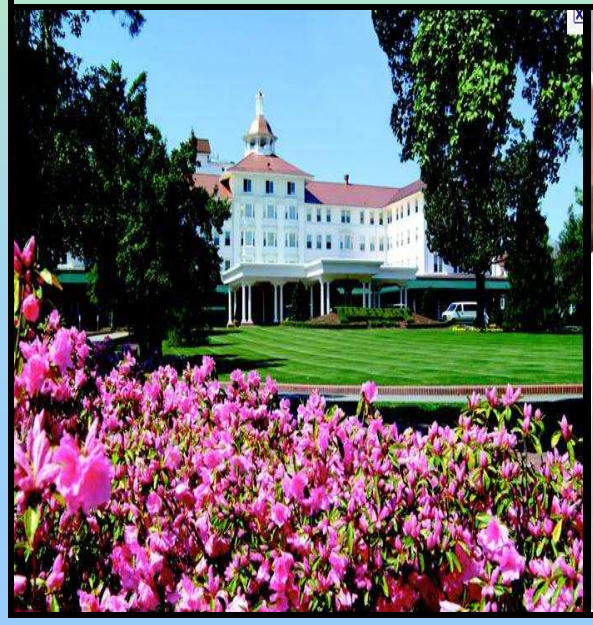
NCDOT Transportation Planning Branch
Proudly Presents…

The Moore County Comprehensive Transportation Plan

August 17, 2010

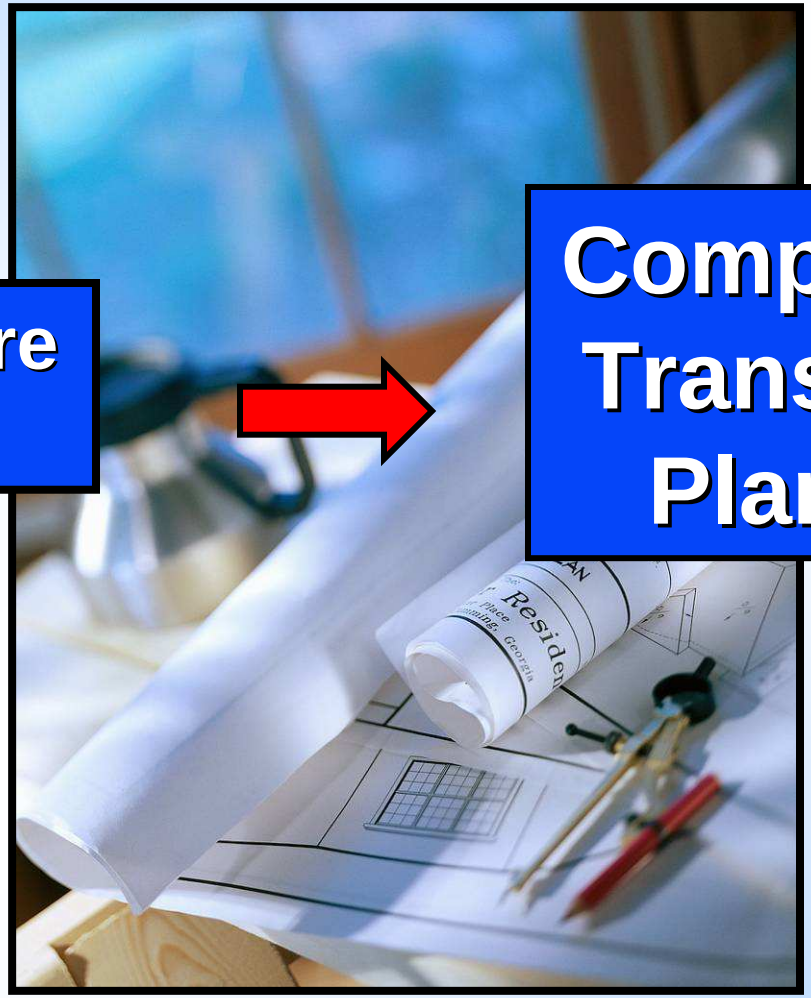


Overview

- What is a Comprehensive Transportation Plan or **CTP**?
- How does the CTP fit into the State Planning and Funding Process?
- What are the benefits of a CTP for Moore County?
- What is the process for creating a CTP?
- Where are we today in the process?
- How you can help by participating in the process!
- Questions and Answers

Moore County Transportation Planning

Thoroughfare Plan



Comprehensive Transportation Plan or CTP

THE OLD WAY

HIGHWAY INTENSIVE

THE NEW WAY

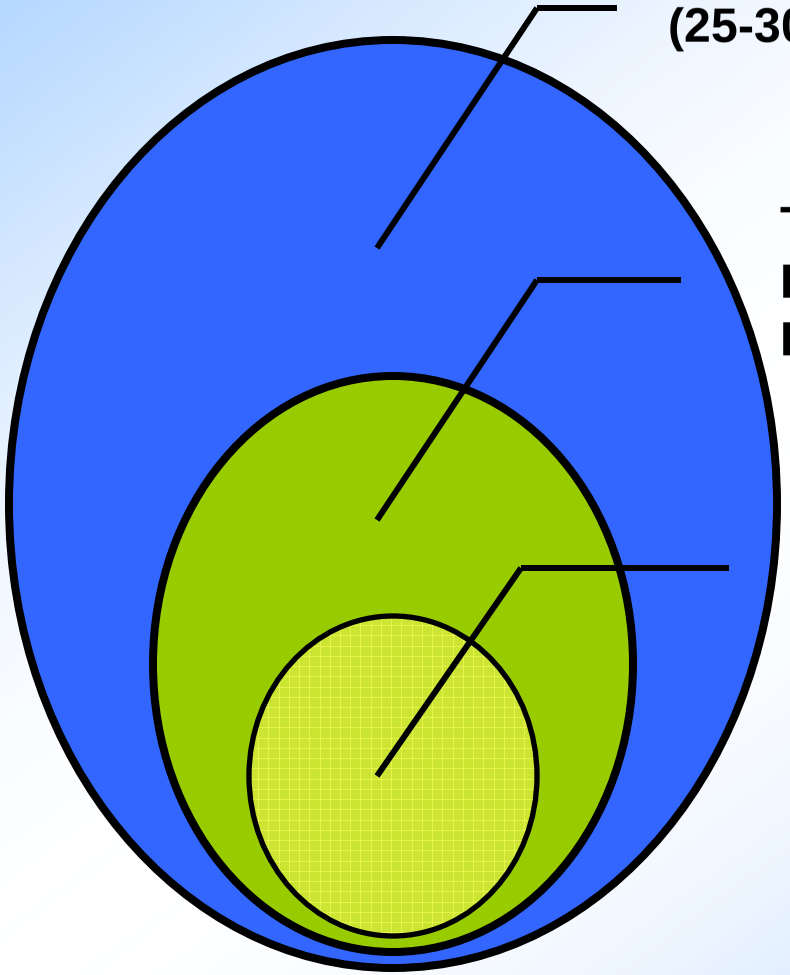
MULTI-MODAL

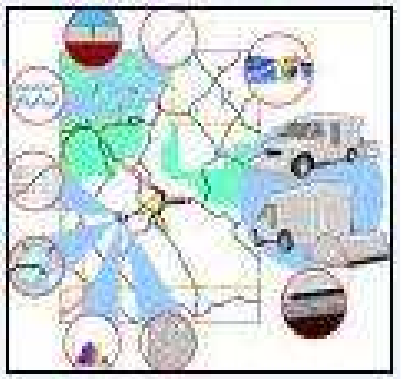
What is a CTP?

A Comprehensive Transportation Plan …..

- …Is a Long-Range, multi-modal transportation plan.
- …Is developed cooperatively with NCDOT, the RPO, County and Municipal stakeholders.
- …Emphasizes the local land development plan as well as community and statewide goals such as the protection of Strategic Corridors.
- …Is only a **Concept Plan**.
- **…Is not fiscally constrained.**

What exactly does “Long Range” mean?





Why is a CTP called a Concept Plan?

Because it is just the starting point that utilizes…

1. **The Community and Statewide Visions**
2. **The resources of the project stakeholders.**
3. **Analysis of data based models to determine future needs.**

And, there are many steps in the development of project plans and the procurement of funding for construction.

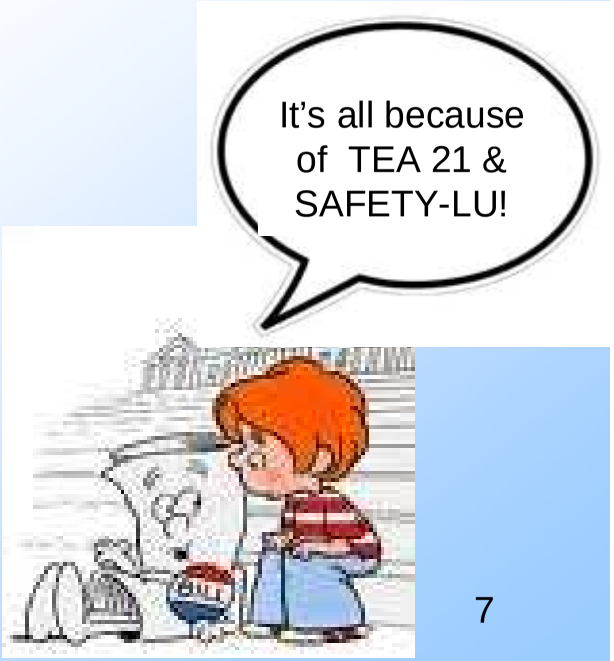
Why Develop a Comprehensive Transportation Plan?

1. **Federal Legislation like TEA-21and SAFETY-LU provided the documentation that required States to develop Long Range Transportation Planning that included both municipal and rural entities actively participating in cooperative efforts with the Department of Transportation.**

2. **North Carolina G.S. 136-66.2. Development of a coordinated transportation system and provisions for streets and highways in and around municipalities**.

   State law mandates that municipalities and/or Counties develop a comprehensive transportation plan that will serve present and anticipated travel demand.

Answer: Both Federal and State Law Require It!



To Qualify for Participation a municipality must….

2. **Continued ….North Carolina G.S. 136-66.2. Development of a coordinated transportation system and provisions for streets and highways in and around municipalities**.

   The Department of Transportation may participate in the development and adoption of a transportation plan, or updated transportation plan, when all local governments within the area covered by the transportation plan have adopted land development plans within the previous five years.

…have an adopted land development plan in place.

What Are The Benefits of having an Adopted CTP?

The CTP can be used as a tool for local land use planning by:

1) **Protecting of RIGHT OF WAY for future facilities.**

2) **Reducing the number of social and environmental impacts to the community.**

Corridor Protection

Benjamin Parkway (Greensboro) protected corridor in 1981

Benjamin Parkway after construction in 1990

What Are The Benefits of Having an Adopted CTP?

.....continued

It is a key step in the funding process.

STEP 1 – NCDOT Cooperatively Develops CTP.

STEP 2 – Local Agencies and NCDOT Mutually Adopt CTP.

STEP 3 – RPO with stakeholders prioritize recommended projects.

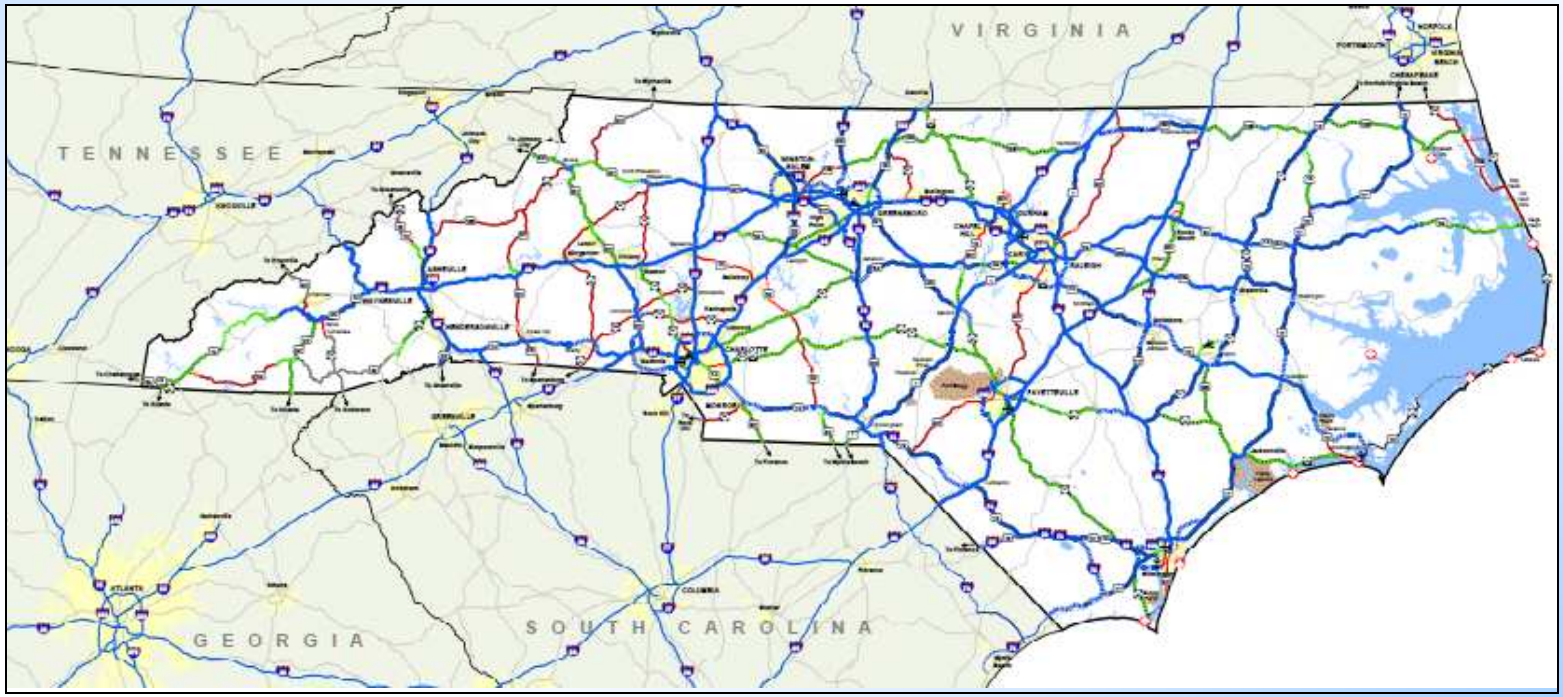
STEP 4 – Projects are prioritized based on needs Statewide.

STEP 5 – Projects enter the queue for funding.

What Are The Benefits of Having an Adopted CTP?

.....continued

<u>Moore</u> importantly, the CTP ensures connectivity for the County, regionally, Statewide, and nationally through the protection and promotion of STATEGIC HIGHWAY CORRIDORS.



Strategic Highway Corridors are one of NCDOT's Highest Priorities

Connecting Moore County

nal - [TIP.pdf]

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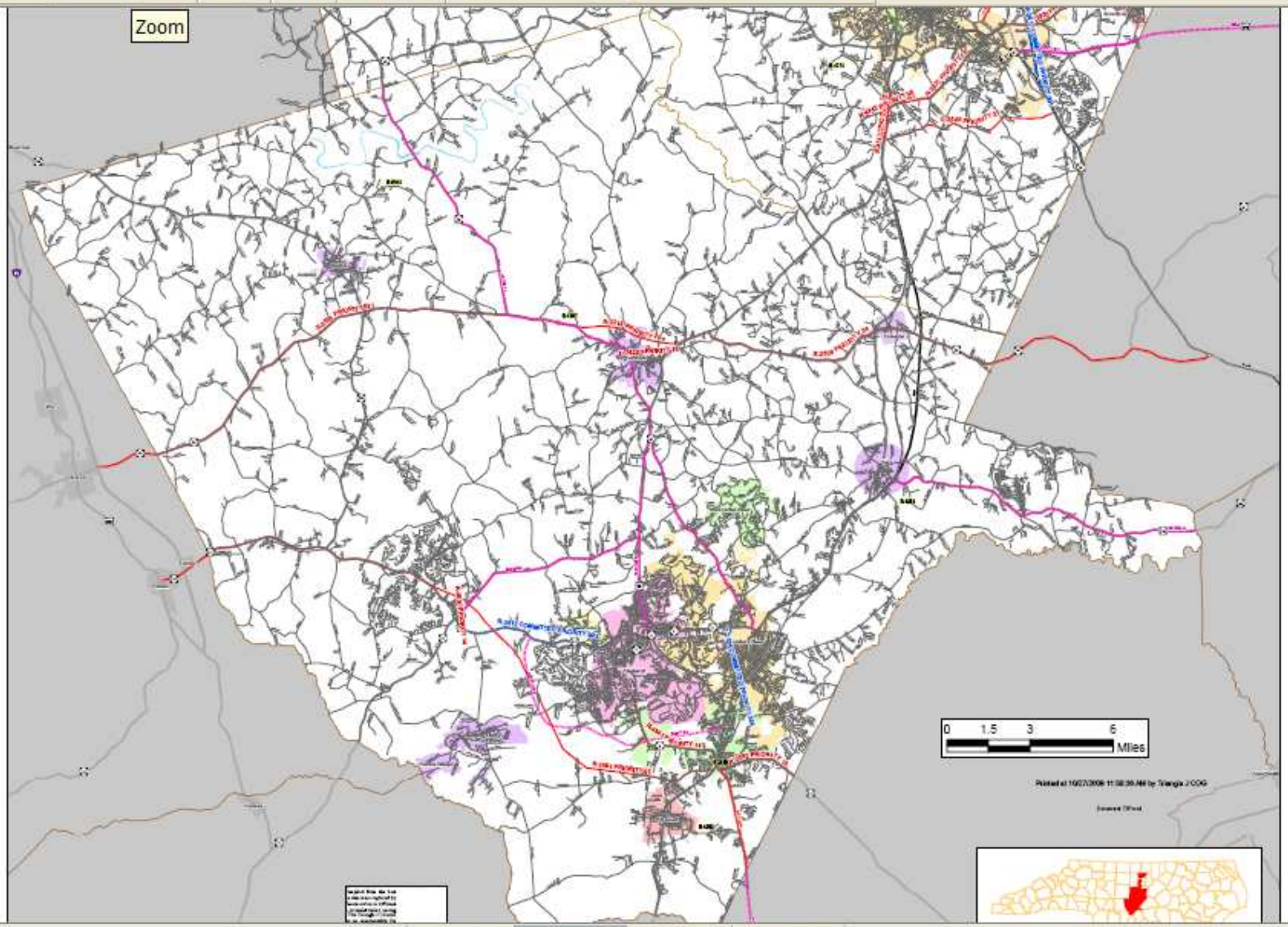


1 of 1

Keys to success:

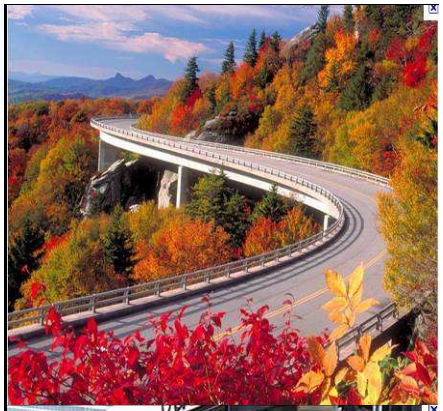
- Finding the balance between statewide mobility and local access is the key to a successful CTP process
- Engaging stakeholders and the public is the most important part of making sure the balance is right

Elements of a CTP

- ***Multi-modal Plans Include***
  - **Highways**
  - **Public Transportation and Rail**
  - **Bicycle Facilities**
  - **Pedestrian Facilities**

- ***Recommendations Show Facilities As***
  - **Existing**
  - **Needs Improvement**
  - **Recommended**

- ***Roadways classified by Highway Categories***
  - **Freeways**
  - **Expressways**
  - **Boulevards**
  - **Other Major Thoroughfares and Minor Thoroughfares**



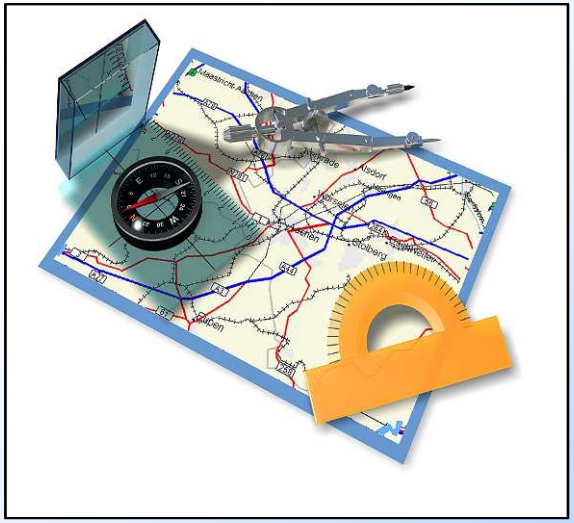
The CTP's Final Products

Adoption Sheet

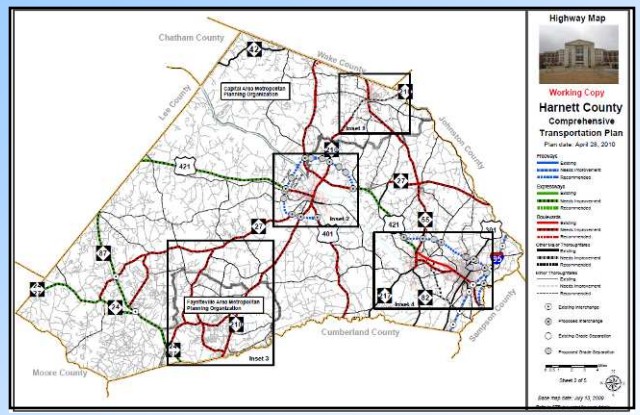
4 Maps

- Highway Map
- Bicycle Map
- Rail and Public Transportation Map
- Pedestrian Map

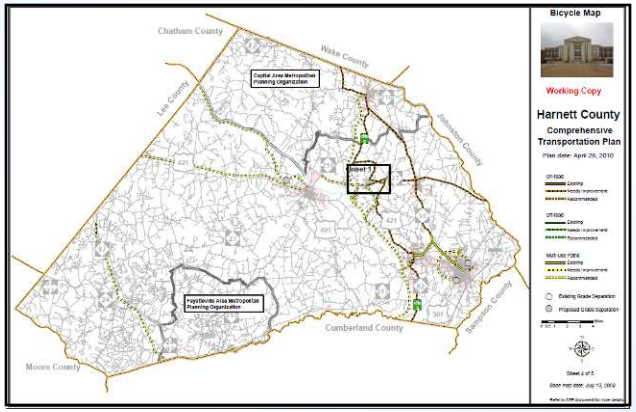
Technical Report



Mapping: Adoption Sheet, Highway Plan, Bicycle Plan, Public Transportation and Rail Plan, and Pedestrian Plan

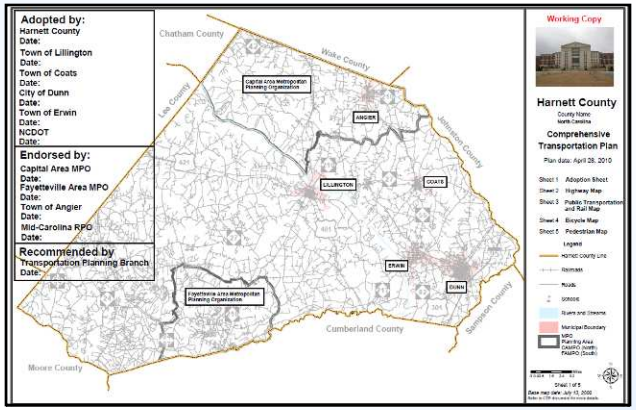


HIGHWAY

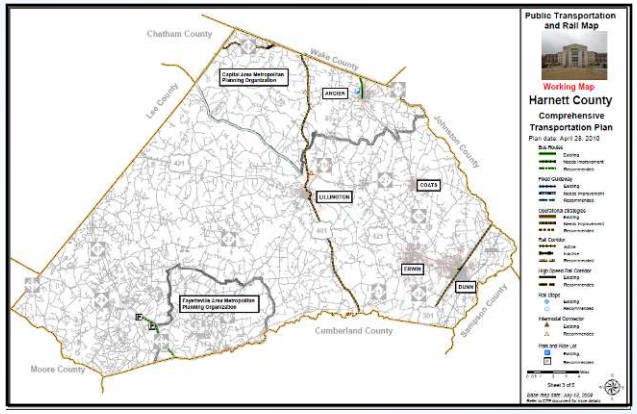


BICYCLE

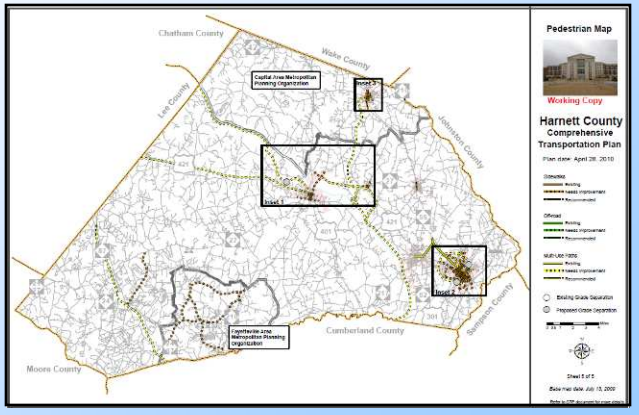
ADOPTION



PUBLIC TRANSPORTATION AND RAIL



PEDESTRIAN



DRAFT PRE-CTP PLANNING PROCESS

7/15/2010

Hold PRE-CTP Meeting

GOALS FOR TODAY

Establish Plan Schedule

Establish Public Involvement Plan

Establish Committees to Address Local Concerns

Address Public Officials

OBTAIN LOCAL CONSENSUS

To the CTP

We need a plan…..

Based on original feedback, the following projects may benefit from preliminary, local review and input through a committee structure:

- **R-2212 Carthage By-Pass * (Project Shelved in August 2010)**
- **R-2591 NC 211 Connector**
- **R-2812 NC 211 improvements near West End**
- **US 1 Bypass around Southern Pines and Aberdeen ***

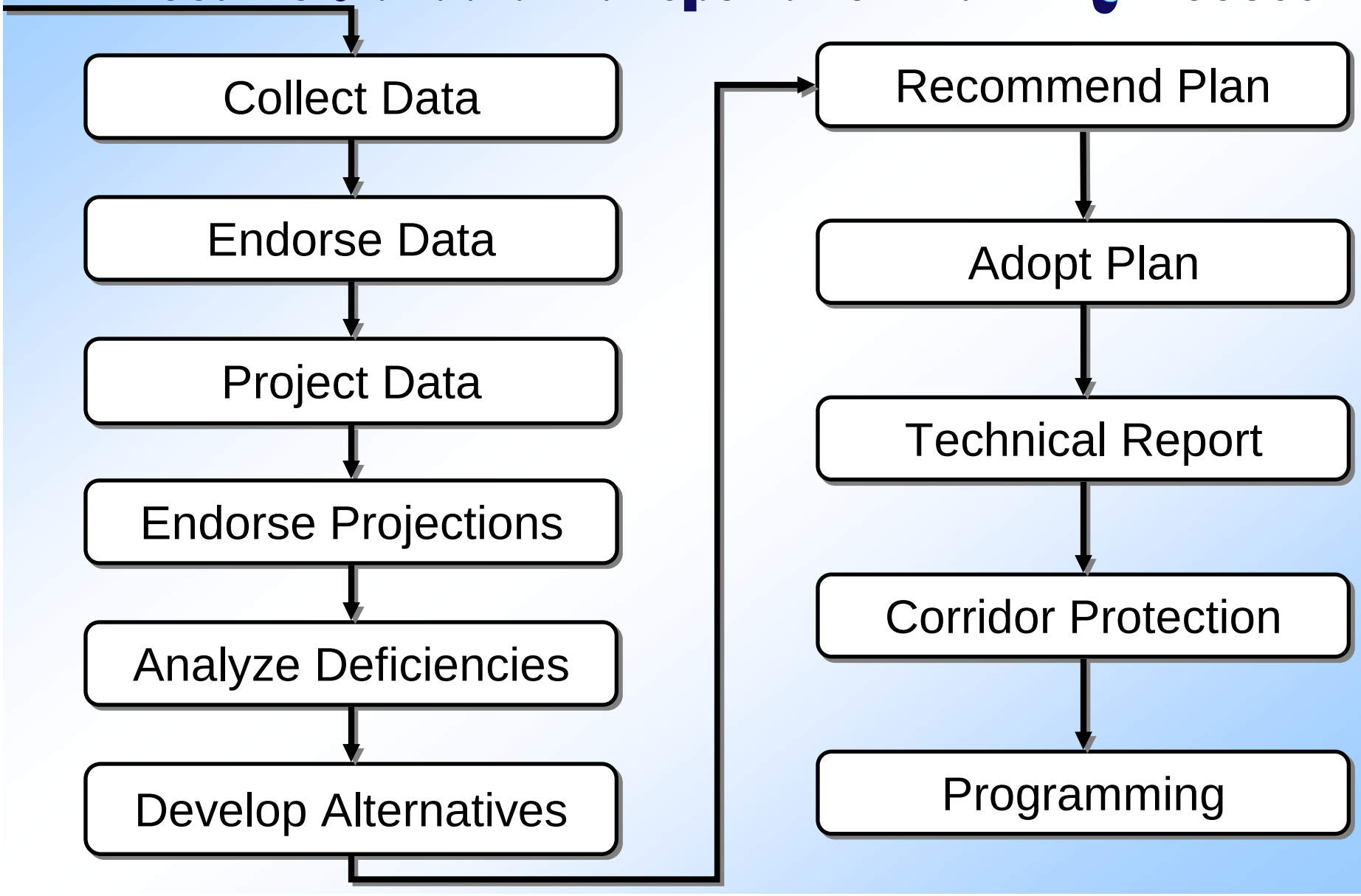
*Note, an * indicates Strategic Highway Corridor (SHC).*

How about this one?

Local Charrettes!?!

- A charrette is a technique for consulting with project stakeholders, residents, community officials and developers in one meeting.
- A successful charrette promotes joint ownership of solutions and attempts to defuse typical confrontational attitudes between residents, developers and public agencies.
- Participants get early input into the planning process.
- Charrettes achieve community involvement and project ownership.
- Will hopefully lead to a consensus!

Resume Standard Transportation Planning Process



Draft List of Projects for Pre-CTP Review

- Carthage Bypass, R-2212
  - NC 24/27 From SR 1640 to SR 1653, four lanes on new location.
    Status: Approved for the STIP, not on the 5 year work program
    Pinehurst Bypass, R-2591
- NC 211 Connector east of Candor to US 15-501 Aberdeen
  - Widen to multi-lanes with Pinehurst bypass on new location.
    Status: Status: Approved for the STIP, not on the 5 year work program.
- US 1 Bypass
  - Not shown in TIP currently. US 1 is shown as a widening project in STIP not currently on the 5 year work program. The recommendation included new location freeway from north of Highland Hills Golf course to South of Aberdeen W/ interchanges at NC 211 and US 15-501
- NC 211/Traffic Circle, R-2812
  - NC211 from NC 73 in West End to the Traffic Circle in Pinehurst. Other projects in this area, may need to be reviewed

- **Other Projects?**

- **Questions and/or Comments?**

CONTACTS

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Transportation Planning Branch Website for the Moore County CTP Study:

http://www.ncdot.org/doh/preconstruct/tpb/planning/mooreco.html