4.3 Bicycle and Pedestrian Element

The bicycle and pedestrian element of the transportation plan supports the following goals of the High Point Metropolitan Planning Organization's Long Range Transportation Plan: economic vitality, safety, mobility, modal interconnectivity, system preservation, environmental protection and quality of life.

4.3.1 Economic Vitality

The objectives of the Bicycle and Pedestrian Plan that relate to economic vitality are:

- To provide a safe efficient sidewalk system in High Point's showroom district to support the activities of approximately one hundred seventy thousand visitors each year,
- Provide good walk access to transit stops and park and ride lots,
- Provide good non-motorized connectivity to educational and training campuses in the High Point Metropolitan Area.

4.3.2 Safety

The objectives of the Bicycle and Pedestrian Plan that relate to safety are:

- Provide safe and convenient facilities for recreation and commuting,
- Improve the safety of transit riders by providing safer access to the transit system,
- Improve the safety of disabled users by meeting the intent of the Americans with Disabilities Act.

4.3.3 Security

The objectives of the Bicycle and Pedestrian Plan that relate to security are:

- To provide facilities on which users are secure from physical threat(s).

4.3.4 Accessibility

The objectives of the Bicycle and Pedestrian Plan that relate to accessibility are:

- Improve the accessibility to key destinations by adding bike lanes, sidewalks, and trails linking major destinations (*e.g.,* shopping malls, libraries, athletic fields, schools, and historic sites).
- Improve accessibility to key destinations by providing good walk and bicycle access to transit routes.
- Include connectivity to regional, statewide, and national trail systems, parks, and facilities.

4.3.5 Environmental Protection and Quality of Life

The objectives of the Bicycle and Pedestrian Plan that relate to environment and quality of life are:

- To improve the quality of life by connecting schools to neighborhoods using sidewalks, bicycle lanes, and trails,
- To improve the quality of life by providing good outdoor recreational activities using sidewalks, bicycle lanes, and trails,
- To improve the quality of life by connecting key destinations using sidewalks, bicycle lanes, and trails.

4.3.6 System Preservation

The objectives of the Bicycle and Pedestrian Plan that relate to system preservation are:

- Make use of abandoned or unused rail rights-of-way as new multipurpose transportation facilities.

4.3.7 Intermodal Connectivity

The objectives of the Bicycle and Pedestrian Plan that relate to intermodal connectivity are:

- Improve accessibility to key destinations by providing good pedestrian and bicycle access to transit routes

4.3.8 Improved Project Delivery

The objectives of the Bicycle and Pedestrian Plan that relate to project delivery are:

- To improve highway and transit project delivery by including pedestrian and bicycle projects in the conceptual phases of transportation projects, and
- To improve project delivery of pedestrian and bicycle projects by performing feasibility and preliminary design studies early in the project development phase to define the projects' designs, concepts, scopes, and estimates.

4.3.9 Discussion

More people are using sidewalks, greenways, or bicycles for recreation, exercise or a means of travel. The jurisdictions in the High Point Metropolitan Planning Organization are aware of the renewed interest in biking and walking and many have updated their policies and ordinances to try and provide a more accessible and safe bicycle and pedestrian network.

Figure 4.3-1

4.3.10 Sidewalks

Currently within the High Point MPO there are over 170 miles of sidewalk. Most of the sidewalks are in the City of High Point. Archdale, High Point, Thomasville, and Trinity all have ordinances in place for the installation of sidewalks. They are as follows:

4.3.10.1 Archdale

For residential collector streets having a minimum width of twenty-eight (28') feet from face of curb to face of curb, sidewalks shall be required on both sides of the street. This will reduce the possibility of pedestrian crossing accidents. For local streets less than (28') feet wide from face of curb to face of curb, sidewalk is required on one side of the street. Sidewalks shall continue around the entire cul-de-sac providing access to all lots located within it. Sidewalks shall be required in all business districts. Industrial properties will provide greenways and access to future greenways as required by the Pedestrian Network Plan. All sidewalks shall be at least 5 feet width and 4 inches thick and shall be constructed as specified in the *Construction and Development Guidelines*. The City of Archdale's Pedestrian Network Plan is below.

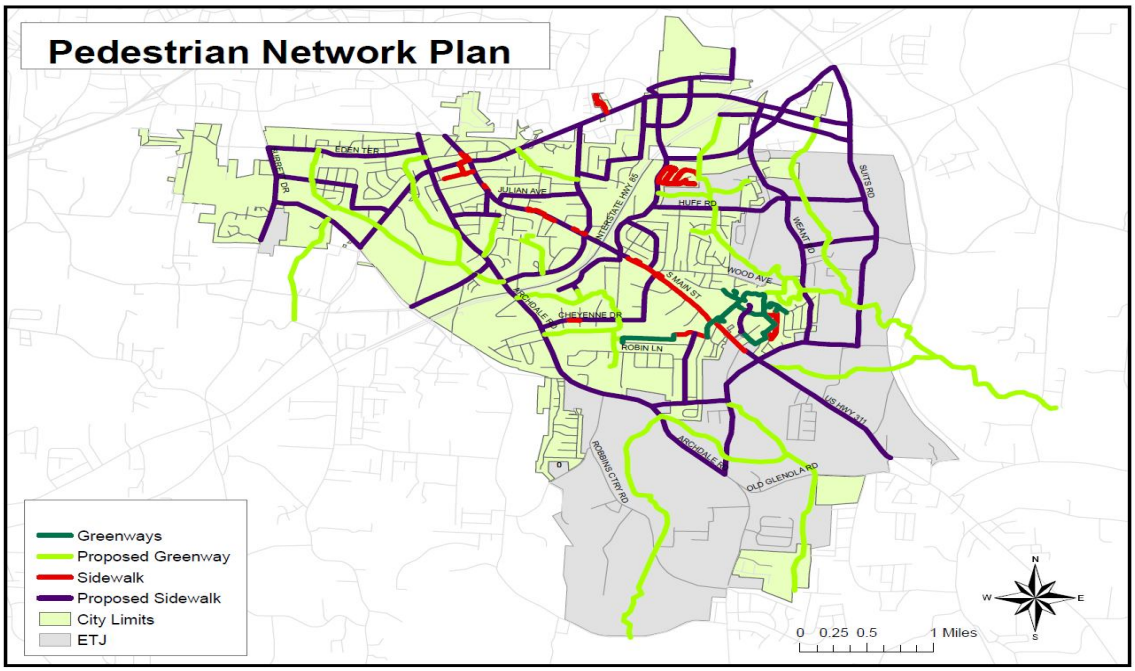

Figure 4.3-2: Archdale Pedestrian Plan

4.3.10.2 High Point

Sidewalks shall be installed along public streets that are within or abut a subdivision, and at other locations as specified below.

Required Locations:
Along both sides of new and existing major thoroughfares and minor thoroughfares, not otherwise subject to lesser requirements.

Along one side of new and existing collector and sub-collector streets, not otherwise subject to lesser requirements, except that upon review by the Technical Review Committee, both sides may be required where one or more of the following conditions exist:

- The current or projected average daily traffic volume is greater than 8,000 vehicles per day.
- The posted speed limit is greater than 35 miles per hour.
- The street is identified as a pedestrian route on the City of High Point Pedestrian Plan.
- Other pedestrian safety, access, or circulation needs are identified.

Along one side of new and existing local streets not otherwise subject to lesser requirements, unless other pedestrian safety, access, or circulation needs are identified.

As required by the regulations of the Traditional Neighborhood District in Section 9-4-3(b) (5) d.

Sidewalks required by this Ordinance shall be constructed along that portion of the street or streets that the parcel abuts, for the full length of the property line abutting the street or streets. Where sidewalks are required to be installed on one side of a street, the Technical Review Committee shall determine upon which side the sidewalks are to be installed, in accordance with the City's standard specifications for sidewalks.

4.3.10.3 Thomasville

The subdivider shall install a sidewalk within the street right-of-way, constructed in accordance with city standards, in the following situations:

(1) In any case where a subdivision adjoins and has legal access to, or will have legal access to, an existing or proposed major or minor thoroughfare as shown on the thoroughfare plan, the subdivider shall construct a sidewalk along the adjoining frontage of such thoroughfare.
(2) In any case where a subdivision adjoins a street, or will adjoin an extension of a street, which has sidewalk on one or both sides within 500 feet of the boundary of the land to be subdivided, the subdivider shall construct a sidewalk along the adjoining frontage of such street in such a way that the existing sidewalk pattern will be extended.
(3) In any case where a residential subdivision creates or proposes to create as part of the subdivision, whether immediate or future, a community facility, public or private, such as a school, day care center, recreation center, swimming pool or similar facility, or a commercial or industrial center of any type, the

subdivider shall construct a system of sidewalks leading to such community facility or commercial or industrial center in an amount equal to one linear foot of sidewalk for each two feet of length of public street within the subdivision.

4.3.10.4 Trinity

A sidewalk with a minimum width of four (4) feet shall be installed within the right-of-way. New sidewalks must adjoin existing sidewalks on adjacent property. Access for handicapped persons must be provided to side walk facilities at appropriate locations, including street intersections.
Sidewalks shall be required for all new major subdivisions in the following zoning districts. Subdivisions of twenty five (25) lots or less shall be excluded from this section of the ordinance.
R-12 (Residential) – Sidewalks shall be installed on both sides of the street in all new major subdivisions.
RM (Residential Mixed) - Sidewalks shall be installed on both sides of the street in all new major subdivisions.

Currently the jurisdictions of Thomasville and Wallburg do not have sidewalk ordinances in place but all are very much in favor of sidewalk construction and strongly suggest that sidewalks be included with new development projects.

4.3.10.5 Jamestown

Designs should permit comfortable use of the street by motorists, pedestrians, and bicyclists. Pavement widths, design speeds, and the number of motor travel lanes should be minimized to enhance safety for motorists and non-motorists alike. The specific design of any given street must consider the building types which have frontage and the relationship of the street to the overall town street network. The following specifications apply to street design:

Street trees and sidewalks are required on both sides of public streets except rural roads, lanes, alleys, and the undeveloped edge of neighborhood parkways except that sidewalks may be permitted on only one side of the street to accommodate low impact design in the Agricultural District. The street tree planting strip should be a minimum of 5’ in width and sidewalks shall be a minimum of 5’ in width unless otherwise provided. On commercial streets, sidewalks should be a minimum of 7’ in width. A 10’ minimum width sidewalk with tree grates or cut-outs is required and 12’ is encouraged on commercial streets, on properties and streets adjacent to schools, and especially in the Main Street district. Generally, canopy trees shall be planted at a spacing not to exceed 40’ on center. Where overhead utility lines preclude the use of canopy trees, small maturing trees may be substituted, planted 30’ on center.

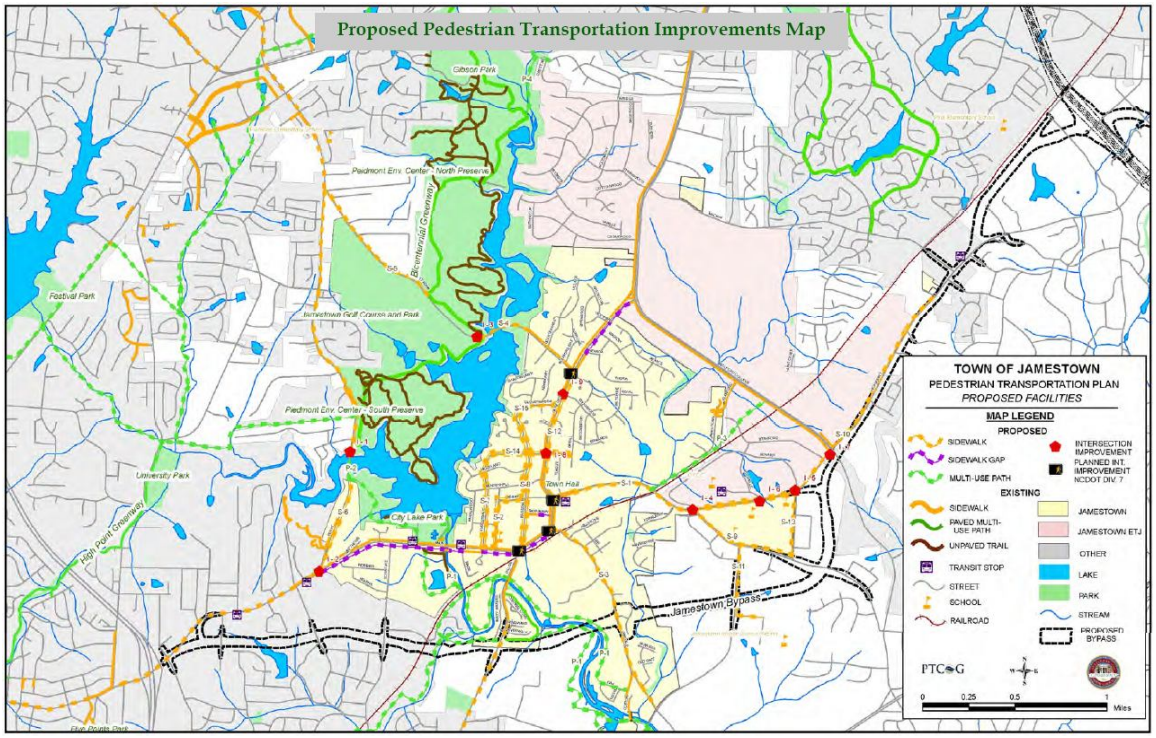

Figure 4.3-3: Jamestown Pedestrian Improvement Map

4.3.11 Proposed Sidewalks

Figure 4.3-4

The City of High Point Department of Transportation has developed a priority list of sidewalks consisting of approximately one hundred projects throughout the City. These projects are ranked against one another using a number of ranking criteria including distance from schools, parks, retail, transit, libraries and hospitals. Other criteria examined are length; connection with existing sidewalks, environmental impacts, road type, and road speed limit. More weight is also given to projects where there is an obvious need for sidewalks. An example of this is a worn path where pedestrians are walking.

Existing and proposed sidewalks within the High Point MPO are shown on the Sidewalk and Greenway Element Map following this section.

4.3.12 Greenways

Greenways also serve a transportation need by linking neighborhoods with schools, parks, recreational facilities, and shopping centers. They provide a safe and efficient way to travel, without an automobile. By following streams, greenways forestall development on marginal land and help prevent water pollution by absorbing surface runoff from adjacent land.

High Point's greenway system began in 1983 with the adoption by the City Council of a greenway plan. This plan was updated in 1986, and construction of the initial section of the trail started in 1989. From the beginning, planning for the greenway and the execution of the plan has been a cooperative effort between city government and a citizen's group called the Greenway Task Force, with funding and ideas flowing from both.

Greenways and greenway trails are a relatively recent phenomenon in the High Point MPO. First proposed more than a decade ago, more than 11 miles of trail have been constructed within the HPMPO boundary. Yet this facility, which is first-rate in design, construction and maintenance, has proven such a popular success that in 1993 voters elected to authorize the sale of $300,000 in bonds to extend the system.

The High Point Parks and Recreation Department hired a consultant to develop a Greenway Master Plan for the City of High Point. The plan, adopted by the City Council on November 29, 2010, is the High Point Bikeway, Greenway, and Trails Master Plan.

The purpose of the City of High Point Greenway Master Plan is to improve the quality and connectivity of High Point's pedestrian environment by focusing on both on-road sidewalks and off-road greenway multi-modal facilities to create a safe, accessible, and functional pedestrian system that meets both pedestrian and bicyclist needs as well as others. The physical, social, and economic benefits of a walkable community are described throughout the Greenway Master Plan. More on the Greenway Master Plan can be found at http://www.highpointnc.gov/cityofhighpoint/pr/docs/High_Point_Bikeway__Greenway_and_Trails_Master_Plan.pdf.

4.3.12.1 Existing Trails

The Bicentennial Greenway is a paved trail, generally 10 feet wide that can hikers, bikers, in-line skaters and equestrians can use. There are paved connections to the greenway from Tarrant Road, Laurel Bluff Townhomes, Bank of America and Mendenhall Plantation. The greenway's newest section is an extra-wide sidewalk that follows Chimney Rock Road and Boulder Road over I-40 north into Greensboro. The trail is approximately eight miles long, and it runs from just south of the Piedmont Environmental Center north to Burnt Poplar Road. The existing trail's course, is primarily through rural, undeveloped property and will remain so because much of the adjoining land is included in either a large county park (Gibson Park) or the

environmental center's reserve on the western side of City Lake. There are plans to extend the Bicentennial Trail about ten miles north to the area of Battleground Park, in Greensboro.

The Boulding Branch Greenway in High Point follows the course of Boulding Branch from Armstrong Park, north of downtown eventually ending at Deep River Road across from Marsden Road. In addition there are two short branch trails, one which connects the greenway with Wiltshire Street, and two which connects the greenway with Montlie Avenue.

The paved trail begins at the west side of Armstrong Park along Blain Street and extends through the Park east to the intersection of Forrest Street and E. Farriss Avenue. The trail then runs east along Boulding Branch, just south of Kirkman Park School. From there, it follows the branch eastward through Sherwood Park and the campus of High Point University. The trail then swings north, again closely paralleling the branch and McGuinn Drive, this portion of the greenway threads mostly through residential neighborhoods. In addition to providing access to four schools, the trail is convenient to the High Point Museum and the historic Haley House and Little Red Schoolhouse.

The trail then passes High Point Andrews school tennis courts on the east and follows the west bank of the branch to a point near Carlisle Way. Between Carlisle Way and the U.S. 311 Bypass, the city has installed a bridge across Boulding Branch. The trail continues north to the Deep River along the stream for a while, passing on the way through a culvert under the U.S. 311 Bypass. From the culvert at US 311 Bypass the greenway continues to Deep River Road where it intersects at Marsden Road. The Boulding Branch Greenway currently ends at this location. From Marsden Road, the future trail will follow Deep River Road to University Park and end short of the Deep River. This northern portion of the Boulding Branch Trail will be less urban in character than the southern section.

A connector trail for the Boulding Branch Trail has recently been completed. It is the Montlieu Avenue Connector. The primary purpose of the Montlieu Avenue Connector is to provide access to the trail for students in the vicinity traveling to and from Andrews High School, Welborn Middle School and Montlieu Avenue School. With this connector trail, students can avoid walking or riding their bicycles on surface streets.

Creekside greenway in Archdale is approximately two miles in length and connects several neighborhoods to Creekside Park, including on neighborhood on the opposite side of US311. The greenway is connected to the park via an underground pedestrian tunnel.

The Town of Jamestown currently does not have existing greenways within its Town limits; however the Bicenntenial Greenway is adjacent to the town. The Town's citizens can access the greenway with a short drive to the Piedmont Environmental Center.

The City of Trinity also currently does not have a constructed greenway system.

4.3.12.2 Proposed Trails

The High Point MPO member jurisdictions of Archdale, High Point, Jamestown, Thomasville, and Trinity have planned for greenways to be a part of their future pedestrian network. Many of the facilities are discussed in more detail below.

4.3.12.2.1.1 The Lake to Lake Trail

This trail will be constructed between Oak Hollow Lake and City Lake and will join with both the Boulding Branch Trail and the Bicentennial Trail. Beginning at Festival Park on the shore of Oak Hollow Lake, the trail will cross under Eastchester Drive and follow a raw waterline easement along the south bank of the West Fork of the Deep River to Boulding Branch. It will then be routed to University Park. From University Park, the trail will cross over to the north side of the West Fork of the Deep River and follow Hickswood Road and continue east crossing a strip of land dedicated by a developer to allow connection to the Piedmont Environmental Center and the Bicentennial Trail.

4.3.12.2.1.2 The Allen Jay Greenway

This greenway would begin at Allen Jay Park on East Springfield Street in southeast High Point and would follow Mile Branch past Allen Jay Elementary School to its confluence with Richland Creek. It would then follow the course of Richland Creek to a point near Interstate 85. Eventually, the Allen Jay Greenway could connect with the Deep River. It is also possible that a connector trail could extend south to Allen Jay Middle School. The terrain is wooded, though the greenway would skirt some farm fields. It also would pass near the Eastside Water Treatment Plant.

4.3.12.2.1.3 West Fork Greenway

This greenway would extend along the west fork of the Deep River, the main source of Oak Hollow Lake, to Kernersville in Forsyth County. The area is now characterized by farms and scattered rural residential use, but it is a prime residential growth area for High Point. In addition, the West Fork Greenway could eventually join the Piedmont Greenway system at Triad Park, providing connections to Winston-Salem and Greensboro.

4.3.12.2.1.4 Willard Road Greenway

The Willard Road Greenway will join the important commercial hub around the intersection of N.C. 68, Wendover Avenue and Skeet Club Road, as well as a large residential area, with the Boulding Branch and Lake to Lake Trails.

4.3.12.2.1.5 Davidson Creeks Greenways

In addition to Payne Creek, other creeks and their tributaries flow west and southwest from High Point and its vicinity, including Spurgeon Creek, Abbotts Creek and Kennedy Mill Creek. The land along these streams is reserved for recreation and conservation uses under the terms of an agreement between High Point and Davidson County. These greenways will form an extensive system of loops serving western High Point and a large section of eastern Davidson County, which, though sparsely populated now, is a natural growth area of the city.

4.3.12.2.1.6 Deep River Greenway

The Deep River is the most important stream in the area, both as a source of drinking water and as a recreational and environmental amenity. A greenway along the river will protect those values and will also greatly enhance the utility of other greenways in High Point by joining with them to form a continuous, natural path from central Guilford County to the Randleman Resevior in Randolph County.

4.3.12.2.1.7 Bull Run Greenway

This trail would run along the stream of Bull Run from Guilford College Road south to E. Main Street. The trail would then cross E. Main Street at-grade and continue south crossing the railroad via an existing tunnel. The trail would then continue south and connect with the proposed Deep River Greenway in the vicinity of the southern town limits.

Table 4-5 details the anticipated costs for the expansion of the greenway system in High Point.

Table 4.3-1

GREENWAY	ESTIMATED COST
Boulding Branch Trail: Northern Section	$ 554,510
Lake to Lake Trail: Eastern Section	$ 438,525
Lake to Lake Trail: Western Section	$ 484,725
Allen Jay Trail	$ 1,056,000
West Fork Trail	$ 1,056,000

In terms of funding the continuation of the greenway system, large projects such as land acquisition and trail construction are most often financed by local government through the sale of bonds, as was recently done by High Point. The city's general fund should not be ignored as a source of local funding, especially as a match for other funds when required. In the past few years, the municipalities in the Urban Area have increasingly used NCDOT Enhancement Funds to either plan or build their greenway systems. Assuming this program continues, it will continue to be an important funding source for these types of projects.

There are a number of foundations in this area, some of which may provide grants for greenway or greenway-related programs. A local match is sometimes a requirement, although an in-kind match (for example, the cost of staff time) is often sufficient.

The Town of Jamestown, City of Trinity, and City of Archdale also have proposed greenway trails in their communities. Many of these trails run along power line easements, sewer easements, or are on street facilities. Currently there is a lack of funding sources to construct these greenways but initial planning has been completed when funding opportunities become available.

4.3.12.3 Bicycle Facilities

Over the years bicycling has become more and more popular. Many people use the bicycle for recreation or exercise but with gas prices continuing to increase more people are using their bicycles as a means of transportation. In North Carolina a bicycle is considered a vehicle and has the same rights of the road as do motor vehicles.

There are two types of bicycle facilities, off-road and on-road. Off-road facilities are not part of the "road network" and have are not meant for automobile use. The greenway system is an example of an off-road facility. On-road facilities are those which the automobile traffic and the bicycle traffic share the roadway. The High Point Metropolitan Planning Organization (MPO) strives to accommodate bicycles by incorporating bike facilities in new road projects and developing bike facilities on existing roadways. There are several ways to do this. First, the High Point MPO staff, along with staff from the member jurisdictions, is responsible for ensuring bicycle facilities are included in future roadway projects. In many cases it is recommended that projects in rural areas include wide outside lanes, or paved shoulders while project in more urban areas may include designated striped bike lanes to accommodate bicyclist. Second, the North Carolina Department of Transportation adopted a resolution on September 8, 2000 which "strongly reaffirms its commitment to improving conditions for bicycling and walking, and recognizes non-motorized modes of transportation as critical elements of the local, regional, and national transportation system." Third, the High Point MPO has a bicycle map, published in December of 1998, that displays eight designated bike routes. Staff members from the local jurisdictions along with the bicycling public identified the eight routes using less traveled local and rural facilities that would provide a network for cyclist in the area. This network included connectivity between the routes as well as connections to other MPO bicycle routes. Points of interest were also identified and the routes were designed to access these locations. The routes are identified below.

4.3.12.3.1 *Route 1*

Route 1 begins at Davidson County Community College on Old Greensboro Road, passing Tom-A-Lex Lake to end in High Point, where it intersects with Route 3. Special

caution is needed at the crossing of N.C. Hwy 109 particularly during rush hours. Cyclists will encounter rolling terrain and narrow shoulders with some major hills. Cyclists will be passing the route connector for Route 6. Caution should be used in crossing major thoroughfares particularly Chestnut Drive and Westchester Drive especially during rush hours. Route 1 ends at Chestnut Drive and Rotary Drive, and is approximately 13 miles long.

4.3.12.3.2 *Route 2*

Route 2 is a portion of the 700-mile cross-state Mountains to Sea route from Murphy to Manteo, which passes through the High Point Urban Area, intersecting with Routes 3 and 7. The roads on this route are generally busier than the locally designated routes, particularly Skeet Club Road, Guilford College Road, and Kivett Drive.

4.3.12.3.3 *Route 3*

Route 3 begins at Davidson County Community College on Old Greensboro Road. Route 3 includes a journey along a scenic countryside, and is a community route that connects/links to Thomasville, High Point, and Jamestown. Attractions along this route include Martin Luther King, Jr. Community Park, Thomasville's Big Chair, Armstrong Park, West End Park, High Point University, University Park, Piedmont Environmental Center, and Jamestown Park & Golf Course. When cyclists enter into Thomasville, High Point, and Jamestown, please obey all traffic laws. Caution needs to be taken at all signalized intersections, and major thoroughfare crossings. Cyclists will encounter narrow shoulders and rolling terrain with some hills particularly on Old Greensboro Road and Jacobs Street. Cyclists may connect with the High Point Greenway by Kirkman Park School on Farris Avenue. Cyclists may also connect with the Bicentennial Greenway on East Fork Road by Jamestown Park & Golf Course taking you to Gibson Park. Route 3 ends on Greensboro Road at High Point City Lake Park, and is approximately 28 miles long.

4.3.12.3.4 *Route 4*

Route 4 begins on Archdale Road at Tom Hill Road, and is a loop route through much of rural Randolph County. Cyclists need to take special caution at the intersection of Old Glenola Square Road & US 311. Precaution needs to be taken at major streets especially during rush hours, and caution needs to be taken on the one-lane bridge on Cedar Square Road. Cyclists will encounter rolling terrain and narrow shoulders with a scenic countryside. Route 4 ends at Tom Hill Road and Archdale Road, and is approximately 11.6 miles long.

4.3.12.3.5 *Route 5*

Route 5 begins on Fairfield Road at Allen Jay Road. Attractions along this route are Allen Jay Park and Blair Park Golf Course. The terrain is gently sloping with some major hills. Cyclists need to take caution on some of the major thoroughfares particularly Fairfield

Road and Kivett Drive. Caution should be taken when turning left onto Cox Avenue off of Jackson Lake Road. Cyclists will encounter narrow shoulders on some major streets such as Jackson Lake Road, Baker Road, Brentwood Street, and Russell Avenue. Route 4 ends at Ingram Road and Fairfield Road, and is approximately 11.4 miles long.

4.3.12.3.6 *Route 6*

Route 6 begins on Fairview Church Road at Archdale Road, and is another loop route through Randolph County/Trinity area with a connector to Route 4 via Archdale Road. Route 6 includes a journey along a scenic countryside. Cyclists will encounter rolling terrain and narrow shoulders especially on Meadowbrook Road. Caution needs to be taken on all roads, particularly during rush hours. This route does contain quite a few hills, some big, some small. Route 6 ends on Archdale Road at Fairview Church Road, and is approximately 18.2 miles long.

4.3.12.3.7 *Route 7*

Route 7 begins on Guilford Avenue at Fifth Street. Attractions along this route include Oak Hollow Marina & Golf Course, High Point Athletic Center, River Landing Sandy Ridge Golf Course, and North Carolina Farmer's Market. Caution should be used in crossing some of the major thoroughfares, particularly North Centennial Street at Eastchester Drive and Johnson Street at Skeet Club Road. The terrain is gently sloping with some hills. Cyclists will encounter narrow shoulders on Oakview Road and Johnson Street. Route 7 ends at the North Carolina Farmer's Market on Sandy Ridge Road by Interstate 40, and is approximately 14.6 miles long.

4.3.12.3.8 *Route 8*

Route 8 begins on W. Main Street at Randolph Street by Thomasville's Big Chair, and is a connection route between Thomasville and Archdale. Cyclists will be passing by Central Recreation Center. Special caution is needed in downtown Thomasville, and the crossing of Liberty Street / NC 62 and US 311 particularly during rush hours. Cyclists should be cautious of narrow shoulders and rolling terrain with quite a few hills. This route also has a scenic countryside setting. Caution needs to be taken on all roads, particularly during rush hours. Route 8 ends on Fairfield Road at Allen Jay School, and is approximately 9.5 miles long.

Off road bicycle facilities, (*i.e.,* greenways) are also important to the bicycle network. As mentioned above, the City of High Point Parks and Recreation Department has developed a Greenway master plan for the area. Many bicyclist and bike shop owners were members of the steering committee for the project.

4.3.13 Bicycle Level of Service

Bicycle level of service is an emerging concept for quantifying the bike-friendliness of a roadway. While other "level-of-service" indices relate to traffic capacity, these measures

indicate bicyclist comfort level for specific roadway geometries and traffic conditions. Roadways with a better (lower) score are more attractive (and usually safer) for cyclists. Because bicycle level of service is a new way of measuring the "bicycle friendliness" of a facility, the High Point MPO has not used it in the past however it could be another measure to use in identifying future facilities.

4.3.13.1 Proposed Bicycle Facilities

The Skeet Club Road widening project (U-3615-A and B) includes outside lanes 14 feet wide to accommodate the bicycling public. The HPMPO can accommodate bicycles on existing roads as well as including bicycle facilities on new roads. One way of doing this is through a "road diet". A typical road diet technique is to reduce the number of lanes on a roadway cross-section. A common application of a road diet is to improve safety on two-way streets with 4-lane sections. In this case, two travel lanes in each direction are converted into a 3-lane section with one travel lane in each direction, optional bicycle lanes, and a two-way turn lane in the middle. The two-way turn lane can be transitioned into dedicated left turn lanes at intersections. The additional space freed up by removing a vehicular travel lane can be converted into a bicycle lane on either side of the roadway. The pictures to the right illustrate the road diet concept going from a four lane undivided facility to a three lane facility with bike lanes in each direction. The following is a list of streets where road diets are possible to include bicycle lanes.

Figure 4.3-5

Table 4.3-2: Potential Road Diet Locations

Road Name	Termini
Centennial Avenue	Eastchester Drive (NC 68) to Oak Hollow Lake
Shadybrook Road	Old Winston Road to Shadybrook Elementary
School Park Road	Shadybrook Road to Bellevue Drive
Brentwood Avenue	Kivett Drive to Nathan Hunt Drive
Parris Avenue	Greenwood Drive to Johnson Street
James Road	Oakview Drive to Hartley Drive
Lakecrest Avenue	James Road to Centennial Avenue
Leonard Street	Centennial Avenue to Brentwood Drive

4.3.14 Transit

Hi-tran and the Piedmont Authority for Regional Transportation (PART) are the two transit operators in the High Point MPO. Hi tran operates mostly within the city limits of High Point, while Part is a regional transit system which operates in the Triad area connecting the three transit providers of the High Point Transit Authority (Hi-tran), the Winston-Salem Transit Authority (WSTA), and the Greensboro Transit Authority (GTA). In the past Hi-tran has obtained funding to construct various sidewalk projects along or adjacent to transit routes. The High Point MPO staff and Hi-tran staff work closely together to construct sidewalks along all transit routes within High Point. Hi-tran also has a policy that allows riders to bring their bicycles on the bus and will secure your bicycle in one of the securement areas on the bus. They are also in the process of outfitting their buses with bike racks.

4.3.15 Recommendations

Connectivity within, and across, modes of transportation is necessary for people to adequately use all modes in a transportation network. There are four things the MPO can do to obtain a more adequate and connected bicycling and pedestrian system. First, the High Point MPO staff, along with the staff members of the local member jurisdictions, shall insure that bicycle and pedestrian facilities are included in all roadway projects within the High Point MPO. Second, the High Point MPO should develop a comprehensive bicycle and pedestrian plan for the entire MPO. Third, High Point MPO staff shall work to identify and secure all possible funding sources for planning, design, and construction of bicycle and pedestrian facilities. Fourth, the High Point MPO shall work closely with the local jurisdictions, adjacent Metropolitan Planning Organizations (MPO), Rural Planning Organizations (RPO), and the Division of Bicycle and Pedestrian Transportation with NCDOT to develop a system which is safe connected and available to everyone.

System connectivity is essential to the success of any transportation system and to effectively meet the needs its users. The High Point MPO has worked extremely hard to join the existing pedestrian and bicycle network with neighborhoods, schools, parks, commercial areas, and other modes of transportation. Connectivity between the bicycle and pedestrian network and the transit network is fundamental. People who use the transit system by choice or by necessity should also have adequate pedestrian and bicycle facilities available to access the transit system. Staff is continually identifying “gaps” in the bicycle and pedestrian network to make the system more accessible to the biking and walking public. The jurisdictions of the High Point MPO also work closely together to insure connectivity with one another.

4.3.16 Other Plans

The High Point Metropolitan Planning Organization considered other plans in the region when preparing the Bicycle and Pedestrian Element of the Long Range Transportation Plan. Staff reviewed plans from jurisdictions in High Point MPO and plans of the two

adjacent MPOs, the Winston-Salem MPO and the Greensboro MPO. We have listed some of the plans below:

- High Point Core City Plan
- Archdale Comprehensive Land Use Plan
- Archdale Pedestrian Network Plan
- The High Point Parks and Recreation Master Plan
- The Heart of the Triad Land Use Study
- Jamestown Comprehensive Land Use Plan
- Northeast Davidson County Area Plan
- Trinity Comprehensive Land Use Plan
- Winston-Salem Pedestrian Facilities Plan
- Winston-Salem Urban Area Comprehensive Bicycle Master Plan
- Greensboro Bicycle, Pedestrian & Greenway Master Plan