

# APPENDIX B

## Definitions of Comprehensive Transportation Plan Categories



## **Definitions for CTP Maps**

### Highway Map

- Freeways<sup>1</sup>
  - Functional purpose – high mobility, high volume, high speed
  - Posted speed – 55 mph or greater
  - Cross section – minimum four lanes with continuous median
  - Multi-modal elements – High Occupancy Vehicles (HOV)/High Occupancy Transit (HOT) lanes, busways, truck lanes, park-and-ride facilities at/near interchanges, adjacent shared use paths (separate from roadway and outside ROW)
  - Type of access control – full control of access
  - Access management – interchange spacing (urban – one mile; non-urban – three miles); at interchanges on the intersecting roadway, full control of access for 1,000' or for 350' plus 650' island or median; use of frontage roads, rear service roads
  - Intersecting facilities – interchange or grade separation (no signals or at-grade intersections)
  - Driveways – not allowed
- Expressways<sup>1</sup>
  - Functional purpose – high mobility, high volume, medium-high speed
  - Posted speed – 45 to 60 mph
  - Cross section – minimum four lanes with median
  - Multi-modal elements – HOV lanes, busways, very wide paved shoulders (rural), shared use paths (separate from roadway but within ROW)
  - Type of access control – limited or partial control of access;
  - Access management – minimum interchange/intersection spacing 2,000 feet; median breaks only at intersections with minor roadways or to permit U-turns; use of frontage roads, rear service roads; driveways limited in location and number; use of acceleration/deceleration or right turning lanes
  - Intersecting facilities – interchange; at-grade intersection for minor roadways; right-in/right-out and/or left-over or grade separation (no signalization for through traffic)
  - Driveways – right-in/right-out only; direct driveway access via service roads or other alternate connections
- Boulevards
  - Functional purpose – moderate mobility; moderate access, moderate volume, medium speed
  - Posted speed – 30 to 55 mph
  - Cross section – two or more lanes with median (median breaks allowed for U-turns per current NCDOT *Driveway Manual*)
  - Multi-modal elements – bus stops, bike lanes (urban) or wide paved shoulders (rural), sidewalks (urban - local government option)
  - Type of access control – limited control of access, partial control of access, or no control of access
  - Access management – two lane facilities may have medians with crossovers, medians with turning pockets or turning lanes; use of acceleration/deceleration or right turning lanes is optional; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged

- Intersecting facilities – at grade intersections and driveways; interchanges at special locations with high volumes
- Driveways – primarily right-in/right-out, some right-in/right-out in combination with median leftovers; major driveways may be full movement when access is not possible using an alternate roadway
- Other Major Thoroughfares
  - Functional purpose – balanced mobility and access, moderate volume, low to medium speed
  - Posted speed – 25 to 55 mph
  - Cross section – four or more lanes without median
  - Multi-modal elements – bus stops, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)
  - Type of access control – no control of access
  - Access management – continuous left turn lanes; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
  - Intersecting facilities – intersections and driveways
  - Driveways – full movement on two lane roadway with center turn lane as permitted by the current NCDOT *Driveway Manual*
- Minor Thoroughfares
  - Functional purpose – balanced mobility and access, moderate volume, low to medium speed
  - Posted speed – 25 to 45 mph
  - Cross section – ultimately three lanes (no more than one lane per direction) or less without median
  - Multi-modal elements – bus stops, bike lanes/wide outer lane (urban) or wide paved shoulder (rural), sidewalks (urban)
  - ROW – no control of access
  - Access management – continuous left turn lanes; for abutting properties, use of shared driveways, internal out parcel access and cross-connectivity between adjacent properties is strongly encouraged
  - Intersecting facilities – intersections and driveways
  - Driveways – full movement on two lane with center turn lane as permitted by the current NCDOT *Driveway Manual*
- Existing – Roadway facilities that are not recommended to be improved.
- Needs Improvement – Roadway facilities that need to be improved for capacity, safety, or system continuity. The improvement to the facility may be widening, other operational strategies, increasing the level of access control along the facility, or a combination of improvements and strategies. **“Needs improvement” does not refer to the maintenance needs of existing facilities.**
- Recommended – Roadway facilities on new location that are needed in the future.
- Interchange – Through movement on intersecting roads is separated by a structure. Turning movement area accommodated by on/off ramps and loops.
- Grade Separation – Through movement on intersecting roads is separated by a structure. There is no direct access between the facilities.
- Full Control of Access – Connections to a facility provided only via ramps at interchanges. No private driveway connections allowed.
- Limited Control of Access – Connections to a facility provided only via ramps at interchanges (major crossings) and at-grade intersections (minor crossings and service roads). No private driveway connections allowed.

- ❑ Partial Control of Access – Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. Private driveway connections shall be defined as a maximum of one connection per parcel. One connection is defined as one ingress and one egress point. These may be combined to form a two-way driveway (most common) or separated to allow for better traffic flow through the parcel. The use of shared or consolidated connections is highly encouraged.
- ❑ No Control of Access – Connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways.

### Public Transportation and Rail Map

- ❑ Bus Routes – The primary fixed route bus system for the area. Does not include demand response systems.
- ❑ Fixed Guideway – Any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail, monorail, trolleybus, aerial tramway, included plane, cable car, automated guideway transit, and ferryboats.
- ❑ Operational Strategies – Plans geared toward the non-single occupant vehicle. This includes but is not limited to HOV lanes or express bus service.
- ❑ Rail Corridor – Locations of railroad tracks that are either active or inactive tracks. These tracks were used for either freight or passenger service.
  - Active – rail service is currently provided in the corridor; may include freight and/or passenger service
  - Inactive – right of way exists; however, there is no service currently provided; tracks may or may not exist
  - Recommended – It is desirable for future rail to be considered to serve an area.
- ❑ High Speed Rail Corridor – Corridor designated by the U.S. Department of Transportation as a potential high speed rail corridor.
  - Existing – Corridor where high speed rail service is provided (there are currently no existing high speed corridor in North Carolina).
  - Recommended – Proposed corridor for high speed rail service.
- ❑ Rail Stop – A railroad station or stop along the railroad tracks.
- ❑ Intermodal Connector – A location where more than one mode of public transportation meet such as where light rail and a bus route come together in one location or a bus station.
- ❑ Park and Ride Lot – A strategically located parking lot that is free of charge to anyone who parks a vehicle and commutes by transit or in a carpool.

### Bicycle Map

- ❑ On Road-Existing – Conditions for bicycling on the highway facility are adequate to safely accommodate cyclists.
- ❑ On Road-Needs Improvement – At the systems level, it is desirable for the highway facility to accommodate bicycle transportation; however, highway improvements are necessary to create safe travel conditions for the cyclists.
- ❑ On Road-Recommended – At the systems level, it is desirable for a recommended highway facility to accommodate bicycle transportation. The highway should be designed and built to safely accommodate cyclists.
- ❑ Off Road-Existing – A facility that accommodates bicycle transportation (may also accommodate pedestrians, eg. greenways) and is physically separated from a highway facility usually on a separate right-of-way.

- ❑ Off Road-Needs Improvement – A facility that accommodates bicycle transportation (may also accommodate pedestrians, eg. greenways) and is physically separated from a highway facility usually on a separate right-of-way that will not adequately serve future bicycle needs. Improvements may include but are not limited to: widening, paving (not re-paving), improved horizontal or vertical alignment.
- ❑ Off Road-Recommended – A facility needed to accommodate bicycle transportation (may also accommodate pedestrians, eg. greenways) and is physically separated from a highway facility usually on a separate right-of-way. This may also include greenway segments that do not necessarily serve a transportation function but intersect recommended facilities on the highway map or public transportation and rail map.

## Pedestrian Map

**Format for the pedestrian map is under development. The following definitions only apply to the sample pedestrian maps shown in Figure 3, and may not represent the final definitions used once this map format is completed.**

- ❑ Sidewalk-Existing – An existing facility intended for pedestrian travel as its main use that lies within the right-of-way of a public street. This existing sidewalk could be located on either side of a street, or both sides. Please refer to the tables in Appendix C to determine specific information about the side of the street on which a recommended facility lies.
- ❑ Sidewalk-Needs Improvement – An existing facility intended primarily for pedestrian use that lies within the right-of-way of a public street and requires capital improvements, such as widening or completion of small system gaps. This does not denote whether a sidewalk needs repair or routine maintenance. If a street has sidewalks on both sides, and only one side needs improvement, this is shown on the map as “Needs Improvement.” Please refer to the tables in Appendix C to determine specific information about the side of the street on which a recommended facility lies.
- ❑ Sidewalk-Recommended – A pedestrian facility that is recommended for construction along a public street where a sidewalk does not currently exist. The sidewalk could be recommended for either side of the street, or both sides. If a street has a “recommended” facility on either side, it is shown on the map as “recommended.” Please refer to the tables in Appendix C to determine specific information about the side of the street on which a recommended facility lies.
- ❑ Off Road-Existing – An existing facility intended for pedestrian travel as its primary use that lies within its own independent right-of-way. This is not the same as a “Multi-use Path-Existing” (described below), which is designed for use by multiple transportation modes. Examples could include stairways, boardwalks, alleys, or trails that are not open to use by bicycles and other vehicles.
- ❑ Off Road-Needs Improvement – An existing off-road pedestrian facility that requires capital improvements, such as widening, paving, or completion of small system gaps. This does not denote whether a facility needs repair or routine maintenance.
- ❑ Off Road-Recommended – A pedestrian facility that is recommended for construction on an independent right-of-way in a location where there is not any existing pedestrian facility.
- ❑ Multi-use Path Existing – An existing facility that is designed for use by multiple non-motorized modes of transportation, such as pedestrians, bicyclists, and equestrians. Such a facility is usually on an independent right-of-way, but can sometimes be found adjacent to a street.

- ❑ Multi-use Path Needs Improvement – An existing facility that is designed for use by multiple non-motorized modes of transportation and which requires capital improvements, such as widening, paving, or completion of small system gaps. This does not denote whether a facility needs repair or routine maintenance. This category would include locations with existing pedestrian-only facilities (such as sidewalks or trails) where improvements are proposed to convert the facility to a multi-use path.
- ❑ Multi-use Path Recommended – A facility that is designed for use by multiple non-motorized modes of transportation and is recommended for construction in a location where there is not currently an existing multi-use path or other pedestrian facility. This facility is most likely on an independent right-of-way, but could also be adjacent to a street.

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<sup>1</sup>Every effort will be made to ensure that all Tier 1 (Statewide importance) facilities on the NCMIN (North Carolina Multimodal Investment Network) will be Freeway or Expressway on the Comprehensive Transportation Plan

