DRAFT

Montgomery Metropolitan Planning Organization (MPO) 2012 Bicycle and Pedestrian Plan



May 2012 Prepared by Montgomery MPO Transportation Planning Staff



DRAFT MONTGOMERY METROPOLITAN PLANNING ORGANIZATION (MPO)

2012 BICYCLE AND PEDESTRIAN PLAN

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For information regarding this document, please contact: Mr. Robert E. Smith Jr., Director of Planning/MPO Administrator The City of Montgomery, Planning Department Transportation Planning Division Intermodal Transportation Facility 495 Molton St. Montgomery, AL 36104 Phone: (334) 625-2218 ~ Fax: (334) 241-2326 Email: <u>rsmith@montgomeryal.gov</u> MPO Website Address: <u>http://www.montgomerympo.org</u>

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Ms. April Delchamps, Senior Planner
Mr. James Askew, GIS Analyst
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- Mr. Kindell Anderson Senior Planner, City of Montgomery
- Mr. James Askew GIS Analysts, City of Montgomery
- Ms. Kitty Chamberlain City of Montgomery
- Mr. Reggie Franklin Planning/GIS Technician, Central Alabama Regional Planning & Development Commission
- Mr. Kevin Boone Assistant Engineer, Elmore County
- Ms. Liz Scroggins Town of Pike Road
- Mr. Bruce Herbitter Montgomery Bicycle Club
- Mr. Rodger Burnett The Montgomery Bicycle Club/Citizen Advisory Committee (CAC)
- Mr. Andrew Cole-Tyson Associate ASLA, Landscape/Planning, 2WR
- Mr. Sommerville Hill Brown Chambless Architects
- Mr. Joel Duke City Planner, City of Prattville
- Mr. John McCarthy Assistant Traffic Engineer, City of Montgomery
- Mr. Tyler Caldwell Design Studio Coordinator, City of Montgomery
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- Mr. Kelvin Miller General Manager, Montgomery Area Transit System
- Mr. Kleob Loflin City of Wetumpka
- Mr. Tommy Tyson Land Use Controls Administrator, City of Montgomery

Montgomery MPO Resolution Montgomery Metropolitan Planning Organization (MPO) Of the Montgomery Transportation Study Area Adopting the Draft Montgomery Metropolitan Planning Organization (MPO) 2012 Bicycle and Pedestrian Plan

WHEREAS, the **Montgomery Metropolitan Planning Organization** (**MPO**) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of amended of 23 USC 134, 135 (SAFETEA-LU Section 6001 August 2005); 42 USC 7401 et al; 23 CFR 450; 40 CFR Parts 51 and 93; and,

WHEREAS, the U.S. Department of Transportation requires that transportation projects in the urbanized areas be included in a Transportation Improvement Program and adopted by vote of the Montgomery Metropolitan Planning Organization (MPO); and

WHEREAS, consistent with the declaration of these provisions, the Montgomery Metropolitan Planning Organization (MPO) Planning Staff, in cooperation with the Alabama Department of Transportation, has prepared a Draft Montgomery Metropolitan Planning Organization (MPO) 2012 Bicycle and Pedestrian Plan; now

THEREFORE, BE IT RESOLVED by the Montgomery Metropolitan Planning Organization (MPO) that the same does herby adopt the Final Montgomery Metropolitan Planning Organization (MPO) 2012 Bicycle and Pedestrian Plan.

ADOPTED THIS THE _____ DAY OF MAY, 2012.

Date_____

Charles Jinright, MPO Chairman

ATTEST:

Date_____

Robert E. Smith, MPO Secretary

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CHAPTER 1 INTRODUCTION

The *Montgomery Study Area Bicycle and Pedestrian Plan* was created to assess and meet the bicycle and pedestrian needs of citizens in the MPO Study area. The last two decades have seen the birth and rapid growth of a movement dedicated to creating a multi-modal transportation network that serves all members of society. This movement, guided by federal regulations and state and local initiatives, has been driven by bicycle and pedestrian advocacy groups, environmental proponents, and many others. Planning for bicycle and pedestrian infrastructure has enabled many dissimilar, and at times competing, groups to form a coalition that positively affects all parties. Besides the obvious health benefits, a bicycle and pedestrian network will enable the MPO Study area to better retain and attract both residents and businesses to the area by creating a high quality of life for all. In the end, everyone will gain from the creation of a viable, connected, and safe bicycle and pedestrian network.

The *Montgomery Study Area Bicycle and Pedestrian Plan* was approved in November of 2002 by the Montgomery Metropolitan Planning Organization (MPO), and then amended in September of 2003. In November of 2010, the Montgomery MPO began the process of updating the plan to reflect the current bicycle and pedestrian needs of the Montgomery Study Area.

1.1. Federal Law

In the 1990s, federal regulations created an environment favorable to the development of bicycle and walking as modes of transportation. The first bill to address bicycle and pedestrian issues was the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. ISTEA addressed bicycle and pedestrian needs, a revolutionary addition to transportation planning. This addition made a multitude of bicycle and pedestrian facilities eligible for funding under several federal programs, including the National Highway System (NHS), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the Surface Transportation Program (STP), and Federal Lands Highway Program. Most importantly, ISTEA acknowledged the role of transportation in the development of a sustainable society.

Following ISTEA, the Transportation Equity Act of the 21st Century (TEA-21), signed on June 9, 1998, expanded upon the mandate to provide bicycle and pedestrian planning and infrastructure. ISTEA gave states and Metropolitan Planning Organizations (MPO) flexibility to fund bicycle and pedestrian projects, but failed to require them to address bicycle and pedestrian needs. TEA-21 forced states and MPOs to consider bicyclists and pedestrians in all transportation plans. When states and MPOs undertook new construction or reconstruction projects, TEA-21 mandated that pedestrians and bicyclist be given "due consideration." Bicycle and pedestrian facilities are to "be considered, where appropriate, with all new construction and reconstruction of transportation facilities." The Federal Highway Administration released guidance for bicycle and pedestrian planning after TEA-21 with the following:

- "To varying extents, bicyclists and pedestrians will be present on all highways and transportation facilities where they are permitted and it is clearly the intent of TEA-21 that all new and improved transportation facilities be planned, designed, and constructed with this fact in mind."
- "We expect every transportation agency to make accommodation for bicycling and walking a routine part of their planning, design, construction, operations, and maintenance activities."
- "Bicycling and walking ought to be accommodated, as an element of good planning, design, and operation, in all new transportation projects unless there are substantial safety or cost reasons for not doing so."

In addition, the Federal Highway Administration defined "due consideration" as the following:

- It is to be presumed that bicyclists and pedestrians will be accommodated in the design of new and improved transportation facilities.
- The decision NOT to accommodate them should be the exception, not the rule.

• Any circumstances for denying access through design or prohibition must be exceptional.

The changes in federal policy have spurred a significant increase in funding for bicycle and pedestrian facilities. Current practice is the result of USDOT and FHWA directives sent to the state DOTs and not through legislation. The first item below is the federal instruction to include policy in all Long Range Plans. The second is USDOT support of the sub-agency directive and says, in effect, a failure to include facilities in federally-funded programs may limit federal funding to the state or MPO.

- Include a policy statement that bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist. We are integrating the needs of bicyclists in federally-funded road projects.-FHWA Alabama Division June 2009
- We are discouraging transportation investments that negatively affect cyclists and pedestrians. And we are encouraging investments that go beyond the minimum requirements and provide facilities for bicyclists and pedestrians of all ages and abilities.-USDOT March 2010

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for User (SAFETEA-LU) sought to improve upon TEA-21 by addressing "the many challenges facing our transportation system today." These challenges include improving safety and efficiency for a variety of users of a variety of modes of transportation and increasing intermodal connectivity as part of an ecological approach to transportation infrastructure (FHWA, "A Summary of Highway Provisions in SAFETEA-LU"). One of the more innovative programs, "Safe Routes to School" encourages primary and secondary school children to walk or to bike to school by providing the necessary infrastructure and education to maximize safety. In addition to "Safe Routes to School", SAFETEA-LU includes several provisions intended to improve safety for bicyclists and pedestrians of all ages.

Beyond these provisions, SAFETEA-LU sought to improve connectivity for pedestrians and bicyclists throughout the planning area. One component requires that MPO and state plans consult and address bicyclist and pedestrians in all plans, generating community support while crafting plans the community desires. This drive for community involvement led SAFETEA-LU to introduce the concept of environmental stewardship, supplanting the TEA-21 advocacy of sustainability. One program created to encourage environmental stewardship, the recreational trails program, encouraged the development of trails for alternative transportation such as bicycle, pedestrian, equestrian, and off-road motorized vehicles. These trails would be eligible for funding of construction, maintenance, education, and many other components. By involving the community and considering the environment, transportation networks could connect more people in more sustainable fashions.

1.2. State and Local Laws

In addition to federal regulation, state and local governments have begun addressing the concerns of bicyclist and pedestrians in the last 20 years. The State of Alabama adopted the Alabama Department of Transportation *Bicycle and Pedestrian Plan* in 2010. The plan created five statewide East/West routes, three North/South routes and nineteen connector routes. These routes and connectors were considered when creating the Montgomery Study Area bicycle routes.

The Code of Alabama 1975 has one article pertaining to pedestrians and two articles pertaining to bicyclists in Chapter 5A. Article 10 details the rights and duties of pedestrians. Section 32-5A-215 states that pedestrians may utilize roadways:

(a) Where a sidewalk is provided and its use is practicable, it shall be unlawful for any pedestrian to walk along and upon an adjacent roadway.

(b) Where a sidewalk is not available, any pedestrian walking along and upon a highway shall walk only on a shoulder, as far as practicable from the edge of the roadway.

(c) Where neither a sidewalk nor a shoulder is available any pedestrian walking along and upon a highway shall walk as near as practicable to an outside edge of the roadway, and if on a two-way roadway, shall walk only on the left side of the roadway.

(d) Except as otherwise provided in this chapter, any pedestrian upon a roadway shall yield the right-of-way to all vehicles upon the roadway.

Other portions of the article outline various regulations pedestrians must follow. Appendix B has a detailed description of Article 10 of the Code of Alabama 1975.

Article 12 and 13 outline rules and regulations for bicyclists in the State of Alabama. Article 12, Section 32-5A-260, states "Every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by this chapter, except as to special regulations in this article and except as to those provisions of this chapter which by their nature can have no application." In addition Section 32-5A-263 details the regulations for "riding on roadways and bicycle paths." The regulation is as follows:

(a) Every person operating a bicycle upon a roadway shall ride as near to the right side of the roadway as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction.

(b) Persons riding bicycles upon a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles.

(c) Wherever a usable path for bicycles has been provided adjacent to a roadway, bicycle riders shall use such path and shall not use the roadway.

Article 13 outlines bicycle safety regulations. The purpose of Article 13 "is to reduce the incidence of disability and death resulting from injuries incurred in bicycling accidents by requiring that, while riding on a bicycle on public roadways, public bicycle paths, or other public rights-of-way, all operators and passengers who are under 16 years of age to wear approved protective bicycle helmets, and by requiring that all bicycle passengers who weigh less than 40 pounds or are less than 40 inches in height be seated in separate restraining seats" (Section 32-5A-282). In addition, Article 13 details when it is illegal for a public roadway, public bicycle path, other public rights-of-way, state, city, or county public park under any one of the following conditions:

(1) For any person under the age of 16 years to operate or be a passenger on a bicycle unless at all times the person wears a protective bicycle helmet of good fit, fastened securely upon the head with the straps of the helmet.

(2) For any person to operate a bicycle with a passenger who weighs less than 40 pounds or is less than 40 inches in height unless the passenger is properly seated in and adequately secured in a restraining seat.

(3) For any parent or legal guardian of a person under the age of 16 years to knowingly permit the person to operate or be a passenger on a bicycle in violation of subdivision (1) or (2).

Appendix B has a detailed description of Articles 12 and 13 of the Code of Alabama 1975.

1.3. Barriers and Benefits

As transportation modes have changed, cities and towns have grown and adapted to these changes. In the 19th and early 20th Centuries, most people utilized horses, buggies, trolleys, walking, or bicycles as the primary mode of transportation. These preferences determined the design of historic city centers and districts. As motor vehicles became more prevalent, cities began to reflect this change in preference. Some of the design and behavioral changes are as follows:

- New residential areas lack sidewalks.
- Commercial, residential, and retail land uses develop in distinctly separate areas with very little mixed use.
- Street networks lack connectivity, as seen in the prevalence of culs-de-sac.
- Streets are designed to move cars as quickly as possible with little or no regard for pedestrians or bicyclists.
- Residential lot size grows with the advent of garages.
- The public transit service declines and, in some areas, disappears.
- Drive-thru banks and restaurants do not allow pedestrians or bicyclists.

Many modern problems like traffic congestion, air pollution, and the obesity epidemic can be linked to transportation decisions made in the last century. In an effort to combat these issues, transportation and community planners have begun returning to design principles followed when building the core of many major cities. As part of this effort, the bicycle and pedestrian modes of transportation have become central to alleviating many modern transportation issues.

Bicycling and walking are beneficial to many aspects of daily life: transportation, economics, health, environment, and quality of life. The Federal Highway Administration sites the following as benefits of bicycling and walking:

- If short distance vehicle trips become bicycle or pedestrian trips, then the cities will benefit from reduced congestion on the roadway network.
- Air pollution would decrease.
- The cost of vehicle ownership is the second highest expense after housing. Increased bicycle and pedestrian facilities will increase the mobility of low income populations.
- Increased bicycle and pedestrian facilities could enable households to reduce the number vehicles owned.
- The health of people is positively impacted by combining transportation and physical activity.
- Bicycling and walking rank among the preferred activities during a vacation.
- Bicycling and walking activities indicate an area with a high quality of life.
- High quality of life enables businesses to attract top talent; therefore, businesses typically are more favorable to investing in these areas.
- The hallmark of a "Livable Community" is the presence of bicycle and pedestrian facilities.
- Pedestrian activity on streets increases the security of the area.
- Cities with a high amount of pedestrian and bicycle facilities are typically healthier.
- Pedestrian and bicycle options increase the social cohesiveness of communities.

The benefits of walking and biking can be maximized through the creation of bicycling and pedestrian facilities that connect residential areas to civic, cultural and commercial amenities and attractions. Federal and state legislation, in conjunction with the growing trend towards a multimodal society, have created a favorable environment for planning and constructing bicycle and pedestrian facilities.

1.4. Study Area

The Montgomery Study Area is the planning area for the Montgomery Metropolitan Planning Organization (MPO). The Montgomery MPO consists of the all or part of the following municipalities and counties:

- Autauga County
- Elmore County
- Montgomery County
- Town of Coosada
- Town of Deatsville
- Town of Elmore
- City of Millbrook
- City of Montgomery
- City of Prattville
- City of Pike Road
- City of Wetumpka

Note: Figure 1.1 details the Montgomery MPO Study Area with the municipality boundaries as released by the U.S. 2010 Census. These boundaries determined the boundaries for bicycle and pedestrian facilities planned by the *Montgomery Metropolitan Planning Organization (MPO) 2012* Bicycle and Pedestrian Plan.

1.5. Bicycle and Pedestrian Plan Goals

The *Montgomery Metropolitan Planning Organization (MPO) 2012 Bicycle and Pedestrian Plan* will guide the planning and implementation of new and rehabilitated bicycle and pedestrian facilities in the Montgomery River Region. A series of goals express the overall purpose of the plan as well as the various essential components. Bicycle routes and pedestrian facilities will not be fully developed or utilized without implementation of many of these components. The goals are as follows:

- Create a pedestrian and bicycle network that ensures the mobility of all citizens and fosters growth of economic competitiveness in the River Region.
 - Actively seek new and old avenues of funding for bicycle and pedestrian projects.
 - Increase the number of people who utilize bicycle and pedestrian facilities for short trips.
 - Connect residential areas to popular destinations such as parks, schools, libraries, community centers, YMCAs, and shopping districts.
 - Connect employment areas to residential areas.
 - Maintain data on bicycle and pedestrian accidents to address current and emerging safety issues.
 - Encourage community involvement in bicycle and pedestrian planning and construction.
 - Improve safety for all riders by increasing awareness that bicyclists are legally allowed on roadways.
- Develop coordinated effort to improve bicycle and pedestrian safety education.
 - Increase public understanding of bicycle and pedestrian rights and laws through collaboration and cooperation with local government agencies, non-profits, and other groups.
 - Increase knowledge of bicycle and pedestrian benefits through education initiatives in public and private schools.

- Support and encourage educational opportunities for students to learn about bicycle safety and skills.
- Create presentation on bicycle and pedestrian safety, rights and laws for local high School Driver's Education classes.
- Create strategy to address the security of bicyclists and pedestrians.
 - Utilize known safety options in all areas.
 - Pursue collaborations with the Montgomery Bicycle Police Division to increase police presence on the bicycle network.
 - Incorporate community involvement on bicycle route construction to ensure all security issues are addressed.
- Develop Complete Streets policy.

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- Ensure residential, commercial and retail development and redevelopment incorporates facilities for all modes of transportation.
 - Advocate for bicycle and pedestrian facilities on all new roadway construction as well as all roadway rehabilitation projects.
 - Encourage residential development to include safe bicycle and pedestrian facilities including sidewalks, crosswalks, bicycle signage, bike lanes and sharrows.
 - o Eliminate the practice of issuing wavers for sidewalks.
 - Encourage retail and non-retail development and redevelopment to practice "smart growth" principles.



CHAPTER 2 BICYCLE AND PEDESTRIAN PLAN DEVELOPMENT AND PUBLIC INVOLVEMENT

The goals of the bicycle and pedestrian plan cannot be accomplished without the involvement and enthusiasm of the citizens of the River Region. To effectively create a network of bicycle and pedestrian facilities that will be used by the community, it is essential that citizens be engaged in the planning and development process. Along with citizens, local officials, professionals and advocates must be involved, including municipal planners, municipal and county engineers, bicycle advocates, advocates for the disabled, and others. Bringing together as many segments of society as possible ensures a broader analysis of the safety and needs of all citizens when creating the bicycle and pedestrian network.

The process to develop the *Montgomery Metropolitan Planning Organization (MPO) 2012 Bicycle and Pedestrian Plan* began in September 2010. In preparation, MPO staff compiled a current inventory of functionally classified streets with sidewalks and assigned bicycle suitability scores to all functionally classified roads except interstates. The methodology for assigning bicycle suitability scores will be detailed in the next chapter. To begin the process, MPO staff created a Bicycle and Pedestrian Subcommittee (BPS), launched multimedia data collection, and initiated public involvement. Members of the Bicycle and Pedestrian Subcommittee (BPS) represent the Technical Coordinating Committee (TCC), the Citizen Advisory Committee (CAC), the Montgomery Bicycle Club, special populations, and various interests groups. The structure, members and purpose of this group will be discussed in the next section. To quantify the needs and the wants of citizens, the MPO staff launched an online survey to collect data on current and desired utilization of bicycling and walking. To supplement this data, MPO staff planned and advertised the first round of public involvement meetings for the *Montgomery Metropolitan Planning Organization (MPO) 2012 Bicycle and Pedestrian Plan.*

2.1. Bicycle and Pedestrian Advisory Subcommittee Formation and Purpose

Initial nominations for the Bicycle and Pedestrian Subcommittee (BPS) came from members of the Technical Coordinating Committee (TCC), the Citizen Advisory Committee (CAC), and the Montgomery Metropolitan Planning Organization (MPO). MPO staff reviewed these nominations to ensure that all municipalities and counties had technical and citizen representation, supplementing these nominations with recruiting efforts for every municipality and county. In addition to representatives for geographic areas, efforts were made to recruit from the Montgomery Bicycle Club, from special interests groups and from typically underserved populations. The Bicycle and Pedestrian Subcommittee (BPS) served multiple vital functions in the development of the bicycle and pedestrian plan. The role of various members of the Bicycle and Pedestrian Subcommittee (BPS) are detailed below:

- The citizen representatives for municipalities and counties contributed insight to the bicycle and pedestrian needs and barriers in their communities.
- The technical representatives for the municipalities and counties provided information on the feasibility of pedestrian and bicycle facilities.
- The Montgomery Bicycle Club representatives provided information on a wide range of topics from current bicycle routes utilized to areas with safety issues. Their "real world" experiences aided in assigning the bare minimum bicycle and pedestrian facilities needed on multiple routes and route segments.
- Representatives from the many interests groups and underserved populations ensured that unique populations were equally served, that national models were utilized, and many other unique issues were considered.

The Bicycle and Pedestrian Subcommittee (BPS) met a total of two times, but the technical and local knowledge of members were utilized from the launch of the public involvement process to the adoption of the final *Montgomery Metropolitan Planning Organization (MPO) 2012 Bicycle and Pedestrian Plan.* The role of the Bicycle and Pedestrian Subcommittee (BPS) is discussed in the Public involvement sections below.

2.2. Public Involvement Process

The public involvement process consisted of three sets of public meetings, three comment periods, a presentation to the Montgomery Bicycle Club, an online survey, and two Bicycle and Pedestrian Subcommittee (BPS) meetings/comment periods. Table 2.1 details the *Montgomery Metropolitan Planning Organization (MPO) 2012 Bicycle and Pedestrian Plan* public involvement timeline.

 Table 2.1 Montgomery Metropolitan Planning Organization (MPO) 2012 Bicycle and Pedestrian Plan

 Public Involvement Timeline

Round One of Public Involvement		
Activity	Date	
CAC, TCC, and MPO Meetings Announcing Kick-off	November 2, 2010 & November 4, 2010	
Public Involvement Meeting	November 8, 2010 & November 9, 2010	
Public Comment Period	November 8, 2010 to December 1, 2011	
Online Survey	November 29, 2010 to January 17, 2011	
Process Public Involvement Round One Comments to Create Preliminary Bicycle Routes and Pedestrian Facilities Needs	December 1, 2010 to January 31, 2011	
Process Online Survey Responses	January 17, 2011 to January 31, 2011	
CAC, TCC, and MPO Meetings - Present Summary of Public Involvement &	March 15, 2011 & March 17, 2011	
Online Survey Summary		
Create Preliminary Bicycle Routes and Pedestrian Facilities Needs	February 1, 2011 to April 1, 2011	
Round Two of Public Involvement		
Activity	Start	
Present Preliminary Bicycle Routes and Pedestrian Facilities to the Bicycle and Pedestrian Subcommittee Meeting	April 7, 2011 and April 12, 2011	
Process Comments from Bicycle and Pedestrian Committee	April 7, 2011 to June 15, 2011	
Present Preliminary Bicycle Routes to the Montgomery Bicycle Club	April 19, 2011	
Process Comments from Bicycle Club	April 19, 2011 to June 15, 2011	
Edit Preliminary Bicycle Routes and Pedestrian Facilities Needs from Bicycle and Pedestrian Subcommittee and Montgomery Bicycle Club comments	May 15, 2011 to July 29, 2011	
Round Two of Public Involvement Meetings to Present Preliminary Routes and Pedestrian Priorities	August 1, 2011 & August 4, 2011	
Public Comment Period	August 1, 2011 to August 17, 2011	
Process Public Involvement Round Two Comments	August 17, 2011 to September 30, 2011	
Write Draft Montgomery Study Area Bicycle and Pedestrian Plan and in-house	October 1, 2011 to March 16, 2012	
review		
Round Three of Public Involvement		
Activity	Start	
Present Draft Montgomery Study Area Bicycle and Pedestrian Plan to the Bicycle and Pedestrian Subcommittee Meeting	April, 2012	

Bicycle and Pedestrian Subcommittee Comment Period	April, 2012
Process Comments from Bicycle and Pedestrian Committee	April, 2012
CAC, TCC, and MPO Meetings - Present for Approval Draft Montgomery Study Area Bicycle and Pedestrian Plan	May 22, 2012 & May 24, 2012 (Tentative)
Round Three of Public Involvement Meetings to present the Draft Montgomery Study Area Bicycle and Pedestrian Plan	June 2012
Public Comment Period	June 2012
Process Public Involvement Round Three Comments	June 2012
Finalize Montgomery Study Area Bicycle and Pedestrian Plan	July 2012
CAC, TCC, and MPO Meetings - Present Final Montgomery Study Area Bicycle and Pedestrian Plan and Public Involvement Summary For Approval	July 24, 2012 & July 26, 2012 (Tentative)

2.3. Public Involvement Meetings and Comment Periods

Each series of public meetings and associated comment periods served a specific purpose. The first series of meetings provided an introduction to the process to develop the Montgomery Metropolitan Planning Organization (MPO) 2012 Bicycle and Pedestrian Plan. The comment period obtained information regarding specific roads or road segments in need of pedestrian and bicycle facilities, the preferred types of facilities, and the types of destinations citizens want to reach by walking or biking. Moreover, these initial meetings sought to engage citizens in the planning process. The second series of public meetings presented the preliminary bicycle routes and pedestrian facility needs. The presentation compiled data from the public input received during the first series of meetings, the online survey, the bicycle suitability index, an inventory of existing sidewalks and the input of the Bicycle and Pedestrian Subcommittee. The public input gathered during this round ensured that all previous comments were taken into consideration when the preliminary bicycle routes and pedestrian needs were created. The last series of public meetings requested public comment on the Draft Montgomery Metropolitan Planning Organization (MPO) 2012 Bicycle and Pedestrian Plan. Table 2.1 details the dates, times, and location of each public involvement meeting, as well as the associated comment period. The display advertisement, comment sheet, and comments received from each comment period can be found in the Montgomery Metropolitan Planning Organization (MPO) 2012 Bicycle and Pedestrian Plan Public Involvement Summary Document.

Public Meetings				
Date	Location	Address	Time	Comment
				Period
Monday,	Downtown Intermodal Transfer Facility	495 Molton St	11 a.m 1 p.m.	November 8,
November 8,	Conference Room			2010
2010	Downtown Intermodal Transfer Facility	495 Molton St	5 p.m 7 p.m.	to
	Conference Room			December 1,
Tuesday,	Millbrook Civic Center	3168 Park Circle	11 a.m 1 p.m.	2010
November 9,				
2010	City of Prattville City Hall	101 W. Main St	5 p.m 7 p.m.	
	City Council Chambers			
Monday,	Millbrook Civic Center	3168 Park Circle	11 a.m 1 p.m.	August 1, 2011
August, 1, 2011	City of Prattville City Hall	101 W. Main St	4:30 p.m 6 p.m.	to
	City Council Chambers			August 17,
Thursday,	Downtown Intermodal Transfer Facility	495 Molton St	11 a.m 1 p.m.	2011
August, 4, 2011	Conference Room			

Table 2.2 Public Involvement Activities

	Downtown Intermodal Transfer Facility Conference Room	495 Molton St	4:30 p.m 6 p.m.	
Monday, June	City of Wetumpka Civic Center	410 S. Main St	11:30 a.m 1 p.m.	
11, 2012	City of Prattville City Hall	101 W. Main St	4:30 p.m 6 p.m.	
	City Council Chambers			
Tuesday, June	Downtown Intermodal Transfer Facility	495 Molton St	11:30 a.m 1 p.m.	
12, 2012	Conference Room			
	Downtown Intermodal Transfer Facility	495 Molton St	4:30 p.m 6 p.m.	
	Conference Room			

2.4. Online Bicycle and Pedestrian Survey

The Montgomery Metropolitan Planning Organization (MPO) launched the Bicycle and Pedestrian Survey on November 29, 2010. The survey remained active until January 17, 2011. The survey gathered information on bicycle and pedestrian needs, current biking and walking habits, desired bicycling and pedestrian facilities, resident geographies and demographics, and other bicycle and pedestrian characteristics. Table 2.3 on pages 12 to 14 lists the 22 questions asked in the survey, as well as the multiple choice options. An analysis of the responses is detailed in Appendix C.

2.5. Bicycle and Pedestrian Subcommittee

The Bicycle and Pedestrian Subcommittee (BPS) met twice during the development of the *Montgomery Study Area Bicycle and Pedestrian Plan.* At the first meeting, members of the Bicycle and Pedestrian Subcommittee (BPS) reviewed the preliminary bicycle routes and the pedestrian facility needs in preparation for presentation in the second round of public involvement meetings. Upon this initial inspection, members of the Subcommittee offered a wide range of comments, mostly concerning safety and construction. Additional comments regarded the omission of certain roadways and the inclusion of others. These comments resulted in the elimination or modification of some bicycle routes and connectors and the addition of some pedestrian facilities, increasing the connectivity of the pedestrian network. The second meeting of the Bicycle and Pedestrian Subcommittee (BPS) reviewed the Draft *Montgomery Study Area Bicycle and Pedestrian Plan* prior to the approval of the Montgomery Planning Organization (MPO) and prior to the third series of public involvement meetings.

2.6. Montgomery Bicycle Club

MPO staff presented the preliminary bicycle routes to the Montgomery Bicycle Club on April 19, 2011, prior to the second series of public involvement meetings. The Montgomery Bicycle Club has published routes throughout Autauga, Elmore and Montgomery Counties, giving the Club members a unique perspective of the constructed barriers as well as the public perception regarding bicyclists. Club members commented on individual bicycle routes and on a priority listing of specific roads or road segments for Share the Road signage. Their input led to the elimination of some route segments as well as the creation of a list of current construction practices that endanger bicyclists. The MPO staff will foster further collaboration with the Montgomery Bicycle Club to create a viable, connected bicycle network.

Table 2.3 Online Bicycle and Pedestrian Survey		
Question:	Answer Choices:	
	Town of Coosada	
	City of Deatsville	
	City of Elmore	
	City of Montgomery	
1. What Municipality do you reside in?	City of Prattville	
	Town of Pike Road	
	Unincorporated Autauga County	
	Unincorporated Elmore County	
	Unincorporated Montgomery County	
	10-19	
	20-29	
2 William Street and Street	30-39	
2. what is your age?	40-49	
	50-59	
	60 and older	
	Very Important	
3. How important to you is the goal of creating a walkable	Somewhat Important	
community? (select one)	Not Important	
	5 + times per week	
	3-4 times a week	
4. How often do you walk now? (select one)	At least once a week	
	Few times a month	
	Never	
	Fitness or recreation	
5. For what mumore do you walk now or would want to	Transportation to some destination	
5. For what purpose do you walk now or would want to	Social visits	
walk in the luture (select all that apply)?	Walking the dog	
	Walking the baby/pushing a stroller	
	Trails and greenways	
	Parks	
	Shopping	
6 What welling destinctions would you most like to get	Restaurants	
b. What waiking destinations would you most like to get $(P_{ij}) = (P_{ij}) + 1 < (P_{ij})$	Libraries or community centers	
to? (Rank 1 to 9)	Place of Work	
	Entertainment	
	Public Transportation	
	School	
	Lack of sidewalks and trails	
	Traffic	
	Unsafe road crossings	
7. What are the biggest factors that discourage walking?	Poorly maintained sidewalks	
(Rank 1 to 8)	Aggressive Motorists behavior	
	Lack of nearby destinations	
	Lack of Time	
	Lack of interest	

Question:	Answer Choices:	
	Crossing Improvements	
	Replace and/or Repair existing sidewalks	
	More pedestrian friendly destinations	
8. What actions do you think are the most needed to	Greenway Trail System	
8. What actions do you think are the most needed to	New Sidewalks	
increase waiking in the community (Rank 1-9)	Education for pedestrians and drivers	
	Improved Public Transportation	
	Promotional and Advertising Efforts	
	Planting Street Trees	
	Pedestrian Safety	
	Filling gaps of missing sidewalk	
	Greenway Trails	
9. What should be the most important considerations in	Residential Neighborhoods	
determining areas to develop future sidewalks? (Rank 1-8)	Schools	
	Parks	
	Access to public transportation	
	Business or commercial areas	
10. What do you think are the top roadway corridors most		
needing sidewalk or trail improvements?	Individual Response	
	Very Important	
11. How important to you is the goal of improving	Somewhat Important	
conditions for bicycling in the community? (select one)	Not Important	
	5 + times per week	
	3-4 times a week	
12. How often do you bicycle now? (select one)	At least once a week	
	Few times a month	
	Never	
13. Would you bicycle on a trail or lane near your home.	Yes	
work, or school if you felt safe bicycling on it?	No	
	Regular on-road recreational cyclist	
	Bicycle occasionally on-road for fitness recreation or short trips	
	Bicycle commuter	
14. Which terms most describe your level of bicycling	Occasional off-road mountain biker	
activity? (Rank 1 to 8)	Regularly bicycle to various transportation destinations	
	Not a bicyclist	
	Regular off-road mountain biker	
	Regular bike to bus commuter	
	Trails and greenways	
	Parks	
	Shopping	
	Restaurants	
15. What bicycling destinations would you most like to get	Libraries or community centers	
to? (Rank 1 to 9)	Place of Work	
	Entertainment	
	Public Transportation	
	School	
	Graanway trails	
	Collector streets	
16. What types of facilities would you most like to bicycle	Low traffic naighborhood streats	
on?	Thoroughfares in the city or town cross	
	Thoroughfares in much areas	
	r norouginares in rurar areas	

Question:	Answer Choices:
	Bicycle unfriendly roadways
	Traffic
	Aggressive motorist behavior
	Unsafe intersections
17. What are the biggest factors that discourage bicycling	Lack of greenway trails
activity? (Rank 1 to 10)	No bicycle parking
	Lack of nearby destinations
	Lack of showers at the workplace
	Lack of time
	Lack of interest
	More on street bicycle facilities
	More greenway trails
	Increased enforcement motorist laws
	More programs and events for new cyclists
18. What actions do you think are most needed to increase	More bicycle parking
cycling in the community? (Rank 1-10)	Better education on bicycle safety
	A map of bicycle routes
	Increased enforcement of bicyclist laws
	Greater availability of showers/changing facilities
	Nothing
	On-street bicycle facilities
	Provide more sidewalks
	Provide more trails
10 Please rank the importance of the following	Improve transit service
transportation improvements (Pank 1.0)	Widen roads
transportation improvements. (Rank 1-9).	Install modern traffic signal system or improvements to signal timing
	Add more turn lanes at intersections
	Traffic calming devices
	Traffic surveillance cameras
20. What do you think are the top roadway corridors most	
needing bicycling improvements?	Individual Response
21. What other improvements do you consider priorities?	Individual Response
22. Do you have any other comments?	Individual Response

CHAPTER 3 BICYCLE AND PEDESTRIAN PLANNING

Beginning in the mid-20th Century transportation planning shifted from a focus on multiple modes of transportation to a singular focus on the automobile. The shift accelerated suburban sprawl and increased reliance on automobiles for all transportation needs. Roads were designed to move automobiles from origin to destination in the least amount of time. These factors led to an overall increase in posted roadway speeds, a large increase in travel lanes on roadways, and an increase in safety measures aimed specifically at automobile drivers.

As roadway design changed, residential design and land use decisions became increasingly dominated by considerations for automobile travel. Before the era of the car, neighborhoods designs included high levels of road connectivity, mixtures of uses, and ample sidewalks. After the increase in automobile ownership, neighborhood designs included only limited access to the major roadway network with little or no internal street connectivity, virtually no mixture of uses, and an elimination of all sidewalks.

In the last decade, the concept of walkability has led to a renaissance in mixed use residential and commercial development as well as an emergence of multimodal transportation networks. The City of Montgomery created a Smart Growth code for the Central Business District to encourage mixed use development. Other areas in the City of Montgomery are governed by subdivision regulations that fail to create multimodal transportation networks and development codes that discourage mixed use development.

3.1. Development Barriers to Transportation Planning

To have an effective bicycle network bicycle and pedestrian planners must first address certain fundamental development barriers. Though many exist, the four largest barriers are:

- Barrier #1: Roadways are developed for the implied explicit use of automobiles.
 - The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation initialized the change from planning and constructing roadways for automobiles to all modes. Planners increasingly understand that bicycling and walking are modes of transportation and are addressing this at the planning level. Unfortunately this understanding has not been transferred to the construction of bicycle and pedestrian facilities. As a result, plans for new and rehabilitated roadways incorporate the bicycling and pedestrian mode of transportation, but new and rehabilitated roadways fail to provide adequate facilities for bicyclists or pedestrians.
- Barrier #2: Residential neighborhood design forces automobile reliance.
 - New residential developments are generally characterized by an internal street network with little or no connectivity, limited access points to the major street network, limited or no mixed land use, and a limited sidewalk network. These characteristics force residences to utilize automobiles for a large majority of trips.
- Barrier #3: Commercial districts cannot be reached by bicycling or walking.
 - A large portion of non-retail employment opportunities are concentrated in the Central Business District (CBD) of the City of Montgomery, in commercial parks, and along major travel corridors such as the Eastern Boulevard. The CBD has experienced revitalization in the last decade with the emergence of high-end loft apartments; however, many of these

residences are priced beyond the means of the average worker. This forces downtown workers to commute from other areas of the River Region. Many of the commercial parks are located within 1-2 miles of apartment and single family residences; unfortunately, the employment and residential areas are not connected by safe pedestrian or bicycle facilities.

- Barrier #4: Large retail developments offer little or no bicycle or pedestrian facilities.
 - Retail development has followed an established pattern in the last 30 years. Large malls and strip malls serve emerging residential areas. Usually, the retail and residential developments are connected exclusively by the roadway network; sidewalks and bicycle facilities are rarely included, and the site is constructed to serve vehicle traffic only. For example, a shopping mall is usually constructed far from the street, surrounded by an ocean of asphalt exclusively for parking. This site design forces pedestrians and cyclists to risk their safety to reach the retail destination. Limiting access decreases use, leading to a steady increase in abandoned and empty retail developments. In Montgomery communities that incorporate facilities for vehicles, pedestrians, and bicyclists, retail developments have a higher occupancy rate.

Policies and regulation for development and redevelopment can encourage the incorporation of bicycle and pedestrian facilities and bicycle and pedestrian friendly design. Retail areas developed or redeveloped with pedestrian and bicycle facilities are a better long term economic investment for the citizens and governments in the River Region.

3.2. SmartCode: Smart Growth in the City of Montgomery

In May of 2007, the City of Montgomery adopted SmartCode for a portion of the downtown area. Figure 3.1 details the covered area. The purpose of SmartCode relating to bicyclist and pedestrians is as follows:

- That transportation should be planned and reserved in coordination with land use.
- That the Region should include a framework of transit, pedestrian, and bicycle systems that provides alternatives to the automobile.
- That neighborhoods and regional centers should be compact, pedestrian-orientated, and mixed-use.
- That ordinary daily living should occur within walking distance of most dwellings, allowing independence for those who do not drive.
- That appropriate building densities and land uses should be provided within walking distance of transit stops.
- That schools should be sized and located to enable children to walk and bicycle to them.
- That development should adequately accommodate automobiles while respecting the pedestrian and the spatial form of space.

SmartCode was the City of Montgomery's response to the "Smart Growth" movement.

In the past decade, the idea of Smart Growth has fostered a significant shift toward planning for people rather than cars. Similarly, revitalization in land use planning is improving the quality of life of communities across the country. According to the American Planning Association, "Smart growth means using comprehensive planning to guide, design, develop, revitalize and build communities for all that:"

- have a unique sense of community and place;
- preserve and enhance valuable natural and cultural resources;
- equitably distribute the costs and benefits of development;
- expand the range of transportation, employment and housing choices in a fiscally responsible manner;

- value long-range, regional considerations of sustainability over short term incremental geographically isolated actions; and
- promotes public health and healthy communities.
- Compact, transit accessible, pedestrian-oriented, mixed use development patterns and land reuse epitomize the application of the principles of smart growth.

Smart Growth creates an environment supportive of bicycle and pedestrian transportation and utilization. Many of the outcomes of smart growth policies facilitate the conversion of automobile trips to bicycle or pedestrian trips, including compactness, multiple uses, and pedestrian oriented, healthy communities.

The accelerated revitalization of Downtown Montgomery is a direct result of the implementation of the City of Montgomery Smart Growth policy, SmartCode. Throughout the SmartCode area, historic districts and sites are being revitalized, abandoned buildings are being developed into residential and commercial properties, restaurants and retail shops are opening, and a robust tourism industry is emerging. Twenty years ago, downtown Montgomery was virtually deserted after 5p.m. Now, downtown Montgomery bustles with energy from residents, workers, and tourists. The City of Montgomery Planning staff has completed numerous SmartCode plans including the West Fairview Avenue Plan, Oak Park and Centennial Hill Plan, and the Maxwell Boulevard Plan. In addition, The Waters, a community in East Montgomery County, was designed and built using SmartCode.

3.3. Land Use Planning and Development

The benefits of Smart Growth policies, like SmartCode, are beginning to affect the perceptions and desires of residences across the River Region; citizens have begun to demand walkable communities. The Federal Highway Administration defines a walkable community as "one where it is easy and safe to walk to goods and services (i.e., grocery stores, post offices, health clinics, etc.). Walkable communities encourage pedestrian activity, expand transportation options, and have safe and inviting streets that serve people with different ranges of mobility."

Outside of the SmartCode area, development is regulated by the *Montgomery Subdivision Regulations* and the *Zoning Ordinance*. To begin creating a pedestrian and bicycle network, these documents must be amended to include pedestrian and bicycle friendly regulations for retail, commercial and residential development. In addition, bicycle and pedestrian friendly policies and regulations need to address retrofitting existing residential and commercial developments for bicyclists and pedestrians. Currently, there are no regulatory requirements for bicycle facilities in developments outside the SmartCode areas; however, because bicycle facilities are incorporated in roadway design, federal requirements ensure bicycle facilities are considered for all developments with new or rehabilitated roadways. To ensure these federal requirements are met, municipal standards must meet or exceed them.

Over time, new and revitalized developments change the public perception of what creates a great city and community. Bicyclists and pedestrians are an unintended beneficiary of the shift towards sustainability. The need to plan for bicyclists and pedestrians has become less a matter of overcoming development barriers and more a matter of incorporating bicycles in everyday life.

3.4. Complete Streets

Where smart growth policies and development codes serve as guidance for redevelopment and new development, a complete streets policy ensures all streets can be utilized by all transportation modes and all user abilities. According to the National Complete Streets Coalition:

Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.

A Complete Streets policy enables planners and engineers to address deficiencies in the transportation network that affect all modes. Streets that only address the needs of automobile users limit access by other modes of transportation, such as walking, bicycling, and transit. The National Complete Streets Coalition has determined ten key elements for an effective complete streets policy. They are as follows:

- Includes a vision for how and why the community wants to complete its streets
- Specifies that 'all users' includes pedestrians, bicyclists, and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is understood by all agencies to cover all roads.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval.
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.
- Directs that complete streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.
- Includes specific next steps for implementation of the policy.

The Complete Streets concept has been implemented through State Laws, State departmental policies, policies, county ordinances/resolutions, metropolitan planning organization and citv ordinances/resolutions/plans/policies. This diversity of implementation illustrates the fact that no one size fits all design or vision for the Complete Streets concept exists. The solutions for roadways will vary according to many factors, from urbanization to land-use, but the central tenet remains constant: the design of each roadway addresses safety and access of all modes while utilizing context sensitive design principles. The Complete Streets concept applies to both existing and new roadways. The goal is always to retrofit existing streets for all transportation modes, but this goal cannot always be realistically accomplished. Not all desired amenities or improvements can be incorporated into a project simply due to space, or lack thereof. Where in the case of a new location project improvements may be scaled to the wants and needs of stakeholders, doing so to an existing facility is another matter altogether. There are limits to retrofitting a fixed width street, for example, and it requires consideration of all needs and a willingness to make difficult choices on what is or is not included in a retrofit project.

The creation of a complete streets policy enables planners and engineers from multiple agencies, departments, and divisions to create a unified vision for roadway functionality. Between Smart Growth

policies, development codes, and a Complete Streets policy, planners and engineers systematically address transportation issues at all levels and for all modes.

3.5. Other Components

There are numerous essential components to creating an effective bicycle and pedestrian network besides regulatory and policy enforcement/development. Below is list of some of the essential components of bicycle and pedestrian planning:

- Education and Safety
 - To ensure the safety of bicyclists and pedestrians, all citizens must be informed about laws pertaining to bicyclists and pedestrians and proper use of safety gear. Education must be incorporated into driver education to increase understanding and respect between users of all modes of transportation.
- Marketing and Promotion
 - To encourage a trend towards bicycling and walking for short trips, marketing campaigns must be utilized to inform citizens of the economic, health, safety, and community benefits of increased bicycling and walking.
- Funding Sources

These components will be detailed in the implementation plan in Chapter 9.

CHAPTER 4 BICYCLIST TYPES AND BIKEWAY TYPES

To effectively plan and construct a bicycle network, planners must have core knowledge of bicyclist types and bikeway types. The prevalence of each bicycle type affects the type of bikeway constructed. To determine where bicycle facilities should be built, planners must understand the desired destinations of citizens. If the appropriate bikeway type is constructed in the appropriate location, the network will be utilized more frequently. This idea is a central component to creating bicycle routes and connectors. The process used to create the preliminary bicycle routes and connectors revealed in the second round of public involvement meetings will be discussed in the next chapter.

4.1. Types of Bicyclists

The American Association of State Highway and Transportation Officials *Guide for the Development of Bicycle Facilities* defines three types of bicyclists: Type "A" (Advanced), Type "B" (Basic) and Type "C" (Children). The following is the descriptions of each type according to AASHTO:

- Advanced or experienced riders are generally using their bicycles as they would a motor vehicle. They are riding for convenience and speed and want direct access to destinations with a minimum of detour or delay. They are typically comfortable riding with motor vehicle traffic; however, they need sufficient operating space on the traveled way or shoulder to eliminate the need for either themselves or a passing motor vehicle to shift position.
- Basic or less confident adult riders may also be using their bicycles for transportation purposes, e.g., to get to the store or to visit friends, but prefer to avoid roads with fast and busy motor vehicle traffic unless there is ample roadway width to allow easy overtaking by faster motor vehicles. Thus, basic riders are comfortable riding on neighborhood streets and shared use paths and prefer designated facilities such as bike lanes or wide shoulder lanes on busier streets.
- Children, riding on their own or with their parents, may not travel as fast as their adult counterparts but still require access to key destinations in their community, such as schools, convenience stores and recreational facilities. Residential streets with low motor vehicle speeds, linked with shared use paths and busier streets with well-defined pavement markings between bicycles and motor vehicles, can accommodate children without encouraging them to ride in the travel lane of major arterials.

Each type of bicyclist has bikeway type preferences that must be considered when determining the bikeway type for road segments.

4.2. Types of Bikeways

Bikeway types fall within three basic categories: Shared Roadway, Bicycle Lanes, and Shared-Use Path. The type of bikeway chosen for a roadway is dependent upon many factors including right-of-way, primary bicyclist type, roadway speeds, roadway volume, and many other factors. At the planning stage, the final bikeway type preference can be determined, but the preliminary engineering phase will determine the most feasible bikeway type constructed.

4.2.1. Shared Roadways

Different types of bicycle facilities can be classified as shared roadways including signed roadways, wide curb lanes, shared road markings, roadway shoulders or shoulder bikeways, designated bicycle routes, and bicycle boulevards. In the United States bicyclists are considered a travel vehicle, so they are legally allowed to utilize any road unless they are specifically prohibited, such as on Interstate Highways. According to AASHTO, a shared roadway is "a roadway which is open to both bicycle and motor vehicle travel. This may be an existing roadway, street with wide curb lanes, or a road with paved shoulders." The safety of shared roadways can decline due to roadway conditions such as speed, volume, lane width, and sight distance. There are multiple methods to increase the safety of all users on shared roadways. Wide curb lanes, for example, increase safety when limitations exist that prevent the creation of bicycle lanes. Wide curb lanes are generally formed by narrowing an inner travel lane and widening the curb lane to enable a car to pass a bicyclist without encroaching on another travel lane. For shared use, the recommended usable width of a curb lane is 14 feet. Figure 4.1 illustrates the recommendation for a shared use curb lane.

Figure 4.1 Wide Curb Lane



Source: Oregon Bicycle and Pedestrian Plan

Another safety improvement is the use of shared-lane markings otherwise known as sharrows. In 2009 the Manual on Uniform Traffic Control Devices (MUTCD) delineated that shared lane markings "may be used to:

- Assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist's impacting the open door of a parked vehicle,
- Assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane,
- Alert road users of the lateral location bicyclists are likely to occupy within the traveled way,
- Encourage safe passing of bicyclists by motorists, and
- Reduce the incidence of wrong-way bicycling.

Shared lane markings should not be used on shoulders or on roadways with bicycle lanes. The 2009 MUTCD offered additional guidance on the use of share lane markings including the following:

- The Shared Lane Marking should not be placed on roadways that have a speed limit above 35 mph.
- If used in a shared lane with on-street parallel parking, Shared Lane Markings should be placed so that the centers of the markings are at least 11 feet from the face of the curb, or from the edge of the pavement where there is no curb.

- If used on a street without on-street parking that has an outside travel lane that is less than 14 feet wide, the centers of the Shared Lane Markings should be at least 4 feet from the face of the curb, or from the edge of the pavement where there is no curb.
- If used, the Shared Lane Marking should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter

Figure 4.2 illustrates the on-street markings approved in the 2009 MUTCD.

Figure 4.2 Shared Lane Markings

Source: 2009 Manual on Uniform Traffic Control Devices (MUTCD)

Other possible safety improvements for shared roadways include roadway shoulders or shoulder bike ways. According to the Federal Highway Administration University Course on Bicycle and Pedestrian Transportation, "Paved shoulders are provided on rural highways for a variety of safety, operational, and maintenance reasons:

- Space is provided for motorists to stop out of traffic in case of mechanical difficulty, a flat tire, or other emergency.
- Space is provided to escape potential crashes.
- Sight distance is improved in cut sections.
- Highway capacity is improved.
- Space is provided for maintenance operations such as snow removal and storage.
- Lateral clearance is provided for signs and guardrail.
- Storm water can be discharged further from the pavement.
- Structural support is given to the pavement.
- Paved shoulders, if they are adequately maintained, provide an excellent place for bicyclists to operate.

A minimum of 4 feet is recommended for paved shoulders, but there is a positive benefit with 2 feet shoulders for more experienced riders. An increased shoulder width is recommended when speeds exceed 50 mph and/or a high truck traffic volume is present.

ings approved in the 2009 w

The next type of a shared roadway is bicycle routes. According to the Federal Highway Administration University Course on Bicycle and Pedestrian Transportation, "Bicycle routes are specially designated shared roadways that are preferred for bicycle travel for certain recreation or transportation purposes." The AASHTO *Guide for the Development of Bicycle Facilities* details the following reasons for creating signed bicycle routes:

- The route provides continuity to other bicycle facilities such as bike lanes and shared–use paths.
- The road is a common route for bicyclists through a high–demand corridor.
- In rural areas, the route is preferred for bicycling because of low motor vehicle traffic volumes or paved shoulder availability.
- The route extends along local neighborhood streets and collectors that lead to internal neighborhood destinations, such as a park, school, or commercial district.

On designated bicycle routes, signs should be placed every 500 feet, at each turn, and at signalized intersections. In addition, signed bicycle routes should include destination and direction information.

The AASHTO *Guide for the Development of Bicycle Facilities* recommends considering the following issues prior to signing a route:

- The route provides through and direct travel in bicycle–demand corridors.
- The route connects discontinuous segments of shared-use paths, bike lanes, and/or other bike routes.
- An effort has been made to adjust traffic control devices (e.g., stop signs, signals) to give greater priority to bicyclists on the route, as opposed to alternative streets. This could include placement of bicycle-sensitive detectors where bicyclists are expected to stop.
- Street parking has been removed or restricted in areas of critical width to provide improved safety.
- A smooth surface has been provided (e.g., utility adjusted to grade, bicycle–safe drainage grates installed, potholes filled, etc.).
- The route will be maintained at sufficient intervals to prevent accumulation of debris (e.g., regular street sweeping).
- Wider curb lanes are provided compared to parallel roads.
- Shoulder or curb-lane widths meet or exceed width requirements for shared roadways (1.2-m (4-ft) shoulder; 4.2-m (14-ft) curb lanes).

The process utilized to create the Montgomery MPO bicycle routes will be detailed in Chapter 5.

The Federal Highway Administration *University Course on Bicycle and Pedestrian Transportation* defines the last type of shared roadway, bicycle boulevards, as "a refinement of the shared roadway concept in that the operation of a local street is modified to function as a through–street exclusively for bicycles while maintaining local access for automobiles. Traffic calming devices reduce traffic speeds and extensive through traffic. Traffic controls limit conflicts between motorists and bicyclists and give priority to through–bicycle movement."

Certain roadway design practices negatively affect the safe use of roadways by bicyclists. The leading complaint of members of the Montgomery Bicycle Club is rumble strips. Rumble strips provide additional safety for automobiles by alerting drivers when they are drifting either into opposing travel lanes or off the roadway. However, bicyclists find these design elements difficult to navigate and, if placed or sized inappropriately, dangerous. Rumble strips can be designed to alert drivers and accommodate bicyclists. The Federal Highway Administration released the following guidance for use of rumble strips on roadways:

- Rumble strips should only be installed when an adequate unobstructed width of paved surface remains available for bicycle use. To aid a bicyclist's movement to the left of a shoulder rumble strip when needed to avoid debris, make turns, or avoid other shoulder users, some States provide periodic gaps of 3.0 m (10 ft) to 3.6 m (12 ft) between groups of the milled–in elements throughout the length of the shoulder rumble strip. A study by one State recommends a gap of 3.6 m (12 ft) between milled–in elements of 8.5 m (28 ft) to 14.6 m (48 ft) in length. Other States have specified 3.0 m (10 ft) gaps between 3.0–m (10–ft) milled–in elements.
- Small stones, sand, and other debris often collect on roadway shoulders. Usually the air turbulence caused by passing traffic will keep the portion of the shoulder closest to traffic relatively clear of such debris. For this reason, most bicyclists prefer to ride on that portion of the shoulder nearest to traffic to avoid debris. To provide a clear area beyond the rumble strip for bicycle travel, highway maintenance agencies should periodically sweep shoulders along identified bicycle routes and other routes with high bicycle usage.
- Recent studies by two States attempted to develop modified rumble strip designs that would be more acceptable to bicyclists. The principle adjustments to the milled-in strip elements considered were reduced depth, reduced width, and changes to the center-to-center spacing. Several types of raised elements have also been tested and evaluated. Both studies concluded that a reasonable compromise between maximum warning to errant motorists and tolerable discomfort to bicyclists was a reduced-depth, milled rumble strip.

In addition to rumble strips, drainage grates, railroad crossings, and sidewalk ramp design present safety hazards to bicyclists. As part of the development of the bicycle and pedestrian plan, recommendations were developed to address these safety hazards. The recommendations will be presented in Chapter 5.

4.2.2. Bicycle Lanes

According to the AASHTO *Guide for the Development of Bicycle Facilities*, a bicycle or bike lane is "a portion of a roadway which has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists." Bicycle lanes can be recommended for a roadway for multiple reasons including:

- High bicycle traffic volume
- To connect residential development to areas with a high concentration of bicycle attractors.
- On roadways that do not have adequate space for bicyclists to safely share the roadway.

Bicycle lanes are oftentimes the most highly desired bikeway type because they increase the safety of inexperienced riders. The delineation of modes increases the predictability of roadway movements. There are a number of design principles that must be incorporated when designing bicycle lanes. Some of these principles are as follows:

- Bicycle traffic in bicycle lanes should travel in the same direction as adjacent automobile travel lanes.
- Two-way bicycle lanes on one side of roadways should be avoided unless safety or roadway design constraints exist.
- Bicycle lanes should be on the right side of one-way streets unless safety issues exist. For example, if a higher concentration of driveways and roadways exist on the right side, a bicycle lane could be constructed on the left side to decrease conflict with merging automobile traffic.

The minimum width for a bicycle lane varies depending on the presence and type of on-street parking. The four most common situations are on-street parking, parking permitted without striping, parking prohibited and rural areas. The following illustration from the AASHTO *Guide for the Development of Bicycle Facilities* details the cross sections for each type.
Figure 4.3: Cross Section of Bicycle Facilities



* If rumble strips exist there should be 1.2 m (4 ft) minimum from the rumble strips to the outside edge of the shoulder.

The *Montgomery Metropolitan Planning Organization (MPO) 2012 Bicycle and Pedestrian Plan* recommends a width of 5 feet to 6 feet for all bike lanes within the MPO Study area.

4.2.3. Shared-Use Paths

The last type of bikeway is shared-use paths. According to American Association of State Highway and Transportation Official (AASHTO) *Guide for the Development of Bicycle Facilities*, shared-use paths are "a bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared-use paths may also be used by pedestrians, skaters, wheelchair users, joggers, and other nonmotorized users." Shared-use paths attract a wide variety of users and transportation modes, from pedestrians to bicyclist to skaters. The modes have a wide range of speeds that interact on a shared-use path. The Federal Highway Administration report *Characteristics of Emerging Road and Trail Users and Their Safety* details the various types of users of shared-use paths. Below is a summary of the shared-use path users from the Federal Highway Administration (FHWA) *Federal Highway Course on Bicycle and Pedestrian Transportation*.

- **Bicyclists** include adults using traditional bicycles, but also child bicyclists, cyclists pulling trailers or trail–a–bikes, and riders of tandem bicycles, recumbent bicycles, hand cycles, tricycles, and a variety of four–wheeled human–powered vehicles.
- **Pedestrians** include joggers, runners, and people walking dogs and pushing strollers, as well as disabled people. Today, disabled and injured people have a wide variety of assistive devices available to aid in travel or enable participation in trail activities, including powered and manual wheelchairs, powered scooters, tricycles, hand cycles, and racing wheelchairs, as well as the more traditional, crutches, walkers, and canes.
- **Skaters** include users as diverse as in-line skaters, kick scooters, skateboarders, and people using roller-skis.

In addition to the above users, shared-use paths may also be designed to accommodate equestrians. The wide variety of user types and abilities, as well as the greatly varied trip purposes, from commuting to recreation, influence the design of a shared-use path. There are many types of shared-use paths, but the most common types according to FHWA *Federal Highway Course on Bicycle and Pedestrian Transportation* are

- **Rail-trails**—Paths created on abandoned railroad corridors.
- **Rails–with–trails**—Paths created adjacent to active rail lines, such as freight railroads, commuter rail lines, light rail, or other rail transit facilities.
- Greenway trails—Paths incorporated into linear natural areas such as parks or conservation areas, along stream or river corridors, along waterfronts including beaches and shorelines, or along flood control levees, etc.
- Paths adjacent to highways, roads, and parkways—sometimes referred to as *sidepaths*.
- **Towpaths**—Paths created along abandoned canals by using the towpath or canal bed.
- **Paths using utility corridors**—Such as power lines, water supply, or sewer corridors, irrigation canals, or other utility lines.
- Other paths—Such as those developed within university campuses, on other institutional properties, or within large residential and/or commercial developments.

The four types of shared-use paths that fit the unique characteristics and needs of the River Region are rails-trails, greenway trails and paths adjacent to highways, roads, and parkways, and other paths.

The 2009 MUTCD should be used to determine the appropriate signage and pavement markings for shared-use paths; the American Association of State Highway and Transportation Official (AASHTO)

Guide for the Development of Bicycle Facilities should be used as a design guide. Generally a shared-use path should be a minimum of 10 feet wide for two-way use, but a width of 12 feet to 14 feet is recommended when heavy usage is predicted and a width of 8 feet can be adequate for low volume usage. The following illustration details the recommended width and height characteristics in a typical cross-section.





Source: American Association of State Highway and Transportation Official (AASHTO) Guide for the Development of Bicycle Facilities

The wide variety of design issues from intersections to accessibility will be addressed in the preliminary engineering phase.

CHAPTER 5 CURRENT, PLANNED, AND PROPOSED BICYCLIST ROUTES AND FACILITY

The goal of the *Montgomery Metropolitan Planning Organization (MPO) 2012 Bicycle and Pedestrian Plan* is to incorporate existing and planned bicycle facilities into a bicycle transportation network that connects where people live and work to the various attractors in their community. Currently, the River Region has two road segments with bicycle lanes, one roadway segment with shared lane markings, three shared-use paths, and multiple roadways with share the road signage. In addition, the Montgomery area has multiple other paths, including shared-use paths on the Auburn University of Montgomery Campus. While these facilities were not included in the inventory for the *Montgomery Study Area Bicycle and Pedestrian Plan*, when feasible, they will be incorporated into the River Region Bicycle Network. Additionally, multiple roadways qualify as bicycle facilities but are not designated as such. The *Montgomery Metropolitan Planning Organization (MPO) 2012 Bicycle and Pedestrian Plan* will designate these existing roadways as bicycle facilities as detailed in the proposed routes. In the next five years, the multiple bicycle facility projects planned for both new and existing roadways will form the framework for an integrated and complete River Region Bicycle Network.

5.1. Current Bicycle Facilities

In the last decade the River Region has begun addressing bicycle facilities in both existing and planned roadways. In addition, bicycle facilities have begun to emerge as popular recipients of transportation enhancements funds. The existing bicycle facilities in the River Region are as follows:

- A Bicycle Lane on Hall Street from High Street to Glenn Palmer
- A Bicycle Lane on Ft. Toulouse Road from US-231 to Ft. Toulouse
- Share Lane Markings on Old Farm Lane from entrance to Willow Ridge Apartments to Rocky Mt Road
- The Montgomery Riverwalk from Cypress Inlet to Intermodal Tower and Pedestrian Bridge
- A Shared-Use Path on Maxwell Boulevard from Maxwell Boulevard E. to I-65
- Share the Road Signs and Plaques in Montgomery County along various roadways
- Pike Road Trail on Meriwether Road Shared-Use Path

Figure 5.1 and 5.2 detail all existing and planned bicycle facilities in the Montgomery MPO Study Area.

5.2. Planned Bicycle Facilities

Four bicycle facilities projects have been planned for the River Region over the next two years. The projects with known facility type are:

- Extension of the Wetumpka Riverwalk (Shared-use path)
- Extension of the Montgomery Riverwalk (Shared-use path)
- Park Crossing from Wilson YMCA to Taylor Road (Bicycle Lanes)
- Park Crossing from Wilson YMCA to Taylor Road (8 ft Shared-use path)
- Rails-Trails Project in the City of Montgomery from N. Decatur Street to I-85 (Shared-use path)
- Town of Pike Road Trail System

In addition to these projects, bicycle facilities are planned on Vaughn Road from Bridlebrook Farms to the Outer Loop Road. The facility type will be determined during preliminary engineering. Figure 5.1 and 5.2 detail all existing and planned bicycle facilities in the Montgomery MPO Study Area.





Figure 5.2: Existing and Planned Bicycle Facilities

Source: 2010 U.S. Census, City of Montgomery, Town of Pike Road, City of Prattville, and Elmore County



Existing Bicycle Facilities



Town of Elmore

City of Millbrook

City of Montgomery

Town of Pike Road

City of Prattville

City of Wetumpka

Interstate Roadways Railroads Rivers



5.3. Process to Create the Proposed Bicycle Routes

The creation of the proposed bicycle routes involved answering four key questions:

- Which roadways are safest for bicyclists?
- Which roadways do citizens' desire bicycle facilities?
- Are area attractions, residential areas, and commercial areas connected by bicycle facilities? Attractions are defined as parks, schools, YMCAs, Community Centers, and shopping destinations.
- Which roadways are no feasible because of known right-of-way or environmental issue?

5.3.1. Bicycle Suitability Analysis

The Bicycle Suitability Analysis identified the functionally classified roadways safest for bicyclists. The Bicycle Suitability Index was competed in conjunction with the 2035 Long Range Transportation Plan, adopted on July 1, 2010. The Suitability Index scores roadways according to three factors: Traffic Volume, Travel Speeds, and the Functional Classification of the Roadway. Table 5.1 details each suitability factor.

Bicycle Suitability Facto	ors Score		
Traffic Volume	Less than 2,500 vehicles per day per lane (vpdpl)	4	
	Between 2,500 and 5,000 vpdpl	2	
	More than 5,000 vpdpl		
Travel Speeds	Less than or equal to 30 mph	4	
	Between 30 and 40 mph	2	
	Greater than 40 mph	0	
Functional Class	Local Streets and Collectors	4	
	Minor Arterials	2	
	Other (Major Arterials and Highways)	0	

Table 5.1 Bicycle Suitability Rating Descriptions

Source: Montgomery MPO.

The average of the three suitability factor scores was used to find a suitability rating, indicating the level of difficulty for a roadway. The ranges are as follows:

- Best conditions for bicycling range from 3 to 4.0
- Medium conditions for bicycling range from 2 to 2.9
- Difficult conditions for bicycling range from 1 to 1.9
- Very difficult conditions for bicycling range <1

These ratings were taken into consideration when developing the proposed bicycle routes. When possible, roadways with a "very difficult" rating were avoided. If the roadway is the only option available, a shared-use path was recommended to minimize conflict between vehicles and bicyclists. Figure 5.3 details the results of the 2005 Bicycle Suitability Analysis.



5.3.2. Public Input

As described in Chapter 2, the public involvement process was pivotal to the creation of the proposed bicycle routes. In the first round of public involvement meetings held in November 2010, citizens were asked to indicate which roadways merited bicycle facilities and what destinations should be on the bicycle network. The meetings presented a "blank slate" upon which citizens' could conceptualize a bicycle network; the comment sheets asked for specific roadways and destinations. Citizens responded with a wide range of comments including:

- Roadways where bicycle facilities are desired.
- Destinations that should be connected to bicycle facilities.
- Intersections that need bicycle (and pedestrian) facilities.
- Suggested Bicycle Corridors, Routes, and Connectors
- Improvements to planned and existing bicycle facilities.

In addition, the Montgomery Bicycle Club routes were reviewed to ensure rural roadways currently utilized by bicyclists were incorporated into the Montgomery MPO routes and connectors when possible. Figure 5.3 details the Montgomery Bicycle Club routes in the tri-county area. Table 5.2 is a summary of the bicycle related comments from the comment sheets. The *Montgomery Metropolitan Planning Organization (MPO) 2012 Bicycle and Pedestrian Plan* Public Involvement Summary Document details all comments received.

Type of				
Comment	Location			
Intersections		Atlanta Hwy at Eastdale	Dalraida @ Perry Hill	
Intersections	Atlanta Hwy at Ann St	Mall	Rd	Eastdale Mall
Diavala	Auburn University of	Alabama State	Downtown YMCA to	Maxwell AFB to The
Corridora	Montgomery to Blount	University to	Zoo and Garrett	Alley and Ann Street
corrigors	Cultural Park	Huntington College	Coliseum	Wal-Mart
Doctinations	Union Station to	Selma to Montgomery	Union Station to the	Union Station to
Destinations	Montgomery Academy	Trail	State Capital	Huntington College
Destinations	Eastbrook Shopping		Alabama State	
Destinations	Center	Huntington	University	Blount Cultural Park
Existing or				
Planned	Bridge crossing River at			
Facilities	Intermodal	Cypress Nature Park	Proposed Rails-to-Trails	Riverwalk
			Browns Road	
	Adams Avenue	Airbase Boulevard	(Millbrook)	Chantilly Parkway
	Court Street	Decatur Street	Flowers Road	Forest
Doodwova	Hall Street	Hugh Street	Hull Street	Jackson
Koauways	Lawrence	Lower Wetumpka Road	Maxwell Boulevard	McDonough
	Mulberry	New Park Drive	Pike Road	Ray Thorington Road
	Ripley	Rosa Parks Avenue	Taylor Road	University
	Vaughn Road	Wares Ferry Road	West Fairview Avenue	Zelda Road

Table 5.2 Summary of Comments Received from Comment Sheets

5.3.3. Connectivity

The final concept guiding the proposed bicycle routes was connectivity. A bicycle network with connectivity links where people live and work to where they want to go. The destinations, roadways, and corridors indicated during the comment period or mapped during the public involvement meeting where

placed on a map along with all shopping centers, parks, schools, YMCAs, community centers, major residential areas and major employment centers, collectively known as attractions. The bicycle suitability index was used to choose roadway connections between the citizen-identified roadways, destination, bicycle corridors, and attractions. The result was the preliminary bicycle routes and connectors presented to the Bicycle and Pedestrian Subcommittee and to the public.

5.3.4. Citizen and Technical Review

The preliminary bicycle routes and connectors were presented to the Bicycle and Pedestrian Subcommittee first to refine the routes. The Committee was asked to review the routes for safety, feasibility and connectivity based upon their technical and local knowledge. As a result of the committee comments some route segments had to be eliminated or changed. The next step was presenting the preliminary routes and connectors to the public in the second round of public involvement meetings. The preliminary routes and connectors were presented in August 2011. Comments received at these meetings and during the subsequent comment period further refined the routes and connectors. The final result is 32 proposed bicycle routes and 36 connectors. The next section details the proposed routes.

5.4. Proposed Bicycle Routes and Connectors

There are 32 routes and 36 connectors proposed in the *Montgomery Study Area Bicycle and Pedestrian Plan.* Each route and connector is composed of segments. A total of 16 routes are in Montgomery County, 6 routes are in Autauga County, 6 routes are in Elmore County, and 4 routes are in both Autauga and Elmore Counties. Each of these routes either directly connects to another route or connects via a connector route. There are a total of 36 connectors, 17 in Montgomery County, 12 in Elmore County, 2 in Autauga County, and 5 connecting two counties. In addition, there are three connectors between routes on the State of Alabama Bicycle Plan and the proposed Montgomery Study Area routes. Combined, these routes and connectors form the River Region Bicycle Network for the Montgomery Study Area.

While the final bikeway type appropriate for each route or connector segment cannot be determined at the planning phase, based on public comments, roadway characteristics, and user characteristics a preferred bikeway type has been determined for each segment. The recommended bikeway type varies across each route depending upon a number of factors including roadway speed, traffic volume, functional classification of the roadway, primary bicyclist type, and the density of adjacent development. Bicycle lanes are generally recommended for all roadways with high development density, high traffic volume, and travel speeds below 45 mph. Shared roadways can be marked with signage, shared lane markings, wide curb lanes, or paved shoulders. Generally, paved shoulders and signage are only used when the development density is low, usually in rural areas. Shared-use paths are only recommended when speeds exceed 45 mph, when truck volume is high, or when roadway volume is a significant safety concern.

A description of each of the 32 bicycle routes can be found in Table 5.3. In addition, the table lists attractions near each bicycle route and details the location and type of bicycle facility recommended for each route segment. A description of each connector can be found in Table 5.4. Figure 5-3 details all the bicycle routes and connectors, and Figures 5-4 to Figure 5-14 illustrate each bicycle route.

 Montgomery Metropolitan Planning Organization (MPO) Bicycle Routes

Rou	te 1: AUM/Eastdale I	Mall			
#	Bikeway Type	Road Name	From	То	Miles
1	Bicycle Lanes	University Dr	Brown Springs Rd	Oliver Dr	0.63
2	Shared Roadway	Oliver Dr	University Dr	Bell Rd	0.21
3	Shared Roadway	Bell Rd	Oliver Dr	Monticello Dr	0.11
4	Shared Roadway	Monticello Dr	Bell Rd	Greystone Dr	0.28
5	Shared Roadway	Greystone Dr	Monticello Dr	Monticello Dr	0.20
6	Shared Roadway	Monticello Dr	Greystone Dr	Shirley Ln	0.45
7	Shared Roadway	Shirley Ln	Monticello Dr	Eastdale Rd	0.36
8	Shared Roadway	Eastdale Rd	Shirley Ln	Atlanta Hwy	0.81
9	Shared Roadway	Atlanta Hwy	Eastdale Rd	Eastdale Circle Access	0.09
10	Crossing	Eastdale Circle Access	Atlanta Hwy	Atlanta Hwy	0.01
11	Bicycle Lanes	Eastdale Circle Access	Atlanta Hwy	Eastdale Circle	0.08
12	Bicycle Lanes	Eastdale Circle	Eastdale Circle Access	Dunbarton Rd	0.35
13	Shared Roadway	Dunbarton Rd	Eastdale Circle	Wares Ferry Rd	0.41
14	Shared Roadway	Wares Ferry Rd	Dunbarton Rd	McLemore Dr	2.91
15	Shared Roadway	McLemore Dr	Wares Ferry Rd	Atlanta Hwy	2.14
16	Shared Roadway	McLemore Dr/Brown Springs Rd	Atlanta Hwy	Atlanta Hwy	0.03
17	Bicycle Lanes	Brown Springs Rd	Atlanta Hwy	University Dr	0.64
Rou	te 2: Alabama Shake	speare Festival	•		
#	Bikeway Type	Road Name	From	То	Miles
1	Bicycle Lanes	Bell Rd***	Old Creek Rd	Vaughn Rd	0.46
2	Shared Roadway	Bell Rd	Vaughn Rd	Vaughn Rd	0.02
3	Shared Roadway	Bell Rd	Vaughn Rd	Old Post Ln	2.05
4	Shared Roadway	Young Meadows Rd**	Bell Rd	Meadow I ark Dr	0.25
5	Shared Roadway	Young Meadows Rd***	Meadow Lark Dr	Shared-Use Path	1.00
6	Shared Roadway	Shared-Use Path	Young Meadows Rd	St. James School Rd	0.27
7	Shared Roadway	St. James School Rd	Shared-Use Path	Vaughn Rd	0.27
8	Crossing	St. James School Rd	Vaughn Rd	Vaughn Rd	0.02
9	Shared Roadway	Festival Dr	Vaughn Rd	Festival Dr (split)	0.02
10	Shared Roadway	Festival Dr (Northbound)	Festival Dr (split)	Festival Dr	0.25
11	Shared Roadway	Museum Dr	Festival Dr (Northbound)	Festival Dr (Southbound)	0.04
12	Shared Roadway	Festival Dr (Southbound)	Museum Dr	Festival Dr (split)	0.01
13	Shared Roadway	Festival Dr	Festival Dr (Northbound)	Woodmere Blvd	0.19
14	Bicycle Lanes	Woodmere Blyd	Festival Dr	Woodmere Loop	0.40
15	Shared Roadway	Woodmere Loop	Woodmere Blyd	Sagewood Dr	0.14
16	Shared Roadway	Sagewood Dr	Woodmere Loop	Old Creek Rd	0.12
17	Shared Roadway	Old Creek Rd	Sagewood Dr	Bell Rd	0.60
Rou	te 3: Blue-Ridge-Red	land		1	
1000 #	Bikeway Type	Road Name	From	То	Miles
π 1	Sharad Boadway	Firstower Bd (CP 50)	Padland Dd	Tellebassoo Huyu	2 80
1	Shared Doadway	Tallassee Hury (CD 14)	Firetower Rd	LIS 231	5.09 2.20
2	Shared Doadway	Tallassee Hury (SR 14)	LIS 231	US 231	2.20
3	Shared Doadway	LIS 231	Coosa River Drug (SD 14)	Company St	0.04
4	Shared Roadway	Company St	LIS 221	Orling St	1.06
5	Shared Roadway	Orling St	Company St	Spring St	0.00
7	Shared Roadway	Company St	Company St		0.00
0	Shared Doadway	Hill St	Company St	Bridge St	0.09
ð	Shared Doadway	nin St Bridge St		Main St	0.01
9	Diavela Lance	Main St	Dridge St		0.06
10	Sharad Dead	Ivialli St E. Moin St			0.69
11	Shared Readway	E. WAIII SU	US 251 Main St	Old Montgomery Hurr	0.07
12	Shared Roadway	Old Montgomery Hurry		UIG 221	0.21
13	Shared Roadway	Old Montgomery Hwy		US 231	0.03
14	Shared Roadway	Losmina Hill Pd	Old Montgomery Hurry	Jasiiiiile filli Ku Old Jasmina Hill Dd	0.55
15	snareu Koadway	Jasinine Hill Ku	Old Montgomery Hwy	Olu Jasmine Hill Ků	4.00

Rou	te 4: Deatsville				
#	Bikeway Type	Road Name	From	То	Miles
1	Shared Roadway	Foxwood Rd (CR 40)	Alpha Springs Rd (CR 85)	Ingram Rd	1.59
2	Shared Roadway	Ingram Rd	Foxwood Rd (CR 40)	Cypress Rd	2.53
3	Shared Roadway	Ingram Rd	Cypress Rd	Myrick Rd	1.84
4	Shared Roadway	Myrick Rd	Ingram Rd	Deatsville Hwy	1.49
5	Shared Roadway	Deatsville Hwy	Myrick Rd	Ross Rd	1.01
6	Shared Roadway	Ross Rd**	Deatsville Hwy	Gunnells Rd	1.26
7	Shared Roadway	Gunnells Rd**	Ross Rd	CR 39	0.17
8	Shared Roadway	CR 39	Gunnells Rd	Alpha Springs Rd (CR 85)	2.59
9	Shared Roadway	Alpha Springs Rd (CR 85)	CR 39	Foxwood Rd (CR 40)	3.76
Rou	te 5: East Montgom	iery			
#	Bikeway Type	Road Name	From	То	Miles
1	Shared Roadway	Ryan Rd	Wal-Mart Entrance	Vaughn Rd	0.84
2	Shared Roadway	Ryan Rd	Vaughn Rd	Vaughn Rd	0.01
3	Shared Roadway	Vaughn Rd	Ryan Rd	Ray Thorington Rd	2.01
4	Shared Roadway	Ray Thorington Rd	Vaughn Rd	Vaughn Rd	0.01
5	Shared Roadway	Ray Thorington Rd	Vaughn Rd	Park Crossing	2.16
6	Bicycle Lanes	Park Crossing	Ray Thorington Rd	Jim Wilson ES	1.14
7	Bicycle Lanes	Park Crossing	Jim Wilson ES	Taylor Rd	2.34
8	Crossing	Shared-Use Path	Taylor Rd	Taylor Rd	0.01
9	Shared-Use Path	Taylor Rd	Park Crossing	Plantation Crossing	1.29
10	Crossing	Plantation Crossing	Taylor Rd	Taylor Rd	0.01
11	Shared-Use Path	Plantation Crossing	Taylor Rd-Shared-Use Path	Shared-Use Path	0.11
12	Shared-Use Path	Shared-Use Path	Plantation Crossing	Vaughn Rd-Shared-Use Path	0.23
13	Shared-Use Path	Vaughn Rd-Shared- Use Path	Shared-Use Path	Seaton Blvd	0.14
14	Crossing	Vaughn Rd	Seaton Blvd	Halcyon Park Dr	0.02
15	Shared Roadway	Halcyon Park Dr	Vaughn Rd	Parkview Dr	0.38
16	Shared Roadway	Parkview Dr	Halcyon Park Dr	Berryhill Rd	1.02
17	Bicycle Lanes	Berryhill Rd	Parkview Dr	Eastchase Ln	0.17
18	Bicycle Lanes	Eastchase Ln	Berryhill Rd	Eastchase Pkwy	0.69
19	Bicycle Lanes	Eastchase Pkwy	Eastchase Ln	Minnie Brown Rd	1.18
20	Shared Roadway	Minnie Brown Rd	Eastchase Pkwy	Shared-Use Path	0.24
21	Shared-Use Path	Shared-Use Path	Minnie Brown Rd	Ryan Rd	1.37
Rou	te 6: West Prattville	e			
#	Bikeway Type	Road Name	From	То	Miles
1	Shared Roadway	Selma Hwy (SR 14)	Golson Rd	Old Autaugaville Rd	2.10
2	Shared Roadway	Old Autaugaville Rd	Selma Hwy (SR 14)	US 82	1.57
3	Shared Roadway	Old Autaugaville Rd	US 82	US 82	0.03
4	Shared Roadway	Gin Shop Hill Rd	US 82	Carter Rd	0.21
5	Shared Roadway	Carter Rd	Gin Shop Hill Rd	US 82	0.18
6	Shared Roadway	Carter Rd	US 82	US 82	0.01
7	Shared Roadway	US 82	Carter Rd	Northington Rd	0.06
8	Shared Roadway	Northington Rd	US 82	US 82	0.02
9	Shared Roadway	Northington Rd	US 82	Red Eagle Rd	1.63
10	Shared Roadway	Red Eagle Rd	Northington Rd	Indian Hills Rd	0.42
11	Shared Roadway	Indian Hills Rd	Red Eagle Rd	Golson Rd	1.19
12	Shared Roadway	Golson Rd	Indian Hills Rd	Selma Hwy (SR 14)	4.37

Rou	Route 7: Elmore-Holtville					
#	Bikeway Type	Road Name	From	То	Miles	
1	Shared Roadway	Possom Trot Rd	Coosa River Rd	Lightwood Rd	1.80	
2	Shared Roadway	Lightwood Rd	Possom Trot Rd	Holtville Rd	1.83	
3	Shared Roadway	Holtville Rd	Lightwood Rd	Ceasarville Rd (CR 23)	0.08	
4	Shared Roadway	Ceasarville Rd (CR 23)	Holtville Rd	Flatwood Rd	3.30	
5	Shared Roadway	Flatwood Rd	Ceasarville Rd (CR 23)	Hickory Dr	0.43	
6	Shared Roadway	Flatwood Rd	Hickory Dr	Mehearg Rd	1.75	
7	Shared Roadway	Mehearg Rd	Flatwood Rd	White Rd	1.62	
8	Shared Roadway	White Rd	Mehearg Rd	Baltzer Rd	0.20	
9	Shared Roadway	Baltzer Rd	White Rd	1st Ave	1.73	
10	Shared Roadway	1st Ave	Baltzer Rd	SR 143	0.29	
11	Shared Roadway	SR 143	1st Ave	Coosa River Rd	4.87	
12	Shared Roadway	Coosa River Rd	SR 143	Poosum Trot Rd	4.06	
Rou	te 8: Elmore-Millbro	ook-Coosada				
#	Bikeway Type	Road Name	From	То	Miles	
1	Shared Roadway	Mercer Rd	Ingram Rd	Politic Rd	2.80	
2	Shared Roadway	Politic Rd	Mercer Rd	Jackson St	0.71	
3	Shared Roadway	Jackson St	Politic Rd	Lucky Town Rd	0.02	
4	Shared Roadway	Lucky Town Rd	Jackson St	Rucker Rd	0.10	
5	Shared Roadway	Rucker Rd	Luck Town Rd	Pecan Grove Rd	2.08	
6	Shared Roadway	Pecan Grove Rd	Rucker Rd	Upper Gibson Town Rd	0.92	
7	Shared Roadway	Upper Gibson Town Rd	Pecan Grove Rd	Airport Rd	1.19	
8	Shared Roadway	Airport Rd	Upper Gibson Town Rd	Kennedy Ave	0.43	
9	Shared Roadway	Kennedy Ave	Airport Rd	Coosada Rd	1.19	
10	Shared Roadway	Coosada Rd	Kennedy Ave	Coosada Pkwy	0.25	
11	Shared Roadway	Coosada Pkwy	Coosada Rd	Prattville Junction Rd	2.14	
12	Shared Roadway	Prattville Junction Rd	Coosada Pkwy	Caroline Dr	0.53	
13	Shared Roadway	Caroline Dr	Prattville Junction Rd	Sandtown Rd	0.12	
14	Bicycle Lanes	Sandtown Rd	Caroline Dr	Coosada Rd	1.20	
15	Bicycle Lanes	Airport Rd	Coosada Rd	Chapman Rd	0.66	
16	Shared Roadway	Chapman Rd	Airport Rd	Main St	1.02	
17	Bicycle Lanes	Main St***	Chapman Rd	SR 14	1.24	
18	Shared Roadway	Deatsville Hwy/Main St***	SR14	SR 14	0.04	
19	Bicycle Lanes	Deatsville Hwy***	SR 14	Canton Rd	0.55	
20	Shared Roadway	Canton Ct	Deatsville Hwy	Thornfield Dr	0.03	
21	Shared Roadway	Thornfield Dr	Canton Ct	Ingram Rd	0.67	
22	Shared Roadway	Ingram Rd	Thornfield Dr	Mercer Rd	1.67	

Rou	te 9: Historic Circu	lator			
#	Bikeway Type	Road Name	From	То	Miles
1	Bicycle Lanes	Hall St*	Adams Ave	I-85	0.53
2	Shared Roadway	Hall St**	I-85	I-85	0.10
3	Bicycle Lanes	Hall St**	I-85	Carter Hill Rd	0.40
4	Bicycle Lanes	Carter Hill Rd**	Hall St	College St	0.35
5	Shared Roadway	College St**	Carter Hill Rd	E. Fairview Ave	0.48
6	Bicycle Lanes	E. Fairview Ave**	College St	Cloverdale Rd	0.40
7	Shared Roadway	Cloverdale Rd**	E. Fairview Ave	E. Edgemont Dr	0.52
8	Shared Roadway	E. Edgemont Ave	Cloverdale Rd	Norman Bridge Rd	0.41
9	Shared Roadway	Norman Bridge Rd	E. Edgemont Ave	Arlington Rd	0.42
10	Shared Roadway	Arlington Rd	Norman Bridge Rd	Gilmer Ave	0.28
11	Shared Roadway	Gilmer Ave***	Arlington Rd	Clanton Ave	0.59
12	Shared Roadway	Clanton Ave	Gilmer Ave	S Perry St	0.13
13	Bicycle Lanes	S Lawrence St (Southbound)***	Clanton Ave	E Cromwell St	0.24
14	Bicycle Lanes	S. Perry St (Northbound)***	Clanton Ave	E Cromwell St	0.24
15	Shared Roadway	E Cromwell St	S Lawrence St	Edgar D Nixon Ave	0.41
16	Shared Roadway	Edgar D Nixon Ave***	W Cromwell St	Early St	0.25
17	Shared Roadway	Early St	Edgar D Nixon Ave	S Holt St	0.46
18	Shared Roadway	S Holt St	Early St	W Jeff Davis Ave	0.50
19	Shared Roadway	W. Jeff Davis Ave***	S Holt St	Holcombe St	0.52
20	Shared Roadway	Holcombe St	W Jeff Davis Ave	I-85	0.08
21	Shared Roadway	Holcombe St	I-85	I-85	0.06
22	Shared Roadway	Holcombe St	I-85	Church St	0.39
23	Shared-Use Path	Church St	Holcombe St	Molton St	0.13
24	Shared Roadway	Molton St	Church St	Montgomery St	0.11
25	Bicycle Lanes	Montgomery St***	Molton St	Court Square	0.16
26	Bicycle Lanes	Court Square**	Montgomery St	Dexter Ave	0.04
27	Bicycle Lanes	Dexter Ave**	Court Square	Bainbridge St	0.44
28	Bicycle Lanes	Bainbridge St	Dexter Ave	Adams Ave	0.16
29	Bicycle Lanes	Adams Ave	Bainbridge St	Hall St	0.56

Kou	Route 10: Midtown to Downtown					
#	Bikeway Type	Road Name	From	То	Miles	
1	Shared Roadway	Fieldcrest Dr**	Vaughn Rd	McGehee Rd	1.23	
2	Shared Roadway	McGehee Rd**	Fieldcrest Dr	Woodley Rd	1.34	
3	Shared Roadway	Woodley Rd**	McGehee Rd	Glen Gratten Dr	0.69	
4	Shared Roadway	Glen Gratten Dr**	Woodley Rd	Edgemont Ave	0.44	
5	Shared Roadway	Edgemont Ave**	Glen Gratten Dr	Cloverdale Rd	0.23	
6	Shared Roadway	Cloverdale Rd**	E. Edgemont Ave	Magnolia Curve	0.65	
7	Shared Roadway	Cloverdale Rd	Magnolia Curve	Felder Ave	0.43	
8	Shared Roadway	Felder Ave	Cloverdale Rd	Ridge Ave	0.08	
9	Shared Roadway	Felder Ave	Ridge Ave	Perry St	0.53	
10	Bicycle Lanes	S. Perry St***	Felder Ave	Arba St	0.69	
11	Shared Roadway	S. Perry St	Arba St	South St	0.08	
12	Bicycle Lanes	Perry St	South St	Madison Ave	0.78	
13	Shared Roadway	Perry St	Madison Ave	Madison Ave	0.02	
14	Bicycle Lanes	Perry St	Madison Ave	Columbus St	0.14	
15	Bicycle Lanes	Columbus St	Perry St	Tallapoosa St	0.09	
16	Bicycle Lanes	Tallapoosa St	Columbus St	Molton St	0.36	
17	Shared Roadway	Molton St	Tallapoosa St	Bibb St	0.10	
18	Shared Roadway	Molton St	Bibb St	Bibb St	0.02	
19	Shared Roadway	Molton St	Bibb St	Montgomery St	0.10	
20	Bicycle Lanes	Montgomery St***	Molton St	Court Square	0.16	
21	Bicycle Lanes	Court Square***	Montgomery St	S. Court St	0.03	
22	Bicycle Lanes	S. Court St***	Court Square	Adams Ave	0.17	
23	Shared Roadway	Adams Ave	S. Court St	S. Lawrence St	0.17	
24	Bicycle Lanes	S. Lawrence St	Adams Ave	South St	0.47	
25	Shared Roadway	S. Lawrence St	South St	Arba St	0.08	
26	Bicycle Lanes	S. Lawrence St***	Arba St	Clanton Ave	0.55	
27	Shared Roadway	Clanton Ave	S. Lawrence St	Gilmer Ave	0.05	
28	Shared Roadway	Gilmer Ave***	Clanton Ave	Felder Ave	0.14	
Rou	te 11: Millbrook					
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#	Bikeway Type	Road Name	From	То	Miles	
# 1	Bikeway Type Bicycle Lanes	Road Name Deatsville Hwy*	From Ross Rd	To SR 14	Miles 2.29	
# 1 2	Bikeway Type Bicycle Lanes Shared Roadway	Road Name Deatsville Hwy* Deatsville Hwy/Main St***	From Ross Rd SR 14	To SR 14 SR 14	Miles 2.29 0.04	
# 1 2 3	Bikeway Type Bicycle Lanes Shared Roadway Bicycle Lanes	Road Name Deatsville Hwy* Deatsville Hwy/Main St*** Main St***	From Ross Rd SR 14 SR 14	To SR 14 SR 14 Grandview Rd	Miles 2.29 0.04 2.92	
# 1 2 3 4	Bikeway Type Bicycle Lanes Shared Roadway Bicycle Lanes Bicycle Lanes	Road Name Deatsville Hwy* Deatsville Hwy/Main St*** Main St*** Grandview Rd	From Ross Rd SR 14 SR 14 Main St	To SR 14 SR 14 Grandview Rd Oak Tree Rd	Miles 2.29 0.04 2.92 1.60	
# 1 2 3 4 5	Bikeway Type Bicycle Lanes Shared Roadway Bicycle Lanes Bicycle Lanes Shared Roadway	Road Name Deatsville Hwy* Deatsville Hwy/Main St*** Main St*** Grandview Rd Oak Tree Rd	From Ross Rd SR 14 SR 14 Main St Grandview Rd	To SR 14 SR 14 Grandview Rd Oak Tree Rd SR 14	Miles 2.29 0.04 2.92 1.60 1.13	
# 1 2 3 4 5 6	Bikeway Type Bicycle Lanes Shared Roadway Bicycle Lanes Bicycle Lanes Shared Roadway Shared Roadway	Road Name Deatsville Hwy* Deatsville Hwy/Main St*** Main St*** Grandview Rd Oak Tree Rd Oak Tree Rd	From Ross Rd SR 14 SR 14 Main St Grandview Rd SR 14	To SR 14 SR 14 Grandview Rd Oak Tree Rd SR 14 SR 14 SR 14	Miles 2.29 0.04 2.92 1.60 1.13 0.02	
	Bikeway Type Bicycle Lanes Shared Roadway Bicycle Lanes Bicycle Lanes Shared Roadway Shared Roadway Shared Roadway	Road Name Deatsville Hwy* Deatsville Hwy/Main St*** Main St*** Grandview Rd Oak Tree Rd Oak Tree Rd Oak Tree Rd	From Ross Rd SR 14 SR 14 Main St Grandview Rd SR 14 SR 14	To SR 14 SR 14 Grandview Rd Oak Tree Rd SR 14 SR 14 Dismukes Rd	Miles 2.29 0.04 2.92 1.60 1.13 0.02 0.18	
# 1 2 3 4 5 6 7 8	Bikeway Type Bicycle Lanes Shared Roadway Bicycle Lanes Bicycle Lanes Shared Roadway Shared Roadway Shared Roadway Shared Roadway	Road Name Deatsville Hwy* Deatsville Hwy/Main St*** Main St*** Grandview Rd Oak Tree Rd Oak Tree Rd Oak Tree Rd Dak Tree Rd Dismukes Rd	From Ross Rd SR 14 SR 14 Main St Grandview Rd SR 14 SR 14 SR 14 Oak Tree Rd	To SR 14 SR 14 Grandview Rd Oak Tree Rd SR 14 SR 14 Dismukes Rd Old Prattville Rd	Miles 2.29 0.04 2.92 1.60 1.13 0.02 0.18 0.07	
# 1 2 3 4 5 6 7 8 9	Bikeway Type Bicycle Lanes Shared Roadway Bicycle Lanes Bicycle Lanes Shared Roadway Shared Roadway Shared Roadway Shared Roadway Shared Roadway	Road Name Deatsville Hwy* Deatsville Hwy/Main St*** Main St*** Grandview Rd Oak Tree Rd Oak Tree Rd Oak Tree Rd Oak Tree Rd Dismukes Rd Old Prattville Rd	FromRoss RdSR 14SR 14Main StGrandview RdSR 14SR 14Oak Tree RdDismukes Rd	To SR 14 SR 14 Grandview Rd Oak Tree Rd SR 14 SR 14 Dismukes Rd Old Prattville Rd Autauga/Elmore Line	Miles 2.29 0.04 2.92 1.60 1.13 0.02 0.18 0.07 1.53	
# 1 2 3 4 5 6 7 7 8 9 10	Bikeway Type Bicycle Lanes Shared Roadway Bicycle Lanes Bicycle Lanes Shared Roadway Shared Roadway Shared Roadway Shared Roadway Shared Roadway Shared Roadway	Road Name Deatsville Hwy* Deatsville Hwy/Main St*** Main St*** Grandview Rd Oak Tree Rd Oak Tree Rd Oak Tree Rd Dismukes Rd Old Prattville Rd Old Prattville Rd	From Ross Rd SR 14 SR 14 Main St Grandview Rd SR 14 SR 14 Oak Tree Rd Dismukes Rd Autauga/Elmore Line	To SR 14 SR 14 Grandview Rd Oak Tree Rd SR 14 SR 14 Dismukes Rd Old Prattville Rd Autauga/Elmore Line Gunnells Rd	Miles 2.29 0.04 2.92 1.60 1.13 0.02 0.18 0.07 1.53 2.07	
# 1 2 3 4 5 6 7 7 8 9 10 11	Bikeway Type Bicycle Lanes Shared Roadway Bicycle Lanes Bicycle Lanes Shared Roadway Shared Roadway Shared Roadway Shared Roadway Shared Roadway Shared Roadway Shared Roadway	Road Name Deatsville Hwy* Deatsville Hwy/Main St*** Main St*** Grandview Rd Oak Tree Rd Oak Tree Rd Oak Tree Rd Dismukes Rd Old Prattville Rd Old Prattville Rd Gunnells Rd**	FromRoss RdSR 14SR 14Main StGrandview RdSR 14SR 14Oak Tree RdDismukes RdAutauga/Elmore LineOld Prattville Rd (CR 39)	To SR 14 SR 14 Grandview Rd Oak Tree Rd SR 14 SR 14 Old Prattville Rd Autauga/Elmore Line Gunnells Rd Ross Rd	Miles 2.29 0.04 2.92 1.60 1.13 0.02 0.18 0.07 1.53 2.07 0.17	
# 1 2 3 4 5 6 7 8 9 10 11 12	Bikeway Type Bicycle Lanes Shared Roadway Bicycle Lanes Bicycle Lanes Shared Roadway Shared Roadway Shared Roadway Shared Roadway Shared Roadway Shared Roadway Shared Roadway Shared Roadway	Road Name Deatsville Hwy* Deatsville Hwy/Main St*** Main St*** Grandview Rd Oak Tree Rd Oak Tree Rd Oak Tree Rd Dismukes Rd Old Prattville Rd Old Prattville Rd Gunnells Rd** Ross Rd**	FromRoss RdSR 14SR 14Main StGrandview RdSR 14SR 14Oak Tree RdDismukes RdAutauga/Elmore LineOld Prattville Rd (CR 39)Gunnells Rd	To SR 14 SR 14 Grandview Rd Oak Tree Rd SR 14 SR 14 Old Prattville Rd Autauga/Elmore Line Gunnells Rd Ross Rd Deatsville Hwy	Miles 2.29 0.04 2.92 1.60 1.13 0.02 0.18 0.07 1.53 2.07 0.17 1.26	
# 1 2 3 4 5 6 7 8 9 10 11 12 Rou	Bikeway Type Bicycle Lanes Shared Roadway Bicycle Lanes Bicycle Lanes Shared Roadway Shared Roadway	Road NameDeatsville Hwy*Deatsville Hwy/Main St***Main St***Grandview RdOak Tree RdOak Tree RdOak Tree RdOak Tree RdOld Prattville RdOld Prattville RdGunnells Rd**Ross Rd**Iidtown North	FromRoss RdSR 14SR 14Main StGrandview RdSR 14SR 14Oak Tree RdDismukes RdAutauga/Elmore LineOld Prattville Rd (CR 39)Gunnells Rd	To SR 14 SR 14 Grandview Rd Oak Tree Rd SR 14 SR 14 Old Prattville Rd Autauga/Elmore Line Gunnells Rd Ross Rd Deatsville Hwy	Miles 2.29 0.04 2.92 1.60 1.13 0.02 0.18 0.07 1.53 2.07 0.17 1.26	
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# 1 2 3 4 5 6 6 7 7 8 9 10 11 12 Rou #	Bikeway Type Bicycle Lanes Shared Roadway Bicycle Lanes Bicycle Lanes Shared Roadway Shared Roadway Shared Roadway Shared Roadway Shared Roadway Shared Roadway Shared Roadway Shared Roadway Shared Roadway Shared Roadway Et 12: Montgomery M Bikeway Type	Road Name Deatsville Hwy* Deatsville Hwy/Main St*** Main St*** Grandview Rd Oak Tree Rd Oak Tree Rd Oak Tree Rd Oak Tree Rd Old Prattville Rd Old Prattville Rd Gunnells Rd** Ross Rd** Iidtown North Road Name Biltmore Ave	From Ross Rd SR 14 SR 14 Main St Grandview Rd SR 14 Oak Tree Rd Dismukes Rd Autauga/Elmore Line Old Prattville Rd (CR 39) Gunnells Rd	To SR 14 SR 14 Grandview Rd Oak Tree Rd SR 14 SR 14 Dismukes Rd Old Prattville Rd Autauga/Elmore Line Gunnells Rd Ross Rd Deatsville Hwy	Miles 2.29 0.04 2.92 1.60 1.13 0.02 0.18 0.07 1.53 2.07 0.17 1.26 Miles	
# 1 2 3 4 5 6 7 8 9 10 11 12 Rou # 1 2	Bikeway Type Bicycle Lanes Shared Roadway Bicycle Lanes Bicycle Lanes Shared Roadway Shared Roadway	Road Name Deatsville Hwy* Deatsville Hwy/Main St*** Main St*** Grandview Rd Oak Tree Rd Oak Tree Rd Oak Tree Rd Oak Tree Rd Old Prattville Rd Old Prattville Rd Gunnells Rd** Ross Rd** Iidtown North Road Name Biltmore Ave Dalraida Pkwy	From Ross Rd SR 14 SR 14 Main St Grandview Rd SR 14 Oak Tree Rd Dismukes Rd Autauga/Elmore Line Old Prattville Rd (CR 39) Gunnells Rd From Federal Dr Biltmore Ave	To SR 14 SR 14 Grandview Rd Oak Tree Rd SR 14 SR 14 Dismukes Rd Old Prattville Rd Autauga/Elmore Line Gunnells Rd Ross Rd Deatsville Hwy	Miles 2.29 0.04 2.92 1.60 1.13 0.02 0.18 0.07 1.53 2.07 0.17 1.26	
# 1 2 3 4 5 6 7 8 9 10 11 12 Rou # 1 2 3	Bikeway Type Bicycle Lanes Shared Roadway Bicycle Lanes Bicycle Lanes Shared Roadway Shared Roadway	Road Name Deatsville Hwy* Deatsville Hwy/Main St*** Main St*** Grandview Rd Oak Tree Rd Oak Tree Rd Oak Tree Rd Old Prattville Rd Old Prattville Rd Gunnells Rd** Ross Rd** Iidtown North Road Name Biltmore Ave Dalraida Pkwy Dalraida Rd	From Ross Rd SR 14 SR 14 Main St Grandview Rd SR 14 SR 14 Oak Tree Rd Dismukes Rd Autauga/Elmore Line Old Prattville Rd (CR 39) Gunnells Rd From Federal Dr Biltmore Ave Dalraida Pkwy	To SR 14 SR 14 Grandview Rd Oak Tree Rd SR 14 SR 14 Dismukes Rd Old Prattville Rd Autauga/Elmore Line Gunnells Rd Ross Rd Deatsville Hwy To Dalraida Pkwy Dalraida Rd Atlanta Hwy	Miles 2.29 0.04 2.92 1.60 1.13 0.02 0.18 0.07 1.53 2.07 0.17 1.26 Miles 1.23 0.42 0.68	
# 1 2 3 4 5 6 7 7 8 9 10 11 12 Rou # 1 2 3 4 4 5 6 7 7 8 9 10 11 12 12 10 10 10 10 10 10 10 10 10 10	Bikeway Type Bicycle Lanes Shared Roadway Bicycle Lanes Bicycle Lanes Shared Roadway Shared Roadway	Road Name Deatsville Hwy* Deatsville Hwy/Main St*** Main St*** Grandview Rd Oak Tree Rd Oak Tree Rd Oak Tree Rd Old Prattville Rd Old Prattville Rd Gunnells Rd** Ross Rd** Iidtown North Road Name Biltmore Ave Dalraida Rd Dalraida Rd	From Ross Rd SR 14 SR 14 Main St Grandview Rd SR 14 SR 14 Oak Tree Rd Dismukes Rd Autauga/Elmore Line Old Prattville Rd (CR 39) Gunnells Rd From Federal Dr Biltmore Ave Dalraida Pkwy Atlanta Hwy	To SR 14 SR 14 Grandview Rd Oak Tree Rd SR 14 SR 14 Dismukes Rd Old Prattville Rd Autauga/Elmore Line Gunnells Rd Ross Rd Deatsville Hwy To Dalraida Pkwy Dalraida Rd Atlanta Hwy Perry Hill Rd	Miles 2.29 0.04 2.92 1.60 1.13 0.02 0.18 0.07 1.53 2.07 0.17 1.26 Miles 1.23 0.42 0.68 0.02	
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Rou	ite 13: North Prattvi	ille			
#	Bikeway Type	Road Name	From	То	Miles
1	Shared Roadway	E. Main St**	S. Washington St	E. Main St	0.01
2	Bicycle Lanes	E. Main St**	S. Washington St	Memorial Dr (US 31)	1.08
3	Shared Roadway	E. Main St	Memorial Dr (US 31)	Memorial Dr (US 31)	0.07
4	Bicycle Lanes	E. Main St**	Memorial Dr (US 31)	Sheila Blvd	1.45
5	Shared Roadway	Sheila Blvd	S. Memorial Dr (US 31)	S. Memorial Dr (US 31)	0.01
6	Shared Roadway	Sheila Blvd	Cobbs Ford Rd	S Memorial Dr (US 31)	1.39
7	Shared Roadway	S Memorial Dr (US 31)	Sheila Blvd	Doster Rd	0.01
8	Shared Roadway	Doster Rd	S. Memorial Dr (US 31)	S. Memorial Dr (US 31)	0.18
9	Shared Roadway	Doster Rd	S. Memorial Dr (US 31)	S Washington St	0.02
10	Shared Roadway	Doster Rd	S Washington St	S Washington St	3.13
11	Shared Roadway	S Washington St	Doster Rd	E. Main St	0.01
12	Shared Roadway	S Washington St	E . Main St	E. Main St	0.16
Rou	te 14: Redland-Em	erald Mountain			
Seg	Bikeway Type	Road Name	From	То	Miles
1	Shared Roadway	Rifle Range Rd	Dozier Rd	Peace Church Rd	0.67
2	Shared Roadway	Peace Church Rd	Rifle Range Rd	Emerald Mountain Pkwy	1.44
3	Shared Roadway	Emerald Mountain Pkwy	Peace Church Rd	Jackson Rd	1.40
4	Shared Roadway	Jackson Rd	Emerald Mountain Pkwy	Redland Rd	3.00
5	Shared Roadway	Redland Rd	Jackson Rd	Dozier Rd	0.93
6	Shared Roadway	Dozier Rd	Redland Rd	Rifle Range Rd	4.93
Rou	ite 15: Selma to Moi	ntgomery			
#	Bikeway Type	Road Name	From	То	Miles
1	Bicycle Lanes	Dexter Ave**	S. Bainbridge St	Court Square	0.46
2	Bicycle Lanes	Court Square**	Dexter Ave	Montgomery St	0.03
3	Bicycle Lanes	Montgomery St***	Court Square	N. Goldthwaite St	0.43
4	Shared Roadway	N. Goldthwaite St	Montgomery St	Mobile St	0.02
5	Shared Roadway	Mobile St	N. Goldthwaite St	Grady St	0.41
6	Shared Roadway	Grady St	Mobile St	S. Holt St	0.06
7	Shared Roadway	S. Holt St	Grady St	W. Jeff Davis Ave	0.20
8	Shared Roadway	W. Jeff Davis Ave	S. Holt St	Oak St	0.26
9	Shared Roadway	Oak St	W. Jeff Davis Ave	Fairview Ave	0.99
10	Shared Roadway	Oak St	Fairview Ave	Fairview Ave	0.01
11	Bicycle Lanes	Fairview Ave	Oak St	Mobile Hwy	0.75
12	Bicycle Lanes	Mobile Hwy***	Fairview Ave	West Blvd	1.51
13	Shared Roadway	Mobile Hwy	West Blvd	West Blvd	0.08
14	Shared Roadway	Mobile Hwy	West Blvd	Selma Hwy (US 80)	1.14
15	Shared Roadway	Mobile Hwy	Selma Hwy (US 80)	Selma Hwy (US 80)	0.03
16	Shared Roadway	Selma Hwy (US 80)	Mobile Hwy	Montgomery County line	8.69

# Bikeway Type Road Name From To 1 Bicycle Lanes Carter Hill Rd Robinson Hill Rd Vaughn Rd 2 Bicycle Lanes Vaughn Rd Carter Hill Rd Fieldcrest Dr 3 Shared Roadway Fieldcrest Dr** Vaughn Rd McGehee Rd 4 Shared Roadway McGehee Rd** Fieldcrest Dr Woodley Rd 5 Shared Roadway Woodley Rd** McGehee Rd Glen Gratten Dr 6 Shared Roadway Glen Gratten Dr** Woodley Rd Edgemont Ave	Miles 0.32
1 Bicycle Lanes Carter Hill Rd Robinson Hill Rd Vaughn Rd 2 Bicycle Lanes Vaughn Rd Carter Hill Rd Fieldcrest Dr 3 Shared Roadway Fieldcrest Dr** Vaughn Rd McGehee Rd 4 Shared Roadway McGehee Rd** Fieldcrest Dr Woodley Rd 5 Shared Roadway Woodley Rd** McGehee Rd Glen Gratten Dr 6 Shared Roadway Glen Gratten Dr** Woodley Rd Edgemont Ave	0.32
2 Bicycle Lanes Vaughn Rd Carter Hill Rd Fieldcrest Dr 3 Shared Roadway Fieldcrest Dr** Vaughn Rd McGehee Rd 4 Shared Roadway McGehee Rd** Fieldcrest Dr Woodley Rd 5 Shared Roadway Woodley Rd** McGehee Rd Glen Gratten Dr 6 Shared Roadway Glen Gratten Dr** Woodley Rd Edgemont Ave	
3 Shared Roadway Fieldcrest Dr** Vaughn Rd McGehee Rd 4 Shared Roadway McGehee Rd** Fieldcrest Dr Woodley Rd 5 Shared Roadway Woodley Rd** McGehee Rd Glen Gratten Dr 6 Shared Roadway Glen Gratten Dr** Woodley Rd Edgemont Ave	1.19
4 Shared Roadway McGehee Rd** Fieldcrest Dr Woodley Rd 5 Shared Roadway Woodley Rd** McGehee Rd Glen Gratten Dr 6 Shared Roadway Glen Gratten Dr** Woodley Rd Edgemont Ave	1.23
5 Shared Roadway Woodley Rd** McGehee Rd Glen Gratten Dr 6 Shared Roadway Glen Gratten Dr** Woodley Rd Edgemont Ave	1.34
6 Shared Roadway Glen Gratten Dr** Woodley Rd Edgemont Ave	0.69
Woodely Ru Eugenon Ave	0.44
7 Shared Roadway Edgemont Ave** Glen Gratten Dr Cloverdale Rd	0.23
	0.50
8 Shared Roadway Cloverdale Rd** Glen Gratten Dr/E. Edgemont Dr E. Fairview Ave	0.52
9 Bicycle Lanes E. Fairview Ave** Cloverdale Rd College St	0.40
10 Shared Roadway College St** E. Fairview Ave Carter Hill Rd	0.48
11 Bicycle Lanes Carter Hill Rd** College St Hall St	0.35
12 Bicycle Lanes Hall St** Carter Hill Rd I-85	0.39
13 Shared RoadwayHall St**I-85	0.11
14 Bicycle Lanes Hall St* I-85 Highland Ave	0.31
15 Bicycle Lanes Highland Ave Hall St Rails-to-Trails	0.31
16 Shared-Use Path Rails-Trails*** Highland Ave Spruce St	0.68
17 Shared Roadway Bryan St Spruce St E. 5th St	0.27
18 Shared Roadway E. 5th St Bryan St Robinson Hill Rd	0.39
19 Shared Roadway Robinson Hill Rd E. 5th St Carter Hill Rd	0.66
Route 17: South Montgomery	
# Bikeway Type Road Name From To	Miles
	1.03
1 Shared Roadway Buckingham Dr Norman Bridge Rd Narrow Lane Rd	
1 Shared RoadwayBuckingham DrNorman Bridge RdNarrow Lane Rd2 Shared RoadwayNarrow Lane RdBuckingham DrSouth Blvd	0.24
1 Shared Roadway Buckingham Dr Norman Bridge Rd Narrow Lane Rd 2 Shared Roadway Narrow Lane Rd Buckingham Dr South Blvd 3 Shared Roadway Narrow Lane Rd South Blvd South Blvd	0.24
1 Shared RoadwayBuckingham DrNorman Bridge RdNarrow Lane Rd2 Shared RoadwayNarrow Lane RdBuckingham DrSouth Blvd3 Shared RoadwayNarrow Lane RdSouth BlvdSouth Blvd4 Shared RoadwayNarrow Lane RdSouth BlvdAdrian Ln	0.24 0.06 0.48
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1 Shared RoadwayBuckingham DrNorman Bridge RdNarrow Lane Rd2 Shared RoadwayNarrow Lane RdBuckingham DrSouth Blvd3 Shared RoadwayNarrow Lane RdSouth BlvdSouth Blvd4 Shared RoadwayNarrow Lane RdSouth BlvdAdrian Ln5 Shared RoadwayAdrian LnNarrow Lane RdPatton Ave6 Shared RoadwayPatton Ave***Adrian LnRosa L Parks Ave	0.24 0.06 0.48 0.47 1.52
1 Shared RoadwayBuckingham DrNorman Bridge RdNarrow Lane Rd2 Shared RoadwayNarrow Lane RdBuckingham DrSouth Blvd3 Shared RoadwayNarrow Lane RdSouth BlvdSouth Blvd4 Shared RoadwayNarrow Lane RdSouth BlvdAdrian Ln5 Shared RoadwayAdrian LnNarrow Lane RdPatton Ave6 Shared RoadwayPatton Ave***Adrian LnRosa L Parks Ave7 Shared RoadwayRosa L Parks AveW Patton AveSouth Blvd	0.24 0.06 0.48 0.47 1.52 0.48
1 Shared RoadwayBuckingham DrNorman Bridge RdNarrow Lane Rd2 Shared RoadwayNarrow Lane RdBuckingham DrSouth Blvd3 Shared RoadwayNarrow Lane RdSouth BlvdSouth Blvd4 Shared RoadwayNarrow Lane RdSouth BlvdAdrian Ln5 Shared RoadwayAdrian LnNarrow Lane RdPatton Ave6 Shared RoadwayPatton Ave***Adrian LnRosa L Parks Ave7 Shared RoadwayRosa L Parks AveW Patton AveSouth Blvd8 Shared RoadwayRosa L Parks AveSouth BlvdSouth Blvd	0.24 0.06 0.48 0.47 1.52 0.48 0.06
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Rou	te 19: Wares Ferry I	Road			
#	Bikeway Type	Road Name	From	То	Miles
1	Shared Roadway	McLemore Dr	Mitylene Forest Trail	Wares Ferry Rd	0.69
2	Shared Roadway	Wares Ferry Rd	McLemore Dr	Atlanta Hwy	5.84
3	Shared Roadway	Wares Ferry Rd	I-85	I-85	0.17
4	Shared Roadway	I-85	Wares Ferry Rd	Technacenter Dr	1.44
5	Shared Roadway	Technacenter Dr	I-85	I-85	0.01
6	Shared Roadway	Technacenter Dr	I-85	Towne Lake Dr	0.79
7	Shared Roadway	Towne Lake Dr	Technacenter Dr	Tensaw Rd	1.07
8	Shared Roadway	Tensaw Rd	Towne Lake Dr	Arrowhead Dr	0.46
9	Shared Roadway	Arrowhead Dr	Tensaw Rd	Coosada Dr	0.07
10	Shared Roadway	Coosada Dr	Arrowhead Dr	Seminole Dr	0.16
11	Shared Roadway	Seminole Dr	Coosada Dr	Old Barn Rd	0.80
12	Shared Roadway	Old Barn Rd	Seminole Dr	Arrowleaf Rd	0.17
13	Shared Roadway	Arrowleaf Rd	Old Barn Rd	Greenfield Rd	0.07
14	Shared Roadway	Greenfield Rd	Arrowleaf Rd	Old Mitylene Rd	0.23
15	Shared Roadway	Old Mitylene Rd	Greenfield Rd	Mitylene Forest Trail	0.11
16	Shared Roadway	Mitylene Forest Trail	Old Mitylene Rd	McLemore Dr	0.29
Rou	te 20: Weoka				
#	Bikeway Type	Road Name	From	То	Miles
1	Shared Roadway	Grier Rd***	Old Grier Rd	Weoka Rd	4.57
2	Shared Roadway	Weoka Rd	Grier Rd	Rea Rd	4.60
Rou	te 21: Wetumpka				
#	Bikeway Type	Road Name	From	То	Miles
1	Shared Roadway	Dexter Rd	Grier Rd	Central Plank Rd	2.59
2	Shared Roadway	Central Plank Rd	Dexter Rd	Williams Rd	3.91
3	Shared Roadway	Williams Rd	Central Plank Rd	US 231	2.84
4	Shared Roadway	Williams Rd	US 231	US 231	0.02
5	Shared Roadway	US 231	Williams Rd	Weoka Rd	0.10
6	Shared Roadway	Weoka Rd	US 231	US 231	0.03
7	Shared Roadway	Weoka Rd	US 231	Grier Rd	0.93
8	Shared Roadway	Grier Rd***	Weoka Rd	Dexter Rd	3.95
Rou	te 22: Wetumpka-H	oltville			
#	Bikeway Type	Road Name	From	То	Miles
1	Shared Roadway	Holtville Rd	Crenshaw Rd	Coosa River Pkwy	5.69
2	Shared Roadway	Holtville Rd	Coosa River Pkwy	Coosa River Pkwy	0.07
3	Shared Roadway	Holtville Rd	Coosa River Pkwy	N. Bridge St	0.62
4	Shared Roadway	N. Bridge St	Holtville Rd	W. Tallassee St	0.28
5	Shared Roadway	W. Tallassee St	N. Bridge St	Coosa River Pkwy	0.99
6	Shared Roadway	Coosa River Pkwy	W. Tallassee St	Chapel Rd	0.33
7	Shared Roadway	Chapel Rd	Coosa River Pkwy	Crenshaw Rd	3.87
8	Shared Roadway	Crenshaw Rd	Chapel Rd	Holtville Rd	2.78
Rou	te 23: Rails-to Trails	S			
#	Bikeway Type	Road Name	From	То	Miles
1	Shared-Use Path	Rails-Trails***	North of Riverwalk	Spruce St South of I-85	2.74
Rou	te 24: Lower Kingst	on Road			
#	Bikeway Type	Road Name	From	То	Miles
1	Shared Roadway	Durden Rd	Lower Kingston Rd	Bridge Creek Rd	2.09
2	Shared Roadway	Bridge Creek Rd	Durden Rd	Upper Kingston Rd	0.45
3	Shared Roadway	Upper Kingston Rd***	Bridge Creek Rd	N. Court St	1.75
4	Shared Roadway	N. Court St**	Upper Kingston Rd	E. 4th St	0.21
5	Shared Roadway	E. 4th St	N. Court St	Lower Kingston Rd	0.20
6	Shared Roadway	Lower Kingston Rd	E. 4th St	Durden Rd	0.69

Rou	Route 25: Upper Kingston Road						
#	Bikeway Type	Road Name	From	То	Miles		
1	Shared Roadway	Upper Kingston Rd***	Moses Rd	N. Court St	2.68		
2	Shared Roadway	N. Court St**	Upper Kingston Rd	E. 4th St	0.21		
3	Shared Roadway	E. 4th St	N. Court St	N. Chestnut St	0.17		
4	Shared Roadway	N. Chestnut St***	E. 4th St	Moses Rd	2.65		
5	Shared Roadway	Moses Rd	Chestnut St	Upper Kingston Rd	0.26		
Rou	te 26: Brewbaker						
#	Bikeway Type	Road Name	From	То	Miles		
1	Shared Roadway	Young Meadows Rd**	Meadow Lark Dr	Bell Rd	0.25		
2	Shared Roadway	Old Post Ln	Bell Rd	Portsmouth Dr	0.19		
3	Shared Roadway	Portsmouth Dr	Old Post Ln	Bell Rd	0.35		
4	Shared Roadway	Edinburgh Dr	Bell Rd	Meadowlark Dr	0.22		
5	Shared Roadway	Meadow Lark Dr	Edinburgh Dr	Young Meadows Rd	0.30		
6	Shared Roadway	Young Meadows Rd	Meadow Lark Dr	Triston Way	0.06		
7	Shared Roadway	Young Meadows Rd	Triston Way	Shared-Use Path	0.19		
8	Shared-Use Path	Shared-Use Path	Triston Way	Brewbaker Dr	0.16		
9	Shared Roadway	Brewbaker Dr	Shared-Use Path	Shared-Use Path	0.24		
10	Shared-Use Path	Shared-Use Path	Brewbaker Dr	Carriage Oaks Dr	0.15		
11	Shared Roadway	Carriage Oaks Dr	Off-Road Trail	Horseshoe Cir	0.07		
12	Shared Roadway	Horseshoe Cir	Carriage Oaks Dr	Old Shadow Ln	0.06		
13	Shared Roadway	Old Shadow Ln	Horseshoe Cir	Castle Ridge Rd	0.35		
14	Shared Roadway	Castle Ridge Rd	Old Shadow Ln	S Water Mill Rd	0.07		
15	Shared Roadway	S Water Mill Rd	Castle Ridge Rd	N Water Mill Rd	0.06		
16	Shared Roadway	N Water Mill Rd	S Water Mill Rd	Country Church Rd	0.05		
17	Shared Roadway	Country Church Rd	N Water Mill Rd	Royal Carriage Dr	0.12		
18	Shared Roadway	Royal Carriage Dr	Country Church Rd	Covered Bridge Dr	0.23		
19	Shared Lice Deth	Covered Bridge Dr	Royal Carriage Dr	Shared-Use Path	0.03		
20	Shared-Use Path	Shared-Use Path	Covered Bridge Dr	Birdie Path Lh	0.12		
21	Shared Roadway	Birdie Path Ln	Birdio Doth L n	Worehoster Dr	0.12		
22	Shared Roadway	Worchester Dr	Carriage Brook Pd	Perford Pd	0.44		
23	Shared Roadway	Revford Rd	Worchester Rd	Rev Ct	0.19		
24	Shared Roadway	Rev Ct	Revford Rd	Shared-Use Path	0.13		
26	Shared-Use Path	Shared-Use Path	Ida Belle Young Park	Young Meadows Rd	0.04		
27	Shared Roadway	Young Meadows Rd***	Shared-Use Path	Triston Way	1.39		
Rou	te 27: Midtown Nor	th Prattville					
#	Bikeway Type	Road Name	From	То	Miles		
<i>"</i>	Bicycle Lanes	N Chestnut St***	F 4th St	6th St	0.20		
2	Shared Roadway	Martin Luther King Dr	6th St	Powell Rd	1.81		
3	Shared Roadway	Powell Rd	Martin Luther King Dr	Memorial Dr (US 31)	0.76		
4	Shared Roadway	Powell Rd	Memorial Dr (US 31)	Memorial Dr (US 31)	0.02		
5	Shared-Use Path	Shared-Use Path**	Memorial Dr (US 31)	Fairview Ave (SR 14)	1.47		
6	Shared-Use Path	Shared-Use Path**	Fairview Ave (SR 14)	Fairview Ave (SR 14)	0.01		
7	Bicycle Lanes	Fairview Ave (SR 14)***	Shared-Use Path	Jasmine Trail	0.14		
8	Shared Roadway	Jasmine Trail**	Fairview Ave (SR 14)	Fairview Ave (SR 14)	0.01		
9	Shared Roadway	Jasmine Trail**	Fairview Ave (SR 14)	Greystone Way	1.10		
10	Shared Roadway	Greystone Way**	Jasmine Trail	Cobbs Ford Ln	0.50		
11	Shared Roadway	Greystone Way**	Cobbs Ford Ln	Cobbs Ford Ln	0.01		
12	Bicycle Lanes	E. Main St**	Greystone Way	Memorial Dr (US 31)	1.45		
13	Shared Roadway	E. Main St**	Memorial Dr (US 31)	Memorial Dr (US 31)	0.07		
14	Bicycle Lanes	E. Main St**	Memorial Dr (US 31)	S. Washington St	1.08		
15	Shared Roadway	E. Main St	S Washington St	S Washington St	0.02		
16	Bicycle Lanes	E. Main St	S Washington St	S Chestnut St	0.16		
17	Bicycle Lanes	S. Chestnut St	Main St	4th St	0.22		

Rou	te 28: Northeast Pra	attville			
#	Bikeway Type	Road Name	From	То	Miles
1	Shared-Use Path	Shared-Use Path**	Memorial Dr (US 31)	Fairview Ave (SR 14)	1.47
2	Crossing	Shared-Use Path**	Fairview Ave (SR 14)	Fairview Ave (SR 14)	0.01
3	Bicycle Lanes	Fairview Ave (SR 14)***	Shared-Use Path	Old Ridge Rd	0.76
4	Shared Roadway	Old Ridge Rd	Fairview Ave (SR 14)	Memorial Dr (US 31)	4.02
5	Shared Roadway	Old Ridge Rd	Memorial Dr (US 31)	Memorial Dr (US 31)	0.01
6	Shared Roadway	Memorial Dr (US 31)	Old Ridge Rd	Shared-Use Path	0.09
7	Shared Roadway	Memorial Dr (US 31)	Shared-Use Path	Shared-Use Path	0.01
Rou	te 29: Midtown Eas	st Prattville			
#	Bikeway Type	Road Name	From	То	Miles
1	Bicvcle Lanes	Fairview Ave (SR 14)***	Jasmine Trail	Old Farm Ln N	0.77
2	Shared Roadway	Old Farm Ln N	Fairview Ave (SR 14)	Fairview Ave (SR 14)	0.01
3	Shared Roadway	Old Farm Ln N	Fairview Ave (SR 14)	Cobbs Ford Ln	2.05
4	Shared Roadway	Old Farm Ln N	Cobbs Ford Rd	Cobbs Ford Ln	0.01
5	Bicycle Lanes	Cobbs Ford Rd	Old Farm Ln S	McQueen Smith Rd	0.89
6	Shared Roadway	E. Main St	McQueen Smith Rd	McQueen Smith Rd	0.04
7	Bicycle Lanes	E. Main St	McQueen Smith Rd	Greystone Way	0.42
8	Shared Roadway	Greystone Way**	Main St	Main St	0.01
9	Shared Roadway	Greystone Way**	Cobbs Ford Ln	Jasmine Trail	0.50
10	Shared Roadway	Jasmine Trail**	Greystone Way	Fairview Ave (SR 14)	1.10
11	Shared Roadway	Jasmine Trail**	Fairview Ave (SR 14)	Fairview Ave (SR 14)	0.01
Rou	te 30: West Montgo	omery			
#	Bikeway Type	Road Name	From	То	Miles
1	Shared Roadway	Old Hayneville Rd	Selma Hwy (US 80)	Hayneville Rd	2.51
2	Shared Roadway	Hayneville Rd	Old Hayneville Rd	West Boulevard	1.51
3	Shared Roadway	Hayneville Rd	West Boulevard	Air Base Boulevard	1.81
4	Bicycle Lanes	Air Base Boulvard	Hayneville Rd	Day St	1.58
5	Shared Roadway	Air Base Boulvard	Day St	Day St	0.01
6	Bicycle Lanes	Day St	Air Base Boulvard	Flack St	0.43
7	Bicycle Lanes	Air Base Boulvard	Mobile Hwy	Hayneville Rd	0.19
8	Bicycle Lanes	Mobile Hwy***	Air Base Boulvard	Simmons Dr	0.23
9	Shared Roadway	Simmons Dr	Mobile Hwy	Lamuck St	0.75
10	Shared Roadway	Lamuck St	Simmons Dr	Hayneville Rd	0.85
Rou	te 31: Gateway				
#	Bikeway Type	Road Name	From	То	Miles
1	Shared Roadway	Edgar D Nixon Ave***	Jeff Davis Ave	Fairview Ave	0.99
2	Shared Roadway	Edgar D Nixon Ave	Fairview Ave	Fairview Ave	0.02
3	Shared Roadway	Edgar D Nixon Ave	Fairview Ave	Patton Ave	1.21
4	Shared Roadway	Patton Ave***	Edgar D Nixon Ave	Oak St	0.55
5	Shared Roadway	Oak St	Patton Ave	Edgemont Ave	0.75
6	Shared Roadway	Edgemont Ave	Oak St	Rosa L Parks Ave	0.47
7	Shared Roadway	Rosa L Parks Ave	Patton Ave	Fairview Ave	1.21
8	Shared Roadway	Rosa L Parks Ave	Fairview Ave	Fairview Ave	0.02
9	Shared Roadway	Rosa L Parks Ave	Fairview Ave	Jeff Davis Ave	0.99
10	Shared Roadway	W. Jeff Davis Ave***	Rosa L Parks Ave	Edgar D Nixon Ave	0.24
Rou	te 32: S. Court Stre	et			
#	Bikeway Type	Road Name	From	То	Miles
1	Bicycle Lanes	S. Court St	E Patton Ave	Fairview Ave	1.21
2	Shared Roadway	S. Court St	Fairview Ave	Fairview Ave	0.02
3	Bicycle Lanes	S. Court St	Fairview Ave	I-85	1.05
4	Shared Roadway	S. Court St	I-85	I-85	0.08
5	Bicycle Lanes	S. Court St***	I-85	Dexter Ave	0.63
*Bio	cycle segments that	t may need safety shoulders in a	addition to Share the Road plaqu	e and sign.	
**B	icycle segments th	at are in multiple bicycle routes	or connectors.		

***Bicycle segments partially in multiple bicycle routes or connectors.

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≠ Name	From	T_0	Bikeway Type	Road Name	From	To	Miles
			1 Bicycle Lanes	University Dr	Brown Springs Rd	East Dr	0.79
1 AUM	Route 1	AUM	2 Bicycle Lanes	East Dr	University Dr	Senators Dr	0.51
			3 Bicycle Lanes	Senators Dr	East Dr	University Dr	0.37
			1 Bicycle Lanes	Bell Rd	Atlanta Hwy	I-85	1.36
2 Bell Rd	Atlanta Hwy	Route 2	2 Shared Roadway	I-85 Crossing	I-85	I-85	0.12
			3 Bicycle Lanes	Bell Rd***	I-85	Cherry Wood Trail	1.11
2 Duichton Estatos	D 2116 7 8- 22	Brighten	1 Shared-Use Path	Shared-Use Path	Haddington Rd	Young Meadow Rd	0.47
o brighton estates	CC X 7 AUDA	Estates	2 Shared-Use Path	Shared-Use Path	E Aberdeen Dr	St James School	0.20
4 Blount Cultural Park	N/A	N/A	1 Shared-Use Path	Shared-Use Path	Brackenbury Pl	Blount Cultural Park	0.08
			1 Shared Roadway	Linda Ann Dr	SR 143	Springdale Rd	0.46
Consult Flormontour.		0 0 0 C	2 Shared Roadway	Springdale Rd	Linda Ann Dr	Pine St	0.77
5 Coosada Elementary	Route 8	Koute 8 &	3 Shared Roadway	Pine St	Springdale Rd	Peachtree St	0.08
SCHOOL		Koule 11	4 Shared Roadway	Peachtree St	Pine St	Airport Rd	0.43
		1	5 Bicycle Lanes	Airport Rd	Peachtree St	Chapman Rd	0.77
6 Edgemont	Route31		1 Shared Roadway	Edgemont Ave	Rosa Parks Ave	Norman Bridge Rd	0.99
7 Elmore-Wetumpka	Route 3	Route 7	1 Shared Roadway	SR 14	Mehearg Rd	S. Main St (Wetumpka)	5.01
8 Elmore County	Route 4	Route 8	1 Shared Roadway	Ingram Rd	Myrick Rd	Mercer Rd	0.35
9 Emerald Mountain	Route 14	Route 19	1 Shared Roadway	Dozier Rd	Wares Ferry Rd	Rifle Range Rd	2.08
			1 Shared-Use Path	Shared-Use Path	Ida Belle Young Park	Vaughn Road Crossing	0.22
		1	2 Crossing	Vaughn Road Crossing	Shared-Use Path	Shared-Use Path	0.00
	11- D-11-	1	3 Shared-Use Path	Shared-Use Path	Vaughn Road Crossing	Vaughn Lakes Blvd	0.04
10 Catholic High School	Ida Belle	Route 2	4 Shared Roadway	Vaughn Lakes Blvd	Shared-Use Path	Lake Bridge Rd	0.16
)	Young Park	•	5 Shared Roadway	Lake Bridge Rd	Vaughn Lakes Blvd	Shared-Use Path	0.04
			6 Shared-Use Path	Shared-Use Path	Lake Bridge Rd	Festival Dr	0.38
			7 Shared Roadway	Festival Dr	Shared-Use Path	Route 2	0.46
			1 Shared Roadway	Dalraida Rd	Dalraida Pkwy	Railroad tracks (North side)	0.67
11 Gunter	Route 12	Gunter	2 Shared-Use Path	Shared-Use Path	Dalraida Rd	Gunter Park Dr W	0.57
		Industrial Park	3 Shared Roadway	Gunter Park Dr W	Shared-Use Path	Shared-Use Path	3.12
			1 Bicycle Lanes	Halcyon Park Dr	Parkview Dr	Vaughn Road Crossing	0.27
			2 Shared Roadway	Vaughn Road Crossing	Halcyon Park Dr	Eastwood Glen Dr	0.01
12 Halevon	Route 7	Route 5	3 Shared Roadway	Eastwood Glen Dr	Vaughn Road Crossing	Worthing Rd	0.51
	7 0000		4 Shared Roadway	Worthing Rd	Eastwood Glen Dr	Chappelle Ln	0.22
			5 Shared Roadway	Chappelle Ln	Worthing Rd	Mill Ridge Dr	0.37
			6 Shared Roadway	Mill Ridge Dr	Chappelle Ln	Bell Rd	0.31
12 Urmindai	Doute 15	Urmadoi Dlont	1 Shared Roadway	US 31	Selma Hwy (US 80)	Teague Rd	2.47
	CT ANNU	riyullual Flailt	2 Shared Roadway	Hyundai Blvd	US 31	Hyundai Plant Entrance	1.64
14 Lagoon Park	Connector 11	Lagoon Park	1 Shared Roadway	Lagoon Park Dr	Gunter Park Dr E	Lagoon Park Entrance	0.45
			1 Shared Roadway	Poplar St	Maxwell Blvd	Maxwell AFB Gate	0.10
			2 Shared-Use Path	Maxwell Blvd	Oak St	Poplar St	0.86
15 Maywell	Route 0 & 15	Maxwell AFR	3 Shared Roadway	Oak St	Clayton St	Maxwell Blvd	0.36
			4 Shared Roadway	Clayton St	Dickerson St	Oak St	0.15
			5 Shared Roadway	I-65 Crossing	S Holt St	Dickerson St	0.11
			6 Shared Roadway	Clayton St	Mobile St	Holt St	0.33

Table 5.4 Montgomery Metropolitan Planning Organization (MPO) Bicycle Connectors

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# Name	From	μ	Rikeway Tyne	Road Name	From	T.	Viles
			1 Shared Roadway	SR 14	CR 29	CR 4	0.76
		·	2 Shared Roadway	CR 4	SR 14	US 31/US 82	4.72
			3 Shared Roadway	US 31/US 82 Crossing	CR 4	Birmingham Hwy	0.02
16 Montgomery-Autauga	Route 6	Connector 15 & Route 30	4 Shared Roadway	US 31/US 82	US 82	Birmingham Hwv/West Blvd	4.41
			5 Shared Roadway	Birmingham Hwy/West Blvd	US 31	Maxwel Blvd	1.48
			6 Shared Roadway	Maxwel Blvd	Birmingham Hwy	Poplar St	1.22
	- H L		1 Shared Roadway	Fort Toulouse Rd	US 231	Old Montgomery Hwy	0.34
1 / Ft. 1 outouse	Ft. 1 oulouse	Koute 3	2 Shared Roadway	Old Montgomery Hwy	Fort Toulouse Rd	Jasmine Hill Rd	0.45
18 Narrow Lane Rd	Route 10 & 16	Route 17	1 Shared Roadway	Narrow Lane Rd	Adrian Ln	Glen Gratten Dr	0.79
			1 Shared Roadway	US 31	Hyundai Boulevard	Old McGehee Rd	0.70
South Montgomery	C1 -1 C		2 Shared Roadway	I-65 Crossing	US 31	US 31	0.16
¹⁹ County	CT alloy	CONNECTOR 13	3 Shared Roadway	US 31	I-65	Old McGehee Rd	1.85
			4 Shared Roadway	Old McGehee Rd	US 31	Butler Mill Rd	3.21
20 Wares Ferry Rd	Route 1	Route 12	1 Bicycle Lanes	Wares Ferry Rd	Dalraida Rd	Dunbarten Rd	2.43
			1 Shared Roadway	N. Ripley St	Rails to Trails	Lower Wetumpka Rd	0.93
			2 Shared Roadway	Lower Wetumpka Rd	N. Ripley St	E Vandiver Blvd	1.44
21 Montgomery Zoo	Route 14	Route 12	3 Shared Roadway	E Vandiver Blvd	Fairground Rd	Lower Wetumpka Rd	0.63
			4 Shared Roadway	Fairground Rd	E Vandiver Blvd	Biltmore Ave	1.77
			5 Shared Roadway	Biltmore Ave	Fairground Rd	Federal Dr	0.18
22 East Wetumpka	Route 22	Connector 7	1 Shared Roadway	N. Bridge Street	W. Tallassee St	W. Bridge Street	0.24
23 West Wetumpka	Route 23	Connector 8	1 Shared Roadway	Coosa River Parkway	W. Bridge Street	W. Tallassee St	0.25
			1 Bicycle Lanes	Vaughn Rd	Perry Hill Rd	Heatherton Dr	0.72
			2 Shared Roadway	Heatherton Dr	Vaughn Rd	Alderpoint Dr	0.17
			3 Shared Roadway	Alderpoint Dr	Heatherton Dr	Trinity Blvd	0.38
M/occurrent LC	Dente J	Douto 10	4 Shared Roadway	Trinity Blvd	Alderpoint Dr	Lomac St	0.42
	7 annou	Noute 10	5 Shared Roadway	Lomac St	Trinity Blvd	Woodmere Blvd	0.28
			6 Bicycle Lanes	Woodmere Blvd	Lomac St	Eastern Blvd Crossing	0.84
			7 Shared Roadway	Eastern Blvd Crossing	Woodmere Blvd	Woodmere Blvd	0.04
			8 Bicycle Lanes	Woodmere Blvd	Eastern Blvd Crossing	Festival Dr	0.48
	, , ,	Ę.	1 Shared Roadway	Central Plank Rd	Williams Rd	US 231	2.62
22 Central Plank Kd	Koute 5	Koute 21	2 Shared Roadway	US 231	Central Plank Rd	AL 14	0.66
26 Grandview Rd	Route 8	Route 11	1 Bicycle Lanes	Grandview Rd	SR 143	Sandtown Rd	0.57
27 AL 143	Route 7	Route 8	1 Shared Roadway	AL 143	1st Ave/Perkins St	Lucky Town Rd	1.42
Jo Doctorillo	Doute A	D 40.7	1 Shared Roadway	CR 7	Ingram Rd	AL 143	1.39
	Koute 4	Koute /	2 Shared Roadway	AL 143	CR 7	Coosa River Rd	1.36

Table 5.4 Montgomery Metropolitan Planning Organization (MPO) Bicycle Connectors (continued)

		-	0					
#	Name	From	To	Bikeway Type	Road Name	From	T0	Miles
				1 Shared Roadway	E 4th St	N Chestnut St	N Washington St	0.17
				2 Shared Roadway	N Washington St	E 4th St	Wetumpka St	0.06
				3 Shared Roadway	Wetumpka St	N Washington St	N Memorial Dr	1.09
				4 Shared Roadway	US 31/US 31 Crossing	Wetumpka St	Wright St	0.04
				5 Shared Roadway	Wright St	N Memorial Dr	E Poplar St	0.56
C	North Dustriello	Dente JS B. JT		6 Shared Roadway	E Poplar St	Wright St	Wright St	0.02
4		VOULE 23 0 77	Vouie 23	7 Shared Roadway	Wright St	E Poplar St	E Poplar St	0.13
				8 Shared Roadway	E Poplar St	Wright St	McQueen Smith Rd	1.56
				9 Bicycle Lanes	McQueen Smith Rd	E Poplar St	Chancellor Ridge Rd	0.44
				10 Shared Roadway	Chancellor Ridge Rd	McQueen Smith Rd	Wee Lovett Dr	0.38
				11 Shared Roadway	Wee Lovett Dr	Chancellor Ridge Rd	Shared-Use Path	0.15
				12 Shared-Use Path	Shared-Use Path	Wee Lovett Dr	S Old Farm Ln	0.48
				1 Shared Roadway	Jay St	Sheila Blvd	Shared-Use Path	0.17
				2 Shared-Use Path	Shared-Use Path	Jav St	McOueen Smith Rd Crossing	0.28
				2 Crossing	McOusen Smith Rd Crossing	Charad IIca Dath	Constitution Ave	0.03
3(Constitution Avenue	Route 13	N/A	J CIUSSIIIG		Dilated-OSC I aut	CONSUMUON AVC	c0.0
				4 Shared Roadway	Constitution Ave	McQueen Smith Rd Crossing	US 82	0.75
				5 Shared Roadway	US 82 Crossing	Constitution Ave	Constitution Ave	0.02
				6 Shared Roadway	Constitution Ave	US 82 Crossing	Dead End	0.89
				1 Shared Roadway	Gin Shop Hill Rd	Carter Rd	Bridge St	0.67
31	W Main St	Route 6	Route 26	2 Shared Roadway	Bridge St	Gin Shop Hill Rd	W. Main St	0.46
				3 Bicycle Lanes	W. Main St	Bridge St	S Chesnut St	0.14
32	S Court St	Conector 31	Route 24 & 25	1 Bicycle Lanes	S. Court St	Bridge St	W 4th St	0.23
33	Highland Ave	Route 9 & 15	Route 12	1 Bicycle Lanes	Highland Ave	Hall St	Capital Pkwy	0.11
34	t High St	S. Ripley St	Route 9	1 Bicycle Lanes	High St	S. Ripley St	Hall St	0.37
				1 Bicycle Lanes	AL 14	Old Farm Ln	I-65 Crossing	0.44
35	AL 14	Route 11	Route 29	2 Shared Roadway	I-65 Crossing	AL 14	AL 14	0.17
				3 Bicycle Lanes	AL 14	I-65 Crossing	Oak Tree Ln	1.67
36	Old Ware Road	Route 14	Route 14	1 Bicycle Lanes	Old Ware Road	Jackson Rd	Peace Church Rd	1.70
B *	icycle segments that mar	y need safety sh	noulders in addition	on to Share the Roa	id plaque and sign.			
*	Bicycle segments that an	e in multiple bi	cycle routes or co	onnectors.				
:* *	*Bicvcle segments partia	ally in multiple	bicycle routes or	connectors.				

Table 5.4 Montgomery Metropolitan Planning Organization (MPO) Bicycle Connectors (continued)

47























PEDESTRIAN CHARACTERISTICS AND FACILITY TYPES

For some, it represents freedom; for some, it is a means of exercise; for others it is the primary mode of transportation. For millions of Americans, walking provides pleasure, health benefits and access to the world around them. Although every trip begins and ends with a pedestrian component, several factors determine how much of each trip will be pedestrian based. According to a National Personal Transportation Survey conducted in 1995, most people would be willing to walk a quarter of a mile to reach their destination. Increased density of land use extends this distance to as much as a full mile (AASHTO, Pedestrian, pg 8).

Distance is only one factor in choosing to walk or not. A pedestrian must be confident of his or her own personal safety and security. Directly related to security, the pedestrian's comfort and the attractiveness of the surrounding area determine the level of pedestrian activity. The pedestrian areas that attract a high level of activity have:

- A mixture of land uses
- Continuous pedestrian facilities separated and protected from vehicular traffic
- Safe and convenient street crossings
- Pedestrian-scale lighting
- Pleasant visual environment (pg 9)

Although these qualities tend to attract pedestrian traffic, it is important to remember that pedestrians of various ages move at a variety of speeds and have a variety of needs. Additionally, pedestrians with mobility issues require increased concern when integrating pedestrian traffic with the rest of the transportation network.

6.1 Pedestrian Characteristics

First, it must be acknowledged that the "average pedestrian" does not exist. A young child interacts with his environment in a drastically different manner than an older individual. Pedestrians can be grouped into seven age categories, highlighting the changes in environmental awareness and mobility. Table 6.1 below details these categories.

Age	Characteristics
0 - 4	Learning to walk
	Requires constant adult supervision
	Developing peripheral vision, depth perception
5 – 8	Increasing independence, still requires supervision
	Poor depth perception
9 – 13	• Susceptible to "dart out" intersection dash
	Poor judgment
	Sense of invulnerability
14 - 18	Improved awareness of traffic environment
	Poor judgment
19 – 40	Active, fully aware of traffic environment
41 - 65	Slowing of reflexes
65 +	Difficulty crossing street

 Table 6.1 Pedestrian Age Categories and Characteristics

Vision lossDifficulty hearing vehicles approaching from behind
High fatality rate if hit

6.1.1 Walking Speeds

Age is only one factor in the speed at which someone walks. Pedestrians move at a range of speeds, from 2.5 feet per second up to 6 feet per second (AASHTO, pg 10). Age and physical impairment would suggest the pedestrian walks at a slower pace than a younger, unimpaired pedestrian. However, environmental factors, such as precipitation or air temperature may denote a slower pace. Also, time of day, trip purpose, and location in relation to intersections impacts the pedestrian's speed.

6.1.2 Spatial Needs

For two pedestrians traveling in opposite direction to pass one another comfortably, a sidewalk should be at least 5 feet wide. This width allows two pedestrians to comfortably walk side-by-side, lining up single-file when passing another pedestrian. As pedestrian traffic volume increases, pace of travel decreases due to clustering.

6.1.3 Mobility Issues

According to the Administration on Aging, the population aged 65 and older will grow from 39.6 million people in 2009 to more than 72 million people by 2030. As we age, our bodies tend to require more assistance. The next twenty years will see the largest ever proportion of Americans with mobility issues. These issues include ambulatory impairments, hearing impairments, vision impairments, and cognitive impairments. As this population grows the need for public transportation and pedestrian facilities will become increasingly acute.

6.1.3.1 Ambulatory Impairments

When designing pedestrian facilities, planners must be cognizant of pedestrians who may have difficulty walking for any sustained period of time. This includes individuals who require the use of wheelchairs, scooters, walking aids or prostheses. Generally, these individuals require additional time for crossing streets and additional space for navigating corners or curbs. Hard, smooth surfaces provide the optimum stability and support for these individuals; textured surfaces may pose a considerable obstacle for motorized and manual chairs or others with low motility in their legs. These individuals require sloped curbs so that sidewalks meet the street level with as low a grade as possible. Other limitations for this population include:

- Difficulty negotiating steep grades
- Difficulty negotiating steep cross slopes
- Decreased stability
- Slower walking speeds
- Reduced endurance
- Reduced ability to react quickly to dangerous situations (pg 12)
6.1.3.2 Hearing Impairments

Forty percent of older adults have hearing impairments. This striking statistic highlights the need for audio components when designing pedestrian space. Complex intersections with multiple lanes of unpredictable traffic and limited sight distances pose an even greater risk to those who cannot hear the approaching vehicles. Highly visible signals and markings offer these individuals greater security when crossing vehicle traffic.

6.1.3.3 Vision Impairments

Individuals with vision impairments, whether partially sighted or completely without sight, use a variety of assistants and environmental cues to navigate independently. Two of the most common aides for the visually impaired, white canes and dog guides, respond differently to environmental cues. A white cane user will sweep the cane in front of himself in a wide arc, detecting objects or grade changes along the path. A dog guide, avoids objects in the path, but does not respond well to grade changes. For both types of aides a straight, unblocked path allows the visually impaired greater independence and freedom of movement.

Environmental cues also help visually impaired individuals respond and react to changes in their paths. To facilitate this, important information should be provided in more than one format, addressed to more than one sense. Large text signs in direct lines of sight offer increased information for minimally sighted and hearing impaired individuals, but are of no use to blind pedestrians. Auditory cues, on crossing signals for instance, offer relevant information in an additional sensory mode. Similarly, changes in pavement texture and slope offer those with limited sight information when approaching changes in the path, such as at intersections.

Intersection crossings present a significant challenge for minimally and non-sighted pedestrians. Typically, the visually impaired pedestrian follows a standardized process upon approaching an intersection. First, the pedestrian detects an approaching intersection through physical cues, such as the absence of a building, a change in slope or texture of the pavement, or even a memory map of prominent landmarks. Second, the pedestrian orients herself toward the crosswalk using auditory cues, such as the whir of traffic or, where available, the pinging of an accessible crosswalk signal. The pedestrian must determine if the signal must be activated, then reorient herself toward the corner. If the signal does not have an accompanying auditory cue, the visually impaired pedestrian must rely on the sound of parallel traffic or the movement of fellow pedestrians.

Entering an intersection requires an abundance of caution for the visually impaired pedestrian. He or she must not only leave the relative safety of the sidewalk and intrude upon the unforgiving zone of the automobile, but also successfully navigate an open expanse, avoiding any obstacles, and reach the opposite corner as quickly as possible. A center median, or pedestrian island, may prove hazardous if the pedestrian is unaware of it. Similarly, if a crosswalk turns in the middle of the street, the visually impaired pedestrian may continue straight into oncoming traffic. A non-signalized intersection may prove uncrossable for the visually impaired pedestrian.

However, mitigating one impairment may result in complicating another. For example, the raised bumps seen at many crosswalks or transitions from parking lots to entryways offer information for the visually impaired. This information allows those individuals to better respond the changing environment.

However, many with mobility issues find these raised surfaces difficult to navigate. In attempting to resolve an issue for one population, a new issue is created for a different population.

6.1.3.4 Cognitive Impairments

"Cognition is the ability to perceive, recognize, understand, interpret, and respond to information. It relies on complex processes such as thinking, knowing, memory, learning, and recognition" (AASHTO, pg 15). Similar to physical impairments, cognitive impairments take on multiple forms with varying levels of degree. Cognitively impaired individuals benefit from simple, standardized designs which help these pedestrians navigate a complex and confusing world. Signals using symbols and colors also assist children and the more than 20 percent of Americans who do not read English navigate the urban environment with safety.

6.2 Types of Pedestrian Facilities

Pedestrian facilities are an essential component of the transportation system. Pedestrian activity requires adequate pedestrian facilities. Pedestrians must be considered in every transportation design decision; whether this means explicitly excluding pedestrians from a roadway or incorporating pedestrian activity into the design of the system. Pedestrian facilities directly improve the quality of the transportation system in two ways. First, pedestrian facilities attract pedestrians (AASHTO pg 54). Generally, people refuse to walk in response to the lack of incentive or encouragement. Given the choice, some may choose to walk rather than drive. In many areas, this choice is not available. Second, pedestrians may be forced to contend with the automobile on the street. Facilities that separate the pedestrian from the automobile lower the risk of fatal incidents and double the overall safety of the roadway (AASHTO pg 54). A well designed facility attracts pedestrians and discourages dangerous interaction with motorists. The seven attributes of a well designed pedestrian facility are:

- Accessibility A network of sidewalks should be accessible to all users and meet ADA requirements.
- Adequate Width Two people should be able to walk side-by-side and pass a third person comfortably and different walking speeds should be possible. In areas of intense pedestrian use, sidewalks should be wider to accommodate the greater volume of walkers.
- Safety Design features of the sidewalk should allow pedestrians to have a sense of security and predictability. Sidewalk users should not feel they are at risk due to the presence of adjacent traffic.
- Continuity Walking routes should be obvious and should not require pedestrians to travel out of their way unnecessarily.
- Landscaping Plantings and street trees within the roadside area should contribute to the overall psychological and visual comfort of sidewalk users, without providing hiding places for attackers.
- Social Space Sidewalks should be more than areas to travel, they should provide places for people to interact. There should be places for standing, visiting, and sitting. The sidewalk area should be a place where adults and children can safely participate in public life.
- Quality of Place sidewalks should contribute to the character of neighborhoods and business districts and strengthen their identity. (AASHTO pg 54-55)

6.2.1 Sidewalks

A sidewalk is "that portion of a street between the curb line, or the lateral line of a roadway, and the adjacent property line or on easements of private property that is paved or improved and intended for use by pedestrians" (MUTCD pg 20). Sidewalks offer a safe zone for pedestrian travel between the commercial, residential or business developments on one side and the speed and energy of the automobile zone on the other. Successful sidewalks provide access and protection.

Pedestrians use sidewalks to navigate the urban network, moving from store to restaurant, bank to barroom, office to parking lot. A sidewalk must provide adequate access to all of these points of destination. Where motorists have parked along the roadway, the sidewalk must provide unobstructed access for these motorists to move from the pedestrian zone to the automobile zone. Finally, each sidewalk exists as part of the overall pedestrian network, requiring continuous connectivity throughout the urban landscape. Integral to its design, the sidewalk provides connectivity and access to the entire built environment.

However, unfettered access can produce an unsafe environment for the pedestrian, diminishing the use and productivity of the sidewalk. The sidewalk must provide protection from automobiles, natural elements and conflict with other pedestrians. The most recognizable separation of the automobile zone from the pedestrian zone is a raised curb. The curb can be augmented with a grass strip, street trees, rows of planters or any other vegetation. Alternatively, simple design flourishes, such as textured or colored pavement, could separate the zones in the same manner as vegetation. Street trees also offer protection from environmental hazards, such as direct sunlight or heavy winds and rain. This protection could also be provided by awnings from the storefronts that line the sidewalk. Most importantly, the sidewalk must provide an unimpeded pathway with a long sight distance. Visually impaired or physically impaired pedestrians cannot easily navigate sidewalks littered with obstacles. Unencumbered sidewalks with appropriate lighting provide a welcoming and sage environment for all pedestrians.

To provide access to the built environment while protecting pedestrians from the dangers inherent to the urban landscape, the pedestrian network must be balanced. A roadway with sidewalks on only one side invites mid-block street crossing and other unsafe pedestrian activities. Development on both sides of a roadway will attract pedestrian traffic on both sides of the roadway; sidewalks must be provided to protect pedestrians from automobile traffic and connect pedestrians to all destinations. However, where only one side of the roadway has been developed or allows for safe pedestrian travel, only one sidewalk need be provided.

6.2.2 Off-road Paths

Off-road paths can be paved or unpaved, depending upon the level of use and nature of the surrounding area. Generally, off-road paths wind through open fields in rural or low-density suburban areas alongside roadways, deviating from them to approach major points of interest. In this bucolic setting, nature serves as a buffer between the automobile zone and the pedestrian zone with a row of trees, a ditch or a swale, or simply a large greenway.

6.2.3 Shared-Use Paths

Similar to off-road paths, shared-use paths tend follow alongside roadways in rural and low-density suburban areas. Unlike off-road paths, shared-use paths allow multiple modes of travel to interact at

various speeds. Depending upon the surrounding environment, shared-use paths could be paved or unpaved. On shared-use paths, joggers, dog walkers and baby strollers contend with bicyclists, skateboarders, and horseback riders. For an in depth discussion of shared-use paths, see Section 4.2.3.

6.2.4 Shared Streets

At the other end of the spectrum from the rural off-road paths, some urban corridors could be converted to shared streets. In high density urban areas with large amounts of pedestrian traffic, the automobile zone and the pedestrian zone have merged. Pedestrians are not limited to the sidewalk, but can wander down the center of the roadway and cross at will. Extremely low vehicle speeds and the ever present pedestrians limit the automobile traffic. Shared streets are very special places within the city that require consideration of the overall traffic pattern of the city, automobile as well as pedestrian. The commercial and civic life created by the concentration of pedestrians justifies the displacement of automobiles.

CHAPTER 7 CURRENT AND PROPOSED MONTGOMERY MPO PEDESTRIAN FACILITIES

The existing sidewalk infrastructure in Montgomery and the surrounding cities provide strong foundations for the provision of safe and well connected pedestrian networks. However, current issues demand immediate attention. Aging infrastructure requires rehabilitation; decisions of previous generations demand correction; missing infrastructure must be provided. By addressing these simple yet vitally important issues with the pedestrian network, Montgomery Metropolitan Planning Organization can build a safe, convenient, and walkable environment.

7.1 Current Pedestrian Facilities

Using the midway point between the Capitol and Court Square as the point of origin, the Downtown Core can be approximated as the area within a half mile radius. This Downtown Core contains an extremely dense cluster of sidewalks along both sides of nearly every roadway. However, these sidewalks have fallen into a severe level of disrepair and must be rehabilitated. Although the infrastructure exists, it does not achieve its full potential in its present state.

Extending this radius an additional half mile creates an approximate buffer for the Central Business District. As the network of sidewalks extends outward along the major connectors of High Street, Madison Avenue and Adams Avenue, fewer connections are made. On the southern edge of the Central Business District, multiple streets with existing sidewalks cross Interstate Highway 85, entering the first ring of suburban development.

Extending the radius a mile beyond the limits of the Central Business District delineates the outer limits of the first ring of suburban development in Montgomery. The boundaries of this ring include the Ann Street exit of I-85, the northern edge of Cypress Park and Fairview Avenue. The neighborhoods that surround the Central Business District and comprise the first ring of suburban development in Montgomery include Capital Heights, Old Cloverdale, the Garden District, Highland Park and Five Points. While many of these neighborhoods enjoy significant sidewalk coverage, many areas lack the security and connectivity provided by adequate pedestrian facilities. In many areas, sidewalks simply end, forcing pedestrians into the street or onto the grass. Additionally, many roadways that have sidewalks only have them on one side, forcing individuals to cross the roadway or surrender the advantage of the sidewalk.

While the neighborhoods closest to the Central Business District enjoy considerable sidewalk coverage, the second ring of development offers even fewer pedestrian amenities. And while the Central Business District demands rehabilitation, and the first ring suburbs demand improving coverage by providing both sides of the roadway, the second ring requires increased connectivity through the provision of sidewalks where none exist. Connectivity in the second ring neighborhoods such as McGehee Estates, Haardt Estates and Dalraida remains difficult. With few sidewalks scattered across the city, the main objective in this section must be connecting these various segments. Figure 7.1 details the Central Business District and each Suburban Development Ring.

However, while connecting scattered segments will improve connectivity in the second ring, neighborhoods beyond the Boulevard must build an entire network from the beginning. This lack of

pedestrian network leaves pedestrians in isolated neighborhoods with no access to commercial corridors along major roadways. While this sidewalk inventory only addresses functional classification of roadways above residential connectors, none of the major roadways in this area have sidewalks for the safety and amenity of pedestrians.

While Montgomery enjoys the greatest number of sidewalks of any municipality in the Metropolitan Planning area, the pattern remains consistent. Of the seven additional municipalities in the Metropolitan Planning area, only four have sidewalks along functionally classified roadways. In all four, sidewalks concentrate pedestrian traffic around the downtown areas. Nine of the eleven roadways with sidewalks in Prattville are in downtown and all but one have sidewalks on both sides. Conversely, Elmore County roadways tend to have sidewalks on only one side, but still focus traffic toward the town center. While problems of connectivity pervade all areas of the Metropolitan Planning area, each municipality enjoys strong foundations for successful pedestrian infrastructure.

A sidewalk inventory was competed on functionally classified streets to determine the location of sidewalks throughout the MPO Study Area. According to the inventory, there is a total of approximately 7.98 miles of sidewalks in Autauga County, 9.55 miles of sidewalks in Elmore County, and 146.85 miles of sidewalk in Montgomery County. The sidewalk inventory methodology is discussed in Section 7.2.1.

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7.2 Process to Create Pedestrian Projects

The proposed pedestrian facility improvements were determined because of at least one of the following concepts:

- Connectivity
- Volume
- Public Involvement

The connectivity of the pedestrian network was determined by analyzing gaps in the sidewalk inventory, as well as by analyzing the intersection inventory. The volume was determined by analyzing the location of sidewalks in relation to major origins and destinations. The public involvement component determined pedestrian facility projects not identified by either connectivity or volume.



7.2.1 Sidewalk Inventory

The sidewalk inventory of functionally classified roads was completed in fiscal year 2009. The inventory was completed by first analyzing aerial data from 2009, and then thru field work to confirm analysis. Upon completion of the inventory, the existing sidewalk network was analyzed to determine gaps in pedestrian facilities. To ensure connectivity of the sidewalk network, all missing segments were added to the list of needed sidewalk projects. Figures 7.2 to 7.5.

7.2.2 Trip Generators

Shopping centers, parks, schools, YMCAs, community centers, major residential areas and major employment centers identified as attractors and existing sidewalk facilities were analyzed to determine roadway segments needing pedestrian facilities to connect origins and destinations. The identified segments were added to the list of needed sidewalk projects.

7.2.3 Public Input

The destinations, roadways, and corridors indicated during the comment period or mapped during the public involvement meetings were added to the list of needed sidewalk projects. At this point the projects added due to connectivity, volume, and public input were analyzed with the existing sidewalk network to ensure no gaps of pedestrian facilities were being created. The gaps in the needed sidewalk facilities list were added.

7.2.4 Intersection Inventory

The last step in determine needed pedestrian facilities is analyzing intersections of existing and proposed sidewalk facilities. The intersection inventory focused both on high volume and medium to high speed roadways crossings and on signalized intersections. A total of 85 intersections were intersections were identified as needing pedestrian facilities to safely cross.

7.3 Description of Proposed Projects

A total of 391.3 miles of sidewalk was identified between the sidewalk inventory process and the public involvement process. Of this total, 55.9 miles is identified as needing rehabilitation and 335.4 miles is identified as new sidewalk construction. The majority of the sidewalks identified are in the City of Montgomery because of density of both employment and residential. Table 7.1 details the needed sidewalk projects by county. All City of Prattville projects are in the listing of Autauga County projects.

		* * *
COUNTY	REHAB TOTAL MILES	TOTAL NEW CONSTRUCTION MILES
Autauga	0	48.97
Elmore	0	36.07
Montgomery	55.93	250.32
Total	55.93	335.36

Table 7	7.1:	Miles	of Needed	Sidewalk	Projects	by County
rabic /	• • •	TATICS	of fictucu	Slucman	I I Ujeeto	by County









CHAPTER 8 BICYCLE AND PEDESTRIAN PRIORITIZATION PROCESSES AND IMPLEMENTATION PLANS

8.1. Bicycle Project Prioritization Process

Bicycle segments, as well as major roadway crossings, were prioritized according to total points from each criterion. The major roadway crossings are separate from adjoining segments. The prioritization factors utilized were based upon the bicycle suitability analysis and public input, as well as, traditional issues like safety and connectivity. The factors are as follows:

- Proximity to Schools Total Points Possible = 8
 - Direct Access to a/from a school 4 Points
 - Within 1 mile of an Elementary School, Middle School, or Junior High School 2 Points
 - o Within 2 miles of a High School, College, or University- 2 Points
- Proximity to Points of Interest Total Points Possible = 12
 - Within 0.5 miles of a Park 4 Points
 - Within 0.5 miles of an Attraction (Library, Community Center, Historic Site, YMCA) 4 Points
 - Within a Historic District (National, State, or Local) 4 Points
- Connectivity to Transit– Total Points Possible = 3
 - Within 0.5 miles of a Transit Route 3 Points
- Connectivity to Existing Bicycle Facilities– Total Points Possible = 2
 - Connects to Existing or Funded Bicycle Facility 3 Points
- Interstate or Major roadway Crossing Total Points Possible = 2
 - \circ Interstate = 2 Points
 - Major Roadway = 1 Point
- Within 0.25 miles of a Major Employment Area Total Points Possible = 5
 - 2,500 Employees or more 5 Points
 - o 1,250 2,499 Employees 4 Points
 - o 500 1,249 Employees 3 Points
 - o 100 499 Employees 2 Points
 - o 1-99 Employees 1 Point
 - \circ 0 Employees 0 Points
- Accident History Total Points Possible = 2
 - Reported Bicycle and/or Pedestrian Accident between 2003 and 2011)- 2 Points
- Bicycle Suitability Rating– Total Points Possible = 5
 - \circ 3.0 4.0 (Best Conditions For Bicycling)– 5 Points
 - 2.0 2.9 (Medium Conditions For Bicycling) 2 Points
 - \circ 1.0 1.9 (Difficult Conditions For Cycling) 1 Point
 - \circ < 1.0 (Very Difficult Conditions For Cycling) 0 Points
- Within City Limits Total Points Possible = 1

Direct access is defined as within 0.2 miles of the location. The Critical Analysis Reporting Environment (CARE) database was utilized to determine the location of bicycle or/and pedestrian involved accidents between 2003 and 2011. Figure 8.1 details the location of accidents involving a pedestrian or bicyclist. Appendix D details the number of points for each criterion for each route segment and crossing; and

Appendix E details the number of points for each connector segment and crossing. The priority score for each segment and crossing was utilized to assign an overall priority score for each route and connector. Table 8.1 details from highest to lowest score the prioritization each of the routes. Table 8.2 details from highest to lowest score the prioritization each of the connectors.

#	County	Name	Miles	Priority Score
10	Montgomery	Midtown to Downtown	9.82	28.1
23	Montgomery	Rails-to-Trails	2.74	28.0
9	Montgomery	Historic Circulator	9.36	27.8
32	Montgomery	Gateway	2.99	27.6
12	Montgomery	Montgomery Midtown North	8.31	27.4
16	Montgomery	South Midtown	10.32	25.5
15	Montgomery	Selma to Montgomery	15.07	25.3
31	Montgomery	West Montgomery	6.44	24.2
25	Prattville	Upper Kingston Rd	5.96	23.0
17	Montgomery	South Montgomery	5.68	22.3
24	Autauga	Lower Kingston Rd	5.38	19.3
2	Montgomery	ASF	7.21	17.9
30	Montgomery	West Montgomery	9.91	17.5
3	Elmore	Blue Ridge-Redland	12.83	17.4
13	Autauga	North Prattville	7.51	16.3
22	Elmore	Wetumpka-Holtville	38.16	16.3
1	Montgomery	AUM/ Eastdale Mall	9.71	15.6
27	Autauga	Midtown North Prattville	9.02	13.6
11	Elmore	Millbrook	13.28	12.3
5	Montgomery	East Montgomery	15.36	12.0
29	Autauga	Midtown East Prattville	5.81	11.8
26	Montgomery	Brewbaker	6.12	11.7
8	Elmore	Elmore-Millbrook -Coosada	19.58	11.4
7	Elmore	Elmore-Holtville	21.94	9.6
4	Elmore	Deatsville	16.23	7.3
19	Montgomery	Wares Ferry Rd	12.35	7.1
6	Autauga	West Prattville	11.80	6.9
21	Elmore	Wetumpka	23.54	6.9
28	Autauga	Northeast Prattville	6.37	6.9
14	Elmore	Redland-Emerald Mountain	12.36	6.8
18	Montgomery	South Montgomery County	21.98	6.7
20	Elmore	Weoka	9.17	6.0

 Table 8.1 Bicycle Route Priority Scores

#	County	Nama	From	То	Miles	Connector Priority Score
<i>π</i> 6	Montgomery	Edgemont	Route 31	10	0.00	
34	Montgomery	High St	S Ripley St	Route 9	0.37	29.0
33	Montgomery	Highland Ave	Route 9 & 15	Route 12	0.37	27.0
15	Montgomery	Maxwell	Route 9 & 15	Maxwell AFB	1.93	26.5
32	Autauga	S Court St	Conector 31	Route 24 & 25	0.23	20.5
20	Montgomery	Wares Ferry Rd	Route 1	Route 12	2.43	24.0
20	Flmore	Fast Wetumpka	Route 22	Connector 7	0.24	23.0
31		W Main St	Route 6	Route 26	1.24	23.0
10	Montgomery	Catholic High School	Ida Belle Young Park	Route 20	1.30	21.9
21	Montgomery	Montgomery Zoo	Route 14	Route 12	4.95	21.0
18	Montgomery	Narrow Lane Rd	Route 10 & 16	Route 17	0.79	20.0
24	Montgomery	Woodmere	Route 2	Route 10	3.33	19.6
4	Montgomery	Blount Cultural Park	N/A	N/A	0.08	19.0
7	Elmore	Elmore-Wetumpka	Route 3	Route 7	5.01	19.0
14	Montgomery	Lagoon Park	Connector 11	Lagoon Park	0.45	19.0
1	Montgomery	AUM	Route 1	AUM	1.68	18.0
12	Montgomery	Halcyon	Route 2	Route 5	1.70	17.0
11	Montgomery	Gunter	Route 12	Gunter Industrial Park	4.36	15.3
26	Elmore	Grandview Rd	Route 8	Route 11	0.57	15.0
29	Autauga & Elmore	North Prattville	Route 25 & 27	Route 29	5.08	14.1
2	Montgomery	Bell Rd	Atlanta Hwy	Route 2	2.59	14.0
30	Autauga & Elmore	Constitution Avenue	Route 13	N/A	2.15	12.8
25	Elmore	Central Plank Rd	Route 3	Route 21	3.28	12.5
35	Autauga & Elmore	AL 14	Route 11	Route 29	2.28	12.3
9	Elmore & Montgomery	Emerald Mountain	Route 14	Route 19	2.08	12.0
13	Montgomery	Hyundai	Route 15	Hyundai Plant	4.10	12.0
16	Autauga & Montgomery	Montgomery-Autauga	Route 6	Connector 15 & Route 30	12.62	12.0
27	Elmore	AL 143	Route 7	Route 8	1.42	12.0
3	Montgomery	Brighton Estates	Route 2 & 33	Brighten Estates	0.67	10.0
5	Elmore	Coosada Elementary School	Route 8	Route 8 & 11	2.52	10.0
19	Montgomery	South Montgomery County	Route 13	Connector 13	5.93	9.3
23	Elmore	West Wetumpka	Route 23	Connector 8	0.25	9.0
28	Elmore	Deatsville	Route 4	Route 7	2.75	8.0
17	Elmore	Ft. Toulouse	Ft. Toulouse	Route 3	0.79	6.0
8	Elmore	Elmore County	Route 4	Route 8	0.35	5.0
36	Elmore	Old Ware Road	Route 14	Route 14	1.70	3.0

Table 8.2 Bicycle Connector Priority Scores



8.2. Cost Estimate Analysis

The proposed bicycle segments were assigned a bikeway type using the 2009 Edition of the Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD defines a bicycle facility as, "a general term denoting improvements and provisions that accommodate or encourage bicycling, including parking and storage facilities, and shared roadways not specifically defined for bicycle use." In addition, the MUTCD defines a bikeway as, "a generic term for any road, street, path, or way that in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes." The bikeway types and associated MUTCD definition are as follows:

- Shared Roadway a roadway that is officially designated and marked as a bicycle route, but which is
 open to motor vehicle travel and upon which no bicycle lane is designated.
- Bicycle Lane—a portion of a roadway that has been designated for preferential or exclusive use by bicyclists by pavement markings and, if used, signs.
- Shared-Use Path—a bikeway outside the traveled way and physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent alignment. Shared-use paths are also used by pedestrians (including skaters, users of manual and motorized wheelchairs, and joggers) and other authorized motorized and non-motorized users).

To determine an approximate cost estimate for the entire bicycle system by bikeway type, completed bikeway facilities across the state were reviewed. The goal was to determine the total cost of the bikeway and to evaluate the scope of the project. The information was utilized to determine an estimated cost per mile for each bikeway type in the Montgomery MPO bicycle system. Shared roadway projects were reviewed in Montgomery County and the City of Birmingham, bicycle lane projects were reviewed in the City of Montgomery and in the City of Opelika, and shared-use path projects were reviewed in the City of Auburn. A detailed methodology and study results are in Appendix F.

8.3. Bicycle Implementation Plan

The bicycle routes range from 6.0 to 28.1 on the prioritization scale, and the bicycle connectors range from 5.0 to 29.0 on the prioritization scale. The priority score was utilized in conjunction with bikeway type and facility type to create an implementation plan that follows key principles: connectivity to existing facilities, continuity of facilities, and access to the highest utilized origins and destinations. Six routes and four connectors scored 25 or above on the prioritization scale. These routes and connectors were analyzed to determine a starting point for the implementation plan. All of these routes and connectors are located in the City of Montgomery within the boundaries of the West, South, East and Northern Boulevard. Figure 8.1 details the routes and connectors with a prioritization score of 25 and above. After analyzing these routes and connectors, it is determined that the following roadways appear multiple times in these routes or/and connectors:

- Cloverdale Road Routes 9, 10 and 16
- E. Fairview Avenue Routes 9 and 16
- College Street Routes 9 and 16
- Carter Hill Road Routes 9 and 16
- Hall Street Routes 9 and 16
- E. Edgemont Avenue Routes 10 and 16
- Glen Graten Drive Routes 10 and 16
- Feildcrest Drive Routes 10 and 16

- Woodley Road Routes 10 and 16
- McGehee Road Routes 10 and 16
- Montgomery Street Routes 9 and 10
- S. Lawrence Street Routes 9 and 10
- Gilmer Avenue Routes 9 and 10
- S. Perry Street Routes 9 and 10
- Rails-Trails Routes 16 and 23
- S. Court Street Routes 10 and 32

The routes with the most duplicate segments are 9, 10, and 16, and the three routes with the highest prioritization score are route 10 (28.1), route 9 (28.0) and route 9 (27.8). Because of the high priority ranking and a high number plus length of duplicate roadways, route 10 is the logical starting point for the bicycle implementation plan. From this point, the priorities were determined utilizing the principles detailed above in conjunction with priority score. To ensure continuity of the bicycle routes, high priority routes and connectors that meet route 10, meet existing facilities near route 10 or planned bicycle routes were analyzed to determine the additional high priority routes and connectors. Routes 9, 15, 16 and 32 and connectors 18 and 24 meet route 10; route 9, route 16 and connector 34 meet an existing bicycle facilities; and route 23 is a planned bicycle facility. These six routes and four connectors are the classified as Priority 1 in the implementation plan. Priority 1 projects are a total length of 56.7 miles, and they are a combination of all three bikeway types.

Priority 2 projects were determined by applying the principles of connectivity and popularity of origins and attractors. First, routes and connectors that meet a priority 1 project were determined. Four routes and five connectors met this criterion. An analysis of these routes and connectors determined that of these two routes and three connectors received a priority score below 20, while two routes and five connectors with a priority score above 20 are nether a priority 1 project or meet a priority 1 project. Higher prioritization scores indicate a popular attractors and origins are along the route or connector, as well as a greater population and/or population density. To ensure the principles of connectivity and popularity of attractors and origins and destinations are followed, routes and connectors that meet priority 2 projects in the implementation plan. Routes and connectors that were categorized because of connectivity are Priority 2A projects, while routes and connectors that were categorized because of popularity are Priority 2B projects. Priority 2A routes are a total length of 52.0 miles, and Priority 2B routes are a total length of 19.8 miles. Priority 2A and 2B projects are a combination of all three bikeway types.

Priority 3 projects were determined utilizing the same methodology as priority 2 projects. First, routes and connectors that meet a priority 2 project were determined. Five routes and seven connectors met this criterion. An analysis of these routes and connectors determined that of these three routes and four connectors received a priority score below 15, while three routes and four connectors with a priority score above 15 are nether a priority 1, priority 2 or meet a priority 3 project. As with priority 2 projects the routes and connectors with a score above 15 were prioritized as priority 3 projects. Routes and connectors that were categorized because of connectivity are Priority 3A projects, while routes and connectors that were categorized because of popularity are Priority 3B projects. Priority 3A routes are a total length of 62.4 miles, and Priority 3B routes are a total length of 66.1 miles. Priority 2A and 2B projects are a combination of all three bikeway types.

The remaining twelve routes and eleven connectors were categorized as a Long Range Priority. The purpose of the priority characterization is to focus funding towards routes and connectors that increase connectivity and ensure access to the most highly utilized attraction and origins. The focus directs and

aids funding strategies. The prioritization characterization is not intended to outline the order for bicycle facilities to be built. In the event that funding becomes available for a lower or long range priority, the project should be built ahead of higher priority projects. In addition, the designation of a roadway as a route or connector demonstrates that the roadway has been studied and is a both a suitable and desirable location for bicycle facilities. Any project from resurfacing to widening on designated roadways should include analysis and engineering for the desired bikeway, and in the event a different bikeway type or no bicycle facility is included, justification on this decision should be detailed. The Priority 1, Priority 2, Priority 3, and Long Range Bicycle Routes and Connectors are detailed below:

Priority 1 Projects

- Route 9 Historic Circulator
- Route 10 Midtown to Downtown
- Route 15 Selma to Montgomery
- Route 16 South Midtown
- Route 23 Rails-trails
- Route 32 S. Court Street
- Connector 15 Maxwell
- Connector 18 Narrow Lane Road
- Connector 24 Woodmere
- Connector 34 High Street
- Total Miles: 56.7
 - Shared Roadways: 21.7 miles
 - Bicycle Lanes: 15.6 miles
 - Shared-Use Paths: 3.6 miles

Priority 2 Projects

- Route 2 Alabama Shakespeare Festival
- Route 12 Montgomery Midtown North
- Route 17 South Montgomery
- Route 25 Upper Kingston Road
- Route 30 West Montgomery
- Route 31 Gateway
- Connector 6 Edgemont
- Connector 10 Catholic High School
- Connector 13 Hyundai
- Connector 16 Montgomery-Autauga
- Connector 20 Wares Ferry Road
- Connector 21 Montgomery Zoo
- Connector 22 East Wetumpka
- Connector 31 W. Main Street
- Connector 32 S. Court Street
- Connector 33 Highland Avenue
- Total Miles: 71.8
 - Shared Roadways: 62.1 miles
 - o Bicycle Lanes: 7.9 miles
 - o Shared-Use Paths: 0.6 miles
- Intersection Improvement to Add a Pedestrian Phase:
 - St. James High School at Vaughn Road

o Catholic High School at Vaughn Road

Priority 3 Projects

- Route 1 AUM/Eastdale Mall
- Route 3 Blue Ridge-Redland
- Route 6 West Prattville
- Route 13 North Prattville
- Route 22 Wetumpka-Holtville
- Route 24 Lower Kingston Road
- Route 26 Brewbaker
- Route 27 Midtown-North Prattville
- Connector 1 AUM
- Connector 2 Bell Road
- Connector 3 Brighten Estates
- Connector 4 Blount Cultural Park
- Connector 7 Elmore-Wetumpka
- Connector 11 Gunter
- Connector 12 Halcyon
- Connector 14 Lagoon Park
- Connector 19 South Montgomery County
- Connector 26 Grandview Road
- Connector 29 North Prattville
- Total Miles: 128.6
 - o Shared Roadways: 87.3 miles
 - Bicycle Lanes: 12.6 miles
 - Shared-Use Paths: 4.22 miles
 - Intersection Improvement to Add a Pedestrian Phase:
 - o Eastdale Circle at Atlanta Highway

Long Range Projects

- Route 4 Deatsville
- Rote 5 East Montgomery
- Route 7 Elmore-Holtville
- Route 8 Elmore-Millbrook-Coosada
- Route 11 Millbrook
- Route 14 Redland-Emerald Mountain
- Route 18 South Montgomery county
- Route 19 Wares Ferry Road
- Route 20 Weoka
- Route 21 Wetumpka
- Route 28 Northeast Prattville
- Route 29 Midtown East Prattville
- Connector 5 Coosada Elementary School
- Connector 8 Elmore County
- Connector 9 Emerald Mountain
- Connector 17 Ft. Toulouse
- Connector 23 West Wetumpka
- Connector 25 Central Plank Road

- Connector 27 AL 143
- Connector 28 Deatsville
- Connector 30 Constitution Avenue
- Connector 35 AL 14
- Connector 36 Old Ware Road
- Total Miles: 197.5

- Shared Roadways: 160.0 miles
- Bicycle Lanes: 4.6 miles
- o Shared-Use Paths: 10.1 miles
- Intersection Improvement to Add a Pedestrian Phase:
 - o Seaton Boulevard/Halcyon Park Drive at Vaughn Road
 - o Memorial Drive at Fairview Avenue (AL 14)
 - o Constitution Avenue at McQueen Smith Road

Figure 8.2 details the Priority 1 projects, Figures 8.3 to 8.4 details the priority 2 projects, and Figures 8.5 to 8.6 details the Priority 3 projects.







Figure 8.4: Autauga County, City of Prattville, and City of Wetumpka Priority 2 Bicycle Routes and Connectors











8.3. Pedestrian Project Prioritization Process

The prioritization factors utilized were based upon the sidewalk inventory and public input, as well as, traditional issues like safety and connectivity. The factors are as follows:

- Proximity to Schools Total Points Possible = 8
 - Within 0.1 miles to a/from a school 4 Points
 - Within 0.5 mile of an Elementary School, Middle School, or Junior High School 2 Points
 - Within 1 miles of a High School, College, or University– 2 Points
 - Proximity to Points of Interest Total Points Possible = 12
 - Within 0.25 miles of a Park 4 Points
 - Within 0.25 miles of an Attraction (Library, Community Center, Historic Site, YMCA) 4 Points
 - Within a Historic District (National, State, or Local) 4 Points
- Connectivity to Transit– Total Points Possible = 5
 - Within 0.25 miles of a Transit Route 3 Points
 - Within 250 ft of an existing Transit Stop 2 points
- Connectivity to Existing Pedestrian Facilities– Total Points Possible = 5
 - Connects to Existing Pedestrian Facility 5 Points
- Interstate or Major Roadway Crossing Total Points Possible = 2
 - \circ Interstate = 2 Points
 - Major Roadway = 1 Point
 - Traffic Analysis Zone 2005 Employment Density Total Points Possible = 5
 - Employment Density of 0 to 150 Employees per mile = 0 Points
 - Employment Density of 151 to 250 Employees per mile = 1 Points
 - Employment Density of 250 to 1,000 Employees per mile = 2 Points
 - Employment Density of 1,001 to 2,500 Employees per mile = 3 Points
 - Employment Density of 2,501 to 5,000 Employees per mile = 4 Points
 - \circ Employment Density of 5,001 and Above Employees per mile = 5 Points
- Accident History Total Points Possible = 2
 - Reported Bicycle and/or Pedestrian Accident 2 Points
 - Within City Limits Total Points Possible = 1

Bicycle facilities are prioritized according to total points from the criteria. Bicycle facilities should be pursued for all roadway projects with proposed bicycle facilities regardless of the priority ranking. The Critical Analysis Reporting Environment (CARE) database was utilized to determine the location bicycle or pedestrian involved accidents between 2003 and 2011. The Employment density criterion was determined by averaging the density of the Traffic Analysis Zones on both sides of a roadway.

8.4. Pedestrian Implementation Plan

A total of 391.29 miles of sidewalk was identified as between the sidewalk inventory process and the public involvement process. The sidewalks are divided between 339 segments varying in length from 0.02 miles to 7.54 miles. Each segment was determined with the following criteria:

• Segments in dense urban areas have an approximate maximum length of 0.5 miles; Segments in medium density areas have an approximate maximum length of 1 mile; Segments in low density areas have a maximum length of 2 miles; Segments in rural areas have no maximum length.

- A new segment was created each time the existing sidewalk or needed sidewalk changed. This divided both rehabilitation and new construction needs as well as sections that need one versus two sides. This created some very short segments in medium and low density areas.
- Gap between existing sidewalks range from very short to over a mile.

Of the 391.29 miles, 55.93 miles is identified as needing rehabilitation and 335.36 miles is identified as new sidewalk construction. The prioritization score was utilized to group the needed sidewalk projects into Priority 1, Priority 2, Priority 3, and Long Range Priority. In addition to sidewalk segments, an inventory of major intersections along a sidewalk identified as well as along an existing sidewalk was completed. A priority ranking was assigned to each intersection based upon the priority ranking of the associated roadway. Intersections at existing sidewalk facilities that were lacking pedestrian crosswalks were identified and assigned as Priority 1.

The purpose of the priority characterization is to focus funding towards sidewalk projects that increase connectivity and ensure access to the most highly utilized attraction and origins. The prioritization characterization is not intended to outline the order for pedestrian facilities to be built. In the event that funding becomes available for a lower or long range priority, the project should be built ahead of higher priority projects. In addition, the designation of a roadway as needing pedestrian facilities demonstrates that the roadway has been indicated either thru the sidewalk inventory or public input as needing pedestrian facilities. Any project from resurfacing to widening on designated roadways should include engineering to include sidewalks and other necessary pedestrian components. Priority 1 segment projects have a prioritization score of 30 and above. Priority 1 intersection projects are associated with Priority 1 segment projects have a prioritization score between 23 and 29.5. There are no Priority 2 intersections. Priority 3 segment projects have a prioritization score between 15 and 22.5. Priority 3 intersections are associated with Priority 3 segment projects. Table 8.3 and Figure 8.5 detail Priority 1 projects, Table 8.4 and Figure 8.6 detail priority 2 projects, Table 8.5 and Figure 8.7 details priority 3 projects, and Table 8.6 details Priority 1 and Priority 3 intersections.

Table 8.3 Priority 1 Sidewalk Projects

Montgomery Rehabilitation Projects:							
Street	From	То	Location	Existing	Miles	Feet	Score
Montgomery St	Goldwaithe St	Catoma St	Both	Both	0.39	2,055	37.5
S. Lawrence St	Washington Ave	High St	Both	Both	0.61	3,222	36
Lawrence St	Madison Ave	Washington Ave	Both	Both	0.49	2,602	36
Hall St	Madison Ave	Mt Meigs Rd	Both	Both	0.72	3,825	35
N. Perry St	Pollard St	Madison Ave	Both	Both	0.60	3,170	34.5
Commerce St	Water St	Court Square	Both	Both	0.76	4,016	34
S. McDonough St	High St	Arba St	Both	Both	0.62	3,295	34
Perry St	Madison Ave	Washington Ave	Both	Both	0.49	2,579	34
Dexter Ave	Court St	McDonough St	Both	Both	0.48	2,536	34
E. Jefferson St	McDonough St	Bainbridge St	Both	Both	0.43	2,293	34
Montgomery St	Catoma St	Court Square	Both	Both	0.47	2,479	33.5
N. Hull St	Randolph St	Madison Ave	Both	Both	0.46	2,407	33.5
Decatur St	High St	Arba St	Both	Both	0.63	3,312	33
Fairview Ave	Mobile Dr	Carver HS	Both	Both	0.70	3,712	32.5
Highland Ave	Hall St	Capital Pkwy	Both	Both	0.86	4,557	32
Bibb St	Clay St	Coosa St	Both	Both	0.74	3,899	32
Carter Hill Rd	JD HS	McGehee Rd	Both	Both	0.69	3,652	32
S. McDonough St	Washington Ave	High St	Both	Both	0.61	3,247	32
N. Ripley St	Madison Ave	Washington Ave	Both	Both	0.50	2,622	32
E. Jefferson St	Court St	N. McDonough St	Both	Both	0.45	2,389	32
Pineleaf St	Carter Hill Rd	5th St	Both	Both	0.29	1,536	32
High St	S. Court St	S. Hull St	Both	Both	0.62	3,267	31.5
S. Perry St	Arba St	Noble Ave	Both	Both	0.57	3,001	31.5
N. McDonough St	Randolph St	Madison Ave	Both	Both	0.46	2,424	31.5
Highland Ave	Capitol Pkwy	Polk St	Both	Both	0.69	3,643	31
S. Hull St	Arba St	Burton St	Both	Both	0.66	3,460	31
Ripley St	Oakwood Cemetery	Madison Ave	Both	Both	0.75	3,982	30.5
Fairview Ave	Cloverdale Rd	Narrow Lane Rd	Both	Both	1.12	5,908	30
High St	S. Hull St	S. Jackson St	Both	Both	0.84	4,443	30
S. Lawrence St	High St	Arba St	Both	Both	0.62	3,289	30
Forest Ave	Highland Ave	Carter Hill Rd	Both	Both	0.62	3,289	30
S. Perry St	Washington Ave	High St	Both	Both	0.61	3,228	30
S. Lawrence St	Arba St	Noble Ave	Both	Both	0.57	2,987	30
McDonnough St	Madison Ave	Washington Ave	Both	Both	0.49	2,593	30
Adams Ave	Court St	McDonough	Both	Both	0.48	2,536	30
Decatur St	E. Jefferson St	Dexter Ave	Both	Both	0.48	2,536	30
Upper Wetumpka Rd	N. Jackson St	Turn to Columbus St	Both	Both	0.17	897	30
Montgomery Construction	on Projects:			•		•	
Street	From	То	Location	Existing	Miles	Feet	Score
Upper Wetumpka Rd	Turn to Columbus St	Vonora St	North	South	0.36	1.900	32.5
Atlanta Hwy	Perry Hill Rd	County Downs Rd	Both	None	1.33	7.037	32
Fairview Ave	Oak St	Taft St	Both	None	0.76	4.021	31.5
S. Court St	Edgemont Ave	Patton Ave	East	West	0.71	3.767	31.5
Carter Hill Rd	Canterbury Dr	JD HS	East	West	0.60	3,182	31.5
Edgemont Ave	Edgar D Nixon Ave	S. Perry St	South	North	0.33	1.740	31.5
Vaughn Rd	Central Pkwy	Carriage Brook Rd	Both	None	1.07	5.656	31
S. Court St	Fairview Ave	Edgemont Ave	East	West	0.50	2,657	31
Atlanta Hwy	Brantwood Dr	Coliseum Blvd	Both	None	1.34	7.070	30.5
Perry Hill Rd	Atlanta Hwy	Cardinal Ln	Both	None	0.39	2,058	30.5
Fairview Ave	Carver HS	Oak St	South	North	0.15	2,000	30.5
Atlanta Hwy	Coliseum Blvd	Perry Hill Rd	Both	None	1 37	7 210	30.5
Capital Pkwv	E. Washington St	Highland Ave	Both	None	0.69	3.663	30
- ···· - ··· · · · · · · · · · · · · ·	ΟΡΓΙΟΡΙΤΥ 1 Τ	OTAL (REHARIT ITATI		TRUCTION	21 27	165 655	
		OTAL (REHADILITATI DACE (DEHADII ITATI	ON AND CON	FDUCTION)	0.62	2 212	21.0
1	FRIORITY TAVE	NAGE (KEHABILITATI	ON AND CON	I KUUTIUN)	0.63	3,313	51.9





Table 8.4 Priority 2 Sidewalk Projects

Street From To Location Existing Mile Store Store S. Decatur St N. Ioun St N. Court St Both Both 0.06 3.997 29.5 Calumbus St N. Bainbridge St Upper Wetumpka B Both Both 0.06 3.012 29.5 Adams Ave S. Bainbridge St Upper Wetumpka B Both Both 0.05 2.8.3 29.5 Forest Ave Highland Ave Glen Paler Ave Both Both 0.06 3.012 29.5 Starwence St Noble Ave Clanton Ave Both Both 0.05 2.981 20.9 Adams Ave Hall St Holl St Both Both 0.56 2.961 2.85 Adams Ave Hall St Holp St Both Both 0.56 2.973 28 Hall St Holp St S.MS Both Both 0.56 2.974 284 Lamis Ave Hall St Holp St Lamis Ave	Montgomery County Rehabilitation Projects:							
S. Decatur St S. Union St Cloverable Rd Both Both 0.74 3.897 29.5 Columbus St N. Buinbridge St Upper Weumpka Rd Both Both 0.68 3.612 29.5 Columbus St N. Buinbridge St S. Jackson St Both Both 0.68 3.612 29.5 Forest Ave Highland Ave Carter Hill Rd Both Both 0.84 4.433 29 Hall St Highland Ave Clanton Ave Both Both 0.65 2.981 29 Columbus St N. McDonough St N. Bainbridge St Both Both 0.56 2.981 29 Columbus St N. McDonough St N. Bainbridge St Both Both 0.56 2.941 28 2.5 S. Decatur St Noble Ave Clanton Ave Both Both 0.71 3.766 2.88 J. Markson St Both Both 0.56 2.975 28 Hall St Both 0.495 2.896 28	Street	From	То	Location	Existing	Miles	Feet	Score
Tallaposa St Motion St N. Courn St Both Both 0.74 3.897 29.5 Adams Ave N. Bainbridge St S. Jackson St Both Both 0.08 3.612 29.5 Strams Ave S. Bainbridge St S. Jackson St Both Both 0.08 4.433 295 Forest Ave Highland Ave Gien Paler Ave Both Both 0.065 2.406 299 S. Lawrence St Noble Ave Clanton Ave Both Both 0.43 2.282 299 Adums Ave S. Jackson St Hall St Both Both 0.43 2.282 285 Adums Ave Hall St Hopper St Both Both 0.44 2.348 28.5 Adums Ave Hall St Hopper St Both Both 0.44 2.348 28.5 Hall St University Dr Carter Hill Rd Both 0.45 2.941 288 Lefferson St N. Jackson St Both 0.44	S. Decatur St	S. Union St	Cloverdale Rd	Both	Both	0.76	3,997	29.5
Columbus St N. Bainbridge St Upper Wetumpha Rd Both Both 0.68 3.612 29.5 Forest Ave Highland Ave Carter Hill Rd Both Both 0.64 4.433 29 Hall St Highland Ave Clarer Hill Rd Both Both 0.65 3.466 29 S. Lawrence St Noble Ave Clanton Ave Both Both 0.56 2.981 29 Golumbus St N. McDonough St N. Bainbridge St Both Both 0.43 2.322 29 Adams Ave Hall St Hopper St Both Both 0.44 2.348 28.5 Adams Ave Hall St Hopper St Both Both 0.71 3.766 28.5 S. Decturt St Arba St S. Union St Both Both 0.56 2.975 28 Highland Ave S. Jackson St Both Both 0.44 2.331 28 Both Both Both 0.44 2.331	Tallapoosa St	Molton St	N. Court St	Both	Both	0.74	3,897	29.5
Adams Ave S. Bainbridge St. S. Lackson St. Both Both 0.55 2.883 29.5 Forest Ave Highland Ave Catter Hill Rd Both Both 0.68 4.433 29.5 S. Lawrence St. Nohle Ave Clanton Ave Both Both 0.65 2.981 29 Columbus St. N. Baitbridge St Both Both 0.43 2.282 229 Adams Ave S. Jackson St Hall St Both Both 0.56 2.981 2.845 Adams Ave Hall St Hopper St Both Both 0.44 2.348 28.5 Adams Ave Hall St Hopper St Both Both 0.56 2.941 28.5 Latist Arba St S. Union St Both Both 0.56 2.941 28.5 Lefferson St N. Jackson St Hall St Both Both 0.45 2.289 28.8 Hall St Mount Meigs Rd Highland Ave Both Both	Columbus St	N. Bainbridge St	Upper Wetumpka Rd	Both	Both	0.68	3,612	29.5
Forest Ave Highland Ave Carter Hill Rd Both Both 0.84 4.433 29 SLawrence St Noble Ave Clanton Ave Both Both 0.65 3.406 29 SLawrence St Noble Ave Clanton Ave Both Both 0.65 2.981 29 Columbus St N. McDonough St N. Bainbridge St Both Both 0.84 4.433 S. Perry St Noble Ave Clanton Ave Both Both 0.44 2.282 29 Adams Ave Hall St Hopper St Both Both 0.44 2.348 285 Hall St University Dr Carter Hill Rd Both Both 0.71 3.766 288 Jackson St Hall St Both Both 0.44 2.331 288 Lightand Ave S. Jackson St Hall St Both Both 0.44 2.331 288 Dexter Ave Muberry St Both Both 0.44 2.331	Adams Ave	S. Bainbridge St	S. Jackson St	Both	Both	0.55	2,883	29.5
Hall St Highland Ave Glen Paler Ave Both Both O.65 3.406 2.98 Columbus St N. McDonough St N. Bainbridge St Both Both 0.43 2.282 29 Columbus St N. McDonough St Hall St Both Both 0.43 2.282 29 Adams Ave S. Jackson St Hall St Both Both 0.44 2.348 2.85 S. Perry St Noble Ave Clanton Ave Both Both 0.01 0.35 2.967 2.85 Adams Ave Hall St Hopper St Both Both 0.04 2.341 2.85 Decatur St Arba St S. Union St Both Both 0.56 2.975 2.88 E. Jefferson St N. Baikson St Hall St Moth 0.55 2.891 2.88 Bull St Madison Ave Washington Ave Both Both 0.44 2.331 2.88 Daxter Ave McDonough St Bainbridge St	Forest Ave	Highland Ave	Carter Hill Rd	Both	Both	0.84	4,433	29
S. Lawrence St Noble Ave Claunon Ave Both Both Both 0.43 2.282 29 Columbus St N. McDonough St Hall St Both Both 0.43 2.282 29 Adams Ave S. Jackson St Hall St Both Both 0.43 2.282 29 Adams Ave Hall St Hopper St Both Both 0.44 2.348 28.5 Adams Ave Hall St Hopper St Both Both 0.46 0.56 2.975 28 S. Decatur St Arba St S. Union St Both Both 0.56 2.941 28 E. Jefferson St N. Bainbridge St N. Jackson St Both Both 0.44 2.331 28 Deaker Ave McDonough St Bainbridge St Both Both 0.44 2.331 28 Deak Pl Forest Ave Mulberry St Both Both 0.43 2.289 28 Ball St Glen Palmer Ave <	Hall St	Highland Ave	Glen Paler Ave	Both	Both	0.65	3,406	29
Columbus St N. McDonough St N. Bainbridge St Both Both Both 0.43 2.282 29 Adams Ave S. Jackson St Hall St Both Both Both 0.58 3.075 28.5 S. Perry St Noble Ave Clanton Ave Both Both 0.04 2.348 28.5 Adams Ave Hall St Hopper St Both Both 0.01 0.71 3.766 288 S. Decatur St Arba St S. Union St Both Both 0.056 2.975 288 Highland Ave S. Jackson St Hall St Both Both 0.056 2.971 288 Hall St Madison Ave Washington Ave Both Both 0.041 0.233 288 Hall St Mount Meigs Rd Highland Ave Both Both 0.43 2.289 288 Park PI Forest Ave Mulberry St Both Both 0.44 2.331 288 281 281	S. Lawrence St	Noble Ave	Clanton Ave	Both	Both	0.56	2,981	29
Adams Ave S. Jackson St Hall St Both Both Both 0.58 3.075 28.5 S. Perry St Noble Ave Clantton Ave Both Both 0.044 2.348 28.5 Hall St University Dr Carter Hill Rd Both Both 0.016 0.766 28.5 S. Decatur St Arba St S. Union St Both Both 0.056 2.975 228 Highland Ave S. Jackson St Hall St Both Both 0.0.55 2.889 288 Lefferson St Maison Ave Washington Ave Both Both 0.44 2.331 288 Dexter Ave McDonough St Bainbridge St Both Both 0.44 2.331 228 Park PI Forest Ave Mulberry St Both Both 0.43 3.289 288 Bail St Olar St Both Both 0.73 4.046 27.55 S. Perry St Clanton Ave Frederick St Bot	Columbus St	N. McDonough St	N. Bainbridge St	Both	Both	0.43	2,282	29
S. Perry St. Noble Ave Clanton Ave Both Both 0.66 2.960 28.5. Adams Ave Hall St Hopper St Both Both 0.71 3.766 28.5 Alal St University Dr Carter Hill Rd Both Both 0.71 3.766 28 S. Decatur St Arba St S. Union St Both Both 0.56 2.941 28 E. Jefferson St N. Bainbridge St N. Jackson St Both Both 0.65 2.941 28 Hull St Madison Ave Washington Ave Both Both 0.44 2.331 28 Dexter Ave McDonough St Bainbridge St Both Both 0.43 2.289 28 Park Pl Forest Ave Mulberry St Both Both 0.43 2.289 28 Park Pl Forest Ave Mulberry St Both Both 0.43 2.289 28 Park Pl Foredrick St Both Both	Adams Ave	S. Jackson St	Hall St	Both	Both	0.58	3,075	28.5
Adams Ave Hall St Hopper St Both Both 0.44 2,348 28.42 Hall St University Dr Carter Hill Rd Both Both 0.71 3,766 28 S. Decatur St Arba St S. Union St Both Both 0.56 2,975 28 Highland Ave S. Jackson St Hall St Both Both 0.55 2,889 28 E. Jefferson St N. Bainbridge St N. Jackson St Both Both 0.44 2,331 28 Park PI Forest Ave Mulberry St Both Both 0.43 2,289 28 Park PI Forest Ave Mulberry St Both Both 0.43 2,289 28 Park PI Forest Ave Mulberry St Both Both 0.43 2,289 28 Park PI Forest Ave Mulberry St Both Both 0.77 4,046 27.55 S. Perry St Clanton Ave Frederick St Both	S. Perry St	Noble Ave	Clanton Ave	Both	Both	0.56	2,960	28.5
Hall St. University Dr. Carter Hill Rd. Both Both 0.71 3,766 28 S. Decatur St. Arba St. S. Union St. Both Both 0.56 2,975 28 Highland Ave S. Jackson St. Hall St. Both Both 0.55 2,889 28 Hull St. Mainson Ave Washington Ave Both Both 0.44 2,331 28 Park Pl Mount Meigs Rd Highland Ave Both Both 0.44 2,331 28 Dexter Ave McDonough St. Bainbridge St. Both Both 0.44 2,331 28 Dexter Ave McDonough St. Bainbridge St. Both Both 0.44 2,331 28 Ball St. Glen Palmer Ave University Dr Both Both 0.43 1,393 28 Bell St. Poplar St. Oak St Both Both 0.77 4,464 2.75. S. Perry St. High St. Arba St. Both Both 0.62 3,205 277. S. Decatur St. <td>Adams Ave</td> <td>Hall St</td> <td>Hopper St</td> <td>Both</td> <td>Both</td> <td>0.44</td> <td>2,348</td> <td>28.5</td>	Adams Ave	Hall St	Hopper St	Both	Both	0.44	2,348	28.5
S. Decatur St. Arba St. S. Union St. Both Both 0.056 2.975 28 Highland Ave S. Jackson St. Hall St. Both Both 0.056 2.941 28 E. Jefferson St. Mainbridge St. N. Jackson St. Both Both 0.049 2.591 28 Hull St. Mount Meigs Rd. Highland Ave Both Both 0.044 2.331 28 Dexter Ave McDonough St. Bainbridge St. Both Both 0.043 2.289 28 Park P1 Forest Ave Mulberry St. Both Both 0.043 2.289 28 Ball St. Glen Palmer Ave University Dr Both Both 0.026 1.333 0.28 77.5 S. Perry St. Clanton Ave Frederick St Both Both 0.042 2.267 27.5 Mulberry St Park P1 I-85 (North) Both Both 0.119 6.267 27.5 S. Decatur St Sad	Hall St	University Dr	Carter Hill Rd	Both	Both	0.71	3,766	28
Highland Ave S. Jackson St Hall St Both Both 0.56 2.941 28 E. Jefferson St N. Bainbridge St N. Jackson St Both Both 0.49 2.591 228 Hull St Mount Meigs Rd Highland Ave Both Both 0.44 2.331 28 Park PI Forest Ave Mulberry St Both Both 0.44 2.331 28 Hall St Glen Palmer Ave University Dr Both Both 0.038 1.997 28 Ball St Glen Palmer Ave University Dr Both Both 0.73 4.046 27.55 S. Perry St Clanton Ave Frederick St Both Both 0.062 3.286 27.5 S. Perry St High St Arba St Both Both 0.049 2.597 27.5 Carter Hill Rd S. Decatur St Boultier St Both Both 0.061 3.205 27 N. Decatur St Sadler St E. Jefferson St Both Both 0.061 3.205 27 S	S. Decatur St	Arba St	S. Union St	Both	Both	0.56	2,975	28
E. Jefferson StN. Jackson StBothBoth0.552.88928Hull StMadison AveWashington AveBothBoth0.492.59128Hull StMourt Meigs RdHighland AveBothBoth0.442.33128Dexter AveMcDonough StBainbridge StBothBoth0.432.28928Park PlForest AveMulberry StBothBoth0.0381.997228Hall StGlen Palmer AveUniversity DrBothBoth0.261.33328Bell StPoplar StOak StBothBoth0.774.04627.55S. Perry StClanton AveFrederick StBothBoth0.623.26827.55Mulberry StPark PlI-85 (North)BothBoth0.613.205277N. Decatur StSadler StE. Jefferson StBothBoth0.613.205277S. Decatur StDexter AveHigh StBothBoth0.613.205277S. Decatur StDexter AveClanton AveBothBoth0.613.2072.05S. McDounough StNoble AveClanton AveBothBoth0.068492.65S. McDounough StNoble AveClanton AveBothBoth0.015.22622.55Si StPineleaf StForest AveBothBoth0.015.22622.55Si StNothe AveEarly St <td>Highland Ave</td> <td>S. Jackson St</td> <td>Hall St</td> <td>Both</td> <td>Both</td> <td>0.56</td> <td>2,941</td> <td>28</td>	Highland Ave	S. Jackson St	Hall St	Both	Both	0.56	2,941	28
Hull St Madison Ave Washington Ave Both Both 0.49 2,591 28 Hall St Mount Meigs Rd Highland Ave Both Both 0.44 2,331 28 Dexter Ave McDonough St Bainbridge St Both Both 0.43 2,289 28 Park PI Forest Ave Mulberry St Both Both 0.38 1,997 28 Hall St Glen Palmer Ave University Dr Both Both 0.26 1,333 28 Bell St Poplar St Caks St Both Both 0.77 4,046 27.55 S. Perry St High St Arba St Both Both 0.49 2.597 27.55 Mulberry St Park PI I-85 (North) Both Both 0.49 2.597 27.55 Carter Hill Rd S. Decatur St Sadler St E. Jefferson St Both Both 0.61 3.205 277 S. McDounough St Noble Ave Clan	E. Jefferson St	N. Bainbridge St	N. Jackson St	Both	Both	0.55	2,889	28
Hall St Mount Meigs Rd Highland Ave Both Both 0.44 2,331 28 Dexter Ave McDonough St Bainbridge St Both Both 0.43 2,289 28 Park Pl Forest Ave Mulberry St Both Both 0.33 1,997 28 Hall St Glen Palmer Ave University Dr Both Both 0.26 1,393 28 Bell St Poplar St Oak St Both Both 0.77 4.046 27.5 S. Perry St High St Arba St Both Both 0.62 3.286 27.5 Mulberry St Park Pl I-85 (North) Both Both 0.61 3.205 27.5 S. Decatur St Boather Ave High St Both Both 0.79 4.146 26 S. McDounough St Noble Ave Clanton Ave Both Both 0.79 4.146 26 S. McDounough St Moble Ave Clanton Ave Both	Hull St	Madison Ave	Washington Ave	Both	Both	0.49	2,591	28
Dexter Ave McDonough St Bainbridge St Both Both 0.43 2,289 28 Park Pl Forest Ave Mulberry St Both Both 0.38 1,997 28 Park Pl Glen Palmer Ave University Dr Both Both 0.21 33 28 Bell St Poplar St Oak St Both Both 0.77 4,046 27.5 S. Perry St Clanton Ave Frederick St Both Both 0.62 3.286 27.5 Nuberry St Park Pl 1-85 (North) Both Both 0.61 3.286 27.5 Carter Hill Rd S. Decatur St Boultier St Both Both 0.61 3.205 27.7 N. Decatur St Sadler St E. Jefferson St Both Both 0.61 3.205 27.7 N. Decatur St Madison Ave Brewton St Both Both 0.61 3.205 27.7 S. Decatur St Madison Ave Brewton St	Hall St	Mount Meigs Rd	Highland Ave	Both	Both	0.44	2,331	28
Park PlForest AveMulberry StBothBoth0.381,99728Hall StGlen Palmer AveUniversity DrBothBoth0.261,39328Bell StPoplar StOak StBothBoth0.774,04627.5S. Perry StClanton AveFrederick StBothBoth0.623,28627.5Mulberry StPark PlI-85 (North)BothBoth0.623,28627.5Carter Hill RdS. Decatur StBoultier StBothBoth0.492,59727.5N. Decatur StSadler StE. Jefferson StBothBoth0.613,20527S. Decatur StDexter AveHigh StBothBoth0.613,20527S. Decatur StDexter AveHigh StBothBoth0.613,20527S. Decatur StDexter AveHigh StBothBoth0.613,20527S. McDounough StNoble AveClanton AveBothBoth0.613,20527S. McDounough StNoble AveClanton AveBothBoth0.1686926Sh StPineleaf StForest AveBothBoth0.1686926Sh StPineleaf StForest AveBothBoth1.015,32825.5Ripley StCentral Railroad StGrove StBothBoth0.095,02625.5S. Hull StBurton StFelder Ave<	Dexter Ave	McDonough St	Bainbridge St	Both	Both	0.43	2,289	28
Hall St Glen Palmer Ave University Dr Both Both 0.26 1,393 28 Bell St Poplar St Oak St Both Both 1.73 9,139 27.5 S. Perry St Clanton Ave Frederick St Both Both 0.77 4,046 27.5 Mulberry St Park Pl I-85 (North) Both Both 0.62 3,286 27.5 Carter Hill Rd S. Decatur St Boultier St Both Both 1.19 6,267 27 N. Decatur St Sadler St E. Jefferson St Both Both 0.41 1.9 6,267 27 S. Decatur St Dexter Ave High St Both Both 0.41 3,205 27 S. Decatur St Dexter Ave High St Both Both 0.79 4,146 26 S. McDounough St Noble Ave Clanton Ave Both Both 0.16 809 26 Sh St Prineleaf St Forest Ave	Park Pl	Forest Ave	Mulberry St	Both	Both	0.38	1,997	28
Bell St Poplar St Oak St Both Both Interpretation Prioderick St Both Both Interpretation Prioderick St Both Both 0.77 4,046 27.5 S. Perry St High St Arba St Both Both Both 0.62 3,286 27.5 S. Perry St Park P1 I-85 (North) Both Both 0.49 2,597 27.5 Carter Hill Rd S. Decatur St Boultier St Both Both 0.49 2,597 27.5 S. Decatur St Saller St E. Jefferson St Both Both 0.61 3,205 27 S. Decatur St Dexter Ave High St Both Both 0.61 3,007 26 Ann St Madison Ave Brewton St Both Both 0.16 869 266 Sh St Pineleaf St Forest Ave Both Both 1.01 5,328 25.5 W. Edgemont Ave Caffey Dr S. Boone St <t< td=""><td>Hall St</td><td>Glen Palmer Ave</td><td>University Dr</td><td>Both</td><td>Both</td><td>0.26</td><td>1,393</td><td>28</td></t<>	Hall St	Glen Palmer Ave	University Dr	Both	Both	0.26	1,393	28
S. Perry StClanton AveFrederick StBothBoth0.774,04627.5S. Perry StHigh StArba StBothBoth0.623,28627.5Mulberry StPark PII-85 (North)BothBoth0.492,59727.5Carter Hill RdS. Decatur StBoultier StBothBoth0.196,26727N. Decatur StSadler StE. Jefferson StBothBoth0.613,20527S. Decatur StDexter AveHigh StBothBoth0.573,00726Ann StMadison AveBrewton StBothBoth0.0842926Stat Parks AveEarly StV. Fairview AveBothBoth1.015,32825.5W. Edgemont AveCaffer DrS. Boone StBothBoth1.005,20725.5Day StCentral Railroad StGrove StBothBoth0.095,02625.5S. Hull StBurton StFelder AveBothBoth0.156,09024.5S. Hull StBurton StMolton	Bell St	Poplar St	Oak St	Both	Both	1.73	9,139	27.5
S. Perry St High St Arba St Both Both 0.62 3,286 27.5 Mulberry St Park Pl I-85 (North) Both Both 0.49 2,597 27.5 Carter Hill Rd S. Decatur St Boultier St Both Both Deth 1.19 6,267 27 S. Decatur St Saller St E. Jefferson St Both Both 0.61 3,205 27 S. Decatur St Dexter Ave High St Both Both 0.79 4,146 266 S. McDounough St Noble Ave Clanton Ave Both Both 0.16 869 266 St Madison Ave Brewton St Both Both 0.08 429 26 St Malison Ave Early St W. Fairview Ave Both Both 1.01 5,328 25.5 W. Edgemont Ave Caffey Dr S. Boone St Both Both 0.093 4,923 25.5 S. Hull St Burton St	S. Perry St	Clanton Ave	Frederick St	Both	Both	0.77	4,046	27.5
Mulberry St Park PI I-85 (North) Both Both Both 0.49 2,597 27.5 Carter Hill Rd S. Decatur St Boultier St Both Both Both 1.19 6,267 27 N. Decatur St Sadler St E. Jefferson St Both Both 0.61 3,205 27 S. Decatur St Dexter Ave High St Both Both 0.61 3,205 27 S. Decatur St Dexter Ave High St Both Both 0.61 3,205 27 S. Decatur St Dexter Ave Bith Both Both 0.57 3,007 26 Ann St Madison Ave Brewton St Both Both 0.08 429 26 St V. Edgemont Ave Cartery Dr S. Boone St Both Both 1.01 5,328 25.5 K. Edgemont Ave Cartery Dr S. Boone St Both Both 0.095 5,026 25.5 5 25.5 5.0	S. Perry St	High St	Arba St	Both	Both	0.62	3,286	27.5
Carter Hill RdS. Decatur StBoultier StBothBoth1.196,26727N. Decatur StSadler StE. Jefferson StBothBoth0.613,20527S. Decatur StDexter AveHigh StBothBoth0.794,14626S. McDounough StNoble AveClanton AveBothBoth0.774,14626S. McDounough StMoble AveClanton AveBothBoth0.161869265th StMadison AveBrewton StBothBoth0.161869265th StPineleaf StForest AveBothBoth0.0842926Rosa L. Parks AveEarly StW. Fairview AveBothBoth1.005,32825.5Ripley StCentral Railroad StGrove StBothBoth0.0955,02625.5S. Hull StBurton StFelder AveBothBoth0.934,92325.5S. Hull StBurton StFelder AveBothBoth0.774,05225.5S. Hull StGak StMolton StBothBoth0.774,05225.5S. Hull StFelder AveWinthrop CtBothBoth1.156,09024.5S. Moblon StNoble AveBothBoth0.5622,97524Rosa L. Parks AveW. Jeff Davis AveBothBoth0.442,29824Rosa L. Parks AveW. Jeff Davis AveBoth<	Mulberry St	Park Pl	I-85 (North)	Both	Both	0.49	2,597	27.5
N. Decatur StSadler StE. Jefferson StBothBoth0.613.20527S. Decatur StDexter AveHigh StBothBoth0.794,14626S. McDounough StNoble AveClanton AveBothBoth0.573,00726Ann StMadison AveBrewton StBothBoth0.1686926Sth StPincleaf StForest AveBothBoth0.0842926Rosa L. Parks AveEarly StW. Fairview AveBothBoth1.015,32825.5W. Edgemont AveCaffey DrS. Boone StBothBoth1.005,26725.5Ripley StCentral Railroad StGrove StBothBoth0.934,92325.5S. Hull StBurton StFelder AveBothBoth0.774,05225.5S. Hull StBurton StFelder AveBothBoth0.392,04025Bell StOak StMolton StBothBoth0.392,04025S. McDounough StArba StNoble AveBothBoth0.442,29824Rosa L. Parks AveW. Jeff Davis AveEarly StBothBoth0.442,29824Rosa L. Parks AveW. Jeff Davis AveBothBoth0.442,29824Rosa L. Parks AveMildred StW. Jeff Davis AveBothBoth0.442,29824Rosa L. Parks AveMildred S	Carter Hill Rd	S. Decatur St	Boultier St	Both	Both	1.19	6,267	27
S. Decatur StDexter AveHigh StBothBoth0.794,14626S. McDounough StNoble AveClanton AveBothBoth0.573,00726Ann StMadison AveBrewton StBothBoth0.1686926Sth StPineleaf StForest AveBothBoth0.0842926Rosa L. Parks AveEarly StW. Fairview AveBothBoth1.015,32825.5W. Edgemont AveCaffey DrS. Boone StBothBoth1.005,26725.5Ripley StCentral Railroad StGrove StBothBoth0.934,92325.5S. Hull StBurton StFelder AveBothBoth0.934,92325.5S. Hull StBurton StFelder AveBothBoth0.774,05225.5S. McDounough StArba StMolton StBothBoth0.392,04025S. McDounough StArba StNoble AveBothBoth0.562,97524Felder AveCloverdale RdFelder TerBothBoth0.442,29824Rosa L. Parks AveW. Jeff Davis AveBothBoth0.643,36323.5Columbus StN. Court St StN. McDonough StBoth0.643,36323.5Columbus StN. Court St StN. McDonough StBoth0.442,29824Artas AveMildred StW. Jeff Davis Ave<	N. Decatur St	Sadler St	E. Jefferson St	Both	Both	0.61	3,205	27
S. McDounough StNoble AveClanton AveBothBoth0.573.00726Ann StMadison AveBrewton StBothBoth0.16869265th StPineleaf StForest AveBothBoth0.0842926Rosa L. Parks AveEarly StW. Fairview AveBothBoth1.015,32825.5W. Edgemont AveCaffey DrS. Boone StBothBoth1.005,26725.5Ripley StCentral Railroad StGrove StBothBoth0.955,02625.5S. Hull StBurton StFelder AveBothBoth0.774,05225.5S. Hull StBurton StFelder AveBothBoth0.392,04025S. Hull StFelder AveWinthrop CtBothBoth0.392,04025Bell StOak StMolton StBothBoth0.562,97524Felder AveCloverdale RdFelder TerBothBoth0.442,29824Rosa L. Parks AveW. Jeff Davis AveBothBoth0.442,37423.5S. Columbus StN. Court St StN. McDonough StBothBoth0.452,37423.5Mulberry StE. Sth StCarter Hill RdBoth0.452,37423.523.5Mulberry StE. Sth StCarter Hill RdBoth0.452,37423.5Mulberry StE. Sth StCarter Hill	S. Decatur St	Dexter Ave	High St	Both	Both	0.79	4,146	26
Ann StMadison AveBrewton StBothBoth0.16869265th StPineleaf StForest AveBothBothBoth0.0842926Rosa L. Parks AveEarly StW. Fairview AveBothBoth1.015.32825.5W. Edgemont AveCaffey DrS. Boone StBothBoth1.005.26725.5Ripley StCentral Railroad StGrove StBothBoth0.995.02625.5Day StLoring StS. Holt StBothBoth0.934.92325.5S. Hull StBurton StFelder AveBothBoth0.774.05225.5S. Hull StFelder AveWinthrop CtBothBoth0.392.04025Bell StOak StMolton StBothBoth0.156.09024.5S. McDounough StArba StNoble AveBothBoth0.442.29824Rosa L. Parks AveW. Jeff Davis AveBothBoth0.643.36323.5Columbus StN. Court St StN. McDonough StBothBoth0.452.37423.5Mulberry StE. 5th StCarter Hill RdBothBoth0.452.37423.5Mulberry StE. 5th StCarter Hill RdBoth0.643.36323.5Mulberry StE. Sth StCarter Hill RdBoth0.452.37423.5Mulberry StE. Sth StCarter Hill Rd </td <td>S. McDounough St</td> <td>Noble Ave</td> <td>Clanton Ave</td> <td>Both</td> <td>Both</td> <td>0.57</td> <td>3,007</td> <td>26</td>	S. McDounough St	Noble Ave	Clanton Ave	Both	Both	0.57	3,007	26
Sth StPineleaf StForest AveBothBoth0.0842926Rosa L. Parks AveEarly StW. Fairview AveBothBoth1.015,32825.5W. Edgemont AveCaffey DrS. Boone StBothBoth1.005,26725.5Ripley StCentral Railroad StGrove StBothBoth0.094,92325.5Day StLoring StS. Holt StBothBoth0.074,05225.5S. Hull StBurton StFelder AveBothBoth0.774,05225.5S. Hull StFelder AveWinthrop CtBothBoth0.392,04025Bell StOak StMolton StBothBoth0.156,00024.5S. McDounough StArba StNoble AveBothBoth0.442,29824Felder AveCloverdale RdFelder TerBothBoth0.442,29824Rosa L. Parks AveW. Jeff Davis AveEarly StBothBoth0.452,37423.5Mulberry StE. Sth StCarter Hill RdBothBoth0.452,37423.5Mulberry StE. Sth StCarter Hill RdBothBoth0.371,96423.5Mulberry StE. Sth StCarter Hill RdBothBoth0.354,50423Mulberry StE. Sth StCarter Hill RdBoth0.054,5042323.5Mulberry StE. Sth	Ann St	Madison Ave	Brewton St	Both	Both	0.16	869	26
Rosa L. Parks AveEarly StW. Fairview AveBothBoth1.015,328225.5W. Edgemont AveCaffey DrS. Boone StBothBoth1.005,26725.5Ripley StCentral Railroad StGrove StBothBoth0.0955,02625.5Day StLoring StS. Holt StBothBoth0.0934,92325.5S. Hull StBurton StFelder AveBothBoth0.0774,05225.5S. Hull StFelder AveWinthrop CtBothBoth0.392,04025Bell StOak StMolton StBothBoth0.156,09024.5S. McDounough StArba StNoble AveBothBoth0.442,29824Rosa L. Parks AveW. Jeff Davis AveEarly StBothBoth0.442,29824Rosa L. Parks AveMildred StW. Jeff Davis AveBothBoth0.442,29824Rosa L. Parks AveMildred StW. Jeff Davis AveBothBoth0.643,36323.5Columbus StN. Court St StN. McDonough StBothBoth0.452,37423.5Mulberry StE. 5th StCarter Hill RdBothBoth0.371,96423.5Highland AvePolk StAnn StBothBoth0.854,50423Autauga County Construction Projects:SS. Northington StFleetwood RdBothNone	5th St	Pineleaf St	Forest Ave	Both	Both	0.08	429	26
W. Edgemont AveCaffey DrS. Boone StBothBoth1.005,26725.5Ripley StCentral Railroad StGrove StBothBoth0.955,02625.5Day StLoring StS. Holt StBothBoth0.934,92325.5S. Hull StBurton StFelder AveBothBoth0.774,05225.5S. Hull StFelder AveWinthrop CtBothBoth0.392,04025Bell StOak StMolton StBothBoth0.562,97524Felder AveCloverdale RdFelder TerBothBoth0.442,29824Rosa L. Parks AveW. Jeff Davis AveEarly StBothBoth0.643,36323.5Columbus StN. Court St StN. McDonough StBothBoth0.452,37423.5Mulberry StE. 5th StCarter Hill RdBothBoth0.371,96423.5Autauga County Construction Projects:ToLocationExistingMilesFeetScoreBridge StW. Main StGin Shop Hill RdBothNone0.924,88324.5Doster RdS. Northington StFleetwood RdBothNone1.166,12523.5KreetBridge StW. Main StGin Shop Hill RdBothNone1.166,12523.5KreetS. Northington StFleetwood RdBothNone1.166,12523.5 </td <td>Rosa L. Parks Ave</td> <td>Early St</td> <td>W. Fairview Ave</td> <td>Both</td> <td>Both</td> <td>1.01</td> <td>5,328</td> <td>25.5</td>	Rosa L. Parks Ave	Early St	W. Fairview Ave	Both	Both	1.01	5,328	25.5
Ripley StCentral Railroad StGrove StBothBoth0.955,02625.5Day StLoring StS. Holt StBothBoth0.934,92325.5S. Hull StBurton StFelder AveBothBoth0.774,05225.5S. Hull StFelder AveWinthrop CtBothBoth0.392,04025Bell StOak StMolton StBothBoth1.156,09024.5S. McDounough StArba StNoble AveBothBoth0.562,97524Felder AveCloverdale RdFelder TerBothBoth0.442,29824Rosa L. Parks AveW. Jeff Davis AveEarly StBothBoth0.643,36323.5Columbus StN. Court St StN. McDonough StBothBoth0.452,37423.5Mulberry StE. 5th StCarter Hill RdBothBoth0.371,96423.5Autauga County Construction Projects:StreetToLocationExistingMilesFeetScoreBridge StW. Main StGin Shop Hill RdBothNone0.924,88324.5Doster RdS. Northington StFleetwood RdBothNone0.166,12523.5Wetumpka RdS Northington StNemorial DrBothNone1.9110.09823.5	W. Edgemont Ave	Caffey Dr	S. Boone St	Both	Both	1.00	5,267	25.5
Day StLoring StS. Holt StBothBoth0.934,92325.5S. Hull StBurton StFelder AveBothBothBoth0.774,05225.5S. Hull StFelder AveWinthrop CtBothBoth0.392,04025Bell StOak StMolton StBothBoth1.156,09024.5S. McDounough StArba StNoble AveBothBoth0.562,97524Felder AveCloverdale RdFelder TerBothBoth0.442,29824Rosa L. Parks AveW. Jeff Davis AveEarly StBothBoth0.643,36323.5Columbus StN. Court St StN. McDonough StBothBoth0.452,37423.5Mulberry StE. 5th StCarter Hill RdBothBoth0.371,96423.5Highland AvePolk StAnn StBothBoth0.854,50423StreetFromToLocationExistingMilesFeetScoreBridge StW. Main StGin Shop Hill RdBothNone0.924,88324.5Doster RdS. Northington StFleetwood RdBothNone0.794,14923.5Wetumpka RdS Northington StNemorial DrBothNone1.9110.09823.5	Ripley St	Central Railroad St	Grove St	Both	Both	0.95	5,026	25.5
S. Hull StBurton StFelder AveBothBoth0.774,05225.5S. Hull StFelder AveWinthrop CtBothBoth0.392,04025Bell StOak StMolton StBothBoth1.156,09024.5S. McDounough StArba StNoble AveBothBoth0.562,97524Felder AveCloverdale RdFelder TerBothBoth0.442,29824Rosa L. Parks AveW. Jeff Davis AveEarly StBothBoth0.995,22723.5Rosa L. Parks AveMildred StW. Jeff Davis AveBothBoth0.643,36323.5Columbus StN. Court St StN. McDonough StBothBoth0.452,37423.5Mulberry StE. 5th StCarter Hill RdBothBoth0.371,96423.5Highland AvePolk StAnn StBothBoth0.854,50423StreetFromToLocationExistingMilesFeetScoreBridge StW. Main StGin Shop Hill RdBothNone0.924,88324.5Doster RdS. Northington StFleetwood RdBothNone0.794,14923.5Wetumpka RdS Northington StNemorial DrBothNone1.9110.09823.5	Day St	Loring St	S. Holt St	Both	Both	0.93	4,923	25.5
S. Hull StFelder AveWinthrop CtBothBoth0.392,04025Bell StOak StMolton StBothBothI.156,09024.5S. McDounough StArba StNoble AveBothBoth0.562,97524Felder AveCloverdale RdFelder TerBothBoth0.442,29824Rosa L. Parks AveW. Jeff Davis AveEarly StBothBoth0.995,22723.5Rosa L. Parks AveMildred StW. Jeff Davis AveBothBoth0.643,36323.5Columbus StN. Court St StN. McDonough StBothBoth0.452,37423.5Mulberry StE. 5th StCarter Hill RdBothBoth0.371,96423.5Highland AvePolk StAnn StBothBoth0.854,50423StreetFromToLocationExistingMilesFeetScoreBridge StW. Main StGin Shop Hill RdBothNone0.924,88324.5Doster RdS. Northington StFleetwood RdBothNone0.794,14923.5Wetumpka RdS Northington StNemorial DrBothNone1.9110.09823.5	S. Hull St	Burton St	Felder Ave	Both	Both	0.77	4,052	25.5
Bell StOak StMolton StBothBothI.156,09024.5S. McDounough StArba StNoble AveBothBothBoth0.562,97524Felder AveCloverdale RdFelder TerBothBoth0.442,29824Rosa L. Parks AveW. Jeff Davis AveEarly StBothBoth0.995,22723.5Rosa L. Parks AveMildred StW. Jeff Davis AveBothBoth0.643,36323.5Columbus StN. Court St StN. McDonough StBothBoth0.452,37423.5Mulberry StE. 5th StCarter Hill RdBothBoth0.371,96423.5Highland AvePolk StAnn StBothBoth0.854,50423StreetFromToLocationExistingMilesFeetScoreBridge StW. Main StGin Shop Hill RdBothNone0.924,88324.5Doster RdS. Northington StFleetwood RdBothNone0.924,88324.5Wetumpka RdS Northington StNemorial DrBothNone1.166,12523.5	S. Hull St	Felder Ave	Winthrop Ct	Both	Both	0.39	2,040	25
S. McDounough StArba StNoble AveBothBoth0.562,97524Felder AveCloverdale RdFelder TerBothBoth0.442,29824Rosa L. Parks AveW. Jeff Davis AveEarly StBothBoth0.995,22723.5Rosa L. Parks AveMildred StW. Jeff Davis AveBothBoth0.643,36323.5Columbus StN. Court St StN. McDonough StBothBoth0.452,37423.5Mulberry StE. 5th StCarter Hill RdBothBoth0.371,96423.5Highland AvePolk StAnn StBothBoth0.854,50423StreetFromToLocationExistingMilesFeetScoreBridge StW. Main StGin Shop Hill RdBothNone0.924,88324.5Doster RdS. Northington StFleetwood RdBothNone1.166,12523.5Maple StBridge StSelma HwyBothNone1.9110.09823	Bell St	Oak St	Molton St	Both	Both	1.15	6,090	24.5
Felder AveCloverdale RdFelder TerBothBoth0.442,29824Rosa L. Parks AveW. Jeff Davis AveEarly StBothBoth0.995,22723.5Rosa L. Parks AveMildred StW. Jeff Davis AveBothBoth0.643,36323.5Columbus StN. Court St StN. McDonough StBothBoth0.452,37423.5Mulberry StE. 5th StCarter Hill RdBothBoth0.371,96423.5Highland AvePolk StAnn StBothBoth0.854,50423Attauga County Construction Projects:StreetFromToLocationExistingMilesFeetScoreBridge StW. Main StGin Shop Hill RdBothNone0.924,88324.5Doster RdS. Northington StFleetwood RdBothNone1.166,12523.5Maple StBridge StSelma HwyBothNone0.794,14923.5Wetumpka RdS Northington StN Memorial DrBothNone1.9110.09823	S. McDounough St	Arba St	Noble Ave	Both	Both	0.56	2,975	24
Rosa L. Parks AveW. Jeff Davis AveEarly StBothBoth0.995,22723.5Rosa L. Parks AveMildred StW. Jeff Davis AveBothBoth0.643,36323.5Columbus StN. Court St StN. McDonough StBothBoth0.452,37423.5Mulberry StE. 5th StCarter Hill RdBothBoth0.371,96423.5Highland AvePolk StAnn StBothBoth0.854,50423Autauga County Construction Projects:StreetFromToLocationExistingMilesFeetScoreBridge StW. Main StGin Shop Hill RdBothNone0.924,88324.5Doster RdS. Northington StFleetwood RdBothNone1.166,12523.5Maple StBridge StSelma HwyBothNone0.794,14923.5Wetumpka RdS Northington StN Memorial DrBothNone1.9110.09823	Felder Ave	Cloverdale Rd	Felder Ter	Both	Both	0.44	2,298	24
Rosa L. Parks AveMildred StW. Jeff Davis AveBothBoth0.643,36323.5Columbus StN. Court St StN. McDonough StBothBoth0.452,37423.5Mulberry StE. 5th StCarter Hill RdBothBoth0.371,96423.5Highland AvePolk StAnn StBothBoth0.854,50423Autauga County Construction Projects:StreetFromToLocationExistingMilesFeetScoreBridge StW. Main StGin Shop Hill RdBothNone0.924,88324.5Doster RdS. Northington StFleetwood RdBothNone1.166,12523.5Maple StBridge StSelma HwyBothNone0.794,14923.5Wetumpka RdS Northington StN Memorial DrBothNone1.9110.09823.5	Rosa L. Parks Ave	W. Jeff Davis Ave	Early St	Both	Both	0.99	5,227	23.5
Columbus StN. Court St StN. McDonough StBothBoth0.452,37423.5Mulberry StE. 5th StCarter Hill RdBothBoth0.371,96423.5Highland AvePolk StAnn StBothBoth0.854,50423Autauga County Construction Projects:StreetFromToLocationExistingMilesFeetScoreBridge StW. Main StGin Shop Hill RdBothNone0.924,88324.5Doster RdS. Northington StFleetwood RdBothNone1.166,12523.5Maple StBridge StSelma HwyBothNone0.794,14923.5Wetumpka RdS Northington StN Memorial DrBothNone1.9110.09823	Rosa L. Parks Ave	Mildred St	W. Jeff Davis Ave	Both	Both	0.64	3,363	23.5
Mulberry StE. 5th StCarter Hill RdBothBoth0.371,96423.5Highland AvePolk StAnn StBothBoth0.854,50423Autauga County Construction Projects:StreetFromToLocationExistingMilesFeetScoreBridge StW. Main StGin Shop Hill RdBothNone0.924,88324.5Doster RdS. Northington StFleetwood RdBothNone1.166,12523.5Maple StBridge StSelma HwyBothNone0.794,14923.5Wetumpka RdS Northington StN Memorial DrBothNone1.9110.09823	Columbus St	N. Court St St	N. McDonough St	Both	Both	0.45	2,374	23.5
Highland AvePolk StAnn StBothBoth0.854,50423Autauga County Construction Projects:StreetFromToLocationExistingMilesFeetScoreBridge StW. Main StGin Shop Hill RdBothNone0.924,88324.5Doster RdS. Northington StFleetwood RdBothNone1.166,12523.5Maple StBridge StSelma HwyBothNone0.794,14923.5Wetumpka RdS Northington StN Memorial DrBothNone1.9110.09823	Mulberry St	E. 5th St	Carter Hill Rd	Both	Both	0.37	1,964	23.5
Autauga County Construction Projects:StreetFromToLocationExistingMilesFeetScoreBridge StW. Main StGin Shop Hill RdBothNone0.924,88324.5Doster RdS. Northington StFleetwood RdBothNone1.166,12523.5Maple StBridge StSelma HwyBothNone0.794,14923.5Wetumpka RdS Northington StN Memorial DrBothNone1.9110.09823	Highland Ave	Polk St	Ann St	Both	Both	0.85	4,504	23
StreetFromToLocationExistingMilesFeetScoreBridge StW. Main StGin Shop Hill RdBothNone0.924,88324.5Doster RdS. Northington StFleetwood RdBothNone1.166,12523.5Maple StBridge StSelma HwyBothNone0.794,14923.5Wetumpka RdS Northington StN Memorial DrBothNone1.9110.09823	Autauga County Constr	uction Projects:					•	
Bridge StW. Main StGin Shop Hill RdBothNone0.924,88324.5Doster RdS. Northington StFleetwood RdBothNone1.166,12523.5Maple StBridge StSelma HwyBothNone0.794,14923.5Wetumpka RdS Northington StN Memorial DrBothNone1.9110.09823	Street	From	То	Location	Existing	Miles	Feet	Score
Doster RdS. Northington StFleetwood RdBothNone1.166,12523.5Maple StBridge StSelma HwyBothNone0.794,14923.5Wetumpka RdS Northington StN Memorial DrBothNone1.9110.09823	Bridge St	W. Main St	Gin Shop Hill Rd	Both	None	0.92	4.883	24.5
Maple StSelma HwyBothNone0.794,14923.5Wetumpka RdS Northington StN Memorial DrBothNone1.9110.09823	Doster Rd	S. Northington St	Fleetwood Rd	Both	None	1.16	6,125	23.5
Wetumpka Rd S Northington St N Memorial Dr Both None 1.91 10.098 23	Maple St	Bridge St	Selma Hwy	Both	None	0.79	4,149	23.5
	Wetumpka Rd	S Northington St	N Memorial Dr	Both	None	1.91	10.098	23

Elmore County Construction Projects:							
Street	From	То	Location	Existing	Miles	Feet	Score
E. Bridge St	Elmore Rd	Company St	Both	None	0.49	2,586	23.5
Montgomery County Co	nstruction Projects:						
Street	From	То	Location	Existing	Miles	Feet	Score
E. Edgemont Ave	S. Hull St	Cloverdale Rd	Both	None	1.14	6,014	29.5
E. Fairview Ave	S. Court St	Norman Bridge Rd	Both	None	1.01	5,358	29.5
W. Cromwell St	E D Nixon Ave	S. Court St	Both	None	0.48	2,520	29.5
Bell Rd	Norris Farms Rd	Old Leeds Rd	Both	None	1.55	8,202	29
E. Vandiver Blvd	Lower Wetumpka Rd	Fairground Rd	North	South	0.63	3,309	29
Carter Hill Rd	Walnut St	Commodore St	Both	None	1.19	6,278	28.5
Upper Wetumpka Rd	Vonora St	N. Capital Pkwy	Both	None	0.56	2,965	28
S. Court St	Felder Ave	Fairview Ave	East	West	0.37	1,944	28
Carter Hill Rdl Rd	Boultier Ave	Walnut St	South	North	0.37	1,957	28
Norman Bridge Rd	Fairview Ave	Egdemont Ave	Both	None	1.01	5,325	27.5
Norman Bridge Rd	Cloverdale Rd	Fairview Ave	Both	None	0.87	4,592	27.5
Decatur St	Clisby Park	Sadler St	Both	None	0.48	2,536	27.5
Norman Bridge Rd	Edgemont Ave	E. Patton Ave	East	West	0.71	3,741	27.5
Rosa L. Parks Ave	W. Edgemont Ave	Bowman St	West	East	0.50	2,641	27.5
Biltmore Ave	Upper Wetumpka Rd	Banbury Ave	Both	None	1.15	6,046	27
Upper Wetumpka Rd	Biltmore Ave	Fairground Rd	Both	None	0.54	2,865	27
S. Hull St	Winthrop Ct	Fairview Ave	Both	None	0.35	1,831	27
Mount Meigs Rd	Hopper St	S. California St	Both	None	0.81	4,266	26.5
Yancey Ave	N. Maryland St	Federal Dr	Both	None	0.65	3,457	26
Upper Wetumpka Rd	N. Capitol Pkwy	McCarter Ave	South	North	0.47	2,472	26
Ann St	Brewton St	S. End of Lee HS	West	East	0.16	818	26
Georgia St	Rosa L. Parks Ave	E D Nixon Ave	Both	None	0.48	2,543	25.5
Upper Wetumpka RD	McCarter Ave	Biltmore Ave	South	North	0.34	1,771	25.5
W. Edgemont Ave	Rosa L. Parks Ave	E D Nixon Ave	South	North	0.25	1,342	25.5
Cloverdale Rd Rd	Norman Bridge Rd	Felder Ave	South	North	0.19	977	25.5
Rosa L. Parks Ave	Fairview Ave	W. Egdemont Ave	West	East	0.51	2,670	25.5
Pelzer Ave	Banbury Ave	Coliseum Blvd	Both	None	1.07	5,644	25
Felder Ave	Felder Ter	Carter Hill Rd	Both	None	0.32	1,682	25
Woodley Rd	Woodley Park Dr	Shadowood Ct	East	West	0.81	4,286	25
Woodley Rd	Elsmeade	Woodley Park Dr	East	West	0.71	3,764	25
Zelda Rd	Gatsby Ln	Fitzgerald Rd	East	West	0.33	1,768	25
Fairground Rd	Vandiver Blvd	Chisholm St	East	West	0.28	1,463	25
S. Perry St	Frederick St	Arlington Rd	Both	None	0.42	2,218	24.5
Perry Hill Rd	Perry Hill Ct	Harrison Rd	Both	None	1.27	6,695	24
McGehee Rd	Carter Hill Rd	Fieldcrest Dr	Both	None	1.17	6,182	24
Cloverdale Rd	Felder Ave	Magnolia Curve	Both	None	0.86	4,527	24
Perry Hill Rd	Carmichael Rd	Vaughn Rd	Both	None	0.72	3,795	24
Cloverdale Rd	Magnolia Curve	Dupont St	Both	None	0.65	3,419	24
Felder Ave	Samford St	Cloverdale Rd	South	North	0.30	1,600	24
W. Fairview Ave	Fairwest Pl	Mobile Dr	South	North	0.21	1,099	24
Harrison Rd	Noremac Rd	Perry Hill Rd	Both	None	1.51	7,971	23.5
S. Perry St	E. Edgemont Ave	E. Delano Ave	Both	None	1.00	5,290	23.5
McCarter Ave Ave	Upper Wetumpka Rd	Federal Dr	Both	None	0.65	3,427	23.5
Hayneville Kd	Kershaw St	Air Base Blvd	Both	None	1.50	7,900	23
woodley Kd	E. Fairview Ave	Narrow Lane Rd	Both	None	1.35	7,144	23
Zelda Kđ	Ann St	Gatsby Ln	East	west	0.48	2,529	23
Bell Kd	UIA Leeds Kd Kd	Uld Creek Kd	East	West	0.32	1,676	23
woodmere Blvd	Festival Dr	Eastern Blvd	South	North	0.51	2,674	23
	PRIORITY 2 TO	UTAL (REHABILITAT)	ION AND CON	TRUCTION)	67.14	354,503	25.0
	PRIORITY 2 AVE	KAGE (REHABILITAT)	ION AND CON	TRUCTION)	0.69	3,617	25.9



Table 8.5	5 Priority	3	Sidewalk	Projects
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Table 8.5 Priority 3 Sid	ewalk Projects						
Street	From	То	Location	Existing	Miles	Feet	Score
Montgomery County Reh	abilitation Projects:				-		
Wares Ferry Rd	Dunbarton Rd	N. Burbank Dr	Both	Both	0.78	4,144	22.5
		Wares Ferry					
Wares Ferry Rd	Quercus St	Elementary School	Both	Both	0.68	3,579	22
S. Hull St	Washington Ave	High St	Both	Both	0.62	3,288	22
Adams Ave	S. McDonough St	S. Bainbridge St	Both	Both	0.43	2,270	22
Mulberry St	I-85 (North)	E. 5th St	Both	Both	0.54	2,848	21
Wares Ferry Rd	Burbank Dr	Quercus St	Both	Both	1.01	5,348	20
Ann St	Highland Ave	I-85 (South)	Both	Both	0.80	4,202	20
S. Hull St	High St	Arba St	Both	Both	0.62	3,276	17
Autauga County Construc	ction Projects:						
Street	From	То	Location	Existing	Miles	Feet	Score
Upper Kingston Rd	Live Oak Dr	W. 6th St	Both	None	1.64	8,669	21.5
L. Kingston Rd	Danny Lyn Ct	W. 4th St	Both	None	1.30	6,838	19
Martin Luther King Dr	6th St	10th St	Both	None	1.10	5,834	18
Northington St	10th St	E. 6th St	Both	None	1.13	5,989	16
E 6th Street	S Northington	Warren Cir	Both	None	0.76	4,021	16
Main St	Pratt St	Jeanette Dr	Both	None	0.94	4,939	15
S. McQueen Smith Rd	Tara Dr	Constitution Ave	Both	None	0.91	4,809	15
Elmore County Construct	ion Projects:				-		
Street	From	То	Location	Existing	Miles	Feet	Score
Main St	SR 14	Hull Rd	Both	None	1.29	6,833	20.5
W. Micanopy St	Kelly Fitzpatrick Dr	Bridge St	Both	None	0.90	4,736	20.5
SR 14	Browns Rd	Main St	Both	None	1.57	8,289	17
Main St	Coosada Rd	Grandview Rd	Both	None	0.47	2,478	17
W. Osceola St	Autauga St	Coosa River Pkwy	Both	None	0.65	3,425	16.5
SR 14	Main St	Ingram Rd	Both	None	1.89	9,968	16
Company St	E. Bridge St	Green St	Both	None	0.39	2,071	16
W. Micanopy St	Osceola St	Kelly Fitzpatrick Dr	Both	None	0.90	4,746	15.5
Grandview Rd	Edgewood Rd	Sandtown Rd	Both	None	1.61	8,499	15
Main St	Hampton Oaks Dr	Coosada Rd	West	East	0.96	5,057	17.5
Montgomery Construction	n Projects:						
Street	From	То	Location	Existing	Miles	Feet	Score
Lower Wetumpka Rd	Chisholm St	Northern Blvd	Both	None	1.46	7,707	22.5
Vaughn Rd	Festival Dr	Bell Rd	Both	None	1.32	6,944	22.5
N. Court St	Chandler St	Randolph St	Both	None	1.30	6,887	22.5
Pelzer Ave	Brantwood Dr	Banbury Ave	South	North	0.14	740	22.5
Bell St	Burkett Dr	Poplar St	Both	None	1.10	5,785	22
Mount Meigs Rd	California St	Madison Ave	Both	None	0.98	5,195	22
N. McDonough St	Prince St	Randolph St	Both	None	0.65	3,413	22
Pelzer Ave	Federal Dr	Brantwood Dr	Both	None	0.47	2,493	22
W. Edgemont Ave	Mobile Hwy	Caffey Dr	Both	None	0.33	1,743	22
Day St	Holt St	Mobile Hwy	Both	None	0.25	1,306	22
Zelda Rd	Fitzgerald Rd	Carter Hill Rd	East	West	0.29	1,523	22
Ann St	End of Lee High School	McQueen St	East	West	0.11	588	22
Day St	Air Base Blvd	Shafter St	North	South	0.61	3,237	22
McGehee Rd	Fieldcrest Dr	Governors Dr	South	North	0.22	1,176	22
Mobile Hwy	Fairwest St	W. Fairview Ave	South	North	0.16	871	22
McGehee Rd	Woodley Rd	Carter Hill Rd	Both	None	1.52	8,014	21.5
Chesnut St	Ann St	Fairfax Rd	Both	None	0.84	4,412	21.5
Oak St	Bell St	Martha St	Both	None	0.58	3,083	21.5
E. Edgemont Ave	S. Perry St	Gilmer Ave	Both	None	0.33	1,750	21.5
W. Fairview Ave	Taft St	S. Court St	South	North	0.58	3,080	21.5

Montgomery Construction	n Projects (continued):						
Street	From	То	Location	Existing	Miles	Feet	Score
N. Ripley St	Howe St	Central Railroad St	West	East	0.38	2,026	21.5
Dalraida Rd	Ware Hill Dr	Atlanta Hwy	West	East	0.38	2,021	21.5
Air base Blvd	Thomason Ave	Mobile Hwy	Both	None	1.43	7,544	21
Carmichael Rd	Eastern Blvd	Forest Grove Dr	Both	None	1.40	7,397	21
N. Perry St	Prince St	Pollard St	Both	None	0.40	2,108	21
W. Edgemont Ave	Oak	Dorris Cir	Both	None	0.29	1,505	21
Dickerson St	Bell St	Clay St	Both	None	0.14	761	21
Narrow Lane Rd	Country Club Place E	E. Fairview Ave	East	West	0.35	1,847	21
Harrison Rd	Fairfax Rd	Noremac Rd	North	South	0.41	2,169	21
Rosa L. Parks Ave	South Blvd	Fleming Rd	West	East	0.26	1,368	21
Old Selma Rd	Birmingham Hwy	Rusebud Ct	Both	None	1.49	7,841	20.5
Mobile Hwy	Young Dr	W. Edgemont Ave	Both	None	1.01	5,325	20.5
Fairground Rd	Chisholm St	Gibson St	East	West	0.55	2,900	20.5
Coliseum Blvd	Biltmore Ave	Atlanta Hwy	Both	None	1.04	5,481	20
S. Court St	W. Patton Ave	South Blvd	Both	None	0.97	5,119	20
Cloverdale Rd	Dupont St	E. Edgemont Ave	Both	None	0.65	3,420	20
Mobile St	Mildred St	Day St	Both	None	0.23	1,219	20
Narrow Lane Rd	Carter Hill Rd	Country Club Pl	Both	None	0.16	856	20
Woodmere Blvd	Woodmere Loop	Festival Dr	South	North	0.40	2,098	20
S. Perry St	Arlington Rd	E. Edgemont Ave	Both	None	0.83	4,369	19.5
Rosa L. Parks Ave	Bowman St	South Blvd	East	West	0.70	3,688	19.5
N. Ripley St	N. Decatur St	Howe St	West	East	0.57	2,998	19.5
Carmichael Rd	Trinity Blvd	Robinson Dr	Both	None	1.29	6,825	19
Lower Wetumpka Rd	N. Decatur St	Gibson St	Both	None	1.14	6,011	19
Atlanta Hwy	Bowling Green Dr	E. Eagle Dr	Both	None	1.14	5,997	19
Narrow Lane Rd	E. Fairview Ave	Woodley Rd	Both	None	0.72	3,826	19
N. Decatur St	N. Ripley St	Ferguson St	Both	None	0.62	3,269	19
Robinson Hill Rd	E. 5th St	Green Oaks Dr	Both	None	0.51	2,702	19
E. Edgemont Ave	Cloverdale Rd	Bankhead Ave	Both	None	0.45	2,385	19
Ann St	85 Interchange (North)	Robinson Hill Rd	East	West	0.32	1,677	19
W. Edgemont Ave	Doris Cir	Rosa L. Parks Ave	South	North	0.33	1,746	19
Bell Rd	Old Creek Rd	Eastwood Glen Pl	West	East	0.17	893	19
		Eastdale Circle	D d	ŊŢ	1.10	5 000	10.5
Atlanta Hwy	Eagle Dr	Access	Both	None	1.12	5,923	18.5
Biltmore Ave	Banbury Ave	Coliseum Blvd	Both	None	0.96	5,077	18.5
E. Fairview Ave	Norman Bridge Rd	Cloverdale Rd	Both	None	0.89	4,713	18.5
Brown Springs Rd	Winton Blount Blvd	Atlanta Hwy	Both	None	0.61	3,245	18.5
FISK KO	McGenee Ka	Woodley Rd	Both	None	1.45	7,667	18
Federal Dr	Ashley Ave	Bonnie Crest Dr	Both	None	1.12	5,935	18
Collseum Blvd	Collseum Library	Biltmore Ave	Both	None	1.09	5,764	18
Bell Ku Warra Farma Dal	AL Christian Assidement	Brewbaker Biva	Both	None	1.00	5,290	18
Arlington Dd	AL Christian Academy	Calvardala Dd	Dotth	None	1.00	3,287	10
Ariington Ku Vouche Dd	Norman Bridge Kd	Colverdale Kd	Both	None	0.90	4,739	18
Vaugnn Ru	Hunter Loop Rd	Festival Dr	Both	None	0.84	4,413	18
All Dase Divu	Humer Loop Ku MaQuaan St	Day St Highland Ave	Dotth	None	0.59	3,130	10
Allii St Woodmara Plud	Cormicheal Rd	Woodmara Loon	Bouth	North	0.31	2,080	10
Lower Wetumpka Pd	Northern Blyd	AL Divor Draw	Both	Nono	1.20	2,494	10
Norman Bridge Dd	Patton Avo	AL NIVEL FKWY	Both	None	0.00	5 224	17.5
F Patton Ave	Kelley In	Le Bron Pd	Both	None	0.99	3,224	17.5
Derry Hill Rd	I-85 (South)	Carmichael Rd	Both	None	0.00	3,504	17.5
Perry Hill Rd	Harrison Rd	L-85 (South)	Both	None	0.39	3,108	17.3
Havneville Rd	West Blyd	Ashley Rd	Both	None	0.93	4,922	17
Lincoln Rd	Highland Ave	Harrison Rd	Both	None	0.78	4,104	17
	Inginana Ave		Dom	TIONE	0.77	4,052	1/

Montgomery Construction Projects (continued):							
Street	From	То	Location	Existing	Miles	Feet	Score
Norman Bridge Rd	South Blvd	E. Fleming Rd	Both	None	0.60	3,164	17
Fairground Rd	Gibson St	Crestview St	East	West	0.66	3,494	17
Woodley Rd	Narrow Lane Rd	McGehee Rd	Both	None	1.59	8,393	16.5
University Dr	Brown Springs Rd	Housing Dr	Both	None	1.41	7,421	16.5
Atlanta Hwy	Bell Rd	McLemore Dr	Both	None	1.34	7,067	16.5
Carmichael Rd	Perry Hill Rd	E. Trinity Blvd	Both	None	1.25	6,585	16.5
Mobile Hwy	West Blvd	Young Dr	Both	None	1.04	5,473	16.5
Atlanta Hwy	County Downs Rd	BowlingGreen Dr	Both	None	1.04	5,469	16.5
Arlington Rd	S. Court St	Norman Bridge Rd	Both	None	1.01	5,314	16.5
Atlanta Hwy	Eastdale Circle Access	N. Burbank Dr	Both	None	0.89	4,701	16.5
Railroad St	Lafayette St	N. Perry St	Both	None	0.49	2,602	16.5
Woodley Rd	Elsmeade Dr	South Blvd	Both	None	0.40	2,129	16.5
Old Selma Rd	Old Selma Rd Park	Foshee Rd	Both	None	0.92	4,834	16
Carter Hill Rd	Commodore St	Robinson Hill Rd	Both	None	0.81	4,273	16
E. Delano Ave	S. Court St	S. Perry St	Both	None	0.20	1,061	16
Willow Glen Dr	Woodmere Blvd	Stillbrook Ln	South	North	0.13	701	16
Woodley Rd	McGehee Rd	South Blvd	Both	None	1.90	10,022	15.5
Gunter Park Dr	Lagoon Park Dr	Midpark Rd	Both	None	1.53	8,054	15.5
Birmingham Hwy	Old Selma Rd	Day St	Both	None	1.26	6,631	15.5
Green Ridge Rd	Willow Lane Dr	Milan Dr	Both	None	1.11	5,883	15.5
Coliseum Blvd	Federal Dr	Library	Both	None	0.99	5,232	15.5
Narrow Lane Rd	Adrian Ln	South Blvd	Both	None	0.96	5,067	15.5
Gunter Park Dr	Midpark Rd	Lagoon Park	Both	None	0.59	3,089	15.5
Day St	Shafter St	Loring St	North	South	0.56	2,939	15.5
Bell Rd	Oliver Dr	Atlanta Hwy	Both	None	1.73	9,112	15
Taylor Rd	Berryhill Rd	Halcyon Park Dr	Both	None	1.50	7,916	15
Simmons Dr	Ellis Dr	Bozeman Dr	Both	None	1.19	6,291	15
Lower Wetumpka Rd	Gibson St	Chisholm St	Both	None	1.19	6,264	15
Taylor Rd	Copperfield Dr	Eastwern Blvd	Both	None	1.12	5,891	15
McGehee Rd	Governors Dr	Eastern Blvd	Both	None	1.11	5,873	15
Taylor Rd	East Dr	I-85 (North)	Both	None	1.08	5,700	15
Bell Rd	Eastwood Glen Pl	Beauvoir Lake Dr	Both	None	0.80	4,233	15
Taylor Rd	I-85 (North)	Berryhill Rd	Both	None	0.80	4,200	15
Waras Formy Rd	Eastorn Plyd	Springford Foods Rd	Poth	Nona	0.56	2 081	15
Wales Felly Ku Mahila Uww	W Edgement Ave	Springiolu robus Ku	Doui	Nona	0.50	2,701	15
WODIE riwy	W. Eugemon Dr	Alf Dase Divu	Dout	Nona	0.40	1 645	15
W. Eugenioni Ave	DOZEIIIali Di Taylor Dd	Derlaviow Dr	Douth	Couth	0.31	2 250	15
Worze Formy Dd	W Dosomory Dd	Mitchell Ave	North	North	0.43	2,237	15
Edgement Ave	W. Rosellary Ru	S Hull St	South	North	0.43	2,202	15
Eugemont Ave	DDIDDET X 2 TO		South NAND COL		0.08	410	15
		TAL (KEHABILITATIC	JN AND COP	TRUCTION)	111.87	590,001	10.4
PRIORITY 3 AVERAGE (REHABILITATION AND CONTRUCTION)						4,511	18.4
Table 8.6 Priority Intersections

Priority 1:								
	# of		# of					
Street One	Lanes	Street Two	Lanes	Median	Signal	Median	Crosswalk	County
Forest Hills Dr	3	Atlanta Hwy	7	No	Yes	Yes	None	Montgomery
Woodmere Blvd	6	Eastern Blvd	9	No	Yes	No	None	Montgomery
Vaughn Rd	6	Eastern Blvd	10	No	Yes	Yes	None	Montgomery
Ann St	5	I-85 (South)	3	Yes	Yes	No	None	Montgomery
Ann St	5	I-85 (North)	3	Yes	Yes	No	None	Montgomery
Fleming Rd	2	Court St	5	No	Yes	No	None	Montgomery
Mulberry St	3	I-85 (North)	1	No	No	No	None	Montgomery
Mulberry St	2	I-85 (South)	2	No	No	No	None	Montgomery
Forest Ave	3	I-85 (North)	2	No	No	No	None	Montgomery
Forest Ave	4	I-85 (South)	2	Yes	No	Yes	None	Montgomery
S. Decatur St	4	South St	3	No	Yes	No	None	Montgomery
S. Decatur St	4	Arba St	3	No	Yes	No	None	Montgomery
S. Hull St	3	South St	3	No	Yes	No	None	Montgomery
S. Hull St	3	Arba St	3	No	Yes	No	None	Montgomery
S. McDonough St	3	South St	3	No	Yes	No	None	Montgomery
S. McDonough St	3	Arba St	3	No	Yes	No	None	Montgomery
S. Lawrence St	3	South St	3	No	Yes	No	None	Montgomery
S. Lawrence St	3	Arba St	3	No	Yes	No	None	Montgomery
S. Perry St	4	South St	3	No	Yes	No	None	Montgomery
S. Perry St	4	Arba St	3	No	Yes	No	None	Montgomery
W. Fairview Ave	4	I-65 (North)	3	Yes	Yes	No	None	Montgomery
W. Fairview Ave	5	I-65 (South)	3	Yes	Yes	No	None	Montgomery
Rosa L. Parks Ave	4	Fairview Ave	4	No	Yes	No	None	Montgomery
S. Court St	3	Fairview Ave	4	No	Yes	No	None	Montgomery
Old Farm Ln	4	Fairview Ave	6	No	No	No	None	Autauga
Maple St	2	Selma Hwy	3	No	No	No	None	Autauga
Priority 3:								
	# of		# of					
Street One	Lanes	Street Two	Lanes	Median	Signal	Median	Crosswalk	County
Rosa L Parks Ave	3	South Blvd	5	Yes	Yes	Yes	None	Montgomery





CHAPTER 9 OTHER COMPONENTS

Numerous other components besides the physical pedestrian and bicycle transportation network are necessary to create a viable multimodal transportation system. Many of these components are addressed in the goals of the *Montgomery Metropolitan Planning Organization (MPO) 2012 Bicycle and Pedestrian Plan* from Chapter 1 and the barriers to planning for pedestrian and bicycle transportation in Chapter 3. To ensure that all aspects that affect the usage and overall success of a multimodal transportation system are addressed, a list of action items were developed to address the goals and to overcome the barriers, as well as to address other infrastructure needs of bicyclist and pedestrians.

9.1. Safety and Education

Safety and education form a two sided coin, and they serve as catalysts for increased bicycle and pedestrian network usage. An increase in education for all ages and abilities leads to increased safety; increased safety leads to increased bicycling and walking; increased bicycling and walking leads to increased educational services. According to the CARE database, between 2003 and 2011 a total of 251 accidents involved a bicyclist and a total of 563 accidents involved pedestrians in the Montgomery Metropolitan Planning Organization Study Area. For the bicyclist involved accidents, one was fatal, 83 had an incapacitating injury, and 58 had a non-incapacitating injury. For the pedestrian accidents, 44 were fatal, 257 had an incapacitating injury, and 214 had a non-incapacitating injury. Table 9.1 and 9.2 below details the pedestrian and bicyclist involved accidents from 2003 to 2011.

	Pedestr	ian Involve	d					
	Fatal*	Incapacita	ating Injury	Non-Incapacita	ting Injury		Property	
Veen		1 Turingur	2 Injuries	1 In	2 Injuries	Possible	Damage	Total
Tear		1 mjury	or wrone	1 Injury	or wrore	mjury	Omy	Total
2003	2	32	3	15	1	7	6	66
2004	8	42	3	13	1	11	8	86
2005	9	41	3	12	1	10	3	79
2006	6	38	1	11	1	8	1	66
2007	5	32	8	11	0	13	5	74
2008	5	15	0	8	0	6	1	35
2009**	2	21	2	3	0	14	6	48
2010**	3	5	1	9	5	16	6	45
2011**	4	9	1	19	4	18	6	61
TOTAL	44	235	22	101	13	103	42	560
*One acci	dent in 20	04 and one	in 2008 had tw	vo fatalities.				
**One acc	ident in 2	2009, 2010, a	and 2011 has a	n unknown crash	severity.			

Table 9.1 Pedestrian Involved Accidents from 2003-2011 in the Montgomery MPO Study Area

Source: CARE Database, University of Alabama

	Bicyclist I	Involved				
		Incapacitating	Non-Incapacitating	Possible	Property	
Year	Fatal	Injury	Injury	Injury	Damage Only	Total
2003	1	20	7	2	0	30
2004	0	16	4	4	4	29
2005	0	8	11	8	2	29
2006	0	6	6	2	7	21
2007	0	11	3	6	5	25
2008	0	4	5	3	3	15
2009	0	13	6	3	8	30
2010	0	3	2	11	17	33
2011	0	2	14	5	18	39
TOTAL	1	83	58	44	64	251

Table 9.2 Bicyclist Involved Accidents from 2003-2011 in the Montgomery MPO Study Area

Source: CARE Database, University of Alabama

The Department of Public Health (ADPH) promotes bike and pedestrian safety throughout the State of Alabama through various publications and programs, such as the Safe Routes to School (SRTS) program. The SRTS program, for Kindergarten to 8th grades, educates and promote safety to school children through various means including Bike Rodeos to teach and promote riding skills, obeying traffic laws, staying alert to changing riding-surface conditions, wearing helmets, and visibility. ADPH offers puppet shows, games, and other incentives to gain the interest of kids to learn and practice safety. While this program affects many children throughout the area, it does not reach all children. In addition, the need for adult bicycle and pedestrian safety education remains unmet. To address the goals of increased safety and education for all ages more need to be done. Collaboration should be formed between state and local municipalities to address the unmet need of safety education whether through educational campaigns or physical classes.

9.2. Security

A pedestrian and bicycle transportation network must address real and perceived security concerns to ensure usage. The solutions to security concerns vary from rural to urban, residential to commercial, and by facility type. To ensure all areas are utilized, each area must be analyzed for both security and possible solutions. The security concerns can be addressed in a variety of ways from increased patrols by bicycle police to increased lighting to increased buffers. In the end, pedestrian and bicyclists create inviting and secure public spaces. To ensure that all security concerns are mitigated during bicycle and pedestrian facility construction, a checklist should be developed to solicit public comment on security ricks and possible solutions. The issues and possible solutions should be addressed during the preliminary engineering phase of each bicycle and pedestrian project.

9.3. Transportation and Development Policy

To progress towards a multimodal transportation system, a complete streets policy and a bicycle and pedestrian friendly development regulations must be adopted. Before a Complete Streets program can be implemented by municipalities in the Montgomery MPO Study Area, each must develop a vision for area

roadways. The groundwork being laid today will lead to the adoption and implementation of a Complete Streets program tailored to the needs and expectations of the Montgomery area citizens.

The progression of the City of Montgomery towards bicycle and pedestrian friendly residential and commercial development began with the implementation of SmartCode. The process to rewrite the development codes that govern a majority of the City of Montgomery began in FY 2011. The new development code will be completed by the City of Montgomery Planning Department in FY 2012.

9.4. Funding

Bicycle and Pedestrian projects can be funded from several different sources including almost all major Federal-aid highway funds, transit, safety and other programs.

9.4.1. Federal-aid Highway Program Funding Sources through the State Department of Transportation

The following Funding Sources are available for bicycle and pedestrian projects:

- National Highway System (NHS) Funds May be used for construction of bicycle transportation facilities and pedestrian walkways on land adjacent to any highway on the National Highway System, including Interstate highways.
- Surface Transportation Program (STP) Funds may be used for construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use and walking.
- Transportation Enhancement (TE) Funds provision of facilities for pedestrians and bicycles, provision of safety and educational activities for pedestrians and bicyclists," and the "preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails.
- Recreational Trails Program funds may be used for all kinds of trail projects. Of the funds apportioned to a State, 30 percent must be used for motorized trail uses, 30 percent for nonmotorized trail uses, and 40 percent for diverse trail uses (any combination).
- Federal Lands Highway Programs Various provisions available for bicycle and pedestrian project under this program. Priority is determined by the federal or tribal land.
- National Scenic Byways Program funds may be used for construction along a scenic byway of a facility for pedestrians and bicyclists.
- High Priority Projects and Designated Transportation Enhancements funds may be used for numerous bicycle, pedestrian, trail, and traffic calming projects.
- Health and Safety Improvement Program funds may be used for construction to increase safety
 of functionally classified roads.
- Safe Routes to School funds may be used for infrastructure and non-infrastructure projects (sidewalks, bike lanes and signage) near school locations.

9.4.2. Federal and State Grant Opportunities

In addition to yearly Federal-aid levels of bicycle and pedestrian funding, there are also various grant opportunities for funding on both the state and federal level present throughout the year. Programs such as TIGER, TIGGER, DOT/HUD Community Challenge Grant are examples of some discretionary grants

on the Federal Level. The Alabama Department of Economic and Community Affairs also have grants whose funding can be used toward bicycle and pedestrian sites.

9.4.3. Federal/State Matching Requirements

In general, the Federal share of the costs of transportation projects is 80 percent with a 20 percent State or local match. However, there are a number of exceptions to this rule.

- Federal Lands Highway projects and Section 402 Highway Safety funds are 100 percent federally funded.
- Bicycle-related Transit Enhancement Activities are 95 percent federally funded.
- Hazard elimination projects are 90 percent federally funded. Bicycle-related transit projects (other than Transit Enhancement Activities) may be up to 90 percent federally funded.
- Individual Transportation Enhancement Activity projects under the STP can have a match higher or lower than 80 percent. However, the overall Federal share of each State's Transportation Enhancement Program must be 80 percent.
- States with higher percentages of Federal Lands have higher Federal shares calculated in proportion to their percentage of Federal lands.
- The State and/or local funds used to match Federal-aid highway projects may include in-kind contributions (such as donations). Funds from other Federal programs may also be used to match Transportation Enhancement, Scenic Byways, and Recreational Trails program funds. A Federal agency project sponsor may provide matching funds to Recreational Trails funds provided the Federal share does not exceed 95 percent.

9.4.4. Local Funds

In addition to providing the match for federal and state funding, local municipalities may choose to use their general funds to provide bicycle and pedestrian facilities at 100%. The chart below provides an overview of the availability of Federal Transportation funds for a wide variety of bicycle and pedestrian projects and offers guidance as to the most appropriate potential funding category for a range of typical projects and programs.

9.5. Other Infrastructure

To support the bicycling and walking of the community, infrastructure from bike racks to water fountains to benches will need to be installed. Parks across the Montgomery MPO Study Area contain benches, shelters, water fountains and restroom facilities. As bicycle and pedestrian facilities are constructed, other infrastructure needs should be assessed and installed when deemed necessary.

Table 9.3 Bicycle/Pedestrian I	Fundin	ig Oppo	rtuniti	es												
Typical Projects and Programs	SHN	ATP	HSIP	SRTS	TEA	CMAQ	RTP	FTA	TE	BRI	402	PLA	TCSP	JOBS	FLH	BYW
Bicycle and Pedestrian Plan		Х				Х						Х	Х			
Bicycle lanes on roadway	Х	Х	Х	Х	Х	Х		Х	Х	Х					Х	Х
Paved Shoulders	Х	Х	Х	Х	Х	Х				Х					Х	Х
Signed Bike Route	Х	Х		Х	Х	Х									Х	Х
Shared use Path/Trail	Х	Х		Х	Х	Х	Х			Х					Х	Х
Single Track Hike Bike Trail							Х									
Spot Improvement program		Х	Х	Х	Х	Х										
Maps		Х		Х		Х					Х					
Bike Racks on Buses		Х			Х	Х		Х	Х							
Bicycle Parking Facilities		Х		Х	Х	Х		Х	Х							Х
Trail/Highway Intersection	Х	Х	Х	Х	Х	Х		Х	Х							
Bicycle Storage/Service Center		x		Х	Х	x		Х	Х				Х	х		
Sidewalks, new or retrofit	Х	Х	Х	Х	Х	Х		Х	Х	Х						
Crosswalks, new or retrofit	Х	Х	Х	Х	Х	Х		Х	Х						Х	Х
Signal Improvements	Х	Х	Х	Х	Х	Х										
Curb cuts and ramps	Х	Х	Х	Х	Х											
Traffic Calming		Х	Х	Х									Х			
Coordinator Position		Х		Х		Х										
Safety/Education Position		Х		Х							Х					
Police Patrol		Х		Х							Х					
Helmet Promotion		Х		Х	Х						Х					
Safety brochure/book		Х		Х	Х	Х	Х				Х					
Training		Х		Х	Х	Х	Х				Х					
KEY:																
NHS - National Highway System					BRI - Bı	ridge										
STP - Surface Transportation Prog	ram			,	402 - Sti	ate and C	ommun	ity Trafi	ic Safe	y Progr	am					
HSIP - Highway Safety Improvem	ent Prog	gram			PLA - S	tate/Meti	ropolitaı	n Plannii	ng Fund	S						
SRTS - Safe Routes to School Prog	gram				TCSP - '	Transpor	tation a	und Com	munity	and Sys	tem Pre	servatio	n Pilot F	Program		
TEA - Transportation Enhancemen	ıt				JOBS -	Access to) Jobs/R	everse (Commut	e Progra	am					
CMAQ - Congestion Mitigation/A	ir Quali	ty Progra	m		RTP - R	ecreation	al Trial	s Progra	ш							
FLH - Federal Lands Highway Pro	gram				FTA - F	ederal T ₁	ansit Ca	apital, U	rban &	Rural F	spun					
BYW - Scenic Byways					TE - Tra	unsit Enh	anceme	nts								

Appendix A: State of Alabama Bicycle Law Definition, Bicycle Definitions and Pedestrian Definitions

STATE OF ALABAMA BICYCLE LAW DEFINITIONS

Bicycle: A human-powered vehicle with two wheels in tandem design to transport by the act of pedaling one or more persons seated on one or more saddle seats on its frame. "Bicycle" includes, but is not limited to, a human-powered vehicle designed to transport by the act of pedaling which has more than two wheels when the vehicle is used on a public roadway, public bicycle path, or other public road or right-of-way, but does not include a tricycle.

Operator: A person who travels on a bicycle seated on a saddle seat from which that person is intended to and can pedal the bicycle.

Other Public Right-Of-Way: Any right-of-way other than a public roadway or public bicycle path that is under the jurisdiction and control of the state or a local political subdivision thereof.

Passenger: Any person who travels on a bicycle in any manner except as an operator.

Protective Bicycle Helmet: A piece of headgear which meets or exceeds the impact standard for protective bicycle helmets set by the American National Standards Institute (ANSI) or the Snell Memorial Foundation, or which is otherwise approved by the Alabama Department of Public Safety.

Public Bicycle Path: A right-of-way under the jurisdiction and control of the state, or a local political subdivision thereof, for use primarily by bicyclists and pedestrians.

Public Roadway: A right-of-way under the jurisdiction and control of the state or a local political subdivision thereof for use primarily by motor vehicular traffic.

Restraining Seat: A seat separate from the saddle seat of the operator of the bicycle or a bicycle trailer or similar product that is fastened securely to the frame of the bicycle and is adequately equipped to restrain the passenger in the seat and protect the passenger from the moving parts of the bicycle.

Tricycle: A three-wheeled human-powered vehicle designed for use by a child under the age of six.

BICYCLE DEFINITIONS

Bicycle Boulevard: Low-volume and low-speed streets that have been optimized for bicycle travel through treatments such as traffic calming and traffic reduction, signage and pavement markings, and intersection crossing treatments. These treatments allow through movements for cyclists while discouraging similar through trips by non-local motorized traffic. Motor vehicle access to properties along the route is maintained. *Source: Initiative for Bicycle and Pedestrian Innovation, Center for Transportation Studies, Portland University, "Fundamentals of Bicycle Boulevard Planning and Design," July 2009*

Bicycle Facilities: General term denoting improvements and provisions made by public agencies to accommodate or encourage bicycling, including parking and storage facilities, and shared roadways not specifically designated for bicycle use. *Source: AASHTO Guide for the Development of Bicycle Facilities, 1999*

Bicycle Friendly (Bikeable): Descriptive term that describes policies, places and practices which make it easier for people to ride bicycles. *Source: City of Austin 2009 Bicycle Plan Update*

Bicycle Lane or Bike Lane: A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists. *Source: AASHTO Guide for the Development of Bicycle Facilities, 1999.*

Bicycle Network: A network of bicycle routes, including bikeways, bicycle lanes, protected bicycle lanes, multi-use paths, bicycle boulevards, wide shoulders, designated wide curb lanes, designated shared lanes, and sidewalks. *Source: City of Austin 2009 Bicycle Plan Update*

Bicycle Route System: A system of bikeways designated by the jurisdiction having authority with appropriate directional and informational route markers, with or without specific bicycle route numbers. Bike routes should establish a continuous routing, but may be a combination of any and all types of bikeways. *Source: AASHTO Guide for the Development of Bicycle Facilities, 1999*

Bikeway: A generic term for any road, street, path or way which in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes. *Source: AASHTO Guide for the Development of Bicycle Facilities, 1999*

Greenways: Recreational facilities through back country or other less accessible areas. "These facilities are generally unpaved trails and can serve hikers, mountain bikers, equestrians, or other off-road users." *Source: Massachusetts Department of Transportation Highways's 2006 Project Development & Design Guide.*

Highway: General term denoting a public way for purposes of vehicular travel, including the entire area within the right-of-way. *Source: AASHTO Guide for the Development of Bicycle Facilities, 1999.*

Multi-Use Path: An area designed for the shared use of bicycles, pedestrians, or other designated users. *Source: City of Austin 2009 Bicycle Plan Update*

Rail–Trail: A shared use path, either paved or unpaved, built within the right-of-way of an existing or former railroad. *Source: AASHTO Guide for the Development of Bicycle Facilities,* 1999.

Right-Of-Way: A general term denoting land, property or interest therein, usually in a strip, acquired for or devoted to transportation purposes. *Source: AASHTO Guide for the Development of Bicycle Facilities, 1999.*

Right Of Way: The right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian. *Source: AASHTO Guide for the Development of Bicycle Facilities, 1999.*

Roadway: the portion of the highway, including shoulders, intended for vehicular use. *Source:* AASHTO Guide for the Development of Bicycle Facilities, 1999.

Rumble Strips: A textured or grooved pavement sometimes used on or along shoulders of highways to alert motorists who stray onto the shoulder. *Source: AASHTO Guide for the Development of Bicycle Facilities, 1999.*

Shared Lane: Any travel lane that is 14 feet wide or less that may be legally used by bicycles regardless of whether such facility is specifically designated as a bicycle route. The lane width is measured from the lane stripe to the edge of the gutter pan. When the lane is less than 14 feet wide, the bicyclist may take the lane. *Source: City of Austin 2009 Bicycle Plan Update.*

Shared Lane Marking: A marking on the roadway that indicates where within a shared lane or wide curb lane a bicyclist should be positioned. The preferred shared lane pavement marking by the Federal Highway Administration and National Committee on Uniform Traffic Control Devices is the bike and chevron marking. *Source: City of Austin 2009 Bicycle Plan Update.*

Shared Roadway: A roadway which is open to both bicycle and motor vehicle travel. This may be an existing roadway, street with wide curb lanes, or road with paved shoulders. *Source: AASHTO Guide for the Development of Bicycle Facilities, 1999.*

Shared Use Path (Bicycle Path) (Bike Path): A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users. *Source: AASHTO Guide for the Development of Bicycle Facilities, 1999.*

Shoulder: The portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use and for lateral support of sub-base, base and surface courses. *Source: AASHTO Guide for the Development of Bicycle Facilities, 1999.*

Sidewalk: The portion of a street or highway right-of-way designed for preferential or exclusive use by pedestrians. *Source: AASHTO Guide for the Development of Bicycle Facilities, 1999.*

Signed Shared Roadway (Signed Bike Route): A shared roadway which has been designated by signing as a preferred route for bicycle use. *Source: AASHTO Guide for the Development of Bicycle Facilities, 1999.*

Traveled Way: The portion of the roadway for the movement of vehicles, exclusive of shoulders. Source: AASHTO Guide for the Development of Bicycle Facilities, 1999

Unpaved Path: Paths not surfaced with asphalt or Portland cement concrete. *Source: AASHTO Guide for the Development of Bicycle Facilities, 1999.*

PEDESTRIAN DEFINITIONS

Source: AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, July 2004. .

Accessible Pedestrian Signal (APS) (Audible Warning): A device that communicates information about pedestrian signal timing in a nonvisual format including audible tones, verbal messages, and/or vibrotactile information.

Americans with Disabilities Act of 1990 (ADA): Federal law prohibiting discrimination against people with disabilities. Requires public entities and public accommodations to provide accessible accommodations for people with disabilities.

Americans with Disabilities Act Accessibility Guidelines (ADAAG): Provides scoping and technical specifications for new construction and alterations undertaken by entities covered by the ADA.

Approach: Section of the accessible route that flanks the landing of a curb ramp. The approach may be slightly graded if the landing level is below the elevation of the adjoining sidewalk.

Arterial: Signalized streets that serve primarily through traffic and provide access to abutting properties as a secondary function.

Collector: Surface street providing land access traffic circulation within residential, commercial, and industrial areas.

Commercial Facility: A facility that is intended for nonresidential use by private entities and whose operations bring about commerce.

Crossing Island: Pedestrian refuge with the right-of-way and traffic lanes of a highway or street.

Crosswalk: That part of a roadway at an intersection that is included within the extensions of the lateral lines of the sidewalks on opposites sides of the roadway, measured from the curbline, or in the absence of curbs from the edges of the roadway, or in the absence of a sidewalk on one side of the roadway, the part of the roadway included within the extension of the lateral lines of the sidewalk at right angles to the centerline. Also, any portion of a roadway at an intersection or elsewhere that is distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Cross Slope: The slope measured perpendicular to the direction of travel.

Curb Extension (**Bulb-Out**): A section of sidewalk extending into the roadway at an intersection or midblock crossing that reduces the crossing width for pedestrians and may help reduce traffic speeds.

Curb Ramp: A combined ramp and landing to accomplish a change in level at a curb. This element provides street and sidewalk access to pedestrians using wheelchairs.

Detectable Warning: Standardized surface feature built in, or applied to, walking surfaces or other elements to warn pedestrians with vision impairments of hazards on a sidewalk and/or loading platforms, such as the curb line or drop-off.

Diagonal Curb Ramp: Curb ramp positioned at the apex of the curb radius at an intersection, bisecting the corner angle.

Drainage Inlet: Site where water runoff from the street or sidewalk enters the storm drain system. The openings drainage inlets are typically covered by a grate or other perforated surface to protect pedestrians.

Driveway Crossing: Extension of sidewalk across a driveway that meets the requirements of ADAAG.

Feasible: Capable of being accomplished with a reasonable amount of effort, cost or other hardship. With regard to ADA compliance, feasibility is determined on a case-by-case basis.

Flare: Sloped surface that flanks a curb ramp and provides a graded transition between the ramp and the sidewalk. Flare bridge differences in elevation and are intended to prevent ambulatory pedestrians from tripping. Flares are not considered part of the accessible route.

Gap: (1) An opening embedded in the travel surface. Railroad and trolley tracks and concrete joints are common gaps that pedestrians must negotiate. Wheelchair casters and tires of road bicycles can get caught in poorly placed gap openings; or (2) a break in the flow of vehicular traffic, sufficiently long enough for a pedestrian to cross to the other side of street or to a place of refuge.

Grade: The slope parallel to the direction of travel that is calculated by dividing the vertical change in elevation by the horizontal distance covered, measured in percent.

Grade-Separated Crossing: A facility such as overpass, underpass, skywalk, or tunnel that allows pedestrians and motor vehicles to cross each other at different levels.

Grate: A framework of latticed or parallel bars that prevents large objects from falling through a drainage inlet but permits water and some sediment to fall through the slots. Wheelchair casters and tires of road bicycles can get caught in poorly placed grate openings.

Guidestrip: Some type of raised material with grooves that pedestrians with vision impairments use for cane directional cues. For example, guidestrips may be used by pedestrians with vision impairments to navigate a crosswalk, track to an emergency exit, or access the door of a light rail system.

Gutter: Trough or dip used for drainage purposes that runs along the edge of the street and curb or curb ramp.

Hearing Impairment: Condition of partial or total deafness.

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA): Federal legislation authorizing highway, highway safety, transit, and other surface transportation programs from 1991 through 1997. It provided new funding opportunities for sidewalks, shared use paths, and recreational trails. ISTEA was superseded by the Transportation Equity Act for the 21st Century in 1998.

Intermodalism: A transportation policy that promotes full development of multiple alternative modes of travel, and encourages the optimization of mode or combination of modes for travel mobility, efficiency, sustainability, economy, and environmental health. The availability, effectiveness, and safety of pedestrian facilities contribute to the achievement of intermodalism.

Intersection: Area where two or more pathways or roadways meet.

Kinesthetic: Sensory experience derived from the movement of the body or limbs.

Landing: Level area of sidewalk at the top or bottom of a ramp.

Local Road: Road that serves individual residences or businesses, and/or distributes traffic within a given urban or rural area.

Locator Tone: A repeating sound informs approaching pedestrians that they are required to push a button to actuate the pedestrian signal. This tone enables pedestrians with vision impairments to locate the pushbutton.

Median Island: An island in the center of a road that physically separates the directional flow of traffic and can provide pedestrians with a place of refuge and reduce the crossing distance between safety points.

Midblock Crossing: A crossing point positioned within a block rather than at an intersection.

Minimum Clearance Width: The narrowest point on a sidewalk or trail. A minimum clearance width is created when obstacles, such as utility poles or tree roots, protrude into the sidewalk and reduce the design width.

New Construction: Project where an entirely new facility will be built from the ground up.

Obstacle: An object that limits the horizontal or vertical passage space, by protruding into the circulation route and reducing the clearance width of a sidewalk.

Parallel Curb Ramp: Curb ramp design where the sidewalk slopes down on either side of a landing. Parallel curb ramps require users to turn before entering the street.

Passing Space: Section of path or sidewalk wide enough to allow wheelchair users to pass one another or travel abreast.

Path or Pathway: Track or route along which pedestrians are intended to travel.

Pedestrian: A person afoot or in a wheelchair.

Pedestrian-Access Route: A continuous, unobstructed path connecting all accessible elements of a pedestrian system that meets the requirements of ADAAG.

Pedestrian-Actuated Traffic Control: Pushbutton or other control operated by pedestrian designed to interrupt the prevailing signal cycle to permit pedestrians to cross a signalized intersection or midblock crossing.

Perpendicular Curb Ramp: Curb ramp design where the ramp path is perpendicular to the edge of the curb.

Ramp: Sloped transition between two elevation levels.

Right-of-Way: Real property rights (where by fee-simple ownership, by easement, or by other agreement) acquired across land for a public purpose, including pedestrian use.

Rural: Areas outside the boundaries of urban areas.

Shy Distance: Area along sidewalk closest to buildings, retaining walls, curbs, and fences generally avoided by pedestrians.

Sidewalk: A paved pathway paralleling a highway, road, or street intended for pedestrians.

Sight Distance: The length of roadway visible to a driver or pedestrian; the distance a person can see along an unobstructed line of sight.

Sloping Curb (Mountable Curb): A curb with a sloping face, usually on the order of 30 to 45 degrees from vertical that can be traversed in emergency situations.

Suburban: Built up area surrounding a core urban area.

Tactile Warning: Change in surface condition providing a tactile cue to alert pedestrians with vision impairments of a potentially hazardous situation.

Touch Technique: Environmental scanning method in which a blind persons arcs a cane from side to side and touches points outside both shoulders. Used primarily in unfamiliar or changing environments, such as on sidewalks and streets.

Transportation Agency: Federal, state, or local government entity responsible for planning and designing transportation systems and facilities for a particular jurisdiction.

Transportation Equity Act for the 21st Century (TEA-21): Federal legislation authorizing highway, highway safety, transit, other surface transportation programs from 1998 through 2003. It provides funding opportunities for pedestrian, bicycling, and public transit facilities, and emphasizes intermodalism, multimodalism, and community participation in transportation planning initiated by ISTEA.

Truncated Domes: Small domes with flattened tops used as tactile warning at transit platforms and at other locations where a tactile warning is needed.

Uniform Federal Accessibility Standards: Accessibility standards that all Federal agencies are required to meet includes scoping and technical specifications.

Urban: Places within boundaries set by state and local officials, having a population of 5,000 or more. Urban areas often densely populated and contain a high density of built structures.

U.S. Access Board (United States Architectural and Transportation Barriers Compliance Board): Independent Federal agency responsible for developing Federal accessibility guidelines under the ADA and other laws.

Vertical Clearance: Minimum unobstructed vertical passage space required along a sidewalk or trail. Vertical clearance is often limited by obstacles such as buildings overhangs, tree branches, signs and awnings.

Vertical Curb (Barrier Curb): A steep-faced curb, designed with the intention of discouraging vehicles from leaving the roadway.

Vibrotactile Pedestrian Device: Device that communicates information about pedestrian timing through a vibrating surface by touch.

Vision Impairment: Loss or partial loss of vision.

Visual Warning: Use of contrasts in surface to indicate a change in environment, as a curb ramp where the sidewalk changes to the street.

Walk Interval: Traffic signal phase in which the WALKING PERSON (symbolizing WALK) signal indication is displayed.

Wayfinding: A system of information comprising visual, audible, and tactile elements that helps users experience an environment and facilitates getting from point A to point B.

Width, Sidewalk: Total width of a sidewalk, includes obstructions and begin at the edge of a roadway to the side of a building. Clear width is the portion of the sidewalk that excludes obstructions and any attached curb. Effective width is the portion of clear width that excludes any shy distances.

Woonerf: A common space to be shared by pedestrians, bicycles, and low-speed motor vehicles. These are usually narrow streets without curbs and sidewalks. Plantings, street furniture, and other obstacles are placed so as to discourage and inhibit through traffic movements.

Appendix B: The Code of Alabama 1975

Appendix B The Code of Alabama 1975

Article 10 Pedestrians' Rights and Duties

Section 32-5A-210

Pedestrian obedience to traffic-control devices and traffic regulations.

(a) A pedestrian shall obey the instructions of any official traffic-control device specifically applicable to him or her, unless otherwise directed by a police officer.

(b) Pedestrians shall be subject to traffic and pedestrian control signals as provided in Sections 32-5A-32 and 32-5A-33.

(c) At all other places, pedestrians shall be accorded the privileges and shall be subject to the restrictions stated in this chapter.

(Acts 1980, No. 80-434, p. 604, §5-101.)

Section 32-5A-211

Pedestrians' right-of-way in crosswalks.

(a) When traffic-control signals are not in place or not in operation the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling, or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.

(b) No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close as to constitute an immediate hazard.

(c) Subsection (a) shall not apply under the conditions stated in Section 32-5A-212(b).

(d) Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.

(Acts 1980, No. 80-434, p. 604, §5-102.)

Section 32-5A-212

Crossing at other than crosswalks.

(a) Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway.

(b) Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles upon the roadway.

(c) Between adjacent intersections at which traffic-control signals are in operation pedestrians shall not cross at any place except in a marked crosswalk.

(d) No pedestrian shall cross a roadway intersection diagonally unless authorized by official traffic-control devices; and, when authorized to cross diagonally, pedestrians shall cross only in accordance with the official traffic-control devices pertaining to such crossing movements.

(Acts 1980, No. 80-434, p. 604, §5-103.)

Section 32-5A-213

Drivers to exercise care.

Notwithstanding other provisions of this chapter or the provisions of any local ordinance, every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian and shall give warning by sounding the horn when necessary and shall exercise proper precaution upon observing any child or any obviously confused, incapacitated, or intoxicated person.

(Acts 1980, No. 80-434, p. 604, §5-104.)

Section 32-5A-214

Pedestrians to use right half of crosswalks.

Pedestrians shall move, whenever practicable, upon the right half of crosswalks.

(Acts 1980, No. 80-434, p. 604, §5-105.)

Section 32-5A-215

Pedestrians on roadways.

(a) Where a sidewalk is provided and its use is practicable, it shall be unlawful for any pedestrian to walk along and upon an adjacent roadway.

(b) Where a sidewalk is not available, any pedestrian walking along and upon a highway shall walk only on a shoulder, as far as practicable from the edge of the roadway.

(c) Where neither a sidewalk nor a shoulder is available any pedestrian walking along and upon a highway shall walk as near as practicable to an outside edge of the roadway, and if on a two-way roadway, shall walk only on the left side of the roadway.

(d) Except as otherwise provided in this chapter, any pedestrian upon a roadway shall yield the right-of-way to all vehicles upon the roadway.

(Acts 1980, No. 80-434, p. 604, §5-106.)

Section 32-5A-216

Pedestrian soliciting rides or business or fishing.

(a) No person shall stand in a roadway for the purpose of soliciting a ride.

(b) No person shall stand on a highway for the purpose of soliciting employment, business, or contributions from the occupant of any vehicle, nor for the purpose of distributing any article, unless otherwise authorized by official permit of the governing body of the city or county having jurisdiction over the highway.

(c) No person shall stand on or in proximity to a street or highway for the purpose of soliciting the watching or guarding of any vehicle while parked or about to be parked on a street or highway.

(d) No person shall fish from a bridge, viaduct, or trestle, or the approaches thereto, within the State of Alabama, unless otherwise authorized by the governing body of the city or county having jurisdiction over the highway or from the State of Alabama in the case of state highways. The authorizing authority shall erect and maintain appropriate signs giving notice that fishing is allowed.

(Acts 1980, No. 80-434, p. 604, §5-107; Acts 1981, No. 81-803, p. 1412, §1.)

Section 32-5A-217

Driving through safety zone prohibited.

No vehicle shall at any time be driven through or within a safety zone.

(Acts 1980, No. 80-434, p. 604, §5-108.)

Section 32-5A-218

Pedestrians' right-of-way on sidewalks.

The driver of a vehicle shall yield the right-of-way to any pedestrian on sidewalk.

(Acts 1980, No. 80-434, p. 604, §5-109.)

Section 32-5A-219

Pedestrians to yield to authorized emergency vehicles.

(a) Upon the immediate approach of an authorized emergency vehicle making use of an audible signal meeting the requirements of Section 32-5-213 and visual signals meeting the requirements of law, or of a police vehicle properly and lawfully making use of an audible signal only, every pedestrian shall yield the right-of-way to the authorized emergency vehicle.

(b) This section shall not relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons using the highway nor from the duty to exercise due care to avoid colliding with any pedestrian.

(Acts 1980, No. 80-434, p. 604, §5-110.)

Section 32-5A-220

Right-of-way to blind persons, guide dogs in training.

The driver of a vehicle shall yield the right-of-way to any blind pedestrian carrying a clearly visible white cane or accompanied by a guide dog, or any person employed by an accredited school for training guide dogs who provides notice through a sign or other method that he or she is training the dog accompanying him or her as a guide dog for the blind.

(Acts 1980, No. 80-434, p. 604, §5-111; Act 99-698, 2nd Sp. Sess., p. 207, §1.)

Section 32-5A-221

Pedestrians under influence of alcohol or drugs.

A pedestrian who is under the influence of alcohol or any drug to a degree which renders himself or herself a hazard shall not walk or be upon a highway.

(Acts 1980, No. 80-434, p. 604, §5-112.)

Section 32-5A-222

Bridge and railroad signals.

(a) No pedestrian shall enter or remain upon any bridge or approach thereto beyond the bridge signal, gate, or barrier after a bridge operation signal indication has been given.

(b) No pedestrian shall pass through, around, over, or under any crossing gate or barrier at a railroad grade crossing or bridge while such gate or barrier is closed or is being opened or closed.

(Acts 1980, No. 80-434, p. 604, §5-113.)

Article 12 Bicycles and Play Vehicles

Section 32-5A-260

Traffic laws apply to persons riding bicycles.

Every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by this chapter, except as to special regulations in this article and except as to those provisions of this chapter which by their nature can have no application.

(Acts 1980, No. 80-434, p. 604, §12-102.)

Section 32-5A-261

Riding on bicycles.

(a) A person propelling a bicycle shall not ride other than upon or astride a permanent and regular seat attached thereto.

(b) No bicycle shall be used to carry more persons at one time than the number for which it is designed and equipped.

(Acts 1980, No. 80-434, p. 604, §12-103.)

Section 32-5A-262

Clinging to vehicles.

No person riding upon any bicycle, coaster, roller skates, sled, or toy vehicle shall attach the same or himself to any vehicle upon a roadway.

(Acts 1980, No. 80-434, p. 604, §12-104.)

Section 32-5A-263

Riding on roadways and bicycle paths.

(a) Every person operating a bicycle upon a roadway shall ride as near to the right side of the roadway as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction.

(b) Persons riding bicycles upon a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles.

(c) Wherever a usable path for bicycles has been provided adjacent to a roadway, bicycle riders shall use such path and shall not use the roadway.

(Acts 1980, No. 80-434, p. 604, §12-105.)

Section 32-5A-264

Carrying articles.

No person operating a bicycle shall carry any package, bundle, or article which prevents the driver from keeping at least one hand upon the handlebars.

(Acts 1980, No. 80-434, p. 604, §12-106.)

Section 32-5A-265

Lamps and other equipment on bicycles.

(a) Every bicycle when in use at nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least 500 feet to the front and with a red reflector on the rear of a type approved by the department which shall be visible from all distances from 100 feet to 600 feet to the rear when directly in front of lawful lower beams of head lamps on a motor vehicle. A lamp emitting a red light visible from a distance of 500 feet to the rear may be used in addition to the red reflector.

(b) Every bicycle shall be equipped with a brake which will enable the operator to make the braked wheels skid on dry, level, clean pavement.

(Acts 1980, No. 80-434, p. 604, §12-107.)

Section 32-5A-266

Violations of article as misdemeanor; responsibility of parent or guardian; applicability of article.

(a) It is a misdemeanor for any person to do any act forbidden or fail to perform any act required in this article.

(b) The parent of any child and the guardian of any ward shall not authorize or knowingly permit any such child or ward to violate any of the provisions of this chapter.

(c) These regulations applicable to bicycles shall apply whenever a bicycle is operated upon any highway or upon any path set aside for the exclusive use of bicycles subject to those exceptions stated herein.

(Acts 1980, No. 80-434, p. 604, §12-101.)

Article 13 Bicycle Safety

Section 32-5A-280

Short title.

This article shall be known and may be cited as the "Brad Hudson-Alabama Bicycle Safety Act of 1995."

(Acts 1995, No. 95-198, p. 306, §1.)

Section 32-5A-281

Definitions.

As used in this article, the following words shall have the following meanings:

(1) BICYCLE. A human-powered vehicle with two wheels in tandem design to transport by the act of pedaling one or more persons seated on one or more saddle seats on its frame. "Bicycle" includes, but is not limited to, a human-powered vehicle designed to transport by the act of pedaling which has more than two wheels when the vehicle is used on a public roadway, public bicycle path, or other public road or right-of-way, but does not include a tricycle.

(2) OPERATOR. A person who travels on a bicycle seated on a saddle seat from which that person is intended to and can pedal the bicycle.

(3) OTHER PUBLIC RIGHT-OF-WAY. Any right-of-way other than a public roadway or public bicycle path that is under the jurisdiction and control of the state or a local political subdivision thereof.

(4) PASSENGER. Any person who travels on a bicycle in any manner except as an operator.

(5) PROTECTIVE BICYCLE HELMET. A piece of headgear which meets or exceeds the impact standard for protective bicycle helmets set by the American National Standards Institute (ANSI) or the Snell Memorial Foundation, or which is otherwise approved by the Alabama Department of Public Safety.

(6) PUBLIC BICYCLE PATH. A right-of-way under the jurisdiction and control of the state, or a local political subdivision thereof, for use primarily by bicyclists and pedestrians.

(7) PUBLIC ROADWAY. A right-of-way under the jurisdiction and control of the state or a local political subdivision thereof for use primarily by motor vehicular traffic.

(8) RESTRAINING SEAT. A seat separate from the saddle seat of the operator of the bicycle or a bicycle trailer or similar product that is fastened securely to the frame of the bicycle and is adequately equipped to restrain the passenger in the seat and protect the passenger from the moving parts of the bicycle.

(9) TRICYCLE. A three-wheeled human-powered vehicle designed for use by a child under the age of six.

(Acts 1995, No. 95-198, p. 306, §2.)

Section 32-5A-282

Purpose.

The purpose of this article is to reduce the incidence of disability and death resulting from injuries incurred in bicycling accidents by requiring that, while riding on a bicycle on public roadways, public bicycle paths, or other public rights-of-way, all operators and passengers who are under 16 years of age to wear approved protective bicycle helmets, and by requiring that all bicycle passengers who weigh less than 40 pounds or are less than 40 inches in height be seated in separate restraining seats.

(Acts 1995, No. 95-198, p. 306, §3.)

Section 32-5A-283

Unlawful for person to use bicycle under certain conditions.

It is unlawful for any person to use a bicycle on a public roadway, public bicycle path, other public rights-of-way, state, city, or county public park under any one of the following conditions:

(1) For any person under the age of 16 years to operate or be a passenger on a bicycle unless at all times the person wears a protective bicycle helmet of good fit, fastened securely upon the head with the straps of the helmet.

(2) For any person to operate a bicycle with a passenger who weighs less than 40 pounds or is less than 40 inches in height unless the passenger is properly seated in and adequately secured in a restraining seat.

(3) For any parent or legal guardian of a person under the age of 16 years to knowingly permit the person to operate or be a passenger on a bicycle in violation of subdivision (1) or (2).

(Acts 1995, No. 95-198, p. 306, §4.)

Section 32-5A-284

Duties of person regularly engaged in business of renting bicyles.

(a) A person regularly engaged in the business of renting bicycles shall require each person seeking to rent a bicycle to provide his or her signature either on the rental form or on a separate form indicating both of the following:

(1) Receipt of a written explanation of the provisions of this article and the penalties for violations.

(2) A statement concerning whether a person under the age of 16 years will operate the bicycle in an area where the use of a helmet is required.

(b) A person regularly engaged in the business of renting bicycles shall provide a helmet to any person who will operate the bicycle in an area requiring a helmet, if the person does not already have a helmet in his or her possession. A reasonable fee may be charged for the helmet rental.

(c) A person regularly engaged in the business of selling or renting bicycles who complies with this article shall not be liable in a civil action for damages for any physical injuries sustained by a bicycle operator or passenger as a result of the operator's or passenger's failure to wear a helmet or to wear a properly fitted or fastened helmet in violation of this article.

(Acts 1995, No. 95-198, p. 306, §5.)

Section 32-5A-285

Statewide bicycle safety education program; manner violations handled.

It is the legislative intent to implement an effective statewide bicycle safety education program to reduce disability and death resulting from improper or unsafe bicycle operation. Violations of Section 32-5A-283 shall be handled in the following manner:

(1) On the first offense, the police officer shall counsel and provide written information to the child relative to bicycle helmet safety. The officer shall instruct the child to deliver the written information to the parent.

(2) On the second offense, the police officer shall counsel the child and provide written information on bicycle helmet safety. A warning citation shall be issued to the child to give to the parent. The citation shall instruct the parent or guardian to contact the police department for further information about the law and where to obtain a bicycle helmet.

(3) Beginning on July 1, 1996, upon a third offense, the police officer shall counsel the child, confiscate the bicycle, and take the child to his or her residence. The officer shall then return the bicycle and give a warning ticket to the parent or guardian. If the parent or guardian is unavailable, the ticket shall be left at the residence with instructions to the parent or guardian to pick up the bicycle at the police department.

(4) Beginning on July 1, 1996, upon a fourth offense, the police officer shall confiscate the bicycle, take the child to his or her residence, whereupon a citation for fifty dollars (\$50) will be issued to the parent or guardian of the child. No court costs nor fees may be added to the fine or penalty. The fine or penalty shall be waived or suspended if the operator or passenger presents by the court date, proof of purchase or evidence of having provided a protective bicycle helmet or restraining seat and intends to use or causes to be used or intends to cause to be used the helmet as provided by law.

(5) Any fine or penalty monies shall be earmarked and used separately by the local school system for the purpose of safety education or the local municipality for the purchase of helmets for the financially disadvantaged.

(6) The Traffic Safety Center of the University of Montevallo, in conjunction with the Child Safety Institute at Children's Hospital of Alabama, shall furnish all materials, handouts, brochures, and other information related to bicycle safety used by police departments.

(Acts 1995, No. 95-198, p. 306, §6.)

Section 32-5A-286

Establishment of more comprehensive bicycle safety program by ordinance.

A municipality may establish a more comprehensive bicycle safety program than that imposed by this article by local ordinance.

(Acts 1995, No. 95-198, p. 306, §7.)

Appendix C: Montgomery MPO Online Bicycle/Pedestrian Survey Results



Question 1: What Municipality do you reside in?

Question 2: What is your age?





Question 3: How important to you is the goal of creating a walkable community?

Question 4: How often do you walk now?





Question 5: For what purpose do you walk now or would want to walk in the future?

Question 6: What walking destinations would you most like to get to?













Question 7: What are the biggest factors that discourage walking?









Question 8: What actions do you think are the most needed to increase walking in the community?












Question 9: What should be the most important considerations in determining areas to develop future sidewalks?









Question 10: What do you think are the top roadway corridors most needing sidewalk or trail improvements?

Various responses to free response question.

Question 11: How important to you is the goal of improving conditions for bicycling in the community?







Question 13: Would you bicycle on a trail or lane near your home, work, or school, if you felt safe bicycling on it?





Question 14: Which terms most describe your level of bicycling activity?

Question 15: What bicycling destinations would you most like to get to?













Question 16: What types of facilities would you most like to bicycle on?









Question 17: What are the biggest factors that discourage bicycling activities?





















Question 19: Please rank the importance of the following transportation improvements.











Question 20: What do you think are the top roadway corridors most needing bicycle improvements?

Various responses to free response question.

Question 21: What other improvements do you consider priorities?

• Various responses to free response question.

Question 22: Do you have any other comments.

Various responses to free response question.

Appendix D: Bicycle Route Segments Prioritization by Criterion

Appendix D: Bicycle Route Segments Prioritization by Criterion

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səliM	0.63	0.21	0.11	0.28	0.20	0.40	0.20	10.0	0.01	0.08	0.35	0.41	2.91	2.14	0.03	0.64	0.46	0.02	2.05	0.25	1.00	0.27	0.32	0.02	0.29	0.56	0.04	0.10	0.40	0.14	0.12	0.60	3.89	2.28	0.04	c0.0	0.00	0.09	0.01	0.06	0.69	0.07	0.21	0.03	0.35	4.00	1.59	2.53	1.84	1.49	1.01	0.17	2.59	3.76
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Traffic Control Device	L T	igns	LM&S	ligns	igns	T M 0-C	LM&S	CXMX1	1	١Ľ	3L	igns	TM&S	lgns	5	SL.	١L	2	LM&S	igns	LM&S	UP	LM&S	5	igns	igns	Sugar	igns	sugus sL	iens	igns	igns	igns*	igns*		igns*	ions	ions	igns	LM&S	ĨL	2	igns*	2	TM&S	TM&S	igns*	igns*	igns*	igns*	igns*	iens*	igns*	igns*
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Connectivity to Existing Bike Facilities	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	2	2	0	2	0	0	2
Connectivity to Existing Transit Route	0	0	0	0		0	0		3	3	3	3	3	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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oT səliM	0.84	0.01	2.01	0.01	1 11	2.34	0.01	1.29	0.01	0.11	0.23	0.14	0.02	0.38	1.02	0.17	0.69	1.18	0.24	1.37	2.10	1.57	0.03	0.21	0.18	0.01	0.06	0.02	1.63	0.42	1.19	4.37	1.80	1.83	0.08	3.30	0.43	1.75	1.62	0.20	1.73	0.29	4.87	4.06
oT Shiiki	Rd 0.84	Rd 0.01	rington Rd 2.01	Kd 0.01	65111g 2.10	d 2.34	0.01 b	n Crossing 1.29	d 0.01	Jse Path 0.11	0.23	.1vd 0.14	Park Dr 0.02	/ Dr 0.38	Rd 1.02	e Ln 0.17	e Pkwy 0.69	Srown Rd 1.18	Jse Path 0.24	1.37	ugaville Rd 2.10	1.57	0.03	d 0.21	0.18	0.01	ton Rd 0.06	0.02	le Rd 1.63	ills Rd 0.42	kd 1.19	wy (SR 14) 4.37	od Rd 1.80	Rd 1.83	lle Rd (CR 23) 0.08	i Rd 3.30	Dr 0.43	Rd 1.75	d 1.62	td 0.20	1.73	0.29	iver Rd 4.87	Trot Rd 4.06
oT səliyi	/aughn Rd 0.84	/aughn Rd 0.01	kay Thorington Rd	/aughn Kd 0.01	in Wilson FS 110	avlor Rd 2.34	avlor Rd 0.01	Plantation Crossing 1.29	Caylor Rd 0.01	shared-Use Path 0.11	ath 0.23	eaton Blvd 0.14	Halcyon Park Dr 0.02	arkview Dr 0.38	3erryhill Rd 1.02	Eastchase Ln 0.17	Gastchase Pkwy 0.69	Ainnie Brown Rd 1.18	hared-Use Path 0.24	tyan Rd 1.37	01d Autaugaville Rd 2.10	JS 82 1.57	JS 82 0.03	Carter Rd 0.21	JS 82 0.18	JS 82 0.01	Vorthington Rd 0.06	JS 82 0.02	ked Eagle Rd 1.63	ndian Hills Rd 0.42	Jolson Rd 1.19	elma Hwy (SR 14) 4.37	ightwood Rd 1.80	Holtville Rd 1.83	Deasarville Rd (CR 23) 0.08	Tatwood Rd 3.30	fickory Dr 0.43	Jehearg Rd 1.75	White Rd 1.62	3altzer Rd 0.20	st Ave 1.73	R 143 0.29	Coosa River Rd 4.87	boosum Trot Rd 4.06
From To Miles	Vaughn Rd 0.84	Vaughn Rd 0.01	Ray Thorington Rd 2.01	Vaughn Rd 0.01 Doub Conveine	Fats Clossing 2.10 Iim Wilson FS 1 14	Tavlor Rd 2.34	Tavlor Rd 0.01	Plantation Crossing 1.29	Taylor Rd 0.01	ath Shared-Use Path 0.11	Path 0.23	Seaton Blvd 0.14	Halcyon Park Dr 0.02	Parkview Dr 0.38	Berryhill Rd 1.02	Eastchase Ln 0.17	Eastchase Pkwy 0.69	Minnie Brown Rd 1.18	Shared-Use Path 0.24	Ryan Rd 1.37	Old Autaugaville Rd 2.10	US 82 1.57	US 82 0.03	Carter Rd 0.21	US 82 0.18	US 82 0.01	Northington Rd 0.06	US 82 0.02	Red Eagle Rd 1.63	Indian Hills Rd 0.42	Golson Rd 1.19	Selma Hwy (SR 14) 4.37	Lightwood Rd 1.80	Holtville Rd 1.83	Ceasarville Rd (CR 23) 0.08	Flatwood Rd 3.30	Hickory Dr 0.43	Mehearg Rd 1.75	White Rd 1.62	Baltzer Rd 0.20	1st Ave 1.73	SR 143 0.29	Coosa River Rd 4.87	Poosum Trot Rd 4.06
To moral de la companya de la compan	rce Vaughn Rd 0.84	Vaughn Rd 0.01	Ray Thorington Rd 2.01	Vaughn Rd 0.01	Pd Iim Wilson FS 114	Tavlor Rd 2.34	Tavlor Rd 0.01	Plantation Crossing 1.29	Taylor Rd 0.01	d-Use Path Shared-Use Path 0.11	ing Path 0.23	1 Seaton Blvd 0.14	Halcyon Park Dr 0.02	Parkview Dr 0.38	r Berryhill Rd 1.02	Eastchase Ln 0.17	Eastchase Pkwy 0.69	Minnie Brown Rd 1.18	Shared-Use Path 0.24	td Ryan Rd 1.37	Old Autaugaville Rd 2.10	14) US 82 1.57	US 82 0.03	Carter Rd 0.21	d US 82 0.18	US 82 0.01	Northington Rd 0.06	US 82 0.02	Red Eagle Rd 1.63	Indian Hills Rd 0.42	Golson Rd 1.19	Selma Hwy (SR 14) 4.37	Lightwood Rd 1.80	Holtville Rd 1.83	Ceasarville Rd (CR 23) 0.08	Flatwood Rd 3.30	CR 23) Hickory Dr 0.43	Mehearg Rd 1.75	White Rd 1.62	Baltzer Rd 0.20	1st Ave 1.73	SR 143 0.29	Coosa River Rd 4.87	Poosum Trot Rd 4.06
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Traffic Control Device Road Name To Miles	3LM&S Ryan Rd Wal-Mart Entrance Vaughn Rd 0.84	22 Ryan Rd Vaughn Rd Vaughn Rd 0.01	BL Vaughn Rd Ryan Rd 2.01	C2 Kay Thorington Kd Vaughn Kd Vaughn Kd 0.0.1	3L/MGG RAY LIDUINGUI NU VAUGIII NU FAIX CIOSSING 2.10 31 Dark Crossing PovThorington Pd Iim Wilson FS 1.14	BL Fatk Ctossing Kay Hottington Ku Juli Wuson ES 1.14 31. Park Crossing Jim Wilson FS Taylor Rd 2.34	22 Shared-Use Path Tavlor Rd Tavlor Rd 0.01	SUP Taylor Rd Park Crossing 1.29	22 Plantation Crossing Taylor Rd Taylor Rd 0.01	SUP Plantation Crossing Taylor Rd-Shared-Use Path Shared-Use Path 0.11	SUP Shared-Use Path Plantation Crossing Path 0.23	SUP Vaughn Rd-Share Use Path Shared-Use Path Seaton Blvd 0.14	C1 Vaughn Rd Seaton Blvd Halcyon Park Dr 0.02	SLM&S Halcyon Park Dr Vaughn Rd Parkview Dr 0.38	SLM&S Parkview Dr Halcyon Park Dr Berryhill Rd 1.02	BL Berryhill Rd Parkview Dr Eastchase Ln 0.17	BL Eastchase Ln Berryhill Rd Eastchase Pkwy 0.69	BL Eastchase Pkwy Eastchase Ln Minnie Brown Rd 1.18	SLM&S Minnie Brown Rd Eastchase Pkwy Shared-Use Path 0.24	SUP Shared-Use Path Minnie Brown Rd Ryan Rd 1.37	Signs* Selma Hwy (SR 14) Golson Rd Old Autaugaville Rd 2.10	Signs* Old Autaugaville Rd Selma Hwy (SR 14) US 82 1.57	C2 Old Autaugaville Rd US 82 US 82 US 82	Signs* Gin Shop Hill Rd US 82 Carter Rd 0.21	Signs* Carter Rd Gin Shop Hill Rd US 82 0.18	C2 Carter Rd US 82 US 82 0.01	Signs* US 82 Carter Rd Northington Rd 0.06	C2 Northington Rd US 82 0.02	Signs* Northington Rd US 82 Red Eagle Rd 1.63	Signs* Red Eagle Rd Northington Rd Indian Hills Rd 0.42	Signs* Indian Hills Rd Red Eagle Rd Golson Rd 1.19	Selma Huy (SR 14) 4.37	Signs* Possom Trot Rd Coosa River Rd Lightwood Rd 1.80	Signs* Lightwood Rd Possom Trot Rd Holtville Rd 1.83	C2 Holtville Rd [Lightwood Rd Ceasarville Rd (CR 23) 0.08	Signs* Ceasarville Rd (CR 23) Holtville Rd [Hatwood Rd] 3.30	Signs* Flatwood Rd Ceasarville Rd (CR 23) Hickory Dr 0.43	Signs* Flatwood Rd Hickory Dr Mehearg Rd 1.75	Signs* Mehearg Rd Flatwood Rd White Rd 1.62	signs* White Rd Mehearg Rd Baltzer Rd 0.20	signs* Baltzer Rd White Rd Ist Ave 1.73	jigns 1st Ave Baltzer Rd SR 143 0.29	Signs* SR 143 Extra Coosa River Rd 4.87	Signs* Coosa River Rd SR 143 Poosum Trot Rd 4.06
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Je Segment Bikeway Type Road Name From To Miles	1 SR SLM&S Ryan Rd Wal-Mart Entrance Vaughn Rd 0.84	2 SR C2 Ryan Rd Vaughn Rd Vaughn Rd 0.01	3 SR BL Vaughr Rd Kart Vaughr Rd 201	4 SN C.2 Kay Inbrington Kd Vauginn Kd Vauginn Kd 0.01 5 Krp STM-95 Davit/consistence Dd Vauginn Kd 0.01	J DY DLIMED RAT INDINGUI RU VAUGUI RU LAR CUSSIIS 2.10 A BI BI Dave Crossing Vaugui RU Lar CUSSIIS 2.10	0 DL DL FAIX CLOSSING KAY ALIOHINGIOH KU JULI W LISOH E.S. 1.1.4 7 BL BL Park Crossing Jim Wilson E.S. Travlor Rd 2.34	8C C2 Shared-Use 24th Tayor Rd 1av/or Rd 0.01	9 SUP SUP Taylor Rd Park Crossing Plantation Crossing 1.29	10 C C2 Plantation Crossing Taylor Rd Taylor Rd 0.01	ast 11 SUP SUP Plantation Crossing Taylor Rd-Shared-Use Path Shared-Use Path 0.11	totugoments 12 SUP SUP Shared-Use Path Plantation Crossing Path 0.23	13 SUP SUP Vaughn Rd-Share Use Path Shared-Use Path Seaton Blvd 0.14	14 C CI Vaughn Rd Seaton Blvd Haleyon Park Dr 0.02	15 SR SLM&S Halcyon Park Dr Vaughn Rd Parkview Dr 0.38	16 SR SLM&S Parkview Dr Halcyon Park Dr Berryhill Rd 1.02	17 BL BL Berryhill Rd Parkview Dr Eastchase Ln 0.17	18 BL BL Eastchase Ln Berryhill Rd Eastchase Pkwy 0.69	19 BL BL Eastchase Pkwy Eastchase Ln Minnie Brown Rd 1.18	20 SR SLM&S Minnie Brown Rd Eastchase Pkwy Shared-Use Path 0.24	21 SUP SUP Shared-Use Path Minnie Brown Rd Ryan Rd 1.37	1 SR Signs* Selma Hwy (SR 14) Golson Rd Old Autaugaville Rd 2.10	2 SR Signs* Old Autaugaville Rd Selma Hwy (SR 14) US 82 1.57	3 SR C2 Old Autaugaville Rd US 82 US 82 0.03	4 SR Signs* Gin Shop Hill Rd US 82 Carter Rd 0.21	5 SR Signs* Carter Rd Gin Shop Hill Rd US 82 0.18	est Prativille 658 C2 Carter Rd US 82 US 82 001	7 SR Signs* US 82 Carter Rd Northington Rd 0.06	8 SR C2 Northington Rd US 82 US 82 0.02	9 SR Signs* Northington Rd US 82 Red Eagle Rd 1.63	10 SR Signs* Red Eagle Rd Northington Rd Indian Hills Rd 0.42	11 SR Signs* Indian Hills Rd Red Eagle Rd Golson Rd 1.19	12 SR Signs* Golson Rd Indian Hulls Rd Selma Hwy (SR 14) 4.37	1 SR Signs* Possom Trot Rd Coosa River Rd Lightwood Rd 1.80	2 SR Signs* Lightwood Rd Possom Trot Rd Holtville Rd 1.83	3 SR C2 Holtville Rd Lightwood Rd Ceasarville Rd (CR 23) 0.08	4SR Signs* Ceasarville Rd (CR 23) Holtville Rd [Flatwood Rd] 3.30	5 SR Signs* Flatwood Rd Ceasarville Rd (CR 23) Hickory Dr 0.43	moon understand before the state of the second the second second betoe the second second betoe the second sec	ULUCE-FIOLVULE 7 SR Signs* Mehearg Rd Flatwood Rd White Rd 1.62	8 SR Signs* White Rd Mehearg Rd Baltzer Rd 0.20	9 SR Signs* Baltzer Rd White Rd Ist Ave 1.73	10 SR Signs 1st Ave Baltzer Rd SR 143 0.29	11 SR Signs* SR 143 Ist Ave Coxea River Rd 4.87	12 SR Signs* Coosa River Rd SR 143 Poosum Trot Rd 4.06

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Reported Bicycle and/or Pedestrian Accident	0	0	0	0	0	0	0	0	0	2	0	0	2	2	2	2	2	0	0	2	0	0	2	2	0	0	0	0	2	0	2	2	2	2	2	0	2	2	2	2	2	2	2	
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Connectivity to Existing Bike Facilities	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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4 School Elementary & Middle	0	0	4	4	0	0	0	4	4	4	0	0	0	0	0	0	0	0	0	0	4	4	0	0	4	0	0	0	4	0	4	0	0	0	4	0	4	0	4	0	4	0	4	
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BIKEWAY TYPE ABBREVIATION Shared Roadway SR Bicycle Lanes BL Bicycle Lanes BL Crossing Crossing

rossing

Appendix E: Bicycle Connector Segments Prioritization by Criterion

& Connector Priority Score		18.0		14.0	10.0	19.0			10.0			29.0	19.0	5.0	12.0			21.9				15.3	C.C.I	Ţ			17.0				12.0	19.0			26.5		
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BIKEWAY TYPE	ABBREVIATION
Shared Roadway	SR
Bicycle Lanes	BL
Shared-Use Path	SUP
Crossing	c

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Appendix F: Cost Analysis

APPENDIX F: COST ANALYSIS

As planning projects progress, the ability to estimate the cost of a possible or proposed bicycle facility is an essential component to advocate for bicycle facilities. In addition as funding emerges, the cost analysis will focus time and work onto bicycle projects that fit within the funding available. The MPO gathered examples of bikeway projects from across the state and region to compare the cost per linear foot for each project. Two examples of shared roadways, three examples of bike lanes and two examples of shared-use paths were analyzed. The projects were chosen to give a wide range of project complexity and cost. This will ensure necessary flexibility and range to accurately estimate future bikeway costs. Table F-8 summarizes the cost analysis for all bikeway examples.

I. Shared Roadways

Types of shared roadways are described in Chapter 4. Shared roadways can be signed roadways, wide curb lanes, shared road markings, roadway shoulders or shoulder bikeways, designated bicycle routes, and bicycle boulevards. In the state of Alabama a majority of the shared roadways are signed roadways, but examples of all other shared roadways except bicycle boulevards can be found in the state.

A. Share the Road Signs and Plaques on Various Streets in Montgomery County, AL

In 2010, Goodwyn, Mills and Cawood completed the "Montgomery County Bikeway Signage Plan: Share the Road Signs" for Montgomery County. The document detailed the recommended signs, location and the number of signs for specific roadways in Montgomery County. According to the plan, the following roadways were identified as needing Share the Road Signs and Plaques:

- CR 37 between AL 110 and the Montgomery County Line
- CR 40/CR 101 between CR 85 and US 82
- CR 75 between Vaughn Road and CR 85
- CR 86 between I-85 and US 82
- CR 24 between CR 55 and CR 23
- Loop formed by: CR 23 from US 331 to CR 65; CR 44 from CR 65 to CR 12; CR 12 from CR 44 to CR 61; CR 61 from CR 12 to US 331. Also CR 65 bisecting the loop.
- CR 36 between US 82 and the Montgomery County line
- CR 18 between US 331 and CR 39
- CR 39 between CR 18 and CR 28
- CR 28 between the County line and CR 39
- CR 1 between CR 61 and CR 28
- CR 61 between CR 28 and CR 12
- CR 19 between CR 12 and US 31
- CR 14 between CR 19 and CR 23

The plan recommended 66 Share the Road sign assemblies be installed. The signs recommended are W11-1 and W16-1 with fluorescent yellow-green background. The plan cost of \$9,000 was the preliminary engineering cost. Montgomery County constructed the components of the Share the Road assemblies and installed those assemblies using Montgomery County staff. The total cost to construct and install the assemblies was estimated to be approximately \$200 per assembly by the Assistant Montgomery County Engineer. The total cost of the 66 Share the Road assemblies installed by Montgomery County was \$13,200. The total cost of the project was \$22,200. To determine the cost per linear foot, the total cost was divided by the total project length in miles to get \$0.028 per linear foot. Since the project was used to calculate the current year cost of \$0.030 per linear foot.

The county project was done to meet rural standards. A total of 30 additional Share the Road assemblies are needed at various intersections to meet urban standards. The additional cost is \$6,000. The total cost per linear foot for the project including the additional Share the Road assemblies was determined by multiplying the current cost per linear foot by the percent increase in Share the Road assemblies to get \$0.038 per linear foot. Table F-1 details these calculations.

Table F-1: Shared Roadway Calculations Monteemery County Bildeway Signege Brainst				
Various Streets in Montgomery County AL				
Project Length in miles=	148			
Year of Construction	2010			
Total Preliminary Engineering Cost =	\$9,000.00			
Unit Cost of each Share the Road Assembly =	\$80.23			
Number of the Share the Road Assemblies =	66			
Total Cost of Share the Road Assemblies =	\$5,295.18			
Contractors additive for labor =	\$7,904.82			
Total Project Cost =	\$22,200.00			
Total Current Year Project Cost =	\$23,551.98			
Shared Roadway Cost per Linear Ft =	\$0.028			
Cost of Living Factor at 3% / year	1.0609			
Current Cost	\$0.03			
Number of the Share the Road Assemblies Added for Urban Standards =	30			
Total Cost of Share the Road Assemblies in current year cost =	\$2,553.48			
Contractors additive for labor in current year cost =	\$3,811.92			
Total Additional Project Cost =	\$6,365.40			
Total Project Current Year Cost After Additional Assemblies =	\$29,917.38			
Shared Roadway with Additional Assemblies Current Year Cost per Linear Ft =	\$0.038			

B. Cost per Shared Lane Marking

An internet search was conducted to evaluate the cost per shared lane marking for municipalities across the country. The cities of Raleigh, NC, Portland, OR, Palo Alto, CA, and Ithaca, NY were chosen for analysis. The current year cost per shared lane marking for each municipality was averaged. Table F-2 below details the cost per shared lane marking for each municipality.

Table F-2: Overview of Cost per Shared Lane Marking					
Source	Cost	# of Years to 2012	Current Cost*		
Raleigh, NC	\$250.00	0	\$250.00		
Portland, OR	\$229.00	2	\$242.95		
Palo Alto, CA	\$275.00	1	\$283.25		
Ithaca, NY	\$250.00	3	\$273.18		
	AVERAGE		\$262.34		
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*Annual cost increase of 3% per year.

The average of \$262.34 per shared lane marking can be used to approximate the cost of shared lane markings for projects in the *Montgomery Metropolitan Planning Organization (MPO) 2012 Bicycle and Pedestrian Plan.*

C. Shared Lane Markings on 14th Street, Birmingham, AL

In 2012, the City of Birmingham constructed a roadway with shared lane markings and signage. The project was completed in conjunction with a repaying project on one mile of 14th Street. A total of 60 shared lane markings and 60 Share the Road signs were installed. It was not possible to determine the project cost for these components from the total construction project.

As with the Montgomery County project, the Share the Road signs were constructed by City of Birmingham staff. Since no cost is available from Birmingham, the current year cost per unit of \$212 from the Montgomery County project was applied to calculate the total sign costs for the Birmingham project. The total cost for the Birmingham project signs was \$12,720.

The average cost per shared lane marking calculated in the above section was used to determine the cost per shared lane marking for the Birmingham project. The cost for the shared lane markings in Birmingham was determined to be \$15,740.

The total cost of the Birmingham project was \$28,460. To determine the cost per linear foot of roadway, the total cost was divided by the total project length to get \$5.39 per linear foot of roadway. Table F-3 below details the cost per shared lane marking for each municipality.

Table F-3: Shared Roadway Calculations				
City of Birmingham Shared Roadway Markings & Share the Road Signs Project				
14th Street in Birmingham, AL				
Project Length in miles=	1			
Year of Construction	2012			
Current Year Unit Cost of each Share the Road Assembly =	\$212			
Number of the Share the Road Assemblies One Bicycle Warning Sign (W11-1),				
One Share the Road Sign (W-16-1P), One U-channel post with Hardware) =	60			
Total Cost of Share the Road Assemblies including Labor =	\$12,731			
Current Year Cost per Shared Lane Marking =	\$262			
Number of the Shared Lane Markings =	60			
Total Current Year Cost of Shared Lane Markings =	\$15,739			
Total Current Year Project Cost =	\$28,470			
Shared Roadway Current Year Cost per Linear Ft =	\$5.39			

II. Bicycle Lanes

The prevalence of bicycle lanes has increased in the last decade. According to the AASHTO Guide for the Development of Bicycle Facilities, a bicycle or bike lane is "a portion of a roadway which has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists." As discussed in Chapter 4, bicycle lanes are recommended for a variety of reason and are one of most popular bikeway types.

A. Hall Street, Montgomery, AL

The Hall Street bike lane was created when a 4 lane roadway was converted to a 2 lane roadway with bicycle lanes during a resurfacing project in 2010. The total cost of the project including paving, initial signs, pavement marking and Share the Road signs was \$503,750. City of Montgomery crews completed all aspects of the project including creating and assembling the Share the Road signs. To determine the cost per linear foot, the proportion of the width of the bike lanes compared to the total width of the roadway was used to determine the proportional cost of the bike lanes. The bike lanes are a total of 16 ft. and the travel lanes are a total of 20ft, so the proportional width of the bike lane equals \$223,889. To determine the cost per linear foot, the project length (1,700 feet) to get \$132 per linear foot. Since the Hall Street Bike was completed in 2010, the project cost was projected to current year costs. A 3% annual increase was used to calculate the current year cost of \$140 per linear foot. Table F-4 details these calculations.

Table F-4: Bicycle Lane	Calculations			
Resurfacing Project				
Hall Street in Montgomery, AL				
Total Paving Cost =	\$500,000			
Signs & Lines Cost =	\$1,250			
Contractors additive for labor =	\$2,500			
Total Project Cost =	\$503,750			
	I-85 overpass to south side of Highland			
Project Limits =	Ave ROW			
Project Length in feet (using ArcGIS) =	1700			
Year of Construction =	2010			
Bicycle Lane Usage: 2 lanes at 8 ft wide each =	16			
Roadway Lane Usage: 2 lanes @ 10 ft wide each =	20			
Bicycle Lane Proportion of Total Width =	0.44			
Bicycle Lane Proportional Total Cost =	\$223,889			
Bicycle Lane Cost per Linear Ft =	\$132			
Cost of Living Factor at 3% / year	1.0609			
Current Bicycle Lane Cost per Linear Ft =	\$140			

B. Park Crossing, Montgomery, AL

When complete, Park Crossing in east Montgomery will be a 12,000 foot long two lane roadway with a center turn lane and bike lanes. In addition an 8 foot wide sidewalk will be on both sides of the roadway. The travel lanes will be 12 feet wide and the bike lanes will be 6 feet wide. The
bicycle lanes are 25% of the total roadway width. The total cost of the current project is \$5,649,777 which includes \$250,000 for traffic signalization at Taylor Road, as well as right-ofway, base, paving, signs and markings. To determine the cost per linear foot of bike lane, the total cost of the project less the cost of signalization was divided by the total length of the project to get \$112.50 per linear foot. Table F-5 details these calculations.

Table F-5: Bicycle Lane Calculations New Construction Project							
Park Crossing in Montgomery, AL							
Total Project Cost =	\$5,649,777						
Less Traffic Signalization =	\$250,000						
Roadway Cost (Includes ROW, base, paving, signs, markings) =	\$5,399,777						
Project Length in Feet (From plans sheets Sta 120+00 to 240+00) =	12,000						
Bicycle Lane Usage = 2 lanes at 6 ft. wide each =	12						
Roadway Lane Usage = 3 lanes @ 12 ft. wide each =	36						
Bicycle Lane Proportion of Total Width =	0.25						
Bicycle Lane Proportional Total Cost =	\$1,349,944.13						
Bicycle Lane Cost per Linear Ft =	\$112.50						

III. Shared-Use Path

Shared-use paths attract a wide variety of users and transportation modes, from pedestrians to bicyclist to skaters. The types and recommended dimensions are detailed in Chapter 4.

A. Shell Toomer Parkway, Auburn, AL

Preliminary engineering was completed by City of Auburn staff, and the construction of the Shell Toomer Parkway shared-use path was completed in 2000 in Auburn. The 1.55 mile long shared-use path is a combination of a 10 foot wide asphalt path, approximately 8,000 feet long, and a 12 foot wide elevated wooden path, approximately 190 feet long. The total cost of the shared-use path was \$362,275. To determine the cost per linear foot, the total cost was divided by the total length to get \$44 per linear foot. Since the Shell Toomer Parkway shared-use path was completed in 2000, the project cost was projected to current year costs. A 3% annual increase was used to calculate the current year cost of \$63 per linear foot. Table F-6 details these calculations.

Table F-6: Shared-Use Path CalculationsShell Toomer Parkway Shared-Use Path						
Auburn, AL						
Project Length in miles=	1.55					
Year of Construction	2000					
Total Project Cost =	\$362,275.00					
Total Current Year Project Cost =	\$516,517.53					
Shared Roadway Cost per Linear Foot =	\$44.27					
Cost of Living Factor at 3% / year	1.4258					
Current Bicycle Lane Cost per Linear Ft =	\$63.11					

B. Fall Line Trace Rails-to-Trails, Columbus, GA

The Fall Line Trace Rails-to-Trails project in Columbus is a 12 foot wide shared-use path constructed on an 11 mile long segment of an abandoned railroad previously used by Norfolk Southern. The project was completed in three phases as follows:

- Phase 1: 14th Street Bridge to Columbus State University (CSU)
- Phase 2: CSU to Cooper Creek Park
- Cooper Creek Park to Psalmond Road

All phases were completed in 2011. The project included two park and ride/rest areas, multiple bridge improvements, as well as benches, trash receptacles, and signage. To ensure the safety of pedestrians and cyclists who utilize the shared-use path, pedestrian improvements were completed at numerous intersections. Four intersections received LED crosswalks activated by pedestrian push buttons; two intersections received signalized pedestrian crossings; fourteen intersections are controlled by traffic signals with pedestrian signals. Every intersection includes a white crosswalk and required signage. The preliminary engineering for the project was approximately \$2,000,000 and the construction cost was \$12,500,000. To determine the cost per linear foot, the total cost (preliminary engineering and construction) was divided by the total project length to get \$250 per linear foot. Since the Fall Line Trace Rails-Trails project was completed in 2011, the project cost was projected to current year costs. A 3% annual increase was used to calculate the current year cost of \$257 per linear foot. Table F-7 details these calculations.

Table F-7: Shared-Use Path Calculations							
Columbus Fall Line Trace (Rails-Trails)							
Columbus, GA							
Project Length in miles=	11						
Year of Construction	2011						
Total Preliminary Engineering Cost =	\$2,000,000						
Total Construction Cost =	\$12,500,000						
Total Project Cost =	\$14,500,000.00						
Total Current Year Project Cost =	\$14,935,000.00						
Shared Roadway Cost per Linear Foot =	\$250						
Cost of Living Factor at 3% / year	1.03						
Current Bicycle Lane Cost per Linear Ft =	\$257						

IV. Application of Findings

The ability to estimate the cost of a proposed bicycle facility allows planning staff to evaluate proposed projects in relation to estimated cost. Several circumstances will rely on the application of the cost estimate. The first is when funding becomes available; the ability to estimate cost simplifies the task of recommending possible projects by eliminating all projects with an estimated cost above the available funding. The second is when projects are recommended on roadways with proposed bicycle facilities; the estimated cost of the bicycle facility can be included in the total cost of the roadway project. Table F-8 details the final cost per linear foot for the reviewed bicycle facilities.

Table F-8:	Table F-8: Summary Costs by Bikeway Type										
	GATHERED DATA					CALCULATIONS					
Bikeway Type	Location	Year Built	Total Cost	Length (Linear Feet)	Preliminary Engineering	Cost per Ln Ft	Current Cost per Ln Ft*	Additional Items Cost	Total Cost Per Ln Ft		
	Various Streets in Montgomery County	2010	\$13,200	781,440	\$9,000	\$0.028	\$0.030	\$6,365	\$0.038		
Shared Roadway	14th Street, Birmingham, Alabama**	2012	Not Reported	5,280	Not Reported	\$5.39	\$5.39	N/A	\$5.39		
	Hall Street, Montgomery	2010	\$223,889	1,700	N/A	\$132	\$140	N/A	\$140		
Bicycle Lane	Park Crossing**	2012	\$5,399,777	12,000	Not Reported	\$112	\$112	N/A	\$112		
	Shell Toomer Pkwy, Auburn***	2000	\$362,275	8,190	N/A	\$44.23	\$63	N/A	\$63		
Shared-	Columbus Fall Line Trace, Columbus, GA										
Use Path	Rails-Trails	2011	\$12,500,000	58,080	\$2,000,000	\$250	\$257	N/A	\$257		
*Annual cost increase of 3% per year.											
**Total Cost reported is the total cost of the new roadway.											
***The City of Auburn owned the right-of-way.											

As an example, a cost estimate for a shared-use path on the Atlanta Highway segment of Route 1, AUM/Eastdale Mall, was calculated. The project would include the installation of three pushbuttons on pedestals, the relocation of the Stop Line on Eastdale Circle Access, and the construction of a 500 foot long and 10 foot wide shared-use path. Figure F-1 details the proposed project. The Columbus Fall Line Trace shared-use path cost per linear foot was used since this project will include the installation of pushbuttons and other signal work. The year 2012 cost estimate for the shared-use path along Atlanta Highway is \$128,573.

