



Bicycle and Pedestrian Subcommittee (BPS) Recommendation FY 2015 Transportation Alternatives Program (TAP) Allocation

The Montgomery Metropolitan Planning Organization (MPO) receives a direct annual allocation for the Transportation Alternatives Program (TAP) for \$415,413. With the FY 2015 allocation, the Montgomery MPO Transportation Alternatives Program (TAP) has a balance of **\$753,362** (Federal funds only). Five applications were received from the following municipalities: City of Prattville, the Town of Pike Road, and the City of Wetumpka.

City of Prattville TAP Project

Maple Street Sidewalk-Historic District Improvement

The proposed project will construct approximately 4,200 linear feet of sidewalks 8 feet wide, an 8 feet wide pedestrian bridge, and all required curb ramps on Maple Street, an access route to Prattville's historic central business district. The total project cost is \$249,665 with \$199,732 in MPO Transportation Alternatives Program (TAP) funds and a local match of \$49,933.

Town of Pike Road Projects

Pike Road Natural Trail: Marler Road North, Waugh Center Connector, Part 1

The proposed project will consist of a 1.2 mile trail with a width of 6 feet, similar in construction to the Meriwether Road portion previously constructed using ALSDOT TE funds. The trail will be constructed from Okfuski Road along Marler Road to a point 1.2 miles north, connecting with a future portion of the trail connecting to the Highway 80 Waugh Town Center. The total estimated project cost is \$230,661 with \$184,529 in MPO TAP funds and a local match of \$46,132.

Pike Road Natural Trail: Marler Road North, Waugh Center Connector, Part 2

The proposed project will consist of a 1.3 mile trail with a width of 6 feet, similar in construction to the Meriwether Road portion previously constructed using ALSDOT TE funds. The trail will be constructed from 1.2 miles north of Okfuski Road to the Highway 80 Waugh Town Center. The total estimated project cost is \$228,914 with \$183,131 in MPO TAP funds and a local match of \$45,782.

City of Wetumpka Project

City of Wetumpka Downtown Central Business District Streetscape Phase 1

The proposed project will consist of sidewalk replacement, pedestrian lighting, benches, limited landscaping, stamped pavers, and new curb inlets on South Main Street from E. Bridge Street to just south of E. Commerce Street. The total project cost is estimated to be \$251,405 with \$200,000 in MPO TAP funds and a local match of \$51,405.

City of Wetumpka Downtown Central Business District Streetscape Phase 2

The proposed project will consist of sidewalk replacement, pedestrian lighting, benches, limited landscaping, stamped pavers, and new curb inlets on South Main Street from just south of E.

Commerce Street to Wharf Street. The total project cost is estimated to be \$291,804 with \$200,000 in MPO TAP funds and a local match of \$91,804.

Transportation Alternative Program (TAP) Bicycle and Pedestrian Recommendation

Rank	Title/Location	Federal	Match	Total	Fully Fund	Partly Fund	Do Not Fund
1	Maple Street Sidewalk - Historic District Improvements	\$199,732	\$49,933	\$249,665	13	1	0
2	Marler Road North, Waugh Town Center Connector, Part 1	\$184,529	\$46,132	\$230,661	8	4	2
4	Marler Road North, Waugh Town Center Connector, Part 2	\$183,131	\$45,782	\$228,913	3	7	4
3	City of Wetumpka Downtown Central Business District Streetscape Phase 1	\$200,000	\$51,405	\$251,405	5	3	6
5	City of Wetumpka Downtown Central Business District Streetscape Phase 2	\$200,000	\$91,804	\$291,804	0	2	12
	TOTAL	\$967,392	\$285,056	\$1,252,448			

The BPS met on Wednesday, March 4, 2015. Project ranks and comments are as follows:

1. Maple Street Sidewalk-Historic District Improvement
 - a. Application was viewed favorably for the level of detail. The only questions from BPS included the specific width of the pedestrian bridge and questions about pedestrian lighting.
 - b. As per Prattville, the pedestrian bridge has a planned width of 8 feet and street lighting is in place along Maple Street.
2. Pike Road Natural Trail: Marler Road North, Waugh Center Connector, Part 1
 - a. General comments about the application included more detail on the how lessons learned while constructing and maintaining Merwhether Road portion of the trail are being applied to the latest Marler parts of the trail and more information on measures to ensure ADA compliance.
 - b. Please see attached response.
3. City of Wetumpka Downtown Central Business District Streetscape Phase 1
 - a. General comments about the application centered on the need for additional information on what the project entailed. Overall the project was positively received.
 - b. Please see attached response.
4. Pike Road Natural Trail: Marler Road North, Waugh Center Connector, Part 2 - See #2
5. City of Wetumpka Downtown Central Business District Streetscape Phase 2 - See #3

Funding is available to fully fund the first three projects and to fund \$169,101 of the \$183,131 requested for the fourth. There are multiple options to fully and/or partly fund all projects.

Attachment 1: Response from Town of Pike Road

Delchamps, April

From: Liz S. Craig <liz@pikeroad.us>
Sent: Monday, March 09, 2015 10:55 AM
To: Delchamps, April
Subject: FW: BPS Response

April,
Please see the response from the engineer on both projects (Meriwether Road and Marler Road) in regards to comments from the BPS from last week. Please pass this along to the TCC, CAC, and MPO.
Thank you,
Liz

-----Original Message-----

From: Max Vaughn [<mailto:max.vaughn@gmcnetwork.com>]
Sent: Monday, March 09, 2015 10:15 AM
To: Liz S. Craig
Cc: Buddy Garland
Subject: BPS Response

Liz

We have made two distinct modifications to the trail design based on lessons learned from the initial phase. One is the trail surface using 3" of larger aggregate as a base and then the finer aggregate on top to create a more firm and durable natural surface. The second is the primary location of the trail along the shoulder of the road instead of the outer part of the right of way. This allows the trail to have good vertical clearance from the roadside ditch and eliminates the washing from the areas of concentrated flows from off the right of way. In regards to ADA, all trails will be designed and constructed to appropriate accessible standards.

Please let me know if you need any additional information.

Max Vaughn
Goodwyn Mills and Cawood

Sent from my iPhone

Attachment 2: Response from City of Wetumpka

MAYOR
JERRY WILLIS
CITY CLERK/TREASURER
CANDY P. MASTERS



CITY COUNCIL
KEVIN ROBBINS
PERCY B. GILL
REBECCA WINGETT THORNTON
STEVE GANTT
GREG JONES

City of Wetumpka

Members of the Policy Committee
Montgomery Metropolitan Planning Organization
495 Molton Street
Montgomery, Alabama 36104

Dear fellow Policy Committee members:

Thank you for your consideration of Wetumpka's applications for funding under the Transportation Alternatives Program. I believe these projects are essential to establishing our historic downtown as the nucleus of a city-wide network for pedestrians and bicyclists, which will support the community's revitalization efforts there.

I have been informed that the Bicycle and Pedestrian Subcommittee review indicated a need for more information. I submit the following to assist the Policy Committee in making its decision.

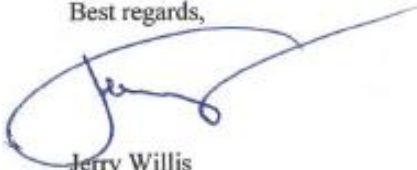
The section of Main Street designated as the project area (phase 1 and 2) does not have a well-defined pedestrian path due to incomplete curbs and sidewalks. In addition, the location of poles, signs, inlets and steps are not in compliance with ADA standards. A conceptual improvement plan using design interventions based on accepted design principles was adopted as part of the Downtown and Waterfront Revitalization Plan in the spring of 2014.

The work along Main Street will focus on remedying these defects and complying with current ADA standards. More specifically, it shall include:

- the installation or improvement (widening and grade) of pedestrian sidewalks (cf. pictures 2, 3, 5, 6, 8, 13 in Phase 1 and 1, 2, 7, 8, 10, 13, and 15 of Phase 2)
- ADA-compliant ramps (cf. pictures 16 and 17 of phase 1 and 14 of Phase 2)
- crosswalks and median islands (cf. pictures 9 of Phase 1 and 5, 12 and 15 of Phase 2)

This list is intended to be illustrative, not exhaustive.

Best regards,



Jerry Willis
Mayor

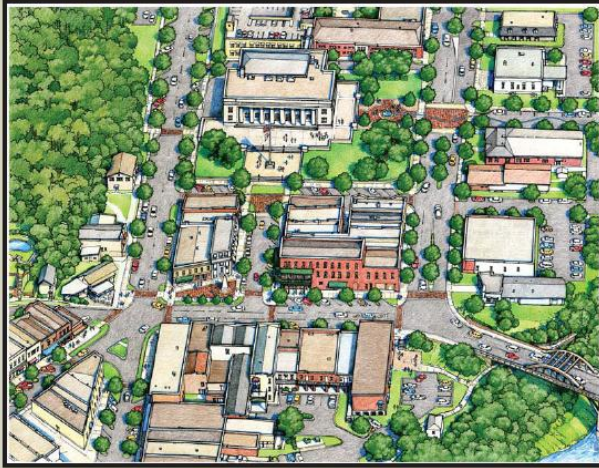
JDR
Enclosure

"City of Natural Beauty"

P.O. Box 1180 • Wetumpka, Alabama 36092 • 334/567-5147 • Fax 334/567-1307

WETUMPKA, ALABAMA

Downtown & Riverfront Revitalization Plan



REVISED: FEBRUARY 26, 2014

III. PHYSICAL PLAN

URBAN DESIGN PLAN - RENDERING



III. PHYSICAL PLAN

STREET INTERSECTION IMPROVEMENTS

Summary of Key Intersections

Even if streetscape improvements for the full length of key downtown streets is not financially viable within the immediate future, improvements at key street intersections can make a tremendous improvement for aesthetics and pedestrian-friendliness. The four most significant proposed redesign of intersections are (see identifying numbers on map at right):

- 1) Commerce & Main
- 2) Commerce & Court
- 3) Bridge, Hill & Company
- 4) Company & Online



Design Interventions

- *Pedestrian bulbs* - will protect the end parked vehicles and will decrease the street crossing distance.
- *Tighter curb radii (where pedestrian bulbs are not used)* - will slow down turning movements for "traffic calming" benefits.
- *Crosswalks* - will delineate where pedestrians cross and slow traffic (drivers will feel the different paving treatment under their tires).
- *Pedestrian crossing signals* - will clarify safe times to cross streets.



III. PHYSICAL PLAN

KEY STREET IMPROVEMENTS

Summary of Key Streets

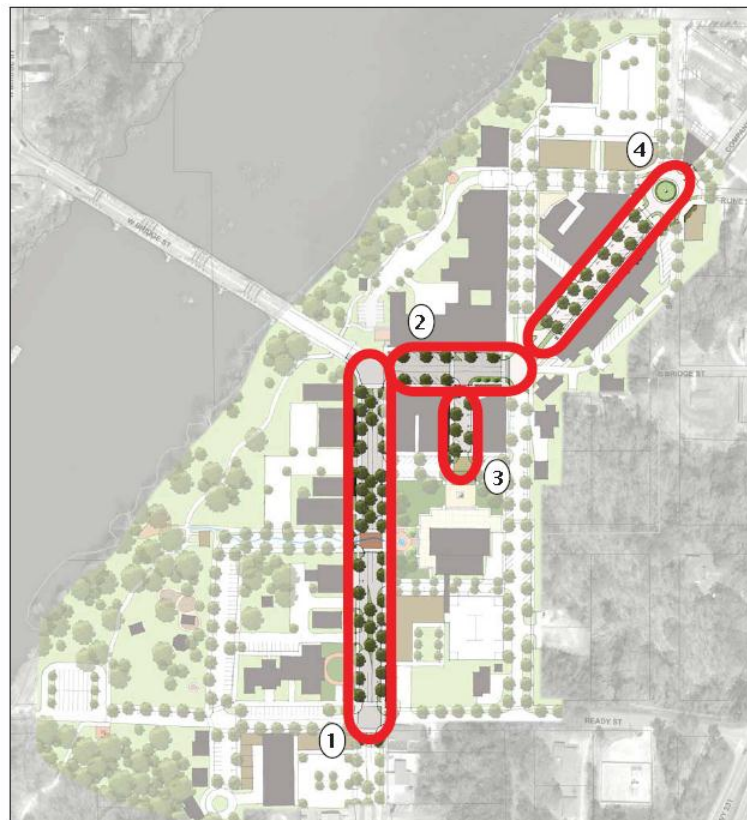
Downtown Wetumpka has several different streets, and an ideal scenario would allow for the physical enhancement of all of them. However, given the reality of limited funding, it is recommended that the greatest priority be placed on four streets in particular (see identifying numbers on the map at right - they do not indicate a priority ranking):

- 1) Main Street
- 2) Bridge Street
- 3) Court Street
- 4) Company Street

Design Principles

The following principles have been applied to the recommended street improvements on the next four pages:

- *Maximize On-Street Parking* - Provide angled parking where possible, and parallel parking where space limitations require.
- *Avoid Excessively Wide Driving Lanes and Unnecessary Turn Lanes* - Asphalt should only exist where needed for vehicles.
- *Minimize the Frequency and Width of Driveways* - Driveways disrupt pedestrian safety and streetscape aesthetics.
- *Provide Sidewalks and Street Trees as Needed* - Put pedestrians on an even footing with cars.

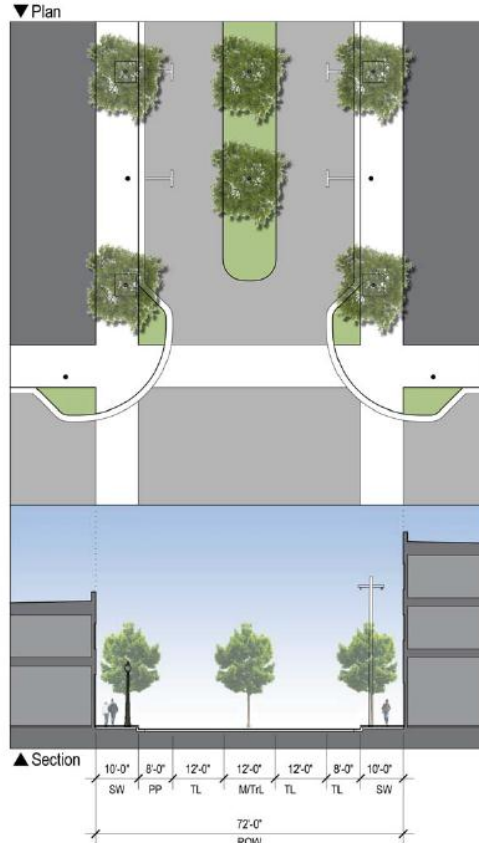


III. PHYSICAL PLAN

KEY STREET IMPROVEMENTS: MAIN STREET

Recommended physical enhancements to Main Street include the following:

- Landscaped median where the continuous turn lane is not needed
- Pedestrian bulbs at intersections and an expansive crosswalk at the proposed new Court House plaza
- Sidewalks and street trees everywhere except at cross streets and necessary existing driveways
- Human-scaled historic looking street lights



III. PHYSICAL PLAN

STREETSCAPES

Streetscape Objectives

Streetscape improvements for Downtown Wetumpka should further the following objectives:

- Easy pedestrian and handicapped access
- Shade and shelter from the weather
- Attractive appearance
- Reinforcement of historic character

The previous several pages have addressed street intersections and overall street improvements. Those pages have already addressed most streetscape issues, including driving lanes, parking lanes, intersection pedestrian bulbs, crosswalks, sidewalk dimensions, landscaping and lighting. This section elaborates on the proposed curbed projections for street trees (below), streetscape furnishings (at right), and sidewalk paving and grade issues (both on the following two pages). See Appendices A for information on potential costs of burying overhead utilities.



Downtown Northport, Alabama, provides a good model for the curbed projections for street trees recommended for Wetumpka.

STREETSCAPE FURNISHINGS



The existing lighting along Wetumpka's riverfront trail should be used throughout the entire downtown.



The existing trash receptacles (above) should be replaced with a more historic style.



While the particular style of bench is not critical, it should be consistent, comfortable, durable, and have a generally traditional character.