

**MINUTES**  
**BOARD OF COMMISSIONERS SPECIAL MEETING**  
**JOHN STREET COMMITTEE – MEETING #4**  
**HOOD ROOM, MATTHEWS TOWN HALL**  
**AUGUST 7, 2018 – 6:00 PM**

**PRESENT:** Mayor Paul Bailey; Mayor Pro Tem John Higdon; Commissioners Barbara Dement, Chris Melton, Jeff Miller, Kress Query and John Urban

**ALSO PRESENT:** Facilitator Randy Mitchell; Transportation Advisory Committee members Bill Stevens and David Teixeira; citizens Renee Garner, Rob Jacik, Larry Lester and Garry Smith; Town Manager Hazen Blodgett; Public Works Director CJ O'Neill; Town Engineer Susan Habina Woolard; Planning and Development Director Kathi Ingrish; Public Works Intern Josh Rosenstein; Town Clerk Lori Canapinno

Facilitator Randy Mitchell reviewed issues from the previous meeting on June 19, in which the members identified elements of the consensus theme. Generally, the group preferred medians between 17 and 23 feet, with the wider medians towards the I-485 and Highway 51 edges acting as gateways and narrower medians in the middle where there are more residential and commercial properties. The planting strips would be between four and eight feet wide and a 10-foot wide multiuse path would be located on the north side. The group preferred limited left turns but didn't specify exact locations. They called for two 11-foot wide lanes, so the result would have a two-lane road divided by a median with some additional amenities. The group also wanted to evaluate Greylock Ridge Road and Independence Pointe Parkway as relief options.

Public Works intern Josh Rosenstein discussed the property owner survey conducted in the affected area. Staff mailed information in advance of the door to door survey that was conducted of property owners (not renters). If no one answered then information was left at the home asking for contact. There are 52 affected homes, of which there are 26 owner-occupied and 26 rental units. 13 responses were received – a 25% response rate. Of the 13, 10 were from people who lived in the homes.

Mr. Rosenstein reviewed the results of the survey (Exhibit #1 hereby referenced and made a part of these minutes). 100% of the respondents were aware of the project and projected impact to their property. The results indicated a split response on whether they supported the proposed widening and overall views of the project were mixed, with no strong mandate for support or non-support or particular aesthetic impacts. Most wanted to stay in their properties. There was some discussion of response rates and methodology. Mr. Rosenstein noted there were people who were home who chose not to speak with the canvassers and the canvassers would have liked to have more time to follow up with those who didn't respond. Communications Coordinator Maureen Keith noted a comment stating that turning into and out of their driveway was one of the biggest problems on this road. She also said it would be fair to say that some respondents were saying that they supported the idea that "something" needs to be done, but that doesn't necessarily mean widening the road to four lanes.

Public Works Director CJ O'Neill then discussed the impacts of other road projects in the area and the impact of the John Street project. He noted that the overall consensus from DOT (Department of Transportation) is that four lanes are needed and DOT prefers a superstreet design, but they understand that Matthews does not want a superstreet section in the I-485 through downtown area. Town Engineer Susan Habina Woolard explained that DOT did a new forecast, reran numbers and did an operations analysis. They're not ready to share that data until some more questions are answered. Mr. Mitchell noted that if John Street went to a two-lane model then it would

probably divert traffic to and then impact other locations. Ms. Habina Woolard has worked with some engineers to do additional modeling. Ms. Habina Woolard explained that Town hired CDOT (Charlotte Department of Transportation) to produce some modeling. She noted that the data is very raw/unfinished, explaining that this is very difficult and preliminary data.

Ms. Habina Woolard reviewed the raw model scenarios. (Exhibit #2 hereby referenced and made a part of these minutes). The base volume data is from 2015 and it's projected out 30 years. The model took actual counts from 2015 where available, and where that wasn't possible the model estimated the counts. The group reviewed various scenarios. Ms. Habina Woolard explained that the data suggests that from two to four lanes, the breakpoint is 20,000; from four to six lanes the breakpoint is 55,000. The data indicates that the number of lanes a road has should be based on volume. Discussion ensued regarding possible future movements and routes. Ms. Habina Woolard noted that when engineers project volume they don't take into consideration things like future technology, work habits, etc., so there is no crystal ball. It could be that in the future everyone might avoid John Street in favor of using managed lanes on I-485 or other changes. Operational analysis includes other important data that these data models don't have, like real-life knowledge of driving patterns and the like. Mr. Melton asked about doing an operational analysis and Ms. Habina Woolard explained that staff doesn't have the software or expertise, so a consultant would be needed. She estimated it would take approximately a year and cost \$50,000-100,000, and the data would be relevant for about five years.

The group continued reviewing the raw model scenarios. Ms. Habina Woolard discussed projected traffic volumes. Mr. Urban asked if the DOT data forecasts regarding Highway 51 could be overlaid on these scenarios to try to get more timely data; Ms. Habina Woolard said that could be done if a detailed analysis is done in the future. Ms. Habina Woolard then discussed results with all future growth and funded NCDOT projects included, which shows a percent increase (slide #5). Overall it shows for 2045 a 30% increase with John Street as four lanes. It shows Highway 74 as complete with an extra general-purpose lane and congestion management lane and 485 with a congestion management lane. As expected, all the state-funded projects are shown at the lane amounts funded, so John Street is shown with four lanes; Highway 51 between Monroe and Sardis is six lanes; Fullwood Lane improvements; two lanes throughout Northeast Parkway, etc.

Ms. Habina Woolard discussed the suggestion for Greylock Ridge Road to Independence Pointe Parkway being four lanes. Staff investigated that and keeps the recommendation at two lanes since putting four lanes through the Crestdale residential neighborhoods is not recommended, and because the CSX railroad is a significant concern. CSX has not disagreed with the two-lane proposal but if it moved to four lanes that would require a grade separation and build a bridge over the railroad. That would impact many homes. In addition, the volume didn't come close to 20,000 vehicles when it was modeled at four lanes. Lastly, there's a reduction in traffic on Highway 74 and 485 with this being a four-lane bypass, which suggests that four lanes would take traffic off the interstate and put it onto local town streets, which is not advisable. The recommendation is for this bypass to remain at the two-lane scenario. Ms. Habina Woolard summarized that the question was if using Greylock Ridge Road would reduce John Street traffic, and the data doesn't allow that conclusion to logically be made.

Ms. Habina Woolard then discussed what would happen if the Town tells DOT that it wants John Street to remain at two lanes for all East and West John Street as discussed in the last meeting. Matthews is already familiar with the effect of four lanes of traffic trying to get on a two-lane road. Matthews lacks road networks – the Greylock Ridge Road extension will help. It might push a need for improvements on Fullwood Lane. There is a gridded network planned in the ENT district to disperse traffic. Mr. Urban noted that the density in the ENT will be the highest in all of Matthews. Ms. Habina Woolard noted that connectivity helps alleviate pressure, but it is an issue in already-built areas due to existing cul de sac-ed areas and Four Mile Creek. Mr. Mitchell summarized the results if John Street was kept at two lanes: with the Greylock Ridge Road extension and the other planned project, the John Street traffic reduces the volume it is today by about 13%, but it's still on the cusp and traffic would possibly be bumper-to-bumper. Mr. Higdon agreed that a 13% reduction is still on the cusp but noted that it would not be like that immediately; traffic would be much improved for many years before it got to that point again.

Mr. Blodgett pointed out that this is raw data – not the kind of data generally used to make strong conclusions, and everyone needs to take it with a grain of salt. Mr. Teixeira asked how NCDOT would take it if this raw data was presented to them and Ms. Habina Woolard explained that they wouldn't take it seriously because it's so raw. They have their own complete analysis with traffic forecasts, operational analyses and the like that is so much better data than this. This raw data simply shows what the big picture looks like and is a jumping-off point if the group wants to get deeper into this type of analysis. She noted that NCDOT did not include the Greylock Ridge Road extension in their analysis because they don't see it as a regional road since it carries local traffic. Matthews sees it differently.

Mayor Bailey said this group needs to decide whether it wants two or four lanes for John Street. He is willing to take on that fight if the answer is two lanes. There are alternatives to go around town and DOT just has to realize that Matthews residents live here and DOT can't just push a four lane road down through the middle of town if this group doesn't want that to happen. If this group does decide to support only two lanes, then it will also have to discuss how the traffic will move around if not via John Street. The group has talked about Fullwood Lane and South Trade Street; the Town had suggested swapping South Trade Street for Fullwood Lane with DOT and Scott Cole seemed to be in favor of that. There are solutions even if some of them would be ugly. For example, configuration on Fullwood Lane would require taking out houses. Ms. Habina Woolard noted that if that is this group's statement and John Street is kept at two lanes then everyone needs to understand that congestion wouldn't be solved. Staff can support staying with two lanes as long as everyone understands the possible impacts to residences and businesses on John Street due to the traffic congestion. Mayor Bailey said the decision must be made as a town whether or not to keep downtown Matthews as it is and walkable, investing in the things to make it the community it should be, or let DOT do this and watch Matthews disappear in 50-60 years. Mr. Stevens asked if DOT would pay for any of the aesthetic improvements without the widening and the mayor explained that the Town would have to pay for aesthetic improvements.

Mr. O'Neill reviewed the two-lane John Street model as proposed in the previous meeting (Exhibit #3 hereby referenced and made a part of these minutes), starting from the eastern end at 485 and moving westward. He noted that staff didn't spend too much time on the intersections since DOT will do what they need to do to connect, and also because the group needs to give input on the very important intersection with Trade Street. Starting at the 485 end at the ramp, the plan shows John Street coming into and going out of town with two lanes and one right lane which turns into the exit ramp. Mr. Higdon said it appears to be very inconvenient for residents of the apartments off Council Place since they'd need to turn right and make a U-turn on the other side of 485 to travel in the other direction. Mr. O'Neill explained that there isn't enough room to install a U-turn before the signals and once there, there's really no way to install one without affecting how all the ramps work. Mr. Stevens asked if a left turn movement from Council Place was possible and Mr. O'Neill explained that it would force unsafe movements without a signal, but the location is too close to the existing signal to add another one without greatly impacting the whole corridor going down towards Indian Trail. Mr. Mitchell noted that staff put together this model according to the elements agreed upon at the last meeting, including limited left turns. Mayor Bailey reiterated that the group needs to decide on two versus four lanes, and if it's two lanes then DOT will likely not build this anyway since it doesn't meet their criteria – Matthews would have to build it and it would be then that the real detailed design efforts would start. Mr. Miller asked about the location in which the lanes would narrow from four to two; Mr. O'Neill explained that there wasn't consensus. One option is for the lanes to narrow at 485 so if traffic backed up at the merge point drivers could choose to take 485 and another is for it to come through further and drop down at Greylock Ridge Road.

Mr. O'Neill continued reviewing the plan with a 10-foot multiuse path on the southern/lower side with an 8-foot planting strip. This area would include a 23-foot median to act as a gateway coming into Matthews. This would be a great place for plantings and maybe gateway signage. On the far side there would be a 5-foot sidewalk and 8-foot planting strip. They added a Z-type crossing to cross over the road to access the multiuse path. There was some discussion of what DOT would do with this recommendation. It is not certain but very likely that DOT wouldn't fund this plan because it doesn't meet their required criteria. If so DOT would have to modify their project

limits to drop their design at some location, but no one knows where that would happen – it could be somewhere within Matthews' limits or they could stop in Stallings. Mr. Lester asked why a third lane isn't included to turn onto future Greylock Ridge; Mr. O'Neill explained that once Greylock was built the road would change to accommodate a through lane or add a turn lane. It's too early plan for that now.

Mr. O'Neill continued reviewing the plan. The 10-foot multiuse path continues up to the Four Mile Creek Greenway. This path drops down to 5-feet but the path on the far side increases to 10-feet here and two crossings are included to access that far side. The wider median continues through this section. Mr. Melton noted the existing unofficial on-street parking area for greenway parking and asked if the proposed plan could include a small parking lot for that. Mr. O'Neill said this plan does remove that unofficial parking and staff can look at adding official parking in the area. He noted that area is very steep so there are logistic issues involved. Mr. Jacik asked why the 10-foot multiuse is planned to cross the road and Ms. Habina Woolard explained that it's generally kept at the downtown side of the street but that the Union County path is on the south side, so it has to cross over at some point. There will be a signal at Greylock Ridge Road to assist with that safe crossing. There was also some discussion of the new Crestdale Heritage Trail will come out at Greylock Ridge and goes through the Crestdale community. It connects to sidewalks to the Sportsplex and to downtown.

Mr. O'Neill continued to review the plan. There are three U-turn bulbs: two access points into the neighborhood, which can be placed at any point along the line, and one more at Greylock Ridge Road. In the area with existing houses the median narrows to 15 feet. The closest house to either side to this alignment is 36-37 feet away; there will be grading impacts past that but once landscaping is replaced each of those properties will still have a nice front lawn. Mr. Melton asked if CMS (Charlotte-Mecklenburg Schools) has provided any input regarding school bus stops and Mr. O'Neill explained that CMS typically is informed of changes and then adjusts their plans as needed.

Mr. O'Neill reviewed the area around Charlies Buckley Way. The existing warehouse truck facility will probably be unable to continue functioning as it does now, but they do have a loading dock on the other side that can be used. Staff has discussed that with them. Mr. O'Neill said he believes they've been interested in selling the property too. In the post office area, Park Square will retain the sidewalk in roughly the same space. There will be a left-over into the post office and a left-over into the side alley next to the bank to allow access to the rear area. Mr. O'Neill noted that this plan includes a simple placeholder for the square – the intersection of John and Trade Streets – because it will require much more discussion about what is desired there and potential impacts to existing businesses and other buildings. Mr. Mitchell summarized that in the small section from the bank alley through the square there is one through lane and one turn left lane and a similar short section on the other side of the square.

Mr. O'Neill reviewed the area past the square and going towards Ames Street. The area is fairly tight but it may be able to remain as is. It has a 15-foot median and would have one through lane on each side with some sections adding a left turn lane. The median would likely include some low-maintenance plantings. The plan keeps as many crossings as possible. The 10-foot multiuse path on the north side drops down to a 5-foot sidewalk since the Reid House's historically landmarked property can't be impacted. Mr. Stevens asked about bike accommodations and Mr. O'Neill explained that none were included because this group didn't feel that was necessary. Ms. Habina Woolard noted that the 10-foot multiuse path could be extended instead of the 5-foot sidewalk if the planting strip was drastically reduced. Bicyclists could then use the multiuse path. This area probably needs more group discussion since it wasn't focused on as much as the other sections in previous meetings. Mr. O'Neill then reviewed the area by Covenant Church Lane, which includes a left turn there and a left into Bruster's/Aldi. There could be a Z crossing or a straight through crossing near Lois Street. The pedestrian crossing can be softened up safely with some short landscaping. Mr. Stevens noted the plan's pedestrian refuge and crossing is in a good spot because there's a bus stop near there. This plan ends at the Highway 51 intersection, which is where DOT's other project will start.

Mr. Higdon asked how likely the DOT's proposed Highway 51 CFI (continuous-flow intersection) project will happen. Mr. O'Neill said he couldn't answer that, but one thing to consider is that if the CFI plan isn't installed then DOT will likely install eight lanes on Highway 51, which will be a much greater impact to the properties on the sides. With the CFI it would be narrowed to four lanes with a huge intersection. Mayor Bailey noted that Highway 51 was built with the same intent to bypass downtown Matthews and make those streets neighborhood streets. If Matthews wants to make these changes to DOT's John Street plan, then people should accept that the town may need to give up fighting against the Highway 51 proposal to make John Street work. Mr. Lester commented on the E. John Street section past 485. There's a lot of currently vacant property there; he suggested considering installing roads parallel to John Street south of 485 to handle local traffic. Ms. Ingrish noted that the E. John Street/Outer Loop Small Area Plan calls for a new street network to be developed for any new development that occurs. Mr. Higdon asked how the DOT's CFI plan for Highway 51 will mate up with this plan, since there would be more lanes turning into the lanes than could accommodate them. Mr. Blodgett said the CFI plan seems scary, but he urged people to consider how to make it as easy as possible for people to get onto Monroe Road, Fullwood Lane or Highway 74 from 51. The CFI concept could possibly do that. Ms. Habina Woolard acknowledged that the CFI doesn't match up with this plan, but if this group agrees on a final proposal for John Street then staff will take that vision to DOT and see how the CFI can work with it. Mr. Mitchell asked if there are any issues outstanding with the John Street plan regarding busses, trash trucks, etc. stopping, cars breaking down or emergency vehicles coming up behind cars and impacting the flow of traffic. Ms. Habina Woolard said all those details will have to be looked at if this group decides that they want to move forward with this plan. Ms. Habina Woolard noted that U-turns are another issue that will have to be further detailed.

Mr. Urban talked about the cost per linear mile for this project. It is likely to be more than the \$6 million the Town spent on Trade Street, so there may need to be some compromises worked out with DOT. He said he thinks DOT won't put a dollar into the project if it doesn't increase traffic flow. Matthews may need to consider options, like leaving West John Street alone to save some money. Mayor Bailey said this could be a \$30 million project. It can be discussed at the public meeting to ask the question and see if people would be willing to approve a bond and how much of a tax increase they'd be willing to pay to make this happen. Mr. Higdon said this could be decided as the town's long-term vision and construct it in phases over years. Mr. Melton said he'd like to know how it would affect the overall ranking of the other DOT projects if this project was pulled from DOT and became a town project. Ms. Habina Woolard said including the John Street section from 485 to Trade Street ranks it higher. Mr. O'Neill said that section ranked higher than either of the other two. They weren't sure about the impact of other area DOT projects.

Mr. Mitchell summarized that there are three possible options: do nothing and leave the road as it is now; press forward with this two-lane proposal; or work on some other modification of the state's four lane proposal. Mr. Teixeira said some version of this two-lane plan with the Greylock Ridge Road extension included is good. The Town will have to do it and pay for it along the way. Mr. Lester said he finds it difficult to believe that this can't be addressed from a legal perspective, to fight DOT and their use of taxpayer funds so that the funds can be used in the way the citizens want in their town. Mayor Bailey explained that there are restrictions regarding the TIP system and it doesn't work the way it used to. Mr. Lester then discussed using Greylock Ridge Road to steer cars away from John Street and Ms. Habina Woolard explained that Greylock Ridge Road won't siphon off enough cars because it would carry only a fraction of the amount as John Street, so it can't be considered a regional road. Mr. Urban said before this goes any further, Matthews needs to present this concept to DOT and see what they say. The concept has been flushed out and now there may be some negotiating to be done. Matthews needs to hear what DOT will say before doing anything more at this point.

Mr. Jacik expressed his support for preserving downtown, maintaining or increasing walkability, and trying to push traffic to other corridors. This plan seems to accomplish that. He would also prioritize the eastern section from Trade Street to 485 with the West John Street section as not as critical. Mr. Smith said he loved the concept and supports preserving character and keeping pedestrian activities downtown. He said he doesn't think Matthews will lose anything by diverting traffic away from downtown. Mr. Stevens said he likes this plan, but it doesn't reflect the

projections the group saw regarding higher traffic volumes to lower traffic volumes. You don't generally see that in road planning – usually more lanes are built for more cars. Matthews is now proposing to make its center better, but this will likely be an uphill fight with DOT. He doesn't see any downside once these final kinks are worked out. There's a network to get around Matthews that helps our neighboring communities too - moving traffic in Union County in a more efficient is in everyone's best interest. Mr. Lester suggested having Charlotte build a road over Four Mile Creek. Ms. Dement agreed that there are more critical sections of the road and that the project could be phased in. She said it's important to plan the entry from Charlotte into downtown Matthews so that it encourages people to take other roads instead of continuing on John Street. This could be done by visually narrowing the road, adding greenery or other methods to discourage traffic from coming through. Ms. Garner said the design is great, and that it was good to hear it be said that the original design is destructive. This new design is one that will not destroy the fabric of Matthews.

Mr. Blodgett noted that there was a commitment to bring the plan to the community for public input. Mayor Bailey said he would prefer to meet with DOT and get actual cost estimates first. DOT also needs to understand that Highways 51 and 74 are the bypasses and they need to work with those. He will want to speak again with Representative Bill Brawley and Senator Dan Bishop about the quality that exists now and how Matthews doesn't want that disrupted. The Town also needs to talk about the potential ownership swap of Fullwood Lane and South Trade Street – so that the Town would own South Trade Street and the State would own Fullwood Lane - and how that could potentially affect the properties around Fullwood Lane if the State wanted to make any improvements leading up the Highway 51 intersection.

Ms. Habina Woolard said a comment had been made about waiting to see what happens with the Highway 74 improvements. She explained that Scott Cole of the DOT said DOT has the money now and so they have to spend it now. Mr. Higdon said there's a lot of unknowns and it's concerning that multiple projects are being planned to be built at once. The 74 project alone will have a major impact on traffic patterns and the projects should be staggered. Mr. Melton agreed, saying the potential negative impact of multiple projects happening at once is significant. Mr. O'Neill noted that DOT is aware of this, but they need to get projects to a certain point in the planning and designs stages and then start progressing through them. Staff's priority list, which was also reviewed by the Transportation Advisory Committee, calls for the projects to occur in this order: McKee Road; then completion of the parallel roads for Highway 74; then completion of the Highway 74 widening; then the Highway 51 CFI or widening, whichever it ends up being; and then after that to look at John Street, and then the other Highway 51 widening.

The plan proposed by the group will be shared with the DOT. A meeting will be called in the future to collect public input.

The meeting adjourned at 8:45 pm.

Respectfully submitted,

Lori Canapinno  
Town Clerk

# Survey of E. John Street Property Owners

Town of Matthews, NC  
August 7, 2018



# Introduction

- Communications Coordinator Maureen Keith and Public Works Intern Josh Rosenstein conducted surveys door-to-door to E John St property owners on July 18 during mid-day hours. This was part of the working group's effort to present a plan to the NCDOT that reflects the local consensus of Matthews regarding the E John St Widening project (U-4714).
- The survey was given specifically to homeowners in the affected area (not to renters). Letters were sent to property owners in advance of the survey. Information was left for property owners who were not home during the door-to-door survey asking them to call Maureen if they wanted to participate. Property owners who did not live at their John St properties were invited to call in with their feedback as well.
- Total number of affected homes: 52
  - 26 homes are owner occupied
  - 26 are rental homesTotal number of survey respondents: 13
  - Of the 13 responses, 10 live in the homeResponse Rate: 25%
- NOTE: Not every respondent gave an answer to every question

# General Project Background

Are you aware of the NCDOT proposal to widen John Street?		
Yes	13	100%
No	0	0%

Do you support the proposed widening?		
Yes	7	54%
No	6	46%

What do you think of the proposed plan? (open-ended)
Against the plan
Traffic is a problem
Trucks are a problem
Four lanes are too many
Access Issues (being able to turn left out of driveway)
Against the plan as a long term owner of property
In Favor of plan
Plan will hurt the feeling of community and small town identity
Against plan because of impacts to residents who can't afford to move
Don't want median
Worried about safety issues
Want to see effect of project on US-74
Leave John Street as it is
Please minimize property impacts and consider aesthetics (property impacts most important)
I wish NCDOT would take my whole property

# John St Working Group

<b>Are you aware of the Town's working group and their efforts?</b>		
Yes	8	61.5%
No	5	38.5%

<b>What, besides vehicle traffic, do you think is important for the working group to consider?</b>
Bike/Pedestrian Safety
Want traffic going around and not through town
Property Impacts
"I don't like Charles Buckley Way"
Vehicles speeding
Car Count Mitigation
"Don't split up the town"
Impacts on business
Senior Citizens who don't wish to move
Loss of affordable homes in Matthews
Landscaping/buffer between road and homes

# Property Impacts

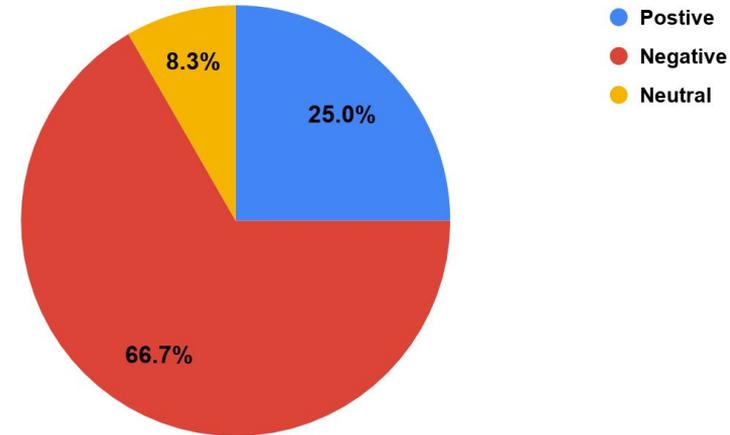
Is your property affected by the proposed road improvement?		
Yes	13	100%
No	0	0%

If your property were to be impacted by the project, would you rather?		
Sell your entire property to the NCDOT	4	33%
Sell the impacted portion of your property to the NCDOT and retain ownership of the rest	8	67%

*Some residents expressed concern that they would not “get a good deal” from the DOT for impacted parts of their property, even though they wished to stay.*

Which of the following would describe your feelings if your home were impacted by the project and you were compensated a fair value for it?		
Very positive	1	8%
Somewhat positive	2	17%
Neutral	1	8%
Somewhat negative	5	42%
Very negative	3	25%

Which of the following would describe your feelings if your home were impacted by the project and you were compensated a fair value for it?

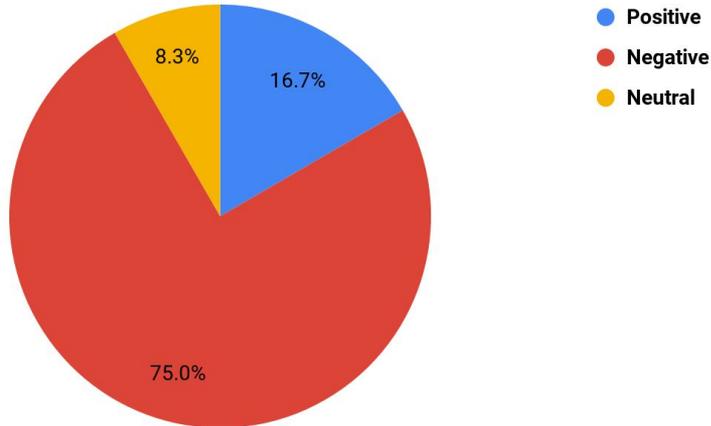


# Property Impacts

**How do you feel about the roadway/sidewalk potentially being closer to your home?**

Very positive	0	0%
Somewhat positive	2	17%
Neutral	1	8%
Somewhat negative	3	25%
Very negative	6	50%

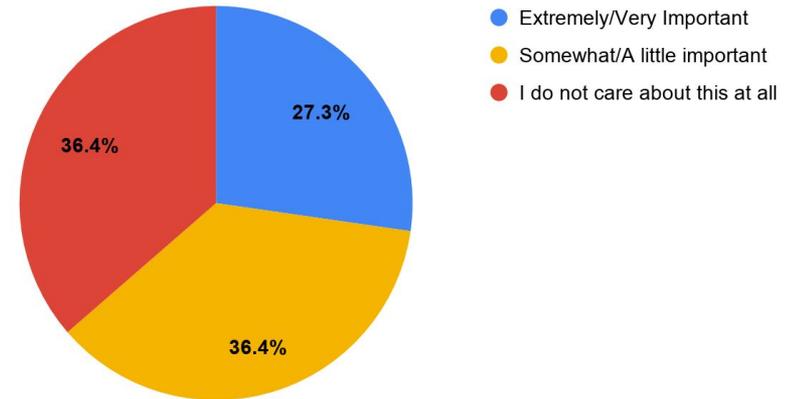
**How do you feel about the roadway/sidewalk potentially being closer to your home?**



**How important to you is having aesthetic features such as trees and plantings on John St (i.e. with trees or landscaping in medians or roadside planting strips)?**

This is extremely important to me	1	9%
This is very important to me	2	18%
This is somewhat important to me	3	27%
This is a little important to me	1	9%
I do not care about this at all	4	36%

**How important to you is having aesthetic features such as trees and plantings on John St?**

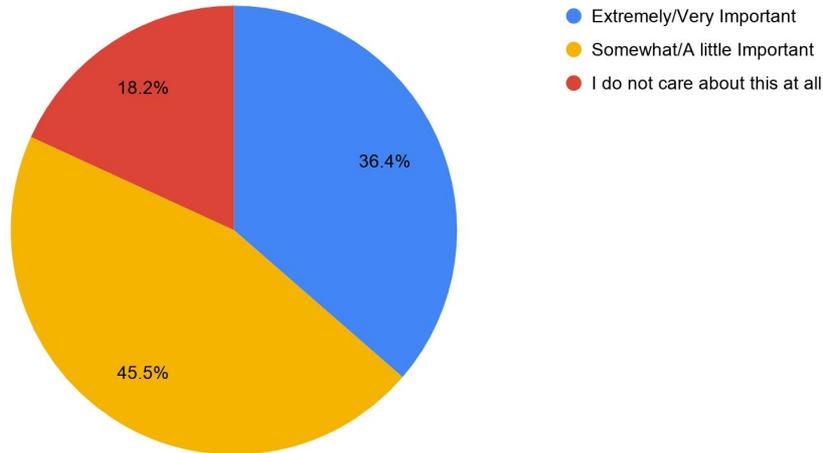


# Property Impacts

How important to you is having safe and convenient pedestrian and bicycle facilities on John St?		
This is extremely important to me	1	9%
This is very important to me	3	27%
This is somewhat important to me	3	27%
This is a little important to me	2	18%
I do not care about this at all	2	18%

How congested is E John during the morning and evening commute?		
Very Congested	9	82%
Congested	2	18%
Not congested at all	0	0%
Somewhat congested	0	0%

How important to you is having safe and convenient pedestrian and bicycle facilities on John St?



What times of day are most congested? (You may choose more than one)	
Morning (6:00AM – 10:00AM)	8
Mid-day (11:00AM – 3:00PM)	0
Late Afternoon (3:00PM – 6:00PM)	6
Evening (6:00PM – 8:00PM)	1

# Takeaways

- 100% of survey participants were aware of the project and believe their properties would be impacted by the project.
- 100% of survey respondents report traffic is congested during morning and late afternoon commute times.
- Overall views of the project are mixed, particularly in terms of support for the project itself, aesthetic features and bike/ped facilities.
- Most residents want to stay in their homes even if their land is impacted, but feel negatively about having to sell some of their land to the NCDOT and having the roadway/sidewalk closer to their homes.



Thank you

EXHIBIT 2

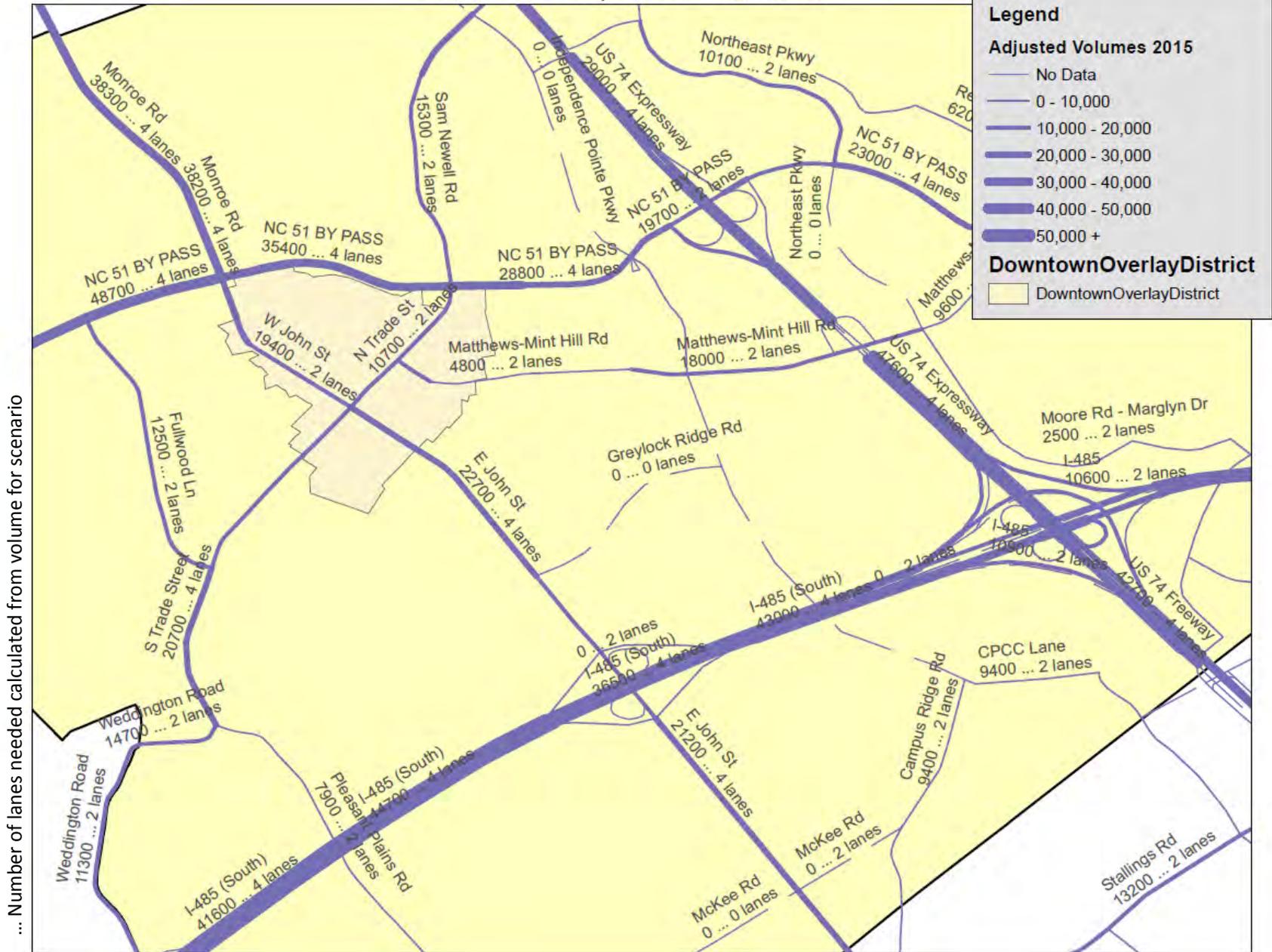
# Raw Model Scenarios

August 2018

Town of Matthews

# Base year volumes (2015)

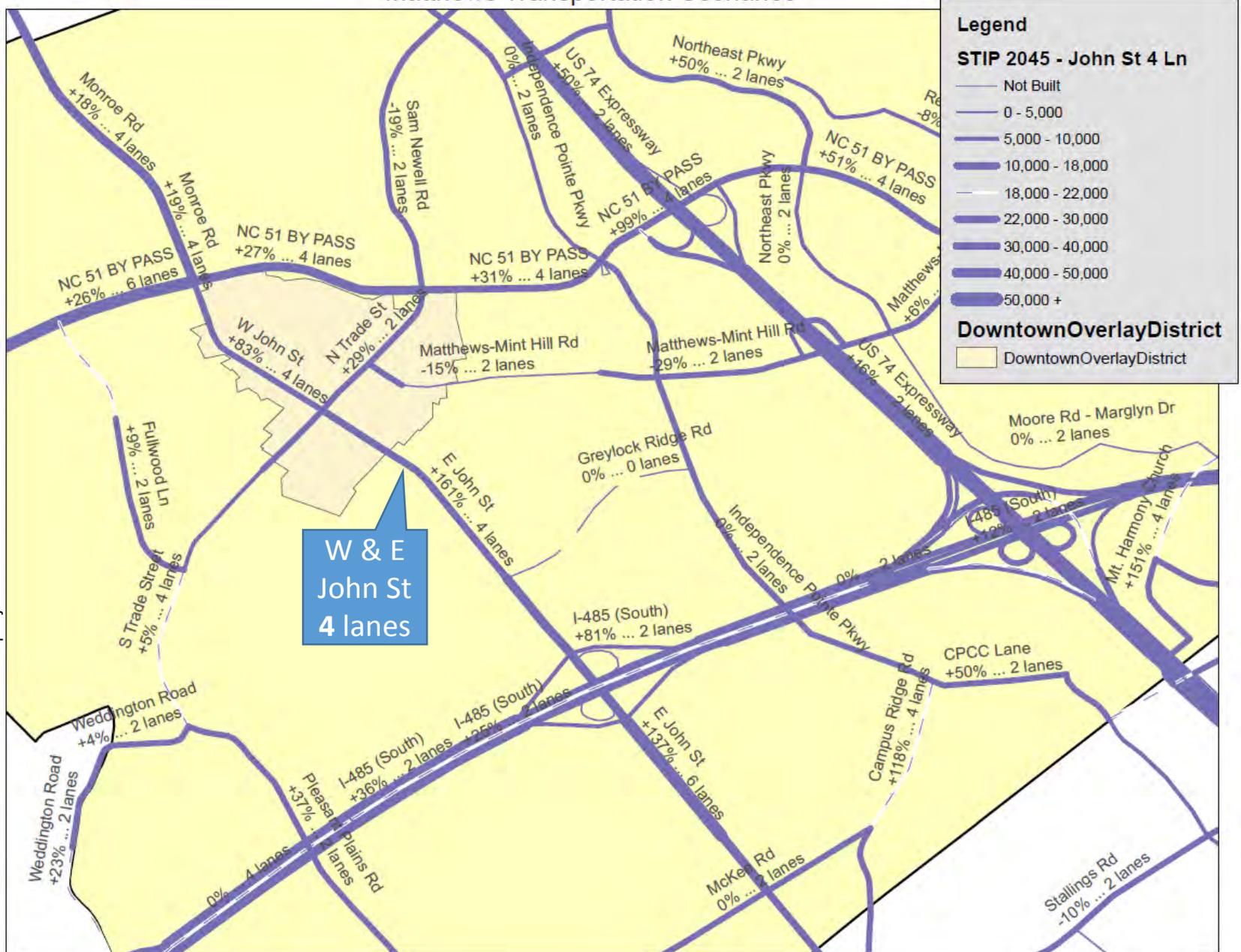
## Matthews Transportation Scenarios



# 2045 projected volume + STIP projects (John St FOUR lanes)

## Matthews Transportation Scenarios

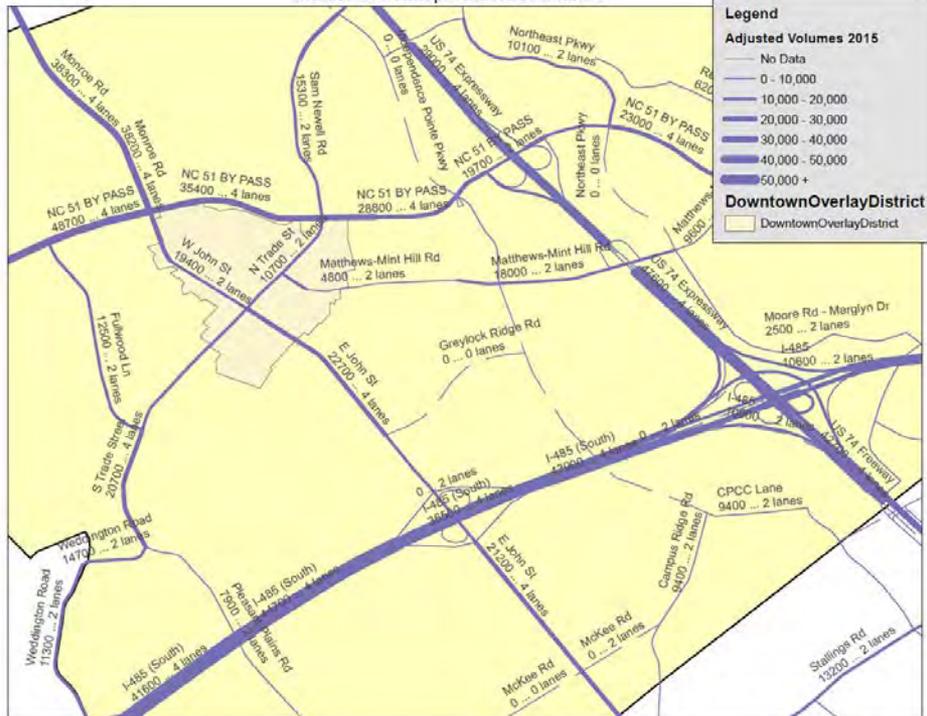
% change from base year balanced volumes (2015)  
 ... Number of lanes needed based on projected volume for scenario





# Base year to 2045 STIP projects comparison

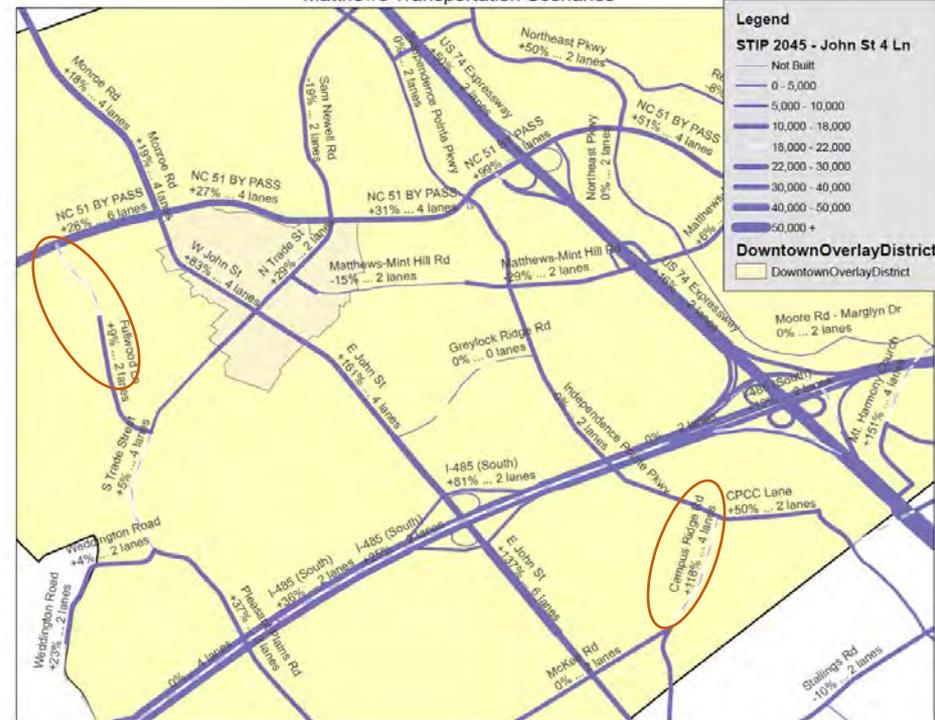
Mathews Transportation Scenarios



Base year 2015

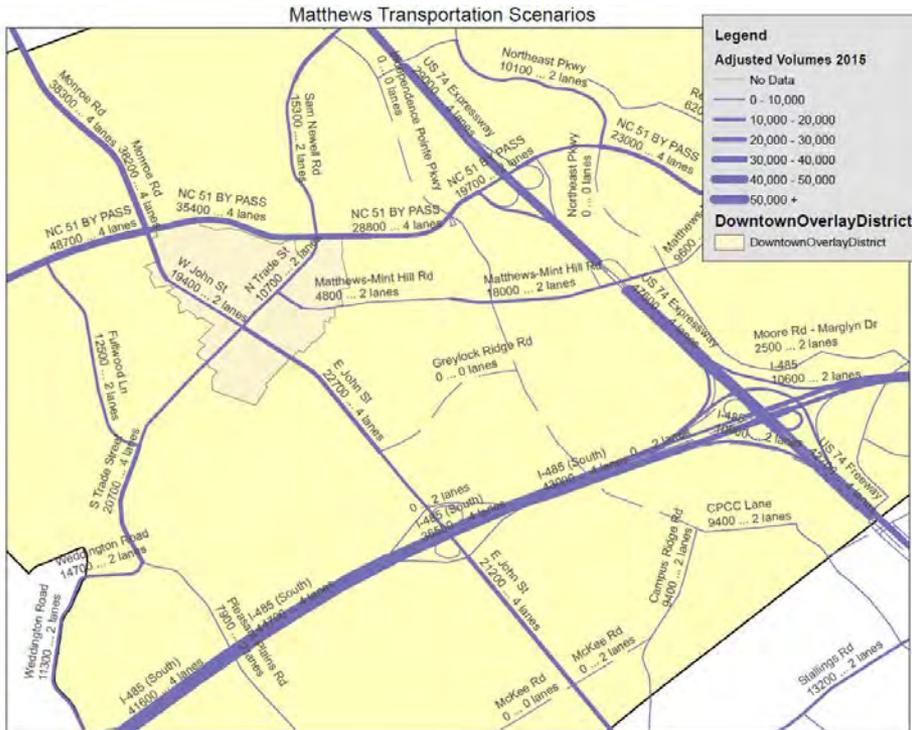
... calculated # lanes from volumes (not existing number of lanes)

Mathews Transportation Scenarios



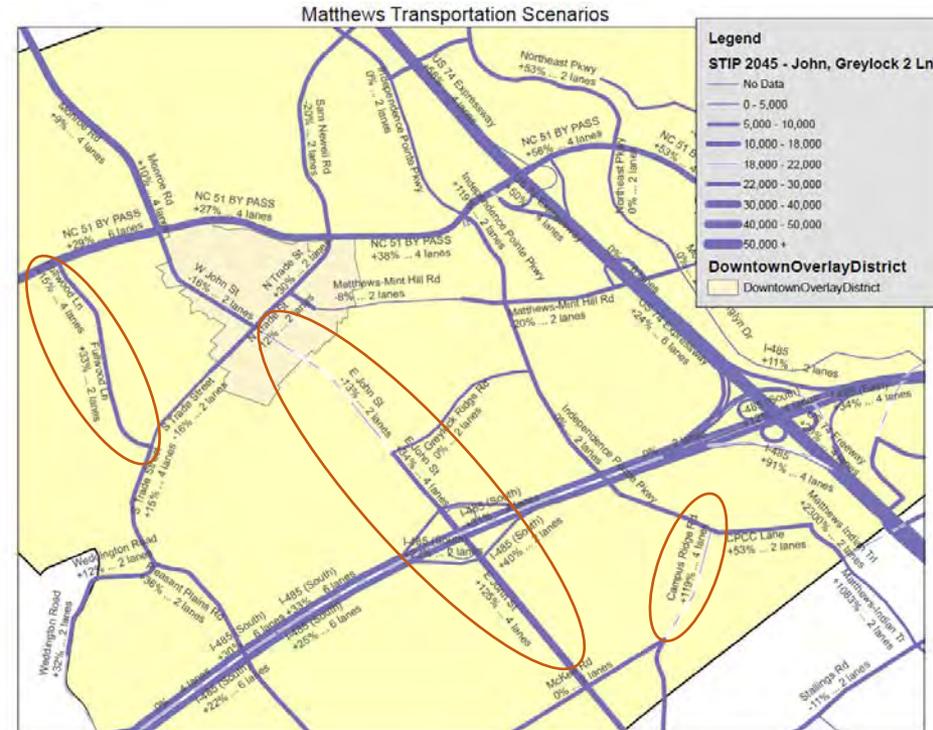
2045 volumes and funded STIP projects,  
John St is four lanes

# Base year to John St and Greylock Ridge Two Lanes



## Base year 2015

... calculated # lanes from volumes (not existing number of lanes)



## John St - 2 lanes

Greylock Ridge Extension – 2 lanes  
 Independence Pointe Pkwy – 2 lanes  
 Fullwood Rd – 2 lanes  
 2045 volumes + STIP projects

# John St **FOUR** lanes to John St **TWO** lanes

Matthews Transportation Scenarios



2045 volumes and funded STIP projects,  
John St is four lanes

Matthews Transportation Scenarios



2045 volumes and funded STIP projects,  
John St - 2 lanes  
Greylock Ridge Extension – 2 lanes

