

# **Calhoun Area**

## **2012 Bicycle and Pedestrian Plan**



**Prepared by the East Alabama Regional Planning and Development Commission under the  
guidance of the Calhoun Area Metropolitan Planning Organization**

**Adopted May 17, 2012**

# Calhoun Area Transportation Study

## 2012 Bicycle and Pedestrian Plan



This document is available at: [www.earpdc.org](http://www.earpdc.org)

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The preparation of this Transportation Improvement Program (TIP) has been financed in part through grants from the Federal Highway Administration, the Federal Transit Administration, the Alabama Department of Transportation and the US Department of Transportation under the State Planning and Research Program, Section 5050 (or Metropolitan Planning Program, Section 104(f)) of Title 23, US Code, and the local participating governments. The contents of this report do not necessarily reflect the official view or policy of the US Department of Transportation.

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## **MPO Bicycle Pedestrian Committee**

Vacant, Chairman  
No Chairman has been selected.  
A full mailing list is located in Appendix E.

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RESOLUTION #632

Adopting the  
**2012 Calhoun Area Bicycle and Pedestrian Plan**

**WHEREAS**, amended Title 23 USC 134 (SAFETEA-LU, Section 6001, August 2005), 23 CFR 450.200, and 450.300, require the State of Alabama and Metropolitan Planning Organizations (MPOs) to accommodate the needs of non-motorists in the transportation planning process and integrate walking and bicycling facilities and intermodal programs into transportation plans, and

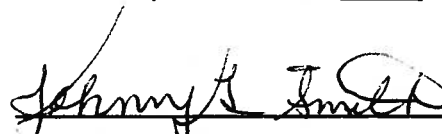
**WHEREAS**, USDOT and FHWA directives in June, 2009 (FHWA) and USDOT (March, 2010) specifically address requirements to be met by the State and the MPOs in providing said accommodations and that all plans must *"Include a policy statement that bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist,"* and copies of those directives are included in the Plan, and

**WHEREAS**, the Calhoun County Metropolitan Planning Organization (MPO) wishes to update its existing 2003 Bicycle and Pedestrian Plan for the Calhoun County Urbanized Area, and

**WHEREAS**, the Calhoun County Bicycle/Pedestrian Advisory Committee and MPO staff have developed a Draft 2012 Calhoun Area Bicycle and Pedestrian Plan, and offered it for public review and comment from April 19<sup>th</sup> to May 16<sup>th</sup>, 2012, and with a public meeting held May 15<sup>th</sup>, 2012, and

**WHEREAS**, the 2012 Calhoun Area Bicycle and Pedestrian Plan will complement and complete the Transportation Improvement Program (TIP) adopted by the Calhoun MPO, now

**THEREFORE BE IT RESOLVED**, that the Calhoun County MPO hereby adopts the 2012 Calhoun Area Bicycle and Pedestrian Plan Passed and adopted this, the 17<sup>th</sup> day of May, 2012.

  
\_\_\_\_\_  
Mayor Johnny Smith, Chairman

ATTEST:

  
\_\_\_\_\_  
Jack Plunk, Principal Planner

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## 1.0 INTRODUCTION

### 1.1 PURPOSE OF THE PLAN

This plan is intended to serve as a guide for improving bicycle and pedestrian access and transportation in the urbanized area of Calhoun County. This plan recommends construction, education, promotion and policy projects aimed at making bicycle and pedestrian trips possible, practical and safe.

This plan and its two predecessors were initiated by the Calhoun Area Metropolitan Planning Organization (MPO) in order to address federal regulations related to the inclusion of bicycle and pedestrian travel in the metropolitan transportation planning process (23 USC §450.200, § 450.300). USDOT and FHWA directives in June 2009 and March 2010 emphasize that all plans must *"Include a policy statement that bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist."* (See Appendix H or [http://www.fhwa.dot.gov/environment/bikeped/policy\\_accom.htm](http://www.fhwa.dot.gov/environment/bikeped/policy_accom.htm).)

These directives are reflected in MPO policy Sec. 1.3.3 in the FY 12-15 Transportation Improvement Plan (TIP) and Sec. 9.4.1 of the Calhoun Area 2035 Long Range Transportation Plan (LRTP) which state that "bicyclists and pedestrians shall be given *due consideration* in plans developed by the agency or state". This plan provides the MPO with a source for bicycle and pedestrian projects, and will be considered a complementary part of the long-range transportation plan (LRTP) and the 4 year Transportation Improvement Program (TIP) with its adoption by the MPO. Since some of the proposed projects fall outside the scope of the MPO, it is the intention of the MPO, that other agencies and governments will utilize this plan to incrementally improve bicycle and pedestrian transportation throughout the urban area.



### 1.2 PLAN DEVELOPMENT

The MPO's Bicycle and Pedestrian Advisory Committee (BPAC) developed this plan with assistance from the staff of the Calhoun MPO. The MPO authorized the formation of the committee in early 2003. The committee met several times to develop the current Bicycle/Pedestrian Plan which was adopted by the MPO in November 2003. Since then, the BPAC has been largely inactive. In December 2011, the BPAC was reactivated for the development of this plan.

**Bicyclists and pedestrians make up 12% of all trips and account for 14% of traffic fatalities, yet only 1.6% of federal transportation funds go to these modes.**

Sources: NHTS 2009, FARS 2009, FHWA FMIS 2006-2011.

The BPAC reviewed the 2003 plan in December 2011, and in February 2012 the committee revised the vision statement, goals and draft list of proposed projects for the plan update. In March and April, the BPAC and MPO staff, reviewed and revised the draft plan. In April, the BPAC recommended the MPO adopt the Draft Plan and offer it for public review and comment. In late April and May 2012 the draft plan was offered



for public review and comment. The BPAC held a formal public meeting for review and comment on May 15, 2012 in the EAC conference room. After all public comments were considered the BPAC recommended that the MPO consider adoption at its meeting held on June 21, 2012.

### 1.3 PUBLIC INVOLVEMENT

All MPO committee meetings, including the BPAC are open to the public. The committee consists of individuals from many areas of the community who share a common interest in improving bicycling and walking in the urbanized area. The MPO left the committee unstructured and informal in order to encourage participation. Anyone who attends the BPAC meeting is considered a member and has voting privileges. Appendix E contains a copy of the BPAC mailing list.

All meetings are preceded by mail-out notices to the local media and committee members. Notices contain a draft agenda, date, time, location and purpose of the meeting. The notices encourage and invite public participation, they provide telephone numbers and email addresses as well as contact information for those citizens who might need special transportation assistance in order to attend. To ensure that all segments of the community are provided an opportunity to participate in the planning process, notices are also sent to senior citizens groups, public libraries, groups that have contact with people with disabilities, local offices and contacts with state or federal agencies, health providers, veterans agencies and organizations, and organizations that work with or have contact with low-income and minority groups.



The Draft plan was adopted by the MPO and offered for public review and comment with Resolution #630 on April 19, 2012. The BPAC hosted a formal public meeting for review and comment on May 15, 2012. This provided a staff supported opportunity for public review and involvement. To publicize public meetings a block ad announcement is placed in the local newspaper. In addition to the block ad publication, copies of the announcement are mailed to the previously mentioned groups and contacts. The public review period was between April 19<sup>th</sup> and May 17<sup>th</sup>, 2012. During this period the draft plan was available for review, pickup or mailout in the EARPDC lobby and available at the EARPDC web page [www.earpdc.org](http://www.earpdc.org). Sign-in sheets and all comments from the public review period and meetings can be found in Appendix I.

### 1.4 STUDY AREA

The Calhoun County urbanized area includes the municipalities of Oxford, Hobson City, Anniston, Weaver and Jacksonville. In addition, the unincorporated communities of

Alexandria, Saks, Lenlock, DeArmanville, Eulaton, Wellborn, Plainview, and Cobb Town are included as parts of the county which are considered urbanized. The urban area is approximately 284 square miles and the 2010 US Census population in the urbanized area is 79,796.

Jacksonville is the home of Jacksonville State University (JSU) (Fall 2011 Enrollment 9,490). JSU has a main campus in Jacksonville and offers some classes at a much smaller auxiliary campus on McClellan. Gadsden State Community College (Ayers Campus - Fall 2011 Enrollment 1,745) has a main Ayers Campus on Coleman Rd. in Anniston and also offers several classes at facilities located on McClellan.

There are 9 high schools, 18 elementary schools and 3 middle schools in the urbanized area and in the fall 2010 enrolled approximately 15,349 students. These schools are operated by both the Calhoun County school system and the several municipal school systems.

The Calhoun urbanized area contains a variety of landscapes due to its location in the ridge and valley topography of Alabama. The area is bordered on the east by the Choccolocco Valley which flows south through the DeArmanville community and through the City of Oxford. Snow Creek drains the south portion of the study area and empties into Choccolocco Creek near the Grace St./Friendship Road area of Oxford. Cave, Tallaseehatchee and Weaver Creeks drain the central portion of the study area flowing east to west. To the west of the urban area, Coldwater Creek flows from under Coldwater Mountain and is the fresh water source for much of the area. Mountains ranging from one to two thousand feet in height dissect the area on the east, running from the Choccolocco Road area north through Fort McClellan and to the east of Jacksonville.

The area is served by a system of streets and highways functionally classified by the MPO in its *2035 Long Range Transportation Plan* (LRTP), Figure 2.1. AL 21/US 431 is the central north/south corridor for the area. The two highways run concurrently through the central portion of the urban area and separate just south of McClellan when US 431 veers northwest to Gadsden and AL 21 continues north to Jacksonville. Both highways are either 4 or 6 lanes both divided and undivided with speed limits of 35 mph in short segments but mostly 45 mph and higher outside of the central business districts. Accordingly, neither AL 21 or US 431 are desirable for bicyclists. This north/south traffic movement will soon

**The driver of a vehicle shall  
yield the right-of-way....to a  
pedestrian within a  
crosswalk.  
AL CoL §32-5A-2 11**

be augmented by the Eastern Parkway which will provide a new route from I-20/#188 to/from the AL21/US 431 "Y" just south of McClellan. Again, the Eastern Bypass is a 4 and 6 lane divided and undivided arterial with significant elevation changes and will not be desirable to bicyclists. Interstate 20 and AL 78 are the regions major east west highways and both are both located in the southern portion of the urban area and run parallel to each other. Of course, bicyclists are prohibited from using Interstate 20 and AL 78 is a 4 and 6 lane divided and undivided facility with speeds of 45 mph and not

very desirable to bicyclists. With the exception of the mountainous areas of east Anniston, McClellan and east Jacksonville, most of the remaining collectors and minor street segments are level, low speed, low volume and much more desirable for bicyclists.

**In Alabama, 1.3% of commuters walk to work and .1% bicycle. The lowest number of all 50 states!**

Source: 2007-2009 ACS

The area has been developed with typical low density urban land uses with one story commercial and retail located in long thin strips on each side of the arterial highways. Significant major destinations are generally located along the north/south AL 21 corridor with; Jacksonville State University (JSU) in Jacksonville, two major regional hospitals, banks, and county government in Anniston, and concentrations of retail, commercial and hotels like the Quintard Mall and the Exchange in Oxford. Scattered near these major trip attractors are the associated land uses you would expect with multi-family student apartments around and near JSU, associated medical and legal offices in and around downtown Anniston and restaurants and shops in Oxford. Surrounding and adjacent to the main arterials and major trip attractors is typical low density residential land uses both in grid pattern in the older areas and in curvilinear cul-de-sacs in the areas developed after 1955. Most of the older grid areas have sidewalks but most of the newer residential and commercial areas do not.

Undeveloped Coldwater Mountain, a 4,000 acre parcel owned by Forever Wild, lies between Anniston and Oxford and has been selected for a major mountain bicycle trail development project. The site was purchased with Forever Wild funds and in 2010 the Alabama Dept. of Economic Development (ADECA) teamed with the Southern Off-Road Bicycling Association (SORBA), the International Mountain Bicycling Association (IMBA) and the local Northeast Alabama Bicycling Association (NEABA) to develop a master plan for the project. Planning and design of the **Coldwater Mt. Bicycle Trails** is well under way and initial trail construction is beginning with the first trails to be open in late summer or fall 2012.



The climate of the study area ranges from mild during winter months to hot during the summer. Wintertime average temperatures range from highs of 53 - 60 degrees Fahrenheit to lows of 33 - 40 degrees Fahrenheit. Freezing temperatures, although not uncommon, are infrequent and seldom last for more than 48 hours. Summertime average temperatures range from highs of 88 - 94 degrees Fahrenheit to lows of 68 - 75 degrees Fahrenheit. Dew point temperatures range from 30-40 degrees Fahrenheit during the winter to 65 -70 degrees Fahrenheit in the summer. The average rainfall is approximately 53 inches annually.



## 2.0 CURRENT CONDITIONS

### 2.1 CURRENT BICYCLE AND PEDESTRIAN FACILITIES

According to the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) the definition of a bike facility includes lanes, paths, shoulders, traffic control devices and parking facilities designed for bicycle transportation. Of these, the Calhoun area has several bicycle racks at area retail/commercial locations, post offices, the Anniston YMCA, Jacksonville State University (JSU), the 33 mile Chief Ladiga multi-use rail trail which extends from north Anniston, through Weaver and Jacksonville to Piedmont, and bicycle carriers on the Areawide Community Transportation System (ACTS) and the Gamecock Express (GE) fixed route buses. Coldwater Mountain and LaGarde Park both have existing and proposed mountain bike trails and there are round bike/walking tracks at several local parks, but these are all used exclusively for recreation. Except for the Chief Ladiga Trail, those who use bicycles for transportation must utilize the local street network. None of the several bicycle routes identified in the 1981 Bikeway Plan have been signed or developed.

Sidewalk coverage in the Calhoun urbanized area is usually limited to the older residential and downtown districts developed on a grid pattern. Downtown Oxford along west Snow Street has sidewalks, M.L. King, Jr. Drive in Hobson City has a deteriorating sidewalk, Weaver has a few hundred feet of sidewalk along and near its downtown and Jacksonville has limited sidewalks in the downtown and JSU areas. Anniston has the most extensive sidewalk network in and adjacent to its central business district and its older neighborhoods both west and east of Noble Street. Sidewalks extend east across the Quintard Ave./AL 21 corridor and some of these intersections have ADA curb cuts, crosswalk striping and cross walk signals. In most jurisdictions, sidewalks end when elevation changes are encountered and sidewalks



**Children under 16 MUST  
wear a helmet!  
It's the law!**

AL CoL §§32-5A-283

have not been constructed in any of the new subdivisions developed during the last fifty years. No sidewalks exist in Golden Springs (except for the Robertson Road sidewalk built in 2001), Saks, Lenlock, south of US 78 or west of McPherson St. in Oxford, or any of the outlying neighborhoods surrounding the member municipalities.

### 2.2 RECENT BICYCLE AND PEDESTRIAN PROJECTS

Several bicycle and pedestrian improvement projects have been completed since the adoption of the 2003 plan. **Bicycle carriers** have been installed on all ACTS fixed route transit vehicles, **nineteen (19) new bicycle parking racks** have been installed, the Jacksonville Square has been





modified to include **curb extensions, sidewalk and crosswalk improvements, rehabilitation and re-use of the historic Jacksonville train station** next to the Chief Ladiga Trail has been accomplished, **Share the Road signs** have been placed in the Choccolocco area and key streets in Jacksonville, a **sidewalk has been completed** on the west side of AL 21 to/from the Jacksonville Sq. and Winn Dixie, a **sidewalk has been completed** on the south side of AL 204 from AL 21 to Mathews Coliseum, the **sidewalk to/from AL 21 to the Chief Ladiga Trail** on the north side of Mountain Street has been improved, each year the MPO has funded a **Bicycle Safety Education Program** which is free for 4<sup>th</sup> grades in the urban area, **bicycle safety materials** have been purchased and distributed, **pedestrian safety information** has been purchased and distributed, **free bicycle helmets** have been obtained and distributed, the City of Jacksonville has established the **Jacksonville Bicycle Advisory Committee (JBAC)** which meets regularly, the Jacksonville committee has developed a draft **Community/Campus Bicycling Guide** for distribution and the City of Jacksonville has added a **bicycling information page** to its website. The JBAC has also designed and funded **custom bicycle parking racks for the Jacksonville Square and Library** and initiated a project to paint **custom 'Sharrows' symbols** on appropriate streets in Jacksonville. Finally, when the **Gamecock Express** transit system was established at JSU in 2009, **bicycle carriers** were included as standard equipment on its vehicles.



### 2.3 BICYCLE AND PEDESTRIAN PATTERNS

Most of the bicycle and pedestrian activity in the urbanized area of Calhoun County occurs in and around the downtown central business districts, Jacksonville State University and along the Chief Ladiga Trail. The Chief Ladiga rail trail is generally oriented in a north /south direction roughly parallel to AL 21. However, the Chief Ladiga trail ends at Mike Tucker Park in north Anniston approx. 5 miles short of the downtown CBD, thus greatly reducing its utility for commuters. Of the approximately 9,490 JSU students, around 1500 students live on campus. Most of the remainder live in apartment complexes and rental units throughout Jacksonville or commute from Gadsden, Anniston, or Oxford. With the exception of the circular recreational bicycle and walking tracks in local parks, there are no other concentrated areas of bicycle use or pedestrian activity.



Journey to Work data was included in both the 1990 Census and Census 2000, however in the 2010 Census the long form transportation information was replaced by the American Community Survey (ACS) sample date his is not exactly compatible with the two previous

data sets. In addition the ACS data sets are only now just being released by the Census Bureau and information is incomplete at this time. If comparable ACS Journey to Work data or 2010 becomes available it will be added to the tables below.

<b>Anniston</b>				<b>Jacksonville</b>			
Journey to Work				Journey to Work			
	1990	2000	% Change		1990	2000	% Change
Workers 16+	9,805	8,937	-8.8	Workers 16+	4,371	3,750	-14.2
Car, truck, van	9,136	8,465	-7.3	Car, truck, van	3,967	3,454	-12.9
Drove alone	7,826	7,354	-6.0	Drove alone	3,353	3,152	-5.9
Carpools	1,310	1,111	-15.1	Carpools	614	302	-50.8
Public Transit	123	81	-34.1	Public Transit	11	26	+136
Motorcycle	0	6	+600	Motorcycle	7	30	+385
Bicycle	0	20	+2000	Bicycle	0	11	+1100
Walking	333	106	-68.1	Walking	280	145	-48.2
Other	96	82	-14.5	Other	48	19	-60.4
Work at Home	117	177	+51.2	Work at Home	58	55	-5.1
Mean Travel Time to Work	16.5	25.4	+53.9	Mean Travel Time to Work	15.7	22.7	+44.5

Source: 1990 US Census cp-2-2, Census 2000, SF4 QT P23

Source: 1990 US Census cp-2-2, Census 2000, SF4 QT P23

<b>Oxford</b>				<b>Weaver</b>			
Journey to Work				Journey to Work			
	1990	2000	% Change		1990	2000	% Change
Workers 16+	4,340	6,451	+48.6	Workers 16+	1,213	1,181	-2.6
Car, truck, van	4,203	6,207	+50.2	Car, truck, van	1,179	1,159	-1.6
Drove alone	3,761	5,608	+49.1	Drove alone	1,085	1,073	-1.1
Carpools	442	599	+35.5	Carpools	94	86	-8.5
Public Transit	22	26	+18.1	Public Transit	0	6	+600
Motorcycle	6	0	-600	Motorcycle	12	0	-1200
Bicycle	0	0	-	Bicycle	0	0	-
Walking	24	68	+183.3	Walking	5	3	-40
Other	12	37	+208.3	Other	0	0	-
Work at Home	73	113	+54.7	Work at Home	17	13	-23.5
Mean Travel Time to Work	18.1	20	+10.4	Mean Travel Time to Work	21.2	25.4	+19.8

Source: 1990 US Census cp-2-2, Census 2000, SF4 QT P23

Source: 1990 US Census cp-2-2, Census 2000, SF4 QT P23

<b>Hobson City</b>		
Journey to Work		
	1990 *	2000
Workers 16+	-	312
Car, truck, van	-	270
Drove alone	-	231
Carpools	-	39
Public Transit	-	9
Motorcycle	-	0
Bicycle	-	0
Walking	-	19
Other	-	6
Work at Home	-	8
Mean Travel Time to Work	-	20.2

\* No data available.

Source: Census 2000, SF4 QT P23

Of course, data for 1990 and 2000 indicate trends in the wrong direction for most local municipalities. Likewise the first comprehensive surface transportation funding legislation, ISTEA was not passed into law until 1992. ISTEA provided for what had traditionally been state 'highway' departments to be modified into 'transportation' departments and to plan and fund all modes; including transit, pedestrians and accommodations for bicyclists. Accordingly, no local facilities

had been improved in 1992 and very few had been completed in 2000. The Chief Ladiga Trail was only opened to Mike Tucker Park in north Anniston in April 1999 and transit service was first extended to Oxford in mid 2005. Therefore, if a survey was completed today in the urban area asking the same Journey to Work questions from the 1990 and 2000 US Census, the results may be significantly different as far as public transit, car pools, walking and bicycling to employment.

## 2.4 ACCIDENT INFORMATION

Data was provided from the participating law enforcement agencies and submitted to the Alabama CARE accident tracking and reporting database.

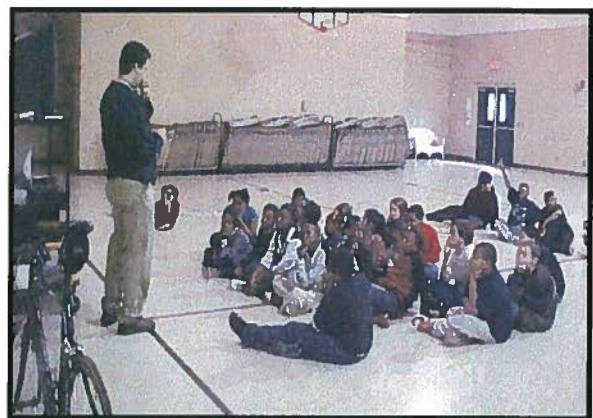
BICYCLE & PEDESTRIAN TRAFFIC CRASHES ANNISTON, JACKSONVILLE, OXFORD POLICE JURISDICTIONS								
		Anniston - Bicycle	Jacksonville - Bicycle	Oxford - Bicycle		Anniston - Pedestrian	Jacksonville - Pedestrian	Oxford - Pedestrian
CY2008	Crashes	7	0	0		4	1	5
	Injuries	5	0	0		4	1	4
	Fatalities	0	0	0		0	0	1
CY2009	Crashes	10	3	5		10	2	3
	Injuries	3	2	3		8	2	2
	Fatalities	0	0	0		0	0	1
CY2010	Crashes	10	1	7		16	1	2
	Injuries	2	1	2		17	1	2
	Fatalities	0	0	1		0	0	0

Injuries include incapacitating, Non-incapacitating, Not visible but complains of pain, & Unknown injury.  
Data provided by the Center for Advanced Public Safety (CAPS), Department of Engineering, University of Alabama. 1/26/12  
CTSPC/ADECA10-11/Statistics, Bicycle & Ped Crash Data, AMENDED, CY2008-2010

The data above indicate a slight increase in the number of both bicycle and pedestrian crashes with most of both occurring in Anniston. In Anniston, pedestrian crashes have increase significantly in both 2009 and 2010. However, of the three fatalities that have occurred in the area since 2008 all three have occurred in Oxford.

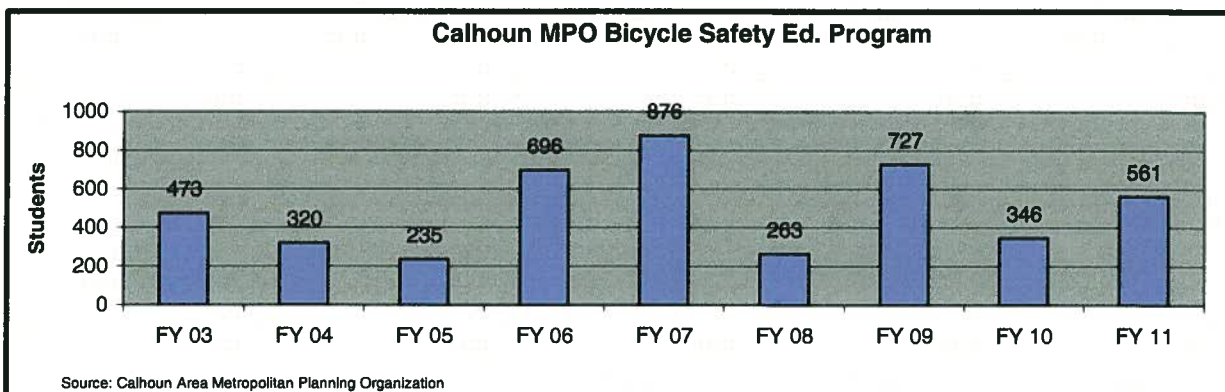
## 2.5 EDUCATION PROGRAMS

Since 2003 the Calhoun Area MPO has allocated \$3,000 each year to support a free one hour bicycle safety education class for any 4<sup>th</sup> grade classes in the urban area. Elementary school principals and physical fitness instructors are contacted and arrange the one hour class when it fits into their schedule. Accordingly, not all elementary schools are visited each year. The program averages approximately 500 students each year. An age appropriate bicycle safety film developed by the League of American Bicyclists (LAB) is viewed by each class, bicycle safety comic/coloring books and Share the Road refrigerator magnets are distributed and the instructor provides 30-45 minutes of bicycle safety instruction and lecture. The Calhoun YMCA assists with the





administration of this program. Summary activity for the Bicycle Safety Education Program is found in the table below.



## 2.6 LOCAL GOVERNMENT BICYCLE AND PEDESTRIAN PLANNING

The Calhoun County Commission adopted its Subdivision Regulations in January 1999. Article VII Section 7-1 Sidewalks, requires that sidewalks shall be included at the discretion of the County Commission or the County Engineer. Construction of sidewalks shall be in accordance with County specifications...and shall include ramps for use by the handicapped.

The current Sub-Division Ordinance for the City of Anniston, “does not require sidewalks in either residential or commercial areas.” In Section 6.1.3 the ordinance indicates that the Planning Commission **may** require the installation of sidewalks if excessive traffic or other conditions not conducive to pedestrian safety constitute a safety issue. However, the destruction or obstruction of any portion of an existing sidewalk system is prohibited by the ordinance. The ordinance also requires new buildings to be designed to provide for pedestrian access to/from existing sidewalks. The Fort McClellan Traffic Study (FMTS) completed in May 2002, indicated that the unused spur railroad track would be converted into a pedestrian/bicycle multi-use corridor connecting to the Chief Ladiga Trail. In addition, the plan indicated that an extensive system of sidewalks and pedestrian paths would be constructed as the area was redeveloped. Specifically, the plan called for a bicycle/pedestrian facility along Iron Mt. Road/Coxwell Ave. over or under the Eastern Bypass to connect with LaGarde Park, thus permitting non-motorized access between the residential and institutional land uses on McClellan to/from recreational and museum destinations in LaGarde Park.

In the downtown area of Anniston, the City has prohibited bicycles from the sidewalks. While this seems like a rational safety condition to enhance the safety of pedestrians along the sidewalk it leaves bicyclists confused as to how to get to store fronts and how and where to park. This prohibition may need to be revisited in order to clarify that it is permitted to “walk” the bicycle to the nearest parking spot or store front. This may be corrected by changing these signs to instruct bicyclists accordingly. For instance signs could say “No Riding on Sidewalks” or “Bicycle Permitted on Sidewalks for Parking Only” or “All Bicycles on Sidewalks Must be Walked”, or a combination of the above.



The Sub-Division regulation for Hobson City states that provisions **may** be made for pedestrian and bicycle traffic in the form of areas provided for a trail system within the subdivision for pedestrian and bicycle circulation. In addition, Required Improvements Section 1.3 states that sidewalks shall be placed on both sides of all streets in commercial subdivisions, shall be six feet wide and constructed according to city specifications.

An interview with Jacksonville City Planner Lynn Causey in March 2002, indicates that Jacksonville requires sidewalks in commercial areas but variances are usually requested. Amendments have been made but they do not include any mention of sidewalks. Further, the Planning Commission **may** require sidewalks in residential areas. In Article VI, Required Improvements - Section 1.2 the regulation indicate that sidewalks, when required shall be a minimum of 4 ft. wide in residential area and 6 ft. wide in business areas, and shall be constructed to city specifications. In addition, the Jacksonville Comprehensive Plan adopted in August 1993, includes a goal to "link all public parks and community centers through a series of walking or bicycle trails." The Comprehensive Plan also includes a strategy to support and expand the Chief Ladiga Trail within the city and county.

A review of the Jacksonville State University (JSU) Master Plan indicates a significant emphasis on pedestrian facilities and circulation. In Site Circulation Systems the plan states that sidewalks shall be designed as part of a system to provide safe and easy access to all buildings in high pedestrian use areas. In addition, Section E. Bicycle Circulation and Parking, indicates that in general bicycle riding shall be limited to campus, city streets, parking lots and bikeways. The JSU Master Plan also addresses design requirements for sidewalks and bicycle ways requiring among other things, a smooth well drained riding surface.

Sub-Division regulations for the City of Oxford also address pedestrian and bicycle facilities. The regulations require provisions to be made for pedestrian and bicycle circulation in the form of areas for trail systems within the subdivision. It also requires 6 ft. wide sidewalks to be placed on both sides of the street in commercial subdivisions. In Section C 2 and 3, the ordinance requires safe and convenient pedestrian routes to and from a planned development. It also requires pedestrian crossings to be marked and controlled with fencing or other barriers when adjacent to substantial vehicular traffic.

Weaver Sub-Division Regulations also require provisions to be made for pedestrian and bicycle circulation in the form of areas for trail systems within the subdivision. It requires 6 ft. wide sidewalks to be placed on both sides of the street in commercial subdivisions and constructed to city specifications. The Weaver Zoning Ordinance adopted in 1980, requires safe and convenient pedestrian routes to and from a planned development. It also requires pedestrian crossings to be marked and controlled with fencing or other barriers when adjacent to substantial vehicular traffic.

Finally the Ordinance prohibits the destruction or obstruction of any existing sidewalk system and requires buildings to be designed for pedestrian access from existing sidewalks and from off-street parking lots with clearly designated pedestrian lanes.

The Calhoun Area Long Range Transportation Plan (LRTP) is a 25 year plan developed by the Calhoun Area Metropolitan Planning Organization (MPO) and adopted in May 2010. In 9.3.3 Pedestrian Facilities Strategies, the plan calls for the completion of gaps in the existing sidewalk system, a modification to existing ordinances to **require** the provision of sidewalks in all new developments, recognize the need for sidewalks within ¼ mile of activity centers, the inclusion of a sidewalk inventory in the updated version of the 2003 plan, and the purchase and distribution of pedestrian safety materials. In 9.4.3 Bicycle Facilities Strategies, the plan encourages bicycle parking facilities and all public and major destinations, the design of roads to accommodate bicyclists, the development of a bicycle safety program, the placement of Share the Road signs in the urban area, the purchase and distribution of bicycle safety information and the promotion of inter-modal connections between non-motorized activities and other modes. In addition, the LRTP calls for zoning and subdivisions ordinances to be modified to **require** bicycle parking racks at all new developments, and increased emphasis on bicycle safety, an emphasis on making bicycling an acceptable and normal transportation mode, and a decrease in the low density land use pattern that makes bicycle and pedestrian trips impractical. Finally, the Inter-modal segment of the LRTP calls for bicycle carriers to be added to the buses used for the ACTS fixed route transit system.

## 2.7 REVIEW OF PREVIOUS PLANS AND SURVEYS

In 1981 the MPO adopted the 1981 Bikeways Plan as a separate plan. The 1981 plan proposed a system of signed bicycle routes based on various trip purposes; commuting, recreational, shopping, etc. As of 2003, not one of these routes had been signed or formally established. In general the BPAC of 2003 felt that bike route identification by trip purpose would not be in the best interest of bicyclists in the area, especially since Alabama law (32-5A-260) establishes bicycles as legal vehicles which can be operated on **any** roadway unless specifically prohibited. The committee thought that attempting to limit bicyclists to only those specific and signed routes could not serve the many separate residential areas nor the many potential destinations. Accordingly, the only project retained from the 1981 plan was the proposed multi-use trail to be constructed from the end of Thomas Avenue, past and connecting to LaGarde Park to /from McClellan and under the proposed Eastern Bypass. The 2003 BPAC chose to develop a new bicycle/pedestrian plan that would include a variety of projects and no specific signed routes based on perceived trip purpose.



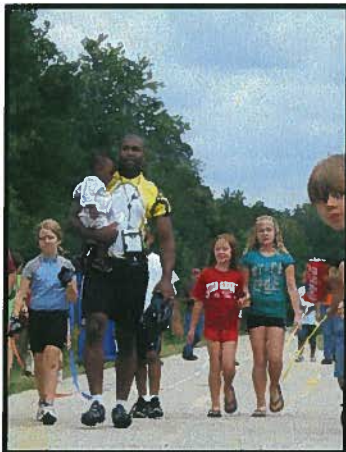
The 2003 plan was developed in part based on the results of four surveys. In November 2001, an **Adjacent Resident Survey** was hand delivered to 210 households adjacent to the Chief Ladiga Trail and 77 or 36.6% were returned. In early 2002 a **Bikeways Survey**, patterned like the 1981 survey and was mailed to 543 households randomly selected and responses were received from 61 or 11.2% and compiled for committee

review. In February 2002, a **telephone survey** of the local bicycle shops was conducted to determine if the opening of the Chief Ladiga rail trail had affected bicycle sales. In addition, another **2002 Bicycle/Pedestrian Facilities Survey** was developed to help gauge the support for and potential use of various facilities. Again just over 500 households were targeted with the survey and a self-addressed, postage paid envelope. By March 2003, 55 or 11% had been returned and the results provided to the committee. In February and March 2012 an updated **2012 Bicycle/Pedestrian Facilities Survey** was offered on-line via SurveyMonkey. Responses to the survey were solicited through the BPAC mailing list, the CAC mailing list, an ad published in the Anniston Star on Feb. 29, 2012 and email contacts. The 2012 survey mirrored the 2002 survey but included three new questions regarding; the perceived municipal support for bicycle and pedestrian facilities, general knowledge of the benefits of compact development and the area of residence. The 94 responses to the new survey indicated continued and even stronger public support for bicycle and pedestrian facilities. In addition, responses generally represent the relative size of the local jurisdictions. The final results for all surveys can be found in **Appendix G**.

In March 2002, the City of Anniston and the Joint Powers Authority (JPA) completed the **McClellan Traffic Study (FMTS)** which contains a comprehensive list of sidewalk projects and pedestrian connections including a phasing plan and cost estimates. Since all sidewalk recommendations are internal to McClellan, they are not detailed in this plan. However, the recommendations and sidewalk projects included in the Traffic Study will be considered a complementary part of this plan update.

In December 2008, the City of Anniston completed the **Downtown Anniston Circulation and Parking Plan (DACPP)**. The DACPP included several bicycle and pedestrian project recommendations which have been included in this plan update.

In November 2010, the City of Anniston completed the **Anniston Multi-Modal Center Operations and Facility Plan (AMCOFP)**. The AMCOFP contains recommendations to extend the Chief Ladiga Trail rail trail project along the unused Norfolk Southern rail corridor and sidewalk improvements along S. Noble and 4<sup>th</sup> Street. Accordingly, these two projects have also been included in this plan update.



The City of Anniston is currently developing a **Coldwater Mt. Bicycle Connection Study** and plan. The Connection Plan will make recommendations for a safe bicycle connection to/from the Downtown and the 4<sup>th</sup> St. Amtrak Multi-modal Center to/from the Coldwater Mountain Bicycle Trail access and trailhead on Monsanto Rd. When completed, the recommendations and projects from the final Connection plan will be considered a complementary part of the MPO's final bicycle and pedestrian plan update.

### 3.0 THE VISION

This section outlines the vision statement, goals, objectives and performance measures that were developed for this plan. A vision statement is a broad view of what a group wants their community to be like in the future. A goal is an action that when completed will bring the community closer to their vision statement. Objectives are interim targets which when met support the respective goal. Performance measures determine the degree to which the objectives have accomplished and in turn the goals that have been reached. If the various goals are reached then the vision statement will be realized.

Several of the performance measures refer to perceived changes which are difficult to measure. While this is not the ideal way to determine performance is seemed the most logical for several stated objectives. Since the MPO's BRAC is the primary contributor to this plan, they have been given the responsibility to determine the extent the objectives have been met.



#### 3.1 VISION STATEMENT

*In order to reduce auto trips, improve public health, reduce pollution, increase transportation choices and promote tourism, we are working to increase bicycle and pedestrian access and facilities in the Calhoun urban area so that bicycle and pedestrian trips are encouraged, practical and safe.*

#### 3.2 GOALS, OBJECTIVES AND PERFORMANCE MEASURES

Goal 1. To increase bicycle and pedestrian safety

##### Objectives

- a. Decrease the number of bicycle and pedestrian accidents
- b. Increase the number of bicycle and pedestrian facilities
- c. Educate bicyclists, pedestrians and motorists of the laws governing all modes of transportation
- d. Reduce apprehension of bicyclists and pedestrians to use the local transportation network

##### Performance Measures

- a. Number of accidents
- b. New bicycle and pedestrian facilities (miles of linear features and number of point features)
- c. Perceived change in education of bicyclists, pedestrians and motorists (TBD by the BPAC)
- d. Perceived reduction in apprehension of bicyclists and pedestrians to use the local transportation network



**Goal 2. To improve bicycle and pedestrian access**

**Objectives**

- a. Increase the number of existing bicycle and pedestrian facilities
- b. Improve connections and access to/from existing facilities
- c. Increase multi-modal linkages

**Performance Measures**

- a. Number of new bicycle and pedestrian facilities (miles of linear features and number of point features)
- b. Improvements to existing facilities (miles of linear facilities and number of point features)
- c. Number of new multi-modal links

**Goal 3. To include bicycle and pedestrian needs in the planning and development of the community**

**Objective**

- a. Increase local government support for bicycling and walking
- b. Increase the communities awareness of the benefits of bicycling and walking
- c. Include bicycling and pedestrian projects in the governmental budgeting process
- d. Decrease auto-oriented low density urban sprawl type land uses and promote higher density mixed use compact community design
- e. Integrate the bicycle and pedestrian plan into the local planning processes of the cities and county

**Performance Measures**

- a. Perceived local government support for bicycle and walking
- b. Perceived community awareness of the benefits of bicycle and pedestrian scale development
- c. Number of bicycle and pedestrian projects included in the governmental budgeting process
- d. Number of new bicycle and pedestrian scale developments
- e. Number of governments which have integrated bicycle and pedestrian planning into their planning process

**Goal 4. To increase local support for bicycle and pedestrian activities**

**Objectives**

- a. Maintain and expand existing education programs
- b. Develop additional bicycle and pedestrian community activities
- c. Aid in the establishment of bicycle and pedestrian organizations
- d. Improve bicycle /pedestrian information at member websites

**Performance Measures**

- a. Number of education programs and students
- b. Number of bicycle and pedestrian community activities
- c. Number of bicycle and pedestrian organizations
- d. Number of websites with local bicycle /pedestrian information

#### 4.0 STRATEGIES

This section of the plan contains strategies and projects. These strategies and projects, if implemented, should achieve the objectives, goals and the vision of the plan. The BPAC divided the strategies into four project areas: construction, education, promotion and policy projects.

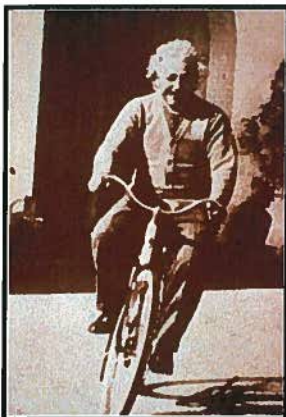
#### 4.1 CONSTRUCTION PROJECTS

The following pages list the proposed bicycle and pedestrian construction projects. The first set of spreadsheets and maps identify bicycle projects and second set of spreadsheets and maps identify pedestrian projects. Several projects may be on both lists since they will be multi-use trails which accommodate both bicyclists and pedestrians.

In selecting the construction projects the BPAC intended the suggested routes to serve as a guide. The BPAC realizes that in certain areas or circumstances a parallel route might prove to be a better choice. For example, if park land or a public utility right-of-way is available parallel to a project, it might be more appropriate to develop a grade separated facility. In other cases, a parallel road with lower traffic volumes might be preferred. The BPAC developed these construction projects with flexibility in mind.

The cost estimates listed on the spreadsheets are approximate and for reference only. Many inputs can change the costs associated with construction projects including, but not limited to; the amount of separation from motorized traffic, width of the existing right-of-way, the in-kind work provided by the local government and local construction rates.

The cost estimates do not include engineering (PE) expenses, right-of-way purchase or utility relocation expenses. Bike lane costs were based on \$7 per linear foot, \$10 per linear foot for curb and gutter work and lanes on both sides of the road. Rails to Trails conversion costs were based on the average cost of the Chief Ladiga Trail project at \$64,000/mile. Sidewalk costs were based on 5' wide, 4" thick sidewalks at \$85/cubic yard or \$5.25/linear foot. No curb and gutter costs were included.



***"I thought of that while riding my bicycle."***  
Albert Einstein – (When asked about  $E=mc^2$ .)

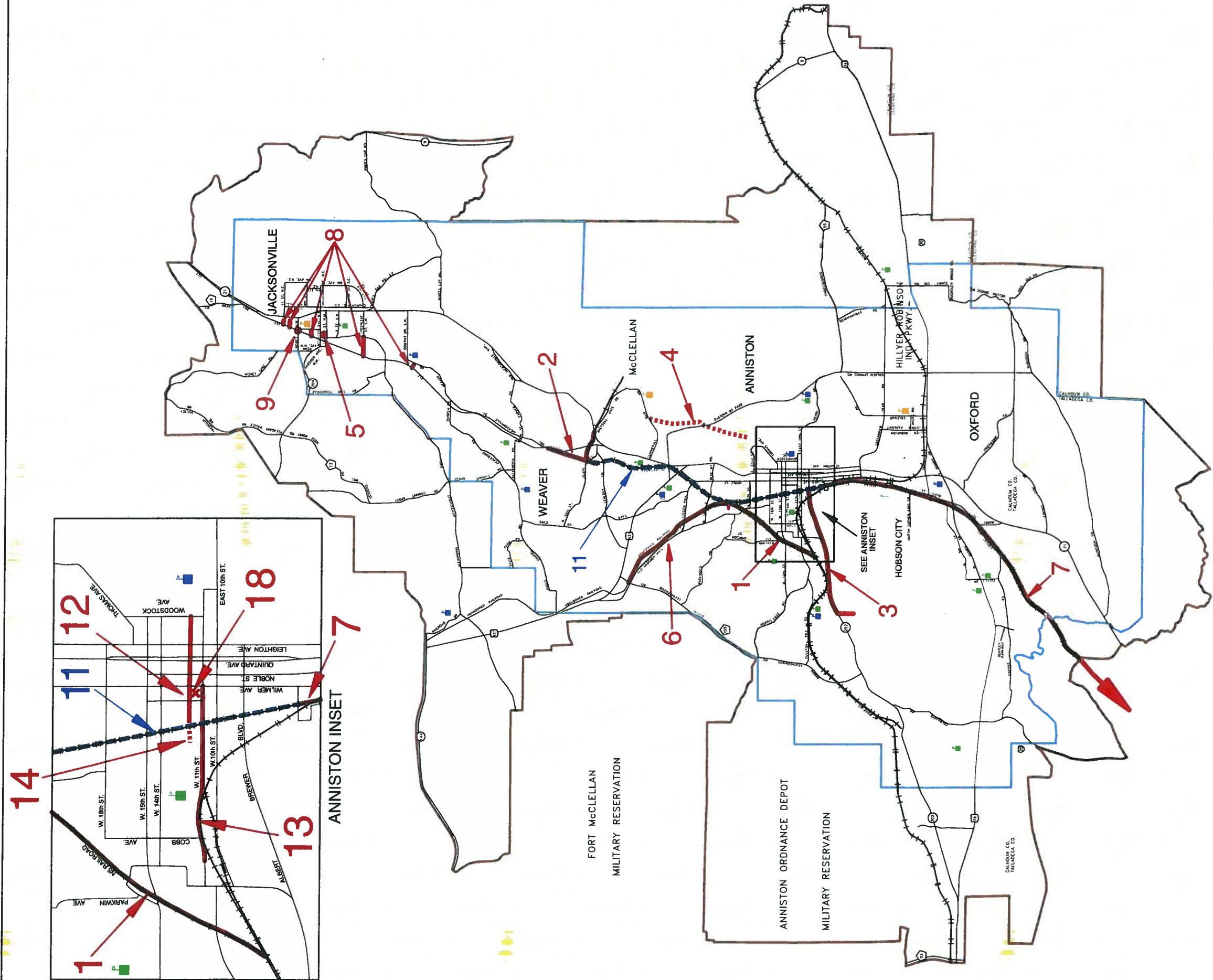
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4.2 PROPOSED BICYCLE PROJECTS

Map #	Description	Existing Plan	Starting Point	Ending Point	Proposed Improvement	Approx. Length	Estimated Cost	Potential Funding Source(s)	Planned Road Improvement	Key Jurisdiction(s)
1	West Anniston NS Corridor Rail/Trail	BPP 2003/2035 LRTP	Blue Mt. Road	W. 10th Street	Rails to Trails Conversion	2.2 mi	\$140,800	TE/MPO/GF	None	CCC/CoA
2	McClellan Spur CLT Trail Head	BPP 2003/2035 LRTP	Mike Tucker Park	AL 21	Rails to Trails Conversion	1.3 mi	\$150,000	TE/MPO/GF	None	CoA/ALDoT
3	Bicycle Connections to/from Coldwater Mt. & Downtown Annsiton/Amtrak	BPP 2003/2035 LRTP & Cldwtr Mt. Bicycle Study	Monsanto Road	CBD Anniston/Amtrak Station	Multi-Use Trail & Lanes	1.5 mi	?	TE/MPO/GF	None	CoA/IMBA
4	Thomas Ave. Multi-Use Trail	BPP 2003/2035 LRTP	Thomas Avenue	McClellan	Multi-Use Trail	2.5 mi	\$160,000	TE/MPO/GF/RT/CDBG	None	CoA
5	Complete 2nd Story ReHab Jville Depot	BPP 2003/2035 LRTP	Jacksonville Depot	Jacksonville Depot	ReHab 2nd Story	N/A	?	Volunteers/CoJ	ReSurf 2011	CoJ
6	Blue Mt. Rail Trail - L&N Corridor	BPP 2003/2035 LRTP	Blue Mt. Road	CR 109	Rails to Trails Conversion	3.3 mi	\$211,200	TE/MPO/CCC/CoA	None	CCC/CoA
7	Rail Trail Conversion NS Corridor - An to Talladega	BPP 2003/2035 LRTP	1st St. West, Annsiton	City of Talladega	Rails to Trails Conversion	19.5 mi	\$1,248,000	TE/MPO/CoA/CoO/TCC/CoT	None	CoO/TCC/CoT/CoM
8	Construct Various Connections to/from CLT - Jville	BPP 2003/2035 LRTP	11th Street NW	Chief Ladiga Trail	Bicycle/Ped Connection	290 ft.	?	CoJ/TE/RT/MPO	ReSurf 2011	CoJ
		"	Reynolds Street NW	Chief Ladiga Trail	Bicycle/Ped Connection	82 ft.	?	CoJ/TE/RT/MPO	"	CoJ
		"	Alabama Street NW	Chief Ladiga Trail	Bicycle/Ped Connection	402 ft.	?	CoJ/TE/RT/MPO	"	CoJ
		"	Cole Drive NW	Chief Ladiga Trail	Bicycle/Ped Connection	300 ft.	?	CoJ/TE/RT/MPO	"	CoJ
		"	Greenleaf Street SW	Chief Ladiga Trail	Bicycle/Ped Connection	2355 ft.	?	CoJ/TE/RT/MPO	"	CoJ
		"	Brierwood Place	Chief Ladiga Trail	Bicycle/Ped Connection	370 ft.	?	CoJ/TE/RT/MPO	"	CoJ
9	Re-Configure AL 204/CLT Access	New	AL 204 CLT Access	AL 204 CLT Access	Remove Parking/Straighten	100 ft.	\$100,000	TE/MPO/GF	ReSurf 2011	CoJ/ALDoT
10	Install Bicycle Parking Racks	New	Area Wide	Retail/Com./Public Destinations	Bicycle Parking Racks	N/A	\$75-\$200 ea.	Developers/GF/CCC	N/A	All
11	Extend CLT to Amtrak Station	BPP 2003/DACPP/2035 LRTP	Mike Tucker Park	AmTrak Multi-Modal Center	Rails to Trails Conversion	5.5 mi	\$400,000	TE/MPO/GF	None	CoA
12	12th Street Bicycle Lanes	DACPP	Anniston High School	Walnut Street	Bicycle Lanes	3625 ft.	?	GF/CoA	None	CoA
13	11th Street Bicycle Lanes	DACPP	Noble Street	Crawford Avenue	Bicycle Lanes	1.34 mi	?	GF/CoA	None	CoA
14	12th Street Multi-Use Connection	DACPP	Walnut Street	11 1/2 Street	Multi-use Trail	214 ft	?	GF/CoA	None	CoA
15	Bicycle Parking Racks at Public Transit Stops	New	Area Wide	Public Transit Stops	Bicycle Parking Racks	N/A	\$75-\$200 ea.	FTA/GF	None	All
16	Place 'Share the Road' Sign Sets	New	Area Wide	Appropriate Streets	Signage	N/A	\$70/set	GF/CCC	N/A	All
17	Paint In Custom 'Sharrows'	New	Area Wide	Appropriate Streets	In-Lane Bicycle Symbols	N/A	\$10-15 ea.	GF/CCC	N/A	All
18	Install Bicycle Parking Racks	DACPP	Noble Street	11th Street	Bicycle Parking Racks	N/A	\$300	GF/CoA	None	CoA

KEY		
GF - General Fund	CoA - Anniston	BPP 2003 - 2003 Bicycle/Pedestrian Plan
FTA - Federal Transit Administration	CoJ - Jacksonville	2035 LRTP - Calhoun Long Range Trans. Plan
TE - Transportation Enhancement Program	CoO - Oxford	FMTS - 2002 Ft. McClellan Traffic Study
MPO - Metropolitan Planning Organization	CoW - Weaver	AMMOFP - An. Multi-Modal Operations & Facility Plan
MDA - McClellan Development Authority	HC - Hobson City	DACPP - Downtown Anniston Circ. & Parking Plan
JSU - Jacksonville State University	RT - Recreational Trails Program	CDBG - Comm. Dev. Block Grant Program
ALDoT - AL Dept. of Transportation	CCC - Calhoun County Commission	TCC - Talladega County Commission





# BICYCLE CN PROJECTS

LEGEND

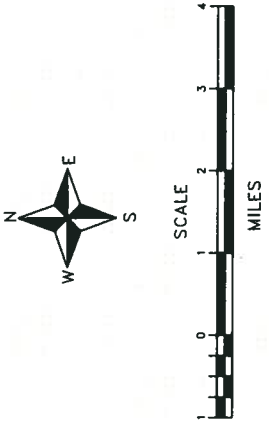
COLLEGE UNIVERSITY

MIDDLE & ELEMENTARY SCHOOLS

HIGH SCHOOLS

- AREA WIDE PROJECTS

  - \*INSTALL BICYCLE PARKING RACKS AT RETAIL/COMMERCIAL/PUBLIC LOCATIONS
  - \*INSTALL BICYCLE PARKING RACKS AT ACTS/GE TRANSIT STOPS
  - \*SHARE THE ROAD SIGN SETS ON APPROPRIATE STREETS
  - \*CUSTOM MADE SHARROWS ON APPROPRIATE STREETS



PREPARED BY THE EAST ALABAMA REGIONAL PLANNING AND DEVELOPMENT COMMISSION.  
REVISED MARCH 2012.  
FINANCED BY THE ALABAMA DEPARTMENT OF TRANSPORTATION AND THE FEDERAL HIGHWAY ADMINISTRATION.

### 4.3 PROPOSED PEDESTRIAN PROJECTS

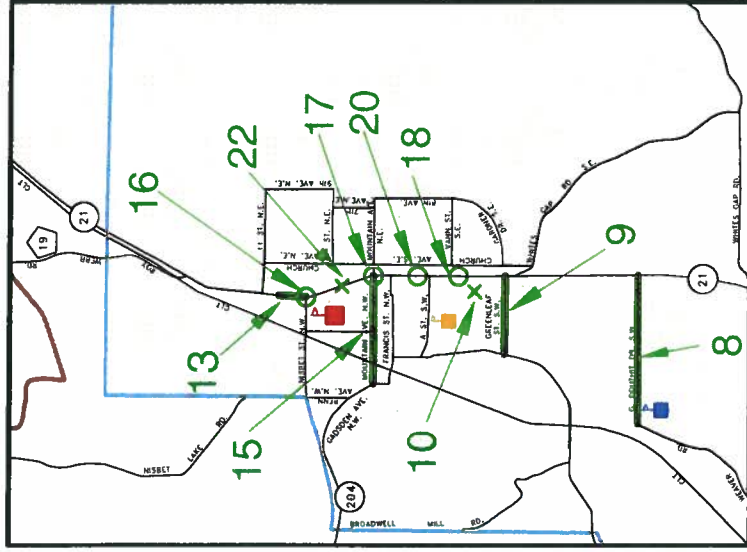
Map #	Description	Existing Plan	Starting Point	Ending Point	Proposed Improvement	Sides	Approx. Length	Estimated Cost	Potential Funding Source(s)	Planned Road Improvement	Key Jurisdiction(s)
1	Sidewalks to/from Public Transit Stops	New	Area Wide	Public Transit Stops	Bicycle Parking Racks	-	-	± \$5.25/foot	FTA/GF	None	All
2	Downtown Weaver Sidewalk Improvements	2035 LRTP/BPP 2003	Main/Parker/Astor Streets	Main/Parker/Astor Streets	Sidewalks & Crosswalks	Both	3700 ft.	\$22,840	MPO/GF	TIP 2015	CoW
3	Sidewalks Noble St./ 4th Street - Phase 2 - An	AMMOFP/DACPP	8th Street	Walnut Street	Sidewalks & Crosswalks	Both	1820 ft.	\$11,235	TE/GF/FTA/MPO	None	CoA
4	Thomas Ave. Multi-Use Trail -An	BPP 2003	Thomas Avenue	McClellan	Multi-Use Trail	-	2.5 miles	\$160,000	TE/GF/RT/CDBG	None	CoA
5	Complete Gaps in E/W Sidewalks - Anniston	2035 LRTP	W. 23 <sup>rd</sup> Street	W. 23rd Street	Fill Sidewalk Gaps	South Side Only	1522 ft.	\$9,395	GF	None	CoA
		"	W. 18th Street	W. 18th Street	Fill Sidewalk Gaps	South Side Only	183 ft.	\$1,130	GF	None	CoA
		"	W. 15th Street	W. 15th Street	Fill Sidewalk Gaps	Both Sides	195 ft.	\$1,204	GF	None	CoA
		"	W. 14th Street	W. 14th Street	Fill Sidewalk Gaps	Both Sides	918 ft.	\$5,667	GF	None	CoA
		"	W. 11th Street	W. 11th Street	Fill Sidewalk Gaps	Both Sides	667 ft.	\$4,117	GF	None	CoA
6	New Sidewalk - Dept. of Human Services - An	New	W. 14th Street	W. 11th Street	Sidewalk	East Side of Snow Ck.	1414 ft.	\$8,728	GF	None	CoA
7	New Multi-use Sidewalk to Amtrak from 10th - An	New	W. 10th Street	4th Street Amtrak Station	Multi-use Sidewalk	Unused NS Corridor	2886 ft.	\$17,815	GF	None	CoA
8	Sidewalk on South Side G. Douthit Dr. - Jville	New	CLT Spur at JHS	Walmart	Sidewalks & Crosswalks	South Side Only	4350 ft.	\$26,852	GF/CoJ/Walmart/MPO	None	CoJ
9	Sidewalk on N. Side Greenleaf Street - Jville	New	Winn Dixie Shopping Ctr.	Mitchell Drive	Sidewalk	North Side Only	2211 ft.	\$13,648	GF/TE/MPO	Completed 2011	CoJ
10	Pedestrian Bridge at Finley St. - Jville	New	Finley Street	Winn Dixie Shopping Ctr.	Pedestrian Bridge	-	289 ft.	\$50,575	GF/TE/MPO	None	CoJ
11	Greenbrier Road Sidewalk & Crosswalk - An	New	Robertson Road	Winn Dixie Shopping Ctr.	Sidewalk & Crosswalks	South Side Only	2720 ft.	\$16,970	GF/TE/MPO	Completed 1996	CoA
12	M.L. King, Jr. Drive Sidewalks - HC	BPP 2003	McPherson St.	Armstrong St.	Sidewalk & Crosswalks	Both Sides	9000 ft.	\$55,556	GF/TE/MPO	None	HC
13	AL 21 Sidewalk - JSU	BPP 2003	AL 204	Brewer Hall Crosswalk	Sidewalk	West Side Only	522 ft.	\$3,222	GF/TE/MPO	None	JSU/ALDoT/CoJ
14	McClellan Sidewalk Construction/Improvements - An	FMTS	Multiple Areas	Multiple Areas	Sidewalks & Crosswalks	-	N/A	N/A	GF/MDA/TE/FTA	None	CoA
15	Sidewalk Improvements - W. Mountain Street - Jville	BPP 2003	AL 21	Park Avenue	Improve Sidewalk	South Side Only	3570 ft.	\$22,037	GF/TE/MPO	TIP 2012	CoJ
16	Crosswalk Improvements/Signage - Jville	BPP 2003	AL 21/ SR 204	AL 21 /SR 204	Improve Crosswalk / Signage	-	N/A	\$4,000	ALDoT/MPO/CoJ	TIP 2016	CoJ
17	Crosswalk Improvements/Signage - Jville	BPP 2003	AL 21/ Mountain St.	Al 21 / Mountain St.	Improve Crosswalk / Signage	-	N/A	\$4,000	ALDoT/MPO/CoJ	TIP 2016	CoJ
18	Crosswalk Improvements/Signage - Jville	BPP 2003	AL 21 / James St.	AL 21 / James St.	Improve Crosswalk / Signage	-	N/A	\$4,000	ALDoT/MPO/CoJ	TIP 2016	CoJ
19	Crosswalk Improvements/Signage - HC	BPP 2003	ML King, Jr. Dr. / Church St.	ML King, Jr. Dr. / Church St.	Improve Crosswalk / Signage	-	N/A	\$4,000	ALDoT/MPO/HC	None	HC
20	Replace/Upgrade Ped. Crossing Signs - Jville Square	BPP 2003	Jville Square	Jville Square	Replace Faded Signs	All	N/A	\$1,000	GF/ALDoT	None	CoJ
21	AL 21 Ped. Countdown Signals / Crosswalk Improvements	DACPP	10th St., 11th St., 12th St., 13th St., 14th St. & 15th St.	N/A	Signals /Improved Crosswalks	Intersections	N/A	?	ALDoT/CoA/MPO	ALDoT Resurf '12	CoA/ALDoT
22	JSU Pedestrian Bridge	JSU	West Side of AL 21	East Side of AL 21	Pedestrian Bridge	N/A	250 ft.	?	JSU/TE/CoJ	None	JSU/ALDoT/CoJ

#### KEY

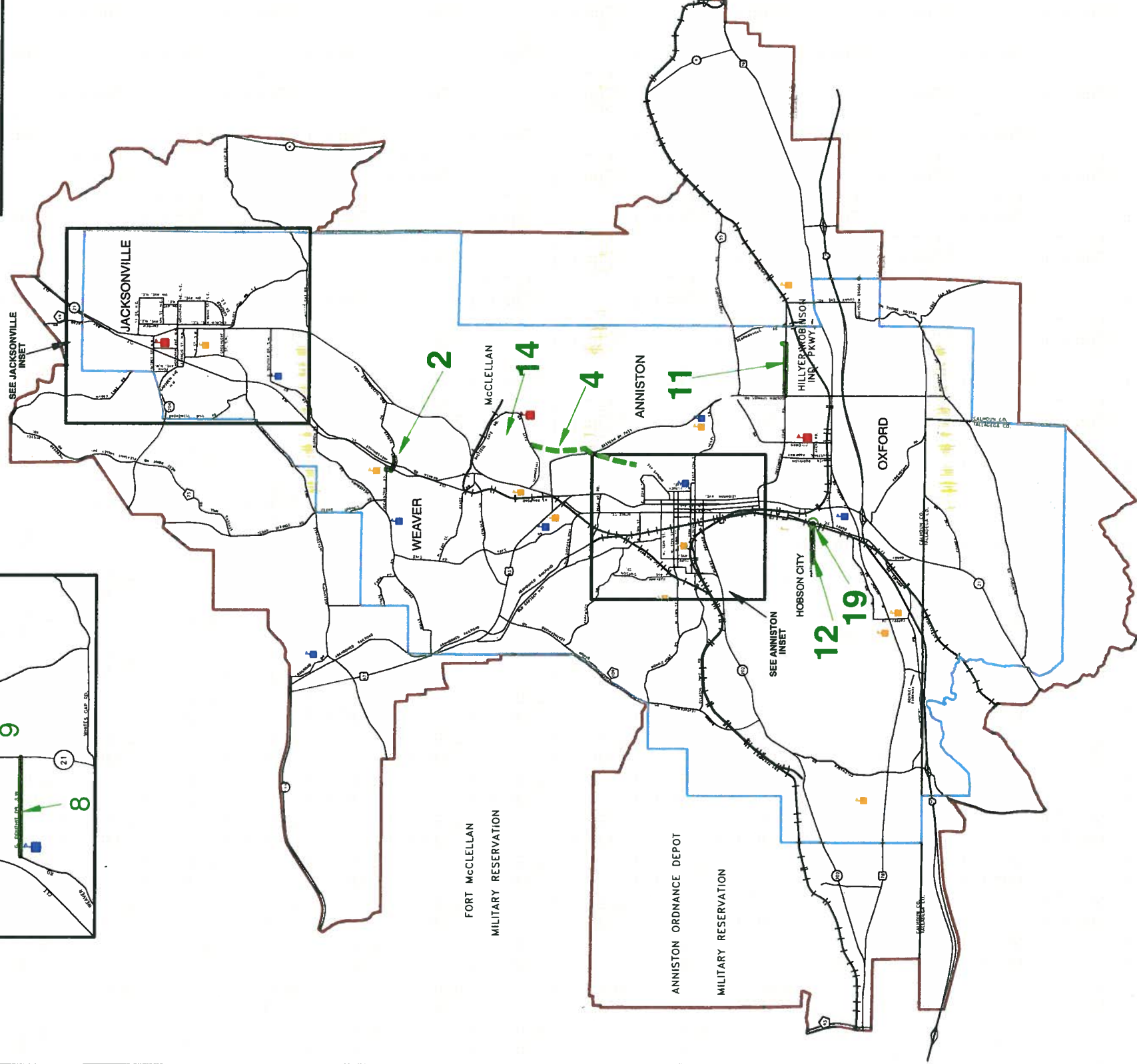
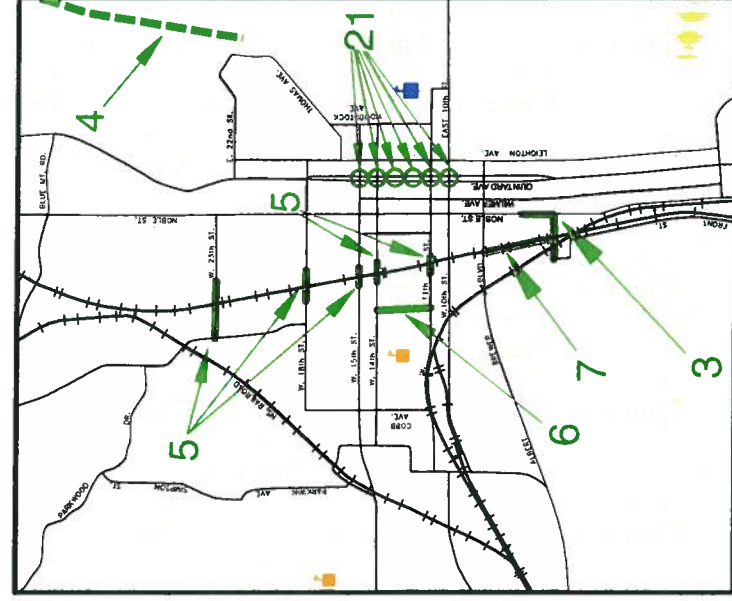
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### JACKSONVILLE INSET



### ANNISTON INSET



### LEGEND

- COLLEGE UNIVERSITY
- MIDDLE & ELEMENTARY SCHOOLS
- HIGH SCHOOLS

### AREA WIDE PEDESTRIAN PROJECTS

\*Utilize FTA Funds to Construct Sidewalks To/From ACTS/GE Transit Stops

## PEDESTRIAN CN PROJECTS CALHOUN AREA MPO

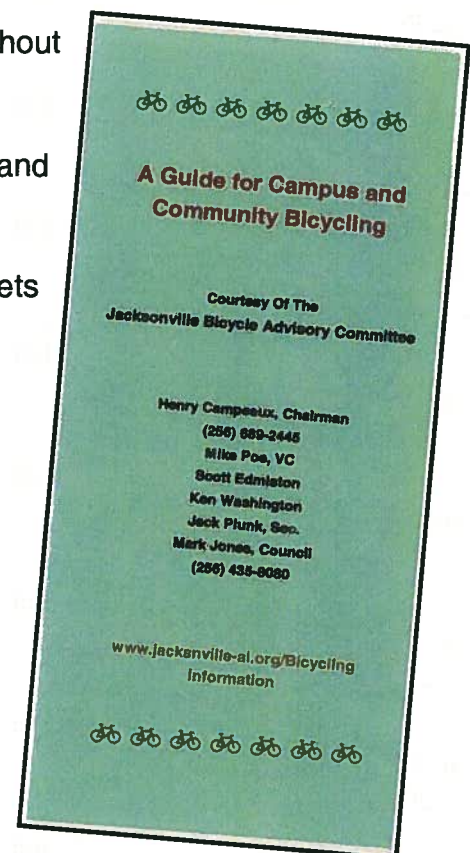


PREPARED BY THE EAST ALABAMA REGIONAL PLANNING AND DEVELOPMENT COMMISSION,  
FINANCED BY THE ALABAMA DEPARTMENT OF TRANSPORTATION AND THE FEDERAL HIGHWAY  
ADMINISTRATION

#### 4.4 EDUCATION PROJECTS

Education projects are intended to educate not only bicyclists and pedestrians on safe travel techniques but also motorists on laws regarding bicycling and walking. A concern aired frequently by the BPAC is that the average motorist does not realize that bicyclists and pedestrians have a legal right to use the road. Another problem is non-motorized users not obeying traffic laws, e.g. running stop signs and red lights. However, BPAC member pointed out that most if not all semi-actuated traffic signal sensor loops in the community are not sensitive enough to detect a bicycle. The projects listed here should reach all types of travelers and age groups.

- 🚲 Print and distribute the Community/Campus Bicycle Guide developed by the JBAC.
- 🚲 Continue to provide 1 hour bicycle safety classes for 4<sup>th</sup> grades in the urban area.
- 🚲 Encourage stores that sell bicycles to also distribute the Community Bicycling guide.
- 🚲 Conduct bicycle safety clinics and rodeos throughout the urban area.
- 🚲 Continue the purchase and distribution of bicycle and pedestrian safety materials.
- 🚲 Develop bicycle and pedestrian safety pamphlets specifically for motorists.

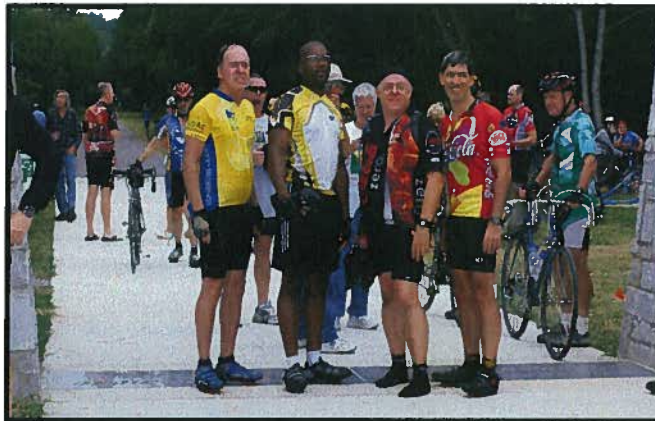




#### 4.5 PROMOTION PROJECTS

The projects listed below are intended to encourage bicycling and walking. As the number of bicyclists and pedestrians increases, so does the demand for appropriate facilities. This also decreases demand on the motorized transportation network. Involvement of more people should also lead to better understanding of the activities and perhaps, increased tolerance. The projects are expected to be relatively easy and inexpensive to accomplish.

- ▶ Modify, print and distribute the Community/Campus Bicycle Guide developed by the JBAC, throughout the area.
- ▶ Develop a local bike/walk to work day corresponding to National Bike to Work Day.
- ▶ Develop bicycle ride and race events.
- ▶ Develop bicycle and pedestrian info and safety web pages for local governments.
- ▶ Develop family bicycle events where streets can be closed to motorized traffic.



#### 4.6 POLICY PROJECTS

The policy projects are intended to institutionalize the consideration of bicycle and pedestrian needs in the policy and decision making of local governments. Proposed changes are inexpensive and are not expected to face vocal opposition. However, these policy modifications are critical to the future of bicycle and pedestrian travel in the urban area.

- ▶ Urge local jurisdictions to pass **“3 foot passing” rule** ordinance
- ▶ Lobby state and local officials **to include bicycle and pedestrian facilities** when improving roadways.
- ▶ Amend local codes so that **external sidewalk connections** to adjacent residential streets /sidewalks is **required**, not optional and results in decreasing the required minimum number of surface parking spaces.
- ▶ Developers should be **required** to provide **internal pedestrian and bicycle facilities as well as properly designed connections** to any pre-existing pedestrian or bicycle facilities in exchange for an increase in the allowable density.
- ▶ Requests for variances from the provision of sidewalks in new construction should **only** be approved if physical characteristic of the property-of-record prevents their construction.
- ▶ **Bicycle parking racks should be required** for all new commercial, retail and public developments.
- ▶ Amend codes so that **in-fill residential developments and a higher density land use pattern is encouraged** and low density auto-oriented sprawl is prohibited.
- ▶ The required **minimum number of parking places should be DECREASED** for every zoning classification. Only 25 – 40% of parking lots are filled during peak hours. Huge under utilized parking lots spread out destinations making bicycling and walking impractical, increases pollution and storm water runoff, increases urban temperatures and prevent adjacent locations from producing tax revenue.



## 5.0 IMPLEMENTATION

### 5.1 CONSTRUCTION PROJECTS

The construction projects included in this plan can be initiated by the local governments, the Alabama Department of Transportation (ALDoT), Jacksonville State University (JSU), other eligible entities, or private sources. Whereas, JSU will have responsibility for anything on-campus, the local governments are the most likely sponsors of remaining projects. The ALDoT may choose to build certain projects in the area based on the Statewide Bicycle and Pedestrian Plan adopted in ..... Any area projects in the state bicycle and pedestrian plan will also be included in this plan. The local governments may use all local funds from the general fund for projects, seek state or federal assistance, or use private donations. Appendix F contains a description of potential federal and state funding sources.

### 5.2 EDUCATION, PROMOTION AND POLICY PROJECTS

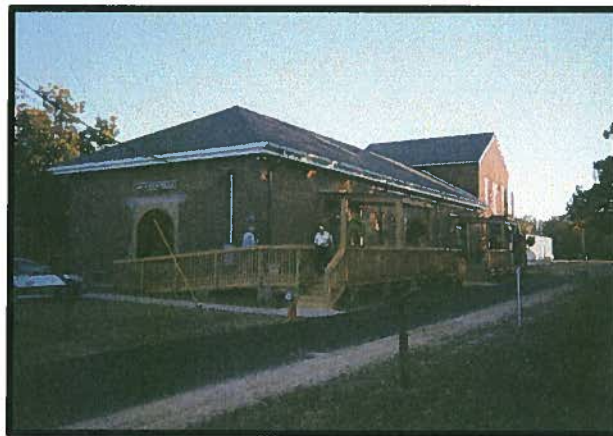
When the projects for these three areas were developed, the BPAC suggested agencies responsible for implementation. These implementing agencies or jurisdictions are identified in the tables of proposed projects (pages 17 & 21) under the column heading "Key Jurisdictions". The agencies and jurisdictions listed are not intended to limit involvement in the process but to serve as an initial starting point for project development.



## 6.0 EVALUATION

The MPO will update the Bicycle and Pedestrian Plan every few years. To determine the effectiveness of reaching the objective, goals, and vision of the Plan, the performance measures will be monitored. If any section of the document appears to be invalid, it will be changed as the plan is updated. Any problems with the transportation planning system, as it relates to bicycle and pedestrian planning, will be addressed in the plan update.

The BPAC will continue to meet on a regular basis. The committee will attempt to promote and provide support for as many of the proposed projects as possible. The BPAC will also encourage the MPO and the local and state governments to follow the direction of the plan. Regular meetings of the BPAC will present the opportunity to address new situations and concerns through plan amendments and through recommendations to the MPO.





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# **APPENDIX A**

## **TRANSPORTATION PLANNING ACRONYMS AND TERMS**

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## **Transportation Planning Acronyms and Terms**

4<sup>th</sup> Division – Alabama Department of Transportation 4<sup>th</sup> Division in Alexander City, Alabama

AAA – Area Agency on Aging

ACTS – Areawide Community Transportation System (formerly the Anniston Express)

ADA – Americans with Disabilities Act

ALDoT – Alabama Department of Transportation

ARC – Appalachian Regional Commission

Bicycle – a vehicle having two tandem wheels, propelled solely by human power upon which any person or persons may ride

Bicycle Facilities – a general term denoting any level of improvements to benefit, encourage or accommodate bicycle travel, including but not limited to; parking racks, signage, lanes, or Sharrows indicating shared lanes

Bicycle Lane – a portion of the roadway which is designated for the exclusive use of bicycles by striping, signing and/or pavement markings.

Bicycle Path - a bicycle way physically separated from motorized traffic by an open space or barrier and either within the highway right-of-way or with it's own independent right-of-way.

Bicycle / Pedestrian Scale Development – Development that consists of a mix of land uses (residential, commercial, public) in close proximity, where surface parking is minimal, where one can comfortably walk or ride a bicycle from their origin (residence, place of employment) to their destination (place of employment, store, public facility, park).

Bicycle Route – a lane sharing facility or route where no provision is made for a physical separation of bicyclists and which is marked only by bicycle route signs.

BPAC – Bicycle Pedestrian Advisory Committee

BR – Bridge funding program

CA - Capital Funds (transit)

CAC – Citizens Advisory Committee

Class 1 – a bicycle path or bikeway physically separated from motorized traffic by open space, barrier or elevation either within the highway right-of-way or a separate right-of-way

Class 2 – stripped and designated bicycle lanes for the exclusive use of bicycles in the roadway and adjacent to motorized lanes

Class 3 – a signed bicycle route designated for bicycles by signing only



CN – Construction – the final phase of a transportation project

DPI or DPIP – Demonstration or Innovative project funding specifically earmarked in federal legislation

EARPDC – East Alabama Regional Planning and Development Commission

Enhancement Funds (TE) – 10% of all STP funds allocated to a state are required to be spent on non-motorized enhancement projects, eligible projects include, but are not limited to; acquisition of historic sites, landscaping, rails to trails projects and construction of pedestrian or bicycle facilities

EPA – Environmental Protection Agency

FHWA - Federal Highway (Works) Administration

FTA – Federal Transit Administration

Functional Classification System – a system to distinguish roads according to the type of service they are intended to provide

GIS – Geographic Information System – computer software and system that ties together cartographic images with databases of information, it allows the user to create new maps and databases through various means including overlay and query operations

Grade – a measure of the steepness of a roadway, bicycle path, lane or facility, expressed in a ratio of vertical rise per horizontal distance (rise over run), usually expressed as a percent.

ISTEA - Intermodal Surface Transportation Efficiency Act of 1991; replaced by TEA-21

JARC – Job Access and Reverse Commute – FTA Section 5310 funding program

LOC – Local funding

Long Range Transportation Plan (LRTP) – a transportation plan that outlines the projects that will be required to meet the needs of an area over an extended period of time usually 20 years, updated every 4 to 5 years

MPO – Metropolitan Planning Organization (MPO).

Multi-Use Path – a path physically separated from the roadway and designed to accommodate the widest range of non-motorized users including but not limited to; bicyclists, roller blades, wheel chairs, pedestrians and baby carriages.

NHS – National Highway System, a transportation funding category, only projects on designated NHS routes can use these funds; also NHSP

OP – Operating funds (transit)

PARD – Parks and Recreation Department

PE – Preliminary Engineering - the first phase of transportation projects, the study and design phase of the project

Rails-to-Trails – Conversion of an unused rail corridor into a non-motorized multi-use trail for bicycles and pedestrians.

RoW – Right-of-Way (sometimes RW) – the purchase of right of way, if necessary usually the second phase of a transportation project

RPO – Rural Planning Organization

SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Pub. Law 109-59, 8/10/2005)

Section 5307 – FTA funding program for urban area transit systems

Section 5309 – FTA funding program for capital improvements

Section 5310 – FTA funding program for elderly and disabled transit vehicles

Section 5311 – FTA funding program for rural area transit systems

Section 5316 – FTA funding program for job access and reverse commute systems, aka JARC

Section 5317 – FTA funding program for Americans with Disabilities Act transit assistance, aka New Freedoms

Sidewalk – The portion of a highway right-of-way designed for preferential or exclusive use by pedestrians.

ST – State Funding

STAA – Surface Transportation Any Area funding category, funds that may be used anywhere ALDoT has the authority to allocate funds

STIP – State Transportation Improvement Plan – a four year plan of state projects

STOA – Surface Transportation Funding category representing funds that may be used in Urban Areas less than 200,000 in population

STP - Surface Transportation Funding Program funding category which allocates funds to Urban Areas based on population

TAB – the transit advisory board for the ACTS system

TAC – the MPO's Technical Advisory Committee

TAZ – Transportation Analysis Zone – smaller districts of homogeneous land use used for computer traffic simulation and modeling

TEA-21 – Transportation Equity Act of the 21<sup>st</sup> Century

TIP - Transportation Improvement Plan – a four year plan of projects for the local urbanized area, updated every 2 years

UMTA – Urban Mass Transit Administration; now FTA

UPWP – Unified Planning Work Program – a set of tasks and budget outlining MPO tasks to perform over a fiscal year; updated each year

Urban Area Boundary – boundary surrounding an urbanized area, established by the Census Bureau with based on population density, subject to MPO, ALDoT and FHWA approval

UT - Utility Construction – the relocation of utilities, if necessary usually the third phase of a transportation improvement project

Utilitarian Bicyclist – a type of non-recreational bicyclist whose objective is to reach a specific destination such as work or school. Bicyclists of this type place importance on the directness of bike routes or paths, acceptable grades and minimization of delay.

Wide Outside Lane – a wider than normal curbside travel lane provided for ease of bicycle operation where there is insufficient room for a striped bike lane. This option seems to be preferred by the most skilled and experienced bicyclists.

# **APPENDIX B**

## **BICYCLE SIGNS**



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## BICYCLE SIGNING

Adequate signing and marking installations are necessary to insure the safe and efficient operation of all classes of bikeways. Signs and markings warn bicyclists of hazardous conditions or obstacles, delineate rights-of-way, exclude undesired vehicles from the route, and warn motorists and pedestrians of the bicyclist's presence. The following is a list of bikeway sign guidelines.

1. Adequate signing should be provided at all decision points along the route. Such signs might indicate upcoming directional changes or confirm that the route direction has been properly comprehended.
2. Guide signs should be spaced at regular intervals so that bicyclists unfamiliar with the route are informed that they are on an officially designated route.
3. Adequate signs regarding motorists should be posted at all intersections and at the beginning and the end of the route.
4. In urban areas, warning signs directed to the motorist should be placed at least one-half block in advance of a point where bicycles will be encountered.
5. Warning signs informing the bicyclist of any potential hazard should be placed 50 feet in advance.



Standard signs which are included in the Manual on Uniform Traffic Control Devices (MUTCD) consist of the following:

**BIKE ROUTE (D11-1)** – Used for marking an officially designated bicycle route, this 24 x 18 inch guide sign has a white legend consisting of a bicycle symbol, the words BIKE ROUTE in three inch Series C letter and a border in white on an interstate green background. This sign is intended to guide bicyclists along a pre-determined route and may consist of Class 1, Class 2 or Class 3 facilities.



To indicate a turn, a supplementary directional arrow may be placed below the bike route sign. The supplementary arrow sign is a horizontal rectangle 24 x 6 inches with a white arrow and border on a green background.

**BIKE XING (W11-1)** – Used for warning motorists in advance of a point where an officially designated bike route or path crosses a roadway. This 30 x 30 inch diamond shaped sign has a black horizontal bicycle symbol on a yellow background. Beneath it a yellow horizontal rectangle, 24 x 18 inches bears the legend BIKE XING in six-inch black Series D letters. Both plaques have a black border and have reflective lettering.



**NO BICYCLES (R5-6), NO MOTOR VEHICLES (R5-3, above)** – Are selective exclusion signs that regulate types of traffic which may or may not be enter a particular right-of-way. The **NO BICYCLES** sign consists of a square upper plaque measuring 24 x 24 inches with a black bicycle symbol circumscribed by a slashed red prohibitory circle. The lower plaque, 24 x 18 inches reads **NO BICYCLES** in black letters. Both signs have a black border on a white background.



**SHARE THE ROAD (W11-1 & W16-1)** – Signs indicating that bicyclists and motorists will be sharing the same lane. The 30 x 30 inch diagonal plaque has a black bicycle symbol on a yellow background with a 24 x 30 inch rectangular sign underneath with **SHARE THE ROAD** in black letters on a yellow background. Used where the need exists to warn all drivers to share the road with other modes of transportation.



Additional standard signs may be particularly relevant to Class I bikeways include the 'Curve, Winding Road, Stop Ahead, Stop, Yield Ahead, Yield, and Slide Area' designations. According to the MUCD these signs are permitted in several sizes. Although 30 x 30 inches are the standard dimensions, reducing this by a multiple of six inches (24 x 24 inches) may be desirable for Class III facilities.

In general, standard signs are recommended wherever applicable along the bicycle route. However, since it is recognized that the few uniform signs outlined above may not apply equally well to all situations, certain additional sign messages are suggested for further study. These include:

**Watch For Bikes** – This warning sign would be the standard yellow 30 x 30 inches diamond shape. Since, the 'Begin' or 'End Bike Route' designation may not be adequately comprehended by motorists, the 'Watch For Bikes' sign may be a supplement to it.

**Begin or End Bike Route** – This would consist of the standard **BIKE ROUTE** sign with an above mounted supplemental 'Begin' or 'End' plaque.



# **APPENDIX C**

## **ALABAMA BICYCLE LAWS**

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## **BICYCLE LAWS**

The cities of Oxford, Weaver, Hobson City and Jacksonville do not have bicycle laws other than those of the State. Anniston Municipal Code Sec. 15.18.2 requires "that any person riding a bicycle on a public roadway shall wear a properly fitted helmet designed for bicycle safety". The following passage was taken from the Code of Alabama 1975, Volume 17A, Title 32 and may not be a complete listing of state laws on this subject. Please refer to the most recent Code of Alabama for a complete, accurate and updated description of state bicycle laws.

### **ARTICLE 12. BICYCLES AND PLAY VEHICLES.**

#### **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.

#### **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.

#### **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.

#### **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.

#### **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.

#### **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.

#### **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.

**ARTICLE 13.  
BICYCLE SAFETY.**

**32-5A-280. Short title.**

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

**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.

**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.

**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).

**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.

**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 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 the 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 then 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 the 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.

**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.

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# **APPENDIX D**

## **ALABAMA PEDESTRIAN LAWS**



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## **PEDESTRIAN LAWS**

The cities of Anniston, Oxford, Weaver, Hobson City and Jacksonville do not have pedestrian laws other than those of the State. The following was taken from the Code of Alabama 1975, Volume 17A, Titles 21, 32, and 35 and may not be a complete listing of state laws on this subject. Please refer to the most recent Code of Alabama for a complete, accurate and updated description of state pedestrian laws.

### **ARTICLE 10.**

#### **PEDESTRIANS RIGHTS AND DUTIES.**

##### **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, 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.)

##### **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.)

##### **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 on 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.)

##### **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.)

##### **32-5A-214. Pedestrians to use the right half of crosswalks.**

Pedestrians shall move, whenever practicable, upon the right half of crosswalks. (Acts 1980, No. 80-434, p. 604, 5-105.)

##### **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 or 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.)

**32-5A-216. Pedestrians soliciting rides or business or fishing.**

(a) No person shall stand on 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 said 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 said 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.)

**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.)

**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.)

**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.)

**32-5A-220. Blind pedestrian right-of-way.**

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. (Acts 1980, No. 80-434, p. 604, 5-111.)

**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 a hazard shall not walk or be upon a highway. (Acts 1980, No. 80-434, p. 604, 5-112.)

**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.)

**Other Articles Related to Pedestrians**

**32-5A-32. Traffic-control signal legend.**

Whenever traffic is controlled by traffic-control signals exhibiting different colored lights, or colored lighted arrows, successively one at a time or in combination, only the colors green, red and yellow shall be used, except for special pedestrian signals carrying a word or symbol legend, and said lights shall indicate and apply to drivers of vehicles and pedestrians as follows:

(1) Green indication:

a. Vehicular traffic facing a circular green signal may proceed straight through or turn right or left unless a sign at such place prohibits either such turn. But vehicular traffic, including vehicles turning right or left, shall yield the right-of-way to other vehicles and to pedestrians lawfully within the intersection or an adjacent crosswalk at the time such signal is exhibited.

b. Vehicular traffic facing a green arrow signal, shown alone or in combination with another indication,

may cautiously enter the intersection only to make the movement indicated by such arrow, or such other movement as is permitted by other indications shown at the same time. Such vehicular traffic shall yield the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection.

c. Unless otherwise directed by a pedestrian-control signal, as provided in section 32-5A-33, pedestrians facing any green signal, except when the sole green signal is a turn arrow, may proceed across the roadway within any marked or unmarked crosswalk.

(2) Steady yellow indication:

a. Vehicular traffic facing a steady circular yellow or yellow arrow signal is thereby warned that the related green movement is being terminated or that a red indication will be exhibited immediately thereafter.

b. Pedestrians facing a steady circular yellow or yellow arrow signal, unless otherwise directed by a pedestrian-control signal as provided in section 32-5A-33, are thereby advised that there is insufficient time to cross the roadway before a red indication is shown and no pedestrian shall then start to cross the roadway.

(3) Steady red indication:

a. Vehicular traffic facing a steady circular red signal alone shall stop at a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or if none, then before entering the intersection and shall remain standing until an indication to proceed is shown except as provided in subdivisions (3)b.

b. Except when a sign is in place prohibiting a turn, vehicular traffic facing any steady red signal may cautiously enter the intersection to turn right, or to turn left from a one-way street into a one-way street, after stopping as required by subdivision (3)a. Such vehicular traffic shall yield the right of way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection.

c. Unless otherwise directed by a pedestrian-control signal as provided in section 32-5A-33, pedestrians facing a steady circular red signal alone shall not enter the roadway.

(4) In the event an official traffic-control signal is erected and maintained at a place other than an intersection, the provisions of this section shall be applicable except as to those provisions which by their nature can have no application. Any stop required shall be made at a sign or marking on the pavement indicating where the stop shall be made, but in the absence of any such signal or marking the stop shall be made at the signal.

### **32-5A-33. Pedestrian-control signals.**

Whenever special pedestrian control signals exhibiting the words or symbols "walk" or "don't walk" are in place such signals shall indicate as follows:

(1) "Walk". Pedestrians facing such a signal may proceed across the roadway in the direction of the signal and shall be given the right-of-way by the drivers of all vehicles.

(2) "Don't Walk". No pedestrians shall start to cross the roadway in the direction of such signal, but any pedestrian who has partially completed his crossing on the walk signal shall proceed to a sidewalk or safety island while the "don't walk" signal is showing.

but any pedestrian who has partially completed his crossing on the walk signal shall proceed to a sidewalk or safety island while the "don't walk" signal is flashing. (Acts 1980, No. 80-434, p. 604, 2-103.)

### **32-5A-34. Flashing signals.**

(a) Whenever an illuminated flashing red or yellow signal is used in a traffic sign or signal it shall require obedience by vehicular traffic as follows:

(1) Flashing red (stop signal). When a red lens is illuminated with rapid intermittent flashes, drivers of vehicles shall stop at a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or if none, then at the point of the nearest intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway before entering the intersection, and the right to proceed shall be subject to the rules applicable after making a stop at a stop sign.

(2) Flashing yellow (caution signal). When a yellow lens is illuminated with rapid intermittent flashes, drivers of vehicles may proceed through the intersection or past such signal only with caution.

(b) This section shall not apply at railroad grade crossings. Conduct of drivers of vehicles approaching railroad grade crossings shall be governed by the rules as set forth in section 32-5A-150. (Acts 1980, No. 80-434, p. 604, 2-104.)

### **32-5A-92. Restrictions on use of controlled-access roadway.**

(a) The highway department by resolution or order entered in its minutes, and local authorities by

ordinance, may regulate or prohibit the use of any controlled-access roadway (or highway) within their respective jurisdictions by any class or kind of traffic which is found to be incompatible with the normal and safe movement of traffic.

(b) The highway department or local authority adopting any such prohibition shall erect and maintain official traffic-control devices on the controlled-access highway on which such prohibitions are applicable and when in place no person shall disobey the restrictions stated on such devices. (Acts 1980, No. 80-434, p. 604, 3-113.)

**35-5A-137. Stopping, standing or parking prohibited in specified places.**

(a) Except when necessary to avoid conflict with other traffic, or in compliance with law or directions of a police officer or official traffic-control device, no person shall:

(1) Stop, stand or park a vehicle:

- a. On the roadway side of any vehicle stopped or parked at the edge or curb of a street;
- b. On a sidewalk;
- c. Within an intersection;
- d. On a crosswalk;
- e. Between a safety zone and the adjacent curb or within 30 feet of points on the curb immediately opposite the ends of a safety zone, unless a different length is indicated by signs or markings;
- f. Alongside or opposite any street excavation or obstruction when stopping, standing or parking would obstruct traffic;
- g. Upon any bridge or any other elevated structure, upon a highway or within a highway tunnel;
- h. On any railroad tracks;
- i. At any place where official signs prohibit stopping.

(2) Stand or park a vehicle whether occupied or not, except momentarily to pick up or discharge a passenger or passengers:

- a. In front of a public driveway;
- b. Within 15 feet of a fire hydrant;
- c. Within 20 feet of a crosswalk at an intersection;
- d. Within 30 feet upon the approach to any flashing signal, stop sign, yield sign or traffic-control signal located at the side of a roadway;
- e. Within 20 feet of the driveway entrance to any fire station and on the side of a street opposite the entrance to any fire station within 75 feet of said entrance (when properly sign posted);
- f. At any place where official signs prohibit standing.

(3) Park a vehicle, whether occupied or not, except temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passengers:

- a. Within 50 feet of the nearest rail or railroad crossing;
- b. At any place where official signs prohibit parking.

(b) No person shall move a vehicle lawfully under his control into any such prohibited area or away from a curb such a distance as is unlawful. (Acts 1980, No. 80-434, p.604, 10-103.)

**21-7-4. Right of a blind or partially blind or hearing-impaired persons to be accompanied by guide or hearing dog.**

Every totally or partially blind person shall have the right to be accompanied by a guide dog, especially trained for the purpose, and every hearing-impaired person shall have the right to be accompanied by a hearing dog, especially trained for the purpose, in any of the places listed in section 21-7-3 without being required to pay an extra charge for the guide or hearing dog; provided, that such person shall be liable for any damages done to the premises or facilities by such dog. (Acts 1975, No. 869, p. 1711, 2; Acts 1982, No. 82-527, p. 877, 1.)

**21-7-6. Duty of drivers to blind or partially blind pedestrians carrying canes or using guide dog.**

The driver of a vehicle approaching a totally or partially blind pedestrian who is carrying a cane predominantly white or metallic in color, with or without a red tip, or using a guide dog, shall take all necessary precautions prescribed by law to avoid injury to such blind pedestrian, and any driver who fails to take such precautions shall be liable in damages for any injury caused such pedestrian. (Acts 1975, No. 869, p. 1711, 3.)

**21-7-7. Rights of blind persons not using cane or guide dog; failure to use cane or guide dog not evidence of contributory negligence.**

A totally or partially blind pedestrian not carrying a cane as described in section 21-7-6 or any totally or partially blind person not using a guide dog in any of the places, accommodations or conveyances listed



in section 21-7-2 and 21-7-3 shall have all of the rights and privileges conferred by law upon other persons, and the failure of a totally or partially blind pedestrian to carry such a cane or of a totally or partially blind person to use a guide dog in any such places, accommodations or conveyances shall not be held to constitute nor be evidence of contributory negligence. (Acts 1975, No. 869, p. 1711, 3.)

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**APPENDIX E**

**BICYCLE AND PEDESTRIAN COMMITTEE  
MAILING LIST**

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### BICYCLE AND PEDESTRIAN COMMITTEE MAILING LIST

The MPO adopted its current Bicycle/Pedestrian Plan in November 2003. At the time anyone who attended a meeting or provided input into the plan was considered to be on the committee. Accordingly, membership on the Bicycle/Pedestrian Committee will remain open and flexible and the MPO is not limiting membership to the groups, agencies or individuals listed here. Anyone who requests to be placed on the mailing list and/or attends a meeting will be considered a member.

An open invitation to the general public and interested citizens is published as a block ad in the Anniston Star. Finally, some members and contacts of the committee are only reached by email and do not have a physical or mailing address in the database.

#### **NOTICE OF PUBLIC MEETING**

The Calhoun Area Metropolitan Planning Organization (MPO) has arranged for a public meeting to solicit input and comments regarding the update of the **2003 Bicycle/Pedestrian Plan** for the Calhoun Urbanized Area. The current plan can be reviewed by clicking on the highlighted words Bicycle/Pedestrian Plan at: [www.earpdc.org/Programs/CalhounAreaMetropolitanPlanningOrganization](http://www.earpdc.org/Programs/CalhounAreaMetropolitanPlanningOrganization). The updated plan will identify potential bicycle and pedestrian transportation improvement projects and safety efforts within the Calhoun urbanized area. Potential projects will be based on the 5E's of Bicycle/Pedestrian planning; Engineering (Construction), Education, Encouragement, Enforcement and Evaluation.

**3:00 pm**

**Thursday, December 15<sup>th</sup>, 2011**

East Alabama Regional Planning Commission  
3<sup>rd</sup> Floor Conference Room  
1130 Quintard Avenue  
Anniston, AL 36202

This is a handicapped accessible building and room.

Should any member of the public require any special transportation or accommodation in order to attend, please contact: EARPDC-ADA Coordinator Diane McClellan, at (256) 237-6741, Ext.120, no later than 48 hours in advance of this meeting.

For more information contact: Jack Plunk, Principal Planner at (256) 237-6741, East Alabama Regional Planning and Development Commission, PO Box 2186, 1130 Quintard Ave., Suite 300, Anniston, AL 36202, (Fax 256-237-6763) [jack.plunk@adss.alabama.gov](mailto:jack.plunk@adss.alabama.gov) TDD (800) 548-2547 or visit: [www.earpdc.org](http://www.earpdc.org)

### Email or Telephone Only

Scott Brightwell – Anniston

Mark Hulsey – Anniston

Brent Kent – Jacksonville

## Partial List of Bicycle and Pedestrian Committee Members

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Anniston, AL 36202

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Oxford, AL 36203

Carver Branch Library  
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Anniston, AL 36201

Anniston Main Library  
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Greater Alabama Council  
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Oxford, AL 36203

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Saks Elementary School  
31 W. Watson  
Anniston, AL 36206

Ms. Yolanda McCants, Principal  
Cobb Elementary School  
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Anniston, AL 36201

Mr. Doug O'Dell, Principal  
Walter Wellborn Elementary  
525 Cooper Circle  
Anniston, AL 36201

Mr. Fredrika Embry, Principal  
Constantine Elementary School  
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Anniston, AL 36201

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Randolph Park Elementary School  
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Anniston, AL 36201

Dr. Ben Character, Principal  
Faith Christian School  
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Anniston, AL 36207

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Sacred Heart Catholic School  
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Fort McClellan, AL 36205

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Weaver Elementary School  
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Weaver, AL 36277

Mr. Casey Howell, Principal  
Golden Springs Elementary  
100 Feary Drive  
Anniston, AL 36207

Mr. Dexter Copeland, Principal  
Tenth Street Elementary School  
East 10th Street School  
Anniston, AL 36207

Ms. Amy Copeland, Principal  
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Also Mailed to 43 members of  
the MPO Citizens Advisory  
Committee.

# **APPENDIX F**

## **FEDERAL FUNDING SOURCES**

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## FEDERAL FUNDING SOURCES

**Community Development Block Grants:** The City of Anniston, as an entitlement city, receives a set amount of these funds every year. The City has the option to use the funds for bicycle or pedestrian projects. Non-entitlement governments, like Jacksonville and Calhoun County, have to submit competitive grant applications in order to receive these funds. This grant program is managed by the Alabama Department of Economic and Community Affairs (ADECA).

**Federal Transit Administration Section 5307:** These funds may be used to provide bicycle facilities at transit stops and to improve bicycle access to the transit system within a three (3) mile radius of a transit stop. These funds can also be used for pedestrian improvements within a ½ mile radius from a transit stop. The Areawide Community Transit System (ACTS) would have to approve the use of capital funds for bicycle and/or pedestrian purposes. The ACTS would request for ALDoT approval to utilize FTA funds in this manner.

**Highway Safety Program Section 402:** These funds are utilized for non-construction safety projects e.g. student education, public service announcements, police officer training. This grant program is managed by the Alabama Department of Economic and Community Affairs (ADECA). Bicycle and pedestrian safety programs are eligible activities.

**National Highway System Program (NHS):** This program allows funds to be used on bicycle and pedestrian transportation projects adjacent to NHS routes if State and MPO approval is granted. The Alabama Department of Transportation manages these funds.

**Recreational Trails Program:** This program allows for the acquisition, development, and improvement of motorized and non-motorized trails and trails-related resources. The Alabama Department of Economic and Community Affairs (ADECA) manages this program and distributes the funds through a grant process. This program is recreational only and not suitable for on-road transportation oriented facilities.

**Safe Routes to School Program:** This program is dedicated to infrastructure improvement and non-infrastructure activities that encourage walking and bicycling to school. The Alabama Department of Transportation manages this program and distributes the funds through a competitive grant process.

**Surface Transportation Program:** This program allows funds to be used on bicycle and pedestrian transportation projects if State and MPO approval is given. A subcategory of this program is the Transportation Enhancement (TE) Grant funds. All local governments are eligible for the program but must submit a competitive grant application. These 80/20 grants are limited to projects that are transportation oriented. Transportation and do not cover the necessary preliminary engineering (PE). The Alabama Department of Transportation manages these funds.

**Transportation, Community, and System Preservation (TCSP) Program:** This program funds projects that "integrate transportation, community, and system preservation plans and practices." Bicycle and pedestrian projects can be a part of the plans and practices. This program is managed by the U.S. Department of Transportation and distributes the funds through a grant process.

**Metropolitan Planning Organization (MPO) –** The MPO's allocation of Surface Transportation Funds (STP) can be utilized to fund most bicycle and pedestrian projects if supported by the sponsoring jurisdiction and included in the 4 year Transportation Improvement Plan (TIP).. The sponsoring jurisdiction must provide a 20% local match which can fund RoW acquisition, preliminary engineering and construction of bicycle and pedestrian projects.

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# **APPENDIX G**

## **BICYCLE/PEDESTRIAN SURVEYS**

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### Chief Ladiga Trail Adjacent Resident Survey

(Residents within 2 blocks either side of CLT)

November 2001

#### FOUR TRAIL USE QUESTIONS

1 How many persons in your household are trail users?

None	17
One	25
Two	24
Three or more	12
Total Responding	78

2 How frequently does someone in your household use the trail?

Daily	10
Weekly	18
Monthly	7
Occasionally	26
None	16
Total Responding	77

3 What is the most frequent type of trail use in your household?

Walking	46
Bicycling	22
Jog/Running	5
Skate/Blade	1
Stroll/Children	3
Total Responding	77

4 What factors discourage trail use in your household?

No Time	41
No Interest	4
Not Safe	17
Poor Access	9
Unattractive	2
Total Responding	73

#### FOUR HOME VALUE/SALE QUESTIONS

5 In your opinion, would the trail make the sale of your home:

Easier	20
More Difficult	5
No Effect	20
Don't Know	33
Total Responding	78

6 How would the trail effect the selling price of your home?

Increase	13
Decrease	7
No Effect	18
Don't Know	39
Total Responding	77

7 Did the trail exist when you made your decision to purchase or move here?

Yes (18)	18
No (59)	59
Total Responding	77

8 What influence did the trail have on your decision to purchase or move here?

Positive	11
Negative	1
No Influence	52
Total Responding	64

# **Chief Ladiga Trail Adjacent Resident Survey**

(Residents within 2 blocks either side of CLT)

November 2001

## **FOUR TRAIL SAFETY QUESTIONS**

9 As far as you know, has a trail user ever stolen anything from your property?

Yes (8)	8
No (70)	70
Total Responding	78

10 As far as you know, has a trail user ever vandalized your property?

Yes (6)	6
No (72)	72
Total Responding	78

11 Have you had to make additional efforts to keep trail users off your property?

Yes	10
No	68
Total Responding	78

12 Have you ever considered moving away because of the trail?

Yes (4)	4
No (73)	73
Total Responding	77

## **TWO QUALITY OF LIFE QUESTIONS**

13 In your opinion, how has the trail influenced quality of life in the community?

Improved	54
Degraded	3
No Impact	6
Don't Know	15
Total Responding	78

14 Would you support the development of additional non-motorized trail projects?

Yes	55
No	8
Don't Know	13
Total Responding	76

## 1981 and 2002 Bikeways Survey Results

### Number of bicycles in family

	<u>1981</u>	<u>2002</u>
None	40.9%	43.3%
One	20.7%	16.6%
Two	22.7%	11.6%
Three	9.7%	6.0%
Four or More	5.8%	21.6%
	99.8%	99.1%

### Problems listed as preventing respondents from riding bicycles.

	<u>1981</u>	<u>2002</u>
Lack of safe, identified bike lanes or paths	45%	37.7%
The lack of smooth wide sidewalks	N/A	30.6%
Confusion regarding bicycle/traffic laws	9%	7.1%
Lack of bicycle parking racks at destinations	8%	7.1%
Cost of bicycle	12%	1.0%
Possible theft of bicycle	2%	6.1%
Physical exertion, too far, time consuming	17%	10.2%
Other: Not able, handicapped, no sidewalks, too old, no interest; need sidewalks down Hwy 78 & Snow Street, distrust of car traffic, no interest, not enough time, dogs & traffic, no safe roads to ride on.	93%	100%

### Which of these facilities will encourage safe bicycle uses in your neighborhood?

	<u>1981</u>	<u>2002</u>
Designated bike routes along regular streets and highways	46%	29.1%
Designated lanes for bicycles on streets with warning signs for motorists	30%	21.5%
Bike/pedestrian paths separate from auto traffic	24%	49.3%
	100%	100%

### Which type of facility is most needed in your community?

	<u>1981</u>	<u>2002</u>
Sidewalks and crosswalks	N/A	31.4%
Bike lanes on existing streets (striped lanes and signs)	30%	13.4%
Bike routes on existing streets (signs only)	24%	6.7%
Bike/pedestrian paths separate from auto traffic	46%	37.0%
Bike parking at major destinations	N/A	11.2%
Other: None of the above, widen main streets to accommodate bikes and cars	1	1

### Number of times family member rides bike to destinations:

	<u>1981</u>	<u>2002</u>
Work/Shopping	27-37	27-78
School	17-27	15-40
Rec. Area	40-48	90-154
Others	N/A	55-115

## Telephone Interview w/ Local Bicycle Shops

On February 28, 2002 transportation staff conducted a telephone interview with the owners of the two local bicycle shops. Four questions were asked in order to research changes in bicycle sales since the opening of the Chief Ladiga Trail. Each owner was asked four questions regarding the nature of use or the age of the bicycle buyer. In addition, the Piedmont Parks and Recreation Department was contacted regarding any noticeable increase in bicycle/pedestrian activity after the opening of the CLT in September, 1996.

### Telephone Interview w/ Bicycle Shops (2/28/02)

	<u>Fun Wheels</u>	<u>Scott's Bikes</u>
1. When people purchase bicycles do they indicate they will use them on the Chief Ladiga Trail or because of the CLT?	Yes	Yes
	Both say 'comfort' oriented sales have increased in recent years.	
2. Has that trend changed from before the CLT opened?	Yes	Yes
	Both say mountain bike sales have decreased while comfort sales have increased.	
3. To what degree has the trail increased bicycle sales?	Comfort sales have continued to increase.	Important in remaining in business.
4. Do more adults buy bicycle now than kids?	Yes. Kids at Christmas but adults rest of year.	More adults w/children around Christmas.

Piedmont Parks and Recreation Dept.

Ms. Peggy Hamilton

Yes, bicycling and walking has increased in community since CLT opening.

Yes, the CLT has been a good thing for community.



## Bicycle / Pedestrian Facilities Survey

March 2002

55 Returned Surveys (11%)

- 1) If facilities were available to permit safe bicycle trips would you use bicycles more frequently for short trips?

Yes	<u>43</u>	No	<u>10</u>
-----	-----------	----	-----------

- 2) If facilities were available to permit safe pedestrian trips would you decide to walk more frequently for short trips?

Yes	<u>48</u>	No	<u>5</u>
-----	-----------	----	----------

- 3) What kind of trips would you prefer to make by bicycle if facilities were available?

Shopping	<u>14</u>	School	<u>8</u>
Work/office	<u>10</u>	Church	<u>8</u>
Social	<u>28</u>	Recreation	<u>43</u>

- 4) What kind of trips would you prefer to make by walking if facilities were available?

Shopping	<u>17</u>	School	<u>7</u>
Work/office	<u>9</u>	Church	<u>14</u>
Social	<u>18</u>	Recreation	<u>32</u>

- 5) In your opinion, what are the three most dangerous places for bicycles and pedestrians?

See attached list for Question #5.

- 6) Would you pay a little more to live in a neighborhood that included bicycle facilities and sidewalks?

Yes	<u>38</u>	No	<u>10</u>
-----	-----------	----	-----------

- 7) Given a choice, would you prefer to live in an area where you could walk or bicycle (rather than drive) to a neighborhood school, store or shop?

Yes	<u>43</u>	No	<u>7</u>
-----	-----------	----	----------

- 8) In your opinion, would having more opportunities to walk or bicycle to places make it easier or more difficult to:  
(E = easier, D= difficult)

	<u>E</u>	<u>D</u>		<u>E</u>	<u>D</u>
Improve your health/stay fit	<u>51</u>		Communicate with neighbors	<u>40</u>	<u>2</u>
Reduce stress	<u>47</u>	<u>1</u>	Spend more time w/ family	<u>35</u>	<u>7</u>
Make fewer trips by car	<u>38</u>	<u>6</u>	Get around your community	<u>42</u>	<u>2</u>
Get to work	<u>19</u>	<u>12</u>	Run errands from work	<u>17</u>	<u>15</u>

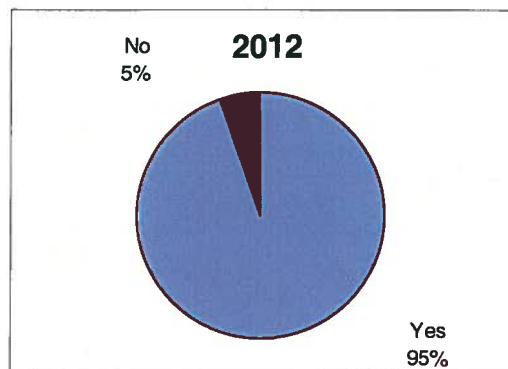
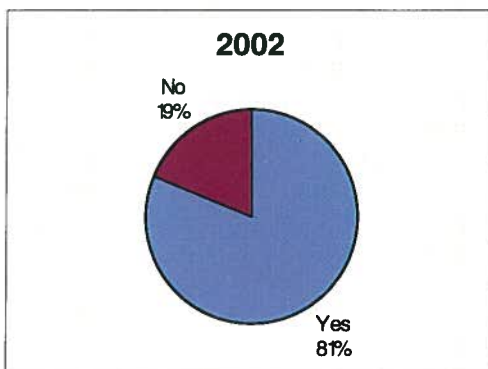
## Responses for Question #5.

High speeds through zones  
Congested downtown streets  
Night time  
Streets having no area for bike/ped  
Highways  
Downtown  
Highway 204  
Brewer Hall crossing  
Intersection of 21/204  
Noble St.  
Quintard Ave.  
Leighton Ave.  
Intersection b/n Alexandria Rd. and  
Russell Drive  
Traffic lights w/o walk buttons  
Schools  
Shopping Malls  
The street  
Side of Street  
Parking lots  
Hwy 21  
Library crossing  
Alumni House  
McClellan Blvd.  
Blue Mountain  
Noble and 18<sup>th</sup> Street  
Inner cities  
Curvy roads  
Median  
Road w/o shoulder  
Intersections  
Entire JSU Campus  
Dark areas after sunset  
Gravel areas  
Country roads  
2 lane roads  
Friendship Road  
Hwy 78  
Railroad tracks  
Golden Springs  
Quintard at Hwy 78  
AL 21 From Hwy 78 to Walmart  
K-Mart to Split of AL 21 & 431  
Quintard Avenue (anywhere)  
Snow Street in front of Quintard Mall  
Noble St. in downtown  
Any road or highway

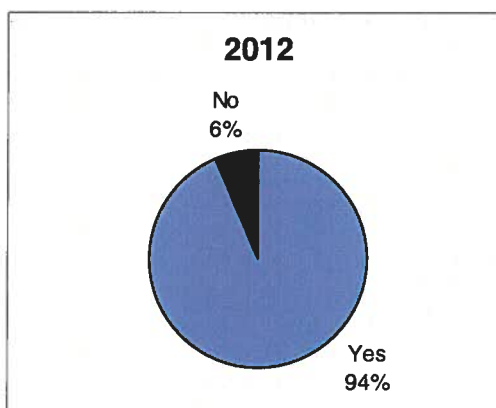
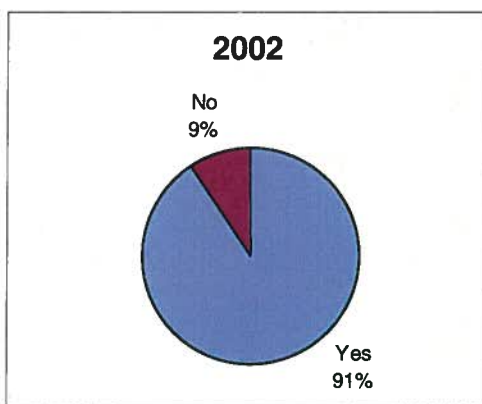
Intersections  
Curves

## Bicycle / Pedestrian Facilities Surveys 2002 and 2012

1. If facilities were available to permit safe bicycle trips would you use bicycles more frequently for short trips?        Yes        No



2. If facilities were available to permit safe pedestrian trips would you decide to walk more frequently for short trips?        Yes        No

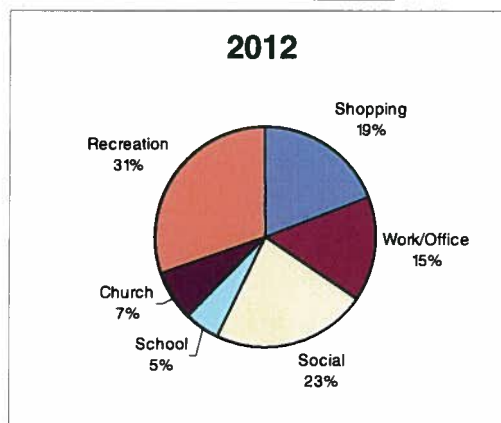
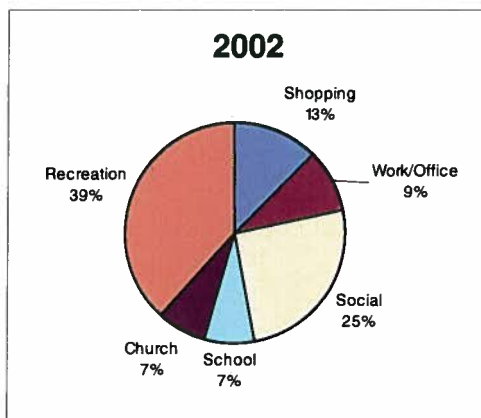


3. What kind of trips would you prefer to make by bicycle if facilities were available?

       Shopping  
       Work/Office

       Social  
       School

       Church  
       Recreation

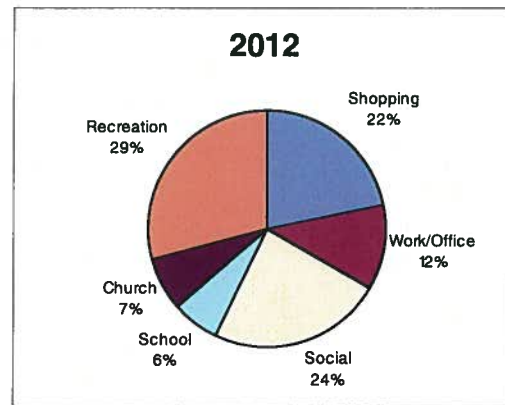
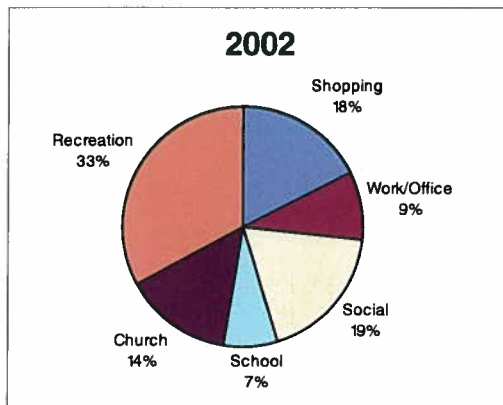


4. What kind of trips would you prefer to make by walking if facilities were available?

\_\_\_\_\_ Shopping  
\_\_\_\_\_ Work/Office

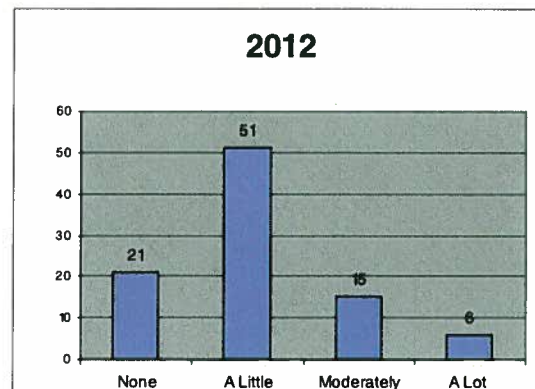
\_\_\_\_\_ Social  
\_\_\_\_\_ School

\_\_\_\_\_ Church  
\_\_\_\_\_ Recreation



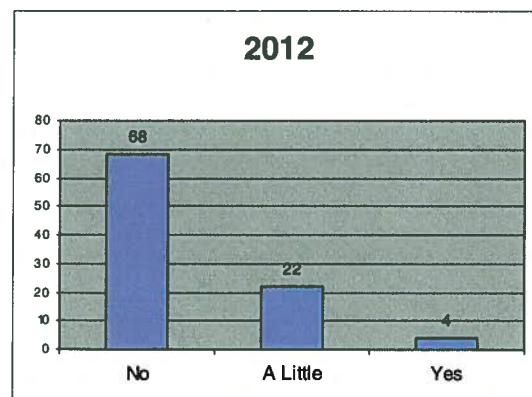
5. In your opinion, how much does your municipality support bicycling and walking?

\_\_\_\_\_ None    \_\_\_\_\_ A Little    \_\_\_\_\_ Moderately    \_\_\_\_\_ A Lot

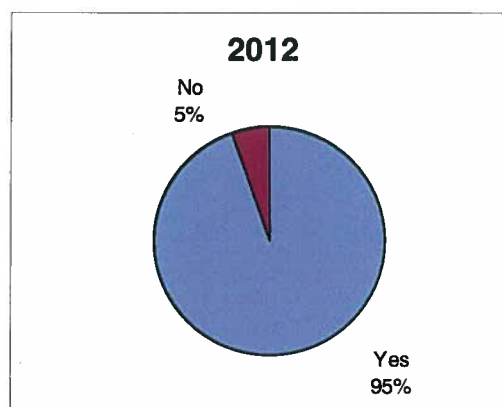
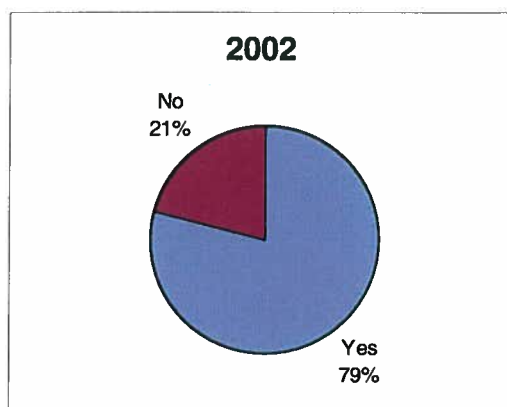


6. In your opinion, is the community aware of the benefits of compact, low sprawl, walkable and pedestrian scale development?

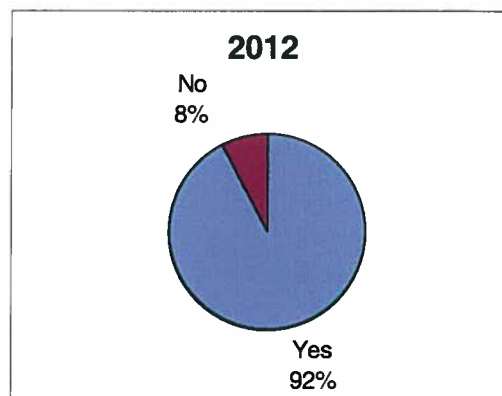
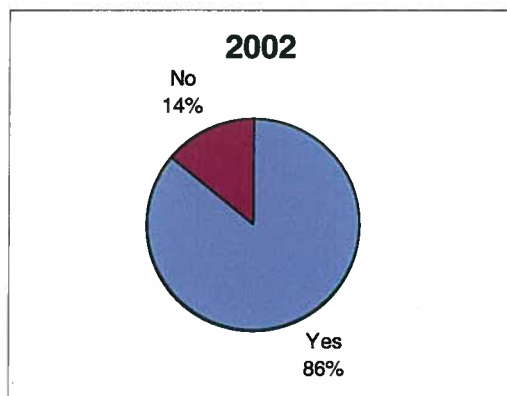
\_\_\_\_\_ No    \_\_\_\_\_ Somewhat/A little    \_\_\_\_\_ Yes



7. Would you pay a little more to live in a neighborhood that included bicycle facilities and sidewalks?             Yes             No



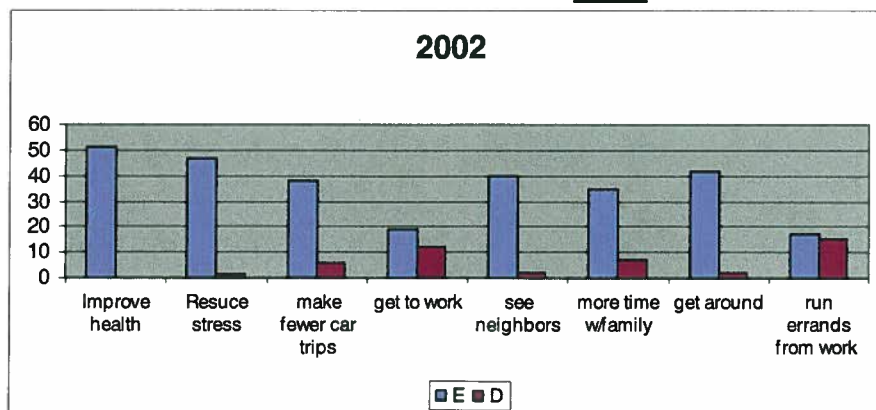
8. If given a choice, would you prefer to live in an area where you could walk or bicycle (rather than drive) to a neighborhood school, store or shop?             Yes             No

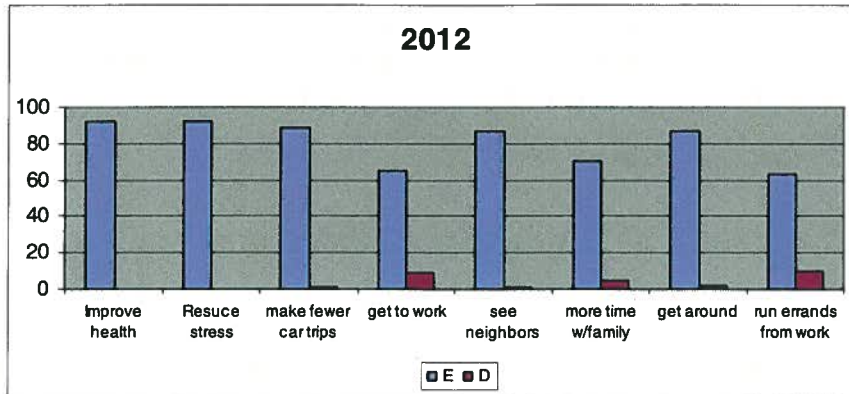


9. In your opinion, would having more opportunities to walk or bicycle to places make it easier or more difficult to;      (E=easier,    D= difficult)

       improve your health/stay fit  
       reduce stress  
       make fewer trips by car  
       get to work

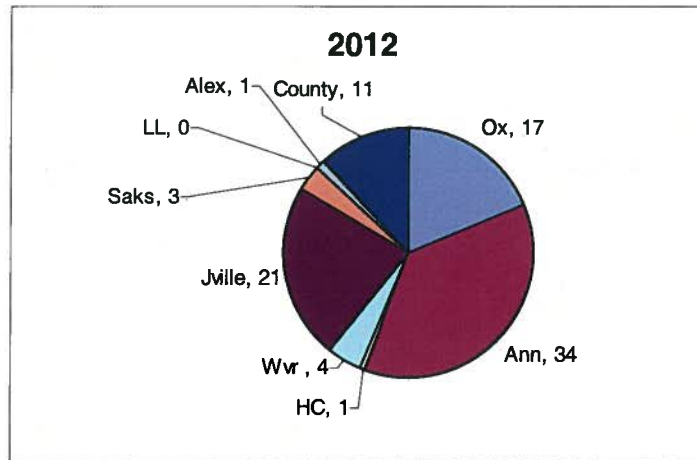
       communicate w/ neighbors  
       spend more time w/ family  
       get around your community  
       run errands from work





10. In what area do you live?

☐ Oxford    ☐ Anniston    ☐ Hobson City    ☐ Weaver    ☐ Jacksonville  
☐ Saks    ☐ Lenlock    ☐ Alexandria    ☐ Unincorporated County



Source: Calhoun Area MPO, EARPDC



# **APPENDIX H**

## **FHWA and USDOT Policy Statements**

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U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Alabama Division**

June 12, 2009

500 Eastern Blvd., Suite 200  
Montgomery, AL 36117-2018

Mr. D. J. McInnes  
Director  
Alabama Department of Transportation  
Montgomery, Alabama

In Reply Refer To:  
HDA-AL

Dear Mr. McInnes:

Subject: Consideration of Bicycle and Pedestrian  
Needs in Metropolitan Planning Organization  
(MPO) Long Range Transportation Plans (LRTPs)

As Alabama's MPOs are in the process of updating their current LRTPs, some points to consider in accommodating bicycle and pedestrians needs are identified below:

- 23 United States Code 217 states that "Bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and State."
- FHWA guidance on this issue states that "Due consideration" of bicycle and pedestrian needs should include, at a minimum, a presumption that bicyclists and pedestrians will be accommodated in the design of new and improved transportation facilities. In the planning, design and operation of transportation facilities, bicyclists and pedestrians should be included as a matter of routine, and the decision not to accommodate them should be the exception rather than the rule. There must be exceptional circumstances for denying bicycle and pedestrian access either by prohibition or by designing highways that are incompatible with safe, convenient walking and bicycling."

Exceptional circumstances are defined as:

- Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, an effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right-of-way or within the same transportation corridor.
- The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project. This twenty percent figure should be used in an advisory rather than an absolute sense.



- Where sparsity of population or other factors indicate an absence of existing and future need. For example, the Portland Pedestrian Guide requires "all construction of new public streets" to include sidewalk improvements on both sides, unless the street is a cul-de-sac with four or fewer dwellings, or the street has severe topographic or natural resource constraints.

In order to comply with these requirements, the updated MPO LRTPs must, at a minimum:

- Consider the context of the project setting. In other words, MPOs should consider whether the general project area includes features like neighborhoods, shopping, schools, transit, or other facilities likely associated with the needs of bicyclists or pedestrians;
- Consider any evidence of existing, informal bicycle-pedestrian activities. An example could be a worn, dirt path along an existing road;
- Consider any reference to bicycle or pedestrian needs in the planning process for the project area;
- Consider public, agency or other comments requesting such facilities;
- Include maps and other appropriate documentation; e.g., project listing tables, identifying specific bicycle-pedestrian projects proposed in the LRTP. The maps and documentation should be consistent with the treatment of traditional "highway" projects in the LRTP; and
- Include a policy statement that bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist.

If you have any questions, please contact Dave Harris at 334.223.7830.

Sincerely yours,

/s/Dave Harris

for: Mark D. Bartlett, P.E.  
Division Administrator

cc: Mr. Don Arkle, ALDOT                      Mr. Robert Jilla, ALDOT  
Mr. Jeffery Anoka, FTA Region IV,      Alabama MPOs      File 570      Reading  
Andrews                      Capps                      Harris                      Dharris/lb 6/12/09  
G:\Guidance-Policies-Procedures\Planning\Bicycle and pedestrian consideration in MPO  
LRTPs.doc

Jordan, Victor L.

---

**From:** Hudgens, Karen on behalf of Jilla, Robert  
**Sent:** Thursday, March 18, 2010 8:20 AM  
**To:** Couch, Bill; Oranika, Emmanuel; Doolin, Jim; Jordan, Victor L.; Elrod, Wesley  
**Subject:** FW: USDOT Announces New Planning Policy

**From:** Oakley, Janet [mailto:JOakley@aaashto.org]  
**Sent:** Wednesday, March 17, 2010 5:07 PM  
**To:** SCOP; Policy  
**Cc:** Division Heads  
**Subject:** USDOT Announces New Planning Policy

#### Important News for Planning

On Monday, March 15<sup>th</sup>, US DOT Secretary Ray LaHood announced a new "complete streets" policy that would put planning for bicycling and pedestrians on equal footing with highways and transit. In his blog, Secretary LaHood states that "this is the *end* of favoring motorized transportation at the expense of non-motorized."

He goes on to say:

*"We are integrating the needs of bicyclists in federally-funded road projects. 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."*

*To set this approach in motion, we have formulated key recommendations for state DOTs and communities:*

- *Treat walking and bicycling as equals with other transportation modes.*
- *Ensure convenient access for people of all ages and abilities.*
- *Go beyond minimum design standards.*
- *Collect data on walking and biking trips.*
- *Set a mode share target for walking and bicycling.*
- *Protect sidewalks and shared-use paths the same way roadways are protected (for example, snow removal)*
- *Improve nonmotorized facilities during maintenance projects".*

The new US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations are posted on FHWA's website.  
[http://www.fhwa.dot.gov/environment/bikeped/policy\\_accom.htm](http://www.fhwa.dot.gov/environment/bikeped/policy_accom.htm)

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## **APPENDIX I**

### **Documentation of Public Review, Meetings and Comments**



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## NOTICE OF PUBLIC MEETING

The Calhoun Area Metropolitan Planning Organization (MPO) has arranged for a public meeting to solicit input and comments regarding the update of the **2003 Bicycle/Pedestrian Plan** for the Calhoun Urbanized Area. The current plan can be reviewed by clicking on the highlighted words Bicycle/Pedestrian Plan at: [www.earpdc.org/Programs/CalhounAreaMetropolitanPlanningOrganization](http://www.earpdc.org/Programs/CalhounAreaMetropolitanPlanningOrganization). The updated plan will identify potential bicycle and pedestrian transportation improvement projects and safety efforts within the Calhoun urbanized area. Potential projects will be based on the 5E's of Bicycle/Pedestrian planning; Engineering (Construction), Education, Encouragement, Enforcement and Evaluation.

**3:00 pm**  
**Thursday, December 15<sup>th</sup>, 2011**  
East Alabama Regional Planning Commission  
3<sup>rd</sup> Floor Conference Room  
1130 Quintard Avenue  
Anniston, AL 36202

This is a handicapped accessible building and room.

Should any member of the public require any special transportation or accommodation in order to attend, please contact: EARPDC-ADA Coordinator Diane McClellan, at (256) 237-6741, Ext.120, no later than 48 hours in advance of this meeting.

For more information contact: Jack Plunk, Principal Planner at (256) 237-6741, East Alabama Regional Planning and Development Commission, PO Box 2186, 1130 Quintard Ave., Suite 300, Anniston, AL 36202, (Fax 256-237-6763) [jack.plunk@adss.alabama.gov](mailto:jack.plunk@adss.alabama.gov) TDD (800) 548-2547 or visit: [www.earpdc.org](http://www.earpdc.org)

*Bike/Ped Advisory Meeting List*  
*12/6/11*  
*Anniston STAR*  
*12/11/11* *12/14/11*

DEC 06 2011

# int of change

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electoral fraud and  
an end to Vladimir  
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ted airtime, but  
no indication the  
on is strong enough  
or real change from  
ne minister or his  
arty.  
theless, the prime  
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osition than he was  
go, before Russians  
in parliamentary  
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independent Rus-  
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on," international  
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irregularities, and  
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hout the country  
nines Putin's care-  
rtured image of a  
and beloved leader.  
n "has stopped being  
ional leader — in the  
f his team, the ruling  
al class and society,"  
t Alexei Malachenko  
Moscow Carnegie  
wrote on his blog.  
tin, who was the  
lent of Russia in  
2008 before stepping  
because of term lim-  
ll seek a new term in  
remlin in the March  
lential elections. The  
sts have tarnished his  
aign, but there is not  
y obvious strong chal-  
r.  
atement released late  
day by Putin's press  
ary, Dmitry Peskov,  
owledged the day's  
ats by people "dis-  
ed" with the elections  
ated demonstrations  
part of the elections  
and days

assembled in St. Peters-  
burg, and demonstrations  
ranging from a few hundred  
people to a thousand took  
place in more than 60 other  
cities. Police reported only  
about 100 arrests nation-  
wide, a notably low number  
for a force that characteristi-  
cally takes quick and harsh  
action against opposition  
gatherings.  
The police restraint was  
one of several signs that  
conditions may be eas-  
ing for the beleaguered  
opposition, at least in the  
short term. Although city  
authorities generally refuse  
opposition forces permis-  
sion to rally or limit the  
gatherings to small atten-  
dance, most the protests  
Saturday were sanctioned.  
In a surprise move, Moscow  
gave permission for up to  
30,000 people to rally and  
police took no action when  
the crowd appeared to far  
exceed that. Just as strik-  
ing, police allowed a sepa-  
rate unauthorized protest  
to take place in Revolution  
Square.  
State-controlled tele-  
vision, which generally  
ignores or disparages oppo-  
sition groups, broadcast  
footage not only of the Mos-  
cow protest — which was so  
big it would have been hard  
not to report — but in sev-  
eral other cities as well.  
United Russia official  
Andrei Isayev on Satur-  
day acknowledged that the  
opposition "point of view  
is extremely important and  
will be heard in the mass  
media, society and the  
state."

First Initial Visit  
Control be used with any other coupon  
Must present this coupon to receive  
discount Expires 12/31/2011

**Anniston  
Weight  
Control**

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**SUNNY KING HONDA**  
2580 US Hwy 78 East • Anniston, AL

(256) 835-1000 • 1-800-423-4074  
[www.sunnykinghonda.com](http://www.sunnykinghonda.com)

## NOTICE OF PUBLIC MEETING

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Anniston Star 12/11/11

Live girls

★

...BEEN DEZONED

## Picking a path

Forum scheduled to discuss Calhoun County's cycling, walking plan

BY BRIAN ANDERSON

b.anderson@annistonstar.com

The Calhoun County Metropolitan Planning Organization will host a public forum Thursday on updating its bicycle and pedestrian transportation plan for the county.

"It's a kickoff (meeting) to update our current plan," said Jack Plunk, a principal planner with the East Alabama Regional Planning and Development Commission. "We want to re-establish the bicycle/pedestrian committee and get input on our plan, like format, projects included, and things like that."

The current bicycle and pedestrian plan for Calhoun County was updated in 2003 and included surveys of residents on their cycling and walking habits. Of particular note was a survey of residents' use of the Chief Ladiga Trail, which opened in 1996. Among the projects included in the 2003 plan were extensions of the Chief Ladiga Trail to McClellan and to downtown Anniston — neither of which has come to fruition.

Plunk said outside the Ladiga Trail extensions, most of the projects in the plan are relatively inexpensive, including creating bike lanes and adding bike racks to areas.

"We've had some really good success moving forward with the plan," he said, pointing to the establishment of a bicycle advisory committee in Jacksonville started by Mayor Johnny Smith. "Jacksonville has been leading the way."

Plunk said there was no deadline for when a new plan needed to be submitted, but hopes with new funding possibilities available, the plan can be brought up to date.

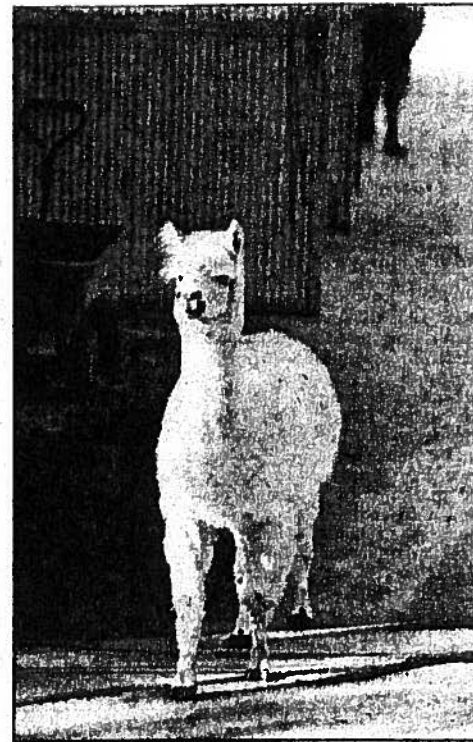
The public meeting will take place at 3 p.m. in the third-floor conference room of the East Alabama Regional Planning and Development Commission's office on Quintard Avenue in Anniston.

Star staff writer Brian Anderson: 256-235-3546



Trent Penny/The Anniston Star

A Thursday forum will discuss Calhoun County's cycling and pedestrian transportation plan, including an update on proposed extensions to the Chief Ladiga Trail.



Hank and Debbie Merrill have been raising alpacas on their Saks farm for five years. On Saturday, they open

## Herd work

Small farm becomes small business for alpaca owners

BY TIM LOCKETTE

tlockette@annistonstar.com

(BUSINESS AS USUAL)

When the economy zigs, sometimes it's good to zag.

That's what Debbie and Hank Merrill are doing.

They're hoping to turn a profit — with a suburban alpaca farm.

On Saturday, they opened Blackberry Hill Alpacas, a small store on Saks Road dedicated largely to products made from alpaca wool — scarves, socks,

stuffed animals and yarn people who would like to be the same. Behind the store, a half-dozen acres of past dotted with fuzzy llama-like animals.

The Merrills had a herd of the South American animals — and a large plot of farm

Please see BUSINESS 11

## Meet Alabama's original Self-described 'flaming liberal'

BY TIM LOCKETTE

tlockette@annistonstar.com

J. Robert Bentley has grown accustomed to the double-take.

When he introduces himself, people ask Bentley if he's kidding. When he presents his driver's license, people look twice. And when he's traveling, he gets an earful of what people think about Alabama's immigration law.

Usually, he agrees with them.

"This law isn't helping our reputation one bit," he said. "And that's a shame,





Anniston Star

Comment using...



**Jack Hicks** · Application Engineer - Heat Treat at Ajax Tocco Magnethermic  
Bike lanes. Great idea.

Reply · 1 · Like · Yesterday at 4:54am



**Jenny Davis Bussey** · Top Commenter · Works at I'm a proud stay at home mom!  
I was just saying this morning that I would so ride my bike or walk to the store if there was a sidewalk, I am not going to try walking along Lenlock Lane. It is like block away but Lenlock Lane is just dangerous.

Reply · Like · 11 hours ago

Facebook social plugin



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# 9/11 MEMORIAL

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Anniston Star 12/12/11

Jack Hicks - Bike lanes

Jenny Bussey - Sidewalk on Lenlock Lane

**Plunk, Jack**

---

**From:** Susan Di Biase [susandibiase@yahoo.com]

**Sent:** Monday, December 12, 2011 7:02 AM

**To:** Plunk, Jack

**Subject:** Bicycle and pedestrian planning

Hi, Jack.

Carmine & I will not be able to attend the meeting on Thursday, so I am sending a few ideas via email. We reviewed the bikepedplan posted online.

First, thanks for the placement of Share-the-Road signs and roadway markings, particularly in the Jacksonville area. These help with awareness for both cyclists and motorists.

The overall plan for improvements looks excellent, especially with regard to pedestrian access and safer intersections.

Ideas:

More neighborhood connectors between CLT and neighborhood streets, where ROW is available. (ex. Jville Near 11th St. NW)

Share-the-Road Signs on Cedar Springs Road and Cedar Springs Drive, Nisbet Lake Road, Seven Springs Road, Alexandria-Wellington Road.

Bicycle safety and resources information distributed at JSU freshman orientation.

Driver education and possible local ordinances regarding safe passing of cyclists with a three-foot clearance.

Improved safety education and enforcement of laws requiring children to wear helmets.

Many thanks for your leadership and attention to detail.

Sincerely,  
Susan Di Biase

12/12/2011

## Picking a path

Forum scheduled to discuss Calhoun County's cycling, walking plan

BY BRIAN ANDERSON  
banderson@annistonstar.com

The Calhoun County Metropolitan Planning Organization will host a public forum Thursday on updating its bicycle and pedestrian transportation plan for the county.

"It's a kickoff (meeting) to update our current plan," said Jack Plunk, a principal planner with the East Alabama Regional Planning and Development Commission. "We want to re-establish the bicycle/pedestrian committee and get input on our plan, like format, projects included, and things like that."

The current bicycle and pedestrian plan for Calhoun County was updated in 2003 and included surveys of residents on their cycling and walking habits. Of particular note was a survey of residents' use of the Chief Ladiga Trail, which opened in 1996. Among the projects included in the 2003 plan were extensions of the Chief Ladiga Trail to McClellan and to downtown Anniston — neither of which has come to fruition.

Plunk said outside the Ladiga Trail extensions, most of the projects in the plan are relatively inexpensive, including creating bike lanes and adding bike racks to areas.

"We've had some really good success moving forward with the plan," he said, pointing to the establishment of a bicycle advisory committee in Jacksonville started by Mayor Johnny Smith. "Jacksonville has been leading the way."

Plunk said there was no deadline for when a new plan needed to be submitted, but hopes with new funding possibilities available, the plan can be brought up to date.

The public meeting will take place at 3 p.m. in the third-floor conference room of the East Alabama Regional Planning and Development Commission's office on Quintard Avenue in Anniston.

Star staff writer Brian Anderson: 256-235-3546



Byron Fyock/The Anniston Star

A Thursday forum will discuss Calhoun County's cycling and pedestrian transportation plan, including an update on proposed extensions to the Chief Ladiga Trail.

He requested city attorney Cleophus Thomas represent him in a hearing scheduled for Monday. However, the other councilmen were concerned about the city paying the fees.

Robinson said he was going to vote against the request and gave a couple of reasons.

"How can the city pay attorney fees without an acquittal or a guilty verdict?" Robinson asked. "The other thing is, of course, my situation, where I've been sued a number of times. I didn't ask the city to pay for it."

Dawson agreed with Robinson that the city could reimburse Little after an acquittal rather than pay the fees before the case was decided. But Palmore was worried.

"I don't want to make a mistake and leave you without any support," Palmore said.

In other business, the city council:

- Heard resident concerns about a proposed drive-through window in an alley between Noble Street and Wilmer Avenue to serve the Water Works and Sewer Board customers at the new office in Watermark Tower.

- Approved extending a contract with Development Solutions to manage the Community Development Block Grant program.

- Approved liquor licenses for El Patron on McClellan Boulevard and Quick Mart on Highway 431 North.

- Approved a bid for installing heating and cooling equipment in the new location of the city's Public Works Building on McClellan. Wildes Air Conditioning was the low bidder at \$39,250.

Contact staff writer Laura Camper at 256-235-3545.

### NOTICE OF PUBLIC MEETING

The Calhoun Area Metropolitan Planning Organization (MPO) has arranged for a public meeting to solicit input and comments regarding the update of the **2003 Bicycle/Pedestrian Plan** for the Calhoun Urbanized Area. The current plan can be reviewed by clicking on the highlighted words Bicycle/Pedestrian Plan at: [www.earpdc.org/Programs/CalhounAreaMetropolitanPlanningOrganization](http://www.earpdc.org/Programs/CalhounAreaMetropolitanPlanningOrganization). The updated plan will identify potential bicycle and pedestrian transportation improvement projects and safety efforts within the Calhoun urbanized area. Potential projects will be based on the 5E's of Bicycle/Pedestrian planning: Engineering (Construction), Education, Encouragement, Enforcement and Evaluation.

3:00 pm

Thursday, December 15th, 2011

East Alabama Regional Planning Commission

3rd Floor Conference Room

1130 Quintard Avenue

Anniston, AL 36202

This is a handicapped accessible building and room.

Should any member of the public require any special transportation or accommodation in order to attend, please contact: EARPDC-ADA Coordinator Diane McClellan, at (256) 237-6741, Ext. 120, no later than 48 hours in advance of this meeting.

For more information contact: Jack Plunk, Principal Planner at (256) 237-6741, East Alabama Regional Planning and Development Commission, PO Box 2186, 1130 Quintard Ave., Suite 300, Anniston, AL 36202, (Fax 256-237-6763) [jack.plunk@adss.alabama.gov](mailto:jack.plunk@adss.alabama.gov) TDD (800) 548-2547 or visit: [www.earpdc.org](http://www.earpdc.org)

Anniston Star 12/14/11



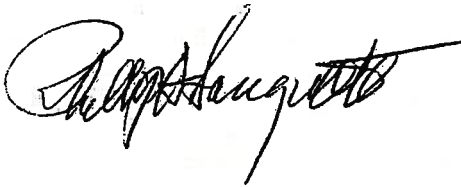
**PROOF OF PUBLICATION**

**STATE OF ALABAMA  
CALHOUN COUNTY**

Personally appeared before me Phillip A. Sanguinetti, who being duly sworn, makes oath that he is President of THE ANNISTON STAR, a daily newspaper published in Anniston, Alabama, and that the attached notice ran as follows:

Dates: December 11<sup>th</sup> & 14<sup>th</sup> / Anniston Star

Description: 2003 Bicycle / Pedestrian Plan



Signature

Phillip A. Sanguinetti

Sworn to and subscribed to before me this date:



Signature

Elaine Estes

*[Faint, illegible text]*

Notary Public

Bike/Ped Plan/Kicker  
Meeting 12/15/11

# Calhoun Area Bicycle Pedestrian Plan Update

Dec. 2011

Calhoun Area Metropolitan  
Planning Organization  
(MPO)

[www.earpdc.org](http://www.earpdc.org)

## Purpose of the Plan

- To address federal requirements that MPO's have a current Bike/Ped Plan (23 usc § 217, § 450.324)
- "It is Federal transportation policy to promote the increased use and safety of bicycling and walking as transportation modes". USDOT/FHWA


12/15/11

## Sign-In Sheet

### Bicycle / Pedestrian Plan Update

Calhoun Area Metropolitan Planning Organization  
1130 Quintard Ave., Suite 300  
Anniston, AL

December 15, 2011  
3:00 pm

<u>Name</u>	<u>City</u>	<u>Contact Info</u>
Dr. Mike Kimberly	Anniston	—
ANDY HATLEY	ANNISTON	256.452-4760
	"	325-2047
Charles C. Cox	Anniston	256 310 9299
HENRY CAMPEAUX	JACKSONVILLE	256-365-2972
Mark Hubby	Anniston	256-847-2254
Brent Kent	Jacksonville	256-847-2266
George Areno	Jacksonville	256 435 1729
BILL CURTIS	EARDOC	
Jack & Paula	ERC/MAD	
Stan Cauthen	TRWA	
Red Wilburn	TRWA	
Toby Bennett	City of Anniston	
Betsy Bean	Spirit of Anniston	256 236 0996

## Sign-In Sheet

### **Bicycle / Pedestrian Plan Update**

Calhoun Area Metropolitan Planning Organization  
1130 Quintard Ave., Suite 300  
Anniston, AL

December 15, 2011  
3:00 pm

<u>Name</u>	<u>City</u>	<u>Contact Info</u>
Scott Brightwell	Anniston	scottandmegan@brightwell.org
Bud Turner	Anniston	256-405-9262
Taylor Turner	Anniston	256 473 5866
Robert Smith	"	(256) 473-3013
Pete Conroy	JSU	256-283-8483
C. J. [unclear]	Weaver	pconroy@jsu.edu
		TX5777@abbeone.com

## Calhoun MPO Bicycle/Pedestrian Plan Update

### Public Comment Form December 2011 – March 2012

What project or projects would you like to see in the plan? (Please mention the location).

Jefferson Park needs an approach sidewalk from the neighborhood up the hill. On 7th Street walking down the hill beside the Country Club's tennis courts there is no sidewalk. There is no other route w/ sidewalks ~~to~~ to that park from Tyler Hill so we are forced onto the street w/ stroller & tricycle.

What do you think our member governments should/could do better?

Can you suggest a better way to solicit public input and comments?

Other Thoughts? (Please add pages if necessary)

(Optional) Name: Megan Brightwell City: Anniston (256) 405-9262

Please return to: Bike/Ped Plan Update, EARPDC, PO Box 2186, Anniston, AL 36202  
(256) 237-6763 Fax, TDD (800) 548-2547, jack.plunk@adss.alabama.gov



East Alabama Regional Planning and Development Commission  
P.O. Box 2186, Anniston, AL 36202  
Phone: (256) 237-6741 • FAX: (256) 237-6763  
E-mail: earpdc@adss.alabama.gov

## memorandum

To: Bicycle/Pedestrian Advisory Comm. Members and Interested Citizens  
From: Jack Plunk, Principal Planner  
Subject: Bicycle/Pedestrian Plan Update Meeting – Wednesday, February 15<sup>th</sup> at 3 pm  
Date: February 6, 2012

The next meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) has been scheduled for **3 pm, Wednesday, February 15<sup>th</sup>**, in the EARPDC 3<sup>rd</sup> floor conference room. This is a handicapped accessible building and room. Please remember the BPAC is an open committee and this is a public meeting so anyone interested in bicycle and pedestrian issues/projects may attend regardless of age.

If you would like to add an issue or item to the agenda please contact me.

Please make every effort to attend.

*To: Attached Meeting List  
CAC. 2/6/12*

# **AGENDA**

Calhoun Area MPO

## **Bicycle / Pedestrian Advisory Committee**

EARPDC 3<sup>rd</sup> Floor Conference Room

1130 Quintard Avenue

Anniston, AL

Wednesday, February 15<sup>th</sup>, 2012  
3:00 pm

- A. Introductions and Welcome
- B. Review/ Complete Draft Vision Statement
- C. Review/ Complete Draft Goals
- D. Review/ Complete Draft Project Lists
- E. TBA
- F. Next Meeting?

## Sign-In Sheet

### **Bicycle / Pedestrian Advisory Committee**

EARPDC 3<sup>rd</sup> Floor Conference Room  
1130 Quintard Avenue  
Anniston, AL

Wednesday, February 15<sup>th</sup>, 2012  
3:00 pm

<u>Name</u>	<u>City</u>	<u>Contact Info</u>
-------------	-------------	---------------------

ANDY HATLEY	ANNISTON	andyhatley@yahoo.com
John Wheeler	Anniston	
Shea McCutchen	Jacksonville	sheamus@uga.edu
Henry England	JACKSONVILLE	hscamp@ucla.edu
JOSEPH JANKOSKE	ANNISTON	joe@calhouncdc.org
Scott Brightwell	Anniston	scottandmeg@brightwell.org
Jack E. Pugh	EAC/MPO	EAC/MPO
Mike Pugh	Jacksonville	mike.pugh@wellfarmsadvisors.com
Susan DiBiase	Jacksonville	susandibiase@yahoo.com
Keith Dunn	Oxford	PHILLIP Dunn @ THOMPSON TRACTOR .COM



## Calhoun MPO Bicycle/Pedestrian Plan Update

### Public Comment Form December 2011 – March 2012

What project or projects would you like to see in the plan? (Please mention the location).

WHAT WILL BE NEEDED TO BRING THE CLT TO  
ANNISTON CITY SO ~~THE~~ BICYCLES CAN BE  
RIDDEN THROUGH LEAVEL AND NOT JUST START  
IN LEAVEL.

What do you think our member governments should/could do better?

RAISE THE LEVEL OF INVOLVEMENT WITH OFFERING  
ITS CITIZENS MORE TRANSPORTATION OPTIONS.

Can you suggest a better way to solicit public input and comments?

FIND OXFORD AND ANNISTON PUBLIC OFFICIALS  
WHO ARE FRIENDLY AND SUPPORTIVE OF THESE BIKE GOAL

Other Thoughts? (Please add pages if necessary)

(Optional) Name: ANDY HATLEY City: ANNISTON

Please return to: Bike/Ped Plan Update, EARPDC, PO Box 2186, Anniston, AL 36202  
(256) 237-6763 Fax, TDD (800) 548-2547, jack.plunk@adss.alabama.gov

## Calhoun MPO Bicycle/Pedestrian Plan Update

### Public Comment Form December 2011 – March 2012

What project or projects would you like to see in the plan? (Please mention the location).

Mentioned during meeting: 3 foot rule.

Continue placing signage to increase awareness of bicycles sharing roadway.

Where possible ~ build separate multi-use sidewalks for bikes/peds for greatest safety & relaxation.

What do you think our member governments should/could do better?

Add a 3-foot passing rule.

Improve zoning requirements ~ require bike racks, fewer parking spaces

Can you suggest a better way to solicit public input and comments?

Facebook through local sites like city pages, "Jacksonville Politics for grown ups" etc.

Other Thoughts? (Please add pages if necessary)

Great job with this comprehensive plan! I hope it will receive strong local support.

(Optional) Name: Susan DiBiase

City: Jacksonville

Please return to: Bike/Ped Plan Update, EARPDC, PO Box 2186, Anniston, AL 36202  
(256) 237-6763 Fax, TDD (800) 548-2547, jack.plunk@adss.alabama.gov

## Plunk, Jack

---

**From:** Betsy Bean [director@spiritofanniston.org]

**Sent:** Friday, February 17, 2012 10:20 AM

**To:** Plunk, Jack

**Subject:** bike/ped plan

Jack,

I've been meaning to send in public comment. Here are my suggestions:

- a sidewalk circulation plan from the Zinn Park area over to W. 15<sup>th</sup>, probably from 14<sup>th</sup> instead of 15<sup>th</sup> because the industrial buildings there are a real visual barrier.
- I'd like it to tie in to a sidewalk coming from the new DHR building that links that building and property to W. 15<sup>th</sup>. (even though the bike trail does that, I think we still need a parallel sidewalk somewhere, and then of course,
- a sidewalk linkage from DHR going into downtown at either 12<sup>th</sup> or 11<sup>th</sup>.

Thanks. bb

*Betsy Bean*

Executive Director

Spirit of Anniston

1018 Noble St.

P. O. Drawer 37

Anniston, AL 36202

(256) 236-0996

(256) 238-1827 (fax)

director@spiritofanniston

www.spiritofanniston.org

## Plunk, Jack

---

**From:** Betsy Bean [director@spiritofanniston.org]  
**Sent:** Thursday, January 05, 2012 4:08 PM  
**To:** Plunk, Jack; mike.poe@wellsfargoadvisors.com; 'Pete Conroy'  
**Subject:** Ladiga Trail

Hi guys,

Hope everyone had a pleasant and restful holiday break. I have two questions I'd love to get feedback on:

1. If I understood correctly, there is a bus that can pick up riders in Piedmont and bring them to Amtrak. My question is whether there is any money from any source to develop a simple rack card for the Welcome Center, and other places in Georgia where riders access the Trail. In fact, is there a website that most riders would access if they were going to do a round trip by bike/train? I'd be willing to write a press release for the Atlanta news sources and also send to Amtrak for their magazine. I imagine I could develop some food/lodging packages that we could promote also. Also, could use signage at key locations.
2. Have you heard of Pop-Up Planning? It's a relatively new concept of creating temporary improvements at a public site to kick-start development. I'd like to develop a committee to do a Pop-up plan for the W. 15<sup>th</sup> St. area next to the Ladiga Trail. We'll soon be starting a mural on the building next to the Trail, and the land in front will hopefully one day be a park. We're talking about placing street furniture, plants, street lites and other amenities in the one block and the one opposite for one or two days. Ideally, I'd like to see if we can flatten the trail enough or put something temporary down to have the bike club do a little jaunt on the Trail and end up at W. 15<sup>th</sup> on the day the pop-up plan is finished.

Any thoughts are welcome.

*Betsy Bean*

Executive Director  
Spirit of Anniston  
1018 Noble St.  
P. O. Drawer 37  
Anniston, AL 36202  
(256) 236-0996  
(256) 238-1827 (fax)  
[director@spiritofanniston.org](mailto:director@spiritofanniston.org)  
[www.spiritofanniston.org](http://www.spiritofanniston.org)

## Jack Plunk

---

**From:** Bill777333@aol.com  
**Sent:** Tuesday, March 13, 2012 10:17 AM  
**To:** Jack.plunk@eardc.org; jack.plunk@adss.alabama.gov  
**Subject:** Chief Ladia Trail

Dear Mr. Plunk:

I'm writing to you and hope you strongly support the expansion of the Chief Ladiga Trail on to Ft McClellan and through downtown Anniston to the train station. The trail has brought economic impact to the area and would add more if expanded. The trail offers excellent opportunities exercising and recreation at a time when a lot of people are stagnant. There are very few safe places where people can walk, run and cycle. The trail going through Anniston would make an excellent opportunity for families to exercise together and bring business to downtown area. The Silver Comet Trail is heavily used and I'm sure people from Georgia would take the Amtrak home to Georgia. Most of the funding for Rails-To-Trails comes from federal government and additional funds could be raised locally to offset any addition costs. On behalf of the many bicyclists, walkers, runners and skaters in your district please consider these future enhancements. Thank you very much for your consideration of these matters.

Sincerely,

Robert Pietroboni  
855 Berkshire Drive  
Anniston AL 36207

Calhoun MPO Bicycle/Pedestrian Plan Update

Rec'd 3/19/12

**Public Comment Form**  
December 2011 – March 2012

What project or projects would you like to see in the plan? (Please mention the location).

Bike racks needed: Swin Center (2)  
McKellar Medical (1)  
Lenox Wal-Mart (2) - 1 at ea end  
Trickle " (2) "

What do you think our member governments should/could do better?

Officers on bicycles need to be more visible.

Can you suggest a better way to solicit public input and comments?

Other Thoughts? (Please add pages if necessary)

(Optional) Name:

C. Hail

City:

36277

(WEAVER)

Please return to: Bike/Ped Plan Update, EARPDC, PO Box 2186, Anniston, AL 36202  
(256) 237-6763 Fax, TDD (800) 548-2547, jack.plunk@adss.alabama.gov

**Jack Plunk**

---

**From:** Bill777333@aol.com  
**Sent:** Friday, April 13, 2012 7:46 AM  
**To:** Jack Plunk  
**Subject:** Re: Chief Ladiga Trail

**Mr. Plunk:**

**Thanks for the information on the trail. Due to safety and costs bringing the trail onto McClellan wouldn't be feasible. But I still think it would be great idea to extend the trail to the train station. This is the area that would get the most use. This would also give people the opportunity to use the newly renovated train station.**

**I want to be an activist in getting the trail extend. Please let me know what I can do to make this a reality.**

**You have a very important job for the community and you do it very well. Thank you for helping us get more bike paths and sidewalks.**

**Robert Pietroboni**



East Alabama Regional Planning and Development Commission  
P.O. Box 2186, Anniston, AL 36202  
Phone: (256) 237-6741 • FAX: (256) 237-6763  
E-mail: [earpdc@adss.alabama.gov](mailto:earpdc@adss.alabama.gov)

## memorandum

To: Bicycle Pedestrian Advisory Committee and Interested Citizens  
From: Jack Plunk, Principal Planner  
Subject: **BPAC Meeting, Thursday, April 5<sup>th</sup>, 3 pm**  
Date: March 21, 2012

---

The next Bicycle Pedestrian Advisory Committee meeting has been scheduled for **Thursday, April 5<sup>th</sup> at 3 pm**. The BPAC will meet in the EARPDC 3<sup>rd</sup> Floor Conference Room at 1130 Quintard Ave., Anniston. This is a handicapped accessible building and room.

The BPAC is an open committee and this is a public meeting, so any interested citizen regardless of age is welcome. I have attached a preliminary agenda for your reference.

Please make every effort to attend.

TO BPAC MEETING  
LIST 3/21/12



## **AGENDA**

### **Bicycle / Pedestrian Advisory Committee**

of the  
Calhoun Area MPO

EARPDC 3<sup>rd</sup> Floor Conference Room  
1130 Quintard Avenue  
Anniston, AL

**Thursday, April 5<sup>th</sup>, 2012**  
**3:00 pm**

- A. Introductions and Welcome ✓
- B. Update on the Coldwater Mt. Bicycle Connections Study ✓
- C. Results of Bicycle/Ped Facility Surveys 2002 & 2012 ✓
- D. Review Draft Bicycle Projects ✓
- E. Review Draft Pedestrian Projects ✓
- F. Review Draft Education, Promotion and Policy Projects and Recommendations ✓
- G. TBA
- H. Next Meeting?

## Sign-In Sheet

### Bicycle / Pedestrian Advisory Committee

of the  
Calhoun Area MPO  
EARPDC 3<sup>rd</sup> Floor Conference Room  
1130 Quintard Avenue  
Anniston, AL

Thursday, April 5<sup>th</sup>, 2012  
3:00 pm

Name	City	Contact Info
Sgt. Scott Grissom	Anniston PD	sgrissom@anniston.al.gov
Charlie Doster		4174 DOSTER@Cable One.Net
Dick E. Grew		EAC/MPO
Toby Beamingh		City of Anish
Ellen Austin		& EARPDC
Henry Bebeau	J'VILLE	
Betsy Blair		
Stan Caution	IRWA	scattention@windstream.net

## NOTICE OF PUBLIC MEETING

The Calhoun Area Metropolitan Planning Organization (MPO) has arranged for a public meeting to solicit public review and comments on the **Draft 2012 Bicycle and Pedestrian Plan** update for the Calhoun Urbanized Area at:

**3:00 pm**  
**Tuesday, May 15<sup>th</sup>, 2012**  
East Alabama Regional Planning Commission  
3<sup>rd</sup> Floor Conference Room  
1130 Quintard Avenue  
Anniston, AL 36202

This is a handicapped accessible building and room.

Previous to the meeting, the **Draft plan can be reviewed and comments can be submitted on-line** by clicking on the highlighted words Draft 2012 Bicycle and Pedestrian Plan at: [www.earpdc.org](http://www.earpdc.org). **Comments may be submitted at any time by mail or email.** Copies of the Draft plan can be mailed upon request and copies are available for pick up or review in the EARPDC lobby during normal business hours. The Draft plan identifies potential bicycle and pedestrian transportation improvement projects and safety efforts within the Calhoun urbanized area. Potential projects will be based on the 5E's of Bicycle/Pedestrian planning; Engineering (Construction), Education, Encouragement, Enforcement and Evaluation.

Should any member of the public require any special transportation or accommodation in order to attend, please contact: EARPDC-ADA Coordinator Diane McClellan, at (256) 237-6741, Ext.120, no later than 48 hours in advance of this meeting.

For more information contact: Jack Plunk, Principal Planner at (256) 237-6741, East Alabama Regional Planning and Development Commission, PO Box 2186, 1130 Quintard Ave., Suite 300, Anniston, AL 36202, (Fax 256-237-6763) [jack.plunk@earpdc.org](mailto:jack.plunk@earpdc.org) TDD (800) 548-2547 or visit: [www.earpdc.org](http://www.earpdc.org)

*Anniston Star  
4/22/12 4/23/12  
MAILED TO Bicy/PED  
Committee Meeting  
LIST. 4/23/12*

# ate highway system might get more tolls

est sections are reaching the ends of their life spans and need to be replaced. A 2009 report by the American Association of State Highway and Transportation Officials recommended an annual investment in U.S. highways and bridges of \$166 billion.

"Highways are not designed to last forever," said Bob Poole, a Florida-based transportation policy expert and supporter of tolls at the Reason Foundation, a libertarian research group in Washington. "There is a major need over the next two decades or so to rebuild and modernize the entire interstate system."

Since 2005, the federal Department of Transportation has given Missouri, North Carolina and Virginia approval to toll some of the nation's busiest interstate highways for the purpose of improving them or rebuilding them. Transportation officials in these states say that given the enormous

costs of such projects, they have few viable alternatives.

When the interstate system was created in 1956, a federal per-gallon gasoline tax was enacted to provide a stream of revenue for the Highway Trust Fund. The federal government paid 90 percent of the construction costs, with the states making up the rest.

That model worked for decades, but no longer. Americans are driving less because of the economy and higher gas prices, and cars are getting better gas mileage. The federal gasoline tax of 18.4 cents a gallon hasn't changed since 1993.

In recent years, the trust fund has required an annual infusion of general funds just to keep highway spending levels where they are. The Congressional Budget Office said in January that the trust fund might go bankrupt next year.

"We're trying to run a 2012 transportation system

on 1992 revenue," said Lon Anderson, a spokesman for AAA Mid-Atlantic. "It's a bad mismatch."

But increasing the tax even to adjust for inflation is a tough sell. The cost of gasoline has come up as an issue in the current and past presidential elections, with Democrats and Republicans blaming high prices on whoever's in the White House.

Stalled legislation in Congress to fund transportation projects for the next two to five years doesn't even begin to fix the problem. No current bill experts warn, adequately addresses the needs of an outdated and deteriorating national highway system.

"The proper cost of using high-quality roads is to pay what they cost," said Poole,

who's advised four presidents of both parties on transportation issues. "We haven't been doing that for quite a while in this country."

Polls find that road improvements take a back seat to other public issues. A Pew Research Center study found in January that only 30 percent of Americans named transportation as a top policy priority.

"We have a huge contradiction," Anderson said. "They want better roads; they want mass transit. They want us to do something about congestion. But when we ask them about paying for it, it kind of falls apart."

The trucking industry supports raising the federal gasoline tax, but it vehemently opposes placing tolls on existing highways

because of the extra cost for truckers.

"We're already paying substantial sums of money for our nation's roads, and we don't think we should be asked to pay again for those roads through tolls," said Todd Spencer, an executive vice president at the Owner-Operator Independent Drivers Association. "No one is talking about doing away with the taxes on these roads that truckers would pay."

## REPEATS

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## NOTICE OF PUBLIC MEETING

The Calhoun Area Metropolitan Planning Organization (MPO) has arranged for a public meeting to solicit public review and comments on the **Draft 2012 Bicycle and Pedestrian Plan** update for the Calhoun Urbanized Area at:

3:00 pm

Tuesday, May 15th, 2012

East Alabama Regional Planning Commission

3rd Floor Conference Room

1130 Quintard Avenue

Anniston, AL 36202

This is a handicapped accessible building and room.

Previous to the meeting, the Draft plan can be reviewed and comments can be submitted on-line by clicking on the highlighted words Draft 2012 Bicycle and Pedestrian Plan at: [www.earpdc.org](http://www.earpdc.org). Comments may be submitted at any time by mail or email. Copies of the Draft plan can be mailed by request and copies are available for pick up or review in the EARPDC lobby during normal business hours. The Draft plan identifies potential bicycle and pedestrian transportation improvement projects and safety efforts within the Calhoun urbanized area. Potential projects will be based on the 5E's of Bicycle/Pedestrian planning; Engineering (Construction), Education, Encouragement, Enforcement and Evaluation.

Should any member of the public require any special transportation or accommodation in order to attend, please contact: EARPDC-ADA Coordinator Diane McClellan, at (256) 237-6741, Ext.120, no later than 48 hours in advance of this meeting.

For more information contact: Jack Plunk, Principal Planner at (256) 237-6741, East Alabama Regional Planning and Development Commission, PO Box 2186, 1130 Quintard Ave., Suite 300, Anniston, AL 36202, (Fax 256-237-6763) [jack.plunk@earpdc.org](mailto:jack.plunk@earpdc.org) TDD (800) 548-2547 or visit: [www.earpdc.org](http://www.earpdc.org)



**RMC**

Bariatrics

R. Bryan Freeman, M.D.

Alabama Regional Medical Center  
s the closing of RMC Bariatrics-  
al and Bariatric Surgery Practice,  
1, AL, including the practice of:

R. Bryan Freeman, M.D.

and

Tim Barnes, PA-C

ffective April 25, 2012

256-236-1300 for information  
btaining medical records.

enjoyed serving you as patients.

4/22/12 Anniston Star

## News & Announcements

### **Review & Comment on Draft 2012 Bicycle Pedestrian Plan Update**

2012-04-19

Review and Comment on the **Draft 2012 Bicycle Pedestrian Plan** update for the Calhoun MPO and the urbanized area. The Plan update contains a Vision statement and goals, lists and maps of proposed bicycle and pedestrian projects as well as educational, promotion and policy recommendations for local jurisdictions.

**Print a comment form:**

**Comment via email:**

**Public Meeting Notice**

**May is National Bike Month**

EARPDC WEB PAGE  
4/25/12

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Website Design Company | WideNet

## Jack Plunk

---

**From:** Jack Plunk  
**Sent:** Friday, April 27, 2012 4:34 PM  
**To:** 'John R. Davis'  
**Subject:** RE: Draft 2012 Bicycle Pedestrian Plan

John,  
Its only a desire or concept line. Not preliminary engineering. We are aware that M&H has required its segment of the corridor and we will need to go around if the project comes to fruition.

Thanks,

Jack Plunk, MCRP  
Principal Planner  
EARPDC  
PO Box 2186  
Anniston, AL 36202  
(256) 237-6741  
New Email: [jack.plunk@earpdc.org](mailto:jack.plunk@earpdc.org)

---

**From:** John R. Davis [<mailto:John.Davis@mh-valve.com>]  
**Sent:** Thursday, April 26, 2012 3:09 PM  
**To:** Jack Plunk  
**Subject:** Draft 2012 Bicycle Pedestrian Plan

Our Comments:

The draft 2012 Plan shows proposed bicycle project #1, West Anniston NS Corridor Rail/ Trail, bisecting M&H Valve Company is this accurate?

Thank you,

**John R Davis**, MS, CHMM  
Environmental Manager  
M&H Valve Company  
605 West 23rd Street  
Anniston, AL 36201  
[john.davis@mh-valve.com](mailto:john.davis@mh-valve.com)  
256.741.6214 office  
256.741.6239 fax



Anniston Star 5/2/12

Obama said the administration has been in direct talks with Taliban members and that they "can be a part of this future if they break with al-Qaida, renounce violence, and abide by Afghan laws."

He said many members "from foot soldiers to leaders" have indicated an interest in reconciliation and that "a path to peace is now set before them."

"Those who refuse to walk it will face strong Afghan security forces, backed by the United States and our allies," he said.

The president left Afghanistan soon after delivering his speech.

The remarks came just hours after he and Afghan President Hamid Karzai put their signatures to a far-reaching pact that will govern U.S. support for Afghanistan after U.S. com-

after midnight local time. Obama called the signing of the pact a "historic moment for our two nations."

There were "warm handshakes all around" and Karzai appeared to be in an ebullient mood, offering profuse thanks to negotiators on the agreement, including U.S. Ambassador Ryan Crocker.

After the signing, Obama addressed U.S. troops at Bagram, crediting them with blunting the Taliban, driving al-Qaida out of Afghanistan and decimating its ranks.

"There's going to be heartbreak and pain and difficulty ahead," he told the 3,200 service members gathered at a hangar at the base. "But there's a light on the horizon because of the sacrifices you've made."

And in a remark that drew loud applause, he

your jobs," he said. "Each and every one of you — without a lot of fanfare, without a lot of fuss — you did your jobs."

A report released Tuesday by the Pentagon detailed the gains in Afghanistan. It noted that thus far this year, enemy attacks are down 16 percent, and the report says recent allied efforts "seriously degraded the insurgency's ability to mount a major offensive" this year.

The pact signing and Obama's address to the troops came one year almost to the hour that U.S. special forces, flying from Afghanistan, burst into the Pakistan hideout of bin Laden and shot him dead. Senior White House officials acknowledged that the trip fell on the anniversary, but they said the timing was driven by the desire of both presidents to have the

call.

Help light the way  
to a  
brighter future  
with more  
birthdays

## NOTICE OF PUBLIC MEETING

The Calhoun Area Metropolitan Planning Organization (MPO) has arranged for a public meeting to solicit public review and comments on the **Draft 2012 Bicycle and Pedestrian Plan** update for the Calhoun Urbanized Area at:

**3:00 pm,**

**Tuesday, May 15th, 2012**

**East Alabama Regional Planning Commission**

**3rd Floor Conference Room**

**1130 Quintard Avenue**

**Anniston, AL 36202**

This is a handicapped accessible building and room.

Previous to the meeting, the Draft plan can be reviewed and comments can be submitted on-line by clicking on the highlighted words Draft 2012 Bicycle and Pedestrian Plan at: [www.earpdc.org](http://www.earpdc.org). Comments may be submitted at any time by mail or email. Copies of the Draft plan can be mailed by request and copies are available for pick up or review in the EARPDC lobby during normal business hours. The Draft plan identifies potential bicycle and pedestrian transportation improvement projects and safety efforts within the Calhoun urbanized area. Potential projects will be based on the 5E's of Bicycle/Pedestrian planning; Engineering (Construction), Education, Encouragement, Enforcement and Evaluation.

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Relay For Life brings communities together cancer and more birthdays. We celebrate cancer, remember those we have lost, and You can support your local Relay For Life donation in honor or in memory of someone touched by cancer and light the way to a

**Relay For Life of Calhoun County**  
**Friday, May 11th 5:00 pm**  
**Ft Mc Clellan Soccer Complex Ann**

**Make a luminaria donation at any Branch by May 8th or all call 256-4**



1.800.227.2345

# Review and Comment

## DRAFT 2012 Bicycle Pedestrian Plan Update

[www.earpdc.org](http://www.earpdc.org)

Or Attend The

## Public Meeting

**3:00 pm**

**Tuesday, May 15<sup>th</sup>, 2012**

East Alabama Regional Planning Commission

3<sup>rd</sup> Floor Conference Room

1130 Quintard Avenue

Anniston, AL 36202

(256) 237-6741

To:

CAC

5/9/12

MPO

5/9/12

BPAC

5/10/12



I will not be able to attend your meeting but  
hope many will come & bring ideas & enthusiasm

Good Bless,

0503-2012

Delores Pierce

## Calhoun MPO Bicycle/Pedestrian Plan Update

Public Comment Form  
April 19, 2012 – May 17, 2012

Rec'd 5/7/12

What project or projects would you like to see in the plan? (Please mention the location).

Combination bike: pedestrian thruways the length of  
major roadways such as Hwy's 431, 21, & 78 in the  
most congested parts of the county first but  
thruout the county as feasible. Other counties  
in our area must also feel some of this need to  
provide a really useable and safe way to both  
bike and walk—someday we may have little  
choice but need it even now.

What do you think our member governments should/could do better?

Develop funding beyond income district sales taxes  
—especially on essentials such as food.

Can you suggest a better way to solicit public input and comments?

Complete the use of emails for comments on  
your Web site; that function does not work at this time.

Other Thoughts? (Please add pages if necessary)

Thanks for the many ways  
government works for us—  
You deserve many thanks for helping to keep our  
area cleaner & more attractive to residents & visitors.

(Optional) Name: Delores Pierce

City: (Saks) Anniston, AL 36201

Please return to: Bike/Ped Plan Update, EARPDC, PO Box 2186, Anniston, AL 36202  
(256) 237-6763 Fax, TDD (800) 548-2547, jack.plunk@earpdc.org

## Jack Plunk

---

**From:** Dr. Barry Nicholls, DVM <DrBarryNicholls@amcvets.com>  
**Sent:** Thursday, April 26, 2012 4:55 PM  
**To:** Dr. Barry Nicholls, DVM  
**Subject:** NEABA e-news Friday, April 27 - 1 day early  
**Attachments:** Review and Comment.pdf; scan0002.pdf

<< attached: information on the next Bike-Ped (Bicycle Pedestrian) Plan Update Meeting and #2 the Up the Creek without a Pedal Ride May 12 >>

### **CONTENTS:**

- Weather**
- Chattanooga Bicycle Transit System**
- Rides**

Weather for our area

<http://www.weather.com/weather/today/Anniston+AL+36201>

*NEABA MEMBERS  
4/27/12*

Editor's note: 1 day early as I am headed to ride with Bo Jackson and Lance.  
Jasper to Bessemer.  
Thanks to all who donated!  
-Barry

---

### **Chattanooga Bicycle Transit - Places to Go, People to Meet, and an entire community to explore**

An eco-friendly, economical public bike transit system, Bike Chattanooga offers quick, fun travel in and around the city. Ride as many times, on as many bikes as you want. All rides under 60 minutes have no ride fees.

<http://www.bikechattanooga.com/>

Thanks to our own Linda Hearn for sending this.

Yes - the same Linda Hearn who did the entire Cheaha Challenge on Sunday!

### **RIDES**

#### **Up the Creek Without a Pedal**

[http://www.cvca.org/about\\_us/utc.htm](http://www.cvca.org/about_us/utc.htm)

Barry Nicholls  
E-NEWS Editor, Northeast Alabama Bicycle Association  
719 Quintard Avenue  
Anniston, AL 36201  
256-236-8387

#### **Officers:**

President Curtis Cupp [accupp@bellsouth.net](mailto:accupp@bellsouth.net)  
VP Road Carmine Dibiase [carmine\\_dibiase@yahoo.com](mailto:carmine_dibiase@yahoo.com)

## Jack Plunk

---

**From:** acmcaoa@gmail.com on behalf of Keith Hudson - Anniston Outdoor Association  
<aoa@anniston.al.gov>  
**Sent:** Tuesday, April 24, 2012 11:19 AM  
**To:** Jack Plunk; Barbara Fletcher; ben DEMAYO; Billy & Sherry Harrison; Brocky Starr; Carol Hudson; Carol Hudson; Cathy Adamson; Cathy Adamson; Charlie Doster; Commercial Sales Carl Wilson; Edith Schneider; Fred Couch; Gary Jordon; Jackie Powell; jawz\_2020@yahoo.com; Jim Jimmerson; Jim Read; Jim Wakefield; Joan Alexander; Jonathan Goldstein; Larry Warren; Laura Weinkauff; Linda Gunnoe; Lowndes Butler; Lynn Forbus; Mark Linker; Mary Humphries; Mitch Clifton; Pete Conroy; Phillip Martin; Renee Morrison; Renee Morrison; Ronnie Walton; Steve Glisan; Steve Raper; Steven Folks; Tabitha Headrick; Tien Ma; Tyme; Wright Willingham  
**Subject:** Fwd: Draft Bike/Ped Plan  
**Attachments:** Review and Comment.pdf

*AOA MEMBERS  
4/24/12*

----- Forwarded message -----

**From:** Jack Plunk <jack.plunk@earpdc.org>  
**Date:** Tue, Apr 24, 2012 at 9:36 AM  
**Subject:** Draft Bike/Ped Plan  
**To:** "Keith Hudson (aoa@anniston.al.gov)" <aoa@anniston.al.gov>

Hey Keith,

Could you please mention in your next AOA email.

Thanks,

Jack Plunk, MCRP

Principal Planner

EARPDC

PO Box 2186

Anniston, AL 36202

(256) 237-6741

## Sign-In Sheet

### Public Meeting

To Review and Comment On The  
**DRAFT 2012 Bicycle Pedestrian Plan Update**

East Alabama Regional Planning Commission  
3<sup>rd</sup> Floor Conference Room  
1130 Quintard Avenue  
Anniston, AL 36202

**3:00 pm**  
**Tuesday, May 15<sup>th</sup>, 2012**

<u>Name</u>	<u>City</u>
Scott Brightwell	Anniston
Paul E. G... ..	ETC/MPO
Jim Wakefield	Ann
JOE JANKOSKI	Ann
Andy HATLEY	Ann.

## Jack Plunk

---

**From:** Susan Di Biase <susandibiase@yahoo.com>  
**Sent:** Tuesday, May 15, 2012 2:35 PM  
**To:** Jack Plunk  
**Subject:** Jacksonville bike/ped plans

Hi, Jack.

I had hoped to make it to the meeting today but my schedule is running a little tight. I have reviewed everything you emailed to me. I really like the proposed links to the CLT. I am hopeful that the city might be able to get a north campus connector maybe even this summer, since the distances are so short. Stanley would just have to work it into his schedule. Maybe even concrete, for <100 ft. Janis Burns (PARC director) mentioned the Greenleaf extension to me as well. That is a bigger project, but is much needed.

I like the sidewalks that are proposed as a start. I very frequently have people say to me, "we need more sidewalks." However, when I ask for specifics, I don't get much. I think Cole Library to the Square and more on South Church St would help. One suggestion I got was to repair the old sidewalks first. I am going to put in the ACE goals a request for dedicated sidewalk building staff. Some of the people are idealistically wanting the Avenues to be built up with sidewalks. That is not going to happen. For one thing, people would go crazy about their trees & landscaping. The streets are very wide. Is it a crazy idea to suggest putting sharrows going one way and human and dog footprints going the opposite direction?

You mentioned a holdup with the 3-foot rule. If this is more than a technical delay, let me know and I will get some people in to talk to the mayor about it.

Curtis ordered the bike rack yesterday and it is being sent to Stanley Carr. I emailed him and let him know and asked him to call you when it comes in. The mayor requested that we put the rack a few inches farther to the west, away from the garden, to allow the grassy pathway in front of the car parking to be used by pedestrians. I don't think this would work if the rack were in use on that side, but otherwise it would. Stanley was there and heard it; hopefully my description makes sense.

Really impressed with the plan! The hard part is getting people to make it a reality (sigh).

Susan

**Jack Plunk**

---

**From:** Bill777333@aol.com  
**Sent:** Wednesday, May 16, 2012 10:31 AM  
**To:** Jack Plunk  
**Subject:** Bike Plan

Jack

I reviewed the bike plan and thought there was a lot of good ideas. I think the extension of CLT will be the most beneficial to the community. Hopefully, a lot of these ideas become reality as the county needs more sidewalks and bike paths. Thanks for all the hard work you put into completing the plan. Enclosed is an article I thought you would enjoy reading.

Robert Pietroboni

[Click here: LaHood Hails "Eye-Opening Report on the Value of Investing in Nonmotorized Transportation" - RTC TrailBlog - Rails](#)

# Bike, pedestrian plan almost complete

BY BRIAN ANDERSON  
banderson@annistonstar.com

There's an access problem for the people who live behind the Walmart on McClellan Boulevard.

The Anniston residents who live on Inglewood Drive and Lenwood Drive are just a stone's throw from the supercenter. But they have no convenient way to get there from their neighborhoods, unless they get in their cars and drive the two-thirds of a mile out Lenlock Lane to get to the store. As the crow flies, it's about 800 feet.

"Three hundred feet of sidewalk or bridge would be all they need," said Jack Plunk, a principal planner with the East Alabama Regional Planning and Development Commission. "But we have this land use priority where we only accommodate for car trips."

Plunk used the example Tuesday to illustrate the need for more transportation options for pedestrians and bicyclists in Calhoun County at the final public meeting for the county's new Bicycle and Pedestrian Plan. Four Anniston residents attended the meet-

ing, which was the final chance for public comment before a finalized draft will be voted on by the Metropolitan Planning Organization Thursday.

But a walkway wouldn't just be an easy way for the residents in those neighborhoods to get to Walmart, Plunk said. Sidewalks and foot traffic could generate more business opportunities in the area and possibly cut back on the need for building more parking lots.

"But that's not a priority. We leave the only option as cars," Plunk said. "And that's the kind of thing we're fighting with this plan."

The Walmart problem isn't in the plan, but plan does include several projects aimed to improve and build areas for pedestrians and bicyclists to use. The plan was last updated in 2003. Most of those planned projects are still in the new draft.

But studies by the Planning and Development Commission show a growing interest from the public in making the area more bike- and pedestrian-friendly. Although Alabama

ranks last in the country in the number of commuters who walk or ride a bike to work, answers to survey questions provided in the plan show that since 2002, the number of people riding their bikes or walking for daily activities has risen.

"We'd like more of our residents to walk or bike to get places, to do chores," Plunk said. "Eventually, we'd like them to possibly bike or walk to their place of employment."

In order for that to become a reality, the Chief Ladiga Trail will need to be extended from its current stopping point in Weaver south to the Amtrak station on 10th Street.

"If you have more people using the trail, you get a few cars off the road, you lessen congestion, and for those of us riding our bikes, it's a health benefit," Plunk said. "All of those are good things."

The plan estimates the cost of the project, not including labor, at \$500,000.

Despite the importance of the trail extension, Plunk said, none of the projects

outlined in the plan are prioritized and all are equally important.

"A couple of these are ambitious," Plunk said, highlighting a project that would create 2.5 miles of walking trails from Thomas Avenue in east Anniston to McClellan. "But I think it would be a great project if we could do it."

Other projects in the plan include extending the Ladiga trail from the Amtrak station in Anniston to Talladega County, creating more bicycle lanes in downtown Anniston, a pedestrian bridge crossing Alabama 21 on the campus of Jacksonville State University, and installing multiple bicycle parking racks throughout the county.

The plan also highlighted ways to educate the county on the benefits of biking and using lobbying efforts to convince govern-

ment officials to pass laws creating benefits to bikers and pedestrians.

The entire 84-page draft of the plan can be found on the East Alabama Regional Planning and Development Commission website. Residents wishing to comment on the plan have a limited time frame, Plunk said. The Calhoun County Metropolitan Planning Organization is scheduled to vote to adopt the plan at its meeting Thursday at 10 a.m.

Staff writer Brian Anderson: 256-235-3546. On Twitter @BAnderson\_Star.

## REPEATS

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THE KUNGER QUINER (PG-13) (1250 353) 650 840

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ID REQUIRED FOR RATED ADMISSION

TIMES FOR MAY 16

Look for the church  
Devotional & Directory pages

in the Faith Section of  
Saturday's edition of  
The Anniston Star

\*\*\*\*\*  
SUNDAY, MAY 19th  
\*\*\*\*\*

## Child buried

ASSOCIATED PRESS

RAGLAND — Relative

Jack Plunk

From: Lynn Hoffman-Wirtz <hoffmanlk@gmail.com>  
Sent: Saturday, June 02, 2012 10:47 AM  
To: Jack Plunk  
Subject: Ladiga 2 Anniston

Rec'd  
6/4/12

Saw your notice at Woodland Park (it needs to be corrected from ...[eardc.org](http://eardc.org) 2 [earpdc.org](http://earpdc.org))

100% in agreement for extension to 4th St. We've cycled on many Rails-Trails in the NE and SE, Fla, Miss, Wisc, Ill, Minn and Iowa and are especially familiar with the Pinellas Trail in St Pete Fl. Our thoughts:

Had similar negative issues for Pinellas Trail in St Petersburg, Fl with the city of Clearwater: they didn't want "riff raff" riding through their city, but finally were won over when Dunedin, Fl about 4 mi north of Clw, blossomed with the trail running right through the middle of town - new restaurants, antique shops, diners, flower shops, etc., sprung up nearly overnight. It has generated a serious amt of revenue for the towns and county. It is considered a County Linear Park and rec'd substantial backing with Federal Funds (and the "riff-raff" are now welcome!!)

The county of Pinellas instituted and revoted in a "Penny for Pinellas" sales tax to assist with, not only the trail upkeep, but ammenities such as water fountains about every 10 miles, benches (some covered & donated at a high cost to donors- 1 bench - \$1000) about every 1-5 mi, plus there are now 9 bridges over heavily traveled streets and highways.(about 1.2 m each) This took place from Jan 1987 to present. The last section was a spur and bridge crossing US 19 in S St Pete and extending to Tampa Bay near the Pier. About 46+ miles total. Its a great trail; mostly urban, with a few good views of nature.

Another nice and needed ammenity for the Pinellas Trail is the use of Sheriff's Deputies, city Police Officers of each town (St Pete, Pinellas Park, Seminole, Largo, Clearwater, Dunedin, Palm Harbor, Tarpon Springs, and Trail Rangers-Volunteers) who make runs each way daily to keep a semblance of protection on the trail and watch for repair needs. This worked so well, some towns use bike cops all the time for other areas of their towns. Also helped keep the officers in shape. Doesn't protect against everything and there are occasional muggings or theft in some of the more depressed areas, but they also have high fencing next to the trail in most of these areas, which helps to reduce crime. No riding on the trail before dawn or after dusk.

Anniston, on the other hand, could also be "less ashamed" (per editorials) of their city if the trail runs through a blighted area. Amazing how people start to "fix up" their homes when "visitors" come through. Small businesses would set up - much needed bike shops, places for cold drinks, snacks, lunch.

A big plus for trail use would be for more brochures, publications, maps, etc at the Welcome Centers on the Interstates that direct one to the trail and the Chamber of Commerce in Anniston, etc should also have this data. The bike fest on Noble - no data available. No where, have we found, can you buy T-Shirts. (Piedmont welcome center, The McClellan Motel, the Jax Depot) all would be perfect places to sell - and the T-Shirt Co. could write off some of the cost as "charity" somehow! Price them fairly (10-15) and bring in some revenue and get some free advertising. Good quality shirts, not junk.

Additionally, more mention of the trail in Real Estate notices. I've read some on occasion over the past 4 yrs and only seen the trail mentioned once!!!!!!!!!!!! That is the ONLY reason we retired to this area - the trail, and we really had to dig for data!



Also, we've met numerous people on the trail who are trying to find a place to eat or get some coffee, especially early on a Sun. It would be a great advantage for each of the towns to have signs at such places as Mountain St and the trail by the Depot directing cyclists to US 21 and what they can find to eat. A sign at Woodland Park showing it is only XX miles to McClellan Motel and some eateries near LenLock.

The Silver Comet has good signs, especially in Hiram, directing people N to eateries, etc.

Another source of revenue could be: \$1-\$5 dollars added to the property tax bill, a penny sales tax, or as Wisconsin does, a daily, monthly or annual use fee. Its all honor bound with collection pts at trail heads - drop \$2-\$5 in an envelope, receive a receipt to show a Ranger for a daily ride or checks for month/year. A combination could be an annual fee for residents and the honorarium from visitors. Wisc does this because most of their trails are hard pack so the Snow Mobiles can use them in winter and the fees pay for trail upkeep. The T-shirts would also create some revenue.

Thanks and hope the above is of some use. While it seems a lot of people are against these trails, we can only see advantages, a good source of revenue and health benefits. Just needs more advertising. Word of mouth is too slow.

Lynn Hoffman-Wirtz  
George Wirtz  
302-11th St NW  
Jacksonville Al

## Calhoun MPO Bicycle/Pedestrian Plan Update

### **Public Comment Form** December 2011 – March 2012

What project or projects would you like to see in the plan? (Please mention the location).

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What do you think our member governments should/could do better?

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Can you suggest a better way to solicit public input and comments?

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Other Thoughts? (Please add pages if necessary)

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(Optional) Name: \_\_\_\_\_ City: \_\_\_\_\_

Please return to: Bike/Ped Plan Update, EARPDC, PO Box 2186, Anniston, AL 36202  
(256) 237-6763 Fax, TDD (800) 548-2547, jack.plunk@adss.alabama.gov