

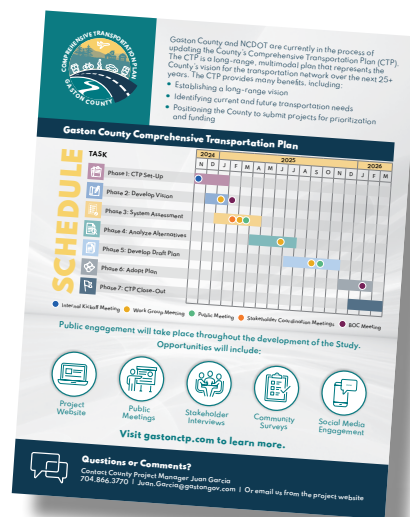
Public Input – First Round

The first round of public input for the Gaston County Comprehensive Transportation Plan (CTP) was held February 1, 2025 to April 30, 2025 to obtain input on concerns and needs of the existing transportation system across all modes. Feedback on the draft plan goals and objectives, which were the same as the Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO) 2055 Metropolitan Transportation Plan (MTP) goals and objectives, was collected from February 1 to March 2 to align with the MPO MTP goals and objectives public comment period. Round 1 consisted of an online survey and a booth at the Get to Know Gaston event on April 3, 2025.

Online Survey

A link to the survey and a QR code were posted on the project webpage (<https://gaston-comprehensive-transportation-plan-gcnc-tax-admin.hub.arcgis.com/>), which was accessible from the County website. A flyer containing the survey link and QR code was provided to the Stakeholder Committee for circulation via social media and other digital communication methods. Printed copies of the flyers were handed out at the Get to Know Gaston event.

A total of 436 individuals who either live or work in Gaston County submitted responses to the online survey. A summary of the input is provided on the following pages. All questions were optional.

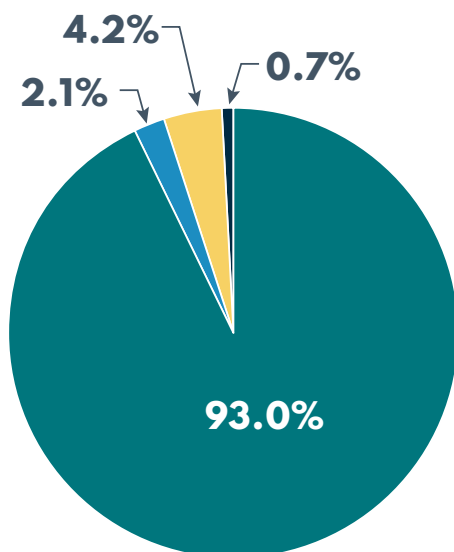
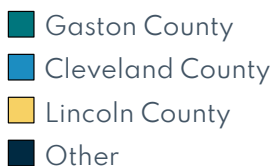


STEP 1 Step 1 of the survey invited respondents to share information on where they live and work as well as demographic information, including their age, race/ethnicity, gender, and annual household income. This information enabled the project team to gauge how representative the survey responses were of the community.

What county do you live in?

Total Responses: 427

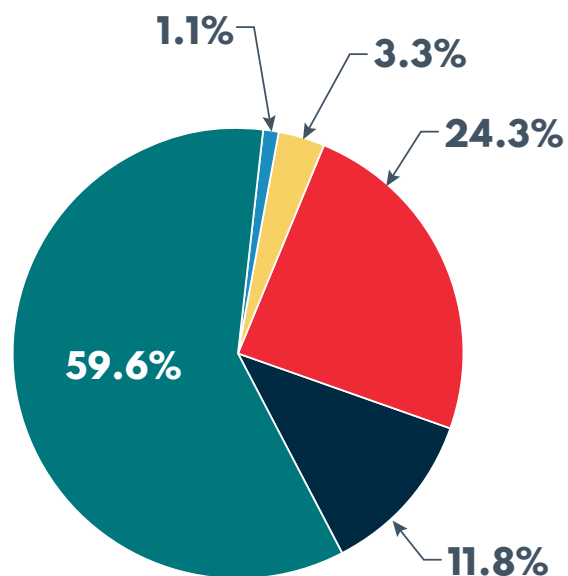
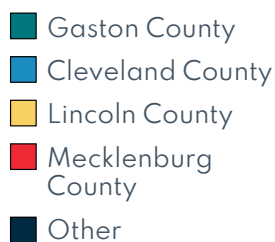
No Answer: 9



What county do you travel to work?

Total Responses: 272

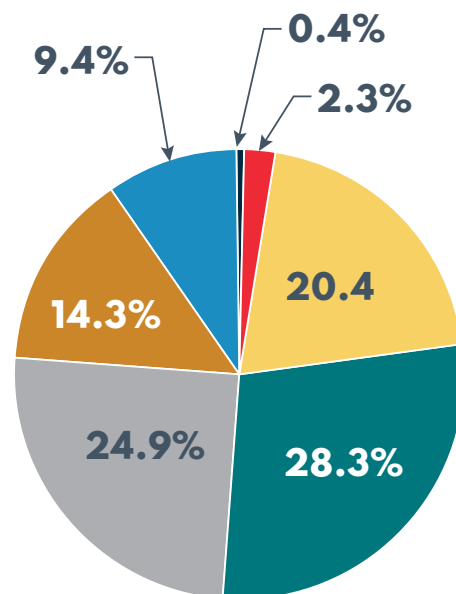
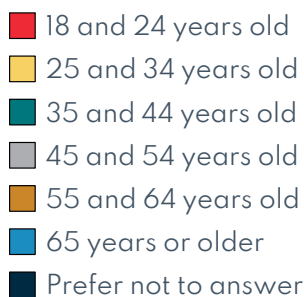
No Answer: 164



What is your age?

Total Responses: 265

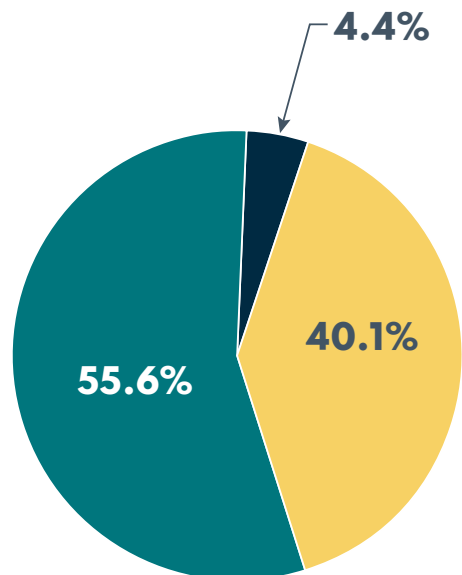
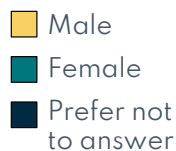
No Answer: 171



What is your gender?

Total Responses: 252

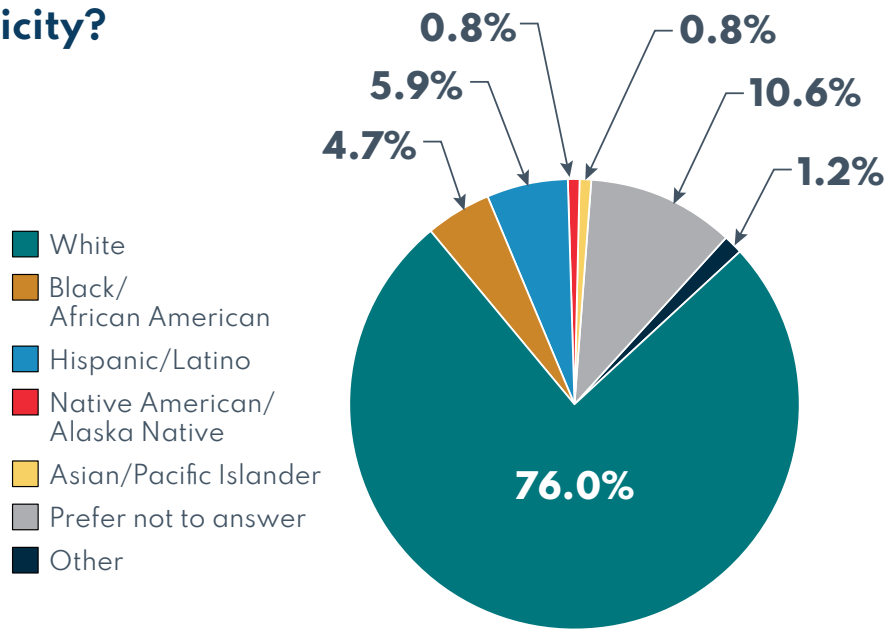
No Answer: 184



What is your race/ethnicity?

Total Responses: 254

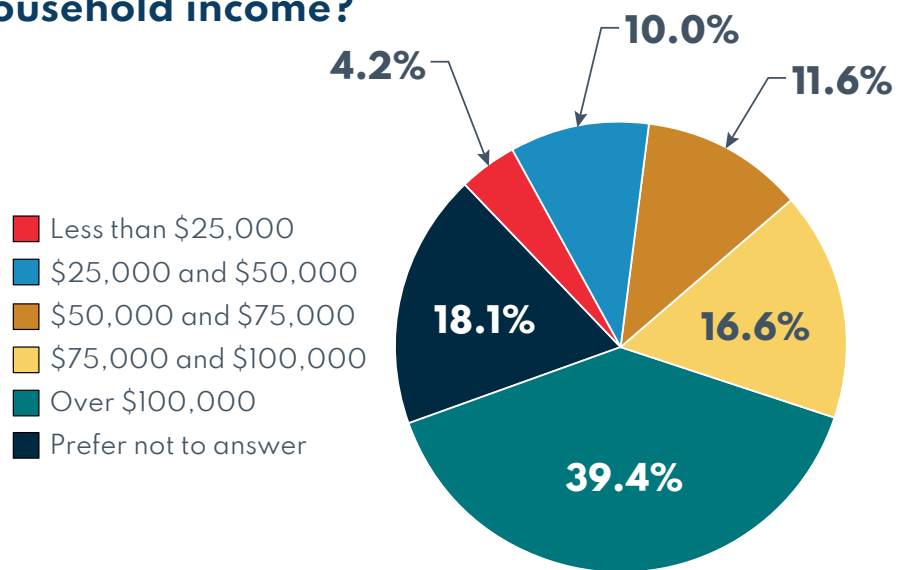
No Answer: 182



What is your annual household income?

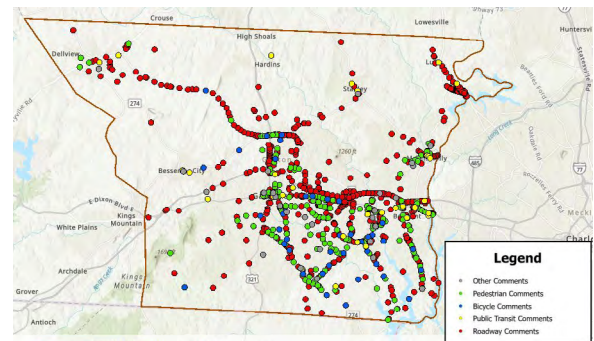
Total Responses: 259

No Answer: 177



STEP 2

Step 2 included an input map where respondents could pinpoint specific locations and indicate the type of concern by choosing from one of several markers. Available markers included Roadway, Public Transit, Bicycle, Pedestrian, and Other. This input was shared with the Stakeholder Committee and supplemented the findings from the deficiency analysis. If the Stakeholder Committee agreed there was a need, a project was added to the CTP. The input map results are available online at <https://gastoncountycdp-publiccomments.mappingourworld.com/> and are linked from the project website. Below is a brief summary of the input received.



The table below provides the total number of each marker type submitted by respondents within Gaston County. With the exception of Other, each marker had several subtypes that participants could select to add more specificity to their concerns.

Comment Type / Subtype	Number
Roadway	735
Traffic Congestion	417
High Crash Location	102
Narrow Lanes	51
Confusing Traffic Pattern	45
Low Visibility	29
Other	80
Pedestrian	184
Sidewalk Needed	109
Crosswalk Needed	17
Greenway Needed	21
Safety Concern	28
Americans with Disabilities Act Concern	2
Other	6
Bicycle	42
Bike Lane Needed	27
Greenway Needed	3
Bike Signage Needed	2
Safety Concern	9
Other	1
Public Transit	41
Transit Stop Needed	10
Bus Shelter Needed	1
Park and Ride Lot Needed	15
Other	14
Other	27

Some of the comments included:

“Widening all of Beaty Road”

“Lanes [on Union Rd] are way too narrow”

“South Point Rd cannot handle more traffic”

“High traffic and frequent accidents [on NC 27 in Mount Holly]”

“Southeast Gaston has seen extraordinary growth,
but few new roads can handle the volume of traffic.
Another crossing is needed over the Catawba River”

“People walk along this stretch of New Hope
[near Lowell Bethesda Road]
– it’s not safe for them!”

“More greenways throughout Gastonia”

“A Commuter Rail to Charlotte would help with
the I-85 traffic and help people get to
the airport and uptown Charlotte much easier”

STEP 3

Step 3 consisted of a series of statements about the existing transportation system, organized by mode. Participants were invited to indicate their level of agreement with each statement by assigning it a rating of 1 to 5 stars, with 1 signifying strong disagreement and 5 signifying strong agreement. These responses were used to identify needs for each mode and guide the development of alternatives and recommendations.

The following charts show the ratings breakdown for each modal statement.

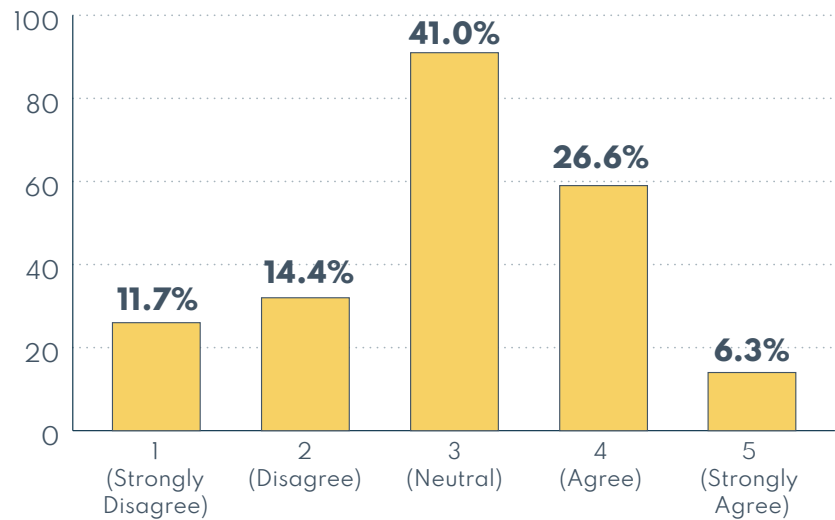
ROADWAY

I feel the roads are safe.

Total Responses: 222

No Answer: 214

Average Rating: 3.01

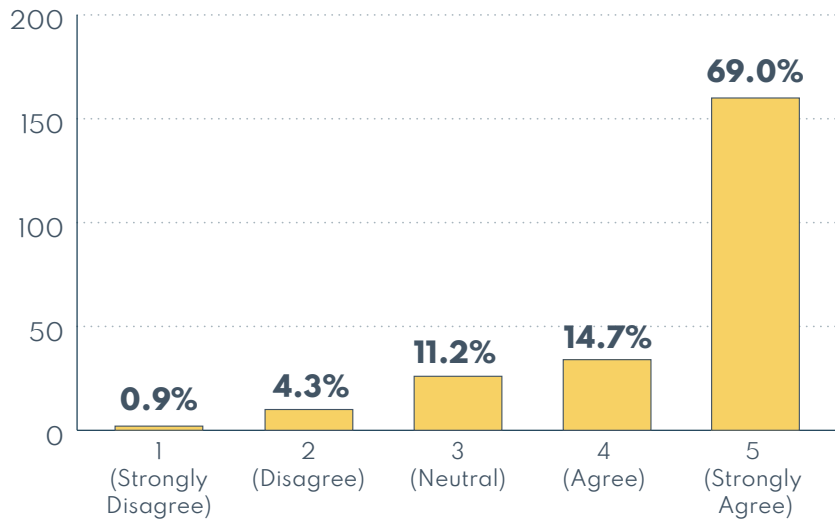


I feel the roads are congested.

Total Responses: 232

No Answer: 204

Average Rating: 4.47

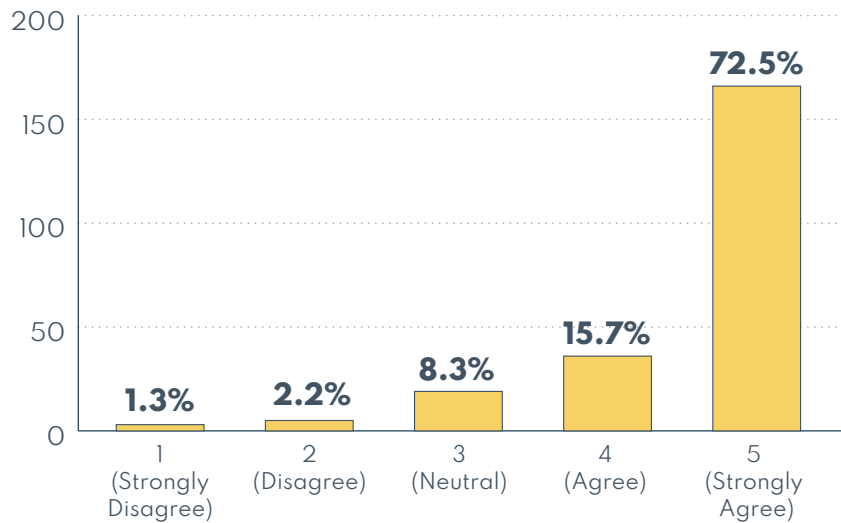


I am in favor of road improvements if needed, even if there are impacts.

Total Responses: 229

Average Rating: 4.56

No Answer: 207

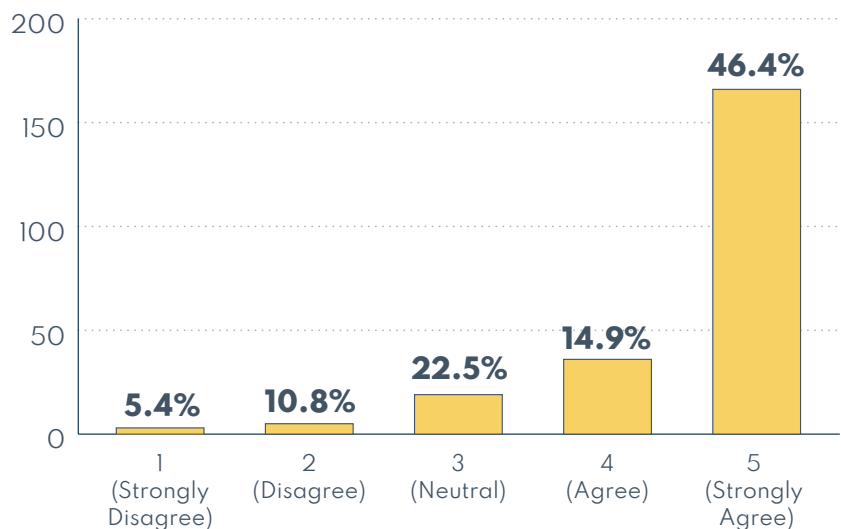


Intersections should be improved for easier navigation of larger trucks and buses.

Total Responses: 222

Average Rating: 3.86

No Answer: 214



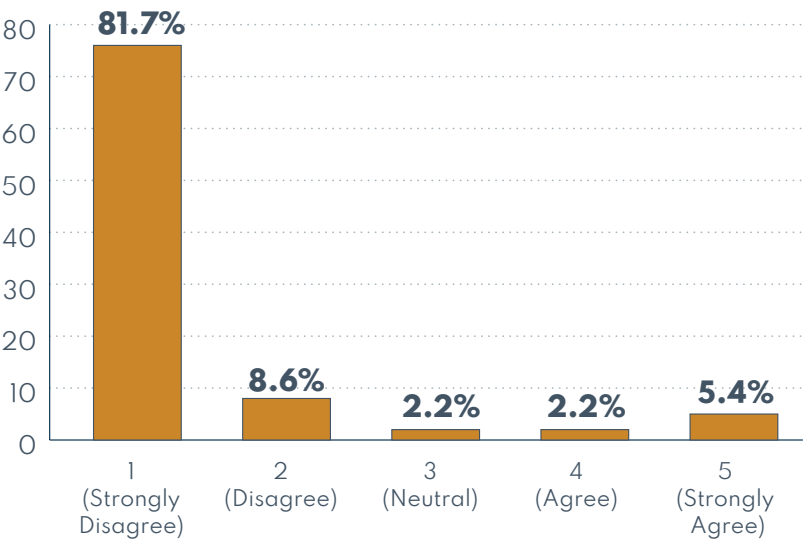
TRANSIT

I use public transportation.

Total Responses: 93

No Answer: 343

Average Rating: 1.41

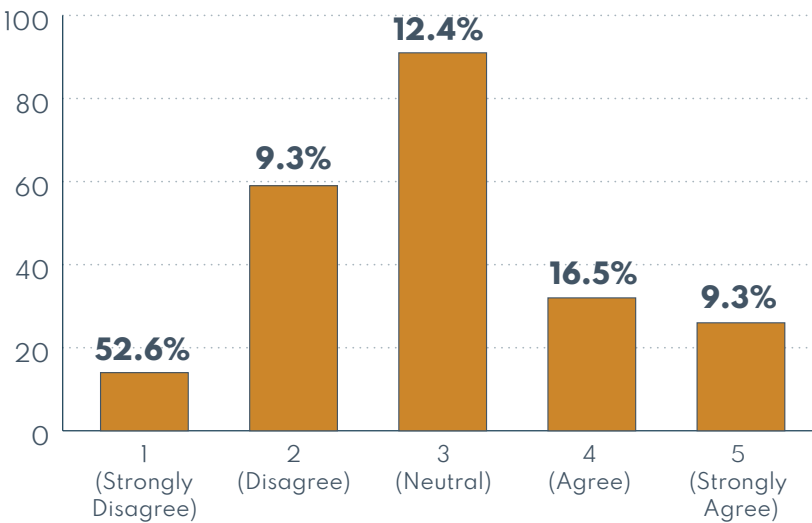


I prefer using microtransit (Uber, Lyft, GoGastonia, etc).

Total Responses: 97

No Answer: 339

Average Rating: 2.21

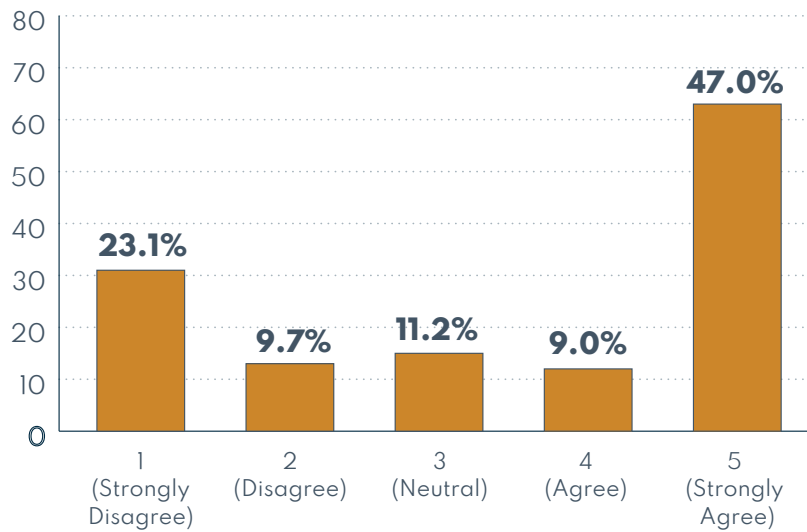


We need more local public transportation options.

Total Responses: 134

No Answer: 302

Average Rating: 3.47

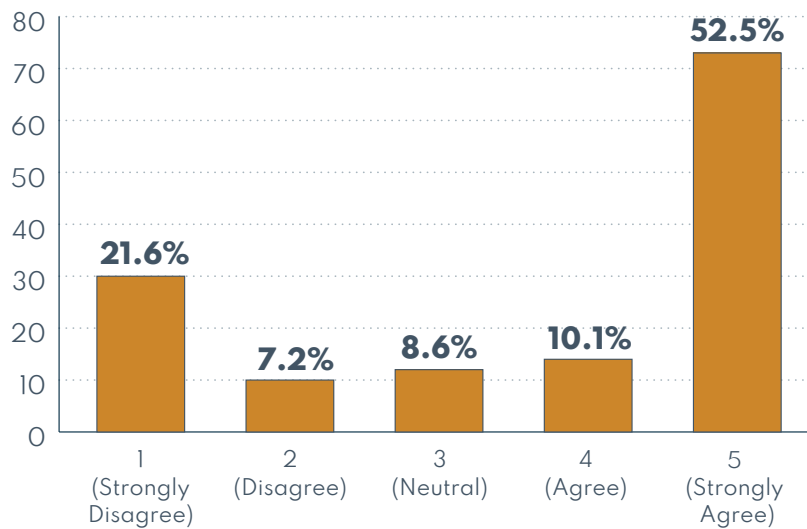


We need more regional public transportation options.

Total Responses: 139

No Answer: 297

Average Rating: 3.65

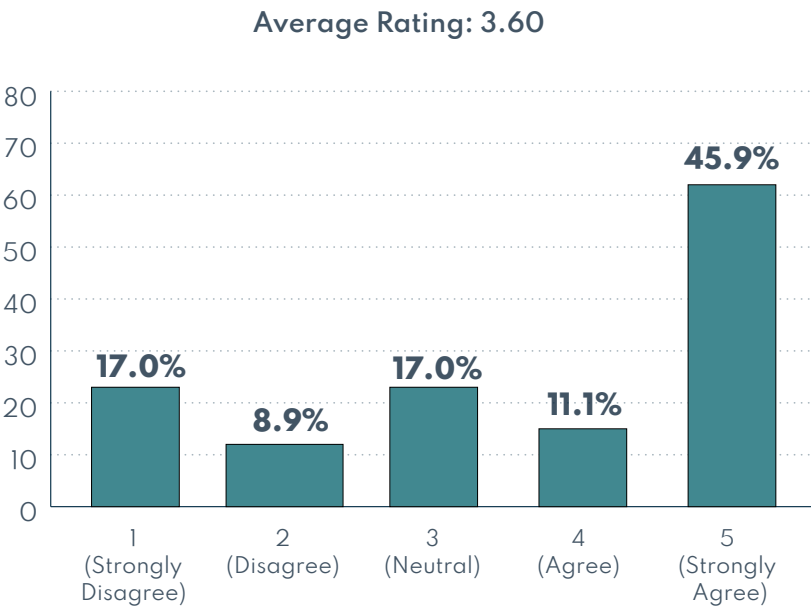


BIKE

Bike lanes should be included on roads where feasible.

Total Responses: 135

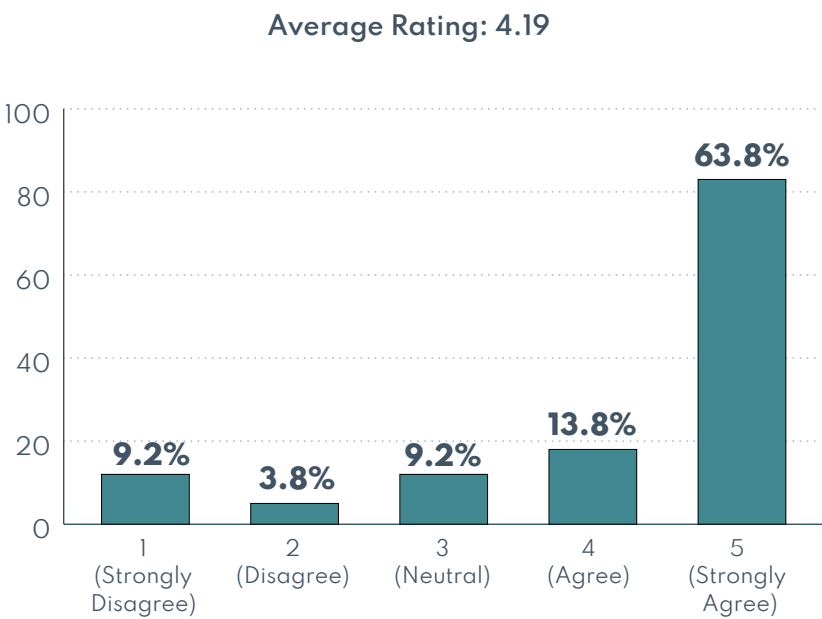
No Answer: 301



I would prefer to ride a bike on a path outside the road than on the road.

Total Responses: 130

No Answer: 306

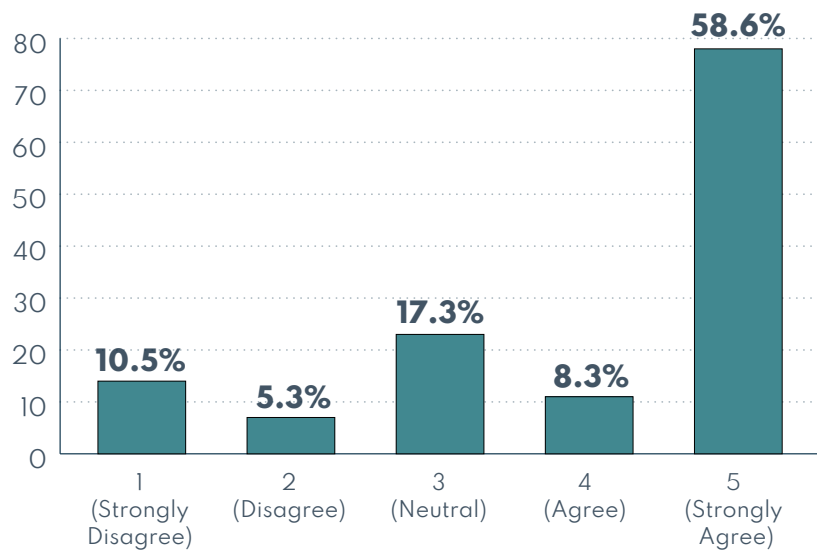


We need more greenways to travel to destinations.

Total Responses: 133

No Answer: 303

Average Rating: 3.99

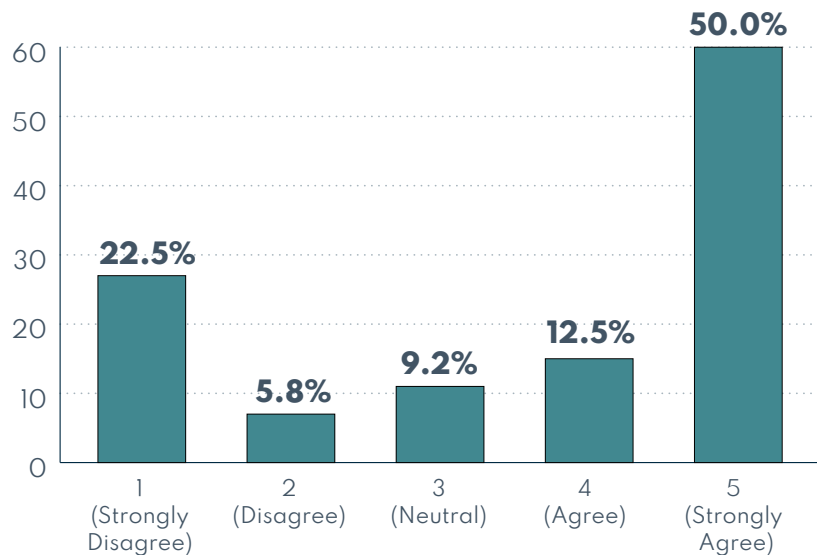


I would bike more if it was safer.

Total Responses: 120

No Answer: 316

Average Rating: 3.62



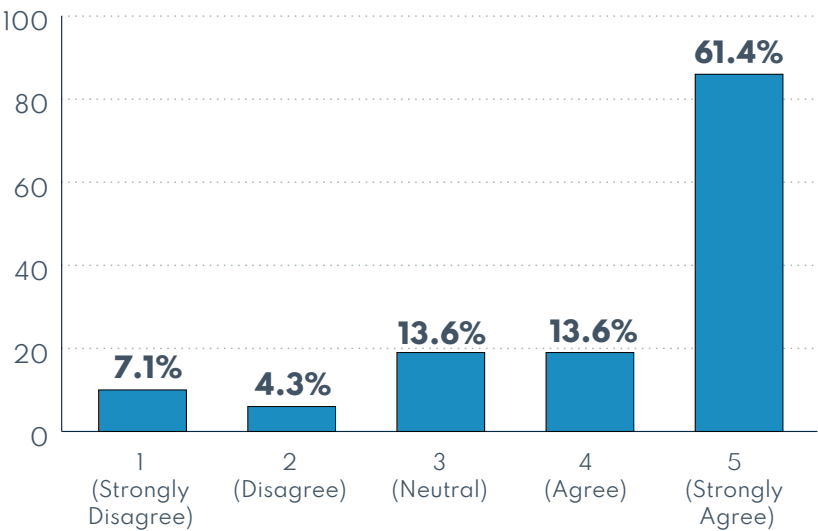
PEDESTRIAN

There should be a priority to construct sidewalks.

Total Responses: 140

No Answer: 296

Average Rating: 4.18

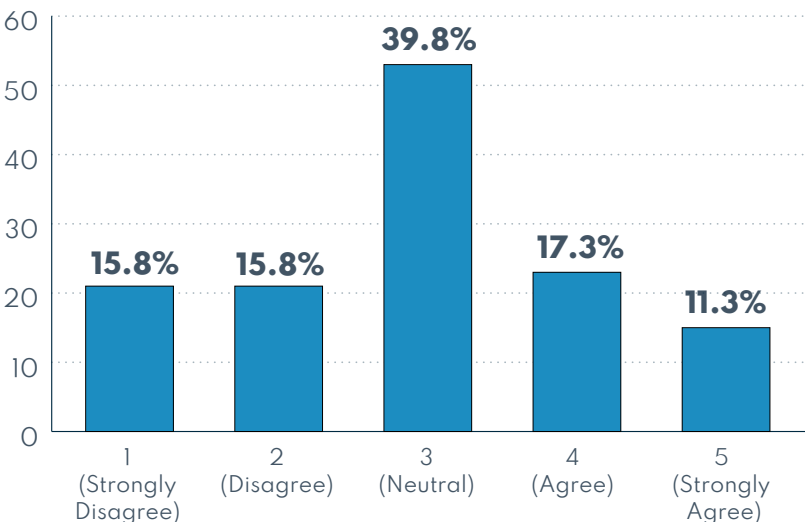


Existing sidewalks are in good condition.

Total Responses: 133

No Answer: 303

Average Rating: 2.92

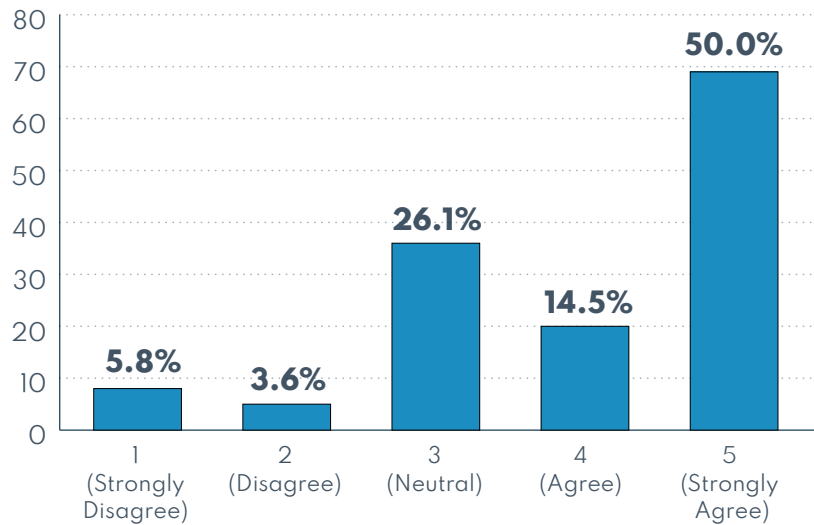


We need better crosswalks.

Total Responses: 138

No Answer: 298

Average Rating: 3.99

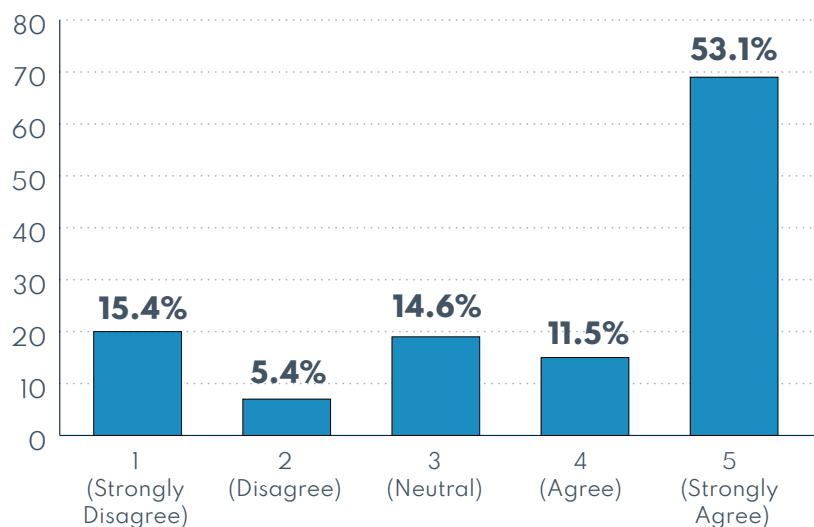


I would walk to destinations more if it was safer.

Total Responses: 130

No Answer: 306

Average Rating: 3.82



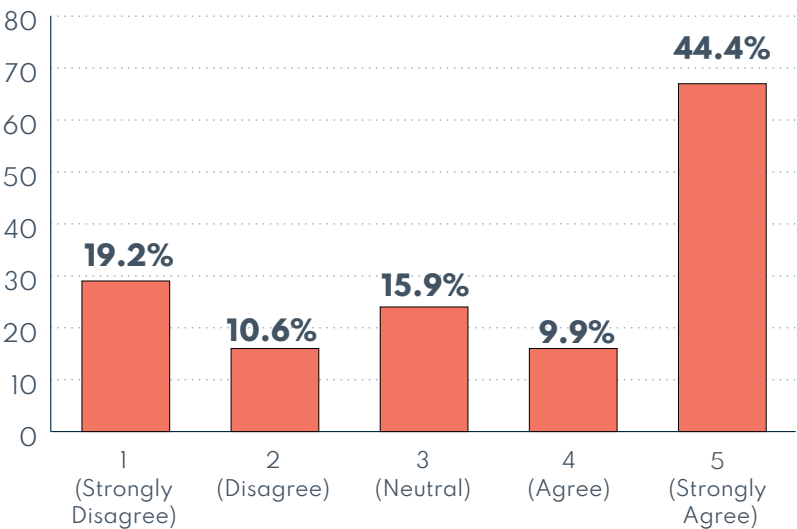
AVIATION & RAIL

I support the expansion of airports in the region.

Total Responses: 151

Average Rating: 3.50

No Answer: 285

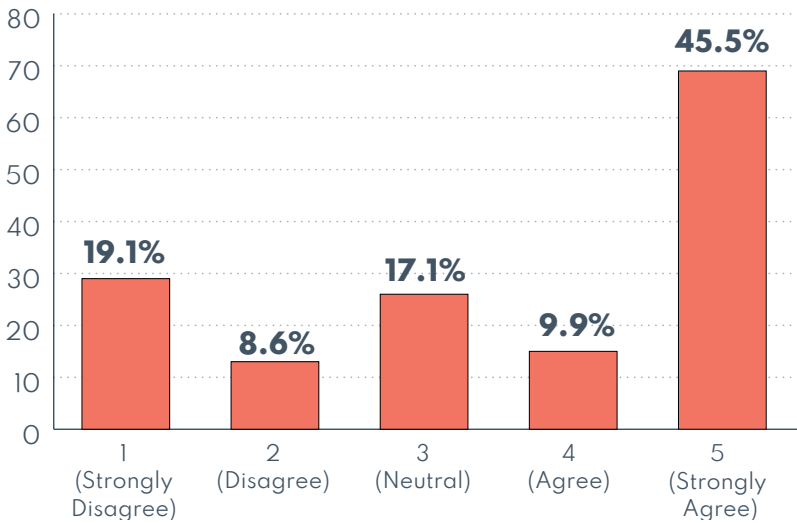


Airports support economic development to the Gaston-Cleveland-Lincoln area.

Total Responses: 152

Average Rating: 3.54

No Answer: 284

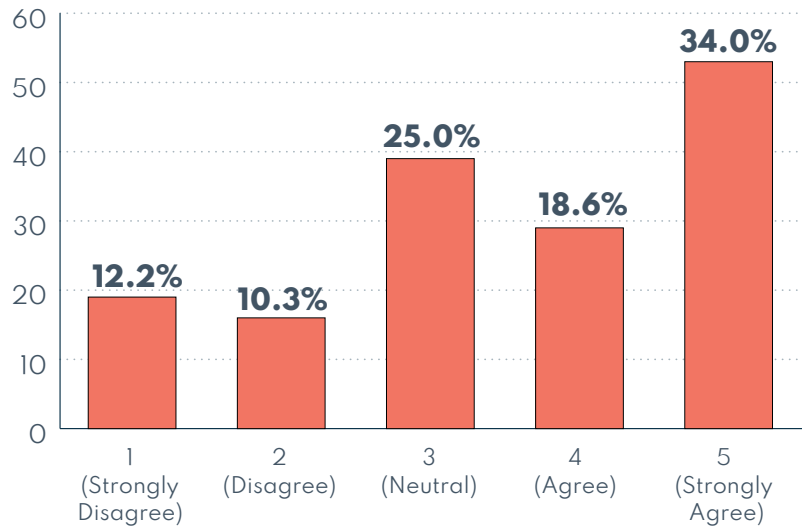


Railroad crossings need safety improvements.

Total Responses: 156

No Answer: 280

Average Rating: 3.52

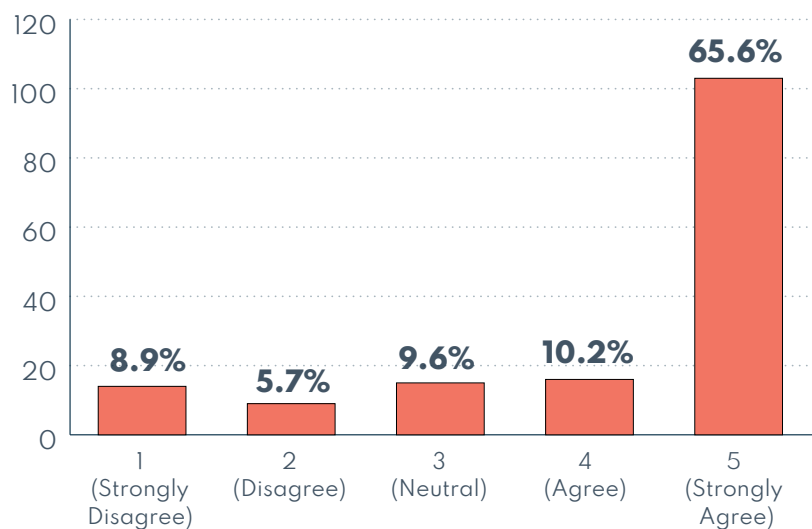


I support the expansion of passenger rail in the region.

Total Responses: 157

No Answer: 279

Average Rating: 4.18



The survey concluded by presenting six draft CTP goals, consistent with the GCLMPO 2055 MTP goals. Each goal had a list of corresponding objectives that respondents were invited to review and state their level of agreement (agree, disagree, partially agree). Finally, participants were invited to share any additional comments on each goal. This input was used by GCLMPO to refine the goals and ensure future transportation projects align with regional priorities. The responses are shown below by goal.

GOAL 1

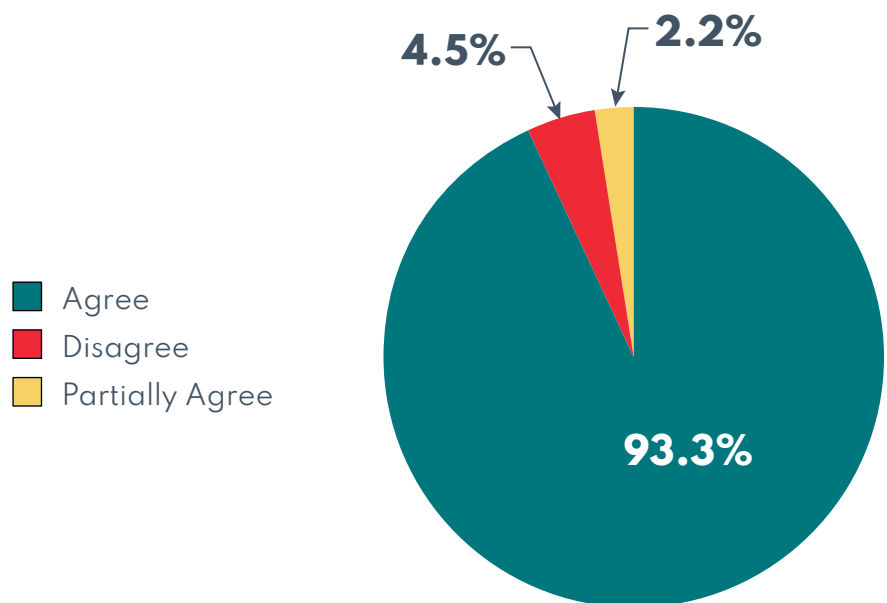
Provide a safe, reliable, and resilient transportation system for the movement of people and goods by multiple modes while promoting innovative, cost-effective solutions to address concerns.

- A) Identify resources to preserve existing transportation systems and assets.
- B) Designate resources to address known or potential high-crash areas for highway, transit, and non-motorized modes.
- C) Support efforts and affordable projects to increase walking, bicycling, multi-modal, and transit use in order to reduce the number of vehicles traveling at high speeds.
- D) Improve transportation security and the system's resiliency by developing an interconnected network that offers multiple routes and modes of travel.
- E) Support the development and application of new technologies in the pursuit of safety, reliability, and resilience.

Do you agree with Goal #1?

Total Responses: 134

No Response: 302



Do you have any comments on Goal #1 or the associated objectives?

Would love to see Gaston County become more pedestrian friendly! Also would love to see an increase in the number of options for commuting in and around the Charlotte metro area, such as trains (light rail?).
There is just a lot of growth and the road systems are fixed last
Include entire city of Gastonia and other municipalities
I don't want public transit near my home.
I agree with everything but I do feel most areas on Gaston County aren't walkable, not just because of safety, but because there aren't areas I'd want to walk to, unless it was a downtown area where shops, food and drinks were in one, close location. Gaston county is a county where having transportation is essential to getting around and I think our focus should be on expanding roadways, public transit, not necessarily focusing on sidewalks or bike paths.
Provide low-cost efficient mass transport such as light railways so we don't need so many cars on the road.
Widen 85 and Wilkinson right now!
Provide road infrastructure asap. 85 & Hwy 74 are a disaster.
NO MORE TRAFFIC CIRCLES
I support C but mostly for sidewalks. I support widening roads to two lanes on either side. I support D in that multiple routes are needed along with wider roads to get to the same location and ease traffic congestion.
It is missing the pedestrian component. Major roads in our area should have a paved shoulder (wide enough to become an emergency lane). All roads should have bike lanes, sidewalks, and curves.
Complete hwy 74 bypass
Sidewalks are seriously needed!!
Strongly agree with parts C and D.
With so many people commuting to Charlotte, finding a way to connect up to the light rail would be incredible. I'd imagine it would be incredibly difficult as well, but it could save a lot of time for folks long term.
E sounds like an excuse for traffic and speed cameras.
I think updated existing would be key. We need to focus on being more "green" in terms of not continuing to redo and abandon the old physical properties but redo! I'd love to see as much natural land be preserved!
I don't walk or bike, so spending money on that type of stuff is not important to me.

Focus on a new bridge from Gaston county to 485 is the best bang for the buck. It will reroute current issues out of the two lane city roads.

We need the road widened and traffic control answers

It is important that all modes of transportation be considered.

If Goal #1 is to provide safe, reliable, and resilient transportation system, you need to put special attention to sidewalks in Gaston County. These are the reasons why:

1. **Safety:** Sidewalks provide a designated space for pedestrians, reducing the risk of accidents and collisions with vehicles. They create a safer environment for people walking, especially in urban areas with heavy traffic.
2. **Accessibility:** Sidewalks ensure that all community members, including those with disabilities, have a safe and accessible way to navigate their surroundings. This is crucial for creating inclusive communities where everyone can move freely and independently.
3. **Encouraging Walking:** Sidewalks promote walking as a viable mode of transportation. This can lead to healthier lifestyles, reduce traffic congestion, and lower pollution levels. Walking is a simple yet effective way to integrate physical activity into daily routines.
4. **Connectivity:** Well-planned sidewalks connect neighborhoods, parks, schools, businesses, and other key destinations. This connectivity enhances the overall livability of an area, making it easier for people to reach essential services and amenities.
5. **Economic Benefits:** Attractive, walkable areas can boost local economies by increasing foot traffic to businesses. When people can easily walk to shops, restaurants, and other establishments, they are more likely to spend time and money in the area.
6. **Environmental Impact:** Walking is an eco-friendly mode of transportation. By encouraging walking through the inclusion of sidewalks, cities can reduce their carbon footprint and contribute to a more sustainable future.

Including sidewalks in transportation plans supports a holistic approach to mobility, ensuring that the needs of all users are considered. It's about creating safe, accessible, and vibrant communities where everyone can thrive.

I do not support supporting Charlotte having anything to do with or us paying Charlotte for any type of transit/light rail transportation.

I think that making it possible to take public transportation from Cramerton to Charlotte would be amazing. Maybe we'd get an influx of residents who work downtown and want to enjoy the riverfront on weekends, and maybe that would help our little water front continue to take off. I think more greenways, sidewalks, and biking options would help us all enjoy the area.

Stop building in area that are already over crowded. Everyone is selling land like crazy and developers buying like crazy too. They build all these homes and commercial site's and the roads are not improved first. Everything is moving backward instead of foward. To many home, not enough schools and traffic is at its worse .

Adding walking, biking, multi-modal and transit systems will not address the outdated infrastructure problems and will likely cause larger problems with trespassing and park property violations that will negatively impact private property nearby. Unclear what is intended by (a) and (b): "identify and designate resources". Feels as if the existing residents and land uses are less valued than the new and planned developments.

County could and should take a pause from the explosion of development of all types and make sure these developments are truly beneficial to the majority of the public. Adding 10 to 20 jobs that are sourced from other counties before built and loosing farm production acreage is contributing to the growing food insecurity issues.

The fewer farm operations in the county requires that more food supplies must be transported into the area, adding additional costs to already expensive food items. Adding new technologies like EV charging stations is not a good use of public funds.

Look at other counties that incorporated charging stations that are not functional and even fully electric buses that were so inefficient they have been removed from the fleet. Mecklenburg county spent billions on buses that could not run a full bus route and were taken out of service within a short time of initial purchase.

Incorporating trails will not reduce the number of vehicles traveling at high speeds. Enforcement of traffic laws can and would reduce high speed vehicles.

I feel the goals are biased in favor of congested development.

Hoboken NJ would be a great model to follow as they haven't had a pedestrian fatality since 2017.

GOAL 2

Enhance economic vitality and global competitiveness of the region (counties, cities, towns, and communities).

A) Support strategies and projects that promote efficient travel and transportation systems for both people and freight.

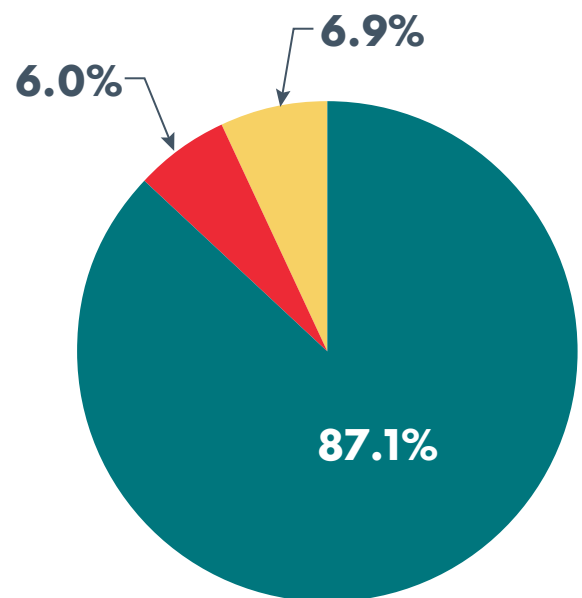
B) Enhance travel and tourism by creating great destinations through investments in bicycle and pedestrian networks, wayfinding, and environments, as well as facilitating regional and interstate connections for other modes.

C) Support the use of efficient new technologies.

Do you agree with Goal #2?

Total Responses: 116

No Answer: 320



Do you have any comments on Goal #2 or the associated objectives?

YES to investments in pedestrian networks!!
Include travel to all municipalities
Add trees and green areas along roadways to increase desirability and enhance local environment
More lanes on corridors (Wilkinson/74 probably won't help https://arstechnica.com/cars/2021/08/please-stop-adding-more-lanes-to-busy-highways-it-doesnt-help/)
Too much emphasis on visitors. Who is coming to Gaston County to visit??!

We definitely need to clean up cities and downtown areas around Gaston County to make them feel safe. Downtown Gastonia in particular needs to be updated and abandon buildings need to be renovated or sold to small business owners who are willing to put in the work to make the area better. The businesses in the downtown area struggle because the area is run down.
We don't need any more roads for freight. We need to improve travel for folks who don't have cars.
I do not agree with b and c
Complete hwy 74 shelby is awful a complete nightmare
If by economic vitality you mean clear cutting MORE trees to put up cookie cutter neighborhoods and million square foot warehouses, NO.
One of the important strategies is Commuter Passenger Rail from Kings Mountain to Charlotte. This mode of transportation will enhance the economic vitality of the region.
If good system for pedestrian and bicycles is well developed, people will feel safe using them.
I think this is a good goal, but I would like to see a focus first on the improvements for current citizens.
I like the pedestrian and biking paths. This could greatly benefit areas in our region to keep that small town feel while growing larger. I get concerned that this would be overshadowed by the "interstate connections" part. Please don't just add more lanes and call it a day. I highly doubt that will do much to improve our traffic issues.
I don't want to see the county turn into another generic urban center that is devoid of any originality or regional culture because of this initiative.
I want better mechanisms for Lincoln County residents but I don't want to see an influx of new people moving to our area. We have a good small town feel. Let's not ruin that.
We need the road widened
Enhancing travel and tourism in this area is not something that is safe. It's already far too crowded.
Very thorough!
I agree that road issues need to be fixed, I disagree with bringing strangers to the area, risking our safety.
You need to worry more about the citizens in the community instead of outsiders. While bringing in income is important, if it's not balanced with the expense of living here then it's a useless endeavor.

GOAL 3

Provide and protect access and mobility for people and freight through coordinated planning and growth management.

A) Integrate transportation planning with growth, land use, and economic development patterns to encourage effective trip distribution to modes and networks.

B) Plan and promote intermodal connectivity for people and for freight.

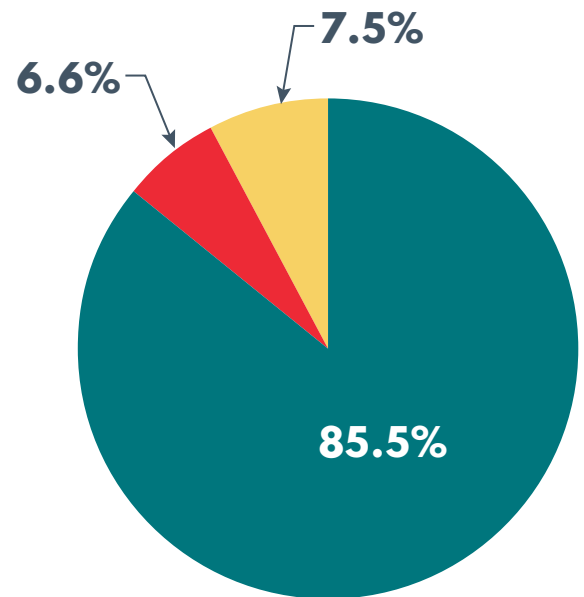
C) Support innovations that equitably reduce barriers to access and mobility.

Do you agree with Goal #3?

Total Responses: 106

No Answer: 330

■ Agree
■ Disagree
■ Partially Agree



Do you have any comments on Goal #3 or the associated objectives?

85 and Wilkinson are nightmares to use trying to get back home to Gaston County between 3pm-6pm. Wish there were other options for this.

Concerned with crowding and over development

Complete the 74 bypass and it solve a lot of problems

While economic development is important, this needs to be done in a way that still protects our natural resources (ex: 50-100ft buffers from waterways, preserving native trees, promote new greenways and blueways).

Jurisdictions in Gaston County need to work in their Comprehensive Land Use Plans as well.

Needs to be done quickly

I'd love to see what the plans are for this. This sounds like a major project to build up the whole region with efficient accessible transportation as a foundation, and that would be amazing.
Growth management is ok, but it shouldn't come at the cost of people who already live in the region.
As long as we preserve the natural lands and reuse what's already been developed.
We need the roads widened
This sounds like a land grab, which is fine if that land is available and for sale. I do not agree with eminent domain.
Our small town roads are not built for freight trucks.
Wildlife spaces or corridors need to be considered with all construction
Developers should be responsible for installing sidewalks, green spaces, trails, etc in the developed neighborhoods and they should also be responsible for the necessary improvements to existing infrastructure in the communities they are adding population numbers to instead of using public funds for private development.
It should be required and verified by county staff that development plans are shared with all adjacent property owners prior to the project approval.
Intermodal transport options for regional travel will be very important as Gaston county expands with future Charlotte growth.
Completely agree on accessibility goals but the constant ED that only includes distribution centers and warehousing is not a goal that I'd support.

GOAL 4

Enhance quality of life, protect the natural environment, and support the physical and mental health of communities.

A) Support integration of transportation planning with land use planning to reduce pollution, reduce stormwater impacts, conserve energy, preserve resources, and increase access to healthy lifestyle choices.

B) Support projects and initiatives that reduce the need to travel using the single-occupancy vehicle, including options for transit modes, micro mobility, and physically active modes, such as walking and bicycling.

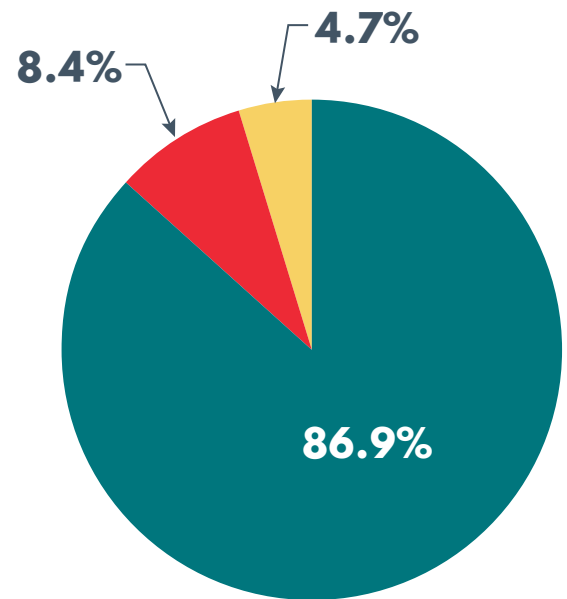
C) Promote projects and services that are sensitive to the context of the built and natural environment to increase access to everyday destinations.

Do you agree with Goal #4?

Total Responses: 107

No Answer: 329

■ Agree
■ Disagree
■ Partially Agree



Do you have any comments on Goal #4 or the associated objectives?

I whole heartedly agree with smart and sustainable planning.
We need to fix the roads to allow for growth...not growth and then fix the roads
I don't want public transportation near my house.
This is the most important of all your goals
I will not use public transportation
Get a transit system for Gaston and Cleveland
Micro-mobility/micro-transit is good choice for the City of Gastonia, not for the entire County. Population growth will dictate in the future if this system is a good a choice for our community.
This would be wonderful to promote walking and cycling everywhere!
I highly support any initiative towards being more eco friendly in Gaston Co! I would love more car charging stations to promote e vehicles.
Do not bring CATS here
YES YES YES save the natural land. We cannot afford to become 100% developed and rely on our stormwater to take care of all our issues. We need to live in harmony with the natural world.
We need the roads widened
I agree unless this plan does not give me the option to drive a single occupancy vehicle.
To me, this is the most important goal. Clean water, healthy wildlife, healthy people.
With all the strangers coming here (Mt. Holly) and all the speeding drivers that don't pay attention, I don't feel safe walking anywhere. I most certainly will not ride a bike either

YES!! As we grow we must consider the natural environment and impact to our health and welfare

Greenspace and natural areas provide noticeable mental health benefits and should be preserved

This should also include reducing the parking minimums in the UDO and increasing tree coverage for existing buffer areas against residential zones. Also using bios wells for run off instead of just grating.

Wow, this survey is pretty biased for bicycles.

GOAL 5

Carry out transportation planning efforts and project development that promote equitable processes and outcomes for diverse groups, including economically disadvantaged, minority, elderly, and disabled populations.

A) Develop opportunities to provide the underserved populations with convenient transportation to employment, education, healthcare, fresh food options, and other essential services.

B) Engage and educate residents who have not been reached by the traditional transportation planning processes.

C) Identify transportation projects in environmental justice communities.

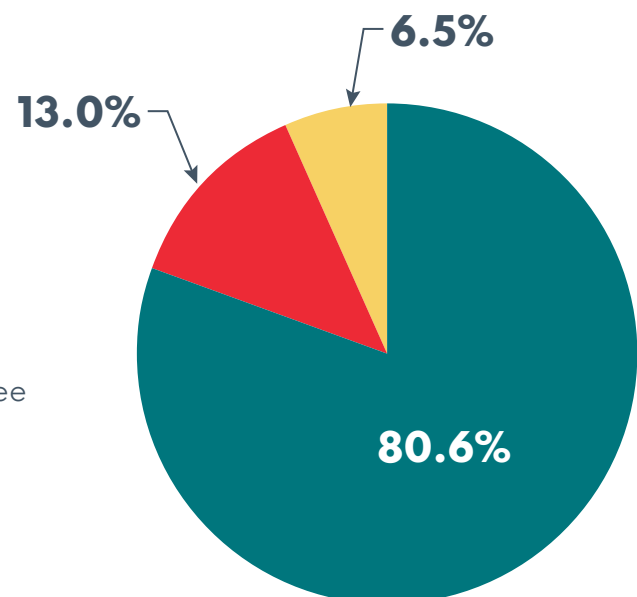
D) Ensure that all people have access to affordable, multimodal transportation choices that meet their daily needs.

Do you agree with Goal #5?

Total Responses: 108

No Answer: 328

■ Agree
■ Disagree
■ Partially Agree



Do you have any comments on Goal #5 or the associated objectives?

YES, we need this equity in transportation planning! 1,000%!!!
Include outskirts and all cities in our municipality.
Who cares about environmental justice. Just build the road!
The elderly and disabled residents of Glenwood Apartments need a sidewalk about to Franklin Blvd. And proper night lighting. Walking in the roadway after dark is a huge hazard for almost every resident. Many can only afford the Go Gaston ride share the first two weeks of each month. This leaves the last two weeks to chancing your life or staying home
Agreed elderly disabled
Finish all projects before starting new one as this only makes things worse
Include these communities in the CTP process. They need to be heard.
need a bus system in Gaston County
Not the responsibility of the government
Conduct cost benefit analysis of projects balancing need for equity for all with reality of costs
I think Charlotte has something like this with those special transportation CATS vehicles. If that's the angle I like it. Could help folks out a lot.
I feel it's good if we can include methods such as sidewalks and bike lanes for those who cannot commute with a vehicle on their own.
Owning an automobile is very expensive.
We need the roads widened
We need infrastructure fixed before we worry about new projects. Fix what it is here instead of ignoring it.
I feel that this goal is especially important. We have to consider those who are disadvantaged and not create more barriers for those who are already dealing with unfavorable circumstances. We've saved money by implementing the fleet services, but have created yet another barrier by limiting transportation resources for our marginalized communities. Some people have limited access to technology. I urge our leaders to consider these circumstances when making decisions concerning transportation.
Equity for all

This sounds great in writing but has not been done in reality. What is being said is that walking, biking and multi-modal trails are being installed to help EJ communities and low income people. However these trails and sidewalks are being placed in new high density residential development areas using public funding and often on property belonging to property owners who fall into the low income category. These property owners are being taken advantage of when they are not receiving compensation for the value of their property and in many cases they are not fully informed about what the property will be used for, especially when easements are the method used.

Love this. Would also encourage expanding last mile transit options outside a strict Gastonia only territory.

GOAL 6

Engage in regional and statewide collaboration in support of all other goals.

A) Identify opportunities to develop joint goals and policies with other MPOs in the region and increase data sharing and coordination.

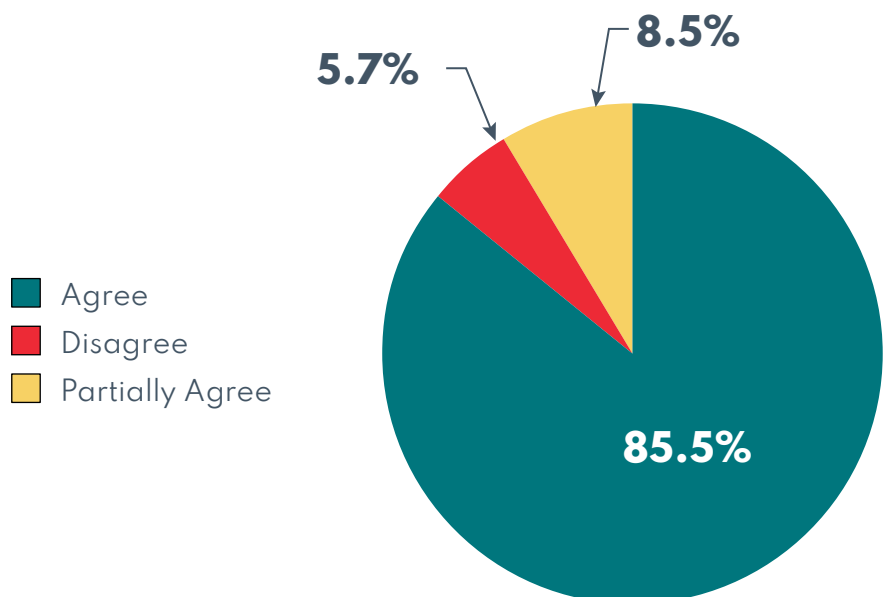
B) Participate in transportation-related planning efforts initiated by other agencies and organizations throughout the local, regional, and statewide jurisdictions (plans, initiatives, studies, etc.).

C) Lead and partner on planning efforts that cross multiple jurisdictions within GCLMPO's planning area.

Do you agree with Goal #6?

Total Responses: 106

No Answer: 330



Do you have any comments on Goal #6 or the associated objectives?

Some forms should connect and some should be uniquely ours
Towns are so spread out that it is almost impossible to safely walk or bike from home to the store/church/work/etc.
Cities must be held accountable for their quick approval of massive subdivision that adds a tremendous burden to area roads while NCDOT is underfunded and incapable of making improvement necessary. Cities also fail to do their part in scaling services commensurate with the demands these new populations place on the community. It's great to be a growing region but if better planning and more coordination is not implemented, we'll soon start losing people due to congestion and other headaches that come from unregulated growth.
Regional means area taxing. For the benefit of all involved, do NOT involve Gaston County in Charlotte's light rail. IF there is a desire to connect with Charlotte's light rail, Gaston County should own and govern 100% of all Gaston resources. NEVER agree to let Charlotte tax anything in Gaston.
Make getting on I 85 easier to prevent wreck put up better signs they are confusing
We need connectivity from our counties to other counties just not inside the main county it's very frustrating to only be able to travel inside your own county and not have bus routes that take you further or train systems
As long as the needs of Gaston county are not compromised.
Please don't let the influx of people from Charlotte invade Lincolnton and surrounding cities like Gaston County and the Denver area has. It's awful. Let's keep the small town feel
Cleveland County always seems to get the short end of whatever is planned - Gaston and Lincoln always get more.
We need the roads widened
No. No. No. I don't want to pay for any other counties transportation tactics. I don't use public transportation, so I don't think I should have to pay for it.
I would love to see a light rail between Gaston County and somewhere near the Charlotte airport.
Light rail from Charlotte!

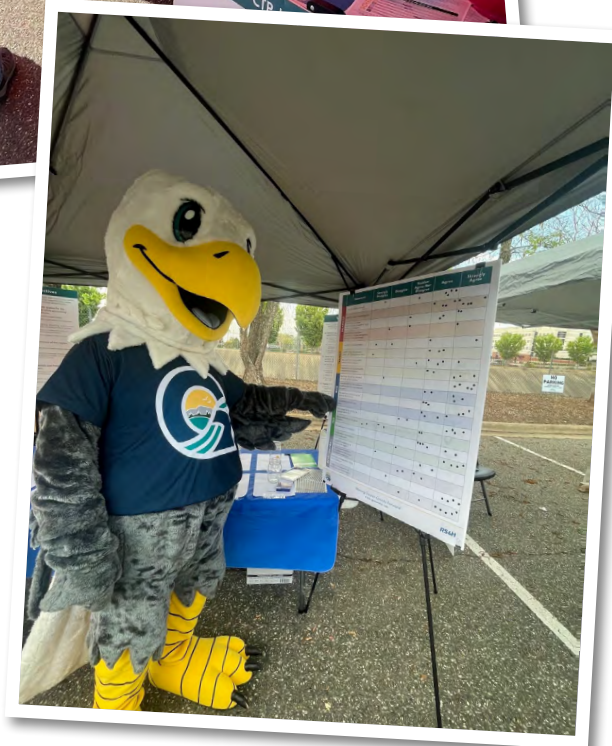
In-Person Event

The project team hosted a booth at the Get to Know Gaston event in Downtown Gastonia on Thursday April 3, 2025, where members of the public reviewed informational boards and participated in a series of activities. The informational boards explained what a CTP is, why the County was updating the CTP, shared the CTP Vision, Goals, and Objectives, and highlighted the projects in the County funded in the State Transportation Improvement Program (STIP).

The booth activities were designed to mirror the questions in the online survey. Participants specified where they lived by dropping a pom pom in the mason jar representing their municipality. They also indicated their level of agreement for a series of general questions pertaining to various modes of transportation by placing a dot beside different transportation statements.

Lastly, participants were asked to use a dot to note places in the County where they have transportation concerns. Participants also shared details on the concerns that were recorded by the project team and reviewed concerns expressed by online survey respondents.

Approximately 75 people visited the booth, chatting with the project team and participating in the various activities. The responses were inputted into the online survey, so the survey results shared above include both the online and in-person input.



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