

  
North Carolina  
DEPARTMENT OF TRANSPORTATION

North Carolina Transportation Network

Briefings  
NCAMPO and NCARPO

January 30 - 31, 2014

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**BRIEFING OBJECTIVES**

- Provide update on development of NCTN and Strategic Transportation Corridors
- Receive input on Framework elements

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## FRAMEWORK DEVELOPMENT ACTIVITIES

Since TPB's combined briefing in November, study team has continued to advance Framework through multiple work sessions:

- Sr. Management Committee meeting – Nov. 18
- Board of Transportation briefing – Dec. 4
- Advisory Group meeting – Dec. 10
- Continued refinements by study team
- Launched 2<sup>nd</sup> round of MindMixer participation

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## BOARD DIRECTION

- Acceptance of Corridors vision and goals
- Acceptance of Activity Center Stratification, with following conditions
  - Ensure adequate inter-state corridor connections
  - Ensure adequate regional coverage of statewide centers
  - Lower threshold of statewide major universities
- No comment on modal mobility definitions

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## RELATIONSHIP OF NCTN TO OVERALL TRANSPORTATION VISION

- Strategic Transportation Investments and Prioritization 3.0 will define NC transportation spending
- Implementing STI vision will guide transportation investments to the most appropriate needs
- NCTN and Strategic Transportation Corridors become tools to help planners achieve that ultimate vision

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## IMPLEMENTING THE VISION

To provide definition to the implementing vision of STI, TPB is working with stakeholders to identify the following:

- An enhanced structure for defining all elements of NC's transportation system by their role in providing mobility and land access
- A network of strategic multimodal corridors linking internal and external activity centers of statewide and regional significance and maintaining providing mobility in corridors of highest demand

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## IMPLEMENTING THE VISION

Definition for the vision is provided through the Strategic Corridors Framework, consisting of three defining elements:

1. NCTN structure and definitions
2. Strategic Transportation Corridors vision & goals
3. Strategic Corridor identification criteria

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## NCTN STRUCTURE AND DEFINITIONS

Purpose of NCTN Structure and Definitions: to develop a consistent set of transportation system definitions across all modes, reflecting needed mobility and land access levels for three types of facilities or services – statewide, regional, and local

Modal definitions are intended to be consistent with a general stratified definition of mobility

Modal structure and definitions should show clear linkage to strategic corridors

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## NCTN STRUCTURE AND DEFINITIONS

### Mobility definitions (non-modal)

	Highest (unimpeded) <-----	Mobility Levels ----->	(Land Access) Lowest
<b>Mobility Definition</b>	<p><i>Facilities or services with primary function of linking activity centers of statewide significance, supporting high-value, interstate and inter-regional movement of people and goods in pursuit of statewide economic development objectives, generally with higher speed/higher capacity facilities and services. Statewide facilities provide managed land access.</i></p>	<p><i>Facilities or services with primary function of serving major intra-regional movements of people and goods in support of regional or local economic activity (work, education, medical, etc.). Regional facilities and services provide direct access to activity centers of regional significance such as major employment centers.</i></p>	<p><i>Facilities or services with primary function of providing land access and to lesser degree supporting shorter distance local travel. Local facilities comprise the largest part of the Transportation Network.</i></p>

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## STRATEGIC CORRIDORS VISION & GOALS

Corridors framework consists of:

1. Strategic Corridors Vision
2. Strategic Corridor Goals
  - Promote Economic Prosperity
  - Provide mobility and connectivity
  - Enhance decision-making

**STC Vision and Goals**

**Strategic Corridors Vision:** to provide North Carolina with a network of high-priority, multimodal transportation corridors and facilities that connect statewide and regional activity centers, to enhance economic development, promote highly-reliable, efficient mobility and connectivity, and support good decision-making.

**Strategic Corridor Goals:**

- *Economic prosperity:* invest NC's transportation resources to maximize economic opportunity.
- *Mobility and connectivity:* promote efficient, reliable movement of people and goods between activity centers of statewide or regional strategic significance
- *Decision making:*
  - Preserve and enhance natural and cultural resources by maximizing the use of the existing transportation infrastructure to improve quality of life and ensure safety related to transportation activity
  - Identify long-term high-priority investment needs to achieve Strategic Corridors Vision

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## CORRIDORS IDENTIFICATION CRITERIA

### Criteria being refined to:

- Focus connectivity on groupings of activity centers of statewide or regional significance, including principal national or global centers critical to NC economic opportunity
- In linking activity centers, identify corridors offering highest opportunity for high levels of mobility and reliability
- Recognize high-volume, high-demand freight and passenger corridors
- Recognize national priority corridors

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## ACTIVITY CENTER STRATIFICATION

Purpose of activity center stratification – to scale defined activity center types so as to differentiate between those centers critical to overall statewide well-being and those with a more regional focus

Implication: stratification would lead to tiered strategic corridor identification, with a smaller number of statewide corridors and more regional corridors.

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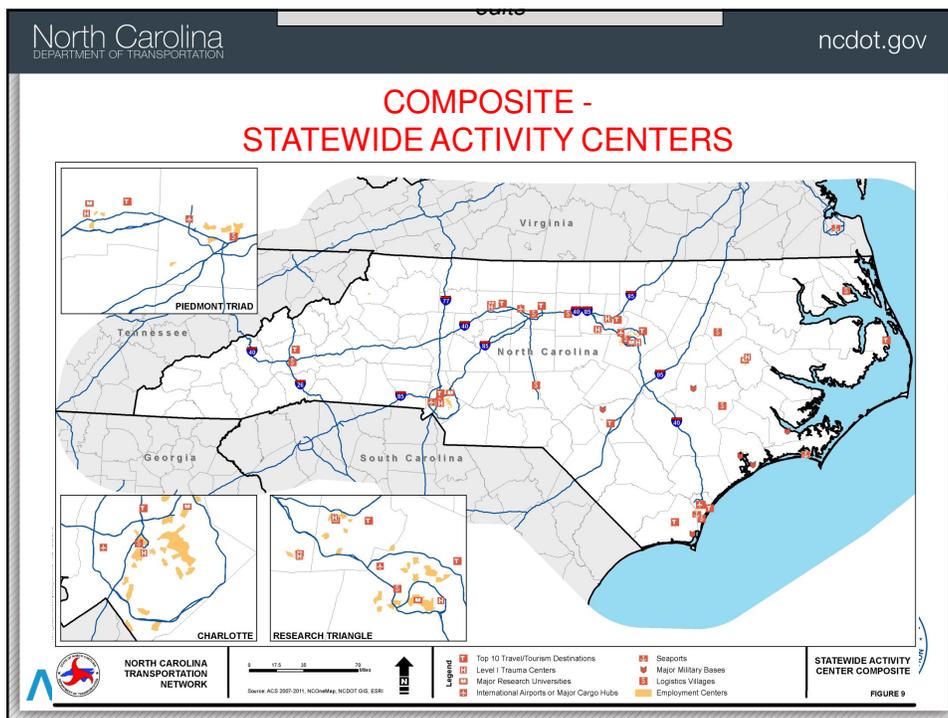
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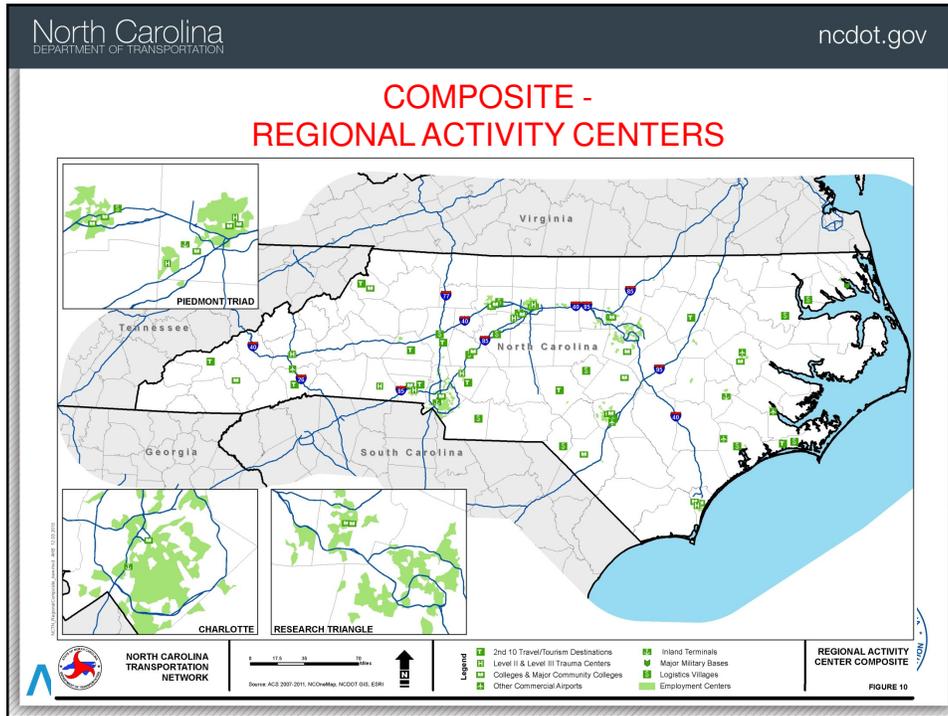
### Activity Center Stratification North Carolina Strategic Transportation Corridors

#### Activity Center Categories

- Primary Employment Centers
- High Priority Economic Development Sites
- Major Military Bases
- Major Airports
- Seaports, inland waterways, and inland terminals
- Major Universities and Colleges
- Trauma Centers
- Major Tourist Destinations
- State-critical external centers

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## FRAMEWORK REFINEMENT

Ongoing work effort:

- Consider input from MindMixer 2
- Improve linkage between NCTN structure and strategic corridors
- Refine definitions to recognize that all statewide tier facilities will not necessarily be “strategic”
- Improve consistency among tier definitions
- Clarify full set of corridor identification criteria

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Topics Ideas About

**CLOSING SOON**  
 How should NCDOT define strategic transportation corridors as part of its 25-year infrastructure planning...  
 3 DAYS REMAINING  
 Hurry! There isn't much time left. [Visit this topic now!](#)

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## NEXT STEPS

**January – March**

- Refine Framework to link elements, refine NCTN definitions, and clarify corridor identification criteria
- Apply definitions to update TPB's NCTN database and shape files
- Identify other NCDOT databases requiring updates
- Apply criteria to identify multimodal strategic corridors
- Apply performance standards to assess strategic needs, establish planning-level Problem Statements
- Develop amendment procedures and revise mapping

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## NEXT STEPS

**Spring**

- Develop amendment procedures and revise mapping
- Regional workshops
  - Eight workshops, one in each Prosperity Zone
  - Municipal and county official notification through MPO and RPO TACs.

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## For questions or comments

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