

Final Study Summary Report

Anniston Area Bicycle/Pedestrian Program Integration



Prepared By



July 31, 2013

Final Study Summary Report

Anniston Area Bicycle/Pedestrian Program Integration

This report provides an overall summary of activities and deliverables for the Anniston Area Bicycle/Pedestrian Program Integration Study. The East Alabama Commission and City of Anniston contracted JRWA in January 2013 to conduct the study. The study's purpose is to move forward with an integrated concept for bicycle/pedestrian facilities in Anniston and its immediate surroundings.

Background

A number of initiatives that incorporated or focused on a bicycle/pedestrian transportation system and network have been undertaken in recent years. These include the Downtown Anniston Multimodal Traffic Circulation and Parking Plan, McClellan Traffic Plan Update, Anniston Multi-Modal Center Operation and Facility Plan, Coldwater Mountain Bicycle Trail Connection, Chief Ladiga Trail Extension, Calhoun Area MPO 2012 Bicycle/Pedestrian Plan, and City of Anniston's "Complete Streets" resolution. In addition, a number of developments coming on line or in the planning phase are part of the overall strategy. These key destinations, including a number of new and existing government facilities, public spaces and major health/governmental service centers, are considered and reflected in the recommended concept. Building on these initiatives, the primary objective of this effort was to develop a concept and provide guidelines with regard to the network, appropriate facility types, the relationship to the overall transportation system, and the signage (including wayfinding) necessary to support full mobilization and utilization of a bicycle/pedestrian oriented element in the overall transportation system.

Concept and Phasing

The final concept assigns project recommendations into four phases of implementation:

Initial Phase (Next 36-42 Months)

- Access to Coldwater Mountain venue from the Multi-Modal Transportation Center (MMTC) via 4th Street (shared-use bikeway), Noble Street (bicycle lane), AL-202 (bicycle lane), and Monsanto Road (2-way bike path).
- Southern section of the Chief Ladiga Trail from the MMTC to 15th Street
- Noble Street shared-use bikeway from AL-202 to 18th Street
- 12th Street and 14th Street shared-use bikeways from Noble Street to Chief Ladiga Trail
- Inner City Loop shared-use bikeway
 - 11th Street from Cobb Avenue to Fairmont Avenue and south to the Regional Medical Center east side entrance
 - Christine Street from 11th Street to 18th Street and north to east side entrance to Stringfellow Hospital
 - 18th Street from Christine Street to Cobb Avenue
 - Cobb Avenue from 18th Street to 11th Street

Final Study Summary Report

Anniston Area Bicycle/Pedestrian Program Integration

Second Phase (Years 4-6)

- Northern section of Chief Ladiga Trail from Dr. Mike Tucker Park to US 431 bridges
- McClellan Spur 2-way bike path from Chief Ladiga Trail to AL-21 at Baltzell Gate Road
- McClellan bikeways
 - Baltzell Gate Road from AL-21 to Coxwell Avenue (2-way bike path) and from Coxwell Avenue to Summerall Gate Road roundabout (shared-use bikeway)
 - Summerall Gate Road shared-use bikeway from AL-21 to Baltzell Gate Road roundabout
 - Coxwell Road shared-use bikeway from Baltzell Gate Road to Summerall Gate Road
- LaGarde Park Connector 2-way bike path from US 431 bridge to park entrance
- LaGarde Park shared-use bikeways within park

Third Phase (Years 7-9)

- Pipe Street Connector shared-use bikeway along 10th Street from Pipe Street to Clydesdale Avenue
- Clydesdale Avenue bike lanes on both sides of road from western portion of 10th Street to AL-202
- 11th Street shared-use bikeway from Clydesdale Avenue to Cobb Avenue
- Blue Mountain Trail 2-way bike path from Blue Mountain rail depot to Norwood Park at West 29th Street
- Middle section of Chief Ladiga Trail from US 431 bridges to 15th Street

Future Phase (Year 10 and Beyond)

- Summerall Gate Road access from AL-21 to Chief Ladiga Trail via 2-way bike path
- West Anniston Bikeway from Norwood Park to 10th Street along abandoned Norfolk Southern corridor
- Anniston Airport Connector 2-way bike path from the MMTC to Anniston Airport along abandoned Norfolk Southern corridor
- Blue Mountain Rail Trail 2-way bike path from Blue Mountain Road to Bynum-Leatherwood Road (CR-109)

Concept and Phasing

Program costs by phase are estimated as:

- Initial Phase (Next 36-42 Months) = \$1.27 million
- Second Phase (Years 4-6) = \$1.3 million
- Third Phase (Years 7-9) = \$1.1 million
- Future Phase (Year 10 and Beyond) = \$2.5 million
- Total Program Cost = \$6.2 million

Final Study Summary Report

Anniston Area Bicycle/Pedestrian Program Integration

Study Activities and Deliverables

The following summarizes specific activities undertaken to conduct this effort:

- Conducted field/site visits and coordination meetings with City and EARPDC staff
- Developed Concept Plan (preliminary draft and refined final based on stakeholder input)
- Prepared planning level cost estimates and associated implementation phasing
- Conducted work sessions on 4/4/2013 and 5/10/2013 to review and refine concept details with City/EARPDC Staff and other stakeholders as appropriate
- Presented Concept Plan recommendations to City Council members on 6/25/2013
- Prepared study briefing memo outlining concept phasing and costs
- Developed final executive summary/brochure deliverable (electronic and hard copy formats) for future distribution as appropriate

Key study products include the concept recommendation maps and executive summary/brochure deliverables. In addition to summarizing background information and study activities, textual and graphic descriptions of the concept plan, implementation phasing, and cost estimates were provided.

List of Attachments

- Fully executed contract and JRWA Scope of Work, 1/11/2013
- Summary of Field Notes, 2/22/2013
- Stakeholder Work Session Agenda and Meeting Notes, 4/4/2013
- Stakeholder Work Session Agenda and Meeting Notes, 5/10/2013
- Study Briefing Memo (re: phasing and costing), 6/4/2013
- City Council Work Session Presentation, 6/25/2013
- Final Concept Recommendations, Maps A-F
- Baseline Unit Costs, 7/10/2013
- Final Anniston Area Bicycle/Pedestrian Program Integration executive summary/brochure deliverable

Summary of Field Notes
February 22, 2013 Meeting and Field Survey
Anniston, Alabama

A. Project Name: Anniston Bicycle/Pedestrian Improvements Integration Study.

B. Summary of Findings and Recommendations from Field Survey:

The approach in this field survey was to examine projects recommended in the Calhoun Area 2012 Bicycle and Pedestrian Plan with aims of: 1). linking proposed bikeway projects to provide a more fully integrated and continuous path and shared use system throughout the area; 2). identifying new routings where necessary to avoid obstacles and create better access; 3). creating a complementary east-west in-town loop network that serves important local destinations; and 4). identifying locations for placing signs, trailheads and bicycle parking facilities.

1. The proposed **Blue Mountain Rail Trail-L&N Corridor** (Plan Project #6) extends northwest from Blue Mountain Road to Bynum-Leatherwood Road (CR 109) at Old Gadsen Highway, where a county civil defense facility is located. Adequate county owned land appears to be available to establish a northwest trailhead and vehicle parking area at this site and is recommended.
2. To avoid an established manufacturing plant restricting access to the proposed extension of the **Chief Ladiga Trail** (CLT) in the vicinity of 24th Street, a recommended alternate routing extends a westward link from the CLT at 29th Street (Norwood Park) to the L&N line and then south along the L&N line to 23rd Street where a connecting spur line turns east, running along the south side of 23rd Street and rejoining the CLT at 22nd Street.
3. Establishing a common trailhead linking the **West Anniston NS corridor Rail/Trail** (Plan Project #1), the **11th Street Bicycle Lanes** (Plan Project # 13), and a proposed new Clydesdale Avenue Connector to the Coldwater Mountain venue is recommended. Locating the trailhead at the junction of the West Anniston corridor and Eulaton Road/10th Street, it would serve as the anchor of a southern east-west shared use bikeway along 10th Street to Clydesdale Avenue, jog one block north to 11th Street, then east along 11th Street to Woodstock Avenue and Anniston High School.
4. A separated and buffered two-way bikeway along the west side of Clydesdale Avenue from 10th Street south to AL 202, linking to the proposed Coldwater Mountain bikeway is also recommended.
5. The proposed **12th Street Bicycle Lanes** (Plan Project # 12) is recommended to be extended from Woodstock Avenue and Anniston High School west to the site of the proposed brew pub adjacent to the CLT and Moore Avenue. A short section would extend further west and connect to the CLT.
6. An eastside shared use, north/south connector along Christine Street is proposed to connect from 10th Street to 18th Street and Stringfellow Memorial Hospital. From this point an east/west shared use bikeway would extend across the northern part of the central city to Cobb Avenue, then south along Cobb Avenue to 11th Street, thus

Summary of Field Notes
February 22, 2013 Meeting and Field Survey
Anniston, Alabama

completing a continuous in-town loop that will link to the CLT in both the north and south parts of the central city.

7. An option for providing access to the Botanical Gardens involves creating a separate ramp from the CLT, beginning just north of the new westbound US 431 bridge and rising gradually in grade up to AL 21 under the eastbound bridge, where it would join a buffered, two-way bikeway along the west side of AL 21 and south to the new eastbound ramp crossover to US 431. A bicycle/pedestrian crossover signal cycle would be provided to enable access to the east side of AL 21, where a buffered, two-way bikeway would carry cyclists and pedestrians south to the Botanical Gardens entrance road.
 8. The **McClellan Spur CLT Trail Head** (Plan Project # 2) is recommended to be extended across AL 21 and into the Fort McClellan site along the abandoned rail spur adjacent to Baltzell Gate Road and along Baltzell Gate Road to the junction with Summerall Gate Road, where a trailhead could be established. An interior loop incorporating Summerall Gate Road, Coxwell Avenue, Ossington Avenue and Baltzell Gate Road could be developed as a shared use bikeway.
 9. Placing one or two bicycle parking racks in public parking lots within the downtown area could be an effective strategy for encouraging greater bicycle use and walking activity in the area, which in turn would become an essential component in fostering greater economic development in downtown Anniston.
 10. A small neighborhood rail depot of historic value and located along the L&N corridor at Blue Mountain Road and Cresthill Avenue has been rehabilitated and would be an excellent location for establishing a trailhead/rest area/ traveler information center as the **Blue Mountain Rail Trail-L&N Corridor** is developed.
- C. Issues Requiring Further Study and Resolution
1. Auto/Bicycle conflicts in at-grade intersections along the Chief Ladiga Trail Extension.
 2. Establishing more precise locations for trailheads throughout the integrated system of pathways and shared use bicycle facilities .
 3. Developing specific proposals for identification, directional, and way finding signing and markings, including establishing specific locations for signings and markings.
 4. Further study of the NS Corridor south of the Multimodal Terminal to the city of Talladega.
- D. Meeting Attendees
- Toby Bennington, City of Anniston
Drew Wharton, 4Site, Inc.
Rod Wilburn, JRWA
George Boulineau, JRWA

**Anniston Area Bicycle/Pedestrian Program Integration
Work Session
April 4, 2013
East Alabama Commission
10:00 a.m.**

AGENDA

- | | | |
|----|--|----------------------------|
| 1. | Introduction and Work Session Purpose | Toby Bennington/Jack Plunk |
| 2. | Study Background and Related Efforts | Rod Wilburn/Drew Wharton |
| 3. | Presentation/Discussion of Overall Concept | George Boulineau |
| | <ul style="list-style-type: none">• Elements:<ul style="list-style-type: none">– Segments/Routes– Potential Trailheads and Amenities– Signage and Wayfinding• Reactions to:<ul style="list-style-type: none">– Increased role of bicycle/pedestrian in multi-modal system– “Fleshed out” MPO bicycle/pedestrian system plan that integrates the different elements and maintains connectivity of elements to related efforts (Coldwater Mountain, CLT Extension, new cultural initiatives, McClellan reuse initiatives)– Whether routes seem to satisfy the integration of elements in the overall plan and related efforts– Details associated with each route—key destinations, signage, markings, “branding”/naming– Cost estimates and priorities | |
| 4 | Next Steps | Group |

MEETING NOTES
Anniston Area Bicycle/Pedestrian Program Integration
April 4, 2013 Work Session

Attendees:

Charity Duncan, Spirit of Anniston
Mare Ane Galloway, Spirit of Anniston/CED
Jennie Preston, Rabbit Hutch/Spirit of Anniston
Johnny Byrd, Spirit of Anniston
Georgia Calhoun, Spirit of Anniston
Jay Jenkins, City of Anniston
John Valieant, Anniston Historic Preservation Commission
Don Hoyt, City of Anniston
Rodney McCain, ALDOT
Bill Curtis, EARPDC
Shannon Jones, ALDOT
Scott Brightwell, Interested Citizen
Kevin Ashley, City of Anniston
Jack Plunk, MPO/EAC
Toby Bennington, City of Anniston

Consultant Staff:

Rod Wilburn, JRWA
George Boulineau, JRWA
Carla Bamatraf, JRWA
Drew Wharton, 4Site Inc.

Discussion:

Toby Bennington greeted the attendees and began introductions. He commented that this effort is a compilation, integration and inclusion of previous plans that build to an ultimate goal. The meeting's attendees compose the stakeholder group for the project.

Rod Wilburn commenced the Study Background and Related Efforts comments by noting this is a work session. He remarked that the effort is focused on providing more detail to recommendations from previous and ongoing efforts. In particular, the MPO's recently updated Regional Bicycle and Pedestrian Plan presented a number of routes and maps, which are guiding our work. This effort is concentrated on the greater Anniston area.

A number of recent efforts have included bicycle and pedestrian recommendations, and all of those efforts have been considered as a part of this study. Of particular relevance are the Coldwater Mountain Bicycle Trail Connection (from the Coldwater Mountain bicycle venue to the Multi-Modal Center), Phase 2 development of the Multi-Modal Center (Operation and Facility Plan), the Chief Ladiga Trail Extension (covering the final seven miles from the current terminus in Weaver to the Multi-Modal Center), and Downtown Anniston Parking and Circulation Plan. These efforts result in north-south connectivity via the Chief Ladiga Trail Extension, east-west connectivity through the Coldwater Mountain Trail Connection, and a

MEETING NOTES
Anniston Area Bicycle/Pedestrian Program Integration
April 4, 2013 Work Session

downtown circulation/network from the Downtown Parking and Multi-Modal Center efforts. All of these studies have been undertaken within the context of the MPO's regional work. Preliminary review of all these efforts at the beginning of this study found very few disconnects. While often not typical, this is the result of the coordination efforts incorporated within each study.

George Boulineau then began presentation of the overall concept by walking attendees through the handout packet, which includes a number of maps and related information. It was noted that detailed field surveys were conducted in preparation of routing and facility type recommendations. The goal of this effort is to make sure the routes are going to the right places along the right corridors and get a good first cut at what signage would go where. That said, this is a "living" plan that can be flexible and added to as need warrants. Detailed route-level design efforts will occur as implementation begins.

The legend that accompanies the maps identifies the different facility types (share the road, bike lanes, multi-use trails) and signage locations. In developing the routes, consideration was given to whether the streets had sufficient width for a 4-5 foot lane, or whether changes (removing on-street parking, converting lanes to one-way operation) would be required. One proposal included in the Downtown Parking Study was one-way bike lanes on 11th and 12th streets, which would require reconstructing several important intersections and signals. The likely termini of a one-way bike lane would be the Chief Ladiga Trail on the west and Quintard Avenue on the east.

Comments provided specific to each map follow.

Map A—Inner City Loop and Map B—Zinn Park Loop

This looping route runs for 3.8 miles through downtown. Because Quintard is a high volume roadway, it will be important to include motorist warnings and push activated signals for those crossings. This loop provides two access points to the Chief Ladiga Trail.

The current proposal includes nothing strategic to Noble Street, but that need will be reinforced, along with directional signage near downtown. A "share the road" mentality could exist along Noble Street with redevelopment. Currently making improvements to slow traffic on Noble and make it increasingly pedestrian friendly. The proposed route will add "share the road" along Noble between 11th and 18th Streets with directional signs. 11th Street was chosen for the southern segment because it provides a clear east-west connection out to Clydesdale and the Pipe Street abandoned rail. Existing plans already assume "share the road" facilities along Noble Street northward from 4th Street, as well as facilities along/adjacent to AL-202 (Multi-Modal Transportation Center and Coldwater Mountain plans)

While there is currently no bicycle parking in downtown, bicycle racks for parking will be important, with future facilities possibly including a storage building and restrooms. There are opportunities to choose decorative bike racks (similar to JSU) that will "brand" the area and encourage people to eat and shop in downtown. Benches and racks are amenities that could

MEETING NOTES
Anniston Area Bicycle/Pedestrian Program Integration
April 4, 2013 Work Session

be implemented together with the businesses. Racks could be placed closer to stores instead of in the corner of an existing surface lot.

Possibly use a logo with colors for street signs and directional signs. As motorists enter downtown, welcome signage to “Alabama’s bicycle city” could be installed. Wayfinding signage would direct motorists to the bicycle trailheads, with directional signage along the routes to indicate key features. Specific efforts to determine a “brand” for all route/wayfinding/directional/motorist signage would occur as the City/MPO moves toward implementation of specific routes.

It was noted that there are still some available acres on the Chalkline property. Additionally, a trail running next to Snow Creek, which opens at 12th and Moore, might connect back to Chief Ladiga.

Although Noble Street connects between the Multi-Modal Transportation Center and McClellan area, it’s safer to use the Chief Ladiga Trail as the primary north-south spine due to traffic concerns and topography near the Armory.

Map C—Pipe Street Connector

This route connects from 10th Street to AL-202 and on to the Coldwater Mountain bicycle venue. A two-way bike path has been proposed along AL-202 to connect with “share the road” to get the cyclists onto the south side of AL-202 to head to the Coldwater Mountain venue. Ultimately this route will connect up to the multi-use trail in the MPO Plan along the Pipe Street corridor. There’s a spur rail line owned by Norfolk Southern that connects to Chief Ladiga on both ends, which could form an additional loop.

Map D—LaGarde Park Connector

This route connects from the Chief Ladiga Trail to LaGarde Park and the botanical garden. It’s important to note that ALDOT has not been consulted yet on this route, but that coordination will definitely need to occur since a portion of this route travels alongside and crosses over a state route and right-of-way. While an overpass would be wonderful to cross AL-21, it would be very expensive. It’s more likely that the crossing would occur at an intersection with a bicycle crossing signal phase and push button. Given the number of free flow lanes at the US 431/AL-21 intersection, that location might be dangerous.

Map E—Blue Mountain Rail Trail

This extension of the rail-trail multi-use facilities would be a great addition to the system. It uses the other abandoned rail line next to 23rd Street to connect, ultimately making a potential line out the northwest toward Alexandria, with future potential trailheads further out. The sooner it can be implemented, the better.

Map F—McClellan

The McClellan route would cross AL-21 in two places as it connects back to the Chief Ladiga Trail. These at-grade crossings would require advance signs for motorists as well as phased

MEETING NOTES
Anniston Area Bicycle/Pedestrian Program Integration
April 4, 2013 Work Session

signals with push button activation. The City maintains the signal at Baltzell Gate, so a bicycle crossing could possibly be incorporated into the intersection redesign expected in the future. It's also possible to use the rail spur or golf cart path for a multi-use facility to Coxwell. Summerall Gate Road is already wide enough for a "share the road" facility to be comfortably implemented. It was also noted that the west side of AL-21 near Baltzell Gate is a floodzone, so this might be a good location for a trailhead. Another opportunity related to AL-21 might exist if the middle school near Summerall Gate moves. It's important to note that trailheads should be conveniently located and easily found; however, it's also not always good to have them immediately next to a major roadway in case congestion occurs and impedes traffic flow.

The preliminary routes presented today include a total of 12.5 miles of facilities, at an estimated cost of \$798,000.

A second meeting will be held in another month or so. Refinements to these preliminary routes based on your comments and feedback today will be presented.

**Anniston Area Bicycle/Pedestrian Program Integration
Work Session
May 10, 2013
East Alabama Commission
10:00 a.m.**

AGENDA

- | | | |
|----|--|----------------------------|
| 1. | Introduction and Work Session Purpose | Toby Bennington/Jack Plunk |
| 2. | Study Status and Related Efforts | Rod Wilburn |
| 3. | Presentation of Revised System Concept <ul style="list-style-type: none">• Overall Concept• Segments/Routes• Potential Trailheads and Amenities• Signage and Wayfinding• Implications for Routes/Crossings on State Highways | George Boulineau |
| 4. | Examples of System Branding and Route Naming | George Boulineau |
| 5. | Updated Cost Estimates | George Boulineau |
| 6. | Anticipated Implementation Phasing | Rod Wilburn |
| 7. | Next Steps | Group |

MEETING NOTES
Anniston Area Bicycle/Pedestrian Program Integration

Work Session
May 10, 2013
East Alabama Commission
10:00 a.m.

Attendees:

Jack Plunk, MPO/EAC
Toby Bennington, City of Anniston
Ann Welch, Spirit of Anniston/Planning Commission
Dianna Michaels, Spirit of Anniston
Jay Jenkins, City of Anniston
Kevin Ashley, City of Anniston
Jennie Preston, Rabbit Hutch/Spirit of Anniston
David Reddick, City of Anniston
John Hall, Spirit of Anniston

Consultant Staff:

Rod Wilburn, JRWA
George Boulineau, JRWA
Carla Bamatraf, JRWA

Discussion:

Jack Plunk opened the meeting by welcoming the participants to this second stakeholder meeting. Rod Wilburn then gave a status update on the study. The initial concepts presented at the first meeting have been refined based on the comments and suggestions received from the stakeholders during that meeting.

George Boulineau then walked the participants through the recommendation maps. He began by explaining the meaning behind the particular colors and symbols used on the maps, as well as the differences between the various types of facilities (multi-use path vs. share the road).

The key points discussed during the meeting include:

- The Inner City Loop (Map A) was revised to incorporate Noble Street between AL-202 in the south and 18th Street in the north (from AL-202 south to 4th Street and the Multi-Modal Transportation Center is already included in as a recommendation from a previous study)
- The question was raised about whether the currently shown trailhead just west of the Chief Ladiga Trail at 12th Street should be moved eastward to be closer to Downtown and Noble Street. It was clarified that this trailhead was more of a “stop” on the CLT than a destination itself. There will also be a lot of racks placed along and just off Noble Street. As mentioned previously, there are many creative ideas for racks, which can continue to be investigated as the City moves forward to implementation.
- The focus of this effort is to make sure we’ve got the correct routes, streets and places. Later efforts by the City will get specifics on racks, wayfinding designs, etc. Those included in this study are only general recommendations.

- On Map B (Zinn Park Loop), the location of the West 15th Street mural beside Chief Ladiga Trail is a better place to put a larger trailhead. In addition to the mural, there are restaurants, etc. There's also a vacant building on the eastern side. Given the amount of vehicular traffic on 15th Street, it will be best to continue using 14th Street, but extend it out to Chief Ladiga on which they can travel north one block.
- The maps don't indicate any signage on the busy 10th Street/AL-202 corridor; was this left out? No, it wasn't. The recommendations use the 11th Street corridor because it offers an east-west connection all the way from Christine in the east over to Pipe Street. However, vehicular signage will be added to 10th/AL-202 to identify the corridor. Motorist oriented wayfinding will be added in the entire area.
- On Map C (Pipe Street Connector), the trailhead around the 9th Street area provides an alternate connection to the Coldwater trail connection and venue.
- There were no comments specific to Map D (LaGarde Park area).
- Map E (Blue Mountain Rail Trail) facilities will later extend to CR-209 on the northwest side.
- On Map F (McClellan), Baltzel from AL-21 to the traffic circle is heavily traveled with little shoulder. There is ongoing discussion about working with the golf course to swap the available rail bed for the existing golf cart paths (new golf cart facility in the rail bed while existing cart paths become bicycle/pedestrian facilities). There would still be an at-grade crossing of AL-21, which would need to be looked into, particularly regarding ALDOT efforts to redo that intersection.
- A suggestion was made regarding a facility along Cave Road to Woodland Park. However, this road is narrow and has little shoulder. Therefore, it's recommended that users would use the Chief Ladiga Trail from M. Tucker Park.

Following discussions specific to the map recommendations, a slideshow of presenting examples of different facility and signage types and styles was shown. One particular comment was made regarding a picture showing a multi-use path bordered by trees with simple parking. Trees are an important consideration for Chief Ladiga as well.

After completion of the slideshow, everyone was thanked for their continued participation and the meeting was closed.

To: Toby Bennington, AICP, City Planner, City of Anniston
Jack Plunk, AICP, East Alabama Regional Planning & Development Commission (EARPDC)

From: Rod Wilburn, AICP

cc: George Boulineau, JRWA
Stan Cauthen, JRWA
Carla Bamatraf, JRWA

RE: Anniston Area Bicycle/Pedestrian Program Integration

Date: June 4, 2013

The purpose of this memo is to provide a summary of work in progress for the Anniston Area Bicycle/Pedestrian Program Integration study. This memo outlines the preliminary phasing plan and costing relative to the recommendations presented at the stakeholder meetings held on April 4 and May 10, 2013. In addition, initial thoughts regarding the format of the ultimate deliverable are provided.

Recommended Project Phasing

Initial Phase (Next 36-42 months)

- Complete access to Coldwater Mountain venue via bicycle lanes on AL-202, extending from the Multi-Modal Transportation Center (MMTC) to the Monsanto Road entrance to the mountain bike venue.
- Complete acquisition of the 6.58-mile abandoned rail corridor extending from Mike Tucker Park to the MMTC in downtown Anniston and the 1.3-mile McClellan Spur extending from the Chief Ladiga Trail (CLT) corridor to the Baltzell Gate Road entrance to McClellan.
- Initiate construction of the Downtown Trailhead on City owned property adjacent to the Chief Ladiga Trail corridor between 12th and 13th streets.
- Initiate construction of the West 15th Street access to the historic neighborhood mural, including parking and landscaping adjacent to the Chief Ladiga Trail corridor.
- Initiate construction of the 1.28-mile downtown section of the Chief Ladiga Trail, extending from the MMTC to 18th Street.
- Extend shared-use bikeway along Noble Street from AL-202 to 18th Street, adding bicycle parking along Noble Street.

- Establish shared-use bikeways along 12th Street and 14th Street connecting Noble Street to the Chief Ladiga Trail corridor, the Downtown Trailhead, and the historic West 15th Street community.
- Establish shared-use bikeways along 11th Street, 18th Street, Cobb Avenue and Christine Street.
- Work with Anniston High School, Northeast Alabama Regional Medical Center Anniston, and Stringfellow Memorial Hospital to locate bicycle parking racks at these locations.
- Complete arrangements with the McClellan community for establishing a two-way bicycle path adjacent to and along Baltzell Gate Road from AL-21 to Coxwell Avenue, and initiate construction of a two-way bicycle path along the McClellan Spur, crossing at AL-21 and extending to Coxwell Avenue.
- Establish shared-use bikeways from Coxwell Avenue along Baltzell Gate Road, Summerall Gate Road to Coxwell Avenue, and along Coxwell Avenue back to Baltzell Gate Road.
- Initiate construction of the 2.63-mile northern section of the Chief Ladiga Trail corridor, from Mike Weaver Park to the US 431 bridges.
- Initiate construction of LaGarde Park access from the Chief Ladiga Trail corridor at the US 431 bridges to the park entrance, establish a trailhead in the park, and establish shared-use bikeways along the park's interior roads.

Intermediate Phase (48-62 months)

- Complete construction of the remaining 2.67-mile section of the Chief Ladiga Trail.
- Coordinate development of Summerall Gate Road access from the Chief Ladiga Trail with redevelopment of the Anniston Middle School site. Consider establishing bicycle lanes along Summerall Gate Road from AL-21 to Coxwell Avenue.
- Construct two-way bicycle path (or consider bicycle lanes) along Clydesdale Avenue from 10th Street to AL-202. Extend shared-use bikeway from 10th Street to 11th Street and along 11th Street to Cobb Avenue, linking with the Intown Loop. Construct landscaped parking lot along 10th Street between Pipe Street and Clydesdale Avenue.
- Complete acquisition of the Norfolk Southern Blue Mountain to 10th Street corridor and initiate construction of a two-way bicycle path from Blue Mountain to Norwood Park connecting to the Chief Ladiga Trail. Establish Blue Mountain rail depot as a minor trailhead.
- Construct major trailhead in the McClellan community.

Future Phase (60 months and beyond)

- Extend Blue Mountain Trail to Bynum-Leatherwood Road (CR-109) and establish a trailhead at the County owned site.
- Extend the Chief Ladiga Trail south from the MMTC along the Norfolk Southern corridor to Hobson City, Oxford, and the Anniston Airport.
- Construct the West Anniston Bikeway along the Norfolk Southern corridor from Norwood Park to West 10th Street.

Cost Estimates

Initial Phase (Next 36-42 months)

Coldwater Mountain Access

Upgrade Monsanto Rd to standard 2-lane with curb & gutter and 10-ft, 2-way bike path	\$346,600
Bicycle lane improvements to EB/WB shoulders on AL-202 from Monsanto Rd to Noble St, signing and striping	\$25,000
Noble St bicycle lane conversion, signing, striping, crosswalks and signal phasing from AL-202 to 4 th St	\$11,500
4 th St signing and placement of “sharrow” symbols from Noble St to MMTC	\$1,240
New signal with demand activated bicycle/pedestrian phasing and crosswalk striping at 4 th St at Noble St intersection	\$153,140
<hr/>	
Total Cost—Coldwater Mountain Access	\$537,380

Note: Not estimated but recommended are signals and crosswalks at AL 202 and Monsanto Drive.

Chief Ladiga Trail (Southern Section)

Construct 1.02-mile, 10-ft bicycle path from MMTC to 15 th St, including base and paving, landscaping, benches, signage, bollards and preconstruction costs	\$249,160
Install stop signs and solar powered Rectangular Rapid Flash Beacons (RRFB)	\$18,375
Construct parking with landscaping at 15 th St	\$35,000
Construct major trailheads (2) with parking and landscaping at the MMTC and Grove St at 13 th St	\$260,968
Total Cost—Chief Ladiga Trail (Southern Section)	\$563,503

Note: Rights-of-way and utilities costs not included in any estimates.

Noble Street Shared-Use Bikeway

Create Noble St shared-use bikeway from AL-202 to 18 th St, including placement of “sharrow” symbols, “share the road” and “bike route” signing, directional and wayfinding signs, and installation of bicycle parking racks	\$49,841
Total Cost—Noble Street Shared-Use Bikeway	\$49,841

12th Street and 14th Street Shared-Use Bikeways

Establish shared-use bikeway along 12 th St from Noble St to the Chief Ladiga Trail, including placement of “sharrow” symbols, construction of short two-way bike path to connect 12 th St with the Chief Ladiga Trail, and installation of “bike route” signs, directional and wayfinding signs, and traffic control signage	\$11,355
Establish shared-use bikeway along 14 th St from Noble St to the Chief Ladiga Trail, including placement of “sharrow” symbols and installation of “bike route” signs, directional and wayfinding signs, and traffic control signs	\$7,232
Total Cost—12th Street and 14th Street Shared-Use Bikeways	\$18,587

Inner City Loop

Establish shared-use bikeway along 11 th St from Cobb Ave to Fairmont Ave, including placing “sharrow” symbols, traffic control and “bike route” signs, directional and wayfinding signs, motorist warning signs, and bicyclist/pedestrian activated signals	\$36,329
Establish shared-use bikeway along 18 th St from Christine St to Cobb Ave, including placing “sharrow” symbols, installing traffic control and “bike route” signs, directional and wayfinding signs, motorist warning signs, and bicyclist/pedestrian activated signals	\$26,321
Create shared-use bikeway along Christine St from 11 th St to 18 th St, including placing “sharrow” symbols, “bike route” and wayfinding signs, and establishing the Anniston High School connector	\$11,248
Establish shared-use bikeway along Cobb Ave from 11 th St to 18 th St, including “sharrow” symbols, “bike route” and directional and wayfinding signs	\$9,187
Bicycle parking	\$6,000
Motorist information and direction signs, various locations	\$10,000
Total Cost—Inner City Loop	\$99,085
<hr/>	
TOTAL COST—INITIAL PHASE	\$ 1,268,396

Second Phase (to 72 months)

Chief Ladiga Trail (Northern Section) and McClellan Spur

Construct northern section of the Chief Ladiga Trail from Dr. Mike Tucker Park to the US 431 bridges, including base and paving, landscaping, bridges, benches, signing and preconstruction costs (2.63 miles)	\$719,344
Construct 0.72-mile McClellan Spur bicycle path, including base and paving, landscaping, benches, signing and preconstruction costs	\$17,232
Total Cost—Chief Ladiga Trail (Northern Section) and McClellan Spur	\$892,780

McClellan Bikeways and Trailhead

Construct 0.54-mile Baltzell Gate Trail from AL-21 to Coxwell Ave, including base and paving, landscaping, trail signs, benches, trash receptacles and preconstruction costs	\$130,678
Install crosswalks, motorist warning signs and bicyclist/pedestrian push button activation for traffic signals	\$12,250
Install “sharrow” symbols along Baltzell Gate Rd, Summerall Gate Rd and Coxwell Ave	\$26,484
Install bike route and directional and wayfinding signage	\$5,625
Construct major trailhead in the vicinity of the Anniston Sports Complex at Baltzell Gate Rd and Summerall Gate Rd, including restrooms, water fountains, picnic tables, benches, trash receptacles, and bicycle and vehicle parking	\$105,550
Total Cost—McClellan Bikeways and Trailhead	\$280,587

LaGarde Park Connector

Construct two-way bicycle path from US 431 bridge to LaGarde Park entrance, including base and paving, trail signs, landscaping and preconstruction costs (0.40 miles)	\$92,972
Install crosswalks, motorist warning signs and bicyclist/pedestrian push button activation for traffic signals	\$12,250
Install “sharrow” symbols along interior park roads	\$3,927
Install bike route and direction and wayfinding signage	\$4,000
Install bicycle parking	\$6,000
Install kiosk	\$4,000
Total Cost—LaGarde Park Connector	\$123,149

TOTAL COST—SECOND PHASE	\$ 1,296,516
--------------------------------	---------------------

Third Phase (to 108 months)

Pipe Street Connector

Construct buffered bicycle lanes along Clydesdale Ave from 10 th St to AL-202, including base and paving, striping and symbols, landscaping and preconstruction costs	\$120,568
Construct vehicle parking lot on 10 th St, including landscaping, benches and trash receptacles	\$56,493
Install “sharrow” symbols on 10 th St, Clydesdale Ave, and 11 th St (0.8 miles)	\$6,336
Install bike route and directional and wayfinding signs	\$3,907
Total Cost—Pipe Street Connector	\$187,304

Blue Mountain Trail

Construct two-way bike path from historic Blue Mountain rail depot to Norwood Park at West 29 th St (0.4 miles), including base and paving, trail signs, benches, trash receptacles, landscaping and preconstruction	\$98,022
Construct small parking lot at Blue Mountain rail depot	\$16,900
Total Cost—Blue Mountain Trail	\$114,922

Chief Ladiga Trail (Middle Section)

Complete construction of the remaining 2.67 mile section of the Chief Ladiga Trail from the US 431 bridges to 15 th Street, including base and paving, bridge reconstruction, trail signs, benches, trash receptacles, bollards, solar powered flashing beacons, landscaping and preconstruction costs	\$769,641
Total Cost—Chief Ladiga Trail (Middle Section)	\$769,641

TOTAL COST—THIRD PHASE	\$ 1,071,867
-------------------------------	---------------------

Future Phase

Summerall Gate Road Access

Coordinate development of Summerall Gate Rd access from the Chief Ladiga Trail with redevelopment plans for the Anniston Middle School property.	\$48,129
Construct a two-way bicycle path from Chief Ladiga Trail to AL-21 at Summerall Gate Rd	
Install crosswalks, motorist warning signs and pedestrian/bicycle user push button signal activation devices	\$12,250
<hr/>	
Total Cost—Summerall Gate Road Access	\$60,379

West Anniston Bikeway

Construct West Anniston bikeway (2.16 miles) from Norwood Park at West 29 th St to West 10 th St, including base and paving, trail signs, benches, trash receptacles, bollards, solar powered flashing beacons, traffic control signs, landscaping and preconstruction costs	\$536,113
<hr/>	
Total Cost—West Anniston Bikeway	\$536,113

Note: Costs for removing rails, ties and ballast materials as well as any necessary preliminary site work are not included.

Anniston Airport Connector

Construct two-way bike path along 3.99 miles of abandoned Norfolk Southern railroad corridor from MMTC to Anniston Airport, including base and paving, trail signs, benches, trash receptacles, landscaping and preconstruction	\$947,994
Construct major trailhead at Anniston Airport	\$130,484
<hr/>	
Total Cost—Anniston Airport Connector	\$1,078,478

Note: See note above. In addition, traffic control costs (stop signs, signals) not included.

Blue Mountain Rail Trail

Construct a two-way bike path from Blue Mountain Rd to Bynum/Leatherwood Rd, including base and paving, trail signs, benches, trash receptacles, landscaping and preconstruction costs	\$784,674
--	-----------

Construct parking lot at Bynum/Leatherwood Rd	\$56,493
---	----------

Total Cost—Blue Mountain Rail Trail	\$841,167
--	------------------

TOTAL COST—FUTURE PHASE	\$ 2,516,137
--------------------------------	---------------------

Thoughts on Final Deliverable

- Marketing brochure that also includes hard facts
- “Hard facts” will include details about facilities, phasing and costing
- Marketing will emphasize desirability and benefits
 - Economic benefits (transportation cost savings)
 - Transportation connectivity and accessibility
 - Quality of life, health, air quality
- Lots of nice pictures to visually communicate ideas
 - Before and after examples
 - Various components

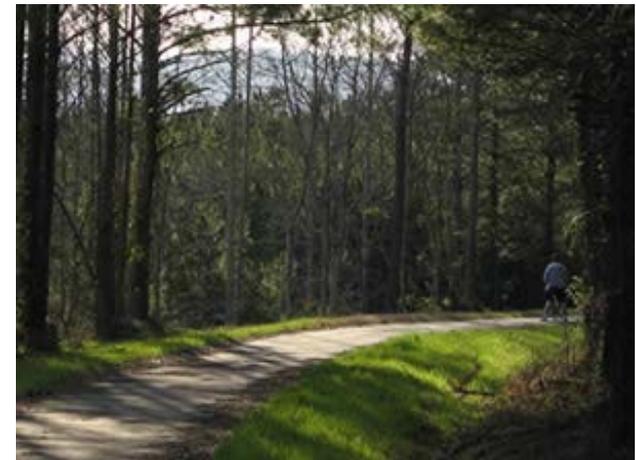
Anniston Area Bicycle/Pedestrian Program Integration



City Council Work Session

June 25, 2013

5:00 pm



Study Background

- ***Began in May 2012***
- ***Builds on recent regional efforts***
 - *Calhoun Area 2012 Bicycle/Pedestrian Plan*
 - *Chief Ladiga Trail Extension*
 - *Coldwater Mountain Bicycle Venue and Trail Connection*
 - *Anniston Multi-Modal Center Operation & Facility Plan*
 - *McClellan Redevelopment*
- ***Results in a 9-year capital program***
- ***Rebrands Anniston as Southeast's most bicycle friendly community***



Bicycle Facility Types



Capital Program—Initial Phase

Next 36-42 Months

- Coldwater Mountain Access- \$537,380
- Chief Ladiga Trail (Southern Access)- \$563,503
- Noble Street Shared-Use Bikeway- \$49,841
- 12th Street and 14th Street Shared-Use Bikeways- \$18,587
- Inner City Loop- \$99,085
- Initial Phase Cost- \$1,268,396

(Refer to Maps A and B)



Capital Program—Second Phase

To 72 Months (Years 4-6)

- Chief Ladiga Trail (Northern Section) and McClellan Spur- \$892,780
- McClellan Bikeways and Trailhead- \$280,587
- LaGarde Park Connector- \$123, 149
- Second Phase Cost- \$1,296,516

(Refer to Maps F and D)



LONGLEAF
BOTANICAL GARDENS

BERMAN MUSEUM
OF WORLD HISTORY

ANNISTON MUSEUM
OF NATURAL HISTORY



Capital Program—Third Phase

To 108 Months (Years 7-9)

- Pipe Street Connector- \$187,304
- Blue Mountain Trail- \$114,922
- Chief Ladiga Trail (Middle Section)- \$769,641
- Third Phase Cost- \$1,071,867

(Refer to Maps C and E)



Capital Program—Future Phase

Year 10 and Beyond

- Summerall Gate Road Access- \$60,379
- West Anniston Bikeway- \$536,113
- Anniston Airport Connector- \$1,078,478
- Blue Mountain Rail Trail- \$841,167
- Future Phase Cost- \$2,516,137



Program Costs by Phase

- Initial Phase—Next 36-42 months—\$1,268,396
- Second Phase—Years 4-6—\$1,296,516
- Third Phase—Years 7-9—\$1,071,867
- Future Phase—Year 10 and Beyond—\$2,516,137
- **Total Program Cost—\$6,152,916**



Benefits

- *Reduces necessity for auto use*
- *Adds to real estate values and tax revenues*
- *Increases tourism visits, income and jobs*
- *Encourages greater physical activity and health*
- *Increases alternatives for mobility and accessibility*



Benefits

- **Chief Ladiga Trail**

- *Housing growth in Weaver and Jacksonville near trail*
- *More visitors to Eubanks Welcome Center (~350/mo. now)*
- *Numerous bicycle and running events year-round*

- **Silver Comet Trail**

- *1.9 million annual users (~157,000/month or 5,000/day)*
- *Most requested amenities are restrooms, more trails, wayfinding*
- *Average user spends \$50, about half on food*
- **Annual economic impact**
 - *Direct Spending = \$57 million*
 - *Out-of-State Tourism = \$20 million*
 - *Spillover Impacts from Tourism = \$100 million / 750 jobs*
 - *Within ¼-mile of SCT, home values are 4-7% higher*
 - *Property tax revenue = \$2 million*
 - *Sales and other tax revenue = \$3.5 million*



Keep the Momentum Going!

- *Formally adopt the plan for incorporation into RTP*
- *Determine funding eligibilities (federal, state, local)*
- *Assign budget priorities*
- *Select and program projects for specific funding cycles*
- *Initiate engineering, ROW, and construction activities*
- *Continue with completion of Chief Ladiga Trail and connectivity to Coldwater Mountain venue*
- *Solidify public support behind initial phase elements of network*



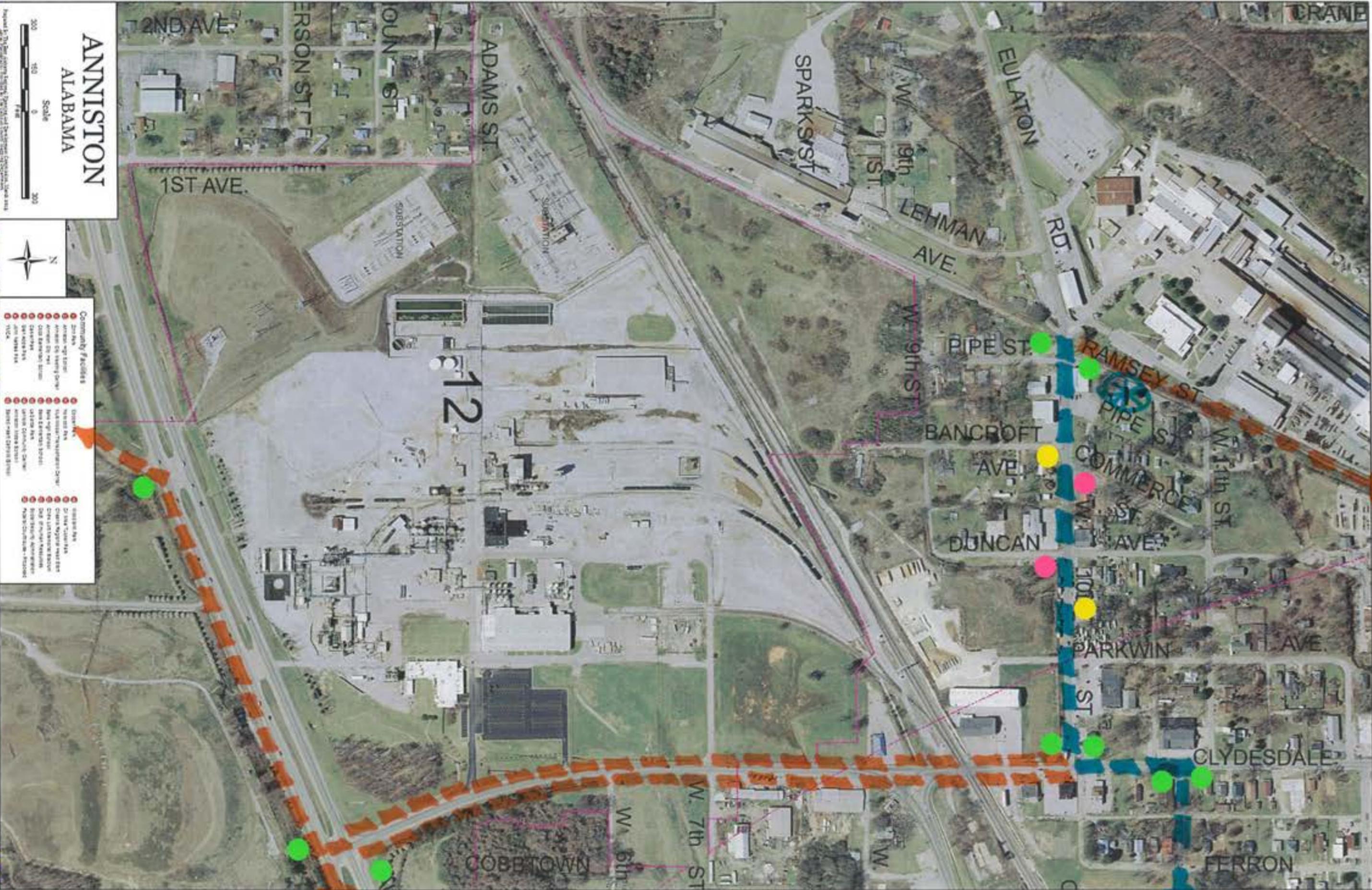
Anniston Area Bicycle/Pedestrian Program Integration



Map Legend

- Green dashed line – Chief Ladiga Trail ■■■■■
- Blue dashed line – “Share the Road” facility ■■■■■
- Orange dashed line – Two-way multi-use/bike path or bike lanes ■■■■■
- Pink dot – “Share the Road” sign ●
- Yellow dot – “Bike Route” sign ●
- Green dot – Wayfinding signage ●
- Blue star – Bike rack ★
- Orange star – Trailhead ★

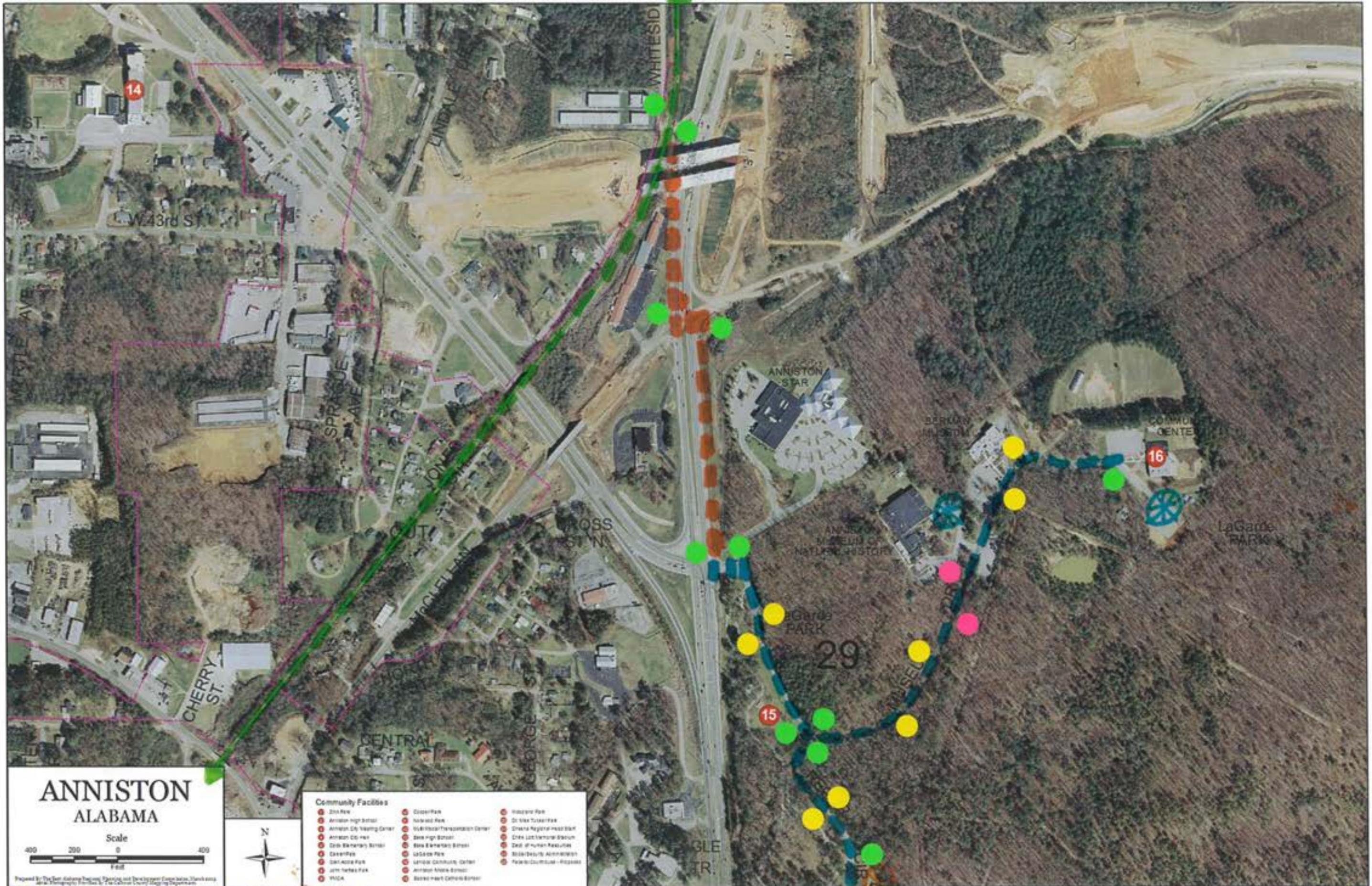
NOTE: These map locations are intended to identify approximate vicinity and NOT specific parcels



ANNISTON ALABAMA



- Community Facilities**
- 200 ft dia
 - 48" dia - 120' long
 - 48" dia - 150' long
 - 48" dia - 200' long
 - 48" dia - 250' long
 - 48" dia - 300' long
 - 48" dia - 350' long
 - 48" dia - 400' long
 - 48" dia - 450' long
 - 48" dia - 500' long
 - 48" dia - 550' long
 - 48" dia - 600' long
 - 48" dia - 650' long
 - 48" dia - 700' long
 - 48" dia - 750' long
 - 48" dia - 800' long
 - 48" dia - 850' long
 - 48" dia - 900' long
 - 48" dia - 950' long
 - 48" dia - 1000' long
 - 48" dia - 1050' long
 - 48" dia - 1100' long
 - 48" dia - 1150' long
 - 48" dia - 1200' long
 - 48" dia - 1250' long
 - 48" dia - 1300' long
 - 48" dia - 1350' long
 - 48" dia - 1400' long
 - 48" dia - 1450' long
 - 48" dia - 1500' long
 - 48" dia - 1550' long
 - 48" dia - 1600' long
 - 48" dia - 1650' long
 - 48" dia - 1700' long
 - 48" dia - 1750' long
 - 48" dia - 1800' long
 - 48" dia - 1850' long
 - 48" dia - 1900' long
 - 48" dia - 1950' long
 - 48" dia - 2000' long
 - 48" dia - 2050' long
 - 48" dia - 2100' long
 - 48" dia - 2150' long
 - 48" dia - 2200' long
 - 48" dia - 2250' long
 - 48" dia - 2300' long
 - 48" dia - 2350' long
 - 48" dia - 2400' long
 - 48" dia - 2450' long
 - 48" dia - 2500' long
 - 48" dia - 2550' long
 - 48" dia - 2600' long
 - 48" dia - 2650' long
 - 48" dia - 2700' long
 - 48" dia - 2750' long
 - 48" dia - 2800' long
 - 48" dia - 2850' long
 - 48" dia - 2900' long
 - 48" dia - 2950' long
 - 48" dia - 3000' long
 - 48" dia - 3050' long
 - 48" dia - 3100' long
 - 48" dia - 3150' long
 - 48" dia - 3200' long
 - 48" dia - 3250' long
 - 48" dia - 3300' long
 - 48" dia - 3350' long
 - 48" dia - 3400' long
 - 48" dia - 3450' long
 - 48" dia - 3500' long
 - 48" dia - 3550' long
 - 48" dia - 3600' long
 - 48" dia - 3650' long
 - 48" dia - 3700' long
 - 48" dia - 3750' long
 - 48" dia - 3800' long
 - 48" dia - 3850' long
 - 48" dia - 3900' long
 - 48" dia - 3950' long
 - 48" dia - 4000' long
 - 48" dia - 4050' long
 - 48" dia - 4100' long
 - 48" dia - 4150' long
 - 48" dia - 4200' long
 - 48" dia - 4250' long
 - 48" dia - 4300' long
 - 48" dia - 4350' long
 - 48" dia - 4400' long
 - 48" dia - 4450' long
 - 48" dia - 4500' long
 - 48" dia - 4550' long
 - 48" dia - 4600' long
 - 48" dia - 4650' long
 - 48" dia - 4700' long
 - 48" dia - 4750' long
 - 48" dia - 4800' long
 - 48" dia - 4850' long
 - 48" dia - 4900' long
 - 48" dia - 4950' long
 - 48" dia - 5000' long
 - 48" dia - 5050' long
 - 48" dia - 5100' long
 - 48" dia - 5150' long
 - 48" dia - 5200' long
 - 48" dia - 5250' long
 - 48" dia - 5300' long
 - 48" dia - 5350' long
 - 48" dia - 5400' long
 - 48" dia - 5450' long
 - 48" dia - 5500' long
 - 48" dia - 5550' long
 - 48" dia - 5600' long
 - 48" dia - 5650' long
 - 48" dia - 5700' long
 - 48" dia - 5750' long
 - 48" dia - 5800' long
 - 48" dia - 5850' long
 - 48" dia - 5900' long
 - 48" dia - 5950' long
 - 48" dia - 6000' long
 - 48" dia - 6050' long
 - 48" dia - 6100' long
 - 48" dia - 6150' long
 - 48" dia - 6200' long
 - 48" dia - 6250' long
 - 48" dia - 6300' long
 - 48" dia - 6350' long
 - 48" dia - 6400' long
 - 48" dia - 6450' long
 - 48" dia - 6500' long
 - 48" dia - 6550' long
 - 48" dia - 6600' long
 - 48" dia - 6650' long
 - 48" dia - 6700' long
 - 48" dia - 6750' long
 - 48" dia - 6800' long
 - 48" dia - 6850' long
 - 48" dia - 6900' long
 - 48" dia - 6950' long
 - 48" dia - 7000' long
 - 48" dia - 7050' long
 - 48" dia - 7100' long
 - 48" dia - 7150' long
 - 48" dia - 7200' long
 - 48" dia - 7250' long
 - 48" dia - 7300' long
 - 48" dia - 7350' long
 - 48" dia - 7400' long
 - 48" dia - 7450' long
 - 48" dia - 7500' long
 - 48" dia - 7550' long
 - 48" dia - 7600' long
 - 48" dia - 7650' long
 - 48" dia - 7700' long
 - 48" dia - 7750' long
 - 48" dia - 7800' long
 - 48" dia - 7850' long
 - 48" dia - 7900' long
 - 48" dia - 7950' long
 - 48" dia - 8000' long
 - 48" dia - 8050' long
 - 48" dia - 8100' long
 - 48" dia - 8150' long
 - 48" dia - 8200' long
 - 48" dia - 8250' long
 - 48" dia - 8300' long
 - 48" dia - 8350' long
 - 48" dia - 8400' long
 - 48" dia - 8450' long
 - 48" dia - 8500' long
 - 48" dia - 8550' long
 - 48" dia - 8600' long
 - 48" dia - 8650' long
 - 48" dia - 8700' long
 - 48" dia - 8750' long
 - 48" dia - 8800' long
 - 48" dia - 8850' long
 - 48" dia - 8900' long
 - 48" dia - 8950' long
 - 48" dia - 9000' long
 - 48" dia - 9050' long
 - 48" dia - 9100' long
 - 48" dia - 9150' long
 - 48" dia - 9200' long
 - 48" dia - 9250' long
 - 48" dia - 9300' long
 - 48" dia - 9350' long
 - 48" dia - 9400' long
 - 48" dia - 9450' long
 - 48" dia - 9500' long
 - 48" dia - 9550' long
 - 48" dia - 9600' long
 - 48" dia - 9650' long
 - 48" dia - 9700' long
 - 48" dia - 9750' long
 - 48" dia - 9800' long
 - 48" dia - 9850' long
 - 48" dia - 9900' long
 - 48" dia - 9950' long
 - 48" dia - 10000' long

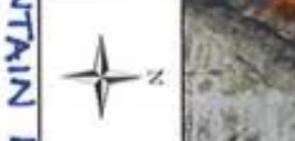


MAP D - LAGARDE PARK CONNECTOR

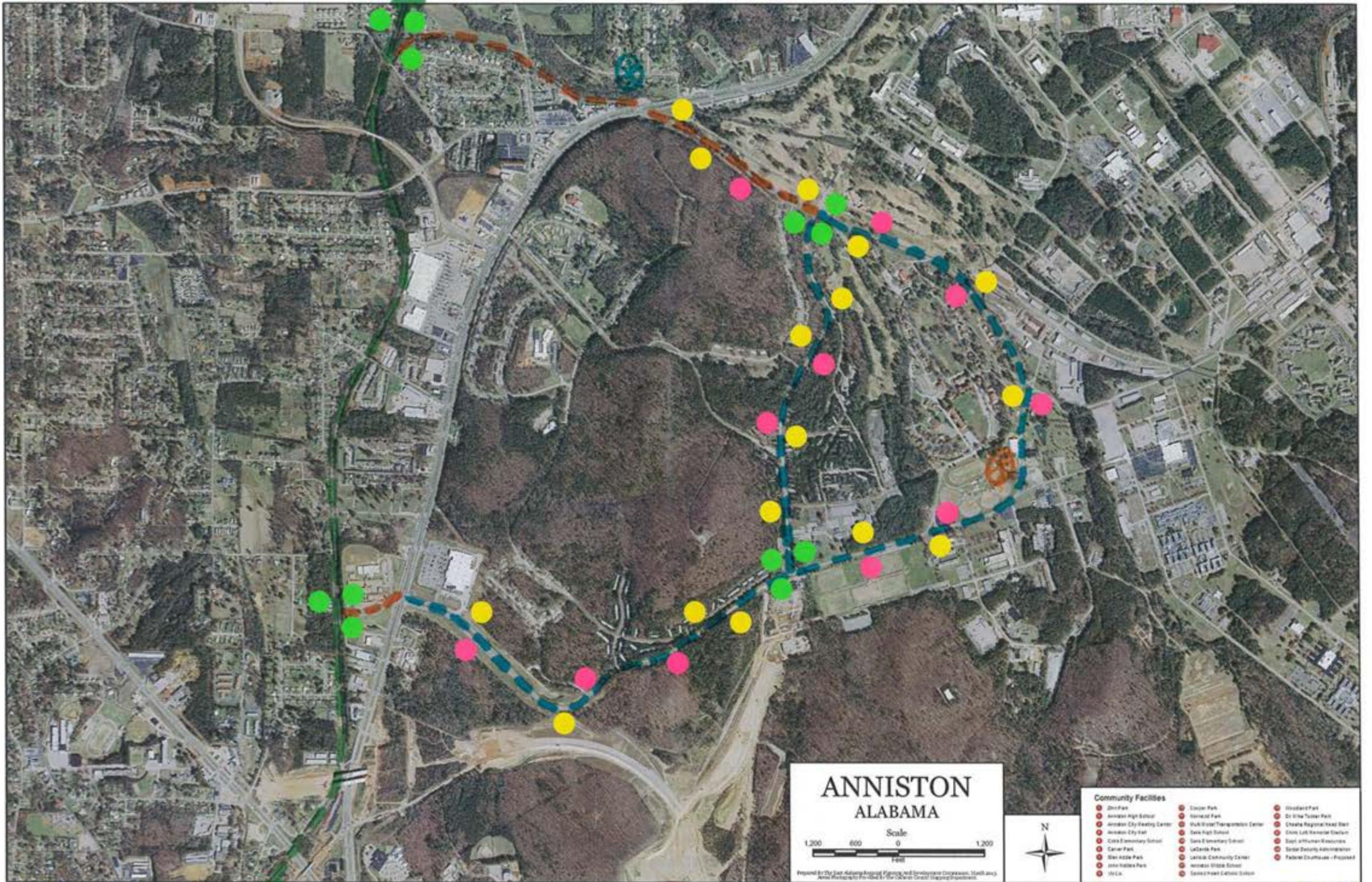
7/2013



ANNISTON
ALABAMA



- Community Factors**
- School
 - Senior center
 - Transit station
 - Park
 - Church
 - Community center
 - Public housing
 - Police station
 - Fire station
 - Library
 - Post office
 - Health center
 - Day care center
 - Food bank
 - Homeless shelter
 - Job training center
 - Community garden
 - Public art
 - Historic district
 - Cultural center
 - Sports field
 - Rec center
 - Senior center
 - Transit station
 - Park
 - Church
 - Community center
 - Public housing
 - Police station
 - Fire station
 - Library
 - Post office
 - Health center
 - Day care center
 - Food bank
 - Homeless shelter
 - Job training center
 - Community garden
 - Public art
 - Historic district
 - Cultural center
 - Sports field
 - Rec center



**Anniston Area Bicycle/Pedestrian Program Integration
Baseline Unit Costs**

The tables below present generalized planning cost estimates for essential units of work activity and for installed object units. Costs are derived from a number of sources, including current planning studies, documented case studies, manufacturer and distributor published price lists, and in some cases actual contractor supplied bid prices. Not included are costs for acquiring rights-of-way, relocating or installing utilities, removing rails, ties and ballast materials from abandoned rail corridors, and preparing sites where extensive grading may be required.

Table 1—Installation, Signing, Striping and Symbols

<u>Object/Activity</u>	<u>Unit Cost</u>
Bike Lane Signs	175.00 each
Bicycle Wayfinding Signs	175.00 each
Share-the-Road Signs	225.00 each
Motorist Information Signs	250.00 each
Striping, Bike Lanes	0.21 per LF
Striping, Crosswalks	6.00 per LF
Bike Lane Symbols	75.00 each
“Sharrow” Symbols	90.00 each

Table 2—Construction, Two-Way Bike Path

<u>Object/Activity</u>	<u>Unit Cost</u>
Paving (concrete, 10 feet width)	3.50 per Sq Ft
Benches (3 per mile)	1,200.00 each
Signing	4,000.00 per mile
Bollards	350.00 each
Trash Receptacles	500.00 each
Landscaping	3.00 per LF
Preconstruction	2.50 per LF
Contingency	3.00 per LF
Bridges (Timber)	375.00 per LF
Kiosk	4,000.00 each

**Anniston Area Bicycle/Pedestrian Program Integration
Baseline Unit Costs**

Table 3—Construction, Major Trailhead

<u>Object/Activity</u>	<u>Unit Cost</u>
Restrooms	50,000.00 each
Water Fountains	1,000.00 each
Bicycle Parking Racks	1,000.00 each
Benches	1,200.00 each
Picnic Tables	1,500.00 each
Vehicle Parking	2.45 per SqFt
Landscaping	2.33 per SqFt
Trash Receptacles	500.00 each

Table 4—Construction, Bike Lanes

<u>Object/Activity</u>	<u>Unit Cost</u>
Paving (Asphalt, 6 foot width)	3.00 per LF
Striping	0.21 per LF
Symbols	75.00 each
Signing	175.00 each
Landscaping	3.00 per LF
Preconstruction	2.50 per LF
Contingency	3.00 per LF

Table 5—Construction, Vehicle Parking

<u>Object/Activity</u>	<u>Unit Cost</u>
Paving (Asphalt)	2.45 per SqFt
Landscaping	2.33 per SqFt
Preconstruction	10 percent
Contingency	15 percent

**Anniston Area Bicycle/Pedestrian Program Integration
Baseline Unit Costs**

Table 6—Installation, Other Traffic Control Devices

<u>Object/Activity</u>	<u>Unit Cost</u>
Traffic Signals	150,000.00 each
Demand Activated Flashing Beacons	15,000.00 per crossing
Push Button Activation (2 per Intersection)	1,600.00 each
Motorist Advance Warning Sign	750.00 each
4-Way Stop Sign	225.00 each