



Transit System Plan Public Engagement

Transit System Plan Update Engagement Summary Report

- **Summary Report**
- **Summary of Public Engagement Activities**
- **Neighborhood Outreach and Engagement**
- **Stakeholder Engagement**
- **Round 2 Engagement Survey Results**
- **Compilation of Survey Comments**

Engagement Rounds

The Transit System Plan (TSP) Update community engagement was divided into three rounds:

Round 1 October 2024 to January 2025: This round focused on illustrating background content on corridor characteristics, transit markets, transit modes, and the need for enhanced transit services. The City sought feedback on proposed goals, objectives, and trade-offs. The consultant team identified community and stakeholder engagement opportunities based on the overarching project goals.

Round 2 January 2025 - April 2025: This round focused on seeking public input on four system plan program scenarios including mode and terminus options.

Round 3: April 2025 - May 2025: The final round of public engagement will be primarily held through the MTC process where the community will have the opportunity to provide comment at the scheduled meetings in April and May.

Number of Engagements

Total engagements from Round 1 and 2: October 2024 to April 2025

- **Community Meetings/Events:** 23
- **Pop Up/Intercept Events:** 14
- **Stakeholder Meetings:** 11
- **Public Meetings:** 6

Total Engagements: 54

Attendance: Average of about 30 attendees per event.

Total Attendees: **Over 900**

Meeting Type

Definitions

- **Stakeholder Meetings:** Facilitating one on one or small group meeting with predetermined stakeholders and key decision makers (MTC, Staff Coordination meetings)
- **Community Meetings:** Attending a pre-scheduled community meeting or schedule a meeting for a particular neighborhood or community group. (HOA Visits, Meet with a Nonprofit organization for a focused discussion)
- **Community Events:** Community Events, similar to community meetings, are prescheduled targeted events or festivals where CATS would have a table or be included in an element of the agenda.
- **Public Meeting:** Public Meetings are hosted and facilitated by the project team and CATS. The audience is broader, but the agenda can be tailored to a specific focus area such as a kickoff meeting, a meeting related to proposed alternatives and the like. Public meetings are useful to create an open and transparent process for people to engage with the project and ask questions directly to the project team and to CATS.
- **Pop Up/Intercept Surveys:** Pop up events or intercept surveying serves a singular purpose of getting feedback on a survey or comment form in a high traffic area for a dedicated amount of time 2-3 hours. (CTC, Park and Rides, CATS stations or platforms)

Neighborhoods and Community Group Engagement

The following neighborhoods and community organizations participated in community meetings for the Round 1 & 2 Engagement (December 2024 - April 2025):

1. December 11, 2024, Sustain Charlotte704 Academy
2. December 12, 2024, Meck Ministries
3. February 12, 2025, Charlotte EAST Community
4. February 12, 2025, Commonwealth-Morningside Neighborhood
5. February 13, 2025, CRVA
6. February 13, 2025, Center City Partners Board Meeting
7. February 25, 2025, Charlotte Bicycle Advisory Committee
8. February 26, 2025, CATS Staff Coordination Meeting
9. March 4, 2025, Plaza Midwood Neighborhood Association Merchants Association
10. March 6, 2025, Mecklenburg County Community Relations
11. March 7, 2025, Embrace All Latino Voices
12. March 19, 2025, Ballantyne/Northwood Business Community
13. March 27, 2025, Black Political Caucus
14. March 27, 2025, Sustain Charlotte Connects Event
15. March 28, 2025, Monroe Road Advocates (MoRA)
16. April 1, 2025, NoDa Neighborhood
17. April 9, 2025, ULI Charlotte: Infrastructure
18. April 10, 2025, All Aboard Charlotte
19. April 22, 2025 Amity Gardens Neighborhood
20. April 23, 2025, Bank of America My Environment Group

Stakeholder Identification and Outreach

Extensive outreach was conducted throughout round 1 and round 2 engagement. The consultant team identified stakeholders in the tune of **over 300 individual stakeholder contacts**, in the categories Non-profit, Private, Place of Worship, Health, and government broken down by municipality. These stakeholder contacts were also organized by focus areas including:

- Workforce
- Housing
- Environment
- Finance
- Health
- Economic Development
- African American
- Hispanic/Latino
- Asian American
- Asian
- LGBTQ
- Transportation
- Re-entry
- Education
- Immigrant
- Youth
- Aviation
- Engagement
- Equity
- Corridors of Opportunity
- Faith
- Entrepreneurship
- Legal Advocacy
- Racial Equity
- Women
- Healthcare
- Diversity
- Youth/Housing
- Housing/Poverty
- Economic Development

Then the TSP team compiled a total of **586 neighborhood groups included in the city's Neighborhood Organization contact list and selected approximately 80 neighborhoods** that aligned with the project footprint, intentionally being mindful of lower digital access, language access and the Corridors of Opportunity. The TSP Update team also aligned them with the corresponding transit corridor.

In addition to traditional marketing and outreach from CATS a stakeholder list was developed to engage via email over the course of the entire engagement

This list was used for strategic messaging including announcement of public meetings, requests for neighborhood meetings and community meetings, and announcement of the survey deadlines and incentives.

Stakeholder Emails

The TSP team reached out to the stakeholder list on 8 different instances throughout Round 1 and Round 2 engagement.

The full contact list of neighborhoods and community based organizations was contacted on December 9, February 24, March 27 and April 9 to invite residents and partners to participate in the TSP Update survey and public meetings.

Strategic messages were sent to a smaller targeted group of neighborhoods and organizations on January 15, February 2, February 16 and March 7 to coordinate community conversations about the TSP Update project and to answer specific questions with the communities in the project footprint.

Why Targeted Outreach

TSP Update community engagement plan included targeted outreach in addition to public meetings. Public meetings, while valuable, often attracted individuals already involved in civic processes or those with the time and resources to participate.

Targeted outreach to neighborhoods, community groups, and cultural affinity groups aligned with the system plan's projects aimed to reach individuals within their own environments, thereby building trust and fostering a greater sense of inclusion. This approach is intended to proactively engage communities who have been historically divested of resources, including neighborhoods within the City's Corridors of Opportunity. The methods for reaching these neighborhoods and groups included in-person and virtual meetings, yard signs, individual conversations, phone calls, and strategically shared flyers with relevant partners.

Specific Neighborhoods and Groups identified for outreach included:

- East: Plaza-Midwood, Shannon Park, Country Club Heights, Plaza Shamrock, Eastway/Sheffield, ECCON, MoRA, Charlotte EAST, and Crestdale Neighborhood (Matthews).
- West: Historic West End Neighborhood Assoc., West End Partners, Historic West End Green District, Historic West End Partners, and West Boulevard Neighborhood Coalition.
- Asian: Carolinas AAPI Business Alliance and Carolinas Asian American Chamber of Commerce.
- Environment/Sustainability Affinity Groups: Sol Nation, Spring Clean Global, Sustain Charlotte, and CleanAIRE NC.

Language Access Plan

The importance of a Language Access Plan was highlighted, emphasizing that understanding the demographics of Charlotte's transportation corridors was a critical methodology for equitable planning. By layering this information, planners could identify areas where transportation investments could have the most significant positive impact on historically divested communities.

This data-driven approach sought to ensure that the TSP update addressed historical inequities and promoted equitable access to transportation resources for all residents, including immigrant families, the unhoused, seniors, people under 18, people with disabilities, the LGBTQIA+ community, people with lower incomes and educational attainment, and those who use English as a second language.

Some of the strategies considered to reach residents with English as a second language were:

- Yard Signs in English and Spanish.
- Flyers in English and Spanish.
- Providing accommodations for multiple languages at in-person and virtual events.
- Utilizing internal staff and third-party vendors for translations and live interpretation.

Specific organizations identified for potential partnership in Spanish-language engagement included: Camino Health Center, Carolina Migrant Network, Embrace All Latino Voices, Hispanic Federation, Latin American Chamber, Latin American Coalition, and Despierta: Women Empowerment Center.

Digital Access Plan

Regarding a Digital Access Plan, the information from the Center for Digital Equity was referenced, noting that many communities within the "corridors of opportunity" faced significant digital access challenges. Their research, citing data from as recently as 2015 indicating that up to 20% of Mecklenburg County households lacked broadband internet, underscored the necessity for planners to extend beyond online engagement strategies.

To effectively reach these digitally underserved populations, the proposed digital access plan incorporated low-tech and no-tech methods. These included:

- Yard Signs.
- Pop Up event Intercept Surveys at strategic locations (to get access to transit riders)
- Distributing printed materials in community centers, libraries, and places of worship.
- Partnering with community organizations to host in-person information sessions and feedback gathering events.

By acknowledging and addressing the digital divide, the TSP update process aimed to ensure that all voices, regardless of their access to technology, had the potential to be heard and considered.

Stakeholder Feedback

Meeting Notes: [Stakeholder Community Meeting Notes](#)

The Stakeholder engagement meetings were predominantly utilized to encourage attendance at upcoming public meetings and to take the Online survey which was the primary tool for collecting public input. However, over the course of the engagement the following themes were heard by stakeholders:

1. **Scenario details:** Attendees expressed interest in the prioritization of projects, asking about the different transit scenarios being considered, the funding sources, and the financial feasibility of the plans and sought to understand the similarities and differences between service types.
2. **Project Costs and Funding:** Questions arise about the budget and funding sources for the transit plan, specifically how it relies on the approval of a sales tax.
3. **“Corridor Development:** The development of specific corridors, with questions about right-of-way acquisition and potential impacts on businesses and mention of concerns about the support of increased density parking issues, congestion during construction.
4. **Multi-Modal Integration:** The integration of different modes of transportation, particularly the relationship between transit and bicycle/pedestrian infrastructure, was discussed.

Summary of all TSP Community Events

Round	Event	Date	Time	Location	Event Type
Round 1 (October 2024 - January 2025)	MTC Meeting	10/23	8am - 3pm	CMGC	Community Event
	Staff Coordination Meeting	11/26	2pm	Virtual	Stakeholder Meeting
	Better Bus Pop Up	Dec. 3	12 - 2 p.m.	Carolina Place Mall	Pop Up/Intercept Surveys
	Better Bus Pop Up	Dec. 4	12 - 2 p.m.	South Park Transit Center	Pop Up/Intercept Surveys
	Better Bus Pop Up	Dec. 5	3 - 5 p.m.	North Lake Mall	Pop Up/Intercept Surveys
	TSP Pop Up	12/10/2024	12 - 2 p.m.	CTC	Pop Up/Intercept Surveys
	Hambright Public Meeting	Week of Dec 9			Community Meeting
	Hambright Public Meeting	Week of Dec 9			Community Meeting
	Sustain Charlotte 704 Academy	12/11/2024			Community Meeting
	Meck Minstries	12/12/2024		Virtual	Community Meeting
	Meeting with Housing & Neighborhood Services	12/19/2024	2:30	Virtual	Stakeholder Meeting
	TSP Survey Pop Up	1/8/2025	11:30am - 1:45	CTC	Pop Up/Intercept Surveys
	MTC Meeting	1/22/2025	8am - 3pm	CMGC	Community Event
Round 2 (January 2025 -April 2025)	Charlotte EAST Community meeting	2/12/2025	3pm	Virtual	Community Meeting
	Commonwealth-Morningside Neighborhood meeting	2/12/2025	6pm	1800 Central Ave	Community Meeting
	CRVA	2/13/2025	3pm	Virtual	Stakeholder Meeting
	Center City Partners Board Meeting	2/13/2025	TBD	Harvey Gantt Center	Stakeholder Meeting
	Charlotte Bicycle Advisory Committee	2/25/2025	6pm	Virtual	Community Meeting
	CATS Staff Coordination Meeting	2/26/2025	1pm	Virtual	Stakeholder Meeting
	Plaza Midwood NA	3/4/2025	6pm	Dish	Community Meeting
	Meck County Community Relations monthly meeting	3/6/2025	9 - 10:30 am	LUESA 2145 Suttle Ave.	Community Meeting
	Embrace All Latino Voices	3/7/2025	3pm	Virtual	Community Meeting
	TSP Public Meeting	3/10/2025	12pm	Virtual	Public Meeting
	TSP Public Meeting - East	3/11/2025	5:30 PM	Matthews Town Hall	Public Meeting
	Pop-up: CTC operators	3/18/2025	12 - 1:30 p.m.	CTC	Pop Up/Intercept Surveys
	TSP Public Meeting - North	3/18/2025	5:30 PM	Cornelius Town Hall	Public Meeting
	Ballatyne/Northwood Businesses	3/19/2025	12pm	Virtual	Community Meeting
	Pop-up: Eastland Transit Center	3/19/2025	3-5 p.m.	Eastland Transit Center	Pop Up/Intercept Surveys
	TSP Public Meeting - South	3/20/2025	5:30 PM	Pineville Town Hall	Public Meeting
	CM Anderson Town Hall	3/20/2025	6:00 PM	CMGC – Rm. 267	Community Event
	Pop-up: SouthPark Transit Center	3/20/2025	7-9 a.m.	South Park Transit Center	Pop Up/Intercept Surveys
	MoRA Intro Call	3/20/2025	10:00am	Virtual	Community Meeting
	Olé España	3/22/2025	12-2 p.m.	Camp North End - Boileryard	Community Event
	TSP Public Meeting - Center City	3/24/2025	12pm	Charlotte Alliance Bldg	Public Meeting
	Pop-up: Rosa Parks Community Transit Center	3/25/2025	7-9 a.m.	Rosa Parks Transit Center	Pop Up/Intercept Surveys
	TSP Public Meeting - West	3/25/2025	5:30 PM	Goodwill Opportunity	Public Meeting
	MTC Meeting	3/26/2025	5:30 PM	CMGC	Community Event
	Pop-up: CTC	3/27/2025	11-1 p.m.	CTC	Pop Up/Intercept Surveys
	Sustain Connects Event	3/27/2025	6pm	Veterans Park Pavilion	Community Meeting
	Black Political Caucus Representatives	3/27/2025		CMGC	Community Meeting
	MoRA Community Zoom Meeting	3/28/2025	12:00 PM	Virtual	Community Meeting
	UNC Charlotte: Intro to Urban Planning Course	4/3/2025	1-2 p.m.	UNCCharlotte - McEniry Hall	Community Event
	UNC Charlotte Earth Day Event	4/3/2025	10 AM - 3 PM	UNC Charlotte	Pop Up/Intercept Surveys
	CM Molina Town Hall	4/3/2025	6pm	CMGC	Community Meeting
	Noda	4/1/2025	6pm	Heist Brewery	Community Meeting
	Pop-up: S. Tryon Bus Facility (Operators)	4/10/2025	2 - 4 PM	S. Tryon	Pop Up/Intercept Surveys
	Pop-up: CTC	4/8/2025	11 AM - 1 PM	CTC	Pop Up/Intercept Surveys
Public Transit Advisory Committee	4/9/2025	4:00 PM	CMGC/Virtual	Stakeholder Meeting	
All Aboard Charlotte	4/10/2025	10:00 AM	CMGC	Stakeholder Meeting	
ULI Charlotte: Infrastructure	4/9/2025	8 -10 AM	Harris Conference Center	Community Event	
Pop-up: CTC	4/16/2025	2-4p.m.	CTC	Pop Up/Intercept Surveys	
Amity Gardens Neighborhood Meeting	4/22/2025	7-8 pm	Eastern Hills Baptist Church	Community Meeting	
BofA My Environment Group	4/23/2025	12pm	Virtual	Community Meeting	
MTC Meeting	4/30/2025	5pm-7pm	CMGC	Community Event	

Summary of Neighborhood Outreach & Engagement

	12/9/2024 TSP Kickoff Email	1/15/25 Focused Outreach	2/2/25 Focused Outreach	2/16/25 Focused Outreach	2/24/25 Focused Outreach	3/7/25 Public Meeting Notice	3/27/25 Focused Outreach	4/9/25 Notice of Survey Extension Meeting Note
5 Points Community Collaborative	x					x	x	
A Brighter Day Ministries	x					x	x	
Abbotts Glen Townhomes, Inc.	x					x	x	
Alexander Brack	x					x	x	
Alexander Hall Owners Associati	x					x	x	
Allen Hills	x					x	x	
Amber Leigh Homeowners Associat	x					x	x	
American Cancer Society	x					x	x	
Amity Gardens Neighborhood Asso	x					x	x	In person meeting held on 04/22/2025
Apple Tree Village	x					x	x	
Arbor Hills Homeowners Associat	x					x	x	
Ardrey Homeowners Association	x					x	x	
Asbury Hall Homeowners Associat	x					x	x	
Asbury Place	x					x	x	
Ashbrook Neighborhood Associati	x					x	x	
Ashley Park	x					x	x	
Autumnwood Community Associatio	x					x	x	
Avalon at Mallard Creek Homeown	x					x	x	
Avensong Homeowners Association	x					x	x	
Avery Meadows Homeowners Associ	x					x	x	
Back Creek Chase Homeowners Ass	x					x	x	
Back Creek Downs Homeowners Ass	x					x	x	
Back Creek Farms HOA	x					x	x	
Back Creek Forest	x					x	x	
Back Creek II Homeowners Associ	x					x	x	
Bahama-Havana Park Homeowners A	x					x	x	
Ballantrae At Piper Glen Homeown	x					x	x	
Ballantyne / Northwood Business								Virtual Meeting held on 03/19/2025
Ballantyne Residential Property	x					x	x	
Barclay Downs Homeowners Associ	x					x	x	
Barringer Woods Community	x					x	x	
BC Beam Road CLT	x					x	x	
Beatties Ford Road Area	x					x	x	
Beatties Ford Road Vocational T	x					x	x	
Beatties Ford Trinity Park Neig	x					x	x	
Becton Park at Lynton Place Hom	x					x	x	
Belmeade Green Homeowners Assoc	x					x	x	
Belmont Community Association	x					x	x	
Ben Salem Presbyterian Church	x					x	x	
Berkshire Coventry HOA	x					x	x	
Beverly Woods	x					x	x	
Beverly Woods Elementary School	x					x	x	
Biddleville Residents & Friends	x					x	x	
Bike Routes 4 Fitness Inc	x					x	x	
Bradfield Farms Homeowners Asso	x					x	x	
Braemar At Treyburn Owners Asso	x					x	x	
Brandywine Homeowners Associati	x					x	x	
Brantley Oaks Homeowners Associ	x					x	x	
Brawley Farms Homeowners Associ	x					x	x	
Briarwood Academy Elementary	x					x	x	
Bridlewood Community Association	x					x	x	
Brightwalk Homeowners Associati	x					x	x	
British Woods	x					x	x	
Broadstone Highland Creek	x					x	x	
Brookfield Neighborhood Associa	x					x	x	
Brookmere Homeowners Associatio	x					x	x	
Brookstone Homeowners Associati	x					x	x	
Browne's Ferry Homeowners Assoc	x					x	x	
Brownstone	x					x	x	
Burleigh Street	x					x	x	57
Burtonwood Neighborhood Associa	x					x	x	
Cady Lake Homeowners Associatio	x					x	x	

Callaway HOA	X			X	X	X	
Callaway Plantation	X			X	X	X	
Cambridge Commons	X			X	X	X	
Cambridge Neighborhood Watch	X			X	X	X	
Cameron Wood Homeowners Associa	X			X	X	X	
Candlewyck Homeowners Associati	X			X	X	X	
Candlewyck Patio Homes Associat	X			X	X	X	
Canterbury Homeowners Associati	X			X	X	X	
Carlton Place / Moores Park Nei	X			X	X	X	
Carlyle Homeowners Association	X			X	X	X	
Carmel Chace Condominiums Homeo	X			X	X	X	
Carmel Corridor Concerned Citiz	X			X	X	X	
Carmel Village II Homeowners As	X			X	X	X	
Carrying Clintwood	X			X	X	X	
Cedar Knoll Apartments	X			X	X	X	
Cedar Mill Homeowners Associati	X			X	X	X	
Chambery Homeowners Association	X			X	X	X	
Chantilly Neighborhood Associat	X			X	X	X	
Chantilly on the Green	X			X	X	X	
Charlotte Crown Realist Associ	X			X	X	X	
Charlotte Mecklenburg Community	X			X	X	X	
Charlotte Village Network	X			X	X	X	
Charlotte Well Being Institute,	X			X	X	X	
Charlotte237	X			X	X	X	
CharlotteEAST	X	X		X	X	X	Virtual meeting held on 02/12/2025
Chastain Homeowners Association	X			X	X	X	
Cherry Neighborhood Association	X			X	X	X	
Cheshunt Homeowners Association	X			X	X	X	
Circle of Inspiration	X			X	X	X	
City of Charlotte - Housing & N	X			X	X	X	
Clanton Park Community Neighbor	X			X	X	X	
Clanton Park Neighborhood Coalition	X			X	X	X	
Classified Music Group	X			X	X	X	
College Downs Community Associa	X			X	X	X	
Collingwood Neighborhood Associ	X			X	X	X	
Colonial Village Neighborhood A	X			X	X	X	
Colony Acres Homeowners Associa	X			X	X	X	
Commonwealth-Morningside Neighb	X			X	X	X	In person meeting held on 02/12/2025
Coulwood Hills Community Council	X			X	X	X	
Country Club Heights Neighborhood Association	X			X	X	X	
Country Walk Homeowners Associa	X			X	X	X	
Coventry Woods Neighborhood Ass	X			X	X	X	
Crab Orchard Homeowners Associa	X			X	X	X	
Cricket Lake Windbluff HOA	X			X	X	X	
Da Suga Foundation	X			X	X	X	
Dalebrook Neighborhood Associat	X			X	X	X	
Davis Meadows Homeowners Associ	X			X	X	X	
DCA Land Use	X			X	X	X	
Derita Design	X			X	X	X	
Derita Statesville Road Communi	X			X	X	X	
Devonshire Homeowners Associati	X			X	X	X	
Digital Charlotte at Queens Uni	X			X	X	X	
Dilworth Community Association	X			X	X	X	
Dilworth Community Development	X			X	X	X	
Dilworth Crescent Row	X			X	X	X	
Dixie/Berryhill Community	X			X	X	X	
Drills of Hope	X			X	X	X	
E.A.S Preservation and More LLC	X			X	X	X	
East Charlotte Coalition of Neighborhoods (ECCON)	X	X		X	X	X	
Eastbrook Woods Community Assoc	X			X	X	X	
Eastfield Meadows Homeowners As	X			X	X	X	
Easton Park Townhome Associatio	X			X	X	X	
Eastway Park/Sheffield Park Neighborhood Association	X		X	X	X	X	
Eastwood Acres Community Associ	X			X	X	X	
Echo Hills Neighborhood Organiz	X			X	X	X	
Elizabeth Community Association	X			X	X	X	
Empire Youth Foundation	X			X	X	X	
Enclave Community Association I	X			X	X	X	
Enderly Park	X			X	X	X	
Fairfield Community	X			X	X	X	
Fairmeadows Neighborhood Associ	X			X	X	X	58
Far East Neighborhoods Coalitio	X			X	X	X	

Farm Lane Apartments	X			X	X	X	
Farmington Homeowners Associati	X			X	X	X	
Farmpond Neighborhood Association	X			X	X	X	
First Ward Neighbors, Inc	X			X	X	X	
Five Knolls Estates	X			X	X	X	
FOCHUS	X			X	X	X	
Forest Pond Homeowners Associat	X			X	X	X	
Four Seasons Homeowners Associa	X			X	X	X	
Fox Glen Homeowners Association	X			X	X	X	
Fox Ridge Homeowners Associatio	X			X	X	X	
Foxboro Neighborhood Associatio	X			X	X	X	
Freedom Communities	X			X	X	X	
Freedom Fighting Missionaries I	X			X	X	X	
Freedom Park Neighborhood Association	X			X	X	X	
Freeland Park	X			X	X	X	
Freeland Park	X			X	X	X	
FreeMoreWest Partners	X			X	X	X	
Friends of Fourth Ward	X			X	X	X	
Future Forward Group Home LLC	X			X	X	X	
Garden City Firestone Neighborh	X			X	X	X	
Garden Park/Northwood Park/Nort	X			X	X	X	
GEMS Network and Diamond Ambass	X			X	X	X	
Genesis Park Neighborhood Assoc	X			X	X	X	
Gibbon Woods HOA	X			X	X	X	
Gilbert Grove Homeowners Associ	X			X	X	X	
Girl Scouts- Hornets' Nest Coun	X			X	X	X	
Giverny Homeowners Association	X			X	X	X	
Glenlea Commons Townhomes	X			X	X	X	
Glenlea Park Homeowners Associattion	X			X	X	X	
Glynmoor Lakes HOA	X			X	X	X	
Gracious Hands Transitional Hou	X			X	X	X	
Graham Heights Neighborhood Ass	X			X	X	X	
Great Oaks Homeowners Association	X			X	X	X	
Greater Charlotte Rise	X			X	X	X	
Greater Enderly Park Neighborhood Association	X			X	X	X	
Greater Vision Development Corp	X			X	X	X	
Greenville Resident & Homeowner	X			X	X	X	
Grenelefe Village Homeowners' A	X			X	X	X	
Greycrest Homeowners Associatio	X			X	X	X	
Greylyn Drive Neighborhood Asso	X			X	X	X	
Grier Heights	X			X	X	X	
Grier Park Apartments	X			X	X	X	
Grier's Grove HOA	X			X	X	X	
Grove at Cherry Home Owners Ass	X			X	X	X	
Grove Park and Ravenwood	X			X	X	X	
Grove Park Neighborhood Associa	X			X	X	X	
Grove Park/Ravenwood Garden Club	X			X	X	X	
Hamilton Lakes Homeowners Assoc	X			X	X	X	
Hammond Lake HOA	X			X	X	X	
Hampshire Hills Neighborhood Association	X			X	X	X	
Hampton Place subdivision	X			X	X	X	
Hathaway Hills	X			X	X	X	
Haywyck Meadows	X			X	X	X	
Heather Glen Neighborhood Assoc	X			X	X	X	
Heathstead Condominiums	X			X	X	X	
Heathstead HOA	X			X	X	X	
Hérons Pond	X			X	X	X	
Heydon Hall HOA	X			X	X	X	
Hidden Valley Community Associa	X			X	X	X	
Highland Creek	X			X	X	X	
Highland Park Homeowners Associ	X			X	X	X	
Historic Camp Greene Neighborho	X			X	X	X	
Historic Hoskins Coalition (West Blvd.)	X			X	X	X	
Historic Washington Heights Community	X			X	X	X	
Historic West End Neighborhood Association (HWENA)	X	X		X	X	X	
Historic West End Partners	X			X	X	X	
Holiday Hills & Alexander Place	X			X	X	X	
Holly Hill Farms Homeowners Ass	X			X	X	X	
Howie Acres Community	X			X	X	X	59
Hucks Landing	X			X	X	X	
Hunter Downs HOA	X			X	X	X	

Huntington Ridge Homeowners Ass				X		X	X	X	
Hyde Park Estates				X		X	X	X	
Inlivian				X		X	X	X	
JCC Property Group				X		X	X	X	
Kings Creek Homeowners Associat				X		X	X	X	
Kingston Forest HOA Inc				X		X	X	X	
Kingstree Neighborhood Associat				X		X	X	X	
Lakewood Neighborhood Alliance				X		X	X	X	
Lansdowne Civic League				X		X	X	X	
Laurelwood				X		X	X	X	
Lawing Pond Homeowners Associat				X		X	X	X	
Learn Masters Inc				X		X	X	X	
Lexington				X		X	X	X	
Lincoln Heights Neighborhood As				X		X	X	X	
Lisha's Helping Hands				X		X	X	X	
Lockwood Neighborhood Associati				X		X	X	X	
Madison Glen Homeowners Associa				X		X	X	X	
Madison Park Neighborhood Association of Charlotte				X		X	X	X	
Mallard Creek Initiative (MCI)				X		X	X	X	
Mallard Ridge				X		X	X	X	
Mallard Trace Homeowner's Assoc				X		X	X	X	
McCrorey Heights Neighborhood A				X		X	X	X	
Mcdowell Farms Neighborhood Ass				X		X	X	X	
McGregor Downs Neighborhood Ass				X		X	X	X	
Meadowbrook				X		X	X	X	
MeckMIN				X		X	X	X	
Medearis Neighborhood Associati				X		X	X	X	
Medford Acres Neighborhood Asso				X		X	X	X	
Meridale				X		X	X	X	
Merry Oaks Neighborhood Association				X		X	X	X	
Microsoft Corp				X		X	X	X	
Midwood Central POA				X		X	X	X	
Mill Creek Community				X		X	X	X	
Mills Creek				X		X	X	X	
Monroe Road Advocates (MoRA)	X	X		X	X	X	X	X	Virtual meeting held on 03/28/2025
Montclair Neighborhood Associa				X		X	X	X	
Montclair South Homeowners Ass				X		X	X	X	
Montibello Crossing Homeowners				X		X	X	X	
Montibello HOA				X		X	X	X	
Moore's Chapel Village				X		X	X	X	
Morris Farm Homeowners Associat				X		X	X	X	
Mountain Island (Overlook) Home				X		X	X	X	
Mulberry Pond HOA				X		X	X	X	
Myers Park Homeowners Associati				X		X	X	X	
National Black Child Developmen				X		X	X	X	
Nations Ford, Springfield and S				X		X	X	X	
Neighborhoods of Cherry				X		X	X	X	
Nevin Creek HOA				X		X	X	X	
Nevin Glen II				X		X	X	X	
New Outreach Christian Center				X		X	X	X	
Newcastle HOA				X		X	X	X	
Newell Place Homeowners Associa				X		X	X	X	
NoDa Neighborhood and Business	X			X		X	X	X	In person meeting held on 04/01/2025
North Druid Hills Community Ass				X		X	X	X	
North End Community Coalition				X		X	X	X	
North Hoskins Neigh Assoc				X		X	X	X	
Northwest Community Alliance				X		X	X	X	
Northwood Estates Community Org				X		X	X	X	
Northwoods At Coulwood Homeowne				X		X	X	X	
O.A.S.I.S. Foundation of NC				X		X	X	X	
Oakdale Green home owners assoc				X		X	X	X	
Oakhurst Community Neighborhood				X		X	X	X	
Oaklawn Park community improvem				X		X	X	X	
Oberbeck Farm Neighborhood Asso				X		X	X	X	
Old Course at Piper Glen				X		X	X	X	
Old Stone Crossing HOA				X		X	X	X	
Olde Cotswold Neighborhood Orga				X		X	X	X	
Olde Georgetowne Homeowners Ass				X		X	X	X	
Olde Providence Civic Associati				X		X	X	X	
OMITT Trade School				X		X	X	X	
Optimist Park Community				X		X	X	X	
Orchard Trace Condominiums				X		X	X	X	

Park Plaza HOA, Phase 1	X			X	X	X	
Park Ridge Homeowners Associati	X			X	X	X	
Park South Station	X			X	X	X	
Parkview Neighborhood Associati	X			X	X	X	
Pathway USA & South Africans in	X			X	X	X	
Paw Creek Village	X			X	X	X	
Pawtucket On The Green HOA	X			X	X	X	
Peachtree Hills Association	X			X	X	X	
Pine Island	X			X	X	X	
Pine Valley Homeowners Associat	X			X	X	X	
Pineknoll HOA	X			X	X	X	
Piper Glen Estates	X			X	X	X	
Plaza Midwood Landuse Review	X			X	X	X	
Plaza Midwood Merchants Associa	X			X	X	X	
Plaza Midwood Neighborhood Asso	X		X	X	X	X	In person meeting held on 03/04/2025
Plaza/Eastway Partners/North Ea	X			X	X	X	
Poplar Grove	X			X	X	X	
Potters Glen HOA	X			X	X	X	
Premier Foundation	X			X	X	X	
Preston Village & Pawtucket	X			X	X	X	
Project 70 Forward	X			X	X	X	
Prosperity Point Homeowners Ass	X			X	X	X	
Prosperity Village Area Associa	X			X	X	X	
Providence at Fairview	X			X	X	X	
Providence Country Club Homeown	X			X	X	X	
Providence Crossing Home Owners	X			X	X	X	
Providence Hills Community Asso	X			X	X	X	
Providence Landing Atrium Homeo	X			X	X	X	
Providence Park Neighborhood Wa	X			X	X	X	
Providence Plantation Homeowner	X			X	X	X	
Quail Hollow Estates IV Homeown	X			X	X	X	
Quail Run HOA	X			X	X	X	
Queen City Unity	X			X	X	X	
Queens University of Charlotte	X			X	X	X	
Radbourne Homeowners Associatio	X			X	X	X	
Raeburn Neighborhood & Keller W	X			X	X	X	
Raintree Greens Homeowners Asso	X			X	X	X	
Raintree Homeowners Association	X			X	X	X	
Ramblewood Neighborhood Associa	X			X	X	X	
Rapids at Belmeade HOA	X			X	X	X	
Ravenwood Neighborhood Association	X			X	X	X	
Rebuilding Charlotte Together	X			X	X	X	
Reid Meadows NWGroup	X			X	X	X	
Reid Park Neighborhood Associat	X			X	X	X	
Renewed Inspiration	X			X	X	X	
Reserve at Back Creek HOA	X			X	X	X	
Reunion/Enclave	X			X	X	X	
Revolution Park Neighborhood As	X			X	X	X	
Riverbend	X			X	X	X	
Rockwell Park Neighborhood Asso	X			X	X	X	
Rocky River Village	X			X	X	X	
Rolling Oaks I	X			X	X	X	
Roof Above	X			X	X	X	
Rose Croft II Condominium Homeo	X			X	X	X	
Rosecliff Property Owners Assoc	X			X	X	X	
Rougemont Neighborhood Associat	X			X	X	X	
Royal Court HOA	X			X	X	X	
Royal Oaks Neighborhood Associa	X			X	X	X	
Royden Homeowners Association	X			X	X	X	
Rozzelles Landing (Mtn Island)	X			X	X	X	
S tryon	X			X	X	X	
Sardis Cove HOA	X			X	X	X	
Sardis Forest	X			X	X	X	
Sardis Hills Neighborhood Assoc	X			X	X	X	
Sardis Woods Neighborhood Assoc	X			X	X	X	
Scotsborough Homeowners Associa	X			X	X	X	
Sedgefield Neighborhood	X			X	X	X	
Sedgefield Neighborhood Associa	X			X	X	X	
Selwyn Grove Homeowners Associa	X			X	X	X	
Seversville Community Organizat	X			X	X	X	
Shadow Creek	X			X	X	X	61
Shalom Park Environment	X			X	X	X	
Shannon Park Neighborhood Assoc	X			X	X	X	

Sharon Forest Neighbors	X				X	X	X	
Sherbrook HOA Of Mecklenburg Co	X				X	X	X	
Silverstone HOA	X				X	X	X	
Silverwood Community Associatio	X				X	X	X	
South End Neighborhood Associat	X				X	X	X	
South Village HOA	X				X	X	X	
Southbridge Forest HOA LLC	X				X	X	X	
Southeast Coalition of Neighbor	X				X	X	X	
Southpark Area Neighborhoods (SPAN)	X				X	X	X	
Southwest Area Neighborhood Coa	X				X	X	X	
Spring Park subdivision	X				X	X	X	
Stafford Caldwell	X				X	X	X	
Stafford Caldwell HOA	X				X	X	X	
Statesville Road Area/Nevin Roa	X				X	X	X	
Steele Creek Residents Associat	X				X	X	X	
Steelechase HOA	X				X	X	X	
Steelecroft Place Homeowners As	X				X	X	X	
Stonehaven Community Association	X				X	X	X	
Stoney Creek HOA	X				X	X	X	
Stonington Homeowners Associati	X				X	X	X	
Sturnbridge Homeowners Associat	X				X	X	X	
Sugar Springs Neighborhood	X				X	X	X	
Summit Hills	X				X	X	X	
Sunshine Media Network	X				X	X	X	
Susana Place HOA	X				X	X	X	
Sutton Farms	X				X	X	X	
Sutton Farms HOA-Board of Direc	X				X	X	X	
Talitha Cumi House Of Prayer	X				X	X	X	
Team Tru Blue Llc	X				X	X	X	
The Bryce	X				X	X	X	
The Crossings Community Associa	X				X	X	X	
The Free Indeed Project of Char	X				X	X	X	
The Oaks Condominiums	X				X	X	X	
The Park At Oaklawn Homeowners	X				X	X	X	
The Villages of Wexford HOA	X				X	X	X	
The Waters of Steele Creek	X				X	X	X	
The Woodlands	X				X	X	X	
Third Ward Neighborhood Associa	X				X	X	X	
Thrift United Methodist Church	X				X	X	X	
Touchstone Homeowners Associati	X				X	X	X	
Trellis Pointe Condominium Owne	X				X	X	X	
Trinity Park Neighborhood Assoc	X				X	X	X	
Tuckaway HOA	X				X	X	X	
United Missionary Baptist Assoc	X				X	X	X	
University Park Neighborhood As	X				X	X	X	
Vernedale Farms	X				X	X	X	
Vernedale Neighborhood Associat	X				X	X	X	
Villa Heights Community Organization	X				X	X	X	
Village of Raintree Homeowners,	X				X	X	X	
Villages of Back Creek	X				X	X	X	
Vineyards on Lake Wylie Neighborhood Watch	X				X	X	X	
Walkers Creek Neighborhood	X				X	X	X	
Waterford Townhomes	X				X	X	X	
Wayfinders (formerly Bruce Iron	X				X	X	X	
Weddington Ridge HOA	X				X	X	X	
Wedgewood at Whitney	X				X	X	X	
Wedgewood North Homeowners Asso	X				X	X	X	
Wedgewood Phase I	X				X	X	X	
Welcome Home CLT	X				X	X	X	
Well Being Transitions Counseli	X				X	X	X	
West Boulevard Neighborhood Coalition	X			X	X	X	X	
Westchester Community Neighborh	X				X	X	X	
Westerly Hills Community Crime	X				X	X	X	
Westmoreland Homeowners Associa	X				X	X	X	
White Oak HOA	X				X	X	X	
Whitehall Estates	X				X	X	X	
Wilmore Neighborhood Association	X				X	X	X	
Wilora Lake Neighborhood Associ	X				X	X	X	
Windsor Park Neighborhood Assoc	X				X	X	X	
Windward Cove Homeowners Associ	X				X	X	X	
Wingate Neighborhood Associatio	X				X	X	X	

Winterfield	X				X		X	X
Winterfield Neighborhood Associ	X				X		X	X
Withers Grove HOA	X				X		X	X
Woodbury HOA	X				X		X	X
Woodside Falls Neighborhood Ass	X				X		X	X
Wyndham	X				X		X	X
Wyndham Hills	X				X		X	X
YWCA Youth Programs	X				X		X	X
Zetas of Charlotte	X				X		X	X

Stakeholder Engagement Summary

	12/9/2024	TSP Kickoff Email	1/15/25	Focused Outreach	2/2/25	Focused Outreach	2/16/25	Focused Outreach	2/24/25	Public Meeting	3/7/25	Focused Outreach	3/27/25	Notice of Survey Extension Meeting Note	4/9/25	Notice of Survey closing deadline
Academy of Goal Achievers	x						x			x	x	x				
ACE Mentor of Charlotte Program	x						x			x	x	x				
Action NC	x						x			x	x	x				
Albemarle Corportation	x						x			x	x	x				
All Aboard Charlotte																In person meeting held on 04/10/2025
Ally Financial	x						x			x	x	x				
Anuvia Prevention and Recovery Center	x						x			x	x	x				
Applesauce Group	x						x			x	x	x				
ASPIRE Community Capital	x						x			x	x	x				
Atrium Health	x						x			x	x	x				
AvidXchange	x						x			x	x	x				
BofA My Environment Group																Virtual meeting held on 04/23/2025
Beatties Ford Road Vocational Trade Center	x						x			x	x	x				
BEFCOR - Business Expansion Funding Corporation	x						x			x	x	x				
Black Political Caucus																In person meeting held on 03/27/2025
Black Wall Street	x						x			x	x	x				
Camino Health Center	x						x			x	x	x				
Carolina Migrant Network	x						x			x	x	x				
Carolinas AAPI Business Alliance	x						x			x	x	x				
Carolinas Asian-American Chamber of Commerce	x						x			x	x	x				
Carolinas Care Partnership	x						x			x	x	x				
Carolinas LGBT+ Chamber of Commerce	x						x			x	x	x				
Catawba Land Conservancy	x						x			x	x	x				
Center City Partners																In person meeting held on 02/13/2025
Center for Community Transitions	x						x			x	x	x				
Center for Employment Opportunities	x						x			x	x	x				
Center for Employment Services / Grace Mar Svcs.	x						x			x	x	x				
Central Piedmont Community College (Main Campus)	x						x			x	x	x				
Centralina Clean Fuels Coalition	x						x			x	x	x				
Centralina Non-profit Development Board	x						x			x	x	x				
Centralina Regional Council	x						x			x	x	x				
Charlotte Area Chamber of Commerce	x						x			x	x	x				
Charlotte Area Fund	x						x			x	x	x				
Charlotte Center City Partners	x						x			x	x	x				
Charlotte Center for Legal Advocacy	x						x			x	x	x				
Charlotte Community Health Clinic	x						x			x	x	x				
Charlotte Executive Leadership Council	x						x			x	x	x				
Charlotte Lab School	x						x			x	x	x				
Charlotte Legal Initiative to Mobilize Businesses (CLIMB)	x						x			x	x	x				
Charlotte Mecklenburg Library	x						x			x	x	x				
Charlotte Mecklenburg Schools	x						x			x	x	x				
Charlotte Regional Business Alliance	x						x			x	x	x				
Charlotte Regional Visitors Authority	x						x			x	x	x				
Charlotte Trans Health	x						x			x	x	x				
Charlotte Works/NC Works	x						x			x	x	x				
Charlotte Regional Bicycle Advisory Committee																In person meeting held on 02/25/2025
ChildCare Resource Center	x						x			x	x	x				
City of Charlotte - Economic Development	x						x			x	x	x				
City of Charlotte Office of Non-profit Development	x						x			x	x	x				
City Startup Labs/REEP	x						x			x	x	x				
City/MTC	x						x			x	x	x				
CLT Alliance Foundation	x						x			x	x	x				
CLT Mecklenburg Black Chamber of Commerce	x						x			x	x	x				
Commonwealth Charlotte	x						x			x	x	x				
Community Building Initiative	x						x			x	x	x				
Community Link	x						x			x	x	x				
Corridors of Opportunity, Community Engagement Lead	x						x			x	x	x				
CREW Charlotte	x						x			x	x	x				
Crisis Assistance Ministry	x						x			x	x	x				
Crittenton	x						x			x	x	x				64
CrossRoads Corporation for Affordable Housing and Community Developme	x						x			x	x	x				
CRVA																Virtual Meeting held on 02/13/2025

Despierta: Women Empowerment Center	x			x	x	x	
Digi-Bridge	x			x	x	x	
Do Greater Charlotte	x			x	x	x	
DreamKey Partners	x			x	x	x	
Duke Energy	x			x	x	x	
Eastern European Business Network CLT	x			x	x	x	
Elizabeth House Foundation	x			x	x	x	
Embrace All Latino Voices	x		x	x	x	x	Virtual meeting held on 03/07/2025
Envision Charlotte	x			x	x	x	
Erika's Closet	x			x	x	x	
For The Struggle	x			x	x	x	
Gardhouse	x			x	x	x	
Generation Nation	x			x	x	x	
Gladys Love Project	x			x	x	x	
Goodwill Industries of the Southern Piedmont	x			x	x	x	
Grace Lutheran Church	x			x	x	x	
Greenlight Fund	x			x	x	x	
Habitat for Humanity of the Charlotte Region	x			x	x	x	
Heal Charlotte	x			x	x	x	
Healthy Charlotte Alliance	x			x	x	x	
Hispanic Contractors Association of the Carolinas (HCAC)	x			x	x	x	
Hispanic Federation	x			x	x	x	
Historic West End Green District	x			x	x	x	
Historic West End Partners	x			x	x	x	
HopeKids North Carolina	x			x	x	x	
Hospitality and Tourism Alliance (HTA)	x			x	x	x	
Housing Collaborative	x			x	x	x	
INLIVIAN	x			x	x	x	
Innovate Charlotte	x			x	x	x	
Jennings Oneil Career Academy & Non-profit Development Program	x			x	x	x	
Johnson C. Smith University - SVP Enrollment	x			x	x	x	
Lake Norman Chamber	x			x	x	x	
Latin American Chamber of Commerce of Charlotte	x		x	x	x	x	
Latin American Coalition	x			x	x	x	
Laurel Street Residential	x			x	x	x	
Leading on Opportunity	x			x	x	x	
Learning Help Centers of Charlotte	x			x	x	x	
Legal Aid of North Carolina	x			x	x	x	
LendingTree Foundation	x			x	x	x	
Lowe's Foundation	x			x	x	x	
Machiah's House	x			x	x	x	
MBK CLT	x			x	x	x	
Mecklenburg County	x			x	x	x	
Mecklenburg County Business Diversity & Inclusion Program	x			x	x	x	
Mecklenburg County Office of Health Equity	x			x	x	x	
MeckMIN - Metropolitan Interfaith Network	x			x	x	x	Virtual meeting held on 12/12/2025
Men of Destiny	x			x	x	x	
Metrolina Minority Contractors Association	x			x	x	x	
Money Magnets Club	x			x	x	x	
MTC Member	x			x	x	x	
MTC Non-voting Regional Representatives	x			x	x	x	
National Black MBA Association (Charlotte Chapter)	x			x	x	x	
National Institute of Minority Economic Development	x			x	x	x	
National Association of Women Business Owners (NAWBO)	x			x	x	x	
NCDOT	x			x	x	x	
Novant Health	x			x	x	x	
NXT CLT	x			x	x	x	
OBRA Collective	x			x	x	x	
Optimist Hall	x			x	x	x	
Parent Child Plus	x			x	x	x	
Pineville Chamber of Commerce			x				
Pivot Point Transitional Housing	x			x	x	x	
Potions & Pixels	x			x	x	x	
Profound Gentlemen	x			x	x	x	
Prospera USA	x			x	x	x	
QC Family Tree	x			x	x	x	
Queens University of Charlotte (Vandiver Career Center)	x			x	x	x	
REBIC	x			x	x	x	
Renaissance West Community Initiative	x			x	x	x	
Road to Hire	x			x	x	x	

Roof Above	x				x	x	x	
SCORE Mentors Charlotte	x				x	x	x	
Self-Help Credit Union	x				x	x	x	
Share Charlotte	x				x	x	x	
She Built This City	x				x	x	x	
She Dreams in Color	x				x	x	x	
Sierra Club	x				x	x	x	
Smart Girls HQ	x				x	x	x	
Sol Nation	x				x	x	x	
South Charlotte Partners	x				x	x	x	
South End Neighbors Network	x				x	x	x	
South End Partners (South End Municipal Services District)	x				x	x	x	
South Park Partners	x				x	x	x	
Springclean Global	x				x	x	x	
Stan Greenspon Holocaust and Social Justice Education Center	x				x	x	x	
Sustain Charlotte	x				x	x	x	In person meetings held on 12/11/2024 & 03/27/2025
The Boost Pad	x				x	x	x	
The Katie Blessing Foundation	x				x	x	x	
The Lee Institute	x				x	x	x	
The Relatives	x				x	x	x	
The Salvation Army of Greater Charlotte	x				x	x	x	
Trips for Kids - Charlotte	x				x	x	x	
UNC Charlotte	x				x	x	x	
United Way of Greater Charlotte	x				x	x	x	
University City Partners	x				x	x	x	
Urban Land Institute Charlotte	x				x	x	x	
Urban League of Central Carolinas	x				x	x	x	
Vietnamese Association of Charlotte	x				x	x	x	
West Side Community Land Trust	x				x	x	x	
Women's Business Center of Charlotte	x				x	x	x	
YMCA of Greater Charlotte	x				x	x	x	
YWCA Central Carolinas	x				x	x	x	
NC House District 107	x				x	x	x	
CleanAIRE NC	x				x	x	x	
Charlotte Students United	x				x	x	x	

Transit System Plan Update

Round 2 Engagement Survey Results 1,566 Total Participants

Last Updated: April 23, 2025



1

TSP Round 2 Engagement

February - April 2025



Community survey February 21 - April 11 (with incentive)

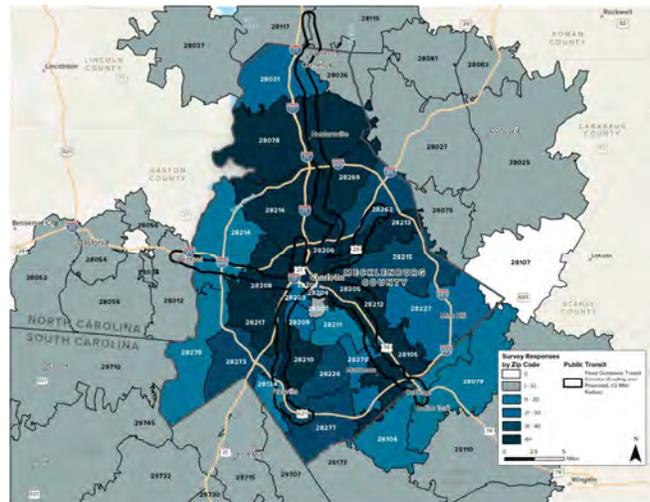
- What are the most important benefits of a future rapid transit system?
- What are the most important benefits of a future Better Bus system?
- Tell us what you think about the alternative program scenarios for the Transit System Plan?



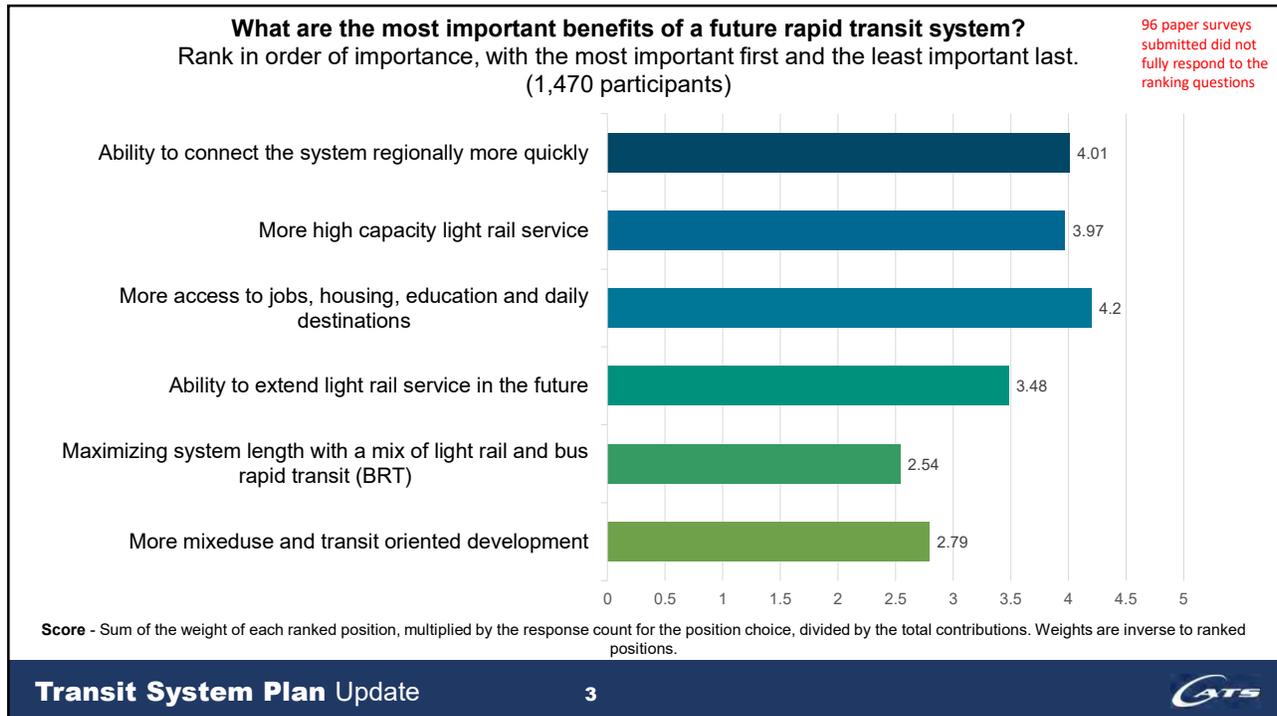
1,560+ survey participants & 1,060+ comments submitted



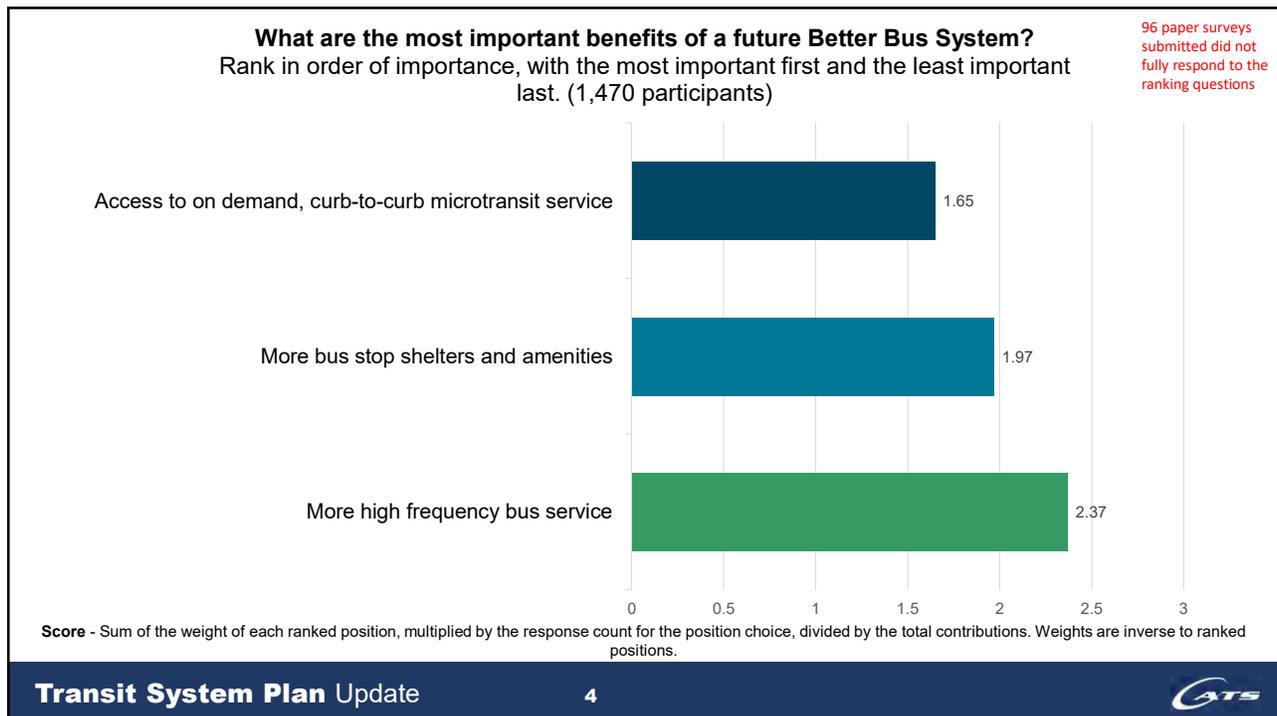
Feedback received from all Zip Codes in Mecklenburg County



2



3



4

Tell us what you think about the alternative program scenarios for the Transit System Plan.
(1,065 total responses)

	Red Line North	Better BUS	Gold Line West	Extension East	Silver Line West	Silver Line East	Blue Line Pineville	Extension Ballantyne	
1 Scenario	Commuter Rail LPA	Better Bus Systemwide Expansion	Streetcar Extension to Rosa Parks	Streetcar Extension to Eastland	Future Light Rail Extension	Light Rail Airport to Coliseum/Overs	Future Light Rail Extension	Light Rail I-485 Station to Pineville	Future Light Rail Extension
2 Scenario	Commuter Rail LPA	Better Bus Systemwide Expansion	Streetcar Extension to Rosa Parks	Streetcar Extension to Eastland	Future Light Rail Extension	Light Rail Airport to T1 + St/Blue Line	Bus Rapid Transit Gateway Station to Matthews	Light Rail I-485 Station to Pineville	Future Light Rail Extension
3 Scenario	Commuter Rail LPA	Better Bus Systemwide Expansion	Streetcar Extension to Rosa Parks	Streetcar Extension to Eastland	Bus Rapid Transit I-485/Airport to Matthews			Light Rail I-485 Station to Ballantyne	
4 Scenario	Commuter Rail LPA	Better Bus Systemwide Expansion	Streetcar Extension to Rosa Parks	Streetcar Extension to Eastland	Bus Rapid Transit I-485/Airport to Matthews			Bus Rapid Transit To Pineville Ballantyne	



5

Tell us what you think about the alternative program scenarios for the Transit System Plan.
(1,065 total responses)

Comment Themes

THEMES
<i>Preference for certain scenarios</i> (531 comments)
<i>Build Light Rail to the Airport</i> (160 comments)
<i>General positive feedback / comment</i> (124 comments)
<i>Enhance frequency and reliability of bus services</i> (122 comments)
<i>Build Light Rail to East Charlotte</i> (103 comments)
<i>Prioritize rail over bus for long term benefits</i> (62 comments)
<i>Other - No Preference</i> (57 comments)

THEMES
<i>Access to jobs, housing, services, surrounding areas</i> (55 comments)
<i>Increase safety and cleanliness of transit options</i> (52 comments)
<i>Extend Blue Line to Pineville and Ballantyne</i> (45 comments)
<i>Concerns about BRT</i> (44 comments)
<i>Focus on transit-oriented development (TOD)</i> (39 comments)
<i>Increase access for transit-dependent individuals</i> (35 comments)
<i>Ensure timely implementation of transit projects</i> (35 comments)



6

Tell us what you think about the alternative program scenarios for the Transit System Plan.
(1,065 total responses)

Comment Themes

THEMES	THEMES
<i>Implement Microtransit solutions</i> (30 comments)	<i>Support for BRT</i> (11 comments)
<i>Transit system efficiency and reliability</i> (21 comments)	<i>Alleviate traffic</i> (10 comments)
<i>Enhance bus stops with better amenities</i> (21 comments)	<i>Address environmental concerns</i> (8 comments)
<i>Stipulations of BRT</i> (20 comments)	<i>Ensure seamless connection between transit modes</i> (8 comments)
<i>Increase frequency of Blue Line service</i> (17 comments)	<i>Prioritize Silver Line over Gold Line Extension</i> (8 comments)
<i>Ensure reliable and frequent Gold Line service</i> (14 comments)	<i>Prioritize Silver Line over Blue Line Extension</i> (7 comments)
<i>Transparency and public engagement</i> (14 comments)	<i>Silver Line as commuter rail</i> (7 comments)

Transit System Plan Update
7

7

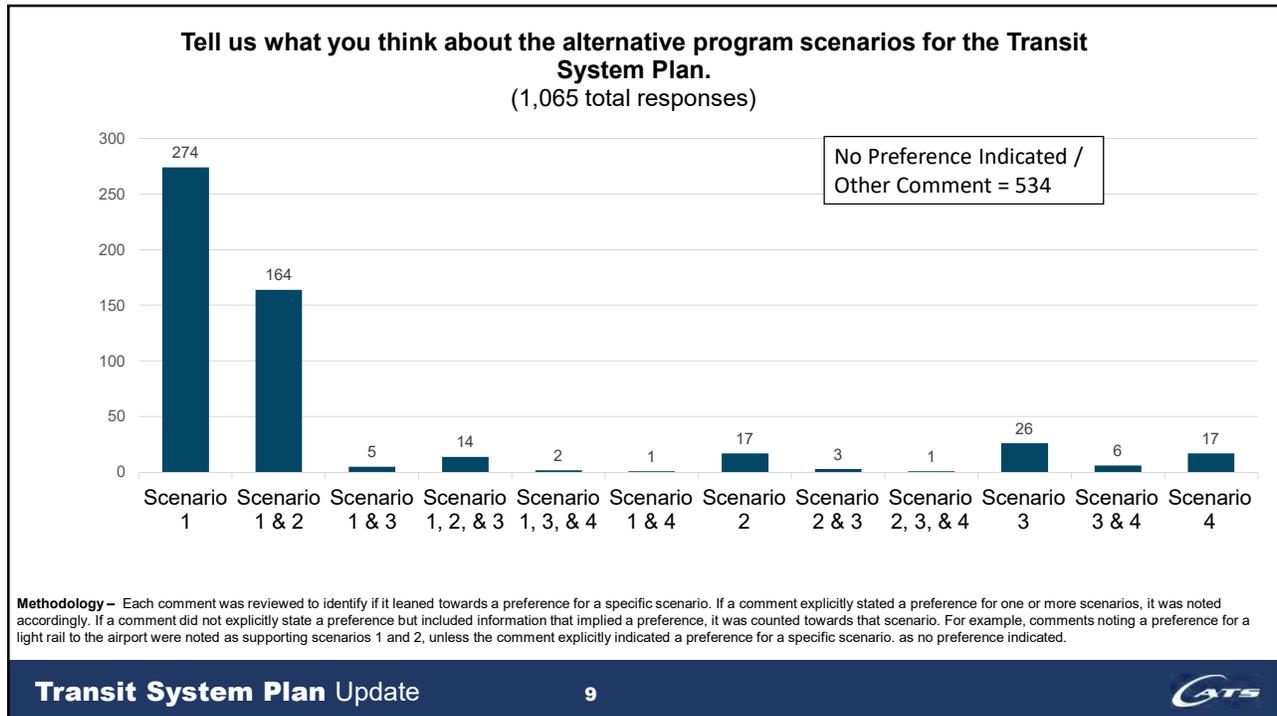
Tell us what you think about the alternative program scenarios for the Transit System Plan.
(1,065 total responses)

Comment Themes

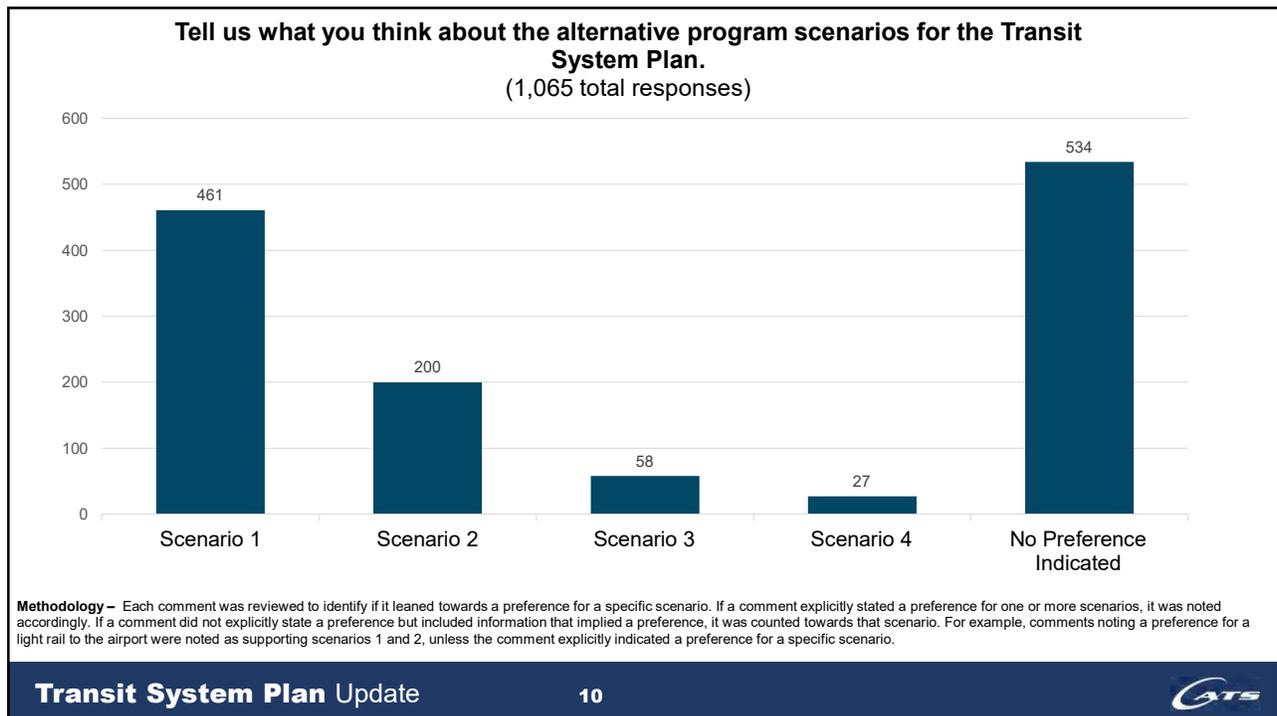
THEMES	THEMES
<i>Silver Line as Commuter Rail</i> (7 comments)	<i>Build more Commuter Rail</i> (2 comments)
<i>Support for Park and Rides</i> (7 comments)	<i>Develop Transit Card System</i> (1 comment)
<i>Prioritize Silver Line over Red Line</i> (6 comments)	<i>Prioritize Blue Line over Gold Line Extension</i> (1 comment)
<i>Improve fare collection and enforcement</i> (5 comments)	<i>Red Line as Light Rail</i> (1 comment)
<i>Red Line should be optional</i> (4 comments)	<i>Silver Line Entirely Above Road or Underground</i> (8 comment)
<i>Focus on long term investment in transit infrastructure</i> (3 comments)	<i>Streetcar Should Not be Prioritized</i> (1 comment)
<i>Gold Line Extension as BRT</i> (2 comments)	

Transit System Plan Update
8

8



9



10

Tell us what you think about the alternative program scenarios for the Transit System Plan.
(1,065 total responses)

Preference for Scenario 1 – Themes

SCENARIO 1 THEMES (274 comments)	SCENARIO 1 THEMES
<i>Build Light Rail to East Charlotte</i> (98 comments)	<i>Increase Safety and Cleanliness of Transit Options</i> (6 comments)
<i>Light Rail to the Airport</i> (59 comments)	<i>Ensure Reliable and Frequent Gold Line Service</i> (5 comments)
<i>Prioritize rail over bus for long term benefits</i> (42 comments)	<i>Increase Access for Transit-Dependent Individuals</i> (5 comments)
<i>Concerns about Bus Rapid Transit (BRT)</i> (25 comments)	<i>Enhance Frequency and Reliability of Bus Services</i> (4 comments)
<i>Extend Blue Line to Pineville and Ballantyne</i> (16 comments)	<i>Prioritize Silver Line over Blue Line Extension</i> (4 comments)
<i>Ensure timely implementation of transit projects</i> (10 comments)	<i>Stipulations for Bus Rapid Transit (BRT)</i> (4 comments)
<i>Focus on transit-oriented development (TOD)</i> (10 comments)	<i>Increase Frequency of Blue Line Service</i> (3 comments)

Transit System Plan Update
11

11

Tell us what you think about the alternative program scenarios for the Transit System Plan.
(1,065 total responses)

Preference for Scenarios 1 & 2 – Themes

SCENARIOS 1 & 2 THEMES (164 comments)	SCENARIOS 1 & 2 THEMES
<i>Light Rail to the Airport</i> (95 comments)	<i>Stipulations for Bus Rapid Transit (BRT)</i> (5 comments)
<i>Prioritize rail over bus for long term benefits</i> (20 comments)	<i>Increase Frequency of Blue Line Service</i> (5 comments)
<i>Concerns about Bus Rapid Transit (BRT)</i> (9 comments)	<i>Focus on transit-oriented development (TOD)</i> (4 comments)
<i>Enhance frequency and reliability of bus services</i> (8 comments)	<i>Increase safety and cleanliness of transit options</i> (4 comments)
<i>Extend Blue Line to Pineville and Ballantyne</i> (7 comments)	<i>Enhance bus stops with better amenities</i> (3 comments)
<i>Build Light Rail to East Charlotte</i> (5 comments)	<i>Ensure reliable and frequent Gold Line Service</i> (3 comments)
<i>Increase Access for Transit-Dependent Individuals</i> (5 comments)	<i>Ensure Timely Implementation of Transit Projects</i> (2 comments)

Transit System Plan Update
12

12

Tell us what you think about the alternative program scenarios for the Transit System Plan.
(1,065 total responses)

Preference for Scenarios 1, 2, & 3 – Themes

SCENARIOS 1 & 3 THEMES (5 comments)	SCENARIO 2 THEMES (17 comments)
<i>Ensure seamless connection between transit modes</i> (1 comment)	<i>Light Rail to the Airport</i> (3 comments)
<i>Implement Microtransit solutions</i> (1 comment)	<i>Enhance frequency and reliability of bus services</i> (2 comment)
<i>Extend Blue Line to Pineville and Ballantyne</i> (3 comments)	<i>Red Line should be Light Rail</i> (1 comment)
SCENARIOS 1, 2, & 3 THEMES (14 comments)	<i>Extend Blue Line to Pineville and Ballantyne</i> (1 comment)
<i>Extend Blue Line to Pineville and Ballantyne</i> (10 comments)	<i>Enhance bus stops with better amenities</i> (1 comment)
<i>Support for Bus Rapid Transit (BRT)</i> (1 comment)	<i>Implement Microtransit solutions</i> (1 comment)
<i>Enhance frequency and reliability of bus services</i> (1 comment)	<i>Concerns about Bus Rapid Transit (BRT)</i> (1 comment)
	<i>Stipulations for Bus Rapid Transit (BRT)</i> (1 comment)

Transit System Plan Update
13

13

Tell us what you think about the alternative program scenarios for the Transit System Plan.
(1,065 total responses)

Preference for Scenarios 1, 2, 3, & 4 – Themes

SCENARIOS 1, 3, & 4 THEMES (2 comments)	SCENARIO 3 THEMES (26 comments)
<i>Ensure seamless connection between transit modes</i> (1 comment)	<i>Extend Blue Line to Pineville and Ballantyne</i> (5 comments)
SCENARIOS 2 & 3 THEMES (3 comments)	<i>Support for Bus Rapid Transit</i> (2 comment)
<i>Transit System Efficiency and Reliability</i> (1 comment)	<i>Focus on transit-oriented development (TOD)</i> (1 comment)
<i>Extend Blue Line to Pineville and Ballantyne</i> (1 comment)	<i>Improve Fare Collection and Enforcement</i> (1 comment)
<i>Light Rail to the Airport</i> (1 comment)	<i>Light Rail to the Airport</i> (1 comment)
SCENARIOS 2, 3, & 4 THEMES (1 comment)	<i>Concerns about Bus Rapid Transit</i> (1 comment)
<i>Support for Bus Rapid Transit (BRT)</i> (1 comment)	

Transit System Plan Update
14

14

Tell us what you think about the alternative program scenarios for the Transit System Plan.
(1,065 total responses)

Preference for Scenarios 3 & 4 – Themes

SCENARIOS 3 & 4 THEMES (6 comments)	SCENARIO 4 THEMES (17 comments)
<i>Transit System Efficiency and Reliability</i> (1 comment)	<i>Enhance frequency and reliability of bus services</i> (3 comments)
<i>Increase frequency of Blue Line service</i> (1 comment)	<i>Support for Bus Rapid Transit (BRT)</i> (3 comment)
<i>Implement Microtransit solutions</i> (1 comment)	<i>Focus on transit-oriented development (TOD)</i> (1 comment)
<i>Ensure timely implementation of transit projects</i> (1 comment)	<i>Ensure timely implementation of transit projects</i> (1 comment)
<i>Extend Blue Line to Pineville and Ballantyne</i> (1 comment)	<i>Increase safety and cleanliness of transit options</i> (1 comment)
	<i>Silver Line as Commuter Rail</i> (1 comment)

Transit System Plan Update
15

15

Tell us what you think about the alternative program scenarios for the Transit System Plan.
(1,065 total responses)

No Preference Indicated – Themes

No Preference Indicated Themes (534 comments)	No Preference Indicated Themes
<i>General Positive Feedback</i> (124 comments)	<i>Ensure timely implementation of transit projects</i> (21 comments)
<i>Enhance frequency and reliability of bus services</i> (104 comments)	<i>Transparency and Public Engagement</i> (13 comments)
<i>Access to jobs, housing, services, surrounding areas</i> (55 comments)	<i>Transit System Efficiency and Reliability</i> (12 comments)
<i>Increase safety and cleanliness of transit options</i> (41 comments)	<i>Enhance bus stops with better amenities</i> (11 comments)
<i>Increase access for transit-dependent individuals</i> (25 comments)	<i>Alleviate traffic</i> (10 comments)
<i>Focus on transit-oriented development (TOD)</i> (23 comments)	<i>Stipulations of BRT</i> (10 comments)
<i>Implement Microtransit solutions</i> (23 comments)	<i>Concerns about BRT</i> (8 comments)

Transit System Plan Update
16

16

Definitions of themes

Light Rail to the Airport: Comments highlighting the importance of having a light rail connection to the airport, mentioning benefits for tourists, airport workers, and overall convenience.

Prioritize rail over bus for long term benefits: Comments emphasizing the long-term benefits of investing in rail infrastructure over bus services, highlighting the potential for higher ridership and reduced traffic congestion.

Concerns about BRT: Comments not in favor of BRT or indicate not wanting to consider BRT as an option. Comments mention that BRT is not supportive of TOD, low quality, not efficient, will not be welcome in Charlotte by the community, or short-sighted.

Stipulations of BRT: Comments that include specific conditions or requirements for BRT (e.g., I'm okay with it as long as it is in a dedicated lane)

Supportive of BRT: Comments in support of BRT highlighting the benefits of BRT such as cost effectiveness and ability to build it faster.

Enhance frequency and reliability of bus services: Comments emphasizing the need for more frequent and reliable bus services to reduce wait times and improve overall transit efficiency

Ensure reliable and frequent Gold Line service: Comments emphasizing the need for the Gold Line to run more frequently and reliably, especially during events and peak hours

Build light rail to East Charlotte: Comments supporting the extension of light rail services to East Charlotte and Matthews, discussing how this expansion would improve connectivity and reduce traffic congestion.

Focus on transit-oriented development: Comments advocating for development projects that integrate transit options, promoting mixed-use developments around transit stops to enhance accessibility and reduce car dependency

Increase safety and cleanliness of transit options: Comments stressing the importance of maintaining clean and safe transit environments to encourage more people to use public transportation

General positive feedback: Comments that express support, enthusiasm, and optimism about CATS projects and transit expansion. Comments convey an overall affirmative stance.

Increase Access to Jobs, Housing, Services, and Surrounding Areas: Comments emphasizing the importance of improved transit connectivity to enhance access to employment opportunities, affordable housing, essential services, and neighboring areas.

Transit System Efficiency and Reliability: Enhancing service frequency and convenience, integrating rail and bus systems for better connectivity, reducing car dependency, and optimizing planned transit routes based on demand.

Transparency and Public Engagement: Utilizing visual aids in surveys, ensuring public awareness of transit plans,

Alleviating Traffic: Reduce highway congestion, prioritizing infrastructure planning to avoid bottlenecks and traffic.

Ensure timely implementation of transit projects: Comments stressing the importance of timely implementation of transit projects to meet the growing demand and avoid delays that can impact the community.

Extend Blue Line to Pineville and Ballantyne: Comments supporting the extension of light rail services to Pineville and Ballantyne, highlighting the benefits for commuters and reducing traffic congestion in these areas.

Prioritize Silver Line over Gold Line Extension: Comments emphasizing the need for the Gold Line to run more frequently and reliably, especially during events and peak hours

Preference for certain scenarios: Comments that indicate a preference for one of the four scenarios presented

Enhance bus stops with better amenities: Comments advocating for improvements to bus stops, such as better lighting, seating, and shelters, to enhance the overall user experience

Ensure seamless connection between transit modes: Comments indicating a want for a smooth transition while switching from one mode of transit to another

Transit System Plan Update
17

17

Themes

Examples of comments for each topic – comments are not edited for grammar

Light Rail to the Airport: "They're all bad. No meaningful justification is given for the Gold Line expansion, and without a serious overhaul of the route including absolute signal and traffic priority, it's not a serious transit option and never will be. Option 1 is the only one that makes any sense at all, but it's still not great. **A light rail stop at, not near, "at" the airport should be a completely non-negotiable component of any serious transit plan for Charlotte.**

Prioritize rail over bus for long term benefits: "Option 1 please! **We should be investing in projects that are long term fixes like rail.** I converted from driving to the express bus to get to work, but I know more people that would switch if rail was an option. **Rapid buses are good for some things but building light rail infrastructure is an investment in the longer term success of public transit.**"

Concerns about BRT: "I'm **concerned a silver line BRT would be low quality.**"

Stipulations for BRT: "BRT is a great opportunity **but only if it true BRT with full right of ways.** My concerns with voting for this is that sections of the lines would not include full right of ways. Those sections would likely be congested, if they aren't already, which would reduce service reliability and increase travel time."

Support for BRT: "Better, faster to implant solutions for lower income neighborhoods to access transit should be prioritized. **BRT accomplished this and I think more routes for BRT and quality marketing if it should be emphasized**"

Enhance frequency and reliability of bus services: "**The biggest weakness in the current system is the length of time one waits at stops to get anywhere.** In most short-length transfers, it's faster to walk to your destination than wait for the bus or train. Simply improving that step would increase usage considerably. More trains, higher speeds along the tracks. **Express buses that run concurrent routes.**"

Ensure reliable and frequent Gold Line service: "I do love the Gold Line streetcar concept but not sure why it is being prioritized over LRT. **Any expansion needs to have signal priority and some dedicated lanes. Additionally, the downtown section should be retrofitted with signal priority and frequencies are far too low.**"

Build light rail to East Charlotte: "Scenario 1 makes the most sense for system compatibility and future expansions, and it **provides Matthews with light rail in a future extension.**"

Focus on transit-oriented development: "Incentivize and partner with developers to **build out TOD mixed-use developments around transit stations,** and ensure all investments in transit are also investments in bike and micromobility integration. "Funding for the silver line, for example, whether light rail or BRT, must include the silver line rail trail and consideration of first/last mile connections. Bike/transit integration should be part of the 60% transit portion of our funding allocation and not come from the 40% roads budget or other funding source."

Increase safety and cleanliness of transit options: "I think more than anything Charlotte is behind in terms of public transportation, there needs to be more frequent bus stops, light rail needs to connect east and west, and all the way to the airport, and while I am here, I would like to mention that the **light rails and buses need to be thoroughly cleaned more often**"

General positive feedback: "It's **great to see that you have a system** that wants to help expand the community."

Increase Access to Jobs, Housing, Services, and Surrounding Areas: "Hope it will be better to **help customers to better jobs and housing and schools**"

Ensure timely implementation of transit projects: "Scenario 1 is the best option for Charlotte long term. We need a centralized light rail transit center, and **we need to build the silver line quickly. Prioritizing roads over great public transit will make us like other large cities that have effectively ignored public transit in favor of roads.** We may be able to get less external support for public transit, but it still needs to be the focus and priority."

Extend Blue Line to Pineville and Ballantyne: "**Extending the light rail to Pineville and Ballantyne would be a valuable addition to the transit system,** providing CATS riders with a more efficient commute home while reducing delays caused by peak-hour traffic. Another potential improvement could be enhancing connectivity within Ballantyne through CATS bus routes and adjusting existing bus routes in Pineville. Currently, some buses travel through highly congested community areas, and rerouting them could improve efficiency and reduce travel time for riders."

Prioritize Silver Line over Gold Line Extension: "**Build more Silver Line instead of Gold Line**"

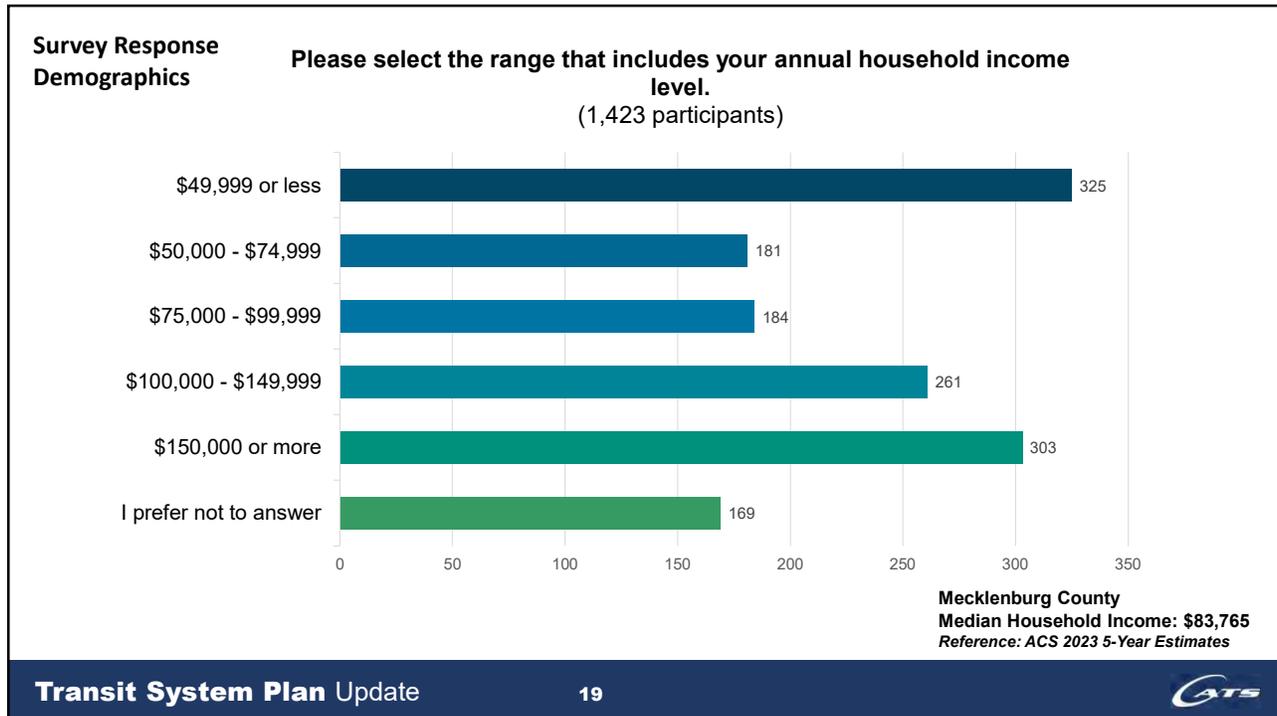
Preference for certain scenarios: "For me, **Scenario 3 and Scenario 4 are non-starters** since they do not include light rail service to the airport. From my opinion and anecdotally from peers, this is the most important transportation investment that the City can make. Cities that are considered "world class" and compete at the top tier for quality of life and economic development have rail connection from their CBD to their airport. **Of Scenario 1 and Scenario 2, Scenario 1 would be my preferred option.** While BRT can be effective, a corridor of Independence's size should ultimately have a light rail service."

Enhance bus stops with better amenities: Building **bus shelters/stops with covered bike racks** and positioning them with access to protected bike lanes, greenways, contiguous sidewalks/multiuse pathways will improve flexibility.

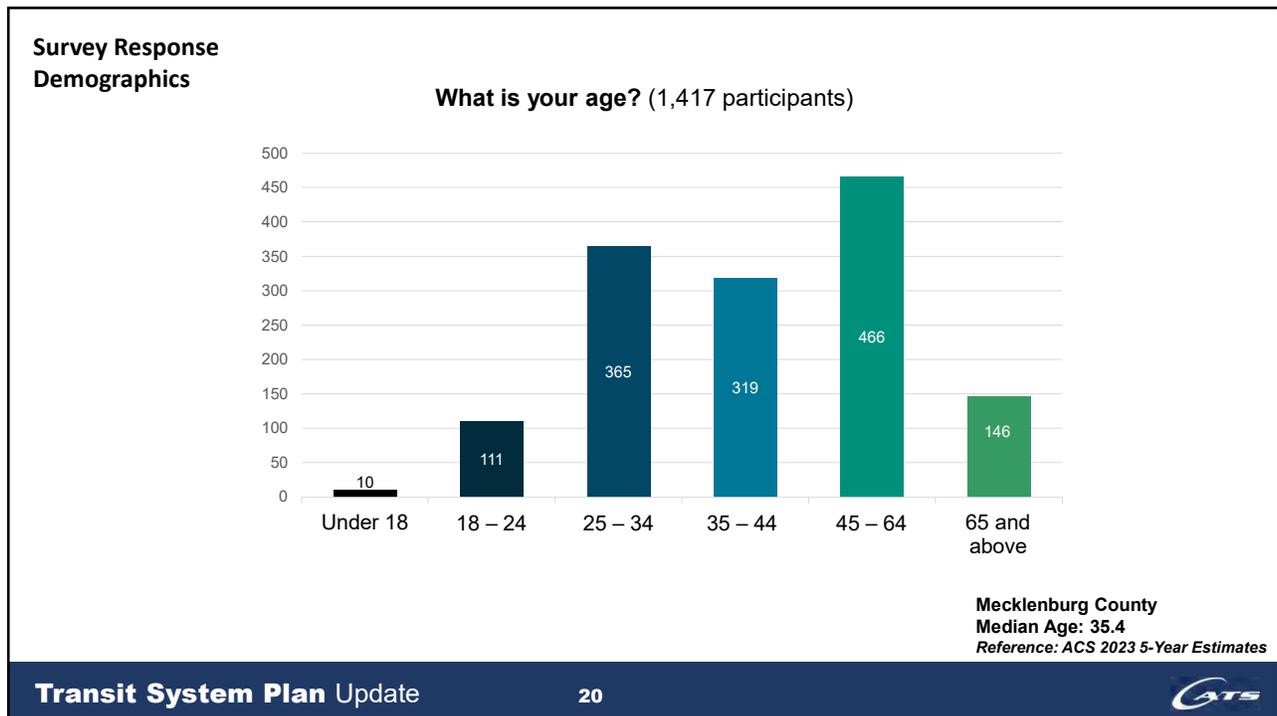
Ensure seamless connection between transit modes: Large park and ride opportunities / hubs at both the BoPlex and Airport area could be developed with housing on municipally-controlled land. And allow for **seamless transition from BRT to LRT** in mixed-use "transit villages"

Transit System Plan Update
18

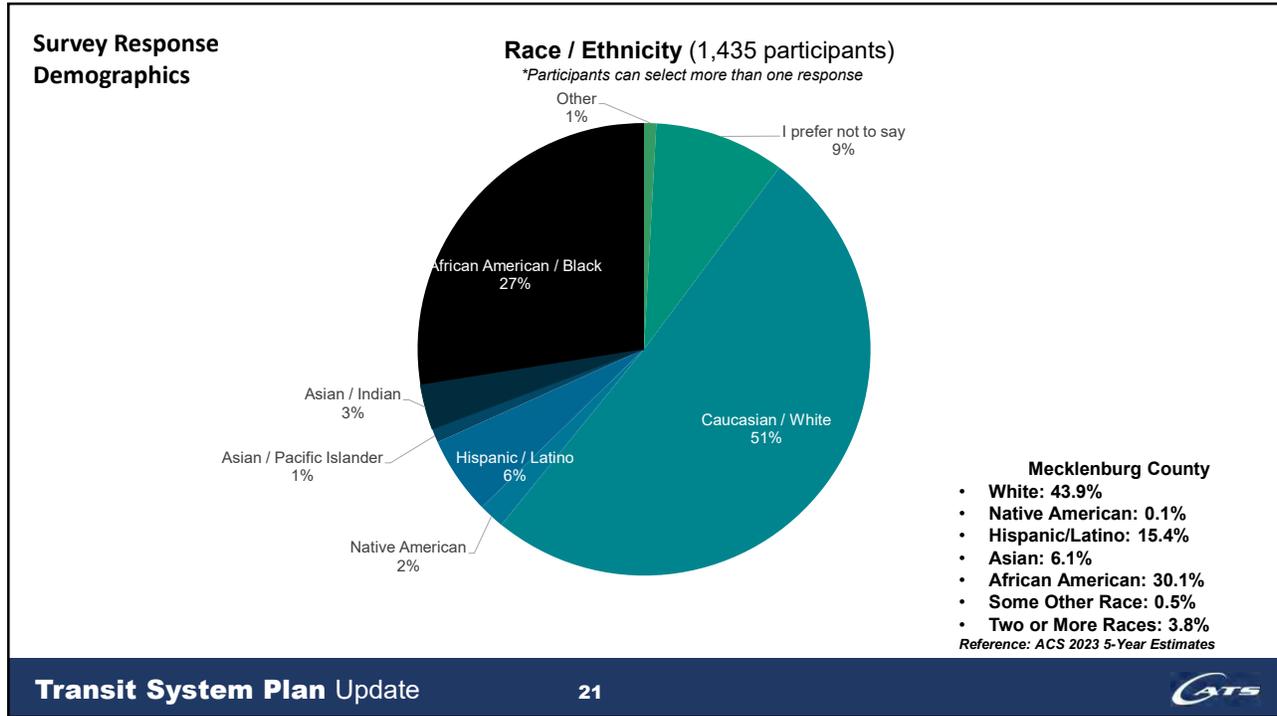
18



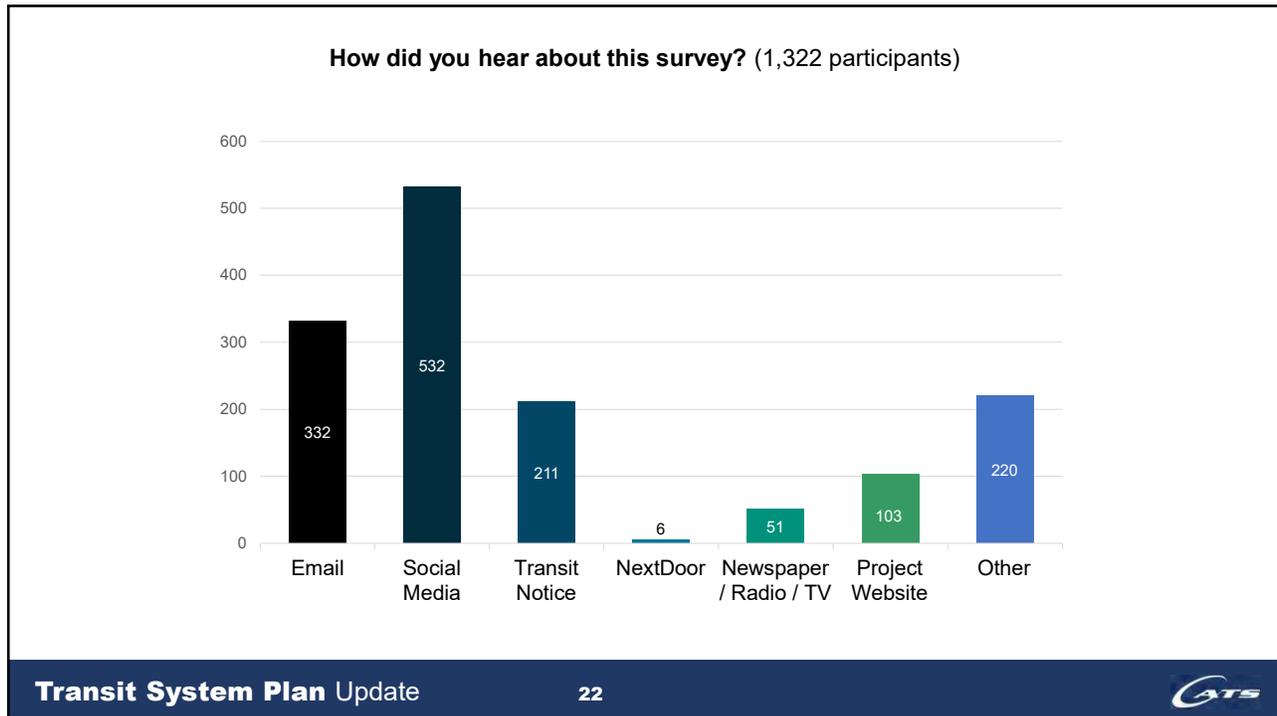
19



20



21



22

ID Tell us what you think about the alternative program scenarios for the Transit System Plan.

Scenario 1 is the best! Light Rail is best option, commuter rail second choice. Bus Rapid Transit
1 poorest choice due to skyrocketing capacity and labor cost issues if system grows. Example:
Ottawa, Canada where system had to be converted to light rail after 30 years of bus operations.

I think that Light Rail is the best option for all scenarios. Charlotte and Mecklenburg are part of
one of the fastest growing regions in the United States and while Bus Rapid Transit is certainly
2 an improvement, it doesn't meet the capacity that a new Light Rail line could provide. Building
more Light Rail will help ensure that we are planning for the transit needs of our rapidly growing
city instead of doing a shorter-term solution which is what a BRT system will ultimately become.

Scenario 1 seems the most robust system that looks to the future. We'll be thanking ourselves
3 for our foresight in 20 years. The BRT will not bring growth to the area like the light rail. I think
the silver line to the airport is essential for business growth as well. How many people fly into
Charlotte and then have to Uber to uptown? To me that's non-negotiable.

I'm not sure why the Gold Line is a given but they aren't planning on extending the silver line
train any further southwest than coliseum. Without a dedicated right of way Gold line is
basically just a dressed-up bus, except it can't go around cars that park or break down on the
4 tracks. Maybe Gold line is what should be extended with bus rapid transit?

In general, I'm not sure you're going to get South Charlotteans to ride buses. Even if it is BRT. It's
a perception thing, and perceptions are hard to shake. Extending the light rail lines further
seems more likely to generate more ridership. Suburbanites like trains, buses not so much.

Bus rapid transit is a horribly short sighted idea. The city will continue our 30+ year inferiority
complex for the next 30+ years if we keep making planning decisions that are some supposed
solution for the right now or 5 year perspective. Public transit will do more for growing this city
and making it attractive than funneling public dollars to the wealthiest person in the state to run
a failing team & be an embarrassment (throwing drinks at other fans, worst economic
5 development deal of the country twice in the past few years) to this city. sorry, I didnt mean to
trail off on Tepper. But that is just such a great example

anyway-STOP BUILDING ROADS. hopefully anyone who is reading this is more familiar with
Induced Demand than I am. why do we keep doing this? pedestrian deaths are a public policy
decision. every artery in and out of uptown is terrifying for drivers let alone the individuals and
children walking on the non existent sidewalks with 60mph traffic zooming by inches away

Scenario #1 provides the best outcome in the near term and for future planning. While BRT
6 sounds nice and is cheaper, the amount of people that actually adopt BRT use is significantly
lower than LRT AND BRT does not drive the high density development that can make housing
and amenities more affordable.

7 The expansion and prioritisation of rapid bus transit over the light rail is not helpful to the future of the future of Charlotte and the connections it has the potential to have.

8 People want the light rail. Not busses. Light rail is sustainable smart growth, bus schedules are unreliable and will never attract users who own their own cars. A full silver line is the best long term investment, and one of the reasons I purchased in my neighborhood. Thank you.

9 I am not convinced that Bus Rapid Transit is a viable alternative. In addition to having 8 plus years of sunk cost and effort in Silver Line, there are few to no examples of successful BRT in the US. The north/south corridor has a disproportionate amount of transit and bike/ped infrastructure, so Silver Line should be prioritized, however I understand the Red Line will be first to start and that's ok with me. If Silver Line will terminate at Bojangles, there needs to be strong investment in bike/ped and bus infrastructure to make that area accessible and easy to use without need for all users to park and ride. Connectivity from Silver Line to airport is still unclear to me, needs to be something other than a shuttle bus.

10 Rapid transit bus is a waste of time. You'll never ever get people to like riding the bus. Bus routes can change and that discourages real development along the route. They light rail should have been built three times by now.

Having the sales tax approval dependent on the large percentage going towards bus rapid transportation is absolutely ridiculous. That all should've been plowed into light rail.

11 I'm concerned a silver line BRT would be low quality

12 None of this matters if we continue to be reactive in the way we build our infrastructure. We need to think decades ahead and how these decisions are going to impact our city's growth. BRT will not be efficient if we don't address the issues we have with our major roadways while working increase ridership of our current systems.

13 The all rail proposal vs bus rapid transit is the better choice. Making regular bus service is great with the 20% funding. That said the 40% for rail should be maximized. Wasting time and money on bus rapid transit lanes will only slow CLT's progress to become a great city designed for people vs roads and cars. The economic development and job ops that rail provides is clear as day and a proven concept. BRT doesn't even have the road space. Building small bits of rail if there are funding constraints is okay. This is a long term play to be a great well connected city.

14 Current and newer Charlotte residents are highly unlikely to choose BRT over light-rail transit. Bus transit stops are too few and far between to most for it to be worth the alternative transport. And the Charlotte residents that do take advantage of Bus lines often struggle with CATS lines not being in places lots of people need to be. In the past, I also have experienced lines being cut off too early on in nights and seen droves of commuters be stranded in the Uptown Charlotte CATS center with no option but to wait for possible hours. I believe enhancement in security, reliability, and timeliness are the first steps to ensure Transit System Plans benefit our city the way they are intended in the long run.

15 Light rail, no brt

16 BRT is a band-aid that is not all that effective. I already believe it's a mistake to prioritize the Red Line (another North-South line) over the Silver Line (East-West). Don't make another mistake by trying to save money, but ultimately wasting it, by installing a service that won't be used anywhere near as much over LRT that would be used much more.

17 I think scenario 1 and 2 are the most optimal options and scenario 4 would be a gross disservice to the Charlotte community. For the sake of the future of the Charlotte community, a solidly built light and heavy rail system that connects the region would do leagues more than a BRT system. I implore you to just build light rail from CLT to Matthews.

18 Scenario 1 would be the best option. The BRT system will be a complete failure due to low ridership, non dedicated lanes and the precieved notion of riding a bus over a light rail. Light rail silver line extension to Gaston County to Union county while connecting the airport and Bojangles Coliseum should be the main goal. Gold line street car needs to have signal priority and run more effciently as in current state, walking is quicker.

Blue line extension to Pineville and Ballayntyne should be a priority as well.

Has CATS looked into revitalizing the Norfolk Southern rail line that the Seaboard rail service used? Could explore a commuter rail from Monroe, indian trail, matthews, east charlotte, Plaza Midwood and uptown.

19 I believe Scenario 1 is best because it provides high capacity rapid transit to high traffic areas (airport and Coliseum) while leaving room for other areas to receive the same quality of transit in the future. BRT isn't high capacity enough for our current and future needs, so an entirely rail corridor is necessary, even if it won't all come immediately.

20 Silver line to airport and bojangles coliseum with an option to extend it to Matthews. No one wants BTR. Option 1 is best.

Make the state pay for our roads! We pay gas taxes and we need to fight for our regions portion of highway funding back.

21 I believe the first scenario is the best moving forward because it provides high capacity, high efficiency rail, and sets the city for future expansion. BRT seems to be a temporary solution in growing higher density city's with defined urban cores. BRT's better application is in geographically larger multi-node areas like the triangle or triad area.

22 I know the bus option is less expensive but it will not be utilized by a large portion of the population due to the negative feelings around bus transit

23 My wife and I are big believers in public transportation. I believe that scenario 1 is the best option. I do not think that a bus rapid transit is a good plan. Light rail will encourage more development and density along that corridor and I don't think that the bus system will do that. I agree with building out the gold line and extending the blue line. Also, a more extensive bus network is an important, with more routes and more frequent service. I do think that not connecting the silver line to the airport terminal is a mistake. That plan will cut down on its use. When it comes time to vote, I would support scenario 1, I might vote for 2, and I would vote no on 3 and 4.

24 I like the thinking here, but BRT is going to be a tough sell I think. Buses are, right or wrong, stigmatized in Charlotte.

25 I'm not happy with any of these. Our region deserves light rail. The average American will not ride a bus as an alternative to their car. We need to get cars off the road and to do that we need rail. RBT is a waste of money. Also you must up the frequencies of the existing blue line. Trains are only useful when people don't have to think about a schedule. 7 minutes in town is what is needed from 6a to 11p. Don't be held hostage by bad decisions from the GOP. Grow a pair Charlotte, your the largest city between Atlanta and DC- it time to act like it.

26 I am worried that a BRT line to Matthews would lock us out of a future light rail extension to Monroe and Union county as a whole, which is rapidly developing. As a Matthews resident, I would appreciate the greater connectivity that a line to the airport would provide, because parking and Uber at the airport are expensive and unpleasant.

27 Option 1 is the only viable solution. Busways will not gain the ridership you are looking for long-term, and despite the initial cost of construction, over time Light Rail transit is more efficient and cost effective. People don't want to ride BRT.

28 Prior to the presentation in Pineville I was most concerned with light rail to Ballantyne. After attending that, I think it is most important to focus on the silver line with the blue line extension going to Pineville and then Ballantyne in 2 phases. I'm excited to see a prioritization of bus frequency. I like scenario #2 as that felt to me like it spread the development across more parts of the city. I think a rail connection to the airport is critical, especially having traveled to cities that do and do not have this. I didn't know a lot about bus rapid transit, but my main concern is that there would be a lack of cooperation from local drivers for right of ways for the buses (e.g. using the bus lane if it's "empty", stopping to pick up food, etc)

29 I honestly think BRT is a waste of time and resources and the higher capacity light rail lines make more sense, especially with dedicated tracks. Focus should be on those as major lines and bus from there. The corridors are already defined, and we all know some kind of rail needs to go through all of them, preferably light rail at least like the metro in DC. I don't understand why this is even in question. We're turning into a major city. Public transport should be at the forefront every time. And it all needs to be done. So just do it. State government doesn't care because they're bought out and don't need to use it. and I hate that. Transportation leads to development that makes sense so everything is not centered just around uptown and the south of Charlotte. It's a city. Let's be one.

30 I think all of the scenarios are good, though I believe that the 3rd one is best given that it is hard to get to Ballantyne except during peak travel times. Considering that there are already not enough drivers, I would be concerned about overly relying on BRT.

31 Scenario 1 would step Charlotte up to the next level as a legit player in our state and country's city infrastructure. It would make Charlotte a destination city that can be taken seriously because of the ability to ride rail systems. No matter how much cheaper BRT might be on the front end, there is such a large portion of people that won't ride, purely because it's a bus. There is a perceived level of transit quality from a transit system that breeds trust through reliability, speed, and ease of use. The worst thing we could do for our transit future is choose BRT over rail. A good example of this is Detroit. No rail system exists, and BRT has been floated around as an alternative. It hinders growth so much to not have a legitimate, connected rail system. Amazing examples of true rail systems are Washington DC, Boston, etc. We can join this echelon of cities only by choosing rail first.

32 The Silver line needs to exist as light rail, and is way overdue for bringing it to existence. Light rail is the preference over BRT as it's too easy to take significant short cuts with creating good buses. That being said, the most important thing is to actually build something and not just talk about it forever.

33 BRT on already congested roads does not solve anything. We need a robust interconnected light rail system. I do not support any BRT plans.

34 Bus rapid transit is NOT a replacement to rail. Bus systems DO NOT attract the same clientele nor development as a rail line. We need to go as far as we can, with the money we have, with rail systems. In order to continue attracting top talent to our city, which in turn attracts employers therefore investment, rail lines need to be the priority. Top talent will use rail systems, but will not use bus systems.

35 Our region needs more light rail. I live near and work in Matthews, and I think it is a shame that the Silver Line extending to the town of Matthews is not part of the proposal. BRT sounds unlikely to be much of an upgrade. I am for light rail extensions throughout Meck county to provide an extensive network of mass transit that can connect all of our towns and region.

36 Any scenario that relies on "Bus Rapid Transit" is making the choice to keep Charlotte area transportation in the 1950's.

37 Bus oriented transit has been proven to not be effective in cities the size of Charlotte already. To consider more Bus oriented design does not help solve the ongoing traffic and growth problem we are experiencing. We have to plan for our future. As statistics have shown, Charlotte is growing fast. Heavy rail and light rail have been the only solutions in large cities that have helped move more people more effectively. As all transit projects when they are going through committee and actual build process, a BRT will experience issues and budget cuts. This could lead to problems like the removal of priority lanes for buses. Additionally, in larger cities it is proven that buses have a perception issue in regards to safety, reliability, and overall cleanliness. While a rail oriented position might take more resources and time, it is essential to the growth of our city that we invest for our future. Because of this, Scenario 1 is the ideal choice that includes the most rail.

i'm not happy that the western half of the silver line has been chosen over the eastern half. the eastern half would be of much greater benefit to charlotte area residents. airport connections are nice to have, but when funding has been constrained like this, dense job areas and the places people actually live should be prioritized — not visitors/tourists.

38

i'm also worried that the proposed BRT lines will not be real BRT. i've noticed many american cities that claim to have BRT don't actually have that, just express buses. as far as i know, charlotte only has ONE bus lane (74/independence) that doesn't go all the way out to CPCC levine.

39

With scenario 1 the initial capital and time is high however maintenance would be lower and would allow for development around future stations, becoming a gateway or destination for commuters and tourists. BRT requires more busses, more employees and more traffic variables than rail over the long run. And realistically the psychology of having a train pass you in traffic makes you consider the train more than the bus that is sitting in the traffic with you. Or the bus you have to drive around when it is approaching the stop.

40

Scenario 1 All the way! It may take longer but it sets the city up for long term success instead of short term results. BRT is not nearly as widely accepted by people who don't currently use transit. Rail is much more reliable and comfortable. If we want to cut down on traffic and commute times we need to convert more people to using transit even if they have personal vehicles. This scenario also in the long run connects the community just the same as all other scenarios.

41

I would be hesitant to support a full BRT program that would limit the ability to expand future LRT options for the community. As charlotte continues to grow, high capacity transit is going to be important to help alleviate vehicular reliance and congestion.

42

Focus on lightrail. No BRT unless it can be replaced easily with LRT in the future and will not delay that.

43

By far the most important thing to me is the silver line. While rapid bus transit may make some sense on a purely moving people standpoint, based on what I have heard from anybody I've talked to, it's far less likely to get widespread adoption. Not only that, but the silver line could further bring development to some areas along independence that feel like they could use it. I support all of these forms of public transit, but I truly feel like the silver line would make the largest improvement to our system and is well worth the cost.

I'm truly frustrated with the current local transit plan. The timeline is far too long, and the cost is far too high. We need to consider alternative solutions to ensure we can complete the full Silver Line without fragmenting the project or relying on what may end up being imperfect BRT options.

While I understand the complexities, we must think outside the box and take a more creative,
44 innovative approach to expedite these essential projects. Settling for what's proposed now doesn't seem like the best path forward.

Thirty years to complete this plan? By that time, the transit needs of the city will have likely evolved in ways we can't even predict. We need to be forward-thinking and proactive. It's frustrating to see such slow progress when we know how many people are depending on improved transit every single day. We can't afford to drag our feet any longer.

45 Of the scenarios presented, I prefer B. In a perfect world, I would abandon street cars unless they have dedicated lanes and BRT requires dedicated lanes to be effective.

46 Of the options presented I feel the first option is a clear choice to target. It has been proven already that with dedicated rail transportation we can prioritize high capacity and stable frequency in corridors of value and as such are the best option despite the cost.

BRT can also be done but its better for lighter traffic corridors (for example a route around the city along CLT-4) rather than a primary corridor like the corridor to the airport.

47 I think the alt plans are fine. There needs to be a way to encourage people to take BRT, the only way to do that would be by advertising dedicated lanes I believe. A better bus network in general would be fantastic, I would love to not have to connect to everything out of uptown. Overall, great bicycle connectivity could help ease the transition, but that is out of the scope of CATS

48 Don't piss on my leg and tell me it's Bus Rapid Transit. Too, too often that is a term bandied about to inflate the perceived significance of inferior service. Dedicated lanes, at-grade boarding, off-board payment are bare minimums for BRT and I don't have any confidence in our transit planners to hold to those. Already people in positions who should know better, refer to Independence Express routes as "BRT" which is either intentionally watering down the term or ignorantly perpetuating its misuse. Even in its best-case scenario BRT does not have the rails-in-the-ground commitment that spurs development and private reinvestment. No one is risking real money building along a bus line that might be re-routed on the whim of the next council meeting. The most economical opportunity to make this investment was 20 years ago, the second-most economical opportunity is today. We've seen the success of the blue line. There's no reason to hesitate any longer.

49

Why is the Gold Line a given for all scenarios? If part of the justification for the Gold Line is high ridership of existing bus routes along the corridor, why is it not being evaluated for BRT? It seems like existing conditions along Central Ave would be better suited to BRT platforms, with less construction impacts to existing businesses, residents, and the traveling public. This area also already has a higher number of riders who already use buses, would that not provide higher ridership projections for BRT? Given that the Silver Line has already been promoted/designed as a light rail corridor, how does CATS realistically think that the majority of these riders will shift to BRT when they currently drive single occupancy vehicles as their primary mode of transportation? Has the Blue Line not shown that light rail is significantly better at capturing these trips and generating mode shift among these users?

50

I am decidedly in favor of an expansion to Charlotte's transit system, since it has felt a bit lackluster in at least my pocket of East Charlotte, with the exception of the nearby Light Rail station at Sugar Creek; the few times I've had the opportunity to ride it have been awesome! Regarding the plans in specific, I am primarily in favor of the plans focusing on light rail development, especially Scenario 1, since I found the light rail to be very convenient for special events held in locations with cumbersome parking. I am not as familiar with the Bus system or Bus Rapid Transit, so I don't have any strong feelings towards it, but given how congested our traffic is currently, I feel that the Buses may not be as rapid as expected if implemented, unless the BRT plan includes special measures to help alleviate that concern of mine.

51

Please go to at least one city where a functioning expanded transit system is in place. You must have light rail from uptown city center reaching NS and EW. Airport to Pineville/FortMill/Rock Hill, Huntersville/Lake Norman. Belmont/Gastonia, and Concord/Kannapolis. BRT only works with designated bus lanes, a mix of frequent and express service, and a CATS based trip planner with real time arrivals. I lived from 2005-2017 without a car, and again from 2022-24 in Seattle and Portland. Amazing how simple it is there, and here I cannot even get to work from Uptown on Sunday morning for a 7 AM healthcare shift a 25 minute ride away. So scenario 1, bridge with BRT for outside the beltway if need be. But get it done. Charlotte was talking about an outer beltway when I was lived here until my early 20s. Talked about it for years. My response: it'll be an inner loop by the time we get around to it. Meanwhile, I could drive to the Atlanta area, park and use MARTA. Join the 21st century, please.

52

If BRT brings the alignment closer to the airport, then it should be prioritized. If BRT is cheaper and quicker to build then it should be prioritized over light rail. Without dedicated lights or lanes the streetcar isn't nearly as useful and this needs to be addressed. All of these systems, but especially the betterbus system need to take safety into account as a priority.

53 The silver line is an absolute must-have. The lack of transit to our airport is not acceptable for a city our size and need to be addressed a lot quicker than it has been. We also need to know what features of a BRT system you plan on having, ex: dedicated lanes, signal priority, level boarding platforms, frequency, etc. Without knowing what the BRT system/map looks like leaves me and other CATS users in the dark, and therefore, I can not comfortably advocate for it. Instead of extending the gold line east, adding BRT there instead would be a greater cost-benefit the service on bus would be quicker, and the busses already have high ridership. Also the extension east requires a wider turn from Hawthorne back onto Central, which ultimately slows down service and inconveniences most riders, especially without signal priority. Adding BRT to this route makes it more efficient for current and future riders.

54 Only prioritize BRT if there's going to be dedicated lanes like the I77 HOT lanes. If that's not going to be done for the silver line or Blue line extension, then prioritize rail

55 Id prefer to see 1 seat rides, not something where you get on a bus, get off at the end of a light rail, and then ride the rail in. So if you extend a fixed transit into Ballantyne it needs to be rail. The silver line corridor would work as BRT as long as it is a true BRT. Independent ROW, priority signals, etc. do not build an Indianapolis or Raleigh style "BRT" that is essentially just a bus with off vehicle ticketing

56 Blue Line needs to go all the way to the airport terminal. I don't trust the airport authority to build the promised people mover or make it fast and convenient. I've been to good BRT systems (i.e. Ottawa for example) and they can work well if done right. But that includes the ability to convert to rail over time. People in Charlotte have no idea what a BRT is, so would require a huge education effort. And BRT would have to be done right, which I don't trust CATS to do.

57 If BRT is chosen, separate lanes need to be constructed. The BRT cannot be part of standard traffic or else it will be as useless as the Gold Line.

58 BRT is a great opportunity but only if it is true BRT with full right of ways. My concerns with voting for this is that sections of the lines would not include full right of ways. Those sections would likely be congested, if they aren't already, which would reduce service reliability and increase travel time.

59 I am most in favor of expansion of light rail, the potential for further expansion in the future, and especially more frequent trains, particularly on weekend nights leading into and out of uptown. If I finish a concert at the PAC and have to wait 10 minutes for a train it's reasonable. If I have to wait 30 minutes it's a big deterrent. I hope that Charlotte's light rail can be designed or retrofitted to include chip-reading turnstiles like those in NYC -- CATS would bring in a lot more revenue and panhandlers would be deterred from the stations. I understand that if Bus Rapid Transit is designed as it should be (dedicated bus lane) it has the potential to be convenient for a lot of people. I have heard doubts expressed about feasibility. I am least in favor of the streetcar, which doesn't run often enough and significantly slows traffic on Hawthorne and Elizabeth when it does run.

60 Bus Rapid Transit (BRT) has been proven to work excellently in smaller, less densely populated areas. To consider a BRT that will likely be stripped of funding as it goes along, or the cost will rise, and then remove any sort of devoted lane will cause more issues than help. In larger cities like this, there is also a perception issue with buses being less 'clean' or 'safe' and less reliable than a rail-based service. This city needs more rail and heavy rail options with priority lanes and faster speeds. Charlotte is growing, and while this is a heavy investment, it will put us on the map to the likes of DC, NY, and CHI. We have to invest. Additionally, if further funding is needed, we need to invest in Fare Collection. The current system is not robust enough to ensure that fare is being paid. There are multiple people entering the light rail who are not paying fare. We need to correct this. If preference or feedback matters, Scenario 1 would be ideal.

61 As much light rail as possible will be best. People will appreciate BRT if it's implemented correctly and has priority.

62 BRT is perfectly fine as long as it is true BRT and not enhanced bus. Meaning it needs it's own lanes, priority signaling, off vehicle ticketing, isolated stops out of pedestrian and vehicle ROW. If that can't be achieved then don't call it BRT.

63 I personally like scenario one because I'm on the southside in Steele Creek. However, my answer could change based on how the BRT would be developed. Will there be a commuter lane for the buses so that it is truly rapid travel?

64 Whether we end up with BRT or light rail, we need to minimize the number of transfers between origins and destinations to make these modes competitive with cars. Generally I'm ok with BRT if it truly meets the criteria for BRT (service speed and quality of experience should be almost indistinguishable from light rail). In both light rail and BRT scenarios, we need close collaboration with private development and other modes to make this successful. Incentivize and partner with developers to build out TOD mixed-use developments around transit stations, and ensure all investments in transit are also investments in bike and micromobility integration. Funding for the silver line, for example, whether light rail or BRT, must include the silver line rail trail and consideration of first/last mile connections. Bike/transit integration should be part of the 60% transit portion of our funding allocation and not come from the 40% roads budget or other funding source.

65 I think there needs to be more emphasis on BRT investment because of its benefits. I like scenarios 2 and 3 and 4. However, there will need to be more education on the benefits because I believe there will be lots of resistance to BRT because of the stigma associated with it. There should also be a presentation of the cost-benefits with each scenario along with visuals. I support BRT but it would be good to have examples of cities that have a mix of light rail and BRT to refer to.

66 I believe that having an efficient mass transit system for our region is critical for our immensely rapid growth. A mix of high speed rail to connect our major cities, light rail that connects our local communities, Rapid Bus Transit to connect connecting counties, regular bus routes to communities that are not on the rail lines and partnerships with ride share for door to door transport for the elderly and people with disabilities

67 Better, faster to implant solutions for lower income neighborhoods to access transit should be prioritized. BRT accomplished this and I think more routes for BRT and quality marketing if it should be emphasized

I am very excited for the red line, better bus, and gold line plans and am glad they have been locked in. With the Silver line I really wish the plan was to hug the rail corridor through Plaza Mid wood and through downtown Matthews. I understand there is low density parts on that rail line that might not be optimal to pass through but to me Plaza Mid wood and downtown Matthews represent areas that already have higher density. I love BRT but it's just hard to ignore the ideal alignment of the existing rail line. Thanks for working to advance transit in CLT!

Scenario 1 or 2 is the preferred options with scenario 3 an okay compromise. We should be looking into BRT for WT Harris, The plaza, Eastway, Sugar Creek

Examine the funding split closely to see if marginal changes will allow LRT to be built where it was promised. LRT seems more important than extending the Gold Line, which generates no fare revenue and gets stuck in traffic. I support BRT more than most people and would greatly support additional lines using the mode but promising LRT then switching to BRT erodes trust. Consider the alternate alignment for the Silver Line that follows existing freight tracks. Any transit line needs to connect to major origins and destinations on day one.

Alternative 3 offers the most rides/\$million investment. Please indicate in the brochure likely % BRT 1-way miles that will be dedicated.
BRT stations should each have more than current LRT stations to include Accessible Housing of which a third are affordable & commercial with big windows, lighting, and night traffic (no drive-throughs). CATS should be the landlord. Archdale Blue Line P&R is very lightly used and should be redeveloped to include accessible housing of which at least a third is affordable, with joint parking. Mine was the only car this past Monday at 5pm!

Scenario 3 will provide the most rides per \$million. What % of Silver BRT 1-way miles is anticipated to be dedicated lane? That should be on the brochure.

No strong opinion based on where I currently live/work/visit. It seems like option 4 would be the quickest to achieve and possibly the least expensive. Perhaps start with bus and see if ridership warrants extending rail.

As a growing city facing ever mounting traffic congestion and longer driving times, it is more important to focus on frequent high quality services in a mode agnostic fashion. BRT can be built faster and more economically while delivering capacity through frequency. Frequency is always more beneficial. Frequency is what actually achieves faster travel times across the system, driving ridership demand and delivering transit service that actually competes with auto demand. Scenario 4 is the strongest!

High quality Bus Rapid Transit is what provides the best service and will have higher usage, imo. Can you pilot a BRT route somewhere to show Charlotte residents how good the service can be? To help gain their support for more cost-effective transit improvements?

Need light rail from airport to Uptown. That should be first priority.

I like scenario 3 the best

The most light rail is the best but BRT is good too to connect more. Light rail service on blue line needs to be more frequent for commuting hours

79	Build the silver line to Mathew's and to the airport
80	I still want to see the Silver Line to Matthews
81	Scenario 3 is most ideal- the bus lands already exists towards Matthew's. The light rail to Ballantyne would increase access to that side of town.
82	I think always being prepared to expand is something to really consider as well as what people's opinions are on what will be done in the future
83	hard to decide which is best, all great ideas!
84	The light rail will require more construction than the BRT right? For that reason alone I want to stick with more BRT options than light rail. Other than that, the proposed routes service the census block groups with the highest job concentrations (according to the EPA's smart location database), so well done! This will hopefully connect more workers to these jobs and boost our economy
85	I appreciate that all scenarios include Better Bus, Gold Line, and Red Line. Scenario 1 seems the most future-proof, offering full light rail connectivity on the Silver Line and an extension of the Blue Line to Pineville. Light rail offers higher capacity and long term value over BRT. Investing in robust rail infrastructure will increase reliability, encourage development, and better serve Charlotte's growing population.
86	As a resident living near Matthews, I'm very disappointed with the change in priorities and have low confidence that transit access in my area will get better based on these alternative scenarios. The area desperately needs rail service into Matthews or Ballantyne.
87	To me, the obvious answer is the original answer: light rail to Matthews + airport and beyond. Single seat service on the gray line. Transit is badly needed to improve the efficiency of the city but making the trips involve too many hops between modes is going to led to ridership fatigue. For this to be utilized optimally, it needs to prioritize , in this order: fewest transfers, at the fastest speed, to the most places. If going from Matthews to the airport is going to mean bus to a train to another bus, well, then I'm just getting getting on I485 and driving it before I have to make 2-3 transfers to go 13 miles.
88	Scenario 1 is best. BRT is nice for the gold line but other lines should be Light Rail. I also think Blue Line should go to Ballantyne after Pineville and maybe up north to Concord Mills Mall would be nice. Silver Line to Belmont would be nice too but airport works.
89	I think scenario 1 is a good PLAN B, although it should contain both extentions (one west to Belmont and the other east to Matthews.) I do not think BRT will be a good alternative, simply because of capacity issues. A light rail vehicle will hold about twice as many passengers compared to a BRT vehicle. But I think the main thing that should be focused on is negotiating with the folks at CSX about the rights to their tracks going into town roughly parrallal to Monroe Rd. It would be a big game changer for Charlotte, just like it was when the city bought the tracks from Norfolk Southern for the Red Line. It would also bring the airport stop a lot closer to the terminal, making it more convenient. Lastly, I think it's time to stop planning and start building. It's a shame how this project has been studied for the past two decades, and little progress has been made. if it's too expensive, add it to the 1% sales tax increase. The Silver Line will be successful, just like the Blue Line is.
90	Scenario #1 is best. However would prefer the blue line was improved to offer express service from farther out stops to Uptown. Also, either add a 3rd car to the existing trains or increase the frequency of trains to accommodate increasing ridership during peak hours.

91	Jess odette is awesome! Public transit rocks! From your friends in Ohio DOT
92	I think scenario 2 sounds like the best approach for immediate improvement, but also allowing for more expansion in the future.
93	I think a light rail to the airport is great for the area. Buses can do it, but having a light rail makes it more appealing to travelers, especially tourists. Personally, the red line impacts me the most, but I think the airport connection is the biggest for the community.
94	Scenario 1 is ideal!
95	Wasteful
96	Increase security for the transit downtown. Increased security at all light rail stations. Increased frequency along the most used bus line systems. Rapid transit connecting Charlotte Metro area to outlying smaller areas such as Matthews and mint Hill Ballantyne is really of no importance as most of its Inhabitants are wealthy and likely have better access to transportation than most.
97	I have a preference for scenario 1 and think it is very important for the light rail to go to the airport.
98	Scenarios 1 and 2 seem like the obvious choices. The fact that the airport isn't already on the light rail is baffling. I prefer whichever option includes building the most light rail, as I enjoy the efficiency and reliability of the light rail over the bus system.
99	None of the options include a silver line to Matthews. I want light rail into Matthews so that I can get to UNC Charlotte and the airport without driving
100	Commuter rail is needed.
101	Bring silver line to Matthews :) thank you!
102	Scenario 1 is the best
103	I love it so far so good
104	Bring the silver line light rail to matthews
105	matthews and I would prefer light rail.
106	Safety goes a long way. More security and helps seniors.
107	Bring the Silver Line to Matthews.
108	Please bring light rail to Matthews
109	The silver line should be built as originally contemplated, connecting Matthews with the airport and (via a blue line connection) to UNC Charlotte. A city of Charlotte's size should have light rail transportation from the airport to the downtown and out to the principal suburbs. If you want growth without traffic becoming even more unmanageable, a light rail system is key.
110	Bring the Silver line to Matthews!
111	Matthews needs light rail, not a dirty, unreliable bus system that no will use. Rapid bus is destined to fail - it is a terrible idea. No one wants to ride a bus. The gold line is a fiasco. CATS has let down the people of Mecklenburg county.
112	bring the silver line to matthews
113	Bring light rail to Matthews!!!
114	Bring the silver line to Matthews! We need light rail access to move people and dollars from the outer suburbs to the city center and vice versa.
115	Light rail to Matthews is vitally important
116	Dont like Matthews being left out of Light rail

117	Clearing leaving Matthews out of equal access to light rail
118	No context or understanding of alternative program scenarios.
119	Light rail should go to Ballantyne and Matthews
	Need to extend light rail to Matthews. None of the listed scenarios do that.
120	Need to re-evaluate scenarios given Representative Cotham's alternative bill which could provide additional funding for rail.
121	You're asking us to do the planning.
	I'm pro light rail to the airport, but it needs to be accessible from the terminal. I think the current plan to extend the gold line by going under the railroad tracks and then turning and
122	going back up and crossing central again doesn't make much sense (even though I admit there is a challenge because of the existing freight tracks). I'm pro RBT on Central. I'd be delighted if we had shared RBT/bike lanes in both directions on Central.
	I think the buses need to be 24 hours it will bring more money to the company and will be good
123	for workers who get off work after 2am this should take affect immediately. As well as trains. Charlotte is growing and it needs to be like other cities that has 24 hours service.
124	Sounds reasonable and promising.
	The Silver Line should be pursued to its full length. 30 year scenarios are too long when this
125	should have been built 30 years ago. If the Light Rail is going to be hamstringing then maybe commuter rail should be considered instead.
126	I like the creativity and different options. just need it to be affordable
	Light rail is a more attractive option for the Charlotte region. Alternative 1 should be the
127	preferred alternative with efficient BRT provided intermittently between the LRT phase 1 and future phases to address the significant east/west traffic along the US-74 corridor.
	The alternative program scenarios for the Transit System Plan represent pivotal steps toward
128	shaping our urban infrastructure. Each scenario must be carefully evaluated based on its potential impact on accessibility, environmental sustainability, cost-effectiveness, and long-term growth.
129	I Think there can Some routes Brought back or some right can be extended to cover some of the other routes that are long
130	I'm in favor of building the silver line as light rail and extending the blue line to Pineville. Additionally I pray for 10 minute headway for rail service versus 15 during rush hours.
	I believe expanding the light rail to connect with the airport will be crucial to the continued growth of this city and ease of access to a major transit hub (just like NY, Chicago, etc). But more
131	importantly than that; it is vital that the city support residents (new and old) by ensuring there is affordable housing near public transit - with that access economic security and mobility will only improve.
132	I like scenario 2 the best
133	I think are practical but prefer the one with the light rail connecting the Uptown to the Airport.
134	I believe scenario 1 & 2 are the best ways forward. Having a light rail connection to the airport will benefit all, even those that do not travel via light rail.
135	Its honestly a great idea
136	It's great. This city is expanding rapidly and the traffic is getting heavy. We need more park and ride locations

	<p>Scenario 2 seems to be the most viable option in terms of cost, construction, and implementation. The Silver Line having a direct connection from the airport to the city center is a crucial step towards a city's transit-oriented development, especially if it stops at a central hub that connects to other lines (like Gateway Station); And I believe that no transit system is complete without it(Bus Routes 5 and 60 don't count). Such examples include Atlanta's</p> <p>137 Red/Gold Line, D.C.'s Metrorail, and Cleveland's Red Line. My only concern is the position of the airport station. If it is too far away from the terminal, it might hurt ridership, even with a dedicated shuttle service. The Red Line is a great way to connect the suburbs in the north to the city and relieve congestion on I-77, no notes are needed. Same goes for the Blue and Gold Line. Silver's BRT is the easiest one to implement and can be used as a pilot project for future expansions(like the light rail extension).</p>
138	<p>A blend of senario 2 and 3 would be the best with the blue line extending to Ballantyne and the Silver line train to the airport. This will ideally reduce traffic in higher population areas.</p>
139	<p>I am excited about micro transit and hope I get to use it</p>
140	<p>Make things more available to disable people and seniors</p>
141	<p>I like scenario 1 with improved light rail access to the airport.</p>
142	<p>Scenario 1 is the only viable long term option since it includes light rail to the airport. Most major cities in America have light rail connecting to their airports and it's an area Charlotte is severely lacking in. Most people I know don't want to take a bus, but will take a train, making every option with the BRT mostly obsolete.</p>
143	<p>With fiscal limitations on sales tax spending allocation to light rail infrastructure, and with the given scenarios, I'm a proponent of Scenario 1. The proposed Silver line from the Airport to Coliseum/Owens provides rapid connection from CLT, an airport already constrained by existing motor vehicle traffic, and lays the groundwork for future expansion towards Matthews in the future, extending light rail transit options beyond the existing Blue Line, and increasing the</p> <p>number of accessible stations to incentivize and accommodate denser growth. This scenario also preserves the expansion efforts towards Pineville with service via the Blue line. This scenario would fall closer in line with expanding infrastructure regions listed as "more suitable for growth" in the "Compact Centers" Development pattern scenario listed in the 2055 Metropolitan Transportation Plan. I think allocating funding with the intention of lining up with this scenario is better for the long term growth of Charlotte.</p>
144	<p>Don't Like Walking Too Far After The Stop Other Why Be Using Rideshare Like Uber/Lyft.</p>
145	<p>I think the program will work only when people have no other choice but to depend more on public transportation due to over crowded highways etc</p>
146	<p>Unsure</p>
147	<p>Do it right the first time - invest in high-capacity, dedicated service (light rail) that will not get delayed by vehicle traffic. Bus service often is not reliable</p>
148	<p>Scenario 1 is the best. Light rail to the southeast and to the west should be our priority.</p>
149	<p>All of these transportation plans require Uptown Charlotte as the central transportation hub, making it difficult to travel across town and extending travel times significantly. It also doesn't address access for citizens in North Charlotte and doesn't provide pedestrian access to existing public transportation. The greenways are not directly connected to public transportation hubs throughout the city. We need more connectivity between sidewalks, greenways, bike paths, and public transportation!</p>

	Personally like scenario 1 and 2 more, could help relieve congestion on I85 from commuters going to/from the gastonia/belmont area. Access directly to the airport would be a massive boost for locals.
150	
151	I believe it will be awesome for transportation
152	I think the scenarios all have good ideas. Personally I think the first one would be best for the most people, and would be a big step in the right direction in terms of public transport in the city. Progress towards making the city more easily traversable without a car is exactly what we need
153	Why is everything only in South Charlotte? What about rails up in the northern areas like Huntersville and Cornelius?
154	Charlotte area transportation system SUCKS the drivers have a nasty attitudes <u>100</u>
155	I love the idea
156	The the programming itself is a great program I would like if they upgrade the rail and provide more transportation to better other places that are not accessible. Giving passengers the opportunity to go to different places different areas in Charlotte North Carolina and other areas in
157	There is no alternative to an extensive light rail network across Charlotte. Busses are not an alternative as they are not reliable enough to create a convenient public transportation network.
158	Sounds do able.
159	I'm for it I think expansion would be great for the city
160	We need more trains a better wider transit system to accommodate the influx of a wide number of transplants. We need more options for public transportation that extends the entire Charlotte and surrounding areas.
161	I honestly think it would be best if scenario 1 was put into action because I can see good things coming from extending the light rail and more people riding the transit system if this came into play.
162	Rail from Belmont to Matthews is by far my first choice. Rail needs to stop the airport, not a mile away. Both rail and bus service are currently so insufficient that it has seriously turned people off of transit in Charlotte . Case in point: Blue line having a 30-min headway in prime time. When leaving an arts or sports event, no one wants to risk waiting 25 minutes to leave. Just adding one more frequency per hour from 8:00p to midnight would make a huge difference- and is not dependent on future sales tax; that could be done now. Yet potential and past riders are turned away and encouraged to drive instead. Such negative feelings will also soften support for the sales tax if/when it makes it to the ballot. Why not make tiny improvements now that could have outsized benefit for riders? Finally, the Blue Line is in serious danger of becoming a rolling homeless shelter, further eroding ridership and support.
163	It's great to see that you have a system that wants to help expand the community.
164	The Light Rail system needs to be able to travel to more frequented destinations. Airport, Train station, bus station, sport venues, uptown, malls & outlying suburbs. Presently the rail system goes no where. You are trying to get people out of their vehicles.
165	Is there ever plans for an annual pass for the light rail compared to the monthly?

166	The plan should focus on sustainability, accessibility, and future growth while reflecting community input and promoting equitable transportation for all.
167	It's okay
168	**Smart Pricing** - Introduce dynamic tolling on I-77 during peak hours
169	Dynamic tolling on I-77 or uptown corridors could manage traffic flow, but must include subsidies for low-income commuters to avoid inequity.
170	Use technology to adjust stoplights and ease congestion during peak times.
171	Make sure new transit serves all neighborhoods equally, especially the west side.
172	Build protected bike paths connecting schools, parks and shopping areas.
173	We need express buses with their own lanes on busy roads like South Boulevard.
174	Let's speed up Silver Line construction and run trains every 10 minutes during rush hours.
	As a Charlotte resident, I suggest these transportation alternatives:
	1. **Rail Expansion** - Accelerate Silver Line construction and extend to key employment centers
175	2. **BRT Network** - Implement 5 priority corridors with dedicated lanes by 2026
	3. **Bike Highway** - Build 50+ miles of protected bike lanes connecting neighborhoods
	4. **Equity Focus** - Ensure 40% of transit investment goes to underserved areas
	5. **Smart Pricing** - Introduce dynamic tolling on I-77 during peak hours
176	I support expanding light rail (like the Silver Line) and bus rapid transit (BRT) to reduce car dependency. Micro-mobility (bikes/scooters) and congestion pricing for uptown could also help, but equity must be prioritized—especially for underserved areas like west Charlotte.
	I believe exploring alternative scenarios for the city's transportation system is crucial for addressing congestion, sustainability, and equity. Here are some perspectives on potential alternatives:
177	1. **Expanded Light Rail & Public Transit** : Prioritizing the Lynx Blue Line extension and new rail corridors (e.g., to Union County or Lake Norman) could reduce car dependency. Pairing this with increased bus frequency and dedicated lanes would enhance accessibility.
	2. **Micro-Mobility & Bike Infrastructure** : Investing in protected bike lanes and scooter/bike-share programs (with equitable zoning) offers eco-friendly "last-mile" solutions, especially for short urban trips.
178	If people end, Ballantyne actually wanted a rail they would not have moved to Ballantyne in the first place.
179	Scenario 3 is the best option
180	I like the Silver Line option that provides light rail service to the airport.
181	This scenario is a short, in terms of accessibility and public benefit, expanding service, especially in underserved areas can reduce transportation and equities and increase ridership however. It is important that operation keeps funding to avoid disruption. We should consider expanding services in rural areas that Special Transportation don't serve. It will also give employment opportunities.
182	I think the microtransit is a good idea for the future
183	It need work more input from your drivers
184	should be beneficial

185	I think that people disable like myself should sit in disable seats and give us time to sit down before pulling off
186	It need more services
187	That will benefit more people getting to and from work
188	scenario 1
189	don't know
190	CATS is the best
191	Curb-to-curb microtransit should be extended even if the price increases or is tiered by age. Any scenario that extends more services across Matthews, Ballantyne, and Pineville is an improvement, particularly microtransit.
192	The largest perceived barrier to transit is offering a better alternative that driving a single vehicle - until Bus Service can get dedicated lanes, signal priority, or bus only streets (shortcuts) it will always be an uphill battle. For this, light rail is a larger win - with well-lit park and ride options. The more light rail the better in the transit plans. My vote is scenario 1 for the Silver Line and Scenario 3 for the Blue Line - BRT should be considered as only interim solutions.
193	Whomever designed this survey should have included a map of the options. Visual aids are helpful for a ton of obvious reasons when requesting input on transportation design. Also, the terms need to be defined for people that are not familiar with the options so folks can make informed choices. There need to be much better options for folks traveling for work and school and none of the scenarios seem to address the real problem, which is commuting traffic. Charlotte needs to stop playing at public transport. Elected officials need to listen to the transportation professionals and options need to focus on traffic RELIEF. Unfortunately, we must disincentivize driving and make high capacity public transportation more expansive, more efficient, and more accessible.
194	Busing isn't a feasible long term plan. Create the rail now before it costs more in the future.
195	Appreciated!
196	I like Scenario 2, as it seems to provide the best of both worlds
197	I prefer the first scenario
198	I think that the alternative program scenarios for the Transit System Plan sounds good and interesting, however, I believe the 3rd scenario is the best out of all the four scenarios. Since I am located closest to the Matthews area, I believe that it would be the most beneficial for me, and for others in that area.
199	I think a lightrail to the airport would be extremely helpful and expanding the lightrail overall would help a lot with cutting down Charlotte traffic. I like the two options that extend the lightrail to the airport the best.

200	they all make sense - though if the transit tax ballot measure gets allowed and passes, it seems like some additional planning will be needed. The Red Line and Silver Line, while serving the towns, still seems too Charlotte-focused. As you've seen all up and down South Blvd, there needs to be better interplay between the stations in particular geography versus focusing on getting commuters to their jobs in downtown Charlotte. That's where the "better bus" and/or microtransit needs to come into play. Commuter options to Charlotte is not truly a "Transit System" and people's realities wont be using and relying on transit on a daily basis until its been made to be more feasible, which includes bus stop shelters/amenities and looking at adding things like wi-fi and other services to busses to encourage/support riders. Yes, you have to build the system, but we need a companion plan to maximize service to residents once its done.
201	Needs to be more efficient and accessible to outer lying areas such as North Meck. Shouldn't take 2 hours to go from Huntersville to a Charlotte destination.
202	It's cool with me . i been riding since a young but i think once they move transit system from . Downtown the crime rate might have a decrease things are getting out of hand if you ask me
203	There seems to be a lot of division between light rail expansion and bus expansion. A light rail expansion with sufficient commuter stations and parking would allow for the largest amount of increased diversity and housing for all walks of life. Bus travel caters to lower income that causes many of the racist people in Charlotte to have issues with it. I think like real would be less problems long-term and create better solutions for future expansion. Additionally, during heavy times more cars can be added to increase capacity and quickly removed. Bus service should continue to expand but large stations allowing Express buses between cities do not need to be built. These could be next to existing infrastructure with large existing parking lots that do not get adequate usage such as the large developments right outside of Monroe and Indian Trail. Remember you're dealing with a group here with large varied backgrounds and you need to cater to the large number of individuals.
204	Scenario 1 is the best scenario for the future of a growing city and its ability to connect regions and the airport to residents and tourists. Additional light rail routes like the Silver line will connect regions and open up economic corridors for development
205	Hope it will be better to help customers to better jobs and housing and schools
206	With growing traffic concerns, more rail options would be best
207	We absolutely need to be able to get from the blue line to the airport. Will the silver line intersect with the blue line?
208	Would love cats bus service more frequently and seriously desire the rail silver land to go to Matthews and Fort Mill frequently...willing to pay more because I am a senior and means of traveling is all I have to get to where I need ..Drs, family,shopping,visiting my grandchildren.
209	Futuristic!
210	Make transportation easy for the workers to get back and forth to work
211	I think it will help every part of transportation system allow services to be on time and get around different places.
212	Doing something to make the community better as always great
213	Option 1 or 2 is the only way to go. CLT airport absolutely needs light rail service to be anything like other major metropolitan areas.

214	I Think It Is A Good Thing.
215	I like scenario 1 best with silver line connecting airport to ovens auditorium. It provides good connection for events and will help with traffic on the independence corridor potentially. It also helps some with connection to the east side. The east side needs more connection.
216	It's a good idea
217	Build the much needed and highly requested silver line. The red line is a joke that has been shot down before. Please don't waste the taxpayers money on the red line.
218	The Silver line light rail to the airport is very important to our cities growth bringing in visitors and making it easier for our residents to travel for work or play more efficiently. A train is more predictable and has a better impression than our current bus system. Scenario 3 & 4 are not acceptable in my opinion and will only keep our roads crowded.
	I live in the university area and work as a Brand Ambassador for special events. I would benefit more with having light rail access to the airport and the Park Expo Center. Would love fast access to Matthews & Ballantyne for work too.
219	I have not been on a bus in years because of bad experiences, but bus stops should have shelters! Since people wait on a slow bus in the heat & rain, they should have some type of awning (big or small).
	It's great to have more access, but transportation needs to be faster & run more frequently for popular areas and big events. Like the transit system in Dallas. The drivers slow down too much in Charlotte. I know there is a reason for some cases, but all the time?
220	As Charlotte's infrastructure continues to expand we need to have a better transportation system in the city to alleviate congestion on the highways.
221	As long as mix use. Affordable and economical friendly
222	Hopefully busses will arrive sooner than later incase of bad weather
223	More on time rides for people with disabilities would be great! COMFORTABLE SAFE Places to wait. Customer Service is good most of the time. Sometimes there is an extremely long hold time to speak with someone and appointments are missed.
224	Need light rail to ballantyne corporate park!!
225	They vould be nice
226	The transit alternative program needs more bus services for inner communities. Even with the light rail, inner communities are being left out
227	Get me light rail from uptown to steel creek. A light rail should run all up and down tryon....
228	I love it
229	Based on the growth of our city, we should build out new light-rails and extend the existing lines to meet population growth and increased demands. As it is, the blue line is full during peak hours in both directions. We should increase frequency and capacity of existing lines. To make our city more competitive, we need to build the Charlotte transportation center and connect to the airport via the lightrail. Lightrail is superior due to its dedicated lane.
230	Building out a high capacity rail transit system with improved frequencies should be the number on priority.
231	1 is the best. But light rail needs to go through every corridor. This needs to be built yesterday. Stop pushing it further into the future.

Hi, coming from Indianapolis, who implemented their "Red line" rapid transit bus system, I think this is a horrible idea to do a rapid transit bus system. They did this in lieu of an above ground rail system. Hardly anybody used the bus system and people just drove instead. However, every single city I've lived in with a rail system, everybody has loved them (Chicago, DC, and here)! I understand that rail systems are more expensive but the economic stimulus from a rail system is almost always better than bus! Long term Rail is a much much better option to stimulate the growth of cities and public transit.

233 I THINK IT IS GREAT THAT WE ARE TYING TO HAVE BETTER BUS SERVICES

234 All of them have positives and negatives. It is difficult to compare without costs and timelines.

235 It would be great for commuters to get to job interviews grocery shopping etc.

I think it great fare does not need to change it will have less bussiness if it does. Also more bus shelters metal ones to block rain and stop damage. 24hr bus service is needed here in this big city

237 I've never taken public transportation before I moved back to Charlotte. The train is probably the best out of all of it. They don't need to stop the bus to argue with their partner and have to have someone be late because they want to stop and have a single and argue on the phone. The bus never comes on time and sometimes don't come at all.

238 None of this will work if more frequent, more consideration for passenger convenience (distance between bus stops and shorter walking distance to train access and input from passengers re bus routes). Bus #16 passengers still complain, and rightly so, about eliminating the stops through Wal-Mart.

239 Think it should be light rail not bus rapid transit. Asking public transit to cater or bend to car traffic (by offering bus rapid transi) is ridiculous. More people would use public transit if it is faster and more efficient then car traffic. Hence busses that cater to car traffic are less used than light rail which doesn't ride with traffic but skips traffic.

240 option 1 is preferred. we need light rail to/from the airport

241 Not sure haven't had a chance to experience it yet

242 I believe this would be great if it means u can get to where ur going faster and safe and affordable

243 First of all, the Charlotte Transit Center has out grown its space and center needs to move to a bigger spot and bus part the CAT needs to be redesigned to more functional with all this construction work. In someplace around the world has gave on light rail because it cost to much to build light rail system. So CATS needs to look technology of public transit. The other county surrounding Mecklenburg need to chip in with building public transit. Both political parties voter agree on that idea.

244 I think easier access from Matthews and Indian Trail / Monroe is vital for the population like me that currently drives into Charlotte on 74 and Independence.

245 Wonderful plan

I would prefer the option that I includes the most light rail as it is viewed as a more permanent service that could allow developers feel more confident that they could build new developments along the route. Although, the current gold lime has shown that when light rail shares a road with traffic and the stop lights are not prioritizing rail, it b comes inefficient and drives many years to prefer not taking rail.

247	Like in Europe, we need “bus only lanes”. It is hard to encourage higher ridership when the bus is slower at reaching its destination than my car is during rush hour.	
	Also, less city parking. Create lots around town where people may park then bus in to events.	
248	I think it is very helpful to the community and surrounding areas.	
249	A very interesting plus buses and transit especially connecting schools malls and event venues shopping centers will still be advantageous especially buses and regular transit	
250	I think the plan sounds great but will the time change. Will the transit be 24hrs for people who works different schedules. It will be more job opportunities available.	
251		1
252	I think they're great	
253	I think the alternative programs are a great way to show people that you care about the people who don't have their own form of transportation.	
254	I think it's a good plan but I feel like you all should extend it in a few different places especially for the people without a car	
255	Any plan that prioritizes rail expansion is the plan the city must go after. Scenario 1 is best for this reason. In order to best serve the current and anticipated future Charlotte residents, reliable rail service is the best option. BRT to Matthews is a good sub but it is important the city remain committed to a silver line extension there eventually.	
256	Having different options to commuting to uptown Charlotte that doesn't require driving and the fact it's expanding to other neighboring areas to bring more people to the city is very helpful and beneficial to the growing city! I love the idea and hope to see it come to life! Less cars on the street and more people can depend on public transportation!	
257	I think scenario 1 provides the greatest benefit - there's still a stigma around buses, so even if it's expanded, they're likely not going to attract a huge target audience. Rail expansion is the best benefit and is what most major cities have.	
258	The bus drivers can have better customer service approach to the commuters	
259	FUCK THE BUS. WE WANT TRAINS TO THE AIRPORT, TRAINS TO GASTONIA WOULD BE NICE, TRAINS TO MATTHEWS TOO. NO BUS, NO CARS. WE WANT AND NEED TRAINS, ARE YOU GUYS OUT DRIVING AND SEEING THIS MESS TOO?	
260	Scenario 1 with more focus on adding light rail lines should be top priority.	
261	I prefer the 3rd scenario it has potential to grow in the future. Also it makes more sense considering the traffic issues that will occur during construction. No need in having so many detours and road closings that would take place in a couple of the other ones.	
262	Great	
263	I like better customer service	
264	It would be great to see more bus service, and connections to cats on a more frequent basis	

Micro transit seems like the best option to reduce greenhouse gas emissions to me. I'd really like some commuter busses that go straight to the main business centers like the Wells Fargo CIC location/IBM drive so I could use it to get to work. Currently if I want to commute using CATS it involves a combo of light rail and bike, or a bus that takes about 40 minutes longer than driving. I do it once in a while, but most people are not even going to do it once in a while if there's that much extra friction added to their commutes. Micro transit would also work for that too. I've met a lot of neighbors in Noda that chose the area because it's close to both the city and CIC WF campus. It seems like we're missing out on a lot of economies of scale by not making some direct routes from dense population centers to business parks.

266 Need security on all busses so people can feel more safe or the police

267 I think the first plan sounds the most logical.

268 I think it will be a good plan for transit system to run right and be on time

269 Scenario 1 - light rail eventually out to Indian Trail, is my interest.

270 Scenario 1 all the way

Hopefully the train service will extend into the i77 north corridor; people who live in the lake Norman area are saddled with heavy congestion and high tolls. With more transportation options, many would utilize them more than just one interstate into Charlotte.

272 Alternative programs don't solve the root problem

CATS stands for "Charlotte AREA Transit....." One of these "AREA" is Union County, too. There is hardly any service in Union County. The one bus (74X) that comes out to Union County has to be defended every 6 months. There are a lot of people in Monroe and points east who would love to take the bus into their job uptown but cant because the one stop is in Indian Trail, a drive in and of itself for many, and there are only two buses in the morning. The locations and the times are inconvenient for most so they drive. Build a train down 74 and connect uptown with Matthews, Stallings, Indian Trail, and Monroe leaving open the ability to extend the trail further east. In case you're not familiar, Union County is growing by leaps and bounds. Traffic is at gridlock levels already. Many people WOULD take a train from Monroe to Matthews to go shopping, etc. As the saying goes, build it and they will come. Build it before its too late.

274 The system could have at least add one more scenario...has to do with buses....

275 I like option 3 the silver line would be great for the city

My personal favorite is no2. Why I can't legitimately vote for this is confusing on this survey. You need to alleviate areas that have no mass transit with the likelihood of use. The LR system would be highly effective into Ballantyne and East to Matthews, but Matthews should see BRT too for those who don't drive. (Everyone in Ballantyne is locked into driving!) I'm HUGELY disappointed that zero of these improvements have addressed the Steele Creek/SC corridors as hundreds of thousands of people have moved here and zero improvements to transportation since the aughts and it is in an interstate and state locked area. Steele Creek residents are some not even in Charlotte city and cannot get out of here in less than 1 hr at peak times, which also means emergencies. We need a transportation solution and representation!

277	I like scenario one the best because it prioritizes bringing rail to the higher density urban core, where it is most needed. And it still brings bus rapid transit to a high corridor part of the county in Independence Boulevard/Matthews.
278	Scenario 2 is best plan, but take the Blue Line plan from scenario 3 due to the growth of Ballantyne and the addition of The Bowl. The Red Line is a failure waiting to happen and will drive down property values in one of the most desirable locations in America!! There is no infrastructure nor space for parking and stations in the Lake Norman area!! Traffic is already horrible on underserved surface streets and the Red Line will make it even worse!! Every rail crossing throughout the Lake Norman area is garbage and will eventually lead to people getting killed!! The Red Line will be a novelty at first, but it will eventually lose money as upkeep will outweigh income!! It would be better and more environmentally friendly to turn that line into the Great Charlotte rail trail that would lead into the new Queens Park!!
279	The red line should not be a priority. They already have an hov line that is much better than independence.
280	I think this all sounds good. BUT, I think the focus needs to be more on facing the already unreliable system currently in place. Before taking on new ventures, do what you already do WELL. How can I have a desire to want to utilize new transportation systems, when I've been clearly shown that there is such a deficit in the services that already exist. CATS (particularly STS) needs lots of improvements in reliability, communication and performance. You can't even get to local parts of Huntersville, but y'all talking about extending to other outlying areas. Just do what is already in place well FIRST before taking on other ventures.
281	Scenario 1 is definitely my preferred scenario for Charlotte. Charlotte would get a lightrail line running to the airport as quickly as possible, giving travelers easier access to the city and Charlotteans easier access to the airport. The connection of the Silver Line to the Gold and Blue lines would help people travel in almost any direction without having to use a car, which is incredibly helpful. Personally, under Scenario 1, I would be able to walk to a Gold Line stop, take the Gold Line to Uptown, and subsequently go to anywhere from the airport to the university. I think this kind of convenient, fast transport is exactly what we need--and I appreciate that Scenario 1 leaves open the opportunity for even more light rail development when funding is available.
282	I think they would work well
283	Charlotte public transport is very far behind. It would be great to have light rail services connect the greater Charlotte area with an effective, reliable bus system to connect the rest of the gaps. If additional light rail services would take 10-20 years to, at least make the bus network more widespread with more bus stops and frequencies.
284	Prefer scenario 1. Charlotte will never be a major city until people can function within it by using mass transit
285	Build light rail to airport asap
286	The scenarios lack any mention of taking more advantage of the I-77 managed lanes for effective bus transportation to northern Mecklenburg County and southern Iredell County. For example, consideration should be given to constructing direct connections from existing or future park and ride lots to the managed lanes.
287	Connecting to airport is most important

288	It is important to connect with the airport. Airport to Matthews will be of great use. Connection routes EW and NS are most important as you have now Bus51 going EW
289	I live along the light rail and like it. I know lots of people who would like a line to reach to the airport.
290	Scenario one would be the best option for high capacity, reliable service. We need more lightrail service to be in line with other large cities. They move faster and don't have to sit in traffic.
291	It would improve access to jobs, schools and other destinations
292	These scenarios seem great! I would prefer a Light Rail instead of a BRT, but either one would be great!
293	Improved pedestrian walking space and sidewalks to help people safely access transit options and centers. Elevated rails and platforms over multiple towns and neighborhoods to help make more space for new routes and trains.
294	Need to maximize the use of light rail where possible.
295	All scenarios are good because it provides more access to inexpensive transportation for those who don't have a reliable way to access jobs, entertainment and housing. Light rails are better in the long term because it reduces traffic for an increasingly populated Charlotte. Expanding infrastructure takes a long time and if 485 and 77 are any indication, expansion on highways is too slow to account for the increase in population. Buses will help as well, especially in the short term but I think it is better to plan for the future by expecting more light rail routes while in the short term, proving more buses to fill in the gap in the mean time.
296	I believe the light rail needs to extend to more areas of charlotte and suburbs like Matthews, Mint Hill, Indian Trail to get people into the city and important destinations like the airport so we can cut down of single vehicle traffic.
297	Diversity and servicing people are important
298	Charlotte has more than one person per day on average. We can't afford the 3rd and 4th alternative because they don't have high enough capacity nor do they do enough to ignite development to meet the growing demands of our city. Ideally, we would go with the first scenario, though I understand costs might make the second scenario more realistic. In a perfect world, the Silver Line would run at least from Charlotte-Douglas to the Bojangles Coliseum, stopping at Gateway and the CTC/Blue Line along the way. I would also prioritize the Blue Line extension south over any Gold Line extension, unless the Gold Line extension would be super cheap and quick. I think before we expand the Gold Line, we need to focus first on the land use around it, as well as limiting traffic lights, cars blocking the tram, and syncing the tram up with the traffic lights. Lastly, increasing headways should be a priority across the board.
299	I think the order is my preferred order. 1 sounds best, but I'd be fine with 2. 3 and 4 sound least optimal. Buses are nice, but rail is king to me. Easier to visualize and more consistent for riding.

300	Option #1 is the best way to go. The light rail system needs a proper east/west route with access to the airport. Without extending to bojangles coliseum, a large portion of the city will be without light rail service to the airport and uptown
301	I like Plan 1 the best, as this ensures a light rail is built from the airport to ovens/coliseum, both of which are popular destinations. The only difference between 1 and 2 is that 2 lacks a train from gateway to Matthews, but there's no indication of where cost savings of having BRT for this section would be applied elsewhere.
302	Silver line train from airport to Bojangles coliseum makes zero sense. Please just implement a safe and efficient bus between airport uptown. We don't need to wait years and spend the money for rail.
303	Need more info
304	Maximize light rail. Busses aren't the long term answer.
305	The airport to downtown light rail has to be the #1 priority. For a city of our size, we should have this a minimum for both event and business travelers
306	Scenario 1 is the best (and only) scenario that really helps meet the needs of our growing city. Expanding light rail should be our #1 priority, especially to the airport
307	<p>-Frequency and ability for TOD to be built are more important than length. Silver Line East seems useless since it goes through low density areas that won't accept density, unless the city-owned parking lots of Bojangles Coliseum get developed into something else. Blue line has too low frequency which makes me use it less and I feel like extending it to Pineville will make it worse, unless an additional train could run between South End and Noda that doubles the frequency where it's actually dense enough to justify more trains. Nobody wants to wait 20 minutes for a train to come.</p> <p>-the main bus routes being 15 minute frequency would be nice, but I wish better bus would include high frequency bus routes that connect dense areas besides going to uptown and back (etc South End to Midtown to Plaza Midwood bus route). I use the bus sometimes but it just isn't that useful unless you're going to or from Uptown.</p>
308	I fear that the Silver Line has the incorrect path through Uptown, with connection points to the Blue Line being at the wrong spot and too far from the bus terminal. The connection point should be within two blocks of the arena/CTC. I also wonder if the Silver Line would be better served running down/off Monroe rather than on 74. There just isn't room for TOD around 74 and Monroe is growing rapidly and would be greatly served by a train. Other than that I like the plan to expand service and think it is needed.
309	Alternative program scenarios for a transit system plan typically consider factors like cost, ridership, environmental impact, and infrastructure needs. The goal is to balance these elements to create an efficient, sustainable system that meets current and future transportation demands.
310	Option 1 is clearly the best option followed by option 2. I don't think option 3 and 4 should even be considered. Our area needs more rail to relieve road congestion and spur development hubs

311	I prefer scenario 1. The most important part is extending the light rail. The buses are DISGUSTING and you could not pay me to get on one but the light rail is bearable and would be a great resource to many people if it was extended. It's fast. You never have to worry about traffic. It's on time. I ride the light rail daily to and from work and rave about it. I hear people say all the time: "If I had a light rail near me I would ride it."
312	Scenarios 2 and 4 are atrocious. Having a "single" line be a combination of light rail and bus is such a dumb idea that only Charlotte could consider it feasible.
313	I think the new innovative approach to the transit issues in Charlotte is long overdue to be addressed. The proposed alternative program scenarios for its 30-year Transit System Plan offers a different approach to expanding the city/regional transit infrastructure. The scenarios help bring balanced investment in the future of how CATS will operate and be funded for the future growth.
314	We need more light rail. It seems easy to connect to the airport.
315	As a resident of Charlotte near Pineville and Ballantyne, I would love Scenario 1. We currently drive to South Blvd to access the light rail, and take it to uptown often. If we had closer access, our community would be much less car dependent, reducing overall traffic on our smaller roads.
316	A real metropolis would do Scenario #1 centered around 1-3 hubs in the Uptown area. Plans should be conducted with an understanding that you may need either rail or bus loop lines in the suburbs eventually. Frequency for buses is key as well - folks need to be able to rely on bus transit availability without having to plan their life in 20-30+ minute intervals.
317	I only like scenario 1. The other 3 scenarios leave out to much of the silver line development which is what I value the most in future development.
318	I really think it's important to have a direct connection to an airport to an urban center such as Uptown by rail when it is a major revenue generator for a city. I also think with all of the popular developments in Pineville, a direct link by the Blue Line would be incredible, although I do have concerns about the viability of that route with the frequency and speed of the light-rail.
319	I think they are good an work well to support citizens
320	Light rail needs to be fast and frequent. Reduced speeds and frequency post covid has killed its use for me.
321	Scenario #2 would be preferred option.
322	I prefer the light rail options. I don't think a lot of people are big fans of the bus system or buses in general.
323	I think we need to try to do the most we can with the funds we have. Scenarios appear to be in order of best to worst (1-4), even though scenario 4 is not bad. More transit options will always make Charlotte better. I would also like to see better high speed rail options between Charlotte - Raleigh and Charlotte - Atlanta.
324	Silver Line: Gastonia/Belmont to CLT airport to Matthews. Red Line: Lake Norman to SC/Carowinds
325	Some could be stop gaps while scenario 1 or 2 is developed. We definitely need to improve core road networks not just for RBT but for normal daily drivers. Especially between uptown and Matthews.

	I think the the best plan would account for current high traffic areas with the addition with 326 construction times. It's already a mess getting around the city, the less construction/time, with more transit flexibility is the best route.
327	Give me scenario 1
328	I think plans 1 and 2 are most important for the city since we need a better way to connect the airport to the city.
329	I think it will be great to have extended Light Rail and BRT service to both the airport and Matthew's as well as to Pineville and the Ballantyne area. But, more importantly, I think that on- site Security, Police and in person LYNX Customer Service needs to be available at least at the main Beginning and Ending Stations.
330	Get us to the airport! And to increase bus ridership, make buses free. Move to electric or hybrid buses.
331	Need the light rail to come to Ballantyne!!
332	It will be difficult, but light rail is the better long term option. There was resistance to the Blue Line and that has been successful. To look 10+ years in the future, we need light rail along all the lines and not bus service.
333	Expensive
334	I really appreciate scenario 2 because it includes a mix of the light rail expansion and the BRT. Could give the opportunity to continue expanding upon both in the future. I would hope that a balanced portfolio between the two would allow for consideration of expanding north towards Lake Norman in the future, once these systems are more established.
335	Against
336	Important to connect airport to general public transit.
337	In the event BRT takes over Silver Line, if funding is available line should extend to Union County (EOL of 74X) to ease congestion.
338	Access to airport to Uptown should take highest priority.
339	The light rail option is dumb
340	Scenario 1! Plaza midwood side of town would get huge benefits and use of light rail access to airport!
341	Bus lines need better shelter and security as well as waste management.
342	If funding and political will allow, Scenario 1 is the best long-term investment for Charlotte's growth, creating a robust and permanent transit system. Scenario 2 could be a smart compromise if full light rail expansion isn't feasible. Scenario 3 provides more reach but sacrifices rail expansion. Scenario 4 is the most cost-effective but lacks the long-term infrastructure benefits.
343	Until the streetcar gets sections of dedicated ROW and signal priority, it will never reach its full ridership potential. East/West Charlotte should get light rail before the Blue Line is extended again.

I don't understand why the gold line is such a high priority when it doesn't efficiently serve the area. I am not in favor of extending it unless/until it has intersection priority. It should have never been built to compete with traffic.

344 I also think that any option that doesn't have a train to the terminal as one of the highest priorities doesn't make sense. No one should be required to get on a bus to access the terminal... and that is what the airport will settle for because they aren't in the business of getting folks to the airport efficiently. The traffic there is already terrible but they make a ton of money on parking. If the train doesn't go to the terminal, it won't be an option most people will choose thereby not reducing their parking needs (and money).

345 Looks good

work with THE PEOPLE see what they want and see what is feasible to the wants. CATS really need to clean the inside of the company to make the outside of the company good. Supervisors
346 having access to drivers data and drivers runs posted on for other employees to see, This is employee privacy breach. Make it better so employees DONT see employee RUNS and other employee DATA

347 Option 3. Airport rail should be a priority.

348 I like #2

Need last mile issues to be addressed with studies. I live in yorkmont. South tryon and Woodlawn is the most dangerous intersection. I can use scaley bark or Woodlawn station to get to work in Noda. . But cannot because of how dangerous it is. It's a small connection that would
349 connect a lot of communities. Everyone west of 77/ south tryon. The bus was great when I worked downtown but not for daily use when I work in Noda. Last Mile connections and tod near stations are huge needs. And direct bus routes to the airport are needed from all areas of CLT.

350 I think it's more practical to use buses now and plan for more light rail as we're able to pay for it.

I think expanding the light rail will do wonders for Charlotte area transit. Building light rail to the airport, and toward Matthews; in addition to extending to Pineville, and further north (Concord-Mills, or as close as possible in Mecklenburg County) would be ideal and a fantastic initiative
351 that would continue to grow the region but in a way that doesn't make it feel overcrowded. This would benefit both Charlotte and the surrounding communities with ease of travel and access to each.

Direct connection to the Airport through rapid transit makes for a world-class city. There needs to be more political pressure to guarantee this. For this reason, scenario 1 or 2 are my preference. The Silver Line needs to go closer to the core of downtown.

352 In any scenario, I think more can be done to facilitate bicycle and pedestrian access to transit stops. Bicyclists do not have safe access to the station nor do they trust locking their bike at the station/stop and pedestrians are in hostile environments while waiting or walking to/from the station. Mobility Hubs should be the expectation at all transfer points between modes or buses/trains.

353 Would like to see rail projects maximized, particularly the gold line.

354	Express x77, north Mecklenburg bus during lunch time for appointments. Right now we have to work from home for any doctors appointments. Thank you
355	More focus on biking and walking safe
356	<p>We should only explore options that include direct transportation to the airport --accessible from the East Side. It makes sense to utalize the road already constructed along 74 towards Matthews.</p> <p>If you choose the route of bussing, you'll need to keep it running even with low ridership until ridership builds once route times are proven predictable and consistant.</p> <p>Access to the airport will increase travel to Charlotte as a destination for concerts, shows, and our wonderful tourist attractions. If one doesn't need to rent a car to enjoy the city, we'll attract more visitors.</p>
357	I think it would be important to know how the "empty lanes" along Independence Blvd and going to be affected by the different alternatives.
358	good
359	It is not very good service here in Charlotte, with the women here driving the buses here for CATS they are very nastey to the customers and they disposition is very nasty!! the men who drive for CATS are very respectful and very nice!!
360	Cats need to be revamped immediately. It has spent money (tax payer's) on a train that goes absolutely nowhere as to cutting out bus routes, times, removing bus stops which is very difficult for the elderly to get to. As I am living on a route where the last bus is at 11:04 pm? Hire better employees as I just went to a driver and asked a simple question that being a driver for CATS he no doubt should have known just looked at me. I have been a rider since I moved here but the reasons I listed has made me a lyft rider. DO BETTER. thank you.
361	good
362	I don't know
363	make it better, more bus stops closer
364	good idea
365	need better connections between routes and light rails
366	rapid transit would give me access to route to Hunterville or Gastonia or Lake Norman
367	its a blessing i think that it can improve
368	very helpful
369	to help us out
370	The program is good needs more bus routes and bus shetlers
371	I think it could get better
372	We desperately need better public transportation system im glad to see it happening
373	I think the light rail should extend city wide. It's a disgrace that the light rail is a joke that doesn't even go to the airport.
374	Sara needs to go down for bus passes need more discount
375	Bus operators have attitudes some are OK but if we could have more that are patient without attitude, it would be great
376	More routes better service more buses cheaper pay
377	I am an advocate for much improvement on our CATS system with all buses and light rail really needs improvement

378	Please don't leave Matthews out of the Light Rail possibilities! We want to be connected to the rest of the region and have access to make faster, more direct car-free trips in Southeast Charlotte!
379	More buses to the apartments and housing area currently served by Bus 60 South Charlotte VA Clinic stop which ends week days around 6pm. Late nights after work, I have to take a very dark, unlit walk from Bus 10 past the Charlotte Water department across an overpass that is not meant for pedestrians. As many new apartments have been and are being built in this area, please reconsider additional buying options in late nights to this area. Thanks
380	It's much needed
381	Sounds good to me
382	This is the first I've heard of it
383	This plant is a plus and will help the citizens of the city
384	It would get someone to point an and be quicker than taking a route (regular route) making all the passenger stops ADA passengers net discriminating on ADA. It's just take more time to load and unload.
385	For over 61 years to the 1950s I think the plan superior job were to be to morning express evenings to be two 1980s were two mass transit rush hour to the plan write good image for the vast major of writers the four alternative program scenarios where you at for the future 51 two states two with ridership trains and buses to connecting to more than that means transportation Two extension better bus train to systemwide put backstreet cars beginning the civil war between the states two it were amazing than two sincerely yours two.
386	Honestly if it changes the way it operates now then that's fine with me
387	There are clearly two front runners that the citizens of Charlotte clearly want. More rail and connectivity. To do anything else would be a failure to the City of Charlotte.
388	BRT is a necessity given the cost of light rail. Law enforcement and safety should be prioritized to increase bus ridership. Most people avoid the current bus system because of the inherent danger of CATS buses and bus stops
389	Having safe, reliable, and relatively "quick" transit to and from the airport would be great. But the root to all of these improvements is reliability. I continue to keep a log of all the times the bus is late, didn't show up, or was surprisingly canceled and until the reliability issue is resolved all other aspects will fall flat. For example, if you add 100 new bus stops to better connect neighborhoods, that would be amazing! But if the bus only comes once every 20 minutes and then is delayed or canceled, people will not continue to wait - so the ridership and usage will not increase despite the more connectivity between neighborhoods. If the bus came every 10 minutes and was reliably consistent, then I bet you would see ridership increase over time.
390	I think the main thing would be employment for consistency for the uptick in demand no matter what the changes are. Consistency, reliability, and timeliness

Do it, but don't play this stupid "environmental" bullsh*t. It's good for the city, economy, and the people. The "environmental" garbage is a sham, so don't weaken your position by trying to promote that. This will not get the level of buy-in you need from the public or local/state businesses. Go WOKE, go BROKE!

Economy, working, revenue, flexibility, LEAN systems, efficiency...that's what it's about, not
391 "mother nature" and the pussification of what matters: people and the economy!

It's about connecting people efficiently to their work, to their schools, to their livelihoods. It's about making this city strong. It's NOT about "being green"!

So, give your head a shake and promote this using the realistic and proper ideas. Go WOKE, go BROKE!

392 BBS not important to me, but the light rail is. It needs to go to/from the airport - top priority

393 I prefer scenario 1 with more light rail extensions. Regardless my family is currently giving up on public transit due to smoking and other bad smells

I prefer the scenarios in the way they are numerically ordered. For Charlotte to be a world-class city, public transit needs to be improved. The city has grown so much without the proper infrastructure to support it and adding more cars on the road is going to turn us into Atlanta. If
394 there is better transit, people will take it. When there is more frequent service, people will take it. People without cars shouldn't have to add 2+ hours to their work day for commuting. Walkability breeds desirability. Give us the option to walk to transit. Give us the option to take the light rail to the bars and prevent more, already horrendous drivers from being on the road.

395 My preference would be to prioritize the light rail to include the airport. I personally don't want to transfer from rail to bus or vice versa

396 Charlotte is growing too much and too fast without enough consideration for sustainable and environmentally friendly solutions, like dedicated, divided bike lanes that can be used safely as an alternative to cars. But barring that, building out transit to Ballantyne, Matthews, and 51 would be incredible for reducing cars on the road.

397 I was here when we aimed for World Class status. An efficient, modern transit system is vital. When people tell me they "hate Charlotte" because of the traffic, we are, 30+ years later, not even close. A true world class city uses more 1 transit system to move citizens. Study these cities. The world is passing us by.

398 Please consider Blue Line Scenario 3 - extending the light rail to Ballantyne for added convenience. Additionally, having conductors on board to collect fares could help ensure proper payment and discourage the misuse of trains as shelters.

399 I think whatever reduces traffic/wait times the most should be the primary focus.

400 We need to focus on ways to get these plans in action a lot quicker

401 Option 1 should be the only scenario being considered as a realistic path forward for Charlotte's future. Rail is a proven way to take cars off the road and provide reliable access to multiple parts of the city. Historically, rail ridership is higher than bus ridership and therefore the justification for investing in rail infrastructure is greater than bus

402 I think it's a great idea. More light rail service.

403	<p>Rail expansion provides reliability and capacity but is costly, while is quicker and more affordable. A hybrid approach could balance efficiency and accessibility. For Center City Charlotte, rail investment seems strategic, but integrating can enhance connectivity. The best choice depends on funding, ridership, and community priorities.</p>
404	<p>Charlotte’s transit plan offers a mix of rail and Bus Rapid Transit (BRT) options, each with trade-offs in cost, flexibility, and long-term benefits. Rail expansion provides reliability and capacity but is costly, while BRT is quicker and more affordable. A hybrid approach could balance efficiency and accessibility. For Center City Charlotte, rail investment seems strategic, but integrating can enhance connectivity. The best choice depends on community priorities.</p>
405	<p>Charlotte’s transit plan offers a mix of rail and bus rapid transit options which make it more effective to the community when it comes to transport matters, each with trade cost, flexibility, and long-term benefits to the society as a whole. Rail expansion provides more reliability and capacity besides being costly, while train and bus is quicker and more affordable. A more strategic approach could applied to balance efficiency and accessibility. Center city charlotte, rail investment seems strategic, but integration could enhance connectivity and efficiency .The best choice depends on funding and community priorities as the public opinion plays a major in any community development program.</p>
406	<p>Expand the better bus system to areas that are growing with new housing. For example the north-west corridor.</p>
407	<p>I think the overall transit plan will help traffic in charlotte and make traveling better. As an original charlotte-on, I would love for the light rail to eventually be made all around charlotte!</p>
408	<p>I would rather see more light rail than bus rapid transit options, but a mix of both is more likely to be beneficial.</p>
409	<p>Light rail is the future of transportation. Make them fast, convient and safe to ride.</p>
410	<p>Please use light rail instead of inefficient, outdated transportation options.</p>
411	<p>System should balance connections between addressing commuter needs while providing circulation options in and around Uptown (including NoDa, Plaza Midwood, South End, etc.). Without circulation options at the point of destination, people will still drive.</p>
412	<p>We are behind has a city that's growing fast with our transition system more light rail less troll roads and extend the rails</p>
413	<p>I fully support Scenario 1 of the CATS transit system plan, which advocates for the full development of the Silver Line light rail. Having experienced both the bus and light rail systems in Charlotte, I find the light rail to be more reliable, efficient, and comfortable. The light rail offers a predictable schedule, which is essential for commuters. Additionally, it provides a greater sense of safety compared to the bus system, where variability in on-time performance can sometimes make passengers feel less secure. My support for the Silver Line is rooted in a desire for a more stable, dependable transit system that serves all residents effectively, while maintaining a high level of safety and convenience for everyone, regardless of their background.</p>

414	Ballantyne should not be prioritized. Ballantyne did not want transit and should be last on the list.
415	My top priority would be frequent, safe, and clean public transportation to/from the airport.
416	I do not like the increase in bus service as a replacement for light rail option in some sections. I find it discriminatory because they are unequal services. It's really hard to imagine a high speed bus in the traffic we encounter on the east side of the greater Charlotte area. Housing and other development is rapidly making the congestion worse. No vehicles other than a light rail will have the ability to move people quickly.
417	The frequency of the mode of transit is critical. If you wait an hour or more because connections delays are adding up then the use of transit makes no sense. For this reason I can't use our local bus to commute
418	Scenario 2 should be implemented first because more people in the other corridors have access to personal transportation.
419	Scenario 1 is the closest but I don't understand why the gold line is assumed for every scenario. It should be the least important part of the plan and left out at this point. Red line is number one, silver line light rail from Matthews to the airport is number two and blue line extension is number three. With a constricted budget you have to prioritize the lines that will serve the most people. Clearly the gold line does not do that. I don't understand why using the CSX rail corridor has not even been considered for the silver line - this must be studied NOW as it would likely save a bunch of money and time.
420	I wish more funding was available to fund all proposed rail lines.
421	Build light rail to Matthews!
422	The graphic is VERY useful! I have chosen based on the differences in the proposals, but I am concerned about the cost! Three and four focus on addition of buses. Frequency might help, but I don't see the buses "full" right now. Are they always on time? Once an hour, and maybe not on time, was always challenging for me when I rode the bus. The micro-transit service sounds interesting, and since it's going on now there's time to see the effects, including usage and timeliness.
423	I like scenario #1 because I think that light rail is more reliable than buses. Light rail stations are safer. Some bus stops don't even have paved sidewalks for riders to wait on and some don't have shelters to protect riders from the rain and heat.
424	Good questions
425	I want more light rail options to get to other parts of Charlotte so I support scenario 1!
426	It needs to go to Rock Hill and other border towns
427	Option 1 has to be the choice. We can't ignore the success of the development of South End around the Blue Line by thinking BRT will accomplish the same thing. It's really a shame we don't have more money to implement a better Silver Line, but that's what happens when probably a majority of your Blue Line riders don't pay for tickets.
428	I like the microtransmit idea
429	I'm open to it also think we should get ahead of the growth in Steele Creek

Bus Rapid Transit is a non-starter. So that leaves Option 1.

Option 1 is only appealing if the airport stop goes to the airport, and the Uptown portion goes through Uptown.

430

Losing the Silver Line light rail train from Matthews to Uptown is only palatable if there are other options offered instead (not BRT). Unless there is some tangible progress for Matthews to Uptown connectivity, ie a Rail Trail or (protected!!!) ped/bike path, the proposed Transit System Plan is only mildly interesting to me.

431

Scenario One is the one I prefer. The population is exploding. It must be done.....soon. You have no choice really. Maybe move some \$ over from the Panthers?

432

I appreciate the benefits of speed and transit-oriented development with light rail, BUT favor bus system expansion - buses offer greater route/destination flexibility and wider access opportunities for all citizens.

433

Charlotte needs better and wider spread transportation system, which includes fast access to the airport.

I feel priority is being given to communities that are not dependent and need transit, specifically neighborhoods in the wedge. As people are returning to offices in uptown, I have not witnessed ridership on LYNX increasing. I think it is due to lack of frequency making the system less convenient.

434

This impairs the ability for those working blue collar, service, and retail jobs paying lessin wages. We saw this during COVID. Transit still does not cover all scheduled routes and times due to lack of drivers.

To me it makes sense to focus on light rail development as they can carry higher ridership with a lower driver to rider ratio. It will also help to move routes away from the current spoke and hub system that is highly infrequent and often encohntring traffic and other issues that negatively impact timeliness.

435

Focus on long term infrastructure. Do it right the first time so you don't end up with clogged transport routes (like 277 with poor planned on and off ramps)

436

Scenario 2 would be the best solution, as it addresses the immediate needs of the City while keeping options open for future expansion.

437

Scenario 1 is the only choice. Any other scenario and east side leaders will launch a Vote No on Transit Tax initiative.

438

I think the plan is good, but however CATS is short staffed and the card reader hardly works and the app is always acting up and new buses need to be on all routes instead of some

439

What use were all the transit meetings I went to in the 90s? Light rail would have helped more riders on 74 than South Boulevard. Did developers sway the development over the people? I feel like this survey is something you are are required to do but that the fix is already in. The bus system here is bad. Charlotte's traffic is horrible. The only thing I think might help for now is the Better Bus (mini Uber/Left-type trial).

440

I love it! Makes life easier for me as a college student w/o a license :).

I strongly favor Transit Plan 1. The current light rail has been absolutely transformational for Charlotte.

Think about how it feels to spend time in South End - the bustling breweries, locally-owned shops, and atmospheric restaurants. Now compare that feeling to that of having to drive to the Target in Northlake. Or meeting with friends for dinner in Providence. You can see why companies are relocating to the neighborhood with light rail access.

441 People are tired of the stress, noise, and exhaustion of driving everywhere. Adding more lanes and more roads hasn't worked.

I also do support BRT, but not at the expense of the lightrail. I think we have to resolve the "image" of the bus before we can expand. Many are scared to ride the bus because they are concerned about being accosted by riders who are suffering mental illness or addiction. May not be fair, but that is how people feel. Bus transit can work very well - Bermuda's is safe, popular, equitable, and clean

I am an advocate for an improved light rail, I want to be able to quickly get places and I find the weekend schedule is lacking in frequent enough stops. To meet capacity for rush hour
442 commuting times trains need to come every 10 minutes in my opinion. Additionally, busses are unappealing because they lack any sort of bus stop appeal, many violate ADA requirements and are downright disappointing.

I am concerned that the alternative scenarios being shared are muddying the waters. We need
443 long term rail strategy to ensure we have a spread of needed transport in the future. Scenario 1 is the best.

444 The best option for the long run is expanding light rail to all regions (Scenario 1)

I'm not supportive of the current plan and will not vote for any tax increase. The Gold Line is slow, has long headways, and lacks grade separation. While I actually would support the idea of a streetcar, it doesn't seem successful and shouldn't be a priority. I understand why the Silver Line won't extend to Matthews, but why not propose more commuter rail? Though I don't live
445 in Huntersville, I support the Red Line because it could reduce congestion and greatly benefit those north of the city. However, why hasn't a commuter rail option been explored from Monroe through the city to the airport and possibly Gastonia? I-85 and Hwy 74 will soon reach max capacity, and I don't believe light rail or BRT is the answer. Many commuters come from areas these modes won't effectively serve, and both are much slower.

I think option 1 allows for the greatest potential densification of development the urban core (first 4-ish miles outside of Uptown), something we need to foster and support. It would also give more people in the densest part of the city more options than vehicles for trips that don't leave the center. Large park and ride opportunities / hubs at both the BoPlex and Airport area could be developed with housing on municipally-controlled land. And allow for seamless
446 transition from BRT to LRT in mixed-use "transit villages"

I dont know in any scenario that an extension to Pineville makes sense other than for political support for a potential referendum. The job center, destination, and far more residential density (existing and future) is in Ballantyne. It feels like an easy chop if/when value engineering comes into focus as these projects become "realer"

I think Scenario one is the most comprehensive and expensive, yet the best option. We need go
447 invest in infrastructure for the long-term and Charlotte has been growing exponentially for decades!

448 I moved to Matthews because of the Silver Line project and desperately want a rail system connection in downtown Matthews.

449 Prefer scenario 1

450 Scenario 1 is best option for the future with #2 following.

Micro transit does not work. Building a proper BRT is expensive and shortcuts should not be
451 taken that result in a 'better bus' that isn't all that better. Fast frequent light rail is a must to the airport and would greatly improve travel along the 74 corridor to Mathew's.

I think that they all are needed, especially to the airport because those who have to drive their own car, but can't afford to pay to park would be a good thing. Also with the route extending to Pineville you have the Bojangles you have spectrum which I have high paying parking but they have a lot of activities there so I think they have a light rail going through those areas. It would
452 be a good idea, especially for those who don't drive but love to get out and see the city to have a light rail go from uptown all the way to Pineville and Ballantyne that is super awesome because a lot of people don't get out that way because of the distance and also because they don't have transportation

453 Silver line must reach the Airport. Most major cities have rail to and from airports, why not us?

I really feel like the West corridor and just Westside in general has largely been neglected. The
454 light rail has been built in areas where the majority of people who are professional live. So it's not giving an opportunity for those who live in the poor neighborhoods to be more successful.

Scenario 1 - Driving into downtown is a royal pain and parking is worse. Right now I have to
455 drive to the other end of Charlotte in order to park and ride. Extend the light rail to Matthews, we are left out in the boonies with no good transportation options.

456 I think the most important program is Scenario 1 : Silver Line as light rail both east and west, from the Airport to Bojangles Coliseum. Blue Line light rail would be extended to Pineville.

457 With more people coming to Charlotte, we need a rapid transit system. Less automobiles on the road and a dependable way to get to work on time.

458	I believe it will have a positive impact on every corridor in the City of Charlotte and the Towns of Matthews, Mint Hill, and Pineville. Access to Employment and Housing are the most crucial now because people are moving further away from the City to the Suburbs where growth and to start building families and generational incomes while using both the Light Rail and Bus instead of Driving to and from essential daily needs.
459	I prefer the silver line as a train with the original plan from Belmont to Colosseum
460	Not sustainable and efficient in the long run.
461	I like scenario 1.
462	<p>Light rail access from Bojangles coliseum to the airport would be very desirable. Having lived in Atlanta before, it was very common to take public transportation train to the airport, its cheaper, lowers carbon footprint and avoids hassle of parking at the airport. I would be more inclined to take the light rail to the airport over the bus. Bus line access all the way from 485 on the east/south side of town to the airport also is desirable.</p> <p>I would like to see public transportation access down Rama/Sardis Road, and hope all decisions consider the positive and negative impacts on lower income Residents of our city who need daily public transportation more than I do.</p>
463	why is the red line more important than extending light rail into east charlotte and oak hurst? the city should be focusing on its own residents
464	Please public transit to/from the airport!! That would be huge
465	I think plan 3 is what's needed
466	Scenario 1 is the best
467	Charlotte desperately needs light rail from airport to uptown. Every delay costs taxpayers more to buy right-of-way. Population in Charlotte is increasing daily. We are already behind. Let's think ahead!
468	Difficult to choose between long-term wishes and near-term needs. Scenario 1 is most attractive to me but I understand how but the value is enjoyed much later.
469	Scenario 1 seems the best to position the region for future growth.
470	Light to rail all the way to the airport. Don't stop short and regret it later. Uber is a disaster at the airport because of the current lack.
471	<p>Prioritize Silver Line and Blue Line. BRT should be used if in a protected, bus-only lane with right of way. CATS buses should have access to more right of way/bus only lanes on crowded roads.</p> <p>Focus on integration with the Charlotte Gateway Station and Red Line, as well as potential further regional rail routes towards Gastonia, Concord and Rock Hill. Buses should be more maintained and secure.</p>
472	Scenario 1 seems the most traffic resistant
473	Scenario 3 is the best in my opinion and thank you for linking to Pineville AND Ballantyne.
474	<p>A light rail to Matthews would help the volume of traffic on independence. Also- in terms of solutions, you need to make sure rider tickets are working and enforce riders paying each and every ride. I'm a daily rider and can estimate only HALF of the riders pay because their passes won't scan and they keep using them for free rides. You would likely notice instant revenue generation once enforced for weekday to-and-from downtown riders. If you seek inputs from the drivers, they'll tell you. They're the front line of this business. Charlottes traffic is out of control and it can't afford to lose this service that so many depend on!!!</p>

475	I really think it would be helpful to extend the light rail because it's less pollution on the roads, less traffic and a smoother more cool ride
476	It's progress in getting a better transit system here in Charlotte.
477	Sound like good options. Definitely would like an easier way to get to the airport using public transit.
478	Amira!
479	Heading in a good direction. Futuristic.
480	I think all the alternatives are not alternatives at all. Light rail service is so important and not sure why the plans are being cut especially on the silver line out to Belmont which seems to have disappeared from the plan.
481	More waste. Fix the busted, unreliable system you have now first. Start with enforcing fares and clearing out the bums
482	As a community member who values accessibility, opportunity, and equity, I appreciate that all scenarios include improvements to the bus system and extensions of rail service. However, Scenario 1 seems the most beneficial overall. It prioritizes light rail on both sides of the Silver Line and extends the Blue Line, which will help people travel more efficiently across the city without being dependent on a car. Light rail tends to be more reliable and scalable than bus rapid transit (BRT), especially long-term. I also believe the Better Bus system should prioritize frequent service, reliable regional connections, and better access to jobs, schools, and housing. Many people—especially single parents, students, and working-class individuals—rely on transit as a lifeline. A well-connected system that's both flexible (like microtransit) and dependable (like light rail) is key to creating a more inclusive and thriving
483	The light rail to the coliseum is silly. It doesn't start at a location where parking is easily accessible and doesn't move enough cars off the road. Unless the Matthews corridor could extend to 485 this is a non-productive approach. The same can be said of the ballentyne expansion but for different reasons. That area is not likely to generate a lot of ridership. It's already not far from pineville and light rail. BRT might be the best option coupled with short horizontal (ring) transit rather than just a set of hub and spoke trips. Getting people to jobs and daily needs is the key to taking cars off the street.
484	Prefer Scenario 1
485	I love that we have the possibility of a Light Rail line going to the airport!
486	It looks good and it covers all areas Matthews, Pineville, Ballantine and airport. We need to cover Gaston County, Mooresville, Harrisburg , Belmont too.
487	Where are the alternatives?
488	I would be excited to take the light rail to the airport. I'm nervous about the homeless presence on the rails currently.
489	The 3rd option seems like it would connect more places together because it would be extending to Pineville and Ballantyne. This gives more options to students at UNCC which I think helps with their job hunting and minimizes the need of having a car.

490	I like that expansion options are being looked at. One thing I want to add is the CPCC Merancas Campus does not have a bus that travels down Verhoeff Drive. Adding a stop closer to this campus would make it easier for students that cannot afford a car able to reach this campus.
491	I think Option 1 with rail transit from the Airport to Ovens makes the most sense. Heading further East, it's just sprawling SFH where there's not really an opportunity to densify. If you want to live in the suburbs, that's fine. You just can't expect light rail to service your neighborhood.
492	Scenario 2 would be the most favorable option to me.
493	I agree that Charlotte needs dependable, reliable, pervasive bus service, but we also need to recognize that in the long run, light rail will have enormous benefits for urbanization and densification, including higher property values, lower (total, including personal car) transport costs for residents, less sprawl/ better protection for local farm and forest land. Therefore, I prefer option 1 or 2 (and hope we can find a way to speed up implementation).
494	Should take into consideration impacts of economic growth, housing, walkability and environmental concerns - how addressed. How/which communities are most impacted/enhanced by the Transit Plan during & after the proposed/selected plan is chosen and completed. Plan fails to show equitable distribution of resources throughout impacted communities. How is the inclusion of park/ride facilities (w/multi-purse use as commercial, retail space) included in this plan?
495	Time is of the essence. As Charlotte grows, we can't take dozens of years to get to where we need to be to enable the population to get where they want/need to go without a personal vehicle. A well-run BRT is more flexible and faster than something like street cars, and quicker to implement than LRT. Additionally, improving current level of service for the Blue Line is imperative. The current headways are insufficient. Especially for large events in uptown (i.e. Charlotte FC games) 30 minute headways mean jam packed cars and no ticket checking, ultimately reducing potential revenues. I've never seen someone checking fares.. BRT is the way to go, but we must improve system throughput and fare enforcement in the meantime.
496	Since past planning has been centered around rail and would be quicker to get on the ground I favor scenario 1. I also believe that the higher capacity of rail is desirable. The most successful part of our current system is the Blue Line, so it is clear that separate right-of-way control provides a greater, more reliable experience for users.
497	The buses rattle your teeth. I won't be using them.
498	If they would be on time, good
499	I think we should look at option 4. We should be making sure that there are bus stops and transit options for ALL people, not just looking at regional connections. That should be a 2nd step after we focus on fixing what we already have.
500	Gold Line East completed to Eastland Yards. SilverLine to at least Bo-Plex and SilverLine continued with funding to Matthews for Full Regional Transportation System. Micro Transit for Eastside connection with Eastland Yards Transit Center. Every CATS Bus Stop having full weather coverage with benches, lighting & security cameras.

Option 1 is the best, but option 2 is the most realistic. Charlotte needs to emphasize getting people off the roads and onto transit in/around uptown and to address the more densely populated areas it needs light rails and streetcars, not busses. Busses are a cheap/fast fix that will cost taxpayers more in the long run rather than just making the larger upfront investment in rail transit options.

It'd be nice if the was expanded to more places besides Huntersville.

In some cities I've lived in previously, the largest employers have offered shuttles to their campus locations. Maybe some of the large employers would go in on a cost sharing program to get their employees to work faster. It could probably also reduce traffic more than normal bus routes. I've met a lot of neighbors that work at the same location as me, but it's really inconvenient to get to our workplace by transit.

It's good. But we need more service on the already existing system. The 27, and other bus routes just stop running because there aren't any drivers to drive them. And more importantly, drivers must be trained to open the back door when riders are exiting the bus. The touch to open door mechanism doesn't work unless the driver enables it. So riders always have to shout "back door"! To exit. This should be automatic.

I am a 75 yr old senior..I have never had a vehicle so the bus and light rail here in Charlotte is my ONLY ACCESS to my Doctor,grocery,senior centers basically Everywhere I cannot Walk...Thanks

I think its a great idea

More bus shelters

Charlotte has experienced an enormous amount of growth over the last 25 years. One of the biggest reasons for that growth is the lightrail. It has intrinsically become a symbol of Charlotte for its convenience, forward thinking, and ability to attract outside investment. If Charlotte is to continue to grow smartly then now more than ever we need new and more robust investment in our lightrail system. Lightrail not streetcar, which I believe to be a misguided undertaking for its lack of convenience, cost of construction, and lack of separation from on street car traffic. One could study the lack of growth of Louisville, KY (who considered their own light rail in the early 2000s but never went through with it) and the growth of Charlotte starting in the 2000s and see how the lightrail fueled growth and development. Also study the city of Singapore rail system to see how their investment transformed the city into an international powerhouse. System 1 is the clear cut best option.

Scenario 1 provides the most opportunity for long term goals

I prefer scenario 3.

Need to lobby more for Federal Funding

Silver line Light rail needs to be prioritized over the commuter rail red line. Light rail, not to be confused with commuter rail, allows transit oriented development to flourish, where commuter rail does not.

	<p>I think the recent finding decisions out of Raleigh are terrible for our region. An easily accessible, efficient public transit system that connects the major locations of this area is the key to smart and sustainable growth. We need connectivity throughout Mecklenburg County, it should be possible for us to live and commute almost anywhere in this county, from Ballantyne to Huntersville, and to get to key locations such as the airport or regional destinations without needing a car. Smart, efficient public transit would open up so many more areas for better uses, but the door for making that happen is quickly closing.</p>
513	<p>We need a train to Huntersville and to the airport.</p>
514	<p>I think highly of it, but you guys need to work more on real time with what some drivers don't really care about being on time</p>
515	<p>I would like to know if you have considered all the disabled people who still ride the transit system are they still part of the changing plans. Yes, we do need more shelters or covers for rain and benches so we can sit, don't forget about (less) than side. It seems we don't have anything to enjoy.</p>
516	<p>Any expansion is great. I would like to see more frequent buses, more stops, and extensions to the South Carolina border.</p>
517	<p>I am a currently a resident of Gaston County so I personally value transit options that extend from Gaston or West Mecklenburg to Matthews or Union County. For that reason, I lean towards to scenario 3 with BRT from I485/Airport to Matthews. Ideally, I would love light rail from Gaston County to Matthews but I understand there are obviously financial constraints.</p>
518	<p>Prefer more light rail.</p>
519	<p>I think that the light rail needs to extend its operating hours to at least 2AM. Many service industry workers do not get off work in time to make the train and instead have to rely on Ubers or street parking. Not allowing cars to renew their parking in the same spot and extending the street parking to 10PM is directly targeting restaurant workers. Most restaurant and hotel jobs do not provide parking and many people cannot afford 200\$ to find a monthly parking garage.</p>
520	<p>We must have light rail from the airport to Uptown.</p>
521	<p>I think the scenario #3 would really help alleviate traffic on I-77 and South Blvd. if people have the option to ride the light rail.</p>
522	<p>Scenarios with the light rail from the airport to center city is a must.</p>
523	<p>I like that there is a plan for public transit and that different options are being considered. I would like Charlotte to become much more public transit focused as the roads are congested and building and expanding roads only leads to more future congestion.</p>
524	<p>Hopefully to catch up with all transits. better partron connections outside of the transit center. Bus is your backbone.</p>
525	<p>Cats needs to provide midday transit service to the lake Norman area as it was pre-Covid</p>
526	<p>Hey, CATS, take a bus trip down the road to Atlanta or Washington DC to see how their Mass Rapid Transit is doing the same operation needs to be similar to those cities that can happen here in Charlotte, NC. Light rail 🚆 to the airport & uptown on the same tracks just like the Blue Line underground easy 123 instead of above ground to the airport. Scenario 2 as a rider all in for light rail train transit & not buses.</p>

527	the 277 alignment should be switched back to trade street. I dont care about regional connectivity. thats a state issue not Charlotte's. CATS and it's services should be Charlotte first
528	These plans leave out the northern part of the county!
529	It would be great if the light rail ran from the airport to major areas around the city, making transit easier and quicker for travelers. More bus shelters are also needed.
530	Collect today's fares. No free streetcars. Go directly to the airport. Weatherproof bus stops. An on-time system. Actually project how many riders these lines might have to determine if they will pay the operating costs.
531	Rail from fort mill to uptown.
532	If BRT is the only way to extend service due to jurisdictional pressures, then thats fine. But I think more rail is better so Scenario 1 is the one I like best
533	Every bus user should take survey and see how best their needs are served and also non-profits and religious organizations should take initiative to ask CATs service to reach their campus at least once a day twice for drop and pick to nearest possible location to educate people for public transportation and its benefits financially and safety.
534	I think it's important to include the airport directly and as soon as possible.
535	Light rail is the way to go. Alternatives that use more busses are not desirable because busses just add to traffic congestion and pollution
536	1st thing I feel needs to be addressed is to improve ADA at ALL bus stops .
537	Scenario 1 is the best for my opinion. Light rail is just plain cooler than buses. And sadly that will make more people want to ride.
538	I think the city is never going to be less dependent on cars and we need to stop wasting our hard earned money. It would be cheaper to fly everyone in a helicopter than pay what we do now!
539	Blue line to Ballantyne preferred, but really think Silver line to the airport is just as important. Red line will be a great addition if extended to Mooresville.
540	Better bus system, include more express buses with quick connections to local buses
541	Bus service: 50% increase Commuter Rail: 25 miles Light rail: n/a Streetcar: 6 miles BRT: ~21 miles Corridor Bus Enhancements: to Matthews and Ballantyne
542	No comment. No to light rail to Mooresville.
543	I've taken the light rail, but under no circumstances will I ever, ever take a city bus. I'd walk first.
544	I believe having a light rail extension and strong supplementation by a bus program with safe and premium feeling stop and loading can best serve the community.
545	I strongly prefer the light rail dominant plan rather than BRT as someone who does not drive there is a strong sense of safety riding a dedicated rail than being subject more bus transit. And reliability is very important to me, and I also believe to other members of the community who need consistent travel to their place of employment

546	Please make sure the transit stop inside the airport. I want it close as possible. Similar to other cities Chicago and other cities. Germany has the train to stop and bridge to walk straight to airport arrives. Please if you need me help the engineers design it. I CAN
547	Connecting the light rail to the airport is essential!
548	it is embarrassing that a city of charlotte's size is so car dependent. investment in the light rail is vital in making charlotte a world class city. Increasing mass transit is an obvious way to decrease the need for giant concrete parking lots and perpetual road widenings. Intelligent mass transit can help us lower the amount of impervious parts of the city, making it easier to have greenspaces, increase the tree canopy, and make the city more walkable. Connecting the airport with uptown should only be considered via light rail. Busses have a very negative connotation and are perceived to be only for poor people who do not have cars. Light rail/ subways/ etc are much more positively viewed as being for everyone
549	Autonomous vehicles must be in the mix.
550	Some form of rapid Transit for the east side of Charlotte to Matthews
551	Add a train to Matthews!!!
552	The future is an unknown. The alternative scenarios are plans that need to be on file and CATS can shift where needed. It is a great effort on everyone's part. Best of luck!
553	Scenario 1 with rail concentration seems to provide the best public safety for all travelers
554	Without a consistent focus on improving the quality of the experience (cleanliness, not tolerating anti-social behavior from riders, etc.) the only individuals who will take transit are those who cannot afford/operate a private vehicle. Developing and maintaining a high quality experience on all transit options should take precedence over simply expanding the system.
555	Bus and light rail should extend into neighboring counties.
556	1) Gold Line - remove lane to ensure timely travel once past Plaza/Midwood - bridge over Eastway. Signal priority @ College & Trade. Reduce headway. 2) Gateway Station needs to be priority 3) Need to build as much rail as possible - reduce parking decks to only critical stations 4) Really need to figure out connect to Airport
557	Light rail extension through lake norman area and from airport to Mathews. Blue line to Pineville/Valentine. Connectors to South part. Potential for regional rail extension to Concord/Gastonia/Monroe. BRT to Mathews if something has to be changed temporarily
558	Need to serve Cotswold area with bus service. Being a rider for over 30 years and knowing about section 53-10, questioning funding and where the funding is going.
559	It sounds like great ideas are being put in place and your looking out for the citizens of this county & city needs

1. We understand that political needs place the Red Line as a first priority, and as a regional rail line. But are there opportunities to:

* Reduce its cost? (For example, why not a regional rail to a regional hub - Huntersville? Davidson? - then a series of BRTs fanning out from there?)

* Incorporate more TOD along its route (what is the TOD potential at each station? Have studies on that be done?)

* Incorporate rail-with-trail (the Seam), as was done on the Blue Line

2. What are the trade-offs and potential ridership increases between Gold Line extensions and Blue Line extensions?

3. A rail connection to the airport should be prioritized.

4. How do the rail options tie in with a potential future Amtrak / high-speed rail connection?

Logically BRT down 74 to Matthews makes most sense, however, due to stigmas around bussing I don't think you would get the ridership. I think some form of rail would be best. Honestly though, getting high speed, protected access to the airport is most important out of anything. I would say even though more expensive, a LRT tunnel from airport to gateway center is best before exiting tunnel and going down middle of independence, replacing the bus only lanes with dedicated light rail with pedestrian bridges over the road. So much potential for high density redevelopment along that corridor.

I don't like it. Silver line has been on the plan for the next rail line. It seems like the East and West always come last. I firmly believe in the original master plan for the light rail system. The entire city has had to adhere to this plan, and there have even been cases where property owners were unable to develop their land due to the proposed system, which I think is acceptable. However, if the system isn't going to be constructed, that property should be returned to its rightful owners.

I am excited for a light rail service to the airport. As a resident of Pineville, I am also looking forward to a light rail extension to my city. It seems like it would be more beneficial to start with a stop in Pineville, and then add a future stop to Ballantyne. It would be unfortunate to skip Pineville, considering the majority of light rail riders are lower-income. A stop in Pineville would directly serve the majority demographic of light rail riders in Charlotte.

Scenario one but extended blue line to Pineville and Ballantyne.

I like scenario 1. Rail is a far superior and more sustainable form of transit. "If you build it they will come"

I really need microtransit in the east side of Charlotte. And train to NC regional areas. I love the alternative to uber/lyft. It would help out a lot. The Amtrak train is too slow to Raleigh.

Know the area - implementing busses in areas where they won't be used versus light rail that would be used should be key. But need to get out further in community as overload of cars and traffic is only increasing as people return to work.

Mass transit is a waste, per-rider costs way too high, driver-less cars are the future of transportation and less costly.

It would be great to see light rail come to Ballantyne and Matthews

All look promising, and I'll definitely use some of them frequently.

It would be great meaning people get to wherever they going in shorter time. Also cut back them driving themselves

572	<p>All scenarios leave the Eastside woefully underserved, while most extend light rail service to Pineville or even Ballantyne - service that is neither needed nor wanted in those communities. Further, Matthews does not need rapid transit It needs regular, frequent, local bus service. To do this, seperate the 17 from Central Ave where it overlaps with the 9, and have it run straight down 74, stopping first at Briar Creek, with a final stop at CPCC Levine. Then, extend the 9 to Lawyers Rd and Lebanon Rd in Mint Hill.</p> <p>Finally, extend the silver line to the airport (not just the road in front of the airport, as has been reported).</p>
573	<p>With the way that things have declined since COVID with the bus system and people not wanting to work, these transit changes will be in the best interest</p>
574	<p>Strongly favor #1. Slight favor #2. Not interested at all in 3 or 4, but since you've shown you're not interested in following the original plan for Matthews, I'm not sure what good any survey will do.</p>
575	<p>The plan wastes too much money and favors the north way too much. Should be focused on light rail and include Matthews.</p>
576	<p>Scenario 1 is best:</p>
577	<p>Light rail to the Airport is a MUST. It is way too difficult to get to and from and this would drastically improve mobility in and out of Charlotte. Any extension East would just be a bonus.</p>
578	<p>With gold line being operated for multiple years with not much success, why is it included in all the alternative scenarios?! These need to be revised based on the operational experience and low ridership.</p>
579	<p>I believe scenarios 1 and 2 are the most beneficial to this city because it focuses rail to the airport. I'm not interested in emphasizing bus services.</p>
580	<p>For the Silver line, make the whole line lightrail or bus but not both. People will not transfer from a bus to a lightrail while carrying luggage to the airport. Similarly, no one will transfer from the lightrail to a bus to get to Ballantyne. Extend the blue line to Pineville with the ability to expand to Ballantyne in the future. Cut your losses on the Gold Line. Extending theline is a huge chunk of budget that can better be used elsewhere. You learned some lessons on what not to do. Take it to heart and move on. Microtransit is only acceptable as a temporary measure to get people interested in public transit and collect data on passenger demand or permanently if it ONLY connects to bigger public transit, like the red line</p>
581	<p>I think you should build the Silver Line to Matthews. The BRT isn't acceptable.</p>
582	<p>I think that if the rail does not go directly to the airport then we are wasting time and money. Don't bother building at all that direction if it does not take you all the way in. Like they do successfully just about everywhere else. Check out light rail to MSP in Minneapolis.</p>

583	<p>After a back injury made driving painful, I regularly ride the LYNX and occasionally ride buses and the CityLYNX. I also worked in the hospitality industry which welcomes visitors to Charlotte, so I am familiar with guest requests for light rail. I also travel regularly to major U.S. cities and sometimes internationally. Charlotte can only be a world-class city if light rail is extended directly to the airport. Guests to other major cities can take rail to the airport without the inconvenience of going most of the way, then having to deboard, haul their luggage off the rail, wait for a bus, then haul their luggage onto a bus. Light rail needs to go to Matthews, as well. Riding public transit, I know the LYNX regularly transports more passengers than the CityLYNX. More LYNX lines and a direct line to the airport is where money should be spent if you want my support.</p>
584	<p>We would love it and would highly benefit from the light rail extension. This could be a game changer for lots of Charlotteans and a great way to get road traffic back to normal. Better bus and the Silver line would mean that our family would not depend on the car at all anymore! Way to go!</p>
585	<p>Scenario 4</p>
586	<p>Elderly people need to have easy access to free or cheap public transportation.</p>
587	<p>Need a light rail from Charlotte to rock hill and include Ballantyne and Pineville. Light rail also needs to go to Mathews. I am not going to take a bus when I can drive but if light rail available I would use that</p>
588	<p>It would be nice to have a light rail that goes directly to the airport from Uptown. I think it would be less successful if we need a bus connection for the last mile to the airport.</p>
589	<p>Scenario 1 is most preferable</p>
590	<p>I believe relying on busses as transportation is a poor decision, we need to get on the same page as big cities and have a strong, efficient light rail system that connects all our neighborhoods and gives new life to uptown charlotte. The busses will only become more a thing of the past as the surplus of people moving to charlotte increases. We need to think like a big city and connect our uptown to the airport and to Matthews so our major roads do not get further congested.</p>
591	<p>This decision must be driven by an analysis of the usage of the system. Is there demand for the routes that are planned? For the street car lines how has demand been analyzed? We must learn from the existing system and how much or how little it is used.</p>
592	<p>Any improvement is good. There is a need for more bike friendly transit systems and more secure bike lanes. I do not know enough about use of these systems to feel strongly about alternative programs.</p>
593	<p>Charlotte must have a reliable rail system that serves CLT as well as the surrounding towns.</p>
594	<p>Scenario 1 is the least bad alternative. Matthews (I do not live there) should have light rail service, not BRT. Do not pursue the extension of the Gold Line in either direction. I live in Elizabeth and see daily the lack of riders. The disruption to the neighborhood & businesses from its construction were extreme; it was not worth the \$ and the problems, and is not proving its value over time. It concerns me that all 4 alternatives include the Gold Line extension.</p>

595	Its the states fault with the 2013 STI Law and the reduction of the % state match to a flat 500k amount that is causing this. Charlotte has been left behind and has had failing lobbying efforts at the NCGA. It needs to be stated that this tax that is being proposed is state legislators fault and we are paying for it...
596	We're already behind, and I really wish we could get the plan moving faster.
597	Increase public education to increase adoption.
598	For the most part it is efficient
599	Not to focus on affluent neighborhoods. Also to increase bus frequency to every 1 to 15 minutes like other metros would be nice. Focus on crime on transit. I have not seen security or police in 2 years.
600	I don't believe that CATS should expand the light rail until they fix the bus system.
601	I like how the alternative program scenarios expands the existing frame work to serve areas that were previously not served by convenient or timely modes of public transit. This also helps with the growth of the city as well with the numerous incoming residents.
602	Personally, #3 is most appealing because I live in the Ballantyne area, so extending the reach that way would positively impact many people I know who choose to drive in instead of driving 15 minutes to South station only to have to then take the train. Extending to Pineville would benefit the Fort Mill crowd, if that is the intent, so I would seek SC assistance \$ for that.
603	Plan for the future, which means rail. Rail to the Airport. Rail to Amtrak. Rail to Matthews. Always prefer rail to buses. Delay trolleys and Pineville/Ballantyne to accelerate rail to Matthews, enabling access from exurbs like Monroe and Waxhaw.
604	Scenario 1 is better. In general, we should be forward thinking and plan on building a light rail + commuter rail system that provides adequate coverage for the entire city and metropolitan areas. A light rail link to the airport should be a high priority.
605	I generally prefer rail, so I like scenario 1
606	Not a fan. I do not think they will work.
607	I would prefer all light rail, but BRT, on its on roadway, would get people in faster to their destination. It's very important to extend the light rail or BRT to Belmont, where traffic over US 74 and I-85 has gotten horrific.
608	Charlotte people need to learn to walk more. Too many stops on the rail system makes it slower than driving even during rush hour and for someone who works in uptown and has my parking paid by my employer, makes riding the light rail more expensive and takes longer than driving. I hope with the new extensions of the trolley and light rail, there will be less stops (too close together).
609	Terrible, the silver line as planned is by far the best for the region. It should be heavy rail not light rail using the CDX like to Matthews and the NS line to Belmont though, which will be far cheaper and can get up and running sooner, and provide higher speed service. Once the service is in place, there will be much higher demand from other places that see the benefits. This is true with the red line as well.

610	Scenario 1 which will connect east to west, from Pineville/Matthews to airport/Belmont/Gastonia is the ONLY one that makes sense as our city grows and we already have established a north to south route. I note Nothing in anything I've read from our leaders that Increases developers contribution to our environment but leaving mature native trees, only planting natives, and money for our Infastructure (roads, water/sewer, power, internet, schools, sidewalks, etc.). Please address this as well while you adopt Scenario 1.
611	I am still very interested (and hopeful) about the development of the silver line as light rail. As someone who lives off of Independence I can envision using the light rail in ways that I do not (and would not) likely use bus service.
612	It will surely take eons to build, and undoubtedly be more expensive, but light rail has the potential to change mentality around transit much more than buses have done, even though buses are feasible and less capital intensive investment.
613	I understand and have had to experience the situation of being without a vehicle unexpectedly. These scenarios will allow citizens better opportunity to get to and from work, education, retail for economic growth.
614	I think it's great! An expanded transit system is a jewel in the crown of Charlotte.
615	My hope is it would cut down on the car traffic. Subsidize the public transit from toll roads
616	Increasing the bus frequency is a prioroty
617	You are asking for public opinion on things that should be answered with feasibility studies. We want more stops: faster service to more destinations. Hire more drivers.
618	Extend out to SC and make it easy to use and safe. Have free parking at major stops.
619	A line or system for people to get to the airport from universities would help
620	I Think That Would Be A Wonderful Idea
621	Making more realistic and reliable have shelter and trash can neat village location on the side the laundromat.Constantly has trash left behind .
622	Keep planing and keep public informed on what going on!!!
623	Light rail to the actual airport is most critical, it will reduce airport congestion, funnel visitors to uptown, etc. Light rail in general needs to be safer (it is getting less safe over the last few years and is discouraging ridership) and there need to be fare collection enforcement! Whatever option is implemented (be it light rail or BRT) must ensure riders are safe and fares are collected.
624	I love riding with cats
625	It's a great help for people with disabilities and transportation needs
626	Scenario 1 would be the most cost effective, serving a population who would make most use of the light rail.
627	All need to be implemented
628	It's ok
629	Ej

630	It could be a little more better I remember at one point y'all said y'all was going to let the buses run 24 hours a day I don't know what happened to that but people in this world most don't have cars or transportation to get back and from where they got to go so only thing that we have is buses we shall can have the buses to run on time and more frequently and run a little longer cuz some people don't get off of work until about 12:00 a.m. at night how they supposed to get home if they don't have cars
631	To make the bus system more effective, Bus Only Lanes need to be created to encourage bus travel. Local and express bus travel fights the same traffic as other vehicles, so why bother taking the bus?
	We need the light rail run to the airport with expansion further west.
632	Scenario 1 should be prioritized. As much light rail as possible due to Charlotte's rapid growth. Bus systems will not be enough. Light rail from airport needs to be prioritized.
633	I would prefer to see options in the north (Davidson Cornelius Mooresville)
634	More bus service like a bus down belhaven from brookshir
635	Prefer light rail svc to/from airport to gateway not to coliseum..nothing goes on at coliseum enough to go there from airport
636	We need to focus on light rail more than on buses. We need more light rail lines all around the city. People are more motivated to take public transit on a train vs on a bus. We also need to put "rail trails" along all train lines to allow biking, foot traffic for businesses and a healthy way to commute. Trains, biking, and walking are the way of the future, we need to plan further out.
637	Silver Line from Airport to Gateway Station. The citizens of Charlotte thanks you.
638	I hope they work
639	This is a good start. We need to make buses run more efficiently and leave fewer people stranded. When busses are canceled, people are either stranded, or have to seek alternative forms of transport. Additionally, make the Transportation Center safer. If people feel unsafe there, they won't use transit.
640	I think anything that offers alternative transportation is a plus.
641	Full Lightrail system throughout the entire Charlotte region in a Clockwise 12 directional system and a subsystem in a grid that is connected to brt from neighborhood and rural areas. This should include Lincoln, Gaston, York, Union, Pageland, Cabarrus, Catawba, Iredell, Albemarle.
642	Option 1 I feel is the best solution. We must also keep the option open for future light rail expansion. Extending light rail to Matthews should be a priority.
643	They don't factor in on-time service, which is a big problem. There also needs to be more frequent stops.
644	Great ideas
645	I like the train to the airport.
646	I like scenario #1
647	Matthews needs light rail!! Matthews already has bus service and it is unreliable and not convenient without only a few trips to choose from. I travel from Matthews all the way to the South Blvd station from Matthews because I can't count on the buses. Light rail for Matthews please!

648	<p>Bus service is good as is. Enforcement of laws to keep riders safe and comfortable on the light rail and busses. When connecting uptown to airport with light rail the service must be faster than by bus and not longer than 5+ minutes compared to ride share. It will take time to get to the 11th street station, wait for the train, get from the airport train station to the terminal... Ideally forget the train, use the \$ and right of way to build a 30ft wide greenway for running, scooting, biking, etc from 6th street to terminal. Add a bag check / check in hub in uptown next to 9th street station station. People can have the option to bike, pedicab, or just take a shuttle. Save \$1 billion+ to spend on the other sections of transit.</p>
649	<p>More security during business start, lunch & end times.</p>
650	<p>I like 2 and 3. If you remove the 'future light rail extension' and move the 'light rail airport...' over to the left, then there is more expansion of BRT, which is needed because it allows for more area coverage stops. I also think it would be smart business to leave room for future expansions. We all know the subject of 'a proposal to extend' will come up again, sooner or later. It is going to happen, so include it during the planning stage now. I'm just saying.</p>
651	<p>Build as much rail as you can</p>
652	<p>The extension of light rail from the western part of the city will be a welcomed development</p>
653	<p>More trains and streetcars plz.</p>
654	<p>Keep it simple. Most people prefer to use 1 type of transporter than switching between trains and buses</p>
655	<p>It seems geared towards South Charlotte, although services have been reduced in the north (express buses specifically.) In addition, I know what "mixed use and transit oriented development" means, but the average layperson would not. An example may help in the future.</p>
656	<p>The accessibility to both lines, the transit for residents who live in South Charlotte would be impacted negatively because there's no conversation about extending busing and or rail system in that in the Steele Creek area which feeds into the CLT Airport where a large percentage of the employees work. This also has a negative impact on South Carolina residents who work in Charlotte and at the Airport.</p>
657	<p>Considering funding and the time required to implement scenarios appear appropriate to support transportation advancements in Charlotte metropolitan areas.</p>
658	<p>N/A</p>
659	<p>I like A because it's more beneficial for me. A connection to Noda from Pineville will be great.</p>
660	<p>More access to rural areas</p>
661	<p>I think that it will benefit the city</p>
662	<p>The original plan to extend the light rail to Matthews was much more preferred. More rail service over bus.</p>
663	<p>Scenario 1 is far the best. Right now the lightrail and streetcars only go to predominantly white areas (who usually rely on public transit). All of them literally stop one block before the area's racial demographics changes. That is built environmental racism, and needs to be changed before this city ends up like Atlanta</p>
664	<p>None seem to address the lack of service between Beatties Ford Rd and Brookshire.</p>
665	<p>I think the Red Line is a quagmire, and it should have been optional instead of the Silver Line or the Blue Line.</p>

666	I think it's going ight
667	I think the easier we can make it the better. Having to go from train to bus seems difficult. I'd rather just start on the light rail the whole way.
668	I Think it's great for our community
669	I think scenario 3 would be the most beneficial. It would give access to the airport while also providing access to key commercial and employment opportunities.
670	My hope is that this can be expanded so that it's possible to use my car less and use the light rail to get more places throughout the city and county
671	They sound good but I would like to see the light rail expanded to the providence road area as well
672	Light rail all over town. We need a completely connected city to make it happen. Stop letting the state hold the city hostage. Seek other sources of funding. Buses are not the answer.
673	Scenario 3 allows for most efficient use of funds to provide most immediate needs
674	Rail (that does not share right of way with cars) must be prioritized over bus rapid transit.
675	Please expand gold line and light rail, public transportation helps cities grow
676	I think scenario 1 will provide the most benefit to an underserved area. Independence Blvd. corridor should be developed.
677	It has to get better overall, too many of us depend on public transportation and our current options are lacking.
678	It's not bad, tue scenarios give us an opportunity to see what can be done for the future of transportation in the Charlotte area
679	Optimistic
680	I'm optimistic that it would be beneficial to the community
681	I am strongly in favor of Scenario 1. Light Rail service has clearly paved the way to tremendous development and economic success from Uptown through South End. A clean reliable light rail system to and from the airport, and extending it eastward down toward Matthews would connect these areas for efficient economic development while decreasing traffic.
682	It will be able to allow people who are looking for jobs in areas that buses are unavailable it gives the better opportunities to get to them
683	Silver line is more important than blue extension if priorities must be set
684	I only want light rail extensions and additional light rail lines. Bus routes do not increase development and are difficult to plan around with the inconsistency and infrequency.
685	There is a 5th scenario that needs to be studied, and that's going subterranean. Costs are coming down. There are minimal effects on existing surface transportation during construction. With autonomous vehicles, it would be point-to-point thus faster than traditional transit with intermediary stops. Please give serious consideration!
686	Don't know much about it. But I do believe there should be bus service down connecting roads like Hubbard Rd to Mallard Creek Rd. No one should have to walk a mile to the bus stop.
687	It should go further. From Gastonia to Indian Trail
688	Blue Line extension to Carolina Place Mall is low priority. Service from the airport to Uptown is most important.

689	Silver is better than gold. We don't need the gold line if we had the same dedicated byway for the busses. For considerably less money or time. We need this now not in 20 years!!
690	Alternative #1 is good because connecting the airport and Bojangles Coliseum is the best use of expensive light rail development. It may be the most economically beneficial.
691	There need to be more buses.the buses need to be on Time. More drivers to get people to work school on time
692	The light rail should run on the 485 loop, connecting hubs for each exit, with the transit bus as connectors. Extend the light rail using old rail system to surrounding NC towns. By using this method, the light rail would benefit more suburban neighborhoods and surrounding towns than just uptown residents. This system will eliminate traffic over flow and help the environment from pollution of exhaust. Have the Transit system run 24 hours. This will provide more job opportunities. The extended development should start more for the busier commuter area not just the more developed area. Think outside the box and move forward. We all pay taxes so spread the love not just to one side of town. Thank you.
693	If the buses came more frequently, it would be a usable system.
694	Needs quicker service
695	Update apps and I love better customer experience
696	I think option 1 puts us in a better position for future expansion.
697	Light rail needs to run from the airport to Matthews, as originally planned. An extension to Pineville, and then to Ballantyne are also needed.
698	I like it
699	They are good scenarios, but importantly they will have to be built to attract riders. It is one thing to build a transit line but it has to be done for people to actually want to use it. In the the mean time before work get started on construction. There needs to be mass improvement on the current system. Service frequency and reliability needs to reviewed asap.
700	Ya'll need more security on theses buses it's not safe
701	It's vitally important that tail service is extended throughout this city the Airport and Pineville Ballantyme and Matthews and South and East Charlotte areas such as Wendover Rd Albarmere
702	Build as light rail to the Airport and continue to look at ways to extend further west to Gaston County.
703	They all look decent to me. I personally like the first one the best. As someone who lives on the east side and works on the west side and uses public transit to commute I think having a light rail service would be great. It would give me more and better options to get back and forth to work which is a hassle now with limited options.
704	Bus drivers are often mean to the patrons!
705	Scenario 1 seems better for a lot of transit users, coliseum area/ east charlotte (wt harris area) lacks a lot of the infrastructure to get to and from uptown easily via transit
706	None!
707	I feel you should get everything in number 1, because you may need to grow it more in the future. Don't waste the time now when it could hurt more in cost and labor in years to come.
708	Maximum use of light rail would be best. Supplement it with micro transit and better bus.

709	I currently use the blue line frequently. I would prioritize the completion of the silver line as it would be the next service that I would use. I understand the need for the red line and the line going to Matthews. They are lower on my list.
710	Vote for scenarios 2+3 and any adjustments that would facilitate these developments in the quickest way. I see a lot of benefits to building a line with airport access. Steele Creek has a lot of industries and single lanes on Steele Creek and Westinghouse lead to high traffic. Are these areas going to be considered down the line?
711	All seem like steps in the right direction. Whatever is going to create a more integrated system while remaining cost efficient to taxpayers would be ideal.
712	It's unfortunate that we are losing the Matthews light rail connection with these scenarios. That said, Even though I live in the Pineville/Ballantyne area, I think it would be even more disrespectful to them to build the full connection to Ballantyne without even touching the silver line light rail plan. Scenario 3 is the worst option with that in mind. Scenario 4 is the money saver. Scenario 1 is the pie in the sky and would be amazing. I think scenario 2 gives the best combo of money saving and service to the communities.
713	The legislation prioritizing the Red Line is putting politics over ridership and usefulness to the community.
714	I would like to know the time frame for this project. Charlotte transit is sorely lacking considering how big the city is getting. Expansion to other areas and installing bus shelters would be a big improvement.
715	Scenario 1 is the best Transit Plan. It takes care of the core Uptown Charlotte infrastructure, which will allow for more economic opportunities long term and still provides Park N Ride opportunities for East Charlotte and Matthews commuters.
716	I like Scenarios 1 & 2
717	JENNA LOVES SCENARIO 3 ❤️❤️❤️ 🙌🙌🙌 😊😊😊 i think it is beneficial all around yippee
718	We need additional routes during mid day for 48x,77x and63x
719	I really enjoyed option 1 and 2 because I like light rails. 🚆 🚆
720	I think light rail should connect more areas. And also connect to Amtrak stations and airports regardless of demand. Even if low demand route runs every 1 hour, as long as it connects to high demand main light.
721	Scenario 1 is best. Light rail connection from the airport to the city center is crucial for any city
722	I live north of Charlotte but ride the Express Bus in to Charlotte daily. Interested in additional about plans for the light rail to north mecklenburg.
723	Option 2 is the preferred option, however, Red Line needs to be light rail in lieu of commuter rail, NS will never use this line for freight. We need light rail connection to airport from uptown as a priority.

Scenario 1 is the best option. It would make Charlotte (CLT) among the top 10 cities with train service from the city center to the airport to increase tourism. It also establishes rail to the southeast to enable future expansion. Option 1 has the biggest impact to reduce congestion, improve air quality, & increase efficiency for the suburbs to commute & participate in more of what CLT has to offer. Expanded rail will contributing to economic development & more sustainable environment. CLT is 2nd worst for commutes in US according to Forbes despite several billion being spent to widen existing roads to no avail. The only solution is to get people in and out of the city with an effective public transit that prioritizes rail. As CLT is among the top 10 places to move Option 1 is the only way to future proof our city for increased population. We should build a system for the future not a system that is 10 yrs too late. At minimum we should have options to expand as we grow like option 1.

Scenario 1 is the best option. It would make Charlotte (CLT) among the top 10 cities with train service from the city center to the airport to increase tourism. It also establishes rail to the southeast to enable future expansion. Option 1 has the biggest impact to reduce congestion, improve air quality, & increase efficiency for the suburbs to commute & participate in more of what CLT has to offer. Expanded rail will contributing to economic development & more sustainable environment. CLT is 2nd worst for commutes in US according to Forbes despite several billion being spent to widen existing roads to no avail. The only solution is to get people in and out of the city with an effective public transit that prioritizes rail. As CLT is among the top 10 places to move Option 1 is the only way to future proof our city for increased population. We should build a system for the future not a system that is 10 yrs too late. At minimum we should have options to expand as we grow like option 1.

Scenario 1 is the best option. It would make Charlotte (CLT) among the top 10 cities with train service from the city center to the airport to increase tourism. It also establishes rail to the southeast to enable future expansion. Option 1 has the biggest impact to reduce congestion, improve air quality, & increase efficiency for the suburbs to commute & participate in more of what CLT has to offer. Expanded rail will contributing to economic development & more sustainable environment. CLT is 2nd worst for commutes in US according to Forbes despite several billion being spent to widen existing roads to no avail. The only solution is to get people in and out of the city with an effective public transit that prioritizes rail. As CLT is among the top 10 places to move Option 1 is the only way to future proof our city for increased population. We should build a system for the future not a system that is 10 yrs too late. At minimum we should have options to expand as we grow like option 1.

727 More areas to sit in when there's rain and snow

728 For me, light rail to the airport (and to Amtrak, not mentioned here) would be most valuable, so Scenarios 1 and 2.

729 I believe light rail needs to be the priority. I don't believe people in Charlotte regularly take the buses.

730 I think that would help a lot of people in Charlotte! It's a good plan.

Light rail is better than bus rapid transit, but bus rapid transit is better than nothing. We need more of both to reduce traffic congestion around the city. Some car trips can't be replaced by transit, like shopping at IKEA, but a significant chunk of rush hour driving from destinations around the city to center city can be replaced with transit if there are reliable and usable transit options. I ride the 77X bus express bus in to work for my 3 in office days a week and try to talk
731 others into using it, but the biggest obstacles for people are that they don't have a transit option near where they live or that they don't want to be limited by the bus hours. This is a supply issue, if you provide more transit options then more people would be willing to use transit. In particular the issue of buses only running a few times in the morning and evening rush hour is limiting. What if you have to get home in the middle of the day or stay late? Even adding a few off hour runs would help.

732 I like it

733 Does not need to be so rail focused

734 Pretty good, but there should be bus service to Mount Holly and bus or light rail to Belmont by way of the airport.

I think they make the best of a constrained situation where the NCGA is limiting the Transit
735 Expansion Plans of its most productive Metropolitan Area. That said, I believe that Scenario #1 (Rail Centric) is the best option followed by Scenario #2.

736 Extend to Mooresville and Statesville! Right away!

The alternatives are great. But I think what I would like to see is some earlier or at very least later express his options for those who work or socialize later in the evening; similar to pre-
737 Covid times.

Or one of the alternatives. Micro transit is just for LKN area but would be ice to expand after this north CLT trial.

Scenario 1. I am a huge proponent and supporter of Scenario 1.

I think this is a fantastic and ambitious plan that the Charlotte-Mecklenburg area desperately needs. This scenario includes the long awaited CATS Red Line that serves the Lake Norman area, as well as the Silver Line that goes from Southeast Charlotte to CLT Airport. I would also like for Matthews to be included in the Silver Line as well. We need expansion of current transit
738 services, meaning more frequent and longer operating hours for light rail/rapid transit, CATS Express MetroRapid buses (e.g. 77x, 48x, 63x, etc.), and of course the introduction of commuter/regional rail. We also need to reform zoning laws and land use regulations that will lead to more mixed use, transit-oriented development, as well as "missing-middle housing" (e.g. duplexes, triplexes, townhomes, fourplexes, stacked townhouses, bungalow courts, etc.).
Densification around transit stops will definitely lead to higher ridership.

I like scenario 3 the best because I think it provides the most access by the end of 30 years. I've
739 used a rapid bus transit plan in the city I grew up in Cleveland Ohio and it works great. It was really useful. I just appreciate the careful planning around all the public transit, it really helps set Charlotte apart from other southern cities.

740 I'm really disappointed the connection to the silver line in Matthews is no longer on the table. There is no good route to uptown driving and the express bus is not the most convenient.

741 Amira!

	<p>The red line needs to get done, but it will not fully flourish as commuter rail. It really, really needs to be part of the light rail network. The silver line connection to the airport would be fantastic, and certainly help generate additional convention and tourism revenues, but I question if that best serves the interests of enough citizens to justify prioritizing it. BRT really appears to best address need, cost and construction timeline for much of the extended network. So, I'm afraid some compromise solution along the lines of scenarios 3 and 4 is likely the most attainable approach.</p>
743	<p>The scenarios would help to improve highway traffic, by the use of more mass transit, making mass transportation more accessible.</p>
744	<p>Prioritize one-seat rides. More BRT better.</p>
745	<p>Scenario 1 is the best option. For light rail, we need to build what we can now. Costs of construction and more importantly, ROW acquisition will only go up.</p>
746	<p>I all for any plans that can improve the quality of services for Charlotte Mecklenburg transit for the city of Charlotte community</p>
747	<p>I think it works</p>
748	<p>Rapid and Better Bus System</p>
749	<p>I think this will make mass transit more available for all</p>
750	<p>I would like to change the Saturday and Sunday schedule because of how long the bus is you taking to get to stock and sometimes they will pull up a little too early</p>
751	<p>Light Rail should cover the whole city. North to South East to West. At least to the city limits line if not the next city or town connecting.</p>
752	<p>Would like an option of a higher tax rate</p>
753	<p>Given the growth in traffic in the Charlotte metro region my biggest concern is the timeliness of bus service. I believe light rail would be the more useful solution.</p>
754	<p>I am in the lake Norman area and love the micro transit recently activated. Would love more options like that and a coupe mid day options for the commute to and from.</p>
755	<p>Scenario 1 seems to me to be the most beneficial.</p>
756	<p>It's a start. If we're going to grow like other big cities, we should study what they have done; what's worked and what hasn't.</p>
	<p>Scenarios 1 and 2 are most preferred, and most expensive options. I think 2 is ideal as you get the most benefits and moderate costs. The blue line/light rail extension should be prioritized ..which leaves scenarios 3 and 4 wanting.</p> <p>The best option is scenario 2. Tons of growth coming from the homes being built in those areas.</p>
758	<p>The East/West line must intersect at a transfer point with the North/South line. This is not specifically stated for any option.</p> <p>Based on the options presented, Scenario 1 would be my top choice since I am not a fan of bus service and would never use a bus.</p>
759	<p>More security on the transit system, Rail, and bus line.</p>
760	<p>Scenario 3 would have the biggest impact for my needs.</p>

I believe the above scenarios will benefit more of the public that would like to use Transit and
761 feel safe to enjoy the travel. Make more location/destination and times signs that are easier to
understand, every person may not have cell access to travel.

762 I think that light rail to the airport is a big priority as other large cities have this type of service.
I.e. Chicago and Denver.

763 You need to talk to the people who actually use the transit system

Frequency of buses has to be made a priority on all lines! Currently they are not usable unless
they happen to align with your schedule. I'm choosing to use a bicycle more often than the bus
because I can't wait an hour between pickups! If I weren't fairly healthy, I'd be stuck at home
and unable to work. You will never increase ridership with hourly buses. That's for going out of
town to the suburbs. In town, buses should run every 15 minutes-even along the Pineville-
764 Matthews corridor where the buses are currently empty. Bus/emergency services priority lanes
would go a long way towards keeping them on time no matter what traffic is doing and being on
time and frequent will encourage people to get out of their cars and use the buses. Light rails
are great. I love riding the blue line into Uptown. I'd love to ride it into Ballantyne. But I can't
even go to grocery store after 5pm via bus because there's no 51 bus running to take me home
with my shopping right now.

765 They would be good if they were put in action and positive

We must add a 5th scenario to consider which would be a 65 mile complete system of
dedicated underground tunnels with point to point microtransit electric shuttle service. CATS
should be part of organizing local stakeholders to visit the Vegas Loop system, meet technical
and commercial representatives from the Boring company, planning and permitting staff from
766 the city of Las Vegas and Casino's paying for stations, as well as government leaders that
championed the planned 68 mile Vegas Loop system. If interesting, the next step would be for
the MTC to authorize a \$150,000 feasibility study to get a fixed cost per mile that the we would
pay only upon successful completion of each stop, and fixed fare pricing structure. The
legislature in particular will most likely require specifics for this scenario.

767 I live in East Charlotte where we've continually been left out. We need more buses, more
shelters, more sidewalks, more safety

768 Enlightened to include airport, mathews, pineville and Ballantyne light rail services.

769 I feel it is all for nothing if Matthews gets a bus instead of a train

770 I like the idea of being able to reach more places with ease.

771 New more routes and more frequent trips

I think buses should leave at three in the morning and start stop at one and begin up at three in
772 the morning so that people can get to work and get to the destination on time. It is a city here
we need people to come together and stop procrastinating.

Wondering why Pineville gets to benefit now when they didn't have the vision all those years
773 ago. They had their chance, how much money are they contributing to the cost? If they pay then
we will forgive them and lead them into the future!

774 Improve security.
775 I think you first need to work on connecting the bus in a more timely fashion. We do not like waiting 58 minutes between buses in an area plagued with murders including murders by your "security" personnel.
776 As an uptown resident that comes and goes to the airport an average of two times a week, I strongly like scenarios 1 and 2. The airport really needs better and more frequent transit. Sprinter is a great concept, but serves more local stops along Wilkinson than it should and less uptown stops near residential areas. With any of these light rail scenarios, a quick city to airport option should remain available for uptowners and for the many airport employees that actually take sprinter as part of a minimum two bus commute because they connect at the CTC. I don't think you'd have a lot of Matthews-airport traffic, due to the amount of time and stops required. Most people would just drive for efficiency and time anyhow. Please consider other park/ride BRT options to airport direct from regional areas like University, Pineville, Matthews, Huntersville. Thank you for being committed and growing CATS.
777 It's important
778 I would like to see more focus on the Silver Line than Blue Line extensions. The Silver Line would be transformational, whereas a Blue Line extension to Ballantyne would not dramatically improve connectivity in far southern Meck County.
779 Should purchase right-of-way for rapid transit as soon as possible. Charlotte is growing. It will need rapid transit. THINK AHEAD. Traffic is already too heavy. All major cities have rapid transit...if they don't, I bet they wish they did! Don't wait until we HAVE to have it. By then, we will have to wait another 10 years to build it.
780 None would really currently impact me, but personally I think I prefer scenario 3, though I do have sympathy for folks in Matthews who were promised rail. If that option is chosen, I would support it .
781 My main concern is that any money that is designated is actually spent wisely. We don't want to follow California, New York, and Boston examples of transit overspending and under producing.
782 I like plan 1 the best as there needs to be public transportation to our largest sports & entertainment venues. Any plan should also include connections to the airport.
783 Sounds great
784 N/A

785	I think before we start planning to add more Transit, we should consider improving the existing operations. Many situations on transit can be unsafe/uncomfortable for riders due to a lack of security and enforcement. I used to ride transit to center city everyday but after several incidents, I now drive in. This is the same for several other of my coworkers. Especially being women, we often need to be more vigilant and have a bigger cushion of perceived safety and comfort. I would never take my children on transit after my experiences.
786	Need more bus drivers
787	A good transportation system is critical to any city's success. It opens up opportunities to those who otherwise would not have these opportunities. I was recently in Munich and impressed by how you didn't need a car to get anywhere. This is what we need in Charlotte and other cities in the US
788	Prefer option 1 or 2
789	The more access to public transportation the better.
790	Light rail should be the number one priority, both number of stations and rate of service. Currently running only two cars every 15-30 minutes is inefficient and discourages use.
791	Very wise.
792	I would love to see the rail extend to the airport
793	I think the alternative program scenarios are moving in the right direction. High-frequency bus service is essential for reliability and convenience. Adding more bus stop shelters and amenities would make waiting times much more comfortable and safer for everyone. Finally, having access to on-demand, curb-to-curb microtransit service could be a great solution for areas with lower demand or for people with special transit needs. Overall, a combination of these improvements would make public transit more attractive and user-friendly.
794	I think the overall thoughts for the alternative program scenarios is well thought out and makes sense for the growing city of Charlotte. As a local, I would really like to see the light rail be extended all around Charlotte.
795	It would be beneficial to have more options east of Charlotte in areas such as Harrisburg.
796	Having been to the original plans 30 years ago, my preference is to choose the option that deploys the fastest to serve the most people/areas especially since 100+ people move here a day so it looks like scenario 4 accomplishes this the most.
797	Most interest in the redline development I like all scenarios 1234 looks like it will occur this time the sooner the better
798	Most importantly, we as operators we need better break rooms with bathrooms at all facilities safety measures for operators
799	As a long-time resident (25+ years) of the Lake Norman area, I am very happy to see the Red Line prioritized across all scenarios. It would be helpful if CATS provided more metrics to assist with the scenario evaluations -- ridership stats, public opinion, etc. CATS should emphasize a scenario that benefits as many people as possible, which should exclude Gold Line expansions as this service has low ridership and is very expensive.
800	I think scenario 1 is the best, works for me I use the train every day to get to my work (Uptown) and is the best way to get there

I would like to make some suggestions to the CATS app.

-For the bus routes, it could be a good idea to add pictures/or relevant locations to stops. This way people who are unfamiliar with the bus stops and routes can know when to get off. This

801 could also be promoted on social media and serve as incentives for people to use the bus service. For example "if you take this stop to this stop, you can go eat here/shop here/etc."

-I understand the maps are added to the app but it can be difficult to view on the phone, is there a way to make the map routes more interactive?

802 What matters is speed of transit. I don't care how many stops there are if it takes me 3 hours

803 Love the idea of more light rails, longer transit trains, and connecting to future rail systems regionally.

804 Scenario 1 is the most ideal TSP as light rail runs smoother, is quieter, is higher capacity, is electric, and does not mix with traffic. CATS should strive to implement this for both the Silver and Blue Lines. If there isn't enough funding for scenario 1 or there are delays, then scenario 2 will suffice. It provides a high-volume transit mode with its own right-of-way to the airport (no need to worry about traffic before a flight) while allowing a simpler (and hopefully easier to build) transit option for Matthews.

805 CATS Micro is important to me.

806 I really like the idea of the train to Ballantyne area. It would greatly benefit business and workers for them.

807 Scenario 1 seems the best. Being able to have an extensive light rail system allows for people to truly live without a car in Charlotte. This will in turn lower traffic and economic growth will continue to boom around light rail stations. Currently, if I were to live at the Joinery (carless apartment complex), there is no blue line/rail connection to affordable grocery stores. Publix/Whole foods doesn't count. My point here is connectivity to all resources will allow more people to thrive within Charlotte city limits.

808 BRT expansion may not increase bus utilization rates as much as Light Rail expansion will. Light rail to the coliseum / ovens will create an opportunity to alleviate traffic on HWY 74, which is badly needed.

809 I like scenario 2. It seems to increase access to the airport and make bus routes easier

810 More light rail and less transition from rail to bus.

811 The routes should be designed to serve more people.

This is a flawed survey without costs its a waste of time,efficiencies of resources is most important consideration

Access on light rail to downtown area /or Bojangles and north corridor should be major priorities and to reduce inefficiencies and operational costs and quit wasting time on streetcar show what are average costs per mile Cats is spending for Bus,Streetcar, and light rail both operationally and total capital spent. plus show revenue for each and net cost per mile and per trip

812 The plans should prioritize the expansions that will generate the most passengers per dollars spent and provide the most access to customers

access to on demand curb to curb should only be an emergency service it is abused and very inefficient

813	Living in the Cornelius area, i am a strong advocate for the red line and access to all the development that goes along with it. Bus and light rail are secondary to me.
814	I am excited to see an expansion of transit through light rail and BRT. I worry about the effects of the I-77 South expansion, and believe the faster we can expand light rail and BRT options, the more likely we can argue the highway expansion will cause more harm than good. I prefer scenario 1 out of all the scenarios for its far-reaching light rail expansion, and would stress that speed of adoption is crucial as our city is changing and growing so rapidly. Thank you for your work!
815	More rail!!
816	As a former resident of Seattle WA, I value excellent rapid transit for all. As Charlotte metro grows, it is essential that the area establish cutting edge transit to encourage business investment and relocation from tip corporations in America
817	It is terribly disappointing that the Silver Line to Matthews is not even a possible option. CATS spend \$42M for nothing? All that planning work, what a waste of time and money.
818	It is very important to continue thinking seriously in these alternatives program scenarios, and plan according to the areas and county's residential and bussines needs. I think scenario 2 is very important.
819	To me, the most important thing is getting high speed, high frequency service to the airport ASAP.
820	I love scenario 4 - it maximizes service at the best cost. More BRT would allow us to have flexibility to length and to add additional stops in the future, while also allowing for more TOD and all the benefits that come from that. Most importantly, we have no reason not to add more frequency to existing bus lines and light rail stops in this scenario, making the system actually usable by all who need it. As a bonus, neighboring counties will also incur less of a cost and greater ease of use with BRT while still getting connection to the urban core. This simply connects CLT, Meck, & neighbors together at a cheaper cost with high efficiency.
821	Program to financially assist with STS costs
822	Its mid ... gold line is a dud in traffic needs better priority / separation .. not sure the gold line should be extended, odd that its in all plans. Silver line needs to consider other routes using old RR tracks near Monroe rd ... running silver line down the middle of the Indpendence highway is not grand ... poor accessibility not great for development ... Silver line needs to get right up in the airport instead of out at Wilkinson ... overall things need to be reset on the silver line to make it better
823	Scenario one makes the most sense and it leaves open buses to the areas outside of the parameters. People are moving further outside of Meck and we need to get in town
824	It looks like a good plane to me. Only thing I don't like is that the east west line that going to the airport doesn't actually stop at the airport.
825	You need to look at the development that's happened as a direct result of light rail in the city. Every time you build a new road, more suburban sprawl and parking lots appear. Every time you build a light rail line, property values increase apartments, and housing are allowed to be built and more job opportunities are presented to everybody. In addition because there is light rail, bus services, bike lanes, etc.. it reduces congestions on all modes of transportation.

826	Light rail connections to the airport should be a priority
827	What's the point of having slight rail system if it doesn't work. Many people were stranded today going to the parade in uptown when the light rail shut down.
828	It is a really good idea!
829	I feel the Matthew's to Airport and the red line is most important right now. I would love to be able to catch the train from Cornelius then grab the the silver kine to the airport
830	Prefer scenario 1 allowing rail to get to the airport and opening up future extensions
831	Scenario 1 and 2 appear to be the better options. I would stress that scenario 1, given it will be passing the central avenue corridor, should include a light rail stop here. It would be foolish to serve the central avenue corridor with simply a street car, which have proven to be underwhelming and unreliable.
832	I think it is a good idea And it will be very beneficial to the public
833	The plan needs to include permanent infrastructure and high frequency to apur ridership and development
834	Light rail is optimum and at a minimum needs to connect the airport to downtown. The red line is an opportunity that must be taken. The Blue Line should be extended to Pineville with better parking and station location.
835	Any scenarios with the wasteful and horrible Gold line are dead. Dumbest shit in the history of CATS. Just get every rider a limo ride for the amount this garbage costs, buy them a hooker and night at the Westin.
836	The silver line should be top priority. It should be a light rail- it will help airport traffic tremendously
837	Options 3 & 4 seem short-sighted for as quickly as Charlotte is growing. Light rail service to and from the airport is a necessity & ideally would include the ability to transfer from the silver line to the blue line at a central point.
838	I like the idea of microtransit service.
839	Invest in light rail
840	Any silver line service from the east to the airport needs to be consistent because transferring from a bus to a rail or rail to bus seems like a clunky experience with luggage or people with disabilities. Smaller busses with more routes may be a good way to expand coverage especially for loop routes that can connect the spokes of the bus system. I've seen this work in Istanbul and Washington DC. There does seem to be a lack of focus on growth that could occur in Mint Hill/Monroe and other neighboring cities. I don't see this having the regional impact it could but we would need a multi state and multi county taxing authority to do that which is difficult.
841	Scenario 1 needs to happen
842	Airport =business=access
843	I prefer more rail than bus. I like Scenario

844	I live in Windsor park and am very excited to finally be freed from my car to be able to use the gold line to get to my job at atrium! Also, I shop at Whole Foods uptown so for the transit to take me there would be great. It only makes sense to have east to center rail line, whether that is trolley or light rail service. There's not enough connecting plaza midwood and its surrounding micro neighborhoods with the rest of town. Get me a rail service from center town to Matthews so I can use it to visit my parents and we'll be golden!
845	We need light rail to Matthews, not buses. Extend the light rail line to the airport, not a mile away. People coming or going to the CLT Airport need easy access to downtown. 20+ years ago we told you to extend light rail through Pineville to at least Carolina Place, if not into SC and that it should also go down 74 into Indian Trail. You didn't listen then and now we're paying the price. Stop wasting money on the streetcar. It's slow and isn't used, especially when there are bus routes that cover the same area.
846	Maximizing light rail is critical. Should forego the Gold Line to extend Blue Line thru Pineville/Ballantyne
847	We absolutely need light rail transit from the airport to downtown. It shows growth for the city and makes it easier to host national and international events.
848	I worry most about frequency of service. It is the primary reason I use the system so infrequently. For connecting to the airport, I'd rather go on a dedicated ROW bus that gets me 100% of the way to the terminal than a train that stops a mile from the terminal to feed a people mover or whatever.
849	Scenario 4 is the best in the near and longterm. Let's get as much rapid transit built as possible and build up a reliable customer base. In the coming decades, as volume justifies, we can increase the number of buses operating and then JUMP TO HEAVY RAIL (metro, like MARTA in Atlanta) as needed. As light rail cannot be easily upgraded to heavy rail, it would need to be completely redone anyway if Charlotte ever grows to the size of Atlanta, Philadelphia, Seattle, etc.
850	Scenario 1 is the only acceptable option. When are we going to stop talking about it and get it done?! It's been nearly a decade of "talk", it's getting so frustrating going to all the meetings and doing all the surveys and seeing nothing get done.
851	Short sighted. Way to much emphasis on the rarely ridden Gold Line.
852	I think we should know how much the public transportation system will REALLY cost before we vote. Who pays how much and who rides at what cost. 1. What is the capital cost? 2. What is the operating cost? 3. Projections showing ridership over the life of the capital pay? What will ridership ACTUALLY pay for each ride. How many ride for "free". 4. Projections of what percentage of the payees will actually be able to use the public transit systems. 5. As a responsible voter I need to know the actual costs for the system - presently it's only a "feel" good program for a \$billion (that's with a "b") HELP.
853	Scenario #1 is my preference

854	The Gold Line is a glorified bus. Do not extend. Money could be better served in extending light rail to airport. Also micro transit funding to improve transport between neighborhoods like NODA, CCH and Plaza Midwood.
855	Airport connection with a clear system needs to be the #2 priority. It could drastically improve airport traffic and city interconnectedness, as well as make Charlotte a much easier destination for business travel. The #1 priority needs to be for economic mobility factors and easy access to this system for low income residents so they can get to better jobs and housing
856	Focus on light rail in support of low income areas
857	I have to say the Silver Line Rapid Transit needs to be a Transit light rail 🚆 to the Airport. That's more revenue funding coming into uptown Charlotte along with Airport passengers & tourists.
858	Gold Line is in sunk cost fallacy territory. Combination of service infrequency, right-of-way disruptions, and limited reach (even at full build-out) cannot justify further investment until existing service can be improved. Higher-capacity trunk-and-branch modes should take priority.
859	PLEASE ! Stop funding the Street car. That should be electric bus service, not an expensive to build and maintain street car. Make nicer bus shelters and more, smaller buses in those same routes. No street car!
860	Charlotte should be focused on building the rail system and stop letting politicians from outside of the region dictate the future growth of our city. In no shape or form, should anyone from the eastern part of the state tell Charlotte what is and isn't best for us. The idea that money is being spent on roads when I-77 and I-85 have been under construction my entire life yet still heavily populated and inefficient should prove that the best way to more people and grow the city is through rail extensions. Look at every major city in the world and our country. It's an embarrassment that we're growing at this rate and the people we've elected to represent our best interest still haven't provided clarity or a coherent plan.
861	Gold line/ streetcar is cute and looks nice and not used. End that program. Need a line to the airport that is train. No bus for that - airport travelers won't take a bus. Extension to Pineville and ballantyne is needed. Traffic to South Blvd or Sharon Rd West stations is unmanageable and results in driving to south end, uptown, etc vs light rail. Matthews should have a plan for rail. Perhaps later but overall travel up/ down 74 needs to be planned with rail in mind
862	The future must include high-speed transit to Matthews/Mint Hill before the Airport.
863	It makes zero sense to extend the gold line. Ridership numbers do not justify tax dollars. Scenario 1 without the gold line is the best scenario. Apply additional funds to connect the airport directly.
864	Dump the Gold Line Streetcar from any and all plans. It causes nothing but congestion and frustration. It's useless. Everything else sounds great. Please focus on legitimate transit. The Streetcar sucks. Get it out of the middle of the road. It messes up everything. The worst idea in Transit history.

865	Thinking 30 years out, we must have robust rail. The airport is first priority, and extending to Lake Norman and Matthews/Monroe is next. Also need a way to connect with Ft. Mill.
866	I pick Option 4 because I believe CATS does not do a good job of inducing ridership and should prioritize robust deployment of new bus and dedicated BRT routes over LRT. This way, they will be able to scale out new and current services more broadly and frequently, which are key drivers to building new ridership. This approach may seem counterintuitive to a lot of respondents but I think we'll help a lot more people become regular transit users by saving the massive dollars we'd otherwise invest into LRT by make bus service more broadly accessible and useful throughout all of Mecklenburg. It may not be sexy to folks is LRT. But to me LRT is the showhorse and in this scenario while bus and dedicated BRT are the workhorse that actually gets us the most desired result for our money: a public transportation system that's practical enough for everyone everywhere to use to regularly travel between home, work, and play, like real cities do.
867	None of these scenarios appear to impact or expand the minimal bus options in my area.
868	Truthfully, you need to fix the existing system. Too many buses are always late or do not show up. Drivers are making special stops that are not at designated stops and causing potential accidents
869	Na
870	Scenario 1 would be fantastic! Relieve 74 into and out of uptown would benefit Charlotte and Matthews greatly, and I know from experience easy transit from an airport is a huge benefit for travelers and greatly improves my impression of the city i am visiting.
871	There needs to be rail service to the east / west corridor. We have more families in need of transportation (all transportation) in these areas than we do in the south / north corridors (especially if you look at mean household incomes).
872	Scenario 1 is the best option for Charlotte long term. We need a centralized light rail transit center, and we need to build the silver line quickly. Prioritizing roads over great public transit will make us like other large cities that have effectively ignored public transit in favor of roads. We may be able to get less external support for public transit, but it still needs to be the focus and priority
873	Scenario 1 should be the only considered option. Rail service in the city is not up to par with our contemporaries and the other scenarios wouldn't help that. BRT if done right is a great way to move people around a city. However with good frequency headways, rail is superior in every metric. Giving ourselves a chance to expand our rail system is better than not having the chance at all. The TOD on the blue line is living proof of how a rail service can impact entire communities. If it doesn't work out then the city can pivot to something else. Charlotte is filled with amazing people with brilliant minds and expanding our transit infrastructure can make the city truly the cream of the crop in America.
874	Scenario 1 is best. Pay more for light rail now and enjoy lower maintenance costs compared to bus later. As Charlotte grows, it will only become more difficult to build light rail, so the time is now. Light rail is likely more reliable and safer than bus service.
875	Good service
876	I feel this is the moment we can elevate Charlotte to the next level. By connecting outlining communities and give easy access to amenities like sports facilities, the airport, and uptown will help grow the city and the tax base

877	We need more and better transit so any option that provides a convenient traffic free commute is ideal.
878	If Charlotte does the silver line, make it entirely above roads or underground. Too many issues with blue line sharing ground with cars and pedestrians
879	I'm not aware of the scenarios
880	I would like to see the Silver Line go as far East as possible, being favored over a Blue Line extension.
881	Number 1 is the best option. I don't like that the blue line is being extended to Pineville to a dying mall and a place that did not even want light rail 20 years ago. Also, there has been no research done on the blue line extension so why would you not just extend the silver line further since you have been studying it.
882	Out of all the scenarios, Scenario 1 would be the best option. It gives visitors coming into Charlotte a fast and convenient way to get to Bojangles Coliseum as well as local. And extending the blue line to Pineville would be great and help a lot people commuting to and from Charlotte. I will hope this scenarios is chosen.
883	I think we need as much coverage as possible to accommodate the growing population. Realistically only options 1 and 4 work are ones I would consider, with 1 preferred.
884	Broadly I do like Scenario 1, especially considering everything with Better Bus ensures quality enhanced service extending from the backbone even while waiting to extend the light rail further. My primary concern is how well Colliseum/Owens acts as a connection point for Matthews. It seems like a connection to Sharon Amity or Conference would go a long way to get people out of their cars. That said, knowing that Colliseum/Owens has already been coordinated as a bus hub helps alleviate concerns some. I also would reiterate the need for the Gold Line to be frequent, fast, and reliable under any scenario.
885	O think u should stop switching bus driver every bind on bus routes &let them be overtime we get use to a driver u take them on another route further more I don't it would hurt some drivers to speak back whn spoken aine with a limore respect &pleasant attitude we all have days we don't want to be farther but,hey whn you step on that bus in morning as a CATS emp&driver u made a choice&obligation to come to work humbleness&respect go along way&will help limit dangerous problems that acute &lead to dangerous,deadly,threatening situations for the driver&endangerment of the passengers that you all responseable for their safety&destination..Also make sure bus arrive on time our jobs are just as important as the drivers we shouldn't have to arrive late to work because the LACK of drivers show up for work that day have a plan "B"on hand Supervisors should get&be more involved on a daily if not weekly basis and a complaint should ready truly sincerely matter&mean a change will be MADE ..
886	I think that you guys should make transit pick up times more frequent. Some buses don't run but every 40 minutes which is inconvenient when u have to be on time for a job ... it's scheduled for 30 minutes and arrival time is 20 minutes off 🙄🙄

887	Any transit plan that deviates from what was originally proposed cannot be accepted. This city has effectively no reliable and high trafficked public transit outside of the blue line. We need to focus on getting people out of cars and redesigning the city for pedestrians and that can't happen if basic service cannot be achieved. In Charlotte if you don't have access to a car you are effectively cut out from opportunity. We need extensive public transit beyond four corridors but the ability to get anywhere in the city, cheaply, and quickly. I understand the state government is getting in the way but that can't prevent us from at least confirming projects to happen later rather than straight up canceling them.
888	Scenario one is best because with the implementation of rail, public utilization will be high, thus further propelling people to push for full implementation of rail transit.
889	Scenario 1 should be the only one considered. Charlotte, NC is on the trajectory to become a major national hub and with that comes the esteemed need to offer modern transit options, and at that time, that solely means further investment into the light rail solutions and development of the Gateway Station project. This plan should not be stagnated.
890	I would honestly like to see the lynx train clean. It is so filthy air vents have so much dust caked on them. Seats are nasty and sticky. I would rather risk falling down or bumping into people before I brag on any rails or safety handles
891	express bus needs to not make every stop. exp 46x stops at every stop on albemarle road. we have 3 other lines on that same road. the transit center needs better lighting. maybe add some blue string lights to the top of the arch way.
892	How will you make the bus system less sketchy? Having people take a bus from the airport is not a good first impression of Charlotte on travelers. Why wouldn't they just take an Uber from the airport? A light rail from the airport would be more inviting than buses.
893	Charlotte (the city) needs to stop endlessly talking and doing studies about light rail expansions. Just get it done...it's already now going to take decades longer than necessary (and cost more than necessary because the city officials are incapable of decided on a plan, sticking with it, holding contract labor accountable for delays, and actually creating more light rail options. The city population growth is not going to stop because the city will not move forward with a plan. Get it done and stop wasting time and money.
894	Given the fact that this update has been done so quickly for the sales tax, I believe that scenario one makes the most sense given the fact that things will most certainly change as time goes on, and that gives us the most flexibility to be able to extend the light rail when funding becomes more available
895	Nada
896	The most important service we can provide is better options to travel without a car. The cost of living and population continue to increase and we have to get real about that reality. A metric of success should be the number of families that can become one-car households.
897	I like #4!

898 We have to have more reliable and on time buses for express riders. Reliability is the single most important aspect for us. Express buses in particular are very inconsistent and that is the most important thing for us getting to work. We can't choose to ride the express bus then be late once a week to work. I understand traffic can vary however that isn't always to blame. These buses have issues constantly from feedback I get from the drivers. Please put money into better buses or a better maintenance staff that can fix them timely and keep them operational.

899 I don't think street car should be a high priority.

900 I'm not convinced in the likelihood of this being approved by the NC House and Senate, though I am for it. Transparently discussing how this will be paid for with the general public is necessary. With the northern Red Line gaps in stations, what is the likelihood of this being changed in the plan? Areas along West Craighead Road and North Graham Street have many people who could use the train to commute to work or leisure. This could also be a benefit to the existing businesses and grow the area without displacing existing neighbors that live there.

901 Coming from Chicago, Charlotte's public transit has a long way to go. Many cities you go to across the country have some form of rail at the airport into center city. Chicago, New York, Portland, Phoenix and even Dallas just to name some . It's easy and cheaper for tourist to come to Charlotte experience the city and the vibes of Charlotte on the way to center city and it's convenient for the thousands of airport workers. I like scenario 1 the most of all the scenarios. The silver line needs to be done. Yes I know you want to extend the Gold, and Blue lines but we already have them. We don't have a silver line and for a growing city like Charlotte and a hub like CLT airport and it's embarrassing. Imagine all the events Charlotte host and having an easy way from people out of town to take a train strait to uptown to experience it, book a hotel and stay a couple days without having to deal with the pain of shelling out more money ordering a Lyft. Build the silver line please!

902 The more transit options along heavy commute routes are necessary, especially on independence. Also, more public transit option should be available in the southeast of Charlotte to connect to uptown and the airport.

903 I think the light rail really needs to expand and extend out into the Matthews and Mint Hill areas. The areas I mentioned are going to need the service more than Ballantyne.

The bus system needs more stops and to work on being on time.

904 Todo lo que se haga para binestar de los usuarios sera de muchas ayuda y beneficio para todos
Everything that is done for the welfare of the users will be of great help and benefit to all.

	<p>Complete and utter BS. Where is the light rail for Matthews? We've been waiting 30 years and your solution is... buses? Instead of screwing over Matthews residents, perhaps light rail options could have been equally spread across the county. Kudos for the original plan that included light rail for Matthews and shame on the republican state legislature for denying the plan. While I</p> <p>905 understand penalizing the Republican portion of the county for the state government's actions, that doesn't make it right. Please find a way to include light rail (not more buses) for Matthews to Charlotte. Perhaps include Monroe and Union County for cost sharing. I will be voting no for any sales tax increase to supplement your plan - Matthews and Mint Hill residents don't receive any benefits, and the tax increase itself will mostly burden the poorest residents of the county.</p>
906	<p>Hard to get my head around the 4 different scenarios, as the information doesn't include cost, (reasonable) expected ridership, timelines, etc</p>
907	<p>Scenario 2 provides a balanced approach to serving the rapid transit corridors in some capacity while maximizing the amount of LRT.</p>
908	<p>Invest in rail as a priority (scenario 1).</p>
	<p>The biggest weakness in the current system is the length of time one waits at stops to get anywhere. In most short-length transfers, it's faster to walk to your destination than wait for the bus or train. Simply improving that step would increase usage considerably. More trains, higher speeds along the tracks. Express buses that run concurrent routes.</p> <p>The second thing is that trains have a much higher perceptive value than buses. Taking a train</p> <p>909 to the city center from the airport appeals to visitors values. Buses are rarely, if ever, considered as ways to get around for people from out of town.</p> <p>The last thing is a suggestion. The train stations were designed in a way that collecting fares became mostly voluntary and rarely enforced. Nor are fares checked often. I would propose an amendment within Charlotte that I'd bet most people would approve, which is a rise in sales tax in exchange for free fares. Wildly popular in cities like Kansas City and Baltimore.</p>
910	<p>What is the timeline for access to microtransit for the east corridor, i.e. Matthews?</p>
911	<p>As a major transit hub and growing city, need to continue plans for light rail expansion, as these bus bridges should only be transient. Once these are built the reliable increase in use will fund staff expansion for extended hours and line maintenance.</p>
912	<p>Please, we need more light rail services. One to concord mills, one extension through US 29 north will be great</p>
913	<p>I like scenarios 1 and 2. They are the most forward thinking in terms of the future.</p>
914	<p>I think scenario 1 is best by far, and 2 is also quite good. I'm not opposed to BRT on the East side in order to service the full corridor but see light rail as generally preferred, especially toward the airport. The relative cost of extending the Gold Line and building the Red Line make a ton of sense, and I'd love it even more if the Gold Line could get dedicated lanes and signal priority, at least within 277 to make it faster and more reliable to commuters in Plaza or Beattie Ford going into uptown, and vice versa.</p>
915	<p>Scenario 1 is a must , it needs to happen</p>

916	They're all bad. No meaningful justification is given for the Gold Line expansion, and without a serious overhaul of the route including absolute signal and traffic priority, it's not a serious transit option and never will be. Option 1 is the only one that makes any sense at all, but it's still not great. A light rail stop at, not near, *at* the airport should be a completely non-negotiable component of any serious transit plan for Charlotte.
917	I think more than anything Charlotte is behind in terms of public transportation, there needs to be more frequent bus stops, light rail needs to connect east and west, and all the way to the airport, and while I am here, I would like to mention that the light rails and buses need to be thoroughly cleaned more often
918	Concord has less connectivity to uptown we are in need of the 53x bus service to be extended with multiple timing frequency such as bus at 10 o clock to avoid the early rush
919	Why is the red line being prioritized. An airport connection is way more important
920	More cleaner buses
921	I think making the silver line a bus instead of light rail is short sighted because it makes it so expansions later on to the line will be more expensive. Or have to deal with traffic if from bus and if the bus isn't faster then driving why would people take it instead of driving.
922	The Silver Line really needs to go to Matthew's or further past. The time to drive between the airport and Ovens isn't as bad as driving from past 74/485 to Ovens.
923	3, 4 Scenerios are great! Ballentyne to Pineville NC would be an excellent because I want to move there by using the Light Rail and Micro Transit to be extended to Southern Mecklenburg County from Pineville NC to Matthews NC!
924	There needs to be easy access for the disabled and people 70 and older
925	While I appreciate the desire for faster implementation, I believe that the Charlotte Area Transit Authority should focus on expanding light rail service throughout the area. We are growing extremely quickly and we need to elevate the congestion on our roads. Mass transit via light rail service is the best option for today's commuters. Obviously, bus service is very important but commuters prefer light rail with stop to destination service covered by bus routes. Thank you all for your continued service to our area.
926	I think scenario 1 is the best while 2 is the second best option. I don't think more buses along those lines of transit would best suit the booming population of charlotte. Light rails provide more space for land use through removing/ lessening car infrastructure and making more land walkable.
927	The gold line needs to run later on days of games (soccer, football, baseball, etc). So many people use it, then have no ride back because it stops running too early. They need to run later.

Proponent of option one with the most light rail and street car expansion.

Also, I'm a frequent gold line user from sunnyside to uptown and mint stops. The biggest down fall is that I can't get home to sunny side after a typical soccer game or play. On the return trip home, even with soccer games getting out about 9:45pm, the street car I catch, stops at the arena and retires for the night. All last season I had to uber from the arena or drive. Such a missed opportunity!

Extending the evening final loop by even 30 minutes would make all the difference.

I drove to the CltFC home opener. Hope this has been looked at or will be looked at soon.

929 You should focus more on the local routes and make them better, limit some of the express routes those people have cars and don't have to get up 2 hours early to catch a bus.

930 MicroTransit should be offered through all of the county. Also offering the services to selected express route for midday usage (ex. 82x & 85x)

931 They are some what ☹️ and do not emphasize local area neighborhoods benefits.

932 Al tener un servicio de tren ligero o autobuses más eficiente y se mayor cobertura vamos agilizar el tránsito en la ciudad reduciendo tiempo, contaminación y otras ventajas By having a more efficient light rail or bus service with greater coverage, we will speed up traffic in the city, reducing time, pollution and other advantages.

933 The most vibrant cities offer rail systems to move about the area, though still important, bus transit should complement rail services.

934 Is gonna be good, but also you have to focus on security and safety on trains and buses

935 While I only use bus and light rail, making the system more accessible with expansion is needed.

936 The airport absolutely needs its own light rail station to compete with other comparably sized cities nationally

937 Build more Silver Line instead of Gold Line

938 I think plan 1 or 2 are needed for the airport connection. I don't have a preference between the two as long as the blue line can connect to the silver line. For reference I live in Pineville.

939 I think the first scenario is the best one as it will allow for quicker connection to all areas of the city.

940 N/a

941 I think it's great that the city ur thinking about expanding the public transportation in Charlotte. As a citizen who lives on the east side of Charlotte, this is something I would be so grateful for.

942 I love CATS. I wish the best for more public transit. Thanks for allowing us to input. God bless!

943 I think the plan is great. It will bring more opportunities for riders.

944 Scenario 2 or 3 make the most sense.

945 just dont fuck it up

946 Option 1 is the best available option. Light rail to Pineville and Ballantyne does not seem useful.

For me, Scenario 3 and Scenario 4 are non-starters since they do not include light rail service to the airport. From my opinion and anecdotally from peers, this is the most important transportation investment that the City can make. Cities that are considered "world class" and compete at the top tier for quality of life and economic development have rail connection from their CBD to their airport.

947 Of Scenario 1 and Scenario 2, Scenario 1 would be my preferred option. While BRT can be effective, a corridor of Independence's size should ultimately have a light rail service. Extending to Bojangles Colliseum would allow for a future extension of light rail on this corridor, even if not part of this transit expansion. The remaining segment of Independence can still be improved by a higher frequency of standard buses, even if they don't have the BRT treatment. Anchoring major regional destinations like stadiums through light rail has also proven to be an effective strategy nationwide.

948 Extending the light rail to Pineville and Ballantyne would be a valuable addition to the transit system, providing CATS riders with a more efficient commute home while reducing delays caused by peak-hour traffic. Another potential improvement could be enhancing connectivity within Ballantyne through CATS bus routes and adjusting existing bus routes in Pineville. Currently, some buses travel through highly congested community areas, and rerouting them could improve efficiency and reduce travel time for riders.

949 Having more trains around rush hour would be great on the blue line

950 Great

951 I really need it

952 Scenario One (1) is most practical, it will solve most charlotte residents transit challenges. Even if the silver line from airport to Bojangles starts out as separate with no connections to other rails/extensions, bus service can fill that gap until extensions are made to blue/gold lines. While it may incur more initial cost, it will easily be worth it

953 BUILD RAIL FIRST. All lines need to be rail, especially the Silver Line. We can compliment it with BRT routes later down the road, but every proposed route right now needs to be rail.

954 I appreciate the expanded light rail access for both the east and west—it's a must. Improved connectivity from the airport will also be a major benefit for visitors and employees. With the current traffic issues, this expansion will make a significant difference. However, it's crucial that this progress doesn't come at the expense of people's homes. Additionally, the system should be easy to use—people shouldn't have to jump through unnecessary hoops to access the light rail. There also needs to be reliable bus connections to transit hubs to ensure seamless accessibility for all.

955 I think we should be as bold, comprehensive, and expansive as possible with any development. Future benefits to social mobility and the environment are unquantifiable and huge. This plan determines whether to steer Charlotte into a smart transit future or endless parking and freeway expansion.

I like option 1 as it preserves the option to build the rest of the LRT system needed and connects the important node of Plaza-Midwood to Uptown as well as Uptown to the Airport by Rail. Rail to the airport is a political winner.

#2 is the second most palatable. I think delivering service to Mathews is important but I am worried that BRT could easily be watered down to only an enhanced bus.

956

The city needs more rail, the people want rail, so I am not as supportive of #3 and #4. While I support light rail to Ballentyne, I don't think it should be the priority rail corridor.

I do love the Gold Line streetcar concept but not sure why it is being prioritized over LRT. Any expansion needs to have signal priority and some dedicated lanes. Additionally, the downtown section should be retrofitted with signal priority and frequencies are far too low.

957 It's fine

958

We have the opportunity to fundamentally transform Charlotte. We need a light rail from the airport to uptown. We need to increase the frequency of the blue line.

959

Personally, I need the gold line to be extended to Rosa Parks as soon as possible. I would also like more access to CPCC campuses.

960

Better Bus scenario is the lowest cost of the tax payer in Meck Co. We are seeing property taxes that are pushing out people who CAN PAY TAXES! Renters DO NOT pay property taxes! Pressure employers to PAY FOR TRANSIT expansion. Additionally, the Better Bus scenario is a much more flexible option - ESPECIALLY the MICRO option - for people. Micro to the AIRPORT should be mission critical and can be implemented RIGHT NOW. There should be a micro option from Pineville/Southpark to the airport - right now. On demand is the way of the FUTURE. Light rail expansion is impossible and short sighted. Consider that with Atlanta's expansion the majority of metro Atlanta folks continue to drive to and from the city's centers! Such a major disruption to the city through the years at an expense that citizens will never pay down. Additionally, consider the Charlotte/Meck total contract and technical mismanagement of the trolley line - pathetic. Those people should be termed immediately.

961

More light rail is needed. I have a vehicle, so I am looking for a system that avoids traffic. Light rail does this, but it does not currently give me enough options to replace my vehicle.

962

Option 1 please! We should be investing in projects that are long term fixes like rail. I converted from driving to the express bus to get to work, but I know more people that would switch if rail was an option. Rapid buses are good for some things but building light rail infrastructure is an investment in the longer term success of public transit

963

I think it's a fresh start to a new way to view and implement transit.

I think the plan is overall a step in the right direction for Charlotte! I would like to see more details on what zoning changes will happen around bus and light rail stops to increase mixed use development. If the bus and light rail stops are not surrounded by higher density mixed use development, I fear that the stops will be underutilized.

964

Otherwise, I'm very excited for the Red line and the possibility that I won't have to sit in I-77 traffic. Also I'm looking forward to the light rail to the airport. I still believe more needs to be done there to make the rail option to the airport quicker, but I am happy with the direction the city is heading in. Let's get this passed!

Scenario one is great but bad for the blue light rail. The blue line should not be extended instead
965 have improved service. Please looking the user experience of your websites. Please make your website easier to use.

I feel like the Silver line has to be light rail because of all the hype it has already. So 1 and 2 are
966 the only options, highly preferring 1. Also, there's going to be a light rail to Pineville, that doesn't currently even have any sidewalks along a large section of Pineville-Matthews Rd?

967 Scenario 1 makes the most sense for system compatibility and future expansions, and it provides Matthews with light rail in a future extension.

968 More cleaner buses with wifi

The Silver Line light rail is critical to the future development of Charlotte. As the Blue Line has shown, the benefits of building a rail system are immense. We need to expand the rail system to other parts of the city to spread the benefits to a broader swath of the population. A well planned mass transit rail system is not just smart and strategic for growth and development but necessary for connectivity and mobility options (other than personal automobiles) in a rapidly growing city.

969

Car-centric congestion and traffic will never get any better than it is today, so don't waste time - it'll only cost more and be more difficult in the future. Mass transit is necessary if we want to be a competitive city in the future.

Also glad the Red Line is a reality. I think it's an important part of the system too but it cannot be the only rail line we build. We must build out the Silver Line as well.

970 Prefer scenario 1

971 Looking forward to more light rail, would love it to connect to the airport. Living in city limits myself, I would love to see greater connections and frequency in the city area.

972 Extensions to the Blue Line should be removed and the funds should be reprioritized towards completing as much of the silver line as possible. The Blue line is already excessively long with terribly frequencies that would only be further strained by an even longer line. Light rail is not meant to act as regional commuter rail. The eastern half of the silver line should be prioritized over the airport as it connects the highest density neighborhoods and would provide better access. The airport sections would benefit the least amount of people as the majority are not going to take transit to the center of the city just to transfer to another line. Frequencies across the system are no where reliable enough for this form of transit.

	<p>Frankly, non of the scenarios are satisfactory. The Silver Line alignment is half-baked for such a large investment, the gold line needs passengers before we even consider expanding it, and I worry that a crucial element to integrate all these ideas is being overlooked and could lead to their failure: a transit card system. Think London’s Oyster, Chicago’s Ventura, Tokyo’s Suica, etc. an IC card that could be added to mobile devices as well would make riding buses and the light rail miles easier. Keeping something as vital as this in mind would allow it to be rolled out with the new transit authority and the fare gate system and readers built into the expansion instead of retroactively integrating it. To touch on the Silver line, the Airport station needs to be as close as physically possible to the terminal as possible or there is little merit in constructing the western section; if a branch line or a tunnel is needed or both are needed, they’re needed and should be considered.</p>
974	<p>I think as. A daily riders the silver line is the most thing to be done. The route 5 is the bus to the airport and gets crowded badly at times . Gold line should also fully have a green light because routes 9 and 7 are the most high ridership local routes . Blue line should be BRT because that is only a 3 stop expansion that can be served. By a better brt bus. Also higher frequency and peak service should be added more to 5 3 7 9 11 15 16 19 21 27 34 and more service to Amazon</p>
975	<p>Transit options to the airport that minimize mode changes (transfers) are important for business travelers and tourists, especially with luggage. Scenario 2 meets that need. On-demand micro transit is also appealing, especially if autonomous vehicles become common as they can be added with less need to change the infrastructure. Building bus shelters/stops with covered bike racks and positioning them with access to protected bike lanes, greenways, contiguous sidewalks/multiuse pathways will improve flexibility.</p>
976	<p>I think having a line that connects the east to the west would be great for all residents. I live in east Charlotte and it would expand the places I’m able to go exponentially. I currently don’t have a car and rely on public transport to get basically everywhere and it’s frustrating when something you want to do is a \$30 uber ride away from you.</p>
977	<p>If it doesn't connect right to the airport without a shitty people mover that will be value engineered within an inch of its life, why bother? We need bus headways of 10 minutes maximum on most routes, light rail at 5-7 minutes headways maximum and commuter rail (red line) headways at most 30 minutes throughout the day. I have no trust that CATS has a desire to deliver that level of useful service. CATS needs to be out from under the City of Charlotte and truly become a regional authority.</p>
978	<p>Scenario 1 is the only acceptable option.</p>
979	<p>Need another alternative, Commuter Rail on CSX line from Uptown to Matthews</p>
980	<p>I think it is insane that we are not prioritizing the silver line to the airport that would be the most beneficial to the city. As a regular bus rider, I think the bus is a great way to connect different areas of the community but the airport, is the one location to prioritize rail over everything else.</p>
981	<p>Let us expand light rail.</p>
982	<p>the red line makes sense. frequent service to the airport makes sense. more uber style service makes sense. the rest does not.</p>

983	Scenario 1 would be a bold investment in our region's future. It seems that other options won't be sustainable for the continued rapid growth. Please include town of Matthews input in decision making. Thank you for soliciting feedback from the community!
984	plan 1 is more efficient since the light rail would go to Pineville which gives you more access to job opportunities and other resources
985	I think Scenario 1 primarily, and Scenario 2 as an alternative if you run the light rail directly to the airport terminals,etc. this would negate the need for a subsequent people mover. The benefit is it also unlocks airport Passenger Facility Fee money to be used for transit. FAA had a rule change years ago that allows transit that connects the airport to not be exclusively for airport passenger, meaning normal transit lines are also eligible. This could help Charlotte have more funds to build the light rail.
986	Scenarios 1 and 3 make the most sense. For scenario 3, should extend all the way to Ballantyne, just extending to Pineville doesn't make sense.
987	My ideal would be to have light rail going from uptown or connecting anywhere on the current blue line light rail all the way to the airport - that is, you get off the train at a station that is at the airport and requires no additional transportation. Prioritize micro transit. Develop the light rail in northern Mecklenburg County along the train tracks from Harris Blvd/115 all the way to Davidson and maybe Mooresville (but only if Mooresville buys into it and with the support of Lowe's Home Improvement). People don't feel safe on the bus, even the drivers. The routes take too long, often aren't direct, and aren't practical for people living in neighborhoods or clients with special needs who can't do transfers or would be vulnerable passengers. Microtransit to light rail from anywhere would be great.
988	1 is only viable one
989	My preference is Scenario #1 because Charlotte needs to extend light rail service in all regions and not leave any one location out. The light rail also needs to be supported with a more frequent, fast daily bus service to connect to trains and other bus routes, i.e. local to express bus connections. Also, micro transit to other bus routes needs to take no more than 10-15 minutes for pick-up to meet connections.
990	I think it's Excellent and I believe Scenerio 1 and 3 are better but I would like to see Micro Transit expand to Southern Mecklenburg County I'm Steele Creek Area, Pineville,Carmel Rd, Ballantyne, Matthews and Mint Hill
991	Every form of rail expansion is good.
992	This seems like good things to implement
993	they need to clean it up
994	the transportation needs to expand and grow since it is growing larger this should be one of the assets to the city for convenience and for visitors as well would be willing to pay a higher fare I think it needs a longer bus service
995	Should be more buses running
996	Scenario one and two are the most attractive discussion with staff did not give me faith that BRT would be as effective in moving people speed plus capacity, lack of faith and getting dedicated BRT lanes. Also Goldline needs signal prioritization in uptown. Every world class city needs a train from the airport to city center.
997	Red Line going to the airport (Communiter Rail)

	Rashawn Quadree bachelor need to get a contract to protect the station in a massive way 998 contact paper way organization company owner of Rocha Quadri bachelor 856-238-2477 or 980-704-7479 Robert Perkins Frederick D bachelor
999	Quicker bus routes
1000	Paper way organization company Google rashawn quadri's bachelor CEO's do not like any of the services Charlotte NC provides. Point blank poor decisions mayor government City Council etcetera e-mail floss ohhbachelor@gmail.com rashawn bachelor direct
1001	need to clean up this transit center
1002	need more bus services
1003	Need 20 min headway on Blue Line 8p-11p now
1004	MTC COMMENT CSX- C Use of CSX Track for Monroe Commuter Rail
1005	MTC COMMENT Comment 2 A Plan Comparison Charlotte Transportation Initiative
1006	More high frequency service on time and affordable security is terrible. They have people here at the CTC. The CTC should be by the stadium. The drivers are very disrespectful.
1007	more coverage or time performance is important need to get to work on time doctor's appointments too overnight service more cover security
1008	More bus
1009	Micro transit rollout bike racks are an essential component to include as the pilot rolls out and expands until ours can be expanded multimodal SUPPORT is a key way to close the service gap after 7 PM. Connection should be established with the 21 Statesville Rd. bus route.
1010	Micro transit need for service hours of operation to be extended so the return trip home from work as possible, increase awareness for riders and potential riders
1011	Make the transit go into airport, just like Chicago or other cities where the transit goes into the airport
1012	Light rail to Colsium is the best option for city infrastructure and traffic
1013	It will help those of us with disability and no transportation
1014	It will help a lot of people also people with medical issues
1015	I would like to see the rail or bus service to be close to Bette's Ford Road to create economy growth
1016	I would like the bus to be more on time and more bus between the rail train
1017	I think they should clean up down here
1018	I think it's OK
1019	I like the park and rides I want direct routes. I don't care if it takes me three hours to get downtown. I just want direct getting downtown sucks that's why I like the red line for special event events.
1020	I just happened to find out about this meeting by watching is somewhat related story on channel 18 10 o'clock. I don't usually watch a few weeks ago then looking up something on somebody's phone so though I live across the street, I would not have known to come by for this meeting, just saying I would strongly support bus rapid transit instead of building a railway that would be a mess and hurt perfectly good Wilkinson Boulevard for the probably few people who would ride a train. I would hope you don't ruin my house somehow with improved bus stops but I'll hope for the best thanks, Mary Killough

1021	I don't use a smart phone which I have heard is necessary to do that. I expect there are other people who cannot use that either for that reason. the buses beat trains trying to get along look and said Boulevard.
1022	I believe it would be awesome with consistency the funds is available
1023	I appreciate the program
1024	How will the proposed transportation projects impact low income, neighborhoods and communities of color what measures are being taken to ensure access for all residents, including those who rely on public transit how will the projects affect their quality noise levels and the canopy and surrounding communities?
1025	How will the one percent sales tax fund the redline improvements to communities not Charlotte I understand the transit plan, but why is the red line the priority line of conclusions if those communities are not vested with me transit why is medical and nutrition not part of the planning process? How can you better bounce trains to frequent the city while the buses connect communities outside of the city of Charlotte Garrick combs GARR1978@yahoo.com.
1026	hopefully this will better connect the city everyday commute
1027	Have more bus driver, road on time, more busier and more drivers and cut down the prizes on the bus and get ride of the cars
1028	Getting bus to go to work or other stuff
1029	Fine
1030	Faster or more buses running also better safety
1031	Efficiency, customer experience, client satisfaction, rent ability
1032	Blue line to Parkwood Station disconnected from the Amtrak station need identified bridge over the tracks would be five minute walk there's room at Parkwood for elevator and Amtrak
1033	30 on Sundays we need this bus to be scheduled
1034	30 minute headway on the blue line in primetime today current state is totally unacceptable and hurt support for future expansion and even current ridership 8 PM to 11 PM uptown events and 10 PM to 11 PM with a 30 minute wait people just won't take the blue line
1035	i think it would be a great thing if it works out as intended
1036	great and i hope they keep up great job
1037	More security
1038	I think there should be more access to regional areas such as concord, pineville and surrounding areas
1039	Scenario 1
1040	More safe concern at the tanis
1041	Scenario 3
1042	Show a schedule of stops be on time
1043	We don't need police to stop visiting the CTC
1044	Get more restaurants at CTC for people to eat. The bus drivers are rude too
1045	Sc 1
1046	I think it's the beginning of something that helps with better jobs
1047	Route 14: needs to serve late hours especially on weekends
1048	More security especially in the bus. Other than great work CATS!

1049	Well, there needs to be faster, lighter service to uptown Charlotte limit stops source get people moving along more frequent. That way congestion will be less problems. Will be less to keep people here at the transit less better bus service bus service should be in and out back-and-forth more frequent.
1050	I love it sound like win. Help more with wheeler chair and sand walks
1051	Scenario 4
1052	I think the future rapid transit system should be extended farther out to Matthew's Pineville and further more accessibility for seniors without catching a car transport to pick them up Huntersville without waiting long periods would very much be appreciated for the future seniors are on very limited income
1053	More security
1054	It could be connected good without being stranded. It would be nice and weather, protect protection and maintain better.
1055	Alternative Programs scenarios for the Transit System Plan - the planners are doing the best they can with public transportation. The mentality of some native Charlotteans and some newcomers' residents is to drive their expensive vehicles rather than to use public transportation. Many views public transportation as a low-income, inner-city option not meant for them. I often use Lynx's Blue Line, and I observe different reactions from passengers when boarding the light rail train with various other riders.
1056	I think it will be very beneficial to those who live farther away from bus stops or who are not financially able to pay multiple times to get transfers just to ride the bus a single time. One of the most valuable things about the rail station is the availability of all day passes which can also be used to ride the bus for a full day. Also while the busses at times run on a schedule which can be delayed without warning, the train usually announcing delays and arrival times insuring that riders can reach their destination at a more efficient time
1057	I think it is an amazing idea. I use public transit daily to get to work, stores, home, sometimes it is overcrowded. Scenario 1 & 2 would benefit the city very much making more areas easily accessible
1058	3 or 4 better bus & GL extension bus to airport
1059	in my opinion the alternative program helps with public transit. My preference was the Blue Line.
1060	I feel like this is great for the people of charlotte NC
1061	make it more doable for people
1062	I think the plan should focus on making public transport more accessible and more mixed use. 1. because its only right people have the option for public transport no matter where they live within the city or on the outskirts of the city. 2. Its more common sense to have a more (mixed use) based system for the growing population and the already existing one like for the elderly/homeless. I hope the city chooses what to do with the resources wisely.
1063	CATS need more securities and a better safety plan. Clean it up beter
1064	It should have extended hours for the pineville/ballantyne area
1065	I think the shelter would benefit the homeless greatly. We all need a service to do regarding this epidemic

(This page intentionally left blank.)