

# Transportation Planning for Wilson County



NCDOT - Transportation Planning Branch  
2008

# **Transportation Planning for Wilson County**

The development of Wilson County  
Comprehensive Transportation Plan  
began in 2005 and was put on-hold until 2008.

# What is Transportation Planning for the Future?

## ***Purpose:***

- Identify existing and future transportation deficiencies
- Generate information decision-makers can use to guide future transportation decisions

## ***Primary Objectives:***

- Reduce traffic congestion
- Improve safety

## ***Product:***

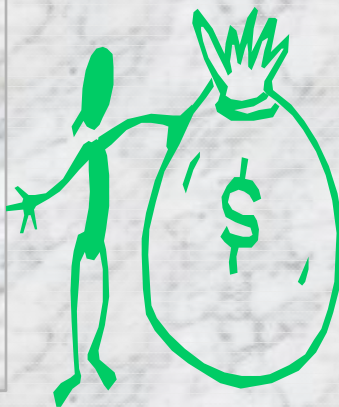
- Comprehensive Transportation Plan (CTP)



# Benefits of Long Range Transportation Planning

## ***Benefits:***

- Common long range vision for multi-modal facilities among NCDOT, MPOs, RPOs and local governments.
- Better project information for Programming and Project Development.
- Better integration of transportation planning with land use planning.
- Reduced project costs associated with right-of-way and construction activities.
- Minimized impacts to property and community appearance with future road improvements.
- Stronger ties to local priorities.
- Cost Savings



# A Comprehensive Transportation Plan DOES NOT...

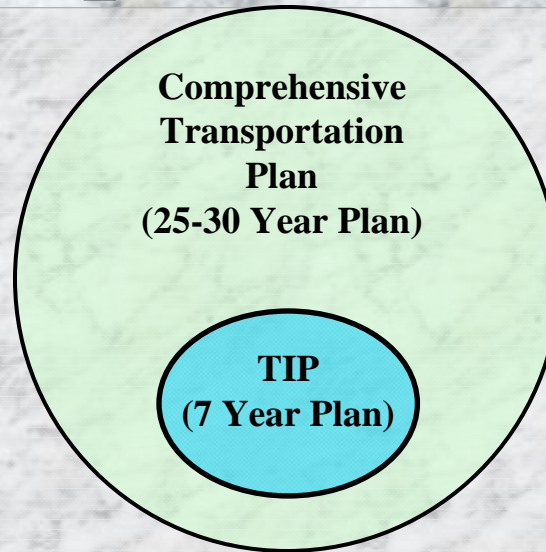
- *Make a promise to build roads*



- *Determine a pinpoint location of new roads*



# Relationship Between Transportation Plans



	Adopted By NCDOT BOT	Fiscally Constrained	A/Q Conformity Analysis Required	Approximate Plan Horizon
Comprehensive Transportation Plan	Yes	No	No	30 Years
Transportation Improvement Program	Yes, entire TIP	Yes	Possibly, if in non- attainment area	7 Years

# Updated Long Range Planning

**Thoroughfare  
Plan**



**Comprehensive  
Transportation  
Plan**

- **Thoroughfare Planning:**  
**THE OLD WAY!!!**  
Plans were previously  
completed in this format:  
**HIGHWAY Intensive**  
- Map & Report

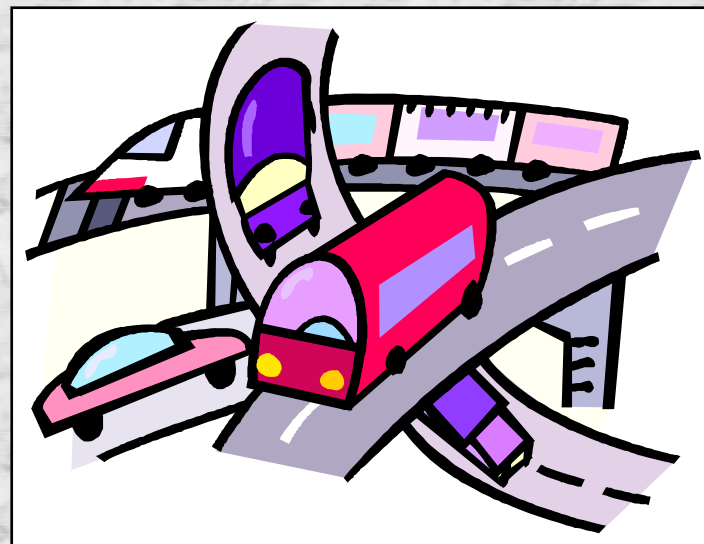
- **Comprehensive Transportation Plan:**  
**THE NEW WAY!!!**  
Plans are now being  
completed in this format:  
**MULTI-MODAL**  
– Set of Four Maps & Report

# Comprehensive Transportation Plan Features

## *Multimodal*

- Highway
- Public Transportation and Rail
- Bicycle
- Pedestrian

**A map will be produced for each mode of transportation, if applicable.**



## *Recommendations*

Existing, Needs Improvement, Recommended



# Comprehensive Transportation Plan



## Yancey County & Town of Burnsville Comprehensive Transportation Plan

Plan date: March 3, 2008

Sheet 1	Adoption Sheet
Sheet 2	Highway Map
Sheet 3	Public Transportation and Rail Map
Sheet 4	Bicycle Map
Sheet 5	Pedestrian Map

### Legend

-  Schools
-  Roads
-  Railroads
-  County Boundary
-  Rivers & Streams
-  Waterbodies
-  Cities
-  Forest and Parks



Sheet 1 of 5  
Base map date: September 2005

Refer to CTP document for more details



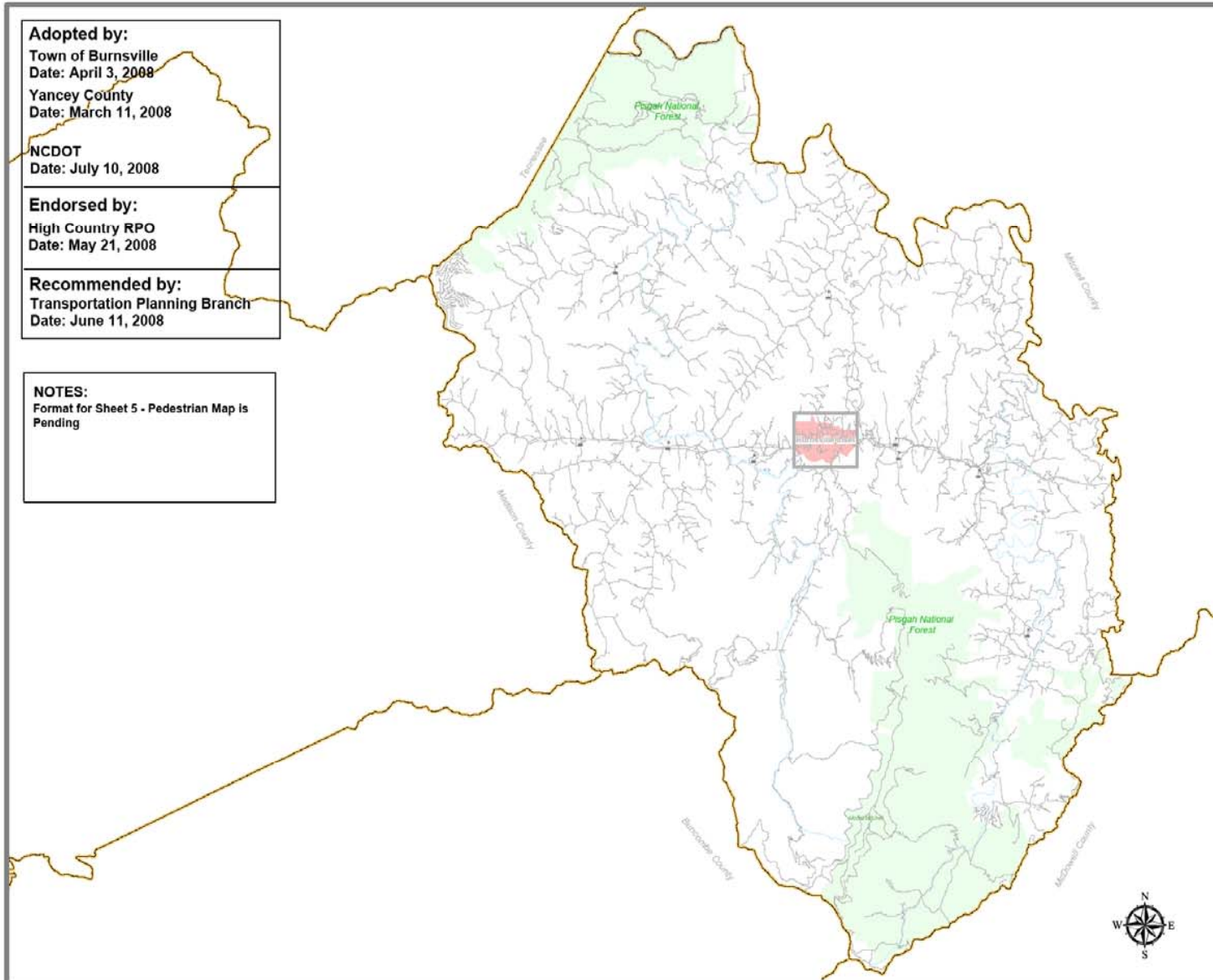
**Adopted by:**  
Town of Burnsville  
Date: April 3, 2008  
Yancey County  
Date: March 11, 2008

**NCDOT**  
Date: July 10, 2008

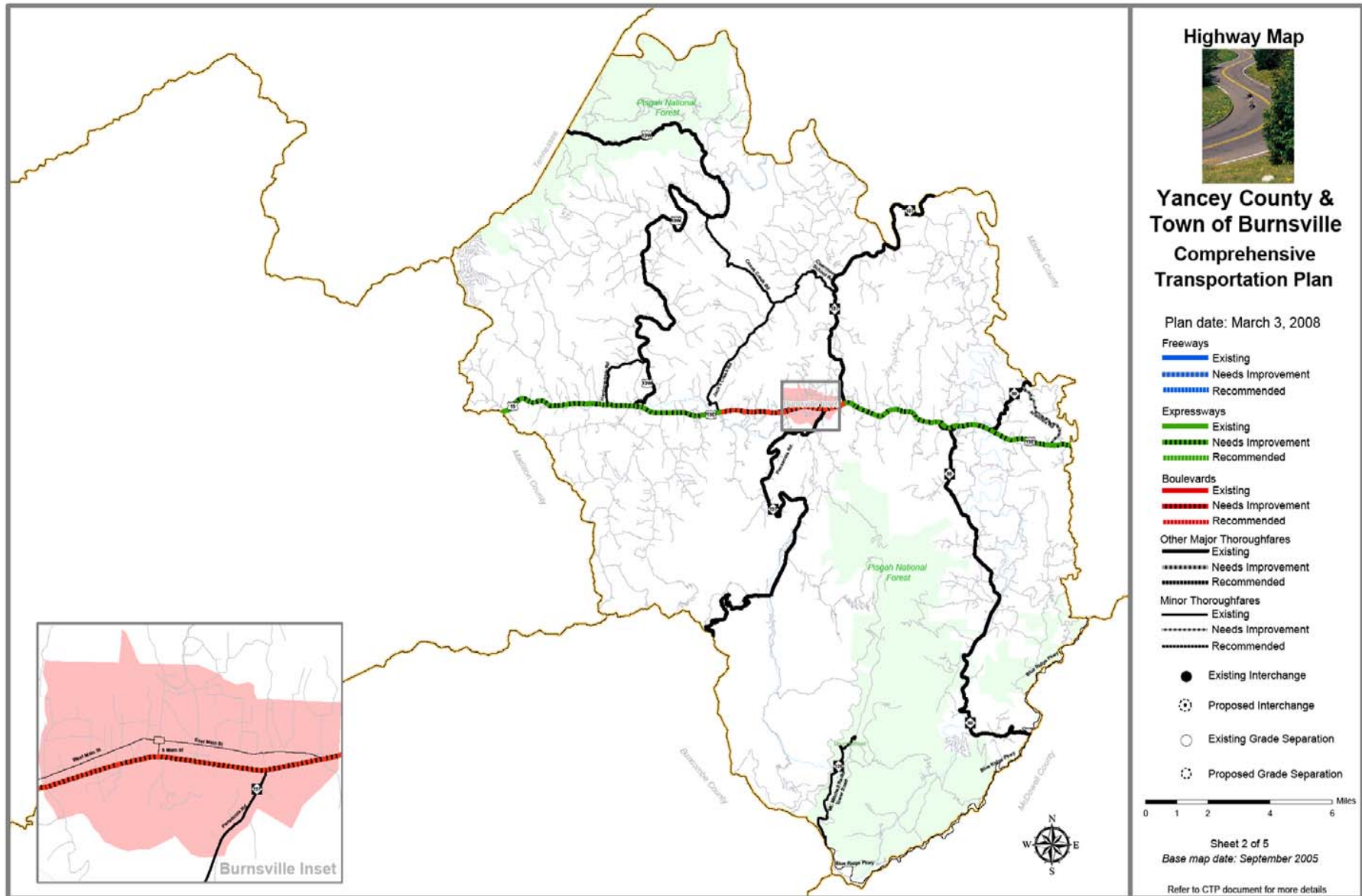
**Endorsed by:**  
High Country RPO  
Date: May 21, 2008

**Recommended by:**  
Transportation Planning Branch  
Date: June 11, 2008

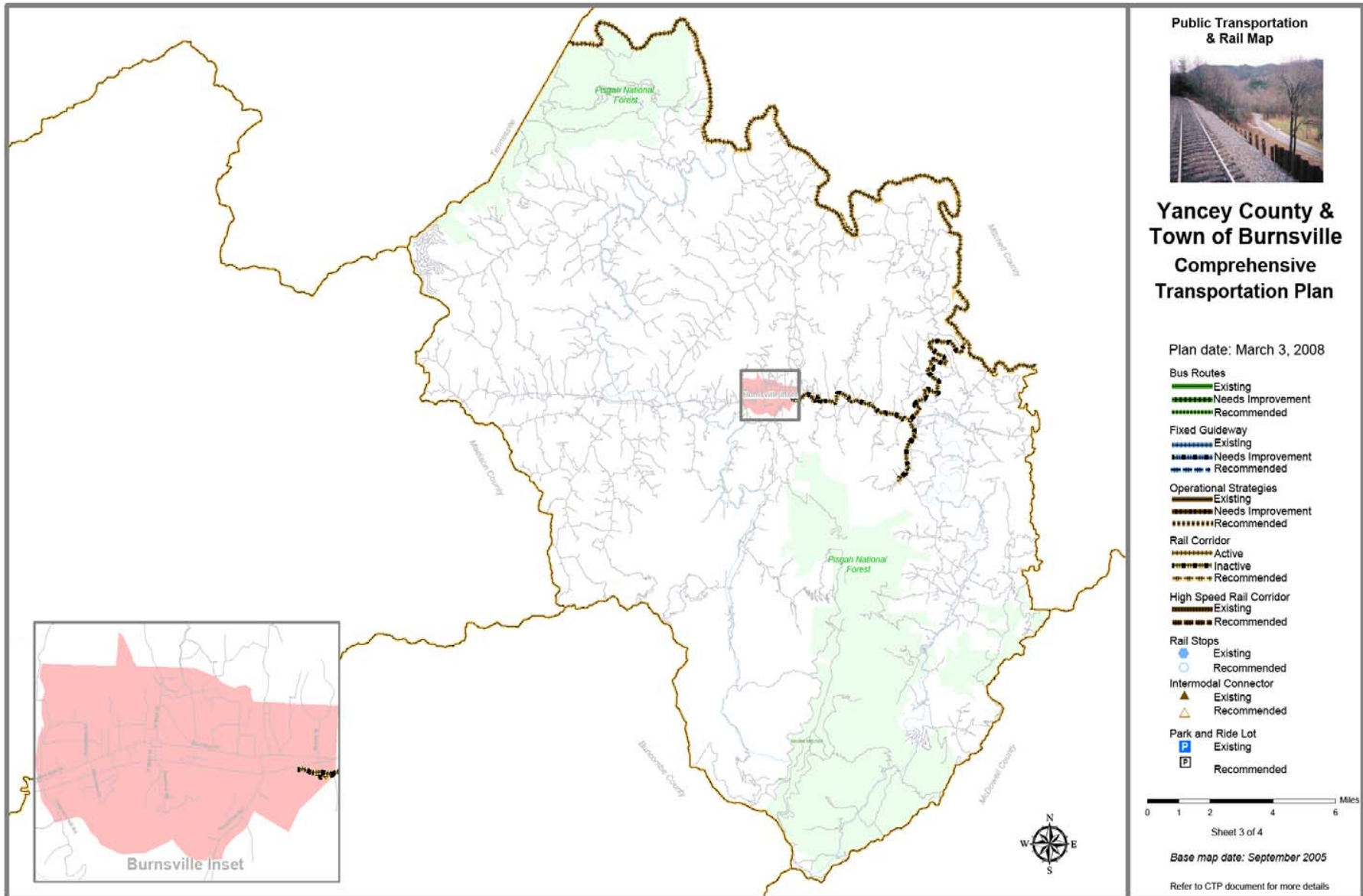
**NOTES:**  
Format for Sheet 5 - Pedestrian Map is Pending



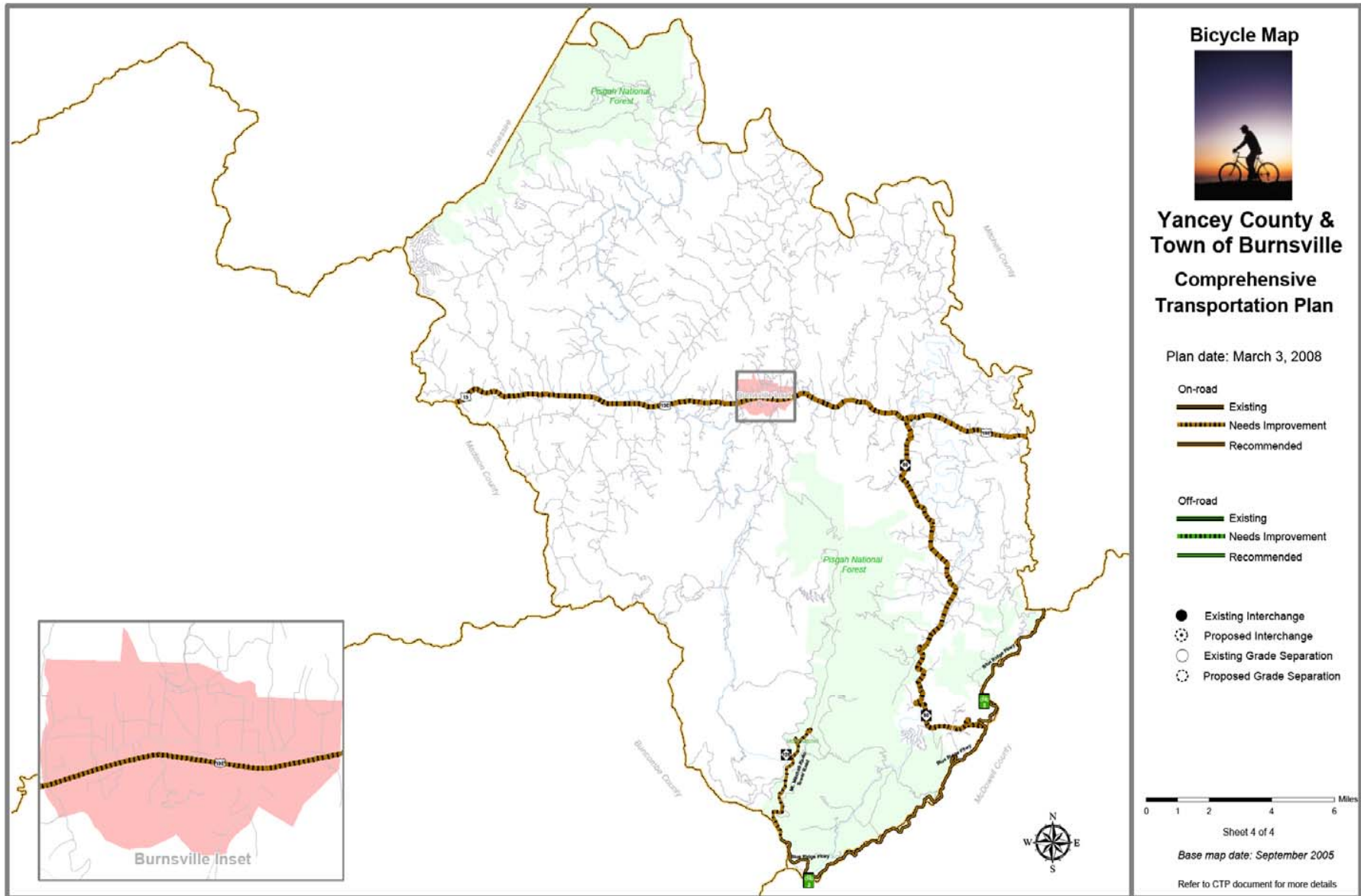
# Comprehensive Transportation Plan



# Comprehensive Transportation Plan



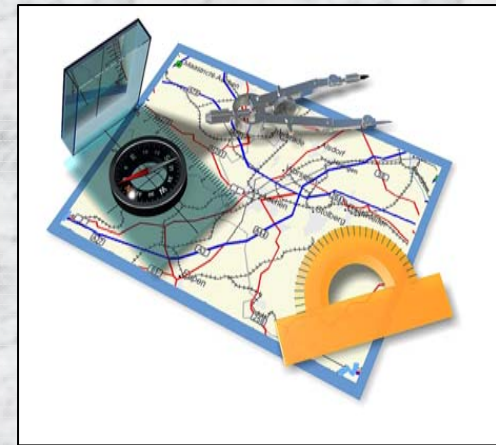
# Comprehensive Transportation Plan



# Previous Transportation Planning in Study Areas

*Wilson County does not have any previous Transportation Plans*

*City of Wilson has a Thoroughfare Plan adopted March, 1996*



# CTP Process

## *Where are we now?*

- Identify local community's goals
- Identify existing and future roadway deficiencies
- Identify multi-modal elements

## *Where do we want to go?*

- Reduce traffic congestion
- Improve safety

## *How will we get there?*

- Develop feasible solutions to address problems and meet goals



# *Tasks Involved in Developing a CTP:*

## *1. Study Initiation*

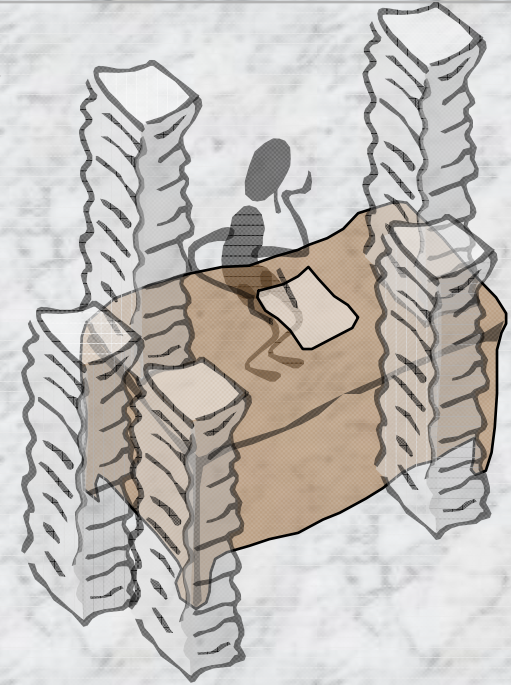
- Meeting with community leaders and area transportation officials to discuss roadway concerns and issues*
- Working with local officials to identify planning boundaries and roadway facilities for the study*



# *Tasks Involved in Developing a CTP:*

## *2. Data Collection*

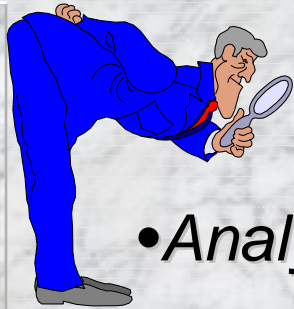
- *Population*
- *Land Use Patterns*
- *Traffic Data (AADT)*
- *Accident History*
- *Roadway and Bridge Conditions*
- *Housing and Employment Data*
- *Environmental Concerns*
- *Input From Local Policy Boards and the Public*
- *Current Funded TIP Projects*
- *Goals and Objectives Survey*





# *Tasks Involved in Developing a CTP:*

## *3. Data Analysis and Projections*



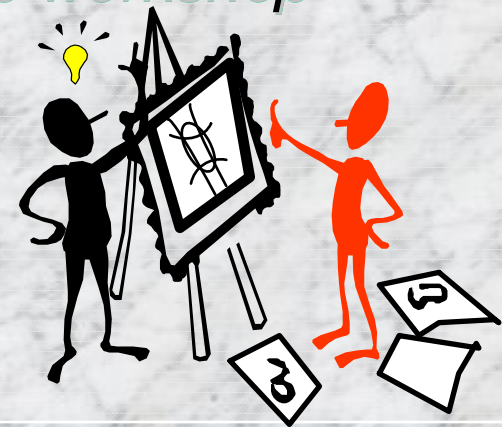
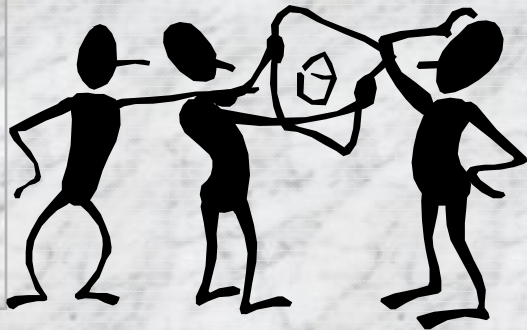
- *Analyze traffic patterns*
- *Identify future capacity deficiency locations*
- *Estimate future traffic volumes, land use, employment and housing*
- *Analyze high accident locations*
- *Examine environmentally sensitive areas such as historic structures, wetlands, floodplains, threatened and endangered species*



# *Tasks Involved in Developing a CTP:*

## *4. Plan Development*

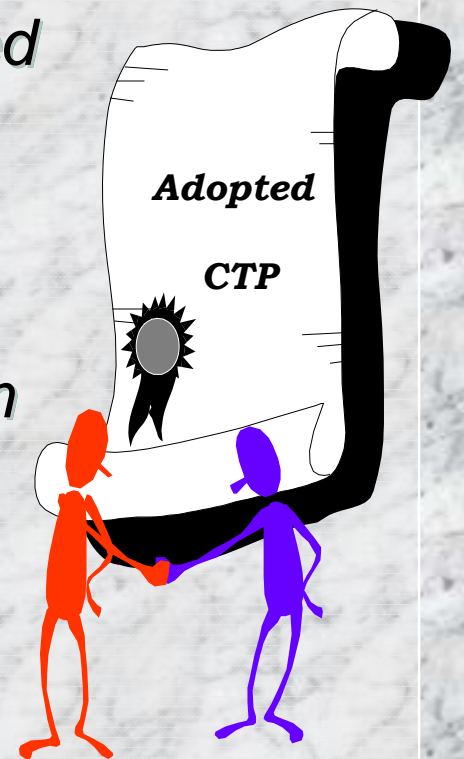
- Work with local officials to identify roadway problems and possible solutions*
- Develop recommendations based on estimated future year deficiencies*
- Conduct an informational public workshop*



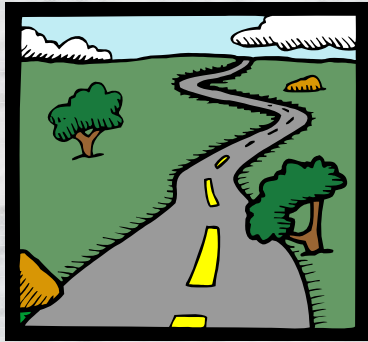
# *Tasks Involved in Developing a CTP:*

## *5. Plan Adoption*

- *Conduct Public Hearings on recommended Comprehensive Transportation Plan*
- *Plan Adoption by County Commissioners and/or municipal officials*
- *Plan Endorsement by Upper Coastal Plain RPO*
- *Plan Adoption by North Carolina Board of Transportation*



# Highway Facility Classifications

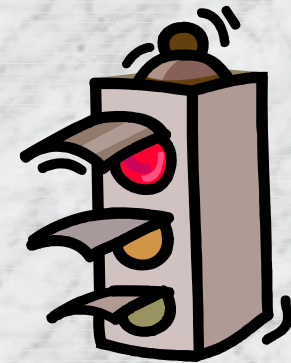


## ■ 5 Classifications

- Freeway, Expressway, Boulevard, Major and Minor Thoroughfares

## ■ Based on the following features:

- Speed Limit
- Medians
- Access
- Traffic Signals



# Freeway Facility



I-95



US 264 East of I-95

- High mobility, low access
- 55 mph or greater
- Cross-section: Minimum 4 lanes with a median
- Connections provided only at interchanges; all cross streets are grade-separated
- Driveways not allowed
- Traffic signals not allowed
- Examples: I-40, I-95, US264

# Expressway Facility



US 221 (Marion Bypass)



US 220 in Rockingham County

- High mobility, low access
- 45 to 60 mph
- Cross-section: Minimum 4 lanes with a median
- Connections: Interchanges (major cross streets) and at-grade intersections (minor cross streets)
- Driveways are limited in location and number; right-in/right-out only
- Traffic signals not allowed
- Examples: **US 220**

# Boulevard Facility



US 70 East of Goldsboro



Cary Parkway, Wake County

- Moderate mobility, moderate access
- 30 to 55 mph
- Cross-section: Minimum 2 lanes with a median
- Connections: At-grade intersections for most major and minor cross streets
- Driveways allowed - primarily right-in/right-out; encourage consolidation and/or sharing of access
- ***Examples:* US 1 in Raleigh, NC 55 (Holly Springs Bypass), NC 24/27 between Troy and Biscoe.**

# Major/Minor Thoroughfares



US 441 South of Dillsboro



US 13 North of Ahoskie

- Balanced mobility and access
- 25 to 55 mph
- Cross-section: Minimum 2 lanes, no median; includes facilities with a continuous left turn lane
- Connections: At-grade intersections
- Driveways allowed with full movements; consolidate or share connections if possible
- ***Examples:* US 64 in Siler City, NC 109 and NC 134 near Troy**



# Benefits of CTP

- Common long range vision for facilities between NCDOT, MPOs, RPOs and local governments
- Improved community buy-in
- Stronger ties to local priorities
- Improved emphasis on integrating all modes
- Customer-friendly documentation
- Better integration of land use with transportation planning



# What can be done?



Develop a Comprehensive Transportation Plan that addresses the current and future needs of the county or urban area.

# Plan Adoption Process

Plan will be adopted/endorsed at 3 levels:

1. Local (County/Municipality) - Adoption
2. Regional (RPO) - Endorsement
3. State (NCDOT Board of Transportation) - Recommendation

# Getting Started

- Hold series of meetings – County, Municipalities, the RPO, and NCDOT/TPB to establish a cooperative planning process:
  - Possibilities include working through a single contact person (staff or elected) or establishing a planning committee

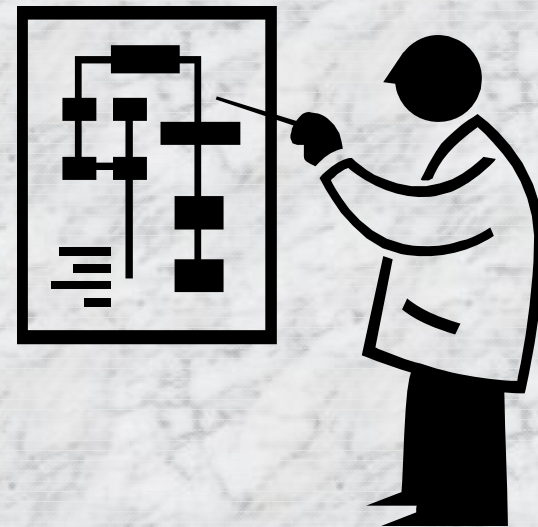


*Once a planning process is established, the project can move forward.*

# The Next Steps...

## The following decisions need to be made:

- Who will be the main “go-to” person for the county? (can be staff or elected official)
- Will NCDOT work with this single person and the RPO, or will a committee be established?



*All the parties interested in being involved in the process will be updated throughout the process at major milestones.*

# Questions??

## Contacts:

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