2016 Pasquotank County
Comprehensive Transportation Plan

2016 Pasquotank County
Comprehensive Transportation Plan

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N.C. Department of Transportation

In Cooperation with: Pasquotank County
City of Elizabeth City
Albemarle Rural Planning Organization

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Travis Marshall, PE
Unit Head

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Executive Summary

The Transportation Planning Branch of the North Carolina Department of Transportation (NCDOT), Pasquotank County, and Elizabeth City initiated a study in June 27, 2011 to cooperatively develop the Pasquotank County Comprehensive Transportation Plan (CTP). This is a long-range multi-modal transportation plan that covers transportation needs through future years. Modes of transportation evaluated as part of this plan include: highway, bicycle, and pedestrian. This plan does not cover public transportation and rail. Transit in Elizabeth City is on an on-demand basis. The plan also does not cover routine maintenance or minor operations issues. Refer to Appendix A for contact information regarding these types of issues.

Findings of this CTP study were based on an analysis of the transportation system, environmental screening and public input, which are detailed in Chapter 1. Figure 1 shows the CTP maps, which were mutually adopted by the NCDOT on February 4th, 2016. Descriptive information and definitions for designations depicted on the CTP maps can be found in Appendix B. Implementation of the plan is the responsibility of Pasquotank County and the NCDOT. Refer to Chapter 2 for information on the implementation process.

This report documents the recommendations for improvements that are included in the Pasquotank County CTP. The major recommendations for improvements are listed below. More detailed information about these and other recommendations can be found in Chapter 2.

US 17 (Future I-87) widening, Local ID: PASQ0001-H:
Pasquotank County and the City of Elizabeth City have passed resolutions in support of the US 17 Corridor (between Elizabeth City and the Hampton Roads region of Virginia) being classified as a Future Interstate by the United States Congress. Congress has approved the Future Interstate designation and the American Society of State Highway and Transportation Officials (ASHTO) has approved the interstate number of I-87 for this portion of the corridor from Williamston to the Virginia state line. Both the County and the City will continue advocating for funding, to bring US 17 up to Interstate standards, through the Strategic Transportation Investments Law and other means. Necessary improvements, required to improve mobility, connectivity, and safety, may include road widening and upgrades as well as adding additional segments in new locations. A feasibility study is currently being completed and will provide more detail regarding the needed upgrades.

US 158 improvements, R-2579:
The Proposed Project (R-2579) is to widen the existing facility from two lanes to four lanes and upgrade to expressway standards from the Gates County/Pasquotank County line to US 17. The project's primary purpose is to reduce traffic congestion and improve travel time and safety within the project limits.

US 17/US 158 Interchange, TIP No. R-4719:
This project is designed to increase capacity and improve safety at the existing at-grade intersection of US 17/US 158/SR 1416 in Morgan's Corner.

US 17 (Hughes Boulevard) improvements, Local ID: PASQ0002-H:
Improvements are needed on US 17- Hughes Boulevard from West Ward Street to Trinkaloe Road to increase safety and mobility, and ensure safe and efficient movement of vehicles along this corridor.

US 17 Business improvements, Local ID: PASQ0003-H
Improvements are recommended for US 17 Business from Oak Stump Road to US 158 to improve safety and mobility. This is a major thoroughfare through a commercial corridor in Elizabeth City.

NC 344 (Weeksville Road/ Halstead Boulevard), Local ID: PASQ0004-H
A portion of NC 344 (Weeksville Road/ Halstead Boulevard) needs improvements. Weeksville Road, from the Coast Guard Base to Consolidated Road (SR 1131), will be relocated southwest towards the railroad tracks in order to reduce obstructions to the nearby airport runways. This project would also include minor road widening (paved shoulder) and safety improvements.

Consolidated Road (SR 1131):
Due to the expected growth of the Aviation Research and Development Commerce Park, located off of Consolidated Road, widening and safety improvements are recommended to accommodate truck traffic.

Northern Connector:
The proposed Northern Connector in the northern portion of Pasquotank County will provide access to residential subdivisions currently under construction, as well as serve as a connector between US 17 Bypass and future I-87. Designated as an expressway, the proposed Northern Connector would help with the movement of agricultural goods, the movement of military, and stimulate tourism.

Simpson Ditch Road (SR 1144) extension:
The purpose of this project is to provide direct access from Simpson Ditch Road (SR 1144) to Peartree Road (SR 1101). The project proposal is to create a continuous two lane major thoroughfare connecting Simpson Ditch Road (SR 1144) and Peartree Road (SR 1101).

U-3805 (Trinkaloe Road (SR 1146)/ Selby Road (SR 1149)/ Perkins Lane connector):
The purpose of this project is to provide direct access from NC 344 (Halstead Boulevard) west of Elizabeth City to NC 344 (Weeksville Road) south of Elizabeth City and alleviate congestion on NC 344 (Halstead Boulevard).

Adopted by:

Pasquotank County
Date: 01/11/2016

Elizabeth City
Date: 11/24/2015

NCDOT
Date: 02/04/2016

Endorsed by:

Albemarle RPO
Date: 01/27/2016

Recommended by:

Transportation Planning Branch
Date: 01/19/2016

NOTES:

CURRITUCK COUNTY

CAMDEN COUNTY

PERQUIMANS COUNTY

CHOWAN COUNTY

TYRRELL COUNTY

Sheet 1 Adoption Sheet

Sheet 2 Highway Map

Sheet 4 Bicycle Map

Sheet 5 Pedestrian Map

Legend

- County Boundary
- Schools
- Airports
- Railroads
- Roads
- Military Installation
- National Wildlife Refuge
- Municipal Limits
- Water Bodies
- Rivers and Streams

Miles
0 0.5 1 2 3

N
W E
S

Figure 1

Sheet 1 of 5

Base map date: 12/18/2015

Refer to CTP document for more details

Adoption Map

Pasquotank County & Elizabeth City

Plan date: 01/19/2016

GATES COUNTY

CURRITUCK COUNTY

CAMDEN COUNTY

PERQUIMANS COUNTY

CHOWAN COUNTY

TYRRELL COUNTY

Elizabeth City

158

Northside Rd (SR 1416)

17

158

Turnpike Rd (SR 1001)

17 BYP

Main St EXT (SR 1333)

17

158

17 BUS

344

Foreman Bundy Rd (SR 1144)

17

Oak Stump Rd (SR 1145)

Body Rd (SR 1139)

Okisko Rd (SR 1140)

Simpson Ditch Rd (SR 1144)

Blount Rd (SR 1135)

Pitts Chapel Rd (SR 1169)

Bayside Rd (SR 1131)

Pearitree Rd (SR 1101)

Halls Creek Rd (SR 1100)

344

Four Forks Rd (SR 1136)

Gum Bridge Rd (SR 1169)

Meadstown Rd (SR 1182)

Nixonton Rd (SR 1100)

344

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
- Existing Grade Separation
- Proposed Grade Separation

0 0.5 1 2 3 Miles

N W E S

Figure 1

Sheet 2 of 5

Base map date: 12/18/2015

Refer to CTP document for more details

Highway Map

Pasquotank County & Elizabeth City

Comprehensive Transportation Plan

Plan date: 01/19/2016

CAMDEN COUNTY

Elizabeth City

Northside Rd (SR 1416)
Northern Connector
Brickhouse Ln (SR 1343)
Creek Rd (SR 1332)
Main St EXT (SR 1333)
Main St EXT (SR 1309)
Forest Park Rd (SR 1307)
Church St EXT (SR 1308)
Church St (SR 1308)
Main St (SR 1309)
E Ward St (SR 1411)
N Poindexter St (SR 1329)
Halstead Blvd EXT
Forest Park Rd (SR 1306)
W Ehringhaus St
Roanoke Ave (SR 1139)
Herrington Rd (SR 1269)
River Rd (SR 1164)
Trinkloe Rd (SR 1146)
Oak Stump Rd (SR 1145)
S Houghes Blvd
Selby Rd (SR 1149)
Peartree Rd (SR 1101)
Perkins Ln (SR 1133)
Weeksville Rd
Body Rd (SR 1139)
Pitts Chapel Rd (SR 1169)
Simpson Ditch Rd (SR 1144)
Old US-17 (SR 1197)
Blount Rd (SR 1135)
Halls Creek Rd (SR 1140)

17 BYP
17
17 BUS
158
344

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
- Existing Grade Separation
- Proposed Grade Separation

Miles
0 0.25 0.5 1

N W E S

Figure 1

Sheet 2A of 5

Base map date: 12/18/2015

Refer to CTP document for more details

Highway Map Inset

Pasquotank County & Elizabeth City

Comprehensive Transportation Plan

Plan date: 01/19/2016

CURRITUCK COUNTY

CAMDEN COUNTY

GATES COUNTY

PERQUIMANS COUNTY

CHOWAN COUNTY

TYRRELL COUNTY

158

17

344

344

344

Bus Routes
- Existing
- Needs Improvement
- Recommended

Rail Corridor
- Active
- Inactive
- Recommended

Multimodal Connector
- Existing
- Recommended

Fixed Guideway
- Existing
- Needs Improvement
- Recommended

High Speed Rail Corridor
- Existing
- Recommended

Park and Ride Lot
- Existing
- Recommended

Operational Strategies
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Miles
0 0.75 1.5 3

N W E S

Figure 1

Sheet 3 of 5

Base map date: 12/18/2015

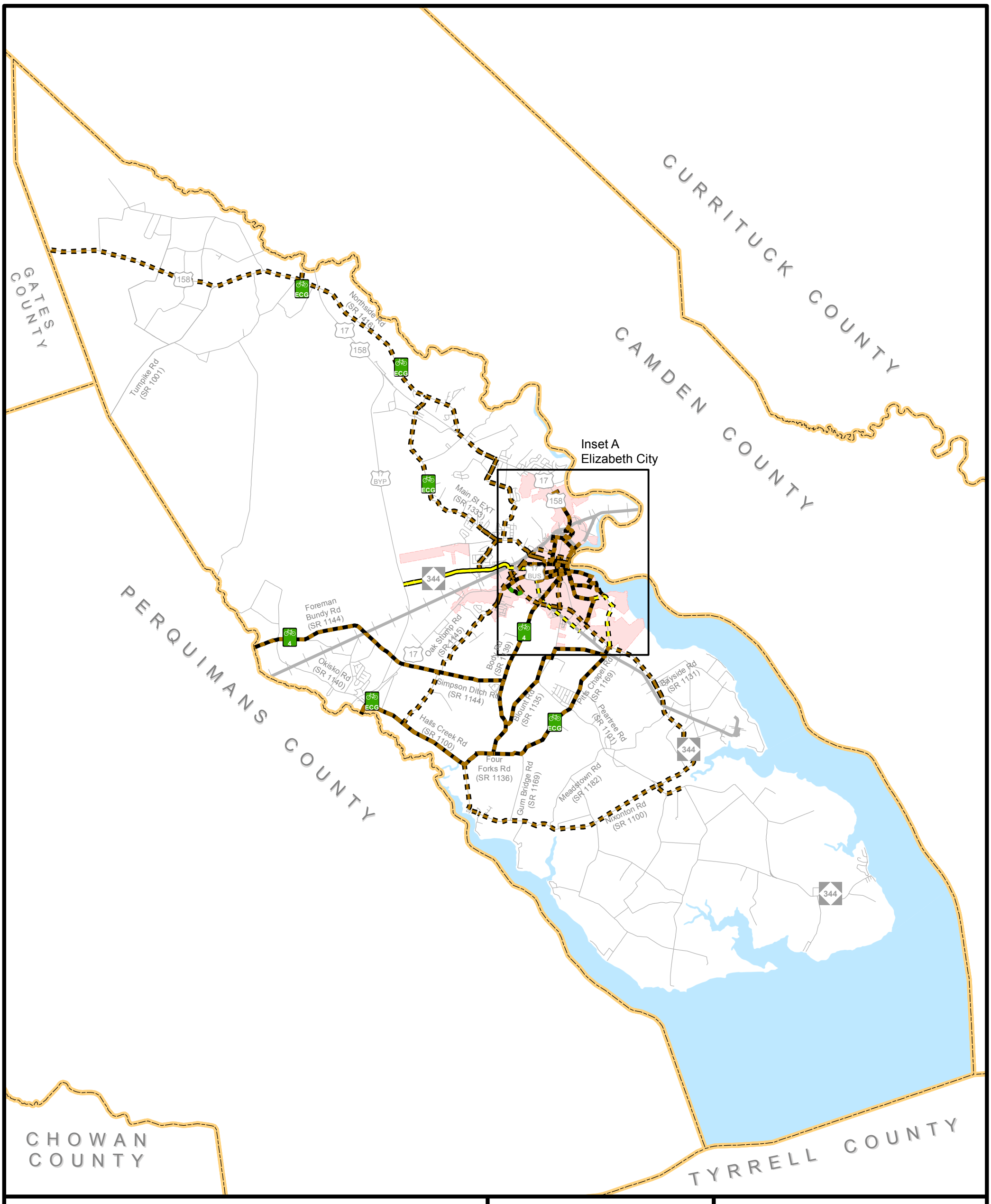
Refer to CTP document for more details

Public Transportation and Rail Map

Pasquotank County & Elizabeth City

Comprehensive Transportation Plan

Plan date: 01/19/2016



On-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Miles
0 0.75 1.5 3

N W E S

Figure 1

Sheet 4 of 5

Base map date: 12/18/2015

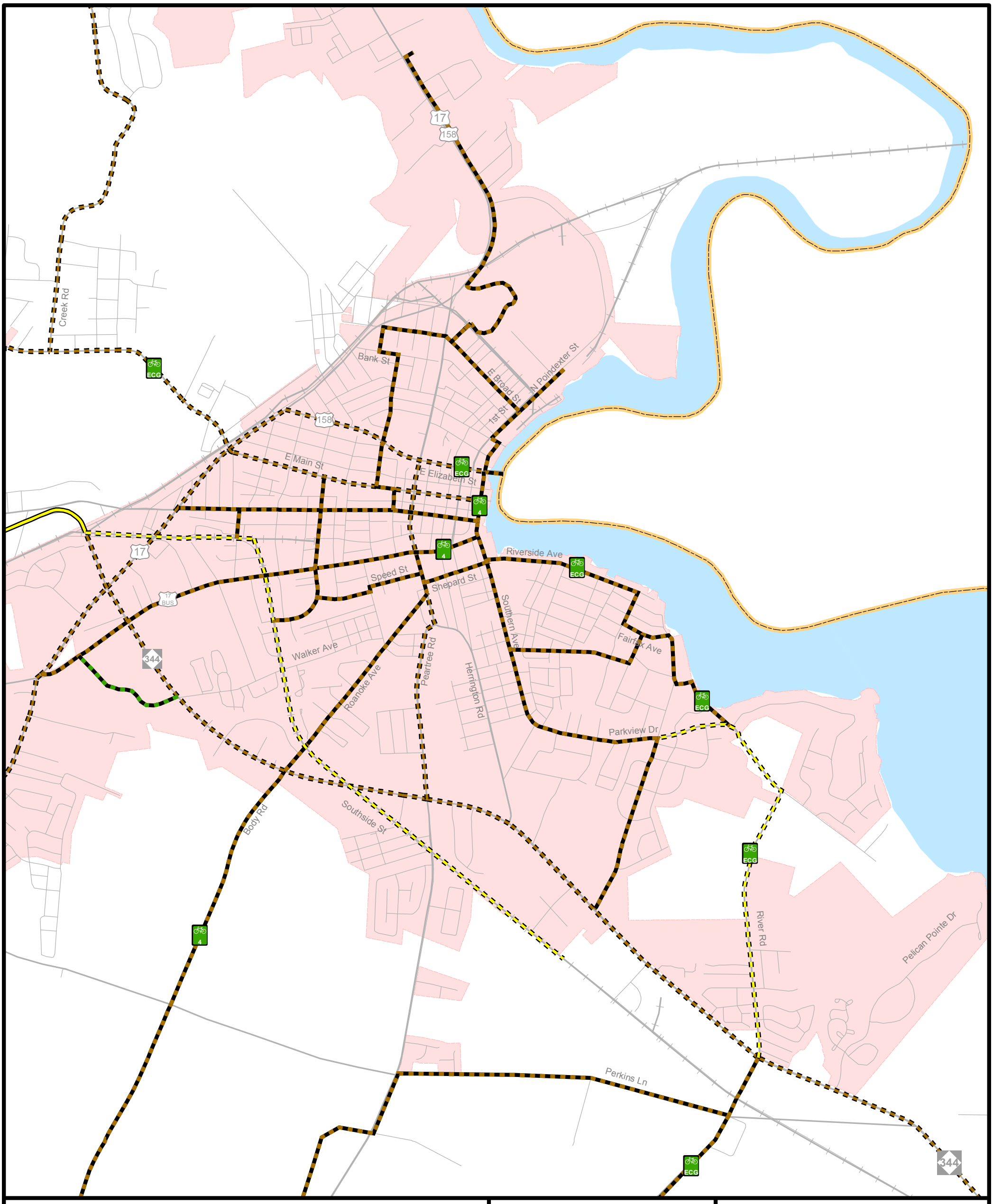
Refer to CTP document for more details

Bicycle Map

Pasquotank County & Elizabeth City

Comprehensive Transportation Plan

Plan date: 01/19/2016



On-road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

Off-road
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Miles
0 0.125 0.25 0.5

N W E S

Figure 1

Sheet 4A of 5

Base map date: 12/18/2015

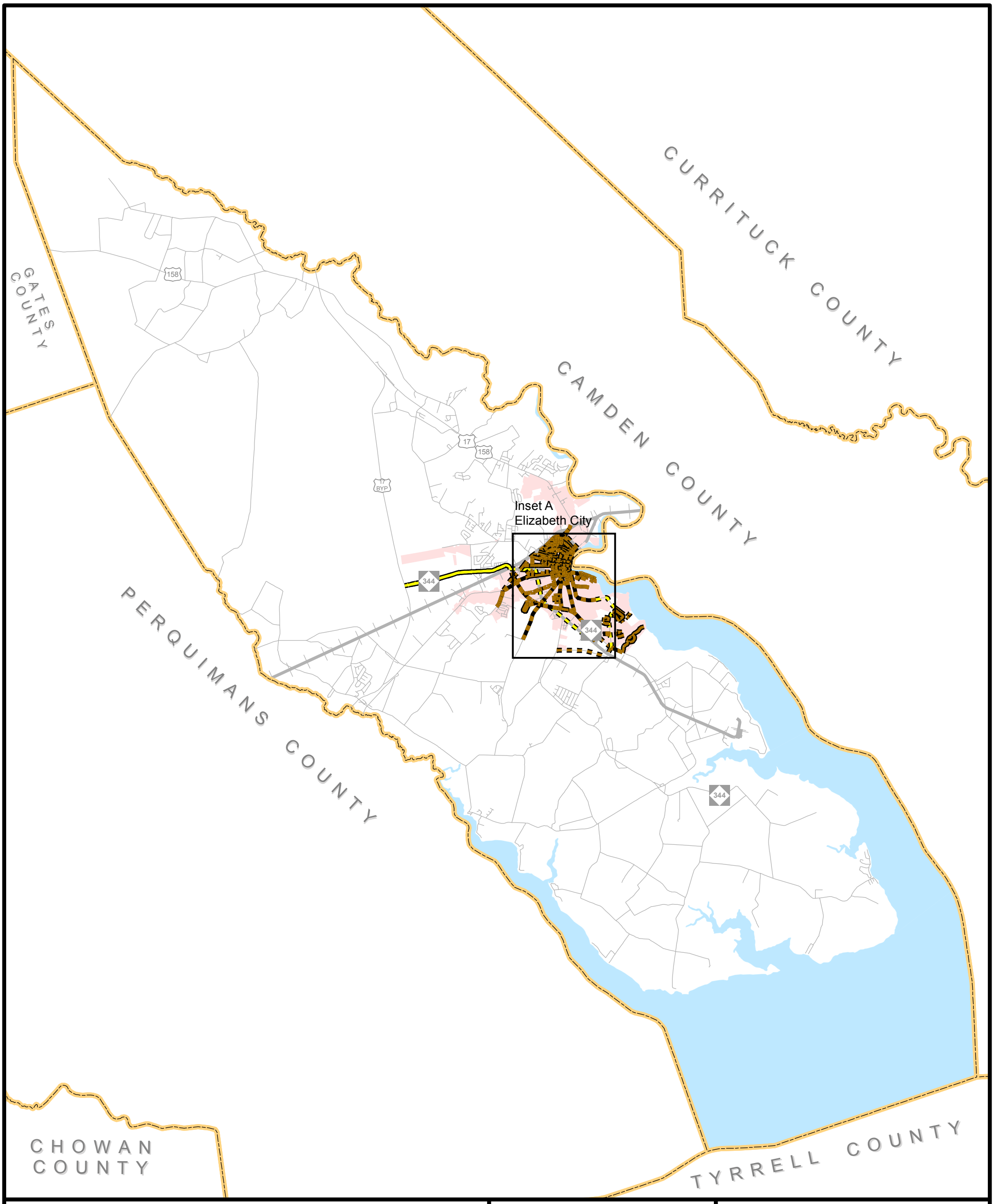
Refer to CTP document for more details

Bicycle Map Inset

Pasquotank County & Elizabeth City

Comprehensive Transportation Plan

Plan date: 01/19/2016



Sidewalks
- Existing
- Needs Improvement
- Recommended

Off-Road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Miles
0 0.75 1.5 3

N W E S

Figure 1

Sheet 5 of 5

Base map date: 12/18/2015

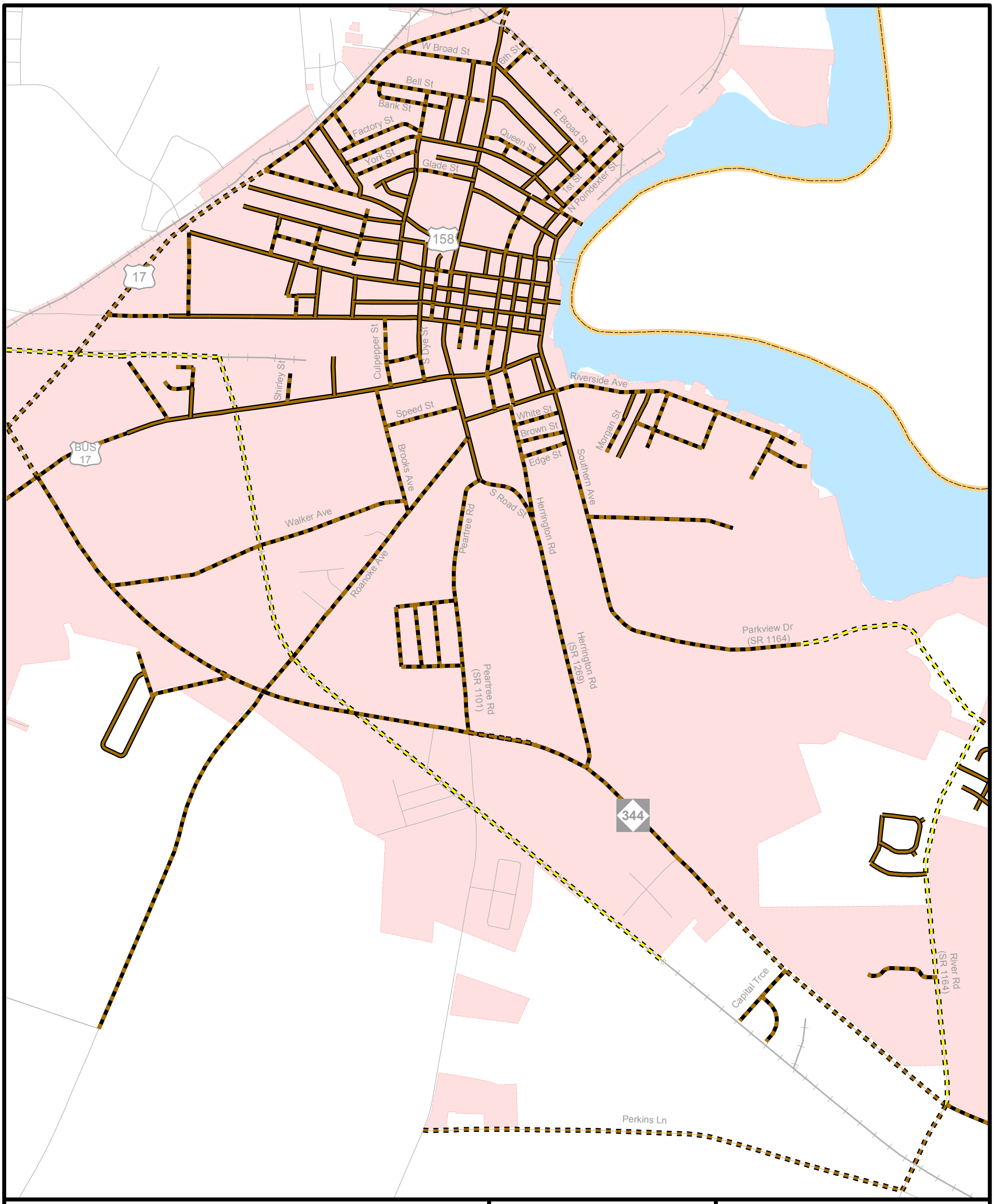
Refer to CTP document for more details

Pedestrian Map

Pasquotank County & Elizabeth City

Comprehensive Transportation Plan

Plan date: 01/19/2016



Sidewalks
- Existing
- Needs Improvement
- Recommended

Off-Road
- Existing
- Needs Improvement
- Recommended

Multi-Use Paths
- Existing
- Needs Improvement
- Recommended

- Existing Grade Separation
- Proposed Grade Separation

Miles
0 0.075 0.15 0.3

N
W E
S

Figure 1

Sheet 5A of 5

Base map date: 12/18/2015

Refer to CTP document for more details

Pedestrian Map Inset

Pasquotank County & Elizabeth City

Comprehensive Transportation Plan

Plan date: 01/19/2016

1. Analysis of the Existing and Future Transportation System

A Comprehensive Transportation Plan (CTP) is developed to ensure that the 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.

1.1 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 demand. 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 in pavement widths, intersection geometry, or intersection controls. System deficiencies may result from missing travel links, bypass routes, loop facilities, or radial routes; or improvements needed to meet statewide initiatives.

One of those statewide initiatives is the Strategic Transportation Corridors (STC)[1] adopted by the Board of Transportation on March 4, 2015.
The STC identify a network of critical multimodal transportation corridors considered the backbone of the state's transportation system. These 25 corridors move most of our freight and people, link critical centers of economic activity to international air and sea ports, and support interstate commerce. They must operate well to help North Carolina attract new businesses, grow jobs and catalyze economic development.

The primary purpose of the STC is to provide North Carolina with a network of high-priority, multimodal transportation corridors and facilities that connect statewide and regional activity centers to enhance economic development, promote highly-reliable, efficient mobility and connectivity, and support good decision-making. The primary goal to support this purpose is to create a greater consensus towards the development of a genuine vision for each corridor that establishes the statewide or regional importance of facilities and the need for maintaining high capacity and travel speed. During the development of CTPs, the STC network should be cross-referenced to ensure plan consistency. Incorporating the statewide and regional mobility goals set forth in the STC network should be done in a manner that fits with the character and vision for the community or county. If this cannot be achieved through the use of existing facilities, an alternative solution should be sought.

In the development of this plan, travel demand for unincorporated areas of Pasquotank County was projected from 2010 to 2040 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1990 to 2015. Travel demand in Elizabeth City was projected from 2010 to 2040 using a travel demand model. Travel demand models are developed to replicate travel patterns on the existing transportation system as well as to estimate travel patterns for 2040. In addition, local land use plans and growth expectations were used to develop future growth rates and patterns. The established future growth rates were endorsed by the Pasquotank County Commissioners and the Elizabeth City – City Council at a joint meeting on July 30th, 2012. Refer to Appendix G for more detailed information on growth expectations and the socio-economic data forecasting methodology.

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 capacity deficiencies. The 2040 traffic volumes in Figure 3 are an estimate of the traffic volume in 2040 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2016 – 2025 Transportation Improvement Program[2] (TIP).

[1] *For more information on the STC, go to:* https://connect.ncdot.gov/projects/planning/Pages/NCTransportationNetwork.aspx
[2] *For more information on the TIP, go to:* https://connect.ncdot.gov/projects/planning/Pages/default.aspx

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 experience delay. The practical capacity for each roadway was developed based on the 2000 Highway Capacity Manual using the Transportation Planning Branch's *LOS D Standards for Systems Level Planning*. 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 Assessment

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. The Traffic Safety Unit of NCDOT's Transportation Mobility and Safety Division identifies high frequency crashes at intersections and along roadway sections during a five year period. The high frequency crash locations examined during the development of the Pasquotank County CTP occurred between January 1, 2011 and December 31, 2015. During this period, a total of forty nine intersections and on hundred forty roadway sections were identified as having a high frequency of crashes as illustrated in Figure 4.

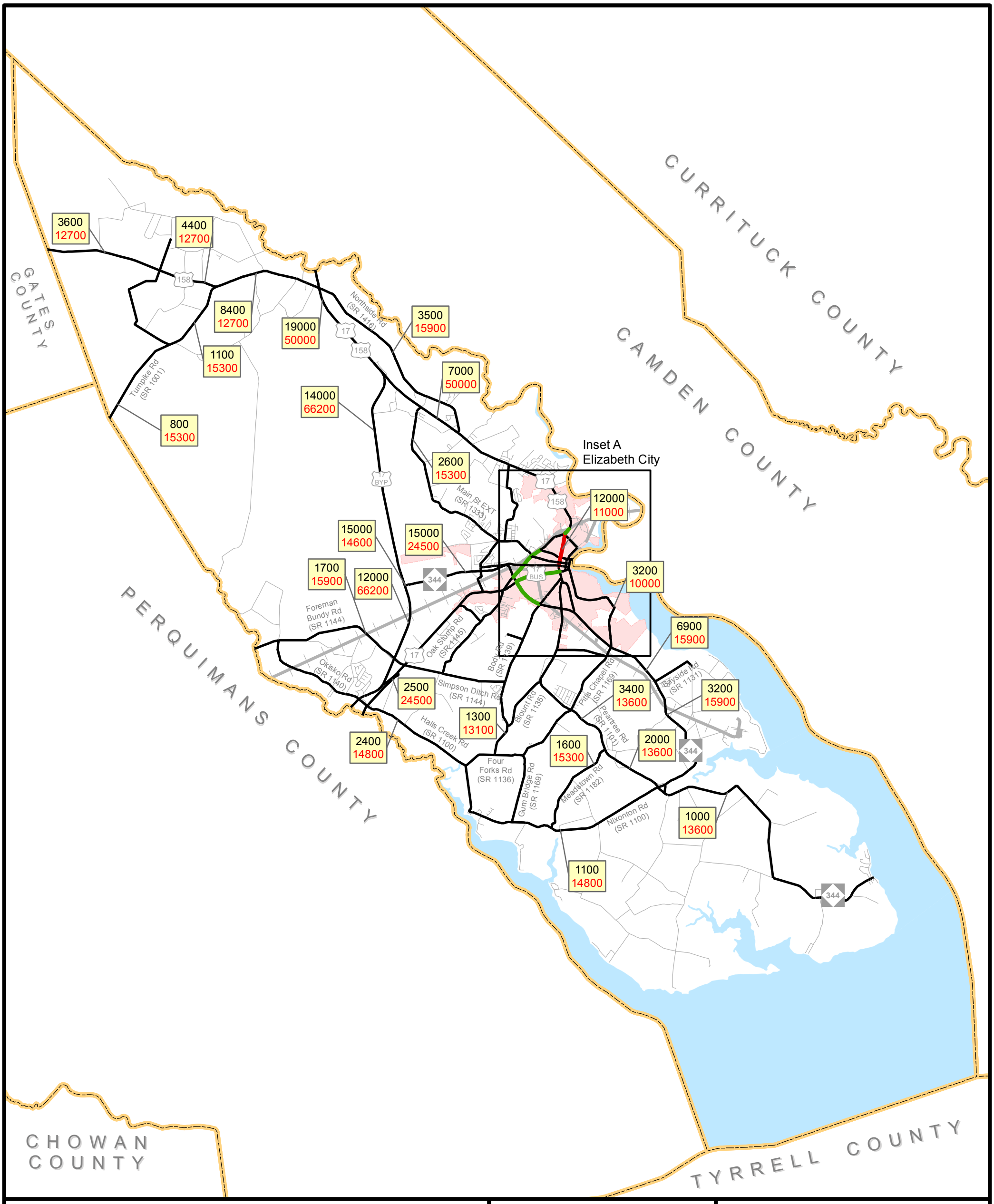
Contact information for the Transportation Mobility and Safety Division can be found in Appendix A.

The NCDOT is actively involved with investigating and improving many of these locations. To request a more detailed analysis for any of these locations, or other intersections of concern, contact the Division Traffic Engineer (see Appendix A).

Bridge Deficiency Assessment

Bridges are a vital 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 Structures 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. Nine deficient bridges were identified on roads evaluated as part of the CTP and are illustrated in Figure 5. Of these, three are scheduled for replacement in the 2016 – 2025 TIP. Additionally, one other bridge occurs along a roadway recommended for improvement in the CTP. As deficient bridges are replaced, every consideration should be given to proposed CTP recommendation and cross section associated with the recommendation. Table 3 in Appendix F gives a listing of the deficient bridges identified in the CTP and the ID number associated with CTP project proposal. Refer to Appendix F for more detailed bridge deficiency information.



Legend

- Study Roads
- Near Capacity
- Over Capacity
- Non-Studied Roads
- Railroads
- Rivers and Streams
- County Boundary
- Military Installation
- Municipal Limits
- Water Bodies
- #### 2015 Volumes
- #### 2015 Capacity

Miles
0 0.75 1.5 3

N
W E
S

Sheet 1 of 2

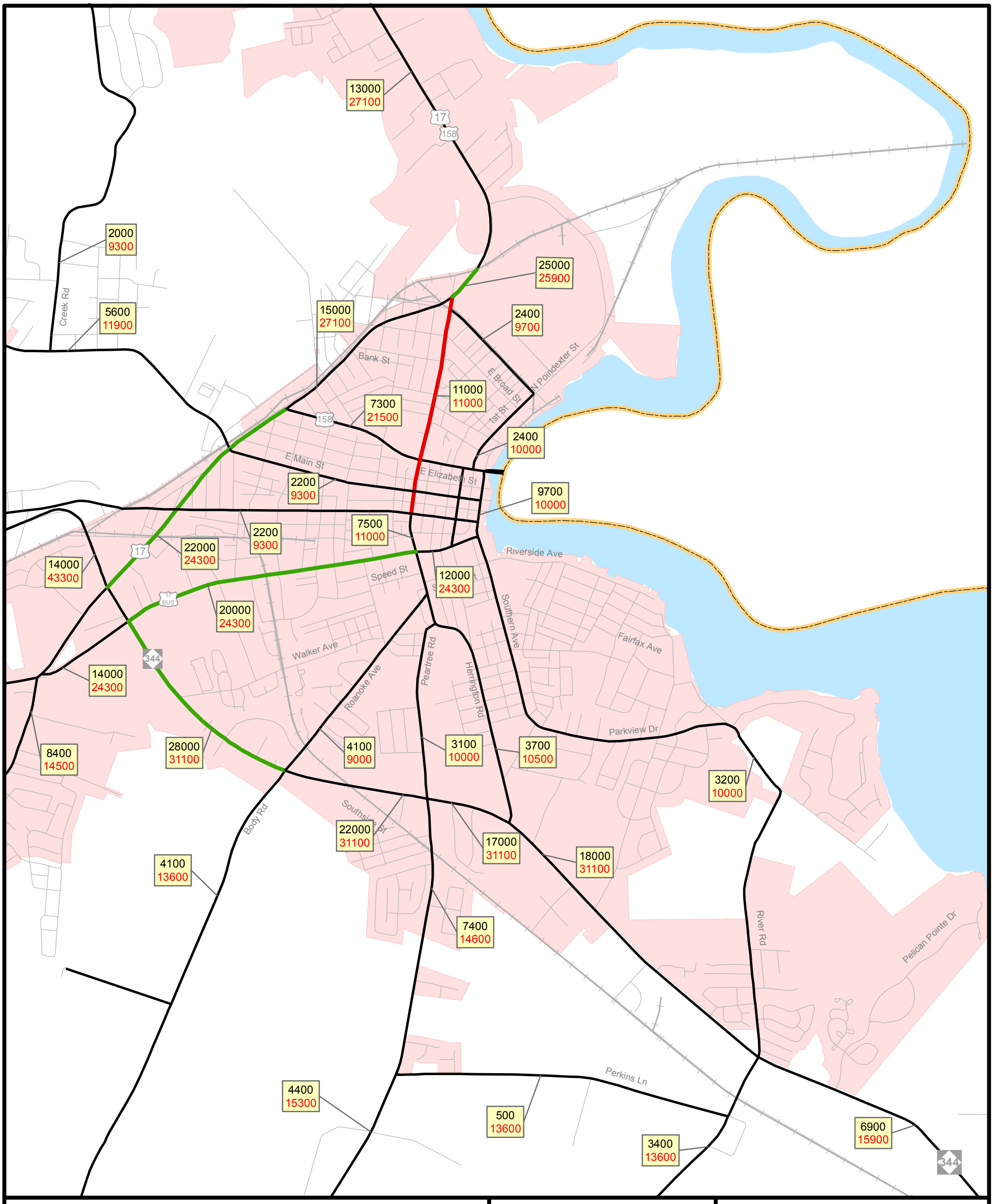
Base map date: 12/18/2015

Figure 2

2015 Volume and Capacity Deficiencies

Pasquotank County & Elizabeth City Comprehensive Transportation Plan

Plan date: 01/19/2016



Legend

- Study Roads
- Near Capacity
- Over Capacity
- Non-Studied Roads
- Railroads
- Rivers and Streams
- County Boundary
- Military Installation
- Municipal Limits
- Water Bodies
- #### 2015 Volumes
- #### 2015 Capacity

Miles
0 0.125 0.25 0.5

N
W E
S

Sheet 2 of 2

Base map date: 12/18/2015

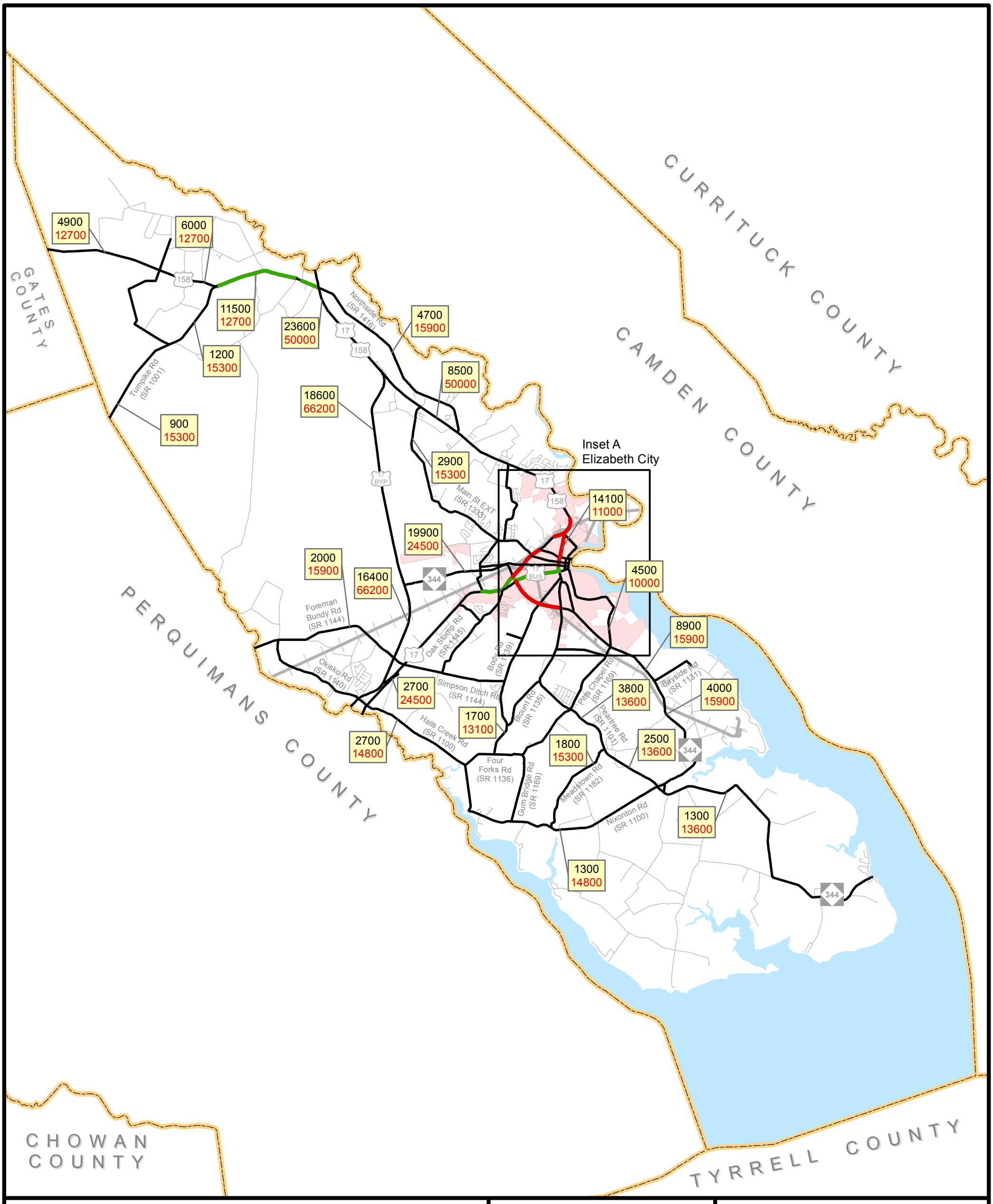
Figure 2

2015 Volume and Capacity Deficiencies

Pasquotank County & Elizabeth City

Comprehensive Transportation Plan

Plan date: 01/19/2016



Legend

- Study Roads
- Near Capacity
- Over Capacity
- Non-Studied Roads
- Railroads
- Rivers and Streams
- County Boundary
- Military Installation
- Municipal Limits
- Water Bodies
- #### 2040 Volumes
- #### 2015 Capacity

Miles
0 0.75 1.5 3

N
W E
S

Sheet 1 of 2

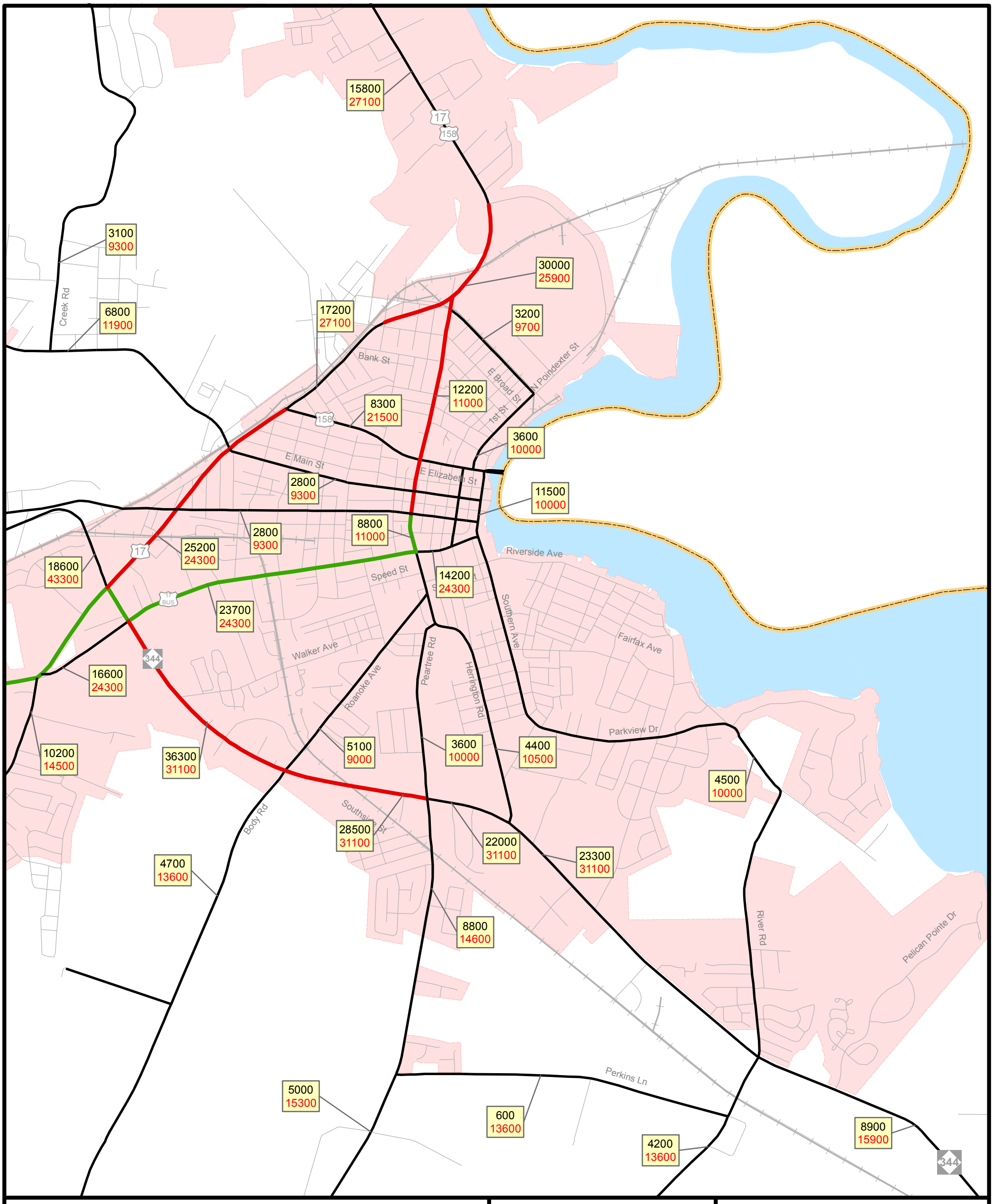
Base map date: 12/18/2015

Figure 3

2040 Volume and Capacity Deficiencies

Pasquotank County & Elizabeth City Comprehensive Transportation Plan

Plan date: 01/19/2016



Legend

- Study Roads
- Near Capacity
- Over Capacity
- Non-Studied Roads
- Railroads
- Rivers and Streams
- County Boundary
- Military Installation
- Municipal Limits
- Water Bodies
- #### 2040 Volumes
- #### 2015 Capacity

Miles
0 0.125 0.25 0.5

N
W E
S

Sheet 2 of 2

Base map date: 12/18/2015

Figure 3

2040 Volume and Capacity Deficiencies

Pasquotank County & Elizabeth City

Comprehensive Transportation Plan

Plan date: 01/19/2016

GATES COUNTY

CURRITUCK COUNTY

CAMDEN COUNTY

PERQUIMANS COUNTY

CHOWAN COUNTY

TYRRELL COUNTY

158

Northside Rd (SR 1416)

17

158

Turnpike Rd (SR 1001)

17 BYP

Main St EXT (SR 1333)

17

158

Inset
Elizabeth City

17 BUS

344

Foreman Bundy Rd (SR 1144)

Oak Stump Rd (SR1145)

17

Okisko Rd (SR 1140)

Body Rd (SR 1139)

Simpson Ditch Rd (SR 1144)

Halls Creek Rd (SR 1100)

Blount Rd (SR 1135)

Pitts Chapel Rd (SR 1169)

Bayside Rd (SR 1131)

Peartree Rd (SR 1101)

344

Four Forks Rd (SR 1136)

Gum Bridge Rd (SR 1169)

Meadstown Rd (SR 1182)

Nixonton Rd (SR 1100)

344

344

Legend

- Schools
- Airports
- Study Roads
- Roads
- Railroads
- Municipal Limits
- Water Bodies
- County Boundary
- Military Installation

Crash Intersections

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

Crash Sections

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

Miles
0 0.5 1 2 3

N
W E
S

Sheet 1 of 2

Base map date: 12/18/2015

Refer to CTP document for more details

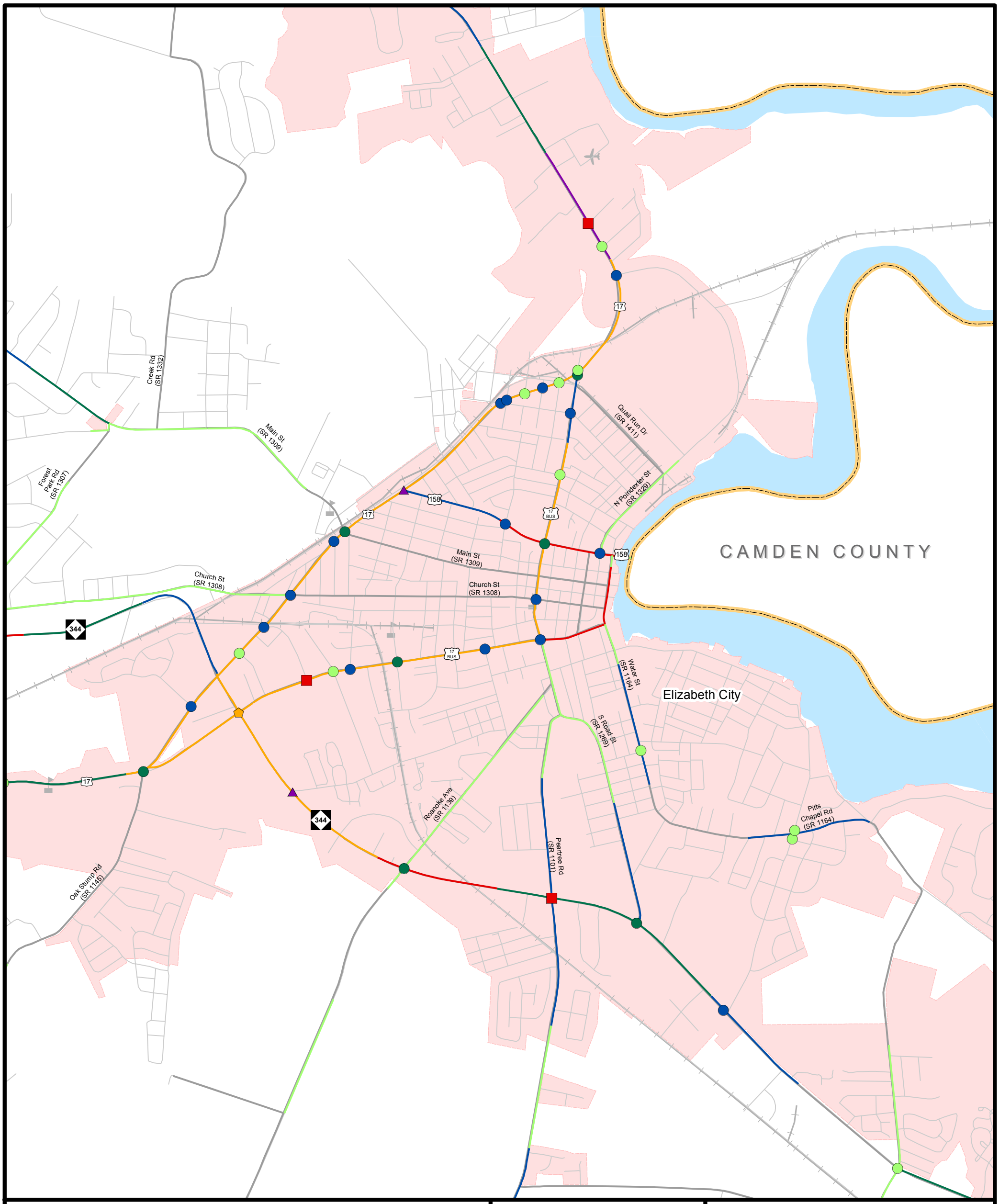
Figure 4

High Frequency Crash Locations

January 1, 2011 to
December 31, 2015

Pasquotank County & Elizabeth City

Comprehensive Transportation Plan



Legend

- Schools
- Airports
- Study Roads
- Roads
- Railroads
- Municipal Limits
- Water Bodies
- County Boundary
- Military Installation

Crash Intersections

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

Crash Sections

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

0 0.125 0.25 0.5 Miles

N W E S

Sheet 2 of 2

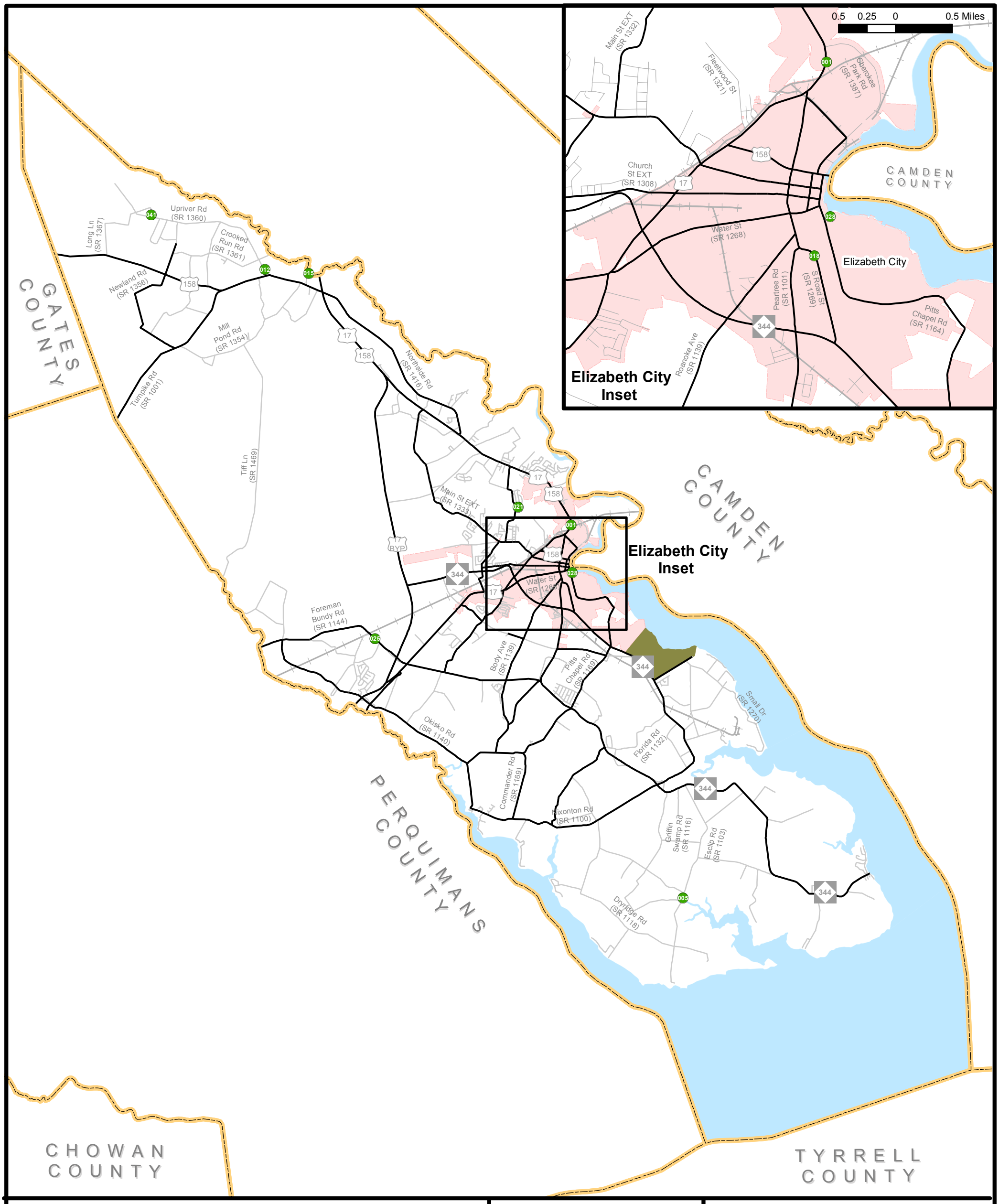
Base map date: 12/18/2015

Refer to CTP document for more details

Figure 4
High Frequency Crash Locations Inset

January 1, 2011 to December 31, 2015

Pasquotank County & Elizabeth City Comprehensive Transportation Plan



Legend

- Deficient Bridges
- Study Roads
- Roads
- Railroads
- Rivers and Streams
- Military Installation
- Municipal Limits
- Water Bodies
- County Boundary

0 0.5 1 2 3 Miles

N W E S

Base map date: 12/18/2015

Refer to CTP document for more details

Figure 5

Deficient Bridges

Pasquotank County & Elizabeth City

Comprehensive Transportation Plan

Public Transportation and Rail

Public transportation and rail are vital modes of transportation that give alternatives 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, single-county systems are encouraged 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 provide service 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, Amtrak passenger station and throughout the United States and Canada. Greyhound and Amtrak Thruway service operate 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. There are no existing or recommend public transit routes. Inter-County Public Transportation Authority (ICPTA) currently provides on-demand transit in Pasquotank, Perquimans, Camden, Chowan and Currituck counties but does not provide any fixed or fixed-deviated service. Refer to Appendix A for contact information for the Public Transportation Division.

Rail

Today North Carolina has 3,245 miles of railroad tracks throughout the state. There are two types of trains that operate in the state, passenger trains and freight trains.

Intercity passenger service is provided by Amtrak which currently operates six passenger services daily in or through North Carolina serving 16 cities across the state. Five of the services are interstate (Crescent, Palmetto, Silver Meteor, Silver Star, and Carolinian passenger trains) and one service (Piedmont passenger train) operates exclusively within North Carolina. In addition to the six passenger services mentioned, Amtrak also operates its Auto Train service which passes through North Carolina but does not make any stops. Amtrak ridership demand has been on a rise in the state. In 2010 ridership was 840,000 and increased to 975,645 passengers in 2013.

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 every day. However, no passenger trains operate over the rail line from High Point that dead ends at Asheboro or over the rail line that runs from Gulf, NC to Greensboro. Combined, the Carolinian and Piedmont carry more than 300,000 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 17 smaller freight railroads, known as shortlines.

An inventory of existing and planned rail facilities for the planning area is presented on Sheet 3 of Figure 1. Pasquotank County contains one railroad, an active line running from Edenton through Elizabeth City to Norfolk, VA. There is also an inactive branch southbound through Elizabeth City. The active branch provides on-demand service for customers along the line, there is no set daily schedule. There is no passenger service on either line. All recommendations for rail were coordinated with the local governments and the Rail Division of NCDOT. Refer to Appendix A for contact information for the Rail Division.

Waterways

Water transportation is an integral part of the transportation system in the United States. The U.S. waterway system is comprised of approximately 12,000 miles of navigable waterway, containing 230 lock sites that manage 275 lock stations. Waterways transport more than 60% of the nation's grain exports, about 22% of domestic petroleum and petroleum products, and 20% of the coal used in electricity generation. Barges are ideal for hauling bulk commodities and moving over-size equipment.

With a mid-Atlantic location approximately halfway between Boston and Miami, Pasquotank County is well positioned for manufacturing and distribution enterprises serving Eastern U.S. markets. Three deep-water ports, in Wilmington and Morehead City, North Carolina and Norfolk, Virginia, serve the Pasquotank County area. These ports are capable of accommodating large ocean container vessels. One of the main transportation services, in Northeastern North Carolina, involves moving freight along the Albemarle Sound. The Albemarle Sound can accommodate cargo barge traffic and transport services and is protected from the Atlantic Ocean by barrier islands known as the Outer Banks. It is a vital link in the Intercostal waterway as it connects with the Chesapeake Bay via a canal system. Barge traffic can travel this route to the Atlantic Ocean.

Pasquotank County is located on the northern portion of the Albemarle Sound and bordered by the Pasquotank River to the east and the Little River to the west. The Pasquotank and Little Rivers are attractive destinations for shipping, boating, fishing, canoeing, kayaking and swimming. The rivers also serve as hubs for transportation between Pasquotank, Camden, and Currituck County as part of the Intracoastal Waterway.

Based on the current transportation services and their proposed economic development vision, the City of Elizabeth City expressed interest developing the following recommendations:

- Improve access to the Coast Guard Park located on Riverside Avenue.
  The Coast Guard Park is planned as a local boating center on the banks of the Pasquotank River. The Parks and Recreation Department has future plans for canoe, kayak, and paddleboard rentals; a canoe/kayak launch, a launch deck for crew; 10 boat slips for transient boaters and a fishing pier.

- Improve access to the proposed park on Riverside Avenue.
  Plans were being made to purchase the Elizabeth City Shipyard property located at 722 Riverside Avenue to develop a park. The immediate plans were to purchase the property, remove the existing buildings, and remove all debris to make an open park space along the Pasquotank River. Parking, walking path and fishing would be the first phase of development. Eventually, plans would be expanded to enhance the open waterfront park. The City of Elizabeth City had applied for four grants to purchase this waterfront property in 2016. Grant applications had been made to CAMA for $200,000; PARTF for $300,000, CWMTF for $800,000 and ElectriCities Smart Communities Brownfields Grant for $3,500 for a total of $1,303,500. Elizabeth City withdrew its state grant requests after an environmental assessment found high concentrations of “semi-volatile organic compounds.” The city may now try to help facilitate a Brownfield program cleanup.

- Add/ improve kayak and canoe launch at North Road Street/ US 17 North, near Knobbs Creek Bridge.

Elizabeth City received the donation of a small tract of land and marsh several years ago. The City planned to use this donation to construct a canoe/kayak launch with a boardwalk from the parking lot to Knobbs Creek. It will provide a great opportunity to paddle down the Knobbs Creek and into the Pasquotank River.

- Improve access to Veterans Park.
  The City of Elizabeth City purchased approximately one quarter acre of land on the south side of the Pasquotank-Camden Bridge in 2006. This property has been named Veteran's Park and was constructed in the fall of 2016. This park hosts flags and a granite memorial representing the United States of America, North Carolina, City of Elizabeth City, Army, Navy, Air Force, Marines, Coast Guard and Merchant Marines, as well as MIA and POW. The Rotary Peace Pole will also be moved to this location.

- Construct a boat ramp in the northern end of Pasquotank County.
  Pasquotank County Commissioners have expressed interest in constructing a boat ramp in the northern end of Pasquotank County. Once suitable land is found along the Pasquotank River, plans will be made to purchase the property and build a boat ramp for public use.

These types of projects could be funded through CAMA grants or City/County funds. Further coordination is recommended to determine if the aforementioned recommendations are feasible.

Bicycles & Pedestrians

Bicyclists and pedestrians are a growing part of the transportation system 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 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 NCDOT are based upon this policy.

The 2000 NCDOT Pedestrian Policy Guidelines specify 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 and 5 of Figure 1. The 2012 Albemarle Regional Bicycle Plan was utilized in the development of these elements of the CTP. State bike route NC -4 North Line Trace goes through the planning area connecting the mountains of North Carolina with the coast. An existing complementary route of the East Coast Greenway (ECG) also passes through Elizabeth City and Pasquotank County. Bicycle and Pedestrian facilities are shown on the Bicycle and Pedestrian maps on Sheets 4 and 5 of Figure 1. 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 for the Division of Bicycle and Pedestrian Transportation.

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 2004 Advanced Core Land Use Plan (CAMA Land Use Plan), revised December 2012 (refer to Appendix H) was used to meet this requirement.

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 development. Additionally, traffic volumes have different peaks based on the time of day and the day of the week. For transportation planning purposes, land use is divided into the following categories:

- Residential: Land devoted to the housing of people, with the exception of hotels and motels which are considered commercial.
- Commercial: 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.
- Industrial: Land devoted to the manufacturing, storage, warehousing, and transportation of products.
- Public: Land devoted to social, religious, educational, cultural, and political activities; this would include the office and service employment establishments.

- Agricultural: 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.
- Mixed Use: 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.
The Pasquotank CAMA Land Use Plan identifies the geographic character of the county as primarily Class II: land that has moderate hazards and limitations for development. There are significant portions of land in the county that are floodplains or wetlands such as the Dismal Swamp National Refuge in the northwest. The predominant land use classification in the county is Rural Agricultural. This classification describes lands with "scattered, very low-density residences dispersed among farmland and open spaces." In Elizabeth City, Low Density Residential is the largest land use classification. Low Density Residential generally describes development with two to four lots per acre. Future growth is anticipated along the "Halstead Boulevard Connector and within the general area formed by the US 17 Bypass, US 17 North Business, and the Halstead Boulevard Connector." Future land use development goals include providing opportunity to access public waters, balancing growth with conservation of natural resources, preservation of historic and cultural resources and promoting diversified economic development.

For detailed information on how land use and growth projections were developed for and applied in the CTP, refer to Appendix G.

1.2 Consideration of Natural and Human Environment

Environmental features are a key consideration in the transportation planning process. Section 102 of the National Environmental Policy Act[3] (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, every effort was made to minimize potential impacts to these features utilizing the best available data. Any 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 are typically examined as a part of a CTP study is shown in the following tables. Environmental features occurring within Pasquotank County are shown in Figures 6 and are shown in bold text in Table 1.

[3] *For more information on NEPA, go to:* https://ceq.doe.gov/.

Table 1 – Environmental Features

- **24k Hydro Lines**
- **303D Streams**
- **Airport Boundaries**
- **Anadromous Fish Spawning Areas**
- **APNEP - Submerged Aquatic Vegetation**
- **Beach and Waterfront Access**
- Benthic Habitat
- **Bicycle Routes**
- **Boating Access**
- **Churches and Cemeteries**
- **Colleges and Universities (Points)**
- **Conservation Tax Credit Properties**
- Critical Habitat for Threatened and Endangered Species
- **Emergency Operation Centers**
- Fish Nursery Areas
- **Hazard Substance Disposal Sites (points & polygons)**
- **Hazardous Waste Facilities**
- High Quality Waters and Outstanding Resource Water Management
- **Historic Resources – National Register and Determined Eligible (points and polygons)**
- **Hospitals**
- **Hydrography - 1:24,000-scale (polygons)**
- **Landscape Habitat Indicator Guilds (LHIGs)Managed Areas**
- **National Wetlands Inventory (polygons)**
- **Natural Heritage Element Occurrences**
- **NC-CREWS: N.C. Coastal Region Evaluation of Wetland Significance**
- NCDOT Maintained Mitigation Sites
- **Railroads (1:24,000)**
- **Recreation Projects - Land and Water Conservation Fund**
- Regional Trails
- **Sanitary Sewer Systems - Treatment Plants**
- **Schools (Public & Non-Public)**
- **Significant Natural Heritage Areas**
- State Natural and Scenic Rivers
- **State Parks**
- **Target Local Watersheds - EEP**
- Trout Streams (DWQ)
- Trout Waters WRC (arcs & polygons)
- **Unique Wetlands**
- **Water Distribution Systems – Tanks & Treatment Plants**
- **Water Supply Watersheds**

Archaeological sites were also considered but are not mapped due to restrictions associated with the sensitivity of the data.

1.3 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 Pasquotank County CTP Steering Committee in September 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 NCDOT Transportation Planning Branch cooperatively worked with the CTP Steering Committee, which included a representative from each municipality, county staff, the RPO and others. The committee provided information on current local plans, developed transportation vision and goals, discussed population and employment projections, and developed proposed CTP recommendations. Refer to Appendix H for detailed information on the vision statement, the goals and objectives survey and a listing of committee members.

The public involvement process included holding one public drop-in session in Pasquotank County to present the proposed CTP to the public and solicit comments. The meeting was held on June 10th, 2015 at Knobbs Creek Recreation Center 200 East Ward Street, Elizabeth City. The session was publicized in the local newspaper.

A public hearing was held on January 11th, 2016 during the Pasquotank 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 City of Elizabeth City adopted the CTP on November 24th, 2015. The Albemarle RPO endorsed the CTP on January 27th, 2016 and the North Carolina Department of Transportation mutually adopted the Pasquotank County CTP on February 4th, 2016.

GATES COUNTY

CURRITUCK COUNTY

CAMDEN COUNTY

PERQUIMANS COUNTY

CHOWAN COUNTY

TYRRELL COUNTY

158

17

17 BYP

17 BUS

344

Northside Rd (SR 1446)

Turnpike Rd (SR 1001)

Main St Ext (SR 1333)

Foreman Bundy Rd (SR 1144)

Okisko Rd (SR 1140)

Oak Stump Rd (SR 1145)

Simpson Ditch Rd (SR 1144)

Halls Creek Rd (SR 1100)

Four Forks Rd (SR 1136)

Body Rd (SR 1139)

Blount Rd (SR 1135)

Gum Bridge Rd (SR 1169)

Pitts Chapel Rd (SR 1169)

Pearitree Rd (SR 1101)

Meadstown Rd (SR 1182)

Nixonton Rd (SR 1100)

Bayside Rd (SR 1131)

Legend

- Historic Resources Sites
- 24k Hydro Lines
- APNEP - Submersed Aquatic Veg.
- County Boundary
- Hydrography Areas
- Land & Water Conservation Funds
- Landscape Habitat Indicator Guilds
- Managed Areas
- National Wetland Inventory
- Significant Natural Heritage Areas
- ISRN_Roads_Pasquotank
- Municipal Boundaries

Miles
0 0.5 1 2 3

N
W E
S

Sheet 1 of 4

Base map date: 12/18/2015

Refer to CTP document for more details

Figure 6
Environmental Map

Pasquotank County & Elizabeth City

Comprehensive Transportation Plan

GATES COUNTY

CURRITUCK COUNTY

CAMDEN COUNTY

PERQUIMANS COUNTY

CHOWAN COUNTY

TYRRELL COUNTY

158

17

17 BYP

17 BUS

344

Northside Rd (SR 1410)

Turnpike Rd (SR 1001)

Main St EXT (SR 1338)

Foreman Bundy Rd (SR 1144)

Oaks Ko Rd (SR 1140)

Oak Shade Rd (SR 1145)

Bour Rd (SR 1139)

Simpson Ditch Rd (SR 1144)

Hall's Creek Rd (SR 1100)

Four Forks Rd (SR 1136)

Gum Bridge Rd (SR 1169)

Auburn Rd (SR 1135)

Meadstown Rd (SR 1182)

Pine Chapel Rd (SR 1159)

Peartree Rd (SR 1101)

Newman Rd (SR 1180)

Bayside Rd (SR 1121)

Legend

- Colleges and Universities
- Schools
- Hospitals
- Roads
- Railroads
- County Boundary
- Airport Boundary
- Historic Resources Areas
- Conservation Tax Credit Prop.
- Target Local Watersheds - EEP
- Water Bodies

Miles

0 0.5 1 2 3

N

W E

S

Sheet 2 of 4

Base map date: 12/18/2015

Refer to CTP document for more details

Figure 6
Environmental Map

Pasquotank County & Elizabeth City

Comprehensive Transportation Plan

GATES COUNTY

CURRITUCK COUNTY

CAMDEN COUNTY

PERQUIMANS COUNTY

CHOWAN COUNTY

TYRRELL COUNTY

158

Turnipke Rd (SR 1004)

Northside Rd (SR 1416)

17

158

17 BYP

Main St Ext (SR 1333)

17

158

WTP

17 BUS

344

Foreman Bundy Rd (SR 1144)

Oak Stump Rd (SR 1145)

Body Rd (SR 1139)

Oksko Rd (SR 1140)

17

Simpson Ditch Rd (SR 1144)

Halls Creek Rd (SR 1100)

Four Forks Rd (SR 1136)

Gum Bridge Rd (SR 1169)

Blount Rd (SR 1135)

Pitts Chapel Rd (SR 1169)

Baysides Rd (SR 1131)

Peartree Rd (SR 1101)

WTP

344

Meadstown Rd (SR 1182)

Nixonton Rd (SR 1100)

344

Legend

- Churches and Cemeteries
- Emergency Operation Centers
- Water Distribution Treatment Plants
- County Boundary
- Natural Heritage Element Occurence

Miles

0 0.5 1 2 3

N

W E

S

Sheet 3 of 4

Base map date: 12/18/2015

Refer to CTP document for more details

Figure 6
Environmental Map

Pasquotank County & Elizabeth City

Comprehensive Transportation Plan

GATES COUNTY

CURRITUCK COUNTY

CAMDEN COUNTY

PERQUIMANS COUNTY

CHOWAN COUNTY

TYRRELL COUNTY

158

Turnpike Rd (SR 1001)

Northside Rd (SR 1446)

17

17 BYP

Main St Ext (SR 1353)

17 BUS

344

Foreman Bundy Rd (SR 1144)

Oak Stump Rd (SR 1145)

Body Rd (SR 1139)

Oaksko Rd (SR 1140)

Simpson Ditch Rd (SR 1144)

Halls Creek Rd (SR 1100)

Blount Rd (SR 1135)

Pitts Chapel Rd (SR 1169)

Pearidee Rd (SR 1101)

Bayside Rd (SR 1131)

Four Forks Rd (SR 1136)

Gum Bridge Rd (SR 1169)

Meadstown Rd (SR 1132)

Mxonton Rd (SR 1100)

Legend

- Beach Access
- Boating Access
- Hazardous Substance Disposal Sites
- Hazardous Waste Facilities
- Sewer Treatment Plants
- Water Distribution Tanks
- Water Pumping Stations
- 303D Streams
- Anadromous Fish Spawning Areas
- Bicycle Routes
- Roads
- Railroads
- Hazardous Substance Disposal Sites
- Water Supply Watersheds
- NC-CREWS
- County Boundary
- Municipal Boundaries
- Water Bodies

Miles
0 0.5 1 2 3

N
W E
S

Sheet 4 of 4

Base map date: 12/18/2015

Refer to CTP document for more details

Figure 6
Environmental Map

Pasquotank County & Elizabeth City

Comprehensive Transportation Plan

2. Recommendations

This chapter presents recommendations for each mode of transportation in the 2016 Pasquotank County CTP as shown in Figure 1. More detailed information on each recommendation is tabulated in Appendix C.

NCDOT adopted a "Complete Streets[1]" policy in July 2009. The policy directs the Department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. Under this policy, the Department will collaborate with cities, towns and communities during the planning and design phases of projects. Together, they will decide how to provide the transportation options needed to serve the community and complement the context of the area. The benefits of this approach include:

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

Complete streets are streets designed to be safe and comfortable for all users, including pedestrians, bicyclists, transit riders, motorists and individuals of all ages and capabilities. These streets generally include sidewalks, appropriate bicycle facilities, transit stops, right-sized street widths, context-based traffic speeds, and are well-integrated with surrounding land uses. The complete street policy and concepts were utilized in the development of the CTP. The CTP proposes projects that include multi-modal project recommendations as documented in the problem statements within this chapter. Refer to Appendix C for recommended cross sections for all project proposals and Appendix D for more detailed information on the typical cross sections.

2.1 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 Pasquotank County and its municipalities. 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 Rural Planning Organization for regional prioritization and submittal to NCDOT. Refer to Appendix A for contact information on regional prioritization and funding. Local governments may use the CTP to guide

[1] *For more information on Complete Streets, go to: http://www.completestreetsnc.org/*

development and protect corridors for the recommended projects. It is critical that NCDOT and local governments coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and NCDOT share the responsibility for access management and the planning, design, and construction of the recommended projects.

Recommended improvements shown on the CTP map represent an agreement of identified transportation deficiencies and potential solutions to address the deficiencies. While the CTP does propose recommended solutions, it may not represent the final location or cross section associated with the improvement. All CTP recommendations are based on high level systems analyses that seek to minimize impacts to the natural and human environment. Prior to implementing projects from the CTP, additional analysis will be necessary to meet the National Environmental Policy Act (NEPA) or the State Environmental Policy Act[2] (SEPA). During the NEPA/SEPA process, the specific project location and cross section will be determined based on environmental analysis and public input. This CTP may be used to support transportation decision making and provide transportation planning data in the NEPA/SEPA process.

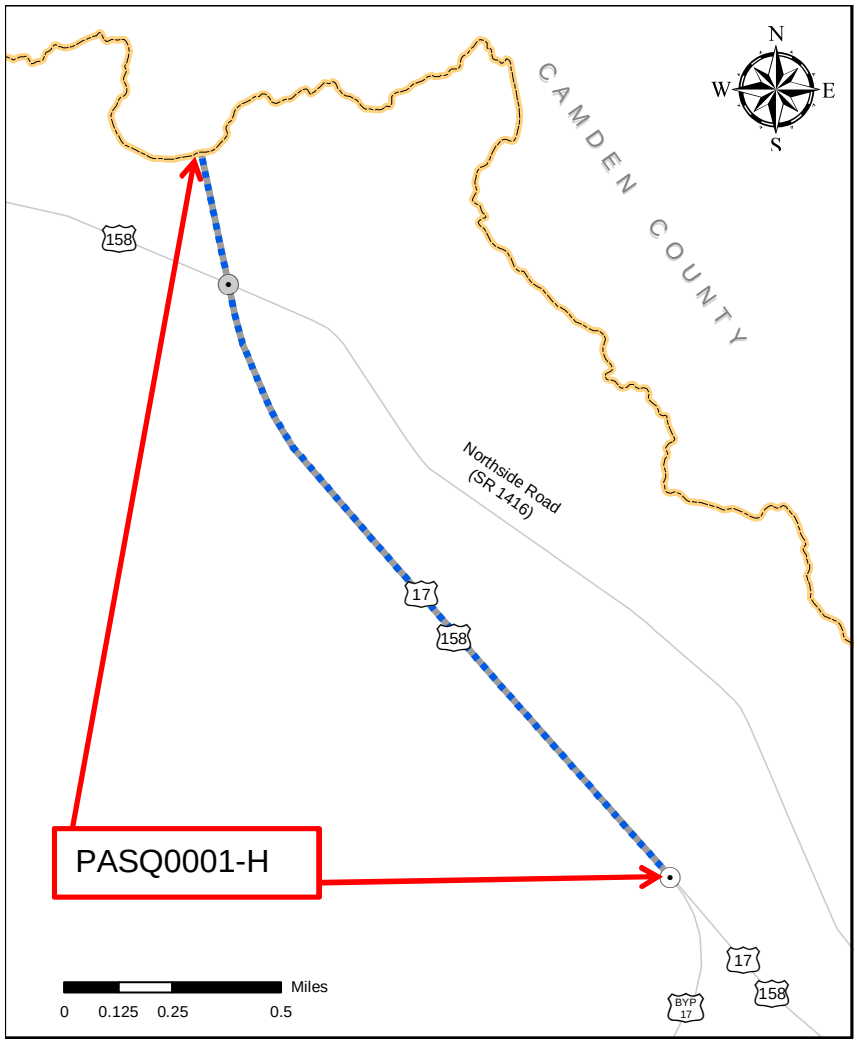
2.2 Problem Statements

The following pages contain problem statements for each recommendation, organized by CTP modal element. The information provided in the problem statement is intended to help support decisions made in the NEPA/SEPA process. A full, minimum or reference problem statement is presented for each recommendation, with full problem statements occurring first in each section. Full problem statements are denoted by a gray shaded box containing project information. Minimum problem statements are more concise and less detailed than full problem statements, but include all known or readily available information. Reference problem statements are developed for TIP projects where the purpose and need for the project has already been established.

[2]*For more information on SEPA, go to: http://www.doa.nc.gov/clearing/faq.aspx.*

HIGHWAY

US 17 Proposed Widening From US 17 to Camden County	Local ID: PASQ0001-H Last Updated: 12/30/2016



Identified Problem

US 17 is currently a four-lane divided freeway that runs north and south through Pasquotank County. The facility serves as a connector between Elizabeth City and the Hampton Roads region of Virginia.

The US 17 corridor is identified as a Strategic Transportation Corridor (STC) within the North Carolina Transportation Network (NCTN). The STC Policy and Map were adopted by the NCDOT on March 4, 2015. The purpose of the North Carolina Transportation Network (NCTN) is to preserve and maximize mobility and cone ctivity on a core network of multimodal transportation corridors, promoting environmental stewardship and economic prosperity.

The US 17 corridor connects Northeastern North Carolina to the port of Norfolk, the Norfolk Navy Base and the Hampton Roads region of Virginia.

US 17 is critical to economic development in the region. It speeds delivery of agricultural products to the Port of Virginia and local markets and serves the logistical needs of our military. In August of 2013, an economic impact study was completed for the Highway 17 Association and, according to the study; bringing US 17 up to Interstate standards would generate an economic impact of $3 billion and create over 4,000 jobs along the corridor in all sectors of the region's economy: agribusiness, military and tourism. A future Interstate corridor designation from Raleigh to Hampton Roads via

Rocky Mount and Elizabeth City, North Carolina requires Congressional approval. Corridors approved as a future Interstate generally require improvements to be completed within a 25 year window. Pasquotank County and the City of Elizabeth City have passed resolutions in support of the US 17 Corridor being classified as a Future Interstate by the United States Congress and Congress approved the Future Interstate designation on December 3, 2015 as part of their five-year transportation bill. Both the County and the City will continue advocating for funding, to bring US 17 up to Interstate standards, through the Strategic Transportation Investments Law.

The corridor would follow the I-495 and Future I-495 freeway corridor from I-40/I-440 in Raleigh and east to I-95 at Rocky Mount. It would continue east along the US 64 freeway towards Tarboro and Williamston, North Carolina and then travel the US 17 corridor via Elizabeth City, North Carolina, and then connect to the cities of Chesapeake and Norfolk, Virginia in the Hampton Roads region. While all of I-495/US 64 between Raleigh and Williamston is freeway, many segments of US 17 from Williamston to I-64 in Hampton Roads are not freeway and would need widening, upgrade, or new location. A feasibility study is currently being completed and will provide more detail regarding the needed upgrades.

Justification of Need

On May 25, 2016[3], the American Association of State Highway and Transportation Officials (AASHTO) approved the "Interstate 87" designation for the US 64/17 corridor from Raleigh to coastal Virginia via Rocky Mount, Williamston, and Elizabeth City in northeastern North Carolina. In 2015 both houses of Congress passed federal transportation legislation authorizing a future Interstate designation for the full corridor between Raleigh and southeastern Virginia via northeastern North Carolina. By improving the current major freeway, the project is intended to improve mobility, connectivity, and safety.

Community Vision and Problem History

US 17 is the only major north-south route that passes through Elizabeth City. This is the first time this project has been identified on a CTP. Pasquotank County wishes to provide a safer facility for commuters along US 17, particularly with regard to trucks which are estimated to be 10% of the AADT. The widening of US Highway 17 in Virginia from the North Carolina state line to Route 104 (Dominion Boulevard) in Chesapeake has been completed and is expected to have a major impact in Pasquotank County.

CTP Project Proposal

Project Description and Overview

[3] http://letsgetmoving.org/priorities/freeways/interstate-87/

The proposed project is to improve the facility by upgrading it to a freeway from US 17 Bypass/US 17 to the border of Camden County. The proposed improvements will provide connectivity to the Hampton Roads region of Virginia as well as improve mobility in this area of Pasquotank County.

Linkages to Other Plans and Proposed Project History

US 17 is the primary north-south route through the region and the project proposal is to upgrade it to a freeway. Residents desiring to connect to major highways of adjoining states and travel to Virginia, South Carolina, and other parts of North Carolina use this facility. Upgrades to US 17 will provide better access and improve mobility in commercial areas, provide a direct connection to two important economic regions, the Hampton Roads region in Virginia and Raleigh, North Carolina, and promote diverse economic opportunities along its entire length.

Relationship to Land Use Plans

Currently, the area along the existing corridor is mostly suburban. This project may promote urbanized development in the areas that are currently rural, although there will be no access directly onto this facility.

It is anticipated that the enhanced access afforded by the improvements to US 17 will increase commuting between the Hampton Roads region of Virginia and Pasquotank County and thus generate a greater demand for housing and employment opportunities. The additional population generated by commuters will increase demands on schools and public infrastructure.

Natural & Human Environmental Context

The proposed project will have a minimal impact on the natural and human environment. There will be minimal impacts to houses and businesses, however, some impacts to businesses will occur due to limiting access along the facility.

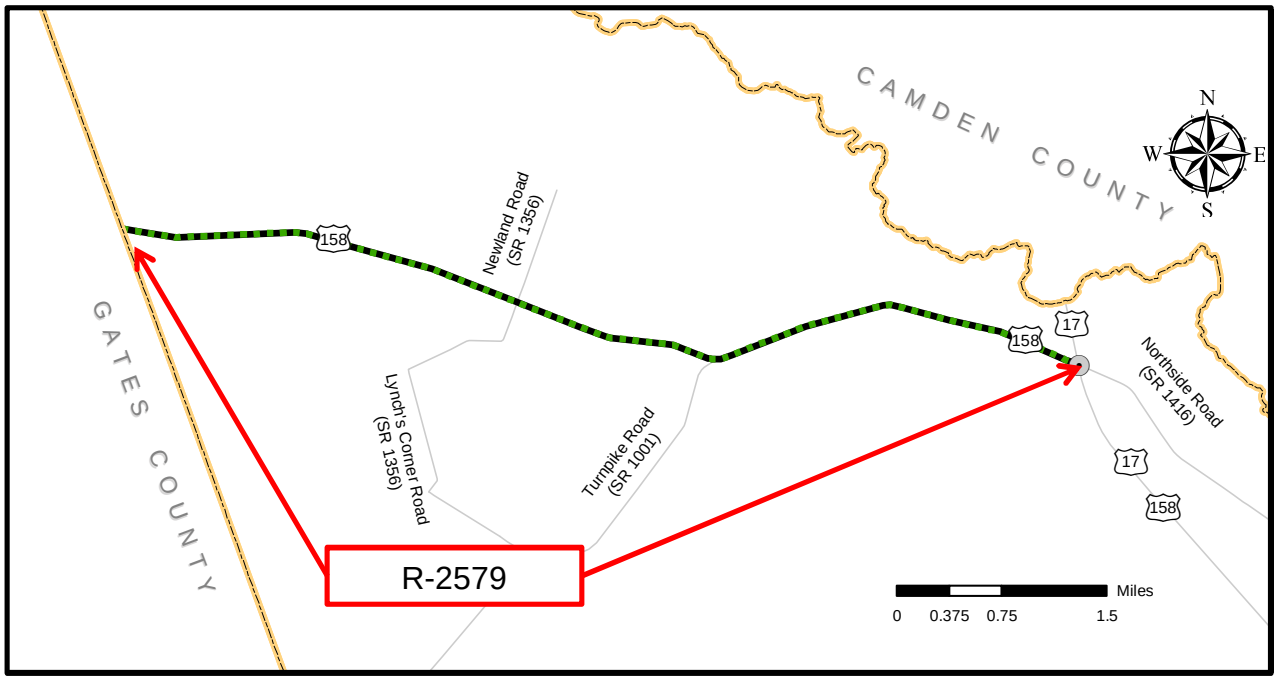
Multi-modal Considerations

The proposed project does not accommodate any multi-modal facilities. Since the proposed project is currently classified as a freeway, it cannot carry any bicycle or pedestrian travel. No fixed route public transportation routes are planned along this facility either.

Public/ Stakeholder Involvement

No significant issues associated with this project were identified during the public/stakeholder involvement process.

US 158 – From Gates County to US 17, TIP No: R-2579



US 158 passes through North Carolina from western North Carolina to eastern North Carolina. US 158 starts in Mocksville, North Carolina and ends in Nags Head, North Carolina.

US-158 is a two-lane road crossing Pasquotank County from Gates County to US 17 at Morgan's Corner in Pasquotank County. The speed limit on this route is currently 55 mph and the lane width is 12 feet.

This section of US 158 has been designated as a rural principal arterial route. It was included in the 1998 Thoroughfare Plan Report for Pasquotank County and is also identified in the Strategic Transportation Corridors Vision.

The proposed project (R-2579) is bounded to the west by NC 32 in the town of Sunbury, and to the east by US 17 near Morgan's Corner. The Proposed Project (R-2579) is to widen the existing facility from two lanes to four lanes and upgrade to expressway standards from Gates County to US 17. The project's primary purpose is to provide more alternative routes to those traveling to the Outer Banks by upgrading US 158 to expressway standards. Traffic on US 17 would be reduced if US 158 were to be brought up to expressway standards. Another reason to bring US 158 up to expressway standards in Pasquotank County is to attract more businesses into the communities along this route.

This project is currently in the planning and design phase. For additional information about this project, including Purpose and Need, contact the Project Development and Environmental Analysis Branch of NCDOT.

US 17/US 158 Interchange, TIP No. R-4719

The purpose of this project is to increase capacity and improve safety at the existing at-grade intersection of US 17/US 158/SR 1416 in Morgan's corner. In addition, US 17 and US 158 through Pasquotank County are part of the North Carolina Interstate system, which is designated to support statewide growth and development objectives and to connect to major highways of adjoining states. It is recommended that improvements be closely coordinated with TIP Project R-2579.

This project became a stand-alone project when R-2579 (US 158 Widening from NC 32 in Gates County to US 17 at Morgan's Corner) was actively pursued for funding.

The existing US 17, in the area of this project is a four-lane median divided facility with partial control of access. South of the project intersection, US 158 coincides with US 17. US 17, east and west of the intersection is a two-lane roadway that runs through a residential and agricultural areas.

US 17 (Hughes Boulevard) improvements, Local ID: PASQ0002-H

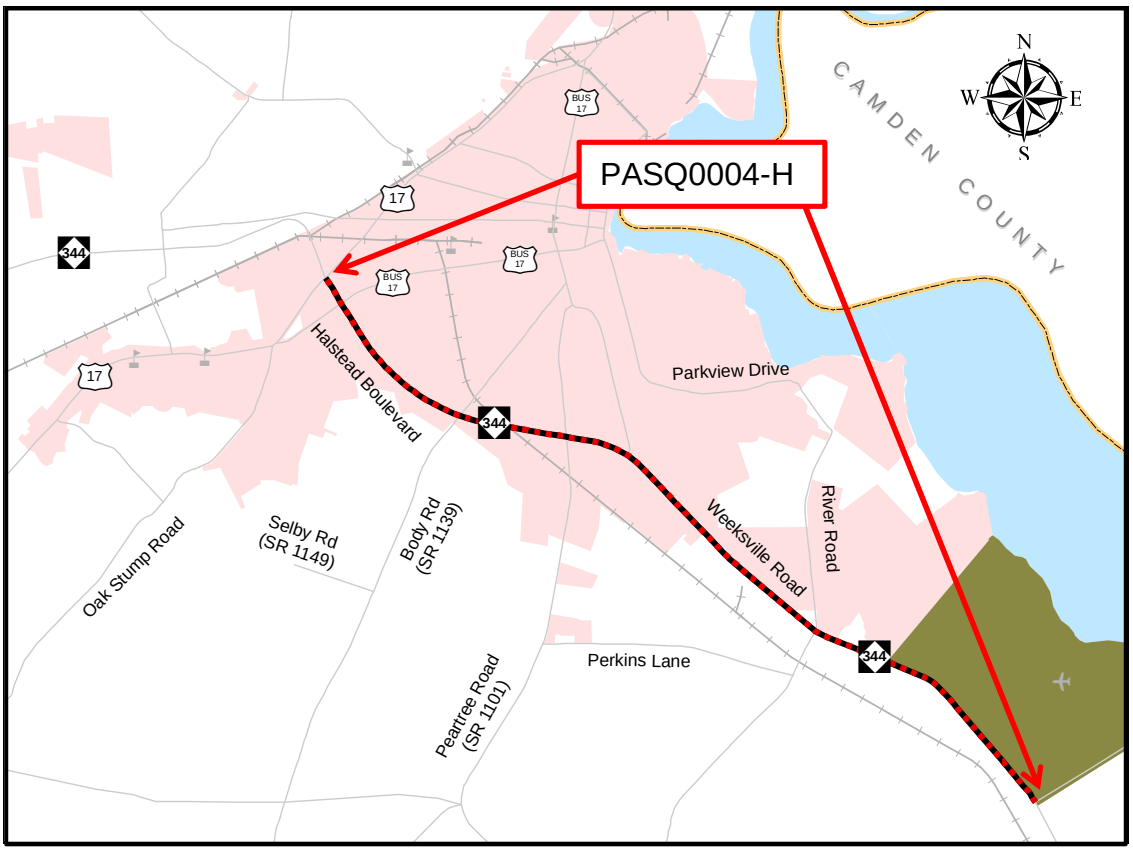
US 158 from Camden County into Elizabeth City is a heavily traveled corridor by both commuters and commercial trucks. This corridor connects to US 17 (Hughes Boulevard) and continues north to intersect with US 17 and south to the Halstead Connector. This US 17 (Hughes Boulevard) from West Ward Street (SR 1411) to Trinkaloe Road (SR 1146) needs improvement for access management to improve safety and mobility to ensure safe and efficient movement of vehicles along this corridor.

US 17 Business improvements, Local ID: PASQ0003-H

US 17 Business from Oak Stump Road (SR 1145) to US 158 is recommended for improvements to enhance safety and mobility. This is a major thoroughfare through a commercial corridor in the City of Elizabeth City with an AADT of 14,000 vpd. Bicycle accommodations are recommended from Oak Stump Road (SR 1145) to US 158.

NC 344 (Weeksville Road/ Halstead Boulevard), Local ID: PASQ0004-H

The 2015 AADT was approximately 17,000 vpd on NC 344 (Weeksville Road / Halstead Boulevard). The current speed limit is 50 to 55 mph. As a part of the needed improvements, Weeksville Road, from the Coast Guard Base to Consolidated Road (SR 1131), will be relocated southwest towards the railroad tracks in order to reduce some of the obstructions to the airport runways. This project would also include minor road widening (paved shoulder) and safety improvements.



Consolidated Road (SR 1131), Local ID: PASQ0005-H

Due to the expected growth of the Aviation Research and Development Commerce Park located off of Consolidated Road (SR 1131), it is recommended for minor widening and safety improvements to accommodate truck traffic. Consolidated Road has a low AADT volume of 2,000 vpd.

Northern Connector, Local ID: PASQ0006-H

In recent years, the NCDOT and Pasquotank County have had several discussions regarding constructing a bypass between the US 17 Bypass and US 17 in the northern portion of Pasquotank County. A few alternatives were presented to the County but a final location for the connector road was never decided upon. The proposed Northern Connector will provide for access to subdivisions currently being constructed, in the northern end of the County that will be populated within the next 5 to 10 years. As mentioned earlier in this chapter, the US 17 corridor connects the Hampton Roads region of Virginia and Wilmington, North Carolina and is critical to economic development in the region. It speeds delivery of agricultural products to the Port of Virginia and local markets and serves the logistical needs of our military. It is anticipated that upgrading US 17 to Interstate standards would generate an economic impact of $3

billion and create over 4,000 jobs along the corridor in all sectors of our region's economy: agribusiness, military and tourism.

This concentration of residential and commercial development in the northern end of Pasquotank County will require improvements to the existing transportation network. The proposed Northern Connector is designated as an expressway from the border of US 17 to the US 17 Bypass.

Simpson Ditch Road (SR 1144) Extension, Local Id: PASQ0011-H

Simpson Ditch Road (SR 1144) terminates on Body Road (SR 1139) and does not connect to the Peartree road (SR 1101). To access Peartree Road (SR 1101) from Simpson Ditch Road (SR 1144) one has to travel south on Body Road (SR 1139) and north on Blount Road (SR 1135).

The purpose of this project is to provide direct access from Simpson Ditch Road (SR 1144) to Peartree Road (SR 1101). The project proposal is to create a continuous two lane major thoroughfare connecting Simpson Ditch Road (SR 1144) and Peartree Road (SR 1101).

Trinkaloe Road (SR 1146)/ Selby Road (SR 1149)/ Perkins Lane connector, TIP No: U-3805

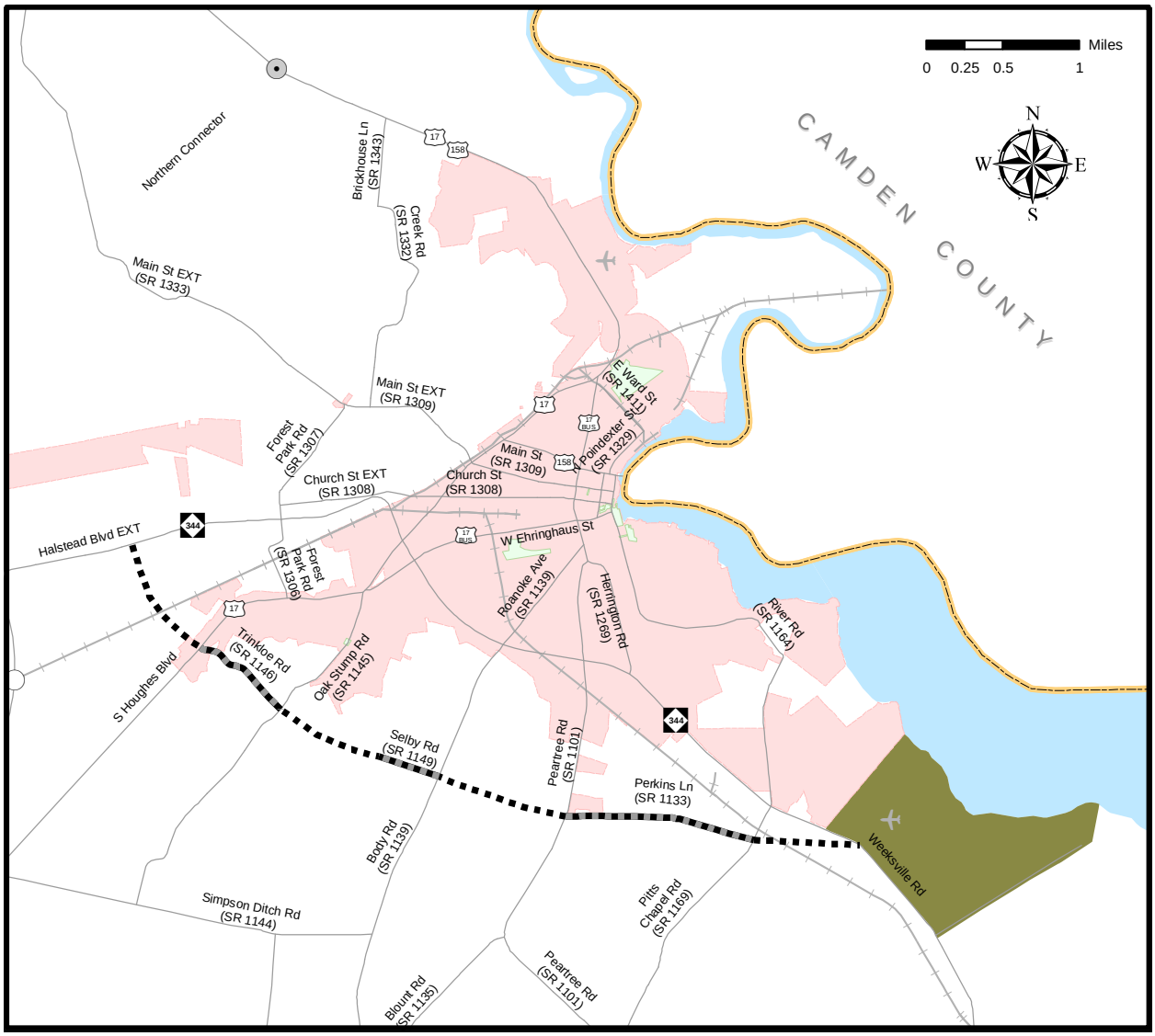
Currently NC 344 (Halstead Boulevard/ Weeksville Road) is the only route in the southwestern section of Elizabeth City. The intersections of US 17 (South Hughes Boulevard) and US 17 business (West Ehringhaus Street) with NC 344 (Halstead Boulevard) are congested. Improvements are needed to improve connectivity and mobility in this area. There is a need for contiguous facility that provides an alternate route to NC 344 in southwestern section of Elizabeth City.

By 2040, sections of NC 344 (Halstead Boulevard) between US 17 (South Hughes Boulevard) and Peartree Road (SR 1101) are projected to near or over capacity based on the capacity of providing LOS D.

The purpose of this project is to provide direct access from NC 344 (Halstead Boulevard) west of Elizabeth city to NC 344 (Weeksville Road) south of Elizabeth City and alleviate congestion on NC 344 (Halstead Boulevard).

The project proposal is to create a continuous two lane major thoroughfare by:

- constructing a two lane connector with 12 foot lanes with paved shoulders on new location from NC 344 (Halstead Boulevard Extension) to US 17 (South Hughes Boulevard);
- upgrading the existing Trinkaloe Road (SR 1146) to two 12 foot lanes with paved shoulder from US 17 (South Hughes Boulevard) to Oak Stump Road (SR 1145);



- constructing a two lane connector with 12 foot lanes with paved shoulders on new location from Oak Stump Road (SR 1145) to Selby Road (SR 1149) termini;
- upgrading the existing Selby Road (SR 1149) to two 12 foot lanes with paved shoulder from current termini to Body Road (SR 1139);
- constructing a two lane connector with 12 foot lanes with paved shoulders on new location from Body Road (SR 1139) to Peartree Road (SR 1101);
- upgrading the existing Perkins Lane to two 12 foot lanes with paved shoulder from Peartree Road (SR 1101) to Pitts Chapel Road (SR 1169); and
- constructing a two lane connector with 12 foot lanes with paved shoulders on new location from Pitts Chapel Road (SR 1169) to NC344 (Weeksville Road).

This project recommendation was identified in the 1996 Elizabeth City Thoroughfare Plan.

Minor Widening Improvements:

The following routes are not expected to exceed capacity, but were identified as candidates for upgrading to NCDOT design standards. All facilities listed are recommended to have a minimum of 12 foot lanes with paved shoulders in order to improve mobility, safety and/or to accommodate bicycles. Additionally, some facilities may require improvements to the vertical and/or horizontal alignment. Implementation of the proposed projects should be coordinated through NCDOT's Highway Division 1 office (reference Appendix A for contact information).

- **Body Road (SR 1139), PASQ0007-H:** from NC 344 (Halstead Boulevard) to Four Forks Road (SR 1169)
- **East Ehringhaus Street (SR 1268), PASQ0008-H**: from South Road Street to South Water Street (SR 1268)
- **Herrington Road (SR 1269), PASQ0009-H:** from South Road Street to NC 344 (Halstead Boulevard/ Weeksville Road)
- **Simpson Ditch Road (SR 1144), PASQ0010-H**: from US 17 (South Hughes Boulevard) to Body Road (SR 1139)
- **South Road Street , PASQ0012-H:** from US 17 Business (Ehringhaus Street) to Herrington Road (SR 1269)
- **Turnpike Road (SR 1001), PASQ0013-H:** from Lynch's Corner Road (SR 1356) to the Perquimans County Line
- **Water Street (SR 1268), PASQ0014-H:** from East Ehringhaus Street to US 158

PUBLIC TRANSPORATION AND RAIL

A public transportation and rail assessment was completed during the development of the CTP. There is one active rail line within the county, however, there are no planned improvements at this time. There are currently no existing fixed route public transportation services in the county.

BICYCLE

Projects are identified based on their impact on the performance of the existing bicycle network. Performance criteria usually include qualitative and quantitative variables such as accessibility, directness, continuity, route attractiveness, and potential conflicts. The process begins with establishing travel corridors connecting neighborhoods that generate bicycle trips with other zones that attract a significant number of bicycle trips. The travel demand is based on the assumption that bikes follow the same travel pattern as vehicular traffic within the constraints imposed by distance. Thus, the existing system

of streets and highways reflects the travel demands of the community with some adjustments to account for educational institutions, and recreational facilities. During the development of the CTP, the facilities shown on the Bicycle Maps, Sheet 4, and Sheet 4A were identified as recommended bicycle routes and will need improvement. In accordance with American Association of State Highway and Transportation Officials (AASHTO), roadways identified as bicycle routes should incorporate the following standards as roadway improvements are made and funding is available:

- Curb & gutter sections require a minimum of 5 ft bike lanes or 14 ft wide shoulder lanes.
- Shoulder sections require a minimum of 4 ft paved shoulder.
- All bridges along the roadways where bike facilities are recommended shall be equipped with railings 54 inches in height.

The 2013 Albemarle Regional Bicycle Plan, the 2013 North Carolina Statewide Pedestrian and Bicycle Plan (WalkBikeNC) and the "Bike Trails of Elizabeth City" maps were used to help identify bicycle routes throughout the County.

During the development of the CTP, the following facilities were identified as recommended bicycle routes and will need improvement.

Needs Improvement

- **US 17 BUS (West Ehringhaus Street), PASQ0003-H:** from US 17 to South Water Street (SR 1268)
- **US 17 & 158, PASQ0001-B:** from Knobbs Creek Recreation Center Access to Whitehurst Street
- **US 158 (East Elizabeth Street), PASQ0002-B:** from North Water Street (SR 1268) to Camden County
- **Bell Street, PASQ0003-B:** from Wilson Street to Harney Street
- **Blount Road (SR 1135), PASQ0004-B:** from Body Road (SR 1139) to Ham Overman Road (SR 1183)
- **Body Road (SR 1139), PASQ0007-H:** from Four Forks Road (SR 1136) to NC 344 (Halstead Boulevard)
- **Brooks Avenue, PASQ0005-B:** from Catalina Avenue to Speed Street
- **Catalina Avenue, PASQ0006-B:** from Corsair Circle to Brookes Avenue
- **Corsair Circle, PASQ0007-B:** from Elizabeth City Rail Trail to Catalina Avenue
- **East Broad Street, PASQ0008-B:** from US 17 BUS (North Road Street) to North Poindexter Street (SR 1329)

- **East Burgess Street (SR 1501), PASQ0009-B:** from North Poindexter Street (SR 1329) to North Water Street (SR 1268)
- **East Church Street, PASQ00010-B:** from US 17 BUS (South Road Street) to South Water Street (SR 1268)
- **East Ehringhaus Street (SR 1268), PASQ0008-H:** from US 17 BUS (West Ehringhaus Street) to South Water Street (SR 1164)
- **East Ward Street (SR 1411), PASQ0011-B:** from Sixth Street to Knobbs Creek Recreation Center Access
- **Edgewood Drive, PASQ0012-B:** from NC 344 (Weeksville Road) to Parkview Drive (SR 1164)
- **Fairfax Avenue, PASQ0013-B:** from Raleigh Street to Rivershore Road
- **Foreman Bundy Road (SR 1144), PASQ0014-B:** from Perquimans County to US 17
- **Four Forks Road (SR 1169), PASQ0015-B:** from Gum Bridge Road (SR 1169) to Peartree Road (SR 1101)
- **Halls Creek Road (SR 1140), PASQ0016-B:** from Old US 17 (SR 1197) to Nixonton Road (SR 1140)
- **Ham Overman Road (SR 1183), PASQ0017-B:** from Blount Road (SR 1135) to Peartree Road (SR 1101)
- **Harney Street, PASQ0018-B:** from West Main Street to Bell Street
- **Knobbs Creek Recreation Center Access, PASQ0019-B:** from US 17 to Sixth Street
- **North Poindexter Street (SR 1329), PASQ0020-B:** from East Burgess Street (SR 1501) to Kramer Street
- **Old US 17 (SR 1197), PASQ0021-B:** from Perquimans County to Halls Creek Road (SR 1140)
- **Park Street, PASQ0022-B:** from Southern Avenue (SR 1164) to William Circle
- **Parkview Drive (SR 1164), PASQ0023-B:** from Hoffler Street to River Road (SR 1164)
- **Peartree Road (SR 1101), PASQ0024-B:** from Ham Overman Road (SR 1183) to Perkins Lane (SR 1133)
- **Perkins Lane (SR 1133), U - 3805:** from Peartree Road (SR 1101) to Pitts Chapel Road (SR 1169)
- **Pitts Chapel Road (SR 1169), PASQ0025-B:** from Peartree Road (SR 1101) to NC 344 (Weeksville Boulevard)
- **Pritchard Street, PASQ0026-B:** from Elizabeth City Rail Trail to West Church Street

- **Raleigh Street, PASQ0027-B:** from Fairfax Avenue to Riverside Avenue
- **River Road, PASQ0028-B:** from Park Drive to Parkview Drive (SR 1164)
- **Rivershore Road, PASQ0029-B:** from River Road to Fairfax Avenue
- **Riverside Avenue, PASQ0030-B:** from Southern Avenue (SR 1164) to Raleigh Street
- **Roanoke Avenue (SR 1139), PASQ0031-B:** from NC 344 (Halstead Boulevard) to South Road Street (SR 1269)
- **Selden Street, PASQ0032-B:** from Catalina Avenue to West Main Street
- **Shepard Street, PASQ0033-B:** from South Road Street (SR 1269) to South Water Street (SR 1164)
- **Simpson Ditch Road (SR 1144), PASQ0010-H:** from US 17 to Body Road (SR 1139)
- **Sixth Street, PASQ0034-B:** from East Broad Street to East Ward Street (SR 1411)
- **South Dyer Street, PASQ0035-B:** from West Church Street to West Main Street
- **South Road Street (SR 1269), PASQ0036-B:** from Roanoke Avenue to US 17 BUS (West Ehringhaus Street)
- **Southern Avenue (SR 1164), PASQ0037-B:** from Hoffler Street to Riverside Avenue
- **Speed Street, PASQ0038-B:** from Brooks Avenue to South Road Street (SR 1269)
- **Water Street (SR 1268), PASQ0014-H:** from Riverside Avenue to East Burgess Street (SR 1501)
- **West Broad Street, PASQ0039-B:** from Wilson Street to US 17 BUS (North Road Street)
- **West Church Street, PASQ0040-B:** from US 17 to US 17 BUS (South Road Street)
- **West Main Street, PASQ0041-B:** from Harney Street to South Dyer Street
- **Whitehurst Street, PASQ0042-B:** from US 17 & 158 to Terminus
- **William Circle, PASQ0043-B:** from Park Street to Fairfax Avenue
- **Wilson Street, PASQ0044-B:** from Bell Street to West Broad Street

Recommended

- **US 17, PASQ0002-H:** from Oak Stump Road (SR 1145) to US 158 (East Elizabeth Street)

- **US 17 & 158, PASQ0045-B:** from Creek Road (SR 1332) to Northside Road (SR 1416)
- **US 17 BUS (South Road Street), PASQ0003-H:** from East Ehringhaus Street (SR 1268) to US 158 (Elizabeth Street)
- **US 158, R-2579:** from US 17 to Gates County
- **US 158 (Elizabeth Street), PASQ0046-B:** from US 17 to North Water Street (SR 1268)
- **NC 344 (Halstead Boulevard/ Weeksville Road/ Salem Church Road), PASQ0004-H:** from Elizabeth City Rail Trail to Esclip Road (SR 1103)
- **Creek Road (SR 1332), PASQ0047-B:** from Main Street Extended (SR 1309) to US 17 & 158
- **East Main Street, PASQ0048-B:** from US 17 BUS (Road Street) to North Water Street (SR 1268)
- **Forest Park Road (SR 1307), PASQ0049-B:** from NC 344 (Halstead Boulevard) to Main Street Extended (SR 1309)
- **Glade Road (SR 1141), PASQ0050-B:** from Halls Creek Road (SR 1140) to Simpson Ditch Road (SR 1144)
- **Main Street Extended (SR 1309), PASQ0051-B:** from Main Street Extended (SR 1333) to US 17
- **Main Street Extended (SR 1333), PASQ0052-B:** from Northside Road (SR 1416) to Main Street Extended (SR 1309)
- **Nixonton Road (SR 1100), PASQ0053-B:** from Nixonton Road (SR 1140) to Peartree Road (SR 1101)
- **Nixonton Road (SR 1140), PASQ0054-B:** from Halls Creek Road (SR 1140) to Nixonton Road (SR 1100)
- **Northside Road (SR 1416), PASQ0055-B:** from US 17 & 158 to US 17
- **Oak Stump Road (SR 1145), PASQ0056-B:** from Simpson Ditch Road (SR 1144) to US 17
- **Peartree Road (SR 1101), PASQ0057-B:** from NC 344 (Halstead Boulevard) to South Road Street (SR 1269)
- **South Road Street (SR 1269), PASQ0012-H:** from Peartree Road (SR 1101) to Roanoke Avenue (SR 1139)
- **West Main Street , PASQ0058-B:** from US 17 to US 17 BUS (Road Street)

Additionally, the following multi-use paths were recommended during the development of this CTP:

- Multi-Use Path: NC 344 from US 17 to South Hughes Boulevard
- Multi-Use Path: NC 344 Railroad Crossing North of South Hughes Boulevard along the railroad corridor to 0.03 miles East of Pritchard Street
- Multi-Use Path: From 0.03 miles East of Pritchard Street along the railroad corridor to City limits

MULTI-USE

During the development of the CTP, the following facilities were recommended to have Multi-Use trail accommodations:

- **Halstead Multiuse, PASQ001-M:** From US 17 Bypass to US 17
- **Elizabeth City Rail Trail, PASQ002-M:** From NC 344 (Halstead Boulevard) to Southeastern city limits
- **River Road Multiuse, PASQ003-M:** From NC 344 (Weeksville Road) to Edgewood Drive

PEDESTRIAN

The aim to include pedestrian access projects in the comprehensive transportation plan is to focus a portion of transportation investment to support transit and pedestrian-oriented land use patterns. These projects include the construction of accessible sidewalks and new pedestrian facilities.

In certain communities, limited to no provisions are made for pedestrian access facilities during the transportation planning process. Since every trip begins and ends with pedestrians, it is imperative that safe and convenient pedestrian facilities both along and across the roadways be provided. The provision of these facilities is based on the needs identified for a particular community, and thus public input is an essential component of the process. These facilities are planned such that they are accessible to the greatest number of people including those with physical disabilities.

Sidewalks provide a demarcated space for pedestrian flow, and are considered to promote safety, mobility, and healthier communities. The provision of sidewalks can increase the number of pedestrian trips, particularly in areas with mixed land uses. During the development of the CTP, the features shown on the Pedestrian Maps, Sheet 5 and Sheet 5A were identified to address the community needs. Pedestrian maps show the existing and recommended sidewalks in the City of Elizabeth City.

The 2013 Albemarle Regional Bicycle Plan and the Elizabeth City Convention Center and Visitors Bureau walking map were used to help identify existing sidewalks, recommended sidewalks and multi-use trails throughout the city and county.

During the development of the Pasquotank County CTP, several facilities were identified as needed new sidewalks or in need of improvement. These needs are identified below.

Needs Improvements

- **US 17 & 158, PASQ0002-H:** from US 158 to US 17 BUS (North Road Street)
- **US 17 BUS (West Ehringhaus Street), PASQ0003-H:** from Oak Stump Road (SR 1145) to NC 344 (Halstead Boulevard)
- **US 17 BUS (West Ehringhaus Street), PASQ0003-H:** from NC 344 (Halstead Boulevard) to McArthur Drive
- **US 158 (West Elizabeth Street), PASQ0001-P**: from US 17 & 158 to Parsonage Street
- **NC 344 (Halstead Boulevard), PASQ0004-H:** from Herrington Road (SR 1269) to Peartree Road (SR 1101)
- **NC 344 (Halstead Boulevard), PASQ0004-H:** from Peartree Road (SR 1101) to Roanoke Avenue (SR 1139)
- **NC 344 (Halstead Boulevard), PASQ0004-H:** from Roanoke Avenue (SR 1139) to Walker Avenue
- **NC 344 (Halstead Boulevard), PASQ0004-H:** from Walker Avenue to US 17 BUS (West Ehringhaus Street)
- **NC 344 (Weeksville Road), PASQ0004-H:** from Pitts Chapel Road (SR 1169) to Pelican Pointe Drive
- **NC 344 (Weeksville Road), PASQ0004-H:** from Edgewood Drive to Herrington Road (SR 1269)
- **1st Street, PASQ0002-P:** from East Burgess Street to East Ward Street (SR 1411)
- **6th Street, PASQ0003-P:** from East Broad Street to East Ward Street (SR 1411)
- **Agawam Street, PASQ0004-P**: from Hunnicutt Avenue to Riverside Avenue
- **Bank Street, PASQ0005-P:** from Bell Street to Grady Street
- **Baxter Street, PASQ0006-P:** from Shirley Street to Panama Street
- **Beech Street, PASQ0007-P:** from Chapel Street to US 158 (West Elizabeth Street)
- **Bell Street, PASQ0008-P:** from US 17 & 158 to US 17 BUS (North Road Street)
- **Body Road (SR 1139), PASQ0007-H:** from Selby Road (SR 1149) to NC 344 (Halstead Boulevard)

- **Brooks Avenue, PASQ0009-P:** from Roanoke Avenue (SR 1139) to US 17 BUS (West Ehringhaus Street)
- **Brown Street, PASQ0010-P:** from Herrington Road to Southern Avenue (SR 1164)
- **Byrd Street, PASQ0011-P:** from Pritchard Street to Terminus
- **Culpepper Street, PASQ0012-P:** from US 17 BUS (West Ehringhaus Street) to West Church Street
- **Debry Street, PASQ0013-P:** from Winston Street to Peartree Road (SR 1101)
- **East Broad Street, PASQ0014-P:** from 2nd Street to North Poindexter Street (SR 1329)
- **East Burgess Street (SR 1501), PASQ0015-P:** from North Poindexter Street (SR 1329) to Terminus
- **Edge Street, PASQ0016-P:** from Herrington Road to Southern Avenue (SR 1164)
- **Etheridge Street, PASQ0017-P:** from East Cypress Street to Queen Street
- **Factory Street, PASQ0018-P:** from Parsonage Street to Harny Street
- **Fairfax Avenue, PASQ0019-P**: from Raleigh Street to Rivershore Road
- **Fleetwood Street, PASQ0020-P**: from Factory Street to US 17 & US 158
- **Flora Street, PASQ0021-P:** from Jones Avenue to Riverside Avenue
- **Glade Street, PASQ0022-P:** from Harney Street to 0.06 miles east of US 17 BUS (North Road Street)
- **Grice Street, PASQ0023-P:** from Culpepper Street to South Dyer Street
- **Hariot Drive, PASQ0024-P:** from US 17 BUS (West Ehringhaus Street) to Terminus
- **Harny Street, PASQ0025-P:** from West Cypress Street to Bell Street
- **Herrington Road (SR 1269), PASQ0026-P**: from NC 344 (Halstead Boulevard) to Shepard Street
- **Holly Street, PASQ0027-P:** from West Main Street to Cedar Street
- **Jones Avenue, PASQ0028-P:** from Hunter Street to Flora Street
- **Locust Street, PASQ0029-P:** from West Main Street to Terminus
- **Martin Street, PASQ0030-P:** from Shepard Street to East Ehringhaus Street (SR 1268)
- **Millbrooke Circle, PASQ0031-P:** from NC 344 (Halstead Boulevard) to Terminus
- **Morgan Street, PASQ0032-P:** from Tuscarora Avenue to Jones Avenue

- **Moseley Street, PASQ0033-P:** from Salem Drive to Debry Street
- **North Cobb Street, PASQ0034-P:** from West Main Street to West Colonial Avenue
- **North Griffin Street, PASQ0035-P:** from West Main Street to 0.02 miles south of Cedar Street
- **North Martin Luther King Jr. Drive, PASQ0036-P:** from US 158 (East Elizabeth Street) to East Burgess Street
- **North Poindexter Street (SR 1329), PASQ0037-P:** from East Burgess Street (SR 1501) to East Ward Street (SR 1411)
- **Overman Circle, PASQ0038-P:** from Pritchard Street to Terminus
- **Park Street, PASQ0039-P**: from Southern Avenue (SR 1164) to West William Circle
- **Parkview Drive (SR 1164), PASQ0040-P:** from Hoffler Street to Edgewood Drive
- **Peartree Road (SR 1101), PASQ0041-P:** from South Road Street (SR 1269) to NC 344 (Halstead Boulevard)
- **Pritchard Street, PASQ0042-P:** from Byrd Street to Overman Circle
- **Pritchard Street, PASQ0043-P:** from West Church Street to West Main Street
- **Queen Street, PASQ0044-P:** from US 17 BUS (North Road Street) to 2nd Street
- **Raleigh Street, PASQ0045-P:** from Park Street to Riverside Avenue
- **Riverside Avenue, PASQ0046-P:** from Southern Avenue (SR 1164) to Terminus
- **Roanoke Avenue (SR 1139), PASQ0047-P:** from NC 344 (Halstead Boulevard) to South Road Street (SR 1269)
- **Salem Drive, PASQ0048-P:** from Winston Street to Peartree Road (SR 1101)
- **Shiloh Street, PASQ0049-P:** from Salem Drive to Debry Street
- **Shirley Street, PASQ0050-P:** from West Church Street to Baxter Street
- **Shirley Street, PASQ0051-P:** from US 17 BUS (West Ehringhaus Street) to Pepsi Drive
- **South Cobb Street, PASQ0052-P:** from West Church Street to West Fearing Street
- **South Dyer Street, PASQ0053-P:** from US 17 BUS (West Ehringhaus Street) to Grice Street
- **South Elliot Street, PASQ0054-P:** from Grice Street to East Church Street
- **South Martin Street, PASQ0055-P:** from Shepard Street to East Church Street

- **South McMorrine Street, PASQ0056-P:** from Shepard Street to East Ehringhaus Street (SR 1268)
- **South Pool Street, PASQ0057-P:** from Grice Street to East Church Street
- **South Road Street (SR 1269), PASQ0012-H:** from Herrington Road (SR 1269) to Peartree Road (SR 1101)
- **Southern Avenue (SR 1164), PASQ0058-P:** from Hoffler Street to Dawson Street
- **Speed Street, PASQ0059-P:** from Brooks Avenue to South Road Street (SR 1269)
- **Walker Avenue, PASQ0060-P:** from NC 344 (Halstead Boulevard) to Brooks Avenue
- **West Broad Street, PASQ0061-P:** from US 17 & 158 to US 17 BUS (North Road Street)
- **West Church Street, PASQ0062-P:** from US 17 to Harrell Street
- **West Colonial Avenue, PASQ0063-P:** from Holly Street to North Griffin Street
- **West Colonial Avenue, PASQ0064-P:** from North Cobb Street to US 17 BUS (North Road Street)
- **West Cypress Street, PASQ0065-P:** from Parsonage Street to Harny Street
- **White Street, PASQ0066-P:** from Herrington Road to Southern Avenue (SR 1164)
- **Winston Street, PASQ0067-P:** from Salem Drive to Debry Street
- **York Street, PASQ0068-P:** from Parsonage Street to Harny Street

Proposed:

- **US 17, PASQ0002-H:** from Oak Stump Road (SR 1145) to US 158 (East Elizabeth Street)
- **NC 344 (Halstead Boulevard), PASQ0004-H:** from Elizabeth City Rail Trail to US 17 BUS (West Ehringhaus Street)
- **NC 344 (Weeksville Road), PASQ0004-P:** from River Road (SR 1164) to Edgewood Drive
- **Asbury Drive, PASQ0069-P:** from River Road (SR 1164) to Terminus
- **Breezewood Drive, PASQ0070-P:** from Asbury Drive to Terminus
- **East Ward Street (SR 1411), PASQ0071-P:** from US 17 to North Poindexter Street (SR 1329)
- **Parkview Drive (SR 1164), PASQ0072-P:** from Edgewood Drive to River Road (SR 1164)

- **Perkins Lane (SR 1133), U-3805:** from Peartree Road (SR 1101) to Pitts Chapel Road (SR 1169)
- **Pitts Chapel Road (SR 1169), PASQ0073-P:** from NC 344 (Weeksville Road) to Perkins Lane (SR 1133)
- **River Road (SR 1164), PASQ0074-P:** from Parkview Drive (SR 1164) to NC 344 (Weeksville Road)

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APPENDICES

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Appendix A
Resources and Contacts

Local Planning Organization

Albemarle Rural Planning Organization (http://www.albemarlecommission.org/planning/)
Contact the RPO for information on long-range multi-modal planning services.
512 South Church Street Herford, NC 27944 (252) 426-5753

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 directory:

1-877-DOT-4YOU (1-877-368-4968) *(http://www.ncdot.gov/contact/)*

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

Board of Transportation *(http://www.ncdot.gov/about/board/)*
1501 Mail Service Center Raleigh, NC 27699-1501 (919) 707-2820

Highway Division 1 *(https://apps.dot.state.nc.us/dot/directory/authenticated/ToC.aspx)*
113 Airport Drive Suite 100 Edenton, NC 27932 (252) 482-8722

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

Contact the following NCDOT Divisions and Units[1] for:

Transportation Planning Branch (TPB)	*Information on long-range multi-modal planning services.* 1554 Mail Service Center Raleigh, NC 27699 (919) 707-0900
Strategic Prioritization Office	*Information concerning prioritization of transportation projects.* 1501 Mail Service Center Raleigh, NC 27699 (919) 707-4740
Project Development & Environmental Analysis (PDEA)	*Information on environmental studies for projects that are included in the TIP.* 1548 Mail Service Center Raleigh, NC 27699 (919) 707-6000
State Asset Management Unit	*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 (919) 707-2500

[1] Unit websites are hyperlinked and can also be accessed at *https://connect.ncdot.gov/Pages/default.aspx*.

Program Development Branch	*Information concerning Roadway Official Corridor Maps, Feasibility Studies and the Transportation Improvement Program (TIP).* 1542 Mail Service Center Raleigh, NC 27699 (919) 707-4610
Public Transportation Division	*Information on public transit systems.* 1550 Mail Service Center Raleigh, NC 27699 (919) 707-4670
Rail Division	*Rail information throughout the state.* 1553 Mail Service Center Raleigh, NC 27699 (919) 707-4700
Division of Bicycle and Pedestrian Transportation	*Bicycle and pedestrian transportation information throughout the state.* 1552 Mail Service Center Raleigh, NC 27699 (919) 707-2600
Structures Management Unit	*Information on bridge management throughout the state.* 1581 Mail Service Center Raleigh, NC 27699 (919) 707-6400
Roadway Design Unit	*Information regarding design plans and proposals for road and bridge projects throughout the state.* 1582 Mail Service Center Raleigh, NC 27699 (919) 707-6200
Transportation Mobility and Safety Division	*Information regarding crash data throughout the state.* 1561 Mail Service Center Raleigh, NC 27699 (919) 773-2800

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/cd

Appendix B
Comprehensive Transportation Plan Definitions

This appendix contains descriptive information and definitions for the designations depicted on the CTP maps shown in Figure 1.

Highway Map

The "NCDOT Facility Type –Control of Access Definitions" document provides a visual depiction of facility types for the following CTP classification.

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 U-turns 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, operations, or system continuity. The improvement to the facility may be widening, increasing the level of access control along the facility, operational strategies (including but not limited to traffic control and enforcement, incident and emergency management, and deployment of Intelligent Transportation Systems (ITS) technologies), or a combination of improvements and strategies. *"Needs improvement" does not refer to the maintenance needs of existing facilities or the replacement or rehab of structures.*
- **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 higher-speed rail service (over 79 mph) is provided or a corridor that is officially designated by FRA to run higher speed trains in the future. There is currently one federally designated high-speed rail corridor in North Carolina - The Southeast High Speed Rail Corridor.
  - Recommended – Proposed corridor for higher speed rail service.
- **Rail Stop** – A railroad station or stop along the railroad tracks.
- **Multimodal 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. (NOTE- intermodal refers to two or more modes that transfer the same cargo unit- like 40' shipping container from ship to train or truck); multimodal is the transfer of people/cargo between two or more modes and in NC is used in public transit settings i.e. Charlotte Multimodal Station)
- **Park and Ride Lot** – A strategically located parking lot that provides commuters connections to transit or carpools.
- **Existing Grade Separation** – Locations where existing rail facilities 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-of-way.

- **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 'Total Width (ft)' is the approximate width of the roadway from edge of pavement to edge of pavement and under 'Lane Width (ft)' is the approximate width of a single lane based on centerline/ edge line markings. Listed under 'Lanes' is the total number of lanes, with 'D' if the facility is divided, and 'OW' if it is a one-way facility.
- **Existing ROW:** The estimated existing right-of-way is based on NCDOT's roadway characteristics shape file. 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 based on the 2000 Highway Capacity Manual using the Transportation Planning Branch's LOS D Standards for Systems Level Planning, as documented in Chapter 1.
- **Existing and Proposed Volumes**, given in vehicles per day (vpd), are estimates only based on a systems-level analysis. The '2040 Volume E+C' is an estimate of the volume in 2040 with only existing plus committed projects assumed to be in place, where committed is defined as projects programmed for construction in the 2016 - 2025 Transportation Improvement Program (TIP). The '2040 Volume with is an estimate of the volume in 2040 with all proposed CTP improvements assumed to be in place. The '2040 Volume 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 1.
- **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 for the given mode 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 Multimodal Investment Network (NCMIN). Abbreviations are Sta= statewide tier, Reg= regional tier, Sub= subregional tier.
- **Proposals for 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, P= pedestrian, and M= multi-use path).

Table 2 - CTP INVENTORY AND RECOMMENDATIONS

Figure 2 and 3 (Volume and Capacity Deficiencies Maps) were created in 2012 based on previous Level of Service (LOS) data. The CTP Inventory and recommenations Table was created in 2016 using the latest NC LOS D values for Capacity calculations.

HIGHWAY																				
		Section				2015 Existing System							2040 Proposed System					CTP Classification	Proposals for Other Modes
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width	Lanes	Lane Width	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2015 Volume	2040 Volume E+C	Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
	US 17	Perquimans County	Halls Creek Road (SR 1140)	Pasquotank County	0.3	48	4-D	12	140	55	66200	17000	18500	18500	66200	ADQ	ADQ	F	
	US 17	Halls Creek Road (SR 1140)	US 17 BYP	Pasquotank County	0.8	72	6-D	12	100-280	55	66200	17000	19200	19200	66200	ADQ	ADQ	F	
	US 17	US 17 BYP	Old US 17 (SR 1197)	Pasquotank County	0.5	48	4-D	12	100-320	55	48100	15000	15500	15500	48100	ADQ	ADQ	F	
	US 17	Old US 17 (SR 1197)	Simpson Ditch Road (SR 1144)	Pasquotank County	0.3	48	4-D	12	0-70	55	48100	15000	15500	15500	48100	ADQ	ADQ	F	
	US 17	Simpson Ditch Road (SR 1144)	Trinkaloe Road (SR 1146)	Pasquotank County	2.2	48	4-D	12	140	55	48100	15000	15500	15500	48100	ADQ	ADQ	F	
PASQ0002-H	US 17	Trinkaloe Road (SR 1146)	Forest Park Road (SR 1306)	Elizabeth City	0.9	52	5	10	100	45	24300	15000	17200	17200	48100	4F	100	B	
PASQ0002-H	US 17	Forest Park Road (SR 1306)	Oak Stump Road (SR 1145)	Elizabeth City	0.6	52	5	10	100	45	24300	18000	20600	20600	48100	4F	100	B	
PASQ0002-H	US 17	Oak Stump Road (SR 1145)	NC 344	Elizabeth City	0.5	60	5	12	100	45	24300	18000	20600	20600	48100	4D	110	B	B,P
PASQ0002-H	US 17	NC 344	Church Street Extended (SR 1308)	Elizabeth City	0.4	60	5	12	70	45	24300	22000	25200	25200	48100	4D	110	B	B,P
PASQ0002-H	US 17	Church Street Extended (SR 1308)	Main Street Extended (SR 1309)	Elizabeth City	0.3	48	4	12	80-100	45	24300	22000	25200	25200	48100	4D	110	B	B,P
PASQ0002-H	US 17	Main Street Extended (SR 1309)	US 158	Elizabeth City	0.3	52	5	10	80	45	24300	22000	25200	25200	48100	4D	110	B	B,P
PASQ0002-H	US 17 & 158	US 158	0.4 miles south of US 17 BUS (N Road Street)	Elizabeth City	0.5	52	5	10	80	45	24300	15000	17200	17200	48100	4D	110	B	P
PASQ0002-H	US 17 & 158	0.4 miles south of US 17 BUS (N Road Street)	US 17 BUS (N Road Street)	Elizabeth City	0.4	44	4	11	80	45	24300	15000	17200	17200	48100	4D	110	B	P
	US 17 & 158	US 17 BUS (N Road Street)	Knobbs Creek Drive (SR 1387)	Elizabeth City	0.4	40	4	10	80	45	25900	25000	30000	29500	38100	ADQ	ADQ	B	
	US 17 & 158	Knobbs Creek Drive (SR 1387)	Coa Drive (SR 1383)	Elizabeth City	0.6	64	5	12	100	45	28000	20000	22200	30000	28000	ADQ	ADQ	B	B
	US 17 & 158	Coa Drive (SR 1383)	Brickhouse Lane (SR 1345)	Elizabeth City	0.5	64	5	12	80-100	45	27100	13000	15800	15800	27100	ADQ	ADQ	B	B

HIGHWAY																				
		Section				2015 Existing System							2040 Proposed System					CTP	Proposals for Other Modes
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width	Lanes	Lane Width	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2015 Volume	2040 Volume E+C	Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	Classification	
	US 17 & 158	Brickhouse Lane (SR 1345)	Lovers Lane (SR 1343)	Elizabeth City	1.3	64	5	12	90	45	27100	13000	15500	15500	27100	ADQ	ADQ	B	
	US 17 & 158	Lovers Lane (SR 1343)	Creek Road (SR 1332)	Elizabeth City	0.3	64	5	12	90	45	27100	13000	15800	15800	27100	ADQ	ADQ	B	
	US 17 & 158	Creek Road (SR 1332)	Northside Road (SR 1416)	Pasquotank County	1.3	48	4-D	12	70	55	49000	12000	14600	14600	49000	ADQ	ADQ	E	B
	US 17 & 158	Northside Road (SR 1416)	Main Street Extended (SR 1333)	Pasquotank County	1.2	48	4-D	12	180	55	49000	7000	8500	8500	49000	ADQ	ADQ	E	
	US 17 & 158	Main Street Extended (SR 1333)	US 17 BYP	Pasquotank County	1.5	48	4-D	12	180-360	55	49000	8700	10600	10600	49000	ADQ	ADQ	E	
PASQ0001-H	US 17 & 158	US 17 BYP	US 158	Pasquotank County	3.0	48	4-D	12	360	60	57000	19000	23600	23600	65400	4A	300	F	
PASQ0001-H	US 17	US 158	Camden County	Pasquotank County	0.8	48	4-D	12	180	60	57000	15000	18600	18600	65400	4A	300	F	
PASQ0003-H	US 17 BUS (West Ehringhaus Street)	US 17	NC 344	Elizabeth City	0.4	68	5	12	90	35	24200	14000	16600	16600	48100	4D*	110	Maj	B,P
PASQ0003-H	US 17 BUS (West Ehringhaus Street)	NC 344	East Ehringhaus Street (SR 1268)	Elizabeth City	1.3	68	5	12	90	35	24200	20000	23700	23700	48100	4D*	110	Maj	B,P
PASQ0003-H	US 17 BUS (South Road Street)	East Ehringhaus Street (SR 1268)	Church Street (SR 1308)	Elizabeth City	0.2	24	2	12	30	25	11000	7500	8800	8800	11000	2E	60	Maj	B
PASQ0003-H	US 17 BUS (South Road Street)	Church Street (SR 1308)	Main Street (SR 1309)	Elizabeth City	0.1	24	2	12	30	25	10000	12000	14100	14100	11000	2E	60	Maj	B
PASQ0003-H	US 17 BUS (North Road Street)	Main Street (SR 1309)	US 158	Elizabeth City	0.1	24	2	12	30	25	10000	12000	14100	14100	11000	2E	60	Maj	B
PASQ0003-H	US 17 BUS (North Road Street)	US 158	Ward Street (SR 1411)	Elizabeth City	0.6	24	2	12	60	35	11000	11000	12200	12200	11100	2B	60	Maj	
PASQ0003-H	US 17 BUS (North Road Street)	Ward Street (SR 1411)	US 17 & 158	Elizabeth City	0.1	43	4	11	60	35	11000	14000	16300	16300	48100	4D	110	Maj	
	US 17 BYP	US 17	Foreman Bundy Road (SR 1144)	Pasquotank County	0.8	48	4-D	12	220	70	66200	7500	10100	10100	66200	ADQ	ADQ	Maj	
	US 17 BYP	Foreman Bundy Road (SR 1144)	NC 344	Pasquotank County	2.1	48	4-D	12	220	70	66200	12000	16400	16400	66200	ADQ	ADQ	Maj	

HIGHWAY																				
		Section				2015 Existing System							2040 Proposed System					CTP	Proposals for Other Modes
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width	Lanes	Lane Width	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2015 Volume	2040 Volume E+C	Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	Classification	
	US 17 BYP	NC 344	US 17 & 158	Pasquotank County	6.2	48	4-D	12	220	70	66200	14000	18600	18600	66200	ADQ	ADQ	Maj	
R-2579	US 158	Gates County	Lynchs Corner Road (SR 1356)	Pasquotank County	3.3	22	2	11	60	55	12700	3600	4900	4900	57400	4A	300	E	B
R-2579	US 158	Lynchs Corner Road (SR 1356)	Turnpike Road (SR 1001)	Pasquotank County	1.7	22	2	11	60	55	12700	4400	6000	6000	57400	4A	300	E	B
R-2579	US 158	Turnpike Road (SR 1001)	US 17	Pasquotank County	3.0		2		60		12700	8400	11500	11500	57400	4A	300	E	B
	US 158	US 17 & 158	US 17 BUS (N Road Street)	Elizabeth City	0.6	44	4	11	60	35	21500	7300	8300	8300	21500	ADQ	ADQ	Maj	B,P
	US 158	US 17 BUS (N Road Street)	North McMorrine Street	Elizabeth City	0.2	40	4	10	55	35	32000	12000	12600	12600	32000	ADQ	ADQ	Maj	B
	US 158	North McMorrine Street	Poindexter Street (SR 1329)	Elizabeth City	0.1	40	4	10	55	35	32000	12000	13600	13600	32000	ADQ	ADQ	Maj	B
	US 158	Poindexter Street (SR 1329)	Water Street (SR 1268)	Elizabeth City	0.1	40	4	10	55	35	32000	12000	13600	13600	32000	ADQ	ADQ	Maj	B
	US 158	Water Street (SR 1268)	Camden County	Elizabeth City	0.1	48	4	12	100	45	28100	17000	17700	17700	28100	ADQ	ADQ	Maj	B
	NC 344 (Halstead Boulevard)	US 17 BYP	Forest Park Road (SR 1307)	Pasquotank County	2.1	48	4-D	12	-	50	43300	15000	19900	19900	43300	ADQ	ADQ	B	
	NC 344 (Halstead Boulevard)	Forest Park Road (SR 1307)	US 17	Pasquotank County	1.1	48	4-D	12	100	50	43300	14000	18600	18600	43300	ADQ	ADQ	B	
PASQ0004-H	NC 344 (Halstead Boulevard)	US 17	US 17 BUS (West Ehringhaus Street)	Elizabeth City	0.2	48	4	12	150	35	31100	22000	28500	28500	48100	4D	110	B	B,P
PASQ0004-H	NC 344 (Halstead Boulevard)	US 17 BUS (West Ehringhaus Street)	Body Road (SR 1139)	Elizabeth City	0.9	60	5	12	150	35	31100	28000	36300	36300	48100	4D	110	B	B,P
PASQ0004-H	NC 344 (Halstead Boulevard)	Body Road (SR 1139)	Peartree Road (SR 1101)	Elizabeth City	0.6	60	5	12	150	35	31100	22000	28500	28500	48100	4D	110	B	B,P
PASQ0004-H	NC 344 (Halstead Boulevard)	Peartree Road (SR 1101)	Herrington Road (SR 1269)	Elizabeth City	0.4	60	5	12	150	35	31100	17000	22000	22000	48100	4D	110	B	B,P
PASQ0004-H	NC 344 (Weeksville Road)	Herrington Road (SR 1269)	Pitts Chapel Road (SR 1169)	Pasquotank County	1.5	68	5	12	100		31100	18000	23300	23300	48100	4D	110	B	B,P

HIGHWAY																				
		Section				2015 Existing System							2040 Proposed System					CTP	Proposals for Other Modes
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width	Lanes	Lane Width	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2015 Volume	2040 Volume E+C	Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	Classification	
PASQ0004-H	NC 344 (Weeksville Road)	Pitts Chapel Road (SR 1169)	0.5 miles east of Pitts Chapel Road (SR 1169)	Pasquotank County	0.5	68	5	12	100	55	31100	6900	8900	8900	48100	4D	110	B	B,P
PASQ0004-H	NC 344 (Weeksville Road)	0.5 miles east of Pitts Chapel Road (SR 1169)	Consolidated Road (SR 1131)	Pasquotank County	1.2	22	2	11	100	55	31100	6900	8900	8900	48100	4D	110	B	B
	NC 344 (Weeksville Road)	Consolidated Road (SR 1131)	Sawmill Road	Pasquotank County	3.7		2	12	60-100		13600	3200	4000	4000	13600	ADQ	ADQ	Maj	B
	NC 344 (Weeksville Road)	Sawmill Road	Nixonton Road (SR 1100)	Pasquotank County	0.2	18	2	9	-	55	13600	1100	1400	1400	13600	ADQ	ADQ	Maj	B
	NC 344 (Weeksville Road)	Nixonton Road (SR 1100)	Sawmill Road	Pasquotank County	0.2	20	2	10	100	55	13600	2100	2700	2700	13600	ADQ	ADQ	Maj	B
	NC 344 (Weeksville Road)	Sawmill Road	Terminus	Pasquotank County	8.3	18	2	9	60	55	13600	1000	1300	1300	13600	ADQ	ADQ	Maj	
	Blount Road (SR 1135)	Body Road (SR 1139)	Peartree Road (SR 1101)	Pasquotank County	1.6	18	2	9	-	55	14800	800	1100	1100	14800	ADQ	ADQ	Min	B
PASQ0007-H	Body Road (SR 1139)	Four Forks Road (SR 1136)	Blount Road (SR 1135)	Pasquotank County	0.9	18	2	9	-	55	13100	1300	1700	1700	16400	2A	60	Min	B
PASQ0007-H	Body Road (SR 1139)	Blount Road (SR 1135)	Simpson Ditch Road (SR 1144)	Pasquotank County	1.3	18	2	9	-	55	13100	2000	2700	2700	16400	2A	60	Min	B
PASQ0007-H	Body Road (SR 1139)	Simpson Ditch Road (SR 1144)	Selby Road (SR 1149)	Pasquotank County	1.3	20	2	10	-	55	13100	4100	5400	5400	16400	2F	80	Min	B,P
PASQ0007-H	Body Road (SR 1139)	Selby Road (SR 1149)	NC 344 (Halstead Boulevard)	Pasquotank County	1.1	20	2	10	-	55	13600	4100	4700	4700	16400	2A	60	Min	B
	Church Street Extended (SR 1308)	Forest Park Road (SR 1307)	0.2 miles west of US 17	Pasquotank County	1.0	20	2	10	60	55	9800	1200	1600	1600	9800	ADQ	ADQ	Min	
	Church Street Extended (SR 1308)	0.2 miles west of US 17	US 17	Elizabeth City	0.2		2		60	35	9800	2200	3000	3000	9800	ADQ	ADQ	Min	
PASQ0005-H	Consolidated Road (SR 1131)	NC 344 (Weeksville Road)	0.2 miles east of Bayside Road (SR 1131)	Elizabeth City	1.3	24	2	12	-	45	14600	3100	2900	2900	14600	2B	60	Min	
	Creek Road (SR 1332)	Main Street Extended (SR 1309)	Lovers Lane (SR 1343)	Pasquotank County	1.8	20	2	10	-	55	9300	2000	3100	3100	9300	ADQ	ADQ	Min	B
	East Church Street	US 17 BUS (South Road Street)	South McMorrine Street	Elizabeth City	0.2	24	2	12	-	25	9300	2200	3700	3700	9300	ADQ	ADQ	Min	B

HIGHWAY																				
		Section				2015 Existing System							2040 Proposed System					CTP	Proposals for Other Modes
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width	Lanes	Lane Width	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2015 Volume	2040 Volume E+C	Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	Classification	
	East Church Street	South McMorrine Street	South Water Street (SR 1268)	Elizabeth City	0.1	24	2	12	-	25	9300	2200	3700	3700	9300	ADQ	ADQ	Min	B
PASQ0008-H	East Ehringhaus Street (SR 1268)	US 17 BUS (South Road Street)	South McMorrine Street	Elizabeth City	0.2	68	5	14	90	25	24000	12000	14200	14200	48100	4D*	110	Maj	B
PASQ0008-H	East Ehringhaus Street (SR 1268)	South McMorrine Street	South Water Street (SR 1268)	Elizabeth City	0.1	68	5	14	90	25	24000	12000	14200	14200	48100	4D*	110	Maj	B
	East Main Street	US 17 BUS (Road Street)	McMorrine Street	Elizabeth City	0.2	44	2	22	-	25	10000	6100	7400	7400	10000	ADQ	ADQ	Min	B
	East Main Street	McMorrine Street	Water Street (SR 1268)	Elizabeth City	0.1	44	2	22	-	25	9300	6100	7200	7200	9300	ADQ	ADQ	Min	B
	Foreman Bundy Road (SR 1144)	Perquimans County	Okisko Road (SR 1140)	Pasquotank County	0.7	18	2	9	60	55	15900	1200	1200	1200	15900	ADQ	ADQ	Min	B
	Foreman Bundy Road (SR 1144)	Okisko Road (SR 1140)	US 17 BYP	Pasquotank County	3.7		2		60	55	15900	1700	2000	2000	15900	ADQ	ADQ	Min	B
	Foreman Bundy Road (SR 1144)	US 17 BYP	US 17	Pasquotank County	0.4	24	2	12	-	55	15900	4200	5100	5100	15900	ADQ	ADQ	Min	B
	Forest Park Road (SR 1306)	US 17	Forest Park Road (SR 1307)	Elizabeth City	0.4	18	2	9	-	35	9000	3000	4100	4100	9000	ADQ	ADQ	Min	
	Forest Park Road (SR 1307)	Forest Park Road (SR 1306)	NC 344 (Halstead Boulevard)	Elizabeth City	0.3	24	2	12	-	35	9000	3000	4000	4000	9000	ADQ	ADQ	Min	
	Forest Park Road (SR 1307)	NC 344 (Halstead Boulevard)	Church Street Extended (SR 1308)	Elizabeth City	0.1	18	2	9	-	35	9500	3800	5100	5100	9500	ADQ	ADQ	Min	B
	Forest Park Road (SR 1307)	Church Street Extended (SR 1308)	Main Street Extended (SR 1309)	Elizabeth City	0.9	18	2	9	-	35	9500	3800	4600	4600	9500	ADQ	ADQ	Min	B
	Four Forks Road (SR 1136)	Nixonton Road (SR 1140)	Body Road (SR 1139)	Pasquotank County	0.9	18	2	9	-	55	13100	1300	1300	1300	13100	ADQ	ADQ	Min	
	Four Forks Road (SR 1136)	Body Road (SR 1139)	Gum Bridge Road (SR 1169)	Pasquotank County	0.8	18	2	9	-	55	13100	1300	1400	1400	13100	ADQ	ADQ	Min	
	Four Forks Road (SR 1169)	Gum Bridge Road (SR 1169)	Peartree Road (SR 1101)	Pasquotank County	1.9	18	2	9	60	55	14800	1500	1600	1600	14800	ADQ	ADQ	Min	B
	Gum Bridge Road (SR 1169)	Nixonton Road (SR 1100)	Four Forks Road (SR 1136)	Pasquotank County	1.9	18	2	9	60	55	14800	500	500	500	14800	ADQ	ADQ	Min	
	Halls Creek Road (SR 1140)	US 17	Old US 17 (SR 1197)	Pasquotank County	0.3	24	2	12	-	55	11000	2400	2700	2700	11000	ADQ	ADQ	Min	B
	Halls Creek Road (SR 1140)	Old US 17 (SR 1197)	Four Forks Road (SR 1136)	Pasquotank County	3.3		2		-	55	14800	1900	2100	2100	14800	ADQ	ADQ	Min	B
PASQ0009-H	Herrington Road (SR 1269)	NC 344 (Halstead Boulevard)	0.2 miles south of Peartree Road (SR 1101)	Elizabeth City	0.7	22	2	11	50	35	10000	3700	4400	4400	10000	2C	50	Min	
	Landfill Road (SR 1227)	Terminus	Simpson Ditch Road (SR 1144)	Elizabeth City	0.6	18	2	9	50	25	9000	500	600	600	9000	ADQ	ADQ	Min	

HIGHWAY																				
		Section				2015 Existing System							2040 Proposed System					CTP	Proposals
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width	Lanes	Lane Width	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2015 Volume	2040 Volume E+C	Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	Classifi-cation	for Other Modes
	Lovers Lane (SR 1343)	Creek Road (SR 1332)	US 17 & 158	Elizabeth City	0.7	18	2	9	-	45	9500	1500	2600	2600	9500	ADQ	ADQ	Min	
	Lynchs Corner Road (SR 1356)	Turnpike Road (SR 1001)	US 158	Pasquotank County	3.3	16	2	8	-	55	15300	300	300	300	15300	ADQ	ADQ	Min	
	Main Street Extended (SR 1333)	US 17 & 158	0.1 miles north of Westwood Drive (SR 1449)	Pasquotank County	2.8	20	2	10	-	55	15300	2000	2200	2200	15300	ADQ	ADQ	Min	B
	Main Street Extended (SR 1333)	0.1 miles north of Westwood Drive (SR 1449)	Forest Park Road (SR 1307)	Elizabeth City	2.4	20	2	10	-	45	13600	2600	2900	2900	13600	ADQ	ADQ	Min	B
	Main Street Extended (SR 1309)	Forest Park Road (SR 1307)	Creek Road (SR 1332)	Elizabeth City	0.2	20	2	10	60	35	11900	4000	4600	4600	11900	ADQ	ADQ	Min	B
	Main Street Extended (SR 1309)	Creek Road (SR 1332)	US 17	Elizabeth City	1.0	20	2	10	60	35	11900	5600	6800	6800	11900	ADQ	ADQ	Min	B
	Meadstown Road (SR 1182)	Nixonton Road (SR 1100)	Peartree Road (SR 1101)	Pasquotank County	2.8	20	2	10	-	55	15300	1600	1800	1800	15300	ADQ	ADQ	Min	
	Newland Road (SR 1356)	US 158	1.5 miles north of US 158	Pasquotank County	1.5	16	2	8	-	55	15300	300	300	300	15300	ADQ	ADQ	Min	
	Nixonton Road (SR 1140)	Four Forks Road (SR 1136)	Nixonton Road (SR 1100)	Pasquotank County	1.3	18	2	9	-	55	14800	1100	1400	1400	14800	ADQ	ADQ	Min	B
	Nixonton Road (SR 1100)	Nixonton Road (SR 1140)	Gum Bridge Road (SR 1169)	Pasquotank County	1.3	18	2	9	-	55	14800	1100	1300	1300	14800	ADQ	ADQ	Min	B
	Nixonton Road (SR 1100)	Gum Bridge Road (SR 1169)	Meadstown Road (SR 1182)	Pasquotank County	1.2	18	2	9	-	55	14800	1100	1300	1300	14800	ADQ	ADQ	Min	B
	Nixonton Road (SR 1100)	Meadstown Road (SR 1182)	Peartree Road (SR 1101)	Pasquotank County	3.3	18	2	9	-	55	14800	1100	1300	1300	14800	ADQ	ADQ	Min	B
	North McMorrine Street	East Main Street (SR 1309)	US 158	Elizabeth City	0.1	30	2	12	-	25	6000	500	600	600	6000	ADQ	ADQ	Min	
	North Poindexter Street (SR 1329)	US 158	Ward Street (SR 1411)	Elizabeth City	0.4		2	12	-	35	10000	2400	3600	3600	10000	ADQ	ADQ	Min	B,P
PASQ0014-H	North Water Street (SR 1268)	East Main Street (SR 1309)	US 158	Elizabeth City	0.1	40	4	10	-	20	24000	9700	11500	11500	48100	4D*	110	Maj	B
PASQ0006-H	Northern Connector	US 17 BYP	Main Street Extended (SR 1333)	Pasquotank County	1.3	-	-	-	-	-	-	-	-	3000	58500	4A	300	E	
PASQ0006-H	Northern Connector	Main Street Extended (SR 1333)	US 17 & 158	Pasquotank County	1.8	-	-	-	-	-	-	-	-	3000	58500	4A	300	E	
	Northside Road (SR 1416)	US 17 & 158	US 17	Pasquotank County	5.9	20	2	10	60	55	15900	3500	4700	4700	15900	ADQ	ADQ	Min	B

HIGHWAY																				
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Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width	Lanes	Lane Width	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2015 Volume	2040 Volume E+C	Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	Classification	
	Oak Stump Road (SR 1145)	Simpson Ditch Road (SR 1144)	Trinkaloe Road (SR 1146)	Elizabeth City	1.9	20	2	10	-	45	13600	2500	3500	3500	13600	ADQ	ADQ	Min	B
	Oak Stump Road (SR 1145)	Trinkaloe Road (SR 1146)	0.4 miles south of US 17	Pasquotank County	0.7	20	2	10	-	55	11900	2500	3500	3500	11900	ADQ	ADQ	Min	B
	Oak Stump Road (SR 1145)	0.4 miles south of US 17	US 17	Elizabeth City	0.4	36	3	12	-	35	13500	8400	10200	10200	13500	ADQ	ADQ	Min	B
	Okisko Road (SR 1140)	Foreman Bundy Road (SR 1144)	US 17	Pasquotank County	3.0	16	2	8	-	55	14800	800	800	800	14800	ADQ	ADQ	Min	
	Old US 17 (SR 1197)	Perquimans County	Halls Creek Road (SR 1140)	Elizabeth City	0.3	24	2	12	-	45	11000	4000	4200	4200	11000	ADQ	ADQ	Min	B
	Old US 17 (SR 1197)	Halls Creek Road (SR 1140)	US 17	Elizabeth City	1.3	24	2	12	-	45	24500	2500	2700	2700	24500	ADQ	ADQ	Min	
	Parkview Drive (SR 1164)	0.3 miles west of River Road (SR 1164)	Southern Ave (SR 1164)	Elizabeth City	0.4	36	3	12	-	35	10000	3200	4500	4500	10000	ADQ	ADQ	Min	B,P
	Parkview Drive (SR 1164)	River Road (SR 1164)	0.3 miles west of River Road (SR 1164)	Elizabeth City	0.3	18	2	9	-	35	10000	3200	4500	4500	10000	ADQ	ADQ	Min	B,P
	Peartree Road (SR 1101)	NC 344 (Weeksville Road)	Meadstown Road (SR 1182)	Pasquotank County	1.8	20	2	10	-	55	13600	2000	2500	2500	13600	ADQ	ADQ	Min	
	Peartree Road (SR 1101)	Meadstown Road (SR 1182)	Four Forks Road (SR 1136)	Pasquotank County	1.6	20	2	10	-	55	13600	3400	3800	3800	13600	ADQ	ADQ	Min	
	Peartree Road (SR 1101)	Four Forks Road (SR 1136)	Blount Road (SR 1135)	Pasquotank County	1.2	20	2	10	-	55	13600	3300	3900	3900	13600	ADQ	ADQ	Min	
	Peartree Road (SR 1101)	Blount Road (SR 1135)	Perkins Lane (SR 1133)	Pasquotank County	1.0	20	2	10	-	55	15300	4400	5000	5000	15300	ADQ	ADQ	Min	B
	Peartree Road (SR 1101)	Perkins Lane (SR 1133)	NC 344 (Halstead Boulevard)	Elizabeth City	1.2	20	2	10	-	35	14600	7400	8800	8800	14600	ADQ	ADQ	Min	
	Peartree Road (SR 1101)	NC 344 (Halstead Boulevard)	South Road Street (SR 1269)	Elizabeth City	0.8		2	12	-	35	10000	3100	3600	3600	10000	ADQ	ADQ	Min	B,P
U-3805	Perkins Lane (SR 1133)	Peartree Road (SR 1101)	Pitts Chapel Road (SR 1169)	Elizabeth City	1.4	18	2	9	60	35	13600	500	600	600	15800	2A	60	Maj	B,P
U-3805	Perkins Lane Extended	Pitts Chapel Road (SR 1169)	NC 344 (Weeksville Road)	Pasquotank County	0.8	-	-	-	-	-	-	-	-	1000	15800	2A	60	Maj	
U-3805	Perkins Lane/Selby Road Connector	Selby Road (SR 1149)	Perkins Lane (SR 1133)	Pasquotank County	1.0	-	-	-	-	-	-	-	-	1000	15800	2A	60	Maj	
	Pitts Chapel Road (SR 1169)	Peartree Road (SR 1101)	Perkins Lane (SR 1133)	Pasquotank County	1.8	20	2	10	-	55	13600	3400	4200	4200	13600	ADQ	ADQ	Min	B
	Pitts Chapel Road (SR 1169)	Perkins Lane (SR 1133)	NC 344 (Weeksville Road)	Pasquotank County	0.3	20	2	10	-	55	11900	3400	4300	4300	11900	ADQ	ADQ	Min	B,P

HIGHWAY																				
		Section				2015 Existing System							2040 Proposed System					CTP	Proposals for Other Modes
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width	Lanes	Lane Width	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2015 Volume	2040 Volume E+C	Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)	Classifi-cation	
	River Road (SR 1164)	NC 344 (Weeksville Road)	Parkview Drive (SR 1164)	Pasquotank County	1.5	18	2	9	-	55	10000	3200	4500	4500	10000	ADQ	ADQ	Min	B,P
	Roanoke Avenue (SR 1139)	NC 344 (Halstead Boulevard)	South Road Street (SR 1269)	Elizabeth City	0.5	18	2	9	-	35	9000	4100	5100	5100	9000	ADQ	ADQ	Min	B,P
	Sawmill Road	NC 344 (Weeksville Road)	NC 344 (Weeksville Road)	Elizabeth City	0.2	18	2	9	-	35	9900	900	1100	1100	9900	ADQ	ADQ	Min	
U-3805	Selby Road (SR 1149)	Terminus	Body Road (SR 1139)	Elizabeth City	0.5	18	2	9	60	25	9000	500	500	500	15800	2A	60	Maj	
U-3805	Selby Road Extended	Oak Stump Road (SR 1145)	Selby Road (SR 1149)	Pasquotank County	0.8	-	-	-	-	-	-	-	-	1000	15800	2A	60	Maj	
PASQ0010-H	Simpson Ditch Road (SR 1144)	US 17	Oak Stump Road (SR 1145)	Pasquotank County	1.1	18	2	9	60	55	13600	3500	4200	4200	15800	2A	60	Min	B
PASQ0010-H	Simpson Ditch Road (SR 1144)	Oak Stump Road (SR 1145)	Body Road (SR 1139)	Pasquotank County	1.8	18	2	9	60	55	13600	3500	4200	4200	15800	2A	60	Min	B
PASQ0011-H	Simpson Ditch Road Extended	Body Road (SR 1139)	Blount Road (SR 1135)	Pasquotank County	1.0	-	-	-	-	-	-	-	-	1000	15800	2A	60	Min	
	South McMorrine Street	East Ehringhaus Street (SR 1268)	East Church Street (SR 1308)	Elizabeth City	0.1	30	2	12	-	25	6000	500	800	800	6000	ADQ	ADQ	Min	
	South McMorrine Street	East Church Street (SR 1308)	East Main Street (SR 1309)	Elizabeth City	0.1	30	2	12	-	25	6000	500	800	800	6000	ADQ	ADQ	Min	
PASQ0012-H	South Road Street (SR 1269)	0.2 miles south of Peartree Road (SR 1101)	US 17 BUS (West Ehringhaus Street)	Elizabeth City	0.5	28	2	12	30	25	10000	5700	6700	6700	10000	2C	50	Min	B,P
	South Water Street (SR 1268)	Southern Ave (SR 1164)	0.1 miles south of East Ehringhaus Street (SR 1268)	Elizabeth City	0.1	62	5	12	-	25	24300	12000	14700	14700	24300	ADQ	ADQ	Min	
PASQ0014-H	South Water Street (SR 1268)	0.1 miles south of East Ehringhaus Street (SR 1268)	East Church Street (SR 1308)	Elizabeth City	0.1	64	5	12	-	20	24000	12000	14200	14200	48100	4D*	110	Maj	B
PASQ0014-H	South Water Street (SR 1268)	East Church Street (SR 1308)	East Main Street (SR 1309)	Elizabeth City	0.1	42	4	11	-	20	24000	9700	11500	11500	48100	4D*	110	Maj	B
	Southern Avenue (SR 1164)	Parkview Drive (SR 11 64)	0.1 miles south of East Ehringhaus Street (SR 1268)	Elizabeth City	0.7	24	2	12	-	35	10000	6200	7700	7700	10000	ADQ	ADQ	Min	B,P
U-3805	Trinkaloe Road (SR 1146)	US 17	Oak Stump Road (SR 1145)	Elizabeth City	0.8	20	2	10	-	45	12400	500	500	500	15800	2A	60	Maj	
U-3805	Trinkaloe Road Extended	NC 344 (Halstead Boulevard)	US 17	Pasquotank County	1.0	-	-	-	-	-	-	-	-	1000	15800	2A	60	Maj	
PASQ0013-H	Turnpike Road (SR 1001)	Perquimans County	Lynchs Corner Road (SR 1356)	Pasquotank County	2.7	16	2	8	-	55	15300	800	900	900	16400	2A	60	Min	

HIGHWAY																				
		Section				2015 Existing System							2040 Proposed System					CTP Classifi-cation	Proposals for Other Modes
Local ID	Facility	From	To	Jurisdiction	Dist. (mi)	Total Width	Lanes	Lane Width	ROW (ft)	Speed Limit (mph)	Existing Capacity (vpd	2015 Volume	2040 Volume E+C	Volume with CTP	Proposed Capacity (vpd)	Cross-Section	ROW (ft)		
	Turnpike Road (SR 1001)	Lynchs Corner Road (SR 1356)	US 158	Pasquotank County	2.2	18	2	9	-	55	15300	1100	1200	1200	15300	ADQ	ADQ	Min	
	Ward Street (SR 1411)	US 17 BUS (N Road Street)	North Poindexter Street (SR 1329)	Elizabeth City	0.5	21	2	11	60	35	9700	2400	3200	3200	9700	ADQ	ADQ	Min	B,P
	West Church Street	US 17	US 17 BUS (South Road Street)	Elizabeth City	1.0	36	2	18	-	25	9300	2200	2800	2800	9300	ADQ	ADQ	Min	B
	West Main Street (SR 1309)	US 17	US 17 BUS (Road Street)	Elizabeth City	0.8	20	2	10	-	25	9300	2200	2800	2800	9300	ADQ	ADQ	Min	B

*Recommended cross section does not fit into existing "typical" cross section configuration. Improvements for safety and congestion.

PUBLIC TRANSPORTATION AND RAIL

PUBLIC TRANSPORTATION[1]							
			Speed		Existing System	Proposed System	
Local ID	Facility/ Route	Section (From - To)	Limit (mph)	Distance (mi)	Type	Type	Other Modes

[1] Only major public transportation routes and proposals are shown here.

RAIL												
				Speed		Existing System			Proposed System			
Local ID	Facility/ Route	Section (From - To)	Class	Limit (mph)	Distance (mi)	Type	ROW (ft)	Trains per day	Type	ROW (ft)	Trains per day	Other Modes
	Chesapeake & Albemarle	Edenton - Norfolk, VA	III	varies	73	freight	-	(1)	-	-	-	-

(1) There is no daily or weekly service. Frequency is determined by orders from plants along the line.

BICYCLE AND PEDESTRIAN [1]

BICYCLE

Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Existing System Cross-Section (ft)	Existing System Cross-Section lanes	Proposed System Type	Proposed System Cross-Section	Other Modes
PASQ0002-H	US 17	From Oak Stump Road (SR 1145) To US 158 (East Elizabeth Street)	1.5	Concurrent with US 17 - See Highway Table				
PASQ0003-H	US 17 BUS (West Ehringhaus Street)	From US 17 To East Ehringhaus Street (SR 1268)	1.7	Concurrent with US 17 BUS (West Ehringhaus Street) - see Highway Table				
PASQ0003-H	US 17 BUS (South Road Street)	From East Ehringhaus Street (SR 1268) To US 158 (Elizabeth Street)	0.4	Concurrent with US 17 BUS (Road Street) - See Highway Table				
PASQ0045-B	US 17 & 158	From Creek Road (SR 1332) To Northside Rd (SR 1416)	1.4	48	4-D	Bicycle	4G	
PASQ0001-B	US 17 & 158	From Knobbs Creek Recreation Center Access To Whitehurst Street	1.2	64	5	Bicycle	4G	
R-2579	US 158	From US 17 To Gates County	7.8	Concurrent with R-2579 - US 158 - See Highway table				
PASQ0046-B	US 158 (Elizabeth Street)	From US 17 To North Water Street (SR 1268)	0.9	40-44	4	Bicycle	4G	P
PASQ0002-B	US 158 (East Elizabeth Street)	From North Water Street (SR 1268) To Camden County	0.1	48	4	Bicycle	4G	
PASQ0004-H	NC 344 (Halstead Boulevard/Weeksville Road/Salem Church Road)	From Elizabeth City Rail Trail To Esclip Road (SR 1103)	10.1	Concurrent with NC 344 (Halstead Boulevard/ Weeksville Road) - See Highway Table				
PASQ0003-B	Bell Street	From Wilson Street To Harney Street	0.1	23	2	Bicycle	2E	P
PASQ0004-B	Blount Road (SR 1135)	From Body Road (SR 1139) To Ham Overman Road (SR 1183)	1.6	18	2	Bicycle	2A	
PASQ0007-H	Body Road (SR 1139)	From Four Forks Road (SR 1136) To NC 344 (Halstead Boulevard)	4.6	Concurrent with Body Road (SR 1139) - See Highway Table				
PASQ0005-B	Brooks Avenue	From Catalina Avenue To Speed Street	0.1	24	2	Bicycle	2E	P
PASQ0006-B	Catalina Avenue	From Corsair Circle To Brookes Avenue	0.2	56	2	Bicycle	2G	
PASQ0007-B	Corsair Circle	From Elizabeth City Rail Trail To Catalina Avenue	0.2	18-52	2	Bicycle	2E-2G	
PASQ0047-B	Creek Road (SR 1332)	From Main Street Extended (SR 1309) To US 17 & 158	3.0	20	2	Bicycle	2A	
PASQ0008-B	East Broad Street	From US 17 BUS (North Road Street) To North Poindexter Street (SR 1329)	0.4	34	2	Bicycle	2G	

BICYCLE								
				Existing System		Proposed System		
			Distance	Cross-Section				Other
Local ID	Facility/ Route	Section (From - To)	(mi)	(ft)	lanes	Type	Cross-Section	Modes
PASQ0009-B	East Burgess Street (SR 1501)	From North Poindexter Street (SR 1329) To North Water Street	0.1	50	2	Bicycle	2G	P
PASQ00010-B	East Church Street	From US 17 BUS (South Road Street) To South Water Street (SR 1268)	0.3	24	2	Bicycle	2E	
PASQ0008-H	East Ehringhaus Street (SR 1268)	From US 17 BUS (West Ehringhaus Street) To South Water Street (SR 1164)	0.2	Concurrent with East Ehringhaus Street (SR 1268) - See Highway Table				
PASQ0048-B	East Main Street	From US 17 BUS (Road Street) To Water Street (SR 1268)	0.3	44	2	Bicycle	2G	
PASQ0011-B	East Ward Street (SR 1411)	From Sixth Street To Knobbs Creek Recreation Center Access	0.1	21	2	Bicycle	2C	P
PASQ0012-B	Edgewood Drive	From NC 344 (Weeksville Road) To Parkview Drive (SR 1164)	0.8	40	2	Bicycle	2G	
PASQ0013-B	Fairfax Avenue	From Raleigh Street To Rivershore Road	0.1	30	2	Bicycle	2E	P
PASQ0014-B	Foreman Bundy Road (SR 1144)	From Perquimans County To US 17	4.7	18-24	2	Bicycle	2A	
PASQ0049-B	Forest Park Road (SR 1307)	From NC 344 (Halstead Boulevard) To Main Street Extended (SR 1309)	1.0	18	2	Bicycle	2C	
PASQ0015-B	Four Forks Road (SR 1169)	From Gum Bridge Rd (SR 1169) To Peartree Road (SR 1101)	1.9	18	2	Bicycle	2A	
PASQ0050-B	Glade Road (SR 1141)	From Halls Creek Road (SR 1140) To Simpson Ditch Road (SR 1144)	1.7	18	2	Bicycle	2A	
PASQ0016-B	Halls Creek Road (SR 1140)	From Old US 17 (SR 1197) To Nixonton Road (SR 1140)	3.3	18-24	2	Bicycle	2A	
PASQ0017-B	Ham Overman Road (SR 1183)	From Blount Road (SR 1135) To Peartree Road (SR 1101)	0.9	18	2	Bicycle	2A	
PASQ0018-B	Harney Street	From West Main Street To Bell Street	0.6	34	2	Bicycle	2E	P
PASQ0019-B	Knobbs Creek Recreation Center Access	From US 17 To Sixth Street	0.5	24	2	Bicycle	2C	
PASQ0051-B	Main Street Extended (SR 1309)	From Main Street Extended (SR 1333) To US 17	1.1	20	2	Bicycle	2B	
PASQ0052-B	Main Street Extended (SR 1333)	From Northside Road (SR 1416) To Main Street Extended (SR 1309)	5.4	20	2	Bicycle	2A	
PASQ0020-B	North Poindexter Street (SR 1329)	From East Burgess Street (SR 1501) To Kramer Street	0.4	30-36	2	Bicycle	2G	P

BICYCLE								
				Existing System		Proposed System		
			Distance	Cross-Section				Other
Local ID	Facility/ Route	Section (From - To)	(mi)	(ft)	lanes	Type	Cross-Section	Modes
PASQ0055-B	Northside Road (SR 1416)	From US 17 & 158 To US 17	6.0	20	2	Bicycle	2A	
PASQ0053-B	Nixonton Road (SR 1100)	From Nixonton Road (SR 1140) To Peartree Road (SR 1101)	5.7	18	2	Bicycle	2A	
PASQ0054-B	Nixonton Road (SR 1140)	From Halls Creek Road (SR 1140) To Nixonton Road (SR 1100)	1.3	18	2	Bicycle	2A	
PASQ0056-B	Oak Stump Road (SR 1145)	From Simpson Ditch Road (SR 1144) To US 17	3.0	20	2	Bicycle	2A	
PASQ0021-B	Old US 17 (SR 1197)	From Perquimans County To Halls Creek Road (SR 1140)	0.3	24	2	Bicycle	2B	
PASQ0022-B	Park Street	From Southern Avenue (SR 1164) To William Circle	0.5	30	2	Bicycle	2E	P
PASQ0023-B	Parkview Drive (SR 1164)	From Hoffler Street To River Road (SR 1164)	0.5	36	3	Bicycle	3C	P
PASQ0057-B	Peartree Road (SR 1101)	From NC 344 (Halstead Boulevard) To South Road Street (SR 1269)	0.7	27-32	2	Bicycle	2E	P
PASQ0024-B	Peartree Road (SR 1101)	From Ham Overman Road (SR 1183) To Perkins Lane (SR 1133)	0.3	20	2	Bicycle	2A	
U - 3805	Perkins Lane (SR 1133)	From Peartree Road (SR 1101) To Pitts Chapel Road (SR 1169)	1.4	Concurrent with U - 3805 Perkins Lane (SR 1133) - See Highway Table				
PASQ0025-B	Pitts Chapel Road (SR 1169)	From Peartree Road (SR 1101) To NC 344	2.1	20	2	Bicycle	2A	P
PASQ0026-B	Pritchard Street	From Elizabeth City Rail Trail To West Church Street	0.1	18	2	Bicycle	2C	
PASQ0027-B	Raleigh Street	From Fairfax Avenue To Riverside Avenue	0.1	28	2	Bicycle	2G	P
PASQ0028-B	River Road	From Park Drive To Parkview Drive (SR 1164)	0.3	21	2	Bicycle	2C	
PASQ0029-B	Rivershore Road	From River Road To Fairfax Avenue	0.2	20	2	Bicycle	2C	
PASQ0030-B	Riverside Avenue	From Southern Avenue (SR 1164) To Raleigh Street	0.6	30	2	Bicycle	2H	P
PASQ0031-B	Roanoke Avenue (SR 1139)	From NC 344 (Halstead Boulevard) To South Road Street (SR 1269)	1.0	18	2	Bicycle	2E	
PASQ0032-B	Selden Street	From Catalina Avenue To West Main Street	0.5	60	2	Bicycle	2G	

BICYCLE								
				Existing System		Proposed System		
			Distance	Cross-Section				Other
Local ID	Facility/ Route	Section (From - To)	(mi)	(ft)	lanes	Type	Cross-Section	Modes
PASQ0033-B	Shepard Street	From South Road Street (SR 1269) To South Water Street (SR 1164)	0.3	38	2	Bicycle	2G	
PASQ0010-H	Simpson Ditch Road (SR 1144)	From US 17 To Body Road (SR 1139)	2.9	Concurrent with Simpson Ditch Road (SR 1144) - See Highway Table				
PASQ0034-B	Sixth Street	From East Broad Street To East Ward Street (SR 1411)	0.1	36	2	Bicycle	2C	
PASQ0035-B	South Dyer Street	From West Church Street To West Main Street	0.1	34	2	Bicycle	2E	
PASQ0012-H	South Road Street (SR 1269)	From Peartree Road (SR 1101) To Roanoke Avenue (SR 1139)	0.1	Concurrent with South Road Street (SR 1269) - See Highway Table				
PASQ0036-B	South Road Street (SR 1269)	From Roanoke Avenue To US 17 BUS (West Ehringhaus Street)	0.2	Concurrent with South Road Street (SR 1269) - See Highway Table				
PASQ0037-B	Southern Avenue (SR 1164)	From Hoffler Street To Riverside Avenue	0.7	24	2	Bicycle	2E	P
PASQ0038-B	Speed Street	From Brooks Avenue To South Road Street (SR 1269)	0.2	26	2	Bicycle	2H	P
PASQ0014-H	Water Street (SR 1268)	From Riverside Avenue To East Burgess Street (SR 1501)	0.5	Concurrent with Water Street (SR 1268) - See Highway Table				
PASQ0039-B	West Broad Street	From Wilson Street To US 17 BUS (North Road Street)	0.3	40	2	Bicycle	2G	P
PASQ0040-B	West Church Street	From US 17 To US 17 BUS (South Road Street)	1.0	36	2	Bicycle	2E	P
PASQ0041-B	West Main Street	From Harney Street To South Dyer Street	0.1	26	2	Bicycle	2H	
PASQ0058-B	West Main Street	From US 17 To US 17 BUS (Road Street)	0.8	20	2	Bicycle	2H	
PASQ0042-B	Whitehurst Street	From US 17 & 158 To Terminus	0.1	20	2	Bicycle	2C	
PASQ0043-B	William Circle	From Park Street To Fairfax Avenue	0.1	24	2	Bicycle	2C	
PASQ0044-B	Wilson Street	From Bell Street To West Broad Street	0.1	20	2	Bicycle	2C	

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Modes
PASQ0002-H	US 17	From Oak Stump Road (SR 1145) To US 158 (East Elizabeth Street)	1.5	-	-	Sidewalk	Both	H,B
PASQ0002-H	US 17 & 158	From US 158 To US 17 BUS (North Road Street)	0.9	Sidewalk	East	Sidewalk	West	H
PASQ0003-H	US 17 BUS (West Ehringhaus Street)	From Oak Stump Road (SR 1145) To NC 344 (Halstead Boulevard)	0.5	Sidewalk	South	Sidewalk	North	H,B
PASQ0003-H	US 17 BUS (West Ehringhaus Street)	From NC 344 (Halstead Boulevard) To McArthur Drive	0.3	Sidewalk	South	Sidewalk	North	H,B
PASQ0001-P	US 158 (West Elizabeth Street)	From US 17 & 158 To Parsonage Street	0.3	Sidewalk	North	Sidewalk	South	H,B
PASQ0004-H	NC 344 (Halstead Boulevard)	From Elizabeth City Rail Trail To US 17 BUS (West Ehringhaus Street)	0.4	-	-	Sidewalk	Both	H,B
PASQ0004-H	NC 344 (Halstead Boulevard)	From Herrington Road (SR 1269) To Peartree Road (SR 1101)	0.4	Sidewalk	South	Sidewalk	North	H,B
PASQ0004-H	NC 344 (Halstead Boulevard)	From Peartree Road (SR 1101) To Roanoke Avenue (SR 1139)	0.6	-	-	Sidewalk	Both	H,B
PASQ0004-H	NC 344 (Halstead Boulevard)	From Roanoke Avenue (SR 1139) To Walker Avenue	0.5	-	-	Sidewalk	Both	H,B
PASQ0004-H	NC 344 (Halstead Boulevard)	From Walker Avenue To US 17 BUS (West Ehringhaus Street)	0.4	-	-	Sidewalk	Both	H,B
PASQ0004-H	NC 344 (Weeksville Road)	From Pitts Chapel Road (SR 1169) To Pelican Pointe Drive	0.3	Sidewalk	North	Sidewalk	South	H,B
PASQ0004-P	NC 344 (Weeksville Road)	From River Road (SR 1164) To Edgewood Drive	0.9	-	-	Sidewalk	Both	H,B
PASQ0004-H	NC 344 (Weeksville Road)	From Edgewood Drive To Herrington Road (SR 1269)	0.5	Sidewalk	East	Sidewalk	West	H,B
PASQ0002-P	1st Street	From East Burgess Street To East Ward Street (SR 1411)	0.3	Sidewalk	West	Sidewalk	East	
PASQ0003-P	6th Street	From East Broad Street To East Ward Street (SR 1411)	0.1	Sidewalk	West	Sidewalk	East	
PASQ0004-P	Agawam Street	From Hunnicutt Avenue To Riverside Avenue	0.1	Sidewalk	West	Sidewalk	East	
PASQ0069-P	Asbury Drive	From River Road (SR 1164) To Terminus	0.5	-	-	Sidewalk	Both	
PASQ0005-P	Bank Street	From Bell Street To Grady Street	0.2	Sidewalk	North	Sidewalk	South	

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Modes
PASQ0006-P	Baxter Street	From Shirley Street To Panama Street	0.1	Sidewalk	Both	Sidewalk	-	
PASQ0007-P	Beech Street	From Chapel Street To US 158 (West Elizabeth Street)	0.1	Sidewalk	North	Sidewalk	South	
PASQ0008-P	Bell Street	From US 17 & 158 To US 17 BUS (North Road Street)	0.4	Sidewalk	South	Sidewalk	North	B
PASQ0007-H	Body Road (SR 1139)	From Selby Road (SR 1149) To NC 344 (Halstead Boulevard)	1.1	-	-	Sidewalk	Both	H,B
PASQ0070-P	Breezewood Drive	From Asbury Drive To Terminus	0.1	-	-	Sidewalk	Both	
PASQ0009-P	Brooks Avenue	From Roanoke Avenue (SR 1139) To US 17 BUS (West Ehringhaus Street)	0.4	Sidewalk	East	Sidewalk	West	B
PASQ0010-P	Brown Street	From Herrington Road To Southern Avenue (SR 1164)	0.1	Sidewalk	North	Sidewalk	South	
PASQ0011-P	Byrd Street	From Pritchard Street To Terminus	0.1	Sidewalk	North	Sidewalk	South	
PASQ0012-P	Culpepper Street	From US 17 BUS (West Ehringhaus Street) To West Church Street	0.2	Sidewalk	East	Sidewalk	West	
PASQ0013-P	Debry Street	From Winston Street To Peartree Road (SR 1101)	0.2	Sidewalk	North	Sidewalk	South	
PASQ0014-P	East Broad Street	From 2nd St To North Poindexter Street (SR 1329)	0.1	Sidewalk	North	Sidewalk	South	B
PASQ0015-P	East Burgess Street (SR 1501)	From North Poindexter Street (SR 1329) To Terminus	0.1	Sidewalk	South	Sidewalk	North	B
PASQ0071-P	East Ward Street (SR 1411)	From US 17 To North Poindexter Street (SR 1329)	0.6	-	-	Sidewalk	Both	B
PASQ0016-P	Edge Street	From Herrington Road To Southern Avenue (SR 1164)	0.1	Sidewalk	South	Sidewalk	North	
PASQ0017-P	Etheridge Street	From East Cypress Street To Queen Street	0.1	-	-	Sidewalk	Both	
PASQ0018-P	Factory Street	From Parsonage Street To Harny Street	0.3	Sidewalk	North	Sidewalk	South	
PASQ0019-P	Fairfax Avenue	From Raleigh Street To Rivershore Road	0.1	-	-	Sidewalk	Both	B
PASQ0020-P	Fleetwood Street	From Factory Street To US 17 & 158	0.1	Sidewalk	South	Sidewalk	North	
PASQ0021-P	Flora Street	From Jones Avenue To Riverside Avenue	0.1	-	-	Sidewalk	Both	
PASQ0022-P	Glade Street	From Harney Street To 0.06 miles east of US 17 BUS (North Road Street)	0.1	Sidewalk	North	Sidewalk	South	

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Modes
PASQ0023-P	Grice Street	From Culpepper Street To South Dyer Street	0.1	Sidewalk	South	Sidewalk	North	
PASQ0024-P	Hariot Drive	From US 17 BUS (West Ehringhaus Street) To Terminus	0.2	Sidewalk	East	Sidewalk	West	
PASQ0025-P	Harny Street	From West Cypress Street To Bell Street	0.1	Sidewalk	West	Sidewalk	East	B
PASQ0026-P	Herrington Road (SR 1269)	From NC 344 (Halstead Boulevard) To Shepard Street	1.1	-	-	Sidewalk	Both	
PASQ0027-P	Holly Street	From West Main Street To Cedar Street	0.1	Sidewalk	East	Sidewalk	West	
PASQ0028-P	Jones Avenue	From Hunter Street To Flora Street	0.2	Sidewalk	North	Sidewalk	South	
PASQ0029-P	Locust Street	From West Main Street To Terminus	0.2	Sidewalk	East	Sidewalk	West	
PASQ0030-P	Martin Street	From Shepard Street To East Ehringhaus Street (SR 1268)	0.1	Sidewalk	West	Sidewalk	East	
PASQ0031-P	Millbrooke Circle	From NC 344 (Halstead Boulevard) To Terminus	0.4	Sidewalk	South	Sidewalk	North	
PASQ0032-P	Morgan Street	From Tuscarora Avenue To Jones Avenue	0.1	Sidewalk	East	Sidewalk	West	
PASQ0033-P	Moseley Street	From Salem Drive To Debry Street	0.2	Sidewalk	East	Sidewalk	West	
PASQ0034-P	North Cobb Street	From West Main Street To West Colonial Avenue	0.1	Sidewalk	East	Sidewalk	West	
PASQ0035-P	North Griffin Street	From West Main Street To 0.02 miles south of Cedar Street	0.1	Sidewalk	West	Sidewalk	East	
PASQ0036-P	North Martin Luther King Jr. Drive	From US 158 (East Elizabeth Street) To East Burgess Street	0.2	Sidewalk	West	Sidewalk	East	
PASQ0037-P	North Poindexter Street (SR 1329)	From East Burgess Street (SR 1501) To East Ward Street (SR 1411)	0.3	Sidewalk	West	Sidewalk	East	B
PASQ0038-P	Overman Circle	From Pritchard Street To Terminus	0.1	Sidewalk	South	Sidewalk	North	
PASQ0039-P	Park Street	From Southern Avenue (SR 1164) To West William Circle	0.4	Sidewalk	North	Sidewalk	South	B
PASQ0040-P	Parkview Drive (SR 1164)	From Hoffler Street To Edgewood Drive	0.5	Sidewalk	South	Sidewalk	North	B
PASQ0072-P	Parkview Drive (SR 1164)	From Edgewood Drive To River Road (SR 1164)	0.3	-	-	Sidewalk	Both	B
PASQ0041-P	Peartree Road (SR 1101)	From South Road Street (SR 1269) To NC 344 (Halstead Boulevard)	0.7	Sidewalk	West	Sidewalk	East	B

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Modes
U-3805	Perkins Lane (SR 1133)	From Peartree Road (SR 1101) To Pitts Chapel Road (SR 1169)	1.4	-	-	Sidewalk	Both	H,B
PASQ0073-P	Pitts Chapel Road (SR 1169)	From NC 344 (Weeksville Road) To Perkins Lane (SR 1133)	0.3	-	-	Sidewalk	Both	B
PASQ0042-P	Pritchard Street	From Byrd Street To Overman Circle	0.1	Sidewalk	West	Sidewalk	East	
PASQ0043-P	Pritchard Street	From West Church Street To West Main Street	0.2	Sidewalk	West	Sidewalk	East	
PASQ0044-P	Queen Street	From US 17 BUS (North Road Street) To 2nd Street	0.2	Sidewalk	North	Sidewalk	South	
PASQ0045-P	Raleigh Street	From Park Street To Riverside Avenue	0.1	Sidewalk	West	Sidewalk	East	B
PASQ0074-P	River Road (SR 1164)	From Parkview Drive (SR 1164) To NC 344 (Weeksville Road)	1.5	-	-	Sidewalk	Both	B
PASQ0046-P	Riverside Avenue	From Southern Avenue (SR 1164) To Terminus	0.7	Sidewalk	South	Sidewalk	North	B
PASQ0047-P	Roanoke Avenue (SR 1139)	From NC 344 (Halstead Boulevard) To South Road Street (SR 1269)	0.9	Sidewalk	West	Sidewalk	East	B
PASQ0048-P	Salem Drive	From Winston Street To Peartree Road (SR 1101)	0.2	Sidewalk	South	Sidewalk	North	
PASQ0049-P	Shiloh Street	From Salem Drive To Debry Street	0.2	Sidewalk	East	Sidewalk	West	
PASQ0050-P	Shirley Street	From West Church Street To Baxter Street	0.1	Sidewalk	West	Sidewalk	East	
PASQ0051-P	Shirley Street	From US 17 BUS (West Ehringhaus Street) To Pepsi Drive	0.1	Sidewalk	West	Sidewalk	East	
PASQ0052-P	South Cobb Street	From West Church Street To West Fearing Street	0.1	Sidewalk	East	Sidewalk	West	
PASQ0053-P	South Dyer Street	From US 17 BUS (West Ehringhaus Street) To Grice Street	0.1	Sidewalk	East	Sidewalk	West	
PASQ0054-P	South Elliot Street	From Grice Street To East Church Street	0.1	Sidewalk	West	Sidewalk	East	
PASQ0055-P	South Martin Street	From Shepard Street To East Church Street	0.2	Sidewalk	West	Sidewalk	East	
PASQ0056-P	South McMorrine Street	From Shepard Street To East Ehringhaus Street (SR 1268)	0.1	Sidewalk	West	Sidewalk	East	
PASQ0057-P	South Pool Street	From Grice Street To East Church Street	0.1	-	-	Sidewalk	Both	

PEDESTRIAN								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Type	Side of Street	Type	Side of Street	Modes
PASQ0012-H	South Road Street (SR 1269)	From Herrington Road (SR 1269) To Peartree Road (SR 1101)	0.2	Sidewalk	West	Sidewalk	East	H,B
PASQ0058-P	Southern Avenue (SR 1164)	From Hoffler Street To Dawson Street	0.5	Sidewalk	East	Sidewalk	West	B
PASQ0059-P	Speed Street	From Brooks Avenue To South Road Street (SR 1269)	0.2	Sidewalk	North	Sidewalk	South	B
PASQ0060-P	Walker Avenue	From NC 344 (Halstead Boulevard) To Brooks Avenue	0.9	Sidewalk	South	Sidewalk	North	
PASQ0061-P	West Broad Street	From US 17 & 158 To US 17 BUS (North Road Street)	0.3	Sidewalk	South	Sidewalk	North	B
PASQ0062-P	West Church Street	From US 17 To Harrell Street	0.2	Sidewalk	North	Sidewalk	South	B
PASQ0063-P	West Colonial Avenue	From Holly Street To North Griffin Street	0.1	Sidewalk	North	Sidewalk	South	
PASQ0064-P	West Colonial Avenue	From North Cobb Street To US 17 BUS (North Road Street)	0.1	Sidewalk	North	Sidewalk	South	
PASQ0065-P	West Cypress Street	From Parsonage Street To Harny Street	0.2	Sidewalk	North	Sidewalk	South	
PASQ0066-P	White Street	From Herrington Road To Southern Avenue (SR 1164)	0.1	Sidewalk	North	Sidewalk	South	
PASQ0067-P	Winston Street	From Salem Drive To Debry Street	0.2	Sidewalk	West	Sidewalk	East	
PASQ0068-P	York Street	From Parsonage Street To Harny Street	0.2	Sidewalk	North	Sidewalk	South	

MULTI-USE PATH								
				Existing System		Proposed System		Other
Local ID	Facility/ Route	Section (From - To)	Distance (mi)	Side of Street	Cross-Section	Side of Street	Cross-Section	Modes
	Halstead Multiuse	From US 17 BYP To US 17	3.0			-	-	
	Elizabeth City Rail Trail	From NC 344 (Halstead Boulevard) To Southeastern city limits	3.0	-	-		MA	
	River Road Multiuse	From NC 344 (Weeksville Road) To Edgewood Drive	1.8	-	-		MB	B,P

[1] Only major routes and proposals are shown here. For further documentation of bicycle and pedestrian facilities and proposals, refer to the 2012 Albemarle Regional Bicycle Plan

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 comprehensive planning and design "typical" highway cross sections, as depicted on the following pages, were updated on May 5, 2014 in response to the Strategic Transportation Investments[1] (STI) law (House Bill 817) and are also consistent with SPOTOn!ine (used for project prioritization[2]), NCDOT's GIS-based web application for providing automated, near real-time prioritization scores and project costs. This guidance establishes design elements that emphasize safety, mobility, complete streets[3], and accessibility for multiple modes of travel. These "typical" highway cross sections should be used as 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[4] (NEPA) documentation and through final design preparation.

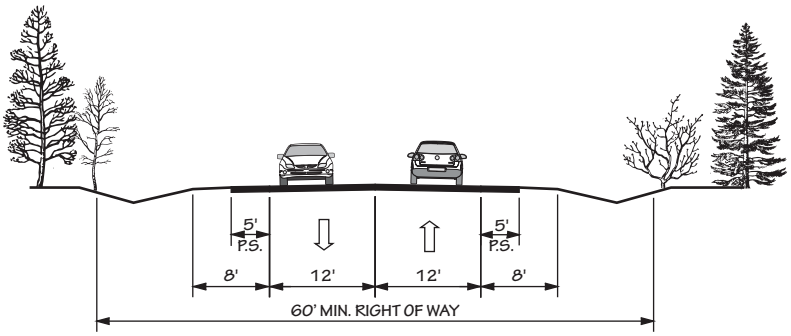
On all existing and proposed roadways delineated on the CTP, adequate right-of-way should be protected or acquired for the recommended cross sections. In addition to cross section and right-of-way recommendations for improvements, Appendix C may recommend ultimate needed right-of-way for the following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

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

[1] *For more information on STI, go to:* http://www.ncdot.gov/strategictransportationinvestments/.
[2] *For more information on prioritization, go to:* https://connect.ncdot.gov/projects/planning/Pages/StrategicPrioritization.aspx.
[3] *For more information on Complete Streets, go to:* http://www.completestreetsnc.org/.
[4] *For more information on NEPA, go to:* http://ceq.hss.doe.gov/.

FIGURE 7
"TYPICAL" HIGHWAY CROSS SECTIONS

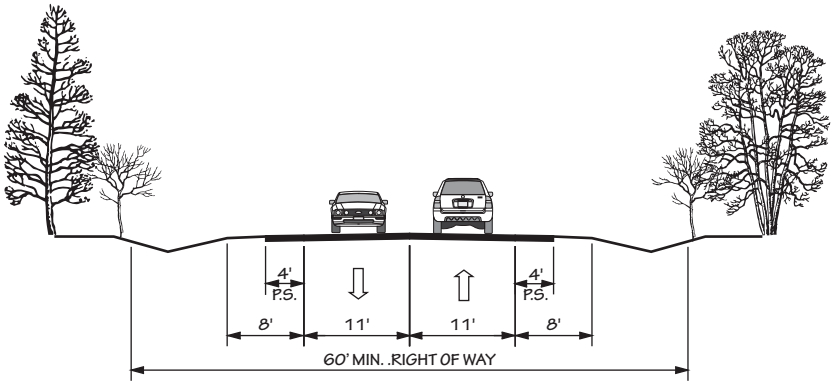
2A



2 LANE UNDIVIDED WITH PAVED SHOULDERS

POSTED SPEED 55 MPH

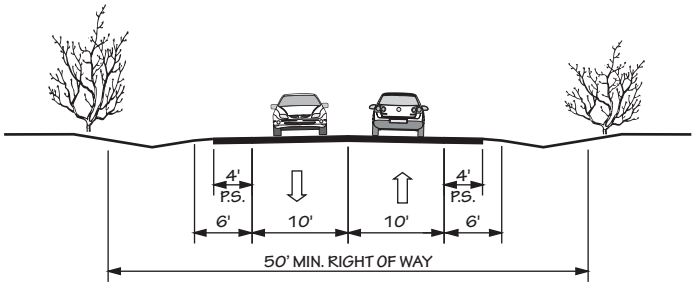
2B



2 LANES UNDIVIDED

POSTED SPEED 45 MPH OR LESS

2C



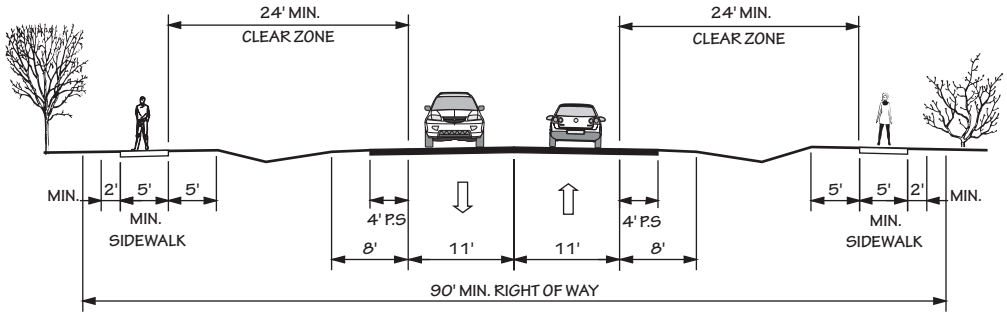
2 LANE UNDIVIDED WITH PAVED SHOULDERS

POSTED SPEED 25 - 35 MPH

Revised 05/05/2014

"Typical" Highway Cross Sections

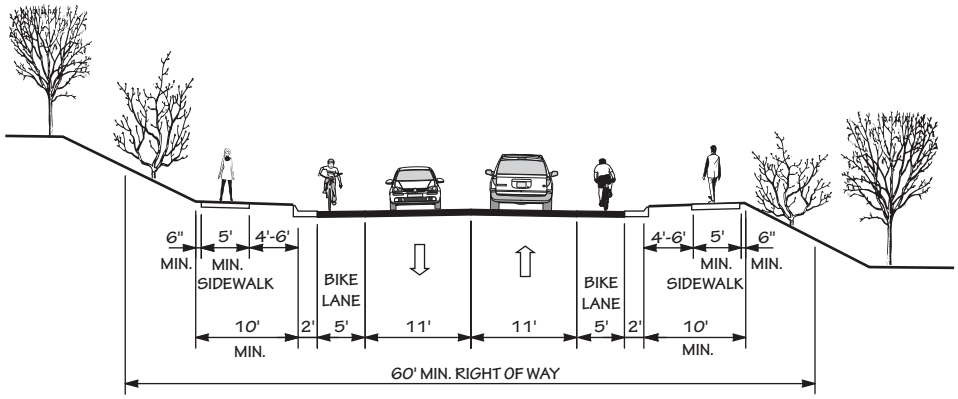
2D



2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS

POSTED SPEED 25-45 MPH

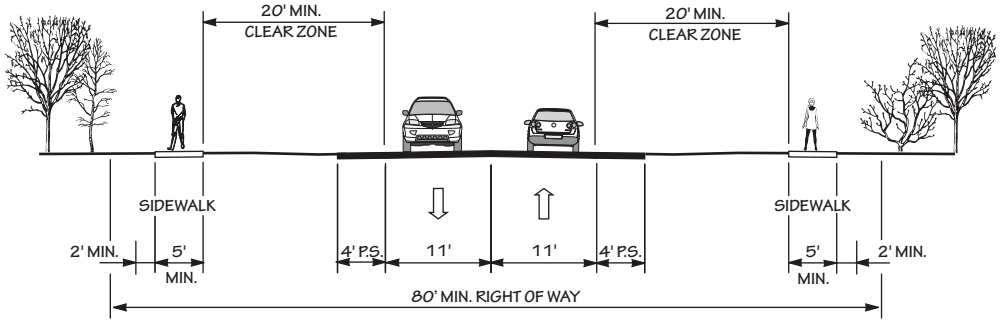
2E



2 LANE UNDIVIDED WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

2F

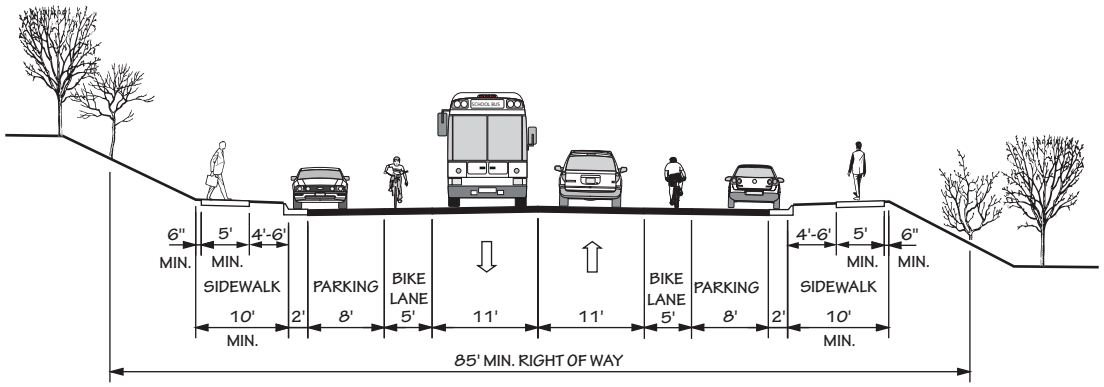


2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS
IN CAMA COUNTIES

POSTED SPEED 25-45 MPH

"Typical" Highway Cross Sections

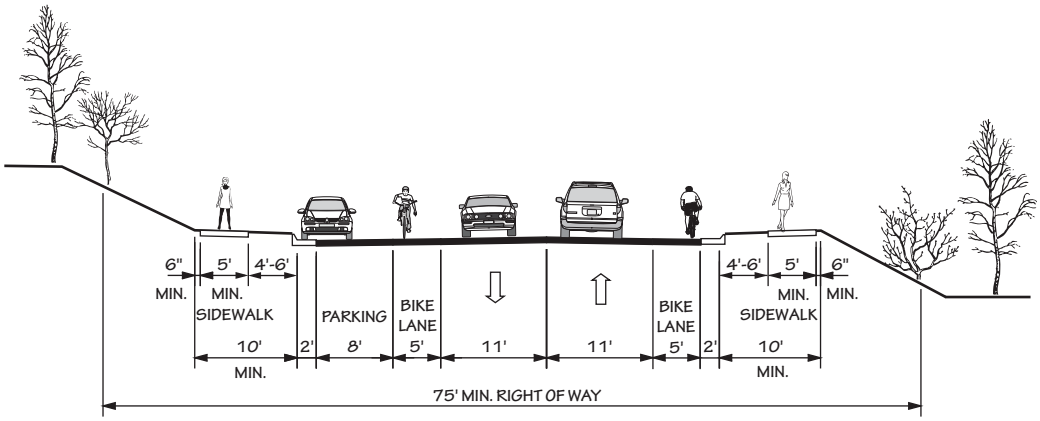
2G



2 LANE UNDIVIDED WITH CURB & GUTTER, PARKING BOTH SIDES, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

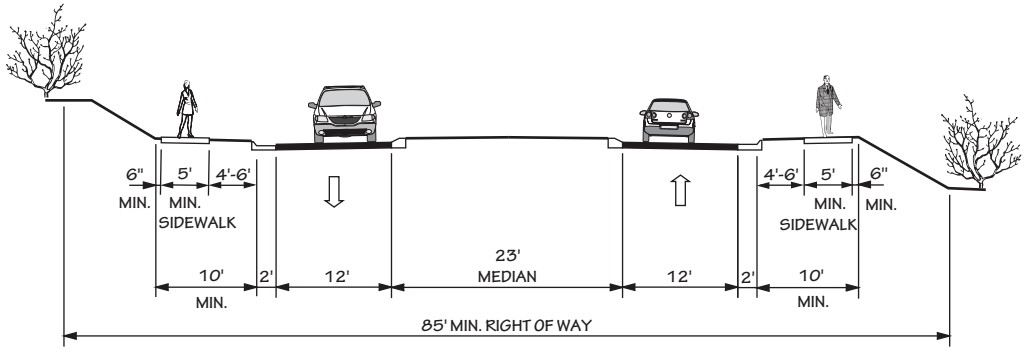
2H



2 LANE UNDIVIDED WITH CURB & GUTTER, PARKING ONE SIDE, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

2I

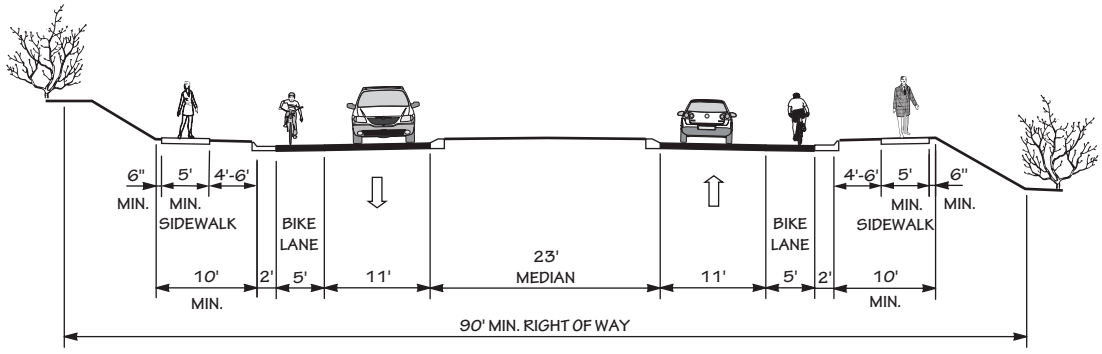


2 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER AND SIDEWALKS

POSTED SPEED 25-45 MPH

"TYPICAL" HIGHWAY CROSS SECTIONS

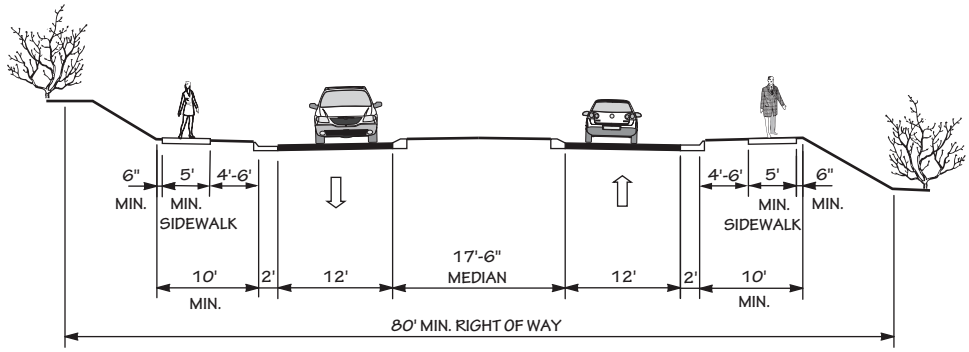
2J



2 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

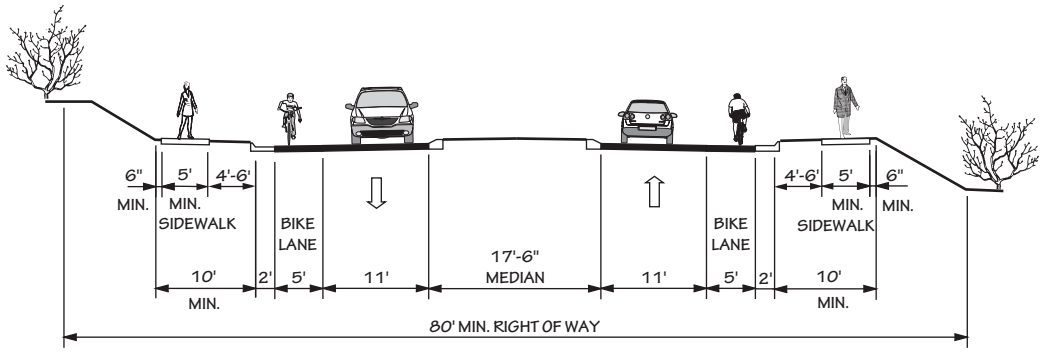
2K



2 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER AND SIDEWALKS

POSTED SPEED 25-45 MPH

2L



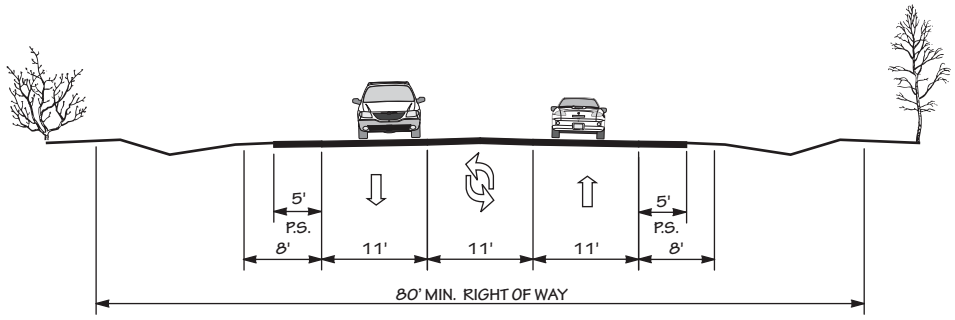
2 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 25-45 MPH

Revised 05/05/2014

"Typical" Highway Cross Sections

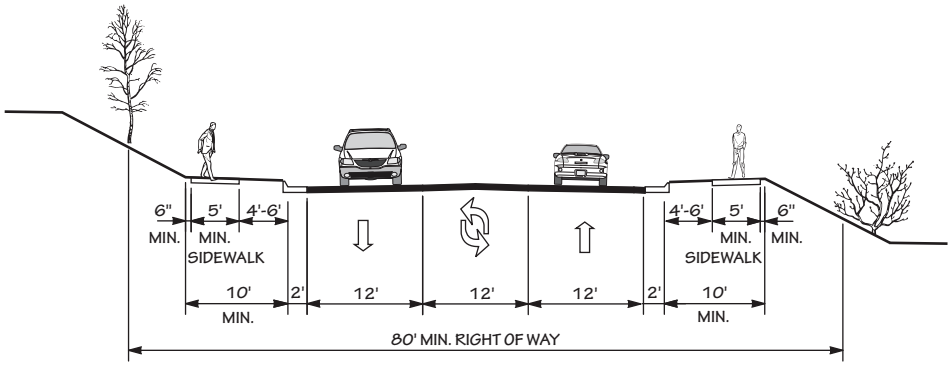
3A



2 LANE WITH TWO WAY LEFT TURN LANE, AND PAVED SHOULDERS

POSTED SPEED 25-55 MPH

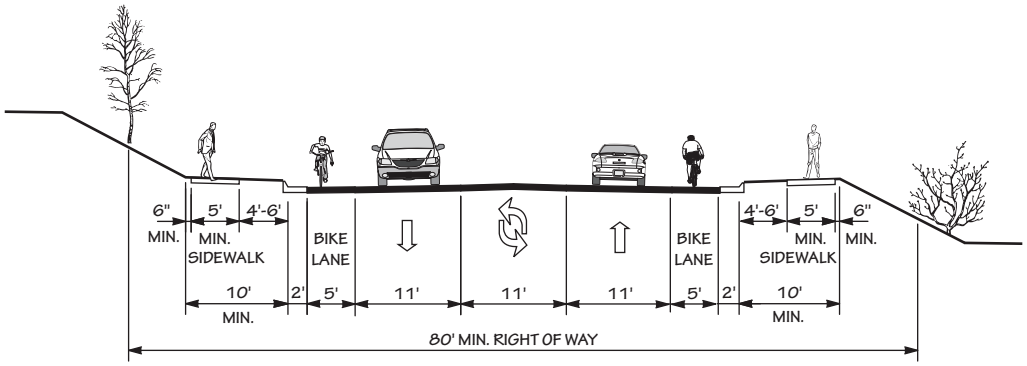
3B



2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS

POSTED SPEED 25-45 MPH

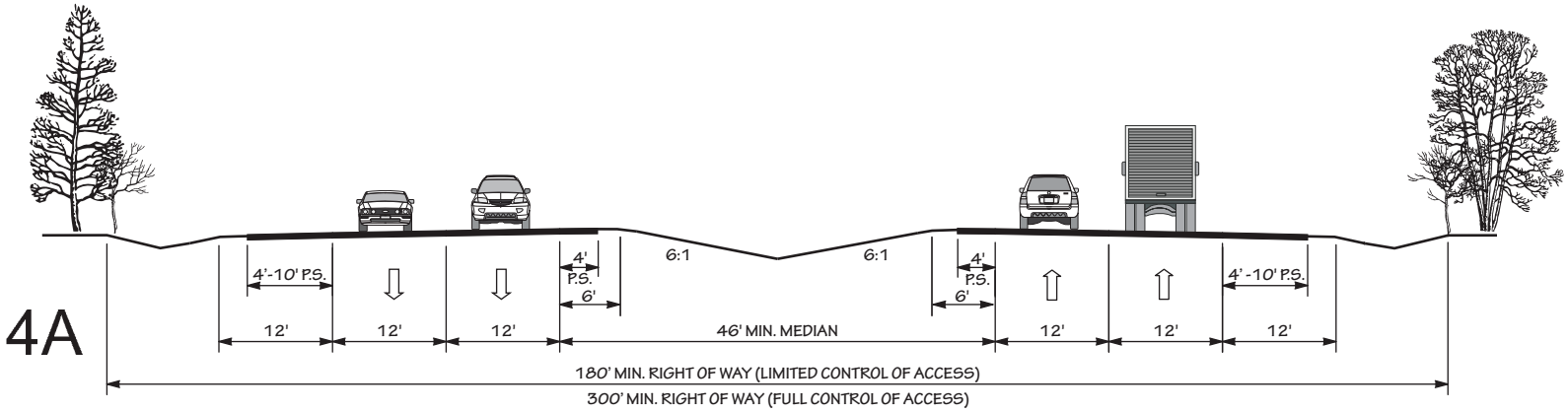
3C



2 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, BIKE LANES, AND SIDEWALKS

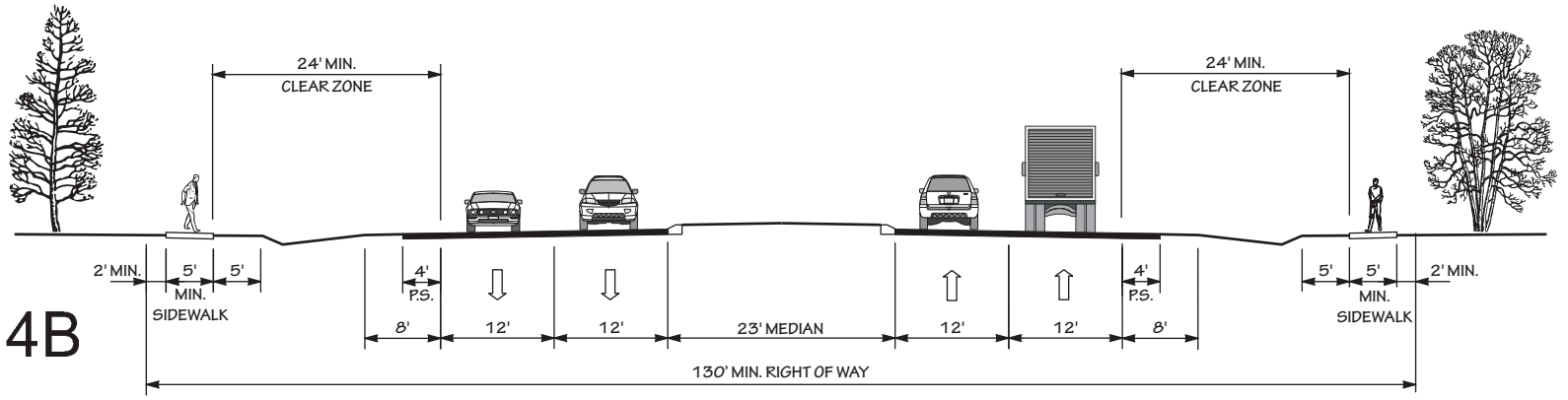
POSTED SPEED 25-45 MPH

"Typical" Highway Cross Sections



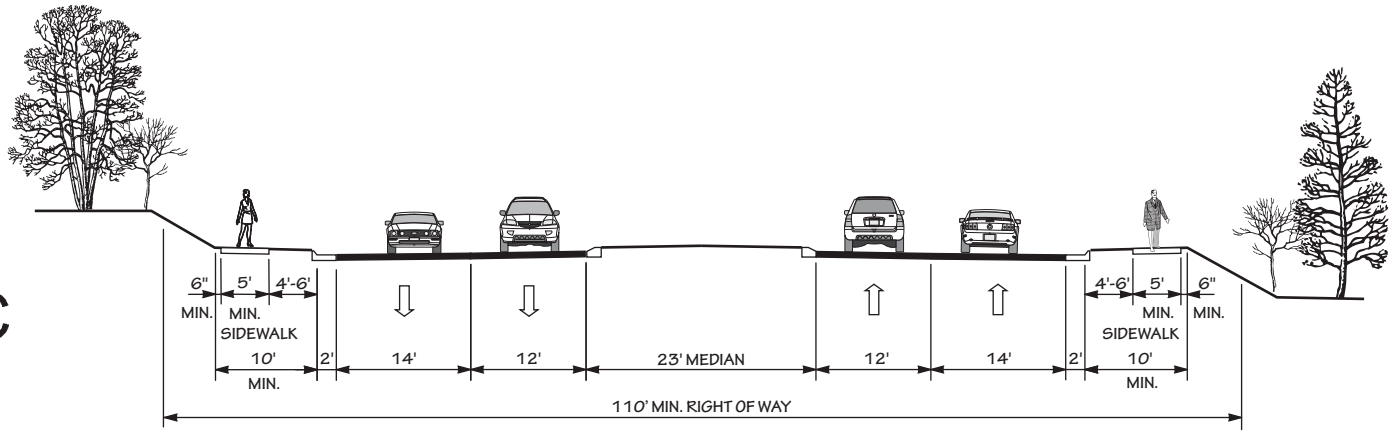
4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS

POSTED SPEED 45-70 MPH



4 LANE DIVIDED (23' RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS

POSTED SPEED 35-55 MPH



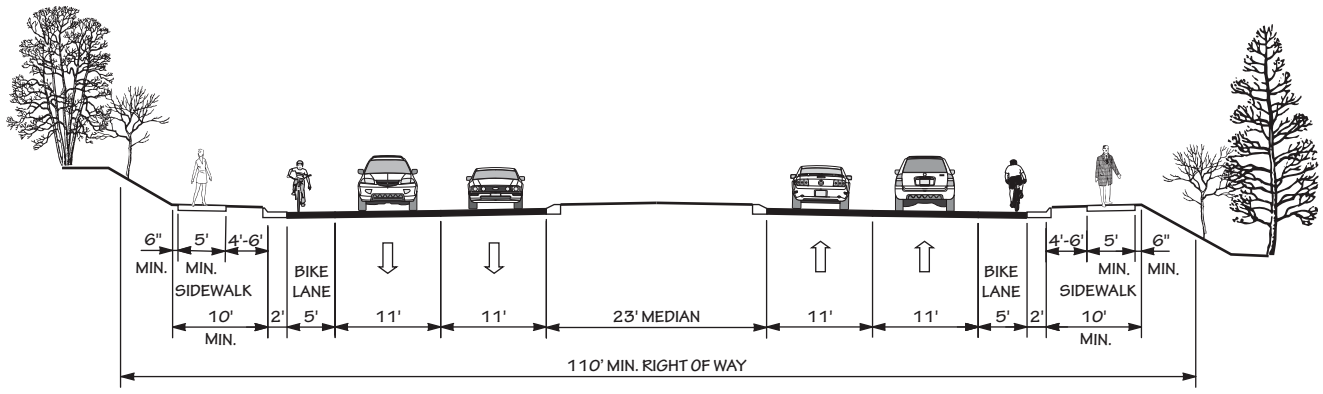
4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES, AND SIDEWALKS

POSTED SPEED 35-45 MPH

Revised 05/05/2014

"Typical" Highway Cross Sections

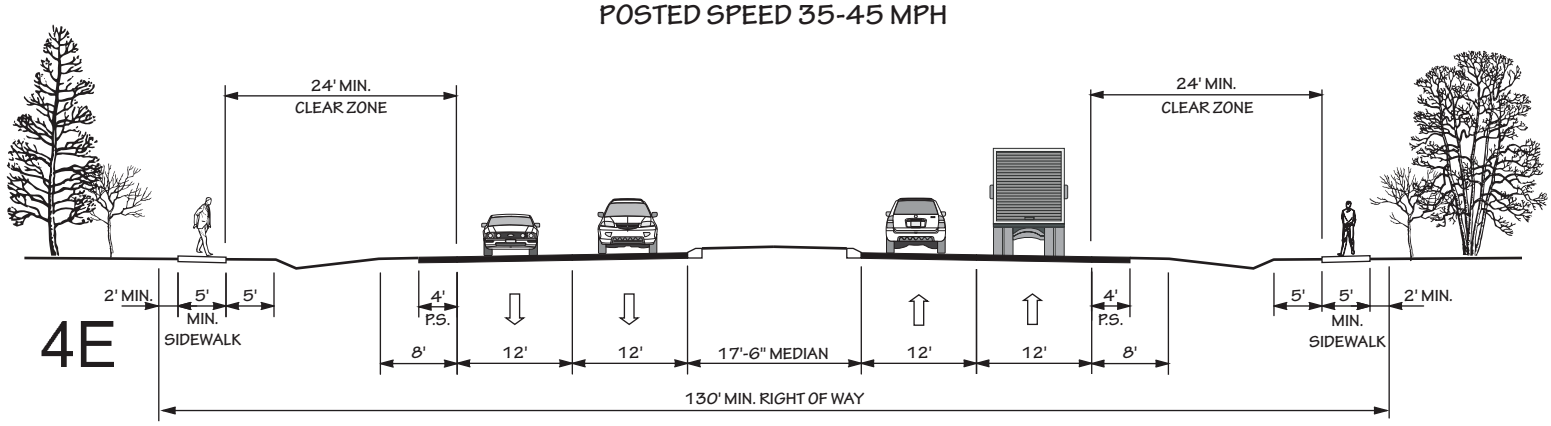
4D



4 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES AND SIDEWALKS

POSTED SPEED 35-45 MPH

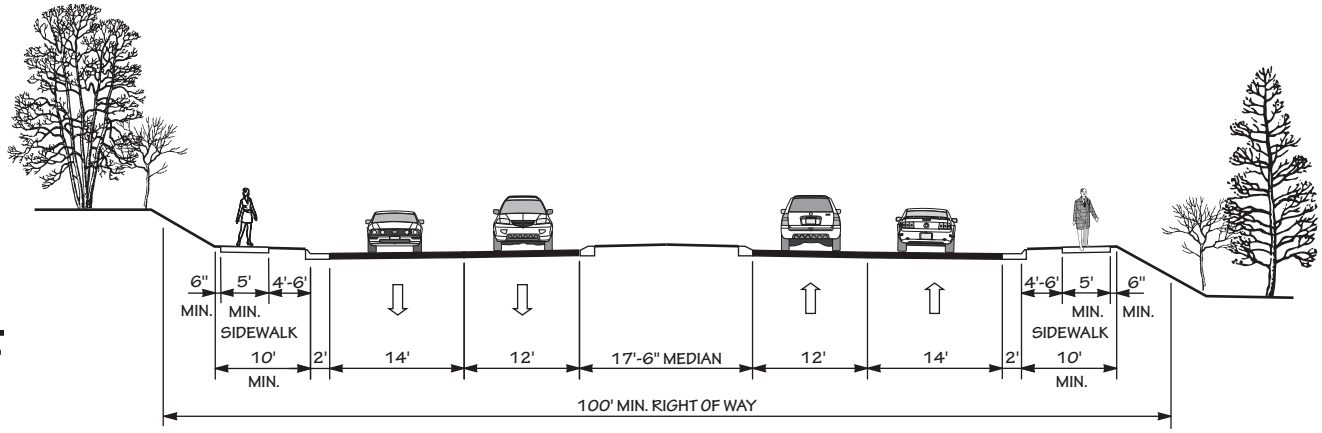
4E



4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH PAVED SHOULDERS AND SIDEWALKS

POSTED SPEED 35-55 MPH

4F



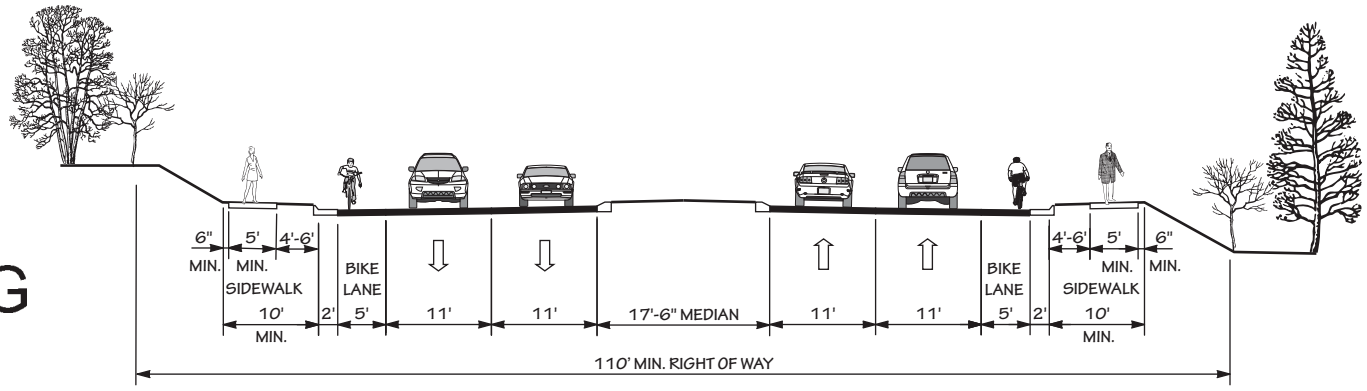
4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES AND SIDEWALKS

POSTED SPEED 35-45 MPH

Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS

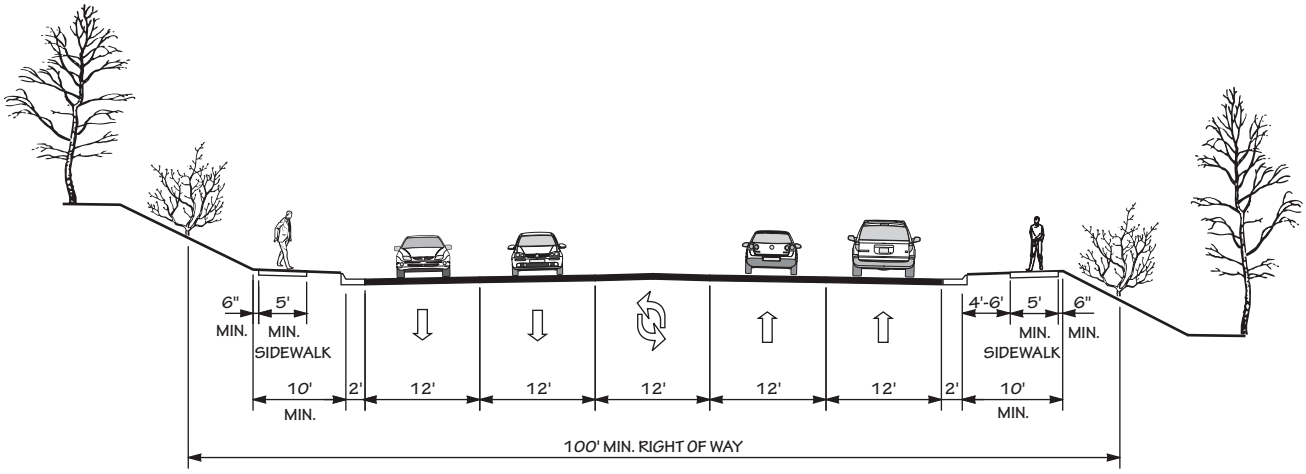
4G



4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS

POSTED SPEED 35-45 MPH

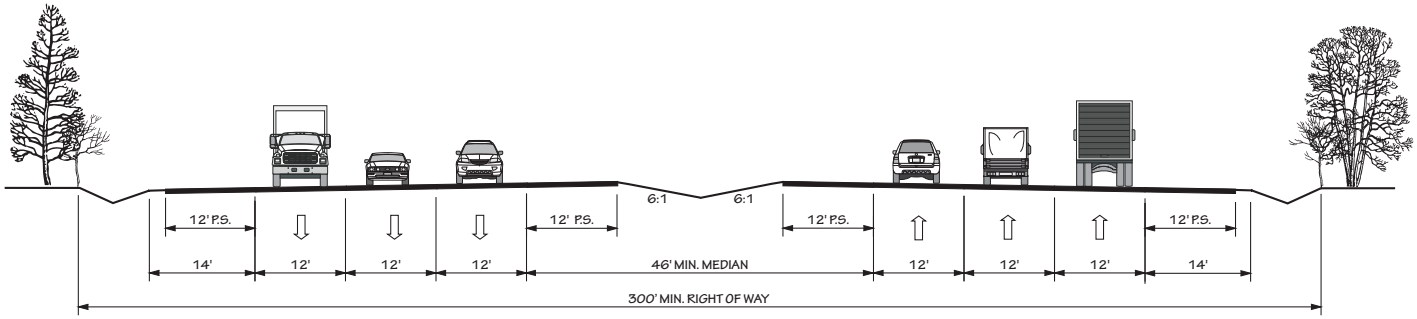
5A



4 LANE WITH TWO WAY LEFT TURN LANE, CURB & GUTTER, AND SIDEWALKS

POSTED SPEED 35-45 MPH

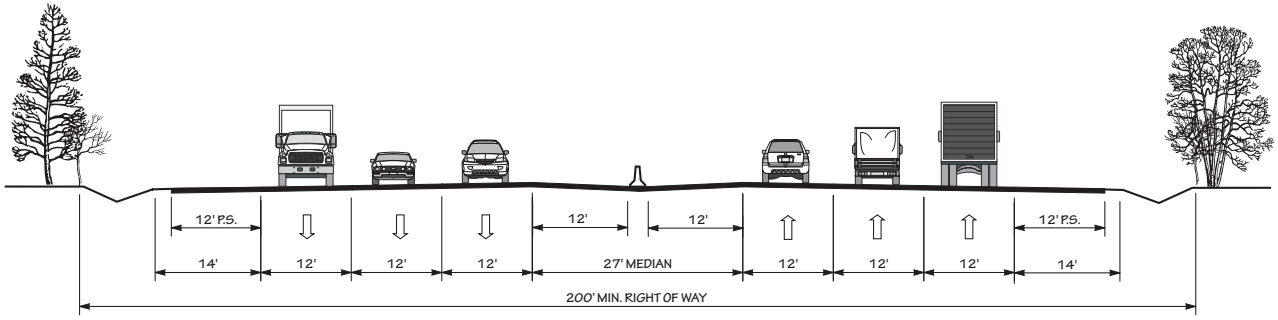
"TYPICAL" HIGHWAY CROSS SECTIONS



6A

6 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS

POSTED SPEED 45-70 MPH

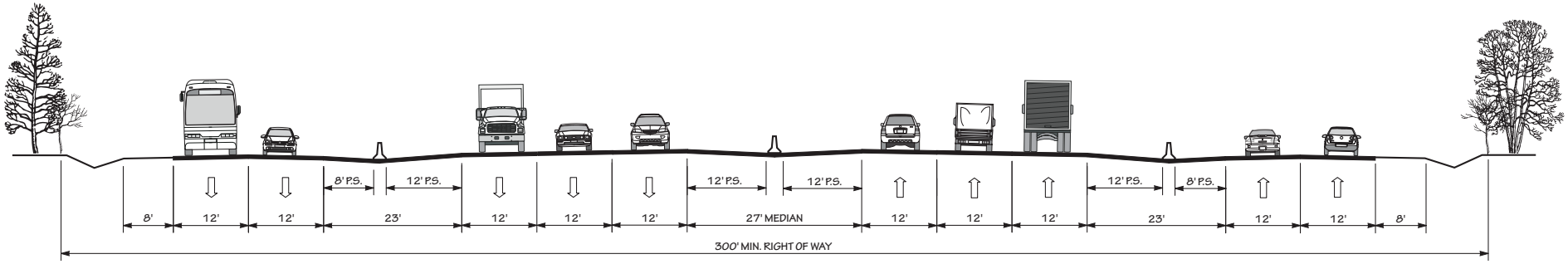


6B

6 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER)
WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH

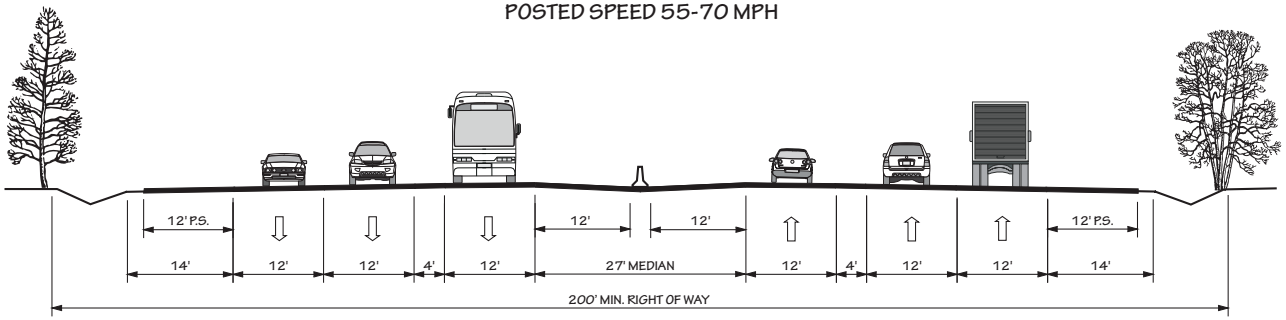
"TYPICAL" HIGHWAY CROSS SECTIONS



6C

6 LANE FREEWAY (27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS AND 2 LANE ONE-WAY SERVICE ROADS EACH SIDE

POSTED SPEED 55-70 MPH



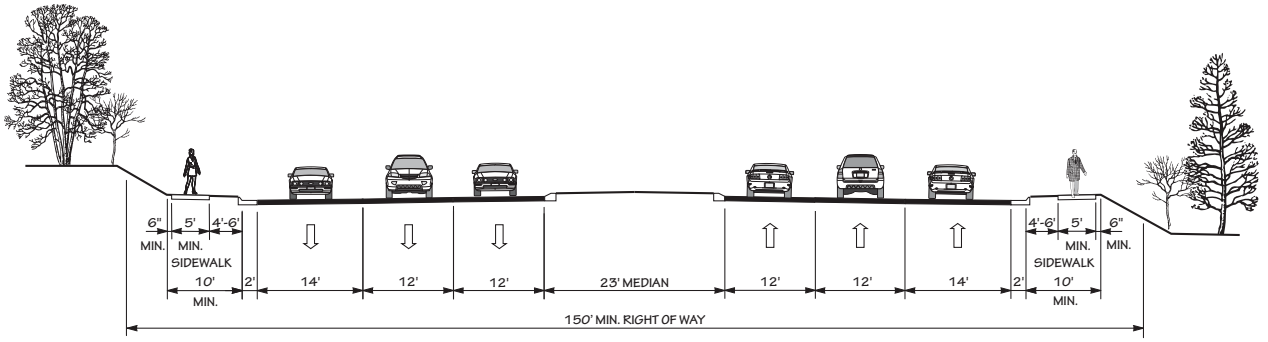
6D

6 LANE FREEWAY (4 GENERAL PURPOSE LANES, 2 MANAGED LANES, AND 27' MEDIAN WITH JERSEY BARRIER) WITH PAVED SHOULDERS

POSTED SPEED 55-70 MPH

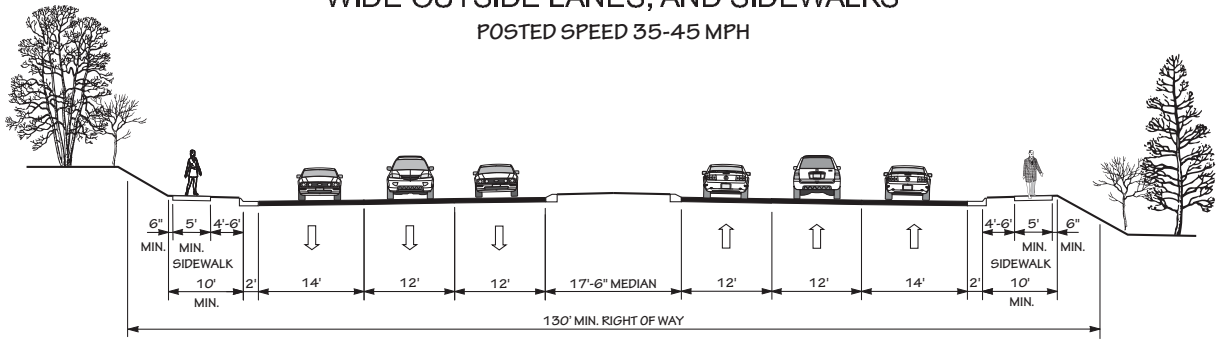
Revised 05/05/2014

"TYPICAL" HIGHWAY CROSS SECTIONS



6E 6 LANE DIVIDED (23' RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES, AND SIDEWALKS

POSTED SPEED 35-45 MPH

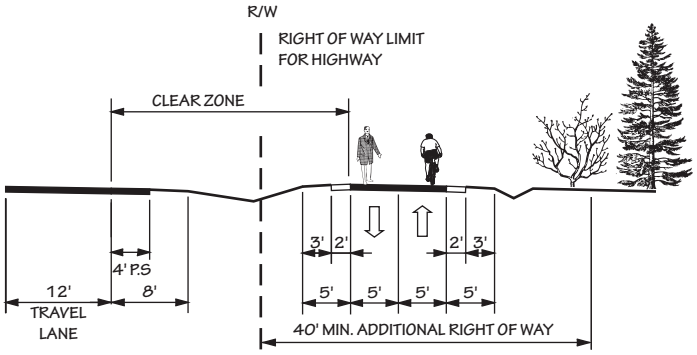


6F 6 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, WIDE OUTSIDE LANES, AND SIDEWALKS

POSTED SPEED 35-45 MPH

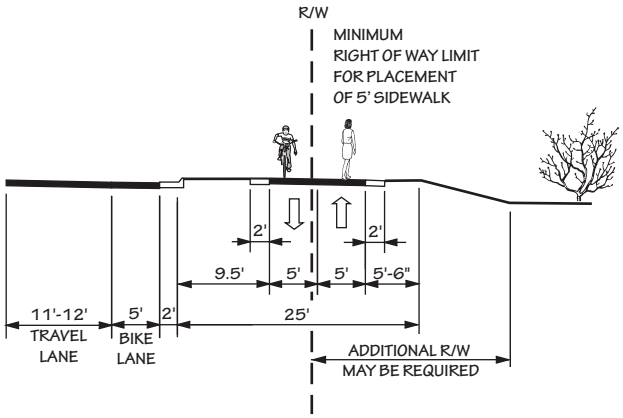
"TYPICAL" HIGHWAY CROSS SECTIONS

M A



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

M B



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 8.

- **LOS A**: Describes free-flow operations. Free Flow Speed (FFS) prevails and vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed.
- **LOS B**: Represents reasonably free-flow operations, and FFS is maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed.
- **LOS C**: Provides for flow with speeds near the FFS. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service quality will be significant. Queues may be expected to form behind any significant blockages.
- **LOS D**: The level at which speeds begin to decline with increasing flows, with density increasing more quickly. Freedom to maneuver within the traffic stream is seriously limited and drivers experience reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.
- **LOS E**: Describes operation at capacity. Operations at this level are highly volatile because there are virtually no usable gaps within the traffic stream, leaving little room to maneuver within the traffic stream. Any disruption to the traffic stream, such as vehicles entering from a ramp or a vehicle changing lanes, can establish a disruption wave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown and substantial queuing. The physical and psychological comfort afforded to drivers is poor.
- **LOS F**: Describes breakdown, or unstable flow. Such conditions exist within queues forming behind bottlenecks.

Figure 8 - Level of Service Illustrations

Source: *2010 Highway Capacity Manual*, Exhibit 11-4

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 Structures 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 (SD) or functionally obsolete (FO). 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 qualify 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 located on roads evaluated as a part of the CTP are listed in Table 3, and Figure 5. For more details on deficient bridges within the planning area, contact the Structures Management Unit using the information in Appendix A.

Table 3 - Deficient Bridges

Bridge Number	Facility	Feature	Condition	Local ID
690001	US17 North Bound Lane	Knobbs Creek	SD & FO	
690005	Esclip Road (SR1103)	Chapel Creek	SD & FO	B-4783
690012	Fire Tower Road (SR1360)	Creek	SD & FO	
690015	Morgans Corner Road (SR1417)	Pasquotank River	FO	B-5969
690018	SR1269	Charles Creek	FO	
690021	Creek Road (SR1332)	Knobbs Creek	SD & FO	B-5139
690025	Foreman Bundy Road (SR1144)	Canal	SD & FO	
690028	Riverside Avenue	Charles Creek	FO	
690041	Long Lane (SR1367)	Canal Shephard's Ditch	FO	

Appendix G
Socio-Economic Data Forecasting Methodology

In the development of the Pasquotank County CTP, existing and anticipated deficiencies were determined through an analysis of the transportation system looking at both current and future travel patterns.

Travel demand was projected from 2010 to 2040 using a trend line analysis based on Annual Average Daily Traffic (AADT) from 1990 to 2010. In addition, local land use plans and growth expectations were used to further refine future growth rates and patterns. For this CTP, the 2004 Coastal Area Management Act (CAMA) Land Use Plan (revised 2012) was used and is partially illustrated in Figures 9 and 10, respectively.

The CTP Steering Committee worked with NCDOT to estimate population growth, economic development potential, and land use trends to determine the potential impacts on the future transportation system in 2040.

Population

Population trends were estimated using available data from the Office of State Budget and Management (OSBM) and simple linear growth. Table 4 shows current and projected population through the year 2040.

Table 4 – Population Data

Year	**Pasquotank** Population
2010	40,652
2015	39,731
2020	40,330
2025	40,411
2030	40,423
2035	40,422
2040*	51,000

* Extrapolated by NCDOT

Appendix H
Public Involvement

This appendix documents the public involvement process and includes a listing of steering committee members, the goals and objectives survey results, and public meetings held throughout the development of the CTP.

List of CTP Steering Committee Members

At the start of a CTP study, a committee is formed that is comprised of individuals who represent the various needs, issues and populations of the community. These representatives are responsible for capturing the transportation needs of the community relative to all modes of transportation and for guiding the development of the CTP. A listing of steering committee members for the Pasquotank County CTP is given below.

- Angela Cole, City of Elizabeth City
- Betty Meggs, City of Elizabeth City (City Council)
- Rodney Bunch, Pasquotank County
- Gretchen Byrum, NCDOT Division 1
- Charles Hall, Elizabeth City State University
- Shelley Cox, Pasquotank County
- Ernest Anderson, River City Cycling Club
- Herb Mullen, ICPTA
- Paul Fredette, City of Elizabeth City
- Angela Welsh, Albemarle Rural Planning Organization

CTP Vision, Goals, Objectives and MOEs

The CTP vision, goals and objectives are developed as part of the public involvement process and help identify how the people within an area would like to develop the transportation system (all modes). The CTP committee develops the draft vision, goals, objectives, and MOEs which are further refined with input from citizens via the CTP Goals & Objectives (G&O) survey. These products become the official guide for the CTP being developed.

The vision statement, goals and objectives reflect what is important for the area and defines any local preferences concerning the transportation system and community assets. The vision statement is the framework for the area's strategic planning. Goals and objectives document how the area plans to fulfill its vision. The goals break down the vision statement into themes, while the objectives document how the area plans to make progress towards achieving each goal. MOEs are established to enable the area to track the progress of each objective.

Pasquotank County and Elizabeth City CTP
Community Vision & Objectives Statement

Vision:

Provide a safe, reliable, efficient, and sustainable multi-modal transportation network that supports cultural and economic development and efficient movement of people and products. Develop a comprehensive transportation plan while being compatible with environmental protection and land use plans.

Objectives:

1.) Coordinate with the Pasquotank County, Elizabeth City, Albemarle Rural Planning Organization, Inter-County Public Transportation Authority (ICPTA), Coastal Area Management Act (CAMA), Elizabeth City State University (ECSU), US Coast Guard, NCDOT, and other relevant stakeholders.

2.) Study capacity, crash history, environmental features, and connectivity to make recommendations where needed to improve safety and mobility.

3.) Coordinate with Emergency Management and relevant organizations to ensure that emergency plans are considered in plan development.

4.) Work to develop recommendations that make Pasquotank County and Elizabeth City more bicycle, pedestrian, and transit friendly.

Goals and Objectives Survey

A G&O survey is a public involvement technique used to help identify an area's perception of transportation-related issues, identify concerns that should be addressed during the development of a CTP, and to help develop a vision for the community. The G&O survey is most appropriately implemented at the beginning of the transportation planning study. In addition to determining up front what is important to the citizens of the planning area, initiating the G&O survey early in the planning process allows the survey to serve as an introduction to the transportation planning process. The survey usually includes a brief introduction explaining what a transportation plan is and how the area can benefit from having one. The survey also includes a wide variety of questions that is tailored to each area as appropriate. A summary of the Pasquotank County G & O survey is given below.

Pasquotank County & Elizabeth City Comprehensive Transportation Plan

Pasquotank County & Elizabeth City Comprehensive Transportation Plan Survey

In July 2011, the NCDOT – Transportation Planning Branch initiated a comprehensive transportation plan (CTP) for Pasquotank County and Elizabeth City. A CTP is a long-term, non-fiscally constrained transportation plan. A CTP is also multimodal (highways, public transportation, rail, bicycle, and pedestrian), which aims to address existing and anticipated transportation problems.

This survey is designed to gauge your opinion regarding transportation needs in your area. Your input is vital and will help the NCDOT and local stakeholders cooperatively develop this plan.

Please complete by **November 11th, 2011**

This survey is available online at
http://www.surveymonkey.com/s/PasquotankElizabethCityCTPSurvey
and paper copies can be returned to:

Mark Eatman
North Carolina Dept. of Transportation
1554 Mail Service Center
Raleigh, NC 27699

1. Please select the destination(s) in your typical daily commute (work, school, shopping, etc). (check all that apply)

- ☐ Within Pasquotank County / Elizabeth City
- ☐ Camden County
- ☐ Other
- ☐ Dare County
- ☐ Virginia (Tidewater Metropolitan Region)
- ☐ Perquimans County
- ☐ Gates County

2. How often do you use the following modes of transportation for commuting?

	Never	Rarely	Sometimes	Often	All of the time
Bicycle	◯	◯	◯	◯	◯
Public Transportation	◯	◯	◯	◯	◯
Car	◯	◯	◯	◯	◯
Carpool	◯	◯	◯	◯	◯
Walk	◯	◯	◯	◯	◯

3. Given your PRIMARY mode of transportation in QUESTION 2 above, why do you use that mode (check all that apply)?

☐ Cost ☐ Distance ☐ Convenience ☐ Safety ☐ Health Reasons ☐ Other

4. Do you own a motor vehicle, if so how many (per household)?

◯ 0 ◯ 1 ◯ 2 ◯ 3 ◯ 4 ◯ 5+

Pasquotank County & Elizabeth City Comprehensive Transportation Plan

5. Approximately how much time do you spend in the average day commuting to work?

	Less than 5	6 - 10	11 - 15	16 - 20	20 - 40	40 - 60	60+
Minutes	◯	◯	◯	◯	◯	◯	◯

6. Please rate each of the transportation system goals from 1-Not Important to 5-Very Important.

	1-Not Important	2-Less Important	3-Neutral	4-Important	5-Very Important
Service to Elderly and Disabled	◯	◯	◯	◯	◯
Reduced Congestion	◯	◯	◯	◯	◯
Transportation Modal Choice (Walking, Biking, Transit)	◯	◯	◯	◯	◯
Economic Growth	◯	◯	◯	◯	◯
Environmental Protection	◯	◯	◯	◯	◯
Community and Cultural Preservation	◯	◯	◯	◯	◯
Regional Connectivity	◯	◯	◯	◯	◯

7. Of the choices in the previous question (number 5), which is the single MOST IMPORTANT to you, and single LEAST IMPORTANT to you?

	Most Important	Least Important
Choose One of each		

8. When traveling in your area, do you find that you often have to go out of your way to get to your destination because the most direct route is too congested (other than US 158/Elizabeth St./the bridge)? If yes, please list specific locations of problems and alternate routes taken.

◯ No

◯ Yes (describe)

9. To address the traffic problems in the area, which improvements should be considered? (Check all that apply)

- ☐ Widen existing roads
- ☐ Add turn lanes at specific intersections
- ☐ Improve pavement and bridges
- ☐ Provide bus service
- ☐ Build new roadways
- ☐ Access controls including, limited driveways and right-in right-out only facilities
- ☐ Add on-road bike lanes
- ☐ Expand sidewalks / crosswalks
- ☐ Greenways and off-road paths
- ☐ Park-and-Ride lots
- ☐ Provide better information to drivers
- ☐ Improving intersection design and/or traffic signals

Other (please specify)

10. Should NCDOT spend more or less money on the following?

	1-Much Less	2-Less	3-Same	4-More	5-Much More
Maintaining existing infrastructure	◯	◯	◯	◯	◯
Building new major roads	◯	◯	◯	◯	◯
Creating / expanding bus service	◯	◯	◯	◯	◯
Expanding carpooling or vanpooling programs	◯	◯	◯	◯	◯
Building sidewalks	◯	◯	◯	◯	◯
Building bike lanes	◯	◯	◯	◯	◯
Building greenways	◯	◯	◯	◯	◯
Providing / Improving signage	◯	◯	◯	◯	◯

11. If additional money is needed to fund transportation projects, which of the following would you be willing to support?

- ☐ A gasoline tax increase
- ☐ A property tax increase
- ☐ A sales tax increase
- ☐ Charging transportation fees to develop properties
- ☐ A local bond referendum
- ☐ A vehicle miles traveled tax
- ☐ None

12. How did you find out about the survey?

- ☐ Newspaper
- ☐ Radio
- ☐ Library
- ☐ Internet
- ☐ E-mail
- ☐ Town Hall
- ☐ Planning Department
- ☐ Word of Mouth
- ☐ Other

Pasquotank County & Elizabeth City Comprehensive Transportation Plan

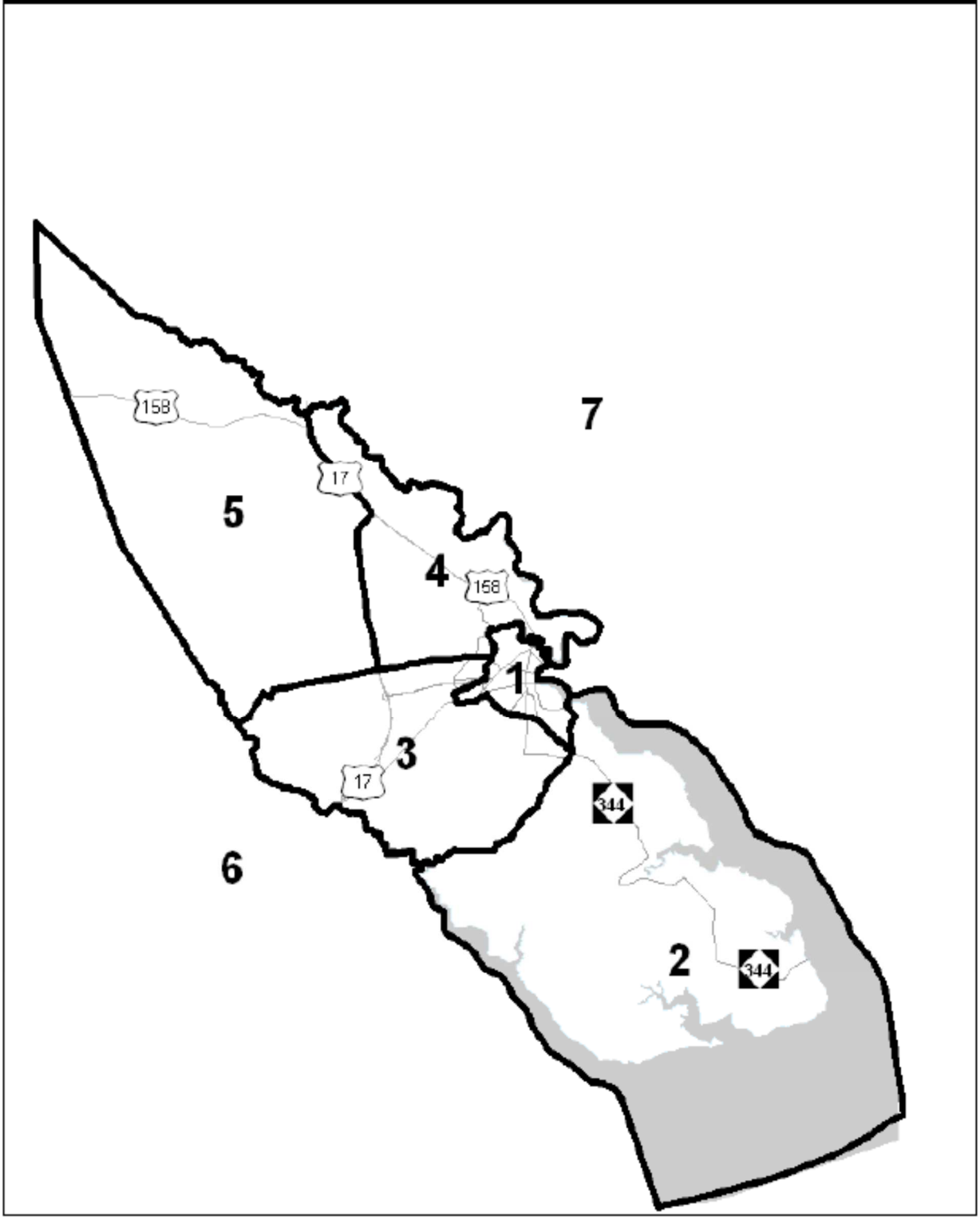
13. What is your #1 transportation concern in your area?

14. Any other comments or suggestions you would like to share with us?

We would like to know a little about you so that we can verify this survey has reached a wide variety of residents. Your answers will be kept strictly confidential and NOT used by outside parties.

15. In what area do you live? (Please see the below map for your location)

- ◯ 1 - Elizabeth City
- ◯ 2 - South of Elizabeth City
- ◯ 3 - West of Elizabeth City
- ◯ 4 - North of Elizabeth City
- ◯ 5 - Northern Pasquotank County
- ◯ 6 - South and Outside of Pasquotank County
- ◯ 7 - North and Outside of Pasquotank County


158
17
158
17
344
344
1
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7

Pasquotank County & Elizabeth City Comprehensive Transportation Plan

16. What is your gender?

◯ Male ◯ Female

17. What is your race (Check all that apply)?

☐ Asian ☐ Black / African American ☐ Native American ☐ White ☐ Other

18. What is your age?

◯ Under 18 ◯ 35-44 ◯ 65-74
◯ 18-24 ◯ 45-54 ◯ 75+
◯ 25-34 ◯ 55-64

19. How many people live in your household, including yourself?

◯ 1 ◯ 2 ◯ 3 ◯ 4 ◯ 5 ◯ 6 ◯ 7+

20. What was your household income last year?

◯ Below $15,000 ◯ $40,000 - $49,999 ◯ $70,000 or above
◯ $15,000 - $29,999 ◯ $50,000 - $59,999 ◯ I don't know
◯ $30,000 - $39,999 ◯ $60,000 - $69,999

Please click "Done" to submit your survey!

Thank you for your participation! Your input is vital in developing a plan that meets the needs of the residents and visitors of Pasquotank County & Elizabeth City. Please feel free to share the survey website (http://www.surveymonkey.com/s/PasquotankElizabethCityCTPSurvey) with your family and friends as well - all input is welcome!

Paper copies can be returned to:

Mark Eatman
North Carolina Dept. of Transportation
1554 Mail Service Center
Raleigh, NC 27699
mreatman@ncdot.gov

Pasquotank County & Elizabeth City Comprehensive Transportation Plan (CTP) Survey

SurveyMonkey

1. Please select the destination(s) in your typical daily commute (work, school, shopping, etc). (check all that apply)

	Response Percent	Response Count
Within Pasquotank County / Elizabeth City	**96.1%**	**73**
Camden County	27.6%	21
Dare County	2.6%	2
Virginia (Tidewater Metropolitan Region)	14.5%	11
Perquimans County	5.3%	4
Gates County	0.0%	0
Other	2.6%	2
	answered question	**76**
	skipped question	**1**

2. How often do you use the following modes of transportation for commuting?

	Never	Rarely	Sometimes	Often	All of the time	Rating Average	Response Count
Bicycle	74.2% (46)	11.3% (7)	6.5% (4)	8.1% (5)	0.0% (0)	1.48	62
Public Transportation	88.7% (55)	8.1% (5)	1.6% (1)	1.6% (1)	0.0% (0)	1.16	62
Car	1.3% (1)	1.3% (1)	0.0% (0)	10.7% (8)	86.7% (65)	4.80	75
Carpool	69.5% (41)	3.4% (2)	20.3% (12)	3.4% (2)	3.4% (2)	1.68	59
Walk	50.8% (31)	24.6% (15)	16.4% (10)	8.2% (5)	0.0% (0)	1.82	61
					answered question		77
					skipped question		0

3. Given your PRIMARY mode of transportation in QUESTION 2 above, why do you use that mode (check all that apply)?

	Response Percent	Response Count
Cost	11.7%	9
Distance	70.1%	54
Convenience	55.8%	43
Safety	15.6%	12
Health Reasons	6.5%	5
Other	7.8%	6
answered question		77
skipped question		0

4. Do you own a motor vehicle, if so how many (per household)?

	Response Percent	Response Count
0	2.6%	2
1	22.4%	17
2	47.4%	36
3	15.8%	12
4	5.3%	4
5+	6.6%	5
answered question		76
skipped question		1

5. Approximately how much time do you spend in the average day commuting to work?

	Less than 5	6 - 10	11 - 15	16 - 20	20 - 40	40 - 60	60+	Response Count
Minutes	11.8% (9)	13.2% (10)	13.2% (10)	19.7% (15)	**22.4% (17)**	13.2% (10)	6.6% (5)	76
answered question								76
skipped question								1

6. Please rate each of the transportation system goals from 1-Not Important to 5-Very Important.

	1-Not Important	2-Less Important	3-Neutral	4-Important	5-Very Important	Response Count
Service to Elderly and Disabled	2.6% (2)	2.6% (2)	16.9% (13)	32.5% (25)	**45.5% (35)**	77
Reduced Congestion	0.0% (0)	6.5% (5)	14.3% (11)	31.2% (24)	**48.1% (37)**	77
Transportation Modal Choice (Walking, Biking, Transit)	5.2% (4)	11.7% (9)	27.3% (21)	**33.8% (26)**	22.1% (17)	77
Economic Growth	0.0% (0)	1.3% (1)	17.1% (13)	**44.7% (34)**	36.8% (28)	76
Environmental Protection	2.7% (2)	6.7% (5)	21.3% (16)	**36.0% (27)**	33.3% (25)	75
Community and Cultural Preservation	3.9% (3)	3.9% (3)	31.2% (24)	**35.1% (27)**	26.0% (20)	77
Regional Connectivity	1.3% (1)	5.3% (4)	13.2% (10)	**46.1% (35)**	34.2% (26)	76
					answered question	77
					skipped question	0

7. Of the choices in the previous question (number 5), which is the single MOST IMPORTANT to

Most Important

	Service to Elderly and Disabled	Reduced Congestion	Transportation Modal Choice (Walking, Biking, Transit)	Economic Growt
Choose One of each	**26.0% (20)**	23.4% (18)	13.0% (10)	19.5% (15)

Least Important

	Service to Elderly and Disabled	Reduced Congestion	Transportation Modal Choice (Walking, Biking, Transit)	Economic Growt
Choose One of each	7.8% (6)	18.2% (14)	22.1% (17)	5.2% (4)

8. When traveling in your area, do you find that you often have to go out of your way to get to your destination because the most direct route is too congested (other than US 158/Elizabeth St./the bridge)? If yes, please list specific locations of problems and alternate routes taken.

		Response Percent	Response Count
No		77.9%	60
Yes (describe)		22.1%	17
		answered question	77
		skipped question	0

9. To address the traffic problems in the area, which improvements should be considered? (Check all that apply)

	Response Percent	Response Count
Widen existing roads	37.0%	27
Add turn lanes at specific intersections	46.6%	34
Improve pavement and bridges	60.3%	**44**
Provide bus service	27.4%	20
Build new roadways	11.0%	8
Access controls including, limited driveways and right-in right-out only facilities	13.7%	10
Add on-road bike lanes	42.5%	31
Expand sidewalks / crosswalks	31.5%	23
Greenways and off-road paths	24.7%	18
Park-and-Ride lots	15.1%	11
Provide better information to drivers	13.7%	10
Improving intersection design and/or traffic signals	60.3%	**44**
	Other (please specify)	8
	answered question	**73**
	skipped question	**4**

10. Should NCDOT spend more or less money on the following?

	1-Much Less	2-Less	3-Same	4-More	5-Much More	Response Count
Maintaining existing infrastructure	1.3% (1)	1.3% (1)	17.3% (13)	**50.7% (38)**	29.3% (22)	75
Building new major roads	8.6% (6)	10.0% (7)	**47.1% (33)**	21.4% (15)	12.9% (9)	70
Creating / expanding bus service	12.3% (9)	16.4% (12)	23.3% (17)	**31.5% (23)**	16.4% (12)	73
Expanding carpooling or vanpooling programs	20.8% (15)	22.2% (16)	25.0% (18)	**26.4% (19)**	5.6% (4)	72
Building sidewalks	11.0% (8)	12.3% (9)	**34.2% (25)**	31.5% (23)	11.0% (8)	73
Building bike lanes	16.2% (12)	9.5% (7)	25.7% (19)	**27.0% (20)**	21.6% (16)	74
Building greenways	20.5% (15)	16.4% (12)	**26.0% (19)**	19.2% (14)	17.8% (13)	73
Providing / Improving signage	5.4% (4)	4.1% (3)	**51.4% (38)**	25.7% (19)	13.5% (10)	74
					answered question	76
					skipped question	1

11. If additional money is needed to fund transportation projects, which of the following would you be willing to support?

	Response Percent	Response Count
A gasoline tax increase	14.3%	11
A property tax increase	5.2%	4
A sales tax increase	31.2%	24
Charging transportation fees to develop properties	37.7%	29
A local bond referendum	18.2%	14
A vehicle miles traveled tax	5.2%	4
None	24.7%	19
answered question		77
skipped question		0

14. Any other comments or suggestions you would like to share with us?

	Response Count
	32
answered question	32
skipped question	45

15. In what area do you live? (Please see the below map for your location)

	Response Percent	Response Count
1 - Elizabeth City	34.7%	26
2 - South of Elizabeth City	21.3%	16
3 - West of Elizabeth City	18.7%	14
4 - North of Elizabeth City	6.7%	5
5 - Northern Pasquotank County	6.7%	5
6 - South and Outside of Pasquotank County	2.7%	2
7 - North and Outside of Pasquotank County	9.3%	7
answered question		75
skipped question		2

16. What is your gender?

	Response Percent	Response Count
Male	39.2%	29
Female	60.8%	45
answered question		74
skipped question		3

17. What is your race (Check all that apply)?

	Response Percent	Response Count
Asian	1.4%	1
Black / African American	13.5%	10
Native American	1.4%	1
White	86.5%	64
Other	0.0%	0
answered question		74
skipped question		3

18. What is your age?

	Response Percent	Response Count
Under 18	0.0%	0
18-24	2.7%	2
25-34	9.3%	7
35-44	32.0%	24
45-54	25.3%	19
55-64	26.7%	20
65-74	4.0%	3
75+	0.0%	0
	answered question	75
	skipped question	2

19. How many people live in your household, including yourself?

	Response Percent	Response Count
1	9.5%	7
2	44.6%	33
3	17.6%	13
4	23.0%	17
5	2.7%	2
6	1.4%	1
7+	1.4%	1
	answered question	74
	skipped question	3

20. What was your household income last year?

	Response Percent	Response Count
Below $15,000	2.7%	2
$15,000 - $29,999	10.8%	8
$30,000 - $39,999	12.2%	9
$40,000 - $49,999	8.1%	6
$50,000 - $59,999	12.2%	9
$60,000 - $69,999	6.8%	5
$70,000 or above	**41.9%**	**31**
I don't know	5.4%	4
	answered question	**74**
	skipped question	**3**