

Steps in the process

Study Initiation

- Establish local contacts. Conduct public informational workshops.
- Get familiar with the area

Data Collection

- Collect data on existing and future land use, population, employment and traffic volumes
- Research environmental/cultural concerns
- Solicit input regarding local area needs, issues, concerns, etc.

Data Analysis

- Conduct existing deficiencies analysis
- Generate future transportation information
- Conduct future deficiencies analysis
- Share findings with local government
- Conduct public informational workshops

Plan Development

- Review project impacts and conduct cost-benefits analyses
- Discuss alternatives with local staff
- Conduct public informational workshops
- Work with local staff/policy boards to select recommended plan

Plan Adoption

- Local government conducts public hearings and adopts recommended plan
- RPO endorses recommended plan
- NCDOT Board of Transportation adopts the plan

Plan Implementation

- Local government enforces land use controls and presents project requests through TIP process

For additional information please consult the following websites

●
Nash County

<http://www.co.nash.nc.us/>

●
Upper Coastal Plain RPO

<http://www.ucprpo.org/>

●
NCDOT Transportation Planning Branch

www.ncdot.org/~tpb

●
NCDOT 2009-2015 TIP

<http://www.ncdot.org/planning/development/TIP/TIP/Trans/division4.html>

●
NCDOT Division of Bicycle and Pedestrian Transportation

www.ncdot.org/transit/bicycle/



Nash County Comprehensive Transportation Plan



Transportation 2035 September 2009

For additional information please contact:

Elena Talanker

etalanker@ncdot.gov

(919-733-4705)

or *Daniel Van Liere*

Daniel.VanLiere@nashcountync.gov

(252-462-2642)

Highway Category Descriptions

Highways divided by a center median FREEWAY

This roadway has high traffic volumes moving at high speeds. The intent is to move people and goods over long distances without interruption. Access to this roadway is only allowed at interchanges.

Examples: I-95, US 64

EXPRESSWAY

This roadway has high traffic volumes moving at medium to high speeds (45-60 mph). Access is allowed to the highway at limited locations. There are no traffic signals, and median openings are limited. U-turns may be allowed at some locations.

Examples: US 158

BOULEVARD

This roadway moves traffic at lower speeds (30-55 mph) to allow access to developed land.

Traffic signals and driveway access are allowed.

Examples: NC 11 in Greenville

Undivided Highways

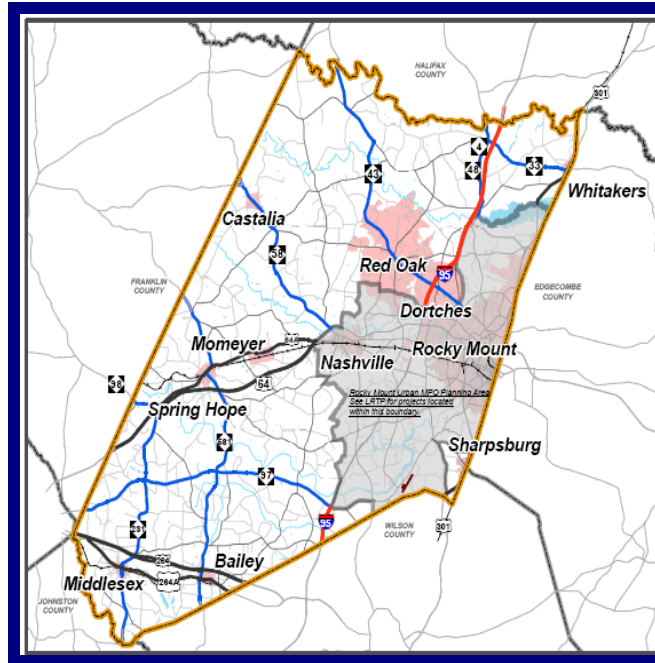
OTHER MAJOR THOROUGHFARE

Roadways that have more than three lanes for travel are in this category. This category includes all undivided US and NC routes, regardless of number of lanes. These roads are to provide access to local development.

Examples: NC 97, NC 58

MINOR THOROUGHFARE

Undivided roadways that have three lanes or less for travel and do not meet the criteria for Other Major Thoroughfare are included in this category. Examples: Old Spring Hope Road



Frequently Asked Questions

What is a Comprehensive Transportation Plan?

The Comprehensive Transportation Plan (CTP) was created in response to a new law that requires transportation planning to be multi-modal and in coordination with local land development planning. The CTP is a set of five maps that provides coordinated planning between all modes of transportation in the area. Independently the highway map, public transportation and rail map, bicycle and pedestrian maps offer insight into the future modal elements for an area. Together, the maps form an all-inclusive look at the transportation system.

What is Transportation Planning?

Transportation planning is the process of developing a long-range plan of action for roadway systems in an area. The main purpose of this plan is to ensure that the roadway system will be able to meet the needs of a community or region with development of land and increases in traffic volumes. It is a tool used by the local government to plan for future transportation needs, while keeping negative impacts to a minimum. By planning now for future transportation needs, transportation planning can reduce unnecessary costs and disruption to citizens, business, and environment, while improving traveler safety.

What is plan implementation?

Implementation is an important part of the transportation planning process. Nash County should use their CTP as technical support when requesting projects from the Board of Transportation, the Division Engineer, or the Transportation Improvement Program (TIP). These plans should be used when developing land use, park and recreation, or area comprehensive plans, or when making policy decisions to ensure compatibility of proposed developments with the proposed CTP.

What is a Rural Planning Organization (RPO)?

RPOs are made of 3-15 counties and must have at least 50,000 population. The Upper Coastal Plain RPO contains Edgecombe, Johnson, Nash and Wilson Counties, and includes each municipality within those counties. The purpose of an RPO is to work cooperatively with NCDOT to plan rural transportation systems and to advise NCDOT on rural transportation policy.