What is a Comprehensive Transportation Plan (CTP)
Transportation Planning Framework

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

1. Comprehensive Transportation Plan
   - State requirement for MPOs and RPOs, multimodal plan to address future needs

2. 20+ Year MPO Metropolitan Transportation Plan
   - Required federally for MPOs only, includes fiscal constraint

3. 10-Year State Transportation Improvement Program (STIP)
   - Prioritization process – the gateway into the STIP
     - [First 5 years - delivery STIP, Latter 5 years - developmental STIP]

4. Funded projects, includes MPO’s TIPs plus rural projects
   - Federal Approval of first 4 years
Transportation Planning Framework (Continued)

**Typical Stages of NCDOT Project Development**

**PLANNING**
- CTP STUDY
  - PROJECT PRIORITIZATION (SPOT)
  - PROJECTS PRESENTED TO NCDOT BOARD FOR STIP CONSIDERATION

**PROGRAMMING**
- STIP
  - PDEA - EVALUATION
  - ENVIRONMENTAL DOCUMENTS
  - ALTERNATIVE STUDIES
  - PUBLIC INVOLVEMENT

**DESIGN**
- DATA COLLECTION
  - ALIGNMENT SELECTION
  - TRANSPORTATION FACILITY DESIGN
  - ESTIMATES & QUANTITIES

**RIGHT-OF-WAY**
- LAND PROCUREMENT
  - EASEMENT ATTAINMENT
  - PUBLIC ASSISTANCE
  - LEGAL ACTION

**BIDDING PROCESS**
- NCDOT BOARD AWARDS
  - CONTRACT
  - CONTRACT ADMINISTRATION
  - COMPLETED PROJECT

**CTP is here.**
- 2-3 YEARS
- UP TO 7 YEARS
- 1-2 YEARS
- 1-2 YEARS
- 1-2 YEARS
<table>
<thead>
<tr>
<th>Plan Type</th>
<th>Approximate Plan Horizon</th>
<th>Identifies?</th>
<th>Fiscally Constrained</th>
<th>Report Required</th>
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<tbody>
<tr>
<td>Comprehensive Transportation Plan</td>
<td>30+ Years</td>
<td>Existing and planned facilities</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Metro. Transportation Plan</td>
<td>20 Year Minimum</td>
<td>Planned facilities</td>
<td>Yes</td>
<td>Yes</td>
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<td>Transportation Improvement Program</td>
<td>7 Years</td>
<td>Planned facilities</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Collector Street Plan</td>
<td>30+ Years</td>
<td>Existing and planned facilities</td>
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<td>No</td>
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<tr>
<td>Plan Type</td>
<td>Who Requires?</td>
<td>Update Requirement</td>
<td>Adopted by</td>
<td>A/Q Conformity Required</td>
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<tr>
<td>Comprehensive Transportation Plan</td>
<td>State Statute</td>
<td>No requirement</td>
<td>MPO Bd and NCDOT BOT</td>
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<tr>
<td>Metro. Transportation Plan</td>
<td>Federal legislation</td>
<td>Every 4 years</td>
<td>MPO Bd (and FHWA)</td>
<td>Yes, for non-attainment &amp; mtce.</td>
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<td>Transportation Improvement Program</td>
<td>Federal legislation</td>
<td>Every 2 years</td>
<td>MPO Bd and NCDOT BOT</td>
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<td>Collector Street Plan</td>
<td>No requirement</td>
<td>No requirement</td>
<td>MPO Bd (local ordinance reference)</td>
<td>No</td>
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Why do a CTP?

• CTP will replace old Thoroughfare Plans:

<table>
<thead>
<tr>
<th>Thoroughfare Plans:</th>
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<tbody>
<tr>
<td>Durham, 1992;</td>
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<tr>
<td>Chapel Hill, 1994;</td>
</tr>
<tr>
<td>Carrboro, 1994;</td>
</tr>
<tr>
<td>Hillsborough, 1996;</td>
</tr>
<tr>
<td>Chatham County, 1983;</td>
</tr>
<tr>
<td>Orange County, 1990 (not adopted).</td>
</tr>
</tbody>
</table>

• 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.
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.)
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
Maps

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

Freeways
- Existing
- Needs Improvement
- Recommended

Expressways
- Existing
- Needs Improvement
- Recommended

Boulevards
- Existing
- Needs Improvement
- Recommended

Other Major Thoroughfares
- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares
- Existing
- Needs Improvement
- Recommended

Grade Separations
- Existing
- Needs Improvement
- Recommended

Interchanges (or Intersections)
- Existing
- Needs Improvement
- Recommended
Main Table

<table>
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<tr>
<th>Facility</th>
<th>Segment</th>
<th>From</th>
<th>To</th>
<th>Jurisdiction</th>
<th>Dist. (mi)</th>
<th>Lanes</th>
<th>ROW Width</th>
<th>2015 Volume E+C</th>
<th>2015 Volume V/C</th>
<th>2040 Volume E+C</th>
<th>2040 Volume V/C</th>
<th>Status</th>
<th>Cross-Section</th>
<th>CTP Class</th>
<th>Problem Statement</th>
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<td>NC 751</td>
<td>Renaissance Pkwy</td>
<td>Stagecoach Rd</td>
<td>DurCity, Dur City</td>
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<td>Southpoint Autpark Blvd</td>
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<td>NL</td>
<td>4D Blvd</td>
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• 2040 volume and volume/capacity (i.e., congestion level)

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

Key Products – Highways

Very Thorough!
**Key Products – Public Transportation and Rail**

- Bus and rail maps and tables
- Designates stations, centers and park and ride
Key Products – Public Transportation and Rail

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

<table>
<thead>
<tr>
<th>Fixed Guideway</th>
<th>Rail Corridor</th>
<th>Operational Strategies</th>
<th>Park and Ride Lot</th>
<th>Grade Separations</th>
<th>Transit Center</th>
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<tbody>
<tr>
<td>Existing</td>
<td>Active</td>
<td>Existing</td>
<td>P Existing</td>
<td>Existing</td>
<td>Existing</td>
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<td>Needs Improvement</td>
<td>Inactive</td>
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<table>
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<tr>
<th>Multimodal Connector</th>
<th>Rail Stations with Park and Ride Lot</th>
<th>Transit Center with Park and Ride Lot</th>
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<tr>
<td>▼ Existing</td>
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<tr>
<td>▼ Recommended</td>
<td>▼ Recommended</td>
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(continued)
Key Products – Bike, Pedestrian and Paths

- Map
- Tables

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