



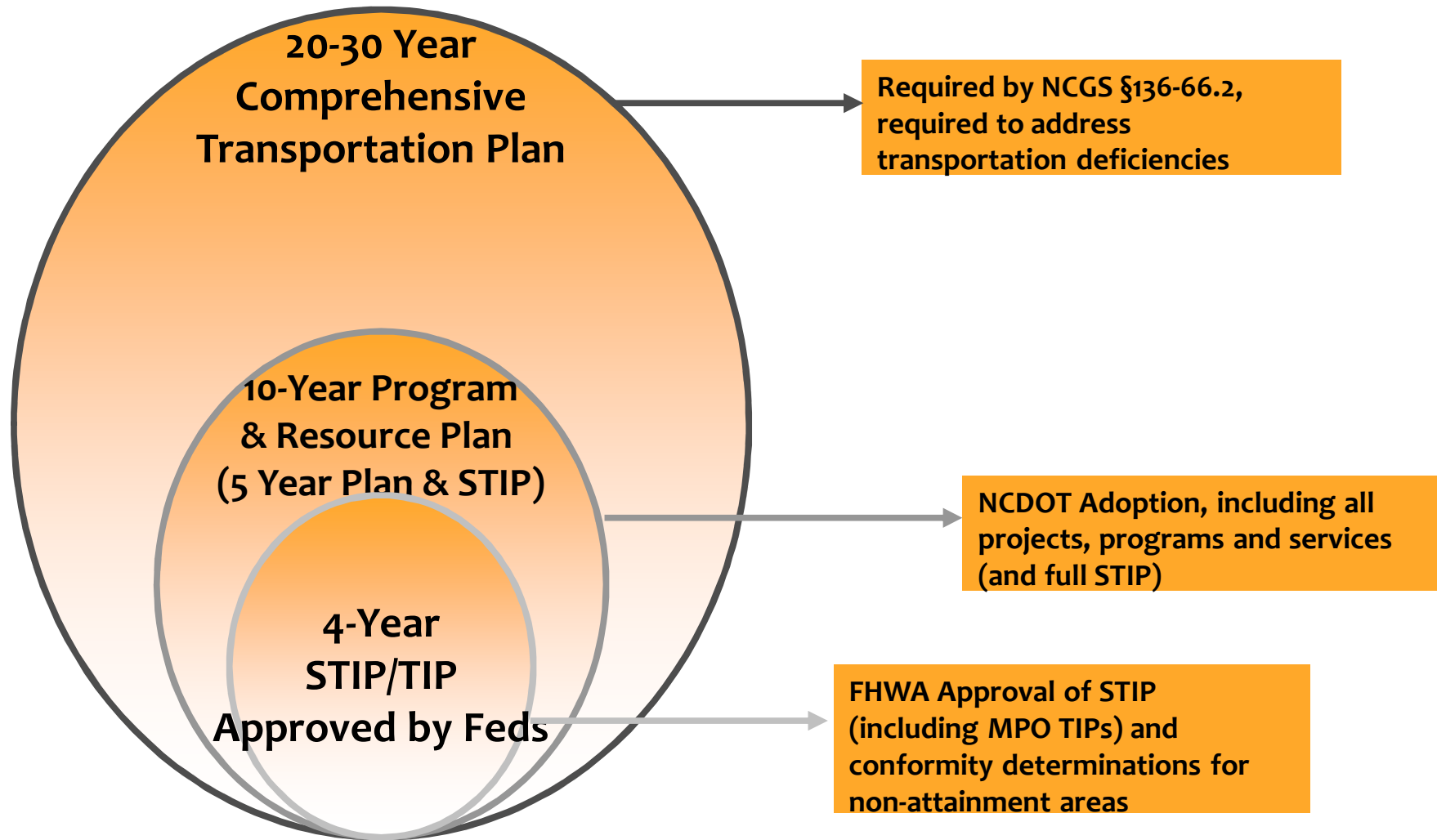
Introduction to Comprehensive Transportation Plan (CTP)

February 11, 2016

What is a CTP?

- Long-range Transportation Plan (20-30 vision)
- Multimodal -- Bicycle, Pedestrian, Rail, Transit, Highway, (consideration for aviation and ferry if applicable)
- Represents consensus on the future transportation system needed to support anticipated growth and development
- Not fiscally constrained

Transportation Planning Framework



CTP Major Milestones

- CTP Vision
- Conduct Needs Assessment
- Analyze Alternatives
- Develop Final Plan
- Plan Adoption

CTP Committee

- No specific member requirements as long as County and Municipalities feel adequately represented
- No cost to Local stakeholders other than staff time at meetings, use of county or municipal meeting space
- Monthly or bi-monthly meetings at a location convenient to local stakeholders
- When applicable, certain meetings can include input from sources other than committee members (first responders, specific mode expert/advocate, public, elected official, etc.)

CTP Stakeholder Roles

- County and Municipality Representatives serve on committee
- LOSRPO Staff coordinates meetings, data collection, associated planning, public involvement
- NCDOT Division serves on committee, project/planning resource
- NCDOT TPB write report, document process, mapping, modeling

The official adopted CTP consists of:

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

Accompanying documentation is usually included, but is not adopted.

Designations

Highway Categories - Freeways, Expressways, Boulevards, Other Major Thoroughfares and Minor Thoroughfares

Bicycle and Pedestrian - On Road, Off Road

Recommendations - Existing, Needs Improvement, Recommended

Highway Map



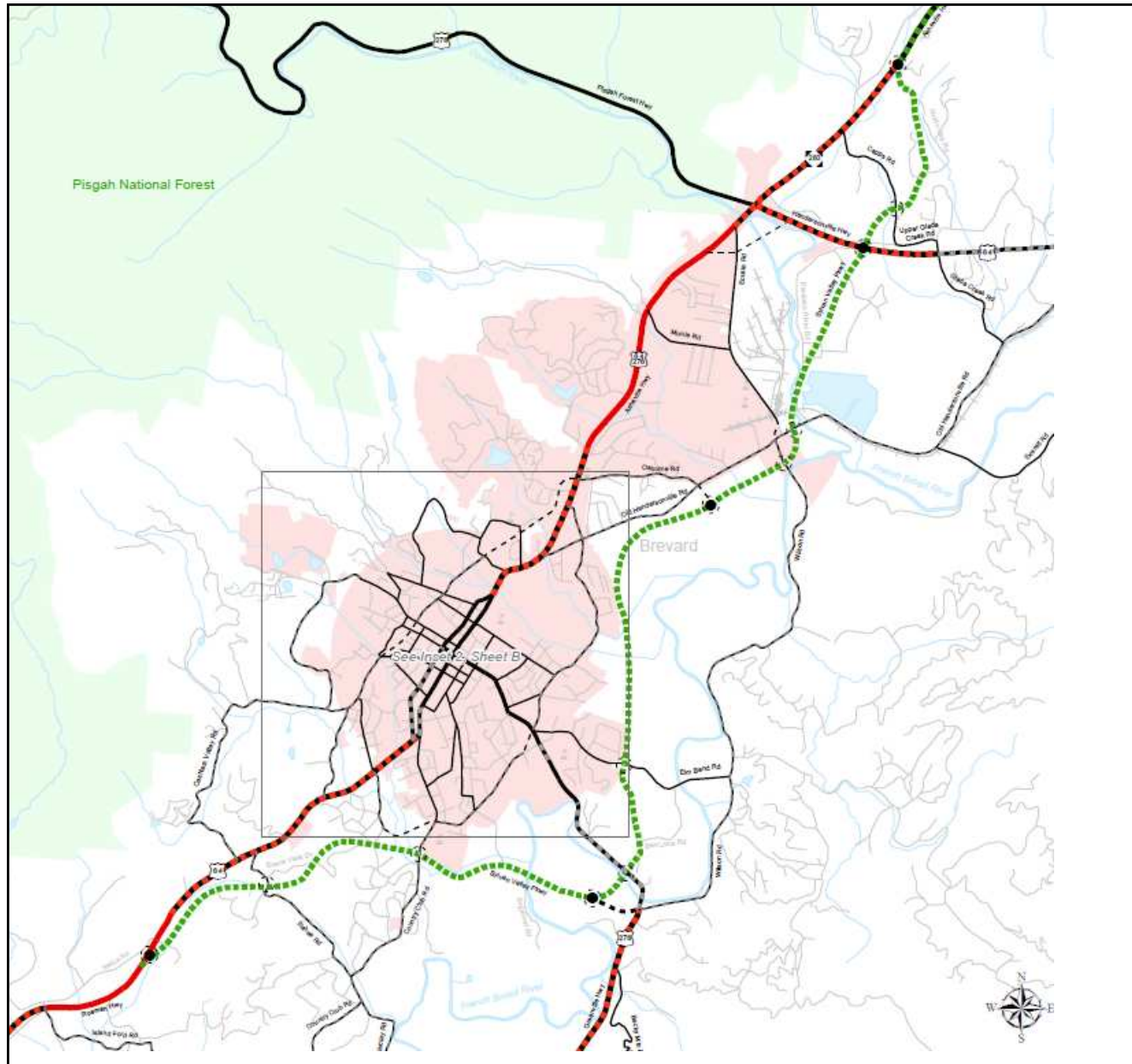
Transylvania County
North Carolina

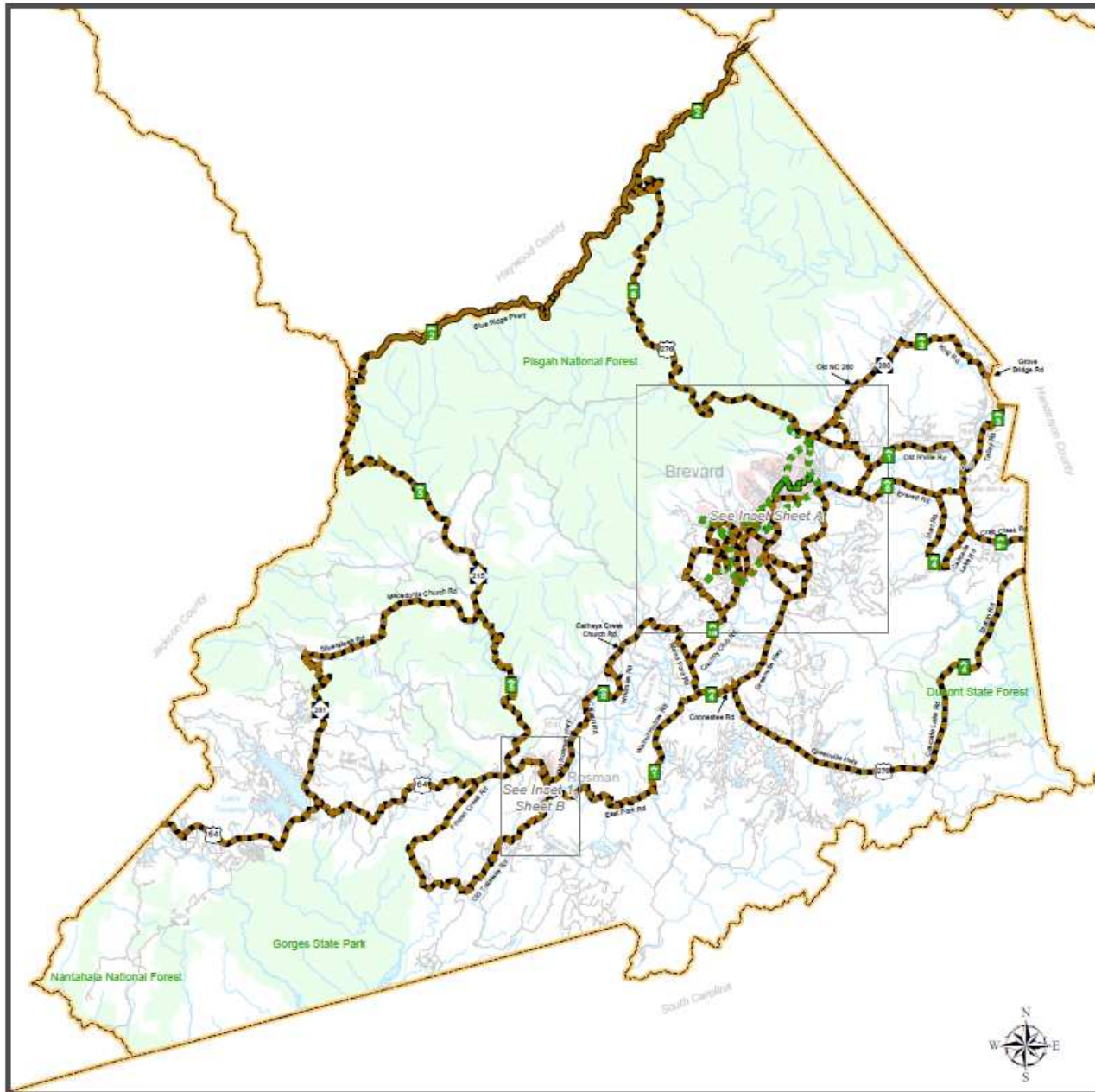
Comprehensive
Transportation Plan

Plan date: January 18, 2007
Revision date: April 2, 2012

- Freeways**
- Existing
 - Needs Improvement
 - Recommended
- Expressways**
- Existing
 - Needs Improvement
 - Recommended
- Boulevards**
- Existing
 - Needs Improvement
 - Recommended
- Other Major Thoroughfares**
- Existing
 - Needs Improvement
 - Recommended
- Minor Thoroughfares**
- Existing
 - Needs Improvement
 - Recommended
- Interchanges and Grade Separations**
- Existing Interchange
 - Proposed Interchange
 - Existing Grade Separation
 - Proposed Grade Separation

Figure 1 - Sheet 2 - Inset Sheet B
Base map date: December 1, 2005
Refer to CTP document for more details





Bicycle Map



Transylvania County
North Carolina

Comprehensive Transportation Plan
Plan date: January 18, 2007
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Bicycle Facilities

- On-Road**
- Existing
 - Needs Improvement
 - Recommended
- Off-Road**
- Existing
 - Needs Improvement
 - Recommended



Figure 1 - Sheet 4 of 5

Base map date: December 1, 2005

Refer to CTP document for more details





Definitions for CTP

	Functional Purpose	Posted Speed	Cross Section	Multi-Modal Elements	Access Control	Access Management	Intersecting Facilities	Driveways
Freeway	high mobility, high volume, high speed	55+	minimum four lanes with continuous median	HOV/HOT lanes, busways, truck lanes, park/ride, adjacent shared use path	full control	interchange spacing (urban - one mile, non-urban - three miles), full control of access for 1000' or island or median, frontage roads, service roads	interchange or grade separation	not allowed
Expressway	high mobility, high volume, medium-high speed	45 to 60	minimum four lanes with median	HOV lanes, busways, wide paved shoulders (rural), shared use paths	limited or partial	minimum interchange/intersection spacing 2000', median breaks only at intersections with minor roadways, or to permit U-turns, frontage roads, service roads, driveways limited in number and location, acceleration/deceleration lanes or right turn lanes	interchange, at-grade intersection with minor roadways, right-in/right-out and/or left-over or grade separation (no signalization for through traffic)	right-in/right-out only, direct driveway access via service roads or other alternate connections
Boulevard	moderate mobility, moderate access, moderate volume, medium speed	30 to 55	two or more lanes with median (breaks allowed for U-turns)	bus stops, bike lanes (urban) or wide paved shoulders (rural), sidewalks (urban optional)	limited, partial, no control	two lane facilities may have median cross overs, medians with turning pockets or turn lanes, acceleration/deceleration or right turn lanes optional, shared driveways, internal connectivity	at-grade intersections and driveways, interchanges at high volume intersections	right in/right out or combined with median leftovers, major driveways may be full access if necessary
Other Major Thoroughfare	balanced mobility and access, moderate volumes, low to medium speed	25 to 55	numbered routes regardless of lanes. minimum four lanes without median	bus stops, bike lanes or wide outside lane (urban) or wide paved shoulder (rural), sidewalks (urban)	no control	continuous left turn lanes, shared driveways, internal connectivity	intersections and driveways	full movement on two lane roadway with center turn lane as permitted
Minor Thoroughfare	balanced mobility and access, moderate volumes, low to medium speed	25 to 45	ultimately three lanes (no more than one lane per direction) or less without median	bus stops, bike lanes or wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)	no control	continuous left turn lanes, shared driveways, internal connectivity	intersections and driveways	full movement on two lane roadway with center turn lane as permitted

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