

## 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 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.

## Steps in the CTP

### 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
- Examine environmentally sensitive areas, i.e., wetlands, historic structures, endangered species

### Plan Development

- 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 ← (we are here)

- 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

# Craven County Comprehensive Transportation Plan

**For additional information please consult the following websites:**

[https://connect.ncdot.gov/projects/planning/Pages/CTP-Details.aspx?study\\_id=Craven%20County](https://connect.ncdot.gov/projects/planning/Pages/CTP-Details.aspx?study_id=Craven%20County)



**Craven County**

<https://www.cravencountync.gov/>

**North Carolina Department of  
Transportation**

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

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In September of 2016, the Transportation Planning Division of the North Carolina Department of Transportation (NCDOT) and Craven County initiated a study to cooperatively develop the Craven County Comprehensive Transportation Plan (CTP), which includes Bridgeton, Cove City, Dover, Havelock, New Bern, River Bend, Trent Woods, and Vanceboro. This is a long range multi-modal transportation plan that covers transportation needs through 2040. Modes of transportation evaluated as part of this plan include: highway, public transportation and rail, bicycle, and pedestrian. This plan does not cover routine maintenance or minor operations issues.

Findings of this CTP study were based on an analysis of the transportation system, environmental screening and public input. The major recommendations for improvements are listed below.

### Highway

- Future I-42/ US 70: Upgrade the existing facility from Jones County to Carteret County to interstate standards
- US 70 (Havelock Bypass): Construct a freeway on a new location from North of Pine Grove to North of Carteret County Line
- US 17 (New Bern Bypass): Extend US 17 from US 70 to US 17 near Ernul
- Terminal Drive / Airline Drive: Airport Master Plan includes the addition of roundabouts at Airport Road & Clermont Road, Terminal Drive & Clermont Road, and the realignment of Williams Road

Unaddressed Deficiency (Further Study):

- US 17 Business (Main Street)/ NC 43 Improvements: The CTP project proposal US 17 Business (Main Street)/ NC 43 is to study alternative solution to accommodate projected traffic volumes on US 17 Business (Main Street)/

NC 43 from NC 118 (Bailey Lane/ Dawson Lane) to Streets ferry Road (SR 1440).

### Bicycle

During the development of the CTP, the recommended bicycle improvements were incorporated from various adopted plans. Additionally, the following facilities were recommended to have bicycle accommodations:

- CRAV0001-B: Wilson Street from Railroad Street to E Kornegay Street (SR 1005)
- CRAV0002-B: Cunningham Boulevard (SR 1735) from US 70 (East Main Street) to NC 101 Fontana Boulevard
- CRAV0003-B: High School Drive from Middle School Lane to Webb Boulevard
- CRAV0004-B: McCotter Boulevard (SR 1824) from US 70 (East Main Street) to NC 101 Fontana Boulevard
- CRAV0005-B: Middle School Lane from Cunningham Boulevard (SR 1735) to High School Drive
- CRAV0006-B: Race Track Road from Elizabeth Avenue to proposed Multi-Use Path along rail.

### Pedestrian

During the development of the CTP, the recommended pedestrian improvements were incorporated from various adopted plans. Additionally, the following facilities were recommended to have pedestrian accommodations:

- CRAV0001-P: Old Cherry Point Road, from Elder Street (SR 1138) to E Camp Kiro Road (SR 1112)
- CRAV0002-P: Wilson Street, from Railroad Street to E Kornegay Street (SR 1005)
- CRAV0003-P: Kornegay Street, from W Wilson Street (SR 1270) to E Wilson Street (SR 1270)
- CRAV0004-P: Lake Road (SR 1756), from Miller Boulevard (SR 1763) to Proposed Havelock Bypass
- CRAV0005-P: Greenfield Heights Boulevard (SR 1746), from Miller Boulevard (SR 1763) to US 70

- CRAV0006-P: Sunset Drive (SR 1747), from Greenfield Heights Boulevard (SR 1746) to Pulley Road.

### Multi-Use

During the development of the CTP, the recommended multi-use improvements were incorporated from various adopted plans. Additionally, the following facilities were recommended to have multi-use accommodations:

- CRAV0001-M: Extension of the multi-use path on Brices Creek Road from Perry Town Road (SR 1143) to the county line.
- CRAV0002-M: Proposed Multi-use path on NC 306 (Ferry Road) from NC 101 to Cherry Branch Minnesott Beach Ferry Landing