

**CITY OF ANNISTON**

**APRIL 6, 2015**

**5:30 P.M.**

- **INVOCATION**
- **PLEDGE OF ALLEGIANCE**
- **CALL TO ORDER**
- **ROLL CALL**
- **READING/APPROVAL OF MINUTES OF PREVIOUS MEETING**
- **STAFF ADDITIONS/DELETIONS TO THE AGENDA**
- **ADOPTION OF AGENDA**

**I. RECOGNITIONS**

- a) PARD 8 & Under Anniston All Stars State Basketball Champions
- b) Volunteers at The Hill Golf Course
- c) Mayor's Day of Recognition for National Service
- d) Rotary Youth Leadership Awards

**II. RECEIVE INFORMAL PUBLIC COMMENTS**

**Informal Public Comment – Speaker Protocol**

The City of Anniston believes that any member of the general public should be afforded the opportunity to address the City Council provided that designated rules are followed by the speaker. Any member of the public who wishes to address the City Council and offer public comment on items within the City Council's jurisdiction, may do so during the Informal Public Comment period of the meeting. However, no formal action will be taken on matters that are not part of the posted agenda. In order to ensure the opportunity for all those desiring to speak before the Council, there is no yielding of time to another speaker. This opportunity to address City Council may not be used to continue discussion on an agenda item that has already been held as a public hearing. Matters under negotiation, litigation, or related to personnel will not be discussed. If a member of the general public would like to address the City Council during the Informal Public Comment portion of the meeting, please respectfully indicate your desire to address the City Council when the Mayor solicits members of the general public to come forward and speak. You will be recognized by the Mayor and asked to come forward to the podium so that you can address the City Council in accordance with the rules outlined herein. Once the speaker has been recognized to speak, he/she will be given three (3) minutes to address the City Council. The speaker should not attempt to engage the City Council and/or Staff in a discussion/dialogue and the speaker should not ask specific questions with the expectation that an immediate answer will be provided as part of the three (3) minute time frame since that is not the intent of the Informal Public Comment period. If the speaker poses a question or makes a request of the City, the Mayor may refer the issue or request to the City Manager for follow up. At the conclusion of the three (3) minute time period, the speaker will be notified that his/her time has elapsed and the next speaker will be recognized to come forward to the podium and address the City Council. The Mayor may rule out of order any Speaker who uses abusive or indecorous language, if the subject matter does not pertain to the City of Anniston, or if the Speaker(s) attempts to engage the City Council Members in a discussion or dialogue on issues. City Council shall not discuss non-agenda matters because it does not give the public adequate notice. Accordingly, City Council shall be limited to asking factual and clarifying questions of staff, and when appropriate, the Council may consider placing a matter on a future agenda. In addition, it is not reasonable to expect staff to respond to any of a variety of issues on which they may or may not be prepared to respond to on a moment's notice, so the City Manager may respond, or direct staff to respond at a later time.

### III. RECEIVE FORMAL PUBLIC COMMENT

**Formal Public Comment – City Council Agenda Protocol**

The City of Anniston has identified this portion of the meeting to allow individuals an opportunity to formally address the City Council on issues of importance. Anniston requires that individuals who desire to formally address City Council to submit a written request form outlining the subject matter that they intend to discuss so that they can be placed on an upcoming meeting agenda. Members of the public desiring to be placed on the agenda to present or address matters to the City Council must submit a formal **“REQUEST TO BE PLACED ON THE CITY COUNCIL AGENDA”** form to the Office of the City Manager at least 10 days prior to the requested City Council meeting date that you wish to speak. City Council meetings are held on the second and fourth Monday of each month so the request must be submitted no later than 5:00 pm on the Friday which constitutes 10 days prior. The request can be done in person, regular mail, fax or email and the speaker should obtain acknowledgement of the request from the City to demonstrate that the 10 day requirement has been met. The request form may be obtained from the Office of the City Manager or from the City’s website [www.anniston.al.gov](http://www.anniston.al.gov). The request should state the name of the individual(s) desiring to be heard and the subject matter to be presented to City Council. Requests may be referred, at the discretion of the City Manager, to appropriate staff for mediation prior to being placed on the public agenda. Please be advised that the mere completion of a request form does not entitle the speaker to be added to the agenda.

- (a) Board Confirmations:
  - i. Downtown Development Authority

### IV. CONDUCT PUBLIC HEARING

**Speaking to a Public Hearing Item**

In the interest of time and to ensure the fairness of all persons who appear before the City Council to speak for or against a public hearing item, speakers will be limited to three (3) minutes each to address City Council except as described herein. One speaker for the Petitioner may address the City Council for no more than 10 minutes, unless extended by the Mayor. In an effort help the City Council and the general public to better understand the issues, the Mayor may request that a City staff member address the City Council from the podium. Speakers from the general public may only speak when recognized by the Mayor during the public hearing. Speakers will be asked to come to the podium to address the City Council for three (3) minutes and they shall state their name and resident address for the record. Speakers addressing City Council on a public hearing item should coordinate comments in order to respect City Council’s time constraints. Groups should select a spokesperson to present the major points that summarize their position and opinions. Speakers are urged to be brief and non-repetitive with their comments. Comments shall specifically address the public hearing item before the City Council, and the speaker shall maintain appropriate tone and decorum when addressing the City Council. City Council may ask questions of the applicant, speakers, or staff during these proceedings only for the purpose of clarifying information. The speaker shall not direct derogatory comments to any individual, organization, or business. At the conclusion of the three (3) minute time period, the speaker will be notified that his/her time has elapsed and the next speaker will be recognized to come forward to the podium and address the City Council. Once the public hearing is closed on an item, there will be no further opportunity for formal or informal public input at a City Council meeting.

- (a) To hear public comments regarding a Lounge Retail Liquor – Class I application for Daniel Mosley d/b/a Blus Karaoke Bar located at 1013 B Hwy 431 N.

- (b) To hear public comments regarding a Club Liquor – Class II application for Grand Central Civic and Event Center LLC d/b/a Grand Central located at 1031 Noble Street.

**V. UNFINISHED BUSINESS – None**

**VI. CONSENT AGENDA**

- (a) Resolution declaring a reported condition to be a public nuisance. (Grp 41 – Structures)
- (b) Resolution declaring a reported condition to be a public nuisance. (Grp 2015 – 01 Burned Buildings)
- (c) Resolution declaring a reported condition to be a public nuisance. (Grp 2015 – 03 Debris and Grass)
- (d) Resolution declaring a reported condition to be a public nuisance. (Grp 2015 – 03 Vehicles)
- (e) Accepting resignation of a member of the Commercial Development Authority.
- (f) Resolution declaring certain personal property surplus and authorizing the donation of said property.
- (g) Resolution expressing strong opposition to HB185 or any similar legislation.
- (h) Resolution amending the Schedule of Nominations assigning and designating the positions on each Municipal Board, Commission and Authority to specific Ward Councilmembers and to the Office of the Mayor and appointing members to the Anniston Downtown Development Authority.
- (i) Motion to approve a Lounge Retail Liquor – Class I application for Daniel Mosley d/b/a Blus Karaoke Bar located at 1013 B Highway 431 N.
- (j) Motion to approve a Club Liquor – Class II application for Grand Central Civic and Event Center LLC d/b/a Grand Central located at 1031 Noble Street.
- (k) Motion to approve the Bicycle/Pedestrian Design and Installation Manual.

**VII. RESOLUTIONS**

- (a) To declare as surplus certain city property and to authorize disposal of the same.
- (b) Authorizing the permanent closure of Littlebrant Drive, Anniston, Alabama.

**VIII. OTHER ADDITIONAL OR FURTHER MATTERS THAT MAY COME BEFORE COUNCIL**

**COUNCIL COMMENTS**

**ADJOURNMENT**

# MINUTES

3/16/2015

Anniston, Alabama  
March 16, 2015

The City Council of the City of Anniston, Alabama, met in Regular Session in the Council Chamber in the City Hall of the City of Anniston, Alabama, on Monday, March 16, 2015, at approximately 5:31 o'clock p.m.

Steven Folks prayed the Invocation.

Steven Folks led the Pledge of Allegiance to the Flag.

Mayor Stewart called the meeting to order. On call of the roll the following Council Members were found to be present: Council Members Jenkins, Reddick, Selase, Harris and Stewart; absent: none. A quorum was present and the meeting opened for the transaction of business.

Brian Johnson, City Manager, was present.

Bruce Downey, City Attorney, was present.

Council Member Jenkins made a motion to waive the reading of the minutes of March 2, 2015. The motion was seconded by Council Member Harris; and on call of the roll the following vote was recorded: ayes: Council Members Jenkins, Reddick, Selase, Harris and Stewart; nays: none. The motion carried.

Council Member Selase made a motion to approve the minutes of March 2, 2015. The motion was seconded by Council Member Harris; and on call of the roll the following vote was recorded: ayes: Council Members Jenkins, Reddick, Selase, Harris and Stewart; nays: none. The motion carried.

Council Member Jenkins made a motion to add to the Consent Agenda a resolution appointing a member to the McClellan Development Authority and to adopt the agenda as amended. The motion was seconded by Council Member Harris; and on call of the roll the following vote was recorded: ayes: Council Members Jenkins, Reddick, Selase, Harris and Stewart; nays: none. The motion carried.

The Council recognized and honored the Sacred Heart Boys Basketball Team.

Coach Graves, Sacred Heart Boys Basketball Team, addressed the Council and the audience concerning the Sacred Heart Boys Basketball Team and their season.

Glen Ray addressed the Council and stated he was still upset over the arrest of his son last year and stated the case had been thrown out but that did not matter because they had not done what was right.

Mayor Stewart announced that was the time for the Board Confirmation Hearing for Willie Duncan and his nomination to the McClellan Development Authority.

3/16/2015

Willie Duncan addressed the Council concerning his nomination to the McClellan Development Authority.

Mayor Stewart announced that was the time for the Board Confirmation Hearing for John Blue, Billy R. Young, Sr., Jack Draper, Wes Couch and Sharmon Sanders and their nomination to the Anniston Downtown Development Authority.

John Blue, Billy R. Young, Sr., Jack Draper, Wes Couch and Sharmon Sanders addressed the Council concerning their nomination to the Anniston Downtown Development Authority.

Council Member Selase made a motion to approve the Consent Agenda items:

- (a) Resolution authorizing reimbursements to city officials for expenses incurred while traveling away from the city.
- (b) Resolution appointing members to the Downtown Development Authority.
- (c) Resolution reappointing a member to the McClellan Development Authority.
- (c) Motion that the bid in the total amount of \$320,398.00 by McCartney Construction for the Roadway Improvement Project at the intersection of AL Highway 21 and Hillcrest Road be accepted.

The motion was seconded by Council Member Harris; and on call of the roll the following vote was recorded: ayes: Council Members Jenkins, Reddick, Selase, Harris and Stewart; nays: none. The motion carried.

Council Member Harris introduced and read Resolution Number 15-R-27 as follows:

(15-R-27, to disclaim possibility of reverter interest in certain real property and authorizing the Mayor to execute a deed conveying said property to reversionary grantees)

Council Member Harris made a motion for the passage and adoption of Resolution Number 15-R-27 as introduced and read. The motion was seconded by Council Member Jenkins; and on call of the roll the following vote was recorded: ayes: Council Members Jenkins, Reddick, Selase, Harris and Stewart; nays: none. The motion carried and Resolution Number 15-R-27 was passed and adopted.

Council Member Jenkins thanked the members of the Anniston Downtown Development Authority for their commitment to serve the City.

Council Member Selase encouraged everyone in Anniston to keep their streets and neighborhoods litter free. He stated they need to keep their city beautiful and clean.

Council Member Harris thanked Brian Johnson, Cory Salley and Eric Basinger for attending the Council retreat the past weekend. She stated she was excited about the Anniston Downtown Development Authority.

3/16/2015

Mayor Stewart stated the Noble Street Festival and the Sunny King Criterium was coming up on the weekend of March 27. He stated he had met with some young adults who had left the education system early and they were trying to find positions for these young adults.

There being no further business to come before the meeting at that time Council Member Selase made a motion the meeting be adjourned. The motion was seconded by Council Member Harris; and on call of the roll the following vote was recorded: ayes: Council Members Jenkins, Reddick, Selase, Harris and Stewart; nays: none. The motion carried and the meeting was adjourned at approximately 6:15 o'clock p.m.

# CONSENT AGENDA

**RESOLUTION NUMBER 15-R-\_\_\_**

**A RESOLUTION DECLARING A REPORTED CONDITION TO BE A PUBLIC NUISANCE**

**WHEREAS**, Tana Bryant, an Appropriate City Official, pursuant to Section 34.5 of said Ordinance, has reported to the City Council that conditions exist at **attached (Group 41-Dangerous Structures)** in Anniston, Alabama that are believed to be a public nuisance; and

**WHEREAS**, the said City official submitted proof of said condition that was deemed by the City Council to be satisfactory to show that a public nuisance existed at the place specified; and

**WHEREAS**, Section 34.5 (1) (2), of the City of Anniston Ordinance No. 11-O-9 declares the following conditions to be a public nuisance: **Abandoned or Unsafe Construction and Any building that, due to poor design, obsolescence, or neglect has become unsafe or that may cause blight on the City or neighborhood in which it is located;** and

**RESOLVED THEREFORE**, that a public nuisance exists at the above said locations within the City of Anniston, said property being more particularly described on **Exhibit “A”** to this resolution; and

**RESOLVED FURTHER**, that the public nuisance must be abated by the City and the cost of abatement charged as a lien against the property if not remedied by the owner(s); and

**RESOLVED FURTHER**, that a hearing be set before the City Council at its next regular scheduled meeting to hear objections to the City’s actions; and

**RESOLVED FURTHER**, that at least two NOTICES TO REMOVE PUBLIC NUISANCE be promptly posted by the Appropriate City Official in front of the said property at not more than 100 feet in distance apart as specified in Section 34.16 of the Code of Ordinances; and

**RESOLVED FURTHER**, that the Appropriate City Official shall post said NOTICE TO REMOVE PUBLIC NUISANCE, as aforesaid, at least 5 days prior to the time for hearing objections by the City Council; and

**RESOLVED FURTHER**, that the Appropriate City Official shall determine the name and address of the person or entity last assessing said property for tax purposes, and shall further cause a search to be made of the public records, and shall further make a diligent investigation to discover the name(s) and contact information of the owners of every beneficial interest in the said property; and

**RESOLVED FURTHER**, that the Appropriate City Official shall, at least 5 days prior to the time for a hearing of objections by the City Council, mail a copy of said Notice by certified or registered mail, with postage prepaid and return receipt requested, to the last person/entity assessing the property for taxes and to each owner of a beneficial interest in said property including, without limitation, mortgagees of record.

**PASSED AND ADOPTED** this the \_\_\_\_ day of \_\_\_\_\_, 2015.

**CITY COUNCIL OF THE CITY OF  
ANNISTON, ALABAMA**

BY: \_\_\_\_\_  
Vaughn M. Stewart II, Mayor

BY: \_\_\_\_\_  
Jay W. Jenkins, Council Member

BY: \_\_\_\_\_  
David E. Reddick, Council Member

BY: \_\_\_\_\_  
Seyram Selase, Council Member

BY: \_\_\_\_\_  
Millie Harris, Council Member

ATTEST:

\_\_\_\_\_  
Alan B. Atkinson, City Clerk

## Exhibit "A"

### Group 41 - Structures

1008 Parkwood Drive	PPIN# 25980
2711 Gurnee Avenue	PPIN# 25714
2117 Cobb Avenue	PPIN# 20112
3815 George Street	PPIN# 27138
15 Circle Drive	PPIN# 19225
12 Circle Drive	PPIN# 19107
104 West 16 <sup>th</sup> Street	PPIN# 19226
1003 Clydesdale Avenue	PPIN# 32076
1416 Draper Avenue	PPIN# 67046 Burnt
1605 Moore Avenue	PPIN# 19114
603 West 11 <sup>th</sup> Street	PPIN# 268
2820 Gurnee Avenue	PPIN# 25729
213 West 20 <sup>th</sup> Street	PPIN# 69979 burnt
2217 McKleroy Avenue	PPIN# 61125
2206 Cobb Avenue	PPIN# 75673 burnt
2430 McKleroy Avenue	PPIN# 25625
2214 McKleroy Avenue	PPIN# 25437
1414 Cobb Avenue	PPIN# 19560
3002 Gurnee Avenue	PPIN# 26222
2302 Wilmer Avenue	PPIN#61686
123 East 29 <sup>th</sup> Street	PPIN# 25095
112 East 29 <sup>th</sup> Street	PPIN# 25081
1820 Brown Avenue	PPIN# 20199
501 Williamson Avenue	PPIN# 73796 burnt
209 So. Spruce Avenue	PPIN# 17952 burnt
207 So. Spruce Avenue	PPIN# 17951 burnt (house sits in the middle of these 2 lots)
412 West 5 <sup>th</sup> Street	PPIN# 63447 (two structures)
3001 Walnut Avenue	PPIN# 26028
1626 Walnut Avenue	PPIN# 20345
2429 Wilmer Avenue	PPIN# 61186
1004 Front Street	PPIN# 67131
1028 West 15 <sup>th</sup> Street	PPIN# 19402 (three structures)
1024 West 15 <sup>th</sup> Street	PPIN# 19401
7400 McClellan Blvd.	PPIN# 57709 (2 structures)
2931 Walnut Avenue	PPIN# 26029
2819 Walnut Avenue	PPIN# 26193
109 West 19 <sup>th</sup> Street	PPIN# 20425
1912 Walnut Avenue	PPIN# 20521
2012 Moore Avenue	PPIN# 20123
1607 McDaniel Avenue	PPIN# 19339

**RESOLUTION NUMBER 15-R-\_\_\_**

**A RESOLUTION DECLARING A REPORTED CONDITION TO BE A PUBLIC NUISANCE**

**WHEREAS**, Tana Bryant, an Appropriate City Official, pursuant to Section 34.15 of said Ordinance, has reported to the City Council that conditions exist at **attached (Group 2015-01 Burned Buildings)** in Anniston, Alabama that are believed to be a public nuisance; and

**WHEREAS**, the said City official submitted proof of said condition that was deemed by the City Council to be satisfactory to show that a public nuisance existed at the place specified; and

**WHEREAS**, Section 34.3 (b) (5), of the City of Anniston Ordinance No. 11-O-9 declares the following conditions to be a public nuisance: **Debris of a burned building**; and

**RESOLVED THEREFORE**, that a public nuisance exists at the above said locations within the City of Anniston, said property being more particularly described on **Exhibit "A"** to this resolution; and

**RESOLVED FURTHER**, that the public nuisance must be abated by the City and the cost of abatement charged as a lien against the property if not remedied by the owner(s); and

**RESOLVED FURTHER**, that a hearing be set before the City Council at its next regular scheduled meeting to hear objections to the City's actions; and

**RESOLVED FURTHER**, that at least two NOTICES TO REMOVE PUBLIC NUISANCE be promptly posted by the Appropriate City Official in front of the said property at not more than 100 feet in distance apart as specified in Section 34.16 of the Code of Ordinances; and

**RESOLVED FURTHER**, that the Appropriate City Official shall post said NOTICE TO REMOVE PUBLIC NUISANCE, as aforesaid, at least 5 days prior to the time for hearing objections by the City Council; and

**RESOLVED FURTHER**, that the Appropriate City Official shall determine the name and address of the person or entity last assessing said property for tax purposes, and shall further cause a search to be made of the public records, and shall further make a diligent investigation to discover the name(s) and contact information of the owners of every beneficial interest in the said property; and

**RESOLVED FURTHER**, that the Appropriate City Official shall, at least 5 days prior to the time for a hearing of objections by the City Council, mail a copy of said Notice by certified or registered mail, with postage prepaid and return receipt requested, to the last person/entity assessing the property for taxes and to each owner of a beneficial interest in said property including, without limitation, mortgagees of record.

**PASSED AND ADOPTED** this the \_\_\_\_ day of \_\_\_\_\_, 2015.

**CITY COUNCIL OF THE CITY OF  
ANNISTON, ALABAMA**

BY: \_\_\_\_\_  
Vaughn M. Stewart II, Mayor

BY: \_\_\_\_\_  
Jay W. Jenkins, Council Member

BY: \_\_\_\_\_  
David E. Reddick, Council Member

BY: \_\_\_\_\_  
Seyram Selase, Council Member

BY: \_\_\_\_\_  
Millie Harris, Council Member

ATTEST:

\_\_\_\_\_  
Alan B. Atkinson, City Clerk

**EXHIBIT "A"**

**Group 2015-01 - Burned Buildings**

1403 Stephens Ave  
32 Pike Circle

PPIN# 19388  
PPIN# 27106

**RESOLUTION NUMBER 15-R-\_\_\_**

**A RESOLUTION DECLARING A REPORTED CONDITION TO BE A PUBLIC NUISANCE**

**WHEREAS**, Tana Bryant, an Appropriate City Official, pursuant to Section 34.15 of said Ordinance, has reported to the City Council that conditions exist at **attached (Group 2015-03 Debris and Grass)** in Anniston, Alabama that are believed to be a public nuisance; and

**WHEREAS**, the said City official submitted proof of said condition that was deemed by the City Council to be satisfactory to show that a public nuisance existed at the place specified; and

**WHEREAS**, Section 34.3 (b) (1), (2) of the City of Anniston Ordinance No. 11-O-9 declares the following conditions to be a public nuisance: **overgrown lots as defined in Section 34.2 of the Code of Ordinances and trash and debris**; and

**RESOLVED THEREFORE**, that a public nuisance exists at the above said locations within the City of Anniston, said property being more particularly described on **Exhibit "A"** to this resolution; and

**RESOLVED FURTHER**, that the public nuisance must be abated by the City and the cost of abatement charged as a lien against the property if not remedied by the owner(s); and

**RESOLVED FURTHER**, that a hearing be set before the City Council at its next regular scheduled meeting to hear objections to the City's actions; and

**RESOLVED FURTHER**, that at least two NOTICES TO REMOVE PUBLIC NUISANCE be promptly posted by the Appropriate City Official in front of the said property at not more than 100 feet in distance apart as specified in Section 34.16 of the Code of Ordinances; and

**RESOLVED FURTHER**, that the Appropriate City Official shall post said NOTICE TO REMOVE PUBLIC NUISANCE, as aforesaid, at least 5 days prior to the time for hearing objections by the City Council; and

**RESOLVED FURTHER**, that the Appropriate City Official shall determine the name and address of the person or entity last assessing said property for tax purposes, and shall further cause a search to be made of the public records, and shall further make a diligent investigation to discover the name(s) and contact information of the owners of every beneficial interest in the said property; and

**RESOLVED FURTHER**, that the Appropriate City Official shall, at least 5 days prior to the time for a hearing of objections by the City Council, mail a copy of said Notice by certified or registered mail, with postage prepaid and return receipt requested, to the last person/entity assessing the property for taxes and to each owner of a beneficial interest in said property including, without limitation, mortgagees of record.

**PASSED AND ADOPTED** this the \_\_\_\_ day of \_\_\_\_\_, 2015.

**CITY COUNCIL OF THE CITY OF  
ANNISTON, ALABAMA**

BY: \_\_\_\_\_  
Vaughn M. Stewart II, Mayor

BY: \_\_\_\_\_  
Jay W. Jenkins, Council Member

BY: \_\_\_\_\_  
David E. Reddick, Council Member

BY: \_\_\_\_\_  
Seyram Selase, Council Member

BY: \_\_\_\_\_  
Millie Harris, Council Member

ATTEST:

\_\_\_\_\_  
Alan B. Atkinson, City Clerk

EXHIBIT "A"

Group 2015 - 03 Debris and Grass

2205 McCoy Avenue	PPIN# 25315
2105 Moore Avenue	PPIN# 2577
3035 Moore Avenue	PPIN# 26020
16 East 23 <sup>rd</sup> Street	PPIN# 61689
16 East 23 <sup>rd</sup> Street	PPIN# 61690
1310 Dale Hollow Road	PPIN# 64690
1320 East 10 <sup>th</sup> Street	PPIN# 18262

**RESOLUTION NUMBER 15-R-\_\_**

**A RESOLUTION DECLARING A REPORTED CONDITION TO BE A PUBLIC NUISANCE**

**WHEREAS**, Tana Bryant, an Appropriate City Official, pursuant to Section 34.7 of said Ordinance, has reported to the City Council that conditions exist at **see attached (Group 2015-03 Vehicles)** in Anniston, Alabama that are believed to be a public nuisance; and

**WHEREAS**, the said City official submitted proof of said condition that was deemed by the City Council to be satisfactory to show that a public nuisance exist at the place specified; and

**WHEREAS**, Section 34.3 (b) (4) of the City of Anniston Ordinance No. 11-0-9 declares the following conditions to be a public nuisance: **Maintenance or Storage of motor vehicles that are not in usable condition as defined in Section 34.2 of the Code of Ordinances**; and

**RESOLVED THEREFORE**, that a public nuisance exist at the above said locations within the City of Anniston, said property being more particularly described on **Exhibit "A"** to this resolution; and

**RESOLVED FURTHER**, that the public nuisance must be abated by the City and the cost of abatement charged as a lien against the property if not remedied by the owner(s); and

**RESOLVED FURTHER**, that a hearing be set before the City Council at its next regular scheduled meeting to hear objections to the City's actions; and

**RESOLVED FURTHER**, that at least two NOTICES TO REMOVE PUBLIC NUISANCE be promptly posted by the Appropriate City Official in front of the said property at not more than 100 feet in distance apart as specified in Section 34.16 of the Code of Ordinances; and

**RESOLVED FURTHER**, that the Appropriate City Official shall post said NOTICE TO REMOVE PUBLIC NUISANCE, as aforesaid, at least 5 days prior to the time for hearing objections by the City Council; and

**RESOLVED FURTHER**, that the Appropriate City Official shall determine the name and address of the person or entity last assessing said property for tax purposes, and shall further cause a search to be made of the public records, and shall further make a diligent investigation to discover the name(s) and contact information of the owners of every beneficial interest in the said property; and

**RESOLVED FURTHER**, that the Appropriate City Official shall, at least 5 days prior to the time for a hearing of objections by the City Council, mail a copy of said Notice by certified or registered mail, with postage prepaid and return receipt requested, to the last person/entity assessing the property for taxes and to each owner of a beneficial interest in said property including, without limitation, mortgagees of record.

**PASSED AND ADOPTED** this the \_\_\_\_ day of \_\_\_\_\_, 2015.

**CITY COUNCIL OF THE CITY OF  
ANNISTON, ALABAMA**

BY: \_\_\_\_\_  
Vaughn M. Stewart II, Mayor

BY: \_\_\_\_\_  
Jay W. Jenkins, Council Member

BY: \_\_\_\_\_  
David E. Reddick, Council Member

BY: \_\_\_\_\_  
Seyram Selase, Council Member

BY: \_\_\_\_\_  
Millie Harris, Council Member

ATTESTREET:

\_\_\_\_\_  
Alan B. Atkinson, City Clerk

**EXHIBIT "A"****Group 2015-03 Vehicles**

15 S. Allen Avenue	Black Olds Cutlass Tag #61A91D7
27 S. Christine Avenue	Buick Regal, tag unknown
33 Grant Avenue	White Dodge Stratus tag# S1STREETR2 and Blue/Green Toyota Camry, unknown tag
225 S. Christine Avenue	White Chevy Caprice tag #11F513J, Beige Cadillac El Dorado tag #APG675
230 Rockwood Dr	Silver Mitsubishi Eclipse, tag# 7286AK2
430 D Street	Black Nissan Maxima, tag unknown
506 Hillyer High Rd	Black/White GMC Sierra, no tag
525 East 19 <sup>th</sup> Street	Brown Mercury Grand Marquis, no tag
1208 Kilby Terrace	White Mazda Pick-Up, tag unknown
1306 Christine Avenue	Yellow Chevy Cavalier, no tag
1404 Kilby Terrace	White Dodge Avenger tag #AW94068, Blue Chevrolet Suburban tag #BNBEV
1430 Johnston Dr	Ford Ranger Pick-Up, tag# 11C85D6
1601 Marguerite Avenue	Green Saturn, tag #11C23S3
1625 Marguerite Avenue	White Chevy Caprice, tag #11D975A
1823 Davis Avenue	Blue Plymouth Voyager, partial tag#1D28N3, White Nissan Sentra, tag unknown, Brown Datsun B210, tag unknown
1825 Davis Avenue	Black Chevy S-10 Pick-Up, tag unknown, Red Chevy Pick-Up tag unknown, White Ford F150, tag unknown, Blue Vintage Pick-up, tag unknown
1931 Davis Avenue	Yellow Pontiac Bonneville, tag # VCVW 735
2116 Christine Avenue	Grey Chevy Impala, tag unknown
4108 Greenbrier Dear Rd	Blue Chevy 4-Door, tag unknown
117 Drennan Dr	Silver Buick Park Avenue Tag # 11D12W4
1709 Bancroft Avenue	White Dodge Durango, tag unknown
1805 Bancroft Avenue	Grey Buick 4-DR tag unknown
1716 Duncan Avenue	Black 4-DR Infinity Q45, Tan Ford Ranger, tag unknown
1922 Duncan Avenue	White Nissan Maxima, tag unknown
2300 Simpson Street	Blue 4-DR Honda Accord, tag unknown
2320 Simpson Street	Brown Chevy Monte Carlo, Black Buick Regal, tag unknown
0 Constantine Avenue	(PPIN# 66945) Brown 4-DR Cadillac tag # 11CL675
308 E. 30th Street	Black/Beige Olds Cutlass Supreme, tag unknown. Silver Chevy Prizm tag unknown
304 E. 30th Street	White Ford Van, tag unknown
2200 Ferron Avenue	Maroon 4-DR Toyota Camry, tag # 11A752T
3100 Walnut Avenue	Tan Ford Taurus 4-DR Black Dodge Avenger, Green Nissan truck, tags unknown.
3026 Walnut Avenue	Green 4-DR Nissan Sentra, tag unknown
2832 Walnut Avenue	Brown Chevy Silverado Pick-Up, Red Ford Explorer, tags unknown
2808 Norwood Avenue	White 4-DR Buick Sedan, Blue 2-DR Chevy Nova, tags unknown
828 Hunter Place	Chrysler 300M tag # 31B06L0, Green Chevy Camaro, tag # 11J427T

1716 Patch Place	Green 2-DR Pontiac, tag unknown
1712 Patch Place	Burgandy Nissan Maxima, tag unknown. Blue Buick LeSabre tag #6HN08-handicap
2105 Moore Avenue	Red 4-DR Kia Spectra, tag# 59A90Y0, Red Pontiac Grand Am, tag unknown
429 Palmetto Avenue	4 DR Green Vintage vehicle, no tag. Red Chevy Monte Carlo, tag# 11AG248, Blue Ford Pick-Up, unknown tag. Tan Jeep Grand Cherokee, Blue Chevy Malibu, tag unknown. Red Chevy Camaro, tag unknown. Brown 4-DR Buick, tag unknown
715 West 3 <sup>rd</sup> Street	2 DR Green Pontiac, no tag. 4-DR Blue Buick Park Avenue, tag# 11D03N8.

**RESOLUTION NUMBER 15-R-**

**A RESOLUTION ACCEPTING THE RESIGNATION OF A MEMBER OF THE  
COMMERCIAL DEVELOPMENT AUTHORITY**

**BE IT RESOLVED** by the City Council of the City of Anniston, Alabama, as follow:

- Section 1. That the resignation of Dawn Wilczek as a member of the Commercial Development authority is hereby accepted.
- Section 2. That a new member shall be appointed to the Commercial Development Authority to fill the unexpired term in not less than 30 days from the passage and adoption of this resolution.
- Section 3. That the City Clerk cause a copy of this resolution to be mailed to the above named board.

**PASSED AND ADOPTED** this the \_\_\_\_\_ day of \_\_\_\_\_, 2015.

CITY COUNCIL OF THE CITY OF  
ANNISTON, ALABAMA

BY: \_\_\_\_\_  
Vaughn M. Stewart, II, Mayor

BY: \_\_\_\_\_  
Jay Jenkins, Council Member

BY: \_\_\_\_\_  
David E. Reddick, Council Member

BY: \_\_\_\_\_  
Seyram Selase, Council Member

BY: \_\_\_\_\_  
Millie Harris, Council Member

ATTEST:

\_\_\_\_\_  
Alan B. Atkinson, City Clerk

**RESOLUTION NUMBER 15-R-\_\_\_**

**DECLARING CERTAIN PERSONAL PROPERTY SURPLUS AND AUTHORIZING THE DONATION OF SAID PROPERTY**

**WHEREAS**, the City Council of the City of Anniston, Alabama, hereby finds that the personal property more particularly described on Exhibit "A" attached hereto and incorporated herein are not now presently being used for municipal purposes, nor are they needed for use by the City of Anniston in the future, and

**WHEREAS**, the City Council desires to donate said personal property more particularly described on Exhibit "A" to the Boys and Girls Club of Calhoun County.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Anniston, Alabama as follows:

- Section 1. That the personal property more particularly described in Exhibit "A" attached hereto and incorporated herein for all purposes, be and the same are hereby declared surplus to the needs of the City of Anniston.
  
- Section 2. That the personal property more particularly described in Exhibit "A" attached hereto and incorporated herein for all purposes, be and the same are hereby donated to the Boys and Girls Club of Calhoun County.

**PASSED AND ADOPTED** this the \_\_\_\_\_ day of \_\_\_\_\_, 2015.

CITY COUNCIL OF THE CITY OF  
ANNISTON, ALABAMA

BY: \_\_\_\_\_  
Vaughn M. Stewart, II, Mayor

BY: \_\_\_\_\_  
Jay Jenkins, Council Member

BY: \_\_\_\_\_  
David E. Reddick, Council Member

BY: \_\_\_\_\_  
Seyram Selase, Council Member

BY: \_\_\_\_\_  
Millie Harris, Council Member

ATTEST:

\_\_\_\_\_  
Alan B. Atkinson, City Clerk

## EXHIBIT A

### Bicycle Surplus List

Associated case number	Make/Model	Serial number
100908053	Roadmaster	unknown
91213024	Unknown	unknown
120428013	Schwin	CD110429
130531004	Dynacraft	DJEA093856
140805042	Hot Wheels	unknown
80205041	Murray	unknown
130315045	Redwing	unknown
140627025	Mongoose	FSD0915AC
140807029	Dynacraft	DJFB083677
140807029	Dynacraft	DJEG025544
140921014	Raleigh	RCK11121861
140811048	Huffy	unknown
140730052	Shimano	unknown
140730052	Haro	unknown
140730013	Unknown	GS92010
140730013	Next	8595-59E
130805002	Stingray	unknown
130805002	Kent	G1210001634
120121026	Next	unknown
100423019	Unknown	unknown
100927010	Romy	HL0535726
101214012	Murray	D2441893
no case# associated	Shimano Ironman	unknown
140419030	Roadmaster	unknown

Anniston Police Department  
Administrative Division

To: Chief Denham  
From: Sergeant B. Lloyd  
Date: 03-30-2015  
Re: Surplus Property Items

---

Through an audit of certain items in our Property/Evidence Room, I have found several bicycles that are no longer needed for evidentiary purposes. These items tend to be bulky and take up space that is needed for new items that are turned in on a daily basis. Most of the bicycles were turned in to us as found property and never claimed by anyone. The rest were either involved somehow in a case or owned by an arrestee that never took possession of them after bonding out of jail. I have attempted to contact known owners if we have their information, but no owners have come to claim their property as of the writing of this document. I also sent out case dispositions for the bicycles that were taken as evidence in criminal cases to ensure that the cases were finished and the property was no longer needed. I have attached a list of the bicycles that are ready for removal from our Property/Evidence Room. I am requesting that we present this list to the City Council to be declared surplus. If approved, I plan to donate the usable bicycles to our local Boys and Girls Club and dispose of the bicycles that are broken and unusable. I spoke with Laurie Sistrunk at the Boys and Girls Club, and she seemed very excited about the possibility of providing bicycles for some of our area children.

**RESOLUTION NO. 15-R-\_\_**

**A RESOLUTION EXPRESSING STRONG OPPOSITION TO HB185 OR ANY SIMILAR LEGISLATION**

**WHEREAS**, HB185 restricts municipal authority to license home health businesses to those with a headquarters or branch office physically located within the City of Anniston; and

**WHEREAS**, businesses that provide goods or services within the municipal corporate limits, whether or not they have a physical location within the corporate limits, take advantage of the financial and other benefits they receive from the municipality including, but not limited to, the use of city streets and roads, the potential use of police and fire protection, and the potential use of city ambulances or rescue services; and

**WHEREAS**, revenue collected from business licensing provides a financial means for defraying the costs of providing essential services by licensing businesses in appropriate circumstances; and

**WHEREAS**, businesses with physical locations outside the municipal corporate limits will use municipal services to benefit their business when inside the municipal corporate limits; and

**WHEREAS**, monies collected from business licensing are used not just for revenue purposes, but to protect citizens by allowing municipalities to verify that home health companies providing services inside the municipal corporate limits are in compliance with necessary laws and regulations; and

**WHEREAS**, loss of revenue from home health licenses would cost the City of Anniston \$\_\_\_\_\_ in general fund revenue; and

**WHEREAS**, legislatively carving out this type of business from the coverage of municipal business licensing creates fundamental unfairness to other businesses and is a slippery slope as other businesses and industries start to request similar legislative limitations on municipal license authority which could potentially cost the municipality a significant loss in revenue thereby resulting in a potential for devastating effects on the quality of life of our citizens.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Anniston, Alabama as follows:

Section 1. The City Council expresses its strong opposition to HB185 or any similar legislation that would further restrict the municipality's authority to properly license business that is transacted within the municipality.

Section 2. The City Council strongly encourages the Calhoun County Legislative Delegation to oppose the passage of HB185.

**PASSED, ADOPTED and APPROVED** this \_\_\_ day of \_\_\_\_\_, 2015.

CITY COUNCIL OF THE CITY OF  
ANNISTON, ALABAMA

By: \_\_\_\_\_  
Vaughn M. Stewart II, Mayor

By: \_\_\_\_\_  
Jay W. Jenkins, Council Member

By: \_\_\_\_\_  
David E. Reddick, Council Member

By: \_\_\_\_\_  
Seyram Selase, Council Member

By: \_\_\_\_\_  
Millie Harris, Council Member

ATTEST:

\_\_\_\_\_  
Alan B. Atkinson, City Clerk

**RESOLUTION NUMBER 14-R-\_\_\_**

**A RESOLUTION AMENDING THE SCHEDULE OF NOMINATIONS  
ASSIGNING AND DESIGNATING THE POSITIONS ON EACH MUNICIPAL  
BOARD, COMMISSION AND AUTHORITY TO SPECIFIC WARD  
COUNCILMEMBERS AND TO THE OFFICE OF THE MAYOR AND  
APPOINTING MEMBERS TO THE ANNISTON DOWNTOWN  
DEVELOPMENT AUTHORITY**

**WHEREAS**, the Council has adopted Ordinance No. 14-0-13, an ordinance amending Division 1, Article XI, Chapter 2 of the Code of Ordinances for the City of Anniston, Alabama Regulating Boards, Commissions and Authorities, in order to, among other things, assign the positions on the City's boards, commissions and authorities to nominations by specific Council Ward Representatives or to the Office of the Mayor so that those who are appointed to serve more fairly and equitably represent the citizenry of the City and to simplify and clarify to Council's nomination and appointment process;

**WHEREAS**, the Council has adopted Resolution No. 15-R-18 authorizing the incorporation of the Anniston Downtown Development Authority and the positions on said board are due to be assigned among and designated to specific Council Ward Representatives and the Office of the Mayor, as agreed upon and memorialized in the Schedule of Nominations adopted by a Resolution of the Council;

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Anniston, Alabama as follows:

Section 1. The City Council of the City of Anniston finds that circumstances warrant the waiver of the requirement set by ordinance that notice of any vacancies or scheduled appointments shall be provided to the public during an open meeting no less than one month prior to the date when any nominations can be made, including, but not limited to, the recent incorporation of the Anniston Downtown Development Authority, the pressing need to populate said board. The Council does hereby exercise its discretion to waive this requirement with regard to the appointments to the said board, as set forth in this resolution.

Section 2. The City Council of the City of Anniston hereby adopts the Schedule of Nominations for the Anniston Downtown Development Authority attached hereto as Exhibit A so as to assign the positions on said board to the City's Council Ward Representatives and the Office of the Mayor and to designate any future nominations to those assigned positions to the respective office holders.

Section 3. The City Council of the City of Anniston does hereby appoint those persons identified in the Schedule of Nominations for the Anniston Downtown Development Authority attached hereto as Exhibit A to the board and for the terms set forth therein.

Section 4. That the City Clerk shall cause a copy of this Resolution to be mailed to the above named appointees and to said board.

**PASSED** and **ADOPTED** this \_\_\_\_ day of \_\_\_\_\_, 2014.

CITY COUNCIL OF THE CITY OF  
ANNISTON, ALABAMA

\_\_\_\_\_  
Vaughn M. Stewart II, Mayor

\_\_\_\_\_  
Jay W. Jenkins, Council Member

\_\_\_\_\_  
David E. Reddick, Council Member

\_\_\_\_\_  
Seyram Selase, Council Member

\_\_\_\_\_  
Millie Harris, Council Member

ATTEST:

\_\_\_\_\_  
Alan B. Atkinson, City Clerk

**EXHIBIT "A"**

**ANNISTON DOWNTOWN DEVELOPMENT AUTHORITY**

<b>Board Positions</b>	<b>Nominations</b>	<b>Board Member Name</b>	<b>Expiration Date</b>
1	Ward 1	Rob Davie	03/31/2021
6	Mayor	Katie Newton	03/31/2019



## CITY OF ANNISTON

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### FINANCE DEPARTMENT FACT SHEET

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**TO:** CITY COUNCIL AND CITY MANAGER  
**FROM:** MARY MOTLEY, REVENUE COMPLIANCE SPECIALIST  
**SUBJECT:** DANIEL MOSLEY D/B/A BLUS KARAOKE BAR  
**DATE:** 3/23/2015  
**CC:**

---

- ④ A public hearing is required before formal action is taken on the Lounge Retail Liquor – Class I application for Daniel Mosley d/b/a Blus Karaoke Bar.
- ④ The business is located in the police jurisdiction at 1013 B Highway 431.
- ④ The Police Department reports no local criminal history that would prevent the approval of such license.

**ANNISTON CODE  
CHAPTER THREE  
ALCOHOLIC BEVERAGES  
(Liquor)**

**Sec. 3.5. Factors to be considered in council's decisions.**

(a) In rendering a decision on each application, the city council shall consider, among others, the following factors:

- (1) The wishes and desires of the residents, real property owners, and businesses within five hundred (500) feet of the property for which a license is sought.
  - (2) Character and reputation of the applicant, each partner, member, officer, member of the board of directors, landlord and club manager.
  - (3) The criminal court records or evidence of violation of ABC regulations of the applicant, each partner, member, officer, member of the board of directors, landlord and club manager.
  - (4) Location of premises for which a liquor license is sought and the number of establishments presently holding liquor licenses for lounges, clubs, hotels, restaurants, civic centers, or dinner theaters whose place or places of business are within five hundred (500) feet of the property for which a liquor license is sought.
  - (5) The compliance by applicant, each partner, member, officer, member of the board of directors, landlord, and club manager with the laws of the State of Alabama and ordinances of the city.
  - (6) The proximity of the premises to any churches, schools, day care centers, eleemosynary institutions or places of public gathering.
  - (7) The suitability of the premises to contain noise reasonably anticipated to be generated from the premises.
- (b) The city council shall refuse to approve a liquor license for a club when it appears that the operation would enure to the benefit of individual members, officers, agents, or employees of the club rather than to the benefit of the entire membership of the club.

(Ord. No. 80-O-34, 1; Ord. No. 92-O-2, 2, 2-11-92)



## CITY OF ANNISTON

---

### FINANCE DEPARTMENT FACT SHEET

---

**TO:** CITY COUNCIL AND CITY MANAGER  
**FROM:** MARY MOTLEY, REVENUE COMPLIANCE SPECIALIST  
**SUBJECT:** GRAND CENTRAL CIVIC AND EVENT CENTER LLC D/B/A  
GRAND CENTRAL  
**DATE:** 4/1/2015  
**CC:**

---

- A public hearing is required before formal action is taken on the Lounge Retail Liquor – Class I application for Grand Central Civic and Event Center LLC d/b/a Grand Central.
- The business is located in the city limits at 1031 Noble Street.
- The Police Department reports no local criminal history that would prevent the approval of such license.

**ANNISTON CODE  
CHAPTER THREE  
ALCOHOLIC BEVERAGES  
(Liquor)**

**Sec. 3.5. Factors to be considered in council's decisions.**

(a) In rendering a decision on each application, the city council shall consider, among others, the following factors:

- (1) The wishes and desires of the residents, real property owners, and businesses within five hundred (500) feet of the property for which a license is sought.
  - (2) Character and reputation of the applicant, each partner, member, officer, member of the board of directors, landlord and club manager.
  - (3) The criminal court records or evidence of violation of ABC regulations of the applicant, each partner, member, officer, member of the board of directors, landlord and club manager.
  - (4) Location of premises for which a liquor license is sought and the number of establishments presently holding liquor licenses for lounges, clubs, hotels, restaurants, civic centers, or dinner theaters whose place or places of business are within five hundred (500) feet of the property for which a liquor license is sought.
  - (5) The compliance by applicant, each partner, member, officer, member of the board of directors, landlord, and club manager with the laws of the State of Alabama and ordinances of the city.
  - (6) The proximity of the premises to any churches, schools, day care centers, eleemosynary institutions or places of public gathering.
  - (7) The suitability of the premises to contain noise reasonably anticipated to be generated from the premises.
- (b) The city council shall refuse to approve a liquor license for a club when it appears that the operation would enure to the benefit of individual members, officers, agents, or employees of the club rather than to the benefit of the entire membership of the club.

(Ord. No. 80-O-34, 1; Ord. No. 92-O-2, 2, 2-11-92)

# Facility Design/Installation Manual

## Anniston Area Bicycle/Pedestrian Program



APRIL 2015

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## GLOSSARY OF TERMS

**Bicycle** – A pedal-powered means of transport, including three and four-wheeled human-powered vehicles, but not children’s tricycles. Some States treat bicycles as vehicles subject to motor vehicle laws.

**Bicycle Boulevard** – A street segment or series of connected segments modified to accommodate through bicycle traffic while limiting through motor vehicle traffic.

**Bicycle Facilities** – A general term denoting improvements and provision made by public agencies to accommodate or encourage bicycling, including parking and storage facilities, and shared roadways not specifically designated for bicycle use.

**Bicycle Lane or Bike Lane** – A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.

**Bicycle Level of Service (BLOS)** – A model used to estimate bicyclists average perception of the quality of service of a section of roadway between two intersections.

**Bicycle Locker or Bike Locker** – A secure, lockable container used for individual bicycle storage.

**Bicycle Network** – A system of bikeways designated by the jurisdiction having authority. This system may include bike lanes, bicycle routes, shared use paths, and other identifiable bicycle facilities.

**Bicycle Rack or Bike Rack** – A stationary fixture to which a bicycle can be securely attached.

**Bicycle Route or Bike Route** – A roadway or bikeway designated by the jurisdiction having authority, either with a unique route designation or with Bike route signs along which bicycle guide signs may provide directions and distance information. Signs that provide directions, distance, and destination information for bicyclists do not necessarily establish a bicycle route.

**Bicycle Path or Bike Path** – See Shared Use Path

**Bicycle Route System** – A system of bikeways designated by the jurisdiction having authority with appropriate directional and informational route markers, with or without specific bicycle route numbers. Bike routes should establish a continuous routing, but may be a combination or any and all types of bikeways.

**Bicycle Wheel Channel** – A channel installed along the side of a stairway to facilitate walking a bicycle up or down the stairs.

**Bikeway** – A generic term for any road, street, path or way which in some manner specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

## GLOSSARY OF TERMS (CONTINUED)

**Highway** – A general term denoting a public way for purposes of vehicular travel, including the entire area within the right-of-way.

**Independent Right-of-Way** – A general term denoting right-of-way outside the boundaries of a conventional highway.

**Rail-Trail** – A shared use path, either paved or unpaved, built within the right-of-way of an existing or former railroad.

**Rail with Trail** – A shared use path, either paved or unpaved, built within the right-of-way of an active railroad.

**Right-of-Way** – A general term denoting land, property or interest therein, usually in a strip, acquired for or devoted to transportation purposes.

**Right-of-Way (Assignment)** – The right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian.

**Roadway** – The portion of the highway, including shoulders, intended for vehicular use.

**Recumbent Bicycle** – A bicycle with pedals at roughly the same level as the seat where the operator is seated in a reclined position with their back supported.

**Roundabout** – A type of circular intersection that provides yield control to all entering vehicles and features channelized approaches and geometry to encourage reduced travel speeds through the circular roadway.

**Rumble Strips** – A textured or grooved pavement sometimes used on or along shoulders or highways to alert motorists who stray onto the shoulder. The pavement treatment is designed to create noise and vibration to alert motorists of a need to change their path or speed. Longitudinal rumble strips are sometimes used on or along shoulders or center lines of highways. Transverse rumble strips are placed on the roadway surface in the travel lane, perpendicular to the direction of travel.

**Shared Lane** – A lane of traveled way that is open to both bicycle and motor vehicle travel.

**Shared-Lane Marking** – A pavement marking symbol that indicates an appropriate bicycle positioning in a shared lane.

**Shared Roadway** – A roadway which is open to both bicycle and motor vehicle travel. This may be an existing roadway, street with wide curb lanes, or road with paved shoulders.



## GLOSSARY OF TERMS (CONTINUED)

**Shared Use Path** – A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users. Most shared use paths are designed for two-way travel.

**Shoulder** – The portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use and for lateral support of sub-base, base and surface courses.

**Sidewalk** – The portion of a street or highway right-of-way, beyond the curb edge of roadway pavement, designed for preferential or exclusive use by pedestrians.

**Sidepath** – A shared use path located immediately adjacent and parallel to a roadway.

**Signed Shared Roadway (Signed Bike Route)** – A shared roadway which has been designated by signing as a preferred route for bicycle use.

**Traveled Way** – The portion of the roadway intended for the movement of vehicles, exclusive of shoulders and any bike lane, immediately inside the shoulder.

**Unpaved Path** – Paths not surfaced with a hard, durable surface such as asphalt or Portland cement concrete.

## LIST OF ACRONYMS

AASHTO – American Association of State Highway and Transportation Officials

ACTS – Areawide Community Transportation System

ALDOT – Alabama Department of Transportation

FHWA – Federal Highway Administration

MPO – Metropolitan Planning Organization

MUTCD – Manual on Uniform Traffic Control Devices

NACTO – National Association of City Transportation Officials

ROW – Right-of-way

USDOT – United States Department of Transportation



## 1. INTRODUCTION

The purpose of this manual is to provide engineering guidance to the City of Anniston, Alabama as it proceeds to develop the bicycle facilities contained in its adopted *Bicycle and Pedestrian Program*. The design criteria presented here will apply to the physical infrastructure components over which bicyclists and other users will operate (two-way paths, bike lanes, paved shoulders, shared use roadways). The criteria incorporate and are consistent with the most current guidance and recommendations presented in recognized professional standards manuals in use for the development of plans for bicycle facilities:

- The American Association of State Highway and Transportation Officials (AASHTO) *Guide for the development of Bicycle Facilities, 2012, Fourth Edition*
- The National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide, 2011*
- The Federal Highway Administration (FHWA) *Manual on Uniform Traffic Control Devices (MUTCD), 2009 Edition*

This manual has been tailored to address local needs for improvements that are most applicable to Anniston based on input from local officials and the following plans and/or initiatives:

- Anniston Area Bicycle/Pedestrian Program Integration Implementation Plan (2013)
- Calhoun Area MPO 2012 Bicycle and Pedestrian Plan
- Downtown Anniston revitalization efforts
- Coldwater Mountain Bike Complex development
- Providing connections to the Areawide Community Transportation System (ACTS) fixed-route transit system

Construction standards for implementing bicycle facilities will follow applicable construction specifications of the State of Alabama and the City of Anniston.

This document has been formatted, printed and bound to serve as a flexible reference that can be amended based on practical considerations observed during the implementation of projects, as well as revisions or additions to the overall MPO work program.

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## 2. BICYCLIST OPERATING SPACE

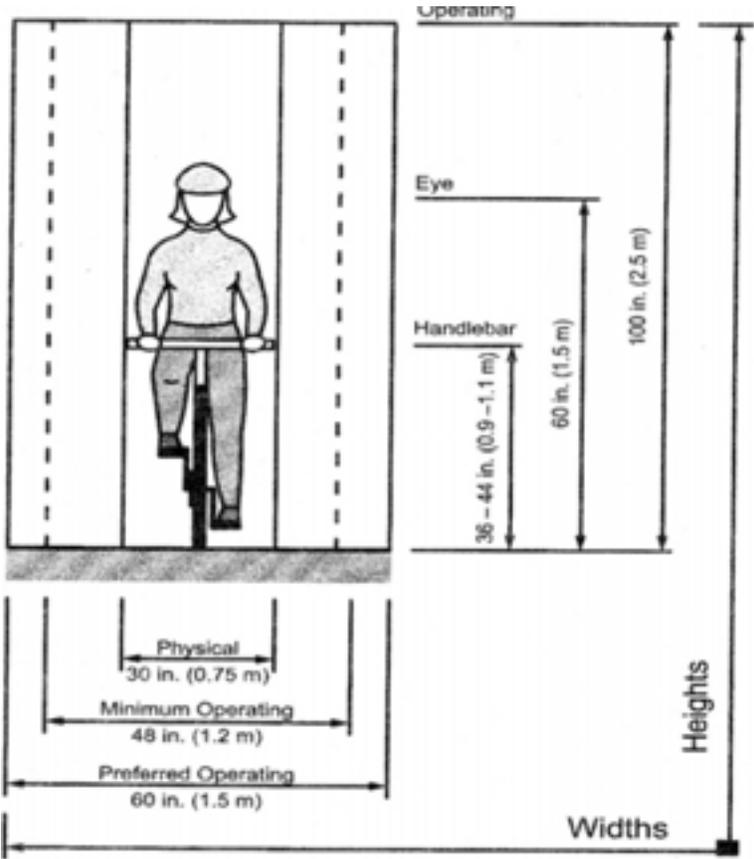
Bicycles come in a variety of sizes and shapes, from children’s bikes having physical lengths of 45 inches or less, to adult tandem bikes and bikes with trailers of 96 inches or more. For purposes of this design manual, the key bike dimensions are those contained in Table 2-1, which are taken from the AASHTO guide. The minimum and preferred bicyclist operating space is presented in Figure 2-1.

**Table 2-1: Key Bicycle Dimensions**

<b><u>Bicycle Type</u></b>	<b><u>Feature</u></b>	<b><u>Dimension</u></b>
Adult Upright	Physical width (95 <sup>th</sup> percentile)	30 inches
	Physical length	70 inches
	Physical height of handlebars	44 inches
	Eye height	60 inches
	Center of gravity (approximate)	33-44 inches
	Operating width (minimum)	48 inches
	Operating width (preferred)	60 inches
	Operating height (minimum)	100 inches
	Operating height (preferred)	120 inches
Recumbent Bicycle	Physical length	82 inches
	Eye height	46 inches
Tandem Bicycle	Physical length	96 inches
Bike with Child Trailer	Physical length	117 inches
	Physical width	30 inches
Hand Bicycle	Eye height	34 inches
Inline Skater	Sweep width	60 inches

*Source: AASHTO, Guide for the Development of Bicycle Facilities, 2012*

Figure 2-1: Bicyclist Operating Space



Source: AASHTO, Guide for the Development of Bicycle Facilities, 2012



### 3. BICYCLE FACILITIES: RECOMMENDED DESIGN STANDARDS

#### 3.1. BIKE LANES

##### 3.1.1 Conventional Bike Lanes

###### DESCRIPTION

Conventional bike lanes define an exclusive road space for bicyclists by use of special pavement markings and signage (Figure 3-1). Located adjacent to the motor vehicle travel lane, bike lanes are designed to create a separation between the bicyclist and the automobile, and to provide for flow in the same direction as motor vehicle travel. Bike lanes are normally placed on the right side of the street, between adjacent travel lanes and curbs, road edges, or parking lanes.

**Figure 3-1: Example Conventional Bike Lane**



*Source: NACTO, Urban Bikeway Design Guide, 2013*

###### DESIGN ELEMENTS

##### 1. **Bike Lane Width—No Parking**

- a. Adjacent to curb face—5 to 7 feet
- b. Adjacent to street edge or longitudinal joint—4 feet minimum
- c. Areas with illegal parking concerns—5 to 7 feet
- d. Adjacent to guardrail or other physical barrier—8 feet desirable, 6 feet minimum

##### 2. **Bike Lane Width—Adjacent to Parking Lane**

- a. Distance from curb face to outer edge of bike lane (includes 7-foot parking lane, 2.5-foot door buffer and 5-foot bike lane)—14.5 feet preferred, 12 feet minimum (if door zone buffer not included)



**Figure 3-3: Example Conventional Bike Lane Markings**

Source: NACTO, *Urban Bikeway Design Guide*, 2013

#### SIGNING

Regulatory, warning and guide signs and plaques for conventional bike lanes, as well as their proper placement, follow the standards contained in the *Manual on Uniform Traffic Control Devices* (MUTCD). Figure 3-4 shows typical bike lane signage marking a route with a designated bike lane. Special attention should be given to signage in high activity areas with on-street parking and/or deliveries.

**Figure 3-4: Bike Lane Signs**

Source: Google Images

### 3.1.2 Buffered Bike Lanes

#### DESCRIPTION

Buffered bike lanes, by comparison, are conventional bike lanes with added buffer zones separating the bicycle lanes from the adjacent motor vehicle travel lanes and any parking lanes, as shown in Figure 3-5. They are applicable in any place where standard bike lanes are being considered and where extra lanes or extra lane widths are available.

**Figure 3-5: Example Buffered Bike Lanes**



Source: NACTO, *Urban Bikeway Design Guide*, 2013

#### DESIGN ELEMENTS

Buffered bike lanes follow the same basic standards as conventional lanes in regards to placement, minimum widths and signing and marking. The main difference is the added buffer space between the bike lane and the adjacent travel lane.

#### **1. Bike Lane Width—No Parking**

- a. Adjacent to curb face—5 to 7 feet
- b. Adjacent to street edge or longitudinal joint—4 feet minimum
- c. Areas with illegal parking concerns—5 to 7 feet
- d. Adjacent to guardrail or other physical barrier—8 feet desirable, 6 feet minimum

#### **2. Bike Lane Width—Adjacent to Parking Lane**

- a. Distance from curb face to outer edge of bike lane (includes 7-foot parking lane, 2.5-foot door buffer and 5-foot bike lane)—14.5 feet preferred, 12 feet minimum (if door zone buffer not included)

**MARKINGS**

Buffered bike lane markings include the word “BIKE LANE” and/or bicycle symbol and arrow just as conventional lanes do. The buffer space is marked with solid white lines along both edges, as shown in Figure 3-6. Dashing the buffer boundary lines may be done at points where cars are expected to be crossing (e.g., driveways and intersections).

**Figure 3-6: Example Buffered Bike Lane Markings**



Source: NACTO, *Urban Bikeway Design Guide*, 2013

For buffer areas of 3 feet or greater, install diagonal cross hatching or chevron markings within the buffer area. Markings are to be white, shaped as chevron markings, and with points facing towards approaching traffic, as illustrated in Figure 3-7.

**Figure 3-7: Buffered Bike Lane Chevron Marking**



Source: Google Images

### SIGNING

Regulatory, warning and guide signs and plaques for buffered bike lanes, as well as their proper placement, follow the standards contained in the MUTCD. Figure 3-4, shown previously, is indicative of typical signing for a designated bike lane.

### **3.1.3 Paved Shoulders**

#### DESCRIPTION

Paved shoulders most often are placed on rural roadways that connect town centers or other major destinations (see Figure 3-8). Posted speeds along such highways are typically in the 40-55 mph range, and shoulder widths may vary depending on speeds and traffic volumes along the road. To accommodate bicycle travel, the paved shoulder should meet the minimum standards required of any designated bike lane.

**Figure 3-8: Example Paved Shoulder**



*Source: Google Images*

#### DESIGN ELEMENTS

##### **1. Minimum Clear Shoulder Width—No Rumble Strips**

- a. Uncurbed sections with no vertical obstructions adjacent to roadway—4 feet minimum
- b. Sections with curb, guardrail, or other barrier—5 feet minimum

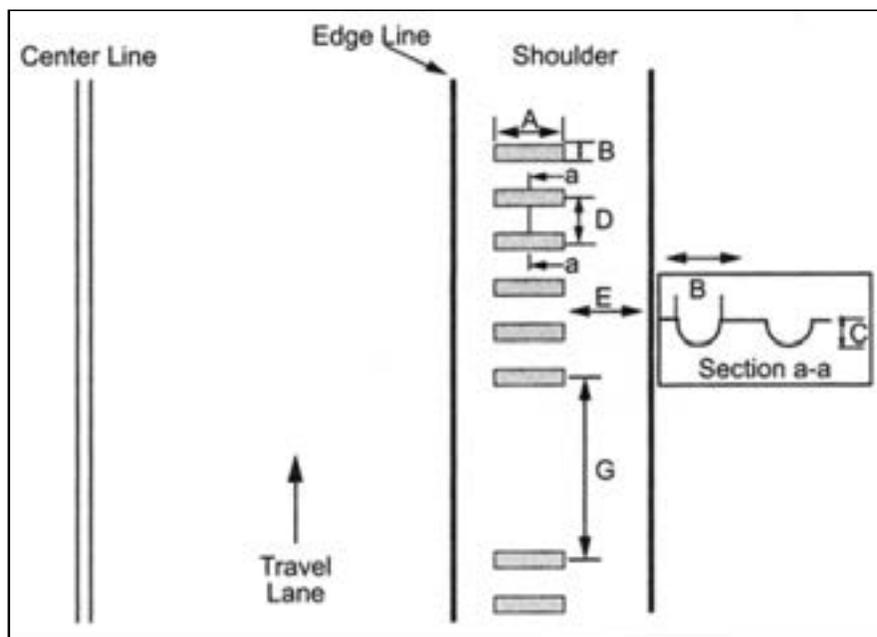
##### **2. Minimum Clear Path—If Rumble Strips Present**

- a. From rumble strip to outside edge of shoulder—4 feet minimum
- b. If curb, guardrail, or other obstacle present—5 feet minimum



- 3. Desirable Design Standards for Rumble Strips on Bike Shoulders** (see Figure 3-9)
- Length (A)—Minimum 6 inches
  - Width (B)—5 inches parallel to the traveled way
  - Depth (C)—0.375 inches
  - Spacing (D)—11 to 12 inches
  - Clear Path (E)—Minimum 4 feet to edge of pavement; 5 feet if curb, guardrail or other obstruction present
  - Gap (G)—Minimum 12 feet

**Figure 3-9: Rumble Strip Design Parameters**



Source: AASHTO, *Guide for the Development of Bicycle Facilities*, 2012

#### MARKINGS

Shoulders designated as bike lanes follow the minimum pavement marking standards for conventional and buffered bike lanes (refer to Figure 3-2, shown previously).

#### SIGNING

Regulatory, warning and guide signs and plaques for paved shoulder bicycle facilities, as well as their proper placement, follow the standards contained in the MUTCD. Figure 3-4, shown previously, presents an example of typical bike lane signing along a designated bike lane.

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### 3.2. SHARED LANES

#### MARKINGS

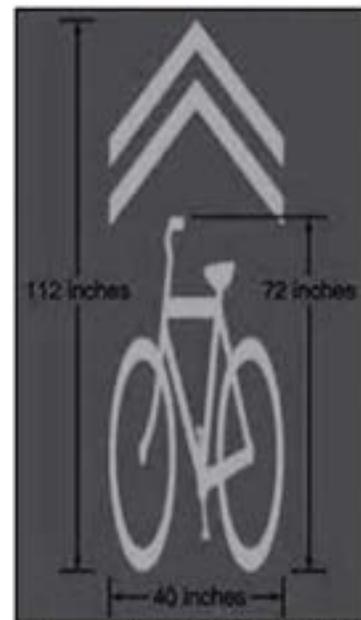
Shared lane markings (“sharrows”) are pavement marking symbols placed along streets that are part of a bicycle network, as shown in Figure 3-10. They are typically used where lanes are too narrow to accommodate bicyclists and motorists traveling side-by-side on a bicycle route. The markings (Figure 3-11) are placed on an alignment designating a practical path for bicycle travel, and are intended to help bicyclists position themselves safely in traffic lanes while alerting motorists to the presence and lateral position of bicyclists. The aim is to create a safe operating environment for both motorists and bicyclists.

**Figure 3-10: Sharrow Symbol**



Source: NACTO, *Urban Bikeway Design Guide*, 2013

**Figure 3-11: Pavement Markings**



Source: FHWA, *MUTCD*, 2009

#### ANNISTON SHARED LANE NETWORK

Anniston’s shared lane network encompasses 13.67 miles along the following routes:

- Noble Street, from AL 202 to 18th Street (section under development)
- 12<sup>th</sup> Street, from Noble Street to Chief Ladiga Trail
- 14<sup>th</sup> Street, from Noble Street to Chief Ladiga Trail
- 11<sup>th</sup> Street, from Cobb Avenue to Fairmont Avenue (Figure 3-12)
- 18<sup>th</sup> Street, from Christine Street to Cobb Avenue
- Christine Street, from 11<sup>th</sup> Street to 18<sup>th</sup> Street
- Cobb Avenue, from 11<sup>th</sup> Street to 18<sup>th</sup> Street
- Baltzell Gate Road, Summerall Gate Road, and Coxwell Road
- LaGarde Park interior roads
- 10<sup>th</sup> Street, Clydesdale Avenue and 11<sup>th</sup> Street to Cobb Avenue

**Figure 3-12: 11<sup>th</sup> Street in Downtown Anniston**

Source: J.R. Wilburn and Associates

#### SHARED LANE MARKING DESIGN STANDARDS

##### **1. Roadway Speed**

- a. Less than 25 mph

##### **2. Symbol Spacing**

- a. Along busier streets (e.g., downtown)—50 to 100 feet
- b. Along low volume routes (e.g., fringe and residential)—Up to 250 feet
- c. Always place after intersections

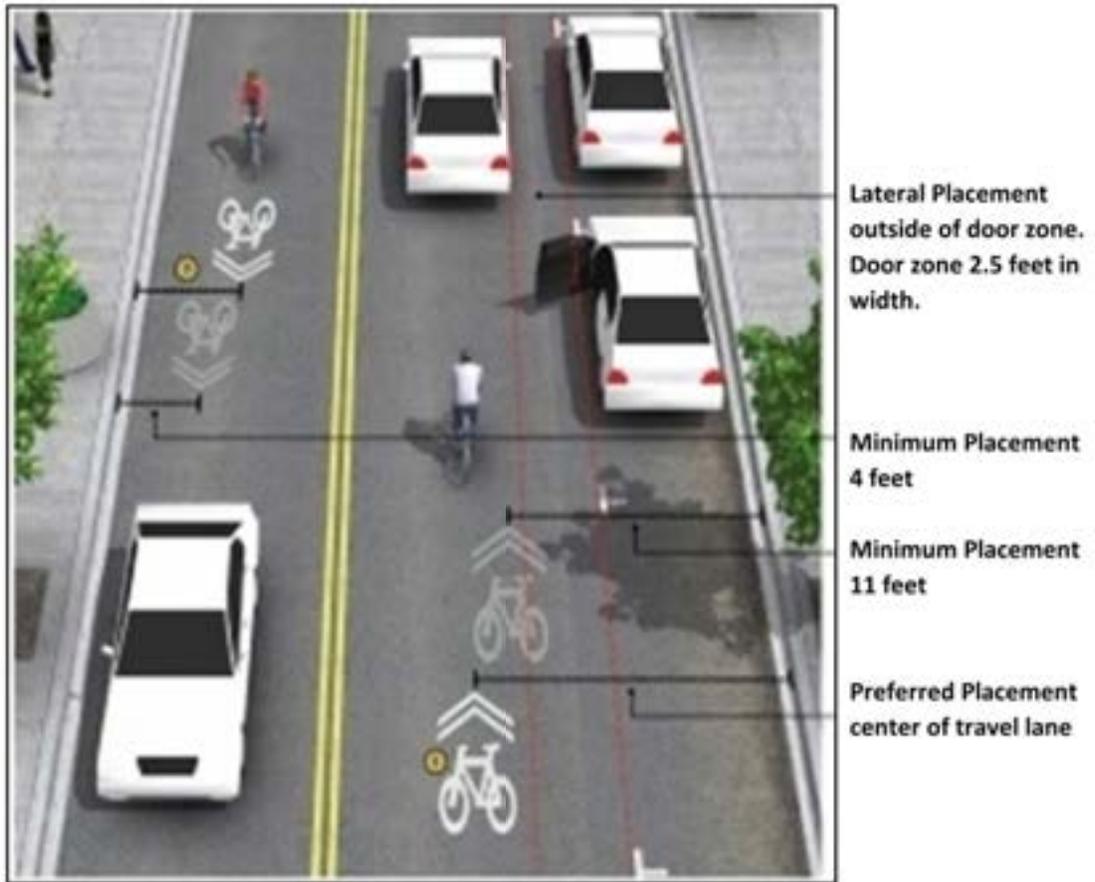
##### **3. Lateral Placement of Symbols** (refer to Figure 3-13)

- a. Streets with on-street parallel parking—Minimum 11 feet from face of curb or edge of travelway if no curb; allow 2.5 feet for door zone
- b. Streets without on-street parallel parking—Minimum of 4 feet from curb face or edge of travelway if no curb
- c. Preferred Placement—Center of travel lane

An example intersection crossing treatment for shared lanes is shown in Figure 3-14.



**Figure 3-13: Shared Lane Symbol Placement**



Source: NACTO, *Urban Bikeway Design Guide*, 2013

**Figure 3-14: Example Intersection Crossing Treatment**



Source: NACTO, *Urban Bikeway Design Guide*, 2013

#### OTHER IMPROVEMENTS THAT MAY BE NEEDED

1. Clearly identify travel lanes through striping edges of pavement and gutter troughs.
2. Replace drainage grates as needed with bicycle-use compatible grates.
3. Make drainage grates and manhole or utility covers flush with the pavement.

#### SHARE-THE-ROAD SIGNING

Regulatory, warning and guide signs and plaques for share-the-road bike routes will follow the standards contained in the MUTCD. Figure 3-15 shows examples of share-the-road signage.

**Figure 3-15: Example Share-the-Road Signage**



Sources: Google Images

### 3.3. TWO-WAY SHARED USE PATHS

#### CHIEF LADIGA TRAIL EXTENSION

The Chief Ladiga Trail is a multi-use, asphalt surface path currently extending over a distance of 32.5 miles from the Alabama-Georgia State Line to Michael Tucker Park in the City of Anniston. Connecting with Georgia's Silver Comet Trail at the state line, the two trails combine to form the second longest paved trail in the United States. Constructed over a decade beginning in 1993, the Chief Ladiga Trail follows the former Seaboard and Southern rail line from Georgia to Jacksonville, and the former Norfolk Southern rail line from Jacksonville to Anniston. The corridor is noted for the scenic views, small towns and historic sites situated along its path. Figure 3-16 shows an example two-way shared path.

**Figure 3-16: Example Two-Way Shared Path**



Source: PATH Foundation

#### DESIGN SUMMARY

The Chief Ladiga Trail currently terminates approximately 6 miles north of the Anniston Multi-Modal Transportation Center. Completion of the remaining trail section, to the Multi-Modal Transportation Center at 4<sup>th</sup> Street, is a major element of the City's *Bicycle and Pedestrian Program* approved in 2013 and the subject of the design criteria presented below. These criteria apply only to the physical facilities over which bicyclists and other users will operate. Additional elements that may be considered in completing this section, such as trailheads, rest areas, parking lots, mileposts and logo signing, are outside the scope of these design criteria.

### 1. Location

Within the old Norfolk Southern railroad corridor, extending approximately 6 miles from Michael Tucker Park to 4<sup>th</sup> Street and the Multi-Modal Transportation Center.

### 2. Path Design

- a. Width—Paved shared use path; 10 feet minimum, 12 feet recommended
- b. Shoulder Width—On both sides; 2 feet minimum, 3 to 5 feet recommended
- c. Slope—1 Horizontal to 6 Vertical (1H:6V) maximum
- d. Side Slope and Recovery Area—In general, no protective barrier required if minimum recovery area from the edge of path to top of slope is as follows:

– 1H:4V or flatter	No recovery area necessary
– 1H:3V	2 to 3 feet minimum
– 1H:2V	3 to 5 feet minimum
– Steeper than 1H:2V	5 feet or greater
- e. Lateral Clearance (from obstacles other than signs)—2 feet minimum, 4 feet recommended
- f. Vertical Clearance—8 feet minimum, 10 feet recommended
- g. Separation from Roadway or Pedestrian Path—5 feet recommended minimum
- h. Surface—4 to 5 inches of asphalt paving over 6 inches of compacted aggregate surface recommended
- i. Grade—grades are less than 2 percent over the 7.2 mile section; no special design consideration needed
- j. Cross Slope—1 percent minimum recommended; 2 percent maximum
- k. Design Speed—20 mph recommended

### 3. Bollards

Bollards can be placed at path access points to separate the path from motor vehicles and to warn and slow bicyclists as they approach street crossings. Reference sources included no specific design guidelines for these barriers, and the overall design is generally at the discretion of the project engineer. Some design considerations related to bollards include:

- Must be implemented in a manner that allows all authorized agencies and emergency services personnel to gain safe and quick access.
- Should be placed at a proper distance from the edge of pavement of intersecting roadways so as not to conflict with vehicular traffic.
- Need to be visible to both motorists and trail users.

The look and design of bollards can vary by location depending on the surrounding environment, but one specific style of bollard should be used for the entire trail length to establish consistency and an overall facility identity. Specific design of trail bollards will be identified in later phases of trail development.

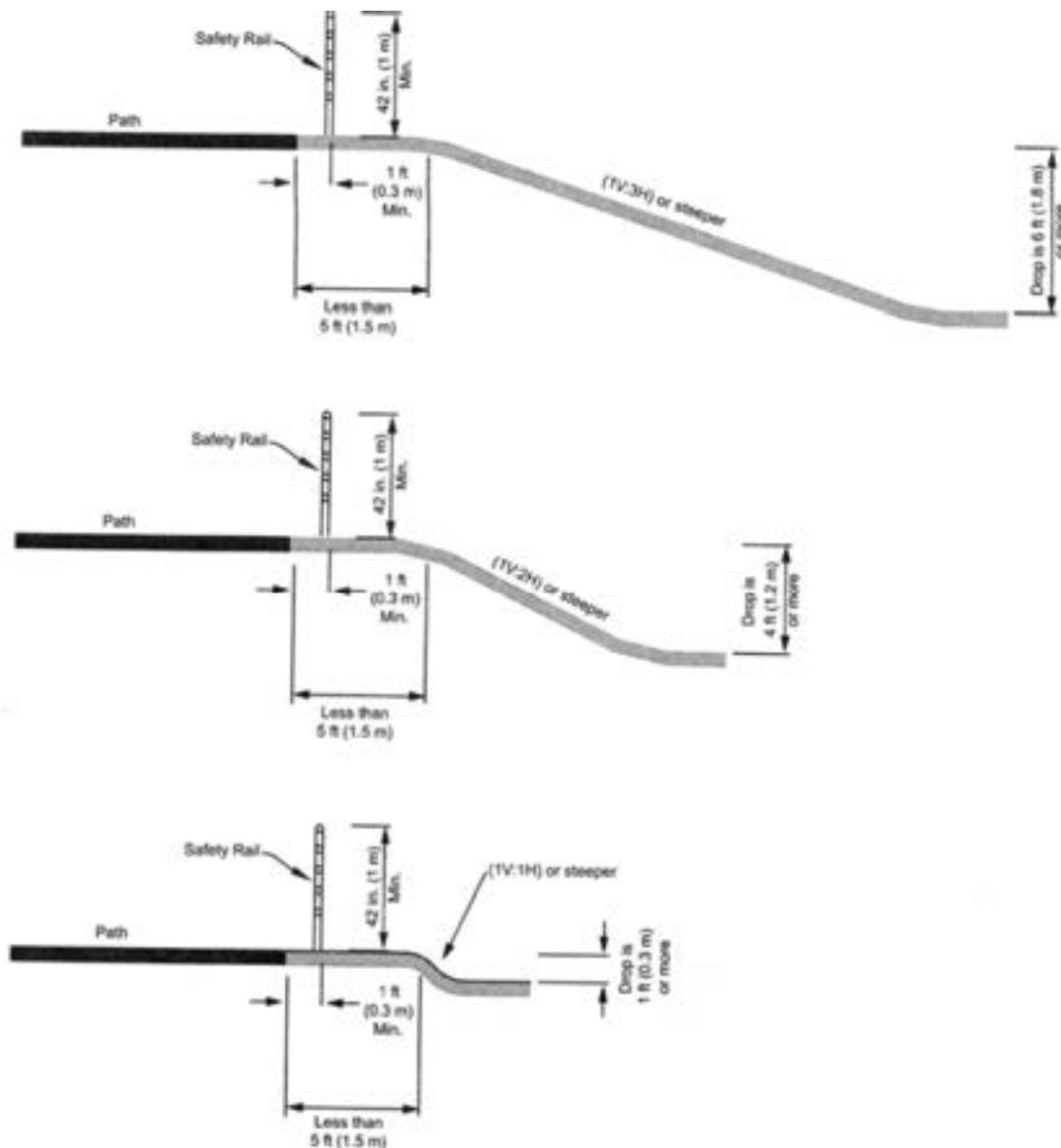


#### 4. Protective Barriers

The use of protective barriers for safety, security and separation from adjacent uses will be based on clear area, side slope steepness, other hazards, and the need for bridge railings (refer to Figure 3-17).

- a. Minimum Height—42 inches
- b. Recommended Height—48 to 52 inches
- c. Openings below 27 inches—Less than 6 inches
- d. Openings above 27 inches—Less than 8 inches
- e. Rub Rail (smooth, 8 inches wide )—Installed at 36 inches height

Figure 3-17: Protective Barrier Standards



Source: AASHTO, *Guide for the Development of Bicycle Facilities*, 2012

### 5. Crosswalk Markings

Crosswalk markings will follow standards outlined in the MUTCD, Section 39B.18. White longitudinal lines 12 to 24 inches wide separated by gaps of 12 to 60 inches are recommended. The longitudinal lines should be as long as the trail is wide. Figure 3-18 shows an example trail crossing treatment.

**Figure 3-18: Example Trail Crossing Treatment**

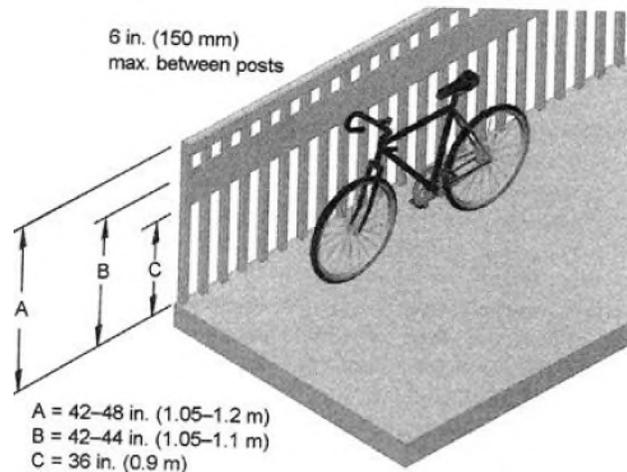


*Note: Bollards in this graphic are illustrative and not specific to this design manual*  
*Source: J.R. Wilburn and Associates*

### 6. Bridges (refer to Figure 3-19)

- a. Clear Width—10 feet minimum; 12-14 feet desirable
- b. Vertical Clearance—Same as for path (10 feet)
- c. Loading—H10, 10-ton load for two-axle vehicle
- d. Approach Railing—Extend 15 feet from ends of bridge and flared
- e. Decking—Recommend 14-foot-wide preformed concrete sections capable of supporting the recommended loading

**Figure 3-19: Bridge Dimensions**



*Source: AASHTO, Guide for the Development of Bicycle Facilities, 2012*

## DETAILED DESIGN ELEMENTS

### **1. Pavement Width, Cross Slope and Clearance**

The desirable minimum paved width for the approximately 6 mile Chief Ladiga Trail section from Michael Tucker Park to 4<sup>th</sup> Street and the Multi-Modal Transportation Center is 12 feet, with a minimum cross slope of 1 percent and a maximum of 2 percent. Lesser widths of 10 feet, and in rare cases 8 feet, may be used out of necessity for short distances where a physical constraint exists (e.g., bridge abutment, fence or utility structure), provided advance warning signs are placed at such locations. In addition, in areas where high user volumes exist (children, walkers, skaters or other users), larger maintenance or emergency vehicles require access, or severe curves and grades are present, path widths may need to be greater than 12 feet. Additionally, if separate, adjacent pedestrian paths are provided, the minimum separation distance is recommended to be 5 feet.

### **2. Directional Marking (Centerline Striping)**

To provide for increased safety, it is recommended that retroreflectorized centerline striping be used on the Chief Ladiga Trail section to organize pathway traffic and separate two directions of travel.

### **3. Graded Shoulders**

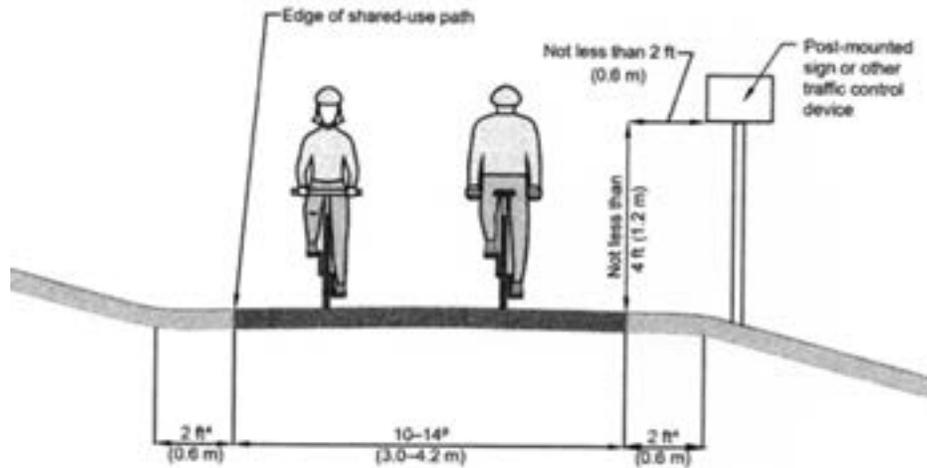
Graded shoulder widths on each side of the pathway should be a minimum of 2 feet, with a slope no greater than 1V:6H. The desirable and recommended standard for the Chief Ladiga Trail section is at least 3 to 5 feet, with a slope not exceeding 1V:6H.

### **4. Clearances and Sign Placement**

The recommended minimum lateral clearance from obstacles such as trees, poles, walls, fences and other obstructions is 4 feet. Minimum overhead clearance for signs, underpasses, or other obstructions is 8 feet. The recommended standard for overhead clearance on the Chief Ladiga Trail section is 10 feet. Signs are recommended to be placed a minimum of 2 feet and a maximum of 6 feet lateral distance from the edge of the path. Sign height placement should be a minimum of 4 feet and a maximum of 5 feet above the path to the bottom of the sign.

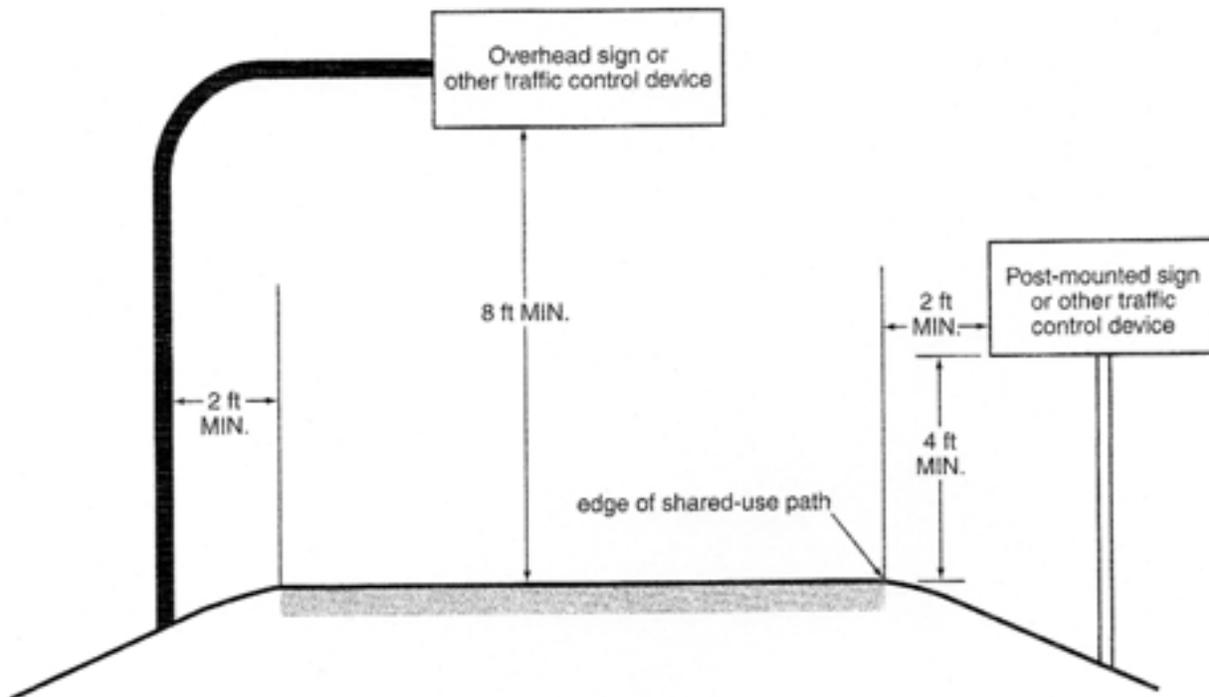
Figure 3-20 shows recommended shared use path dimensions; Figure 3-21 provides recommended clearances and sign placement.

Figure 3-20: Shared Use Path Dimensions



Source: AASHTO, *Guide for the Development of Bicycle Facilities*, 2012

Figure 3-21: Clearances and Sign Placement



Source: AASHTO, *Guide for the Development of Bicycle Facilities*, 2012

### 5. Use of Physical Barriers and Rails

Physical barriers, fencing or safety rails may be necessary in areas along the path where steep, narrow embankments or other conditions do not allow for a recommended 5-foot recovery zone adjacent to the pathway (see example in Figure 3-22). In general, this would include downward slopes of 1V:3H or greater with a drop of 6 feet or greater; slopes of 1V:2H or steeper with a drop of 4 feet or greater; and slopes of 1V:1H with a drop of 1 foot or greater. Where safety rails are necessary, they should begin before and extend beyond the area of need, with ends flared away from the path edge. The lateral offset of safety barriers should be at least 1 foot from the path's edge.

**Figure 3-22: Culvert and Rail Bed on Chief Ladiga Trail Corridor**



Source: 4-Site Inc.

### 6. Protective Railings, Fences and Barriers

The minimum recommended height for protective railings is 42 inches. In areas along the Chief Ladiga Trail where such protection is required (steep, narrow embankments, bridges and other places where warranted), it is recommended that 48 to 52 inches be the standard. Openings between horizontal or vertical rounds or slats in the lower 27 inches should be no greater than 6 inches. Above 27 inches, openings should be no greater than 8 inches. It is also recommended that a smooth, wide rub rail be installed at a height of 36 to 44 inches to reduce the chance of handlebars being caught by the railing. Figure 3-23 shows an example bridge approach.

**Figure 3-23: Example Bridge Approach**

*Note: Bollards in this graphic are illustrative and not specific to this design manual*  
*Source: J.R. Wilburn and Associates*

### **7. Surface Structure**

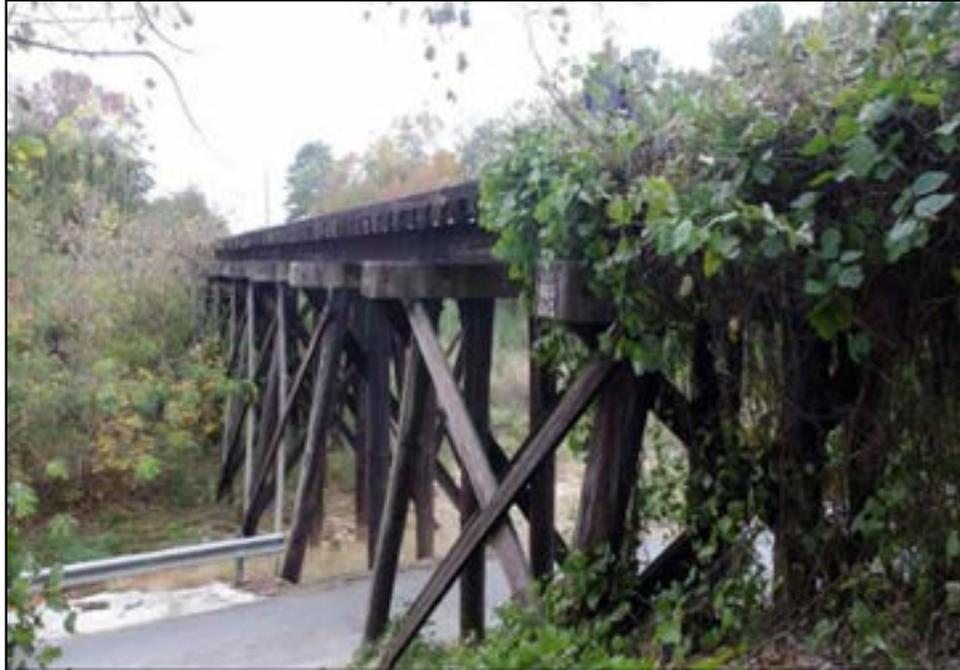
Pavement thickness will be dependent on local soils conditions and loading factors, particularly loads due to use by maintenance and emergency vehicles. For the Chief Ladiga Trail section, the recommended typical section for the pathway is 12 feet wide, 4 to 5 inches deep of Hot Mix Asphalt paving over 6 inches of compacted aggregate base extending for 2 feet on either side of the asphalt surface. For bridge decks, the desirable surface is 14-foot-wide preformed concrete sections topped by protective railing at the recommended height.

### **8. Bridges and Overpasses**

Assuming existing railroad structures along the Chief Ladiga Trail section (such as that shown in Figure 3-24) are adequate for retrofitting to support loading from trail users and occasional use by maintenance and emergency vehicles, the recommended minimum clear width on the bridges is 12 feet, with the desirable width of 14 feet. The widths and weights of common emergency, patrol and maintenance vehicles should be considered in making a determination.



**Figure 3-24: Railroad Trestle on Chief Ladiga Trail Corridor**



*Source: 4-Site Inc.*

### **9. Shared Use Path and Roadway Crossings**

In cases where skewed path crossings exist, it is recommended that such crossings be retrofitted to provide a minimum 60-degree crossing angle, with a 90-degree angle desirable.

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## 4. SIGNALIZATION, SIGNING AND WAYFINDING

### 4.1. BICYCLE/PEDESTRIAN SIGNALS

Given Anniston's current network and infrastructure characteristics, two types of bicycle and pedestrian signals are recommended:

1. Countdown pedestrian signals (which serve the needs of both pedestrians and bicyclists)
2. Active warning beacons

#### 4.1.1 Countdown Pedestrian Signals

Countdown pedestrian signals are appropriate in areas of pedestrian activity in crossings characterized by high traffic volumes. Along roadways with share-the-road designations and/or designated bicycle lanes, these signals serve two functions: 1) provide motorists, bicyclists and pedestrians a clear indication of crossing times; and 2) provide pedestrians and bicyclists notification as to whether they have sufficient time to clear a certain intersection. Figure 4-1 shows several examples of countdown pedestrian signals.

**Figure 4-1: Example Countdown Pedestrian Signals**



Source: Google Images

### APPLICATION

Along the proposed bicycle network, potential locations for these treatments are:

- 11<sup>th</sup> Street at Quintard Avenue (Figure 4-2)
- 18<sup>th</sup> Street at Quintard Avenue
- AL 21 at Baltzell Gate Road
- AL 21 at Summerall Gate Road
- AL 202 at Noble Street
- AL 202 at Legarde Avenue

In addition to intersections along the designated bicycle network, countdown pedestrian signals will be appropriate in high pedestrian areas of Downtown Anniston, such as along Quintard Avenue and Noble Street.

**Figure 4-2: Signals at 11<sup>th</sup> Street at Quintard Avenue**



*Source: J.R. Wilburn and Associates*

### DESIGN STANDARDS

1. At crosswalks where the pedestrian change interval is more than 7 seconds, all pedestrian signal heads shall include a pedestrian change interval countdown display in order to inform pedestrians and bicyclists of the number of seconds remaining in the pedestrian change interval. The pedestrian change interval countdown display may be used at crosswalks where the pedestrian change interval is 7 seconds or less.



2. Where countdown pedestrian signals are used, the countdown shall always be displayed simultaneously with the flashing UPRAISED HAND (symbolizing DON'T WALK) pedestrian signal head indication.
3. Countdown pedestrian signals shall consist of Portland orange numbers that are at least 6 inches in height on a black opaque background. The countdown pedestrian signal shall be located immediately adjacent to the associated UPRAISED HAND (symbolizing DON'T WALK) pedestrian signal head indication.
4. Display of the remaining seconds shall begin only at the beginning of the pedestrian change interval (flashing UPRAISED HAND). After the countdown displays zero, the display shall remain dark until the beginning of the next countdown.
5. The countdown pedestrian signal shall display the number of seconds remaining until the termination of the pedestrian change interval (flashing UPRAISED HAND). Countdown displays shall not be used during the walk interval or during the red clearance interval of a concurrent vehicular phase.

#### RECOMMENDED DESIGN STANDARDS

1. If used with a pedestrian signal head that does not have a concurrent vehicular phase, the pedestrian change interval (flashing UPRAISED HAND) should be set to be approximately 4 seconds less than the required pedestrian clearance time, and an additional clearance interval (during which a steady UPRAISED HAND is displayed) should be provided prior to the start of the conflicting vehicular phase.
2. For crosswalks where the pedestrian enters the crosswalk more than 100 feet from the countdown pedestrian signal display, the numbers should be at least 9 inches in height.
3. Because some technology includes the countdown pedestrian signal logic in a separate timing device that is independent of the timing in the traffic signal controller, care should be exercised by the engineer when timing changes are made to pedestrian change intervals.
4. If the pedestrian change interval is interrupted or shortened as part of a transition into a preemption sequence, the countdown pedestrian signal display should be discontinued and go dark immediately upon activation of the preemption transition.

#### **4.1.2 Active Warning Beacon**

Active warning beacons are user-actuated amber flashing lights that supplement warning signs at unsignalized intersections or mid-block crosswalks (see example in Figure 4-3). Beacons can be actuated either manually by a push-button or passively through detection. Rectangular Rapid Flash Beacons (RRFBs), a type of active warning beacon, uses an irregular flash pattern similar to emergency flashers on police vehicles and can be installed on either two-lane or multi-lane roadways. Active warning beacons should be used to alert drivers to yield where bicyclists have the right-of-way on a path crossing a road.

**Figure 4-3: Example Active Warning Beacon**

Source: Google Images

#### APPLICATION

The potential use of active warning beacons applies exclusively at roadway crossings along the Chief Ladiga Trail where bicyclists have the right-of-way. Specific locations are yet to be determined.

#### DESIGN STANDARDS

1. Active warning beacons shall be installed on the side of the road. If center islands or medians exist, providing secondary installations in these locations marginally improves driver yielding behavior.
2. Beacons shall be unlit when not activated.
3. If intended for use by bicyclists, push button actuation shall be provided, and should be located so bicyclists can activate the signal without dismounting. Push buttons should have a supplemental sign facing the bicyclist's approach to increase visibility.

#### RECOMMENDED DESIGN STANDARDS

1. RRFBs should be used to supplement standard pedestrian and bicycle crossing signs and markings.
2. RRFBs should not be used where the crosswalk approach is controlled by a yield sign, stop sign, or traffic-control signal.
3. RRFBs can be used at a crosswalk or a roundabout.

## 4.2. WAYFINDING SIGNAGE

There are three general types of wayfinding signs:

1. Confirmation signs
2. Turn signs
3. Decision signs

### APPLICATION TO ANNISTON

It is important to note that wayfinding signs can be directed towards bicyclists, motorists or both. For bicyclists, wayfinding signage is applicable throughout Anniston's entire planned bicycle network. This type of signage is particularly recommended in Downtown Anniston along 11<sup>th</sup> Street and 18<sup>th</sup> Street, crossings of Quintard Avenue, and in the vicinity of Zinn Park. Along the northern sections of the Chief Ladiga Trail, wayfinding signs would also be optimal at the McClellan Spur connections to Summerall Gate Road and Baltzell Gate Road.

For motorists, wayfinding signs would primarily be used to direct to trailheads (parking along the Chief Ladiga Trail) or other significant places to access the bicycle network. The placement of these signs would be dependent on the placement of these access points. These signs would be placed along major streets such as Quintard Avenue, Noble Street, and AL 202.

With careful placement, wayfinding signs can direct both motorists and bicyclists. This is especially true for signage along AL 202 at Legarde Avenue, along Quintard Avenue, and on Noble Street at crossings of the designated bicycle network.

### 4.2.1. Confirmation Signs

#### PURPOSE

Confirmation signs indicate to bicyclists that they are on a designated bikeway. They also make motorists aware of the bicycle route.

#### INFORMATION

Confirmation signs can include destinations and distance/time. They do not include arrows. Example confirmation signs are shown in Figure 4-4.

#### PLACEMENT

Confirmation signs should be placed every one-quarter to one-half-mile on off-street facilities and every 2 to 3 blocks along on-street routes, unless another type of sign is used (e.g., within 150 feet of a turn or decision sign). Confirmation signs should be placed soon after turns to confirm destination(s). Pavement markings can also act as confirmation that a bicyclist is on a preferred route.

**Figure 4-4: Example Confirmation Signs**



Source: NACTO, *Urban Bikeway Design Guide*, 2013

#### DESIGN STANDARDS

1. Follow MUTCD standards (Section 9B.01 – Application and Placement of Signs), including mounting height and lateral placement from edge of path or roadway. Additional standards and guidance are found in Section 9B.20 – Bicycle Guide Signs.

#### RECOMMENDED DESIGN STANDARDS

1. Confirmation signs should be placed every one-quarter to one-half-mile along off-street bicycle routes or every 2 to 3 blocks along on-street routes, as well as on the far side of major street intersections.
2. Clearview Highway font is recommended, as it is commonly used for guide signs in the U.S.

### 4.2.2. Turn Signs

#### PURPOSE

Turn signs indicate where a bikeway turns from one street onto another street. They can be used with pavement markings.

#### INFORMATION

Turn signs include destinations and arrows. Example turn signs are shown in Figure 4-5.

#### PLACEMENT

Turn signs should be placed on the near-side of intersections where bike routes turn (e.g., where the street ceases to be a bicycle route or does not go through). Pavement markings can also indicate the need to turn to the bicyclist.

**Figure 4-5: Example Turn Signs**



Source: NACTO, *Urban Bikeway Design Guide*, 2013

#### DESIGN STANDARDS

1. Follow MUTCD standards (Section 9B.01 – Application and Placement of Signs), including mounting height and lateral placement from edge of path or roadway. Additional standards and guidance are found in Section 9B.20 – Bicycle Guide Signs.

#### RECOMMENDED DESIGN STANDARDS

1. Turn signs should be placed on the near-side of the intersection to indicate where the bike route turns.
2. Clearview Highway font is recommended, as it is commonly used for guide signs in the U.S.

### 4.2.3. Decision Signs

#### PURPOSE

Decision signs mark the junction of two or more bikeways.

#### INFORMATION

Decision signs include destinations, arrows and distances. Travel times are optional but recommended. Example decision signs are shown in Figure 4-6.

#### PLACEMENT

Decision signs should be placed on the near-side of intersections in advance of a junction with another bicycle route.

**Figure 4-6: Example Decision Signs**



Source: NACTO, *Urban Bikeway Design Guide*, 2013

#### DESIGN STANDARDS

1. Follow MUTCD standards (Section 9B.01 – Application and Placement of Signs), including mounting height and lateral placement from edge of path or roadway. Additional standards and guidance are found in Section 9B.20 – Bicycle Guide Signs.

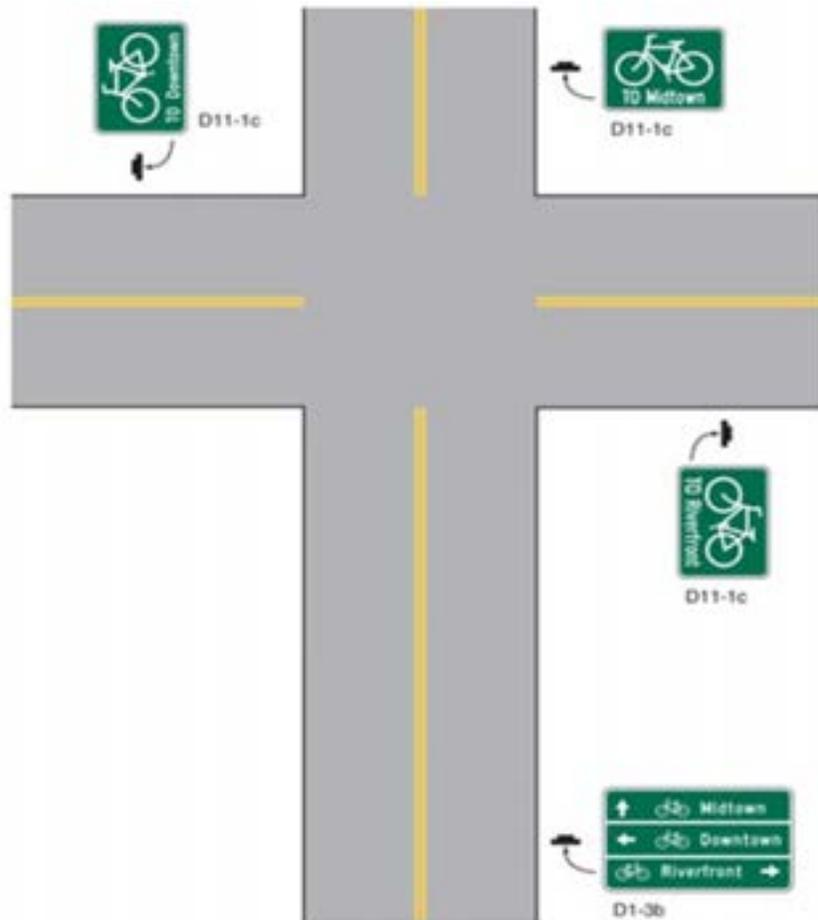
#### RECOMMENDED DESIGN STANDARDS

1. Decision signs should be placed in advance of all turns (near-side of intersection) or decision points along the bicycle route.
2. Decision signs should include destinations, directional arrows, and distance. Travel time required to reach the destination provides bicyclists with additional information and may also be included. It is recommended that a 10 mph bicycle speed be used for travel time calculations.
3. The closest destination to each sign is placed in the top slot, with farther destinations placed in slots two and three. This allows the nearest destination to “fall off” the sign and subsequent destinations to move up the sign as the bicyclist approaches. For longer routes, show intermediate destinations rather than include all destinations on a single sign.
4. Clearview Highway font is recommended, as it is commonly used for guide signs in the U.S.

PLACEMENT OF WAYFINDING SIGNS

Figure 4-7 illustrates the recommended placement of wayfinding signs.

**Figure 4-7: Placement of Wayfinding Signs**



Source: AASHTO, *Guide for the Development of Bicycle Facilities*, 2012

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### 4.3. VEHICULAR WARNING SIGNAGE

Vehicular traffic warning signs are to be used to alert road users to locations where trail crossings occur. Types of vehicular warning signs referenced in the MUTCD include W11-1, W11-15, and W11-15a, as shown in Figure 4-8. Example installations of vehicular warning signs can be seen in Figure 4-9.

**Figure 4-8: Types of Vehicular Warning Signs**



*\*A fluorescent yellow-green background color may be used for these signs.*

*Source: FHWA, MUTCD, 2009*

**Figure 4-9: Example Vehicular Warning Signs**



*Source: Google Images*

### APPLICATION

Vehicular warning signage treatments would be used at crossings of the Chief Ladiga Trail where vehicles have the right-of-way. Specific locations are yet to be determined. Vehicular warning signs are also recommended where the McClellan Spur crosses AL 21 at Baltzell Gate Road and Summerall Gate Road.

### DESIGN STANDARDS

1. If a post-mounted W11-1, W11-15, or W11-15a sign is placed at the location of the crossing point where pedestrians, bicyclists, or other shared-use path users might be crossing the roadway, a diagonal downward pointing arrow (W16-7P) plaque shall be mounted below the sign. If the W11-1, W11-11, W11-15, or W11-15a sign is mounted overhead, the W16-7P supplemental plaque shall not be used.

### OPTIONAL DESIGN STANDARDS

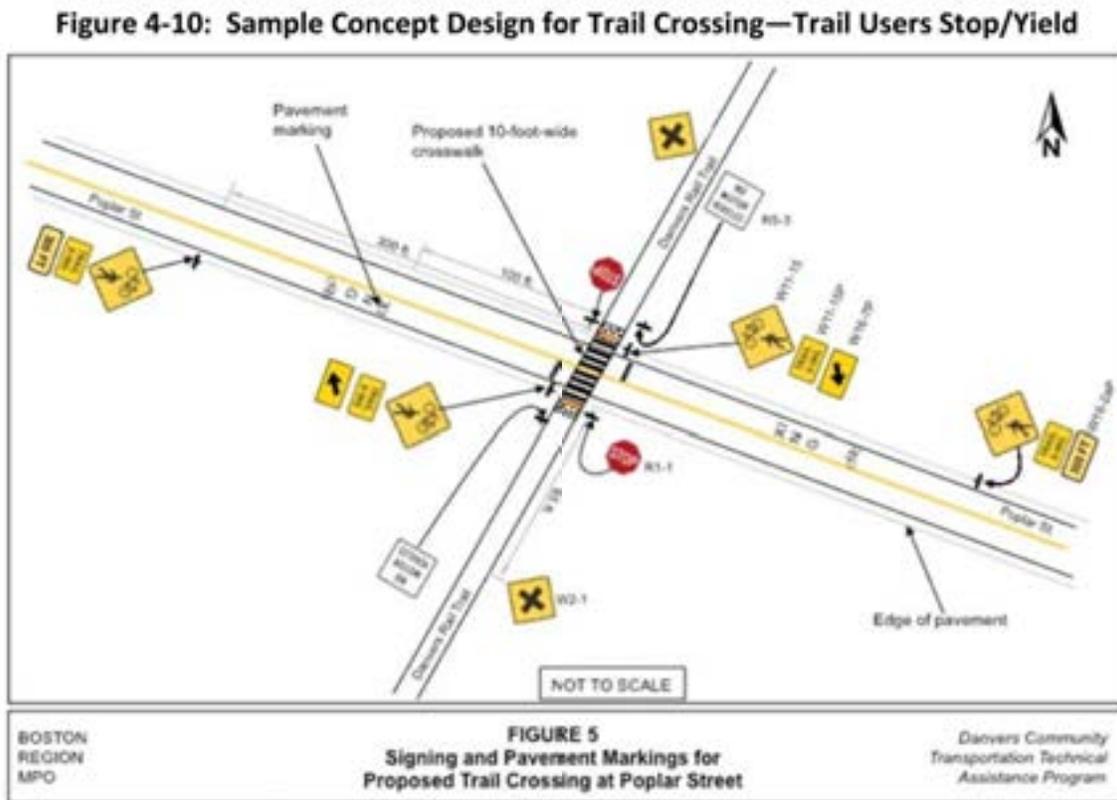
1. The combined Bicycle/Pedestrian (W11-15) sign may be used where both bicyclists and pedestrians might be crossing the roadway, such as at an intersection with a shared-use path. A TRAIL X-ING (W11-15P) supplemental plaque may be mounted below the W11-15 sign. The TRAIL CROSSING (W11-15a) sign may be used to warn of shared-use path crossings where pedestrians, bicyclists, and other user groups might be crossing the roadway.
2. The W11-1, W11-15, and W11-15a signs and their related supplemental plaques may have a fluorescent yellow-green background with a black legend and border.
3. Supplemental plaques with legends such as AHEAD, XX FEET, NEXT XX MILES, or SHARE THE ROAD may be mounted below vehicular traffic warning signs to provide advance notice to road users of unexpected entries.
4. The crossing location identified by a W11-1, W11-15, or W11-15a sign may be defined with crosswalk markings.
5. A warning beacon may be used with any vehicular traffic warning sign to indicate specific periods when the condition or activity is present or is likely to be present, or to provide enhanced sign conspicuity.



## 4.4. TRAIL CROSSING DESIGN ELEMENTS

### 4.4.1. Auto Has Right-of-Way

The following illustrations represent sample treatments for trail crossings of public streets where auto travel has the right-of-way. Figure 4-10 represents a crossing where the trail users are made to stop at the crossing roadway. In some cases of low volume roadways, yield signs for trail users may be appropriate, as shown as Figure 4-11.



Source: Boston Regional Metropolitan Planning Organization

**Figure 4-11: Trail Crossing with Yield Sign on Trail**

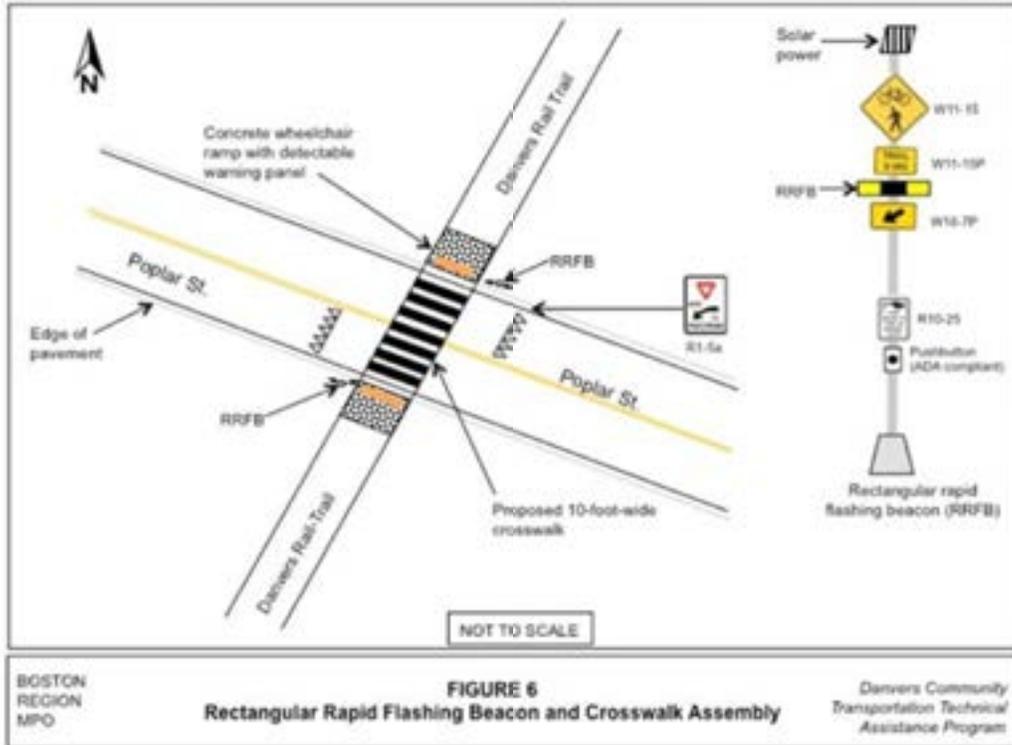


Note: Bollards in this graphic are illustrative and not specific to this design manual  
 Source: Google Images

**4.4.2. Trail User Has Right-of-Way**

Sample treatments for trail crossings of public streets where trail users have the right-of-way are illustrated below. Figure 4-12 represents a crossing where the roadway users are made to stop at the crossing roadway.

**Figure 4-12: Sample Concept Design for Trail Crossing—Roadway Users Stop/Yield**



Source: Boston Regional Metropolitan Planning Organization

## 4.5. GENERAL SIGNAL TIMING STANDARDS

As bicyclists go from a separated path network to an on-street network sharing common travel lanes with motorists, they become subject to traffic controls that must satisfy the diverse needs of multiple users. Because bicyclists typically travel at much lower speeds, adjustments in signal timing are usually required to ensure safe and efficient movement of the entire traffic stream. Minimum Green Times (MGT) based on Bicycle Crossing Times (BCT) need to be developed for both stopped (standing) and moving (rolling) bicycle conditions.

### 1. Standing Bicycle Crossing Time (BCT<sub>standing</sub>)

$$BCT_{standing} = PRT + V/2a + (W+L)/V$$

BCT<sub>standing</sub> = Bicycle Crossing Time (seconds)

W = Intersection Width, measured in feet from intersection entry (stop line or crosswalk) to halfway across the last lane carrying through traffic

L = Typical Bicycle Length (use 6 feet)

V = Attained Bicycle Crossing Speed (use 14.7 feet/second in normal conditions)

PRT = Perception Reaction Time (use 1 second)

a = Bicycle Acceleration (use 1.5 feet/second<sup>2</sup>)

### 2. Bicycle Minimum Green Time for Standing Bicycle

$$BMG_{standing} = BCT_{standing} - Y - R_{clear}$$

Y = Yellow Change Interval (seconds)

R<sub>clear</sub> = All-Red Time (seconds)

### 3. Rolling Bicycle Crossing Time (BCT<sub>rolling</sub>)

$$BCT_{rolling} = (BD + W + L)/V$$

$$BD = PRT \times V + V^2/2a$$

BCT<sub>rolling</sub> = Bicycle Crossing Time (seconds)

W = Intersection Width (feet)

L = Bicycle Length (use 6 feet)

V = Bicycle Speed Crossing Intersection (use 14.7 feet/second for flat terrain; adjust for upgrades and downgrades)

BD = Breaking Distance (feet)

PRT = Perception Reaction Time (use 1 second)

a = Deceleration Rate for Wet Pavement (use 5 feet/second<sup>2</sup>)

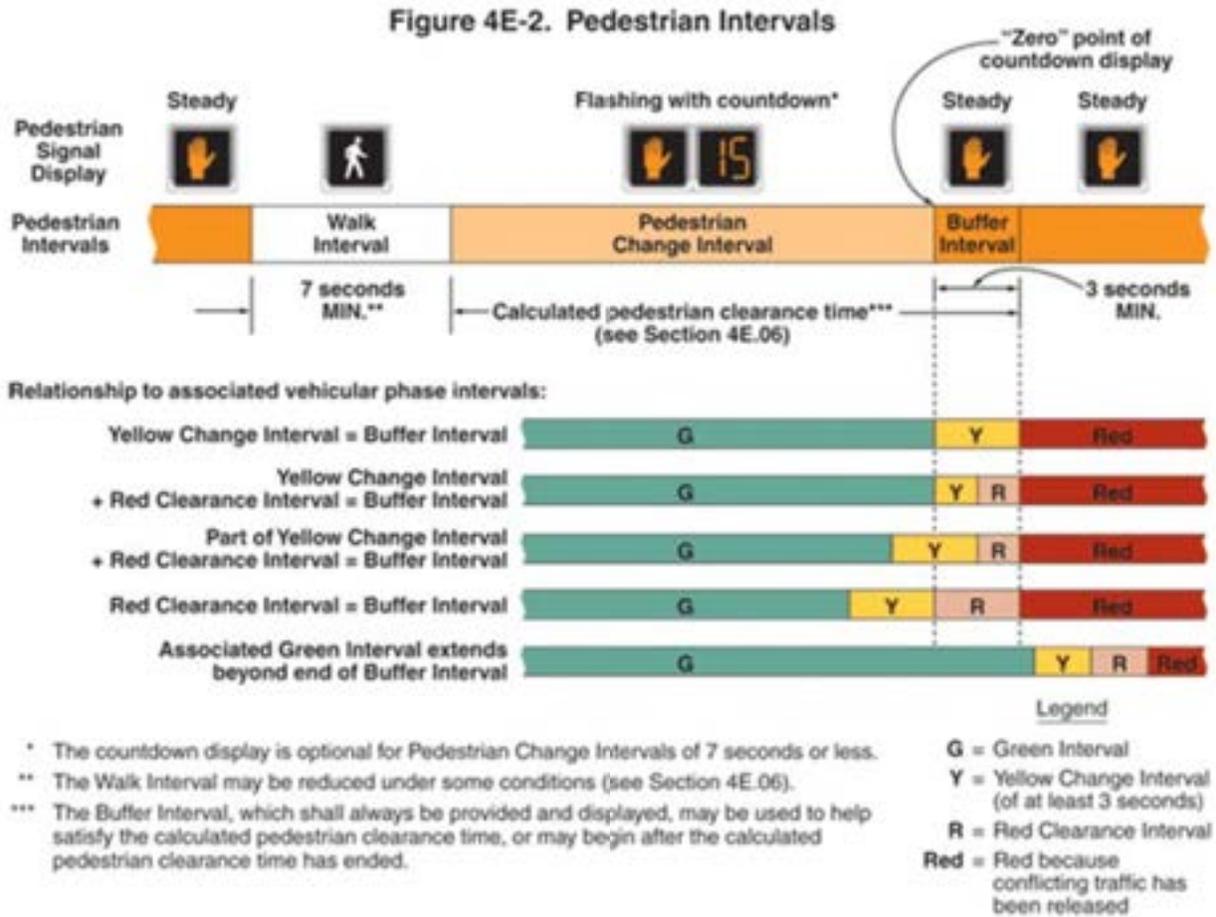
### 4. Use of Extension Time (T<sub>extn</sub>)

For bicycles entering an intersection near the end of a green cycle, it may be necessary to consider the use of a time extension to allow the intersection to clear. Extension time can be estimated using the following formula:

$$BCT_{rolling} \leq T_{extn} + Y + R_{clear}.$$

Figure 4-13 provides recommended pedestrian intervals for signal timing.

**Figure 4-13: Signal Timing for Countdown Pedestrian Signals**



Source: FHWA, MUTCD, 2009

# RESOLUTIONS

**RESOLUTION NUMBER 15-R-\_\_\_\_\_**

**A RESOLUTION TO DECLARE AS SURPLUS CERTAIN CITY PROPERTY AND TO AUTHORIZE DISPOSAL OF THE SAME**

**WHEREAS**, the City of Anniston (the “City”) owns a certain parcel of real property adjoining Thomas Avenue (the “Thomas Avenue Property”);

**WHEREAS**, the City no longer utilizes the Thomas Avenue Property for a public purpose;

**WHEREAS**, the City has determined it would be in its best interest to sell the Thomas Avenue Property;

**WHEREAS**, the City owns the Thomas Avenue Property subject to certain conditions and limitations;

**WHEREAS**, the conditions and limitations placed on the City’s ownership of the Thomas Avenue Property requires said property be used for municipal projects such as schools, hospitals and parks;

**WHEREAS**, the City subsequently passed and adopted Ordinance 74-O-13, creating the Regional Medical Center Board (“RMCB”) and transferring its municipal hospital assets and real property to RMCB;

**WHEREAS**, the City retained a reversionary interest in the assets and real property of RMCB, and retained the right to consent any sale of its real property and any transfer of its operations; among other things;

**WHEREAS**, RMCB continues to serve as a public hospital corporation within the City; and

**WHEREAS**, a sale of the Thomas Avenue Property to RMCB is in the best interest of the City and complies with the conditions and limitations under which the City owns the property.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Anniston, Alabama, at a regular meeting, duly assembled, a quorum being present, as follows:

**Section 1.** It is hereby established and declared that the following described real property owned by the City is no longer needed or used for a public purpose and therefore is declared surplus property, to wit:

That certain parcel of real property described in the conveyance recorded in the Probate Court of Calhoun County, Alabama in Book Number 471, Page 83, and more particularly described in the deed attached hereto Exhibit “A”.

**Section 2.** That the City Manager be, and hereby is, authorized to sell and convey said property to RMC at a mutually agreed upon price.

**Section 3.** That the City Manager is authorized to execute all documents necessary to effectuate a sale and conveyance of said property to RMCB.

**Section 4.** That this Resolution shall be effective immediately upon passage and adoption by the City Council.

**PASSED** and **ADOPTED** this \_\_\_\_ day of \_\_\_\_\_, 2015.

CITY COUNCIL OF THE CITY OF  
ANNISTON, ALABAMA

\_\_\_\_\_  
Vaughn M. Stewart II, Mayor

\_\_\_\_\_  
Jay W. Jenkins, Council Member

\_\_\_\_\_  
David E. Reddick, Council Member

\_\_\_\_\_  
Seyram Selase, Council Member

\_\_\_\_\_  
Millie Harris, Council Member

ATTEST:

\_\_\_\_\_  
Alan B. Atkinson, City Clerk

BOOK 461 PAGE 83

STATE OF ALABAMA,  
CALHOUN COUNTY.

THIS INDENTURE, made and entered into on this, the 15th day of January, 1941, by and between WILLIAM DARRAH KELLEY III and his wife, MARY S.C. KELLEY, BETTY KELLEY MARTIN and her husband, F. LINTON MARTIN, all of whom execute this indenture by their attorney in fact, William H. Deyo, under power of attorney, copy of which is attached and the original of which has been filed in the office of the Probate Judge of Calhoun County, Alabama, and ANNE TYLER DEYO and her husband, WILLIAM H. DEYO, as individuals, as parties of the first part, and the CITY OF ANNISTON, ALABAMA, a municipal corporation, as party of the second part,

WITNESSETH:

That the said parties of the first part, for and in consideration of the sum of forty thousand dollars (\$40,000.00) of which sum eleven thousand dollars (\$11,000.00) has been paid in cash, the receipt whereof is hereby acknowledged, and the remainder of five notes dated October 10th, 1940, each in the sum of Five Thousand Eight Hundred Dollars (\$5,800.00), with interest payable from the date of said notes at four percent per annum, said interest payable on each of said notes annually at said rate, the first of said five notes to be due and payable January 15th, 1942, and the second due and payable January 15, 1943, and the third due and payable January 15, 1944, and the fourth due January 15, 1945, and the fifth due and payable January 15, 1946, with the privilege of party of the second part to pay off any or all of said notes before maturity by paying the principal and the amount of interest due on each note, or notes, so paid to the date of such payment, all of which said notes

have been delivered to parties of the first part by party of the second part, do hereby grant, bargain, sell and convey unto the said party of the second part the following described parcel and tract of land, situated in Anniston, Calhoun County, Alabama, to-wit:

Beginning at the northeast corner of the intersection of Tenth Street and Leighton Avenue, (which point is 473.5 feet from the northeast corner of the intersection of Tenth Street and Quintard Avenue); thence east and parallel to the center line of Tenth Street a distance of 759.2 feet; thence 90 degrees to right, a distance of 296 feet; thence 90 degrees to left a distance of 613.8 feet, this point being on the west property line of Keith Avenue; thence 90 degrees to right on west property line of Keith Avenue, a distance of 79 feet to the south property line of Ninth Street; thence 90 degrees to the left along said south property line of Ninth Street, a distance of 40 feet; thence 90 degrees to right a distance of 428 feet to a thirty foot alley; thence 90 degrees to right along said alley a distance of 40 feet, being the west line of a ten foot alley; thence 90 degrees to left along said west line of said alley, a distance of 102 feet; thence 90 degrees to right a distance of 773 feet; thence 90 degrees to left a distance of 55 feet; thence 90 degrees to right a distance of 600 feet, being a point on the east property line of Leighton Avenue and the south property line of Eighth Street produced; thence 90 degrees to right, a distance of 960 feet to the point of beginning; said tract containing 26.14 acres and located in the NW-1/4 of NE-1/4 and SE-1/4 of NE-1/4 and NE-1/4 and NW-1/4 and SE-1/4 of NW-1/4 of Section 8, Township 16, South, Range 8, East, all in the City of Anniston, Calhoun County, Alabama.

TO HAVE AND TO HOLD unto the party of the second part and its successors, in fee simple, subject to the following terms and conditions:

(1) Parties of the first part do not obligate themselves or agree to pay any taxes on said property which may fall due on or after October 1, 1940.

(2) This conveyance does not include any furniture now located in the house on said premises, but the

right to all such furniture is reserved to parties of the first part, with the right to remove the same within a reasonable time. Also there is reserved from this conveyance a certain chandelier and fire screen in the dining room in said house, together with all electrical fixtures in said dining room.

(3) This conveyance is made subject to the express condition and limitation that party of the second part, or its successors or assigns, will not rent the building located on said premises, being the home of the late Alfred L. Tyler prior to his death, to any individual as a private residence. This limitation or condition does not prevent party of the second part from renting said property to some matron, caretaker or other party in connection with the use of said property for municipal purposes.

(4) This conveyance is made subject to the express condition and limitation that said tract of land will not be sub-divided and sold for a real estate development project, but shall be used for municipal purposes. This limitation does not prevent party of the second part from dividing said tract into separate parcels, if it sees fit, in order to establish separate municipal projects on the same, such as schools, hospitals, parks, or any other municipally supported institution, and does not prohibit said party of the second part from selling off any small tract, or tracts, for other than municipal purposes, if party of the second part is of the opinion that such small tract, or tracts, has been so separated from a municipal project as to become useless, or of no great value for municipal purposes.

And the parties of the first part, subject to the limitations and conditions as above set out, do hereby warrant the title to said property and the right of possession to the same to the party of the second part, and its assigns or successor, and said parties of the first part do further covenant and agree to defend the title to said property and the right of possession of the same to the party of the second part against any lawful claims of any persons whomsoever.

IN WITNESS WHEREOF, the parties hereto have executed this instrument, on the day and date first mentioned.

WILLIAM BRADSHAW KIMBLE III,

By William H. Devo (L.S.)  
attorney in fact.

MARY S. C. KIMBLE,

By William H. Devo (L.S.)  
attorney in fact.

EMILY KIMBLE MARTIN,

By William H. Devo (L.S.)  
attorney in fact.

S. LINTON MARTIN,

By William H. Devo (L.S.)  
attorney in fact.

William H. Devo (L.S.)

Arment Tyler Devo (L.S.)

**RESOLUTION NUMBER 15-R-\_\_\_**

**A RESOLUTION AUTHORIZING THE PERMANENT CLOSURE OF LITTLEBRANT DRIVE, ANNISTON, ALABAMA**

**WHEREAS**, the City Council for the City of Anniston, Alabama passed and adopted Resolution 12-R-15 permanently closing to vehicular traffic a portion of Littlebrant Drive;

**WHEREAS**, the City has determined that permanently closing the remainder of Littlebrant Drive to vehicular traffic is in the best interest of the City and its citizens; and

**WHEREAS**, closing city streets is within the City’s inherent authority to impose reasonable regulations to control traffic and the use of streets.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Anniston, Alabama, at a regular meeting, duly assembled, a quorum being present, as follows:

**Section 1.** That the entirety of Littlebrant Drive is hereby declared closed to vehicular traffic.

**Section 2.** That the City Manager is authorized to direct City staff to erect barricades or utilize other appropriate means to prohibit vehicular traffic on and about said roadway.

**PASSED** and **ADOPTED** this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

CITY COUNCIL OF THE CITY OF  
ANNISTON, ALABAMA

\_\_\_\_\_  
Vaughn M. Stewart II, Mayor

\_\_\_\_\_  
Jay W. Jenkins, Council Member

\_\_\_\_\_  
David E. Reddick, Council Member

\_\_\_\_\_  
Seyram Selase, Council Member

\_\_\_\_\_  
Millie Harris, Council Member

ATTEST:

\_\_\_\_\_  
Alan B. Atkinson, City Clerk