

Dare County Comprehensive Transportation Plan



NCDOT
Transportation Planning Branch

Previous Transportation Planning in Study Area

- Nags Head – Kill Devil Hills Thoroughfare Plan, completed September 1972
- Dare County Thoroughfare Plan, completed July 1988
- Outer Banks Thoroughfare Plan, completed March 1995 (not adopted)



Updated Long Range Planning Process

Thoroughfare Plan

The Old Way –
Highway Intensive



Comprehensive Transportation Plan (CTP)

The NEW WAY!

~Multi-modal~



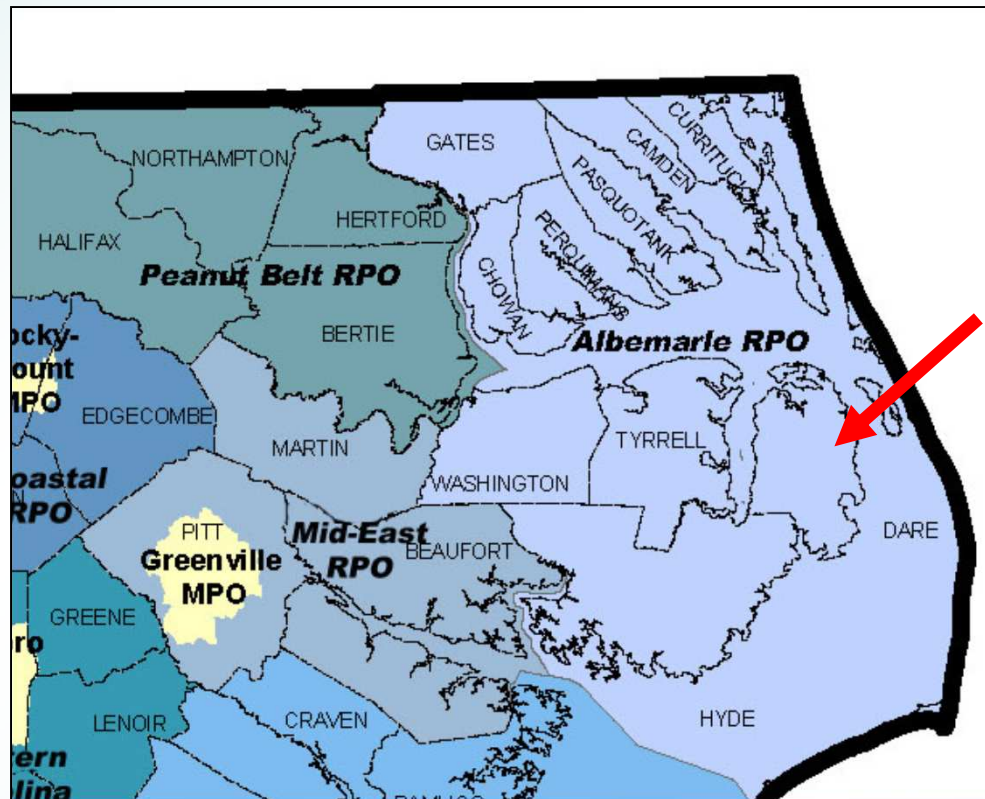
What is a CTP?

(Comprehensive Transportation Plan)

- A long-range, multi-modal transportation plan
- Developed cooperatively with NCDOT, the local planning organizations, and representatives from the county and its municipalities
- Emphasizes incorporating local land use plans and community goals
- Adopted at 3 levels – local (county/municipalities), regional (MPO/RPO), and state (NCDOT)



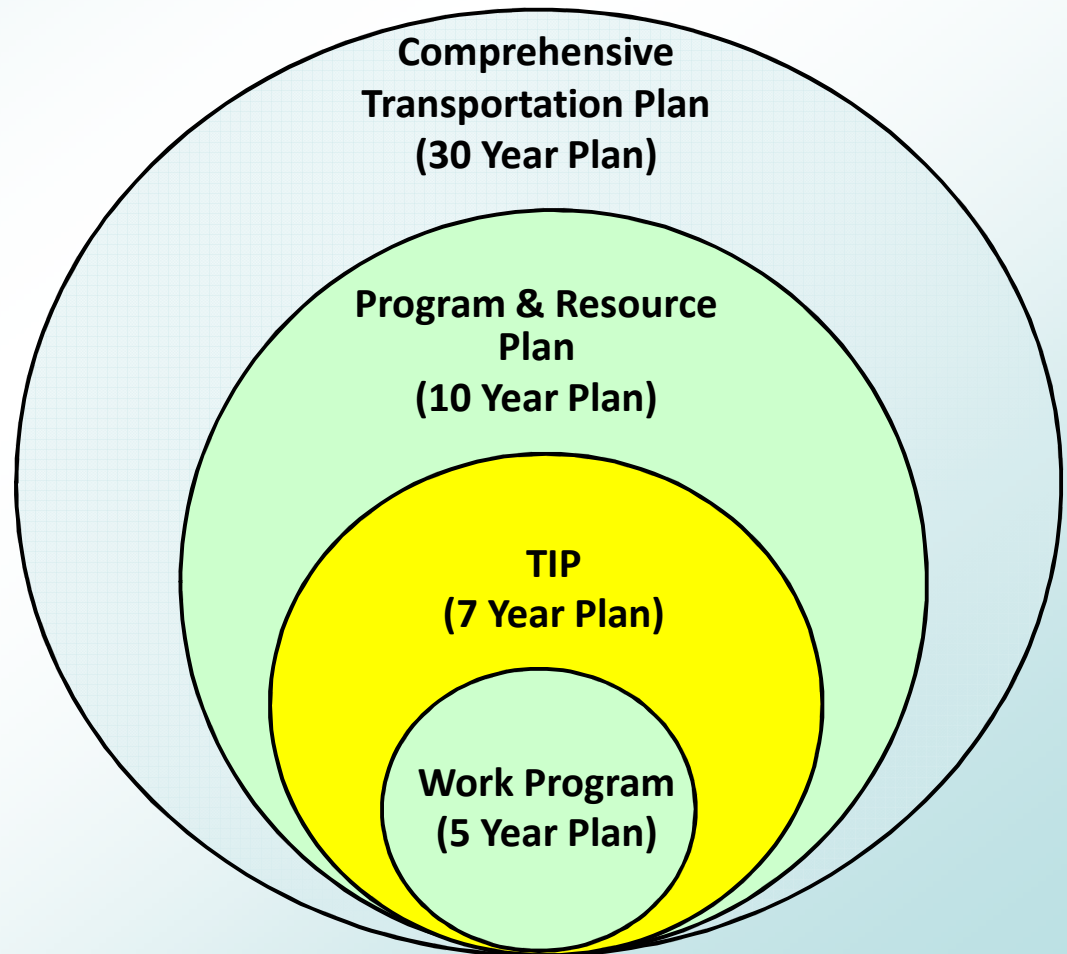
Albemarle RPO Boundaries



How does a CTP fit into the big picture?

→ Projects can be selected from a CTP for inclusion in the Transportation Improvement Program (TIP)

- The CTP has a 25-30 year time span and is not fiscally constrained
- TIP is a 7-year planning document and funding schedule, adopted by NCDOT Board of Transportation



Components of a CTP

- Emphasis on *multi-modal*
 - Highway
 - Public Transportation and Rail
 - Bicycle and Pedestrian (ex. greenways such as Mountains to the Sea trail)



Components of a CTP (cont.)

- Map set and written report
- Recommendations
 - For each mode
 - All roads from the Modeled Roadways network are studied
 - Existing, Needs Improvement, Recommended
 - Highway categories broken down further:
 - Freeways, Expressways, Boulevards, Other Major Thoroughfares, Minor Thoroughfares



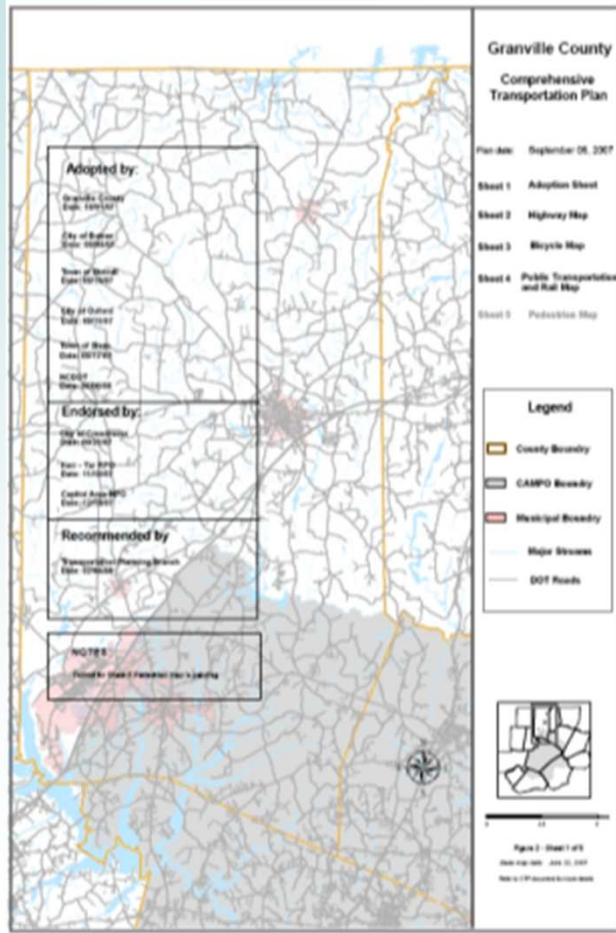
Components of a CTP (cont.)

- Strategic Highway Corridors
 - Ultimate vision for maintaining statewide mobility - specifically identifies the desired facility type for each corridor
 - Impact on our study area:
 - **US 158** - Boulevard
 - **US 64** – Expressway
 - **NC 12** - Thoroughfare

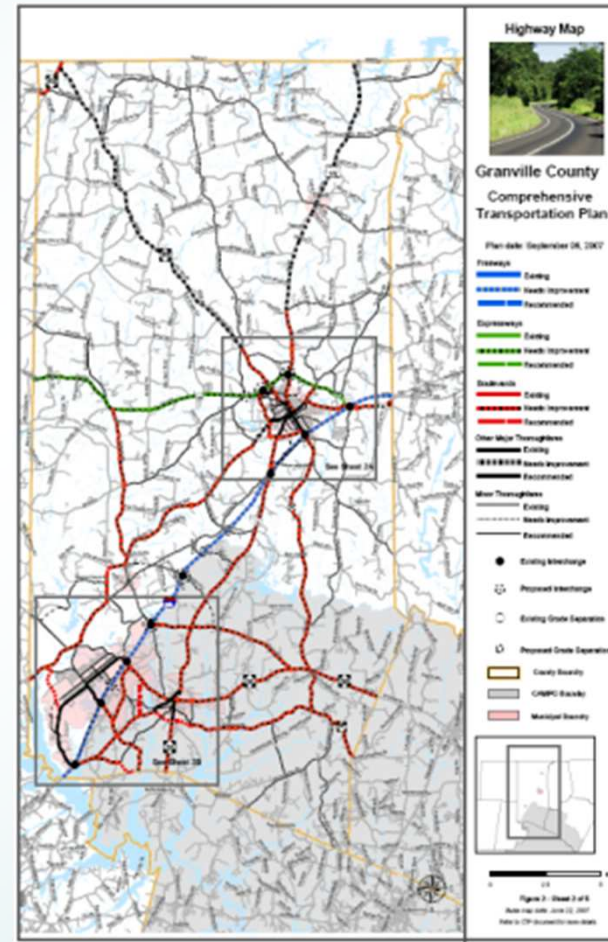


Example CTP

Adoption Sheet

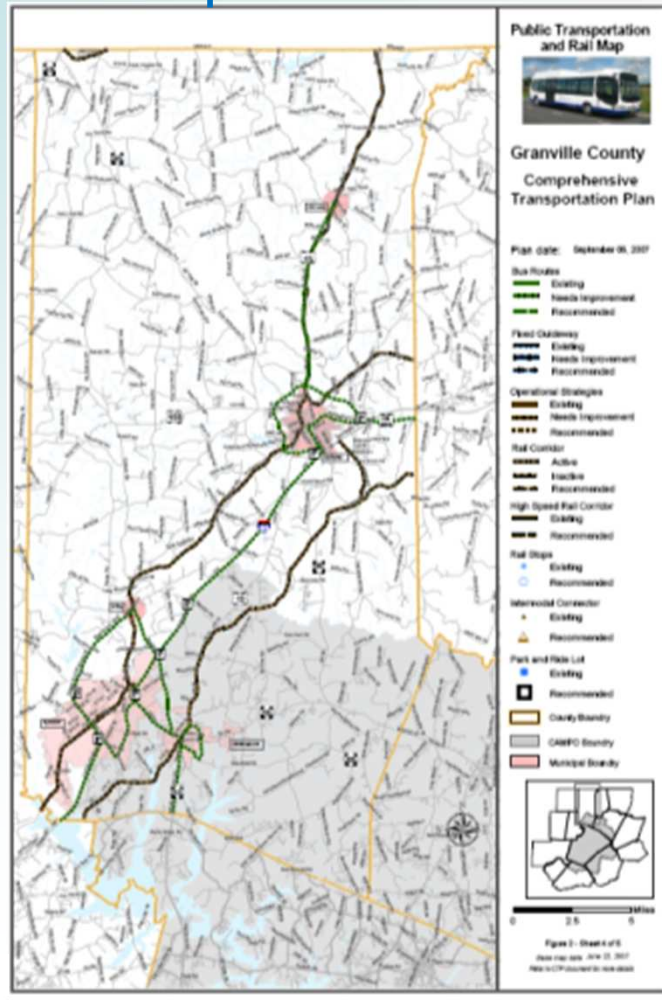


Highway Map

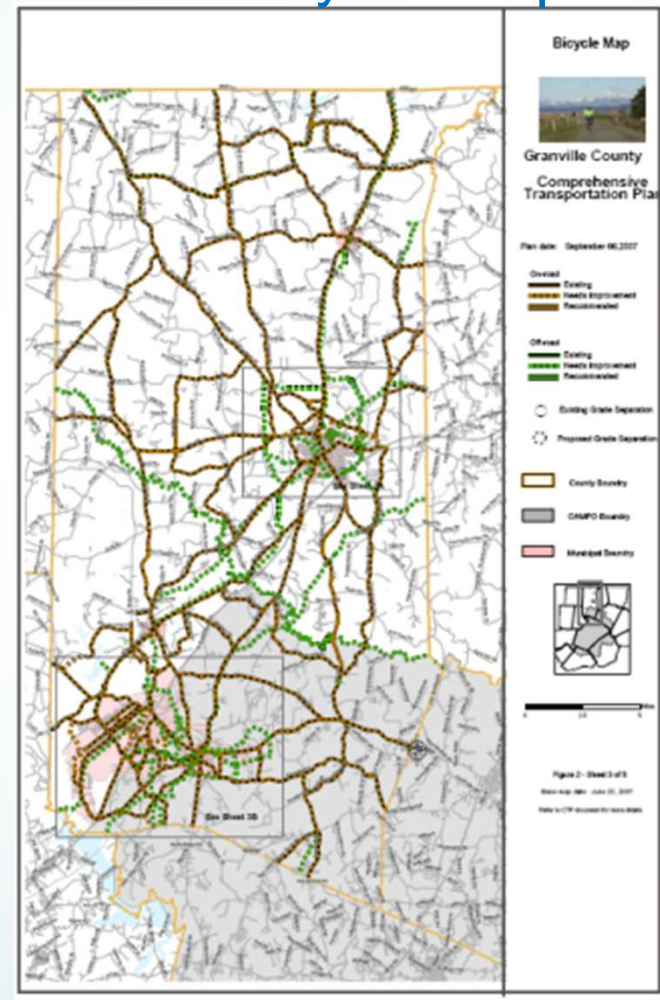


Example CTP (cont.)

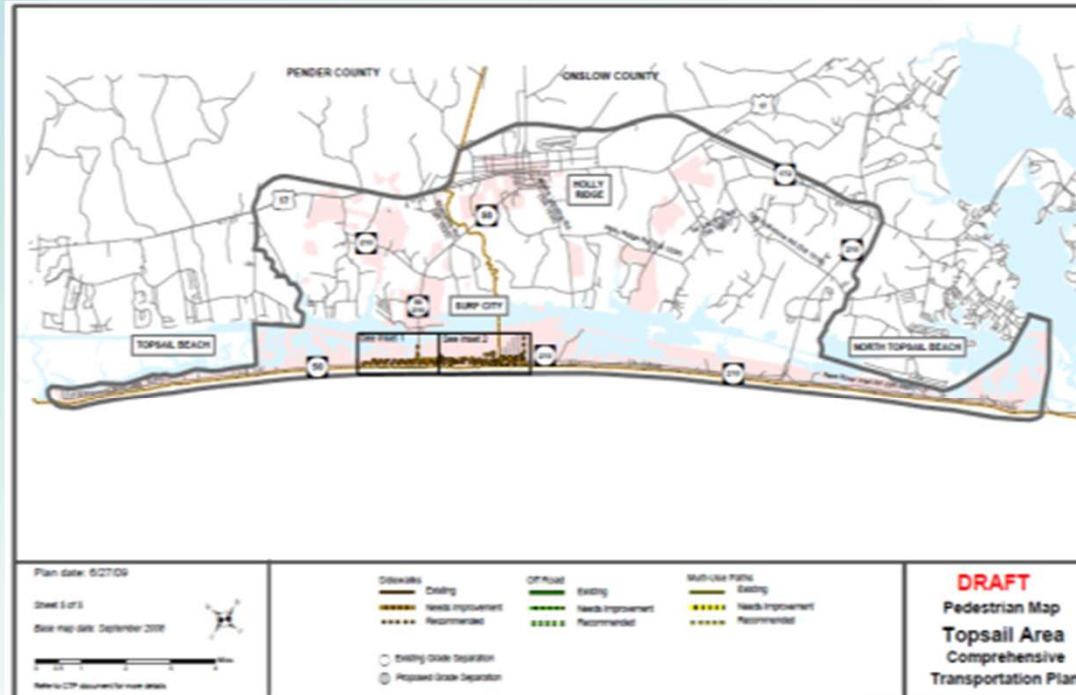
Public Transportation / Rail Map



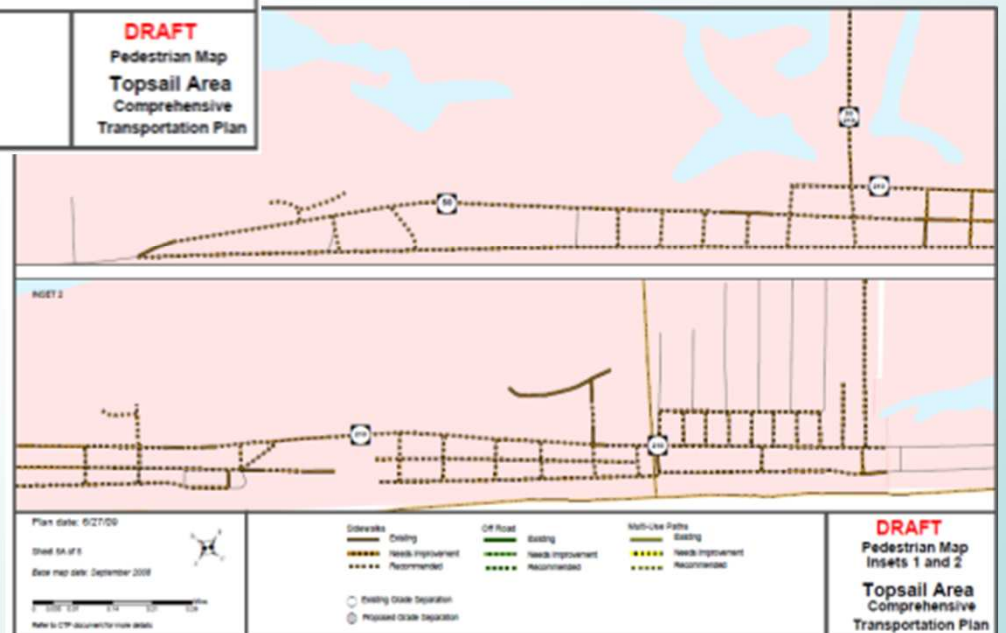
Bicycle Map



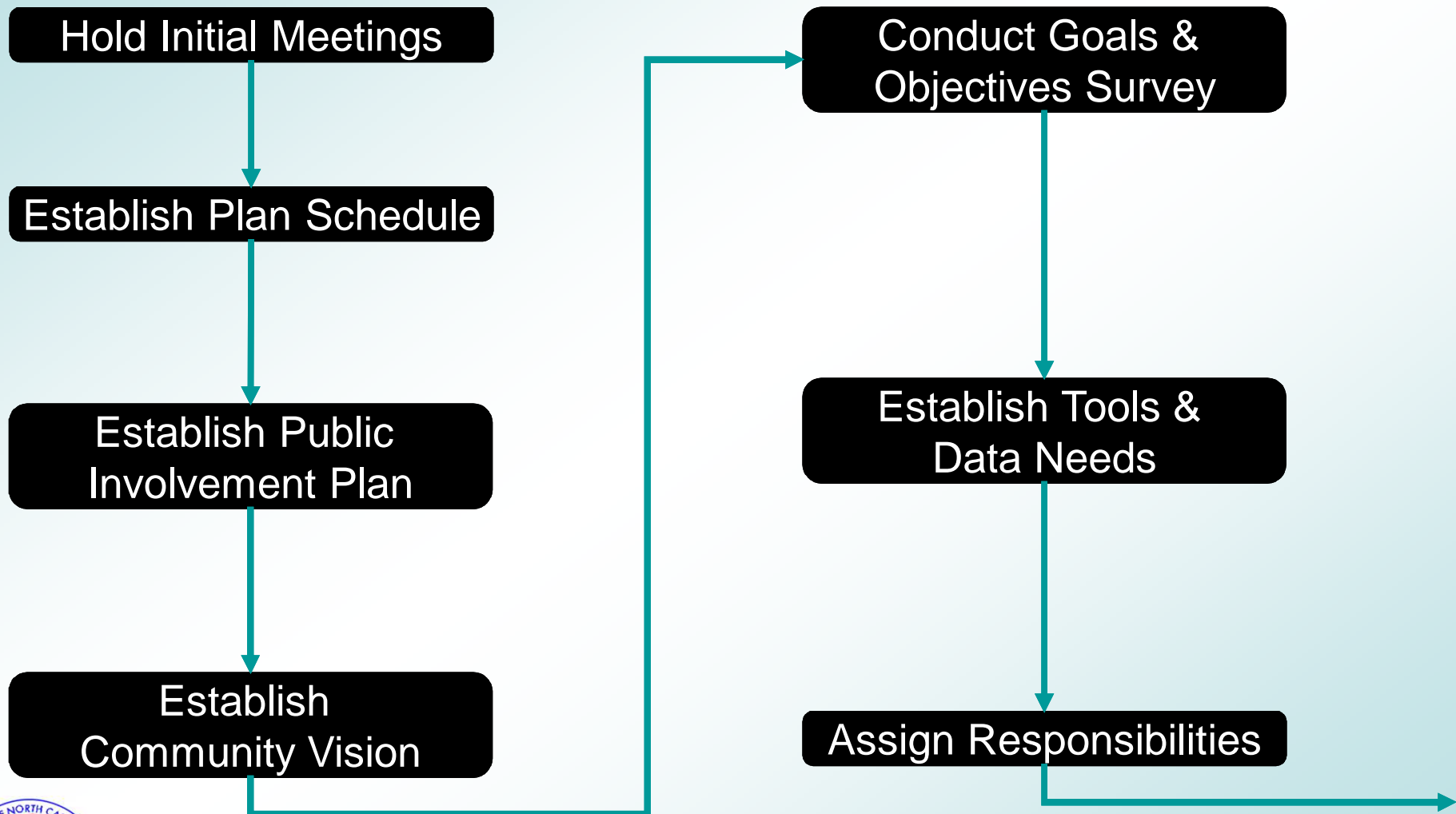
Example CTP (cont.)



Pedestrian Map



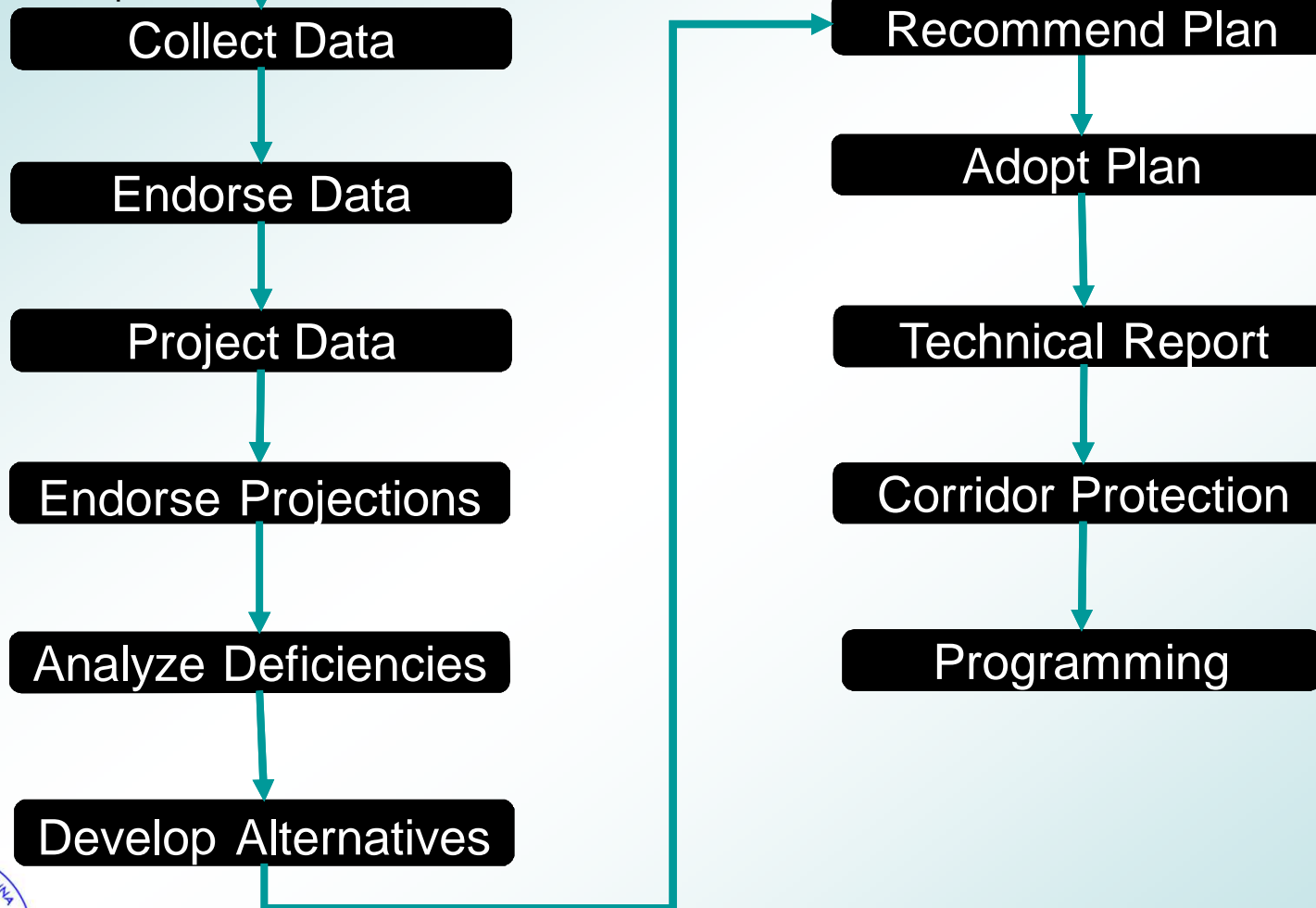
Transportation Planning Process



(See next slide)

Transportation Planning Process

(Continued from previous)



Thank you! Questions?

Contact Information:

Kerry Morrow

Transportation Engineer
NCDOT - TPB
(919) 707-0924
kmorrow@ncdot.gov



Behshad Norowzi

Northeast Group Supervisor
NCDOT - TPB
(919) 707-0920
bnorowzi@ncdot.gov

Steven Lambert

Regional Transportation Planner
Albemarle RPO
(252) 426-5753, ext. 230
slambert@albemarlecommission.org

Donna Creef

Planning Director
Dare County
(252) 475-5873
donnac@darenc.com



Freeway Facility



US 74 Near Waynesville



US 264 East of I-95

- High mobility, low access
- 55mph or greater
- Cross section: minimum 4 lanes with 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 64 from Rocky Mount to Williamston, US 1 from Raleigh to Sanford

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 median
- Connections at interchanges (major cross streets) and at-grade intersections (minor cross streets)
- Driveways limited in location and number, right-in/right-out only
- Traffic signals not allowed
- Examples: US 117 north of I-40, US 74 just east of I-277 in Charlotte

Boulevard Facility



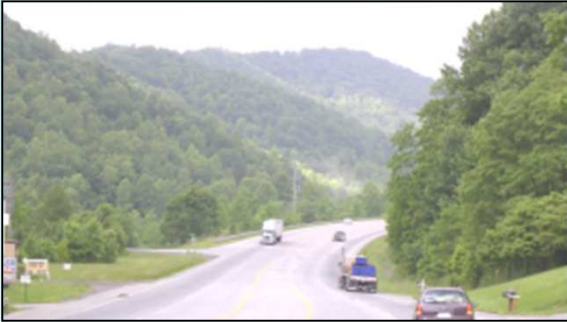
US 70 East of Goldsboro



Cary Parkway

- Moderate mobility, moderate access
- 30 to 55mph
- Cross section: minimum 2 lanes with median
- Connections are at-grade intersections for most major and minor cross streets
- Driveways allowed – primarily right-in/right-out; consolidation and sharing access is encouraged
- Traffic signals allowed
- Examples: US 1 in Raleigh, NC 55 (Holly Springs Bypass), US 70 from Clayton to Garner

Major/Minor Thoroughfares



US 441 South of Dillsboro



US 13 North of Ahoskie

- Balanced mobility and access
- 25 to 55mph
- Cross section: minimum 2 lanes, no median; includes facilities with a continuous left turn lane
- Connections are at-grade intersections
- Driveways allowed with full movements; consolidate and share access when possible
- Traffic signals allowed
- Examples: NC 86 north of Hillsborough, US 64 in Siler City, US 70 in Kinston, NC 168 in Currituck County