

Emerging Themes

Goals

- Advocate/plan for tourist traffic congestion
- Improve pedestrian mobility/ access/facilities for entire County

Public Survey

The following survey questions are related to transportation. For detailed information and analysis by geographic area see the [full survey results](#).

Q10, Q14, Q17 and Q18.

Focus Groups Meetings Weighted Priorities

The following consensus statements are related to transportation. For detailed information and analysis see the full [focus group meetings results](#).

- Concerns about **lack of public transportation** especially with aging population; limited knowledge of existing services
- Stressed road network with summer tourist traffic.
- Good transportation infrastructure backbone
- Mid-County Bridge:
 - Uncertainty of project beginning and completion times
 - Strategic Planning for land uses at both mainland and Corolla bridge landings
 - Will it positively impact summer traffic on mainland; how will it impact tourism in Corolla and off-road
- Connectivity needed between neighborhoods/areas to avoid Caratoke Highway (158/168)
- Improve access to and/or facilities for boat air travel

Board of Commissioners Vision Statement

The following statement is extracted from the Board of Commissioners vision statement. For more information see the [full vision statement](#).

“New Development offers a wide range of housing choices and is compatible with its surroundings by providing connectivity between neighborhoods and amenities such as walkways and water access.”

Planning Department Policy Recommendations

- Continue connectivity standards for all new development – work with developers to maximize connectivity within and between new neighborhoods and non-residential development. This includes pedestrian, bicycle and automobile connectivity.
- Partner with NCDOT to construct and/or improve pedestrian facilities in the population centers of Moyock, Grandy and Corolla.
- Continue to support construction of the Mid-County Bridge
- Master plan land use of the bridge landing areas on the mainland and Corolla
- Continue to work toward completing the Corolla Greenway for the entire length of NC 12 in Currituck County, both sides of NC 12 where possible
- Partner with NCDOT to upgrade Caratorke Highway to improve safety, access and traffic flow, specifically in Moyock and Grandy population centers, at the US 158 and NC 168 intersection, and within 3 miles of the Wright Memorial Bridge
- Partner with NCDOT to upgrade NC 12 to improve safety, access and traffic flow.
- Prioritize support of the East-West Connector from Moyock to Camden County to facilitate access to future I-87 and the widening of US 158 from Camden County to Barco over the NC 168 By-Pass
- Be a regional partner with other NC Counties and Virginia for large projects, such as I-87 access to Port of Virginia
- Be a regional partner with neighboring counties to improve tourist traffic flow
- Continue to limit driveway cuts and strip development on major roads along with community appearance standards for development on US 158/NC 168

Committee Policy Recommendations

2006 Land Use Plan Policies

Transportation

POLICY TR1: Opportunities to enhance REGIONAL TRANSPORTATION CONNECTIONS between Currituck County and other parts of the state and region shall be supported. The County shall actively participate in regional transportation planning efforts.

POLICY TR2: Transportation planning shall be employed to promote a HIERARCHICAL, FUNCTIONAL TRANSPORTATION SYSTEM and to promote the proper arrangement of land patterns by controlling the location and appropriate use of streets, highways, trails, and other modes of transportation. Generally, the design of major roads should give first priority to moving traffic, while smaller roads may give greater emphasis to serving adjoining land uses.

POLICY TR3: A program of improvements and maintenance to maximize the FUNCTIONAL LIFE OF EXISTING ROADWAYS shall be endorsed as a cost effective and environmentally sound means of meeting area transportation needs.

POLICY TR4: ACCESS TO THE COUNTY'S MAJOR ROADWAYS shall be managed so as to preserve the intended purpose of the highway, protect taxpayer dollars invested, and minimize hazardous turning movements in and out of traffic flows. Methods may include, for example, limits on the frequency of driveway cuts, shared driveway access, minimum lot frontages, connections between adjoining parking lots, central medians, etc.

POLICY TR5: So as to preserve the traffic moving function of the County's primary roads, minimize traffic accidents and avoid land locking interior land parcels, Currituck County shall discourage RESIDENTIAL AND COMMERCIAL STRIP DEVELOPMENT along the county's primary roads. FLAG LOTS shall not be permitted along designated roads unless justified by unusual or unforeseeable parcel or topographic constraints.

POLICY TR6: HIGHWAY 158/168 shall receive special attention concerning the proper development of land and properties adjoining and/or accessing this critical arterial.

POLICY TR7: A system of LOCAL CONNECTOR ROADS shall be identified and implemented to allow local traffic to move in a north-south direction without having to use and further burden US 158.

POLICY TR8: Local streets shall be designed and built to allow for convenient CIRCULATION WITHIN AND BETWEEN NEIGHBORHOODS and to encourage mobility by pedestrians and bicyclists. Care shall be taken to encourage local street "connectivity" without creating opportunities for cut-through traffic from outside the connected areas.

POLICY TR9: BIKEWAY FACILITIES shall be encouraged as energy-efficient, healthful, and environmentally sound alternatives to the automobile. The inclusion of bikeways, sidewalks, trails, and other alternatives to the automobile shall be encouraged in both public and private developments.

POLICY TR10: Designs for all future road construction and improvements shall consider opportunities for the inclusion of BIKE LANES within the project. Particular attention should be given to priority bikeway facility needs as submitted for inclusion in the State Transportation Improvement Program.

POLICY TR11: ACCESS TO HIGHER INTENSITY DEVELOPMENT shall generally not be permitted through an area of lower intensity development. For example, access to a multi-family development, a major park facility or other large traffic generator shall not be permitted through a local street serving a single-family residential neighborhood.

POLICY TR12: New residential developments shall provide for the installation of PAVED PUBLIC ROADWAY AND DRAINAGE INFRASTRUCTURE at the time of development. This policy is intended to prevent the creation of substandard developments that must later correct for infrastructure problems that could have been avoided, had they been installed properly from the beginning. Family subdivisions and non-asphalt roads serving the northern beaches are the only exceptions to this policy.

POLICY TR13: A new MID-COUNTY BRIDGE between the mainland and Corolla shall be supported to provide critical traffic relief to US 158, to improve emergency access to and evacuation from the Currituck Outer Banks, to promote economic development, and to provide better access to public and private services not readily available on the Outer Banks. To protect the character of communities near the bridge (e.g. Aydlett, Churches Island, Poplar Branch), the road leading to the bridge shall have no access points before its intersection with US 158.

POLICY TR14: Plans for IMPROVEMENTS TO NC 12 shall be an integral part of the planning for the management of traffic to and from the Currituck Outer Banks.

POLICY TR15: NCDOT officials have determined that NC 168 would need to be widened to 7 lanes to accommodate projected traffic volumes in 2016. To avoid this, Currituck County shall continue to lobby for the construction of a NEW NC 168 (MOYOCK) BYPASS.

POLICY TR16: The CURRITUCK SOUND FERRY SYSTEM shall continue to be supported as an essential transportation service between the mainland and Knotts Island and the mainland and Corolla.

POLICY TR17: Currituck County is not served by an interstate highway. The relative remoteness of the County makes it attractive for many, inconvenient for others. The CURRITUCK COUNTY AIRPORT shall continue to be supported as an important means of alternative transportation for those traveling greater distances.

POLICY TR18: The operational success of existing and future TRANSIT SERVICES shall be supported through the encouragement of some compact, transit-sensitive developments. Recommendations for area transportation improvements shall recognize public and private transit as an integral part of the transportation system.

Corolla Village Small Area Plan

Policy TR1- Encourage the use of alternative transportation options to decrease congestion, provide a safe means of travel for pedestrians and cyclists, promote a healthier lifestyle, and enhance the quality of life.

Policy TR2- Encourage and design future transportation improvements that are consistent with a “complete streets” policy. A complete streets policy encourages projects to provide facilities for pedestrians, bicyclists, transit, and vehicles.

Moyock Small Area Plan

Policy TR 1- Design future transportation improvements that are consistent with Complete Streets Policy. Complete Streets Policy encourages design of transportation networks and facilities that safely accommodate pedestrians, bicyclists, rail, and vehicles.

Policy TR 2 - Ensure that all development is designed with an interconnected, multi-modal transportation network between neighborhoods, activity centers, and other destinations to improve mobility and emergency access. Development of an interconnected road network east and west of Highway 168 that allows north-south movement for local residential traffic is strongly encouraged.

STIP Projects:

R-2574 – Widen US 158 to multi-lanes from NC 34 east to NC 168 in Barco

Funding designated – FY 2023

R-5717 – South Mills Rd, widen and intersection improvements from NC 343 in Camden Co. to NC 168 in Currituck

Funding designated – FY 2019

R-2576 – Mid-Currituck Bridge

Funding Designated – FY 2017

B-5937 – Rehabilitate bridge 260016 over Currituck Sound (Wright Memorial)

Funding Designated – FY 2017

K-4700 – Rest Area at US 158 & NC 168

Funding Designated –unfunded, beyond 2027