



Pittsboro Comprehensive Transportation Plan

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Presentation Outline

- Overview of a CTP (Comprehensive Transportation Plan)
- History of Pittsboro's CTP
- A look at the 2011 Pittsboro CTP
- Chatham County CTP coordination
- Options for moving forward



Overview of a CTP

CTP = Comprehensive Transportation Plan

- Identifies future transportation deficiencies, and generates recommendations as a guide to future transportation decisions
- Developed cooperatively locally, and by Triangle RPO, and NCDOT
- Multi-modal final plan is comprised of...
 - A map set of recommendations for each mode
 - A written report for documentation

(but Pittsboro's isn't entirely multi-modalyet)



Overview of a CTP

- Long-range - a “needs list” for year 2035
- A CTP does NOT make a promise to build projects, but is an *important* first step in obtaining them
- Entire process generally 18-24 months
- Adopted/endorsed at 3 levels
 - Local (county/municipalities – municipalities adopt within their jurisdiction and endorse remainder of plan)
 - Regional (RPO)
 - State (NCDOT)



Why Develop a CTP?

- NCDOT has implemented a project prioritization process called Strategic Transportation Investment. It is a new funding formula for NCDOT's Capital Expenditures. (House Bill 817 June 26, 2013)
- Projects generally come from adopted plans, such as CTPs.
- Future transportation impacts to the human and natural environments may be more severe if development continues to be permitted in advance of a well thought out, long range transportation plan

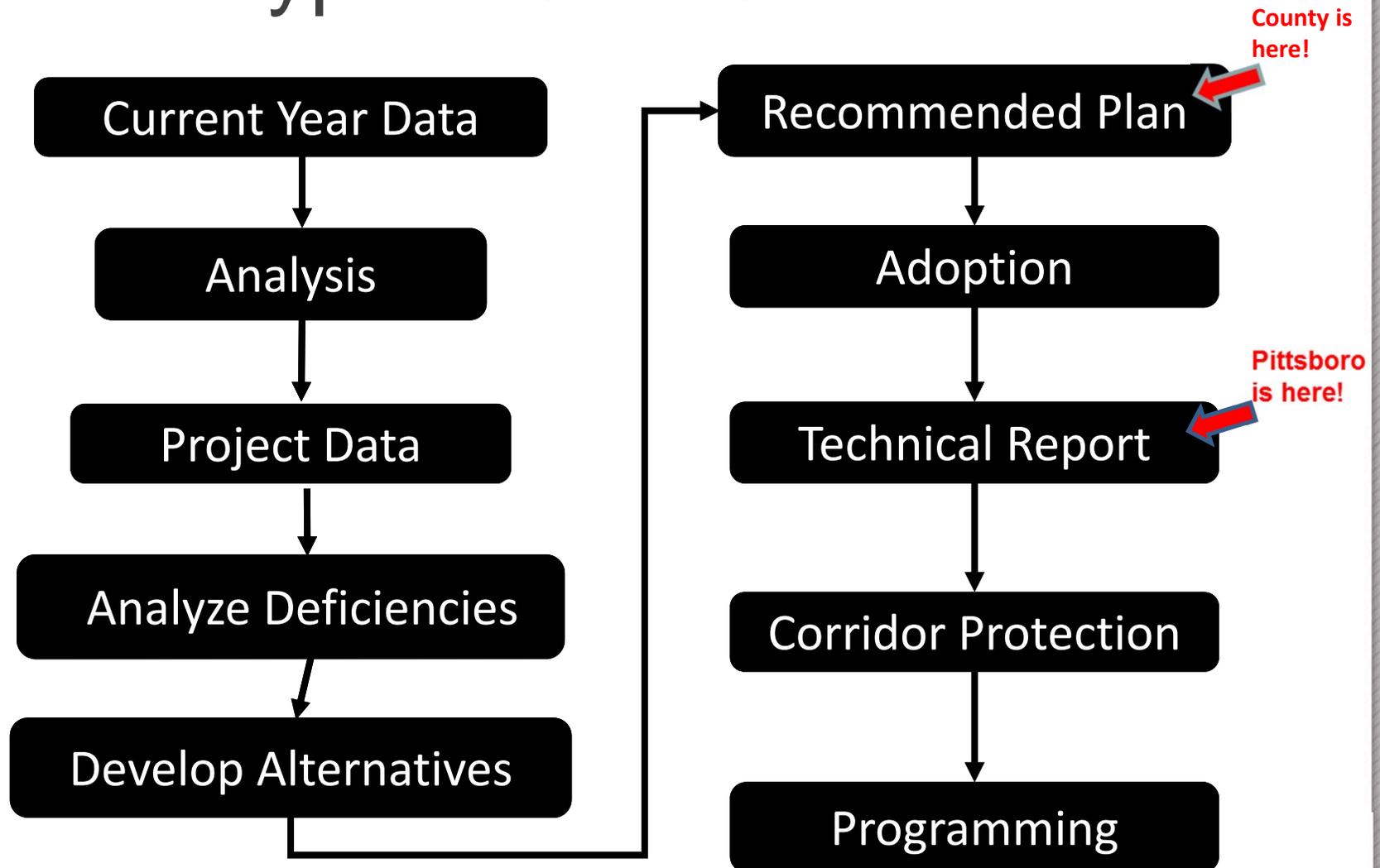


Why Develop a CTP?

- A CTP can be amended or updated anytime as long as locals and NCDOT agree. The plan is not set in stone!!
- Therefore, if proposed development is different than what was anticipated, DOT would be happy to work with local governments to update the plan, as resources allow.
- Requests for updates or amendments should go through the Triangle Rural Planning Organization (TARPO)



Typical CTP Schedule



History of the Pittsboro CTP

- 1992 – Adopted Thoroughfare Plan (highway only plan)
- 2004-2006 (approx.)– Work on a new Pittsboro CTP, travel demand model built
 - Plan was not adopted due to controversy about future US 15-501 location (Strategic Highway Corridor)
- 2009 – Pittsboro and Chatham Park were seeking permission for a new interchange on US 64 Bypass, east of existing US 15-501
- Jan. 14, 2010 – Initial meeting to discuss possible Pittsboro CTP
 - Discussed a 2035 “highway only” plan due to schedule
 - Needed consensus around future US 15-501 location (Strategic Highway Corridor)

History of the Pittsboro CTP

- April, 2010- consultant selected (Wilbur Smith)
 - Data that went into the revised/updated Travel Demand Model included considerable outreach to local developers to reflect Chatham Park and other future growth
- April, 2011 – After looking at 19 scenarios, Alternative S chosen by committee as best option.
 - New interchange with US 64 would be constructed as a boulevard (4 lanes, median, with driveways) to serve local development
 - Future US 15/501 would be located on the western side of Pittsboro
- May 31, 2011 – Public Meeting on 2035 plan

History of the Pittsboro CTP

- August-November, 2011 – local adoptions and endorsements
 - Pittsboro – August 22, 2011
 - Chatham County – September 19, 2011
 - NCDOT – November 3, 2011
 - Triangle RPO – August 18, 2011
- February, 2013 – draft documentation received by consultant
- Currently, documentation being finalized by NCDOT

Chatham County CTP

- May 2, 2011 – kickoff meeting for Chatham County CTP
 - Envisioned that Pittsboro CTP (Highway) could be folded into the Chatham CTP
 - Other modes for Pittsboro could be developed during this process.
 - Build travel demand model for Siler City
- Currently, there is a draft CTP for the entire county.

Why build a model?

- A travel demand model is a technical tool to assist in the forecast of future roadway conditions (2035 for Pittsboro)
- Housing and employment was projected to 2035.
 - Data that went into Travel Demand Model included considerable outreach to local developers to reflect Chatham Park and other future growth
 - (2001 Housing = 2,396 2035 Housing= 18,649)
- The model helps predict what roadways will have more traffic than they are designed to accommodate (capacity deficiency).

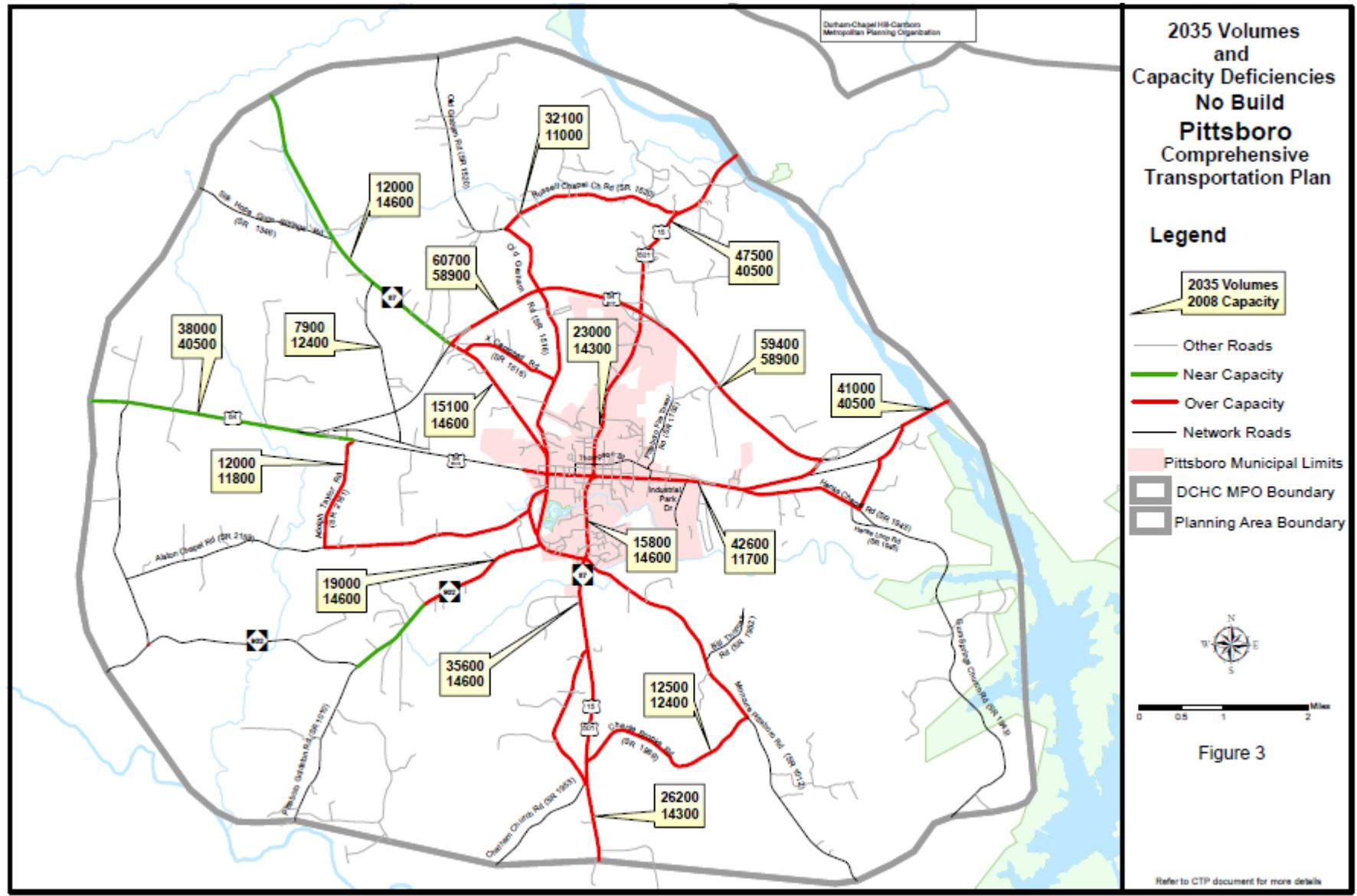
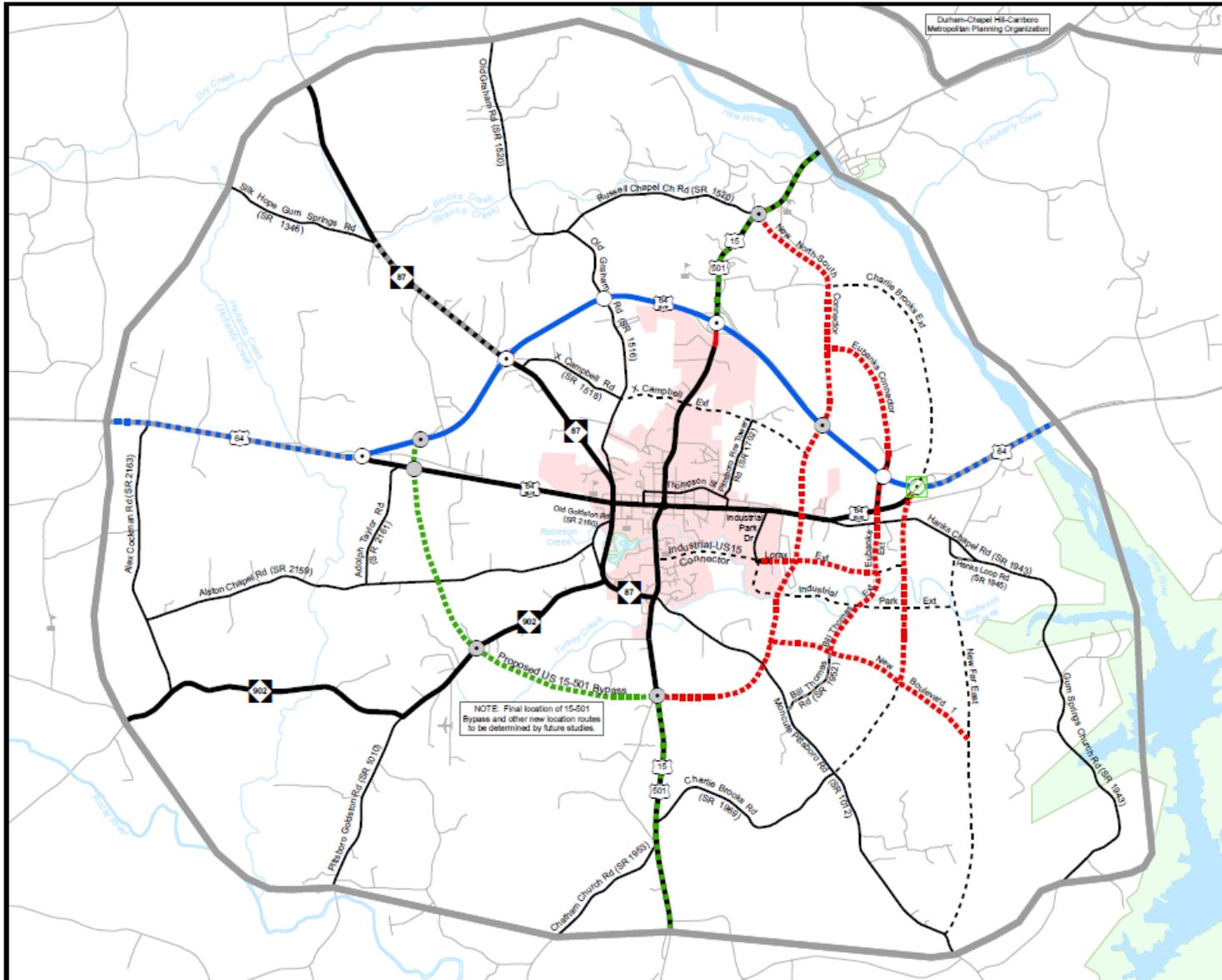


Figure 3



Highway Map



Pittsboro
Comprehensive
Transportation Plan

Plan date: July 8, 2011

- 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

- Existing Interchange
- Improved Interchange
- Proposed Interchange
- Existing Grade Separation
- Proposed Grade Separation

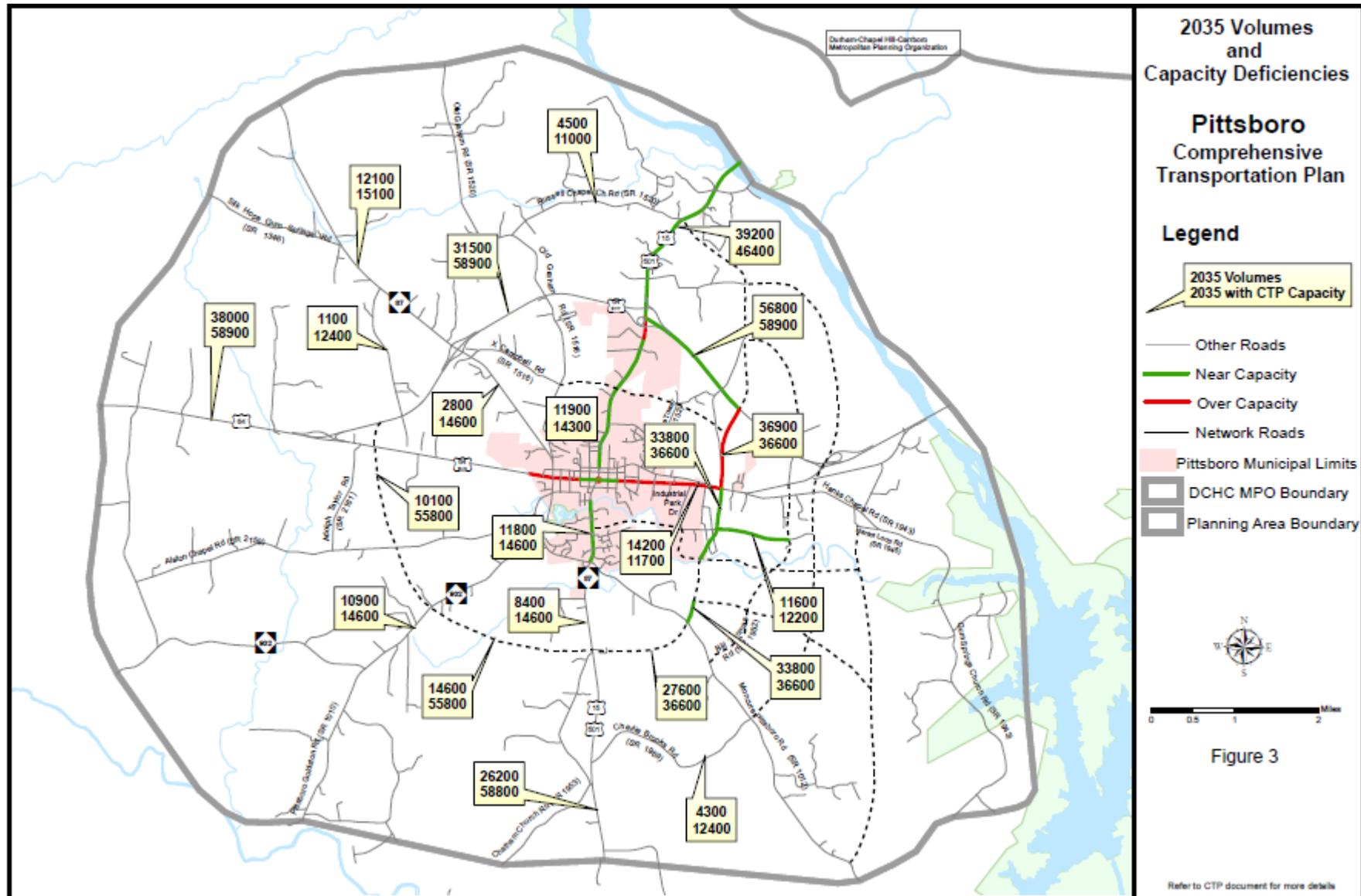


Sheet 2 of 5
Base map date:
August, 2007



Refer to CTP document for more details

NOTE: Final location of 15-501 Bypass and other new location routes to be determined by future studies.



Some questions / answers

Question #1: Can the plan change with development?

Answer: Yes, the plan can be amended and changed at anytime, based on available resources. That request should go through the Triangle Area RPO.

Question #2: How can Pittsboro reduce truck traffic in town?

Answer: The CTP provides a long range solution for truck traffic. If there are immediate concerns, the town should work with NCDOT Division 8.

Some questions / answers

Question #3: How are Bicycles and Pedestrians addressed in the CTP?

Answer: Although only the Highway Mode was completed in the 2011 plan, all the new Pittsboro CTP roadway recommendations would allow bicycle and pedestrian accommodations (Complete streets). Those amenities would be discussed when the project is closer to funding.

Question #4: Why are there so few new roads on the southwest quadrant of the Pittsboro CTP? (south of 64, west of US 15/501)

Answer: 2035 projections from local input for the entire planning area added 16,253 houses. Of that total, only 1,481 came from the southwest quadrant (9%).

Options for Pittsboro

Option #1: Keep the county as one plan. Pittsboro wishes to make minor (if any) edits.

Move forward with public involvement and Chatham CTP adoption.

Pittsboro would adopt their portion of the Chatham County CTP, and endorse the balance of the plan.

Option #2: Keep the plans separate for now. Pittsboro wishes to reconsider their area of the plan.

The County could move forward with adopting the rest of the county plan. Pittsboro would adopt a revised plan when complete.

At some future date, the plans could be combined.



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