



SEPTEMBER 30, 2026

# Matthews Pedestrian Plan Update

## Steering Committee Meeting #3

*Presented By*

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*Project Manager, VHB*

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## Agenda

1. Project Review
2. Work to Date – Timeline
3. Mobility Zones and Recommendations
4. Mapping – Markup Activity
5. Program and Policy Analysis
6. Next Steps

**All ages & abilities**

**Schools**

**Parks**

**Safety - High Injury  
Network**

**Multi-use**

**Gaps**

**Crossings**



## Re-Introductions

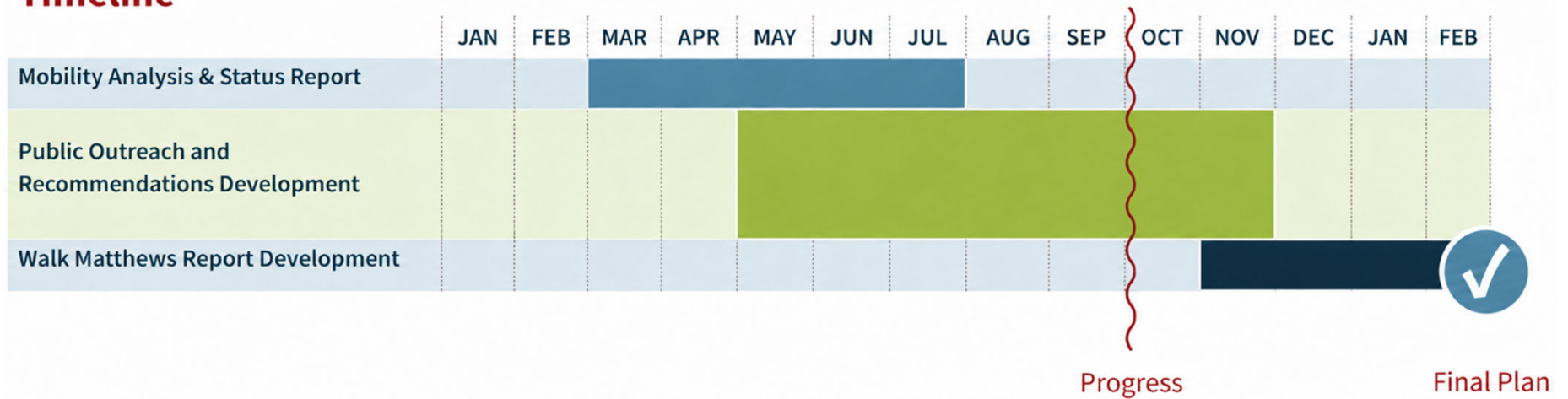
- Your name
- Your organization (if applicable)
- What's the best season and why is it Autumn?

*Matthews is a true walkable and bikeable community. There is improved connectivity between neighborhoods and developments with a well-integrated network of streets, sidewalks, bikeways, walking trails, and greenway trails. This continuous system provides a multitude of transportation choices for residents*

# SCHEDULE



## Timeline





# Work to Date

## 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

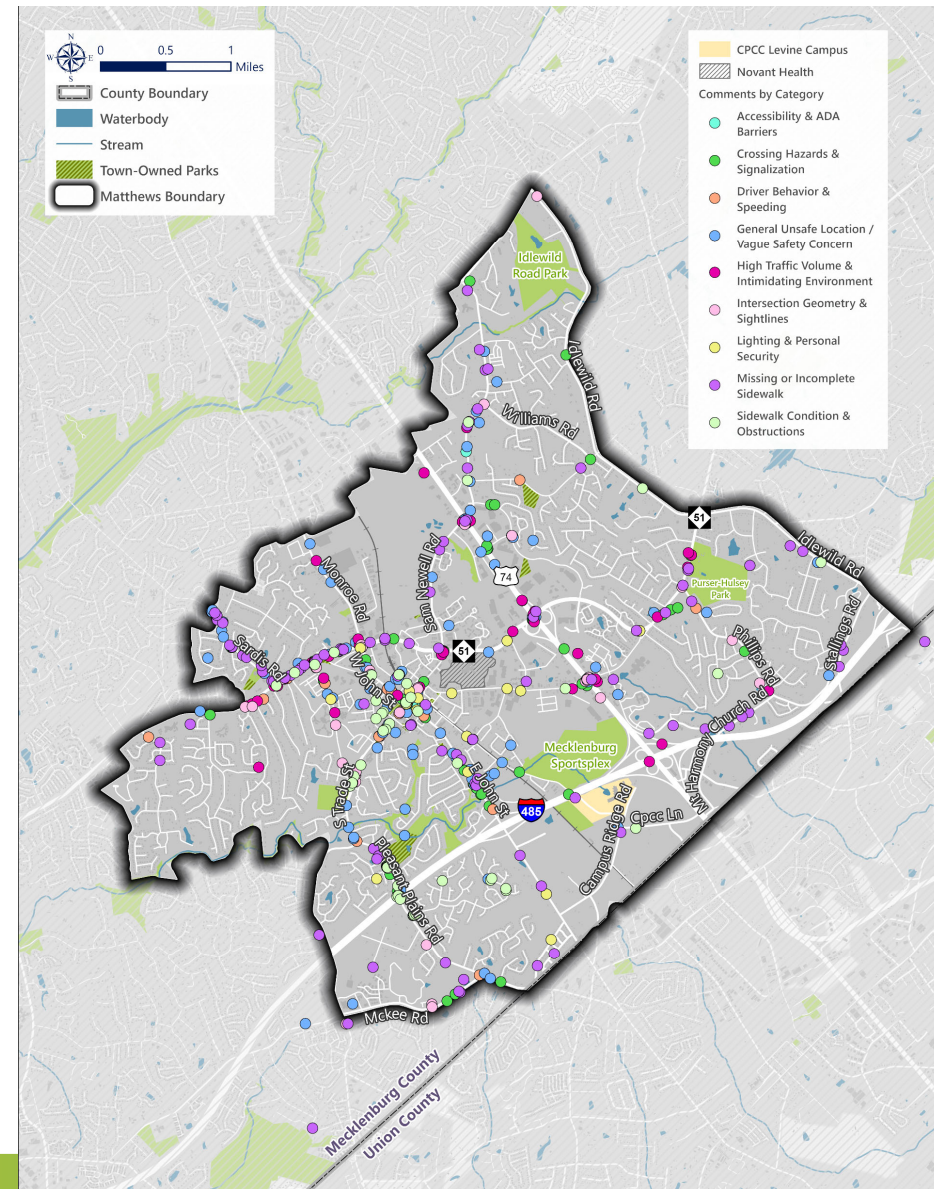
# Past Work – Public Survey, Engagement

## Key Takeaways

- Missing sidewalks on NC 51, Sardis Road, other secondary routes
- Infrastructure and safety concerns along Sam Newell Road
- High traffic volumes on NC 51 and US 74
- School and park Infrastructure
- Completing the network / filling priority gaps

## Overrepresented roads

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



# Mobility Zones and Draft Network





## Mobility Zones - Recap

### 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.

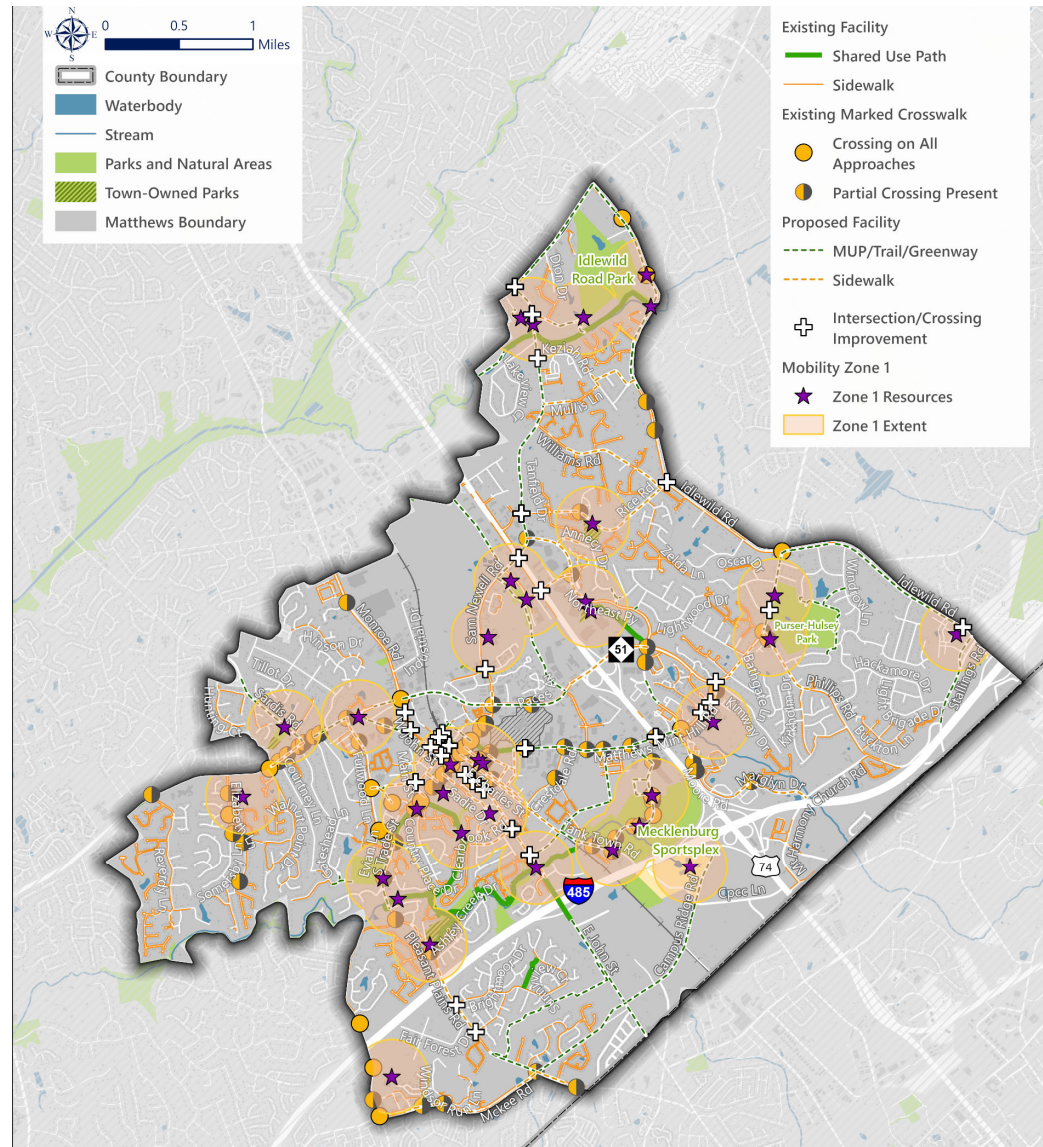


## Mobility Zones: Typical Priorities

| Zone 1: Comfort                                                                                                                                                                                                                                                                                                                                                                                     | Zone 2: Connectivity                                                                                                                                                                                                                                                                                                                                                                                            | Zone 3: Access                                                                                                                                                                                                                                                                 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>• Continuous sidewalks or multi-use paths on both sides, with generous buffers where feasible</li><li>• Frequent, highly visible crossings with short crossing distances and median refuges where needed</li><li>• Lower operating speeds</li><li>• Lighting, shade, curb ramps, and wayfinding</li><li>• Streetscape elements that support walking</li></ul> | <ul style="list-style-type: none"><li>• Continuous, direct pedestrian routes</li><li>• Safe crossings at major intersections and along longer blocks</li><li>• Multiuse paths or sidepaths where appropriate to context</li><li>• Transit stop access improvements</li><li>• Targeted retrofits that make walking predictable and connected, even if streets remain more vehicle-oriented than Zone 1</li></ul> | <ul style="list-style-type: none"><li>• Safe connections along key corridors</li><li>• High comfort crossings of key barriers</li><li>• Traffic calming</li><li>• Multi-use paths, greenways, or off-road connections</li><li>• Lighting and visibility improvements</li></ul> |

# Draft Network

“



# Mapping – Markup Activity





## Program and Policy – Funding Pathways

- P.A.V.E. Act municipal roadway funds offer a major path for priority pedestrian facilities. Keep a costed shortlist ready for funding decisions.
- CRTPO grants and NCDOT programs fit larger corridor and network projects with clear safety or connectivity benefits and adopted plan support.
- NCDOT safety programs and federal grants can advance documented crossing and school route needs, building on Matthews' John Street SS4A award.
- Powell Bill and Town capital funds can address short gaps and repairs; county greenway partnerships and trail grants can extend neighborhood connections.



## Program and Policy – Program Takeaways

- Mobility Zones!
- Safe Routes to School
  - Walk, Bike, Roll to School Day
  - Walking Buses
- Let's Go! NC
- Watch for Me NC
- Pedestrian Streets / Open Streets
  - Placemaking / Pilot Projects
- Walking Audits
- Targeted Enforcement Campaigns



## Program and Policy – Implementation Takeaways

- **Maintain a Priority Project List** that closes sidewalk gaps, improves high risk crossings, and connects neighborhoods to schools, Downtown, and greenways.
- **Prepare each priority project for funding** with a defined scope, planning level cost, potential funding sources, key constraints, and potential phases.
- **Build improvements into work already planned:** review resurfacing and NCDOT projects early, and use development review to secure sidewalks, paths, and trail connections.
- **Track maintenance and operations needs:** Involve Public Works in the identification of maintenance and ADA needs, while incorporating existing Matthews transportation groups, committees, etc.
- **Host annual progress reviews** and identify existing implementation options ahead of key construction projects for that year.

# Next Steps





## Mobility Zones - Recap

### Public Engagement

- Tabling at Beats and Bites, Oct. 30<sup>th</sup>.

### Network Refinement, Scoring, Prioritization

- Public and Steering Committee feedback integrated with the Draft Network

### Circulatory Review, Leadership Presentations, Adoption

- Meet with TAC, Internal groups, other technical resources
- Complete plan
- Present to Council for adoption



# Thank You!

Jordan Powell

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