

Disclaimer: This document is a subset of the comments received during the public engagement period that was seeking feedback on the updates to the 2050 MTP Goals and Objectives and potential projects to be evaluated within the plan. Staff has prepared responses to comments received on these topics. A complete version of the public comments received can be made available upon request.				
	Date	Commenter	Comment Received	Response
1	11/19/2020	Javier Lopez	How is CRTPO coordinating with bordering counties of SC? Especially York county?	CRTPO is a member of Charlotte Regional Alliance for Transportation (CRAFT), a group of four MPOs and two RPOs in the Charlotte region, created to facilitate regional transportation planning in the greater Charlotte area. Through CRAFT, CRTPO frequently coordinates with Gaston-Cleveland-Lincoln MPO (GCLMPO), Rock Hill - Fort Mill Area Transportation Study (RFATS), and Cabarrus -Rowan MPO (CRMPO) on the development of their MTPs, plans and coordination on regional projects that affect numerous MPOs. Current regional initiatives CRTPO is coordinating on include Beyond 77 and CONNECT Beyond.
2	11/23/2020	Lei Zhu	Research opportunities for ITS, smart infrastructure, and mobility systems.	The scenario planning initiative within the 2050 MTP considered impacts of connected and autonomous vehicles on the transportation network within the region. CRTPO will continue to study ITS and smart infrastructure over the next couple years in coordination with surrounding MPO's through the CRAFT organization.
3	11/24/2020	Bryan Holladay	Does this effort compliment the Charlotte Moves recommendations and planning?	The project team is coordinating with the Charlotte MOVES task force and several other regional initiatives. The recommendations from 2050 MTP will consider several of the other ongoing planning initiatives in the region.
4	11/25/2020	Robert LeValley	Street traffic flow in Davidson. Emergency evacuation and congestion	The Town of Davidson adopted the Davidson Mobility Plan in 2019 to provide a town-wide vision for projects, policies, and programs that will manage congestion and improve multimodal travel within and through the town. New connections identified in the Davidson Mobility Plan were subsequently incorporated into the CRTPO Comprehensive Transportation Plan (CTP).
5	11/30/2020	Bill Thunberg	How can the public influence project selection?	During the public comment period, the public was encouraged to view the interactive project map on the website and comment on or add projects they would like to see within the region. Residents can continue to email comments from the website (2050mtp.org) throughout the project. There will be an opportunity for public comment on the draft fiscally constrained project list during Summer 2021 to ensure their transportation priorities are included in the 2050 MTP.
6	11/30/2020	Mark loflin	NCDOT participation and the effect covid has or will have on the 2050 plan	The project team is considering COVID impacts, changes in travel patterns, traffic volume and reduced funding in developing the planning assumptions for the 2050 MTP. Staff has coordinated with NCDOT regarding short and long-term funding assumptions as part of the MTP's financial plan.
7	11/30/2020	Elyas Mohammed	Environmental issues with new projects and what is being considered by CRTPO to protect environmental issues.	The project ranking criteria for the 2050 MTP ranks projects based upon their potential impact on Environmental Justice communities, as well as impacts to Natural Resources, Historic Resources, and Community Resources. Projects that have a negative impact to the natural and built environment will not receive favorable scores within Tier 2 of the CRTPO's roadway project ranking criteria.
8	11/30/2020	Yancey Fouche	COVID impacts on regional priorities and/or major project timelines.	The project team is considering COVID impacts, changes in travel patterns, traffic volume and reduced funding in developing the planning assumptions for the 2050 MTP.
9	11/30/2020	Tobe Holmes	Comments have been edited for brevity. A full version of the comments can be made available upon request. "Will Travel Demand Management (TDM) play a larger role in the 2050 MTP, even if success means reducing VMT's and further reducing revenues through the fuel tax?"	The scenario planning initiative within the 2050 MTP considered the impact of Connected and Autonomous Vehicles (CAV) as well as teleworking trends in an effort to understand the impacts of Transportation Demand Management (TDM) for the 2050 MTP. The CONNECT Beyond regional transit study will develop a TDM plan for the entire region. CRTPO will incorporate the relevant TDM recommendations within the 2050 MTP.
10	11/30/2020	Renee Gledhill-Earley	Effects on built environment and sprawl created by plans.	The scenario planning initiative within the 2050 MTP considered the impacts of various growth and development patterns, from widespread sprawl to compact centralized centers, throughout the region.
11	12/1/2020	Alece Alexander	Will placement be provided for the people who are displaced?	The 2050 MTP is a long-range plan to identify the transportation priorities throughout the region. The CRTPO is not the entity responsible for constructing transportation projects. NCDOT or local jurisdictions are required to follow state and federal government laws, statutes, rules and regulations when the purchase of private property to construct a transportation project on a public facility. the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 ensure that persons displaced as a direct result of Federal or federally-assisted projects are treated fairly, consistently, and equitably so that such displaced persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. The state or local agency constructing the project must treat all property owners with impartiality, fully explain all legal rights, pay just compensation in exchange for property rights and furnish relocation assistance, if needed.
12	12/1/2020	Maureen Gilewski	How this collaboration will be streamlined to avoid duplication and subsequent waste in light of the multiple regional initiatives.	The planning effort for the 2050 MTP will involve ongoing coordination with the other current regional studies.
13	12/2/2020	LASHAY MCCOY	How far geographically would this impact?	CRTPO planning area includes Iredell and Mecklenburg counties, as well as the western portion of Union County.
14	12/2/2020	Mattie Marshall	How will we fund the projects? Is the CityLYNX Gold Line Phase 3 included in the Plan?	Funding for transportation improvements in North Carolina are largely driven by the Strategic Transportation Investments legislation which is a mechanism for allocating federal and state transportation funds through a quantitative process. The proposed investments recommended in the 2050 MTP may not exceed anticipated future federal and state revenues over the life of the plan. CRTPO coordinates with the transit providers throughout the planning area to identify their project priorities throughout the life of the 2050 MTP. Projects such as the CityLYNX Gold Line phase 3 must have state and federal funding secured to be included within the fiscally constrained element of the 2050 MTP financial plan.
15	12/2/2020	Tracy Hamm	Comments have been edited for brevity. A full version of the comments can be made available upon request. "I would ask for your consideration in nominating R-4441 as part of the 2050 MTP planning process." ("The U.S. 74 freeway conversion project in eastern Union County, or R-4441, a southern bypass of Marshville from the eastern terminus of the Monroe Expressway to the Anson County line.") "For the Union/Anson segments I would like to see the tolled expressway extended to Interstate 74 in Rockingham."	Thank you for your comment.

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16	12/3/2020	Anthony, (Tony) Calabro	Comments have been edited for brevity. A full version of the comments can be made available upon request. "Following past success stories for NC to thrive it must have a rapid transit system to move people from city centers to the suburbs." "We need an automated high speed rail system from Statesville to the city of Charlotte, and then it needs to be expanded to Raleigh, and Durham, with network to major cities. As business is attracted tax dollars from companies, and income from wage earners, as well as supporting small business will help pay for the bonds that are issued to help pay for the construction, as well as federal dollars. Buses will take care of the outlying areas."	Thank you for your comment.
17	12/4/2020	Allen Nelson	Low cost, near term ped and bike connections, and smart land acquisition purchases to ensure future connectivity options before they simply are not possible due to land fully built out.	The 2050 MTP is a long-range transportation plan and typically does not address low-cost, short-term bicycle and pedestrian connections. Low cost, near-term priorities are typically addressed through the CRTPO's discretionary project program, where local jurisdictions can apply for federal funding to assist in the funding of roadway, bicycle/pedestrian, and transit projects.
18	12/4/2020	Eric Wasson	Taxes. Will they be increased to pay for new projects?	Funding for transportation improvements in North Carolina are largely driven by the Strategic Transportation Investments legislation which is a mechanism for allocating federal and state transportation funds through a quantitative process. The proposed investments recommended in the 2050 MTP may not exceed anticipated future federal and state revenues over the life of the plan.
19	12/5/2020	Christine Sheil	How do you define "sustainability" for the purposes of this plan?	The first goal within the updated goals and objectives for the 2050 MTP directly addresses the sustainability of the transportation system within the CRTPO. The goals and objectives are used to guide the development of the 2050 MTP, but also serve as the CRTPO's overall organizational goals throughout the next four years. Sustainability within the realm of the 2050 MTP will emphasize maintenance of the existing transportation system, while investing in infrastructure that is safe and can accommodate technological advances within the transportation industry.
20	12/7/2020	DEREK PARTEE	The Light Rail Northern extension future plan.	CRTPO coordinates with the transit providers throughout the planning area to identify their project priorities throughout the life of the 2050 MTP. New fixed guideway projects must have state and federal funding secured to be included within the fiscally constrained element of the 2050 MTP financial plan. The MTP considers all surface transportation modes, including bus and rail public transportation options. CATS leads the light rail and/or commuter rail studies and potential projects in the planning area.
21	12/11/2020	Derrel Poole	What are the Transportation projects that are being proposed?	Member jurisdictions will submit candidate projects from the Comprehensive Transportation Plan (CTP) or the 2045 MTP to be considered in the 2050 MTP. Projects will be reviewed, ranked and prioritized to be included in the 2050 MTP, based on coordination, project evaluation and anticipated funding over the next 20+ years.
22	12/11/2020	Ray Thompson	Will the plan address roadway capacity as affected by the current increase in and projected growth of new housing?	The scenario planning initiative within the 2050 MTP considered the impacts of various growth and development patterns, from widespread sprawl to compact centralized centers, on the region's transportation network. Federal guidance encourages the use of scenario planning as a technical analysis tool to better integrate transportation and land use planning decisions.
23	12/11/2020	Chris Younger	Will you be addressing the concept of and planning for 20-minute neighborhoods?	Compact redevelopment strategies, which include the concept of 20 minute neighborhoods were one of the scenarios analyzed within the 2050 MTP to understand the impact on the transportation system.
24	12/11/2020	Marilyn Wells	Understand the master plan and how transportation will improve and evolve over next decade.	The MTP prioritizes projects to enhance connectivity, improve safety, support land use plans, and provide mobility choices throughout the planning area. The plan is updated every four years, in order to represent a current outlook of what is needed to accommodate future growth.
25	12/11/2020	Dana Draa	My focus is on individuals with disabilities and how they are being included in the planning process	CRTPO is committed to providing full access to the public to provide input on federally required plans and programs. Because of the importance of an all-inclusive outreach program that ensures compliance with Title VI, Environmental Justice, LEP, and the Americans with Disabilities Act of 1990, CRTPO places emphasis on efforts to reach traditionally underserved or underrepresented segments of the region's population utilizing an extensive database maintained by staff.
26	12/12/2020	Donald Moore	Independence Boulevard and Albemarle Road Corridors any and all future plans for transportation improvements.	An NCDOT project is in development to improve Independence Boulevard (US 74) between I-277 and I-485 by upgrading the corridor to an expressway, removing at-grade intersections, constructing express lanes, and improving parallel routes. Real estate acquisition for this project could begin in 2022, and the construction of this project will occur throughout the next 5-15 years. Several roadway improvement projects were identified along the Albemarle Road corridor between Central Avenue and I-485 as part of the 2045 MTP (adopted in 2018). The CRTPO is in the process of coordinating with the City of Charlotte to determine if these projects should be re-evaluated as part of the 2050 MTP. If the projects are re-evaluated, they will be prioritized based upon their score and the amount of NCDOT funding available to construct these improvements.
27	12/14/2020	Meg Fencil	How will the 2050 MTP support the ability of residents to walk, bike, and ride transit across the region?	The MTP considers all surface transportation modes (roadway, bicycle, pedestrian, transit and freight) throughout the three-county planning area while also thinking about impacts to the environment, the economy, public health, and overall quality of life.
28	12/14/2020	Juan Penaranda	Westerly hills neighborhood, future public transportation, new walking trails, and new construction in Westerly hills.	During the public comment period, the public was encouraged to view the interactive project map on the website and comment on or add projects they would like to see within the region. Residents can continue to email comments from the website (2050mtp.org) throughout the project. There will be an opportunity for public comment on the draft fiscally constrained project list during Summer 2021 to ensure their transportation priorities are included in the 2050 MTP.
29	12/14/2020	Debra Franklin	The role of the transportation worker	The project team encourages public participation throughout the MTP process, whether someone is a transportation professional, resident, business owner or interested stakeholder. Members of the public are encouraged to visit the website to view the 2050 MTP schedule and opportunities for input.
30	12/14/2020	Vivian Lord	What is in the plan to address the huge deficit of bus routes, sidewalks etc... in the far east where developers are completely out of control	The MTP considers all surface transportation modes (roadway, bicycle, pedestrian, transit and freight) throughout the three county planning area while also thinking about impacts to the environment, the economy, public health, and overall quality of life.

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31	12/14/2020	Mary Wright	Businesses that will assist in coordinating with the transportation plan.	The project team encourages public participation throughout the MTP process, whether someone is a transportation professional, resident, business owner or interested stakeholder. Members of the public are encouraged to visit the website to view the 2050 MTP schedule and opportunities for input.
32	12/14/2020	Mary Ellen McKay	How this will impact the Westerly Hills community?	During the public comment period, the public was encouraged to view the interactive project map on the website and comment on or add projects they would like to see within the region. Residents can continue to email comments from the website (2050mtp.org) throughout the project. There will be an opportunity for public comment on the draft fiscally constrained project list during Summer 2021 to ensure their transportation priorities are included in the 2050 MTP.
33	12/15/2020	David Kloth	Transportation infrastructure and traffic congestion. How can we slow development, primarily residential development, until our roads and highways catch up with the traffic we already have?	The scenario planning effort within the 2050 MTP has tested a compact development scenario on the transportation system. Municipalities within the CRTPO have the ultimate impact over growth and development through the administration of their land use plans and zoning ordinances.
34	11/30/2020 12/17/2020	John Galles	Comments have been edited for brevity. A full version of the comments can be made available upon request. How can CRTPO be expanded to become an eight or nine county regional transportation authority? How will it change from the results of the 2020 census? "Why are we not seeking a broader regional planning organization that encompasses all 9 or 12 counties? Why don't we seek a regional transportation authority?" "With the new 2020 census, why not apply for a more inclusive group of counties that support the entire region?"	Consolidation or amendment to an MPO's planning area boundary is a complex, political process. If the four MPOs in the Charlotte metropolitan area wanted to pursue consolidation, it would require approval by each MPO's policy board of elected officials, the lead planning agency for each MPO (CRTPO's lead planning agency is the City of Charlotte, for example), State DOT (NCDOT/SCDOT), and ultimately the Governor or his designed. To reduce the possibility of problems emerging from having multiple transportation planning organizations in the region, the Charlotte Regional Alliance for Transportation (CRAFT) was formed in 1999 to enhance communication among the four MPOs and the Rocky River RPO, promote awareness of regional concerns, and to provide a forum in the Charlotte region that addresses significant common issues. CRAFT participating MPOs and RPO frequently coordinate on regional planning studies, in the development of regional themes within the MTP, and as part of the Transportation Improvement Program (TIP) where regional projects affect multiple organizations.
35	12/17/2020	Greg Phipps	How are efforts progressing in working with adjacent TPOs to address mutual transportation challenges unique to the broader region, eg Cabarrus, Gaston?	CRTPO is a member of Charlotte Regional Alliance for Transportation (CRAFT), a group of four MPOs and two RPOs in the Charlotte region, created to facilitate regional transportation planning in the greater Charlotte area. Through CRAFT, CRTPO frequently coordinates with Gaston-Cleveland-Lincoln MPO (GCLMPO), Rock Hill - Fort Mill Area Transportation Study (RFATS), and Cabarrus -Rowan MPO (CRMPO) on the development of their MTPs, plans and coordination on regional projects that affect numerous MPOs.
36	12/17/2020	Vivian Lord	While I understand the need to plan around loft goals, as a citizen in the Far East part of Charlotte (Reedy Creek is primary boundary), I see massive development with no concern/planning surrounding roads, sidewalks, bus lines, etc.... When I go to your website, etc... will I see any indication that you know we exist?	The MTP considers all surface transportation modes (roadway, bicycle, pedestrian, transit and freight) throughout the three county planning area while also thinking about impacts to the environment, the economy, public health, and overall quality of life. Members of the public are encouraged to visit the website (2050mtp.org) to view the 2050 MTP schedule and opportunities for input.
37	12/17/2020	Anonymous Attendee	Comments have been edited for brevity. A full version of the comments can be made available upon request. "How do you plan to use your goals to improve the bus system in our communities?" "How do we plan to overcome these outlooks [public transit perceptions]and encourage people of all classes to use the bus, or other modes of public transportation? Do you think there is a possibility to make our bus system as efficient as other big cities like Denver, NYC, or London?"	CRTPO coordinates with CATS to identify the long-term transit needs within the region. A goal of the 2050 MTP is to promote an integrated, accessible, multimodal transportation system. To realize this goal, the plan includes multiple objectives which will be measured and tracked over the life of the plan.
38	12/17/2020	Maureen Gilewski	How do we get the buy-in for "togetherness" from our residents that good quality multi-modal transportation is essential for our region; that it will impact our region's quality of life and economic success within the SE Region?	The second goal within the updated goals and objectives for the 2050 MTP is to promote an integrated, accessible, multimodal transportation system within the CRTPO. The goals and objectives are used to guide the development of the 2050 MTP, but also serve as the CRTPO's overall organizational goals throughout the next four years. Integration within the realm of the 2050 MTP will emphasize improving network connectivity, provision of affordable and convenient public transit services, and to provide safe bicycle and pedestrian accommodations between residential areas and activity centers.
39	12/17/2020	Julie Eiselt	Comment: People may choose to ride the bus if there are bus rapid transit or queue jumper lanes that will get people from pt. A to B faster as they pass people sitting in traffic!	Thank you for your comment.
40	12/17/2020	Shree Ganesan	Comment: A big part of Charlotte's population is immigrant, naturalized citizens. Their familiarity to use of bus and train as transit can be a big asset and potential for branding.	Thank you for your comment.