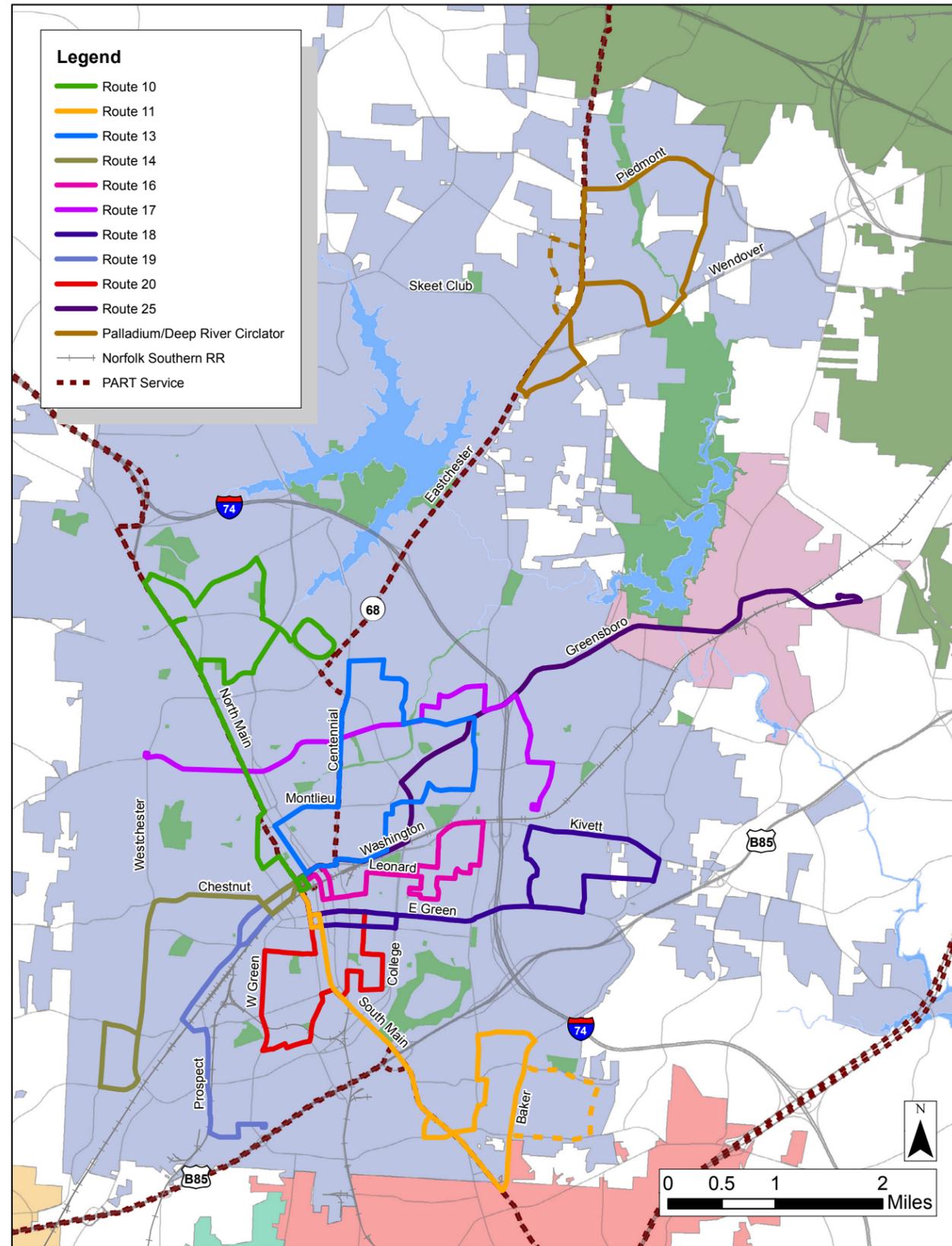


PROPOSED ROUTE CHANGES MAP



**FOR ADDITIONAL
INFORMATION,
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City of High Point SHORT RANGE TRANSIT IMPROVEMENT PLAN



PROJECT FACTSHEET

PROJECT BACKGROUND

The City of High Point is engaged in the creation of a new short-range transit plan (SRTP) that will specify future public transportation investments and services in High Point and neighboring communities of Guilford County.

The SRTP provides a detailed review of existing High Point Transit System services to identify strengths and weaknesses of the existing system, evaluates alternative service scenarios, and makes recommendations that build on system strengths and assets.

The primary mission of this planning effort is to provide a path forward for future services and investments that improve serve delivery and quality. As an important public service of the City of High Point, connecting High Point residents and visitors with jobs, educational opportunities, public facilities and community centers, and one another is the top priority.



Tonight's open house introduces you to the initial service recommendations being considered, and we encourage you to provide comments, and identify important community priorities.

WHAT IS A SHORT RANGE TRANSPORTATION PLAN?

The Federal Transit Administration (FTA) provides federal funds to the High Point Transit System and requires transit agencies to maintain and periodically update a five-year operating plan, known as a Short Range Transit Plan (SRTP). It has been ten years since the previous SRTP for High Point has been updated.



YOUR PARTICIPATION MATTERS

As a community-driven planning effort, public comments on the recommendations of the SRTP are critical to the plan's success. The recommendations discussed in this brochure are preliminary.

Your input is needed to help answer important questions on the future of the High Point Transit System.

The City of High Point hopes that you will stay engaged with our effort to plan and improve the public transportation system in High Point. Comments may be provided on comment forms which can be mailed, via email (hitran@highpointnc.gov), or by calling 1-336-889-7433.



SUBMIT COMMENTS

To provide comments on the SRTP: Use the enclosed Comment form.



Email: hitran@highpointnc.gov



Call: 1-336-889-7433



GOALS AND RECOMMENDATIONS

GOALS OF THE SRTP

- Meet or exceed customer expectations for service quality and delivery
- Offer a service that better corresponds with working hours
- Provide a safe and secure service to the community
- Align investments to meet existing and future demand
- Improve service reliability and decrease passenger travel time
- Expand coverage to new areas of High Point to attract riders and provide access to job centers
- Provide service to populations most in need

SERVICE PRIORITIES

1. Establish service in the Palladium/Deep River region of High Point
2. Improve coordination with regional transit providers (PART in particular)
3. Enhance service frequency, coverage, and hours of operation
4. Identify opportunities to maximize efficiencies while reducing operational costs
5. Reinvest cost savings and new revenues into service operations and capital facilities
6. Encourage use of fixed-route service by persons eligible for demand-responsive service

PROPOSED ROUTE CHANGES (see map on backside)

Route	Recommendations
10	Designate as key local route; enhance service span and improve service frequency as possible
11	Designate as key local route; enhance service span and improve service frequency as possible
12	Suggest elimination of route due to limited performance; reinvest savings into other services
13	Replace Route 17 service south of Montlieu Avenue
14	Minor route adjustment at Juanita Hills terminus
15	Suggest elimination of route due to low ridership and overlapping service with Route 13
16	Designate as key local route; enhance service span and improve service frequency as possible
17	Realign as crosstown route serving Lexington Avenue and Pendleton Street
18	Realign to provide service on Russell Avenue and more east-west service on East Green Drive
19	Modify route to serve Prospect Street and south High Point in place of Route 12
20	Modify route to serve West Green Drive and central-south High Point in place of Route 12
21	Suggest elimination of route due to limited performance; reinvest savings into other services
25	Modify route to operate on College Drive south of Montlieu Avenue
PDC	New circulator service route in Palladium/Deep River district connected via PART

INITIAL RECOMMENDATIONS

The SRTP includes both agency operating policy and service improvement recommendations on the design and operation of individual bus routes. The intent is to optimize the current service network and identify opportunities to serve new areas of the city.

A summary of the recommendations for each bus route is provided on the next page. A map of the proposed future service network is on page four of this brochure. Individual route maps displaying service recommendations are also available. The project team continues to work with High Point Transit System staff on optimizing these recommendations, and your input will help provide direction to the project team on the future transit network.

Service Enhancement Highlights

1 Extended Hours and Increased Frequency

Routes 10, 11, and 16 warrant enhanced service frequency and extended hours of service. As funding permits, enhancements to these routes should be prioritized, particularly extended service hours and improve service frequencies.

2 Creation of "Crosstown" Routes

Several suggestions were received for improved crosstown service to enable expedient east-west travel connections across High Point. Service on Lexington Avenue was also identified as a priority corridor for future service. Route 17 is planned as a new crosstown service through central-north High Point, connecting Routes 10, 13, and 25. A similar crosstown route across the south side of High Point is also under consideration, but has not been designed.

3 Palladium/Deep River Circulator Service

A primary service recommendation of the SRTP is for transit service in the Palladium/Deep River region. This district is an important jobs center of the city, and has experienced significant growth in housing. The Palladium/Deep River circulator service is envisioned as an initial service offered in northeast High Point, connected to downtown via PART service. As funds are available, this service could be extended to connect with services in downtown High Point.

DIAL-A-LIFT SERVICE RECOMMENDATIONS

In addition to fixed-route bus services, the SRTP also makes recommendations for demand-responsive transit services.

The Dial-a-Lift program service recommendations center around controlling the use of Demand Responsive service and encouraging the use of the fixed route service by persons capable of doing so.

Service recommendations include:

- Modifications to the age eligibility threshold
- Creation of a travel training program
- Consolidating weekday trips to common destinations when available
- Free-fare policy on fixed-route buses
- Functional assessment test of applicants
- Supplemental service agreements with area taxi providers

TRANSIT FACILITY RECOMMENDATIONS

The SRTP also includes recommendations for transit facility improvements, including passenger amenities, bus stop improvements, and transit-supportive public infrastructure improvements.

Service recommendations include:

- Replacement of existing fleet vehicles and improvements to the operations and maintenance facility
- Technology improvements along key corridors

such as East Green Drive, Westchester Drive, and Centennial Street to improve service reliability and operating performance

- Addition of sheltered bus stops with enhanced amenities at high boarding locations such as GTCC, WalMart South, and Five Points
- Improvements to bus stops with added shelters, street furniture, and sidewalk space for waiting passengers, prioritized based on passenger demand