Introduction to Comprehensive Transportation Plan (CTP)

February 11, 2016
What is a CTP?

• Long-range Transportation Plan (20-30 vision)

• Multimodal -- Bicycle, Pedestrian, Rail, Transit, Highway, (consideration for aviation and ferry if applicable)

• Represents consensus on the future transportation system needed to support anticipated growth and development

• Not fiscally constrained
Transportation Planning Framework

20-30 Year Comprehensive Transportation Plan

Required by NCGS §136-66.2, required to address transportation deficiencies

10-Year Program & Resource Plan (5 Year Plan & STIP)

NCDOT Adoption, including all projects, programs and services (and full STIP)

4-Year STIP/TIP Approved by Feds

FHWA Approval of STIP (including MPO TIPs) and conformity determinations for non-attainment areas
CTP Major Milestones

- CTP Vision
- Conduct Needs Assessment
- Analyze Alternatives
- Develop Final Plan
- Plan Adoption
CTP Committee

- No specific member requirements as long as County and Municipalities feel adequately represented
- No cost to Local stakeholders other than staff time at meetings, use of county or municipal meeting space
- Monthly or bi-monthly meetings at a location convenient to local stakeholders
- When applicable, certain meetings can include input from sources other than committee members (first responders, specific mode expert/advocate, public, elected official, etc.)
CTP Stakeholder Roles

- County and Municipality Representatives serve on committee
- LOSRPO Staff coordinates meetings, data collection, associated planning, public involvement
- NCDOT Division serves on committee, project/planning resource
- NCDOT TPB write report, document process, mapping, modeling
The official adopted CTP consists of:

- Adoption Sheet
- Highway Map
- Rail and Public Transportation Map
- Bicycle Map
- Pedestrian Map

Accompanying documentation is usually included, but is not adopted.

Designations

Highway Categories - Freeways, Expressways, Boulevards, Other Major Thoroughfares and Minor Thoroughfares

Bicycle and Pedestrian - On Road, Off Road

Recommendations - Existing, Needs Improvement, Recommended
<table>
<thead>
<tr>
<th>Functional Purpose</th>
<th>Posted Speed</th>
<th>Cross Section</th>
<th>Multi-Modal Elements</th>
<th>Access Control</th>
<th>Access Management</th>
<th>Intersecting Facilities</th>
<th>Driveways</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freeway</td>
<td>high mobility, high volume, high speed</td>
<td>55+</td>
<td>minimum four lanes with continuous median</td>
<td>full control</td>
<td>interchange spacing (urban - one mile, non-urban - three miles), full control of access for 1000' or island or median, frontage roads, service roads</td>
<td>interchange or grade separation</td>
<td>not allowed</td>
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<tr>
<td>Expressway</td>
<td>high mobility, high volume, medium-high speed</td>
<td>45 to 60</td>
<td>minimum four lanes with median</td>
<td>limited or partial</td>
<td>minimum interchange/intersection spacing 2000, median breaks only at intersections with minor roadways, or to permit U-turns, frontage roads, service roads, driveways limited in number and location, acceleration/deceleration lanes or rightturn lanes</td>
<td>interchange, at-grade intersection with minor roadways, right-in/right-out and/or left-over or grade separation (no signalization for through traffic)</td>
<td>right-in/right-out only, direct driveway access via service roads or other alternate connectors</td>
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<tr>
<td>Boulevard</td>
<td>moderate mobility, moderate access, moderate volume, medium speed</td>
<td>30 to 55</td>
<td>two or more lanes with median (breaks allowed for U-turns)</td>
<td>limited, partial, no control</td>
<td>two lane facilities may have median cross overs, medians with turning pockets or turn lanes, acceleration/deceleration or rightturn lanes optional, shared driveways, internal connectivity</td>
<td>at-grade intersections and driveways, interchanges at high volume intersections</td>
<td>right-in/right-out or combined with median leftovers, major driveways may be full access if necessary</td>
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<td>Other Major Thoroughfare</td>
<td>balanced mobility and access, moderate volumes, low to medium speed</td>
<td>25 to 60</td>
<td>numbered routes regardless of lanes. minimum four lanes without median</td>
<td>no control</td>
<td>continuous left turn lanes, shared driveways, internal connectivity</td>
<td>intersections and driveways</td>
<td>full movement on two lane roadway with center turn lane as permitted</td>
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<tr>
<td>Minor Thoroughfare</td>
<td>balanced mobility and access, moderate volumes, low to medium speed</td>
<td>25 to 46</td>
<td>ultimately three lanes (no more than one lane per direction) or less without median</td>
<td>no control</td>
<td>continuous left turn lanes, shared driveways, internal connectivity</td>
<td>intersections and driveways</td>
<td>full movement on two lane roadway with center turn lane as permitted</td>
</tr>
</tbody>
</table>
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