

2015 Bicycle and Pedestrian Plan (BPP)



**Decatur Area Metropolitan Planning
Organization (MPO)**

**Prepared by the Staff of the
Decatur Area Metropolitan Planning Organization**

January 2015

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Bicycle and Pedestrian Plan (BPP)

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This document was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Alabama Department of Transportation (ALDOT), and local governments. The contents of this document do not necessarily reflect the official views or policies of the U.S. Department of Transportation.

**Decatur Area Metropolitan Planning
Organization (MPO)**

MPO and Advisory Committee Officers

Fiscal Year 2015

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Decatur Area MPO Staff

Dewayne Hellums, Director of Transportation Planning
Lee Terry, Transportation Planner

RESOLUTION 15 - 09

WHEREAS, the Decatur Area Metropolitan Planning Organization (MPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of amended 23 USC 134 and 135 (MAP-21 Section 1201 and 1202, July 2012); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; CFR 51 and 93; and

WHEREAS, the U.S. Department of Transportation and Federal Highway Administration issued guidance by directive in June 2009 and March 2010, updating 23 USC 217 requirements for bicycle and pedestrian improvements to federally funded highways in Alabama; and

WHEREAS, pursuant to those federal agency directives, the Alabama Department of Transportation instructed the MPOs to prepare Bicycle and Pedestrian Plans as MPO formal planning documents and submit those plans for review and approval; and

WHEREAS, the MPO has provided a public comment period of thirty (30) days for review of the 2015 Bicycle and Pedestrian Plan (BPP) prior to final MPO approval; and

WHEREAS, consistent with the declaration of the above provisions, the Decatur Area Metropolitan Planning Organization, in consultation with the Alabama Department of Transportation, has prepared a 2015 Bicycle and Pedestrian Plan (BPP); now...

THEREFORE, BE IT RESOLVED that the Decatur Area Metropolitan Planning Organization has reviewed its bicycle and pedestrian planning procedures, hereafter referred to as the 2015 Bicycle and Pedestrian Plan (BPP), to ensure that bicycles and pedestrians are fully considered in the planning of all transportation projects within the MPO Planning Area.

Adopted this the 29th day of January 2015

_____, Chairman
Decatur Area Metropolitan Planning Organization

ATTEST:

_____, Director of Transportation Planning
Decatur Area Metropolitan Planning Organization

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1.0 Purpose

The purpose of this Bicycle and Pedestrian Plan (BPP) is to guide the transportation planning efforts of the Decatur Area MPO toward the goal of making bicycle and pedestrian transportation viable alternatives to automobiles. The major goal of this plan is to provide planning guidance for the development of safe and convenient bicycle and pedestrian facilities connecting residential areas with commercial centers, parks, schools, and other public and private services. This plan will also make recommendations to improve bicycle and pedestrian safety through policy decisions, education, and enforcement. This plan is not intended to address bicycle and pedestrian facilities for purely recreational purposes. All projects identified will be primarily of a transportation alternatives nature.

2.0 Metropolitan Planning Organization Structure

The Decatur Area transportation planning process is carried out by the Decatur Area Metropolitan Planning Organization (MPO). MPO staffing and operations are carried out by the MPO Transportation Planning Department located at the City of Decatur City Hall Annex. The MPO Mailing and Physical addresses are:

Mailing

P.O. Box 488
Decatur, AL 35602

Physical

308 Cain Street NW
Decatur, AL 35601

The Decatur Area MPO is comprised of four (4) components - one Policy Board and three (3) Committees:

MPO Policy Board

The overall decision making responsibility for the transportation planning process in the Metropolitan Planning Area (MPA) is conducted by the MPO Policy Board. The board is comprised of elected officials from the cities of Decatur and Hartselle, the towns of Priceville and Trinity, and the counties of Morgan and Limestone. The Alabama Department of Transportation (ALDOT) North Region Engineer is the remaining voting member of the eleven (11) member board. The board was formed in 1982 following designation of Urbanized Areas (UA) by the 1980 Census.

Technical Coordinating Committee (TCC)

The MPO Policy Board receives input and advice from the Technical Coordinating Committee (TCC) on primarily technical aspects of the transportation planning process including future planning of projects, funding and implementation. This committee consists of people who work directly in a planning related capacity such as city, regional, and airport planning, engineering, economic development, transit services, emergency services, or public works.

Citizens Advisory Committee (CAC)

The Policy Board and TCC may receive input, recommendations, or advice directly from the Citizens Advisory Committee (CAC). This committee is made up from members of the Transportation Subcommittee of the Decatur/Morgan County Chamber of Commerce as well as members from the general population. This committee also provides views on projects and the transportation planning process from a community perspective.

Bicycle and Pedestrian Advisory Committee (BPAC)

The Bicycle and Pedestrian Advisory Committee (BPAC) was formed to assist in the development of the Bicycle and Pedestrian Plan (BPP). The BPAC is made up of members of the TCC and MPO Policy Board as well as members of the general public who have shown an interest in developing the region's bicycle and pedestrian facilities for transportation purposes.

Additional Committees:

The Policy Board may seek input from additional committees at its discretion. Committee members may be comprised of persons with technical knowledge of projects, studies and plans as well as citizens from neighborhoods and communities throughout the planning area to provide advice and recommendations to the Policy Board, TCC, CAC and BPAC.

All MPO Policy Board and Advisory Committee Meetings are subject to the Alabama Open Meetings Act, Alabama Code §36-25A. For additional information, please contact the Decatur Area MPO staff.

3.0 Current Bicycle and Pedestrian Planning and Policies

3.1 National Level Planning and Policies

Title 23 of the United States Code (USC) requires that bicycle and pedestrian facilities be considered on all transportation projects. The specific sections of Title 23 concerning bicycle and pedestrian access can be found in Chapter 2, Section 217. There have also been a number of federal transportation bills concerning planning for bicycle and pedestrian access such as the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century of 1998 (TEA-21), and the Safe, Accountable, Flexible Efficient Transportation Equity Act: A Legacy for Users of 2005 (SAFETEA-LU). The Federal Highway Administration (FHWA) also provides funding to encourage bicycle and pedestrian planning including the Bicycle and Pedestrian Program, the Transportation, Community and System Preservation Program (TCSP), the Transportation Enhancement Program (TE), the Congestion Mitigation and Air Quality Program (CMAQ), the Recreational Trails Program (RTP), the Nonmotorized Transportation Pilot Program (NTPP), the Safe Routes to School Program (SRTS), and the Transportation Alternatives Program (TAP).

Along with the regulations and policies listed above, the Americans with Disabilities Act (ADA) was signed into law in 1990. This law seeks to protect the civil rights of people with disabilities and provides guidelines for their accommodation on public facilities. The ADA requires that when new pedestrian facilities are constructed or when existing facilities are modified they must be compliant with the ADA Accessibility Guidelines for Buildings and Facilities (ADAAG).

Title VI and Environmental Justice

Accordingly, Title VI, 42 U.S.C. § 2000d et seq., was enacted as part of the landmark Civil Rights Act of 1964. It prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. Along with ADA 1990, Section 504 of the Rehabilitation Act of 1973 prohibits discrimination in federally funded programs based on disability. Also, in 1994 Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations was signed by President Clinton. This Executive Order requires that programs, policies, and activities that affect human health or the environment should identify and avoid disproportionately high and adverse effects on minority and low-income populations. Environmental Justice aims to ensure that no racial, ethnic, or socioeconomic group bears a disproportionate share of negative environmental consequences resulting from government programs and policies. For more information on Title VI, ADA, Section 504, and Environmental Justice and the actions being taken by the MPO staff to comply with these regulations please see the Decatur Area MPO 2013 Public Participation Plan (PPP). An electronic copy of the 2013 PPP can be found on the MPO website, or a printed copy can be obtained by making a verbal or written request to the MPO staff.

FHWA Requirements

According to FHWA, MPOs must consider at a minimum, accommodating bicycle and pedestrian needs as identified below:

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

Exceptional circumstances* are defined below:

- If bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, an effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right-of-way or within the same transportation corridor.
- If the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project. This twenty percent figure should be used in an advisory rather than an absolute sense.
- Where sparsity of population or other factors indicate an absence of existing and future need. For example, the Portland Pedestrian Guide requires “all construction of new public streets” to include sidewalk improvements on both sides, unless the street is a cul-de-sac with four or fewer dwellings, or the street has severe topographic or natural resource constraints.

*Additional FHWA guidance has limited cost as an exceptional circumstance as a number of programs and funds are available to offset the costs of including bicycle and pedestrian facilities in transportation projects.

3.2 Local level Planning and Policies

In accordance with City of Decatur Subdivision Regulations Section VII, “sidewalks shall be required on both sides of all new public streets, except in residential areas having a density of one dwelling unit or less per acre, excluding alleys.” Section VII also states, “sidewalks shall be designed and installed...and be in full compliance with ADA requirements.”

City of Hartselle Subdivision Regulations Article 4 has similar policies stating, “Sidewalks shall be provided on both sides of all newly constructed streets in all residential and commercial subdivisions wherein a curb and gutter street section is required.” City of Hartselle also requires that “sidewalks shall be provided in rights-of way adjacent to parks, recreational areas, and other common areas with the installation of other public improvements in that right-of way.” All sidewalks in the City of Hartselle must also be “designed and constructed to meet or exceed minimum requirements of the ADA.”

Similarly, the Town of Priceville Subdivision Regulations states that, “Sidewalks shall be included within the dedicated non-pavement right-of-way of all roads. Sidewalks shall be installed on both sides of all Arterial and Collector Roads and on at least one side of all Residential Streets...” In addition to these regulations, the Subdivision Regulations go on to say that, “When the Technical Review Committee (TRC) determines that it is desirable to facilitate pedestrian access from subdivision roads to school, park, playgrounds or other nearby roads...the Planning Commission may require the dedication of perpetual unobstructed easements, which shall be indicted on the plat as a condition of approval of said subdivision.”

4.0 Existing Bicycle and Pedestrian Facilities

The MPO bicycle and pedestrian transportation system is comprised of a combination of on-road facilities (bicycle lanes, paved shoulders, shared lanes, and crosswalks) and off-road facilities (multi-use trails, sidepaths, and sidewalks). In certain cases in the MPO area both on- and off-road facilities come together to form bikeways that connect important recreational facilities. Maps of the existing bicycle and pedestrian facilities within each city inside the MPO planning area can be found in Appendix C. A detailed listing of the on- and off-road facilities found within the MPO planning area is provided below. Photographic examples of each of these facility types can be found in Appendix D.

4.1 On-Road Facilities

Bicycle Lanes

Designated bicycle lanes can be found on a limited number of streets within the City of Decatur. They have been included as a part of the Decatur bikeway system and where it was deemed appropriate to provide pavement markings dedicating lanes for exclusive use by bicycles. Typically bicycle lanes are located to the outside of travel lanes and are marked with a bicycle symbol or written communication denoting use for bicycles only. Examples of this can be found on Modaus Road, between Danville Road and SR-67, and on 10th Avenue NE, between Market Street and Church Street. Pavement markings for designated bicycle lanes conform to guidelines from the Manual on Uniform Traffic Control Devices (MUTCD) as well as in publications by the American Association of State Highway and Transportation Officials (AASHTO). Dedicated bicycle lanes are shown in red on the existing facilities maps in Appendix C. Examples of bicycle lanes can be found in Appendix D.

Paved Shoulders

Some roads in the MPO planning area have wide shoulders that meet bicycle lane criteria, but are not specifically designated as bicycle lanes. These lanes are not striped or marked in any way to designate a bicycle facility and do not continue through intersections. In these cases, bicycles are expected to merge through the travel lanes shared with motor vehicle traffic. An example of a road with paved shoulders capable of accommodating bicycles is Beltline Road whose current widening project includes wide paved shoulders. The roads with these paved shoulders can be found on the existing facilities maps in Appendix C shown in the color blue. Examples of paved shoulders can be found in Appendix D.

Shared Lanes

While bicycles are permitted on all roadways within the MPO planning area, most streets do not have separate on-road facilities designated specifically for bicycles. In these cases bicycles and motor vehicle traffic share the travel lanes. On most low-speed local streets this arrangement works well and provides few conflicts. Where these shared lanes are significant as a part of the Decatur bikeway system, they are shown in yellow on the existing facilities maps in Appendix C. Some shared lanes in the planning area are wide enough for motorists to pass bicycle traffic without crossing the center line. This arrangement is known as a wide shared lane. AASHTO specifies a minimum of 14 foot lane width for wide shared lane designation. Examples of shared lanes can be found in Appendix D.

Crosswalks

Crosswalks are provided across the planning area as a means for safe pedestrian travel across motor vehicle travel lanes. There are over 200 individual crosswalks in the planning area serving a wide range of pedestrian travel purposes. The largest concentration of pedestrian crosswalks can be found in the downtown areas of the cities of Decatur and Hartselle. These facilities provide safe access to the commercial opportunities within the downtown areas such as restaurants and shopping. Crosswalks can also be found near the area schools to provide an alternative means of travel to and from school. These crosswalks conform to Safe Routes to Schools (SRTS) standards and guidelines. Examples of well designed crosswalks can be found in Appendix D.

4.2 Off-Road Facilities

Multi-Use Trails

Multi-use trails are similar in function to the on-road facilities in the planning area, in that they provide for alternative transportation choices and recreational usage. Multi-use trails are open to both bicycle and pedestrian access while prohibiting motorized vehicle access. They provide for safe travel with limited crossings of major roads. Most multi-use trails within the planning area are ADA compliant with the only exceptions being those seasonal multi-use trails maintained by the US Fish and Wildlife Service located on the Wheeler National Wildlife Refuge. These trails are unpaved so as to impact the wildlife habitats as little as possible, but still provide access to refuge staff and the general public. Most of these trails are open year round for bicycle and pedestrian access with the exception of those surrounding the visitor center, which close during peak waterfowl seasons. The multi-use trails can be found on the existing facilities maps in Appendix C. Examples of multi-use trails can be found in Appendix D.

Sidepaths

Sidepaths are similar to multi-use trails. They share the same characteristics, except that sidepaths follow alongside of roadways. They are made to accommodate both bicycle and pedestrian travel. Sidepaths serve as a good pedestrian facility but are marginal as a bicycle facility. AASHTO points out that there are operational difficulties presented to bicycles on sidepaths. These difficulties mainly arise in association with driveway crossings and at intersections. For these reasons AASHTO discourages the use of sidepaths as a rational to forgo on-road bicycle facilities. The sidepaths in the planning area are shown in green on the existing facilities maps in Appendix C. Examples of sidepaths can be found in Appendix D.

Sidewalks

Sidewalks are an integral part of the pedestrian transportation system within the MPO. They are the primary means of pedestrian travel within the planning area. The largest concentration of sidewalks can be found within the downtown areas of the cities of Hartselle and Decatur and, thanks to the regulations listed above in the planning and policies section, they are increasingly being implemented within the newly built subdivisions across the area. Sidewalks in the planning area are intended primarily for pedestrian foot traffic with bicyclists being encouraged to use the roadways. The sidewalk network can be seen represented by thick gray lines on the existing facilities maps in Appendix C. Examples of well designed sidewalks can be found in Appendix D.

5.0 General Recommendations for Increased Bicycle and Pedestrian Access

The main goal of this document is to encourage the development of more and better bicycle and pedestrian facilities within the MPO planning area. In order to accomplish this goal there are a number of recommendations that should be taken into account in the future planning of MPO transportation projects within the planning area.

Complete Streets

The MPO should invest in planning aimed at the development of *Complete Streets*. According to Smart Growth America's National Complete Streets Coalition, Complete Streets are, "designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work." A Complete Street may include any number of items outside of the normal travel lanes including sidewalks, bicycle lanes or paved shoulders, crosswalks, median islands, pedestrian signals, and roundabouts, to name a few.

By not planning with Complete Streets in mind, you greatly limit transportation choices and make walking and bicycling inconvenient and, more importantly, dangerous. Changing policies to include planning for Complete Streets not only makes pedestrian and bicycle access safer, but also makes them more attractive alternatives to automobile travel.

Complete Streets can also be implemented with little to no additional cost over traditional transportation designs. Most complete streets designs can be implemented with simple restriping to include bicycle lanes or pedestrian crosswalks. Examples of complete streets designs can be found in Appendix D.

Bicycle Lanes

The MPO should pursue complete streets, in one way, by encouraging projects that retrofit existing roadways to include bicycle lanes. The MPO should use current and future resurfacing and maintenance projects to achieve these retrofits. For the most part this can be done with little to no cost being added to the current projects and can be achieved with simple restriping. These retrofits, typically referred to as a road diet approach, would prove to be most useful on roads that connect residential areas with commercial or recreational centers and roads where paved shoulders already exist or where unnecessary travel lanes can be safely removed for the purpose of including bicycle lanes.

Maintenance

The MPO should encourage projects that are proactive with maintenance on pedestrian and bicycle facilities. A large deterrent to bicycle and pedestrian transportation is unattractive or deteriorating facilities. Under-maintained facilities also prove safety hazards to motorists and pedestrians alike. Bicycle lanes should be well maintained and clearly striped in order to produce the most effective and safest bicycle system possible. Sidewalks and multi-use trails should be cleared of debris regularly and maintained to a high quality so as to encourage their use as an alternative to motorized vehicles. Paved shoulders should be maintained to the same quality as the travel lanes of the same roadways and should be cleared of debris regularly to make them more attractive for use by bicycles. The maintenance should also be done in a way as to minimize the impact to users of the facilities.

Guidance and Signage

The MPO should encourage projects that provide proper guidance and signage to users of bicycle facilities. Proper guidance should be provided to bicyclists using the facilities within the MPO planning area specifically at intersections of trails and roadways and where parts of the bikeway alternate from on-road and off-road segments. Bicycle signage should also include directional arrows and destinations and, if possible, distances per the latest version of the MUTCD. Signage should not be used as a generic declaration that a road or trail is a bicycle facility. Pavement markings should also be used to provide directional assistance including the use of “sharrows” marking lanes that are shared by both bicycles and motor vehicles (Examples of shared lanes utilizing the “sharrows” markings can be found in Appendix D).

Guidance should also be provided in the form of effective and clearly readable maps of bicycle facilities and multi-use trails.

Bicycle Parking

The MPO should encourage projects that provide adequate parking facilities for bicycles at a wide range of potential destinations. Bicycle parking facilities should be provided at government buildings (including schools), commercial areas, and recreational areas to encourage the safe use of bicycles as an alternative to motor vehicle travel. Member governments should also encourage local businesses to include bicycle parking for use by employees and customers alike. Bicycle parking should also be included where outdoor events are held such as local festivals and community gatherings.

Higher-Density, Mixed-Use Developments

The MPO should support the development of higher-density, mixed-use developments. Higher-density developments prove to reduce travel times and distances to destinations. This in turn makes bicycles and walking a viable alternative to automobiles and encourages a healthier lifestyle. The most common form of mixed-use development is housing-over-retail developments where the first level would be devoted to retail space with the upper floors devoted to residential space. This is common in the redevelopment of old downtown areas which typically have an abundance of first floor retail and unused, or underused, second and third floors. Some of this work is currently being undertaken by the Decatur Downtown Redevelopment Authority (DDRA). This type of development would also serve to revitalize certain areas by bringing people and commercial opportunities closer together. Examples of mixed-use developments can be found in Appendix D.

6.0 Policy Recommendations for Member Governments

A secondary goal of this planning document is to develop policy recommendations for MPO member governments to develop and implement similar bicycle and pedestrian planning initiatives. The MPO will encourage the adoption of policies at the local level that advance the goal of an interconnected bicycle and pedestrian travel network.

Complete Streets Policy

MPO member governments should look to adopt strong complete streets policies with the aim of including all modes of travel on local streets. According to the National Complete Streets Coalition, a strong complete streets policy takes into account the following 10 elements:

1. **Vision and intent:** The policy outlines a vision for how and why the community wants to complete its streets.
2. **All users and modes:** The policy specifies that *all users* includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.
3. **All projects and phases:** Both new and retrofit projects are subject to the policy, including design, planning, maintenance and operations, for the entire right-of-way.
4. **Clear, accountable exceptions:** Any exceptions are specified and must be approved by a high-level official or committee.
5. **Network:** The policy encourages street connectivity and creates a comprehensive, integrated and connected network for all modes across the network.
6. **Jurisdiction:** All other agencies can clearly understand the policy and may be involved in the process.
7. **Design:** The policy recommends the latest and best design criteria and guidelines from AASHTO and the MUTCD, while recognizing the need for flexibility in balancing user needs.
8. **Context sensitivity:** Community context, what surroundings will be affected by the proposed projects, is considered in planning and design solutions.
9. **Performance measures:** Performance standards with measurable outcomes are included.
10. **Implementation next steps:** Specific next steps for implementing the policy are described.

A strong, and properly implemented, complete streets policy will ensure the inclusion and safety of all users on the area transportation system. A complete streets policy is also a major selling point for potential new residents looking to relocate to North Alabama. With competition within the area between cities over businesses, industries, and residents, a complete streets policy will help to ensure that the member governments within the Decatur MPO will remain relevant to a population looking for

alternatives to traditional automobile transportation. An example of a strong complete streets policy adopted by the City of Baldwin Park, California can be found in Appendix E.

Mixed-Use Development Policy

MPO member governments should also be encouraged to adopt policies concerning mixed-use developments. According to the American Planning Association, mixed-use development:

1. Allows for greater housing variety and density
2. Reduces distances between housing, workplaces, retail businesses, and other destinations
3. Encourages more compact development
4. Strengthens neighborhood character
5. Promotes pedestrian and bicycle friendly environments

7.0 Education and Enforcement

In addition to working towards the goals above, there are a number of items that need to be addressed by the MPO as well as the MPO's member governments regarding education about bicycle and pedestrian facilities and identification and enforcement of laws and regulations regarding bicycle and pedestrian facilities use.

Education about Bicycle and Pedestrian Facilities

As a part of educating the public about the bicycle and pedestrian facilities available for use within the MPO area, the MPO staff will maintain and periodically update a map identifying all of the non-motorized vehicle travel facilities within the MPA. This map will be available to all member governments, as well as to the Decatur-Morgan County Chamber of Commerce, along with the final approved version of this document, as well as with the subsequent updated versions of this document.

According to The Code of Alabama 1975 Section 32-5A-285, "The Traffic Safety Center of the University of Montevallo, in conjunction with the Child Safety Institute at Children's Hospital of Alabama, shall furnish all materials, handouts, brochures, and other information related to bicycle safety used by police departments." These documents can be provided to the general public upon request or through community programs provided by the departments. The Alabama Department of Public Health (ADPH) also provides bicycle safety information through their website (<https://www.adph.org/injuryprevention>) including publications aimed at increasing bicycle safety.

In addition to the state resources available, the National Highway Traffic Safety Administration (NHTSA) has developed the *Everyone is a Pedestrian* initiative. This program provides a wealth of information to motorists and pedestrians alike on how to keep the walking public safe along the nation's roadways. Through the program's website (<http://www.nhtsa.gov/nhtsa/everyoneisapedestrian>), the NHTSA provides safety tips, statistics, curriculums, and safety program development guides as well as potential funding sources for help in organizing community educational and awareness events. The website also provides links to other related pedestrian safety resources.

Identification and Enforcement

According to the Code of Alabama 1975 Section 32-5A-260, “Every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle.” Along with this provision, the Code of Alabama 1975 has a number of sections pertaining to bicycle and pedestrian regulations:

- Section 32-5A-33 – Pedestrian-control Signals
- Section 32-5A-52 – Driving Upon Sidewalk
- Section 32-5A-210 thru 222 (Article 10) – Pedestrians’ Rights and Duties
- Section 32-5A-260 thru 266 (Article 12) – Bicycles and Play Vehicles
- Section 32-5A-280 thru 286 (Article 13) – Bicycle Safety

Article 13 of the Code of Alabama 1975 is formally known as the Brad Hudson-Alabama Bicycle Safety Act of 1995. This article covers a wide range of bicycle safety measures, including helmet safety, bicycle rental, and statewide safety programs.

Section 32-5A-286 of Article 13 also allows that “a municipality may establish a more comprehensive bicycle safety program than that imposed by this article by local ordinance.” To that end, the MPO supports the adoption of bicycle ordinances by all MPO member governments that would serve to strengthen the regulations identified above in the Code of Alabama 1975. The MPO also supports any actions taken to strengthen enforcement of bicycle and pedestrian regulations.

8.0 Bicycle and Pedestrian Project Listing

In order to identify specific bicycle and pedestrian projects to include into this plan the Decatur Area MPO appointed members to a Bicycle and Pedestrian Advisory Committee (BPAC). This committee is comprised of members from the general public representing the municipalities served by the MPO as well as members from the Technical Coordinating Committee and Policy Board. Inclusiveness was sought to a great degree to make sure that all interests were equally served. This committee held two meetings to discuss goals and expectations from the membership for the development of the BPP. The membership then kept in contact by email with updates and requests for information.

The staff of the Decatur Area MPO also developed and distributed an electronic Bicycle and Pedestrian Transportation Survey. This survey was conducted over a one month period from August 19th, 2014 to September 19th, 2014. The survey form as well as a summary of the survey results can be found in Appendix F. The results of this survey were provided to the BPAC membership to provide insight into the public mindset about bicycle and pedestrian facilities and to help guide them in their selection of projects.

The final selection of projects took into account recommendations made by the BPAC membership as well as the results of the Bicycle and Pedestrian Transportation Survey. The MPO staff made the final selections of projects to be included into this plan with special emphasis being put into those projects that serve a primarily transportation related purpose. Emphasis was also placed on projects that connected residential and commercial or industrial land uses to encourage the use of a bicycle or walking as viable forms of transportation.

These projects will also be included in the 2040 Long-Range Transportation Plan (LRTP) to be completed by the MPO staff and adopted by the Policy Board in FY 2015. These projects will be placed into the category of funded projects or into the non-funded category of visionary projects. Visionary projects can be placed into the funded category as funding or need becomes available.

A full listing of the selected projects as well as maps of the area with projects shown can be found in Appendix G.

9.0 Potential Funding Sources

In order to complete the proposed projects a number of sources have been identified in this section for potential funding.

Transportation Alternatives Program (TAP) Grants

The official FHWA description of TAP is as follows:

“The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.” – FHWA

This is a blanket program provided for in MAP-21 for the purpose of encouraging non-motorized transportation alternatives. The TAP funding is set aside in each state’s FHWA funding; for Alabama this is about 2% of their yearly federal funding. ALDOT accepts applications for these grants each year and chooses projects based on a competitive application process. The TAP grants require a 20% funding match from the sponsor organization with the sponsor also being responsible for 100% of the preliminary engineering (PE) cost. These funds can only be applied for by cities, towns, and county commissions. The letter from ALDOT detailing the FY 2013 Transportation Alternatives Program (TAP) can be found in Appendix H.

Recreational Trails Program (RTP)

The following is a description of the Recreational Trails Program (RTP):

“Under MAP-21, the Recreational Trails Program is maintained as a distinct source of funding, although its funds are now drawn from the larger Transportation Alternatives funding pool. This program is managed by trail administrators in each state and is a grant program designed to be competitive; therefore, only projects that meet certain criteria may be funded. These include the maintenance and restoration of existing trails; development or rehabilitation of trailside and trailhead facilities and linkages; acquisition of necessary easements; associated administrative costs; and new trails and educational programs. At least 30 percent of all RTP funds must be used for non-motorized trails.” – Rails to Trails

Congestion Mitigation and Air Quality (CMAQ) Program

The following is a description of CMAQ:

“CMAQ is jointly administered by FHWA and the Federal Transit Administration (FTA). Funding is available for both "nonattainment areas" that do not meet federal air quality standards as well as "maintenance areas," former nonattainment areas that are now in compliance with air quality standards. CMAQ provides more than \$2 billion a year to state Departments of Transportation, Metropolitan Planning Organizations (MPOs), and transit agencies for projects that improve air quality. This includes improvements to pedestrian and non-recreational bicycle transportation infrastructure that contribute to a reduction in travel by single-occupant vehicles.” – Rails to Trails

Federal Lands and Tribal Transportation Program (FLTTP)

The following is a description of FLTTP:

“The FLTTP is a consolidation of a number of previously existing government funding programs for transportation projects on federal land. The Federal Lands Transportation Program (FLTTP), which is one component of the FLTTP, is an evolution of the former Federal Lands Highway Program combined with the existing Park Roads and Parkways Program (PRPP). The FLTTP funds projects that improve access within federal lands for which state and local governments are not responsible, including national forests, national recreation areas, and national parks. One section of the FLTTP specifically includes a provision for the use of federal funds for pedestrian and bicycle projects within these federal lands.”

“Another component of the FLTTP is the Federal Lands Access Program. The Access Program is similar to the FLTTP, but it provides funds for projects that improve access to federal lands on infrastructure owned by either state or local governments. As with the FLTTP, the Federal Lands Access Program includes a provision for the use of the funds for pedestrian and bicycle projects.”

“Neither one of these programs is a grant program. Instead, only the five Federal Land Management Agencies (FLMA)—the National Park Service, U.S. Fish and Wildlife Service, U.S.D.A. Forest Service, U.S. Army Corps of Engineers, and the Bureau of Land Management—can receive FLTTP or Access Program funds directly from the FHWA. Other agencies may receive these funds, but only at the request of one of these five FLMA’s.” – Rails to Trails

Community Development Block Grant (CDBG) Program

The CDBG is a program that seeks to address issues concerning low- and moderate-income persons. One central objective of this program is to, “address community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community for which other funding is not available (U.S. Department of Housing and Urban Development).” In the past CDBG funds have been used on bicycle and pedestrian facilities projects.

TIGER Discretionary Grants

TIGER, or Transportation Investment Generating Economic Recovery, Discretionary Grants is a transportation infrastructure grants program first begun with the American Recovery and Reinvestment Act of 2009. This grant program provides grants on a competitive basis for projects that “will have a significant impact on the Nation, a metropolitan area or a region.” USDOT has been authorized yearly a sum of money for the selection of projects by Congress. This program is not authorized on a continuing basis and was slated to end after FY 2012, but Congress authorized USDOT to continue the TIGER Grants Program for FY 2013 and recently authorized the program for FY 2014. The grants selected for approval of funding by USDOT have typically been multi-modal and multi-jurisdictional in scope. They have been used for a number of bicycle and pedestrian and complete streets projects. To date (FY 2009 thru FY 2013) Congress and USDOT have awarded \$3.6 Billion in TIGER Discretionary Grants.

Funding Included in Project Costs

All new construction and resurfacing projects receiving Federal funding will be required to include bicycle and pedestrian facilities when cost efficient. Typically any project where the inclusion of bicycle and pedestrian facilities does not exceed twenty percent (20%) of the total project cost shall be deemed cost efficient additions to the project. Depending on a cost-benefit examination of the project, this number (20% of total project cost) can be disregarded based on the scope of the project and pending approval of the engineering plans by FHWA.

10.0 Implementation Plan

For proper implementation of the recommendations made within this document, the MPO shall complete the following tasks:

- The MPO shall distribute the final, approved plan to all member governments
- The MPO shall encourage all member governments to adopt similar bicycle and pedestrian planning practices based on the recommendations made within this document
- The MPO shall use its influence to encourage the inclusion of the recommendations from this document in current and future planned resurfacing and new construction projects within the planning area where the inclusion would be prudent and safe additions to the current bicycle and pedestrian transportation system
- The MPO shall include the projects identified in this document into the 2040 Long-Range Transportation Plan (LRTP) to be completed by the MPO staff and adopted by the Policy Board in FY 2015
- The MPO shall educate the local elected officials about this document and the recommendations made within it
- The MPO staff and BPAC members shall meet once a year to receive updates on the progress being made in the area of bicycle and pedestrian transportation options in the planning area
- The MPO shall update this plan as needed or as required by ALDOT and FHWA

11.0 Livability Principles and Indicators

Increasingly, federal and state agencies are using Performance Measures as a way of ensuring greater accountability for the expenditure of public funds in an ever growing number of programs and activities across a variety of disciplines. Within the transportation sector and the planning processes associated with transportation infrastructure development, ALDOT has adopted the Livability Principles and Indicators as a sustainability measurement against future actions.

The Livability Principles and Indicators are described in the narrative and individual task sections of the UPWP. They are also outlined in the LRTP, PPP, BPP, and TIP planning documents. The Principles shown cannot be changed. However, Alabama MPOs are encouraged to employ or adapt those indicators they feel best reflect their local conditions and needs and that can be easily tracked over time and presented in tables, charts, or GIS mapping within the following planning documents:

- Long Range Transportation Plan
- Transportation Improvement Plan
- Bicycle and Pedestrian Plan
- Public Participation Plan
- Congestion Management Process
- Air Quality Conformity Report (applicable to those MPOs in non-conformity status)

All planning tasks must be measured against these **Livability Principles**:

- 1) Provide more transportation choices
- 2) Promote equitable affordable housing
- 3) Enhanced economic competitiveness
- 4) Support existing communities
- 5) Coordinate policies and leverage investment
- 6) Value communities and neighborhoods

As a measure of sustainability of these principles, the MPO will provide the following **Livability Indicators**:

- 1) Number of houses within ½ mile of a Regional Trail System
- 2) Percent of household income spent on housing and transportation
- 3) Percent of transit ridership of workers
- 4) Percent of housing units located within one (1) mile of the Central Business Districts(CBD)
- 5) Percent of workers using other means of transportation to work (transit, walk, bicycle, etc...)
- 6) Number of projects contained in the current Transportation Improvement Program that enhances or supports existing communities. (non-roadway projects)
- 7) Number of projects contained in the current Transportation Improvement Program that includes Public and Private Collaboration and funding.

The Livability Indicators data can be found in Appendix I.

Appendix A Abbreviations and Acronyms

AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
ADAAG	Americans with Disabilities Act Accessibility Guidelines
ADPH	Alabama Department of Public Health
ALDOT	Alabama Department of Transportation
BPAC	Bicycle and Pedestrian Advisory Committee
BPP	Bicycle and Pedestrian Plan
CAC	Citizens Advisory Committee
CDBG	Community Development Block Grant
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality
DDRA	Decatur Downtown Redevelopment Authority
FHWA	Federal Highway Administration
FLMA	Federal Land Management Agencies
FLTP	Federal Lands Transportation Program
FLTTP	Federal Lands and Tribal Transportation Program
FTA	Federal Transit Administration
FY	Fiscal Year
ISTEA	Intermodal Surface Transportation Efficiency Act
LRTP	Long-Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
NHTSA	National Highway Traffic Safety Administration
NTPP	Non-motorized Transportation Pilot Program
PE	Preliminary Engineering
PPP	Public Participation Plan
PRPP	Park Roads and Parkways Program
RTP	Recreational Trails Program
SAFTEA-LU	Safe, Accountable, Flexible Efficient Transportation Equity Act: A Legacy for Users
SRTS	Safe Routes to School
TAP	Transportation Alternatives Program
TCSP	Transportation, Community and System Preservation
TCC	Technical Coordinating Committee
TE	Transportation Enhancement
TEA-21	Transportation Equity Act for the 21 st Century
TIGER	Transportation Investment Generating Economic Recovery
TRC	Technical Review Committee
UA	Urbanized Areas
USC	United States Code
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation

Appendix B MPO Organization

MPO Policy Board

Voting Members

Chairman Melvin Duran, Mayor Town of Priceville
Vice-Chairman Don Kyle, Mayor, City of Decatur
Honorable Don Hall, Mayor City of Hartselle
Honorable Roger Anders, Councilman, City of Decatur
Honorable Gary Hammon, Councilman, City of Decatur
Honorable Chuck Ard, Councilman, City of Decatur
Honorable Charles Kirby, Councilman, City of Decatur
Honorable Ray Long, Chairman, Morgan County Commission
Honorable Mark Yarbrough, Chairman, Limestone County Commission
Honorable Vaughn Goodwin, Mayor, Town of Trinity
Mr. Johnny Harris, North Region Engineer, Alabama Department of Transportation

Non – Voting Members

Honorable Bobby Burch, Commissioner, Lawrence County Commission
Mr. Mark Bartlett, Division Administrator, Federal Highway Administration, Alabama Office
Mr. Robert Jilla, Bureau Chief, Transportation Planning and Modal Programs, Alabama Department of Transportation

MPO Technical Coordinating Committee

Chairman Jeff Johnson, City of Hartselle
Vice-Chairman Wally Terry, City of Decatur
Mr. Steve Kelso, City of Decatur
Mr. Mark Petersohn, City of Decatur
Mr. Sonny Wright, Town of Priceville, Town of Trinity
Mr. Greg Bodley, Morgan County
Mrs. Debra Rains Gardner, Morgan County Area Transit System
Mr. Jeremy Griffith, City of Hartselle
Mr. John Seymour, Decatur/Morgan County Chamber of Commerce
Mr. Dwight Cooley, Wheeler National Wildlife Refuge
Mr. Tom Hill, Limestone County Economic Development Association
Mr. Jeremy Nails, Morgan County Economic Development Association
Mr. Butch Roberts, Port of Huntsville
Mr. Gary Borden, Decatur Utilities
Mr. Roger Huntzinger, Decatur Police Department
Mr. Allen Teague, Second Division, Alabama Department of Transportation
Mr. Joe Nix, Multimodal Bureau, Alabama Department of Transportation
Mr. Darnell Spencer, Second Division, Alabama Department of Transportation
Dr. Emmanuel Oranika, Transportation Metropolitan Planning Administrator, Alabama Department of Transportation
Mr. Cornell Tatum, Human Resources Bureau Alabama Department of Transportation

MPO Citizens Advisory Committee

The Citizens Advisory Committee is comprised of numerous members of the Decatur/Morgan County Chamber of Commerce transportation sub-committee and members of the general public. The Citizens Advisory Committee meets on a regular basis and is involved in the transportation process as a grass roots organization. This group is vital to the transportation process and to the public involvement process concerning transportation related issues in the MPO planning area.

Co-Chairman, Blake McAnally

Co-Chairman, John Seymour

MPO Bicycle and Pedestrian Advisory Committee

Mrs. Melinda Dunn, Decatur/Morgan County Convention and Visitors Bureau

Mr. Rick Paler, Decatur Downtown Redevelopment Authority

Mr. Paul Thomas, City of Decatur

Mrs. Gayla Burgess, City of Hartselle

Mrs. Kim Owens, Town of Trinity

Mrs. Linda Chapman, Town of Priceville

Mr. Greg Bodley, Morgan County

Mr. Mark Petersohn, City of Decatur

Mr. Wally Terry, City of Decatur

Mr. John Seymour, Decatur/Morgan County Chamber of Commerce

Mr. Roger Huntzinger, Decatur Police Department

Mr. Jeremy Griffith, City of Hartselle

Mr. Dewayne Hellums, Decatur Area MPO

Mr. Lee Terry, Decatur Area MPO

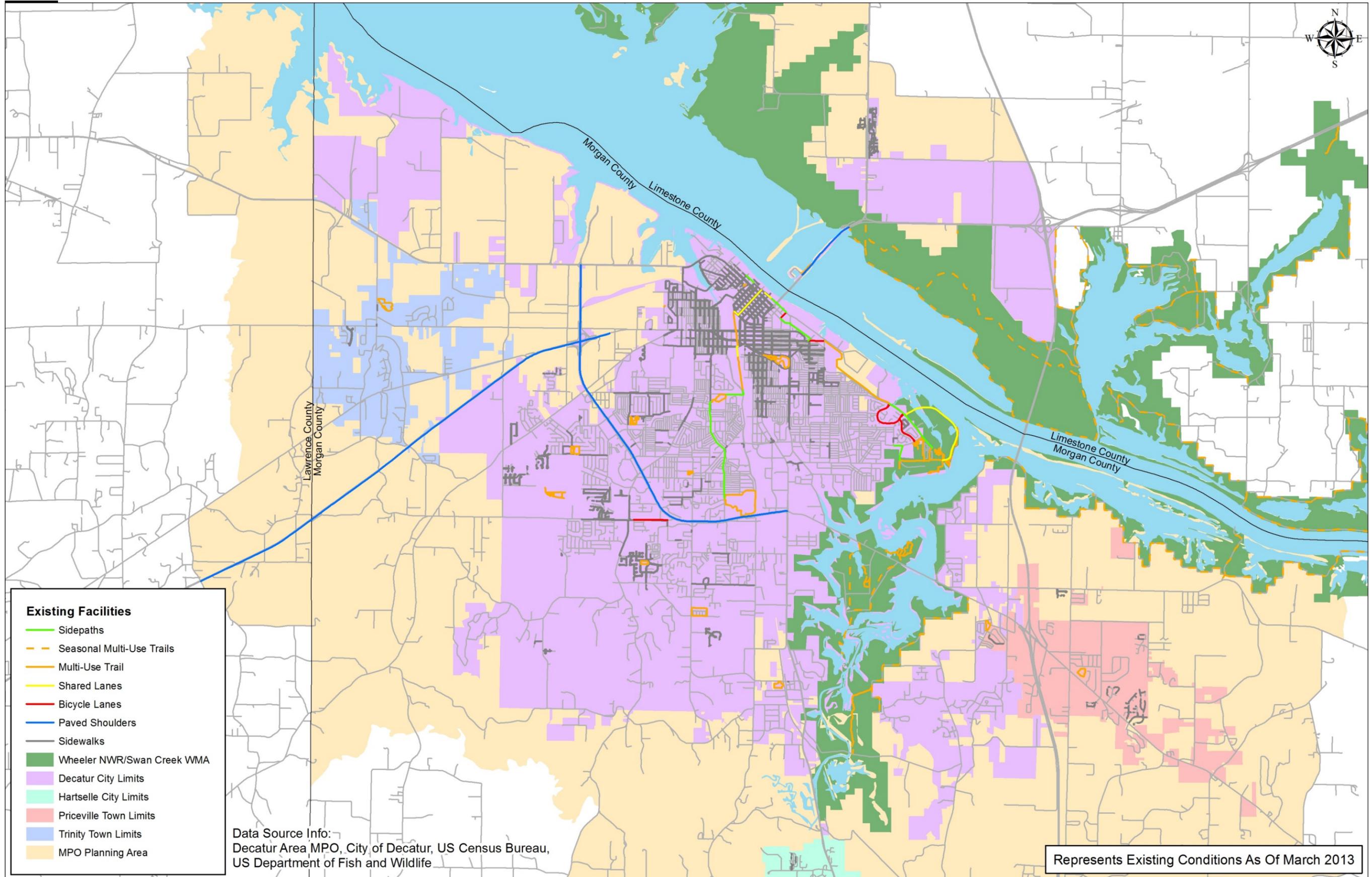
MPO Secretary and Staff

Mr. Dewayne Hellums, Director of Transportation Planning, Decatur Area MPO

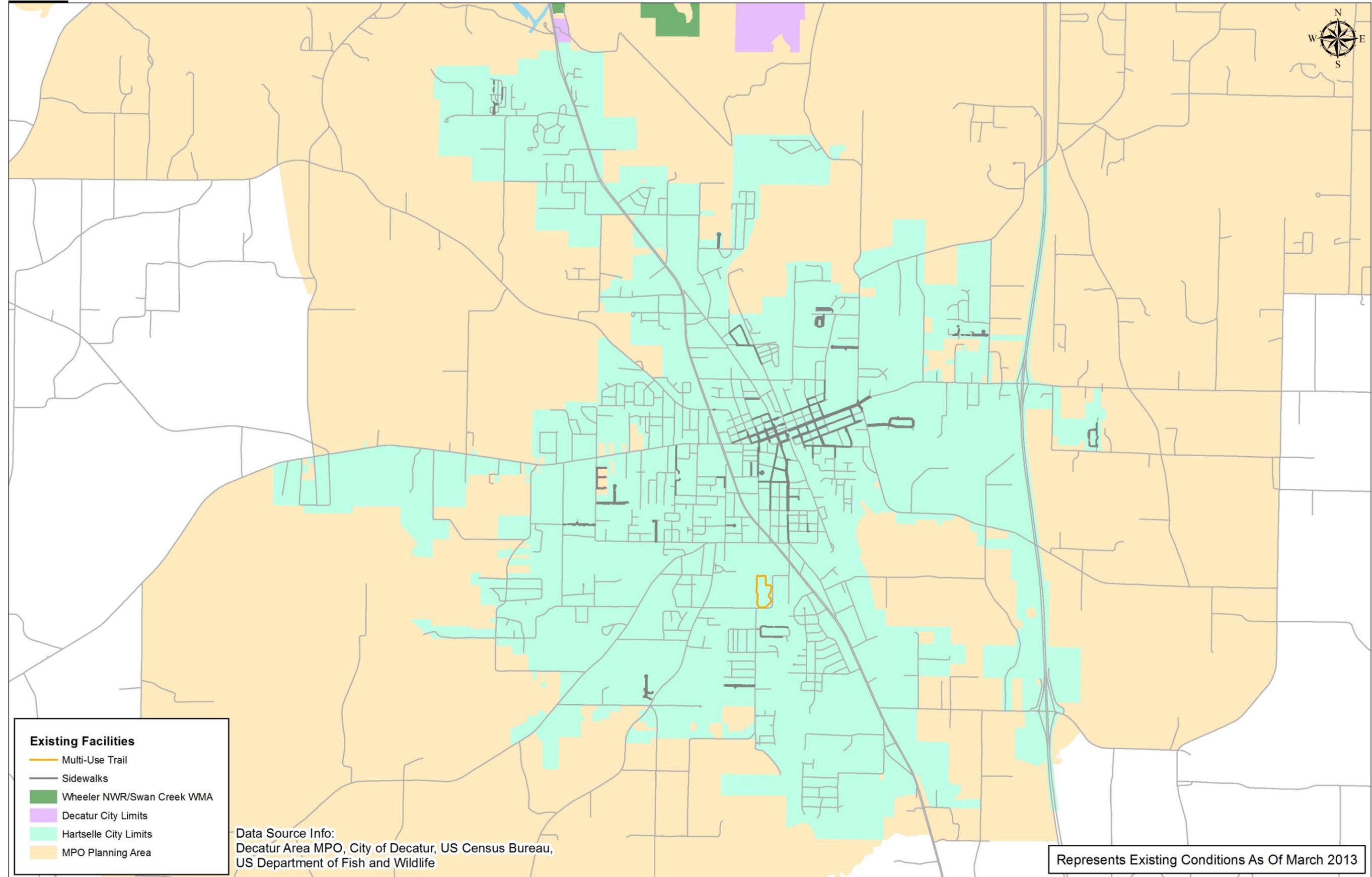
Mr. Lee Terry, Transportation Planner, Decatur Area MPO

Appendix C Existing Facilities Maps

Decatur



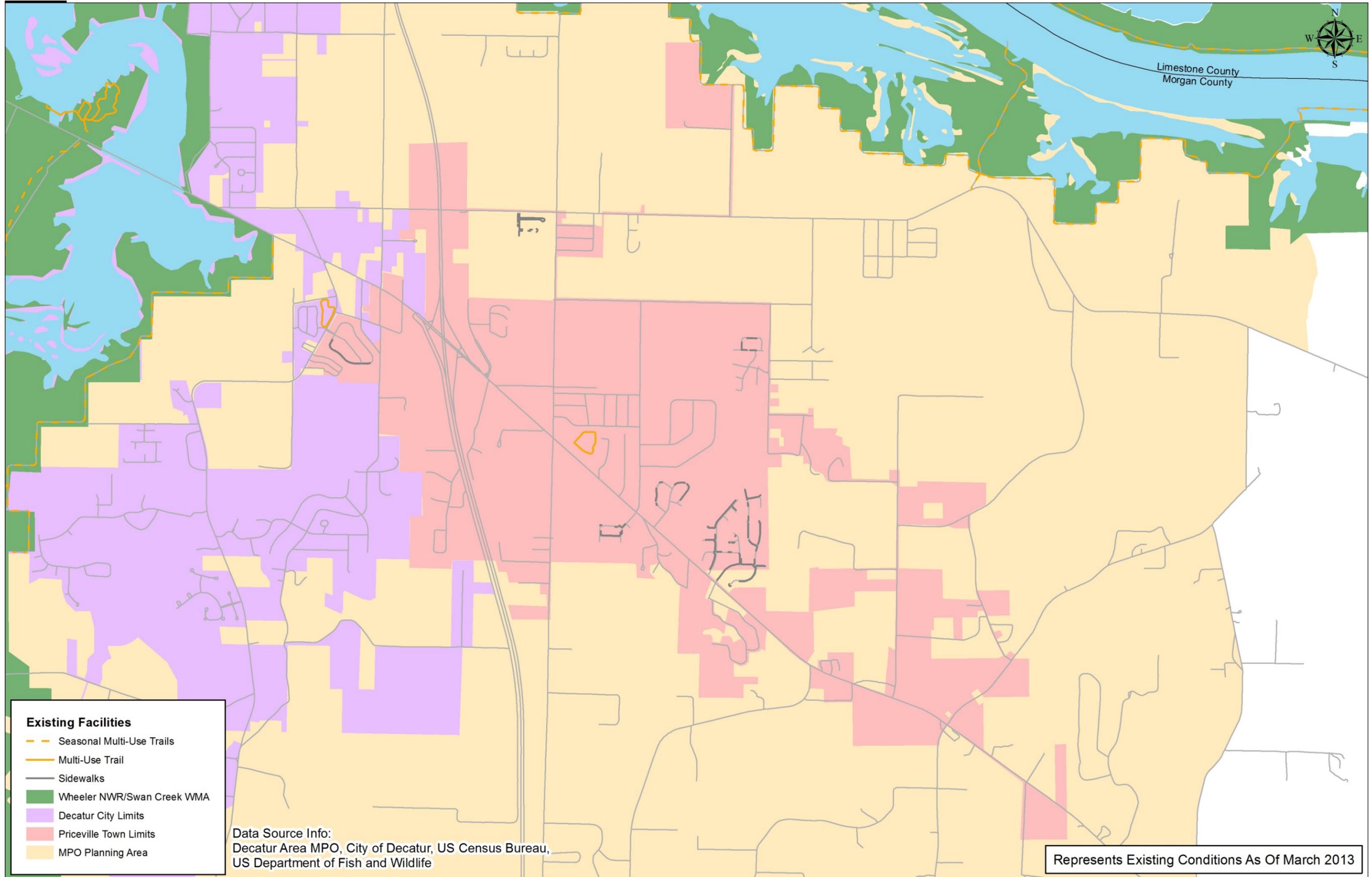
Hartselle

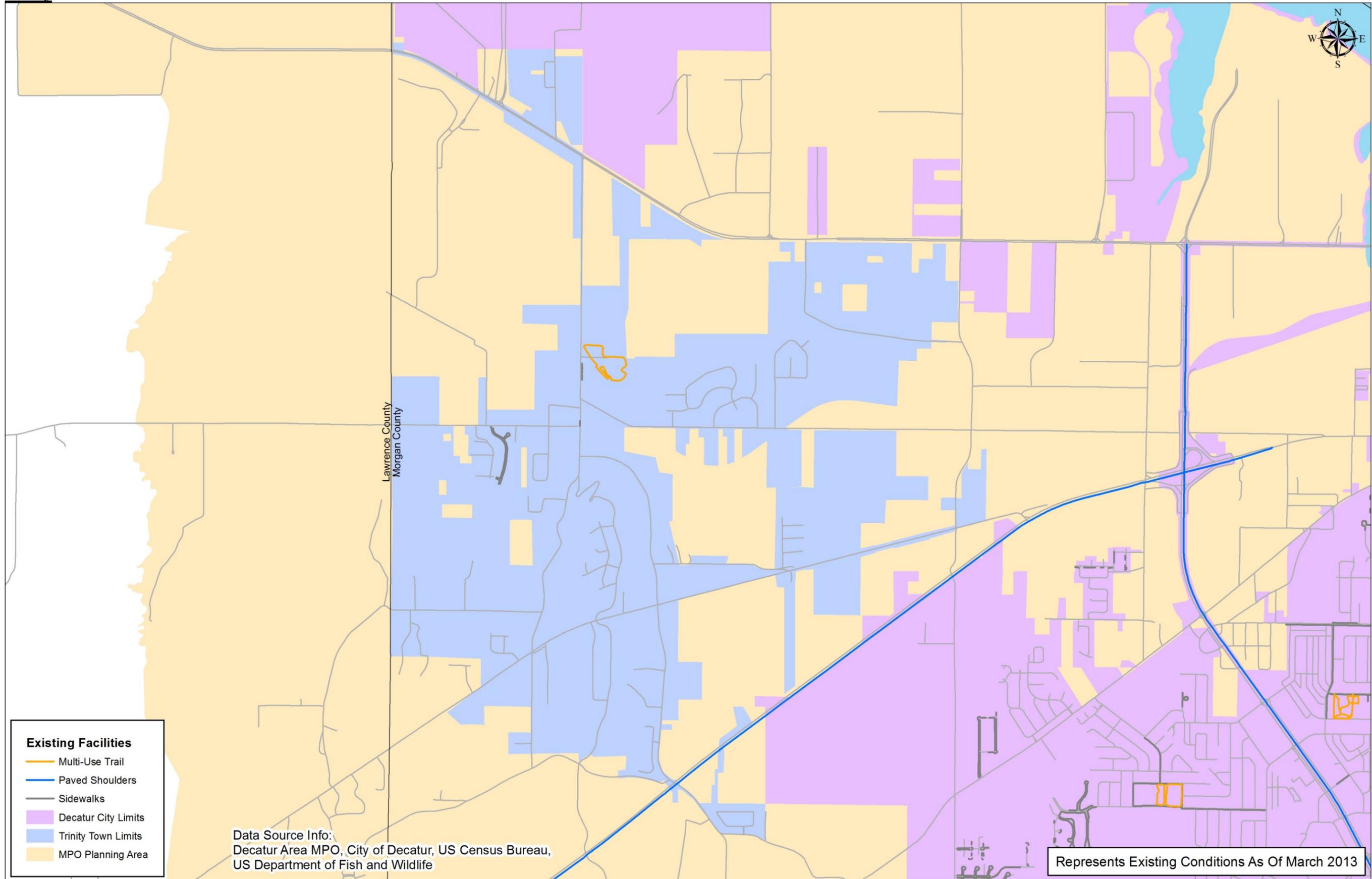


Data Source Info:
Decatur Area MPO, City of Decatur, US Census Bureau,
US Department of Fish and Wildlife

Represents Existing Conditions As Of March 2013

Priceville





Appendix D Bicycle and Pedestrian Facilities Guide

Bicycle Lanes

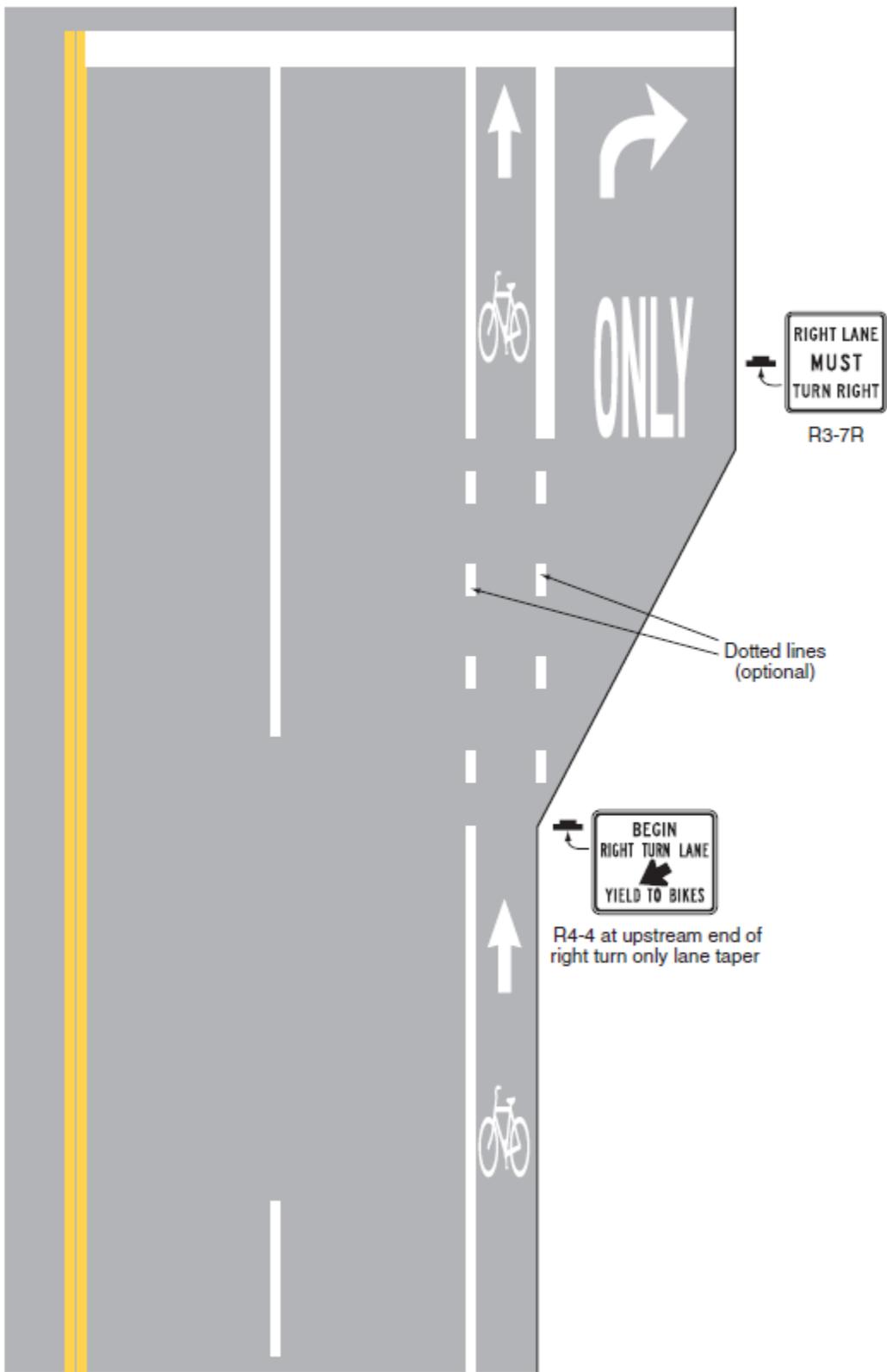
Typically bicycle lanes are located to the outside of travel lanes and are marked with a bicycle symbol or written communication denoting use for bicycles only.



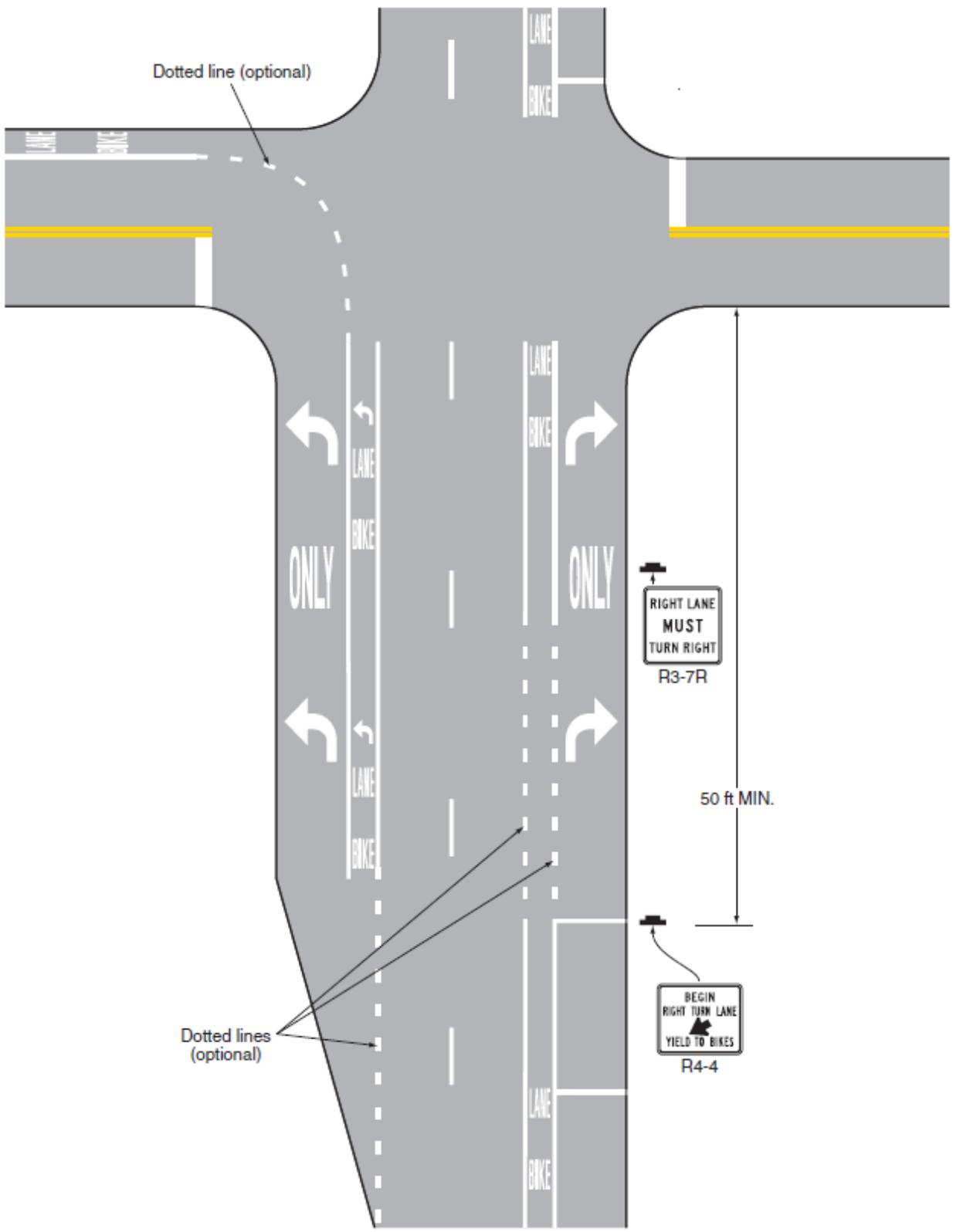
Bicycle lane in rural setting. Image source: richmondva.wordpress.com



High visibility bicycle lane. Image source: en.wikipedia.org



Example from MUTCD of how bicycle lanes are handled at intersections with right-turn lanes



Example from MUTCD of an intersection with left-turn bicycle facilities, useful for divided highways, one-way traffic, or heavy turn volume areas

Paved Shoulders

Some roads have wide shoulders that meet bicycle lane criteria, but are not specifically designated as bicycle lanes. These lanes are not striped or marked in any way to designate a bicycle facility and do not continue through intersections. In these cases, bicycles are expected to merge through the travel lanes shared with motor vehicle traffic.



Bicyclists using paved shoulders. Image source: www.fabb-bikes.org



Pedestrians using paved shoulders. Image source: safety.fhwa.dot.gov

Shared Lanes

Most streets do not have separate on-road facilities designated specifically for bicycles. In these cases bicycles and motor vehicle traffic share the travel lanes. On most low-speed local streets this arrangement works well and provides few conflicts. Some shared lanes are wide enough for motorists to pass bicycle traffic without crossing the center line. This arrangement is known as a wide shared lane.



Shared lanes using the *sharrows* marking.
Image source: bikemanhattan.info



Wide shared lanes using the *sharrows* marking with signage designating the road as shared use. Image source: www.fabb-bikes.org

Crosswalks

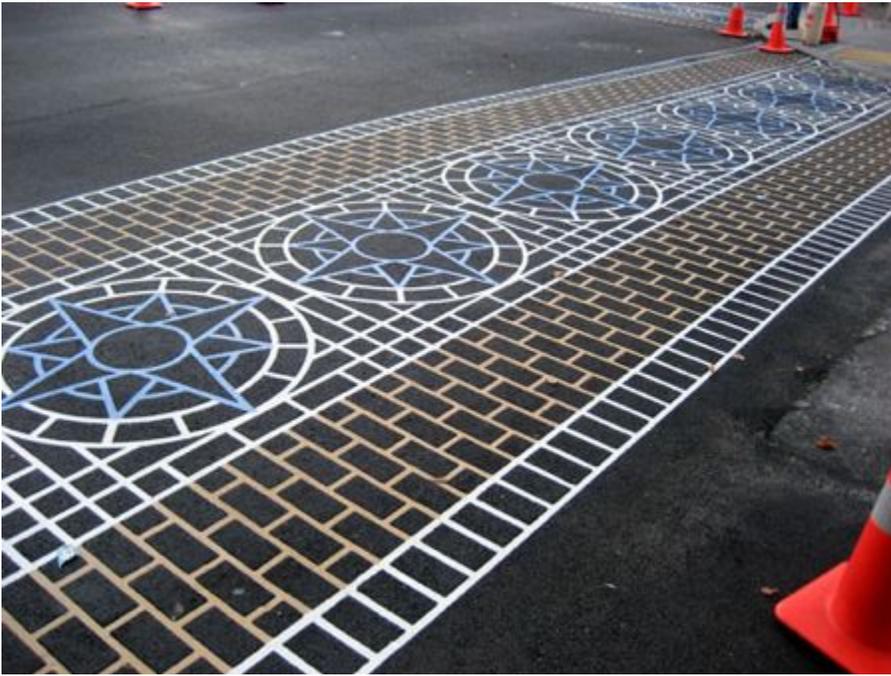
Crosswalks provide safe access for pedestrians to use the road network as an alternative to automobile transportation.



Traditional crosswalk striping. Image source: dot.ny.gov



High visibility crosswalk created by using alternate materials and colors. Image source: theridgewoodblog.net



High visibility crosswalk created using decorative design elements.
Image source: westseattleblog.com



Raised crosswalk used to slow traffic, typically found in residential or school areas. Image source: www.transitmiami.com



Median Island used to allow safe crossing of multiple lanes of traffic.
Image source: [safety.fhwa.dot.gov](https://www.safety.fhwa.dot.gov)



Pedestrian crosswalk signals with countdown timers increase pedestrian safety.
Image source: www.myfoxtampabay.com

Multi-Use Trails

Multi-use trails are open to both bicycle and pedestrian access while prohibiting motorized vehicle access. They provide for safe travel with limited crossings of major roads.



A typical multi-use trail. Image source: www.examiner.com



A multi-use trail design utilizing an existing transmission power line easement. Image source: dunwoodyga.gov



Multi-use trail with bicycle traffic striping. Image source: www.nps.gov



Multi-use trail with bicycle and pedestrian traffic striping. Image source: dunwoodyga.gov

Sidepaths

Sidepaths are similar to multi-use trails. They share the same characteristics, except that sidepaths follow alongside of roadways. They are made to accommodate both bicycle and pedestrian travel. Sidepaths serve as a good pedestrian facility but are marginal as a bicycle facility. AASHTO points out that there are operational difficulties presented to bicycles on sidepaths. These difficulties mainly arise in association with driveway crossings and at intersections. For these reasons AASHTO discourages the use of sidepaths as a rationale to forgo on-road bicycle facilities.



A typical sidepath separated from the roadway by a strip of grass.
Image source: www.urbanophile.com



A sidepath separated from the roadway by bollards and raised wide curbing.
Image source: commuteorlando.com

Sidewalks

Sidewalks are an integral part of the pedestrian transportation system. They are the primary means of pedestrian travel. The largest concentration of sidewalks can be found within the downtown areas of cities. They are increasingly being implemented within newly built subdivisions.



Ideal design for residential/suburban sidewalks (well maintained, ADA compliant curb cuts, and separated from the roadway by grass, trees, curbing, parking lanes, or other obstruction)
Image source: www.suburbanconsulting.com



Ideal design for urban sidewalks (well maintained, ADA compliant curb cuts, and separated from the roadway by grass, trees, curbing, parking lanes or other obstruction) Image source: planphilly.com

Complete Streets

According to Smart Growth America’s National Complete Streets Coalition, complete streets are, “designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work (<http://www.smartgrowthamerica.org/complete-streets>).” A complete street may include any number of items outside of the normal travel lanes including sidewalks, bicycle lanes or paved shoulders, crosswalks, median islands, pedestrian signals, and roundabouts, to name a few.



A well designed suburban *complete street* with bicycle lanes, sidewalks, and median islands. Image source: t4america.org



An underused four-lane street converted into a well designed two-lane *complete street*
Image source: phillymotu.wordpress.com



A well designed urban *complete street* with bicycle lanes, sidewalks, median islands, and parking. Image source: www.theatlanticcities.com



An urban *complete street* before and after. Image source: urbanmilwaukee.com

Mixed-Use Developments

Higher-density developments prove to reduce travel times and distances to destinations. This in turn makes bicycles and walking a viable alternative to automobiles and encourages a healthier lifestyle. The most common form of mixed-use development is housing-over-retail developments where the first level would be devoted to retail space with the upper floors devoted to residential space. This type of development would also serve to revitalize certain areas by bringing people and commercial opportunities closer together.



A typical design for urban mixed-use development. Image source: www.turnerconstruction.com

Appendix E Sample Complete Streets Policy

<p>City of Baldwin Park Administrative Policy # 027</p>	<p>Date: Approved by: City Council 7/20/11</p>
<p>SUBJECT: Complete Streets Policy</p>	<p>Authority: Public Works Department & Community Development Department</p>  <p>Mayor, Manuel Lozano</p>

The objective of this policy is to establish guiding principles and practices so transportation improvements are planned, designed, constructed, operated and maintained to encourage walking, bicycling, and transit use while promoting safe operations for all users.

The City of Baldwin Park will create a safe and efficient transportation system that promotes the health and mobility of all Baldwin Park citizens and visitors by providing high quality pedestrian, bicycling, and transit access to all destinations throughout the city, and will design its streets for people, with beauty and amenities. The City of Baldwin Park will provide for the needs of drivers, transit users, bicyclists, and pedestrians of all ages and abilities in all planning, design, construction, reconstruction, retrofit, operations, and maintenance activities and products.

The City of Baldwin Park will enhance the safety, access, convenience, and comfort of all users of all ages and abilities. The City understands that children, seniors, and persons with disabilities will require special accommodations.

STREET NETWORK / CONNECTIVITY

(A) The City of Baldwin Park will design, operate and maintain a transportation network that provides a connected network of facilities accommodating all modes of travel.

(B) The City will actively look for opportunities to repurpose rights-of-way to enhance connectivity for pedestrians, bicyclists, and transit.

(C) The City will focus non-motorized connectivity improvements to services, schools, parks, civic uses, regional connections and commercial uses.

(D) The City will require large new developments and redevelopment projects to provide interconnected street networks with small blocks.

JURISDICTION

(A) This Complete Streets Policy is intended to cover all development and redevelopment in the public domain and all street improvement assessment districts within Baldwin Park, but will also focus on regional connectivity.

(B) Every City Department including Administration, Public Works, Community Development, Recreation and Community Services, and Police, will follow the policy.

(C) The City requires all developers and builders to obtain and comply with the City's standards.

(D) The City requires agencies that Baldwin Park has permitting authority over, including, but not limited to, water agencies, electrical utilities, gas and petroleum utilities, communications utilities, and service contractors to comply with this policy.

(E) The City will work closely with Los Angeles County, Caltrans, the Los Angeles County Metropolitan Transportation Authority, the Southern California Regional Rail Authority, and the Southern California Association of Governments to promote compliance.

(F) The City encourages agencies not under Baldwin Park's jurisdiction, including, but not limited to, the Baldwin Park Unified School District, to satisfy this policy.

PHASES

The City of Baldwin Park will apply this Complete Streets policy to all roadway projects, including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use. Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance and operation activities over time.

EXCEPTIONS

Complete Streets principles and practices will be included in street construction, reconstruction, repaving, and rehabilitation projects, as well as other plans and manuals, except under one or more of the following conditions:

(A) A project involves only ordinary or emergency maintenance activities designed to keep assets in serviceable condition such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour or haul routes.

(B) The City Council exempts a project due to excessive and disproportionate cost of establishing a bikeway, walkway or transit enhancement as part of a project.

(C) The Director of Public Works and the Manager of Community Development jointly determine the construction is not practically feasible or cost effective because of significant or adverse environmental impacts to waterways, flood plains, remnants of native vegetation, wetlands, or other critical areas, or due to impacts on neighboring land uses, including impact from right of way acquisitions.

(D) Unless otherwise determined by the City Council, the Director of Public Works and the Manager of Community Development jointly determine it is not practically feasible or cost effective to implement the provisions of this policy through public or private project design or manuals or other plans.

Exceptions described in (B) and (C), above, will be documented and be made available for public access at least 21 days prior to decision. Exceptions described in (A) and (D), above, will be documented.

DESIGN

Additionally, Baldwin Park's City Council declares it is the City of Baldwin Park's policy to:

(A) Adopt new Complete Streets Design Guidelines to guide the planning, funding, design, construction, operation, and maintenance of new and modified streets in Baldwin Park while remaining flexible to the unique circumstances of different streets where sound engineering and planning judgment will produce context sensitive designs.

(B) Incorporate the Complete Streets Design Guidelines' principles into all City plans, manuals, rules, regulations and programs as appropriate.

(C) Provide well-designed pedestrian accommodations on all streets and crossings. Pedestrian accommodations can take numerous forms, including but not limited to traffic signals, roundabouts, bulb-outs, curb extensions, sidewalks, buffer zones, shared-use pathways, and perpendicular curb ramps, among others.

(D) Provide well-designed bicycle accommodations along all streets. Bicycle accommodations can take numerous forms, including but not limited to the use of bicycle boulevards, striping, slow streets, low auto volume streets, traffic calming, signs, and pavement markings, among others.

(E) Where physical conditions warrant, landscaping shall be planted whenever a street is newly constructed, reconstructed, or relocated.

CONTEXT SENSITIVITY

(A) The City of Baldwin Park will plan its streets in harmony with the adjacent land uses and neighborhoods.

(B) The City will solicit input from local stakeholders during the planning process.

(C) The City will integrate natural features, such as waterways, and other topography into design of our streets.

(D) The City will design streets with a strong sense of place. We will use architecture, landscaping, streetscaping, public art, signage, etc. to reflect the community and neighborhood.

(E) The City will coordinate street improvements with merchants along retail and commercial corridors to develop vibrant and livable districts.

(F) The City will practice sustainable storm water management strategies.

PERFORMANCE MEASURES

The City will evaluate this Complete Streets Policy using the following performance measures:

1. Total miles of on-street bikeways defined by streets with clearly marked or signed bicycle accommodation
2. Total miles of streets with pedestrian accommodation (goal – all)
3. Number of missing or non-compliant curb ramps along City streets (goal – 0)
4. Number of new street trees planted along City streets
5. Percentage of new street projects that are multi-modal
6. Number and severity of pedestrian-vehicle and bicycle-vehicle crashes
7. Number of pedestrian-vehicle and bicycle-vehicle fatalities (goal – 0)
8. Track Fitnessgram data of Baldwin Park Unified School District students
9. Sales tax revenue

The City will identify funds and create a methodology to collect data related to those performance measures.

IMPLEMENTATION

(A) *Advisory Group.* The City will establish an inter-departmental advisory committee to oversee the implementation of this policy. The committee will include members of Public Works, Community Development, Recreation and Community Services, and the Police Departments from the City of Baldwin Park. The committee may include representatives from the Los Angeles County Metropolitan Transportation Authority, representatives from the bicycling, disabled, youth and elderly community, and other advocacy organizations, as relevant. This committee will meet quarterly and provide a written report to City Council evaluating the City's progress and advise on implementation.

(B) *Inventory.* The City will maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure integrated with the City's database and will prioritize projects to eliminate gaps in the sidewalk and bikeways networks.

(C) *Capital Improvement Project Prioritization.* The City will reevaluate Capital Improvement Projects prioritization to encourage implementation of bicycle, pedestrian, and transit improvements.

(D) *Revisions to Existing Plans and Policies.* The City of Baldwin Park will incorporate Complete Streets principles into: the City's Circulation Element, Transportation Strategic Plan, Transit Plan, Traffic Safety Master Plan, Specific Plans, Urban Design Element; and other plans, manuals, rules, regulations and programs.

(E) *Other Plans.* The City will prepare, implement, and maintain a Bicycle Transportation Plan, a Pedestrian Transportation Plan, a Safe Routes to School Plan, an Americans with Disabilities Act Transition Plan, and a Street Tree and Landscape Master Plan.

(F) *Storm Water Management.* The City will prepare and implement a plan to transition to sustainable storm water management techniques along our streets.

(G) *Staff Training.* The City will train pertinent City staff on the content of the Complete Streets principles and best practices for implementing the policy.

(H) *Coordination.* The City will utilize inter-departmental project coordination to promote the most responsible and efficient use of fiscal resources for activities that occur within the public right of way.

(I) *Street Manual.* The City will create and adopt a Complete Streets Design Manual to support implementation of this policy.

(J) *Funding.* The City will actively seek sources of appropriate funding to implement Complete Streets.

Appendix F Bicycle and Pedestrian Survey and Response Summary

Decatur Metropolitan Planning Organization
BPP 2015
 Bicycle and Pedestrian Plan

Transportation Survey Form

What is the Bicycle and Pedestrian Plan (BPP)?

The purpose of the Bicycle and Pedestrian Plan (BPP) is to guide the transportation planning efforts of the Decatur Area MPO toward the goal of making bicycle and pedestrian transportation viable alternatives to automobiles. The major goal of the plan is to provide planning guidance for the development of safe and convenient bicycle and pedestrian facilities connecting residential areas with commercial centers, parks, schools, and other public and private services. The plan will also make recommendations to improve bicycle and pedestrian safety through policy decisions, education, and enforcement. The plan is not intended to address bicycle and pedestrian facilities for recreational purposes.

What is the Transportation Survey Form?

The Transportation Survey Form will be used to collect and analyze data for inclusion into the 2015 BPP.

1. What is the zip code of where you live? _____

2. What type of transportation do you use most (check one only)?

- Personal Vehicle Bicycle Bus/Public Transit
 Motorcycle Walk Other

3. Please check all transportation options below that you would use if they were available to you in 10 to 25 years.

- Personal Vehicle Bicycle Taxi
 Bus (Demand Response) Motorcycle Other
 Walk Bus (Fixed Route)

4. Please select what you think the public transportation and pedestrian/bicycle priorities should be for the next 25 years

Priorities	Very High Priority	High Priority	Low Priority	Very Low Priority
New Bus Routes (Fixed)				
New Bicycle lanes				
New Sidewalks				
Pedestrian and Bicycle safety improvements				
Park and Ride lots				

5. What improvements could be made that would encourage you to walk from one place to another more often (check all that apply)?

Improvements	Very High Priority	High Priority	Low Priority	Very Low Priority
Additional Sidewalks				
Better Maintenance of Sidewalks				
Wider sidewalks				
More ramps/handicap accessible sidewalks				
Pedestrian signals/crosswalks				
Nothing				
Other: _____				

6. What improvements could be made that would encourage you to ride a bike from one place to another more often (check all that apply)?

Improvements	Very High Priority	High Priority	Low Priority	Very Low Priority
More bike lanes				
More signed bike routes				
More bike trails/Greenways				
Wider roads				
Nothing				
Other: _____				

7. Are there particular pedestrian, bicycle or transit improvements needed? If so, please list the location and needed improvement.

8. What type of transportation projects have you seen in other areas that you feel would improve bicycle or pedestrian usage here?

9. Other comments or recommendations.

Please complete and return to the following location

**Decatur MPO
P.O. Box 488
Decatur, AL 35602**

Email: mpo@decatur-al.gov

**Phone: (256) 341-4717
Fax: (256) 341-4727**

Please Return By Friday, September 19, 2014

Thank you

2015 BPP Transportation Survey Results

1. Zip Codes of respondents: 35640, 35603, 35601, 35758, 35673
2. What type of transportation do you use most?
 - a. **Personal Vehicle – 100%**
 - b. Bicycle – 0%
 - c. Bus/Public Transit – 0%
 - d. Motorcycle – 0%
 - e. Walk – 0%
 - f. Other – 0%
3. Transportation options you would use if available
 - a. **Personal Vehicle – 93.5%**
 - b. Bicycle – 77.4%
 - c. Walk – 61.3%
 - d. Bus (Fixed Route) – 38.7%
 - e. Bus (Demand Response) – 25.8%
 - f. Taxi – 16.1%
 - g. Motorcycle – 6.5%
 - h. Other – 6.5%
4. Please select what you think the public transportation and pedestrian/bicycle priorities should be for the next 25 years

Priorities	Very High Priority	High Priority	Low Priority	Very Low Priority
New Bus Routes (Fixed)	19.4%	25.8%	25.8%	16.1%
New Bicycle lanes	54.8%	32.3%	0%	6.5%
New Sidewalks	54.8%	19.35%	22.6%	0%
Pedestrian and Bicycle safety improvements	74.2%	19.4%	6.5%	0%
Park and Ride lots	3.2%	19.4%	45.2%	6.5%

5. What improvements could be made that would encourage you to walk from one place to another more often (check all that apply)?

Improvements	Very High Priority	High Priority	Low Priority	Very Low Priority
Additional Sidewalks	58.1%	25.8%	6.5%	3.2%
Better Maintenance of Sidewalks	38.7%	38.7%	9.7%	0%
Wider sidewalks	16.1%	9.7%	32.3%	19.4%
More ramps/handicap accessible sidewalks	6.5%	22.6%	25.8%	22.6%
Pedestrian signals/crosswalks	32.3%	35.5%	16.1%	3.2%
Nothing	3.2%	0%	6.5%	12.9%
Other: <u>See Below</u> _____				

Responses to Other: Better connection to schools and shopping districts, Lighted sidewalks

6. What improvements could be made that would encourage you to ride a bike from one place to another more often (check all that apply)?

Improvements	Very High Priority	High Priority	Low Priority	Very Low Priority
More bike lanes	64.5%	12.9%	3.2%	6.5%
More signed bike routes	54.8%	9.7%	12.9%	3.2%
More bike trails/Greenways	64.5%	22.6%	3.2%	3.2%
Wider roads	35.5%	19.4%	19.4%	3.2%
Nothing	6.5%	0%	0%	12.9%
Other: _____				

Responses to Other: Safer Railroad Crossings, Lighted bicycle facilities, Better routes to schools, shopping, and parks

7. Are there particular pedestrian, bicycle or transit improvements needed? If so, please list the location and needed improvement.

Selected Responses:

- Connect schools and neighborhoods with bicycle and pedestrian facilities
- Improve signage and striping on existing bikeway in Decatur
- Improved sidewalks and bicycle access along Sixth Avenue in Decatur
- Maintenance to the existing bikeway in Decatur
- Bicycle and Pedestrian facilities along Danville Rd in Decatur
- Bicycle and Pedestrian facilities along Vestavia Rd in Decatur
- Bicycle and Pedestrian facilities along Spring Ave in Decatur
- Connect more parks and schools to existing bikeway in Decatur
- Bicycle and Pedestrian facilities along Garner and Groover Roads in Hartselle
- Bicycle and Pedestrian facilities along Bethel Rd in Hartselle (Main St to Schools)
- Bicycle and Pedestrian facilities along Barkley Bridge Rd in Hartselle (connect school with neighborhoods)
- Improve crossing of Wilson St at Oak St in Decatur for bicycles and pedestrians
- Improve intersection of Austinville Rd and 5th Ave SW in Decatur for bicycles and pedestrians
- Improve intersection of Gordon Dr and 6th Ave in Decatur for bicycles and pedestrians
- Extend bikeway down Point Mallard Dr from Point Mallard Rd to Greenwood Dr in Decatur
- More connections from the east and west sides of town in Decatur
- Bicycle and Pedestrian facilities along Hwy 67 and Hwy 31
- Connect neighborhoods and other attractions in SW Decatur outside of the Beltline
- Improved crossing safety for pedestrians across Sixth Ave in Decatur
- Bicycle and Pedestrian facilities along Old Moulton Rd from Beltline Rd to Woodall Rd in Decatur
- Connections between the cities in the area
- Bicycle and Pedestrian facilities along Modaus Rd in Decatur from Danville Rd to Jack Allen Park
- Bicycle and Pedestrian facilities along Danville Rd south of the Beltline in Decatur

8. What type of transportation projects have you seen in other areas that you feel would improve bicycle or pedestrian usage here?

Selected Responses:

- Large shared paths and shared lanes
- Shared facilities in Birmingham, Chattanooga, and New York City are great models
- Bicycle friendly road signage
- Facilities that connect neighborhoods
- Lighted facilities
- Wide shoulders on major roadways
- Wider roadways with dedicated bicycle lanes in Alpharetta, GA
- Wide roads that are designated bicycle routes
- Better public transit opportunities

9. Other comments or recommendations.

Unedited Responses:

- “The park and ride concept for the downtown area may be an option to a parking deck right in the middle of downtown.”
- “There are no mountain bike trails in Morgan County. Anniston has built trails on Coldwater Mountain. The city has gone all in on the project. It pulls people in from all over the U.S. We just need to get Alabama off the bottom of the list of the friendliest states to cyclists and 1st in obesity.”
- “I am an avid runner & enjoy trail around Wilson-Morgan Park. The trail could always use fresh gravel or pavement.”
- “Bike riding is fine for recreation but in this part of the country it is simply not a viable form of regular transportation. When I lived in Decatur I was less than one mile from work so I tried riding a bike for a while but was still a sweaty mess when I arrived because this is Alabama and it’s HOT 9 months out of the year. By all means have fun with bicycles at parks and on trails, but not on roads intended for real vehicles.”
- “Allowing a better way to get around Decatur without a car would encourage young upwardly mobile professionals to move here.”
- “Very much needed.”
- “Also need much more education and awareness training for the operators of automobiles, trucks, buses, etc. Bicyclists are very helpless and defenseless when it comes to vehicles. Many don’t realize that.”
- “I bike for recreation. I live off of Indian Hills Road and have wanted to use this road but am concerned about my safety. Decatur and Morgan County need to partner to add bicycle routes around Indian Hills Road and Upper River Road. Doing so would bring events and tourism dollars to the area. Designated routes through neighborhoods throughout the city would also generate interest and revenue. Cycling is a sport with a strong following.”
- “(unreadable), I ride about 3,000 miles a year within Morgan County. I have been hit, mirror clipped, had things thrown at me, cussed, threatened and ‘buzzd’ on purpose by people who wanted to intimidate. I have been to two funerals of cyclists killed in area. ANYTHING would be an improvement.”
- “Sidewalks downtown need to be redone.”
- “It imperative to have working crosswalk ‘buttons’ to activate traffic lights within a reasonable amount of time, providing ample time to cross safely. I truly do believe that driver education and signage should be prioritized to ensure safety of pedestrians and bicycle traffic”
- “I like to ride my bike & walk. I like to visit cities that are ‘walkable’. Decatur, however, is not. It would be great if our city would be more encouraging to walking.”
- “Love the area, like riding my bike and walking but crossing the streets off 6th Ave is deadly or you wait for an extended time just to cross. You could not bicycle the beltline for sure, it is dangerous going by car.”
- “When I was in my 20’s I actually moved away from Decatur because there were limited biking opportunities and I could not ride my bicycle to work. The active outdoor lifestyle appeals to many people. Providing bike paths and sidewalks will only help to appeal to professionals, young people, and many others. These improvements may be an initial expense, but from an over-all economic

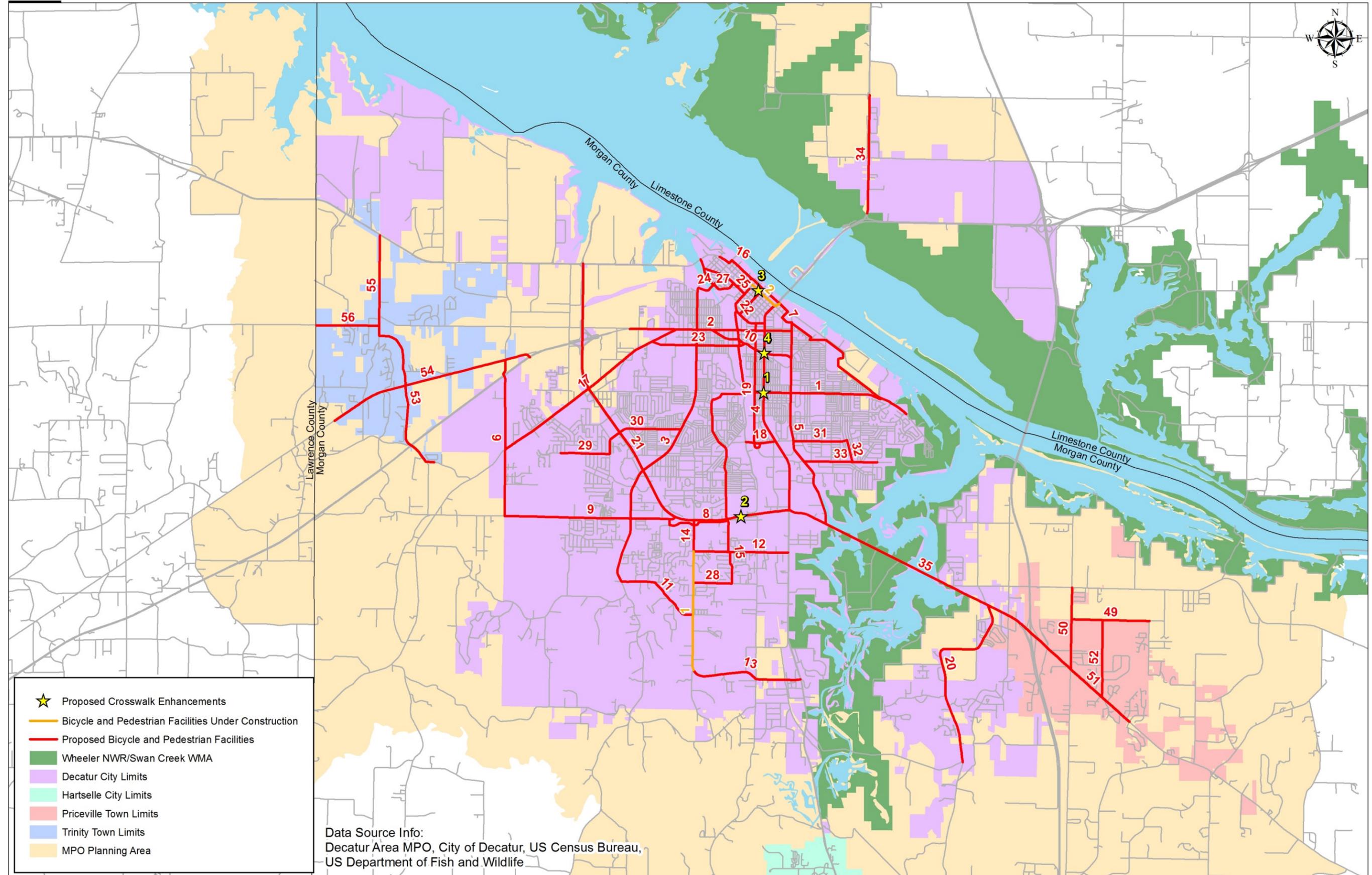
standpoint it will help our community. Our city has focused on improving the downtown night life to attract young professionals to our town, there have been discussions about nice apartment housing to attract them as well. I really think that improvements made to our parks, sidewalks, roads and bikepaths will attract people to our community also. It will also allow running groups, bicycle groups and more to form. This can definitely be improved!

Appendix G Project Listing and Maps

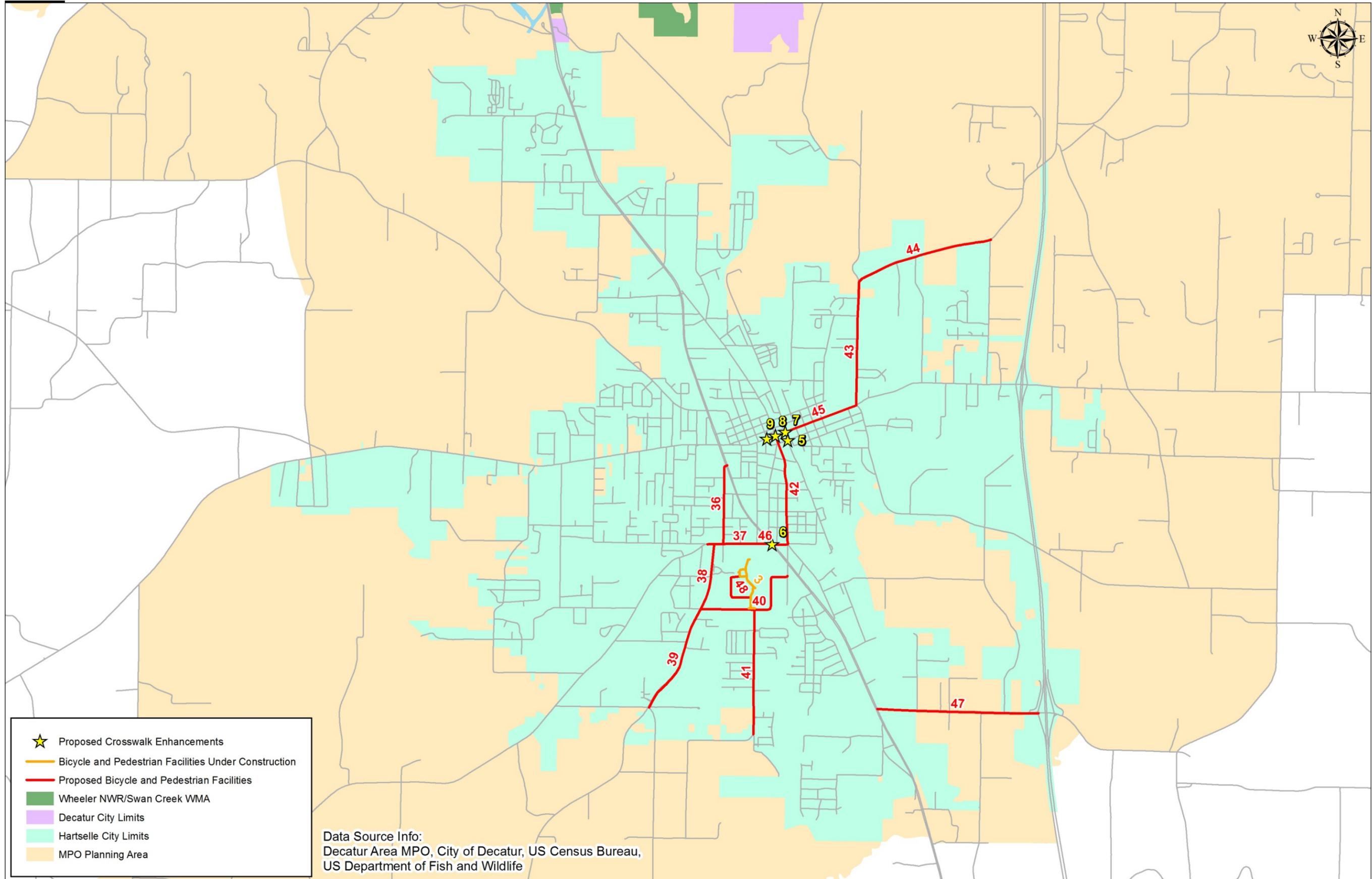
Proposed Bicycle and Pedestrian Improvements		
Project Number	Description	Municipality
1	Improve Bicycle and Pedestrian Access Along 8th St. SE from Point Mallard Dr. SE to 4th Ave. SE	Decatur
2	Improve Bicycle and Pedestrian Access Along Moulton St. from Trinity Ln. to Somerville Rd.	Decatur
3	Improve Bicycle and Pedestrian Access Along Danville Rd. and Memorial Dr. from Vestavia Dr. SW to Washington St. NW	Decatur
4	Upgrade Crosswalks and Repair Pedestrian Facilities Along 6th Ave. from Beltline Rd. to Wilson St. NE	Decatur
5	Improve Bicycle and Pedestrian Access Along Somerville Rd. and Country Club Rd. from Point Mallard Pkwy. to Church St. NE	Decatur
6	Improve Bicycle and Pedestrian Access Along Woodall Rd. SW and Shady Grove Ln. SW from Modaus Rd. SW to Old Hwy. 24	Decatur
7	Restripe, Add Directional Signage, and Make General Repairs to the Dr. Bill Sims Bikeway	Decatur
8	Connect the Dr. Bill Sims Bikeway from Wilson Morgan Park to Existing Bicycle Lanes and Sidewalks on Modaus Rd. SW at Fairground Rd. SW	Decatur
9	Continue Bicycle and Pedestrian Facilities Along Modaus Rd. SW from Danville Rd. SW to Shady Grove LN. SW	Decatur
10	Improve Bicycle and Pedestrian Access Along Gordon Dr. from W Moulton St. to Somerville Rd. SE	Decatur
11	Improve Bicycle and Pedestrian Access Along Vestavia Dr. SW from Danville Rd. SW to Spring Ave. SW	Decatur
12	Improve Bicycle and Pedestrian Access Along Cedar Lake Rd. from Spring Ave. SW to Hwy. 31 S	Decatur
13	Improve Bicycle and Pedestrian Access Along Austinville Flint Rd. and Mill Rd. from Day Rd. SW to Hwy. 31 S	Decatur
14	Improve Bicycle and Pedestrian Access Along Spring Ave. SW from Cedar Lake Rd. SW to Beltline Rd.	Decatur
15	Improve Bicycle and Pedestrian Access Along Sandlin Rd. SW from Tammy St. SW to Beltline Rd.	Decatur
16	Connect the Dr. Bill Sims Bikeway from Shodes Ferry Park to Ingalls Harbor	Decatur
17	Improve Bicycle and Pedestrian Access Along Old Moulton Rd. from Woodall Rd. SW to W Moulton St.	Decatur
18	Improve Bicycle and Pedestrian Access Along 14th St. SE from Central Pkwy. SW to 6th Ave. SE	Decatur
19	Improve Bicycle and Pedestrian Access Along 4th Ave. From 14th St. SE to Lee St. NE	Decatur
20	Improve Bicycle and Pedestrian Access Along Indian Hills Rd. SE from Hwy 67 S to Red Bank Rd.	Decatur
21	Restripe Beltline Rd. to Include Bicycle Lanes from Hwy 20 to 6th Ave. SE	Decatur
22	Improve Bicycle and Pedestrian Access Along Lee St. NE and Bank St. NE from 6th Ave. NE to Church St. NE	Decatur
23	Improve Bicycle and Pedestrian Access Along 2nd St. SW from Old Moulton Rd. to Gordon Dr. SE	Decatur
24	Improve Bicycle and Pedestrian Access Along Washington St. NW from Memorial Dr. NW to Vine St. NW	Decatur
25	Improve Bicycle and Pedestrian Access Along Vine St. NW from Davis St. NW to Bank St. NE	Decatur
26	Connect Dr. Bill Sims Bikeway Under Wilson St. NW at Railroad Bridge Along Railroad St. NW and Sycamore St. NW to Vine St. NW	Decatur
27	Improve Bicycle and Pedestrian Access Along Davis St. NW and Grove St. NW from Wilson St. NW to Vine St. NW	Decatur
28	Improve Bicycle and Pedestrian Access Along Tammy St. SW from Spring Ave. SW to Sandlin Rd. SW	Decatur
29	Improve Bicycle and Pedestrian Access Along Auburn Dr. SW from Grissom Ave. SW to Westmead Dr. SW	Decatur
30	Improve Bicycle and Pedestrian Access Along Westmead Dr. SW from Auburn Dr. SW to Danville Rd. SW	Decatur
31	Improve Bicycle and Pedestrian Access Along Magnolia St. SE from Somerville Rd. SE to Pennylane SE	Decatur
32	Improve Bicycle and Pedestrian Access Along Pennylane SE from Magnolia St. SE to Stratford Rd. SE	Decatur
33	Improve Bicycle and Pedestrian Access Along Stratford Rd. SE from Country Club Rd. SE to Palmetto Dr. SE	Decatur
34	Improve Bicycle and Pedestrian Access Along US Hwy 31 N from Hwy 31/Hwy 20 Interchange to Thomas L. Hammonds Rd.	Decatur
35	Improve Bicycle and Pedestrian Access Along Hwy 67 S from Beltline Rd. to Marco Dr.	Decatur/Priceville
36	Improve Bicycle and Pedestrian Access Along Patillo St. SW from Hwy. 31 SW to Nance Ford Rd. SW	Hartselle
37	Improve Bicycle and Pedestrian Access Along Nance Ford Rd. SW from Hwy 31 SW to Mitwede St. SW	Hartselle
38	Improve Bicycle and Pedestrian Access Along Barkley Bridge Rd. SW from Nance Ford Rd. SW to Groover Rd. SW	Hartselle
39	Improve Bicycle and Pedestrian Access Along Barkley Bridge Rd. SW from Groover Rd. SW to Salem Rd. SW	Hartselle
40	Improve Bicycle and Pedestrian Access Along Groover Rd. SW, Madison St. SW and Adams St. SW	Hartselle
41	Improve Bicycle and Pedestrian Access Along Garner Rd. SW from Groover Rd. SW to Blue Ridge Rd.	Hartselle
42	Improve Bicycle and Pedestrian Access Along Sparkman St. SW from Karl Prince Dr. SW to Main St.	Hartselle
43	Improve Bicycle and Pedestrian Access Along Bethel Rd. NE from Main St. E to Meadowview Dr. NE	Hartselle

Proposed Bicycle and Pedestrian Improvements Continued		
Project Number	Description	Municipality
44	Improve Bicycle and Pedestrian Access Along Bethel Rd. NE from Meadowview Dr. NE to Kyle Rd. NE	Hartselle
45	Improve Bicycle and Pedestrian Access Along Main St. E from Railroad St. to Bethel Rd. NE	Hartselle
46	Improve Bicycle and Pedestrian Access Along Nance Ford Rd. SW and Karl Prince Dr. SW from Corsbie St. SW to Sparkman St. SW	Hartselle
47	Improve Bicycle and Pedestrian Access Along Thompson Rd. from Hwy 31 SW to I-65	Hartselle
48	Future Addition to Sparkman Park Multi-Use Trail	Hartselle
49	Improve Bicycle and Pedestrian Access Along Cave Springs Rd. from N Bethel Rd. to Bridge over Ginhouse Branch	Priceville
50	Improve Bicycle and Pedestrian Access Along N Bethel Rd. from Hwy 67 S to E Upper River Rd.	Priceville
51	Improve Bicycle and Pedestrian Access Along Hwy 67 S from Marco Dr. to Cove Creek Dr.	Priceville
52	Improve Bicycle and Pedestrian Access Along Skidmore Rd. from Hwy 67 S to Cave Springs Rd.	Priceville
53	Improve Bicycle and Pedestrian Access Along Greenway Dr. and West Morgan Rd. from Barxton Ct. to N Seneca Dr.	Trinity
54	Improve Bicycle and Pedestrian Access Along Old Hwy 24 from West Town Limits to Gordon Terry Pkwy.	Trinity
55	Improve Bicycle and Pedestrian Access Along N Seneca Dr. from N Greenway Dr. to Hwy 20	Trinity
56	Improve Bicycle and Pedestrian Access Along Mountain Home Rd. from N Seneca Dr. to West Town Limits	Trinity
Proposed Crosswalk Improvements		
Project Number	Description	Municipality
1	Upgrade Crosswalks at 6th Ave. SE and 8th St. SE	Decatur
2	Pedestrian Bridge Across Beltline Rd. at Wilson Morgan Park	Decatur
3	Pedestrian Bridge Across Wilson St. NE Connecting Founders Park and Rhodes Ferry Park	Decatur
4	Upgrade Corsswalks at 6th Ave. SE and Gordon Dr. SE and 6th Ave. SE and Prospect Dr. SE	Decatur
5	Upgrade Crosswalks at Railroad St. SW and Hickroy St. SW	Hartselle
6	Pedestrian crosswalk with Protected Median Shelters Across Hwy 31 SW at Nance Ford Rd. SW	Hartselle
7	Upgrade Crosswalks at Railroad St. and Main St. E	Hartselle
8	Upgrade Crosswalks at Sparkman St. and Main St.	Hartselle
9	Upgrade Crosswalks at Sycamore St. and Main St. W	Hartselle
Bicycle and Pedestrian Improvements Currently Under Construction		
Project Number	Description	Municipality
1	Multi-Use Trail Along Spring Ave. SW from Cedar Lake Rd. SW to Day Rd. SW	Decatur
2	Pedestrian Improvements Along Wilson St. NE from Railroad Bridge to Intersection of Wilson St. NE and 6th Ave. NE With Connection to Dr. Bill Sims Bikeway	Decatur
3	Multi-Use Trail Inside Sparkman Park	Hartselle

Decatur



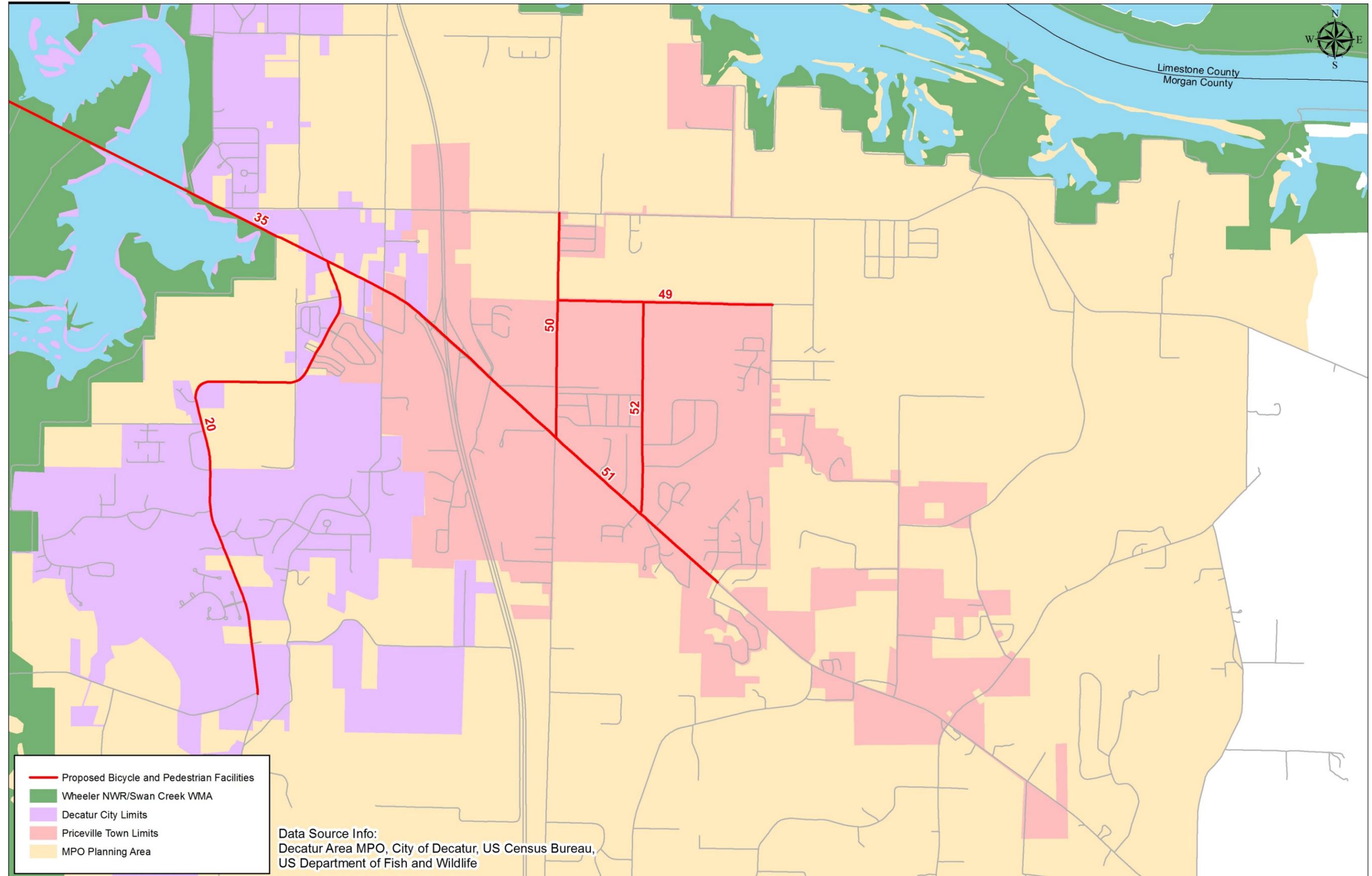
Hartselle



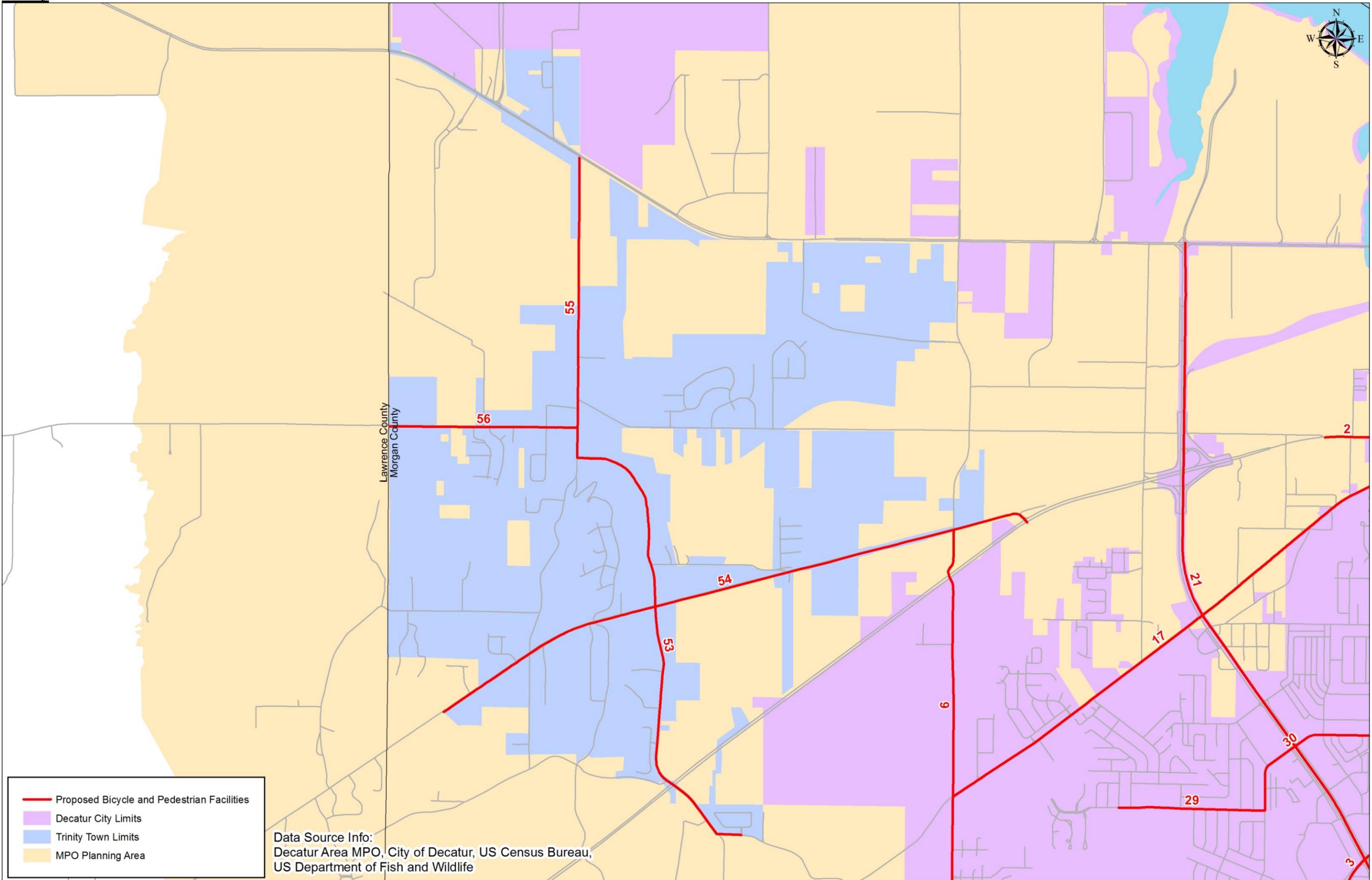
- ★ Proposed Crosswalk Enhancements
- Bicycle and Pedestrian Facilities Under Construction
- Proposed Bicycle and Pedestrian Facilities
- Wheeler NWR/Swan Creek WMA
- Decatur City Limits
- Hartselle City Limits
- MPO Planning Area

Data Source Info:
Decatur Area MPO, City of Decatur, US Census Bureau,
US Department of Fish and Wildlife

Priceville



Trinity



— Proposed Bicycle and Pedestrian Facilities
— Decatur City Limits
— Trinity Town Limits
— MPO Planning Area

Data Source Info:
Decatur Area MPO, City of Decatur, US Census Bureau,
US Department of Fish and Wildlife

Appendix H ALDOT Transportation Alternatives Program (TAP) Letter



Robert Bentley
Governor

ALABAMA DEPARTMENT OF TRANSPORTATION

1409 Coliseum Boulevard, Montgomery, Alabama 36110
P. O. Box 303050, Montgomery, Alabama 36130-3050



John R. Cooper
Transportation Director

March 1, 2013

Mayors of Cities and Towns
County Commission Chairmen
Requested Agencies/Individuals

Subject: Moving Ahead for Progress in the 21st Century
FY 2013 Transportation Alternatives Program
Project Application

Dear Mr./Ms.:

The Alabama Department of Transportation (ALDOT) is soliciting applications for the new Transportation Alternatives Program (TAP) for FY 2013.

Congress passed a new transportation bill entitled Moving Ahead for Progress in the 21st Century (MAP-21). MAP-21 provides a new funding category called the Transportation Alternatives Program. It essentially replaces the long standing Transportation Enhancement (TE) Program. Many of the past TE activities are still eligible under TAP.

Enclosed is the TAP application and instructional information for completing the application. The types of improvements eligible for TAP funding are listed on page 2 of this document. The closure date for submittal of FY 2013 TAP applications and support documents is Friday, June 28, 2013 at 5:00 PM.

Some major points for implementation of TAP are as follows:

1. Only cities, towns and county commissions can apply for funding;
2. Due to limited funding, there is a cap on the amount of Federal Funds that an entity can apply for and that amount is \$400,000.00;
3. The funding ratio for TAP projects is 80% federal funds and 20% sponsor funds and the sponsor is responsible for the cost of the required preliminary engineering;
4. Due to limited funding, an eligible entity can submit only one application for possible funding;
5. Public involvement is now a requirement in the project determination process;

6. Fifty (50) percent of the TAP funds have to be sub-allocated by population and fifty (50) percent is distributed to any area of the state by ALDOT.
7. All TAP projects have to be selected by a competitive application process administered by ALDOT;
8. Landscaping as an independent project is not eligible;
9. Transportation museums are not eligible;
10. For cities/towns that are located within the six largest MPOs (Birmingham, Huntsville, Montgomery, Mobile, Columbus, GA and Pensacola, FL), the TAP funds that are being administered by ALDOT are completely separate from the TAP funds that are dedicated to the stated MPOs.

Please contact Mr. C. W. Colson, Jr. at (334) 353-6403 or Mr. Bob Kratzer at (334) 353-6442 if you have any questions concerning this matter.

Sincerely,



Robert J. Jilla
Multimodal Transportation Engineer

RJJ/CWCJr:tnm

Enclosure

c: Mr. Randy Stroup
Mr. C. W. Colson, Jr.
Mr. Joseph Glazar
Ms. Lynne Urquhart
Division TAP Coordinators
file

Appendix I Livability Principles and Indicators

1. Provide more transportation choices

Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse emissions and promote public health.

Indicators

- Percentage of Transit Ridership in the Planning Area = 0.76%**
- Percentage of workers using other means of transportation to work (transit, walk, bicycle etc...) = 1.28% *****

2. Promote equitable, affordable housing

Expand location and energy efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.

- Percentage of Household Income spent on housing and transportation = 53.23%**

3. Enhance economic competitiveness

Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers as well as expanded business access to markets

- Percentage of housing units located within one (1) mile of a Central Business District (CBD) = 20.98%***

4. Support existing communities

Target federal funding toward existing communities through such strategies as transit-oriented mixed use development and land recycling – to increase community revitalization, improve the efficiency of public works investments and safeguard rural landscapes.

- Number of projects contained in the current Transportation Improvement Program that enhances or supports existing communities. (non-highway projects) = 9*****

5. Coordinate policies and leverage investment

Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

- Number of projects in the current Transportation Improvement Program that includes Public and Private collaboration and funding = 2*****

6. Value communities and neighborhoods

Enhance the unique characteristics of all communities by investing in healthy, safe and walkable neighborhoods – rural, urban or suburban

- Number of house within ½ mile of a regional trail system = 3,853*

Source – 2010 U.S. Census Block data, MPO GIS Sidewalk, Bicycle Trail Inventory *
Source – The Affordability and Location Efficiency H+T Affordability Index **
Source – 2010 U.S. Census Block data and Tiger Files ***
Source – 2008-2010 American Community Survey 3-Year Estimates ****
Source – 2012-2015 Decatur Transportation Improvement Program *****

Appendix J Public Notice, Comments, and Responses

Attached to this document is the meeting notice concerning public involvement on the Bicycle and Pedestrian Plan, as well as any comment forms or written responses returned during the open comment period.



DECATUR AREA METROPOLITAN PLANNING ORGANIZATION

Decatur City Hall Annex | P.O. Box 488, Decatur, AL 35602 | Phone 256-341-4716
Fax 256-341-4727 | www.decaturalabamausa.com | Email dhellums@decatur-al.gov

Meeting Notice

Date: Thursday December 4, 2014

Time: 4:00 P.M.

Location: Decatur City Hall 7th Floor Conference Room
402 Lee Street NE
Decatur, Alabama 35601

Agenda

- Item 1. Call the Meeting to Order
- Item 2. Approve the Minutes from the August 6, 2014 MPO Policy Board Meeting
- Item 3. Election of Officers for Fiscal Year 2015
 - 1) Chairman
 - 2) Vice-Chairman
- Item 4. Open Comment Period for the Draft 2015 Bicycle and Pedestrian Plan *
- Item 5. Adopt Resolution 15-01 approving the Draft 2015 Bicycle and Pedestrian Plan
- Item 6. Adopt Resolution 15-02 approving the Updated By-Laws for the Decatur Area Metropolitan Planning Organization
- Item 7. Adopt Resolution 15-03 amending the current Transportation Improvement Program to move and increase construction funding for the following project:
 - Add Lanes on County Road 43 (Spring Avenue) from Day Road to Cedar Lake Road South of State Route 67 and west of State Route 3 (US Highway 31)

	Project Number	Scope	Fiscal Year	Federal Cost	Local Cost (City of Decatur)	Total
Original Cost	100033425	CN	2015	\$3,905,238	\$976,309	\$4,881,547
Additional Cost	100033425	CN	2016	\$1,171,571	\$292,893	\$1,464,464
Total Cost				\$5,076,809	\$1,269,202	\$6,346,011

- Item 8. Adopt Resolution 15-04 amending the current Transportation Improvement Program to move and increase utility funding for the following project:

Add Lanes on County Road 43 (Spring Avenue) from Day Road to Cedar Lake Road South of State Route 67 and west of State Route 3 (US Highway 31)

	Project Number	Scope	Fiscal Year	Federal Cost	Local Cost (City of Decatur)	Total
Original Cost	100043404	UT	2014	\$2,160,000	\$540,000	\$2,700,000
Additional Cost	100043404	UT	2015	\$176,256	\$44,064	\$220,320
Total Cost				\$2,336,256	\$584,064	\$2,920,320

- Item 9. Adopt Resolution 15-05 amending the current Transportation Improvement Program to include the following project:

Bridge Replacement on County Road 28 (Vaughn Bridge Road) over Flint Creek BIN #6691 (AASHTO) (Utilities)

Project Number	Scope	Fiscal Year	Federal Cost	Local Cost (Morgan County)	Total
100063229	UT	2015	\$856,800	\$214,200	\$1,071,000

- Item 10. Adopt Resolution 15-06 amending the current Transportation Improvement Program to include the following project:

Resurface State Route 20 (US-72) from 0.11 miles east of County Road 383 (Lawrence) at Mile Post 56.70 to Mile Post 62.00 east of the Morgan County line

Project Number	Scope	Fiscal Year	Federal Cost	State Cost	Total
100063161	FM	2015	\$1,990,977	\$497,744	\$2,488,721

Item 11. Adopt Resolution 15-07 amending the current Transportation Improvement Program to include a cost increase for the following project:

Resurface County Road 684 (8th Street SE) from 16th Avenue to Point Mallard Drive and Point Mallard Drive to Point Mallard Circle in the City of Decatur

	Project Number	Scope	Fiscal Year	Federal Cost	Local Cost (City of Decatur)	Total
Original Cost	100053679	CN	2010	\$429,002.60	\$0	\$429,002.60
Additional Cost	100053679	CN	2014	\$76,900.73	\$19,225.18	\$96,125.91
Total Cost				\$505,903.33	\$19,225.18	\$525,128.51

Item 12. Adopt Resolution 15-08 amending the 2035 Long Range Transportation Plan to change the description of the following project:

Old Description - Add turn lanes, signals, striping and frontage roads at the intersection of Bibb Garrett Road and State Route 20

New Description - Interchange Improvements over SR-20 (ALT US-72) from west of Buddy Garrett Road at (MP 73.25) to I-65 Interchange (MP 73.70) with Auxiliary Lanes between the Interchange and I-65 Interchange

Item 13. ALDOT and MPO Planning Staff News and Updates

Item 14. New Business

Item 15. Adjournment

*During the open Public Comment Period each speaker is allowed up to three (3) minutes to address the MPO Policy Board on projects, plans, or studies that are contained on the agenda. Speakers are requested to give their name, address, and if appropriate the organization that they represent.

Anyone requiring special assistance including ADA Accessibility or Language Assistance to attend this meeting should contact the MPO staff at least forty-eight hours in advance of the meeting date for special accommodations to be made.