

Transportation Planning for Bertie County



NCDOT - Transportation Planning Branch
2009

Long Range Transportation Planning

Purpose:

- Identify existing and future transportation deficiencies

Primary Objectives:

- Reduce traffic congestion
- Improve safety

Product:

- Transportation Plan



Long Range Transportation Planning

Benefits:

- Common long range vision for multi-modal facilities among 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.



A Comprehensive Transportation Plan DOES NOT...

- **Make a promise to build roads**
- **Determine a pinpoint location of new roads**



Updated Long Range Planning

**Thoroughfare
Plan**



**Comprehensive
Transportation
Plan**

- **Thoroughfare Planning:**
THE OLD WAY!!!
Plans were previously
completed in this format:
HIGHWAY INTENSIVE

- **Comprehensive Transportation Plan:**
THE NEW WAY!!!
Plans are now being
completed in this format:
MULTI-MODAL

Previous Transportation Planning in Study Areas

*Bertie County does not have
any previous Transportation
Plans*



CTP Process

Process:

Where are we now?

- Identify existing and future roadway deficiencies
- Identify multi-modal elements

Where do we want to go

- Reduce traffic congestion
- Improve safety
- What are the local community's goals?

How will we get there?

- Develop feasible solutions
- To address problems and meet goals



Tasks Involved in Developing a CTP:

1. Study Initiation

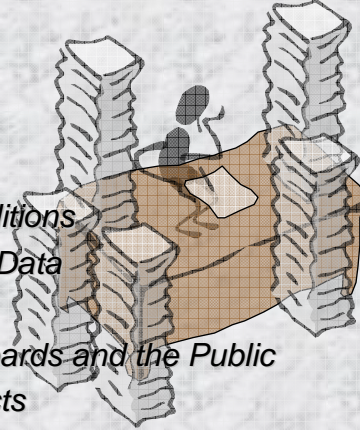
- *Meeting with community leaders and area transportation officials to discuss roadway concerns and issues.*



Tasks Involved in Developing a CTP:

2. Data Collection

- *Population*
- *Land Use Patterns*
- *Traffic Data (AADT)*
- *Accident History*
- *Roadway and Bridge Conditions*
- *Housing and Employment Data*
- *Environmental Concerns*
- *Input From Local Policy Boards and the Public*
- *Current Funded TIP Projects*



Tasks Involved in Developing a CTP:

3. Data Analysis and Projections



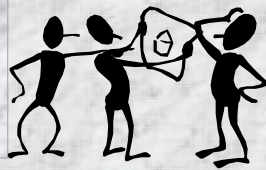
- *Analyze traffic patterns*
- *Identify future capacity deficiency locations*
- *Estimate future traffic volumes, land use, employment and housing*
- *Analyze high accident locations*
- *Examine environmentally sensitive areas such as historic structures, wetlands, floodplains, threatened and endangered species*



Tasks Involved in Developing a CTP:

4. Plan Development

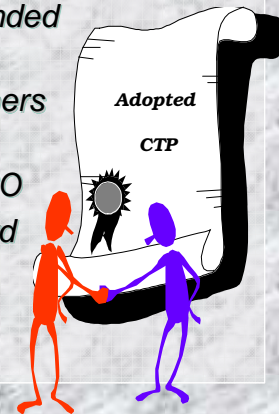
- *Work with local officials to identify roadway problems and possible solutions.*
- *Develop recommendations based on estimated future year deficiencies.*
- *Conduct an informational public workshop.*



Tasks Involved in Developing a CTP:

5. Plan Adoption

- *Conduct Public Hearing on recommended Comprehensive Transportation Plan*
- *Plan Adoption by County Commissioners and/or municipal officials*
- *Plan Endorsement by Peanut Belt RPO*
- *Plan Adoption by North Carolina Board of Transportation*

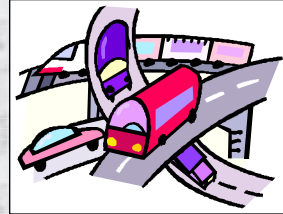


Comprehensive Transportation Plan Features

Multimodal

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

A map will be produced for each mode of transportation, if applicable.



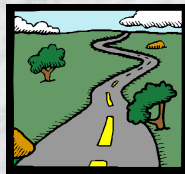
Recommendations

Existing, Needs Improvement, Recommended

Highway Categories

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

Highway Facility Classifications



■ 5 Classifications

- Freeway, Expressway, Boulevard, Major and Minor Thoroughfares

■ Based on the following features:

- Speed Limit
- Medians
- Access
- Traffic Signals



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:* **I-40, I-95, US 220, US 52 between Lexington and Winston-Salem**

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, US 74 east of I-277 in Charlotte**

Boulevard Facility



US 70 East of Goldsboro



Cary Parkway, Wake County

- 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), NC 24/27 between Troy and Biscoe.

Major/Minor Thoroughfares



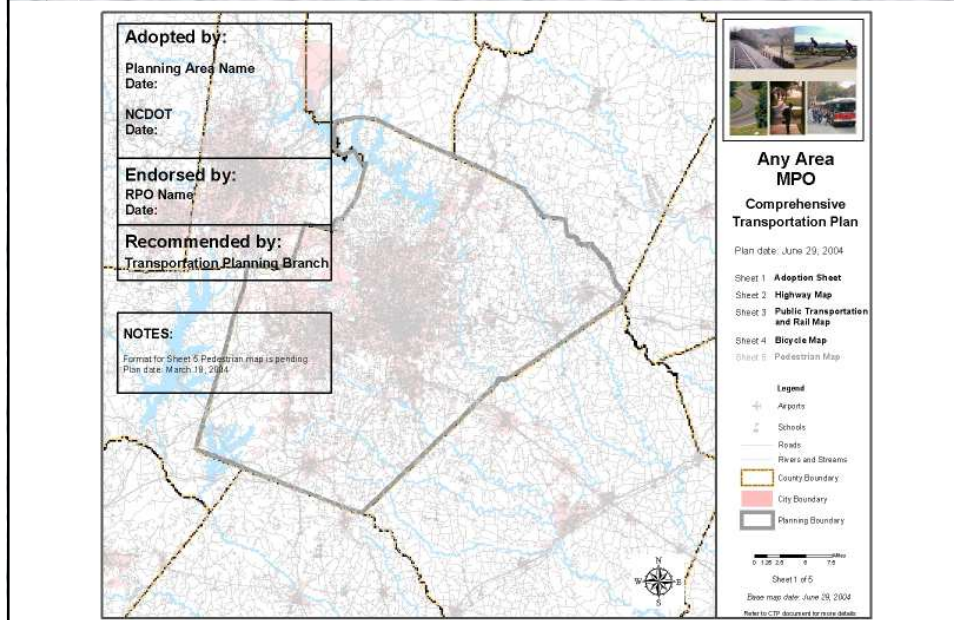
US 441 South of Dillsboro



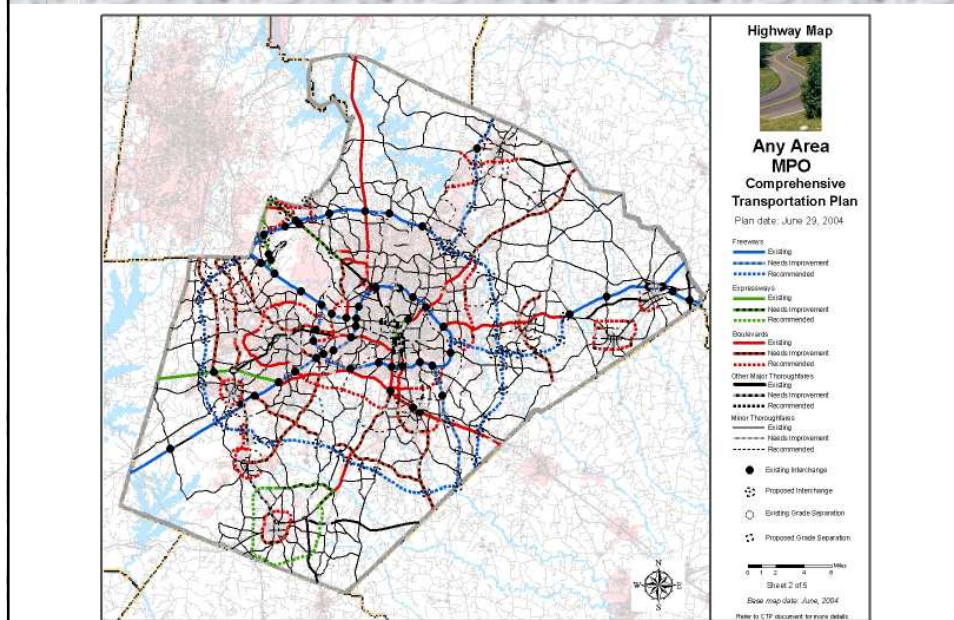
US 13 North of Ahoskie

- 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 109 and NC 134 near Troy

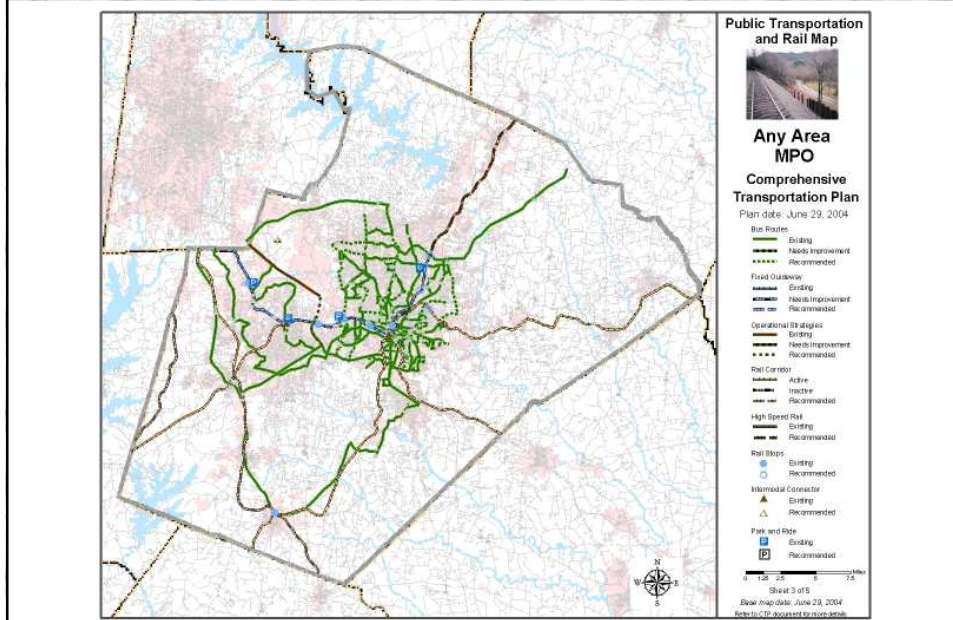
Comprehensive Transportation Plan



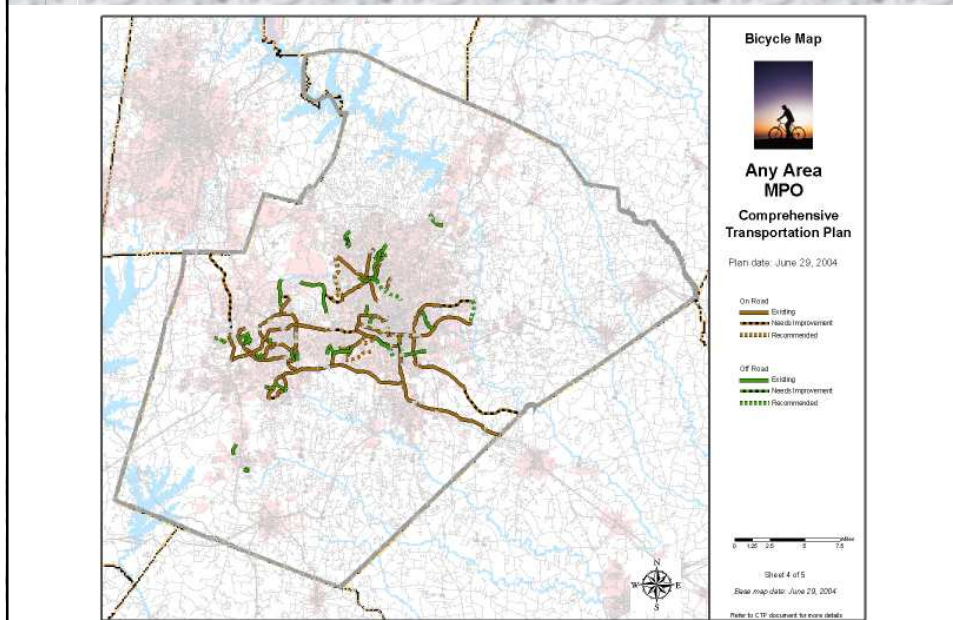
Comprehensive Transportation Plan



Comprehensive Transportation Plan



Comprehensive Transportation Plan



Benefits of CTP

- Common long range vision for facilities between NCDOT, MPOs, RPOs and local governments
- Improved community buy-in
- Stronger ties to local priorities
- Improved emphasis on integrating all modes
- Customer-friendly documentation
- Better integration of land use with transportation planning



Transportation Improvement Program (TIP)

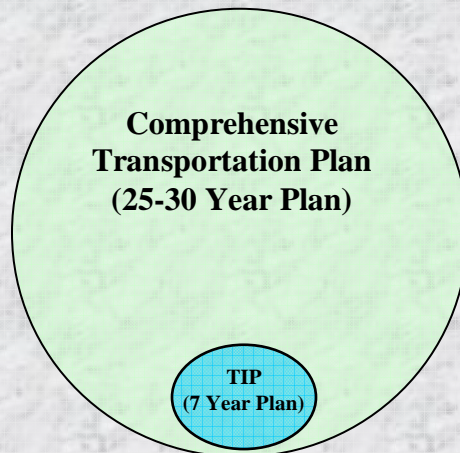
- Seven year planning document
- Contains funding information and schedules
- Fiscally constrained
- Entire TIP adopted by NCDOT Board of Transportation



Transportation Plan Comparison

	Adopted By NCDOT BOT	Fiscally Constrained	A/Q Conformity Analysis Required	Approximate Plan Horizon
Comprehensive Transportation Plan	Yes	No	No	30 Years
Transportation Improvement Program	Yes, entire TIP	Yes	Possibly, if in non- attainment area	7 Years

Relationship Between Transportation Plans



What can be done?



Develop a Comprehensive Transportation Plan that addresses the current and future needs of the county or urban area.

Plan Adoption Process

Plan will be adopted/endorsed at 3 levels:

1. Local (County/Municipality)
2. Regional (RPO)
3. State (NCDOT Board of Transportation)

County Commissioners will be the adopting body at the local level.

Getting Started

- A meeting has been held with County and the RPO to discuss the planning process
- We need to establish a cooperative planning process between NCDOT and the county.



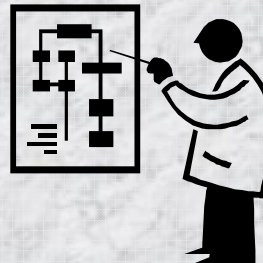
- Possibilities include working through a single contact person (staff or elected) or establishing a planning committee

Once a planning process is established, the project can move forward

The Next Steps...

The following decisions need to be made:

- Who will be the main “go-to” person for the county? (can be staff or elected official)
- Will NCDOT work with this single person and the RPO, or will a committee be established?



Regardless of the desired direct involvement from the County Commissioners, you will all be updated throughout the process at major milestones

Questions??

Contacts:

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