



# City of High Point

Municipal Office Building  
211 S. Hamilton Street  
High Point, NC 27260

## Meeting Agenda

### Prosperity, Livability & Safety Committee

*Monica Peters, Chair*

*Dr. Patrick Harman*

*Tyrone Johnson*

*Vickie M. McKiver*

*Cyril Jefferson, Mayor (Alternate)*

*Michael Holmes, Mayor Pro Tempore (Alternate)*

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Thursday, April 4, 2024

9:00 AM

Council Chambers

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#### **CALL TO ORDER**

#### **Prosperity and Livability Committee - Council Member Monica Peters, Chair**

#### **PRESENTATION OF ITEMS**

[2024-145](#)

Presentation - N. Main Street Improvements

Staff will provide a presentation on improvements to N. Main Street between Lexington Avenue and Church Avenue.

**Attachments:** [N. Main Improvement Presentation](#)

#### **ADJOURNMENT**



# City of High Point

Municipal Office Building  
211 S. Hamilton Street  
High Point, NC 27260

## Master

**File Number: 2024-145**

**File ID:** 2024-145

**Type:** Miscellaneous Item

**Status:** To Be Introduced

**Version:** 1

**Reference:**

**In Control:** Prosperity,  
Livability & Safety  
Committee

**File Created:** 03/28/2024

**File Name:**

**Final Action:**

**Title:** Presentation - N. Main Street Improvements  
Staff will provide a presentation on improvements to N. Main Street between Lexington Avenue and Church Avenue.

**Notes:**

**Sponsors:**

**Enactment Date:**

**Attachments:** N. Main Improvement Presentation

**Enactment Number:**

**Contact Name:**

**Hearing Date:**

**Drafter Name:** sandra.keeney@highpointnc.gov

**Effective Date:**

### History of Legislative File

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
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# CITY OF HIGH POINT

## AGENDA ITEM



<b>TITLE:</b> N. Main Street Improvements Presentation	
<b>FROM:</b> Greg Venable, Transportation Director	<b>MEETING DATE:</b> April 4, 2024
<b>PUBLIC HEARING:</b> n/a	<b>ADVERTISED DATE/BY:</b> n/a
<b>ATTACHMENTS:</b> N. Main Presentation	

**PURPOSE:** Presentation on improvements to N. Main Street between Lexington Avenue and Church Avenue.

**BACKGROUND:** The City of High Point has contracted with Kimley Horn and Associates to study N. Main Street from Lexington Avenue to Church Street to provide recommendations for pedestrian safety improvements, streetscape improvements, speed reduction strategies, and complete street concepts. The presentation will also include work that has been done to date. There were several interim improvements that were approved by the City Council in August of 2023.

**RECOMMENDATION/ACTION REQUESTED:** This is for information only at this time and no action is requested.



# N Main Street Corridor Study

Prosperity, Livability & Safety Committee

April 2024

Kimley»Horn

CITY OF  
high  
point.



# Project History

- Started with the Ignite High Point Master Plan (2013)
- Current effort – further evaluation and developing preliminary designs/costs
- Potentially reduce vehicle lanes on North Main Street
  - Widen sidewalks, calm traffic, add street trees, improve pedestrian crossings
  - Enhance sense of place



# Interim Improvements

North Main Street at Hillcrest Place







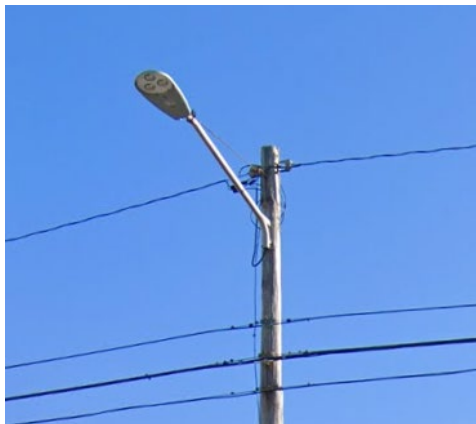
← Heading northbound on N Main Street

Heading southbound on N Main Street →



# Prosperity and Livability Committee Meeting August 9, 2023

- Kimley Horn and Associates provided a list of potential interim improvements.
- Staff recommended to the Committee which treatments we felt were the best options based on cost and constructability.
- Evaluate feasibility of additional alternatives as part of greater Main Street Corridor Study.



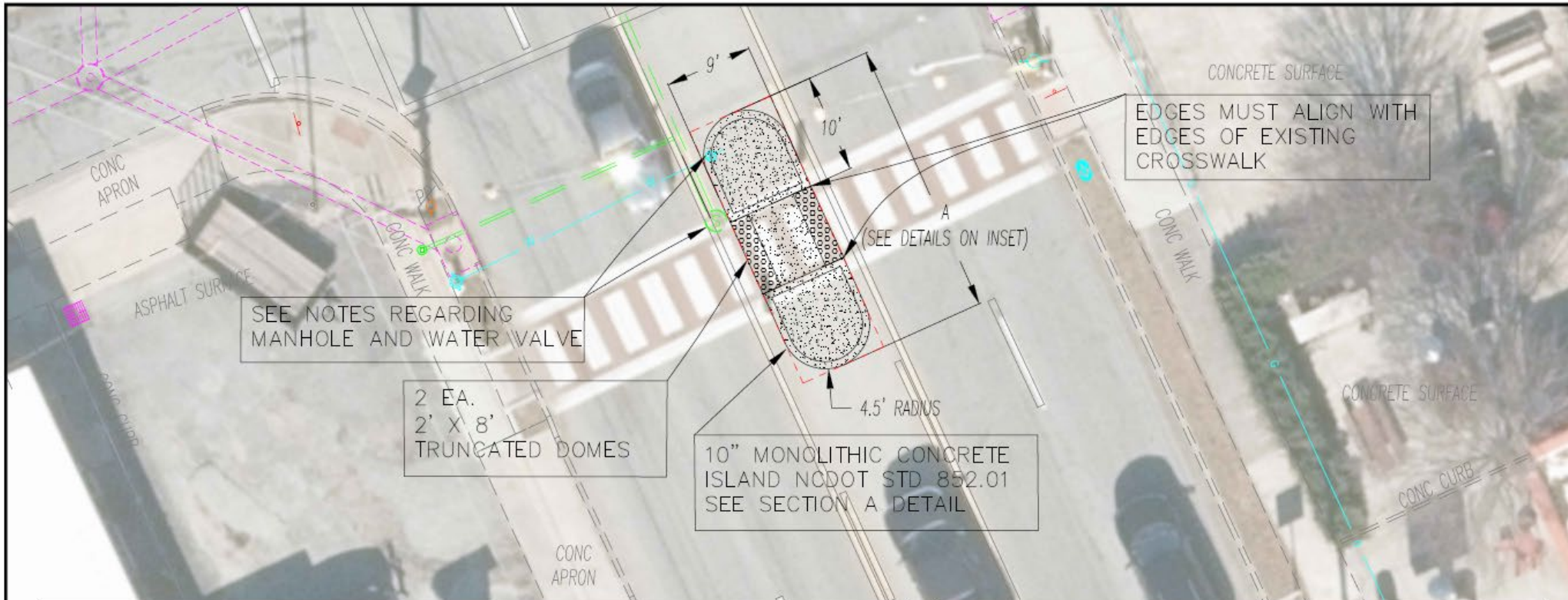
- Enhance roadway lighting at the crosswalk location  
~\$5,000 **Installed**



- Enhance existing RRFB with double posted signs and flashers  
~\$10,000 - \$25,000 **Installed**



- Concrete median refuge island with detectable warning surfaces  
~\$15,000 **Design completed by City staff – encroachment not approved by NCDOT**

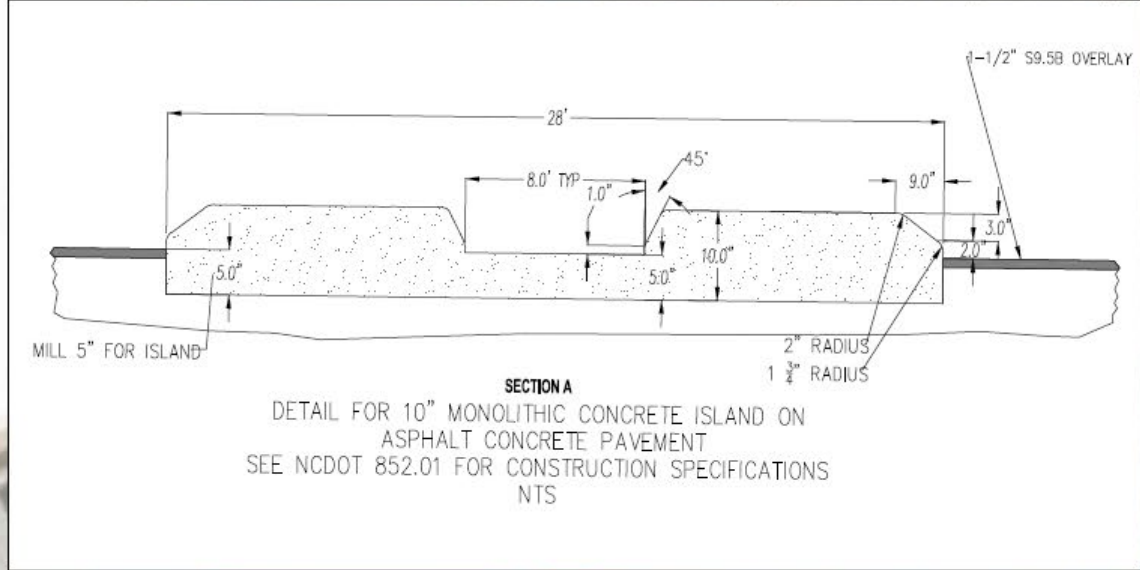


SEE NOTES REGARDING  
MANHOLE AND WATER VALVE

2 EA.  
2' X 8'  
TRUNCATED DOMES

10" MONOLITHIC CONCRETE  
ISLAND NCDOT STD 852.01  
SEE SECTION A DETAIL

CONCRETE SURFACE  
EDGES MUST ALIGN WITH  
EDGES OF EXISTING  
CROSSWALK



NOTES:  
1. ENSURE CONSTRUCTION LIMITS ARE PROPERLY MARKED PRIOR TO CONSTRUCTION.  
2. FLOOR SAW CUT AREA IN RED TO ENSURE CLEAN VERTICAL CUT FOR ISLAND INSTALLATION.  
3. EXPANSION JOINTS AND SELF LEVELING CAULK MUST BE USED AROUND PERIMETER OF THE CONCRETE ISLAND.

CITY OF HIGH POINT DEPARTMENT OF ENGINEERING SERVICES 211 S. HAMILTON STREET HIGH POINT, NC 27601 TELEPHONE (336) 884-3194 FAX (336) 884-4115		
JOB NO:	ROOM	
DATE	AUGUST 2023	
DESIGNED	JNF	
DRAWN	JNF	
CHECKED		
BY	SCALE: 1" = 30' HORIZ/44'	
REV.	DATE	DESCRIPTION
PLANS FOR <b>PEDESTRIAN REFUGE ISLAND</b> NORTH MAIN STREET AND HILLCREST PLACE HIGH POINT - CATAWBA COUNTY - N.C.		
SHEET NO.	1	
OF	1	

# Full Project Information

- Current Phase –  
Lexington Avenue to  
Church Avenue
- Two Alternatives  
Identified



# Alternative 1

# Alternative 1 – Section 1 (Parkway to Church):

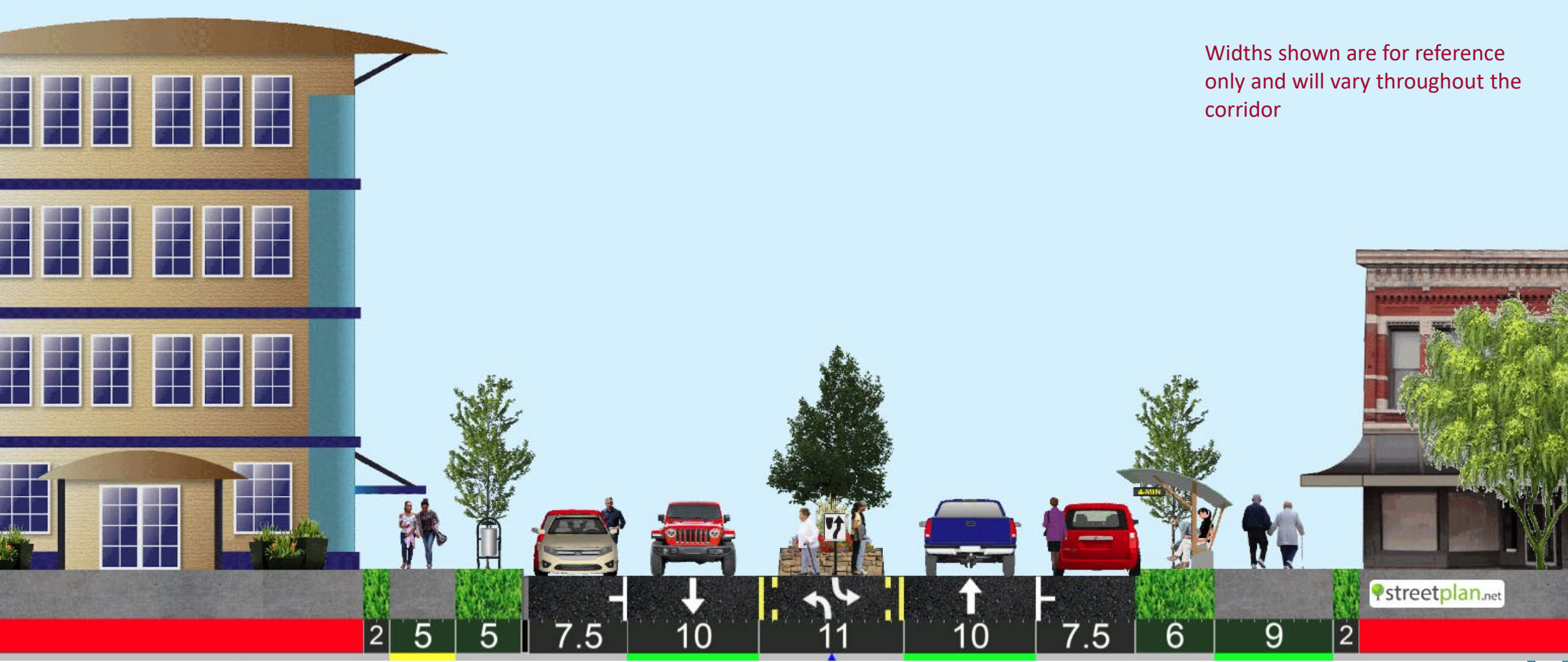
- 4-lane roadway reduced to 2 lanes
- Addition of curb bulb outs, street trees and on-street parking
- Wider and improved sidewalks
- Enhanced pedestrian crossings
  - Leading pedestrian intervals at signals
  - Improved crosswalk visibility near Richardson Ave.
- Landscaped median where width allows

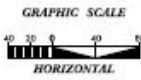




# Alternative 1 – Section 1

Widths shown are for reference only and will vary throughout the corridor

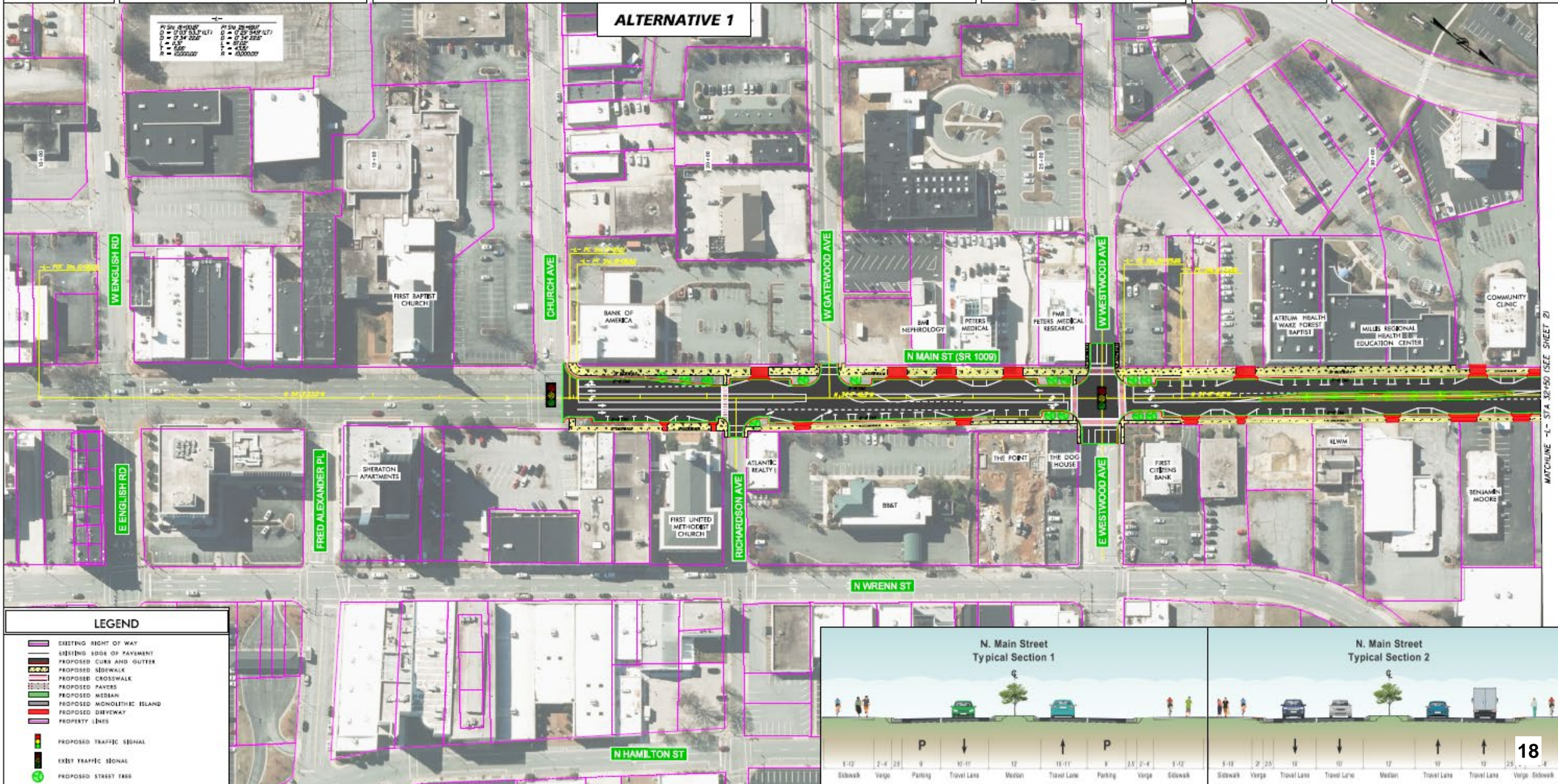




**INCOMPLETE PLANS**  
DO NOT USE FOR R/W ACQUISITION  
**PRELIMINARY PLANS**  
DO NOT USE FOR CONSTRUCTION

LIMITS OF CONSTRUCTION AND IMPACTS SHOWN ARE BASED ON PRELIMINARY DESIGNS AND PRELIMINARY GROUND SURVEYS (GIS, DTM) AND AERIAL IMAGERY, DURING THE FINAL DESIGN STAGE. DESIGNERS WILL ATTEMPT TO MINIMIZE IMPACTS WHERE FEASIBLE USING FINAL GROUND SURVEYS. FINAL DRIVEWAY LOCATIONS WILL ALSO BE DETERMINED DURING FINAL DESIGN USING FINAL GROUND SURVEYS. SELECT DRIVEWAYS ARE SHOWN TO CONFIRM FEASIBILITY OF PRELIMINARY DESIGN.

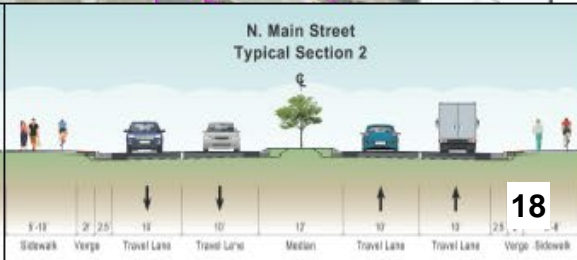
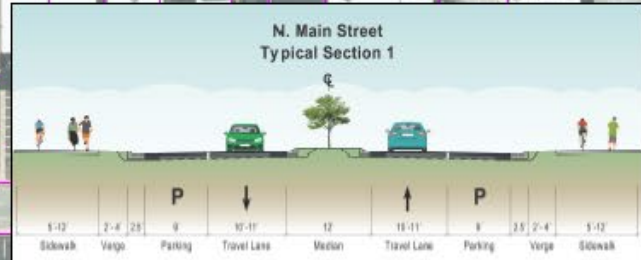
**ALTERNATIVE 1**



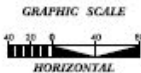
PC STA 18+00.00'	PT STA 25+49.67'
POB 17.03' 33.3° 1/4"	POB 17.03' 33.3° 1/4"
PI 17.34' 22.0°	PI 17.34' 22.0°
TA 1.56'	TA 1.56'
LA 15.00000'	LA 15.00000'
PC STA 25+49.67'	PT STA 32+99.34'
POB 17.03' 33.3° 1/4"	POB 17.03' 33.3° 1/4"
PI 17.34' 22.0°	PI 17.34' 22.0°
TA 1.56'	TA 1.56'
LA 15.00000'	LA 15.00000'

**LEGEND**

	EXISTING RIGHT OF WAY
	EXISTING EDGE OF PAYMENT
	PROPOSED CURB AND GUTTER
	PROPOSED SIDEWALK
	PROPOSED CROSSWALK
	PROPOSED PAVES
	PROPOSED MEDIAN
	PROPOSED MONOLITHIC ISLAND
	PROPOSED DRIVEWAY
	PROPERTY LINES
	PROPOSED TRAFFIC SIGNAL
	EXIST TRAFFIC SIGNAL
	PROPOSED STREET TREE



MATCHLINE -1- STA 36+50 (SEE SHEET 2)



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**ALTERNATIVE 1**

PI STA 34+00.00	PI STA 49+00.00
0 = 1.00' 402' (W1)	0 = 2' 30" (W1)
1 = 1.00' 352'	1 = 2' 30" (W2)
2 = 1.00' 302'	2 = 4.50'
3 = 1.00' 252'	3 = 5.00'
4 = 1.00' 202'	4 = 5.00'
5 = 1.00' 152'	5 = 5.00'
6 = 1.00' 102'	6 = 5.00'
7 = 1.00' 052'	7 = 5.00'
8 = 1.00' 002'	8 = 5.00'
9 = 1.00' 002'	9 = 5.00'
10 = 1.00' 002'	10 = 5.00'

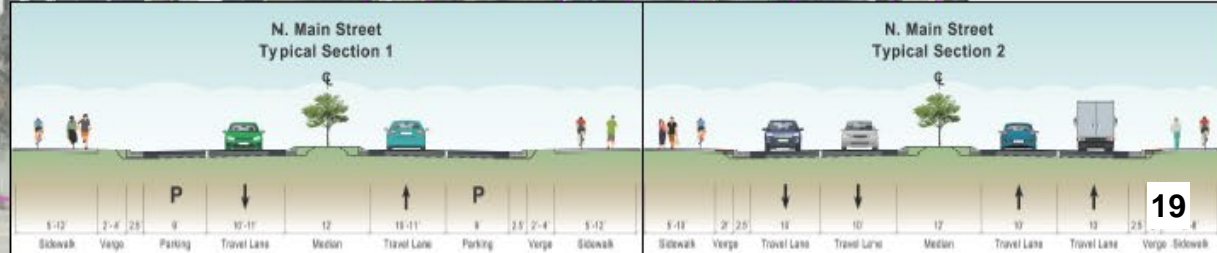
**End of Section 1**

MATCHLINE -L- STA 32+60 (SEE SHEET 1)

MATCHLINE -R- STA 53+25 (SEE SHEET 3)

**LEGEND**

- EXISTING RIGHT OF WAY
- EXISTING EDGE OF PAYMENT
- PROPOSED CURB AND GUTTER
- PROPOSED SIDEWALK
- PROPOSED CROSSWALK
- PROPOSED PARKING
- PROPOSED MEDIAN
- PROPOSED MONOLITHIC ISLAND
- PROPOSED DRIVEWAY
- PROPERTY LINES
- PROPOSED TRAFFIC SIGNAL
- EXIST TRAFFIC SIGNAL
- PROPOSED STREET TREE



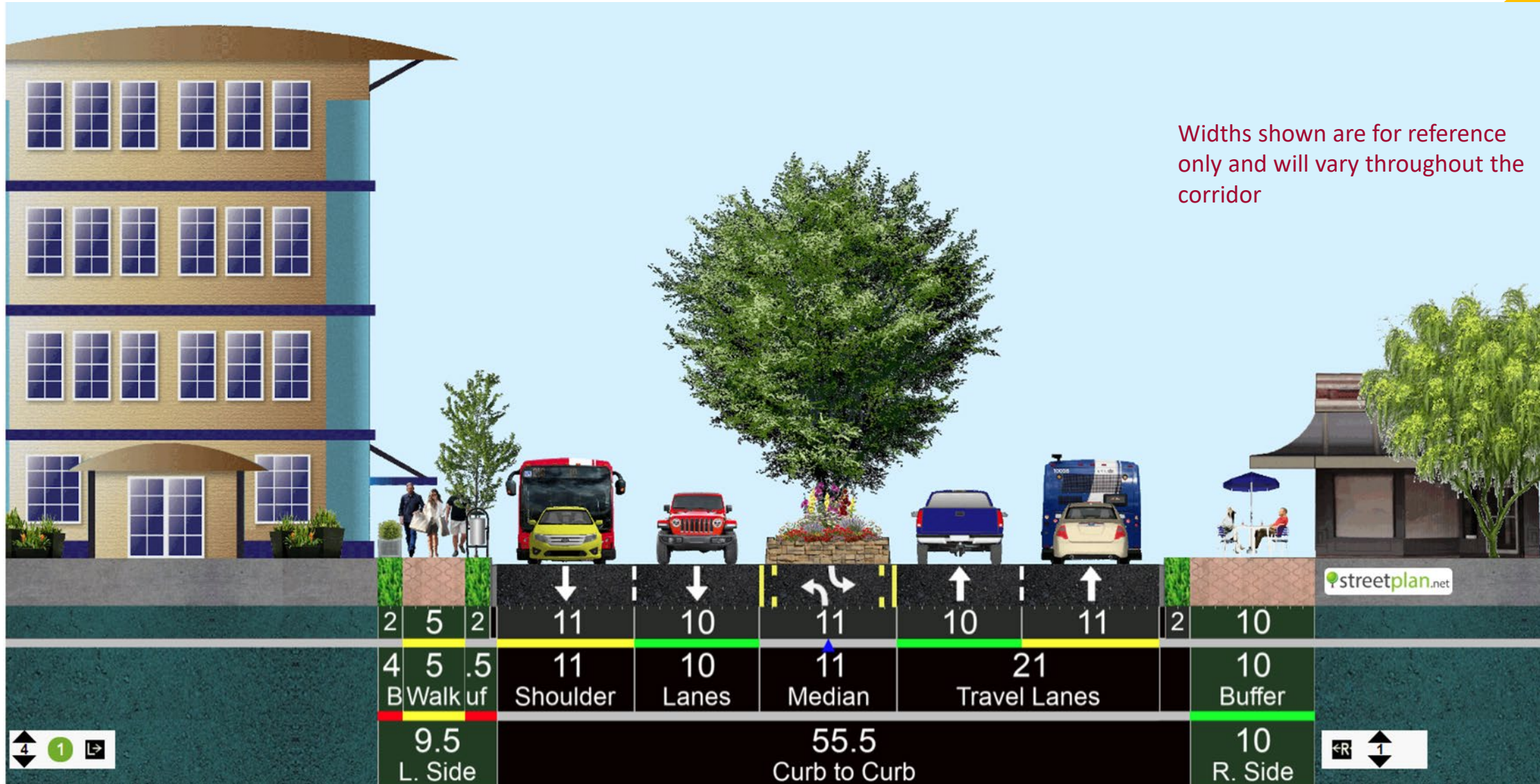
## Alternative 1 – Section 2 (Lexington to Parkway):

- 4-lane roadway remains in place
- Addition of street trees
- Wider and improved sidewalks
- Enhanced pedestrian crossings
  - Leading pedestrian intervals at signals
  - Improved crosswalk visibility at Farriss Ave.
  - Median refuge for crosswalk near Hillcrest Pl.
- Consistent landscaped median



# Alternative 1 – Section 2

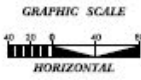
Widths shown are for reference only and will vary throughout the corridor



Alternative 1  
(Lexington to Parkway)

Why 4 lanes?





**INCOMPLETE PLANS**  
DO NOT USE FOR R/W ACQUISITION  
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**ALTERNATIVE 1**

PI STA 34+00.00	PI STA 49+00.00
O = 1.00' (0.25' HW)	O = 2.50' (0.75' HW)
L = 1.00' (0.25' HW)	L = 2.50' (0.75' HW)
R = 1.00' (0.25' HW)	R = 2.50' (0.75' HW)
H = 460.00'	H = 220.00'

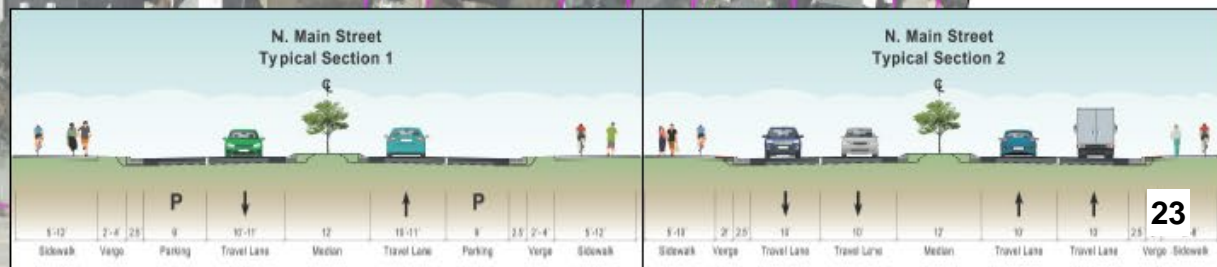
**Start of Section 2**

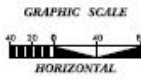
MATCHLINE -L- STA 32+60 (SEE SHEET 1)

MATCHLINE -L- STA 53+25 (SEE SHEET 3)

**LEGEND**

- EXISTING RIGHT OF WAY
- EXISTING EDGE OF PAYMENT
- PROPOSED CURB AND GUTTER
- PROPOSED SIDEWALK
- PROPOSED CROSSWALK
- PROPOSED PARKER
- PROPOSED MEDIAN
- PROPOSED MONOLITHIC ISLAND
- PROPOSED DRIVEWAY
- PROPERTY LINES
- PROPOSED TRAFFIC SIGNAL
- EXIST TRAFFIC SIGNAL
- PROPOSED STREET TREE

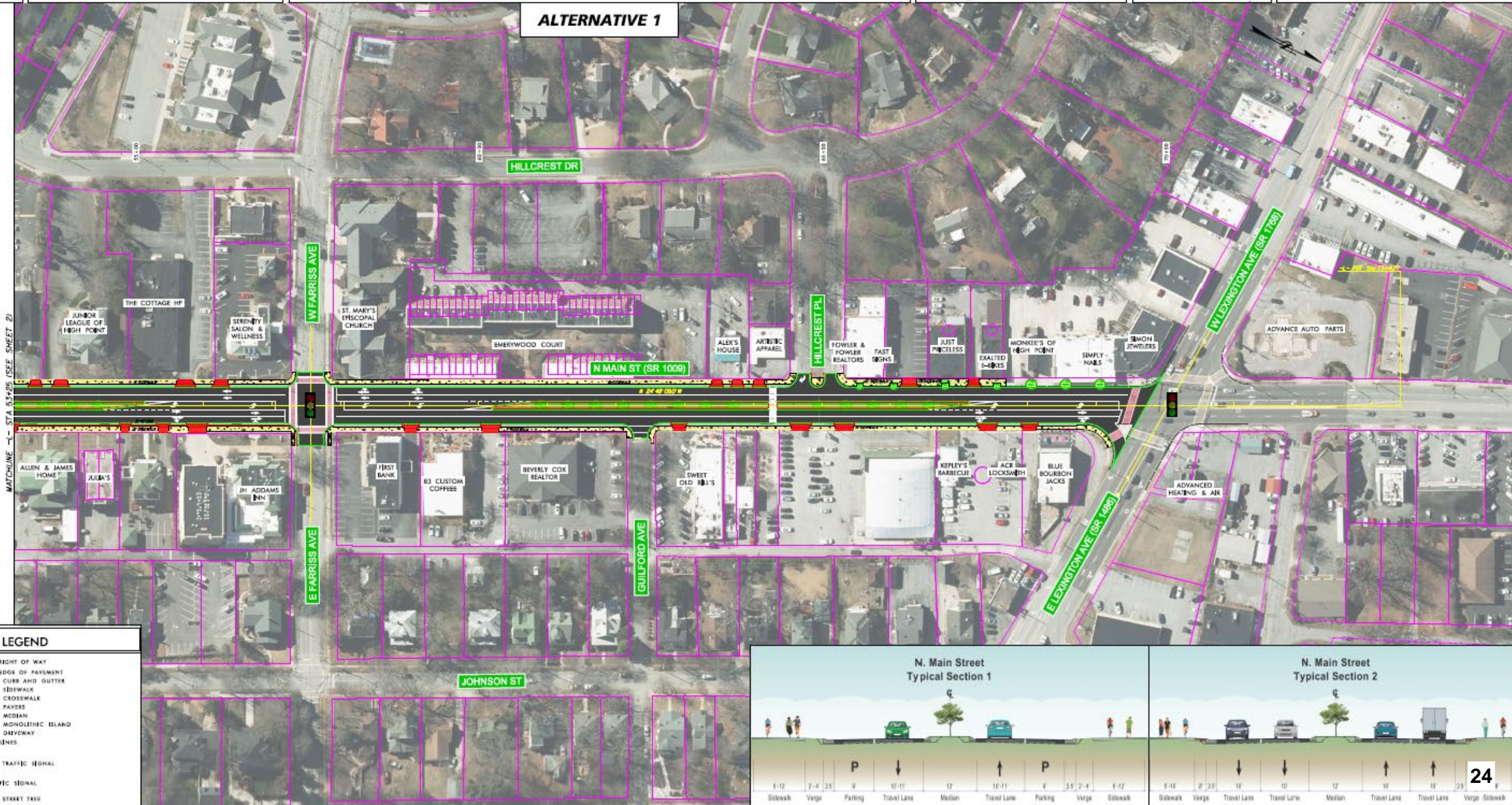




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**ALTERNATIVE 1**



MATCHLINE - STA. 03+20 (SEE SHEET 2)

**LEGEND**

- EXISTING RIGHT OF WAY
- EXISTING EDGE OF PAYMENT
- PROPOSED CURB AND GUTTER
- PROPOSED SIDEWALK
- PROPOSED CROSSWALK
- PROPOSED PAVES
- PROPOSED MEDIAN
- PROPOSED MONOLITHIC ISLAND
- PROPOSED DRIVEWAY
- PROPERTY LINES
- PROPOSED TRAFFIC SIGNAL
- EXIST TRAFFIC SIGNAL
- PROPOSED STREET TREE







- Alternative 1

- Construction Cost

- \$10.5 million

- Additional Project Cost (Utility Relocation/Design & Permitting)

- \$3.2 million

- Estimated Total = **\$13.7 million**

Estimates do not include the cost of road maintenance. NCDOT could require the City to take over maintenance of the North and South Main Streets. The city would be responsible for all paving and striping of for the entire length of the roadway.

# Alternative 2

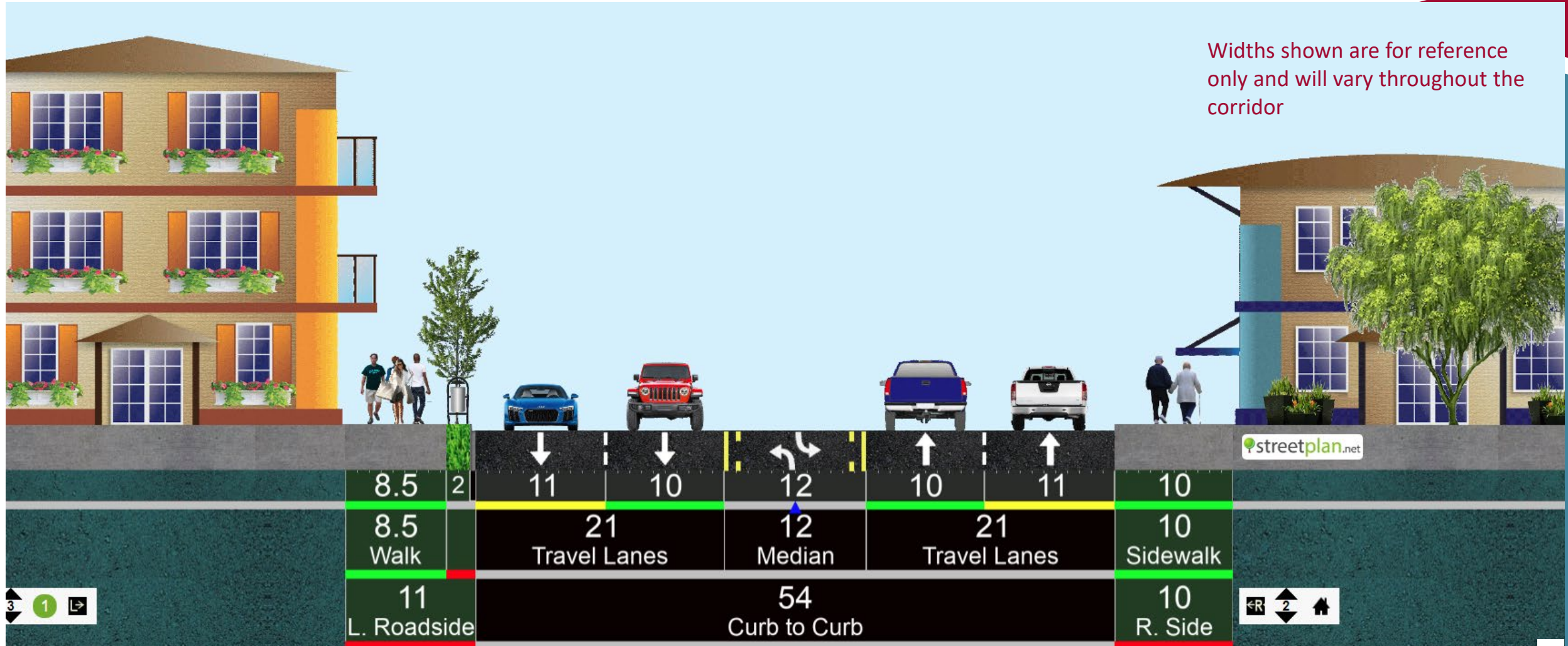
## Alternative 2 (Lexington to Church):

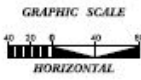
- Maintain existing roadway lanes
- Wider and improved sidewalks
- Enhanced pedestrian crossings
  - Leading pedestrian intervals at signals
  - Improved crosswalk visibility near Richardson Ave.
  - Improved crosswalk visibility at Farriss Ave.
- Targeted curb bulb outs



# Alternative 2

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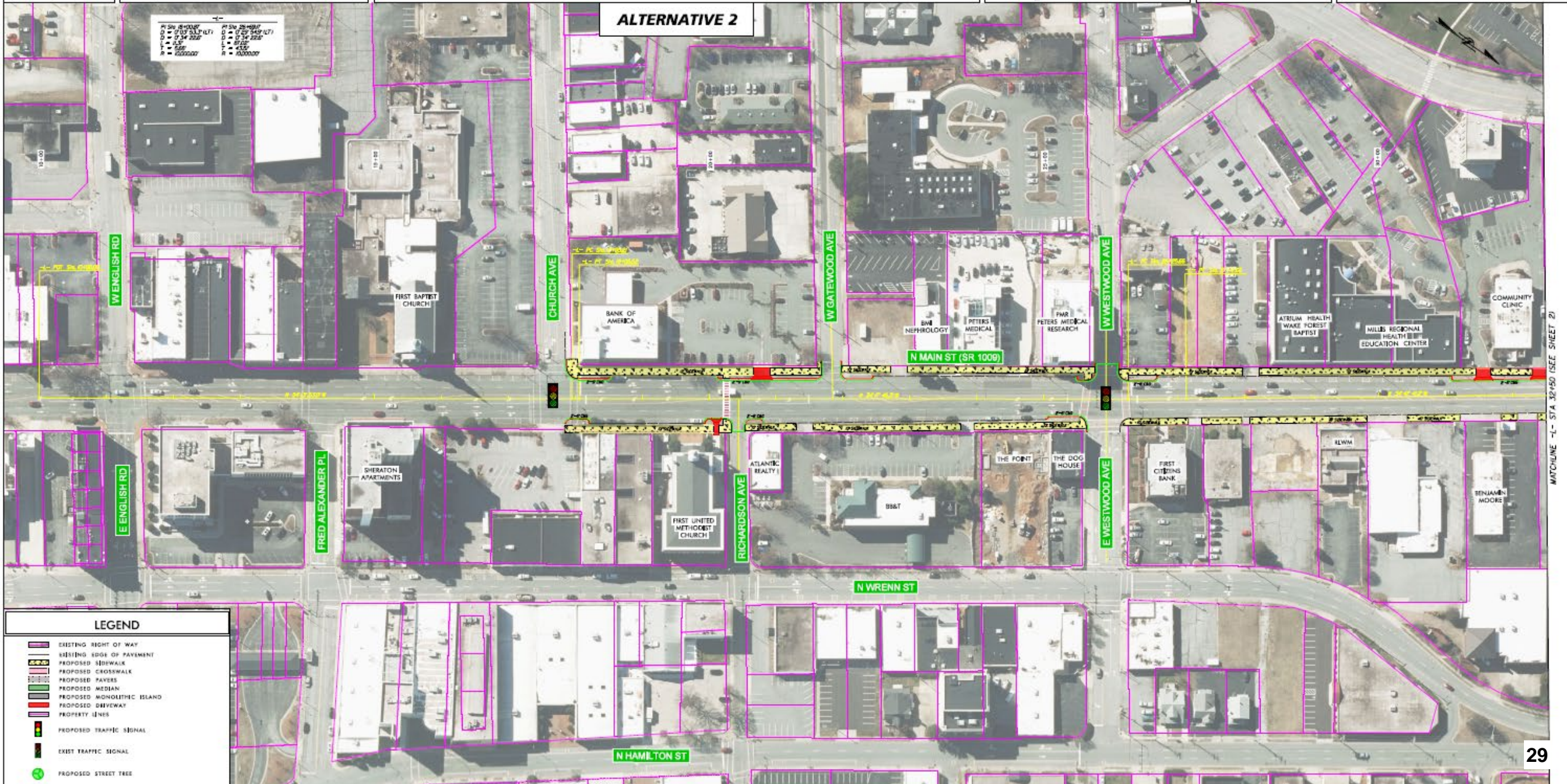




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### ALTERNATIVE 2

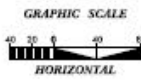


PT 50+ 18+00.00'	PT 50+ 25+00.00'
PT 50+ 17+00.00'	PT 50+ 24+00.00'
PT 50+ 16+00.00'	PT 50+ 23+00.00'
PT 50+ 15+00.00'	PT 50+ 22+00.00'
PT 50+ 14+00.00'	PT 50+ 21+00.00'
PT 50+ 13+00.00'	PT 50+ 20+00.00'
PT 50+ 12+00.00'	PT 50+ 19+00.00'
PT 50+ 11+00.00'	PT 50+ 18+00.00'
PT 50+ 10+00.00'	PT 50+ 17+00.00'
PT 50+ 9+00.00'	PT 50+ 16+00.00'
PT 50+ 8+00.00'	PT 50+ 15+00.00'
PT 50+ 7+00.00'	PT 50+ 14+00.00'
PT 50+ 6+00.00'	PT 50+ 13+00.00'
PT 50+ 5+00.00'	PT 50+ 12+00.00'
PT 50+ 4+00.00'	PT 50+ 11+00.00'
PT 50+ 3+00.00'	PT 50+ 10+00.00'
PT 50+ 2+00.00'	PT 50+ 9+00.00'
PT 50+ 1+00.00'	PT 50+ 8+00.00'
PT 50+ 0+00.00'	PT 50+ 7+00.00'

#### LEGEND

- EXISTING RIGHT OF WAY
- EXISTING EDGE OF PAVEMENT
- PROPOSED SIDEWALK
- PROPOSED CROSSWALK
- PROPOSED PAVES
- PROPOSED MEDIAN
- PROPOSED MONUMENTIC ISLAND
- PROPOSED DRIVEWAY
- PROPERTY LINES
- PROPOSED TRAFFIC SIGNAL
- EXIST TRAFFIC SIGNAL
- PROPOSED STREET TREE

MATCHLINE - L - STA. 30+50 (SEE SHEET 2)

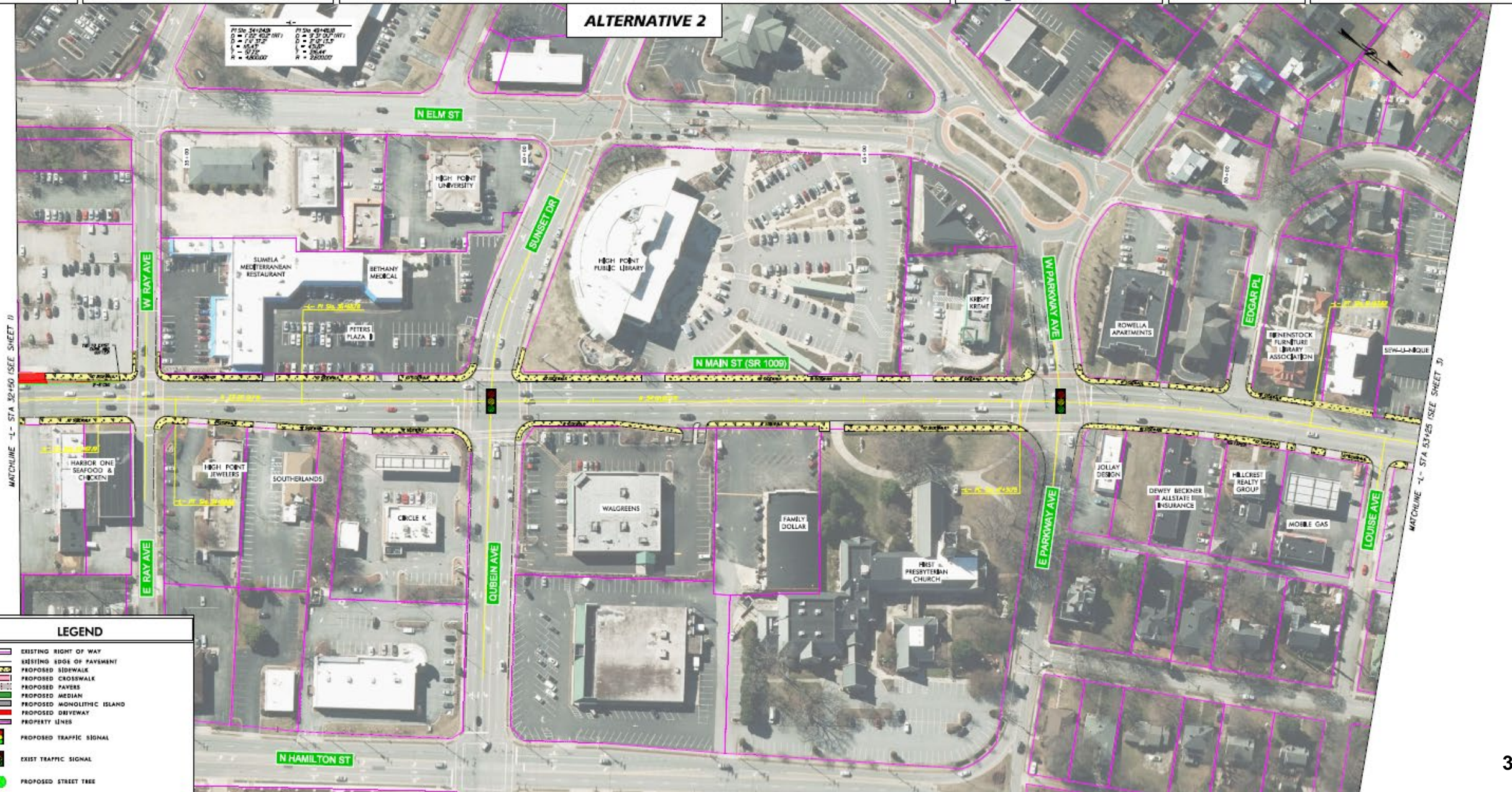


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**ALTERNATIVE 2**

P150	54'x140'	P120	42'x100'
O	1'00' R/W	O	2'30' R/W
L	1'00' R/W	L	2'30' R/W
M	1'00' R/W	M	2'30' R/W
N	1'00' R/W	N	2'30' R/W

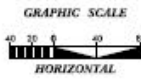


**LEGEND**

- EXISTING RIGHT OF WAY
- EXISTING EDGE OF PAVEMENT
- PROPOSED SIDEWALK
- PROPOSED CROSSWALK
- PROPOSED PARKS
- PROPOSED MEDIAN
- PROPOSED MONOLITHIC ISLAND
- PROPOSED DRIVEWAY
- PROPERTY LINES
- PROPOSED TRAFFIC SIGNAL
- EXIST TRAFFIC SIGNAL
- PROPOSED STREET TREE

MATCHLINE - L- STA 32+40 (SEE SHEET 1)

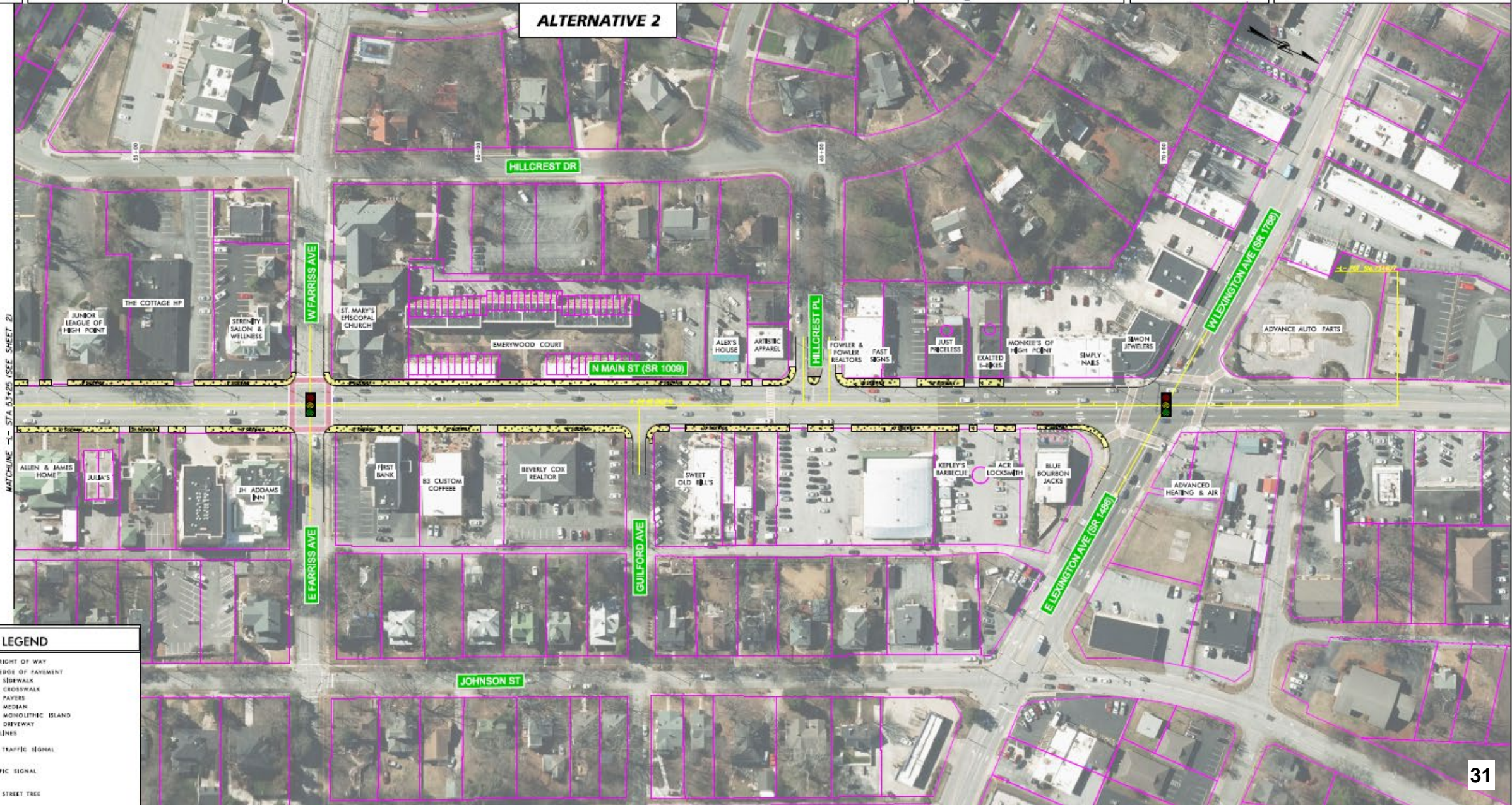
MATCHLINE - C- STA 53+25 (SEE SHEET 3)



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**PRELIMINARY PLANS**  
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**ALTERNATIVE 2**



MATCHLINE - STA. 63+25 (SEE SHEET 2)

**LEGEND**

- EXISTING RIGHT OF WAY
- EXISTING EDGE OF PAYEMENT
- PROPOSED SIDEWALK
- PROPOSED CROSBWALK
- PROPOSED PARKERS
- PROPOSED MEDIAN
- PROPOSED MONOLITHIC ISLAND
- PROPOSED DRIVEWAY
- PROPERTY LINES
- PROPOSED TRAFFIC SIGNAL
- EXIST TRAFFIC SIGNAL
- PROPOSED STREET TREE

- Alternative 2

- Construction Cost

- \$3.5 million

- Additional Project Cost (Utility Relocation/Design & Permitting)

- \$1.7 million

- Estimated Total = **\$5.2 million**



# Preliminary Cost Estimates

- **Alternative 1**
  - Construction Cost
    - \$10.5 million
  - Additional Project Cost (Utility Relocation/Design & Permitting)
    - \$3.2 million
  - Estimated Total = **\$13.7 million**
- **Alternative 2**
  - Construction Cost
    - \$3.5 million
  - Additional Project Cost (Utility Relocation/Design & Permitting)
    - \$1.7 million
  - Estimated Total = **\$5.2 million**
- **Funding has not been identified for this project.**

# Closing Discussion and Questions