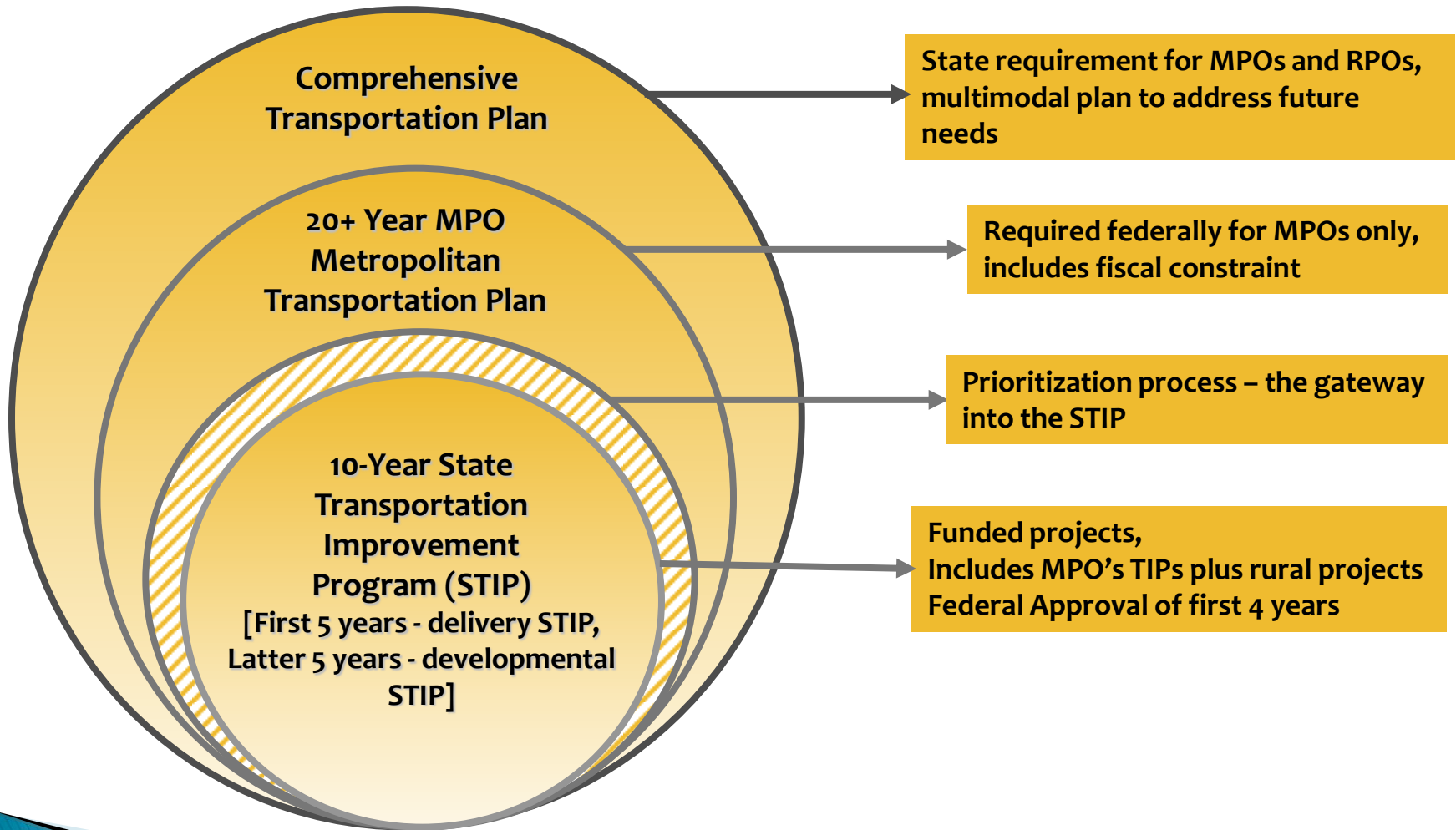


What is a Comprehensive Transportation Plan (CTP)

Transportation Planning Framework

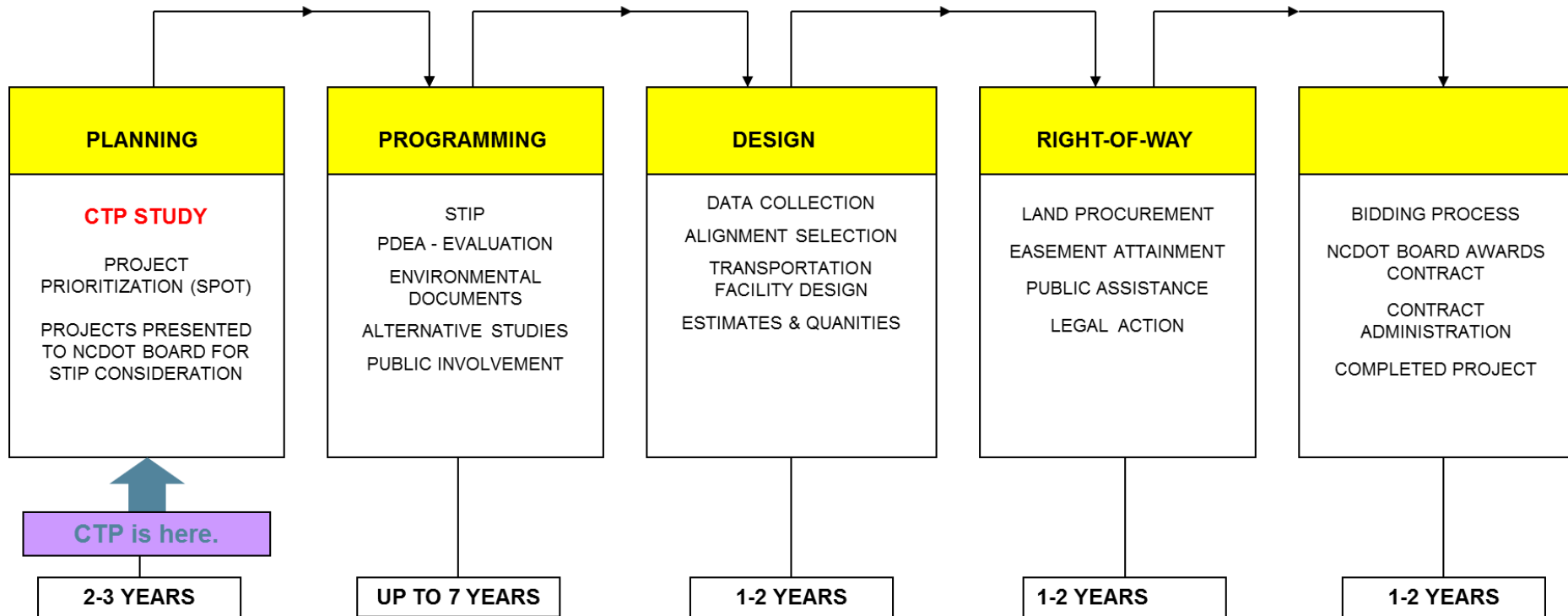
The CTP is the first step in a long planning process.



Transportation Planning Framework

(Continued)

Typical Stages of NCDOT Project Development



Plan Comparison

	Approximate Plan Horizon	Identifies?	Fiscally Constrained	Report Required
Comprehensive Transportation Plan	30+ Years	Existing and planned facilities	No	Yes
Metro. Transportation Plan	20 Year Minimum	Planned facilities	Yes	Yes
Transportation Improvement Program	7 Years	Planned facilities	Yes	No
Collector Street Plan	30+ Years	Existing and planned facilities	No	No

Plan Comparison (cont.)

	Who Requires?	Update Requirement	Adopted by	A/Q Conformity Required
Comprehensive Transportation Plan	State Statute	No requirement	MPO Bd and NCDOT BOT	No
Metro. Transportation Plan	Federal legislation	Every 4 years	MPO Bd (and FHWA)	Yes, for non-attainment & mtce.
Transportation Improvement Program	Federal legislation	Every 2 years	MPO Bd and NCDOT BOT	3 years, for non-attainment & mtce.
Collector Street Plan	No requirement	No requirement	MPO Bd (local ordinance reference)	No

Why do a CTP?

- CTP will replace old Thoroughfare Plans:

Thoroughfare Plans:

- Durham, 1992;
- Chapel Hill, 1994;
- Carrboro, 1994;
- Hillsborough, 1996;
- Chatham County, 1983;
- Orange County, 1990 (not adopted).

- Local government typically use T-fare/CTP to:
 - Reserve road right-of-way in dev't review
 - Permit certain types of uses, e.g., industrial
 - Direct roadway design, e.g., allow speed humps

Why do a CTP? (cont.)

- **State Statute § 136–66.2. “Development of a coordinated transportation system”**
- **Provide input to 2045 MTP that looks beyond 2045**
 - **CTP is not fiscally constrained**
 - **CTP can include facilities that are near capacity**
 - **CTP uses Level of Service D for highway, which is a lower capacity standard than the TRM.**

What is in a CTP?

CTP = Comprehensive Transportation Plan

- It is a Long-Range multi-modal transportation plan.
- It is developed cooperatively with NCDOT and the MPO.
- The CTP emphasizes incorporating local land use plans and community and statewide goals (like Strategic Corridors).
- It is meant to be developed concurrently with the Metropolitan Transportation Plan (MTP)

- It is important to note that CTP recommendations are Concepts and any project will go through a rigorous environmental process before final alignments or designs can be determined.
- A CTP can be used in the same way as Thoroughfare Plan for local land use planning (protection of ROW, etc.)

What is in a CTP?

Maps and tables of a Multimodal Transportation System, including:

- Highway
- Public Transportation and Rail
- Bicycle
- Pedestrian

Recommendations

Recommends whether a transportation facility should remain as Existing, or Needs Improvement, or a new Recommended facility is needed.

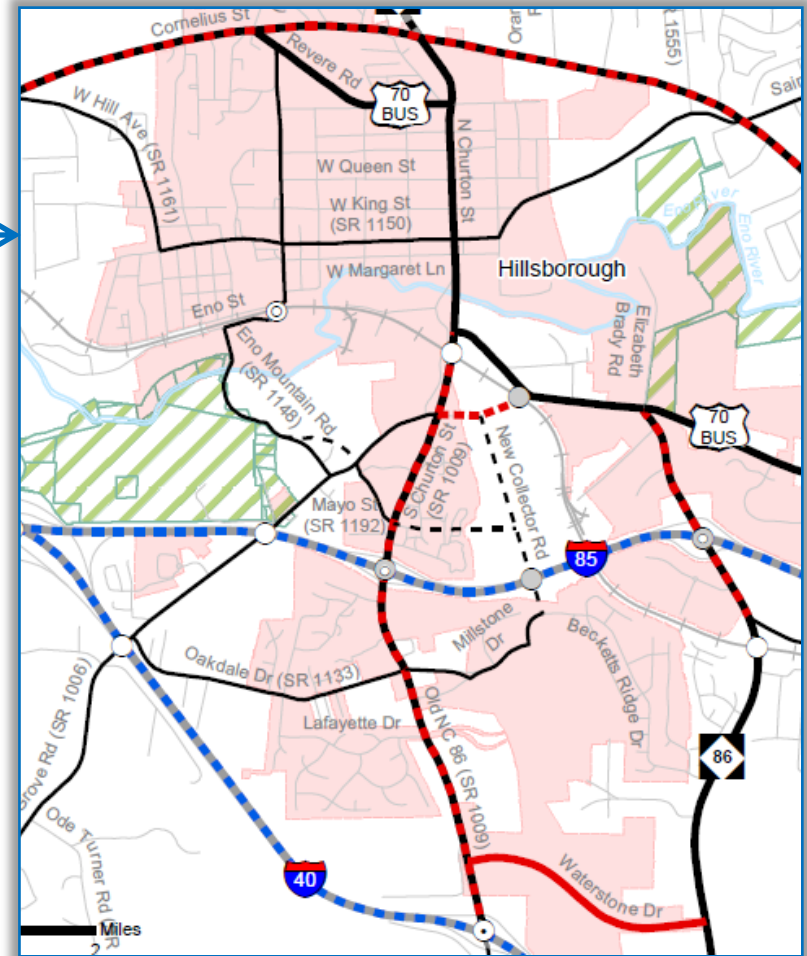
Highway Categories

Categorizes highways into Freeways, Expressways, Boulevards, Other Major Thoroughfares and Minor Thoroughfares

Key Products – Highways

Maps

- Shows all roadways that are minor thoroughfare and above, not just the ones that are to be improved
- Designates roadway type



Freeways		Other Major Thoroughfares	
	Existing		Existing
	Needs Improvement		Needs Improvement
	Recommended		Recommended
Expressways		Minor Thoroughfares	
	Existing		Existing
	Needs Improvement		Needs Improvement
	Recommended		Recommended
Boulevards		Grade Separations	
	Existing		Existing
	Needs Improvement		Needs Improvement
	Recommended		Recommended
Interchanges (or Intersections)		Interchanges (or Intersections)	
	Existing		Existing
	Needs Improvement		Needs Improvement
	Recommended		Recommended

Main Table

Facility	Segment		Jurisdiction	2015 Existing System						2040 Proposed System				CTP Class	Problem Statement
	From	To		Dist. (mi)	Lanes	ROW	Width	Existing Capacity (vpd)	2015 Volume	2040 Volume E+C	2040 V/C	Status	Cross-Section		
NC 751	Renaissance Pkwy	Stagecoach Rd	DurCity, Dur	0.9	2	60-90	19-24	12,700	12,000	18,777	1.5	NI	4D	Blvd	None
NC 751	I-40	Renaissance Pkwy	DurCity	0.2	2	60	24	12,700	26,618	41,544	3.3	Ex	ADQ	Maj	UAD
NC 751	I-40	Southpoint Autopark Blvd	DurCity	0.2	4	60	24	36,600	15,000	30,622	0.8	Ex	ADQ	Blvd	None
NC 751	Southpoint Autopark Blvd	NC 54	DurCity	0.8	2	60	24	12,700	15,000	30,622	2.4	NI	4D	Blvd	None

- 2040 volume and volume/capacity (i.e., congestion level)

- Projected future cross-section. Abides by Complete Streets. Remember: environmental process determines ultimate cross-section design.

Other

- Problem statements – Eight Full and thirty-one minimum statements; explains why improvements are needed
- Unaddressed needs – explains why roadway that is over capacity does not have improvements designated

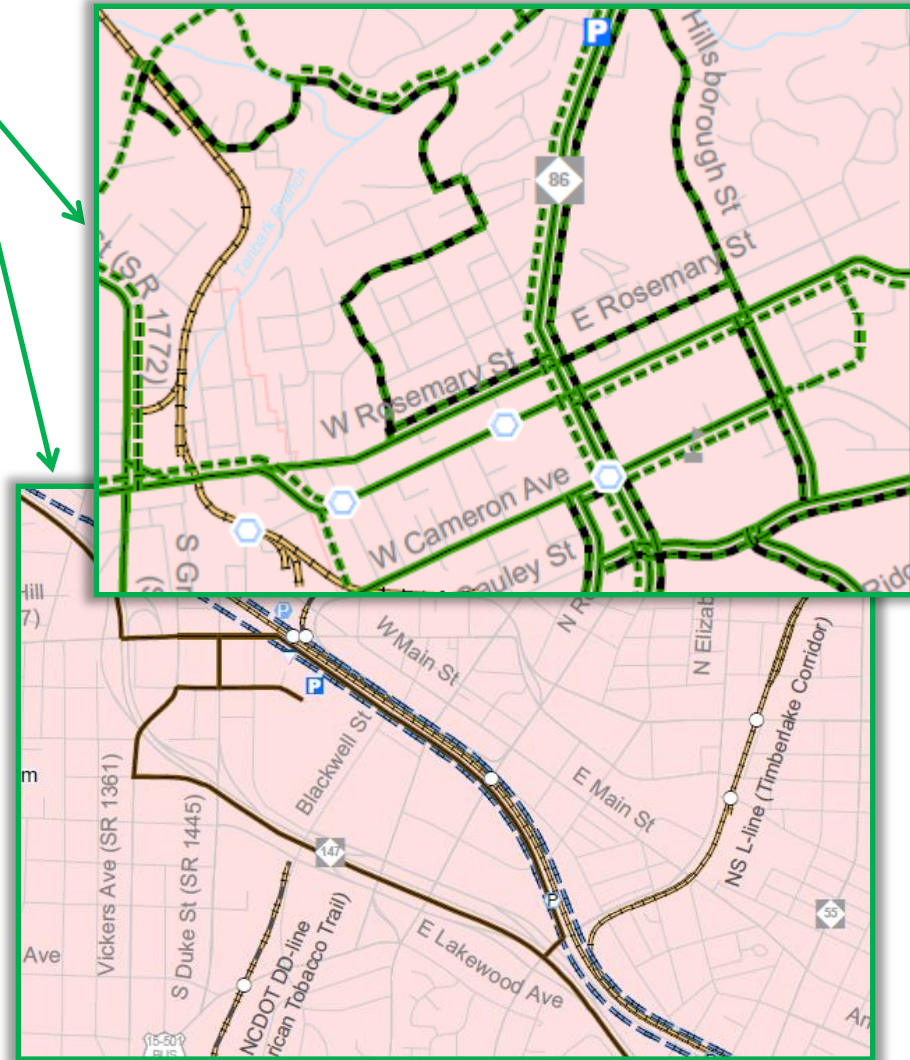
Very Thorough!

Key Products – Public Transportation and Rail

- Bus and rail maps and tables
- Designates stations, centers and park and ride



Bus Routes	Rail Corridor
Existing	Active
Needs Improvement	Inactive
Recommended	Recommended
Multimodal Connector	Park and Ride Lot
Existing	Existing
Recommended	Recommended
Rail Stations	Rail Stations with Park and
Existing	Existing
Recommended	Recommended
Transit Center	Transit Center with Park and
Existing	Existing
Recommended	Recommended



Key Products – Public Transportation and Rail

- Bus and fixed guideway maps and tables
- Designates bus express routes, stations, centers and park and ride

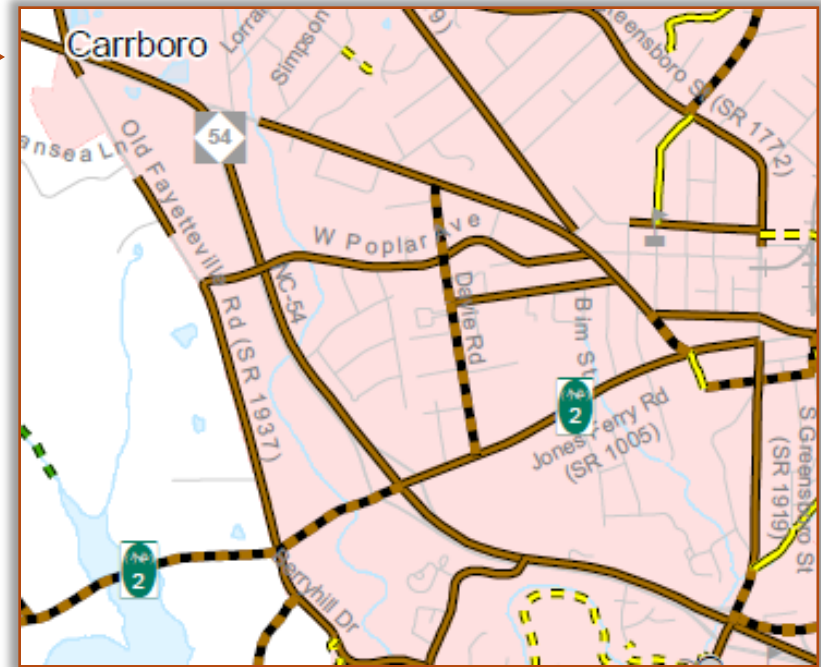
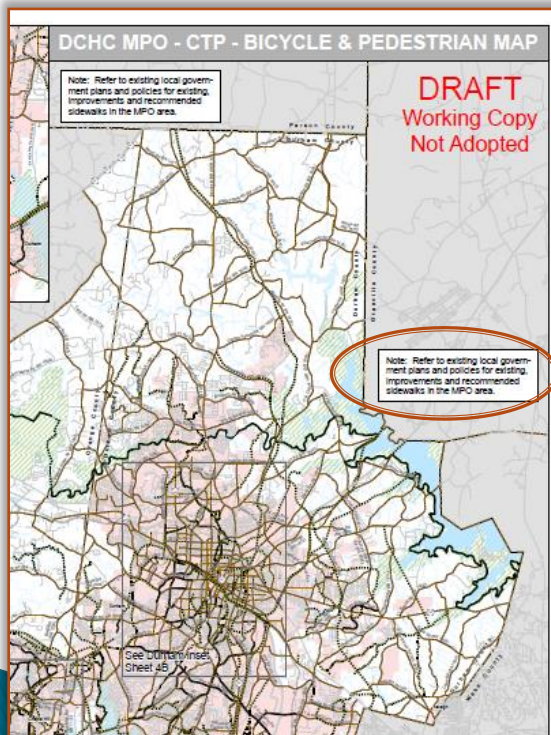
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Fixed Guideway	Rail Corridor	Operational Strategies
Existing	Active	Existing
Needs Improvement	Inactive	Needs Improvement
Recommended	Recommended	Recommended
Multimodal Connector	Park and Ride Lot	Grade Separations
Existing	Existing	Existing
Recommended	Recommended	Needs Improvement
		Recommended
Rail Stations	Rail Stations with Park and Ride Lot	Hospitals
Existing	Existing	Schools
Recommended	Recommended	Airports
Transit Center	Transit Center with Park and Ride Lot	
Existing	Existing	
Recommended	Recommended	

Key Products – Bike, Pedestrian and Paths

- Map
- Tables



- Future sidewalks might not be on map. A policy statement will require sidewalks.

What is Adopted?

NCDOT Board of Transportation

- Adopts only the maps
 - Shows needs improvement/recommended
 - Shows roadway type
 - Map notes : 1) Use for dedicating ROW; 2) Final location and design results from environmental review; 3) Complete Streets
- Receives link to backup information, such as tables of project segments, that can be used to evaluate the maps.

What is Adopted?

(Continued)

MPO Board

- Adopts the maps at a minimum
- Will likely adopt the full report, including:
 - Tables of project segments
 - Problem statements
 - MPO policy, e.g., Complete Streets

Local Government

- Are not required to take any action
- But, they typically endorse the CTP and include a set of comments