

FREQUENTLY ASKED QUESTIONS

about the comprehensive transportation plan

What is the Comprehensive Transportation Plan?

The Comprehensive Transportation Plan (CTP) represents a community's long-term vision for how the local transportation network should evolve to serve residents and employers in a growing region.



The CTP includes multiple modes of transportation, meaning that it will focus on highways, pedestrian facilities (sidewalks and trails), bicycle facilities, public transportation and rail. Attention to each of these transportation modes allows us to better provide for a broad range of transportation choices.

The CTP assesses the condition of the entire transportation network and serves as the framework for transportation planning efforts at the local and regional scale.

By including all modes of travel (not just cars), the CTP provides a comprehensive inventory of an evolving multi-modal transportation network to support CRTPO and its local partners as they plan to meet the needs of a growing and diversifying population.

The CTP does not include specific transportation projects or improvement schedules, but instead represents the status or completeness of the comprehensive transportation system that may be required to support anticipated growth and development.



Who provides information for the CTP?

Local jurisdictions in the CRTPO region determine the completeness of each segment of highway (or street), pedestrian facility, bike facility, or public transportation network, based in large part on locally adopted plans, policies, and expectations for the future. The segments are categorized as existing, needs improvement, or recommended and an explanation of the categories is described below.

What information is shown in the CTP for each mode?

The CTP includes four maps that illustrate how communities assess and envision their future transportation network.



1. Highway/Street Map

Describes and assesses the transportation network for motor vehicles (not including local and subdivision streets)

2. Pedestrian Map

Describes and assesses the network for sidewalks and trails

3. Bicycle Map

Describes and assesses the network for bicycle lanes and trails

4. Public Transportation and Rail Map

Describes and assesses the public transportation and freight rail networks

Transportation segments are classified by facility types. The facility types for each mode are listed as:

HIGHWAY
Freeways
Expressways
Boulevards
Other Major Thoroughfares
Minor Thoroughfares
Interchanges
Grade Separations
Interchanges with Managed Lanes Access

BICYCLE
On-road
Multi-Use Paths
Interchanges
Grade Separations
Interchanges with Managed Lanes Access

PEDESTRIAN
Sidewalks
Multi-Use Paths
Interchanges
Grade Separations
Interchanges with Managed Lanes Access

PUBLIC TRANSPORTATION
Fixed Guideway
Stations
Rail Corridor
High Speed Rail Corridor
Operational Strategies
Stations with Park & Ride Lot
Bus Park & Ride Lot
Intermodal Corridor
Interchanges
Grade Separations
Interchanges with Managed Lanes Access

Each transportation facility is categorized as:

Existing

The existing facility is not expected to change. The facility may be considered adequate based on a variety of factors such as appropriate design, expected future traffic volumes, consistency with adopted plans, or livability objectives. The facility may also be considered adequate based on its context within the larger transportation network or because it is unbuildable due to physical constraints.

Needs Improvement

The existing facility or service is (or is expected to be) inadequate and should be changed to accommodate expected traffic volumes, improve inadequate design or identified safety issues, reflect pedestrian and bicycle facilities shown in adopted plans, improve poorly designed facilities, or fill in connectivity gaps.

Recommended

There are no existing facilities or services and a new facility or service is needed.

How are changes made to the CTP?

The CTP is a dynamic plan for the long-term future, and will evolve over time to reflect changing conditions, e.g. a street segment or sidewalk is built, or local plan and policy changes. Future amendments to the CTP are made through a mutually agreed upon process in coordination with CRTPO and its member jurisdictions.

How does the CTP impact future transportation plans and projects?

By establishing the region's future transportation needs, the CTP offers an organized way to identify, and eventually prioritize, the transportation projects that will be built in the communities that comprise CRTPO. Local governments may use the CTP to inform local land use decision-making and transportation planning initiatives and to more clearly communicate transportation expectations with residents, developers, and NCDOT.

The CTP also serves as a framework for selecting future transportation projects for the Metropolitan Transportation Plan (MTP), which identifies transportation projects prioritized for funding over the next 20 years. Once projects are in the MTP, projects are then selected to be placed in the even shorter-term Transportation Investment Program (TIP) that NCDOT uses to program projects for construction.

Which portion of the CTP is adopted?

The CRTPO policy board and the North Carolina Board of Transportation mutually adopt the four locally-produced CTP maps. This allows for the multi-modal CTP to be used for MPO planning processes.

MTP (20 Years)

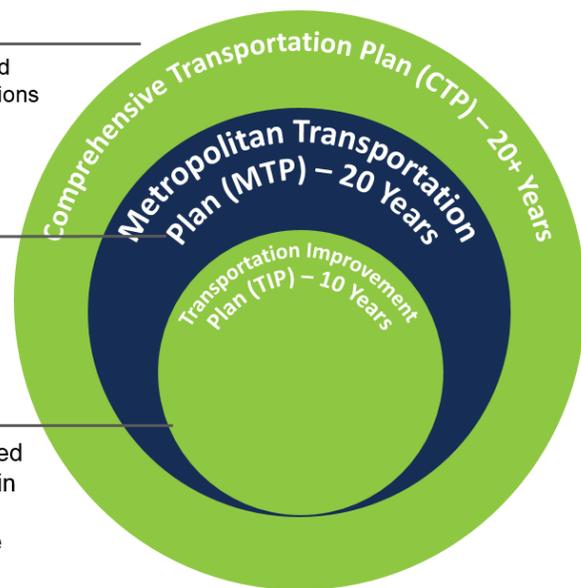
- Fiscally constrained
- Updated every 4 years
- Contains transportation projects and policies to be implemented over plan horizon
- Updated frequently to incorporate most recent data
- Federally required plan
- Must be consistent with Transportation Improvement Program

CTP (20+ Years)

- Not fiscally constrained
- Shows network conditions for all modes
- Provides universe of potential projects
- State required plan

TIP (10 Years)

- Fiscally constrained
- Projects must be in MTP
- Federal and State approval required



How is the CTP implemented?

The CTP is implemented in a variety of ways, since there are several methods by which highways, streets, pedestrian, bike, and public transit facilities get built. Transportation projects can be built or improved as public construction projects or in conjunction with land development projects.

Generally, segments shown as “Needs Improvement” or “Recommended” could become a project in the MTP, a locally-funded project, part of a development project, or may never become a project.

How might local jurisdictions implement the CTP?

- The CTP designations can help local jurisdictions develop, prioritize, and plan local projects;
- The CTP can assist with coordinating transportation planning efforts that fall within multiple jurisdictions;
- The CTP designations help jurisdictions more clearly communicate the local transportation vision by including multiple transportation modes; and
- Local jurisdictions can implement improvements through local ordinances or capital projects.



The CTP strengthens connections between community Vision, adopted Land Development plans, and Transportation plans.

How will CRTPO implement the CTP?

- The MTP will draw from the CTP for potential projects;
- The CTP maps and supporting documentation will be used to track historical information about the transportation network.
- The information in the CTP will help define expectations when the CRTPO is working with the State on project designs; and
- The CTP will serve as a source of information to ensure that future projects reflect the community's transportation vision.

How will NCDOT implement the CTP?

- NCDOT will use the CTP designations to develop future, funded transportation projects;
- The multi-modal CTP will help NCDOT better understand the comprehensive transportation vision for local jurisdictions and the CRTPO.

