

## Steps In The Process

### Study Initiation

- Meet with local area officials to discuss transportation related issues & develop a steering committee 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 steering committee 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 steering committee, 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*



[www.ncdot.org/doh/preconstruct/tpb/](http://www.ncdot.org/doh/preconstruct/tpb/)



[www.co.brunswick.nc.us](http://www.co.brunswick.nc.us)

## Cape Fear Rural Planning Organization

[www.capefearcog.org](http://www.capefearcog.org)

## Draft 2007-2013 Transportation Improvement Program

[www.ncdot.org/planning/development/TIP/TIP/Trans/division3.html](http://www.ncdot.org/planning/development/TIP/TIP/Trans/division3.html)

## NCDOT Division of Bicycle and Pedestrian Transportation

[www.ncdot.org/transit/bicycle](http://www.ncdot.org/transit/bicycle)

# Brunswick County Comprehensive Transportation Plan



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## Facility Type Definitions

### *Facilities divided by a center median*

#### **FREEWAY**

- High mobility, high volume, speed 55-70 mph
- Minimum four lanes with a continuous median
- Full control of access, intersecting facilities: interchange or grade separation only
- No driveways

#### **EXPRESSWAY**

- High mobility, high volume, speed 45-60 mph
- Minimum four lanes with a median
- Partial control of access, intersecting facilities: interchange or grade separation (major routes) and right-in/right-out or left-over (minor routes)
- Driveways permitted, right-in/right-out only

#### **BOULEVARD**

- Moderate mobility, moderate access, moderate volume, speed 30-55mph
- Two or more lanes with a median
- Partial to no control of access, intersecting facilities: driveways and at grade intersections, interchange at locations with high volumes only
- Driveways primarily right-in/right-out or in combination with median left-over, major driveways may be full movement

### *Undivided facilities*

#### **OTHER MAJOR THOROUGHFARE**

- Balanced mobility and access, moderate volume, speed 25-55mph
- Four or more lanes without a median
- No control of access, intersecting facilities: intersections and driveways
- Driveways - full movement, turn lane if required

#### **MINOR THOROUGHFARE**

- Balanced mobility and access, moderate volume, speed 25-45mph
- Three lanes or less without a median
- No control of access, intersecting facilities: intersections and driveways
- Driveways – full movement, turn lane if required



## Frequently Asked Questions

### What is a Comprehensive Transportation Plan?

A Comprehensive Transportation Plan (CTP) is North Carolina's new multi-modal transportation plan format and process. The CTP includes community consensus on future transportation needs required to support anticipated growth and development. A CTP is a mutually adopted legal document between the state and the local area partner. When a CTP is adopted by the NCDOT it represents the state's concurrence with the locally identified transportation needs. A CTP replaces thoroughfare plans that have been in place since the 1950's. Both the process and the product of a CTP are different than the thoroughfare plan.

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

Previously, thoroughfare plans identified the existing and proposed highway network needed to handle existing and future traffic. The CTP is a multi-modal plan that identifies the entire existing and future transportation system and includes highways, public transportation, rail, and bicycle facilities needed to serve the anticipated travel demand. The CTP is more environmentally and community friendly. It strengthens the connections between an area's transportation plan, adopted local land development plan, and community vision.

## Why are we changing?

North Carolina is a growing and dynamic state. While roads will always be an important part of our transportation system, communities across our state are considering how other transportation modes can support their economic and quality of life goals. To reflect their desire to expand transportation planning options, the NC General Assembly amended the state transportation planning law in 2001. This amendment replaced the highway planning requirement with a multi-modal Comprehensive Transportation Plan. The CTP provides a technically sound, collaborative planning process for looking at the full range of options to meet future transportation needs.

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

The CTP has many benefits:

- It supports community vision and goals by integrating land use and transportation.
- It allows communities to consider all modes, not just road improvements, for the future transportation system.
- It is more environmentally sound through an early and explicit consideration of sensitive environmental resources.
- It is more efficient for MPOs because it ties together the CTP and federal LRTP processes.
- It is more accountable to the public through the formal stakeholder involvement process.

Finally, the CTP process provides a direct link to project development. Once a project is funded it must go through an extensive project development process, including an environmental review. Relevant transportation, environmental and stakeholder information collected and analyzed during the CTP process can supplement information needed during the project development process. This can save time and money, allowing projects to be planned, designed, and built more efficiently.