

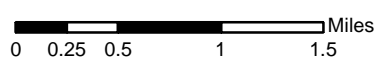
Crash Intersections

Crash Sections

- ▮ 50 and above
- ▮ 40 to 49
- ▮ 30 to 39
- ▮ 20 to 29
- ▮ 10 to 19
- ▮ 4 to 9

- 50 and above
- 40 to 49
- 30 to 39
- 20 to 29
- 10 to 19
- 4 to 9

- Schools
- Planning Boundary
- Study Roads
- Roads
- Railroads
- Water Bodies
- Rivers and Streams
- Municipal Boundary



Base map date:

**Figure 4 - High Frequency
Crash Locations**
January 1, 2007 to
December 31, 2011



Lumberton
Comprehensive
Transportation Plan

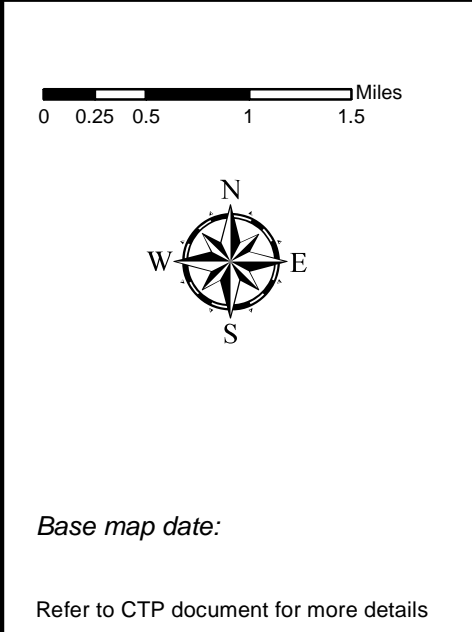
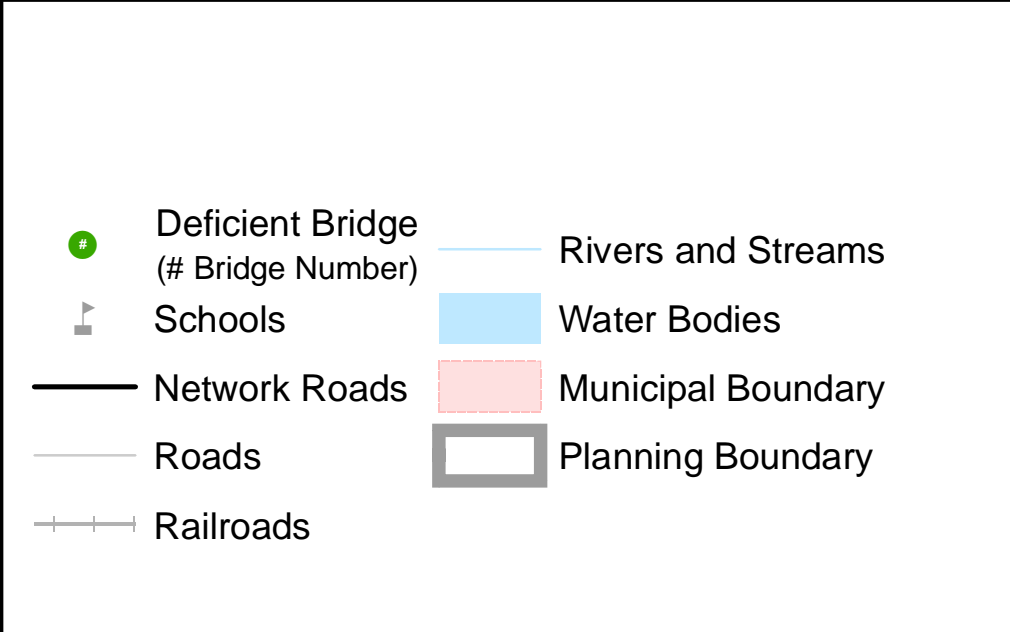
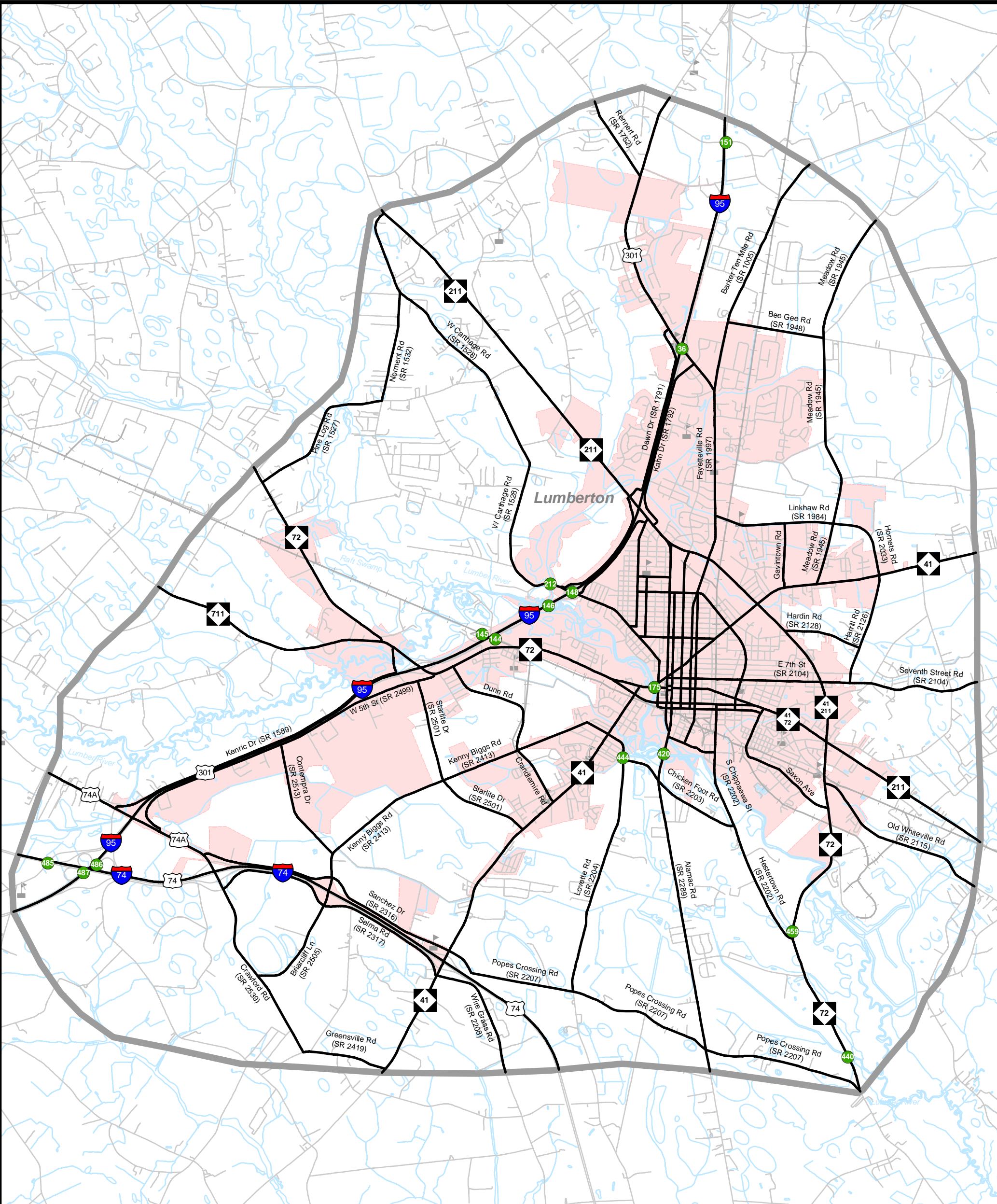


Figure 5 - Deficient Bridges

**Lumberton
Comprehensive
Transportation Plan**

Lumberton CTP Vision Statement:

Lumberton seeks to provide a safe, efficient, accommodating, multi-modal transportation system that promotes economic vitality, while preserving the quality of life for the area.

Goal – Provide an efficient transportation system.

1. Objective – Ability to access interstates and major arterials without having to deal with recurring congestion due to adjacent land use (access management).
2. Objective – Ability to handle current and future congestion along interstates and major arterials. This includes providing additional capacity and the lengthening of acceleration lanes from interchanges onto interstates.
3. Objective – Provide more transportation choices and better access in and around the central business district and to Interstate 95.

Goal – Provide an accommodating transportation system.

4. Objective – Ability to better access land uses along Interstate 95 by upgrading existing frontage roads.
5. Objective – Create a more accommodating network of roads (wider, more welcoming) to enter the central business district.
6. Objectives – Bike lanes and/or pedestrian accommodations along facilities that connect the central business district to major residential and commercial areas and major residential areas to schools and the community college.

Goal – Provide a multi-modal transportation system.

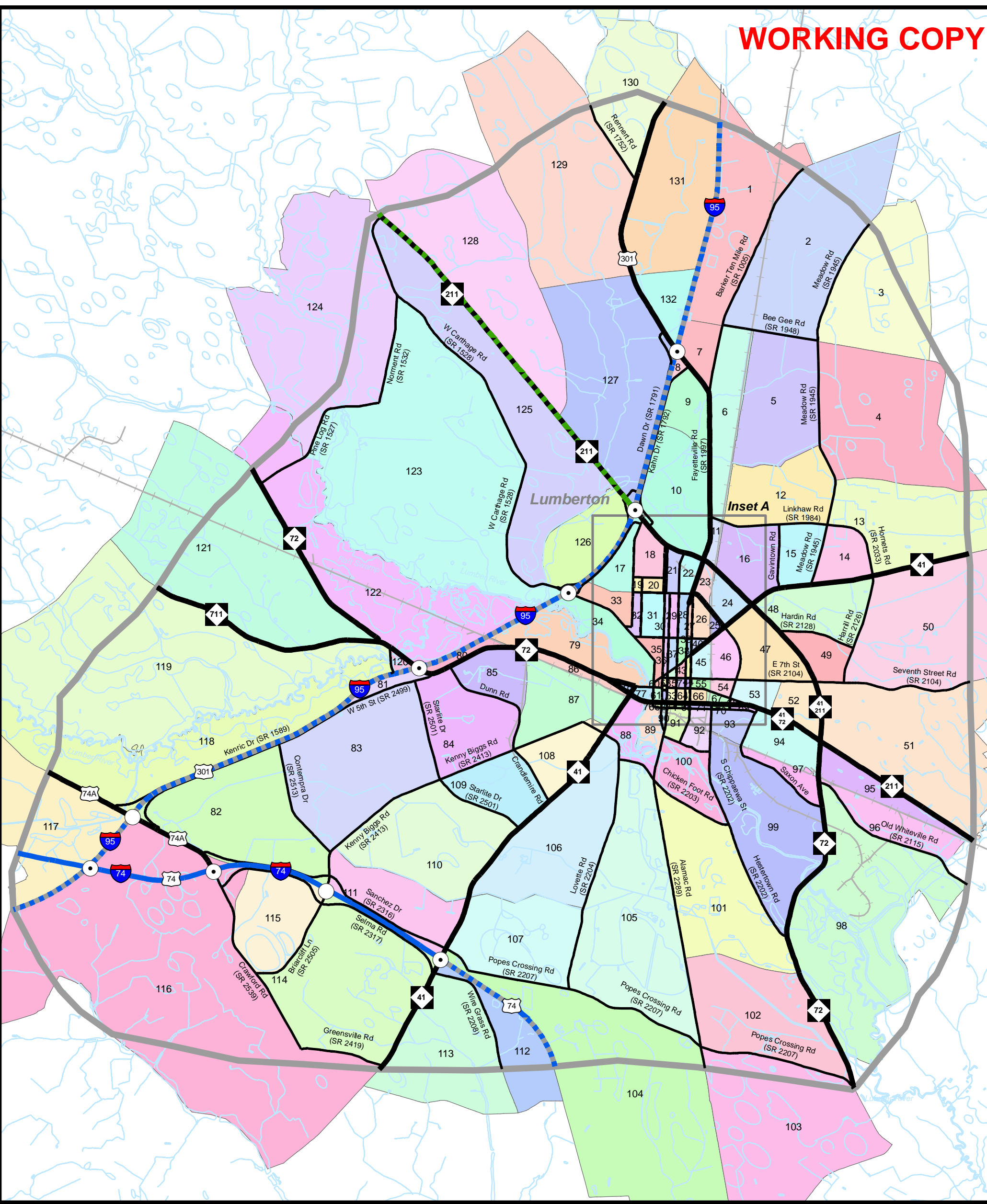
7. Objective – Provide sufficient transit options to key local locations for the lower income, minority, and significant retirement populations in the area.
8. Objective – Increase the amount of multi-modal paths from the existing greenway system to offer non-road alternatives to key destinations: recreational, educational, central business district, employment, and shopping.
9. Objective – Increase the number of bicycle and/or multi-use paths along more rural roads leading into the city.

Goal: A transportation system that supports economic development

10. Objective – Improve access to the Lumberton Regional Airport from Interstate 95 and the central business district.
11. Objective – Improve access from existing industrial areas to interstates and major arterials where feasible.
12. Objective – Improve access from planned future industrial development to Interstate 74 and major arterials where feasible.
13. Objective – Improve access from major commercial areas to residences throughout the city.

Goal – A transportation system that preserves and promotes the quality of life in Lumberton

14. Objective – Residential areas within municipal boundaries have access to a network of sidewalks.
15. Objective – Connect the city sidewalk and bike network to Northeast Park, a regional facility capable of hosting large sports tournaments.



Freeways

- Existing
- Needs Improvement
- Recommended

Expressways

- Existing
- Needs Improvement
- Recommended

Boulevards

- Existing
- Needs Improvement
- Recommended

Other Major Thoroughfares

- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares

- Existing
- Needs Improvement
- Recommended

- Existing Interchange
- Proposed Interchange
- Interchange Needs Improvement
- Existing Grade Separation
- Proposed Grade Separation



Sheet 2 of 5

Base map date:

Refer to CTP document for more details

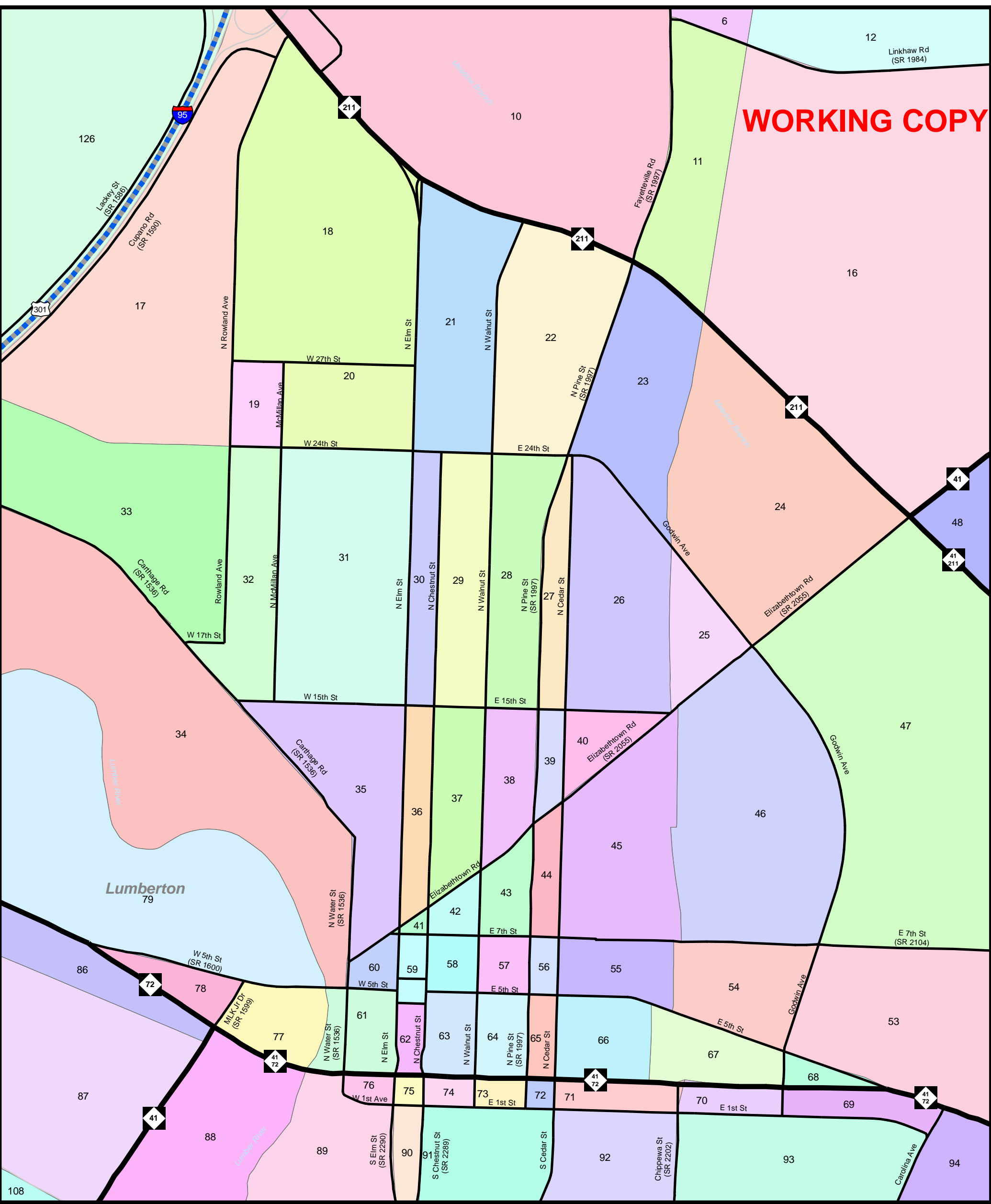
TAZ Map



**Lumberton
Comprehensive
Transportation Plan**

Plan date:

WORKING COPY



<p>Freeways</p> <ul style="list-style-type: none"> Existing Needs Improvement Recommended <p>Expressways</p> <ul style="list-style-type: none"> Existing Needs Improvement Recommended <p>Boulevards</p> <ul style="list-style-type: none"> Existing Needs Improvement Recommended 	<p>Other Major Thoroughfares</p> <ul style="list-style-type: none"> Existing Needs Improvement Recommended <p>Minor Thoroughfares</p> <ul style="list-style-type: none"> Existing Needs Improvement Recommended <p>Interchanges</p> <ul style="list-style-type: none"> Existing Interchange Proposed Interchange Interchange Needs Improvement <p>Grade Separations</p> <ul style="list-style-type: none"> Existing Grade Separation Proposed Grade Separation
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0 0.15 0.3 Miles

Sheet 2A of 5

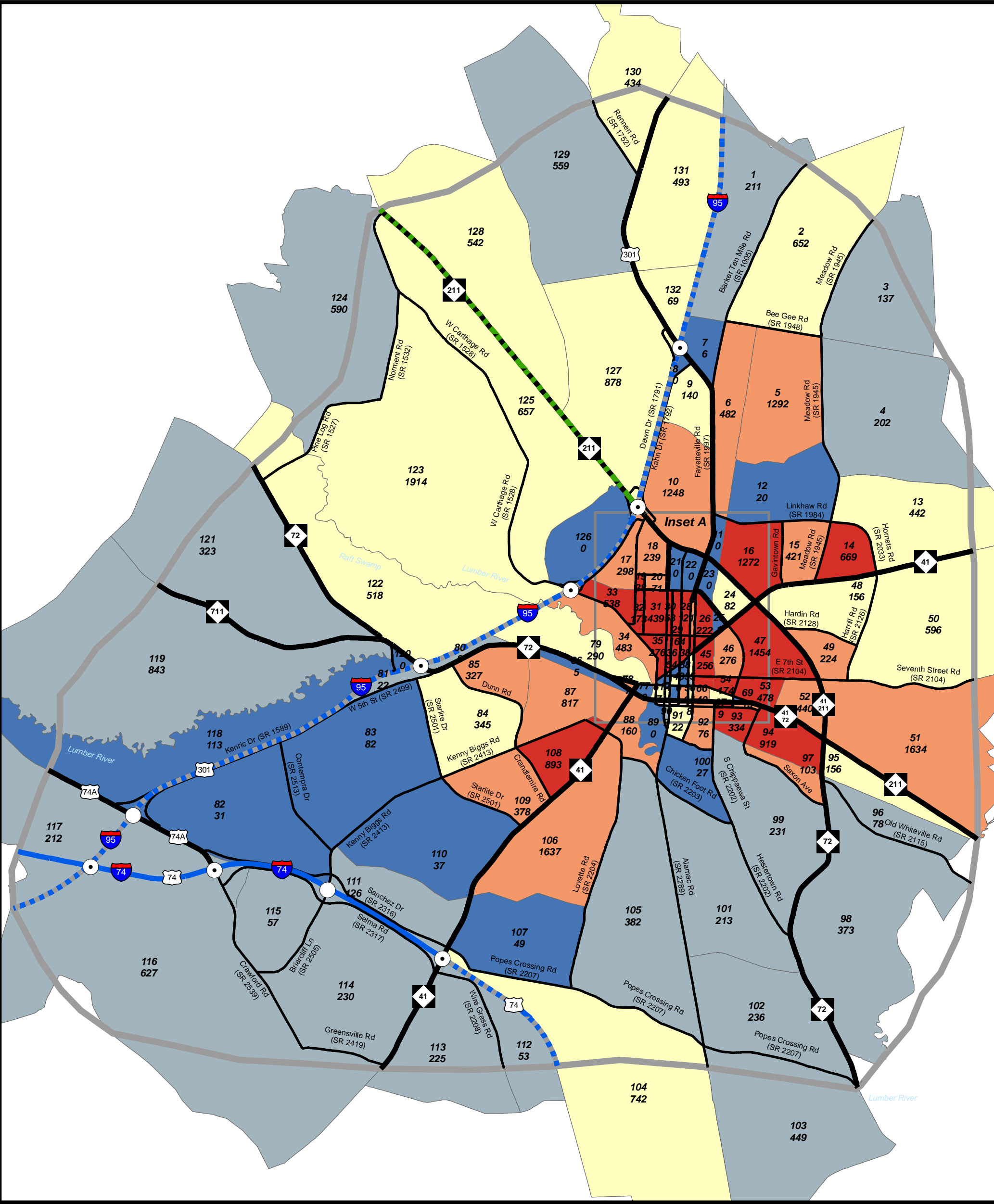
Base map date:

Refer to CTP document for more details

TAZ Map

Lumberton
Comprehensive
Transportation Plan

Plan date:

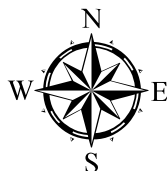


**TAZ #
2014 Population**

Population/Square Mile

- 0-75
- 76-210
- 210-631
- 632 - 2400
- 2401 - 5500

0 0.25 0.5 1 1.5 Miles



Base map date:

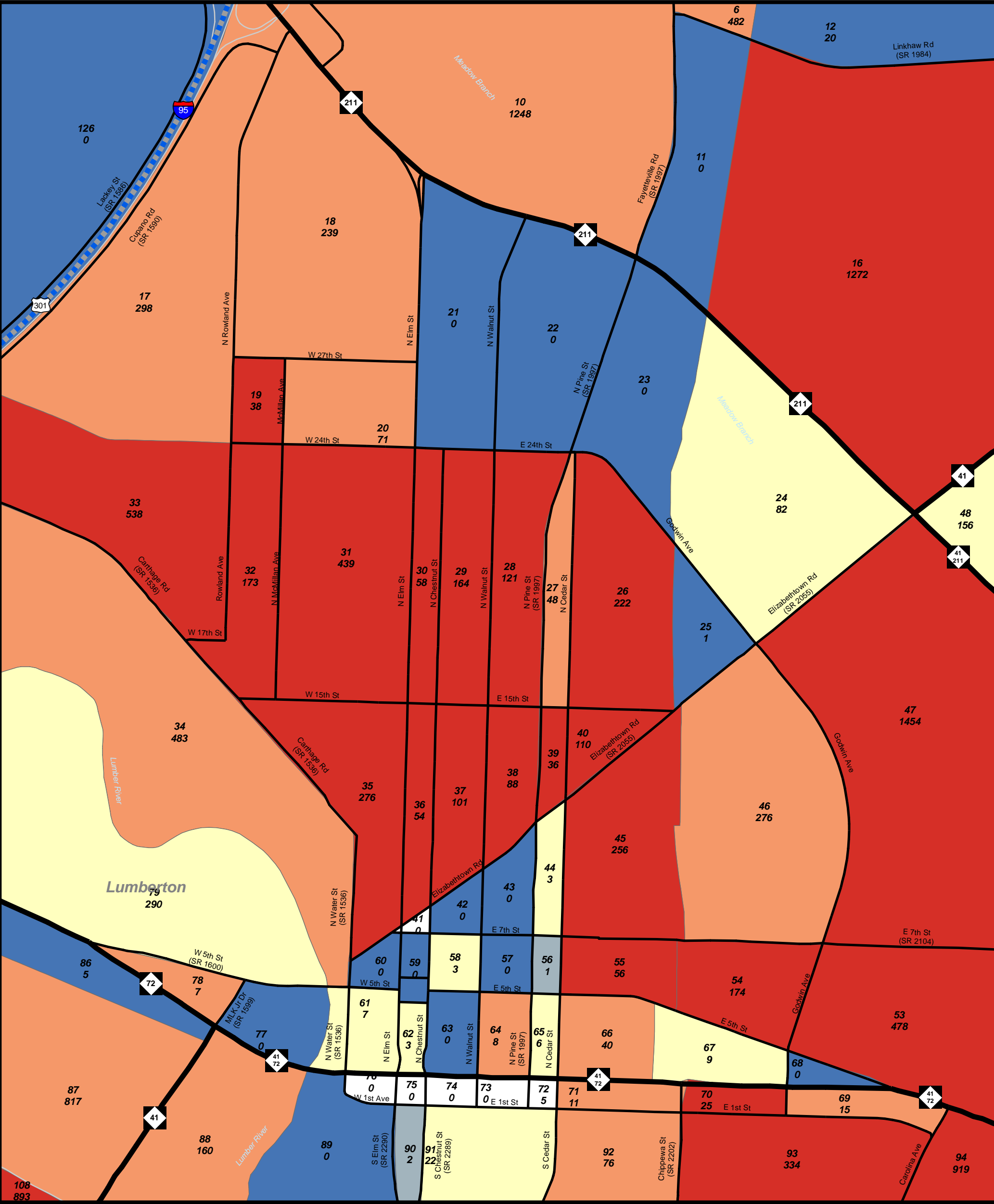
Refer to CTP document for more details

TAZ Map



**Lumberton
Comprehensive
Transportation Plan**

Plan date:

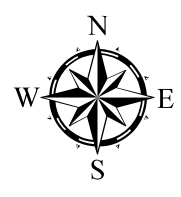


**TAZ #
2014 Population**

Population/Square Mile

- 1-75
- 76-210
- 211-631
- 631-2400
- 2401 - 5500

0 0.15 0.3 Miles



Base map date:

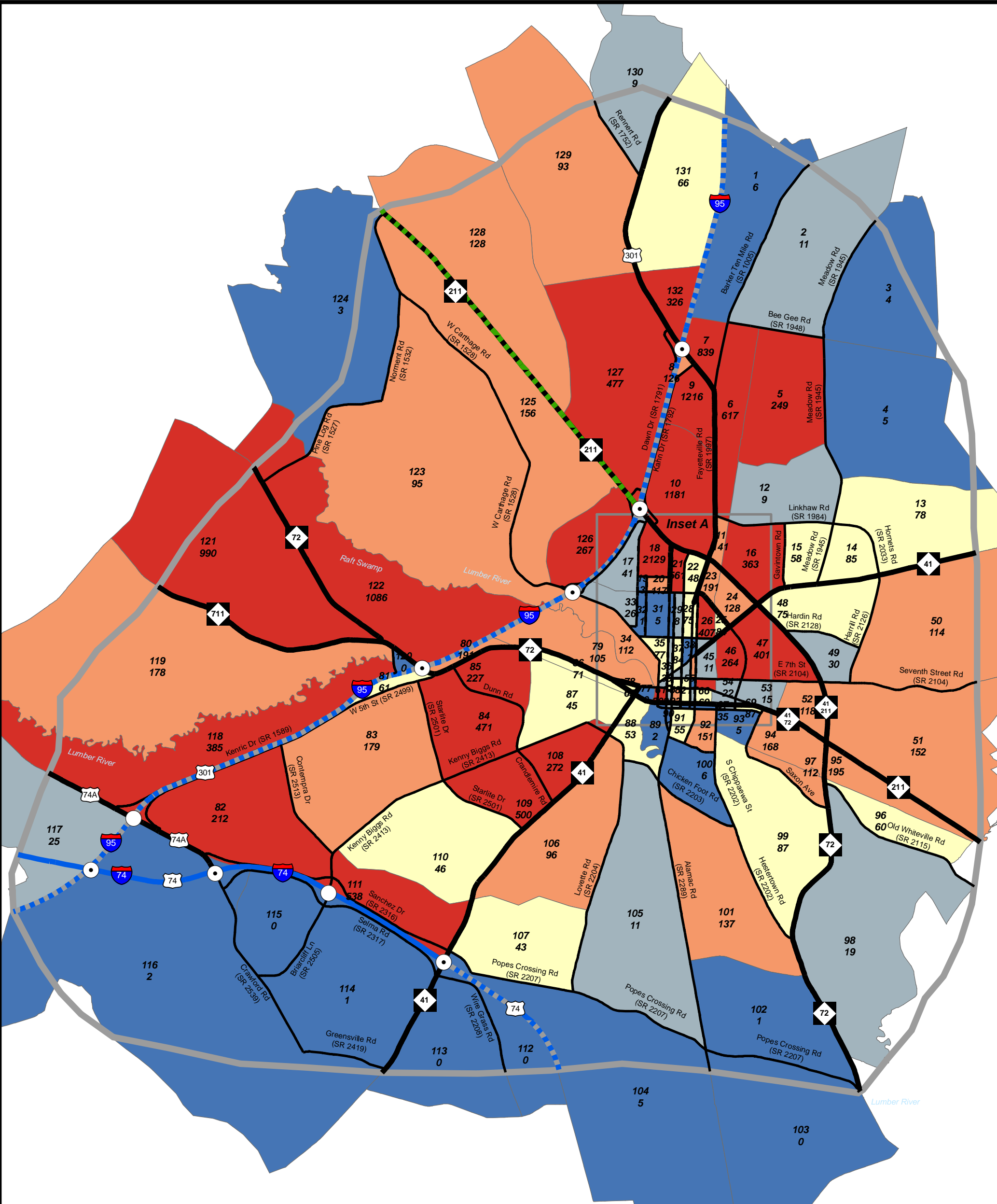
Refer to CTP document for more details

TAZ Map Inset



**Lumberton
Comprehensive
Transportation Plan**

Plan date:

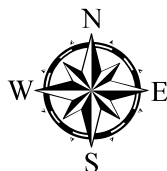


**TAZ #
2014 Employment**

Total Employment

- 0 - 6
- 7-41
- 42-87
- 88-195
- 196-2129

0 0.25 0.5 1 1.5 Miles



Base map date:

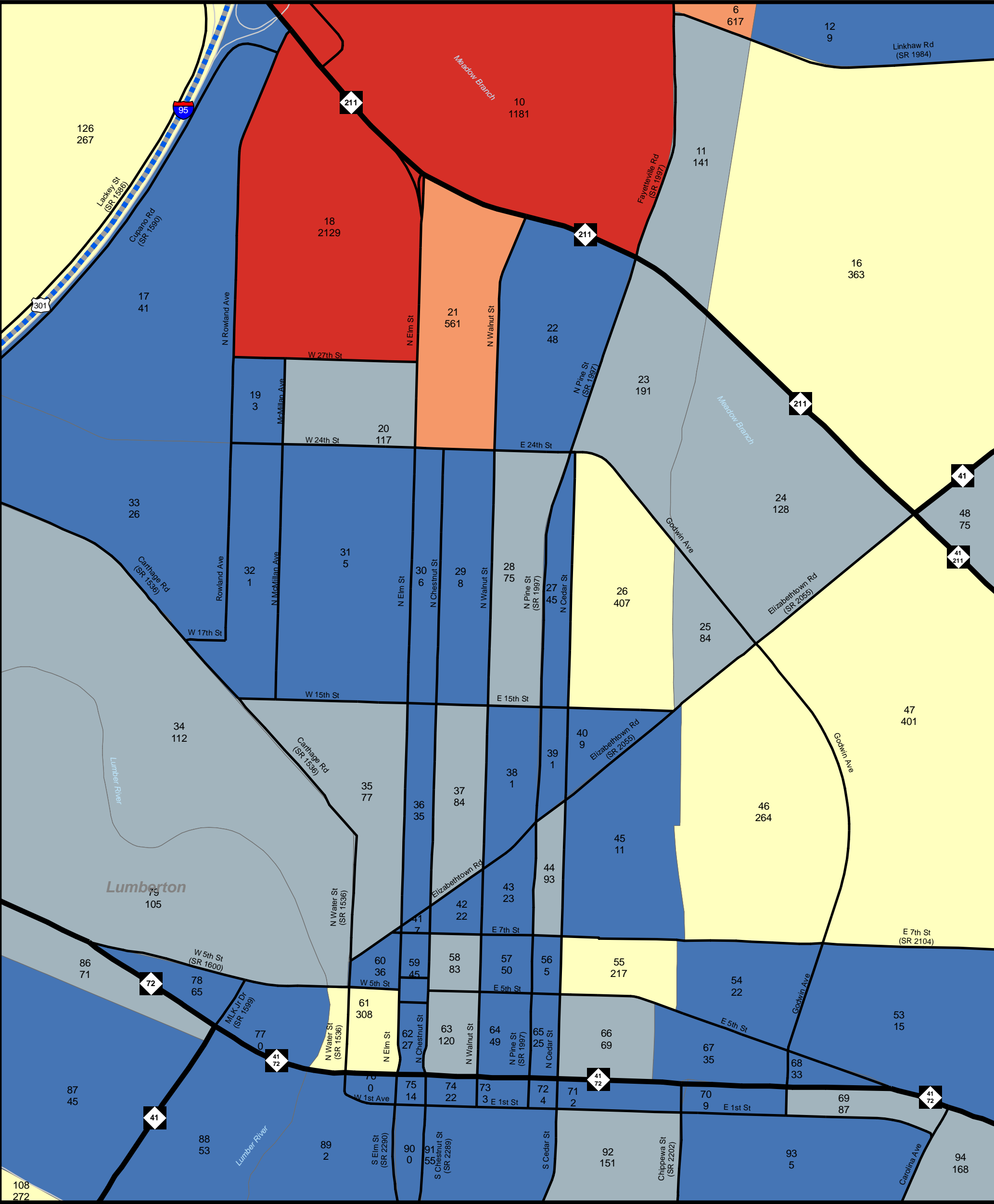
Refer to CTP document for more details

TAZ Map



**Lumberton
Comprehensive
Transportation Plan**

Plan date:

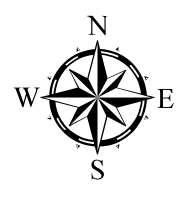


**TAZ #
2014 Employment**

Total Employment

- 0-66
- 67-195
- 196-407
- 408-839
- 840 - 2129

0 0.15 0.3 Miles



Base map date:

Refer to CTP document for more details

TAZ Map Inset



**Lumberton
Comprehensive
Transportation Plan**

Plan date:

2014 Population, Employment, and K-12 Student Data

TAZ	Population	Households	K-12 Students	Industry	Retail	HwyRet	Service	Office	Total Employment
1	211	84	0	0	2	0	3	1	6
2	652	280	0	0	0	0	0	11	11
3	137	59	0	0	2	0	0	2	4
4	202	94	0	0	0	0	5	0	5
5	1292	485	0	2	0	4	239	4	249
6	482	246	2069	10	128	36	368	75	617
7	6	2	0	28	83	512	153	63	839
8	0	0	0	0	0	84	42	0	126
9	140	99	0	205	439	161	111	300	1216
10	1248	491	708	65	158	409	395	154	1181
11	0	0	0	6	51	74	10	0	141
12	20	9	0	2	0	0	4	3	9
13	442	145	0	0	8	61	0	9	78
14	669	211	0	7	78	0	0	0	85
15	421	143	0	19	2	6	28	3	58
16	1272	520	0	27	144	9	167	16	363
17	298	147	0	0	1	7	31	2	41
18	239	119	409	11	3	74	2017	24	2129
19	38	20	0	0	0	0	3	0	3
20	71	39	0	0	32	0	82	3	117
21	0	0	0	15	274	137	91	44	561
22	0	0	0	4	0	6	2	36	48
23	0	0	0	25	38	0	30	98	191
24	82	52	0	22	71	10	23	2	128
25	1	1	0	19	57	4	4	0	84
26	222	108	0	38	3	0	98	268	407
27	48	28	0	3	11	0	24	7	45
28	121	62	0	24	15	11	18	7	75
29	164	79	0	1	6	0	0	1	8
30	58	26	0	0	0	0	4	2	6
31	439	206	0	1	0	0	3	1	5
32	173	86	0	0	0	0	0	1	1
33	538	245	0	0	3	4	9	10	26
34	483	207	0	60	3	0	44	5	112
35	276	141	0	0	3	0	12	62	77
36	54	27	0	0	3	0	31	1	35
37	101	58	0	0	0	0	24	60	84
38	88	36	0	1	0	0	0	0	1
39	36	16	0	0	0	0	1	0	1
40	110	47	0	0	0	0	9	0	9
41	0	0	0	5	0	0	0	2	7
42	0	0	0	5	0	0	6	11	22
43	0	0	0	4	0	0	2	17	23
44	3	2	0	14	12	48	9	10	93
45	256	132	0	0	0	0	5	6	11
46	276	132	0	47	0	0	90	127	264
47	1454	641	0	21	80	69	185	46	401
48	156	71	0	1	29	30	13	2	75
49	224	140	514	4	2	16	6	2	30
50	596	229	0	13	5	7	84	5	114
51	1634	656	0	32	32	57	26	5	152
52	440	210	0	23	6	6	76	7	118
53	478	234	0	12	3	0	0	0	15
54	174	70	0	20	0	0	2	0	22
55	56	23	0	9	0	0	0	208	217
56	1	1	0	0	0	0	0	5	5
57	0	0	0	0	0	0	38	12	50
58	3	1	0	0	0	0	15	68	83
59	0	0	0	2	7	0	5	31	45
60	0	0	0	0	0	1	12	23	36
61	7	4	0	4	13	50	25	216	308
62	3	4	0	0	7	0	3	17	27
63	0	0	0	16	6	0	18	80	120
64	8	3	0	15	4	0	17	13	49
65	6	2	0	4	7	0	6	8	25
66	40	17	0	3	0	0	19	47	69
67	9	9	0	10	5	9	4	7	35
68	0	0	0	0	6	27	0	0	33
69	15	8	0	68	6	4	9	0	87
70	25	8	0	0	3	4	2	0	9
71	11	3	0	0	0	1	1	0	2
72	5	1	0	0	0	0	0	4	4

2014 Population, Employment, and K-12 Student Data

TAZ	Population	Households	K-12 Students	Industry	Retail	HwyRet	Service	Office	Total Employment
73	0	0	0	0	0	0	3	0	3
74	0	0	0	0	0	0	22	0	22
75	0	0	0	0	0	0	0	14	14
76	0	0	0	0	0	0	0	0	0
77	0	0	0	0	0	0	0	0	0
78	7	1	0	4	5	28	20	8	65
79	290	119	0	5	15	17	22	46	105
80	8	5	0	0	8	163	3	17	191
81	22	10	0	8	16	6	30	1	61
82	31	18	0	208	0	4	0	0	212
83	82	41	0	146	0	0	17	16	179
84	345	148	0	377	0	56	33	5	471
85	327	135	0	3	44	59	59	62	227
86	5	3	0	26	32	4	1	8	71
87	817	306	0	2	4	0	31	8	45
88	160	86	0	6	11	2	34	0	53
89	0	0	0	0	0	0	2	0	2
90	2	1	0	0	0	0	0	0	0
91	22	11	0	45	2	0	0	8	55
92	76	29	0	151	0	0	0	0	151
93	334	144	0	0	0	0	5	0	5
94	919	377	226	40	9	22	75	22	168
95	156	68	0	185	0	5	3	2	195
96	78	28	0	60	0	0	0	0	60
97	103	50	0	97	15	0	0	0	112
98	373	151	0	17	0	0	0	2	19
99	231	96	0	68	0	0	2	17	87
100	27	16	0	0	0	0	6	0	6
101	213	78	0	125	0	0	3	9	137
102	236	84	0	0	0	1	0	0	1
103	449	200	0	0	0	0	0	0	0
104	742	285	0	0	0	0	3	2	5
105	382	164	0	0	7	0	4	0	11
106	1637	698	0	3	3	20	70	0	96
107	49	18	0	0	0	11	32	0	43
108	893	457	266	65	3	8	97	99	272
109	378	147	526	407	0	3	85	5	500
110	37	10	0	34	2	2	8	0	46
111	126	56	0	24	0	0	12	502	538
112	53	22	0	0	0	0	0	0	0
113	225	91	0	0	0	0	0	0	0
114	230	110	0	0	0	0	1	0	1
115	57	19	0	0	0	0	0	0	0
116	627	249	0	0	0	0	2	0	2
117	212	88	0	0	0	0	25	0	25
118	113	52	0	330	0	5	50	0	385
119	843	224	0	73	0	0	0	105	178
120	0	0	0	0	0	0	0	0	0
121	323	157	0	0	1	9	292	688	990
122	518	228	0	643	0	4	381	58	1086
123	1914	726	0	32	27	5	21	10	95
124	590	222	0	0	0	0	3	0	3
125	657	243	0	50	3	31	29	43	156
126	0	0	0	12	0	156	68	31	267
127	878	341	655	24	331	37	54	31	477
128	542	220	0	15	5	0	99	9	128
129	559	185	0	0	0	0	93	0	93
130	434	166	0	5	0	4	0	0	9
131	493	182	0	38	1	0	10	17	66
132	69	28	0	3	3	17	303	0	326

2014 TOTALS	35,608	14,812	5,373	4,258	2,398	2,617	6,876	4,099	20,248
	Population	Households	K-12 Students	Industry	Retail	HwyRet	Service	Office	Total Employment
2040 Growth	6054	~ 2,500	~ 900	737	219	473	1929	183	3541
2040 TOTALS	41,662	~ 17,312	~ 6,173	4,995	2,617	3,090	8,805	4,282	23,789