



JULY 22, 2026

Matthews Pedestrian Plan Update

Steering Committee Meeting #2

Presented By

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Agenda

1. Project Review
2. Public Engagement Summary
 - a) Survey Results
 - b) Event Review
 - c) Stakeholder Outreach
3. Mobility Status Report Takeaways
4. Mobility Status Report Discussion
5. Next Steps



Introductions

- Your name
- Your organization (if applicable)
- What place comes to mind that has a great walking experience? (i.e. "the beach" "my college" "my summer trip to CITY")



Elements of a Pedestrian Plan

Current Conditions

Public Engagement

System Plan/Physical Improvements

- Network Planning
- Strategies
- “Framework”
- Local/Regional connections

Programs & Policies

- Events/festivals
- Education/Outreach
- Policy and governance
- Evaluation Metrics

Implementation

- Cost-effective strategies
- Timeframes
- Funding Options
- “Champions”

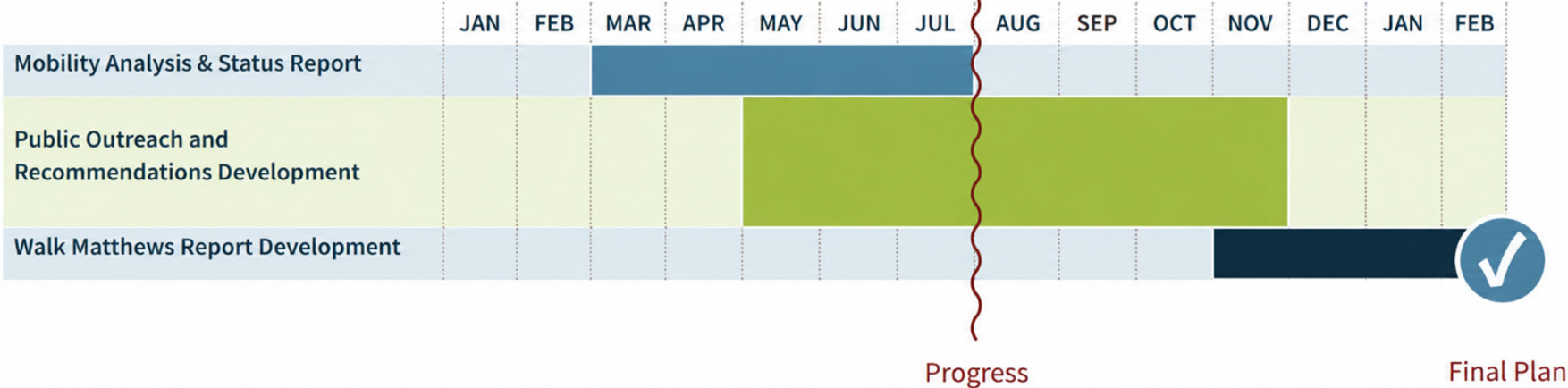
Key Outcomes

- Prioritized Gaps, Sidewalks, Shared Path, and Intersection Improvements
- Project cutsheets for priority projects
- Implementation, Delivery, and Funding

SCHEDULE



Timeline



Plan Review



1. Parks and Recreation Master Plan – Greenways (2025)
2. Vision Zero – Safety Action Plan – (2024)
3. Envision Matthews Comprehensive and Downtown Master Plan (2024)
4. John Street Pedestrian and Bicycle Study (2024)
5. Town of Matthews 2023 – 2028 Strategic Plan (2023)
6. Composite Bicycle and Pedestrian Plan (2015/2022)
7. Silver Line Transit Oriented Development (TOD) Study (2022)
8. Stevens Creek Subarea Study (2020)
9. Comprehensive Transportation Plan (2020)
10. Matthews North Trade St. Streetscape Pattern Book (2020)
11. Downtown Matthews Mobility and Parking Study (2020)
12. Mecklenburg County Greenway Master Plan (2023)
13. Charlotte Region Transportation Planning Organization (CRTPO) 2055 Metropolitan Transportation Plan (MTP) (2026)
14. CRTPO Comprehensive Transportation Plan (CTP) (2022)

All ages & abilities

Schools

Parks

**Safety - High Injury
Network**

Multi-use

Gaps

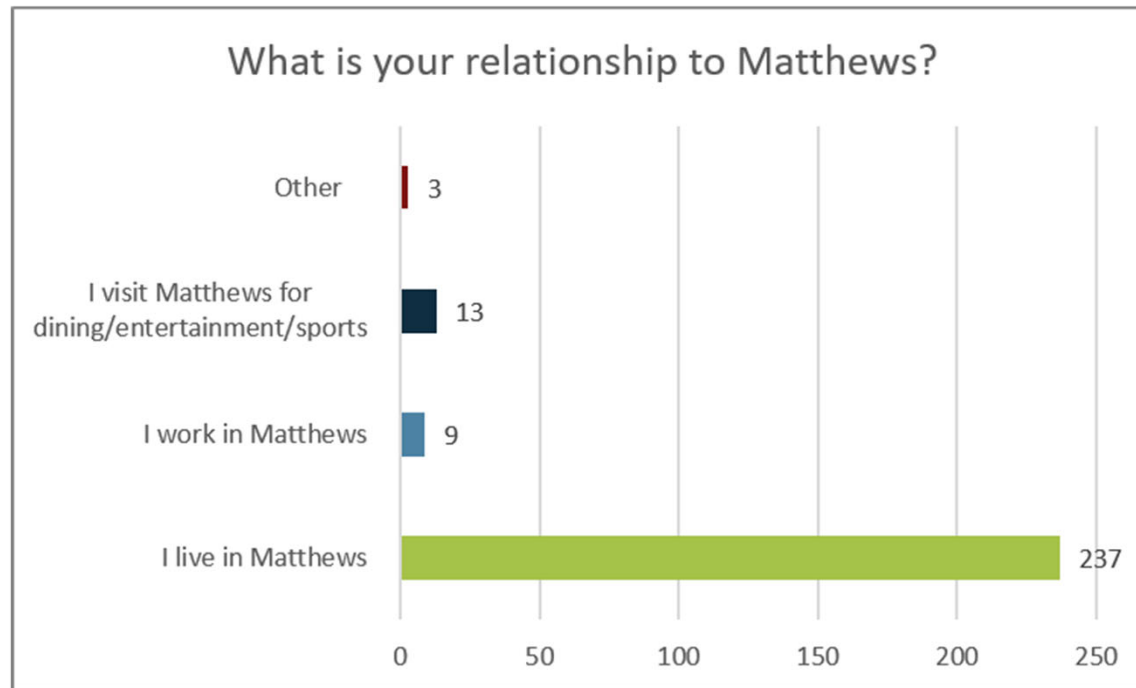
Crossings

Public Engagement Summary

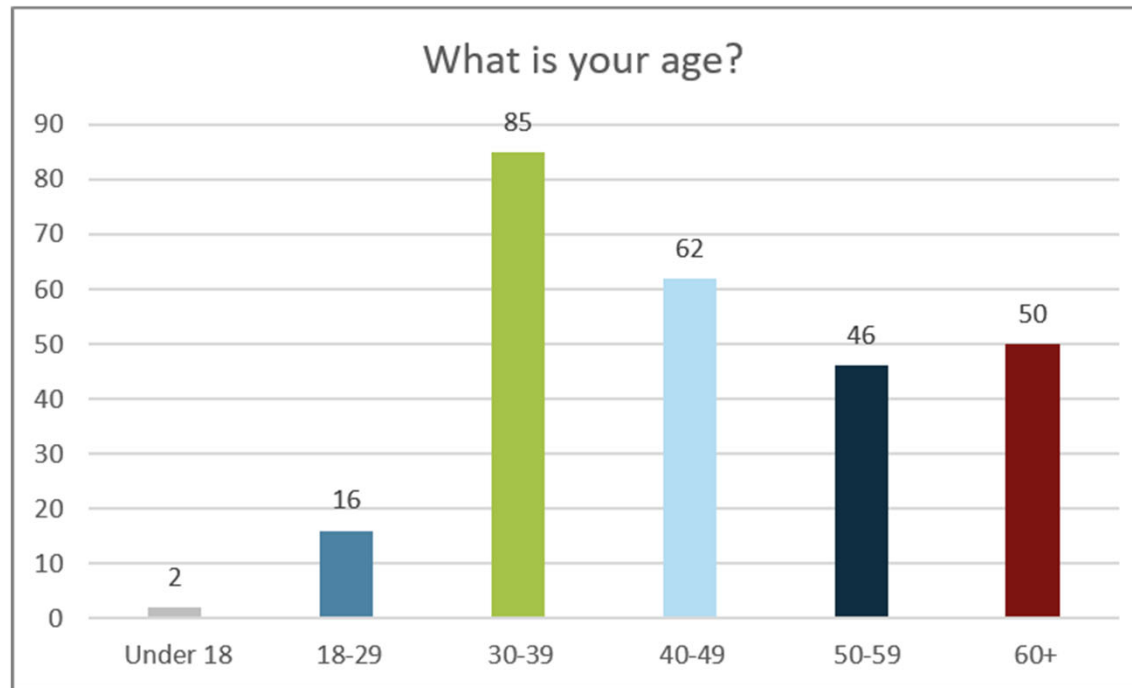


Survey Results

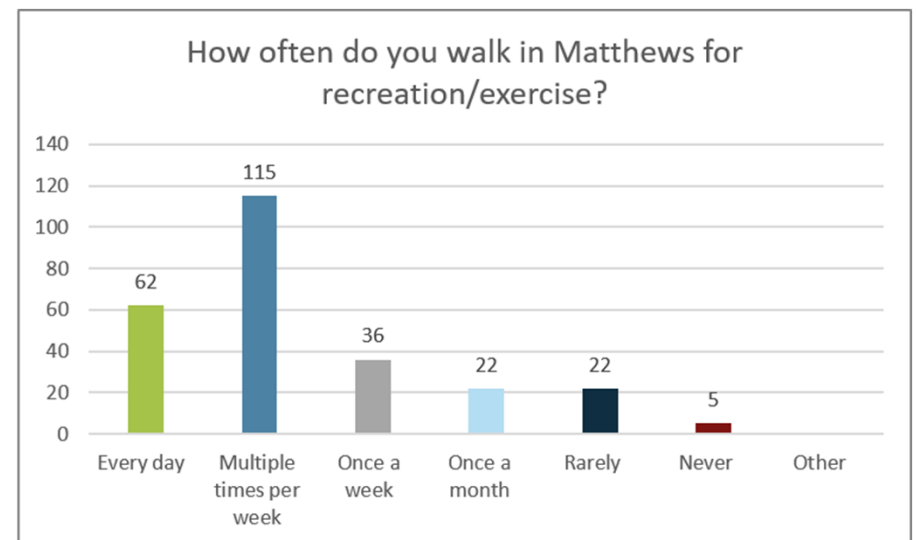
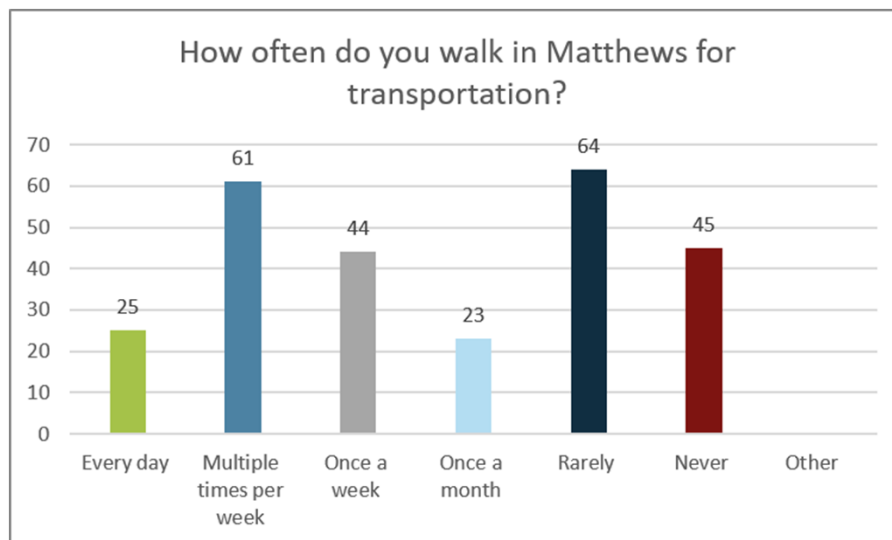
262 responses



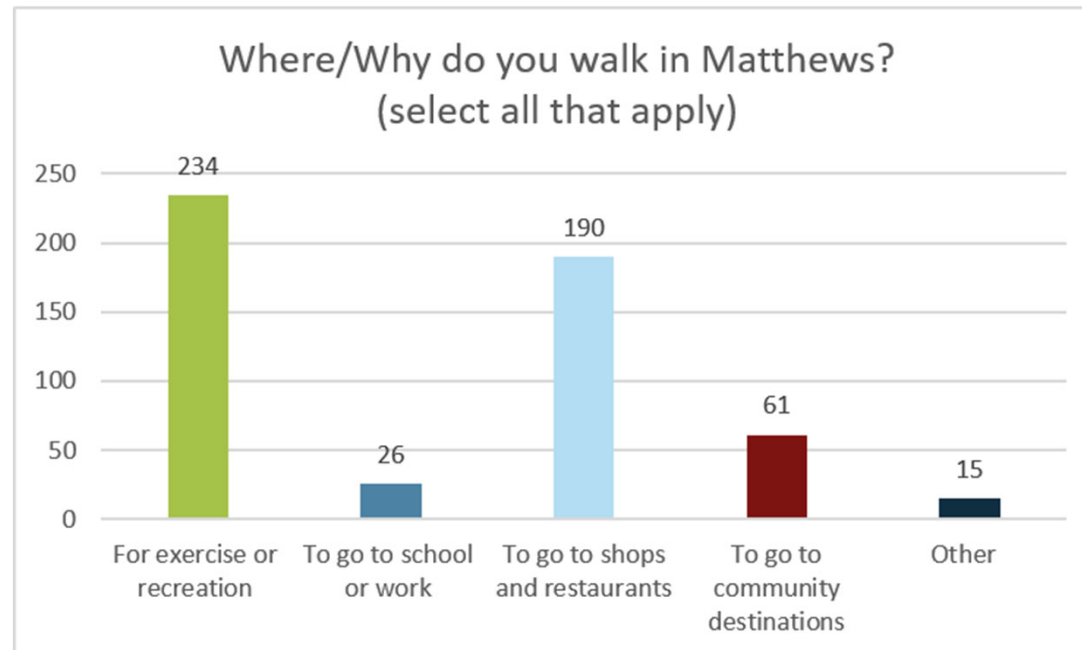
Survey Results



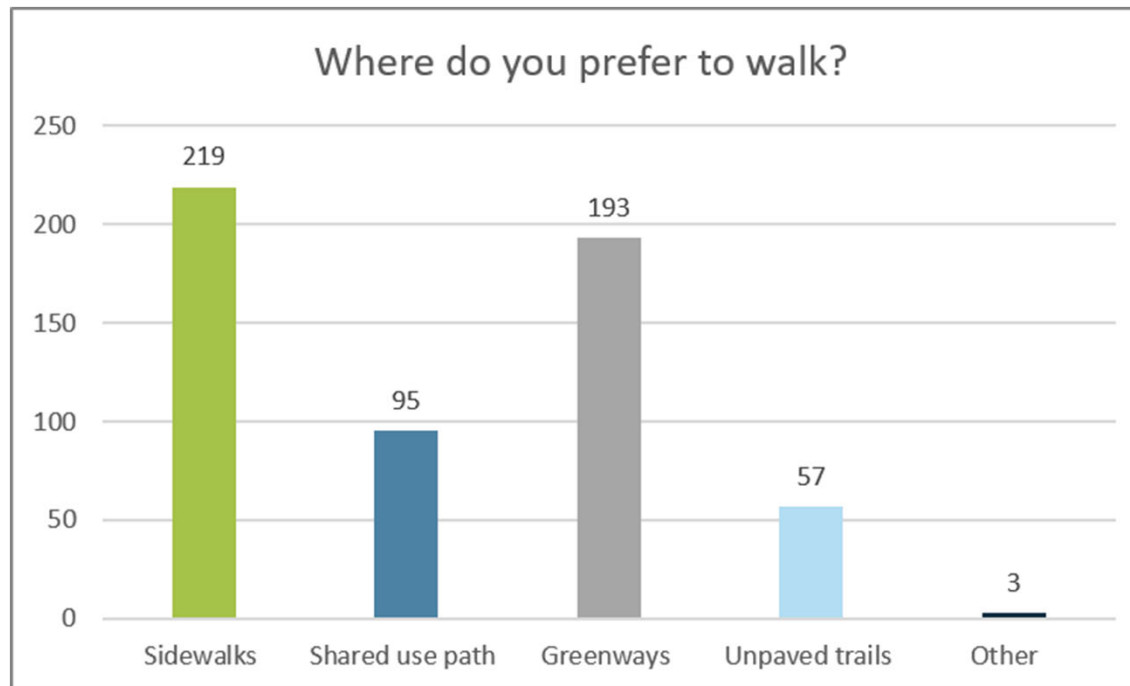
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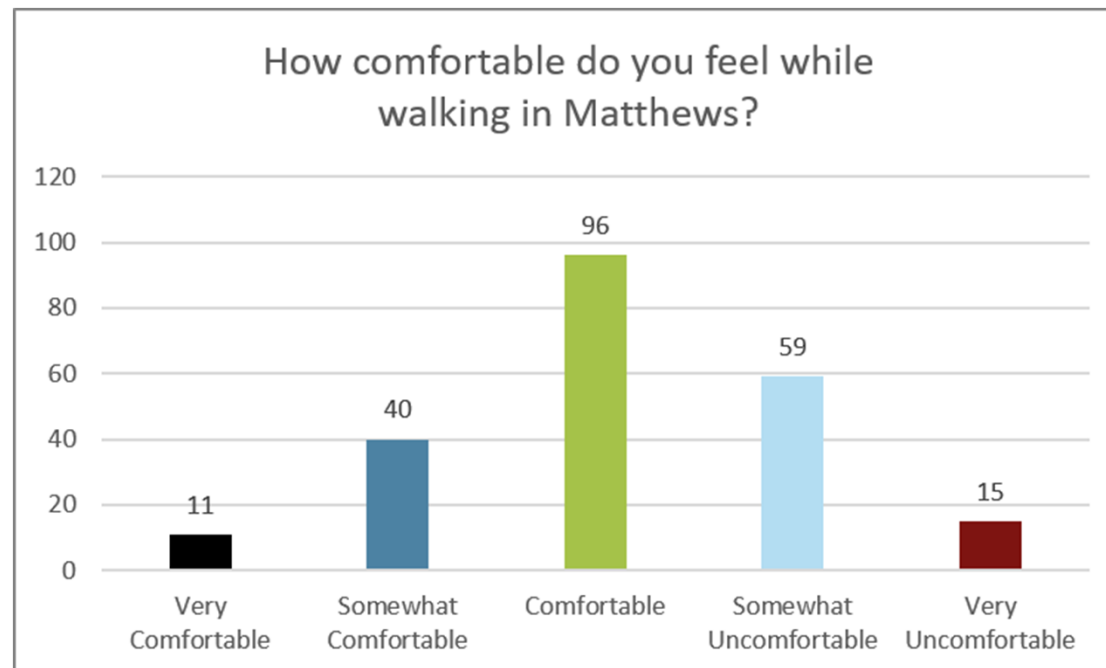
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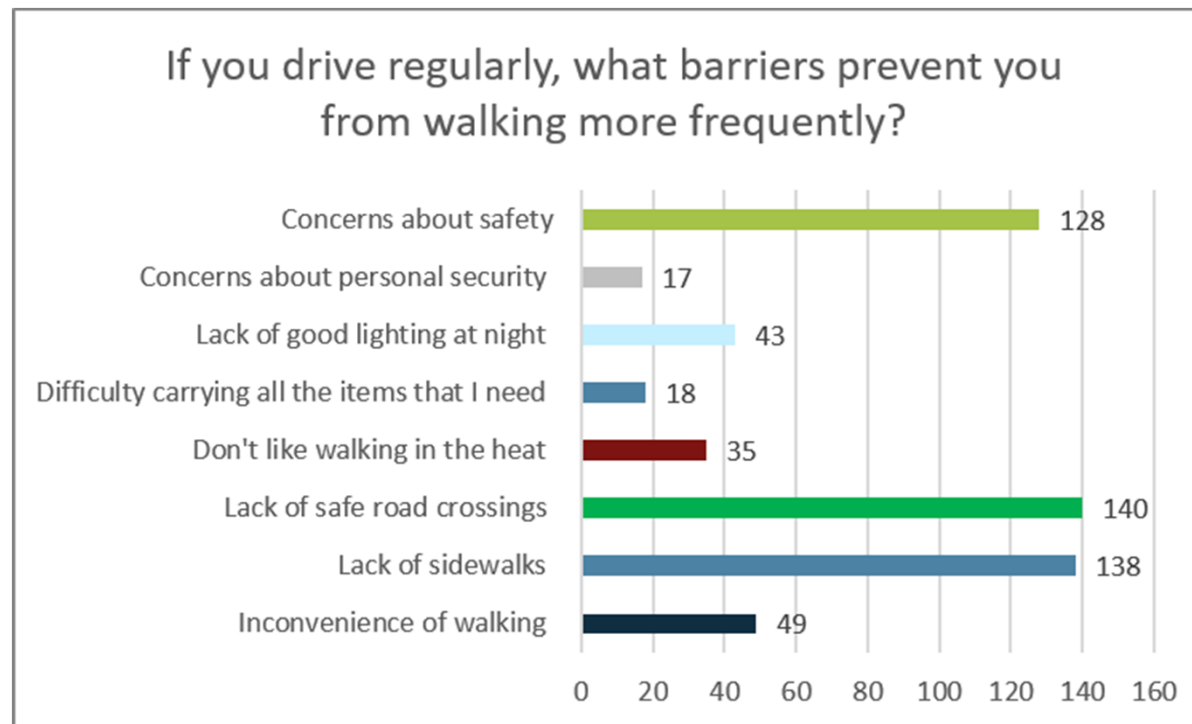
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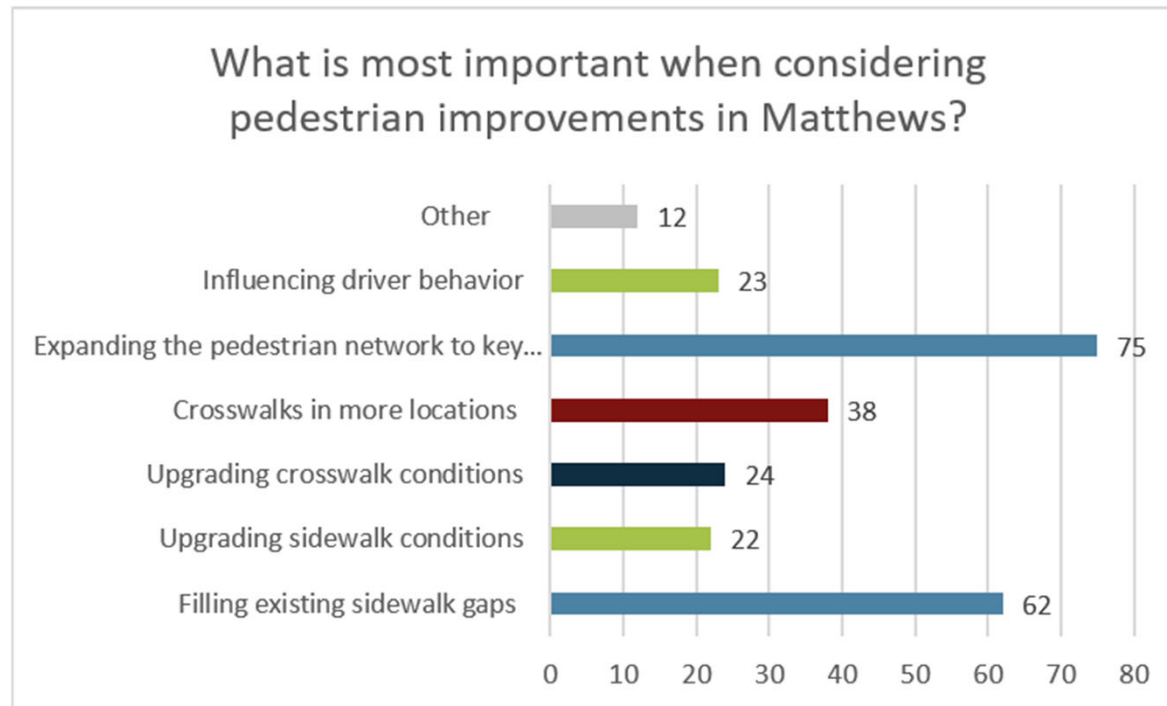
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Survey Results:



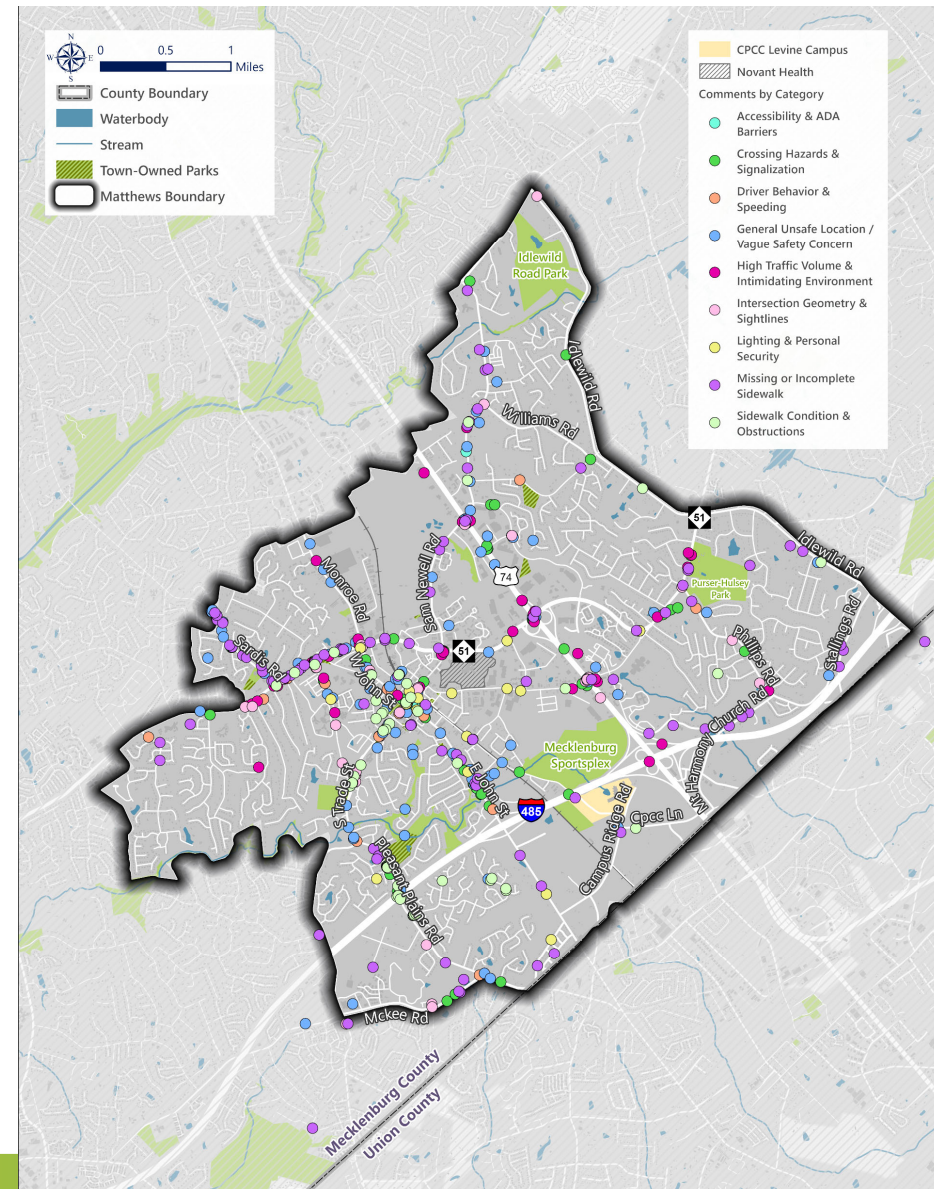
Maps

Respondents mapped their concerns

- Missing sidewalks on NC 51, Sardis Road, other secondary routes
- Sidewalk conditions and obstructions on South Trade Street and downtown
- Infrastructure and safety concerns along Sam Newell Road
- High traffic volumes on NC 51 and US 74

Overrepresented roads

- US 74
- NC 51
- Sardis Road
- Sam Newell Road
- S Trade Street
- W and E John Street
- Pleasant Plains Road



May 9: Summerfest



- Spoke with ~80 people
- Summary of general sentiments:
 - Trade Street / John Street
 - Recurring inputs on concerns with driver yielding
 - Barriers
 - Pleasant Plains/485
 - US-74
 - Railroad
 - Add'l concerns
 - Butler High
 - Some new dvpts
 - Positives
 - Four Mile Creek
 - Downtown

Stakeholder Outreach



- Conversations with key stakeholders about their perspective on walking in Matthews, what they think is supportive of walking, what is holding people back from walking, and what opportunities exist to expand walking.
 - Principals and school-aged youth/families
 - Hospital

Mobility Status Report

Existing/Current Conditions





Big Picture

Matthews has done extensive work to expand its network in the past ten years.

Matthews (staff and residents) also know where the needs are

And Matthews staff has done significant planning to address these.

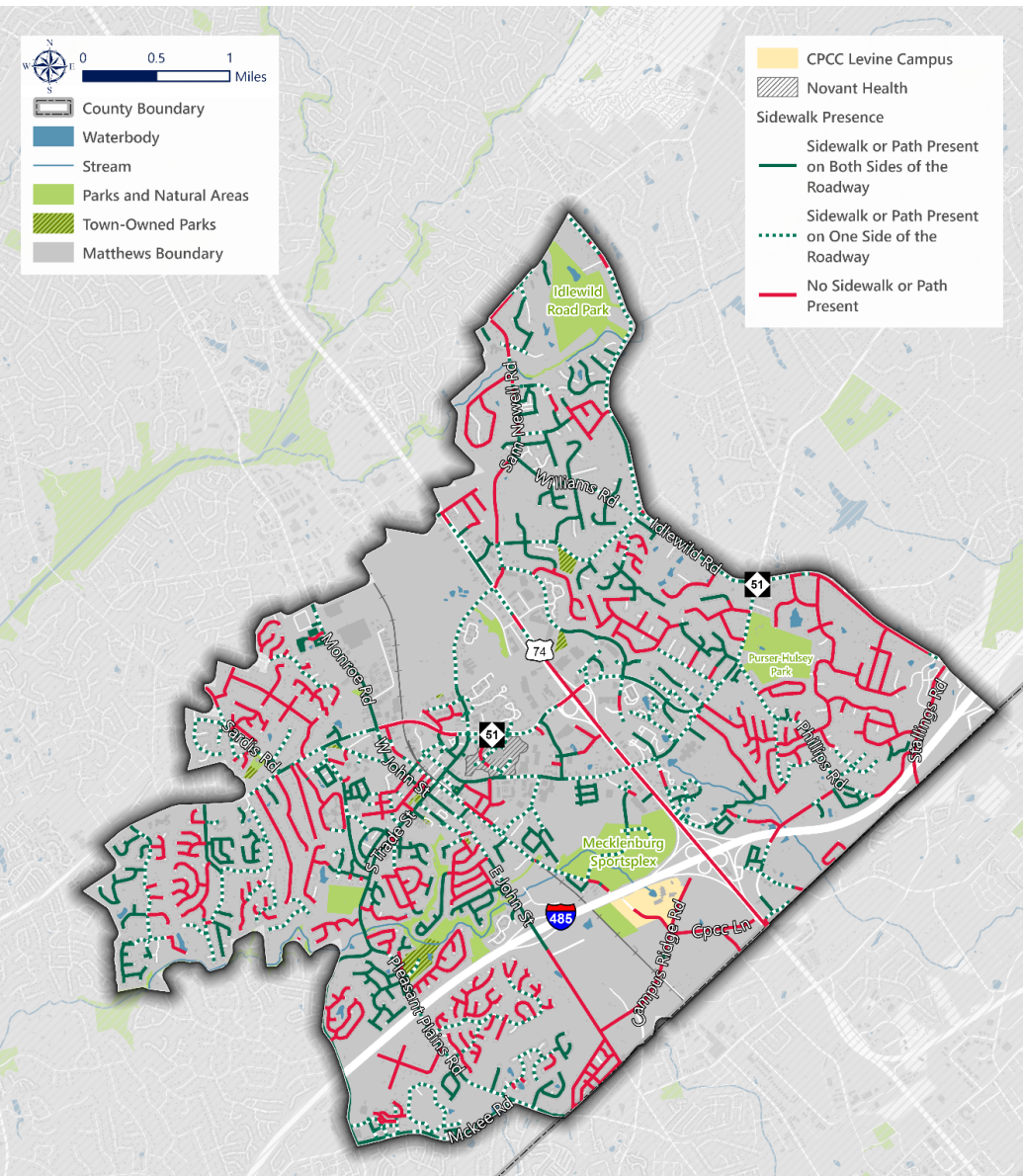
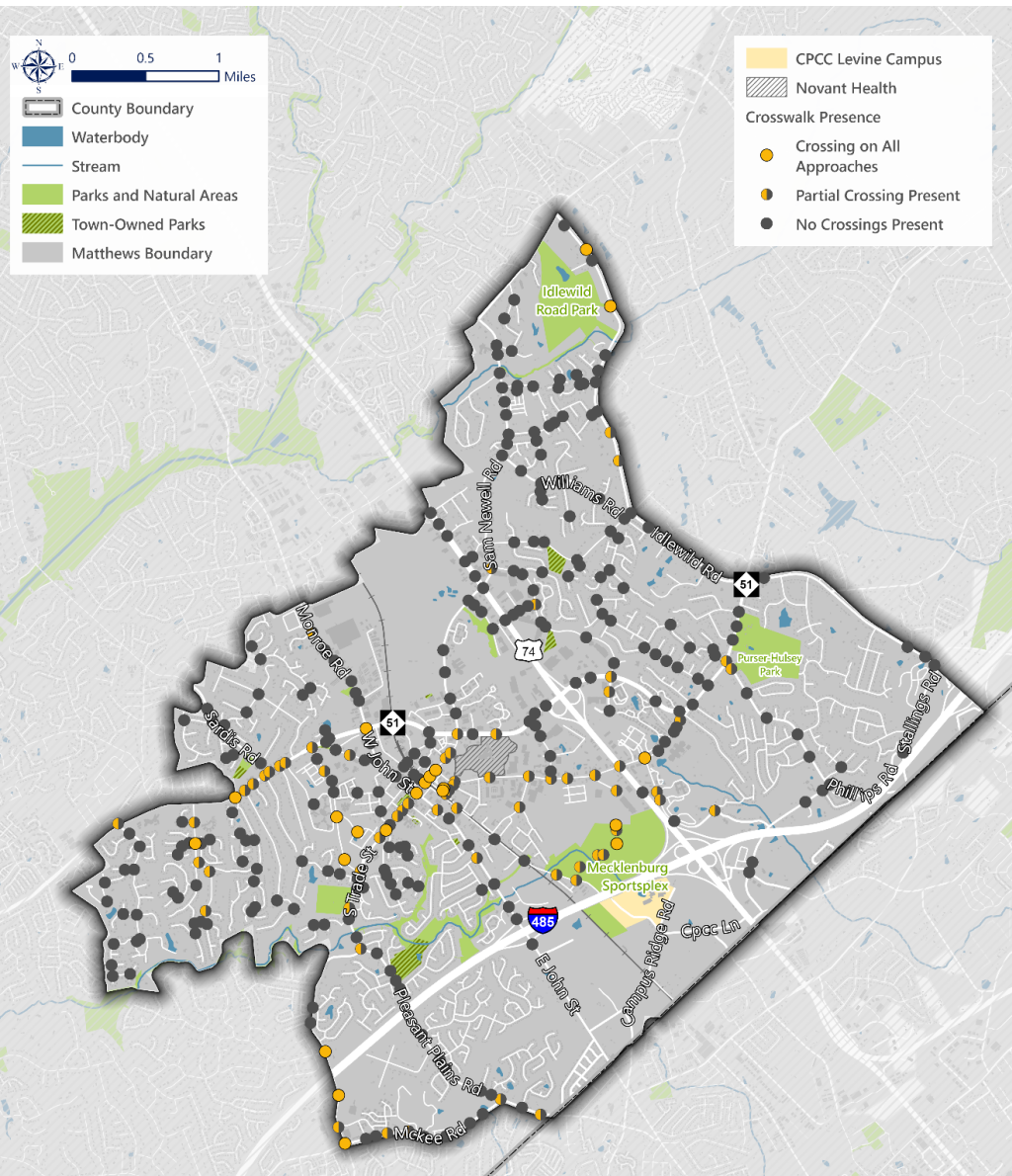
^ Good News ^

Challenges:

- A few major transportation barriers
- Connecting key destinations
- Growth

Opportunities

- Targeted gap-filling, new facilities, and crossings can expand network significantly
- Staff has history of prioritizing multimodal projects – and strong community support for facilities





Discussion of Report

Does this report accurately describe the conditions for pedestrians in Matthews?

Is anything missing from this report? Could anything be added?

How might we best integrate this report into the final, public-facing document?



Mobility Zones

Why: Rather than applying the same standards everywhere, Mobility Zones align expectations with land use context, demand, and identified need. The result is a clear framework that helps the Town set consistent targets and prioritize projects.

Zone 1: Comfort

The purpose of the Comfort Zone is to acknowledge and formalize the most people-oriented parts of Matthews where walking can be the “default” choice for short trips.

Zone 2: Connectivity

The purpose of the Connectivity Zone is a connected walking network that links neighborhoods to key corridors and amenities.

Zone 3: Access

The purpose of the Access Zone is to ensure safe walking access that focuses on the most critical connections rather than uniform buildout everywhere at once.



Mobility Zones: Typical Priorities

Let's play with maps!

Zone 1: Comfort	Zone 2: Connectivity	Zone 3: Access
• Continuous sidewalks or multi-use paths on both sides, with generous buffers where feasible • Frequent, highly visible crossings with short crossing distances and median refuges where needed • Lower operating speeds • Lighting, shade, curb ramps, and wayfinding • Streetscape elements that support walking	• Continuous, direct pedestrian routes • Safe crossings at major intersections and along longer blocks • Multiuse paths or sidepaths where appropriate to context • Transit stop access improvements • Targeted retrofits that make walking predictable and connected, even if streets remain more vehicle-oriented than Zone 1	• Safe connections along key corridors • High comfort crossings of key barriers • Traffic calming • Multi-use paths, greenways, or off-road connections • Lighting and visibility improvements

Next Steps





Thank You!

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