

# Comprehensive Transportation Plan (CTP)

# Comprehensive Transportation Plan (CTP): What is it?

- Long range multi-modal transportation plan for a town/city, group of towns/cities, or a county
- Concept for broad range of improvements over 25-30 year planning period, NOT fiscally constrained
- Vision Plan, No funding Attached
- Developed cooperatively: NCDOT & local stakeholders
- Incorporates Land Use plans, community & statewide goals
- Elements Include:
  - Highway
  - Public Transportation & Rail
  - Bicycle
  - Pedestrian

# CTP: What is it? (cont'd)

- Current & future conditions
  - Lanes, Right-of-Way (ROW), volume, capacity
  - Level Of Service (LOS), congestion, safety
- Deficiencies & recommended improvements
  - For all modes
  - Includes initial cost estimate
- Final product
  - CTP = maps showing recommended improvements
  - Technical report

# CTP: What it is not?

- It's not the "Whole Picture":
  - Recommends some operational enhancements (turning lanes, signals), but not comprehensive
  - Includes key roads identified, not every road
  - Maintenance through District Office
  - Secondary Roads Program (paving)

# CTP: Why is it Needed?

- Analysis and recommendations are a basis for project prioritization by RPO
- Projects must be in a mutually adopted CTP to be eligible for inclusion in TIP
- Use CTP recommendations to protect right of ways
- Coordinated Subdivision and Land Use Controls

# CTP: Who is involved?

- NCDOT
- RPO
- Local stakeholders
  - County
  - Towns
  - Business interests: Retail, Office, Industrial
  - Other modes: Bus, Rail, Bicycle, Pedestrian
  - Environmental interests

# CTP: What are the steps?

- Requires land development plan (or develop concurrently)
- Kickoff meeting(s) to identify & engage stakeholders (Task Force Committee)
- Survey – Public Involvement
- Vision statement
- Network: roads to study
- Data collection/Future Projections
- Analysis – Base Year (2009) and Future Year (2035)
- Presentation to Task Force and Officials
- Test Alternatives
- Preliminary Recommendations
- Public involvement
- Final Recommendations/Adoption/Endorsement

We are here  
in the process



# Role of CTP Task Force

- Coordinate with county/town councils, planning boards
- Develops vision statement
- Agrees on roads to be studied
- Assists with public involvement and survey
- Reviews plan as it is developed (consistency with vision)
- Assists with adoption & endorsement
  - Municipalities, County Board of Commissioners, NCDOT

# CTP: How long does it take?

- Depends upon:
  - Formation of committee: are all interests represented?
  - Timing of committee and council meetings.
  - Adoption: everyone on board?
  - Generally 18-24 months

# Roads to Study

- Initial list includes (see map):
  - FHWA functionally classified roads
  - Facilities identified in thoroughfare plans
  - Strategic Highway Corridors
  - Truck Routes
  - NC Intrastate System
  - High AADT count locations
    - Generally roads with AADT greater than 1000 are included

# Freeway Facility



**US 74 Near Waynesville**



**US 264 East of I-95**

- High mobility, low access
- 55 mph or greater
- Minimum 4 lanes with a median
- Connections provided only at interchanges; all cross streets are grade-separated
- Driveways not allowed
- Traffic signals not allowed
- *Examples: I-40, I-95, US 64 between Rocky Mount & Williamston, US 1 between Raleigh and Sanford*

# Expressway Facility



**US 221 (Marion Bypass)**



**US 220 in Rockingham County**

- High mobility, low access
- 45 to 60 mph
- Minimum 4 lanes with a median
- Connections: Interchanges (major cross streets) and at-grade intersections (minor cross streets)
- Driveways are limited in location and number; right-in/right-out only
- Traffic signals not allowed
- *Examples: US 117 north of I-40, US 74 just east of I-277 in Charlotte*

# Boulevard Facility



**US 70 East of Goldsboro**



**Cary Parkway**

- Moderate mobility, moderate access
- 30 to 55 mph
- Minimum 2 lanes with a median
- Connections: At-grade intersections for most major and minor cross streets
- Driveways allowed – primarily right-in/right-out; encourage consolidation and/or sharing of access
- *Examples: US 1 in Raleigh, NC 55 (Holly Springs Bypass), US 70 between Clayton and Smithfield*

# Major/Minor Thoroughfares



**US 441 South of Dillsboro**



**US 13 North of Ahoskie**

- Balanced mobility and access
- 25 to 55 mph
- Minimum 2 lanes, no median; includes facilities with a continuous left turn lane
- Connections: At-grade intersections
- Driveways allowed with full movements; consolidate or share connections if possible
- NC and US routes are always Major
- *Examples: NC 86 north of Hillsborough, US 64 in Siler City, US 70 through Kinston, NC 168 in Currituck County*

# Next Steps

- Approval of Road network
- Collection and approval of Base and Future Year SE Data
- Local knowledge about where development will occur
- Goals and Objectives Survey
- Develop Vision Statement

# NCDOT Contacts

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# Questions ?

