

City of
HIGH POINT
NORTH CAROLINA



Complete Streets Manual

City of High Point

COMPLETE STREETS MANUAL

Adopted (

)



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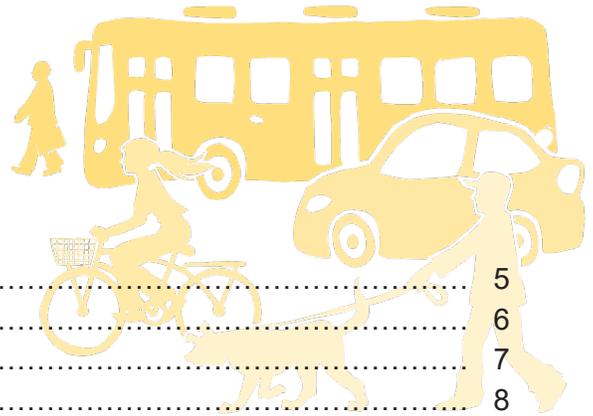


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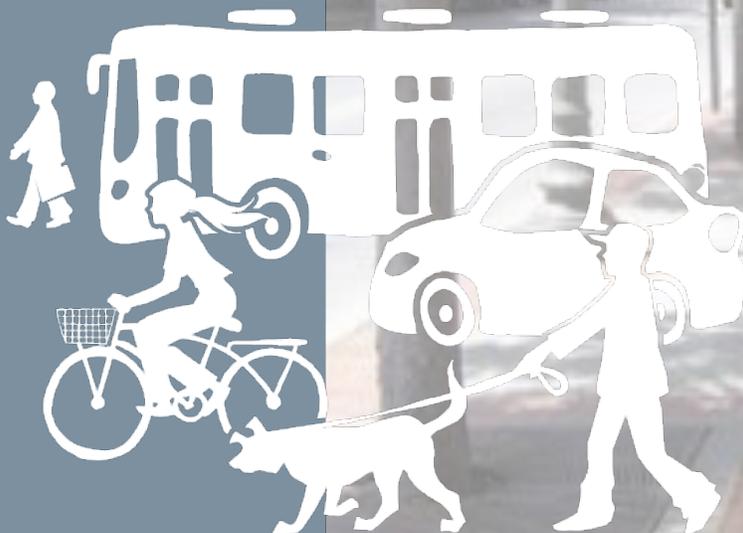
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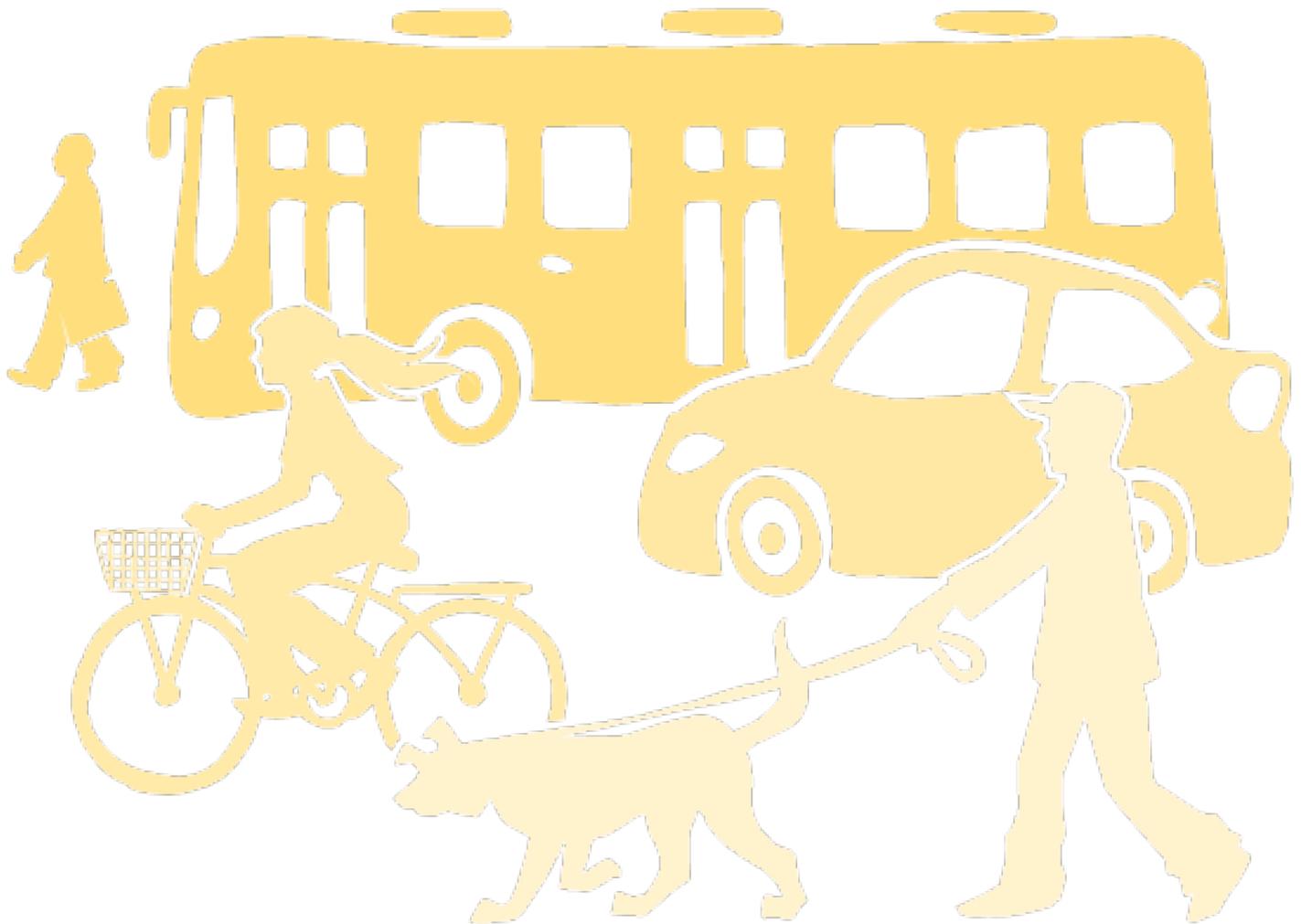
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Preface



High Point **Complete** Streets



The ultimate goal of the Complete Streets Policy for the City of High Point is to facilitate the development and redevelopment of street networks that are safe and accessible for all users. In short, the following criteria are paramount to the successful implementation of this policy:



- **Safety**
- **Accessibility**
- **Connectivity**
- **Functionality**
- **Multimodality**
- **Aesthetic compatibility**
- **Context-sensitivity**
- **Flexibility in application**

Complete Streets in High Point

The City of High Point's adoption of an official Complete Streets policy presents an opportunity to adhere to a multimodal approach that more equitably accommodates a variety of roadway users. The City of High Point seeks to adopt a Complete Streets policy that supports the City's commitment to inclusivity, safe and healthy communities, judicious use of taxpayer funds, and planning more sustainably for future growth and development. Simply put, Complete Streets are streets for everyone. They generally include sidewalks, bicycle lanes, transit stops, and appropriate street widths and speeds. They are well-integrated with surrounding land uses and consider a community's current and planned buildings, parks, and trails. They address current deficiencies and anticipate future needs. Complete Street design elements that emphasize safety, mobility, and accessibility for multiple modes may include crosswalks, bus lanes, landscaping, lighting, signaling systems, and adequate accommodations and buffer zones between modes and users.

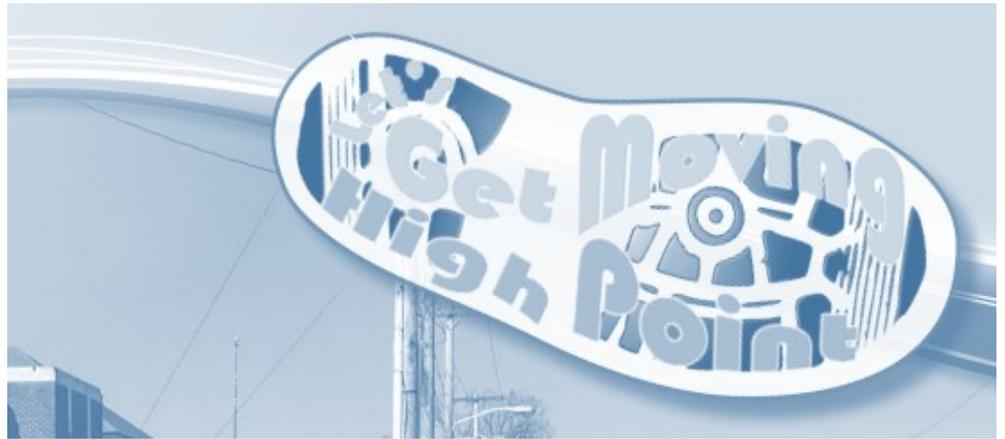
Shifting the focus to Complete Streets implementation can allow the City of High Point to provide safer streets for everyone. More than 46,000 people were struck and killed by cars while walking, and more than 7,000 people were killed while biking in the United States from 2005-2014. Although pedestrian fatalities can occur in any community, people of color and older adults are disproportionately affected. The 2017 High Point Pedestrian Plan notes that 260 pedestrian crashes occurred in High Point from 2007 to 2012 with nine being fatal. The 2019 High Point Regional Bike Plan notes that 126 bicycle crashes occurred in High Point from 2007 to 2015 with eight resulting in disabling injuries.

American Community Survey 2017 population estimates place High Point as the 9th largest municipality in North Carolina. The City's Planning and Development Department projected in 2016 that High Point's population would increase to 115,499 by 2020, which is a nearly 11 percent increase from the 2010 Census count of 104,371. High Point's population spans a wide range of ages as well as income levels, suggesting that a more intentional, City-wide approach to developing a network of Complete Streets is warranted.

Complete Streets can also address and help reduce inequities in access and public health for High Point residents and workers. While some individuals choose to limit motor vehicle travel out of personal preference, others do not drive due to lack of options and rely on alternative modes of transportation out of mobility constraints or financial reasons. Complete Streets as a City transportation policy can increase connectivity between neighborhoods, streets, and transit systems and encourage the use of alternative forms of transportation.

The City of High Point can also utilize an official Complete Streets policy as an economic development tool to achieve the City's strategic goals of increasing the working millennial population and augmenting downtown revitalization. Complete Streets can increase civic space, encourage human interaction, foster healthy commerce, and create places with engaging architecture, street furniture, landscaping, and public art that reflect the character of a community.

The National Complete Streets Coalition has identified 10 elements of a comprehensive Complete Streets policy, upon which this policy is modeled: vision; users and modes; projects and phases; clear and accountable exceptions; network establishment; jurisdictional cooperation; design; context sensitivity; performance measures; and, implementation steps. The City of High Point's Complete Streets policy addresses all 10 elements in a substantive way. While a Complete Streets policy offers a more comprehensive and systematic foundation for implementation, this policy is just the first step. Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time. Successful implementation of a Complete Streets policy will require continual interdepartmental and intergovernmental coordination, regular updates to design elements and related guidelines, and the development of supporting documents and guidance. The development of a training strategy for relevant agencies and departments would assist in creating a City-wide paradigm that values all modes of travel and users equally.



Learn more at:

[High Point MPO Regional Bike Plan & High Point Pedestrian Plan](#)

Why Build Complete Streets

The City of High Point is committed to creating a safe and sustainable transportation system for all users, residents, and visitors alike, while also encouraging active transportation. These goals, however, exist in the context of a street system primarily designed for automobiles. This narrow focus has prioritized movement throughout the city via motor vehicles, resulting in the subordination of non-motorized transportation and other adverse effects seen below:

- Air pollution
- Noise pollution
- Crashes & injuries
- Increasingly sedentary lifestyle & deteriorating human health
- Maintenance costs
- Operations costs
- Suburban sprawl

Benefits According to Smart Growth Principles

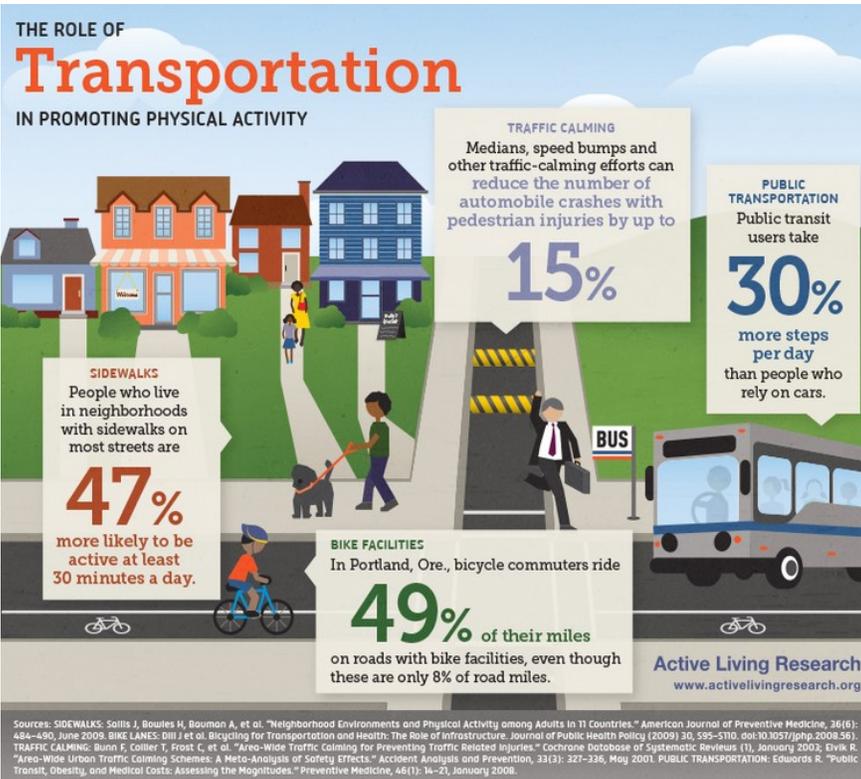
Complete Streets make economic sense. A balanced transportation system that includes Complete Streets can bolster economic growth and stability by providing accessible and efficient connections between residences, schools, parks, public transportation, offices, and retail destinations.

Complete Streets improve safety by reducing crashes through safety improvements. One study¹ found that designing for pedestrian travel by installing raised medians and redesigning intersections and sidewalks reduced pedestrian risk by 28 percent.

Complete Streets encourage more walking and bicycling. Public health experts are encouraging walking and bicycling as a response to the obesity epidemic, and Complete Streets can help. One study² found that 43 percent of people with safe places to walk within 10 minutes of home met recommended activity levels, while just 27 percent of those without safe places to walk were active enough.

Complete Streets can help ease transportation woes. Streets that provide travel choices can give people the option to avoid traffic jams, and increase the overall capacity of the transportation network. Several smaller cities have adopted Complete Streets policies as one strategy to increase the overall capacity of their transportation network and reduce congestion.

Complete Streets help children. Streets that provide room for bicycling and walking help children get physical activity and gain independence. More children walk to school where there are sidewalks, and children who have and use safe walking and bicycling routes have a more positive view of their neighborhood. Safe Routes to School programs, gaining in popularity across the country, will benefit from Complete Streets policies that help turn all routes into safe routes.



Complete streets are good for air quality. Poor air quality in our urban areas is linked to increases in asthma and other illnesses. Yet if each resident of an American community of 100,000 replaced one car trip with one bike trip just once a month, it would cut carbon dioxide (CO₂) emissions by 3,764 tons of per year in the community. Complete Streets allow this to happen more easily.

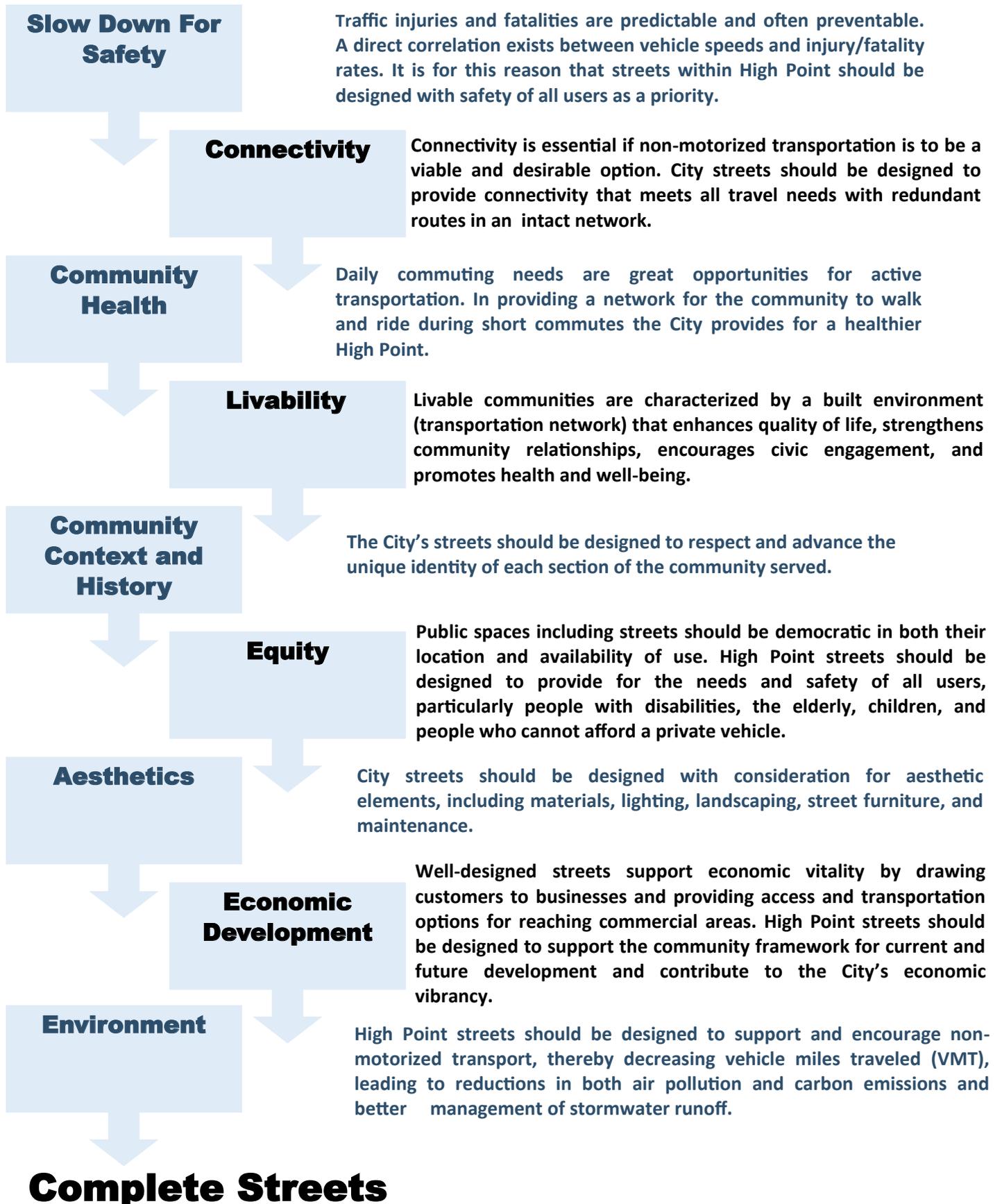
Complete Streets make fiscal sense. Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project spares the expense of retrofits later. Jeff Morales, former Director of Caltrans, said, "by fully considering the needs of all non-motorized travelers (pedestrians, bicyclists, and persons with disabilities) early in the life of a project, the costs associated with including facilities for these travelers are minimized."

see **Smart Growth America**

¹King, M., Carnegie, J. & Ewing, R. (2003). "Pedestrian Safety Through a Raised Median and Redesigned Intersections." Transportation Research Board 1828 (2003): 56-66.

²Powell, K.E., Martin, L., & Chowdhury, P.P. (2003). "Places to walk: convenience and regular physical activity." American Journal of Public Health, 93, 1519-1521.

Guiding Principles



Recommendations

In considering the development of a Complete Streets network within the City of High Point, the following short to long range recommendations should be considered. Recommendations should be updated and communicated to stakeholders accordingly to reflect the City's Complete Streets achievements, goals, and project milestones. When pursuing recommendations, the City should consider the maintenance cost associated with any decision to aid in determining cost-effectiveness.

Short Range

- Conduct walkability audits in predetermined areas to identify multimodal transportation needs, challenges, and opportunities
- Identify streets for retrofitting
- Create a civic engagement tool to solicit public comments related to Complete Streets issues
- Explore implementation feasibility of Watch for Me NC program (see Appendix for more details)

Medium Range

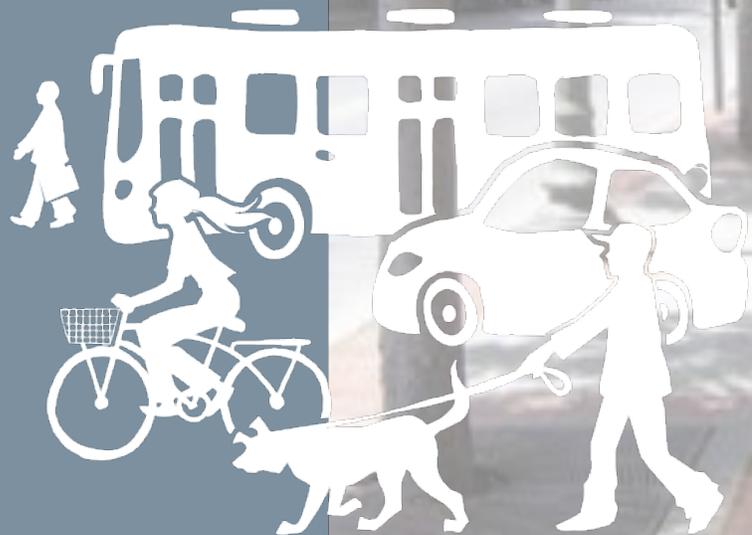
- Test identified retrofit streets through use of temporary measures
- Incorporate City's Traffic Calming Policy and Street Design Standards Manual into the City's Complete Streets policy
- Explore funding from Public Health for retrofit projects
- Explore partnering with the City's furniture industry to enhance bus stops with shelters and benches through the incorporation of public art

Long Range

- Budget and build for the identified retrofit streets that are feasible
- Create dedicated funding source for sidewalk construction
- Assess City's existing sidewalk network to identify challenges/opportunities for improvements



High Point Complete Streets Policy



Introduction

The City of High Point endeavors to provide a safe, efficient, and attractive environment for all street users, regardless of age or ability, whether they are motorists, pedestrians, bicyclists, transit riders, freight carriers, emergency responders or adjacent land users. To achieve this, High Point's transportation network must enable users to conveniently move from one place to another, to shape and complement land uses, to stimulate growth and economic development, to link housing with employment choices, to reduce impacts on air and water quality, and to promote general health and physical fitness.

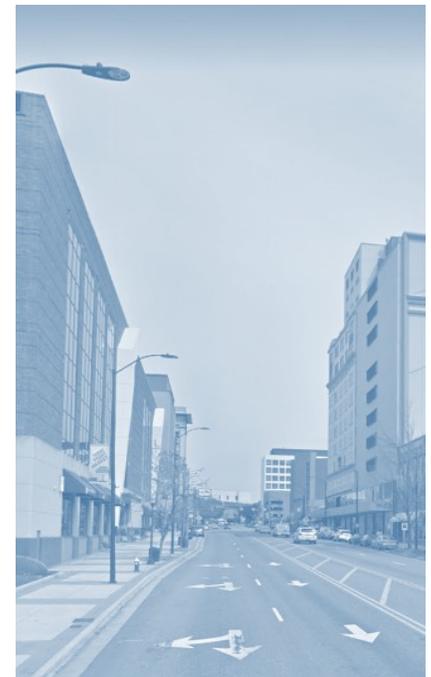
The High Point Complete Street Statement of Intent establishes the foundation for a connected network of multimodal transportation options that support the local community and are consistent with the surrounding natural and built environment. Recognizing streets of all types as critical components of the public space that can define image and identity, the needs of a wide array of users should be balanced in a manner that is functional, flexible, and practical. This Statement of Intent will be incorporated into the decision-making processes related to infrastructure planning, design, construction, operation, and maintenance, with the objective of integrating these essential tasks into the guiding documents that enhance safety, efficiency, and utility for all users.

In addition to focusing on new publicly-funded transportation enhancement projects, this Statement of Intent will also apply to privately-funded developments and may be incrementally introduced on existing streets through a series of smaller, context-sensitive improvements and activities that may occur over extended periods of time as opportunities and funds allow.

As a standard practice, Complete Streets principles will apply to all new street construction, substantial retrofits, and reconstruction projects except in unusual or extraordinary circumstances as outlined on Page 15. Even when such conditions exist, a project's impact will be evaluated for the effect it may have on all street users, as well as its ability to complement future plans as they are adopted and implemented.

This Statement of Intent acknowledges the North Carolina Department of Transportation's (NCDOT) **Complete Streets Policy**, adopted by the Board of Transportation in 2009, and its subsequent purpose, scope, and applicability, approach to successful implementation, and supporting reference documentation. Because High Point's surface transportation network is intertwined with and is co-dependent of that which falls within the jurisdiction and authority of the State of North Carolina, it is appropriate for the City's policy regarding Complete Streets to meet or exceed the standards and guidelines established by NCDOT.

The City of High Point reserves the authority to amend use of the State policy and associated planning and design guidelines when local conditions affecting the City street network warrant changes that may be advantageous and beneficial to the City and its citizens. In some instances, amendments may offer a broader interpretation of the policy; in others, it may be more restrictive, but in all cases, it shall endeavor to be consistent in practical application.



This policy recognizes that the principles and concepts outlined herein reflect City-wide guidelines and recommendations rather than standards.



Users & Modes

The guidelines in this policy intend to ensure a process that clearly, consistently, and comprehensively considers the needs of motorists, transit and rail riders, pedestrians, and bicyclists when planning, designing, constructing, and maintaining City streets. Whenever feasible, this policy intends to maximize the number of appropriate transportation options available within the public right-of-way.

This policy recommends that the City of High Point develop Complete Street projects in an affordable, balanced, responsible, and equitable way that accommodates and encourages travel by motorists, bicyclists, public transit vehicles and their passengers, rail, emergency responders, and freight. Furthermore, this policy recommends additional consideration be given to often underserved and vulnerable populations such as the elderly, children, people with disabilities, minorities, and low-income residents with regards to transportation accessibility and project implementation.



Shared Active Transportation

Successful integration of this Complete Streets policy will rely on considering how to integrate new mobility options into High Point's transportation systems and developing policies that address such options. The City should engage with residents, businesses, and other stakeholders to determine where such modes belong in a city-wide Complete Streets network and to promote the best outcomes for the public.



High Point, like many other cities, is currently experiencing the emergence of new transportation modes such as e-bikes, bike shares, and e-scooters, often led by shared active transportation companies. These modes can offer a way to bridge the “last-mile” gap that often exists in lower-density and/or lower-income areas. The proliferation of shared active transportation can also reveal issues involving enforcement and social equity, small vehicle parking that inhibits ADA accessibility, and safety for all.



In mid-2018, the National Association of City Transportation Officials (NACTO) published guidance to help cities regulate and manage new shared active transportation companies. [NACTO's Guidelines for the Regulation and Management of Shared Active Transportation](#) outline “how cities can effectively manage shared active transportation companies in the public right-of-way, while allowing for flexibility and experimentation to welcome new mobility choices on city streets.”

Projects

The City of High Point's Complete Streets Policy serves as a guideline for the following project types: planning, design, construction, reconstruction, rehabilitation, retrofit, maintenance, repair, and operations of new and existing roadways, trails, greenways, and other transportation facilities. Each step of the project process should be guided by the pursuit of balancing the needs of all roadway users. Through the adoption of this policy, the City commits to actively searching for opportunities to repurpose rights-of-way to enhance connectivity for all users.

Complete Streets elements should be considered, evaluated, and when/where appropriate, implemented in the aforementioned project phases except for instances qualifying as exceptions. This policy's application intends to focus on new projects or retrofits triggered by some other construction project and not to begin a reconstruction program for all existing roadways in High Point.

Additionally, maintenance activities do not necessarily trigger requirements for major street improvements. Rather, Complete Streets elements should be factored into routine maintenance work. For example, some reconstruction and resurfacing may require curb ramp installation or replacement and/or sidewalk repair or replacement to remove accessibility barriers. Complete Streets should be a consideration even in routine, small scale work by taking care not to unnecessarily block or obstruct non-motorized travel paths, and to use appropriate signage and alternative facilities where warranted.

This policy recommends that City staff incorporate Complete Streets principles into transportation strategic planning, transportation plans, manuals, rules, regulations, and programs as deemed appropriate and feasible. Through this policy, the City of High Point intends to routinely plan, fund, design, construct, operate, and maintain their streets according to Complete Street principles and the City's *Street Design Standards Manual*.



Examples of appropriate Complete Streets applications include but are not limited to:

- Sidewalks programmed for one or both sides of new streets per the City's Development Ordinance
- Incorporating bike lanes
- Well-marked bike routes
- Transit service connections between major destinations with safe, comfortable accommodations at high-demand stops
- ADA accessibility
- Traffic calming
- Street design
- Landscaping and Stormwater Best Management Practices (BMPs)

Exceptions

The City of High Point expects context-sensitive multimodal alternatives to be incorporated into surface transportation projects, for new and during significant maintenance and rehabilitation of existing facilities, when appropriate. However, the City understands that this policy may have limited applicability in certain instances.

This policy intends to remain flexible and encourage nuance in the planning and design of the City's roadways, though some standard exceptions are appropriate to acknowledge. Even under excepted conditions, City staff should evaluate a project's impact for how it might affect the usefulness of the street for all users, currently and in the future, and further its impact on the City's ability to implement other adopted plans in the future.

Exceptions to elements of this policy should be considered where at least one of the following conditions exists:

- Specific users such as, but not limited to, pedestrians and bicyclists are prohibited by law;
- Transit routes do not exist and are not forecast or planned;
- No convenient or practical means of a logical connection to transit routes or amenities exists;
- The existing corridor configuration is insufficient to accommodate all users, and/or the cost of improvements is impractical and/or disproportionate to the need;
- It would be contrary to public safety;
- A project may be deemed impractical because of adverse impacts on the environment and/or neighboring land uses; or
- An agency, public or private, is performing ordinary public works or utility capital improvement or maintenance activities (such activities shall not exclusively mandate the necessity for broader measures).

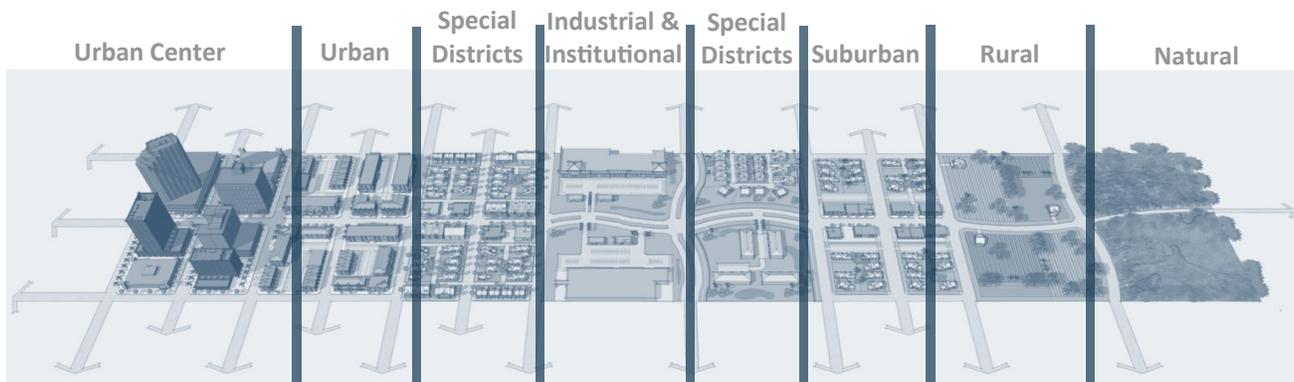
Exception Process

As each Complete Streets project will be considered on an individual basis, so will any exception therein. Where an exception is proposed, approval shall be given by the City's Transportation Director, and as applicable, the NCDOT.

Development of a Network

Complete Streets within the City cannot be achieved without an intentional focus on connectivity. Planning and designing for Complete Streets necessitates the creation of a comprehensive, integrated, and connected street network that considers all modes. The development of a Complete Streets network within the City of High Point will be achieved incrementally through continuing minor improvements, maintenance, and operational activities as well as through stand-alone construction projects.

When undertaking a transportation project for new or existing streets, the City of High Point recognizes the need to provide transportation options for residents and visitors to many potential destinations. The City also recognizes that all modes do not receive the same type of accommodation and space on every street but that everyone can safely and conveniently travel across the network.



Jurisdictional Cooperation

The City of High Point understands the need for intergovernmental, intragovernmental, and extra-governmental coordination and cooperation to achieve its Complete Streets vision. Through this policy, the City intends to ensure that all transportation-related departments within the City, including Transportation, Planning, Engineering, Public Services and the City Electric Utility, shall routinely plan, fund, design, construct, operate, and maintain their streets according to this policy and in concordance with the City's *Street Design Standards Manual*. This policy intends to incorporate Complete Streets principles into all future City plans, manuals, rules, regulations and programs as appropriate.

Additionally, the City will work with privately-funded developers to ensure that planning, design, construction, and maintenance of privately-funded streets adhere to the Complete Streets vision put forth by this policy. Through adoption of this policy, the City pledges to work closely with local, regional, and federal transportation agencies to promote compliance as well as collaborate with users of the public rights-of-way to ensure that the principles and practices of Complete Streets are embedded within transportation-oriented activities. The City pledges to work with NCDOT to implement these standards for state maintained roads within the City's jurisdiction.

All transportation infrastructure and street design projects requiring approval by the City should adhere to this Complete Streets Policy regardless of funding source. For development projects affecting the public right-of-way, compliance with the Complete Streets Policy will be encouraged to the extent not prohibited by relevant laws and regulations. Private land to be incorporated into the public right-of-way by the City should comply with the High Point Complete Streets Policy. Additionally, street and utility plans submitted to the City's Technical Review Committee for review should comply with this policy.

Partner Departments and Agencies

City of High Point Department of Transportation

City of High Point Transit

City of High Point Planning and Development Department

City of High Point Public Services Department

City of High Point Community Development and Housing Department

City of High Point Parks and Recreation Department

City of High Point Police Department

City of High Point Fire Department

High Point Urban Area Metropolitan Planning Organization (HPMPO)

NCDOT Division 7

Design

Successful implementation of a Complete Streets network hinges on developing consistent design guidelines for minor and major improvements to existing transportation facilities and for the construction of new transportation facilities under the authority of the City of High Point, NCDOT, or private developers. The City will generally follow accepted or adopted design standards when implementing improvements intended to fulfill this Complete Streets policy and will consider innovative or non-traditional design options where a comparable level of safety for users is present. Best practices in policies, design criteria, standards, and guidelines related to street design, construction, and operations can be found in, but not limited to, the guidelines provided in this policy’s “Guiding Documents” section.

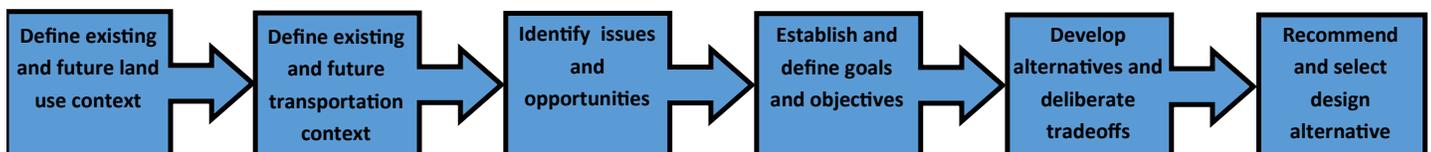
The City will utilize existing City design guidelines such as its **Street Design Standards Manual** and official **Traffic Calming Policy** in addition to this specific policy to guide the planning, funding, design, construction, operation, and maintenance of new and existing streets in High Point. City departments should consider Complete Streets design elements during all project phases. Example design elements include but are not limited to:

- Keeping street pavement widths to the minimum necessary;
- Constructing well-designed pedestrian accommodations in the form of sidewalks or shared-use paths;
- Establishing frequent, convenient, and safe street crossings. These may be at intersections designed to be pedestrian friendly, or at midblock locations where needed and appropriate;
- Providing bicycle accommodations along streets;
- Creating landscaped buffers between pedestrian and vehicular traffic where physical conditions warrant;
- Utilizing traffic-calming elements in accordance with the City’s traffic calming policy;
- Maintaining accommodations for public transit, such as bus pull-outs and transit stops integrated into the sidewalk system;
- Accommodating for emergency vehicle access.

This policy recognizes the importance of remaining flexible to the unique circumstances and conditions of different streets and of using sound engineering and planning discretion. The City will adhere to a balanced design approach that considers the needs and comfort of all users in aspects such as street hierarchy, design parameters, desired operating speed, connectivity, natural features, and adjacent land uses. These factors may be complemented by input from local stakeholders, consideration of community values, and the implementation of operational and aesthetic components that place greater emphasis on a human scale.

City departments should coordinate with each other to ensure consistent content is produced and utilized during the entire project process. They should review and update or create, as necessary, design manuals and/or departmental standards to better integrate current Complete Streets principles into the City of High Point’s transportation-related projects. Future City-wide pedestrian, bike, and comprehensive transportation plans, and other relevant plans and studies should also align with this policy.

Consideration for Complete Streets design elements should emerge at the very beginning stages of project development for new and existing facilities alike. The following process should be used to select the correct street classifications, cross-sections, and design components.



The steps listed above were adapted from NCDOT’s Complete Streets Planning and Design Guidelines.

Context Sensitivity

Complete Streets philosophy uses context sensitive design to achieve the objectives of enhancing safe travel by all users of all modes of transportation. Context-sensitive design considers local needs and incorporates up-to-date design standards appropriate for the project setting. Context-sensitive design also adapts roads to fit the character of the surrounding natural and human environment and considers unintended consequences such as displacement of residents due to rising costs of living.

Best practice dictates that City departments should evaluate and consider existing and future land use when determining appropriate transportation elements. An urban typical section might not work in a rural or suburban area. It is necessary to take a place-based approach in the execution of Complete Streets initiatives and not be rigid when it comes to designs. Streets should also be designed in harmony with natural features such as waterways, slopes, and ravines, and in similar fashion, should co-exist with pedestrian-oriented modes and amenities.

Project implementation should remain sensitive to the community's physical, economic and social setting by considering land use, environmental issues and constraints, cultural and historical impacts, and right-of-way needs. Context includes elements such as:

- Land use classifications and future land use visions
- Existing neighborhood density, demographics, and emerging development pressures
- Neighborhood character including historic architecture, urban design characteristics, waterfront sites, etc.
- Existing and future transportation system conditions such as roadway classification, transit availability, street parking, limited rights-of-way, and quality of service for multiple modes

Many factors should be considered when defining the existing or planned facility and the degree to which this policy applies. This policy allows for flexibility to evaluate each facility for proper applicability.

Performance Measures

The City of High Point should utilize a data-driven approach to track performance measures in project planning, prioritization, funding, and implementation phases. Performance measures should be used to provide before and after comparisons and evaluate the effectiveness of the City of High Point's Complete Streets initiatives as well as serve as a reporting tool to provide accountability. They can be rolled up into corridor- or network-wide measures that show the impact of an annual transportation budget and how High Point is achieving its Complete Streets vision.

It is essential to continually measure and evaluate the overall use of upgraded transportation systems. In doing so, determining the following is paramount:

- User demographics
- What mode of transportation is being used
- Changes over time
- Where other treatments are needed
- Benefits of treatments within the context of the area

Implementation

Effective implementation of this Complete Streets Policy will require the City of High Point to review all related procedures and restructure them as necessary to consider the needs of all transportation users and modes on every project. Assigning responsibility to City departments and/or agencies at critical milestones throughout the process could ensure that a Complete Streets approach is maintained from project start to finish.

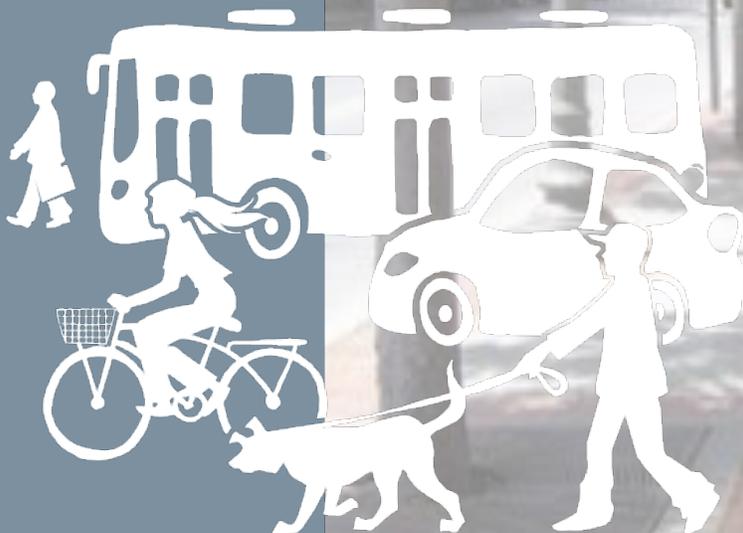
The City will abide by the following in order to support its Complete Streets Policy:

- Update appropriate codes, standards, and ordinances
- Update project evaluation process
- Identify current and future funding sources
- Continue inter-departmental coordination
- Train pertinent staff
- Use a set of processes established by Policy when planning improvements in the public right-of-way
- Update Street Design Standards Manual as needed

Funding

Sustaining the momentum and vision of a Complete Streets policy requires annual budgeting and strategic planning. Funding should prioritize projects that align with Complete Streets principles and initiatives. Additionally, projects that consider all roadway users should be elevated in priority. This policy encourages the City of High Point to create a Complete Streets budget line-item to help elevate understanding and awareness of the Complete Streets philosophy and advance implementation.

Design Options Per Street Classification



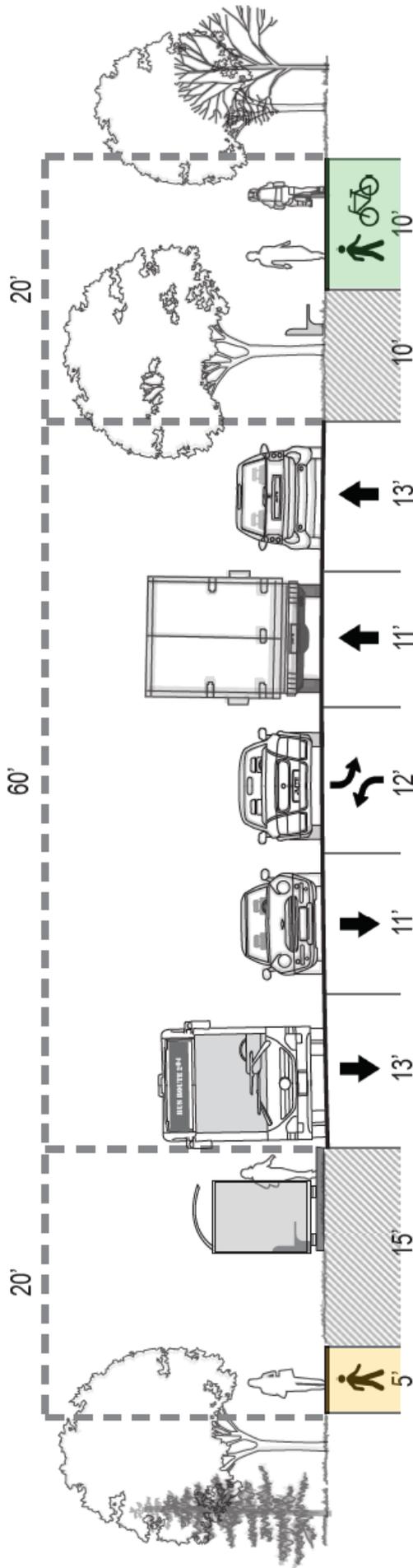


Major Thoroughfares
Examples: M.L.K. Jr. Drive and University Parkway

These streets are the primary arteries in town and may be classified as both streets with “high traffic” and “high speeds.” Due to the nature of these roads, Complete Street infrastructure is recommended to be separate and protected. Please see below for street cross-section examples.

**Dimensions are approximate and may vary for different conditions.*

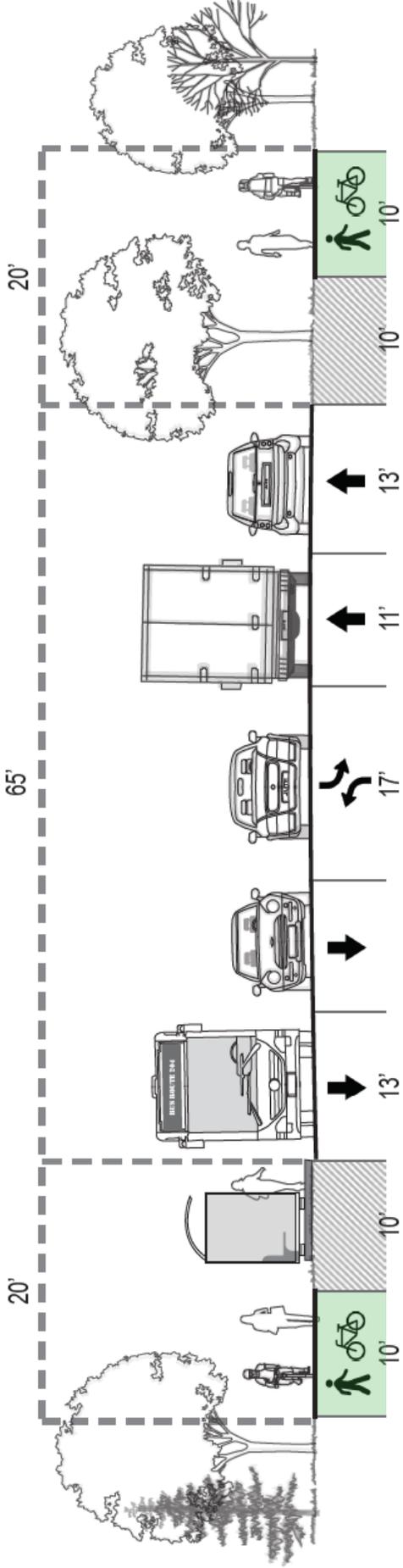
Major Thoroughfare (center turn lane)
 Pavement width: 60ft
 ROW: 100ft



Major Thoroughfare (center turn lane)

Pavement width: 65ft

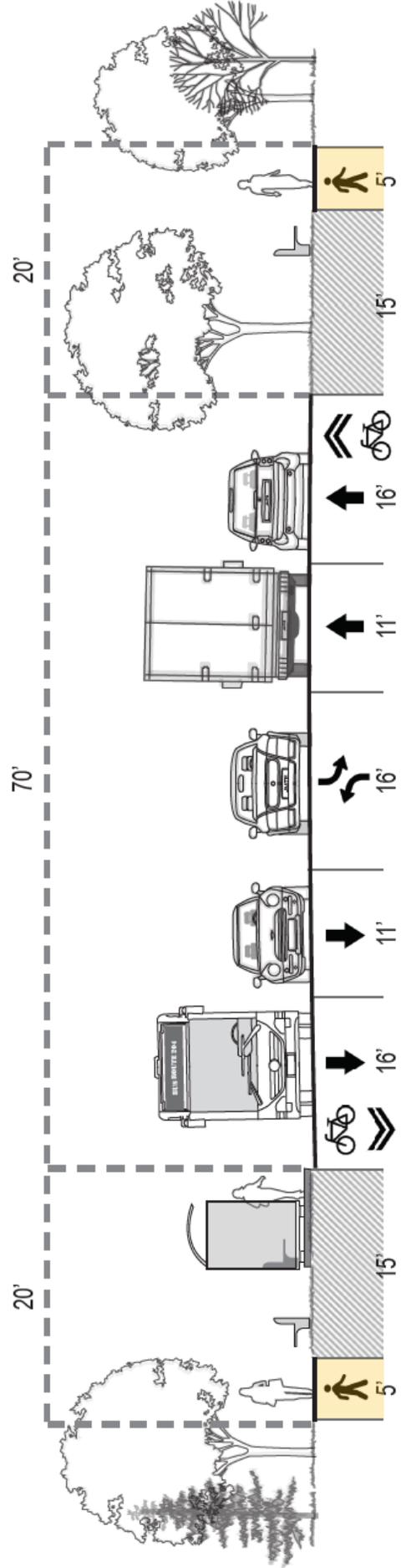
ROW: 105ft



Major Thoroughfare (center turn lane)

Pavement width: 70ft

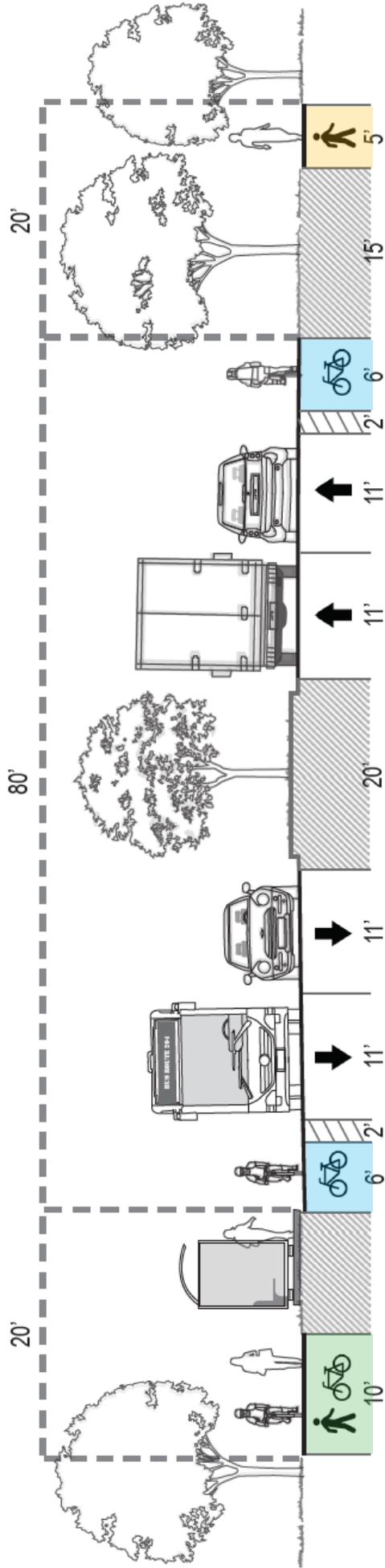
ROW: 110ft



Major Thoroughfare (center median)

Pavement width: 80ft

ROW: 120ft





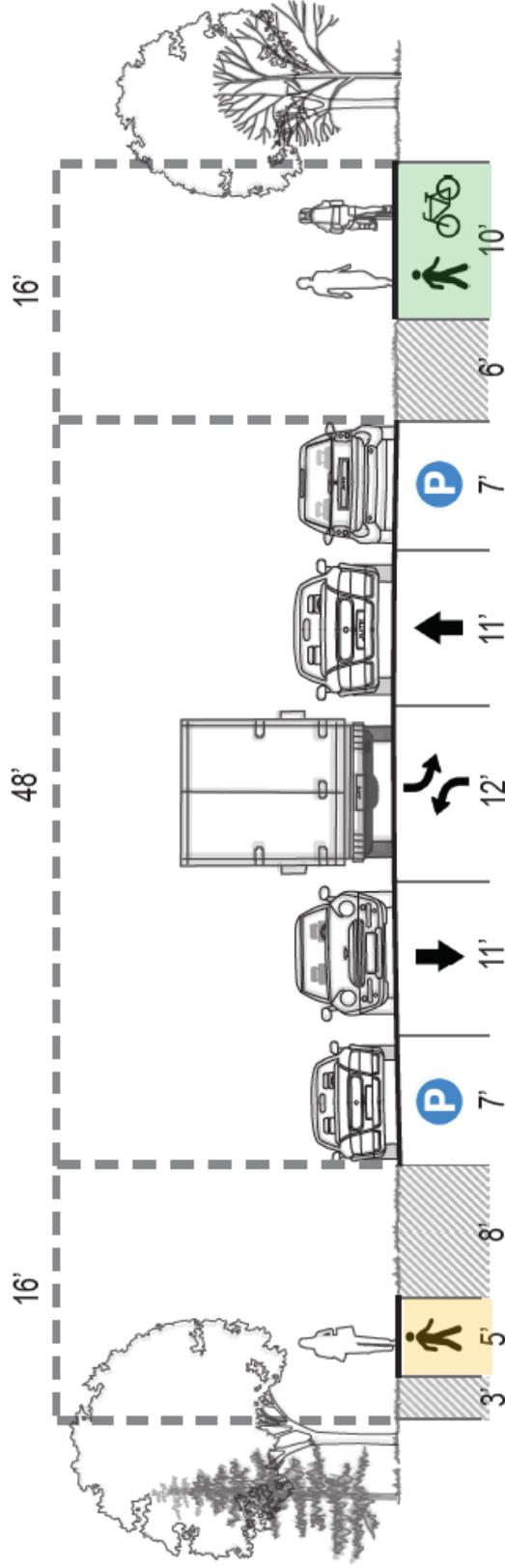
Minor Thoroughfares
Examples: Centennial St. and Main St.

These streets are the primary arteries in town and may be classified as both streets with “high traffic” and “high speeds.” Due to the nature of these roads, complete street infrastructure is recommended to be separate and protected. Please see below for street cross-section examples.

Minor Thoroughfare 2-Lane (w/ Center Turn Lane & On-Street Parking)

Pavement width: 48ft

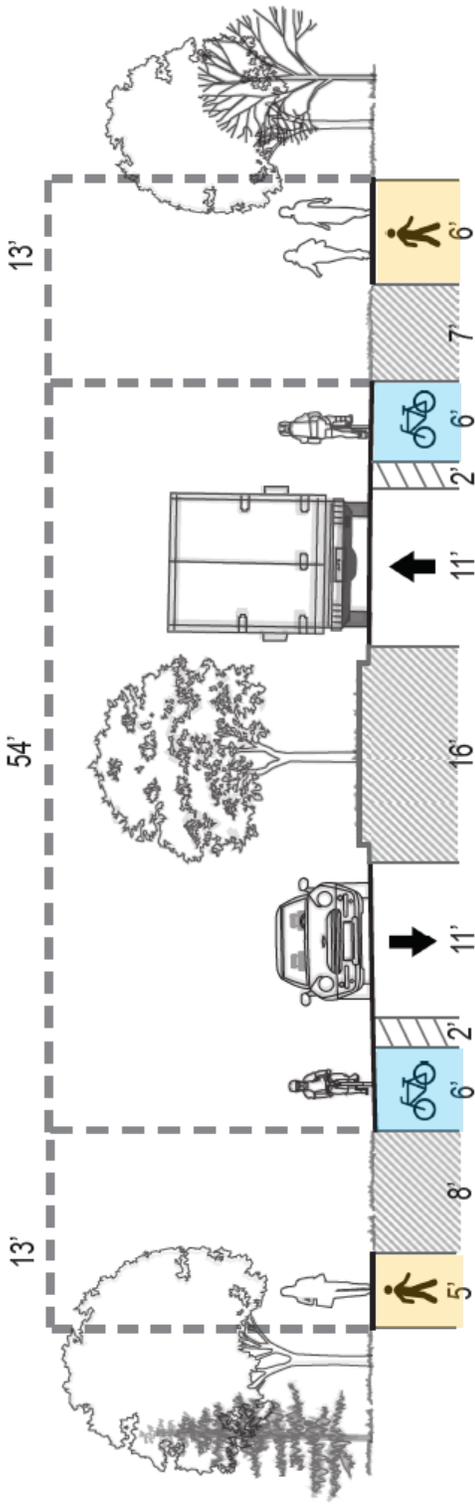
ROW: 80ft



Minor Thoroughfare 2-Lane (w/ Center Median)

Pavement width: 54ft

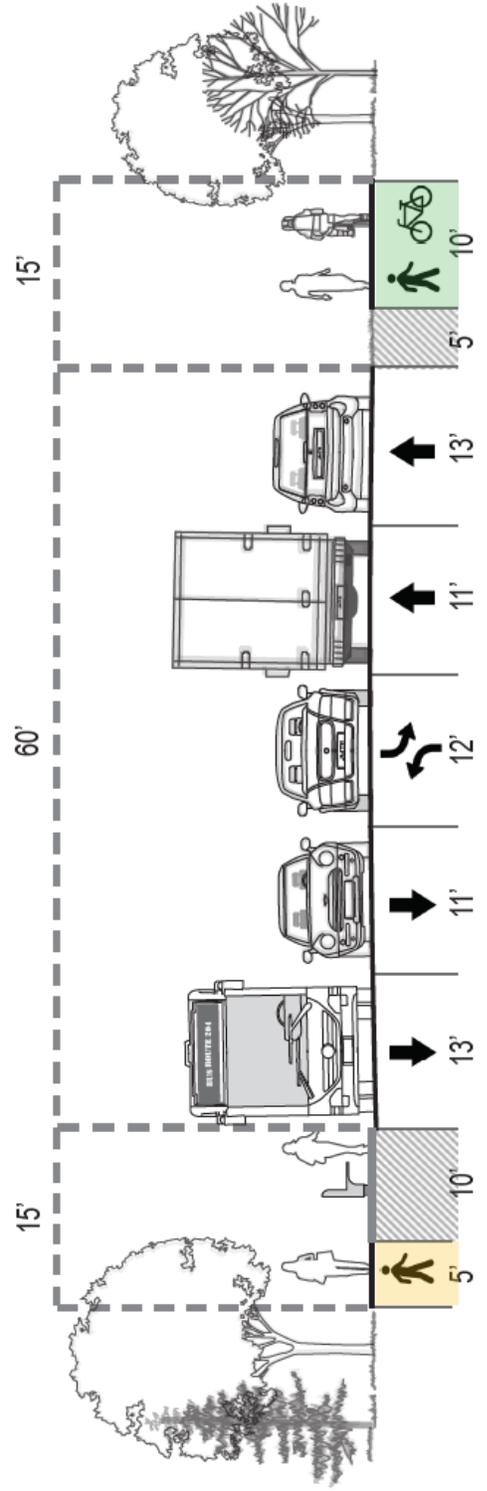
ROW: 80ft



Minor Thoroughfare 4-Lane (w/ Center Turn Lane)

Pavement width: 60ft

ROW: 90ft





Collector

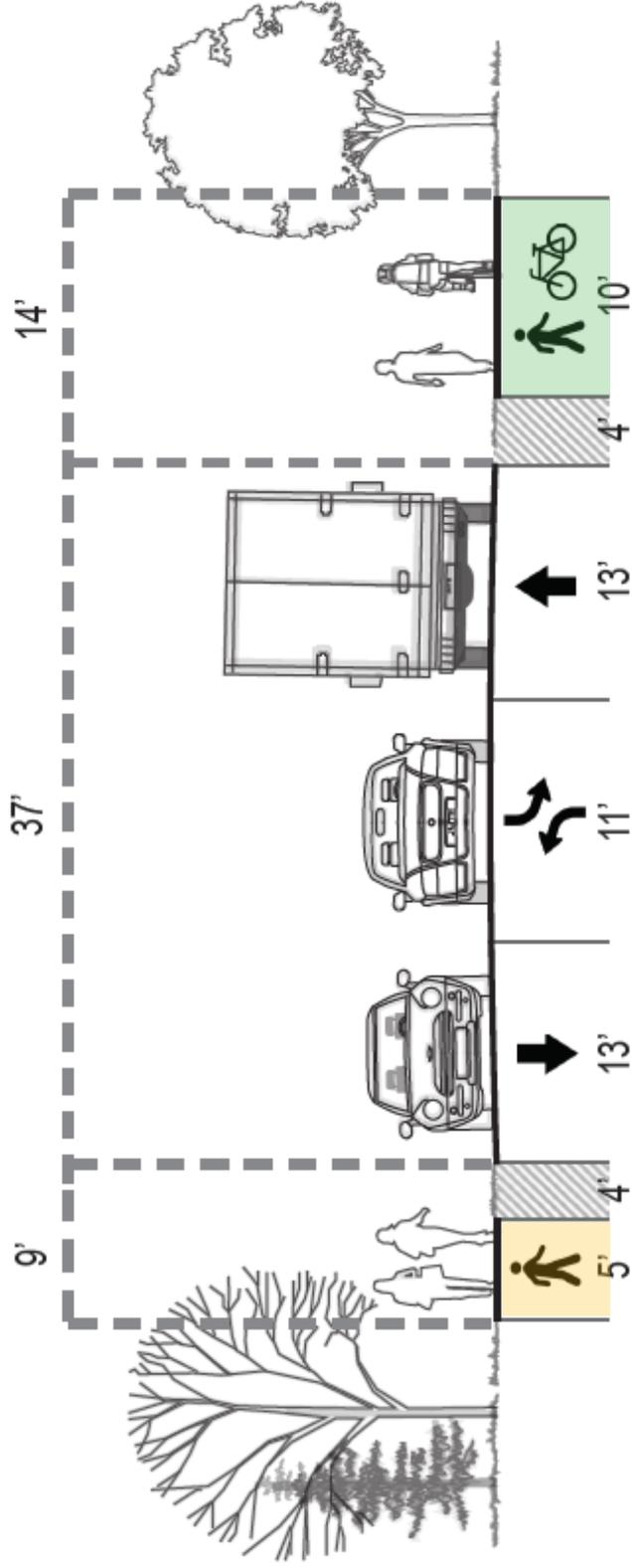
Examples: Oakview Rd. and Lindsay St.

Bicycle lanes may be introduced to streets within this category where speed limits are 35 mph or less.

Collector Street (w/ Center Turn Lane)

Pavement width: 37ft

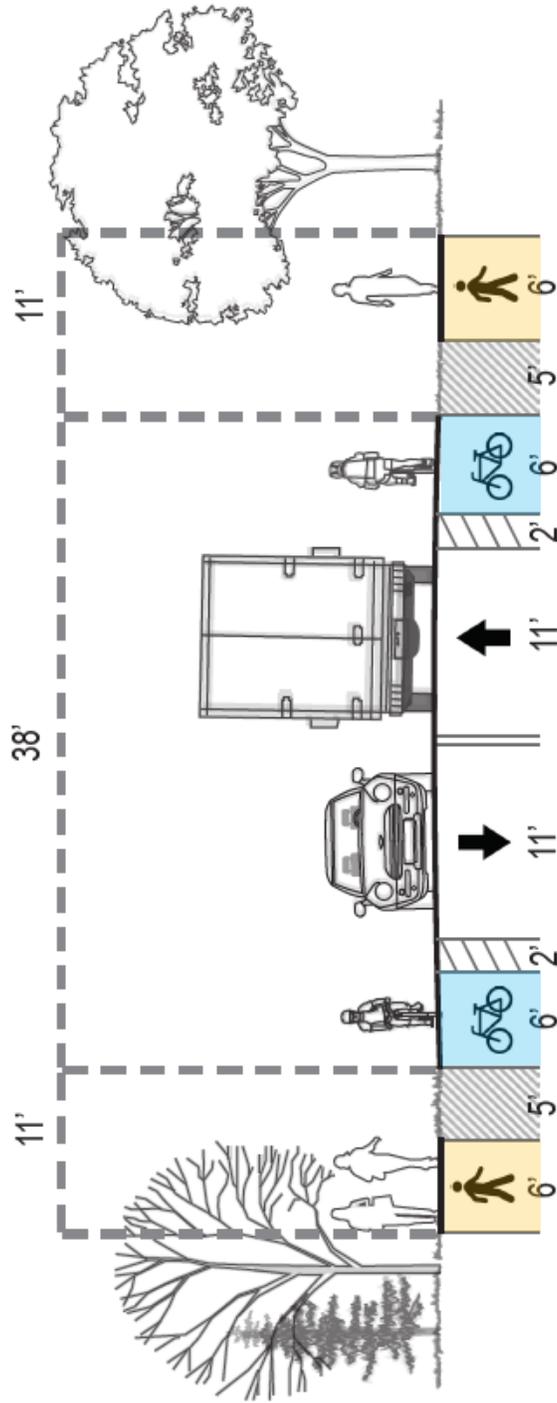
ROW: 60ft



Collector Street (Undivided)

Pavement width: 38ft

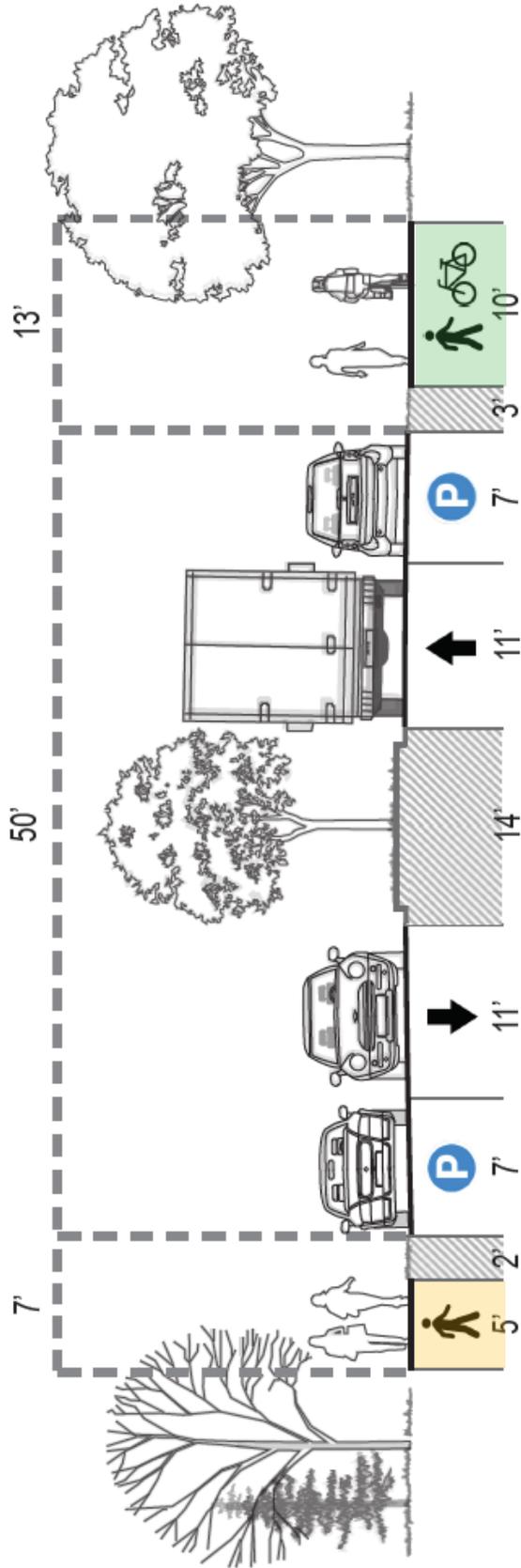
ROW: 60ft



Collector Street (w/ Center Median)

Pavement width: 50ft

ROW: 70ft





Local Residential

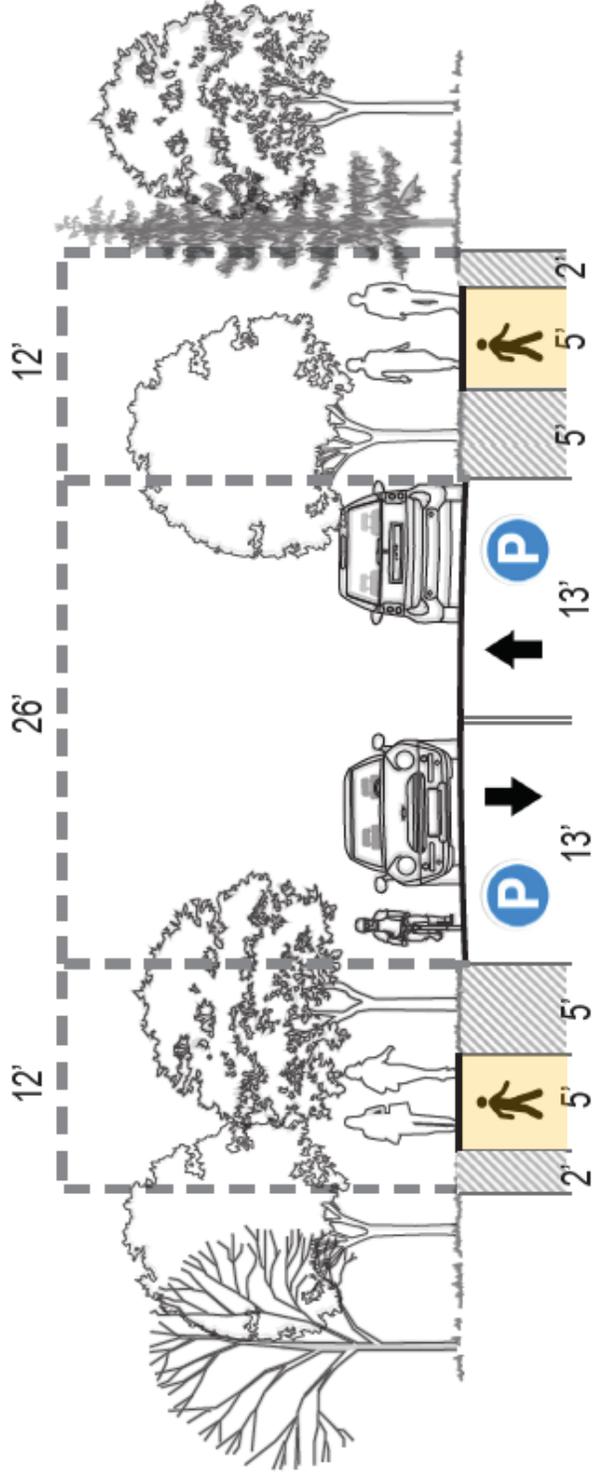
Examples:



Local Residential Street (w/ Curb & Gutter)

Pavement width: 26ft

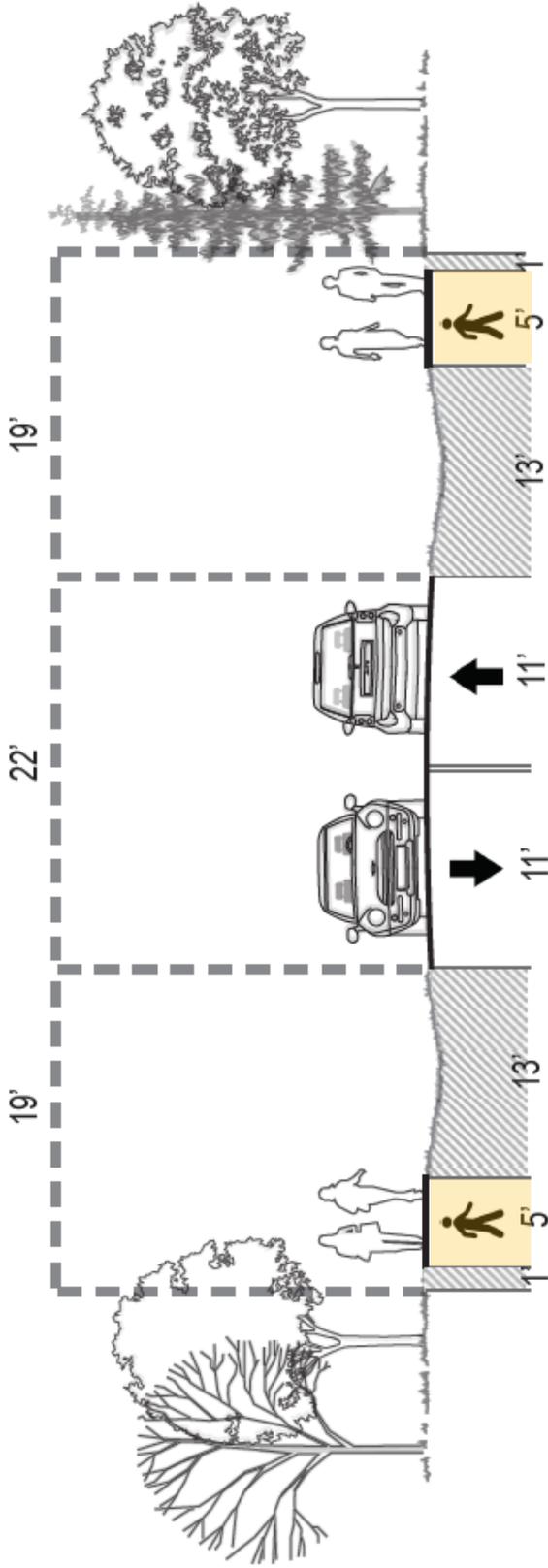
ROW: 50ft



Local Residential Street (w/ Ribbon Pavement)

Pavement width: 22ft

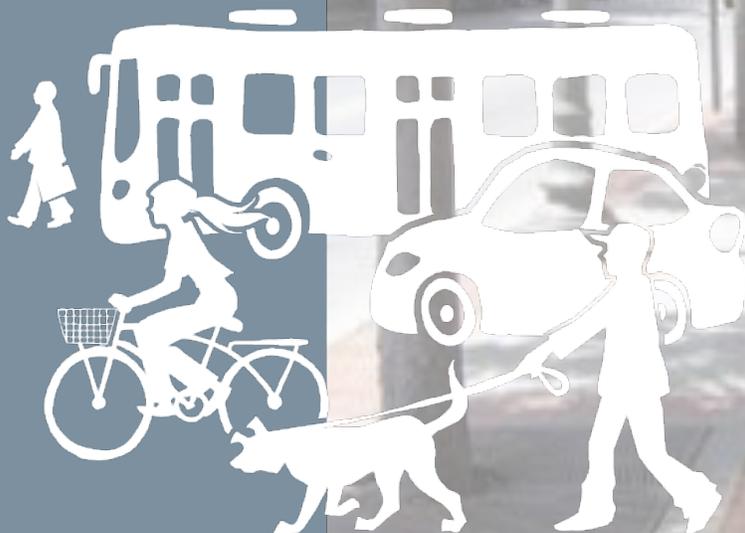
ROW: 60ft



On-street parking not permitted.

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Appendix



Elements of Complete Streets



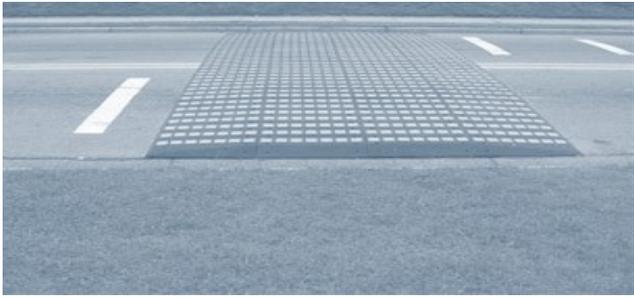
This policy expects that the City of High Point and its appropriate departments will utilize the following menu of options for all project phases as a starting point in the City's creation of a Complete Streets network. The listed options do not dictate which must be used in specific situations. Rather, the options offer the City guidance in determining which elements are most appropriate and feasible given the context and goals of the particular project and given the Complete Streets policy. This list of tools should not be viewed as comprehensive and should be updated when appropriate to reflect advances in Complete Streets research, strategies, and best practices.

Factors such as lane widths, intersection difference, crossing distance, conflicts with turning vehicles, motor vehicle volumes, and motor vehicle speeds affect the level of service (LOS) and quality of service (QOS) for each transportation mode differently. Additionally, user expectations differ across transportation modes in regards to travel time, abilities, and visibility. Appropriate strategies should be used to indicate to motorists that they should see and expect to yield to other user modes such as pedestrians and bicyclists. This policy encourages the City to consider those factors and intends to provide facility improvement options that maximize street functionality for different users.

This policy addresses traffic calming through the lens of Complete Streets that prioritizes safety for all users and modes. Emergency vehicle access should not be negatively impacted when reducing travel lane widths, providing on-street residential parking on both sides of the street, or limiting intersection turning radii. Additionally, such street modifications should not reduce response time, damage equipment, or negatively impact transit schedules.



Vertical Speed Control Elements



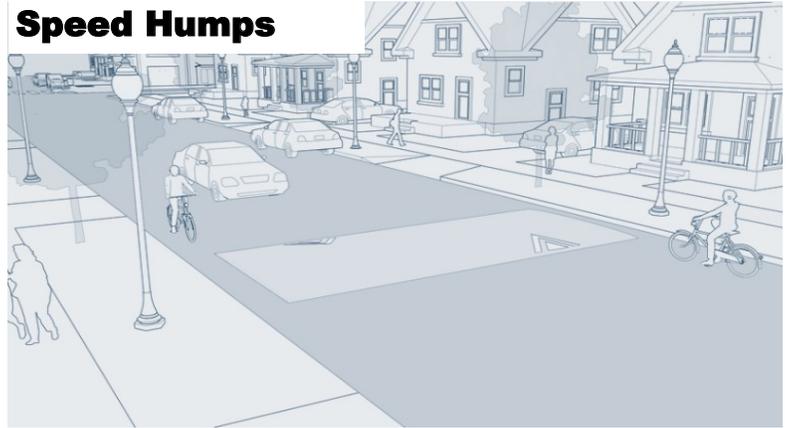
Vertical speed control elements are utilized to both manage traffic speeds and bolster bicycle- and pedestrian-friendly environments. Features in this group may be used on many different street types but are primarily applied along neighborhood, and/or low-speed streets where commercial freight traffic is discouraged.

Elements in this category work well where budgetary and/or right-of-way limitations exist. They also may be used with other Complete Streets facilities.

Speed humps are parabolic devices that are placed with the intention of slowing down traffic on already low speed corridors. When utilized correctly, speedhumps can reduce speeds by 15–20 mph. Speed humps operate as a gentler version of speed bumps.

Note: Speed humps should not be placed in front of driveways or other active access points. Where the existence of multiple driveways limit the correct application of a speed hump, the overall size of the speed hump can be made smaller.

Speed Humps

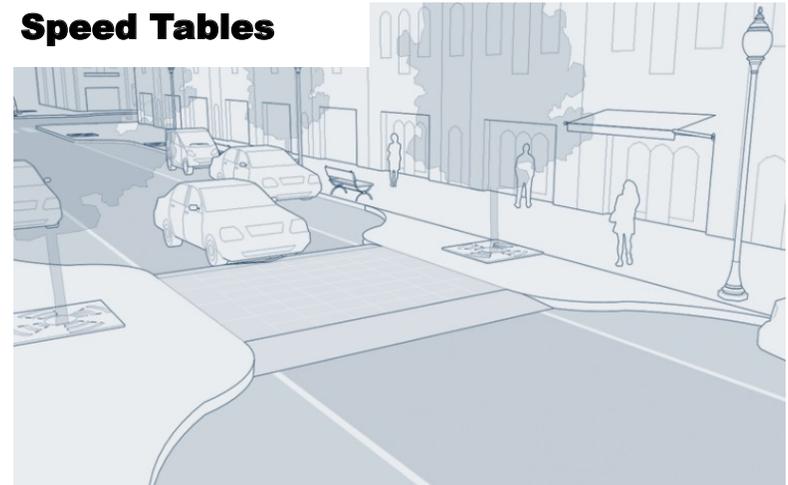


Speed tables are speed reducing devices that are wide enough to elevate the entire wheelbase of a vehicle. Speed tables are longer than speed humps and characterized by their flat top. The target vehicle operating speeds for streets with this device may range from 25–45 mph, depending on table spacing.

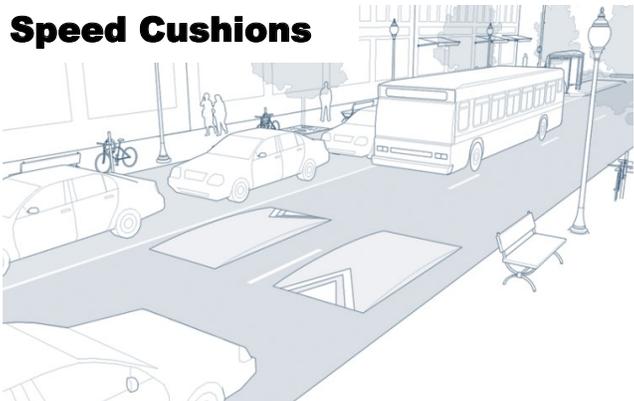
Where a speed table coincides with a pedestrian crossing or crosswalk, the facility should be designed as a raised crosswalk. Speed tables function well with curb extensions and may be constructed with decorative pavers or other like materials to enhance the streetscape.

Note: Speed tables should not be utilized on streets wider than 50 feet. Speed tables may be applied to two-way streets in both directions.

Speed Tables



Speed Cushions



Speed cushions function as either speed humps or tables that include longitudinal gaps to allow large vehicles such as emergency and transit vehicles to pass through unaffected, while reducing the speed of passenger vehicles. Speed cushions are built to the same standards as humps or tables.

Optional: Bus routes may have speed cushions installed on certain routes. Work with local transit providers and bus companies to ensure that drivers are aware of traffic calming devices.

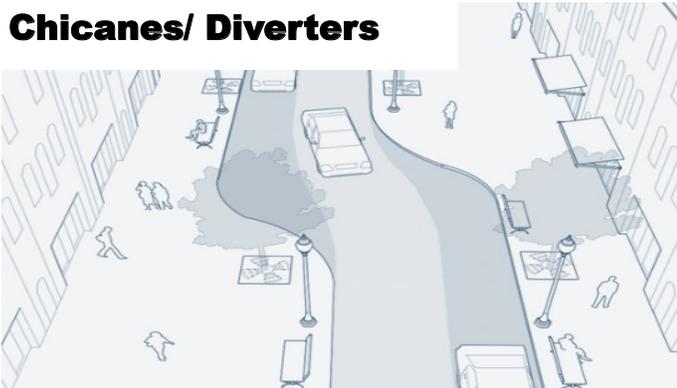
Curb Extension Elements



Curb extensions physically narrow the roadway, thus creating a safer and more aesthetically pleasing street. Curb extensions also provide space for designated on-street parking areas, shorter crossings for pedestrians, street furniture, and street vegetation. Such elements also encourage slower turning speed by tightening intersection curb radii. Curb extensions may be used in downtown, neighborhood, and residential streets, both large and small.

While these elements are meant to be permanent features of a streetscape, curb extensions can be constructed with low cost “short-term” materials. Temporary roadway demarcation can be achieved with striping, bollards, and/or planters.

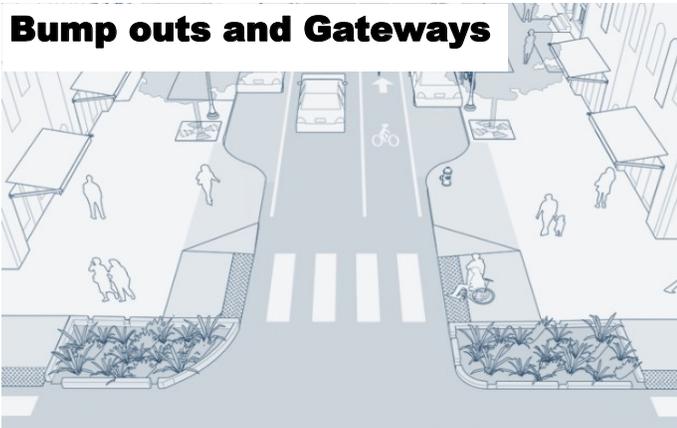
Chicanes/ Diverters



Chokers



Bump outs and Gateways



All of these elements increase the amount of public space available on a corridor and create a more complete street. Chokers and Bump outs should be used in mid-block areas, while Gateways should be used to slow turning speeds. These elements may also be designed to mitigate stormwater (see page 29 for more information).



Temporary/Short-term Elements

Tactical urbanism is an approach that utilizes temporary, typically low-cost, scalable interventions to the built environment that are intended to shift paradigms and catalyze long-term improvements for users. Tactical urbanism utilizes incremental changes to yield greater overall improvements over time and allows for community leaders, advocates, and residents to exercise creativity to address their community's specific needs/issues.

Examples of projects that fall under the purview of tactical urbanism include converting parking spaces to temporary park spaces, pop-up bike lanes, urban gardens, parklets, and street murals among many others. Such projects are often undertaken with the goal to change how the built environment functions for and/or is perceived by users.

Tactical urbanism projects are constructed on a temporary or experimental basis with the intent to demonstrate how such changes can yield significant improvements. Communities may opt to make these changes permanent if well-received and deemed effective.



Walk and Roll Audits

Walk audits assess the walkability or pedestrian-friendliness of an environment. They are often conducted within a community's transportation network to identify and evaluate transportation challenges and opportunities from a pedestrian point of view.

Similarly, a "rolling meeting" by bicycle is a great way to find out firsthand how the corridor functions for users other than car drivers.

Such exercises can be low-cost, effective ways to engage the local community and gather anecdotal experiences to compare and contrast with collected data on safety, comfort, access, and convenience for multimodal options within a transportation network.

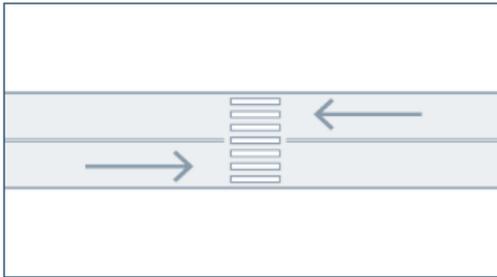




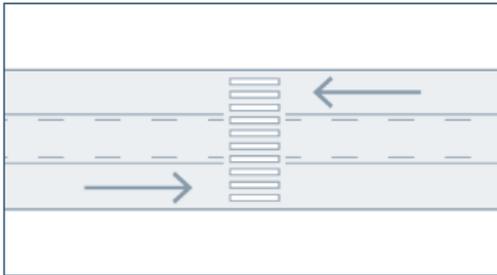
Pedestrian Refuge Areas



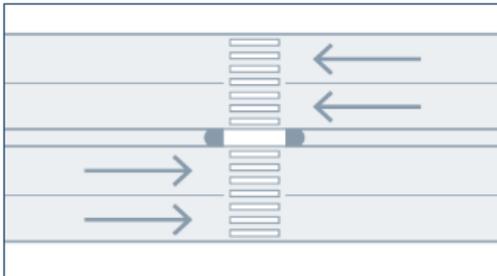
2 lanes



3 lanes

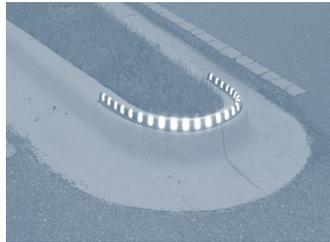


4 lanes



Inner-Street Elements

Inner-street Elements serve many purposes within roadbeds. These range from protecting pedestrians to calming neighborhood traffic.



All medians at intersections should have a “nose” which extends past the crosswalk. The nose protects people waiting on the median and slows turning drivers.

Noses should be installed with reflective material when associated with a refuge area.



Mini Roundabouts

Mini roundabouts and neighborhood traffic circles help lower speeds at minor intersection crossings and are ideal for uncontrolled intersections.

As seen to the left, these are round islands located at the center of an intersection and are most effective on low-volume streets. Mini roundabouts also provide opportunity for landscaping and other aesthetic enhancements and can be installed without changes to the existing road footprint.

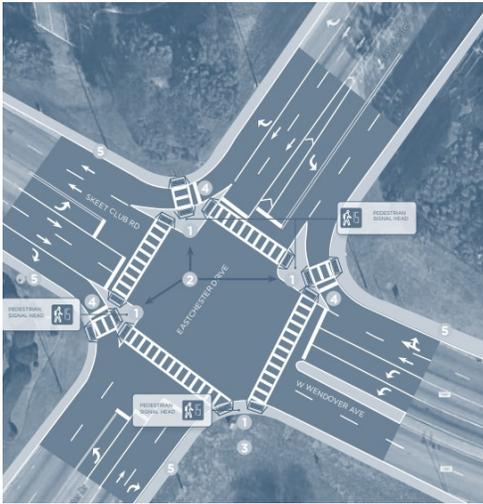
Mini Roundabouts should be designed to the following criteria:

- Provide approximately 15 feet of clearance from the corner to the widest point on the circle
- Vegetation planted in roundabouts further the traffic calming effect and beautify the street but must be properly maintained as to not cause any hazards

Pedestrians feel more exposed and are less safe when more lanes are present. For unsignalized crossings, the use of a median with a refuge area should be used.

Refuge areas should be designed to the following criteria:

- Pedestrian safety islands should be at least 6 feet wide, but have a preferred width of 8–10 feet.
- The cut-through or ramp width should equal the width of the crosswalk.
- Safety islands should include curbs, bollards, or other features to protect people waiting to cross the street.
- It is preferable to have the crosswalk “cut-through” the median. Where the median is wider than 17 feet, ramps are preferred. This dimension is based on a 6-inch-high curb, two 1:12 ramps, and a 5-foot-wide level landing in the center.



Complete Intersections

Complete intersections facilitate the pursuit of a Complete Streets network and are vital for development. Designing ‘complete’ intersections with appropriate treatments for all users should be performed on a case-by-case basis, due to the many possible intersection configurations and contexts. Intersections should be designed to minimize crossing distance, crossing time, and conflicts between motor vehicles and other users. Design speed for the intersection should be appropriate for the area type and the context. Intersections should be designed so motorists learn to expect bicyclists and pedestrians. Intersection approaches should allow motorists, pedestrians, and bicyclists to observe and react to each other.

Intersections are vital for connectivity and cross-town pedestrian and bicycle permeation.

Major Intersections

Major Intersections create a difficult environment for motorists and pedestrians to interact. In these large intersections, bicyclists and pedestrians suffer from long exposure times and multileg crossings due to the size of intersections and long cycle lengths. Large corner radii and inadequate pedestrian safety islands also contribute to an unsafe environment.



Functional Change Priorities

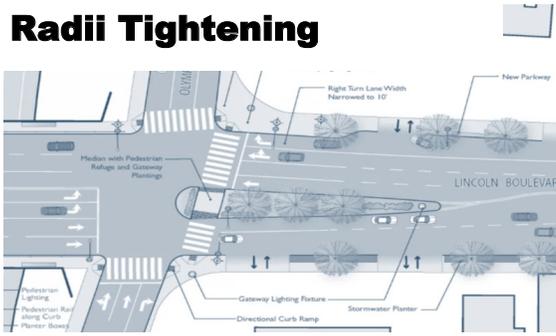
Space Reallocation Current intersections can be redesigned to minimize unused space. Excess vehicular space increases speed and accommodates driver error. This can be mitigated by tightening lane widths, eliminating unnecessary travel lanes, and reallocating space for bike lanes and cycle tracks. A right-turn pocket or mixing zone should be provided where right-turn volumes require. Gateway Curb Extensions can be constructed in order to tighten corner radii, which will force drivers to navigate intersections more cautiously. Lastly, vehicular merging and weaving within intersections can be reduced through better lane alignment and delineating guide markings through intersections.

Pedestrian Improvements Pedestrian safety can further be improved by utilizing leading pedestrian intervals (LPI). Said devices give pedestrians a head start when entering a crosswalk. Further, by adding pedestrian safety refuge islands and eliminating channelized right-turn lanes, drivers slow their turn speeds and have a greater tendency to yield for pedestrians.

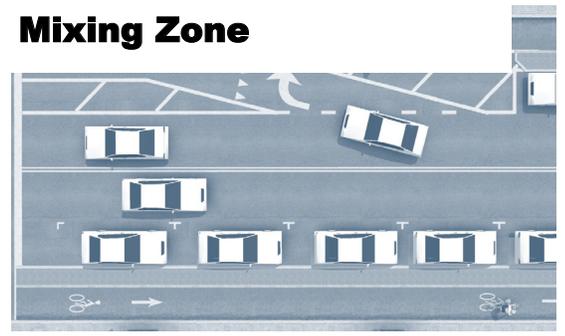
Bicycle Safety At large intersections, bicyclists’ safety can be improved either through full signalization or mixing zones. Dedicated bicycle signals are most effective. Bicyclists’ left turns may be facilitated by using intersection crossing markings and a two-stage turn queue box.

Transit Improvements Minimize delay to transit vehicles using transit signal priority. Determine the transit stop placement based upon the location of major destinations, transfer activity, and route alignment. At signalized and unsignalized intersections, far-side transit stops are preferable. Bus bulbs improve transit travel times and provide a dedicated space for waiting passengers.

Radii Tightening



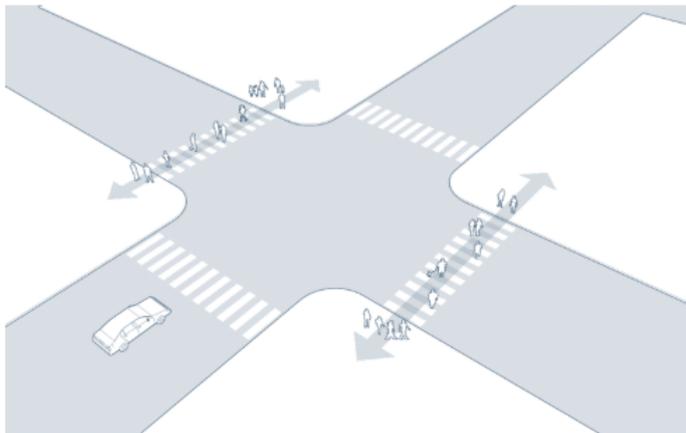
Mixing Zone



Refuge Island

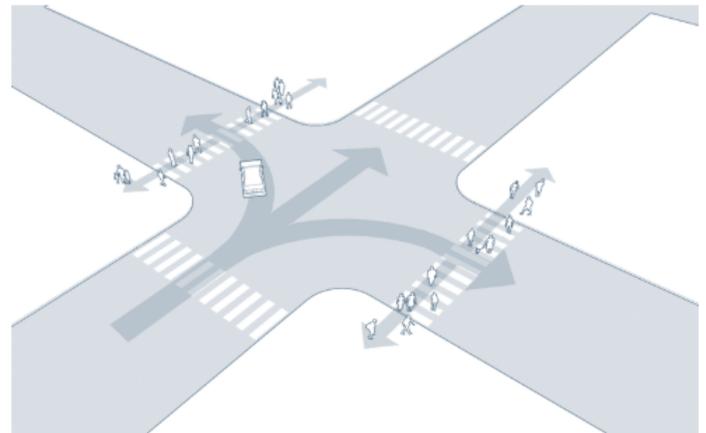


Lead Pedestrian Intervals



Phase 1: Pedestrians only

Pedestrians are given a minimum 3–7 second head start entering the intersection.



Phase 2: Pedestrians and cars

Through and turning traffic are given the green light. Turning traffic yields to pedestrians already in the crosswalk.

LPIs are most effective at intersections where heavy turning traffic comes into conflict with crossing pedestrians during the permissive phase of the signal cycle. LPIs enhance the visibility of pedestrians as they place them within the intersection and reinforce their right-of-way. This has proven to be true in locations with a history of conflict, where collisions have been reduced by as much as 60 percent (NACTO).

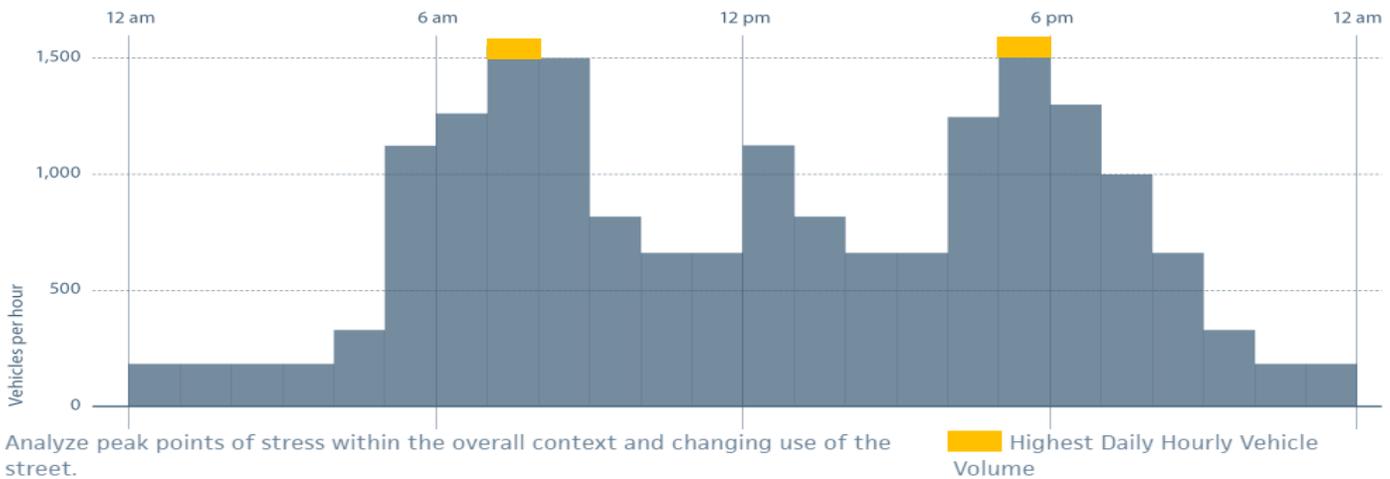
Where a bicycle facility conflicts with turning traffic, a leading bicycle interval may be combined with the leading pedestrian interval. Leading bicycle intervals clear intersections of all cyclists quickly and can help prevent right turn collisions.



Design Hour

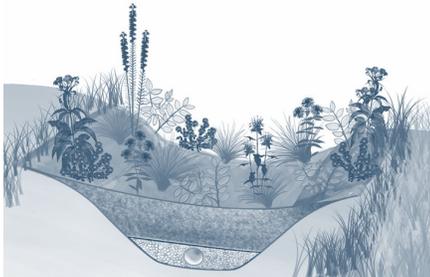
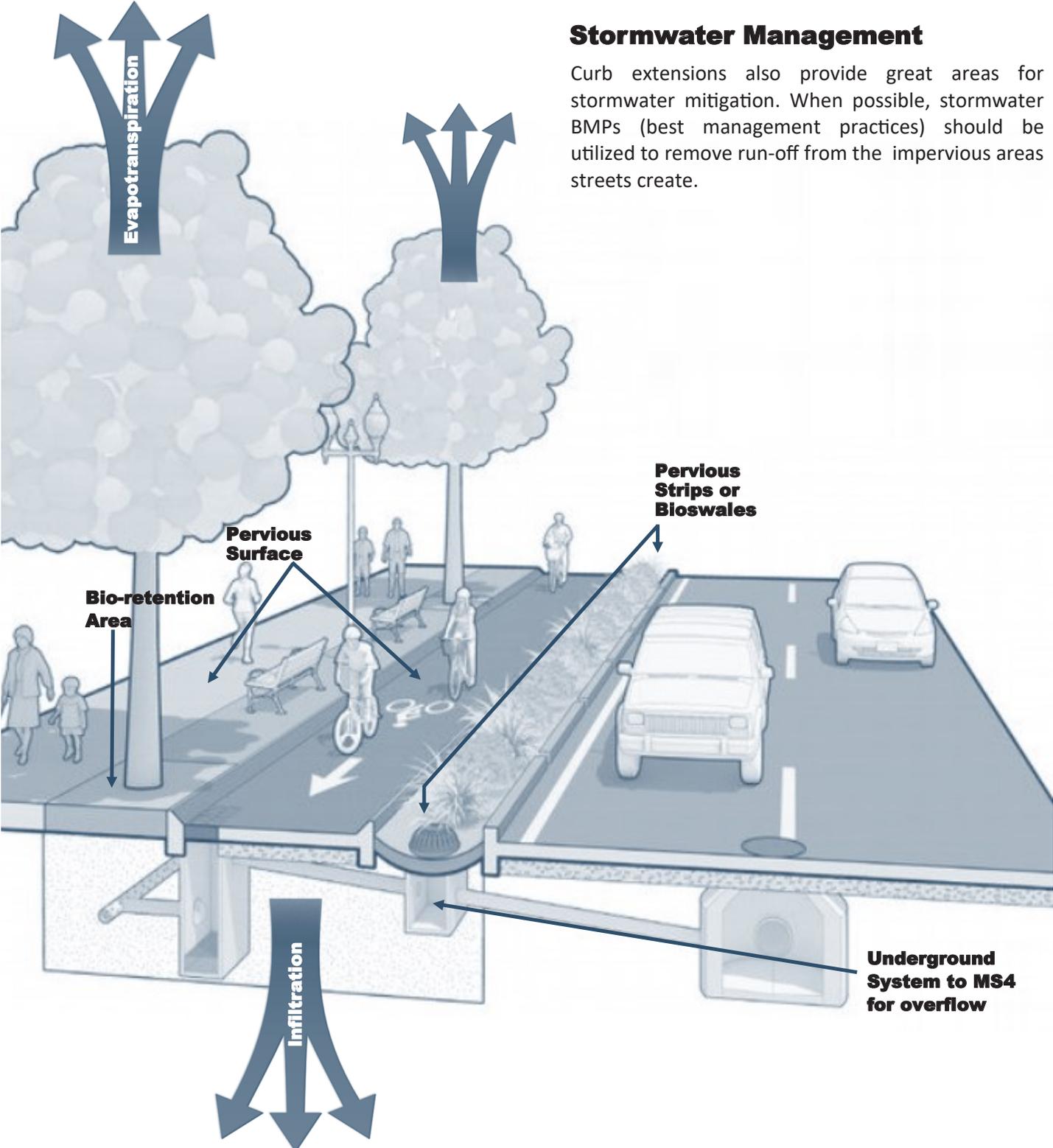
Throughout the day, the intensity of street usage, demand, and activity change. While streets that are designed for peak intervals of traffic flow relieve peak time congestion, this model often fails to provide a safe and attractive environment during other portions of the day. Instead of designing for peak times, multiple hours of average travel (ADT) per lane should be considered.

Peak Pedestrian and Bicycle Counts When designing new intersections or redesigning existing ones, peak time activities of pedestrians and bicycles should also be considered. For pedestrians, peak hours often fall near lunchtime, while bicyclists peak hours typically follow a similar pattern to vehicle traffic, except in cases where demand for greenways or recreational centers peaks on weekends. When collecting said data, measure 2–3 hours of peak traffic activity.



Stormwater Management

Curb extensions also provide great areas for stormwater mitigation. When possible, stormwater BMPs (best management practices) should be utilized to remove run-off from the impervious areas streets create.



Sidewalks and Public Spaces



Urban Streets



Collectors



Neighborhoods

Sidewalks serve as a public interface zone and are a core element of an integrated multi-modal transportation network. The High Point Development Ordinance addresses the requirements and exemption criteria for sidewalks associated with private development. Publicly funded projects should consider sidewalks as a basic feature of network improvements, subject to the presence of constraints that may limit or prevent construction and useful application. According to FHWA, the following should be priorities when considering sidewalk construction:

- Schools (within 1/2 mile)
- Public Buildings
- Medical complexes and hospitals
- Transit stops
- Parks, Open Spaces, and Sports Arenas/Stadiums
- Greenway and Bikeway Corridors
- Shopping Districts, Theaters, and other Commercial Areas
- Areas of Dense Housing and Retirement homes

Design: Sidewalks should have a minimum through zone of six feet and an absolute minimum of five feet. Where a sidewalk is directly adjacent to moving traffic, the desired minimum is eight feet, providing a minimum two-foot buffer area for street furniture and utilities. Relocation of fixed objects, such as utility poles, light fixtures, and other street furniture should not impinge on or restrict the adjacent walkway. Walkways must be clear of fixed objects in coordination with ADA accessibility guidelines.

When designing sidewalks, the surrounding area and features such as scale, vegetation, lighting, shade, and street-level activity must be considered. These characteristics are especially important for streets with higher traffic speeds and volumes, where pedestrians may otherwise feel unsafe and avoid walking.

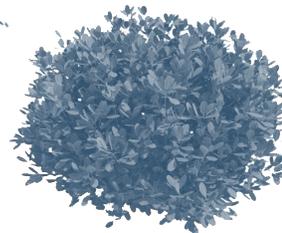
Maintenance: Sidewalks should be kept on the same maintenance schedule as the streets they abut.

Costs and Benefits of Sidewalks: A typical neighborhood lot sidewalk of five feet and two street border trees raise the cost of the undeveloped lot by one to three percent. Residential lot streets with sidewalks and trees also often experience increased property values.

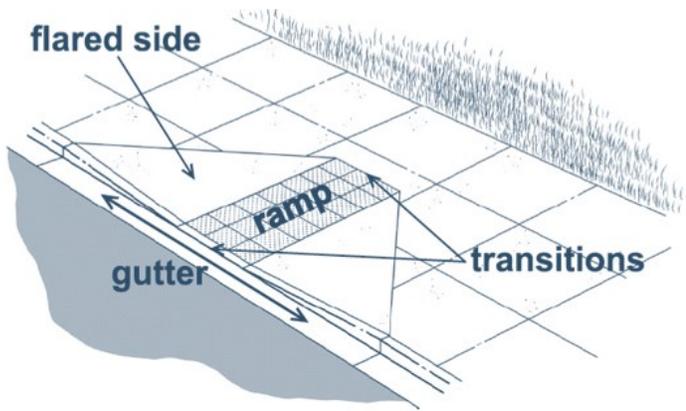
Public Space and Transit Stop Design Furniture, Trash Receptacles, and Lighting



When planning new public spaces or improving existing facilities, the following design criteria should be followed in order to maintain aesthetics.



All new plantings will come from the City Of High Point's [Recommended Species List](#).



ADA Compliance

Where applicable, all street projects should make ADA accessibility a priority. Where pedestrian mobility is a consideration, the most current ADA standards and best practices will be utilized. In doing so, the City's street network will be made more complete in its design and more inclusive of all users.



As transit is a key component of the City of High Point's transportation network, ADA compliance must be considered and upheld when undertaking Complete Streets projects. At minimum, transit stops should include wide sidewalks, be located close to intersections with ADA crosswalks, provide seating and shelter, and consider first mile/last mile travel.

The most current ADA standards and best practices as applicable to transportation planning and design may be found [here](#).

Bicycle Facilities

Bicycle facilities are utilized to promote bicycling and transportation efficiency through reducing vehicle distance traveled as well as to improve public health by encouraging utilitarian and recreational physical activity. While multiple types of facilities can be and are used, protected lanes offer more protection and are always best when possible. Bike facilities are recommended on all urban arterial, collector, and neighborhood streets. The following should be priorities when considering bicycle facility construction:

- Schools (within 1/2 mile)
- Public Buildings
- Medical Complexes and Hospitals
- Transit Stops —> same as on page 29, delete?
- Greenway and Bikeway Corridors
- Areas of Dense Housing and Retirement homes
- Parks, Open Spaces and Sports Arenas/Stadiums
- Shopping Districts, Theaters, and other Commercial Areas

Protected Facilities

1. Shared Use Paths

Shared Use Paths are multimodal paths that are separated from vehicular traffic. These facilities should be at least 10 feet in width.

2. Green Alleys

Often residential alleys are characterized as having low traffic and irregularly maintained surfaces. These areas are often characterized as unused and unsafe places. With some upgrading though, they can transform into thriving multimodal corridors. To maintain a safe environment, green alleys should have adequate lighting.

3. Cycle Tracks

Cycle tracks share the same surface as streets but are separated by a barrier. Said barriers should be constructed of permanent hard surfaces but may in the short-term be separated by plastic bollards or like material. Cycle tracks may be single or two lanes. These facilities should be at least 6.5 feet. Because of the difficulty and danger of allowing other traffic to cross the cycle track, they are not recommended on streets where many major and closely spaced intersections exist.

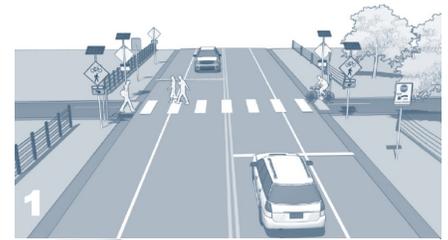
4. Contra-flow Bicycle Lanes

Contra-flow bicycle lanes are bicycle lanes designed to allow bicyclists to ride in the opposite direction of motor vehicle traffic. These facilities should be at least 10 feet in width. They convert a one-way traffic street into a two-way street: one direction for motor vehicles and bicycles and the other for bicycles only. Contra-flow lanes are separated with yellow center lane striping. Combining both direction bicycle travel on one side of the street to accommodate contra-flow movement results in a two-way cycle track.

Unprotected Facilities

5. Conventional Bicycle Lanes

Bicycle lanes designate an exclusive space for bicyclists by combining pavement markings with signage. Bicycle lanes are located adjacent to travel lanes and flow in the same direction. In order to ensure safety, bicycle lanes should be striped on streets with less than 3,000 motor vehicles traveling per day and with speeds of less than 25 mph. Where a street has a higher speed limit, the separation treatments above should be priority. These facilities should be at least five feet in width.



Complete Streets Priority Matrix

Where a street is to be built or improved, the following Priority Matrix shall be used to balance the individual context of the project area and insure equitable complete street expansions throughout the city.

KEY: M– Most Preferred Treatment **D**– Preferred but Dependent Upon Context **L**– Least Preferred Enhancement

Complete Streets Element	Major Thoroughfare	Minor Thoroughfare	Collector	Sub-collector
Automobile Elements				
Road Diet Measures	D	D	D	M
Speed Reduction Measures	D	D	M	M
Radii Reduction Measures	D	D	M	M
First Responder/Transit Improvements	D	D	D	D
Corridor Beautification Measures	M	M	M	M
Intersection and Signal Improvement	M	M	D	D
Roundabout Addition	D	D	D	D
Additional Auto Capacity	L	L	L	L

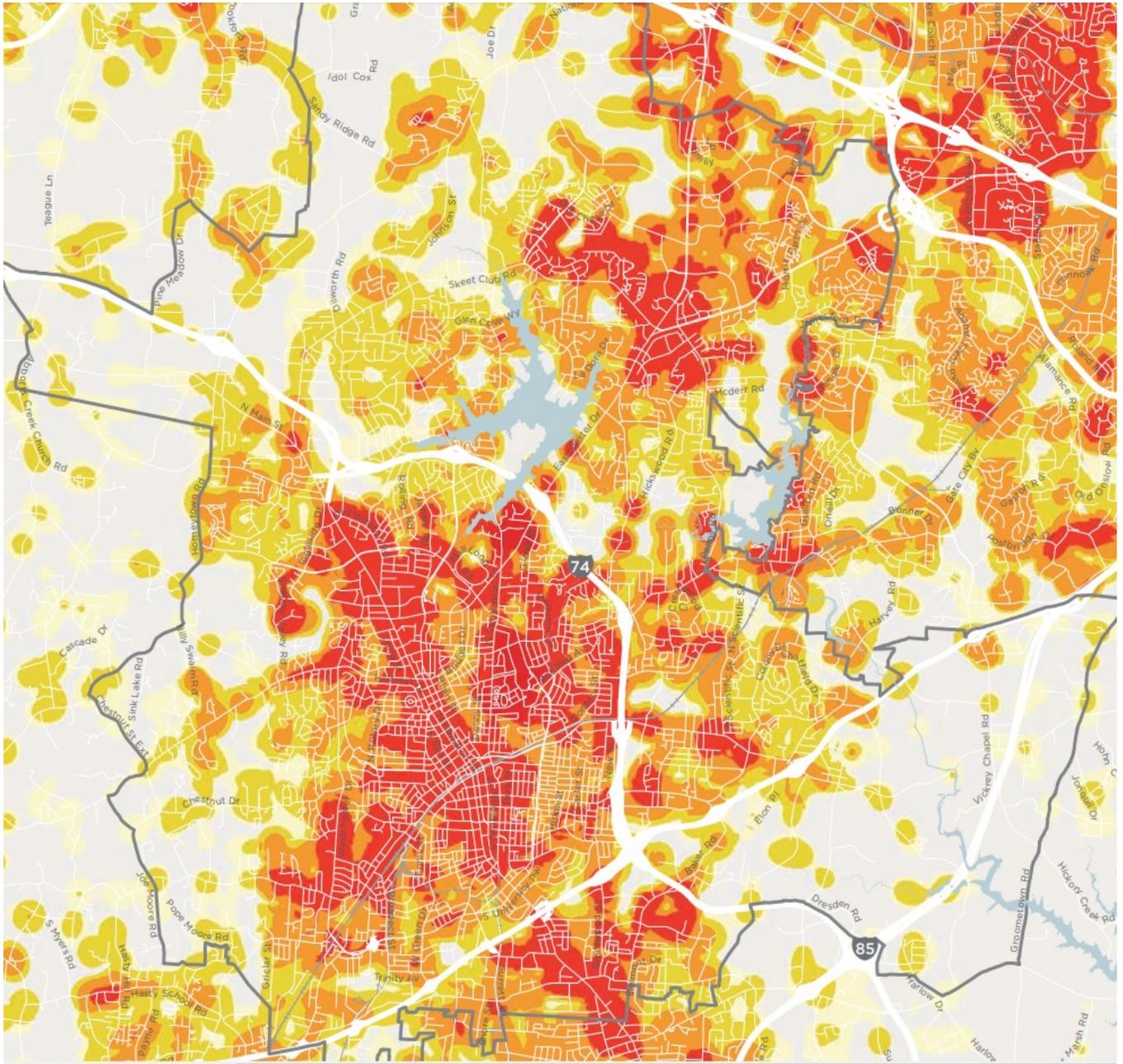
Pedestrian Elements				
Sidewalk Improvement/ Expansion	M	M	M	M
Multimodal Path Improvement/ Expansion	D	D	D	D
Curb Extension Measures	D	D	D	D
Vertical Improvement Measures	D	D	D	D
Crosswalk Improvements Measures	M	M	M	M
Signal Improvement Measures	D	D	D	D
Transit Stop Improvements Measures	D	D	D	D
Street Furnishing	D	M	M	M

Note: Where a sidewalk is denoted on any City Plan, construction will be mandatory unless proven not feasible.

Bicycle Elements				
Bicycle Facility addition, Improvement, Extension	M	M	M	M
Intersection and Signal Improvement	D	D	D	D
Bicycle Crossing Measures	D	D	D	D
Bicycle Parking/ Shelter Addition	D	D	D	D
Bicycle "Fix It Station" Addition	If Use Intensifies			

Sidewalk Development Need Heat Map

When setting priorities for Complete Street development and redevelopment, the map shown below serves as a great indicator of need. This figure illustrates where densities of housing, workplaces and other neighborhood third places, such as churches, libraries, and/or parks, exist within the city.



HIGH POINT PEDESTRIAN PLAN

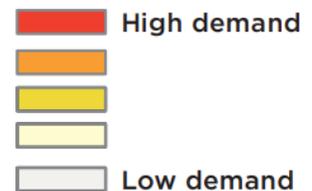
2017 High Point Pedestrian Plan Pedestrian Demand Analysis Page 31 (2-11)

The Composite Demand map reflects the summation of five pedestrian demand categories:

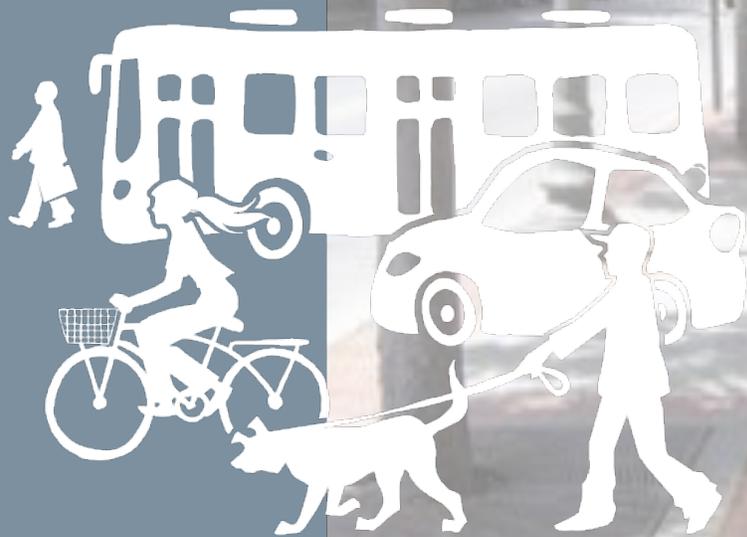
1. Where People Live
2. Where People Work
3. Where People Play
4. Where People Learn
5. Where People Access Transit

A higher tier represents a higher relative demand for walking (higher expected pedestrian activity).

Composite Demand



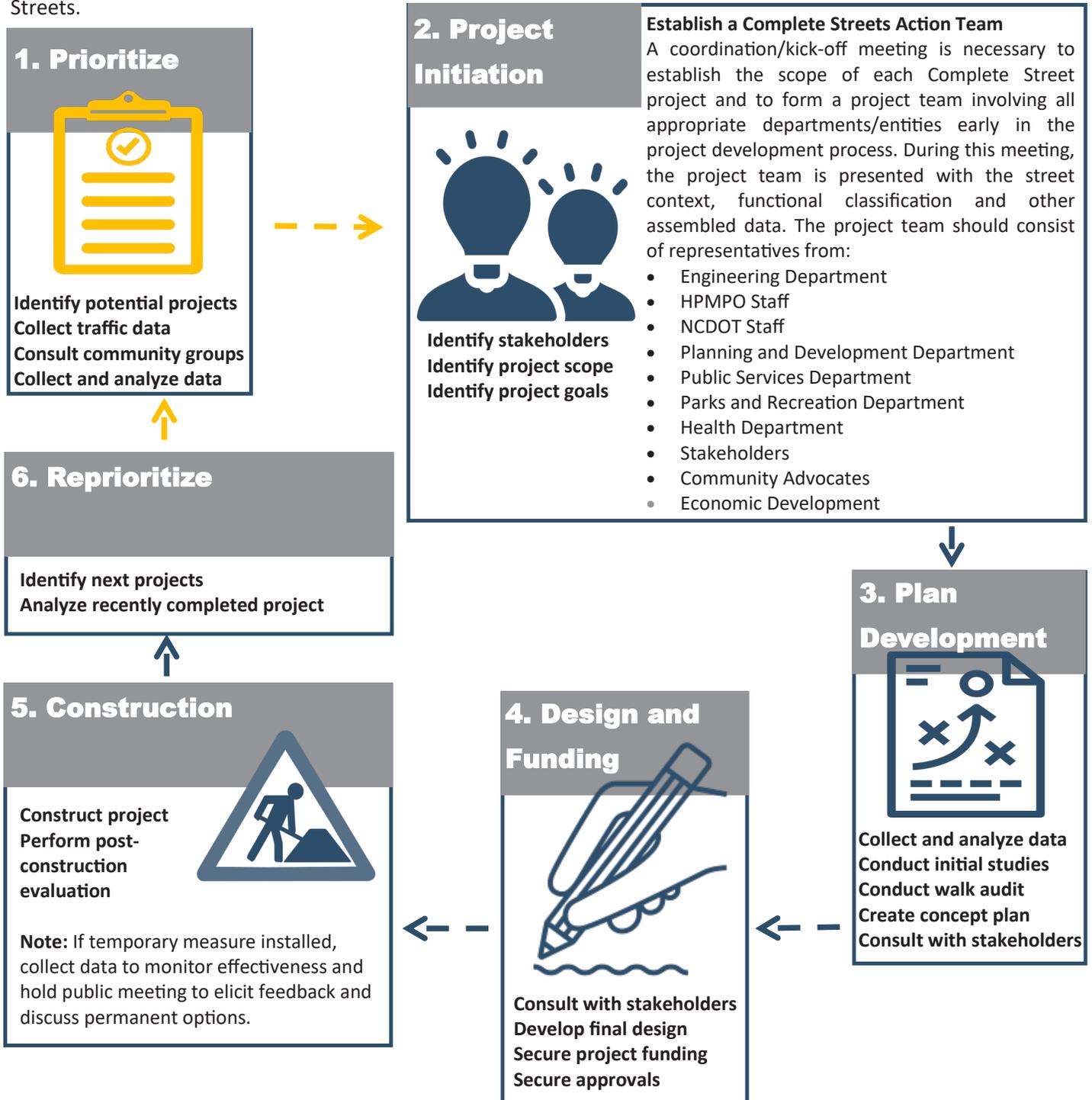
Complete Streets Resources



Street Design Process and Community Engagement

The Complete Streets Design Manual formalizes a process for community participation in the street re-design processes in the City of High Point. While the City has a history of working with community groups to address traffic safety issues, we strive to do more. For this reason, it is timely to develop a protocol for constructive engagement between the community and City officials and staff. Such a process provides the best opportunity for transparency and accountability from the City on the services end and the community on the use end.

City of High Point residents have a vested interest in the changes that occur in the public spaces of their neighborhoods, including their streets. The diagram below can assist City residents, neighborhood groups, elected officials and City staff in navigating a street design process that will address traffic safety and foster more Complete Streets.



Guiding Documents

Prior to making any roadway design decision, the City must reference all required design manuals. Below is a list of sources that provide commonly accepted guidance for street design. These guides provide resources to engineers but generally allow for considerable flexibility.

American Association of State Highway and Transportation Officials (AASHTO)

AASHTO publishes the following:

- A. Geometric Design of Highways and Streets, the “Green Book” is the primary reference for any transportation design. It covers most geometric considerations for the design of roads and highways and should be considered as a good reference to provide a basis for design, though it allows for flexibility and engineering judgment.
- B. Guide for the Planning, Design, and Operation of Pedestrian Facilities
- C. Guide for the Development of Bicycle Facilities
- D. Guide for Achieving Flexibility in Highway Design

The Federal Highway Administration (FHWA)

FHWA publishes the following applicable documents:

- A. Manual on Uniform Traffic Control Devices (MUTCD)
- B. FHWA Traffic Calming State of the Practice
- C. National Committee on Uniform Traffic Control Devices
- D. Americans with Disabilities Act (ADA) guidelines

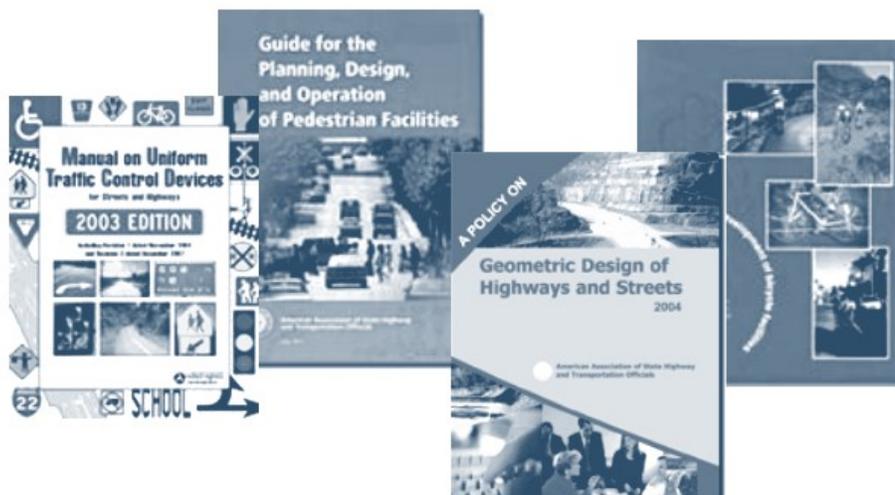
National Association of City Transportation Officials (NACTO)

NACTO publishes the following applicable documents:

- A. Urban Street Design Guide
- B. Urban Bikeway Design Guide
- C. Transit Street Design Guide
- D. Urban Street Stormwater Guide
- E. NACTO’s Guidelines for the Regulation and Management of Shared Active Transportation

Other Documents & Standards

- A. North Carolina Department of Transportation (NCDOT), including the NCDOT Complete Streets Planning and Design Guidelines
- B. ADA Standards for Accessible Design
- C. United States Access Board’s Public Rights-of-Way Accessibility Guidelines (PROWAG)
- D. Highway Capacity Manual published by the Transportation Research Board





About “Watch For Me NC”

Each year, approximately 3,000 pedestrians and 850 bicyclists are hit by cars on North Carolina Streets. Watch for Me NC is a comprehensive program, run by the North Carolina Department of Transportation (NCDOT) in partnership with local communities, aimed at reducing the number of pedestrians and bicyclists hit and injured in crashes with vehicles.

The Watch for Me NC program involves two key elements: 1) safety and educational messages directed toward drivers, pedestrians and bicyclists, and 2) high visibility enforcement efforts by area police to reduce violations of traffic safety laws. Local programs are typically led by municipal, county, or regional government staff with the involvement of many others, including pedestrian and bicycle advocates, city planners, law enforcement agencies, engineers, public health professionals, elected officials, school administrators, and others.



Communities that participate in the Watch for Me NC program report increased community awareness of bicyclist and pedestrian safety, increased law officer knowledge of pedestrian and bicycle laws, and better engagement between officers and the community, among other benefits. Some communities have experienced accelerated infrastructure improvements, stemming from increased collaboration between law enforcement, planning, and engineers.



Information and pictures from NCDOT

