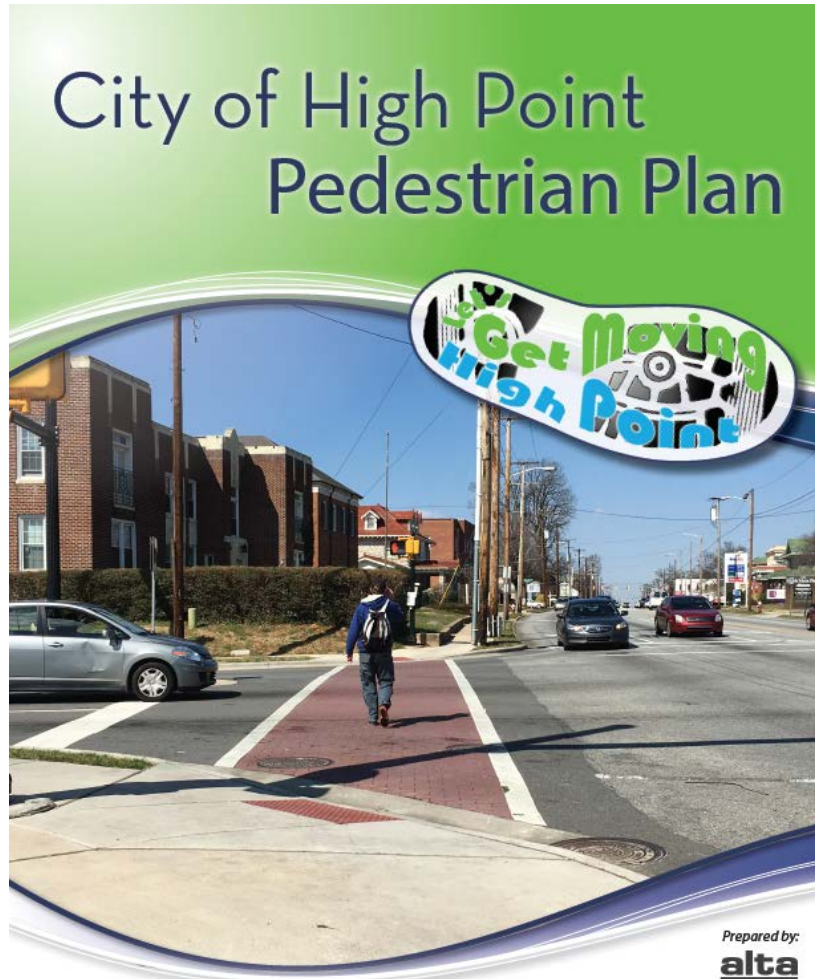


City of High Point Pedestrian Plan



Prepared by:

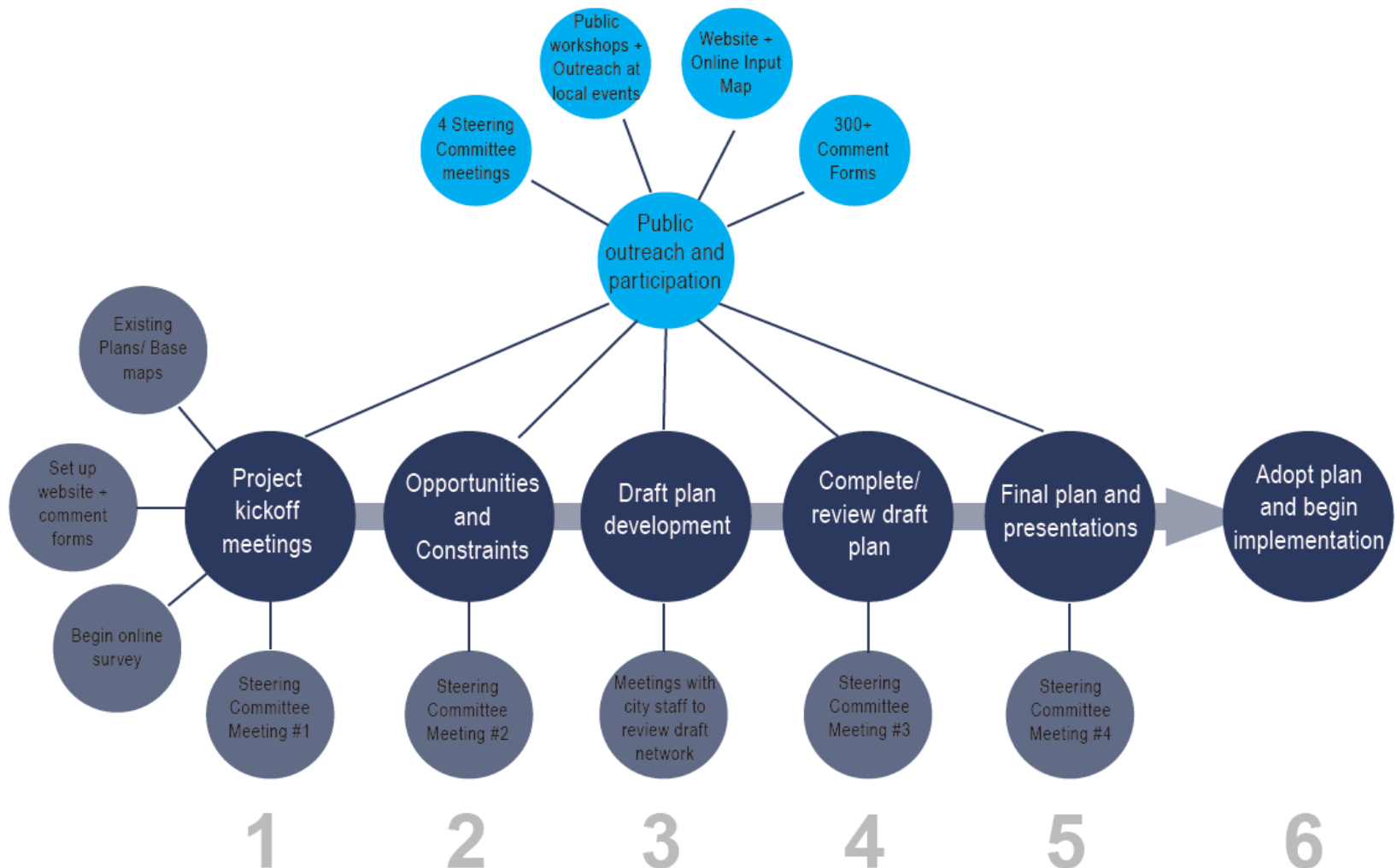


March 2017

Key Benefits



Planning Process



Public Outreach Summary

- Website: www.highpointmoves.weebly.com
- Interactive Map
- User Survey (Online and Hardcopy)
- Steering Committee Outreach
- Lobby Display in City Hall
- Outreach Events
 - Farmers' market in May
 - Chamber of Commerce Conversation Café
 - Surveying at Hi-Trans Transit Center

Plan Outline

Chapter 1: Introduction

Chapter 2: Existing Conditions

Chapter 3: Policy

Chapter 4: Programs

Chapter 5: Recommendations

Chapter 6: Prioritization and Implementation

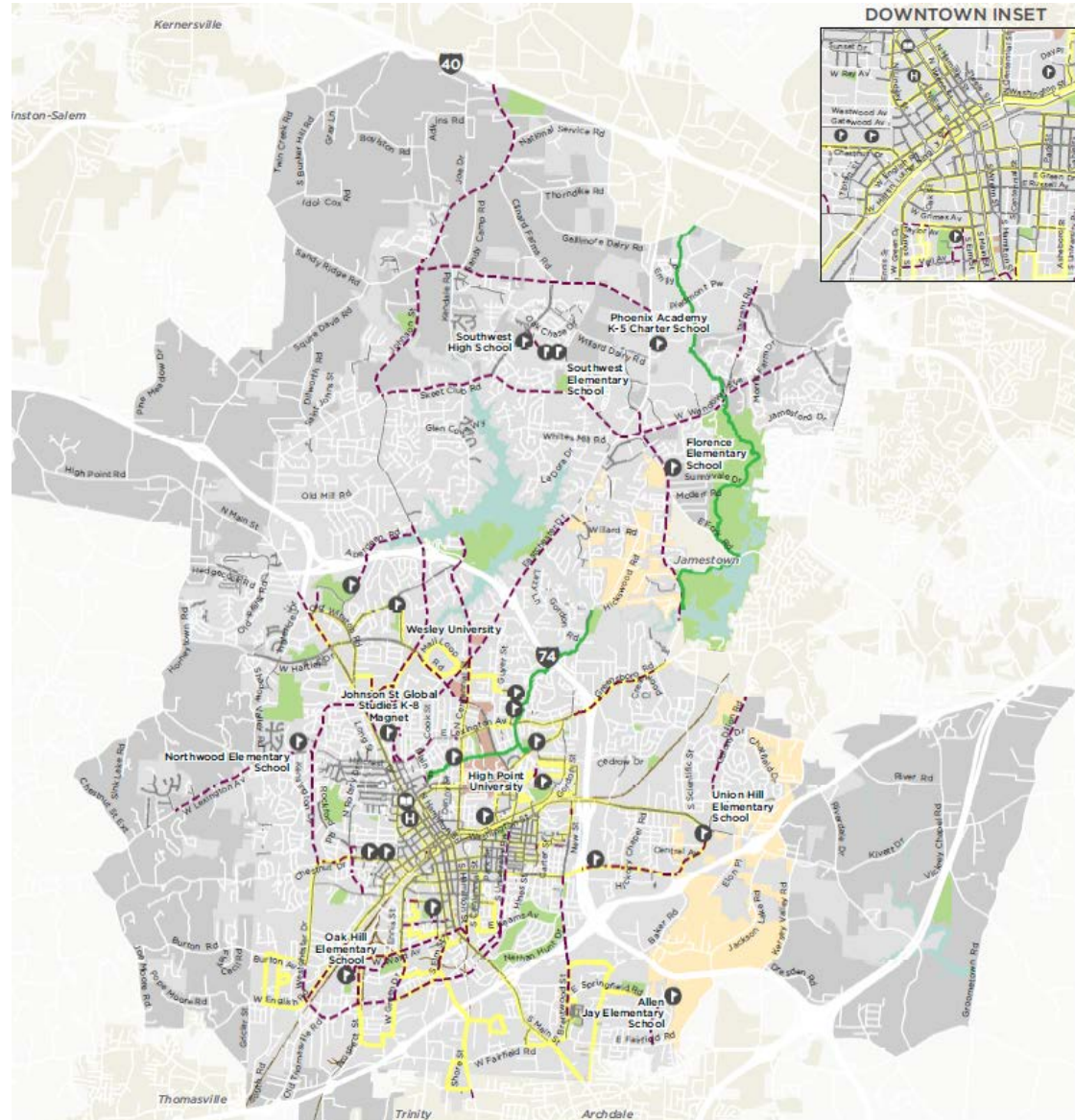
Chapter 1: Introduction

“High Point is a community that invites people of all ages and abilities to walk for enjoyment, exercise, and daily transportation by providing a safe, convenient and inclusive pedestrian environment based on accessibility and connectivity.”



Chapter 2: Existing Conditions

- Study Area
 - 235 Miles of Sidewalks
- Pedestrian Collisions
- Equity Analysis
- Live, Work, Play Analysis
- State-Owned Roads
- Programmed Projects (Council Approved, MTIP)



Chapter 3: Policy

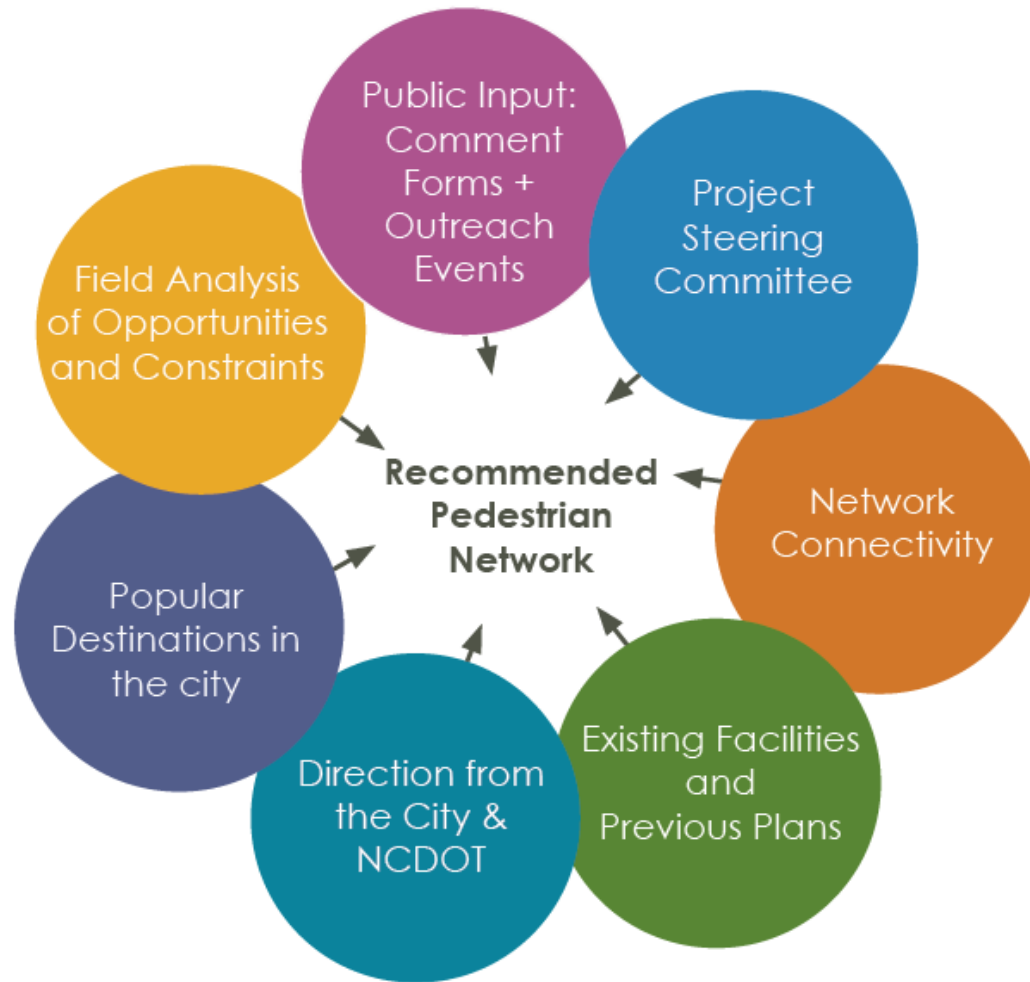
Reviewed Code of Ordinances, Development Ordinances, and draft Complete Streets Policy

POLICY ACTION STEPS				
TASK	LEAD	SUPPORT	DETAILS	PHASE
Update zoning and development ordinances to better support a walk friendly community.	Planning and Development	City Council, Planning Commission, Dept. of Transportation	See the recommended policies for the High Point zoning ordinance and subdivision regulations on pages 3-4 to 3-12.	Short-term (2017)
Develop new policies & approaches for implementation.	Planning and Development	City Council, Planning Commission, Dept. of Transportation	Establish land right-of-way acquisition mechanisms, expand sidewalk fee in-lieu options, coordinate development plans, & implement driveway access management.	Short-term/ Ongoing (2017 onward)
Adopt a Complete Streets Policy.	Dept. of Transportation	City Manager, Planning and Development	Continue partnering across City departments to draft, adopt, and implement a comprehensive Complete Streets Policy with targeted performance measures and implementation steps. Specific language recommendations and guidance can be found on page 3-13.	Short-term/ Ongoing (2017 onward)

Chapter 4: Programs



Chapter 5: Recommendations

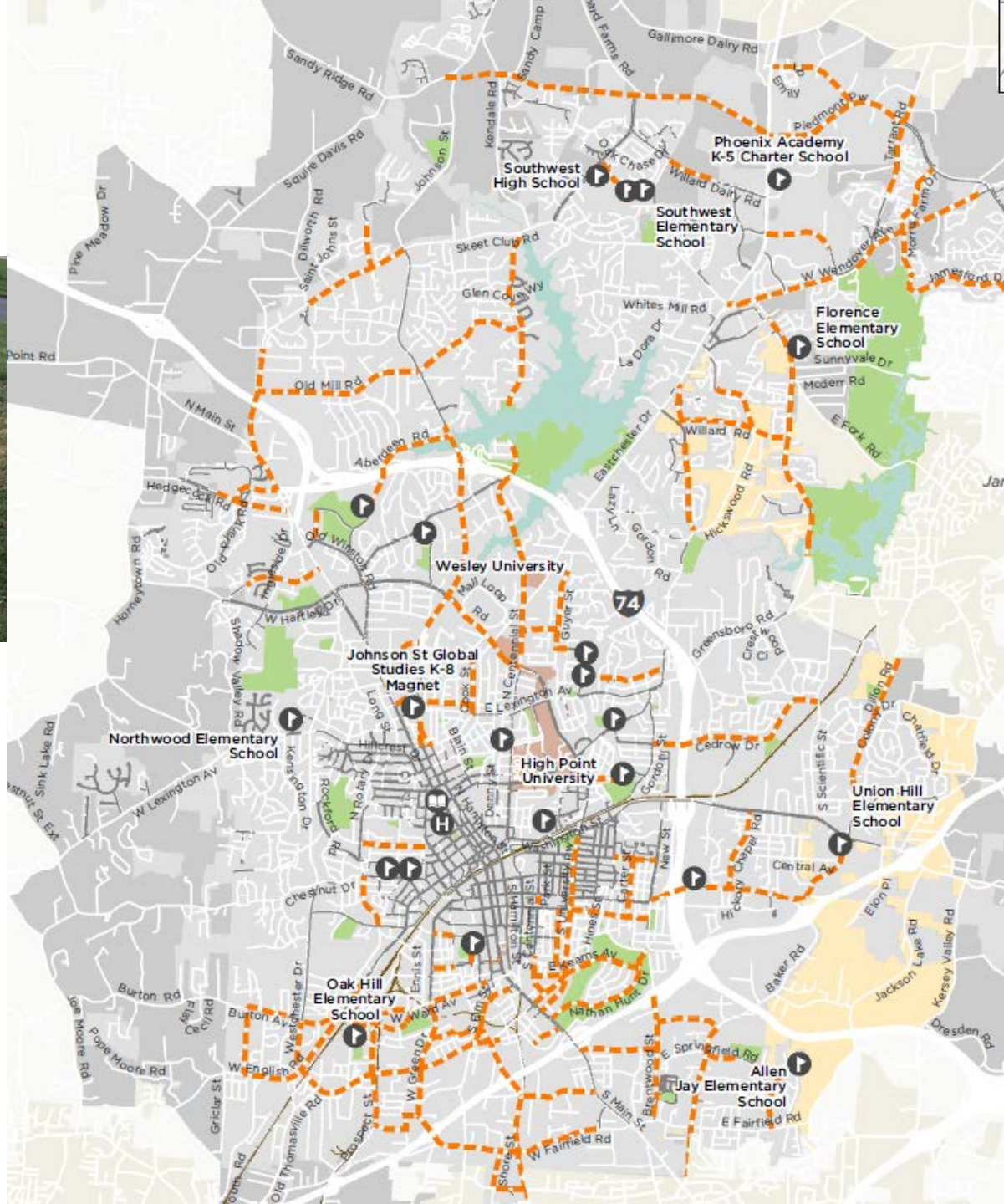


New Sidewalk



104 projects

70 miles proposed



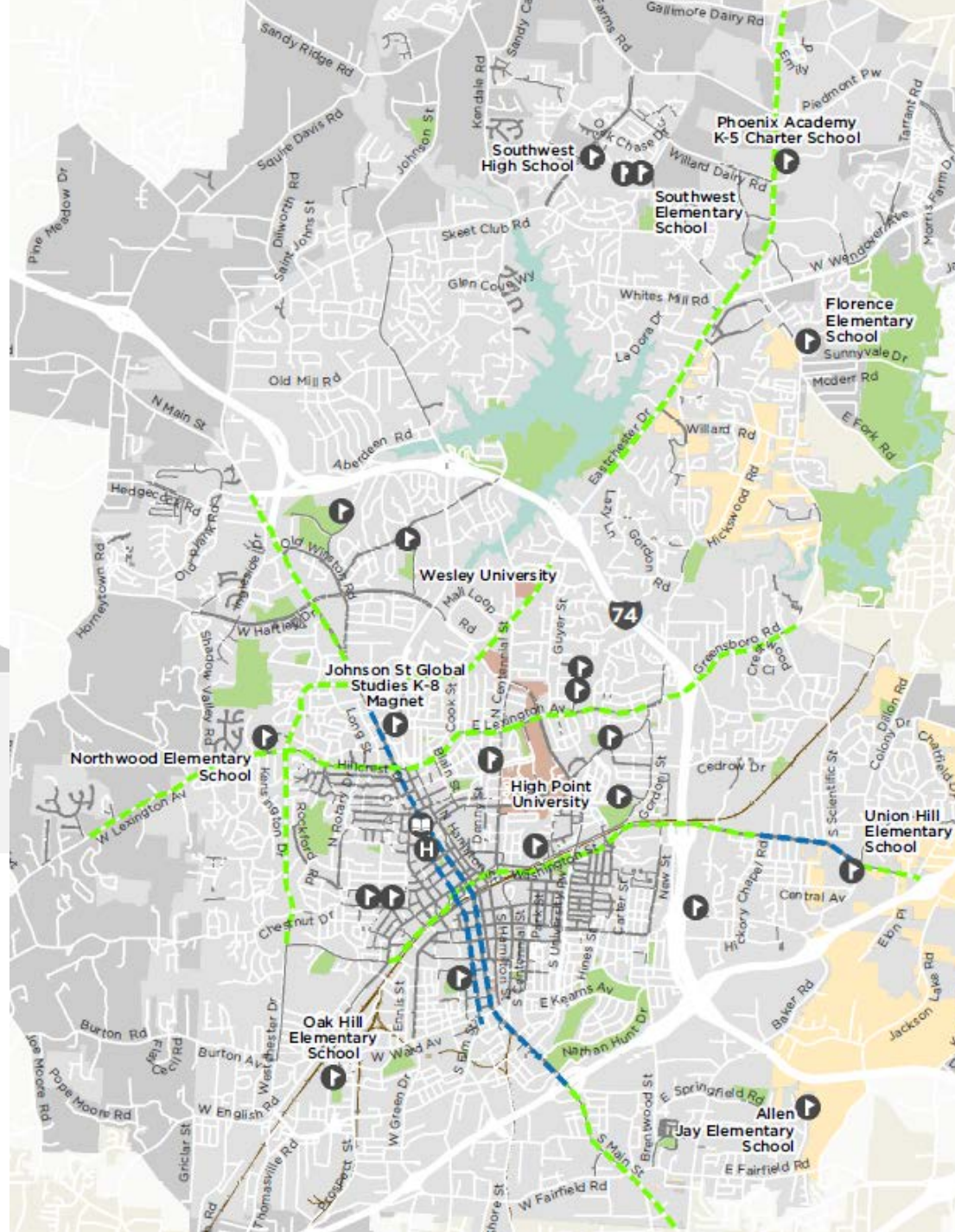
Enhanced Corridor

Major thoroughfares that can benefit from arterial-level traffic calming (such as refuge islands, lane reductions, sidewalks, etc.) and improvement of pedestrian amenities (such as pedestrian scale lighting)



21 projects

28 miles proposed



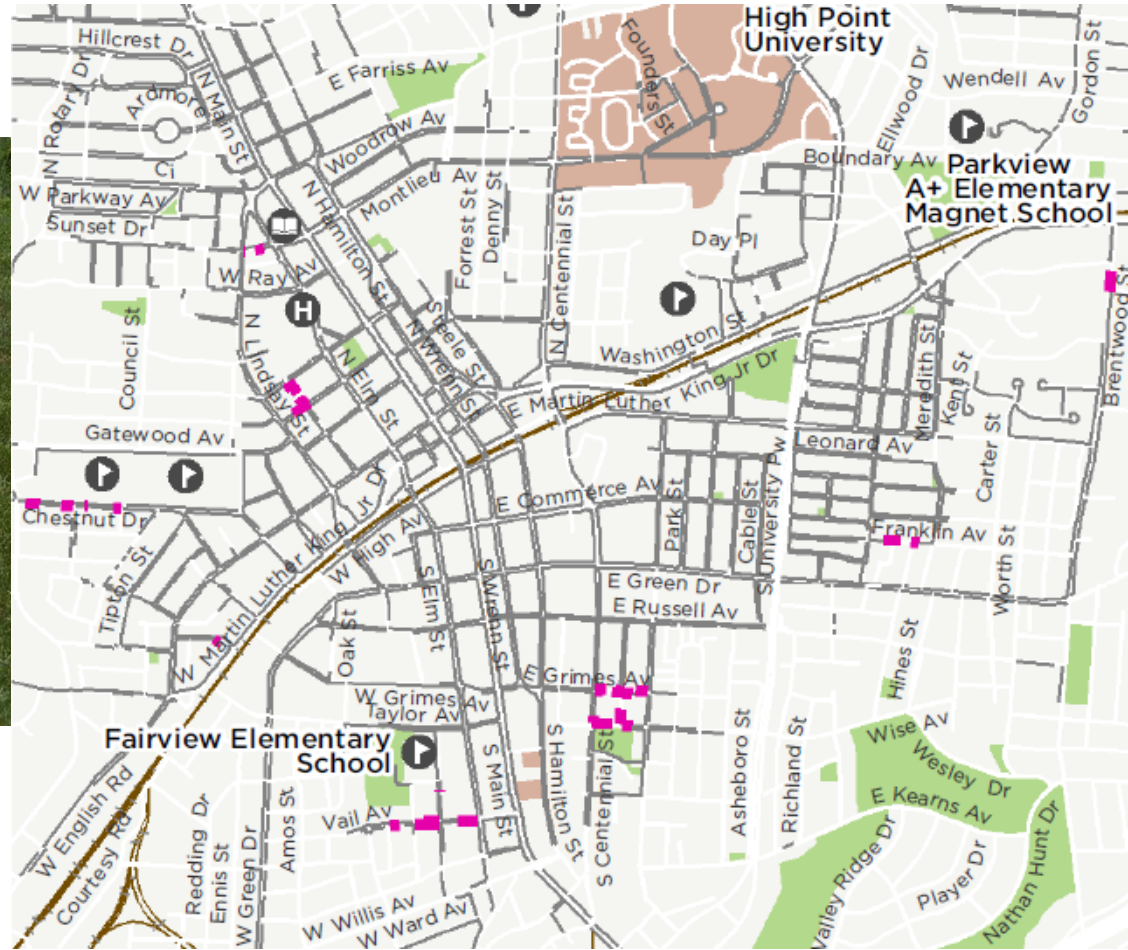
Micro Gaps

Short gaps (<500 feet) in existing sidewalk network



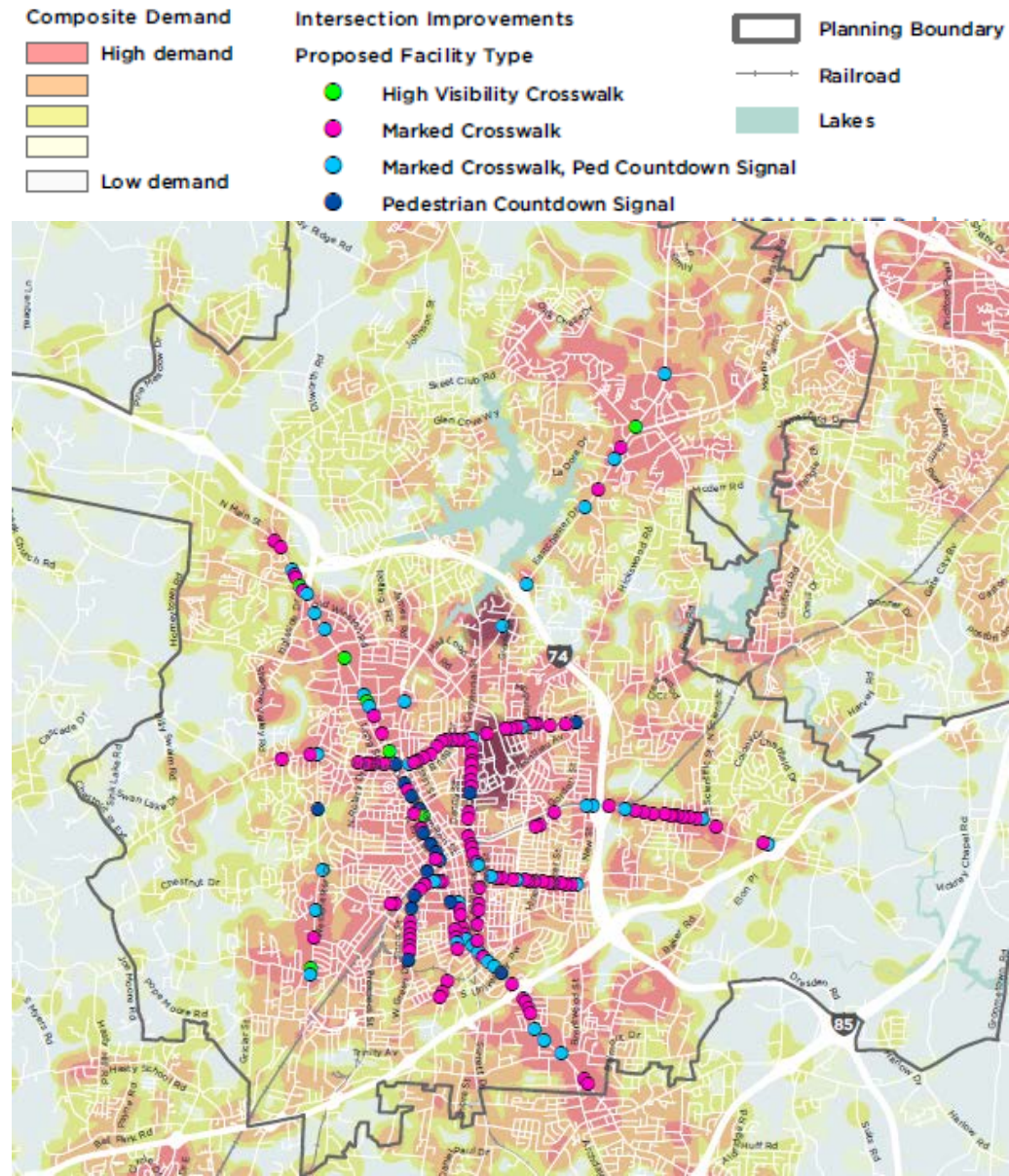
16 projects

1.2 miles proposed



Intersection Improvements

- Conducted field analysis of intersections along key corridors
- Proposed improvements for 183 intersections



Intersection Improvements

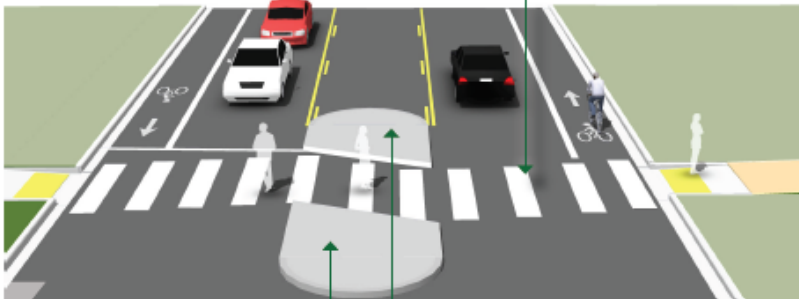
INTERSECTION DESIGN CONSIDERATIONS

Detectable warning strips help visually impaired pedestrians identify the edge of the street



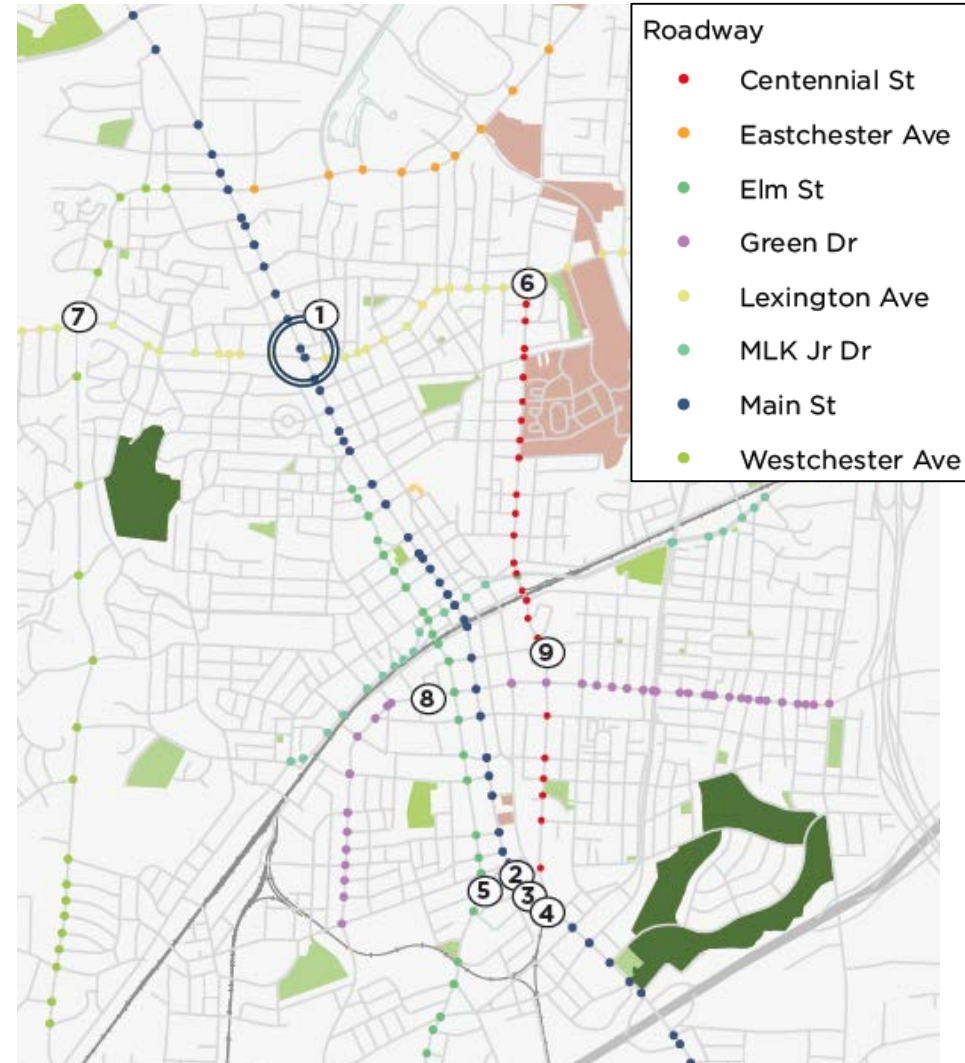
If used, a curb ramp should be the full width of the path

Crosswalk markings legally establish midblock pedestrian crossing



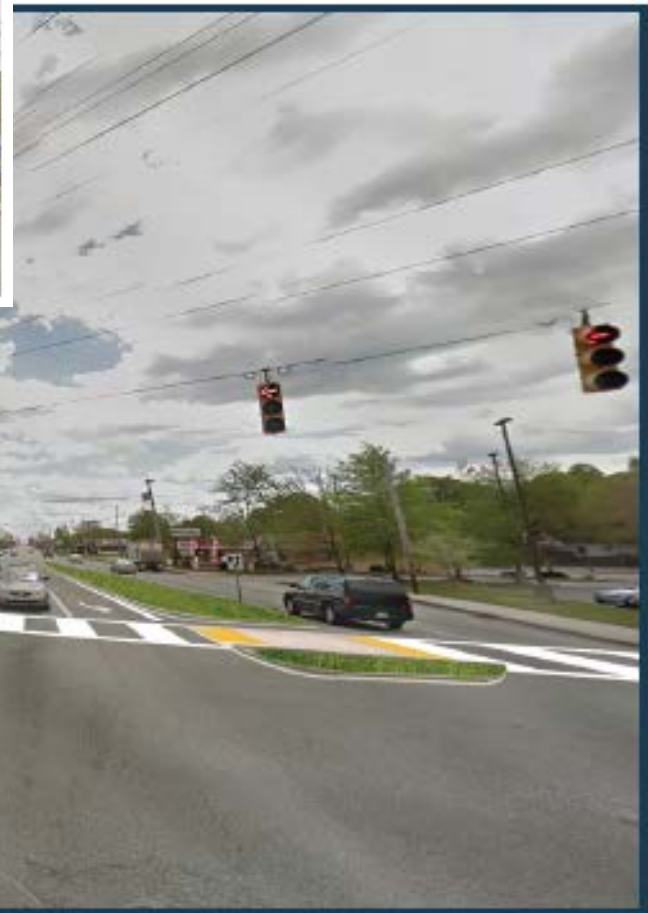
Cut through median islands are preferred over curb ramps, to better accommodate bicyclists.

Can be landscaped to assist in positioning by pedestrians with vision disabilities.



N. Main St at Westchester/Eastchester Ave

EXISTING



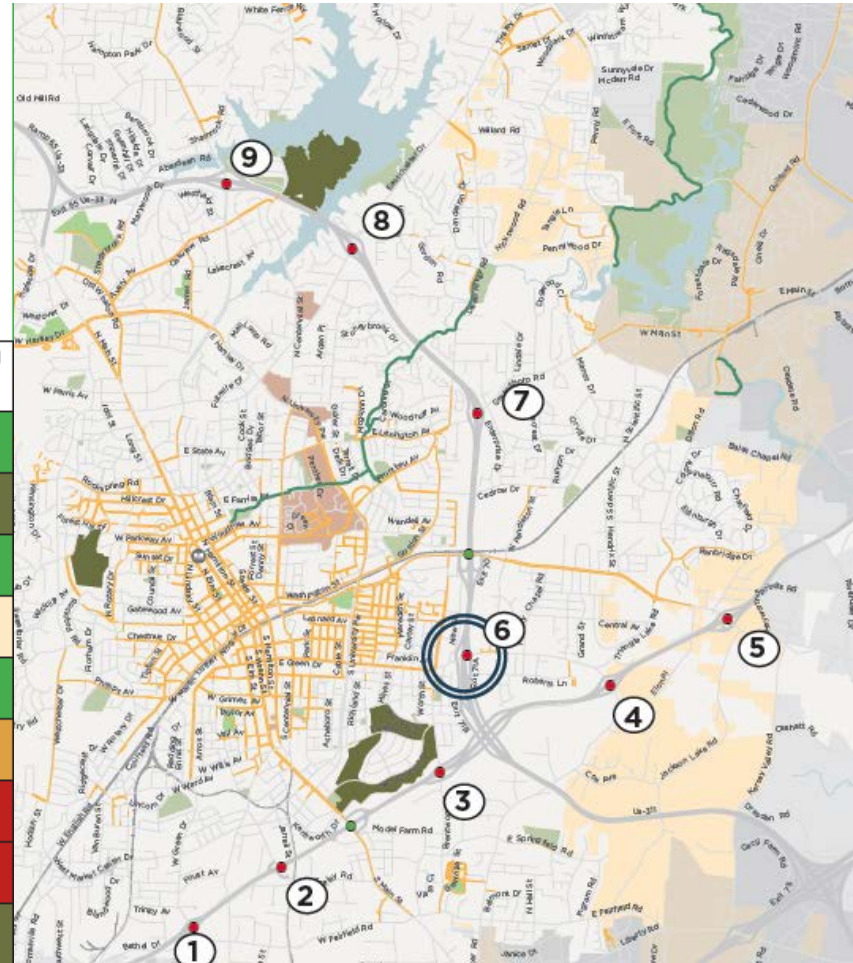
PROPOSED CORRIDOR IMPROVEMENTS

Limited Access Crossings

LIMITED ACCESS DIFFICULTY RATINGS

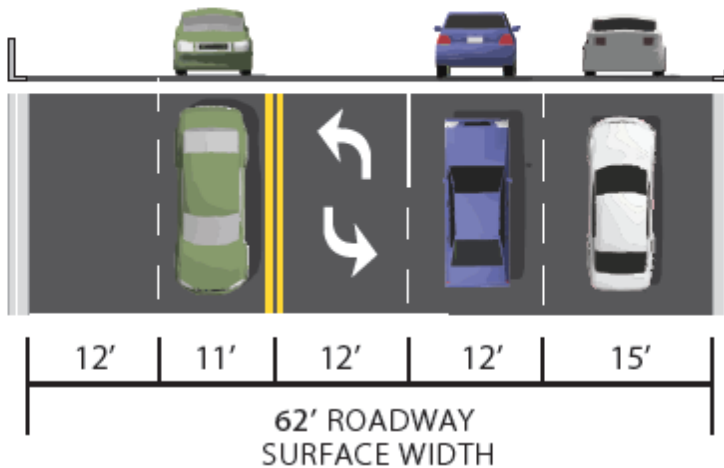
- 1** = Existing 5' Sidewalk Needs = sidewalks to connect to bridge
- 2** = Existing 3' Sidewalk Needs = sidewalks to be widened
- 3** = Existing Shoulders Needs = structural assessment
- 4** = Road diet possible Needs = traffic analyses and structural assessment
- 5** = Road diet will be difficult Needs = traffic analyses and structural assessment

#	LOCATION	SPEED LIMIT	LANES	LANE WIDTHS	TURN LANES	2013 AADT	IMPLEMENTATION DIFFICULTY
1	US HWY 70 & W GREEN DR	35	5	5,12,12,12,12,5	1	1300/ 1500	1
2	US HWY 70 & SURRETT DR	35	3	3,12,14,12,3	0	5800/ 6600	2
3	US HWY 70 & BRENTWOOD ST	35	5	5,12,12,12,12,3	1	7600/ 13000	1
4	US HWY 70 & BAKER RD	35	3	6,12,12,12,4	1	4600/ 3600	3
5	US HWY 70 & E KIVETT DR	45	6	6,16,11,12,11,14,18,6	0	1300/ 400	1
6	US 311 & E GREEN AVE	25	5	12,11,12,12,15	1	7700	4
7	US 311 & GREENSBORO RD	25	6	12,12,12,12,13,13	0	15000	5
8	US 311 & EASTCHESTER DR	25	6	12,11,10,10,11,14	0	31000	5
9	US 311 & JOHNSON ST	45	5	3,14,12,12,12,3	0	14000	2

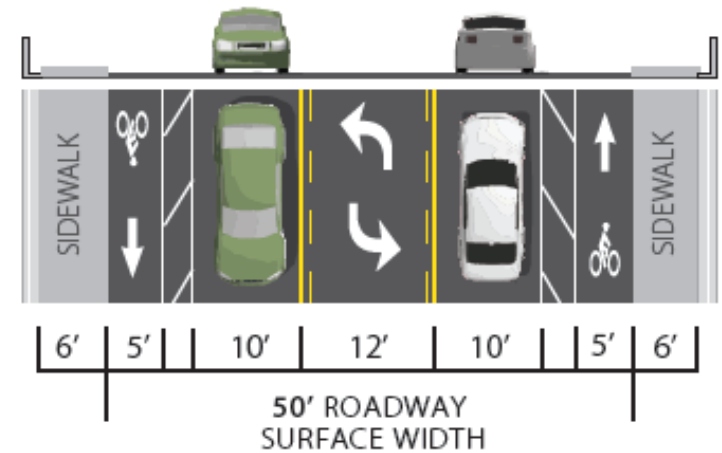


Limited Access Crossings

EXISTING E. GREEN AVE ACROSS US311

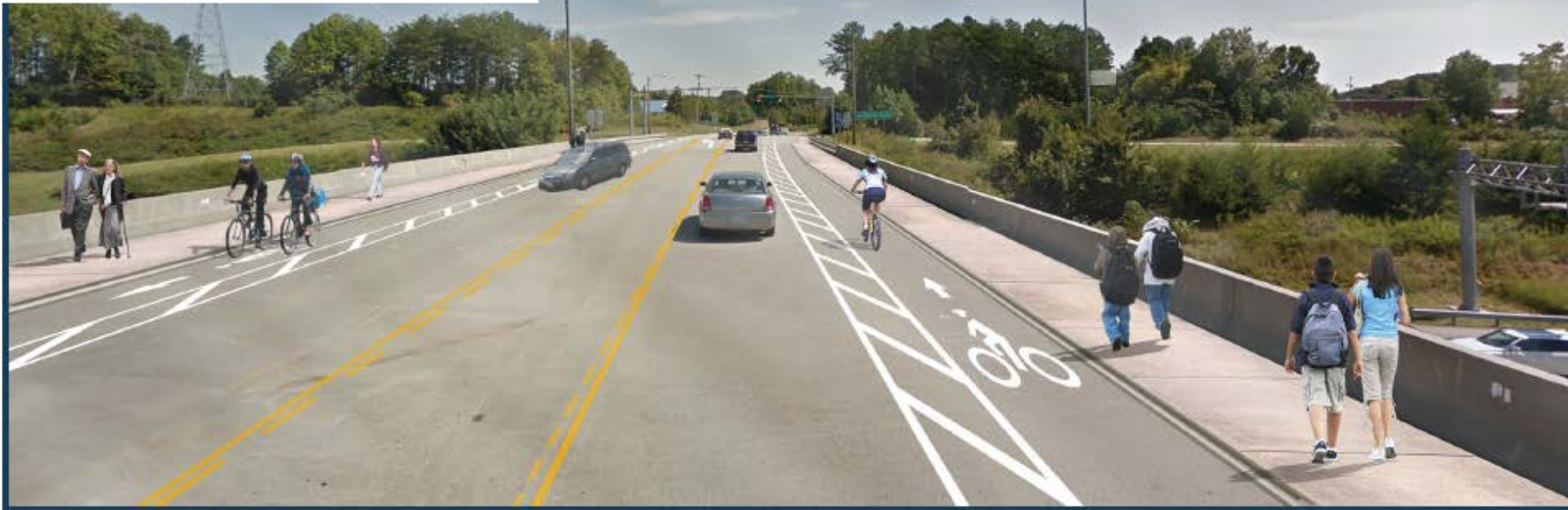


PROPOSED E. GREEN AVE ACROSS US311



Green Ave across US 311

EXISTING



PROPOSED CORRIDOR IMPROVEMENTS

Transit Amenities

RECOMMENDED IMPROVEMENTS

- + Lighting
- + Bus Route Info
- + Shelter
- + Bike Parking
- + Trash receptacle
- + Bench
- + Public Art



Proposed Main St Bus Stop



EXISTING



PROPOSED CORRIDOR IMPROVEMENTS

Current Prioritization Methodology

Criteria	Measurement	Points
Pedestrian generators within a 1/4 mile	0 generators	0
	1 generator	5
	2 generators	10
	3 generators	15
	4 generators	25
	5 or more generators	35
Worn Path	No	0
	Yes	30
Constructability	Complex	10
	Moderate	15
	Simple	20
Posted speed limit	20 mph	0
	25 mph	5
	30 mph	5
	35-40 mph	10
	Greater than or equal to 40 mph	15
Pedestrian crash history	No	0
	Yes	10 bonus

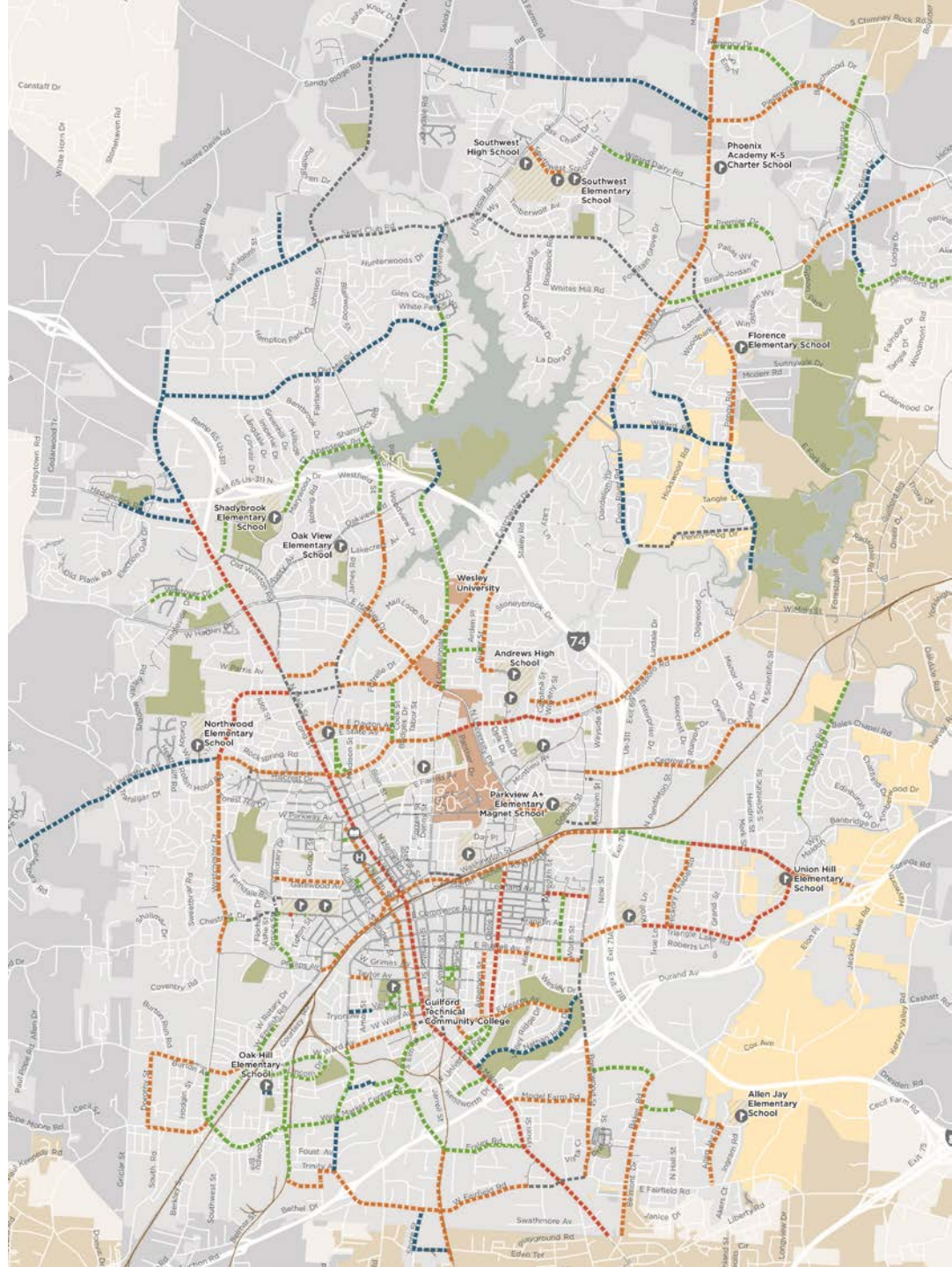
New Prioritization Methodology

Criteria	Definition	Max. Number of Points
Demand	To what extent does this improve pedestrian access to areas where we expect to find high pedestrian demand?	30
Safety	To what extent does the project provide an immediate safety improvement at a location with a recorded safety concern?	30
Equity	To what extent does the project benefit underserved communities?	20
Speed Limit	Is this project located along a high speed corridor?	10
Micro Gap	Does the project fill an identified facility gap or connect to existing sidewalk on both ends of the project limit?	10
Transit Access	To what extent does this improve pedestrian access to the transit network?	20

New Prioritization Methodology

Proposed Facilities - Ranked by Score

- Tier 1: 87 - 105 points
- Tier 2: 69 - 86
- Tier 3: 50 - 68
- Tier 4: 30 - 49



Top Scoring Sidewalk Project: Triangle Lake Road

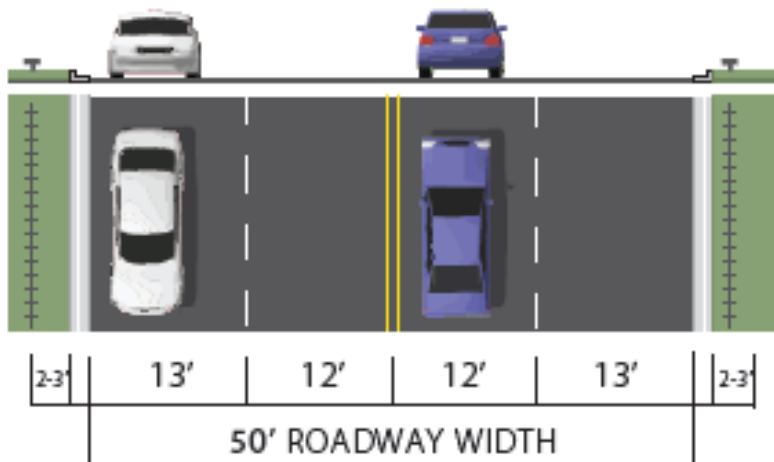
Starts at an existing sidewalk 332 feet west of Kroll Lane

Ends at an existing sidewalk segment 189 feet south of MLK Jr Drive

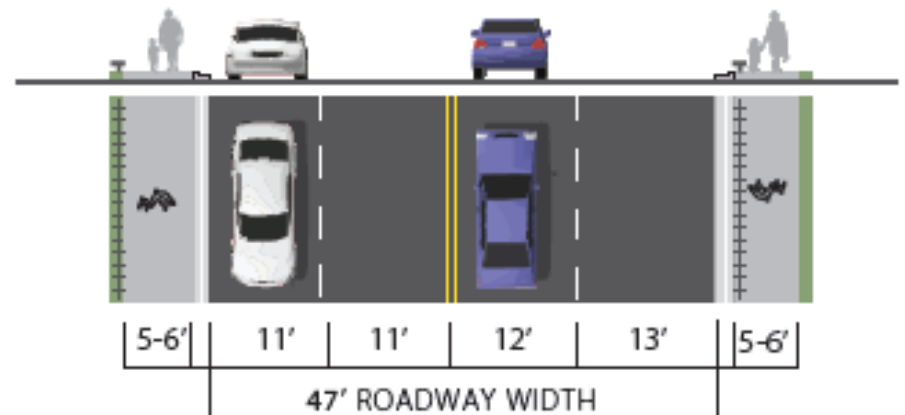
Length: 1.53 miles

Project type: 5' wide sidewalk

EXISTING



PROPOSED



New Sidewalk Project: Triangle Lake Road

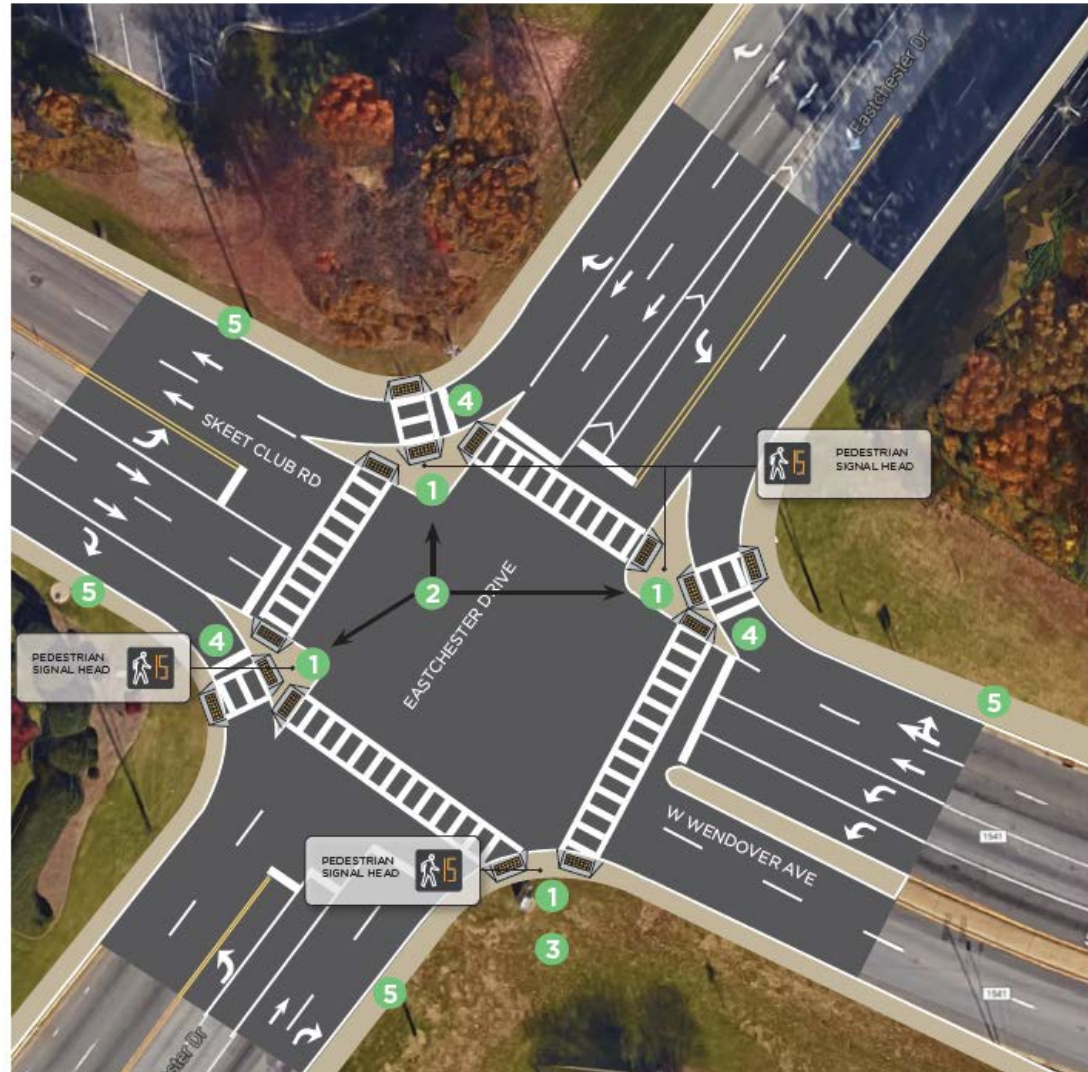


Skeet Club Road & Eastchester Dr. Intersection

This intersection currently doesn't have any accessible pedestrian accommodations.

It is maintained by NCDOT, meaning any implementation will require coordination and approval.

The City has a funded sidewalk project on Skeet Club Road.

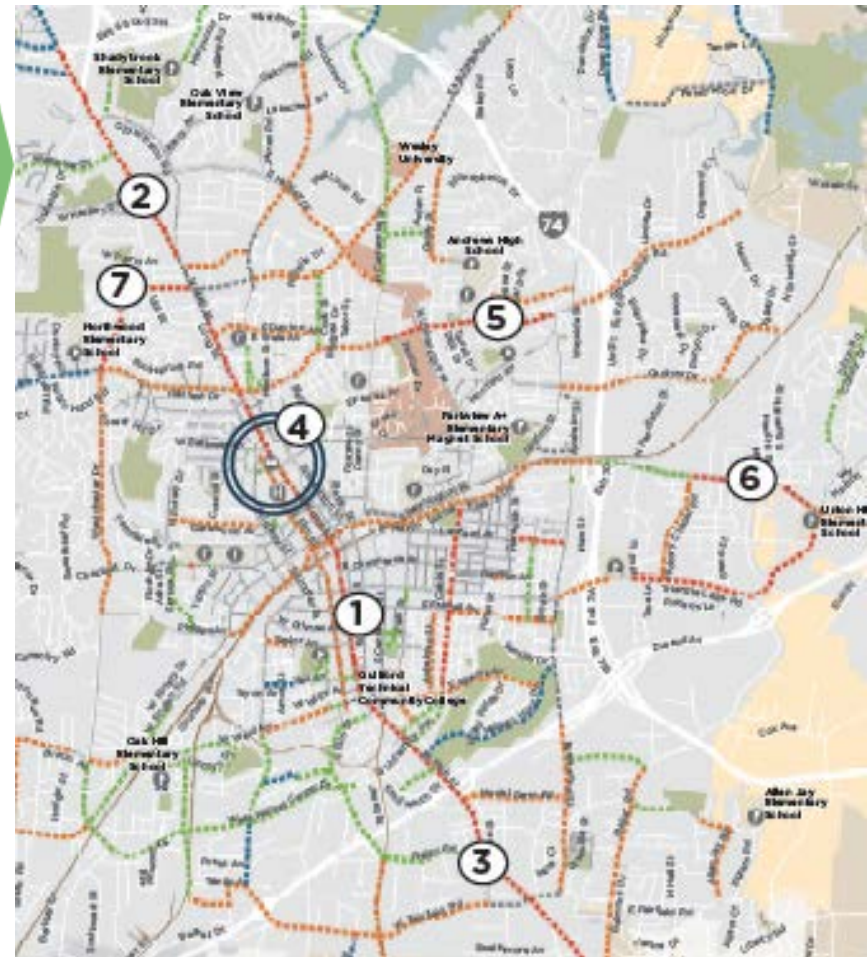


Enhanced Corridors

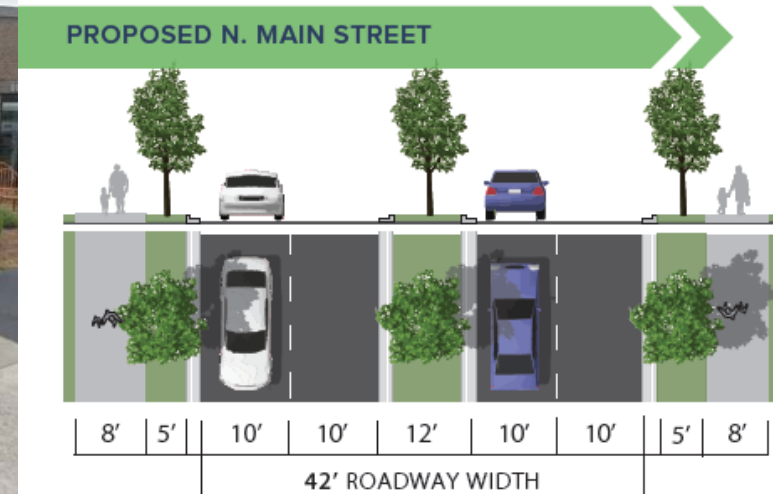
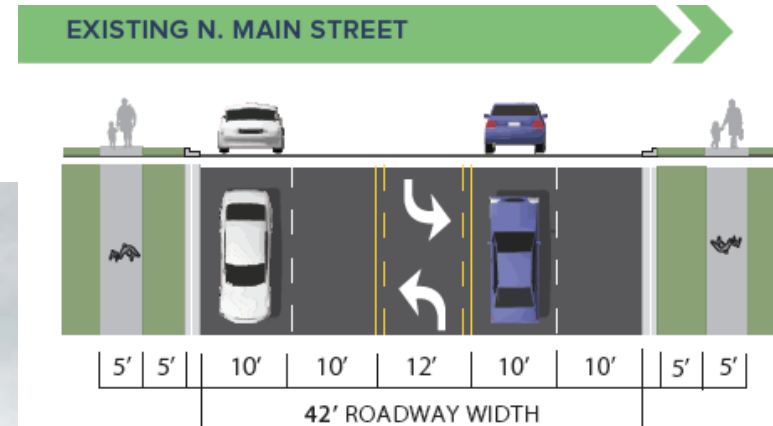
RECOMMENDED IMPROVEMENTS

- + Lighting =Lighting will make pedestrians safer and more comfortable walking at night
- + Bus Shelter =A pedestrian corridor with access to public transit will increase walking in High Point
- + Wayfinding =Maps and directional signage will make people more sure and comfortable navigating High Point by foot

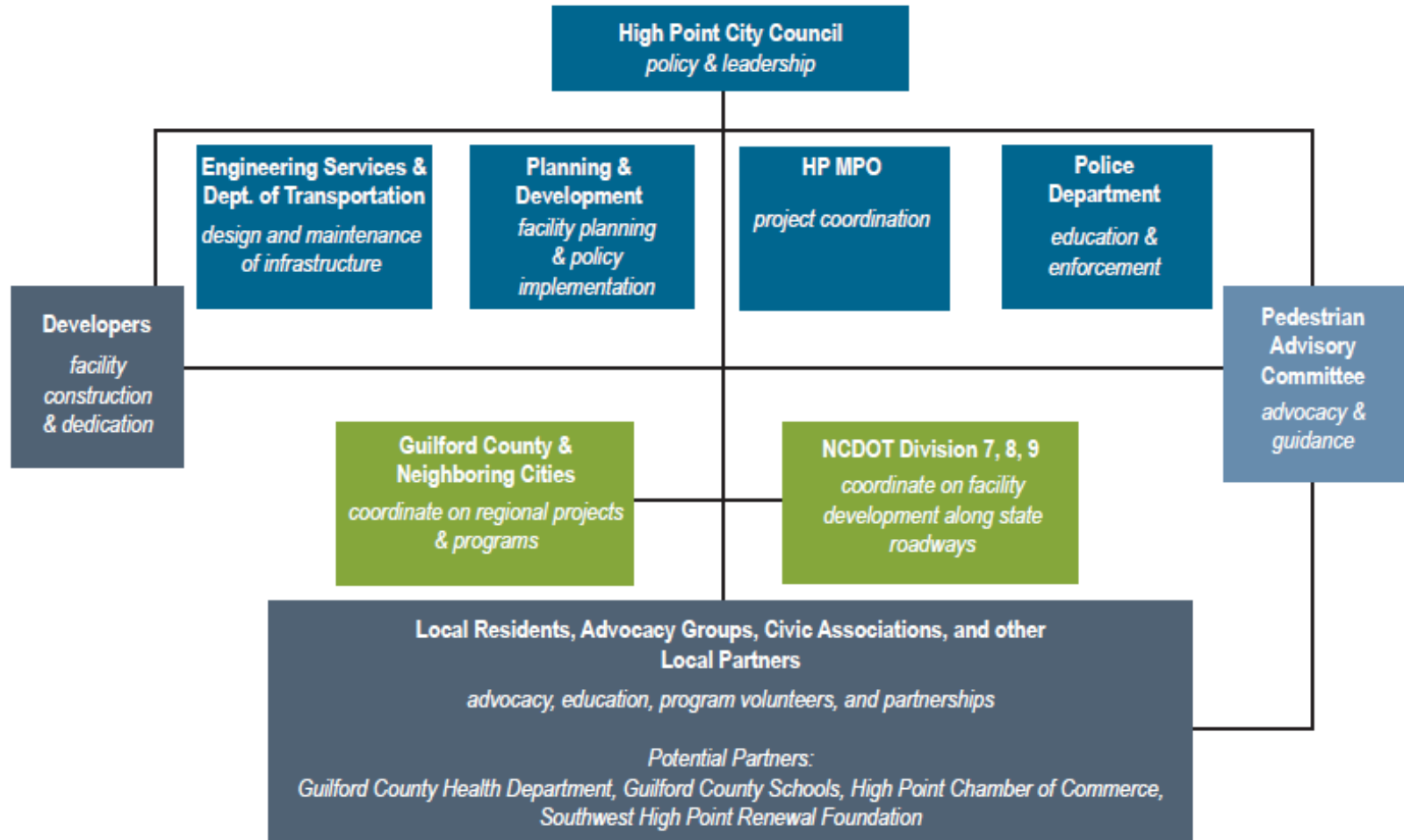
#	ROADWAY	FROM	TO	CATEGORY	SCORE
1	Main St	Business Loop 85	E High Av	Enhanced Corridor - Sidewalks Present	105
2	N Main St	374 feet north of W Parris Av and N Main St	Old Plank Rd	Enhanced Corridor - No Sidewalk Present	105
3	Main St	High Point City Limit	Business Loop 85	Enhanced Corridor - No Sidewalk Present	105
4	Main St	E High Av	Idol St	Enhanced Corridor - Sidewalks Present	105
5	E Lexington Av	Montileu Av	Fifth St	Enhanced Corridor - No Sidewalks Present	90
6	Martin Luther King Jr Dr	Triangle Lake Rd	Hickory Chapel Rd	Enhanced Corridor - Sidewalks Present	90
7	Westchester Dr	N Main St	W Lexington Av	Enhanced Corridor - No Sidewalks Present	90



Main St – E. High Ave to Idol St



Chapter 6: Implementation



THANK YOU!

