

**2045 MTP Fiscally Constrained Project List  
Comments Received From Online Interactive Map  
During Public Comment Period (July 20 - August 30)**

| Count | 2045 MTP ID | Project Name                             | Horizon Year | Zip Code | Comment   | Response   |
|-------|-------------|--|--------------|----------|---|--|
| 1     | 3           | Old Mountain Road Sidewalk               | 2025         | 28166    | Extra traffic lanes needed from East Monbo to Main St. This is an urgent need that should be addressed before walkways are established.   | Thank you for your comment. The 2045 MTP draft fiscally constrained project list includes widening of Old Mountain Road to 4 lanes, with median, wide outside lanes and sidewalks from North Main Street to Buffalo Shoals Road. |
| 2     | 3           | Old Mountain Road Sidewalk               | 2025         | 28678    | Urgent need to extend a traffic lane on Old Mountain from East Monbo Rd to Hwy 115.   | Thank you for your comment. The 2045 MTP draft fiscally constrained project list includes widening of Old Mountain Road to 4 lanes, with median, wide outside lanes and sidewalks from North Main Street to Buffalo Shoals Road. |
| 3     | 13          | Mallard Creek Church Road Multi-Use Path | 2025         | 28262    | The bike lanes on Mallard Creek Church Rd are ridiculous, with cars averaging 50+ mph. So an off-road trail is needed. This section of Mallard Creek Church has hardly any buildings and no residents on the south side. So maybe a path/trail/route should be north of this road to serve residents, using Arbors Drive or Galloway.   | Thank you for your comment. It will be provided to the Charlotte DOT and Mecklenburg Park and Rec staff for their information as project planning progresses.  |
| 4     | 13          | Mallard Creek Church Road Multi-Use Path | 2025         | 28262    | I agree with both the comments about a Harris Blvd trail, as well as extending this to Senator Royall. These will get decent foot-traffic from the homeowners and various Run groups coming out of the RFYL there in addition to the local F3 running group. The King Tiger 5k route also goes through this proposed section.   | Thank you for your comment. It will be provided to the Mecklenburg Park and Rec staff for their information as project planning progresses.  |
| 5     | 13          | Mallard Creek Church Road Multi-Use Path | 2025         | 28268    | This needs to be done along Harris Blvd as well going towards the Davis Lake area and surrounding neighborhoods.  | Thank you for your comment. It will be provided to the Mecklenburg Park and Rec staff for their information as project planning progresses.  |
| 6     | 13          | Mallard Creek Church Road Multi-Use Path | 2025         | 28269    | This what NCDOT should be looking at for Harris Blvd as well. Would like to see this extend to Senator Royall as the Arbors shopping center is a prime spot for pedestrians. Many home owners behind the Arbors walk to the shops there. Adding another, safe option to walk W MCC Rd would increase foot traffic and provide an alternative option to residents of the area.   | Thank you for your comment. It will be provided to the Meck Park and Rec staff for their information as project planning progresses.   |
| 7     | 14          | Barton Creek Greenway                    | 2025         | 28262    | The point shown on the map is a highly significant greenway project, but title and description are incorrect. This is where we have a short unpaved section in what is currently one of the longest greenways in the city. It should get paved as soon as possible to improve connectivity for commuting to Research Park employers as well as recreational riders. Wrong Map location and wrong description (or the wrong title). Barton Creek is on the other side of RT 85 (see Barton Creek Drive off Tryon). This greenway is a connector from Mallard Creek Greenway to JW Clay Blvd, which would connect significant apartment and condo housing areas as well as two major retail areas to the Greenway system. | Thank you for your comment. It will be provided to the Meck Park and Rec staff for their information as project planning progresses.   |
| 8     | 14          | Barton Creek Greenway                    | 2025         | 28268    | These 3 free ways should definitely be connected.   | Thank you for your comment.  |
| 9     | 14          | Barton Creek Greenway                    | 2025         | 28269    | Greenways are a cost effective way to connect communities and provide transportation options.   | Thank you for your comment.  |
| 10    | 14          | Barton Creek Greenway                    | 2025         | 28269    | The greenways are wonderful, and we need more of them. We use them constantly.  | Thank you for your comment.  |
| 11    | 14          | Barton Creek Greenway                    | 2025         | 28207    | Greenways should be expanded as much as possible. They increase connectivity, and allow members of the community to use alternative modes of transport. My family uses them constantly for leisure, to commute, and to run errands. It allows us, and many others, to reduce our dependence on cars.  | Thank you for your comment.  |
| 12    | 15          | Sunset Road Sidewalks                    | 2025         | 28212    | sidewalks encourage community members to walk / ride more   | Thank you for your comment.  |
| 13    | 15          | Sunset Road Sidewalks                    | 2025         | 28207    | Increasing walkability is important throughout the city!  | Thank you for your comment.  |
| 14    | 16          | Nevin Road Sidewalks                     | 2025         | 28212    | Sidewalks will provide a more walkable community and encourage the community to bike and/or walk walk   | Thank you for your comment.  |
| 15    | 17          | Toby Creek Greenway Phase II             | 2025         | 28262    | Most of the trail on UNCC already exists; it just doesn't connect well at the Tryon end (stairs). Need to re-assess the \$2M cost estimate. Map is out of date for UNCC, not showing the new bridge and bike lanes that cover part of this project.   | Thank you for your comment. It will be provided to Mecklenburg County Park & Recreation staff.   |
| 16    | 17          | Toby Creek Greenway Phase II             | 2025         | 28262    | I cannot wait for more more trails, including trails that connect to places to eat. Running/cycling and ending at a restaurant sounds wonderful!  | Thank you for your comment.  |
| 17    | 18          | Stewart Creek Greenway                   | 2025         | 28208    | This seems like a no brainer - extend an already popular greenway into an adjacent park with no impact to existing roads. All for it!!  | Thank you for your comment.  |
| 18    | 18          | Stewart Creek Greenway                   | 2025         | 28210    | Definitely need more safe ways to bike and walk around Charlotte. This helps our city's accessibility for those without a car, and for recreational cyclists as well. It contributes to our health and the economic progress of Charlotte.  | Thank you for your comment.  |

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| 19    | 19          | Matheson Avenue Bike Lanes                    | 2025         | 28205    | Matheson south of the Plaza is already easy to navigate by bike. Protected lanes north of The Plaza through to N. Trying would be more useful.   | Thank you for your comment. It will be forwarded to the Charlotte DOT Bicycle Coordinator   |
| 20    | 19          | Matheson Avenue Bike Lanes                    | 2025         | 28205    | This is a perfect opportunity to create protected bike lanes!  | Thank you for your comment.   |
| 21    | 19          | Matheson Avenue Bike Lanes                    | 2025         | 28205    | Would love to see the bike lanes protected and make sure project goes all the way to The Plaza with safe crossing to continue along Matheson as well   | Thank you for your comment. It will be forwarded to the Charlotte DOT Bicycle Coordinator   |
| 22    | 20          | Irwin Creek Bikeway                           | 2025         | 28210    | Definitely need more safe ways to bike around Charlotte. This helps our city's accessibility for those without a car, and for recreational cyclists as well. It contributes to our health and the economic progress of Charlotte.  | Thank you for your comment.   |
| 23    | 21          | Little Sugar Creek Greenway Charlotte         | 2025         | 28205    | Completing these connections for the Cross Charlotte Trail will provide so much value by connecting more neighborhoods together, and extending the recreational and transportation opportunities to so many more people. In combination with the bike lanes planned for Parkwood, this greenway will be able to be accessed by so many communities that have no connection to the trail today.   | Thank you for your comment.   |
| 24    | 21          | Little Sugar Creek Greenway Charlotte         | 2025         | 28262    | Hasn't the Cordelia Park section of the greenway already been constructed? I ran some form of trail to Cordelia Park the other week, although these segments that link the currently existing Trail at 7th & Kings to Alexander Park would be nice. Crossing under 277 on 12th street to get to the other segment may get me run over one day.   | Thank you for your comment. It will be passed on to City of Charlotte staff and Mecklenburg County Park & Recreation staff working on the Cross Charlotte Trail.  |
| 25    | 21          | Little Sugar Creek Greenway Charlotte         | 2025         | 28210    | Definitely need more safe ways to bike and walk around Charlotte. This helps our city's accessibility for those without a car, and for recreational cyclists as well. It contributes to our health and the economic progress of Charlotte.   | Thank you for your comment.   |
| 26    | 21          | Little Sugar Creek Greenway Charlotte         | 2025         | 28204    | This would be fantastic to connect the existing greenway south to Park Rd Shopping center to the north. However, I'm not sure along Central in to 7th makes sense? Is there not a way under the bridges and overpasses? I know a bike bridge has been talked about and would be amazing and wish that could have been included with the MLS package at Memorial Stadium. Obviously, cost an issue. There just has to be a better way through the spaghetti map to connect the two greenways. | Thank you for your comment. It will be passed on to City of Charlotte staff and Mecklenburg County Park & Recreation staff working on these projects.   |
| 27    | 21          | Little Sugar Creek Greenway Charlotte         | 2025         | 28207    | Greenways should be expanded as much as possible. They increase connectivity, and allow members of the community to use alternative modes of transport. My family uses them constantly for leisure, to commute, and to run errands. It allows us, and many others, to reduce our dependence on cars.   | Thank you for your comment.   |
| 28    | 21          | Little Sugar Creek Greenway Charlotte         | 2025         | 28277    | I fully support extension on the greenway in Charlotte. Great place to run, walk, and bike across the City   | Thank you for your comment.   |
| 29    | 22          | Charlotte B-Cycle                             | 2025         | 28210    | I support expansion of B-cycle!  | Thank you for your comment. Please note that the CRTPD has supported Charlotte B-Cycle by allocating both Congestion Mitigation & Air Quality (CMAQ) funds and Transportation Alternatives Program (TAP) funds to this program. |
| 30    | 27          | Little Sugar Creek Greenway South Mecklenburg | 2025         | 28210    | I think we need more projects like this to increase the mobility for folks that do not drive. Make Charlotte more pedestrian friendly.   | Thank you for your comment.   |
| 31    | 27          | Little Sugar Creek Greenway South Mecklenburg | 2025         | 28210    | This project is important as it will connect the south of Charlotte with Uptown  | Thank you for your comment.   |
| 32    | 27          | Little Sugar Creek Greenway South Mecklenburg | 2025         | 28207    | Greenways should be expanded as much as possible. They increase connectivity, and allow members of the community to use alternative modes of transport. My family uses them constantly for leisure, to commute, and to run errands. It allows us, and many others, to reduce our dependence on cars. We can't wait until we can ride all the way to SC!  | Thank you for your comment.   |
| 33    | 28          | Four Mile Creek Greenway                      | 2025         | 28173    | Greenways are a great thing any place if they can be built and MAINTAINED and SECURE!  | Thank you for your comment.   |
| 34    | 30          | McAlpine Creek Greenway                       | 2025         | 28277    | More greenway please!!   | Thank you for your comment.   |
| 35    | 30          | McAlpine Creek Greenway                       | 2025         | 28277    | Love the Greenway  | Thank you for your comment.   |
| 36    | 34          | Waxhaw Bicycle and Pedestrian Enhancement     | 2025         | 28173    | Improvements ALL along Waxhaw Marvin north to New Town/Marvin/Marvin School are recommended as these are heavily used by bikers and motorists.   | Thank you for your comment.   |
| 37    | 1016        | Old Mountain Rd                               | 2045         | 28678    | Urgent need to extend a traffic lane on Old Mountain from East Monbo Rd to Hwy 115.  | Thank you for your comment.   |
| 38    | 1016        | Old Mountain Rd                               | 2045         | 28166    | Improvements needed from Each Monbo to 21 to help with school traffic. Four Lanes with a sidewalk too much for this area unless there is extreme growth in business and industrial.  | Thank you for your comment. It will be provided to the Town of Troutman and NCDOT staff responsible for the design elements of this project.  |

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| 39    | 1016        | Old Mountain Rd      | 2045         | 28166    | Improvements are needed especially during school hours, but 4 lanes may be excessive for the length proposed.   | Thank you for your comment. It will be provided to the Town of Troutman and NCDOT staff responsible for the design elements of this project.  |
| 40    | 1021        | Southwest Bypass     | 2035         | 28166    | I feel that Northeast Bypass would alleviate traffic on 21 while keeping the cars close to 77 for easy access. Utilize Perry Road to Murdock Road.  | Thank you for your comment. It will be provided to the Town of Troutman and NCDOT staff responsible for the planning of future connections in Troutman.   |
| 41    | 1021        | Southwest Bypass     | 2035         | 28166    | This is part of the Southwest Bypass that would be detrimental to Daveste Vineyard, the historic properties along Troutman Farm Rd, and the rural areas in between. Bypassing the downtown would also be detrimental to our business community. The traffic improvements to Highway 21 should benefit downtown and eliminate the need for this destructive bypass.                                  | Thank you for your comment. It will be provided to the Town of Troutman and NCDOT staff responsible for the planning the roadway design decisions in Troutman.  |
| 42    | 1021        | Southwest Bypass     | 2035         | 28166    | I also feel a northeast bypass using Perry Rd and Murdock would be better. This would keep traffic closer to industrial area and I77. Would not be running a major roadway through areas that are more rural as well as disrupting agricultural areas such as Daveste. Would prefer improvements to 21 corridor to keep traffic within the town to promote business.                                | Thank you for your comment. It will be provided to the Town of Troutman and NCDOT staff responsible for the planning of future connections in Troutman.   |
| 43    | 2060        | Monroe-Weddington Rd | 2045         | 28173    | No problem with concept except the timing is too late. Please advance.  | The project has been recommended for the 2045 horizon year as a function of its MTP score and estimated cost. CRTPO recognizes the importance of this project and will continue to work with Union County and NCDOT to identify funding opportunities to advance it.  |
| 44    | 2063        | US 601               | 2035         | 28110    | This is much needed, as commercial and residential traffic increase in this corridor, and it is soon to be the main corridor from downtown Monroe to the new expressway. This area is also dangerous for the high amount of homes directly off 601, and having no traffic controlling fixtures such as stoplights for about 3 miles, so traffic flows in long continuous streams during peak hours. | Thank you for your comment.   |
| 45    | 2066        | Charlotte Ave        | 2025         | 28110    | This has a personal impact on my property, where can I obtain further information?  | Planning and environmental work have not yet begun on this project to determine the impacts to personal property. Your comment will be forwarded to NCDOT.  |
| 46    | 3029        | Old Statesville Rd   | 2045         | 28262    | Bike lanes on a 4-lane highway should be dropped from the city design standards. They will never be used. If you are building highways and connectors, use off-road shared use trails.  | Thank you for your comment. It will be provided to Huntersville and NCDOT staff responsible for pedestrian and bicyclist safety.  |
| 47    | 3029        | Old Statesville Rd   | 2045         | 28268    | This road definitely needs to be widened to accommodate school traffic and morning and evening rush hours.  | Thank you for your comment.   |
| 48    | 3036        | Old Statesville Rd   | 2045         | 28269    | This would make this road more usable for pedestrians. Currently it is very unsafe.   | Thank you for your comment.   |
| 49    | 3036        | Old Statesville Rd   | 2045         | 28269    | Can't wait.   | Thank you for your comment.   |
| 50    | 3045        | Old Statesville Rd   | 2045         | 28262    | Bike lanes on a 4-lane highway should be dropped from the city design standards. They will never be used. If you are building highways and connectors, use off-road shared use trails.  | Thank you for your comment. It will be provided to Huntersville and NCDOT staff responsible for pedestrian and bicyclist safety.  |
| 51    | 3045        | Old Statesville Rd   | 2045         | 28269    | Like the Statesville Rd. project, this one is very important as a way to reduce the congestion on I-77 (and provide a route free from tolls).   | Thank you for your comment.   |
| 52    | 3045        | Old Statesville Rd   | 2045         | 28269    | Can't wait.   | Thank you for your comment.   |
| 53    | 3050        | Statesville Rd       | 2035         | 28262    | Bike lanes on a 4-lane highway should be dropped from the city design standards. They will never be used. If you are building highways and connectors, use off-road shared use trails.  | Thank you for your comment. The most appropriate bicycle accommodations for the corridor will be evaluated in the planning process once this project is funded within the Transportation Improvement Program. Vehicular traffic and average vehicle speeds will be taken into account when recommending bicycle accommodations. |
| 54    | 3050        | Statesville Rd       | 2035         | 28078    | This stretch needs to be a "complete streets" model; safely and comfortably accommodate all modes   | The CRTPO assumes a complete streets approach to all non-freeway facilities.  |
| 55    | 3050        | Statesville Rd       | 2035         | 28078    | Highly in favor - I wish we could update all of Huntersville's roads to safely accommodate bike and pedestrian traffic as well. Huntersville is not a safe town for walking/biking in the majority of areas.  | Thank you for your comment.   |
| 56    | 3050        | Statesville Rd       | 2035         | 28269    | Work with CATS to study potential light rail alignment--this is a perfect multimodal boulevard!   | Thank you for your comment. CATS is planning to examine a proposed 25-mile northern rail line from uptown to Iredell County but your comment will be provided to CATS staff for their consideration as project planning progresses.   |
| 57    | 3062        | WT Harris Blvd       | 2035         | 28269    | Congestion on this stretch has lessened since the completion of 485. Sidewalks are much needed with the pedestrian traffic and speeds up to 65+ mph.  | Thank you for your comment. It will be provided to Charlotte DOT and NCDOT staff responsible for pedestrian and bicyclist safety.   |

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| 58    | 3065        | Statesville Rd             | 2045         | 28262    | Bike lanes on a 4-lane highway should be dropped from the city design standards. They will never be used. If you are building highways and connectors, use off-road shared use trails.   | Thank you for your comment. It will be provided to the Charlotte DOT and NCDOT staff responsible for the roadway design elements and pedestrian safety.  |
| 59    | 3065        | Statesville Rd             | 2045         | 28269    | The congestion on I-77 is well-known. This is an important project to provide an alternative route.  | Thank you for your comment.  |
| 60    | 3066        | Brookshire Blvd            | 2035         | 28216    | Please keep as many trees as possible, and use bridges instead of red lights   | Thank you for your comment.  |
| 61    | 3066        | Brookshire Blvd            | 2035         | 28173    | Include the widening to 3 lanes in each direction and shoulders in this project of the bridge over Mt. Island Lake as this will become the next bottleneck.  | CRTPD staff will work with NCDOT and Gaston Cleveland Lincoln MPO staff to determine a logical termini for this project, once the project has been funded in a Transportation Improvement Program. The project limits appear to end at the county line, when in fact this project would likely be carried into Gaston County before tapering back to its existing cross-section. |
| 62    | 3067        | WT Harris Blvd             | 2035         | 28215    | Given the importance of this stretch to access I-85, widening here is necessary. Coupled with the pedestrian/bike greenway, this seems like a sensible and comprehensive solution.   | Thank you for your comment.  |
| 63    | 3067        | WT Harris Blvd             | 2035         | 28269    | Adding lanes to Harris Blvd will only induce additional demand. More emphasis should be put on adding more alternatives like bike lanes and sidewalks, or public transit (CATS responsibility). These options are more effective and more cost effective | Thank you for your comment. It will be provided to the Charlotte DOT, NCDOT staff and CATS responsible for the design elements and planning of proposed projects.  |
| 64    | 3067        | WT Harris Blvd             | 2035         | 28269    | This section of Harris Blvd. is already well over capacity today at peak times. It is imperative that we either have alternative routes via new roads, or increased capacity on this one.  | Thank you for your comment.  |
| 65    | 3068        | I-85 / WT Harris Blvd      | 2045         | 28262    | Also unsafe in the other direction -- need to merge across 4 or more lanes to get into J.W. Clay. There should be signalled lights at the top of all these off-ramps (maybe an interim solution while we wait 20+ years for the diamond exchange).       | Thank you for your comment. It will be provided to the Charlotte DOT and NCDOT staff responsible for the design elements and planning of proposed projects.  |
| 66    | 3068        | I-85 / WT Harris Blvd      | 2045         | 28269    | This interchange is currently unsafe - people have to exit off of I-85 on the right side of Harris Blvd., then cross all the lanes during rush hour to get to IBM Drive just a few hundred feet away. A safer interchange design is important.           | Thank you for your comment. It will be provided to the Charlotte DOT and NCDOT staff responsible for the design elements and planning of proposed projects.  |
| 67    | 3075        | Brookshire Blvd            | 2035         | 28216    | Please keep as many trees as possible, and use bridges instead of red lights   | Thank you for your comment.  |
| 68    | 3082        | Eastern Circumferential Rd | 2045         | 28262    | Do not take away from park land. Buy private property in such a low density part of the city.  | Thank you for your comment. Currently the Eastern Circumferential Road alignment is being examined to minimize impacts to established parks.   |
| 69    | 3082        | Eastern Circumferential Rd | 2045         | 28262    | Not the biggest fan of a section cutting through Reedy Creek Preserve. This will just increase trash and pollution in an area that should be preserved   | Thank you for your comment. Currently the Eastern Circumferential Road alignment is being examined to minimize impacts to established parks.   |
| 70    | 3082        | Eastern Circumferential Rd | 2045         | 28270    | Close coordination with Mecklenburg County Park and Rec will be required during the planning, design and construction phases of this project.  | Thank you for your comment. Coordination and stakeholder involvement is vital to the CRTPD processes.  |
| 71    | 3083        | I-85                       | 2045         | 28012    | The I-485 to southbound I-85 ramp needs improvement. It is the bridge at Sam Wilson that impedes this needed fix.  | Thank you for your comment. It will be provided to the Charlotte DOT and NCDOT staff responsible for the design elements and planning of proposed projects.  |
| 72    | 3083        | I-85                       | 2045         | 28173    | Agree with the previous comment that the merging of the on ramps from I 485 to I 85 SB needs to be eliminated  | Thank you for your comment.  |
| 73    | 3083        | I-85                       | 2045         | 28173    | Agree with the previous comment that the merging of the on ramps from I 485 to I 85 SB needs to be eliminated  | Thank you for your comment.  |
| 74    | 3089        | I-77                       | 2035         | 28078    | Add improved bike and ped infrastructure at each interchange and bridge; these are critical gateways between uptown and west end   | Thank you for your comment. It will be provided to NCDOT staff currently analyzing how the needed improvements to I-77 will be implemented, including ancillary improvements.  |
| 75    | 3089        | I-77                       | 2035         | 28036    | Very congested, need to find funds to construct this sooner  | Thank you for your comment. The NC state law that regulates transportation funding allocations requires Interstate projects to compete for funding throughout NC. There are more needs in the state than funds available to meet them, thus worthy projects can take longer than desired to be built.  |

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| 76    | 3092        | Billy Graham Pkwy | 2045         | 28164    | Billy Graham Parkway cannot handle the amount of traffic coming from four lanes. Before widening this portion, the entire stretch of Billy Graham needs to be improved to handle existing traffic.   | Thank you for your comment.   |
| 77    | 3092        | Billy Graham Pkwy | 2045         | 28012    | Lane improvements at the I-85 interchange will facilitate traffic flow.  | Thank you for your comment.   |
| 78    | 3098        | I-277 (Belk Fwy)  | 2045         | 28262    | Please note that a great way to die is to try and run down 4th street at the 277 inter-change when you actually have the right-of-way verses the cars. In addition to efficient ways to enter/exit 277, may I suggest making the cross-walks more visable to drivers? Or at least make sure the cross-walk light isn't signaling the pedestrian at the same time people turning onto 277 have a green light.   | Thank you for your comment. It will be provided to Charlotte DOT and NCDOT staff responsible for pedestrian safety.   |
| 79    | 3098        | I-277 (Belk Fwy)  | 2045         | 28205    | How about doing something about the outer loop exit off 277/Brookshire at Davidson?  | A comprehensive study of the I-277 loop was recently completed and recommended a series of changes to the roadway's interchanges. The CRTPO, City of Charlotte, and NCDOT are now seeking funding to implement the needed improvements.   |
| 80    | 3098        | I-277 (Belk Fwy)  | 2045         | 28078    | Build pedestrian bridge over I-277 to connect the Rail Trail from South End to Uptown.   | Thank you for your comment. It will be provided to City of Charlotte and Mecklenburg County Park & Recreation staff.  |
| 81    | 3098        | I-277 (Belk Fwy)  | 2045         | 28078    | Improve pedestrian/bike infrastructure at I-277 interchanges ; these are all critical gateways between Uptown, South End and Midtown   | Thank you for your comment. It will be provided to City of Charlotte and Mecklenburg County Park & Recreation staff.  |
| 82    | 3101        | Albemarle Rd      | 2035         | 28203    | Project should fully consider social and financial impact on residential areas and the parks along this proposed expansion. Project should also consider improving movement of people from one side of the highway to other, similar to the greenway culvert happening in the Huntersville area on the I-77 north expansion. The connection to 277 should also be redone in conjunction with this project since this is the main cause for the morning congestion. | Thank you for your comment. It will be provided to the Charlotte DOT and NCDOT staff responsible for the design elements of this project.   |
| 83    | 3102        | I-77              | 2035         | 28036    | Very congested, need to find funds to construct this sooner  | I-77 is a high priority for the CRTPO. The Transportation Improvement Program (TIP) includes some funding for I-77 from Uptown Charlotte to the SC state line, but more resources are needed to completey fund this very expensive project.   |
| 84    | 3102        | I-77              | 2035         | 28217    | The first thing that must be fixed is some of the entrance / exit ramps for I77. Current ramps (such as the one on Woodlawn Rd before S Tryon St) cannot handle current volume of traffic and becomes mixed with traffic simply trying to turn left on S Tryon St.   | I-77 is a high priority for the CRTPO. The Transportation Improvement Program (TIP) includes some funding for I-77 from Uptown Charlotte to the SC state line, but more resources are needed to completey fund this very expensive project.   |
| 85    | 3102        | I-77              | 2035         | 28209    | This portion of I77 can slow traffic considerably. I don't often travel the Interstate but I feel for those that are frequently required to do so  | I-77 is a high priority for the CRTPO. The Transportation Improvement Program (TIP) includes some funding for I-77 from Uptown Charlotte to the SC state line, but more resources are needed to completey fund this very expensive project.   |
| 86    | 3102        | I-77              | 2035         | 28203    | Project should fully consider social and financial impact on residential areas and the parks along this proposed expansion. Project should also consider improving movement of people from one side of the highway to other, similar to the greenway culvert happening in the Huntersville area on the I-77 north expansion. The connection to 277 should also be redone in conjunction with this project since this is the main cause for the morning congestion. | Thank you for your comment. It will be provided to NCDOT staff currently analyzing how the needed improvements to I-77 will be implemented, including ancilliary improvements.  |
| 87    | 3103        | Albemarle Rd      | 2035         | 28215    | This stretch need an additional lane added in either direction. Very congested here.   | Thank you for your comment.   |
| 88    | 3103        | Albemarle Rd      | 2035         | 28079    | This is our main route to work and back. it is extremely congested. I would love to see this improved ASAP, and would suggest an in-the-air fly over highway. thank you for your time, Scott.  | Thank you for your comment. It will be provided to the Charlotte DOT and NCDOT staff responsible for the design elements of this project.   |
| 89    | 3108        | I-485             | 2045         | 28209    | Hopefully additional bridges across the Catawba is somewhere in this corridor plan. Additional development will continue to choke the bridges across on 49, 74, and 85. There needs to be another somewhere in line with West Blvd to gain access to southern Gaston County toward the Daniel Stowe Bontanical Garden area.  | The CRTPO's Comprehensive Transportation Plan (CTP) includes a new river crossing in the area described.  |
| 90    | 3108        | I-485             | 2045         | 28215    | 485 inner started backing up from 85 all the way to 77 over a year ago. It should be moved up to 2025 at a minimum.  | Thank you for your comment. The NC state law that regulates transportation funding allocations requires Interstate projects to compete for funding throughout NC. There are more needs in the state than funds available to meet them, thus worthy projects can take longer than desired to be built. |

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| Count | 2045 MTP ID | Project Name            | Horizon Year | Zip Code | Comment   | Response  |
|-------|-------------|-------------------------|--------------|----------|---|---|
| 91    | 3108        | I-485                   | 2045         | 28216    | We need this now, try driving this during commute times and it adds 30 minutes to my commute because of traffic.  | Thank you for your comment. The NC state law that regulates transportation funding allocations requires Interstate projects to compete for funding throughout NC. There are more needs in the state than funds available to meet them, thus worthy projects can take longer than desired to be built. |
| 92    | 3108        | I-485                   | 2045         | 28273    | 2045 is too far out for this. suggest 2035  | Thank you for your comment. The NC state law that regulates transportation funding allocations requires Interstate projects to compete for funding throughout NC. There are more needs in the state than funds available to meet them, thus worthy projects can take longer than desired to be built. |
| 93    | 3113        | Steele Creek Rd         | 2045         | 28270    | Close coordination with Mecklenburg County Park and Rec. will be required during the planning, design and construction phases of this project. Park and Rec. owns the large property to the north of Fairview, across from Old Sycamore Dr.   | Construction of NC 160, from I-485 to the state line, is scheduled to start in fiscal year 2021 and to be complete by 2024.   |
| 94    | 3116        | Fairview Rd             | 2045         | 28079    | This is our main route to work. unfortunately it is dangerously congested with 18 wheelers, and is a truck route between 485 and 601. Widening would further encourage this and destroy the beauty of country living. If anything it needs more red lights.   | Thank you for your comment. It will be provided to the Mint Hill and NCDOT staff responsible for the roadway design elements and pedestrian safety.   |
| 95    | 3116        | Fairview Rd             | 2045         | 28270    | Close coordination with Mecklenburg County Park and Rec. will be required during the planning, design and construction phases of this project. Park and Rec. owns the large property to the north of Fairview, across from Old Sycamore Dr.   | Thank you for your comment. Coordination and stakeholder involvement is vital to the CRTPD processes.   |
| 96    | 3126        | I-77                    | 2035         | 28215    | This project should have happened 3 years ago. The area stays bottle necked constantly and adds congestion to the Steele Creek network, especially 485 and 160.   | Thank you for your comment. The NC state law that regulates transportation funding allocations requires Interstate projects to compete for funding throughout NC. There are more needs in the state than funds available to meet them, thus worthy projects can take longer than desired to be built. |
| 97    | 3126        | I-77                    | 2035         | 28036    | Very congested, need to find funds to construct this sooner   | Thank you for your comment. The NC state law that regulates transportation funding allocations requires Interstate projects to compete for funding throughout NC. There are more needs in the state than funds available to meet them, thus worthy projects can take longer than desired to be built. |
| 98    | 3132        | Carowinds Blvd          | 2035         | 28273    | This road is needed to provide additional east/west access from Steele Creek Road to S Tryon St. This would be an improvement over Erwin Road since it has a traffic signal at Steele Creek Road. Continuation west to Shopton Road West may be needed even more as east/west access is more limited. | Thank you for your comment.   |
| 99    | 3133        | S Tryon St              | 2035         | 28215    | As a previous city inspector in this area, the road network cannot support the commercial and residential growth it is experiencing. 49, 160, and Shopton Rd. West all need to be widened within the next 10 years.   | Thank you for your comment. These roadways are planned to be constructed in the State's Transportation Improvement Plan (TIP) and the Charlotte Transportation Action Plan within the next 15-20 years.   |
| 100   | 3133        | S Tryon St              | 2035         | 28278    | Tryon is stopped every morning and evening with rush hour traffic. The population in Steele Creek and Fort Mill has exploded in the past few years and the roads have not kept up. This project should be #1 on the list.   | Thank you for your comment. This project is recommended for improvements in the the Charlotte Transportation Action Plan sooner than 2035.  |
| 101   | 3133        | S Tryon St              | 2035         | 28273    | 2025 would be more reasonable - this area is very congested now. 13 years is too long   | Thank you for your comment. This project is recommended for improvements in the the Charlotte Transportation Action Plan sooner than 2035.  |
| 102   | 3147        | Ballantyne Commons Pkwy | 2035         | 28277    | At Tom Short Rd, if bridge is to be widened/replaced, it is a good opportunity to add bike lanes and sidewalks and lighting and signal improvements/crosswalks. Bikers and joggers are already very active in this area.  | Thank you for your comment. It will be provided to Charlotte DOT and NCDOT staff responsible for pedestrian and bicyclist safety.   |
| 103   | 3147        | Ballantyne Commons Pkwy | 2035         | 28277    | Not until 2035? Wow. That is too bad. If somebody had the foresight to put in sidewalks or trails the full length of BCP, that would have made a big difference.  | Thank you for your comment.   |
| 104   | 3147        | Ballantyne Commons Pkwy | 2035         | 28277    | Please include a crosswalk and traffic light at Four Mile Creek Rd for students that walk to school   | Thank you for your comment. It will be provided to Charlotte DOT and NCDOT staff responsible for pedestrian and bicyclist safety.   |

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| 105   | 3147        | Ballantyne Commons Pkwy | 2035         | 28277    | Wish this could happen sooner -- hopefully widening this stretch of Ballantyne Commons Pkwy will help relieve congestion in this area and provide better connectivity.   | The project is included in the 2018-2027 Transportation Improvement Program and is currently scheduled to begin construction in 2024. It has been placed in the 2035 horizon year of the 2045 MTP because the project will not be completed prior to 2025.  |
| 106   | 3147        | Ballantyne Commons Pkwy | 2035         | 28277    | Would love for this to happen sooner. It would greatly improve the traffic flow in the area.   | The project is included in the 2018-2027 Transportation Improvement Program and is currently scheduled to begin construction in 2024. It has been placed in the 2035 horizon year of the 2045 MTP because the project will not be completed prior to 2025.  |
| 107   | 3147        | Ballantyne Commons Pkwy | 2035         | 28277    | This project would eliminate a bottleneck on Ballantyne Commons Parkway that currently slows down traffic on this major thoroughfare and creates hazards for cyclists and pedestrians. It's time to finish this road.  | The project is included in the 2018-2027 Transportation Improvement Program and is currently scheduled to begin construction in 2024. It has been placed in the 2035 horizon year of the 2045 MTP because the project will not be completed prior to 2025.  |
| 108   | 3147        | Ballantyne Commons Pkwy | 2035         | 28277    | Much needed. The planning of this is much appreciated. Thank you all.  | Thank you for your comment.   |
| 109   | 3147        | Ballantyne Commons Pkwy | 2035         | 28277    | This project is 25 years OVERDUE!! Please hurry!   | The project is included in the 2018-2027 Transportation Improvement Program and is currently scheduled to begin construction in 2024. It has been placed in the 2035 horizon year of the 2045 MTP because the project will not be completed prior to 2025.  |
| 110   | 3147        | Ballantyne Commons Pkwy | 2035         | 28277    | This section of BCP is a bottleneck that needs correcting. It is a backup to all coming from either direction who need to connect south via TS or get to a neighborhood in the section or to the many who pass through from east to west or west to east on BCP. This is part of a major thoroughfare.   | The project is included in the 2018-2027 Transportation Improvement Program and is currently scheduled to begin construction in 2024. It has been placed in the 2035 horizon year of the 2045 MTP because the project will not be completed prior to 2025.  |
| 111   | 3147        | Ballantyne Commons Pkwy | 2035         | 28277    | Much needed widening overdue! Thank you.   | Thank you for your comment.   |
| 112   | 3147        | Ballantyne Commons Pkwy | 2035         | 28277    | Road widening should come BEFORE all the houses/apartment/shopping is approved. Traffic is already horrendous in this area and the development isn't even completed yet!   | As the area has developed, developers have been required to do incremental improvements, but have not addressed the overall corridor mobility.  |
| 113   | 3147        | Ballantyne Commons Pkwy | 2035         | 28277    | I concur with some of the other comments that this widening is long overdue and needs to be done sooner to provide infrastructure to catch up with the population growth   | The project is included in the 2018-2027 Transportation Improvement Program and is currently scheduled to begin construction in 2024. It has been placed in the 2035 horizon year of the 2045 MTP because the project will not be completed prior to 2025.  |
| 114   | 3147        | Ballantyne Commons Pkwy | 2035         | 28277    | The congestion on 485 during rush hour has during Ballantyne Common into a popular alternative for commuters - both in the morning and the afternoon. Growing this road will allow this area to function - especially in an east to west direction - and make south Charlotte a desirable place to live!   | Thank you for your comment.   |
| 115   | 3147        | Ballantyne Commons Pkwy | 2035         | 28277    | I believe this project needs to be accelerated due to the ever increasing level of congestion. It also fails to recognize the need to extend this projected further to the west to connect with Landcaster Highway. The rapid growth and increased density related to the rezoning of properties to conform to the urbanization goals of the city is well advanced. We will see even more growth along the Providence Road area relative to Waverly and ReaFarm will only make this worse. Farms | Planning and environmental work will commence on this project shortly. NCDOT has recognized the importance of this project by accelerating the schedule as much as possible. Completion of the environmental analysis, design, and acquiring right-of-way for are processes that take several years. We will keep the region informed as this project progresses. |
| 116   | 3147        | Ballantyne Commons Pkwy | 2035         | 28277    | These projects should be done BEFORE the expansion. We can't wait that long for these projects. We need them NOW.  | Planning and environmental work will commence on this project shortly. NCDOT has recognized the importance of this project by accelerating the schedule as much as possible. Completion of the environmental analysis, design, and acquiring right-of-way for are processes that take several years. We will keep the region informed as this project progresses. |

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| 117   | 3147        | Ballantyne Commons Pkwy | 2035         | 28277    | 12"pipeline currently being installed along the Robinson school area. The road widening should have taken place prior to pipe laying. Waiting till 2035 for these roadway improvements is unacceptable, especially in light of the tax revenue provided by district 7.. | Ballantyne Commons Parkway is a state-maintained facility, and as such it must compete for funding with other projects in the region through a competitive process known as NCDOT Prioritization. Planning and environmental work will commence on this project shortly. NCDOT has recognized the importance of this project by accelerating the schedule as much as possible. Completion of the environmental analysis, design, and acquiring right-of-way for are processes that take several years. We will keep the region informed as this project progresses. |
| 118   | 3148        | Providence Rd           | 2035         | 28277    | while some sidewalks exist including over the bridge, it would be a good idea to include physical barriers like railings between them and the street to protect pedestrians and bikers  | Thank you for your comment. It will be provided to City of Charlotte and NCDOT staff.   |
| 119   | 3148        | Providence Rd           | 2035         | 28277    | Is pedestrian/bike traffic part of this plan? It needs to be. If people could safely walk/bike over 485 it could do wonders for that area.  | Pedestrian and bicycle transportation is a component of the 2045 MTP. With the exception of limited access freeways, the CRTPO assumes a complete streets approach to all roadway. This means that bicycle and pedestrian improvements are assumed to be a part of each roadway improvement.  |
| 120   | 3148        | Providence Rd           | 2035         | 28270    | dangerous area. needs widening now. Not enough lanes to get onto 485 as well as turning from McKee to Providence. A small fender bender can back up traffic for miles.  | Thank you for your comment.   |
| 121   | 3148        | Providence Rd           | 2035         | 28277    | Providence Road is crowded now, with large developments yet to come on stream. Failure to keep up with traffic growth could choke off economic activity that creates jobs and is a major source of tax revenues for NC.   | The project has been recommended for the 2035 horizon year as a function of its MTP score and estimated cost. CRTPO recognizes the importance of this project and will continue to work with Charlotte and NCDOT to identify funding opportunities to advance it.   |
| 122   | 3148        | Providence Rd           | 2035         | 28277    | This section with the I485 traffic is a choke point going either direction depending on the time of day. It needs expanding now.  | There is a funded project to construct interchange improvements at I-485 and Providence Road that will begin in 2021.   |
| 123   | 3148        | Providence Rd           | 2035         | 28277    | This stretch of Providence Rd is already congested and with the new developments in the area it will likely get worse. We need this road widened sooner than later.   | The project has been recommended for the 2035 horizon year as a function of its MTP score and estimated cost. CRTPO recognizes the importance of this project and will continue to work with Charlotte and NCDOT to identify funding opportunities to advance it.   |
| 124   | 3148        | Providence Rd           | 2035         | 28277    | Growth, growth, growth. The addition of Waverly and Rea Farms, along with the swelling population of Union County off of Providence Rd, will continue to make this area a center of congestion. It is busy now and will only be getting busier.                         | Thank you for your comment.   |
| 125   | 3148        | Providence Rd           | 2035         | 28277    | Yet another too little and too late. The Providence Raod situation is getting worse every day with even more massive developments pending. Couple that with the explosive growth in Union County IE Weddington & Waxhaw and at some point this will be a parking lot    | The project has been recommended for the 2035 horizon year as a function of its MTP score and estimated cost. CRTPO recognizes the importance of this project and will continue to work with Charlotte and NCDOT to identify funding opportunities to advance it.   |
| 126   | 3148        | Providence Rd           | 2035         | 28277    | Road issues are happening NOW. South Charlotteans CANNOT WAIT for 18+ years for roads to catch up, the roads should have b been developed first before the shopping centers & homes. Need in the next 5 years!  | The project has been recommended for the 2035 horizon year as a function of its MTP score and estimated cost. CRTPO recognizes the importance of this project and will continue to work with Charlotte and NCDOT to identify funding opportunities to advance it.   |
| 127   | 3148        | Providence Rd           | 2035         | 28277    | I moved here 22 years ago because it was quite and free of the congestion that it now has. Waiting for 18 years to make improvements that should have been done before these new developments came in is unacceptable. We need this work done now!!                     | The project has been recommended for the 2035 horizon year as a function of its MTP score and estimated cost. CRTPO recognizes the importance of this project and will continue to work with Charlotte and NCDOT to identify funding opportunities to advance it.   |

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| 128   | 3148        | Providence Rd  | 2035         | 28277    | This definitely needs improvement with all the new office and home spaces being built. It can't wait that long   | The project has been recommended for the 2035 horizon year as a function of its MTP score and estimated cost. CRTPO recognizes the importance of this project and will continue to work with Charlotte and NCDOT to identify funding opportunities to advance it. |
| 129   | 3150        | Johnston Rd    | 2035         | 28277    | Can't wait that long!  | Thank you for your comment.   |
| 130   | 3150        | Johnston Rd    | 2035         | 28277    | I think widening to relieve congestion only leads to increasing sprawl.  | Thank you for your comment.   |
| 131   | 3150        | Johnston Rd    | 2035         | 28277    | This needs to be expedited. Timetable is too far into the future. Thank you for your help and support in planning this.  | This project is being recommended for submission to NCDOT in the development of the 2020-2029 Transportation Improvement Program. This is the earliest opportunity to fund a project of this scope.   |
| 132   | 3150        | Johnston Rd    | 2035         | 28277    | This project is OVERDUE by 10 years! Please hurry!   | This project is being recommended for submission to NCDOT in the development of the 2020-2029 Transportation Improvement Program. This is the earliest opportunity to fund a project of this scope.   |
| 133   | 3150        | Johnston Rd    | 2035         | 28277    | This is continuously backed up in both directions as you approach BCP and the state line. The development at the PR West and the Audrey Kell intersections have severely increased usage and require multiple lights to get onto and off of Johnson Road.                                  | This project is being recommended for submission to NCDOT in the development of the 2020-2029 Transportation Improvement Program. This is the earliest opportunity to fund a project of this scope.   |
| 134   | 3150        | Johnston Rd    | 2035         | 28277    | This stretch of Johnston Rd is very important for connectivity in the South Charlotte area. This needs to be completed sooner than later.  | This project is being recommended for submission to NCDOT in the development of the 2020-2029 Transportation Improvement Program. This is the earliest opportunity to fund a project of this scope.   |
| 135   | 3150        | Johnston Rd    | 2035         | 28277    | This would be a huge help for those living and commuting in the area   | This project is being recommended for submission to NCDOT in the development of the 2020-2029 Transportation Improvement Program. This is the earliest opportunity to fund a project of this scope.   |
| 136   | 3151        | Ardrey Kell Rd | 2045         | 28277    | Needs to go further East and West  | Thank you for your comment. The City of Charlotte Transportation Action Plan considers additional improvements along the Ardrey Kell Corridor.  |
| 137   | 3151        | Ardrey Kell Rd | 2045         | 28173    | More traffic requires more lanes and this is a good example. GOOD WEST EAST connections are needed in South CLT  | Thank you for your comment.   |
| 138   | 3151        | Ardrey Kell Rd | 2045         | 28277    | With all of the development in this area, the widening of Ardrey Kell is really needed --sooner than later   | This project is being recommended for submission to NCDOT in the development of the 2020-2029 Transportation Improvement Program. This is the earliest opportunity to fund a project of this scope.   |
| 139   | 3151        | Ardrey Kell Rd | 2045         | 28277    | It's planning like this that will ensure sustainable growth and safety for our families, motivating us all to stay and work here for decades to come. Thank you for your help and support.   | Thank you for your comment.   |
| 140   | 3151        | Ardrey Kell Rd | 2045         | 28277    | This project is 10 years OVERDUE! Please hurry!  | This project is being recommended for submission to NCDOT in the development of the 2020-2029 Transportation Improvement Program. This is the earliest opportunity to fund a project of this scope.   |
| 141   | 3151        | Ardrey Kell Rd | 2045         | 28277    | The increase of traffic coming from Rea across with the development at AK and 521 is already a multiple light wait around Marvin and in the new shopping centers on one end and at Rea and AK on the other. The section after Rea on AK is getting more busy as development has continued. | This project is being recommended for submission to NCDOT in the development of the 2020-2029 Transportation Improvement Program. This is the earliest opportunity to fund a project of this scope.   |
| 142   | 3151        | Ardrey Kell Rd | 2045         | 28277    | Road widening should come BEFORE all the houses/apartment/shopping is approved. Traffic is already horrendous in this area and the development isn't even completed yet!   | This project is being recommended for submission to NCDOT in the development of the 2020-2029 Transportation Improvement Program. This is the earliest opportunity to fund a project of this scope.   |

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| 143   | 3151        | Ardrey Kell Rd                                   | 2045         | 28277    | This is a project that should be accelerated to catch up and to provide the future infrastructure for the housing to come plus the cut through traffic from Indian Land to parts of South Charlotte below 485.  | This project is being recommended for submission to NCDOT in the development of the 2020-2029 Transportation Improvement Program. This is the earliest opportunity to fund a project of this scope. |
| 144   | 3151        | Ardrey Kell Rd                                   | 2045         | 28277    | Very overdue project. The traffic in this area is ridiculous. I don't know why these things aren't considered prior to development  | This project is being recommended for submission to NCDOT in the development of the 2020-2029 Transportation Improvement Program. This is the earliest opportunity to fund a project of this scope. |
| 145   | 3151        | Ardrey Kell Rd                                   | 2045         | 28277    | This is a MUST have...  | Thank you for your comment.   |
| 146   | 3151        | Ardrey Kell Rd                                   | 2045         | 28277    | A MUST - needs to be accelerated.   | This project is being recommended for submission to NCDOT in the development of the 2020-2029 Transportation Improvement Program. This is the earliest opportunity to fund a project of this scope. |
| 147   | 3151        | Ardrey Kell Rd                                   | 2045         | 28277    | With ALL the new housing and commercial projects built and approved widening Audrey Kell needs to be widened NOW The traffic backups at the intersections of Tom Short and especially Rea Road are already a problem  | This project is being recommended for submission to NCDOT in the development of the 2020-2029 Transportation Improvement Program. This is the earliest opportunity to fund a project of this scope. |
| 148   | 3153        | Lancaster Hwy                                    | 2035         | 28173    | This project should be worked with SCDOT. Frontage roads/bridges/tunnels look at Independence 74 east of CLT. This is getting VERY busy and will grow.  | Thank you for your comment.   |
| 149   | 3153        | Lancaster Hwy                                    | 2035         | 28277    | The walmart and construction of shopping centers at AK and 521 make the light at that intersection almost impossible to traverse. Only going to get worse as AK builds out further and 521 fills in.  | This project is being recommended for submission to NCDOT in the development of the 2020-2029 Transportation Improvement Program. This is the earliest opportunity to fund a project of this scope. |
| 150   | E107        | Main St / Shelton Ave                            | 2025         | 28166    | Traffic circles may be more appropriate in the physical downtown area of Troutman at Talley House intersection and the Old Murdock intersection with 21/Main Street. I don't want to lose the greenway to additional traffic lanes.   | Thank you for your comment. It will be provided to the Town of Troutman and NCDOT staff responsible for the design elements of this project.  |
| 151   | E107        | Main St / Shelton Ave                            | 2025         | 28166    | Every effort should be made to improve this road in accordance with the recently adopted Highway 21 Study.  | Thank you for your comment. It will be provided to the Town of Troutman and NCDOT staff responsible for the design elements of this project.  |
| 152   | E107        | Main St / Shelton Ave                            | 2025         | 28166    | Town's most recent traffic study/plan has very good design addressing this corridor. Improvements should be made following this plan.   | Thank you for your comment. It will be provided to the Town of Troutman and NCDOT staff responsible for the design elements of this project.  |
| 153   | E108        | South Main St and Houston Rd / Flower House Loop | 2025         | 28166    | I thought the Flower House Loop realignment was sooner than 2025.   | Thank you for your comment. This project is being funded in the State's Transportation Improvement Plan (TIP) as project R-5711 and scheduled for construction in 2019.                             |
| 154   | E108        | South Main St and Houston Rd / Flower House Loop | 2025         | 28166    | We need this now.   | Thank you for your comment. This project is being funded in the State's Transportation Improvement Plan (TIP) as project R-5711 and scheduled for construction in 2019.                             |
| 155   | E108        | South Main St and Houston Rd / Flower House Loop | 2025         | 28166    | This is a much needed improvement.  | Thank you for your comment. This project is being funded in the State's Transportation Improvement Plan (TIP) as project R-5711 and scheduled for construction in 2019.                             |
| 156   | E111        | River Hwy / W Plaza Dr                           | 2025         | 28173    | Improved access across the Lake is needed for economic growth and mobility  | This is a funded project that will begin in late 2018.  |
| 157   | E200        | Potter Rd / Pleasant Plains Rd                   | 2025         | 28104    | something needs to be done ASAP....many residential building projects have been approved south of this intersection and the traffic is ridiculous!  | Thank you for your comment. This project is being funded in the State's Transportation Improvement Plan (TIP) as project U-5112 and scheduled for construction in 2018.                             |
| 158   | E203        | US 74 / Rocky River Rd                           | 2025         | 28209    | The buildings on the NE corner of this intersection and up passed James Hamilton are no longer there. The Rocky River portion of this intersection needs widening with the addition of turn lanes as soon as possible. And I would recommend reworking James Hamilton and Myers Rd on the north side of this to be aligned into a traffic circle. | Thank you for your comment.   |

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| 159   | E206        | Rea Rd / Marvin School Rd    | 2025         | 28173    | As an almost daily driver along this section of roadway I cannot wait for this project to be undertaken and completed. The section of road from Waxhaw Indian Trail to just past Weddington HS accounts for a major portion of my commute when school is in session. Having the additional lanes available will make travel easier and more pleasant. Is there a part of the plan that take into consideration how to assist drivers in entering and exiting both Weddington HS and Optimist Park? | A project to widen this roadway is scheduled to begin within the next year.  |
| 160   | E206        | Rea Rd / Marvin School Rd    | 2025         | 28173    | This is a tough stretch with commuter traffic, but particularly during school runs at the Weddington campus. The stretch in front of Optimist park will most likely be the first fatality. Prioritizing the stretch from 16 to Wesley Chapel is suggested.   | A project to widen this roadway is scheduled to begin within the next year.  |
| 161   | E206        | Rea Rd / Marvin School Rd    | 2025         | 28173    | Curious that no work is indicated on New Town as this is an alternate route for EAST WEST traffic to Weddington Road. Spot improvements along New Town would help during const. on Weddington Road. HELP Now.  | Intersection projects are funded along New Town Road at Waxhaw-Indian Trail Road and also at the intersection with Marvin Road. These projects should begin within the next year.  |
| 162   | E207        | US 74 / Seacrest Shortcut Rd | 2025         | 28209    | No simple answer here. Euclid is the issue. A lot of people in this area cut across it to access Concord Ave because the alternative of getting on 74 then getting right back off is stupid. Its almost like Euclid and Seacrest Shortcut need to be moved back and connected the backside of Harbor Freight store.  | Thank you for your comment.  |
| 163   | E209        | Providence Rd S              | 2025         | 28173    | This is a much needed project short term measures (turning lanes at Ennis Rd, improved signal times at RTE 16 & New Town, signals at Bonds Grove and Gray Byrum are needed yesterday.  | Thank you for your comment. Short term measures are currently being planned by local municipalities for intermediate improvements. Your comment will be provided to NCDOT staff responsible for the improvements along Providence Road.  |
| 164   | E209        | Providence Rd S              | 2025         | 28173    | This roadway is very tight and narrow and traffic increasingly has become heavier, road widening and walkability is very needed.   | Thank you for your comment. This project is being funding in the State's Transportation Improvement Plan (TIP) as project U-5769B and scheduled for construction in 2023.  |
| 165   | E209        | Providence Rd S              | 2025         | 28173    | Long needed. Please don't let the timeline slide.  | The adoption of the 2018-2027 TIP by CRTPO will commit the this project for funding with right-of-way acquisition to begin in FY 2021 and construction to begin in FY 2023. The construction schedule is a function of the project's cost and its NCDOT quantitative score relative to other projects in the funding region. |
| 166   | E209        | Providence Rd S              | 2025         | 28173    | Much needed given the Marvin Gardens development as well as continued explosion of residents to the area with new building/construction in Waxhaw, this is the only thoroughfare, may need to move ahead in the schedule.  | The adoption of the 2018-2027 TIP by CRTPO will commit the this project for funding with right-of-way acquisition to begin in FY 2021 and construction to begin in FY 2023. The construction schedule is a function of the project's cost and its NCDOT quantitative score relative to other projects in the funding region. |
| 167   | E300        | I-77                         | 2025         | 28012    | Of course this project needs to happen sooner than later.  | Thank you for your comment.  |
| 168   | E304        | US 21 / Catawba Ave          | 2025         | 28078    | Excellent idea - roundabouts save so much time and fuel!   | Thank you for your comment.  |
| 169   | E307        | Northcross Dr Extension      | 2025         | 28031    | This would make a great alternate route to CATS Park and Ride  | Thank you for your comment.  |
| 170   | E309        | Sam Furr Rd                  | 2025         | 28036    | This cannot be widened fast enough   | Thank you for your comment. This project is being funding in the State's Transportation Improvement Plan (TIP) as project R-2632AB and scheduled for construction in 2022.   |
| 171   | E310        | Davidson-Concord Rd          | 2025         | 28270    | Close coordination with Mecklenburg County Park and Rec. will be required during the planning, design and construction phases of this project.   | Thank you for your comment. Coordination and stakeholder involvement is vital to the CRTPO processes.  |
| 172   | E310        | Davidson-Concord Rd          | 2025         | 28036    | This cannot be widened fast enough   | Thank you for your comment. This project is being funding in the State's Transportation Improvement Plan (TIP) as project R-5706A and scheduled for construction in 2023.  |
| 173   | E315        | Statesville Rd               | 2025         | 28078    | This stretch needs to be a complete streets model. This should include wider sidewalks (at least 12') with tree line and bike infrastructure! Work with CATS to study potential light rail alignment--this is a perfect multimodal boulevard!  | Thank you for your comment. It will be provided to the Huntersville, NCDOT staff and CATS responsible for the design elements and planning of proposed projects.   |
| 174   | E315        | Statesville Rd               | 2025         | 28078    | It will be great to have road improvements to start catching up with all the growth. We cannot continue to grow in population without infrastructure.  | Thank you for your comment.  |

**2045 MTP Fiscally Constrained Project List  
Comments Received From Online Interactive Map  
During Public Comment Period (July 20 - August 30)**

| Count | 2045 MTP ID | Project Name                          | Horizon Year | Zip Code | Comment  | Response  |
|-------|-------------|---------------------------------------|--------------|----------|--|---|
| 175   | E315        | Statesville Rd                        | 2025         | 28269    | Work with CATS to study potential light rail alignment--this is a perfect multimodal boulevard!  | Thank you for your comment. CATS is planning to examine a proposed 25-mile northern rail line from uptown to Iredell County but your comment will be provided to CATS staff for their consideration as project planning progresses. |
| 176   | E319        | I-77 / Gilead Rd                      | 2025         | 28078    | These improvements are critically needed   | Thank you for your comment.   |
| 177   | E319        | I-77 / Gilead Rd                      | 2025         | 28078    | I am surprised this is not scheduled until 2025 as this intersection is vastly outdated and causes backups daily.  | This project is within the 2025 horizon year of the MTP because it should be open to traffic by this time. Construction of this project should begin within the next year, and be open to traffic by 2019.                          |
| 178   | E320        | Hambright Rd / I-77                   | 2025         | 28208    | Absolutely! In addition to new express and bike lane on the I-77 corridor I would suggest pushing forward in no uncertain terms the funding of a Lynx line connecting Uptown to Lake Norman. In all cases I would avoid entirely contracting with private corporations to do this sort of work.  | Thank you for your comment.   |
| 179   | E322        | I-77                                  | 2025         | 28262    | There are not enough letters allowed to capture my response on this topic and how it has been handled (particularly at the State level). At this point we might as well build a new highway or lightrail (contract only excluded new lanes ON 77, not near 77). I feel for people who live in this corridor. When I was debating a move, I purposely had to exclude this entire region specifically because of the transportation issues.  | Thank you for your comment.   |
| 180   | E322        | I-77                                  | 2025         | 28115    | I do not think that one additional lane and a toll lane will solve the problem. Please look into metering the on ramps, making the on ramps longer/safer (they are SO SHORT and DANGEROUS), we are over capacity on all roads (major and minor) between Huntersville and Mooresville.  | Thank you for your comment. It will be provided to NCDOT staff currently analyzing how the needed improvements to I-77 will be implemented.   |
| 181   | E322        | I-77                                  | 2025         | 28208    | I agree entirely with all the points made in the comments, re: traffic situation on 77...toll lanes...public transportation...the red line being a much better investment.   | Thank you for your comment. It will be provided to NCDOT staff currently analyzing how the needed improvements to I-77 will be implemented.   |
| 182   | E322        | I-77                                  | 2025         | 28037    | The traffic situation on 77 between Huntersville and Mooresville is awful. Adding toll lanes will not improve the situation. I moved to Denver because I could no longer live with that traffic nightmare. It needs to be an 8 lane highway to sufficiently handle existing traffic and for all the new development in the area.   | Thank you for your comment.   |
| 183   | E322        | I-77                                  | 2025         | 28078    | Why are we so opposed to public transportation in this region? I take the Express bus uptown daily to avoid this commute and would LOVE to see an Express train run 24/7. The absolute nightmare of construction work has been impacting me for months as the noise, dust and traffic impact my development close to I-77.   | Thank you for your comment. It will be provided to CATS staff for their consideration as project planning progresses.   |
| 184   | E322        | I-77                                  | 2025         | 28209    | the red line would have been a much better investment.   | Thank you for your comment.   |
| 185   | E325        | Mallard Creek Rd                      | 2025         | 28270    | Close coordination with Mecklenburg County Park and Rec. will be required during the planning, design and construction phases of this project.   | Thank you for your comment. Coordination and stakeholder involvement is vital to the CRTPD processes.   |
| 186   | E331        | North University Research Park Bridge | 2025         | 28262    | This would be a big economic booster. More housing around JW Clay to match jobs in Research Park. Connection for retail around JW Clay to workers in Research Park (e.g. lunch, banking, after-work, etc.). Biking and walking realistic for both.   | Thank you for your comment.   |
| 187   | E331        | North University Research Park Bridge | 2025         | 28269    | This is very important, to help take traffic off of Harris Blvd.   | Thank you for your comment.   |
| 188   | E333        | University City Blvd                  | 2025         | 28262    | Significant residences have been allowed along this stretch of road, catering to UNCC students. The pedestrian and bicycle infrastructure is overdue. Consider an off-street shared use path, as built along this street SW of John Kirk Drive.  | A multi-use path is being considered within the scope of this project.  |
| 189   | E333        | University City Blvd                  | 2025         | 28262    | This stretch of road has seen an unprecedented # of very fast moving cars coming in non-stop. This is because Harrisburg has approved so many large developments, but refuses to widen any of their roads. This has resulted in thousands of cars funneling up to Hwy49 and coming into Charlotte/Uptown that way. This stretch of road could be made safer for pedestrians if traffic lights were added further down to create breaks in traffic from Harrisburg (as much as I hate to advocate for more) | Thank you for your comment.   |
| 190   | E333        | University City Blvd                  | 2025         | 28269    | Widening this road will only induce more demand. I would support this project if it focused more on pedestrians and bike lanes and less on car traffic   | Thank you for your comment.   |
| 191   | E334        | Mallard Creek Rd Connector            | 2025         | 28215    | Great idea - off-road shared use trails  | Thank you for your comment.   |

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|-------|-------------|-----------------------------------|--------------|----------|---|---|
| 192   | E334        | Mallard Creek Rd Connector        | 2025         | 28262    | Bike lanes on a 4-lane highway should be dropped from the city design standards. They will never be used. If you are building highways and connectors, use off-road shared use trails. The end near Harris Blvd needs a pedestrian walkway now to connect residents to shopping areas and food markets (they have no sidewalk on Mallard Creek).  | Thank you for your comment. It will be provided to Charlotte DOT and NCDOT staff responsible for pedestrian and bicyclist safety.   |
| 193   | E334        | Mallard Creek Rd Connector        | 2025         | 28269    | This project needs to happen soon. They are building a new apartment complex which means more traffic in this already congested area. At this rate, the apartment complex will be completed before the construction.  | Thank you for your comment. This project is under construction under the State's Transportation Improvement Plan (TIP) as project U-2507 and but is currently under delay.  |
| 194   | E342        | Eastway Dr / Shamrock Dr          | 2025         | 28205    | Will accommodations terminate at the intersection or extend down Shamrock and/or Eastway? A CNIP will improve the 2-lane section of Shamrock, but where can we go beyond that?  | Andy/Tim/Ben Miller   |
| 195   | E344        | West Blvd Extension               | 2025         | 28173    | This should NOT be widened WITHOUT HEAVY \$\$\$ from developers in this area!   | Thank you for your comment.   |
| 196   | E344        | West Blvd Extension               | 2025         | 28012    | The developers should pay the majority for this project as they are the ones to benefit. Continue this road across to Gaston County.  | The Gaston Cleveland Lincoln MPO will be submitting this project to NCDOT in the development of the 2020-2029 Transportation Improvement Program. This is a competitive process where the project will have to receive a competitive score based upon a set of quantitative criteria and receive local priority from CRTPD, GCLMPO and two NCDOT Divisions to become a funded project.  |
| 197   | E348        | Independence Blvd                 | 2025         | 28209    | I've seriously joked about if I won the lottery I would hire a crew to connect and pave all the little short juts in the Charlotte/Matthews 74 corridor between Village Lake Drive all the way out to 51 so it would be 6 lanes wide.   | Improvements to Independence Blvd to I-485 are fully funded in the Transportation Improvement Program. This means your lottery winnings can be put to better uses!  |
| 198   | E349        | Matthews-Mint Hill Rd             | 2025         | 28270    | Close coordination with Mecklenburg County Park and Rec. will be required during the planning, design and construction phases of this project.  | Thank you for your comment. Coordination and stakeholder involvement is vital to the CRTPD processes.   |
| 199   | E350        | Arequipa Dr / Northeast Pkwy      | 2025         | 28207    | Please consider making all new bike lanes protected by parking, paved median, or being raised - this increases biker safety and will encourage more usage..   | Thank you for your comment.   |
| 200   | E354        | Steele Creek Rd                   | 2025         | 28215    | As a previous city inspector in this area, the road network cannot support the commercial and residential growth it is experiencing. 49, 160, and Shopton Rd. West all need to be widened within the next 10 years. 160 should be widened all the way to the state line.  | Construction of NC 160, from I-485 to the state line, is scheduled to start in fiscal year 2021 and to be complete by 2024.   |
| 201   | E354        | Steele Creek Rd                   | 2025         | 28278    | This is a busy road with businesses, homes, and traffic. The population in Steele Creek and Fort Mill has exploded and the roads have not kept up. Please make widening 160 a priority.   | Construction of NC 160, from I-485 to the state line, is scheduled to start in fiscal year 2021 and to be complete by 2024.   |
| 202   | E354        | Steele Creek Rd                   | 2025         | 28207    | Please consider making all new bike lanes protected by parking, paved median, or being raised - this increases biker safety and will encourage more usage.  | Thank you for your comment. It will be provided to NCDOT staff and the City of Charlotte's bicycle coordinator.   |
| 203   | E360        | Independence Point Pkwy           | 2025         | 28037    | I think this should be a high priority project. Having only one way in and out of the CPCC campus is a safety issue.  | Thank you for your comment. Independence Point Parkway is currently being studied as a part of Independence Blvd project (U-2509).  |
| 204   | E360        | Independence Point Pkwy           | 2025         | 28270    | Close coordination with Mecklenburg County Park and Rec. will be required during the planning, design and construction phases of this project.  | Thank you for your comment. Coordination and stakeholder involvement is vital to the CRTPD processes.   |
| 205   | E362        | Old Monroe Rd / E John St / I-485 | 2025         | 28104    | East John Street to Matthews and down to Stallings need to be widened before interchange improvements-this road is becoming a major traffic issue!  | Thank you for your comment. This project is being funding in the State's Transportation Improvement Plan (TIP) as project U-4714 and scheduled for construction in 2021.  |
| 206   | E363        | John St / Old Monroe Rd           | 2025         | 28105    | I am against the 4-lane road widening from 485 to Downtown Matthews. Union Co. rush hour traffic should be directed to use the 74 expressway to uptown. Downtown Matthews is surrounded by dense residential area with families, plus an elementary school, parks, a busy farmers market. There is high pedestrian and cycle traffic already and any increase in traffic flow will pose a huge safety hazard for those living and walking/biking around Matthews. | Thank you for your comment. NCDOT is currently re-evaluating the design elements of the John Street improvement project to address concerns that were identified by the Town of Matthews. As part of the coordination that has occurred thus far, NCDOT has agreed to pursue a context-sensitive solution for the John Street cross-section in lieu of some superstreet elements. Construction is not scheduled to begin until the fall of 2019 at the earliest, so there is time for the Town and NCDOT to continue to refine the project to ensure that it meets the goals of all entities. |
| 207   | E368        | I-485 / Weddington Rd             | 2025         | 28173    | Great project to REDUCE traffic using Rte 16 Exit 57- Certainly a must!   | Thank you for your comment.   |
| 208   | E369        | NC 16 / Ballantyne Commons Pkwy   | 2025         | 28270    | long overdue  | Thank you for your comment. This project is being funding in the State's Transportation Improvement Plan (TIP) as project C-5534 and scheduled for construction in 2018.  |

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|-------|-------------|---------------------------------|--------------|----------|---|---|
| 209   | E369        | NC 16 / Ballantyne Commons Pkwy | 2025         | 28277    | Is the next traffic light to the west also included? The one between Providence Promenade and Providence Commons? That intersection is not ADA compliant and is dangerous even on a good day.   | Thank you for your comment. The Providence Promenade and Providence Commons intersection is not included. Your comment will be provided to the Charlotte DOT and NCDOT staff responsible for the design elements of this project.   |
| 210   | E369        | NC 16 / Ballantyne Commons Pkwy | 2025         | 28277    | It's planning like this that will ensure sustainable growth and safety for our families, motivating us all to stay and work here for decades to come.   | Thank You for your comment.   |
| 211   | E369        | NC 16 / Ballantyne Commons Pkwy | 2025         | 28277    | Road widening should come BEFORE all the houses/apartment/shopping is approved. Traffic is already horrendous in this area and the development isn't even completed yet!  | As the area has developed, developers have been required to do incremental improvements, but have not addressed the overall corridor mobility.  |
| 212   | E369        | NC 16 / Ballantyne Commons Pkwy | 2025         | 28277    | These South Charlotte (Providence Rd area from Ballantyne Commons to Weddington are WAY TO FAR OFF, these projects needs to completed ASAP, at least within 5-7 years,. Really 18+ years off is way too long. Our roadways are ALREADY an issue.  | NCDOT has recognized the importance of projects in high growth areas of the state by accelerating the schedule as much as possible. Completion of the environmental analysis, design, and acquiring right-of-way for are processes that take several years. We will keep the region informed as this project progresses.  |
| 213   | E369        | NC 16 / Ballantyne Commons Pkwy | 2025         | 28277    | This is going to be way more congested in just a year with all of the new office/home construction going on.  | This project is scheduled to begin within the next year.  |
| 214   | E370        | I-485                           | 2025         | 28277    | And this also has impact on 51 locally that should be evaluated and addressed... But it will need to continue past Matthews... But when it dumps into the worst part on i77 then what..   | Thank you for your comment. It will be provided to NCDOT staff currently analyzing how the needed improvements to I-77 will be implemented.   |
| 215   | E370        | I-485                           | 2025         | 28277    | I agree with the previous comment. We will be chasing the capacity problem on 485 forever without better transit options.   | Thank you for your comment. It will be provided to CATS staff for their consideration as project planning progresses.   |
| 216   | E370        | I-485                           | 2025         | 28209    | a waste of money. It will be at capacity again within a year. Just leave it and spend the \$287 million on blue line extension to Btyne   | Thank you for your comment. It will be provided to CATS staff for their consideration as project planning progresses.   |
| 217   | E370        | I-485                           | 2025         | 28277    | yes to this project. also sound barriers along south side near Tom Short  | Thank you for your comment. The comment regarding sound barriers will be transmitted to NCDOT.  |
| 218   | E370        | I-485                           | 2025         | 28278    | We almost got it right until the decision was made to do a toll lane. I have seen to projection for new ramps or bridges to access and egress on and off the toll lanes. Another case of not have enough vision to to appreciate the grwoth that was projected more than 2o plus years ago. | The Charlotte region is expected to grow and additional growth will bring additional traffic. In growing areas, such as Charlotte, newly constructed general purpose lanes on freeways become relatively congested again relatively quickly. Variably priced managed lanes are designed to provide long-term congestion management for the I-485 Corridor in this area. |
| 219   | E370        | I-485                           | 2025         | 28277    | Project was outdated when it started and even further behind when it opened. City continues to grow daily   | This project is scheduled to begin within the next year.  |
| 220   | E370        | I-485                           | 2025         | 28277    | I never could understand why 485 was bulit as a 4 lane highway. Let's bite the bullet and add the additional lanes now to stay ahead of the congestion.   | This project is scheduled to begin within the next year.  |
| 221   | E370        | I-485                           | 2025         | 28277    | This is already backed up and it moves below the speed limit  | This project is scheduled to begin within the next year.  |
| 222   | E372        | John St / Old Monroe Rd         | 2025         | 28079    | I'll believe that when I see it! What a joke!   | Thank you for your comment. This project is being funding in the State's Transportation Improvement Plan (TIP) as project U-4714 and scheduled for construction in 2021.  |
| 223   | E373        | I-485 / Providence Rd           | 2025         | 28173    | The TWO developers on the east and west of Providence should be funding this project. It is getting more congested every day. I think NCDOT will need to use every tool in the tool box. Tunnels/frontage roads/ flyovers/etc. It needs to start TODAY!                                     | Planning and environmental work to determine the exact alignment should begin within the next year for this project.  |
| 224   | E373        | I-485 / Providence Rd           | 2025         | 28270    | the more alternative ways to commute/transpoin this area the better.rt  | Thank you for your comment.   |
| 225   | E373        | I-485 / Providence Rd           | 2025         | 28277    | This project is 30 years OVERDUE! Please hurry!   | The adoption of the 2018-2027 TIP by CRTPD will commit the this project for funding with right-of-way acquisition to begin in FY 2021 and construction to begin in FY 2023. The construction schedule is a function of the project's cost and its NCDOT quantitative score relative to other projects in the funding region.  |

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|-------|-------------|-----------------------------|--------------|----------|--|---|
| 226   | E373        | I-485 / Providence Rd       | 2025         | 28277    | Due to the two large projects, including several large office buildings, restaurants and retail this area is very congested and getting worse by the week. When all of this new development is completed over the next 12 months, traffic will be at a near standstill most of the day!  | The adoption of the 2018-2027 TIP by CRTPO will commit the this project for funding with right-of-way acquisition to begin in FY 2021 and construction to begin in FY 2023. The construction schedule is a function of the project's cost and its NCDOT quantitative score relative to other projects in the funding region.                    |
| 227   | E373        | I-485 / Providence Rd       | 2025         | 28277    | Again someone has been asleep at the wheel on staying crrent on development. We need the ability to move commerce if companies wish to continue to relocate to Charlotte. Massive development and urbanization will simply choke make our roads parking lots   | Thank You for your comment.   |
| 228   | E373        | I-485 / Providence Rd       | 2025         | 28277    | Road widening is needed RIGHT NOW! Traffic is not flowing in South Charlotte. Ardrey Kell needs widening at last from Rea to Providence, Providence Road needs to b widened out to Weddington/Waxhaw. The homeowners in this area (who pay big taxes by the way) need infrastructure!  | The Providence Road South project from Rea Road Extension to Waxhaw Parkway is a funded project that will begin in FY 2021. The Ardrey Kell Road project is being recommended for submission to NCDOT in the development of the 2020-2029 Transportation Improvement Program. This is the earliest opportunity to fund a project of this scope. |
| 229   | E373        | I-485 / Providence Rd       | 2025         | 28277    | Too little too late. These should have been done before the developments came in.  | The adoption of the 2018-2027 TIP by CRTPO will commit the this project for funding with right-of-way acquisition to begin in FY 2021 and construction to begin in FY 2023. The construction schedule is a function of the project's cost and its NCDOT quantitative score relative to other projects in the funding region.                    |
| 230   | T1          | Blue Line Extension         | 2025         | 28210    | So glad to see that this extension will be completed. We need another extension to relieve traffic on 77 too (north AND south).  | Thank you for your comment.   |
| 231   | T1          | Blue Line Extension         | 2025         | 28210    | This is a great step toward making Charlotte easier to get around without a vehicle.   | Thank you for your comment.   |
| 232   | T2          | CityLynx Gold Line Phase II | 2025         | 28205    | This phase of the Gold Line should definitley be completed so that it can provide a true transit option that will encourage people to stop using their cars so much.   | Thank you for your comment.   |
| 233   | T2          | CityLynx Gold Line Phase II | 2025         | 28262    | I agree that there should be some form of public transportation going East to West, but I worry that the decisions being made will make it unaffordable for the lower income residents that the line is targeting.   | Thank you for your comment. It will be provided to CATS staff for their consideration as project planning progresses.   |
| 234   | T2          | CityLynx Gold Line Phase II | 2025         | 28205    | I like the idea of the Gold Line, but even if phase 3 happens, and it would come down Central far enough I can use it, it's going to take forever to get to Uptown during rush hour given the influx of cars on Central even now. I hope traffic prioritization for the street car is something being looked into.   | Thank you for your comment. It will be provided to CATS staff for their consideration as project planning progresses.   |
| 235   | T2          | CityLynx Gold Line Phase II | 2025         | 28208    | Please consider giving the streetcar a dedicated lane. DC is having so much trouble with their H St streetcar getting blocked in by cars and other accidents.  | Thank you for your comment. It will be provided to CATS staff for their consideration as project planning progresses.   |
| 236   | T2          | CityLynx Gold Line Phase II | 2025         | 28208    | I agree that there should be a new transportation line etending from uptown to West Trade street/Rozelles Ferry but disagree that a streetcar is the best way to spend the money. The line in Elizabeth is woefully under utilized and has not paid for itself and doesn't prjoect to anytime soon. I would prefer the Linx Line be the method used to connect these two geographies.  | Thank you for your comment. It will be provided to CATS staff for their consideration as project planning progresses.   |
| 237   | T2          | CityLynx Gold Line Phase II | 2025         | 28210    | Definitely need more ways to get around Charlotte without a car.   | Thank you for your comment.   |
| 238   | T2          | CityLynx Gold Line Phase II | 2025         | 28204    | The transportation authority seems to be looking for an east/west corridor. Combined with the existing Gold Line, why not consider closing Elizabeth Ave and Trade to cars and using that corridor for trolley/bus/bike/pedestrian? I travel on that road daily in my car or bike, and it seems the most logical option. Not that much traffic, not that many businesses that don't have an outlet onto another street, etc. But from the hospital past Tryon could be the east/west corridor that you need. | Thank you for your comment. It will be provided to CATS staff for their consideration as project planning progresses.   |
| 239   | T2          | CityLynx Gold Line Phase II | 2025         | 28277    | How is this even being considered? Can we stop with the Streetcar already?   | Thank you for your comment.   |

| ID | Name                | Organization | Received Via: | Date Received | Subject   | Resident Comment   | Public Comment Response  |
|----|---------------------|--------------|---------------|---------------|---|--|--|
| 1  | Tyler Heun          |              | E-Mail        | 7/21/2017     |   | <i>Comment has been edited for brevity. A full version of the comments can be made available upon request.</i> "My main comment is that this is not actually a transit plan. This is a road development plan. This plan does absolutely nothing to improve the quality of life of Charlotte and suburb residents, it actually makes it worse by encouraging more cars to enter the road and less transit usage and virtually eliminates any opportunities to engage in bike-based transit. What this city needs is light rail development and more safe greenways for bikes and pedestrians. We already have the worst ranking in the entire united states when it comes to green space in a city of this size. Build more greenways with some of this funding. "  | You are correct that this is not a transit plan. In our region, CATS is responsible for transit planning, and is starting the process of updating its 2030 Transit System plan. CRTPO is the federally designated Metropolitan Transportation Organization (MPO) for the Charlotte urbanized area, and is more focused on roadway, bicycle and pedestrian projects, but the MTP will include high priority transit projects that have been identified for implementation throughout the next 20 years by CATS and the other transit providers within our planning area. Public comment on CATS 2030 Transit Plan System Refresh should begin in the very near future.  |
| 2  | David Gilman        |              | E-Mail        | 7/23/2017     | 3133, 3137 (S. Tryon Street Widening Projects), Lynx Expansion Projects     | What is the plan for the interchange of South Tryon/NC 45 and I-485? I see there are plans approved for widening Tryon south of the interstate and later widening it north of the interstate. Does either plan include replacing the interchange? If the interchange is not replaced how do the approved plans for Tryon reduce congestion?<br><br>I understand that South Carolina construction is out of CRTPO's jurisdiction. Who is working on combined plans with South Carolina authorities to handle commuter congestion? I think CRTPO has two excellent improvements for the South Carolina problem with the NC 160 (Steele Creek) and US 521 (Ballantyne) widening projects. Why were there no southern extensions to the lynx line considered? There is still a little bit of rail line that needs to be built through Pineville to connect to the South Carolina suburbs so I would imagine that planning is in scope for CRTPO.<br><br>Is there any plans to introduce express trains on the lynx? Do stations or rail lines need to be upgraded for this to happen?  | Interchange improvements would be included within the scope of a widening project along S. Tryon Street if the project terminates at I-485. The exact scope of the interchange improvements will not be determined until the project is funded in a future Transportation Improvement Program (TIP). (S. Basham-NC DOT). The RFATS developed a transit plan that would connect to the Lynx Blue Line at I-485. CRTPO will continue to coordinate with RFATS regarding future planning along this corridor. At present there are no plans for express trains along the Lynx Blue Line corridor on a regular basis, but express trains for special events are being considered.  |
| 3  | Anthony Knowles     |              | E-Mail        | 7/27/2017     |   | <i>Comment has been edited for brevity. A full version of the comments can be made available upon request.</i> "Overall the plan looks fair, however my colleagues and I feel strongly that far too much weight is give to tired old USA style traffic choking road widening rather than traffic RELIEVING light rail and bus service. There is not one penny in the 2045 plan for public transportation."   | In our region, CATS is responsible for transit planning, and is starting the process of updating its 2030 Transit System plan. CRTPO is the federally designated Metropolitan Transportation Organization (MPO) for the Charlotte urbanized area, and is more focused on roadway, bicycle and pedestrian projects, but the MTP will include high priority transit projects that have been identified for implementation throughout the next 20 years by CATS and the other transit providers within our planning area. Public comment on CATS 2030 Transit Plan System Refresh should begin in the very near future.   |
| 4  | Julie Teel          |              | E-Mail        | 7/27/2017     |   | I strongly believe there needs to be improvements and/or a stoplight at the intersection of Wilkinson Blvd and Suttle Ave. I work on the corner of these streets and see accidents almost every week from people driving too fast coming off 277 onto Wilkinson. A large apartment building and townhomes are in the approval process for this intersection so traffic is only going to increase, and the rate of accidents are sure to increase as well.  | Wilkinson Boulevard is a state-maintained facility and Suttle Avenue is a city-maintained street. We will forward these comments to NCDOT and CDOT staff.  |
| 5  | Patrick Paige       |              | E-Mail        | 7/28/2017     |   | While there are many worthy projects identified on the project map, I am very disappointed to see continued highway widening prioritized over meaningful transit projects. For example, why would additional lanes on Hwy 16 be more beneficial than targeted funding for the Silver Line or Red Line? Or at the very least, make those lanes controlled access for a robust express bus system.   | While roadway widening projects rise to the levels of being included in the 2045 MTP, express bus service is not required to be included in the MTP because it is an operational rather than a capital expense. Thank you for your comment. They will be transmitted to NCDOT and CATS for their consideration.  |
| 6  | Courtney Richardson |              | E-Mail        | 7/31/2017     | Lynx Gold Line Expansion  | <i>Comment has been edited for brevity. A full version of the comment can be made available upon request.</i> "Further, with the Gold Rush service being discontinued, are there any plans to expedite the construction of the lynx gold line? The Seversville/Biddlesville area continues to be neglected, with resources going toward residents south and east of city center, and nothing moving in my direction where there is so much potential for growth. Developers are beginning to see the potential, but the city's resources and infrastructure have not followed suit. Enhanced transportation and increasing the pedestrian footprint will go a long way to drawing business and new residents to the area.<br><br>My hope is that plans to extend the lynx westward and continuing to upfit streets with sidewalks are not delayed but prioritized as part of this effort."   | Citylynx Gold Line Phase II is underway and improvements are progressing as fast as possible.  |
| 7  | Tamra Jordan        |              | E-Mail        | 7/31/2017     | Lynx Gold Line Expansion  | due to the rapid growth of the city, increased congestion on the highways, and ease of commute the trolley will help provide, I would like to see the expansion of the gold line west of town down Beatties Ford to I-85 be expedited.   | Thank you for your comment.  |
| 8  | Roger Diedrich      | Sierra Club  |               | 7/30/2017     | Non-Highway Projects, MTP Goals and Objectives, MTP Roadway Ranking Process | <i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i><br><br>An initial cursory look at the MTP website reveals a serious omission in the 2035 and 2045 horizon year project lists are for highway projects only, and there is no indication anywhere on the website of how non-highway projects are to be included. Upon inquiry, we learned: a) since Bike/ped projects are funded by MPO discretionary sources and local priorities change, these projects are not programmed and b) that when CATS identifies funds for future routes, the MTP will be amended to include them.<br><br>We are not even told what the amount of funding for each is, although with considerable effort, one might glean rough estimates from the project list. To the extent there is any flexibility of funding coming through the CRTPO, the least that should be done is to present options for maximum fund shifting.<br><br>It appears that the Goals and Objectives (G & O) and the Roadway Ranking Methodology (RRM) have been adopted and we must have missed whatever comment period was provided. While the G & O are fairly comprehensive, there are instances in which elements of the RRM are inconsistent with them. This is critical because that means projects are being ranked by a distorted set of criteria.<br><br>Example #1. The first goal is to "Provide, manage and maintain a safe, efficient and sustainable transportation system for all modes, intended to serve all segments of the population." But the scoring for congestion (having the most weight) is a roadway level-of-service (LOS) calculation. The effect is to incent the provision of greater roadway capacity, i.e. more lanes, which generally interferes with movements (and safety) by bike riders and pedestrians. We suggest replacing LOS measures with measures like the reduction in per-capita single-occupant VMT and increases in the non-motorized share of person trips and miles traveled. Similarly, safety and accessibility are based on roadway data only. | The CRTPO has discretion over a small amount of funds (STBG-DA, CMAQ, TAP) that come to the MPO. The remainder of the funds originate from STI legislation (90% min. to highway mode) and transit funds are subject to FTA guidelines. Our financial plan chapter will include discussions regarding how these funds are used and a forecast of these available funds throughout the life of the plan. Unfortunately, we have not identified a method to cross-modally prioritize and program funding for all modes within the MTP.<br><br>The financial plan chapter of the 2045 MTP will provide horizon year funding totals for each of the funding sources that are allocated to CRTPO. This chapter is currently in development now. The action before the TCC and MPO in September is to adopt the fiscally constrained roadway project list.<br><br>The goals and objectives are intended to guide the CRTPO in its decision making processes, but they may not always align with the roadway ranking methodology. The majority of the funding for our capital roadway projects originates from North Carolina's STI legislation. In order to ensure that we have competitive projects throughout our three county planning area, certain elements of our ranking criteria are similar to how NCDOT evaluates projects through the STI process. This is particularly the case with the congestion, safety and benefit/cost criteria. However, there are intentional differences (primarily in Tier 2) in order to properly reflect local values or to address issues difficult to assess at a statewide level.<br><br>CRTPO's 2045 MTP roadway ranking methodology is very similar to what was used in developing the fiscally constrained project list for the 2040 MTP. When these projects were scored in NCDOT P3.0 and P4.0, it yielded a good mix of projects throughout our planning area. Keep in mind that most roadway projects that are not on the freeway system will include enhancements to bicycle, pedestrian (and possibly even transit) modes. The advisory committee can review possible enhancements as to how accessibility is measured during the next update to the MTP. |

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| 8  | Roger Diedrich Con't) | Sierra Club                       | E-Mail        | 7/30/2017     | Non-Highway Projects, MTP Goals and Objectives, MTP Roadway Ranking Process  | <p>Example #2. Goal #2, "Encourage walking, bicycling and transit options . . ." and Goal #4, "Promote . . . options for low income and minority neighborhoods, as well as the aging population." are important aspects of accessibility. Accessibility should have a greater weight and be based on something more refined than traffic volumes to job centers. For example, base it on travel times to multiple destinations for all modes, reduction in SOV trips, and how well it serves special needs populations.</p>  | <p>This is certainly an enhancement that we could consider in the development of our next MTP. The challenge will be to identify a metric within the rural areas of Iredell and Union County that will accurately reflect non-automobile accessibility. These counties currently have very limited (1) fixed route systems, and weighting transit accessibility may overly favor projects in Mecklenburg county.</p>   |
|    |                       |                                   |               |               |  | <p>Example #3. Goal #3 states "Provide a sustainable transportation system . . ." and especially elements c and e, which address natural resources and environmental protection (except greenhouse gas emissions). But the Natural Resource component of the Road Ranking System is based only on the project's proximity to water resources, and fails to account for any other aspect of environmental harm. Furthermore, the benefits/cost calculation omits any consideration of lost value from negative environmental impacts from road expansion.</p>   | <p>If comprehensive data sets exist to quantify the impact of other environmental constraints and negative environmental impacts from road expansion, the advisory committee can consider these as possible criteria enhancements as we update the next MTP.</p>   |
|    |                       |                                   |               |               |  | <p>Example #4. Goal # 6 refers to economic investments that "make the most efficient use of limited public resources . . ." and especially element e: "Promote strategies that increase vehicle occupancy and the use of alternate modes by utilizing a full range of transportation demand management options." But none of the ranking scores recognize TDM measures. Goal # 5 states "Encourage regional collaboration and linkages between transportation and land use planning.", which points to the most effective TDM strategy of all. Goal # 5 outlines the only way the region can hope to get ahead of the demand curve on transportation needs and it is not afforded a single point towards project rankings. While the exact metric may not be obvious, there needs to be an acknowledgement that a project for which the elements of Goal # 5 have preceded its planning should score better than one that has not made those considerations. That may involve the CRTPO in weighing in on upcoming land use decisions.</p>   | <p>There are several managed lanes projects in development as well as identified within the 2045 MTP. As you are aware, HOT lane projects along freeway corridors help manage the congestion by pricing the lanes relative to the amount of traffic within the general purpose lanes.</p>  |
|    |                       |                                   |               |               |  | <p>We will comment on one project listed in the 2025 Horizon year, the I-77 toll lanes. It was announced that there is a study of options regarding the contract, which would include alternatives for the physical project. In principle, we support congestion pricing because it may help reduce demand. We are opposed to any change that would increase the free road capacity, especially at the expense of tolled capacity. Free capacity will yield the expected result of more demand for that free good, and the negative environmental consequences that brings.</p>  | <p>Comment noted.</p>  |
| 9  | Art O'Donnell         |                                   | E-Mail        | 7/31/2017     | New Town Road(2071) , Waxhaw-Marvin Road (2076), and Cuthbertson Road (2074) | <p>I just reviewed the 2045 project list especially in Union Co. I was surprised to see three projects dropped to Tier I. 2071 (New Town Road, 2074 Cuthbertson Road and 2076 Waxhaw Marvin. Could their score be checked? I highly recommend that the Waxhaw Marvin Road Project # 2076 be reviewed as it is used heavily by cyclists and should be widened or at least paved shoulders added to enhance the safety of ALL users. Your review is appreciated.</p>   | <p>The tier 1 scores were re-evaluated on July 31, and they were found to be accurate.</p>   |
| 10 | Jeannine Kenary       | Mayor Pro-Tem, Wesley Chapel      | E-Mail        | 8/1/2017      | NC 84/Weddington Rd (Waxhaw-Indian Trail to Airport Rd) (2060)               | <p><i>Comment has been edited for brevity. A full version of the comments can be made available upon request.</i> "After reviewing the proposed 2045 plan on the CRTPO website, I would request a re-evaluation for the SR 84/Waxhaw Indian Trail area Eastbound to Airport road. Please be advised there is no capacity at this current time as concurred by Mr. Sean Epperson of NCDOT at the intersection of Wesley Chapel / SR84. Additionally the traffic is backed up from the traffic circle at Airport road to this intersection, beyond and to WIT/SR84 intersection. The traffic situation here is dire to say the least and with new projects in the works our road system in Wesley Chapel is at a stand still.</p> <p>There is an IMMEDIATE need for relief on this road and the traffic situation cannot wait until 2045 for improvements. As it stands our crash incidents have increased as have insurance premiums due to this fact. Please review and reconsider this road and please consider placing the improvement on a plan more in line with the very near future as opposed to 2045. It is a dire situation that will only continue to get worse."</p>  | <p>The project team has checked th MTP score fo the Monroe-Weddington Road project between Waxhaw-Indian Trail Road and Airport Road. The project score of 95 is valid given the data used and the application of the roadway ranking criteria that was approved by the CRTPO board in February of 2017.</p>   |
| 11 | Russell Rowe          |                                   | E-Mail        | 8/2/2017      | Transit and Bike/Ped Questions   | <p><i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "When will there be bus service along the entire length of The Plaza to include The Plaza Road Extension? When will the "Greenway" be built connecting Reedy Creek Park with the communities along Reedy Creek? My neighborhood is along the creek and would love to walk along the trail and would love to safely ride my bike from my neighborhood to the Reedy Creek Park. When will bicycle paths be added along the entire length of The Plaza Road Extension?"</p>   | <p>This comment has been forwarded to CATS staff for their response.</p>   |
| 12 | Andrew Grant          | Assistant Town Manager, Cornelius | E-Mail        | 8/2/2017      | NC 115 Widening Project (Washam Potts Road to Potts Street), Cornelius       | <p>The Town of Cornelius objects to the exclusion of the NC 115 widening project (from Washam Potts Rd. to Potts St., Project Name: Main St., ID #3008) from the draft 2045 MTP, and requests that it is included in the 2045 Horizon Year of the 2045 MTP. Cornelius' rationale is as follows: NC 115 is an alternate route to a congested I-77. This project will improve north-south mobility for the region.</p> <ul style="list-style-type: none"> <li>This project is already in the existing MTP. It is currently in the 2040 Horizon Year of the adopted 2040 MTP.</li> <li>This project's MTP score is 90. This project has the same MTP score as the second-to-last project to make it into the 2045 Horizon Year (90), and it has a higher score than the last project to make it into the 2045 Horizon Year (86). (Please note that Cornelius' intent is to draw attention to the MTP scores for all three projects, and it is not discounting the importance of these two projects (or any other project currently listed in the draft 2045 MTP)).</li> <li>The project's proposed cross-section of 3-lanes plus dedicated bike lanes, a multi-purpose path, and a sidewalk is feasible, as validated by an ongoing UPWP-funded corridor study. It has come to Cornelius' attention that the MTP ranking committee had concerns regarding the deliverability of the proposed cross-section, and this may have been the reason why the project was not recommended for inclusion in the MTP. Cornelius has since responded to resolve those concerns. <ul style="list-style-type: none"> <li>Not including this project in the MTP will make it more difficult to score well in P5.0 and P6.0, as it will be more onerous for it to receive Local Input Points. Projects have a higher likelihood of receiving TIP funding with Local Input Points.</li> <li>Not including this project in the MTP means it will have to wait at least 4 more years for the next MTP update for its next opportunity.</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>TCC recommended that the Roadway Ranking Review Committee (RRRC) reconvene to discuss the NC 115 project (Washam Potts Rd – Potts St) in Cornelius at the August meeting – the public comment period was subsequently extended to August 30.</li> <li>The RRRC met on August 14 with the focus on the NC 115 project in Cornelius only. There have been no other significant issues identified for projects within the draft fiscally constrained project list.</li> <li>The RRRC endorsed a recommendation to add the NC 115 project in Cornelius based upon the following set of assumptions: <ul style="list-style-type: none"> <li>The NC 115 project scored the same as another project on the draft fiscally constrained project list (US 21 from Sunset Rd to Harris Blvd)</li> <li>Funds are available to include the NC 115 project in HY 2045 without removing any projects already included on the draft MTP project list using an assumption of the project cascading to use a portion of the remaining funds for Division Needs projects within Division 10.</li> <li>The revised cost estimate is derived from a feasibility study (similar to other candidate projects evaluated for the 2045 MTP).</li> </ul> </li> </ul> |

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| 13 | Jim Walker                   |                                       | E-Mail        | 8/7/2017      | US 29/US 74 Bridge Replacement over Catawba River | <p><i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "I support replacing the Catawba River Bridge on US 29/74 Wilkinson Boulevard connecting Mecklenburg County to Gaston County as well as the other recommendations in "Build a Better Boulevard." "Mecklenburg, Gaston, Cleveland and Lincoln Counties benefit strongly from the improvements recommended by Build a Better Boulevard by having this route available to the Charlotte Douglas Airport and the River District. The entrance to Charlotte's Airport is on US 29-74 Wilkinson Blvd. in Charlotte. With Build a Better Boulevard's improvements, a viable route for passenger vehicles and freight will be available on US 29/74 Wilkinson Boulevard where now that route is not practical due to its antiquated character, rendering it nearly useless. In particular, the narrowness of the bridge is especially dangerous for vehicular traffic. Cyclists and runners have no space dedicated for their use. They must occupy at least part of one lane to cross." "The replacement of the bridge across the Catawba River to Mecklenburg County is the most important component of Build a Better Boulevard, requiring the participation of Division 10 and CRTPO since boundaries are crossed. It should be added to CRTPO's MTP and prioritized in SPOT 6.0. Here are the major components of Build a Better Boulevard:</p> <ol style="list-style-type: none"> <li>1.) Replacing the US 29/74 Wilkinson Blvd. Bridge over the Catawba River from Gaston to Mecklenburg;</li> <li>2) Adaptive Signal Light System on US 29/74 Wilkinson Blvd. in Belmont to Gastonia (currently funded in STIP)</li> <li>3.) US 29/74 Wilkinson Blvd. improvements and South Fork Catawba River bridge enhancement to six lanes.</li> <li>4.) South Point Road Widening.</li> <li>5.) US 29/74 Wilkinson Blvd at NC 273 intersection improvement (currently funded in STIP)."</li> </ol> | The City of Charlotte submitted a project to widen Wilkinson Boulevard from Little Rock Road to I-485 from four to six lanes with sidewalks and bike lanes to the 2045 MTP. This project was included in the 2045 horizon year of the fiscally constrained plan. This project has not been recommended for P5.0 submittal. Gaston Cleveland Lincoln MPO plans to submit the widening of the Wilkinson Boulevard Bridge to NCDOT for consideration in P5.0. The CRTPO will be eligible to apply local input points to their share of the project in P5.0.   |
| 14 | Marguerite Deutsch           |                                       | E-Mail        | 8/29/2017     | 2045 MTP General Comment                          | with all of the growth in the surrounding areas of these projects the horizon times seem to be too far out. What about the next 5 to 10 years. Things need to happen sooner  | In addition to the 65 projects that have been recommended for the 2035 and 2045 horizon years of the 2045 MTP, there are 135 projects included within the 2025 horizon year of the 2045 MTP. These projects are included in the 2018-2027 Transportation Improvement Program and are committed for funding and scheduled to be delivered within the next 5-10 years.   |
| 15 | Jim Van Meerten              |                                       | E-Mail        | 8/29/2017     | Ballantyne Commons Parkway (3147)                 | I moved here in 1997 when they built that small bridge on what was then Providence Road West with no sidewalks and no bike lanes --- 2035?   | A shared-use path is planned for the Ballantyne Commons Parkway corridor to accommodate bicyclists and pedestrians. The first phase of this path will be constructed as part of the I-485/BCP bridge replacement, which is scheduled to begin in the fall of 2018. The bridge replacement project will be coordinated with the I-485 improvements project. The remaining segments of the shared-use path will be constructed along with the widening of BCP between Annalexa Lane and Williams Pond Lane, which is scheduled to begin in 2024.   |
| 16 | Eric Zaverl                  |                                       | E-Mail        | 8/30/2017     | MTP Goals and Objectives, Non-Highway Projects    | <p><i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "I just don't believe the projects that are on the table for the 2045 time frame will be enough to even come close to achieving these goals. To think that by the time we get to 2045 with 81% or more of the population living in urban areas in North Carolina, how on earth will people efficiently and sustainably move from point A to point B?</p> <p>I live in Charlotte and we are going to have huge issues within just a few years. I am not asking for more roads, wider roads or more efficient interchanges. We need dramatic changes now to bring money and support for multi-modal transportation to the urban and suburban areas! Safe and protected bike lanes, better bus systems modeled around BRT and transit networks built to service large population centers need to be prioritized and given funding that match road/highway spending."</p>  | The goals and objectives are intended to guide the CRTPO in its decision making processes, but they may not always align with the roadway ranking methodology. The majority of the funding for our capital roadway projects originates from North Carolina's STI legislation. In order to ensure that we have competitive projects throughout our three county planning area, certain elements of our ranking criteria are similar to how NCDOT evaluates projects through the STI process. This is particularly the case with the congestion, safety and benefit/cost criteria. However, there are intentional differences (primarily in Tier 2) in order to properly reflect local values or to address issues difficult to assess at a statewide level. The CRTPO attempts to leverage its discretionary funding (TAP, STBG-DA, and CMAQ) to advance non-highway projects throughout its planning area. The financial plan chapter of the MTP will show a more complete picture of all funds that CRTPO receives and a forecast of anticipated revenues for all transportation modes. |
| 17 | Betsy Vetter                 | American Heart and Stroke Association | E-Mail        | 8/30/2017     | 2045 MTP General Comments                         | <p><i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "The AHA/ASA is pleased to see the number of bicycle and pedestrian improvement projects within the plans, especially those that increase access to employment, education, parks, shopping and other key destinations. These improvements will help promote transportation choices for all users and enhance quality of life. The attention to increasing bicycle and pedestrian-friendly pathways is an important priority that will work to provide the region opportunities for daily physical activity and improved health. " "The AHA/ASA believes that it is critically important to actively engage the community in providing input into the draft plans. We encourage CRTPO to expand those efforts to involve the community, especially residents in low and moderate-income neighborhoods. " "The AHA/ASA has identified as a key priority for building healthier communities the need to take steps to address the social determinants of health. For example, approximately 30% of the City of Charlotte's population doesn't drive a car. For those individuals, providing walkability is key to ensuring mobility, independence, and quality of life. We encourage CRTPO to prioritize projects in low and moderate-income communities that have historically been excluded from creating built environments that promote health and safety." "The AHA/ASA is pleased with the number of projects in the CRTPO Draft 2045 Metropolitan Transportation Plan which would improve bicycle and pedestrian pathways. We encourage CRTPO and the local communities to fully fund the projects and provide funding streams moving forward. "</p>   | Thank you for your comments.   |
| 18 | Shannon Binns c/o Meg Fencil | Sustain Charlotte                     | E-Mail        | 8/30/2017     | 2045 MTP General Comments                         | <p><i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "While we understand that the CRTPO region's rapidly growing population will require significant capacity upgrades, we are very concerned about the environmental, social, and economic impacts of the proposed widening of I-77 to 10 and in some cases (Cornelius, Huntersville) to 12 lanes. Therefore, we do not support the proposed extent of I-77 widening at this time. The large amount of funding required for the many projects in this widening could be spent to improve transit capacity. All TDM options for accommodating peak daily traffic volumes on this corridor should be fully explored." "In the regional tier, we're concerned about the impacts to pedestrians related to the proposed widening of many urban arterials in highly populated areas, especially those that will increase from 4 to 6 lanes. While we do like that these projects take a Complete Streets approach with addition of new bike and ped infrastructure that will make it easier to move along the length of the roadway, the widened roadways will also induce more driving demand." "We strongly support the Charlotte Gateway Station, Charlotte B-cycle, greenways and multi-use paths, bike lanes, sidewalks, and Blue Line Extension. These projects will all provide much needed connectivity and sustainable transportation choices." "We commend CRTPO's Complete Streets approach of providing bike/ped infrastructure whenever it is safe to do so on highway projects. We encourage CRTPO to prioritize funding for projects that increase connectivity and safety within existing developed areas rather than projects that expand access to currently undeveloped land. "</p>   | Thank you for your comments.   |