

**Disclaimer:** This document is a subset of the comments received during the public engagement period that was seeking feedback on the draft 2050 MTP and supporting documents. Staff has prepared responses to comments received. A complete version of the public comments received can be made available upon request.

	Date	Commenter	Comment Received	Staff Response
1	1/20/2022	Scott Higgins	Interested in pedestrian and cycling safety.	Thank you for your comment.
2	1/21/2022	Jill McClune	My comment was around the Cornelius Rd exit in Mooresville (exit 37/38). We need better infrastructure in Mooresville and a way to alleviate traffic from the main 150/Williamson corridors.	Thank you for your comment.
3	1/21/2022	Nicole Whitehead	I would LOVE an exit at Cornelius Rd. Would make getting on the Hwy from home much easier.	Thank you for your comment.
4	1/21/2022	Terri Wright	Comment has been edited for brevity: Proposed exit on I77 and Cornelius Road: I am concerned about the safety of adding more traffic on these small country roads. I requested a study on the feeder roads of Perth Road, Cornelius Road and Judus Road. There are already a number of accidents each month at the intersection of Cornelius and Perth, Judas and Cornelius, and Judas and Perth. Adding additional traffic will only increase the number of accidents. Until these feeder roads are improved, widening, traffic lights and/or traffic circles, this interchange should not be considered.	Thank you for your comment. We will share these concerns with our member jurisdictions. All projects are designed using best practices for modern roadway safety standards. While this timeframe is only an estimate, this project is scheduled to be open to the public by horizon year 2035. This intersection project should help improve congestion and address safety concerns.
5	1/21/2022	Jim Zilisch	Comment has been edited for brevity: An interchange at Cornelius Rd/77 is needed to take pressure off Exit 36 and the surrounding streets. Bluefield Rd and 150 west of I77 is only going to get worse. An interchange along another main E/W thoroughfare like Cornelius Rd would make a lot of sense.	Thank you for your comment. An interchange is identified as an improvement at the intersection of I-77 and Cornelius Rd. In the 2050 MTP this project is listed under ID: 2050-E109 with a horizon year of 2035. This project recommends to convert from grade separation to an interchange. For more information on this project please visit the project section of the 2050mtp.org website.
6	2/1/2022	Ella Watt	Will there be an allocation of funds for public bathrooms in this plan? Charlotte lacks public restrooms that are available without entering a separate establishment such as a restaurant or store.	Thank you for your comment. The scope of the 2050 MTP is to identify long range transportation needs and plan for the three-county planning area over the next 20 to 30 years. Identification of public facility needs is not included within the scope of this long-range transportation plan.
7	2/3/2022	Roger Barbee	Comment has been edited for brevity: Good infrastructure to alleviate the planning shortcomings in regard to Route 150 in the Isle of Pines Road area in Mooresville is needed, including improved infrastructure for Talbert Road, Brawley School Road, and Route 21.	Thank you for your comment. There are multiple projects in the 2050 MTP that will improve NC 150, Brawley School Road, and Route 21 in the 2050 MTP. These improvements include roadway widening, bicycle, and pedestrian improvements. More information on these projects is available on the 2050mtp.org website. The 2050 MTP Project Ids are as follows. (Route 150 Projects: 2050-E111, 2050-1037, 2050-E113), (Brawley School Rd Project: 2050-E115), and (Route 21 Project: 2050-E117).
8	2/6/2022	Faye Freeze	Very concerned about the progress of Hwy 150 widening west of Mooresville. Things are getting really crowded!	Thank you for your comment. The 2050 MTP includes a project along NC 150 west of Mooresville. The Project ID is 2050-E113 and proposes widening the road from 2/4 lanes to 6 lanes, with median, wide outside lanes and sidewalks. Please visit the 2050mtp.org website for more information.

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9	2/15/2022	Javier Guillen	<p>Comment has been edited for brevity: The plan does a thorough job of analyzing data and presenting it to the reader. The maps and illustrations included make it easier for the reader to understand the content. The way the points are awarded in the two-tier elevation of projects is what concerns me the most. The first tier gives 100 points for congestion and 50 points each for safety and accessibility to employment. While these are roadway project congestions should not be the top priority against other factors such as safety. In tier two environmental justice, natural resource impacts, history resource impacts, community resource impacts, equitable access, and connectivity are given 9 points. Knowing how highways and roadway projects have destroyed minority communities, it would make more sense to have categories like environmental justice at the top of the list. The plan also lacks an explanation of why most of the funding is going toward roadway widening and how that will impact different communities in 2050. Roadway widening projects might help mitigate traffic congestion but will have other impacts that are not covered in the plan. The connection between roadway projects and the improvement of pedestrian infrastructure could be illustrated better throughout the plan. The plan doesn't cover how pedestrian-oriented projects will be encouraged in the future. I think there is a disconnection between the data analyzed and how the projects selected will improve the quality of life for people in those communities.</p> <p>The CRTPO plan also does not reference other plans like the Charlotte 2040 comprehensive plan or City of Charlotte corridor of opportunities plan.</p>	<p>Thank you for your thorough review of the 2050 MTP. We are pleased that the format of the document simplified the presentation of the data associated with the plan.</p> <p>The CRTPO's MTP ranking methodology places higher weights on ranking the Tier 1 criteria because these measures can be analyzed from a quantitative approach, using professional techniques and industry-accepted calculations. In addition, tier 1 criteria most align with NCDOT's Prioritization criteria, which is the primary funding source for most capital infrastructure projects in North Carolina. Placing a higher weight on tier 1 measures ensure that CRTPO identifies the most competitive projects to submit for NCDOT's Prioritization process to develop its State Transportation Improvement Program (STIP). The majority of the tier 2 criteria utilized a qualitative scoring approach that utilized a subcommittee of planning staff from the three-county planning area to rank projects based upon spatial datasets and local knowledge. It should be noted that the CRTPO's roadway scoring methodology is a planning-level evaluation, and once a project officially receives funding in the STIP, it is subject to a rigorous evaluation of its impact to the environment based upon the National Environmental Policy Act (NEPA) of 1970. The financial assumptions for the 2050 MTP are based upon current state and federal legislation for allocation of transportation funds. Specifically, to state funds, the Strategic Transportation Investments (STI) legislation limits the funding of bicycle and pedestrian projects to federal sources and caps the amount of total non-highway funding at 10% of available revenues. The CRTPO needs to reflect the provisions within STI in order to have valid financial assumptions within its MTP. It is also important to note that the scopes of most of the roadway projects within the 2050 MTP will include bicycle and pedestrian enhancements in accordance with NCDOT's Complete Streets policy. The MTP also contains an active transportation corridor component to be used by its member jurisdictions to help define projects to consider for future funding opportunities. The scope of the MTP is a three-county long-range plan, specific small-scale corridor/area transportation plans within a smaller geographic area. The 2050 MTP Advisory Committee contained staff from around the region that were involved with the 2040 Comprehensive Plan and Charlotte's Transformational Mobility Network. Their input was utilized in the development of the MTP's goals and objectives, review of scenario planning results, financial plan assumptions, revisions to the roadway ranking criteria, and development of the recommended project list.</p>

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10	2/16/2022	Tracy Hamm	It is imperative that we continue freeway upgrades to U.S. Highway 74 in eastern Union County. The proposed Marshville Bypass (R-4441) is quickly becoming a missing link in realizing a completed U.S. 74 freeway between our state's largest city and its largest port, yet it is not included in the 2050 MTP. I understand the bypass was the lowest scoring Tier 1 project within the Statewide Mobility tier in 2050 MTP planning, but this project is too important to our region and the southern Piedmont as a whole to remain without a nearer term solution. I am hopeful the Marshville Bypass Tolling Study will identify a path forward. But in the meantime, please continue to work closely with NCDOT and Division 10 to advance this project. Now that the Wadesboro Bypass in the RRRPO is included in the 2020-29 STIP and the Shelby Bypass is fully funded and will complete this decade, we simply cannot let the Marshville project languish. Thank you.	Thank you for your comment. We will share this comment with our member jurisdictions and continue to support transportation planning solutions in the region and along this corridor.
11	2/16/2022	Tracy Hamm	I would be remiss if I did not use an opportunity to make a public comment on transportation planning in the CRTPO to advocate for nearer term funding solutions for the southern corridor of I-77 from center city Charlotte to the South Carolina state line (I-5718). This long-overdue express lanes project to improve mobility through the heart of our state's largest city simply must advance before the 2030s. It is a highly congested corridor that has gone untouched for 30 years despite unprecedented levels of growth – growth that shows no signs of slowing – and its ramps and interchanges are woefully out of date, a safety concern that will only worsen. Thank you for your continued efforts to fund the rebuild of this critical mobility project in the nearest term possible.	Thank you for your comment.