



**CITIZENS TRANSIT ADVISORY GROUP (CTAG)
Agenda**

**October 20th, 2020
7:30 am to 9:00 am
South Boulevard Light Rail Facility
WebEx Conference Meeting**

- | | |
|--|-----------------------------|
| I. <u>Call to Order</u> | Edward Tillman, Co-Chairman |
| II. <u>Introduction of New Members</u> | Edward Tillman, Co-Chairman |
| III. <u>Approval of Meeting Summary</u> - N/A | |
| IV. <u>LYNX Silver Line Program Update</u> | Andy Mock |
| V. <u>Charlotte Moves Task Force</u> | Taiwo Jaiyeoba |
| VI. <u>Other Business</u> | |
| VII. <u>Adjournment</u> | |

CITIZENS TRANSIT ADVISORY GROUP (CTAG)
Meeting Summary
October 20th, 2020
DISCUSSION SUMMARY

Present: Edward Tillman, City of Charlotte, CTAG Co-Chairman
Adam Pasiak, Mecklenburg County, CTAG Co-Chairman
Noah Gabriel Cartagena, Charlotte City Council
Jeffrey Parker, Mecklenburg County
Todd Steiss, Town of Davidson
Kevin Walsh, Town of Huntersville
Donald Rhodes, Town of Matthews
Jessi Healey, Town of Mint Hill

Staff: John Lewis Jr, Bradley Thomas, Allen Smith III, Kenneth Chapman, Krystal Green,
Andy, Mock, Jason Lawrence, Jennifer Fehribach, Rachel Gragg, Laura Johnson, Kelly
Goforth, Jill Brim, Paulus Ford

Meeting time 7:30 a.m. – 9:00 a.m.

I. Call to Order

The regular meeting of CTAG was called to order at 7:32 a.m. by CTAG Co-Chair Edward Tillman.

II. Introduction of New Members – Noah Gabriel Cartagena representing the Charlotte City Council, Todd Steiss, now representing the Town of Davidson, Kevin Walsh representing the Town of Huntersville and Donald, Rhodes representing the Town of Matthews.

III. Approval of Meeting Summary – None

IV. LYNX Silver Line Program Update (presentation attached)
Andy Mock, CATS Senior Transit Project Development Manager presented to CTAG LYNX Silver Line Program Update.

V. Charlotte Moves Task Force Update (presentation attached)
Taiwo Jaiyeoba, City of Charlotte Assistant City Manager and Director of Planning, Design & Development Department presented the Charlotte Moves Task Force update. The task force was created to address issues around mobility and transportation in Charlotte and surrounding counties. The task force meets monthly to discuss the importance of reliable and efficient public transportation, pedestrian and bicycle paths and traffic signalization. Also, to shape the Strategic Mobility Plan's vision and recommend a transformational network of project and a funding strategy to the Mayor, City Council and the Community.

VI. Other Business

Co-Chairman Edward Tillman (City of Charlotte) took the opportunity to share with the group (as there were several new towns represented) the function and responsibilities of the Citizens' Transit Advisory Group.

VII. CEO Remarks – N/A

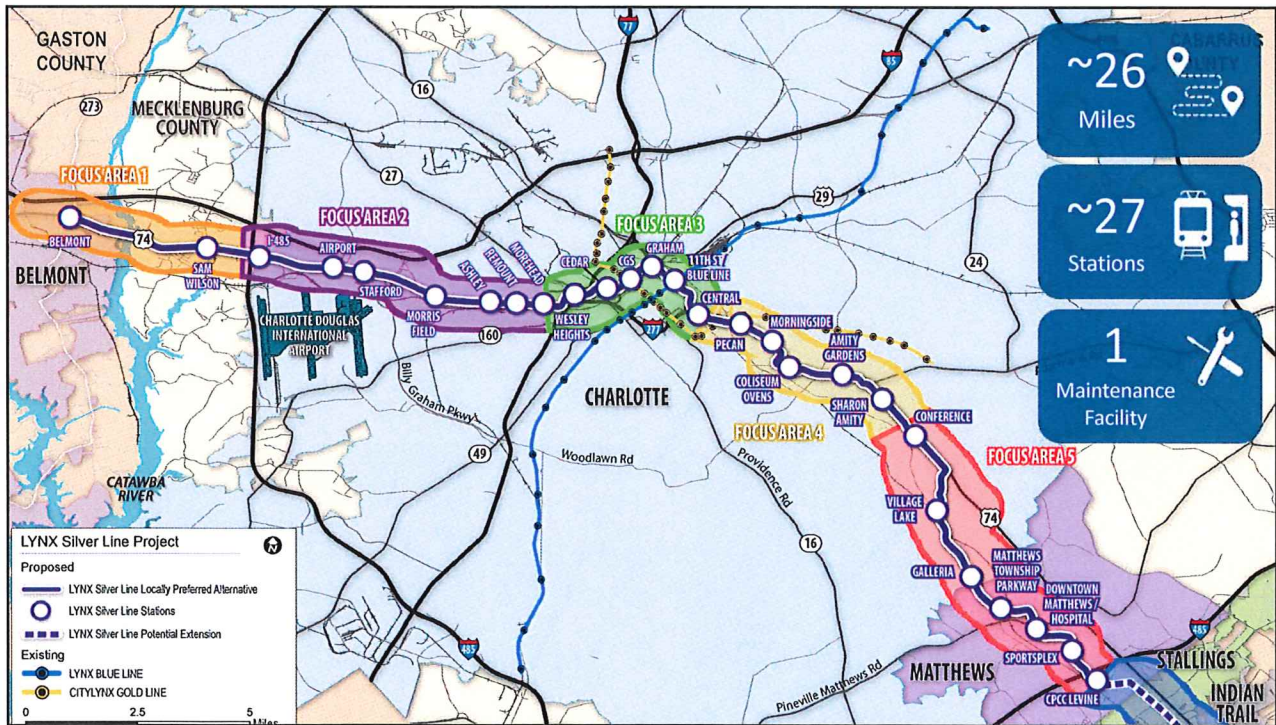
Adjourn

The meeting was adjourned at 9:00am

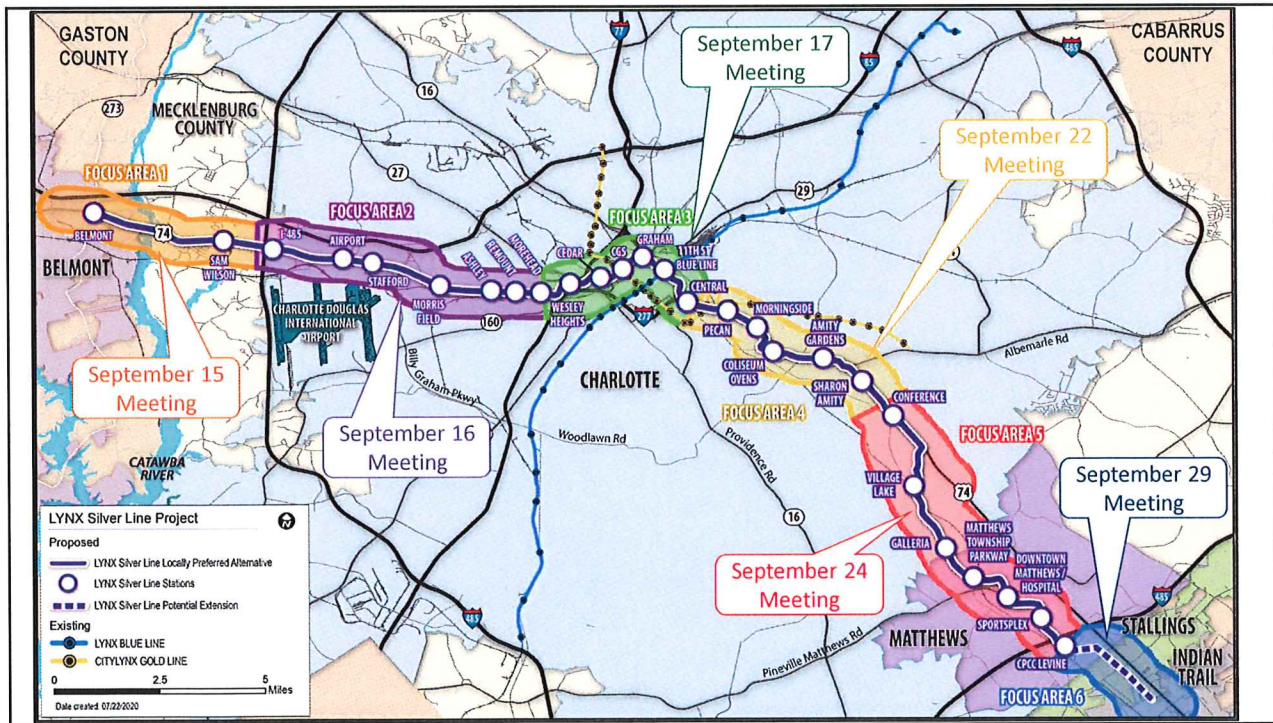
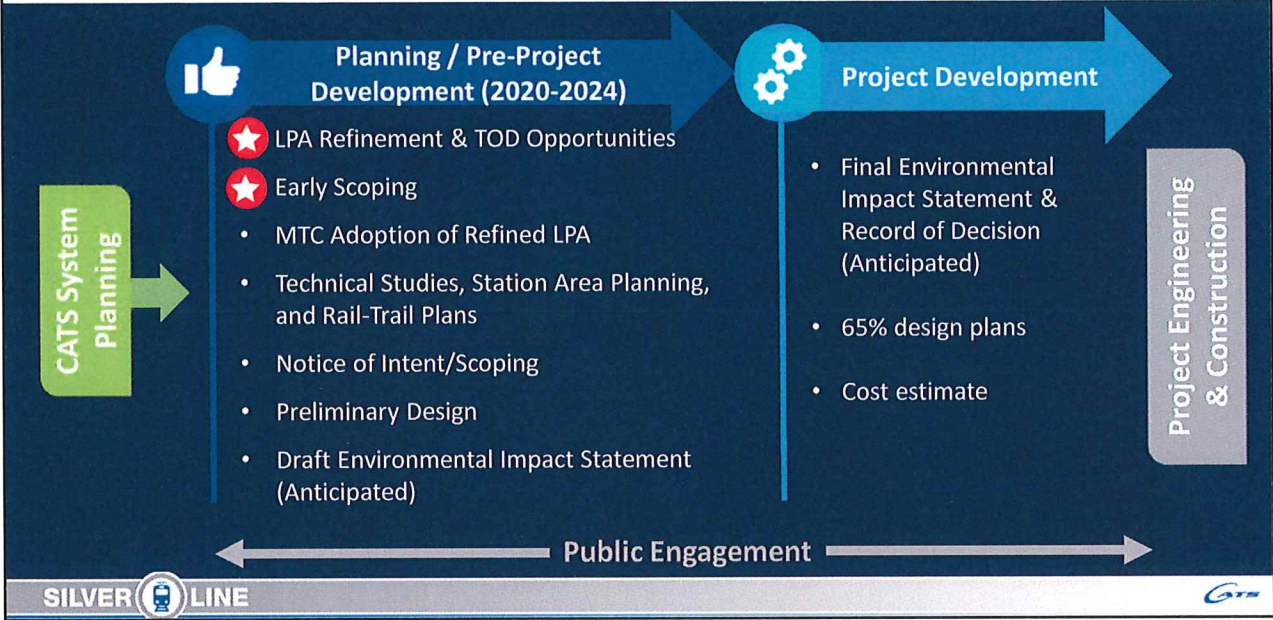
NEXT CTAG MEETING: NOVEMBER 17TH, 2020 AT 7:30 AM

LYNX Silver Line Public Engagement Update

Citizens Transit Advisory
Group (CTAG)
October 20, 2020



Where Are We?



Round 2 Public Engagement: August 31 – October 14

Go Online

- Online Open House
 - Project Videos
 - Interactive Comment Map
- Public Survey
- Download Materials



Get Involved

- Live Virtual Public Meetings
 - September 15, 16, 17, 22, 24, 29
- Stakeholder Meetings
- Community/Organization Meetings



Contact Us

- Contact Team Directly
 - Email
 - Phone
 - Mail



Round 2 Public Outreach & Engagement

- 20,000 printed hanging rider alerts throughout CATS system vehicles
- 40,000 direct mailers sent
- Rider Alerts/e-blasts sent to stakeholders, businesses, neighborhoods, chambers, other parties along corridor
- Next Door posts to 265,454 CLT residents.

- 54 “reports/mentions” in TV news
- Presentation videos played on GovChannel throughout September
- Social Media
 - 41,107 Impressions
 - 763 Engagements
 - 361 Link Clicks
- 277 Views #AskCATS Sept 10 webinar

*(Data from August 31, 2020 – October 12, 2020)

Engagement Stats



**303 Survey
Participants**



98 Emails



Video Views
1,563 Online Open House
**4,429 Live Virtual Public
Meetings**



**Live Virtual Public
Meeting Attendees**

- Focus Area 1: 166
- Focus Area 2: 83
- Focus Area 3: 79
- Focus Area 4: 70
- Focus Area 5: 120
- Focus Area 6: 61



**277 Interactive Map
Participants**

SILVER  LINE



Public Survey Engagement Stats



**91% of participants strongly
agree or agree with purpose
and need statement**



**65% of participants would use
the LYNX Silver Line monthly,
weekly, or daily**

Top project concerns:

- Neighborhood & community facilities/services
- Ridership & Travel time
- Cost
- Visual & Aesthetics









**Top 3 ways participants heard
about the survey :**

- Social Media
- Postcard/Mailer
- Email

SILVER  LINE



Interactive Map Preliminary Survey Priorities

	Focus Area 1: Belmont to I-485	<ol style="list-style-type: none"> 1. Local Connectivity (34%) 2. Travel Time (32%) 3. Cost (16%)
	Focus Area 2: I-485 to I-77	<ol style="list-style-type: none"> 1. Travel Time (35%) 2. Development (28%) 3. Local Connectivity (26%)
	Focus Area 3: Center City	<ol style="list-style-type: none"> 1. Local Connectivity (58%) 2. Travel Time (27%) 3. Development (7%)
	Focus Area 4: Charlottetowne Ave. to Idlewild Rd.	<ol style="list-style-type: none"> 1. Local Connectivity (42%) 2. Travel Time (31%) 3. Development (16%)
	Focus Area 5: Idlewild Rd. to just south of I-485 at CPCA Levine	<ol style="list-style-type: none"> 1. Local Connectivity (53%) 2. Travel Time (18%) 3. Other (10%)
	Focus Area 6: Union County Extension	<ol style="list-style-type: none"> 1. Local Connectivity (39%) 2. Travel Time (33%) 3. Development (15%)

SILVER  LINE



Next Steps

COMPLETE:
Virtual Public Engagement
Round 2 (Early Scoping)



Present LPA and potential options for public and regulatory agency input

EARLY 2021: Public
Engagement
Round 3



Present proposed refined LPA

EARLY 2021:
MTC Adoption of
Recommendations

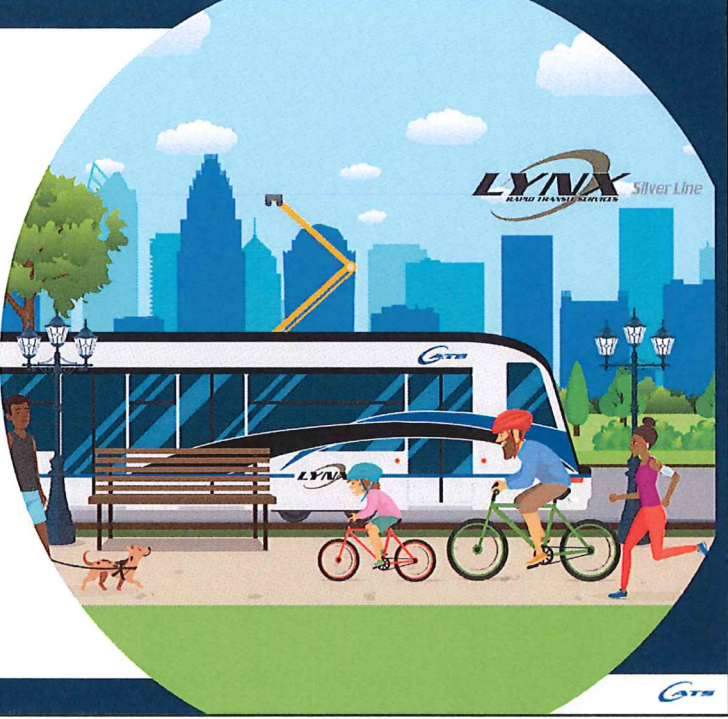


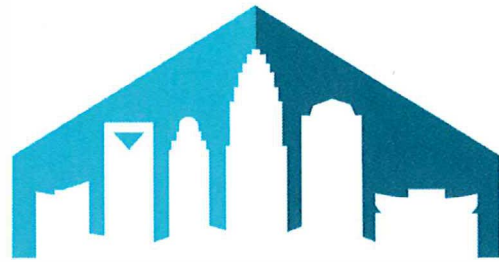
Adopt refined LPA for environmental review under NEPA

SILVER  LINE



Thank you!



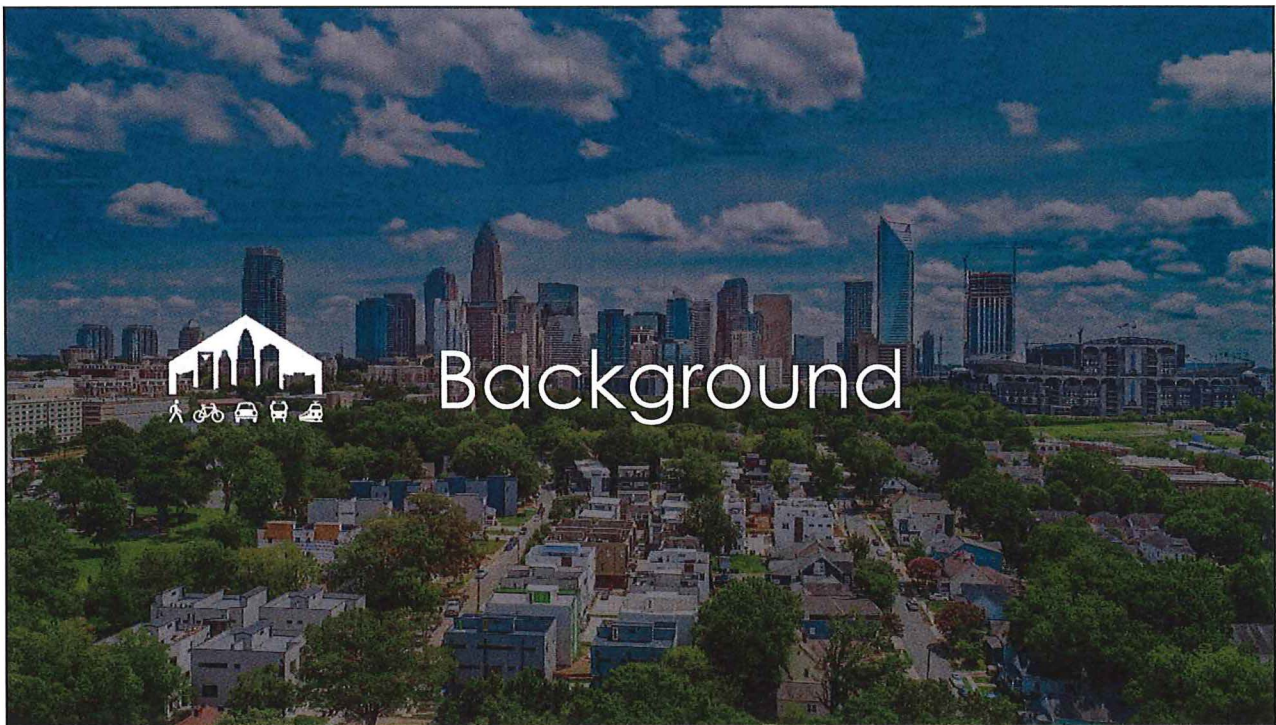


CHARLOTTE

MOVES

TASK FORCE

October 20, 2020





Background



December 2019 - Mayor announced formation of a committee to address issues around mobility and transportation in Charlotte.



January 2020 - Annual Strategic Meeting: Mayor and Council discussed importance of reliable and efficient public transportation, pedestrian and bicycle paths, and traffic signalization. Formalized the establishment of a Task Force.



February 2020 - Task Force appointed: 25 key community representatives; chaired by Mayor Harvey Gantt; represents all Council/Commission Districts.



May 2020 through December 2020 - Task Force meets monthly to shape the Strategic Mobility Plan's vision, and recommend a transformational network of projects and a funding strategy to Mayor & Council, and the Community.



Roles & Responsibilities





Charlotte MOVES: VISION STATEMENT

"Charlotte will provide **safe** and **equitable** mobility options for all travelers regardless of age, income, ability, race, where they live, or how they choose to travel. An integrated system of transit, bikeways, sidewalks, trails, and streets will support a **sustainable, connected, prosperous, and innovative** network that connects all Charlotteans to each other, jobs, housing, amenities, goods, services, and the region."

- From Charlotte Future 2040 Comprehensive Plan



This Vision Statement covers the work of the Task Force & the development of the Strategic Mobility Plan



CHARLOTTE MOVES | TASK FORCE

2030 Transit Plan (2006)

- LYNX Blue Line Light Rail
- LYNX Silver Line Light Rail
- LYNX Blue Line Pineville/Ballantyne Expansion
- LYNX Red Line Commuter Rail and I-77 BRT
- CityLYNX Gold Line Streetcar

ENVISION MY RIDE

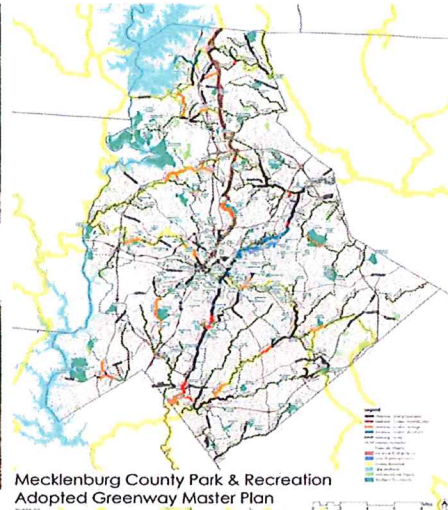
Launched in 2018 to redesign the current bus system through a three phase approach:

- Structural - Crosstown routes and Hubs
- Frequency - Improve Headways Systemwide
- Reliability - Improve Speed and Efficiency



County Greenway Master Plan (2008)

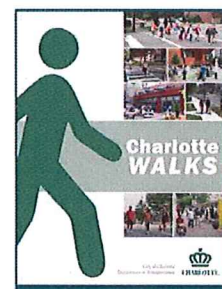
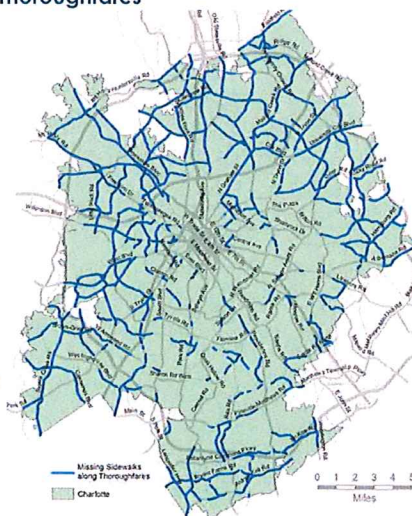
- Update underway through the **Meck Playbook** effort
- Greenways are the **#1 amenity requested by Mecklenburg County residents.** (*Citizen Survey, 2015 Greenway Master Plan update*)
- Greenway Master Plan includes 308 miles
- Currently, **55 miles of greenway are completed**
- Accelerated plan is to complete **30 new miles of greenway from 2019 to 2023**
- Integrated with City of Charlotte active transportation (ped/bike) planning



Charlotte Walks (2017)

Missing Sidewalks on Thoroughfares (2015 snapshot)

- Improve pedestrian safety – **Vision Zero**
- Connect people to places
- Comfortable & inviting walking environments
- **Data-driven investment** in new sidewalks & pedestrian crossings:
 - Focus on “High Injury Network”
 - Proximity to schools
 - Proximity to bus & rail transit stops
 - Proximity to parks & greenways
 - Proximity to neighborhood serving land uses (WalkScore)
 - Percent of households without access to a vehicle



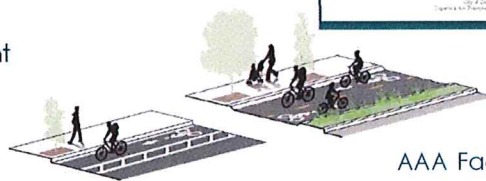
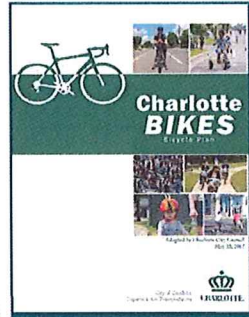
the number of
Charlotteans
who don't drive

250,000



Charlotte Bikes (2017)

- Changing expectations for bicycle infrastructure – **Focus on “AAA” facilities**
- Leverage existing infrastructure & fill key gaps to create continuous corridors
- Start in and build the network out
- **6 “E’s” of Bicycling**
 - Equity
 - Engineering
 - Education
 - Encouragement
 - Enforcement
 - Evaluation



AAA Facilities = Suitable for cyclists of All Ages and Abilities



Strategic Energy Action Plan (2018)



SEAP
 STRATEGIC ENERGY ACTION PLAN
 CITY of CHARLOTTE

GOALS

- Strive to source 100% of municipal energy use in buildings and fleet from zero carbon sources by **2030**.
- Strive to become a low carbon city by **2050**, emitting less than 2 tons of carbon dioxide equivalent per person.

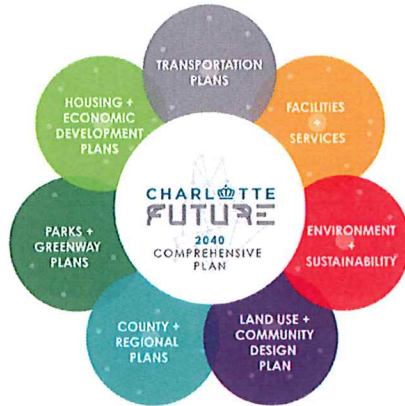
FOCUS AREAS

1. Buildings
2. Transportation
3. Energy Generation
4. Workforce Development & Equity



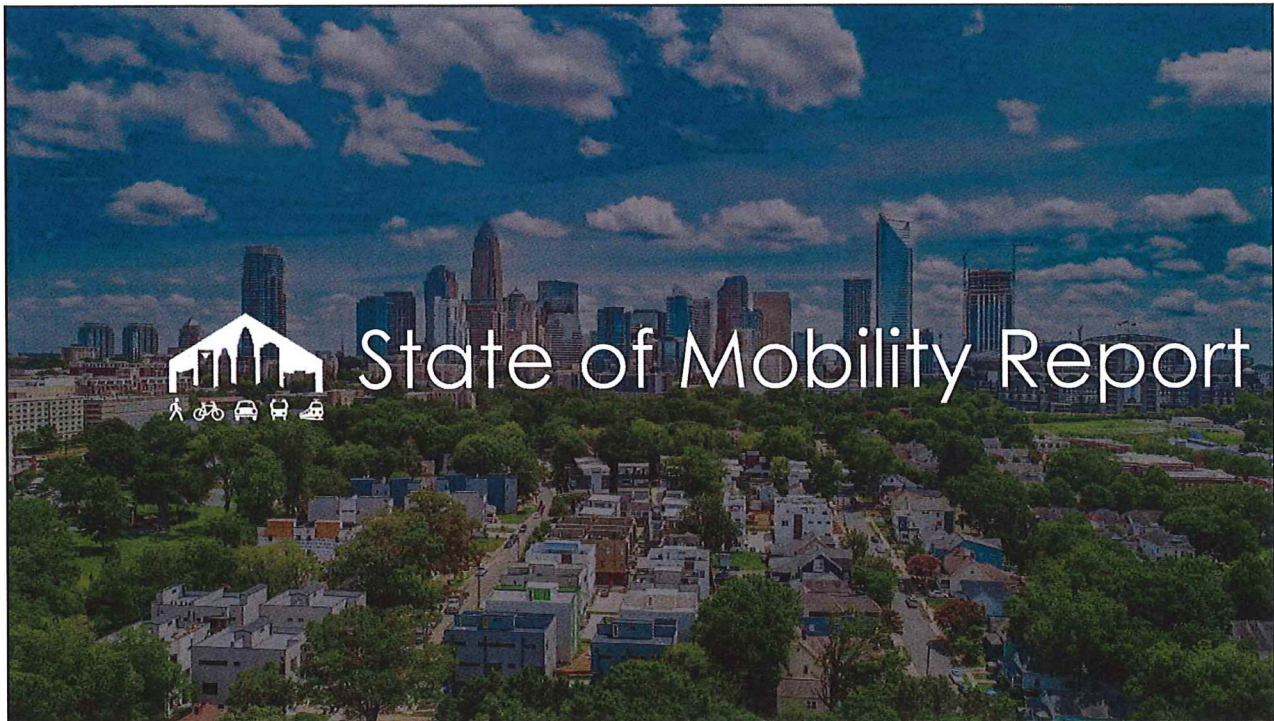
2040 Comprehensive Plan (2021)

VISION ELEMENTS

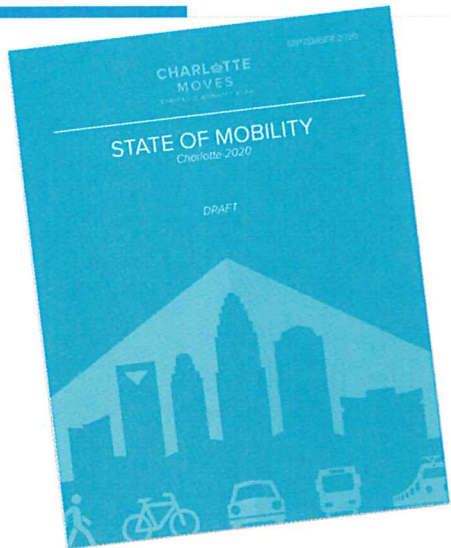


- 1. TRANSPORTATION CHOICE & CONVENIENCE
- 2. SAFE, INVITING, & DISTINCTIVE PLACES
- 3. THRIVING ECONOMIC INNOVATION & OPPORTUNITY
- 4. VIBRANT ARTS, CULTURE, & EDUCATION
- 5. HEALTHY & SUSTAINABLE
- 6. EQUITABLE ACCESS TO SERVICES & RESOURCES
- 7. AFFORDABLE & DIVERSE HOUSING
- 8. COORDINATED GROWTH & DEVELOPMENT

We are here!



State of Mobility Reflections and Observations



SAFETY

Too many people die traveling on our streets (74 in 2017). A disproportionate number of those fatalities are pedestrians and bicyclists. We must make our streets safe for everyone, regardless of age and ability, or where, when, and how you travel!



AFFORDABILITY

Over half of our household income is spent on the increasing costs of housing and transportation. Our mobility investments should reduce the cost of transportation and make it possible live and work in Charlotte without having to own a car.



GROWTH

We have outgrown our ability to travel the way we used to, and we cannot build our way out of congestion. Our mobility future rests in moving people (not just cars) and requires us to prioritize and invest in a broader range of mobility choices.



ENVIRONMENT

Transportation accounts for 40% of our greenhouse gas emissions. Our streets impact the tree canopy and the runoff in creeks. We must prioritize investments that expand sustainable mobility options and protect our environment and resources.



PROSPERITY

Our mobility investments can do more to expand prosperity throughout our city. We must identify investments that connect people to jobs, move goods and services, strengthen businesses, and support the needs of daily life.



TRANSFORMATION

The way we travel, like no time before, is in a period of creative disruption and rapid transformation. We must accept, adapt, and anticipate new opportunities, technologies, and challenges.



HEALTH

Our health is tied to the way we move and our ability to access daily needs. We must provide healthier active mobility options and expand access to the needs (food, recreational space, health care, etc.) that shape our health and happiness.



REGIONAL

We are the center of the region. How we invest shapes lives within, and beyond Charlotte's borders. Our mobility and investment strategy must build and strengthen regional partnerships and define shared success.



DEMOGRAPHICS

Charlotte is becoming increasingly older and more diverse, reshaping the very nature of who we are and what we need. We must re-balance our mobility choices to fit the changing needs of our future city.



ALIGNMENT

We are envisioning our future at all levels with transformational plans underway shaping our growth, development, land use, transit, and recreational space. Mobility is a common thread throughout these efforts, and now is the time to align a shared vision.



Safety and Travel Choices

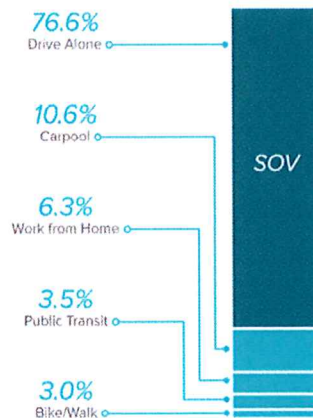
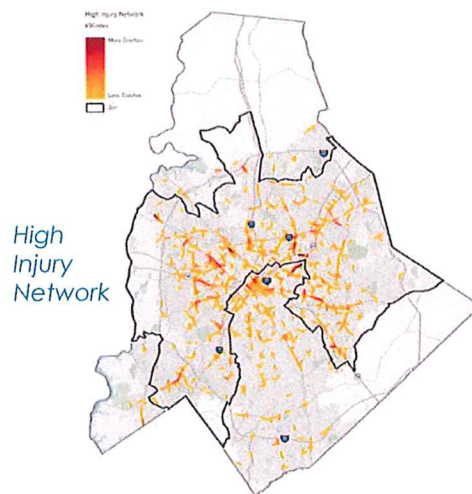
"100% of fatal/serious injuries crashes occur on just 10% of our streets"

24.6 Min
Average Daily Commute Time

22.1%
Ave Household Income Spent on Transportation

36.8%
Commute More than 30 Minutes Daily

\$15,719
Ave Annual Household Cost of Driving in Charlotte





Equity & Access to Opportunity

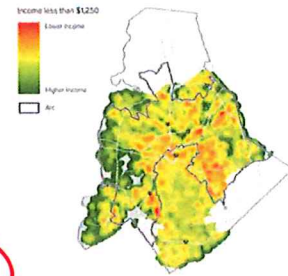
Households that spend 25% or more of their income on housing:

- Within the Arc: 48%
- Outside the Arc: 16%

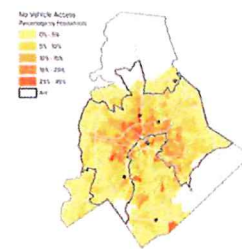
% of Households in Cost-Burdened Block Groups

	Cost-Burdened
Arc Households	23.6%
Non-Arc Households	4.6%

Low Wage Living



Vehicle Access



City	H & T Costs % Income (Avg)	H & T Costs >44% Income	Housing Costs % Income	Housing Costs >30% Income	Transportation Costs % Income	Median Household Income
Charlotte, NC	51%	62.9%	29%	34.2%	22%	\$61,993
Austin, TX	47%	48.9%	28%	28.3%	19%	\$71,543
Minneapolis, MN	38%	20.8%	22%	17.1%	16%	\$63,590
Nashville, TN	48%	58.5%	26%	24.4%	22%	\$55,873
Denver, CO	42%	32.8%	24%	20.2%	18%	\$68,377





Selection Criteria / Approach

CHARLOTTE MOVES | TASK FORCE

Rapid Transit Corridors



Our complete rapid transit vision

- CATS 2030 System Plan

Bus Priority System



Our expanded & prioritized bus network

- Key corridors from the CATS Bus Priority Study (ongoing)
- Provide fast/frequent bus service throughout the city
- Supporting and connecting to the corridors identified in the Connect Beyond regional transit study.

Greenway System



Our parks & streets for recreation & mobility

- Corridors that provide the greatest opportunity to connect people to employment centers, parks, schools, and other critical needs
- Connect the greenway network to the rest of the mobility network (ped/bike/transit) and to the region

Pedestrian Walkability



Our investment in first & last mile mobility

- Focused on improving safety and "first/last mile" connectivity to transit and greenway corridors
- Improve pedestrian access by investing in mobility hubs at the confluence of other key mobility networks

Bicycle Network



Our bicycle vision for all ages & abilities

- Leverage/extend existing greenways and bike facilities to create "AAA" (all ages and abilities) bicycle corridors
- Connect to the rest of the mobility network and support "first/last mile" connectivity
- Create bicycle commuting corridors that provide affordable access to jobs and critical needs

Roadway Network



Our investment to manage congestion

- New multimodal transportation options and mitigate areas of high congestion
- Support Vision Zero safety commitment by investing in the High Injury Network
- Establish greater network connectivity, efficiency, and route choice by building new street connections

CITY of CHARLOTTE

Rapid Transit Corridors



Our complete rapid transit vision

shaping our growth and connecting us to the jobs, housing, and opportunities of our city and region.

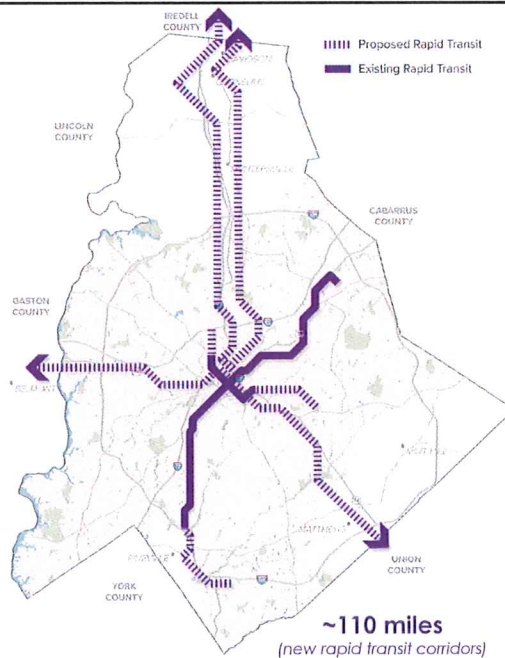
Building on Our Plans:

Existing:

CATS 2030 System Plan (2006)
Strategic Energy Action Plan (2018)

On-Going:

Connect Beyond
Charlotte Future 2040
Strategic Mobility Plan



Selection Criteria/Approach:

- CATS 2030 System Plan


Key Projects/Programs:

- Silver Line LRT Corridor
- I-77 BRT Corridor
- Red Line Commuter Rail Corridor
- Gold Line Streetcar (Phase 3)
- Blue Line Extension (Pineville/Ballantyne)

What we've heard from the Task Force:

- Prioritize light rail
- High capacity regional corridors (CONNECT Beyond)
- Include "true" BRT
- Connect largest employers to largest areas of population
- Plan to support future connections to surrounding counties
- Pair transit stations with neighborhood planning

Bus Priority System



Our expanded & prioritized bus network

ensuring our access to opportunity is not limited by where we live or owning a car.

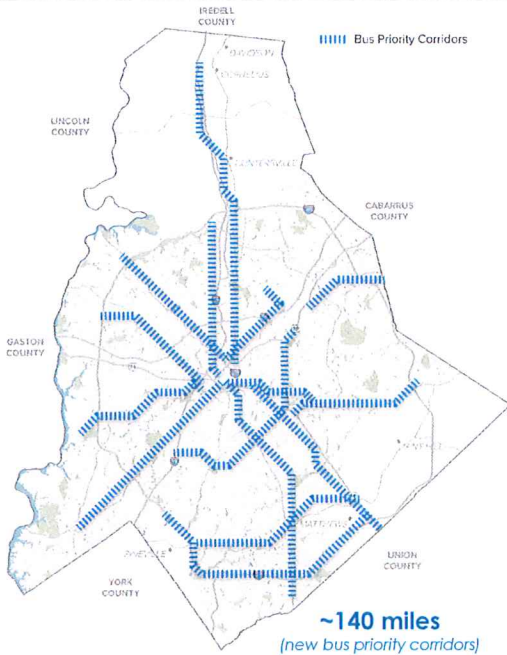
Building on Our Plans:

Existing:

- Envision My Ride (2018)
- CATS 2030 System Plan (2006)
- Strategic Energy Action Plan (2018)

On-Going:

- Bus Priority Plan
- Connect Beyond
- Charlotte Future 2040
- Strategic Mobility Plan



~140 miles
(new bus priority corridors)

Selection Criteria/Approach:

- Key corridors from the CATS Bus Priority Study (ongoing)
- Provide fast/frequent bus service throughout the city
- Supporting and connecting to the corridors identified in the Connect Beyond regional transit study.


Key Projects/Programs:

- Central Ave.
- South Tryon St.
- Freedom Dr.
- Statesville Rd.
- Other key corridors from the CATS Bus Priority Study

What we've heard from the Task Force:

- Repurpose vehicular lanes to incentivize alternative travel (carpool, bus, etc.)
- Increase high-frequency bus routes beyond the few that are planned – link to areas of high residential density
- Bus shelters everywhere!
- Need to be able to track buses in real time

Greenway System



Our parks & streets for recreation & mobility

reaching into our neighborhoods to support walking & biking as a natural extension of our daily life.

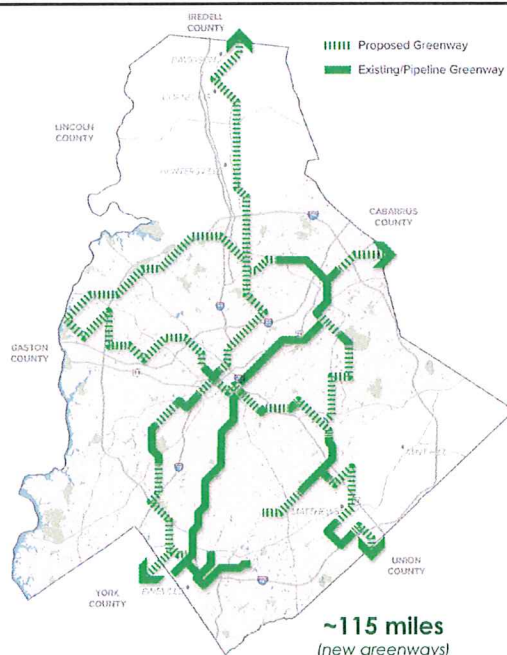
Building on Our Plans:

Existing:

- Greenway Master Plan (2008)
- Strategic Energy Action Plan (2018)

On-Going:

- Meck Playback
- Charlotte Future 2040
- Strategic Mobility Plan



~115 miles
(new greenways)

Selection Criteria/Approach:

- Corridors that provide the greatest opportunity to connect people to employment centers, parks, schools, and other critical needs
- Connect the greenway network to the rest of the mobility network (ped/bike/transit) and to the region


Key Projects/Programs:

- XCLT 2.0
- Mooresville to Charlotte Trail
- North Charlotte Arc Trail (Long Creek to Reedy Creek)

What we've heard from the Task Force:

- Cross Charlotte Trail
- Connect greenways to the rest of the network
- City + County partner to complete the planned Mecklenburg County system
- Connect to the broader region (i.e. Carolina Thread Trail)

Bicycle Network



Our bicycle vision for all ages & abilities

establishing cycling as integral to our character and mobility culture.

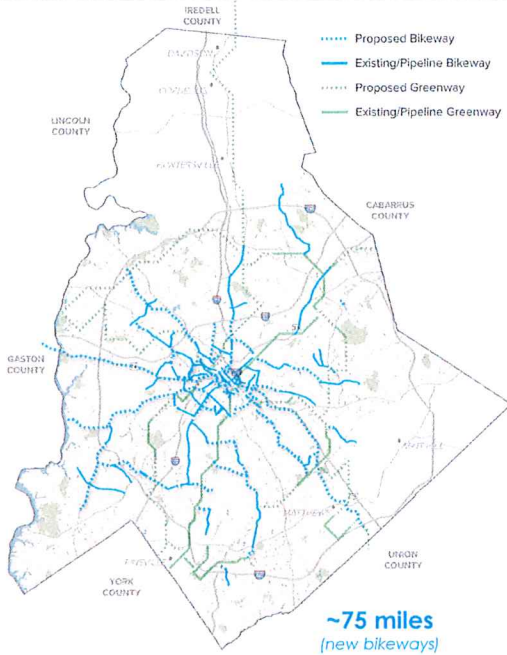
Building on Our Plans:

Existing:

- Charlotte Bikes (2017)
- Vision Zero Action Plan (2015)
- Greenway Master Plan (2008)
- Transportation Action Plan (2017)
- Metropolitan Transportation Plan (2016)
- Strategic Energy Action Plan (2018)

On-Going:

- Meck Playback
- Charlotte Future 2040
- Strategic Mobility Plan



~75 miles
(new bikeways)

Selection Criteria/Approach:

- Leverage/extend existing greenways and bike facilities to create "AAA" (all ages and abilities) bicycle corridors
- Connect to the rest of the mobility network and support "first/last mile" connectivity
- Create bicycle commuting corridors that provide affordable access to jobs and critical needs


Key Projects/Programs:

- Silver Line Rail Trail
- Steele Creek / West Blvd. Commuter Route
- Brookshire Parallel Bikeway
- Critical Network Gaps

What we've heard from the Task Force:

- Micromobility = bicycles + e-scooters + bike share + ...
- Create/enhance corridors for commuting
- Focus on facilities for "all ages and abilities"
- Connected to other modes

Pedestrian Walkability



Our investment in first & last mile mobility

elevating walkability as the foundation of our mobility and community identity.

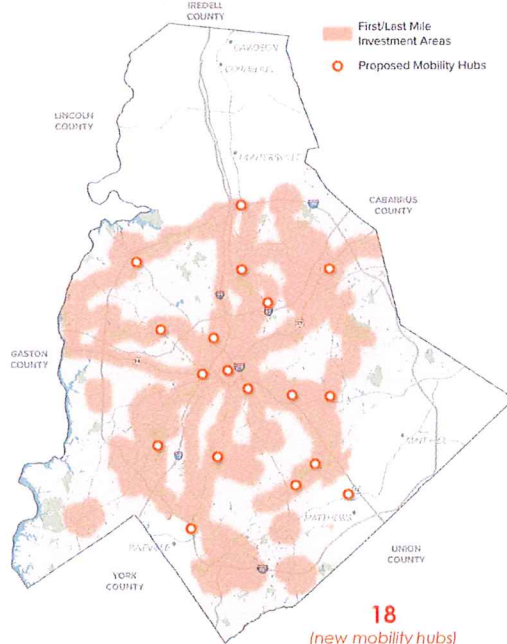
Building on Our Plans:

Existing:

- Charlotte Walks (2017)
- Vision Zero Action Plan (2018)
- Greenway Master Plan (2008)
- Transportation Action Plan (2017)
- Metropolitan Transportation Plan (2016)
- Strategic Energy Action Plan (2018)

On-Going:

- Meck Playback
- Charlotte Future 2040
- Strategic Mobility Plan



18
(new mobility hubs)

Selection Criteria/Approach:

- Focused on improving safety and "first/last mile" connectivity to transit and greenway corridors
- Improve pedestrian access by investing in mobility hubs at the confluence of other key mobility networks


Key Projects/Programs:

- First/Last Mile Sidewalk Gaps
- First Last Mile Pedestrian Safety Projects (new crossings)
- Mobility Hubs

What we've heard from the Task Force:

- Focus on sidewalks that complete first/last mile gaps
- Shared-use paths (pedestrian and bicycles)
- Funding for micromobility hubs

Roadway Network



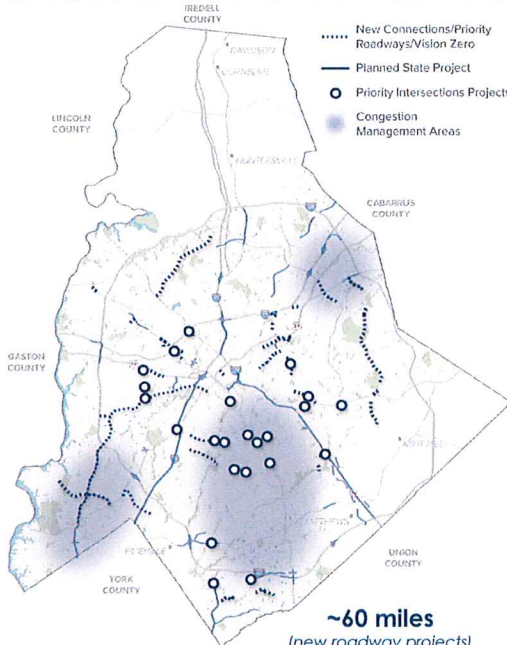
Our Investment to manage congestion

managing our congestion and extending the capacity and connectivity of our roads and rights of way.

Building on Our Plans:

Existing:
 Transportation Action Plan (2017)
 Metropolitan Transportation Plan (2016)
 Strategic Energy Action Plan (2018)

On-Going:
 Charlotte Future 2040
 Strategic Mobility Plan



~60 miles
(new roadway projects)

Selection Criteria/Approach:


- New multimodal transportation options and mitigate areas of high congestion
- Support Vision Zero safety commitment by investing in the High Injury Network
- Establish greater network connectivity, efficiency, and route choice by building new street connections

Key Projects/Programs:

- New Street Connections
(Eastern Circumferential, Fred D. Alexander Blvd., Bryant Farms Rd., Philemon Dr., Carowinds Blvd.)
- Priority Roadways & Vision Zero
(West Blvd., Tyvola Rd., The Plaza, etc.)
- Priority Intersections
- Connectivity Program/Partnerships

What we've heard from the Task Force:


- Focus on safety
- Stitch together a more complete street grid – new streets, more connectivity
- Maintenance
- Redesign roads through residential areas to be less like highways for automobiles and more about moving people



Selection Criteria / Approach

CHARLOTTE MOVES | TASK FORCE


Rapid Transit Corridors



Our complete rapid transit vision

- Silver Line LRT Corridor
- I-77 BRT Corridor
- Red Line Commuter Rail Corridor
- Gold Line Streetcar (Phase 3)
- Blue Line Extension (Pineville/Ballantyne)


Bus Priority System



Our expanded & prioritized bus network

- Key corridors from the CATS Bus Priority Study (ongoing)
- Provide fast/frequent bus service throughout the city
- Supporting and connecting to the corridors identified in the Connect Beyond regional transit study.


Greenway System



Our parks & streets for recreation & mobility

- Corridors that provide the greatest opportunity to connect people to employment centers, parks, schools, and other critical needs
- Connect the greenway network to the rest of the mobility network (ped/bike/transit) and to the region


Pedestrian Walkability



Our investment in first & last mile mobility

- Focused on improving safety and "first/last mile" connectivity to transit and greenway corridors
- Improve pedestrian access by investing in mobility hubs at the confluence of other key mobility networks


Bicycle Network



Our bicycle vision for all ages & abilities


- Leverage/extend existing greenways and bike facilities to create "AAA" (all ages and abilities) bicycle corridors
- Connect to the rest of the mobility network and support "first/last mile" connectivity
- Create bicycle commuting corridors that provide affordable access to jobs and critical needs

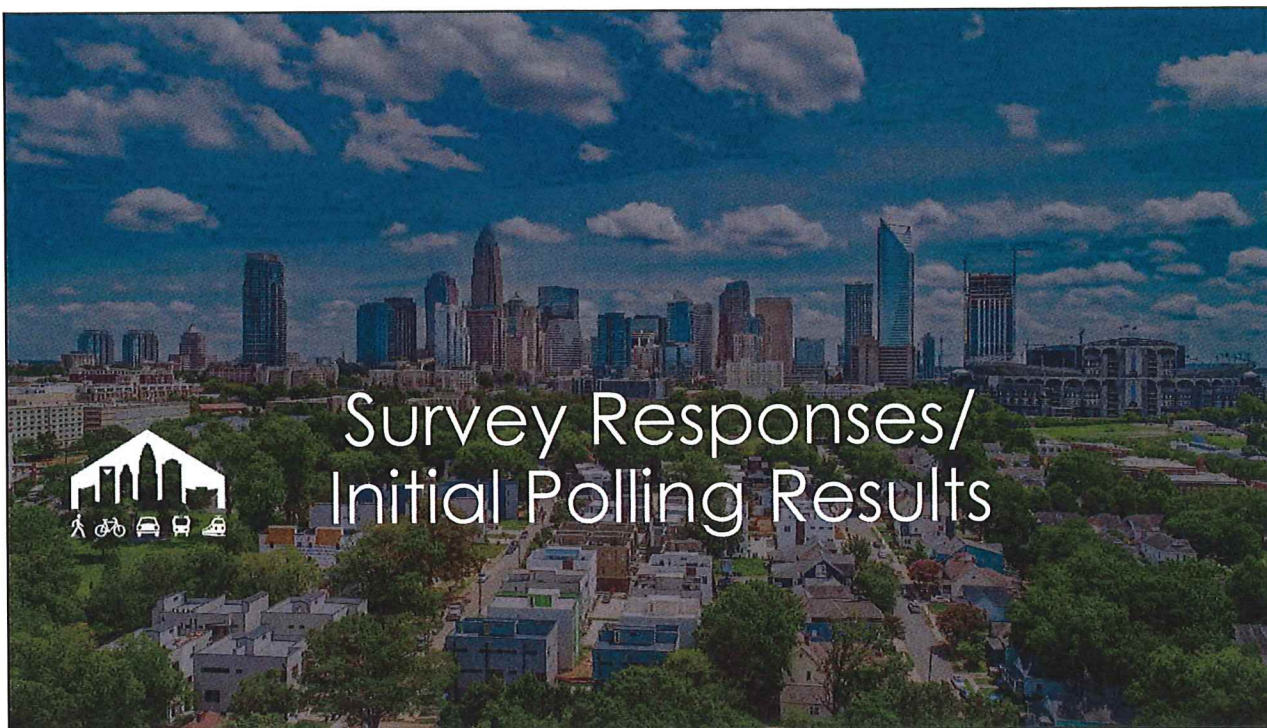
Roadway Network



Our investment to manage congestion

- New multimodal transportation options and mitigate areas of high congestion
- Support Vision Zero safety commitment by investing in the High Injury Network
- Establish greater network connectivity, efficiency, and route choice by building new street connections





KEY TAKEAWAY

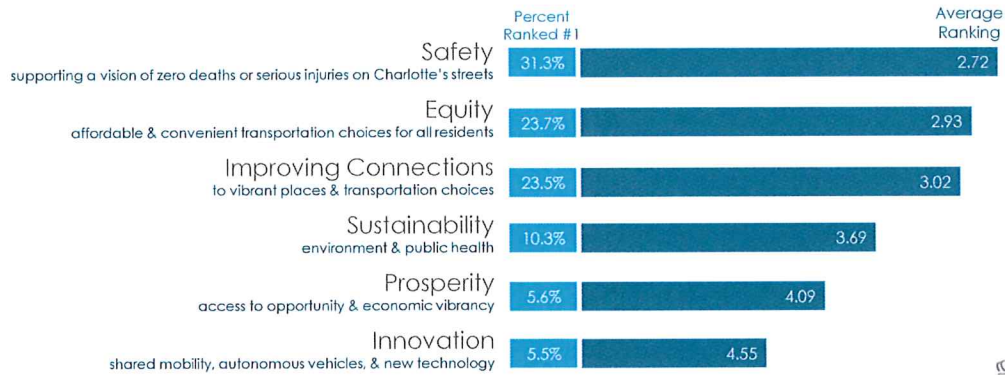
Responses reveal a strong preference for more ways to safely travel to places within Charlotte. **More than 80% of participants indicated they would accept modest increases in travel times to make the City's streets safer for all users.**

NOTABLE RESULTS

- The top two changes the public would like to see are 1) More convenient public transportation and 2) More travel options.
- 81% of participants would like to travel more often by walking in Charlotte. 76% would like to travel more often by bus or light rail.
- Safety and convenience are the top two reasons participants do not walk, bike, or take transit for everyday trips.



Charlotte is facing many new challenges. As you think about the role of transportation in responding to those challenges, tell us which considerations are most important to you. Please rank the following choices.



METHODOLOGY



ALG Research conducted an online survey of N=501 registered voters in Gaston, Iredell, Mecklenburg and Union county.



Interviews were collected August 17th through August 24th, 2020.



Data was collected online, meaning all the respondents have access to the Internet via a computer, tablet, or smartphone.



Data are weighted to be representative of the regional population.

KEY FINDINGS

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There is strong support for expanding transportation options in the Charlotte area.



This is not a political issue – support for transportation extends across geographic, partisan, and demographic lines.



Charlotte-region voters believe that expanding transportation will help businesses and the economy.

KEY FINDING: STRONG SUPPORT FOR EXPANDING TRANSPORTATION OPTIONS

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84%

agree that “having more transportation options is important.”



79%

support “expanding the number of local transportation options.”



75%

say there needs to be “more transportation options like buses and light rail.”



CHARLOTTE

MOVES

TASK FORCE

Next meeting is Thursday, October 22, 2020 at 6pm

