Committee Members in Attendance:  
Donna Mathews, City of Lineville  
DeJarvis Leonard, ALDoT  
Bill Curtis, EARPDC

Other Attendees  
Robin Caler, EARPDC  
Ryan Kallek, EARPDC  
Dawn Landholm, EARPDC  
Jack Plunk, Calhoun County MPO

Robin Caler called the meeting to order and asked if all present had received the minutes and were ready to approve them. Ms. Mathews stated she reviewed them and had no comments or corrections and motioned to approve the minutes. A second was offered by Mr. Plunk and the minutes were approved as written.

The next item on the agenda was Old Business. There being no old business, the meeting then progressed on to the next item on the agenda, New Business: report of Officers, Staff and/or Committees. Robin Caler offered a report on MAP-21 Reauthorization Bill Summary and provided handouts from the National Association of Regional Councils and the Senate Committee on Environment and Public Works. Mr. Leonard mentioned the Transportation Trust fund and its projected insolvency at the end of July, 2014. A brief discussion followed concerning details of the Reauthorization Bill and funding alternatives.

The next item on the agenda was an update on State road projects given by Mr. Leonard. He stated that there were several projects ongoing throughout this area. He highlighted a few: in Clay County, Route 9 a repaving project, Heflin State Route 78 to I-20 and also paving projects through the Ranburne area. He also provided information on a paving project on Route 148 from County Road 7 to State Route 9 and Highway 48 in Randolph County. Mr. Leonard stated that there also were 3 projects ready to be “let” this summer. Donna Matthews asked about County Road 49 and the replacement of a pipe that was underway. Mr. Leonard stated the pip has been replaced and the road repair is continuing. The project has been worked on 24 hours a day.

Mr. Leonard asked if there were any more questions and there being none, the meeting progressed to the next item on the agenda: Report on County roads. There were no County Engineers present to give an update on county roads.

The next item on the agenda was Open Discussion and announcements. Robin Caler introduced a report called Instant Impact Guide and stated that is was developed by the Houston-Galveston Area Council which serves as the MPO for the eight-county Houston-Galveston area. The group then discussed information contained in the document regarding simple cost effective ideas for pedestrian friendly streets.

The next meeting date was set for July 17, 2014 at 1:00 pm to be held at the EARPDC office.
East Alabama Rural Planning Organization
District Policy Committee/Technical Advisory Committee – Central District
Regular Meeting
May 15, 2014, 1:00 p.m.
East Alabama Regional Planning and Development Commission
1130 Quintard Avenue, Suite 300, Anniston, AL

AGENDA

A. Call to Order

B. Old Business
   1. Approval of Minutes of Previous Meeting
   2. Other Old Business

C. New Business
   1. Report of Officers, Staff, and/or Committees
      a. Staff report – MAP-21 Reauthorization Bill Summary
      b. Other reports
   2. ALDOT Update on Road Projects
      a. ALDOT - Montgomery
      b. ALDOT - Division 4
      c. ALDOT - District Staff
   3. Update on County Road Projects from County Engineers
   4. Other New Business

D. Open Discussion and Announcements
   1. Instant Impact Guide
   2. Next meeting date: 1:00 p.m., July 17, 2014 (1130 Quintard Avenue, Suite 300, Anniston)

E. Adjourn
FOR IMMEDIATE RELEASE
Contact: Lindsey Riley
202.986.1032 x220 / lindsey@narc.org

The National Association of Regional Councils
Commends Senate Panel on Transportation Bill Release
Signals the Start of Critical Congressional Action


“The National Association of Regional Councils (NARC) appreciates the bipartisan commitment of Chairman Boxer, Ranking Member Vitter and their Committee colleagues to advance comprehensive transportation legislation,” said NARC President Penelope Gross, Supervisor, Fairfax County, VA. “This is a first and necessary step to mobilizing legislative debate and action, but more needs to be done to increase opportunities and funding for local government and our metropolitan planning organizations.”

“Local governments – government closest to the people who are impacted by transportation decisions – are the most efficient and effective way to determine and implement transportation investments,” said NARC President Elect Gary Moore, Judge/Executive, Boone County, Kentucky. “We look forward to working with Congress to bolster our mutual goals of improving safety, access to jobs and overall economic vitality through accountable transportation decision-making.”

“NARC strongly supports MPOs of all sizes and geographic compositions as provided in existing federal law,” said NARC Vice President Jim Hassinger, Executive Director, Southwestern Pennsylvania Commission. “We are pleased to see the Senate panel’s reaffirmation of current federal statute for MPOs and will continue to work with Congress to ensure MPOs have the authority, funding and flexibility to properly plan for our current and future transportation needs.”

NARC, representing regional planning organizations and their local elected officials nationwide, advocates for federal policies that empower local elected officials, encourage regional planning and coordination, and provide the direct authority, flexibility, and funding necessary to create an intermodal and multi-modal transportation system that will help regions and communities thrive.

Click HERE to access the Senate bill. Click HERE to access NARC’s 2014 surface transportation authorization priorities.
MAP-21 Reauthorization Bill Summary

This bill builds on the success of the comprehensive reforms and performance-based approach to transportation investment in Moving Ahead for Progress in the 21st Century (MAP-21). It provides new long-term funding, giving state and local governments the certainty and stability they need to improve and develop our nation's transportation infrastructure. These investments will create new jobs, provide a boost to our nation's economy, and keep us competitive in the global marketplace. Highlights of the legislation include:

- Long-term funding certainty for state and local governments to support multi-year transportation project investments;
- Greater transparency on the use of federal funds to show taxpayers where their infrastructure dollars are being spent and reinforce public trust;
- Increased funding for existing core transportation formula programs to provide States and local governments with a strong federal partner;
- Targeted funds for projects of high importance to a community, a region, or the nation;
- Fully-funded freight and goods movement program to help states target projects that increase the efficiency, reliability, and affordability of freight transportation;
- Support for innovative financing tools that allow state and local governments to leverage federal funds for transportation projects and maximize investments; and
- Expanded flexibility for state and local governments to promote cost-effective project delivery.

Authorizations and Programs

Fully-funds highway programs for 6 years
- The bill reauthorizes the Federal-aid highway program at the Congressional Budget Office's baseline level — equal to current funding plus inflation — for six years, from FY 2015 through FY 2020.
- Maintains current formulas and increases the amounts each state will receive each fiscal year.

Increases support for core formula programs
- The existing consolidated core highway program structure from MAP-21 is maintained including: the National Highway Performance Program; the Highway Safety Improvement Program; the Surface Transportation Program; and the Congestion Mitigation and Air Quality Improvement Program.
- Each core formula program receives a proportionate increase in funding to support long-term state transportation investment plans.

Focuses on freight and goods movement
- The bill establishes a formula-based freight program, based on the program included in the Senate-passed MAP-21, which will provide funds to all states to improve goods movement on key corridors, reducing costs and improving performance for business.
- It expands flexibility for both rural and urban areas to designate key freight corridors that match regional goods movement on roads beyond the Primary Freight Highway Network.
- The legislation improves efforts to identify projects with a high return on investment through state freight plans and advisory committees established under MAP-21.
Instant Impact Guide

Simple, cost-effective ideas for more vibrant, pedestrian-friendly streets
Instant Impact Guide
Simple, cost-effective ideas for more vibrant, pedestrian-friendly streets

Houston-Galveston Area Council is the voluntary association of local governments in the 13-county Gulf Coast Planning region of Texas. H-GAC also serves as the Metropolitan Planning Organization (MPO) for the eight-county Houston-Galveston area.

Houston-Galveston Area Council
PO Box 22777
Houston, TX 77227
713.627.3200
www.H-GAC.com

BetterHouston is a nonpartisan not-for-profit organization dedicated to informed civic involvement and dialogue, and to the betterment of the character and quality of our neighborhoods and of the urban environment. Our priorities are better neighborhoods, better transit and better urbanism.

BetterHouston
805 Rheode Place, Ste. 350
Houston, TX 77019
713.528.0049
www.BetterHouston.org

The preparation of this document has been financed in part through grants from the Federal Highway Administration and the Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation.
This Instant Impact Guide will provide simple and relatively quick solutions that create immediate public interest and excitement for walkable, vibrant places in your community. The projects outlined in this guide use basic, low-cost materials and are meant to create opportunities for community involvement, help local businesses attract customers and create a pedestrian-friendly environment. In addition, some ideas in this guide can be used as test cases for potential projects before permanent implementation.

How This Guide Is Organized

The guide begins with a “before” scenario that illustrates common challenges that can be seen in varying places from small towns and urban main street areas to suburban corridors. This is followed by details on instant impact projects that can improve a street section, including a supply list that can be used for each project. The guide ends with estimated costs and additional resources.

The projects highlighted in the guide are quick catalytic projects, some of which may take more time than others to implement and have varying length of useful lifetimes. These projects will have scalable results when completed separately, however, when completed together they will have greater impact.
The projects outlined in this guide can foster collaborations and partnerships. Many of the projects can be done with fewer financial resources using volunteer labor and donated materials. Local entities using this guide can collaborate with various departments within their organization, local community groups, the business community and other stakeholders to implement and maintain the instant impact projects they choose.

The streetscape treatments, pop-up uses and plantings can easily be done by a community group over a weekend (depending on the size of the project). A local entity might engage a local business or foundation to sponsor all or a portion of the creation of a parklet/parallel park/pop-up cafe, or the local chamber of commerce or economic development corporation may identify mobile vendors to set up shop along a street or in a suitable vacant lot.

Many projects can make an instant impact. This guide should help you start thinking about what can work in your community.
Commercial areas with different types of development patterns can exhibit varying challenges, including a car-oriented strip development, underutilized parking in the front of buildings, vacant lots, barren or incomplete sidewalks, overly wide streets, and continuous center turn lanes.

**Barren Sidewalks Without Trees**
Sidewalks without trees or other amenities do not provide enjoyable spaces for pedestrians.

**Issues include:**
- Little or no shade for pedestrians
- Limited buffer between the pedestrians and moving traffic

**Multiple Curb Cuts**
Too many curb cuts along a roadway can cause increased incidents between pedestrians/bicyclists and cars.

**Issues include:**
- More conflict points between pedestrians/bicyclists and cars
- Increased traffic congestion along the corridor due to increased braking by cars

**Wide Turning Radii at Corners**
Road designs that allow cars to move faster can hinder pedestrian safety.

**Issues include:**
- Cars turning too fast
- Longer distances for pedestrians to cross the street

**Incomplete or Narrow Sidewalks**
Narrow sidewalks may discourage people from walking.

**Issues include:**
- Less room for pedestrians to walk side-by-side or in larger groups
- Little room for pedestrians to pass one another
Continuous Center Turn Lanes

Continuous center turn lanes do not provide much control of vehicle turning movements.

Issues include:
- More conflict points between pedestrians/bicyclists and cars
- Increased risk of head-on collisions

Overly Wide Streets

Too many lanes and wide pavement widths make the street difficult to traverse by pedestrians and bicyclists.

Issues include:
- Increased chances of fatalities during pedestrian/bicyclist crashes with fast-moving cars
- Corridors that prioritize moving cars instead of people

Underutilized Parking Lots

Strip centers with large setbacks do little to enhance the pedestrian experience.

Issues include:
- Greater distances between pedestrians and destinations
- Large, uninteresting voids

Vacant Lots

Main streets often have “missing teeth,” or buildings that have been removed.

Issues include:
- Lower property values for adjacent lots
- Potential public health risks due to possible illegal dumping
Pop-up uses, such as food and goods vendors, tot lots, community gardens and farmers markets, can put vacant property and underutilized or vacant storefronts to good use and create a more vibrant environment.

Benefits

- Reduces blight
- Creates more pedestrian activity
- Enhances safety (eyes on the street)
- Provides incubator space for businesses
- Increases tax revenue
- Adds new food and service options
- Provides community gathering spaces
- Provides walkable destinations

For additional information:
Please see Sample Ordinances available at www.h-gac.com/community/livablecenters/implementation.aspx
Mobile Vendors and Pop-Up Cafes

Mobile vendors, including but not limited to food trucks, arts and crafts vendors, and farmers markets, can set up on vacant lots and parking lots or use on-street parking spaces to liven an area. Vendors and/or the property owners might also create a pop-up cafe setting by installing edging, laying gravel and providing a few tables and seating.

Supply List
- Cafe tables and chairs
- Mulch or gravel
- Greenery
- Event tents

Tot Lots, Pocket Parks and Community Gardens

Tot lots, pocket parks or community gardens are pop-up uses that can provide recreational and green spaces that serve as amenities to the community. They may also raise the values of adjacent properties.

Supply List
- Playground equipment
- Mulch or gravel
- Greenery
- Gardening soil
- Picnic tables
- Pavers
- Seeds or plants

Parklets and Parallel Parks

Parklets and parallel parks at strategic places in the road rights-of-way can add greenery, provide additional seating for local eateries and create additional public spaces.

Supply List
- Cafe tables and chairs
- Scrap metal
- Bike racks
- Lumber
- Planters
- Lumber can be used to build benches, canopies, planters, and parklet/parallel park platforms
- Scrap metal can be used to build parklet/parallel park platforms, planters, bike racks, and other elements

INSTANT IMPACT GUIDE
Instant Impacts:
Sidewalks, Safety & Road Diets

The addition or expansion of sidewalks and other amenities, such as seating, bike racks, crosswalks and temporary road diets, can help to encourage walking and biking while also making transit trips safer and more comfortable.

Benefits
- Provides safe accommodations for all users
- Improves air quality
- Provides more transportation choices
- Improves public health
- Enhances quality of life

For additional information:
**Widened or Extended Sidewalks**

Sidewalks can be widened, extended or created using materials such as decomposed granite gravel, which can be installed more quickly or for less money than concrete to improve the pedestrian environment.

**Supply List**
- Decomposed granite gravel
- Edging
- Rocks or gravel
- Pavers

---

**Temporary Road Diets**

A temporary road diet can be created by using paint, cones, planters or road buttons to add a bike lane or curbside parking. The added curbside parking not only provides additional parking spaces for adjacent businesses, but also acts as a barrier between pedestrians and traveling cars, creating a safer and comfortable pedestrian environment.

**Supply List**
- Paint
- Cones
- Planters
- Road buttons
- Stencils
- Paint sprayers, rollers and brushes

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**Bike Racks**

Bike racks at destinations encourage people to ride their bikes more often. One large bike rack installed in a parking space can accommodate several more customers versus a single car.

**Supply List**
- Bike Racks

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**Curb Extensions**

Curb extensions, or bulb-outs, can be created at corners using paint, plants or other materials to improve pedestrian visibility and reduce pedestrian crossing distances. Curb extensions also slow traffic and turning cars by narrowing the roadway. Curb extensions also provide added space for street furniture, trees and bike racks. They also allow for additional curbside parking.

**Supply List**
- Paint
- Cones
- Planters
- Mulch Socks

---

**Turf Medians and Mid-Block Crossings**

Green paint, rollout artificial turf and planters can be used to provide some green space in center turning lanes and provide refuge for street crossings. Mid-block crosswalks provide added safe places for pedestrians to cross the street without walking to the corners of long blocks.

**Supply List**
- Paint
- Roll out turf
- Planters
- Mulch socks
- Cones
- Stencils
Benefits

- Reduces stormwater runoff
- Produces shade for pedestrians
- Lowers air temperatures
- Reduces cooling and heating costs for adjacent buildings
- Reduces atmospheric carbon dioxide (CO2)
- Improves health and well-being
- Provides aesthetic benefits
- Enhances property values
- Improves pedestrian safety
- Creates public spaces by adding outdoor seating and greenery for neighbors and visitors

For additional information:
Please see H-GAC's Community Enhancement Grants program at www.h-gac.com/community/community/community-enhancement/
**Lighting**

Street trees and building edges can be wrapped in string lighting or highlighted with accent lights to promote a soothing ambiance at night. Outdoor lighting can be used year round. Lighting allows an area to look more attractive at night and may improve safety. Lights also draw attention to an area, which may help attract customers to businesses.

**Supply List**

- String lighting
- Outdoor accent lighting
- Extension cords

---

**Trees and Greenery**

Greenery, including street trees, plants and flowers, can be added to a barren streetscape to help show that changes are happening. Not only does greenery add a touch of beauty, it also provides shade for pedestrians, and some studies have shown it can increase property values. Added greenery and trees between the sidewalk and the street also provide a buffer between the cars and pedestrians.

**Supply List**

- Trees
- Planters
- Plants
- Flowers

---

**Transit Rider Accommodations**

Adding items such as seating and greenery, especially shade, will ensure a more pleasant experience for transit users. Adding these items may increase transit ridership.

**Supply List**

- Lumber*
- Benches
- Trash cans
- Planters
- Lumber can be used to build benches, canopies, and planters.
The materials and costs presented in this section are estimates, as many of the instant impact projects are fairly new ideas and exact costs vary from community to community. However, the projects outlined in this guide can be completed using a variety of approaches and materials. Many communities in our region and around the country have implemented these projects with salvaged, donated and other surplus items at little to no cost.

**Pedestrian Accommodations**

<table>
<thead>
<tr>
<th>Materials Used</th>
<th>Cost:</th>
<th>Approximate cost per section</th>
</tr>
</thead>
<tbody>
<tr>
<td>Decomposed Granite Gravel (DGG) path</td>
<td>$2.35 per square foot</td>
<td>$141*</td>
</tr>
<tr>
<td>DGG path with concrete border</td>
<td>$4.50 per square foot</td>
<td>$270**</td>
</tr>
<tr>
<td>DGG path with wood or metal edging</td>
<td>$3.50 per square foot</td>
<td>$210*</td>
</tr>
<tr>
<td>Concrete Path</td>
<td>$5.50 per square foot</td>
<td>$330*</td>
</tr>
<tr>
<td>Crosswalk</td>
<td>$9.70 per linear foot</td>
<td>$291**</td>
</tr>
</tbody>
</table>

* Total cost assumes a 6' wide, 10' long section of sidewalk, with 4' depth
** Total cost assumes a 30' wide crosswalk

**Trees Dimensions and Prices**

<table>
<thead>
<tr>
<th>Gallon</th>
<th>Height (feet)</th>
<th>Caliper (inches)</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>0.75</td>
<td>2-6</td>
<td>$50</td>
</tr>
<tr>
<td>15</td>
<td>1.5</td>
<td>6-8</td>
<td>$160</td>
</tr>
<tr>
<td>30</td>
<td>2</td>
<td>8-12</td>
<td>$300</td>
</tr>
<tr>
<td>65</td>
<td>3</td>
<td>14-16</td>
<td>$675</td>
</tr>
<tr>
<td>100</td>
<td>4</td>
<td>15-18</td>
<td>$1,150</td>
</tr>
</tbody>
</table>

Source: Trees for Houston (price may vary depending on the type of tree)
**Bike Accommodations**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Materials Used</th>
<th>Approximate Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike Lane</td>
<td>Paint and Pavement Markings</td>
<td>$6 per linear foot</td>
</tr>
<tr>
<td>Colored Bike Lane</td>
<td>Paint and Pavement Markings</td>
<td>$34 per linear foot</td>
</tr>
<tr>
<td>Small Bike Rack (2 bikes)</td>
<td></td>
<td>$100</td>
</tr>
<tr>
<td>Large Bike Rack (10 bikes)</td>
<td></td>
<td>$315</td>
</tr>
</tbody>
</table>

**Other Accommodations**

<table>
<thead>
<tr>
<th>Feature</th>
<th>Materials Used</th>
<th>Approximate Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curb Extension</td>
<td>Road Buttons</td>
<td>$50 (pack of 50)</td>
</tr>
<tr>
<td></td>
<td>Paint (five gallons)*</td>
<td>$175</td>
</tr>
<tr>
<td>Furniture</td>
<td>Bench</td>
<td>$100 (each)</td>
</tr>
<tr>
<td></td>
<td>Cafe Sets (table + 2 chairs)</td>
<td>$90-125</td>
</tr>
<tr>
<td>Lighting</td>
<td>Commercial Building String Lighting (37 feet)</td>
<td>$75-100 (each)</td>
</tr>
<tr>
<td></td>
<td>Tree Trunk String Lighting**</td>
<td>$30 (each)</td>
</tr>
<tr>
<td></td>
<td>Tree Canopy String Lighting***</td>
<td>$30 (each)</td>
</tr>
<tr>
<td>Tot Lot</td>
<td>Playground Equipment</td>
<td>$7,000 +****</td>
</tr>
<tr>
<td>Parklet</td>
<td>Wood for platform (7'x16'), planters, greenery</td>
<td>$300 (each)</td>
</tr>
<tr>
<td>Parallel Park</td>
<td>Variety of small potted plants</td>
<td>$10-50 (each)</td>
</tr>
<tr>
<td>Pop-up Cafe</td>
<td>Trees</td>
<td>See tree prices</td>
</tr>
<tr>
<td></td>
<td>Small planters and large galvanized troughs</td>
<td>$25-125 (each)</td>
</tr>
<tr>
<td>Turf Median</td>
<td>Green artificial rollout turf</td>
<td>$130 (5'x25' roll)</td>
</tr>
<tr>
<td></td>
<td>Trees</td>
<td>See tree prices</td>
</tr>
<tr>
<td></td>
<td>Variety of small potted plants</td>
<td>$10-50 (each)</td>
</tr>
</tbody>
</table>

* Covers 160-240 square feet
** 6 feet in length, 15 feet in width
*** 20 feet in length
**** Site cleanup and surfacing not included in costs; equipment may be less expensive if available through H-GACBuy.

**Note:** The costs given above are only estimates based on comparing vendor pricing. Actual prices will vary depending on the project. Labor and maintenance not included.

**Disclaimer:** Before implementing any of the projects described in this guide, you should consult with and obtain permission from the owner or manager of any impacted sites or corridors. This may include municipalities, counties, the Texas Department of Transportation for public roadways and rights-of-way, and landowners or management entities for private property. Consult with traffic engineers or transportation authorities before implementing a project that changes traffic patterns.
Additional Resources

H-GAC Community Enhancement Grants Program
http://www.h-gac.com/community/community/community-enhancement/

Tactical Urbanism: Volume 2, by Street Plans
http://ssuu.com/streetplancollaborative/docs/tactical_urbanism_vol_2_final

City of San Francisco: Parks to Pavement
http://sfplanning.org/

The Better Block
http://www.betterblock.org

Better Block Houston
http://www.betterblockhouston.org

New York City Department of Transportation

UCLA's Reclaiming the Right-of-Way: A Toolkit for Creating and Implementing Parklets
http://www.fts.ucla.edu/research/parklettoolkit.pdf

H-GAC Livable Centers Program

H-GAC Pedestrian Pathways Brochure

Building Better Bikeways: A Planning Guide for the Houston-Galveston Region

ClGACBuy
http://www.hgacbuy.org

Urban Harvest
http://urbanharvest.org/

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City of Wichita Better Block 2012 (page 11: Temporary Road Diet)
Philly Bicycle Coalition/ UCLA Parklet Tool (page 9: Parklets and Parallel Parkas)
Robin Holzer (page 6: Wide Turning Radii at Corners)
Team Better Block (page 6: Barren Sidewalks Without Trees; page 9: Mobile Vendors and Pop-Up Cafes; page 9: Tot Lots, Pocket Parks and Community Gardens; page 11: Curb Extensions; page 11: Median and Mid-Block Crossings)