

Bicycle and Pedestrian Plan Update

Existing Conditions and Best Practices

Calhoun Area MPO

October 3, 2018

Purpose of the Plan Update

- Refine the vision and goals for the plan
- Craft a strategy for more successful implementation of the key elements of the plan
- Specify improvements to the region's bicycle and pedestrian network, including facility locations and types.
- Develop a prioritized program of projects to be implemented, with generalized cost estimates



Purpose of This Stakeholder Meeting

- Report Implementation Progress
- Review Existing Plan, Vision and Goals
- Summarize Existing Conditions/Demographics
- Examine Best Practices and examples from other areas

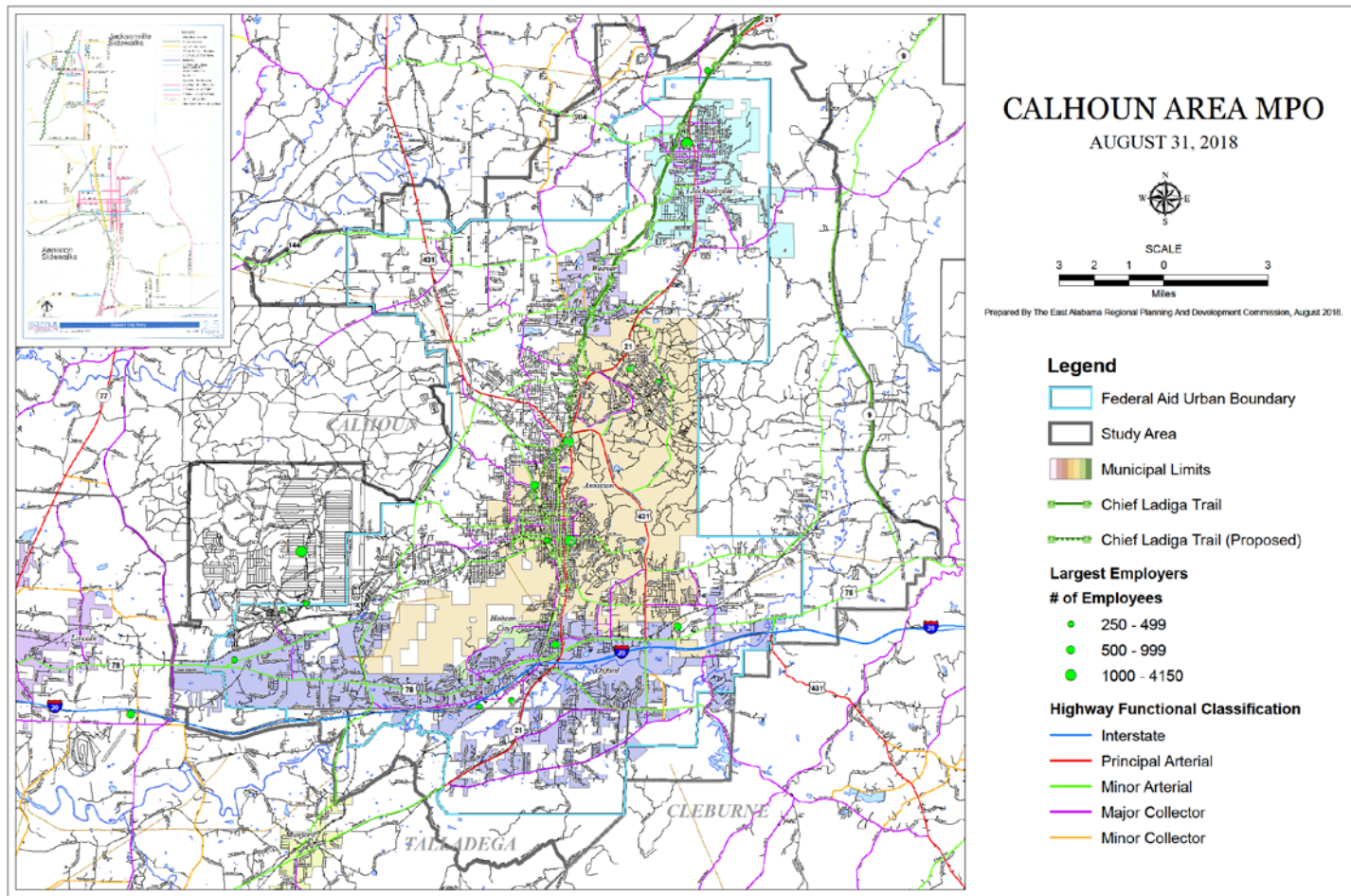
Vision

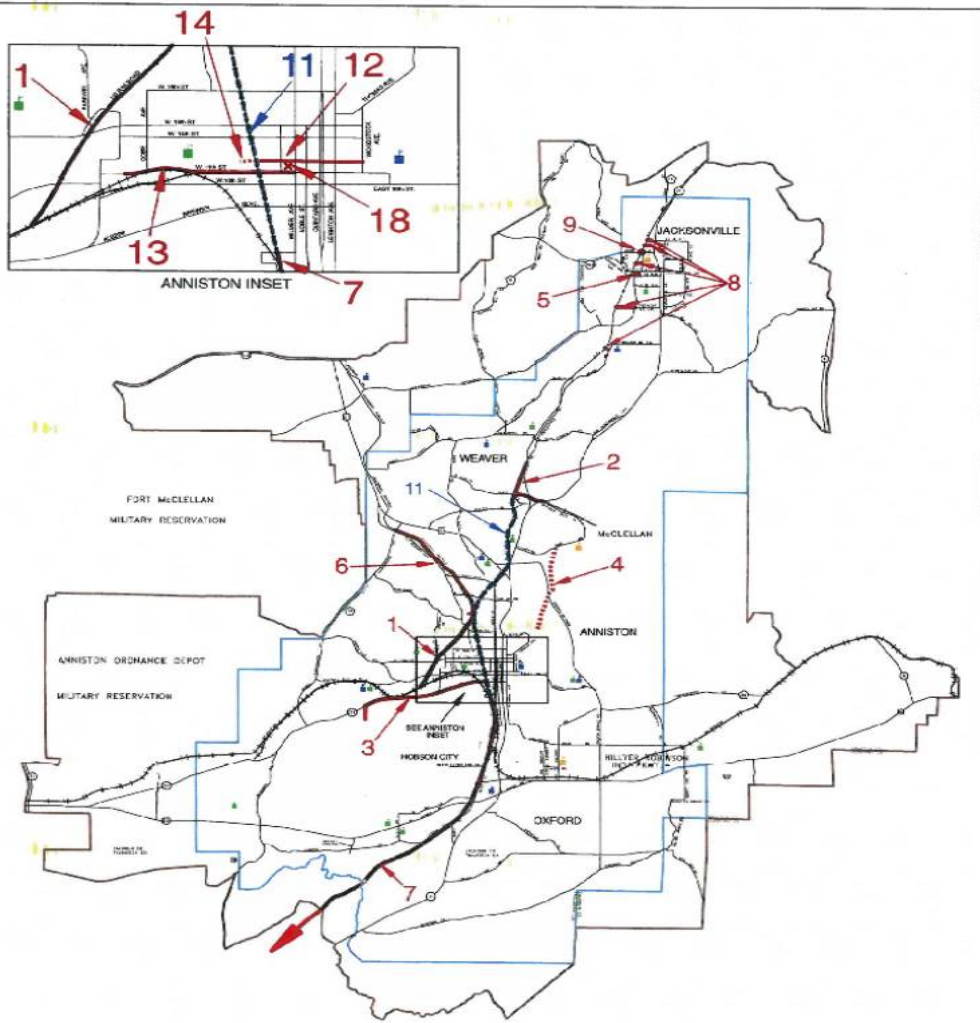
- The 2012 Bicycle and Pedestrian Plan included this Vision Statement:
 - *In order to reduce auto trips, improve public health, reduce pollution, increase transportation choices and promote tourism, we are working to increase bicycle and pedestrian access and facilities in the Calhoun urban area so that bicycle and pedestrian trips are encouraged, practical and safe.*

Goals

- The 2012 Bicycle and Pedestrian Plan included the following goals:
 - To increase bicycle and pedestrian safety
 - To improve bicycle and pedestrian access
 - To include bicycle and pedestrian needs in the planning and development of the community
 - To increase local support for bicycle and pedestrian activities

Planning Area





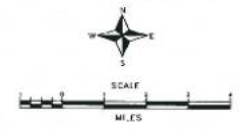
LEGEND

- COLLEGE/UNIVERSITY
- MIDDLE & ELEMENTARY SCHOOLS
- HIGH SCHOOLS

AREA WIDE PROJECTS

- *INSTALL BICYCLE PARKING RACKS AT RETAIL/COMMERCIAL/PLACID LOCATIONS
- *INSTALL BICYCLE PARKING RACKS AT ACT/STAGE TRANSIT STOPS
- *SHARE THE ROAD SIGN SETS ON APPROPRIATE STREETS
- *CUSTOM MADE SHARPOWS ON APPROPRIATE STREETS

BICYCLE CN PROJECTS



PORTION OF THE EAST-MIDDLE REGION, ALABAMA AND SURROUNDING AREAS. REPRODUCED FROM THE 2010 BICYCLE PLAN FOR THE ALABAMA DEPARTMENT OF TRANSPORTATION AND THE FEDERAL HIGHWAY ADMINISTRATION.

Funding Options

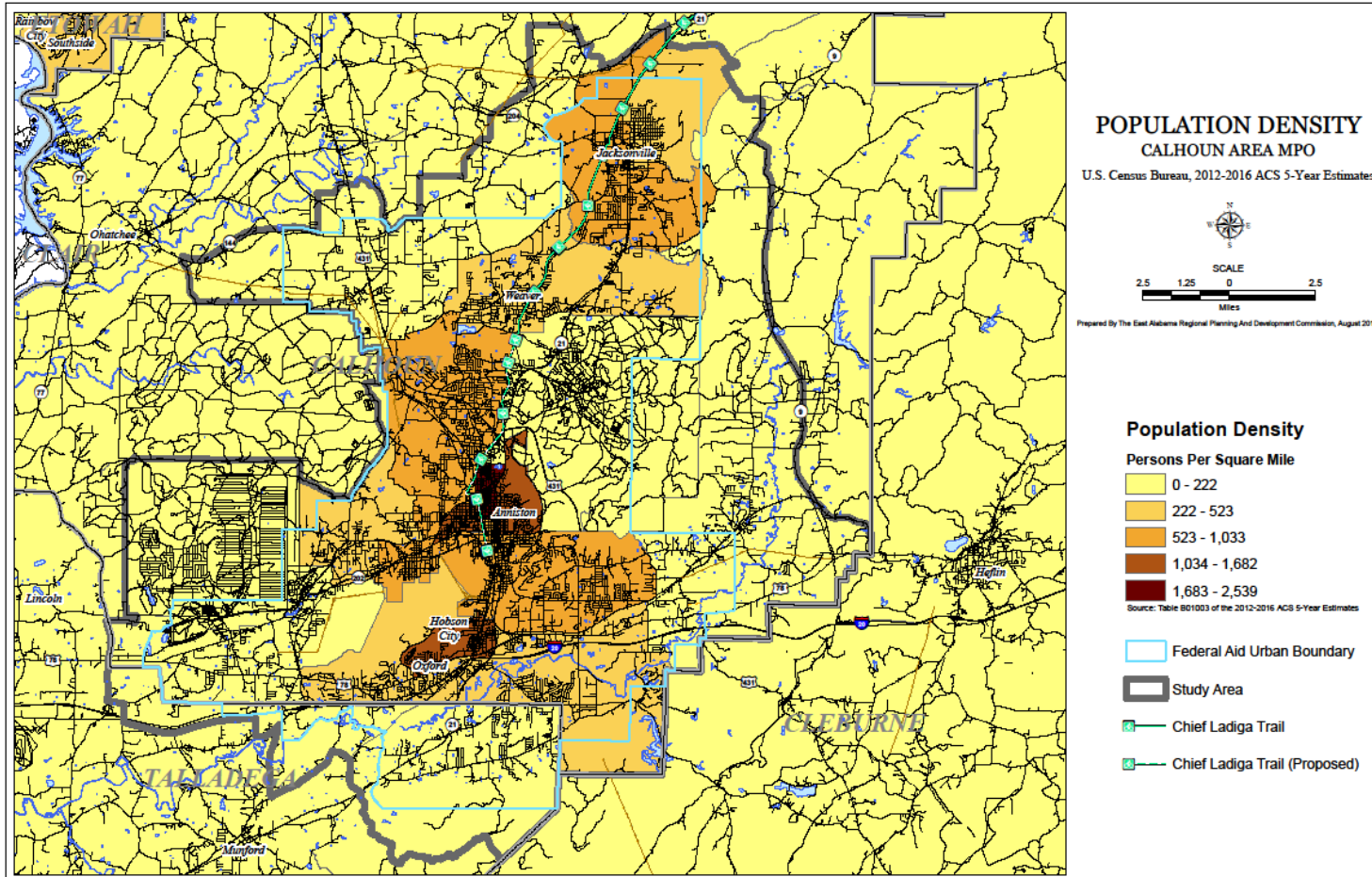
- TIP Projects
- ALDOT Transportation Alternatives Program
- Recreational Trails Program
- Federal Transit Administration
- Corporate Sponsorship
CLT facilities or segments
- Grants for active living and healthy communities



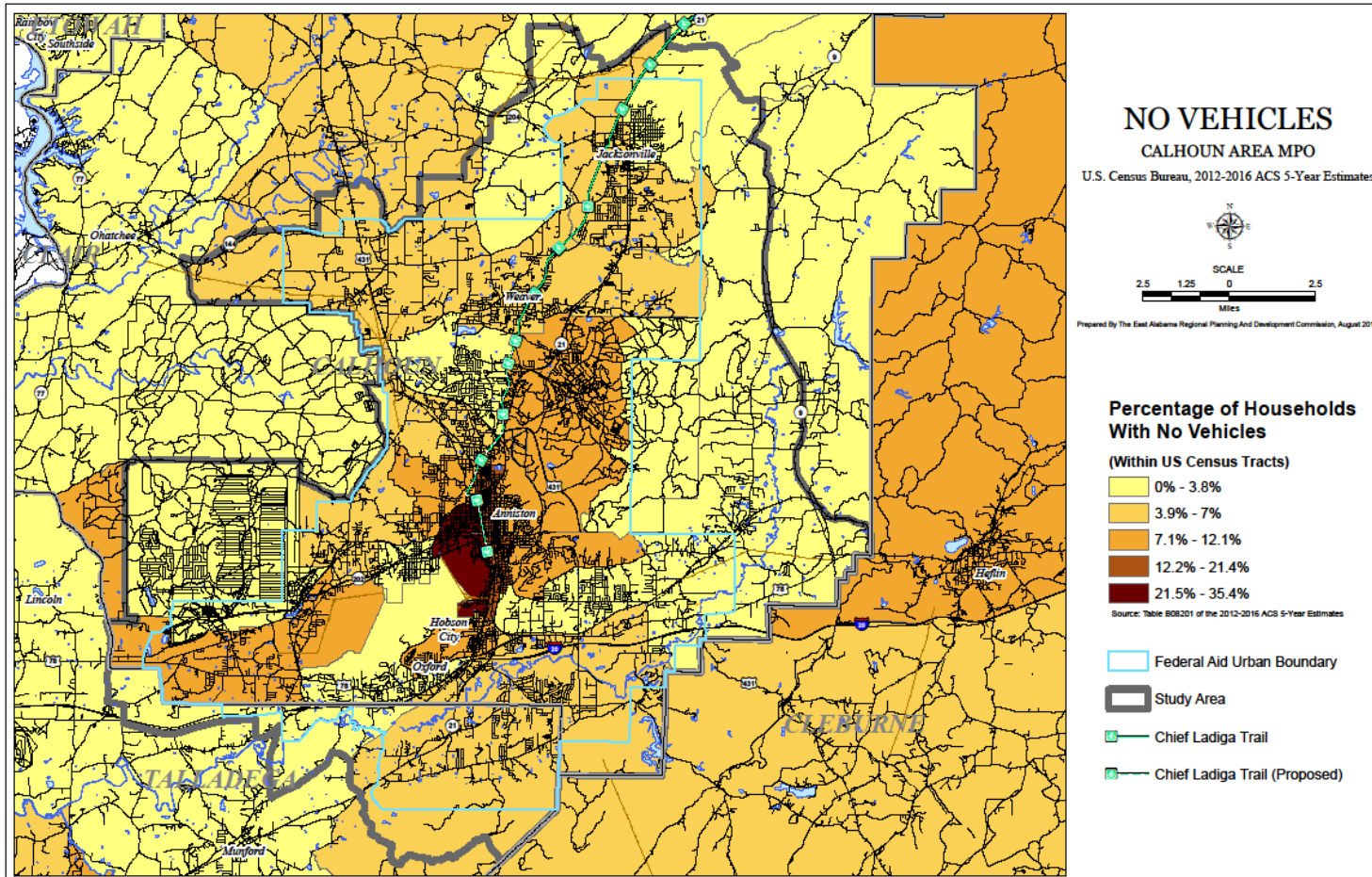
Demographics

- Population growth has been strongest in Jacksonville and in Oxford since 2000
- Anniston Population has declined 10 percent
- Total population of the five cities has increased 20% since 2000

Population Density



Households With No Vehicles



Area Geography

- The region has a relatively linear urban form
 - Development has been constrained by topography (hills to the east and west)
 - Federal lands: former Fort McClellan to the east and Anniston Depot to the west
- The linear form of the urban area generally follows the Chief Ladiga Trail (CLT)
 - Reflects the influence of the railroad on early settlement
 - Makes the CLT an ideally located spine for the regions bicycle and pedestrian network

More than Recreation

- Bicycle and pedestrian facilities have strong economic benefits
 - Property values increase adjacent to trails
 - Trails can play a vital role in revitalizing of neighborhoods and downtowns
 - Many large employers list good bicycle and pedestrian facilities as important factors when selecting sites



Tourism

- Ecotourism already is important in Calhoun County
 - Bicycle tourism
 - Historic tourism
- Improved connectivity adds attraction
 - Extension of the CLT
 - Connection from CLT to Coldwater Mountain



Best Practices

- Planning Process
- How to Develop Effective Plans
- Education Programs
- Design
- Policy
- Funding
- Other Considerations



Planning Process

- The plan update follows a standard planning process
 - Data collection – demographics, employment, etc.
 - Inventory of existing facilities and conditions
 - Identification of problems and needs
 - Recommend the best alternatives and prioritize projects
- Stakeholders play a critical role in providing local knowledge of specific problems and conditions
- Stakeholders will be engaged in developing and guiding the plan update

Developing Effective Plans

- Plans should include a wide range of project types and sizes
 - Low cost projects that can be implemented quickly to show early success; these may include
 - Re-striping existing roads to include bike lanes or shared lanes
 - Incorporating bicycle or pedestrian improvements in routine maintenance activities
 - Large projects should
 - Be prioritized and/or phased to match availability and timing of funding
 - Be prioritized in a way that ensures regional equity in the timing and location of improvements
 - Facilities should be designed to match the skill level of predominant user groups

Education Programs

- Safety and Information
 - Maps of bicycle and pedestrian facilities and routes
 - Brochures or web pages that explain proposed projects, funding sources, schedules
 - Brochures or web pages on safety, trail etiquette
 - Helmet discounts, bike light discounts
- Skills Development
 - Bicycle Roadeos
 - Community Rides
 - Bicycle maintenance clinics

Design

- Shared use local streets
 - Good option where traffic and speeds are low
- Bicycle Boulevards
 - Alternate to busy arterials, with traffic calming
- Wide Outside Lanes
 - 14' lanes allow sharing
- Bike lanes
- Road diets
 - Convert 4 lanes to 3
- Side Paths and Greenway Trails



Policy

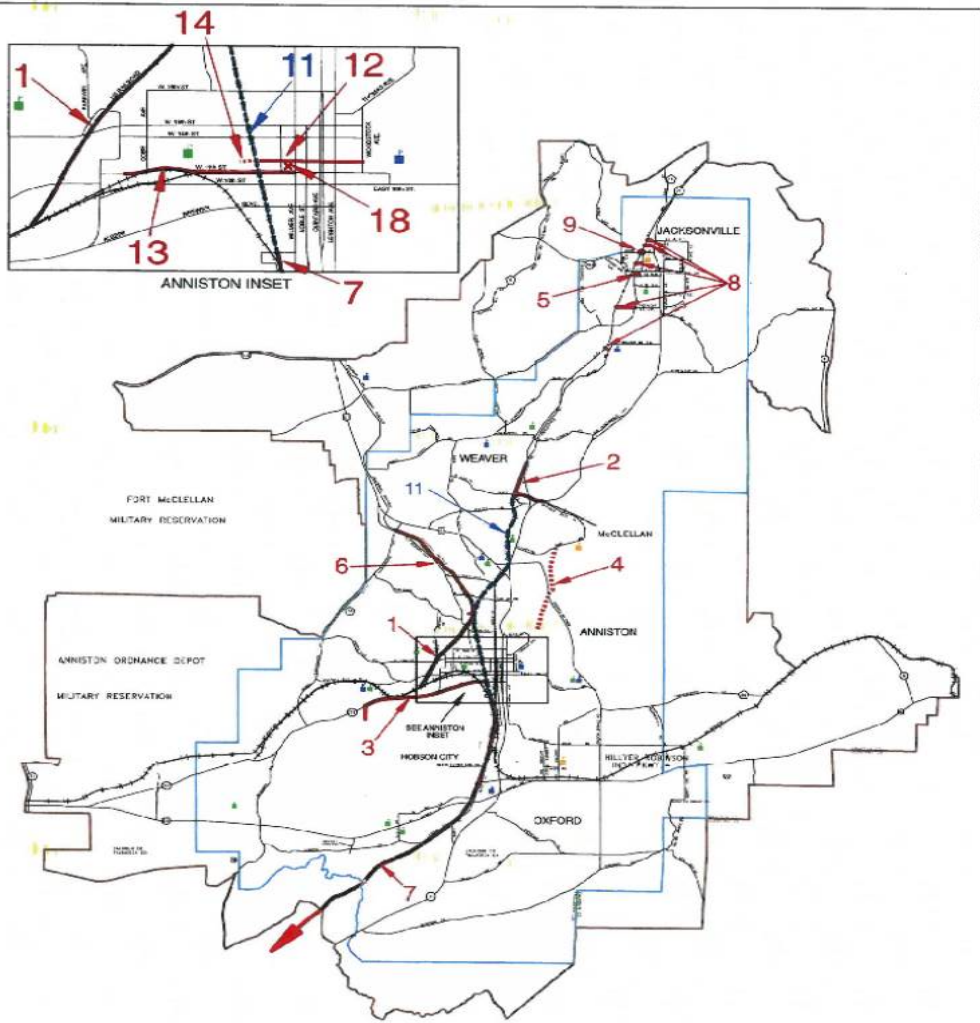
- Use investments in the CLT and connector trails to leverage economic development and revitalize downtowns;
- Incorporate bicycle and pedestrian plan goals in other local plans
- Provide new pocket parks along the CLT, connect to existing parks wherever possible, and invest in improvements in existing parks



Policy (cont'd)

- Build a regional branding campaign around bicycle and historic tourism.
- Continue to include Bicycle and Pedestrian facilities in new road projects
- Begin to require new development to consider bicycle and pedestrian facilities and connectivity



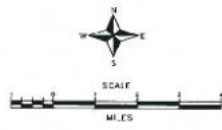


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PORTION OF THE EAST-MIDDLE REGION, ALABAMA AND SURROUNDING AREAS. REPRODUCED FROM THE 2002 ALABAMA STATEMENT OF REVENUES AND EXPENDITURES. PREPARED BY THE ALABAMA COMMISSION ON REVENUES AND THE FEDERAL RESERVE BANK OF ATLANTA.