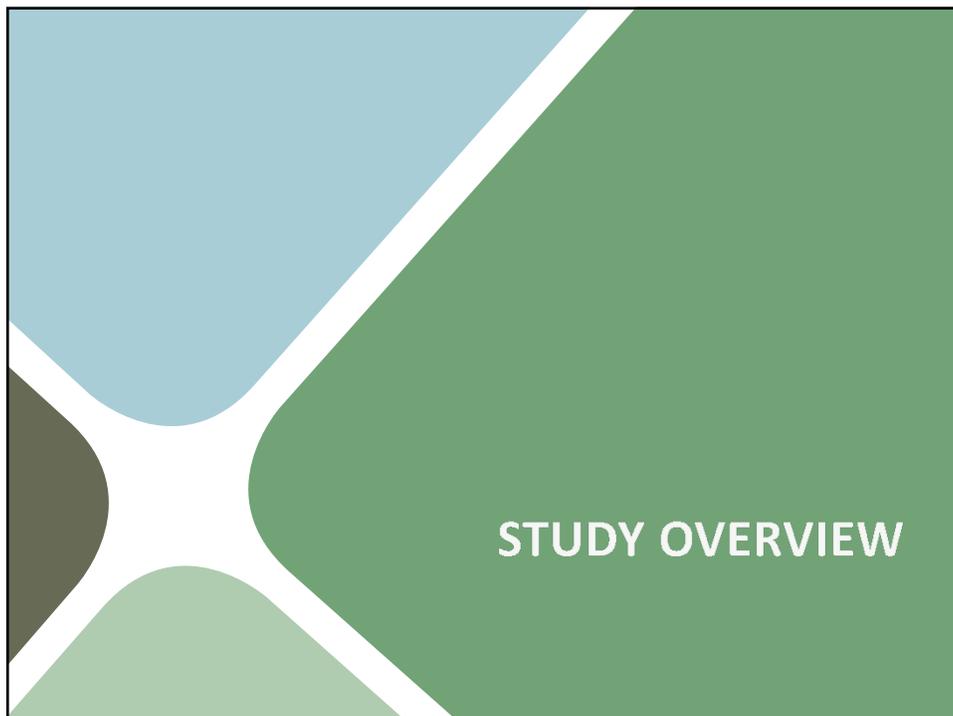
A graphic design for a road diet study. It features a central white cross shape on a dark green background. The top-left arm of the cross is light blue, and the bottom-left arm is dark brown. The right side of the cross is a solid dark green. The text is white and positioned on the right side of the cross.

**NORTH MAIN STREET
ROAD DIET STUDY**

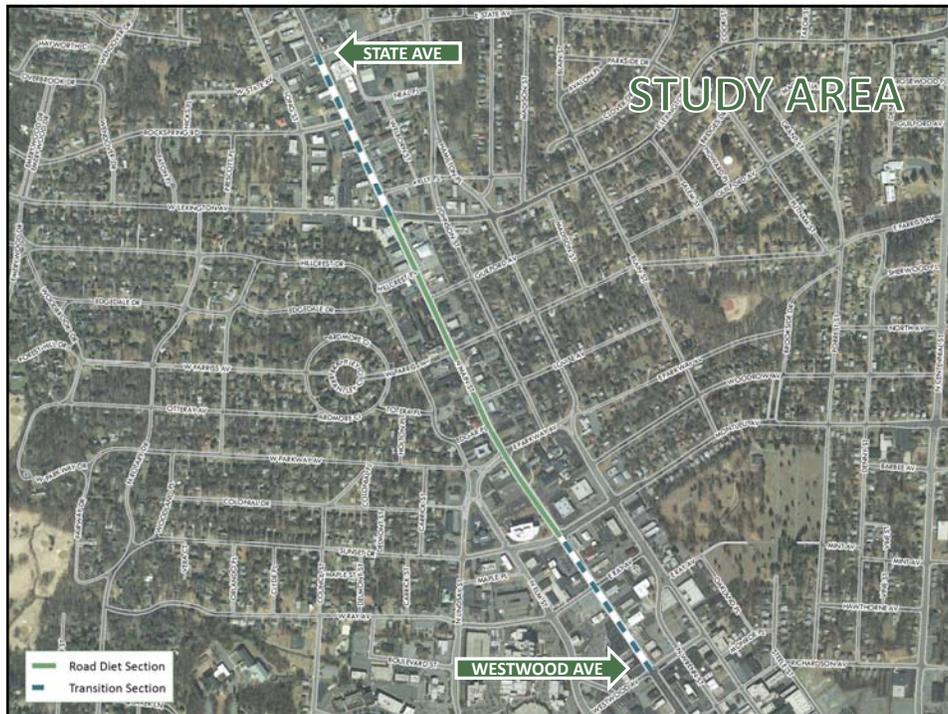
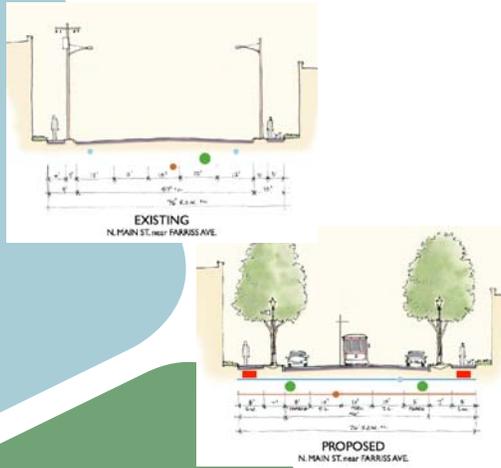
HIGH POINT PARKS & RECREATION
ADMINISTRATION OFFICE
136 NORTHPOINT AVE
OCTOBER 21, 2014

A graphic design for a study overview. It features a central white cross shape on a dark green background. The top-left arm of the cross is light blue, and the bottom-left arm is dark brown. The right side of the cross is a solid dark green. The text is white and positioned on the right side of the cross.

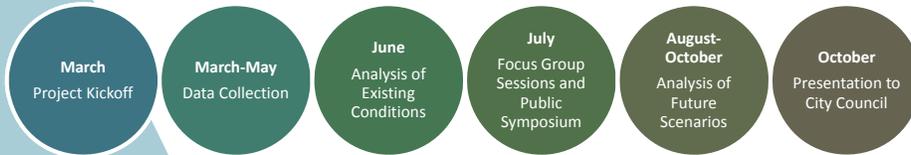
STUDY OVERVIEW

STUDY PURPOSE

Evaluate Ignite High Point's complete streets recommendations



STUDY TIMELINE



PUBLIC FEEDBACK

FOCUS GROUPS

Property Owners and Business Operators

The current economic life is **dispersed, isolated, and fragmented**, so High Point residents travel elsewhere to shop.

How will **emergency vehicles** get around traffic with the road diet?

The existing landscape of N Main Street is **not pedestrian friendly**.

The road diet needs to **revitalize** N Main Street and benefit **livability**.

The high speeds of N Main Street are **detrimental to business**.

FOCUS GROUPS

Area Residents

The city should add **speed bumps** to slow down traffic on nearby residential streets.

Hopefully revitalization will **attract and retain young people**, but it will not work if it is done halfway.

Something needs to **change**.

Speed is a bigger issue than volume.

We need to **plan** for adjacent streets.

There could be an existing issue with **speed enforcement**.

What will be the impact on **Hillcrest Drive**?

FOCUS GROUPS

Biking, Walking, and Transit Advocates

Focus on **greenway connections**.

The road diet would create a **buffer** for pedestrians and bicyclists.

High Point drivers are **unfamiliar with bus pull-out lanes**.

With on-street parking, bicyclists must contend with **"dooring"**.

Delay induced by bus stops needs to be addressed.

FOCUS GROUPS

Community Interests

Could we **try** a temporary road diet?

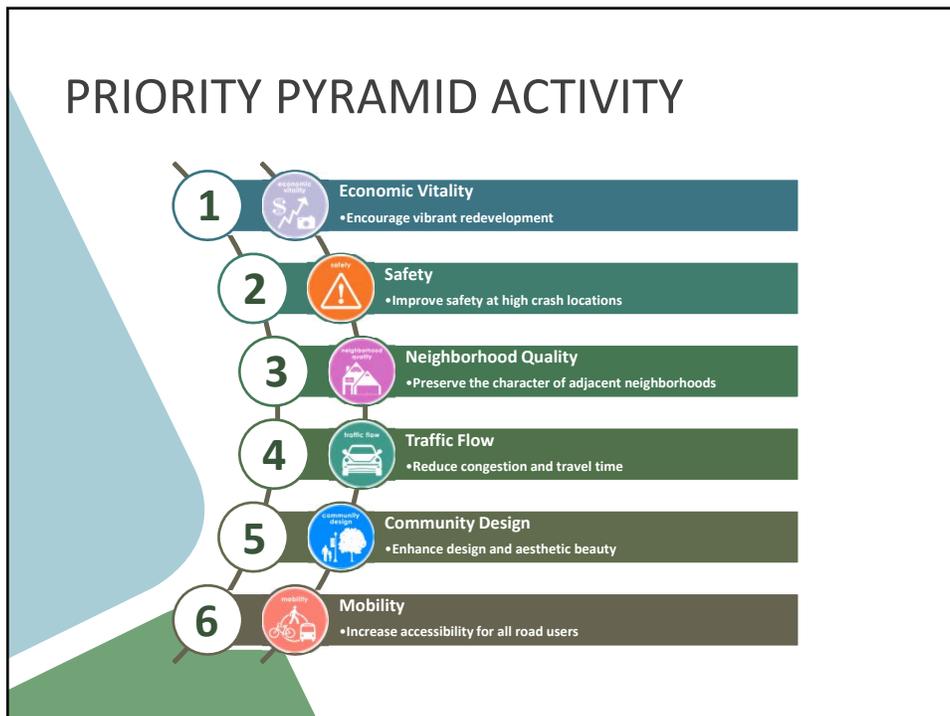
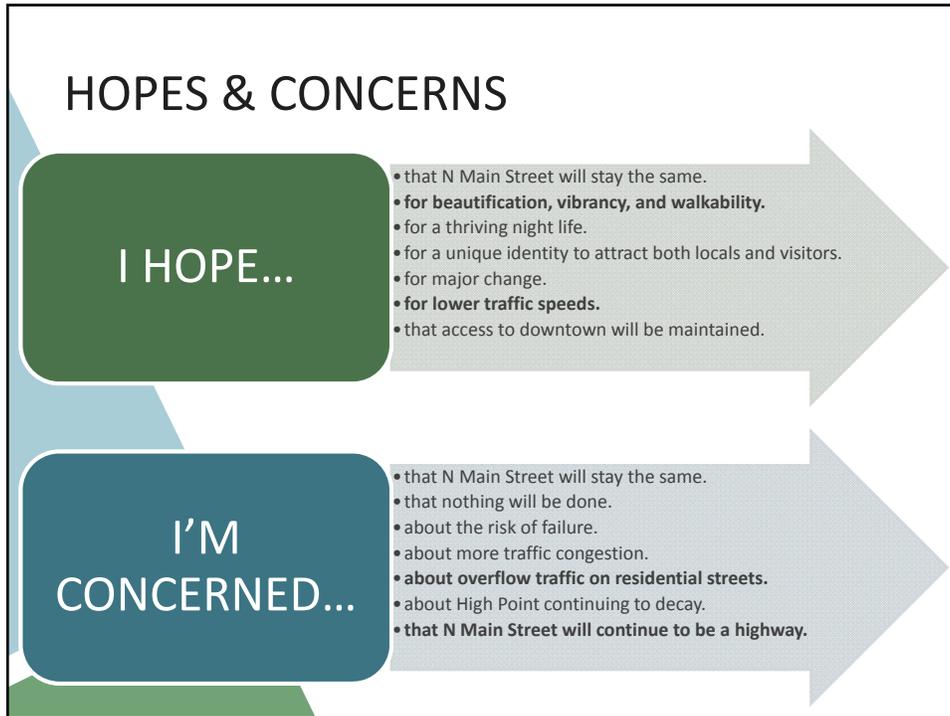
The Market would benefit from a revitalized **"sense of place"** on Main Street.

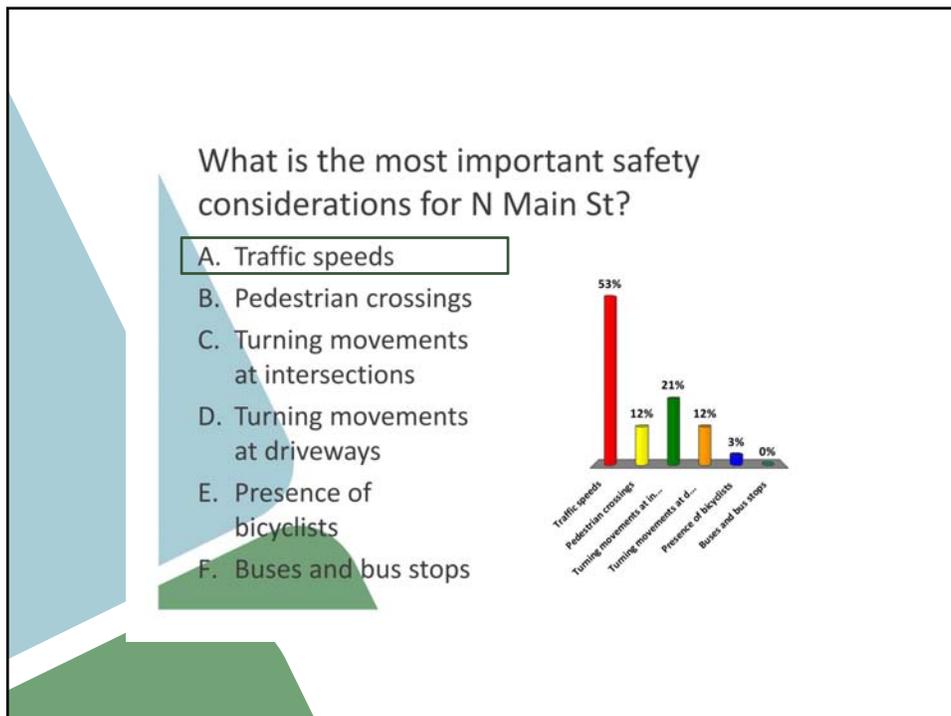
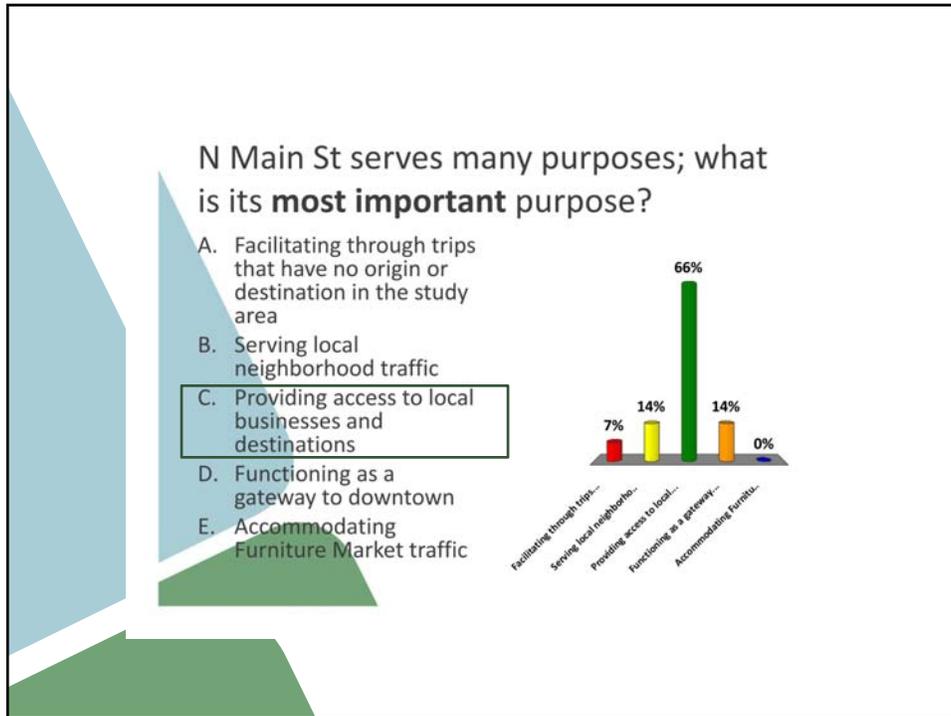
What's **good** for High Point is **good** for Furniture Market.

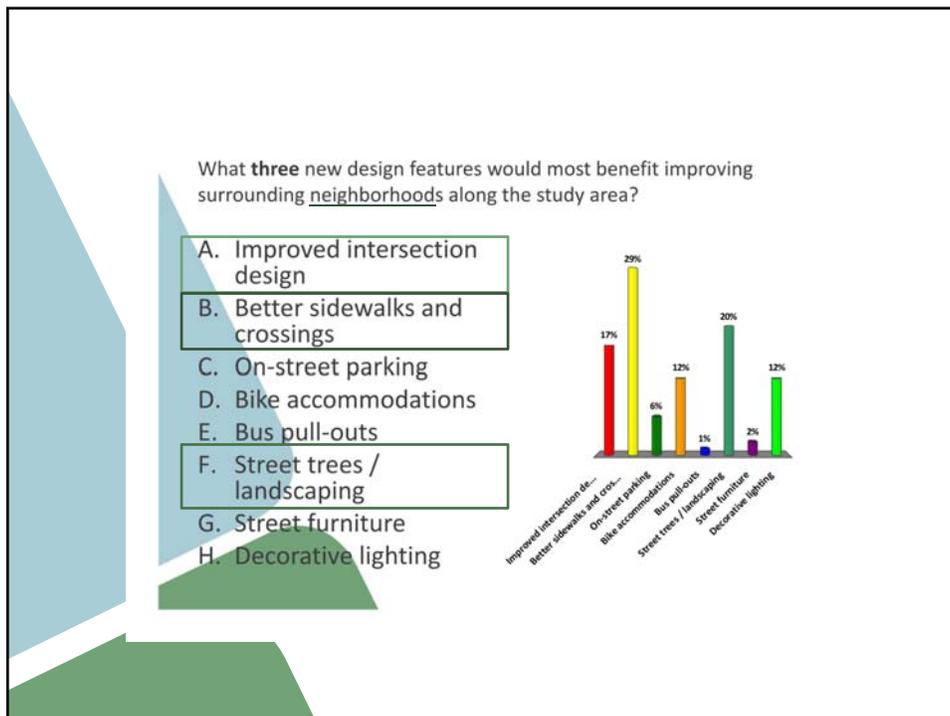
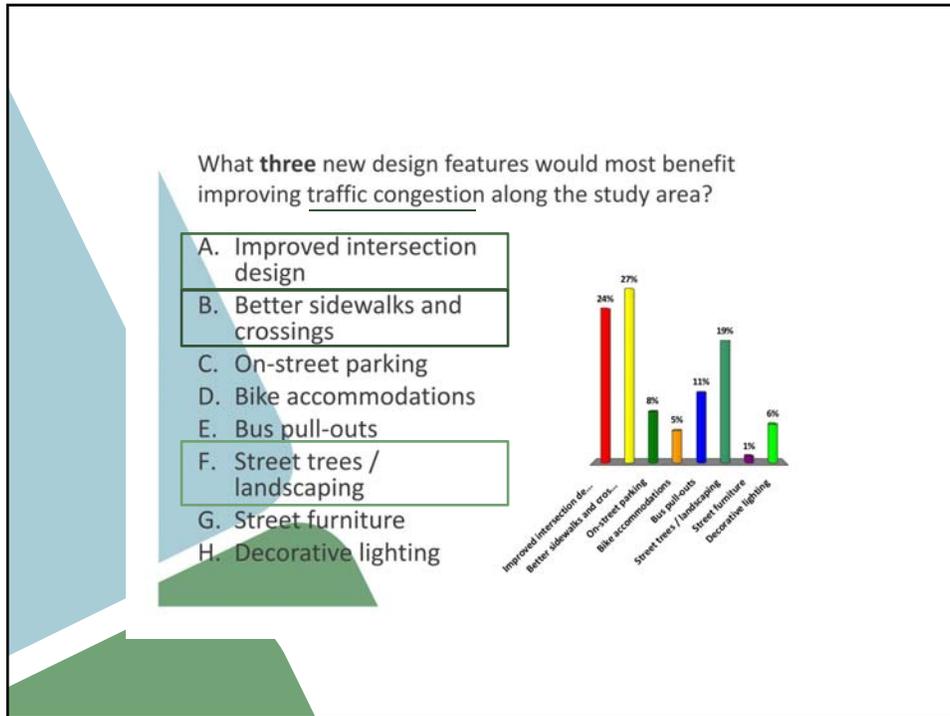
Johnson and Hamilton Streets should be converted to **two-way** in order to handle the diverted traffic from the road diet.

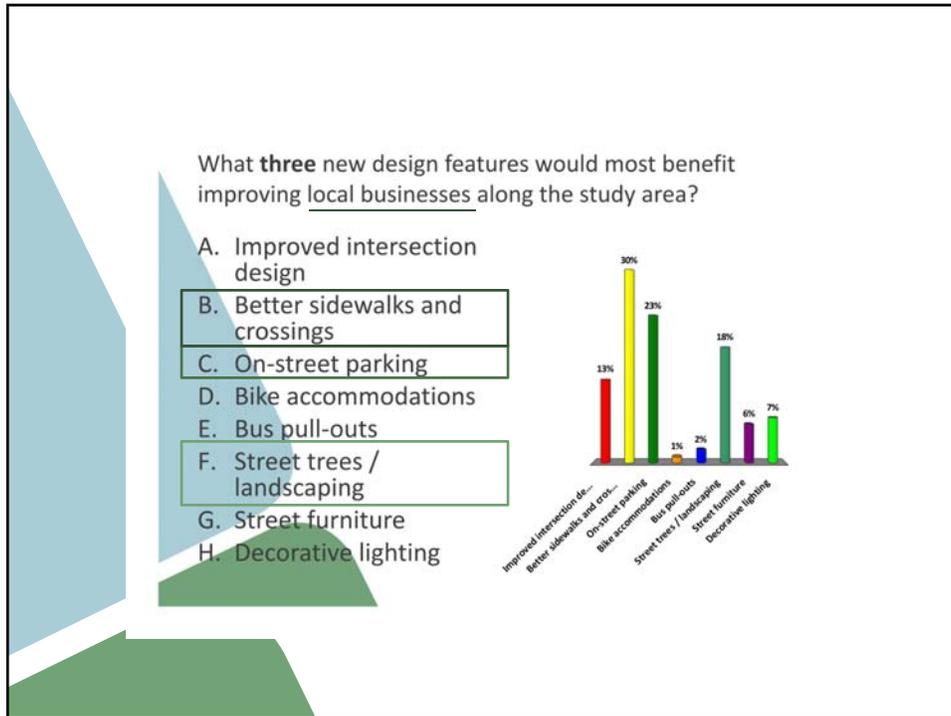
The road diet will only be effective if we simultaneously address the **other obstacles** that are hindering new business.

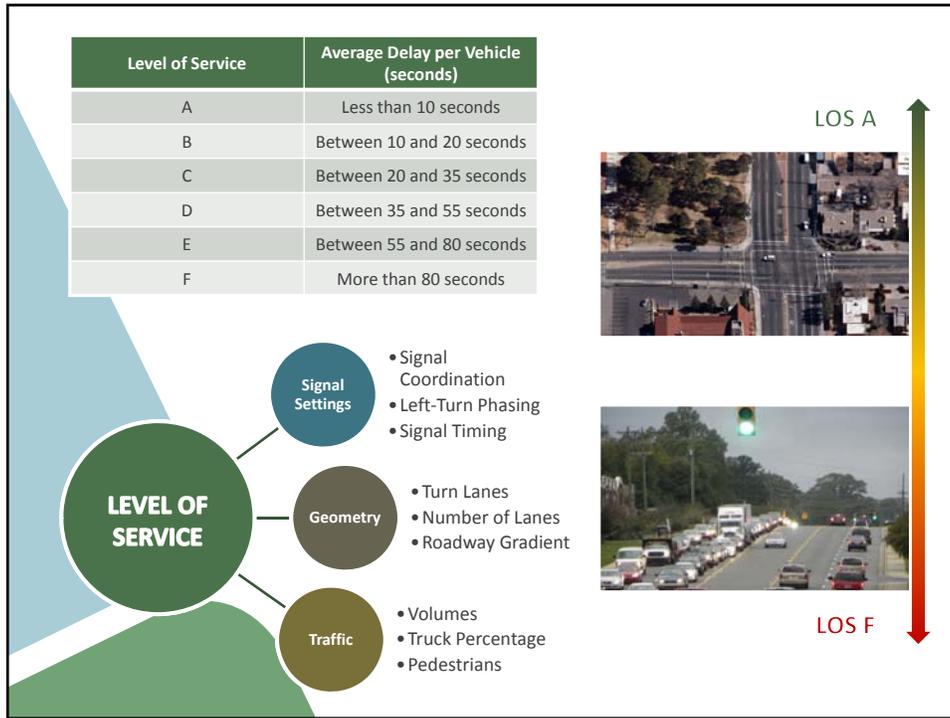
Emergency services are already using parallel routes and **can adapt** to the road diet.









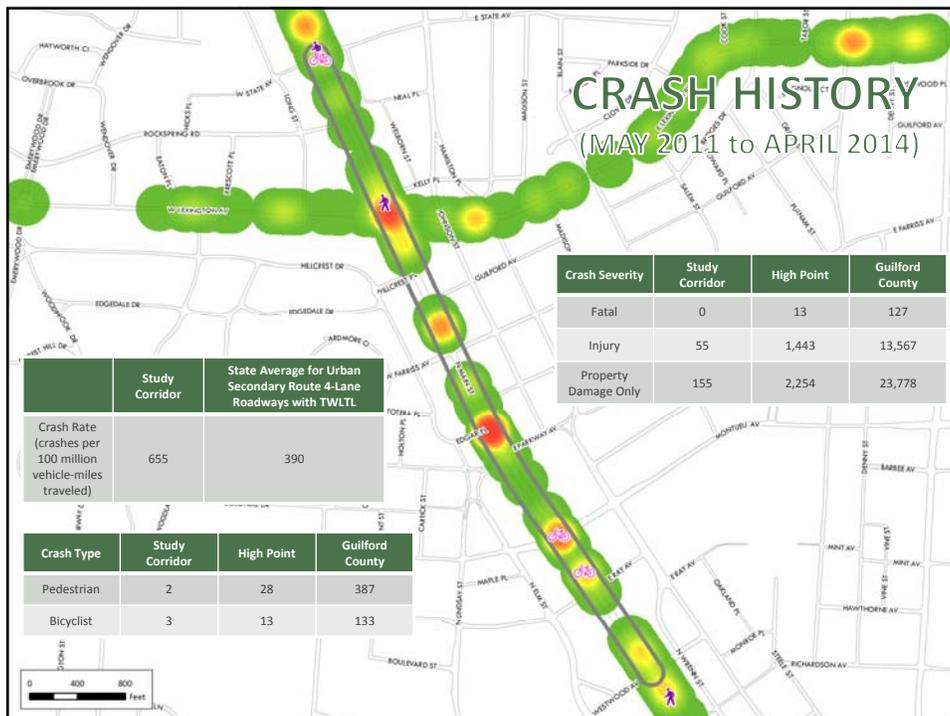


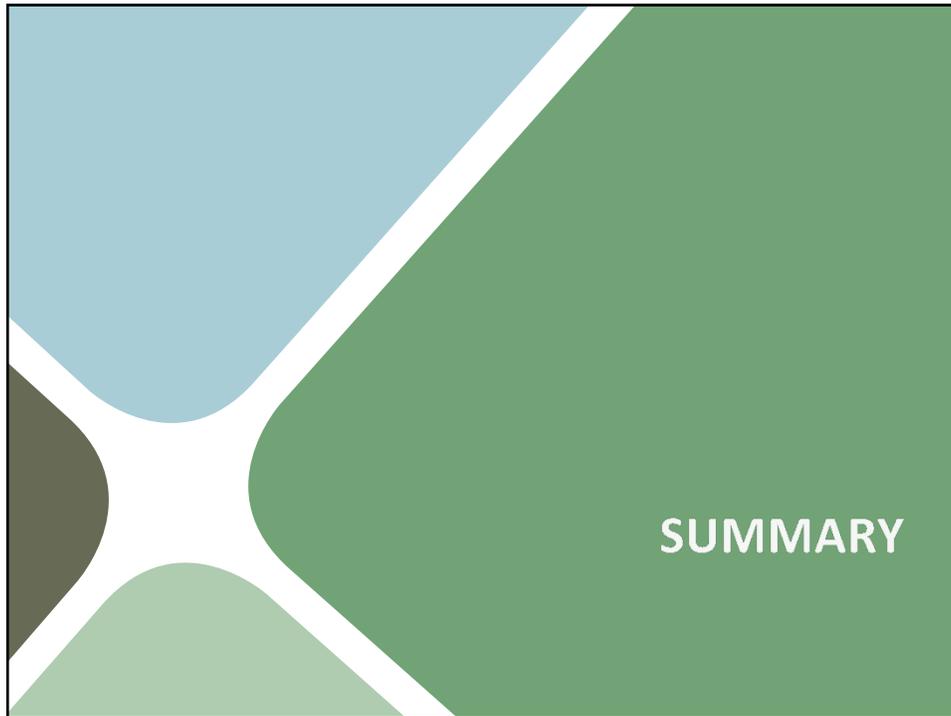
LEVELS OF SERVICE

Intersection	Scenario	PM Peak Hour	
		LOS	Average Delay (sec)
N Main St at State Ave	2025 No Action	A	9
	2025 Road Diet	B	12
N Main St at Lexington Ave	2025 No Action	D	39
	2025 Road Diet	D	41
N Main St at Farris Ave	2025 No Action	A	4
	2025 Road Diet	C	30
N Main St at Parkway Ave	2025 No Action	C	26
	2025 Road Diet	E	77
N Main St at Sunset Dr / Montlieu Ave	2025 No Action	B	16
	2025 Road Diet	C	29
N Main St at Westwood Ave	2025 No Action	B	11
	2025 Road Diet	C	23

TRAVEL TIMES

Direction	Scenario	PM Peak Hour
		Travel Time (min)
Northbound (Westwood Avenue to State Avenue)	2025 No Action	3 to 4 minutes
	2025 Road Diet	6 to 7 minutes
Southbound (State Avenue to Westwood Avenue)	2025 No Action	3 to 4 minutes
	2025 Road Diet	3 to 4 minutes





ASSOCIATED FEATURES

Traffic Operations

- Provide a northbound through and a northbound shared through-right lane on N Main Street at Lexington Avenue
- Provide a northbound and southbound right-turn lane on N Main Street at Parkway Avenue
- Retime traffic signals along study corridor

Walkability

- Add pedestrian signals at signalized intersections
- Install high-visibility crosswalks at all cross-streets and across N Main Street
- Widen sidewalks

Bikeability

- Bike pavement markings on N Main Street
- Provide bike parking

Transit

- Provide bus pull-outs at Parkway Avenue bus stops
- Improve bus stop amenities along study corridor

Safety

- Reduce posted speed limit to 25 mph
- Install "Drivers Must Yield to Pedestrians" signs at mid-block crosswalks

