

## Steps in the Process

### Study Initiation

- Meet with local area officials to discuss transportation related issues & develop a focus group to help drive the process

### Data Collection

- Collect data on existing and future land use, traffic volume trends, population & employment, crash histories, road and bridge conditions, environmental features, currently funded projects and input from local policy boards

### Data Analysis

- Analyze the existing conditions / deficiencies
- Project the future conditions / deficiencies
- Share findings with local area officials
- Examine environmentally sensitive areas, i.e., wetlands, historic structures, endangered species
- Share findings with stakeholders and solicit input

### Plan Development

- Work with focus group to identify possible solutions for transportation deficiencies
- Develop recommendations for the CTP
- Discuss alternatives with local staff and local policy boards
- Conduct public informational workshops
- Work with focus group, local staff, local policy boards & the public to reach a consensus

### Plan Adoption

- Public hearings on recommended CTP
- Adoption by local government and NCDOT

### Plan Implementation

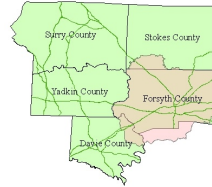
- Coordinated subdivision and land use controls
- Development reviews
- Utilization of the purpose and need statement
- Project prioritization for TIP funding requests

For additional information please consult the following websites



<https://connect.ncdot.gov/projects/planning/Pages/default.aspx>

## Northwest Piedmont RPO



<http://www.ptrc.org/index.aspx?page=200>



<http://www.yadkincountync.gov/>



North Carolina Department of  
Transportation

<http://www.ncdot.gov/>

# Yadkin County Comprehensive Transportation Plan



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## **Frequently Asked Questions**

### **What is a Comprehensive Transportation Plan (CTP)?**

A Comprehensive Transportation Plan is a multi-modal transportation plan. The CTP represents a community's consensus on the future transportation system (including the existing system and improvements) needed to support anticipated growth and development over a 25- 30 year timeframe.

A CTP is a mutually adopted legal document between the state and the local area partner(s). When a CTP is adopted by NCDOT, it represents the state's concurrence with the identified transportation needs and proposed recommendations. However, it does not commit the Department to funding or constructing those project proposals, or to a particular cross-section. CTPs replace the thoroughfare plans that have been developed since the 1950's. Both the processes for developing a CTP and the products (CTP maps and document) are different than the thoroughfare plan.

### **What has changed?**

North Carolina is a growing and dynamic state. While roads will always be an important part of our transportation system, communities across North Carolina want to consider how other transportation modes can support their economic and quality-of-life goals. To reflect the desire to expand transportation planning options in North Carolina, the North Carolina General Assembly amended the state transportation planning law in 2001 [NCGS 136-66.2]. This amendment replaced the thoroughfare plan requirement with the multi-modal Comprehensive Transportation Plan.

The CTP provides a technically sound, comprehensive and integrated planning process for

looking at the full range of solutions to address an area's future transportation needs.

### **How is a CTP different from a thoroughfare plan?**

The thoroughfare plan identified the existing and proposed highway network needed to handle existing and future traffic. The CTP is a multi-modal plan that identifies the existing and future transportation system, including highways, public transportation, rail, bicycle, and pedestrian facilities needed to serve the current and anticipated travel demand. The CTP process has additional emphasis on being environmentally and community friendly. It strengthens the connections between an area's transportation plan, adopted local land development plan, and community vision.

### **How is the CTP process different from traditional transportation planning in North Carolina?**

While the CTP process is more formal and explicit, there is flexibility to customize the process to meet an area's needs. While a locally endorsed land development plan is required by NCGS 136-66.2, the CTP process allows local areas to test how different land use patterns affect future transportation improvements. New tools and planning processes are used to identify and avoid or minimize impacts to the human and natural environment. Roles have been enhanced for existing partners and defined for new partners, including local land use agencies and state and federal environmental resource agencies.

A project management plan that defines local and NCDOT responsibilities for developing the CTP is agreed upon in the initial steps of the process. The CTP includes a formal public involvement process that identifies specific points where information is provided to and requested from the public, when local policy leaders consider this input during their

decision-making, and how the results of the decision-making process are reported back to the public.

### **What are the benefits of using the CTP process?**

The CTP process has many benefits over the old thoroughfare planning process:

- It supports community-adopted vision and goals by integrating land use and transportation planning.
- It allows communities to consider all modes, not just road improvements, for the future transportation system.
- It is more environmentally sound through the early and explicit consideration of environmental resources.
- It is more accountable to the public through the formal public involvement process.

Finally, the CTP process has been designed to provide a direct link to project development. Once a project is funded in the State Transportation Improvement Program (STIP/TIP), it must go through an extensive project development process, including environmental review under NEPA/ SEPA. Relevant transportation, environmental and community information collected and analyzed during the CTP process can supplement or replace information needed during project development. This should save time and money in getting projects planned, designed and implemented.

### **Does a local area have to go through the CTP process?**

According to NCGS 136-66.2, MPOs and municipalities shall develop CTPs in cooperation with NCDOT; counties may also develop CTPs in cooperation with NCDOT. The CTP process will be used by NCDOT in all areas where NCDOT provides technical assistance in developing a transportation plan.