



City of High Point

Municipal Office Building
211 S. Hamilton Street
High Point, NC 27260

Meeting Agenda

Prosperity, Livability & Safety Committee

Monica Peters, Chair

Dr. Patrick Harman

Tyrone Johnson

Vickie M. McKiver

Cyril Jefferson, Mayor (Alternate)

Michael Holmes, Mayor Pro Tempore (Alternate)

Thursday, November 7, 2024

9:00 AM

Council Chambers

Prosperity and Livability Committee - Council Member Monica Peters, Chair

CALL TO ORDER

PRESENTATION OF ITEMS

[2024-404](#)

Sidewalk Presentation

Staff will provide an update on sidewalk requirements, planning, and funding.

Attachments: [Sidewalk Presentation](#)

[2024-430](#)

High Point Police Department Alternative Response Model and Civilian Traffic Investigators Update

Staff will provide an update on the implementation plan for the Alternative Response Model and Civilian Traffic Investigators.

Attachments: [HPPD Alt Response Model](#)

ADJOURNMENT



City of High Point

Municipal Office Building
211 S. Hamilton Street
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Master

File Number: 2024-404

File ID: 2024-404

Type: Miscellaneous Item

Status: To Be Introduced

Version: 1

Reference:

In Control: Prosperity,
Livability & Safety
Committee

File Created: 10/07/2024

File Name:

Final Action:

Title: Sidewalk Presentation

Staff will provide an update on sidewalk requirements, planning, and funding.

Notes:

Sponsors:

Enactment Date:

Attachments: Sidewalk Presentation

Enactment Number:

Contact Name:

Hearing Date:

Drafter Name:

Effective Date:

History of Legislative File

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
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CITY OF HIGH POINT

AGENDA ITEM



TITLE: High Point Sidewalk Presentation	
FROM: Greg Venable, Transportation Director	MEETING DATE: November 7, 2024
PUBLIC HEARING: N/A	ADVERTISED DATE/BY: N/A
ATTACHMENTS: Sidewalk Presentation	

PURPOSE: Presentation on the sidewalk requirements, planning, and funding.

BACKGROUND: The City of High Point has a requirement in the Development Ordinance for the installation of sidewalk. The city also installs sidewalks at various locations throughout the city based on need, as part of High Point roadway projects, and participates in the funding of sidewalk included in NCDOT projects. There recently has been added attention on the planning and construction of sidewalks throughout the city. This presentation will give greater understanding of sidewalk installation in High Point.

RECOMMENDATION/ACTION REQUESTED: This is for information only at this time and no action is requested.

Sidewalks

- Prosperity Livability & Safety Committee
- November 7, 2024



Greg Venable, Transportation Director

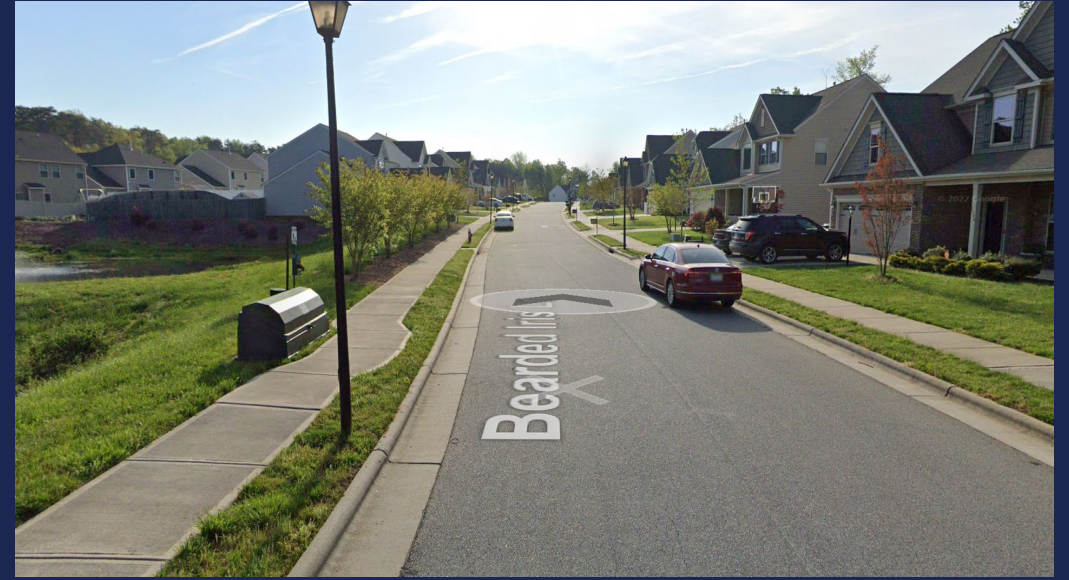
Sidewalk Ordinance History

- Adopted on June 19, 2003
- Effective September 19, 2003
- This has been the existing ordinance since adoption with a few minor changes made with full ordinance updates.



• Current Ordinance

- 5.9.1. - Purpose and Intent
 - The purpose of these standards is to ensure greater pedestrian safety and ease of access for pedestrians in the City



Current Ordinance

- More specifically the intent is to:
 - A. Establish Locations
 - B. Promote Walking
 - C. Meet Daily Needs
 - D. Allow Access
 - E. Clarify Timing
 - F. Fee In-Lieu Terms

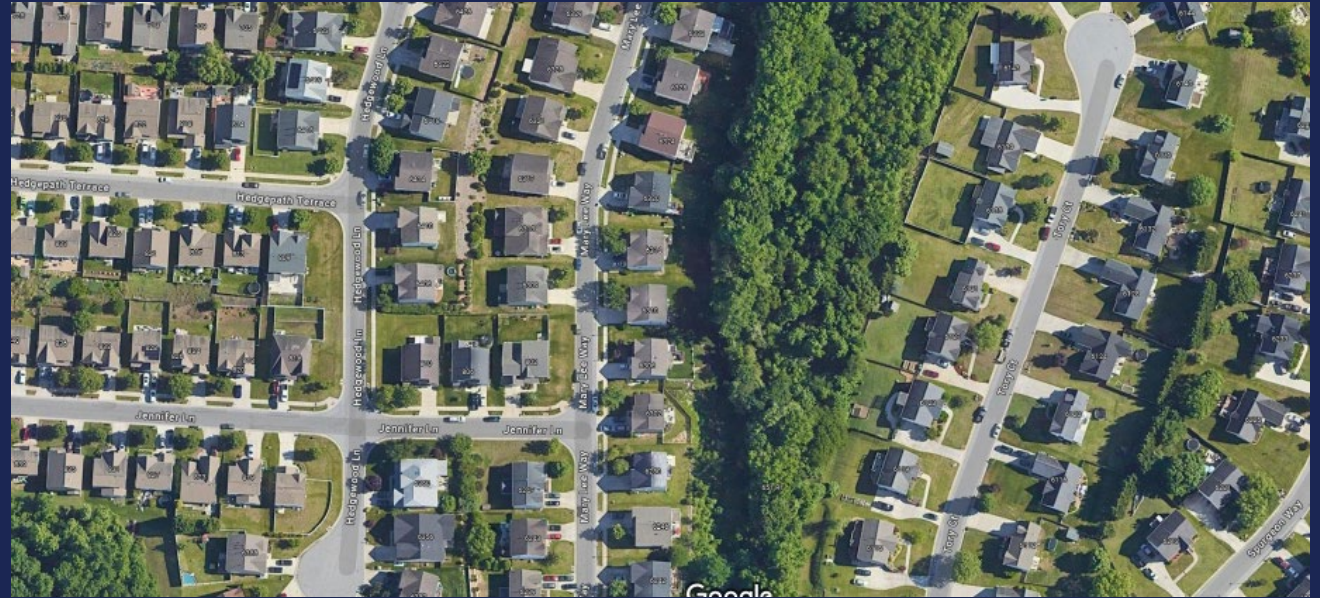


Current Ordinance

- 5.9.2. - Applicability

- The provisions apply to the following, unless exempted:

- A. Subdivisions
- B. New Buildings or Uses
- C. Expansions



Current Ordinance

- 5.9.3. - Exemptions

- Specific criteria for exemptions is included in the ordinance for the following areas

- A. Residential Areas
- B. Subdivisions and Group Developments
- C. Industrial Areas (Local and Collector Streets)



July 12, 2022

Mr. Greg Venable
Interim Transportation Director
City of High Point Transportation Dept.
211 S. Hamilton
2nd Floor, Suite 210
High Point, NC 27260

Re: Request for Sidewalk Requirement Exemption
Confidence Containers Parking Facility
2040 Brevard Rd., Highpoint, NC 27263

Mr. Venable:

We are hereby requesting on the behalf of the owner, Confident Containers an exemption from the sidewalk requirement per Chapter 5.9.3.C Exemptions:

"Industrial Areas As determined by the Transportation Director, sidewalks are not required along new and existing local and collector streets within industrial areas where all of the following conditions exist:

- 1. The proposed development is within an area consisting of industrial uses where the majority of developed parcels do not have sidewalks.*
- 2. The character, size, and density of the developments are such that pedestrian demand is expected to be limited.*
- 3. It is the understanding that transit service or no greenway route exists or is planned in that location.*

This property is located in the Industrial Zone and it is of the opinion that it meets all three of the above listed criteria and would therefore be exempt from the sidewalk requirement.

Please contact me with any questions.

Sincerely,
Crawford Design Company

A handwritten signature in blue ink that reads "Del Crawford".

Del Crawford, ASLA, LEED AP
President



• Current Ordinance

- 2.7. - Payment in-Lieu of Required Improvements
- 2.7.2.A – Transportation Improvements
 - The Transportation Director may approve payment in lieu of required transportation improvements, provided that installation of the improvements:
 1. Would conflict with a city, state, or federal roadway project or other utility project; or
 2. Is impractical due to topography, streams or other environmental limitations; or
 3. Apart from any immediate minor public benefit, the improvement would be warranted in the future.

Current Ordinance

Example

- Sidewalks were required in the development, but Fee-in-lieu was paid for sidewalk on Johnson Street.



• Sidewalk Planning

• Recent History

- Staff began compiling a sidewalk priority list in the late 90's
- 130 projects identified
- Developed ranking criteria
 - Pedestrian Generators
 - Worn Path
 - Constructability
 - Posted Speed Limit
 - Pedestrian Crash History



Fairfield Road

Sidewalk Planning

- Recent History
 - 2017 High Point's first Pedestrian Plan
 - New Criteria
 - Demand
 - Safety
 - Speed Limit
 - Equity
 - Micro gaps
 - Transit access
 - Updated Plan expected in 2026



Sidewalk Planning

- 2017 Pedestrian Plan
 - Priority List

Map ID	Roadway	From	To	Category	Miles	Partial Sidewalk	Ward	Composite Score
1	Main St	E High Av	Business Loop 85	Enhanced Corridor - Sidewalks Present	1.83		3	105
2	Triangle Lake Rd	189 feet south of MLK Jr Dr	332 feet west of Kroll Ln	New sidewalk	1.53		2	105
3	N Main St	Old Plank Rd	374 feet north of W Parris Av and N Main St	Enhanced Corridor - No Sidewalks Present	1.61	Y	4, 5	105
4	Main St	Business Loop 85	High Point city limit	Enhanced Corridor - No Sidewalks Present	1.51	Y	3	105
5	Main St	Idol St	E High Av	Enhanced Corridor - Sidewalks Present	1.76		2, 3	105
6	Chestnut Dr	Existing sidewalk on Chestnut Dr	Carr St	Micro gap	0.03		3	95
7	Leonard Ave	Meredith St	Brentwood St	New sidewalk	0.38		2	90
8	E Lexington Av	Fifth St	Montlieu Av	Enhanced Corridor - No Sidewalks Present	1.15	Y	1	90
9	University Parkway	Kearns Av	Green Dr	New sidewalk	0.68		2, 3	90
10	S University Parkway	S Downing St	E Green Dr	New sidewalk	0.54		2	90
11	Martin Luther King Jr Dr	Hickory Chapel Rd	Triangle Lake Rd	Enhanced Corridor - Sidewalks Present	0.92		2	90
12	Westchester Dr	W Lexington Av	N Main St	Enhanced Corridor - No Sidewalks Present	1.00	Y	4	90
13	Brentwood St	Business Loop 85	E Fairfield Rd	New sidewalk	1.13		3	14

Sidewalk Planning

- 2017 Pedestrian Plan

- Cost Estimates

- To construct all 141 projects on the current list will cost

- **\$25,227,840**

PLANNING LEVEL COST ESTIMATES

The planning level cost estimates are based on the average per-mile cost of built projects:

- | | |
|-------------------------------------|----------------|
| ▪ Multi-Use Path/Sidepaths (10-12') | \$600,000/mile |
| ▪ Sidewalk (5' minimum) | \$264,000/mile |

Per unit cost estimate for additional elements included in select priority projects and priority investments are as follows:

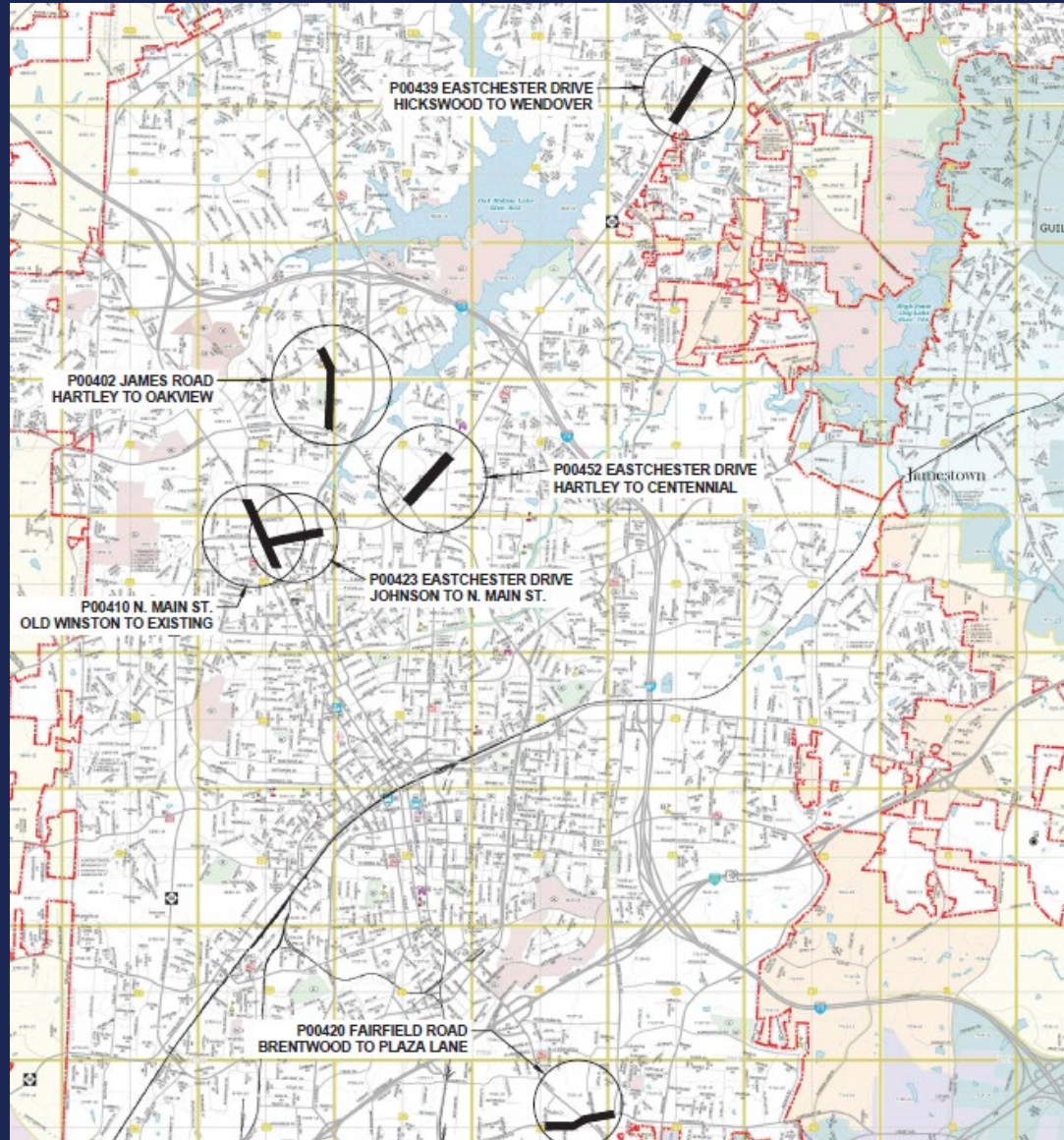
- | | |
|-------------------------------------|---------------|
| ▪ Rectangular Rapid Flashing Beacon | \$22,250/each |
| ▪ Median Refuge Island | \$13,520/each |
| ▪ High-visibility Crosswalk | \$2,540/each |
| ▪ Curb Extensions | \$13,000/each |
| ▪ Wayfinding Signage | \$250/each |

Sidewalk Funding

- Construction Funding
 - Private Development – Ordinance Requirement
 - Included in NCDOT projects
 - Present - NCDOT replaces and pays 100% of the cost
 - Not Present - High Point pays 50% of the cost
 - Locally Administered NCDOT sidewalk projects - Federal
 - 80/20 split
 - Congestion Mitigation Air Quality (CMAQ) or Carbon Reduction Program (CRP) Funds – Federal
 - 80/20 split
 - City Funded – Capital Projects – Bond Projects – Two-third Bonds

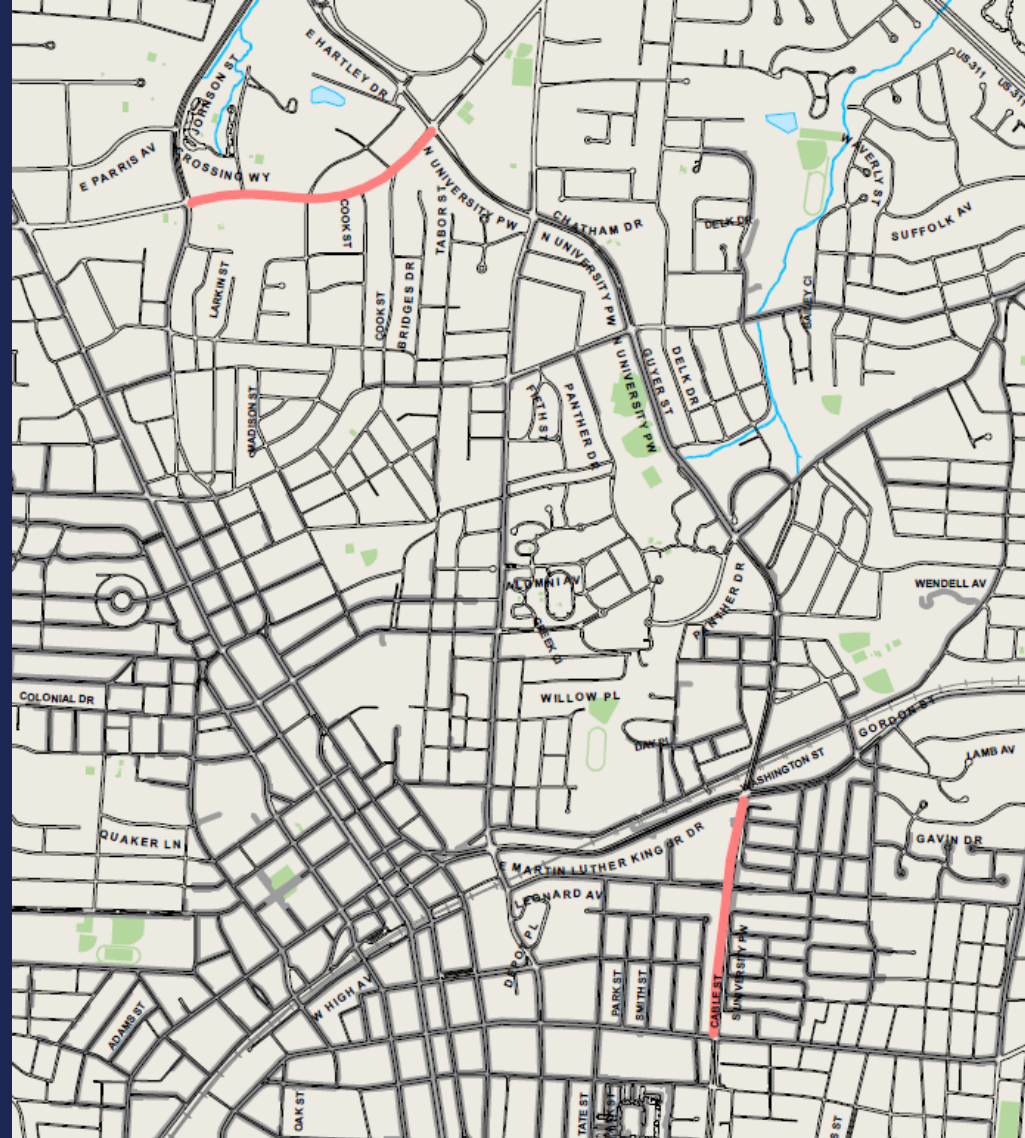
Current Sidewalk Projects

- C-5609L
 - N. Main Street
 - Eastchester Drive (3)
 - James Road
 - Fairfield Road



Current Sidewalk Projects

- EB-5873
 - S. University Parkway
- EB-5874
 - Eastchester Drive



Current Sidewalk Projects

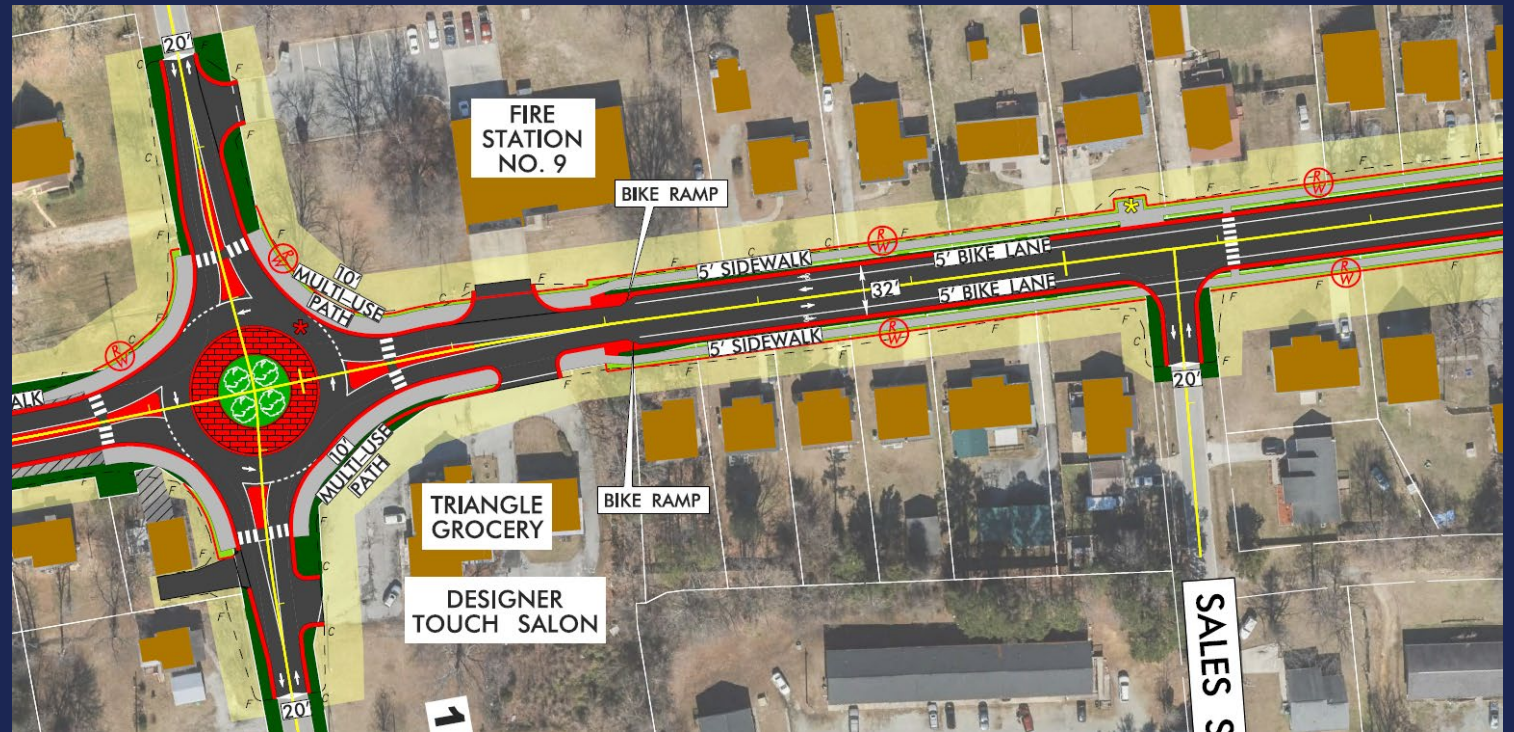
- NCDOT Roadway Projects that include sidewalks.
 - Johnson Street/Sandy Ridge Road Widening
 - Skeet Club Road
 - S. Main Street Interchange Project
 - I-74/NC 68 Interchange Project
 - Piedmont Parkway



Current Sidewalk Projects

- High Point Bond Projects that include sidewalks.

- Washington Street
- Burton Avenue
- Triangle Lake Road



Sidewalk Spending

- How much?

- NCDOT Projects (STIP and CMAQ Funded)

Cost to NCDOT - \$6,100,000

Cost to High Point - \$2,600,000

- High Point Projects (Roadway Bonds and 2/3 Bonds)

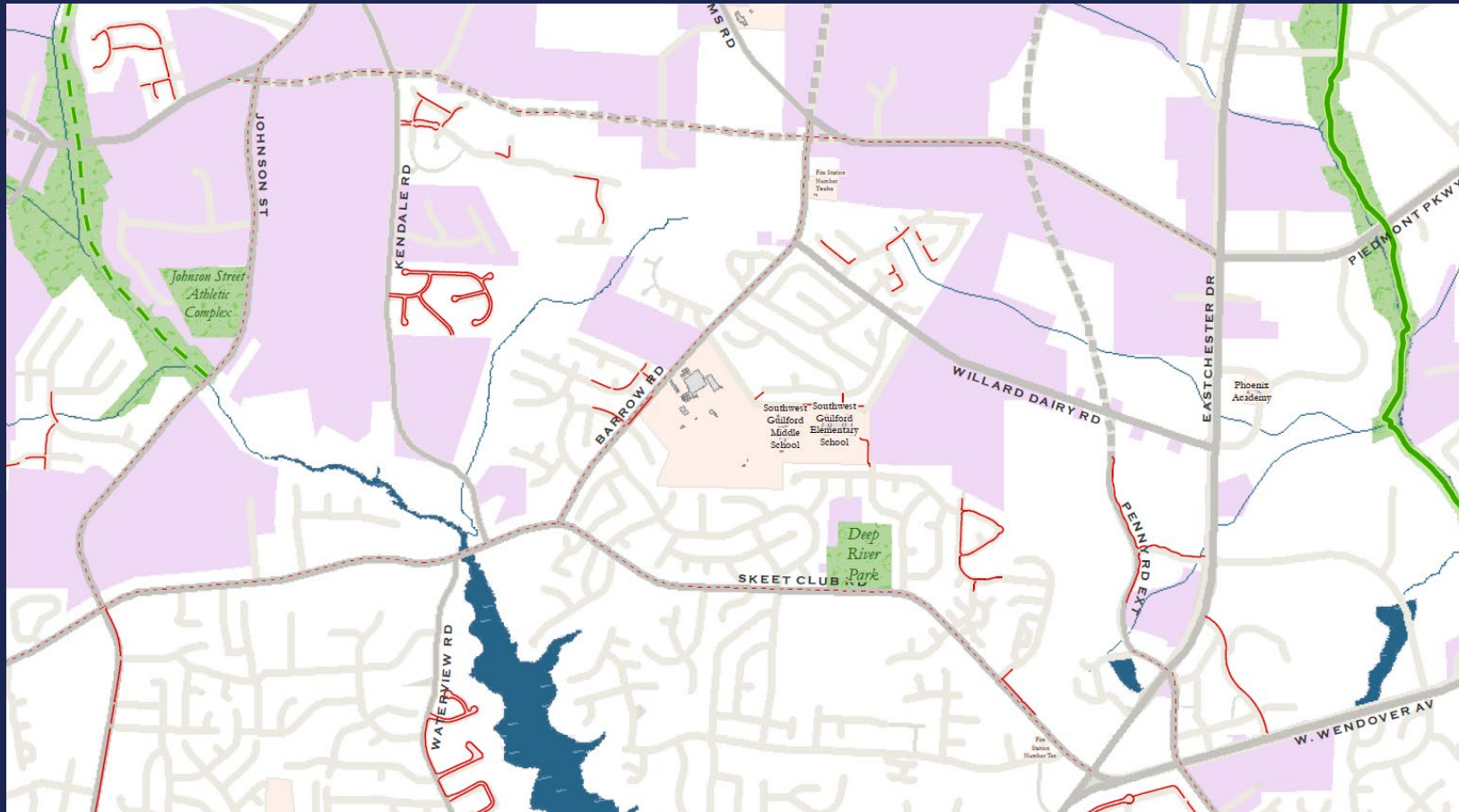
Cost to High Point - \$3,330,000

- Approximate amount spent on sidewalk projects by the city over the last 20 years+
\$5,930,000

Sidewalk Spending

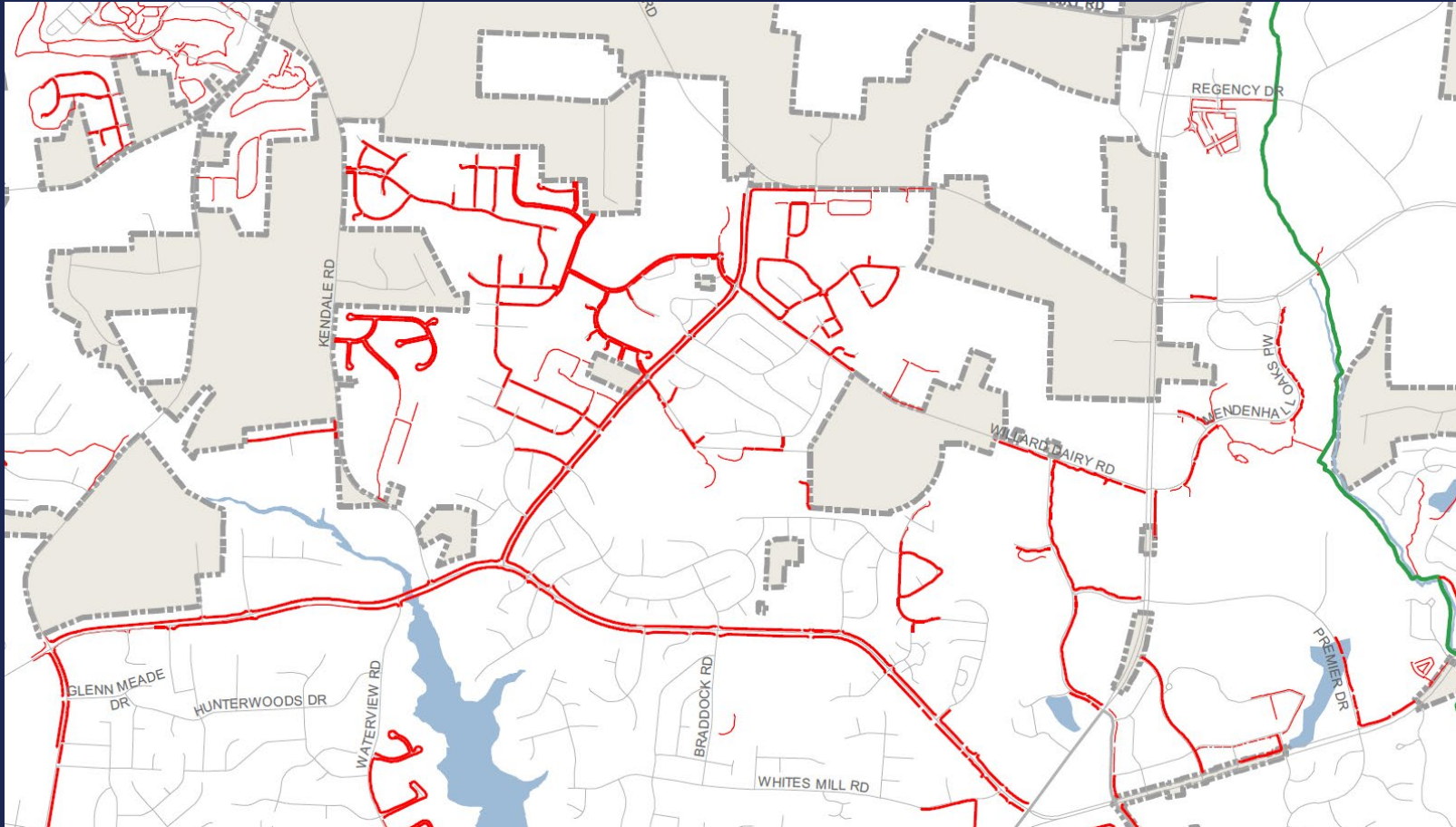
- How much?
 - High Point Projects
 - As part of Roadway Bond Projects Bond Projects
 - 2004 Bond Projects - approximately \$1,500,000 in sidewalk cost
 - 2019 Bond Projects - approximately \$850,000 in sidewalk cost
 - 2/3 Bonds
 - Council approved \$984,356 in 2014 for sidewalk construction
 - Approximate amount spent on sidewalk projects by the city over the last 20 years+ **\$5,918,356**

Sidewalk Map 2008



Approximately 200 miles of sidewalks

Sidewalk Map 2024



Approximately 250 miles of sidewalks



THANK YOU!

Questions

Current Ordinance

- 5.9.3. - Exemptions

- Sidewalks shall not be required in the following instances:

- A. Residential Areas

1. The proposed development is within an area consisting predominately of single-family detached residential development, where no sidewalks are present and have not been otherwise required; and
2. The character and size of the proposed development will not result in substantial additional pedestrian facility needs; and
3. There are no new pedestrian facilities planned that would provide a pedestrian connection to the proposed development.

Current Ordinance

- 5.9.3. – Exemptions (Local Streets Only)

- Sidewalks shall not be required in the following instances:

- B. Subdivisions and Group Developments

1. No new pedestrian facilities are planned along the existing street; and
2. The abutting street does not have a sidewalk and has minimal potential for development along it such that the need for pedestrian facilities is greatly reduced; or
3. Sidewalk construction is deemed substantially challenged or unreasonable due to existing topography or other physical constraints.

Current Ordinance

- 5.9.3. - Exemptions

- Sidewalks shall not be required in the following instances:

- C. Industrial Areas (Local and Collector Streets)

1. Development is within an area consisting mostly of industrial uses where majority of developed parcels do not have sidewalks;
2. The character, size, and density of the developments are that pedestrian demand is expected to be limited; and
3. No transit service or greenway route exists or is planned in that location.



July 12, 2022

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2. *The character, size, and density of the developments are such that pedestrian demand is expected to be limited.*
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Crawford Design Company

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Del Crawford, ASLA, LEED AP
President



Current Ordinance

• 5.9.3. - Exemptions

- Sidewalks shall not be required in the following instances:
 - **D. Cul-De-Sac and Dead-End Streets** Along cul-de-sac streets and permanent dead-end streets of 800 feet or less, except when they contain cluster mailbox units.
 - **E. Controlled Access Roads** Along streets that are designated North Carolina Department of Transportation controlled access facilities.



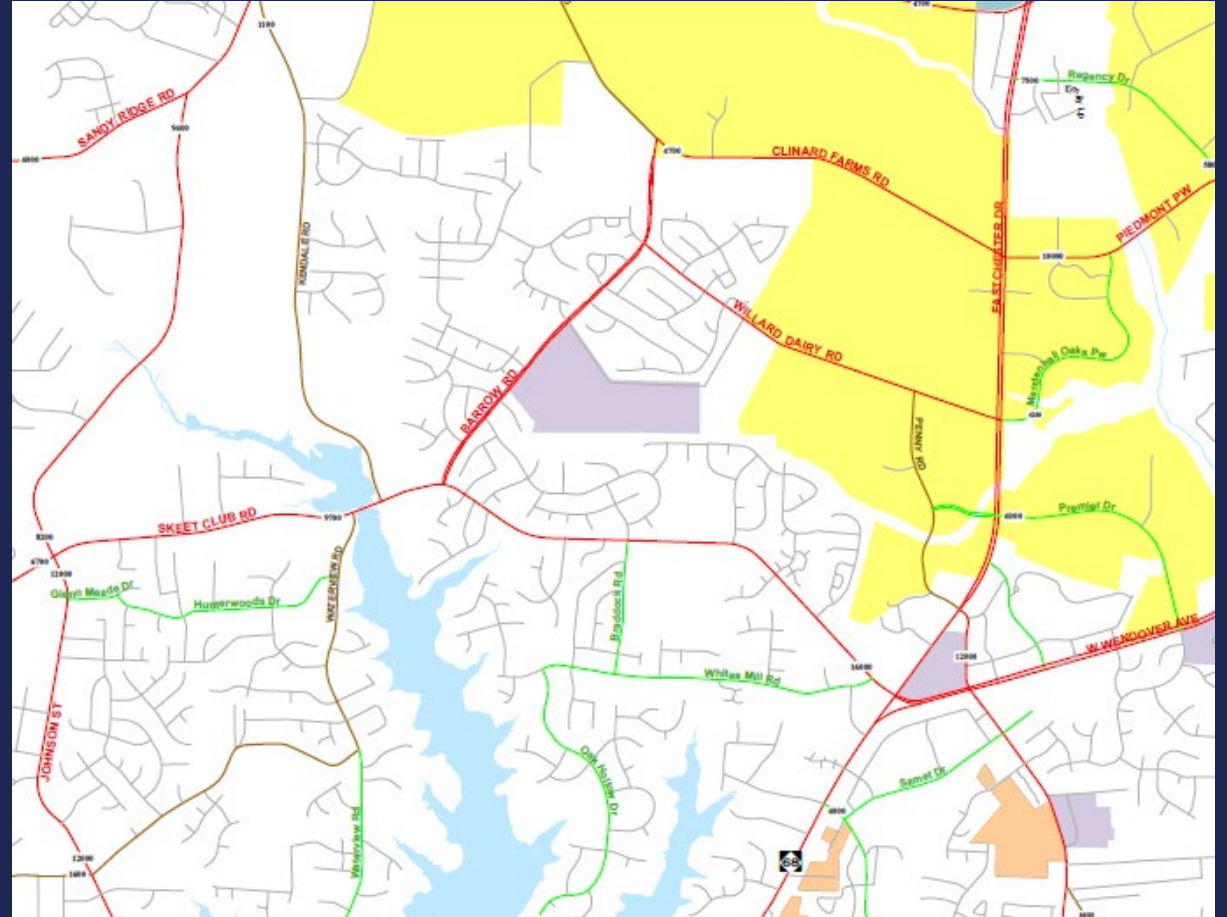
Current Ordinance

- 5.9.4. - Standards

- **A. General** Sidewalks required by this Ordinance shall be constructed along the full length of street(s) that have frontage within or that abut the development.
- **B. Thoroughfare Streets** Sidewalks shall be installed along both sides of thoroughfare streets.
- **C. Collector Streets** Sidewalks shall be installed on 1 side of collector streets. The TRC may determine, during review of a development application, that a collector street requires sidewalks along both sides of the street if one or more of the following conditions exists:

Current Ordinance

- 5.9.4. - Standards
 - D. Local Streets Sidewalks shall be installed along 1 side of local streets, unless other pedestrian safety, access, or circulation needs are identified.
 - E. Side Determination
 - F. Cluster Mailbox Units
 - G. Configuration





City of High Point

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File Number: 2024-430

File ID: 2024-430

Type: Miscellaneous Item

Status: To Be Introduced

Version: 1

Reference:

In Control: Prosperity,
Livability & Safety
Committee

File Created: 11/05/2024

File Name:

Final Action:

Title: High Point Police Department Alternative Response Model and Civilian Traffic Investigators Update
Staff will provide an update on the implementation plan for the Alternative Response Model and Civilian Traffic Investigators.

Notes:

Sponsors:

Enactment Date:

Attachments: HPPD Alt Response Model

Enactment Number:

Contact Name:

Hearing Date:

Drafter Name:

Effective Date:

History of Legislative File

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
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CITY OF HIGH POINT

AGENDA ITEM



TITLE: High Point PD Mental Health Response & Civilian Traffic Investigators	
FROM: C. H. Cheeks, III, Chief of Police	MEETING DATE: November 7, 2024
PUBLIC HEARING: N/A	ADVERTISED DATE/BY: N/A
ATTACHMENTS: Power Point Presentation	

PURPOSE: To provide the committee with an update on the development of an Alternative Response Model for HPPD as well as the implementation plan and projected timeline. HPPD will also provide an implementation plan for Civilian Traffic Investigators.

BACKGROUND: The High Point Police Department, with deliberation and thoughtful assessment, is ready to move forward with the implementation of an Alternative Response Model to address mental health calls for service. The PD has also evaluated the addition of Civilian Traffic Investigators for low-level accidents and traffic complaints. Existing sworn positions will be converted to assume these dedicated responsibilities and this resource will lessen the burden on our sworn staff and remove officers from calls where their presence may not be necessary.

BUDGET IMPACT: Funds are available in the FY 2024-25 budget.

RECOMMENDATION/ACTION REQUESTED: The Police Department will seek to address any questions or concerns from the committee related to these functions.

HIGH POINT PD

MENTAL HEALTH RESPONSE & CIVILIAN TRAFFIC INVESTIGATORS



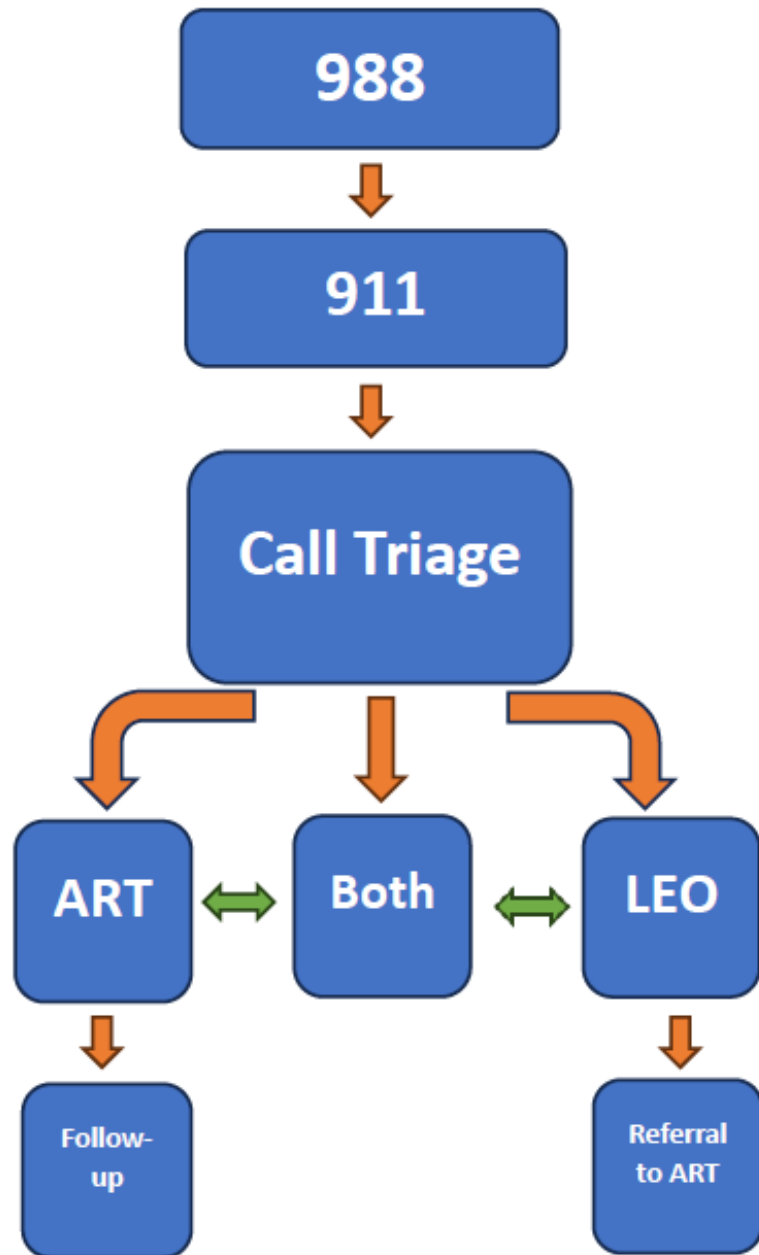
HIGH POINT STATISTICS

- **2023 Mental Health Calls for Service**
 - Since January 940
 - monthly average of approx. 150
- **HPPD began exploring options in 2021**
- **Models evaluated:**
 - Co-responder Model - A police officer and a mental health professional work together to respond to calls that may involve a mental health crisis.
 - Alternate Response Model - A strategy that uses behavioral health specialists or social workers instead of police officers to respond to certain calls. This model is designed to address mental health and substance use issues, and can also help connect people with services outside of a crisis.



ADVANTAGES TO AN ALT-RESPONSE MODEL

Improve	Improve outcomes
Build	Build trust
Free up	Free up sworn police officers
Connect	Connect people to services
Address	Address needs that police aren't trained for



THE POWER OF COMMUNICATION



ALT-RESPONSE LOGIC MODEL

Resources/ Inputs	Activities	Outputs	Short-Term Outcomes	Medium-Term Outcomes	Long-Term Impact
<i>What we need...</i> • community awareness of program and 988 • eligible calls to dispatch center for triage • Relationship with behavioral health, crisis stabilization, and human services resources • Funding to meet basic needs • Clinicians to provide community-based response	<i>What we do...</i> • Clinician-based crisis response team deployed to non-crime calls • Referrals to community-based services • Transportation to service providers • Assistance with immediate basic needs • Follow-up with case management when needed	<i>What we deliver...</i> • Calls resulting in connection to community-based services • Resolution of community problems • Reduced utilization of law enforcement for non-crime calls	<i>What happens in the short-term...</i> • People in crisis diverted from arrest • Less uses of force by LEO • Resident's concerns addressed • Reduced call volume for LEO so they can focus on crime-based calls • Reduced LEO time spent on non-violent calls for service involving mental health	<i>How the actions change...</i> • Reduction in jail population • MH clients referred to community-based services • Less recidivism after appropriate services rendered • Increased satisfaction from community and clients • Stronger stakeholder relationships	<i>How systems change...</i> • Improved equity in Criminal Justice system • Re-investment of funds into crisis prevention and response • Better outcomes for citizens, MH clients, and LEO • Reduction in high utilizers of emergency response systems

MAXIMIZING OUR EFFORTS FOR STAFFING

- **RTCC Analyst** = Filled
- **Community Outreach Coordinator** = Filled
- **Special Projects Coordinator** = November 2024
- **Digital Forensics Examiner** = November 2024
- **Lead Clinician** = 2024 - Alternative Response Model
 - **(2) Crisis Counselor** = 2024 -Alternative Response Model
 - **Wellness Position** = To handle internal wellness programs related to the physical and mental health of police employees
- **(3) Civilian Traffic Investigator** = 2025 - Will handle non-priority traffic crashes and minor traffic complaints.



CIVILIAN TRAFFIC INVESTIGATORS

§ 160A-499.6. Civilian Traffic Investigators.

(a) A city may employ and allow civilian personnel to investigate traffic crashes. The civilian personnel shall be known as "Civilian Traffic Investigators"

Currently in use by:

- Greensboro
- Gastonia
- Durham
- Burlington
- Wilmington
- Raleigh

Implementation:

- 3 investigators
- Will work with our Traffic Unit
- Hoping to have positions posted by January/February

