

FINAL

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



July 2012

Prepared by Montgomery MPO Transportation Planning Staff



FINAL
**MONTGOMERY METROPOLITAN PLANNING
ORGANIZATION (MPO)**

2012 BICYCLE AND PEDESTRIAN PLAN

This document is posted at <http://www.montgomerympo.org>

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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 hereby adopt the Final Montgomery Metropolitan Planning Organization (MPO) 2012 Bicycle and Pedestrian Plan.

ADOPTED THIS THE _____ DAY OF MAY, 2012.

Charles Jinright, MPO Chairman

Date _____

ATTEST:

Robert E. Smith, MPO Secretary

Date _____

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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 connector routes 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 person to use a bicycle. Section 32-5A-283 states “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).

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.
- 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.
 - Eliminate the practice of issuing wavers for sidewalks.
 - Encourage retail and non-retail development and redevelopment to practice "smart growth" principles.



**Figure 1.1:
Montgomery MPO
Study Area**

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



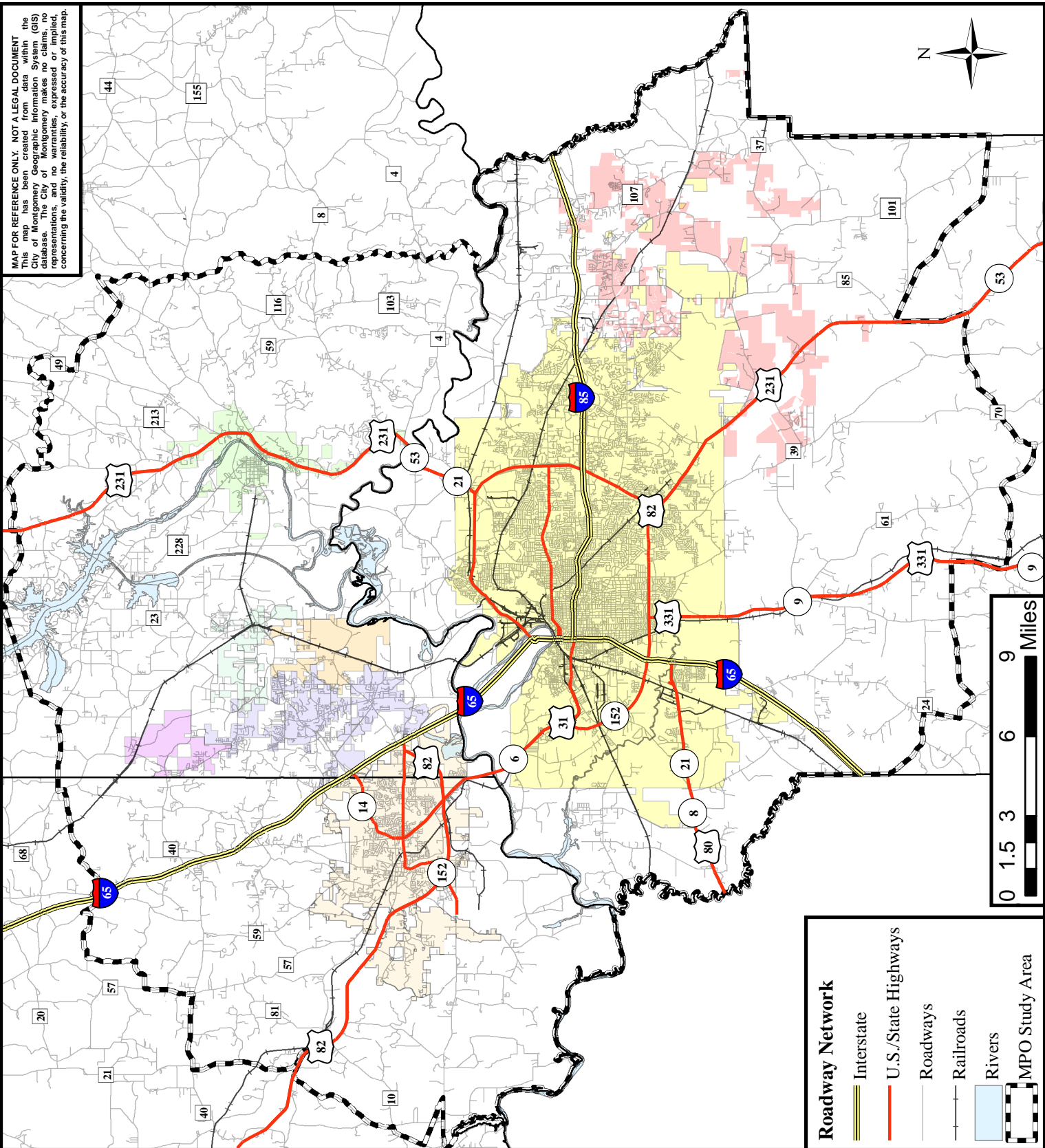
MONTGOMERY METROPOLITAN
PLANNING ORGANIZATION

Municipal Limits

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

Roadway Network

- Interstate
- U.S./State Highways
- Roadways
- Railroads
- Rivers
- MPO Study Area



MAP FOR REFERENCE ONLY. NOT A LEGAL DOCUMENT
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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 once, 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, two presentations to the Montgomery Bicycle Club, an online survey, one Bicycle and Pedestrian Subcommittee (BPS) meeting, and two Bicycle and Pedestrian Subcommittee (BPS) comment periods. Table 2.1 details the *Montgomery Metropolitan Planning Organization (MPO) 2012 Bicycle and Pedestrian Plan* public involvement timeline.

Table 2.1 Public Involvement Timeline

Round One of Public Involvement	
Activity	Date
CAC, TCC, and MPO Meetings Announcing Kick-off	November 2 & 4, 2010
Public Involvement Meeting	November 8 & 9, 2010
Public Comment Period	November 8 to December 1, 2011
Online Survey	November 29, 2010 to January 17, 2011
Process Public Involvement Round One Comments	December 1, 2010 to January 31, 2011
Process Online Survey Responses	January 17 to January 31, 2011
CAC, TCC, and MPO Meetings - Public Involvement & Online Survey	March 15 & 17, 2011
Create Preliminary Bicycle Routes and Pedestrian Facilities Needs	February 1 to April 1, 2011
Round Two of Public Involvement	
Activity	Start
Bicycle and Pedestrian Subcommittee (BPS) Meeting	April 7 & 12, 2011
Process Comments from Bicycle and Pedestrian Committee	April 7 to June 15, 2011
Present Preliminary Bicycle Routes to the Montgomery Bicycle Club	April 19, 2011
Process Comments from Bicycle Club	April 19 to June 15, 2011
Edit Preliminary Bicycle Routes and Pedestrian Facilities Needs	May 15 to July 29, 2011
Round Two of Public Involvement Meetings	August 1 & 4, 2011
Public Comment Period	August 1 to August 17, 2011
Process Public Involvement Round Two Comments	August 17 to September 30, 2011
Write Draft <i>Montgomery Metropolitan Planning Organization (MPO) 2012 Bicycle and Pedestrian Plan</i> and in-house review	October 1, 2011 to April 27, 2012
Round Three of Public Involvement	
Activity	Start
Present to the Montgomery Bicycle Club	April 17, 2012
Bicycle and Pedestrian Subcommittee Comment Period	May 1 to May 15, 2012
Process Comments from Bicycle and Pedestrian Committee	May 1 to May 18, 2012
CAC, TCC, and MPO Meetings - Draft <i>Montgomery Metropolitan Planning Organization (MPO) 2012 Bicycle and Pedestrian Plan</i>	May 22, 2012 & May 24, 2012
Round Three of Public Involvement Meetings	June 11 to June 14, 2012
Public Comment Period	June 1 to June 25, 2012
Process Public Involvement Round Three Comments	June 25 to July 6, 2012
Edit <i>Montgomery Metropolitan Planning Organization (MPO) 2012 Bicycle and Pedestrian Plan</i>	June 1 to July 13, 2012

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.

Table 2.2 Public Involvement Activities

Public Meetings				
Date	Location	Address	Time	Comment Period
Monday, November 8, 2010	Downtown Intermodal Transfer Facility Conference Room	495 Molton St	11 a.m.- 1 p.m.	November 8, 2010 to December 1, 2010
	Downtown Intermodal Transfer Facility Conference Room	495 Molton St	5 p.m.- 7 p.m.	
Tuesday, November 9, 2010	Millbrook Civic Center	3168 Park Circle	11 a.m.- 1 p.m.	
	City of Prattville City Hall City Council Chambers	101 W. Main St	5 p.m.- 7 p.m.	
Monday, August 1, 2011	Millbrook Civic Center	3168 Park Circle	11 a.m.- 1 p.m.	August 1, 2011 to August 17, 2011
	City of Prattville City Hall City Council Chambers	101 W. Main St	4:30 p.m. - 6 p.m.	
Thursday, August 4, 2011	Downtown Intermodal Transfer Facility Conference Room	495 Molton St	11 a.m.- 1 p.m.	
	Downtown Intermodal Transfer Facility Conference Room	495 Molton St	4:30 p.m. - 6 p.m.	
Monday, June 11, 2012	City of Wetumpka Civic Center	410 S. Main St	11:30 a.m.- 1 p.m.	June 1, 2012 to June 25, 2012
	City of Prattville City Hall City Council Chambers	101 W. Main St	4:30 p.m. - 6 p.m.	
Tuesday, June 12, 2012	Downtown Intermodal Transfer Facility Conference Room	495 Molton St	11:30 a.m. - 1 p.m.	
	Downtown Intermodal Transfer Facility Conference Room	495 Molton St	4:30 p.m. - 6 p.m.	
Thursday, June 14, 2012	Town of Pike Road Town Council Chambers	9575 Vaughn Rd	4:30 p.m. - 6 p.m.	

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 once during the development of the *Montgomery Study Area Bicycle and Pedestrian Plan*. At the 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 connector routes and the addition of some pedestrian facilities, increasing the connectivity of the pedestrian network. Upon completion of the Draft *Montgomery Study Area Bicycle and Pedestrian Plan*, 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. In addition, MPO staff presented the proposed bicycle routes and connector routes on April 17, 2012. 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:
1. What Municipality do you reside in?	Town of Coosada City of Deatsville City of Elmore City of Montgomery City of Prattville Town of Pike Road Unincorporated Autauga County Unincorporated Elmore County Unincorporated Montgomery County
2. What is your age?	10-19 20-29 30-39 40-49 50-59 60 and older
3. How important to you is the goal of creating a walkable community? (select one)	Very Important Somewhat Important Not Important
4. How often do you walk now? (select one)	5 + times per week 3-4 times a week At least once a week Few times a month Never
5. For what purpose do you walk now or would want to walk in the future (select all that apply)?	Fitness or recreation Transportation to some destination Social visits Walking the dog Walking the baby/pushing a stroller
6. What walking destinations would you most like to get to? (Rank 1 to 9)	Trails and greenways Parks Shopping Restaurants Libraries or community centers Place of Work Entertainment Public Transportation School
7. What are the biggest factors that discourage walking? (Rank 1 to 8)	Lack of sidewalks and trails Traffic Unsafe road crossings Poorly maintained sidewalks Aggressive Motorists behavior Lack of nearby destinations Lack of Time Lack of interest

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

Question:	Answer Choices:
17. What are the biggest factors that discourage bicycling activity? (Rank 1 to 10)	Bicycle unfriendly roadways Traffic Aggressive motorist behavior Unsafe intersections Lack of greenway trails No bicycle parking Lack of nearby destinations Lack of showers at the workplace Lack of time Lack of interest
18. What actions do you think are most needed to increase cycling in the community? (Rank 1-10)	More on street bicycle facilities More greenway trails Increased enforcement motorist laws More programs and events for new cyclists More bicycle parking Better education on bicycle safety A map of bicycle routes Increased enforcement of bicyclist laws Greater availability of showers/changing facilities Nothing
19. Please rank the importance of the following transportation improvements. (Rank 1-9).	On-street bicycle facilities Provide more sidewalks Provide more trails Improve transit service Widen roads 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, neighborhood 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, metropolitan planning organization policies, county ordinances/resolutions, and city 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 connector routes. The process used to create the preliminary bicycle routes and connector routes revealed in the second round of public involvement meetings will be discussed in the next chapter.

4.1 Bicycling Behavior

Classifying bicycle riders into rider types based upon criteria such as trip purpose, rider age and physical ability enables planners to determine preference for bicycle facility type, as well, as “level of comfort” on bicycle facility types.

4.1.1 Trip Purpose

Bicycle trips are classified as either utilitarian/nondiscretionary, recreational/discretionary, or both. The American Association of State Highway and Transportation Officials (AASHTO) define Utilitarian/Nondiscretionary trips as “trips that are needed as part of a person’s daily activities.” Using a bicycle for transportation can be either by choice or because of necessity due to lack of access to a vehicle or lack of a driver’s license. Utilitarian/Nondiscretionary trips include trips to and from schools. Recreational/Discretionary trips are “trips made for exercise and/or leisure.” Both trip types use the transportation system, and each trip can be one or both trip purposes. Table 4.1 details the typical differences between Utilitarian/Nondiscretionary and Recreational/Discretionary trips.

Table 4.1 Recreational vs. Utilitarian Trips

Recreational Trips	Utilitarian Trips
Directness of route not as important as visual interest, shade, protection from wind.	Directness of route and connected, continuous facilities more important than visual interest.
Loop trips may be preferred to backtracking; start and end points are often the same.	Trips generally travel from residential to schools, shopping, or work areas and back.
Trips may range from under a mile to over 50 miles.	Trips general are 1-10 miles in length.
Short-term bicycle parking is needed at recreational sites, parks, trailheads, and other recreational activity centers.	Short-term and long-term bicycle parking is needed at stores, transit stations, schools, and workplaces.
Varied topography may be desired, depending on the fitness and skill level of the bicyclist	Flat topography is desired.
(Individuals) May be riding in groups.	(Individuals) Often ride alone.
(Individuals) May drive with their bicycles to the starting point of a ride.	Use bicycle as primary transportation mode for the trip; may or may not have access to a car for the trip.
Typically occur on the weekend or on weekdays before morning commute hours or after evening commute hours.	Some trips occur during morning and evening commute hours) commute to school and work), but in general bicycle commute trips may occur at any hour of the day.

Source: AASHTO *Guide for the Development of Bicycle Facilities*, 2012 4th Edition

4.1.2 Types of Bicyclists

User type can be analyzed based upon comfort and experience with bicycle facilities. Bicyclist can be grouped two ways, by age of rider and by comfort and skill level.

4.1.2.1 Age of Rider

The three age categories correspond to the three types of rides based on age: Children, Adults and Senior Adults. The highest level of comfort and experience is usually adults, Table 4.2 below details general characteristics of each type by age.

Table 4.2 General Characteristics of Children, Adults and Senior Adults

Children	Adults	Senior Adults
<ul style="list-style-type: none"> •Have a relatively narrow field of vision. •Have difficulties judging the speed and distance of an approaching vehicle. •Assume the driver of a motor vehicle can see them if they can see the vehicle. •Have difficulty concentrating on more than one thing at a time. •Have difficulty understanding risks. •Have difficulty determining the direction of auditory input. •Have little experience with the rules of the road. 	<ul style="list-style-type: none"> •Start and stop movement of their bicycle more quickly. •Be more visible to motorists. •Interpret directionality of sounds with greater accuracy. •Have a greater awareness of potential conflicts. •Have a better understanding of roadway rules. 	<ul style="list-style-type: none"> •May ride at a slower pace. •May have longer reaction times when faced with sudden conflict. •May have longer reaction times when faced with sudden objects in their path.

Source: AASHTO Guide for the Development of Bicycle Facilities, 2012 4th Edition

4.1.2.2 Comfort and Skill Level of Rider

A continuum exists between casual/less confident riders and experienced/confident riders. The characteristics of an individual rider may be exclusive to one or a combination of characteristics. Table 4.3 details the general characteristics for casual/less confident riders and experienced/confident riders.

Table 4.3 Casual/Less Confident vs. Experienced/Confident Riders

Experienced/Confident Riders	Casual/Less Confident Riders
Most are comfortable riding with vehicles on streets, and are able to navigate streets like a motor vehicle, including using the full width of a narrow travel lane when appropriate and using left-turn lanes.	Prefer shared-use paths, bicycle boulevards, or bike lanes along low-volume, low-speed streets.
While comfortable on most streets, some prefer on-street bike lanes, paved shoulders, or shared-use paths when available.	May have difficulty gauging traffic and may be unfamiliar with rules of the road as they pertain to bicyclists; may walk bike across intersections.
Prefer a more direct route.	May use less direct route to avoid arterials with heavy traffic volumes.
Avoid riding on sidewalks. Ride with the flow of traffic on the streets.	If no on-street facility is available, may ride on sidewalks.
May ride at speeds up to 25 mph on level grades, up to 45 mph on steep descents.	May ride at speeds around 8 to 12 mph.
May cycle longer distances.	Cycle shorter distances: 1 to 5 miles is a typical trip distance.

Source: AASHTO Guide for the Development of Bicycle Facilities, 2012 4th Edition

4.2. Design of Bikeways

Bikeway types fall within four broad categories: shared roadway, bicycle lanes, bicycle boulevards, and shared-use paths. The bikeway type chosen for a roadway is dependent upon many factors including right-of-way, primary bicyclist type, roadway volume and speeds, 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.

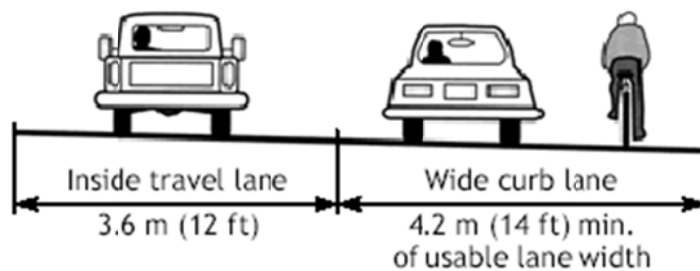
4.2.1. Shared Roadways

Different types of bicycle facilities can be classified as shared roadways including signed roadways, wide curb lanes, shared road markings, and paved roadway shoulders. Since bicyclists are considered a travel vehicle; they are legally allowed to utilize any road unless specifically prohibited, so every roadway lane where bicyclists are not prohibited is a shared lane regardless of whether bicycle facilities are present. According to AASHTO, a shared roadway is “a roadway which is open to both bicycle and motor vehicle travel.” Rural roadways characterized by good sight distance, low volume, and a posted speed limit of 55 mph or less are suitable for shared roadways with no bicycle facility.

4.2.1.1. Wide Shared Lanes

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, but in certain situations, such as the presence of on-street parking or drainage grates, the recommended width is 15 feet. When right-of-way is available, bicycle lanes or paved shoulders are the preferred facility type. Figure 4.1 illustrates the recommendation for a shared use curb lane.

Figure 4.1 Wide Curb Lane



Source: Oregon Bicycle and Pedestrian Plan

4.2.1.2. Shared Lane Markings

Another safety improvement is the use of shared lane markings otherwise known as “sharrows.” According to the *AASHTO Guide for the Development of Bicycle Facilities 2012*, “shared-lane markings may be applicable in the following scenarios:”

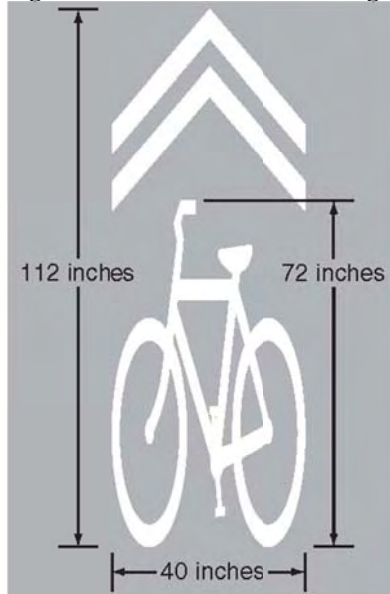
- In a shared lane with adjacent on-street parking, to assist bicyclist with lateral positioning that reduces the chance of a bicyclist impacting the open door of a parked vehicle.
- On wide outside lanes, to indicate a more appropriate positioning away from the curb or the edge of the traveled way.
- On a section of roadway with shared lanes, to fill a gap between two sections of roadway that have bike lanes, or to fill a gap between a shared-use path and a nearby destination, or other similar connections.
- On a section of roadway where the lanes are too narrow for a bicyclist and motorist to travel side-by-side in the lane.
- On a steep downgrade section of roadway where there is room for only one bike lane. In these situations, a bike lane should be used on the upgrade section due to the bicyclist's slower operating speed moving uphill.
- It may be appropriate to use shared-lane markings, rather than a bike lane, on a steep downgrade section of a roadway where bicycle speeds are high and parking is present, since bicyclist may choose not to use a bike lane when traveling at high speeds adjacent to parked vehicles.
- At multilane intersections where there is insufficient width to provide a bike lane, and conflicts make it desirable to indicate proper positioning.
- At transit stops, to provide visual cues to motorist and bicyclists on the correct path to follow.
- Shared-lane markings are not appropriate on paved shoulders or in bicycle lanes.
- Shared-lane markings should be marked on the alignment that represents the practical path of bicycle travel under typical conditions. For some streets, this may be the center of a travel lane. On one-way streets designated as a bicycle route, where the route makes a left turn, it may be appropriate to place shared-lane markings on both the outside right and left lanes of the street.

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)

4.2.1.3. Paved Shoulders

Another safety improvement for shared roadways is paved shoulders. 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.

4.2.1.4. Rumble Strips

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. A minimum of 4 feet from the rumble strip to the pavement edge or a minimum of 5 feet from the rumble strip to the curb is recommended. Rumble strips are not recommended. 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.

4.2.2. Bicycle Lanes

According to the AASHTO *Guide for the Development of Bicycle Facilities 2012*, a bicycle or bike lane is “a portion of a roadway that has been designated for preferential or exclusive use by bicyclists by pavement markings and, if used, signs. It is intended for one-way travel, usually in the same direction as the adjacent traffic lane, unless designated as a contra-flow lane.” On major roadways in urban and suburban areas, bicycle lanes are the preferred and most suitable bicycle facility. 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.
- Bicycle lanes should be relatively smooth
- Utility covers should be flush with the bicycle lane.

- 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 AASHTO *Guide for the Development of Bicycle Facilities 2012* recommended minimum widths for bicycle lanes are detailed in Table 4.4.

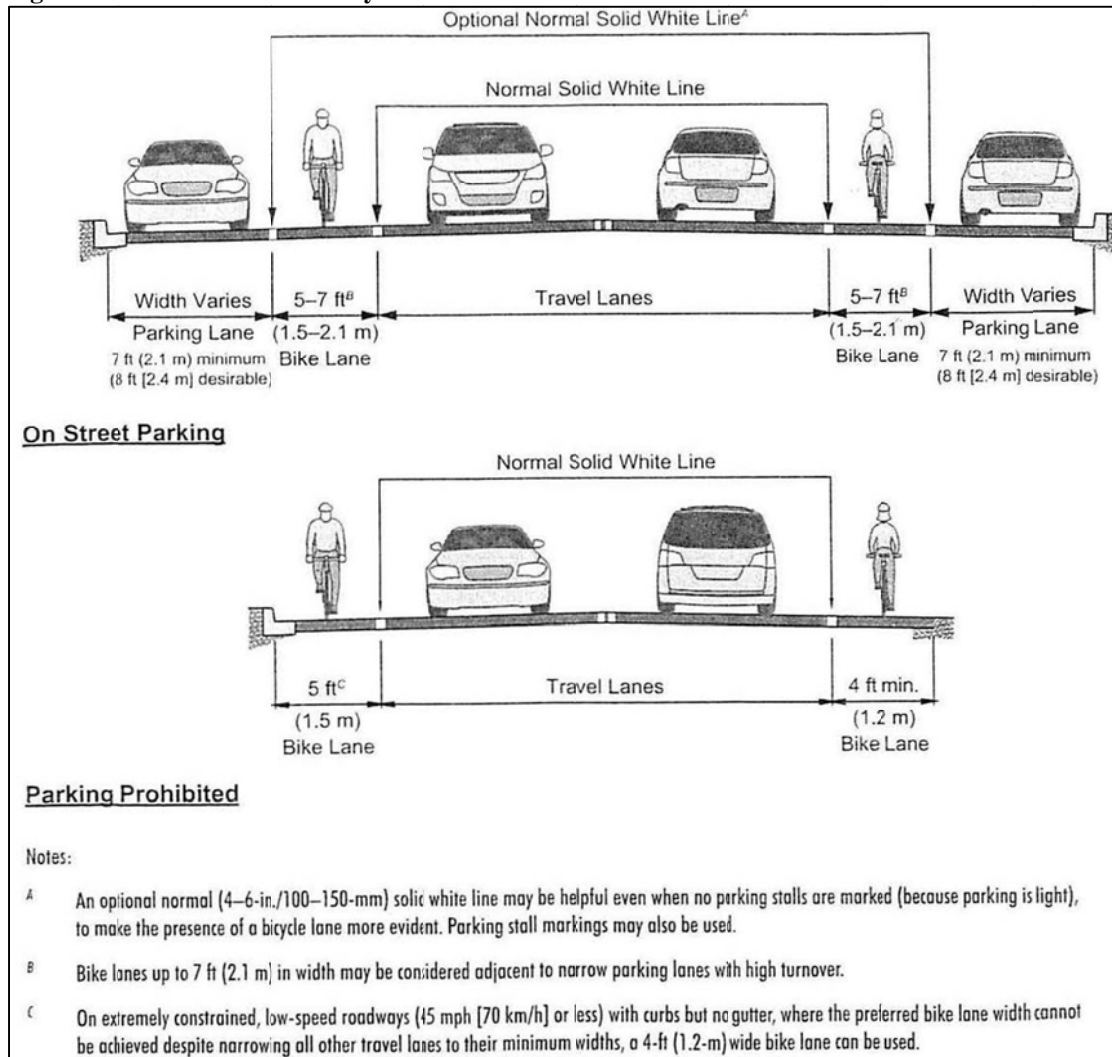
Table 4.4 Minimum Recommended Widths of Bicycle Lanes

Roadway Characteristics	Minimum Bicycle Lane Width
No Curb and Gutter and No On-street Parking Adjacent to Bicycle Lane	4 ft.
Curb and Gutter or On-street Parking or Guardrails or Other Vertical Surface Adjacent to Bicycle Lane	5 ft.
Higher Vehicle Speeds and 2 ft. Wide Gutters	6 ft.
Extremely Constrained and Low Vehicle Speeds with Curbs but No Gutter Adjacent to the Bicycle Lane	4 ft.
Bicycle Lane Adjacent to a narrow parking lane (7 ft.) with high turnover (such as those servicing restaurants, shops, or entertainment venues)	6 - 7 ft.
High bicycle use and no on-street parking	6 - 8 ft.
Parallel Parking permitted with no parking lane line or stall markings.	13 ft.*
Parallel Parking permitted with no parking lane line or stall markings, low volume parking usage, and low volume parking turnover.	12 ft.*
Diagonal parking permitted	Not Recommended
Back-in diagonal parking permitted	5 ft.
*Width of shared bicycle and parking lane.	

Source: AASHTO *Guide for the Development of Bicycle Facilities 2012*

In addition the AASHTO *Guide for the Development of Bicycle Facilities 2012* recommends a wider bicycle lane “on high-speed (greater than 45 mph) and high-volume roadways, or where there is a substantial volume of heavy vehicles, a wide bicycle lane provide additional lateral separation between motor vehicles and bicycles to minimize wind blast and other effects.” Figure 4.3 details typical bicycle lane cross sections with and with on-street parking. 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.

Figure 4.3: Cross Section of Bicycle Facilities



Source: AASHTO *Guide for the Development of Bicycle Facilities 2012*

4.2.3. Bicycle Boulevards

Bicycle boulevards are defined by the *Initiative for Bicycle and Pedestrian Innovation, Center for Transportation Studies, Portland University, “Fundamentals of Bicycle Boulevard Planning and Design,” July 2009* as:

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.

Bicycle boulevards can traverse long distances with the recommended minimum length of 2.5 miles or short distances when connecting shared-use path segments or when delineating a preferred route between a residential area and school. According to the AASHTO *Guide for the Development of Bicycle Facilities 2012*, the following design elements could be included:

- Traffic diverters at key intersections to reduce through motor vehicle traffic while permitting passage for through bicyclists;
- At two-way, stop-controlled intersections, priority assignment that favors the bicycle boulevard, so bicyclist can ride with few interruptions;
- Neighborhood traffic circles and mini-roundabouts at minor intersections that slow motor vehicle traffic but allow bicyclist to maintain momentum;
- Other traffic-calming features to lower motor vehicle speeds where deemed appropriate.
- Wayfinding signs to guide bicyclists along the way and to key destinations;
- Shared-lane markings where appropriate to alert drivers to the path bicyclist need to take on a shared roadway; and
- Crossing improvements where the boulevard crosses major streets. Techniques for this purpose include, but are not limited to:
 - A traffic signal, where warranted, or a crossing beacon. To enable bicyclists to activate the signal, bicycle-sensitive loop detectors (with detector pavement markings), or push-buttons that do not require bicyclists to dismount are appropriate.
 - Median refuges wide enough to provide a refuge for bicyclists (8 ft. minimum) and an opening wide enough to allow them to pass through (6 ft. minimum).
 - Curb extensions on a crossed thoroughfare with on-street parking, to allow approaching bicyclists an opportunity to pull past parked cars to get a better view of approaching traffic.

Every street will need various design elements to be designated a bicycle boulevard, some streets will simply need wayfinding signs, while others may need multiple design elements to be safe for bicyclists.

4.2.4. Shared-Use Paths

The last type of bikeway is a shared-use path. 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 motor 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.

Shared-use paths attract a wide variety of users and transportation modes. The modes have a wide range of speeds that interact on a shared-use path, and the paths are typically designed for two-way travel. 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

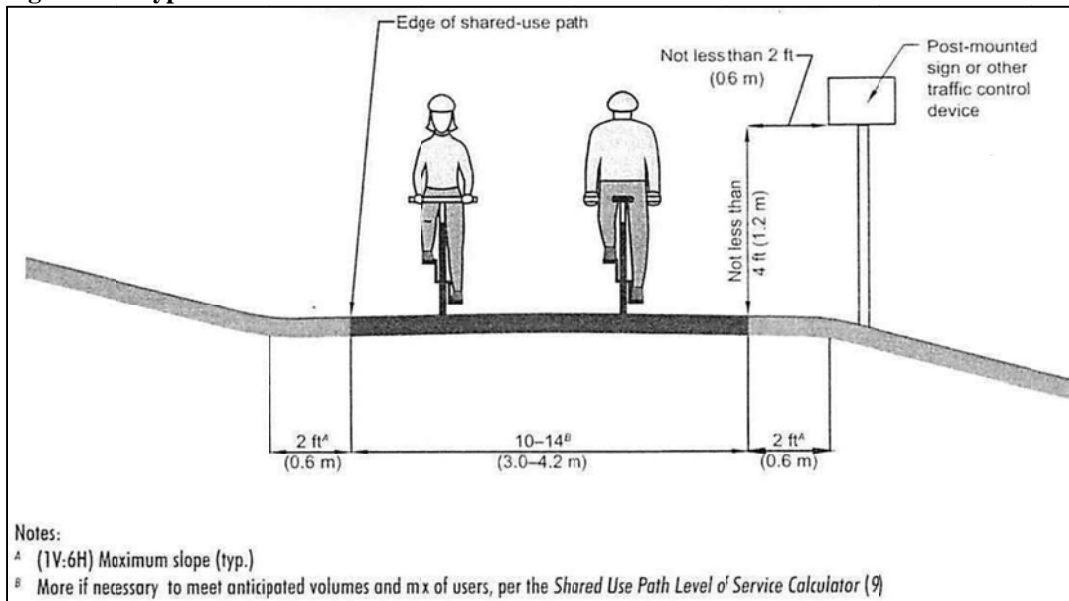
- **Rail-trails**—Paths created on abandoned railroad corridors.
- **Rails-with-trails**—Paths created adjacent to active rail lines, such as freight railroads, commuter rail lines, light rail, or other rail transit facilities.
- **Greenway trails**—Paths incorporated into linear natural areas such as 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 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 Officials (AASHTO) *Guide for the Development of Bicycle Facilities 2012* 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 an 11 feet minimum width is required for bicyclists to pass a pedestrian traveling in the same direction while another bicyclist is traveling in the opposite direction. A width of 12 feet to 14 feet is recommended when higher usage is predicted and/or a wider variety of users. A width of 8 feet can be used for short distances where physical constraints exist or when the following conditions exist:

- Low volume of bicycle traffic
- Only occasional use by pedestrians
- Opportunities to pass and rest are provided in short intervals.

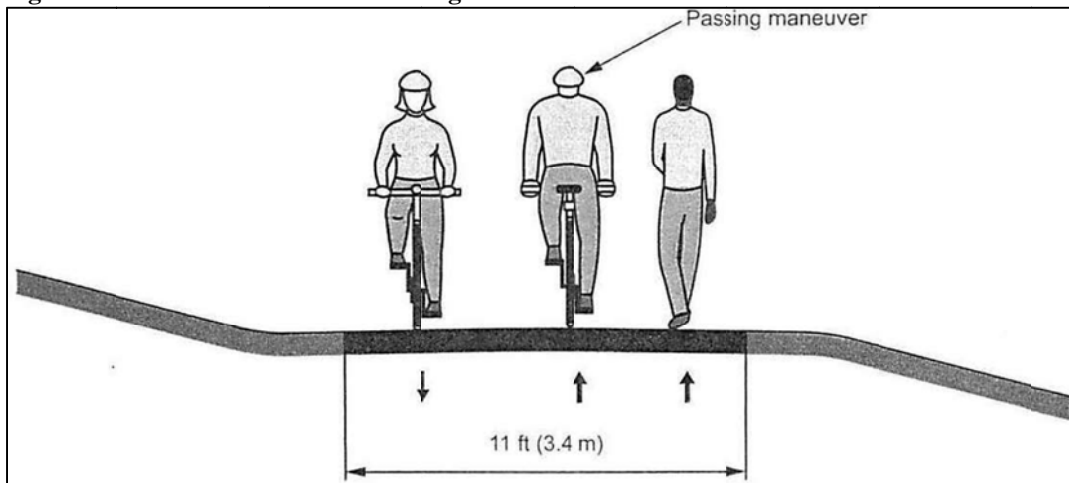
Figure 4.4 and 4.5 detail the recommended width and height characteristics in a typical cross-section and the minimum width requirements to facilitate passing.

Figure 4.4: Typical Cross Section Dimensions



Source: AASHTO *Guide for the Development of Bicycle Facilities 2012, 4th Edition*

Figure 4.5: Minimum Width for Passing



Source: AASHTO *Guide for the Development of Bicycle Facilities 2012, 4th Edition*

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

4.3. Bicycle Routes and Wayfinding

Bicycle routes cycle routes are defined by the AASHTO *Guide for the Development of Bicycle Facilities 2012* as:

A roadway or bikeway designated by the jurisdiction having authority, either with a unique route designation or with Bike Route signs, along which bicycle guide signs may provide directional

and distance information. Signs that provide directional, distance, and destination information for bicyclists do not necessarily establish a bicycle route.

Bicycle routes should be located in areas with optimal bicycling conditions, typically bicycle facilities are present, the roadway has low traffic volume and speeds, or the roadway has wide shoulders and/or lanes. The AASHTO *Guide for the Development of Bicycle Facilities 2012* details the following reasons for using bicycle route and guide signs:

- Designate a system of routes in a city, county, region, or state that is likely to generate bicycle trips, because it connects important origins and destinations.
- Designate a continuous route that may be composed of a variety of facility types and settings, or located wholly on local neighborhood streets.
- Provide wayfinding guidance and connectivity between two or more major bicycle facilities, such as a street with bike lanes and a shared-use path.
- Provide guidance and continuity in a gap between existing sections of a bikeway, such as a bike lane or shared-use path.
- Provide location-specific guidance for bicyclists such as:
 - How to access and cross a bridge.
 - How to navigate through an area with a complex street layout.
 - When the route diverges from a way used by motorists.
 - How bicyclists can navigate through a neighborhood to an internal destination, or to a through route that would otherwise be difficult to find.
- Provide bicyclists wayfinding guidance along a shared-use path or other bicycle facility.

On bicycle routes in urban areas, guide signs should be placed at each turn, at signalized intersections, at major roadways, and when routes cross. In rural areas, guide signs should be placed at major intersections and at defined intervals between major intersections. All guide signs should utilize existing posts and light poles when not prohibited. The process utilized to create the Montgomery MPO bicycle routes will be detailed in Chapter 5.

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. Both built facilities and facilities in design or under construction are categorized as existing facilities. 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 Cobbs Ford Road to SR 14
- Montgomery Riverwalk from Cypress Inlet to Intermodal Tower and Pedestrian Bridge
- The Wetumpka Riverwalk from the Wetumpka Civic Center to Fain Park
- 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
- Park Crossing from Wilson YMCA to Taylor Road (Bicycle Lanes and 8 ft. 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)
- Rails-Trails Project in the City of Montgomery from N. Decatur Street to I-85 (Shared-use path)
- Town of Pike Road Trail System
- Bicycle Lanes on Vaughn Road from Chantilly Parkway to the second Bridlebrook Farms subdivision entrance

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



Figure 5.1: Montgomery County Share the Road Signs/Plaques and Shared Roadways

Source: 2010 U.S. Census, City of Montgomery and Montgomery County

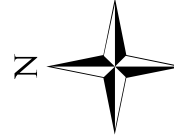
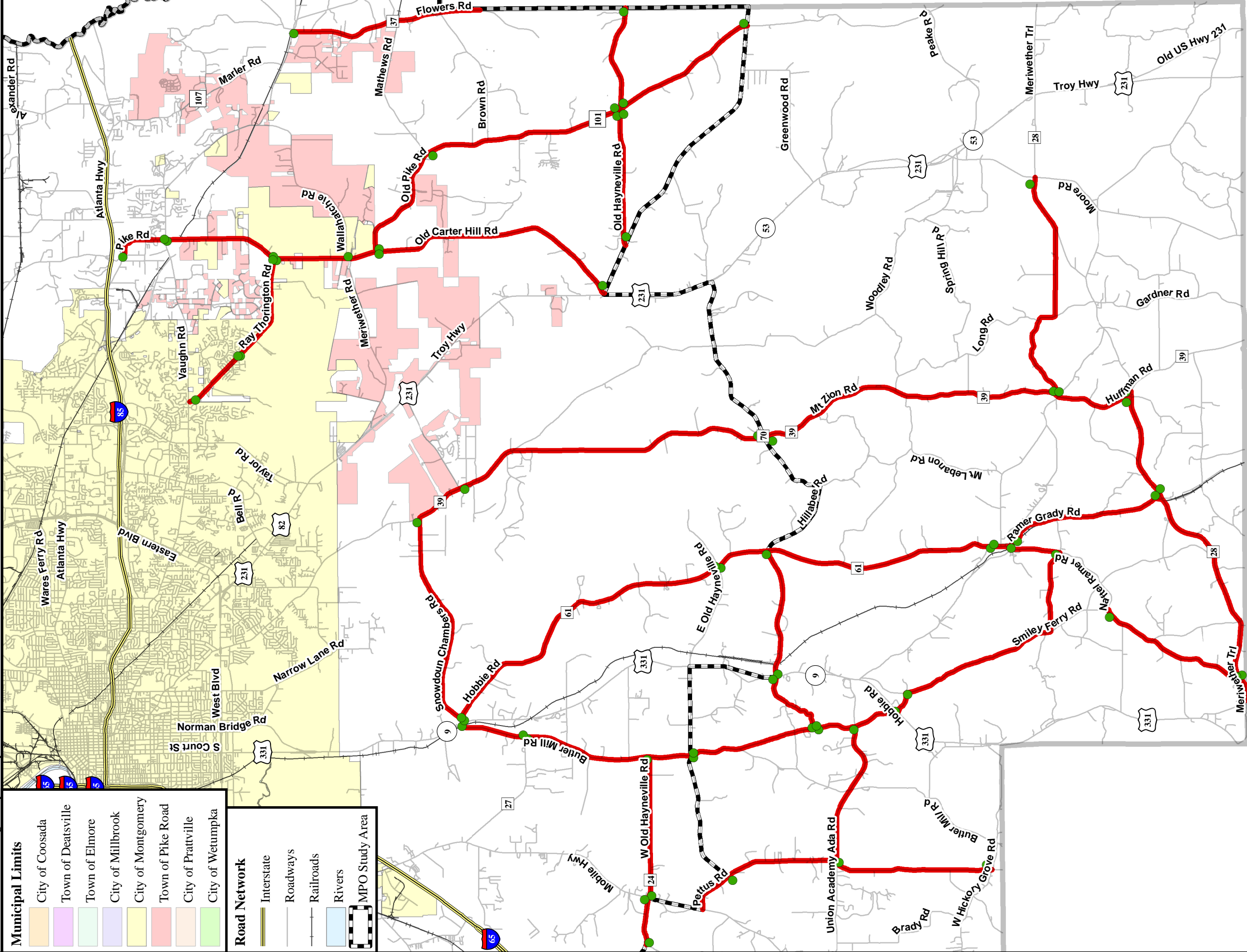
Legend

- Montgomery County Share the Road Sign & Plaque
- Montgomery County Shared Roadways



Municipal Limits	
	City of Coosada
	Town of Deatsville
	Town of Elmore
	City of Millbrook
	City of Montgomery
	Town of Pike Road
	City of Prattville
	City of Wetumpka

Road Network	
	Interstate
	Roadways
	Railroads
	Rivers
	MPO Study Area



MAP FOR REFERENCE ONLY. NOT A LEGAL DOCUMENT
 This map has been created from data within the City of Montgomery Geographic Information System (GIS) database. The City of Montgomery makes no claims, no representations, and no warranties, expressed or implied, concerning the validity, the reliability, or the accuracy of this map.



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



Road Network

- Interstate
- Roadways
- Railroads
- Rivers
- MPO Study Area

Municipal Limits

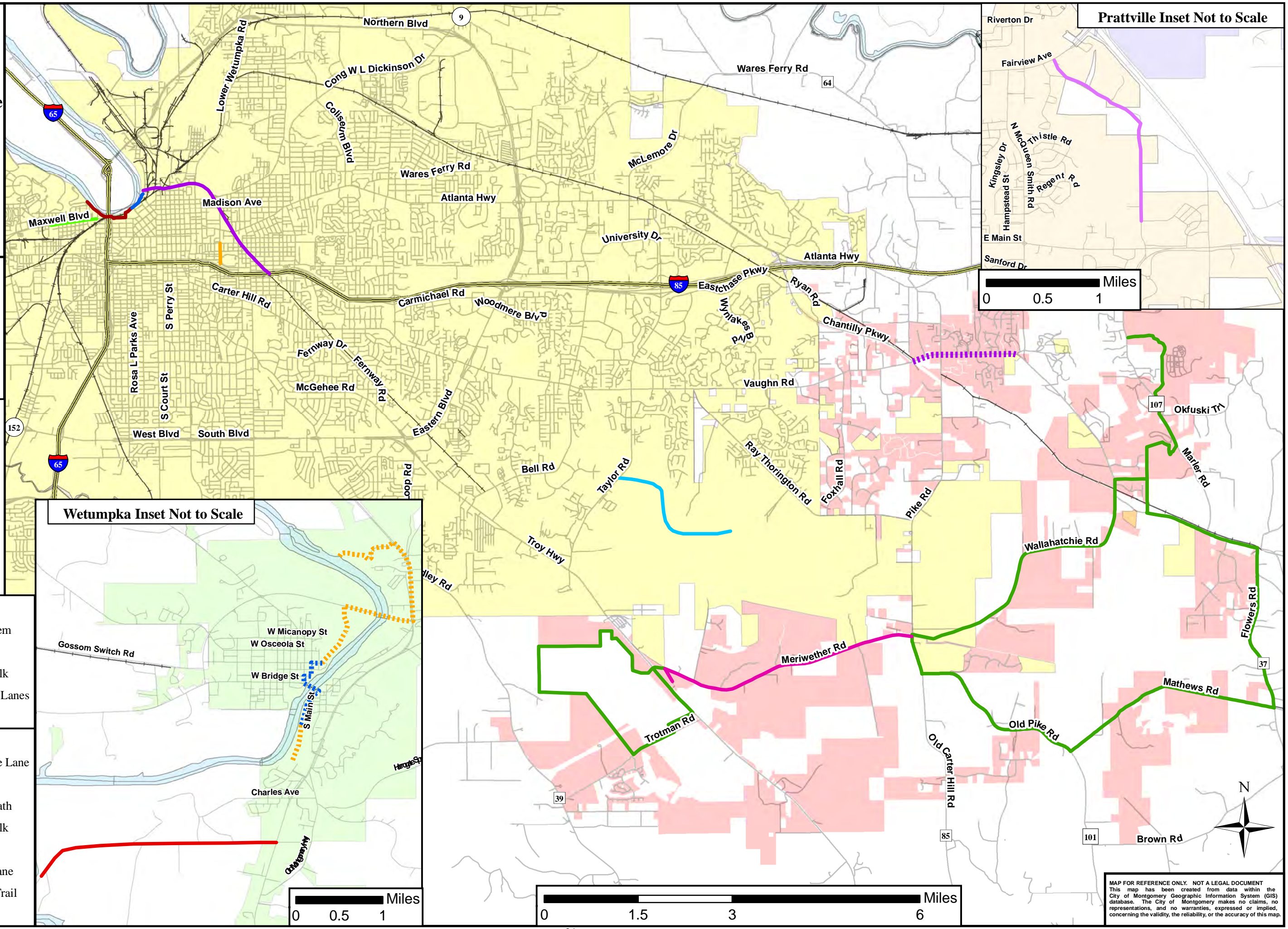
- City of Coosada
- Town of Deatsville
- Town of Elmore
- City of Millbrook
- City of Montgomery
- Town of Pike Road
- City of Prattville
- City of Wetumpka

Planned Bicycle Facilities

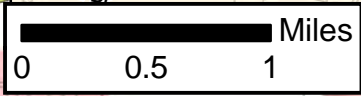
- Pike Road Trails System
- Rails to Trails
- Montgomery Riverwalk
- Vaughn Road Bicycle Lanes
- Wetumpka Riverwalk

Existing Bicycle Facilities

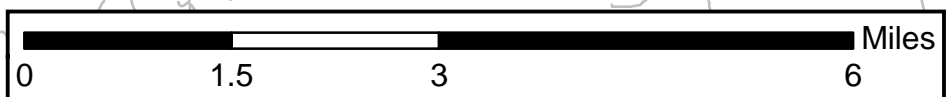
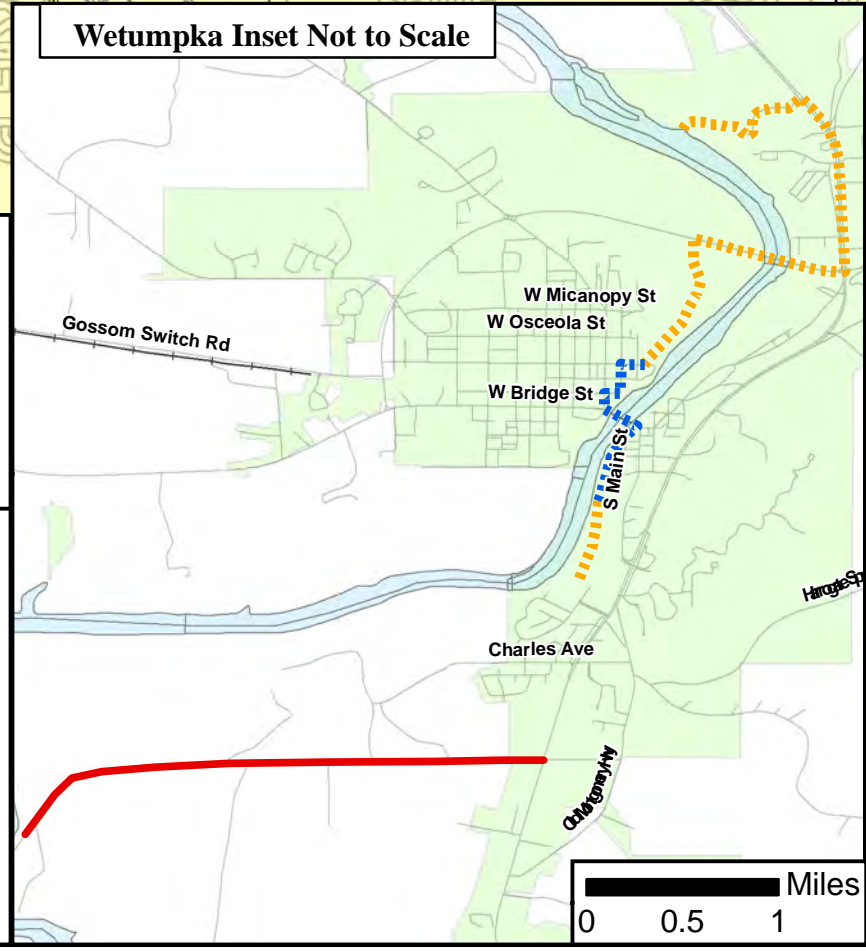
- Fort Toulouse Rd Bike Lane
- Hall St Bike Lane
- Maxwell Blvd Bike Path
- Montgomery Riverwalk
- Old Farm Ln Sharrow
- Park Crossing Bike Lane
- Pike Road Off-Road Trail
- Wetumpka Riverwalk



Prattville Inset Not to Scale



Wetumpka Inset Not to Scale



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5.3. Process to Create the Proposed Bicycle Routes

Multiple quantitative and qualitative factors influenced the development of the Montgomery MPO bicycle route system. The factors used include user needs, traffic volumes and speed, overcoming barriers, connection to land use, directness of route, logical route, intersections, safety, and overall visibility. Table 5.1 below details these factors.

Table 5.1 Factors

Factor	Definition
User Needs	Balancing the full range of needs of current and future bicyclists.
Traffic Volumes and Speeds	Motor vehicle traffic volumes and speeds should be considered along with the roadway widths. Some bicyclist will avoid roadways with high speeds and high volumes of traffic unless they are provided with a facility that offers some degree of separation from traffic. By contrast, people who regularly use a bicycle for transportation often use main roadways because their directness and higher priority at intersections typically make them more efficient routes. In many cases, the best approach is to improve the arterial roadway to accommodate bicyclists, but to also provide a parallel route along streets with lower speeds and traffic volumes that is convenient to follow and offers a similar level of access to destinations. High traffic volumes and speeds should not be used as justification for not accommodating bicyclists because many of these roadways are the only ones that connects parts of communities.
Overcoming Barriers	Overcoming constraints and physical barriers such as freeways or waterways should be a top priority when developing a bicycle network. A single major barrier (e.g. difficult intersection, bridge without bike lanes or paved shoulder) can render an otherwise attractive bikeway undesirable. Input from local bicyclist, along with field analysis of major roadway crossings, railroads, and river crossings, can help identify major barriers.
Connections to Land Use	Bikeways should allow bicyclist to access key destinations. They should connect to employment zones, parks schools, shopping, restaurants, coffee and ice cream shops, sports facilities, community centers, major transit connections, and other land uses that form the fabric of the community.
Directness of Route	A bikeway should connect to desirable locations with as few detours as practical.
Logical Route	Does the planned bicycle network make sense? A network should include facilities that bicyclists already use, or have expressed interest in.
Intersections	Bikeways should be planned to allow for as few stops as practical, as bicycling efficiency is greatly reduced by stops and starts.
Safety	Analysis of crash data and reviews of crash reports may also aid in identifying where improvements to the bicycle transportation network are recommended based upon safety experience.
Overall Feasibility	Decisions regarding the location of new bikeways may also include an overall assessment of feasibility given physical or right-of-way constraints, as well as other factors that may impact the cost of the project.

Source: AASHTO Guide for the Development of Bicycle Facilities, 2012 4th Edition

These factors were addressed by 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 not feasible because of known right-of-way or environmental issue?

Four key concepts and phases punctuate the development of the Montgomery MPO bicycle route system: Bicycle Suitability, Public Input, Connectivity, and Citizen and Technical Review.

5.3.1. Bicycle Suitability Analysis

The Bicycle Suitability Analysis identified the functionally classified roadways safest for bicyclists. The Bicycle Suitability Index was completed 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 5.2 details each suitability factor.

Table 5.2 Bicycle Suitability Rating Descriptions

Bicycle Suitability Factors		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	0
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

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

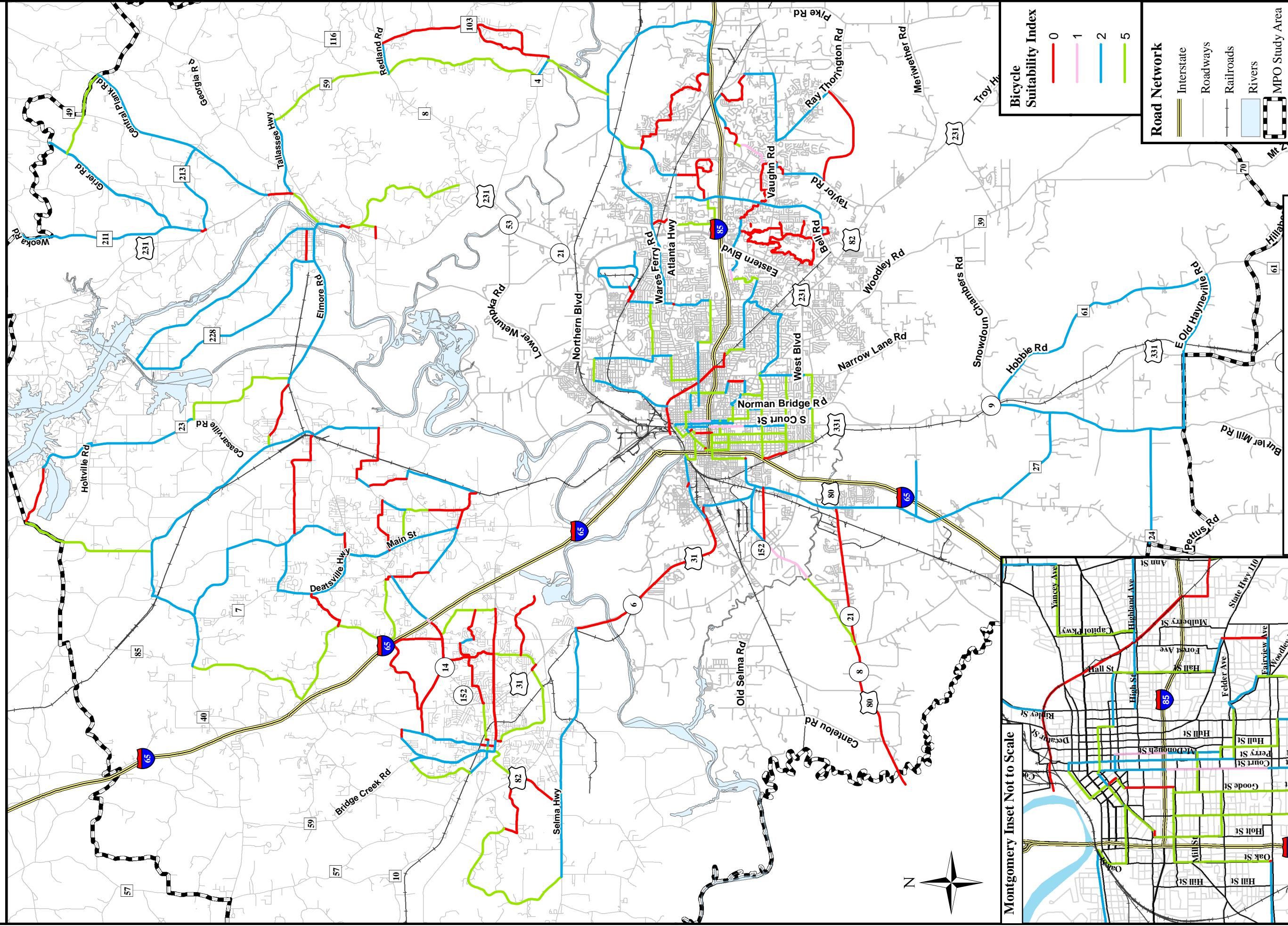
These ratings were taken into consideration when developing the proposed bicycle routes. When possible, roadways with a “very difficult” rating were avoided. If the roadway is the only option available, a shared-use path was recommended to minimize conflict between vehicles and bicyclists. Figure 5.3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



Figure 5.3: Bicycle Suitability

Source: City of Montgomery

Bicycle Suitability Factors	Score
Traffic Volume	Less than 2,500 vehicles per day per lane (vpdl): 4 Between 2,500 and 5,000 vpdl: 2 More than 5,000 vpdl: 0
Travel Speeds	Less than or equal to 30 mph: 5 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

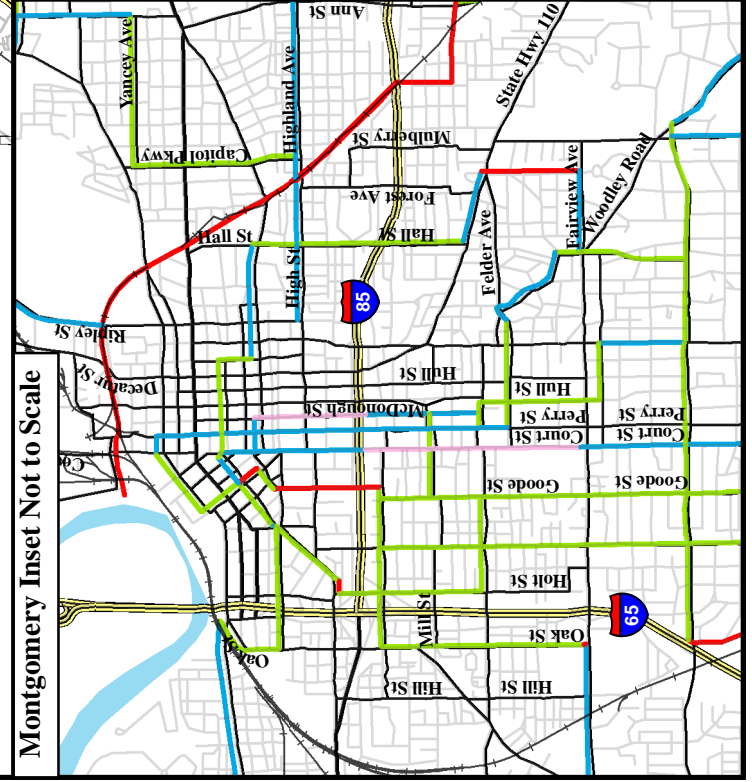
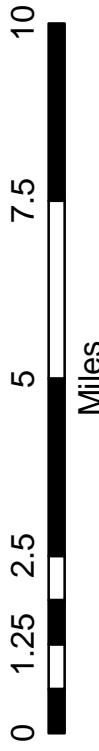


Bicycle Suitability Index

- 0 (Red line)
- 1 (Pink line)
- 2 (Blue line)
- 5 (Green line)

Road Network

- Interstate (Thick yellow line)
- Roadways (Thin grey line)
- Railroads (Black line with cross-ticks)
- Rivers (Blue shaded area)
- MPO Study Area (Dashed black line)



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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 Connector Routes
- 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 connector routes when possible. Figure 5.3 details the Montgomery Bicycle Club routes in the tri-county area. Table 5.3 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.

Table 5.3 Summary of Comments Received from Comment Sheets

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

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 connector routes presented to the Bicycle and Pedestrian Subcommittee and to the public.

5.3.4. Citizen and Technical Review

The preliminary bicycle routes and connector routes 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 connector routes to the public in the second round of public involvement meetings. The preliminary routes and connector routes were presented in August 2011. Comments received at these meetings and during the subsequent comment period further refined the routes and connector routes. The final result is 32 proposed bicycle routes and 36 connector routes. The next section details the proposed routes.

5.4. Proposed Bicycle Routes and Connector Routes

There are 33 routes and 44 connector routes proposed in the *Montgomery Study Area Bicycle and Pedestrian Plan*. Each route and connector is composed of segments. A total of 17 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 44 connector routes, 24 in Montgomery County, 12 in Elmore County, 2 in Autauga County, and 6 connecting two counties. In addition, there are three connector routes between routes on the State of Alabama Bicycle Plan and the proposed Montgomery Study Area routes. Combined, these routes and connector routes form the River Region Bicycle Network for the Montgomery Study Area.

While the final bikeway type appropriate for each route or connector route 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 33 bicycle routes can be found in Table 5.4. A description of each connector can be found in Table 5.5. Figures 5-4 to Figure 5-14 illustrate each bicycle route.

Table 5.4 Montgomery Metropolitan Planning Organization (MPO) Bicycle Routes

Route 1: AUM/Eastdale Mall					
#	Bikeway Type	Road Name	From	To	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
Route 2: Alabama Shakespeare Festival					
#	Bikeway Type	Road Name	From	To	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 Lark 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	0.32
8	Crossing	St. James School Rd	Vaughn Rd	Vaughn Rd	0.02
9	Shared Roadway	Festival Dr	Vaughn Rd	Festival Dr (split)	0.29
10	Shared Roadway	Festival Dr (Northbound)	Festival Dr (split)	Festival Dr	0.56
11	Shared Roadway	Museum Dr	Festival Dr (Northbound)	Festival Dr (Southbound)	0.04
12	Shared Roadway	Festival Dr (Southbound)	Museum Dr	Festival Dr (split)	0.46
13	Shared Roadway	Festival Dr	Festival Dr (Northbound)	Woodmere Blvd	0.19
14	Bicycle Lanes	Woodmere Blvd	Festival Dr	Woodmere Loop	0.40
15	Shared Roadway	Woodmere Loop	Woodmere Blvd	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
Route 3: Blue-Ridge-Redland					
#	Bikeway Type	Road Name	From	To	Miles
1	Shared Roadway	Firetower Rd (CR 59)	Redland Rd	Tallahassee Hwy	3.89
2	Shared Roadway	Tallassee Hwy (SR 14)	Firetower Rd	US 231	2.28
3	Shared Roadway	Tallassee Hwy (SR 14)	US 231	US 231	0.04
4	Shared Roadway	US 231	Coosa River Pkwy (SR 14)	Company St	0.05
5	Shared Roadway	Company St	US 231	Online St	1.06
6	Shared Roadway	Online St	Company St	Spring St	0.00
7	Shared Roadway	Company St	Spring St	Hill St	0.09
8	Shared Roadway	Hill St	Company St	Bridge St	0.01
9	Shared Roadway	Bridge St	Hill St	Main St	0.06
10	Bicycle Lanes	Main St	Bridge St	US 231	0.69
11	Shared Roadway	E. Main St	US 231	US 231	0.07
12	Shared Roadway	US 231	Main St	Old Montgomery Hwy	0.21
13	Shared Roadway	Old Montgomery Hwy	US 231	US 231	0.03
14	Shared Roadway	Old Montgomery Hwy	US 231	Jasmine Hill Rd	0.35
15	Shared Roadway	Jasmine Hill Rd	Old Montgomery Hwy	Old Jasmine Hill Rd	4.00

Route 4: Deatsville					
#	Bikeway Type	Road Name	From	To	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
Route 5: East Montgomery					
#	Bikeway Type	Road Name	From	To	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
Route 6: West Prattville					
#	Bikeway Type	Road Name	From	To	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

Route 7: Elmore-Holtville					
#	Bikeway Type	Road Name	From	To	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
Route 8: Elmore-Millbrook-Coosada					
#	Bikeway Type	Road Name	From	To	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

Route 9: Historic Circulator					
#	Bikeway Type	Road Name	From	To	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	E. Fairview Ave	0.50
10	Shared Roadway	E. Fairview Ave	Norman Bridge Rd	Gilmer Ave	0.28
11	Shared Roadway	Gilmer Ave***	E. Fairview Ave	Clanton Ave	0.51
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

Route 10: Midtown to Downtown					
#	Bikeway Type	Road Name	From	To	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
Route 11: Millbrook					
#	Bikeway Type	Road Name	From	To	Miles
1	Bicycle Lanes	Deatsville Hwy*	Ross Rd	SR 14	2.29
2	Shared Roadway	Deatsville Hwy/Main St***	SR 14	SR 14	0.04
3	Bicycle Lanes	Main St***	SR 14	Grandview Rd	2.92
4	Bicycle Lanes	Grandview Rd	Main St	Oak Tree Rd	1.60
5	Shared Roadway	Oak Tree Rd	Grandview Rd	SR 14	1.13
6	Shared Roadway	Oak Tree Rd	SR 14	SR 14	0.02
7	Shared Roadway	Oak Tree Rd	SR 14	Dismukes Rd	0.18
8	Shared Roadway	Dismukes Rd	Oak Tree Rd	Old Prattville Rd	0.07
9	Shared Roadway	Old Prattville Rd	Dismukes Rd	Autauga/Elmore Line	1.53
10	Shared Roadway	Old Prattville Rd	Autauga/Elmore Line	Gunnells Rd	2.07
11	Shared Roadway	Gunnells Rd**	Old Prattville Rd (CR 39)	Ross Rd	0.17
12	Shared Roadway	Ross Rd**	Gunnells Rd	Deatsville Hwy	1.26
Route 12: Montgomery Midtown North					
#	Bikeway Type	Road Name	From	To	Miles
1	Shared Roadway	Biltmore Ave	Federal Dr	Dalraida Pkwy	1.23
2	Shared Roadway	Dalraida Pkwy	Biltmore Ave	Dalraida Rd	0.42
3	Shared Roadway	Dalraida Rd	Dalraida Pkwy	Atlanta Hwy	0.68
4	Shared Roadway	Dalraida Rd	Atlanta Hwy	Perry Hill Rd	0.02
5	Bicycle Lanes	Perry Hill Rd	Dalraida Rd	Harrison Rd	1.14
6	Shared Roadway	Harrison Rd	Perry Hill Rd	Lincoln Rd	1.25
7	Shared Roadway	Lincoln Rd	Harrison Rd	Highland Ave	0.38
8	Bicycle Lanes	Highland Ave	Lincoln Rd	Capital Pkwy	1.08
9	Shared Roadway	Capital Pkwy	Highland Ave	Madison Ave	0.56
10	Shared Roadway	Capital Pkwy	Madison Ave	Madison Ave	0.02
11	Shared Roadway	Capital Pkwy	Madison Ave	Yancey Ave	0.22
12	Shared Roadway	Yancey Ave	Capital Pkwy	Federal Dr	0.74
13	Bicycle Lanes	Federal Dr	Yancey Ave	Biltmore Ave	0.55

Route 13: North Prattville					
#	Bikeway Type	Road Name	From	To	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
Route 14: Redland-Emerald Mountain					
Segt	Bikeway Type	Road Name	From	To	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
Route 15: Selma to Montgomery					
#	Bikeway Type	Road Name	From	To	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

Route 16: South Midtown					
#	Bikeway Type	Road Name	From	To	Miles
1	Bicycle Lanes	Carter Hill Rd	Robinson Hill Rd	Vaughn Rd	0.32
2	Bicycle Lanes	Vaughn Rd	Carter Hill Rd	Fieldcrest Dr	1.19
3	Shared Roadway	Fieldcrest Dr**	Vaughn Rd	McGehee Rd	1.23
4	Shared Roadway	McGehee Rd**	Fieldcrest Dr	Woodley Rd	1.34
5	Shared Roadway	Woodley Rd**	McGehee Rd	Glen Gratten Dr	0.69
6	Shared Roadway	Glen Gratten Dr**	Woodley Rd	Edgemont Ave	0.44
7	Shared Roadway	Edgemont Ave**	Glen Gratten Dr	Cloverdale Rd	0.23
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 Roadway	Hall St**	I-85	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	Shared Roadway	Buckingham Dr	Norman Bridge Rd	Narrow Lane Rd	1.03
2	Shared Roadway	Narrow Lane Rd	Buckingham Dr	South Blvd	0.24
3	Shared Roadway	Narrow Lane Rd	South Blvd	South Blvd	0.06
4	Shared Roadway	Narrow Lane Rd	South Blvd	Adrian Ln	0.48
5	Shared Roadway	Adrian Ln	Narrow Lane Rd	Patton Ave	0.47
6	Shared Roadway	Patton Ave***	Adrian Ln	Rosa L Parks Ave	1.52
7	Shared Roadway	Rosa L Parks Ave	W Patton Ave	South Blvd	0.48
8	Shared Roadway	Rosa L Parks Ave	South Blvd	South Blvd	0.06
9	Shared Roadway	Rosa L Parks Ave	South Blvd	W Fleming Rd	0.25
10	Shared Roadway	W Fleming Rd	Rosa L Parks Ave	Court St	0.47
11	Shared Roadway	Fleming Rd	Court St	Court St	0.02
12	Shared Roadway	E Fleming Rd	Court St	Norman Bridge Rd	0.49
13	Shared Roadway	Norman Bridge Rd	E Fleming Rd	Buckingham Dr	0.10
Route 18: South Montgomery County					
#	Bikeway Type	Road Name	From	To	Miles
1	Shared Roadway	W Old Hayneville Rd	Mobile Hwy (US 31)	Butler Mill Rd	3.43
2	Shared Roadway	Butler Mill Rd	W Old Hayneville Rd	Norman Bridge Rd	5.68
3	Shared Roadway	Butler Mill Rd/Hobbie Rd	Norman Bridge Rd	Norman Bridge Rd	0.09
4	Shared Roadway	Hobbie Rd	Norman Bridge Rd	E Old Hayneville Rd	7.99
5	Shared Roadway	E Old Hayneville Rd	Hobbie Rd (Co Rd 61)	Hobbie Rd (US 331)	2.60
6	Shared Roadway	Old Hayneville Rd	Hobbie Rd (US 331)	Hobbie Rd (US 331)	0.06
7	Shared Roadway	W. Old Hayneville Rd	Hobbie Rd (US 331)	Butler Mill Rd	2.12

Route 19: Wares Ferry Road					
#	Bikeway Type	Road Name	From	To	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
Route 20: Weoka					
#	Bikeway Type	Road Name	From	To	Miles
1	Shared Roadway	Grier Rd***	Old Grier Rd	Weoka Rd	4.57
2	Shared Roadway	Weoka Rd	Grier Rd	Rea Rd	4.60
Route 21: Wetumpka					
#	Bikeway Type	Road Name	From	To	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
Route 22: Wetumpka-Holtville					
#	Bikeway Type	Road Name	From	To	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
Route 23: Rails-to Trails					
#	Bikeway Type	Road Name	From	To	Miles
1	Shared-Use Path	Rails-Trails***	North of Riverwalk	Spruce St South of I-85	2.74
Route 24: Lower Kingston Road					
#	Bikeway Type	Road Name	From	To	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

Route 25: Upper Kingston Road					
#	Bikeway Type	Road Name	From	To	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
Route 26: Brewbaker					
#	Bikeway Type	Road Name	From	To	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 Roadway	Covered Bridge Dr	Royal Carriage Dr	Shared-Use Path	0.03
20	Shared-Use Path	Shared-Use Path	Covered Bridge Dr	Birdie Path Ln	0.12
21	Shared Roadway	Birdie Path Ln	Shared-Use Path	Carriage Brook Rd	0.12
22	Shared Roadway	Carriage Brook Rd	Birdie Path Ln	Worcester Dr	0.44
23	Shared Roadway	Worcester Dr	Carriage Brook Rd	Rexford Rd	0.19
24	Shared Roadway	Rexford Rd	Worcester Rd	Rex Ct	0.15
25	Shared Roadway	Rex Ct	Rexford Rd	Shared-Use Path	0.04
26	Shared-Use Path	Shared-Use Path	Ida Belle Young Park	Young Meadows Rd	0.50
27	Shared Roadway	Young Meadows Rd***	Shared-Use Path	Triston Way	1.39
Route 27: Midtown North Prattville					
#	Bikeway Type	Road Name	From	To	Miles
1	Bicycle Lanes	N. Chestnut St***	E. 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

Route 28: Northeast Prattville					
#	Bikeway Type	Road Name	From	To	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
Route 29: Midtown East Prattville					
#	Bikeway Type	Road Name	From	To	Miles
1	Bicycle 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
Route 30: West Montgomery					
#	Bikeway Type	Road Name	From	To	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 Boulevard	Hayneville Rd	Day St	1.58
5	Shared Roadway	Air Base Boulevard	Day St	Day St	0.01
6	Bicycle Lanes	Day St	Air Base Boulevard	Flack St	0.43
7	Bicycle Lanes	Air Base Boulevard	Mobile Hwy	Hayneville Rd	0.19
8	Bicycle Lanes	Mobile Hwy***	Air Base Boulevard	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
Route 31: Gateway					
#	Bikeway Type	Road Name	From	To	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
Route 32: S. Court Street					
#	Bikeway Type	Road Name	From	To	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
Route 33: Cypress Creek to Vaughn Road					
#	Bikeway Type	Road Name	From	To	Miles
1	Shared-Use Path	Seaboard Coast Line Railroad	Rails-Trail	Vaughn Road	14.22

*Bicycle segments that may need safety shoulders in addition to Share the Road plaque and sign.

**Bicycle segments that are in multiple bicycle routes or connectors.

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

Table 5.5 Montgomery Metropolitan Planning Organization (MPO) Bicycle Connectors

#	Name	From	To	Bikeway Type	Road Name	From	To	Miles	
1	AUM	Route 1	AUM	1	Bicycle Lanes	University Dr	East Dr	0.79	
				2	Bicycle Lanes	East Dr	Senators Dr	0.51	
				3	Bicycle Lanes	Senators Dr	University Dr	0.37	
2	Bell Rd	Atlanta Hwy	Route 2	1	Bicycle Lanes	Bell Rd	I-85	1.36	
				2	Shared Roadway	I-85 Crossing	I-85	0.12	
				3	Bicycle Lanes	Bell Rd***	Cherry Wood Trail	1.11	
3	Brighton Estates	Route 2 & 33	Brighton Estates	1	Shared-Use Path	Shared-Use Path	Young Meadow Rd	0.47	
				2	Shared-Use Path	Shared-Use Path	St James School	0.20	
4	Blount Cultural Park	N/A	N/A	1	Shared-Use Path	Shared-Use Path	Blount Cultural Park	0.08	
5	Coosada Elementary School	Route 8	Route 8 & 11	1	Shared Roadway	Linda Ann Dr	Springdale Rd	0.46	
				2	Shared Roadway	Springdale Rd	Pine St	0.77	
				3	Shared Roadway	Pine St	Peachtree St	0.08	
				4	Shared Roadway	Peachtree St	Airport Rd	0.43	
				5	Bicycle Lanes	Airport Rd	Chapman Rd	0.77	
6	Edgemont	Route 31		1	Shared Roadway	Edgemont Ave	Norman Bridge Rd	0.99	
7	Elmore-Wetumpka	Route 3	Route 7	1	Shared Roadway	SR 14	S. Main St (Wetumpka)	5.01	
8	Elmore County	Route 4	Route 8	1	Shared Roadway	Ingram Rd	Myrick Rd	0.35	
9	Emerald Mountain	Route 14	Route 19	1	Shared Roadway	Dozier Rd	Rifle Range Rd	2.08	
10	Catholic High School	Ida Belle Young Park	Route 2	1	Shared-Use Path	Shared-Use Path	Ida Belle Young Park	Vaughn Road Crossing	0.22
				2	Crossing		Vaughn Road Crossing	Shared-Use Path	0.00
				3	Shared-Use Path		Shared-Use Path	Vaughn Road Crossing	0.04
				4	Shared Roadway		Vaughn Lakes Blvd	Shared-Use Path	0.16
				5	Shared Roadway		Lake Bridge Rd	Shared-Use Path	0.04
				6	Shared-Use Path		Shared-Use Path	Lake Bridge Rd	0.38
				7	Shared Roadway		Festival Dr	Shared-Use Path	0.46
11	Gunter	Route 12	Gunter Industrial Park	1	Shared Roadway	Dalraida Rd	Railroad tracks (North)	0.67	
				2	Shared-Use Path	Shared-Use Path	Gunter Park Dr W	0.57	
				3	Shared Roadway	Gunter Park Dr W	Shared-Use Path	3.12	
12	Halcyon	Route 2	Route 5	1	Bicycle Lanes	Halcyon Park Dr	Vaughn Road Crossing	0.27	
				2	Shared Roadway	Vaughn Road Crossing	Halcyon Park Dr	0.01	
				3	Shared Roadway	Eastwood Glen Dr	Vaughn Road Crossing	0.51	
				4	Shared Roadway	Worthing Rd	Eastwood Glen Dr	0.22	
				5	Shared Roadway	Chappelle Ln	Worthing Rd	0.37	
				6	Shared Roadway	Mill Ridge Dr	Chappelle Ln	0.31	
13	Hyundai	Route 15	Hyundai Plant	1	Shared Roadway	US 31	Selma Hwy (US 80)	2.47	
				2	Shared Roadway	Hyundai Blvd	US 31	1.64	
14	Lagoon Park	Connector 11	Lagoon Park	1	Shared Roadway	Lagoon Park Dr	Gunter Park Dr E	0.45	
				1	Shared Roadway	Poplar St	Maxwell Blvd	0.10	
				2	Shared-Use Path	Maxwell Blvd	Oak St	0.86	
				3	Shared Roadway	Oak St	Clayton St	0.36	
				4	Shared Roadway	Clayton St	Dickerson St	0.15	
				5	Shared Roadway	I-65 Crossing	S Holt St	0.11	
15	Maxwell	Route 9 & 15	Maxwell AFB	6	Shared Roadway	Clayton St	Mobile St	0.33	

Table 5.5 Montgomery Metropolitan Planning Organization (MPO) Bicycle Connectors (continued)

#	Name	From	To	Bikeway Type	Road Name	From	To	Miles	
16	Montgomery-Autauga	Route 6	Connector 15 & Route 30	1	Shared Roadway	SR 14	CR 29	0.76	
				2	Shared Roadway	CR 4	US 31/US 82	4.72	
				3	Shared Roadway	US 31/US 82 Crossing	CR 4	Birmingham Hwy	0.02
17	Ft. Toulouse	Route 3	Route 3	4	Shared Roadway	US 31/US 82	US 82	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
				1	Shared Roadway	Fort Toulouse Rd	US 231	Old Montgomery Hwy	0.34
				2	Shared Roadway	Old Montgomery Hwy	Fort Toulouse Rd	Jasmine Hill Rd	0.45
				1	Shared Roadway	Narrow Lane Rd	Adrian Ln	Glen Gratten Dr	0.79
19	South Montgomery County	Route 13	Connector 13	1	Shared Roadway	US 31	Hyundai Boulevard	0.70	
				2	Shared Roadway	I-65 Crossing	US 31	US 31	0.16
				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	Bicycle Lanes	Wares Ferry Rd	Dalraida Rd	Dunbarten Rd	2.43	
21	Montgomery Zoo	Route 14	Route 12	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
				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	Shared Roadway	N. Bridge Street	W. Tallasse St	W. Bridge Street	0.24	
23	West Wetumpka	Route 23	Connector 8	Shared Roadway	Coosa River Parkway	W. Bridge Street	W. Tallasse St	0.25	
24	Woodmere	Route 2	Route 10	1	Bicycle Lanes	Vaughn Rd	Perry Hill Rd	Heatherthorn Dr	0.72
				2	Shared Roadway	Heatherthorn Dr	Vaughn Rd	Alderpoint Dr	0.17
				3	Shared Roadway	Alderpoint Dr	Heatherthorn Dr	Trinity Blvd	0.38
				4	Shared Roadway	Trinity Blvd	Alderpoint Dr	Lomac St	0.42
				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	Woodmere Blvd	Eastern Blvd Crossing	Festival Dr
25	Central Plank Rd	Route 3	Route 21	Shared Roadway	Central Plank Rd	Williams Rd	US 231	2.62	
26	Grandview Rd	Route 8	Route 11	Shared Roadway	US 231	Central Plank Rd	AL 14	0.66	
27	AL 143	Route 7	Route 8	Bicycle Lanes	Grandview Rd	SR 143	Sandtown Rd	0.57	
28	Deatsville	Route 4	Route 7	1	Shared Roadway	AL 143	1st Ave/Perkins St	Lucky Town Rd	1.42
				2	Shared Roadway	AL 143	CR 7	Ingram Rd	AL 143
									1.36

Table 5.5 Montgomery Metropolitan Planning Organization (MPO) Bicycle Connectors (continued)

#	Name	From	To	Bikeway Type	Road Name	From	To	Miles
29	North Prattville	Route 25 & 27	Route 29	1	Shared Roadway	E 4th St	N Washington St	0.17
				2	Shared Roadway	N Washington St	Wetumpka St	0.06
				3	Shared Roadway	Wetumpka St	N Washington St	1.09
				4	Shared Roadway	US 31/US 31 Crossing	Wetumpka St	0.04
				5	Shared Roadway	Wright St	N Memorial Dr	0.56
				6	Shared Roadway	E Poplar St	Wright St	0.02
				7	Shared Roadway	Wright St	E Poplar St	0.13
				8	Shared Roadway	E Poplar St	Wright St	1.56
				9	Bicycle Lanes	McQueen Smith Rd	E Poplar St	0.44
				10	Shared Roadway	Chancellor Ridge Rd	McQueen Smith Rd	0.38
				11	Shared Roadway	Wee Lovett Dr	Chancellor Ridge Rd	0.15
				12	Shared-Use Path	Shared-Use Path	Wee Lovett Dr	0.48
30	Constitution Avenue	Route 13	N/A	1	Shared Roadway	Jay St	Shared-Use Path	0.17
				2	Shared-Use Path	Shared-Use Path	Crossing	0.28
				3	Crossing	McQueen Smith Rd Crossing	Constitution Ave	0.03
				4	Shared Roadway	Constitution Ave	US 82	0.75
				5	Shared Roadway	US 82 Crossing	Constitution Ave	0.02
				6	Shared Roadway	Constitution Ave	US 82 Crossing	0.89
31	W Main St	Route 6	Route 26	1	Shared Roadway	Gin Shop Hill Rd	Bridge St	0.67
				2	Shared Roadway	Bridge St	W. Main St	0.46
				3	Bicycle Lanes	W. Main St	Bridge St	0.14
32	S Court St	Conector 31	Route 24 & 25	1	Bicycle Lanes	S. Court St	Bridge St	0.23
				1	Bicycle Lanes	Highland Ave	Hall St	0.11
				1	Bicycle Lanes	High St	S. Ripley St	0.37
				1	Bicycle Lanes	AL 14	Old Farm Ln	0.44
35	AL 14	Route 11	Route 29	2	Shared Roadway	I-65 Crossing	AL 14	0.17
				3	Bicycle Lanes	AL 14	I-65 Crossing	1.67
				1	Bicycle Lanes	Old Ware Rd	Jackson Rd	1.70
37	Fairview Ave	Route 10	Route 31	1	Bicycle Lanes	Fairview Ave	Rosa L. Parks Ave	1.43
				1	Bicycle Lanes	Vaughn Rd	Ryan Rd	5.82
39	Ray Thorington Rd	Route 5	Pike Road Trail	1	Bicycle Lanes	Ray Thorington Rd	Park Crossing	2.20
				1	Bicycle Lanes	Connector 40	Pike Rd	4.64
40	Pike Rd	Connector 38	Meriwether Rd	1	Bicycle Lanes	Meriwether Rd	Vaughn Rd	0.57
				1	Bicycle Lanes	Route 10	Oak St	0.49
42	Zelda Rd	Connector 44	Zelda Rd	1	Shared-Use Path	Shared-Use Path	Zelda Rd	0.49
				1	Bicycle Lanes	N. Court St	Columbus St	1.45
43	Alabama River Parkway	Route 11 & Connector 26	Route 10	2	Bicycle Lanes	Jackson Ferry Rd	N. Court St	2.64
				3	Shared Roadway	Alabama River Pkwy	Jackson Ferry Rd	3.47
				4	Bicycle Lanes	Main St	Alabama River Pkwy	1.51
44	Rail-Trail	Route 16	CVS	Shared-Use Path	Rail-Trail	Robinson Hill Rd	CVS	0.41

*Bicycle segments that may need safety shoulders in addition to Share the Road plaque and sign.

**Bicycle segments that are in multiple bicycle routes or connectors.

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



Figure 5.4:
Northern
Montgomery MPO
Study Area
Bicycle Routes
and Connector
Routes

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



Legend

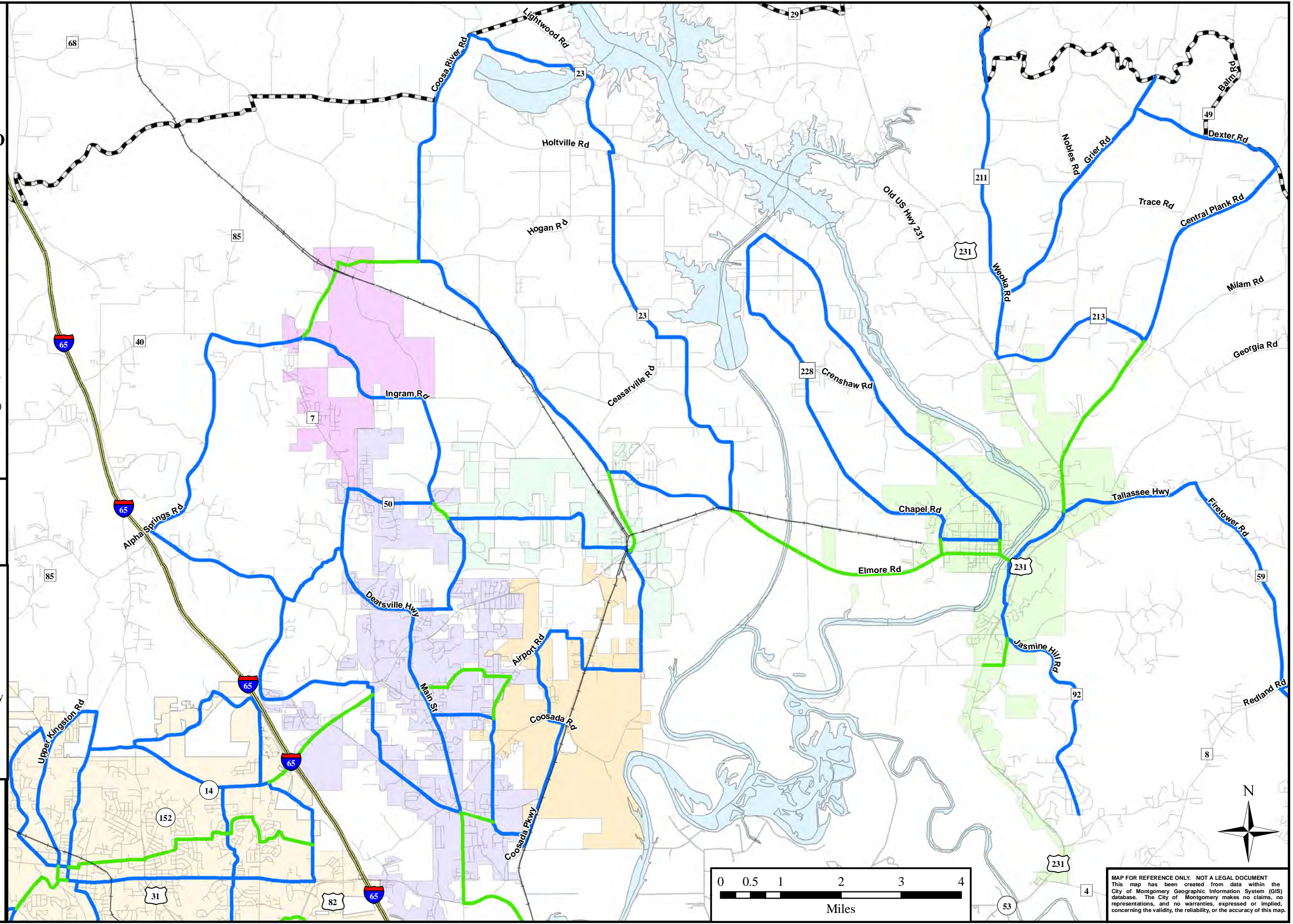
- Connector Routes
- Routes

Municipal Limits

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

Road Network

- Interstate
- Roadways
- Railroads
- Rivers
- MPO Study Area



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Figure 5.5:
Southern
Montgomery MPO
Study Area
Bicycle Routes
and Connector
Routes

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



Legend

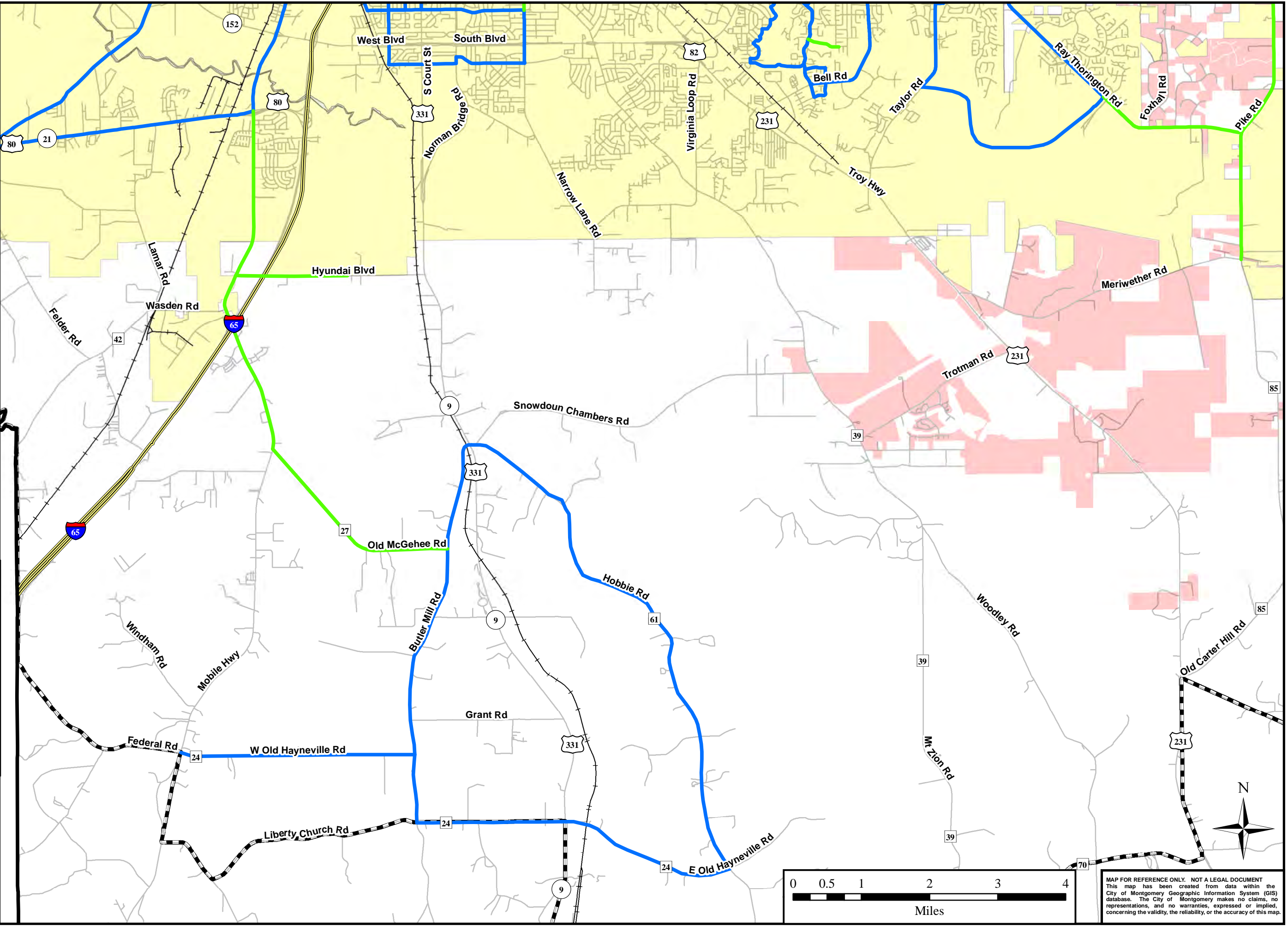
- Connector Routes
- Routes

Municipal Limits

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

Road Network

- Interstate
- Roadways
- Railroads
- Rivers
- MPO Study Area



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**Figure 5.6:
City of Prattville
Autauga County
Bicycle Routes
and Connector
Routes**

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



Legend
 Connector Routes
 Routes

Municipal Limits
 City of Coosada
 Town of Deatsville
 Town of Elmore
 City of Millbrook
 City of Montgomery
 Town of Pike Road
 City of Prattville
 City of Wetumpka

Road Network
 Interstate
 U.S./State Highways
 Roadways
 Rivers
 Railroads
 MPO Study Area

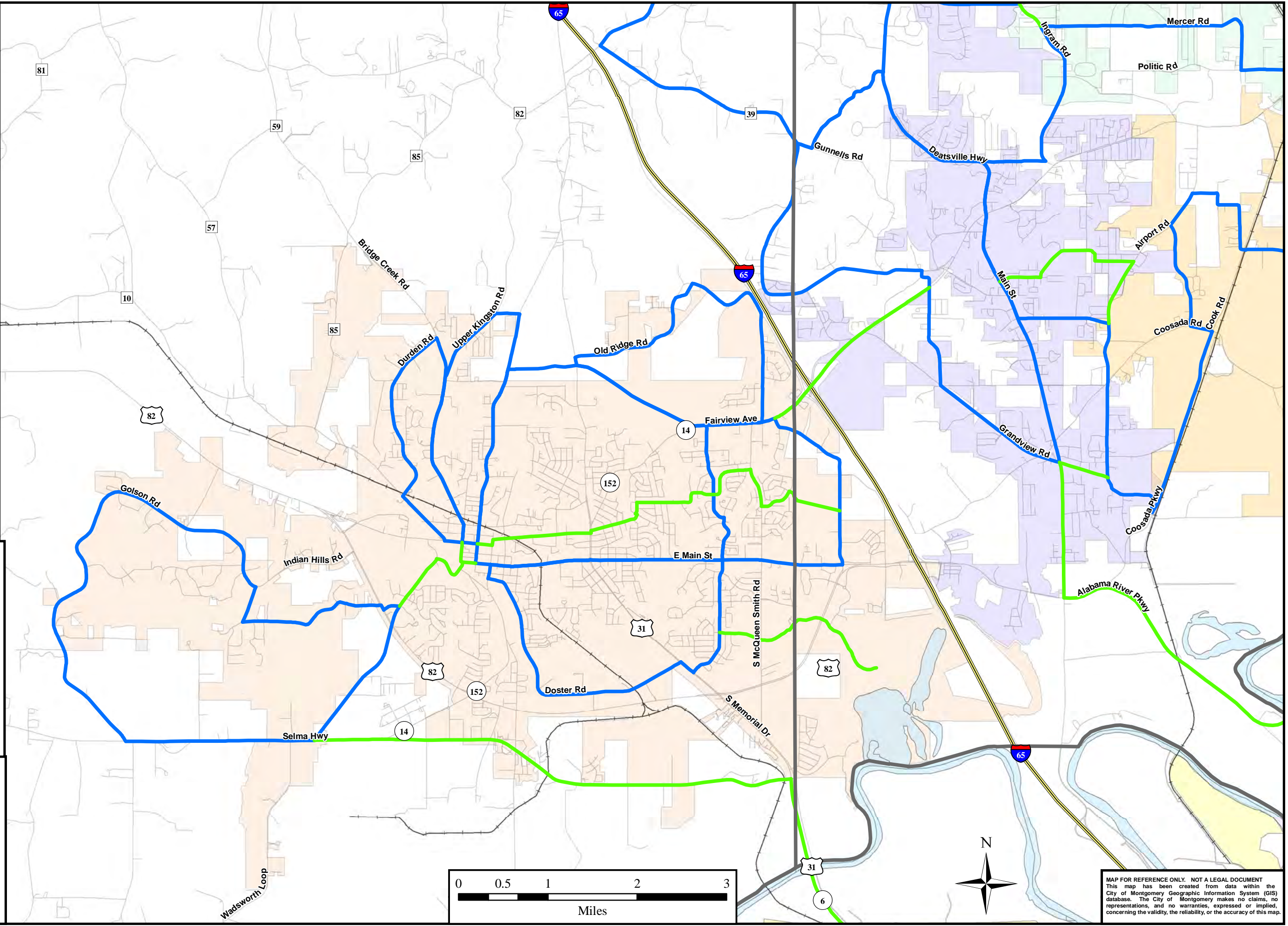


Figure 5.7: City of Millbrook, City of Deatsville, City of Coosada, Town of Elmore, and Western Elmore County Bicycle Routes and Connector Routes



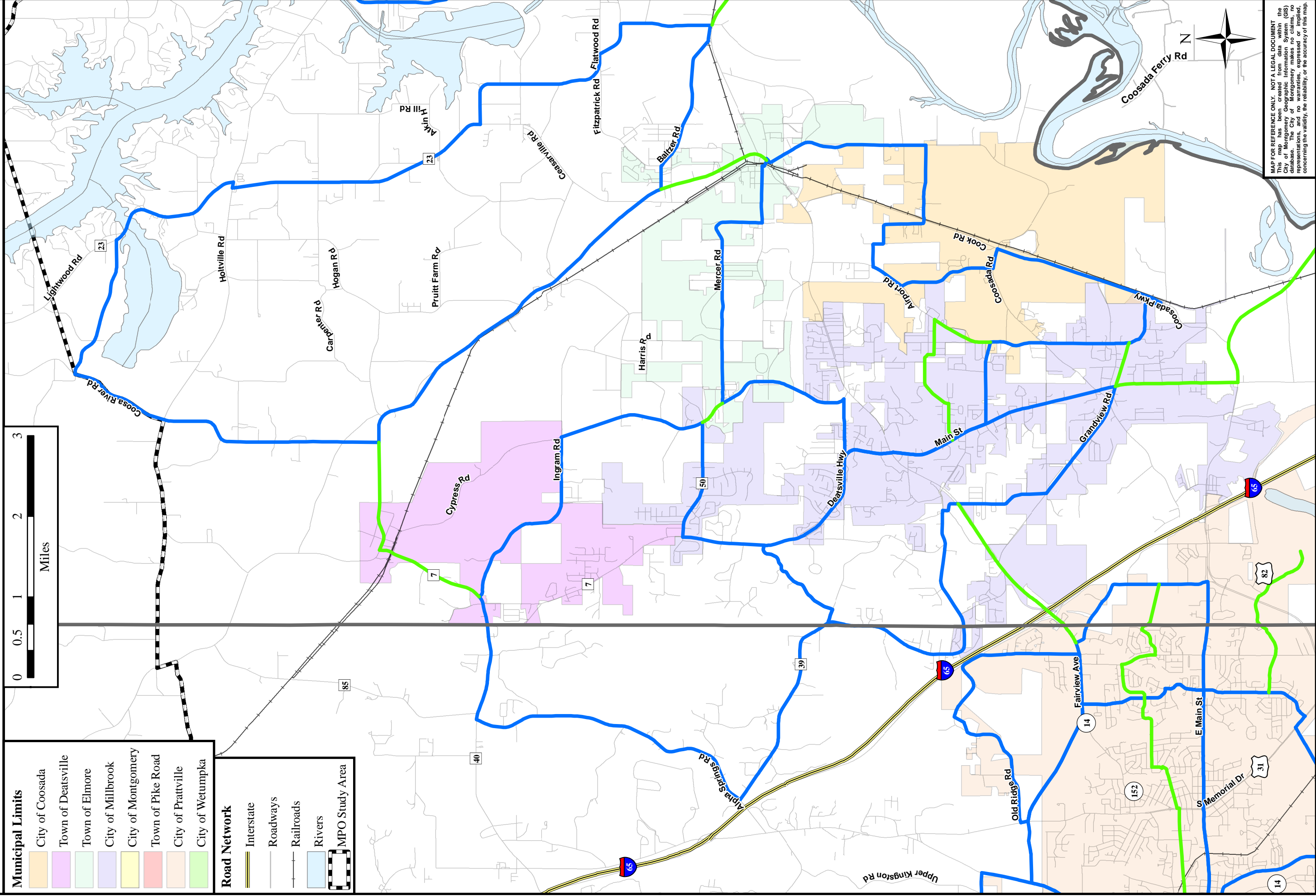
Source: City of Montgomery, Town of Pike Road, City of Prattville, and Elmore County

Municipal Limits	
	City of Coosada
	Town of Deatsville
	Town of Elmore
	City of Millbrook
	City of Montgomery
	Town of Pike Road
	City of Prattville
	City of Wetumpka

Road Network	
	Interstate
	Roadways
	Railroads
	Rivers
	MPO Study Area



Legend	
	Connector Routes
	Routes



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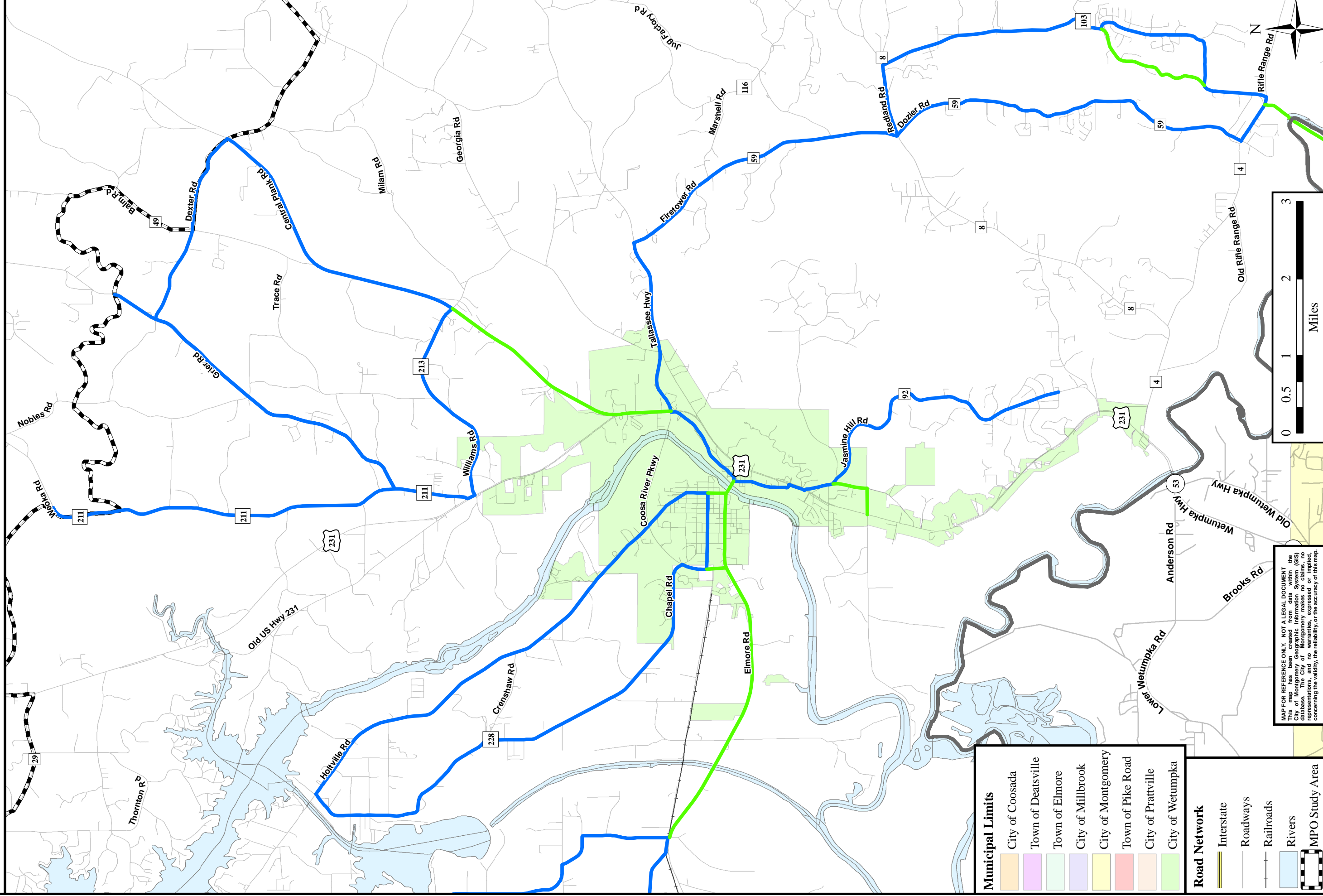
Figure 5.8: City of Wetumpka and Eastern Elmore County Bicycle Routes and Connector Routes

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



Legend

- Connector Routes
- Routes



Municipal Limits	
	City of Coosada
	Town of Deatsville
	Town of Elmore
	City of Millbrook
	City of Montgomery
	Town of Pike Road
	City of Prattville
	City of Wetumpka

Road Network	
	Interstate
	Roadways
	Railroads
	Rivers
	MPO Study Area

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Figure 5.9:
City of
Montgomery
Central Business
District Bicycle
Routes and
Connector
Routes

Source: 2010 U.S. Census
 and City of Montgomery



Legend

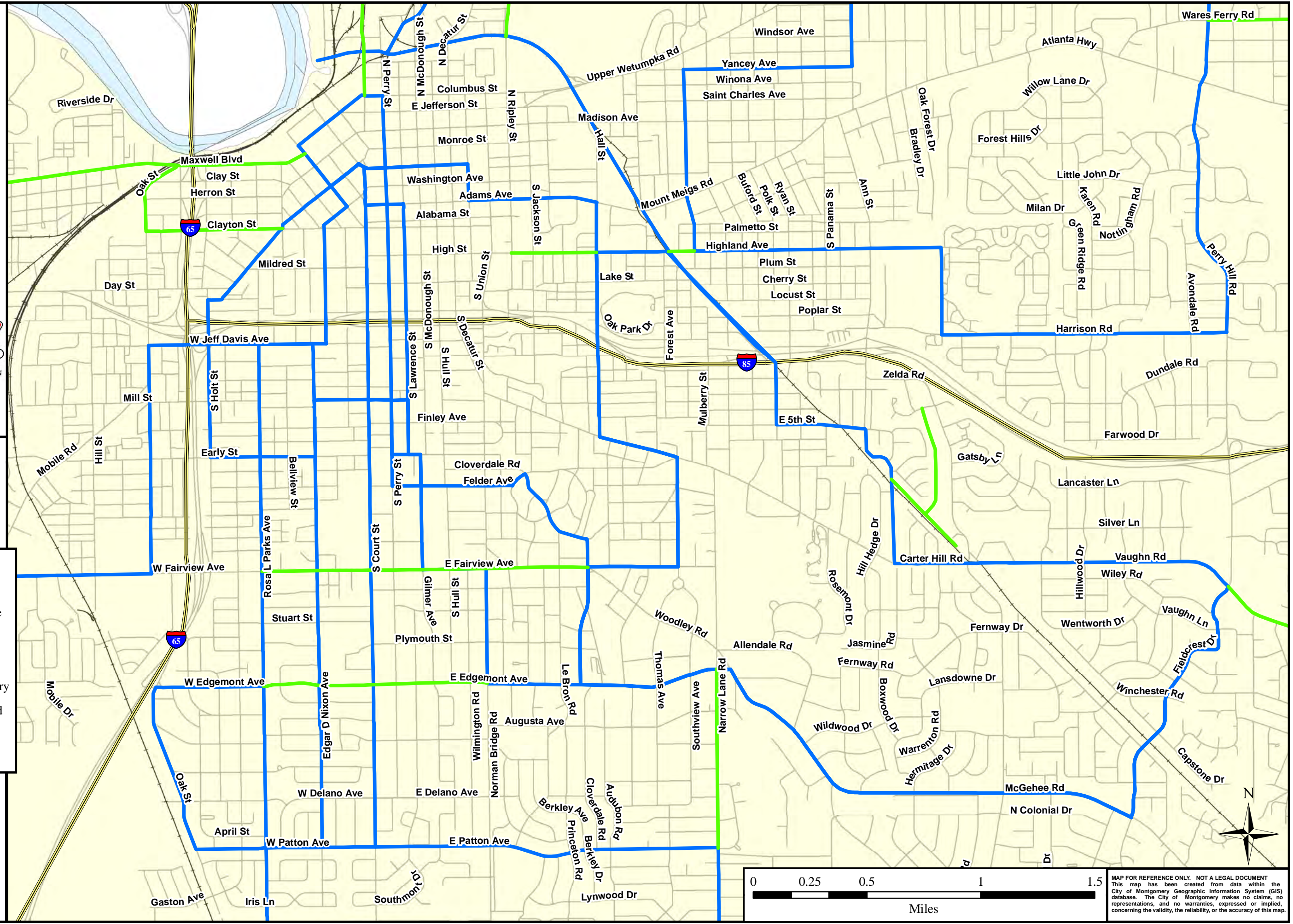
- Connector Routes
- Routes

Municipal Limits

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

Road Network

- Interstate
- Roadways
- Railroads
- Rivers
- MPO Study Area



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Figure 5.10: Western City of Montgomery Bicycle Routes and Connector Routes

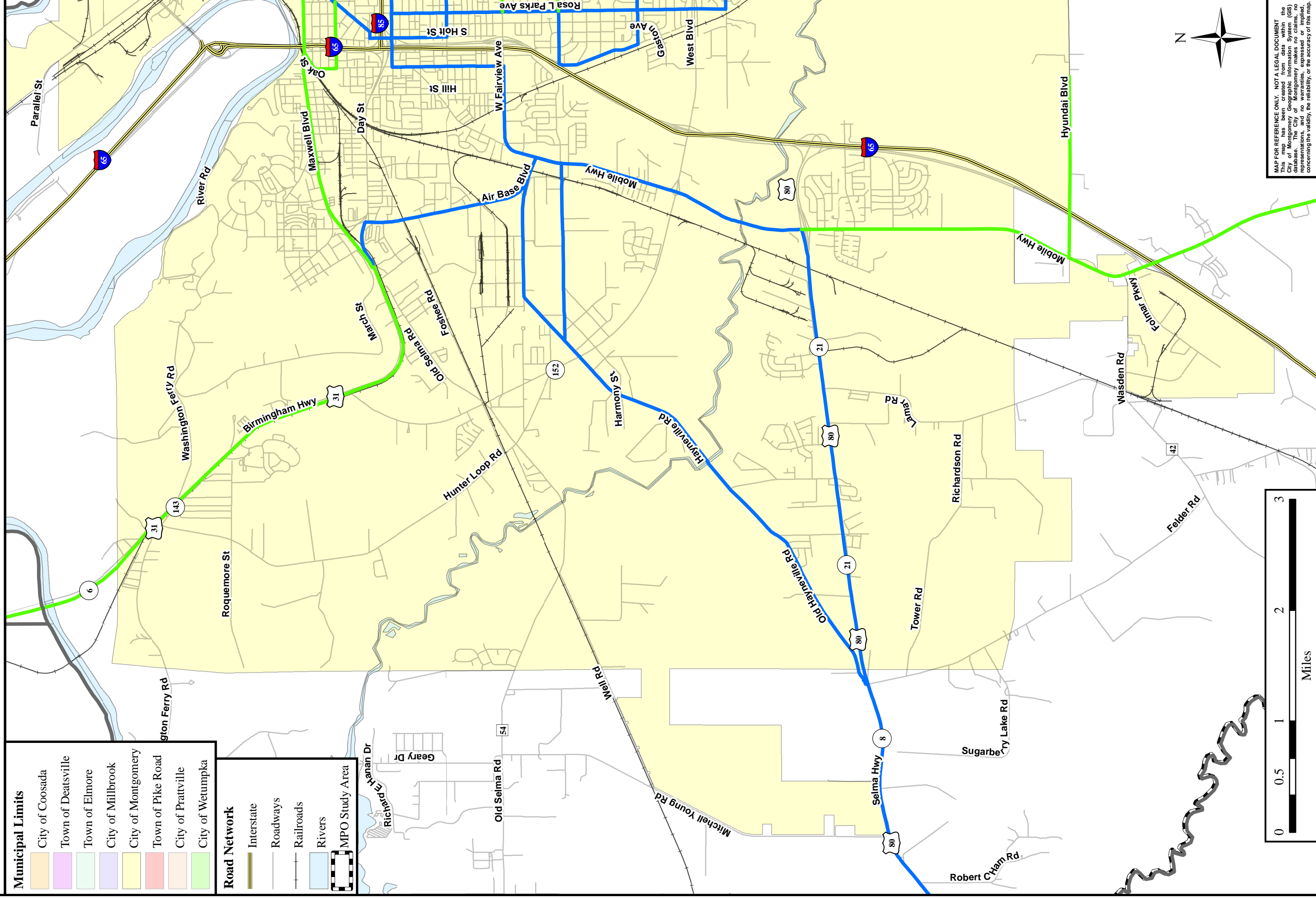


Source: 2010 U.S. Census and City of Montgomery

Municipal Limits	
	City of Coosada
	Town of Deatsville
	Town of Elmore
	City of Millbrook
	City of Montgomery
	Town of Pike Road
	City of Prattville
	City of Wetumpka

Road Network	
	Interstate
	Roadways
	Railroads
	Rivers
	MPO Study Area

Legend	
	Connector Routes
	Routes



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Figure 5.11:
Southern City of
Montgomery
Bicycle Routes
and Connector
Routes

Source: 2010 U.S. Census
and City of Montgomery



Legend

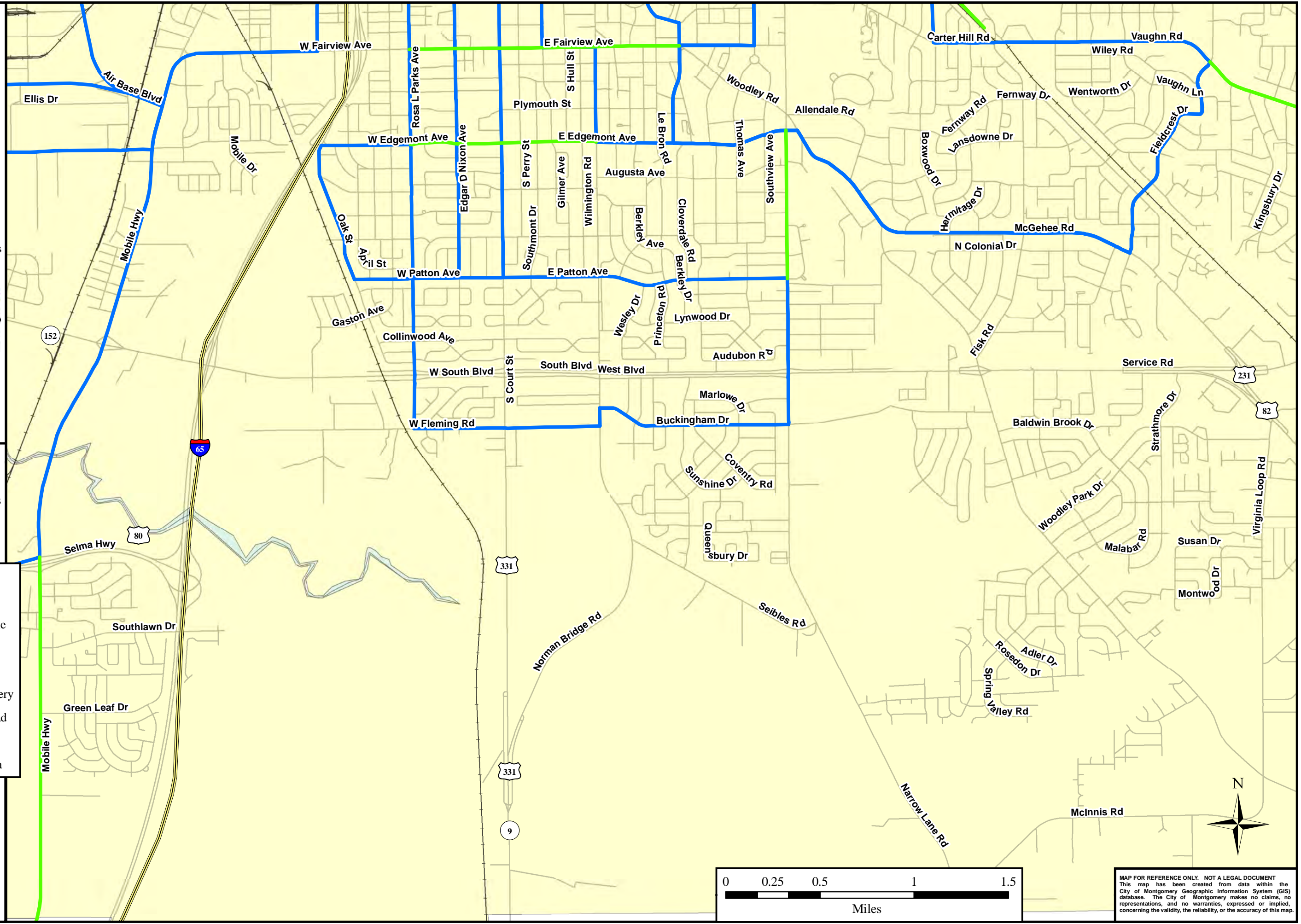
- Connector Routes
- Routes

Municipal Limits

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

Road Network

- Interstate
- Roadways
- Railroads
- Rivers
- MPO Study Area



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**Figure 5.12: Midtown City of Montgomery
Bicycle Routes and Connector Routes**

Source: 2010 U.S. Census and City of Montgomery



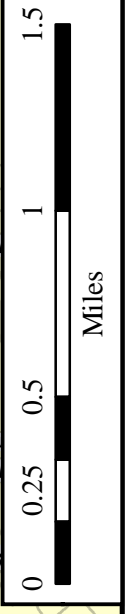
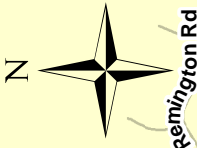
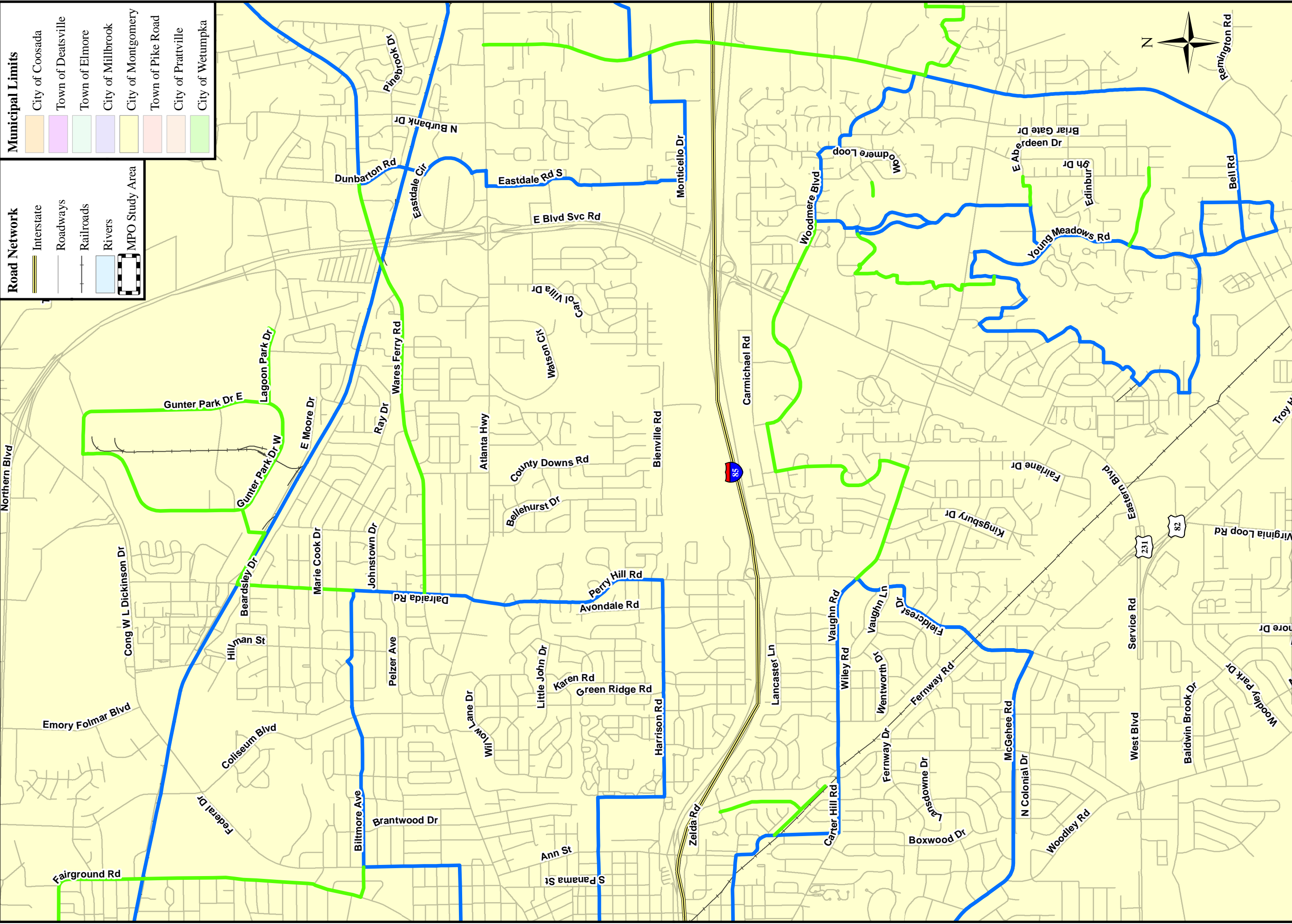
Legend
— Connector Routes
— Routes

Road Network

- Interstate
- Roadways
- Railroads
- Rivers
- MPO Study Area

Municipal Limits

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



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Figure 5.13:
Southeastern
City of
Montgomery
Bicycle Routes
and Connector
Routes

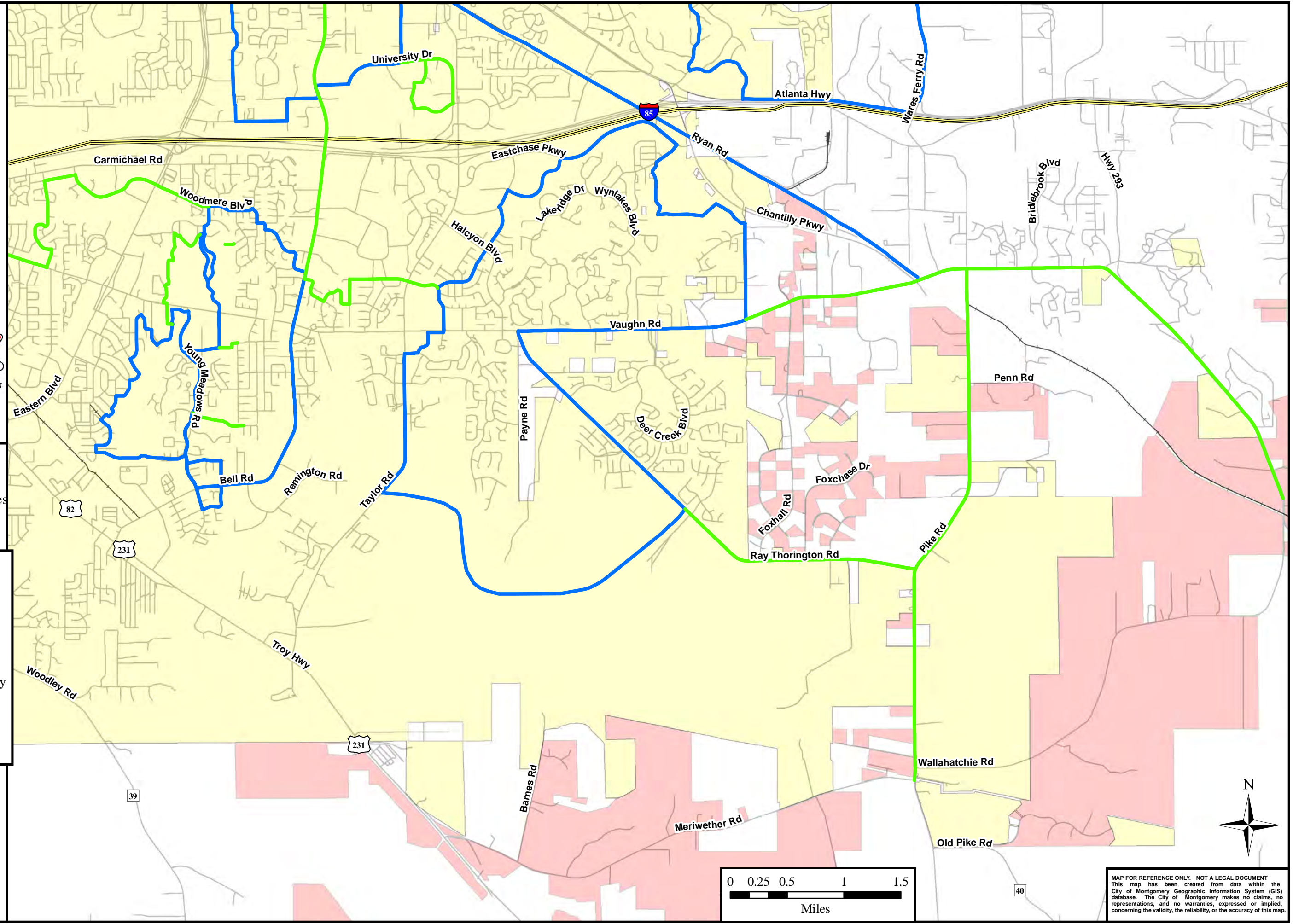
Source: 2010 U.S. Census
and City of Montgomery



- Legend**
- Connector Routes
 - Routes

- Municipal Limits**
- City of Coosada
 - Town of Deatsville
 - Town of Elmore
 - City of Millbrook
 - City of Montgomery
 - Town of Pike Road
 - City of Prattville
 - City of Wetumpka

- Road Network**
- Interstate
 - Roadways
 - Railroads
 - Rivers
 - MPO Study Area



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Figure 5.14:
Northeastern
City of
Montgomery
Bicycle Routes
and Connector
Routes

Source: 2010 U.S. Census
and City of Montgomery



Legend

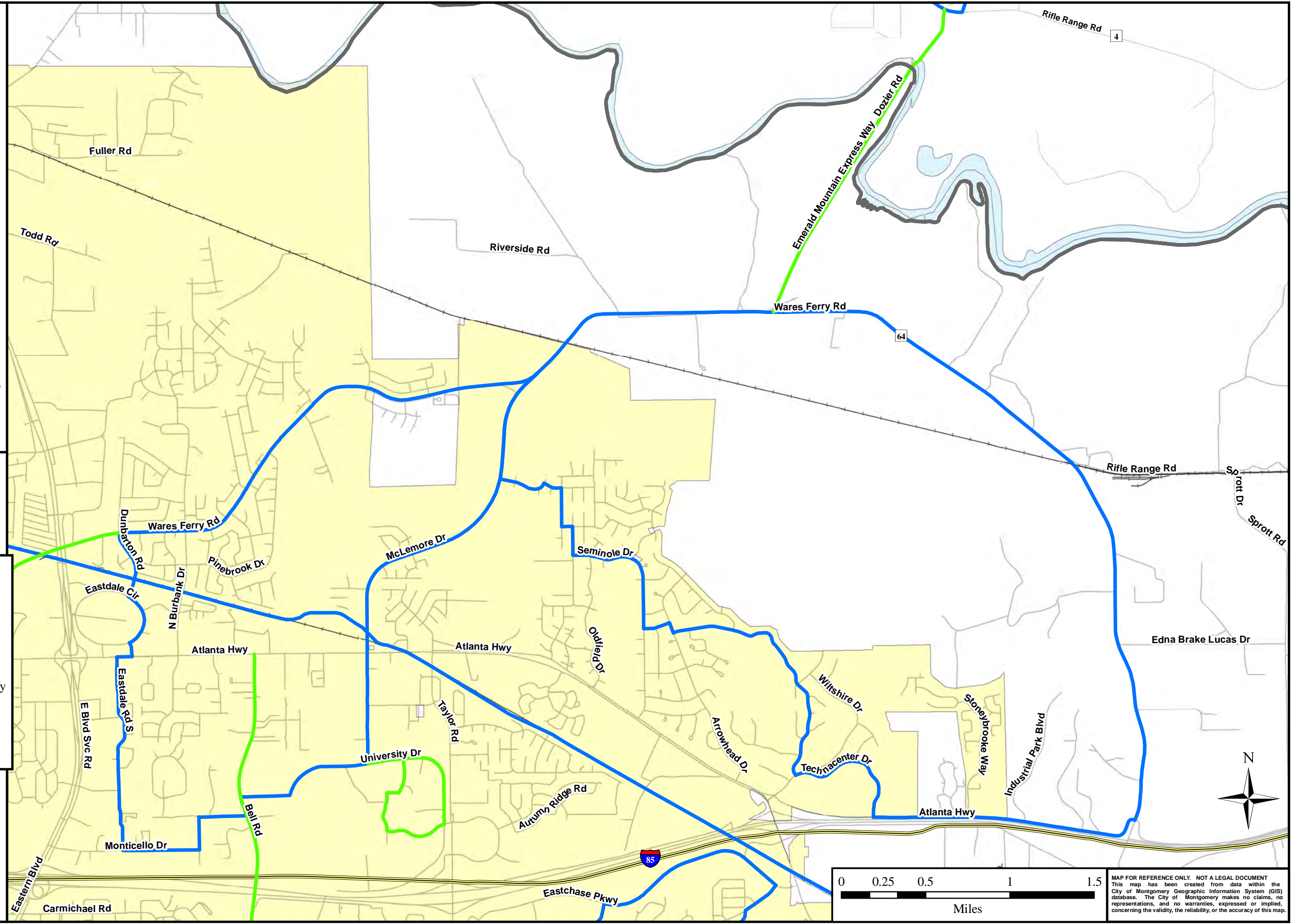
- Connector Routes
- Routes

Municipal Limits

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

Road Network

- Interstate
- Roadways
- Railroads
- Rivers
- MPO Study Area



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CHAPTER 6 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).

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.

Table 6.1 Pedestrian Age Categories and Characteristics

Age	Characteristics
0 – 4	<ul style="list-style-type: none"> • Learning to walk • Developing peripheral vision, depth perception <ul style="list-style-type: none"> • Requires constant adult supervision
5 – 8	<ul style="list-style-type: none"> • Increasing independence, still requires supervision <ul style="list-style-type: none"> • Poor depth perception
9 – 13	<ul style="list-style-type: none"> • Susceptible to “dart out” intersection dash • Sense of invulnerability <ul style="list-style-type: none"> • Poor judgment
14 – 18	<ul style="list-style-type: none"> • Improved awareness of traffic environment and <ul style="list-style-type: none"> • Poor judgment
19 – 40	<ul style="list-style-type: none"> • Active, fully aware of traffic environment
41 – 65	<ul style="list-style-type: none"> • Slowing of reflexes
65 +	<ul style="list-style-type: none"> • Difficulty crossing street • Difficulty hearing vehicles approaching from behind <ul style="list-style-type: none"> • Vision loss • 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 (AASHTO)

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 to 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, pedestrian facilities increase safety (AASHTO pg 54). Where pedestrian facilities have not been provided, 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)

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 safe 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 to 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 4.2.4.

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 completed 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.



**Figure 7.1:
City of
Montgomery
Central Business
District and
Suburban
Zone Buffers**

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



Legend

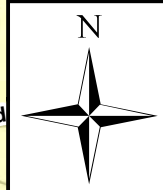
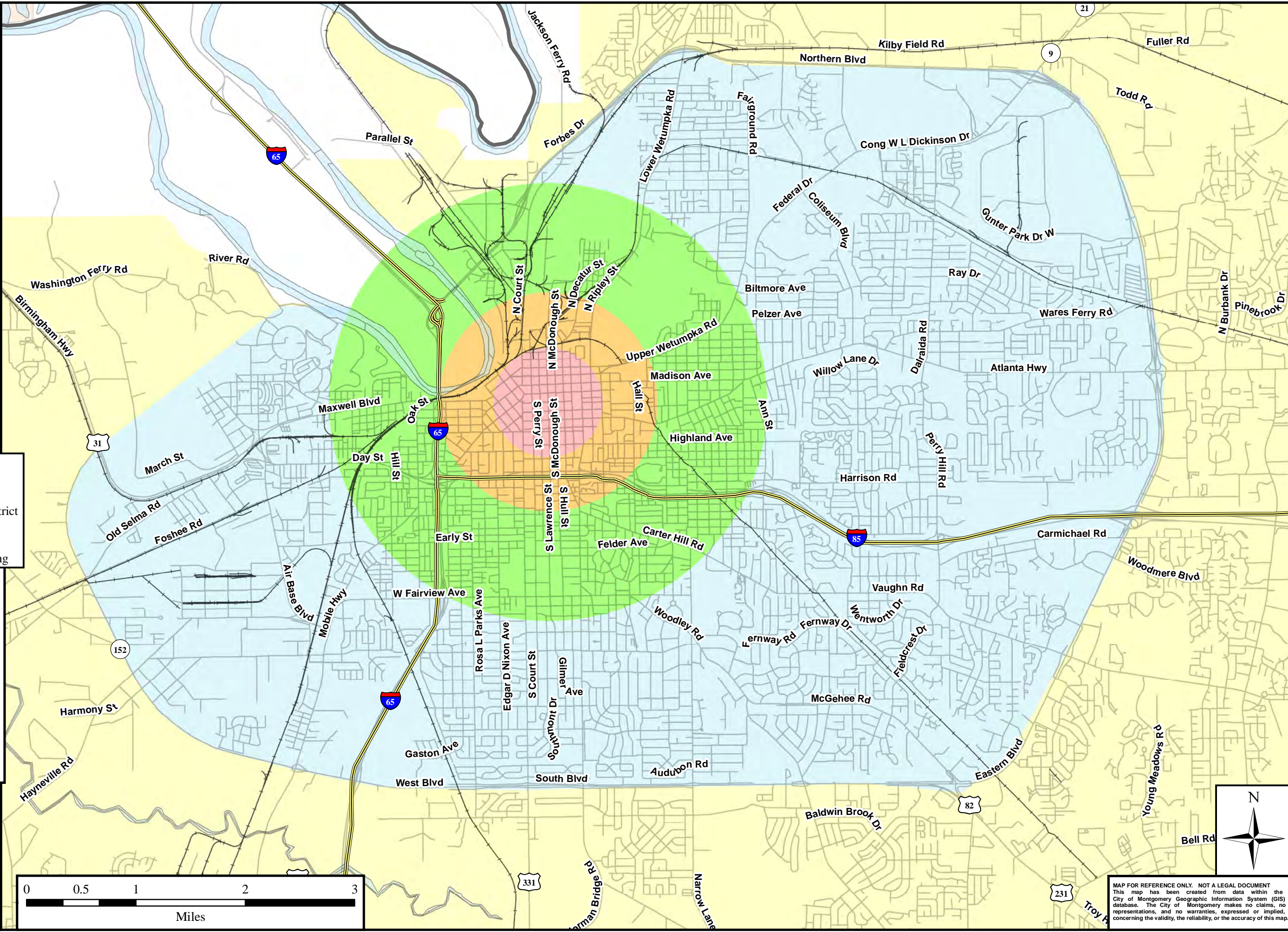
- Downtown Core
- Central Business District
- First Suburban Ring
- Second Suburban Ring

Municipal Limits

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

Road Network

- Interstate
- Roadways
- Railroads
- Rivers
- MPO Study Area



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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 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.

Table 7.1: Miles of Needed Sidewalk Projects by County

COUNTY	REHAB TOTAL MILES	TOTAL NEW CONSTRUCTION MILES
Autauga	0	48.97
Elmore	0	36.07
Montgomery	55.93	249.70
Total	55.93	334.74



Figure 7.2:
City of Montgomery
Sidewalk
and Intersection
Inventory

Source: 2010 U.S. Census
and City of Montgomery



Legend

- Major Crossings
- Existing Sidewalks**
- Both Sides
- East Sides
- North Sides
- South Sides
- West Sides

Municipal Limits

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

Road Network

- Interstate
- Roadways
- Railroads
- Rivers
- MPO Study Area

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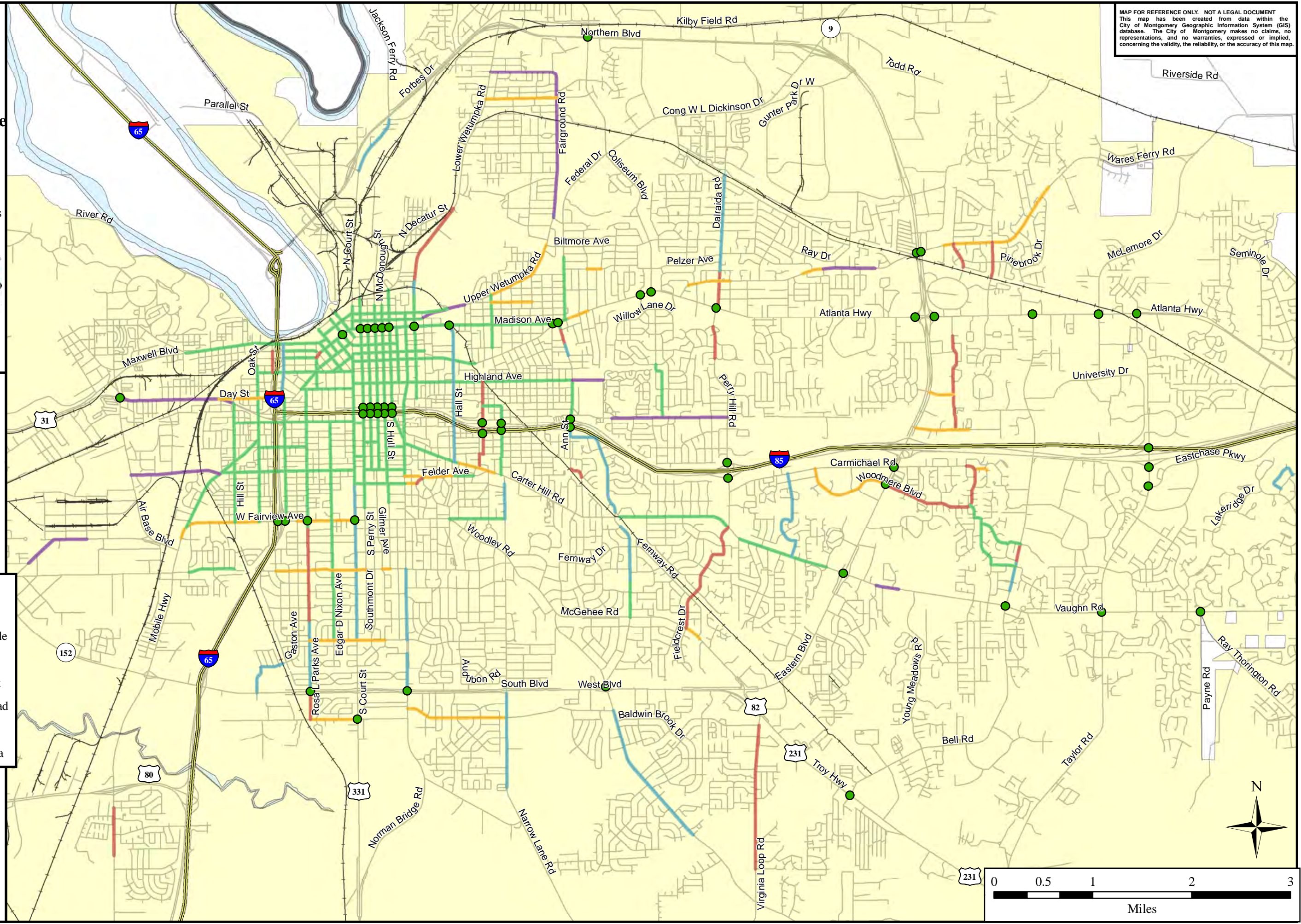




Figure 7.3:
City of Montgomery
Central Business
District
Sidewalk
and Intersection
Inventory

Source: 2010 U.S. Census and City of Montgomery



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- Legend**
- Major Crossings
 - Existing Sidewalks**
 - Both Sides
 - East Sides
 - North Sides
 - South Sides
 - West Sides

- Municipal Limits**
- City of Coosada
 - Town of Deatsville
 - Town of Elmore
 - City of Millbrook
 - Town of Pike Road
 - City of Prattville
 - City of Wetumpka

- Road Network**
- Interstate
 - Roadways
 - Railroads
 - Rivers
 - MPO Study Area

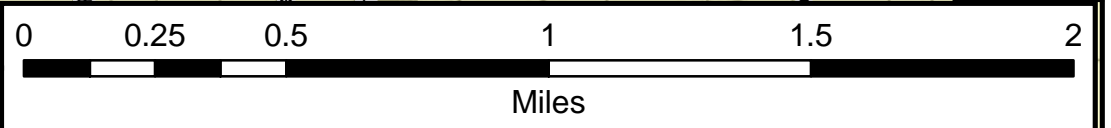
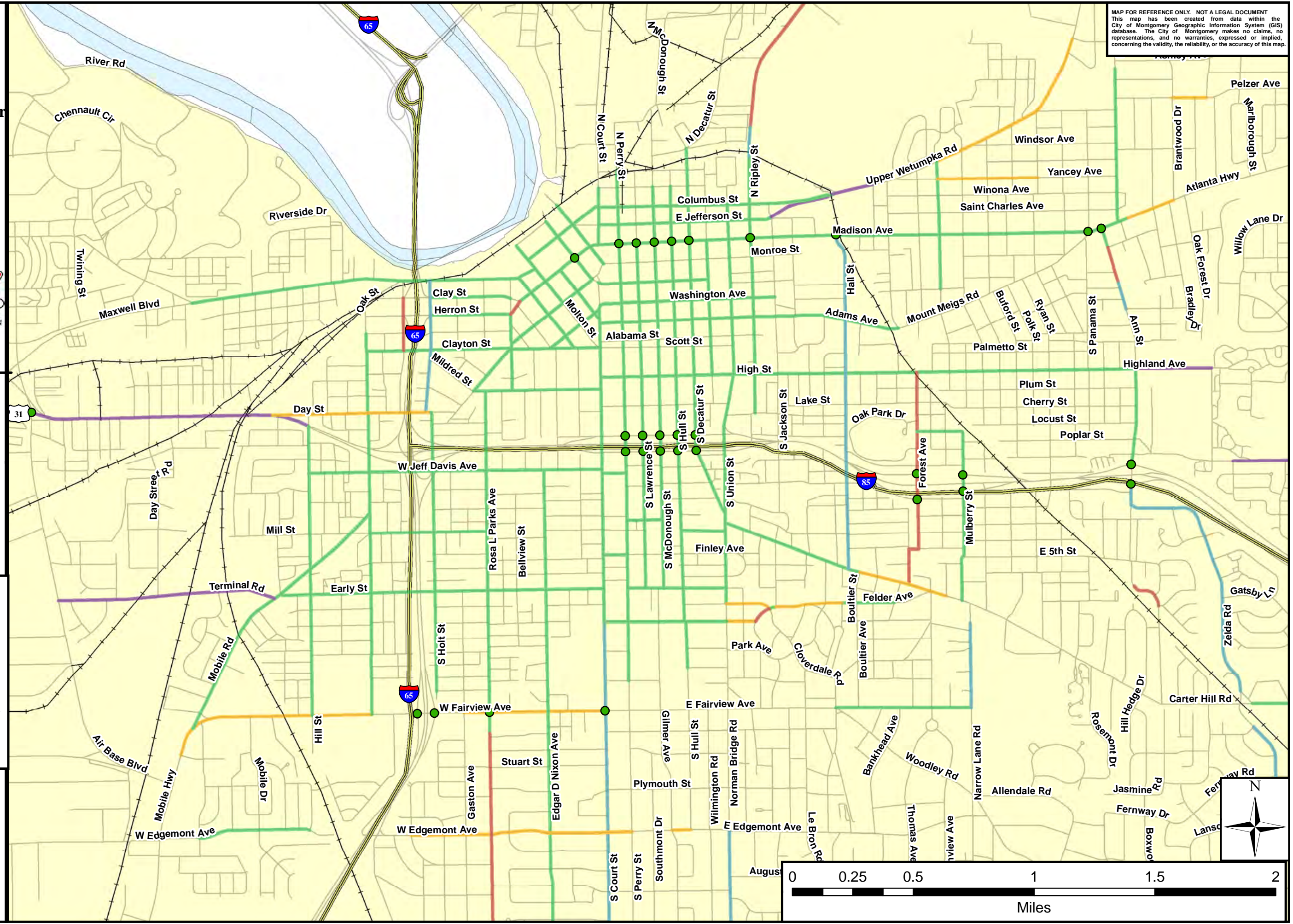
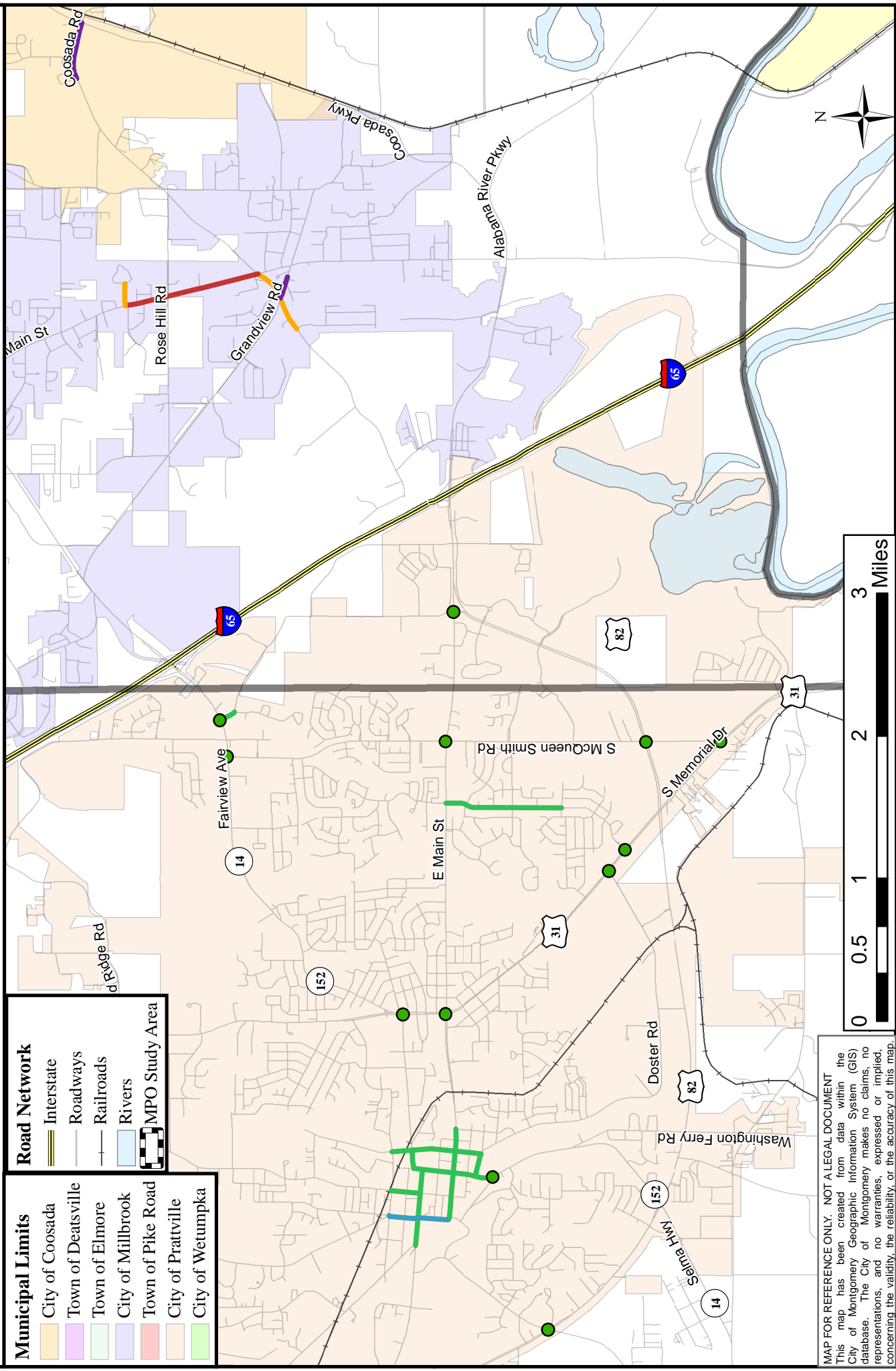


Figure 7.4: City of Coosada, City of Millbrook and City of Prattville Sidewalk and Intersection Inventory

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



Municipal Limits

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

Road Network

- Interstate
- Roadways
- Railroads
- Rivers
- MPO Study Area

Legend

- Major Crossings
- Existing Sidewalks
 - Both Sides
 - East Sides
 - North Sides
 - South Sides
 - West Sides

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Figure 7.5: City of Wetumpka Sidewalk and Intersection Inventory

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

Existing Sidewalks

- Both Sides
- East Sides
- North Sides
- South Sides
- West Sides

Legend

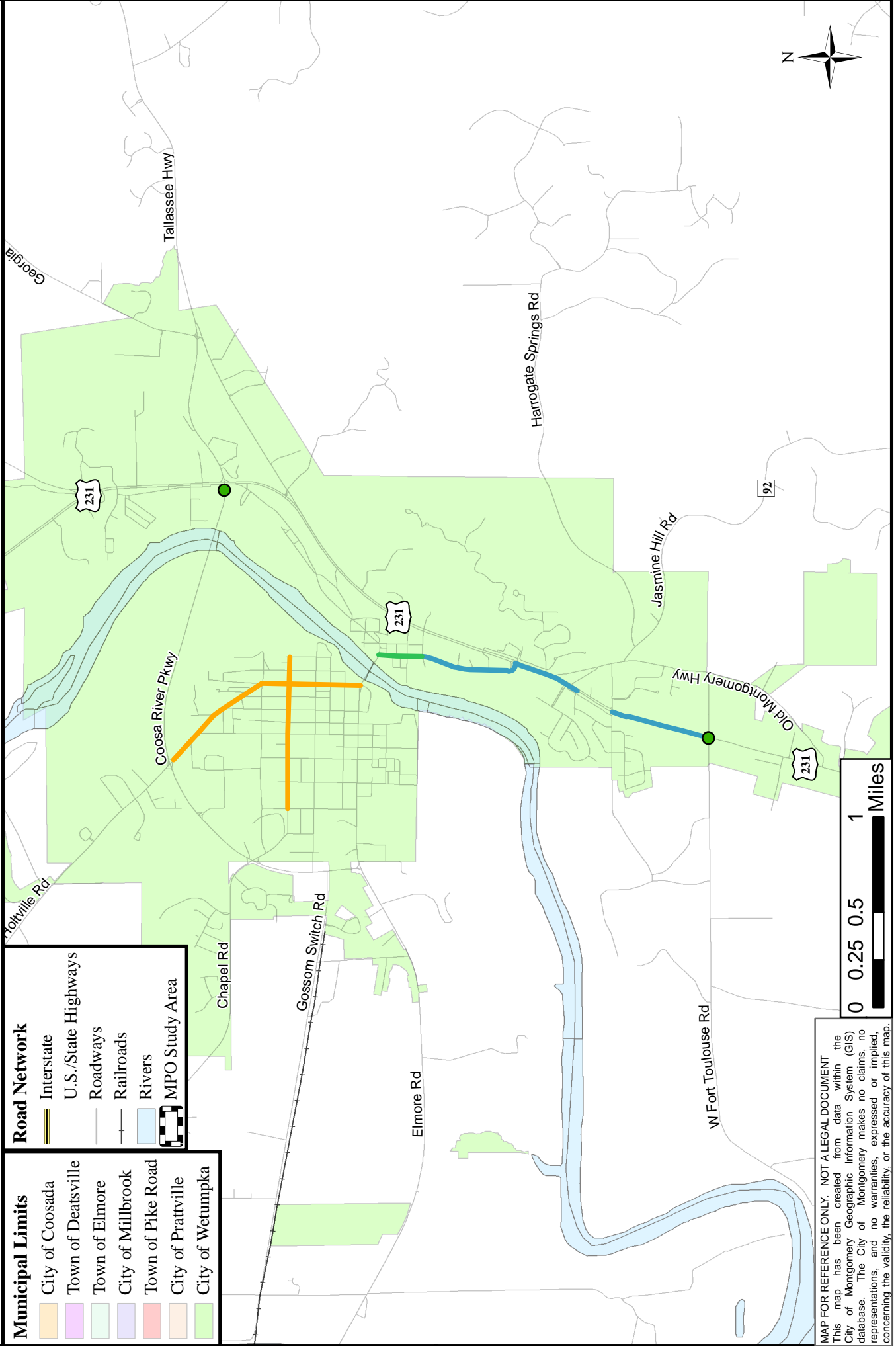
- Major Crossings

Municipal Limits

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

Road Network

- Interstate
- U.S./State Highways
- Roadways
- Railroads
- Rivers
- MPO Study Area



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CHAPTER 8 BICYCLE AND PEDESTRIAN IMPLEMENTATION PLANS

The bicycle and pedestrian implementation plans utilizes both an opportunistic approach and a prioritization approach. The opportunistic approach involves coordination with other projects within public right-of-ways, partnership and education with private and public agencies, and concentration on planned facilities, while the prioritization approach utilizes a process to prioritization process to rank segments of the bicycle route system.

8.1. Opportunistic Approach to Bicycle Implementation

The American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities 2012* details the following examples of opportunistic implementation:

- Bike lane implementation as part of resurfacing, reconstruction, and routine maintenance overlays. Many communities have coordinated their bikeway plans and their street repaving programs to create bike lanes through the reallocation of street space during routine paving projects.
- “Complete Streets” Policies. Integration of bikeways in routine public works projects including highway and transit projects. Cost-effective improvements can be made by systematically including bikeways in projects as a matter of policy.
- Bikeway implementation via private-sector development activity. New developments, including mixed-use projects, residential developments, and urban infill projects provide significant opportunities for including bikeways in the local planning process.
- Bikeway implementation in coordination with major capital projects. Bikeways can successfully be included in bridges, freeways, light rail projects, transit stations, and other capital projects.
- Development of shared use paths in corridors with utilities or other infrastructure improvements. Co-location of water, sewer, communications, power, and other utilities can create cost-sharing and revenue opportunities for bikeways.
- Rails-to-Trails and Rails-with-Trails Projects. Active, abandoned, and rail-banked corridors are frequently used to create shared use paths.
- Training for maintenance bureaus, planning boards, utility managers, school districts, transit districts, and other agencies so that they are aware of the opportunity to implement bicycle facilities as part of their routine activities.

In addition to the above, planned bicycle facilities are classified as opportunistic. As a matter of policy, the Montgomery MPO currently analyzes the feasibility of including bicycle facilities for all projects utilizing Montgomery Surface Transportation Attributable (STP) funds.

8.2. Prioritization Approach

The prioritization approach outlines the bicycle routes and connector routes that will connect the greatest number of individuals and destinations. 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
- 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
 - 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
 - 1,250 – 2,499 Employees – 4 Points
 - 500 – 1,249 Employees – 3 Points
 - 100 - 499 Employees – 2 Points
 - 1- 99 Employees – 1 Point
 - 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
 - 3.0 – 4.0 (Best Conditions For Bicycling) OR Rail-Trail/Rail-with-Trail– 5 Points
 - 2.0 - 2.9 (Medium Conditions For Bicycling) – 2 Points
 - 1.0 – 1.9 (Difficult Conditions For Cycling) – 1 Point
 - < 1.0 (Very Difficult Conditions For Cycling) – 0 Points
- Within City Limits - Total Points Possible = 1

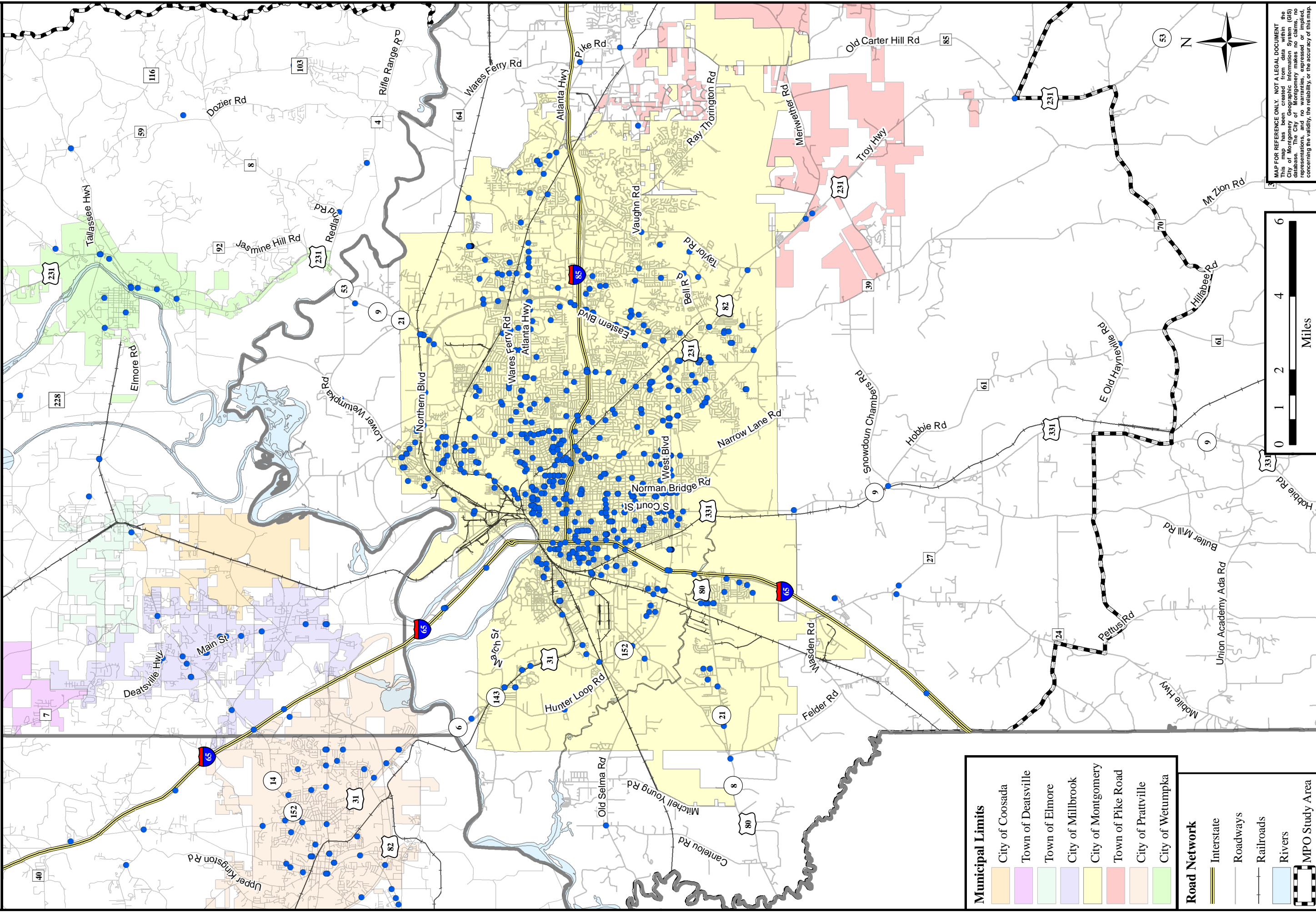
Direct access is defined as within 0.2 miles of the location. The Critical Analysis Reporting Environment (CARE) database was utilized to determine the location of bicycle or/and pedestrian involved accidents between 2003 and 2011. Figure 8.1 details the location of accidents involving a pedestrian or 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 connector routes.



**Figure 8.1:
2003-2011 Pedestrian and
Bicyclist Accident Locations**

Source: 2010 U.S. Census, City of Montgomery, Town of Pike Road, City of Prattville, Elmore County and CARE Database (University of Alabama).

Legend
● Pedestrian and/or Bicyclist Accident



Municipal Limits	
	City of Coosada
	Town of Deatsville
	Town of Elmore
	City of Millbrook
	City of Montgomery
	Town of Pike Road
	City of Prattville
	City of Wetumpka

Road Network	
	Interstate
	Roadways
	Railroads
	Rivers
	MPO Study Area

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Table 8.1 Bicycle Route Priority Scores

#	County	Name	Miles	Score
23	Montgomery	Rails-Trails	2.74	33.0
33	Montgomery	Rails-Trails/Rails-with-Trail	14.22	31.0
10	Montgomery	Midtown to Downtown	9.82	28.1
9	Montgomery	Historic Circulator	9.36	27.9
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
29	Autauga	Midtown East Prattville	5.81	12.5
5	Montgomery	East Montgomery	15.36	12.0
26	Montgomery	Brewbaker	6.12	11.7
11	Elmore	Millbrook	13.28	11.4
8	Elmore	Elmore-Millbrook -Coosada	19.58	10.2
7	Elmore	Elmore-Holtville	21.94	8.3
6	Autauga	West Prattville	11.80	6.9
21	Elmore	Wetumpka	23.54	6.9
28	Autauga	Northeast Prattville	6.37	6.9
19	Montgomery	Wares Ferry Rd	12.35	6.8
18	Montgomery	South Montgomery County	21.98	6.7
4	Elmore	Deatsville	16.23	6.2
20	Elmore	Weoka	9.17	6.0
14	Elmore	Redland-Emerald Mountain	12.36	5.2

Table 8.2 Bicycle Connector Priority Scores

#	County	Name	From	To	Miles	Score
41	Montgomery	Maxwell Blvd	Oak St	Molton St	0.57	31.0
6	Montgomery	Edgemont	Route 31		0.99	29.0
34	Montgomery	High St	S. Ripley St	Route 9	0.37	29.0
37	Montgomery	Fairview Ave	Rosa L. Parks Ave	Cloverdale Rd	1.43	27.0
33	Montgomery	Highland Ave	Route 9 & 15	Route 12	0.11	27.0
15	Montgomery	Maxwell	Route 9 & 15	Maxwell AFB	1.93	26.5
22	Elmore	East Wetumpka	Route 22	Connector 7	0.24	25.0
32	Autauga	S Court St	Conector 31	Route 24 & 25	0.23	24.0
20	Montgomery	Wares Ferry Rd	Route 1	Route 12	2.43	23.0
31	Autauga	W Main St	Route 6	Route 26	1.28	22.7
10	Montgomery	Catholic High School	Ida Belle Young Park	Route 2	1.30	21.9
42	Montgomery	Zelda Rd	Zelda Rd	Rail-Trail	0.49	21.0
7	Elmore	Elmore-Wetumpka	Route 3	Route 7	5.01	21.0
21	Montgomery	Montgomery Zoo	Route 14	Route 12	4.95	21.0
44	Montgomery	Rail-Trail	Robinson Hill Rd	CVS	0.41	20.0
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
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
38	Montgomery	Vaughn Rd	Ryan Rd	Wallahatchie Rd	5.82	15.0
39	Montgomery	Ray Thorington Rd	Park Crossing	Pike Rd	2.20	15.0
40	Montgomery	Pike Rd	Vaughn Rd	Wallahatchie Rd	4.64	15.0
43	Elmore & Montgomery	Alabama River Pkwy	Columbus St	Grandview Rd	9.07	15.0
29	Autauga & Elmore	North Prattville	Route 25 & 27	Route 29	5.08	14.3
2	Montgomery	Bell Rd	Atlanta Hwy	Route 2	2.59	14.0
26	Elmore	Grandview Rd	Route 8	Route 11	0.57	13.0
35	Autauga & Elmore	AL 14	Route 11	Route 29	2.28	13.0
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
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	10.0
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
9	Elmore & Montgomery	Emerald Mountain	Route 14	Route 19	2.08	10.0
19	Montgomery	S. Montgomery County	Route 13	Connector 13	5.93	9.3
23	Elmore	West Wetumpka	Route 23	Connector 8	0.25	9.0
17	Elmore	Ft. Toulouse	Ft. Toulouse	Route 3	0.79	7.0
28	Elmore	Deatsville	Route 4	Route 7	2.75	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

The bicycle routes range from 5.2 to 33.0 on the prioritization scale, and the bicycle connector routes 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 a prioritization implementation plan that follows key principles: connectivity to existing facilities, continuity of facilities, and access to the highest utilized origins and destinations. These routes and connector routes were analyzed to determine a starting point for the implementation plan. Figure 8.1 details the routes and connector routes with a prioritization score of 25 and above. After analyzing these routes and connector routes, it is determined that the following roadways appear multiple times in these routes or/and connector routes:

- 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. 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, routes and connector routes were classified as priority 1 if they met one or more of the following criteria:

- Priority score of 25 or above
- Routes and connector routes connected to an existing or funded facilities within one or more municipal limits and with a priority score of 15 and above
- Planned Bicycle Facilities

In addition to the planned bicycle facilities, 8 routes and 9 connector routes are the classified as Priority 1 in the implementation plan. Priority 1 routes and connector routes are a total length of 88.12 miles, and they are a combination of all three bikeway types. The total length of planned bicycle facilities was not determined.

Priority 2 projects were determined by applying the principles of connectivity, priority score and popularity of origins and attractors. First, routes and connector routes that meet a priority 1 project were determined. Seven routes and twelve connector routes met this criterion. Higher prioritization scores indicate a popular attractors and origins are along the route or connector route, 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 connector routes that meet priority 1 projects and routes and connector routes with a prioritization score above 15 were categorized as priority 2 projects in the implementation plan. In addition, all routes and route connectors with a priority score of 20 and above were classified as priority 2. Priority 2 routes and connector routes are a total length of 125.35 miles. Priority 2 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 connector routes that meet a priority 2 project were determined. Ten routes and ten connector routes met this criterion. An analysis of these routes and connector routes determined four routes and two connector routes received a priority score below 10. As with priority 2 projects the routes and connector routes with a score above 15 were prioritized as priority 3 projects. Priority 3 routes and route connectors are a total length of 96.02 miles. Priority 3 projects are a combination of all three bikeway types.

The remaining eleven routes and twelve connector routes were categorized as a Long Range Priority. The purpose of the priority characterization is to focus funding towards routes and connector routes 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 as described in Section 8.1. In addition, the designation of a roadway as a route or connector route 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 Connector Routes are detailed below:

Priority 1 Projects – Total Miles = 88.12

- Route 9 – Historic Circulator
- Route 10 – Midtown to Downtown
- Route 12 – Montgomery Midtown North
- Route 15 – Selma to Montgomery
- Route 16 – South Midtown
- Route 23 – Rails-Trails
- Route 32 – S. Court Street
- Route 33 – Rail-Trail/Rail-with-Trail
- Connector Route 6 – Edgemont
- Connector Route 7 – Elmore- Wetumpka
- Connector Route 15 - Maxwell
- Connector Route 22 – East Wetumpka
- Connector Route 33 – Highland Avenue
- Connector Route 34 – High Street
- Connector Route 37 – Fairview Avenue
- Connector Route 40 – Pike Road
- Connector Route 41 – Maxwell Boulevard

Priority 2 Projects – Total Miles = 125.35

- Route 1 – AUM/Eastdale Mall
- Route 3 – Blue Ridge-Redland
- Route 17 – South Montgomery
- Route 22 – Wetumpka-Holtville
- Route 25 – Upper Kingston Road
- Route 30 – West Montgomery

- Route 31 – Gateway
- Connector Route 10 – Catholic High School
- Connector Route 11 - Gunter
- Connector Route 18 – Narrow Lane Road
- Connector Route 20 – Wares Ferry Road
- Connector Route 21 – Montgomery Zoo
- Connector Route 22 – East Wetumpka
- Connector Route 24 – Woodmere
- Connector Route 31 – W. Main Street
- Connector Route 32 – S. Court Street
- Connector Route 38 – Vaughn Road
- Connector Route 39 – Ray Thorington Road
- Connector Route 42 – Zelda Road
- Connector Route 43 – Alabama River Parkway
- Connector Route 44 – Rail-Trail/Rail-with-Trail

Priority 3 Projects – Total Miles = 96.02

- Route 2 – Alabama Shakespeare Festival
- Route 5 – East Montgomery
- Route 11 – Millbrook
- Route 13 – North Prattville
- Route 24 – Lower Kingston Road
- Route 26 – Brewbaker
- Route 27 – Midtown-North Prattville
- Connector Route 1 – AUM
- Connector Route 2 – Bell Road
- Connector Route 4 – Blount Cultural Park
- Connector Route 12 – Halcyon
- Connector Route 13 - Hyundai
- Connector Route 14 – Lagoon Park
- Connector Route 16 – Montgomery-Autauga
- Connector Route 25 – Central Plank Road
- Connector Route 26 – Grandview Road
- Connector Route 29 – North Prattville

Long Range Projects – Total Miles = 184.01

- Route 4 – Deatsville
- Route 6 – West Prattville
- Route 7 – Elmore-Holtville
- Route 8 – Elmore-Millbrook-Coosada
- 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 Route 3 - Brighton Estates
- Connector Route 5 - Coosada Elementary School
- Connector Route 8 – Elmore County
- Connector Route 9 – Emerald Mountain
- Connector Route 17 – Ft. Toulouse
- Connector Route 19 – South Montgomery County
- Connector Route 23 – West Wetumpka
- Connector Route 27 – AL 143
- Connector Route 28 – Deatsville
- Connector Route 30 – Constitution Avenue
- Connector Route 35 – AL 14
- Connector Route 36 – Old Ware 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.

8.3. 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.



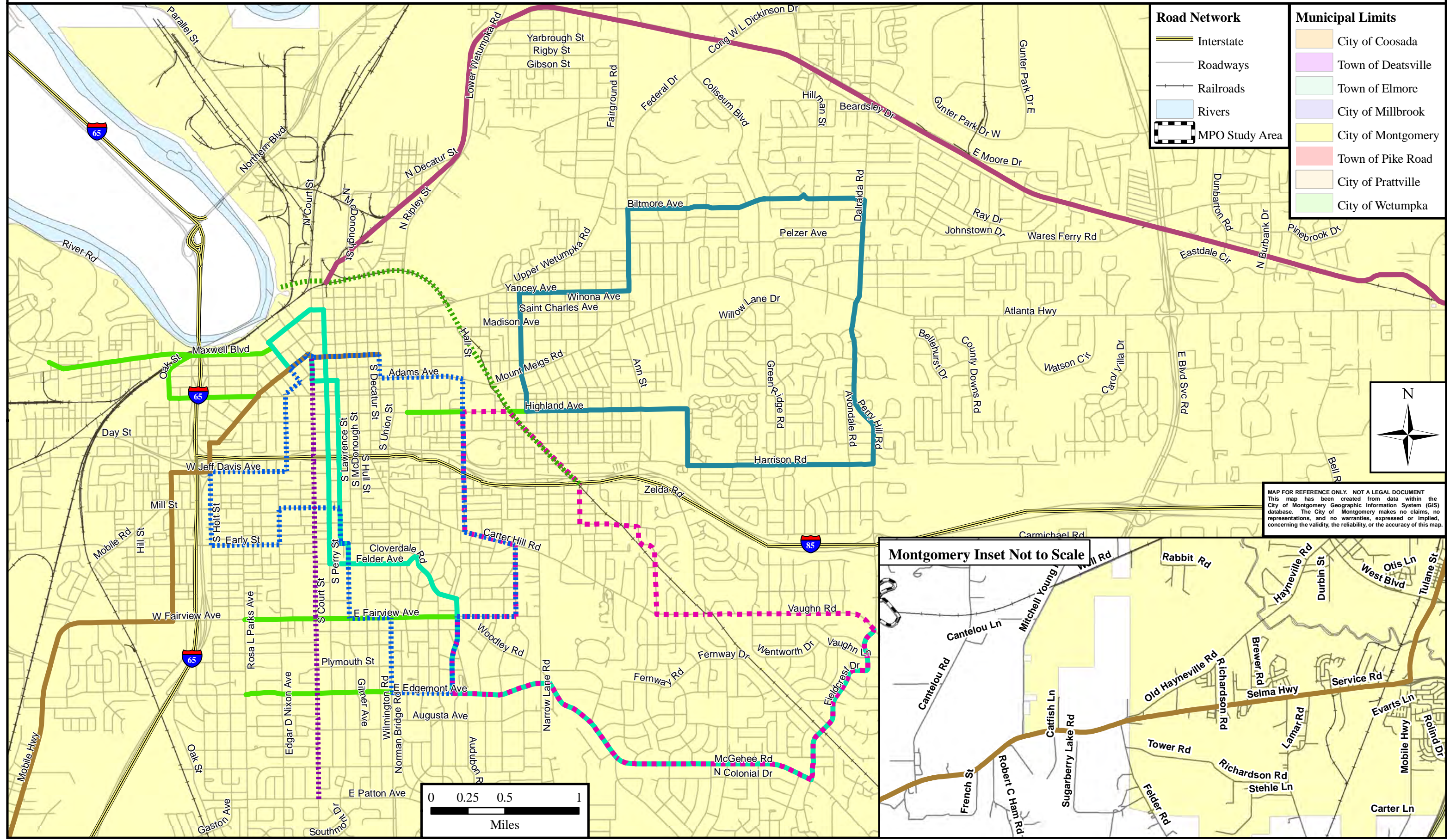
Figure 8.2: Priority 1 Bicycle Routes and Connector Routes*

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

*Connector Route 7 and 40 are not mapped.

Legend

- Route #9 (Blue dashed line)
- Route #10 (Cyan solid line)
- Route #12 (Blue solid line)
- Route #15 (Brown solid line)
- Route #16 (Pink dashed line)
- Route #23 (Green dashed line)
- Route #32 (Purple dashed line)
- Route #33 (Red solid line)
- Connector Routes (Green solid line)



Road Network

- Interstate (Yellow line with red/blue border)
- Roadways (Grey line)
- Railroads (Black line with cross-ticks)
- Rivers (Blue area)
- MPO Study Area (Black dashed box)

Municipal Limits

- City of Coosada (Light orange)
- Town of Deatsville (Light purple)
- Town of Elmore (Light green)
- City of Millbrook (Light blue)
- City of Montgomery (Yellow)
- Town of Pike Road (Light red)
- City of Prattville (Light pink)
- City of Wetumpka (Light green)

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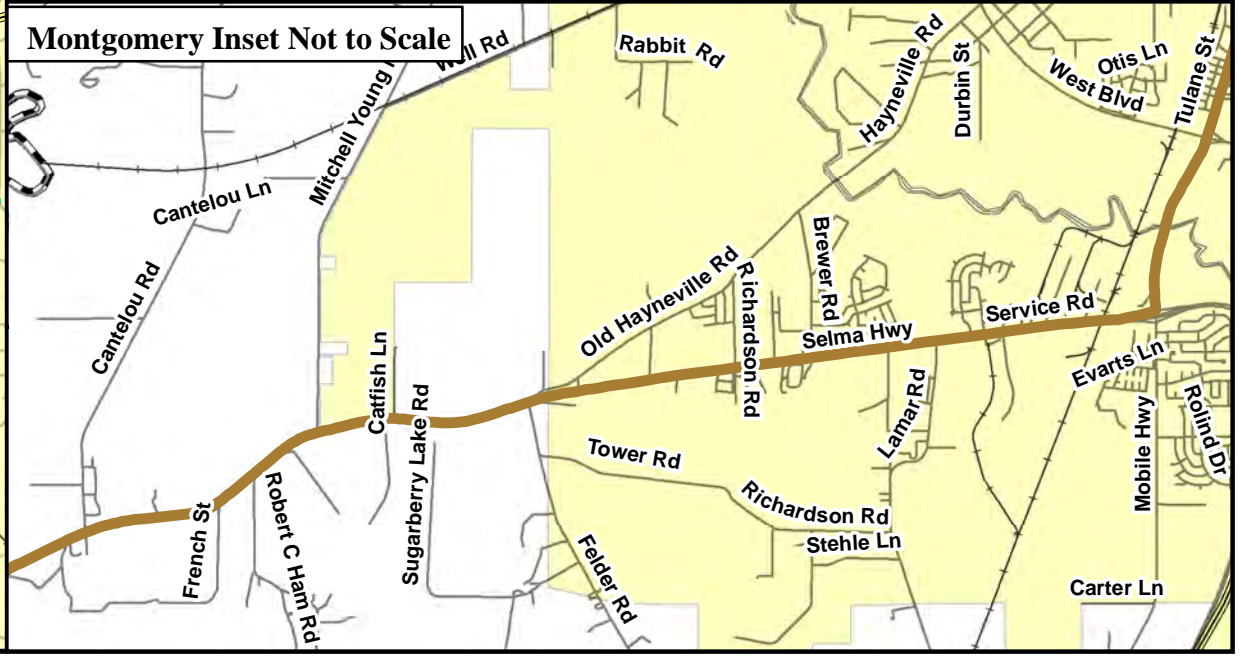


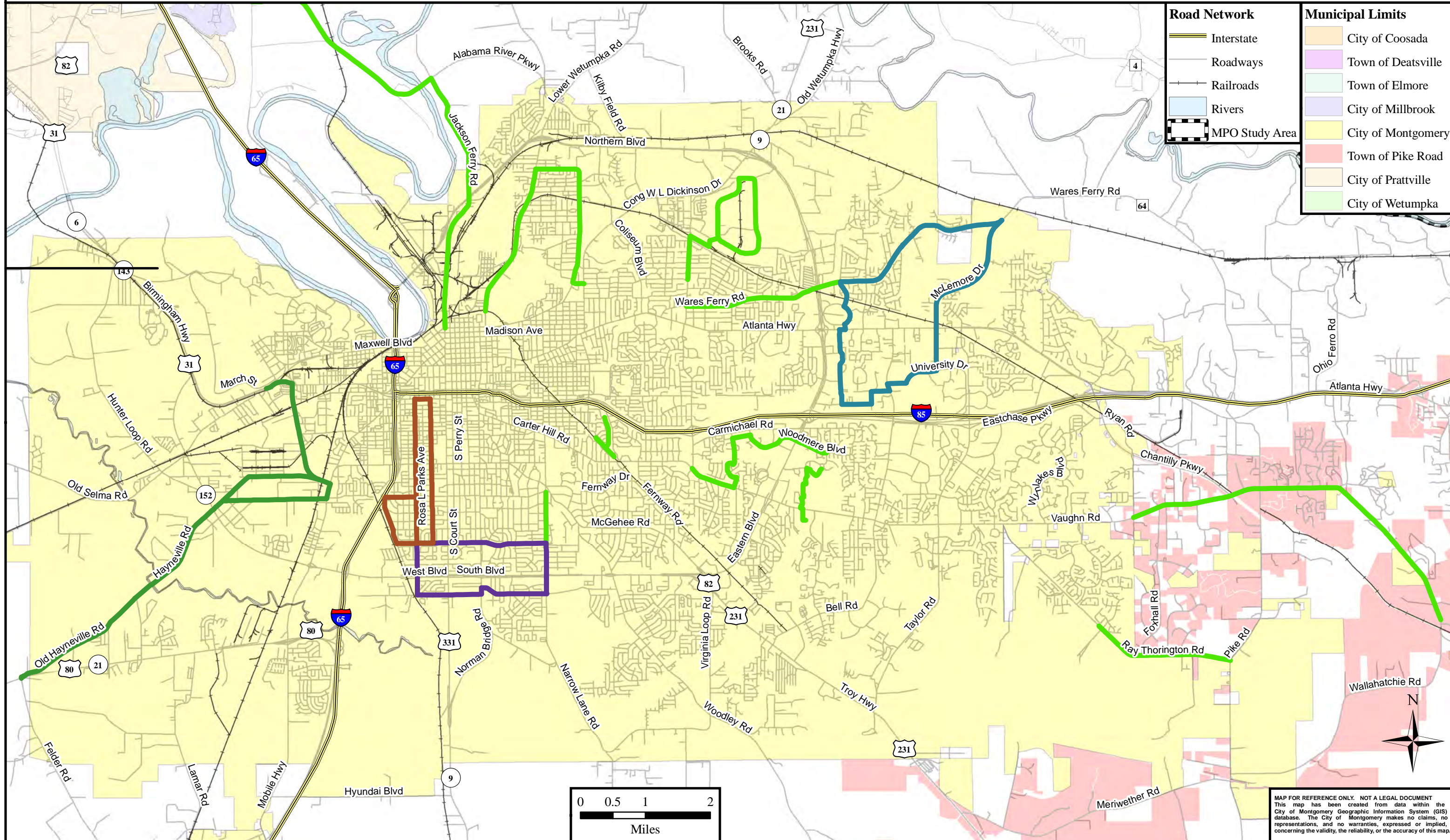


Figure 8.3: Montgomery County and City of Montgomery Priority 2 Bicycle Routes and Connectors

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

Legend

- Route #1
- Route #30
- Connector Routes
- Route #17
- Route #31

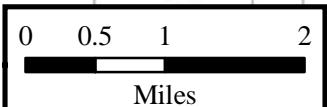


Road Network

- Interstate
- Roadways
- Railroads
- Rivers
- MPO Study Area

Municipal Limits

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



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




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

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

Legend

-  Route #3
-  Route #22
-  Route #25
-  Connector Routes

- Road Network**
-  Interstate
 -  Roadways
 -  Railroads
 -  Rivers
 -  MPO Study Area

- Municipal Limits**
-  City of Coosada
 -  Town of Deatsville
 -  Town of Elmore
 -  City of Millbrook
 -  Town of Pike Road
 -  City of Prattville
 -  City of Wetumpka

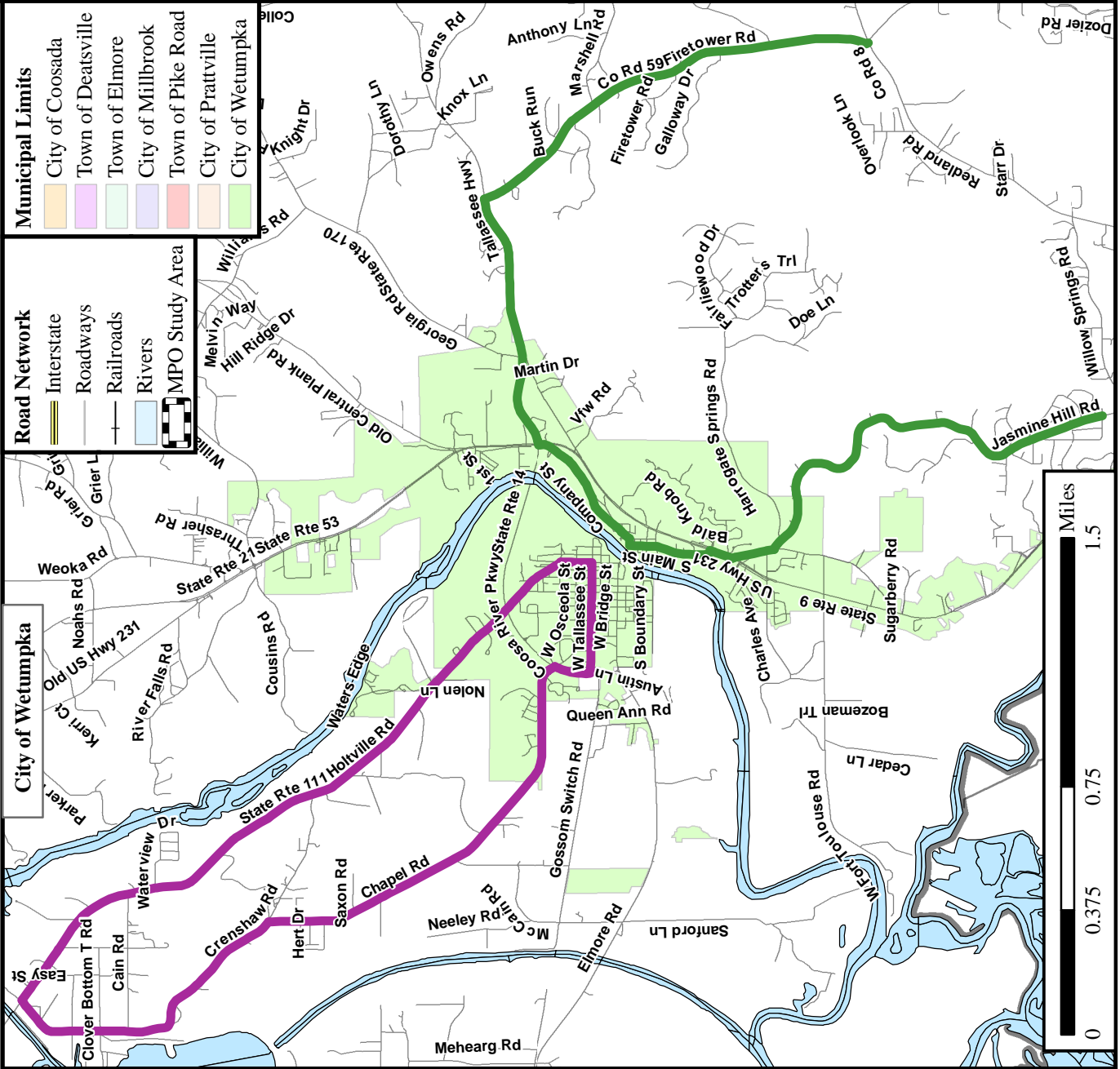
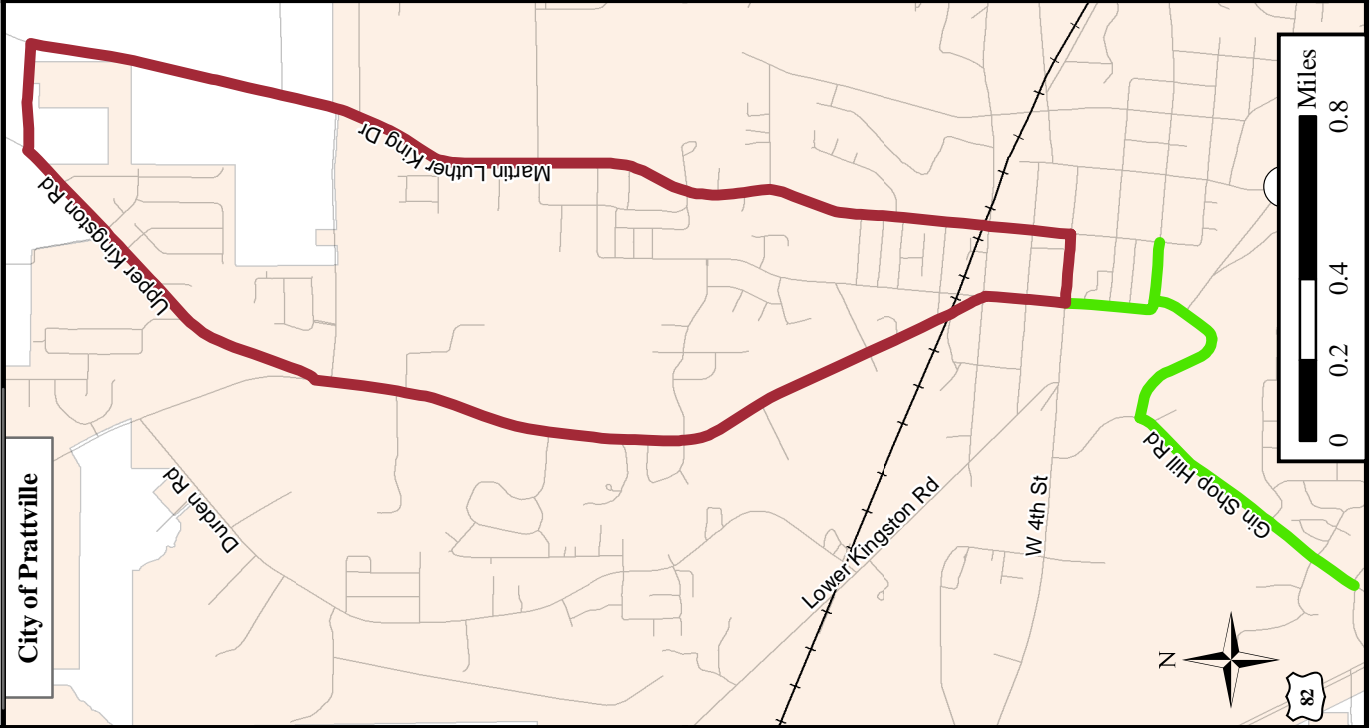




Figure 8.5: Autauga and Elmore Counties Priority 3 Bicycle Routes and Connectors*

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

*Portion of Connector Route 16 is not mapped.

Legend

- Route #11 (Green line)
- Route #24 (Blue line)
- Connector Routes (Light Green line)
- Route #13 (Red line)
- Route #27 (Dark Blue line)

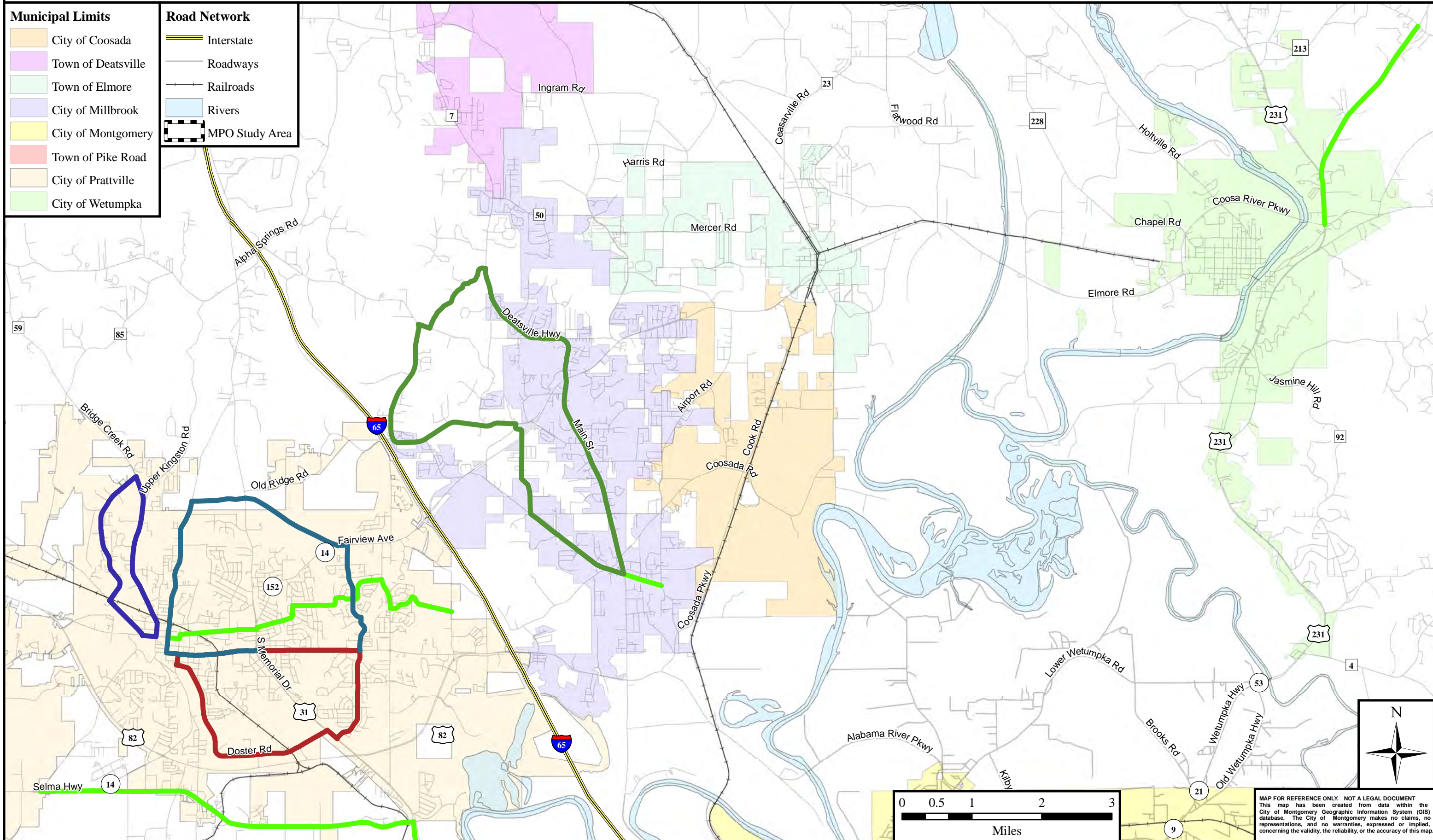


Municipal Limits

- City of Coosada (Orange)
- Town of Deatsville (Purple)
- Town of Elmore (Light Green)
- City of Millbrook (Light Purple)
- City of Montgomery (Yellow)
- Town of Pike Road (Pink)
- City of Prattville (Light Orange)
- City of Wetumpka (Light Green)

Road Network

- Interstate (Thick Yellow Line)
- Roadways (Thin Grey Line)
- Railroads (Line with Cross-ticks)
- Rivers (Blue Area)
- MPO Study Area (Dashed Black Box)



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Figure 8.6: City of Montgomery Priority 3 Bicycle Routes and Connectors*

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








*Connector Route 13 and 16 are not mapped.

Legend






-  Route #2
-  Route #26
-  Connector Routes

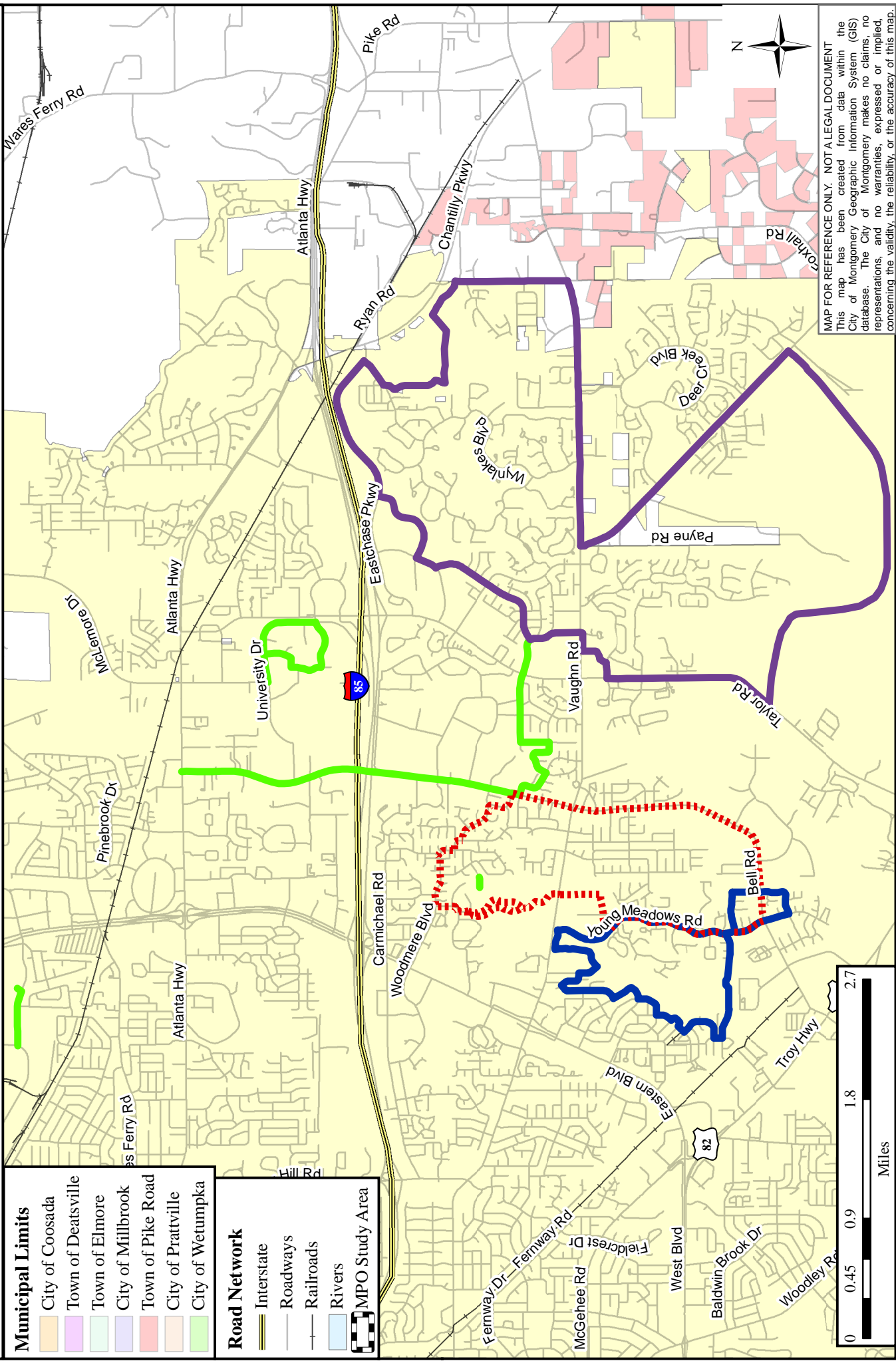


Municipal Limits

	City of Coosada
	Town of Deatsville
	Town of Elmore
	City of Millbrook
	Town of Pike Road
	City of Prattville
	City of Wetumpka

Road Network

	Interstate
	Roadways
	Railroads
	Rivers
	MPO Study Area



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8.4. Opportunistic Approach to Pedestrian Implementation

Opportunistic implementation of pedestrian and bicycle facilities have numerous similarities. Examples from the American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities 2012* include the following:

- “Complete Streets” Policies. Integration of pedestrian facilities in routine public works projects including highway and transit projects. Cost-effective improvements can be made by systematically including pedestrian facilities in projects as a matter of policy.
- Pedestrian facility implementation via private-sector development activity. New developments, including mixed-use projects, residential developments, and urban infill projects provide significant opportunities for including pedestrian facilities in the local planning process.
- Pedestrian facilities implementation in coordination with major capital projects. Pedestrian facilities can successfully be included in bridges, freeways, light rail projects, transit stations, and other capital projects.
- Development of shared use paths in corridors with utilities or other infrastructure improvements. Co-location of water, sewer, communications, power, and other utilities can create cost-sharing and revenue opportunities for bikeways.
- Rails-to-Trails and Rails-with-Trails Projects. Active, abandoned, and rail-banked corridors are frequently used to create shared use paths.
- Training for maintenance bureaus, planning boards, utility managers, school districts, transit districts, and other agencies so that they are aware of the opportunity to implement pedestrian facilities as part of their routine activities.

In addition to the above, planned pedestrian facilities are classified as opportunistic. As a matter of policy, the Montgomery MPO currently analyzes the feasibility of including pedestrian facilities for all projects utilizing Montgomery Surface Transportation Attributable (STP) funds.

8.5. Prioritization Approach to Pedestrian Implementation

The prioritization approach outlines the pedestrian facilities that will connect the greatest number of individuals and destinations. 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 feet 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

- 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
 - 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

Sidewalks are prioritized according to total points from the criteria. Pedestrian facilities should be pursued for all roadway projects with proposed pedestrian 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.

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 338 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 390.35 miles, 55.93 miles is identified as needing rehabilitation and 334.71 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 or are associated with existing sidewalk facilities. Priority 2 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	To	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
McDonough 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 Projects:							
Street	From	To	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	809	30.5
Atlanta Hwy	Coliseum Blvd	Perry Hill Rd	Both	None	1.37	7,210	30
Capital Pkwy	E. Washington St	Highland Ave	Both	None	0.69	3,663	30
PRIORITY 1 TOTAL (REHABILITATION AND CONSTRUCTION)					31.37	165,655	
PRIORITY 1 AVERAGE (REHABILITATION AND CONSTRUCTION)					0.63	3,313	31.9



Figure 8.7: Priority 1 Pedestrian Facilities

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

Legend

- Priority 1 Intersections*
- Sidewalk Rehabilitation
- New Sidewalks (One or Both Sides)
- New Sidewalk (East Side)
- New Sidewalk (North Side)
- New Sidewalk (South Side)

*Two additional Priority Intersections are not mapped. Old Farm Lane at Fairview Avenue (SR-14) and Maple Street at Selma Highway. Both are located in the City of Prattville.

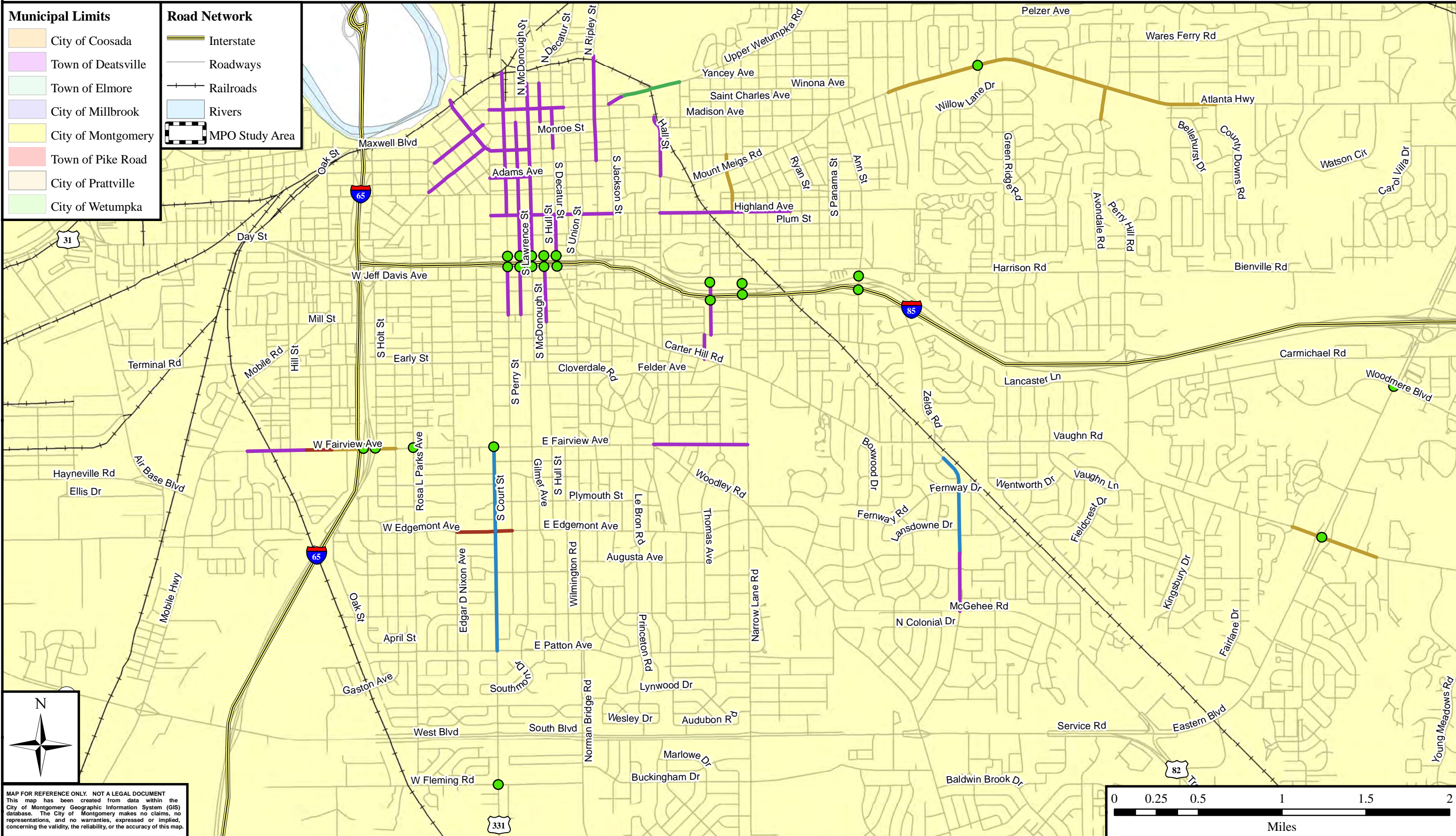


Municipal Limits

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

Road Network

- Interstate
- Roadways
- Railroads
- Rivers
- MPO Study Area



MAP FOR REFERENCE ONLY. NOT A LEGAL DOCUMENT. This map has been created from data within the City of Montgomery Geographic Information System (GIS) database. The City of Montgomery makes no claims, no representations, and no warranties, expressed or implied, concerning the validity, the reliability, or the accuracy of this map.

Table 8.4 Priority 2 Sidewalk Projects

Montgomery County Rehabilitation Projects:							
Street	From	To	Location	Existing	Miles	Feet	Score
S. Decatur St	S. Union St	Cloverdale Rd	Both	Both	0.76	3,997	29.5
Tallapoosa St	Molton St	N. Court St	Both	Both	0.74	3,897	29.5
Columbus St	N. Bainbridge St	Upper Wetumpka Rd	Both	Both	0.68	3,612	29.5
Adams Ave	S. Bainbridge St	S. Jackson St	Both	Both	0.55	2,883	29.5
Forest Ave	Highland Ave	Carter Hill Rd	Both	Both	0.84	4,433	29
Hall St	Highland Ave	Glen Paler Ave	Both	Both	0.65	3,406	29
S. Lawrence St	Noble Ave	Clanton Ave	Both	Both	0.56	2,981	29
Columbus St	N. McDonough St	N. Bainbridge St	Both	Both	0.43	2,282	29
Adams Ave	S. Jackson St	Hall St	Both	Both	0.58	3,075	28.5
S. Perry St	Noble Ave	Clanton Ave	Both	Both	0.56	2,960	28.5
Adams Ave	Hall St	Hopper St	Both	Both	0.44	2,348	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	0.56	2,941	28
E. Jefferson St	N. Bainbridge St	N. Jackson St	Both	Both	0.55	2,889	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 Pl	Forest Ave	Mulberry St	Both	Both	0.38	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	1.73	9,139	27.5
S. Perry St	Clanton Ave	Frederick 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	0.49	2,597	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	0.61	3,205	27
S. Decatur St	Dexter Ave	High St	Both	Both	0.79	4,146	26
S. McDonough St	Noble Ave	Clanton Ave	Both	Both	0.57	3,007	26
Ann St	Madison Ave	Brewton St	Both	Both	0.16	869	26
5th St	Pineleaf St	Forest Ave	Both	Both	0.08	429	26
Rosa L. Parks Ave	Early St	W. Fairview Ave	Both	Both	1.01	5,328	25.5
W. Edgemont Ave	Caffey Dr	S. Boone St	Both	Both	1.00	5,267	25.5
Ripley St	Central Railroad St	Grove St	Both	Both	0.95	5,026	25.5
Day St	Loring St	S. Holt St	Both	Both	0.93	4,923	25.5
S. Hull St	Burton St	Felder Ave	Both	Both	0.77	4,052	25.5
S. Hull St	Felder Ave	Winthrop Ct	Both	Both	0.39	2,040	25
Bell St	Oak St	Molton St	Both	Both	1.15	6,090	24.5
S. McDonough St	Arba St	Noble Ave	Both	Both	0.56	2,975	24
Felder Ave	Cloverdale Rd	Felder Ter	Both	Both	0.44	2,298	24
Rosa L. Parks Ave	W. Jeff Davis Ave	Early St	Both	Both	0.99	5,227	23.5
Rosa L. Parks Ave	Mildred St	W. Jeff Davis Ave	Both	Both	0.64	3,363	23.5
Columbus St	N. Court St St	N. McDonough St	Both	Both	0.45	2,374	23.5
Mulberry St	E. 5th St	Carter Hill Rd	Both	Both	0.37	1,964	23.5
Highland Ave	Polk St	Ann St	Both	Both	0.85	4,504	23
Autauga County Construction Projects:							
Street	From	To	Location	Existing	Miles	Feet	Score
Bridge St	W. Main St	Gin Shop Hill Rd	Both	None	0.92	4,883	24.5
Doster Rd	S. Northington St	Fleetwood Rd	Both	None	1.16	6,125	23.5
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	To	Location	Existing	Miles	Feet	Score
E. Bridge St	Elmore Rd	Company St	Both	None	0.49	2,586	23.5
Montgomery County Construction Projects:							
Street	From	To	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	Elmeade	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
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 Rd	Kershaw St	Air Base Blvd	Both	None	1.50	7,900	23
Woodley Rd	E. Fairview Ave	Narrow Lane Rd	Both	None	1.35	7,144	23
Zelda Rd	Ann St	Gatsby Ln	East	West	0.48	2,529	23
Bell Rd	Old Leeds Rd Rd	Old Creek Rd	East	West	0.32	1,676	23
Woodmere Blvd	Festival Dr	Eastern Blvd	South	North	0.51	2,674	23
PRIORITY 2 TOTAL (REHABILITATION AND CONSTRUCTION)					66.28	349,976	
PRIORITY 2 AVERAGE (REHABILITATION AND CONSTRUCTION)					0.68	3,571	25.6



Figure 8.8: Priority 2 Pedestrian Facilities

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

Legend

- Sidewalk Rehabilitation
- New Sidewalks (One Side or Both Sides)
- New Sidewalk (North Side)
- New Sidewalk (South Side)
- New Sidewalk (East Side)

*One additional Priority 2 Sidewalk is not mapped. Bridge Street from Elmore Road to Company Street, located in the City of Wetumpka.

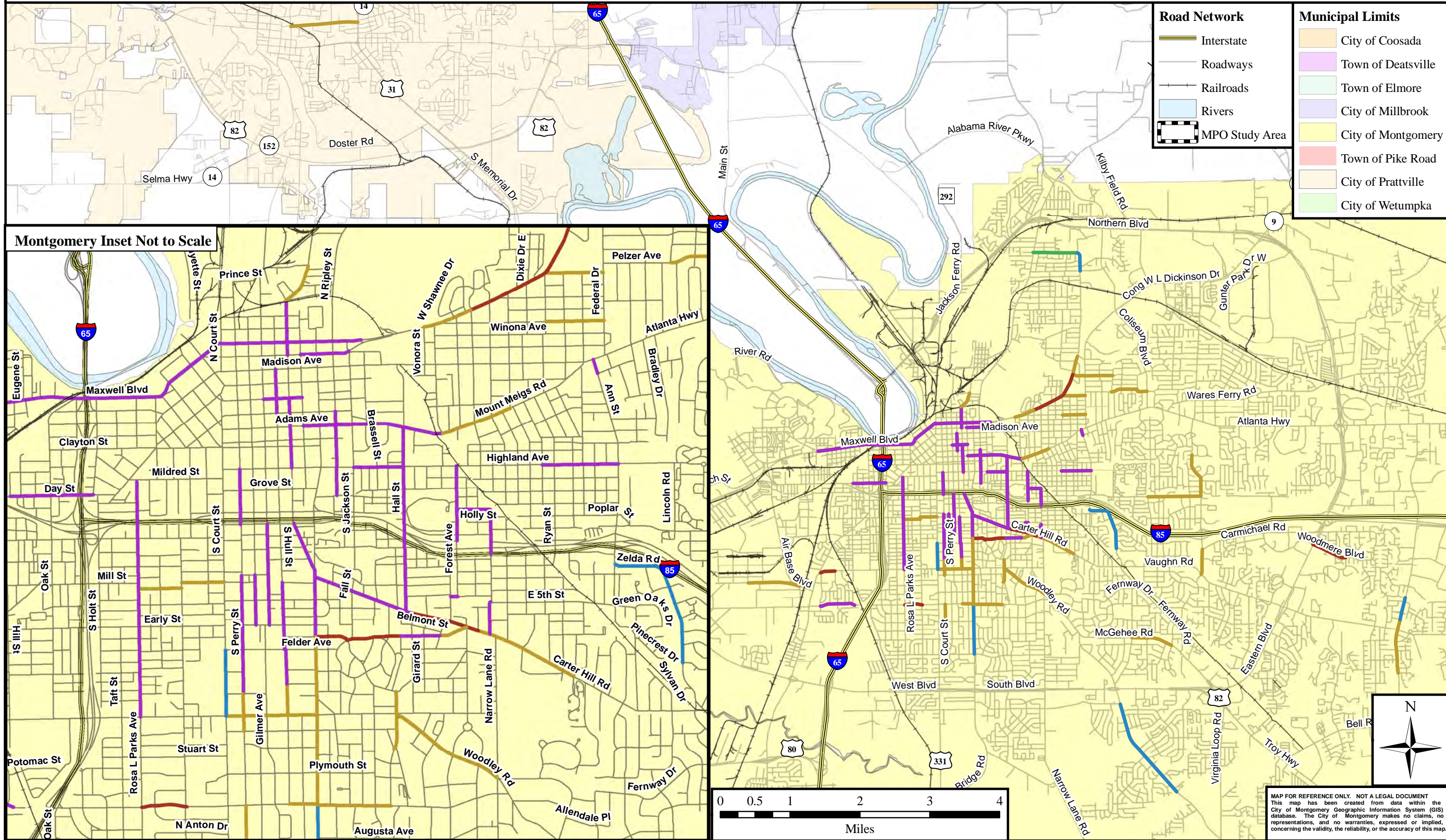


Table 8.5 Priority 3 Sidewalk Projects

Street	From	To	Location	Existing	Miles	Feet	Score
Montgomery County Rehabilitation Projects:							
Wares Ferry Rd	Dunbarton Rd	N. Burbank Dr	Both	Both	0.78	4,144	22.5
Wares Ferry Rd	Quercus St	Wares Ferry 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 Construction Projects:							
Street	From	To	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 Construction Projects:							
Street	From	To	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 Projects:							
Street	From	To	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 Projects (continued):

Street	From	To	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
Atlanta Hwy	Eagle Dr	Eastdale Circle 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 Rd	McGehee Rd	Woodley Rd	Both	None	1.45	7,667	18
Federal Dr	Ashley Ave	Bonnie Crest Dr	Both	None	1.12	5,935	18
Coliseum Blvd	Coliseum Library	Biltmore Ave	Both	None	1.09	5,764	18
Bell Rd	Troy Hwy	Brewbaker Blvd	Both	None	1.00	5,290	18
Wares Ferry Rd	AL Christian Academy	Eastern Blvd	Both	None	1.00	5,287	18
Arlington Rd	Norman Bridge Rd	Colverdale Rd	Both	None	0.90	4,739	18
Vaughn Rd	Catholic High School	Festival Dr	Both	None	0.84	4,413	18
Air Base Blvd	Hunter Loop Rd	Day St	Both	None	0.59	3,130	18
Ann St	McQueen St	Highland Ave	Both	None	0.51	2,680	18
Woodmere Blvd	Carmichael Rd	Woodmere Loop	South	North	0.47	2,494	18
Lower Wetumpka Rd	Northern Blvd	AL River Pkwy	Both	None	1.29	6,804	17.5
Norman Bridge Rd	Patton Ave	South Blvd	Both	None	0.99	5,224	17.5
E. Patton Ave	Kelley Ln	Le Bron Rd	Both	None	0.66	3,504	17.5
Perry Hill Rd	I-85 (South)	Carmichael Rd	Both	None	0.59	3,108	17.5
Perry Hill Rd	Harrison Rd	I-85 (South)	Both	None	0.93	4,922	17
Hayneville Rd	West Blvd	Ashley Rd	Both	None	0.78	4,104	17
Lincoln Rd	Highland Ave	Harrison Rd	Both	None	0.77	4,052	17

Montgomery Construction Projects (continued):							
Street	From	To	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
Wares Ferry Rd	Eastern Blvd	Springford Foods Rd	Both	None	0.56	2,981	15
Mobile Hwy	W. Edgemont Ave	Air Base Blvd	Both	None	0.46	2,447	15
W. Edgemont Ave	Bozeman Dr	Mobile Hwy	Both	None	0.31	1,645	15
Berryhill Rd	Taylor Rd	Parkview Dr	North	South	0.43	2,259	15
Wares Ferry Rd	W. Rosemary Rd	Mitchell Ave	South	North	0.43	2,262	15
Edgemont Ave	Glimer Ave	S. Hull St	South	North	0.08	416	15
PRIORITY 3 TOTAL (REHABILITATION AND CONSTRUCTION)					111.87	590,661	
PRIORITY 3 AVERAGE (REHABILITATION AND CONSTRUCTION)					0.82	4,311	18.4

Table 8.6 Priority Intersections

Priority 1:								
Street One	# of Lanes	Street Two	# of 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:								
Street One	# of Lanes	Street Two	# of Lanes	Median	Signal	Median	Crosswalk	County
Rosa L Parks Ave	3	South Blvd	5	Yes	Yes	Yes	None	Montgomery



Figure 8.9: Autauga and Elmore Counties Priority 3

Pedestrian Facilities

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

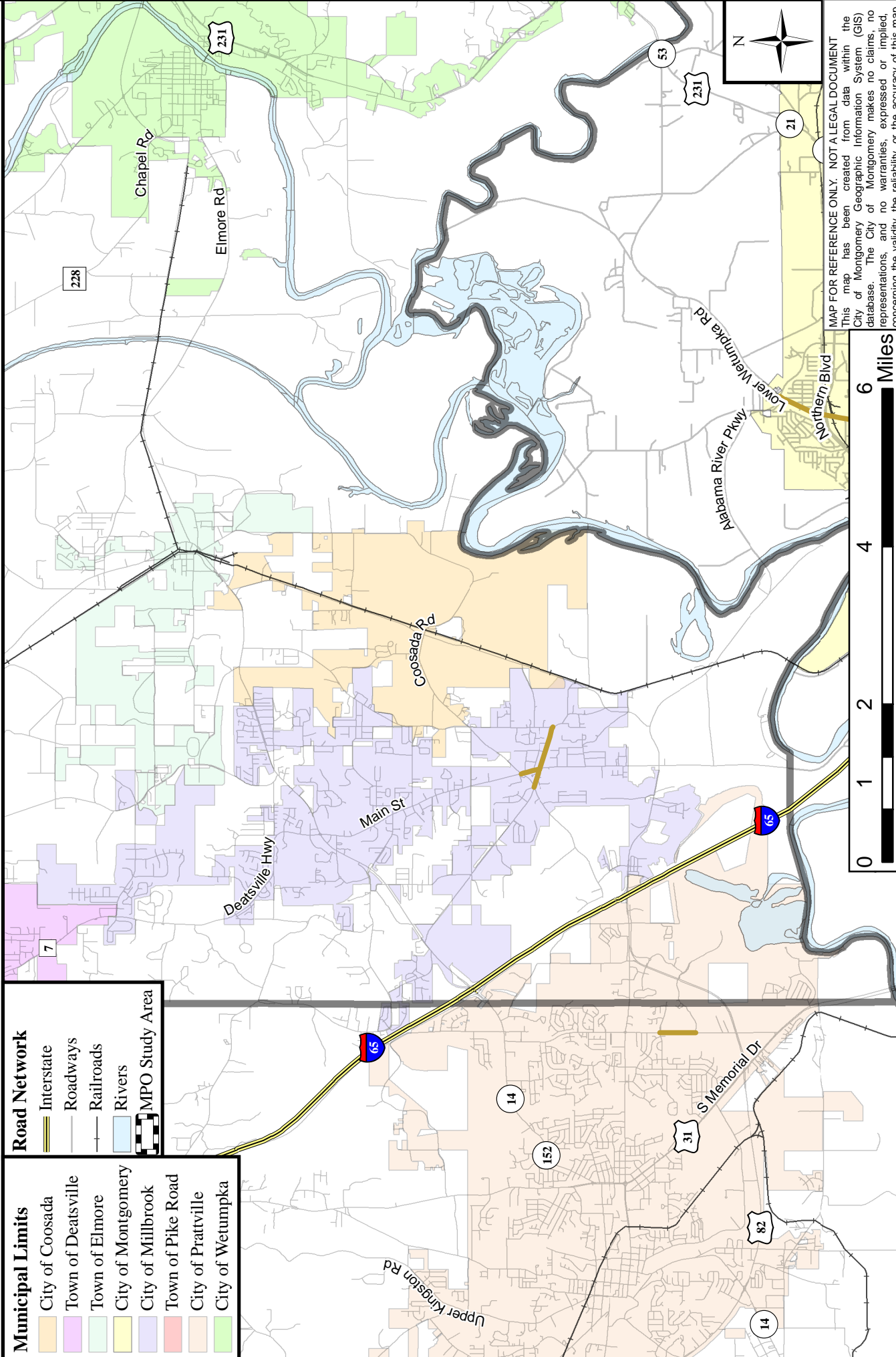
Legend

- Priority 3 Intersection
- Sidewalk Rehabilitation
- New Sidewalks (One or Both Sides)
- New Sidewalks (East)
- New Sidewalks (North)
- New Sidewalks (South)

Road Network

- Interstate
- Roadways
- Railroads
- Rivers
- MPO Study Area

- Municipal Limits**
- City of Coosada
 - Town of Deatsville
 - Town of Elmore
 - City of Montgomery
 - City of Millbrook
 - Town of Pike Road
 - City of Prattville
 - City of Wetumpka



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Figure 8.10: Montgomery County Priority 3 Pedestrian Facilities

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

Legend

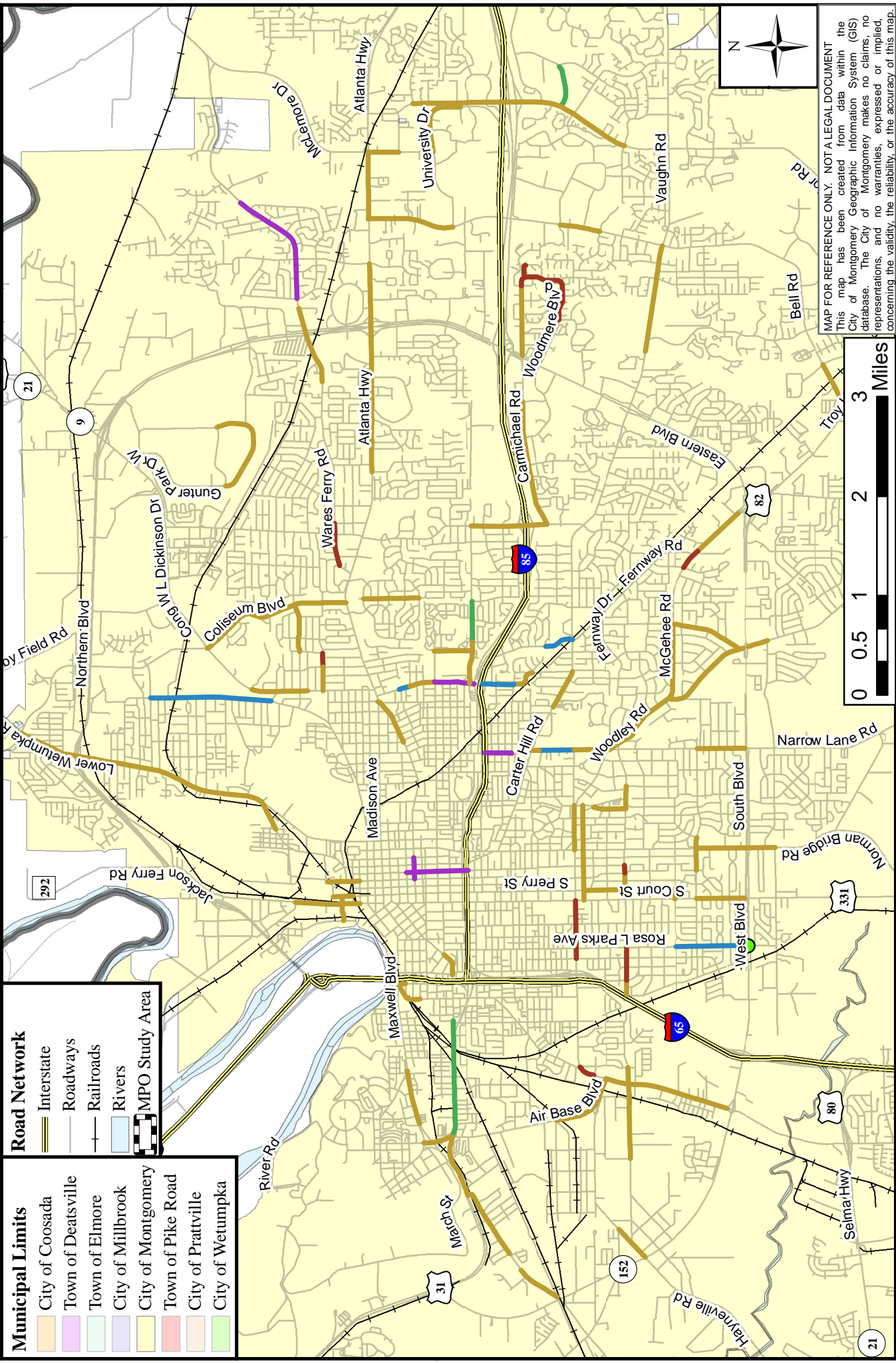
- Priority 3 Intersection
- Sidewalk Rehabilitation
- New Sidewalks (One or Both Sides)
- New Sidewalk (East Side)
- New Sidewalk (North Side)
- New Sidewalk (South Side)

Road Network

- Interstate
- Roadways
- Railroads
- Rivers
- MPO Study Area

Municipal Limits

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



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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.

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

Year	Pedestrian Involved							
	Fatal*	Incapacitating Injury		Non-Incapacitating Injury		Possible Injury	Property Damage Only	Total
		1 Injury	2+ Injuries	1 Injury	2+ Injuries			
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 accident in 2004 and one in 2008 had two fatalities.								
**One accident in 2009, 2010, and 2011 has an unknown crash severity.								

Source: CARE Database, University of Alabama

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

Year	Bicyclist Involved					
	Fatal	Incapacitating Injury	Non-Incapacitating Injury	Possible Injury	Property 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

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 risks 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. Maintenance

Maintenance of bicycle and pedestrian facilities poses many unique problems that require specific standards and inventive solutions to be cost effective for governments while remaining attractive and usable by consumers. Maintenance standards, as well as inspection schedules need to be established for each facility type. The general maintenance issues for both pedestrian and bicycle facilities are sweeping for debris, surface repairs, roadway projects, vegetation, traffic signals, signs and markings, and drainage. As part of the *Montgomery Metropolitan Planning Organization (MPO) 2012 Bicycle and Pedestrian Plan*, an inspection and maintenance schedule needs to be adopted for each new bicycle facility. The maintenance schedule needs to include regular sweeping for debris and upkeep for surrounding vegetation. Major repair maintenance can be scheduled as needed. A thorough inspection for current condition of pedestrian facilities needs to be completed before a pedestrian maintenance schedule can be implemented. Once the maintenance issue for each facility is determined, a repair and general maintenance schedule can be established for existing sidewalks. Inspection of existing sidewalks should occur semi-annually and the maintenance schedule adjusted to reflect current conditions.

9.5. 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.

9.5.1. 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.

9.5.2. 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.

9.5.3. 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.

9.5.4. 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.

9.6. 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 Funding Opportunities

Typical Projects and Programs	NHS	STP	HSIP	SRTS	TEA	CMAQ	RTP	FTA	TE	BRI	402	PLA	TCSP	JOBS	FLH	BYW
Bicycle and Pedestrian Plan		X				X						X	X			
Bicycle lanes on roadway	X	X	X	X	X	X		X	X	X					X	X
Paved Shoulders	X	X	X	X	X	X				X					X	X
Signed Bike Route	X	X		X	X	X									X	X
Shared use Path/Trail	X	X	X	X	X	X	X			X					X	X
Single Track Hike Bike Trail							X									
Spot Improvement program		X	X	X	X	X										
Maps		X		X		X					X					
Bike Racks on Buses		X			X	X		X	X							
Bicycle Parking Facilities		X		X	X	X		X	X							X
Trail/Highway Intersection	X	X	X	X	X	X		X	X							
Bicycle Storage/Service Center		X		X	X	X		X	X				X	X		
Sidewalks, new or retrofit	X	X	X	X	X	X		X	X	X						
Crosswalks, new or retrofit	X	X	X	X	X	X		X	X						X	X
Signal Improvements	X	X	X	X	X	X										
Curb cuts and ramps	X	X	X	X	X											
Traffic Calming		X	X	X									X			
Coordinator Position		X		X		X										
Safety/Education Position		X		X							X					
Police Patrol		X		X							X					
Helmet Promotion		X		X	X						X					
Safety brochure/book		X		X	X	X					X					
Training		X		X	X	X	X				X					
KEY:																
NHS - National Highway System	BRI - Bridge															
STP - Surface Transportation Program	402 - State and Community Traffic Safety Program															
HSIP - Highway Safety Improvement Program	PLA - State/Metropolitan Planning Funds															
SRTS - Safe Routes to School Program	TCSP - Transportation and Community and System Preservation Pilot Program															
TEA - Transportation Enhancement	JOBS - Access to Jobs/Reverse Commute Program															
CMAQ - Congestion Mitigation/Air Quality Program	RTP - Recreational Trails Program															
FLH - Federal Lands Highway Program	FTA - Federal Transit Capital, Urban & Rural Funds															
BYW - Scenic Byways	TE - Transit Enhancements															

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: A 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, 2012 4th Edition*

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 that has been designated for preferential or exclusive use by bicyclists by pavement markings and, if used, signs. It is intended for one-way travel, usually in the same direction as the adjacent traffic lane, unless designated as a contra-flow lane. *Source: AASHTO Guide for the Development of Bicycle Facilities, 2012, 4th Edition.*

Bicycle Network: A system of bikeways designated by the jurisdiction having authority. This system may include bike lanes, bicycle routes, shared use paths, and other identifiable bicycle facilities. *Source: AASHTO Guide for the Development of Bicycle Facilities, 2012, 4th Edition.*

Bicycle Route or Bike Route: A roadway or bikeway designated by the jurisdiction having authority, either with a unique route designation or with Bike Route signs, along which bicycle guide signs may provide directional and distance information. Signs that provide directional, distance, and destination information for bicyclists do not necessarily establish a bicycle route. *Source: AASHTO Guide for the Development of Bicycle Facilities, 2012, 4th Edition.*

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, 2012, 4th Edition.*

Bicycle Wheel Channel: A channel installed along the side of a stairway to facilitate walking a bicycle up or down the stairs. *Source: AASHTO Guide for the Development of Bicycle Facilities, 2012, 4th Edition.*

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, 2012, 4th Edition*

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: A 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, 2012, 4th Edition.*

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 active railroad. *Source: AASHTO Guide for the Development of Bicycle Facilities, 2012, 4th Edition.*

Rail–with–Trail: A shared use path, either paved or unpaved, built within the right-of-way of a former railroad. *Source: AASHTO Guide for the Development of Bicycle Facilities, 2012, 4th Edition.*

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, 2012, 4th Edition.*

Right Of Way (Assignment): 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, 2012, 4th Edition.*

Roadway: the portion of the highway, including shoulders, intended for vehicular use. *Source: AASHTO Guide for the Development of Bicycle Facilities, 2012, 4th Edition.*

Rumble Strips: A textured or grooved pavement designed to create noise and vibrations to alert motorists of a need to change their path or speed. Longitudinal rumble strips are sometimes used on or along shoulders or center lines of highways to alert motorists who stray from the appropriate traveled way. Transverse rumble strips are placed on the roadway surface in the travel lane, perpendicular to the direction of travel. *Source: AASHTO Guide for the Development of Bicycle Facilities, 2012, 4th Edition.*

Shared Lane: A lane of a traveled way that is open to both bicycle and motor vehicle travel. *Source: AASHTO Guide for the Development of Bicycle Facilities, 2012, 4th Edition.*

Shared-Lane Marking: A pavement marking symbol that indicates an appropriate bicycle positioning in a shared lane. *Source: AASHTO Guide for the Development of Bicycle Facilities, 2012, 4th Edition.*

Shared Roadway: A roadway that is open to both bicycle and motor vehicle travel. *Source: AASHTO Guide for the Development of Bicycle Facilities, 2012, 4th Edition.*

Shared Use Path: A bikeway physically separated from motor 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, 2012, 4th Edition.*

Shoulder: The portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, emergency use and for lateral support of sub-base, base and surface courses. *Source: AASHTO Guide for the Development of Bicycle Facilities, 2012, 4th Edition.*

Sidewalk: That portion of a street or highway right-of-way, beyond the curb or edge of roadway pavement, which is intended for use by pedestrians. *Source: AASHTO Guide for the Development of Bicycle Facilities, 2012, 4th Edition.*

Sidepath: A shared use path located immediately adjacent and parallel to a roadway. *Source: AASHTO Guide for the Development of Bicycle Facilities, 2012, 4th Edition.*

Traveled Way: The portion of the roadway intended for the movement of vehicles, exclusive of shoulders and any bike lane immediately inside of the shoulder. *Source: AASHTO Guide for the Development of Bicycle Facilities, 2012, 4th Edition*

Unpaved Path: Paths not surfaced with a hard, durable surface such as asphalt or Portland cement concrete. *Source: AASHTO Guide for the Development of Bicycle Facilities, 2012, 4th Edition.*

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 opposite sides of the roadway, measured from the curblines, 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 bicycles.

(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**

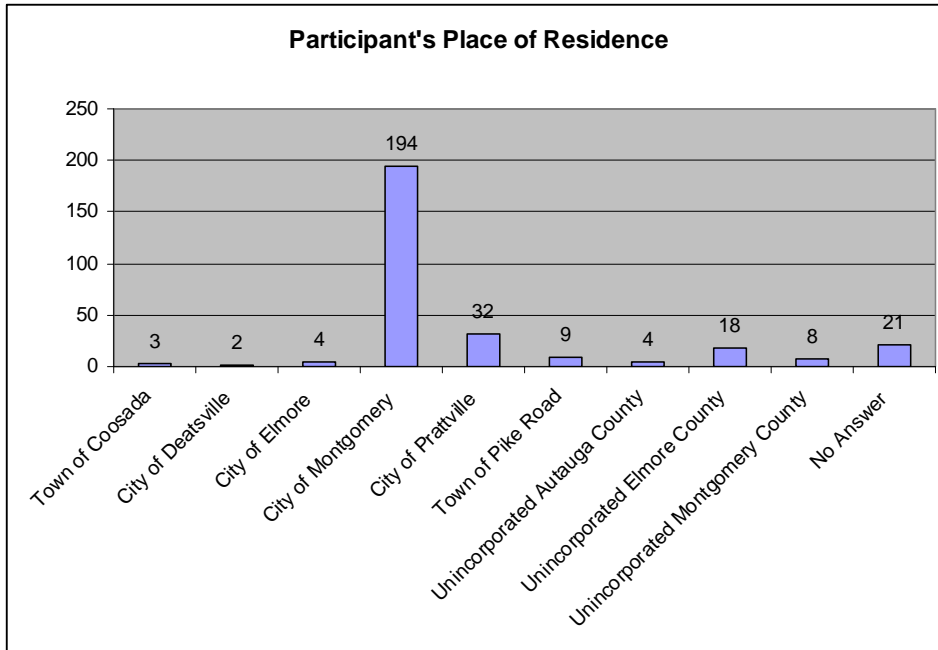
Establishment of more comprehensive bicycle safety program by ordinance.

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

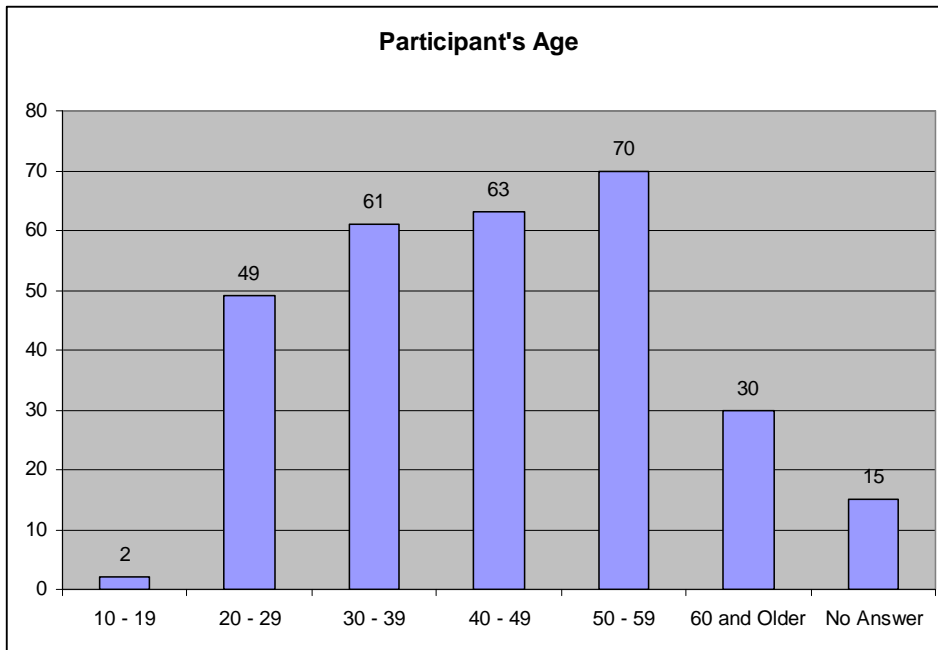
(Acts 1995, No. 95-198, p. 306, §7.)

Appendix C:
Montgomery MPO Online Bicycle/Pedestrian Survey Results

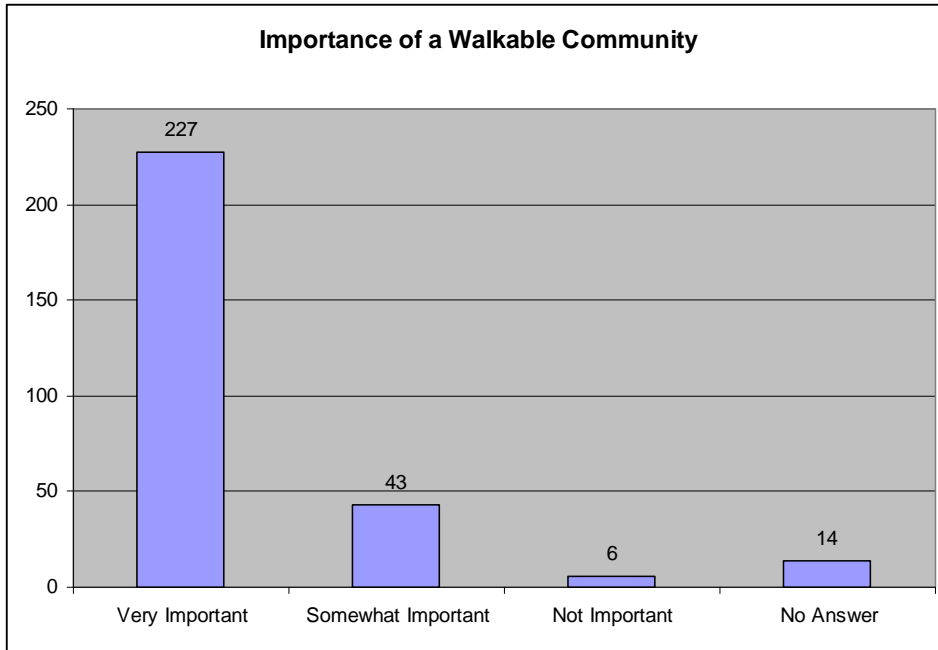
Question 1: What Municipality do you reside in?



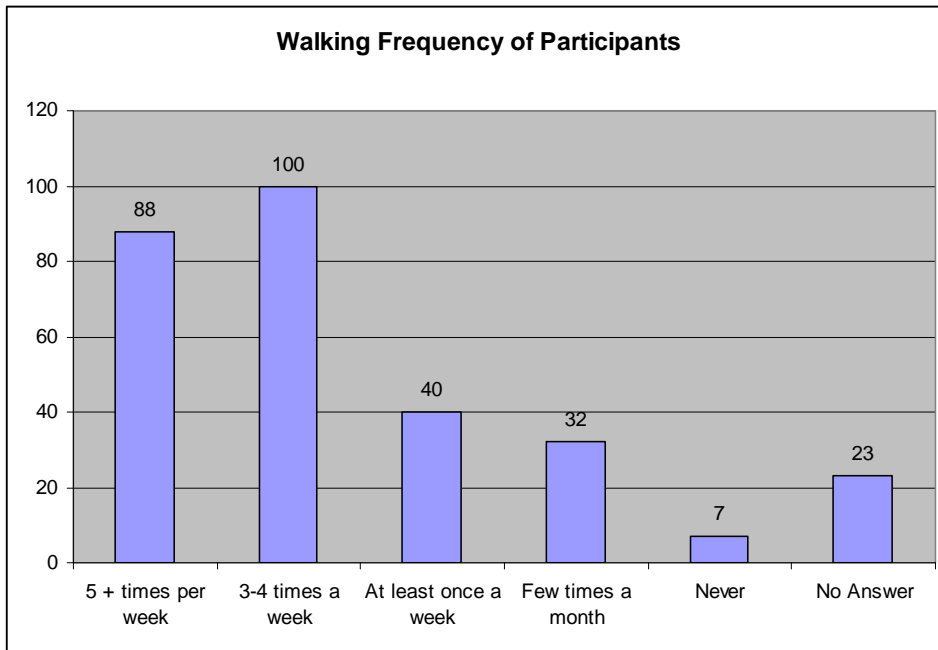
Question 2: What is your age?



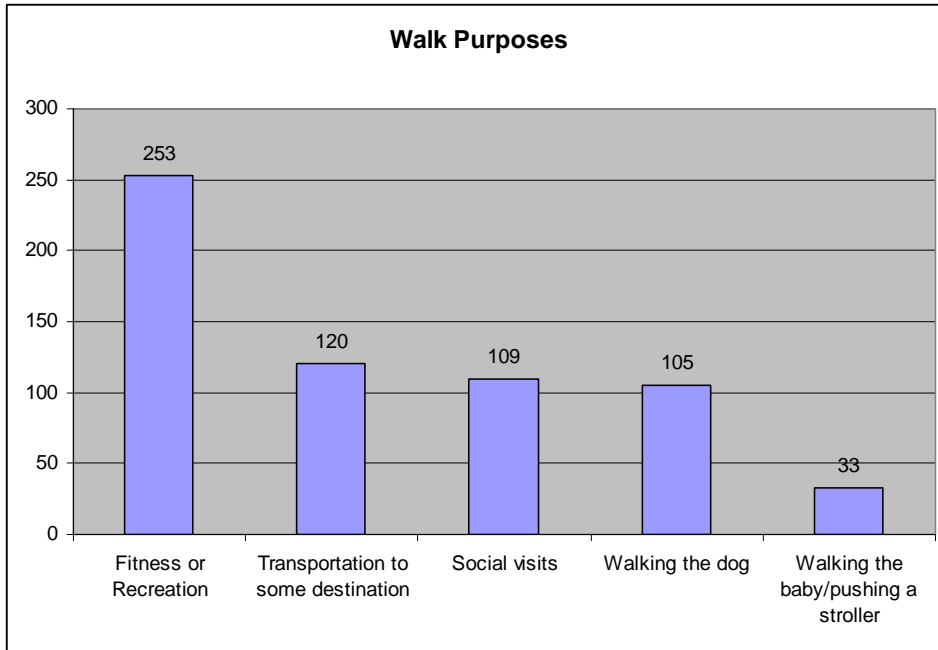
Question 3: How important to you is the goal of creating a walkable community?



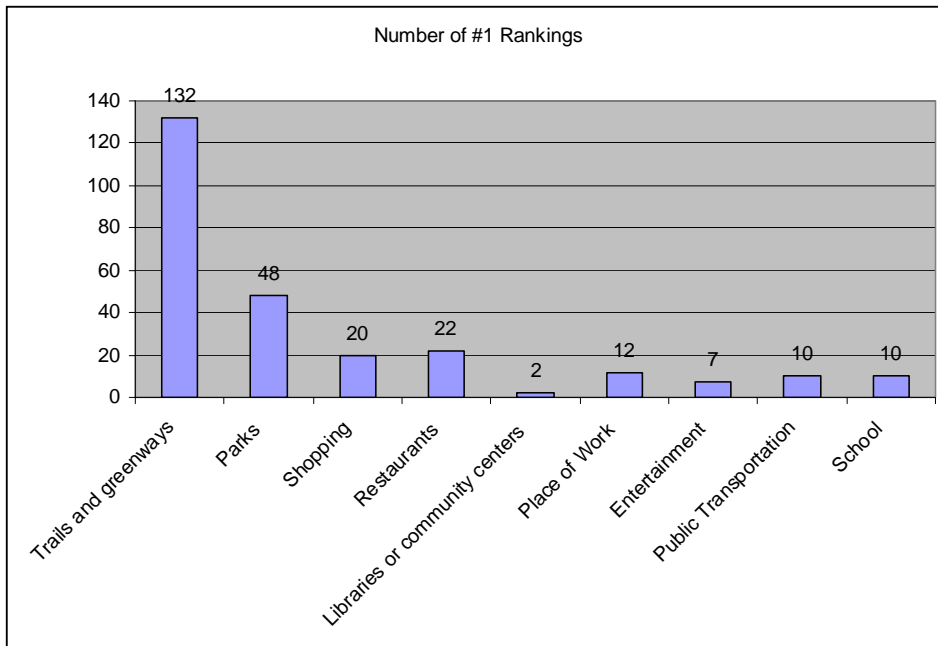
Question 4: How often do you walk now?

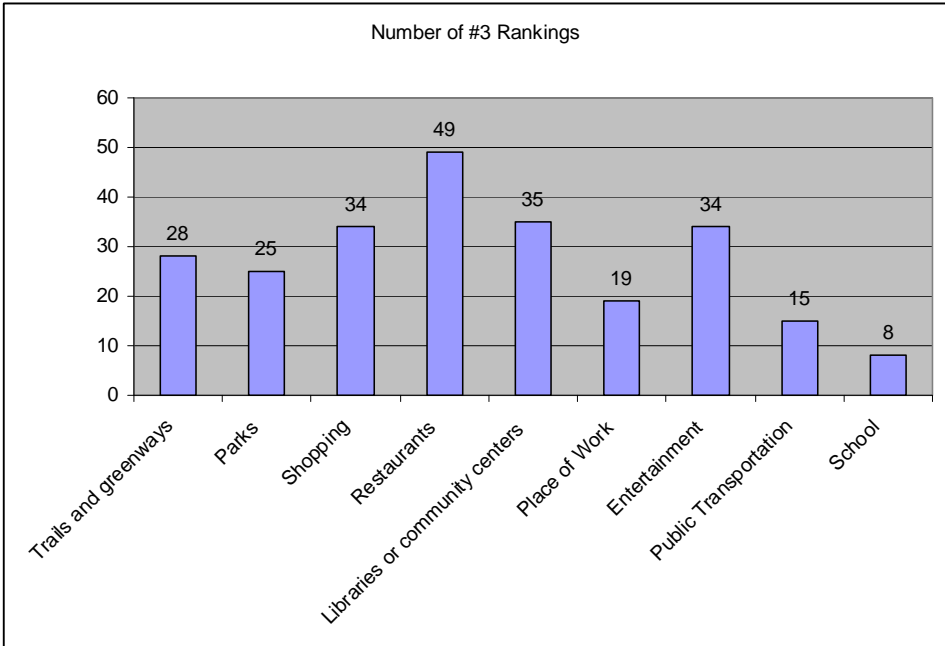
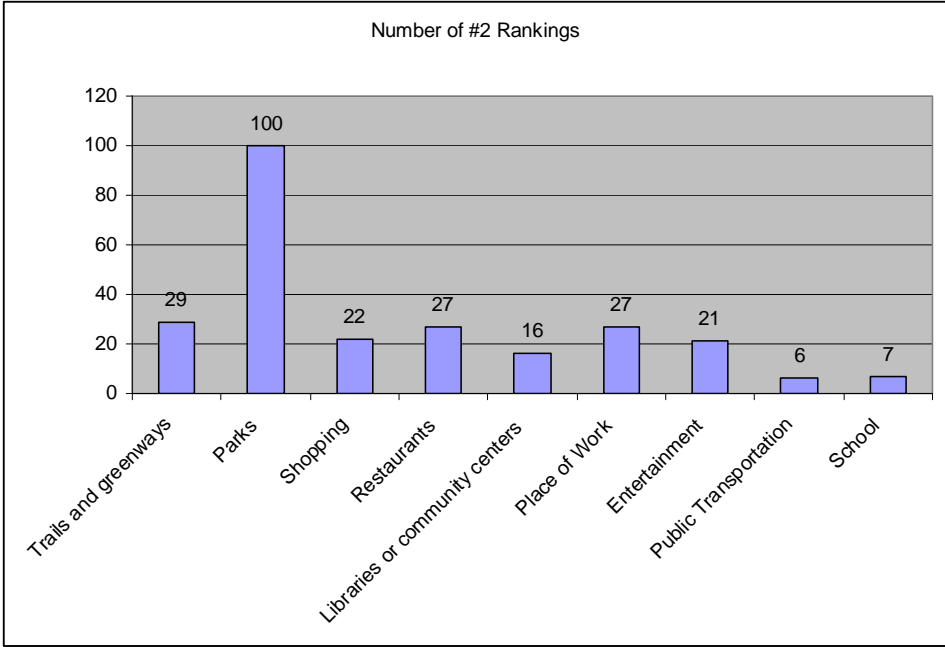


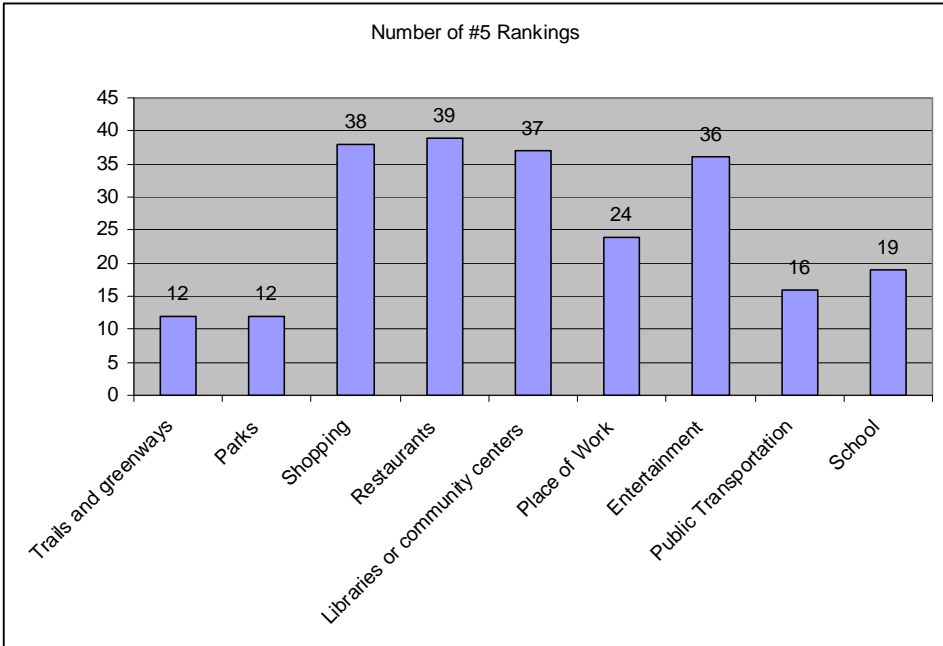
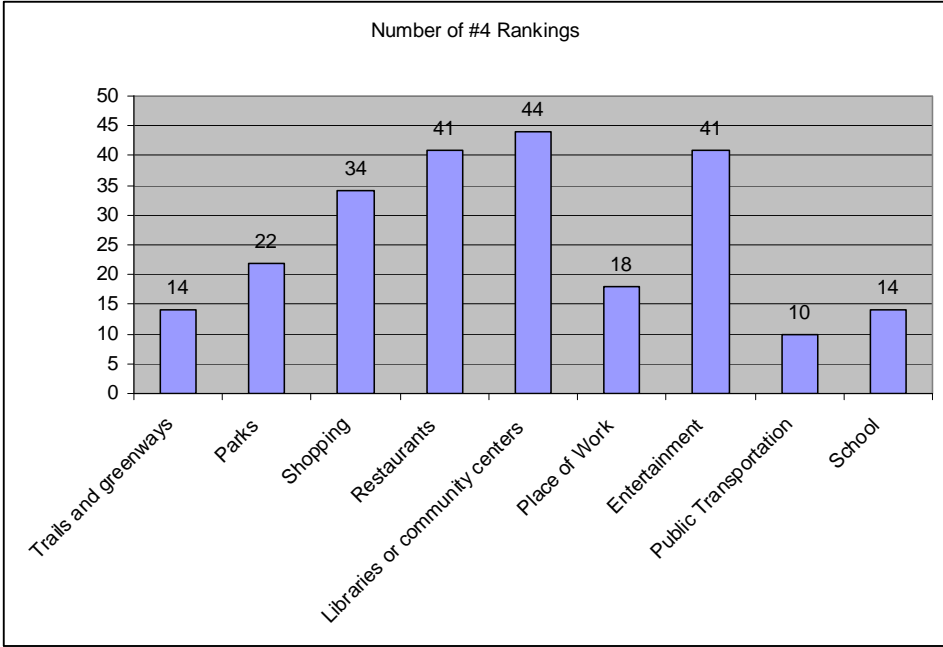
Question 5: For what purpose do you walk now or would want to walk in the future?



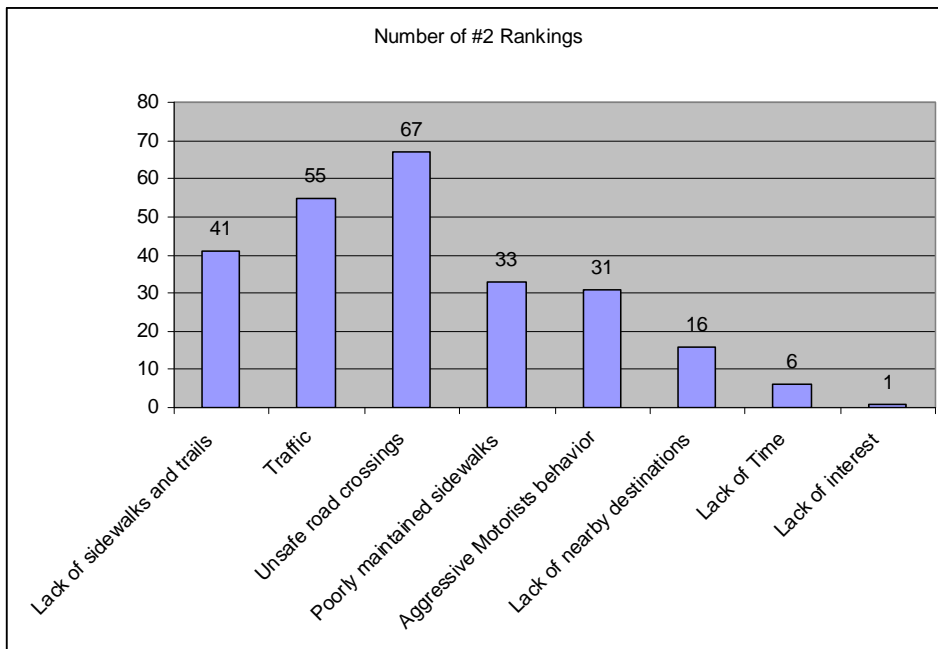
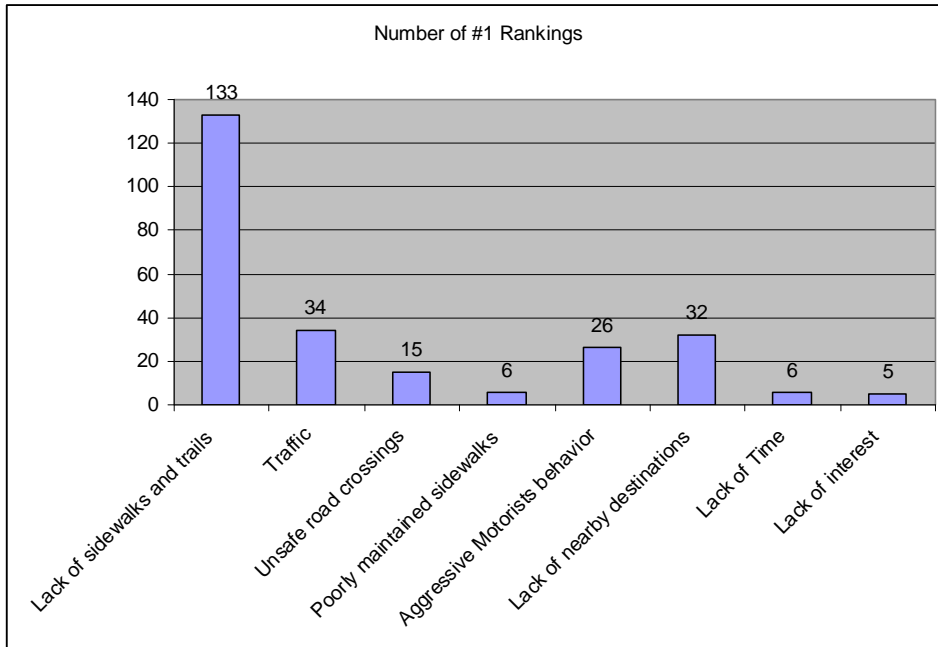
Question 6: What walking destinations would you most like to get to?

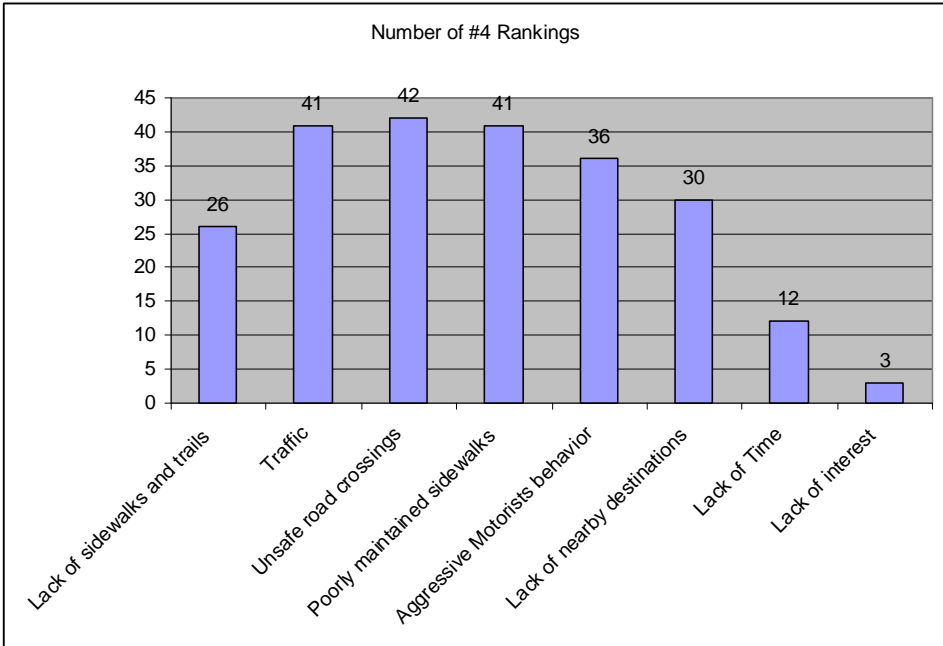
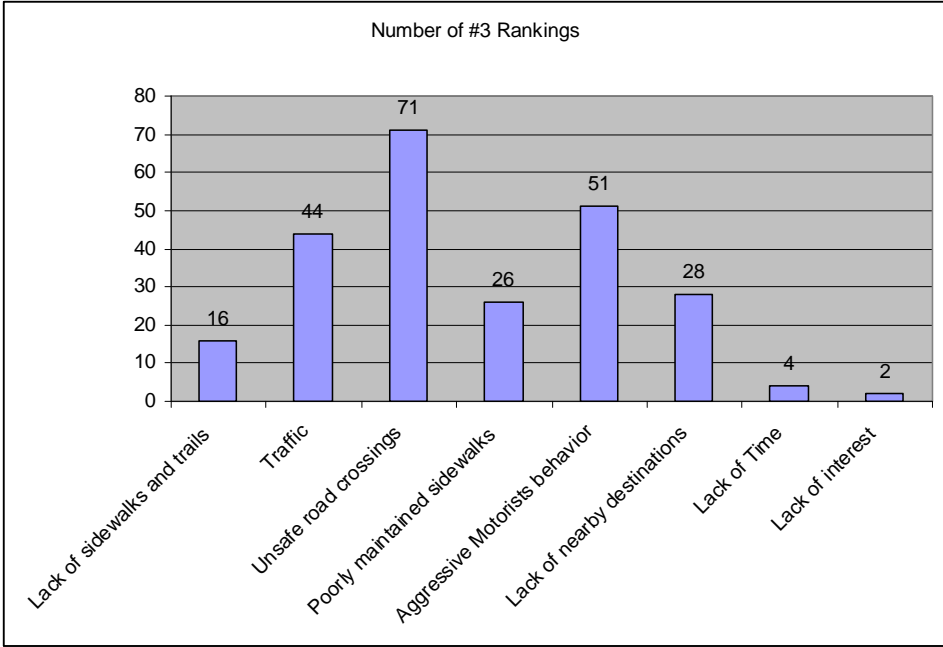


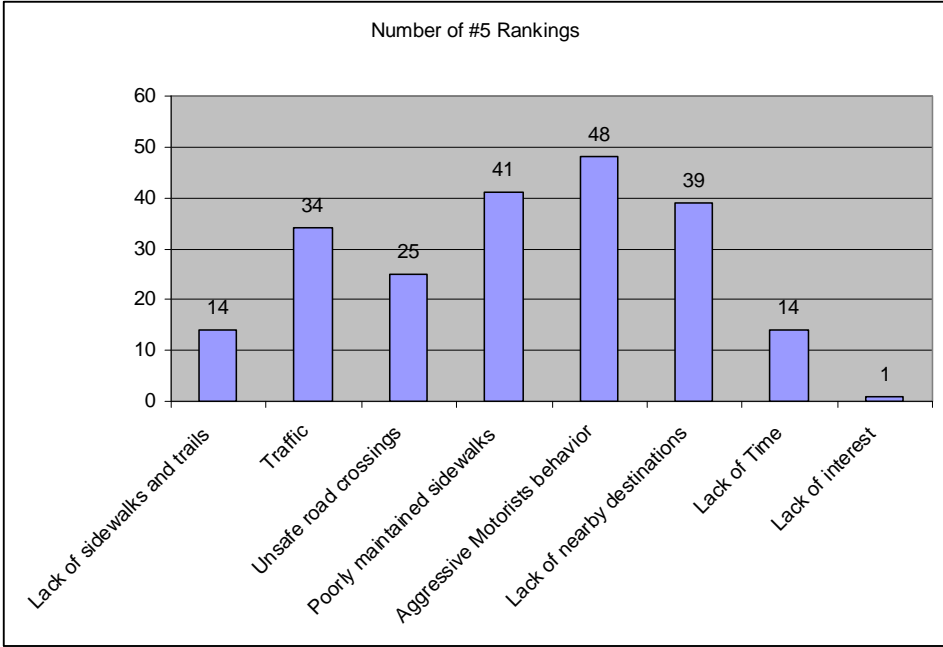




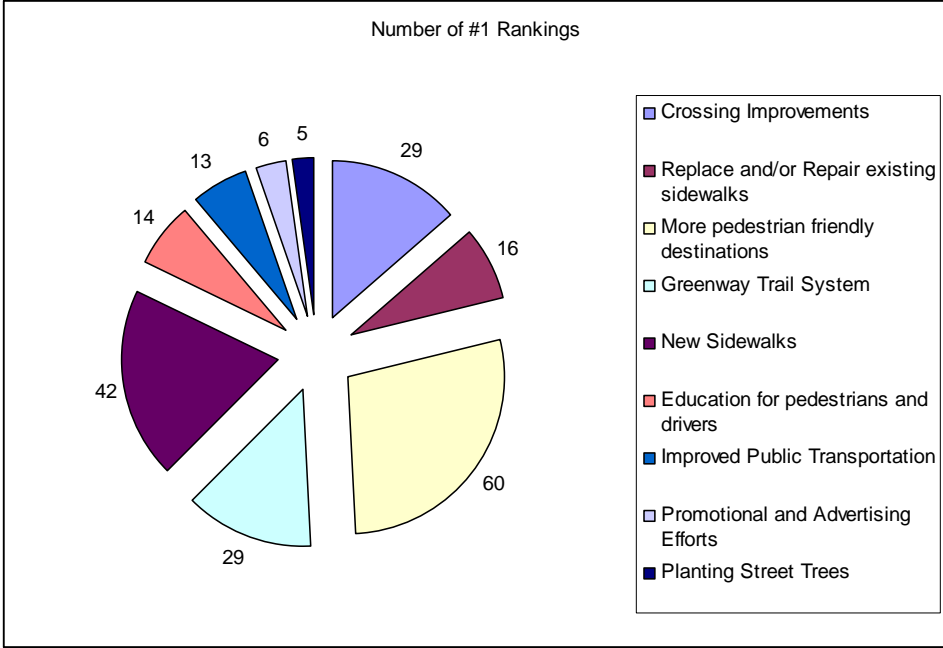
Question 7: What are the biggest factors that discourage walking?

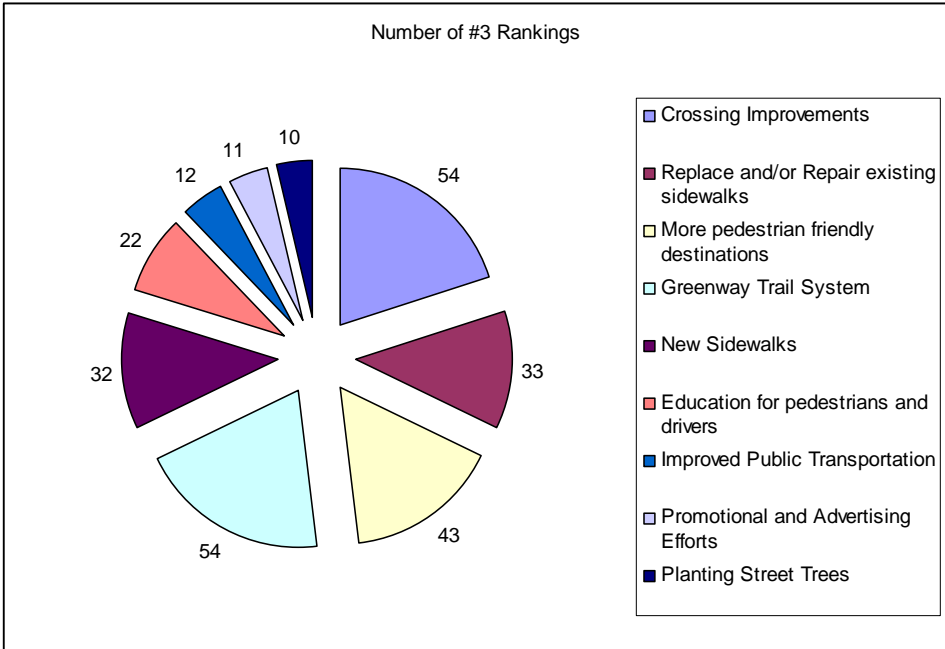
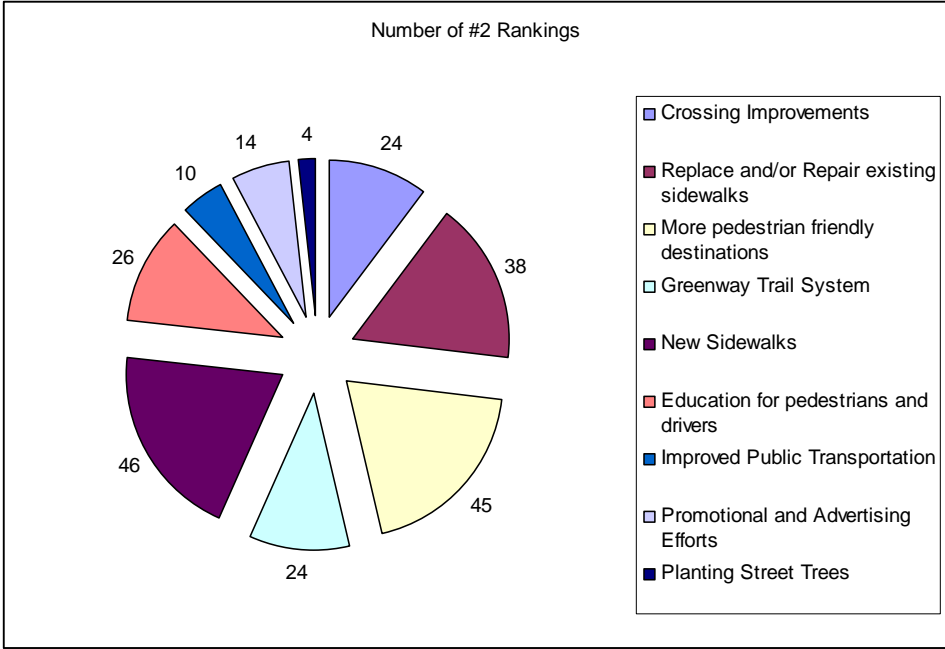


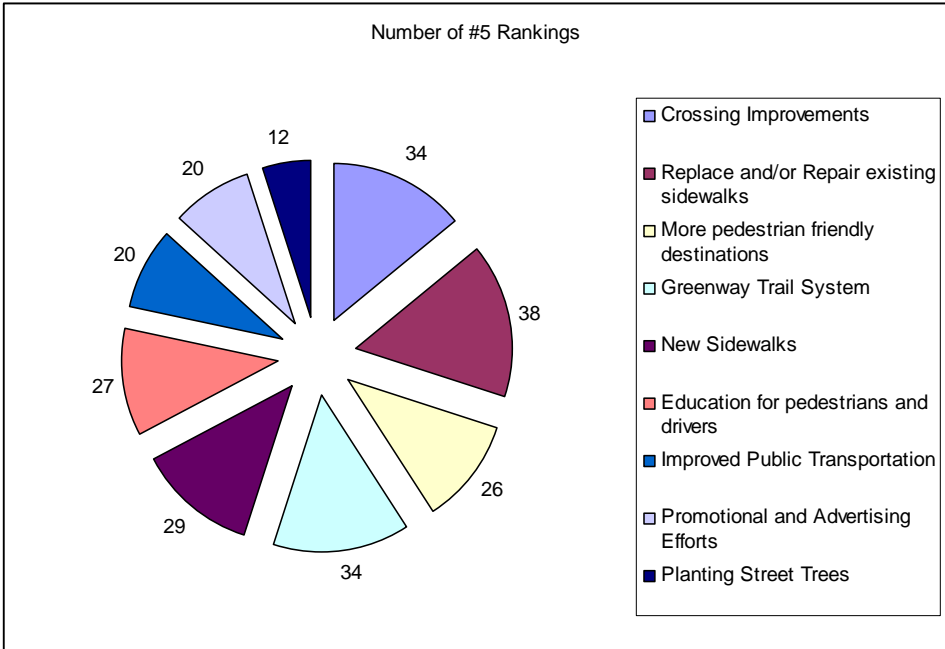
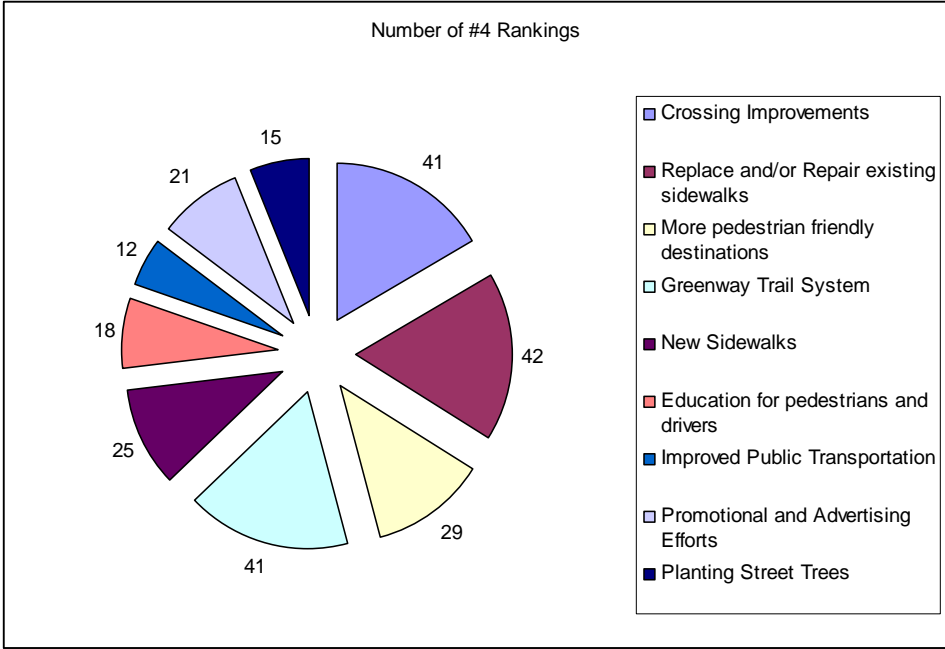




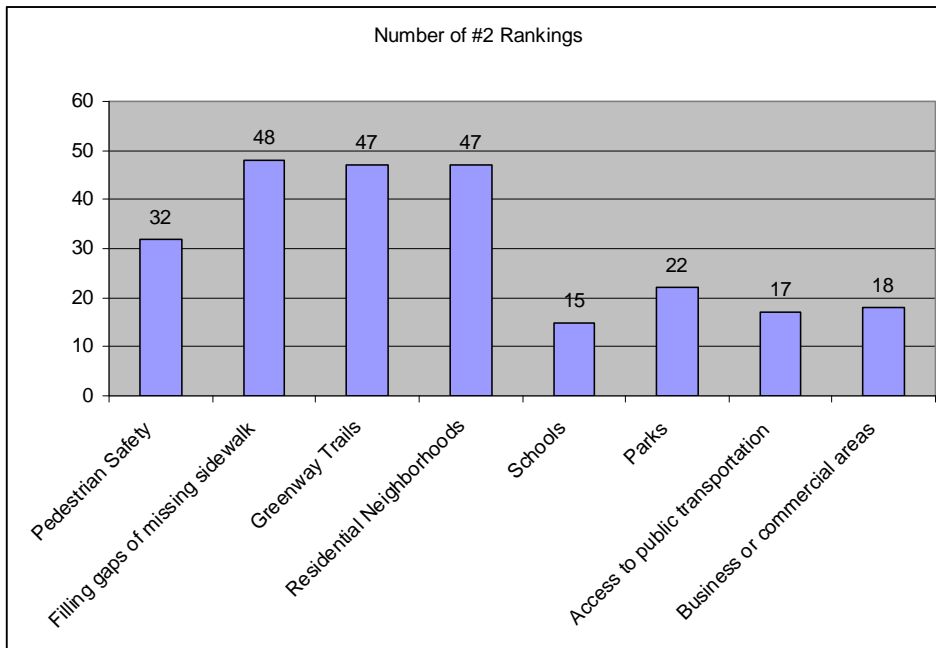
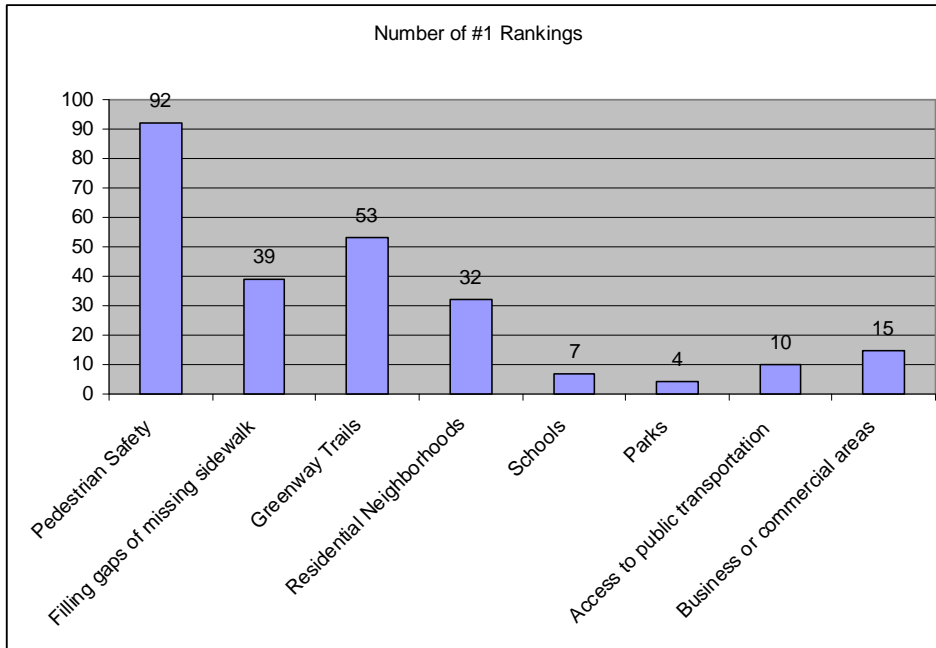
Question 8: What actions do you think are the most needed to increase walking in the community?

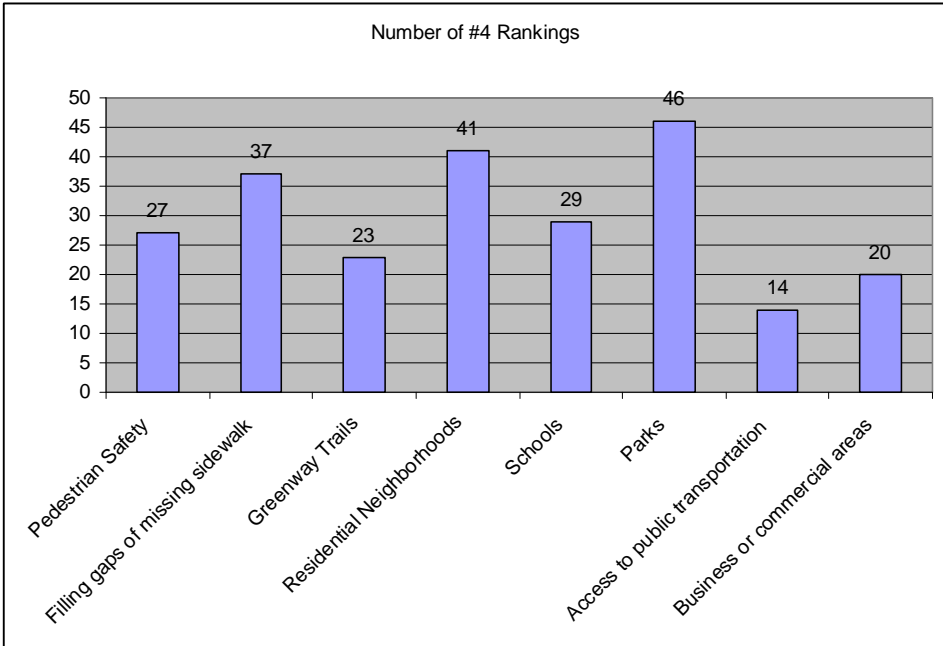
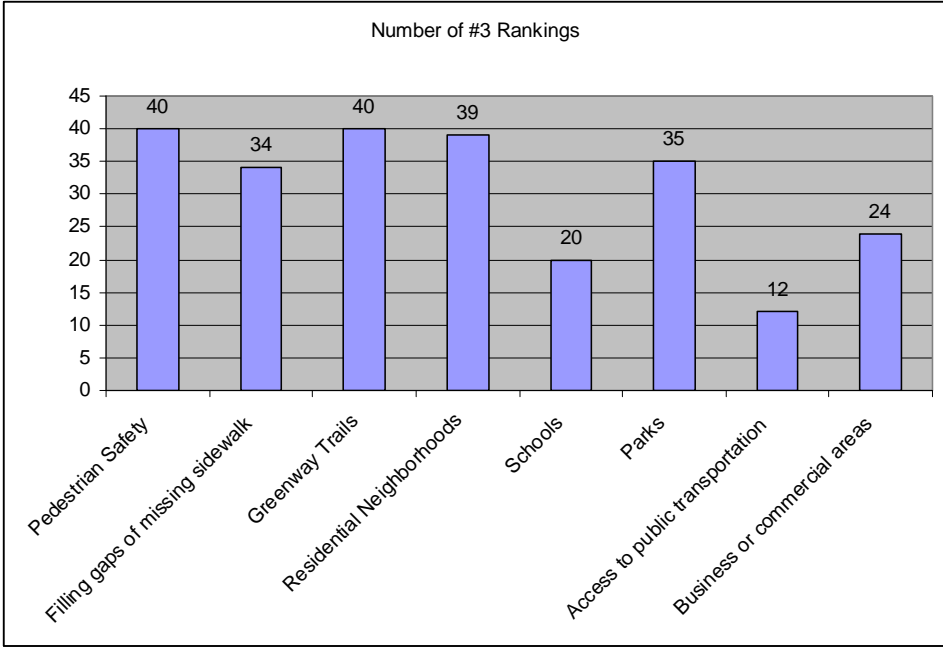


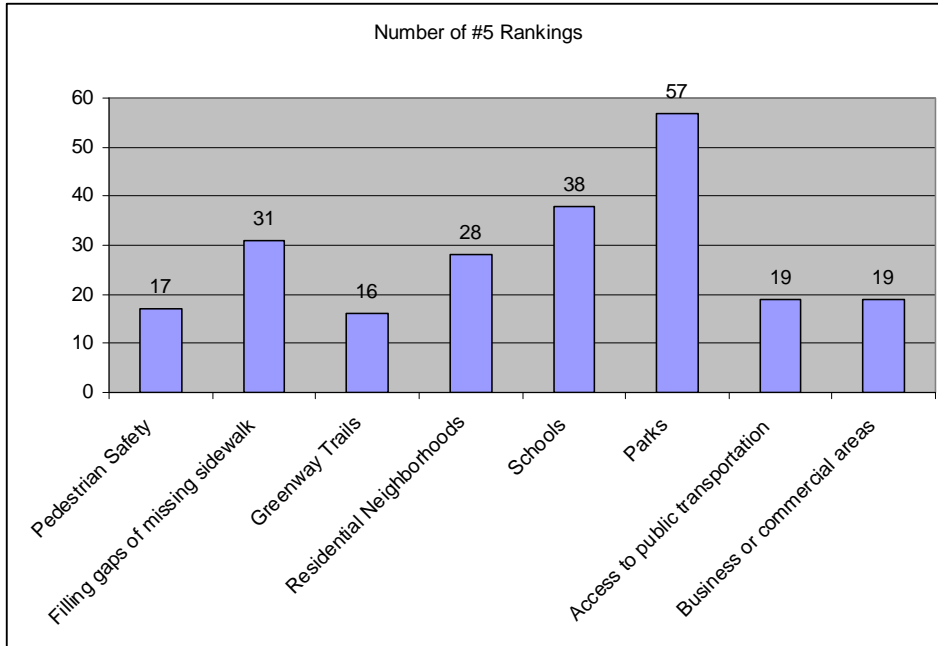




Question 9: What should be the most important considerations in determining areas to develop future sidewalks?

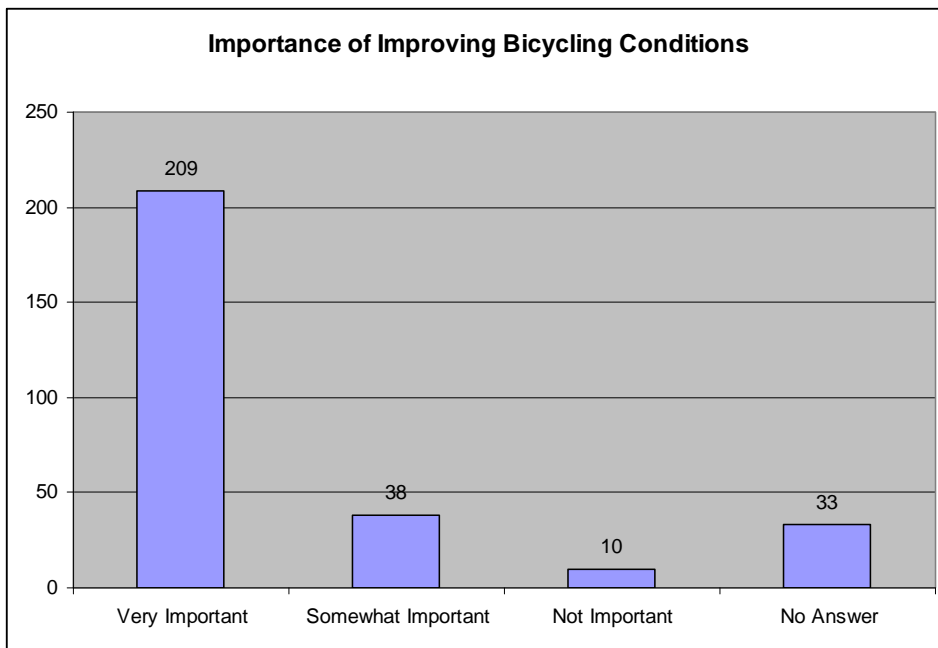




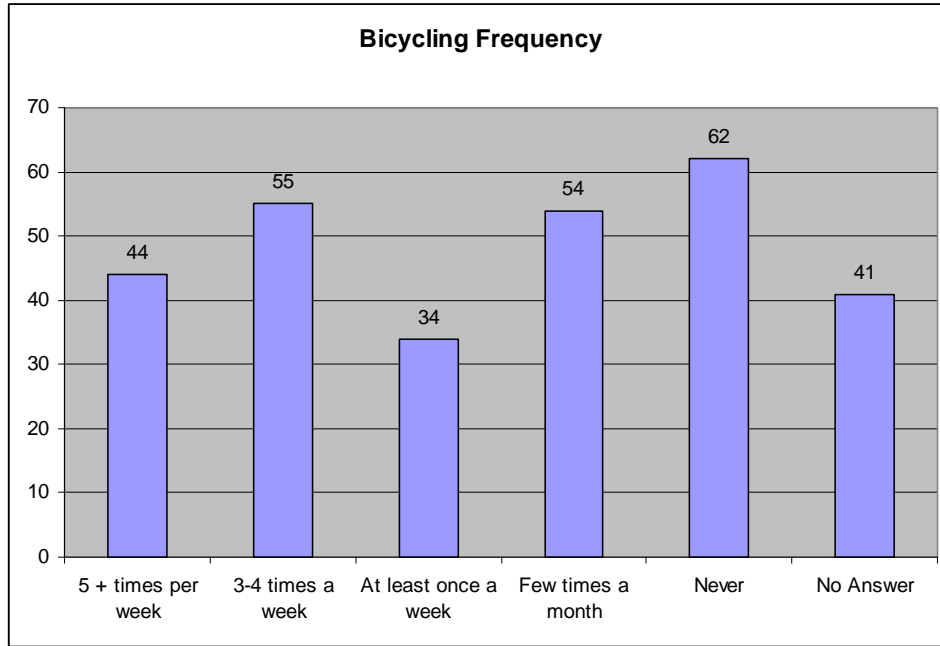


Question 10: What do you think are the top roadway corridors most needing sidewalk or trail improvements?
 ■ Various responses to free response question.

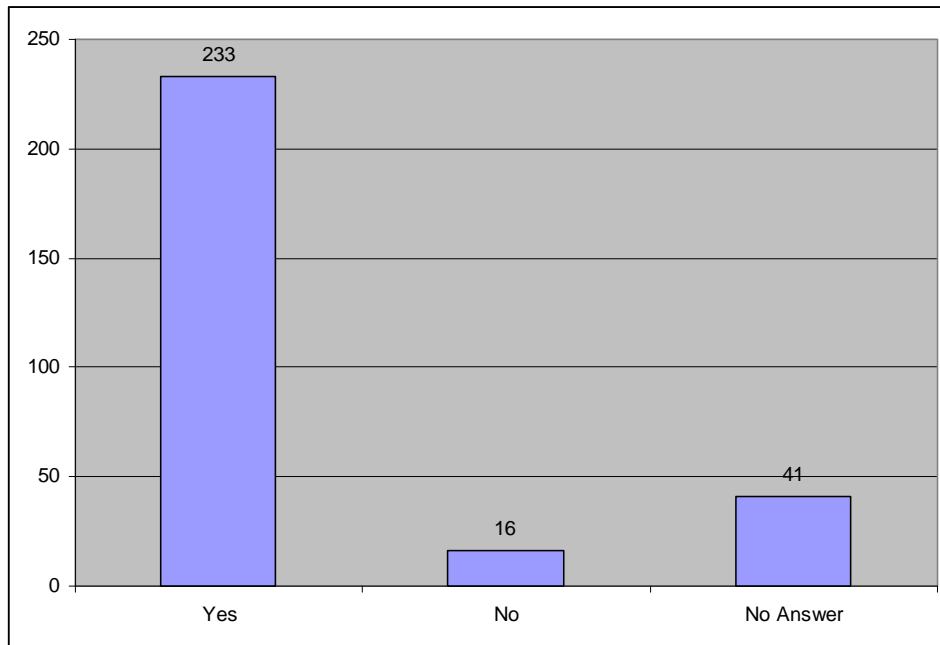
Question 11: How important to you is the goal of improving conditions for bicycling in the community?



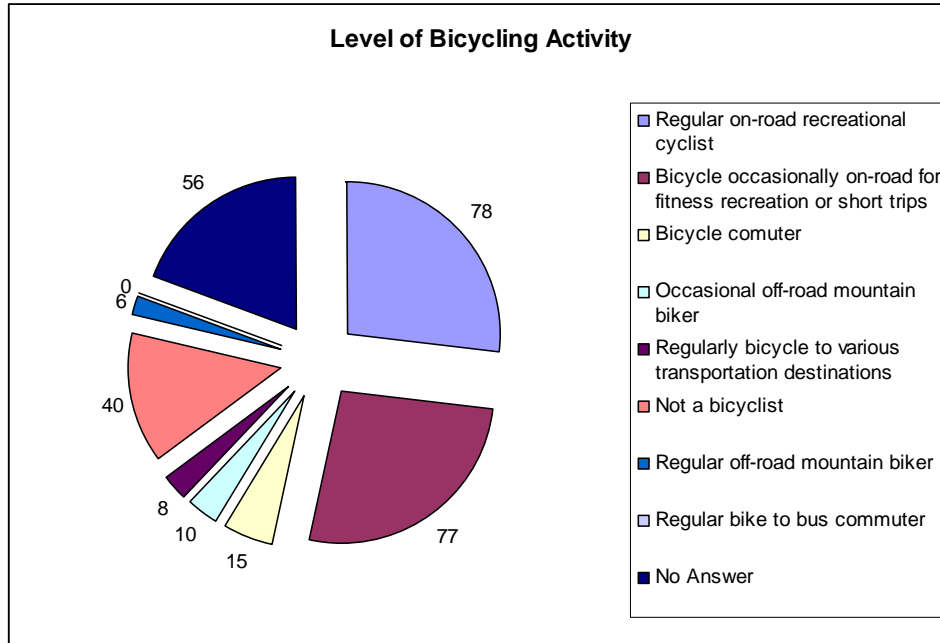
Question 12: How often do you bicycle now?



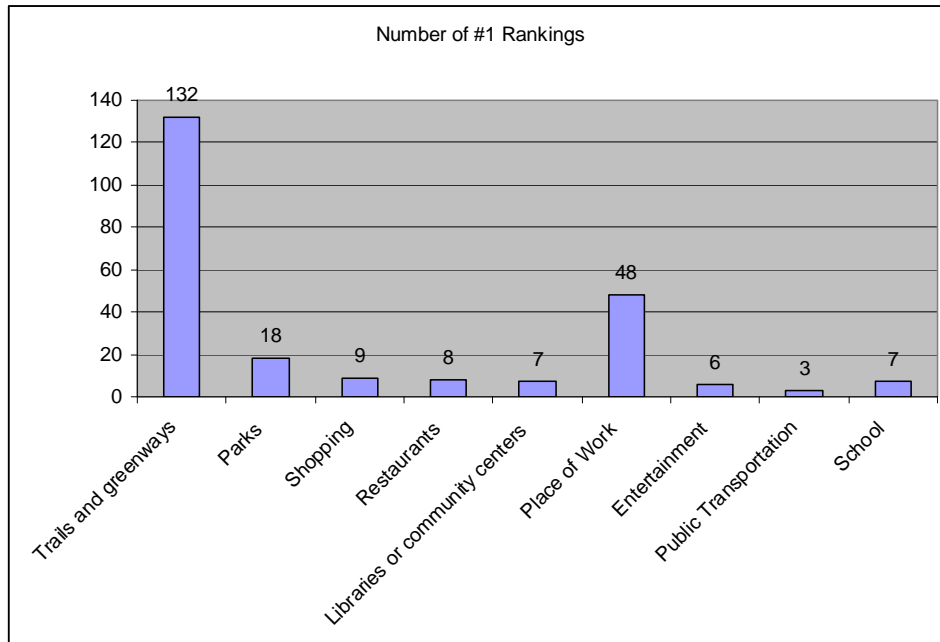
Question 13: Would you bicycle on a trail or lane near your home, work, or school, if you felt safe bicycling on it?

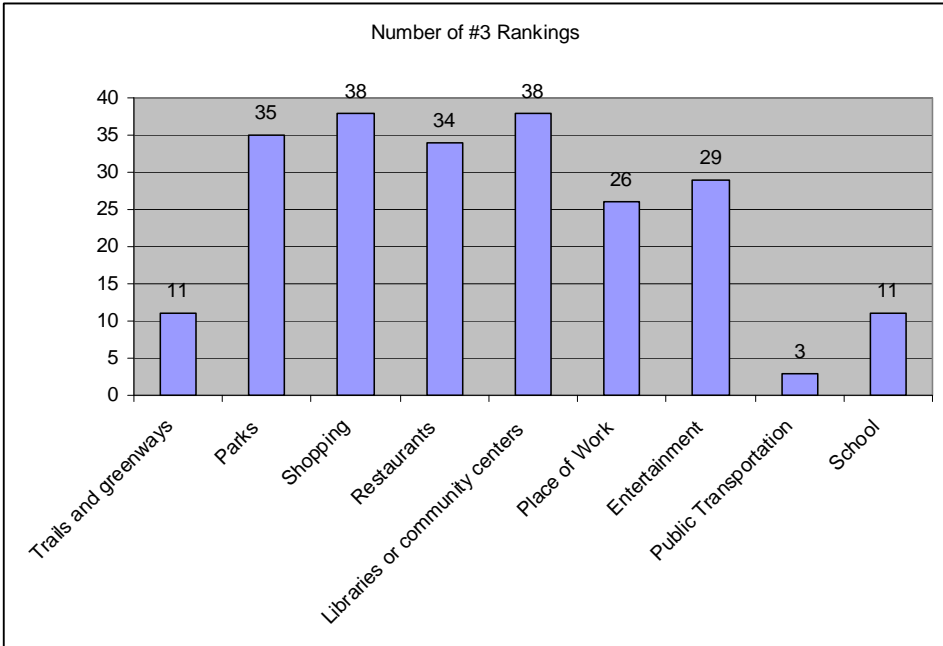
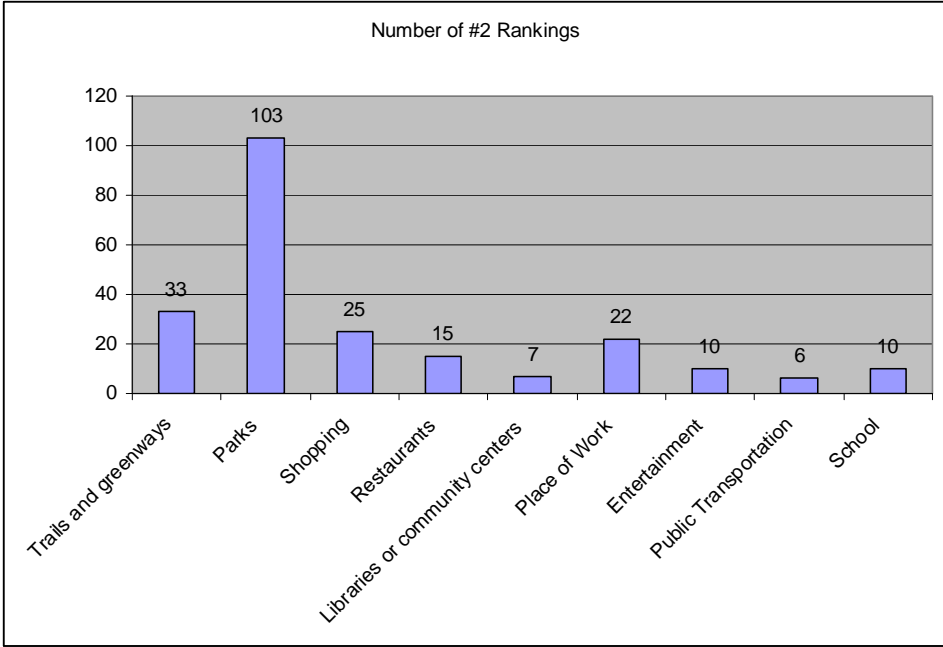


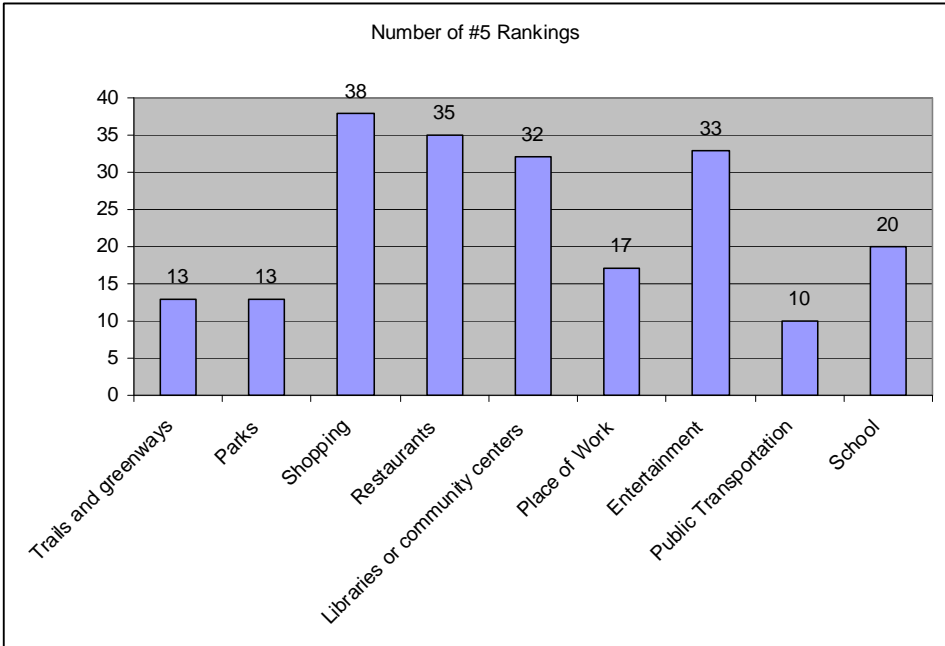
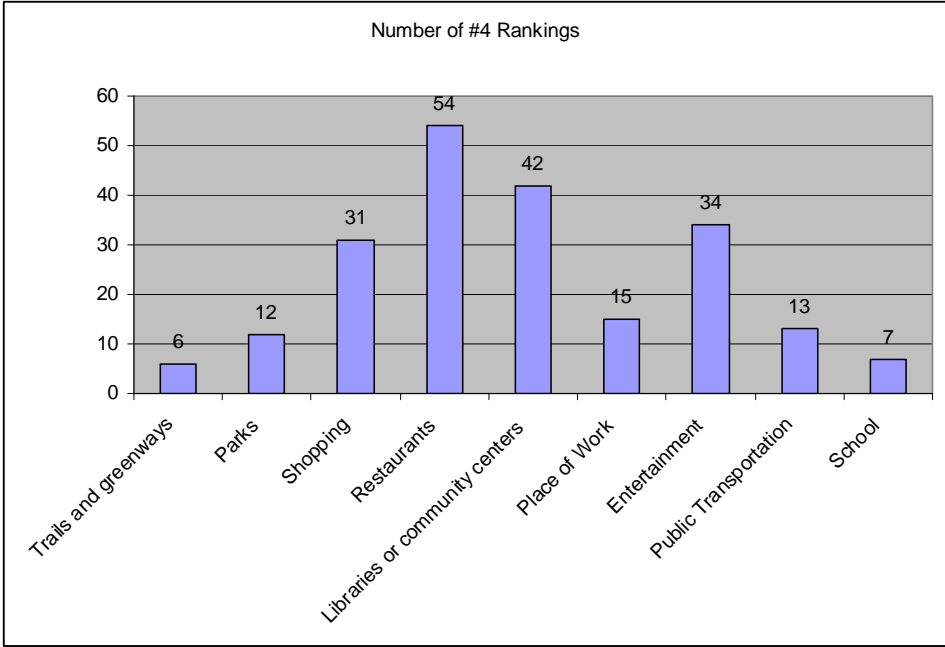
Question 14: Which terms most describe your level of bicycling activity?



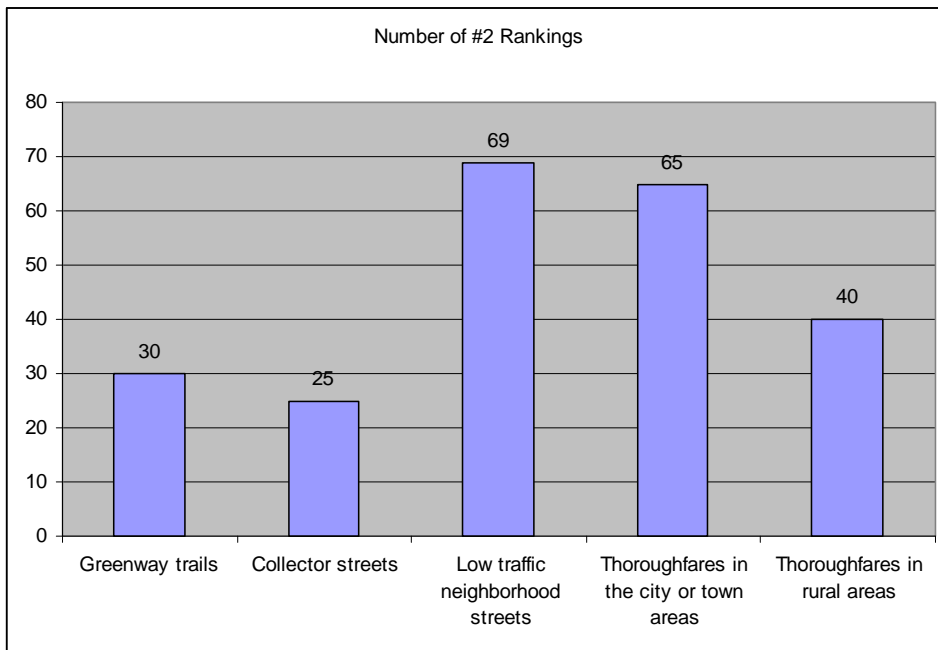
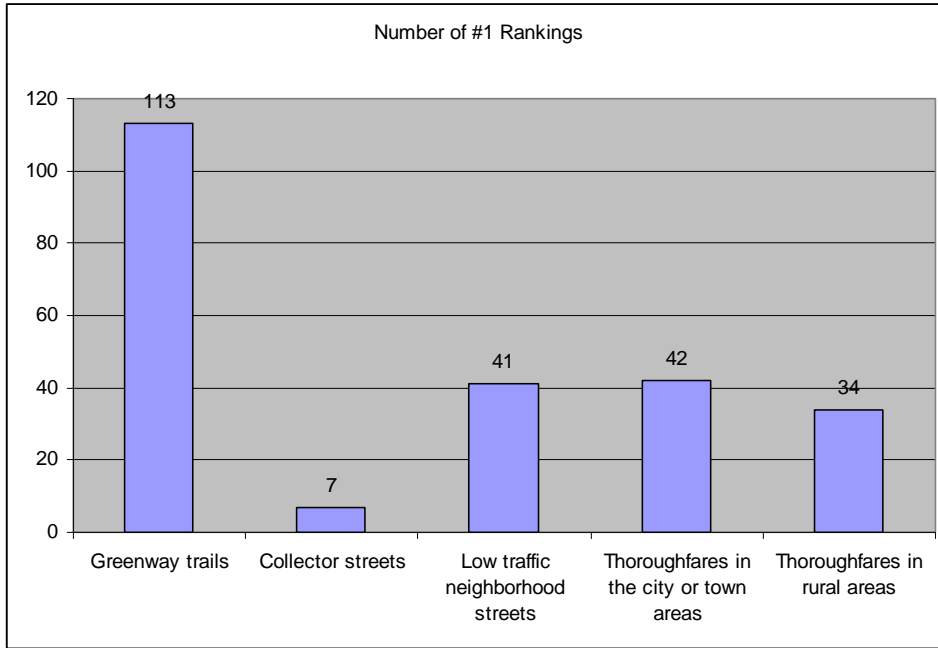
Question 15: What bicycling destinations would you most like to get to?

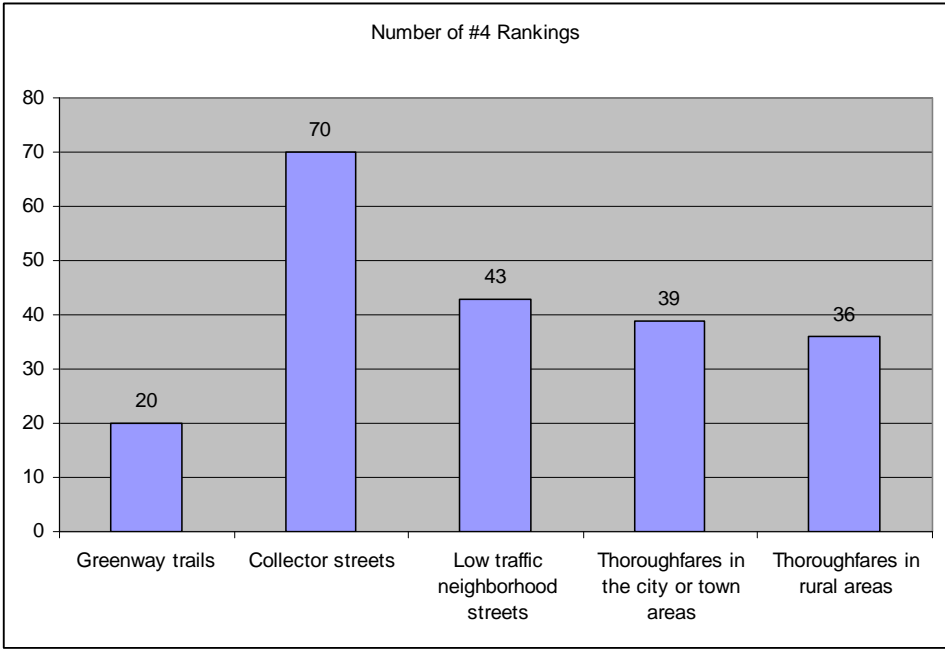
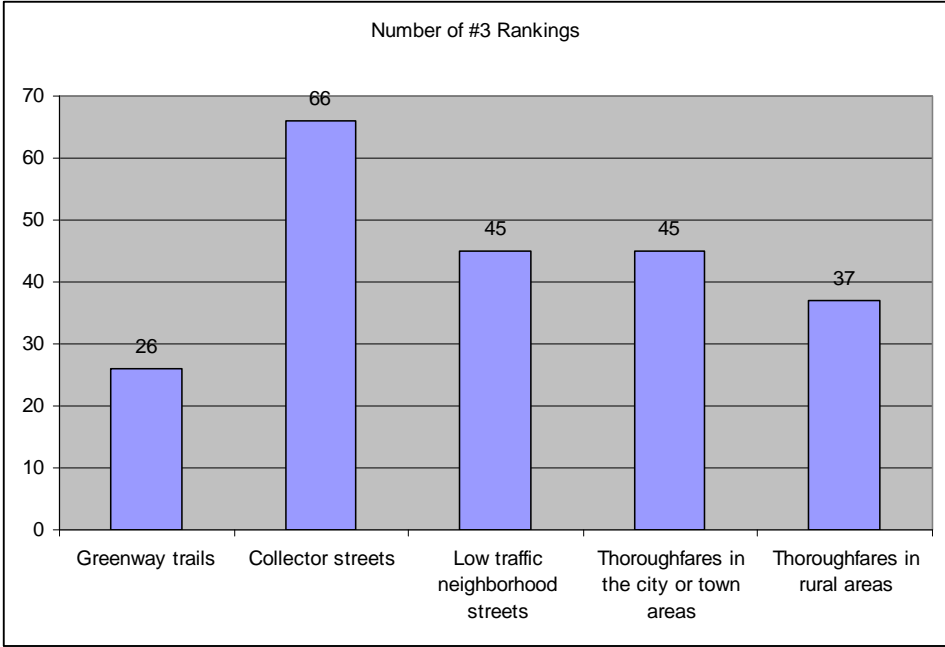


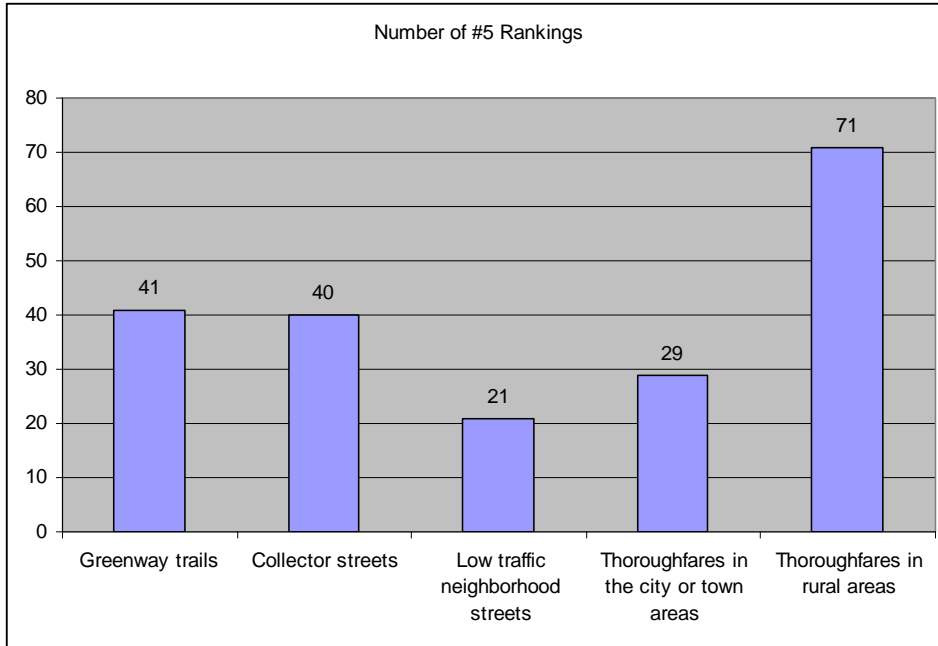




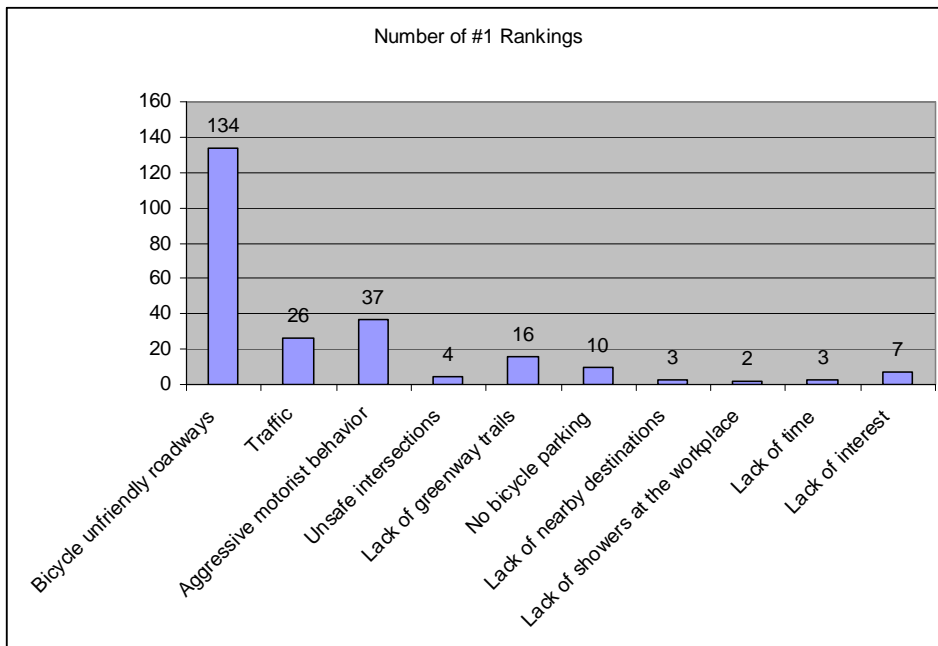
Question 16: What types of facilities would you most like to bicycle on?

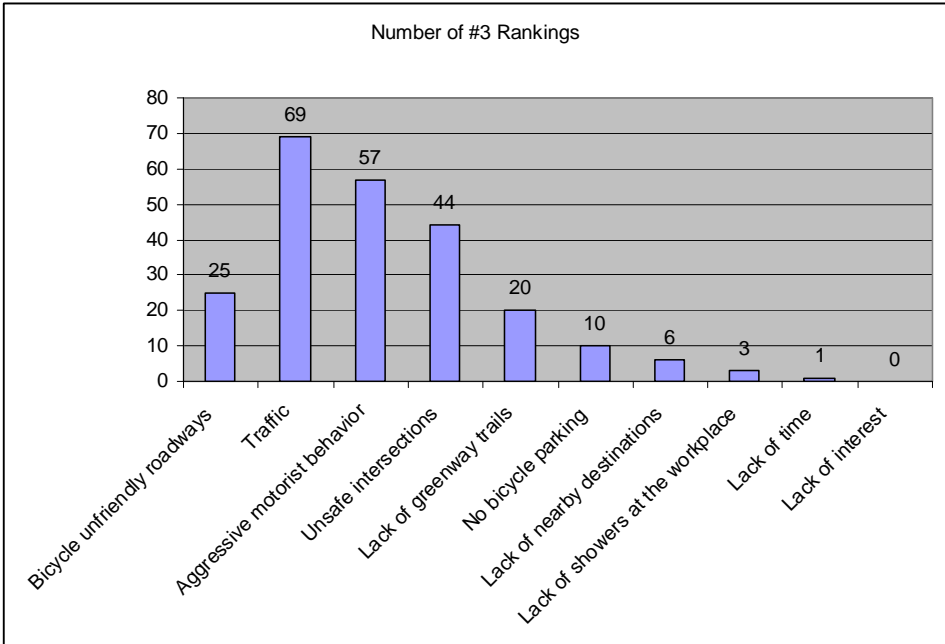
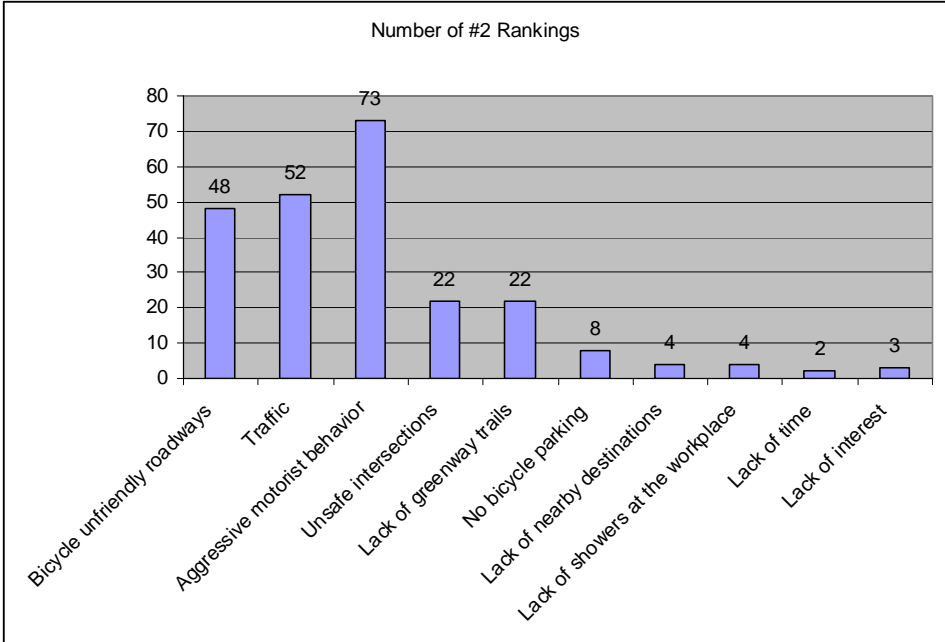


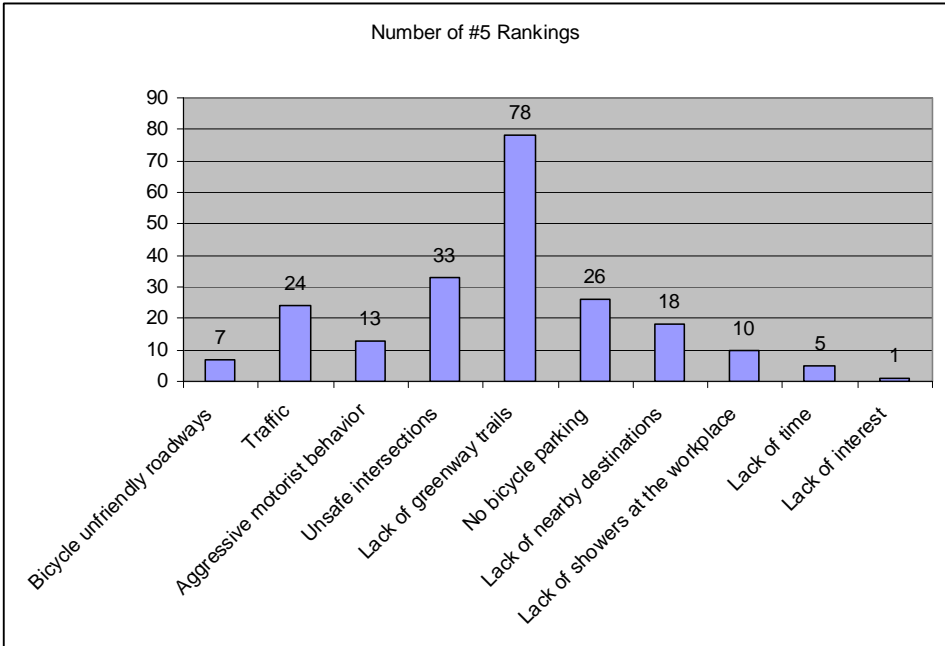
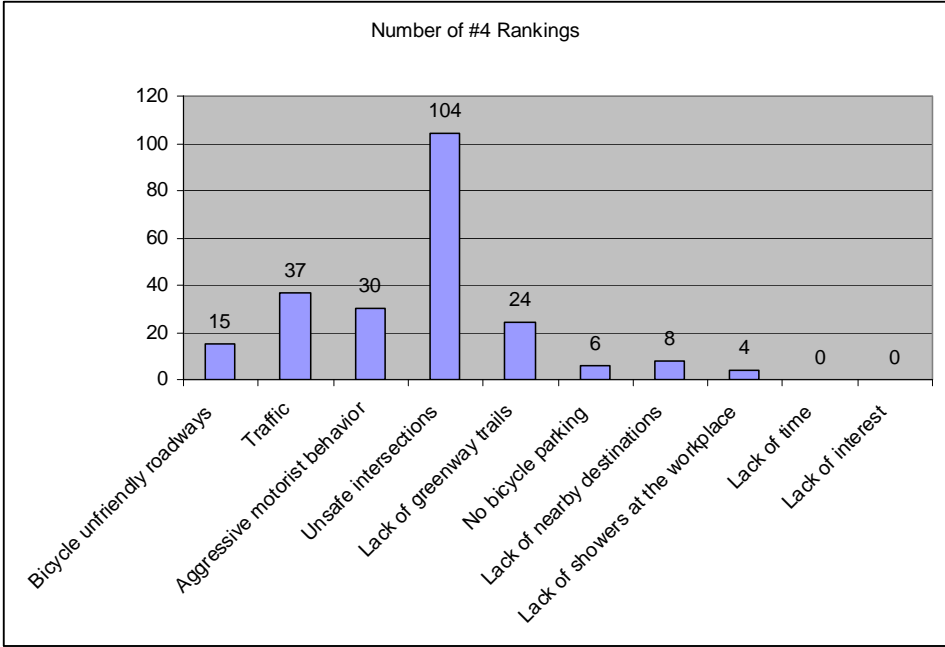




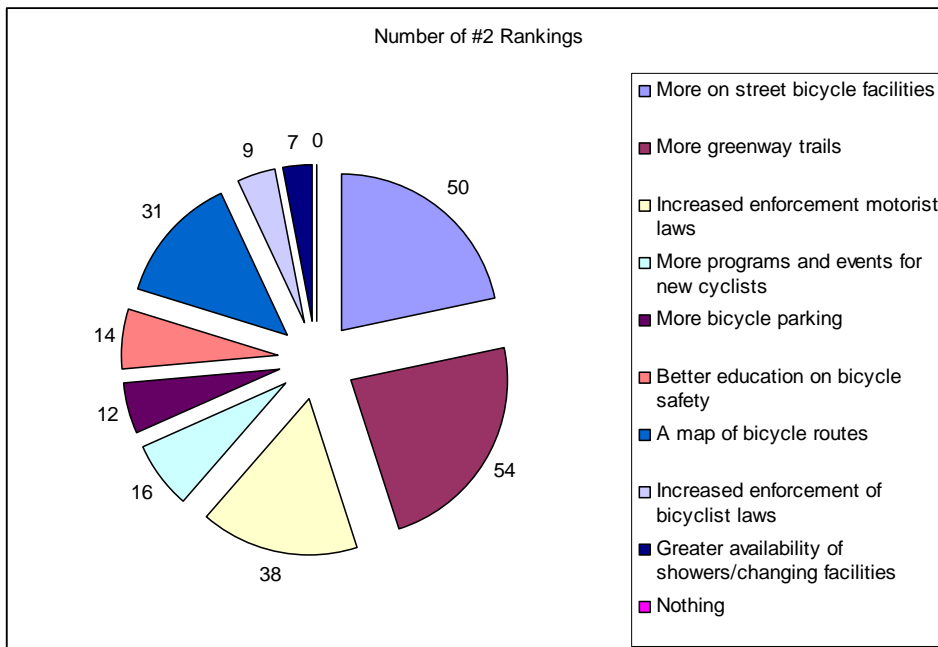
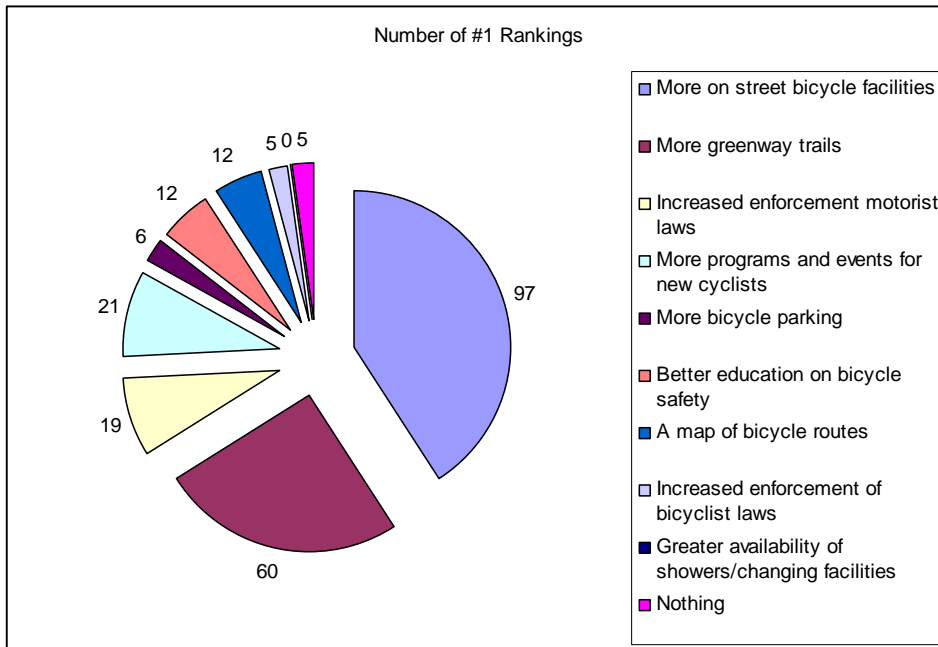
Question 17: What are the biggest factors that discourage bicycling activities?

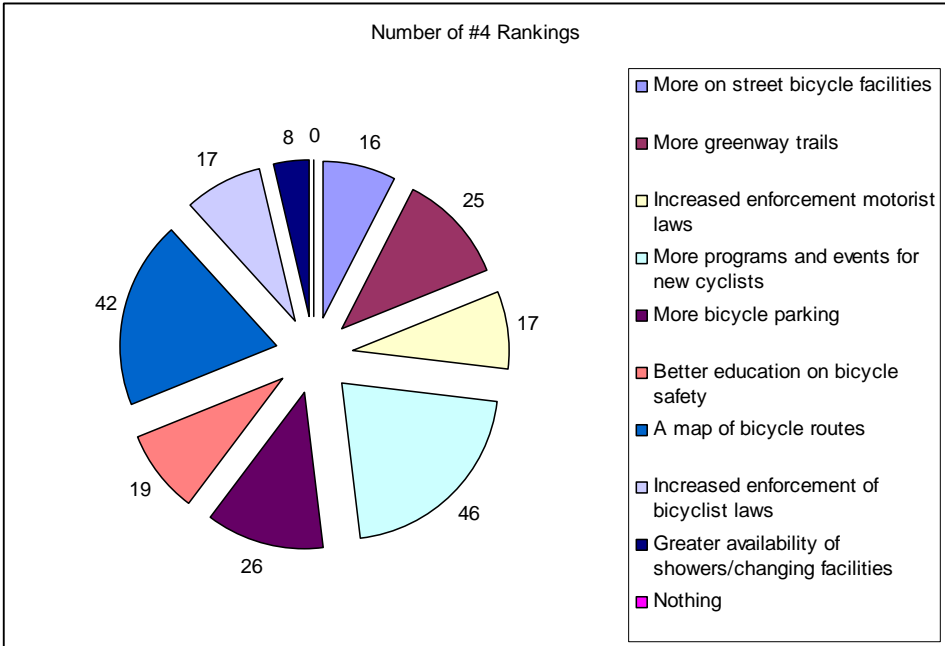
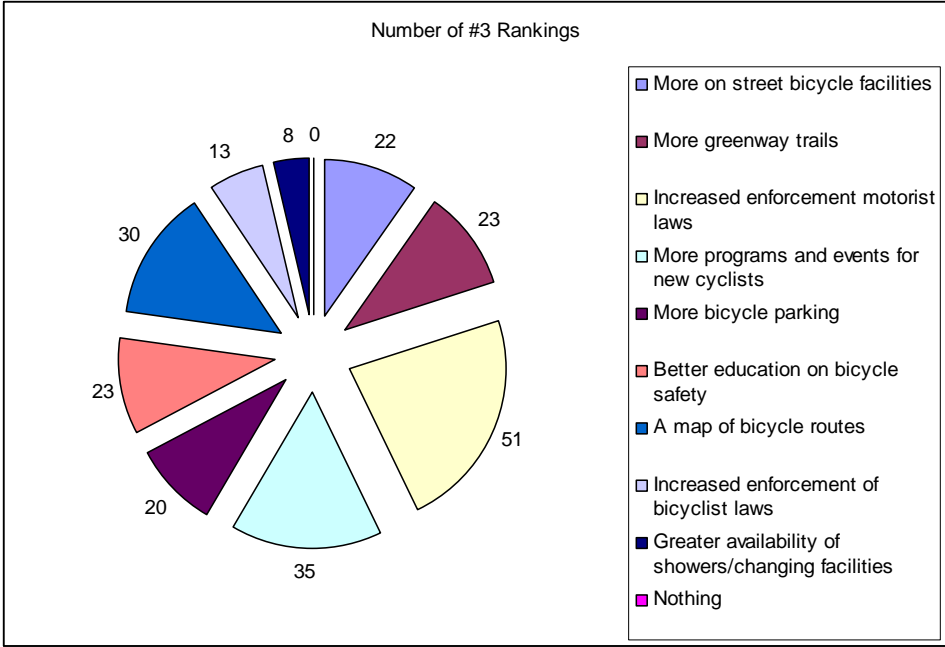


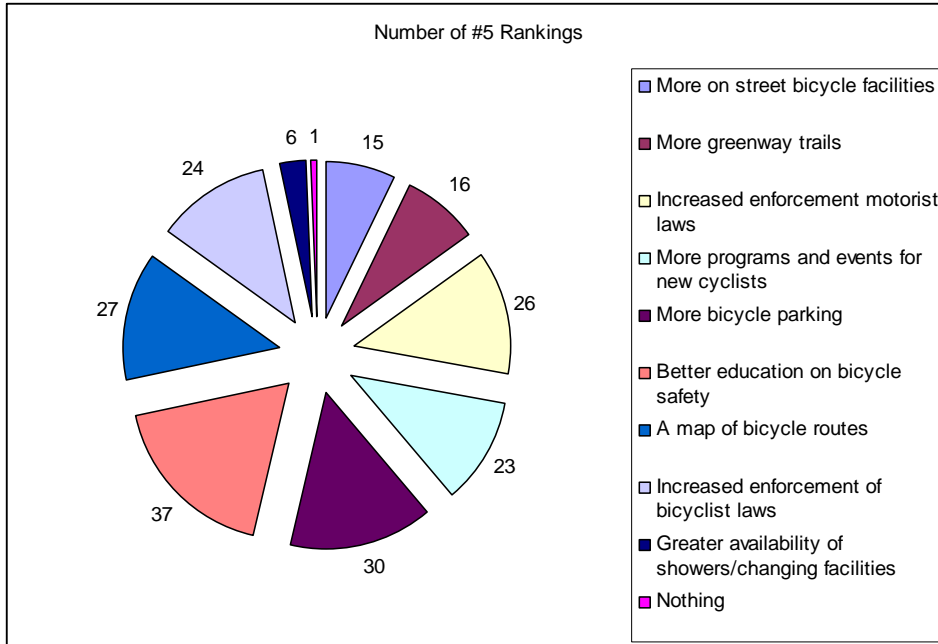




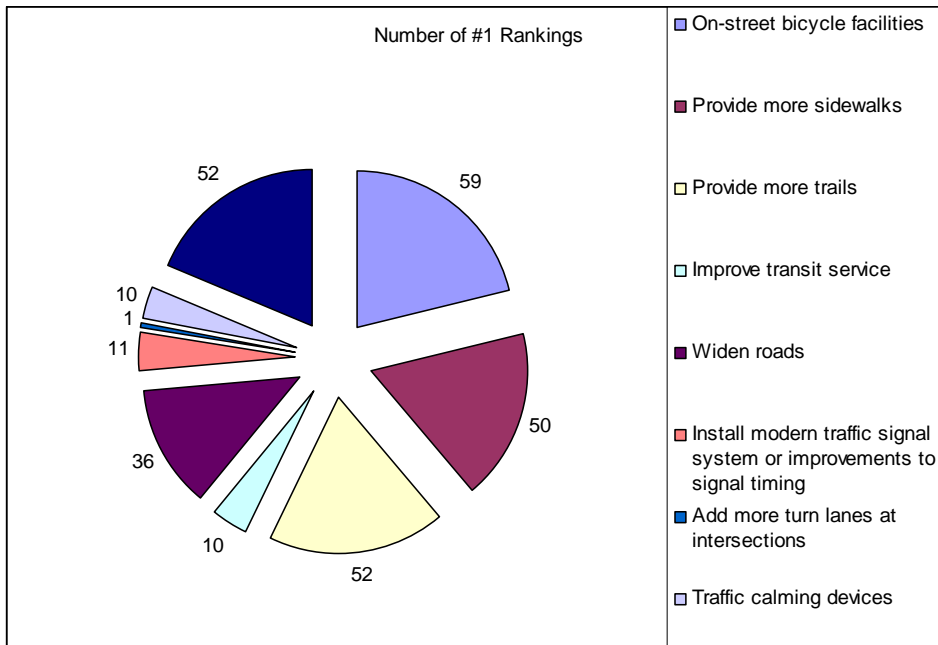
Question 18: What actions do you think are most needed to increase cycling in the community?
Appendix C: Montgomery MPO Online Bicycle/Pedestrian Survey Results

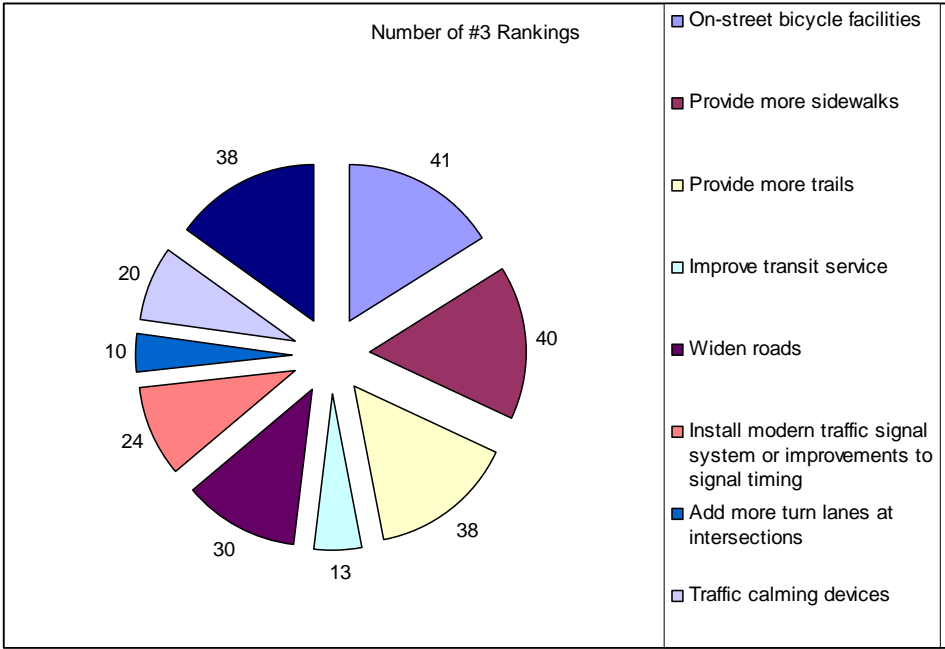
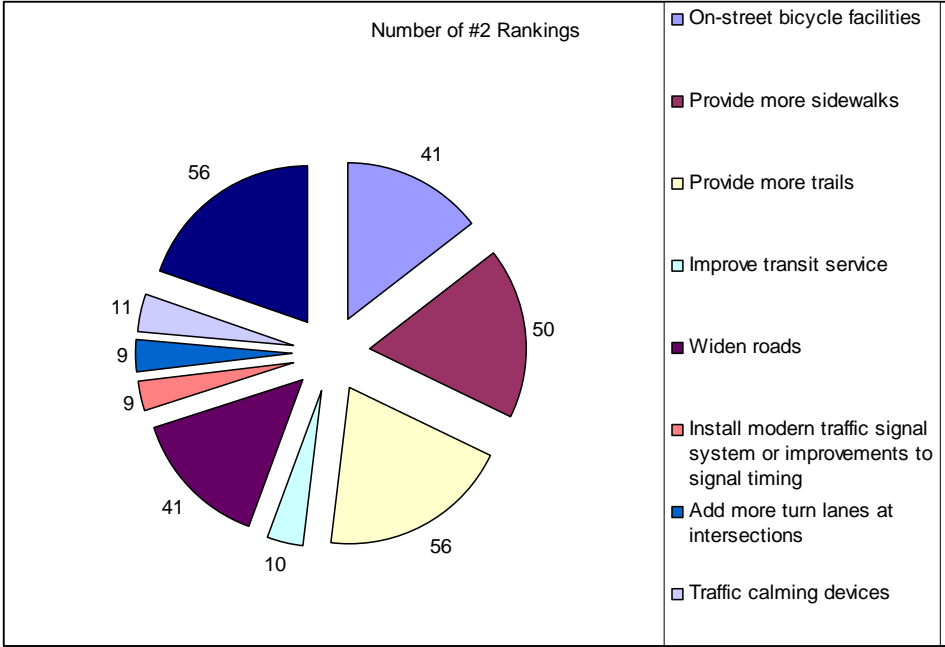


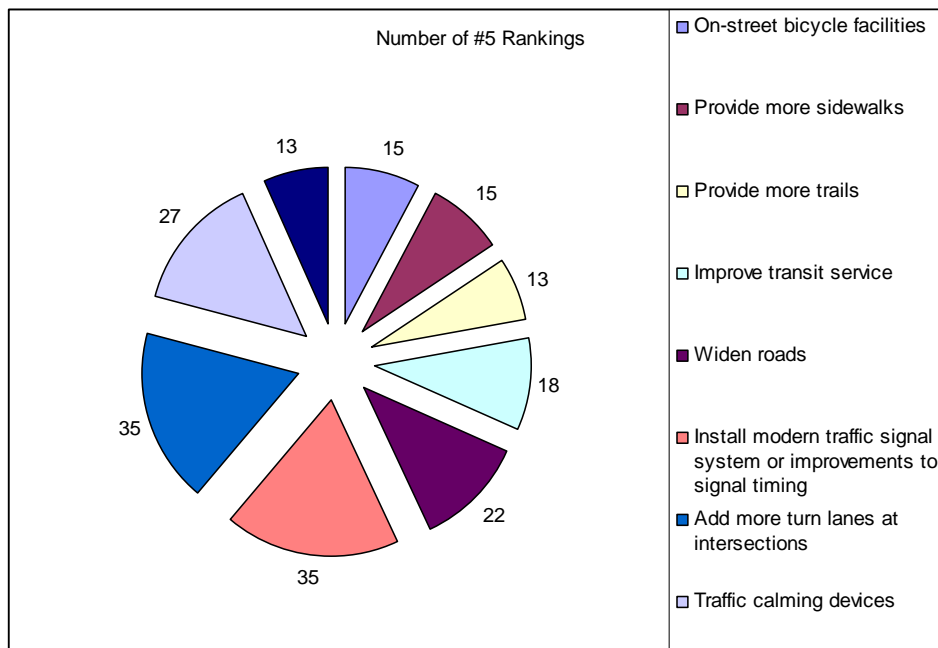
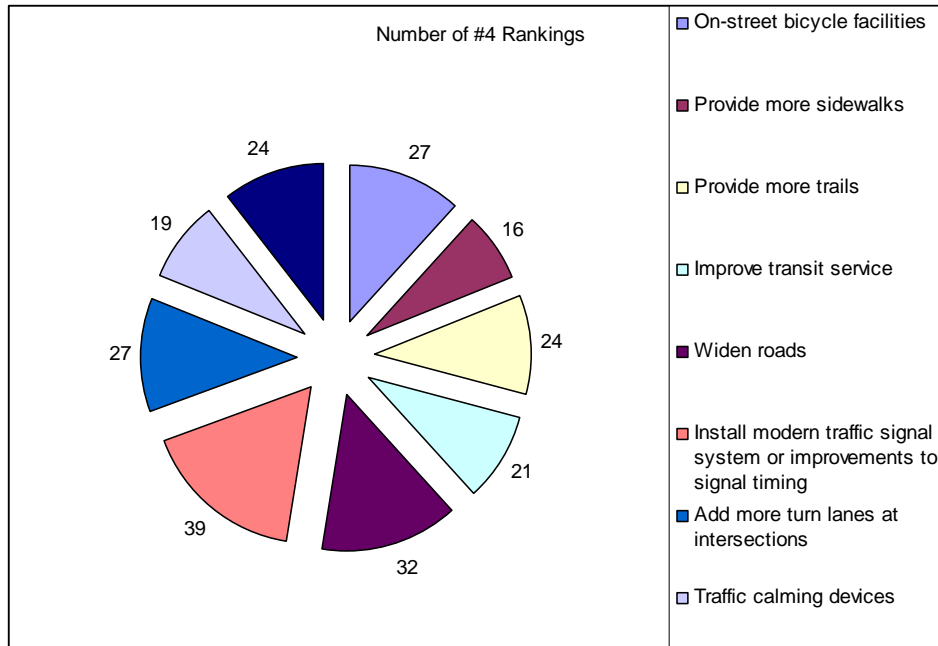




Question 19: Please rank the importance of the following transportation improvements.







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

#	Name	Segment	Bikeway Type	Traffic Control	Road Name	From	To	Miles	Direct Access from a School	Elementary & Middle School Proximity (1 mile)	High School or Post-Secondary Proximity (2m radius)	Park Within 0.5 miles	Point of Interest Within 0.5 miles	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Regional Connection and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Major Employment Within 0.25 miles	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Route Priority Score		
1	AUM/ Eastdale Mall	1	BL	Signs	University Dr	Brown Springs Rd	Oliver Dr	0.63	4	0	0	2	4	4	0	3	0	2	N/A	5	2	5	1	40	40	
		2	SR	Signs	Oliver Dr	University Dr	Oliver Dr	0.21	0	0	0	2	0	0	0	0	0	0	0	10	1	0	0	0	15	15
		3	SR	SLM&S	Bel Rd	University Dr	Oliver Dr	0.11	0	0	0	2	0	0	0	0	0	0	0	10	1	0	0	0	1	4
		4	SR	Signs	Monticello Dr	Bel Rd	Greystone Dr	0.28	0	2	0	0	0	0	0	0	0	0	0	14	1	0	0	5	1	6
		5	SR	Signs	Greystone Dr	Monticello Dr	Monticello Dr	0.20	0	2	0	0	0	0	0	0	0	0	0	14	1	0	0	5	1	11
		6	SR	Signs	Monticello Dr	Greystone Dr	Shirley Ln	0.45	0	2	0	0	0	0	0	0	0	0	0	582	4	0	0	5	1	17
		7	SR	SLM&S	Shirley Ln	Monticello Dr	Eastdale Rd	0.36	0	2	0	0	0	0	0	0	0	0	0	847	4	2	5	1	19	
		8	SR	SLM&S	Eastdale Rd	Shirley Ln	Eastdale Rd	0.81	0	2	0	0	0	0	0	0	0	0	0	1,852	4	2	5	1	19	
		9	SR	SLIP	Atlanta Hwy	Eastdale Rd	Eastdale Rd	0.09	0	2	0	0	0	0	0	0	0	0	0	1,330	5	0	2	1	15	15.6
		10	C1		Atlanta Hwy	Eastdale Circle Access	Atlanta Hwy	0.01	0	2	0	0	0	0	0	0	0	0	0	1,941	5	0	0	1	14	14
		11	BL	BL	Eastdale Circle Access	Atlanta Hwy	Eastdale Circle	0.08	0	2	0	0	0	0	0	0	0	0	0	1,357	5	0	0	1	13	13
		12	BL	BL	Eastdale Circle Access	Dunbarton Rd	Dunbarton Rd	0.35	0	2	0	0	0	0	0	0	0	0	0	1,682	5	0	0	1	13	13
		13	SR	Signs	Dunbarton Rd	Eastdale Circle	Wares Ferry Rd	0.41	0	2	4	0	0	0	0	0	0	0	0	1,332	5	2	0	1	19	19
		14	SR	SLM&S	Wares Ferry Rd	Dunbarton Rd	McLenore Dr	2.91	4	2	4	0	0	0	0	0	0	0	0	643	2	2	2	2	1	22
		15	SR	Signs	McLenore Dr	Wares Ferry Rd	Atlanta Hwy	2.14	0	2	4	4	0	0	0	0	0	0	0	668	2	2	2	2	1	22
		16	SR	C2		McLenore Dr/Brown Springs Rd	Atlanta Hwy	0.03	0	2	4	4	0	0	0	0	0	0	0	1,103	5	0	0	2	1	24
17	BL	BL		Brown Springs Rd	Atlanta Hwy	0.64	0	0	0	0	0	0	0	0	0	0	0	1,666	4	0	0	0	1	18		
18	BL	BL		Bel Rd	Old Creek Rd	0.46	4	2	0	0	0	0	0	0	0	0	0	0	750	4	0	0	2	22		
19	BL	C2		Bel Rd	Vaughn Rd	0.02	0	2	0	4	0	0	0	0	0	0	0	490	5	2	2	2	1	22		
20	SR	SLM&S	Bel Rd	Bel Rd	Vaughn Rd	0.25	4	2	0	4	0	0	0	0	0	0	0	559	2	2	2	2	1	22		
21	SR	SLM&S	Young Meadows Rd	Young Meadows Rd	Meadow Lark Dr	0.05	0	2	0	0	0	0	0	0	0	0	0	8	1	0	0	0	1	6		
22	SR	SLM&S	Young Meadows Rd	Young Meadows Rd	Shared-Use Path	1.00	0	2	4	0	0	0	0	0	0	0	0	39	1	0	0	0	1	13		
23	SR	SLM&S	Shared-Use Path	Shared-Use Path	St. James School Rd	0.27	0	2	4	0	0	0	0	0	0	0	0	171	2	0	0	0	1	18		
24	SR	SLM&S	St. James School Rd	Shared-Use Path	Vaughn Rd	0.32	4	2	4	0	0	0	0	0	0	0	0	74	2	0	0	0	1	18		
25	C1		St. James School Rd	Vaughn Rd	Vaughn Rd	0.02	4	2	4	0	0	0	0	0	0	0	0	68	5	0	0	0	1	26		
26	SR	SLM&S	Vaughn Rd	Vaughn Rd	Vaughn Rd	0.29	4	2	4	4	0	0	0	0	0	0	0	68	5	0	0	0	1	22		
27	SR	Signs	Festival Dr	Festival Dr	Festival Dr (split)	0.56	0	2	4	4	0	0	0	0	0	0	0	220	2	0	0	0	1	18		
28	SR	Signs	Festival Dr (NB)	Festival Dr (NB)	Festival Dr (NB)	0.04	0	2	4	4	0	0	0	0	0	0	0	219	5	0	0	0	1	21		
29	SR	Signs	Museum Dr	Museum Dr	Festival Dr (SB)	0.46	0	2	4	0	0	0	0	0	0	0	0	219	5	0	0	0	1	22		
30	SR	Signs	Festival Dr (SB)	Festival Dr (SB)	Festival Dr (split)	0.19	0	2	4	4	0	0	0	0	0	0	0	238	3	0	0	0	1	19		
31	SR	Signs	Festival Dr	Festival Dr	Woodmere Blvd	0.40	0	2	4	4	0	0	0	0	0	0	0	39	1	0	0	0	1	19		
32	BL	BL	Woodmere Blvd	Woodmere Loop	Festival Dr	0.14	0	2	4	0	0	0	0	0	0	0	0	14	1	0	0	0	1	13		
33	SR	Signs	Woodmere Loop	Woodmere Loop	Old Creek Rd	0.12	0	2	4	0	0	0	0	0	0	0	0	14	2	0	0	0	1	14		
34	SR	Signs	Old Creek Rd	Sagewood Dr	Bel Rd	0.60	4	2	0	4	0	0	0	0	0	0	0	280	2	0	0	0	1	18		
35	SR	Signs*	Redland Rd	Redland Rd	Tallahassee Hwy	3.89	0	0	0	0	0	0	0	0	0	0	0	25	1	0	0	5	0	6		
36	SR	Signs*	Fretower Rd	Fretower Rd	Fretower Rd	2.28	0	0	0	0	0	0	0	0	0	0	0	530	2	0	0	2	1	11		
37	SR	Signs*	Tallahassee Hwy (SR 14)	Tallahassee Hwy (SR 14)	US 231	0.04	0	0	0	0	0	0	0	0	0	0	0	1,73	5	2	2	2	1	17		
38	C2		US 231	US 231	US 231	0.05	0	0	0	0	0	0	0	0	0	0	0	139	5	2	0	0	1	14		
39	SR	Signs*	Company St	Company St	Company St	1.06	0	2	4	4	0	0	0	0	0	0	0	804	3	2	5	1	27			
40	SR	Signs*	Online St	Online St	Company St	0.00	0	2	4	4	0	0	0	0	0	0	0	620	5	0	0	5	1	27		
41	SR	Signs*	Spring St	Spring St	Hill St	0.09	0	2	4	4	0	0	0	0	0	0	0	680	5	0	0	5	1	27		
42	SR	Signs	Company St	Company St	Company St	0.01	0	2	4	4	0	0	0	0	0	0	0	669	5	0	0	5	1	27		
43	SR	Signs	Hill St	Hill St	Bridge St	0.06	0	2	4	4	0	0	0	0	0	0	0	697	5	2	2	2	1	26		
44	BL	BL	Bridge St	Bridge St	Main St	0.69	0	2	4	4	0	0	0	0	0	0	0	986	4	2	2	2	1	21		
45	BL	C2	Main St	Main St	Bridge St	0.07	0	2	4	0	0	0	0	0	0	0	0	173	4	2	2	0	1	14		
46	SR	Signs*	E. Main St	E. Main St	US 231	0.21	0	0	0	0	0	0	0	0	0	0	0	269	4	2	0	1	13			
47	SR	Signs*	Old Montgomery Hwy	Old Montgomery Hwy	Old Montgomery Hwy	0.03	0	0	0	0	0	0	0	0	0	0	0	186	5	0	0	0	1	9		
48	SR	C2	US 231	US 231	US 231	0.35	0	0	0	0	0	0	0	0	0	0	0	295	3	0	0	5	1	11		
49	SR	SLM&S	Old Montgomery Hwy	Old Montgomery Hwy	Jasmine Hill Rd	4.00	0	0	0	4	0	0	0	0	0	0	0	132	1	0	0	5	1	11		
50	SR	Signs*	Foxwood Rd (CR 40)	Foxwood Rd (CR 40)	Alpha Springs Rd (CR 85)	1.59	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	2	1	6		
51	SR	Signs*	Ingram Rd	Ingram Rd	Foxwood Rd (CR 40)	2.53	4	0	0	0	0	0	0	0	0	0	0	154	1	0	0	2	1	10		
52	SR	Signs*	Ingram Rd	Ingram Rd	Cypress Rd	1.84	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	2	1	6		
53	SR	Signs*	Myrick Rd	Myrick Rd	Ingram Rd	1.01	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	2	1	6		
54	SR	Signs*	Deatsville Hwy	Deatsville Hwy	Myrick Rd	1.26	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	10		
55	SR	Signs*	Ross Rd	Ross Rd	Deatsville Hwy	0.17	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	5		
56	SR	Signs*	Gunnells Rd	Gunnells Rd	Deatsville Hwy	2.59	0	0	0	0	0	0	0	0	0	0	0	31	1	0	0	0	0	6		
57	SR	Signs*	CR 39	CR 39	Alpha Springs Rd (CR 85)	3.76	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	5	0	6		
58	SR	Signs*	Alpha Springs Rd (CR 85)	Alpha Springs Rd (CR 85)	Foxwood Rd (CR 40)		0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	5	0	6		

#	Name	Segment	Bikeway Type	Traffic Control	Road Name	From	To	Miles	Direct Access to/from a School	Elementary & Middle School Proximity (1 mile)	High School or Post-Secondary Proximity (2m radius)	Park Within 0.5 miles	Point of Interest Within 0.5 miles	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Regional Connection and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Major Employment Within 0.25 miles	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability	Rating	Within City Limits	Priority Score Total	Route Priority Score			
5	East Montgomery	1	SR	S/LM&S	Ryan Rd	Wal-Mart Entrance	Vaughn Rd	0.84	4	2	2	4	4	0	0	0	2	2	5	2	5	1	40	40				
		2	SR	C2	Vaughn Rd	Vaughn Rd	Vaughn Rd	0.01	0	0	2	0	0	0	0	0	0	0	0	1	5	1	0	2	6	6		
		3	SR	BL	Vaughn Rd	Ray Thorington Rd	Ray Thorington Rd	2.01	0	2	2	0	0	0	0	0	0	0	0	204	2	2	2	1	11	11		
		4	SR	C2	Ray Thorington Rd	Vaughn Rd	Vaughn Rd	0	2	2	2	0	0	0	0	0	0	0	0	1	46	5	0	2	1	13	13	
		5	SR	S/LM&S	Ray Thorington Rd	Park Crossing	Ray Thorington Rd	2.16	4	2	4	0	0	0	0	0	0	0	0	160	0	0	0	2	1	16	16	
		6	BL	BL	Park Crossing	Ray Thorington Rd	Jim Wilson ES	1.14	2	2	2	4	0	0	0	0	0	0	0	35	0	0	0	0	1	12	12	
		7	BL	BL	Park Crossing	Ray Thorington Rd	Jim Wilson ES	2.34	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	5
		8	C	C2	Shared-Use Path	Taylor Rd	Taylor Rd	0.01	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	4	4	
		9	SUP	SUP	Plantation Crossing	Plantation Crossing	Plantation Crossing	1.29	0	0	2	2	0	0	0	0	3	2	2	0	518	2	0	2	1	12	12	
		10	C	C2	Plantation Crossing	Plantation Crossing	Plantation Crossing	0.01	0	0	2	2	0	0	0	0	3	2	2	0	488	5	0	0	1	12	12	
		11	SUP	SUP	Plantation Crossing	Plantation Crossing	Plantation Crossing	0.11	0	0	2	2	0	0	0	0	3	0	0	0	540	5	0	0	1	11	11	
		12	SUP	SUP	Shared-Use Path	Shared-Use Path	Plantation Crossing	Plantation Crossing	0.23	0	0	2	0	0	0	0	3	0	0	0	1,084	5	0	0	1	11	11	
		13	SUP	SUP	Shared-Use Path	Shared-Use Path	Shared-Use Path	0.14	0	0	2	2	0	0	0	0	3	0	0	0	1,283	5	0	2	1	13	13	
		14	C	C1	Vaughn Rd	Vaughn Rd	Seaton Blvd	0.02	0	0	2	0	0	0	0	0	3	0	1	1,018	5	0	0	1	12	12		
		15	SR	S/LM&S	Halcyon Park Dr	Vaughn Rd	Halcyon Park Dr	0.38	0	2	2	4	0	0	0	0	3	0	0	1,666	5	0	0	0	1	17	17	
		16	SR	S/LM&S	Parkview Dr	Halcyon Park Dr	Halcyon Park Dr	1.02	4	2	2	4	0	0	0	0	3	0	0	1,416	4	0	0	1	21	21		
		17	BL	BL	Berryhill Rd	Berryhill Rd	Berryhill Rd	0.17	4	2	2	0	0	0	0	0	3	0	0	1,318	5	0	5	1	22	22		
		18	BL	BL	Eastchase Ln	Berryhill Rd	Eastchase Ln	0.69	0	2	2	0	0	0	0	0	3	0	0	1,714	4	0	0	1	12	12		
		19	BL	BL	Eastchase Pkwy	Eastchase Ln	Eastchase Ln	1.18	0	2	2	4	0	0	0	0	0	0	0	474	2	0	0	2	1	13	13	
		20	SR	S/LM&S	Minnie Brown Rd	Eastchase Pkwy	Eastchase Pkwy	0.24	0	2	2	4	0	0	0	0	0	0	0	268	3	0	0	1	10	10		
		21	SUP	SUP	Shared-Use Path	Shared-Use Path	Shared-Use Path	1.37	0	0	2	2	4	0	0	0	0	0	0	255	2	0	0	0	1	9	9	
6	West Prattville	1	SR	Signs*	Seima Hwy (SR 14)	Golson Rd	0.21	0	0	2	2	0	0	0	0	0	0	0	12	1	2	2	1	6	6			
		2	SR	Signs*	Old Autaugaaville Rd	US 82	US 82	1.57	0	0	0	0	0	0	0	0	0	0	35	1	2	0	1	4	4			
		3	SR	C2	Carter Rd	US 82	US 82	0.03	0	0	0	0	0	0	0	0	0	1	22	3	0	0	2	1	7	7		
		4	SR	Signs*	Gin Shop Hill Rd	Carter Rd	Carter Rd	0.21	0	0	0	0	0	0	0	0	0	0	0	25	2	0	0	5	1	12	12	
		5	SR	Signs*	Carter Rd	US 82	US 82	0.18	0	0	0	0	0	0	0	0	0	0	0	28	2	0	0	0	1	7	7	
		6	SR	C2	Carter Rd	US 82	US 82	0.01	0	0	0	0	0	0	0	0	0	0	1	25	5	0	0	1	12	12		
		7	SR	Signs*	US 82	US 82	US 82	0.06	0	0	0	0	0	0	0	0	0	0	0	25	2	0	0	1	8	8		
		8	SR	C2	Northington Rd	Carter Rd	Northington Rd	0.02	0	0	0	0	0	0	0	0	0	0	0	1	25	3	0	1	1	10	10	
		9	SR	Signs*	Northington Rd	US 82	US 82	1.63	0	0	0	0	0	0	0	0	0	0	0	32	1	0	0	1	2	2		
		10	SR	Signs*	Red Eagle Rd	Northington Rd	Red Eagle Rd	0.42	0	0	2	2	0	0	0	0	0	0	0	1	1	1	0	0	1	4	4	
		11	SR	Signs*	Indian Hills Rd	Indian Hills Rd	Golson Rd	1.19	0	2	2	0	0	0	0	0	0	0	0	7	1	2	2	5	1	13	13	
		12	SR	Signs*	Golson Rd	Indian Hills Rd	Indian Hills Rd	4.37	4	2	2	0	0	0	0	0	0	0	0	36	1	2	2	5	1	15	15	
		13	SR	Signs*	Possom Trot Rd	Seima Hwy (SR 14)	Lightwood Rd	1.80	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	3	3	
		14	SR	Signs*	Lightwood Rd	Lightwood Rd	Lightwood Rd	1.83	0	2	2	0	0	0	0	0	0	0	0	129	1	0	0	2	0	11	11	
		15	SR	C2	Possom Trot Rd	Lightwood Rd	Holtville Rd	0.08	0	2	2	0	0	0	0	0	0	0	0	124	4	0	0	2	0	14	14	
7	Elmore-Holtville	1	SR	Signs*	Caesarville Rd (CR 23)	Holtville Rd	3.30	0	2	2	0	0	0	0	0	0	0	0	126	1	2	2	2	0	13	13		
		2	SR	Signs*	Flatwood Rd	Caesarville Rd (CR 23)	Caesarville Rd (CR 23)	0.43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5		
		3	SR	Signs*	Flatwood Rd	Caesarville Rd (CR 23)	Hickory Dr	1.75	0	0	2	2	0	0	0	0	0	0	0	1	1	0	0	5	0	8	8	
		4	SR	Signs*	Flatwood Rd	Hickory Dr	Mehearg Rd	1.62	0	2	2	0	0	0	0	0	0	0	0	16	1	0	0	5	0	10	10	
		5	SR	Signs*	Mehearg Rd	Flatwood Rd	White Rd	0.20	0	2	2	0	0	0	0	0	0	0	0	14	1	0	0	2	0	7	7	
		6	SR	Signs*	White Rd	Mehearg Rd	Baltzer Rd	1.73	0	2	2	0	0	0	0	0	0	0	0	42	1	2	2	0	0	7	7	
		7	SR	Signs*	Baltzer Rd	White Rd	White Rd	0.29	0	0	2	2	0	0	0	0	0	0	0	32	2	0	0	5	1	10	10	
		8	SR	Signs*	1st Ave	Baltzer Rd	SR 143	4.87	0	0	2	2	0	0	0	0	0	0	0	393	1	0	0	2	0	5	5	
		9	SR	Signs*	SR 143	1st Ave	Coosa River Rd	0.06	0	0	2	2	0	0	0	0	0	0	0	0	16	1	0	0	5	0	6	6

#	Name	Segment	Bikeway Type	Traffic Control	Road Name	From	To	Miles	Direct Access From a School	Elementary & Middle School Proximity (1 mile)	High School or Post-Secondary Proximity (2m radius)	Park Within 0.5 miles	Point of Interest Within 0.5 miles	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Regional Connection and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Major Employment Within 0.25 miles	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability	Rating	Within City Limits	Priority Score Total	Route Priority Score		
1	Elmore-8 Millbrook - Coosada	1 SR	Signs*	Mercer Rd	Ingram Rd	Polite Rd	2.80	4	2	0	0	0	0	0	0	0	2	0	5	2	5	1	40	4			
2		SR	Signs*	Polite Rd	Mercer Rd	Jackson St	0.71	0	2	0	4	0	0	0	0	0	0	0	8	1	0	0	0	1	4		
3		SR	Signs	Jackson St	Polite Rd	Lucky Town Rd	0.02	0	0	0	4	0	0	0	0	0	0	0	27	3	0	0	0	1	10	8	
4		SR	Signs	Lucky Town Rd	Jackson St	Rucker Rd	0.10	0	0	0	4	0	0	0	0	0	0	0	27	2	0	0	0	1	9	9	
5		SR	Signs*	Rucker Rd	Lucky Town Rd	Pecan Grove Rd	2.08	0	0	0	4	0	0	0	0	0	0	0	49	1	0	0	2	1	10	10	
6		SR	Signs*	Pecan Grove Rd	Rucker Rd	Upper Gibson, Town Rd	0.92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4
7		SR	Signs*	Upper Gibson, Town Rd	Rucker Rd	Airport Rd	1.19	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	0	1	4	
8		SR	Signs*	Airport Rd	Upper Gibson, Town Rd	Kennedy Ave	0.43	0	2	0	0	0	0	0	0	0	0	0	9	1	0	0	2	1	8	8	
9		SR	Signs*	Kennedy Ave	Airport Rd	Coosada Rd	1.19	0	2	0	0	0	0	0	0	0	0	0	55	2	0	0	0	1	6	6	
10		SR	Signs*	Coosada Pkwy	Kennedy Ave	Coosada Pkwy	0.25	0	0	0	0	0	0	0	0	0	0	0	72	2	0	0	2	1	9	9	
11		SR	Signs*	Coosada Pkwy	Coosada Rd	Prairie Junction Rd	2.14	0	0	0	0	0	0	0	0	0	0	0	60	1	0	0	2	1	7	7	
12		SR	Signs*	Prairie Junction Rd	Coosada Pkwy	Caroline Dr	0.53	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	
13		SR	Signs*	Caroline Dr	Prairie Junction Rd	Sandtown Rd	0.12	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
14		BL	BL	Sandtown Rd	Caroline Dr	Coosada Rd	1.20	0	2	0	4	0	0	0	0	0	0	0	36	1	0	0	0	1	10	10	
15		BL	BL	Coosada Rd	Coosada Rd	Chapman Rd	0.66	0	2	0	4	0	0	0	0	0	0	0	39	1	0	0	5	1	15	15	
16		SR	SLM&S	Chapman Rd	Coosada Rd	Airport Rd	1.02	4	2	0	4	0	0	0	0	0	0	0	278	2	2	2	5	1	22	22	
17		BL	BL	Main St***	Chapman Rd	Main St	1.24	4	2	4	4	0	0	0	0	0	0	0	994	3	2	2	2	2	24	24	
18		SR	C2	Deatsville Hwy/Main St***	SR 14	SR 14	0.04	0	2	4	4	0	0	0	0	0	0	1	759	5	2	2	2	1	23	23	
19		BL	BL	Deatsville Hwy***	SR 14	Canton Rd	0.55	0	2	4	4	0	0	0	0	0	0	0	781	4	0	0	2	1	19	19	
20		SR	Signs	Canton Ct	Deatsville Hwy	Thornfield Dr	0.03	0	2	0	0	0	0	0	0	0	0	0	48	4	0	0	0	1	9	9	
21		SR	Signs	Thornfield Dr	Canton Ct	Ingram Rd	0.67	0	2	0	0	0	0	0	0	0	0	0	39	1	0	0	0	1	6	6	
22		SR	Signs*	Ingram Rd	Thornfield Dr	Merger Rd	1.67	0	2	0	0	0	0	0	0	0	0	0	21	1	0	0	2	1	8	8	
1		Historic Circulator	1 BL	BL	Hall St*	Adams Ave	1-85	4	2	4	4	0	0	0	0	0	0	0	891	4	2	2	5	1	31	31	
2			SR	C2	Hall St**	Hall St**	1-85	0.10	0	2	4	4	0	0	0	0	0	0	163	4	0	0	5	1	27	27	
3			BL	BL	Hall St**	Hall St**	1-85	0.40	0	2	4	4	0	0	0	0	0	0	108	2	0	0	5	1	23	23	
4			BL	BL	Carter Hill Rd**	Carter Hill Rd	Hall St	0.35	4	2	4	4	0	0	0	0	0	0	0	821	4	0	2	2	1	26	26
5			SR	SLM&S	College St**	Carter Hill Rd	E. Fairview Ave	0.48	4	2	4	4	0	0	0	0	0	0	0	424	4	0	2	2	1	28	28
6			BL	BL	E. Fairview Ave**	College St	Cloverdale Rd	0.40	4	2	4	4	0	0	0	0	0	0	0	257	3	2	2	5	1	31	31
7	SR		Signs	Cloverdale Rd**	E. Fairview Ave	E. Edgemont Dr	0.52	0	2	4	4	0	0	0	0	0	0	0	268	3	0	0	5	1	29	29	
8	SR		SLM&S	E. Edgemont Ave	Cloverdale Rd	Norman Bridge Rd	0.41	0	2	4	4	0	0	0	0	0	0	0	203	2	2	2	2	1	26	26	
9	SR		SLM&S	Norman Bridge Rd	E. Edgemont Ave	E. Fairview Ave	0.50	0	2	4	4	0	0	0	0	0	0	0	116	2	2	2	2	1	26	26	
10	SR		Signs	Norman Bridge Rd	E. Fairview Ave	Gilmer Ave	0.28	0	2	4	4	0	0	0	0	0	0	0	333	3	2	2	5	1	30	30	
11	SR		Signs	Gilmer Ave***	E. Fairview Ave	Clanton Ave	0.51	0	2	4	4	0	0	0	0	0	0	0	129	3	0	0	5	1	28	28	
12	SR		Signs	Clanton Ave	Gilmer Ave	S Perry St	0.13	0	2	4	4	0	0	0	0	0	0	0	707	5	0	0	5	1	27	27	
13	BL		BL	S Lawrence St (SB)**	Clanton Ave	E. Cromwell St	0.24	0	2	4	4	0	0	0	0	0	0	0	622	5	0	0	2	1	27	27	
14	BL		BL	S Perry St (NB)**	Clanton Ave	Clanton Ave	0.41	0	2	4	4	0	0	0	0	0	0	0	861	4	2	2	5	1	35	35	
15	SR		Signs	E. Cromwell St	S Lawrence St	Edgar D Nixon Ave	0.25	4	2	4	4	0	0	0	0	0	0	0	200	3	0	0	5	1	28	28	
16	SR		SLM&S	Edgar D Nixon Ave**	W Cromwell St	Early St	0.46	4	2	4	4	0	0	0	0	0	0	0	159	2	2	2	5	1	29	29	
17	SR		Signs	Edgar D Nixon Ave	Early St	W Jeff Davis Ave	0.50	4	2	4	4	0	0	0	0	0	0	0	227	2	2	2	5	1	29	29	
18	SR		Signs	S Holt St	W Jeff Davis Ave	S Holt St	0.52	4	2	4	4	0	0	0	0	0	0	0	467	3	2	2	5	1	30	30	
19	SR		Signs	W Jeff Davis Ave***	S Holt St	Holcombe St	0.08	0	2	4	4	0	0	0	0	0	0	0	343	5	0	0	0	1	21	21	
20	SR		Signs	Holcombe St	W Jeff Davis Ave	1-85	0.06	0	2	4	4	0	0	0	0	0	0	0	320	5	0	0	0	1	19	19	
21	SR		C2	Holcombe St	1-85	Church St	0.39	4	2	4	4	0	0	0	0	0	0	0	1326	5	0	0	0	1	25	25	
22	SUP		SUP	Church St	Holcombe St	Molton St	0.13	4	2	4	4	0	0	0	0	0	0	0	2791	5	0	0	5	0	30	30	
23	SUP		SUP	Holcombe St	Church St	Montgomery St	0.11	4	2	4	4	0	0	0	0	0	0	0	5076	5	2	2	2	1	29	29	
24	SR		SLM&S	Montgomery St***	Church St	Court Square	0.04	4	2	4	4	0	0	0	0	0	0	0	1166	5	2	2	5	1	36	36	
25	BL		BL	Court Square***	Montgomery St	Dexter Ave**	0.44	4	2	4	4	0	0	0	0	0	0	0	5,146	5	2	2	5	1	36	36	
26	BL		BL	Dexter Ave**	Montgomery St	Court Square	0.44	4	2	4	4	0	0	0	0	0	0	0	11,606	5	2	2	5	1	36	36	
27	BL		BL	Court Square	Dexter Ave**	Bainbridge St	0.16	0	2	4	4	0	0	0	0	0	0	0	7,354	5	0	0	5	1	26	26	
28	BL		BL	Bainbridge St	Dexter Ave	Adams Ave	0.56	4	2	4	4	0	0	0	0	0	0	0	6,758	5	2	2	2	1	25	25	
29	BL	BL	Adams Ave	Bainbridge St	Hall St	0.56	4	2	4	4	0	0	0	0	0	0	0	6,758	5	2	2	2	1	25	25		

#	Name	Segment	Bikeway Type	Traffic Control	Road Name	From	To	Miles	Direct Access From a School	Elementary & Middle School Proximity (1 mile)	High School or Post-Secondary Proximity (2m radius)	Park Within 0.5 miles	Point of Interest Within 0.5 miles	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Regional and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Major Employment Within 0.25 miles	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Route Priority Score		
1	10 Midtown to Downtown	1 SR	SLM&S	Device	Fidderest Dr**	Vaughn Rd	McGehee Rd	1.23	4	2	2	4	4	0	3	0	2	0	258	5	2	5	1	40	40	
2		SR	SLM&S	Device	McGehee Rd**	Fidderest Dr	Woodyly Rd	Woodyly Rd	1.34	4	2	2	0	4	0	3	0	0	592	2	3	2	2	1	22	22
3		SR	SLM&S	Device	Woodyly Rd**	McGehee Rd	Glen Gratten Dr	Glen Gratten Dr	0.69	4	2	2	4	4	0	3	0	0	87	2	2	2	2	1	26	26
4		SR	Signs	Device	Glen Gratten Dr**	Edgmont Ave	Edgmont Ave	Edgmont Ave	0.44	0	2	2	4	4	0	3	0	0	32	1	0	5	1	22	32	32
5		SR	Signs	Device	Edgmont Ave**	Glen Gratten Dr	Glen Gratten Dr	Glen Gratten Dr	0.23	0	2	2	4	4	4	3	0	0	35	2	0	5	1	27	27	
6		SR	Signs	Device	Cloverdale Rd**	E. Edgmont Ave	Magnolia Curve	Magnolia Curve	0.65	0	2	2	4	4	4	3	0	0	342	3	2	2	5	1	30	30
7		SR	SLM&S	Device	Cloverdale Rd	Felder Ave	Felder Ave	Felder Ave	0.43	0	2	2	4	4	4	3	0	0	466	3	2	2	2	1	27	27
8		SR	Signs	Device	Felder Ave	Cloverdale Rd	Cloverdale Rd	Cloverdale Rd	0.08	0	2	2	4	4	4	3	0	0	191	4	0	2	1	26	26	
9		SR	Signs	Device	Felder Ave	Felder Ave	Perry St	Perry St	0.53	0	2	2	4	4	4	3	0	0	307	3	0	5	1	28	28	
10		BL	BL	BL	S. Perry St***	Felder Ave	Felder Ave	Felder Ave	0.69	0	2	2	4	4	4	3	0	0	1,596	4	2	2	1	28	28	
11		SR	C2	BL	S. Perry St	Arba St	South St	South St	0.08	4	2	2	4	4	4	3	0	2	1,501	5	2	2	1	31	31	
12		BL	BL	BL	Perry St	South St	Madison Ave	Madison Ave	0.78	4	2	2	4	4	4	3	0	0	8,857	5	2	2	1	33	33	
13		SR	C2	BL	Perry St	Madison Ave	Madison Ave	Madison Ave	0.02	0	2	2	4	4	0	3	0	1	3,821	5	2	2	2	1	26	26
14	BL	BL	BL	Perry St	Madison Ave	Madison Ave	Madison Ave	0.14	0	2	2	4	4	4	3	0	0	3,806	5	2	2	2	1	29	29	
15	BL	BL	BL	Columbus St	Perry St	Tallapoosa St	Tallapoosa St	0.09	0	2	2	4	4	4	3	0	0	3,343	5	2	2	2	1	23	23	
16	BL	BL	BL	Tallapoosa St	Columbus St	Molton St	Molton St	0.36	0	2	2	4	4	4	3	0	0	3,469	5	0	2	1	30	30		
17	SR	SLM&S	Device	Molton St	Tallapoosa St	Bibb St	Bibb St	0.10	4	2	2	4	4	4	3	0	0	3,030	5	0	5	1	30	30		
18	SR	C2	BL	Molton St	Bibb St	Bibb St	Bibb St	0.02	4	2	2	4	4	4	3	0	0	3,021	5	0	5	1	31	31		
19	SR	SLM&S	Device	Bibb St	Montgomery St	Montgomery St	Montgomery St	0.10	4	2	2	4	4	4	3	0	0	3,383	5	0	5	1	30	30		
20	BL	BL	BL	Montgomery St***	Molton St	Molton St	Molton St	0.16	4	2	2	4	4	4	3	0	0	5,076	5	2	2	2	1	29	29	
21	BL	BL	BL	Court Square***	Montgomery St	Court Square	Court Square	0.03	4	2	2	4	4	4	3	0	0	5,036	5	2	2	1	31	36		
22	BL	BL	BL	S. Court St***	Court Square	Adams Ave	Adams Ave	0.17	4	2	2	4	4	4	3	0	0	5,597	5	0	2	1	31	31		
23	SR	SLM&S	Device	Adams Ave	S. Court St	S. Lawrence St	S. Lawrence St	0.17	4	2	2	0	4	4	3	0	0	4,497	5	0	2	1	27	27		
24	BL	BL	BL	S. Lawrence St	Adams Ave	South St	South St	0.47	2	2	2	4	4	4	3	0	0	6,117	5	0	1	1	30	30		
25	SR	C2	BL	S. Lawrence St	South St	Arba St	Arba St	0.08	0	2	2	4	4	4	3	0	0	2,559	5	0	1	1	28	28		
26	BL	BL	BL	S. Lawrence St***	Arba St	Clanton Ave	Clanton Ave	0.55	0	2	2	4	4	4	3	0	0	1,648	5	0	2	1	27	27		
27	SR	SLM&S	Device	Clanton Ave	S. Lawrence St	Gilmer Ave	Gilmer Ave	0.05	0	2	2	4	4	4	3	0	0	1,011	4	0	5	1	29	29		
28	SR	Signs	Device	Gilmer Ave***	Clanton Ave	Felder Ave	Felder Ave	0.14	0	2	2	4	4	4	3	0	0	81	2	2	2	1	28	28		
29	BL	BL	BL	Deatsville Hwy*	Ross Rd	Ross Rd	Ross Rd	2.29	0	2	2	4	4	4	0	0	0	797	2	2	2	2	1	19	19	
30	SR	C2	BL	Deatsville Hwy/Main St***	SR 14	SR 14	SR 14	0.04	0	2	2	4	4	4	0	0	1	759	5	2	2	1	23	23		
31	BL	BL	BL	Main St***	SR 14	Grandview Rd	Grandview Rd	2.92	4	2	2	4	4	4	0	0	0	1,433	2	2	2	2	1	23	23	
32	BL	BL	BL	Grandview Rd	Main St	Oak Tree Rd	Oak Tree Rd	1.60	0	2	2	4	4	4	0	0	0	280	2	0	2	1	15	15		
33	SR	SLM&S	Device	Oak Tree Rd	Grandview Rd	SR 14	SR 14	1.13	0	2	2	0	0	0	0	0	0	137	2	0	0	1	7	7		
34	SR	C2	BL	Oak Tree Rd	SR 14	SR 14	SR 14	0.02	0	2	2	0	0	0	0	0	0	139	5	0	0	0	10	10		
35	SR	SLM&S	Device	Oak Tree Rd	SR 14	Dismukes Rd	Dismukes Rd	0.18	0	2	2	0	0	0	0	0	0	225	4	0	0	0	8	8		
36	SR	Signs*	Device	Dismukes Rd	Oak Tree Rd	Oak Tree Rd	Oak Tree Rd	0.07	0	2	2	0	0	0	0	0	0	94	4	0	0	0	8	8		
37	SR	Signs*	Device	Old Prattville Rd	Dismukes Rd	Old Prattville Rd	Old Prattville Rd	1.53	0	2	2	0	0	0	0	0	0	95	1	0	5	1	10	10		
38	SR	Signs*	Device	Old Prattville Rd	Autauga/Elmore Line	Gunnells Rd	Gunnells Rd	2.07	0	0	0	0	0	0	0	0	0	87	1	0	0	0	8	8		
39	SR	Signs*	Device	Old Prattville Rd (CR 39)	Autauga/Elmore Line	Ross Rd	Ross Rd	0.17	0	0	0	0	0	0	0	0	0	2	1	0	0	0	1	1		
40	SR	Signs*	Device	Ross Rd**	Gunnells Rd	Deatsville Hwy	Deatsville Hwy	1.26	0	0	0	4	4	4	0	0	0	2	1	0	0	0	5	5		
41	SR	Signs	Device	Bilmore Ave	Felder Dr	Dalraida Pkwy	Dalraida Pkwy	1.23	0	2	2	4	4	4	0	3	0	309	2	2	2	5	1	25	25	
42	SR	Signs	Device	Dalraida Pkwy	Bilmore Ave	Dalraida Rd	Dalraida Rd	0.42	4	2	2	4	4	4	0	0	0	73	2	0	2	0	1	20	20	
43	SR	SLM&S	Device	Dalraida Rd	Dalraida Pkwy	Atlanta Hwy	Atlanta Hwy	0.68	4	2	2	4	4	4	0	3	0	832	3	0	2	1	25	25		
44	SR	C2	BL	Dalraida Rd	Dalraida Rd	Perry Hill Rd	Perry Hill Rd	0.02	4	2	2	4	4	4	0	3	0	1	846	5	2	0	1	28	28	
45	BL	BL	BL	Perry Hill Rd	Dalraida Rd	Harrison Rd	Harrison Rd	1.14	4	2	2	4	4	4	0	3	0	0	1,603	4	2	2	2	1	30	30
46	SR	SLM&S	Device	Harrison Rd	Perry Hill Rd	Lincoln Rd	Lincoln Rd	1.25	4	2	2	4	4	4	0	3	0	763	3	2	2	5	1	28	28	
47	SR	Signs	Device	Harrison Rd	Harrison Rd	Highland Ave	Highland Ave	0.38	0	2	2	4	4	4	0	3	0	489	4	0	5	1	21	21		
48	BL	BL	BL	Highland Ave	Lincoln Rd	Capital Pkwy	Capital Pkwy	1.08	4	2	2	4	4	4	0	3	0	584	3	2	2	1	31	31		
49	SR	SLM&S	Device	Capital Pkwy	Highland Ave	Madison Ave	Madison Ave	0.56	4	2	2	4	4	4	0	3	0	732	4	0	5	1	33	33		
50	SR	C2	BL	Capital Pkwy	Madison Ave	Madison Ave	Madison Ave	0.02	0	2	2	4	4	4	0	3	0	1	48	4	0	5	1	30	30	
51	SR	SLM&S	Device	Capital Pkwy	Yancey Ave	Yancey Ave	Yancey Ave	0.22	0	2	2	4	4	4	0	3	0	207	3	0	5	1	28	28		
52	SR	Signs	Device	Yancey Ave	Capital Pkwy	Federal Dr	Federal Dr	0.74	4	2	2	4	4	4	0	3	0	646	3	2	2	5	1	30	30	
53	BL	BL	BL	Federal Dr	Yancey Ave	Bilmore Ave	Bilmore Ave	0.55	4	2	2	4	4	4	0	3	0	351	3	3	2	2	1	27	27	

#	Name	Segment	Bikeway Type	Traffic Control	Road Name	From	To	Miles	Direct Access From a School	Elementary & Middle School Proximity (1 mile)	High School or Post-Secondary Proximity (2m radius)	Park Within 0.5 miles	Point of Interest Within 0.5 miles	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Regional Connection and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Major Employment Within 0.25 miles	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Route Priority Score				
13	North Prattville	1	SR	C2	E. Main St**	S. Washington St	E. Main St	0.01	4	2	2	4	4	4	0	0	0	1	687	5	0	0	1	40	40			
		2	BL	BL	E. Main St**	Memorial Dr (US 31)	S. Washington St	Memorial Dr (US 31)	1.08	0	2	0	4	4	4	0	0	0	0	2,189	4	2	0	1	21	21		
		3	SR	C2	E. Main St**	Memorial Dr (US 31)	Memorial Dr (US 31)	0.07	0	0	0	0	0	0	0	0	0	0	1,134	5	0	0	0	1	13	13		
		4	BL	BL	E. Main St**	Sheila Blvd	E. Main St	Sheila Blvd	1.45	2	2	2	4	4	4	0	0	0	0	1,594	3	2	0	0	1	18	18	
		5	SR	C2	S. Memorial Dr**	S. Memorial Dr (US 31)	S. Memorial Dr (US 31)	0.01	0	0	0	0	0	0	0	0	0	0	0	441	3	2	0	0	1	13	13	
		6	SR	S/LM&S	Signs*	Sheila Blvd	Cobbs Ford Rd	S. Memorial Dr (US 31)	1.39	0	2	2	4	4	4	0	0	0	0	631	2	0	0	0	5	1	20	20
		7	SR	Signs*	S. Memorial Dr (US 31)	Sheila Blvd	Dozier Rd	Dozier Rd	0.01	0	2	2	0	0	0	0	0	0	0	37	5	0	0	0	1	9	9	
		8	SR	C2	Dozier Rd	S. Memorial Dr (US 31)	S. Memorial Dr (US 31)	0.18	0	2	0	0	0	0	0	0	0	0	0	58	2	0	0	0	1	5	5	
		9	SR	Signs*	Dozier Rd	S. Memorial Dr (US 31)	S. Washington St	S. Washington St	0.02	0	2	0	0	0	0	0	0	0	0	50	4	0	0	0	1	8	8	
		10	SR	C2	Dozier Rd	S. Washington St	S. Washington St	3.13	0	4	4	4	4	4	4	0	0	0	0	871	4	0	0	5	1	22	22	
		11	SR	S/LM&S	Signs*	Dozier Rd	E. Main St	E. Main St	0.01	0	2	0	4	4	4	0	0	0	0	483	5	2	0	0	1	23	23	
		12	SR	C2	S. Washington St	E. Main St	E. Main St	0.16	0	2	0	4	4	4	4	0	0	0	0	703	5	2	0	0	1	22	22	
		13	SR	Signs*	Rifle Range Rd	Peace Church Rd	Peace Church Rd	0.67	0	2	2	2	2	2	2	0	0	0	0	23	1	0	0	2	0	7	7	
		14	SR	Signs*	Peace Church Rd	Emerald Mountain Pkwy	Emerald Mountain Pkwy	1.44	0	2	2	2	2	2	2	0	0	0	0	61	1	0	0	0	0	5	5	
		15	SR	Signs*	Emerald Mountain Pkwy	Peace Church Rd	Jackson Rd	Jackson Rd	1.40	0	2	2	2	2	2	0	0	0	0	52	1	0	0	0	0	5	5	
		16	SR	Signs*	Jackson Rd	Redland Rd	Redland Rd	3.00	0	0	0	0	0	0	0	0	0	0	0	25	1	2	0	0	0	3	3	
		17	SR	Signs*	Redland Rd	Jackson Rd	Dozier Rd	Dozier Rd	0.93	0	0	0	0	0	0	0	0	0	0	26	1	0	0	2	0	3	3	
		18	SR	Signs*	Dozier Rd	Redland Rd	Rifle Range Rd	Rifle Range Rd	4.93	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	5	0	8	8
		14	Redland-Emerald Mountain	1	BL	BL	Dexter Ave**	S. Bainbridge St	Court Square	0.46	4	2	2	4	4	4	4	3	0	0	11,708	5	2	5	1	36	36	
2	BL			BL	Court Square**	Dexter Ave	Montgomery St	Montgomery St	0.03	4	2	2	4	4	4	4	3	0	0	5,036	5	2	5	1	36	36		
3	BL			BL	Montgomery St***	Court Square	N. Goldthwaite St	N. Goldthwaite St	0.43	4	2	2	4	4	4	4	3	0	0	5,412	5	2	5	1	37	37		
4	SR			C2	N. Goldthwaite St	Montgomery St	Mobile St	Mobile St	0.02	0	2	2	4	4	4	4	3	0	0	489	5	0	0	2	1	27	27	
5	SR			Signs	Mobile St	N. Goldthwaite St	Grady St	Grady St	0.41	0	2	2	4	4	4	4	3	0	0	432	3	0	0	5	1	24	24	
6	SR			Signs	Grady St	Mobile St	S. Holt St	S. Holt St	0.06	0	2	2	4	4	4	4	3	0	0	65	3	0	0	0	1	19	19	
7	SR			Signs	S. Holt St	Grady St	W. Jeff Davis Ave	W. Jeff Davis Ave	0.20	4	2	2	4	4	4	4	3	0	0	151	3	0	0	5	1	28	28	
8	SR			Signs	W. Jeff Davis Ave	S. Holt St	Fairview Ave	Fairview Ave	0.26	4	2	2	4	4	4	4	3	0	0	218	3	0	0	5	1	28	28	
9	SR			Signs	Fairview Ave	W. Jeff Davis Ave	Fairview Ave	0.99	4	2	2	4	4	4	4	4	3	0	0	572	3	2	5	1	30	30		
10	SR			C2	Oak St	Fairview Ave	Fairview Ave	0.01	4	2	2	4	4	4	4	4	3	0	0	359	5	0	0	0	1	26	26	
11	BL			BL	Fairview Ave	Oak St	Mobile Hwy	Mobile Hwy	0.75	4	2	2	4	4	4	4	3	0	0	1,397	4	2	2	1	28	28		
12	BL			BL	Mobile Hwy***	Fairview Ave	West Blvd	West Blvd	1.51	0	2	2	4	4	4	4	3	0	0	1,602	3	2	2	1	23	23		
13	SR			C2	Mobile Hwy	West Blvd	West Blvd	0.08	0	0	0	0	0	0	0	0	0	0	0	249	5	2	2	1	16	16		
14	SR			Signs*	Mobile Hwy	West Blvd	Scelma Hwy (US 80)	Scelma Hwy (US 80)	1.14	0	2	2	4	4	4	4	3	0	0	446	2	2	2	1	14	14		
15	SR			C2	Scelma Hwy	Scelma Hwy (US 80)	Scelma Hwy (US 80)	0.03	0	2	2	0	0	0	0	0	0	0	0	199	5	2	2	1	16	16		
16	SR			Signs*	Scelma Hwy (US 80)	Mobile Hwy	Montgomery County line	Montgomery County line	8.69	4	2	2	4	4	4	4	3	0	0	1,916	2	2	2	0	1	18	18	
15	Selma to Montgomery			1	BL	BL	Carter Hill Rd	Robinson Hill Rd	Vaughn Rd	0.32	2	2	2	4	4	4	4	3	0	0	472	4	2	2	1	24	24	
				2	BL	BL	Vaughn Rd	Carter Hill Rd	Fieldcrest Dr	Fieldcrest Dr	1.19	4	2	2	4	4	4	4	3	0	0	637	3	2	2	1	27	27
				3	SR	S/LM&S	Fieldcrest Dr**	Vaughn Rd	McGehee Rd	McGehee Rd	1.23	4	2	2	4	4	4	4	3	0	0	258	2	2	2	1	22	22
		4	SR	S/LM&S	McGehee Rd**	Fieldcrest Dr	Woodley Rd	Woodley Rd	1.34	4	2	2	4	4	4	4	3	0	0	592	2	2	2	1	22	22		
		5	SR	S/LM&S	Woodley Rd**	McGehee Rd	Glen Gratten Dr	Glen Gratten Dr	0.69	4	2	2	4	4	4	4	3	0	0	87	2	2	2	1	26	26		
		6	SR	Signs	Glen Gratten Dr**	Woodley Rd	Edgemont Ave	Edgemont Ave	0.44	0	2	2	4	4	4	4	3	0	0	32	1	0	5	1	22	22		
		7	SR	Signs	Edgemont Ave**	Glen Gratten Dr	Cloverdale Rd	Cloverdale Rd	0.23	0	2	2	4	4	4	4	3	0	0	35	2	0	5	1	27	27		
		8	SR	Signs	Cloverdale Rd**	Glen Gratten Dr	E. Fairview Ave	E. Fairview Ave	0.52	0	2	2	4	4	4	4	3	0	0	424	3	2	2	1	29	29		
		9	BL	BL	E. Fairview Ave**	Cloverdale Rd	College St	College St	0.40	4	2	2	4	4	4	4	3	0	0	821	4	0	0	1	31	31		
		10	SR	S/LM&S	Carter Hill Rd**	College St	E. Fairview Ave	E. Fairview Ave	0.48	4	2	2	4	4	4	4	3	0	0	680	4	0	0	1	28	28		
		11	BL	BL	Carter Hill Rd**	College St	Hall St	Hall St	0.35	4	2	2	4	4	4	4	3	0	0	108	2	0	0	2	1	26	26	
		12	BL	BL	Hall St**	Carter Hill Rd	I-85	I-85	0.39	0	2	2	4	4	4	4	3	0	0	163	4	0	5	1	23	23		
		13	SR	C2	Hall St**	I-85	I-85	0.11	0	2	2	4	4	4	4	4	3	0	0	159	4	2	2	1	27	27		
		14	BL	BL	Hall St*	I-85	Highland Ave	Highland Ave	0.31	0	2	2	4	4	4	4	3	0	0	730	4	2	5	1	30	30		
		15	BL	BL	Highland Ave	Hall St	Rails-to-Trails	Rails-to-Trails	0.31	4	2	2	4	4	4	4	3	0	0	413	4	2	2	1	27	27		
		16	SUP	Rails-Trails	Rails-Trails***	Highland Ave	Spruce St	Spruce St	0.68	4	2	2	4	4	4	4	3	0	0	2,636	5	0	0	0	1	25	25	
		17	SR	Signs	Bryant St	Highland Ave	E. 5th St	E. 5th St	0.27	0	2	2	4	4	4	4	3	0	0	413	4	2	0	1	21	21		
		18	SR	Signs	E. 5th St	Bryant St	Robinson Hill Rd	Robinson Hill Rd	0.39	0	2	2	4	4	4	4	3	0	0	980	5	0	0	0	1	22	22	
		19	SR	Signs	Robinson Hill Rd	E. 5th St	Carter Hill Rd	Carter Hill Rd	0.66	0	2	2	4	4	4	4	3	0	0	1,115	4	0	0	5	1	25	25	

#	Name	Segment	Bikeway Type	Traffic Control	Road Name	From	To	Miles	Direct Access From a School	Elementary & Middle School Proximity (1 mile)	High School or Post-Secondary Proximity (2m radius)	Park Within 0.5 miles	Point of Interest Within 0.5 miles	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Routes	Regional Connection and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Major Employment Within 0.25 miles	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Route Priority Score				
17	South Montgomery	1	SR	Signs	Buckingham Dr	Norman Bridge Rd	Narrow Lane Rd	1.03	4	2	2	4	4	4	0	3	0	0	1,043	3	2	5	1	30				
		2	SR	SLM&S	Narrow Lane Rd	Buckingham Dr	South Blvd	South Blvd	0.24	4	2	2	4	4	4	0	3	0	0	1,163	3	2	5	1	32			
		3	SR	C2	Narrow Lane Rd	South Blvd	South Blvd	South Blvd	0.06	0	2	2	4	4	0	0	3	0	1	1,117	5	2	5	1	22			
		4	SR	SLM&S	Narrow Lane Rd	South Blvd	Adrian Ln	Adrian Ln	0.48	0	2	2	4	4	0	0	3	0	0	1,218	5	2	2	1	21			
		5	SR	Signs	Adrian Ln	Narrow Lane Rd	Patton Ave	Patton Ave	0.47	0	2	2	4	4	0	0	3	0	0	1,34	2	2	2	5	1	21		
		6	SR	Signs	Patton Ave	Adrian Ln	Rosa L Parks Ave	Rosa L Parks Ave	1.52	0	2	2	4	4	0	0	3	0	0	643	2	2	2	5	1	21		
		7	SR	SLM&S	Rosa L Parks Ave	W Patton Ave	South Blvd	South Blvd	0.48	0	2	2	4	4	0	0	3	0	0	32	1	0	5	1	18			
		8	SR	C2	Rosa L Parks Ave	South Blvd	South Blvd	South Blvd	0.06	0	2	2	4	4	0	0	3	0	1	28	2	0	5	1	20	22.3		
		9	SR	Signs	South Blvd	South Blvd	W Fleming Rd	W Fleming Rd	0.25	0	2	2	4	4	0	0	3	0	0	74	2	0	5	1	19			
		10	SR	Signs	W Fleming Rd	Rosa L Parks Ave	Court St	Court St	0.47	4	2	2	4	4	0	0	3	0	0	285	3	2	5	1	26			
		11	SR	C2	Fleming Rd	Court St	Court St	Court St	0.02	0	2	2	4	4	0	0	3	0	1	261	5	0	5	1	23			
		12	SR	Signs	E Fleming Rd	Norman Bridge Rd	Norman Bridge Rd	Norman Bridge Rd	0.49	4	2	2	4	4	0	0	3	0	0	523	3	0	5	1	20			
		13	SR	SLM&S	Norman Bridge Rd	E Fleming Rd	Buckingham Dr	Buckingham Dr	0.10	0	2	2	4	4	0	0	3	0	0	359	5	2	2	1	17			
18	South Montgomery County	1	SR	Complete	W Old Hayneville Rd	Mobile Hwy (US 31)	Butler Mill Rd	3.43	0	0	0	4	4	0	0	0	0	0	44	1	0	0	2	0	7			
		2	SR	Complete	Butler Mill Rd	W Old Hayneville Rd	Norman Bridge Rd	Norman Bridge Rd	5.68	0	0	0	0	0	0	0	0	0	37	1	0	0	2	0	3			
		3	SR	C2	Butler Mill Rd/Hobbie Rd	Norman Bridge Rd	Norman Bridge Rd	Norman Bridge Rd	0.09	0	0	0	0	0	0	0	0	0	1	19	2	2	0	0	5	6.7		
		4	SR	Complete	Hobbie Rd	Norman Bridge Rd	Norman Bridge Rd	Norman Bridge Rd	7.99	0	0	0	4	4	0	0	0	0	0	43	1	2	2	0	9			
		5	SR	Complete	E Old Hayneville Rd	Hobbie Rd (Co Rd 61)	Hobbie Rd (US 331)	Hobbie Rd (US 331)	2.60	0	0	0	4	4	0	0	0	0	0	10	1	2	2	0	9			
		6	SR	C2	Old Hayneville Rd	Hobbie Rd (US 331)	Hobbie Rd (US 331)	Hobbie Rd (US 331)	0.06	0	0	0	4	4	0	0	0	0	1	0	0	0	0	0	2	0	7	
		7	SR	Signs*	W Old Hayneville Rd	Hobbie Rd (US 331)	Butler Mill Rd	Butler Mill Rd	2.12	0	0	0	4	4	0	0	0	0	0	8	1	0	0	2	0	7		
		8	SR	Signs*	McLemore Dr	Mylene Forest Trail	Wares Ferry Rd	Wares Ferry Rd	0.69	0	2	2	4	4	0	0	0	0	0	0	0	0	2	5	1	12		
		9	SR	Signs*	Wares Ferry Rd	McLemore Dr	Atlanta Hwy	Atlanta Hwy	5.84	0	2	2	4	4	0	0	0	0	0	618	2	0	2	1	13			
		10	SR	C2	Wares Ferry Rd	I-85	I-85	I-85	0.17	0	2	2	4	4	0	0	0	0	2	4	1	0	2	0	11			
		11	SR	Signs*	I-85	Wares Ferry Rd	Technacenter Dr	Technacenter Dr	1.44	0	2	2	4	4	0	0	0	0	0	1,255	3	0	2	1	12			
		12	SR	C2	Technacenter Dr	I-85	I-85	I-85	0.01	0	0	0	4	4	0	0	0	0	2	614	5	0	0	1	8			
		19	Wares Ferry Rd	6	SR	Signs	Technacenter Dr	I-85	Towne Lake Dr	0.79	0	0	0	0	0	0	0	0	0	0	783	3	0	0	1	6		
7	SR			Signs	Technacenter Dr	Towne Lake Dr	Technacenter Dr	Technacenter Dr	1.07	0	0	2	0	0	0	0	0	0	25	1	0	0	1	4				
8	SR			Signs	Towne Lake Dr	Arrowhead Dr	Arrowhead Dr	0.46	0	0	0	0	0	0	0	0	0	0	31	1	0	0	1	4				
9	SR			Signs	Arrowhead Dr	Tensaw Rd	Tensaw Rd	Tensaw Rd	0.07	0	0	2	0	0	0	0	0	0	26	2	0	0	1	5	6.8			
10	SR			Signs	Cossada Dr	Arrowhead Dr	Seminole Dr	Seminole Dr	0.16	0	0	0	0	0	0	0	0	0	21	2	0	0	0	1	5			
11	SR			Signs	Seminole Dr	Cossada Dr	Old Barn Rd	Old Barn Rd	0.80	0	0	2	0	0	0	0	0	0	30	1	2	0	1	6				
12	SR			Signs	Old Barn Rd	Arrowhead Dr	Arrowhead Rd	Arrowhead Rd	0.17	0	0	0	0	0	0	0	0	0	6	1	0	0	1	4				
13	SR			Signs	Arrowhead Rd	Seminole Dr	Greenfield Rd	Greenfield Rd	0.07	0	0	2	0	0	0	0	0	0	7	2	0	0	1	4				
14	SR			Signs	Greenfield Rd	Old Barn Rd	Old Barn Rd	Old Barn Rd	0.23	0	0	2	0	0	0	0	0	0	11	1	0	0	0	1	4			
15	SR			Signs	Old Barn Rd	Greenfield Rd	Greenfield Rd	Greenfield Rd	0.11	0	0	2	0	0	0	0	0	0	7	1	0	0	0	1	4			
16	SR			Signs	Mylene Forest Trail	Old Mylene Rd	Old Mylene Rd	Old Mylene Rd	0.29	0	2	2	4	4	0	0	0	0	6	1	0	0	0	1	6			
20	Weoka			1	SR	Signs*	Grier Rd**	Old Grier Rd	Old Grier Rd	4.57	0	0	2	0	0	0	0	0	0	48	1	2	2	2	0	7		
				2	SR	Signs*	Weoka Rd	Grier Rd	Rea Rd	Rea Rd	4.60	0	0	2	0	0	0	0	0	0	13	1	0	2	0	5	6.0	
21	Wetumpka	1	SR	Signs*	Dexter Rd	Dexter Rd	Dexter Rd	2.59	0	0	0	0	0	0	0	0	0	0	37	1	0	5	0	6				
		2	SR	Signs*	Central Plank Rd	Dexter Rd	Williams Rd	Williams Rd	3.91	0	0	0	0	0	0	0	0	0	41	1	0	2	0	3				
		3	SR	Signs*	Williams Rd	Central Plank Rd	US 231	US 231	2.84	0	2	2	0	0	0	0	0	0	67	1	0	2	1	8				
		4	SR	C2	Williams Rd	US 231	US 231	US 231	0.02	0	2	2	0	0	0	0	0	1	36	4	0	0	0	9	6.9			
22	Wetumpka-Holtville	5	SR	Signs*	US 231	Williams Rd	Weoka Rd	0.10	0	2	2	4	4	0	0	0	0	0	44	2	0	0	0	6				
		6	SR	C2	Weoka Rd	US 231	US 231	US 231	0.03	0	2	2	0	0	0	0	0	1	43	4	0	0	0	9				
		7	SR	Signs*	Weoka Rd	Grier Rd	Grier Rd	Grier Rd	0.93	0	2	2	4	4	0	0	0	0	71	1	0	2	0	7				
		8	SR	Signs*	Grier Rd**	Weoka Rd	Dexter Rd	Dexter Rd	3.95	0	0	2	0	0	0	0	0	0	46	1	2	2	0	7				
		9	SR	Signs*	Holtville Rd	Crenshaw Rd	Crenshaw Rd	Crenshaw Rd	5.69	0	2	2	4	4	0	0	0	0	256	1	2	2	1	18				
		10	SR	C2	Coosa River Pkwy	Coosa River Pkwy	Coosa River Pkwy	Coosa River Pkwy	0.07	0	2	2	4	4	0	0	0	1	22	2	0	2	1	18				
		11	SR	SLM&S	Holtville Rd	N. Bridge St	N. Bridge St	N. Bridge St	0.28	0	2	2	4	4	0	0	0	0	111	3	0	2	1	17				
		12	SR	Signs	N. Bridge St	Holtville Rd	W. Tallasse St	W. Tallasse St	0.62	4	2	2	4	4	0	0	0	0	165	3	0	2	1	22				
23	Railis-Trails	1	SR	Signs	W. Tallasse St	Coosa River Pkwy	Coosa River Pkwy	0.99	4	2	2	4	4	0	0	0	0	0	324	2	0	0	0	23				
		2	SR	Signs*	Coosa River Pkwy	Chapel Rd	Chapel Rd	Chapel Rd	0.33	4	2	2	4	4	0	0	0	0	137	2	2	2	1	15	16.3			
		3	SR	Signs*	Chapel Rd	Coosa River Pkwy	Coosa River Pkwy	Coosa River Pkwy	3.87	4	2	2	4	4	0	0	0	84	1	2	2	2	1	14				
		4	SR	Signs*	Crenshaw Rd	Holtville Rd	Holtville Rd	Holtville Rd	2.78	0	0	0	0	0	0	0	0	0	7	1	0	2	0	3				
		5	SUP	Rails-Trails	North of Riverwalk	Spence St South of I-85	Spence St South of I-85	Spence St South of I-85	2.74	4	2	2	4	4	0	0	3	2	4,967	4	2	5	1	33	33.0			

#	Name	Segment	Bikeway Type	Traffic Control	Road Name	From	To	Miles	Direct Access From a School	Elementary & Middle School Proximity (1 mile)	High School or Post-Secondary Proximity (2m radius)	Park Within 0.5 miles	Point of Interest Within 0.5 miles	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Regional Connection and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Major Employment Within 0.25 miles	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Route Priority Score			
24	Lower Kingston Rd	1	SR	Signs*	Durden Rd	Lower Kingston Rd	Bridge Creek Rd	2.09	4	2	2	4	4	0	0	0	0	0	16	1	0	5	1	19	19.3		
		2	SR	Signs*	Bridge Creek Rd	Upper Kingston Rd	Upper Kingston Rd	0.45	0	2	2	4	4	0	0	0	0	0	0	0	1	0	2	1		12	
		3	SR	Signs*	Upper Kingston Rd***	Bridge Creek Rd	N. Court St	1.75	0	2	2	4	4	4	0	0	0	0	470	2	0	0	2	1		21	
		4	SR	SLM&S	N. Court St***	Upper Kingston Rd	E. 4th St	0.21	0	2	0	4	4	4	4	0	0	0	0	713	5	0	2	1		22	
		5	SR	SLM&S	E. 4th St	N. Court St	Lower Kingston Rd	0.20	0	2	0	4	4	4	4	0	0	0	0	846	5	0	2	1		22	
		6	SR	Signs*	Lower Kingston Rd	E. 4th St	Durden Rd	0.69	0	2	0	4	4	4	4	0	0	0	0	563	3	0	0	2		1	20
		7	SR	Signs*	Upper Kingston Rd***	Moses Rd	N. Court St	2.68	4	2	2	4	4	4	4	0	0	0	0	640	2	0	0	2		1	25
		8	SR	SLM&S	N. Court St***	Upper Kingston Rd	Upper Kingston Rd	0.21	0	2	0	4	4	4	4	0	0	0	0	713	5	0	2	1		22	
		9	SR	SLM&S	E. 4th St	N. Court St	N. Chestnut St	0.17	0	2	0	4	4	4	4	0	0	0	0	943	5	0	5	1		27	
		10	SR	SLM&S	N. Chestnut St***	E. 4th St	Moses Rd	2.65	4	2	2	4	4	4	4	0	0	0	0	1,029	2	2	2	1		27	
		11	SR	Signs	Moses Rd	Chestnut St	Upper Kingston Rd	0.26	4	0	0	4	4	4	4	0	0	0	0	59	2	0	0	0		0	16
		12	SR	SLM&S	Young Meadows Rd**	Meadow Lark Dr	Meadow Lark Dr	0.25	0	2	0	0	0	0	0	0	0	0	0	8	1	0	0	0		1	6
		13	SR	Signs	Old Post Ln	Bell Rd	Porsmouth Dr	0.19	0	2	0	0	0	0	0	0	0	0	0	8	1	0	0	0		1	6
		14	SR	Signs	Porsmouth Dr	Old Post Ln	Bell Rd	0.35	0	2	0	0	0	0	0	0	0	0	0	6	1	0	0	0		1	6
		15	SR	Signs	Edinburgh Dr	Bell Rd	Meadowlark Dr	0.22	0	2	0	0	0	0	0	0	0	0	0	10	1	0	0	0		1	6
		16	SR	Signs	Meadow Lark Dr	Edinburgh Dr	Young Meadows Rd	0.30	0	2	0	0	0	0	0	0	0	0	0	12	1	0	0	0		1	6
		17	SR	SLM&S	Young Meadows Rd	Young Meadows Rd	Meadow Lark Dr	0.06	0	2	0	0	0	0	0	0	0	0	0	5	1	0	0	0		1	6
18	SR	SLM&S	Young Meadows Rd	Triston Way	Triston Way	0.19	0	2	0	4	0	0	0	0	0	0	0	957	5	0	0	0	1	14			
19	SUP	SLP	Shared-Use Path	Triston Way	Triston Way	0.16	0	2	0	4	0	0	0	0	0	0	0	347	4	0	0	0	1	13			
20	SUP	SLP	Shared-Use Path	Brewbaker Dr	Shared-Use Path	0.24	0	2	0	4	0	0	0	0	0	0	0	342	4	0	0	0	1	13			
21	SUP	SLP	Shared-Use Path	Carriage Oaks Dr	Carriage Oaks Dr	0.15	0	2	0	4	0	0	0	0	0	0	0	350	4	0	0	0	1	13			
22	SR	Signs	Carriage Oaks Dr	Off-Road Trail	Horseshoe Cir	0.07	0	2	0	4	0	0	0	0	0	0	0	19	2	2	2	0	1	13			
23	SR	Signs	Horseshoe Cir	Carriage Oaks Dr	Old Shadow Ln	0.06	0	2	0	4	0	0	0	0	0	0	0	25	2	2	2	0	1	16			
24	SR	Signs	Old Shadow Ln	Horseshoe Cir	Castle Ridge Rd	0.35	0	2	0	4	0	0	0	0	0	0	0	28	1	0	0	0	1	13			
25	SR	Signs	Castle Ridge Rd	Old Shadow Ln	S Water Mill Rd	0.07	0	2	0	4	0	0	0	0	0	0	0	18	2	0	0	0	1	14			
26	SR	Signs	S Water Mill Rd	S Water Mill Rd	N Water Mill Rd	0.06	0	2	0	4	0	0	0	0	0	0	0	7	2	0	0	0	1	14			
27	SR	Signs	N Water Mill Rd	Country Church Rd	Country Church Rd	0.05	0	2	0	4	0	0	0	0	0	0	0	7	2	0	0	0	1	14			
28	SR	Signs	Country Church Rd	N Water Mill Rd	Royal Carriage Dr	0.12	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	12			
29	SR	Signs	Royal Carriage Dr	Country Church Rd	Covered Bridge Dr	0.23	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5			
30	SR	Signs	Covered Bridge Dr	Royal Carriage Dr	Shared-Use Path	0.03	0	2	0	0	0	0	0	0	0	0	0	5	2	0	0	0	1	7			
31	SUP	SLP	Shared-Use Path	Covered Bridge Dr	Birdie Path Ln	0.12	0	2	0	0	0	0	0	0	0	0	0	6	1	0	0	0	1	6			
32	SR	Signs	Birdie Path Ln	Shared-Use Path	Carriage Brook Rd	0.12	0	2	0	0	0	0	0	0	0	0	0	6	1	0	0	0	1	6			
33	SR	Signs	Carriage Brook Rd	Birdie Path Ln	Worcester Dr	0.44	4	2	4	0	0	0	0	0	0	0	0	524	3	0	0	0	1	19			
34	SR	Signs	Worcester Dr	Carriage Brook Rd	Rexford Rd	0.19	4	2	4	0	0	0	0	0	0	0	0	523	5	2	2	0	1	23			
35	SR	Signs	Rexford Rd	Worcester Dr	Rex Ct	0.15	4	2	4	0	0	0	0	0	0	0	0	31	2	2	2	0	1	20			
36	SUP	SLP	Shared-Use Path	Rexford Rd	Young Meadows Rd	0.50	4	2	4	0	0	0	0	0	0	0	0	30	3	0	0	0	1	15			
37	SR	SLM&S	Young Meadows Rd***	Shared-Use Path	Triston Way	1.39	0	2	4	0	0	0	0	0	0	0	0	76	1	0	0	0	1	13			
38	BL	BL	N. Chestnut St***	E. 4th St	6th St	0.20	0	2	0	4	4	4	4	0	0	0	0	905	5	0	0	0	1	20			
39	SR	Signs*	Martin Luther King Dr	Powell Rd	Powell Rd	1.81	4	2	2	4	4	4	4	0	0	0	0	544	2	2	2	2	1	27			
40	SR	Signs*	Powell Rd	Martin Luther King Dr	Memorial Dr (US 31)	0.76	0	2	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	5			
41	SR	Signs*	Memorial Dr	Powell Rd	Memorial Dr (US 31)	0.02	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	5			
42	SR	C2	Memorial Dr	Memorial Dr (US 31)	Fairview Ave (SR 14)	1.47	0	2	2	0	0	0	0	0	0	0	0	9	1	0	0	0	1	8			
43	SUP	SLP	Shared-Use Path**	Fairview Ave (SR 14)	Fairview Ave (SR 14)	0.01	0	2	0	0	0	0	0	0	0	0	0	3	2	0	0	0	1	8			
44	BL	BL	Fairview Ave (SR 14)***	Shared-Use Path	Jasmine Trail	0.14	0	2	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	1	6		
45	SR	C2	Jasmine Trail**	Fairview Ave (SR 14)	Fairview Ave (SR 14)	0.01	0	2	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	1	8		
46	SR	SLM&S	Jasmine Trail**	Fairview Ave (SR 14)	Greystone Way	1.10	0	2	0	0	0	0	0	0	0	0	0	12	1	2	2	0	1	8			
47	SR	SLM&S	Greystone Way**	Jasmine Trail	Cobbs Ford Ln	0.50	0	2	0	0	0	0	0	0	0	0	0	521	3	2	2	0	1	10			
48	SR	C2	Greystone Way**	Cobbs Ford Ln	Greystone Way	0.01	0	2	0	0	0	0	0	0	0	0	0	441	5	0	0	0	1	13			
49	BL	BL	E. Main St**	Greystone Way	Memorial Dr (US 31)	1.45	0	2	4	0	0	0	0	0	0	0	0	1,594	3	2	2	0	1	18			
50	BL	BL	E. Main St**	Memorial Dr (US 31)	Memorial Dr (US 31)	0.07	0	2	0	4	0	0	0	0	0	0	0	1,154	5	0	0	0	1	18			
51	BL	BL	E. Main St**	Memorial Dr (US 31)	S. Washington St	1.08	0	2	0	4	4	4	4	0	0	0	0	2,189	4	2	2	0	1	21			
52	SR	C2	E. Main St	S. Washington St	S Washington St	0.02	0	2	0	4	4	4	4	0	0	0	0	668	5	0	0	0	1	21			
53	BL	BL	E. Main St	S Washington St	S Chestnut St	0.16	0	2	0	4	4	4	4	0	0	0	0	849	5	0	0	0	2	1	22		
54	BL	BL	S. Chestnut St	Main St	4th St	0.22	0	2	0	4	4	4	4	0	0	0	0	1,034	5	0	0	0	1	20			

#	Name	Segment	Bikeway Type	Traffic Control	Road Name	From	To	Miles	Direct Access From a School	Elementary & Middle School Proximity (1 mile)	High School or Post-Secondary Proximity (2m radius)	Park Within 0.5 miles	Point of Interest Within 0.5 miles	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Routes	Regional Connection and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Major Employment Within 0.25 miles	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Route Priority Score		
28	Northeast Prattville	1	SUP	Shared-Use Path**	Memorial Dr (US 31)	Fairview Ave (SR 14)	Fairview Ave (SR 14)	1.47	0	2	2	0	0	0	0	0	0	0	9	1	0	0	1	6	6	
		2	C1	Shared-Use Path**	Fairview Ave (SR 14)	Fairview Ave (SR 14)	Fairview Ave (SR 14)	0.01	4	2	0	0	0	0	0	0	0	0	0	3	2	0	0	1	8	8
		3	BL	Shared-Use Path	Shared-Use Path	Old Ridge Rd	Old Ridge Rd	0.76	4	2	0	0	0	0	0	0	0	0	0	424	3	0	0	1	12	12
		4	SR	Signs*	Fairview Ave (SR 14)	Memorial Dr (US 31)	Memorial Dr (US 31)	4.02	4	2	0	0	0	0	0	0	0	0	0	317	1	0	0	1	10	6.9
		5	SR	Signs*	Old Ridge Rd	Memorial Dr (US 31)	Memorial Dr (US 31)	0.01	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	3
		6	SR	Signs*	Memorial Dr (US 31)	Shared-Use Path	Shared-Use Path	0.09	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	3
		7	SR	C2	Memorial Dr (US 31)	Shared-Use Path	Shared-Use Path	0.01	0	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	0	3
29	Midtown East Prattville	1	BL	BL	Fairview Ave (SR 14)**	Jasmine Trail	Old Farm Ln N	0.77	4	2	2	0	0	0	0	0	0	0	486	3	0	0	1	14	14	
		2	SR	C2	Old Farm Ln N	Fairview Ave (SR 14)	Fairview Ave (SR 14)	2.05	4	2	2	0	0	0	0	0	0	0	716	2	2	5	1	17	17	
		3	SR	SLM&S	Old Farm Ln N	Fairview Ave (SR 14)	Cobbs Ford Ln	2.05	4	2	2	0	0	0	0	0	0	0	468	5	0	0	1	13	13	
		4	SR	C2	Cobbs Ford Ln	Cobbs Ford Ln	Cobbs Ford Ln	0.89	0	2	2	0	0	0	0	0	0	0	0	2,314	5	0	0	0	10	10
		5	BL	BL	Old Farm Ln S	McQueen Smith Rd	McQueen Smith Rd	0.04	0	2	2	0	0	0	0	0	0	0	1,673	5	2	0	1	13	12.5	
		6	SR	C2	E. Main St	McQueen Smith Rd	McQueen Smith Rd	0.42	0	2	2	0	0	0	0	0	0	0	1,906	5	2	0	1	12	12	
		7	BL	BL	E. Main St	McQueen Smith Rd	McQueen Smith Rd	0.01	0	2	2	0	0	0	0	0	0	0	441	5	2	0	1	13	13	
		8	SR	C2	Greystone Way**	Greystone Way**	Main St	Main St	0.50	0	2	2	0	0	0	0	0	0	521	3	2	0	1	10	10	
		9	SR	SLM&S	Greystone Way**	Cobbs Ford Ln	Jasmine Trail	Jasmine Trail	1.10	0	2	2	0	0	0	0	0	0	12	1	2	0	1	8	8	
		10	SR	SLM&S	Jasmine Trail**	Greystone Way	Fairview Ave (SR 14)	Fairview Ave (SR 14)	0.01	0	2	2	0	0	0	0	0	0	0	3	2	0	0	1	8	8
		11	SR	C2	Jasmine Trail**	Fairview Ave (SR 14)	Fairview Ave (SR 14)	2.52	0	2	2	0	0	0	0	0	0	0	0	314	2	0	0	5	1	13
30	West Montgomery	1	SR	Signs*	Old Hayneville Rd	Hayneville Rd	Hayneville Rd	1.53	0	2	2	0	0	0	0	0	0	0	33	1	2	1	1	9	9	
		2	SR	Signs*	Hayneville Rd	Hayneville Rd	West Boulevard	West Boulevard	1.82	4	2	2	4	4	0	0	0	0	1,524	3	0	0	2	1	25	
		3	SR	Signs*	Hayneville Rd	West Boulevard	Air Base Boulevard	Air Base Boulevard	1.58	4	2	2	4	4	0	0	0	0	2,229	4	0	0	2	1	26	
		4	BL	BL	Air Base Boulevard	Hayneville Rd	Day St	Day St	0.01	0	0	0	2	4	0	0	0	0	0	449	5	2	2	2	20	17.5
		5	SR	C2	Air Base Boulevard	Day St	Day St	0.43	0	0	0	2	4	0	0	0	0	0	783	4	2	0	1	16	16	
		6	BL	BL	Day St	Air Base Boulevard	Flack St	Flack St	0.19	4	2	2	4	0	0	0	0	0	996	5	0	0	2	1	23	
		7	BL	BL	Air Base Boulevard	Mobile Hwy	Hayneville Rd	Hayneville Rd	0.23	0	2	2	0	4	0	0	0	0	974	5	0	0	2	1	14	
		8	BL	BL	Mobile Hwy***	Air Base Boulevard	Simmons Dr	Simmons Dr	0.75	0	2	2	0	4	0	0	0	0	345	2	0	0	0	1	14	
		9	SR	Signs*	Simmons Dr	Mobile Hwy	Laumack St	Laumack St	0.85	0	2	2	4	0	0	0	0	0	49	1	0	0	0	1	10	
		10	SR	Signs*	Laumack St	Simmons Dr	Hayneville Rd	Hayneville Rd	0.99	4	2	2	4	0	0	0	0	0	0	793	3	2	5	1	30	
		11	SR	SLM&S	Edgar D Nixon Ave***	Jeff Davis Ave	Fairview Ave	Fairview Ave	0.02	0	2	2	4	4	0	0	0	0	0	333	5	0	0	5	1	23
		12	SR	C2	Edgar D Nixon Ave	Fairview Ave	Fairview Ave	Fairview Ave	1.21	4	2	2	4	0	0	0	0	0	0	603	2	2	5	1	25	
		13	SR	SLM&S	Edgar D Nixon Ave	Fairview Ave	Patton Ave	Patton Ave	0.55	0	2	2	4	0	0	0	0	0	0	88	2	2	5	1	21	
		14	SR	Signs*	Oak St	Patton Ave	Edgemont Ave	Edgemont Ave	0.47	0	2	2	4	4	0	0	0	0	0	32	1	2	0	1	19	
31	Gateway	1	SR	Signs*	Edgemont Ave	Rosa L Parks Ave	Rosa L Parks Ave	1.21	4	2	2	4	4	0	0	0	0	0	371	2	2	5	1	29	29	
		2	SR	Signs*	Rosa L Parks Ave	Fairview Ave	Fairview Ave	0.02	0	2	2	4	4	0	0	0	0	0	273	5	0	0	5	1	23	
		3	SR	C2	Rosa L Parks Ave	Fairview Ave	Fairview Ave	0.99	4	2	2	0	4	0	0	0	0	537	3	2	5	1	26	26		
		4	SR	SLM&S	Rosa L Parks Ave	Fairview Ave	Jeff Davis Ave	Jeff Davis Ave	0.24	0	2	2	0	4	0	0	0	0	228	3	2	5	1	22	22	
		5	SR	Signs*	W. Jeff Davis Ave***	Rosa L Parks Ave	Edgar D Nixon Ave	Edgar D Nixon Ave	1.21	4	2	2	4	4	0	0	0	0	740	3	2	2	1	23	23	
		6	BL	BL	S. Court St	Fairview Ave	Fairview Ave	0.02	0	2	2	4	4	0	0	0	0	0	277	5	2	2	1	22	22	
		7	SR	C2	S. Court St	Fairview Ave	Fairview Ave	1.05	4	2	2	4	4	0	0	0	0	1,539	4	2	2	1	31	27.6		
		8	SR	C2	S. Court St	Fairview Ave	I-85	I-85	0.08	0	2	2	4	4	0	0	0	0	918	5	2	2	1	31	31	
		9	SR	C2	S. Court St	Fairview Ave	I-85	I-85	0.63	4	2	2	4	4	0	0	0	0	677	3	2	2	1	31	31	
		10	SR	SLM&S	S. Court St***	Dexter Ave	Dexter Ave	Dexter Ave	14.22	0	2	2	4	4	0	0	0	0	0	12,220	5	0	5	1	31	31.0

BIKEWAY TYPE	ABBREVIATION
Shared Roadway	SR
Bicycle Lanes	BL
Shared-Use Path	SUP
Crossing	C

TRAFFIC CONTROL DEVICE	ABBREVIATION
Shared Lane Markings & Signs	SLM&S
Bicycle Lanes	BL
Shared-Use Path	SUP
Crossing Type 1	C1
Crossing Type 2	C2

**Bicycle segments that may need safety shoulders in addition to share the road plaque and sign.

***Bicycle segments that are in multiple bicycle routes or connectors.

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

Appendix E:
Bicycle Connector Route Segments Prioritization by Criterion

#	Name	From	To	Segment	Bikeway Type	Facility Type	Road Name	From	To	Miles	Direct Access to/from a School	Elementary & Middle School Proximity (1 mile)	High School or Post Secondary School Proximity (2 mile radius)	Park Within 0.5 miles	Point of Interest Within 0.5 miles	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Regional Connection and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Major Employment Within 0.25 miles	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Connector Priority Score		
1	AUM	Route 1	AUM	1 BL 2 BL 3 BL	BL BL BL	University Dr East Dr Senators Dr	Brown Springs Rd University Dr University Dr	East Dr Senators Dr University Dr	0.29 0.51 0.37	4 4 0	4 4 0	4 4 0	4 4 0	4 4 0	4 4 0	3 3 3	3 3 3	0 0 0	0 0 0	1,112 39 233	4 1 3	0 0 0	5 0 0	1 0 0	1 19 13	40	18.0	
2	Bell Rd	Atlanta Hwy	Route 2	1 BL 2 SR 3 BL	BL C2 BL	Bell Rd I-85 Crossing Bell Rd***	I-85 I-85 Bell Rd***	I-85 I-85 Cherry Wood Trail	1.36 0.12 1.11	0 2 4	2 2 0	2 2 0	2 2 0	2 2 0	2 2 0	0 0 3	0 0 3	0 0 0	0 0 0	695 325 325	3 2 2	2 0 2	2 1 2	1 1 20	13 9 14.0	10.0	10.0	
3	Brighton Estates	Route 2 & 33	Brighton Estates	1 SUP 2 SUP	SUP SUP	Shared-Use Path Shared-Use Path	Haddington Rd E Aberdeen Dr	Young Meadow Rd St James School	0.47 0.20	2 0	2 2	2 2	2 2	2 2	2 2	0 0	0 3	0 0	0 0	0 0	77 77	2 2	0 0	0 0	1 1	6 14	10.0	10.0
4	Blount Cultural Park	N/A	N/A	1 SUP	SUP	Shared-Use Path	Brackenbury Pl	Blount Cultural Park	0.08	0	2	2	2	2	4	0	3	0	0	0	73	3	0	0	0	1	19	19.0
5	Coosada Elementary School	Route 8	Route 8 & 11	1 SR 2 SR 3 SR 4 SR	Signs Signs Signs Signs	Linda Ann Dr Springdale Rd Pine St Peachtree St	SR 143 Linda Ann Dr Springdale Rd Pine St	Springdale Rd Pine St Peachtree St	0.46 0.77 0.08	4 0 2 4	2 2 0 2	2 2 0 2	2 2 0 2	2 2 0 2	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	60 4 4 92	2 1 0 2	0 0 0 0	0 0 0 0	0 1 1 11	6 10 11	10.0	10.0	
6	Edgemont	Route 31	Route 31	5 BL	BL	Airport Rd	Peachtree St	Airport Rd	0.43	4	2	2	2	2	0	0	0	0	0	0	122	2	2	2	2	1	17	29.0
7	Elmore Wetumpka	Route 3	Route 7	1 SR	SLM&S	Edgemont Ave	Edgemont Ave	Norman Bridge Rd	0.99	4	2	2	2	2	4	0	3	0	0	0	298	2	2	2	5	1	29	29.0
8	Elmore County	Route 4	Route 8	1 SR	SLM&S	Ingram Rd	Ingram Rd	S. Main St (Wetumpka)	5.01	0	2	2	2	2	4	0	0	0	2	0	1,756	2	2	2	1	21	21.0	
9	Emerald Mountain	Route 14	Route 19	1 SR	Signs*	Dozier Rd	Dozier Rd	Wares Ferry Rd	2.08	0	2	2	2	2	0	0	0	0	0	0	4	1	0	2	0	5	5.0	
10	Catholic High School	Ida Belle Young Park	Route 2	1 SUP 2 C 3 SUP 4 SR 5 SR 6 SUP 7 SR	SUP C SUP SLM&S SLM&S SUP SLM&S	Shared-Use Path Vaughn Rd Shared-Use Path Vaughn Rd Vaughn Lakes Blvd Lake Bridge Rd Shared-Use Path Festival Dr	Ida Belle Young Park Shared-Use Path Vaughn Rd Vaughn Rd Vaughn Lakes Blvd Lake Bridge Rd Shared-Use Path Festival Dr	Vaughn Rd Shared-Use Path Vaughn Rd Vaughn Lakes Blvd Lake Bridge Rd Shared-Use Path Festival Dr	0.22 0.00 0.04 0.16 0.04 0.38 0.46	4 4 4 4 4 4 0	2 2 2 2 2 2 2	2 2 2 2 2 2 2	2 2 2 2 2 2 2	2 2 2 2 2 2 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 0 0 0	268 261 298 309 242 424 251	3 5 0 4 5 3 3	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	1 19 21 24 25 23 19	10.0	10.0		
11	Gunter	Route 12	Gunter Industrial Park	1 SR 2 SUP 3 SR	Signs SUP Signs	Dalraida Rd Shared-Use Path Gunter Park Dr W	Dalraida Rd Shared-Use Path Gunter Park Dr W	North side of Railroad tracks Gunter Park Dr W Shared-Use Path	0.67 0.57 3.12	4 0 0	2 2 2	2 2 2	2 2 2	2 2 2	0 0 0	0 0 0	0 0 0	0 0 0	0	158 989 6,306	2 4 4	2 0 0	0 0 0	2 0 2	1 16 12	15.3		
12	Halcyon	Route 2	Route 5	1 BL 2 SR 3 SR 4 SR 5 SR 6 SR	BL C2 SLM&S Signs Signs SLM&S	Halcyon Park Dr Vaughn Road Eastwood Glen Dr Worthing Rd Chappelle Ln Mill Ridge Dr	Halcyon Park Dr Vaughn Road Eastwood Glen Dr Worthing Rd Chappelle Ln Mill Ridge Dr	Vaughn Road Eastwood Glen Dr Worthing Rd Chappelle Ln Mill Ridge Dr	0.27 0.01 0.51 0.22 0.37 0.31	0 0 0 0 0 4	2 2 2 2 2 2	2 2 2 2 2 2	2 2 2 2 2 2	2 2 2 2 2 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	793 490 428 18 310 449	5 5 3 1 3 4	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	17 18 13 15 20	17.0			
13	Hyundai	Route 15	Hyundai Plant	1 SR 2 SR	Signs* Signs*	US 31 Hyundai Blvd	US 31 Hyundai Plant	Teaguid Rd Hyundai Plant	2.47 1.64	4 0	2 2	2 2	2 2	2 2	0 0	0 0	0 0	0 0	0	509	2	2	2	2	1	18	12.0	
14	Lagoon Park	Connector 11	Lagoon Park	1 SR	SLM&S	Lagoon Park Dr	Lagoon Park Dr	Lagoon Park Entrance	0.45	0	2	2	2	2	4	0	0	0	0	0	1,454	5	0	2	1	19	19.0	
15	Maxwell	Route 9 & Route 15	Maxwell AFB	1 SR 2 SUP 3 SR 4 SR 5 SR 6 SR	SLM&S SUP Signs Signs SLM&S C2	Poplar St Maxwell Blvd Oak St Clayton St I-65 Crossing Clayton St	Maxwell Blvd Maxwell Blvd Clayton St Clayton St S Holt St Mobile St	Maxwell AFB Gate Poplar St Maxwell Blvd Clayton St Dickerson St Holt St	0.10 0.86 0.36 0.15 0.11 0.33	0 4 0 0 0 0	2 2 2 2 2 2	2 2 2 2 2 2	2 2 2 2 2 2	2 2 2 2 2 2	4 4 4 4 4 4	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	153 529 348 317 280 715	4 3 3 4 5 4	2 2 2 2 2 2	0 0 0 0 0 0	2 2 5 5 1 5	22 27 26 27 28 29	26.5			

#	Name	From	To	Segment	Bikeway Type	Facility Type	Road Name	From	To	Miles	Direct Access to/from a School	Elementary & Middle School Proximity (1 mile)	High School or Post Secondary School Proximity (2 mile radius)	Park Within 0.5 miles	Point of Interest Within 0.5 miles	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Regional Connection and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Major Employment Within 0.25 miles	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Connector Priority Score		
					1 SR	Signs*	SR 14	CR 29	CR 4	0.76	0	0	0	0	0	0	0	0	0	0	0	11	1	2	2	0	5	
					2 SR	Signs*	CR 4	SR 14	US 31/US 82	4.72	0	0	0	4	4	0	0	0	0	0	445	1	0	2	1	12		
					3 SR	C2	US 31/US 82 Crossing	CR 4	Birmingham Hwy/West	0.02	0	0	0	0	0	0	0	0	0	1	60	5	0	2	0	8		
16	Montgomery-Autauga	Route 6	Connector 15 & Route 30			Signs*	US 31/US 82	US 82	Birmingham Hwy/West Blvd	4.41	0	0	2	0	4	0	3	0	0	544	2	0	0	0	1	12	12.0	
					5 SR	Signs*	Birmingham Hwy/West Blvd	US 31	Maxwell Blvd	1.48	0	0	2	0	4	0	3	0	0	392	2	0	0	0	1	12		
					6 SR	SLM&S	Maxwell Blvd	Birmingham Hwy	Poplar St	1.22	0	2	2	4	4	0	3	0	0	769	3	2	2	2	1	23		
17	Ft. Toulouse	Ft. Toulouse	Route 3			SLM&S	Fort Toulouse Rd	US 231	Old Montgomery Highway	0.34	0	0	0	0	0	0	0	2	0	204	3	0	0	0	1	6	7.0	
					2 SR	SLM&S	Old Montgomery Highway	Fort Toulouse Rd	Jasmine Hill Rd	0.45	0	0	0	0	0	0	0	0	0	76	2	0	5	1	8			
18	Narrow Lane Rd	Route 10 & 16	Route 17			SLM&S	Narrow Lane Rd	Adrian Ln	Glen Gratten Dr	0.79	0	2	2	4	4	0	3	0	0	115	2	0	2	1	20	20.0		
					1 SR	Signs*	US 31	Hyundai Boulevard	Old McGehee Rd	0.70	0	2	2	0	0	0	0	0	0	398	3	0	2	1	10			
					2 SR	C2	L-65 Crossing	US 31	US 31	0.16	0	2	2	0	0	0	0	0	0	291	4	0	2	1	13	9.3		
19	South Montgomery County	Route 13	Connector 13			Signs*	US 31	I-65	Old McGehee Rd	1.85	0	2	2	0	0	0	0	0	146	1	0	2	0	7				
					4 SR	Signs*	Old McGehee Rd	US 31	Butler Mill Rd	3.21	0	0	2	0	0	0	0	0	9	1	2	2	0	7				
20	Wares Ferry Rd Connector	Route 1	Route 12			BL	Wares Ferry Rd	Dalraida Rd	Dunbarten Rd	2.43	4	2	2	4	4	0	3	0	0	2,106	3	2	2	2	1	23	23.0	
					1 SR	SLM&S	N. Ripley St	Rails-Trailis	Lower Wetumpka Rd	0.93	0	2	2	4	4	0	3	0	0	771	3	2	2	2	1	23		
					2 SR	SLM&S	Lower Wetumpka Rd	N. Ripley St	E Vandiver Blvd	1.44	0	2	2	0	0	0	3	0	0	406	2	2	2	2	1	14		
21	Montgomery Zoo	Route 14	Route 12			Signs	E Vandiver Blvd	Fairground Rd	Lower Wetumpka Rd	0.63	4	2	0	0	4	0	3	0	0	279	2	2	5	1	23	21.0		
					4 SR	SLM&S	Fairground Rd	E Vandiver Blvd	Blitmore Ave	1.77	0	2	2	4	4	0	3	0	0	804	2	2	2	2	1	22		
					5 SR	Signs	Blitmore Ave	Fairground Rd	Federal Dr	0.18	0	2	2	4	4	0	3	0	0	182	3	2	2	1	23			
22	East Wetumpka	Route 22	Connector 7			Signs	N. Bridge Street	W. Tallasse St	W. Bridge Street	0.24	4	2	2	4	4	0	0	2	0	551	4	0	2	1	25	25.0		
23	West Wetumpka	Route 23	Connector 8			Signs*	Coosa River Parkway	W. Tallasse St	W. Tallasse St	0.25	0	2	2	0	0	0	0	0	0	67	2	0	2	1	9	9.0		
					1 BL	BL	Vaughn Rd	Perry Hill Rd	Heatherton Dr	0.72	4	2	2	4	4	0	3	0	0	270	2	2	2	2	1	22		
					2 SR	Signs	Heatherton Dr	Vaughn Rd	Alderpoint Dr	0.17	4	2	2	0	0	0	3	0	0	77	2	0	5	1	19			
					3 SR	Signs	Heatherton Dr	Heatherton Dr	Trinity Blvd	0.38	4	2	2	0	0	0	3	0	0	274	3	0	5	1	20			
					4 SR	SLM&S	Trinity Blvd	Alderpoint Dr	Lomac St	0.42	4	2	2	0	0	0	3	0	0	1,686	5	0	5	1	22			
					5 SR	SLM&S	Lomac St	Trinity Blvd	Woodmere Blvd	0.28	0	2	2	0	0	0	3	0	0	1,652	5	0	1	1	14	19.6		
					6 BL	BL	Woodmere Blvd	Lomac St	Eastern Blvd	0.84	0	2	2	0	0	0	3	0	0	1,919	4	0	2	1	14			
					7 SR	C2	Eastern Blvd	Woodmere Blvd	Woodmere Blvd	0.04	0	2	2	4	4	0	3	0	1	1,063	5	2	2	2	1	22		
					8 BL	BL	Woodmere Blvd	Eastern Blvd	Festival Dr	0.48	0	2	2	4	4	0	3	0	0	1,036	4	2	2	2	1	24		
25	Central Plank Rd	Route 3	Route 21			Signs*	Central Plank Rd	Williams Rd	US 231	2.62	0	0	2	0	4	0	0	0	0	294	2	2	2	2	1	13	12.5	
26	Grandview Rd	Route 8	Route 11			Signs*	US 231	Central Plank Rd	AL 14	0.66	0	0	2	0	4	0	0	0	0	480	3	2	0	1	12			
27	AL 143	Route 7	Route 8			BL	Grandview Rd	SR 143	Sandtown Rd	0.57	0	0	2	4	4	0	0	0	0	280	2	0	0	1	13	13.0		
28	Deatsville	Route 4	Route 7			Signs*	AL 143	1st Ave/Perkins St	Lucky Town Rd	1.42	0	0	2	0	4	0	0	0	0	79	1	0	2	1	10	10.0		
					1 SR	Signs*	CR 7	Ingram Rd	AL 143	1.39	0	0	2	0	0	0	0	0	0	26	1	0	2	1	6	6.0		
					2 SR	Signs*	AL 143	Coosa River Rd	Coosa River Rd	1.36	0	0	2	0	0	0	0	0	0	21	1	0	2	1	6			
					1 SR	Signs	E 4th St	N Chestnut St	N Washington St	0.17	4	2	0	4	4	0	4	0	0	819	5	0	2	1	24			
					2 SR	Signs	N Washington St	E 4th St	Wetumpka St	0.06	4	2	0	4	4	0	4	0	0	287	5	0	0	1	26			
					3 SR	SLM&S	Wetumpka St	N Washington St	N Memorial Dr	1.09	4	2	0	4	4	0	4	0	0	1,151	3	2	5	1	29			
					4 SR	C2	US 31/US 31 Crossing	Wetumpka St	Wright St	0.04	0	2	0	4	4	0	0	0	0	743	5	0	0	1	17			
					5 SR	Signs	Wright St	N Memorial Dr	E Poplar St	0.56	0	2	2	4	4	0	0	0	0	740	4	0	0	1	17			
					6 SR	Signs	E Poplar St	Wright St	E Poplar St	0.02	0	0	2	4	4	0	0	0	0	6	2	0	0	1	9	14.3		
					7 SR	Signs	Wright St	E Poplar St	E Poplar St	0.13	0	0	2	4	4	0	0	0	0	6	1	0	0	1	8			
					8 SR	Signs	E Poplar St	Wright St	McQueen Smith Rd	1.56	0	2	2	4	4	0	0	0	0	58	1	2	0	1	12			
					9 BL	BL	McQueen Smith Rd	E Poplar St	Chancellor Ridge Rd	0.44	0	2	2	0	0	0	0	0	0	48	2	0	2	1	9			
					10 SR	Signs	Chancellor Ridge Rd	McQueen Smith Rd	Wee Lovett Dr	0.38	0	2	2	0	0	0	0	0	0	13	1	0	0	1	6			
					11 SR	Signs	Wee Lovett Dr	Chancellor Ridge Rd	Shared-Use Path	0.15	0	2	2	0	0	0	0	0	0	2	1	0	0	1	6			
					12 SUP	SUP	Shared-Use Path	Wee Lovett Dr	S Old Farm Ln	0.48	0	2	2	0	0	0	0	2	0	1	1	0	0	1	8			

#	Name	From	To	Segment	Bikeway Type	Facility Type	Road Name	From	To	Miles	Direct Access to/from a School	Elementary & Middle School Proximity (1 mile)	High School or Post Secondary School Proximity (2 mile radius)	Park Within 0.5 miles	Point of Interest Within 0.5 miles	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Regional Connection and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Major Employment Within 0.25 miles	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Connector Priority Score		
				1 SR	Signs	Signs	Jay St	Sheila Blvd	Shared-Use Path	0.17	0	2	2	4	4	0	3	2	2	0	163	3	2	5	1	40	40	
				2 SUP	SUP	SUP	Shared-Use Path	Jay St	McQueen Smith Rd	0.28	0	2	2	4	4	0	0	0	0	0	138	2	0	0	1	15		
				3 C	C1	C1	McQueen Smith Rd	Shared-Use Path	Constitution Ave	0.05	0	2	2	4	4	0	0	0	0	0	140	3	0	0	1	17	12.8	
				4 SR	Signs	Signs	Constitution Ave	McQueen Smith Rd	US 82	0.75	0	2	2	4	4	0	0	0	0	0	40	1	0	0	1	14		
				5 SR	C2	C2	US 82 Crossing	Constitution Ave	Constitution Ave	0.02	0	2	2	0	0	0	0	0	0	0	85	5	0	0	1	11		
				6 SR	Signs	Signs	Constitution Ave	US 82 Crossing	Dead End	0.89	0	2	2	0	0	0	0	0	0	0	94	1	0	0	1	6		
				1 SR	Signs*	Signs*	Constitution Ave	Carter Rd	Bridge St	0.67	0	2	2	0	0	0	0	0	0	0	205	2	0	0	5	18		
				2 SR	Signs*	Signs*	Bridge St	W. Main St	W. Main St	0.46	0	2	2	0	0	0	0	0	0	0	730	4	2	5	1	26	22.7	
				3 BL	BL	BL	W. Main St	Bridge St	S Chesnut St	0.14	0	2	2	0	0	0	0	0	0	0	752	5	2	2	1	24		
				1 BL	BL	BL	S. Court St	Bridge St	W 4th St	0.23	0	2	2	0	0	0	0	0	0	0	1,111	5	2	2	1	24	24.0	
				1 BL	BL	BL	Highland Ave	Hall St	Capital Pkwy	0.11	4	2	2	4	4	0	0	3	0	0	471	5	0	2	1	27	27.0	
				1 BL	BL	BL	S. Ripley St	Hall St	Hall St	0.37	0	2	2	4	4	0	0	3	0	0	1,541	5	2	2	1	29	29.0	
				1 BL	BL	BL	AL 14	AL 14	1-65 Crossing	0.44	4	2	2	0	0	0	0	2	0	0	440	3	0	0	1	14		
				2 SR	C2	C2	1-65 Crossing	AL 14	AL 14	0.17	0	2	2	0	0	0	0	0	0	2	289	4	2	1	1	14	13.0	
				3 BL	BL	BL	AL 14	1-65 Crossing	Oak Tree Ln	1.67	0	2	2	0	0	0	0	0	0	0	384	2	2	2	1	11		
				1 BL	BL	BL	Old Ware Road	Jackson Rd	Peace Church Rd	1.70	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3.0
				1 BL	BL	BL	Fairview Ave	Rosa L. Parks Ave	Cloverdale Rd	1.43	0	2	2	4	4	2	3	0	0	0	818	3	2	2	1	27	27.0	
				1 BL	BL	BL	Vaughn Rd	Ryan Rd	Wallabatchie Rd	5.82	0	2	2	0	0	0	0	0	0	211	2	2	2	1	0	15	15.0	
				1 BL	BL	BL	Ray Thornton Rd	Park Crossing	Pike Rd	2.20	4	2	2	4	4	0	0	0	0	95	1	0	1	1	15	15.0		
				1 BL	BL	BL	Pike Rd	Vaughn Rd	Wallabatchie Rd	4.64	0	2	2	0	0	0	0	0	0	149	2	2	2	1	15	15.0		
				1 BL	BL	BL	Maxwell Blvd	Oak St	Molton St	0.57	4	2	2	4	4	2	3	2	0	0	3,186	5	0	2	1	31	31.0	
				1 SUP	SUP	SUP	Shared-Use Path	Zelda Rd	Rail-Trail	0.49	0	2	2	0	0	0	0	3	0	0	1,345	4	0	5	1	21	21.0	
				1 BL	BL	BL	N. Court St	Columbus St	Jackson Ferry Rd	1.45	0	2	2	4	4	2	3	0	0	3,009	5	0	2	1	25			
				2 BL	BL	BL	Jackson Ferry Rd	N. Court St	Alabama River Pkwy	2.64	0	2	2	4	4	0	0	0	0	685	3	0	5	1	17	15.0		
				3 SR	SLM&S	SLM&S	Alabama River Pkwy	Jackson Ferry Rd	Main St	3.47	0	0	0	0	0	0	0	0	0	21	1	0	2	0	3			
				4 BL	BL	BL	Main St	Alabama River Pkwy	Grandview Rd	1.51	0	0	2	4	4	0	0	0	0	435	2	0	2	1	15			
				1 SUP	SUP	SUP	Rail-Trail	Robinson Hill Rd	CVS	0.41	0	2	2	0	0	0	0	3	0	608	3	0	5	1	20	20.0		

*Bicycle segments that may need safety shoulders in addition to Share the Road plaque and sign.

**Bicycle segments that are in multiple bicycle routes or connectors.

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

BIKEWAY TYPE	ABBREVIATION
Shared Roadway	SR
Bicycle Lanes	BL
Shared-Use Path	SUP
Crossing	C

TRAFFIC CONTROL DEVICE	ABBREVIATION
Shared Lane Markings and/or Signs	SLM&S
Bicycle Lanes	BL
Shared-Use Path	SUP
Crossing Type #1	C1
Crossing Type #2	C2

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 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 \$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 Montgomery County Bikeway Signage Project 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
*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 repaving 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 lanes is 44% of the total width and therefore 44% of the total cost. The proportional cost of the bike lane equals \$223,889. To determine the cost per linear foot, the proportional cost of the bicycle lane (\$223,889) was divided by 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
Project Limits =	I-85 overpass to south side of Highland 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-of-way, 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 Calculations	
Shell 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 Psalmound 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: Summary Costs by Bikeway Type									
Bikeway Type	GATHERED DATA					CALCULATIONS			
	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
Shared Roadway	Various Streets in Montgomery County	2010	\$13,200	781,440	\$9,000	\$0.028	\$0.030	\$6,365	\$0.038
	14th Street, Birmingham, Alabama**	2012	Not Reported	5,280	Not Reported	\$5.39	\$5.39	N/A	\$5.39
Bicycle Lane	Hall Street, Montgomery	2010	\$223,889	1,700	N/A	\$132	\$140	N/A	\$140
	Park Crossing**	2012	\$5,399,777	12,000	Not Reported	\$112	\$112	N/A	\$112
Shared-Use Path	Shell Toomer Pkwy, Auburn***	2000	\$362,275	8,190	N/A	\$44.23	\$63	N/A	\$63
	Columbus Fall Line Trace, Columbus, GA 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.

