shared use path project would connect with other shared use path projects at the intersection. If the intersection project design does not include roundabouts, the bicycle facility recommendation should be revisited. | Shared Use Path - 10' min. |
| W 13th St. | Carolina Ave. | Bonner St. | Along with projects on 12 th St., creates a bicycle boulevard route running behind the 15 th St. shopping district. Bicycle boulevard treatments should include realignment of stop signs, sharrows, and signage. Wayfinding signage is needed at multiple intersections where 13 th St. is offset from itself. | Bicycle Boulevard. With wayfinding. |
| E15th St./W 15th St. (Washington) | US-264 | Carolina Ave. | STIP Project U-5860, widen to multi-lanes applies to this road. A table showing current STIP Projects in Beaufort County and Recommendations from this Bicycle Plan is included as Appendix E. | Separated Bicycle Lanes - 8' min. With access management. |
| E 15th St./W 15th St. (Washington) | Carolina Ave. | 12th St./End 15th St. | Runs through a major shopping district in Washington. It is a four-lane undivided road with curb and gutter. There are many stop lights and multiple conflict points due to access management issues. With existing lanes being only twelve-feet in width and no shoulder present, there is no separation between cyclists and motor vehicles, yet people do bicycle in this area due to the need to access retail establishments along the corridor. This is a difficult route to plan bicycle facilities for in its current state due to these safety issues. The separated bicycle lane project is recommended in | Separated Bicycle Lanes - 8' min. With access management. |

| | | | | |
|---------------------|-------------------------|-------------------------------|---|-----------------------------------|
| | | | <p>conjunction with a road improvement project which includes access management.</p> <p>STIP Project U-5860, widen to multi-lanes applies to this road. A table showing current STIP Projects in Beaufort County and Recommendations from this Bicycle Plan is included as Appendix E.</p> | |
| Highland Dr. | US-264 | 12th St./End 15th St. | Connects with a future intersection project which could potentially include round-abouts. The recommended shared use path project would connect with other shared use path projects at the intersection. If the intersection project design does not include round-abouts, the bicycle facility recommendation should be revisited. | Shared Use Path - 10' min. |
| Highland Dr. | 12th St. | Lovers Lane/Hodges Ave. | Runs through Washington's medical district and provides connection to Vidant Hospital, the Beaufort County Health Department, and other medical providers. Connects with proposed separated bicycle lane project on 15 th St./12 th St. | Separated Bicycle Lane - 7' min. |
| Highland Dr. | Lovers Lane/Hodges Ave. | Azalea Dr./S Reed Dr. | " " | Separated Bicycle Lanes - 7' min. |
| Highland Dr. | Azalea Dr./S Reed Dr. | Slatestone Rd. | Connects with separated bicycle lane project on Slatestone Rd. | Separated Bicycle Lanes - 7' min. |
| Slatestone Rd. | Highland Dr. | Runyon Creek Greenway | Provides connection to Washington High School and the proposed Runyon Creek Greenway. Connects with separated bicycle lane project on Highland Dr. | Separated Bicycle Lanes - 7' min. |
| Slatestone Rd. | Runyon Creek Greenway | NC-32 | | Bicycle lanes - 5' min. |
| Slatestone Rd. | NC-32 | Braddy Rd./End Slatestone Rd. | | Bicycle lanes - 5' min. |
| Braddy Rd. | NC-32 | US-264 | | Bicycle lanes - 5' min. |
| Terrapin Track Rd. | Slatestone Rd. | NC-32 | | Bicycle lanes - 5' min. |
| Betsey Elbow Rd. | Terrapin Track Rd. | Slatestone Rd. | | Bicycle lanes - 5' min. |
| Old Bath Hwy | Slatestone Rd. | Lizzard Slip Rd. | Provides access to Washington Public Charter Montessori School and an industrial employer. | Bicycle lanes - 5' min. |
| Lizzard Slip Rd. | Slatestone Rd. | US-264 | | Bicycle lanes - 5' min. |
| Asbury Church Rd. | Old Bath Hwy | River Rd./NC-32 | | Bicycle lanes - 5' min. |
| Whootentown Rd. | Asbury Church Rd. | Brick Kiln Road | | Bicycle lanes - 5' min. |
| Magnolia School Rd. | Whootentown Rd. | Broad Creek Rd./NC-32 | | Bicycle lanes - 5' min. |
| Turkey Trot 2 Rd. | Magnolia School Rd. | Black Rd. | | Bicycle lanes – 5' min. |

| | | | | |
|--------------------------------------|------------------------|---|---|-------------------------|
| Black Rd. | Turkey Trot 2 Rd. | Neck Rd. | | Bicycle lanes – 5' min. |
| Neck Rd. | US-264/John Small Ave. | Turkey Trot 2 Rd. | | Bicycle lanes – 5' min. |
| Brick Kiln Rd. | Smaw Rd. | River Rd./NC-32 | STIP Project R-5897, intersection improvements, applies to the intersection of Brick Kiln Rd. and NC-32. A table showing current STIP Projects in Beaufort County and Recommendations from this Bicycle Plan is included as Appendix E. | Bicycle lanes - 5' min. |
| | | | | |
| Smaw Rd. | US-264 | Brick Kiln Road | Provides access to government offices. Together with Brick Kiln Rd., provides a connection between US-264/John Small Ave. and NC-32/River Rd. | Bicycle lanes - min. 5' |
| Whichard's Beach Rd. (Washington) | US-17 Business | Ann St. | Provides access to an industrial employer and campground accommodations. | Bicycle lanes - min. 5' |
| Clark's Neck Road | US-264 | Pitt County line | Provides connection to Pitt County and is the current recommended route of NC Bicycle Route 2: Mountains to Sea and the East Coast Greenway Coastal Route. (This plan recommends Clark's Neck Rd. as the interim route with the proposed Washington-Greenville Greenway being the recommended route once constructed. | Bicycle lanes - 6' min. |
| Springs Rd. | US-17 | N Market St. | Provides access to industrial employers and serves as a connection between US-17 and N Market St. | Bicycle lanes - min. 5' |
| Cherry Rd. | Market St. | Old Bath Hwy | | Bicycle lanes - 5' min. |
| Cherry Run Rd. | US-17 | VOA Rd. | | Bicycle lanes - 5' min. |
| Page Rd. | Cherry Run Rd. | US-264 | Provides access to the Beaufort County Economic Development office and small business incubator facility, along with industrial employers. | Bicycle lanes - 5' min. |
| Leggett Rd. | Cherry Run Rd. | US-264 | Provides access to Mount Olive University, although the school is on the opposite side of US-264. (This crossing is included as an intersection project). | Bicycle lanes - 5' min. |
| VOA Rd. | US-17 | Cherry Run Rd. | | Bicycle lanes - 5' min. |
| Intersection project | Clark's Neck Rd. | Proposed Washington-Greenville Greenway | | Intersection project |
| Intersection project | 15th St. | US-17 Bus./Carolina Ave. | | Intersection project |
| Intersection project | 15th St. | Bennett St. | | Intersection project |
| Intersection project | 15th St. | Minuteman Ln. | | Intersection project |
| Intersection project | 15th St. | Pierce St. | | Intersection project |

| | | | | |
|---|--|--------------------------------|---|---|
| Intersection project | 15th St. | Bridge St. | | Intersection project |
| Intersection project | 15th St. | Market St. | | Intersection project |
| Intersection project | 15th St. | 12th St./Brown St. | | Intersection project |
| Intersection project | 12th St. | Highland Dr. | | Intersection project |
| Intersection project | 12th St. | US-264/Hudnell St. | | Intersection project |
| Intersection project | 11th St./Highland Dr. | Pennsylvania Ave./US-264 | | Intersection project |
| Intersection project | US-264 | Proposed Runyon Creek Greenway | | Intersection project |
| Intersection project | Highland Dr. | Proposed Runyon Creek Greenway | | Intersection project |
| Intersection project | Highland Dr./Old Bath Hwy. | Slatestone Rd. | | Intersection project |
| Intersection project | Pennsylvania Ave. | Hudnell St. | | Intersection project. Hawk/beacon crossing. |
| Intersection project | Brown St. | 9th St. | | Intersection project |
| Intersection project | Brown St./3rd St. | Jack's Creek Greenway | Intersection project to connect Jack's Creek Greenway with State Bicycle Route 2: Mountains to Sea and East Coast Greenway Coastal Route. | Intersection project. |
| Intersection project | Hudnell St./Main St. | NC-32/River Rd. | | Intersection project. Potential link to park, would need railroad crossing. |
| Intersection project | US-264/John Small Ave. | Jack's Creek Greenway | | Intersection project |
| Intersection project | Market St. | 3rd St. | | Intersection project |
| Intersection project | Market St. | US-264/5th St. | | Intersection project |
| Intersection project | US-17 Bus./Bridge St. | Main St. | | Intersection project |
| | | | | |
| Intersection project | US-264/5th St. | US-17 Bus./Bridge St. | | Intersection project |
| Intersection project | US-17 Bus./Carolina Ave. | Washington St. | | Intersection project |
| Intersection project | US-17 Bus./Carolina Ave. | Hackney Ave. | | Intersection project |
| Intersection project | US-17 Bus./Carolina Ave. | Pamlico Plaza | | Intersection project |
| Intersection project | N Market St. | 9 th St. | | Intersection project |
| Intersection project | N Market St. | 11 th St. | | Intersection project |
| Intersection project | N Market St. | 13 th St. | | Intersection project |
| Intersection project | US-264 | Leggett Road | Crossing to Mount Olive University. | Intersection project |
| Intersection project | Cherry Run Rd. | Wharton Station Rd. | | Intersection project |
| US-17 Business bridge (connects Washington and Chocowinity) | Bicycle friendly decking enhancement / Shared Use Path | | Bicycle friendly decking is needed on this bridge connecting Washington to Chocowinity. The current bridge decking is slippery, causing bicyclists to fall when crossing the bridge. The bridge represents the only option in Beaufort County for bicyclists to cross the Pamlico River, with the exception of the Bayview-Aurora Ferry. A Shared Use Path facility should be incorporated to | Bicycle friendly decking enhancement / Shared Use Path |

| | | | | |
|--|------------------------------|--|---|------------------------------------|
| | | | <p>allow pedestrian passage over the bridge as well, and to connect with the proposed Shared Use Path project on the south side of the bridge leading to Chocowinity.</p> <p>STIP funded project B-5302 applies to this bridge. Ideally these recommended improvements should be included in that funded project. (A table showing current STIP Projects in Beaufort County and Recommendations from this Bicycle Plan is included as Appendix E.)</p> | |
| Washington Park and surrounding areas | | | | |
| Fairview Ave. | NC-32/River Rd. | Oak Street | Provides connection to Washington Park Town Hall. | Sharrow |
| Edgewater Dr. | NC-32/River Rd. | Riverside Drive | Runs adjacent to the Pamlico River. | Sharrow |
| Riverside Drive | Edgewater Drive | Walnut Street | Runs adjacent to the Pamlico River. | Sharrow |
| Walnut St. | Riverside Drive | Fairview Ave. | | Sharrow |
| Isabella Ave. | Walnut St. | Oak St. | | Sharrow |
| Oak St. | Isabella Ave. | Fairview Ave. | | Sharrow |
| Harvey Rd. | NC-32/Broad Creek Road | NC-92 | | Bicycle lanes - min. 5' |
| River Rd. | NC-32/Broad Creek Road | End of road | After its divergence from NC-32, River Rd. continues through a residential area outside of Washington Park and ends at Broad Creek and the Washington Yacht and Country Club. | Bicycle lanes - min. 5' |
| Off-road / Greenway projects | | | | |
| Washington-Greenville Rails to Trails Greenway Phase 2 | W 3rd Street/Plymouth Street | Following powerline easement until it intersects with rail corridor again just west of Tranter's Creek Drive | <p>The Washington-Greenville Greenway is included in the City of Washington's Comprehensive Bicycle Plan and is also included in Pitt County's Greenway Plan (although in Pitt County's plan the greenway follows the abandoned rail corridor to Stokes rather than continuing west to the City of Greenville). Phase one of this proposed greenway follows the abandoned Atlantic Coastline railroad corridor along Gladden St. and 3rd St. in downtown Washington (a shared use path is recommended along this section).</p> <p>This second phase begins at the intersection of W 3rd St. and Plymouth Rd. and follows the existing</p> | Greenway – 12' preferred, min. 10' |

| | | | | |
|--|--|--|--|------------------------------------|
| | | | <p>powerline easement until the easement intersects with the abandoned railroad corridor again just west of Tranter’s Creek Dr. A greenway of twelve-feet in width (ten-feet min.) is recommended.</p> <p>This plan recommends that NC Bicycle Route 2: Mountains to Sea and the East Coast Greenway Coastal Route be realigned to follow the Washington-Greenville Greenway once constructed.</p> | |
| Washington-Greenville Rails to Trails Greenway Phase 3 | Abandoned Atlantic Coastline railroad corridor from intersection with powerline easement west of Tranter's Creek Drive | Following abandoned Atlantic Coastline railroad corridor to Pitt County line | <p>Phase Three of the proposed Washington-Greenville Greenway begins where the powerline easement intersects the abandoned Atlantic Coastline railroad corridor just west of Tranter’s Creek Dr. It continues to follow the abandoned Atlantic Coastline railroad corridor to the Pitt County line, where it connects with a project proposed in Pitt County’s Greenway Plan. A greenway of twelve-feet in width (ten-feet min.) is recommended.</p> <p>This plan recommends that NC Bicycle Route 2: Mountains to Sea and the East Coast Greenway Coastal Route be realigned to follow the Washington-Greenville Greenway once constructed.</p> | Greenway – 12’ preferred, min. 10' |
| Runyon Creek Greenway | Near Park Drive/Main Street | Near Keysville Rd. following Runyon Creek | <p>This portion of Runyon Creek Greenway is included in the Beaufort County Comprehensive Transportation Plan. This proposed main branch of the Runyon Creek Greenway begins near the intersection of Main St. and NC-32/Park Dr. in Washington. It connects with the Haven’s Garden Park (a rail crossing in this area is a potential barrier to park connection). Then the proposed greenway follows Runyon Creek in a northerly direction until ending just south of Keysville Rd.</p> | Greenway - min. 10' |
| Runyon Creek Greenway Market St. connector | Near Keysville Rd. | Near Crown Dr. | <p>From where the main branch of the proposed Runyon Creek Greenway ends south of Keysville Rd., this connector travels in a westerly direction until connecting with Crown Dr. There is a proposed sharrow project on Crown Dr., which</p> | Greenway - min. 10' |

| | | | | |
|---|--|--------------------------------------|---|---------------------|
| | | | connects with the shared use path project on Market St. | |
| Runyon Creek Greenway Slatestone Rd. connector | Near Keysville Rd. | Near Slatestone Rd. | From where the main branch of the proposed Runyon Creek Greenway ends south of Keysville Rd., this connector travels in an easterly direction until connecting with Slatestone Rd., providing access to Washington High School. | Greenway - min. 10' |
| Tar River Nature Path | Near US-17 business (just past bridge in Washington) | Loop by river back to US-17 business | The proposed Tar River Nature Path is included in the Beaufort County Comprehensive Transportation Plan. It is a proposed greenway beginning just south of the US-17 Business bridge in Washington. The greenway would make a loop by the Pamlico River and return back to US-17 Business (where there is a proposed shared use path project). The property is owned by the City of Washington. | Greenway - min. 10' |

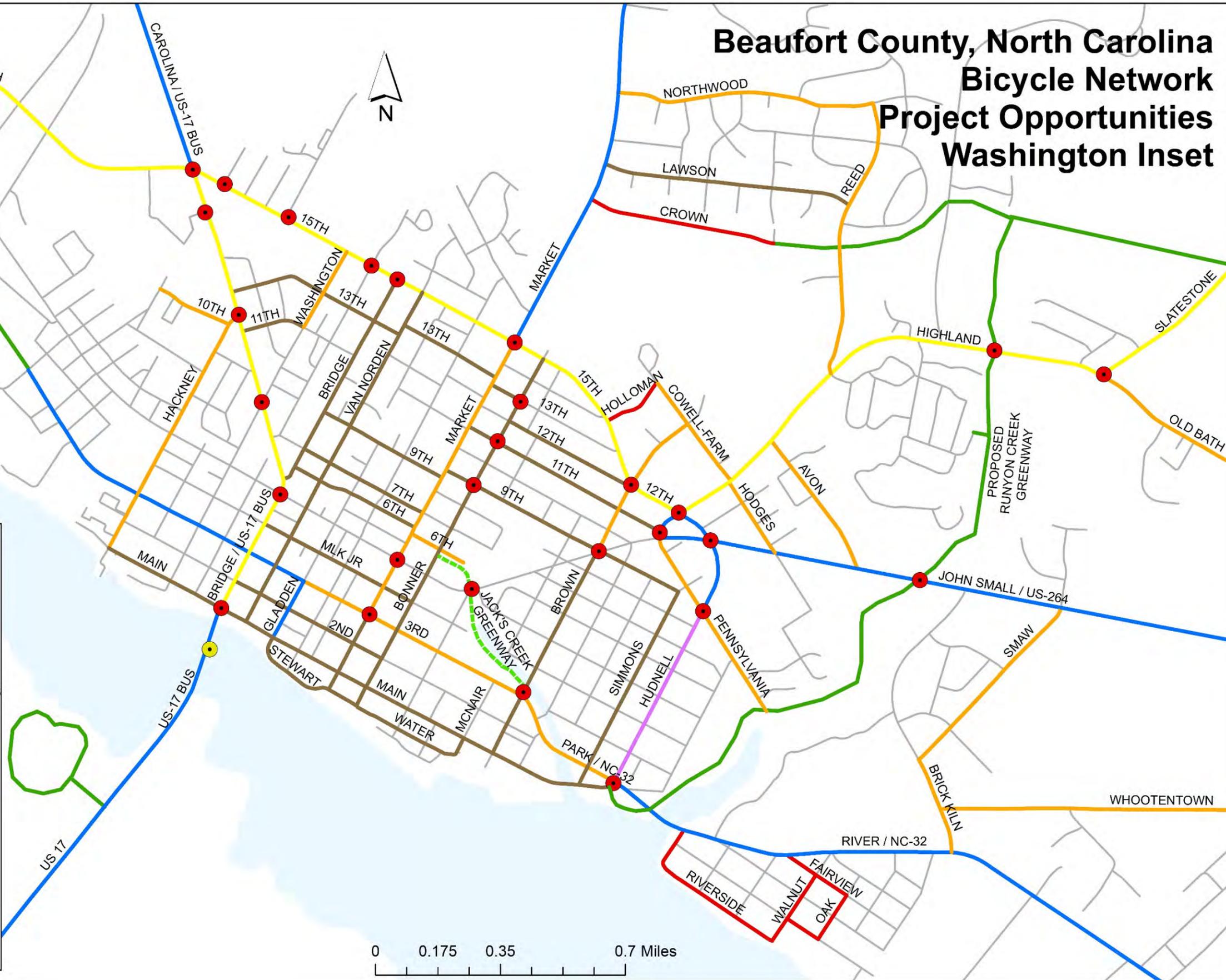
Beaufort County, North Carolina Bicycle Network Project Opportunities Washington Inset

Map 6.8



Legend

-  Roads
-  Existing Greenways
-  Shared Use Path
-  Separated Bicycle Lanes
-  Buffered Bicycle Lanes
-  Bicycle Lanes
-  Bicycle Boulevard
-  Sharrow
-  Greenway
-  Intersection Projects
-  Bridge Deck Enhancement Project



Priority Projects

Ten priority projects were selected based on Steering Committee analysis and public input. Factors considered by the Steering Committee included:

- Comments received through the public survey
- Safety
- Connectivity to destination points
- Immediate need for project

After an initial list of potential priority projects was developed, public input was received at the Open House. This input was the basis used to narrow the list down to ten projects.

The following ten projects were selected as priority projects for the Beaufort County Comprehensive Bicycle Plan.

Town of Bath and surrounding area:

- NC-92: Shared Use Path/Carteret Street Bicycle Lane

Town of Belhaven:

- US-264 Business/Main Street: Bicycle Lane
- US-264 Bypass: Buffered Bicycle Lane

Town of Chocowinity and surrounding area:

- NC-33: Shared Use Path/Buffered Bicycle Lane

City of Washington and surrounding area:

- US-17 Business/Carolina Avenue: Complete Streets Retrofit with Buffered Bicycle Lanes and Intersection Improvements
- US-17 Business/Bridge Street: Bridge Decking Enhancement
- Market Street: Shared Use Path
- US-264/12th Street/Highland Drive/Pennsylvania Avenue: Intersection Improvements
- Washington-Greenville Greenway
- Runyon Creek Greenway

Cut sheets for each identified priority project follow. Cost estimates were generated using NCDOT's Bicycle and Pedestrian Facility Cost Tool.

Washington-Greenville Greenway

Cross-Section



Phase 1: Downtown Washington
 Distance – 1.2 miles
 Shared Use Path
 Follows abandoned Atlantic Coastline Railroad Corridor along Gladden Street and 3rd Street in Downtown Washington

Phase 2: 3rd Street/Plymouth Road intersection to Tranters Creek Drive
 Distance – 2.6 miles
 Off-Road Greenway
 Follows existing power line easement from intersection of 3rd Street and Plymouth Road to just west of Tranter’s Creek Drive where easement intersects with abandoned rail corridor

Phase 3: Tranters Creek Drive to Pitt County Line
 Distance – 2.8 miles
 Off-Road Greenway
 Follows abandoned Atlantic Coastline Railroad Corridor from just west of Tranter’s Creek Drive to the Pitt County line

Design

- *Potential ROW Needs:* Right-of-way will follow existing abandoned Atlantic Coastline Railroad corridor and existing powerline easement. No right-of-way constraints are known.
- *Proper drainage:* Efficient removal of excess water from the trail is important. Surface water runoff should be handled using swales, ditches, and sheet flow. Catch basins, drain inlets, culverts and underground piping may also be necessary. These structures should be located off of the pavement structure.
- *Proper sub-grade thickness & compaction:* Minimum thickness of a high-quality aggregate base should be six inches for an asphalt trail. Thicker base courses should be used for poorer quality sub-grade material. Compacted sub-grade should extend a minimum of two feet beyond the edge of pavement. Sub-grade should be compacted to a minimum of 95% of standard Proctor density, AASHTO T 99, and the moisture should be maintained within 3% of optimum. If aggregate base course is used in the pavement section, it should be compacted to a minimum of 95% of modified Proctor density, AASHTO T 180, ASTM D 1557. Depending on the soil conditions, compaction and moisture criteria may vary. After compaction, a soil sterilant and/or root inhibitor should be applied.
- *Adequate pavement thickness:* Minimum 3"
- *Adequate pavement compaction:* It is recommended the hot mix asphalt be compacted to between 92% and 96% of the Theoretical Maximum Specific Gravity, AASHTO designation T 209, ASTM designation D 2041.

Jurisdictions

- City of Washington
- Beaufort County

Potential Partnerships

- City of Washington
- Beaufort County
- Mid-East RPO
- NCDOT
- East Coast Greenway Alliance

Trip Generators

- Downtown Washington including retail destinations and government offices
- Connection between Beaufort County and Pitt County
- Recommended future route of NC Bicycle Route 2: Mountains to Sea
- Recommended future route of East Coast Greenway Coastal Route
- Recreational greenway route

Estimated Construction Costs

Phase 1: \$790,000
 Phase 2: \$1,600,000
 Phase 3: \$1,750,000
 Total Cost: \$4,140,000

Potential Funding Sources

- NC State Parks Recreational Trails Program
- USDOT BUILD Grant

Support in Other Plans

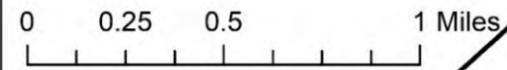
- City of Washington Comprehensive Bicycle Plan
- Pitt County Greenway Plan

Map 6.9

Proposed Washington-Greenville Greenway

Legend

- Phase 1: Shared Use Path
- Phase 2: Off-Road Greenway
- Phase 3: Off-Road Greenway
- Roads
- County Boundary



Phase 3: Off-Road Greenway
Follows abandoned Atlantic Coastline Railroad corridor from intersection of powerline easement west of Tranter's Creek Drive to the Pitt County line.

Phase 2: Off-Road Greenway
Follows existing powerline easement from intersection of 3rd Street/Plymouth Road to just west of Tranter's Creek Drive.

Phase 1: Shared Use Path
Follows abandoned Atlantic Coastline Railroad corridor adjacent to Gladden Street and 3rd Street in downtown Washington.

Runyon Creek Greenway

Cross-Section



Main Branch

Distance – 2.4 miles

Off-Road Greenway

Begins near intersection of Main Street and NC-32/Park Drive in Washington. Connects to Haven’s Garden Park, then follows Runyon Creek corridor in a northerly direction until just south of Keysville Road.

Market Street Connector

Distance – 0.7 miles

Off-Road Greenway

This connector travels from the main branch in a westerly direction until connecting with Crown Drive, which connects with the proposed Market Street shared use path.

Slatestone Road Connector

Distance – 0.6 miles

This connector travels from the main branch in an easterly direction until connecting with Slatestone Road, providing access to Washington High School.

Design

- *Potential ROW Needs:* The corridor along Runyon Creek is undeveloped but the majority of the right of way would need to be negotiated and purchased. A rail crossing is needed to provide access to Haven’s Garden Park.

- *Environmental Permitting:* Environmental permitting is a potential constraint. A greenway project is often looked upon favorably by permitting agencies if it maintains a minimum distance of fifty-feet from the surface water body. The majority of Runyon Creek has a minimum of two-hundred feet of undeveloped land on each side with most sections having double that much space, indicating this is a project that would likely gain approval if designed properly.

- *Proper drainage:* Efficient removal of excess water from the trail is important. Surface water runoff should be handled using swales, ditches, and sheet flow. Catch basins, drain inlets, culverts and underground piping may also be necessary. These structures should be located off of the pavement structure.

- *Proper sub-grade thickness & compaction:* Minimum thickness of a high-quality aggregate base should be six inches for an asphalt trail. Thicker base courses should be used for poorer quality sub-grade material. Compacted sub-grade should extend a minimum of two feet beyond the edge of pavement. Sub-grade should be compacted to a minimum of 95% of standard Proctor density, AASHTO T 99, and the moisture should be maintained within 3% of optimum. If aggregate base course is used in the pavement section, it should be compacted to a minimum of 95% of modified Proctor density, AASHTO T 180, ASTM D 1557. Depending on the soil conditions, compaction and moisture criteria may vary. After compaction, a soil sterilant and/or root inhibitor should be applied.

- *Adequate pavement thickness:* Minimum 3”

- *Adequate pavement compaction:* It is recommended the hot mix asphalt be compacted to between 92% and 96% of the Theoretical Maximum Specific Gravity, AASHTO designation T 209, ASTM designation D 2041.

Jurisdictions

- City of Washington

Potential Partnerships

- City of Washington
- Beaufort County
- Mid-East RPO
- NCDOT

Trip Generators

- Haven’s Garden Park
- Washington High School
- Market Street shared use path connection
- Connects neighborhoods in northern Washington with downtown district
- Recreational greenway route

Estimated Construction Costs

Main Branch: \$1,700,000

Market Street Connector: \$500,000

Slatestone Road Connector: \$420,000

Total Cost: \$2,620,000

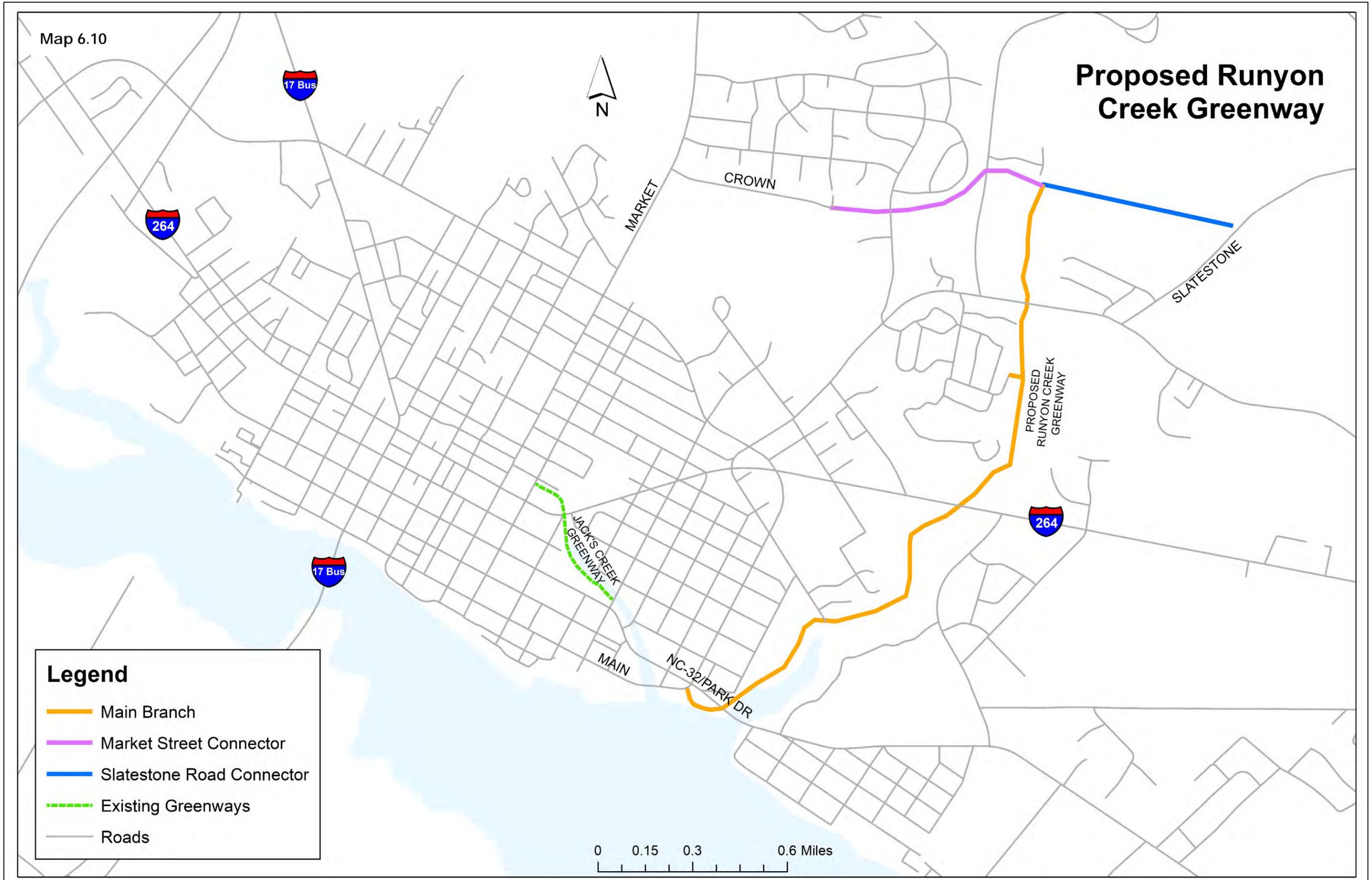
Potential Funding Sources

- NC State Parks Recreational Trails Program

Support in Other Plans

- Beaufort County Comprehensive Transportation Plan

Map 6.10



Proposed Runyon Creek Greenway

Legend

- Main Branch
- Market Street Connector
- Slatestone Road Connector
- Existing Greenways
- Roads

NC-92 Shared Use Path/Carteret Street Bicycle Lanes

Phase One: NC-92/Carteret Street Bicycle Lanes

Distance – 0.6 miles

Bicycle Lanes

This section of NC-92 is locally named Carteret Street and runs through the heart of the Town of Bath. Bicycle lanes are recommended from this section which runs from the intersection of Brookshire Drive to King Street in town.

Phase Two: NC-92 from US-264 Intersection to Town of Bath/Carteret Street

Distance – 5.3 miles

Shared Use Path

Begins at intersection with US-264 between City of Washington and Town of Bath. Follows NC-92 until it becomes Carteret Street in Bath at the intersection with Brookshire Drive.

Phase Three: NC-92 from King Street to NC-99/Aurora-Bayview Ferry

Distance – 5.5 miles

Shared Use Path

Begins at intersection with King Street in Bath and follows NC-92 until it ends/becomes NC-99 at the Aurora-Bayview Ferry.

NC-92 Shared Use Path Design

- *Potential ROW Needs:* Potential ROW Needs: The shared use path would run adjacent to NC-92 in the existing highway right-of-way. Right-of-way is a potential constraint, although there are no known right-of-way issues.

- *Proper sub-grade thickness & compaction:* Minimum thickness of a high-quality aggregate base should be six inches for an asphalt shared use path. Thicker base courses should be used for poorer quality sub-grade material. Compacted sub-grade should extend a minimum of two feet beyond the edge of pavement. Sub-grade should be compacted to a minimum of 95% of standard Proctor density, AASHTO T 99, and the moisture should be maintained within 3% of optimum. If aggregate base course is used in the pavement section, it should be compacted to a minimum of 95% of modified Proctor density, AASHTO T 180, ASTM D 1557. Depending on the soil conditions, compaction and moisture criteria may vary. After compaction, a soil sterilant and/or root inhibitor should be applied.

- *Adequate pavement thickness:* Minimum 3"

- *Adequate pavement compaction:* It is recommended the hot mix asphalt be compacted to between 92% and 96% of the Theoretical Maximum Specific Gravity, AASHTO designation T 209, ASTM designation D 2041.

NC-92/Carteret Street Bicycle Lanes Design

- *Design:* NC-92 is named Carteret Street where it runs through the Town of Bath. Bicycle lanes of five-foot in width are recommended on this section. The road currently has curb and gutter with a forty-foot roadbed, leaving abundant space for bicycle lanes. The five-foot bicycle lanes should be striped in adjacent to the existing curb and gutter. This still leaves fifteen feet for each automobile travel lane. Bicycle lane signage and pavement markings should be included.

Jurisdictions

- Beaufort County
- Town of Bath

Potential Partnerships

- Beaufort County
- Town of Bath
- Mid-East RPO
- NCDOT
- East Coast Greenway Alliance

Trip Generators

- Goose Creek State Park
- Town of Bath
- Aurora-Bayview Ferry
- NC Bicycle Route 2: Mountains to Sea
- NC Bicycle Route 3: Ports of Call
- East Coast Greenway Coastal Route

Estimated Construction Costs

Phase One – Carteret Street Bicycle Lanes: \$270,000

Phase Two – Shared Use Path west of Bath: \$3,150,000

Phase Three – Shared Use Path east of Bath: \$3,250,000

Total Cost: \$6,670,000

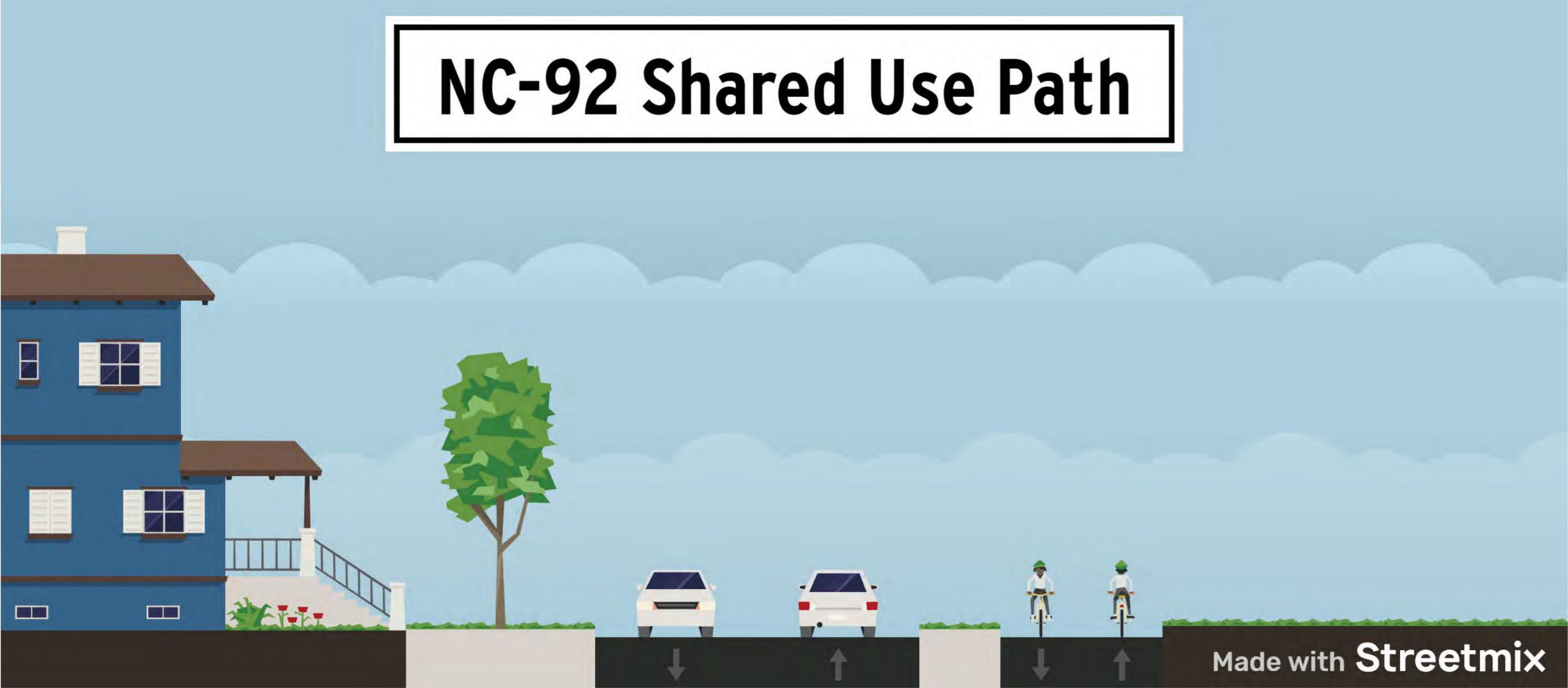
Potential Funding Sources

- USDOT BUILD Grant
- NC State Parks Recreational Trails Program
- NCDOT Complete Streets Policy – If a road improvement project occurs on NC-92, the shared use path and bicycle lanes should be installed by NCDOT with no local match required.

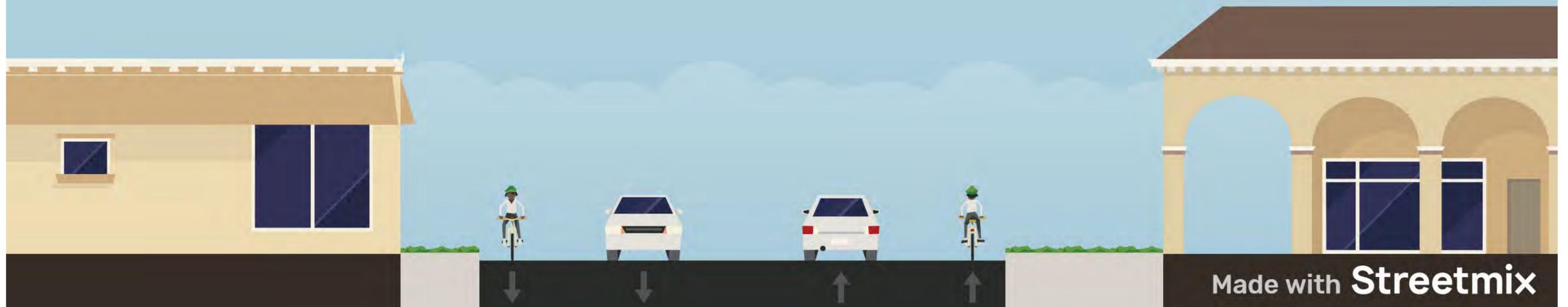
Support in Other Plans

Recommended route for NC Bicycle Route 2: Mountains to Sea, NC Bicycle Route 3: Ports of Call, and East Coast Greenway Coastal Route

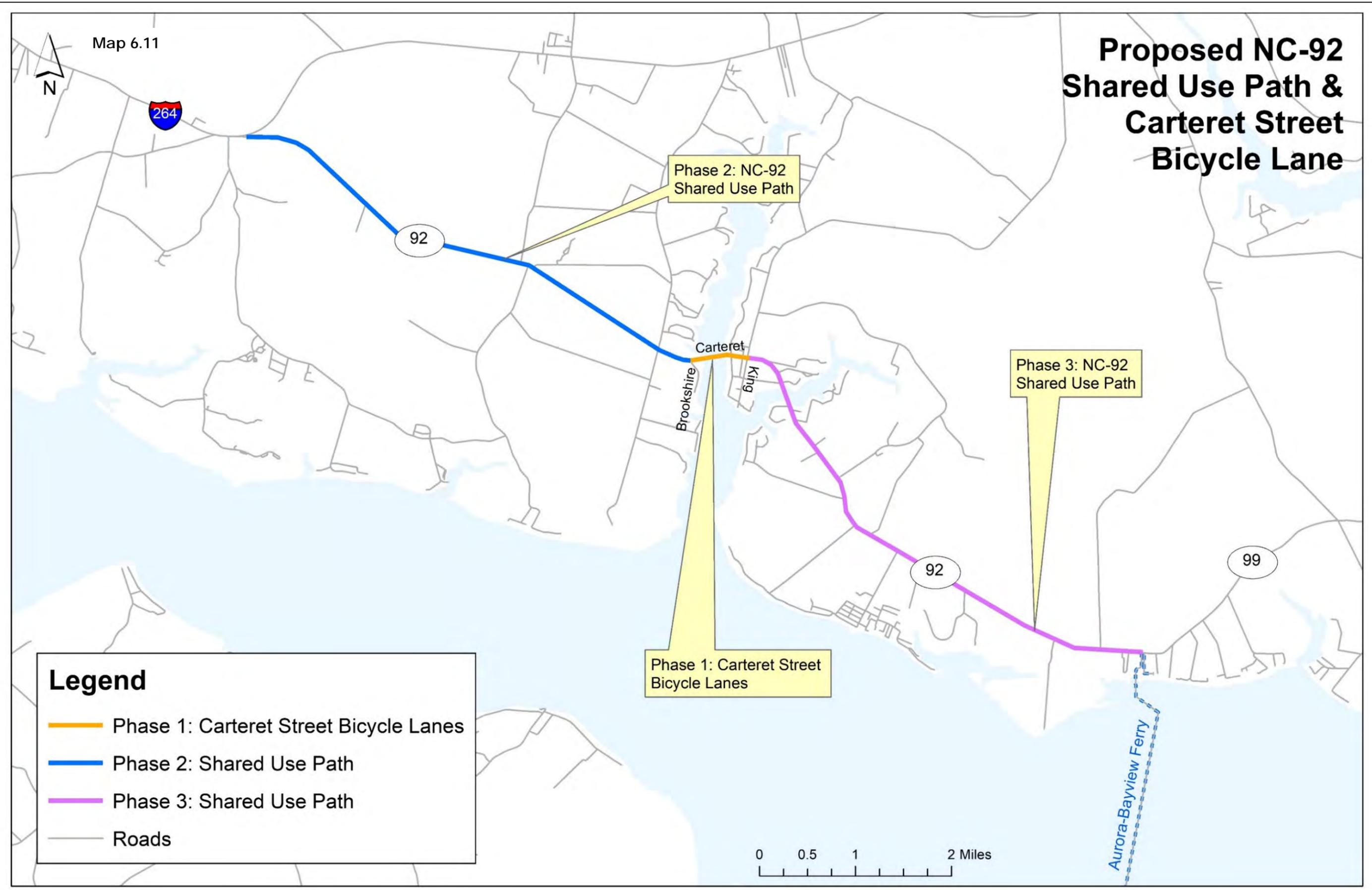
NC-92 Shared Use Path



NC-92/Carteret Street Bicycle Lanes



Proposed NC-92 Shared Use Path & Carteret Street Bicycle Lane



Legend

- Phase 1: Carteret Street Bicycle Lanes
- Phase 2: Shared Use Path
- Phase 3: Shared Use Path
- Roads

US-264 Business/Main Street Bicycle Lanes - Belhaven

US-264 Business/Main Street Bicycle Lanes in Belhaven

Distance – 0.8 miles

Bicycle Lanes

The US-264 Business corridor is Main Street in the Town of Belhaven. This section runs through a residential and small commercial area before connecting with the downtown district. Bicycle lanes are recommended from the intersection with US-264 Bypass/NC-99 to the intersection with Allen Street.

Design

Bicycle lanes are recommended on US-264 Business/Main Street in Belhaven from the intersection with US-264 Bypass/NC-99 to the intersection with Allen Street. There is existing curb and gutter. There is already adequate space to accommodate five-foot bicycle lanes, with the roadbed ranging from 33' to 40' wide.

The five-foot bicycle lanes should be striped in adjacent to the existing curb and gutter. This still leaves twelve to fifteen feet for each automobile travel lane. Bicycle lane signage and pavement markings should be included.

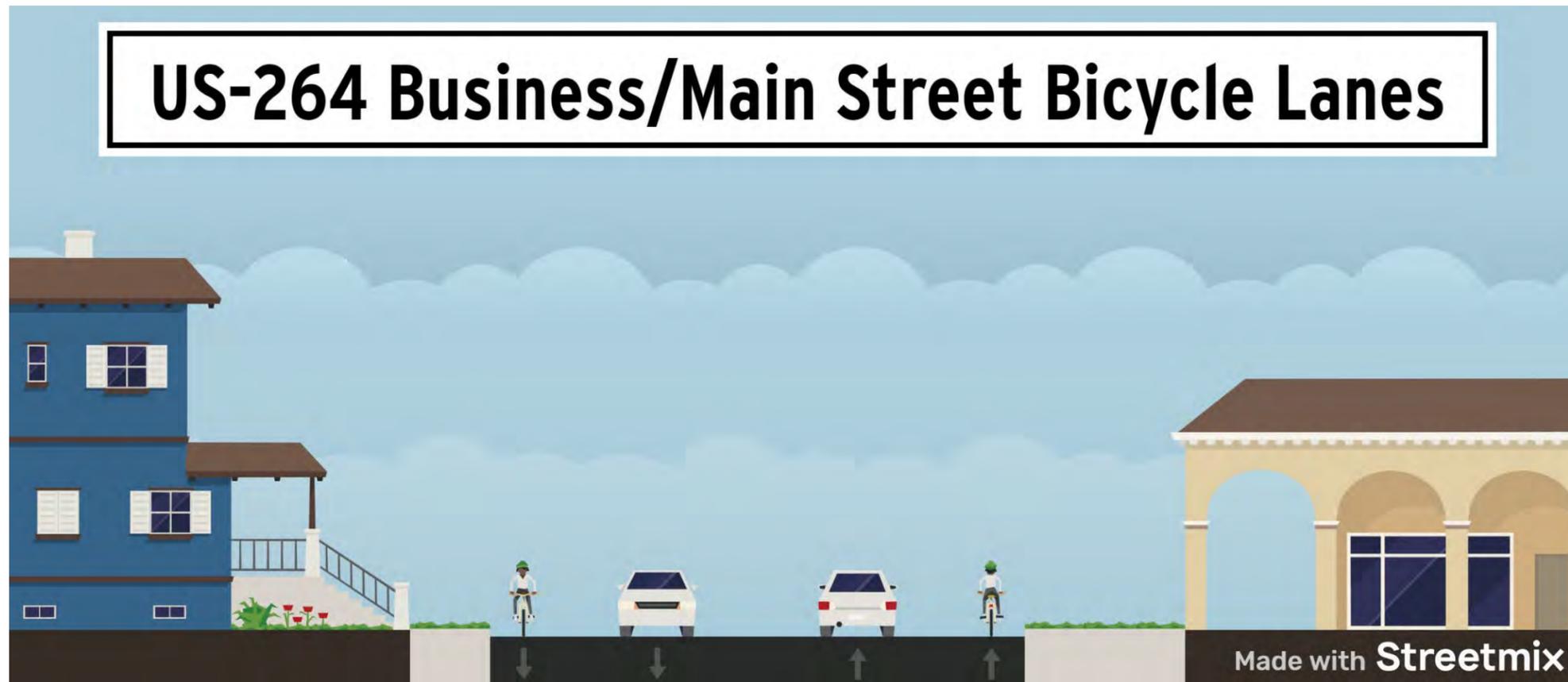
Estimated Construction Costs

- Total Cost: \$330,000

Potential Funding Sources

- NCDOT project prioritization – Projects are submitted through the Mid-East RPO and currently require a 20% local match unless funded as part of a road improvement project under the Complete Streets Policy.
- NCDOT Complete Streets Policy – If a road improvement project occurs on this section of US-264 Business/Main Street, the bicycle lanes should be installed by NCDOT with no local match required.

Cross-Section



Jurisdictions

- Town of Belhaven

Potential Partnerships

- Town of Belhaven
- Beaufort County
- Mid-East RPO
- NCDOT

Trip Generators

- Downtown Belhaven including retail destinations, government offices and other office uses
- NC Bicycle Route 2: Mountains to Sea

Support in Other Plans

- Beaufort County Comprehensive Transportation Plan
- Recommended route for NC Bicycle Route 2: Mountains to Sea

Proposed US-264 Business/Main Street Bicycle Lanes in Belhaven



Map 6.12



US-264 Business/Main Street

Downtown Belhaven

Allen

Legend

- Proposed US-264 Business/Main Street Bicycle Lanes
- Roads



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

US-264 Bypass Buffered Bicycle Lanes - Belhaven

US-264 Bypass Buffered Bicycle Lanes in Belhaven

Distance – 2.4 miles

Buffered Bicycle Lanes

The US-264 Bypass in the Town of Belhaven runs through the major shopping district of town. Buffered bicycle lanes are recommended from the US-264 Business/NC-99 intersection to the other US-264 Business intersection.

Design

Buffered bicycle lanes are recommended on US-264 Bypass in Belhaven from the intersection with US-264 Business/NC-99 to the next intersection with US-264 Business. The road does not have curb and gutter. The roadbed is currently 26' wide with twelve foot automobile travel lanes and one foot shoulders, leaving no space for bicycle lanes in the existing roadbed. There is adequate space in the existing road right-of-way to add seven-foot wide buffered bicycle lanes. Buildings in this area are setback a good distance from the road. Right-of-way is a potential constraint, although there are no known right-of-way issues. Bicycle lane signage and pavement markings should be included.

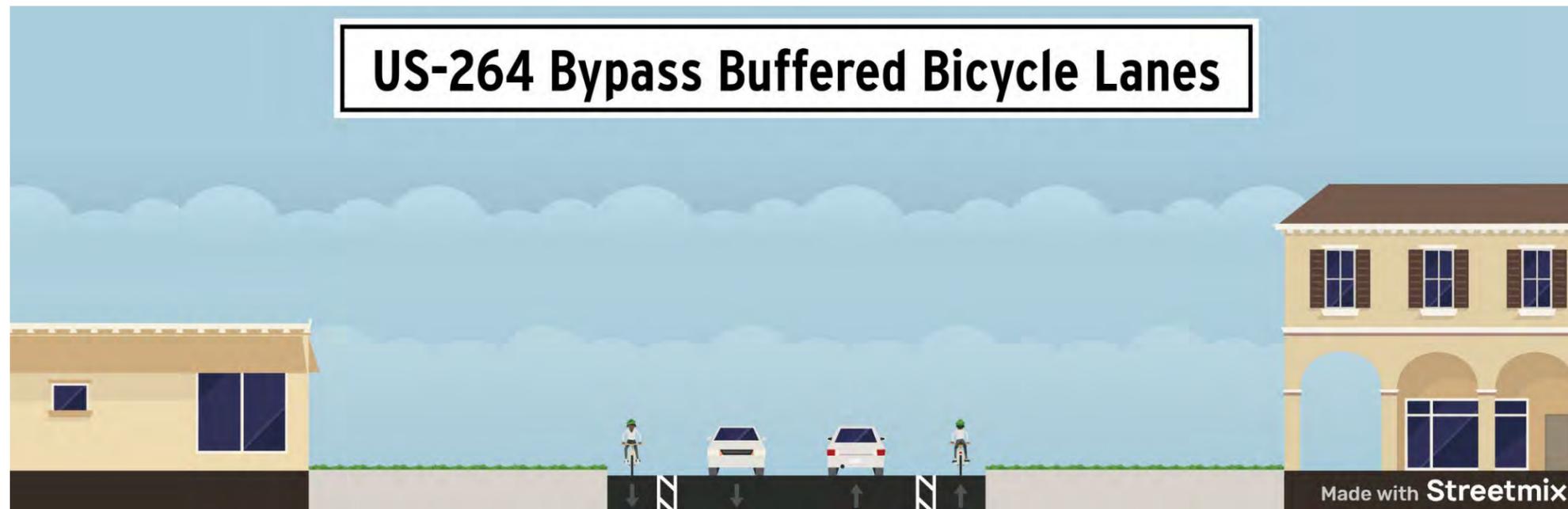
Estimated Construction Costs

- Total Cost: \$1,400,000

Potential Funding Sources

- NCDOT project prioritization – Projects are submitted through the Mid-East RPO and currently require a 20% local match unless funded as part of a road improvement project under the Complete Streets Policy.
- NCDOT Complete Streets Policy – If a road improvement project occurs on US-264 Bypass, the bicycle lanes should be installed by NCDOT with no local match required.

Cross-Section



Jurisdictions

- Town of Belhaven

Potential Partnerships

- Town of Belhaven
- Beaufort County
- Mid-East RPO
- NCDOT

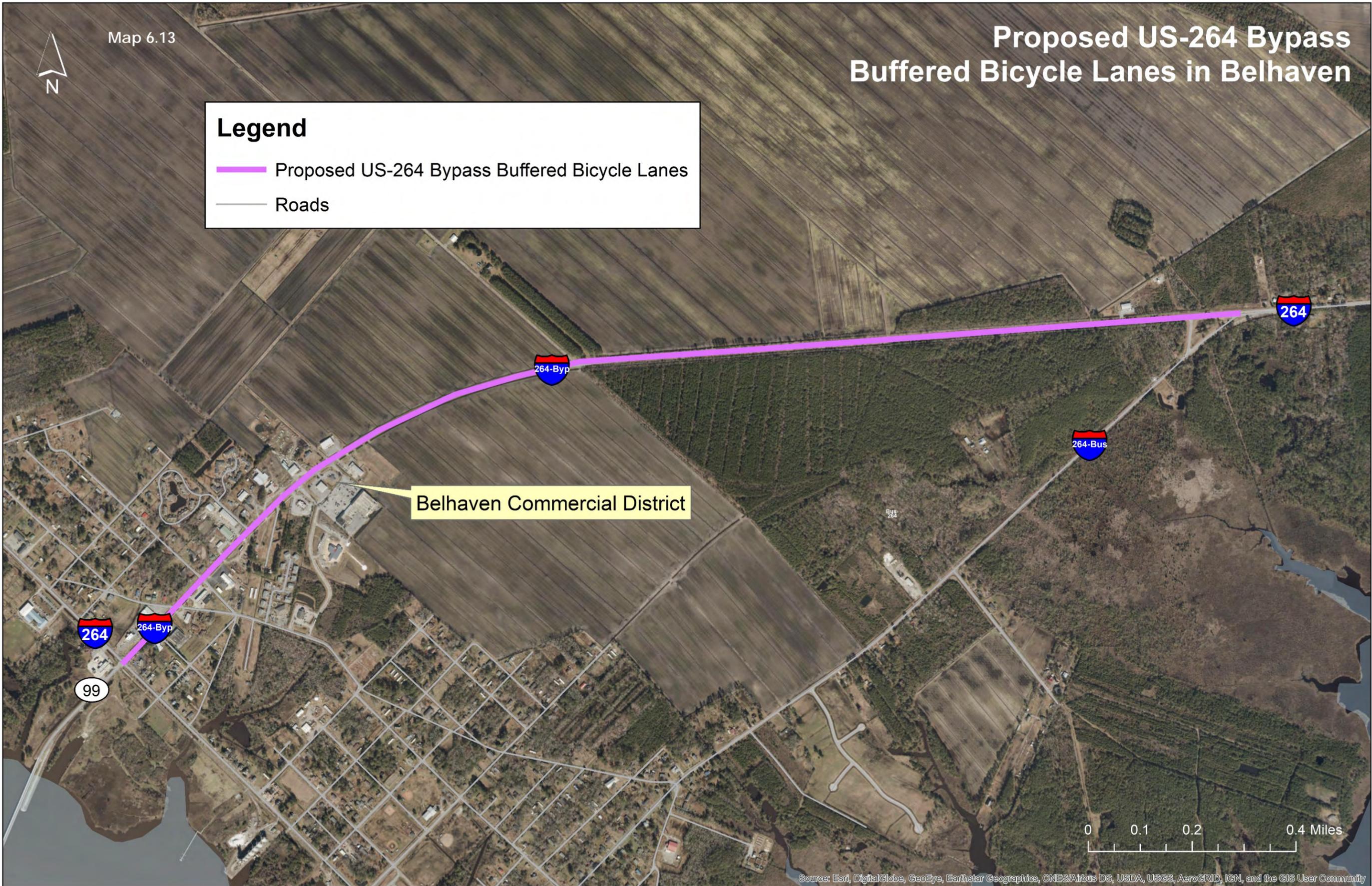
Trip Generators

- Town of Belhaven highway commercial district

Proposed US-264 Bypass Buffered Bicycle Lanes in Belhaven

Legend

- Proposed US-264 Bypass Buffered Bicycle Lanes
- Roads



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

NC-33 Shared Use Path/Buffered Bicycle Lanes

Phase One: Chocowinity Buffered Bicycle Lanes

Distance – 0.6 miles

Buffered Bicycle Lanes

This section of NC-33 runs through the Town of Chocowinity. Buffered bicycle lanes are recommended for this section which runs from the intersection of Dunbar Drive to the intersection of Williamson Lane. Bicycle lanes are a secondary recommendation if space does not allow buffered bicycle lanes to be accommodated.

Intersection Project: NC-33 and US-17 Business

An intersection project is recommended at the four-way traffic light intersection at NC-33 and US-17 Business. Signalization improvements, pavement markings and bicycle crossing signage are recommended.

Phase Two: NC-33 from Pitt County line to Dunbar Drive in Chocowinity

Distance – 3.2 miles

Shared Use Path

Begins at Pitt County line and follows NC-33 to Dunbar Drive in Town of Chocowinity.

Phase Three: NC-33 from Williamson Lane in Chocowinity to Possum Track Road

Distance – 5.5 miles

Shared Use Path

Begins at intersection with Williamson Lane in Chocowinity and follows NC-33 until it intersects with Possum Track Road at Southside High School.

NC-33 Shared Use Path Design

- *Potential ROW Needs:* Potential ROW Needs: The shared use path would run adjacent to NC-33 in the existing highway right-of-way. Right-of-way is a potential constraint, although there are no known right-of-way issues.

- *Proper sub-grade thickness & compaction:* Minimum thickness of a high-quality aggregate base should be six inches for an asphalt shared use path. Thicker base courses should be used for poorer quality sub-grade material. Compacted sub-grade should extend a minimum of two feet beyond the edge of pavement. Sub-grade should be compacted to a minimum of 95% of standard Proctor density, AASHTO T 99, and the moisture should be maintained within 3% of optimum. If aggregate base course is used in the pavement section, it should be compacted to a minimum of 95% of modified Proctor density, AASHTO T 180, ASTM D 1557. Depending on the soil conditions, compaction and moisture criteria may vary. After compaction, a soil sterilant and/or root inhibitor should be applied.

- *Adequate pavement thickness:* Minimum 3"

- *Adequate pavement compaction:* It is recommended the hot mix asphalt be compacted to between 92% and 96% of the Theoretical Maximum Specific Gravity, AASHTO designation T 209, ASTM designation D 2041.

NC-33 Buffered Bicycle Lanes Design

- *Design:* Buffered bicycle lanes are recommended where NC-33 runs through the Town of Chocowinity (from Dunbar Drive to Williamson Lane). Bicycle lanes of five-feet in width with two-foot buffers are recommended along this section. The road currently has curb and gutter. Space is a potential constraint. If buffered bicycle lanes cannot be accommodated, standard bicycle lanes are a secondary recommendation. Bicycle lane signage and pavement markings should be included.

Trip Generators

- Town of Chocowinity
- Chocowinity commercial district
- Southside High School
- Connects with special use path project leading to Blounts Creek area and the Town of Aurora

Estimated Construction Costs

Phase One – Chocowinity Buffered Bicycle Lanes: \$300,000

NC-33 and US-17 Business Intersection Improvement: \$40,000

Phase Two – Shared Use Path west of Chocowinity: \$1,900,000

Phase Three – Shared Use Path east of Chocowinity: \$3,300,000

Total Cost: \$5,540,000

Potential Funding Sources

- USDOT BUILD Grant
- NC State Parks Recreational Trails Program
- NCDOT Complete Streets Policy – If a road improvement project occurs on NC-33, the shared use path and bicycle lanes should be installed by NCDOT with no local match required.

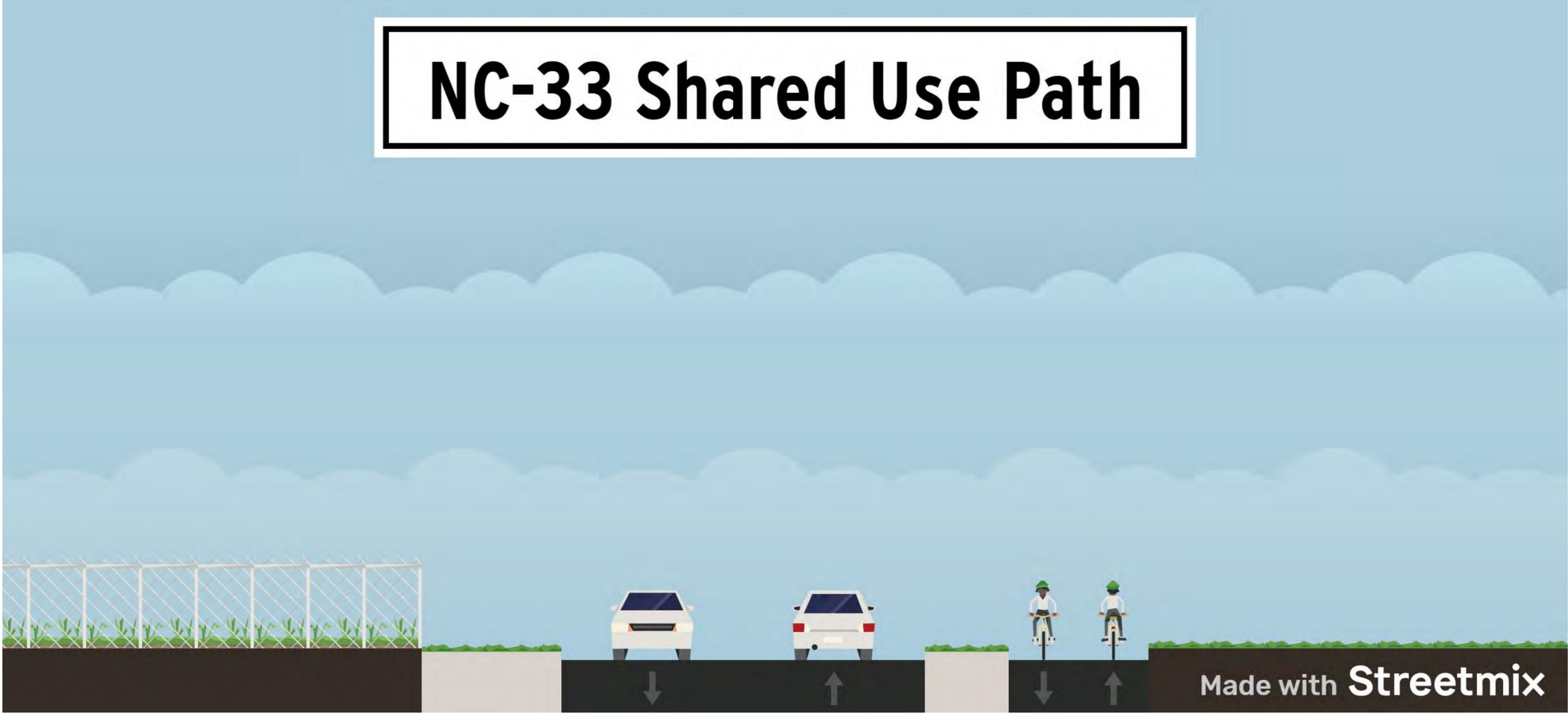
Jurisdictions

- Beaufort County
- Town of Chocowinity

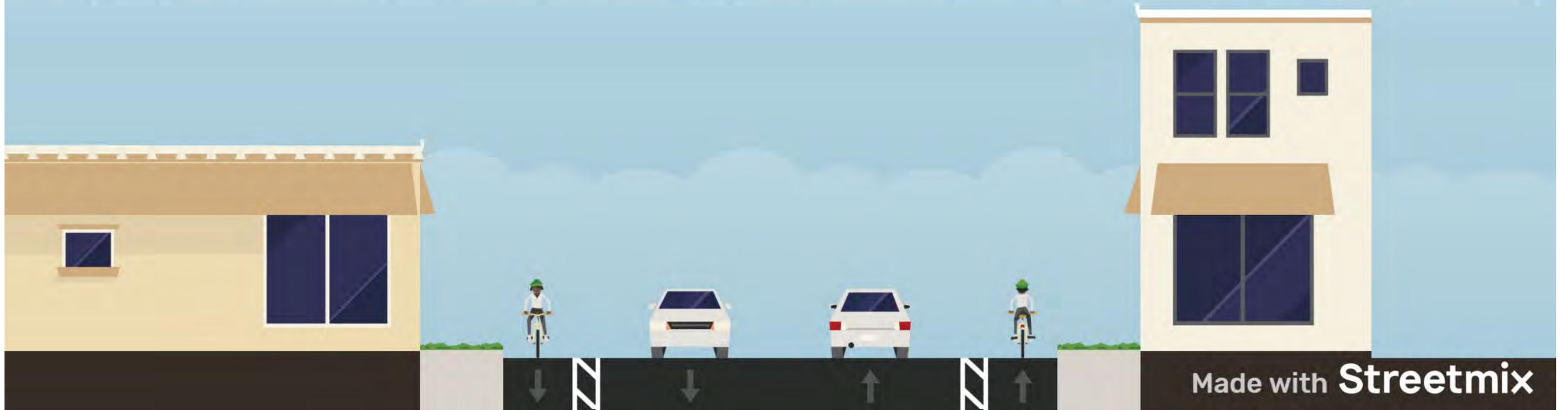
Potential Partnerships

- Beaufort County
- Town of Chocowinity
- Mid-East RPO
- NCDOT

NC-33 Shared Use Path

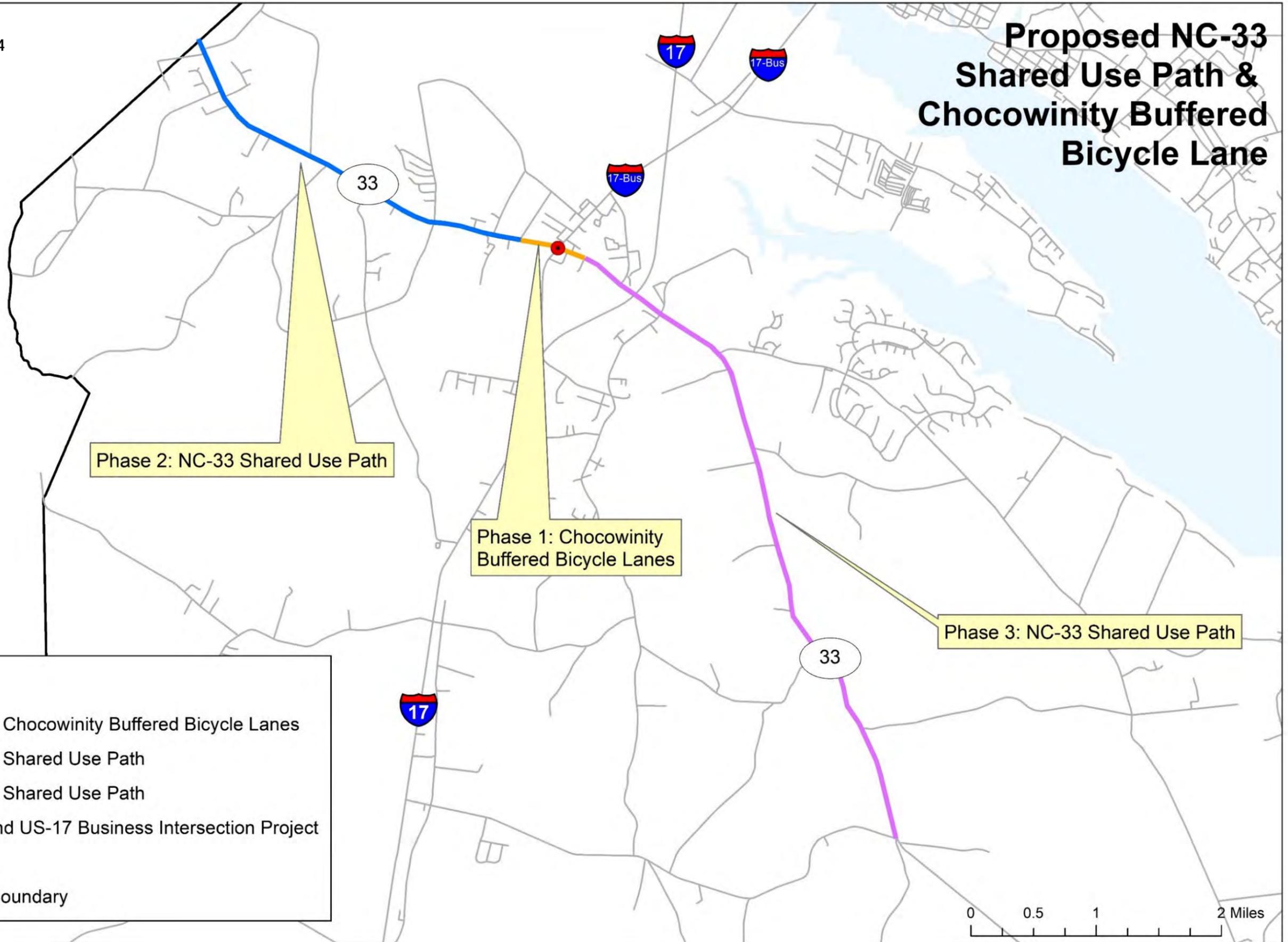


NC-33 Buffered Bicycle Lanes



Proposed NC-33 Shared Use Path & Chocowinity Buffered Bicycle Lane

Map 6.14



Legend

- Phase 1: Chocowinity Buffered Bicycle Lanes
- Phase 2: Shared Use Path
- Phase 3: Shared Use Path
- NC-33 and US-17 Business Intersection Project
- Roads
- County Boundary

US-17 Business/Carolina Avenue Complete Streets Retrofit with Buffered Bicycle Lanes

US-17 Business/Carolina Avenue Complete Streets Retrofit with Buffered Bicycle Lanes

Distance – 1.0 mile

Complete Streets Retrofit with Buffered Bicycle Lanes

US-17 Business/Carolina Avenue in the City of Washington runs through the city's major commercial district. Buffered bicycle lanes of seven-feet in width (five-foot bicycle lanes with two-foot buffers) are recommended as part of a complete streets retrofit/road diet project. Access management will also be needed as part of the project.

Intersection Projects

Access management and intersection projects are needed in conjunction with the complete streets retrofit project. The following intersections need signalized crossing accommodations with pavement markings for bicyclists and pedestrians:

- US-17 Business/Carolina Avenue and Washington Street
- US-17 Business/Carolina Avenue and Hackney Avenue
- US-17 Business/Carolina Avenue and Pamlico Plaza
- US-17 Business/Carolina Avenue and 15th Street

Design

A complete streets retrofit is recommended for US-17 Business/Carolina Avenue in Washington. Buffered bicycle lanes are recommended as part of the project. Bicycle lanes of five to six feet in width with two foot buffers are recommended. Bicycle lane signage and markings should be included. Access management is also recommended. The complete streets retrofit recommendation is consistent with the City of Washington's Comprehensive Bicycle Plan.

The road runs through a major commercial district in Washington and currently has curb and gutter. There are currently four travel lanes plus a center turn lane, with a 65' roadbed. The complete streets retrofit with road diet project will allow ample space for the buffered bicycle lanes within the existing roadbed. Right-of-way is a potential constraint, although there are no known right-of-way issues.

The primary constraint is access management. Multiple driveways present conflict points which are a challenge for bicycle facility design. Access management will need to be included as part of the Complete Streets retrofit project. There are many opportunities for the combination of driveways.

Estimated Construction Costs

- Complete Streets Retrofit with Buffered Bicycle Lanes: \$5,100,000
- Intersection Improvements: \$150,000
- Access Management: \$500,000
- Total Cost: \$5,750,000

Potential Funding Sources

- NCDOT project prioritization – Projects are submitted through the Mid-East RPO and currently require a 20% local match unless funded as part of a road improvement project under the Complete Streets Policy.
- NCDOT Complete Streets Policy – If a road improvement project occurs on this section of US-17 Business/Carolina Avenue, the complete streets retrofit, and buffered bicycle lanes should be completed by NCDOT with no local match required.

Jurisdictions

- City of Washington

Potential Partnerships

- City of Washington
- Beaufort County
- Mid-East RPO
- NCDOT

Trip Generators

- City of Washington commercial district

Support in Other Plans

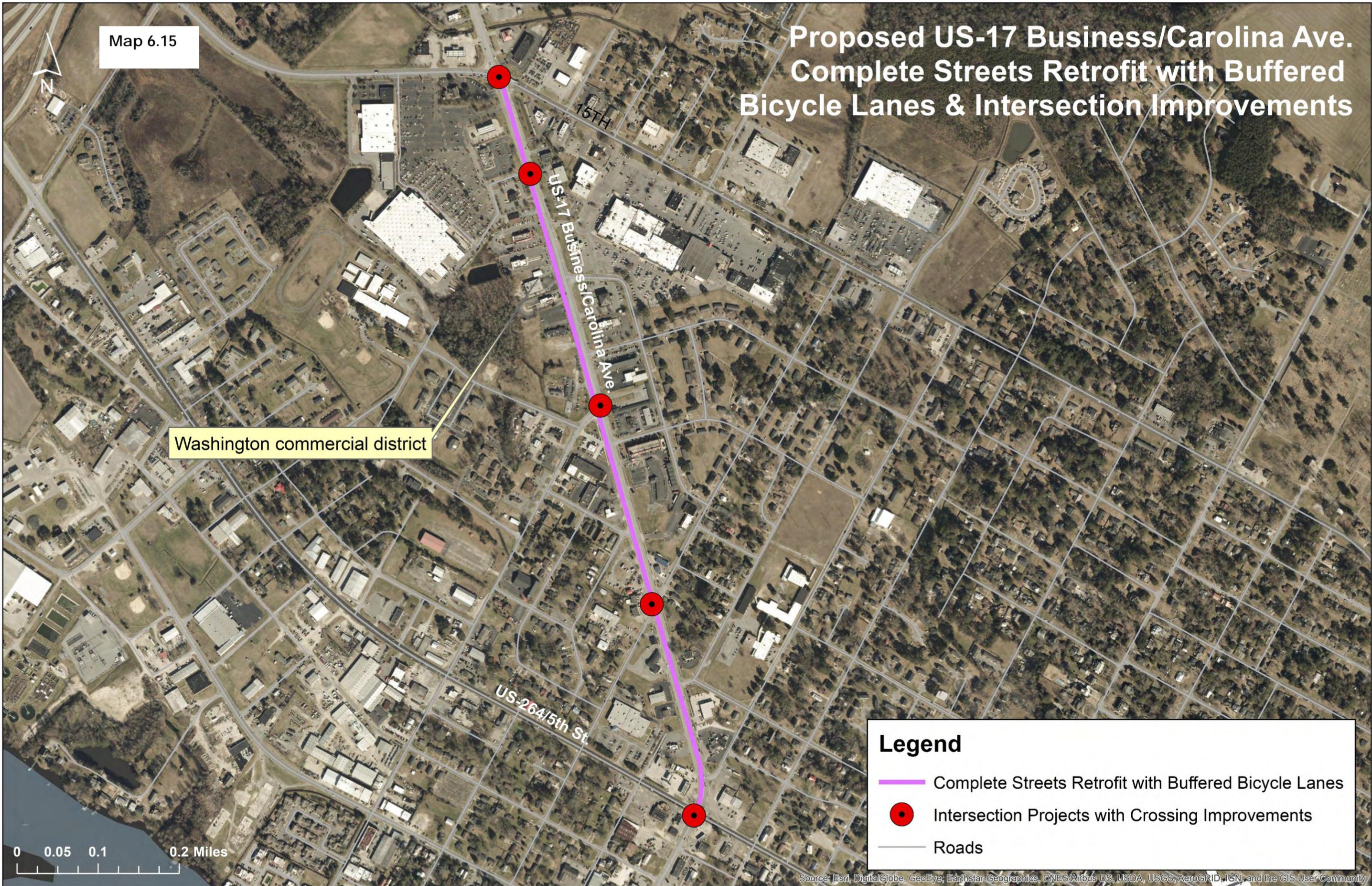
- City of Washington Comprehensive Bicycle Plan

US-17 Bus./Carolina Ave. Complete Streets Retrofit



Map 6.15

Proposed US-17 Business/Carolina Ave. Complete Streets Retrofit with Buffered Bicycle Lanes & Intersection Improvements



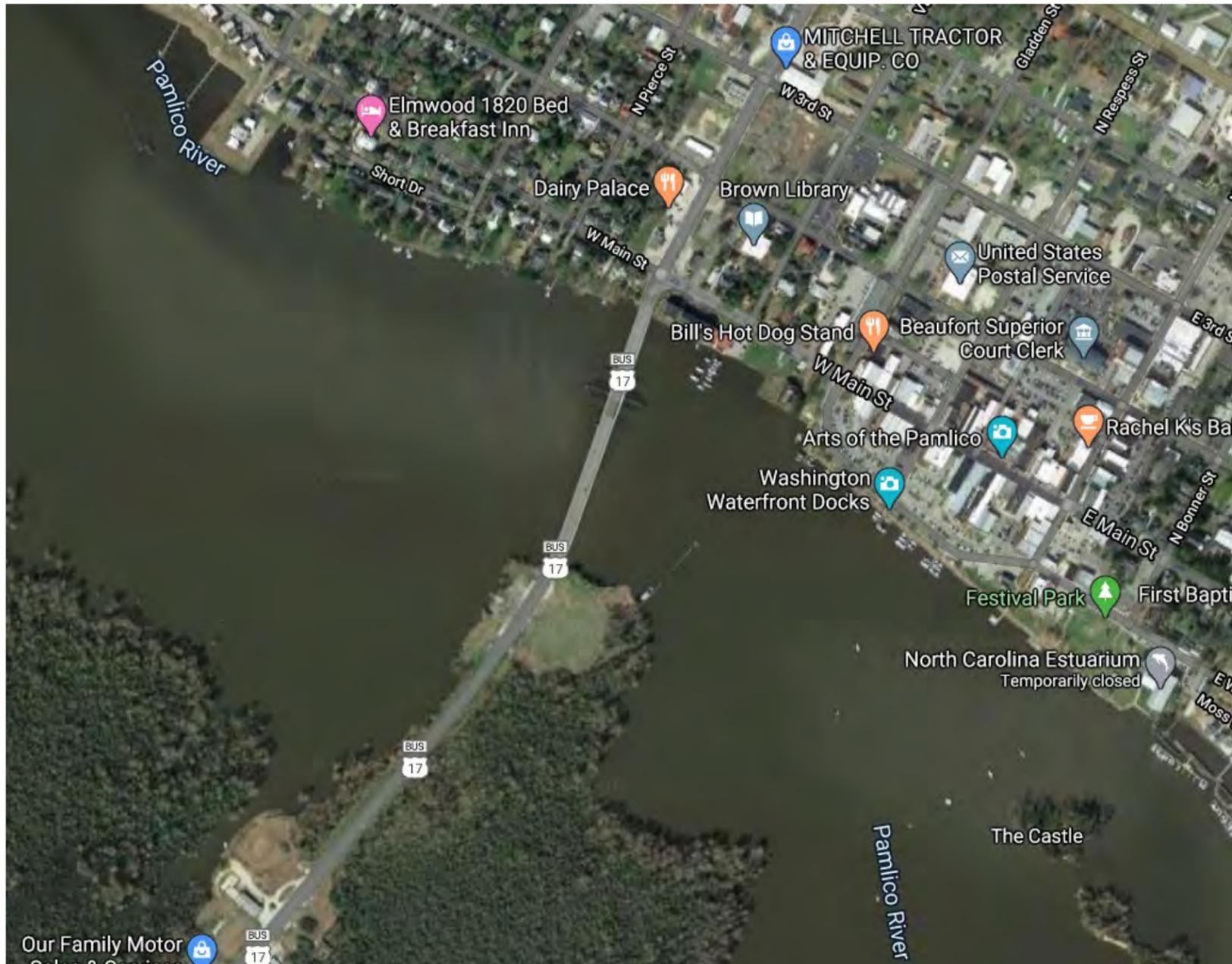
Washington commercial district

Legend

- Complete Streets Retrofit with Buffered Bicycle Lanes
- Intersection Projects with Crossing Improvements
- Roads

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

US-17 Business/Bridge Street Bridge – Bridge Decking Enhancement & Shared Use Path Project



US-17 Business/Bridge Street Bridge Decking Enhancement & Shared Use Path Project

The US-17-Business/Bridge Street bridge in Washington provides connection to Chocowinity and the rest of southern Beaufort County. The current deck surface on the bridge is slippery causing cyclists to slip and sometimes crash going over the bridge. Many cyclists report getting off their bikes to walk over the bridge or to simply drive over the bridge and park somewhere to ride the southern side of the county.

Design

- A decking enhancement with a cut-through in the bridge decking for cyclists is recommended. This has been installed successfully in other locations including Wrightsville Beach, NC.
- A Shared Use Path to accommodate bicyclists and pedestrians which connects with the proposed Shared Use Path project on the south side of the bridge leading to Chocowinity.
- STIP funded project B-5302 applies to this bridge. Ideally these recommended improvements should be included in that funded project. (A table showing current STIP Projects in Beaufort County and Recommendations from this Bicycle Plan is included as Appendix E.)

Trip Generators

- This is the only in county passage over the Pamlico River with the exception of the US-17 Bypass bridge, which is not recommended for cyclists of any ability, and the Bayview-Aurora Ferry.

Jurisdictions

- City of Washington

Potential Partnerships

- City of Washington
- Beaufort County
- Mid-East RPO
- NCDOT

Estimated Construction Costs

- Total Cost: \$450,000

Market Street/Market Street Ext. Shared Use Path

Market Street/Market Street Extension Shared Use Path

Distance – 3.3 miles

Shared Use Path

This section of Market Street/Market Street extension runs through a residential area in northern Washington and provides connection to John Small Elementary School/PS Jones Middle School, the Suzie Gray McConnel Sports Complex and the Beaufort County Cooperative Extension Office. It also connects with the Market Street bicycle lane project, which provides access to Downtown Washington. A shared use path is recommended from the 15th Street intersection to John Small Elementary School/PS Jones Middle School.

Trip Generators

- John Small Elementary School
- PS Jones Middle School
- Suzie Gray McConnel Sports Complex
- Beaufort County Cooperative Extension Office
- Connection with Market Street bicycle lane projects leading to downtown Washington
- Connection with recreational cycling routes in northern Washington

Estimated Construction Costs

Total Cost: \$1,900,000

Potential Funding Sources

- NCDOT project prioritization – Projects are submitted through the Mid-East RPO and currently require a 20% local match unless funded as part of a road improvement project under the Complete Streets Policy.
- NCDOT Complete Streets Policy – If a road improvement project occurs on this section of Market Street/Market Street Extension, the complete streets retrofit, the shared use path should be completed by NCDOT with no local match required.

Jurisdictions

- City of Washington
- Beaufort County

Potential Partnerships

- City of Washington
- Beaufort County
- Mid-East RPO
- NCDOT

Design

- Potential ROW Needs:

The shared use path would run adjacent to Market Street/Market Street Extension in the existing road right-of-way. Right-of-way is a potential constraint, although there are no known right-of-way issues.

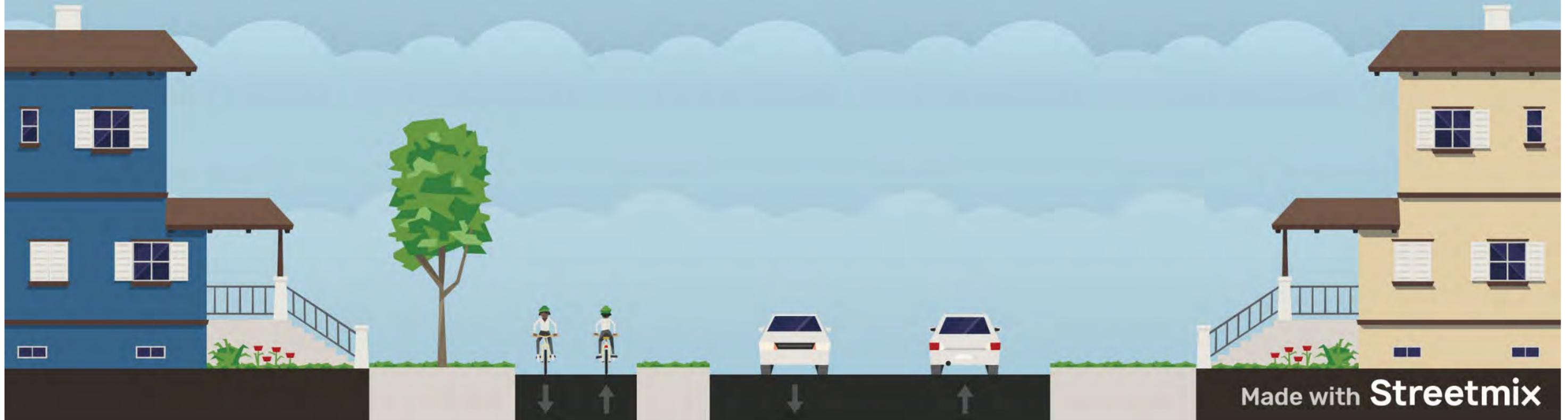
The preference is for the shared use path to run on the west side of the road to connect to destinations, or crossings should be provided.

- Proper sub-grade thickness & compaction: Minimum thickness of a high-quality aggregate base should be six inches for an asphalt shared use path. Thicker base courses should be used for poorer quality sub-grade material. Compacted sub-grade should extend a minimum of two feet beyond the edge of pavement. Sub-grade should be compacted to a minimum of 95% of standard Proctor density, AASHTO T 99, and the moisture should be maintained within 3% of optimum. If aggregate base course is used in the pavement section, it should be compacted to a minimum of 95% of modified Proctor density, AASHTO T 180, ASTM D 1557. Depending on the soil conditions, compaction and moisture criteria may vary. After compaction, a soil sterilant and/or root inhibitor should be applied.

- Adequate pavement thickness: Minimum 3"

- Adequate pavement compaction: It is recommended the hot mix asphalt be compacted to between 92% and 96% of the Theoretical Maximum Specific Gravity, AASHTO designation T 209, ASTM designation D 2041.

Market St./Market St. Ext. Shared Use Path



Proposed Market Street/Market Street Ext. Shared Use Path



E 12th St./Highland Dr. & Highland Dr./US-264/Pennsylvania Ave. & E 12th St./US-264/Hudnell St. Intersection Improvements

E 12th Street/Highland Drive Intersection Project

E 12th Street and Highland Drive are both major roads in this area having five-lanes each and moderate-high traffic volumes. This is a medical district in Washington.

Highland Drive/US-264/Pennsylvania Avenue Intersection Project

Less than five hundred feet from the E 12th Street intersection, Highland Drive intersects with a major route, US-264, also having five lanes of traffic. This section of US-264 runs through a commercial area in Washington and has high traffic volumes. Pennsylvania Avenue also intersects with US-264 on the southern side across from the Highland Drive intersection.

E 12th Street/US-264/Hudnell Street Intersection Project

E 12th Street intersects with the major highway US-264 a short distance away from the other two major intersections. Hudnell Street also intersects with US-264 on the southern side across from E 12th Street. These three intersections together form a triangular pattern of stop lights with turns that are confusing for drivers, bicyclists and pedestrians.

Design

NCDOT is already considering these intersections for funding under highway safety. Preliminary designs by NCDOT's Engineers are favoring a triple round-about concept. Shared use paths are recommended in conjunction with the round-about projects, as on-road bicycle facilities are not permitted within round-abouts for safety reasons. The design of the proposed intersection projects is still in preliminary phases. If round-abouts are not the selected design, the recommendation for shared use paths should be revisited and bicycle facility projects should be selected that are compatible with the design at hand.

Jurisdictions

- City of Washington

Potential Partnerships

- City of Washington
- Beaufort County
- Mid-East RPO
- NCDOT

Estimated Construction Costs

Total Cost: \$300,000

Potential Funding Sources

- Incorporated with existing NCDOT highway safety project



7. Bicycle Program and Policy Recommendations

The Steering Committee reviewed public input received and made recommendations for bicycle programs and policies to assist in making Beaufort County a bicycle friendly community. Implementing these program and policy recommendations will require leadership and dedication to bicycle facility and program development on the part of a variety of agencies and partners. Success will be realized through Beaufort County's collaboration with regional and state agencies, local municipalities, the private sector, and non-profit organizations.

The following bicycle programs are recommended:

- Increase bicycle parking
- Improved signalization (i.e. traffic lights sensing bicycles)
- Driver and bicyclist education programs
- Coordination to increase road shoulder sweeping
- Bicycle friendly drainage grates
- Bicycle encouragement events
- Helmet giveaway program
- Light giveaway and installation program
- Bicycle friendly community branding and marketing
- Bicycle racks installed on BATS transit vehicles
- Bicycle count data collection program
- Bicycle planning community response and participation system

The following bicycle policy is recommended:

- Bridge construction and replacement policy

Increase Bicycle Parking

Lack of bicycle parking is a major issue across all of Beaufort County. With the exception of a couple bicycle racks in downtown Washington, bicycle racks are nonexistent in the county. This is a major challenge for those using bicycles for transportation needs rather than just recreational riding, as they need somewhere safe to leave their bicycles when accessing needed services. It is also a major deterrent to bicycle tourism, as bicycle tourists need accessible and safe parking when visiting local business establishments.

Adding bicycle parking is a way for businesses to increase parking capacity at a low cost, with bicycle racks averaging \$150 - \$500, compared to one automobile parking space costing businesses about \$15,000

(adventurecycling.org). Developers, cities, and individuals can increase parking capacity for all modes by investing in space-efficient, low-cost bike parking in addition to motor-vehicle parking.

Bicycle rack design is an important consideration that is often overlooked. Well-designed bicycle racks should allow bicyclists to lock the body of the bicycle to the rack. Bicycle racks which require cyclists to lock their tire to the rack are poorly designed. The tension caused to the tire can damage it over time. Additionally, the design makes it easy for someone to steal the bicycle by removing the tire from the frame.

The three preferred bicycle rack designs are the inverted-u, post and ring (for areas with space constraints), and wave designs, pictured below.



Inverted-U Design



Post and Ring Design



Wave Design

Bicycle Racks Installed on BATS Transit Vehicles

Beaufort County does not have access to mass public transportation. However, the county is served by the Beaufort Area Transit System (BATS), a rural transit system providing on demand transportation services at a reasonable cost. It is recommended that bicycle racks are installed on all BATS transit vehicles. This would allow someone to get dropped off in town and run errands to multiple locations using their bicycle, instead of paying for transit to each location. This would also improve fleet efficiency.

Improved Signalization

Just as automobiles must follow traffic laws, bicyclists must as well. This includes stopping at traffic lights. Public input received from cyclists indicates an issue with bicycles not being sensed by traffic lights. Stop lights will often stay red until an automobile pulls up to trigger the sensor. An improved signalization program which ensures bicycles are sensed by traffic lights is recommended, especially in urban areas and town centers.

Cyclists should not be expected to dismount a bicycle to press a pedestrian crossing button. There is existing technology to improve traffic signalization for bicyclists. Traffic signals can be calibrated to better detect bicycles. One option is a wireless sensor that is installed beneath the pavement in front of a traffic light. When a cyclist parks on the device, it sends a signal to the traffic light. Markings should be placed on the pavement to let cyclists know to wait there, as pictured below. The improved signalization program should be completed in partnership with NCDOT Division 2.



Driver and Bicyclist Education Programs

Educational programs for bicyclists and drivers are needed in Beaufort County to improve safety and better inform all road users of their respective responsibilities on public roadways. Bicycle crash data indicates that collisions often involve improper action on the part of the bicyclist, motorist, or both. Efforts to reduce bicycle-motor vehicle crashes should include educational programs to increase awareness of improper actions and promote correct actions. Potential educational programs which can be implemented in Beaufort County include:

- Participation in the Watch for Me NC Program
- Participation in the American League of Bicyclists Smart Cycling Program
- Law enforcement education courses

Bicycle education training for the Beaufort County Sheriff's Department and municipal police departments is needed to improve bicycle safety and educate the public. Other potential partnerships in bicycle education training programs include the Beaufort County Health Department, Beaufort County Schools, Beaufort County Community College, and local outfitters and bicycle clubs.

There are many organizations which can assist with facilitating educational programming. Watch for Me NC is a comprehensive program, run by NCDOT in partnership with local communities, aimed at reducing the number of pedestrians and bicyclists hit and injured in crashes with vehicles. Combining multimedia with public engagement, Watch for Me NC promotes safety messages at local events, followed by targeted enforcement in areas with heightened risk of crashes involving bicyclists and pedestrians. A key component of the program includes training law enforcement officers on existing laws and how to enforce them. Communities interested in participating in the Watch for Me NC safety program may submit applications to NCDOT each winter. New partner communities are announced in early spring.

The American League of Bicyclists offers a Smart Cycling Program which includes courses for adults and children to teach bicyclists and motorists how to ride safely and share the road. Smart Cycling courses are taught throughout the United States by certified instructors. These two programs offer Beaufort County and its partner organizations support and guidance in creating public education programs for bicyclists and drivers.

Coordination to Increase Road Shoulder Sweeping

Public input received through the survey indicated that many cyclists are experiencing issues with debris along road shoulders. Debris along road shoulders can cause punctured bicycle tires or even cause cyclists to fall off their bikes. Increased road shoulder sweeping is recommended in partnership with NCDOT Division 2, county maintenance staff, and municipal maintenance staff.

Bicycle-Friendly Drainage Grates

Often bicyclists are not considered when drainage grates are installed on roads. Vertical drainage grates can cause bicycle tires to become stuck in the grate, which can lead to bicyclists injury. Horizontal drainage grates are bicycle friendly. This is a no cost measure that should be implemented across Beaufort County in partnership with NCDOT Division 2 and local municipalities. A bicycle friendly drainage grate is pictured below.



Bicycle Friendly Drainage Grate

Bicycle Encouragement Events

Bicycle encouragement events are an important component of public support and creating a bicycle friendly community. One option is incorporating bicycle encouragement programming in existing local events and festivals. The Bicycle

Rodeo Program which the Beaufort County Health Department incorporated into their annual Health Fair serves as a successful case study for this method. There are many festivals and events across the county where bicycle encouragement events could be incorporated.

An annual event dedicated to bicycling in Beaufort County is also recommended. Examples of dedicated bicycling events that could be held include Bike to Work/School Day, community bicycle rides, Open Streets events, etc. Potential partners include the Washington-Beaufort County Chamber of Commerce, Beaufort County Health Department, local municipalities, the Beaufort County Sheriff's Department, municipal Police Departments, and local outfitters and bicycling clubs.

Helmet Giveaway Program

NCDOT has a Bicycle Helmet Initiative to distribute bicycle helmets to underprivileged children. Funded by the proceeds from their "Share the Road" specialty license program, the program distributes helmets to government and non-government agencies conducting bicycle safety events for the public. The agency must apply and be accepted into the program. There is an annual application cycle. The Beaufort County Health Department has participated in this program in the past. It is recommended that Beaufort County participate in the helmet giveaway program, either through the recommended annual bicycle encouragement event, or through the existing Bicycle Rodeo event at the Beaufort County Health Department's annual Health Fair.

Light Giveaway and Installation Program

One aspect of bicycle safety is the need for adequate lighting for cyclists who ride at night. A light giveaway and installation program is recommended in Beaufort County. This program could be incorporated within bicycling encouragement events. Another option again involves partnerships with local law enforcement agencies. Officers can be trained to install lights on bicycles and can distribute lights to those riding without them.

Bicycle Friendly Community Branding and Marketing

Bicycle tourism contributes \$83 billion dollars to the US economy annually (adventurecycling.org). Many rural areas have used bicycle tourism as an economic development tool. With two major state bicycle routes, the Pamlico River, picturesque agricultural fields and woodlands, Goose Creek State Park, charming historic districts, and several bed and breakfasts, Beaufort County is a prime location for bicycle tourism.

The county is already attracting bicycle tourism, with Cycle NC's Annual Coastal Ride being held in the county multiple times. Race Across America has also held qualifying races in the county. The planned East Coast Greenway Coastal Route will provide an additional opportunity to attract bicycle tourism.

The Beaufort County Comprehensive Bicycle Plan can be used as a tool to build on the existing momentum and increase bicycle tourism. The maps can be shared with the cycling community online and hard copies can be distributed through partner organizations and local businesses.

Once the county has begun to implement plan recommendations, it can apply to be officially designated as a Bicycle Friendly Community. Bicycle Friendly Community is a national program created by the League of American Bicyclists. The Bicycle Friendly Community program provides a road map to improving conditions for bicycling and guidance to help make a community's vision for a better, bikeable community a reality. There are two application cycles a year – one in spring and one in fall. The application asks questions about the community's engineering, education, encouragement, enforcement, and evaluation efforts.

Bicycle Count Data Collection Program

NCDOT has recently made bicycle and pedestrian counting devices available to Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs) for local bicycle and pedestrian count data collection programs. It is recommended that Beaufort County and local municipalities partner with the Mid-East RPO to incorporate a local bicycle count data collection program.

Bicycle Planning Community Response and Participation System

As the bicycle network in Beaufort County is built out, it is important for the community to be involved in the process. The county website could be used as a mechanism to send updates to the public and ask for feedback on upcoming bicycle projects or existing bicycle facilities. The public could also be asked to submit information about specific bicyclist safety concerns, such as dangerous intersections, or additional needs within the bicycle network. This could include an online mapping component where residents can view the bicycle network and submit comments in real time.

Bridge Construction or Replacement Policy

It is recommended that Beaufort County adopt a bridge construction or replacement policy. Provisions should always be made to include bicycle and pedestrian facilities as part of vehicular bridges. All new bridges, replacement

bridges, and major bridge improvement projects such as decking replacements should accommodate two-way travel for all users including bicyclists and pedestrians. Even though bridge construction, replacement and major improvements do not occur regularly, it is important to consider this policy for long-range planning. Once bridges are replaced, it is generally decades later when the opportunity to incorporate multi-modal facilities presents itself again.

A table showing current STIP Projects in Beaufort County and Recommendations from this Bicycle Plan is included as Appendix E. There are nine bridge projects currently funded in Beaufort County, with five of the nine already under construction. There is a prime opportunity to include bicycle and pedestrian accommodations in the remaining four funded bridge projects.

8. Implementation

This chapter describes how the recommendations for improving Beaufort County's bicycling conditions will be implemented. Potential partnerships and funding sources are identified. Implementation of this Comprehensive Bicycle Plan will require a collaborative effort between a variety of county departments and other partner agencies. County staff and NCDOT Division 2 staff should be aware of the plan recommendations and seek to implement them as part of other regular work efforts. The NCDOT Integrated Mobility Division may provide technical expertise on issues related to bicycling and facility design. Progress on implementing the plan should be monitored on no less than an annual basis. Almost every project involving street or transportation improvements offers an opportunity to implement a component of this plan.

Bicycle Plan Implementation Committee

It is a commitment from Beaufort County officials, its citizens and partner organizations to implement the Comprehensive Bicycle Plan. It is recommended that a Bicycle Plan Implementation Committee is formed. Steering Committee members may be willing to serve on this committee. The Implementation Committee should meet either annually or biannually to discuss progress on implementing identified facility projects and programs. Many projects will need to be actively submitted through the Mid-East RPO in order to receive funding through NCDOT's competitive process, while some projects may require successful grant applications to secure funding. The Implementation Committee could assist with recommendations to guide this process. The committee could also provide guidance on bicycle program implementation.

Potential Partnerships

Strategic partnerships are key in helping Beaufort County implement the Comprehensive Bicycle Plan. The county should consider utilizing the following partnerships to implement the plan.

- American League of Bicyclists
- Beaufort County Community College
- Beaufort County Economic Development
- Beaufort County Health Department
- Beaufort County Schools
- Beaufort County Sheriff's Department
- Cycle NC
- Local bicycle advocates

- Local businesses
- Local developers
- Local municipalities
- Local outfitters and bicycle clubs
- Mid-East Commission
- Mid-East RPO
- Municipal Police Departments
- NCDOT Bicycle and Pedestrian Division
- NCDOT Division 2
- Utility Providers
- Washington-Beaufort County Chamber of Commerce
- Watch for Me NC

Action Steps

The following action steps are recommended to implement recommended bicycle facility projects and bicycle programs.

- Immediate action steps for Beaufort County Board of Commissioners:
 - Adopt the Beaufort County Comprehensive Bicycle Plan
 - Amend the Beaufort County Comprehensive Transportation Plan (CTP) to reference the Beaufort County Bicycle Plan recommendations.
- Form an Implementation Committee that meets biannually or annually to evaluate progress and plan future action steps.
- Identify high priority projects that provide multiple connections to destinations, have high levels of current ridership, are on identified bicycle routes, and/or resolve safety issues (see the priority projects outlined in the Bicycle Project Recommendations section).
- Identify low cost projects which can be completed short term (i.e. restriping where shoulders are already adequate width, shoulder widening projects that can be worked into upcoming resurfacing projects).
- Increase communication and partnerships between NCDOT Division 2, RPO staff and county staff to implement bicycle projects in conjunction with resurfacing and other improvement projects.
- Submit projects for funding through Mid-East RPO (subject to NCDOT's STI funding prioritization process). Begin with submission of identified high priority projects.
- Conduct Feasibility Studies for larger projects and regional projects.
- Apply for Federal transportation grants, such as the USDOT BUILD Program for larger and regional projects (i.e. state bicycle route projects, East

Coast Greenway projects, Washington-Greenville Greenway). Use Feasibility Studies that have been conducted to support applications.

- Apply for grants through foundations such as the Kate B. Reynolds Charitable Trust, the Duke Foundation, NC Community Foundation, NC Recreational Trails Program, Golden Leaf, etc. to assist with funding small to medium scale projects and to assist with funding bicycle programs.
- Organize public fundraising events to sponsor amenities (i.e. brick sale event for sponsorship of rest stop, name of business or individual on donated bicycle rack, fundraising rides in partnership with local non-profit organizations, etc.).
- Partner with municipalities and businesses to provide bicycle racks at all major destinations in the county, especially in downtown areas and shopping districts.
- Apply for participation in the Watch for Me NC Program through NCDOT (includes bicyclist/motorist education, public outreach, and bicycle friendly community branding).
- Consider incorporating bicycle facilities into the county's Capital Improvement Plan or other budgeting tools.
- Increase local, regional, and state partnerships in order to implement recommended bicycle programs.

Funding

The following outlines potential funding sources for construction of recommended bicycle facility projects and implementation of bicycle programs.

County Budget

Currently, bicycle projects submitted through the Mid-East RPO to NCDOT's competitive funding process require a twenty percent local match if funded. The county should have a line item in the Capital Improvements Plan or other budgeting tool for bicycling facilities. These monies could be used to cover the required local match as bicycle facility projects are funded. It could also be used to implement recommended bicycle programs.

NCDOT STI Funding

NCDOT's State Transportation Improvement Program is based on the Strategic Transportation Investments Bill. The Strategic Transportation Investments (STI) initiative introduces the Strategic Mobility Formula, a way to fund and prioritize transportation projects.

All independent bicycle projects are placed in the “Division Needs” funding category and are currently ranked based on 50% data (safety, access, demand, connectivity, and cost effectiveness) and 50% local input. Independent bicycle projects require a 20% local match if funded.

Projects submitted to NCDOT for STI funding go through the Mid-East RPO. Beaufort County is represented on the RPO’s advisory board, the Technical Coordinating Committee (TCC) and on the RPO’s decision making board, the Transportation Advisory Committee (TAC). Beaufort County should submit bicycle projects through the competitive STI funding process as feasible (i.e. as the 20% local match is available). This will likely be a primary source of funding.

A table showing current STIP Projects in Beaufort County and Recommendations from this Bicycle Plan is included as Appendix E. Project recommendations from this plan should be incorporated into these funded projects where possible (may not be feasible in cases where projects are already under construction or right-of-way is already began).

NCDOT’s Highway Safety Improvement Program (HSIP) Funds

The Mid-East RPO can also submit projects to NCDOT’s Transportation Mobility and Safety Division for funding. There is no local match required for projects funded under the Highway Safety Improvement Program. Funding is reserved for safety concerns where there have been a higher than average number of crashes at the location.

NCDOT Complete Streets Policy

A major change to the 2019 update of the Complete Streets Policy is regarding project funding. The 2019 policy states that if a bicycle or pedestrian project is in the county Comprehensive Transportation Plan or a locally adopted plan and NCDOT does an improvement project to that road, the bicycle and/or pedestrian project has to be included at no cost to the local government (bicycle and pedestrian projects generally have a 20% local match requirement). This does not include road maintenance projects; the project would have to be considered an improvement to qualify for no match.

The Beaufort County Comprehensive Bicycle Plan aims to utilize the Complete Streets Policy as a funding mechanism for projects recommended in this plan. The Complete Streets Policy offers Beaufort County the opportunity to coordinate with NCDOT to incorporate bicycle and pedestrian facilities into planned roadway improvement projects.

The 2019 Complete Streets Policy can be viewed at <https://connect.ncdot.gov/projects/BikePed/Pages/Complete-Streets.aspx>.

Repaving

If right-of-way allows, repaving projects provide an opportunity to include bicycle facilities on existing roadways. When a road is repaved, the roadway should be restriped to create narrower lanes and provide space for bicycle lanes where feasible. In addition, if the spaces on the sides of non-curb and gutter streets have relatively level grades and few obstructions, the total pavement width can be widened to include paved shoulders for bicycle lanes.

NCDOT Division 2 is a key partner in implementing bicycle facility projects in conjunction with repaving projects. The division provides a Highway Maintenance Improvement Plan (HMIP) which should be referenced so that coordination with the division on project implementation can occur.

USDOT Build Grant

The Better Utilizing Investments to Leverage Development, or BUILD Transportation Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit, and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants, Congress has dedicated nearly \$7.9 billion for eleven rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.

The eligibility requirements of BUILD allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs. Projects that have a regional impact on economic development are favored. Rural areas, such as Beaufort County, are not required to provide local match funds.

The BUILD Grant is a potential funding source for large-scale projects such as the Washington-Greenville Greenway. This project can show regional impact because it would serve NC Bicycle Route 2: Mountains to Sea, and the East Coast Greenway Coastal Route. Another potential project is the NC-92 shared use path which is the route for NC Bicycle Route 2: Mountains to Sea, NC Bicycle Route 3: Ports of Call, and the East Coast Greenway Coastal Route.

NC State Parks Recreational Trails Program

The Recreational Trails Program (RTP) is an annual \$1.5-million federal grant program designed to help states provide and maintain recreational trails for both motorized and non-motorized recreational trail use. The program is

administered by the U.S. Department of Transportation's Federal Highway Administration. In North Carolina, the grant program is managed by the NC State Parks Department.

The RTP grant supports all types of greenways and trails for hikers, bikers, and paddlers. Projects may include construction of a new trail, maintenance and repair of existing trails, land acquisitions, purchase of trail tools, and planning, legal, environmental, and permitting costs. The maximum grant amount is \$250,000 and there is a 25% local match required.

Parks and Recreation Trust Fund (PARTF)

PARTF is another grant program managed by NC State Parks. It is a matching grant program to assist local governments with public park and recreation projects. Off-road greenway projects qualify. The maximum grant amount is \$500,000 and there is a 50% local match required.

Rails to Trails Conservancy

The Rails to Trails Conservancy (RTC) is a non-profit organization dedicated to creating a nationwide network of trails from former rail lines and connecting corridors to build healthier places for healthier people. Through their grant programs, RTC emphasizes strategic investments that support significant regional and community trail development goals. Many of their funded projects are small in scope and scale and can be hard to finance within traditional funding streams.

Kate B. Reynolds Foundation

Another potential source to fund smaller projects is the Kate B. Reynolds Foundation. The foundation has previously funded walking trails and other healthy community infrastructure and programs in Beaufort County. Beaufort County is part of the Healthy Places NC Program managed by the foundation. One of the three strategic goals for Beaufort County is reducing rates of obesity. The Kate B. Reynolds Foundation has grant programs available that Beaufort County could potentially utilize to fund lower cost bicycle facility projects and bicycle programs.

Golden Leaf Foundation

The Golden LEAF Foundation is a nonprofit organization established in 1999 to distribute a portion of North Carolina's funding received from the 1998 Master Settlement Agreement with cigarette manufacturers. For 20 years, Golden LEAF has worked to increase economic opportunity in North Carolina's rural and tobacco-dependent communities through leadership in grantmaking,

collaboration, innovation, and stewardship as an independent and perpetual foundation.

Golden LEAF's grantmaking focuses on the following priorities: economic development, agriculture, workforce preparedness, healthcare, education, and community vitality. Bicycle facility projects and bicycle programs qualify under community vitality. The maximum grant amount under Golden LEAF's "Open Grants" program is \$200,000.

Duke Foundation

The Duke Foundation provides \$30 million in charitable grants each year in the areas of education, workforce, nature, state strategic impact, local impact, and community initiatives. Bicycle facility projects and bicycle programs qualify under community initiatives. This source could potentially be utilized to fund lower cost bicycle facility projects and bicycle programs.

NC Community Foundation

The NC Community Foundation is the statewide community foundation serving NC and has provided more than \$161 million in grants since its inception in 1988. The foundation manages over 1,300 endowments to provide long-term support to a broad range of community needs. This source could potentially be utilized to fund lower cost bicycle facility projects and bicycle programs.

Private Contributions

Private individual and corporate donations can come in the form of liquid investments (i.e. cash, stock, bonds) or land. Local governments typically create funds to facilitate and simplify these transactions. Donations are typically received when a widely supported capital improvement program is implemented.

Fundraising and campaign drives offer another option to take advantage of private contributions. It is essential to market the purpose of the fundraiser to rally support and financial backing. Local partnerships will be key in implementing fundraising activities. Fundraising and campaign drive examples include raffles during bicycle encouragement events and community sponsorships of bicycle racks and greenway trailhead facilities.

Appendix A: Existing Roadway Characteristics

Existing Roadway Characteristics

| Route | From Crossroad | To Crossroad | Cross Section | Road Width | Lane Width | Shoulder Width | Curb and Gutter | Bicycle Facilities | Speed Limit | AADT |
|-------------------------------------|---------------------|-----------------|--|------------|------------|----------------|-----------------|--------------------|-------------|-------|
| US & State Highways | | | | | | | | | | |
| US-264/John Small Ave. | Pennsylvania Ave. | Brick Kiln Road | 5-lane with center turn lane | 65' | 13' | None | Yes | None | 45 mph | 19000 |
| US-264/John Small Ave. | Brick Kiln Road | NC-32 | 5-lane with center turn lane | 75' | 13' | 5' | No | 5' paved shoulder | 55 mph | 12300 |
| US-264 | NC-32 | NC-92 | 2-lane undivided | 36' | 13' | 5' | No | 5' paved shoulder | 55 mph | 9000 |
| US-264 | NC-92 | Swamp Rd. | 2-lane undivided | 30' | 13' | 2' | No | None | 55 mph | 3500 |
| US-264/Main St. (Pantego) | Swamp Rd. | NC-99 | 2-lane undivided | 30' | 12' | 3' | No | None | 35 mph | 3000 |
| US-264/Main St. (Pantego) | NC-99 | Latham St. | 2-lane undivided | 35' | 19'/16' | None | One side | None | 35 mph | 2900 |
| US-264 | Latham St. | Cemetery Rd. | 2-lane undivided | 30' | 13' | 2' | No | None | 55 mph | 2500 |
| US-264 | Cemetery Rd. | US-264 bypass | 2-lane undivided | 33' | 20'/13' | None | One side | None | 45 mph | 3000 |
| US-264 Business/Main St. (Belhaven) | US-264 bypass | Washington St. | 2-lane undivided | 33' | 20'/13' | None | One side | None | 35 mph | 3100 |
| US-264 Business/Main St. (Belhaven) | Washington St. | King St. | 2-lane undivided | 40' | 20' | None | Yes | None | 35 mph | 2600 |
| US-264 Business/Main St. (Belhaven) | King St. | Allen St. | 2-lane undivided with on street parking both sides | 40' | 20' | None | Yes | None | 25 mph | 2600 |
| US-264 Business/Main St. (Belhaven) | Allen St. | Pamlico St. | 2-lane undivided with on street parking both sides | 50' | 30'/20' | None | Yes | None | 25 mph | 2600 |
| US-264 Business/Pamlico St. | Main St. | Pungo St. | 2-lane undivided with on street parking both sides | 48' | 26'/22' | None | Yes | None | 25 mph | 1100 |
| US-264 Business | Pungo St. | Old County Rd. | 2-lane undivided with on street parking both sides | 44' | 22' | None | Yes | None | 35 mph | 650 |
| US-264 Business | Old County Road | end of road | 2-lane undivided | 24' | 12' | None | No | None | 55 mph | 500 |
| US-264 Bypass (Belhaven) | Main St. (Belhaven) | Food Lion | 2-lane undivided | 26' | 12' | 1' | No | None | 35 mph | 5450 |

| | | | | | | | | | | |
|------------------------------|---|---------------------------------|---|------|-----|------|-----|-------------------|--------|-------|
| US-264 Bypass (Belhaven) | Food Lion | US-264 Business (end of bypass) | 2-lane undivided | 26' | 12' | 1' | No | None | 55 mph | 2050 |
| US-264 | US-264 Business/end of bypass | Hyde County line | 2-lane undivided | 26' | 12' | 1' | No | None | 55 mph | 2100 |
| US-17 | Martin County line (Expressway will extend to county line, ROW in progress) | Carolina Ave./Bus.-17 | 4-lane divided with 40' depressed grass median. Full access control expressway. | 105' | 13' | 5' | No | 5' paved shoulder | 70 mph | 7000 |
| US-17 Business/Carolina Ave. | US-17 | 15th St. | 5-lane with center turn lane | 65' | 13' | None | Yes | None | 45 mph | 12000 |
| US-17 Business/Carolina Ave. | 15th St. | 5th St./US-264 | 5-lane with center turn lane | 65' | 13' | None | Yes | None | 35 mph | 12250 |
| US-17 Business/Bridge St. | 5th St./US-264 | Main St. (Washington) | 5-lane with center turn lane | 55' | 11' | None | Yes | None | 35 mph | 13000 |
| US-17 Business | Main St. (Washington) | Bragaw Ln. | 4-lane undivided | 52' | 12' | 2' | No | None | 55 mph | 12000 |
| US-17 Business | Bragaw Ln. | Chocowinity Middle School | 4-lane undivided | 48' | 12' | None | Yes | None | 35 mph | 9300 |
| NC-33 | Pitt County line | Railroad St./Moore's Ln. | 2-lane undivided | 30' | 13' | 2' | No | None | 55 mph | 6000 |
| NC-33 | Railroad St./Moore's Ln. | Dunbar St. (Chocowinity) | 2-lane undivided | 38' | 13' | 6' | Yes | 6' paved shoulder | 35 mph | 7400 |
| NC-33 | Dunbar St. | US-17 Business | 2-lane undivided with on street parking both sides | 38' | 13' | None | Yes | None | 35 mph | 7400 |
| NC-33 | US-17 Business | Williamson Lane | 3-lane with center turn lane | 40' | 13' | None | Yes | None | 35 mph | 4600 |
| NC-33 | Williamson Lane | US-17 | 5-lane with center turn lane | 70' | 14' | None | Yes | None | 45 mph | 4600 |
| NC-33 | US-17 | Gray Rd./Poore Farm Rd. | 4-lane superstreet | 70' | 14' | None | Yes | None | 45 mph | 9100 |
| NC-33 | Gray Rd./Poore Farm Rd. | Tripp Rd. | 2-lane undivided | 28' | 12' | 2' | No | None | 55 mph | 5250 |
| NC-33 | Tripp Rd. | Jones Ave. | 2-lane undivided | 24' | 12' | None | No | None | 55 mph | 4000 |
| NC-33 | Jones Ave. | SR-1940/NC-306 | 2-lane undivided | 26' | 12' | 1' | No | None | 55 mph | 3050 |
| NC-33 | SR-1940/NC-306 | 7th St. | 2-lane undivided | 28' | 12' | 2' | No | None | 45 mph | 3850 |
| NC-33 | 7th St. | Pamlico County line | 2-lane undivided | 26' | 12' | 1' | No | None | 55 mph | 600 |
| NC-306 | Bayview-Aurora Ferry | Nutrien main gate | 2-lane undivided | 26' | 13' | None | No | None | 55 mph | 2900 |

| | | | | | | | | | | |
|-----------------------------------|--|--|------------------------------|-----|-----|------|-----|--|--------|------|
| NC-306 | Nutrien main gate | Brantley Swamp Rd. | 2-lane undivided | 30' | 13' | 2' | No | None | 55 mph | 2900 |
| NC-306 | Brantley Swamp Rd. | NC-33 | 2-lane undivided | 26' | 12' | 1' | No | None | 55 mph | 2650 |
| NC-306 | NC-33 | Pamlico County line | 2-lane undivided | 26' | 12' | 1' | No | None | 55 mph | 2850 |
| NC-32 | Washington County line | Midgette Ln. | 2-lane undivided | 26' | 12' | 1' | No | None | 55 mph | 1200 |
| NC-32 | Midgette Ln. | US-264 | 2-lane undivided | 28' | 12' | 2' | No | None | 55 mph | 2350 |
| NC-32/Broad Creek Road | US-264 | River Rd. | 2-lane undivided | 20' | 10' | None | No | None | 55 mph | 1650 |
| NC-32/River Rd. | NC-32/Broad Creek Road | Christian Service Camp Rd./Illinois Ave. | 3-lane with center turn lane | 42' | 14' | None | Yes | None | 45 mph | 4400 |
| NC-32/River Rd. | Christian Service Camp Rd./Illinois Ave. | Brick Kiln Road | 4-lane undivided | 52' | 13' | None | Yes | None | 45 mph | 7300 |
| NC-32/River Rd. (Washington Park) | Brick Kiln Road | Edgewater Ave. | 3-lane with center turn lane | 46' | 12' | 5' | Yes | 5-paved shoulder | 35 mph | 8100 |
| NC-32/Park Dr. (Washington) | Edgewater Ave. (Washington Park) | Main St. (Washington) | 3-lane with center turn lane | 46' | 12' | 5' | Yes | 5-paved shoulder | 35 mph | 8100 |
| NC-32/Park Dr. (Washington) | Main St. | Hudnell St. | 3-lane with center turn lane | 42' | 14' | None | Yes | None | 35 mph | 7650 |
| NC-32/E 3rd St. (Washington) | Hudnell St. | N Market St. | 3-lane with center turn lane | 42' | 14' | None | Yes | None | 35 mph | 7200 |
| NC-92 | US-264 | Hawkin's Beach Rd. | 2-lane undivided | 26' | 12' | 1' | No | Share the road sign | 55 mph | 3300 |
| NC-92 | Hawkin's Beach Rd. | Brookshire Dr. | 2-lane undivided | 28' | 12' | 2' | No | Share the road sign | 55 mph | 3300 |
| NC-92/Carteret St. | Brookshire Dr. (Bath) | King St. | 2-lane undivided | 40' | 20' | None | Yes | None | 35 mph | 3100 |
| NC-92/Carteret St. | King St. | Craven St. | 2-lane undivided | 28' | 12' | 2' | No | None | 35 mph | 3100 |
| NC-92 | Craven St. | NC-306/Aurora-Bayview Ferry (End NC-92) | 2-lane undivided | 26' | 12' | 1' | No | Share the road sign | 55 mph | 1300 |
| NC-99 | NC-306/Aurora-Bayview Ferry (End NC-92) | SR-1722 | 2-lane undivided | 26' | 12' | 1' | No | None | 55 mph | 800 |
| NC-99 | SR-1722 | Sidney Rd. | 2-lane undivided | 34' | 12' | 5' | No | 5' paved shoulder, Share the Road Sign | 55 mph | 770 |

| | | | | | | | | | | |
|--------------------------------------|--------------------|--|--|-----|-----|------|-----|--|--------|---------|
| NC-99 | Sidney Rd. | Foreman Ln. | 2-lane undivided | 34' | 12' | 5' | No | 5' paved shoulder, Share the Road Sign | 45 mph | 770 |
| NC-99 | Foreman Ln. | US-264 Bypass/Main St. (Belhaven) | 2-lane undivided | 30' | 12' | 3' | No | None | 55 mph | 3050 |
| Aurora & surrounding area | | | | | | | | | | |
| Main St. (Aurora) | NC-33 | NC-306 | 2-lane undivided | 20' | 20' | None | No | None | 45 mph | 1100 |
| Main St. (Aurora) | NC-306 | Downtown buildings | 2-lane undivided | 20' | 10' | None | No | None | 25 mph | 350 |
| Main St. (Aurora) | Downtown buildings | N 5th St. | 2-lane undivided | 20' | 10' | None | Yes | None | 20 mph | 300 |
| Main St. (Aurora) | N 5th St. | 3rd St. | 2-lane undivided | 28' | 14' | None | Yes | None | 20 mph | 300 |
| Main St. (Aurora) | 3rd St. | End of Main St./NC Wildlife Boat Ramp and fishing pier | 2-lane undivided | 20' | 10' | None | No | None | 20 mph | 300 |
| Middle St. (Aurora) | 7th St. | End of road/2nd St. | 2-lane undivided | 12' | 6' | None | No | None | 20 mph | No data |
| Third St. (Aurora) | NC-33 | End of road/Bridge St. | 2-lane undivided | 20' | 10' | None | No | None | 20 mph | No data |
| Fifth St. (Aurora) | Peed Town Rd. | NC-33 | 2-lane undivided | 20' | 10' | None | No | None | 45 mph | 760 |
| Fifth St. (Aurora) | NC-33 | Chapin St. | 2-lane undivided | 40' | 20' | None | Yes | None | 20 mph | 300 |
| Fifth St. (Aurora) | Chapin St. | Middle St. | 2-lane undivided | 18' | 9' | None | No | None | 20 mph | 300 |
| Seventh St. (Aurora) | John Dr. | NC-33 | 2-lane undivided | 16' | 8' | None | No | None | 20 mph | No data |
| Seventh St. (Aurora) | NC-33 | SW Snowden Elementary School/End of road | 2-lane undivided | 16' | 8' | None | No | None | 20 mph | 200 |
| John Dr. (Aurora) | 5th St. | 7th St. | 2-lane undivided | 12' | 6' | None | No | None | 20 mph | No data |
| Tunstall Swamp Rd. | NC-306 | Craven County line | 2-lane undivided | 24' | 10' | 2' | No | None | 55 mph | 925 |
| Hickory Point Rd. | NC-306 | End of road | 2-lane undivided | 18' | 9' | None | No | None | 45 mph | 270 |
| Bath & surrounding area | | | | | | | | | | |
| Main St. (Bath) | Bowen Rd. | NC-92/Carteret St. | 2-lane undivided | 28' | 14' | None | No | None | 35 mph | No data |
| Main St. (Bath) | NC-92/Carteret St. | End of Main St./Bonner's Point public access | 2-lane undivided with on street parking both sides | 44' | 22' | None | Yes | None | 35 mph | No data |
| Front St. (Bath) | Main St. | King St. | 2-lane undivided | 16' | 8' | None | No | None | 35 mph | No data |
| King St. | NC-92 | Craven St. | 2-lane undivided with on street parking both sides | 44' | 22' | None | Yes | None | 35 mph | No data |

| | | | | | | | | | | |
|--|------------------------|--|--|-----|-----|------|-----|------|---------|---------|
| King St. | Craven St. | Front St./End of King St. | 2-lane undivided | 16' | 8' | None | No | None | 35 mph | No data |
| Catnip Point Rd. | Bowen Rd. | Jackson Swamp Rd./End Catnip Point Rd. | 2-lane undivided | 18' | 9' | None | No | None | 25 mph | No data |
| Jackson Swamp Rd. | Catnip Point Rd. | NC-92 | 2-lane undivided | 18' | 9' | None | No | None | 45 mph | 940 |
| Poosum Hill Rd. | NC-92 | Jackson Swamp Rd. | 2-lane undivided | 18' | 9' | None | No | None | 45 mph | 200 |
| Archbell Rd. | NC-92 | Turnage Rd. | 2-lane undivided | 18' | 9' | None | No | None | 45 mph | 360 |
| Turnage Rd. | Archbell Rd. | Hawkin's Beach Rd. | 2-lane undivided | 18' | 9' | None | No | None | 45 mph | No data |
| Goose Creek Rd. | Harvey Rd. | Camp Leach Rd. | 2-lane undivided | 20' | 10' | None | No | None | 45 mph | No data |
| Camp Leach Rd. | US-264 | Hawkin's Beach Rd./End of Camp Leach Rd. | 2-lane undivided | 20' | 10' | None | No | None | 45 mph | 600 |
| Hawkin's Beach Rd. | Camp Leach Rd. | NC-92/End Hawkin's Beach Rd. | 2-lane undivided | 20' | 10' | None | No | None | 45 mph | 500 |
| Belhaven and surrounding areas | | | | | | | | | | |
| Main St. (Belhaven) | Pamlico St. | End of road | 2-lane undivided | 24' | 12' | None | No | None | 25 mph | 1200 |
| Water St. (Belhaven) | Main St. | Riverview St./End of Water St. | 2-lane undivided | 18' | 9' | None | No | None | 35 mph | No data |
| Riverview St. | Water St. | Pantego St. | 2-lane undivided | 18' | 9' | None | No | None | 35 mph | No data |
| Tooley St. | Main St. | Pantego St. | 2-lane undivided | 16' | 8' | None | No | None | 35 mph | No data |
| E Pantego St. | Tooley St. | US-264-Bus/Pamlico St. | 2-lane undivided | 18' | 9' | None | No | None | 35 mph | No data |
| W Pantego St. | US-264-Bus/Pamlico St. | Railroad St. | 2-lane undivided | 22' | 11' | None | No | None | 35 mph | No data |
| Pamlico St. | Main St. | Water St. | 2-lane undivided with on street parking both sides | 45' | 11' | None | Yes | None | 25 mph | No data |
| Railroad St. (Belhaven) | Main St. | W Pantego St. | 2-lane undivided | 26' | 13' | None | No | None | 35 mph | No data |
| Railroad St. (Belhaven) | W Pantego St. | Old County Road | 2-lane undivided | 18' | 9' | None | No | None | 35 mph | No data |
| Pungo St. | Railroad St. | Washington St. | 2-lane undivided | 18' | 9' | None | No | None | 35 mph | No data |
| Washington St. | Main St. | Old County Rd. | 2-lane undivided | 16' | 8' | None | No | None | 35 mph | No data |
| Old County Rd. | US-264 bypass | Lee St. | 2-lane undivided | 22' | 11' | None | No | None | 35 mph | No data |
| Old County Rd. | Lee St. | US-264 Business | 2-lane undivided | 18' | 9' | None | No | None | 35 mph | No data |
| Food Lion back entrance road (no name) | Old County Road | Food Lion | 2-lane undivided | 24' | 12' | None | No | None | No data | No data |
| S Savanna Rd./SR-1722 | NC-99 | Pamlico Beach Rd. | 2-lane undivided | 22' | 11' | None | No | None | 45 mph | 600 |
| Pamlico Beach Rd. | S Savanna Rd. | Wilkin's Rd. | 2-lane undivided | 22' | 11' | None | No | None | 45 mph | 900 |

| | | | | | | | | | | |
|---|---------------------------|---|------------------|-----|-----|------|----|------|--------|---------|
| Wilkin's Rd. | Pamlico Beach Rd. | End of Wilkin's Rd./NC Wildlife Boat Ramp/Future county park site | 2-lane undivided | 20' | 10' | None | No | None | 45 mph | 200 |
| Seed Tick Neck Rd. | NC-99 | US-264 | 2-lane undivided | 24' | 11' | 1' | No | None | 45 mph | 2500 |
| Blounts Creek | | | | | | | | | | |
| Mouth of the Creek Rd. | Old Blounts Creek Rd. | Maule's Point Rd. | 2-lane undivided | 22' | 11' | None | No | None | 45 mph | 650 |
| Maule's Point Rd. | Mouth of the Creek Rd. | Core Point Rd. | 2-lane undivided | 20' | 10' | None | No | None | 45 mph | 350 |
| Core Point Rd. | Maule's Point Rd. | NC-33 | 2-lane undivided | 22' | 11' | None | No | None | 45 mph | 1100 |
| Minor Run Rd. | NC-33 | Academy St. | 2-lane undivided | 20' | 10' | None | No | None | 45 mph | 330 |
| Academy St. (Edward) | Minor Run Rd. | Warren St. | 2-lane undivided | 20' | 10' | None | No | None | 45 mph | No data |
| Warren St. | Academy St. | NC-33 | 2-lane undivided | 18' | 9' | None | No | None | 45 mph | 110 |
| Main St. (Edward) | NC-33 | Warren St. | 2-lane undivided | 16' | 8' | None | No | None | 45 mph | 190 |
| Chocowinity and surrounding area | | | | | | | | | | |
| Bragaw Ln. | US-17 Business | Edgewood Dr. | 2-lane undivided | 24' | 12' | None | No | None | 35 mph | No data |
| Bragaw Ln. | Edgewood Dr. | NC-33 | 2-lane undivided | 30' | 12' | 3' | No | None | 35 mph | No data |
| Williamson Ln. | NC-33 | End of Williamson Ln. | 2-lane undivided | 20' | 10' | None | No | None | 10 mph | No data |
| Patrick Ln. | US-17 Bus. | Moore Ln. | 2-lane undivided | 20' | 10' | None | No | None | 35 mph | 310 |
| Moore Ln. | NC-33 | Patrick Ln. | 2-lane undivided | 16' | 8' | None | No | None | 25 mph | No data |
| Dunbar Ln. | NC-33 | Patrick Ln. | 2-lane undivided | 22' | 11' | None | No | None | 35 mph | No data |
| Gray Rd. | NC-33 | Price Rd. | 2-lane undivided | 28' | 12' | 2' | No | None | 45 mph | 2600 |
| Gray Rd. | Price Rd. | E Barr Rd. | 2-lane undivided | 24' | 11' | 1' | No | None | 45 mph | No data |
| Gray Rd. | E Barr Rd. | Possum Track Rd. | 2-lane undivided | 22' | 11' | None | No | None | 45 mph | 330 |
| E Barr Rd. | Gray Rd. | Harding Ln. | 2-lane undivided | 22' | 11' | None | No | None | 45 mph | No data |
| Harding Ln. | E Barr Rd. | End of road | 2-lane undivided | 22' | 11' | None | No | None | 45 mph | No data |
| Possum Track Rd. | Gray Rd. | NC-33 | 2-lane undivided | 20' | 10' | None | No | None | 55 mph | 950 |
| Windmill Rd. | NC-33 | Old Blounts Creek Rd. | 2-lane undivided | 22' | 11' | None | No | None | 45 mph | 230 |
| Old Blounts Creek Road | NC-33 | Cypress Landing Trail | 2-lane undivided | 26' | 12' | 1' | No | None | 45 mph | 4400 |
| Old Blounts Creek Road | Cypress Landing Trail | Clay Bottom School Rd./End Old Blounts Creek Road | 2-lane undivided | 26' | 12' | 1' | No | None | 55 mph | 1200 |
| Clay Bottom School Road | End Old Blounts Creek Rd. | NC-33 | 2-lane undivided | 26' | 12' | 1' | No | None | 55 mph | 450 |
| Cotton Patch Rd. | Clay Bottom School Rd. | End of Cotton Patch Rd. | 2-lane undivided | 22' | 11' | None | No | None | 45 mph | No data |
| Pantego | | | | | | | | | | |

| | | | | | | | | | | |
|---|---|---|---|-----|---------|------|-----|------|--------------------|---------|
| Church St. (Pantego) | US-264 | Academy St. | 2-lane undivided | 18' | 9' | None | No | None | 35 mph | No data |
| Academy St. (Pantego) | Church St. | End of Academy St./Pantego Museum | 2-lane undivided | 14' | 7' | None | No | None | 20 mph | No data |
| Swamp Rd. | US-264 | Daw Rd. | 2-lane undivided | 22' | 11' | None | No | None | 45 mph | 500 |
| Daw Rd. | Swamp Rd. | Terra Ceia Rd. | 2-lane undivided | 18' | 9' | None | No | None | 45 mph | 280 |
| Beech Ridge Rd. | US-264 (Pantego) | US-264 (Past Belhaven) | 2-lane undivided | 24' | 12' | None | No | None | 45 mph | 750 |
| Pinetown | | | | | | | | | | |
| Long Ridge Rd. | Washington County line | Main St. (Pinetown)/End Long Ridge Rd. | 2-lane undivided | 22' | 10' | 1' | No | None | 55 mph | 400 |
| Main St. (Pinetown) | Long Ridge Rd. | Boyd Rd. | 2-lane undivided | 22' | 10' | 1' | No | None | 45 mph | 600 |
| Boyd Rd. | Main St. (Pinetown) | Whitepost Rd. | 2-lane undivided | 20' | 10' | None | No | None | 45 mph | 350 |
| N Boyd Rd. | Main St. (Pinetown) | Biggs Rd. | 2-lane undivided | 18' | 9' | None | No | None | 45 mph | 290 |
| Biggs Rd. | N Boyd Rd. | NC-32 | 2-lane undivided | 18' | 9' | None | No | None | 45 mph | 520 |
| Free Union Church Rd. | US-264 | Christian School Rd. | 3-lane with center turn lane | 34' | 10' | 2' | No | None | 45 mph | 400 |
| Whitepost Rd. | Boyd Rd. | NC-92 | 2-lane undivided | 22' | 10' | 1' | No | None | 45 mph | 550 |
| Terra Ceia Rd. | US-264 | NC-32 | 2-lane undivided | 20' | 10' | None | No | None | 55 mph | 650 |
| Christian School Rd. | Terra Ceia Rd. | Free Union Church Rd. | 2-lane undivided | 20' | 10' | None | No | None | 45 mph | 400 |
| Washington and surrounding areas | | | | | | | | | | |
| New St. | Griffin-Hodges Rd. | Market St. Ext. | 2-lane undivided | 22' | 11' | None | No | None | 45 mph | 600 |
| Griffin-Hodges Rd. | US-17 | Martin County line | 2-lane undivided | 18' | 9' | None | No | None | 45 mph | 260 |
| Market St. Ext. | New St. | John Small Elementary School/PS Jones Middle School | 2-lane undivided | 24' | 11' | 1' | No | None | 45 mph | 1300 |
| Market St. Ext. (SR-1422) | John Small Elementary School/PS Jones Middle School | Gallberry Road | 2-lane undivided | 30' | 14' | 1' | No | None | School Zone 45 mph | 2400 |
| Market St. Ext. (SR-1516) | Gallberry Road | Ware's Chapel Lane | 2-lane undivided | 36' | 14' | 4' | No | None | 55 mph | 2500 |
| Market St. Ext. (SR-1516) | Ware's Chapel Lane | Springs Road | 2-lane undivided | 32' | 12' | 4' | No | None | 55 mph | 2500 |
| Market St. Ext. (SR-1516) | Springs Road | Airport Road | 4-lane undivided | 52' | 13' | None | Yes | None | 55 mph | 3900 |
| Airport Road | N Market St. | end of road | 2-lane undivided | 22' | 11' | None | No | None | | No data |
| N Market St. (SR-1516) | Airport Road | 15th St. | 4-lane undivided | 52' | 13' | None | Yes | None | 45 mph | 5100 |
| N Market St. (SR-1516) | 15th St. | E 5th St. | 2-lane undivided with on street parking | 36' | 20'/16' | None | Yes | None | 35 mph | 3400 |

| | | | | | | | | | | |
|-----------------------------------|---------------------------|--|--|-----|-----|------|-----|---------------------|--------|---------|
| N Market St. | E 5th St./US-264 | 3rd St. | 4-lane undivided | 44' | 11' | None | Yes | None | 35 mph | 5300 |
| N Market St./S Market St. | 3rd St. | Water St. | 2-lane undivided with on street parking both sides | 32' | 8' | None | Yes | None | 25 mph | No data |
| Bridge St. | US-17 Bus./Bridge St. | 15th St. | 2-lane undivided with on street parking both sides | 34' | 10' | None | Yes | None | 25 mph | No data |
| Crown Dr. | Market St. | End of road | 2-lane undivided | 18' | 9' | None | No | None | 25 mph | No data |
| Northwood Rd. | Market St. | Reed Dr. | 2-lane undivided | 28' | 14' | None | Yes | None | 25 mph | No data |
| Reed Dr. | Northwood Rd. | Highland Dr. | 2-lane undivided | 32' | 16' | None | Yes | None | 25 mph | No data |
| MLK Jr. Dr. | US-17 Bus./Bridge St. | Bonner St. | 2-lane undivided | 30' | 8' | None | Yes | None | 35 mph | No data |
| W 2nd St. | Bonner St. | Gladden St. | 2-lane undivided one-way street, on street parking both sides | 40' | 20' | None | Yes | None | 25 mph | No data |
| W 2nd St. | Gladden St. | US-17 Business/Bridge St. | 2-lane undivided one way street | 24' | 12' | None | Yes | None | 20 mph | No data |
| W 3rd St. (Washington) | Gladden St. | End W 3rd St./Washington-Greenville Greenway trailhead | 2-lane undivided | 44' | 22' | None | Yes | Share the road sign | 25 mph | No data |
| W 3rd St. /E 3rd St. (Washington) | Gladden St. | Brown St. | 3-lane with center turn lane | 42' | 14' | None | Yes | Share the road sign | 25 mph | 6800 |
| Brown St. | E Main St. (Washington) | E 9th St. | 2-lane undivided with on street parking both sides | 36' | 18' | None | Yes | None | 25 mph | No data |
| Brown St. | 9th St. | Cowell Farm Rd. | 2-lane undivided | 36' | 18' | None | Yes | None | 25 mph | No data |
| W Main St. | Hackney Ave. | US-17 Business/Bridge St. | 2-lane undivided with on street parking both sides | 30' | 8' | None | Yes | None | 25 mph | No data |
| W Main St. | US-17 Business/Bridge St. | S Market St. | 2-lane undivided, one-way street with on street parking both sides | 32' | 16' | None | Yes | None | 20 mph | No data |
| E Main St. | S Market St. | Park Dr./End E Main St. | 2-lane undivided, one-way street with on street parking both sides | 32' | 16' | None | Yes | None | 20 mph | No data |

| | | | | | | | | | | |
|-------------------------|------------------------------|--|--|-----|---------|------|-----|------|-----------------------------|---------|
| Gladden St. | W 3rd St. (Washington) | W Main St. | 2-lane undivided with on street parking one side | 30' | 18'/12' | None | Yes | None | 25 mph | No data |
| Stewart Parkway | W Main St. (Washington) | S Market St./End Stewart Parkway | 2-lane undivided with on street parking one side | 38' | 14'/24' | None | Yes | None | 20 mph | No data |
| Water St. (Washington) | S Market St. | Festival Park | 2-lane undivided | 24' | 12' | None | Yes | None | 20 mph | No data |
| Water St. (Washington) | Festival Park | Moss Way | 2-lane undivided with on street parking one side | 46' | 18'/28' | None | Yes | None | 20 mph | No data |
| Water St. (Washington) | Moss Way | S McNair St./End Water St. | 2-lane undivided with on street parking one side | 28' | 10'/18' | None | Yes | None | 20 mph | No data |
| Hudnell St. | US-264 | Pennsylvania Ave. | 4-lane undivided | 48' | 12' | No | Yes | None | 35 mph (25 mph school) | 3400 |
| Hudnell St. | Pennsylvania Ave. | Park Dr./End Hudnell St. | 2-lane undivided | 44' | 22' | None | Yes | None | 35 mph (25 mph school zone) | 3400 |
| Pennsylvania Ave. | Hudnell St. | US-264 | 2-lane undivided with on street parking both sides | 36' | 9' | None | Yes | None | 35 mph | No data |
| Van Norden St. | W Main St. (Washington) | W 15th St. | 2-lane undivided | 28' | 14' | None | Yes | None | 20 mph | No data |
| E 6th St. | N Market St. | End of road | 2-lane undivided | 28' | 14' | None | Yes | None | 35 mph | No data |
| W 9th St. | Bridge St. | N Market St. | 2-lane undivided | 28' | 14' | None | Yes | None | 35 mph | No data |
| E 9th St. | N Market St. | Simmons St. | 2-lane undivided with on street parking both sides | 34' | 9' | None | Yes | None | 35 mph | No data |
| Simmons St. | E 9th St. | Main St. | 2-lane undivided | 30' | 15' | None | Yes | None | 35 mph | No data |
| Bonner St. | Water St. | 15th St. | 2-lane undivided | 32' | 9' | None | Yes | None | 35 mph | No data |
| Hackney Ave. | US-17 Business/Carolina Ave. | W Main St. | 2-lane undivided | 28' | 14' | None | Yes | None | 35 mph | No data |
| W 10th St. (Washington) | Hackney Ave. | JC Tayloe Elementary School/End W 10th St. | 2-lane undivided with on street parking both sides | 40' | 20' | None | Yes | None | 25 mph | No data |
| Cowell Farm Rd. | Highland Dr. | Holloman St. | 2-lane undivided | 36' | 18' | None | Yes | None | 35 mph | No data |
| E 11th St. | N Market St. | US-264 | 2-lane undivided | 30' | 15' | None | Yes | None | 35 mph | No data |

| | | | | | | | | | | |
|------------------------------------|-------------------------|-------------------------------|------------------------------|-----|-----|------|-----|-------------------|--------|---------|
| W 11th St. | Washington St. | US-17 Business/Carolina Ave. | 2-lane undivided | 30' | 15' | None | Yes | None | 35 mph | No data |
| Washington St. | 15th St. | 11th St. | 2-lane undivided | 36' | 13' | 5' | Yes | 5' paved shoulder | 35 mph | No data |
| E 12th St. | Bonner St. | 15th St. | 2-lane undivided | 36' | 18' | None | Yes | None | 35 mph | No data |
| E 12th St. | 15th St. | Highland Dr. | 5-lane with center turn lane | 60' | 12' | None | Yes | None | 35 mph | 13500 |
| E 12th St. | Highland Dr. | US-264 | 5-lane with center turn lane | 60' | 12' | None | Yes | None | 35 mph | 12000 |
| W 13th St. | Carolina Ave. | Bonner St. | 2-lane undivided | 28' | 14' | None | Yes | None | 35 mph | No data |
| E 15th St./W 15th St. (Washington) | US-264 | Carolina Ave. | 5-lane with center turn lane | 60' | 12' | None | Yes | None | 45 mph | 13750 |
| E 15th St./W 15th St. (Washington) | Carolina Ave. | 12th St./End 15th St. | 4-lane undivided | 48' | 12' | None | Yes | None | 35 mph | 18500 |
| Highland Dr. | US-264 | 12th St./End 15th St. | 5-lane with center turn lane | 60' | 12' | None | Yes | None | 35 mph | 3100 |
| Highland Dr. | 12th St. | Lovers Lane/Hodges Ave. | 5-lane with center turn lane | 60' | 12' | None | Yes | None | 35 mph | 5200 |
| Highland Dr. | Lovers Lane/Hodges Ave. | Azalea Dr./S Reed Dr. | 2-lane undivided | 26' | 12' | 1' | No | None | 35 mph | 6500 |
| Highland Dr. | Azalea Dr./S Reed Dr. | Slatestone Rd. | 2-lane undivided | 26' | 12' | 2' | No | None | 35 mph | 5700 |
| Slatestone Rd. | Highland Dr. | Runyon Creek Greenway | 2-lane undivided | 22' | 11' | None | No | None | 35 mph | 2600 |
| Slatestone Rd. | Runyon Creek Greenway | NC-32 | 2-lane undivided | 24' | 12' | None | No | None | 45 mph | 2600 |
| Slatestone Rd. | NC-32 | Braddy Rd./End Slatestone Rd. | 2-lane undivided | 20' | 10' | None | No | None | 45 mph | No data |
| Braddy Rd. | NC-32 | US-264 | 2-lane undivided | 22' | 11' | None | No | None | 45 mph | No data |
| Terrapin Track Rd. | Slatestone Rd. | NC-32 | 2-lane undivided | 18' | 9' | None | No | None | 45 mph | 600 |
| Betsey Elbow Rd. | Terrapin Track Rd. | Slatestone Rd. | 2-lane undivided | 22' | 11' | None | No | None | 45 mph | No data |
| Old Bath Hwy | Slatestone Rd. | Lizzard Slip Rd. | 2-lane undivided | 20' | 10' | None | No | None | 45 mph | 950 |
| Lizzard Slip Rd. | Slatestone Rd. | US-264 | 2-lane undivided | 20' | 10' | None | No | None | 45 mph | 900 |
| Asbury Church Rd. | Old Bath Hwy | River Rd./NC-32 | 2-lane undivided | 16' | 8' | None | No | None | 45 mph | 1300 |
| Whootentown Rd. | Asbury Church Rd. | Brick Kiln Road | 2-lane undivided | 20' | 10' | None | No | None | 45 mph | 820 |

| | | | | | | | | | | |
|--|------------------------|-----------------------|------------------|-----|-----|------|----|------|--------|---------|
| Magnolia School Rd. | Whootentown Rd. | Broad Creek Rd./NC-32 | 2-lane undivided | 20' | 10' | None | No | None | 45 mph | No data |
| Brick Kiln Rd. | Smaw Rd. | River Rd./NC-32 | 2-lane undivided | 22' | 10' | 1' | No | None | 45 mph | 3750 |
| Whichard's Beach Rd. (Washington) | US-17 Business | Ann St. | 2-lane undivided | 24' | 12' | None | No | None | 35 mph | 2400 |
| Clark's Neck Road | US-264 | Pitt County line | 2-lane undivided | 28' | 12' | 2' | No | None | 35 mph | 5500 |
| Smaw Rd. | US-264 | Brick Kiln Road | 2-lane undivided | 20' | 10' | None | No | None | 45 mph | 600 |
| Springs Rd. | US-17 | N Market St. | 2-lane undivided | 28' | 12' | 2' | No | None | 45 mph | 2100 |
| Cherry Rd. | Market St. | Old Bath Hwy | 2-lane undivided | 22' | 10' | 1' | No | None | 45 mph | 900 |
| Cherry Run Rd. | US-17 | VOA Rd. | 2-lane undivided | 24' | 12' | None | No | None | 45 mph | 2350 |
| Page Rd. | Cherry Run Rd. | US-264 | 2-lane undivided | 24' | 12' | None | No | None | 45 mph | No data |
| Leggett Rd. | Cherry Run Rd. | US-264 | 2-lane undivided | 22' | 11' | None | No | None | 45 mph | No data |
| VOA Rd. | US-17 | Cherry Run Rd. | 2-lane undivided | 18' | 9' | None | No | None | 45 mph | 900 |
| Washington Park and surrounding areas | | | | | | | | | | |
| Fairview Ave. | NC-32/River Rd. | Oak St. | 2-lane undivided | 18' | 9' | None | No | None | 10 mph | No data |
| Riverside Drive | Edgewater Drive | Walnut Street | 2-lane divided | 12' | 6' | None | No | None | 10 mph | No data |
| Edgewater Dr. | Riverside Drive | Walnut St. | 2-lane divided | 12' | 6' | None | No | None | 10 mph | No data |
| Walnut St. | Riverside Drive | Fairview Ave. | 2-lane undivided | 12' | 6' | None | No | None | 10 mph | No data |
| Isabella Ave. | Walnut St. | Oak St. | 2-lane divided | 12' | 6' | None | No | None | 10 mph | No data |
| Oak St. | Isabella Ave. | Fairview Ave. | 2-lane undivided | 18' | 9' | None | No | None | 25 mph | No data |
| Harvey Rd. | NC-32/Broad Creek Road | NC-92 | 2-lane undivided | 22' | 10' | 1' | No | None | 45 mph | 700 |
| River Rd. | NC-32/Broad Creek Road | End of road | 2-lane undivided | 24' | 11' | 1' | No | None | 45 mph | 1500 |

Appendix B: Suitability Analysis Methodology

Bicycle Suitability Analysis

Existing Network

| Suitability Factor | Value Range | Score |
|--|------------------------------|-------|
| Traffic Volume (AADT) | Less than 1,000 AADT | 4 |
| | Between 1,001 and 2,000 AADT | 3 |
| | Between 2,001 and 4,000 AADT | 2 |
| | Between 4,001 or Greater | 1 |
| Speed | Less than 25 mph | 4 |
| | 30 mph | 3 |
| | 35 mph | 2 |
| | 40 mph or Greater | 1 |
| Paved Shoulder/Bike Lane Width | 6ft or Greater | 4 |
| | 5ft | 3 |
| | 4ft | 2 |
| | No Shoulder to 3ft | 1 |
| Roadway Classification (% Heavy Vehicles) | Local – 0% | 4 |
| | Minor Collector – 1% | 3 |
| | Major Collector – 1.5% | 2 |
| | Arterials – 2% - 3.5% | 1 |
| Number of Through Lanes | 1-2 Lanes | 4 |
| | 3 Lanes | 3 |
| | 4 Lanes | 2 |
| | 5 Lanes or Greater | 1 |

Weighted Values:

1. Traffic Volume (AADT): 30%
2. Speed: 30%
3. Roadway Classification: 15%
4. Shoulder Width: 15%
5. Number of Lanes: 10%

Suitability Score Range:

| Bicycle Suitability Rating | Interpretation |
|-----------------------------------|--|
| 4 | Suitable for all ages. Bicyclists are either physically separated from traffic or face a limited volume of low-speed traffic and rarely engage with more than one vehicle at a time. |
| 3 | Moderately suitable for the adult bicycling population. Bicyclists may engage with multiple vehicles at once at low speeds, or with low-volume, moderate/higher speed traffic. |
| 2 | Suitable for the advanced/confident adult bicycling population. Bicyclists interact with moderate/higher speeds or moderate volume, multi-lane traffic, or near high speed traffic. |
| 1 | Not Recommended. Bicyclists mix with moderate to high volume, multi-lane and moderate to high speed traffic. |

Appendix C: Bicycle Network Destinations

Municipalities

- Aurora
- Bath
- Belhaven
- Chocowinity
- Pantego
- Washington
- Washington Park

Unincorporated Communities

- Bayview
- Blounts Creek
- Edward
- Long Acre
- Old Ford
- Pinetown
- Yeatsville

Surrounding Counties

- Craven
- Hyde
- Martin
- Pamlico
- Pitt
- Washington

Accommodations

Bed & Breakfasts:

- Bellport Inn Bed & Breakfast in Belhaven
- Between Water and Main Bed & Breakfast in Belhaven
- Elmwood 1820 Bed & Breakfast Inn in Washington
- Lumiere Inn in Washington
- Pamlico House Bed & Breakfast in Washington
- River Forest Manor in Belhaven
- The Inn on Bath Creek
- Water Street Bed & Breakfast in Belhaven

Campgrounds:

- Cotton Patch Landing Campground outside Chocowinity on Blount's Creek
- Goose Creek State Park Campground
- Southern Point Campground outside Chocowinity on Blount's Creek

- Tranter's Creek Campground in Washington
- Twin Lakes Campground in Washington

Hotels:

- Bath Harbor Motel & Marina
- Baymont Hotel by Wyndham in Chocowinity
- Days Inn by Wyndham in Washington
- Econo Lodge in Washington
- Fairfield Inn & Suites by Marriott in Washington
- Hampton Inn in Washington
- Magnuson Hotel in Washington
- Quality Inn in Washington
- Sunset Inn in Washington
- Washington Motel

Education

Post-Secondary:

- Beaufort County Community College
- Mount Olive College

High Schools:

- Early College High School
- Northside High School
- Southside High School
- Washington High School

Elementary & Middle Schools:

- Bath Elementary School
- Chocowinity Middle School
- Chocowinity Primary School
- Eastern Elementary School in Washington
- Inner Banks STEM Center
- Pungo Christian Academy in Belhaven
- JC Tayloe Elementary School in Washington
- John Small Elementary School in Washington
- Northeast Elementary School in Washington
- PS Jones Middle School in Washington
- SW Snowden Elementary School in Aurora
- Terra Ceia Christian School in Pinetown
- Washington Montessori Public Charter Schools

Healthcare

- Vidant Hospital
- Beaufort County Health Department
- Agape Health Services in Washington
- Carolina East Medical Associates in Washington
- Pungo Family Medicine in Belhaven
- Urgent Care Down East in Washington
- Vidant Family Medical in Aurora
- Vidant Multispecialty Clinic in Belhaven
- Vidant Family Care in Chocowinity
- Vidant Family Medicine in Washington
- Washington Pediatrics
- E 12th St. / Highland Dr. medical district area in Washington
 - Large number of providers clustered here

Industry

Industrial Parks:

- Chocowinity Industrial Park
- Washington-Beaufort County Industrial Park

Major Industrial Employers:

- AAF Flanders
- Iconic Marine Group
- Clarcor Engine Mobile Solutions
- Hackney Kidron
- idX Impressions
- Nutrien
- P&G Manufacturing
- PAS USA Inc.

Office

Governmental Offices:

- Beaufort County Developmental Center/Beaufort Area Transit System
- Beaufort County Schools Administrative Office
- Blind Center
- Beaufort-Hyde Partnership for Children
- Board of Elections
- Washington-Beaufort County Chamber of Commerce
- Aurora Chamber of Commerce
- Belhaven Chamber of Commerce
- County Animal Control
- County Courthouse
- County Economic Development
- County Emergency Management

- County Extension Office
- County Financial Services Center
- County Inspections/Environmental Health Departments
- County Manager's Office
- County Water Dept.
- DMV Driver's License Office
- DMV Registration Office
- NC Works Career Center
- NC DEQ Regional Office
- NC DOT Division 2 Office
- NC Ferry Docks Bayview & Aurora
- Probation and Parole Office
- Sheriff's Office
- Social Security Office
- Social Services
- Veteran's Services
- Vocational Rehabilitation Office
- Washington Tourism Development Authority
- Washington-Warren Airport
- Aurora Town Hall
- Bath Town Hall
- Belhaven Police Dept.
- Belhaven Town Hall
- Chocowinity Police Dept.
- Chocowinity Town Hall
- Pantego Town Hall
- Washington Police Dept.
- Washington Town Hall
- Washington Park Town Hall
- Washington-Warren Airport

Major Office Employers:

- Mega Force
- Executive Personnel Group
- Ready Hire Staffing

Recreation & Cultural

Agritourism:

- Leggett's Organics in Washington
- Raised in a Barn Farm between Chocowinity & Blounts Creek
- Southside Farm in Chocowinity

Libraries:

- Aurora-BHM Regional Library
- Bath-BHM Regional Library
- Belhaven-BHM Regional Library
- BHM Regional Library Headquarters in Washington
- Brown Library in Washington

Museums:

- Aurora Fossil Museum
- Bath History Museum
- Belhaven Memorial Museum
- NC Estuarium
- Pantego Academy Museum
- Washington Waterfront Underground Railroad Museum

Regional/State Parks:

- Goose Creek State Park
- Van Swamp Gamelands
- Voice of America Gamelands

Community Buildings/Facilities:

- Aurora Community Center
- Beaufort County Boys and Girls Club
- Belhaven Boys and Girls Club
- Belhaven Civic Center
- Belhaven Senior Center
- Bobby Andrews Recreation Center in Washington
- Camp Boddie/Pamlico Sea Base (Scouts)
- Grace Martin Harwell Senior Center in Washington
- Washington Civic Center

Public Waterfront Areas:

- Bonner's Point (public access with Blackbeard historical marker in Bath)
- Charlie Smith Community House and public access / picnic area
- Cooperage Landing / Belhaven Town Docks
- Goose Creek State Park
- NC Wildlife Aurora Boat Ramp and Fishing Pier
- NC Wildlife Belhaven Boat Ramp
- NC Wildlife Blount's Creek Boat Ramp and Fishing Pier
- NC Wildlife Mason's Landing Boat Ramp (Washington)
- NC Wildlife Smith's Creek Boat Ramp (east of Aurora)
- Stewart Parkway (Downtown Washington Waterfront)
- Washington City Boat Ramp and public access area
- Haven's Gardens Park in Washington
- Wright's Creek County Park and Boat Ramp

Other Public Parks:

- 7th Street Playground and Park in Washington
- Beaufort County Community College Frisbee Golf Course
- Beaufort County Community College Fitness Trail
- Beebe Memorial Park in Washington
- Bug House Park in Washington
- Chocowinity Recreation Complex
- Festival Park in Washington
- Northside Park in Belhaven
- Off-Leash Dog Park in Washington
- Pantego Community Park
- PCM Skate Park in Washington
- Pierce St./3rd St. Mini-Park in Washington
- PS Jones Memorial Park
- Susie Gray McConnell Sports Complex in Washington
- Todd Maxwell Sports Complex in Washington
- Tommy Stewart Memorial Basketball Courts in Washington
- Veteran's Park in Washington
- Voice of America Gamelands in Pinetown
- Washington Racquet Club in Washington

Golf Courses:

- Cypress Landing Golf Club
- Terrapin Track Golf Course
- Washington Yacht & Country Club

Shopping

Farmer's Markets:

- Market Street Produce Stand in Washington
- Moore's Produce in Aurora
- Moore's Produce in Washington
- Petals & Produce in Washington
- Petals & Produce in Yeatsville area
- Terra Ceia Flower Farm
- US-264 Produce Stand
- Washington Farmer's Market
- Washington Harbor District Farmers & Artisans Market

Grocery Stores:

- Food Lion Belhaven
- Food Lion Chocowinity
- Food Lion 1 Washington
- Food Lion 2 Washington

- Food Pride Chocowinity
- Acre Station Meat Farm Pinetown
- Piggly Wiggly Washington Park
- Walmart Washington

Dollar Stores:

- Dollar General
 - Aurora, Belhaven, Blounts Creek, Chocowinity, two locations in Washington, Washington Park
- Family Dollar
 - Aurora, Bath, Washington
- Dollar Tree
 - Belhaven, Chocowinity, Washington

Pharmacies:

- CVS
 - Washington
- Express Care Pharmacy
 - Washington
- O’Neal’s Drug Store
 - Belhaven, Chocowinity, Washington
- Pungo River Pharmacy
 - Belhaven
- Walgreen’s
 - Belhaven, Washington
- Walmart Pharmacy
 - Washington

Largest Shopping Districts by Municipality:

- NC-33 corridor in Aurora
- Downtown Aurora
- Core Point Rd. corner Blounts Creek
- NC-92 corridor in Bath
- Hwy-264 Bypass in Belhaven
- Downtown Belhaven
- US-17 Bus. corridor in Chocowinity
- NC-33 corridor in Chocowinity
- US-264 corridor in Pantego
- US-264 corridor in Washington
- Downtown Washington
- 15th St. in Washington
- Carolina Ave. in Washington
- River Rd. corridor in Washington Park

North Carolina Highway Historical Markers:

- Thirty-six historical markers in Beaufort County:
 - <http://www.ncmarkers.com/>

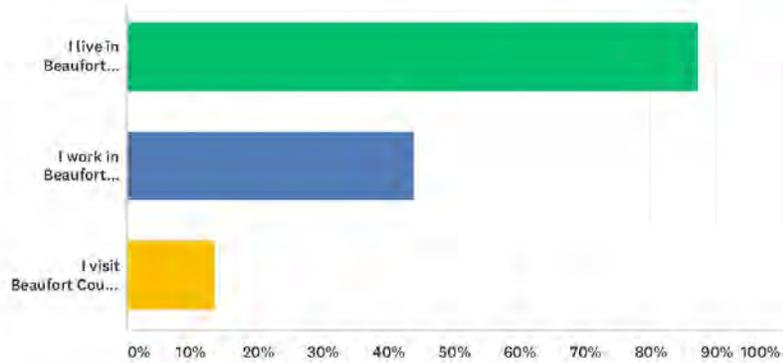
Appendix D: Public Input

Public Survey Results

Beaufort County Comprehensive Bicycle Plan Survey

Q1 Are you a resident of Beaufort County, do you work in the county, or do you visit the county for leisure trips? (Check all that apply.)

Answered: 134 Skipped: 1

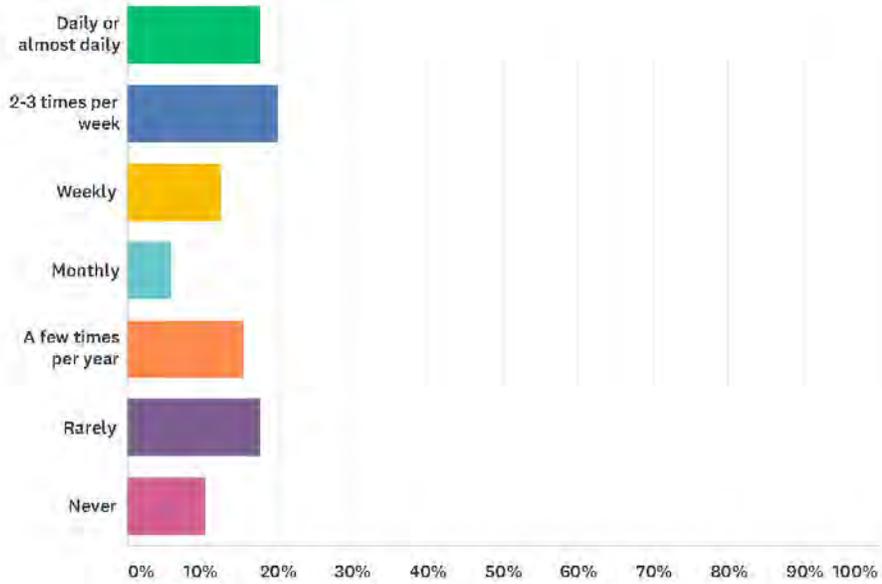


| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----|
| I live in Beaufort County. | 87.31% | 117 |
| I work in Beaufort County. | 44.03% | 59 |
| I visit Beaufort County for leisure trips. | 13.43% | 18 |
| Total Respondents: 134 | | |

Beaufort County Comprehensive Bicycle Plan Survey

Q2 How often do you ride a bicycle? (Check one.)

Answered: 135 Skipped: 0

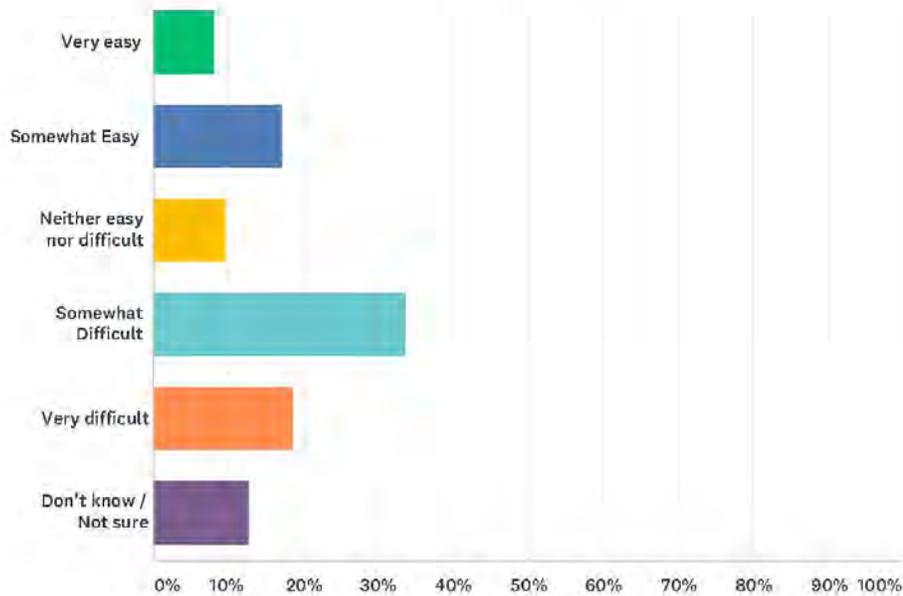


| ANSWER CHOICES | RESPONSES | |
|-----------------------|-----------|------------|
| Daily or almost daily | 17.78% | 24 |
| 2-3 times per week | 20.00% | 27 |
| Weekly | 12.59% | 17 |
| Monthly | 5.93% | 8 |
| A few times per year | 15.56% | 21 |
| Rarely | 17.78% | 24 |
| Never | 10.37% | 14 |
| TOTAL | | 135 |

Beaufort County Comprehensive Bicycle Plan Survey

Q3 How easy or difficult is it to ride a bicycle in Beaufort County? (Check one.)

Answered: 134 Skipped: 1



| ANSWER CHOICES | RESPONSES | |
|----------------------------|-----------|------------|
| Very easy | 8.21% | 11 |
| Somewhat Easy | 17.16% | 23 |
| Neither easy nor difficult | 9.70% | 13 |
| Somewhat Difficult | 33.58% | 45 |
| Very difficult | 18.66% | 25 |
| Don't know / Not sure | 12.69% | 17 |
| TOTAL | | 134 |

Beaufort County Comprehensive Bicycle Plan Survey

Q4 What routes do you regularly use for bicycling?

Answered: 100 Skipped: 35

| # | RESPONSES | DATE |
|----|---|--------------------|
| 1 | NA | 9/6/2019 10:55 AM |
| 2 | Downtown, Historic District, Waterfront, River Rd., Market St. | 9/6/2019 10:52 AM |
| 3 | N/A | 9/6/2019 10:43 AM |
| 4 | Waterfront | 9/6/2019 10:39 AM |
| 5 | Maple St. | 9/6/2019 10:38 AM |
| 6 | Martin Luther King Jr. Drive | 9/6/2019 10:36 AM |
| 7 | N/A | 9/6/2019 10:34 AM |
| 8 | Beside the water | 9/6/2019 10:32 AM |
| 9 | Park, water | 9/6/2019 10:30 AM |
| 10 | My neighborhood | 9/6/2019 10:21 AM |
| 11 | My road | 9/6/2019 10:18 AM |
| 12 | Hwy 102 area | 9/6/2019 9:56 AM |
| 13 | Ride on my road in Blounts Creek area, rural area. Not busy with traffic. | 9/6/2019 9:48 AM |
| 14 | River Road | 9/6/2019 9:34 AM |
| 15 | River Rd. | 9/6/2019 9:32 AM |
| 16 | Around the neighborhood | 9/6/2019 9:28 AM |
| 17 | Only neighborhood streets & golf cart path. Would like to be able to safely ride on RiverRd. into town & to work @ Beaufort Hospital. | 9/6/2019 9:26 AM |
| 18 | Roadways & sidewalks. Can be dangerous at times. | 9/6/2019 9:23 AM |
| 19 | Hist. downtown | 9/6/2019 9:20 AM |
| 20 | Market, waterfront, River Rd. | 9/6/2019 8:59 AM |
| 21 | Public roads | 9/6/2019 8:55 AM |
| 22 | I don't | 9/6/2019 8:53 AM |
| 23 | River Rd. | 9/6/2019 8:48 AM |
| 24 | Out in the country near Goose Creek State Park | 9/6/2019 8:43 AM |
| 25 | Rural roads around Bath | 8/28/2019 12:04 PM |
| 26 | Cypress Landing roads and surrounding area | 8/27/2019 5:49 PM |
| 27 | Begin riding from the waterfront, down Asbury Church road circle around to Market street, ending back at the waterfront | 8/22/2019 4:12 AM |
| 28 | Memory Lane in Chocowinity | 8/16/2019 11:38 AM |
| 29 | 15th Street | 8/16/2019 6:29 AM |
| 30 | Neighborhood or waterfront | 8/15/2019 12:06 PM |
| 31 | Belhaven yeatesville. Sidney Goose Creek. Bath. Lil Wash Market Street So on | 8/13/2019 6:49 PM |
| 32 | I live in Pamlico Plantation so it is safe always for bikes because we have private roads with no outside traffic. | 8/13/2019 4:28 AM |
| 33 | just around my neighborhood (smallwood) | 8/12/2019 11:29 AM |

Beaufort County Comprehensive Bicycle Plan Survey

| | | |
|----|--|--------------------|
| 34 | City streets. | 8/12/2019 10:34 AM |
| 35 | I do not bicycle in Beaufort County. I drive here from another city to work | 8/12/2019 9:03 AM |
| 36 | Back roads around Washington, Bath, Belhaven. | 8/10/2019 5:38 PM |
| 37 | Rt264Bus, Rt92, Rt32, Highland Dr., Slatestone Rd, Market Street and Market St Ext., Downtown areas | 8/9/2019 12:48 PM |
| 38 | 264, 99, 92, 45 | 8/8/2019 1:19 PM |
| 39 | Pike Road | 8/7/2019 1:45 PM |
| 40 | Market St extension, all the roads of eastern BoCo- 264, 99, and offshoots of that, downtown Washington and Belhaven | 8/7/2019 4:19 AM |
| 41 | Nc32 | 8/6/2019 6:58 AM |
| 42 | Smallwood neighborhood | 8/6/2019 6:14 AM |
| 43 | I ride around Smallwood and ride from Smallwood to downtown Washington. I would ride MUCH more if it was safer. | 8/6/2019 6:02 AM |
| 44 | Market street (in Washington) for a North/South corridor. Side streets in Washington, main and second street for east/west. I find it dangerous to ride on 15st, Highland and Carolina ave. which would allow access to grocery stores. | 8/6/2019 3:32 AM |
| 45 | Downtown Washington | 8/5/2019 6:44 AM |
| 46 | Bath area | 8/5/2019 4:56 AM |
| 47 | River Road from Pamlico Plantation to downtown Washington | 8/4/2019 10:07 AM |
| 48 | I go around my neighborhood, Pamlico Plantation, and out to Goose Creek State Park. | 8/4/2019 9:36 AM |
| 49 | Ride east on past Washington park | 8/4/2019 6:10 AM |
| 50 | East 15th out on mkt st extension to work at John small school and out of pamlico plantation on Harvey rd to river rd and on on to town | 8/4/2019 4:58 AM |
| 51 | Limited options due to fear of being hit by car so try to find back roads around Bath to ride including Possum Hill Road and roads leading to Goose Creek State Par. I'd like to bike to work in Washington but too dangerous. | 8/4/2019 4:23 AM |
| 52 | I mostly ride the roads around Bath, but that's mainly due to fear of riding on Highways 264, 32, and 92. | 8/4/2019 3:54 AM |
| 53 | Market Street Extension, Dan Taylor Road, Corsica Road, CBH Lodge Road, Slatestone Road, Cherry Road, Terrapin Track, Betsy Elbow, River Road, Main Street, Market Street, 2nd Street, Highland Drive. | 8/3/2019 5:11 PM |
| 54 | Around Washington; Main Street - Second Street - Stewart Parkway - Pierce Street - Water Street - Macnair Street - Pennsylvania Avenue - Brown Street - Charlotte Street - Simmons Street - 5th Street - 7th Street - 8th Street - Park Drive - Bridge Street Also around Washington Park: River Road, Riverside Drive, Edgewater Avenue | 8/3/2019 2:33 PM |
| 55 | back roads | 8/3/2019 1:59 PM |
| 56 | Cotton patch rd, clay bottom school rd, old blounts creek rd, hwy33 | 8/2/2019 1:06 PM |
| 57 | Only Smallwood subdivision due to lack of bicycle lanes on major roads. | 7/31/2019 11:58 AM |
| 58 | back roads, such as harvey, camp leach | 7/25/2019 8:28 AM |
| 59 | country roads | 7/24/2019 7:38 AM |
| 60 | Within Cypress Landing | 7/24/2019 7:34 AM |
| 61 | I ride from West 11th and Market to events downtown on a regular basis using a Schwinn cruiser. I typically cross to Bonner St due to safety issues with Market St. I then take Bonner to Main or Water St. I also have a road bike but have to limit my long distance riding to smoother streets due to the narrow tires. | 7/24/2019 5:30 AM |
| 62 | Near home | 7/23/2019 2:33 PM |
| 63 | Rural routes and some state roads | 7/23/2019 1:05 PM |

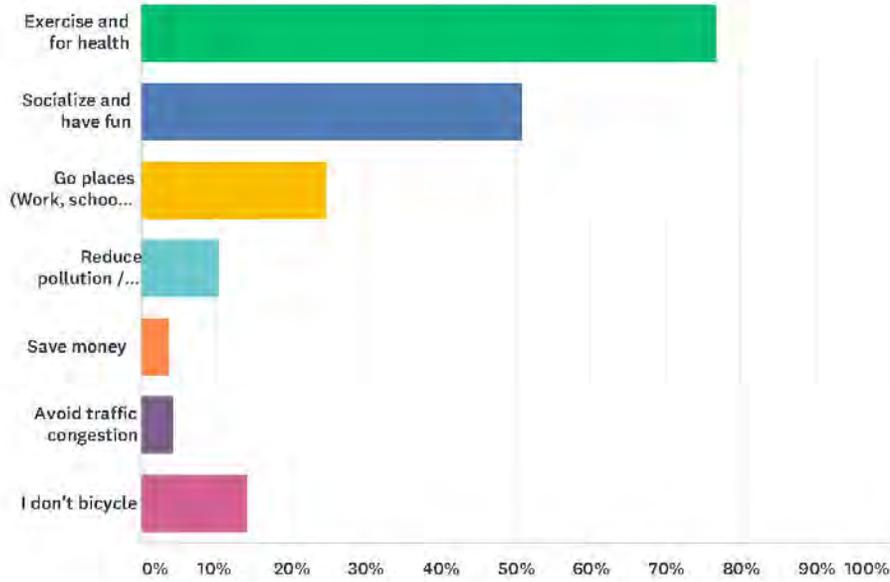
Beaufort County Comprehensive Bicycle Plan Survey

| | | |
|-----|--|--------------------|
| 64 | Bath to Goose Creek State Park, Bath to Pinetown, Bath to Washington, Bath to Belhaven | 7/23/2019 12:52 PM |
| 65 | All over the county | 7/23/2019 12:16 PM |
| 66 | Do not bicycle | 7/23/2019 11:41 AM |
| 67 | do not ride | 7/23/2019 11:10 AM |
| 68 | River Road, Hwy 32, Goose Creek area, Market St Extension, Washington Park and downtown Washington areas. | 7/23/2019 9:48 AM |
| 69 | Country roads | 7/23/2019 9:27 AM |
| 70 | North market street, slatestone road, terrapin track, Betsy elbow, whiten town, river road, gray road , Clark's neck | 7/23/2019 9:25 AM |
| 71 | River road, Market Street, Slatestone, Terrapin Track, | 7/23/2019 9:23 AM |
| 72 | Downtown River Road Various county roads on group rides N Market St for weekly group ride | 7/23/2019 9:13 AM |
| 73 | many of the SR roads between washington, pinetown, belhaven, and bath. i avoid US and NC routes as much as possible. | 7/23/2019 8:52 AM |
| 74 | many around Bath. Around Washington it's Slatestone, Galberry and roads north of it. Some routes on Southside of river too. | 7/23/2019 8:04 AM |
| 75 | MAJOR ROAD SYSTEMS LEADING EAST AND NORTH PRIMARILY, SPECIFICALLY RIVER ROAD, WHOOTENTOWN ROAD, MARKET STREET NORTH, SLATESTONE ROAD | 7/23/2019 7:49 AM |
| 76 | I don't ride in Beaufort County. I am a resident of Pitt County and work in Beaufort County. | 7/22/2019 5:06 AM |
| 77 | waterfront area and out in the county | 7/22/2019 4:35 AM |
| 78 | Ride in my neighborhood only, too dangerous to ride on highway 99 | 7/20/2019 1:37 AM |
| 79 | None | 7/17/2019 11:58 AM |
| 80 | Main St., Water Street and Waterfront on Sunday afternoon. | 7/17/2019 10:46 AM |
| 81 | I ride around in my paved subdivison | 7/17/2019 8:55 AM |
| 82 | Safe roadway like goose creek state park. | 7/17/2019 7:50 AM |
| 83 | Only ride in subdivisions. Too afraid to ride down main roads due to no bike lanes. | 7/17/2019 7:29 AM |
| 84 | back roads, Greenville | 7/17/2019 6:30 AM |
| 85 | Town of Belhaven | 7/17/2019 6:19 AM |
| 86 | Back roads in the country. (outside city limits) | 7/17/2019 6:17 AM |
| 87 | None | 7/17/2019 6:16 AM |
| 88 | water street | 7/17/2019 6:15 AM |
| 89 | Lizzard Slip, Terrapin Track, Slatestone, 264 | 7/17/2019 6:13 AM |
| 90 | Washington's Downtown area loop (Water and 2nd Street). | 6/19/2019 11:33 AM |
| 91 | To sports complex from neighborhood and downtown | 6/19/2019 7:08 AM |
| 92 | Side roads | 6/6/2019 4:04 PM |
| 93 | Side roads off river road and side walk down river road. | 6/6/2019 11:37 AM |
| 94 | Just my neighborhood streets. I don't feel safe on the major roads. | 6/6/2019 8:38 AM |
| 95 | I only bike within my neighborhood (Smallwood) | 6/6/2019 7:09 AM |
| 96 | N/a | 6/6/2019 6:58 AM |
| 97 | Slatestone | 6/6/2019 6:50 AM |
| 98 | The road in front of my house/rural road | 6/3/2019 8:59 AM |
| 99 | In Washington only. | 5/29/2019 2:49 AM |
| 100 | COUNTRY ROADS NORTH AND EAST OF WASHINGTON | 5/21/2019 7:11 AM |

Beaufort County Comprehensive Bicycle Plan Survey

Q5 When I bike it is primarily to: (Check up to 3 choices.)

Answered: 134 Skipped: 1

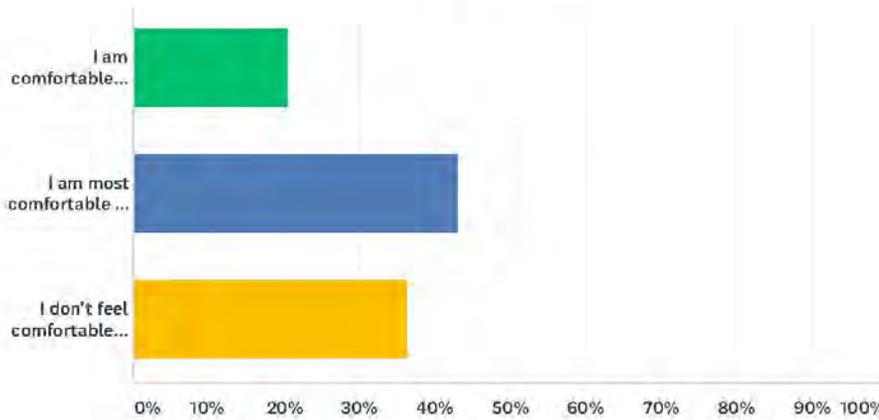


| ANSWER CHOICES | RESPONSES |
|---|------------|
| Exercise and for health | 76.87% 103 |
| Socialize and have fun | 50.75% 68 |
| Go places (Work, school, businesses, parks, etc.) | 24.63% 33 |
| Reduce pollution / Carbon footprint | 10.45% 14 |
| Save money | 3.73% 5 |
| Avoid traffic congestion | 4.48% 6 |
| I don't bicycle | 14.18% 19 |
| Total Respondents: 134 | |

Beaufort County Comprehensive Bicycle Plan Survey

Q6 Which statement best describes your comfort level on a bicycle?
(Check one.)

Answered: 132 Skipped: 3

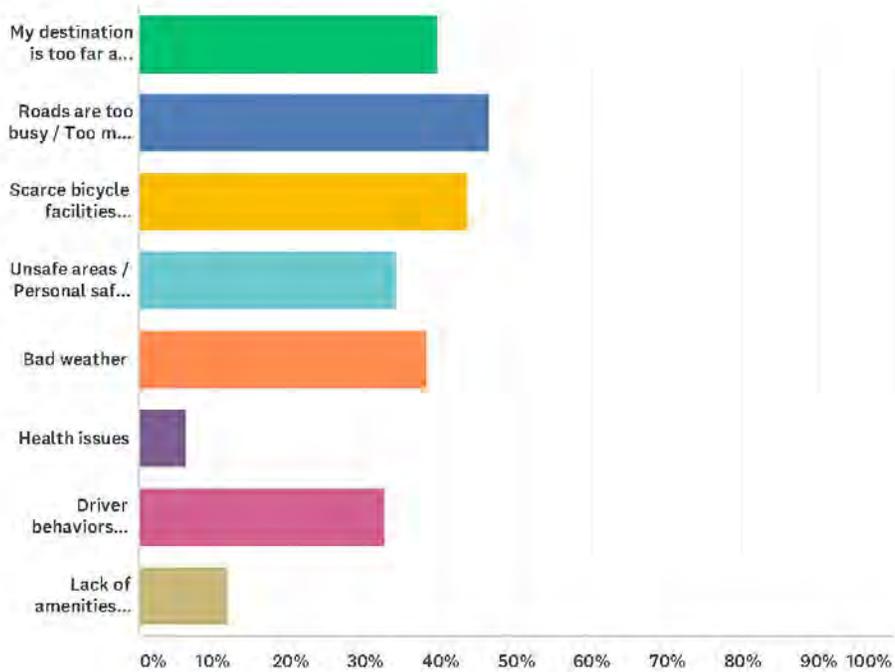


| ANSWER CHOICES | RESPONSES |
|---|-----------|
| I am comfortable bicycling on the road with automobiles in all situations, including heavy traffic. | 20.45% 27 |
| I am most comfortable on off-road paths or in a clearly designated bicycle lane. | 43.18% 57 |
| I don't feel comfortable sharing any roadway with cars and prefer off-road paths or very low traffic residential roads. | 36.36% 48 |
| TOTAL | 132 |

Beaufort County Comprehensive Bicycle Plan Survey

Q7 When I don't bicycle it is because: (Check up to 3 choices.)

Answered: 129 Skipped: 6



| ANSWER CHOICES | RESPONSES | |
|--|-----------|----|
| My destination is too far away / Don't have time / Inconvenient | 39.53% | 51 |
| Roads are too busy / Too much traffic | 46.51% | 60 |
| Scarce bicycle facilities (bike lanes, wide shoulders, off-road paths, crosswalks, etc.) | 43.41% | 56 |
| Unsafe areas / Personal safety / Poor lighting | 34.11% | 44 |
| Bad weather | 37.98% | 49 |
| Health issues | 6.20% | 8 |
| Driver behaviors (speeding, aggressive driving, etc.) | 32.56% | 42 |
| Lack of amenities (restrooms, bike racks, etc.) | 11.63% | 15 |
| Total Respondents: 129 | | |

Beaufort County Comprehensive Bicycle Plan Survey

Q8 Are there other obstacles that prevent you from bicycling in Beaufort County? If so, please describe.

Answered: 86 Skipped: 49

| # | RESPONSES | DATE |
|----|---|--------------------|
| 1 | NA | 9/6/2019 10:55 AM |
| 2 | Poor Highway / Traffic Management | 9/6/2019 10:52 AM |
| 3 | Sidewalks to bike on or bike lanes | 9/6/2019 10:48 AM |
| 4 | NA | 9/6/2019 10:46 AM |
| 5 | NA | 9/6/2019 10:45 AM |
| 6 | No | 9/6/2019 10:43 AM |
| 7 | No | 9/6/2019 10:42 AM |
| 8 | Inconsiderate drivers | 9/6/2019 10:38 AM |
| 9 | N/A | 9/6/2019 10:34 AM |
| 10 | No | 9/6/2019 10:32 AM |
| 11 | No | 9/6/2019 10:30 AM |
| 12 | I don't have a bike rack on my vehicle to bring my bike | 9/6/2019 10:27 AM |
| 13 | No | 9/6/2019 10:24 AM |
| 14 | No | 9/6/2019 10:18 AM |
| 15 | I need want | 9/6/2019 10:16 AM |
| 16 | Current health problems | 9/6/2019 10:14 AM |
| 17 | N/A | 9/6/2019 9:58 AM |
| 18 | No where to ride | 9/6/2019 9:53 AM |
| 19 | I use sidewalks or take back roads | 9/6/2019 9:50 AM |
| 20 | No | 9/6/2019 9:48 AM |
| 21 | Slow | 9/6/2019 9:41 AM |
| 22 | Bike lanes | 9/6/2019 9:34 AM |
| 23 | Cars | 9/6/2019 9:32 AM |
| 24 | Just dangerous | 9/6/2019 9:28 AM |
| 25 | Need bike lanes | 9/6/2019 9:23 AM |
| 26 | No paths, I stay close to downtown | 9/6/2019 9:20 AM |
| 27 | No shoulders on roads, no bike lanes | 9/6/2019 8:59 AM |
| 28 | Cars | 9/6/2019 8:55 AM |
| 29 | No | 9/6/2019 8:53 AM |
| 30 | Living location, in a rural area away from town | 9/6/2019 8:51 AM |
| 31 | Lack of safe areas to ride without traffic | 9/6/2019 8:43 AM |
| 32 | I would bike to and around Washington if there were more bike lanes and paths around Washington | 8/28/2019 12:04 PM |
| 33 | Dogs | 8/27/2019 5:49 PM |

Beaufort County Comprehensive Bicycle Plan Survey

| | | |
|----|--|--------------------|
| 34 | N/A | 8/22/2019 4:12 AM |
| 35 | No | 8/16/2019 11:38 AM |
| 36 | Drain gratings have slots that are parallel to roadway and the bicycle wheel can get caught and upend you . Cars prevent your avoiding the grating. Some streel gratings have slots perpendicular to the roadway and are OK.to travel over. | 8/16/2019 6:29 AM |
| 37 | Loose aggressive dogs | 8/13/2019 6:49 PM |
| 38 | No | 8/12/2019 11:29 AM |
| 39 | NA | 8/12/2019 10:34 AM |
| 40 | I do not bicycle in Beaufort County. I drive here from another city to work | 8/12/2019 9:03 AM |
| 41 | Some roads just have too much traffic and no shoulder for bikes | 8/10/2019 5:38 PM |
| 42 | Lack of education by the public that state law dictates a 4' leeway for bicyclists, Few to No bike lanes | 8/9/2019 12:48 PM |
| 43 | Unchained pit bulls | 8/8/2019 1:19 PM |
| 44 | Mo | 8/7/2019 4:19 AM |
| 45 | No | 8/6/2019 6:58 AM |
| 46 | No designated bike lanes | 8/6/2019 6:14 AM |
| 47 | A good bike plan involves safe bikeways for a mother with small children. How many of our parks are accessible by bike for families? Put a bike lane on Highland and I could get to the high school, groceries and down to Havens Gardens. | 8/6/2019 6:02 AM |
| 48 | I would ride my bike to work but there is no bike lane on 264 west leaving town. | 8/6/2019 3:32 AM |
| 49 | Motorists being rude | 8/5/2019 4:56 AM |
| 50 | Lack of a bike lane. | 8/4/2019 10:07 AM |
| 51 | Safety... traffic and lack of safety awareness by car drivers | 8/4/2019 6:10 AM |
| 52 | Na | 8/4/2019 4:58 AM |
| 53 | My safety from car traffic is the biggest issue. | 8/4/2019 4:23 AM |
| 54 | As mentioned above, I have a healthy fear of Highways 264, 92, and 32, so I try to stay off of those roads as much as possible. That forces me on to alternative routes, which increases distances and times, sometimes making bicycling not an alternative. | 8/4/2019 3:54 AM |
| 55 | There is a feeling that some drivers like getting too close and scaring bike riders. Also, not sure how well many people know how to "share the road". The edge of our roads are very very narrow. I feel the same way biking as walking—it doesn't feel safe. | 8/3/2019 5:11 PM |
| 56 | Almost total lack of safe bicycle facilities | 8/3/2019 2:33 PM |
| 57 | no | 8/3/2019 1:59 PM |
| 58 | residents mowing lawn clippings onto roadway. slippery and dangerous. | 7/25/2019 8:28 AM |
| 59 | country roads are great because of no cars. However, since there is no county wide lease laws, dogs run free on country roads. I had a bad accident in 2006 due to a dog event. | 7/24/2019 7:38 AM |
| 60 | It is important to have a secure area to lock the bike.(bike racks, etc | 7/24/2019 5:30 AM |
| 61 | Mostly narrow roads, lack of driver education / fear of Sharing the road | 7/23/2019 2:33 PM |
| 62 | Beaufort county is a great place to ride , but it would / could be better with some roads being repaved , better bigger shoulders and road debris clean up a few times a year. | 7/23/2019 12:16 PM |
| 63 | Condition of pavement on some roads is poor (potholes, etc.) | 7/23/2019 9:48 AM |
| 64 | No | 7/23/2019 9:27 AM |
| 65 | A designated bike bath is a must for a huge range of reasons for Beaufort co. One only needs to copy what has been done in Wake County and it's surrounded counties with Falls of the Neuse trail and Tobacco Road Trail | 7/23/2019 9:25 AM |

Beaufort County Comprehensive Bicycle Plan Survey

| | | |
|----|---|--------------------|
| 66 | Need better awareness and bike lanes. | 7/23/2019 9:23 AM |
| 67 | Dogs. a county wide "leash" law would be nice. | 7/23/2019 8:52 AM |
| 68 | Not really. Just avoid the busiest roads or those w/ no shoulder. Especially avoid the rough roads. Ex. Boyd North, Free Union Chrch Rd. | 7/23/2019 8:04 AM |
| 69 | NONE | 7/23/2019 7:49 AM |
| 70 | N/a - I don't live in Beaufort County. | 7/22/2019 5:06 AM |
| 71 | Drivers attitude | 7/20/2019 1:37 AM |
| 72 | None | 7/17/2019 11:58 AM |
| 73 | There are no bike trails similar to the town commons in Greenville nc | 7/17/2019 8:55 AM |
| 74 | Residents who dislike cyclist like the ones who flood the area for the mass riding events. | 7/17/2019 7:50 AM |
| 75 | no | 7/17/2019 7:29 AM |
| 76 | no | 7/17/2019 6:19 AM |
| 77 | Live in the county | 7/17/2019 6:16 AM |
| 78 | N/A | 7/17/2019 6:15 AM |
| 79 | No paths | 7/17/2019 6:13 AM |
| 80 | n/a | 6/19/2019 11:33 AM |
| 81 | It is not safe. Need bike paths/routes/lanes | 6/6/2019 4:04 PM |
| 82 | dogs and bears | 6/6/2019 12:08 PM |
| 83 | Distracted drivers | 6/6/2019 11:37 AM |
| 84 | Distance from home to destinations like grocery store, shopping, etc. | 6/6/2019 8:38 AM |
| 85 | no | 6/6/2019 6:50 AM |
| 86 | Business 17 in Washington is very hard to navigate. There are too many entrances, not enough traffic lights, it's too wide. The few times I rode it, I got honked at for being in the road. 64 is also a nightmare. I used to ride to the grocery store, but trying to cross five lanes is a mess. All the municipal roads are safe. NC DOT has an obligation to fix the highways running through Washington. | 5/29/2019 2:49 AM |

Beaufort County Comprehensive Bicycle Plan Survey

Q9 What is the single most important improvement for bicycling within Beaufort County?

Answered: 110 Skipped: 25

| # | RESPONSES | DATE |
|----|--|-------------------|
| 1 | NA | 9/6/2019 10:55 AM |
| 2 | Supportive Local Government | 9/6/2019 10:52 AM |
| 3 | Designated and bike safe areas | 9/6/2019 10:48 AM |
| 4 | More bikes | 9/6/2019 10:46 AM |
| 5 | More bikes for public | 9/6/2019 10:45 AM |
| 6 | Saving on gas | 9/6/2019 10:43 AM |
| 7 | Safety | 9/6/2019 10:42 AM |
| 8 | More "ride-ways" for bikes | 9/6/2019 10:39 AM |
| 9 | Bicycle lanes | 9/6/2019 10:38 AM |
| 10 | Bicycle lanes | 9/6/2019 10:36 AM |
| 11 | N/A | 9/6/2019 10:34 AM |
| 12 | Making sure people are safe | 9/6/2019 10:32 AM |
| 13 | Making sure people are safe | 9/6/2019 10:30 AM |
| 14 | Obesity | 9/6/2019 10:27 AM |
| 15 | Designated paths | 9/6/2019 10:21 AM |
| 16 | Safe roads | 9/6/2019 10:16 AM |
| 17 | Designated lanes especially 264 | 9/6/2019 10:14 AM |
| 18 | Off Road Paths | 9/6/2019 9:58 AM |
| 19 | Bike lanes in populated areas & highly traveled rural roads. | 9/6/2019 9:56 AM |
| 20 | Bike paths | 9/6/2019 9:53 AM |
| 21 | There should be parking places for bikes | 9/6/2019 9:50 AM |
| 22 | Would like to see bike paths constructed in downtown area more. | 9/6/2019 9:48 AM |
| 23 | Lanes | 9/6/2019 9:45 AM |
| 24 | Bike lanes | 9/6/2019 9:43 AM |
| 25 | Single | 9/6/2019 9:41 AM |
| 26 | Bike lanes | 9/6/2019 9:34 AM |
| 27 | Bike Lanes | 9/6/2019 9:32 AM |
| 28 | Bike paths | 9/6/2019 9:28 AM |
| 29 | Creation of designated bike lines | 9/6/2019 9:26 AM |
| 30 | Keep bicyclers out of driving lanes. Creating bike trails through more scenic areas of town, that my not otherwise be enjoyed by people. | 9/6/2019 9:23 AM |
| 31 | Bike paths throughout county | 9/6/2019 9:20 AM |
| 32 | Shoulders and bike lanes | 9/6/2019 8:59 AM |
| 33 | Bike lanes (safe) | 9/6/2019 8:57 AM |

Beaufort County Comprehensive Bicycle Plan Survey

| | | |
|----|---|--------------------|
| 34 | Bike lanes | 9/6/2019 8:55 AM |
| 35 | Bicycle lanes and improvements on safety | 9/6/2019 8:53 AM |
| 36 | Biking lanes | 9/6/2019 8:51 AM |
| 37 | Bike paths & lthroughways | 9/6/2019 8:48 AM |
| 38 | Bike lanes and paths | 8/28/2019 12:04 PM |
| 39 | Designated bike lanes | 8/27/2019 5:49 PM |
| 40 | Biking Trails | 8/22/2019 4:12 AM |
| 41 | Separate lanes for bicycles. | 8/16/2019 11:38 AM |
| 42 | When? | 8/16/2019 6:29 AM |
| 43 | Designated safe areas | 8/15/2019 12:06 PM |
| 44 | Greenway from Belhaven to Greenville would be ideal. | 8/13/2019 6:49 PM |
| 45 | Get rid of regional schools and go back to neighborhood schools so children can bike to school and get the exercise they need. | 8/13/2019 4:28 AM |
| 46 | Bicycle lanes / bike paths | 8/12/2019 11:34 AM |
| 47 | safe streets | 8/12/2019 11:29 AM |
| 48 | Dedicated bike lanes and paths. | 8/12/2019 10:34 AM |
| 49 | Bike Lanes | 8/12/2019 9:03 AM |
| 50 | Let's do two..... 1) The development of a greenway system in/around Washington. 2) More designated bike lanes. | 8/10/2019 5:38 PM |
| 51 | Bike Lanes | 8/9/2019 12:48 PM |
| 52 | Wider shoulders | 8/8/2019 1:19 PM |
| 53 | Paving Market St, the rails to trails would be fabulous from Greenville to Belhaven. Would be a great asset and draw for tourists. | 8/7/2019 4:19 AM |
| 54 | Bike paths | 8/6/2019 6:58 AM |
| 55 | Bike lanes | 8/6/2019 6:14 AM |
| 56 | Bike lanes. If you put a multi use shoulder on county roads people will get out an use them. | 8/6/2019 6:02 AM |
| 57 | Creating safe connecting corridors between neighborhoods, scools, playgrounds and grocery stores. | 8/6/2019 3:32 AM |
| 58 | Bike Lanes | 8/5/2019 6:44 AM |
| 59 | The city of Washington definitely needs to fully sidewalk 15th Street for both pedestrians and cyclists. I also think between Washington and Bath as well as between Bath and the Bayview ferry need attention. | 8/5/2019 4:56 AM |
| 60 | Bike lanes | 8/4/2019 10:07 AM |
| 61 | dedicated bike lanes | 8/4/2019 9:36 AM |
| 62 | Automobile and safety education | 8/4/2019 6:10 AM |
| 63 | Bike trails | 8/4/2019 4:58 AM |
| 64 | Dedicated bike lanes | 8/4/2019 4:23 AM |
| 65 | Wider shoulders or bike lanes on major roads. | 8/4/2019 3:54 AM |
| 66 | Wider shoulders on main roadways. | 8/3/2019 5:11 PM |
| 67 | Safe bicycle facilities that are protected from cars (cycle paths, separated bike lanes that have physical protection from cars) | 8/3/2019 2:33 PM |
| 68 | Teaching people who ride bikes to not weave over into the other lane when people are trying to give them enough room when they pass. Bike riders ride 2, 3 and 4 a breast and one usual will weave even into the other lane to keep people from passing safely. | 8/3/2019 1:01 PM |

Beaufort County Comprehensive Bicycle Plan Survey

| | | |
|-----|--|--------------------|
| 69 | Safety | 8/2/2019 1:06 PM |
| 70 | Designated bike routes on roads frequented by bike riders. | 7/31/2019 11:58 AM |
| 71 | alert citizens including county and city employees that the law is 4 FEET to safely pass. | 7/25/2019 8:28 AM |
| 72 | owners keep dogs in check. | 7/24/2019 7:38 AM |
| 73 | Lanes designated for bikes, signage for vehicular traffic. | 7/24/2019 5:30 AM |
| 74 | Clear rules for Sharing the road, initiative to educate drivers; safe places to ride. | 7/23/2019 2:33 PM |
| 75 | Designated bike paths and trails linking other communities | 7/23/2019 1:05 PM |
| 76 | Wider roads or bike lanes | 7/23/2019 12:52 PM |
| 77 | See above | 7/23/2019 12:16 PM |
| 78 | designated bicycling paths | 7/23/2019 11:10 AM |
| 79 | Bike lanes within towns and wider pavement edge on rural roads. | 7/23/2019 9:48 AM |
| 80 | I would like to see more bike lanes & more bike friendly rules. Every time a road is repaved they should add bike lanes on each side. Many states have laws that allow cyclists to treat stop signs as yield signs and red lights as stop signs. | 7/23/2019 9:27 AM |
| 81 | Bike lanes | 7/23/2019 9:25 AM |
| 82 | Right of way/safety knowledge | 7/23/2019 9:23 AM |
| 83 | Re-pave N Market Street | 7/23/2019 9:13 AM |
| 84 | cycling education for both cyclist and non-cyclist. | 7/23/2019 8:52 AM |
| 85 | road shoulders | 7/23/2019 8:04 AM |
| 86 | WE NEED 5 FOOT SHOULDERS ON ALL MAJOR ROADS MENTIONED ABOVE HEADING EAST AND NORTH OF WASHINGTON | 7/23/2019 7:49 AM |
| 87 | Sidewalks designed for bicycling. This would provide safety for those who ride bikes for work and fun. | 7/22/2019 5:06 AM |
| 88 | bike paths | 7/22/2019 4:35 AM |
| 89 | Bike lanes | 7/20/2019 1:37 AM |
| 90 | Safe location | 7/17/2019 11:58 AM |
| 91 | Having a bike trail that is safe. | 7/17/2019 8:55 AM |
| 92 | Prevent the mass riding events that upset non-cyclist. | 7/17/2019 7:50 AM |
| 93 | Bike lanes | 7/17/2019 7:29 AM |
| 94 | more room or bicycle lanes | 7/17/2019 6:30 AM |
| 95 | IDK | 7/17/2019 6:19 AM |
| 96 | Require cyclist to wear light or reflective clothing. | 7/17/2019 6:16 AM |
| 97 | Paths | 7/17/2019 6:15 AM |
| 98 | Safety | 7/17/2019 6:13 AM |
| 99 | Infrastructure (bicycle-friendly roads), space allocation for bicycle lanes in areas of interest. | 6/19/2019 11:33 AM |
| 100 | sidewalks | 6/19/2019 7:08 AM |
| 101 | Bike lanes/routes | 6/6/2019 4:04 PM |
| 102 | bike lanes | 6/6/2019 12:08 PM |
| 103 | More sidewalks | 6/6/2019 11:37 AM |
| 104 | Need bike lanes on major roads | 6/6/2019 8:38 AM |
| 105 | Safe bike lanes or paths--particularly in rural back roads. | 6/6/2019 7:09 AM |

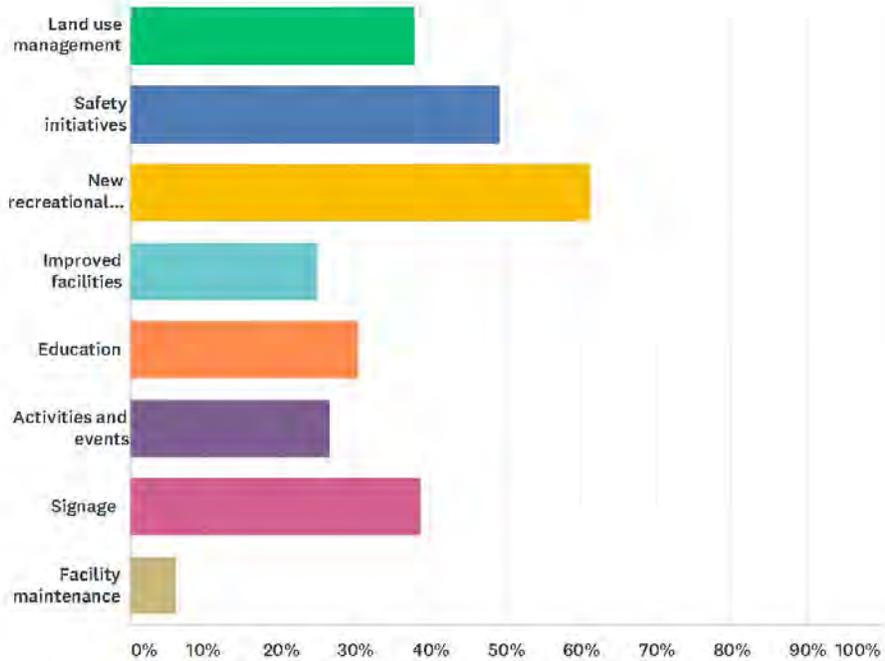
Beaufort County Comprehensive Bicycle Plan Survey

| | | |
|-----|--|-------------------|
| 106 | At the least, ensuring that roads have enough of a shoulder to the right of the white line for cyclist to ride. | 6/6/2019 6:58 AM |
| 107 | Bike Ines | 6/6/2019 6:50 AM |
| 108 | Bicycle lanes/stricter traffic laws for motor vehicles | 6/3/2019 8:59 AM |
| 109 | Make Business 17 a bike and pedestrian friendly street. Maybe a median, some intersections or crosswalks. Bikes lanes are fine, but the issue is how do you make a left turn across 5 car-dedicated lanes. | 5/29/2019 2:49 AM |
| 110 | WHENEVER A ROAD IS RE-PAVED , BUILD A 3-4 FOOT SHOULDER FOR CYCLISTS | 5/21/2019 7:11 AM |

Beaufort County Comprehensive Bicycle Plan Survey

Q10 How can we best improve bicycling within Beaufort County? (Select up to 3 choices.)

Answered: 132 Skipped: 3



| ANSWER CHOICES | RESPONSES | |
|-------------------------|-----------|----|
| Land use management | 37.88% | 50 |
| Safety initiatives | 49.24% | 65 |
| New recreational trails | 61.36% | 81 |
| Improved facilities | 25.00% | 33 |
| Education | 30.30% | 40 |
| Activities and events | 26.52% | 35 |
| Signage | 38.64% | 51 |
| Facility maintenance | 6.06% | 8 |
| Total Respondents: 132 | | |

Beaufort County Comprehensive Bicycle Plan Survey

Q11 Where have you noticed safety concerns for bicyclists in Beaufort County?

Answered: 100 Skipped: 35

| # | RESPONSES | DATE |
|----|--|--------------------|
| 1 | NA | 9/6/2019 10:55 AM |
| 2 | No shoulder on longer Rds like Market St., River Rd., Hwy 264 | 9/6/2019 10:52 AM |
| 3 | Traffic / bad driving | 9/6/2019 10:48 AM |
| 4 | Sidewalk | 9/6/2019 10:46 AM |
| 5 | Sidewalk | 9/6/2019 10:45 AM |
| 6 | Sidewalk | 9/6/2019 10:43 AM |
| 7 | Highway | 9/6/2019 10:42 AM |
| 8 | Roads | 9/6/2019 10:38 AM |
| 9 | Near the waterfront because I don't like riding on sidewalk due to peple walking along it. | 9/6/2019 10:36 AM |
| 10 | N/A | 9/6/2019 10:34 AM |
| 11 | In streets & neighborhoods | 9/6/2019 10:32 AM |
| 12 | Yes in the streets and neighborhood. | 9/6/2019 10:30 AM |
| 13 | Main roads, highways | 9/6/2019 10:27 AM |
| 14 | 264 | 9/6/2019 10:14 AM |
| 15 | Sweep the sides of roads & bridges regularly. Too much trash & broken glass. | 9/6/2019 9:56 AM |
| 16 | Everywhere | 9/6/2019 9:53 AM |
| 17 | All over | 9/6/2019 9:50 AM |
| 18 | Hwy 17 & 264, not real safe in city | 9/6/2019 9:48 AM |
| 19 | River Road & Hwy 32 | 9/6/2019 9:43 AM |
| 20 | N-A | 9/6/2019 9:41 AM |
| 21 | Camp Leach Road | 9/6/2019 9:34 AM |
| 22 | On All Roads | 9/6/2019 9:32 AM |
| 23 | There is no place for them & then drivers get upset | 9/6/2019 9:28 AM |
| 24 | Oh every street around Washington. Back roads like Hwy 32. | 9/6/2019 9:26 AM |
| 25 | Everywhere | 9/6/2019 9:23 AM |
| 26 | ALL major roads | 9/6/2019 9:20 AM |
| 27 | Market, 15th | 9/6/2019 8:59 AM |
| 28 | In town and some back roads | 9/6/2019 8:53 AM |
| 29 | Traffic intersections and some back roads through town | 9/6/2019 8:51 AM |
| 30 | Traffic w/o space for bikes | 9/6/2019 8:48 AM |
| 31 | Market street ext. very dangerous some days to many cars and bikes on the road. | 8/30/2019 9:32 AM |
| 32 | On roads in and around Washington | 8/28/2019 12:04 PM |
| 33 | Have not | 8/27/2019 5:49 PM |
| 34 | N/A | 8/22/2019 4:12 AM |

Beaufort County Comprehensive Bicycle Plan Survey

| | | |
|----|---|--------------------|
| 35 | At intersections. | 8/16/2019 11:38 AM |
| 36 | None | 8/16/2019 6:29 AM |
| 37 | Waterfront and small neighborhoods | 8/15/2019 12:06 PM |
| 38 | Roads with traffic and no shoulder Roads that need repaving Loose aggressive dogs not restrained | 8/13/2019 6:49 PM |
| 39 | In the city areas. | 8/13/2019 4:28 AM |
| 40 | Carolina Ave., 15th St., Bridge St. | 8/12/2019 11:34 AM |
| 41 | Intersection of Market and 15th Street. Highland. There isn't a safe way for a family with children to safely bike from Smallwood/Macswoods or Market St Ext area to downtown events or library. The streets are narrow. Where there are sidewalks, its poorly maintained. Additionally, there are not many locations to secure bikes once arriving. | 8/12/2019 11:29 AM |
| 42 | Highways cycling (264 and 17) outside of the Washington city limits. | 8/12/2019 10:34 AM |
| 43 | Main roads and highways | 8/12/2019 9:03 AM |
| 44 | On busy roads, out in the county where dogs roam unattended, downtown | 8/9/2019 12:48 PM |
| 45 | Market Street primarily. Otherwise it is random unsafe drivers | 8/7/2019 4:19 AM |
| 46 | All roads | 8/6/2019 6:58 AM |
| 47 | Downtown | 8/6/2019 6:14 AM |
| 48 | Highland should have a bike lane and/or sidewalk between the hospital and the high school (the hospital and health dept to start). I see bikes, pedestrians and motorized wheelchairs risking their lives multiple times a week. Carolina and 15th are corridors where folks that rely on bikes for transportation are in danger | 8/6/2019 6:02 AM |
| 49 | Along 15th st, Carolina ave, 5th. Anywhere you see a dirt path on the edge of the road in Washington where people have to ride because they don't have a bike lane or sidewalk. | 8/6/2019 3:32 AM |
| 50 | Rural Roads and Hwy 264 | 8/5/2019 6:44 AM |
| 51 | 15th Street in Washington. Hwy 264/Hwy 92 corridor between Washington and Bath. | 8/5/2019 4:56 AM |
| 52 | Any curves in the road that are narrow and do not have good visibility for drivers. | 8/4/2019 10:07 AM |
| 53 | highway 32 /river road especially where the road is 2 lane and Harvey Road should have share the road signs | 8/4/2019 9:36 AM |
| 54 | Unrestrained dogs! | 8/4/2019 6:10 AM |
| 55 | Market street extension as connector to schools | 8/4/2019 4:58 AM |
| 56 | On the main roads - no shoulder, signage or marked areas to protect bikers | 8/4/2019 4:23 AM |
| 57 | Major highways, 264, 92, 32 | 8/4/2019 3:54 AM |
| 58 | All the roads I mentioned riding on. | 8/3/2019 5:11 PM |
| 59 | Everywhere, but especially on: Bridge Street / Carolina Avenue (in Washington) is HEAVILY used by people to shop and go to work and it is TOTALLY unsafe -- can't cross it safely, can't ride along it safely, no crossing facilities or bike lanes whatsoever and hundreds of cyclists use it every week! Same for John Small Ave (US 264 Hwy through Washington) -- it divides the city and there are NO safe crossing facilities or bike lanes whatsoever -- desperately needed. Same for 15th Street - another road that is unsafe and heavily used by utility bicyclists going to work or errands and cannot safely be crossed, dividing everyone in Washington from the hospital, clinics, etc. | 8/3/2019 2:33 PM |
| 60 | Any road they travel, bike riders often do NOT obey stop signs will come right out in front of vehicles that have the right a way and do anything they can to block vehicles that are safely trying to pass. | 8/3/2019 1:01 PM |
| 61 | Everywhere | 8/2/2019 1:06 PM |
| 62 | Market Street Extension - Washington, NC River Road - Washington, NC Hwy 33 - Chocowinity to Aurora | 7/31/2019 11:58 AM |
| 63 | river road and market street. high traffic volume and angry residents that do not give 4 feet during passing. i have at least 2 close calls monthly. and I LIVE off river road. | 7/25/2019 8:28 AM |

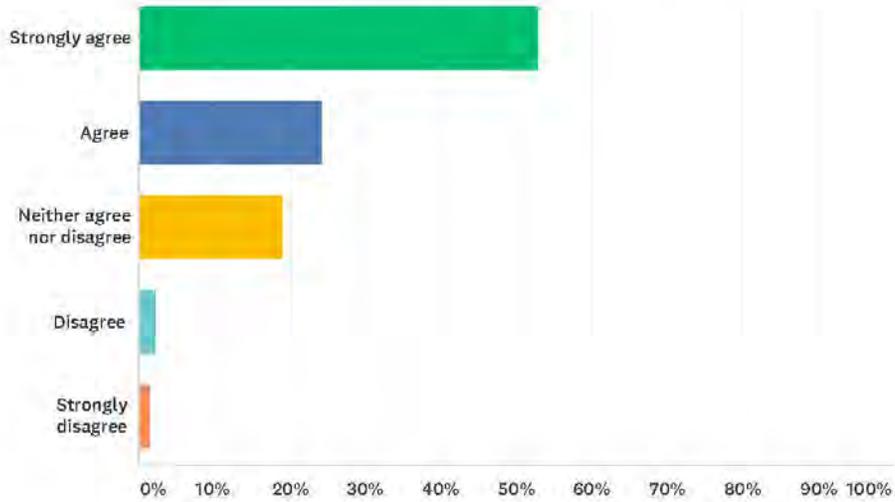
Beaufort County Comprehensive Bicycle Plan Survey

| | | |
|----|--|--------------------|
| 64 | yes, stated above | 7/24/2019 7:38 AM |
| 65 | Yes. Cars typically do not pass them safely. They tend to squeeze them to the shoulder of the road. | 7/24/2019 5:30 AM |
| 66 | Any roads with cyclists | 7/23/2019 2:33 PM |
| 67 | On all roads where cars and bikes interact | 7/23/2019 1:05 PM |
| 68 | Main roads, and main roads in Washington | 7/23/2019 12:52 PM |
| 69 | Riding or crossing 264 - I try to avoid it but at some point you need to cross or ride the road for a short period . Also loose dogs are a huge danger . | 7/23/2019 12:16 PM |
| 70 | In town, narrow roads with little or no pavement on right side of traffic lane. | 7/23/2019 9:48 AM |
| 71 | Drivers not aware of cyclists and drivers on phones. This happens everywhere. | 7/23/2019 9:27 AM |
| 72 | All over the county | 7/23/2019 9:25 AM |
| 73 | Most all highways. Motorists do not share roads. | 7/23/2019 9:23 AM |
| 74 | All roads - some drivers (usually in pickup trucks) purposely drive within 2-3 feet of cyclists | 7/23/2019 9:13 AM |
| 75 | near misses due to motorists on cell phones. | 7/23/2019 8:52 AM |
| 76 | ? a couple stories in the Daily News | 7/23/2019 8:04 AM |
| 77 | MY CLOSEST CALLS WITH CAR DRIVERS HAVE MOSTLY BEEN IN TOWN AT SLOW SPEEDS. IN THE COUNTRY THE CLOSE CALLS ARE MOSTLY DOG RELATED. | 7/23/2019 7:49 AM |
| 78 | On streets with heavy traffic and no bicycle lanes or sidewalks. | 7/22/2019 5:06 AM |
| 79 | out on county roads | 7/22/2019 4:35 AM |
| 80 | Riding on 264, 99, Seed Tick Neck Rd | 7/20/2019 1:37 AM |
| 81 | Lizard Slip and Slatestone Road | 7/17/2019 11:58 AM |
| 82 | On the roads with no side walks. Children and Adults walk along the side of the road. | 7/17/2019 8:55 AM |
| 83 | Large groups riding together during mass riding events. Also at intersections where some weekend flagger is trying to stop highway traffic flow for a cyclist to pass through the intersection without stopping. | 7/17/2019 7:50 AM |
| 84 | Everywhere if they are ride on same road as cars. | 7/17/2019 7:29 AM |
| 85 | On HWY 264 | 7/17/2019 6:19 AM |
| 86 | Highways | 7/17/2019 6:16 AM |
| 87 | Hwy 17 | 7/17/2019 6:15 AM |
| 88 | All roads | 7/17/2019 6:13 AM |
| 89 | Along Bridge Street/Carolina Avenue and along 15th/12th Streets in Washington. I have witness a crash involving a bicyclist near Taco Bell recently. | 6/19/2019 11:33 AM |
| 90 | Anywhere without a sidewalk | 6/19/2019 7:08 AM |
| 91 | Everywhere | 6/6/2019 4:04 PM |
| 92 | on the winding roads and blind curves | 6/6/2019 12:08 PM |
| 93 | On main roads without sidewalks | 6/6/2019 11:37 AM |
| 94 | Hwy 17 between Washington and Chocowinity. Hwy 33 east. | 6/6/2019 8:38 AM |
| 95 | Rural roads in particular--narrow two lane roads with impatient vehicle drivers | 6/6/2019 7:09 AM |
| 96 | Rural areas | 6/6/2019 6:58 AM |
| 97 | county roads | 6/6/2019 6:50 AM |
| 98 | In the city and on rural roads | 6/3/2019 8:59 AM |
| 99 | I see people crossing Business 17 all the time where there is no intersection, no stoplight, because they have no choice. At night it can be hard to see bikes crossing. | 5/29/2019 2:49 AM |

Beaufort County Comprehensive Bicycle Plan Survey

Q12 I would bicycle more frequently if safety issues in Beaufort County were addressed. (Check one.)

Answered: 132 Skipped: 3



| ANSWER CHOICES | RESPONSES | |
|----------------------------|-----------|-----|
| Strongly agree | 53.03% | 70 |
| Agree | 24.24% | 32 |
| Neither agree nor disagree | 18.94% | 25 |
| Disagree | 2.27% | 3 |
| Strongly disagree | 1.52% | 2 |
| TOTAL | | 132 |

Beaufort County Comprehensive Bicycle Plan Survey

Q13 Do you have any other suggestions for improving bicycling within Beaufort County?

Answered: 79 Skipped: 56

| # | RESPONSES | DATE |
|----|--|--------------------|
| 1 | NA | 9/6/2019 10:55 AM |
| 2 | More events/publicity, particularly advertising the benefits of cyclists & their special events in Beaufort County. | 9/6/2019 10:52 AM |
| 3 | NA | 9/6/2019 10:46 AM |
| 4 | NA | 9/6/2019 10:45 AM |
| 5 | Not at all | 9/6/2019 10:43 AM |
| 6 | No | 9/6/2019 10:42 AM |
| 7 | N/A | 9/6/2019 10:34 AM |
| 8 | Watch bicycling people as well as car drivers | 9/6/2019 10:32 AM |
| 9 | Streets | 9/6/2019 10:30 AM |
| 10 | No | 9/6/2019 10:27 AM |
| 11 | Annual fundraising rides. (Century Ride) | 9/6/2019 9:56 AM |
| 12 | Bikes needs protections. Bikes only transportation, | 9/6/2019 9:50 AM |
| 13 | Bike lines | 9/6/2019 9:41 AM |
| 14 | Education, Trails, Road to Greenville | 9/6/2019 9:34 AM |
| 15 | Bike Lanes & Greenways | 9/6/2019 9:32 AM |
| 16 | N/A | 9/6/2019 9:28 AM |
| 17 | Campaign to educate public | 9/6/2019 9:26 AM |
| 18 | Plant trees along all pathways, where reasonable to do so | 9/6/2019 9:20 AM |
| 19 | Create bike trails | 9/6/2019 8:55 AM |
| 20 | Create more events | 9/6/2019 8:53 AM |
| 21 | No | 9/6/2019 8:51 AM |
| 22 | Create bike paths that connect communities that dead end on the river and are otherwise unconnected, for example a bike path from Bath to Bayview. | 8/28/2019 12:04 PM |
| 23 | No | 8/27/2019 5:49 PM |
| 24 | N/A | 8/22/2019 4:12 AM |
| 25 | No | 8/16/2019 11:38 AM |
| 26 | Replace unsafe drain gratings | 8/16/2019 6:29 AM |
| 27 | Greenway in railroad track | 8/13/2019 6:49 PM |
| 28 | NA | 8/12/2019 10:34 AM |

Beaufort County Comprehensive Bicycle Plan Survey

| | | |
|----|--|-------------------|
| 29 | 1) Please consider adding some bike lanes to some of the bikeable busier roads (all of West 3rd St, East 3rd St. and Park Drive, Market St. 2) Add a trail connecting the separated ends of Grimes Rd. going under the Hwy 17 Bypass. A state bike route comes down Clark's Neck Rd. but then has to go on Hwy 264 for a distance before going back over to 3rd St Connecting the sections of Grimes Rd. with a bike path/greenway would alleviate that problem for cyclists. Numerous Pitt County cyclists travel that route on trips over to Washington. 3). Please extend the existing Jack's Creek Greenway on down along the creek to Havens Gardens. At least then it would connect two parks, as opposed to now just being a shorter Greenway that stops suddenly at a city street. | 8/10/2019 5:38 PM |
| 30 | More public education re bike rights | 8/9/2019 12:48 PM |
| 31 | Stop people from texting and driving! (I wish!) | 8/8/2019 1:19 PM |
| 32 | Thanks for looking into the issue. Cycling is becoming a big draw for other communities and we need to be progressive. | 8/7/2019 4:19 AM |
| 33 | No | 8/6/2019 6:58 AM |
| 34 | No | 8/6/2019 6:14 AM |
| 35 | This is a no brainer. First, consider that ADA issues and bike issues are often the same (killing two bird). Also consider that my wealthy friends from the piedmont love vacationing in Oriental because they can leave their cars parked and slow down their pace for a weekend. Beaufort County has more to offer, but it is not safe. | 8/6/2019 6:02 AM |
| 36 | No. | 8/5/2019 4:56 AM |
| 37 | Rails to trails sounds great. | 8/4/2019 10:07 AM |
| 38 | Bill boards and signs encouraging biking and reminding drivers to watch out. The driver public doesn't realize that bikers have a legal right to their whole lane. | 8/4/2019 9:36 AM |
| 39 | Combine cycling opportunities with tourists development | 8/4/2019 6:10 AM |
| 40 | I would be willing to assist with grant projects | 8/4/2019 4:58 AM |
| 41 | (1) Connect small communities in the County with dedicated bike trails (2) Work with restaurants and historic sites to be stopping points to bring more business/industry on board as advocates for biking and help them gain business/awareness for their shops or sites.(3) create and post bike maps online (4) add biking signs throughout the County (5) add credit card rental bike access in designated spots across the County (6) connect with existing Greenway Initiatives to create bike trails to Belhaven, Greenville, and New Bern (7) ask the Chamber to reach out to business members to sponsor/maintain biking stops/trails denoted by signage, (8) Create annual/quarterly bike rides to raise awareness and (9) Request Washington Tourism Development Authority to fund biking maps and advertising to out of town visitors beyond 60 miles of Washington re: scheduled biking events and (10) thank volunteers/supporters publicly and in the news to create a sense of community and increase awareness | 8/4/2019 4:23 AM |
| 42 | Not at this time. Just asking for the survey is a great step forward. | 8/4/2019 3:54 AM |
| 43 | Driver education and ticketing for violations might help. | 8/3/2019 5:11 PM |
| 44 | Need a safe, connected, protected network of bicycle facilities in each town in the county. Recreational trails are great, but we have literally many hundreds of poor people who rely on their bikes to get everywhere they need to go WITHIN THE TOWNS and there are no safe facilities for them. Desperate need for bike lanes, side paths, and protected crossings. The nice thing is Beaufort County is completely flat and easy to bike all months of the year. We could have a beautiful Dutch-style protected bike network if we decided it is important. IT IS IMPORTANT! But poor people are badly served by the car-focused road network we have. For highway cycling (recreational cycling), we also need for NCDOT to stop creating these "left-overs" and "super-streeting" existing highways which forces road cyclists to go way out of their way and make long-distance U-turns. Finally, towns need to install real bicycle parking, not just throw a few "wheel bender" racks here and there in inconvenient locations or where they can't actually be used because they are too close to a wall to fit a bike in them! These make us look like we don't know what we are doing, because they are unusable to people who actually use bikes and are looking for a place to lock up. | 8/3/2019 2:33 PM |
| 45 | Education of both bike riders and drivers | 8/3/2019 1:01 PM |
| 46 | Look at Florida state's bicycle trails, very impressive | 8/2/2019 1:06 PM |
| 47 | even a small paved mile-long trail would get me off the streets. safer. period. | 7/25/2019 8:28 AM |

Beaufort County Comprehensive Bicycle Plan Survey

| | | |
|----|--|--------------------|
| 48 | no | 7/24/2019 7:38 AM |
| 49 | Maintain city roads, adequate lighting on Market and other main streets. | 7/24/2019 5:30 AM |
| 50 | Close an area of roads for biking only on a certain day and time each week (ex. Saturday or Sunday 1-4) to get all ages out for biking. | 7/23/2019 2:33 PM |
| 51 | Bike lanes and bike lanes to and from Goose Creek State Park | 7/23/2019 12:52 PM |
| 52 | See above | 7/23/2019 12:16 PM |
| 53 | That bicyclists obey traffic rules and not ride double or triple across lanes | 7/23/2019 11:10 AM |
| 54 | No. | 7/23/2019 9:48 AM |
| 55 | Beaufort County is a beautiful place to ride. We need create awareness of that fact. We need to create awareness with drivers of the rules of sharing the road with cyclists. | 7/23/2019 9:27 AM |
| 56 | See note above about Wake County | 7/23/2019 9:25 AM |
| 57 | No | 7/23/2019 9:23 AM |
| 58 | Inform public about 3' rule, and back it up with enforcement. Promote CycleNC and inform public of the tourism it brings the county | 7/23/2019 9:13 AM |
| 59 | other than free-range dogs, i find beaufort county a great place to ride. plenty of roads to choose routes to avoid traffic. majority of motorists i do meet swap friendly waves with me as we meet. that doesn't happen in wake county. :) | 7/23/2019 8:52 AM |
| 60 | more 'share the road' signs possibly? | 7/23/2019 8:04 AM |
| 61 | ANYTIME A ROAD IS RE-PAVED, MAKE SURE A 5 FOOT SHOULDER IS ADDED FOR THE CYCLING COMMUNITY!! | 7/23/2019 7:49 AM |
| 62 | no | 7/22/2019 5:06 AM |
| 63 | None | 7/17/2019 11:58 AM |
| 64 | We were taught to "share the road" in drivers education and that cyclist should obey the signs/rules of the road. If a cyclist or group of cyclist come to a stop sign, they should stop for traffic with the right of way. Traffic with the right of way should not be stopped for cyclist to ignore stop signs. Its pretty arrogant when a worker driving a tractor trailer has to stop so a couple of bikes can ignore the stop sign and coast across the roadway. Nor should the county tax payer have to pay for law enforcement personnel to stop traffic for cyclist to pass. The folks promoting the mass cyclist events should have to clean up behind the tent cities and their trash, not the tax paid municipal workers. | 7/17/2019 7:50 AM |
| 65 | Bike Lanes and signage | 7/17/2019 7:29 AM |
| 66 | Add bicycle path along side main highways | 7/17/2019 6:19 AM |
| 67 | No | 7/17/2019 6:16 AM |
| 68 | N/A | 7/17/2019 6:15 AM |
| 69 | No | 7/17/2019 6:13 AM |
| 70 | Adequate Land Use and Access Management along the bicycling network. | 6/19/2019 11:33 AM |
| 71 | It shouldn't be illegal to bike in cemetery because it is safer than other places | 6/19/2019 7:08 AM |
| 72 | No | 6/6/2019 4:04 PM |
| 73 | More sidewalks | 6/6/2019 11:37 AM |
| 74 | No | 6/6/2019 8:38 AM |
| 75 | Educating the public that they must share the road and cyclists have just as much right to use the road as they do. | 6/6/2019 6:58 AM |
| 76 | marketing for bicyclist | 6/6/2019 6:50 AM |
| 77 | Better signage | 6/3/2019 8:59 AM |
| 78 | I think lots of people in Washington would ride more, but right now, 64 and Business 17 act as barriers keeping people to either downtown or to the neighborhoods east of Bus-17. | 5/29/2019 2:49 AM |

Beaufort County Comprehensive Bicycle Plan Survey

Q14 Thank you for your participation. Optional demographic questions:

Answered: 127 Skipped: 8

| ANSWER CHOICES | RESPONSES |
|--|-------------|
| Age? | 99.21% 126 |
| Do you own a car? | 100.00% 127 |
| Do you own a bicycle? | 100.00% 127 |
| Are you involved in any bicycle organizations? If so which one(s)? | 92.13% 117 |

| # | AGE? | DATE |
|----|------|-------------------|
| 1 | 33 | 9/6/2019 10:55 AM |
| 2 | 20 | 9/6/2019 10:54 AM |
| 3 | 31 | 9/6/2019 10:52 AM |
| 4 | 18 | 9/6/2019 10:49 AM |
| 5 | 19 | 9/6/2019 10:48 AM |
| 6 | 17 | 9/6/2019 10:46 AM |
| 7 | 18 | 9/6/2019 10:45 AM |
| 8 | 18 | 9/6/2019 10:43 AM |
| 9 | 51 | 9/6/2019 10:40 AM |
| 10 | 16 | 9/6/2019 10:39 AM |
| 11 | 16 | 9/6/2019 10:38 AM |
| 12 | 16 | 9/6/2019 10:36 AM |
| 13 | 21 | 9/6/2019 10:34 AM |
| 14 | 20 | 9/6/2019 10:32 AM |
| 15 | 23 | 9/6/2019 10:30 AM |
| 16 | 19 | 9/6/2019 10:27 AM |
| 17 | 57 | 9/6/2019 10:24 AM |
| 18 | 27 | 9/6/2019 10:23 AM |
| 19 | 49 | 9/6/2019 10:21 AM |
| 20 | 40 | 9/6/2019 10:16 AM |
| 21 | 74 | 9/6/2019 10:14 AM |
| 22 | 24 | 9/6/2019 10:00 AM |
| 23 | 64 | 9/6/2019 9:58 AM |
| 24 | 57 | 9/6/2019 9:56 AM |
| 25 | 60 | 9/6/2019 9:53 AM |
| 26 | 54 | 9/6/2019 9:52 AM |
| 27 | 60 | 9/6/2019 9:48 AM |
| 28 | 63 | 9/6/2019 9:45 AM |
| 29 | 59 | 9/6/2019 9:43 AM |

Beaufort County Comprehensive Bicycle Plan Survey

| | | |
|----|----|--------------------|
| 30 | 78 | 9/6/2019 9:41 AM |
| 31 | 30 | 9/6/2019 9:34 AM |
| 32 | 51 | 9/6/2019 9:32 AM |
| 33 | 19 | 9/6/2019 9:28 AM |
| 34 | 50 | 9/6/2019 9:26 AM |
| 35 | 32 | 9/6/2019 9:23 AM |
| 36 | 29 | 9/6/2019 9:20 AM |
| 37 | 45 | 9/6/2019 8:59 AM |
| 38 | 68 | 9/6/2019 8:57 AM |
| 39 | 41 | 9/6/2019 8:55 AM |
| 40 | 18 | 9/6/2019 8:53 AM |
| 41 | 16 | 9/6/2019 8:51 AM |
| 42 | 65 | 9/6/2019 8:48 AM |
| 43 | 58 | 9/6/2019 8:46 AM |
| 44 | 58 | 9/6/2019 8:43 AM |
| 45 | 60 | 8/28/2019 12:04 PM |
| 46 | 66 | 8/27/2019 5:49 PM |
| 47 | 14 | 8/22/2019 4:12 AM |
| 48 | 66 | 8/16/2019 11:38 AM |
| 49 | 90 | 8/16/2019 6:29 AM |
| 50 | 55 | 8/15/2019 12:06 PM |
| 51 | 57 | 8/13/2019 6:49 PM |
| 52 | 70 | 8/13/2019 4:28 AM |
| 53 | 40 | 8/12/2019 11:34 AM |
| 54 | 37 | 8/12/2019 11:29 AM |
| 55 | 48 | 8/12/2019 10:34 AM |
| 56 | 61 | 8/12/2019 9:03 AM |
| 57 | 45 | 8/10/2019 5:38 PM |
| 58 | 54 | 8/9/2019 12:48 PM |
| 59 | 63 | 8/8/2019 1:19 PM |
| 60 | 62 | 8/7/2019 1:45 PM |
| 61 | 55 | 8/7/2019 4:19 AM |
| 62 | 42 | 8/6/2019 6:58 AM |
| 63 | 40 | 8/6/2019 6:14 AM |
| 64 | 43 | 8/6/2019 6:02 AM |
| 65 | 42 | 8/6/2019 3:32 AM |
| 66 | 47 | 8/5/2019 6:44 AM |
| 67 | 53 | 8/5/2019 4:56 AM |
| 68 | 67 | 8/4/2019 10:07 AM |
| 69 | 69 | 8/4/2019 9:36 AM |
| 70 | 62 | 8/4/2019 6:10 AM |

Beaufort County Comprehensive Bicycle Plan Survey

| | | |
|-----|---------|--------------------|
| 71 | 29 | 8/4/2019 4:58 AM |
| 72 | 56 | 8/4/2019 4:23 AM |
| 73 | 53 | 8/4/2019 3:54 AM |
| 74 | 56 | 8/3/2019 5:11 PM |
| 75 | 52 | 8/3/2019 2:33 PM |
| 76 | 77 | 8/3/2019 1:59 PM |
| 77 | over 60 | 8/3/2019 1:01 PM |
| 78 | 70 | 8/3/2019 9:33 AM |
| 79 | 63 | 8/2/2019 1:06 PM |
| 80 | 66 | 7/31/2019 4:52 PM |
| 81 | 46 | 7/31/2019 11:58 AM |
| 82 | 47 | 7/25/2019 8:28 AM |
| 83 | 63 | 7/24/2019 7:38 AM |
| 84 | 70 | 7/24/2019 7:34 AM |
| 85 | 56 | 7/24/2019 5:30 AM |
| 86 | 52 | 7/23/2019 2:33 PM |
| 87 | 60 | 7/23/2019 1:05 PM |
| 88 | 56 | 7/23/2019 12:52 PM |
| 89 | 60 | 7/23/2019 12:16 PM |
| 90 | 25 | 7/23/2019 11:41 AM |
| 91 | 55 | 7/23/2019 9:48 AM |
| 92 | 62 | 7/23/2019 9:27 AM |
| 93 | 54 | 7/23/2019 9:25 AM |
| 94 | 62 | 7/23/2019 9:23 AM |
| 95 | 59 | 7/23/2019 9:13 AM |
| 96 | 57 | 7/23/2019 8:52 AM |
| 97 | 49 | 7/23/2019 8:04 AM |
| 98 | 56 | 7/23/2019 7:49 AM |
| 99 | 37 | 7/22/2019 5:06 AM |
| 100 | 55 | 7/22/2019 4:35 AM |
| 101 | 59 | 7/20/2019 1:37 AM |
| 102 | 26 | 7/19/2019 9:30 AM |
| 103 | 43 | 7/17/2019 11:58 AM |
| 104 | 58 | 7/17/2019 10:46 AM |
| 105 | 35 | 7/17/2019 8:55 AM |
| 106 | 50 | 7/17/2019 7:50 AM |
| 107 | 57 | 7/17/2019 7:29 AM |
| 108 | 31 | 7/17/2019 7:12 AM |
| 109 | 26 | 7/17/2019 6:30 AM |
| 110 | 59 | 7/17/2019 6:19 AM |
| 111 | 27 | 7/17/2019 6:17 AM |

Beaufort County Comprehensive Bicycle Plan Survey

| 112 | 44 | 7/17/2019 6:16 AM |
|-----|-------------------|--------------------|
| 113 | 38 | 7/17/2019 6:15 AM |
| 114 | 44 | 7/17/2019 6:13 AM |
| 115 | 33 | 7/17/2019 6:13 AM |
| 116 | 30 | 6/19/2019 11:33 AM |
| 117 | 42 | 6/19/2019 7:08 AM |
| 118 | 58 | 6/6/2019 12:08 PM |
| 119 | 44 | 6/6/2019 11:37 AM |
| 120 | 42 | 6/6/2019 8:38 AM |
| 121 | 45 | 6/6/2019 7:09 AM |
| 122 | 33 | 6/6/2019 6:58 AM |
| 123 | 48 | 6/6/2019 6:50 AM |
| 124 | 24 | 6/3/2019 8:59 AM |
| 125 | 38 | 5/29/2019 2:49 AM |
| 126 | 56 | 5/21/2019 7:11 AM |
| # | DO YOU OWN A CAR? | DATE |
| 1 | no | 9/6/2019 10:55 AM |
| 2 | yes | 9/6/2019 10:54 AM |
| 3 | yes | 9/6/2019 10:52 AM |
| 4 | yes | 9/6/2019 10:49 AM |
| 5 | no | 9/6/2019 10:48 AM |
| 6 | yes | 9/6/2019 10:46 AM |
| 7 | yes | 9/6/2019 10:45 AM |
| 8 | yes | 9/6/2019 10:43 AM |
| 9 | yes | 9/6/2019 10:40 AM |
| 10 | no | 9/6/2019 10:39 AM |
| 11 | yes | 9/6/2019 10:38 AM |
| 12 | yes | 9/6/2019 10:36 AM |
| 13 | yes | 9/6/2019 10:34 AM |
| 14 | yes | 9/6/2019 10:32 AM |
| 15 | yes | 9/6/2019 10:30 AM |
| 16 | yes | 9/6/2019 10:27 AM |
| 17 | yes | 9/6/2019 10:24 AM |
| 18 | yes | 9/6/2019 10:23 AM |
| 19 | yes | 9/6/2019 10:21 AM |
| 20 | yes | 9/6/2019 10:16 AM |
| 21 | yes | 9/6/2019 10:14 AM |
| 22 | yes | 9/6/2019 10:00 AM |
| 23 | yes | 9/6/2019 9:58 AM |
| 24 | yes | 9/6/2019 9:56 AM |
| 25 | yes | 9/6/2019 9:53 AM |

Beaufort County Comprehensive Bicycle Plan Survey

| | | |
|----|-----|--------------------|
| 26 | yes | 9/6/2019 9:52 AM |
| 27 | no | 9/6/2019 9:50 AM |
| 28 | yes | 9/6/2019 9:48 AM |
| 29 | yes | 9/6/2019 9:45 AM |
| 30 | yes | 9/6/2019 9:43 AM |
| 31 | N-A | 9/6/2019 9:41 AM |
| 32 | yes | 9/6/2019 9:34 AM |
| 33 | yes | 9/6/2019 9:32 AM |
| 34 | yes | 9/6/2019 9:28 AM |
| 35 | yes | 9/6/2019 9:26 AM |
| 36 | yes | 9/6/2019 9:23 AM |
| 37 | yes | 9/6/2019 9:20 AM |
| 38 | yes | 9/6/2019 8:59 AM |
| 39 | yes | 9/6/2019 8:57 AM |
| 40 | yes | 9/6/2019 8:55 AM |
| 41 | no | 9/6/2019 8:53 AM |
| 42 | no | 9/6/2019 8:51 AM |
| 43 | yes | 9/6/2019 8:48 AM |
| 44 | yes | 9/6/2019 8:46 AM |
| 45 | yes | 9/6/2019 8:43 AM |
| 46 | Yes | 8/28/2019 12:04 PM |
| 47 | Yes | 8/27/2019 5:49 PM |
| 48 | no | 8/22/2019 4:12 AM |
| 49 | Yes | 8/16/2019 11:38 AM |
| 50 | No | 8/16/2019 6:29 AM |
| 51 | Yes | 8/15/2019 12:06 PM |
| 52 | Yes | 8/13/2019 6:49 PM |
| 53 | yes | 8/13/2019 4:28 AM |
| 54 | Yes | 8/12/2019 11:34 AM |
| 55 | yes | 8/12/2019 11:29 AM |
| 56 | Yes | 8/12/2019 10:34 AM |
| 57 | YES | 8/12/2019 9:03 AM |
| 58 | Yes | 8/10/2019 5:38 PM |
| 59 | yes | 8/9/2019 12:48 PM |
| 60 | Yes | 8/8/2019 1:19 PM |
| 61 | Yes | 8/7/2019 1:45 PM |
| 62 | Yes | 8/7/2019 4:19 AM |
| 63 | Yes | 8/6/2019 6:58 AM |
| 64 | Yes | 8/6/2019 6:14 AM |
| 65 | Yes | 8/6/2019 6:02 AM |
| 66 | Yes | 8/6/2019 3:32 AM |

Beaufort County Comprehensive Bicycle Plan Survey

| | | |
|-----|-----|--------------------|
| 67 | yes | 8/5/2019 6:44 AM |
| 68 | yes | 8/5/2019 4:56 AM |
| 69 | yes | 8/4/2019 10:07 AM |
| 70 | yes | 8/4/2019 9:36 AM |
| 71 | Yes | 8/4/2019 6:10 AM |
| 72 | Yes | 8/4/2019 4:58 AM |
| 73 | Yes | 8/4/2019 4:23 AM |
| 74 | Yes | 8/4/2019 3:54 AM |
| 75 | Yes | 8/3/2019 5:11 PM |
| 76 | yes | 8/3/2019 2:33 PM |
| 77 | yes | 8/3/2019 1:59 PM |
| 78 | yes | 8/3/2019 1:01 PM |
| 79 | yes | 8/3/2019 9:33 AM |
| 80 | Yes | 8/2/2019 1:06 PM |
| 81 | YES | 7/31/2019 4:52 PM |
| 82 | yes | 7/31/2019 11:58 AM |
| 83 | yes | 7/25/2019 8:28 AM |
| 84 | yes | 7/24/2019 7:38 AM |
| 85 | Yes | 7/24/2019 7:34 AM |
| 86 | yes | 7/24/2019 5:30 AM |
| 87 | Yrs | 7/23/2019 2:33 PM |
| 88 | Yes | 7/23/2019 1:05 PM |
| 89 | Yes | 7/23/2019 12:52 PM |
| 90 | Yes | 7/23/2019 12:16 PM |
| 91 | yes | 7/23/2019 11:41 AM |
| 92 | Yes | 7/23/2019 9:48 AM |
| 93 | Yes | 7/23/2019 9:27 AM |
| 94 | Yes | 7/23/2019 9:25 AM |
| 95 | Yes | 7/23/2019 9:23 AM |
| 96 | Yes | 7/23/2019 9:13 AM |
| 97 | yes | 7/23/2019 8:52 AM |
| 98 | y | 7/23/2019 8:04 AM |
| 99 | YES | 7/23/2019 7:49 AM |
| 100 | yes | 7/22/2019 5:06 AM |
| 101 | yes | 7/22/2019 4:35 AM |
| 102 | Yes | 7/20/2019 1:37 AM |
| 103 | Yes | 7/19/2019 9:30 AM |
| 104 | Yes | 7/17/2019 11:58 AM |
| 105 | yes | 7/17/2019 10:46 AM |
| 106 | yes | 7/17/2019 8:55 AM |
| 107 | yes | 7/17/2019 7:50 AM |

Beaufort County Comprehensive Bicycle Plan Survey

| 108 | yes | 7/17/2019 7:29 AM |
|-----|-----------------------|--------------------|
| 109 | yes | 7/17/2019 7:12 AM |
| 110 | yes | 7/17/2019 6:30 AM |
| 111 | yes | 7/17/2019 6:19 AM |
| 112 | Yes | 7/17/2019 6:17 AM |
| 113 | Yes | 7/17/2019 6:16 AM |
| 114 | Yes | 7/17/2019 6:15 AM |
| 115 | yes | 7/17/2019 6:13 AM |
| 116 | yes | 7/17/2019 6:13 AM |
| 117 | yes | 6/19/2019 11:33 AM |
| 118 | yes | 6/19/2019 7:08 AM |
| 119 | yes | 6/6/2019 12:08 PM |
| 120 | Yes | 6/6/2019 11:37 AM |
| 121 | yes | 6/6/2019 8:38 AM |
| 122 | yes | 6/6/2019 7:09 AM |
| 123 | Yes | 6/6/2019 6:58 AM |
| 124 | yes | 6/6/2019 6:50 AM |
| 125 | Yes | 6/3/2019 8:59 AM |
| 126 | yes | 5/29/2019 2:49 AM |
| 127 | YES | 5/21/2019 7:11 AM |
| # | DO YOU OWN A BICYCLE? | DATE |
| 1 | no | 9/6/2019 10:55 AM |
| 2 | no | 9/6/2019 10:54 AM |
| 3 | yes | 9/6/2019 10:52 AM |
| 4 | no | 9/6/2019 10:49 AM |
| 5 | yes | 9/6/2019 10:48 AM |
| 6 | no | 9/6/2019 10:46 AM |
| 7 | yes | 9/6/2019 10:45 AM |
| 8 | no | 9/6/2019 10:43 AM |
| 9 | yes | 9/6/2019 10:40 AM |
| 10 | yes | 9/6/2019 10:39 AM |
| 11 | yes | 9/6/2019 10:38 AM |
| 12 | yes | 9/6/2019 10:36 AM |
| 13 | no | 9/6/2019 10:34 AM |
| 14 | yes | 9/6/2019 10:32 AM |
| 15 | no | 9/6/2019 10:30 AM |
| 16 | yes | 9/6/2019 10:27 AM |
| 17 | no | 9/6/2019 10:24 AM |
| 18 | yes | 9/6/2019 10:23 AM |
| 19 | yes | 9/6/2019 10:21 AM |
| 20 | yes | 9/6/2019 10:16 AM |

Beaufort County Comprehensive Bicycle Plan Survey

| | | |
|----|----------------|--------------------|
| 21 | yes | 9/6/2019 10:14 AM |
| 22 | yes | 9/6/2019 10:00 AM |
| 23 | yes, 2 of them | 9/6/2019 9:58 AM |
| 24 | yes | 9/6/2019 9:56 AM |
| 25 | yes | 9/6/2019 9:53 AM |
| 26 | yes | 9/6/2019 9:52 AM |
| 27 | yes | 9/6/2019 9:50 AM |
| 28 | yes | 9/6/2019 9:48 AM |
| 29 | yes | 9/6/2019 9:45 AM |
| 30 | yes | 9/6/2019 9:43 AM |
| 31 | yes | 9/6/2019 9:41 AM |
| 32 | yes | 9/6/2019 9:34 AM |
| 33 | yes, many | 9/6/2019 9:32 AM |
| 34 | yes | 9/6/2019 9:28 AM |
| 35 | yes | 9/6/2019 9:26 AM |
| 36 | yes | 9/6/2019 9:23 AM |
| 37 | yes | 9/6/2019 9:20 AM |
| 38 | yes | 9/6/2019 8:59 AM |
| 39 | yes | 9/6/2019 8:57 AM |
| 40 | yes | 9/6/2019 8:55 AM |
| 41 | yes | 9/6/2019 8:53 AM |
| 42 | yes | 9/6/2019 8:51 AM |
| 43 | yes | 9/6/2019 8:48 AM |
| 44 | yes | 9/6/2019 8:46 AM |
| 45 | yes | 9/6/2019 8:43 AM |
| 46 | Yes | 8/28/2019 12:04 PM |
| 47 | Yes | 8/27/2019 5:49 PM |
| 48 | yes, Road Bike | 8/22/2019 4:12 AM |
| 49 | Yes | 8/16/2019 11:38 AM |
| 50 | Yes | 8/16/2019 6:29 AM |
| 51 | Yes | 8/15/2019 12:06 PM |
| 52 | Yes | 8/13/2019 6:49 PM |
| 53 | yes | 8/13/2019 4:28 AM |
| 54 | Yes | 8/12/2019 11:34 AM |
| 55 | yes | 8/12/2019 11:29 AM |
| 56 | No | 8/12/2019 10:34 AM |
| 57 | YES | 8/12/2019 9:03 AM |
| 58 | 3 to be exact | 8/10/2019 5:38 PM |
| 59 | yes | 8/9/2019 12:48 PM |
| 60 | Yes | 8/8/2019 1:19 PM |
| 61 | Yes | 8/7/2019 1:45 PM |

Beaufort County Comprehensive Bicycle Plan Survey

| | | |
|-----|-----------|--------------------|
| 62 | Yes | 8/7/2019 4:19 AM |
| 63 | Yes | 8/6/2019 6:58 AM |
| 64 | Yes | 8/6/2019 6:14 AM |
| 65 | Several | 8/6/2019 6:02 AM |
| 66 | Yes, many | 8/6/2019 3:32 AM |
| 67 | yes | 8/5/2019 6:44 AM |
| 68 | yes | 8/5/2019 4:56 AM |
| 69 | yes | 8/4/2019 10:07 AM |
| 70 | yes | 8/4/2019 9:36 AM |
| 71 | Yes | 8/4/2019 6:10 AM |
| 72 | Yes | 8/4/2019 4:58 AM |
| 73 | Yes | 8/4/2019 4:23 AM |
| 74 | Yes | 8/4/2019 3:54 AM |
| 75 | Yes | 8/3/2019 5:11 PM |
| 76 | six | 8/3/2019 2:33 PM |
| 77 | yes | 8/3/2019 1:59 PM |
| 78 | yes | 8/3/2019 1:01 PM |
| 79 | yes | 8/3/2019 9:33 AM |
| 80 | Yes | 8/2/2019 1:06 PM |
| 81 | YES | 7/31/2019 4:52 PM |
| 82 | yes | 7/31/2019 11:58 AM |
| 83 | 5 | 7/25/2019 8:28 AM |
| 84 | sold it | 7/24/2019 7:38 AM |
| 85 | Yes | 7/24/2019 7:34 AM |
| 86 | yes | 7/24/2019 5:30 AM |
| 87 | Yes | 7/23/2019 2:33 PM |
| 88 | Yes | 7/23/2019 1:05 PM |
| 89 | Yes | 7/23/2019 12:52 PM |
| 90 | 3 | 7/23/2019 12:16 PM |
| 91 | yes | 7/23/2019 11:41 AM |
| 92 | Yes | 7/23/2019 9:48 AM |
| 93 | Several | 7/23/2019 9:27 AM |
| 94 | Yes | 7/23/2019 9:25 AM |
| 95 | Yes | 7/23/2019 9:23 AM |
| 96 | Yes | 7/23/2019 9:13 AM |
| 97 | a bunch | 7/23/2019 8:52 AM |
| 98 | y | 7/23/2019 8:04 AM |
| 99 | SEVERAL | 7/23/2019 7:49 AM |
| 100 | yes | 7/22/2019 5:06 AM |
| 101 | yes | 7/22/2019 4:35 AM |
| 102 | Yes | 7/20/2019 1:37 AM |

Beaufort County Comprehensive Bicycle Plan Survey

| 103 | No | 7/19/2019 9:30 AM |
|-----|--|--------------------|
| 104 | No | 7/17/2019 11:58 AM |
| 105 | yes | 7/17/2019 10:46 AM |
| 106 | yes | 7/17/2019 8:55 AM |
| 107 | yes | 7/17/2019 7:50 AM |
| 108 | yes | 7/17/2019 7:29 AM |
| 109 | no | 7/17/2019 7:12 AM |
| 110 | yes | 7/17/2019 6:30 AM |
| 111 | yes | 7/17/2019 6:19 AM |
| 112 | Yes | 7/17/2019 6:17 AM |
| 113 | Yes | 7/17/2019 6:16 AM |
| 114 | Yes | 7/17/2019 6:15 AM |
| 115 | yes | 7/17/2019 6:13 AM |
| 116 | no | 7/17/2019 6:13 AM |
| 117 | no, but rent often | 6/19/2019 11:33 AM |
| 118 | yes | 6/19/2019 7:08 AM |
| 119 | yes | 6/6/2019 12:08 PM |
| 120 | Yes | 6/6/2019 11:37 AM |
| 121 | Yes | 6/6/2019 8:38 AM |
| 122 | yes | 6/6/2019 7:09 AM |
| 123 | Yes | 6/6/2019 6:58 AM |
| 124 | yes | 6/6/2019 6:50 AM |
| 125 | No | 6/3/2019 8:59 AM |
| 126 | yes | 5/29/2019 2:49 AM |
| 127 | SEVERAL | 5/21/2019 7:11 AM |
| # | ARE YOU INVOLVED IN ANY BICYCLE ORGANIZATIONS? IF SO WHICH ONE(S)? | DATE |
| 1 | no | 9/6/2019 10:55 AM |
| 2 | no | 9/6/2019 10:54 AM |
| 3 | nape | 9/6/2019 10:52 AM |
| 4 | no | 9/6/2019 10:49 AM |
| 5 | no | 9/6/2019 10:48 AM |
| 6 | no | 9/6/2019 10:45 AM |
| 7 | no | 9/6/2019 10:43 AM |
| 8 | no | 9/6/2019 10:40 AM |
| 9 | no | 9/6/2019 10:39 AM |
| 10 | no | 9/6/2019 10:38 AM |
| 11 | no | 9/6/2019 10:34 AM |
| 12 | no | 9/6/2019 10:32 AM |
| 13 | no | 9/6/2019 10:30 AM |
| 14 | no | 9/6/2019 10:27 AM |
| 15 | no | 9/6/2019 10:24 AM |

Beaufort County Comprehensive Bicycle Plan Survey

| | | |
|----|---|--------------------|
| 16 | no | 9/6/2019 10:23 AM |
| 17 | no | 9/6/2019 10:21 AM |
| 18 | no | 9/6/2019 10:16 AM |
| 19 | no | 9/6/2019 10:14 AM |
| 20 | no | 9/6/2019 10:00 AM |
| 21 | no | 9/6/2019 9:58 AM |
| 22 | not yet | 9/6/2019 9:56 AM |
| 23 | no | 9/6/2019 9:53 AM |
| 24 | no | 9/6/2019 9:52 AM |
| 25 | Have not because of traffic & disrespect for bike | 9/6/2019 9:50 AM |
| 26 | no | 9/6/2019 9:48 AM |
| 27 | no | 9/6/2019 9:45 AM |
| 28 | no | 9/6/2019 9:43 AM |
| 29 | N-A | 9/6/2019 9:41 AM |
| 30 | Adventure Cycling | 9/6/2019 9:34 AM |
| 31 | yes | 9/6/2019 9:32 AM |
| 32 | N/A | 9/6/2019 9:28 AM |
| 33 | no | 9/6/2019 9:26 AM |
| 34 | no | 9/6/2019 9:20 AM |
| 35 | not at this time | 9/6/2019 8:59 AM |
| 36 | no | 9/6/2019 8:57 AM |
| 37 | no | 9/6/2019 8:55 AM |
| 38 | no | 9/6/2019 8:53 AM |
| 39 | no | 9/6/2019 8:51 AM |
| 40 | no | 9/6/2019 8:46 AM |
| 41 | yes / Pitt Co. Bike Rides | 9/6/2019 8:43 AM |
| 42 | No | 8/28/2019 12:04 PM |
| 43 | No | 8/27/2019 5:49 PM |
| 44 | Washington Bike Club | 8/22/2019 4:12 AM |
| 45 | No | 8/16/2019 11:38 AM |
| 46 | No | 8/16/2019 6:29 AM |
| 47 | No | 8/15/2019 12:06 PM |
| 48 | InnerBanks outfitters and local rider | 8/13/2019 6:49 PM |
| 49 | no | 8/13/2019 4:28 AM |
| 50 | No | 8/12/2019 11:34 AM |
| 51 | no | 8/12/2019 11:29 AM |
| 52 | No | 8/12/2019 10:34 AM |
| 53 | NO | 8/12/2019 9:03 AM |
| 54 | EC Velo (Pitt country cycling group) | 8/10/2019 5:38 PM |
| 55 | Ride for MS | 8/9/2019 12:48 PM |
| 56 | No | 8/8/2019 1:19 PM |

Beaufort County Comprehensive Bicycle Plan Survey

| | | |
|----|---|--------------------|
| 57 | No | 8/7/2019 1:45 PM |
| 58 | Yes, IBXO | 8/7/2019 4:19 AM |
| 59 | No | 8/6/2019 6:58 AM |
| 60 | No | 8/6/2019 6:14 AM |
| 61 | Since moving here... none. | 8/6/2019 6:02 AM |
| 62 | Not here | 8/6/2019 3:32 AM |
| 63 | no | 8/5/2019 6:44 AM |
| 64 | no | 8/5/2019 4:56 AM |
| 65 | no | 8/4/2019 10:07 AM |
| 66 | No | 8/4/2019 6:10 AM |
| 67 | Not currently | 8/4/2019 4:58 AM |
| 68 | No | 8/4/2019 4:23 AM |
| 69 | Inner Banks Outfitters Facebook Group and Strava Group | 8/4/2019 3:54 AM |
| 70 | No | 8/3/2019 5:11 PM |
| 71 | Bike Walk NC; Walk Bike Washington | 8/3/2019 2:33 PM |
| 72 | none | 8/3/2019 1:59 PM |
| 73 | no | 8/3/2019 9:33 AM |
| 74 | No | 8/2/2019 1:06 PM |
| 75 | no | 7/31/2019 11:58 AM |
| 76 | several cycling groups. EC Velo and InnerBanks Outfitters | 7/25/2019 8:28 AM |
| 77 | not now | 7/24/2019 7:38 AM |
| 78 | No | 7/24/2019 7:34 AM |
| 79 | no, not now | 7/24/2019 5:30 AM |
| 80 | No | 7/23/2019 2:33 PM |
| 81 | Intterbank Outfitters of Washington he see below of Greenville Atomic Cycle's | 7/23/2019 12:52 PM |
| 82 | Local group rides | 7/23/2019 12:16 PM |
| 83 | no | 7/23/2019 11:41 AM |
| 84 | EC Velo | 7/23/2019 9:48 AM |
| 85 | IBXO | 7/23/2019 9:27 AM |
| 86 | Inner banks outfitters cycle group | 7/23/2019 9:25 AM |
| 87 | Inner Banks Cyclist | 7/23/2019 9:23 AM |
| 88 | No | 7/23/2019 9:13 AM |
| 89 | USA Cycling, Greensboro Velo Racing Team, | 7/23/2019 8:52 AM |
| 90 | IBX | 7/23/2019 8:04 AM |
| 91 | NONE | 7/23/2019 7:49 AM |
| 92 | no | 7/22/2019 5:06 AM |
| 93 | no | 7/22/2019 4:35 AM |
| 94 | No | 7/20/2019 1:37 AM |
| 95 | No | 7/19/2019 9:30 AM |
| 96 | No | 7/17/2019 11:58 AM |
| 97 | no | 7/17/2019 10:46 AM |

Beaufort County Comprehensive Bicycle Plan Survey

| | | |
|-----|---------------|--------------------|
| 98 | no | 7/17/2019 8:55 AM |
| 99 | no | 7/17/2019 7:50 AM |
| 100 | no | 7/17/2019 7:29 AM |
| 101 | no | 7/17/2019 7:12 AM |
| 102 | no | 7/17/2019 6:30 AM |
| 103 | no | 7/17/2019 6:19 AM |
| 104 | No | 7/17/2019 6:17 AM |
| 105 | No | 7/17/2019 6:16 AM |
| 106 | No | 7/17/2019 6:15 AM |
| 107 | No | 7/17/2019 6:13 AM |
| 108 | no | 7/17/2019 6:13 AM |
| 109 | BikeWalkNC | 6/19/2019 11:33 AM |
| 110 | no | 6/6/2019 12:08 PM |
| 111 | No | 6/6/2019 11:37 AM |
| 112 | No | 6/6/2019 8:38 AM |
| 113 | no | 6/6/2019 7:09 AM |
| 114 | No | 6/6/2019 6:58 AM |
| 115 | no | 6/6/2019 6:50 AM |
| 116 | No | 6/3/2019 8:59 AM |
| 117 | not currently | 5/29/2019 2:49 AM |

VISION STATEMENT:

Beaufort County is an interconnected bicycle-friendly community where residents and visitors alike safely travel by a convenient bicycle network between all municipalities, townships, major commercial & employment destinations, and scenic & leisure destinations throughout the county, including both on and off-road bicycling opportunities. Community health, economic growth and environmental conditions are improved through strategic investments in increased mobility, recognizing the diversity of resident and visitor needs across the county.

| 5: Fully Support | 4 | 3 | 2 | 1: No Support |
|-------------------------------------|---|---|---|---------------|
| X X X X X X X X X X X X X X X | | | | |

Comments?

I don't feel that we are anywhere close to this yet. Downtown is very disconnected from the rest of town, as are the schools, hospitals, grocery stores, etc.
 I love the idea, but no one could bike safely to high school or Washington or to the health department or to parks, etc.
 Put poor people first - they rely on bikes as basic transportation.
 This would greatly benefit the homeless population.

BICYCLE PROGRAMS:

- Increase bicycle parking *
- Improved signalization * (i.e. traffic lights sensing bicycles)
- Driver education programs
- Bicyclist education programs
- Coordination to increase road shoulder sweeping
- Bicycle-friendly drainage grates
- Partnerships for bicycling * encouragement events
- Continue helmet giveaway program
- Reflector giveaway and installation program
- Bicycle-friendly community branding and marketing
- Bicycle racks on BATS public transit vehicles
- Bicycle count data collection program
- Bicycle Plan Implementation Committee
- Optional bicycle registration program (i.e. to help law enforcement locate bicycle if stolen)
- Bicycle planning community response and participation system

Comments?

BIKE PARKING

W/bring shoulders - note! ✓ *Dependably used side racks on BATS buses?*

low in the dark bike paths
 Painted dedicated bike paths!
 Roundabouts at intersections eliminate the left turn hook work

we need bike paths + bike lanes + safe crossing at intersections

make all streets in towns complete streets

MORE bike parking with appropriate racks. NO "buddy" or "school" style racks. *Equivalent to and pasturing or not*

Give utility bike riders the highest priority in the plan then rely on bikes for basic transportation

BIKE LANES + STRIPS

PRIORITY PROJECTS

Place a mark by your
TOP 5 project choices

Aurora: NC-33 Shared use path +
Buffered bike lane (focus on NC-306 intersection section)

Bath: NC-92 Shared use path/
Carteret St. Bike lane

Belhaven: Main St. Bike lane

Belhaven: Pamlico St. Bike lane

Belhaven: US-264 Bypass
Buffered bike lane

Chocowinity: NC-33 Shared use path +
Buffered bike lane (focus on US-17 Bus. intersection section)

Chocowinity: Maple Branch Greenway
+ Williamson Ln. Sharrow connector

Washington: Carolina Ave./US-17 Bus.
Complete streets retrofit + intersection improvements

Washington: US-17 Bus./Bridge St. Shared
use path - Focus on bridge to Chocowinity

Washington: Market St. Shared use path

Washington: US-264/12th St./Highland
Ave./Pennsylvania Ave. Intersection improvements

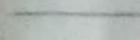
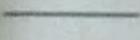
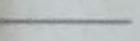
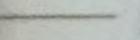
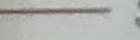
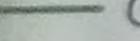
Washington: Washington-Greenville Greenway

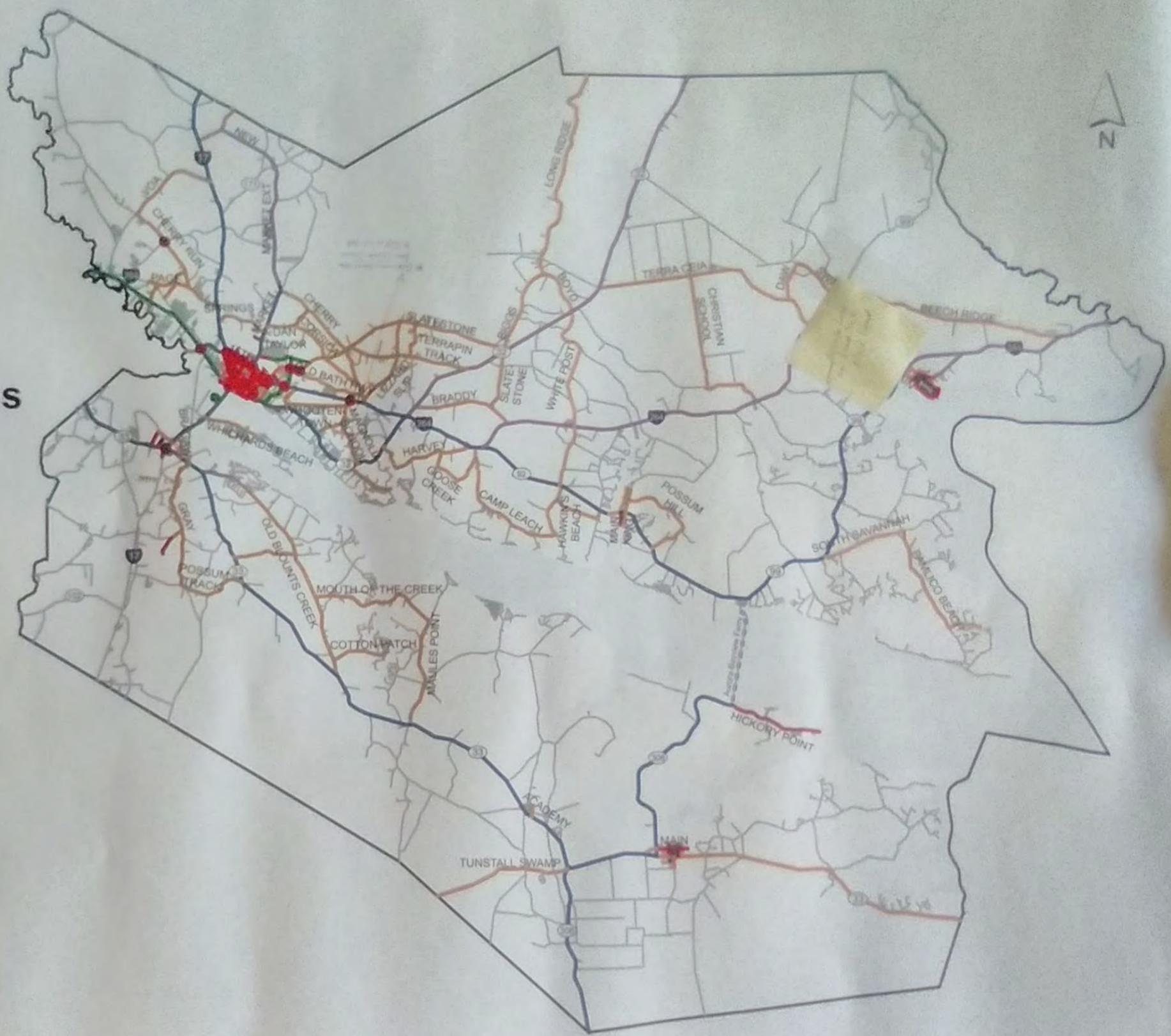
Washington: Runyon Creek Greenway

| | |
|----------------|--|
| | |
| ✓ | |
| ✓✓ | |
| ✓✓ | |
| ✓✓✓✓✓ | |
| ✓✓ | |
| ✓✓✓✓✓ | |
| ✓✓✓✓✓✓✓✓✓✓ | |
| ✓✓✓✓✓✓✓✓✓✓✓✓✓✓ | |
| ✓✓✓✓✓✓✓✓✓✓✓✓✓✓ | |
| ✓✓✓✓✓✓✓✓✓✓✓✓✓✓ | |
| ✓✓✓✓✓✓✓✓✓✓✓✓✓✓ | |

Beaufort County North Carolina Bicycle Network Project Opportunities

Legend

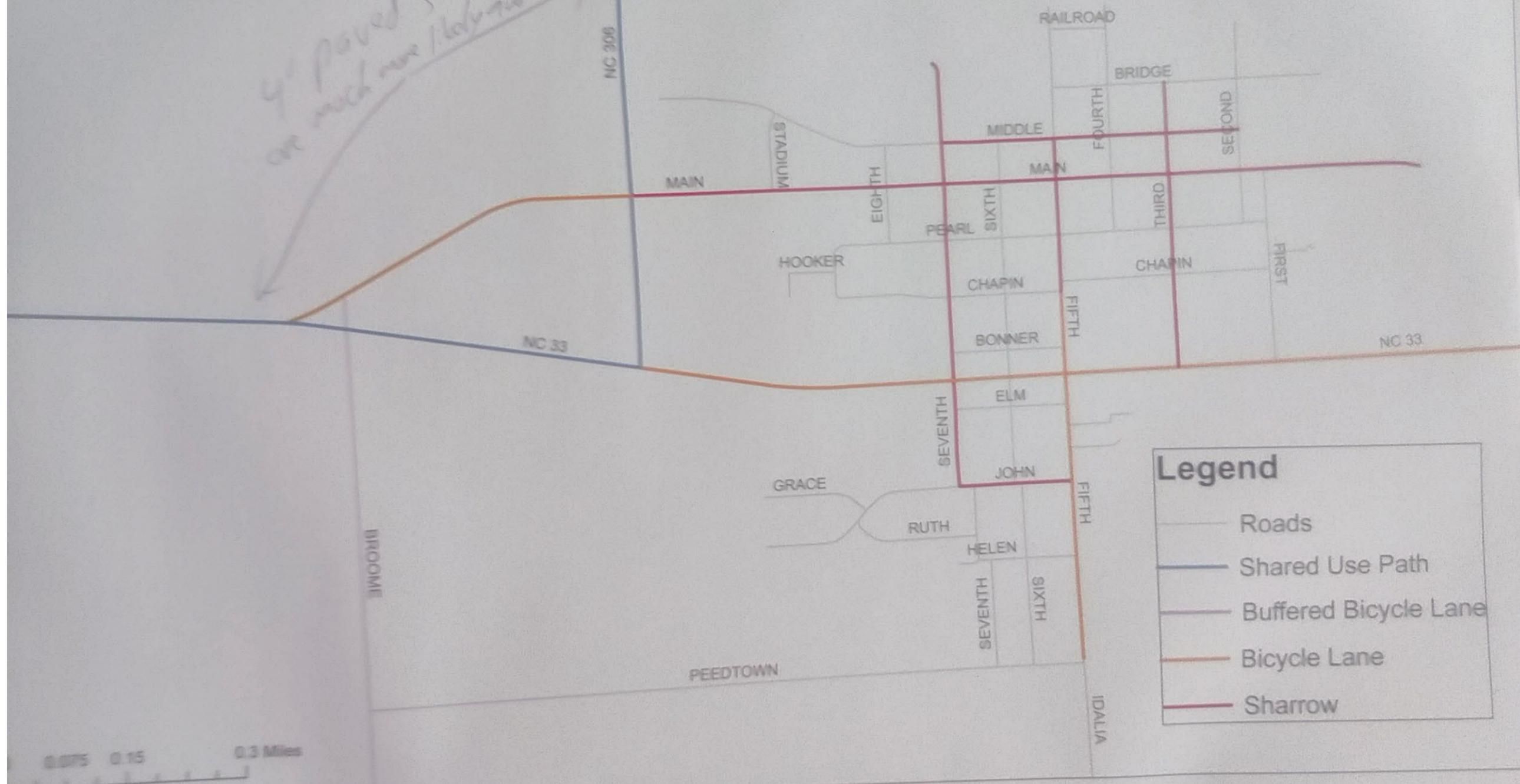
-  Roads
-  Shared Use Path
-  Buffered Bicycle Lane
-  Bicycle Lane
-  Sharrow
-  Greenway
-  Intersection Projects



Beaufort County, North Carolina
Bicycle Network
Project Opportunities
Aurora Inset



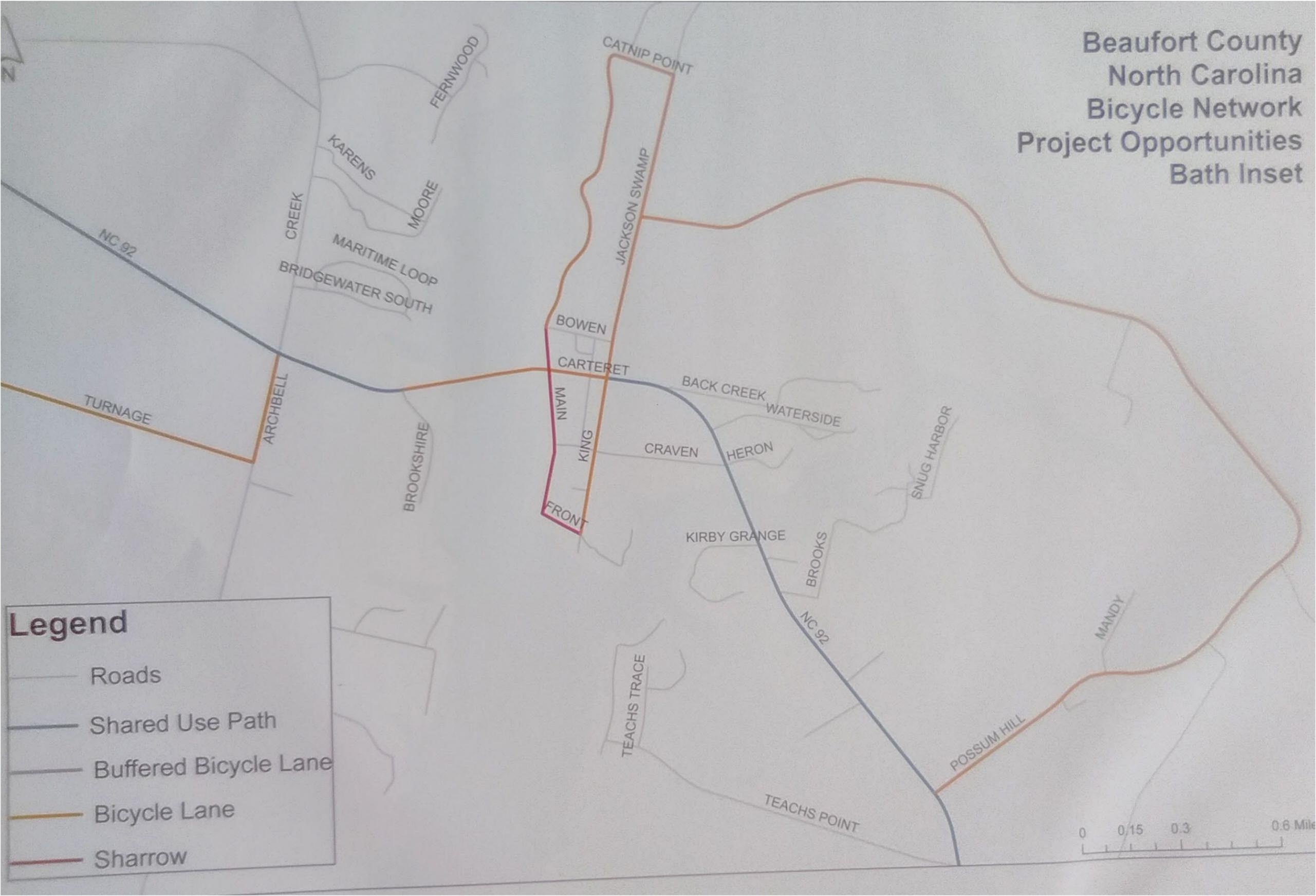
*4' paved shoulder
on north side of highway*



Legend

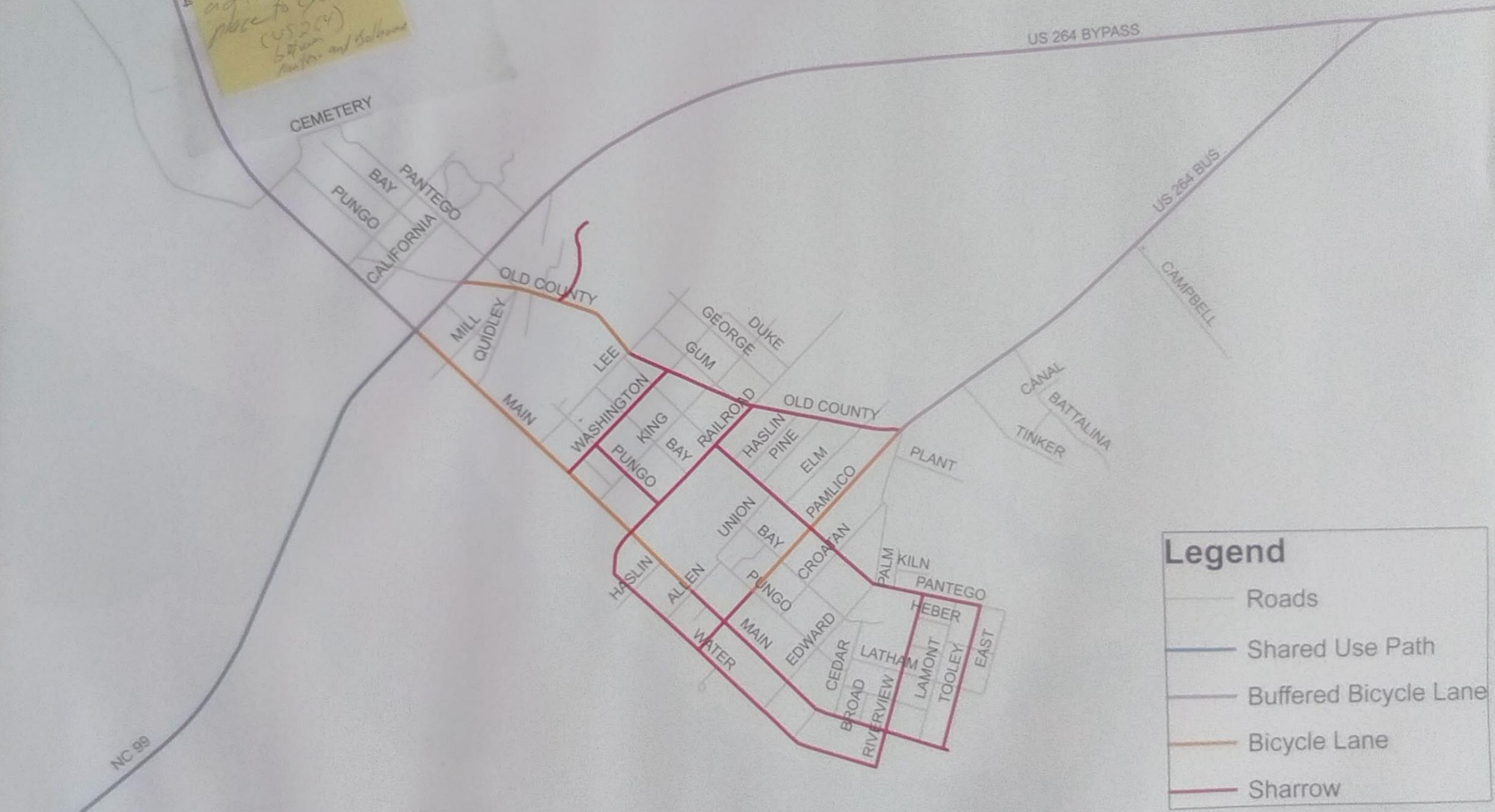
- Roads
- Shared Use Path
- Buffered Bicycle Lane
- Bicycle Lane
- Sharrow

Beaufort County
 North Carolina
 Bicycle Network
 Project Opportunities
 Bath Inset

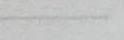
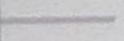
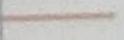


Beaufort County, North Carolina Bicycle Network Project Opportunities Belhaven Inset

Excellent place for shared use path. Currently not difficult place to cycle. (US 264) between Beaufort and Belhaven



Legend

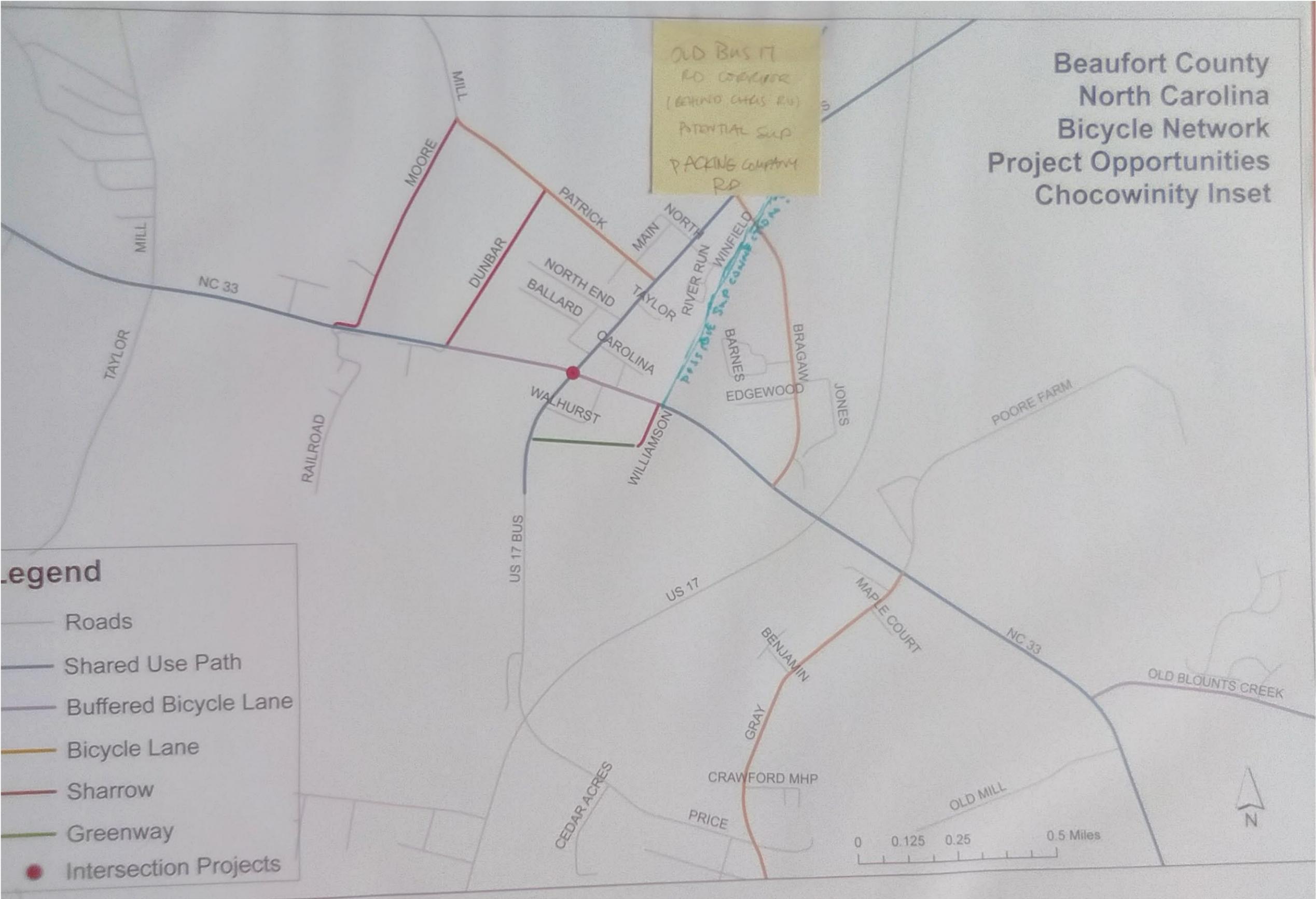
-  Roads
-  Shared Use Path
-  Buffered Bicycle Lane
-  Bicycle Lane
-  Sharrow

Beaufort County
 North Carolina
 Bicycle Network
 Project Opportunities
 Chocowinity Inset

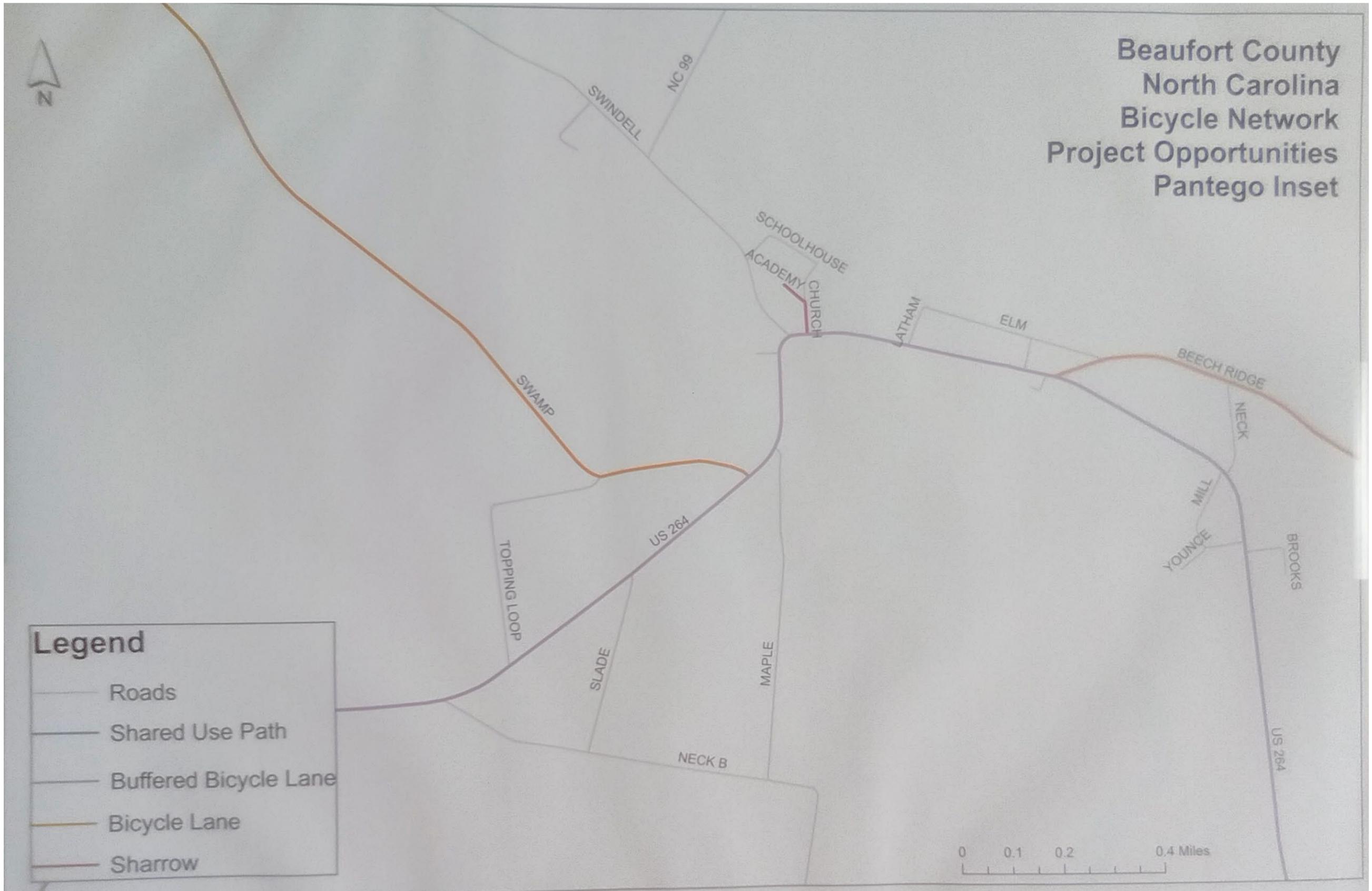
OLD BUS RT
 RD CORRIDOR
 (BEHIND CHAS RD)
 POTENTIAL SUP
 PACKING COMPANY
 RD

Legend

- Roads
- Shared Use Path
- Buffered Bicycle Lane
- Bicycle Lane
- Sharrow
- Greenway
- Intersection Projects



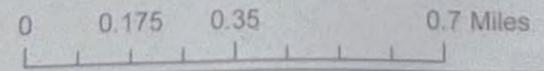
Beaufort County North Carolina Bicycle Network Project Opportunities Pantego Inset



Beaufort County North Carolina Bicycle Network Project Opportunities Washington Inset

Legend

- Roads
- Existing Greenways
- Shared Use Path
- Buffered Bicycle Lane
- Bicycle Lane
- Sharrow
- Greenway
- Intersection Projects



15TH ST
SUP NOT
RECOMMENDED
DUE TO DRIVE
INTERSECTIONS

Proposed
Bicycle Blvd
from 15th to
10th St

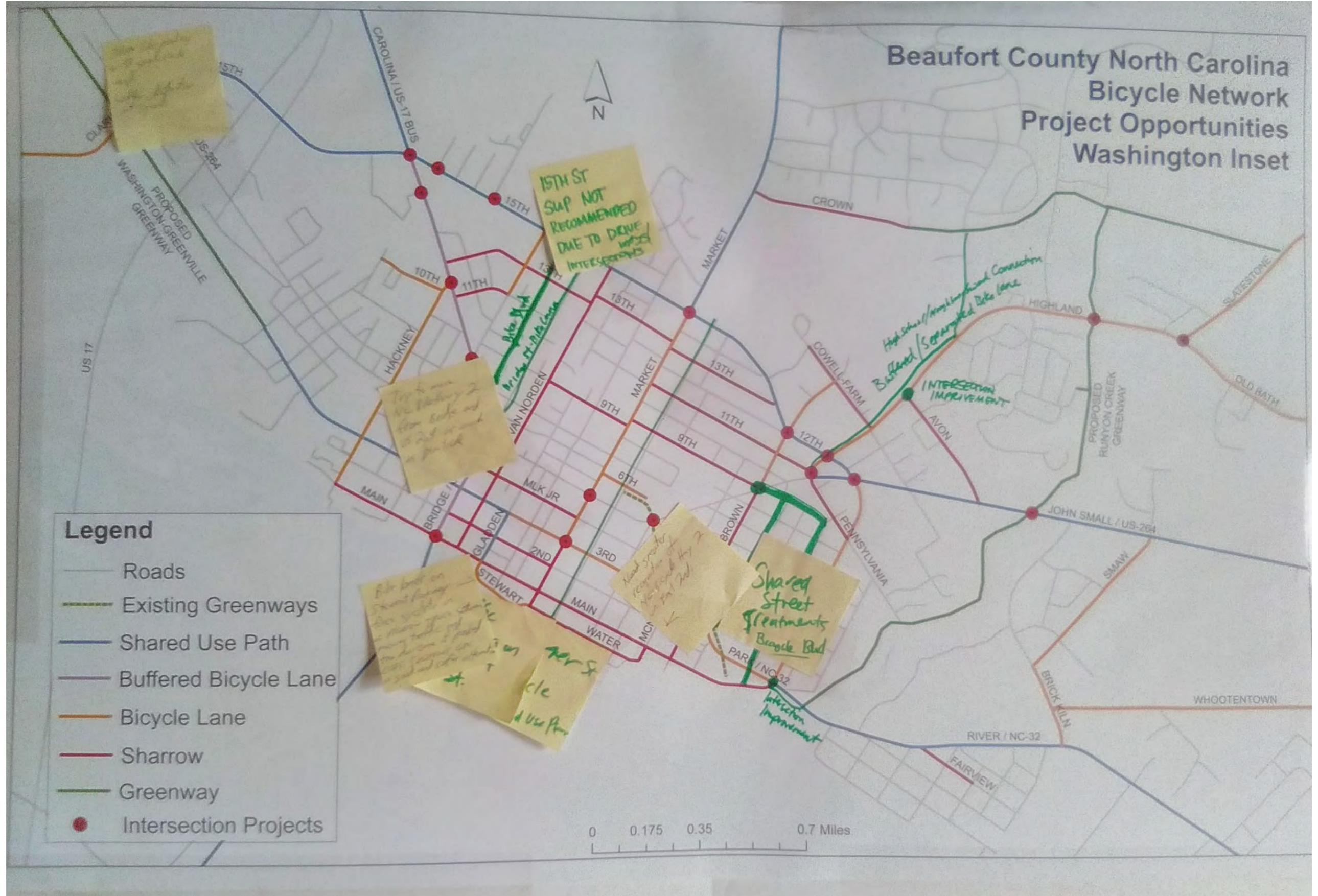
Proposed
Bicycle Blvd
from 15th to
10th St

Shared
Street
Treatments
Bicycle Blvd

High School/Highway Connection
Buffered / Separated Bike Lane

INTERSECTION
IMPROVEMENT

Intersection
Improvement



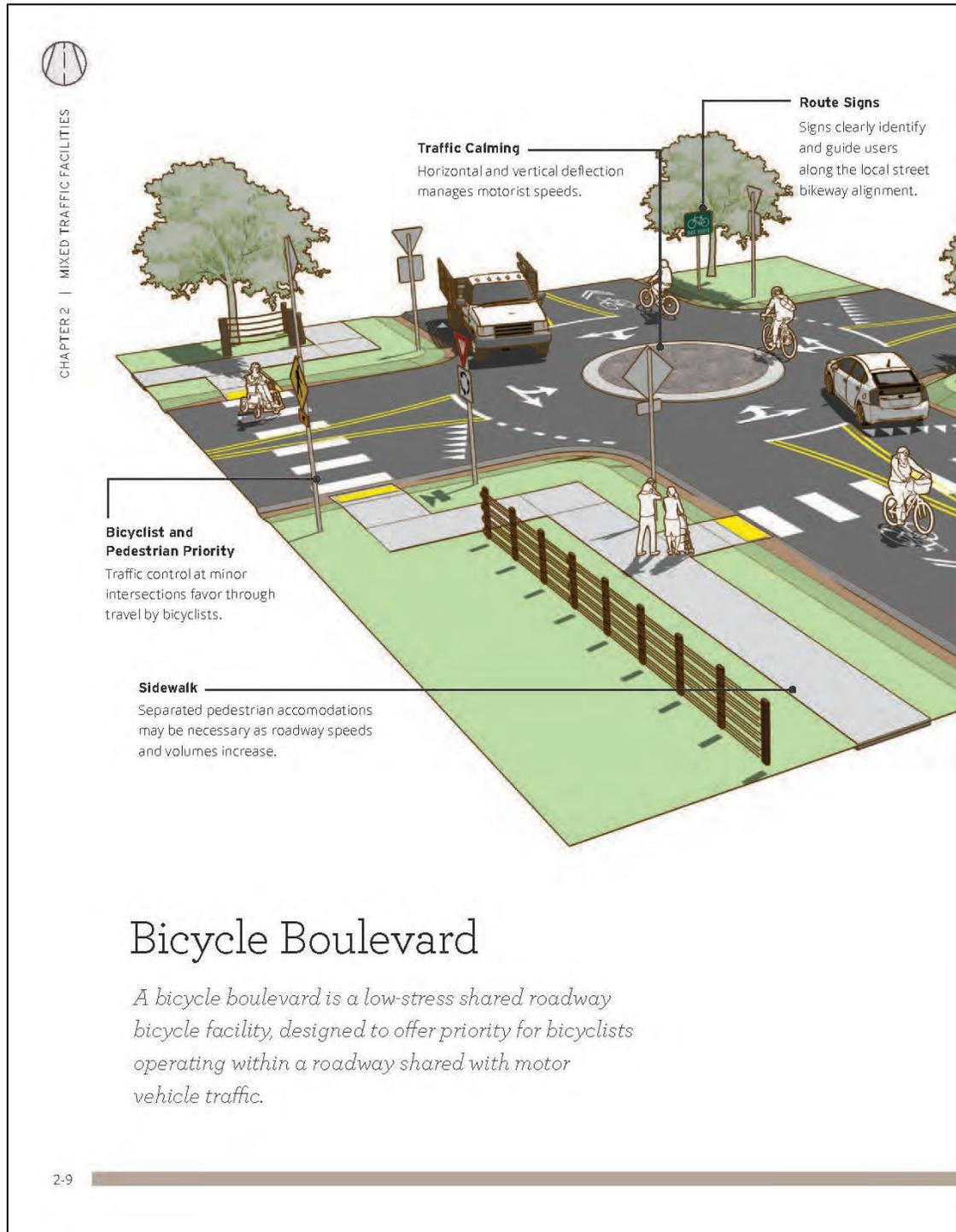
Appendix E: STIP Projects in Beaufort County and Recommendations from Bicycle Plan

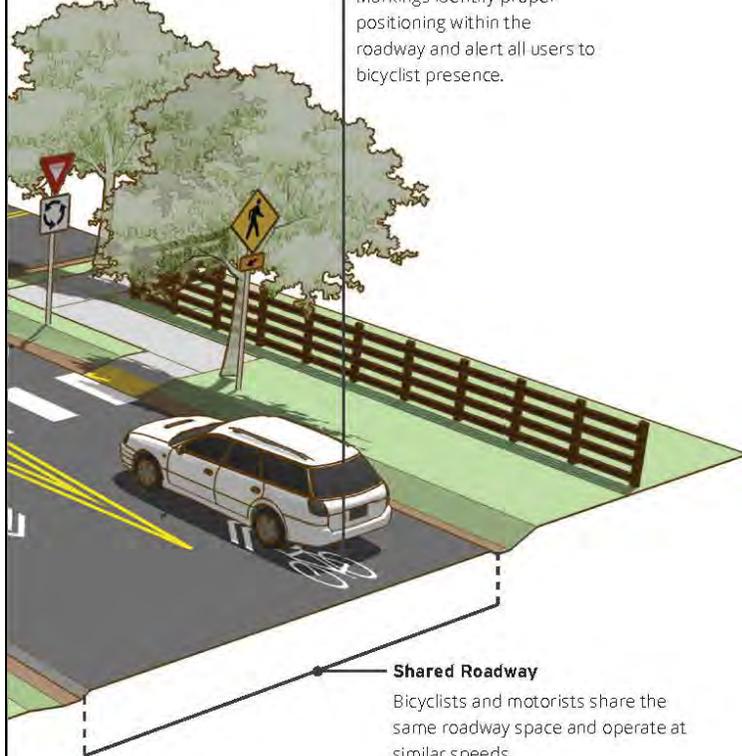
| TIP | R-2511 | U-5860 | R-5897 | BR-0225 | B-5302 | BR-0223 | BR-0110 | B-5614 | B-4433 | BR-0239 | BR-0228 | BR-0229 |
|-------------|--|--|--|--|---|--|---|---|--|--|--|--|
| SPOTID | H090102 | H142080 | H170813 | | | | | | | | | |
| ROUTE | US 17 | SR 1306 (15TH STREET) | NC 32 | SR 1422 (MARKET STREET EXTENSION) | US 17 BUSINESS | SR 1136 (GRAY ROAD) | SR 1127 (POSSUM TRACK ROAD) | SR 1112 (MOUTH OF THE CREEK ROAD) | SR 1932 (MARYS CHAPEL CHURCH ROAD) | SR 1971 (DURHAM CREEK ROAD) | SR 1742 (POST ROAD) | SR 1611 (JONES BRIDGE ROAD) |
| DESCRIPTION | WASHINGTON BYPASS NORTH OF NC 171 TO MULTILANES SOUTH OF WILLIAMSTON. WIDEN TO MULTILANES. | US 17 BUSINESS (CAROLINA AVENUE) TO BROWN STREET. WIDEN TO MULTILANES. | BRICK KILN ROAD. IMPROVE INTERSECTION. | REPLACE BRIDGE 060006 OVER BIG SWAMP. | BRIDGE 3 OVER THE NORFOLK SOUTHERN RAILROAD ON US 17 BUSINESS; PRESERVATION OF BRIDGE NO. 25 ON US 17 BUSINESS OVER PAMLICO RIVER (COMBINED WITH 15BPR.42). | REPLACE BRIDGE 060069 OVER BRANCH OF CONCOWINITY CREEK. | REPLACE BRIDGE NO. 060072 OVER CHOCOWINITY CREEK ON SR 1127 (POSSUM TRACK ROAD). | REPLACE BRIDGE 060009 OVER BLOUNTS CREEK. | REPLACE BRIDGE 060040 OVER DURHAM CREEK TRIBUTARY. | REPLACE BRIDGE 060014 OVER BRANCH OF DURHAM CREEK. | REPLACE BRIDGE 060135 OVER ROWLAND CREEK. | REPLACE BRIDGE 060159 OVER PUNGO CREEK. |
| CATEGORY | DIV | DIV | REG | HF | REG | HF | DIV | DIV | DIV | HF | HF | HF |
| MODE | HIGHWAY | HIGHWAY | HIGHWAY | BRIDGE | BRIDGE | BRIDGE | BRIDGE | BRIDGE | BRIDGE | BRIDGE | BRIDGE | BRIDGE |
| COMMENT | RIGHT-OF-WAY IN PROGRESS | | | UNDER CONSTRUCTION. PROJECT REPRESENTS HFB 2.R.89 PROJECT. | \$3M BUILD NC BOND FUNDS FOR CONSTRUCTION PAYBACK 2020-2034. | UNDER CONSTRUCTION. PROJECT REPRESENTS HFB 2.R.87 PROJECT. | HFB FUNDS REPRESENT HIGHWAY FUND BRIDGE FUNDS. OTHER FUNDS REPRESENT FEDERAL BUILD GRANT FUNDING. RIGHT-OF-WAY IN PROGRESS. | | UNDER CONSTRUCTION | PROJECT REPRESENTS HFB 2.R.95 PROJECT. | UNDER CONSTRUCTION. PROJECT REPRESENTS HFB 2.R.88 PROJECT. | UNDER CONSTRUCTION. PROJECT REPRESENTS HFB 2.R.86 PROJECT. |

| | | | | | | | | | | | | |
|----------------------------|------------------|-------------------------|--|---|--|--|--|--|--|--|--|--|
| Symbology | Division Highway | Division Highway | Regional Highway | HF Bridge | Regional Bridge | HF Bridge | Division Bridge | Division Bridge | Division Bridge | HF Bridge | HF Bridge | HF Bridge |
| Right Of Way Year | 2019 | 2029 | 2029 | | | | 2020 | 2020 | | | | |
| Construction Year | 2022 | 2031 | 2031 | | 2021 | | 2021 | 2021 | | 2021 | | |
| Project Cost(000's) | 75,000.00 | 15,494.00 | 1,800.00 | | 7,655.00 | | 1,240.00 | 8,119.00 | | 1,500.00 | | |
| Counties | MARTIN, BEAUFORT | BEAUFORT | BEAUFORT | BEAUFORT | BEAUFORT | BEAUFORT | BEAUFORT | BEAUFORT | BEAUFORT | BEAUFORT | BEAUFORT | BEAUFORT |
| Div | 1,2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| MPOs RPOs | MID-EAST RPO | MID-EAST RPO | MID-EAST RPO | MID-EAST RPO | MID-EAST RPO | MID-EAST RPO | MID-EAST RPO | MID-EAST RPO | MID-EAST RPO | MID-EAST RPO | MID-EAST RPO | MID-EAST RPO |
| Recommendation: | Shared Use Path | Separated Bicycle Lanes | Shared Use Path on NC-32/ Bike Lanes on Brick Kiln | Buffered Bicycle Lanes (Bicycle and pedestrian accommodations recommended for all bridge replacements.) | Shared Use Path and Bridge Deck Enhancement (Bicycle and pedestrian accommodations recommended for all bridge replacements.) | Bicycle Lanes (Bicycle and pedestrian accommodations recommended for all bridge replacements.) | Bicycle Lanes (Bicycle and pedestrian accommodations recommended for all bridge replacements.) | Bicycle Lanes (Bicycle and pedestrian accommodations recommended for all bridge replacements.) | Not shown (Bicycle and pedestrian accommodations recommended for all bridge replacements.) | Not shown (Bicycle and pedestrian accommodations recommended for all bridge replacements.) | Not shown (Bicycle and pedestrian accommodations recommended for all bridge replacements.) | Not shown (Bicycle and pedestrian accommodations recommended for all bridge replacements.) |

Appendix F: Bicycle Boulevard Design Guidance

Source: Federal Highway Administration (FHWA), Small Town and Rural Multimodal Networks Guide





Route Markings
Markings identify proper positioning within the roadway and alert all users to bicyclist presence.

Shared Roadway
Bicyclists and motorists share the same roadway space and operate at similar speeds.

BENEFITS

- Increases comfort for people bicycling by reducing motor vehicle operating speeds and volumes, if diversion is included.
- Connects local residential roads to commercial corridors and community services such as schools.
- Improves conditions for pedestrians when implemented with sidewalks and enhanced pedestrian crossings.
- May reduce the incidence of serious injuries through reduced travel speeds.
- Improves the quality of life for residents through calmer traffic and safer crossings.
- Less visually impactful than separated facilities.

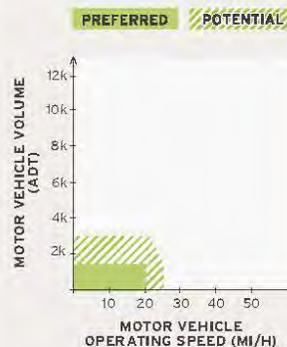
CONSIDERATIONS

- May require additional paved surface to provide sidewalk space for pedestrians.

APPLICATION

Speed and Volume

Appropriate on local streets with low volumes and low speed. Speed and volume management may be necessary to create desired operating conditions.



Network

Local residential roadways. Not for through motor vehicle travel.



Land Use

For use inside of built-up areas to connect biking and walking routes in small town street networks.





Bicycle Boulevard

Bicycle boulevards provide a bicycle-priority route designed to offer convenient, low-stress access to local destinations and through neighborhoods. Combinations of access management, traffic calming, and crossing treatments work in concert to enhance the bicycling experience.

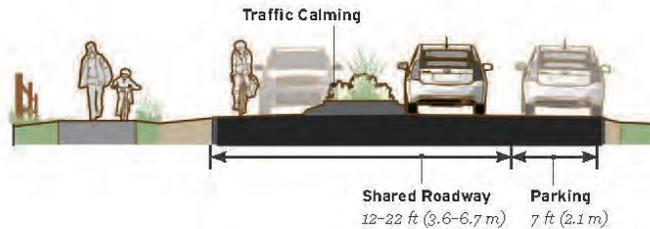


Figure 2-4. Common elements of a bicycle boulevard

GEOMETRIC DESIGN



Figure 2-5. Bicycle boulevards combine road markings, traffic-calming measures, and crossing improvements designed to enhance the comfort and priority of bicyclists travelling along the route.

The AASHTO Bike Guide describes bicycle boulevards as streets “that have been modified to accommodate through bicycle traffic and minimize motor traffic” (2012, p. 1-2).

Many small town or rural local streets may have existing low-speed and low-volume traffic conditions that are ideal for bicycle boulevard implementation. In cases where speeds and volumes do not meet preferred values, traffic-calming techniques may be used to improve conditions. Even in curvilinear local street networks without cut-through traffic, speeding can be a problem on long, wide streets.

Speed reduction measures can help maintain vehicle speeds below 25 mi/h (40 km/h) and greatly improve bicyclists’ comfort on a roadway by reducing the overtaking speed differential between motor vehicles and bicyclists.

For more information on speed reduction measures, refer to the section on Traffic Calming in this guide.



Bicycle Boulevard

MARKINGS

Use markings to encourage motorists to pass bicyclists at a safe distance.

- Do not mark a center line on bicycle boulevard facilities unless it serves as a short channelization device.

Clear identification of the bicycle boulevard is important for road user awareness of the facility.

- Shared lane markings (SLMs) are the standard marking for indicating shared roadway bicycle operations.
- Place SLMs in the center of the travel lane to minimize wear and encourage riding a safe distance from parked cars.

SIGNS

Route wayfinding is critical on bicycle boulevards when located along local routes with circuitous network connections. There are three functional types of wayfinding signs, illustrated in Figure 2-6:

B Confirmation Signs. Bike Route Guide (D11-1c) signs indicate to bicyclists that they are on a designated bikeway and make motorists aware of the bicycle route.

C Turn Signs. A Bicycle Destination Sign (D1-1) with one or more destinations in a single direction indicates where a bike route turns from one street onto another street.

D Decision Signs. Decision sign assemblies are a combination of D11-1c and D1-3a signs used to mark the junction of two or more bikeways and inform bicyclists of the designated bike route to access key destinations.



Ennis, MT—Population 850



D11-1c



D1-1



D11-1c; D1-3a

Figure 2-6. MUTCD guide signs for bicycle route navigation. The use of the D11-1c sign is preferred over D11-1 whenever practical, as it provides the reader with more useful information regarding the destination or route.



Bicycle Boulevard

INTERSECTIONS

Comfortable and intuitive intersection accommodations on bicycle boulevards are required to make the route attractive and functional for bicyclists of all ages and abilities. While crossings of local and minor collector streets may be comfortable with minimal modification, most local streets lack appropriate traffic control to safely and comfortably cross large streets. Crossing improvements should safely and comfortably accommodate pedestrians as well as bicyclists.

MINOR INTERSECTION CROSSINGS

Design treatments at minor roadway intersections to offer priority for bicyclists over cross-street traffic.

- Stops or yield signs should be oriented to favor the bicycle boulevard.

MAJOR INTERSECTION CROSSINGS

The quality of treatments at major street crossings significantly affect the utility of a bicycle boulevard route. Design crossing treatments to enhance safety and comfort for crossing users.

Refer to the National Cooperative Highway Research Program's *NCHRP 562 Improving Pedestrian Safety at Unsignalized Crossings Appendix A* for

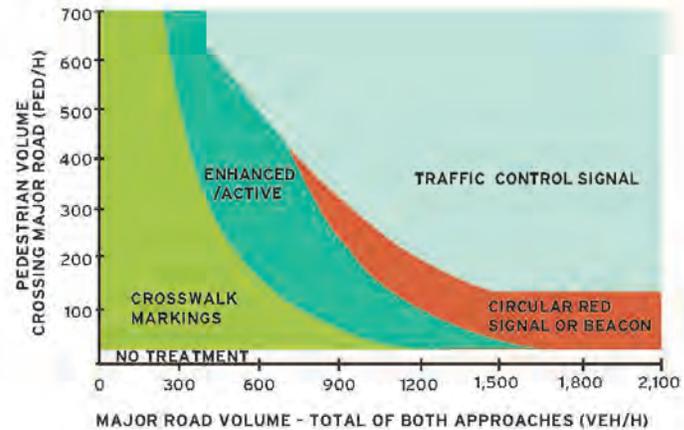


Figure 2-7. Example Guidelines for Pedestrian Crossing Treatments adapted from NCHRP 562 (Fig. A-5). Calculations assume 34 ft (10.4 m) Pavement, 35 mi/h (55 km/h), 3.5 ft/s (1.1 m/s) Walking Speed.

a method to analyze an appropriate crossing treatments for a given roadway context. Evaluate the calculation assuming moderate bicycle and pedestrian activity to reflect the anticipated activity-level at the future enhanced crossing.

Figure 2-7 provides an example graph of crossing guidelines following NCHRP 562 methodology. This should only be used when the major-road speed, the pedestrian walking speed, and the crossing distance are matched to the value presented at the top of the graph. For other situations, the reader should use the equations listed in the Appendix A worksheets.

IMPLEMENTATION

Development of bicycle boulevards in rural settings can often be challenging due to a lack of alternate through roadways and the concentration of motor vehicle traffic on arterials. Disconnected road networks may maintain low traffic speeds and discourage through traffic on local roads, but these benefits often sacrifice connectivity.

ACCESSIBILITY

Bicycle boulevards are designed to prioritize use by bicyclists and are not intended for use by pedestrians. On bicycle boulevards, the appropriate pedestrian facility is generally a sidewalk. If the bicycle boulevard is intended to facilitate pedestrian travel within the roadway it must be accessible.



Bicycle Boulevard

CROSSING ENHANCEMENT TOOLS

Crossing enhancements can use a variety of engineering tools to address user comfort, provide additional gap acceptance opportunities, and increase yield to pedestrian rates.

For more information on crossing enhancements for bicycle boulevards, refer to BIKESAFE 2014.

Figure 2-8. The following images illustrate some potential crossing enhancements for increasing the safety and comfort of bicycle boulevard crossings of other roadways.



Crosswalk Markings and Crossing Warning Signs

Crosswalk markings and warning signage raise awareness of the crossing by motorists. Use a combined bicycle and pedestrian W11-15 sign to indicate the potential of bicyclists and pedestrians crossing at specific locations.



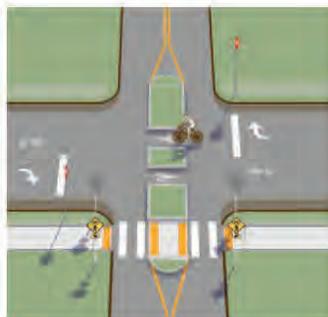
Curb Extensions

Curb extensions reduce traffic exposure and increase visibility of crossing users. Curb extensions should not be used within shoulders where they interfere with bicycle travel along the major roadway.



Active Warning Beacons

At locations with poor yield-to-pedestrian compliance, install active warning beacons such as rectangular rapid flashing beacons to supplement crossing warning signs and remind motorists of the obligation to yield. Refer to FHWA Interim Approval 11 for more information on the use and application of rectangular rapid flashing beacons.



Median Islands

Divide crossings into multiple stages with a median safety island. This allows crossing bicyclists and/or pedestrians to accept gaps in traffic one direction at a time. Median safety island for bicycle boulevards should be at least 8 ft (2.4 m) deep to accommodate crossing bicyclists.

Median islands are an FHWA Proven Safety Countermeasure.



Pedestrian Hybrid Beacons

At locations with multiple lanes of traffic, high-speed traffic, and/or no opportunity for a median safety island, a full traffic signal or pedestrian hybrid beacon may be effective in creating safe crossing conditions. Pedestrian hybrid beacons are an FHWA Proven Safety Countermeasure. Refer to the FHWA Pedestrian Hybrid Beacon Guide 2014 and MUTCD Chapter 4F for more information.



CASE STUDY | BIKE BOULEVARD

Arcata, California

PROJECT DESCRIPTION



The objective of the Arcata Bicycle Boulevard project was to create a more balanced and multimodal transportation system that provided facilities for walking and biking. Bicycle boulevards play an important role in a bicycle network, by providing a traffic calmed street for bicyclists of all ages and abilities.

The Arcata Bicycle Boulevards were implemented roadways with low traffic volumes (fewer than 2,000 cars per day), which run parallel to high-volume roadways (11th and H Streets). The boulevards connect critical destinations throughout the community, including connecting Arcata High School to downtown Arcata and the Arcata Marsh and Wildlife Sanctuary. The facilities also connect to public transportation at the Arcata Intermodal Transit Facility on 10th Street. The boulevard connects to Q and 11th Streets, where a future pedestrian and bicycle shared use trail is planned along south Q Street, leading toward the Arcata Marsh.

Special attention was given to bicyclists at intersections, where it is important to give bicyclists priority to maintain free-flow travel. Mini traffic circles slow motor vehicle traffic at minor intersections, while allowing bicyclists to continue through the intersection. Traffic calming at intersections also included public art to slow motor vehicle speeds, as seen at the intersection of 10th and I Streets.

A project video can be found at:
<https://www.youtube.com/watch?v=-K8j3IKQJGM>

DETAILS

COMMUNITY CONTEXT

Arcata is a university town located along Arcata Bay in northern California. The 2010 population was 17,231, with many visitors in the summer.

KEY DESIGN ELEMENTS

Custom wayfinding signs, pavement markings, and landscaped curb extensions, which act as a traffic calming element, were used in this project. Traffic controls were put in place at intersections to help bicyclists cross major intersections at 10th and K Streets, 11th and I Streets, and 11th and Q Streets. Additional bike parking was also installed along the bike boulevard at popular destinations.

ROLE IN THE NETWORK

Bicycle boulevards were identified as key projects in the *Arcata Pedestrian and Bicycle Master Plan* in 2005 and 2010. This project provides connections between important community destinations, as well as future or planned projects.

FUNDING

In December 2006, the Public Works Department received a Caltrans Bicycle Transportation Account (BTA) grant for \$173,612. The grant funded the bicycle boulevard improvements, as well as an intersection study, education and awareness programs, and bicycle parking in downtown Arcata.

For more information refer to:
<http://www.cityofarcata.org/298/Arcata-Bicycle-Boulevard>



Bicycle Boulevard

San Luis Obispo, CA—Population 45,911



PHOTO CREDIT

Page 2-12. Alta Planning + Design

Page 2-15. City of Arcata

Page 2-16. Adam Fukushima, City of San Luis Obispo

WORKS CITED

Ewing, R., Steven, J. *U.S. Traffic Calming Manual*. 2009.

Federal Highway Administration. *Bicycle Safety Guide and Countermeasure Selection System*. 2014.

Federal Highway Administration. *Interim Approval for Optional Use of Rectangular Rapid Flashing Beacons (IA-11)*. 2008.

Federal Highway Administration. *Manual on Uniform Traffic Control Devices*. 2009.

Federal Highway Administration. *Pedestrian Hybrid Beacon Guide*. 2014.

Federal Highway Administration. *Proven Safety Countermeasures*. 2012.

NCHRP Report 562: *Improving Pedestrian Safety at Unsignalized Crossings*. 2007.

This page was intentionally left blank.