APPENDIX A

Public Engagement

Public engagement was a foundational component of the 2055 Metropolitan Transportation Plan (MTP) and guided the plan from its earliest stages. The purpose of the public engagement effort documented in Chapter 2 of the MTP and in this appendix was to ensure that the plan reflected the needs, priorities, and values of residents, businesses, stakeholders, and traditionally underrepresented communities across the CRTPO planning area. Engagement was designed to inform plan development, validate goals and objectives, guide project prioritization, and provide meaningful opportunities for community input throughout the planning process.

Public engagement occurred in three phases and was structured to gather early input to shape and confirm the MTP goals and objectives; solicit feedback on proposed transportation projects and multimodal improvements; and provide opportunities to review and comment on the draft plan prior to adoption.

To reach a broad and diverse audience, the engagement effort used multiple formats—including surveys, interactive maps, pop-up events, stakeholder meetings, focus groups, and virtual webinars—and provided materials in multiple languages. Overall, the engagement process strengthened the 2055 MTP by grounding it in community input, reinforcing accountability, and helping ensure that transportation investments support safety, accessibility, economic vitality, and quality of life throughout the region.

Phase 1 Engagement Summary

GOALS OF PHASE 1 ENGAGEMENT

Understanding the mobility needs of community members, business owners, and other stakeholders is a crucial part of the 2055 Metropolitan Transportation Plan (MTP) planning process.

This initial phase of engagement was intended to receive answers to the following questions:

- **What transportation goals matter most to you?** | This feedback was intended to verify the goals of the MTP and confirm that the public felt the objectives listed under each goal would lead to meaningful progress in achieving those goals.
- **Where do we need transportation improvements?** | This feedback was intended to better understand what transportation challenges the public was experiencing daily to assist jurisdictions with project selection and prioritization.

ENGAGEMENT OPPORTUNITIES

Phase 1 Engagement included the following engagement opportunities to the broader public:

Goals and Objectives Survey

Participants were able to give their thoughts on the proposed goals and objectives guiding the development of the 2055 MTP by taking an **online survey.** The survey also was made available in paper form and included a series of demographic questions. This helps to understand the representativeness of the survey responses in relation to the population of the region.

Interactive Map

Participants were able to mark on an **interactive map** areas throughout the region where they believed **transportation improvements** were necessary. They could also indicate which projects or priority corridors identified in the previous MTP were particularly important to them.

Community Pop-Up Events

To reach those who preferred to engage **in person**, the project team attended several **community pop-up events** during the Phase 1 engagement period to raise awareness, get feedback, and answer questions on the MTP. Information about the events were posted to the MTP website and CRTPO social media pages.

The goals and objectives survey and interactive map were available online for approximately a month during June and early July 2024.

ENGAGEMENT OUTREACH

The project team worked to spread awareness of these engagement opportunities across several outreach methods, including:

- Posts on CRTPO social media pages (Facebook and X)
- Rack cards and posted flyers with QR codes leading to the online engagement website
- A special edition of the CRTPO newsletter

The engagement website, survey, and interactive map were made available in multiple languages, including Spanish. In addition, outreach materials, such as the rack cards and special edition newsletter, were also made available in Spanish.

Reaching Underrepresented Groups

While the online engagement options engaged large amounts of people in the planning area, there were some noticeable demographic gaps in who responded. Participants who answered demographic questions listed higher incomes and more household vehicles than average regional households. Additionally, fewer interactive map responses were received in Iredell County.

With this in mind, additional effort was placed to reach groups that were less engaged online or were more likely to historically be underrepresented. These groups were primarily engaged through a series of equity focus groups held in August after the close of the online engagement.

EQUITY FOCUS GROUPS

To engage directly with **environmental justice (EJ) communities and people likely to be underrepresented** in the planning process, a series of ten **equity focus groups** were held with small groups throughout August.

The focus groups spanned across all three CRTPO counties and included both virtual and in-person opportunities, and were coordinated with area communities. This coordination helped identify and invite participants. The focus groups raised awareness of the MTP goals and objectives while gathering tailored insights to inform prioritization and project selection.

The results of the equity focus groups will be summarized separately from this document.

Goals and Objectives Survey

PHASE 1 ENGAGEMENT

The creation of the 2055 MTP includes developing goals and objectives that guide the MTP. These goals and objectives are designed to speak to the region's vision for transportation and will inform all aspects of the MTP. The Goals and Objectives Survey is included to engage the community on discovering and shaping that vision for the region. The survey was open from June 3rd through July 3rd of 2024. In total, over 270 respondents provided feedback on the goals and objectives. All six goals received agreement from more than three quarters of respondents.

Survey Dates:
June 3–July 3, 2024

274
participants

680+
comments

> 75%
agreement with all goals

2055 MTP GOALS

The six goals that were presented in the Goals and Objectives Survey are included here for reference. Each provides a statement or vision of regional transportation in Iredell, Mecklenburg, and Union Counties. Respondents had the opportunity to provide feedback on each goal.

Goal 1

Provide, manage, and maintain a safe efficient, and sustainable transportation system.

Goal 2

Promote an integrated, accessible, multimodal transportation system.

Goal 3

Develop transportation recommendations and policies that improve quality of life for residents, are sensitive to significant features of the natural and human environment, and encourage linkages between transportation and land use.

Goal 4

Promote equitable transportation options for the economically disadvantaged, minority, aging, and disabled populations.

Goal 5

Lead, participate in, and encourage regional and statewide collaboration.

Goal 6

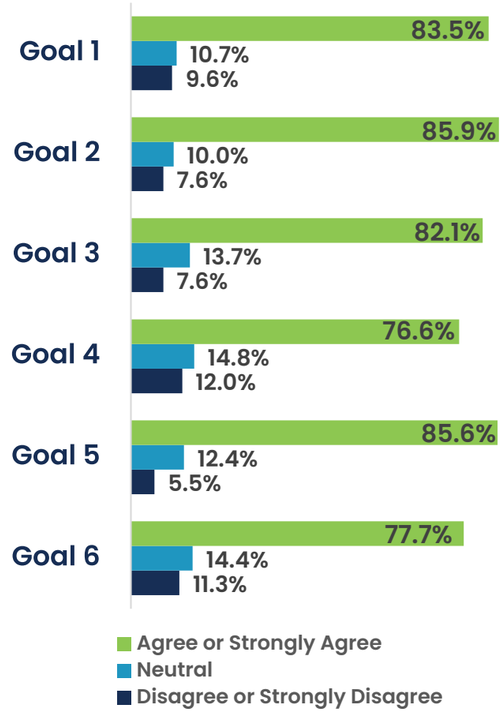
Support economic competitiveness by making transportation investment decisions that effectively utilize limited public resources, enhance system performance, and encourage opportunities for freight movement.

SURVEY RESULTS

For each of the six draft goals of the 2055 MTP, each participant was asked whether they agreed or disagreed that the objectives listed helped accomplish the goals. The chart below shows the results.

As shown, all six goals received agreement from over three quarters of survey respondents. In addition, for all six goals more respondents were neutral about the goals than in disagreement. Goals 2 and 5 saw the strongest agreement. While goals 4 and 6 saw less agreement, the vast majority of responses were still either in agreement or neutral.

Goals 2 + 5
were most agreed on



COMMENTS SUMMARY

For those that wanted to provide additional feedback, the survey allowed respondents to leave open-ended comments. Comments varied in sentiment, but tended to focus on the following broader themes:

- Transit access & service
- Safety & infrastructure for people walking and bicycling
- Sustainable solutions for congestion
- Spreading improvements across the planning area
- Emphasizing fast/low cost fixes
- Wanting more information and details on specific actions and strategies going forward

Goals and Objectives Survey

SURVEY DEMOGRAPHICS

In the Goals and Objectives Survey, the majority of respondents provided additional information about themselves. This information included gender, income, age, race/ethnicity, disability, language, vehicle access, and how they accessed the survey. These additional factors can help show how respondents of this survey represent the region's residents.

In summary, respondents to the survey partially fit the general demographics of the region, but tended to skew older, wealthier, and significantly more likely to be White and English-speaking than the general population. There is some evidence that survey respondents were more commonly from Union County, which may explain the variation in respondent demographics.

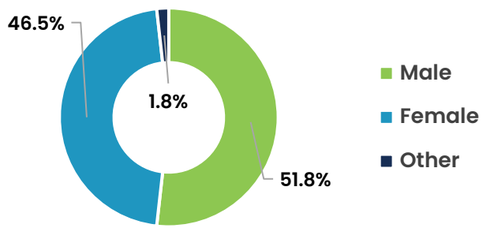
90.1% - 93.1%

response rate to demographic questions

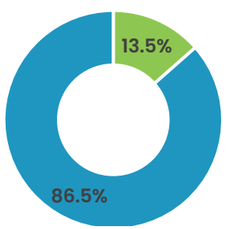
9

demographic questions

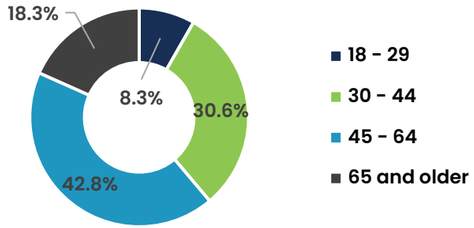
Gender



Disability



Age



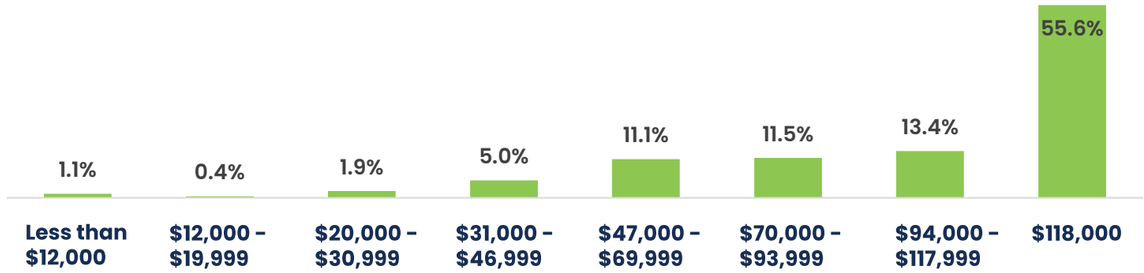
61% of respondents were over the age of 45. Less than one in ten were under the age of 30, with no respondents under 18 years of age.

3.5%

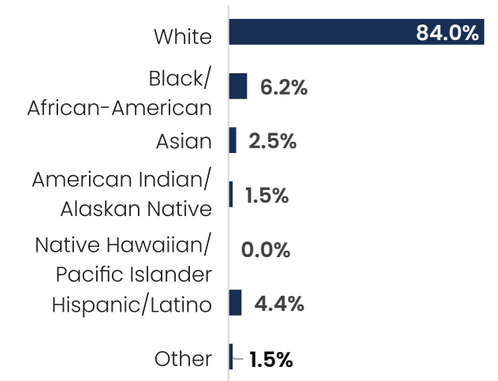
spoke a language other than English as their first language

Income

Over half of respondents claimed a total annual income over $118,000. The median household incomes in Iredell, Mecklenburg, and Union Counties are $73,103, $117,987, and $129,144 respectively. This indicates that survey respondents are on average wealthier than the community as a whole.

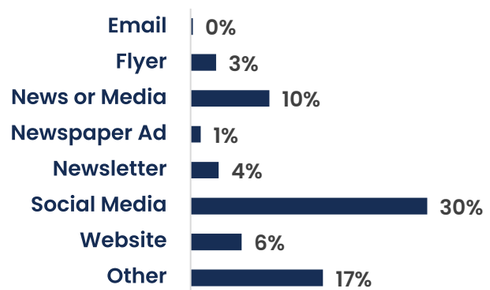


Race/Ethnicity

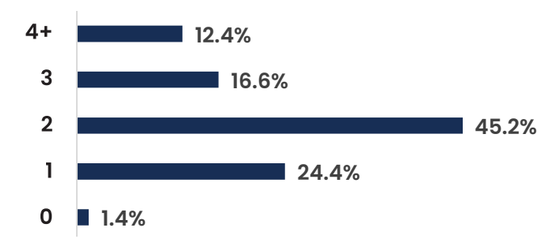


Compared to the general population of the planning area, a higher percentage of respondents are White (84.0% vs 55.9%) and fewer of those surveyed identify as any other race or ethnicity.

Heard About Survey From:



Vehicles Available



Very few respondents lacked access to a vehicle, with only 1.4% of respondents having no vehicle.

Reaching Underrepresented Populations

As a whole, survey respondents who answered demographic questions were older, less diverse, higher income, and more likely to have a car than the broader population. There were also very few non-English speaker responses.

Recognition of these disparities helped inform the outreach strategies behind the targeted **equity focus groups** to make sure underrepresented and Environmental Justice (EJ) populations across the region were being engaged in the planning process.

Interactive Map

To help better understand transportation needs throughout the planning area, an interactive map was posted on the MTP engagement website for community members to leave pins marking places they have transportation challenges or where transportation improvements were needed.

Participants were able to select an address or click on the map to place pins marking a corridor, intersection, or broader area they thought needed transportation improvements. They then could select all modes they felt needed improvement at that location and give some additional details on the improvements needed. Participants were also able to upvote comments that others had placed.

Projects and priority corridors from the previous MTP were also displayed on the map in case someone wanted to make a comment about a previously identified project or corridor.

The responses submitted will be used as guidance in the MTP development process and as a resource for TCC members to consider during the project submission phase.

Survey Dates:

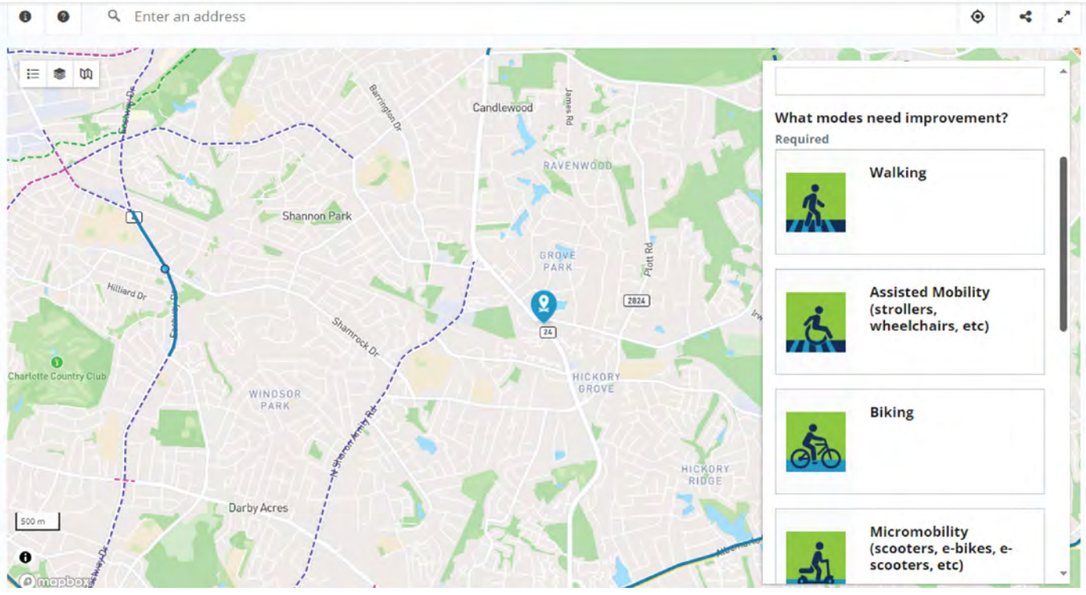
June 3–July 3, 2024

301

pins placed

Many pins marked multiple modes of transportation needing improvement.

- **206** Driving pins
- **105** Walking pins
- **96** Bicycling pins
- **60** Micromobility pins
- **56** Assisted Mobility pins
- **42** Transit pins
- **30** Freight pins

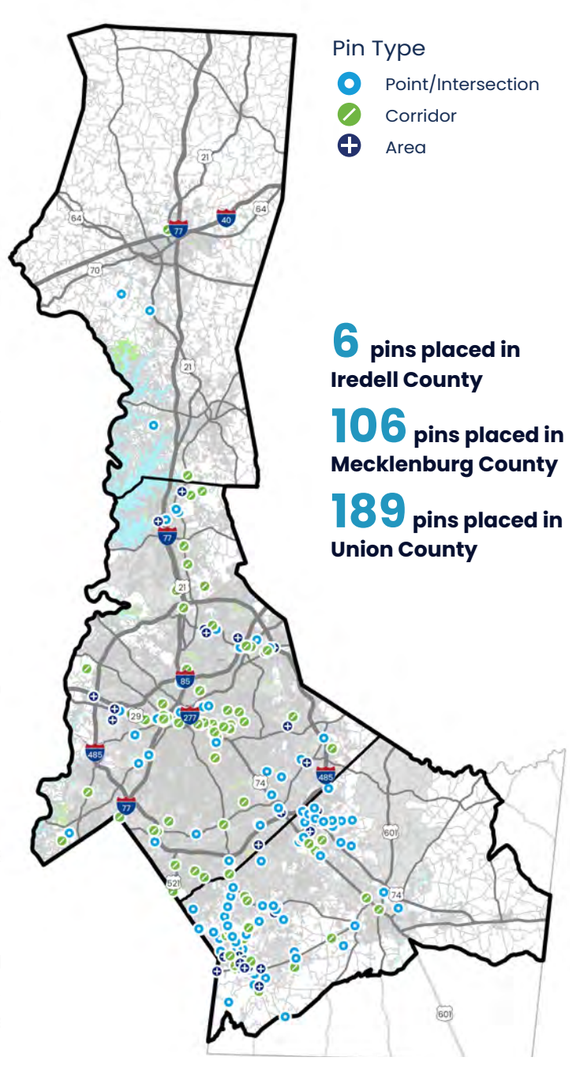


KEY TAKEAWAYS

- Regional corridors such as NC 115, US 74, Providence Road, W.T. Harris Boulevard, and Pineville-Matthews Road were highlighted as needing focus for roadway improvement as well as regional transit service and pedestrian/bicycle facilities.
- Many comments within Charlotte focused on improving safety and multimodal access on existing corridors, such as intersection safety and bicycle facilities along Central Avenue and providing sidewalks on both sides of Wilkinson Boulevard.
- US 74 was a consistent concern within both Mecklenburg and Union Counties, for congestion an safety. Comments also requested alternatives such as rapid transit along the corridor and a parallel greenway.
- There was significant emphasis in southern Mecklenburg County and Union County on roadway modernization, intersection improvements, and widening projects to keep up with growth and development.
- Many walking and bicycling comments emphasizec the need for pedestrian and bicycle connections to newer developments. Others emphasized filling current gaps around amenities like schools, parks, and shopping centers.
- Some roadway projects like the Waxhaw Bypass we supported specifically to move traffic out of areas that desired to be more pedestrian friendly.
- Many of the Union County roadway needs expresse involved intersection improvements, such as roundabouts or turn lanes, to improve safety and traffic flow.
- Most bicycle-specific comments expressed a need for either protected/separated bicycle lanes or mixe use paths to make bicycling safer.

While there were some responses critical of bicycling in Union County, most involved safety concerns abou sharing narrow roads with larger numbers of bicyclist implying a need for bicycle lanes or separated facilitie

Iredell County received comparatively few map pins, with most located in either Troutman or along NC 115. Other engagement efforts, such as the equity focus groups, have been shaped with the need to hear more from Iredell County residents in mind.



MAP COMMENT INVENTORY

The following is an abbreviated inventory of transportation challenges and desired improvements highlighted in interactive map comments across modes. This list is intended to capture public feedback and should not be taken as an endorsement of any listed project.

DRIVING

Iredell County

- General improvements to NC 115 corridor
- Traffic backups on US 21 in Statesville
- Need for intersection realignments around Troutman

Mecklenburg County

- Several major highway interchanges in need of improvement along I-77 and I-85
- Congestion accessing Charlotte-Douglas International Airport
- Traffic backups on US 74 causing safety challenges and crashes
- Capacity improvements along I-485
- Capacity improvements along Providence Road as gateway to western Union County and along Ardrey Kell Road and Youngblood Road for new development in Steele Creek and Ballantyne
- Traffic controls in Cornelius to help with traffic backups
- Dangerous turns across heavy traffic into major destinations like shopping centers, large churches, etc. highlighted across the county
- Desire for focus on connectivity and pedestrian-friendly design rather than widening around UNC Charlotte
- Modernization needed along rural roadways

Union County

- Roads in western Union County and in the Indian Trail area experiencing significant traffic and frequent backups; in need of improvements like turn lanes and traffic control
- Intersections in need of safety, visibility, and flow improvements across county
- Speeding issues and frequently run stop signs around Stallings, Indian Trail, Lake Park, and Hemby Bridge
- Frustration and safety issues with current US 74 superstreet design, expressed desire for alternative solutions like grade separation and improved crossings
- Capacity and intersection improvements along Providence Road (NC 16), Weddington Road (NC 84), and Waxhaw Highway (NC 75)
- US 601 and NC 200 improvements between US 74 and US 74 Bypass
- Safety improvements needed around Antioch Elementary School, especially at Castleford Boulevard and Antioch Church Road.
- Improvements needed at intersections near Downtown Waxhaw
- Waxhaw Bypass emphasized to improve traffic flow and move traffic out of Downtown Waxhaw

TRANSIT

- East Charlotte transit improvements (Central Avenue, and Eastway Drive)
- Connections to new development along Harrisburg Road
- Improved transit to Charlotte-Douglas International Airport
- Transit along NC 115 corridor
- Transit along W.T. Harris Boulevard Corridor
- Regional transit improvements along Providence Road Corridor through South Charlotte and western Union County
- Regional transit improvements along US 74 connecting to Indian Trail and Monroe

WALKING

Iredell County

- Multi-use paths along NC 115

Mecklenburg County

- Major corridors in East Charlotte including Central Avenue, Brier Creek Road, Norland Road, and Eastway Drive highlighted as needing significant pedestrian safety improvements
- Sidewalks/crosswalks needed along major corridors like Pineville-Matthews Road, and W.T. Harris Road
- Improved pedestrian connections in NoDa/Villa Heights around LYNX Blue Line 25th Street Station
- Improved pedestrian connections from Sharon Amity/Shamrock communities to proposed LYNX Silver Line rapid transit corridors
- Sidewalks on both sides of Wilkinson Boulevard
- Improved connections to parks, greenways, and schools from nearby neighborhoods
- Improved walkability/pedestrian friendliness around UNC Charlotte
- Crosswalks needed throughout, especially at major intersections and transit transfer points
- Pedestrian/greenway connections to Mint Hill
- Greenway alternative to US 74
- Multi-use paths along NC 115 through North Mecklenburg towns

Union County

- Connections needed across US 74, especially to Downtown Indian Trail from shopping centers
- Pedestrian improvements along Waxhaw-Marvin Road, Providence Road, Waxhaw Highway North, and Waxhaw-Indian Trail Road
- Pedestrian and assisted mobility improvements in Downtown Waxhaw; Waxhaw Bypass to remove traffic from Downtown to enable changes
- Sidewalk connections in Downtown Mineral Springs
- Safe sidewalks and crosswalks needed around Cuthbertson Middle and High Schools; and Antioch Elementary School

Phase 2 Engagement Summary

2055 MTP PHASE 2 ENGAGEMENT

Survey Dates:
June 19—July 19, 2025

During Phase 2 Engagement, feedback was gathered on the draft fiscally constrained project list for the 2055 MTP plan. Draft projects were identified and evaluated through a three-step process.

1. Staff from member jurisdictions submitted roadway corridor and intersection projects for inclusion in the 2055 MTP prioritization process.
2. A total of 216 submitted roadway and intersection projects were evaluated in a two-tier scoring process. Tier 1 evaluated the need for projects based on quantitative data on safety, job access, and congestion. In Tier 2, a subcommittee of jurisdictional representatives from all three counties measured project sustainability through qualitative scoring for impacts and connectivity improvements.
3. The prioritized projects were evaluated against a reasonable expectation of transportation revenues to arrive at a fiscally constrained project list with a total of 93 projects.

The second phase of engagement also focused on answering two key questions:

- **Do the draft projects in your community help to address the 2055 MTP Goals and Objectives?**
- **Are there specific multimodal improvements (bicycling, walking, access to transit) that you'd like to see as a part of any of these roadway projects?**

ENGAGEMENT OPPORTUNITIES

Phase 2 Engagement included the following engagement opportunities:

Engagement Outreach

The project team spread awareness of these engagement opportunities across several outreach methods, including:

- Posts on CRTPO social media pages (Facebook, Instagram, and LinkedIn)
- Rack cards and flyers with QR codes leading to **2055mtp.org**
- A special edition 2055 MTP newsletter
- The CRTPO website and **2055mtp.org** (which included an informative video)

The website, survey, and interactive map were made available in multiple languages, including Spanish. Two Spanish language radio interviews were also conducted to advertise the process. Outreach materials, such as the rack cards, special edition newsletter, and video, were also made available in Spanish.

Community Pop-Up Events

To engage constituents **in-person**, the project team attended **community pop-up events** during the Phase 2 engagement period to raise awareness, gather feedback, and answer questions. Information about the events were posted to the 2055 MTP website and CRTPO social media pages and shared by member jurisdictions on their social media platforms..

Draft Project List Survey

Participants were able to review and provide comment on the draft fiscally constrained project list by taking an **online survey**. The survey was also made available in paper form and included a series of demographic questions.

Interactive Map of Draft Projects

Participants were able to review an **interactive map** showing all of the projects included in the 2055 MTP's draft fiscally constrained project list. They could leave a comment or upvote/downvote projects identified in the MTP that were particularly important to them.

Stakeholder Meetings

A group of stakeholders were identified and participated in meetings organized around **Economic Development, Moving People and Goods**, and **Sustainability and Mobility**. The meetings primarily focused on facilitated discussion.

Equity Focus Groups

Equity Focus Group meetings were held within Iredell, Mecklenburg, and Union counties to engage directly with **environmental justice (EJ) communities and people likely to be underrepresented** in the planning process. A series of small group meetings were held throughout July of 2025.

The focus groups included virtual and in-person opportunities, and were coordinated with area communities. These groups reviewed and provided comments on the fiscally constrained project list.

A summary of the Equity Focus Group meetings will be posted on the CRTPO website.

Community Presentations

To help spread the word about the second phase of engagement and solicit feedback on the draft fiscally constrained project list, the CRTPO staff gave community presentations to Western Union Municipal Alliance and Freedom School Partners. The latter presentation and accompanying field trip to the Charlotte Urban Design Center was organized specifically to connect with and provide opportunity for feedback from youth in the region.

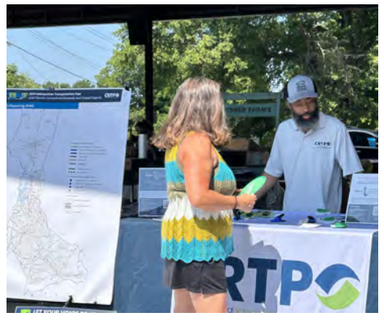
Community Pop-Up Events

The Phase 2 engagement effort tapped into existing community events to bring awareness to the MTP process and the draft fiscally constrained project list. Topics of conversation included:

- Highlighting what we heard in Phase 1
- Showcasing the process to date
- Informing constituents how the draft fiscally constrained project list was identified
- Feedback on 2055 MTP draft recommendations

Pop-up events included locations from across the CRTPO planning area:

- Davidson Juneteenth Festival
- University City Juneteenth Art Fest
- Huntersville Growers' Market
- Union County Farmer's Market
- Rosa Parks Farmer's Market *(Charlotte, NC)*
- Mad Miles Run Club *(Charlotte, NC)*
- Charlotte Eagles Block Party
- Champion House of Care Back to School Festival *(Charlotte, NC)*
- Hot Rods and Hops Cruise *(Mooresville, NC)*
- Statesville Rotary Farmers Market



Draft Project List Survey

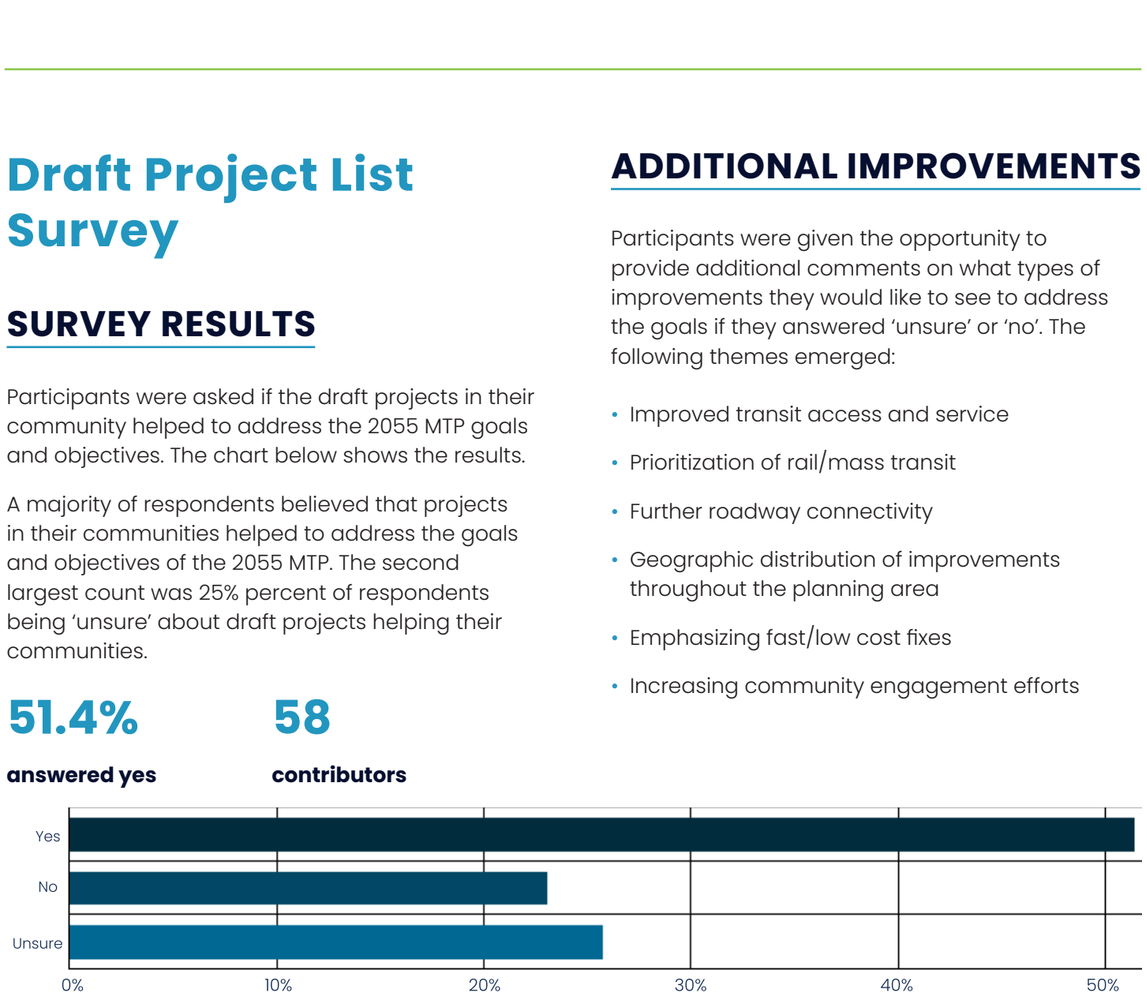
SURVEY RESULTS

Participants were asked if the draft projects in their community helped to address the 2055 MTP goals and objectives. The chart below shows the results.

A majority of respondents believed that projects in their communities helped to address the goals and objectives of the 2055 MTP. The second largest count was 25% percent of respondents being 'unsure' about draft projects helping their communities.

51.4%
answered yes

58
contributors



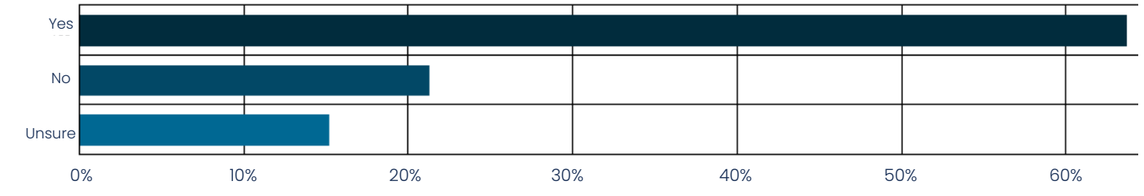
MULTIMODAL IMPROVEMENTS

Respondents were asked about multimodal improvements (biking, walking, transit) that they would want to see as a part of the draft fiscally constrained project list.

In summary, most survey respondents identified multimodal improvements they would like included as part of the roadway projects. These responses are summarized in the chart below.

Participants were asked to specify the improvements they wanted by providing an open-ended response opportunity. The following themes emerged:

- Additional investment in multimodal transportation
- Extension of rail lines to underserved or distant communities
- Connections to and from major greenways



ADDITIONAL IMPROVEMENTS

Participants were given the opportunity to provide additional comments on what types of improvements they would like to see to address the goals if they answered 'unsure' or 'no'. The following themes emerged:

- Improved transit access and service
- Prioritization of rail/mass transit
- Further roadway connectivity
- Geographic distribution of improvements throughout the planning area
- Emphasizing fast/low cost fixes
- Increasing community engagement efforts

Draft Project List Survey

DEMOGRAPHIC RESULTS

The survey included opportunities for respondents to share demographic information for staff to better understand community perspectives.

Respondents to the survey tended to skew older and wealthier than regional averages. However, respondents also represented a more diverse cross-section of the community when compared to racial/ethnic distribution across the region.

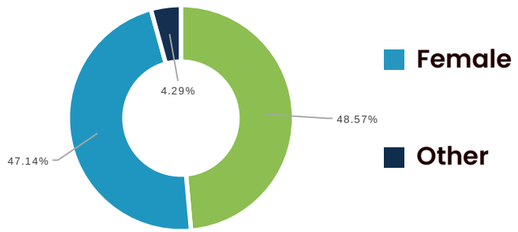
84%

of survey respondents were age 30 or above

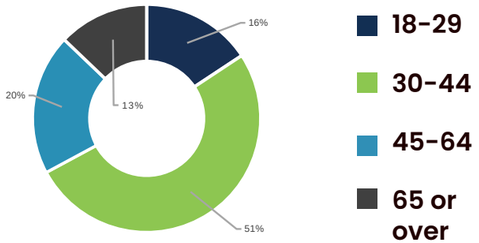
16%

of survey respondents were under the age of 30

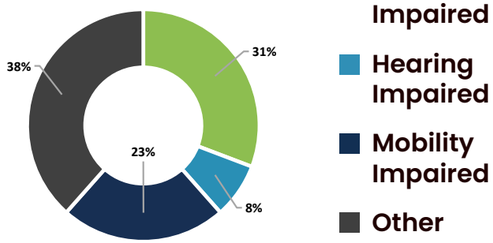
Gender



Age

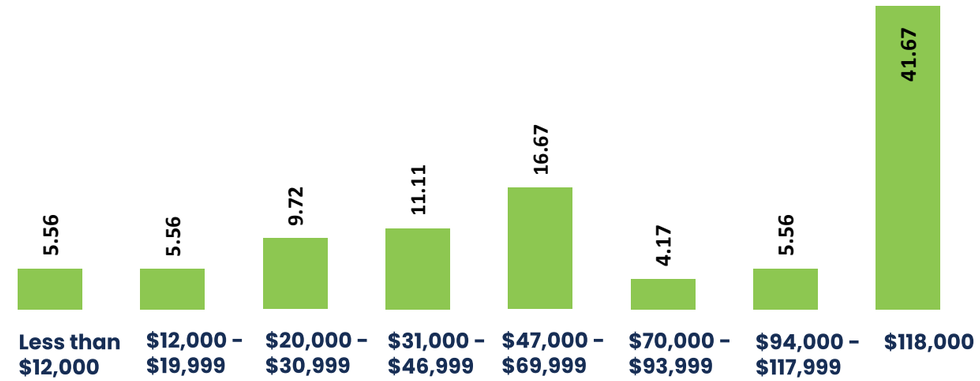


Disability

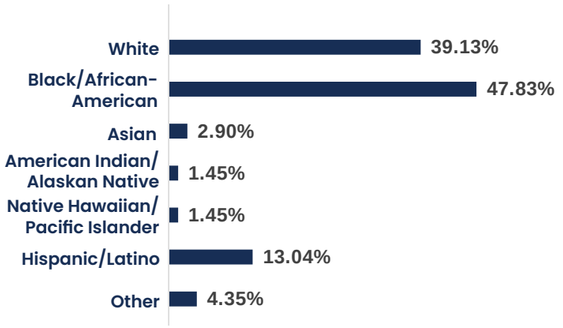


Income

Just under half of respondents claimed a total annual income over $118,000. The median household incomes in Iredell, Mecklenburg, and Union counties are $73,103, $117,987, and $129,144, respectively. This indicates that survey respondents are on average wealthier than the community as a whole.



Race/Ethnicity



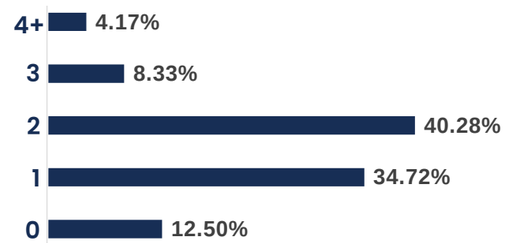
Compared to Phase 1, Black/African-American participation increased nearly eightfold, while Hispanic/Latino responses quadrupled.

Reaching Underrepresented Populations

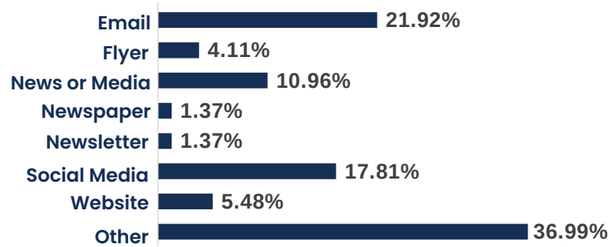
In this survey series, respondents who answered demographic questions were majority ages 30-44, more diverse, higher income, and more likely to have a vehicle than the broader population. There were also an increase in non-English speaker responses.

By acknowledging disparities throughout the planning area, the engagement process sought to incorporate residents from all backgrounds to create a more comprehensive and inclusive engagement process.

Vehicles Available



Heard About Survey From:



Interactive Map

An interactive map was posted on 2055mtp.org for community members to submit comments on the projects in the draft fiscally constrained project list.

Participants could engage with projects by submitting comments, upvoting or downvoting using the icons beneath each project, or by selecting a project to view additional details. =

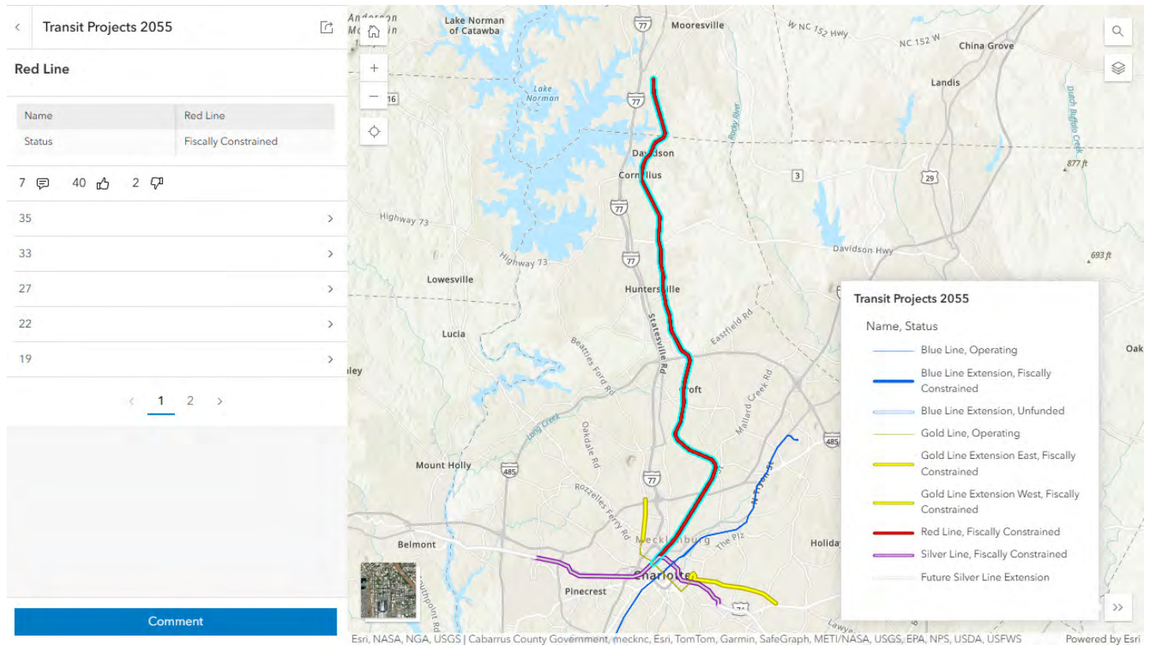
The responses were submitted and will be used as a resource for elected officials representing different jurisdictions across the planning area as they consider adopting the final project list for the 2055 MTP.

939

interactions

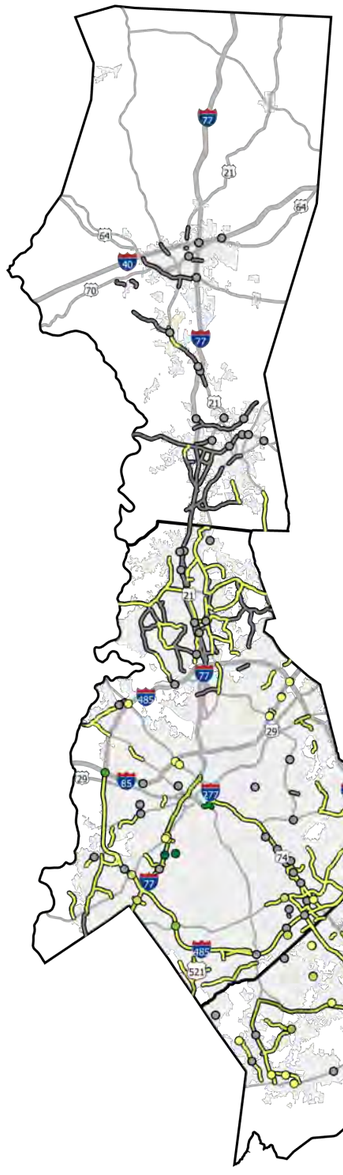
- **141** project comments
- **514** project likes
- **126** project dislikes
- **88** roadway project comments
- **34** transit project comments
- **22** intersection project comments
- **14** comments submitted via email

Phase 2 interactive map user interface

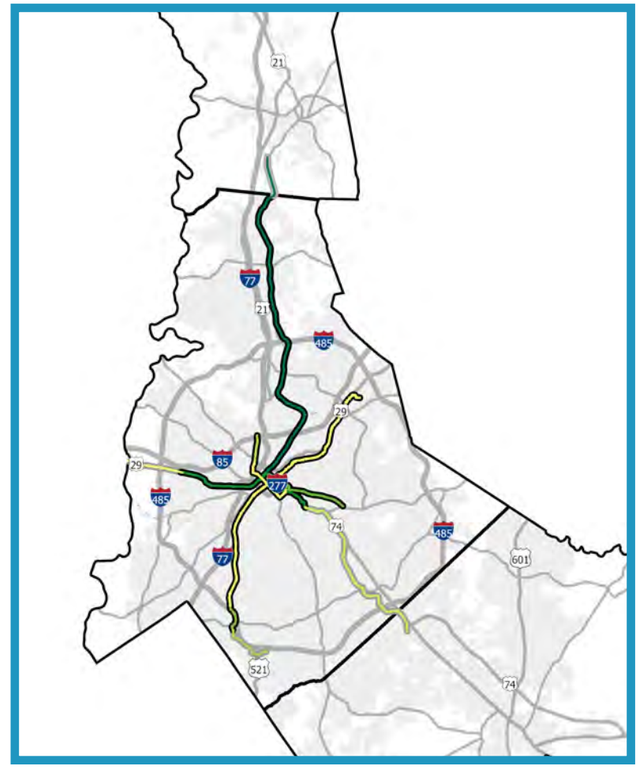


Roadway and Intersection Upvotes

The maps below showcase the distribution of upvotes across the different draft projects. **Projects colored yellow to green received more upvotes** (green being the most upvotes). **Projects colored gray received zero upvotes.**



Transit Upvote Inset



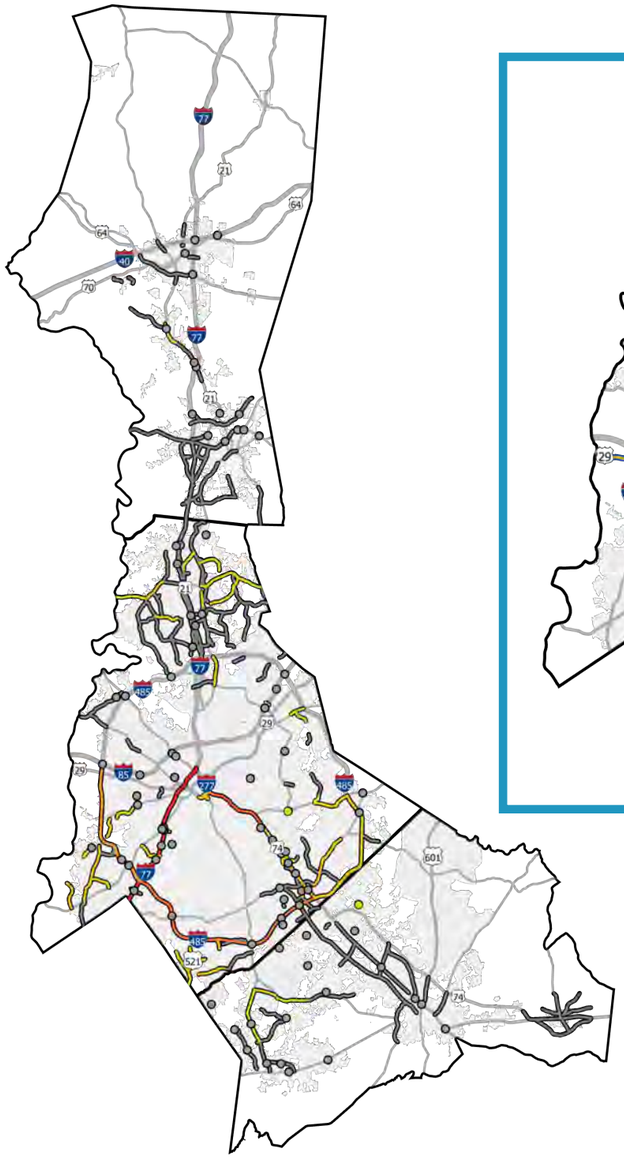
288 roadway project upvotes

173 transit project upvotes

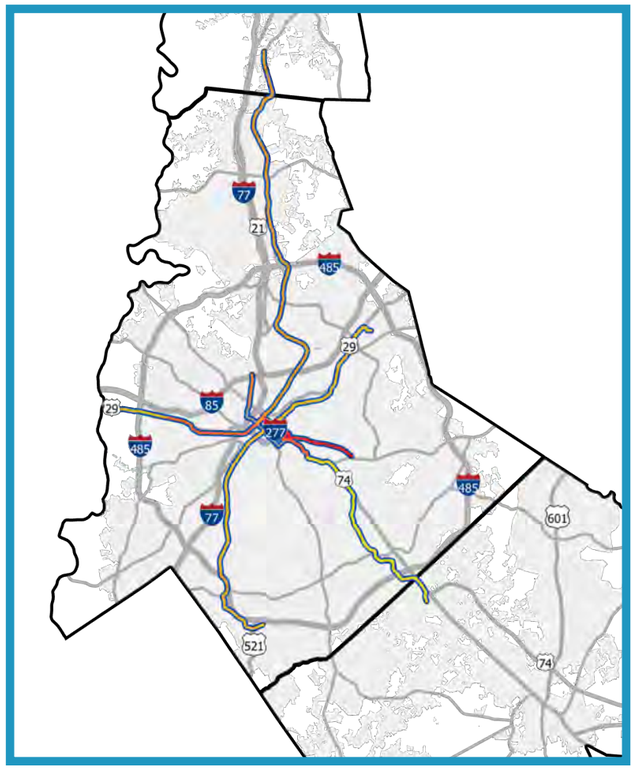
53 intersection project upvotes

Roadway and Intersection Downvotes

The maps below showcase the distribution of downvotes across the different draft projects. **Projects colored yellow to red received more downvotes** (red being the most downvotes). **Projects colored gray received zero downvotes.**



Transit Downvote Inset



103 roadway project downvotes

21 transit project downvotes

2 intersection project downvotes

PROJECT FEEDBACK

Top-Upvoted Projects

Roadway

- CLT-1, 3rd St/4th St
- CLT-20, John Belk Frwy
- U-3467, NC 84
- CLT-21, Johnston Rd
- CLT-7, Arequipa Dr
- CLT-9, Ballantyne Commons Pkwy
- UNI-2, Weddington Rd
- CLT-18, I-77
- DOT-1, US 74
- U-2509B, Independence Blvd (US 74)

Intersection

- CLT-I10, South Blvd at Tyvola Rd
- CLT-I24, Tyvola Rd at I-77
- I-6016, I-85 at I-485
- DOT-I2, I-485 at Pineville-Matthews Rd (NC-51)
- HL-0135, New Town Rd at Cuthbertson Rd

Transit

- Red Line
- Silver Line (Fiscally Constrained)
- Gold Line Extension East (Fiscally Constrained)
- Blue Line Extension (Fiscally Constrained)
- Blue Line Extension (Unfunded)

COMMENTS

Comments were collected through participation in the interactive map. The maps on the previous pages highlighted draft projects—allowing participants to leave comments, upvote or downvote proposals, and access additional project details by clicking on them. A high-level overview of comment themes are shown below:

Comment Overview

- Interchange safety should be upgraded through the addition of interchange lighting, lane markings, and signage
- Improving roadways with longer and more dedicated left and right turn lanes to improve traffic flow and reduce congestion
- Signal prioritization for train routes that intersect roadways
- Encourage ridership and increased accessibility for new train lines through frequent bus connections
- Interest in alleviating congestion through roadway improvements
- Support for urgency and implementation for roadway and intersection projects across all three counties
- Interest in the development of multiuse path connections
- Encourage transit ridership through electrification
- Requests for additional information on future implementation on roadway improvements
- Support for interconnectivity across the planning area

**A comprehensive inventory of all comments received can be distributed upon request.*

Stakeholder Meetings

Throughout Phase 2 Engagement, the CRTPO led three virtual stakeholder meetings. Each meeting included a group of stakeholders with specific relevance to that meeting's theme.

- **Economic Development—**This meeting focused on economic development groups and initiatives throughout the planning area. Invitees included local and regional organizations that support economic development.
- **Moving People and Goods—**This meeting focused on freight, travel, and tourism, including freight stakeholders, visitors' authorities and tourism groups, and representatives from relevant transportation hubs such as Charlotte-Douglas International Airport and the Charlotte Inland Port.
- **Sustainability and Mobility—**This meeting included organizations looking at regional planning, housing, land use, and sustainable transportation.

STAKEHOLDER MEETING TOPICS

Economic Development - June 24

- Economic Development
- Job Accessibility
- Infrastructure
- Connectivity
- Social Mobility

Sustainability & Mobility - July 8

- Sustainability & Equity in Transportation
- Regional Collaboration & Planning
- Safety & Resiliency
- Affordability & Development
- Economic & Emergency Planning

Moving People & Goods - July 2

- Traffic Management for Special Events
- Multimodal Transportation
- Freight Movement
- Strategic Planning and Community Engagement

To ensure coverage across the CRTPO planning area, the project team included stakeholders that represented all three counties within the region or included groups that represented the entire planning area's interests.

Phase 3 Engagement Summary

2055 MTP PHASE 3 ENGAGEMENT

Gathering feedback and engaging with community members throughout the preparation of the 2055 MTP draft document has played a critical role in the planning process, helping to shape the document into a reflection of insights into the needs of community members.

Engagement Dates:

January 12-February 17, 2026

The third phase of engagement focused on community members providing feedback on each chapter and the plan as a whole. Feedback was collected through a digital survey which provided opportunities for both quantitative and qualitative responses.

ENGAGEMENT OPPORTUNITIES

Draft Project Survey

Participants had the opportunity to fill out an online survey where they could provide comments on the draft 2055 MTP. The survey was also offered in paper form and included a series of demographic questions.

Community Pop-Up Events

Members of the engagement team met residents at community facilities across the planning area during times with high foot traffic. A table was set up with informative materials to educate residents about the draft MTP, its components, and how they could provide their own feedback through the digital survey.

Virtual Webinars

Phase 3 engagement efforts also included two virtual webinar events, one which was held in English on January 13th and the second webinar was conducted in Spanish on January 20th. These events provided an overview of the 2055 MTP, the engagement process, and an outline of the draft MTP content highlighting significant themes from each of the chapters. Following the presentation, participants were invited to fill out the survey and provide feedback on the draft plan.

Engagement Outreach

A variety of outreach methods were used by the project team to spread awareness and share engagement opportunities across the community, including:

- Posts on CRTPO Social Media pages (Facebook, Instagram, and LinkedIn)
- A special edition of the CRTPO newsletter focused on phase 3 engagement of the 2055 MTP

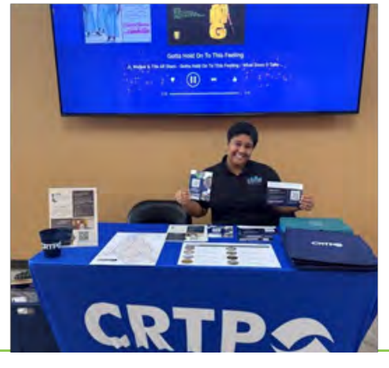
The survey was made available in multiple languages, including Spanish.

Community Pop-Up Events

Phase 3 engagement efforts utilized community spaces to create opportunities for dialogue and input regarding the draft MTP. There were 10 total pop-up events which occurred across the CRTPO planning area:

- Mooresville Public Library
- Keith Family YMCA *(Charlotte, NC)*
- Iredell County Public Library
- McCrorey YMCA *(Charlotte, NC)*
- Brace Family YMCA *(Matthews, NC)*
- Marshville Community Center
- Eastway Regional Rec Center *(Charlotte, NC)*
- Davidson Library
- North County Regional Rec Center *(Cornelius, NC)*
- Hickory Grove Library *(Charlotte, NC)*

These events served as an informal and geographically equitable attempt to meet community members where they are, making engagement convenient and accessible for residents across the planning area. A total of 214 interactions were generated from these events, which were focused on directing individuals to leave feedback through the survey and to answer any questions community members had regarding the draft MTP.



MTP Draft Survey

SURVEY RESULTS

Several different metrics were used to measure the engagement levels for survey respondents. The site reached a wide number of community members across the engagement, receiving over 800 views and over 600 visits, of which 440 were first time visits. This resulted in a total of 71 datapoints collected from 26 different contributors, all providing insight on different aspects of the plan.

For each of the chapters of the draft plan, respondents were asked the following questions:

- **Does this chapter of the plan align with the goals and objectives of the MTP?**
- **Is there anything in this chapter that the CRTPO should focus on when addressing the goals and objectives?**
- **Do you have any other thoughts you would like to share regarding this chapter?**

Respondents were also asked the following question regarding the overall state of the draft plan:

- **Do you have any other thoughts you would like to make known regarding the 2055 MTP?**

Respondents identified several focus areas that they felt could be prioritized to address the goals and objectives of the MTP.

Common themes among respondents are broken down below by chapter:

Introduction

- Safety as top priority
- Multi-modal integration – greenways and complete streets
- Congestion relief
- Existing roadway maintenance

Engagement

- Convenient, easy to follow engagement process
- Appreciation for interactive engagement materials
- Longer engagement periods
- More coordination with local media

State of the Region

- Need for increased pedestrian infrastructure near schools
- Transportation concerns in northwest Charlotte

Addressing Transportation Challenges

- Addressing issues with state-maintained roads
- Relieving development pressure for areas deemed "less suitable for growth"
- Improving public transit infrastructure and service frequencies

Congestion Management Process

- Congested corridors between Mecklenburg and Union Counties
- Major congestion along Catawba river crossings (US-74, I-85, NC-27)

Financial Plan

There were no specific themes identified by respondents for this section. When asked if the chapter aligned with the goals and objectives of the MTP, one third responded "Yes", while the remainder of respondents indicated "Unsure/No Opinion".

Projects

- Support for Mt. Holly Road and Mt. Holly-Huntersville Road widening projects
- Incorporate complete streets elements in the scope of roadway projects
- Necessity of connections for regional and local rail services to major transit hubs
  - » Completing the Charlotte Gateway Station for direct regional rail access
  - » Connecting the Charlotte Douglas International Airport to local rail services via the Silver Line
- Support for NC 160 (Steele Creek Road) widening project between S. Tryon Street and the South Carolina State Line

Evaluating Performance

There were no specific themes identified by respondents for this section. When asked if the chapter aligned with the goals and objectives of the MTP, half of respondents indicated "Yes", while the remainder of respondents selected "Unsure/No Opinion".

Future Considerations

- Easing pressure from development on roadways
- Ensuring that developers are making necessary improvements to impacted roadways throughout the development process

Respondents were also asked if they had any other thoughts they wanted to make known regarding the 2055 MTP following input for each chapter. The key concepts and ideas from those responses are summarized below:

- Allocation of funds for greenway projects
- Including development provisions for roadway improvements for new construction projects
- Advancing active construction projects in a timely manner