



Calhoun Area MPO Bicycle and Pedestrian Plan Update

DRAFT Final Plan



CALHOUN AREA TRANSPORTATION STUDY

DRAFT

2019 Bicycle and Pedestrian Plan Update



This document is available at: www.earpdc.org

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Note: Advisory Committees serve at the pleasure of the MPO and memberships may vary according to appointment practices and the ability of citizens to serve. Therefore, it would not be uncommon that the makeup of individual committees may vary between MPO approval of draft documents and final documents.

Bicycle and Pedestrian Advisory Committee

Mailing list

- Linda Hearn, Calhoun Chamber of Commerce
- Preston York
- Tom Downing
- Jimmy English
- Terry Phillis
- Stephen Folks, Director Anniston PARD
- Chief Shane Denham, Anniston PD
- Marcus Tillman, Anniston PARD
- Patrick Wigley, Wig's Wheels
- Tom Nelson, NEABA
- Reilly Johnson, Anniston Main Street Director
- Earl Warren, Boys and Girls Clubs of Calhoun County
- Ana Shea Nicholls
- Andy Hatley
- Scott Brightwell
- Lee Hedgepeth, Anniston Star
- Todd Davis
- Jovita and Jackie Young
- David Reddick
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- Anni Nichols
- Curtis and Angie Cupp
- Terry Phillis
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- Richard Stubbs
- C. Jerome Freeman
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- Carl Neumann
- Kumira Lemon-Mason
- Julie Moss, McClellan Development Authority
- Fred Couch
- Janice Burns, Director Jacksonville PARD
- Matt Johnson
- The Chanticleer Editor
- Pete Conroy, Rails-to-Trails Board, Jacksonville University
- Jacksonville State University Disability Support Services
- Scott Edmiston, Scott's Bicycles
- T.L. Thompson, Jacksonville Planning Commission
- Officer Bobby Yancey, Oxford PD
- Nathan McGathy
- Jim Pettus, Fun Wheels
- Don Hudson, PARD
- Cindy Kuehn
- Kevin Cunningham
- Chief Wayne Bush, Weaver PD
- Diane Runnells
- Sundae Ragland, ALDOT State Pedestrian and Bicycle Coordinator
- Sonya Baker, ALDOT Assistant Bureau Chief, Planning Studies
- Geneva Brown, ALDOT Assistant Transport Engineer, Multimodal



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APPENDIX B – Interim Memorandum #1: Summary of Baseline Conditions

APPENDIX C – Documentation of Public Review, Meetings and Comments



1. INTRODUCTION

This draft Calhoun Area MPO Bicycle and Pedestrian Plan Update has been prepared to improve multimodal transportation options for residents of the Calhoun MPO area, and to comply with USDOT and Federal Highway Administration requirements to address bicycle and pedestrian travel in the regional transportation plan. This plan update identifies and prioritizes proposed bicycle and pedestrian facilities for the Calhoun MPO Area. The proposed projects are mapped by area, and tables are included to provide details of project length and planning level cost estimates.

The plan has been developed in cooperation with the Calhoun Area MPO Bicycle and Pedestrian Advisory Committee (BPAC) and Citizens Advisory Committee (CAC). Comments on this draft plan should be emailed to CalhounBikePed@gmail.com or to elizabeth.messick@earpdc.com. Comments, suggested changes and other ideas will be collected and compiled and addressed in the final plan.

This plan has focused on multi-use paths for pedestrians and bicycles, and on bicycle facilities. Sidewalks have been incorporated where specific comments were received and other known projects are planned. The plan identifies a few of the many sidewalk needs across the region, and does not attempt to compile a regional sidewalk inventory. Each jurisdiction's ADA Transition Plans provide the best local assessment of sidewalk and other pedestrian accommodations, and local jurisdictions may follow those plans in prioritizing needs outside of the scope of this plan. Some trailheads on the Chief Ladiga Trail (CLT) are identified in the plan; additional trailhead locations are likely to be identified as the CLT is developed.

The maps created for this document have been produced with assistance from the GIS staff at East Alabama Regional Planning and Development Commission, and we are deeply grateful for their assistance. This document is available on line on the MPO website at <http://www.earpdc.org/pages/?pageID=27>.

2. PUBLIC ENGAGEMENT ACTIVITIES

Bicycle and Pedestrian Advisory Committee Meetings

The Calhoun Area Metropolitan Planning Organization (MPO) assembled a Bicycle and Pedestrian Advisory Committee (BPAC) to participate in development of the plan update. JRWA staff met with the BPAC on October 3, 2018 to present a report on existing conditions, demographic characteristics of the area, and best practices for development of bicycle and pedestrian plans and facilities, and to obtain feedback on key issues for the plan.

In October and November, a draft of proposed bicycle and pedestrian facilities was developed, and was presented to the stakeholders group on December 12, 2018. Comments from the December BPAC meeting are incorporated in the proposed projects in this document.



A public meeting is scheduled for February 21 with the BPAC and with the general public to present the proposed plan and receive comments, which will be addressed in the final plan document.

3. VISION AND GOALS

Building community consensus around a future vision for the region's bicycle and pedestrian network is a critical element of creating a plan that can be implemented rapidly. Key to this vision is completion of the Chief Ladiga Trail (CLT) and connectivity to the adjacent cities and communities. Realization of the vision will create vibrant communities with growing local businesses that thrive on the activity generated by trail patrons and tourists.

The region's history is a compelling story of industrialization, early new town planning, and the challenges of social and economic change in the 1960s and 1970s. Elements of this history can and should be highlighted in the development of the trail. Historic tourism opportunities add another element to the bicycle tourism attraction of the region, which will be further enhanced by the extension of the CLT to Anniston.

Based on the discussions with stakeholders and officials during the planning process, the following Vision Statement is proposed to summarize the purpose of the bicycle planning process.

The continuing improvement of bicycle and pedestrian facilities in the Calhoun urban area will help reduce auto trips, contribute to improved public health, reduce vehicle emissions, support bicycle tourism and historic tourism initiatives, improve safety for non-motorized travelers, and provide an attractive transportation option to the region's residents.

Goals for this plan update are consistent with the 2012 plan:

- To improve bicycle and pedestrian safety;
- To improve bicycle and pedestrian access;
- To include bicycle and pedestrian needs in the planning and development of the community; and
- To increase local support for bicycle and pedestrian activities.

4. EXISTING CONDITIONS

Existing conditions are documented in Interim Memorandum #1, which is included by reference and is incorporated as Appendix B of this report; a summary is provided here.

Calhoun Area Metropolitan Planning Organization (MPO)

The Calhoun Area MPO area is responsible for coordinating all federally-funded surface transportation projects within the urbanized area of Calhoun County. The MPO is staffed by East Alabama Regional Planning and Development Commission (EARPDC). The MPO is comprised of three committees:



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- A Policy Committee, which sets policy and prioritizes funding of projects;
- A Technical Advisory Committee, which directs technical studies and plans; and
- A Citizens' Advisory Committee, local citizens with an interest in transportation.

An ad-hoc Bicycle and Pedestrian Advisory Committee (BPAC) is convened as needed to provide input for bicycle and pedestrian planning. A Transit Advisory Board serves the ACTS transit system.

In coordination with ALDOT and Federal Highway Administration (FHWA), the MPO produces:

- the Long Range Transportation Plan (LRTP), a 20-plus year plan to guide project selection;
- the Transportation Improvement Program (TIP), lists three to five years of project funding;
- the Unified Planning Work Program (UPWP), defines annual planning activities; and
- Public Participation Plan specifies procedures to ensure full and open public involvement in planning.

Planning Partners, Stakeholder Engagement, and Public Outreach

- Key Stakeholder Groups: Bicycle and Pedestrian Advisory Committee (BPAC), City of Jacksonville Bicycle Advisory Committee (JBAC), Main Street Anniston, Coldwater Mountain venue, Fort McClellan.
- Standing Committees: The MPO Citizens Advisory Committee, Technical Advisory Committee, and Policy Committee;
- ACTS Transit Advisory Board;
- Community Stakeholders: business groups, bicycle organizations, Jacksonville State, Gadsden State, K-12 schools, community organizations.

Previous Bicycle/Pedestrian Planning Efforts

The Calhoun MPO area has significant bicycle and pedestrian infrastructure in place, most notably the Chief Ladiga Trail and Coldwater Mountain Bike Trail venues. An active bicycling community is spearheaded by the Northeast Alabama Bicycle Association (NEABA). The City of Anniston has been at the forefront of efforts to transform the area into the Southeast's preeminent bicycle-friendly community. Localized sidewalk networks exist throughout the MPO area

Several of the area's 18 bicycle projects and 22 pedestrian projects recommended in the MPO's 2012 BPP have been completed or are underway. The JBAC recently prepared a list of projects and policy recommendations to address bicycle and pedestrian needs within Jacksonville. These planning documents provide an important basis for later implementation efforts. With regard to pedestrian facilities, this study's pedestrian assessments will focus on identifying any particular linkages needed to provide pedestrian connectivity to the area's bicycle facilities and key destinations.

Demographics

Cities in the Calhoun Area MPO have had relatively stable population since 2010, although population estimates suggest a continuing loss of population in Anniston. Combined, the five cities



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gained 20 percent in population from 2000 to 2010, while the unincorporated part of the MPO area lost six percent.

The population of the study area is 71 percent white, 24 percent black, and five percent other races or persons of more than one race. Persons of Hispanic ethnicity, regardless of race, make up four percent of the population.

Overall, median income has improved from 2010 to 2016. Oxford and Weaver have the highest median household incomes, while Hobson City and Anniston are lowest.

Generally, the densest population in the region is focused within about 2.5 miles of the CLT. Minority population is highest in central Anniston and northeast, as shown in Map 3.

The percentage of persons living below the poverty level is highest in the census tracts adjacent to the CLT. Central Anniston and northwest Jacksonville have the highest percentages of poverty. Households with no vehicles are most prevalent in central Anniston.

This geographic distribution of persons with income and mobility disadvantages suggests that extension of the CLT to Anniston can provide significant mobility benefits for transportation-disadvantaged persons in the region and better connections in all the communities along the trail could provide affordable travel options for those with the greatest need.

Land Use and Development Trends

Large areas of public lands to the east, southeast, southwest and west of the developed core of the region have helped focus development in a relatively linear pattern in Calhoun County. Industrial areas are focused along the I-20 corridor in Oxford and south Anniston, as well as southwest of Anniston. Commercial areas are focused along I-20 and US 78 in Oxford, and along State Route 21 and US 431. Forested hills along East Anniston Bypass (US 431) are largely undeveloped.

Key Origins and Destinations: Largest Employers

Map 9 reveals that six of the region's largest employers are located within five minutes riding distance of the CLT: Federal Mogul Corporation, Jacksonville State University, Calhoun Regional Medical Center, Alabama Power, Tyler Union Waterworks, and Calhoun County School System. Two others – Department of Defense Homeland Security and International Automotive Components -- are within a 15 minute bike ride of the CLT.

Roadway Network

Multi-lane arterial highways with 45 mph speed limits or above, heavy traffic, intense commercial development, and frequent driveway connections are generally undesirable roads for cyclists and, to a lesser degree, pedestrians. For this plan, proposed facilities are focused on collector roads parallel to arterial roads (e.g. Church Avenue in Jacksonville, Noble Street in Anniston). Where existing two-lane streets have wide travel lanes (14 feet or more), moderate speed limits (40 mph



or less, preferably 35 mph or lower) and moderate traffic volumes, bike lanes may be created by simply re-stripping the existing pavement; many cities now routinely reduce vehicle lane widths to 10 feet to enable installation of bike lanes within the existing street.

Existing Bicycle and Pedestrian Networks and Programs

Existing bicycle routes are limited to the CLT, some connecting spur trails in Jacksonville, and “sharrows” on several streets in Jacksonville. Lateral connectivity to the CLT is an important step toward building a more effective network of bicycle and pedestrian facilities.

The Calhoun Area MPO has adopted a policy to include bicycle and pedestrian accommodations in all new road improvement projects. A new bike share program, VeoRide, was launched in January 2019, with rental bicycles positioned in Jacksonville, Anniston, and Oxford that are accessible using a cell phone application. A bicycle education program targeting 4th grade classes in the schools within the MPO area is a continuing safety program.

5. PROPOSED BICYCLE AND PEDESTRIAN FACILITIES

The existing and proposed bicycle and pedestrian facilities in this plan are numbered systematically in the tables and on the maps. Existing facilities are numbered 1 through 10. Proposed facilities are numbered in series, as follows: 100s are Jacksonville area projects; 200s are Weaver and surrounding area; 300s are McClellan area; 400s are LeGarde Park area projects; 500s are central Anniston area projects; 600s are Oxford and Hobson City area projects; and 900s are Vision/Future projects.

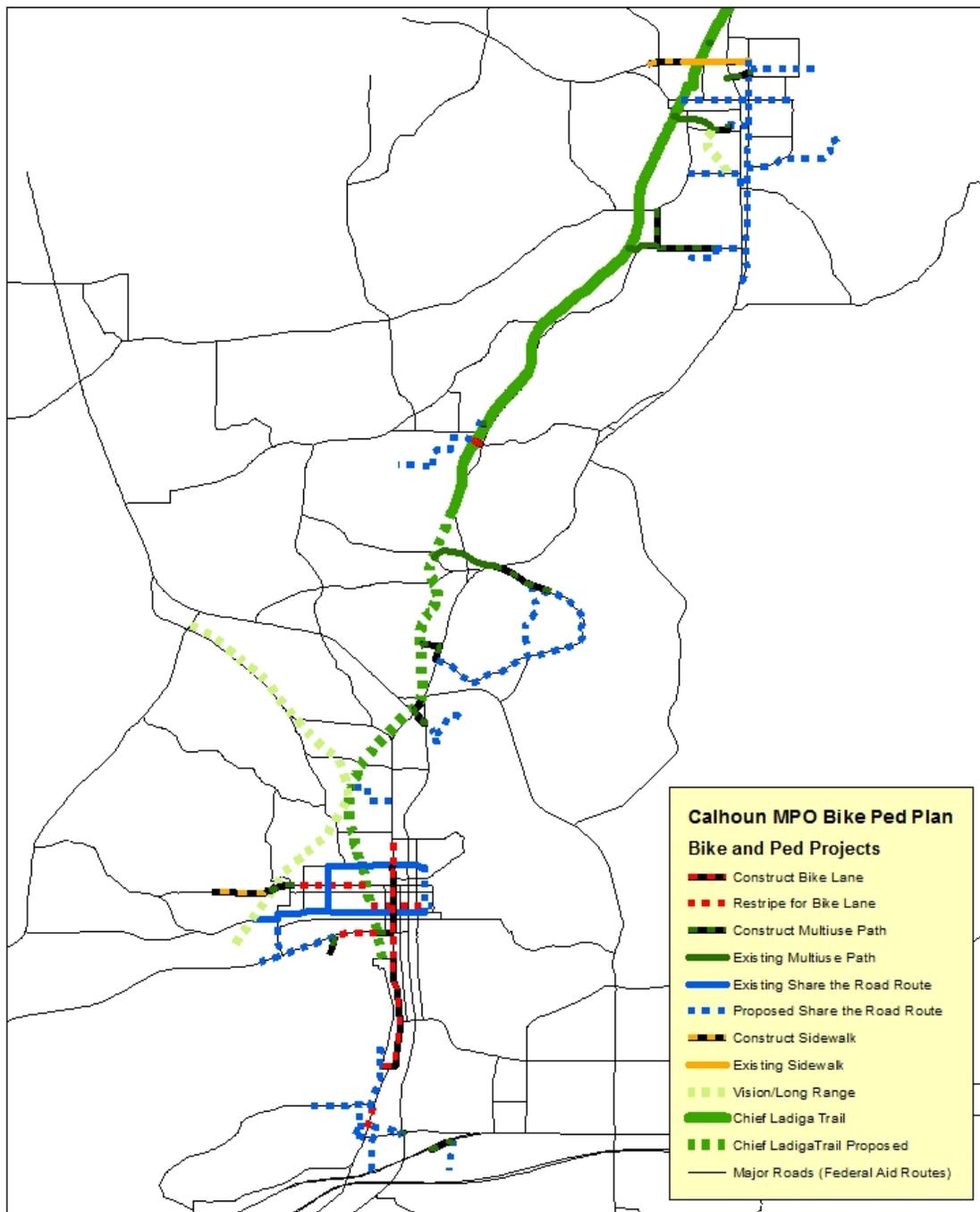
Regional Overview

The Chief Ladiga Trail provides a regional spine to which other local bicycle and pedestrian facilities should connect. Map 1 shows the full regional network of proposed bicycle and pedestrian facilities. Table 1 lists all of the proposed facilities, along with planning level cost estimates and a proposed implementation priority (High, Mid, Low). *Note: Appendix A contains ledger size version of Map 1 and Table 1 for improved readability.*



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Map 1 -- Calhoun MPO Area Projects





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Table 1
Calhoun Area MPO Bicycle and Pedestrian Plan
Existing and Proposed Projects

ID	Area	Project Name	Facility Type	Length (feet)	Preliminary Cost Est.	Phasing/ Priority
1	Anniston Central	Anniston Share the Road Loop	Share The Road		na	Existing
3	Anniston Central	Anniston Share the Road 11th	Share The Road		na	Existing
4	Anniston McClellan	Baltzell Gate Connector	Multi-use Path		na	Existing
5	Jacksonville	Williams Branch Greenway Trail	Multi-use Path		na	Existing
6	Jacksonville	Nisbet Street Sidewalk	Sidewalk		na	Existing
7	Jacksonville	Jacksonville School Connector	Multi-use Path		na	Existing
8	Jacksonville	Reynolds Street Connector	Multi-use Path		na	Existing
9	Jacksonville	Bennett Blvd Sidewalk	Sidewalk		na	Existing
10	Jacksonville	JSU Campus Connector	Multi-use Path		na	Existing
101	Jacksonville	Nisbet Street Sidewalk	Sidewalk		\$	Mid
102	Jacksonville	Bennett Blvd Sidewalk	Sidewalk		\$	High
103	Jacksonville	Roebuck Waters Sidepath	Multi-use Path		\$	Mid
104	Jacksonville	Roebuck Waters Multi-use Path	Multi-use Path		\$	Mid
105	Jacksonville	7th Street Share the Road (STR)*	Share The Road		\$	Low
106	Jacksonville	Church Avenue STR	Share The Road		\$	High
107	Jacksonville	Ladiga Street STR*	Share The Road		\$	Mid
108	Jacksonville	Spring Street and A Street Path	Multi-use Path		\$	High
110	Jacksonville	Greenleaf STR	Share The Road		\$	Low
111	Jacksonville	White's Gap Road STR Connector	Share The Road		\$	Low
112	Jacksonville	George Douthit Multi-use Path	Multi-use Path		\$	High
113	Jacksonville	Mountain Dr Share the Road	Share The Road		\$	High
115	Jacksonville	Gardner - Louise Share the Road*	Share The Road		\$	Low
116	Jacksonville	Kitty Stone Path Extension	Multi-use Path		\$	High
117	Jacksonville	James Hopkins Road Multiuse Path	Multi-use Path		\$	Mid
118	Jacksonville	George Douthit Share the Road	Share The Road		\$	Low
119	Jacksonville	Branscombe Drive Share the Road*	Share The Road		\$	Low
120	Jacksonville	South Church Ave Share the Road	Share The Road		\$	Low
201	Weaver	Weaver High Wana Ave Share the Road*	Share The Road		\$	Low
203	Weaver	Weaver High STR*	Share The Road		\$	Low
204	Weaver	Weaver Downtown Bike Lanes	Bike Lane, re-stripe		\$	High
205	Weaver	Weaver Downtown Bike Lanes	Bike Lane,		\$	High
207	Weaver	Weaver Elementary School Path	Multi-use Path		\$	High
208	Weaver	Weaver Elementary School STR*	Share The Road		\$	Low
301	Anniston McClellan	Baltzell Gate Connector	Multi-use Path		\$	High
302	Anniston McClellan	McClellan Share the Road	Share The Road		\$	Low
303	Anniston McClellan	Summeral Connector Path	Multi-use Path		\$	Mid
401	Anniston LeGarde	LeGarde Park Connector	Multi-use Path		\$	Mid



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ID	Area	Project Name	Facility Type	Length (feet)	Preliminary Cost Est.	Phasing/ Priority
402	Anniston LeGarde	LeGarde Park Entrance Share the Road*	Share The Road		\$	Low
403	Anniston LeGarde	Regar Circle Share the Road*	Share The Road		\$	Low
404	Anniston LeGarde	McArthur STR*	Share The Road		\$	Low
405	Anniston LeGarde	29th Street Connector	Multi-use Path		\$	High
501	Anniston Central	Noble Street Bike Lanes North	Bike Lane, re-stripe		\$	High
502	Anniston Central	15th Street Bike Lanes	Bike Lane, re-stripe		\$	High
503	Anniston Central	12th Street Bike Lanes*	Bike Lane, re-stripe		\$	High
504	Anniston Central	Noble Street Bike Lanes Core	Bike Lane,		\$	High
505	Anniston Central	8th Street Side Paths (both sides)	Multi-use Path		\$	High
506	Anniston Central	Coldwater Mtn Connection	Bike Lane, re-stripe		\$	High
507	Anniston Central	LeGarde Drive Coldwater Mtn Access	Multi-use Path		\$	High
508	Anniston Central	Coldwater Mtn Connection	Share The Road		\$	High
509	Anniston Central	Clydesdale Ave STR	Share The Road		\$	Mid
510	Anniston Central	Noble Street Bike Lanes South	Bike Lane, re-stripe		\$	High
511	Anniston Central	Anniston to Oxford Bike Lane	Bike Lane,		\$	Mid
512	Anniston Central	Anniston to Oxford Share the Road*	Share The Road		\$	Mid
513	Anniston Central	Maple Constantine Share the Road*	Share The Road		\$	Low
514	Anniston Central	14th Street Sidewalk	Sidewalk		\$	Mid
515	Anniston Central	15th and 14th Street MUP	Multi-use Path		\$	High
516	Anniston Central	Christine Share the Road*	Share The Road		\$	Mid
517	Anniston Central	12th St Share the Road*	Share The Road		\$	Mid
601	Hobson City	Martin Luther King Drive Share the Road	Share The Road		\$	High
602	Hobson City	McDaniel Street Share the Road*	Share The Road		\$	Low
603	Oxford	Luttrell and Spring St Share the Road*	Share The Road		\$	Low
604	Oxford	Oak Street Share the Road*	Share The Road		\$	Mid
607	Oxford	McCullars Ln STR*	Share The Road		\$	Mid
608	Oxford	Oxford Mall Path Connection	Multi-use Path		\$	High
609	Oxford	Oxford Mall Path Connection	Multi-use Path		\$	High
611	Oxford	Oxford Main Street Bike Lanes	Bike Lane, re-stripe		\$	High
900	Jacksonville	Willams Branch Greenway -- Future*	Multi-use Path		\$	Low
901	Anniston Central	Blue Mountain Rail Trail -- Future*	Multi-use Path		\$	Low
902	Anniston Central	Pipeline Rail Trail -- Future*	Multi-use Path		\$	Low

* denotes a project that is not on the Federal Aid Highway System



Area Maps of Proposed Projects

Area maps showing detailed project type and location are provided for each of six areas: Jacksonville; Weaver; McClellan; LeGarde Park; Central Anniston; and Oxford and Hobson City. These maps are numbered 2a through 7a below.

Project Priority Maps

Recommended project phasing priorities for each area are shown in Maps 2b through 7b. These priorities were selected and recommended in order to rapidly implement low cost projects, develop effective connectivity to the Chief Ladiga Trail in the early phase of implementation, provide an equitable regional implementation strategy, and to reflect existing implementation activities and priorities expressed by local officials and at stakeholder meetings. Comments and suggestions from stakeholders regarding these recommended priorities will be addressed in the final plan document.

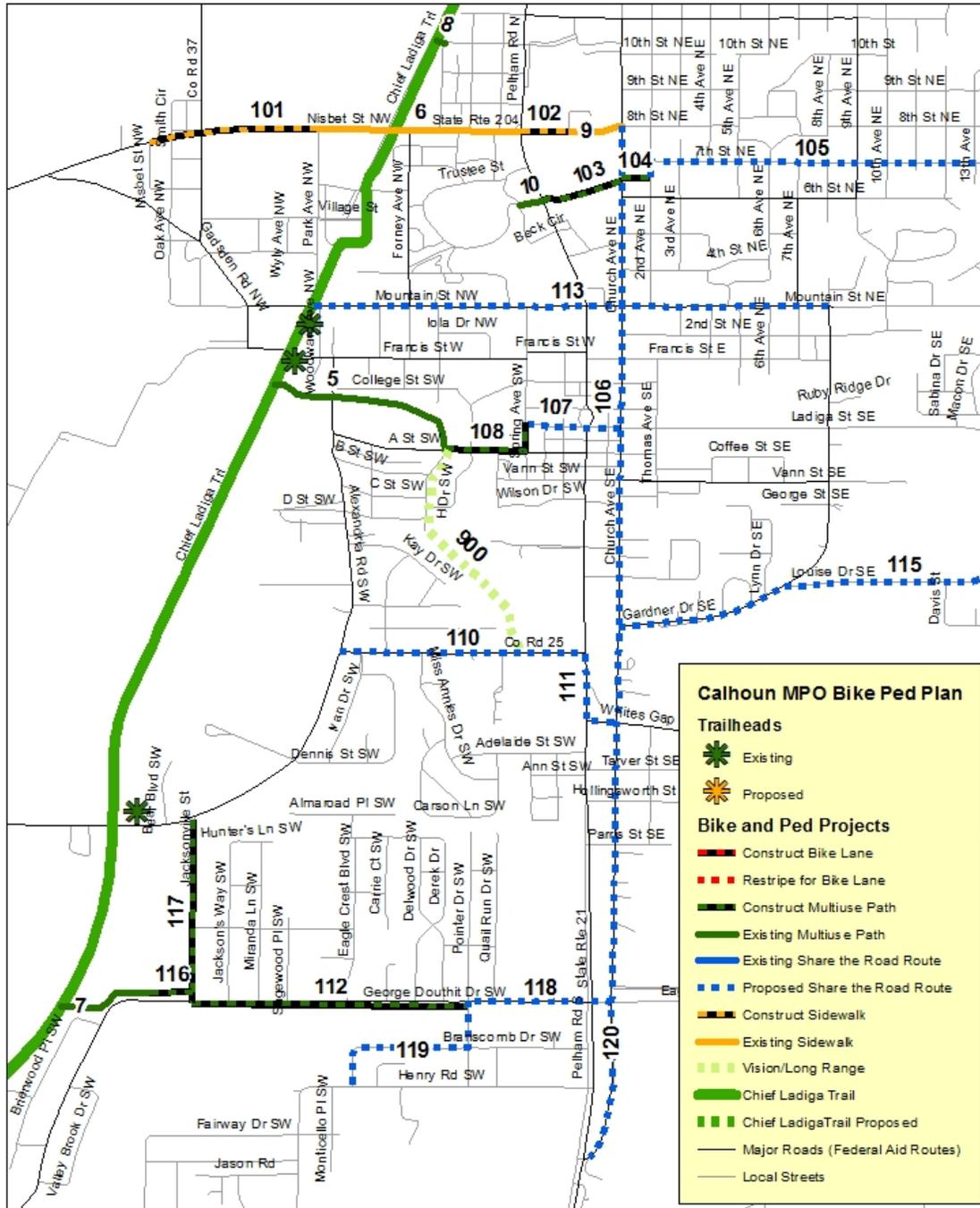
Project Descriptions and Cost Estimates

Tables 2 through 7b list the projects in each geographic area, with priorities highlighted. Planning level cost estimates are based on the unit costs shown in Table 8.



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Map 2a -- Jacksonville Projects

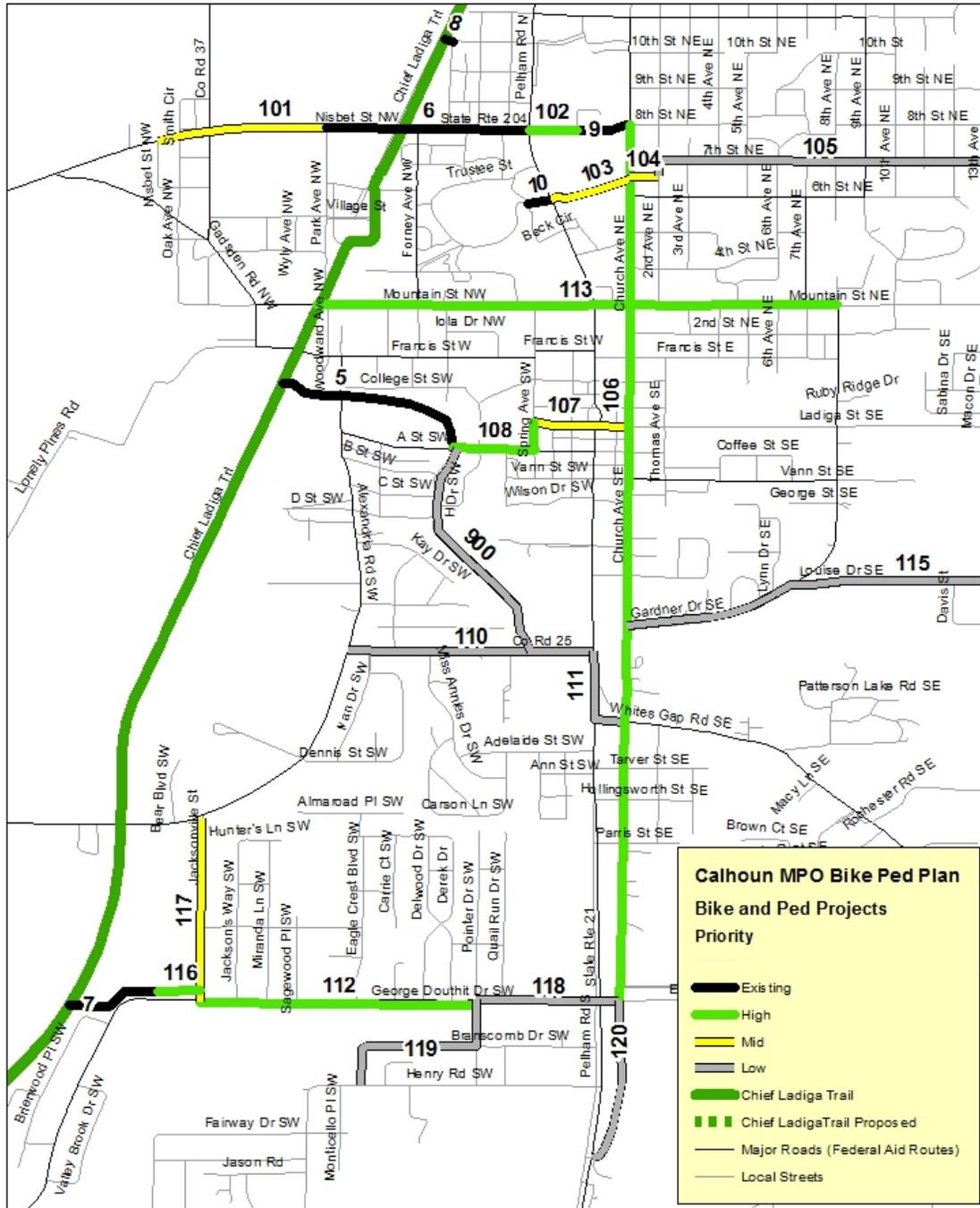


0 0.15 0.3 0.6 Miles



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Map 2b -- Jacksonville Area Priorities

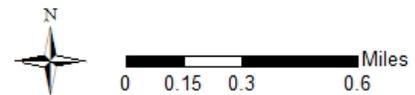




Table 2
Jacksonville Area
Existing and Proposed Projects

ID	Project Name	Facility Type	Preliminary Cost Est.	Phasing/ Priority
5	Williams Branch Greenway Trail	Multi-use Path	na	Existing
6	Nisbet Street Sidewalk	Sidewalk	na	Existing
7	Jacksonville School Connector	Multi-use Path	na	Existing
8	Reynolds Street Connector	Multi-use Path	na	Existing
9	Bennett Blvd Sidewalk	Sidewalk	na	Existing
10	JSU Campus Connector	Multi-use Path	na	Existing
101	Nisbet Street Sidewalk	Sidewalk	\$ 204,545	Mid
102	Bennett Blvd Sidewalk	Sidewalk	\$ 56,818	High
103	Roebuck Waters Sidepath	Multi-use Path	\$ 50,663	Mid
104	Roebuck Waters Multi-use Path	Multi-use Path	\$ 17,519	Mid
105	7th Street Share the Road (STR)*	Share The Road	\$ 120,284	Low
106	Church Avenue STR	Share The Road	\$ 367,992	High
107	Ladiga Street STR*	Share The Road	\$ 33,229	Mid
108	Spring Street and A Street Path	Multi-use Path	\$ 69,129	High
110	Greenleaf STR	Share The Road	\$ 85,956	Low
111	White's Gap Road STR Connector	Share The Road	\$ 67,235	Low
112	George Douthit Multi-use Path	Multi-use Path	\$ 175,663	High
113	Mountain Dr Share the Road	Share The Road	\$ 182,348	High
115	Gardner - Louise Share the Road*	Share The Road	\$ 192,784	Low
116	Kitty Stone Path Extension	Multi-use Path	\$ 28,409	High
117	James Hopkins Road Multiuse Path	Multi-use Path	\$ 124,527	Mid
118	George Douthit Share the Road	Share The Road	\$ 49,981	Low
119	Branscombe Drive Share the Road*	Share The Road	\$ 74,972	Low
120	South Church Ave Share the Road	Share The Road	\$ 68,381	Low
900	Willams Branch Greenway -- Future*	Multi-use Path	\$ 168,561	Low

High Priority Projects
 Mid Priority Projects

*denotes a project that is not on the Federal Aid Highway System



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Map 3a -- Weaver Area Projects

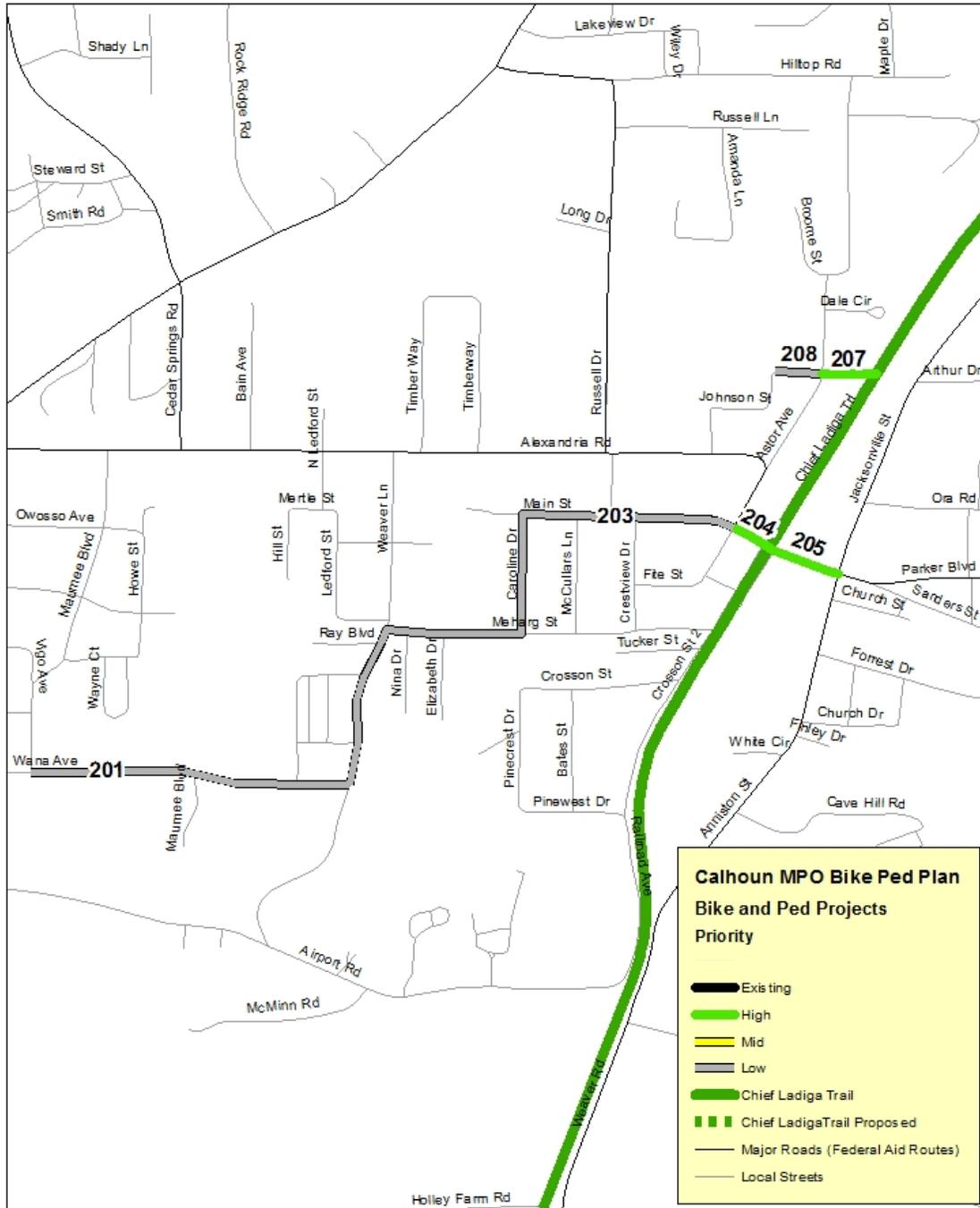


0 0.075 0.15 0.3 Miles



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Map 3b -- Weaver Area Priorities

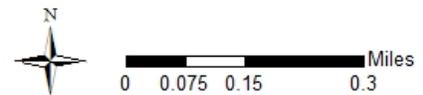




Table 3
Weaver Area
Proposed Projects

ID	Project Name	Facility Type	Preliminary Cost Est.	Phasing/ Priority
201	Weaver High Wana Ave STR*	Share The Road	\$ 54,924	Low
203	Weaver High STR*	Share The Road	\$ 116,165	Low
204	Weaver Downtown Bike Lanes	Bike Lane, re-stripe	\$ 492	High
205	Weaver Downtown Bike Lanes	Bike Lane, Construct	\$ 45,455	High
207	Weaver Elementary School Path	Multi-use Path	\$ 16,098	High
208	Weaver Elementary School STR*	Share The Road	\$ 7,964	Low

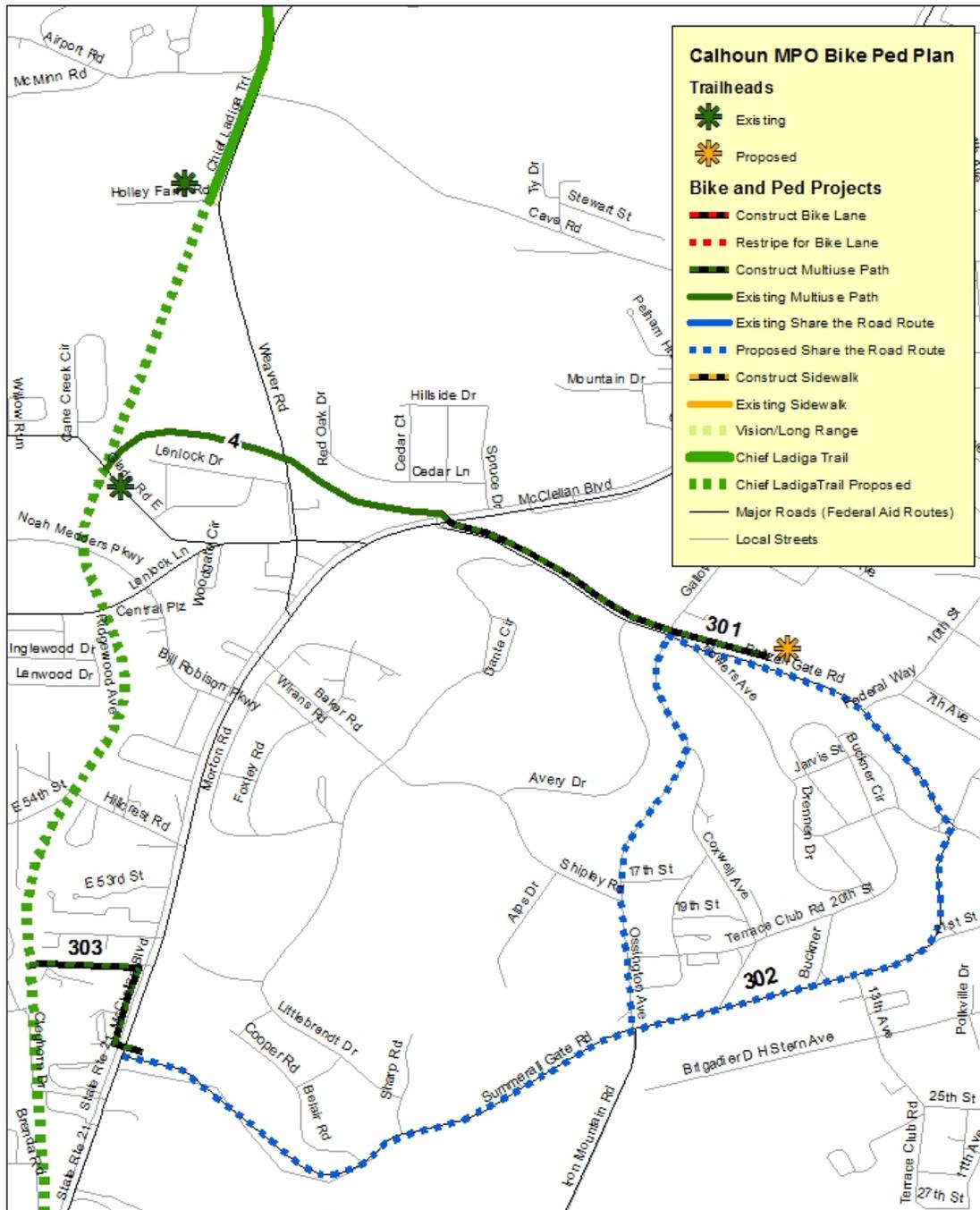
- High Priority Projects
- Mid Priority Projects

**denotes a project that is not on the Federal Aid Highway System*

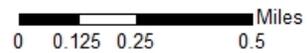


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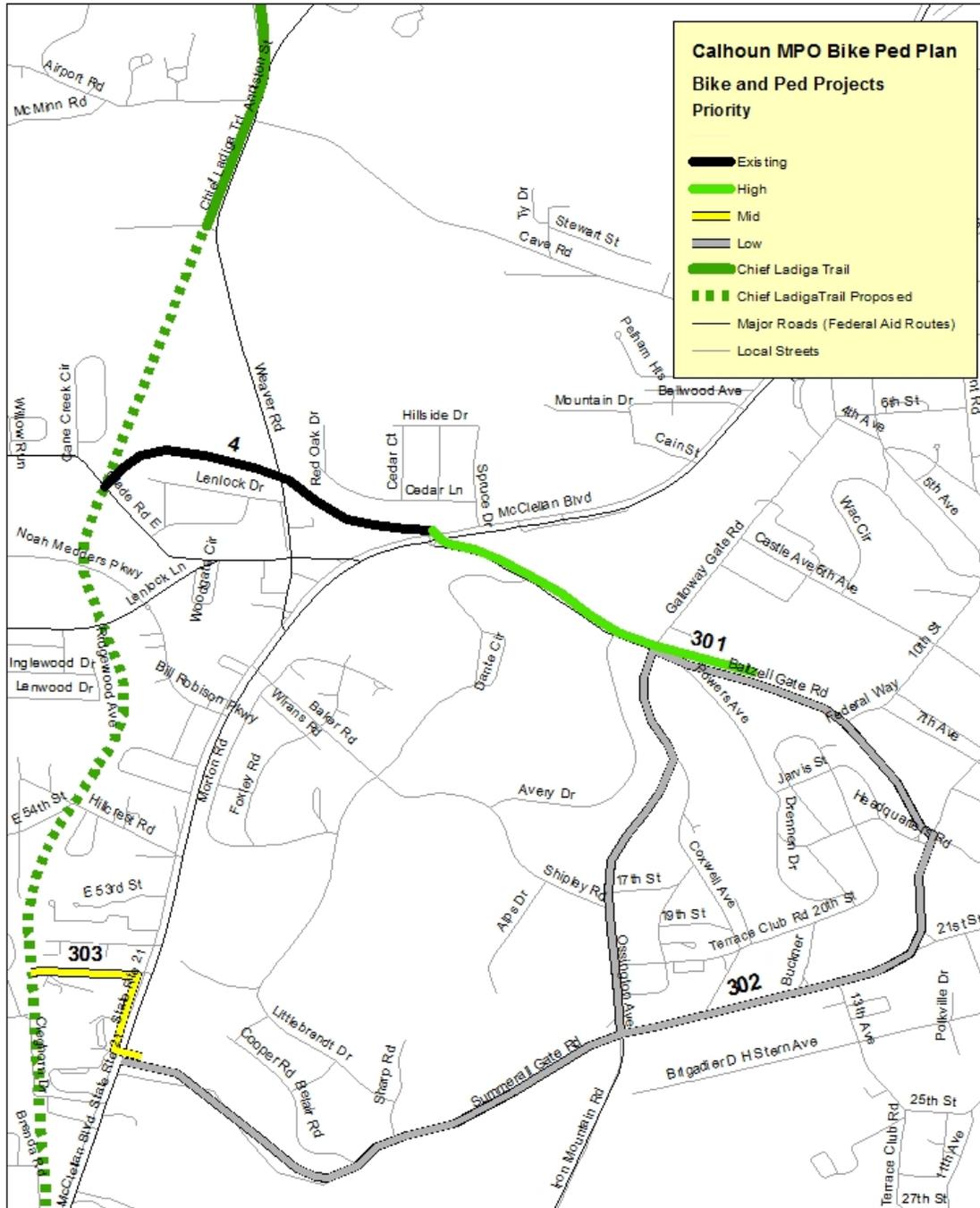
Map 4a -- McClellan Area Projects





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Map 4b -- McClellan Area Priorities

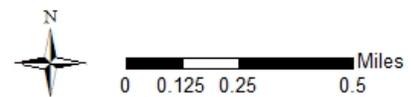




Table 4
Anniston McClellan Area
Existing and Proposed Projects

ID	Project Name	Facility Type	Preliminary Cost Est.	Phasing/ Priority
4	Baltzell Gate Connector	Multi-use Path	na	Existing
301	Baltzell Gate Connector	Multi-use Path	\$ 189,394	High
302	McClellan Share the Road	Share The Road	\$ 568,466	Low
303	Summeral Connector Path	Multi-use Path	\$ 119,318	Mid

- High Priority Projects
- Mid Priority Projects

**denotes a project that is not on the Federal Aid Highway System*



Table 5
Anniston LeGarde Park Area
Proposed Projects

ID	Project Name	Facility Type	Preliminary Cost Est.	Phasing/ Priority
401	LeGarde Park Connector	Multi-use Path	\$ 108,902	Mid
402	LeGarde Park Entrance Share the Road*	Share The Road	\$ 24,716	Low
403	Regar Circle Share the Road*	Share The Road	\$ 91,998	Low
404	McArthur STR*	Share The Road	\$ 91,998	Low
405	29th Street Connector	Multi-use Path	\$ 3,788	High

- High Priority Projects
- Mid Priority Projects

**denotes a project that is not on the Federal Aid Highway System*



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Map 6a -- Anniston Central Area Projects





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Map 6b -- Anniston Central Area Priorities

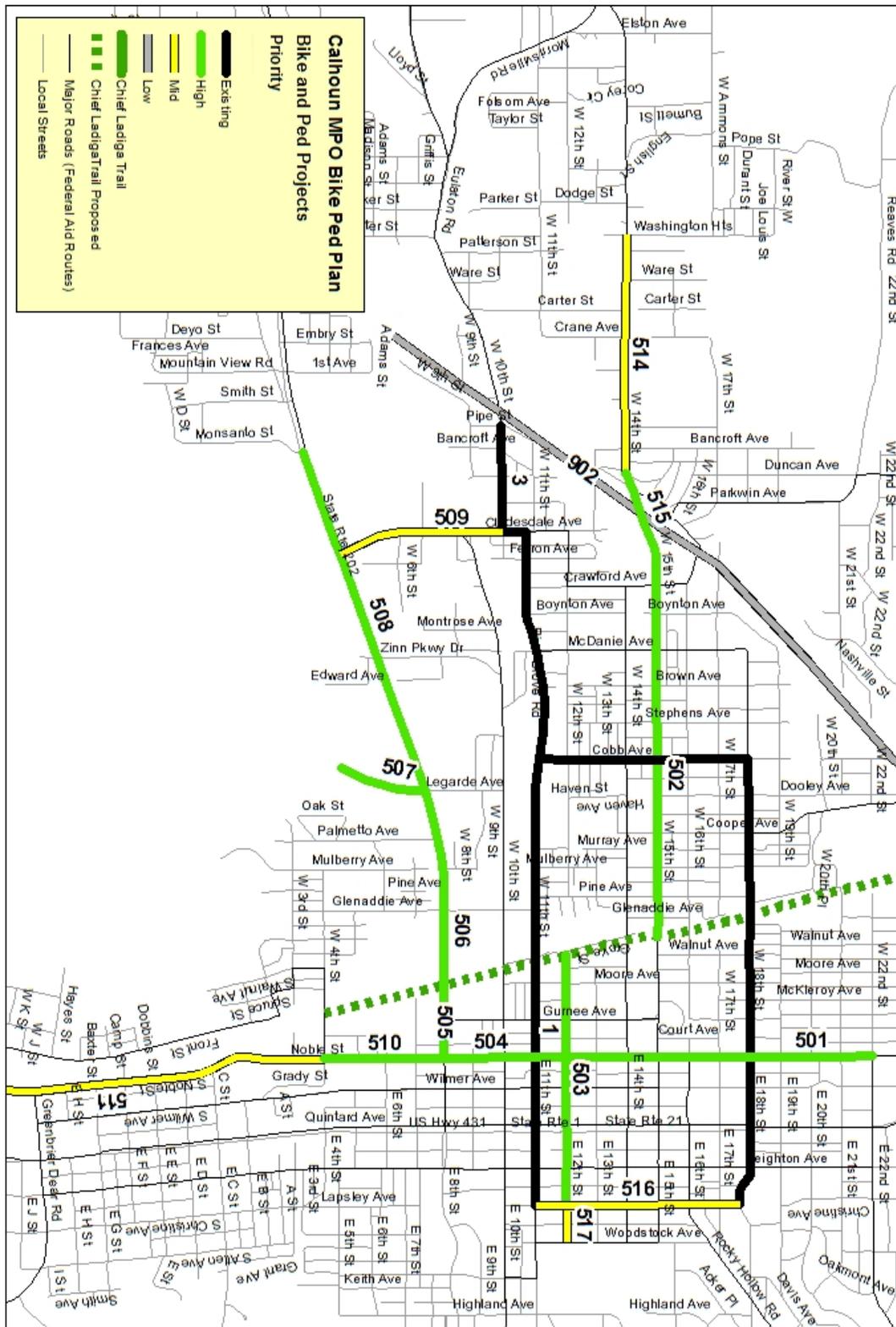




Table 6
Anniston Central Area
Existing and Proposed Projects

ID	Project Name	Facility Type	Preliminary Cost Est.	Phasing/ Priority
1	Anniston Share the Road Loop	Share The Road	na	Existing
3	Anniston Share the Road 11th	Share The Road	na	Existing
501	Noble Street Bike Lanes North	Bike Lane, re-stripe	\$ 3,636	High
502	15th Street Bike Lanes	Bike Lane, re-stripe	\$ 8,011	High
503	12th Street Bike Lanes*	Bike Lane, re-stripe	\$ 6,231	High
504	Noble Street Bike Lanes Core	Bike Lane, Construct	\$ 454,545	High
505	8th Street Side Paths (both sides)	Multi-use Path	\$ 46,402	High
506	Coldwater Mtn Connection	Bike Lane, re-stripe	\$ 4,905	High
507	LeGarde Drive Coldwater Mtn Access	Multi-use Path	\$ 63,920	High
508	Coldwater Mtn Connection	Share The Road	\$ 132,642	High
509	Clydesdale Ave STR	Share The Road	\$ 71,402	Mid
510	Noble Street Bike Lanes South	Bike Lane, re-stripe	\$ 3,561	High
511	Anniston to Oxford Bike Lane	Bike Lane, Construct	\$ 806,818	Mid
512	Anniston to Oxford Share the Road*	Share The Road	\$ 79,915	Mid
513	Maple Constantine Share the Road*	Share The Road	\$ 45,038	Low
514	14th Street Sidewalk	Sidewalk	\$ 293,561	Mid
515	15th and 14th Street MUP	Multi-use Path	\$ 90,909	High
516	Christine Share the Road*	Share The Road	\$ 87,879	Mid
517	12th St Share the Road*	Share The Road	\$ 13,456	Mid
902	<i>Pipeline Rail Trail -- Future*</i>	<i>Multi-use Path</i>	<i>\$ 587,121</i>	<i>Low</i>
901	<i>Blue Mountain Rail Trail -- Future*</i>	<i>Multi-use Path</i>	<i>\$ 767,045</i>	<i>Low</i>

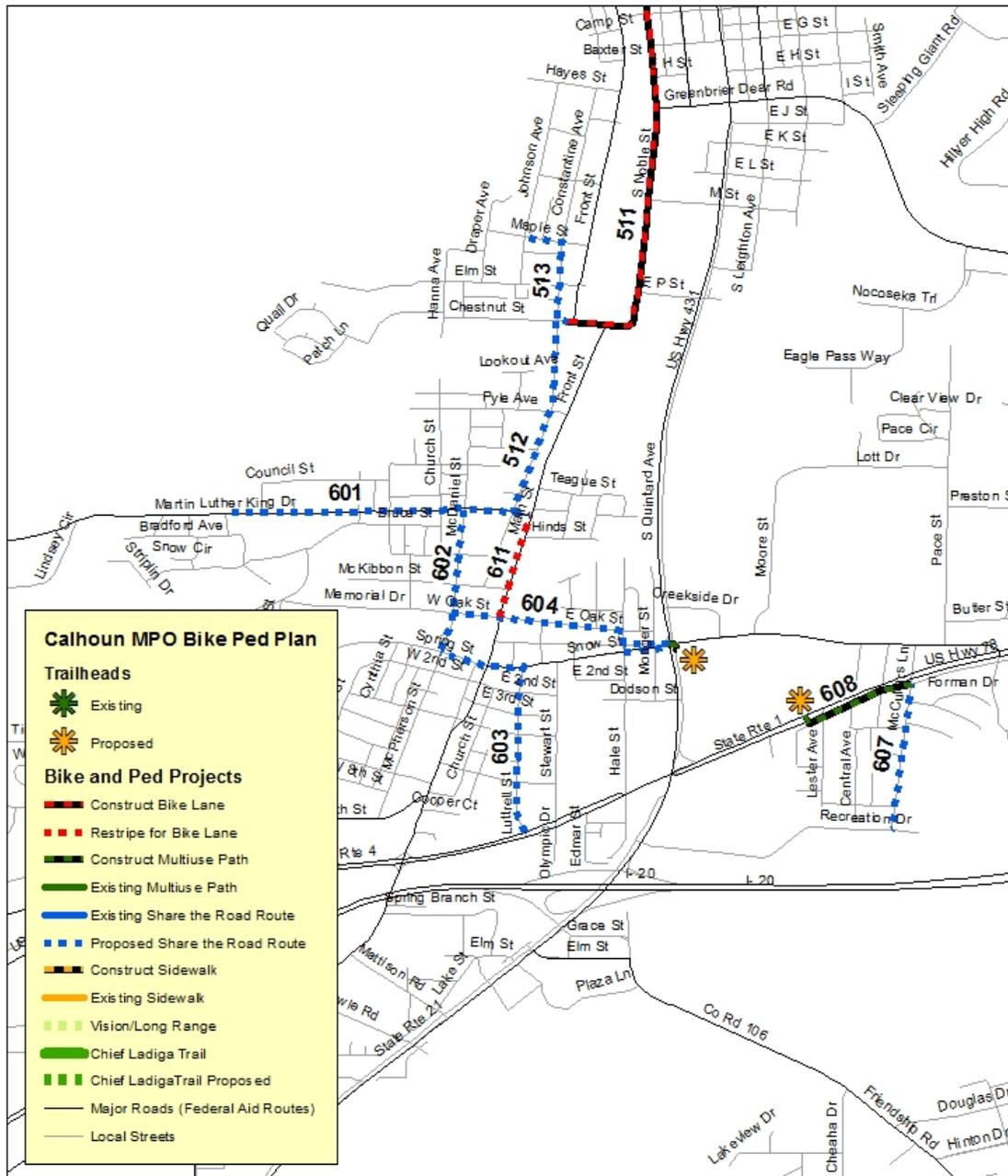
High Priority Projects
 Mid Priority Projects

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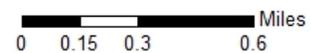


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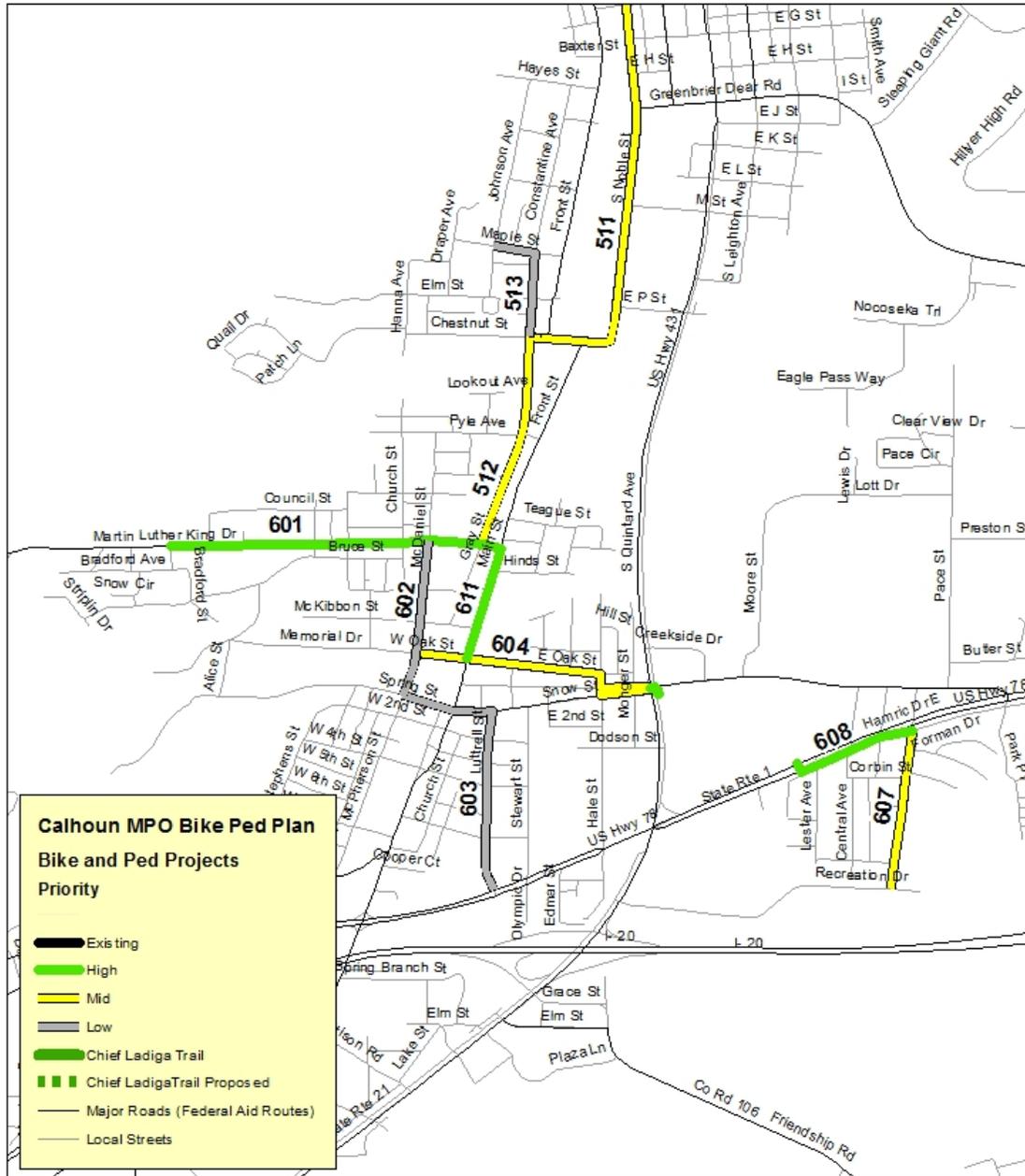
Map 7a -- Oxford and Hobson City Projects





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Map 7b -- Oxford and Hobson City Priorities

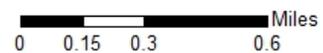




Table 7a
Hobson City Area
Proposed Projects

ID	Project Name	Facility Type	Preliminary Cost Est.	Phasing/ Priority
601	Martin Luther King Drive Share the Road	Share The Road	\$ 104,356	High
602	McDaniel Street Share the Road*	Share The Road	\$ 59,593	Low

 High Priority Projects
 Mid Priority Projects

Table 7b
Oxford Area
Proposed Projects

ID	Project Name	Facility Type	Preliminary Cost Est.	Phasing/ Priority
603	Luttrell and Spring St Share the Road*	Share The Road	\$ 157,083	Low
604	Oak Street Share the Road*	Share The Road	\$ 83,759	Mid
607	McCullars Ln STR*	Share The Road	\$ 35,426	Mid
608	Oxford Mall Path Connection	Multi-use Path	\$ 67,235	High
609	Oxford Mall Path Connection	Multi-use Path	\$ 7,576	High
611	Oxford Main Street Bike Lanes	Bike Lane, re-stripe	\$ 2,955	High

 High Priority Projects
 Mid Priority Projects

**denotes a project that is not on the Federal Aid Highway System*



Table 8
Planning Level Cost Estimates

Facility Type	Cost Per Mile	Cost per Linear Ft
Multi-use Path	250,000	47.35
Bike Lane, construct	500,000	94.70
Sidewalk	500,000	94.70
Bike Lane, re-stripe	10,000	1.89
Share the Road	145,000	27.46

Note: cost estimates include mobilization and traffic control, but do not include right-of-way, engineering or utility relocation.

Summary Tables

The projects proposed in this plan were evaluated based on the geographic distribution, facility types, and costs. Tables 9 presents cost estimate by area and facility type. Table 10 presents the recommended project priorities by area. Table 11 summarizes the recommended projects by facility type, while Table 12 summarizes the projects by area.

Table 9
Planning Level Cost Estimates by Area and Facility Type

Facility Type	Area					Total
	Jacksonville	Weaver	Anniston	Hobson City	Oxford	
Multi-use Path	465,909	16,098	622,633	-	74,811	\$1,179,451
Bike Lane, construct	-	45,455	1,261,364	-	-	\$1,306,818
Sidewalk	261,364	-	293,561	-	-	\$554,924
Bike Lane, re-stripe	-	492	26,345	-	2,955	\$29,792
Share the Road	1,243,163	179,053	1,207,509	163,949	276,269	\$3,069,943
Vision	168,561	-	1,354,167	-	-	\$1,522,727
Total	\$2,138,996	\$241,098	\$4,765,578	\$163,949	\$354,034	\$7,663,655



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Table 10
Project Cost by Priority/Phasing by Area

Priority	Area					Total
	Jacksonville	Weaver	Anniston	Hobson City	Oxford	
High	880,360	62,045	1,007,945	104,356	77,765	\$2,132,472
Mid	430,483	-	1,581,250	-	119,186	\$2,130,919
Low	659,593	179,053	822,216	59,593	157,083	\$1,877,538
Vision/Future	168,561	-	1,354,167	-	-	\$1,522,727
Total	\$2,138,996	\$241,098	\$4,765,578	\$163,949	\$354,034	\$7,663,655

Table 11
Summary of Proposed Facilities by Type

Facility Type	Number of Facilities	Length (Feet)	Miles
Share the Road Proposed	28	110,760	21.0
Sidewalk, new construction	3	5,860	1.1
Bike Lane, Re-stripe existing pavement	7	15,730	3.0
Bike Lane, new construction	3	13,800	2.6
Multi-use Path, new construction	19	57,070	10.8
Total	60	203,220	38.5

Table 12
Summary of Proposed Facilities by Area

Area	Number of Facilities	Length (Feet)	Miles
Jacksonville	19	60,400	11.4
Weaver	6	7,600	1.4
Anniston McClellan	3	27,220	5.2
Anniston LeGarde	5	9,980	1.9
Anniston Central	19	78,850	14.9
Hobson City	2	5,970	1.1
Oxford	6	13,200	2.5
Total	60	203,220	38.5



6. FUNDING SOURCES

Sources and options for bicycle and pedestrian facilities and improvements include:

- TIP Projects, either stand-alone bicycle or pedestrian projects or inclusion of bicycle and pedestrian facilities in new road construction or resurfacing/rehabilitation projects;
- ALDOT Transportation Alternatives Program (TAP);
- Recreational Trails Program (RTP);
- Safe Routes to School Program (SRTS);
- Federal Transit Administration (FTA) funds can be used for sidewalk connectivity in limited instances to provide connectivity to bus stops or otherwise enhance transit access (e.g. bike racks on buses or at bus stops);
- Corporate Sponsorship of CLT facilities or segments;
- Private Foundations and grants for active living and healthy communities; and,
- Local funding, which may be General Fund appropriations through the annual city or county budgeting process, or general obligation bonds for large projects.

Table 13 lists the proposed projects in a matrix format with potential funding sources for each. Only the first seven funding sources are included in Table 13. Local funding could be used for any of the listed projects, and the decision to consider this option is left to local staff and officials. All federal grants and most private grants require some local matching funds; typically a minimum of 20 percent match is required for the federal sources listed here.

Wherever possible, bicycle and pedestrian projects should be included with other highway maintenance or construction projects in order to minimize mobilization and traffic control costs. This is particularly important with Share the Road projects, as mobilization and traffic control costs are typically the majority of the expense incurred for these projects.

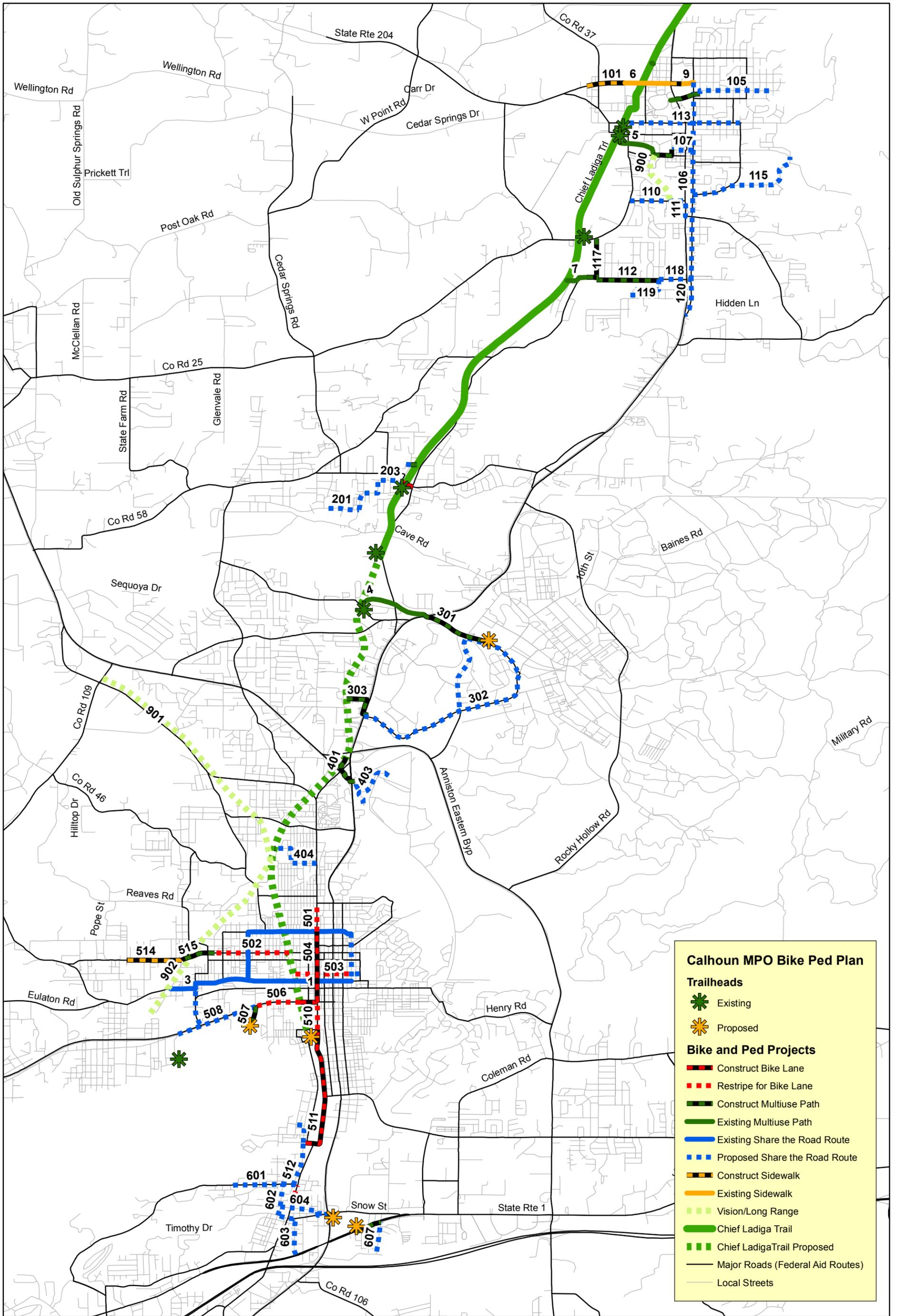
Table 13
Calhoun Area MPO Bicycle and Pedestrian Plan
Potential Funding Sources for Proposed Projects

ID	Area	Project Name	Funding Options								
			TIP Project	TIP Resurf.	TAP	RTP	SRTS	FTA	Corp. Sponsor	Private Grants	
101	Jacksonville	Nisbet Street Sidewalk	x		x						
102	Jacksonville	Bennett Blvd Sidewalk	x		x						
103	Jacksonville	Roebuck Waters Sidepath	x		x					x	x
104	Jacksonville	Roebuck Waters Multi-use Path	x		x					x	x
105	Jacksonville	7th Street Share the Road (STR)*			x						
106	Jacksonville	Church Avenue STR	x	x							
107	Jacksonville	Ladiga Street STR*			x						
108	Jacksonville	Spring Street and A Street Path	x		x						
110	Jacksonville	Greenleaf STR		x							
111	Jacksonville	White's Gap Road STR Connector		x							
112	Jacksonville	George Douthit Multi-use Path	x		x		x			x	x
113	Jacksonville	Mountain Dr Share the Road	x	x							
115	Jacksonville	Gardner - Louise Share the Road*			x						
116	Jacksonville	Kitty Stone Path Extension	x		x		x				
117	Jacksonville	James Hopkins Road Multiuse Path			x		x			x	x
118	Jacksonville	George Douthit Share the Road		x							
119	Jacksonville	Branscombe Drive Share the Road*			x						
120	Jacksonville	South Church Ave Share the Road		x							
201	Calhoun County	Weaver High Wana Ave Share the Road*			x		x				
203	Weaver	Weaver High STR*			x		x				
204	Weaver	Weaver Downtown Bike Lanes	x	x							
205	Weaver	Weaver Downtown Bike Lanes	x	x							
207	Weaver	Weaver Elementary School Path	x		x	x	x				
208	Weaver	Weaver Elementary School STR*			x		x				
301	Anniston McClellan	Baltzell Gate Connector	x		x					x	x
302	Anniston McClellan	McClellan Share the Road	x	x							
303	Anniston McClellan	Summeral Connector Path	x		x					x	x
401	Anniston LeGarde	LeGarde Park Connector	x		x					x	x
402	Anniston LeGarde	LeGarde Park Entrance Share the Road*			x						
403	Anniston LeGarde	Regar Circle Share the Road*			x						
404	Anniston LeGarde	McArthur STR*			x						
405	Anniston LeGarde	29th Street Connector	x		x						
501	Anniston Central	Noble Street Bike Lanes North	x	x	x						
502	Anniston Central	15th Street Bike Lanes	x	x	x						
503	Anniston Central	12th Street Bike Lanes*			x						
504	Anniston Central	Noble Street Bike Lanes Core	x		x						
505	Anniston Central	8th Street Side Paths (both sides)	x		x						
506	Anniston Central	Coldwater Mtn Connection	x	x	x						
507	Anniston Central	LeGarde Drive Coldwater Mtn Access			x	x				x	x
508	Anniston Central	Coldwater Mtn Connection		x	x						
509	Anniston Central	Clydesdale Ave STR		x	x						
510	Anniston Central	Noble Street Bike Lanes South	x	x	x						
511	Anniston Central	Anniston to Oxford Bike Lane	x		x						
512	Anniston Central	Anniston to Oxford Share the Road*			x						
513	Anniston Central	Maple Constantine Share the Road*			x						
514	Anniston Central	14th Street Sidewalk	x		x		x	x			
515	Anniston Central	15th and 14th Street MUP	x		x		x	x			
516	Anniston Central	Christine Share the Road*			x						
517	Anniston Central	12th St Share the Road*			x						
601	Hobson City	Martin Luther King Drive Share the Road		x	x						
602	Hobson City	McDaniel Street Share the Road*			x						
603	Oxford	Luttrell and Spring St Share the Road*			x						
604	Oxford	Oak Street Share the Road*			x						
607	Oxford	McCullars Ln STR*			x						
608	Oxford	Oxford Mall Path Connection	x		x						
609	Oxford	Oxford Mall Path Connection	x		x						
611	Oxford	Oxford Main Street Bike Lanes	x	x	x						
900	Jacksonville	Willams Branch Greenway -- Future*	x		x					x	x
901	Calhoun County	Blue Mountain Rail Trail -- Future*	x		x					x	x
902	Anniston/Calhoun	Pipeline Rail Trail -- Future*	x		x					x	x

* denotes a project that is not on the Federal Aid Highway System

APPENDIX A

TABLE 1 AND MAP 1 IN LARGE FORMAT



Map 1 -- Calhoun Area MPO Projects



Table 1
Calhoun Area MPO Bicycle and Pedestrian Plan
Existing and Proposed Projects

ID	Area	Project Name	Status	Facility Type	Length (feet)	Preliminary Cost Est.	Phasing/ Priority
1	Anniston Central	Anniston Share the Road Loop	Existing	Share The Road	15,000	na	Existing
3	Anniston Central	Anniston Share the Road 11th	Existing	Share The Road	4,800	na	Existing
4	Anniston McClellan	Baltzell Gate Connector	Existing	Multi-use Path	4,020	na	Existing
5	Jacksonville	Williams Branch Greenway Trail	Existing	Multi-use Path	2,700	na	Existing
6	Jacksonville	Nisbet Street Sidewalk	Existing	Sidewalk	2,600	na	Existing
7	Jacksonville	Jacksonville School Connector	Existing	Multi-use Path	1,240	na	Existing
8	Jacksonville	Reynolds Street Connector	Existing	Multi-use Path	110	na	Existing
9	Jacksonville	Bennett Blvd Sidewalk	Existing	Sidewalk	700	na	Existing
10	Jacksonville	JSU Campus Connector	Existing	Multi-use Path	300	na	Existing
101	Jacksonville	Nisbet Street Sidewalk	Proposed	Sidewalk	2,160	\$ 204,545	Mid
102	Jacksonville	Bennett Blvd Sidewalk	Proposed	Sidewalk	600	\$ 56,818	High
103	Jacksonville	Roebuck Waters Sidepath	Proposed	Multi-use Path	1,070	\$ 50,663	Mid
104	Jacksonville	Roebuck Waters Multi-use Path	Proposed	Multi-use Path	370	\$ 17,519	Mid
105	Jacksonville	7th Street Share the Road (STR)*	Proposed	Share The Road	4,380	\$ 120,284	Low
106	Jacksonville	Church Avenue STR	Proposed	Share The Road	13,400	\$ 367,992	High
107	Jacksonville	Ladiga Street STR*	Proposed	Share The Road	1,210	\$ 33,229	Mid
108	Jacksonville	Spring Street and A Street Path	Proposed	Multi-use Path	1,460	\$ 69,129	High
110	Jacksonville	Greenleaf STR	Proposed	Share The Road	3,130	\$ 85,956	Low
111	Jacksonville	White's Gap Road STR Connector	Proposed	Share The Road	1,420	\$ 67,235	Low
112	Jacksonville	George Douthit Multi-use Path	Proposed	Multi-use Path	3,710	\$ 175,663	High
113	Jacksonville	Mountain Dr Share the Road	Proposed	Share The Road	6,640	\$ 182,348	High
115	Jacksonville	Gardner - Louise Share the Road*	Proposed	Share The Road	7,020	\$ 192,784	Low
116	Jacksonville	Kitty Stone Path Extension	Proposed	Multi-use Path	600	\$ 28,409	High
117	Jacksonville	James Hopkins Road Multiuse Path	Proposed	Multi-use Path	2,630	\$ 124,527	Mid
118	Jacksonville	George Douthit Share the Road	Proposed	Share The Road	1,820	\$ 49,981	Low
119	Jacksonville	Branscombe Drive Share the Road*	Proposed	Share The Road	2,730	\$ 74,972	Low
120	Jacksonville	South Church Ave Share the Road	Proposed	Share The Road	2,490	\$ 68,381	Low
201	Weaver	Weaver High Wana Ave Share the Road*	Proposed	Share The Road	2,000	\$ 54,924	Low
203	Weaver	Weaver High STR*	Proposed	Share The Road	4,230	\$ 116,165	Low
204	Weaver	Weaver Downtown Bike Lanes	Proposed	Bike Lane, re-stripe	260	\$ 492	High
205	Weaver	Weaver Downtown Bike Lanes	Proposed	Bike Lane, Construct	480	\$ 45,455	High
207	Weaver	Weaver Elementary School Path	Proposed	Multi-use Path	340	\$ 16,098	High
208	Weaver	Weaver Elementary School STR*	Proposed	Share The Road	290	\$ 7,964	Low
301	Anniston McClellan	Baltzell Gate Connector	Proposed	Multi-use Path	4,000	\$ 189,394	High
302	Anniston McClellan	McClellan Share the Road	Proposed	Share The Road	20,700	\$ 568,466	Low
303	Anniston McClellan	Summeral Connector Path	Proposed	Multi-use Path	2,520	\$ 119,318	Mid
401	Anniston LeGarde	LeGarde Park Connector	Proposed	Multi-use Path	2,300	\$ 108,902	Mid
402	Anniston LeGarde	LeGarde Park Entrance Share the Road*	Proposed	Share The Road	900	\$ 24,716	Low
403	Anniston LeGarde	Regar Circle Share the Road*	Proposed	Share The Road	3,350	\$ 91,998	Low
404	Anniston LeGarde	McArthur STR*	Proposed	Share The Road	3,350	\$ 91,998	Low
405	Anniston LeGarde	29th Street Connector	Proposed	Multi-use Path	80	\$ 3,788	High
501	Anniston Central	Noble Street Bike Lanes North	Proposed	Bike Lane, re-stripe	1,920	\$ 3,636	High
502	Anniston Central	15th Street Bike Lanes	Proposed	Bike Lane, re-stripe	4,230	\$ 8,011	High
503	Anniston Central	12th Street Bike Lanes*	Proposed	Bike Lane, re-stripe	3,290	\$ 6,231	High
504	Anniston Central	Noble Street Bike Lanes Core	Proposed	Bike Lane, Construct	4,800	\$ 454,545	High
505	Anniston Central	8th Street Side Paths (both sides)	Proposed	Multi-use Path	980	\$ 46,402	High
506	Anniston Central	Coldwater Mtn Connection	Proposed	Bike Lane, re-stripe	2,590	\$ 4,905	High
507	Anniston Central	LeGarde Drive Coldwater Mtn Access	Proposed	Multi-use Path	1,350	\$ 63,920	High
508	Anniston Central	Coldwater Mtn Connection	Proposed	Share The Road	4,830	\$ 132,642	High
509	Anniston Central	Clydesdale Ave STR	Proposed	Share The Road	2,600	\$ 71,402	Mid
510	Anniston Central	Noble Street Bike Lanes South	Proposed	Bike Lane, re-stripe	1,880	\$ 3,561	High
511	Anniston Central	Anniston to Oxford Bike Lane	Proposed	Bike Lane, Construct	8,520	\$ 806,818	Mid
512	Anniston Central	Anniston to Oxford Share the Road*	Proposed	Share The Road	2,910	\$ 79,915	Mid
513	Anniston Central	Maple Constantine Share the Road*	Proposed	Share The Road	1,640	\$ 45,038	Low
514	Anniston Central	14th Street Sidewalk	Proposed	Sidewalk	3,100	\$ 293,561	Mid
515	Anniston Central	15th and 14th Street MUP	Proposed	Multi-use Path	1,920	\$ 90,909	High
516	Anniston Central	Christine Share the Road*	Proposed	Share The Road	3,200	\$ 87,879	Mid
517	Anniston Central	12th St Share the Road*	Proposed	Share The Road	490	\$ 13,456	Mid
601	Hobson City	Martin Luther King Drive Share the Road	Proposed	Share The Road	3,800	\$ 104,356	High
602	Hobson City	McDaniel Street Share the Road*	Proposed	Share The Road	2,170	\$ 59,593	Low
603	Oxford	Luttrell and Spring St Share the Road*	Proposed	Share The Road	5,720	\$ 157,083	Low
604	Oxford	Oak Street Share the Road*	Proposed	Share The Road	3,050	\$ 83,759	Mid
607	Oxford	McCullars Ln STR*	Proposed	Share The Road	1,290	\$ 35,426	Mid
608	Oxford	Oxford Mall Path Connection	Proposed	Multi-use Path	1,420	\$ 67,235	High
609	Oxford	Oxford Mall Path Connection	Proposed	Multi-use Path	160	\$ 7,576	High
611	Oxford	Oxford Main Street Bike Lanes	Proposed	Bike Lane, re-stripe	1,560	\$ 2,955	High
900	Jacksonville	Williams Branch Greenway -- Future*	Vision	Multi-use Path	3,560	\$ 168,561	Low
901	Anniston Central	Blue Mountain Rail Trail -- Future*	Vision	Multi-use Path	16,200	\$ 767,045	Low
902	Anniston Central	Pipeline Rail Trail -- Future*	Vision	Multi-use Path	12,400	\$ 587,121	Low

* denotes a project that is not on the Federal Aid Highway System

	High Priority Projects
	Mid Priority Projects

APPENDIX B

INTERIM MEMO #1: BASELINE CONDITIONS

Please go to:

http://www.earpdc.org/uploadedFiles/Interim1_CalhounBikePed_final.pdf

APPENDIX C

DOCUMENTATION OF PUBLIC REVIEW, MEETINGS AND COMMENTS

Consultation with City Officials

In January 2019, staff scheduled meetings with city officials to review proposed projects based on requests from the individual cities. JRWA staff met with the Jacksonville Mayor and Planning Director to review the proposed projects and discuss strategies for implementation. JRWA staff also met with the Oxford Mayor and Project Manager to review projects in the Oxford area. The Calhoun Area MPO regional planner met with the Weaver Mayor and staff, and provided comments to JRWA staff. While no formal consultation meeting was scheduled with Anniston, several discussions with the City Engineer and Planning Director led to adjustments in proposed projects. The comments and changes made in these meetings and consultations are incorporated in the proposed plan.

Summary of Comments and Adjustments to the Proposed Plan

Comments on the initial proposed projects are summarized by area, and changes made in response to the comments are described.

In **Jacksonville**, City officials indicated that the western portion of Greenleaf Drive was not suitable for designation as a Share the Road (STR) route, as it runs through a planned industrial park. West of Alexandria Road, Greenleaf is no longer proposed for STR designation. The proposed multi-use path along George Douthit Drive was changed to match existing implementation plans that the City of Jacksonville has developed; the path no longer extends to Pelham Road, but ends at Pointer Drive, and George Douthit is a STR route from Pointer to Pelham Road. A multi-use path was added on is shown on James Hopkins Road to reflect City plans. STR routes were added on Mountain Street, Gardner Drive and Louise Street based on discussions with city officials. The proposed multi-use path on Spring Street and A Street was moved to be adjacent to the street rights-of-way rather than traversing the city park. The STR route on Church Avenue was extended south to the intersection with Pelham Road.

In **Weaver**, the proposed STR route to Weaver High School was adjusted based on comments from city officials. The STR designation was removed from Cave Road, based on city comments and on discussion at the second BPAC meeting regarding narrow lanes and limited shoulder area between the edge of pavement and the ditches.

At **McClellan**, minor adjustments were made to the alignment of the multi-use path connecting Summerall Gate Road to the Chief Ladiga Trail. No adjustments were made in the **LeGarde Park** area.

In central **Anniston**, the 15th Street corridor was adjusted based on comments at the BPAC meeting to extend bike lanes farther west to Boynton Avenue. Based on input from city officials regarding a project the city is developing currently, a multi-use path was added on 15th Street from Boynton Avenue to 14th Street, and a sidewalk is shown on 14th Street from 15th to Washington Heights. Based on comments at the BPAC meeting, the 12th Street corridor was extended eastward with STR designation between Christine Avenue and Woodstock Avenue.

In **Hobson City**, minor extensions of STR routes were made based on further field reviews.

In **Oxford**, adjustments were made to the connection to the Civic Center area. City officials indicated that Recreation Drive should not be designated as a STR route. McCullars Lane is proposed as a STR route to connect the Civic Center to the proposed US 78 multi-use path to the Quintard Mall. A multi-use path on US 78 from Luttrell Street to Hale Street was removed based on discussions with city officials.

Three Vision/Future projects were added based on consultant observations. Rail Trails are shown on the Pipeline Railroad and on the Blue Mountain Railroad, as these projects were included in the 2012 Bicycle and Pedestrian Plan. While these two rail trail projects are not currently possible to pursue, they should be monitored for future implementation opportunities. Based on discussion with Jacksonville officials, an extension of the greenway trail on Williams Branch is shown extending to the south from the current trail terminus at A Street.