



GREENVILLE MPO Comprehensive Transportation Plan (CTP)

GREENVILLE MPO Comprehensive Transportation Plan (CTP) Highway Map

July 2008





GREENVILLE MPO Comprehensive Transportation Plan (CTP)

What are we discussing today?

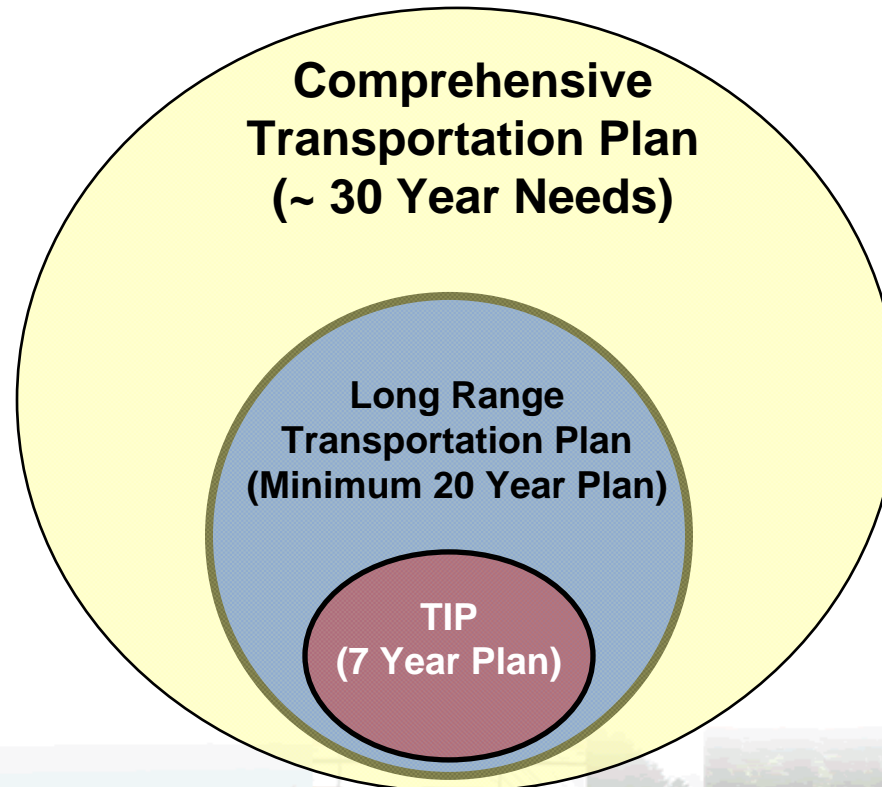
- What is a Comprehensive Transportation Plan (CTP)?
- How is it related to the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP)?
- What are the benefits and products of a CTP?
- Highway Map for Greenville CTP





GREENVILLE MPO Comprehensive Transportation Plan (CTP)

Relationship Between Plans





GREENVILLE MPO Comprehensive Transportation Plan (CTP)

Plan Comparison

	Adopted by MPO TAC	Adopted By NCDOT BOT	Fiscally Constrained	A/Q Conformity Analysis Required	Approximate Plan Horizon
Comprehensive Transportation Plan	Yes	Yes	No	No	~30 Years
Long Range Transportation Plan	Yes	No	Yes	Yes, for non-attainment areas	20 Year Minimum
Transportation Improvement Program	Yes, MTIP	Yes, entire TIP	Yes	Yes, for non-attainment areas	7 Years





What is a CTP?

- 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 LRTP
- 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.
- Does not determine a pinpoint location of new roads
- Does not make a promise to build roads
- Is not fiscally constrained





GREENVILLE MPO Comprehensive Transportation Plan (CTP)

Long Range Transportation Plan

- Federally mandated
- Fiscally constrained portion of Comprehensive Transportation Plan
- Updated every four years in non-attainment areas for air quality
- Must have at least a 20 year planning horizon
- Adopted by MPO TAC





GREENVILLE MPO Comprehensive Transportation Plan (CTP)

Transportation Improvement Program

- Seven year planning document
- Contains funding information and schedules
- Fiscally constrained
- Entire TIP adopted by NCDOT Board of Transportation
- Metropolitan TIP adopted by MPO TAC



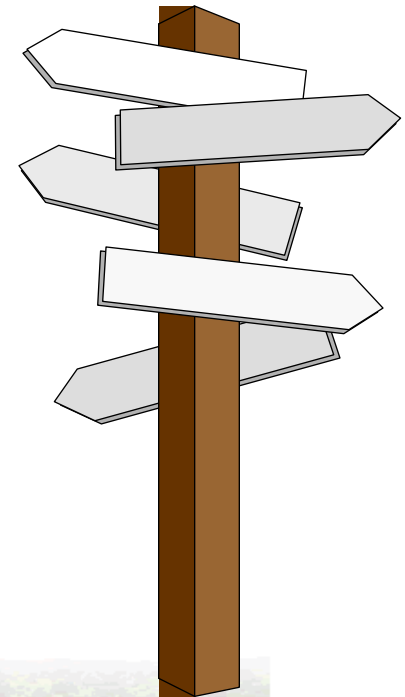


GREENVILLE MPO Comprehensive Transportation Plan (CTP)

Why a Comprehensive Transportation Plan?

§ 136-66.2. Development of a coordinated transportation system and provisions for streets and highways in and around municipalities.

Each municipality, not located within a metropolitan planning organization (MPO) and each MPO, with the cooperation of the Department of Transportation, shall develop a comprehensive transportation plan that will serve present and anticipated travel demand in and around the municipality.





GREENVILLE MPO Comprehensive Transportation Plan (CTP)

Comprehensive Transportation Plan

Multimodal

- Highway
- Public Transportation and Rail
- Bicycle
- Pedestrian (future)

Recommendations

- Existing, Needs Improvement, Recommended

Highway Categories

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





GREENVILLE MPO Comprehensive Transportation Plan (CTP)

The CTP's final products

- Adoption Sheet
- 4 Maps
 - Highway Map
 - Bicycle Map
 - Rail and Public Transportation Map
 - Pedestrian (future)
- Technical Report





GREENVILLE MPO Comprehensive Transportation Plan (CTP)

**Thoroughfare
Plan Map**



**Comprehensive
Transportation
Plan
Highway Map**

Greenville Urban Area
Thoroughfare Map,
adopted by BOT 2/3/05

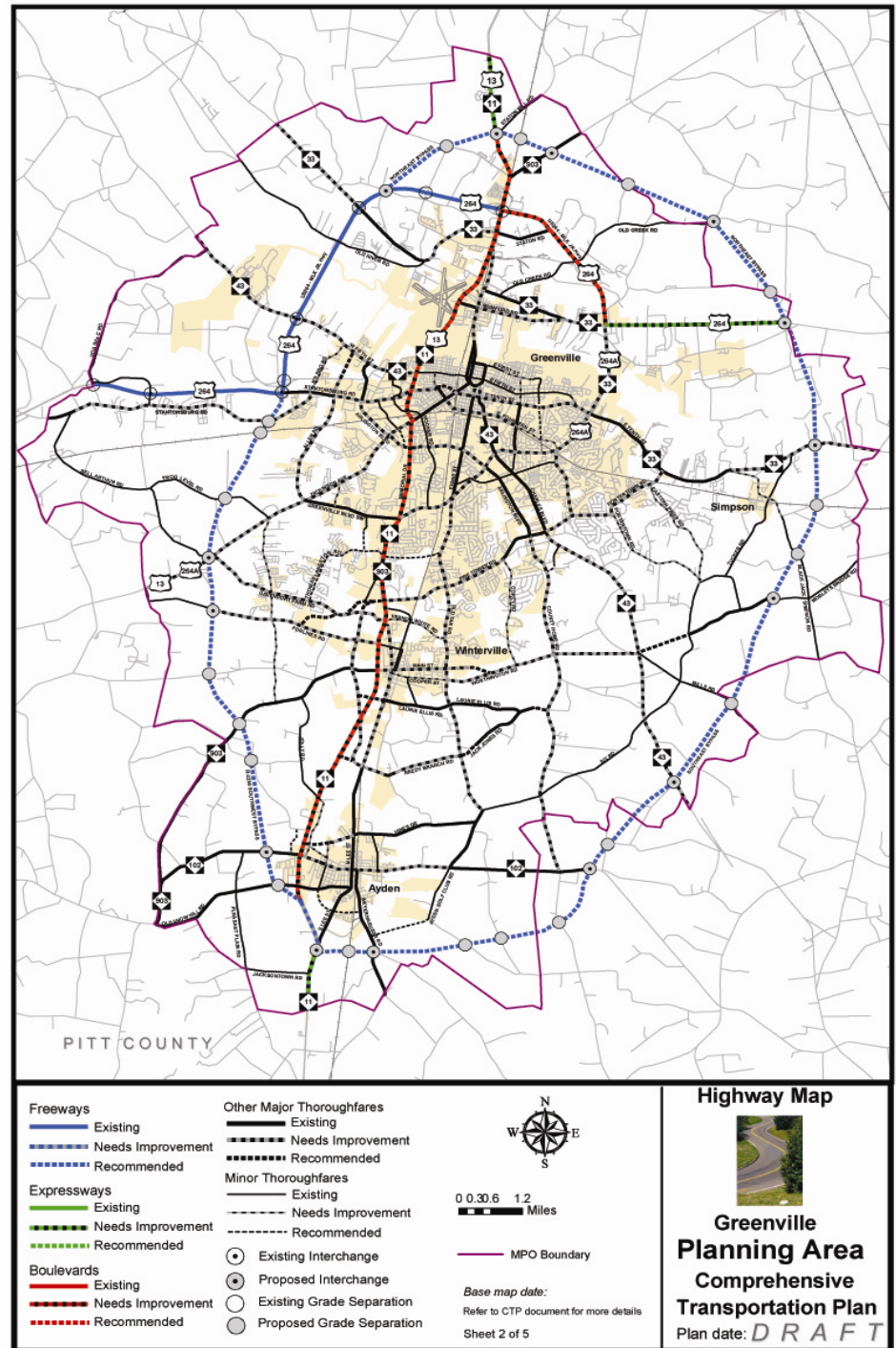
Won't be valid after
adoption of Greenville
CTP Highway Map

**Greenville CTP Highway Map
will be in the new
Comprehensive Transportation
Plan format**

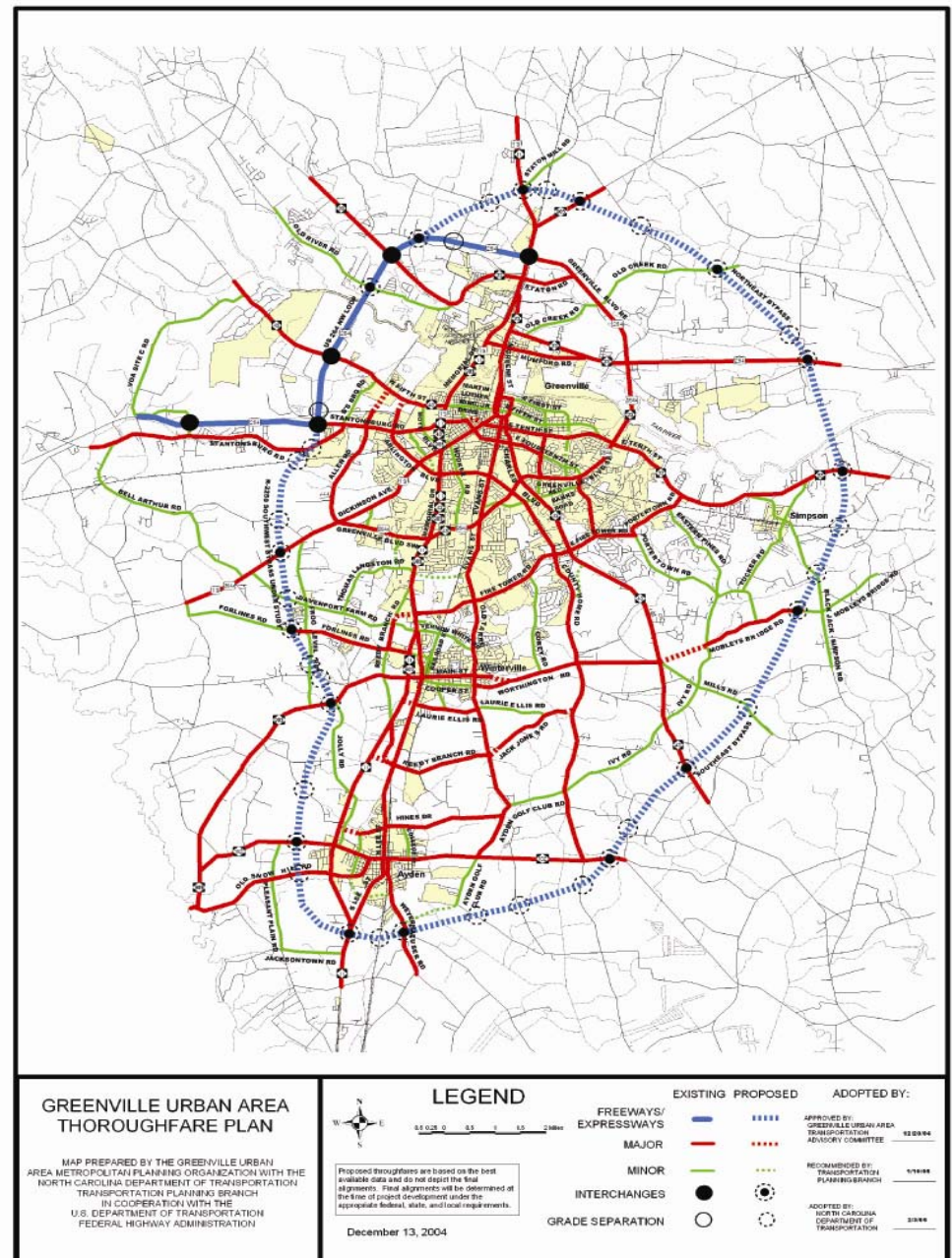
**A CTP can be used in the same way as Thoroughfare Plan
for local land use planning (protection of ROW, etc.)**



Greenville MPO CTP Highway Map (proposed)

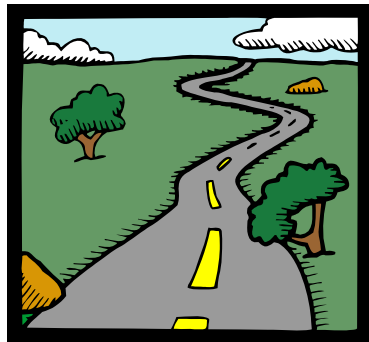


Existing Greenville Urban Area Thoroughfare Map





Highway Facility Classifications



- 5 Classifications
 - Freeway, Expressway, Boulevard, Major and Minor Thoroughfares

- Based on the following features:
 - Speed Limit
 - Medians
 - Access
 - Traffic Signals





GREENVILLE MPO Comprehensive Transportation Plan (CTP)

Freeway Facility



US 74 Near Waynesville



US 264 East of I-95

- High mobility, low access
- 55 mph or greater
- Cross-section: 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: US264 east of I-95, US 220, US 52 between Lexington and Winston-Salem*





GREENVILLE MPO Comprehensive Transportation Plan (CTP)

Expressway Facility



US 221 (Marion Bypass)



US 220 in Rockingham County

- High mobility, low access
- 45 to 60 mph
- Cross-section: 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,





GREENVILLE MPO Comprehensive Transportation Plan (CTP)

Boulevard Facility



US 70 East of Goldsboro



Cary Parkway

- Moderate mobility, moderate access
- 30 to 55 mph
- Cross-section: 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), NC11 in Greenville





GREENVILLE MPO Comprehensive Transportation Plan (CTP)

Major Thoroughfares



US 441 South of Dillsboro



US 13 North of Ahoskie

- Balanced mobility and access
- 25 to 55 mph
- Cross-section: 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
- Examples: US 64 in Siler City, Stantonsburg Rd in Greenville





GREENVILLE MPO Comprehensive Transportation Plan (CTP)

Minor Thoroughfares



US 441 South of Dillsboro



US 13 North of Ahoskie

- Balanced mobility and access
- 25 to 55 mph
- Cross-section: 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
- Examples: US 64 in Siler City, NC 13 north of Ahoskie, Old River Rd in Greenville





Benefits of Comprehensive Transportation Plan?

- Common long range vision for multi-modal facilities between NCDOT, MPOs, RPOs and local governments.
- Better project information for Programming and Project Development.
- Better integration of transportation planning with land use planning.
- Reduced project costs associated with right-of-way and construction activities.
- Minimized impacts to property and community appearance with future road improvements.
- Stronger ties to local priorities.

