

Final Draft

Bicycle and Pedestrian Program Implementation Plan

Introduction

This report updates the 2013 Bicycle and Pedestrian Program Integration summary report, which has served as a guide . This updated implementation plan identifies some new connections and strategies, and updates the cost estimates, priorities and phasing for the five-year horizon, five to ten year horizon, and long term priorities. Key stakeholders with the local bicycling community, Calhoun Area Metropolitan Planning Organization, and the City of Anniston have been consulted during the identification of projects, prioritization of projects, and proposed funding for this updated plan.

Implementation Progress Since 2013

The improvements that have resulted from the 2013 report include:

- shared use bike lanes on a downtown loop of 11th Street, Christine Avenue, 18th Street, and Cobb Street;
- Noble Street bike lanes from AL 202 to 4th Street;
- The McClellan Spur from the Chief Ladiga Trail (CLT) to AL 21.

Engineering is complete for:

- the extension of the CLT to the Multimodal Transportation Center (MMTC) just south of downtown Anniston, and
- the McClellan Spur crossing of AL 21 onto McClellan.

Negotiations with Norfolk Southern Railroad are underway to acquire right-of-way for the CLT extension to the MMTC.

Initial Phase (next 5 years)

Projects

- Complete right-of-way acquisition for the southern extension of the CLT, and let the entire project for construction (construction may be broken into phases after awarded).
- Construct Bike Lanes on Noble Street from 4th Street south to Chestnut Street (preliminary engineering is funded in the TIP).
- Connect Coldwater Mountain trailhead to the MMTC via existing Noble Street bike

lanes, 11th Street shared use bicycle route, Clydesdale Avenue (bike lanes or separated two-way path), designated bike lanes on the existing shoulders of AL 202, and Monsanto Road (bike lanes or separated two-way path to be constructed); improved, signalized crossings will be needed on AL 202 at Clydesdale Avenue and Monsanto Road.

- Construct the McClellan connector crossing at AL 21.
- Construct a new two-way path internal to McClellan from the AL 21 crossing, along Baltzell Gate Road in cooperation with the planned golf course redesign, to the Entertainment District area.
- Extend the McClellan two way path to Bain's Gap Road.
- Designate shared-use connection on Town Center Drive, Exchange Avenue, and Summeral Gate Road to the Aquatic Center and to the McClellan bike trailhead off of Summeral Gate Road.
- Construct bicycle facilities (bike lanes or sidepath) on 12th Street from Noble Street to the CLT; explore bike lanes on 12th Street from Noble to Quintard; both require removal of parking from one side, and mitigation for parking loss should be addressed.
- Designate bicycle lanes on 14th Street from Noble Street to the CLT and beyond to Crawford Avenue.
- Shared-use bike way on Christine Ave from 11th Street to 18th Street;
- Repaint and update existing sharrows on the downtown bicycle loop with larger size MUTCD compliant sharrows using City of Anniston Public Works crews and budget;
- Bring all existing CLT roadway crossings into compliance with the guidance in the Facility Design/Installation Manual for the Anniston Area Bicycle /Pedestrian Program by adding a diamond shaped pavement marking around the bollards at each crossings, and add diagonally striped yellow and black reflective sheeting to both sides of each bollard to ensure improved visibility for motorists and cyclists.

Funding Strategies

The CLT extension will be funded by the City of Anniston. TIP funding would also be a potential funding strategy.

The Coldwater Mountain connection to downtown (11th Street, Clydesdale, AL 202, Monsanto Road) is included in the Calhoun Area MPO Transportation Improvement Program (TIP).

The McClellan crossing at AL 21 is funded for construction in the Calhoun Area MPO TIP and

the project has been let.

The McClellan path system from AL 21 to the bike trailhead may be eligible for funding through the Recreation Trails Program (RTP), but could also be funded through the TIP. Private funding for segments of the project could be solicited as well, in exchange for some recognition or potentially naming rights for this segment of the trail.

The 12th Street bicycle improvements can be funded through the TIP, but the opportunity to work with federal agencies (NPS and GSA) to secure a portion of the funding should be explored.

The 14th Street bicycle improvements are eligible for TIP funding, but opportunities to leverage private sector funding should be explored as well.

Second Phase (Years 6 to 10)

Projects

- LaGarde Park Connector to CLT, via shared-use lanes on Whiteside Drive to bike lanes on Old US 431 to the park entrance, and shared-use bikeways internal to the park.
- Summeral Gate Road shared-use bike route from AL 21 to McClellan bike trailhead.
- Coxwell Avenue shared-use bike route from Baltzell Gate Road to Summeral Gate Rd.
- 29th Street Connector from CLT to Walnut Ave
- Designate bike lanes on Noble Street from 15th Street to 24th Street with a “road diet” conversion from a four lane road to a three lane road with bike lanes.

Funding Strategies

These projects are eligible for funding through the ALDOT Transportation Alternatives Program (TAP); this is a good funding strategy for the LaGarde Park Connector, which is the most expensive project on the list.

The Noble Street road diet project should be coordinated with resurfacing of the road, which would be a project eligible for funding in the normal Calhoun Area MPO Transportation Improvement Program as an operations and maintenance project.

The other three projects could be combined into a single TAP project application, or could be funded through the City’s public works budget, as the projects involve only pavement markings and signage.

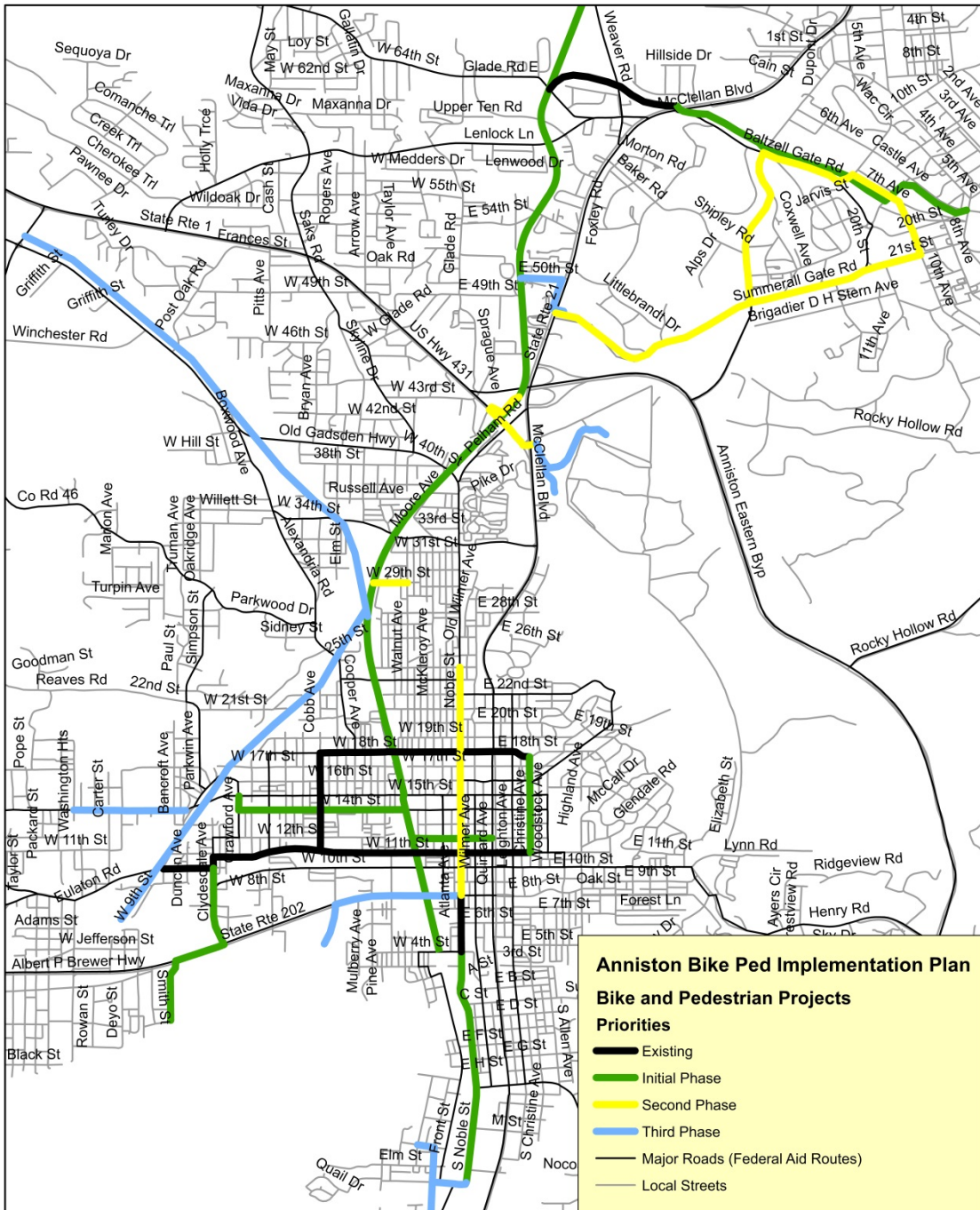
Third Phase (Beyond 10 years)

Projects

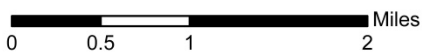
- Pipeline Rail Trail from 10th Street to Norwood Park.
- Blue Mountain Rail Trail from Blue Mountain Road to Bynum-Leatherwood Road.
- Shared-use bikeway on Noble Street north of 24th Street, McArthur Drive, and Walnut Street to the 29th Street connector on the CLT.
- Restripe 12th Street for bike lanes, Quintard Avenue to Woodstock Avenue to improve connectivity to Anniston High School.
- Construct bike lanes or a two-way path on 15th Street from Boynton Ave to Washington Heights Drive.

Funding strategies for these should be examined as the second phase of this implementation plan draws to a close. The rail trail projects have large price tags and likely will require strong public support and political commitment to fund; the success of the CLT extension will determine the feasibility of creating this extensive network of paved trails in Anniston. The other three projects are relatively minor and should be readily funded through TAP or local funds.

These recommended project phasing priorities are mapped on the next page of this report. The table that follows includes planning level cost estimates for all projects. Cost estimates for the Chief Ladiga Trail extension are based on current engineering plans for that project.



Proposed Priorities for Anniston Bike/Ped Program



Updated June 2021



Anniston Bicycle and Pedestrian Program – Recommended Projects and Phasing

Project #	Priority	Project Name	Begin	End	Facility Type	Scope	Length (miles)	Cost/mi	Preliminary Cost Est. (\$)
1	Phase 1	Chief Ladiga Trail Right of Way	Existing trailhead	4th Street	Multi-use path	Acquire Right of Way	6.50	115,385	750,000
2	Phase 1	Chief Ladiga Trail Construction	Existing trailhead	4th Street	Multi-use path	New Construction	6.50	461,538	3,000,000
3	Phase 1	South Noble Street Bike Lanes	4th Street	Chestnut St.	Bike Lanes	.25 mile widening, restripe remainder	1.50	166,667	250,000
4	Phase 1	Clydesdale Avenue Path	11th Street	AL 202	Multi-use path	New Construction	0.60	475,000	285,000
5	Phase 1	AL 202 Bike Lanes	Clydesdale Ave	Monsanto Road	Bike Lanes	Restripe shoulders	0.28	50,000	14,205
6	Phase 1	Monsanto Road Path	AL 202	Coldwater Trailhead	Multi-use path	New Construction	0.40	475,000	190,000
7	Phase 1	McClellan Connector	AL 21	Entertainment Dist	Multi-use path	New Construction	1.14	201,754	230,000
8	Phase 1	Town Center Drive Bike Route	Berman Road	Exchange Avenue	Bike Route	Signs and sharrows	0.17	50,000	8,523
9	Phase 1	Exchange Avenue Bike Route	Town Center Drive	Summerral Gate Rd	Bike Route	Signs and sharrows	0.32	50,000	16,098
10	Phase 1	Summaeral Gate Road Bike Route	Exchange Avenue	McClellan Trailhead	Bike Route	Signs and sharrows	0.17	50,000	8,523
11	Phase 1	12th Street Bike Lanes	Noble Street	Moore Street	Bike Lanes	Remove parking on one side, restripe	0.20	500,000	100,000
12	Phase 1	14th Street Bike Lanes	Noble Street	Crawford Avenue	Bike Lanes	Remove parking on one side, restripe	0.96	500,000	478,220
13	Phase 1	Christine Avenue Bike Route	11th Street	18th Street	Bike Route	Signs and sharrows	0.63	50,000	31,250
14	Phase 2	McClellan Connector	Entertainment Dist	Bain's Gap Road	Multi-use path	New Construction	0.78	225,000	174,716
15	Phase 2	Whiteside Drive Bike Route	Chief Ladiga Trail	Old Highway 431	Bike Route	Signs and sharrows	0.23	50,000	11,364
16	Phase 2	Old Highway 431 Bike Lanes	Whiteside Drive	LaGarde Park Entry	Bike Lanes	Restripe shoulders	0.36	50,000	17,992
17	Phase 2	Summerral Gate Road Bike Route	AL 21	McClellan Trailhead	Bike Route	Signs and sharrows	1.80	50,000	90,000
18	Phase 2	Coxwell Avenue Bike Route	Summerral Gate Rd.	Baltzell Gate Rd	Bike Route	Signs and sharrows	1.00	50,000	50,000
19	Phase 2	29th Street Connector	Chief Ladiga Trail	Walnut Avenue	Bike Route	Signs and sharrows	0.20	100,000	20,000
20	Phase 2	Noble Street North Bike Lanes	15th Street	24th Street	Bike Lanes	Restripe to 3 lanes with Bike Lanes	0.80	150,000	119,318
21	Phase 3	Pipeline Rail Trail	TBD	TBD	Multi-use path	New Construction	2.35	475,000	1,115,530
22	Phase 3	Blue Mountain Rail Trail	TBD	TBD	Multi-use path	New Construction	3.07	475,000	1,457,386
23	Phase 3	Noble Street North Bike Route	24th Street	29th Street	Bike Route	Signs and sharrows	0.34	50,000	17,045
24	Phase 3	12th Street Bike Lanes	Noble Street	Woodstock Avenue	Bike Lanes	Remove parking on one side, restripe	0.45	150,000	68,182
25	Phase 3	15th Street Bike Lanes	Crawford Avenue	Washington Hts.	Bike Lanes	New Construction	0.89	500,000	443,182
Phase 1 Subtotal, Chief Ladiga Trail							6.50		3,750,000
Phase 1 Subtotal, other projects							6.37		1,611,818
Phase 2 Subtotal							5.16		483,390
Phase 3 Subtotal							7.10		3,101,326
Grand Total, All Phases							25.13		8,946,534