



City of High Point

Meeting Agenda

Prosperity, Livability, & Safety Committee

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

Mayor Pro Tempore Monica Peters, Chair

Committee Members:

Council Member Dr. Patrick Harman

Council Member Tyrone Johnson

Council Member Vickie M. McKiver

Cyril Jefferson, Mayor (Alternate)

Thursday, March 5, 2026

9:00 AM

Council Chambers

CALL TO ORDER

Prosperity and Livability Committee - Mayor Pro Tempore Monica Peters, Chair

PRESENTATION OF ITEMS

2026-59

South Main Street Improvements Presentation

Dover, Kohl & Partners will provide a presentation on South Main Street improvements.

ADJOURNMENT

CITY OF HIGH POINT

AGENDA ITEM



TITLE: South Main Street Improvements Presentation

FROM:
Greg Venable
Transportation Director

MEETING DATE:
March 5, 2026

PUBLIC HEARING:
No

ADVERTISED DATE/BY:
N/A

ATTACHMENTS:
1. Presentation

PURPOSE: Presentation on a vision for South Main Street Improvements.

BACKGROUND: With funding assistance provided by the city, Southwest Renewal Foundation hired Dover, Kohl & Partners to develop a concept plan for the South Main Street area between Grimes Avenue on the north end to the US 29 interchange on the south end. This presentation, to be given by Margaret Flippen of Dover, Kohl & Partners, provides a vision for the S. Main Street corridor with ideas for short-term improvements (2 to 10 years) as well as long-term improvements (25 to 100 years). Additional detailed traffic engineering studies will need to be completed prior to implementation of any recommendations.

BUDGET IMPACT: N/A

RECOMMENDED ACTION REQUESTED: For Information Only.

PROSPERITY, LIVABILITY, & SAFETY

COMMITTEE

MARCH 5, 2026



GATEWAY TO
SOUTH HIGH POINT
WHERE THE FUTURE BEGINS



celebrate S. Main Street as a **gateway**

make the street **safer** for all modes of travel and increase resident access to jobs, education and local businesses




balance land use and transportation choices to improve community health, economic prosperity, and quality of life

reconnect the Southwest and Southeast neighborhoods to each other and downtown






SIDEWALKS & CROSSWALKS



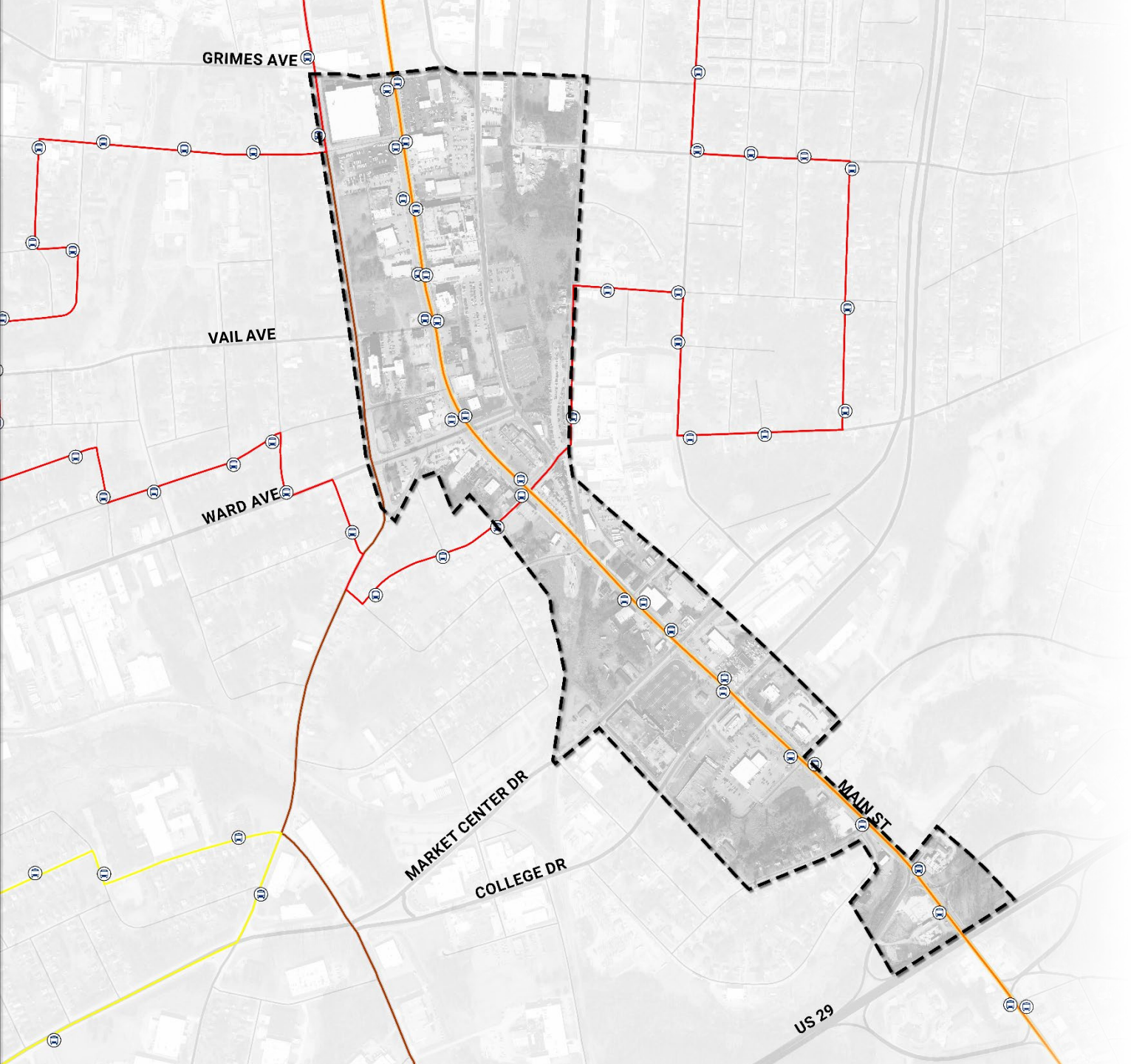
-  study area
-  crosswalk
-  sidewalk

FAIRVIEW ELEMENTARY ATTENDANCE ZONE



-  study area
-  fairview elementary school
-  fairview elementary attendance zone

TRANSIT STOPS & ROUTES



Route 11, S. Main Street

Service every 30 min (M-F) starting at 5:45am (first stop) until 6:30pm (last stop)

Saturdays 8:45am-5:15pm

No service on Sundays



DESIGN WORKSHOP



VISION FOR SOUTH MAIN STREET

- make it **SAFE** for everyone
- make it **ACCESSIBLE** for all travelers
- make it **VIABLE** for reinvestment
- make it **ATTRACTIVE** and worthy of the name “Main Street”





RECLAIMING S. MAIN STREET



Grimes to Taylor



Taylor to Willis



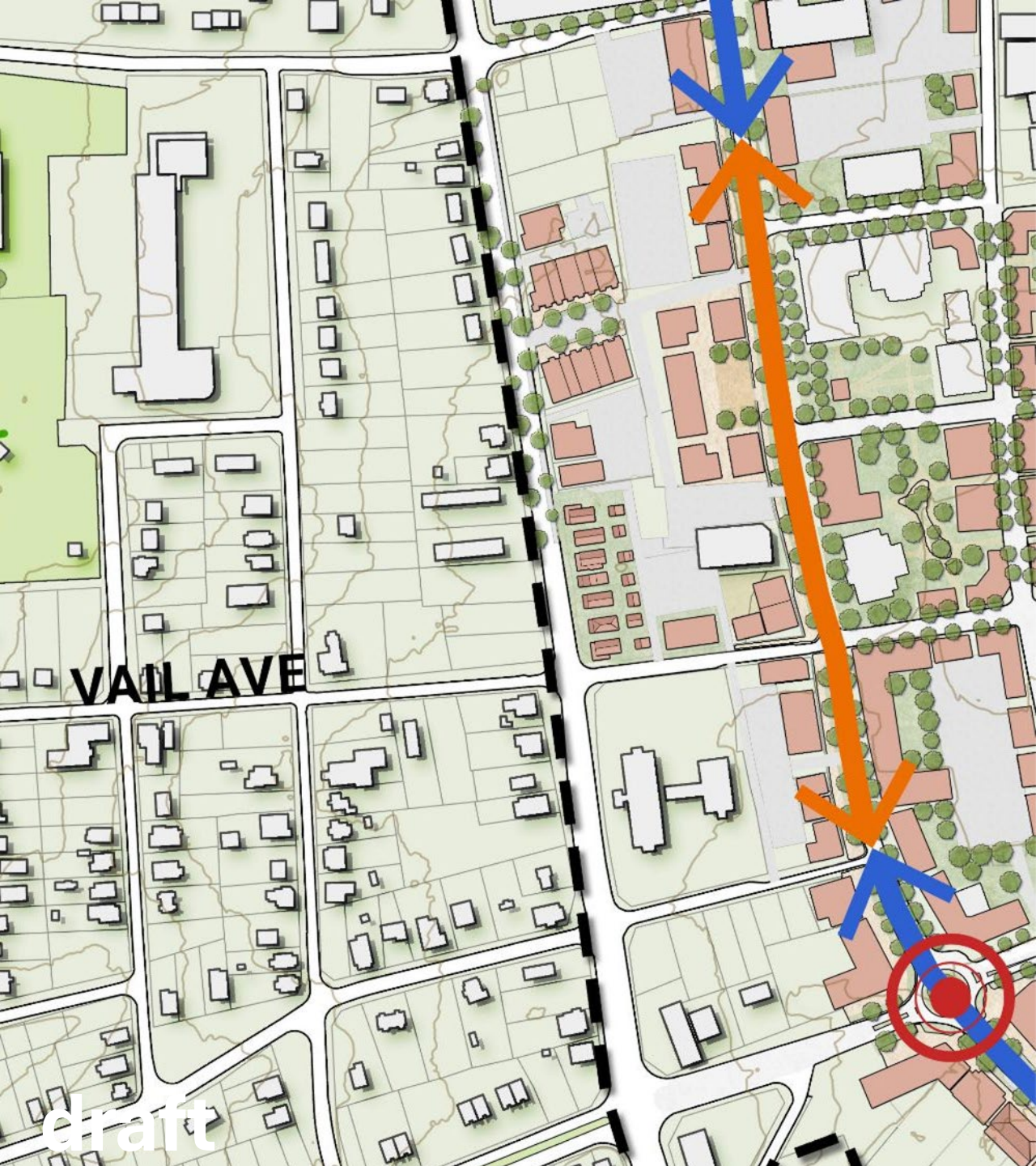
Willis to College



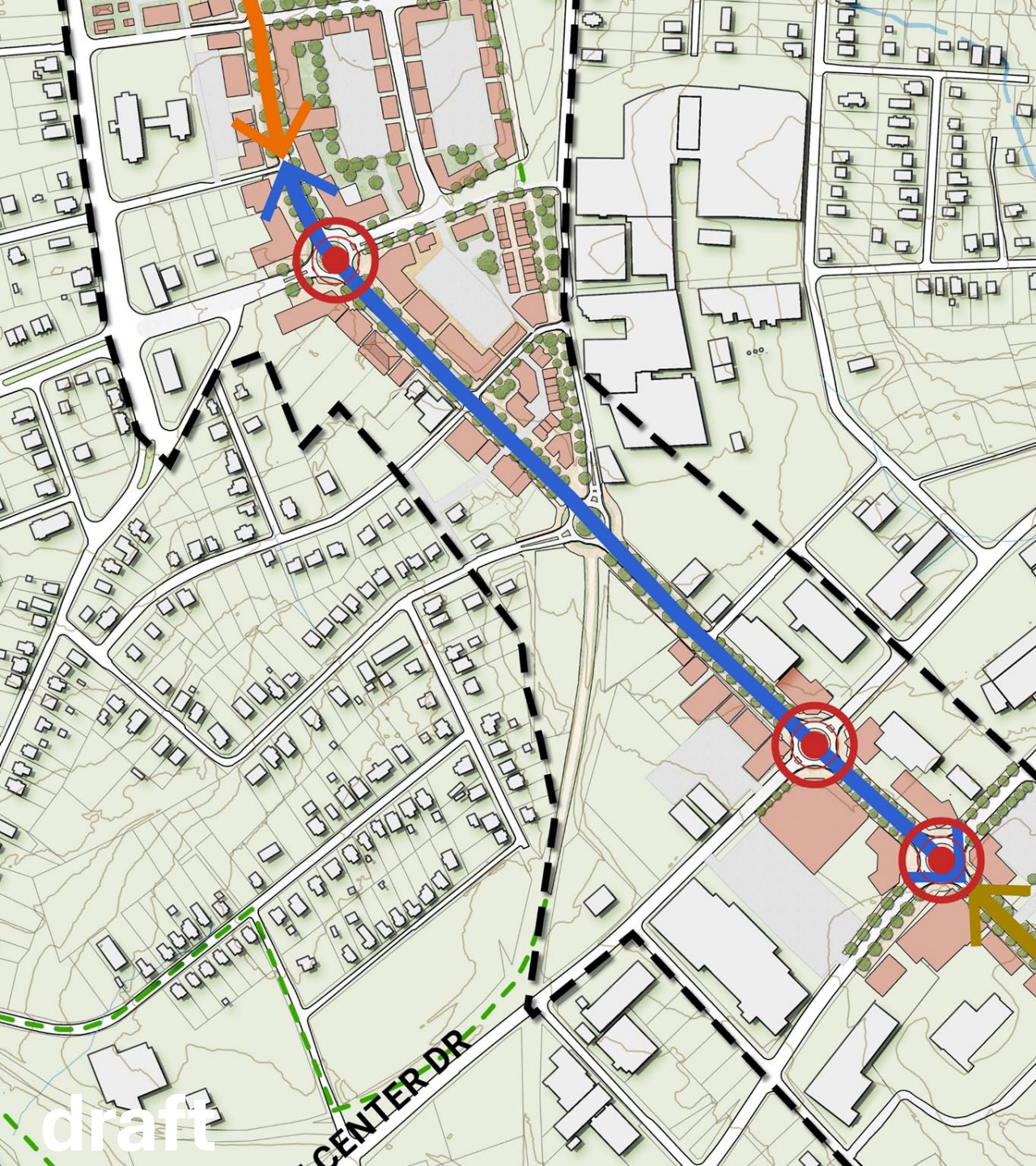
College to I-85 Business



- reduced lanes and lane widths
- reduced width of center turn lane
- improved crossings and pedestrian refuge
- on-street parking
- street trees
- separated bike lanes
- sidewalk
- bus stop accommodations

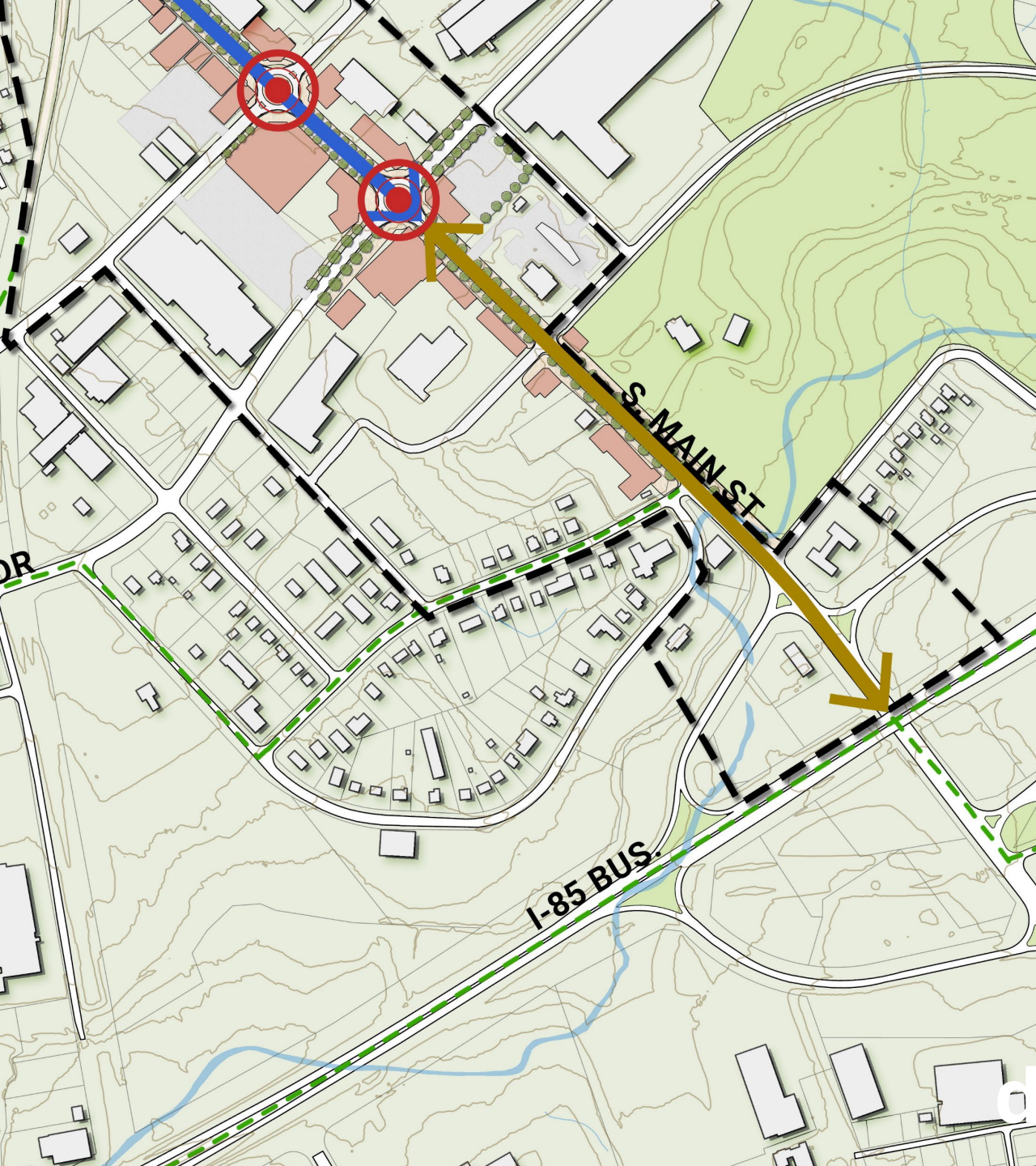


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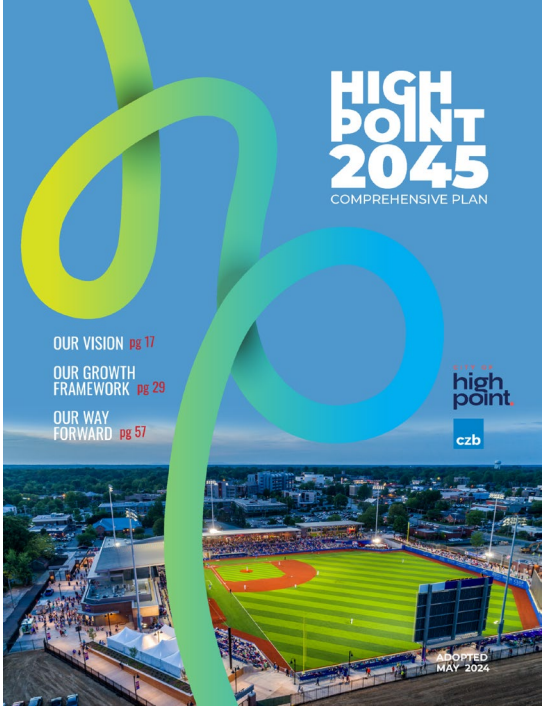
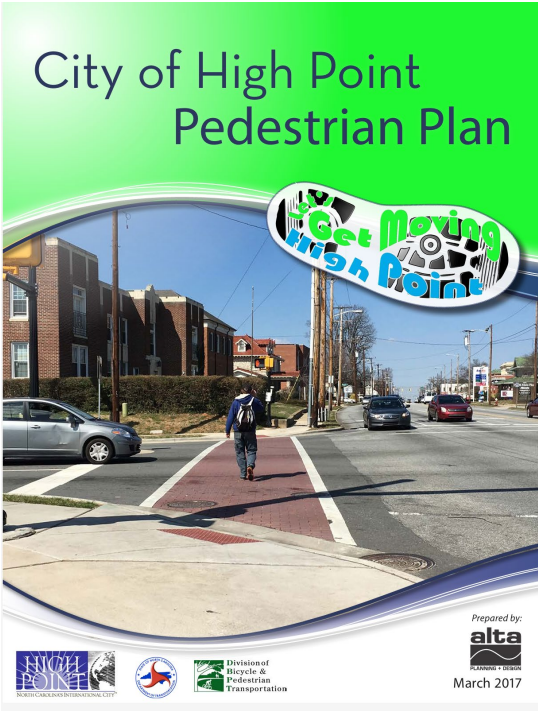
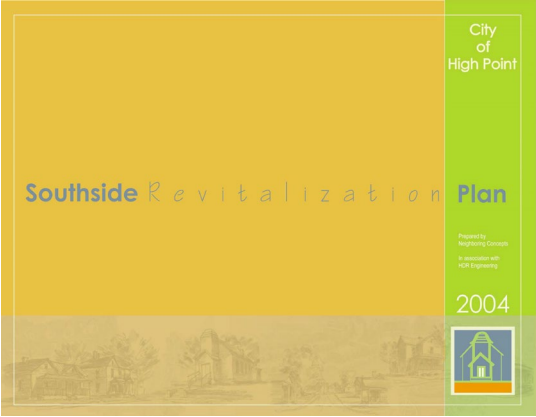
- reduced lanes and lane widths
- reduced width of center turn lane
- improved crossings and pedestrian refuge
- on-street parking
- street trees
- separated bike lanes
- sidewalk
- bus stop accommodations

COLLEGE TO I-85 BUSINESS



- maintain lanes but reduce widths
- reduced width of center turn lane
- improved crossings and pedestrian refuge
- street trees
- shared use path
- bus stop accommodations


WHERE TO START?



STREET TYPES

There are two street types that are important transportation routes through the city that often connect activity centers. When possible, these corridors will accommodate all modes of travel – driving, walking, biking and transit use. Additional development density could also be included along key corridors, specifically portions of Eastchester Drive, Main Street, English Road, and MLK Jr. Drive.

Two street types have been identified that connect activity centers - **Urban Streets** and **Boulevards**.

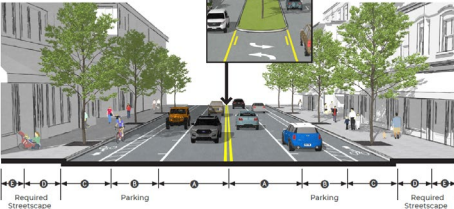
 See Activity Centers map on page 34 for locations.

Urban Street

with or without adjacent mixed-use development

In some locations, the urban street might include a two-way-left-turn-lane with a planted median.

This two-lane street is most appropriate in downtown and the core area where active frontages are prevalent. Depending on need and available right-of-way, parallel or angled on-street parking should be included. Due to high anticipated pedestrian activity, design speeds are kept low. Bicycle space should be provided via buffered bike lanes.



COMPONENT	NOTES
A Travel lane	2 travel lanes that are 10 feet wide.
B On-street parking	Parallel or diagonal, where appropriate.
C Bike space	Buffered bike lanes, where appropriate.
Required Streetscape	
D Planting zone	In some cases required streetscape will be accommodated outside of the public right-of-way. Tree pits or tree lawn with a minimum width of 6 ft and street trees 40 ft on-center.
E Pedestrian zone	Pedestrians will be accommodated on an accessible sidewalk [5 ft min.] on both sides of the street.

The cross-sections above are typical and can vary based on context.

IMMEDIATE OPPORTUNITY



NORTH CAROLINA
Department of Transportation

High Point Pedestrian Safety Corridor Review - Main Street

Delivery of Recommendations

December 9, 2024

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina



New Crossing
Locations



Access, Medians, and
Ped Refuges



Speed Management



LPI / Ped Signals



RRFBs / PHBs



Lighting

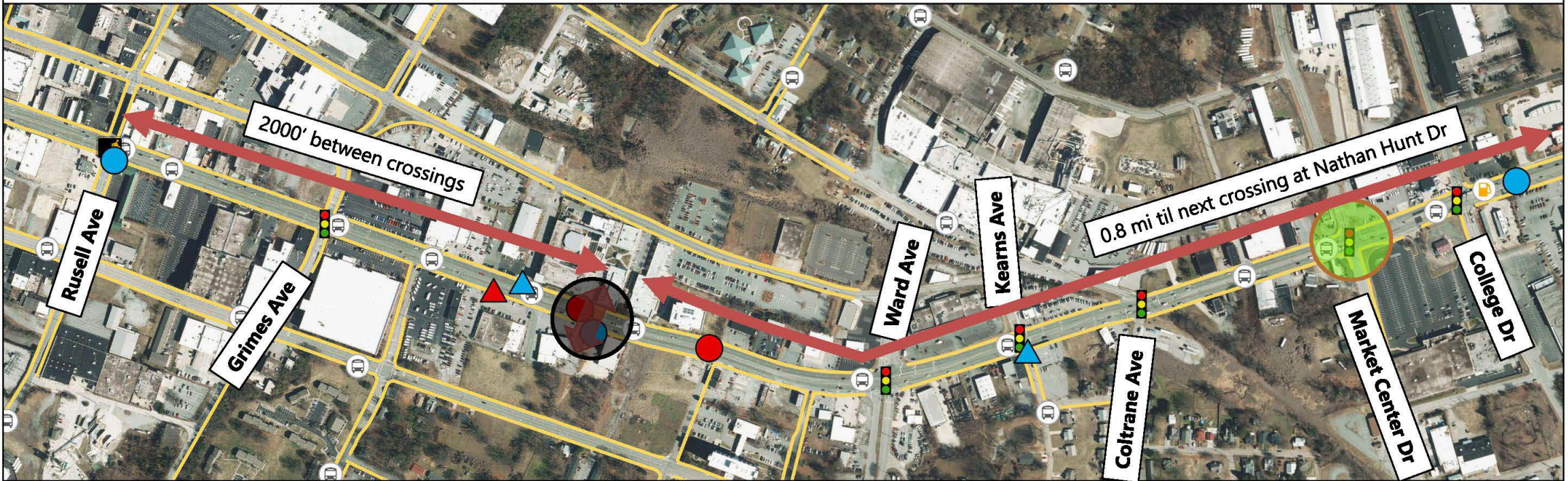


Aligning Transit and
Crossings

RETHINKING MAIN STREET

Segment 4 – Grimes Ave to Nathan Hunt Dr

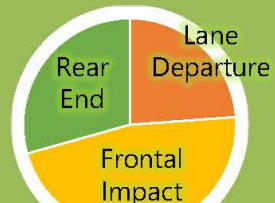
Five-lane undivided; 35 mph; 12,500-23,000 AADT



Bike/Ped Crashes

- 4 overall Ped crash
- 2 K and SI Ped crashes
- ▲ 3 overall Bike crashes
- ▲ 1 K and SI Bike crashes

Vehicle Crashes



Pedestrian Safety

- ↕ Unsignalized marked crossings
- High crash intersection
- Noted ped activity

Transit

- 1 Route (#11)
- 30 min Headways



0 200 400 600 Feet

High Point Pedestrian Safety Corridor Review

Main Street

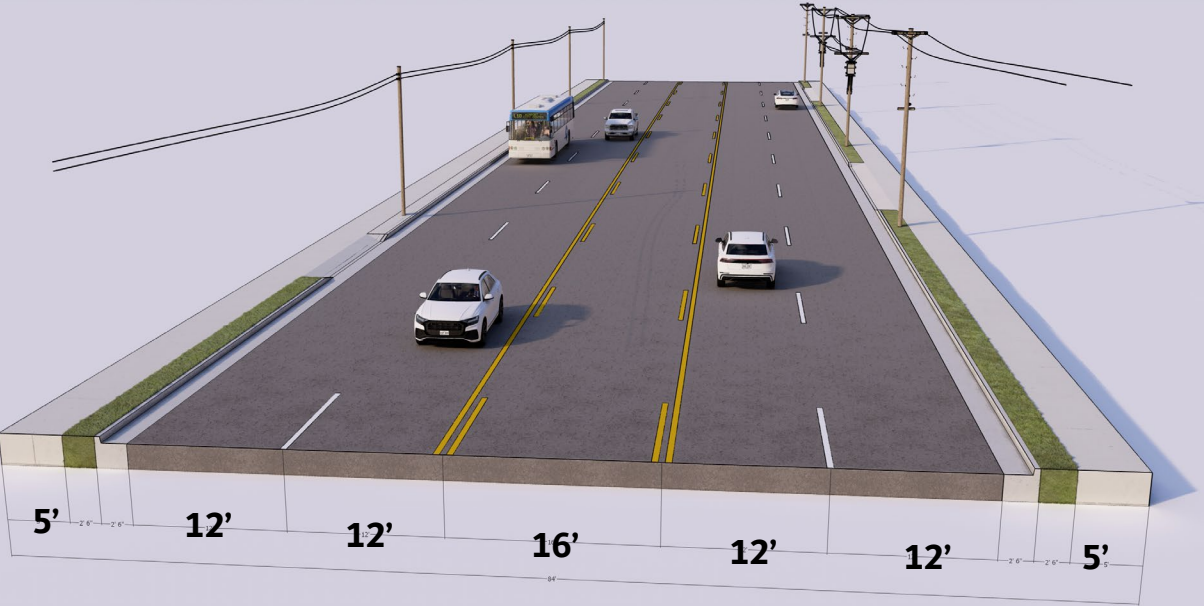
File 07-25-008



- study area
- crosswalk
- sidewalk
- improved crossings

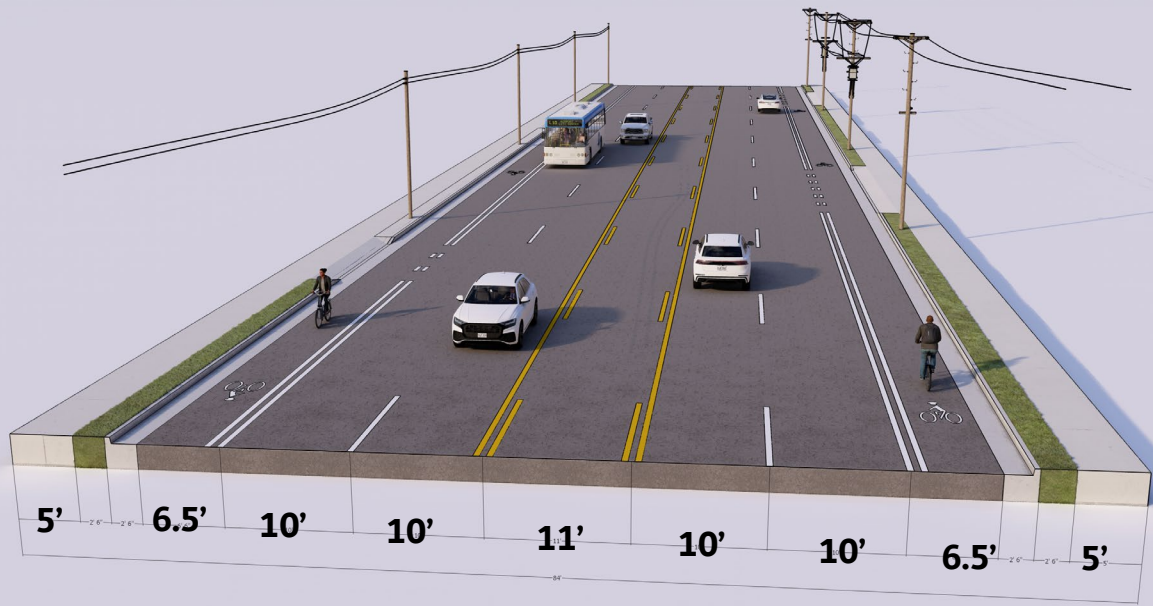
Location	Recommendations
State Avenue	Replace existing Crosswalks with Hi-Vis
Rockspring Road	New Hi-Vis Crosswalk
Kelly Place	New Hi-Vis Crosswalk
Hillcrest Place	New Hi-Vis Crosswalk
Guilford Avenue	New Hi-Vis Crosswalk
Farriss Avenue	Replace existing Crosswalks with Hi-Vis
Louise Avenue	New Hi-Vis Crosswalk
Design Place	New Hi-Vis Crosswalk
Gatewood Avenue	New Hi-Vis Crosswalk
Richardson Avenue	Replace existing Crosswalks with Hi-Vis
Church Avenue	Replace existing Crosswalks with Hi-Vis
Fred Alexander Place	Replace existing Crosswalks with Hi-Vis
English Road	Replace existing Crosswalks with Hi-Vis
Grimes Avenue	<ul style="list-style-type: none"> • Replace existing Crosswalks with Hi-Vis • WCR installation • New Hi-Vis Crosswalks • Ped Head installation
Ward Avenue	<ul style="list-style-type: none"> • WCR installation • New Hi-Vis Crosswalks • Ped Head installation
Kearns Avenue	<ul style="list-style-type: none"> • WCR installation • New Hi-Vis Crosswalks • Ped Head installation
Centennial Avenue	<ul style="list-style-type: none"> • WCR installation • New Hi-Vis Crosswalks • Ped Head installation
Market Center Drive	<ul style="list-style-type: none"> • WCR installation • New Hi-Vis Crosswalks • Ped Head installation
University Parkway	<ul style="list-style-type: none"> • WCR installation • New Hi-Vis Crosswalks • Ped Head installation

S. MAIN STREET EXISTING CONDITIONS

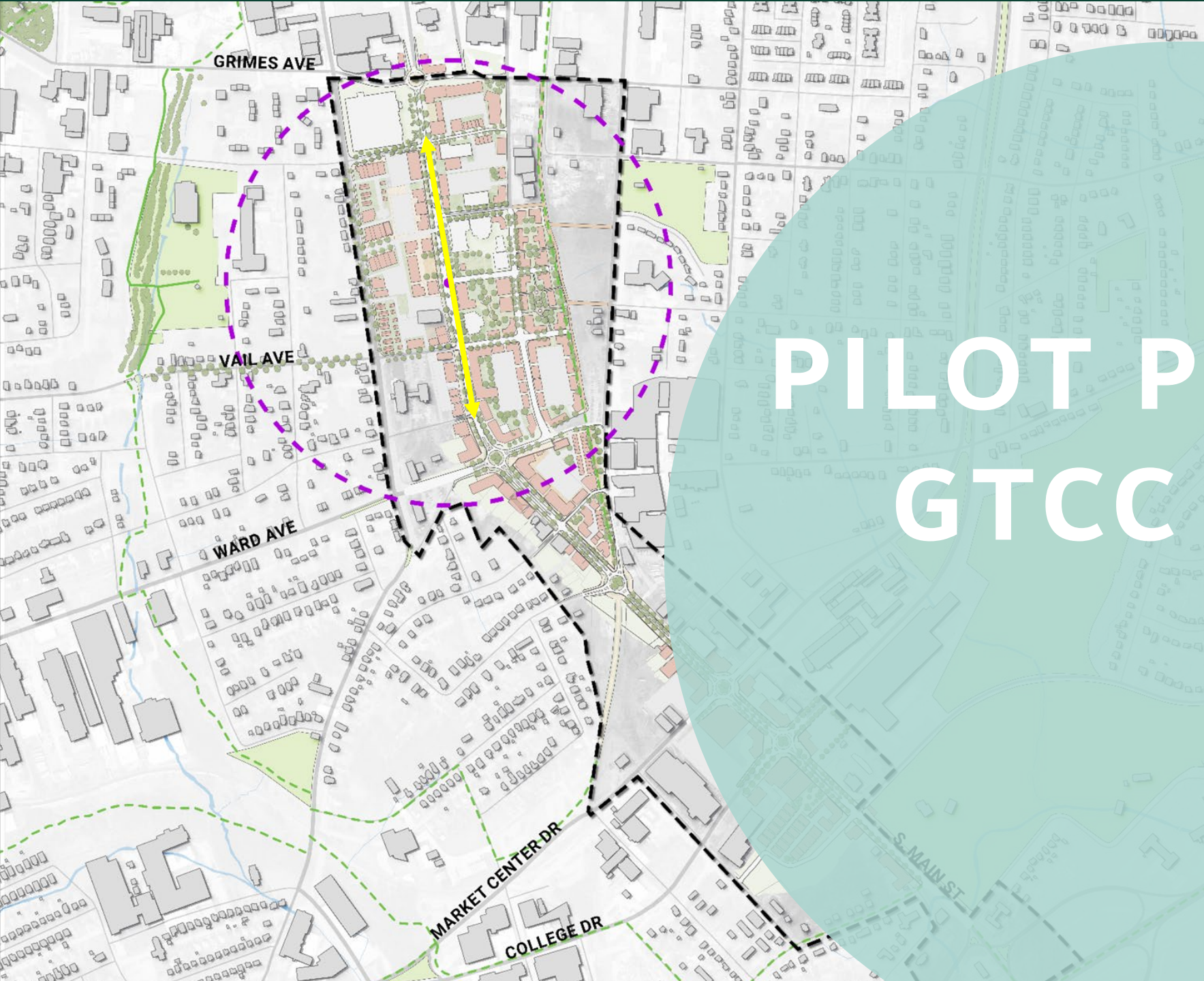


84' RIGHT-OF-WAY

S. MAIN STREET RESTRIPING



84' RIGHT-OF-WAY



PILOT PROJECT: GTCC BLOCKS



What If?



draft

Existing Conditions



What if? Street Improvements



Ilderton Dodge

GTCC Place

Hamilton Street

GTCC

Market Plaza

Mexico Supermercado

Southside FoodMart

Dollar General

Taylor Avenue

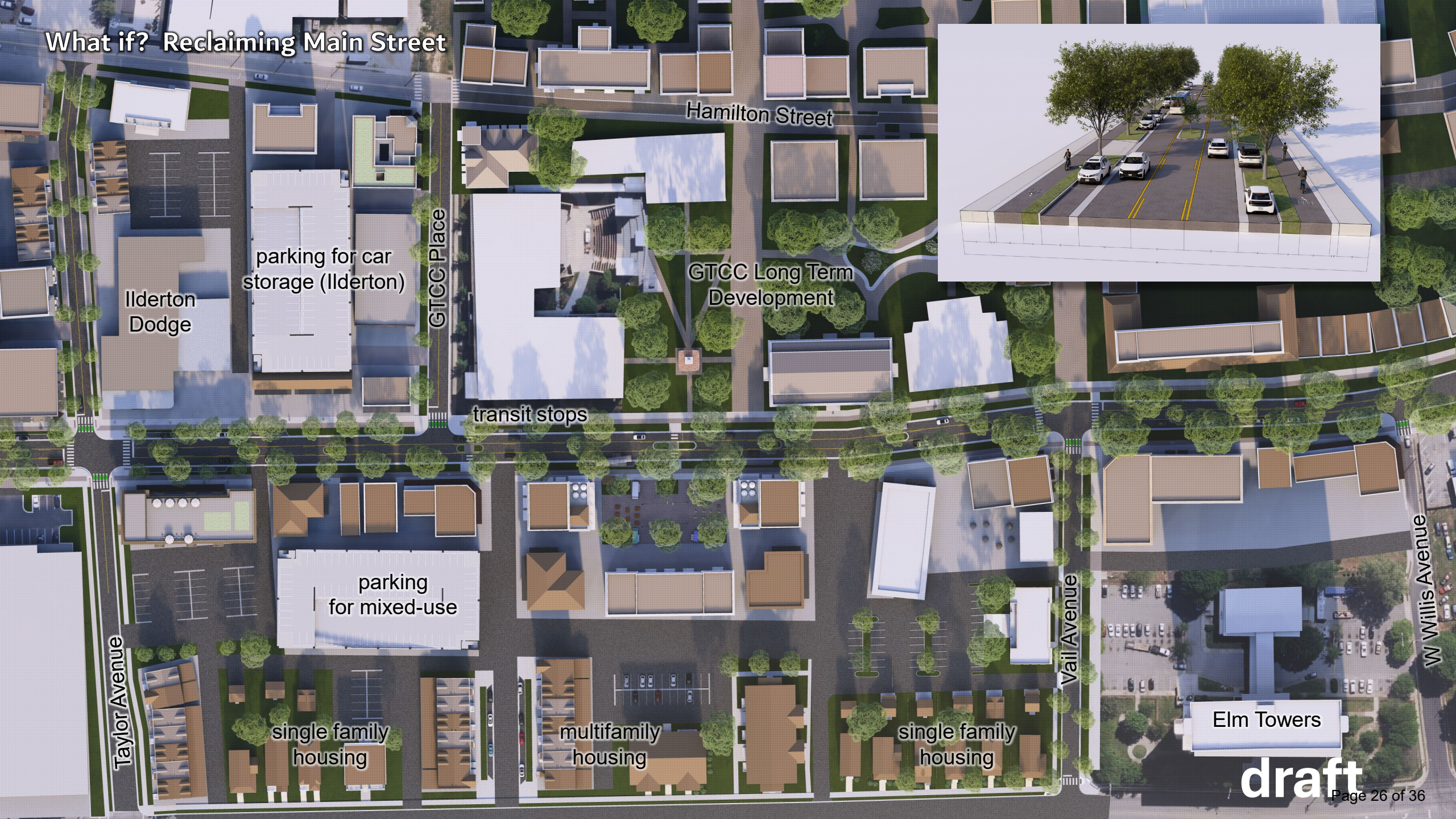
Vail Avenue

Elm Towers

W Willis Avenue

draft

What if? Reclaiming Main Street



Hamilton Street

parking for car storage (Ilderton)

Ilderton Dodge

GTCC Place

GTCC Long Term Development

transit stops

parking for mixed-use

Taylor Avenue

single family housing

multifamily housing

single family housing

Vail Avenue

Elm Towers

W Willis Avenue

draft











S Main Street, What if?



draft

IMPROVED CONNECTIVITY



-  study area
-  existing greenway and trails
-  proposed greenway
-  main street separated bike lanes
-  shared use path
-  shared street
-  existing streams
-  parks and green space



LONG-TERM PROSPECTS

Existing Conditions



What If? Street Reconfiguration



draft

What If? Unlocking Redevelopment



The Blue Garage

draft

COLLEGE TO I-85 BUSINESS



NEXT STEPS



- incorporate pavement reallocation into next **resurfacing** (Q4 2026)
- advance project **engineering** (20-30% design) and environmental review
- establish project **costs**
- identify **pilot project** funding (non-state)
- include project in **MPO** planning
- identify other **funding** opportunities (grants, private funding, local funding, other state sources related to safety)

CONTINUED INPUT



GATEWAY TO SOUTH HIGH POINT

WHERE THE FUTURE BEGINS

Community Meeting

Thursday, March 5

5 – 6pm

Southside Recreation Center

Online Survey

plansouthmain.com