



Today's Objectives

1. Understand CTP contents and review process
2. Release CTP for 3-month public comment period

November 16, 2016

Long Range Plan History

State

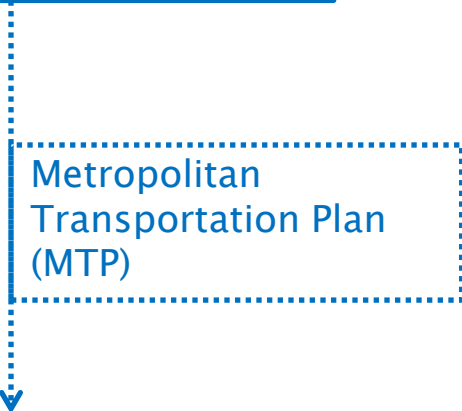
Federal

Thoroughfare Plan
Single map of all highways.
Not fiscally constrained.
Used for development review.

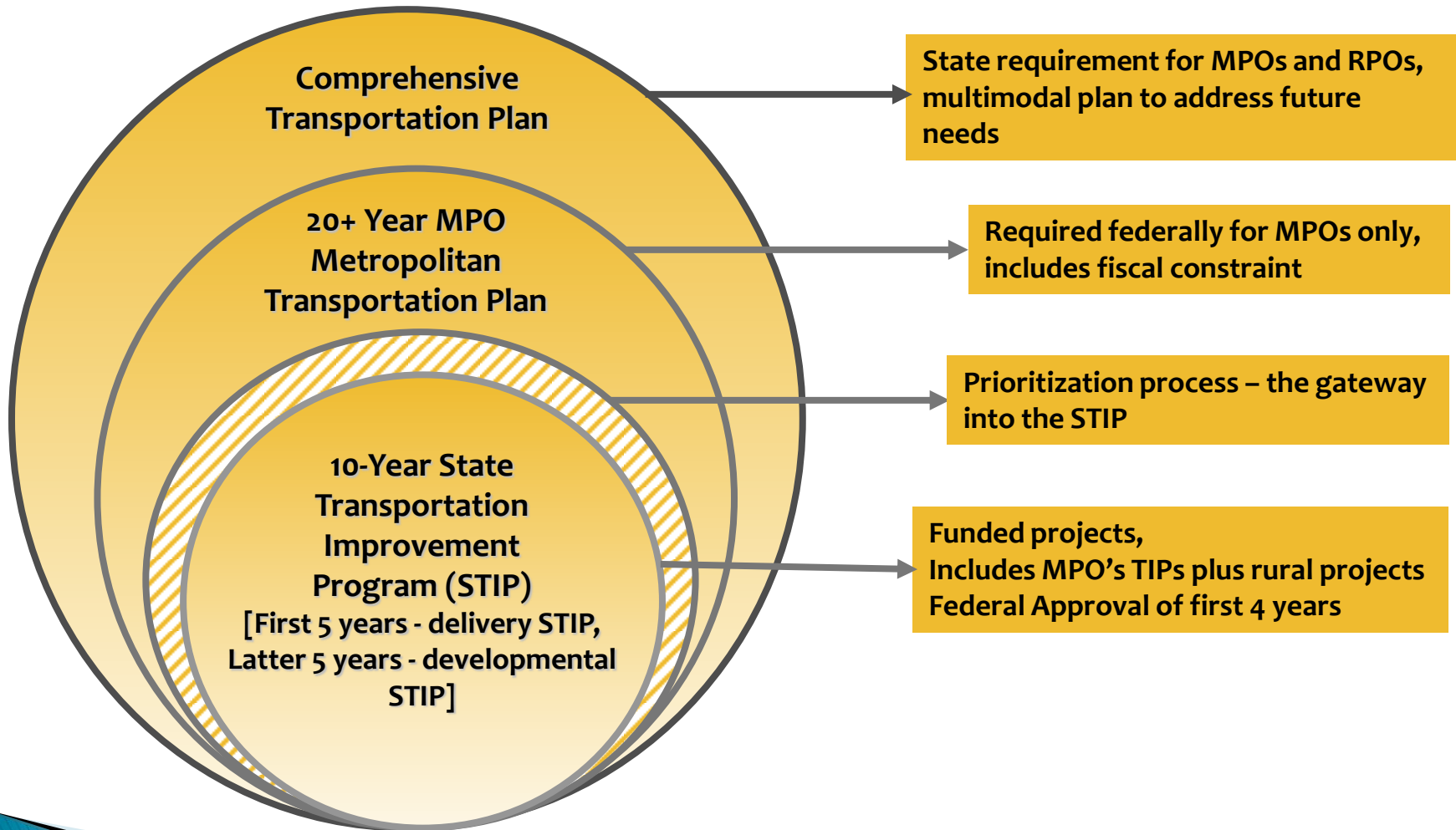
2001 -- Comprehensive Transportation Plan (CTP)
Maps of all highway, transit, bike, pedestrian and rail facilities.
Not fiscally constrained.
Used for development review.



1991 - ISTEA - Long Range Transportation Plan (LRTP)
Fiscally constrained. Projects.
State/MPO TIP has to be subset of LRTP.



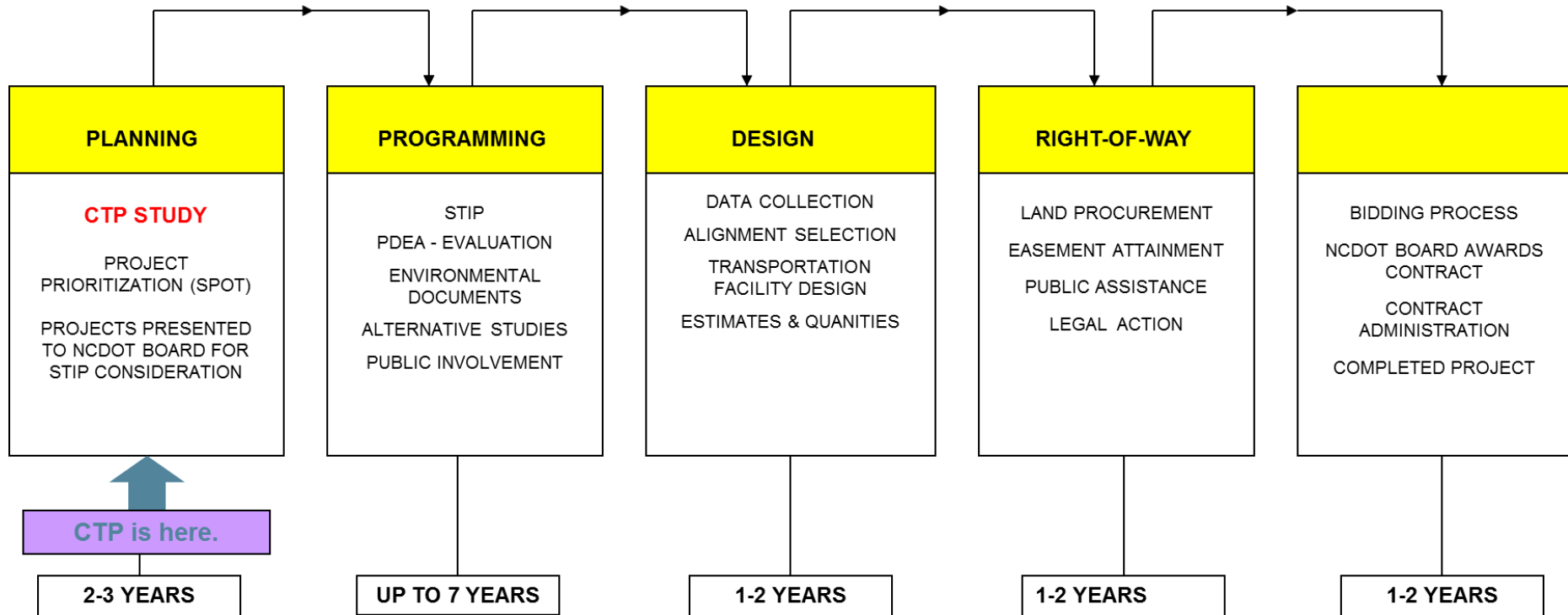
Transportation Planning Framework



Transportation Planning Framework

(Continued)

Typical Stages of NCDOT Project Development



Replace T-fare Plans

- 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

What is Adopted?

NCDOT Bd. of Transportation

- Adopts only the maps
 - Shows needs improvement/recommended
 - Shows roadway type
 - Caveats: 1) Use for dedicating ROW; 2) Final location and design results from environmental review
- Receives link to backup information such as tables of project segments

What is Adopted?

(Continued)

MPO Board

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

Local Government

- Do not need to take any action
- Suggest that endorse CTP with comments

Public Input

- **Drop-in Meetings**
 - ✓ 2 in Durham, 1 in CH/Carrboro, 1 in Hillsborough, 1 in Chatham County
- **Local Elected Officials**
 - ✓ Local staff initiate; MPO staff provide support
- **Local Boards and Commissions**
 - ✓ Local staff initiate; MPO staff provide support

CTP Schedule

- ✓ **January 2015.** Published draft Deficiency Analysis for public comment
- **December 2016.** Release draft CTP for public comment
- **Jan./ Feb. 2017.** Conduct public workshops and public hearing
- **Jan/ Feb. 2017.** Local review
- **March 2017.** MPO Board adopt CTP
- **April 2017.** NCDOT adopt final plan

CTP Review

There is a lot!

6 maps; 7 tables; dozens of problem statements; 3 more chapters; over 600 highway segments

There is time!

Three month public review period

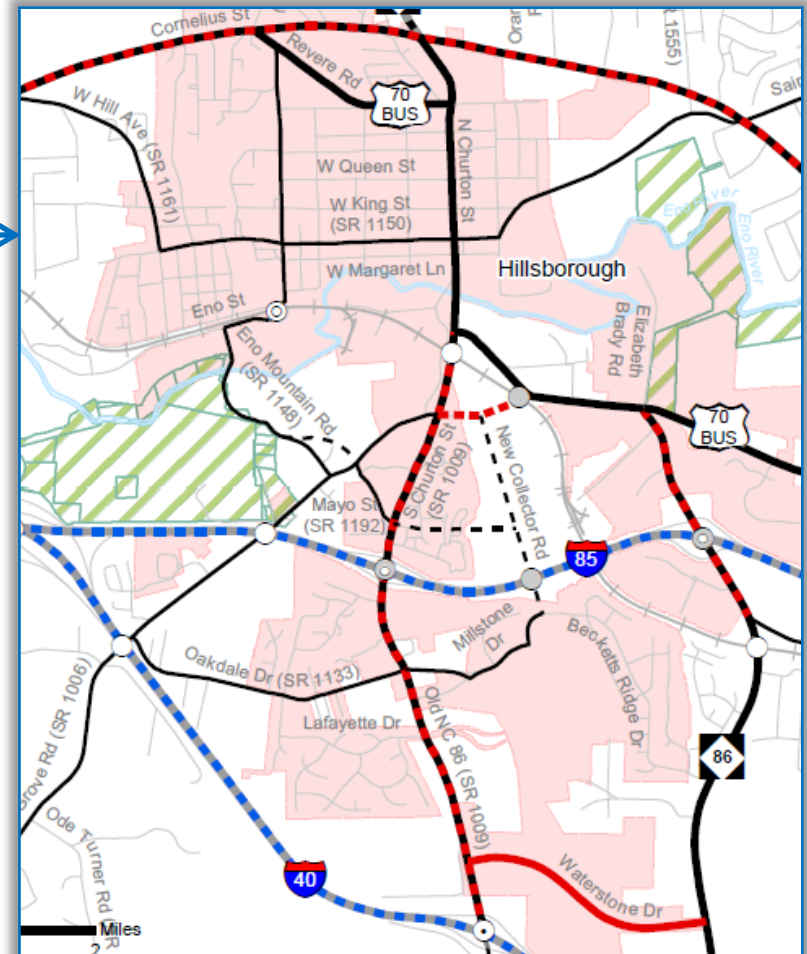
There is help!

Public, boards and commissions, elected officials, and agency staff will review

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)	
			Existing
			Needs Improvement
			Recommended

Key Products – Highways

(continued)

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	20,622	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

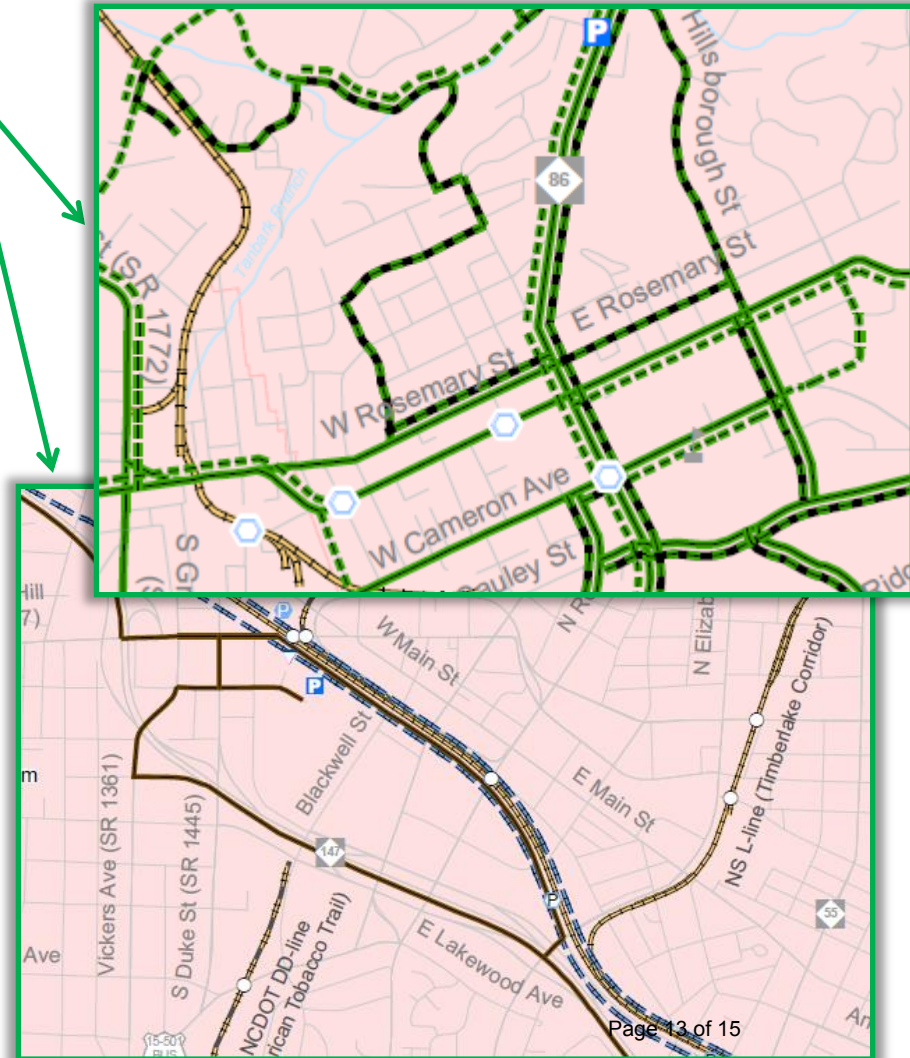
Very Thorough!

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

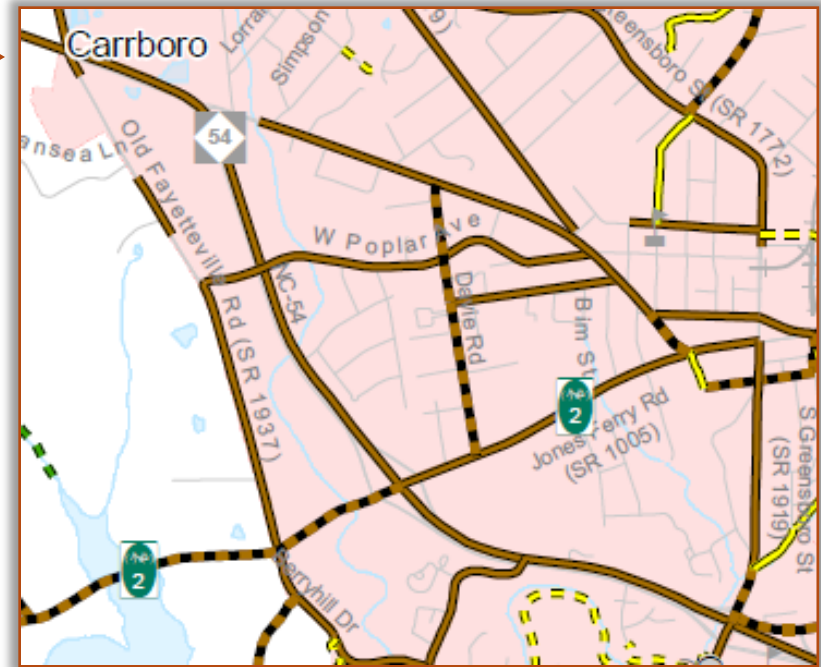
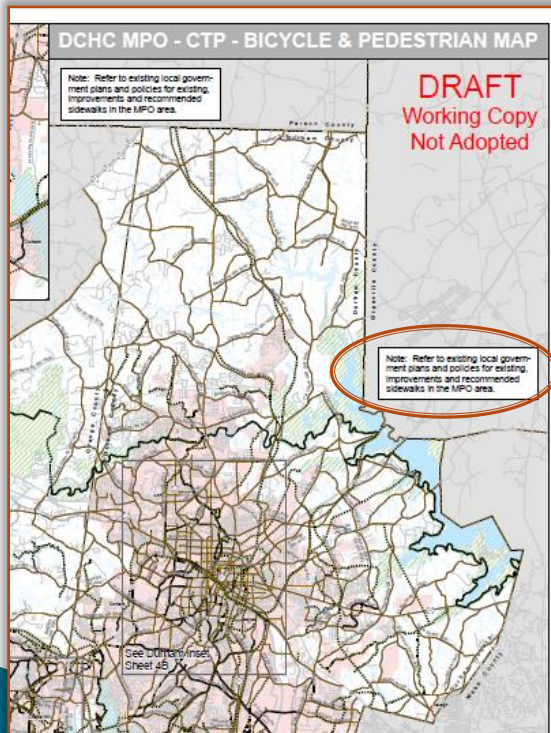
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Fixed Guideway	Rail Corridor	Operational Strategies
Existing	Active	Existing
Needs Improvement	Inactive	Needs Improvement
Recommended	Recommended	Recommended
Multimodal Connector	Park and Ride Lot	Grade Separations
Existing	Existing	Existing
Recommended	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



- Existing and future sidewalks will not be on map. A policy statement will require sidewalks.