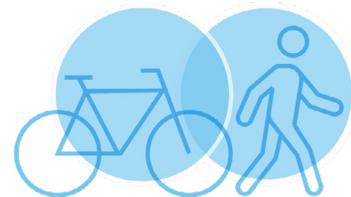


# Bicycle and Pedestrian Project Acceleration Plan

August 8, 2022



**EDENTON**  
Bicycle and Pedestrian Plan

# Acknowledgments

Thank you to the residents, community leaders, and government staff that participated in the development of the Edenton Bicycle and Pedestrian Project Acceleration Plan through meetings, workshops, comment forums, and plan review. A special thanks to those who participated on the plan's Steering Committee. Those who participated as members on the Steering Committee are listed below:

<b>Stephanie Beamon</b>	Citizen Representative
<b>Elizabeth Bryant*</b>	Town Planner
<b>Corey Gooden</b>	Town Manager
<b>Ted Haigler</b>	Citizen Representative
<b>Amber Hardy</b>	Citizen Representative
<b>Cam Idgett</b>	District Engineer
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<b>Bryan Lopez</b>	NCDOT IMD
<b>Angela Welsh</b>	NCDOT
<b>Dewayne Whealton</b>	Planner & Assistant Town Manager

*\* Left the Town prior to the plan's completion.*



Integrated Mobility Division  
N.C. DEPARTMENT OF TRANSPORTATION



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# Chapter 1: Introduction

## What is a Bicycle & Pedestrian Project Acceleration Plan?

The North Carolina Department of Transportation’s Integrated Mobility Division (IMD) created Bicycle and Pedestrian Plans for small communities with populations under 5,000. A Bicycle and Pedestrian Project Acceleration Plan uses an existing network of projects identified in previous planning efforts as the starting point in the process. These projects are then vetted to ensure current relevancy and, when needed, modernized. Following this update, the projects are screened with both quantitative and qualitative measures and then prioritized. This process helps identify projects that may be more suitable for near-term implementation.

The planning process began in the summer of 2021. There were three major milestones of the process outlined below.



# Background

Known as one of the prettiest small towns in the south, the Town of Edenton has a wealth of history accompanied by beautiful natural environment. Despite having less than 5,000 residents, the Town of Edenton is dedicated to providing a high quality of life for its residents. As one of the first Colonial capitals, Edenton residents and visitors can stroll through the charming downtown waterfront, visit the Roanoke River Lighthouse, and enjoy a historic trolley tour. As a vibrant and diverse community, the Town of Edenton is a popular destination for tourism and retirement.

The Town of Edenton is in Chowan County, North Carolina, located just off of the Albemarle Sound along the Chowan River, south of US-17. Edenton is home to the Northeastern Regional Airport, which provides easy access for those looking for a serene coastal escape.

## Purpose

The Town of Edenton has proactively sought to invest in its bicycle and pedestrian infrastructure. Edenton is home to active residents who enjoy both the recreational and health benefits of walking and cycling. With a relatively low number of crashes involving bicycles and pedestrians, the town is generally safe and friendly for active transportation users. Since the town has a high volume of pedestrian and bicycle use, Edenton is seeking to enhance the overall experience of users while providing critical connections between key locations.

The Town of Edenton has teamed with numerous partners to identify recommendations and investments for bicycle and pedestrian facilities. In 2009, the Town of Edenton adopted a Comprehensive Pedestrian Plan which identified recommendations for sidewalks and crossing facilities. In 2013, the Albemarle Regional Planning Organization (ARPO) created the Albemarle Regional Bicycle Plan. This regional bicycle plan identified low-cost strategies to connect the Albemarle region.

In 2020, the Town of Edenton was awarded a planning grant from NCDOT IMD for a project acceleration plan. Through the planning grant initiative, NCDOT IMD encourages the development of pedestrian and bicycle plans at the municipal level by offering these grants, totaling nearly \$4.6 million since 2004 across 186 municipalities. The project acceleration plan will aid the town in prioritizing projects in addition to identifying funding sources for bicycle and pedestrian facilities. The following document outlines the existing conditions in the Town of Edenton related to bicycle and pedestrian infrastructure.

## Study Area

The Town of Edenton is nestled in the Albemarle Sound. The small-town community is known for its historical and environmental features. With a vast amount of recreational, shopping, and dining opportunities, the Town of Edenton is a major destination in Chowan County. The figure below shows the Town of Edenton boundary. For this plan, the town boundary will be referred to as the “study area.” The recommendations generated will apply specifically to Edenton with consideration to regional connections.



# Demographics

The demographic makeup of a community is an essential consideration when understanding the needs of the Town of Edenton. The existing conditions presents background information on the current mobility considerations as well as relevant socioeconomic data trends that can provide insight into how people move. The following section utilizes 2019 American Community Survey (ACS) 5-Year estimates from the U.S. Census Bureau to summarize the relevant community characteristics. By understanding this data, the recommendations of the final plan can be tailored accordingly to the residents of Edenton.

## At A Glance

This section provides a brief overview of the Town’s demographics, including trends and shifts that will impact mobility in years to come. To properly analyze demographic data, understanding the context area is crucial. In order to inform this Bicycle and Pedestrian Project Acceleration Plan, the Town of Edenton was compared to Chowan County and the state of North Carolina. The following table highlights these comparisons and key takeaways.

DEMOGRAPHICS	EDENTON	CHOWAN COUNTY	NORTH CAROLINA
Population 2019	4,677	14,097	10,488,084
Population Growth	-0.95%	48.1%	58.4%
Percent Minority	62.5%	38.9%	31.9%
Percent Poverty Rate	27.4%	16.0%	13.6%
Percent Youth	22.5%	4.2%	21.9%
Percent Elderly	25.0%	24.2%	16.7%
Percent Disabled	11.9%	16.9%	13.2%
Median Household Income	\$41,633	\$46,519	\$57,341
No Vehicle Households	13.2%	5.6%	2.4%
Average Commute Times (in minutes)	28.8	29.5	25.7

*\*This data was evaluated at the ACS "Place Level" for the Town of Edenton*

## Population Growth

In 2010, the estimated population for the Town of Edenton was 5,111. As of 2019, the population was estimated to be 4,677. Within ten years, the town has seen a declining population rate of less than one percent. In Chowan County, the rate of growth was approximately 48.1% for the same ten-year period.

# Mode Split

86.7%

## Drive to Work

The percentage includes those who drive alone and carpool to work. Driving is the primary method of commute for Edenton residents.

10.1%

## Walk to Work

Approximately 10% of Edenton residents walk to work. In the state of North Carolina, around 1.8% of people walk to work.

3.2%

## Use Other Means

Other means of transportation can include biking, taking a scooter, cab, or work from home.

## TRAVEL FLOW

The numbers below shows the movement of commuters in, out, and within the Town of Edenton.

Live Outside,  
Work Inside

1,863

Work and  
Live Inside

382

Live Inside,  
Work Outside

889

The mode-split for the Town of Edenton provides valuable insight into commuting patterns. While nearly 87% of commuters drive to work, approximately 10% of Edenton residents walk to work. By providing alternative modes of transportation throughout the town and Chowan County, the overall health and quality of life will improve for residents and visitors alike.

In addition to analyzing the mode-split for the Town of Edenton, travel flow information can provide further insight into mobility. 59% of workers living outside the town commute into Edenton, less than 30% of working residents work outside of the town. With 87% of workers

either leaving or coming into Edenton the multimodal connectivity between the town and other areas of the county is essential.

The mode split and travel flow information provide a foundation for understanding the successes and limitations of the overall mobility network. In order to enhance Edenton's transportation system, a more thorough analysis on the current conditions of bicycle and pedestrian infrastructure needs to be assessed. The previous plan review starting on page 20 helps identify some of the historic needs and recommendations to create a more walkable town.

# Physical Conditions

The following section outlines the existing physical conditions in the Town of Edenton. An assessment of conditions includes:

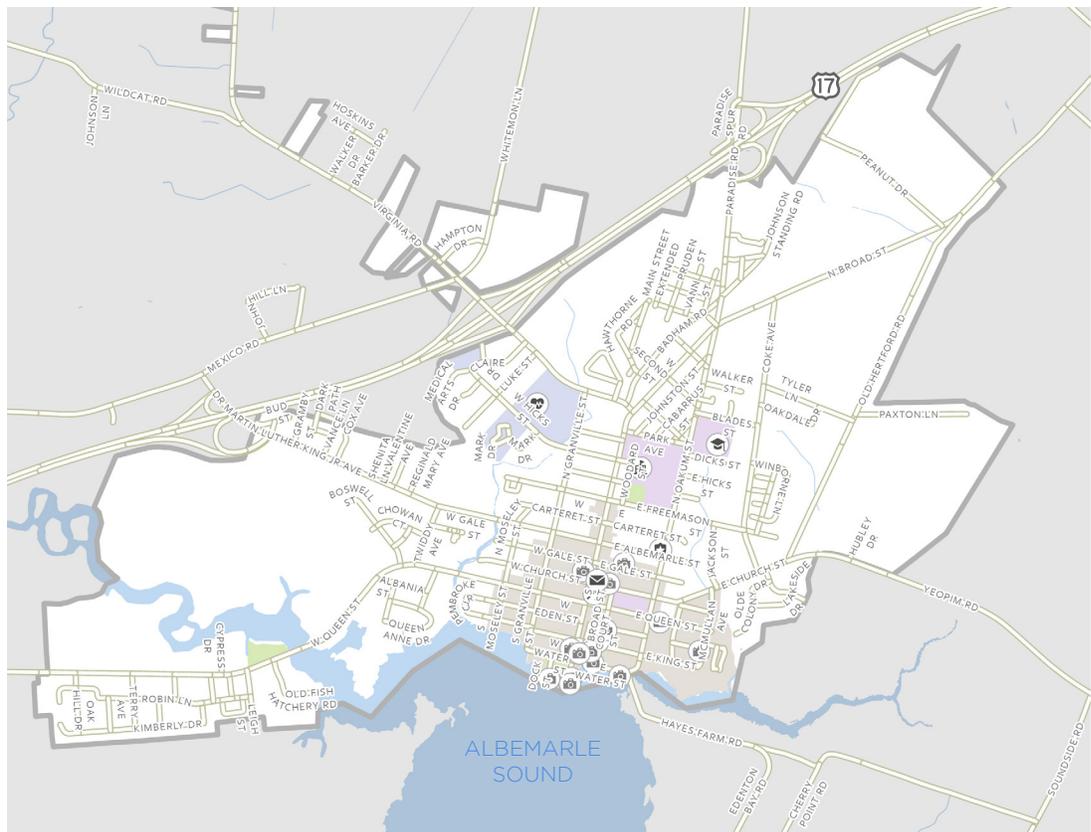
- Identifying key destinations for bikers and pedestrians
- Analyzing existing bicycle and pedestrian facilities
- Reviewing crash data and safety concerns

## Key Destinations

The Town of Edenton has a variety of key destinations. There are several historic sites throughout the Town including the Historic County Courthouse, The Roanoke Lighthouse, and the Penelope Barker House at the town's waterfront. Other critical community features include colleges and public schools, the hospital, grocery stores, and parks. The map below highlights some of these key community locations in the town.

### Legend

-  Chowan County Courthouse
-  College of the Albemarle
-  Edenton Police Department
-  John A Holmes High School
-  United States Postal Service
-  Vidant Chowan Hospital
-  Historic Tour

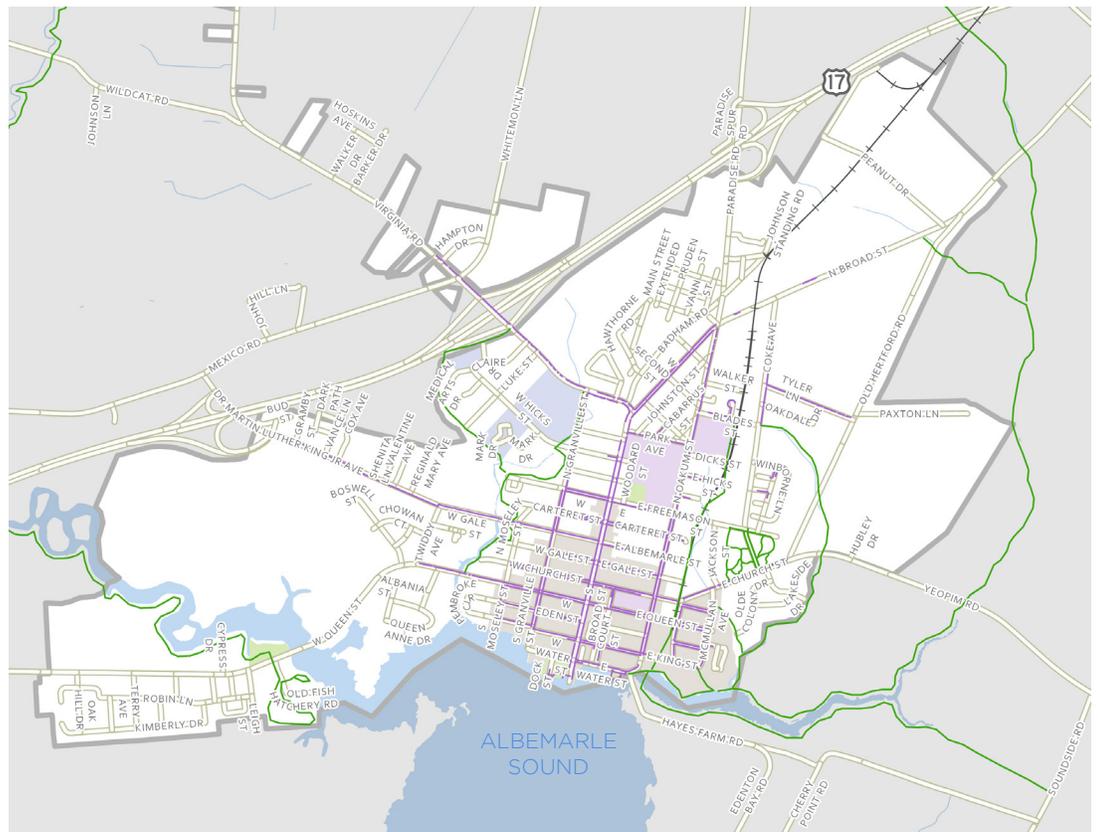


## Existing Facilities Map

The Town of Edenton is already home to numerous bicycle and pedestrian facilities. The map below shows the existing bicycle and pedestrian infrastructure that includes sharrows, sidewalks, and greenways. By understanding the existing network, this plan can fill in the gaps, create meaningful extensions, and recommend new opportunities for enhancing the active transportation network as a whole.

### Legend

- Sidewalk
- Multiuse Path



0.0 mi

### Bicycle Facilities

The number of linear miles of bicycle facilities in the Town of Edenton. These include sharrows, bicycle lanes, and wide shoulders.

16.4 mi

### Pedestrian Facilities

The number of linear miles of pedestrian facilities. This total primarily consists of sidewalks.

12.2 mi

### Multiuse Facilities

The number of linear miles of greenway or multiuse facilities. These facilities primarily consist of dedicated spaces for bicycles and pedestrians.

## Existing Facilities Inventory

A crucial component of the planning process involves identifying areas of opportunity based on the existing network. Through a fieldwork analysis and guidance from town staff after the plan's first kick-off meeting, the characteristics of several key corridors were studied. The table below provides a high-level overview of specific roadway characteristics as they pertain to existing pedestrian and bicycle facilities.

# Broad Street

---

### TO:

Old Hertford Road

### AADT\* 2019:

Not available

### FROM:

Water Street

### SPEED LIMIT:

35 miles per hour (mph)

### LENGTH:

2.26 miles

### EXISTING FACILITY:

Sidewalks on both sides with planted buffer; approximately 5 feet wide.



*\*AADT refers to the Annual Average Daily Traffic on a roadway*

# Virginia Road

## TO:

North Broad Street

## AADT 2019:

Not available

## FROM:

US-17/Ocean Highway

## SPEED LIMIT:

35 miles per hour (mph)

## LENGTH:

0.53 miles

## EXISTING FACILITY:

Sidewalks primarily on one side.

## Description

Virginia Road was heavily mentioned during public outreach as a dangerous corridor for pedestrians and cyclists. The road has several key destinations along the corridor including the Vidant Chowan Hospital as well as a variety of shopping opportunities. The intersection at North Broad Street and Virginia Road is an intersection of major concern.



# MLK Jr. Avenue

---

## TO:

North Grainville Street

## AADT 2019:

1,800 vehicles per day (vpd)

## FROM:

US-17/Ocean Highway

## SPEED LIMIT:

25 miles per hour (mph)

## LENGTH:

1.17 miles

## EXISTING FACILITY:

Sidewalk on one side, approximately 5 feet wide.

## Description

MLK Jr. Avenue is a crucial east-west connection in southern Edenton. It is a corridor primarily connecting residential areas to the town's downtown core. With narrower streets, there is no on-street parking on MLK Jr. Avenue. The limitations of right-of-way acquisition and utilities may present future pedestrian or bicycle facilities from being built.



# Church Street

TO:

Jackson Street

AADT 2019:

Not available

FROM:

Moseley Street

SPEED LIMIT:

25 miles per hour (mph)

LENGTH:

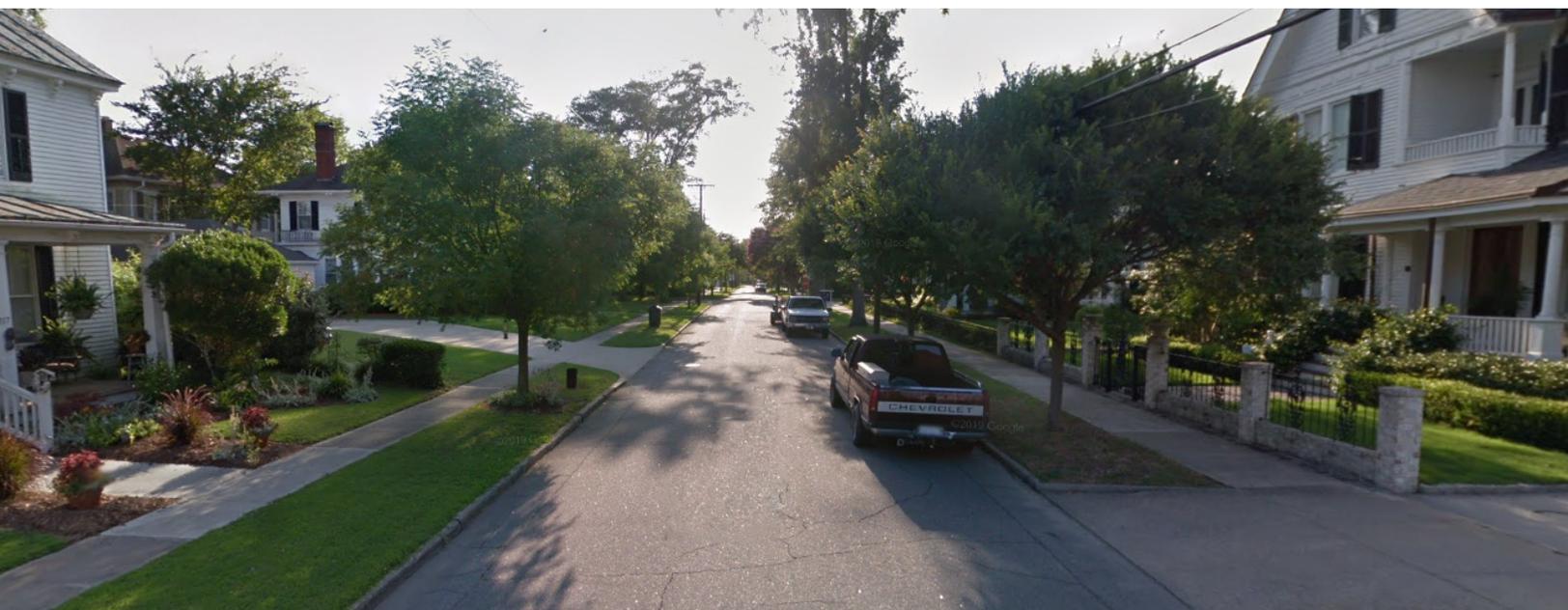
0.80 miles

EXISTING FACILITY:

Sidewalks typically on both sides with planted buffer, approximately 5 feet wide.

## Description

Church Street is another corridor that was heavily cited during public outreach. As a primary corridor for entry and exit into the town, Church Street is a corridor of major interest. There are high visibility crossings on the road at signalized intersections. Through most of the corridor, there are sidewalks on both sides separated from vehicles with trees and vegetation .



# Queen Street

---

TO:

Oak Hill Drive

AADT 2019:

Not available

FROM:

McMullan Avenue

SPEED LIMIT:

25-45 miles per hour (mph)

LENGTH:

2.40 miles

EXISTING FACILITY:

Limited sidewalk throughout the corridor.

## Description

Queen Street is a critical corridor that connects west Edenton to the downtown area. In addition to the numerous residential areas surrounding the corridor, there are several commercial areas along Queen Street. The street crosses Pembroke Creek and another small tributary of the Chowan River which is a major environmental feature in Edenton.



# Water Street

## TO:

Oakum Street/Hayesfarm Road

## AADT 2019:

Not available

## FROM:

Grainville Street

## SPEED LIMIT:

35 miles per hour (mph)

## LENGTH:

0.35 miles

## EXISTING FACILITY:

Sidewalks typically on both sides with planted buffer, approximately 6 feet wide.

## Description

Water Street borders the waterfront in Edenton. There are several key destinations along Water Street including the Shepard-Pruden Memorial Library, the Waterfront Park, and the Chowan Arts Council and Community Arts Center,

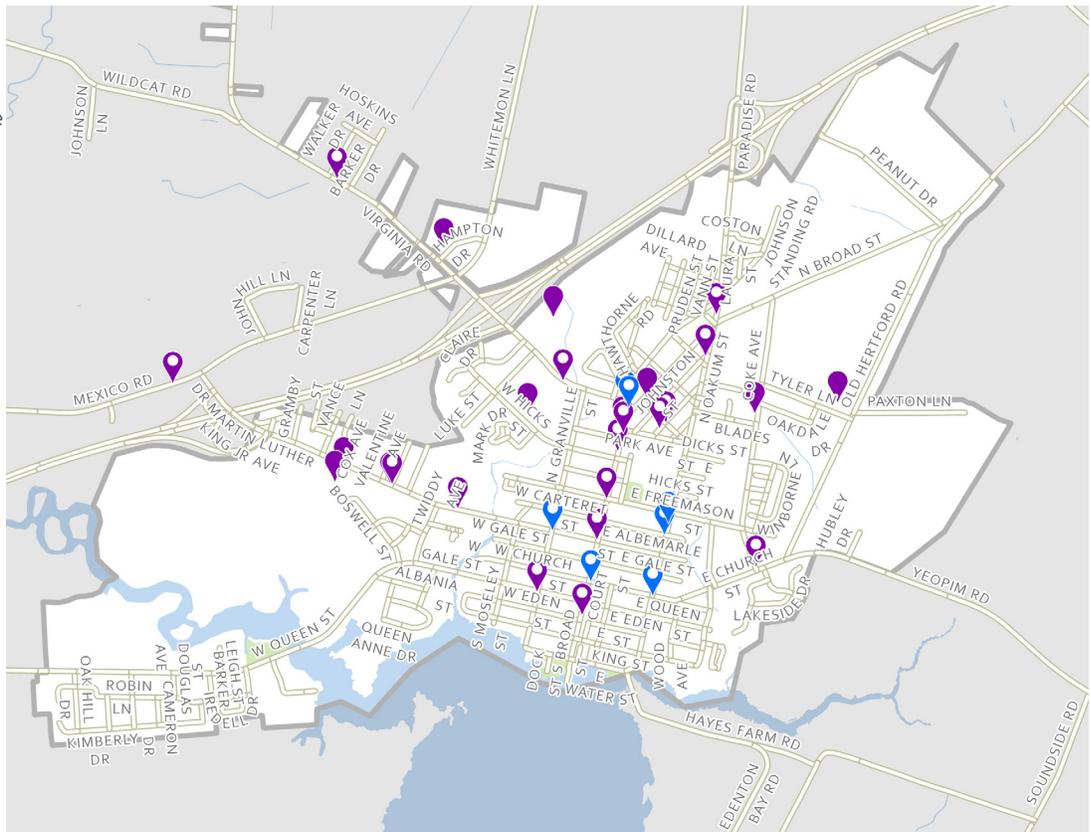


# Crash Locations

With approximately 30 miles of pedestrians and bicyclists, ensuring the safety of all road users is crucial. Between 2007 and 2020 a total of 32 crashes were reported in the Town of Edenton. The map below shows the number of crashes within the study area boundary. The figure includes both on- and off-street crashes for both pedestrians and cyclists.

## Legend

-  On-Street Bicycle Crash
-  Off-Street Bicycle Crash
-  On-Street Pedestrian Crash
-  Off-Street Pedestrian Crash



7

## Bicycle Crashes

The location of crashes involving one or more bicycles.

26

## Pedestrian Crashes

The location of crashes involving one or more pedestrians.

32

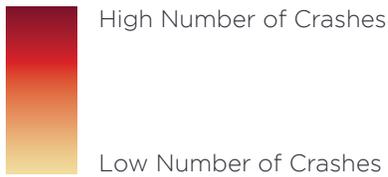
## Total Crashes

The total number of crashes in the Town of Edenton between 2007 and 2020.

# Crash Density

The areas with the most bicycle and pedestrian crashes can be seen below. The intersection with the highest number of crashes is at Virginia Street and Broad Street. By knowing the locations of high-density crashes, this plan can tailor recommendations to each site.

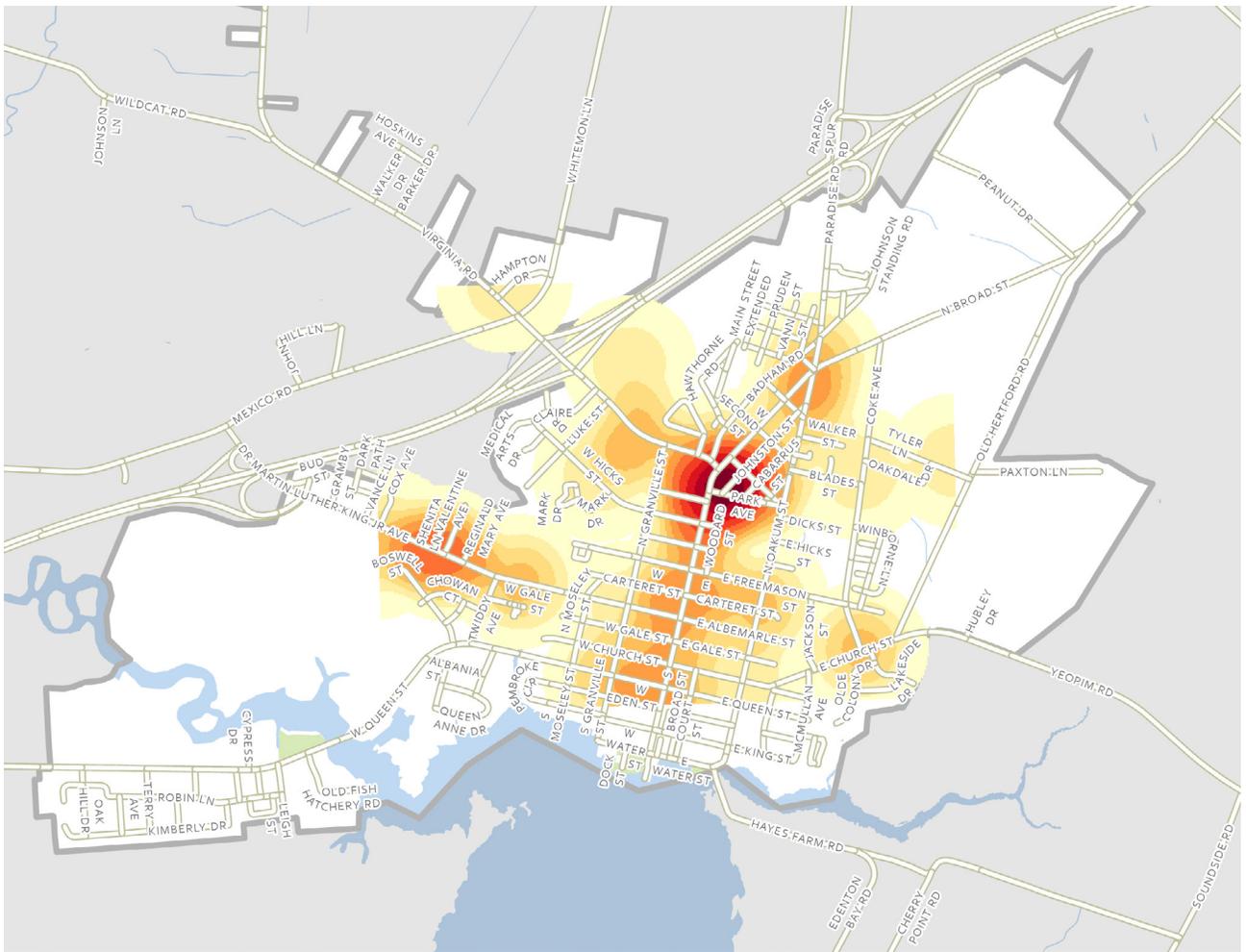
## Legend



## Safety Programs



North Carolina is one of the least safe states in the United States for biking and walking. Annually, 3,000 pedestrians and 850 bicyclists are hit by a vehicle in NC.



Data Sources:

NCDOT Crash Map - <https://www.arcgis.com/home/webmap/viewer.html?webmap=b4fcdc266d054a1ca075b60715f88aef>

WatchforMe - <https://www.watchformen.org/crashfacts/>

# Previous Plan Review

The Town of Edenton has a long planning history of identifying multimodal facilities for local and regional uses. The following documents are important considerations when identifying potential projects and investment strategies. The Edenton Bicycle and Pedestrian Project Acceleration Plan builds upon the previous planning efforts at both a local and regional scale. While this is not a comprehensive list, all of the recommendations summarized in the following section were pulled from their respective documents. The specific project recommendations from these planning efforts will be reconciled and incorporated into the Edenton Bicycle and Pedestrian Project Acceleration Plan during the project development and prioritization process.





# Edenton Gateway Corridor Master Plan Report (2003)

## OVERVIEW

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The Gateway Corridor Master Plan seeks to provide guidelines for creating attractive spaces as the Town of Edenton changes and grows, while maintaining the Town's unique character. The plan addresses streetscape appearance as well as pedestrian and bicycle circulation along the six major corridors leading into downtown Edenton. The six roadways identified are West Queen Street, Virginia Road, NC 32, North Broad Street, Martin Luther King Jr. Avenue, and Paradise Road (US-17 BUS). These corridors function as 'gateways' in and out of Edenton. The plan proposes locations for sidewalks, street trees, and bike lanes. The plan also recommends standards on the appearance of new buildings, driveway spacing along roadways, and signage.

## RELEVANT RECOMMENDATIONS

- Distinguish internal pedestrian walkways from vehicular surfaces through the use of special pavers, bricks, and exposed aggregate or scored concrete for pedestrian safety.
- Provide a continuous pedestrian walkway from the perimeter sidewalk or trail to the principal entry.
- Provide landscaping, parking lot, and building requirements in addition to guidance outline in the Unified Development Ordinance (UDO).
- Identify locations for pedestrian signage near key destinations or high visibility areas.



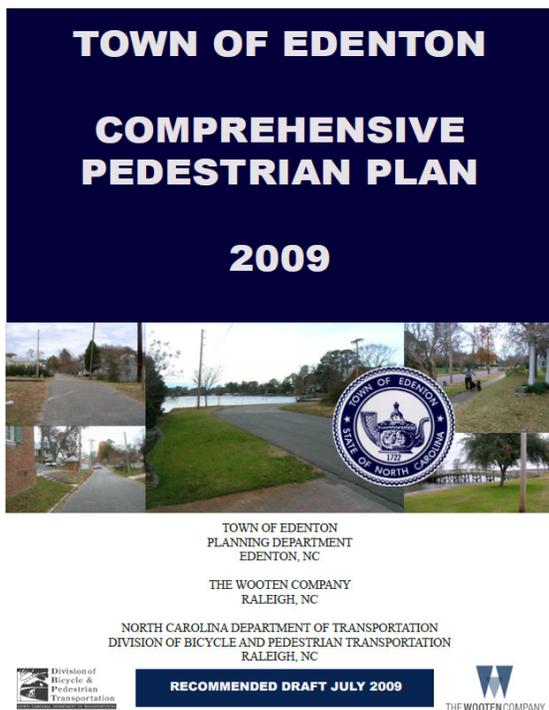
# Town of Edenton Comprehensive Pedestrian Plan (2009)

## OVERVIEW

The goals of Comprehensive Pedestrian Plan are to improve Edenton's pedestrian network, provide greater connectivity between key destinations, increase recreational opportunities, provide alternative mode choice, stimulate economic development, and support growth strategies. To achieve these goals, the plan proposes filling sidewalk gaps downtown, connecting adjacent neighborhoods to major destinations, and finding other innovative strategies to improving walkability in town. The Pedestrian Plan provides guidance to local and state officials to make informed decisions about investment strategies. The plan is key to fulfill the Town Council's Vision and improve the safety, connectivity, equity, health, and community of Edenton.

## RELEVANT RECOMMENDATIONS

- Install sidewalk along the six 'gateway corridors' into Edenton referenced in the Gateway Corridor Master Plan Report.
- Repair and modify sidewalk to fit ADA standards throughout Edenton.
- Develop a viable downtown business district supplemented by a mixture of land uses.
- Become a desirable tourist destination and integrate walking into the visitor experience.



# Albemarle Regional Bicycle Plan (2013)

## OVERVIEW

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The purpose of the Albemarle Regional Bicycle Plan is to promote cycling in the ten counties in northeastern North Carolina through the development of policies, programs, and facilities. The goals of the plan are to improve health and safety in the region, increase the quality of bicycling and number of bicycling trips, and to promote the tourism economy. The plan includes an analysis of the current conditions for cycling in the region and recommendations for the following: a comprehensive bicycle network, design guidelines for the proposed facilities, a prioritized list of the improvements, ways to integrate bike-friendly policies into codes and ordinances, and appropriate programming, maintenance, and funding.

## RELEVANT RECOMMENDATIONS

- Create bicycle lanes through striping, restriping, or road diet methods.
- Create additional greenways to help create a comprehensive bike network .
- Build multiuse trails, sharrows, paved shoulders, and a bicycle boulevard through the historic area.
- Implement the proper ancillary facilities, such as near- and long-term bicycle parking, restrooms, and water fountains.
- Initiate study locally to determine appropriate treatment and placement of crossings at intersections for bicycles and pedestrians.
- Encourage programs to promote cycling and walking, such as Safe Routes to School, Open Street Events, Bicycling Tours and Maps, Walk and Bike for Health Campaign, and the “Watch for Me NC” Campaign.



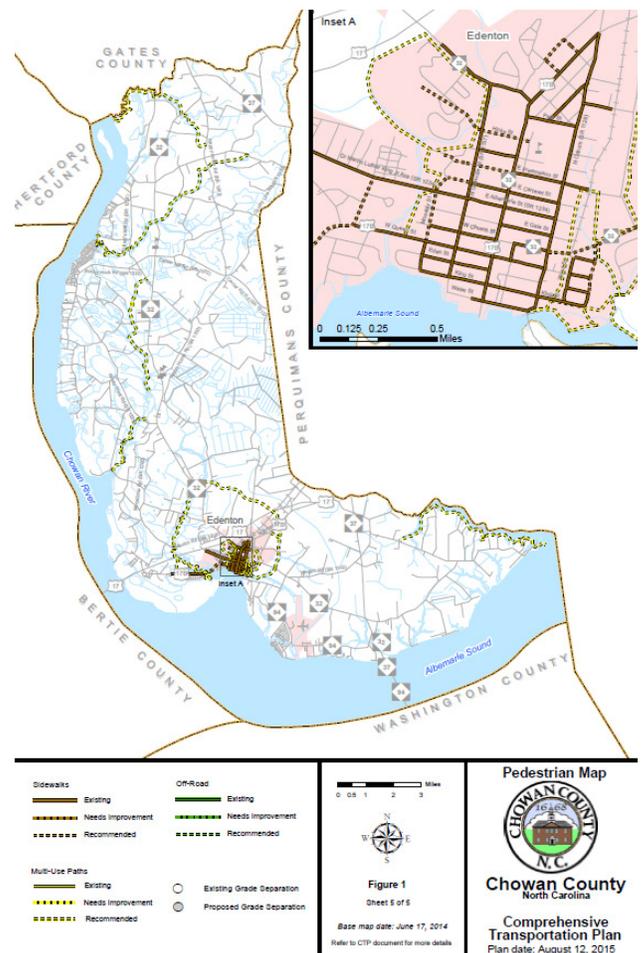
# Chowan County Comprehensive Transportation Plan (2015)

## OVERVIEW

The 2015 Chowan County Comprehensive Transportation Plan (CTP) is a long-range multimodal transportation plan covering the county's transportation needs through 2040. Through the analysis of the transportation system, environmental screening, and public input, the CTP serves as a guide for all future development throughout the county. The plan documents recommendations for highway, public transportation and rail, bicycle, and pedestrian needs. The recommendations presented in the CTP reflect coordination with local governments and NCDOT. The Town of Edenton as well as Chowan County and NCDOT are all responsible for the implementation of these recommendations.

## RELEVANT RECOMMENDATIONS

- Implement new multiuse paths and improved on-road accommodations throughout Edenton and Chowan County.
- Install bicycle facility along NC 3 from Perquimans County to Gates County.
- Install sidewalks along East Carteret Street.
- Install sidewalks along East Freemason Street.
- Install sidewalks along Hicks Street.
- Install sidewalks along Mosely Street .
- Incorporate the American Association of State Highway and Transportation Officials (AASHTO) standards for road improvements for bicycle facilities.



# Chowan County & Town of Edenton Joint Land Use Plan (2017)

## OVERVIEW

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In compliance with the Coastal Area Management Act of 1974 (CAMA), the Chowan County and Town of Edenton Joint Land Use Plan (JLUS) replaces the 2008 plan and prepares for the protection, preservation, orderly development, and management of the coastal areas of the state over the following five years. The CAMA specifies that municipalities along the coast can either complete Land Use Plans on their own or in conjunction with their county. Since Edenton is the only municipality in Chowan County, a joint plan was selected. The 2017 update was created by Chowan County and the Town of Edenton with the intent to make it more implementation-oriented, strategic, and user-friendly than past iterations.

## RELEVANT RECOMMENDATIONS

- Increase the mileage of bicycle and walking trails in the county, particularly in the waterfront areas.
- Promote construction of bicycle and walking trails, with an emphasis on trails that are along waterfronts, connect to waterfront areas, or connect pedestrians and cyclists to commercial areas.
- Encourage residential subdivision developers to provide bicycle and walking trails, fees-in-lieu, dedication of land, or a combination of these to fulfill open space and recreation requirements.
- Explore opportunities to install bicycle and walking trails within county-owned easements, on county-owned properties, and in existing parks.
- Ensure that the development standards and subdivision standards encourage provision of bicycle and walking trails, dedication of land for trails, or fees-in-lieu as the preferred option for open space provision.
- Add bicycle and pedestrian paths to county-owned properties, including easements and parkland.

*“Most places sidewalks lead to nowhere.  
Our sidewalks lead to somewhere.”*

*-Edenton Resident*





# Chapter 2: Outreach

Public outreach acts as a compass for the planning process through direct engagement with the general public and the involvement of a select group of project stakeholders. In order to be responsive to the needs of the community, the input received throughout the plan's development was incorporated into various aspects of the plan including recommendation confirmation and development, the prioritization process, and the final document. The outcomes of public outreach contributed significantly to the final recommendations outlined in this plan.



# Public Engagement

The planning process is guided by public engagement. Throughout the development of the Edenton Bicycle and Pedestrian Project Acceleration Plan, the input gathered from the general public as well as the plan's Steering Committee was incorporated at every step. The outcomes of the outreach efforts contributed directly to the final outcomes of the plan to ensure the community's needs and desires were reflected.

## Steering Committee

The plan's Steering Committee provided project guidance and acted as a decision-making body during critical points of the plan's development. The committee composed of local officials and experts, including representatives from the Town of Edenton, the County of Chowan, and NCDOT. The Steering Committee also included several passionate citizen representatives. The roles of the Steering Committee are defined below.

- Act as a conduit for community organizations to provide a voice during the planning process
- Assist with the development of the Bicycle and Pedestrian Project Acceleration Plan
- Provide feedback on the plan's elements throughout the process
- Provide knowledge and local insight

The Steering Committee met twice over the development of the plan. A summary of activities conducted with the Steering Committee is described below.

## Meeting Overview

### KICK-OFF MEETING

The project kick-off meeting occurred virtually via Microsoft Teams on June 9, 2021. The purpose of this meeting was to brief town staff on the overall project timeline and tentative schedule. During this meeting, the town identified members of the public that would sit on the plan's Steering Committee as citizen representatives. The kick-off meeting allowed the project team to conduct a field visit and gather data.

### STEERING COMMITTEE MEETING #1

The first Steering Committee meeting was held virtually via Microsoft Teams on July 29, 2021. During this meeting, committee members were introduced to the specific planning process for a bicycle and pedestrian project acceleration plan. A review of existing demographic data and previous plans was presented in summary form. A universe of projects was presented that

documented all of the relevant bicycle and pedestrian projects outlined in current and previous planning efforts. The Steering Committee members were prompted to discuss the projects and describe the barriers to project implementation. In addition to project identification, tentative prioritization criteria was presented.

## STEERING COMMITTEE MEETING #2

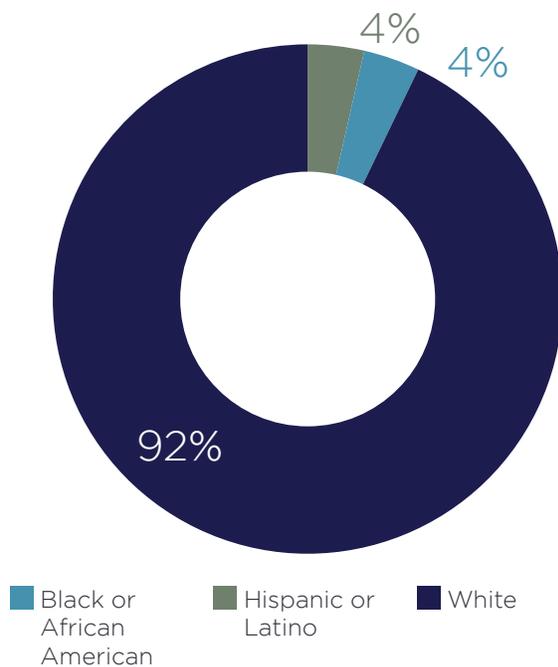
The second Steering Committee meeting was held virtually on September 7, 2021. The second meeting focused on the refined prioritization criteria and the results of the prioritization process for bicycle, pedestrian, and greenway facilities. The committee members also discussed improvements at specific intersections for consideration. The next steps included reaching out to the public for feedback.

## Online Survey

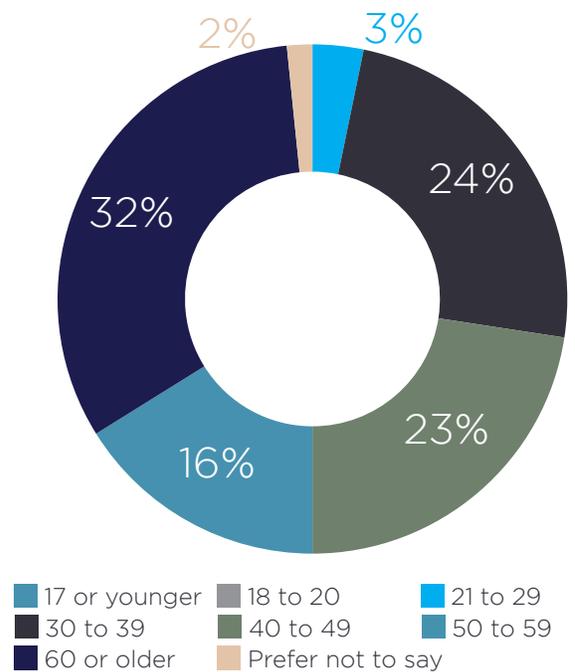
An online survey was distributed throughout the Town of Edenton by members of the Steering Committee and town staff. The survey was open from September 15 to October 15, 2021. The focus of the survey was to gather feedback on the draft bicycle, sidewalk, and multiuse recommendations.

## DEMOGRAPHIC

What is your race or ethnicity?



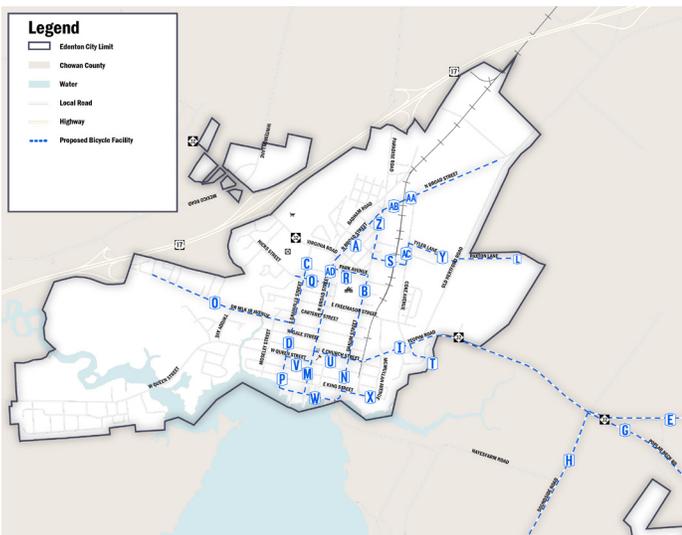
What category includes your age?



## DRAFT RECOMMENDATIONS

The draft bicycle, sidewalk, and multiuse recommendations were presented to the public for review and feedback. The survey participants were asked a series of questions about each type of recommendations and provided an opportunity to identify any additional needs. A summary of the responses are shown below.

### Bicycle Recommendations

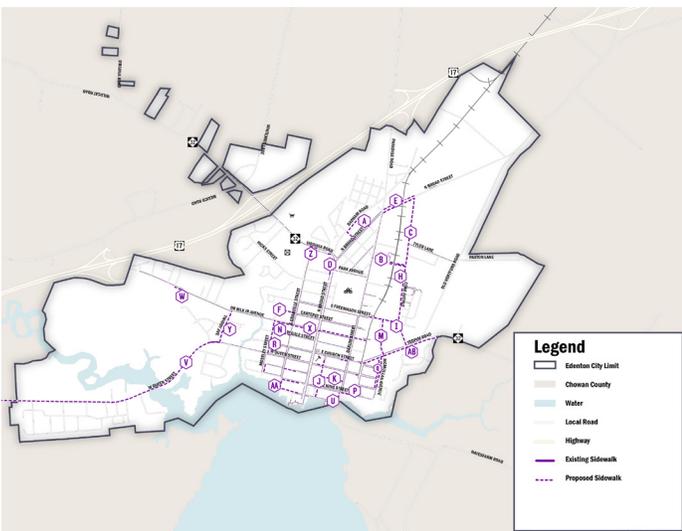


The draft bicycle recommendations included bicycle lanes, shared lanes or sharrows, and paved shoulders.

Survey participants were asked to choose which project should be done first. The top three locations that were identified were:

- A) Broad Street Bike Lane (Virginia Road to Paradise Road)
- E) Yeopim Road Paved Shoulder
- H) Soundside Road Paved Shoulder

### Sidewalk Recommendations



The draft pedestrian recommendations included sidewalks on one or both sides of the road.

Survey participants were asked to choose which project should be done first. The top three locations that were identified were:

- V) Queen Street
- AA) Water/Granville/King Street
- J) Court Street

*Please note: the project identification letters that correspond with the current map were later refined as part of a project reconciliation process.*



# 7.59

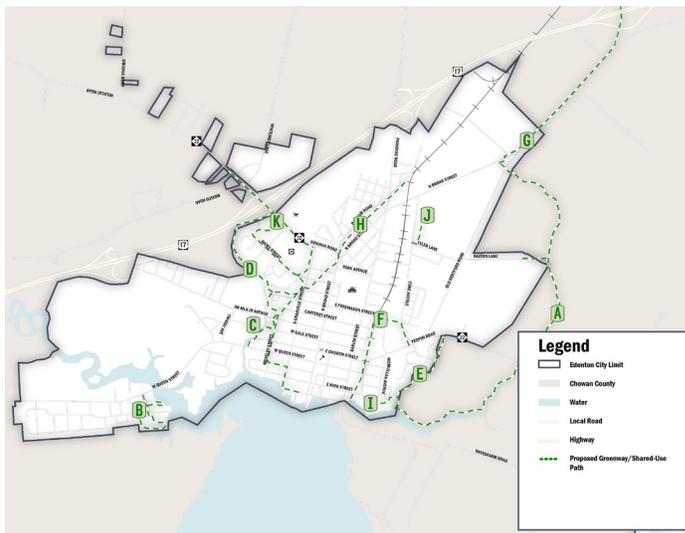
## Overall Recommendation Score

On a scale of 1 - 10 (with 10 being the best possible score), survey participants rated the overall recommendations 7.59 out of 10.

*“Good to see the Town is making efforts to be more bicycle and pedestrian friendly.”*

*“Thank you. This is exciting!”*

### Multiuse Recommendations

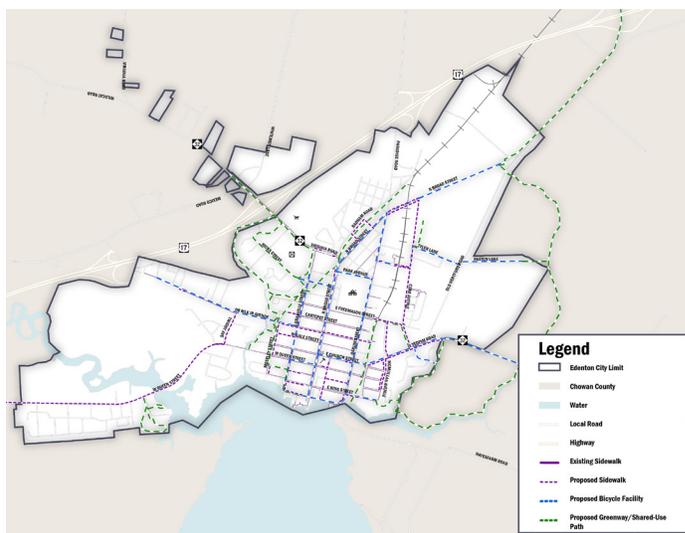


The draft multiuse recommendations included separated or off-road facilities for bicycles and pedestrians.

Survey participants were asked to choose which project should be done first. The top three locations that were identified were:

- A) Pembroke Creek
- H) Abandoned Rail Line (near Badham Road to downtown)
- E) Edenton Cotton Mill to Pembroke Creek

### Overall Recommendations



The overall recommendations focus on the network of sidewalk, bicycle, and multiuse recommendations.

Survey participants were asked to choose which project should be done first. The top three locations that were identified were:

- H) Soundside Road Paved Shoulder
- E) Yeopim Road Paved Shoulder
- A) Broad Street Bike Lane (Virginia Road to Paradise Road)

*Please note: the project identification letters that correspond with the current map were later refined as part of a project reconciliation process.*

## UNDERSTANDING PRIORITIES

To confirm the priorities of the public, survey participants were asked to identify which of the prioritization criteria were the most important on a scale of one to five (with one being the highest priority and five being the lowest priority).

Prioritization Criteria	Ranking
<b>Access &amp; Connectivity</b> Priorities should focus on filling gaps in the network and providing access to Edenton's key destinations	<b>3.18</b>
<b>Cost Effectiveness</b> Priorities should focus on projects that will provide the greatest benefit for the lowest cost	<b>4.09</b>
<b>Demand &amp; Density</b> Priorities should focus on places where people live and work	<b>3.02</b>
<b>Level of Service</b> Priorities should focus on improvements to roadways where the conditions are the most dangerous to pedestrians and bicyclists.	<b>2.44</b>
<b>Safety</b> Priorities should focus on the Town's most dangerous locations for pedestrians and bicyclists	<b>2.34</b>

While safety was identified as the highest priority overall, all of the prioritization criteria address various components of the whole network. In combination with the input from the plan's Steering Committee, the engagement results shown above were incorporated into the overall project prioritization process.



# SURVEY SNAP SHOT



74

## Survey Participants

The number of participants that took the survey and provided feedback.



300

## Individual Data Points

The number of answered questions for the entire survey.



119

## Written Comments

The number of comments provided in an open response format.

How would you rate the recommendations on a scale of 1 to 10?

7.07

## Greenway

7.31

## Sidewalk

7.51

## Bicycle

The survey participants rated the overall project recommendations 7.59 out of 10. The overall project recommendations include the combination of proposed greenway, sidewalk, and bicycle improvements.

How often do you bike, walk, or run?



48.4%

## Daily

37.1%

## Several times a week

11.3%

## A few times a week

Only 3.23% of respondents never bike, walk, or run in Edenton. Almost half of the survey participants bike, walk, or run every day. The desire for safer and more connected multimodal facilities was heavily cited in the open response comments.

# Timeline



The survey was open from September 20 to October 15, 2021.

In addition to an online survey that was active for more than a month, an in-person event was held at the Edenton Farmer's market on October 15, 2021.

## Other Comments

Below is a summary of all of the comments received in the open-ended questions. Each statement was summarized and like words were combined to create a Word Cloud by improvement type. The open-ended comments were used to revise and validate the proposed recommendations.

### BICYCLE RECOMMENDATIONS

The comments on bicycle facilities focused primarily on connections between the historic downtown and key destinations elsewhere around the town. The suggestions focused on leveraging the town's historic and environmental characteristics in the consideration of recommendations.



### SIDEWALK RECOMMENDATIONS

The open-ended comments on the pedestrian recommendations included connections between schools, employment opportunities, and the downtown area. Outside of the historic area, participants identified Old Hertford Road as a potential corridor for pedestrian improvements.



### MULTIUSE RECOMMENDATIONS

The multiuse comments identified connections and corridors that would connect Edenton to other areas of the county. Safety, equity, and connectivity were key themes mentioned in the open-ended comments.

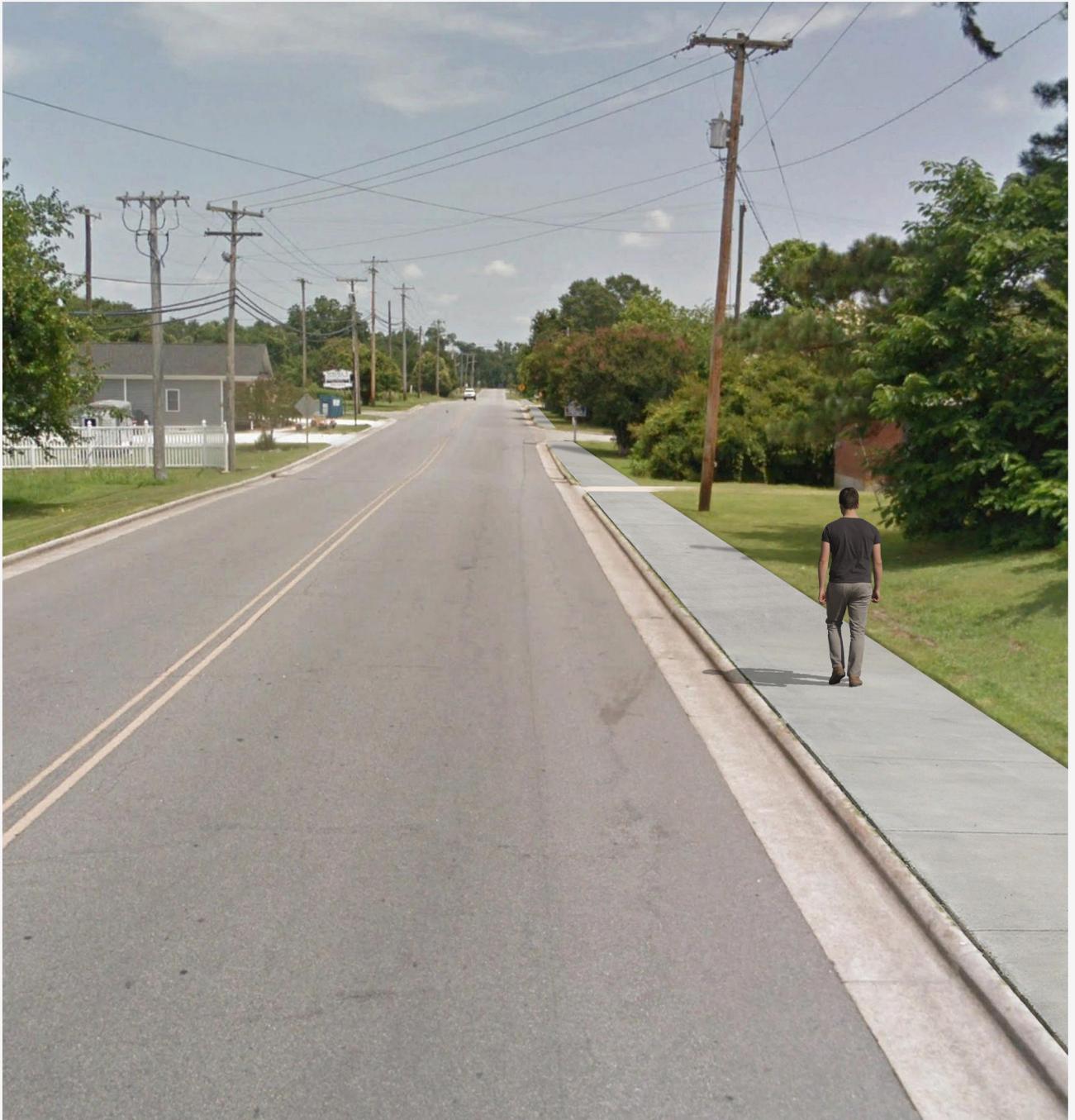






# Chapter 3: Prioritization

The following chapter outlines the recommendations for bicycle, pedestrian, and multiuse projects. Since the already had an existing pool of potential projects from previous and regional planning efforts, the prioritization was the main focus of the process. The projects were quantitatively and qualitatively analyzed and scored to determine how well they would contribute to the town's quality of life and how well they would qualify for state funding.



# Recommendations

This plan includes more than 60 project recommendations. These recommendations were compiled from previous local and regional plans and revisited in this project acceleration plan to identify priorities. The recommendations were vetted through stakeholder, steering committee, and public guidance and input to ensure that the resulting project recommendations are in agreement with town and community visions, goals, and ideals. These recommendations will make it safer and easier for residents, employees, and visitors to walk and bike throughout the town. The following pages include maps and tables of the various recommendations by facility type.

## Facility Types



### SHARED LANE MARKINGS (SHARROW)

A shared lane marking is a street marking installed to indicate where cyclists may use the entire lane with vehicles. This improvement is typically best on low-speed roadways.

- These painted lane markings are often accompanied by signage
- Sharrow markings do not require additional right-of-way acquisition



### PAVED SHOULDERS

A paved shoulder is a part of a road, directly adjacent to the car travel lane. Paved shoulders are specifically designed for vehicles to have safe places to pull off from the road, but as an auxiliary function also provide space for cyclists.

- Provide additional space at the edge of the roadway for cyclists
- Completed in conjunction with all types of roadway improvements



## BICYCLE LANES

A bicycle lane is a marked travel lane along a portion of the roadway that has been designated for preferential or exclusive use for bicyclists.

- Dedicated space for bicyclists delineated by painted lines, bollards, or a planted buffer.
- Buffered or protected bicycle lanes should be considered where possible during the design phase



## SIDEWALKS

A sidewalk is a paved pathway for pedestrians, typically on both sides of a road.

- Filling gaps will provide connectivity to and between neighborhoods and activity centers
- Create continuous pathways at both sides of intersections
- Recommended connections on one or both sides of existing roadways



## MULTIUSE PATHS/GREENWAYS

A multiuse path is a facility that may be used by bicyclists, pedestrians, and other non-motorized users. They are separated from the roadway by an open space or physical barrier. A greenway serves the same function but, instead of running along a road, they are located in more natural or forested areas.

- This facility is buffered and therefore offers the most safety from vehicles

# Bicycle Recommendations

The following table outlines the proposed bicycle recommendations.

## BICYCLE RECOMMENDATIONS TABLE

ID	Project	From	To	Length (mi)	Improvement
A	Broad Street	Virginia Road	N Oakum Street	0.42	Bike lane
B	Oakum Street	E Freemason Street	Park Avenue	0.25	Bike lane
C	Granville Street	W Carteret Street	Cemetery Street	0.29	Buffered bike lane
D	Broad Street	Coke Avenue	Peanut Drive	0.60	Paved shoulder
E*	Yeopim Road	Hobbs Lane	Burnt Mill Creek	5.36	Paved shoulder
F*	Haughton Road	Cove Drive	NC 94	5.68	Paved shoulder
G*	Poplar Neck Road	Soundside Road	Cove Drive	5.22	Paved shoulder
H*	Soundside Road	Poplar Neck Road	Haughton Road	6.13	Paved shoulder
I	Yeopim Road	Railroad	Hobbs Lane	1.61	Paved shoulder
J*	Burnt Mill Road	Burnt Mill Creek	Snug Harbor Road	2.51	Paved shoulder
K*	Chambers Ferry Road	Tip Toe Road	Cowpen Neck Road	1.71	Paved shoulder
L	Paxton Lane	Old Hertford Road	End of Road	0.39	Sharrow
M	Broad Street	E Water Street	E Church Street	0.28	Sharrow
N	Oakum Street	E Water Street	E Freemason Street	0.58	Sharrow
O	Doctor M.L.K. Jr Ave	N Granville Street	Gramby Street	0.96	Sharrow
P	Granville Street	W Water Street	W Carteret Street	0.49	Sharrow
Q	Hicks Street	N Broad Street	Creek	0.22	Sharrow
R	Park Avenue	N Oakum Street	N Broad Street	0.22	Sharrow
S	Blades Street	Coke Avenue	N Oakum Street	0.22	Sharrow
T	Village Creek Drive	E Church Street	End of Road	0.18	Sharrow
U	Church Street	Railroad	Broad Street	0.31	Sharrow
V	Queen Street	S Broad Street	S Granville Street	0.17	Sharrow
W	Water Street	Hayes Farm Road	S Granville Street	0.36	Sharrow
X	King Street Exd	S Oakum Street	McMullan Avenue	0.20	Sharrow
Y	Tyler Lane	Old Hertford Road	Coke Avenue	0.33	Sharrow
Z	Oakum Street	Blades Street	Broad Street	0.31	Sharrow
AA	Broad Street	N Oakum Street	Coke Avenue	0.22	Bike lane
AB	Broad Street	W Church Street	Virginia Road	0.62	Bike lane
AC	Coke Avenue	Blades Street	Tyler Lane	0.14	Bike lane

\*Project not shown on map extents.



# Sidewalk Recommendations

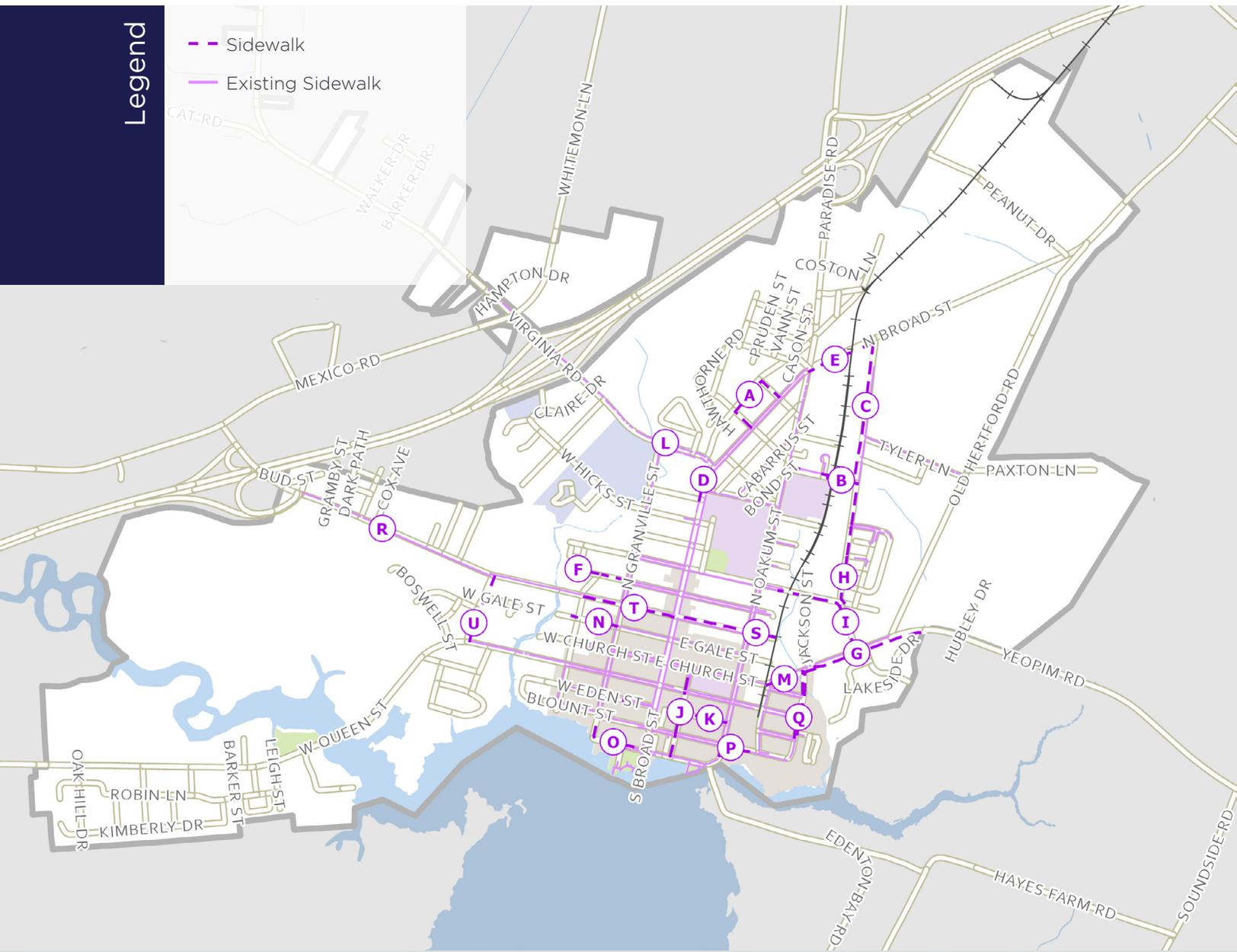
The following table outlines the proposed sidewalk recommendations.

## SIDEWALK RECOMMENDATIONS TABLE

ID	Project	From	To	Length (mi)
A	2nd Street & Badham Road & 3rd Street	N Broad Street	N Broad Street	0.26
B	Blades Street	Coke Avenue	N Oakum Street	0.21
C	Coke Avenue	Blade Street	N Broad Street	0.43
D	Broad Street	Cemetery Street	Virginia Road	0.11
E	Broad Street	N Oakum Street	Coke Avenue	0.20
F	Carteret Street & New Sidewalk	N Granville Street	Creek	0.19
G	Yeopim Road & E Church Street	Jackson Street	Town Limits	0.36
H	Coke Avenue	E Freemason Street	Blades Street	0.35
I	Coke Avenue & Freemason Street	N Oakum Street	E Church Street	0.29
J	Court Street	E Water Street	W Church Street	0.22
K	Eden Street	S Oakum Street	Court Street	0.22
L	Virginia Road	By N Granville Street		0.05
M	Jackson Street & Church Street	Railroad	Bend in Jackson Street	0.22
N	Gale Street	Moseley Street	N Granville Street	0.13
O	Granville Street & Water Street	Blount Street	S Broad Street	0.20
P	King Street Exd & Oakum Street	Wood Avenue	Hayesfarm Road	0.10
Q	McMullan Avenue	Elliott Street	Church Street	0.38
R	Doctor M.L.K. Jr Avenue	South of Cox Avenue		0.04
S	E Albemarle Street	N Broad Street	Railroad	0.30
T	Doctor M.L.K. Jr Avenue	N Moseley Street	N Broad Street	0.28
U	Twiddy Avenue	Doctor M.L.K. Jr Avenue	W Queen Street	0.21

# Sidewalk Recommendations Map

Sidewalks in Edenton vary in width, and some sidewalks are directly next to travel lanes while others are separated from vehicle traffic by strips of grass. While many streets in Edenton have sidewalks, the network still has gaps. While the width of a bike lane or will depend on a variety of factors, the average standard and buffered bike lanes will range from four to six feet wide.



Legend

- - Sidewalk
- Existing Sidewalk

# Multiuse Recommendations

The following table outlines the proposed multiuse path and greenway recommendations.

## MULTIUSE RECOMMENDATIONS TABLE

ID	Project	From	To	Length (mi)
A	New Greenway along Pembroke Creek	Proposed Greenway	N Broad Street	2.83
B	New Greenway around Old Fish Hatchery Road	W Queen Street	Old Fish Hatchery Road	0.78
C	New Greenway	W Queen Street	Virginia Road	1.04
D	New Multiuse Path	N Granville Street	Claire Drive	0.27
E	New Greenway along Town Boundary	Proposed Greenway	Yeopim Road	0.64
F	New Greenway along Railroad	Waterfront	E Freemason Street	0.54
G	New Multiuse Path along Broad Street and Railroad	N Broad Street	W Beard Swamp Road	10.10
H	W Queen Street	Roberts Road	Twiddy Avenue	1.93
I	New Greenway	E King Street	Proposed Greenway	0.20
J	New Greenway	Coke Avenue	Purser Soccer/Football Complex	0.20
K	Hicks Street & Claire Drive & Virginia Road	Proposed Greenway	Hampton Drive	1.21

# Multiuse Recommendations Map

While some multiuse paths already exist in and around Edenton, the recommendations pictured below create and complete critical connections to the current network. Though the terms *multiuse path*, *shared use path*, and *greenway* are often used interchangeably, for the purposes of this plan, these are all categorized as multiuse recommendations since they are wide (around eight to ten feet) paths that allow for all non-motorized vehicle travel. The differentiates comes in the improvement type identified in the table on the previous page which also highlights greenways under this overarching category. roadway.



# The Process

Typically, a disconnect exists between available funds and the cost to plan, design, and construct projects that have been identified during a planning process. In order to determine the importance of a given project, each project was evaluated based on several criteria. This chapter defines the evaluation criteria and describes the subsequent evaluation of the linear bicycle, pedestrian, and multiuse projects.

The Strategic Prioritization Process (SPOT) is the methodology that NCDOT uses to determine the projects incorporated into the State Transportation Improvement Program (STIP). The methodology involving scoring all roadway, public transportation, rail, aviation, bicycle, and pedestrian projects on various criteria. There are certain funding categories associated with the SPOT process including statewide mobility, regional impact, and division needs. Since these projects are smaller, non-capacity enhancing projects, they would be categorized as Division Needs.

The current bicycle and pedestrian scoring methodology for Division Needs can be found below. Notably, criteria that make up the Division Needs score is 50% of the overall project score. The other 50% is based on local input. This not only provides flexibility in the planning process, but also highlights the partnership between the Department of Transportation (DOT) and Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs). More information on the specific funding through SPOT can be found in Chapter 4.

Criteria	Measure	Percentage of Score
Safety	Number of Crashes x 40%	<b>20%</b>
	Crash Severity x 20%	
	Safety Risk x 20%	
	Safety Benefit x 20%	
Accessibility & Connectivity	Points of Interest (1 point per location)	<b>15%</b>
	Connections (1 point per connection)	
	Route	
Demand & Density	Number of Households per square mile	<b>10%</b>
	Number of Employees per square mile	
Cost Effectiveness	(Safety + Accessibility & Connectivity + Demand & Density) / Total Cost	<b>5%</b>

For more information on the bicycle and pedestrian SPOT prioritization process, go to NCDOT's [Prioritization Resources page](#).

## Evaluation Criteria

The evaluation criteria for this plan refined the NCDOT priorities mentioned on the prior page to fulfill the desires of the community based on guidance from the Steering Committee and members of the public. By utilizing similar criteria, the Town of Edenton can actively seek funding from NCDOT as these projects already demonstrate that they would address the priorities of the state related to safety, access, demand, and cost effectiveness. Below are the evaluation criteria used to evaluate the bicycle, pedestrian, and greenway projects.



### ACCESSIBILITY & CONNECTIVITY

This criteria identifies points of interest including parks, schools, colleges, grocery stores, and waterfront access within a quarter-mile of the recommendation

25%



### COST EFFECTIVENESS

This criteria combines total score of all criteria divided by high-level, planning cost estimate using NCDOT's cost estimator tool

15%



### DENSITY & DEMAND

A spatial analysis of demographic groups including total population, minority population, individuals below poverty, no vehicle households, and number of jobs within a quarter-mile

15%



### LEVEL OF SERVICE

Using existing data and current conditions, this criteria determines the feasibility of including bicycle and pedestrian facilities on or along roadways

15%



### PUBLIC INPUT

This criteria assigned points to projects based on the comments and input from the general public during outreach

15%



### SAFETY

This criteria combined scores that considers the total number of crashes, crash severity, and whether the crash involved a pedestrian or bicyclist

20%

## Priority Projects

Based on the results of the prioritization process and input from the Steering Committee, the following high-priority projects were identified for further study.

Below, the table shows the high-priority projects in no particular order.

### PROJECT PRIORITY TABLE

ID	Project	Extent	Improvement
A/AA	Broad Street	Church Street to Oakum Street	Bicycle Lane
N	Oakum Street	Freemason Street to Hayesfarm Road	Sharrow
G	Church Street	Jackson Street to Town Boundary	Sidewalk
L	Virginia Road	Existing Sidewalk to Existing Sidewalk	Sidewalk
H	Queen Street	Roberts Road to Twiddy Avenue	Multiuse
F	New Greenway along Railroad	Waterfront to Freemason Street	Multiuse

For each type of project, the following standards were used to generate planning-level cost estimates. For more detail, please refer to the Appendix.

### BICYCLE

The assumptions used for bicycle lanes in this plan estimates a width between five to eight feet.

### PEDESTRIAN

The Town of Edenton's UDO outlines a minimum sidewalk width of four feet. The NCDOT minimum sidewalk width is five feet. The assumptions used for all sidewalk projects in this plan estimates a width between five to six feet.

### MULTIUSE PATHWAY

The assumptions for multiuse pathways in this plan estimates a width between eight to ten feet. The renderings shown on the following pages depict an asphalt multiuse pathway. The town should consider a variety of materials during future planning and construction phases.

# Broad Street

## *Church Street to Oakum Street*

### Project Description

Broad Street is the primary corridor used to access the downtown and waterfront area. The recommendation on this section of Broad Street is to create a bicycle lane in both directions.

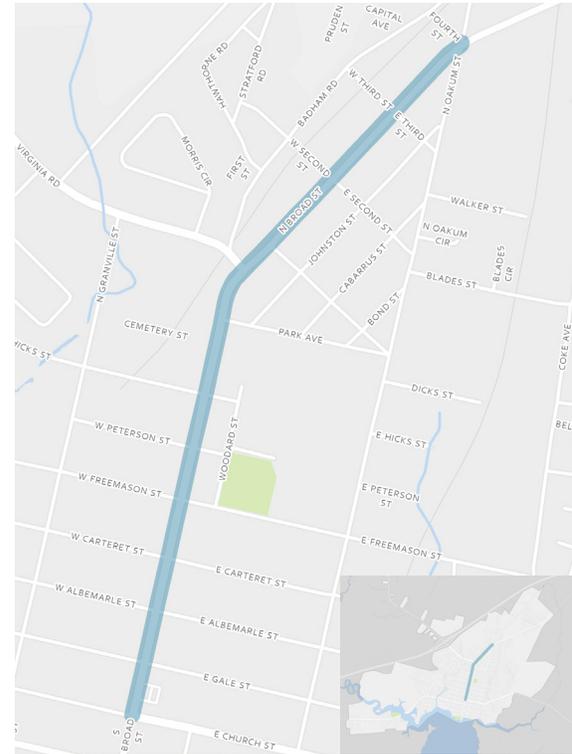
Further study is needed to identify the exact dimensions.

### Constraints

A major constraint for this corridor is the right-of-way width and impacts to vehicular travel lanes. If the project is pursued, considering alternative routes for vehicles may be necessary.

### Opportunities

Both the data-driven prioritization and public outreach indicate that this recommendation would have a positive impact on the community in terms of access and connectivity. This project has the potential to be the strongest bicycle investment for the town.



Project

Bicycle Lanes

Width

5-8 feet

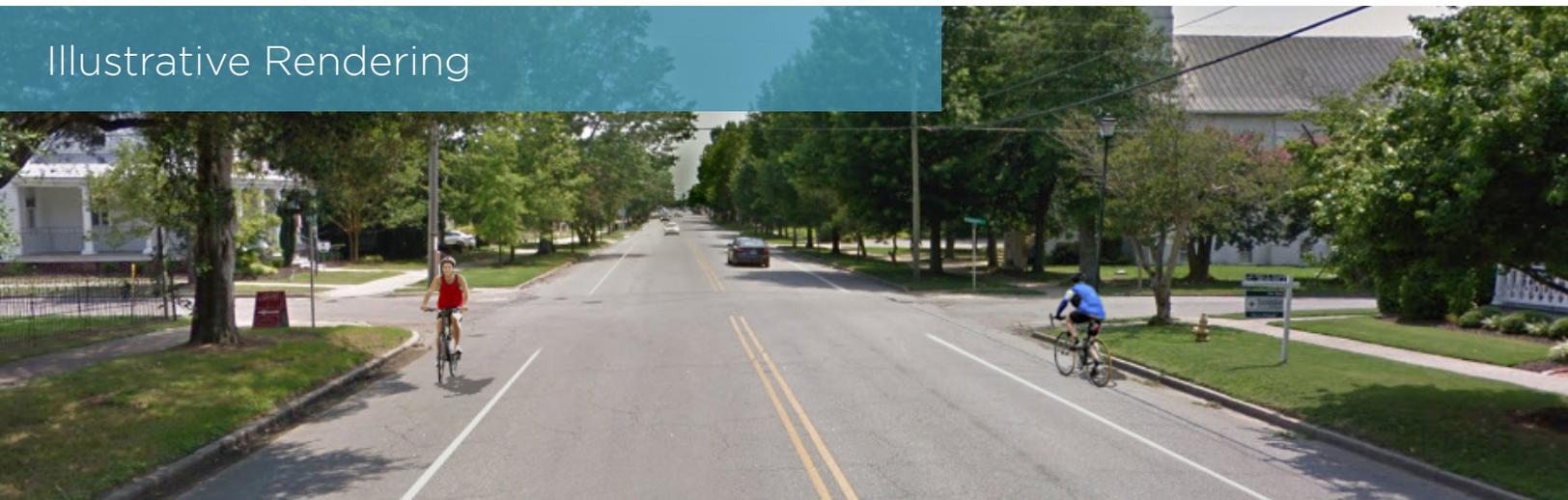
Length

1.04 miles

Cost Estimate

\$2,820,000

### Illustrative Rendering



# Oakum Street

*Freemason Street to Hayesfarm Road*

## Project Description

Oakum Street is the connection between institutional uses, parks, and residential areas. With lower volumes of traffic, Oakum Street is ideal for a shared lane facility.

## Constraints

The current road configuration includes on-street parking for residents. As a proactive measure, the town should consider additional signage in addition to the bicycle-markings indicating a shared use space.

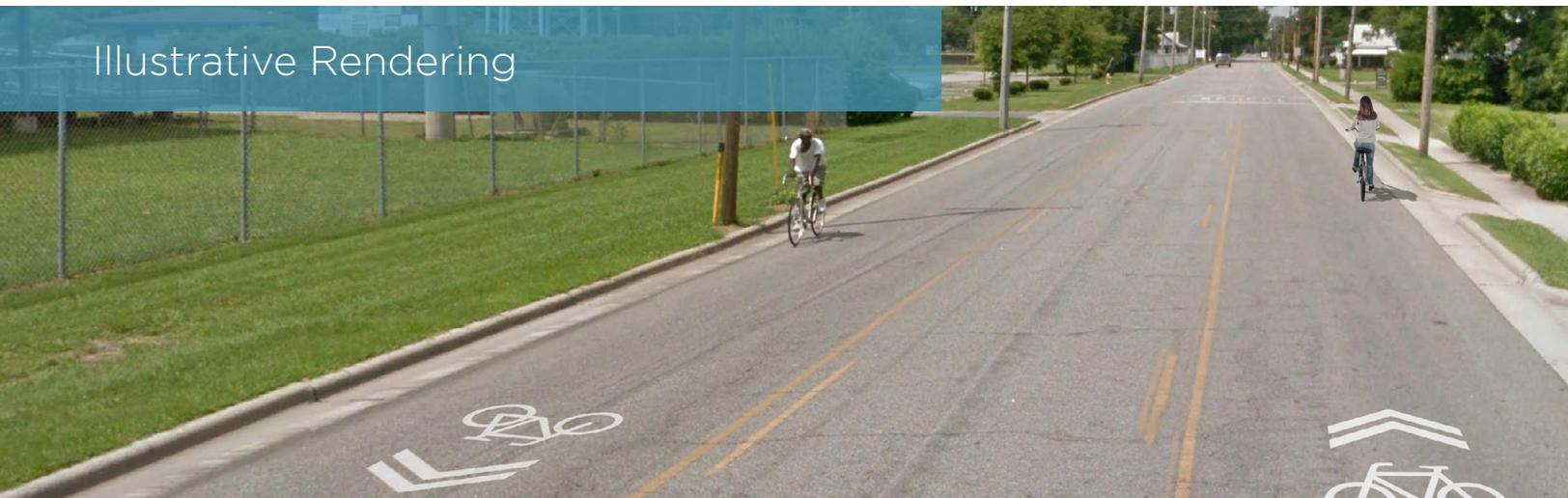
## Opportunities

A shared-lane marking is an optimal recommendation to promote cycling while keeping the relative cost of implementation lower. Since Oakum Street is surrounded by primarily residential neighborhoods, it makes the corridor even more appealing to bikers of all ages and abilities.



Project	Shared Lane Marking
Width	N/A
Length	0.58 miles
Cost Estimate	\$20,000

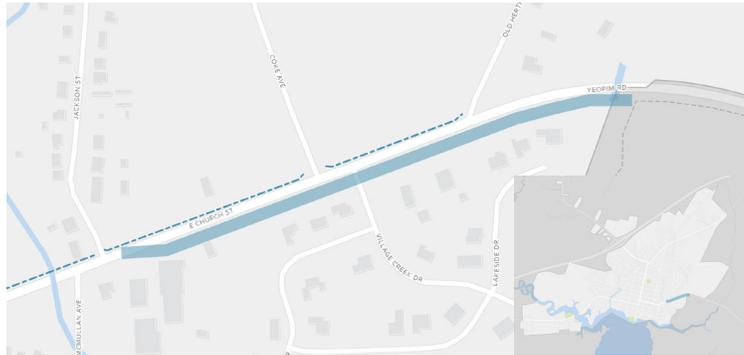
## Illustrative Rendering



# Church Street

## *Jackson Street to Town Boundary*

Project	Sidewalk
Width	4-6 feet
Length	0.36 miles
Cost Estimate	\$385,000



### Project Description

Church Street is a major east-west connection through Edenton. The majority of Church Street near the downtown area already has sidewalk. The continuation of sidewalk will enhance connectivity especially to more residential areas of the town.

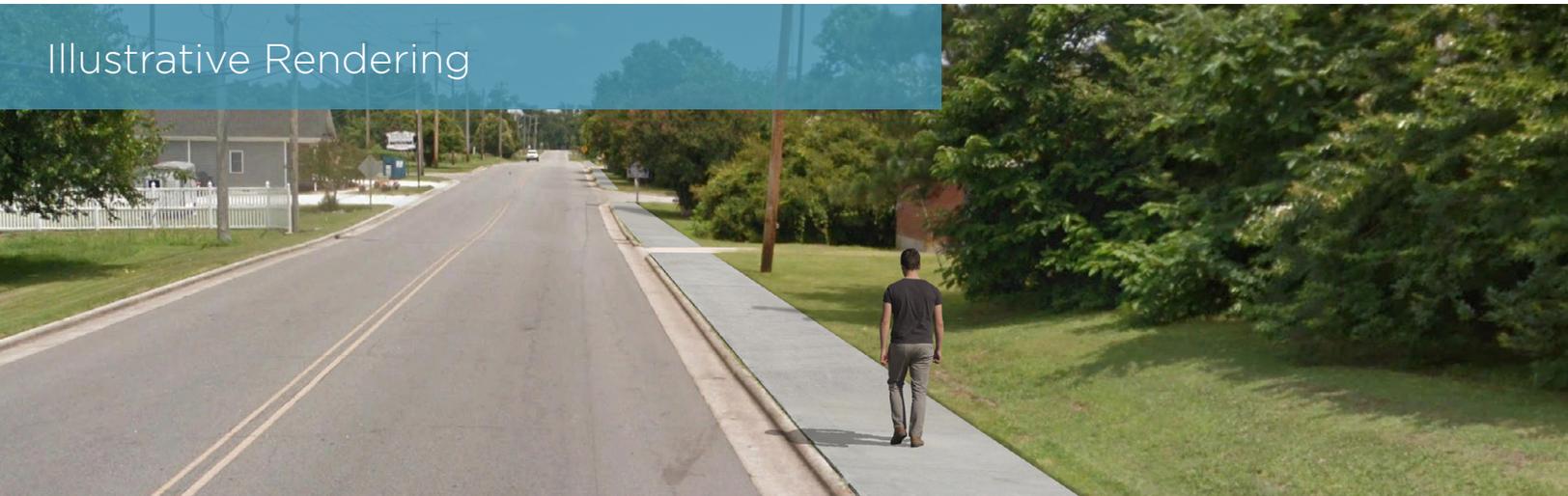
### Constraints

The speed limits on this section of Church Street range from 25 to 35 miles per hour. The design of the facility should provide enough distance between pedestrians and vehicles to enhance the safety of the corridor.

### Opportunities

The extension of the sidewalk along Church Street provides enhance mobility to residents further outside of the downtown core. Since the area is more rural, the setback of buildings on each parcel provides adequate space for a sidewalk.

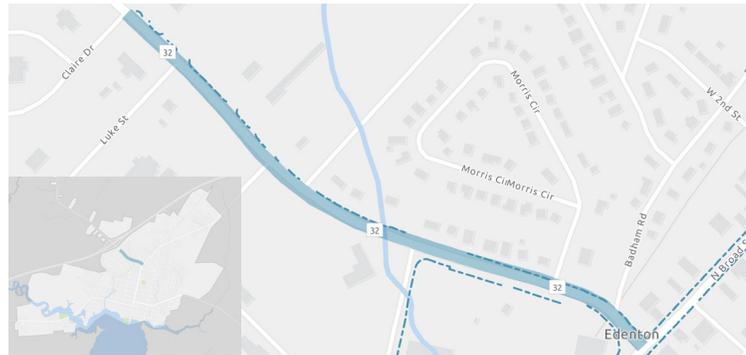
### Illustrative Rendering



# Virginia Road

## *Broad Street to Claire Drive*

Project	Pedestrian Improvements
Width	N/A
Length	0.46 miles
Cost Estimate	\$40,000



### Project Description

The proposed improvement is to fill in sidewalk gaps and enhance pedestrian crossing locations along Virginia Road. This corridor was noted as a safety concern during public outreach. Virginia Road provides access to medical and healthcare facilities in addition to a grocery store.

### Constraints

Virginia Road was noted as a dangerous corridor for pedestrians. In addition to closing sidewalk gaps to enhance mobility, the town should consider intersection improvements and access management strategies.

### Opportunities

This project has the potential to provide access to people of all abilities. Virginia Road should be further considered for a corridor for access management study to fully understand the constraints and opportunities.

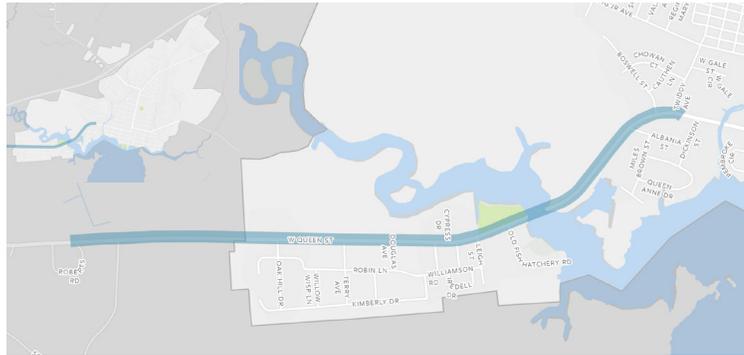
### Illustrative Rendering



# Queen Street

## *Roberts Road to Twiddy Avenue*

Project	Multiuse
Width	8-10 feet
Length	1.93 miles
Cost Estimate	\$5,525,000



### Project Description

Queen Street is a main entryway into Edenton. The multiuse path would provide both recreational and commuting opportunities to and from town. The illustrative rendering below shows an asphalt multiuse path. While asphalt is a more cost-effective material, the town should explore options during the planning and design phase.

### Constraints

The biggest, most expensive constraint is widening the bridge across Pembroke Creek.

### Opportunities

The possibility of coordinating a connection to the East Coast Greenway during the design and development of this section could be extremely beneficial for the town. The Queen Street multiuse path would be the best opportunity to collaborate with regional partners.

### Illustrative Rendering



# Abandoned Rail Corridor

## *Waterfront to Freemason Street*

### Project Description

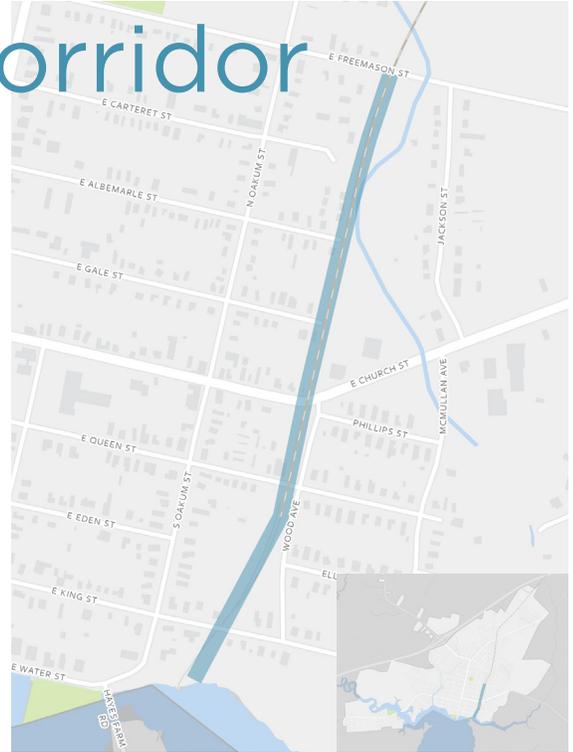
The abandoned rail corridor is a prime opportunity for the town to reclaim space for active transportation. Further study and coordination are needed to pursue this project.

### Constraints

The biggest challenge will be coordination with Norfolk Southern Railroad to purchase the right-of-way. The town should partner with NCDOT and the ARPO to facilitate those discussions.

### Opportunities

Since the space is not being used, the acquisition and construction could begin relatively quickly. The multiuse path could provide a safe and dedicated space for pedestrians and bicyclists with minimal crossings.



Project	Multiuse
Width	8-10 feet
Length	0.54 miles
Cost Estimate	\$2,080,000

### Illustrative Rendering





# Chapter 4: Action Plan

The final element of the Bicycle and Pedestrian Project Acceleration Plan is identifying the roadmap to successfully fund and construct projects. The plan's success hinges not only on the ability to identify projects that are competitive for funding opportunities, but also to expand the relationship between local, regional, and state partners. By leveraging available resources, the Town of Edenton can position itself to successfully implement the bicycle, pedestrian, and multiuse recommendations outlined in this plan. The major components of the action plan includes outlines an implementation strategy, identifies funding opportunities, proposes performance measures, and establishes the vision for the future.



# Implementation Strategy

The key to successfully implementing this plan is dependent on the continuous dedication of town staff and officials, NCDOT, ARPO, and community members. In addition to the Town of Edenton, regional partners can pursue programmatic efforts to improve the active transportation network in and around the town. This implementation strategy includes several actions to provide a framework for moving from planning to design, construction, and ultimately implementation. The following table includes a list of key actions that are meant to guide plan implementation. While the list is extensive, the town should consider new opportunities as they arise.

Key Actions	Timeline	Responsible Entity
<p><b>Adopt the Edenton Bicycle and Pedestrian Project Acceleration Plan</b></p> <p>The implementation of future bicycle, pedestrian, and multiuse path projects should include integrating the recommendations of this plan into the town’s policies and development review processes. The Town should require all future development assist in the construction of facilities or set aside land towards future construction.</p>	<p><b>Near-term</b> <i>0-2 years</i></p>	<p>Edenton Town Staff Town Council</p>
<p><b>Expand the Sidewalk Repair and Maintenance Program</b></p> <p>A cost-effective way to improve the town’s accessibility is to improve the facilities that already exist. The Town of Edenton has historically dedicated approximately \$15,000 to sidewalk repair annually. In 2021, the Town completed a system wide inventory of sidewalk conditions. Using the new inventory, the Town should consider expanding their sidewalk repair program.</p>	<p><b>Ongoing</b> <i>2-5 years</i></p>	<p>Edenton Town Staff</p>
<p><b>Establish a Pedestrian and Bicycle Committee</b></p> <p>A stakeholder based committee should help ensure the town prioritizes safety and connectivity in project selection.</p>	<p><b>Near-term</b> <i>0-2 years</i></p>	<p>Edenton Town Staff</p>

Key Actions	Timeline	Responsible Entity
<p><b>Adopt a Complete Streets Policy</b></p> <p>A complete street prioritizes the safety of all users in public spaces. When paired with traffic calming strategies, a complete street policy makes roads more walkable and bikeable.</p>	<p><b>Mid-term</b> <i>2-5 years</i></p>	Edenton Town Staff
<p><b>Establish Enforcement Activities</b></p> <p>Create safety campaigns and enforcement programs to increase driver awareness of bicycles and pedestrians.</p>	<p><b>Mid-term</b> <i>2-5 years</i></p>	Edenton Town Staff
<p><b>Coordinate with the Mountain-to-Sea Trail (MST)</b></p> <p>Establish partnerships with MST leadership to help identify and implement Edenton’s portion of the trail.</p>	<p><b>Long-term</b> <i>6+ years</i></p>	Edenton Town Staff Friends of the MST Albemarle RPO
<p><b>Coordinate with Neighboring Jurisdictions</b></p> <p>Coordinate with surrounding municipalities to coordinate funding opportunities.</p>	<p><b>Ongoing</b></p>	Edenton Town Staff Albemarle RPO Neighboring Counties
<p><b>Pursue Funding Opportunities</b></p> <p>Apply for regional, state, and federal grants by leveraging partnerships with regional municipalities and developers to fund multimodal facilities.</p>	<p><b>Ongoing</b></p>	Edenton Town Staff Albemarle RPO NCDOT
<p><b>Establish a Data-Driven Evaluation</b></p> <p>Beginning with the prioritization process outlined in this plan, establish a continuous, annual method for determining priority projects.</p>	<p><b>Near-term</b> <i>0-2 years</i></p>	Edenton Town Staff
<p><b>Organize Community Events</b></p> <p>Host Open Street events to encourage pedestrian and bicycle friendly activities and events.</p>	<p><b>Ongoing</b></p>	Edenton Town Staff Chowan County

Key Actions	Timeline	Responsible Entity
<p><b>Create School-Based Program</b></p> <p>Establish programs that encourage students to walk or bike to school safely and comfortably (Walk a Kid to School, Walking School Bus, hire crossing guards, etc.).</p>	<p><b>Near-term</b> <i>0-2 years</i></p>	<p>Edenton Town Staff Chowan County</p>
<p><b>Organize Awareness Events</b></p> <p>Organize events that encourage walking throughout the town through educational events including Walk to School Day, Active Towns, National Trails Day).</p>	<p><b>Mid-term</b> <i>2-5 years</i></p>	<p>Edenton Town Staff</p>
<p><b>Become a member of Watch for Me NC</b></p> <p>Become a partner community to receive marketing and educational material to support pedestrian safety in Edenton through a collaborative effort with NCDOT.</p>	<p><b>Near-term</b> <i>0-2 years</i></p>	<p>Edenton Town Staff NCDOT</p>
<p><b>Establish Wayfinding</b></p> <p>Include pavement markings and signage to show destinations accessible by bike or foot and the approximate distance to each location.</p>	<p><b>Mid-term</b> <i>2-5 years</i></p>	<p>Edenton Town Staff</p>
<p><b>Create a Website</b></p> <p>Establish a page on the town’s website that can be dedicated to resources for the community to understand where current bicycle and pedestrian facilities are and where future facilities might be.</p>	<p><b>Near-term</b> <i>0-2 years</i></p>	<p>Edenton Town Staff</p>
<p><b>Coordinate with IMD</b></p> <p>Continue to partner with NCDOT’s Integrated Mobility Division for multimodal planning support and process guidance..</p>	<p><b>Ongoing</b></p>	<p>Edenton Town Staff NCDOT</p>

The Town of Edenton should continue to be opportunistic to identify implementation strategies. While this list is extensive, it is not meant to be comprehensive. Partnering with neighboring municipalities and counties will provide opportunities for information sharing. Leveraging these opportunities to create new strategies is essential to the future success of this plan.



# Funding

Implementation requires leveraging local, state, federal, and private funding opportunities. The following section outlines the funding sources that the Town of Edenton should consider pursuing. The categories of funding are outline below:

*Local*



*State*



*Federal*



## Capital Improvement Program (CIP)

The town's annual budget is approximately \$5 million. The projects outlined by this plan can be included as a separate allocation in future years if desired.



## Highway Maintenance Improvement Program (HMIP)

The Highway Maintenance Improvement Program (HMIP) describes NCDOT's five-year maintenance plan designed to cover pavement resurfacing and rehabilitation. The roadways schedule for improvements under the HMIP are prime candidates to include bicycle and pedestrian improvements if not already included. The Town of Edenton should monitor the projects on the HMIP and coordinate with local NCDOT staff to discuss coordination improvements.



## Non-Profit Organizations

Non-profit organizations could also be potential sources of funding for multimodal facilities. Working with non-profit organizations not only creates lasting local, regional, and national partnerships, but can also help identify new opportunities for funding. The following non-profit organizations should be considered for future partnership: bicycle advocacy organizations, health care organizations, or community advocacy groups.



## Powell Bill Funds

The North Carolina State street-aid program—the Powell Bill program—provides funding for eligible municipalities based on population and mileage of locally-maintained roadways in the municipality. One of the primary functions of the Powell Bill program is to assist municipalities in funding the resurfacing of local streets; but Powell Bill funds can be used for planning, construction, or maintenance of bikeways, sidewalks, or multiuse. In 2021, the Town of Edenton received \$229,400 of Powell Bill funding. The details of how that funding is utilized can be found in the Town's 2020-2021 Budget.



## Private Development

The town should consider revising its zoning and subdivision ordinance. The UDO can require private developers to include pedestrian and bicycle infrastructure in the development of site plans. This will allow the Town of Edenton to build out the bicycle and pedestrian recommendations without directly paying for those improvements. The pedestrian and bicycle infrastructure requirements could include on-and off-street facilities, pedestrian benches, parking for bicycles, and lighting. While the footprint of these improvements might be small-scale, it does alleviate some of the burden on the town's limited funding sources.



## Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

Formerly known as Better Utilizing Investments to Leverage Development (BUILD), RAISE grants are discretionary grants and include funding for capital and planning projects. If projects are located in rural areas, up to 100% of the cost is funded using federal dollars. The town should use this plan to identify eligible projects and consider submitting a formal application.

The previous application submittal date was in July 2021.



## Strategic Mobility Formula

The Strategic Transportation Investment Law (2013) allocates funding using the Strategic Mobility Formula. The formula is a data-driven and performance-based process that prioritizes projects for state and federal funding. This formula is used to inform NCDOT's State Transportation Improvement Plan (STIP), which is updated every two years.

Transportation projects are grouped into three distinct funding categories. The categories are as follows: division needs, regional impact, and statewide mobility. Bicycle and pedestrian projects are considered Division Needs and are only eligible for funding that has been allocated for Division Need projects. The Town can coordinate with NCDOT to submit bicycle and pedestrian projects for prioritization and funding. All of the projects identified in this plan are eligible for Strategic Mobility Formula Funding.



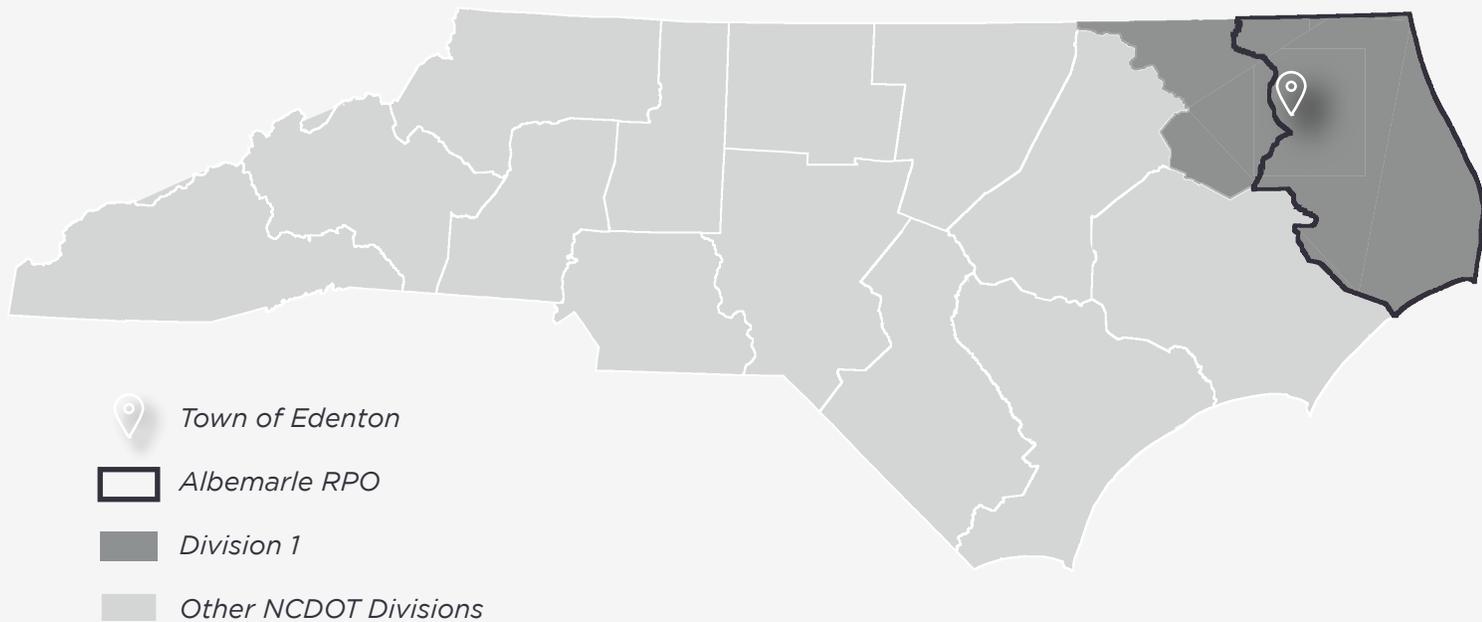
## Transportation Bonds

A transportation bond generates revenue from a tax increase on property values. In North Carolina, bond referendums must be approved by a local council and included on a ballot to be voted on by residents. These funds can be used towards sidewalk, bicycle, greenway,

and roadway projects.

The Town of Edenton should seek opportunities to leverage existing funding sources. The town can build off its local and regional relationships to identify new funding opportunities as they arise. As a municipality in the ARPO, the town can use state and federal funding that is allocated to the ARPO in NCDOT Division 1.

## DIVISION NEEDS



NCDOT's Division 1 includes Camden, Currituck, Dare, Gates, Pasquotank, and Perquimans Counties. Since bicycle and pedestrian projects are funded through Division Needs, Edenton's projects will compete with all the projects in Division 1. The prioritization for these projects are based on scores that use quantitative data and local preferences as described in Chapter 3.

# Performance Measures

The Town of Edenton should regularly evaluate the town’s progress towards fulfilling the vision of this plan. Below is a sample report card that may be used to evaluate the town’s progress. The report card provides a basic outline that can help communicate key metrics to a variety of audiences. It can also reiterate the importance of continuous progress and highlight the town’s commitment towards providing multimodal facilities.

Performance Measure	Desired Trend
Pedestrian and bicyclists count	
Miles of ADA-compliant sidewalk	
Miles of bicycle facilities	
Miles of multiuse facilities	
Number of pedestrian amenities	
Number of bicycle racks	
Number of intersections with pedestrian safety improvements	
Number of pedestrians involved in crashes	
Number of bicyclists involved in crashes	
Tickets issues for unsafe behavior	
Number of sidewalk projects implemented	
Number of bicycle projects implemented	
Number of multiuse projects implemented	
Funding allocated to construction and maintenance to multimodal facilities	

# Conclusion

The Town of Edenton has a clear vision for the future. Through the adoption of the Bicycle and Pedestrian Project Acceleration Plan, the town is emphasizing the importance of providing accessible and safe multimodal facilities. The health and economic benefits of multimodal transportation options has proven beneficial to communities across the nation. This plan has outlined a series of strategies that move the town towards its goals. While this goal is achievable, it is only possible with the continued hard-work and dedication of Town staff and officials, community advocates, and regional partners.

The Town of Edenton is a strong community filled with dedicated individuals. With community support, the town can continue to support active modes of transportation.



# Appendix

# Design Guidelines

The general design guidelines for bicycle and pedestrian facilities are identified below. NCDOT adheres to these standards and guidelines in addition to the Complete Streets guidelines.

Document	Author
Guide for the Development of Bicycle Facilities	<i>The American Association of State Highway Transportation Officials (AASHTO)</i>
Guide for Planning, Design, and Operations of Pedestrian Facilities	<i>The American Association of State Highway Transportation Officials (AASHTO)</i>
Special Report: Accessible Public Rights-of-Way Planning and Design for Alterations	<i>Access Board</i>
ADA and ABA Accessibility Guidelines	<i>Architectural and Transportation Barriers Compliance Board</i>
Accessible Shared Streets: Notable Practices and Considerations for Accommodating Pedestrians with Vision Disability	<i>Federal Highway Administration (FHWA)</i>
Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts	<i>Federal Highway Administration (FHWA)</i>
Federal Highway Administration Bicycle and Pedestrian Planning, Program, and Project Development	<i>Federal Highway Administration (FHWA)</i>
Manual on Uniform Traffic Control Devices (MUTCD) Parts 4E, 7, and 9	<i>Federal Highway Administration (FHWA)</i>
Pursuing Equity in Pedestrian and Bicycle Planning	<i>Federal Highway Administration (FHWA)</i>
Small Town and Rural Multimodal Networks	<i>Federal Highway Administration (FHWA)</i>
Designing Walkable Urban Thoroughfares: A Context Sensitive Approach	<i>Institute of Transportation Engineers (ITE) and Congress for the New Urbanism</i>
Urban Bikeway Design Guide	<i>National Association of City Transportation Officials (NACTO)</i>

Document	Author
Urban Street Design	<i>National Association of City Transportation Officials (NACTO)</i>
2009 NC Supplement to MUTCD	<i>North Carolina Department of Transportation (NCDOT)</i>
Evaluating Temporary Accommodations for Pedestrians	<i>North Carolina Department of Transportation (NCDOT)</i>
Local Management Handbook	<i>North Carolina Department of Transportation (NCDOT)</i>
NCDOT Complete Streets	<i>North Carolina Department of Transportation (NCDOT)</i>
Roadway Design Manual	<i>North Carolina Department of Transportation (NCDOT)</i>
Statewide Pedestrian and Bicycle Plan	<i>North Carolina Department of Transportation (NCDOT)</i>
Traditional Neighborhood Development Guidelines	<i>North Carolina Department of Transportation (NCDOT)</i>
National Center for Safe Routes to School	<i>North Carolina Department of Transportation (NCDOT)</i>
National Partnerships for Safe Routes to School	<i>North Carolina Department of Transportation (NCDOT)</i>

# Cost Estimates

The P6.0 Bicycle-Pedestrian Cost Estimation Tool was used to determine the planning-level cost estimates for all recommendations. More information on how to use the estimation tool can be found on NCDOT's website: <https://tinyurl.com/Bicycle-PedestrianTool>

**Step 1** Enable content to edit spreadsheet

**Step 2** Proceed from the disclaimer

**Step 3** Choose a project type

**Step 4** Input information about the project (see input spreadsheet below)

**Step 5** Generate planning-level cost estimate

**Step 6** Print to PDF

*SIT 7: Protected Linear Pedestrian Facility* Start Over 

Project Name

SPOT ID

Project Type: Sidewalk

Total Project Length  feet  
 Proposed Facility Width (Default is 5 feet)  feet  
 Project Located on Both Sides of the Road  YES  NO  
 County   
 City   
 Surrounding Development Type   
 Registered Historic District  YES  NO  
 Existing Curb & Gutter within Project Area  YES  NO  
 Number of Stream Crossings   
 Percentage of ROW Area Needed   
 Impact to Active Railroad Track or Railroad ROW  YES  NO

Roadways Intersected
 

Interstate	<input type="text" value="0"/>
Freeway	<input type="text" value="0"/>
Major Arterial	<input type="text" value="0"/>
Arterial	<input type="text" value="0"/>
Major Collector	<input type="text" value="0"/>
Collector	<input type="text" value="0"/>
Local Road	<input type="text" value="0"/>
Total	0

Number of Existing Bridges
 

Interstate	<input type="text" value="0"/>
Freeway	<input type="text" value="0"/>
Major Arterial	<input type="text" value="0"/>
Arterial	<input type="text" value="0"/>
Major Collector	<input type="text" value="0"/>
Collector	<input type="text" value="0"/>
Local Road	<input type="text" value="0"/>
Small Stream	<input type="text" value="0"/>
Medium Stream	<input type="text" value="0"/>
Large Stream	<input type="text" value="0"/>
Railroad	<input type="text" value="0"/>
Total	0

Signalized Intersections Crossed (Number within Total Roadways Intersected)   
 Submitted by

Generate Cost Clear

**Cost Estimate Summary** Go to Calculation Tab

Total	\$	145,000
Design	\$	60,000
ROW	\$	5,000
Utilities	\$	10,000
Construction	\$	70,000

Print PDF

**Enter Any Desired Notes in the Box Below**

Normal Ave to Hoggard St

**Disclaimers**

All costs are based on 2019 prices and cost components are rounded to the nearest \$5,000, with a minimum of \$5,000 per component. This tool assumes that 10% of the utilities located within the project area would need to be relocated.

This tool assumes established ecoregion typologies, construction market regions, and average land values specific to North Carolina. They are determined within the tool based on user inputs for project location. This location-based information is used in ROW, construction, and environmental mitigation calculations.

This tool assumes a project impact area for ROW and environmental mitigation calculations based on chosen SIT, project type, project length, and project facility width.

This tool is limited in accuracy by user inputs and the complexity of questions presented for each project. If the inputs are incorrect, the tool's accuracy will be diminished.

This tool does not estimate costs associated with the purchase or taking of buildings within its ROW estimate calculations. It is assumed that projects would require land acquisition only.

Estimates for the construction of new and/or the modification of existing structures (bridges or tunnels) have been simplified to estimate an assumed width of each structure based on the type of feature crossed and other factors. The construction of new and/or modification of existing structures can be exponentially complex based on project specifications. A separate feasibility study is highly recommended to address the high variability associated with structure costs.