



Comprehensive Transportation Plan



Hyde County

October 2012

Comprehensive Transportation Plan

Hyde County

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In Cooperation with:	Hyde County Albemarle Rural Planning Organization

October 2012



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Executive Summary

In January of 2011, the Transportation Planning Branch of the North Carolina Department of Transportation and Hyde County initiated a study to cooperatively develop the Hyde County Comprehensive Transportation Plan (CTP). This is a long range multi-modal transportation plan that covers transportation needs through 2035. Modes of transportation evaluated as part of this plan include: highway, public transportation and rail, bicycle, and pedestrian. This plan does not cover routine maintenance or minor operations issues. Refer to Appendix A for contact information on these types of issues.

Findings of this CTP study were based on an analysis of the transportation system, environmental screening, and public input. Refer to Figure 1 for the CTP maps, which were mutually endorsed/adopted in 2012. Implementation of the plan is the responsibility of Hyde County and NCDOT. Refer to Chapter 2 for information on the implementation process.





Hyde County North Carolina

Comprehensive **Transportation Plan**

Plan date: March 27, 2012

Sheet 1	Adoption Sheet
Sheet 2	Highway Map
Sheet 3	Public Transportation and Rail Map
Sheet 4	Bicycle Map
Sheet 5	Pedestrian Map
	Ferry Routes
	Roads
+	Air
	Schools
	County Boundary
	Water
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	W S E



Base map date: January 2011 Refer to CTP document for more details

DARE









Ocracoke





Hyde County North Carolina

Comprehensive Transportation Plan

Plan date: March 27, 2012

On-road	
	Existing
	Needs Improvement
	Recommended
Off-road	
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	Needs Improvement
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Multi-Use F	aths
	Existing
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Figure	1 - Sheet 4A
Base map dat	e: January 2011
Refer to CTP doo	cument for more details





Ocracoke





Hyde County North Carolina

Comprehensive Transportation Plan Plan date: March 27, 2012



I. Analysis of the Existing and Future Transportation System

A Comprehensive Transportation Plan (CTP) is developed to ensure that the progressively developed transportation system will meet the needs of the region for the planning period. The CTP serves as an official guide to providing a well-coordinated, efficient, and economical transportation system for the future of the region. This document should be utilized by the local officials to ensure that planned transportation facilities reflect the needs of the public, while minimizing the disruption to local residents, businesses and environmental resources.

In order to develop a CTP, the following are considered:

- Analysis of the transportation system, including any local and statewide initiatives;
- Impacts to the natural and human environment, including natural resources, historic resources, homes, and businesses;
- Public input, including community vision and goals and objectives.

Analysis Methodology and Data Requirements

Reliable forecasts of future travel patterns must be estimated in order to analyze the ability of the transportation system to meet future travel demand. These forecasts depend on careful analysis of the character and intensity of existing and future land use and travel patterns.

An analysis of the transportation system looks at both current and future travel patterns and identifies existing and anticipated deficiencies. This is usually accomplished through a capacity deficiency analysis, a traffic crash analysis, and a system deficiency analysis. This information, along with population growth, economic development potential, and land use trends, is used to determine the potential impacts on the future transportation system.

Roadway System Analysis

An important stage in the development of a CTP is the analysis of the existing transportation system and its ability to serve the area's travel desires. Emphasis is placed not only on detecting the existing deficiencies, but also on understanding the causes of these deficiencies. Roadway deficiencies may result from inadequacies such as pavement widths, intersection geometry, and intersection controls; or system problems, such as the need to construct missing travel links, bypass routes, loop facilities, additional radial routes or infrastructure improvements to meet statewide initiatives.

One of those statewide initiatives is the Strategic Highway Corridor (SHC) Vision Plan adopted by the Board of Transportation on September 2, 2004 and last revised on July 10, 2008. The SHC concept represents a timely initiative to protect and maximize the mobility and connectivity on a core set of highway corridors throughout North Carolina, while promoting environmental stewardship through maximizing the use of existing facilities to the extent possible, and fostering economic prosperity through the quick and efficient movement of people and goods.

The primary purpose of the SHC concept is to provide a network of high-speed, safe, reliable highways throughout North Carolina. The primary goal to support this purpose is to create a greater consensus towards the development of a genuine vision for each Corridor – specifically towards the identification of a desired facility type (Freeway, Expressway, Boulevard, or Thoroughfare) for each Corridor. Individual Comprehensive Transportation Plans shall incorporate the long-term vision of each Corridor. Refer to Appendix A for contact information.

In the development of this plan, travel demand was projected from 2007 to 2035 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1991 to 2009. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. The established future growth rates were endorsed by the Hyde County CTP Committee on April 25, 2011.

Existing and future travel demand is compared to existing roadway capacities. Capacity deficiencies occur when the traffic volume of a roadway exceeds the roadway's capacity. Roadways are considered near capacity when the traffic volume is at least eighty percent of the capacity. Refer to Figures 2 and 3 for existing and future roadway deficiencies.

Standing water was one of the biggest concerns for Ocracoke and was identified in the Ocracoke Community Assessment Report in Appendix H. After a heavy rain there are several locations where standing water pools up along the road and creates a safety hazard for bicyclists and pedestrians. Although this is something that is generally beyond the scope of a CTP, due to the importance of this issue to Ocracoke, it is shown on the deficiency maps and is intended to be used as a reference. Refer to Figures 2 and 3 for standing water locations.

Capacity is the maximum number of vehicles which have a "reasonable expectation" of passing over a given section of roadway, during a given time period under prevailing roadway and traffic conditions. Many factors contribute to the capacity of a roadway including the following:

- Geometry of the road (including number of lanes), horizontal and vertical alignment, and proximity of perceived obstructions to safe travel along the road;
- Typical users of the road, such as commuters, recreational travelers, and truck traffic;

- Access control, including streets and driveways, or lack thereof, along the roadway;
- Development along the road, including residential, commercial, agricultural, and industrial developments;
- Number of traffic signals along the route;
- Peaking characteristics of the traffic on the road;
- Characteristics of side-roads feeding into the road; and
- Directional split of traffic or the percentages of vehicles traveling in each direction along a road at any given time.

The relationship of travel demand compared to the roadway capacity determines the level of service (LOS) of a roadway. Six levels of service identify the range of possible conditions. Designations range from LOS A, which represents the best operating conditions, to LOS F, which represents the worst operating conditions.

LOS D indicates "practical capacity" of a roadway, or the capacity at which the public begins to express dissatisfaction. The practical capacity for each roadway was developed based on the 2000 Highway Capacity Manual using the NCLOS program. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C for new facilities. Refer to Appendix E for detailed information on LOS.

Traffic Crash Analysis

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Crash patterns obtained from an analysis of crash data can lead to the identification of improvements that will reduce the number of crashes. A crash analysis was performed for the Hyde County CTP for crashes occurring in the planning area between January 1, 2007 and December 31, 2009. During this period, there were no intersections were identified as high crash locations.

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Bridge Deficiency Assessment

Bridges are a vital and unique element of a highway system. First, they represent the highest unit investment of all elements of the system. Second, any inadequacy or deficiency in a bridge reduces the value of the total investment. Third, a bridge presents the greatest opportunity of all potential highway failures for disruption of community welfare. Finally, and most importantly, a bridge represents the greatest opportunity of all highway failures for loss of life. For these reasons, it is imperative that bridges be constructed to the same design standards as the system of which they are a part.

The NCDOT Structure Management Unit inspects all bridges in North Carolina at least once every two years. Bridges having the highest priority are replaced as Federal and State funds become available. Eight deficient bridges were identified within the planning area and are illustrated in Figure 6. Refer to Appendix F for more detailed information.

Public Transportation and Rail

Public transportation and rail are vital modes of transportation that give alternative options for transporting people and goods from one place to another.

Public Transportation

North Carolina's public transportation systems serve more than 50 million passengers each year. Five categories define North Carolina's public transportation system: community, regional community, urban, regional urban and intercity.

- Community Transportation Local transportation efforts formerly centered on assisting clients of human service agencies. Today, the vast majority of rural systems serve the general public as well as those clients.
- Regional Community Transportation Regional community transportation systems are composed of two or more contiguous counties providing coordinated / consolidated service. Although such systems are not new, the NCDOT Board of Transportation is encouraging single-county systems to consider mergers to form more regional systems.
- Urban Transportation There are currently nineteen urban transit systems operating in North Carolina, from locations such as Asheville and Hendersonville in the west to Jacksonville and Wilmington in the east. In addition, small urban systems are at work in three areas of the state. Consolidated urban-community transportation exists in five areas of the state. In those systems, one transportation system provides both urban and rural transportation within the county.
- Regional Urban Transportation Regional urban transit systems currently operate in three areas of the state. These systems connect multiple municipalities and counties.
- Intercity Transportation Intercity bus service is one of a few remaining examples of privately owned and operated public transportation in North Carolina. Intercity

buses serve many cities and towns throughout the state and provide connections to locations in neighboring states and throughout the United States and Canada. Greyhound/Carolina Trailways operates in North Carolina. However, community, urban and regional transportation systems are providing increasing intercity service in North Carolina.

An inventory of existing and planned fixed public transportation routes for the planning area is presented on Sheet 3 of Figure 1. Hyde County Transit is a community transportation system that started in 1987. It is a private non-profit corporation with a fleet of two 25-ft buses and four vans, three of which are wheel chair accessible. Transportation services include non-emergency medical trips to Belhaven, Washington, Greenville, and service to the Mattamuskeet Senior Center. They also provide employment transportation to Washington on Monday and Thursday to the Employment Security Commission in Washington, service to Belhaven on Wednesday, Ocracoke service once a month to Avon and the Outer Banks, and the Rural General Public Program. All recommendations for public transportation were coordinated with the local governments and the Public Transportation Division of NCDOT. Refer to Appendix A for contact information.

Ocracoke identified the need for a transit system on the island due to the increased travel to the island during the summer and the limited parking. The NCDOT Division of Public Transportation is currently conducting a transit study for Hyde County which is expected to be completed in August 2012 at which time the CTP will be updated, if necessary.

Rail

Today North Carolina has 3,684 miles of railroad tracks throughout the state. There are two types of trains that operate in the state, passenger trains and freight trains.

The North Carolina Department of Transportation sponsors two passenger trains, the Carolinian and Piedmont. The Carolinian runs between Charlotte and New York City, while the Piedmont train carries passengers from Raleigh to Charlotte and back everyday. Combined, the Carolinian and Piedmont carry more than 200,000 passengers each year.

There are two major freight railroad companies that operate in North Carolina, CSX Transportation and Norfolk Southern Corporation. Also, there are more than 20 smaller freight railroads, known as shortlines.

Hyde County does not have any rail facilities.



Bicycles & Pedestrians

Bicyclists and pedestrians are a growing part of the transportation equation in North Carolina. Many communities are working to improve mobility for both cyclists and pedestrians.

NCDOT's Bicycle Policy, updated in 1991, clarifies responsibilities regarding the provision of bicycle facilities upon and along the 77,000-mile state-maintained highway system. The policy details guidelines for planning, design, construction, maintenance, and operations pertaining to bicycle facilities and accommodations. All bicycle improvements undertaken by the NCDOT are based upon this policy.

The 2000 NCDOT Pedestrian Policy Guidelines specifies that NCDOT will participate with localities in the construction of sidewalks as incidental features of highway improvement projects. At the request of a locality, state funds for a sidewalk are made available if matched by the requesting locality, using a sliding scale based on population.

NCDOT's administrative guidelines, adopted in 1994, ensure that greenways and greenway crossings are considered during the highway planning process. This policy was incorporated so that critical corridors which have been adopted by localities for future greenways will not be severed by highway construction.

Inventories of existing and planned bicycle and pedestrian facilities for the planning area are presented on Sheets 4, 4A, 5 and 5A of Figure 1. Mountains to Sea (NC Bike Route 2) is one of two statewide bike routes that runs through Hyde County. This 700-mile route runs from Murphy in the mountains to Manteo. Ocracoke Option (NC Bike Route 7) runs from it western terminus along the Mountains to Sea Route near Wilson to the Cedar Island Ferry over to Ocracoke. All recommendations for bicycle and pedestrian facilities were coordinated with the local governments and the NCDOT Division of Bicycle and Pedestrian Transportation. Refer to Appendix A for contact information.

Land Use

G.S. §136-66.2 requires that local areas have a current (less than five years old) land development plan prior to adoption of the CTP. For this CTP, the 2008 Hyde County Land Use Plan was used to meet this requirement and is illustrated in Figures 5 through 8, respectively. For existing and future land use maps of Engelhard, Fairfield, Ponzer, Scranton and Swan Quarter not included in this CTP, please refer to the 2008 Hyde County Land Use Plan.

Hyde County's future land use plan shows mixed use development surrounding Engelhard, Swan Quarter and Fairfield. Engelhard's future land use plan shows development for residential, commercial, recreational, and office/institutional. Fairfield's future land use plan shows development for commercial and residential. Ponzer's future land use plan shows development for residential and recreational. Ocracoke's

future land use plan shows development for commercial. Scranton's future land use plan shows development for residential. Swan Quarter's future land use plan shows development for commercial and residential.

Land use refers to the physical patterns of activities and functions within an area. Traffic demand in a given area is, in part, attributed to adjacent land use. For example, a large shopping center typically generates higher traffic volumes than a residential area. The spatial distribution of different types of land uses is a predominant determinant of when, where, and to what extent traffic congestion occurs. The travel demand between different land uses and the resulting impact on traffic conditions varies depending on the size, type, intensity, and spatial separation of day and the day of the week. For transportation planning purposes, land use is divided into the following categories:

- <u>Residential</u>: Land devoted to the housing of people, with the exception of hotels and motels which are considered commercial.
- <u>Commercial</u>: Land devoted to retail trade including consumer and business services and their offices; this may be further stratified into retail and special retail classifications. Special retail would include high-traffic establishments, such as fast food restaurants and service stations; all other commercial establishments would be considered retail.
- <u>Industrial</u>: Land devoted to the manufacturing, storage, warehousing, and transportation of products.
- <u>Public</u>: Land devoted to social, religious, educational, cultural, and political activities; this would include the office and service employment establishments.
- <u>Agricultural</u>: Land devoted to the use of buildings or structures for the raising of non-domestic animals and/or growing of plants for food and other production.
- <u>Mixed Use:</u> Land devoted to a combination of any of the categories above.

Anticipated future land development is, in general, a logical extension of the present spatial land use distribution. Locations and types of expected growth within the planning area help to determine the location and type of proposed transportation improvements.


Figure 5

Back of Figure



Back of Figure



Figure 7

Back of Figure



Back of Figure

Consideration of Natural and Human Environment

In recent years, the environmental considerations have come to the forefront of the transportation planning process. Section 102 of the National Environmental Policy Act (NEPA) requires consideration of impacts on wetlands, wildlife, water quality, historic properties, and public lands. While a full NEPA evaluation was not conducted as part of the CTP, potential impacts to these resources were identified as a part of the project recommendations in Chapter 2 of this report. Prior to implementing transportation recommendations of the CTP, a more detailed environmental study would need to be completed in cooperation with the appropriate environmental resource agencies.

A full listing of environmental features that were examined as a part of this study is shown in the following tables utilizing the best available data. Environmental features occurring within Hyde County are shown in Figure 9 and include conservation tax credit properties, game lands, federal land ownership, local watersheds, paddle trails, and wetlands.

Table 1 – Environmental Features

- Airport Boundaries
- Anadromous Fish Spawning Areas
- Beach Access Sites
- Bike Routes (NCDOT)
- Coastal Marinas
- Colleges and Universities
- Conservation Tax Credit Properties
- Emergency Operation Centers
- Federal Land Ownership
- Fisheries Nursery Areas
- Gamelands
- Geology (including Dikes and Faults)
- Hazardous Substance Disposal Sites
- Hazardous Waste Facilities
- High Quality Water and Outstanding Resource Water Management Zones
- Hospital Locations
- Hydrography (1:24,000 scale)
- Land Trust Priority Areas
- National Heritage Element
 Occurrences
- National Wetlands Inventory

- North Carolina Coastal Region Evaluation of Wetland Significance (NC-CREWS)
- Paddle Trails Coastal Plain
- Railroads (1:24,000 scale)
- Recreation Projects Land and Water Conservation Fund
- Sanitary Sewer Systems Discharges, Land Application Areas, Pipes, Pumps and Treatment Plants
- Schools Public and Non-Public
- Shellfish Strata
- Significant Natural Heritage Areas
- State Parks
- Submersed Rooted Vasculars
- Target Local Watersheds EEP
- Trout Streams (DWQ)
- Trout Waters (WRC)
- Water Distribution Systems Pipes, Pumps, Tanks, Treatment Plants, and Wells
- Water Supply Watersheds
- Wild and Scenic Rivers

Additionally, the following environmental features were considered but are not mapped due to restrictions associated with the sensitivity of the data.

|--|

- Archaeological Sites
- Historic National Register Districts
- Historic National Register Structures
- Macrosite Boundaries
- Managed Areas
- Megasite Boundaries



Public Involvement

Public involvement is a key element in the transportation planning process. Adequate documentation of this process is essential for a seamless transfer of information from systems planning to project planning and design.

A meeting was held with the Hyde County Board of Commissioners in January 2011 to formally initiate the study, provide an overview of the transportation planning process, and to gather input on area transportation needs.

Throughout the course of the study, the Transportation Planning Branch cooperatively worked with the Hyde County Transportation Committee, which included a representative from the county staff, the RPO and others, to provide information on current local plans, to develop transportation vision and goals, to discuss population and employment projections, and to develop proposed CTP recommendations. Refer to Appendix G for detailed information on the vision statement, the goals and objectives survey and a listing of committee members.

The public involvement process included holding two public drop-in sessions in Hyde County to present the proposed Comprehensive Transportation Plan to the public and solicit comments. The first meeting was held on February 28, 2012 at the Ocracoke Community Center; the second meeting was held on February 29, 2012 at the Swan Quarter Government Building. Each session was publicized on the Hyde County Comprehensive Transportation Plan web site and notifications were emailed to the interested public. Notifications were posted in the local newspaper as well. The public drop-in sessions were held from 4-7 pm. Five comment forms were submitted during the session held on February 29, 2012.

A public hearing was held on May 7, 2012 during the Hyde County Commissioners meeting. The purpose of this meeting was to discuss the plan recommendations and to solicit further input from the public. The CTP was adopted during this meeting.

The Albemarle RPO endorsed the CTP on August 22, 2012. The North Carolina Board of Transportation voted to mutually adopt the Hyde County CTP on October 4, 2012.

This report documents the development of the 2035 Hyde County CTP as shown in Figure 1. This chapter presents recommendations for each mode of transportation in Hyde County.

Implementation

The CTP is based on the projected growth for the planning area. It is possible that actual growth patterns will differ from those logically anticipated. As a result, it may be necessary to accelerate or delay the implementation of some recommendations found within this plan. Some portions of the plan may require revisions in order to accommodate unexpected changes in development. Therefore, any changes made to one element of the CTP should be consistent with the other elements.

Initiative for implementing the CTP rests predominately with the policy boards and citizens of Hyde County. As transportation needs throughout the State exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Projects should be prioritized locally and submitted to the Albemarle RPO for regional prioritization and submittal to NCDOT. Refer to Appendix A for contact information on funding. Local governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local government coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and the North Carolina Department of Transportation share the responsibility for access management and the planning, design and construction of the recommended projects.

Prior to implementing projects from the CTP, additional analysis will be necessary to meet the National Environmental Policy Act (NEPA) or the North Carolina (or State) Environmental Policy Act (SEPA). This CTP may be used to provide information in the NEPA/SEPA process.

The following pages contain problem statements for each recommendation, organized by CTP modal element.

Problem Statements

The following chapter contains recommended improvements based on the ability of the existing system to serve current and anticipated travel volumes as the area continues to grow. Recommendations in this plan represent a system of transportation elements including highway, bicycle and pedestrian, which will serve the anticipated traffic and land development needs for the County.

<u>HIGHWAY</u>

There are no recommended highway improvements as illustrated in Figure 1 Sheet 2. See Appendix B for a more detailed description of each roadway type and Appendix C for an inventory of roadways studied. Roadway properties, capacity deficiencies, environmental impacts, existing and proposed land use and development were considered when determining needed recommendations. During our study, it was found that there are no roadway deficiencies for the projected 2035 year based on year round traffic data. Projections are based only on average annual daily traffic and seasonal traffic is not taken into consideration.

Data taken from the Hyde County Coastal Area Management Act Land Use Plan showed that Ocracoke experiences peak seasonal traffic between the months of May and October while the mainland experiences peak seasonal traffic during the peak of the hunting/bird watching season. The peak County population in 2003 was estimated to be 15,720, which is achieved during the weekends in July or August, when approximately 10,000 visitors travel to Ocracoke Island, together with the estimated permanent population in Hyde County of 5,720.

PUBLIC TRANSPORTATION & RAIL

Hyde County Transit is a community transit service provider that provides services for non-emergency medical transportation, employment transit services, transit services to the Mattamuskeet Senior Center and the Rural General Public Program. Daily transit services are provided to the Rose Acre Egg Farm from Ponzer to Plymouth. Other daily routes travel between Engelhard, Fairfield, Swan Quarter, Scranton and Juniper Bay. Monthly services are provided to Washington, Belhaven, Plymouth, Greenville, and Ocracoke. There are currently no recommendations for public transportation except for a park and ride lot on Ocracoke as illustrated in Figure 1 Sheet 3. Ocracoke identified the need for a transit system due to the increased travel to the island during the summer and the limited parking. A transit study is currently being conducted by the NCDOT Division of Public Transportation for Hyde County and is expected to be completed in August 2012 at which time the CTP will be updated, if necessary.

BICYCLE

The Bicycle Element is shown on Figure 1, Sheets 4 and 4A and calls for the following bicycle facilities. NCDOT strives to make walking and biking in North Carolina better, safer, and more enjoyable. Information on funding, safety, education, laws, policies, maps and projects for these modes can be found on the NCDOT Division of Bicycle and Pedestrian website.

The Comprehensive Transportation Plan (CTP) recommends a 5' paved shoulder along the following facilities to accommodate bicycle travel. Although a 5' shoulder is standard, drainage ditches along the sides of the road could necessitate a smaller shoulder to improve safety for bicyclists.

- HYDE0001-B: US 264 from Beaufort County Line to NC 45
- HYDE0004-B: NC 94 from US 264 to Tyrrell County Line
- HYDE0008-B: N Lake Road (SR 1311) from NC 94 to US 264

NC Bike Route 2:

- HYDE0002-B: US 264 from Juniper Bay Road (SR 1121) to Pleasant Grove Road
- **HYDE0003-B:** US 264 from Hycienda Heights to Dare County Line
- HYDE0005-B: NC 45 from US 264 to Quarter Road (SR 1124)
- HYDE0007-B: Juniper Bay Road (SR 1121) from Quarter Road (SR 1124) to US 264
- HYDE0009-B: Quarter Road (SR 1124) from NC 45 to Juniper Bay Road (SR 1121)

The Comprehensive Transportation Plan (CTP) recommends a 4' paved shoulder along the following facility to accommodate bicycle travel. Although a 4' shoulder is standard, the NCDOT maintains edge of pavement to edge of pavement on this section of NC 12 in Ocracoke Village, which complicates this recommendation. It could be difficult to improve this facility.

• HYDE0006-B: NC 12 from Old Beach Road (SR 1343) to End of Road

PEDESTRIAN

The Pedestrian Element is shown on Figure 1, Sheets 5 and 5A and calls for pedestrian facilities along various areas within the county.

Sidewalks

Sidewalks were identified in cooperation with Hyde County Transit. The locations identified below indicate areas where many people walk along the road and sidewalks would be most beneficial to Hyde County. For many people, this is one of their only means of transportation and it would greatly increase safety for these individuals.

- HYDE0001-P: US 264 from Roper Lane to Hill Street
- HYDE0002-P: NC 94 from NC 45 to US 264
- **HYDE0004-B:** NC 94 from US 264 to Seth Road (A sidewalk is recommended on the east side of NC 94 only due to environmental constraints.)
- HYDE0006-B: NC 12 from Lighthouse Road (SR 1326) to Old Beach Road (SR1343)
- HYDE0003-P: Golden Street from US 264 to US 264
- HYDE0004-P: Hill Street from US 264 to End of Road
- HYDE0005-P: Lazy Lane from Radar Lane to US 264
- HYDE0006-P: Piney Woods Road (SR 1305) from NC 94 to Off Road Trail
- **HYDE0007-P:** Roper Lane from US 264 to Golden Street
- HYDE0008-P: Swindell Forest Road (SR 1166) from Credle Road to US 264

Multi-Use Paths

US 264 (Pleasant Grove Road to Hycienda Heights), Local ID: HYDE0001-M

The Comprehensive Transportation Plan recommends a multi-use path from Pleasant Grove Road to Hycienda Heights. The visibility of pedestrians walking along the side of the road along this section of US 264 can be difficult to see and a multi-use path would increase safety for both pedestrians and vehicles.

NC 12 (Pony Pen to Hatteras Ferry), Local ID: HYDE0002-M

The Comprehensive Transportation Plan recommends a multi-use path on NC 12 from Pony Pen to the Hatteras Ferry. This would tie into the existing multi-use path and would allow for safer travel between ferries for pedestrians and bicyclists, especially during the congested summer months.

Off-Road Trails

Boardwalk (Swan Quarter Ferry to Sarah Ellen Lane), Local ID: HYDE009-P

The Comprehensive Transportation Plan recommends a boardwalk (off-road trail) on Ocracoke along Silver Lake Harbor from the Swan Quarter/Ocracoke Ferry to Sarah Ellen Lane to accommodate pedestrian travel.

STANDING WATER

Standing water is one of the biggest and year round concerns for the residents of Ocracoke. After a heavy rain, there are several locations where standing water pools up along the road and could pose a safety hazard, add to the mosquito problem, and is a potential health hazard. Generally, flooding concerns are beyond the scope of a CTP; however, due to the importance of this issue to Ocracoke, it is shown on the deficiency maps and is intended to be used as a reference. NCDOT generally maintains edge of pavement to edge of pavement which in the village of Ocracoke complicates resolving this issue. Therefore, raising or lowering the roadway could send water into yards or nearby properties. The CTP recommendation is for the county to work cooperatively with NCDOT Division One to develop a strategy to address these concerns, possibly through a consultant study. This study may need to be locally funded. Refer to Figures 2 and 3 for standing water locations, that were identified locally.

On November 15, 2011, Hatteras Connection hosted a meeting on Ocracoke to document the community 'road map' for the future of the village. The Ocracoke Community Assessment Report was developed which can be seen in Appendix H and the following solutions and partners were identified to address the standing water issues on Ocracoke:

- Island Hydrology Study
- DOT maintenance repaving with adequate drainage
- Soil and Water Conservation Service
- NRCS National Resource Conservation Service
- County Funding
- Demonstration project to model and show impact of small changes
- Cooperative Extension Report on water quality sampling done need results
- Nags Head Septic Health Initiative could be adapted and adopted for Ocracoke

FERRY

The public surveys for Hyde County outlined a great deal of concern for the potential toll increases to the Hatteras-Ocracoke and Swan Quarter-Ocracoke ferries and an interest in a high speed ferry. The CTP team coordinated with the NCDOT Ferry Division and relayed these concerns, but no recommendations are being made at this time.

The NCDOT Ferry Division also attended the subcommittee meeting held on Ocracoke on March 23, 2011. A high speed ferry was discussed. It was noted that the constraints for a high speed ferry would be water depth, draft issues and the expensive upkeep. A high speed ferry is not out of the question; however, the ridership will need to justify the cost. A transit system for Ocracoke between the Hatteras and Swan Quarter ferries was also discussed. Options for a park and ride lot either on Hatteras or Ocracoke Island to encourage people to leave their cars and take the trolley was discussed but no conclusions were made. A transit study is currently being conducted by the NCDOT Division of Public Transportation for Hyde County and is expected to be completed in August 2012.



Appendix A Resources and Contacts

North Carolina Department of Transportation

Customer Service Office

Contact information for other units within the NCDOT that are not listed in this appendix is available by calling the Customer Service Office or by visiting the NCDOT homepage:

1-877-DOT-4YOU (1-877-368-4968) https://apps.dot.state.nc.us/dot/directory/authenticated/ToC.aspx

<u>Secretary of Transportation</u> 1501 Mail Service Center Raleigh, NC 27699-1501 (919) 707-2800 http://www.ncdot.org/about/leadership/secretary.html

<u>Board of Transportation Member</u> 1501 Mail Service Center Raleigh, NC 27669 (252) 335-4537 http://www.ncdot.gov/about/board/default.html

Highway Division Engineer

Contact the Division Engineer with general questions concerning NCDOT activities within each Division and for information on Small Urban Funds.

113 Airport Drive Suite 100 Edenton, NC 27932 (252) 482-7977 http://www.ncdot.gov/doh/operations/division1/

Division Project Manager

Contact the Division Project Manager with questions concerning transportation projects within each Division.

113 Airport Drive Suite 100 Edenton, NC 27932 (252) 482-7977

Division Construction Engineer

Contact the Division Construction Engineer for information concerning major roadway improvements under construction.

113 Airport Drive Suite 100 Edenton, NC 27932 (252) 482-7977

Division Traffic Engineer

Contact the Division Traffic Engineer for information concerning traffic signals, highway signs, pavement markings and crash history.

113 Airport Drive Suite 100 Edenton, NC 27932 (252) 482-7977

Division Operations Engineer

Contact the Division Operations Engineer for information concerning facility operations.

113 Airport Drive Suite 100 Edenton, NC 27932 (252) 482-7977

Division Maintenance Engineer

Contact the Division Maintenance Engineer information regarding maintenance of all state roadways, improvement of secondary roads and other small improvement projects. The Division Maintenance Engineer also oversees the District Offices, the Bridge Maintenance Unit and the Equipment Unit.

113 Airport Drive Suite 100 Edenton, NC 27932 (252) 482-7977

District Engineer

Contact the District Engineer for information on outdoor advertising, junkyard control, driveway permits, road additions, subdivision review and approval, Adopt A Highway program, encroachments on highway right of way, issuance of oversize/overwidth permits, paving priorities, secondary road construction program and road maintenance.

1300 US HWY 64 West Plymouth, NC 27962 (252) 793-4568

Transportation Planning Branch (TPB)

Contact the Transportation Planning Branch for information on long-range multi-modal planning services, including Strategic Highway Corridors.

1554 Mail Service Center Raleigh, NC 27699-1554 (919) 707-0900 http://www.ncdot.gov/doh/preconstruct/tpb/

Albemarle Rural Planning Organization (RPO)

Contact the RPO for information on long-range multi-modal planning services.

512 S. Church Street Hertford, NC 27944 (252) 426-5753 Ext. 230 http://www.albemarlecommission.org

Strategic Planning Office

Contact the Strategic Planning Office for information concerning prioritization of transportation projects.

1501 Mail Service Center Raleigh, NC 27699-1501 (919) 707-4740 https://apps.dot.state.nc.us/dot/directory/authenticated/UnitPage.aspx?id=11054

Project Development & Environmental Branch (PDEA)

Contact PDEA for information on environmental studies for projects that are included in the TIP.

1548 Mail Service Center Raleigh, NC 27699-1548 (919) 707- 6000 http://www.ncdot.gov/doh/preconstruct/pe/

Secondary Roads Unit

Contact the Secondary Roads Unit for information regarding the status for unpaved roads to be paved, additions and deletions of roads to the State maintained system and the Industrial Access Funds program.

1535 Mail Service Center Raleigh, NC 27699-1535 (919) 707- 2500 http://www.ncdot.gov/doh/operations/secondaryroads/

Program Development Branch

Contact the Program Development Branch for information concerning Roadway Official Corridor Maps, Feasibility Studies and the Transportation Improvement Program (TIP).

1534 Mail Service Center Raleigh, NC 27699-1534 (919) 707- 4610 http://www.ncdot.org/planning/development/ Public Transportation Division

Contact the Public Transportation Division for information public transit systems.

1550 Mail Service Center Raleigh, NC 27699-1550 (919) 707 - 4670 <u>http://www.ncdot.org/transit/nctransit/</u> <u>Rail Division</u> Contact the Rail Division for rail information throughout the state.

1553 Mail Service Center Raleigh, NC 27699-1553 (919) 707 - 4700 http://www.bytrain.org/

Division of Bicycle and Pedestrian Transportation

Contact this Division for bicycle and pedestrian transportation information throughout the state.

1552 Mail Service Center Raleigh, NC 27699-1552 (919) 707-2600 http://www.ncdot.gov/transit/bicycle/

Structure Management Unit

Contact the Structure Management Unit for information on bridge management throughout the state.

1565 Mail Service Center Raleigh, NC 27699-1565 (919) 707 - 6400 http://www.ncdot.gov/doh/operations/dp_chief_eng/maintenance/bridge/

Roadway Design Unit

Contact the Roadway Design Unit for information regarding design plans and proposals for road and bridge projects throughout the state.

1584 Mail Service Center Raleigh, NC 27699-1582 (919) 707 – 6200 http://www.ncdot.gov/doh/preconstruct/highway/roadway

Other State Government Offices

Department of Commerce – Division of Community Assistance

Contact the Department of Commerce for resources and services to help realize economic prosperity, plan for new growth and address community needs.

http://www.nccommerce.com/en/CommunityServices/

Division of Coastal Management

Contact the Division of Coastal Management for information on planning, permitting, education and research for North Carolina's coastal resources.

400 Commerce Avenue Morehead City, NC 28557 (252) 808-2808 http://dcm2.enr.state.nc.us/index.htm

Appendix B Comprehensive Transportation Plan Definitions

Highway Map

For visual depiction of facility types for the following CTP classification, visit <u>http://www.ncdot.gov/doh/preconstruct/tpb/SHC/facility/</u>.

Facility Type Definitions

• Freeways

- Functional purpose high mobility, high volume, high speed
- Posted speed 55 mph or greater
- Cross section minimum four lanes with continuous median
- Multi-modal elements High Occupancy Vehicles (HOV)/High Occupancy Transit (HOT) lanes, busways, truck lanes, park-and-ride facilities at/near interchanges, adjacent shared use paths (separate from roadway and outside ROW)
- Type of access control full control of access
- Access management interchange spacing (urban one mile; non-urban three miles); at interchanges on the intersecting roadway, full control of access for 1,000ft or for 350ft plus 650ft island or median; use of frontage roads, rear service roads
- Intersecting facilities interchange or grade separation (no signals or at-grade intersections)
- Driveways not allowed

• Expressways

- Functional purpose high mobility, high volume, medium-high speed
- Posted speed 45 to 60 mph
- Cross section minimum four lanes with median
- Multi-modal elements HOV lanes, busways, very wide paved shoulders (rural), shared use paths (separate from roadway but within ROW)
- Type of access control limited or partial control of access;
- Access management minimum interchange/intersection spacing 2,000ft; median breaks only at intersections with minor roadways or to permit U-turns; use of frontage roads, rear service roads; driveways limited in location and number; use of acceleration/deceleration or right turning lanes
- Intersecting facilities interchange; at-grade intersection for minor roadways; right-in/right-out and/or left-over or grade separation (no signalization for through traffic)
- Driveways right-in/right-out only; direct driveway access via service roads or other alternate connections

• Boulevards

- Functional purpose moderate mobility; moderate access, moderate volume, medium speed
- Posted speed 30 to 55 mph
- Cross section two or more lanes with median (median breaks allowed for Uturns per current NCDOT *Driveway Manual*
- Multi-modal elements bus stops, bike lanes (urban) or wide paved shoulders (rural), sidewalks (urban local government option)
- Type of access control limited control of access, partial control of access, or no control of access
- Access management two lane facilities may have medians with crossovers, medians with turning pockets or turning lanes; use of acceleration/deceleration or right turning lanes is optional; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
- Intersecting facilities at grade intersections and driveways; interchanges at special locations with high volumes
- Driveways primarily right-in/right-out, some right-in/right-out in combination with median leftovers; major driveways may be full movement when access is not possible using an alternate roadway

• Other Major Thoroughfares

- Functional purpose balanced mobility and access, moderate volume, low to medium speed
- Posted speed 25 to 55 mph
- Cross section four or more lanes without median (US and NC routes may have less than four lanes)
- Multi-modal elements bus stops, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)
- Type of access control no control of access
- Access management continuous left turn lanes; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
- Intersecting facilities intersections and driveways
- Driveways full movement on two lane roadway with center turn lane as permitted by the current NCDOT *Driveway Manual*

• Minor Thoroughfares

- Functional purpose balanced mobility and access, moderate volume, low to medium speed
- Posted speed 25 to 55 mph
- Cross section ultimately three lanes (no more than one lane per direction) or less without median
- Multi-modal elements bus stops, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)
- ROW no control of access

- Access management continuous left turn lanes; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
- Intersecting facilities intersections and driveways
- Driveways full movement on two lane with center turn lane as permitted by the current NCDOT *Driveway Manual*

Other Highway Map Definitions

- **Existing** Roadway facilities that are not recommended to be improved.
- Needs Improvement Roadway facilities that need to be improved for capacity, safety, or system continuity. The improvement to the facility may be widening, other operational strategies, increasing the level of access control along the facility, or a combination of improvements and strategies. "Needs improvement" does not refer to the maintenance needs of existing facilities.
- **Recommended** Roadway facilities on new location that are needed in the future.
- **Interchange** Through movement on intersecting roads is separated by a structure. Turning movement area accommodated by on/off ramps and loops.
- **Grade Separation** Through movement on intersecting roads is separated by a structure. There is no direct access between the facilities.
- **Full Control of Access** Connections to a facility provided only via ramps at interchanges. No private driveway connections allowed.
- Limited Control of Access Connections to a facility provided only via ramps at interchanges (major crossings) and at-grade intersections (minor crossings and service roads). No private driveway connections allowed.
- Partial Control of Access Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. Private driveway connections shall be defined as a maximum of one connection per parcel. One connection is defined as one ingress and one egress point. These may be combined to form a two-way driveway (most common) or separated to allow for better traffic flow through the parcel. The use of shared or consolidated connections is highly encouraged.
- **No Control of Access** Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways.

Public Transportation and Rail Map

- **Bus Routes** The primary fixed route bus system for the area. Does not include demand response systems.
- **Fixed Guideway** Any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail, monorail, trolleybus, aerial tramway, included plane, cable car, automated guideway transit, and ferryboats.

- **Operational Strategies** Plans geared toward the non-single occupant vehicle. This includes but is not limited to HOV lanes or express bus service.
- **Rail Corridor** Locations of railroad tracks that are either active or inactive tracks. These tracks were used for either freight or passenger service.
 - Active rail service is currently provided in the corridor; may include freight and/or passenger service
 - Inactive right of way exists; however, there is no service currently provided; tracks may or may not exist
 - Recommended It is desirable for future rail to be considered to serve an area.
- **High Speed Rail Corridor** Corridor designated by the U.S. Department of Transportation as a potential high speed rail corridor.
 - Existing Corridor where high speed rail service is provided (there are currently no existing high speed corridor in North Carolina).
 - Recommended Proposed corridor for high speed rail service.
- Rail Stop A railroad station or stop along the railroad tracks.
- Intermodal Connector A location where more than one mode of transportation meet such as where light rail and a bus route come together in one location or a bus station.
- **Park and Ride Lot** A strategically located parking lot that is free of charge to anyone who parks a vehicle and commutes by transit or in a carpool.
- Existing Grade Separation Locations where existing rail facilities and are physically separated from existing highways or other transportation facilities. These may be bridges, culverts, or other structures.
- **Proposed Grade Separation** Locations where rail facilities are recommended to be physically separated from existing or recommended highways or other transportation facilities. These may be bridges, culverts, or other structures.

Bicycle Map

- **On Road-Existing** Conditions for bicycling on the highway facility are adequate to safely accommodate cyclists.
- On Road-Needs Improvement At the systems level, it is desirable for an existing highway facility to accommodate bicycle transportation; however, highway improvements are necessary to create safe travel conditions for the cyclists.
- **On Road-Recommended** At the systems level, it is desirable for **a recommended** highway facility to accommodate bicycle transportation. The highway should be designed and built to safely accommodate cyclists.

- Off Road-Existing A facility that accommodates only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way.
- Off Road-Needs Improvement A facility that accommodates only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way that will not adequately serve future bicycle needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment.
- Off Road-Recommended A facility needed to accommodate only bicycle transportation and is physically separated from a highway facility either within the right-of-way or within an independent right-of-way.
- **Multi-use Path-Existing** An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- Multi-use Path-Needs Improvement An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic that will not adequately serve future needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment. Sidewalks should not be designated as a multi-use path.
- **Multi-use Path-Recommended** A facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that is needed to serve bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- Existing Grade Separation Locations where existing "Off Road" facilities and "Multi-use Paths" are physically separated from existing highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.
- **Proposed Grade Separation** Locations where "Off Road" facilities and "Multi-use Paths" are recommended to be physically separated from existing or recommended highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.

Pedestrian Map

• **Sidewalk-Existing** – Paved paths (including but not limited to concrete, asphalt, brick, stone, or wood) on both sides of a highway facility and within the highway right-of-way that are adequate to safely accommodate pedestrian traffic.

- Sidewalk-Needs Improvement Improvements are needed to provide paved paths on both sides of a highway facility. The highway facility may or may not need improvements. Improvements do not include re-paving or other maintenance activities but may include: filling in gaps, widening sidewalks, or meeting ADA (Americans with Disabilities Act) requirements.
- **Sidewalk-Recommended** At the systems level, it is desirable for a recommended highway facility to accommodate pedestrian transportation **or** to add sidewalks on an existing facility where no sidewalks currently exist. The highway should be designed and built to safely accommodate pedestrian traffic.
- Off Road-Existing A facility that accommodates only pedestrian traffic and is physically separated from a highway facility usually within an independent right-ofway.
- Off Road-Needs Improvement A facility that accommodates only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way that will not adequately serve future pedestrian needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), improved horizontal or vertical alignment, and meeting ADA requirements.
- Off Road-Recommended A facility needed to accommodate only pedestrian traffic and is physically separated from a highway facility usually within an independent right-of-way.
- **Multi-use Path-Existing** An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- Multi-use Path-Needs Improvement An existing facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that serves bicycle and pedestrian traffic that will not adequately serve future needs. Improvements may include but are not limited to, widening, paving (not re-paving or other maintenance activities), and improved horizontal or vertical alignment. Sidewalks should not be designated as a multi-use path.
- **Multi-use Path-Recommended** A facility physically separated from motor vehicle traffic that is either within the highway right-of-way or on an independent right-of-way that is needed to serve bicycle and pedestrian traffic. Sidewalks should not be designated as a multi-use path.
- Existing Grade Separation Locations where existing "Off Road" facilities and "Multi-use Paths" are physically separated from existing highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.

• **Proposed Grade Separation** – Locations where "Off Road" facilities and "Multi-use Paths" are recommended to be physically separated from existing or recommended highways, railroads, or other transportation facilities. These may be bridges, culverts, or other structures.
Appendix C CTP Inventory and Recommendations

Assumptions/ Notes:

- Local ID: This Local ID is the same as the one used for the Prioritization Project Submittal Tool. If a TIP project number exists it is listed as the ID. Otherwise, the following system is used to create a code for each recommended improvement: the first 4 letters of the county name is combined with a 4 digit unique numerical code followed by '-H' for highway, '-T' for public transportation, '-R' for rail, '-B' for bicycle, '-M' for multi-use paths, or '-P' for pedestrian modes. If a different code is used along a route it indicates separate projects will probably be requested. Also, upper case alphabetic characters (i.e. 'A', 'B', or 'C') are included after the numeric portion of the code if it is anticipated that project segmentation or phasing will be recommended.
- Jurisdiction: Jurisdictions listed are based on municipal limits, county boundaries, and MPO Metropolitan Planning Area Boundaries (MAB), as applicable.
- Existing Cross-Section: Listed under '(ft)' is the approximate width of the roadway from edge of pavement to edge of pavement. Listed under 'lanes' is the total number of lanes, with the letter 'D' if the facility is divided.
- Existing ROW: The estimated existing right-of-way is based on the NCDOT GIS Roadway Characteristics layer. These right-of-way amounts are approximate and may vary.
- Existing and Proposed Capacity: The estimated capacities are given in vehicles per day (vpd) based on LOS D for existing facilities and LOS C for new facilities. These capacity estimates were developed using NCLOS, as documented in Chapter I.
- Existing and Proposed AADT (Annual Average Daily Traffic) volumes, given in vehicles per day (vpd), are estimates only based on a systems-level analysis. The '2035 AADT E+C' is an estimate of the volume in 2035 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2012 2019 Transportation Improvement Program (TIP). The '2035 AADT with CTP' is an estimate of the volume in 2035 with all proposed CTP improvements assumed to be in place. The '2035 AADT with CTP' is shown in bold if it exceeds the proposed capacity, indicating an unmet need. For additional information about the assumptions and techniques used to develop the AADT volume estimates, refer to Chapter I.
- **Proposed Cross-section:** The CTP recommended cross-sections are listed by code; for depiction of the cross-section, refer to Appendix D. An entry of 'ADQ' indicates the existing facility is adequate and there are no improvements recommended as part of the CTP.
- CTP Classification: The CTP classification is listed, as shown on the adopted CTP Maps (see Figure 1). Abbreviations are F= freeway, E= expressway, B= boulevard, Maj= other major thoroughfare, Min= minor thoroughfare.
- **Tier:** Tiers are defined as part of the North Carolina Mulitmodal Investment Network (NCMIN). Abbreviations are Sta= statewide tier, Reg= regional tier, Sub= subregional tier.
- Other Modes: If there is an improvement recommended for another mode of transportation that relates to the given recommendation, it is indicated by an alphabetic code (H=highway, T= public transportation, R= rail, B= bicycle, and P= pedestrian).

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TABLE 3 - CTP INVENTORY AND RECOMMENDATIONS

TABLE 3 - CTP INVENTORY AND RECOMMENDATIONS

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					_			_		_					6		
SR Lynn 1142	sburg Rd. (SR)	НУДЕ	0.7	20	2	80	55 1	1000	250	300	300	11000	ADQ	80	Min	Sub	ж
I. (SR US 2	64	нүре	1.3	8	2	A/A	55 1	1000	570	800	800	11000	ADQ	N/A	Min	Sub	

					HIGH	WAY												
	Sec	stion				20	07 Exist	ting Syste	m			2035 Pr	oposed Sy	stem				
1					Cros		с С	eed Exis	ting		035 /	2035 VADT	Proposed			СТР		
2	FROM	01	Jurisdiction	(mi)	Secti (ft) Ia	nes RC	£ ∑ €	nit Cap ph) (v	acity 2 bd) A	ADT A		with CTP	Capacity (vpd)	Cross- Section	ROW (ff)	Classifi- cation	Tier	Other Modes
ber Bay Rd. (SR)	Quarter Rd. (SR 1124)	Arch Rd. (SR 1123)	нүре	1.1	20	Z Z	A 5	5 11	000	40	300	300	11000	ADQ	N/A	Min	Sub	в
ier Bay Rd. (SR)	Arch Rd. (SR 1123)	US 264	нүре	1.8	20	2 N	IA 5	5 11	000 e	60	300	1300	11000	ADQ	N/A	Min	Sub	В
										_	_							
house Rd. (SR)	NC 12	End of Road	нуре	0.9	12- 18	2 N	IA 2	0 87	8	ı	ï	1	8700	ADQ	N/A	Min	Sub	н
					_													
Rd. (SR 1334)	Lighthouse Rd. (SR 1326)	Matha Jane Ln. (SR 1334)	нүре	0.2	12	2	Q	0 10	8	n	ï	1	7000	ADQ	20	Min	Sub	а
) Rd. (SR 1335)	Martha Jane Ln. (SR 1334)	Lighthouse Rd. (SR 1326)	нүре	0.1	12	2 2	0	0 10	00	19	ŭ	н	7000	ADQ	20	Min	Sub	н
					_	-				_								
raska Rd. (SR 0)	Great Ditch Rd. (SR 1116)	Green Lawn Farm Rd. (SR 1112)	нүре	÷	16	Z Z	A ا	5 90	8	20	500	200	0006	ADQ	N/A	Min	Sub	в
raska Rd. (SR 0)	Green Lawn Farm Rd. (SR 1112)	White Plains Rd. (SR 1108)	нуре	2.8	20	2 N	1A 5	5 11	000	00	300	300	11000	ADQ	N/A	Min	Sub	а
					-	-			-			-	6				c	
/ Rd. (SR 1153)	Puddin Hill Rd. (SR 1152)	Old 264 (SR 1154)	нүре	0.9	20	2 N	/A 5	5 11	200 4	80	300	600	11000	ADQ	N/A	Min	Sub	н
				_														
lke Rd. (SR I)	NC 94	Piney Woods Rd. (SR 1305)	нүре	2.1	18	Z Z	A ا	5 10	200	30	000	800	10700	2A	60	Min	Sub	в
ke Rd. (SR)	Piney Woods Rd. (SR 1305)	Jacks Rd. (SR 1313)	нүре	10.1	18	2 N	IA 5	5 10	2 00	80	300	800	10700	2A	60	Min	Sub	В
lke Rd. (SR I)	Jacks Rd. (SR 1313)	US 264	нүре	1.7	18	Z Z	1A 5	5 10	700 1	100	500	1500	10700	2A	09	Min	Sub	В
					-													
264 (SR 1154)	US 264	New Rd. (SR 1153)	нүре	0.6	20	2	IA E	5 11	000	06	1 00	400	11000	ADQ	N/A	Min	Sub	-
ter Creek Rd. 1128)	NC 94	Quarter Rd. (SR 1124)	нүре	1.5	20	2	/A 5	5 11	000 4	10	200	500	11000	ADQ	N/A	Min	Sub	310
					-					_								
y Woods Rd. (SR i)	Turnpike Rd. (SR 1304)	Newlands Rd. (SR 1306)	нүре	4.3	18	Z N	A 5	5 10	700	` 06	400	1400	10700	ADQ	N/A	Min	Sub	
y Woods Rd. (SR 5)	Newlands Rd. (SR 1306)	NC 94	HYDE	0.8	20	Z Z	IA 5	5 11	3 000	50	002	700	11000	ADQ	N/A	Min	Sub	а

TABLE 3 - CTP INVENTORY AND RECOMMENDATIONS

						HIGH/	٧AY);v
		Sect	tion				2007	Existing	System			2035 P	roposed Sy	stem				
					t č	Cross-		Speed	Existing	2000	2035 ^ ^ ^ 7	2035 AADT	Proposed		74700	CTP		10410
ocal ID	Facility	FROM	TO	Jurisdiction		ft) lane	_ີ€ ໂ	(mph)	(vpd)	ADT	ξü	CTP	(vpd)	Section	£€	cation	Tier	Modes
	Puddin Hill Rd. (SR 1152)	Sladesville Rd. (SR 1148)	New Rd. (SR 1153)	нүре	1.2	20 2	N/A	55	11000	290	400	400	11000	ADQ	N/A	Min	Sub	а
	Quarter Rd. (SR 1124)	Oyster Creek Rd. (SR 1128)	Juniper Bay Rd. (SR 1121)	нүре	4.4	18 2	N/A	55	10700	230	400	400	10700	2A	60	Min	Sub	в
							_											
	Sladesville Rd. (SR 1148)	Sladesville Credle Rd. (SR 1143)	Pudden Hill Rd. (SR 1152)	НҮДЕ	2.8	20 2	N/A	55	11000	380	500	500	11000	ADQ	N/A	Min	Sub	310
					_	_	-											
	Sladesville Credle Rd. (SR 1143)	Sladesville Rd. (SR 1148)	Dowdy Ln. (SR 1144)	нүре	2	18 2	60	55	10700	430	600	600	10700	ADQ	60	Min	Sub	
	Sladesville Credle Rd. (SR 1143)	Dowdy Ln. (SR 1144)	Swindell Rd. (SR 1141)	нүре	2.1	16 2	80	55	0006	140	200	200	0006	ADQ	80	Min	Sub	a
					_		_											
	Swindell Rd. (SR 1143)	Hodges Rd. (SR 1139)	Sladesville Credle Rd. (SR 1143)	нүре	1.1	16 2	80	55	0006	70	100	100	0006	ADQ	80	Min	Sub	в
							-											
	Turnpike Rd. (SR 1304)	US 264	Piney Woods Rd. (SR 1305)	нүре	3.3	18 2	N/A	55	10700	790	1600	1600	10700	ADQ	N/A	Min	Sub	н
					_		-											
	White Plains Rd. (SR 1108)	Nebraska Rd. (SR 1110)	Goshen Rd. (SR 1104)	нүре	0.4	18 2	N/A	55	10700	360	500	500	10700	ADQ	N/A	Min	Sub	ж
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TABLE 3 - CTP INVENTORY

				-				
		Table 4 - Bicycle Recon	nmendatio	.suc				
				Existing	g System	Propose	d System	
			Distance	Cross-	-Section		S	Other
Local ID	Facility/ Route	Section (From - To)	(im)	(ff)	lanes	Type	Cross-Section	Modes
HYDE0001-B	US 264	Beaufort County Line - NC 45	16.4	Conc	urrent with US	S 264 - See Highv	vay Table	
		Juniper Bay Road (SR 1121) - Pleasant						
HYDE0002-B	US 264	Grove Road	11.5	Conc	urrent with US	S 264 - See Highv	vay Table	L.
HYDE0003-B	US 264	Hycienda Heights - Dare County Line	14.7	Conc	urrent with US	S 264 - See Highv	vay Table	A
HYDE0004-B	NC 94	US 264 - Tyrrell County Line	10.9	Con	current with No	C 94 - See Highw	ay Table	я
HYDE0005-B	NC 45	US 264 - Quarter Road (SR 1124)	3.8	Con	current with No	C 45 - See Highw	ay Table	ı
HYDE0006-B	NC 12	Old Beach Road (SR 1343) - End of Road	6.0	Con	urrent with NC	C 12 - See Highwa	ay Table	٩
HYDE0007-B	Juniper Bay Road (SR 1121)	Quarter Road (SR 1124) - US 264	2.9	Concurrer	nt with Juniper	Bay Road - see I	Highway Table	а
HYDE0008-B	N Lake Road (SR 1311)	NC 94 to US 264	13.9	Concurt	ent with N Lak	ke Road - See Hig	ghway Table	
HYDE0009-B	Quarter Road (SR 1124)	NC 45 to Juniper Bay Road (SR 1121)	5	Concurr	ent with Quart	er Road - See Hi	ghway Table	E
		Table 5 - Pedestrian Reco	ommendat	tions				
				Existing	d System	Propose	d System	Other
			Distance					
Local ID	Facility/ Route	Section (From - To)	(im)	Type	Side of Street	Type	Side of Street	Modes
HYDE0001-P	US 264	Roper Lane - Hill Street	0.5	i i		Sidewalk	Both	
НҮБЕ0002-Р	NC 94	NC 45 - US 264	1.5	3		Sidewalk	Both	a
HYDE0004-B	NC 94	US 264 - Piney Woods Road (SR 1305)	6.9	ı	I	Sidewalk	East	ш
		Lighthouse Road (SR 1326) - Old Beach						
HYDE0006-B	NC 12	Road (SR 1343)	0.3	1		Sidewalk	Both	В
НҮБЕ0003-Р	Golden Street	US 264 - US 264	0.3			Sidewalk	Both	н
HYDE0004-P	Hill Street	US 264 - End of Road	0.2	ï	T	Sidewalk	Both	I
НҮБЕ0005-Р	Lazy Lane	Radar Lane - US 264	0.8	C.	5	Sidewalk	Both	6
HYDE0006-P	Piney Woods Road (SR 1305)	NC 94 - Off Road Trail	0.7	-	I	Sidewalk	Both	100
НҮБЕ0007-Р	Roper Lane	US 264 - Golden Street	0.3	Ĩ	н	Sidewalk	Both	1
НҮБЕ0008-Р	Swindell Forest Road (SR 1166)	Credle Road - US 264	0.2		E	Sidewalk	Both	Ľ
НҮБЕ0009-Р	Boardwalk	Swan Quarter Ferry - Sarah Ellen Lane	0.6	1	3	Off-Road	Both	т
		Table 6 - Multi-Use Path Re	commenc	lations ¹				
				Existing	g System	Propose	d System	Other
			Distance	Side of	Cross-	i i i	:	
LOCAL IU	Pacility/ Koute	Section (From - 10)	(III)	SITEEL	Section	Side of Street	Cross-section	Modes
HYDE0001-M	US 264	Pleasant Grove Koad - Hyclenda Heights	0.8	ŗ	T.	West	MA	Ľ
HYDE0002-M	NC 12	Pony Pen - Hatteras Ferry	6.3	Sec	g	South	MA	£

BICYCLE AND PEDESTRIAN¹

¹ Only major routes and proposals are shown here. For further documentation of bicycle and pedestrian facilities and proposals, refer to Chapter 2.

Appendix D Typical Cross Sections

Cross section requirements for roadways vary according to the capacity and level of service to be provided. Universal standards in the design of roadways are not practical. Each roadway section must be individually analyzed and its cross section determined based on the volume and type of projected traffic, existing capacity, desired level of service, and available right-of-way. These cross sections are typical for facilities on new location and where right-of-way constraints are not critical. For widening projects and urban projects with limited right-of-way, special cross sections should be developed that meet the needs of the project.

The typical cross sections were updated on December 7, 2010 to support the Department's "Complete Streets" policy that was adopted in July 2009. This guidance established design elements that emphasize safety, mobility, and accessibility for multiple modes of travel. These "typical" cross sections should be used as preliminary guidelines for comprehensive transportation planning, project planning and project design activities. The specific and final cross section details and right of way limits for projects will be established through the preparation of the National Environmental Policy Act (NEPA) documentation and through final plan preparation.

On all existing and proposed roadways delineated on the CTP, adequate right-of-way should be protected or acquired for the recommended cross sections. In addition to cross section and right-of-way recommendations for improvements, Appendix C may recommend ultimate needed right-of-way for the following situations:

- roadways which may require widening after the current planning period,
- roadways which are borderline adequate and accelerated traffic growth could render them deficient, and
- roadways where an urban curb and gutter cross section may be locally desirable because of urban development or redevelopment.
- roadways which may need to accommodate an additional transportation mode

TYPICAL HIGHWAY CROSS SECTIONS 2 LANES







TYPICAL HIGHWAY CROSS SECTIONS 2 LANES



2 E CURB AND GUTTER WITH BIKE LANES AND SIDEWALKS



2 F BUFFERS AND SIDEWALKS WITHOUT A ROADWAY DITCH (20 MPH TO 45 MPH) (TYPICALLY COASTAL AREA MANAGEMENT ACT COUNTIES)



TYPICAL HIGHWAY CROSS SECTIONS 3 LANES





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TYPICAL HIGHWAY CROSS SECTIONS 4 LANES







Revised 12/07/2010

TYPICAL HIGHWAY CROSS SECTIONS 4 LANES



5 LANES

120'-135'RIGHT OF WAY

MIN.



Revised 12/07/2010

MIN.

TYPICAL HIGHWAY CROSS SECTIONS 6 LANES





8 LANES



TYPICAL MULTI - USE PATH

MULTI - USE PATH ADJACENT TO RIGHT OF WAY OR SEPARATE PATHWAY



MULTI - USE PATH ADJACENT TO CURB AND GUTTER



Appendix E Level of Service Definitions

The relationship of travel demand compared to the roadway capacity determines the level of service (LOS) of a roadway. Six levels of service identify the range of possible conditions. Designations range from LOS A, which represents the best operating conditions, to LOS F, which represents the worst operating conditions.

Design requirements for roadways vary according to the desired capacity and level of service. LOS D indicates "practical capacity" of a roadway, or the capacity at which the public begins to express dissatisfaction. Recommended improvements and overall design of the transportation plan were based upon achieving a minimum LOS D on existing facilities and a LOS C on new facilities. The six levels of service are described below and illustrated in Figure 11.

- LOS A: Describes primarily free flow conditions. The motorist experiences a high level of physical and psychological comfort. The effects of minor incidents of breakdown are easily absorbed. Even at the maximum density, the average spacing between vehicles is about 528 ft, or 26 car lengths.
- LOS B: Represents reasonably free flow conditions. The ability to maneuver within the traffic stream is only slightly restricted. The lowest average spacing between vehicles is about 330 ft, or 18 car lengths.
- <u>LOS C</u>: Provides for stable operations, but flows approach the range in which small increases will cause substantial deterioration in service. Freedom to maneuver is noticeably restricted. Minor incidents may still be absorbed, but the local decline in service will be great. Queues may be expected to form behind any significant blockage. Minimum average spacing is in the range of 220 ft, or 11 car lengths.
- <u>LOS D</u>: Borders on unstable flow. Density begins to deteriorate somewhat more quickly with increasing flow. Small increases in flow can cause substantial deterioration in service. Freedom to maneuver is severely limited, and the driver experiences drastically reduced comfort levels. Minor incidents can be expected to create substantial queuing. At the limit, vehicles are spaced at about 165 ft, or 9 car lengths.
- LOS E: Describes operation at capacity. Operations at this level are extremely unstable, because there are virtually no usable gaps in the traffic stream. Any disruption to the traffic stream, such as a vehicle entering from a ramp, or changing lanes, requires the following vehicles to give way to admit the vehicle. This can establish a disruption wave that propagates through the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate any disruption. Any incident can be expected to produce a serious breakdown with extensive queuing. Vehicles are spaced at approximately 6 car lengths, leaving little room to maneuver.

- **LOS F**: Describes forced or breakdown flow. Such conditions generally exist within queues forming behind breakdown points.
 - Figure 11 Level of Service Illustrations





Driver Comfort: High Maximum Density: 12 passenger cars per mile per lane

Level of Service D



Driver Comfort: Poor Maximum Density:

42 passenger cars per mile per lane





Driver Comfort: High Maximum Density:

20 passenger cars per mile per lane

Level of Service E



Driver Comfort: Extremely Poor Maximum Density: 67 passenger cars per mile per lane

Level of Service C



Driver Comfort: Some Tension Maximum Density: 30 passenger cars per mile per lane

Level of Service F



Driver Comfort: The lowest

Maximum Density:

More than 67 passenger cars per mile per lane

Source: 2000 Highway Capacity Manual

Appendix F Bridge Deficiency Assessment

The Transportation Improvement Program (TIP) development process for bridge projects involves consideration of several evaluation methods in order to prioritize needed improvements. A sufficiency index is used to determine whether a bridge is sufficient to remain in service, or to what extent it is deficient. The index is a percentage in which 100 percent represents an entirely sufficient bridge and zero represents an entirely insufficient or deficient bridge. Factors evaluated in calculating the index are listed below.

- structural adequacy and safety
- serviceability and functional obsolescence
- essentiality for public use
- type of structure
- traffic safety features

The NCDOT Structure Management Unit inspects all bridges in North Carolina at least once every two years. A sufficiency rating for each bridge is calculated and establishes the eligibility and priority for replacement. Bridges having the highest priority are replaced as Federal and State funds become available.

A bridge is considered deficient if it is either structurally deficient or functionally obsolete. Structurally deficient means there are elements of the bridge that need to be monitored and/or repaired. The fact that a bridge is "structurally deficient" does not imply that it is likely to collapse or that it is unsafe. It means the bridge must be monitored, inspected and repaired/replaced at an appropriate time to maintain its structural integrity. A functionally obsolete bridge is one that was built to standards that are not used today. These bridges are not automatically rated as structurally deficient, nor are they inherently unsafe. Functionally obsolete bridges are those that do not have adequate lane widths, shoulder widths, or vertical clearances to serve current traffic demand or to meet the current geometric standards, or those that may be occasionally flooded.

A bridge must be classified as deficient in order to quality for Federal replacement funds. Additionally, the sufficiency rating must be less than 50% to qualify for replacement or less than 80% to qualify for rehabilitation under federal funding. Deficient bridges within the planning area are listed in Table 8.

Table 7 - Deficient Bridges

Bridge Number	Facility	Feature	Condition	Local ID
8	US 264	BURGESS MILL CREEK	Structurally Deficient Functionally Obsolete	
13	Nebraska Rd (SR 1110)	CANAL	Structurally Deficient Functionally Obsolete	
21	North Lake Rd (SR 1311)	CANAL	Structurally Deficient	
34	Sladesville Rd (SR 1148)	SMITH CREEK	Structurally Deficient	
79	Roper Ln (SR 1319)	CANAL	Structurally Deficient Functionally Obsolete	

Appendix G Public Involvement

This appendix documents the public involvement process, including a list of the advisory committee members, vision statement, the goals and objectives survey results, and public workshops held during the development of the CTP.

Member	Organization
Michael Adams	Hyde County
Alice Keeney	Hyde Planning & Economic Development
Leslie Lanier	Ocracoke Business Owner
Kris Noble	Hyde Planning & Economic Development
Beverly Paul	Hyde County Transit
Robin Payne	Ocracoke Foundation
Janet Russ	Hyde County
Mazie Smith	Hyde County Manager
Steven Lambert	Albemarle RPO
Gretchen Byrum	NCDOT Division 1
Jerry Jennings	NCDOT Division 1
Darrick Lee	NCDOT Division 1
Lauren Nicholls	NCDOT TPB
Scott Walston	NCDOT TPB

Committee Members

Vision and Goals Statement

<u>Vision</u>

To provide a multimodal transportation system that enhances the quality of life in Hyde County and promotes safety, reliability, efficiency and connectivity, while encouraging sustainable economic growth that is compatible with the environmental and land use patterns.

<u>Goals</u>

- 1. Ensure the integrity of the existing transportation system by encouraging planned and strategic development.
- 2. Promote roadways that allow and encourage alternative modes of transportation such as walking and biking.
- 3. Educate the public on general transportation issues as well as alternative forms of transportation.
- 4. Preserve right of way for construction of future transportation facilities.
- 5. Provide a well-designed highway system supportive of economic agriculture development and efficient land development.
- 6. Create better connectivity and mobility throughout the county.
- 7. Consider additional ferry options between Ocracoke and the mainland.

- 8. Provide travelers and the community with transportation that is safe, healthy, meets basic human needs, encourages responsible use of natural assets and benefits the local economy.
- 9. Identify and prioritize improvements that would enhance safety and quality of life through multimodal CTP implementation.
- 10. Improve mobility to the Hyde County airport facilities.

Goals and Objectives Survey

Mainland Version

1. Survey respondents were asked how many people live in their household.

People in Household	Responses	Percentage
1	14	13.6%
2	43	41.7%
3	21	20.4%
4	16	15.5%
5 or more	9	8.7%

2. Survey respondents were asked how many licensed drivers are in their household.

Licensed Drivers in Household	Responses	Percentage
1	17	16.7%
2	58	56.9%
3	19	18.6%
4	8	7.8%
5 or more	0	0.0%

3. Survey respondents were asked how many licensed personal vehicles were at their household.

Personal Vehicles in Household	Responses	Percentage
1	16	15.7%
2	40	39.2%
3	18	17.6%
4	10	9.8%
5 or more	18	17.6%

4. Survey respondents were asked if they live in Hyde County.

Location	Zip Code	Responses	Percentage
Swan Quarter, NC	27885	28	29.5%
Fairfield, NC	27826	27	28.4%
Engelhard, NC	27824	22	14.0%
Scranton, NC	27875	10	10.5%
Belhaven, NC	27810	4	4.2%
Bath, NC	27808	1	1.1%
Clayton, NC	27527	1	1.1%
Columbia, NC	27925	1	1.1%
Washington, NC	27889	1	1.1%

5. Survey respondents were asked how much time they live in Hyde County each year.

Time	Responses	Percentage
0-3 Months	3	2.9%
3-6 Months	2	2.0%
6-9 Months	2	2.0%
9-12 Months	9	8.8%
Full Time	86	84.3%

6. Survey respondents were asked if there were areas they would like to see sidewalks constructed or improved.

Location	Notes	Responses
Swan Quarter	Main Street	22
Engelhard	Lazy Lane, Lake Road	19
Ocracoke		5
Fairfield		9
US 264	In towns	3
Middleton		2
Scranton	Sladesville-Credle Road	2
NC 94		1

7. Survey respondents were asked where they would use on-road bike lanes and/or wide shoulders.

Location	Notes	Responses
US 264	Lake Landing through Engelhard	13
Swan Quarter	Main Street, Swindell Forest Road,	9
	Quarter Road	
All Over		10
Engelhard	Lazy Lane, North Lake Road	9
Lake Landing		7
NC 94	Lake Mattamuskeet Area	4

Fairfield	Piney Woods Road		7	
Ocracoke				2
Scranton	Loop Road	Road,	Sladesville-Credle	2

8. Survey respondents were asked where they would like to have access to improved.

Waterway Access	Responses
More public boat ramps	3
Intracoastal Waterway (from NC 94)	14
Lake Mattamuskeet	5
Fairfield Bridge (boat ramps)	5
Ponzer Bridge	2
River Shore (Scranton)	1
Alligator River	2
Mclesville	1
Rose Bay Marina	1
Ferry moved to Outfall Canal	1

Roadway Access	Responses
Anywhere	3
Swan Quarter	8
Fairfield	1
US 264	3
NC 45	2
Engelhard	4
Ocracoke	3
To Gull Rock Game Land	1
More Reliable Ferry Service	1
Beach Access on west side of Hyde	1

9. Survey respondents were asked if there were any safety or crash problems at any specific locations.

Location	Responses
Intersections	11
 US 264/Hodges Road (2) 	
- US 264/N Lake Road (2)	
- US 264/Turnpike Road (1)	
 NC 94/Piney Woods Road (6) 	
Roads	31
- Swindell Ford Curve (3)	
- Rose Bay Curve (9)	
- Patricks Curve (7)	

-	US 264 (5)	
-	NC 94 (1)	
-	Newlands Road (1)	
-	Seth Road (1)	
-	3 rd Street (1)	
-	Swamp Road (1)	
-	Creekside Drive (1)	
-	Hodges Curve (1)	
Misce	llaneous	15
-	All roads (no reflectors or light, not	
	enough guard rails, deer) (10)	
-	Middletown Bridge (1)	
-	Parked Machinery blocking sight	
	distance (4)	

10. Survey respondents were asked where they travel most within Hyde County in an average week.

Location	Responses	Percentage
Ocracoke	2	2.0%
Currituck	6	6.0%
Fairfield	30	30.0%
Lake Landing	18	18.0%
Swan Quarter	44	44.0%

11. Survey respondents were asked where they travel outside of Hyde County in an average week.

Location	Responses	Percentage
Beaufort	51	46.8%
Dare	11	10.1%
Greenville	2	1.8%
Pitt	6	5.5%
Tyrrell	19	17.4%
Washington	17	15.6%
N/A	3	2.8%

- 12. Survey respondents were asked to rate the importance of each goal.
 - Safety, Care for Special Needs Citizens and Economic Growth were the top goals.

13. Survey respondents were asked what they considered to be the most important transportation issue in Hyde County.

Location	Notes	Responses
Road Maintenance	Resurfacing	14
Public Transportation	More service for elderly, disabled, income and youth	16
General Safety	More guard rails, poor visibility, standing water, wide shoulders, animals	14
Bicycle Safety	Wide shoulders, bike lanes	8
Ferries	Too slow, tolls, high speed ferry, year round ferry from Swan Quarter to Ocracoke, move to Outfall Canal	10
Pedestrian Facilities	More sidewalks	3
Connectivity	Faster route from Fairfield to Walter B. Jones bridge	2
Economic Growth		1
Waterway Access	Intracoastal Waterway	3

14. Survey respondents were asked how they found out about this survey.

Survey	Responses
Email	25
Friend	21
County (Employee, Web Site, Newsletter)	16
Work	6
Local Business	3
Church	3
Facebook	2

- 15. Survey respondents were asked if they would like to stay informed during the CTP process.
 - 26 responses

Ocracoke Version

1. Survey respondents were asked how many people live in their household.

People in Household	Responses	Percentage
1	21	15.4%
2	68	50.0%
3	28	20.6%
4	13	9.6%
5 or more	6	4.4%

2. Survey respondents were asked how many licensed drivers live in their household.

Licensed Drivers in Household	Responses	Percentage
1	28	21.1%
2	88	66.2%
3	13	9.8%
4	4	3.0%
5 or more	0	0.0%

3. Survey respondents were asked how many personal vehicles are at their household.

Personal Vehicles in	Responses	Percentage
Household		
1	27	19.9%
2	74	54.4%
3	23	16.9%
4	8	5.9%
5 or more	4	2.9%

4. Survey respondents were asked in if they live in Hyde County.

Location	Zip Code	Responses	Percentage
Ocracoke, NC	27960	124	93.0%
Engelhard, NC	27824	1	
Scranton, NC	27875	1	
Bath, NC	27808	1	
Colerain, NC	27924	1	
Hillsborough, NC	27278	1	7.0%
Smithfield, NC	27577	1	
Charlottesville, VA	22911	1	
Milton, DE	19968	1	
Pittsburgh, PA	15201	1	

5. Survey respondents were asked how much time they live in Hyde County each year.

Time	Responses	Percentage
0-3 Months	6	4.4%
3-6 Months	5	3.7%
6-9 Months	7	5.1%
9-12 Months	9	6.6%
Full Time	110	80.9%

6. Survey respondents were asked if there were areas they would like to see sidewalks constructed or improved.

Location	Responses
All over village – complete	40
sidewalks	
NC 12	25
Back Road	16
Around the Harbor	13
Lighthouse Road	6
British Cemetery Road	2
School Road	2
Silver Lake Road	2
Sunset Drive	2

7. Survey respondents were asked where they would use on-road bike lanes and/or wide shoulders.

Location	Responses
All over (in village to north end of island)	63
NC 12 (from ferry to ferry)	36
Back Road	7
Around the Harbor	5
British Cemetery Road	4
Lighthouse Road	4
Silver Lake Drive	2
Back Road	1
Cutting Sage Road	1
Firehouse Road	1
Sunset Drive	1

8. Survey respondents were asked if there were areas they would like to have roadways improved (drainage and width).

Flooding/Drainage	Responses
NC 12 (8)	17
- NC 12/Fig Tree Lane (1)	
 NC 12/Old Beach Road (1) 	
 NC 12/Silver Lake Drive (1) 	
 In front of fish house (1) 	
 In front of Community Center (3) 	
Back Road (22)	50
 Back Road/Old Church Place (2) 	
 Back Road/Old Beach Road (21) 	
 In front of Secret Garden (5) 	
Old Beach Road/Sand Dollar Road	8
Sunset Drive/Trent Drive (1)	7
Sunset Drive/North Street (6)	
Schoolhouse Road	3
Silver Lake Road/Creek Road	6
Trent Drive/O'Neat Drive	1
1 st Avenue, Harbor Road, Middle Road,	7
Pamlico Shores Drive, Sand Dollar Road,	
Silver Lake Road, Trent Drive	
General	23

Specific Roadways	Responses
NC 12	3
Lighthouse Road	3
Loop Road	2
Other – Back Road, Sarah Ellen	7
Drive, Pintail Drive, Ikey Dees	
Road, Firehouse Road, Cutting	
Sage Road, Gull Rock	

Roadways	Responses
Repave (O'Neal Lane, British	3
Cemetery Road, Back Road)	
Widen (NC 12 by Fish House and	2
Community Store)	
Signage (Bike, Pedestrian, Parking)	3
Flashing light at harbor	1
Pavement Markings	1
Cedar Island Ferry Dock	1

- 9. Survey respondents were asked to rate the importance of each goal.
 - Reliable and accessible ferry service was the most important goal, followed by community and rural character preservation and pedestrian walkways around the harbor.
- 10. Survey respondents were asked what the most important transportation issue in Hyde County is.

Location	Notes	Responses
Ferries	- Free Hatteras Ferry	65
	 Scheduling/Reliability/Service 	45
	- Reasonable prices for	3
	Ocracoke/Cedar Island	
	 High speed ferry to Swan Quarter 	3
Road Safety	- Congestion, biking and walking,	29
	signage, golf carts	
Tram on Ocracoke	- For visitors and locals, service for	8
	elderly and disabled	
Parking	- Not enough	4
Environmental	- Protect wetlands and wildlife, reduce	2
Protection	noise and air pollution	
Emergency Service	 Ability to get to and from island 	2
Drainage		2
Preserve Character		2
Road Maintenance		2
Sidewalks		2

11. Survey respondents were asked how they found out about the survey.

Survey	Responses
Email	55
Facebook	33
County Email	15
Friend	12
On Line	10

- 12. Survey respondents were asked if they would like to stay informed during the Hyde County CTP.
 - 71 responses

Public Involvement

Public drop-in sessions were publicized on the Hyde County CTP web site, through community newspapers and with the help of the CTP committee. Reminders were also sent out to the public who included their email addresses on the public surveys.

The first public drop-in session was held on February 28, 2012 from 4-7 pm at the Ocracoke Community Center. A total of thirteen people attended. Five comment sheets were turned in. Major concerns addressed in the comment sheet included:

- Standing water issues on Ocracoke
- Completing the multi-use path to the Hatteras Ferry along NC 12
- More paved shoulders/sidewalks on Ocracoke
- Parking for local attractions
- Ferry service needs to stay free and be more reliable

The second public drop-in session was held on February 29, 2012 from 4-7 pm in the downstairs lobby of the Hyde County Government Building in Swan Quarter. A total of seven people attended.

Appendix H Ocracoke Community Assessment Report

The Ocracoke Community Assessment Report was developed by Hatteras Connection in conjunction with a resource team that consisted of NC Sea Grant, Albemarle-Pamlico National Estuary Program, Conservation Fund, NC Parks and Recreation, NC Department of Cultural Resources, Carteret Community College, NC Department of Community Assistance, Albemarle Commission, Core Sound Waterfowl Museum and Heritage Center and representatives from Ocracoke and Hyde County and is meant to serve as the community's "road map" for the future. NCDOT did not assist in the development of this document as part of this study. This document is included in the appendices of this report because it details several recommendations that are not typically looked at as part of the CTP but are considered very important to the community. A COMPACING A COMP

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Introduction	Brief History	Village Overview	Economic Overview	Public Services	Ideas for Economic Dev & Vitality	Population Statistics	How to get there	Summary of Issues, Needs and Recommendations

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<u>Introduction</u>	Becontroe Team.
Coastal folks understand fully that "all things are connected" – in this case, that tourism	
development, a vibrant local economy, strong businesses and water access are all inextricably	NC Sea Grant: <u>Sara Mirabilio</u>
linked. In a unique approach to integrating these project areas, Hatteras Connection hosted an	Alhemarle-Damlico National Ectuary Program - limmy Johnson
integrated "resource team" visit to Ocracoke Island on November 15 th , 2011. The Resource	
Team worked together in compiling this summary. Volunteers provided a great deal of local	Conservation Fund: <u>Susan Sach (facilitator)</u>
assistance, scheduling and energy. The Resource Team toured the area and spoke with some of	NC Darke and Barraation. Stava Muliar
the local people. This resource team visit was different from that on Hatteras Island and other	
locales. Ocracoke's number of existing nonprofit organizations set it apart from the other	NC Department of Cultural Resources <u>: Lauren Hermely</u>
areas. Ocracoke has existing organizations currently working on projects regarding issues that	Carteret Community College: Retsy DeCamno
have been established previously. Local leaders have completed some projects on Ocracoke,	
and are working toward completion of others that are included in this summary. This document	NC Department of Commerce Division of Community Assistance: <u>Trey Smit</u> t
is the first draft of the community's "road map" for the future. A more comprehensive	Alhemarle Commission: Greven Lambert
document will follow in a few months, containing detailed socio-economic data and more	
concrete recommendations for the community to consider. This document will evolve as the	Core Sound Waterfowl Museum and Heritage Center: <u>Karen Willis Amspac</u> h
community implements projects and programs, and changes priorities to meet the changing	Rrief History of the Island
times. It celebrates local heritage and will be part of the legacy that is passed on to community	in 1718 Edward Teach, or Blackbeard, was caught and beheaded as he and
children, and their children's children. The resource team consisted of ten members, as well as	waters behind the island. After the pirate's death, people were more willing
local officials representing Ocracoke and Hyde County. The resource meeting was held at the	Ocracoke. Early settlers kept livestock, fished and grew vegetables. Most m

H-4

Ocracoke Community Center on November 15th 2011 and consisted of the following individuals:

Ocracoke

n, Lee Nichols

Ocracoke. Early settlers kept livestock, fished and grew vegetables. Most men piloted locally or worked on merchant ships travelling routes from New York to the West Indies. By 1860 the his ship hid in g to settle on island was able to support several grocers and carpenters. Although the majority of men

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remained seafarers, more and more had begun fishing for a living, and some worked for the U.S. Life-Saving Service. In the later 1800s wealthy mainland families began fleeing the marshy tidewater to summer on the island, and guided hunting and fishing trips gained popularity as vacations. The development of steam power had diminished Ocracoke's importance as a port, and islanders adapted their skills to the changing economy. After World War II, a growing middle class found its way to Ocracoke. The Navy had paved the first road and deepened Cockle Creek, which was then given its current name Silver Lake. More changes took place in the second half of the 20th century than at any other time in the island's history. The Cape Hatteras National Seashore was established in 1953 that included most of Ocracoke Island except for the village around the lake on the southern end of the island. Today tourism now dominates the economy, and each year the number of visitors increases. **Source: (ocracokeguide.com)**



A look at Ocracoke

Goal: "To help better understand and manage the changes that increased tourism brings to their community in moving towards a sustainable economy that complements rather than taxes the fragile ecology, as well as to promote appreciation of the historical and cultural heritage."

Village Overview:

- The entire island, with the exception of the village, is owned by the U.S. National Park Service and is a protected wildlife area that cannot be developed. Translated, for an island only about 16 miles long and half a mile wide, more than 85% of it belongs to the Cape Hatteras National Seashore. This limits development and changes in land-use.
 Ocracoke's population grew by 23% - from 769 in 2000 to 948 in 2010 (U.S. Census
- The year-round population swells to almost 7,000 every summer, a number most agree is more weight than tiny Ocracoke can shoulder, most notably in regards to fire protection and ocean rescue from the Ocracoke Volunteer Fire Department and EMS.

Bureau)

- The greatest percentage increase was in the Hispanic population.
- Unlike Hatteras Island communities, Ocracoke is a census-designated place and data does exist on a community-level scale.
- The Nielsen Claritas PRIZM (Market) Segmentation System shows the most common PRIZM Segments are:
- Traditional Times –Traditional Times is the kind of lifestyle where small-town couples nearing retirement are beginning to enjoy their first empty-nest years. Typically in their fifties and sixties, these upper-middle-class Americans pursue a kind of granola-and-grits lifestyle. On their coffee tables are magazines with titles like *Country Living* and *Country Home*. But, they're big travelers, especially in recreational vehicles and campers.
 - This is the only major demographic group shared with its neighboring communities on Hatteras Is.
- Blue Highways Among lifestyles, Blue Highways is the standout for lower-middle-class
 residents who live in isolated towns and farmsteads. Here, Boomer men like to hunt
 and fish; the women enjoy sewing and crafts, and everyone looks forward to going out
 to a country music concert.

H-6

Н-7
Country Folks - Strewn among remote farm communities across the nation, Back	
ntry Folks are a long way away from economic paradise. The residents tend to be	
, over 55 years old and living in older, modest-sized homes and manufactured	Economic Overview
ing. Typically, life in this segment is a throwback to an earlier era when farming	• The most common industries from 2005-2009 (city-data.com) were: accommodation &
inated the American landscape.	food services (50%); arts, entertainment & recreation (30%); and educational services
sroads Villagers - With a population of white-collar couples and families, Crossroads	(19%). During the winter, the island's only main employers are construction, the NC
gers is a classic rural lifestyle. Residents are high school-educated, with downscale	Department of Transportation and the businesses that support the small population.
mes and modest housing; one-quarter live in mobile homes. And, there's an air of	 The main industries are an outgrowth of tourism, the main economic engine, with many
reliance in these households as Crossroads Villagers help put food on the table	resources devoted to destination marketing – a visitor-centered approach to the
ugh fishing, gardening and hunting.	economic and cultural development of the village.
ule Pleasures - With many of its residents over 65 years old, Simple Pleasures is	 Many businesses are a husband-and-wife business model. Owners expressed an earnest
tly a retirement lifestyle: a neighborhood of lower-middle-class singles and couples	desire to keep these "mom-and-pop" businesses part of the island economy.
g in modestly priced homes. Many are high school-educated seniors who held blue-	Most recently Ocracoke earned designation as a national Preserve America community
r jobs before their retirement. And, a disproportionate number served in the	
ary, so many residents are members of veterans clubs.	Accommodation and food services
emographics suggest an emphasis on sustaining seniors and nurturing striving	 For all its provincial charm, Ocracoke's culinary tastes are surprisingly sophisticated.
es.	There are numerous restaurants located on the island. Most of these are seasonal and
e are no municipalities in Hyde Co., which includes Ocracoke, meaning a lot rests on	only onen during the general tourist season
munity leaders and volunteers.	
ing community leaders and volunteers, however, often proves challenging. Many	<u>Arts, entertainment, and recreation</u>
ders tend to work between 60 and 80 hours a week during the tourist season and	The village surrounds heautiful Silver Lake a soug barbor for sailhoats fishing hoats and
little time for public service.	
2009 percentage of residents living in poverty was estimated at 35.4%. This	. Cturdue chanu that un ta EA0% of Amazirane ara atteacted ta cailina
ests a need for an island food pantry or the like, in addition to affordable housing.	
	 Are island marinas fulfilling all the boating needs of the public, and are they doing it
	properly and safely?
	Other things to do include dolphin cruises, fishing charters, air tours, sky diving, kayak
	tours and rentals, and surfing lessons.
• •	
H-8	H-9

Ocracoke

Ocracoke

 Of the two tackle and bait shops on island, only Trade winds Bait & Tackle is a Coastal Recreational Fishing License (CRFL) sales agents according to State records, although it, along with O'Neal's Dockside II Tackle Shop and Anchorage Marina, all are official NC Saltwater Fishing Tournament weigh stations. Anchorage Marina diversifies its business by offering a suite of rentals –boat, scooter and bike. Trade winds Bait & Tackle offers rod-and-reel repairs, while O'Neal's Dockside II Tackle has fishing gear available for rent and stocks much-needed camping supplies. Each seems to have developed a niche. It appears that in the winter months, sales greater than 25% are attributable to E- commerce, at least for Trade winds. A strong majority of businesses believe National Park Service rules that restrict access of off-road vehicles and pedestrians for the benefit of nesting shorebirds and sea turtles off-road vehicles and pedestrians for the benefit of nesting shorebirds and sea turtles off-road vehicles and pedestrians for the benefit of nesting shorebirds and sea turtles off-road vehicles and pedestrians for the benefit of nesting shorebirds and sea turtles off-road vehicles and pedestrians for the benefit of nesting shorebirds and sea turtles off-road vehicles and pedestrians for the benefit of nesting shorebirds and sea turtles off-road vehicles and pedestrians for the benefit of nesting shorebirds and sea turtles off-road vehicles and pedestrians for the benefit of nesting shorebirds and sea turtles off-road vehicles and pedestrians for the benefit of nesting shorebirds and sea turtles off-road vehicles and pedestrians for the benefit of nesting shorebirds and sea turtles off-road vehicles and pedestrians for the benefit of nesting shorebirds and sea turtles off-road vehicles and pedestrians for the benefit of nesting shorebirds and sea turtles off-road vehicles and pedestrians for the benefit of nesting shorebirds and sea turtles off-road vehicles and pedes	a half-dozen operations that offer half- or full-day, reck, light tackle, and Gulf Stream fishing Anchorage Marina, Kathleen," "Rascal" Sport fishing, and "TARHEEL" Sport fishing.
Recreational Fishing License (CRFL) sales agents according to State records, although it, inshore/offshore/wree along with O'Neal's Dockside II Tackle Shop and Anchorage Marina, all are official NC "Drum Stick," "Miss Ka along with O'Neal's Dockside II Tackle Shop and Anchorage Marina, all are official NC "Drum Stick," "Miss Ka Saltwater Fishing Tournament weigh stations. • Is there room for more • Anchorage Marina diversifies its business by offering a suite of rentals –boat, scooter • Is there room for more • Anchorage Marina diversifies its business by offering a suite of rentals –boat, scooter • Is there room for more • Anchorage Marina diversifies its business by offering a suite of rentals –boat, scooter • Is there room for more • Anchorage Marina diversifies its business by offering a suite of rentals –boat, scooter • Is there room for more • In Tackle has fishing gear available for rent and stocks much-needed camping supplies. • Despite its small size, i In Tackle has fishing gear available for rent and stocks much-needed camping supplies. • Despite its small size, i In Tackle has fishing gear available for rent and stocks much-needed camping supplies. • Despite its small size, i In Tackle has fishing gear available for rent and stocks much-needed camping supplies. • Despite its small size, i In appears that in the winter months, sales greater than 25% are attributable to E- • Desp	reck, light tackle, and Gulf Stream fishing Anchorage Marina, Kathleen," "Rascal" Sport fishing, and "TARHEEL" Sport fishing.
 along with O'Neal's Dockside II Tackle Shop and Anchorage Marina, all are official NC Saltwater Fishing Tournament weigh stations. Is there room for more Saltwater Fishing Tournament weigh stations. Anchorage Marina diversifies its business by offering a suite of rentals –boat, scooter and bike. Trade winds Bait & Tackle offers rod-and-reel repairs, while O'Neal's Dockside Anchorage Marina diversifies its business by offering a suite of rentals –boat, scooter and bike. Trade winds Bait & Tackle offers rod-and-reel repairs, while O'Neal's Dockside II Tackle has fishing gear available for rent and stocks much-needed camping supplies. Each seems to have developed a niche. It appears that in the winter months, sales greater than 25% are attributable to E- commerce, at least for Trade winds. A strong majority of businesses believe National Park Service rules that restrict access of off-road vehicles and pedestrians for the benefit of nesting shorebirds and sea turtles A strong wajority of businesses believe National Park Service rules that restrict access of evening at the Deep V off-road vehicles and pedestrians for the benefit of nesting shorebirds and sea turtles 	Kathleen," "Rascal" Sport fishing, and "TARHEEL" Sport fishing.
 Saltwater Fishing Tournament weigh stations. Anchorage Marina diversifies its business by offering a suite of rentals –boat, scooter Anchorage Marina diversifies its business by offering a suite of rentals –boat, scooter Anchorage Marina diversifies its business by offering a suite of rentals –boat, scooter Anchorage Marina diversifies its business by offering a suite of rentals –boat, scooter Anchorage Marina diversifies its business by offering a suite of rentals –boat, scooter Anchorage Marina diversifies its business by offering a suite of rentals –boat, scooter I Tackle has fishing gear available for rent and stocks much-needed camping supplies. Each seems to have developed a niche. It appears that in the winter months, sales greater than 25% are attributable to E- It appears that in the winter months, sales greater than 25% are attributable to E- It appears that in the winter months, sales greater than 25% are attributable to E- Commerce, at least for Trade winds. A strong majority of businesses believe National Park Service rules that restrict access of performances. Visitor: off-road vehicles and pedestrians for the benefit of nesting shorebirds and sea turtles A strong weiles and pedestrians for the benefit of nesting shorebirds and sea turtles 	
 Anchorage Marina diversifies its business by offering a suite of rentals –boat, scooter commercial fishermen and bike. Trade winds Bait & Tackle offers rod-and-reel repairs, while O'Neal's Dockside Performing Arts: In Tackle has fishing gear available for rent and stocks much-needed camping supplies. Each seems to have developed a niche. It appears that in the winter months, sales greater than 25% are attributable to E-	ore growth here, possibly as a "job retraining" opportunity for
 and bike. Trade winds Bait & Tackle offers rod-and-reel repairs, while O'Neal's Dockside <i>Performing Arts:</i> II Tackle has fishing gear available for rent and stocks much-needed camping supplies. Each seems to have developed a niche. It appears that in the winter months, sales greater than 25% are attributable to E- It appears that in the winter months, sales greater than 25% are attributable to E- It appears that in the winter months, sales greater than 25% are attributable to E- It appears that in the winter months, sales greater than 25% are attributable to E- It appears that in the winter months, sales greater than 25% are attributable to E- It appears that in the winter months, sales greater than 25% are attributable to E- It appears that in the winter months, sales greater than 25% are attributable to E- It appears that in the winter months, sales greater than 25% are attributable to E- It appears that in the winter months, sales greater than 25% are attributable to E- It appears that in the winter months, sales greater than 25% are attributable to E- It appears that in the winter months, sales greater than 25% are attributable to E- It appears that in the winter months, sales greater than 25% are attributable to E- It appears that in the winter months, sales greater than 25% are attributable to E- It appears that in the winter months, sales greater than 25% are attributable to E- It appears that in the winter months, sales greater than 25% are attributable to E- It appears that in the winter months, sales greater than 25% are attributable to E- It appears that in the winter months, sales greater than 25% are attributable to E- It appears that in the winter months, sales greater than 25% are attributable to E- 	en?
 Each seems to have developed a niche. It appears that in the winter months, sales greater than 25% are attributable to E- It appears that in the winter months, sales greater than 25% are attributable to E- The island hosts an an encourage of its resid A strong majority of businesses believe National Park Service rules that restrict access of performances. Visitor: off-road vehicles and pedestrians for the benefit of nesting shorebirds and sea turtles 	
 It appears that in the winter months, sales greater than 25% are attributable to E- The island hosts an an commerce, at least for Trade winds. A strong majority of businesses believe National Park Service rules that restrict access of performances. Visitors of f-road vehicles and pedestrians for the benefit of nesting shorebirds and sea turtles 	e, the island has a sizable music scene with a larger than normal
 The island hosts an an A strong majority of businesses believe National Park Service rules that restrict access of performances. Visitors of f-road vehicles and pedestrians for the benefit of nesting shorebirds and sea turtles 	sidents being musicians.
 A strong majority of businesses believe National Park Service rules that restrict access of off-road vehicles and pedestrians for the benefit of nesting shorebirds and sea turtles 	annual Ocracoke Festival featuring a weekend full of live
off-road vehicles and pedestrians for the benefit of nesting shorebirds and sea turtles	ors and locals can attend the Ocracoke Opry each Wednesday
	Water Theater during the season, featuring a suite of local
have harmed and will continue to harm their operations. But at the same time,	al visiting guests.
uncertainties and outside factors that swirl around visitation to the island make it hard	eived national attention when they appeared performing in the 200
to reach definitive conclusions on the severity of impacts to businesses there.	ane Lane major motion picture, "Nights in Rodanthe."
Ocracoke offers some of the best surf fishing in the world - in fact the World All-Tackle In "old times," the con	ommunity had gathering places like dance halls and movie theaters
Record for Spanish mackerel, weighing in at 13 pounds, was caught in the inlet in 1987.	longer found and the number of community events is limited.
Surf Shops:	
Since 1985, Ride the Wind Surf Shop has been a full-service shop offering the latest in	o fishing regulations and closures were the most common issue
surfboards, surf equipment, surf instruction and surf lessons, - even a surf camp for the	yed seafood dealers and commercial fishermen. Unanimously, all
kids. expressed frustration	in with both state and federal regulations that create fishing closure
To diversify its business model, RTW offers guided kayak tours, kayak rentals, and fishing	
Many fishermen think	nk the Ocracoke Fresh retail product line is a good thing, and many
They claim they are the "originators" of kayak "Eco tours" on the Outer Banks.	re serving select local catch.
There appears to be a need or niche available for custom-built boards. If there appears to be a need or niche available for custom-built boards.	pply of local seafood will be a challenge. The lack of local seafood
supplied can be attribu	ibuted to regulations and closures and related declines in fish and
shellfish stocks that th	the regulations are designed to protect.
H-10	H-11

Public Services	Like a community development corporation, the Ocracoke Foundation (OFI) is a village-
	based 501(c)(3) created in 2006 with a board composed of primarily community
Civic and Business Association	residents.
 The Ocracoke Civic and Business Association are a 501(c)(4) non-profit organization that 	The OFI Mission is community revitalization through the responsible promotion and use
has existed for over 50 years with 122 business members and 30 civic members on	of Ocracoke assets, broader than a community development corporation that works
Ocracoke.	towards improvement of mainly physical and economic infrastructures in
In historic files, the group can be found heading up fundraisers for the school and fire	neighborhoods with populations significantly below the area median income.
department and serving entrepreneurs in the tourism industry as Ocracoke became a	Orrection Valuations Eren Danastmaat
tourist destination.	
They receive their funding from the Ocracoke Occupancy Tax (about \$30,000), dues and	Ocracoke recently went from a "9" to "6" Insurance Service Organization (ISO) rating for
fees for the annual walking map printed by Village Print, and donations.	fire service.
For the past two years, the OCBA served as the fiscal agent for the Ocracoke Youth	• A rating of Class "1" is the highest rating a fire department can receive, and is what most
Center, a non-profit family resource program on Ocracoke, until it had to close its doors	of the VFD's on the northern Outer Banks had. A better rating translates into better
in 2011.	insurance rates for community residents.
The OCBA sponsored the Fourth of July fireworks show (also now halted); Christmas	Major building and equipment improvements are needed, such as a ladder truck, to
decorations on island roads; a scholarship at Ocracoke School in honor of former	improve the rating, but to-date, no dedicated funding stream has been identified for
Commissioner Alton Balance; a community Christmas party for children; Village Days;	improvements and community conversations on monies are at an impasse.
advertising in <i>Our State</i> and <i>Southern Living</i> magazines; and www.ocracokevillage.com,	Generalities
the online version of the walking map with a yearly calendar, online forum, and guide to	
island businesses and services.	There are over 20 nonprofits on Ocracoke with separate missions and long-range
Several sub-committees of OCBA have representatives on the Outer Banks Scenic Byway	visions.
Committee, Emergency Management Advisory Council, Outer Banks Task Force, and	Many stakeholders involved in building community initiatives have focused solely on
NCDDT Liaison Committee.	developing fiscal resources that will continue to support their efforts, without equal
Many Civic Associations also arrange for things like a curbside recycling program, a	consideration to social capital.
Beach Trash Patrol, and for other community aesthetics. Does this occur on Ocracoke?	• The concept of social capital highlights the value of social relations and the role of
	cooperation and confidence to get collective or economic results.
H-12	H-13

Ocracoke

Below is a list of the current non profits on the island that will lead the effort in helping Ocracoke to achieve its goals:

Ocracoke Non Profits

There are 25 non profits on Ocracoke, 17 of these are classified as (501c3). These organizations strive to improve the quality of life for citizens of Ocracoke. A list of these organizations is below.

- Ocracoke Health Center
- Ocracoke Sanitary District
- Ocracoke Civic and Business Association
- Ocracoke Foundation
- Ocracoke Volunteer Fire Department
- Ocracoke Community Center Board
- Ocracoke Preservation
- Ocracoke Alive
- Ocracoke Working Watermen
- Ocracoke Community Radio
- Ocracoke Child Care
- Ocracoke Youth Center
- Ocracoke United Methodist Church
 - Ocracoke Assembly of God Church
- Ocracats
- Friends of the Ocracoke Library
- Masons
- Ocracoke Development Ordinance Committee
- Ocracoke Scenic Byway
- Ocracoke Transportation

- Ocracoke Lodging
 - Boy Scouts
- Girl Scouts
- Ocracoke Occupancy Tax Board
 Ocracoke Mosquito Board



Development and/or Community Vitality:

Ideas for Economic

<u>Revamped Community</u> <u>Promotion</u> The market strategy could be diversified to highlight more of a "unique/boutique" destination, which are typically small and localized destinations that capitalize on a specialized "best known for" appeal. Ocracoke Island was named the No. 1 beach on "Dr. Beach's Annual America's Best Beaches" list of 2007. The beaches also afford world-class shelling. Further, Ocracoke offers some of the best surf fishing in the world. Again, the World All-Tackle Record for Spanish mackerel was caught in the inlet in 1987. While locals have more of a connection to Silver Lake and the Pamlico Sound, not the ocean and its beaches, they need to market towards these unique features, possibly develop a brand message around their uniqueness.

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Marry locals are relifies, and marry or mose clamor for not only nousing, but also, addits and activities. "Natives" would like to spend their final years on the island in Assisted Livi Congregate Care. A few hotels have been earmarked for affordable housing opportunitie the Silver Lake Hotel, in particular, might better be defined for Senior Housing needs. Senior Housing facilities and amenities include many that the Silver Lake Hotel offers – la views, walking and biking trails, swimming pool, exercise room, and dining facilities. The outbuildings allow residents to have individual/independent accommodations, as well as assisted living and congregate care options in the main building.	or the Volunteer Fire Department has a 3% Occupancy Tax, to which Ocracoke contributes nearly all revenue. In created an Ocracoke Taxing District, wherein they can levy a Room Occupancy Tax of of the gross receipts derived from the rental of any room, lodging, or accommodation by a hotel, motel, inn, tourist camp, or similar place within the district that is subject wimposed by the State under G.S. 105-164.4(a)(3). This tax is in addition to any State les or room occupancy tax. Unfortunately, this tax has been levied and is earmarked m. A special-purpose district (i.e., independent governmental units that exist H-16
many locals are refrees, and many or most clamor for not only nousing, but also, adult share and solved at the share and activities. "Natives" would like to spend their final years on the island in Assisted Livi	eer Fire Department
Many locals are retirees, and many of those clamor for not only housing, but also, adult s	porate and delineate what the steps are for incorporation.
the N.C. Department of Commerce.	, and it is recommended that the OCBA revisit whether it would be
factory jobs. There is an established N.C. Certified Retirement Community Program as pa	srnance and state aid for things like law enforcement and roadways
that the economic impact of a retiree household moving to a state is the equivalent of 1. ϵ	her tax levies (e.g., municipal tax). There is much to be gained in the way
Bill Haas of the University of North Carolina's Institute for the Future of Retirement estim	ig and zoning. Feelings are mixed about incorporation, mainly because
move to a new state.	ol and for preservation of the Village character, that now is somewhat left
retirement in their states; keeping existing residents and encouraging out of state resider	rn on their contribution in the way of County expenditures. There is a
development - retirement, particularly baby boomer retirement. States seek to encourag	acoke know they significantly contribute to the Hyde County tax base but
boomers retiring every day. The obvious purpose of these programs is to encourage econ	
So far six U.S. states have created Certified Retirement Community programs with approximately 70 towns and communities included. As of January 2011 there are 10,000	orms are available on the N.C. Volunteer Commission's website at y calling 919-715-3470 or 1-800-820-4483.
Sustaining Seniors	Commission on Volunteerism and Community Service coordinates the
	tal stewardship, education on healthy futures, and job training and
sparring individuals should be scheduled to re-examine pursuing this source of funding.	government agencies with providing tutoring, mentoring, disaster
solid waste, water supply, electric power, and etc. A professionally facilitated session bet	nment agencies to recruit AmeriCorps members. AmeriCorps volunteers
airports, highways, fire protection, libraries, parks, cemeteries, hospitals, irrigation, sewe	More than \$3.4 million in federal grants are available for North Carolina
authorized with the power to tax. Special districts can perform many functions, including	y development effort is cultivating human resources in addition to
purpose local governments such as county, municipal, and township governments) exists Ocracoke – the Ocracoke Sanitary Board. It is governed by a board of directors, who are	
separately from, and with substantial administrative and fiscal independence from, gener	

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A senior housing unit would open up more year-round job opportunities, particularly in nursing and rehabilitative care. Monies are needed for initial building renovation and start-up, but after that residents would front the costs.

<u>Affordable Housing</u>

The Ocracoke Foundation provides the construct of a Community Development Corporation to pursue affordable housing. Around the country, Habitat for Humanity has helped tens of thousands of partner family's move into simple, decent, affordable houses. To help even more, part of Habitat's responsibility includes advocacy and public awareness with local and state elected officials. Habitat supports a national Affordable Housing Trust Fund. The HTF would be a new source of revenue to assist in the production of new affordable housing and the rehabilitation of existing housing. As a borus, Habitat offers a disaster response, which is borus to an island highly prone to hurricane impacts. Admittedly, there are an exceeding number of nonprofits on Ocracoke Island., but this is one nonprofit worth starting up and adding to the milieu.

Silver Lake Marina – An Economic Engine

Silver Lake is a great asset, and there is a huge public interest in sailing and sailing communities. There is an inadequacy of rest rooms, showers, changing and locker rooms, as well as of utilities (i.e., electricity and water). These things are under consideration by village community leaders. The Boating Infrastructure Grant (BIG) Program is funded through the U.S. Fish and Wildlife Service. It provides funds up to 75% to construct and maintain facilities for non-trailer able, transient vessels 26-feet and larger. It specifically lists restrooms, laundry facilities, and shower/bathhouse as the types of projects eligible for funding. Link: <u>http://www.ncfisheries.net/grants/BIG.html</u>

Expansion of boating services also would lead to water-related jobs like boat and engine repair, sailing instructors, etc. Beyond this, interest should be cultivated in special events like regattas, water parades, rowing competitions, lectures by sailing celebrities, and hosting "tall ships?"

Commercial Fishing and Fresh Local Foods

The value of maintaining the fish house on the island cannot be overstated. A seafood dealer creates a direct economic impact by selling seafood that he/she buys from local fishermen. A portion of these sales goes towards paying the fishermen, as well as the dealer's overhead and employee wages. An indirect effect occurs when the fishermen uses a portion of the payment for the sold seafood to pay his crew, as well as purchased goods or services, such as gas, insurance and boat repairs. The boat captain, crew and seafood dealer employees use a portion of their wages towards their own personal expenditures. This is an induced effect. These effects occur over and over again as money is spent and re-spent in the local economy. Currently, roughly 40 commercial fishermen pack out through the village fish house.

When fishing restrictions have become law in states with thriving fishing industries, a number of state governments have sought to cushion the blow by providing opportunity for commercial fishermen to learn aquaculture. Ocracoke Island is well-suited for the culture of shellfish – bay scallops, clams, and oysters, and residents expressed a willingness to explore this possibility of fishermen job retraining and entrepreneurship.

Additionally, a well-run direct marketing fishing business can capture more of the value of the fish landed. This currently is going on between fishermen and island restaurants. But, direct marketing usually means more work, greater anxiety, and uncertainty of timely payment. Branding is another action to derive increased prices, as well as to foster better knowledge of seafood products and improved public image of commercial fishing on the part of consumers, but also has limitations. For example, demand by the retailers/food service sector is far from universal.

Backhauling refers to the transporting of one type of cargo in one direction and another on the return or subsequent trips and could be a way to sustain commercial fishing and get more fresh produce on the island. Looking to an agriculture model as commonly done for fishing, an example would be a farmer hauling hogs on one day and using the same truck to haul fresh produce on another. The risk of cross-contamination from such a practice is obvious, but can

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be minimized by following Hazard Analysis & Critical Control Points (HACCP) standards strictly for both products. This is a common technique among small farm operators where it is a cost that forces transporters to use the same truck. In this case, it would be lack of access to fresh produce on island. Healthier eating for residents, particularly youth, was an issue identified by the community. The benefit would be improved business for fish house trucks.

Ocracoke



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Maritime Center. The Park has an active Volunteer Crew list, with high levels of woodworking and boatbuilding expertise that possibly could help with getting started.

(Note: Creation of an Island Food Pantry was mentioned however was not discussed in detail.)

General Business/Economic Growth Ideas

Kite boarding: Ocracoke is set up perfectly for this yet there is nobody here doing it. It is a little remote, but there is flat water everywhere. Kite boarding only began in 1998 with a couple dozen boarders in the world, so there is room for much market growth. In just eight years (data to 2006), the population of kite boarders was estimated at 150,000 to 200,000 world-wide. Further, a participant really needs three kites to get started in the sport at an approximate cost of \$1,600 per kite.

Custom-built surf / kite boards: In a similar vane, no business was seen that took custom orders for your own surfboard shaped on site. This is big business in other villages along the Outer Banks. Three Asian companies manufacture kite boards, but there are ten U.S. designers, with one being out of Nags Head. Could more designing, and even manufacturing, occur locally?

Shipping Center: Some village businesses along the Outer Banks are converting some retail space, which was not making much money in today's economy, into FedEx and/or UPS and DHL shipping center(s). This seems like a missed opportunity for someone.

Community Boat Building: Many residents in the community have kicked around a community boatbuilding project but ask, "What does community boat building have to offer?" The answer to that is showing up on time, following directions, and learning to take responsibility and succeed. Everybody uses these skills in life and in the workplace. Building traditionally designed wooden boats also provides practical application of the math, science, history and English that young people learn in school, and youth activities and recreation were a need cited by the community. For most kids, even if they live near the water, boats and water are foreign environments.

Following completion of the boat, it could be a tourist attraction, where revenue could be used to pay for the Captain and repairs first, but then, into a Civic Association fund or similar to Roanoke Island Festival Park, home of the tall ship *Elizabeth II*, also runs the Roanoke Island

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Population Statistics

Population Growth: Census 2000 to Census 2010

According to Ocracoke Census 2010 results, the population of the area was approximately 948 people. From 2000 to 2010, the Ocracoke population growth percentage was 23.3% (or from 769 people to 948 people).



Growth	
lation (
Popu	

00 Population	769
0 Population	948
ulation Growth	23.3%

- The population of Ocracoke was (541) in 1970, (658) in 1980 and (713) in 1990.
- From 1970 to 2000 the population of Ocracoke increased by 42.14%





Age	
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79.2%	20.8%
18 years of age & over	Under 18 years of age

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How Are We Going To Get There?	Organization is a process that builds consensus and cooperation by creating partnerships amone the various erouns that have a stake in Ocracoke's success. When all of the stakeholders	work toward the same goals and share responsibility for their accomplishment, there is more	effective management and advocacy for the village. Active volunteers, working in collaboration	with business, nonprofit and public sector partners representing a broad cross section of the	community will ensure the inclusion of a wide range of perspectives in these efforts.	The key to successful implementation and control of Ocracokes future growth will be	cooperation and involvement in existing organizations on Ocracoke. Existing organizations have	already laid the groundwork to accomplish many of the goals established throughout this	document.	Organizations should keep the following things in mind as they move forward:	Attitudes	Be authentic – remember who you are, and what's important to the community	Build on your assets	Address your weaknesses	Be patient	Listen to the community, and to each other	Find win-win solutions	Cultivate your funders and partners	H-27
	Census 2010 Race Data	ensus 2010 race data for Ocracoke include the racial breakdown percentages of 1.6% black,	2% Asian and 19.1% Hispanic.	Black	- Indian - Asian - Islander	Cother	LHispanic			White	\$	sce & Origin (Hispanic) %			hite 78.1		1.D	spanic 19.1	H-26

uity what they think Assistance Assistance Assistance Assistance Assistance	can accomplish anything if you don't care who gets the credit • Seek assistance from NC Dept of Commerce, Community Development, Investment an	unity know what you have accomplished • Create housing task force	Lack of affordable housing for local workforce, elderly and young people/families.	Match of the stand has been documented in the public has been have be ought up and discussed in detail at the resource train meeting and significant of optical table in the resource train meeting and significant of optical table in the resource train meeting and significant of optical table in the resource train meeting and significant of optical table in the resource train meeting and significant table. meeting and significant tables meeting and significant of optical tables in the resource train meeting and significant tables in the resource train meeting and significant tables. meeting and significant tables meeting and significant tables in the resource train meeting and match significant tables in the resource train meeting and significant tables in the resource train meeting and train tables in the resource significant tables in the resource signifi
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Ocracoke

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- Have tax incentives for affordable housing
- Shared equity program

Standing Water

lssue:

- Standing water along the village roadways causes accidents, prohibits visitors from getting to shops, adds to the mosquito problem and is a human health hazard.
 - Standing water locations have been identified and submitted to NCDOT CTP team. Need:
- Action plan, prioritize locations.

Possible Solutions and Partners:

- Island Hydrology Study Steve Lambert
- DOT maintenance repaving with adequate drainage
- Soil and Water Conservation Service
- NRCS National Resource Conservation Service
- County funding
- Demonstration project to model and show impact of small changes
- Cooperative Extension Report on water quality sampling done need results
- Nags Head septic health initiative could be adapted and adopted for Ocracoke

Nonprofit Capacity Building

lssue:

 There are over 20 nonprofits on Ocracoke. It is essential these groups continue to function as they manage tourism services, cultural activities, youth activities, technical support, and more.

Update:

Meetings with local groups to identify needs and long range vision will be held.

Multi-Use Areas

lssue:

- Acquire multi-use property that can be used for job creation, asset based industry expansion, housing, retail, community/cultural and tourism needs.
- There are four properties that have significant cultural, economic, historic and environmental value: Berkley Manor, Community Square, Deepwater Corner and Lassiter Property.
- Previous examination of asset development states the need for space, whether it is tourism based, housing, waterfront access etc. Losing these properties to development is a concern.

Need:

Industry professionals to work with property owners and community on an equitable solution.

Possible Solutions and Partners:

None provided

Governance

lssue:

• The needs of the community, including long range planning need to be addressed.

Need:

- Development of a long range action plan that is a result of community, local government and state officials.
- Land use management ordinances may need updating

Possible Solutions and Partners:

H-30

•	oriategic plans needed to address functionality of selected planting elements	
•	Analysis of infrastructure components including: roads, ferries, facilities, water, sewer,	eat and relax – we must provide sanitary and welcoming public restrooms.
	labor force, transportation	Need:
•	Hire a lobbyist	Project funding
•	Work with county to update land use management ordinances	
•	Seek CAMA funding to help with planning	Possible Solutions and Partners:
•	Seek assistance to prepare a cost/benefit analysis of incorporation	Mrr. John Williams, Soil Scientist from Wilmington has been hired to develop a package
•	Water access to the sound from National Park Service	showing various options.
Fire	Department	Youth
lssue:		lssue:
•	Ocracoke has a serious need for a new fire house. It has been recommended that they	Ocracoke youth are very aware of the importance of community. There are also many
	need a ladder truck as well and their current outdated fire house will not accommodate	activities that youth take part in.
	their current equipment, much less a ladder truck.	Getting youth involved in seeing how the "infrastructure" works and giving them a
•	Do the citizens of Ocracoke want a two story building where community events can be	voice in planning their community's future.
	held or do they just want a fire house?	There is currently no football, baseball or soccer field available on Ocracoke for youth to
Possik	Jle Solutions and Partners:	participate in team sports other than indoor sports such as basketball.
•	Revisit the Sanitation District Board "vote" on the fire tax	Need:
•	Two sides find a mediator to help them work through their issues.	Funding
Villa	<u>ce Restrooms</u>	Possible Solutions and Partners:
lssue:		High School involvement in cultural heritage – engage w/ "living history" of Ocracoke
•	There are no public restrooms within the village of Ocracoke.	and have course in schools
•	They are two National Park Service facilities but they are at opposite ends of the island.	Ocracoke parks and rec to apply for funding
•	Some businesses have small restrooms for their patrons – many do not.	Incorporate cross-country trail on National Park Service property
•	Septic limitations and cost prevent businesses from expanding.	 Support Theater Department – Oki-Aive
•	The interim solution over the years, which business owners have taken upon	
	themselves, is renting portable units.	
	H 23	H 23
	H-32	A-33

Ocracoke

Ocracoke	Ocracoke
	Asset-mapping by the Ocracoke Civic and Business Association has identified several
SUSTAINABLE ECONOMIC DEVELOPMENT	areas of promotion that has potential for more culture-eco based tourism. How does Ocracoke take advantage of those assets?
Build Upon Existing Assets & Small Business Development	Need:
Issue:	Funding
 How to take the many assets Ocracoke has and attract those particular niches. 	Possible Solutions and Partners:
Need:	Marketing plan that examines maximum benefit with Ocracoke's limited capacity.
Develop comprehensive tourism materials	N.C. Dept of Commerce Division of Tourism.
 Assist niche groups with asset expansion: Example would be eco-kayaking – what do 	
these local businesses need?	НЕАLTH
	Water Quality
Possible Solutions and Partners:	Issue:
Capitalize "Scenic Byway" designation Tourism – culture, history and recreation	Clean water
Have rural area with urban flavor	 Inhabited islands need to address clean water needs for the community and the
 Eco-tourism – kayaking for example 	surrounding environment.
Community kitchen	• Since settlement in the 1700's the community has relied on the water for food, fun and
E-commerce/online sales, ex. Artists	commerce. It is the same today but growth has compromised the quality of the waters.
 Business management skills building workshops by SBCT/OBX Chamber of Commerce 	
Create marketing plan for Ocracoke	Possible Solutions and Partners:
Create welcome center including Oki info booth	NCSU completed sampling of harbor and points within the village in January of 2011.
 Way finding signage promoting places of interest 	We are awaiting results of coli form testing from NCSU.
	 Additional testing for broader scope of possible pollutants.
Marketing	 Industry professionals to develop solution.
lssue:	Funding
 Strong economic impact in tourism based economies begins with a well defined 	
"presence" and "story." Ocracoke's traditional tourism economy has been a beach	
destination for families, day trippers and weekend get-aways.	
What are the other options related to heritage, eco and cultural tourism?	
How can Ocracoke promote the shoulder seasons more effectively?	
H-34	H-35

	Once the appointments have been made and a meeting can be set, then training will be
al Foods	provided to get the members oriented as to duties and responsibilities.
Je:	 No subject on the second counter
• During the spring of 2011 a group of local residents met to discuss the need for fresh,	
organic vegetables, community garden and ways to bring fresh vegetables year-round to	 Ocracoke is a year-round community with a growing pre-K through 12^m grade school. A
children, both in and out of school.	big part of a youngster's life is outdoor recreation, both during and after school.
 Discussion was also held on benefits of a shared use kitchen facility for culinary classes. 	Surf boarding is exciting and by far a treasured summer pastime for local students, but it
"meals-on-wheels" program, hot lunches for the school and value added potential.	does not offer what team sports, such as soccer and baseball, do: team work,
 The local foods group has been working with a CSA in Currituck. 	competition, regional awareness, manage conflict, teaches sportsmanship and integrity,
Meekly deliveries have been occurring.	how to communicate effectively, persevere, problem solve and set goals, all in a
ed:	trusting and supportive location/atmosphere
• Funding to build greenhouse at the school.	 A local group has been working to identify best possible locations for a multi-use recreation field. There are very few options, cost is a concern and dwindling space is a
	threat.
uth Recreation	
Je:	 A scaled drawing is being developed.
Any initiative will have to begin with the Hyde County Board of Commissioners. The	Need and Possible Solutions and Partners:
Parks and Recreation Trust Fund grants can only be awarded to governmental units and	Development of a recreation plan
for Ocracoke to receive monies to acquire and develop recreation sites we will have to	Funding
establish a link to the Board of Commissioners.	
Contact has been made with the Hyde County Manager to begin the process of re-	Conclusion
establishing the Hyde County Parks and Recreation Advisory Committee that was	
formed back in 2000.	Ocracoke is unique and has issues other areas visited by the resource team do not have. It also
Once the ordinance is enacted and citizens from Ocracoke and the Mainland are	has advantages these areas do not have. The issues and needs discussed in this document are
officially appointed to the advisory committee, then an effort can be made to identify	important. Addressing these issues and improving the quality of life on Ocracoke will take time,
recreation sites and projects on Ocracoke that can be assisted with grants.	hard work and dedication. Ocracoke has a plethora of talent equity that if utilized properly will
 Land acquisition of a site should be the number one priority. 	uniquely position it with the ability to at a minimum mitigate or potentially resolve the issues
The Ocracoke Island Recreation Committee is waiting for the County Commissioners to	addressed as well as any future issues that may arise.
revive the Recreation Advisory Committee and make appointments.	
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Youth Recreation

lssue:

Need:

Ocracoke

Ocracoke

Local Foods

lssue: