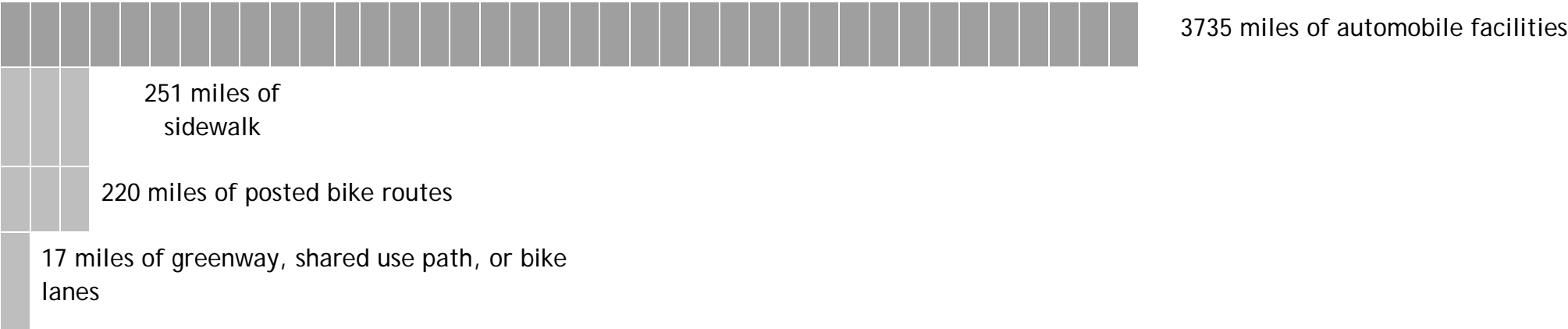


4.3 BICYCLE AND PEDESTRIAN ELEMENT

As continued growth in the High Point Metropolitan area produces more travel demands on the entire transportation system, the need for a robust and versatile multimodal transportation system becomes greater. This network plays a unique role in managing transportation demand for the growing population. Most non-motorized trips are made for fitness, transportation, recreation, and tourism. For the population who rely on bicycling and walking for transportation, sidewalks and bike facilities connect people to their jobs, school, healthcare, shopping, and many other important destinations.

GRAPHIC 4.1 - MILES OF EXISTING NETWORK



The graphic above illustrates the balance of investment between different transportation modes within the High Point MPO boundary. An equitable distribution is not expected, especially in an area with a large rural tract, but this is useful in understanding how conventional planning has created a disparity, favoring motorized travel. Providing more mobility options will benefit all users and their respective communities.

Although the region has shown many successes in bicycle and pedestrian facilities in the recent years, there are still an abundance of need and opportunity for new facilities. Survey results from the High Point Regional Bike Plan and national trends show an increase in demand for new bicycle and pedestrian facilities. Other modes of transportation also place demand for additional facilities. For example, most people who use mass transportation either walk or bike to their bus stops. Thus, a robust bicycle and pedestrian network is essential for the health of a mass transportation system. Bicycle and pedestrian facilities are important not only in and of themselves, but they support the health and operation of other transportation modes.

PREVIOUS PLANNING EFFORTS

The High Point MPO and member governments coordinate planning efforts and strive toward the development of a safe, accessible, and convenient network of regional bicycle and pedestrian routes. The HPMPPO published a regional bicycle plan in 2019 and many local governments in the region have prepared their own citywide and county bicycle and pedestrian plans and/or facility inventories. The table below highlights the most significant past and currently planning work related to the bicycle and pedestrian element.

Existing Plan	Key Projects / Recommendations
High Point Regional Bike Plan	Establishes a comprehensive bike plan for the High Point MPO with 15 detailed catalyst priority projects in Archdale, Davidson County, High Point, Jamestown, Lexington, and Thomasville.
Central Park Regional Bicycle Plan	The overall recommended regional network includes four loop routes, two of which cross through the High Point MPO are (North Uwharrie and Piedmont/Daniel Boone routes.) Route segments are further broken down with specific facility recommendations.
WalkBikeNC	NC 2 Mountains to Sea - recommendations include adding a business route through Winston-Salem, High Point, and Greensboro to complement the existing rural route through this region. NC 10 Triad-Charlotte - provides a new route through both downtown Winston-Salem and downtown Greensboro which funnel together to connect through the High Point MPO area to Charlotte.
Piedmont Triad Regional Trail Plan Inventory	Priorities detailed in/near the High Point MPO area including Abbotts Creek Greenway, the Bicentennial Greenway, and a High Point Connector (Abbotts Creek Greenway to the Southwest High Point Greenway)
High Point Area Bicycle Map	Developed in 1997, establishes eight bike routes that are signed through High Point, connecting to Thomasville, Winston-Salem and the surrounding area
High Point Southwest Greenway Feasibility Study	Establishes five proposed greenway segments that are 1-2 miles in length that connects the multi-modal Amtrak terminal and Broad Avenue Bus Terminal throughout the southwest part of High Point.
High Point Downtown Multi-modal Vision Plan	Priority project recommendation include bicycle, pedestrian, and greenway improvements to downtown corridors such as Elm Street, Main Street, the railroad corridor, Southwest High Point Greenway, and the greenway connection through Oakwood Cemetery leading to Armstrong Park.
Thomasville Bicycle Plan	Key recommendations include four priority multi-use path projects in addition to 12 bike lane and sharrow striping projects
Davidson County Greenway Master Plan	Primarily greenway corridor recommendations including the Abbotts Creek and Yadkin River corridors. This plan also identifies secondary greenway corridors county-wide.
Trinity Parks and Recreation Plan	Appendix B in the Trinity Parks and Recreation Plan includes a proposed city-wide greenway network
High Point Pedestrian Plan	Key recommendation relevant to bicycling include a city-wide greenway network, priority enhanced corridor projects that should incorporate bicycle facilities, limited access highway crossings, and transit amenities.
High Point Bikeway, Greenway, and Trails Master Plan	Establishes a priority for eight segments of greenway within High Point including: Deep River Rd to Penny Rd, two connectors from Montlieu Elementary School to Washington Terrace Park and Penn Griffin School, Regency Parkway to I-40, Armstrong Park West, Piedmont Environmental Center to City Lake Park, Richland Creek (Brentwood St to Randleman Lake area), Hartley Drive to University Park, and Festival Park to University Park, and Johnson St to Armstrong Park West.
Jamestown Pedestrian Plan	Priority recommended multi-use paths include the Deep River Trail, City Lake / Penny Road Connector, Rail with Trail from Main Street to Guilford College Road, and the Gibson Park neighborhood connector.

Archdale Pedestrian & Trails Plan	Priority recommended shared use path include a loop around Archdale with connectivity to Creekside Park, High Point, and Trinity.
High Point CTP	Non-constrained recommendations for on-road and off-road facilities for the urban area including High Point, Thomasville, Lexington, Trinity, Archdale, and Jamestown.
Davidson County CTP	Recommendations include greenway recommendation from county-wide greenway plan as well as bike routes throughout the county.
Piedmont Greenway Triad Park/Reedy Fork Section Feasibility Study	This feasibility study details three phases of the Piedmont Greenway that will eventually link Winston-Salem to Greensboro. The Bicentennial Greenway will eventually link into the Piedmont Greenway.
Greensboro Bicycle, Pedestrian, and Greenways Master Plan	Priority bicycle and greenway recommendations are focused in the downtown area, but numerous longer-term recommendations connect toward the High Point MPO area. Two priority projects connect near the High Point MPO area, including a protected bike lane along Grandover Parkway and the Reedy Fork Greenway (part of the Piedmont Greenway).
Winston-Salem Urban Area Bike Plan	Recommendations include 28 segments throughout the city that are designated as high priority. Multiple connections to the High Point MPO area are included in the comprehensive network.
Spencer and East Spencer Bicycle and Pedestrian Master Plan	Bicycle lanes are recommended along US-29 linking East Spencer to the Yadkin River and Davidson County.

KEY BICYCLE AND PEDESTRIAN PROJECTS

The 2045 HPMPO MTP does not specifically list all bicycle and pedestrian projects in horizon years as identified needs surpass available funds. However, the 2045 HPMPO MTP identifies key projects from local planning documents. Local municipalities and counties have identified and prioritized these projects and have coordinated their interaction at the jurisdiction boundary areas.

Street or Facility Name	Limits	Facility Type	Estimated Length (ft)	Estimated Cost	Funding	Jurisdiction
Elm Street	Commerce Avenue to Sunset Drive / Montlieu Avenue	Bikeway	4,200	\$460,000	TBD	HP
Centennial Street	Martin Luther King Jr Dr to University Parkway	Bikeway	8,500	\$200,00	Local	HP
Lexington Downtown Loop	Winston Road to W 9 th Street	Bikeway	21,100	\$320,000	TBD	LX
Salem Street	Unity Street to Main Street	Bikeway	6,400	\$9,000	TBD	TH
Liberty Drive and Turner Street	Unity Street to Trinity Street	Bikeway	3,700	\$6,000	TBD	TH
E Main Street (south) and Blair Street	Fisher Ferry Street to Conrad Street	Bikeway	5,700	\$9,000	TBD	TH
W Main Street (north) and Lexington Avenue	Old Lexington Road to Park Avenue	Bikeway	9,900	\$9,000	TBD	TH
Martin Luther King Jr Drive	Business 85 to Lexington Avenue	Bikeway	5,400	\$7,480	TBD	TH
Memorial Park Drive and Culbreth Avenue	Unity Street to Stadium Drive	Bikeway	2,200	\$4,000	TBD	TH
Archdale Loop Trail West	Creekside Park Greenway to Eden Terrace	Shared Use Path	19,000	\$6,700,000	TBD	A

Street or Facility Name	Limits	Facility Type	Estimated Length (ft)	Estimated Cost	Funding	Jurisdiction
Roby to Archdale Trinity Middle	Roby Greenway to Archdale Trinity Middle School	Shared Use Path	2,400	TBD	TBD	A
Trindale Elementary Local Connector	Beard Avenue to Balfour Drive	Shared Use Path	2,100	TBD	TBD	A
Trindale Elementary Local Connector	Columbus Avenue and Davidson Street to Trindale Elementary Local Connector	Shared Use Path	400	TBD	TBD	A
Trindale Elementary Local Connector	Carroll Street to Trindale Elementary Local Connector	Shared Use Path	600	TBD	TBD	A
Trindale Elementary Local Connector	Shamrock Court to Trindale Elementary Local Connector	Shared Use Path	300	TBD	TBD	A
Archdale Loop (Trindale Road – Maple Grove Court to YMCA)	Maple Grove Court to YMCA	Shared Use Path	7,000	TBD	TBD	A
High Point to YMCA	Southwest High Point Greenway to YMCA	Shared Use Path	6,700	TBD	TBD	A
Archdale Loop	Liberty Road to Ashland Street	Shared Use Path	3,200	TBD	TBD	A
Archdale Loop (City Hall to YMCA)	YMCA to Balfour Drive	Shared Use Path	6,400	TBD	TBD	A
Archdale Loop (Lonita, Eastwind, Longview)	Aldridge Road to Ashland Street	Shared Use Path	5,800	TBD	TBD	A
Archdale Loop (Park to City Hall)	Archdale Road to Roby Greenway	Shared Use Path	6,300	TBD	TBD	A
Eastern Creekside Park Loop	Creekside Park Trail to Creekside Park Trail	Shared Use Path	2,200	TBD	TBD	A
Local Connector	Robin Lane and Robin Circle to Archdale Road	Shared Use Path	600	TBD	TBD	A
Hope Valley Road to Archdale Parks and Recreation	Hope Valley Road to Creekside Park	Shared Use Path	6,200	TBD	TBD	A
East Greenway Connector	Huff Road to Park to Suits Connector	Shared Use Path	5,800	TBD	TBD	A
Park to Suits Connector	Creekside Park to Suits Road	Shared Use Path	2,700	TBD	TBD	A
Archdale NC 62 Complete Street	Rockford Drive to Greenoak Drive	Shared Use Path	8,400	TBD	TBD	A, TR
Yadkin River Trail	Yadkin River Park to I-85 Corporate Center	Shared Use Path	22,200	\$6,800,00	TBD	DC
Montlieu Avenue	Centennial Street to Elm Street	Shared Use Path	3,700	\$3,000,000	TBD	HP
Southwest High Point Greenway – Phase 1	Amtrak Station to Harvell Park	Shared Use Path	9,700	\$1,500,000	TBD	HP
Southwest High Point Greenway – Phase 2	Harvell Park to Goldston Park	Shared Use Path	5,400	\$1,000,000	TBD	HP
Southwest High Point Greenway – Phase 3	Goldston Park to W. Russell Avenue	Shared Use Path	5,400	\$674,000	TBD	HP
Southwest High Point Greenway – Phase 4	Richland Creek Spur to W English Road	Shared Use Path	6,900	\$713,000	TBD	HP
Southwest High Point Greenway – Phase 5	Spurs to S Main Street and Kendall Avenue	Shared Use Path	6,900	\$816,000	TBD	HP
High Point Railroad Esplanade	Elm Street to Centennial Street	Shared Use Path	1,100	\$7,200,000	TBD	HP
High Point/Archdale Surrett Drive Complete Street	Eden Terrace to Market Center Drive	Shared Use Path	7,900	\$2,300,000	TBD	HP, A
Skeet Club Road/Main Street Sidepath	N Main Street/I-74/US 311 to Johnson Street	Shared Use Path	16,900	\$3,200,000	SPOT	HP, FC
High Point/Jamestown Lexington Avenue Complete Street	N Main Street to High Point City Lake Park	Shared Use Path	23,200	\$9,700,000	TBD	HP, J
Thomasville Rail Trail	Lexington Avenue to Turner Street	Shared Use Path	14,300	\$2,100,00	TBD	TH
Thomasville Downtown Trail	Colonial Drive / 2 nd Avenue to Unity Street	Shared Use Path	8,500	\$830,000	TBD	TH

Street or Facility Name	Limits	Facility Type	Estimated Length (ft)	Estimated Cost	Funding	Jurisdiction
War Memorial Greenway Old Southern Railway Beltline – Western Section	Fisher Ferry Street to W Main Street	Shared Use Path	4,700	TBD	TBD	TH
War Memorial Greenway Old Southern Railway Beltline – Eastern Section	Fisher Ferry Street to Blair Street	Shared Use Path	7,000	TBD	TBD	TH
Downing Street Pedestrian Bridge	Washington Street to Martin Luther King Jr Dr	Pedestrian Bridge	600	TBD	TBD	
Main Street	Guilford County Line to Suits Rd	Sidewalk	16,800	TBD	TBD	A
Archdale Trinity Middle	Archdale Trinity Middle School to Archdale Road	Sidewalk	500	TBD	TBD	A
Balfour Drive	Main Street and Archdale Road	Sidewalk	4,300	TBD	TBD	A
White Drive	Existing Sidewalk on White Drive and Archdale Road	Sidewalk	400	TBD	TBD	A
Trindale Road	YMCA to Sealy Drive	Sidewalk	1,200	TBD	TBD	A
Surrett Drive	Eden Terrace to Daniel Paul Drive	Sidewalk	4,300	TBD	TBD	A
Carolina Court	Interstate Drive to Terminus	Sidewalk	500	TBD	TBD	A
Eden Terrace	Surrett Drive to Archdale Road	Sidewalk	6,100	TBD	TBD	A
Lane Drive	Linda Drive to Archdale Road	Sidewalk	1,800	TBD	TBD	A
Liberty Road	Aldridge Road to Archdale Loop	Sidewalk	6,200	TBD	TBD	A
Cheyenne Drive	Comanche Road to Archdale Road	Sidewalk	4,100	TBD	TBD	A
Comanche Road	Existing sidewalk near Main Street to Cheyanne Drive	Sidewalk	2,000	TBD	TBD	A
School Road	Archdale Road to Trinity Road	Sidewalk	3,700	TBD	TBD	A
Sealy Drive	Surrett Drive to Trindale Road	Sidewalk	4,200	TBD	TBD	A
Suits Road	Trotter Country Road to Main Street	Sidewalk	3,600	TBD	TBD	A
Weant Road	Muddy Creek Greenway (Creekside Park) to Suits Road	Sidewalk	2,600	TBD	TBD	A
Aldridge Road	Liberty Road to Main Street	Sidewalk	8,400	TBD	TBD	A
Ashland Street	Liberty Road to Main Street	Sidewalk	5,400	TBD	TBD	A
Interstate Drive and Renola Drive	Main Street to Terminus	Sidewalk	3,400	TBD	TBD	A
Huff Road	Aldridge Road to Proposed Sidewalk (future road)	Sidewalk	4,900	TBD	TBD	A
Wood Avenue	Main Street and Tarheel Drive to Creekside Park	Sidewalk	4,500	TBD	TBD	A
Triangle Lake Road	South of Martin Luther King Jr Drive	Sidewalk	8,000	\$504,000	TBD	HP
Leonard Avenue	Meredith Street to Brentwood Street	Sidewalk	2,000	\$125,000	TBD	HP
University Parkway	Kearns Avenue to Green Drive	Sidewalk	3,600	\$225,000	TBD	HP
S University Parkway	S Downing Street to E Green Drive	Sidewalk	2,900	\$178,000	TBD	HP
Brentwood Street	Business 85 Loop to E Fairfield Road	Sidewalk	6,000	\$373,000	TBD	HP
Allen Jay Road and E Springfield Road	E Fairfield Road to Ernest Street	Sidewalk	4,100	\$254,00	TBD	HP

Street or Facility Name	Limits	Facility Type	Estimated Length (ft)	Estimated Cost	Funding	Jurisdiction
Cedrow Drive	Gordon Street to N Scientific Street	Sidewalk	8,800	\$548,000	TBD	HP
Hickory Chapel Road	Triangle Lake Road to Martin Luther King Jr Dr	Sidewalk	3,800	\$238,000	TBD	HP
Russell Avenue	Brentwood Street to S University Parkway	Sidewalk	3,700	\$231,000	TBD	HP
Burton Avenue	Dorothy Street to Wright Street	Sidewalk	2,000	\$122,000	TBD	HP