SECTION 9
BICYCLE AND PEDESTRIAN FACILITIES

The bicycle and pedestrian component of the Mobile Area Metropolitan Planning Organization's 2035 Long Range Transportation Plan presents plans, policies, and programs which will contribute to an integrated, intermodal transportation system and facilitate the movement of people. Only when the transportation system is viewed as an integrated system, designed to serve a variety of users equally, can each mode complement the others and increase the efficiency of the entire transportation system, while helping to alleviate urban environmental problems and improve the overall quality of life. Bicycle and pedestrian transportation are economically efficient and environmentally sound, reduce noise and the consumption of fuel, produce no air pollution, improve the overall health of the user, and do not damage the roadway.

The Intermodal Surface Transportation Efficiency Act of 1991 marked a pivotal point in transportation programs with the requirement that alternative forms of transportation such as bicycle and pedestrian facilities be included in both the state and local planning process, and also that funds be provided to build them. The emphasis shifted to an overall system approach, in particular to address alternative modes and environmental protection.

Continuing the integration of bicycling and walking into transportation planning, the current federal transportation funding legislation which is the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), as adopted by Congress on August 10, 2005, mandates that bicyclists and pedestrians be given due consideration in the planning process (including the development of both the Long Range Transportation Plan and Transportation Improvement Program) and the Federal Highway Administration guidance on this issue states that "due consideration" of bicycle and pedestrian needs should include, at a minimum, a presumption that bicyclists and pedestrians will be accommodated in the design of new and improved transportation facilities. In the planning, design and operation of transportation facilities, bicyclists and pedestrians should be included as a matter of routine, and the decision not to accommodate them should be the exception rather than the rule. These must be exceptional circumstances* for denying bicycle and pedestrian access either by prohibition or by designing highways that are incompatible with safe, convenient walking and bicycling such as interstates and freeways.

In order to comply with these requirements, the updated MPO Long Range Transportation Plans must, at a minimum:

- Consider the context of the project setting. In other words, MPOs should consider whether the general project area likely includes features like neighborhoods, shopping, schools, transit, or other facilities likely associated with the needs or bicyclists or pedestrians;
- Consider any evidence of existing, informal bicycle-pedestrian activities. An example could be a worn, dirt path along an existing road;

- Consider any reference to bicycle or pedestrian needs in the planning process for the project area;
- Consider public, agency or other comments requesting such facilities;
- Include maps and other appropriate documentation; e.g., project listing tables, identifying specific bicycle-pedestrian projects proposed in the LRTP. The maps and documentation should be consistent with the treatment of traditional “highway” projects in the LRTP; and
- Include a policy statement that **bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances* exist.**”

*Exceptional circumstances for denying bicycle and pedestrian access are defined as:

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

9.1 Bikeway Facilities

There are three basic types of bikeways, as shown in Figure 28. Bike routes and lanes should always be one-way facilities and carry traffic in the same direction as vehicular traffic.

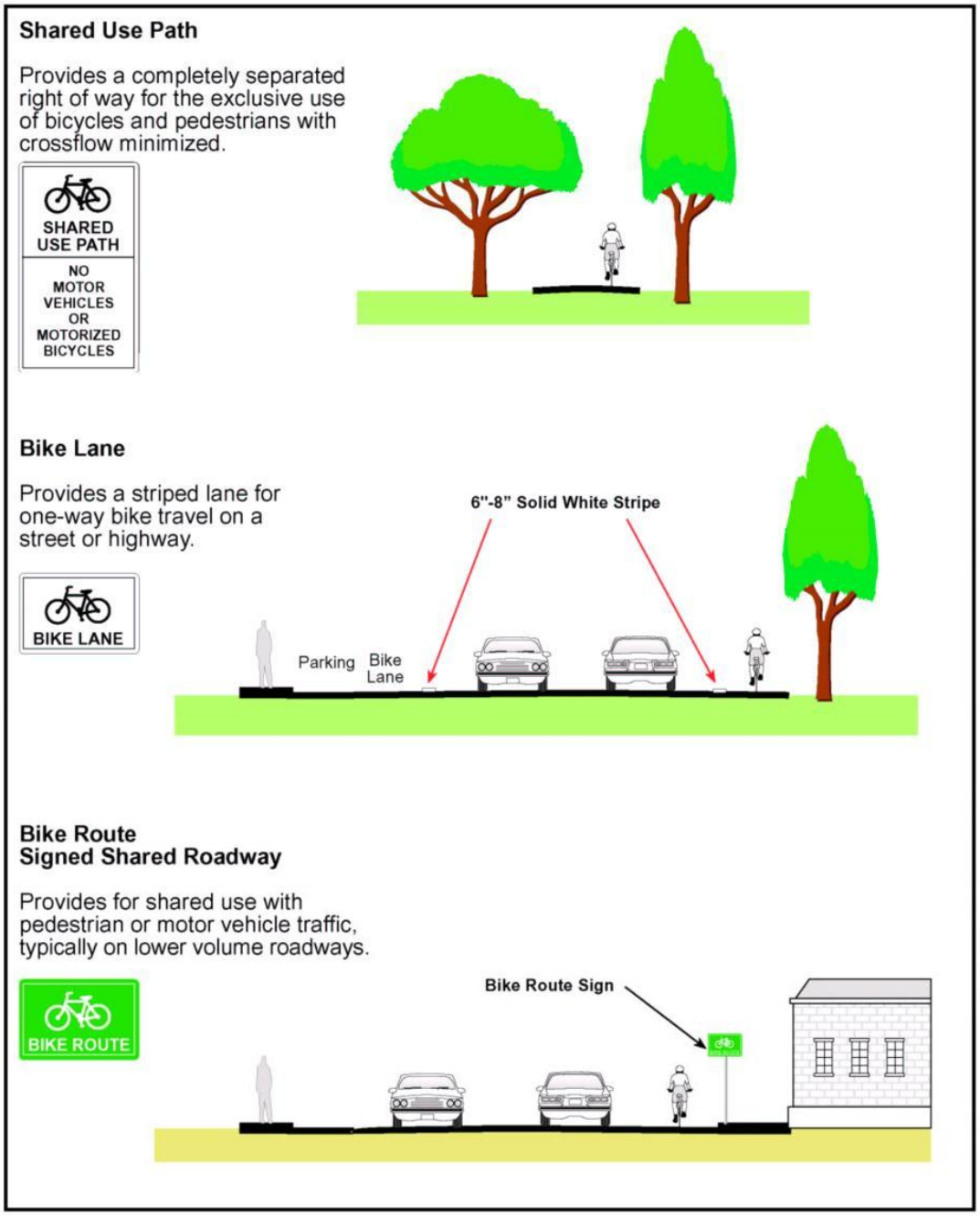
- A Class lll bike route is a signed or stenciled route on a local street. This type of bikeway is ideal on local streets with a low volume of motor traffic traveling at low speeds. Typically it is marked by the placement of standardized green and white bike route directional signs or pavement stencils along the roadway. Ideally a Class lll bike route has a minimum width of four feet.

- A Class ll bike lane is located in or beside a street. A bike lane could be a widened road surface which is separated from motor vehicle lanes by paint striping, reflectors or a raised curb barrier. The Class II bike lane could also be a lane separated from motor vehicles by a strip of land, similar to a sidewalk. It is located within the right-of-way of the road that it parallels. A bike lane should be a

minimum of four feet wide, excluding curb and gutter.

- A Class l shared use bike path is a completely separate facility. It is removed from streets or roads, located within its own right-of-way or in drainage or utility easements, flood plains or abandoned railroad corridors. This is the safest type of bikeway, as it is removed from motor vehicles, except where it might cross a road. This “multi-use trail” should be a minimum of ten feet wide to accommodate a variety of users.

Figure 28
Bicycle and Pedestrian Facility Classification



9.2 Existing Conditions

Activity on the state level has consisted of a State Bike Plan, which was initiated in 2007 by the ALDOT Bicycling and Pedestrian Coordinator and an advisory committee whose members represented different areas of the state. Currently, the plan is being edited and updated. Hopefully, the final State Bike Plan will be made available for public review and adopted in FY 2010.

Locally, the Mobile MPO has requested that ALDOT and all local governments include bicycle/pedestrian facility feasibility/cost studies in all engineering agreements and contracts financed with STP allocated funds. Approximately twenty-five miles of bicycle routes have been designated or constructed in the area.

9.2.1Previous Plans

Previous bicycle plans in the MATS area, which were developed in the mid-1970s, were primarily recreation oriented. The proposed linkages between colleges, schools, parks, and recreation facilities were intended for the segment of the population most likely to use bicycles, such as school children, college students, and recreation enthusiasts. Material from these previous plans has been included in this comprehensive plan where appropriate. In particular, a plan for the open space of the Three Mile Creek floodplain was developed, which included an extensive bicycle and walking/jogging trail extending from one end of the floodplain to the other.

In 1976, the City of Mobile Planning Commission proposed a series of bikeways scattered throughout the area. Only the bicycle tour of downtown Mobile and the Church Street East Historic Area, a Class III bike trail, was implemented — by simply hanging standardized green and white bike route signs along the designated streets. In June 1999, MUTCD bike route signs, share the road signs, and supplemental directional plaques were installed along the route.
In November 1996, the City of Mobile prepared a Western Shore Waterfront Access Study that focused on the enhancement of public access to the Mobile River and Bay for recreational purposes. One major component was a ten-mile bike/pedestrian path extending from the CBD at the Convention Center/Cooper Riverside Park, around Brookley Field, to McNally Park, where a municipal pier and other amenities are proposed. The proposed alignment of the “Western Shore Waterfront Bike and Pedestrian Path”, or Crepe Myrtle Trail as it has become known, extends along city streets as well as on a separated path in sections, and travels through industrial and residential areas. A consultant completed a feasibility study for implementing this bicycle path. Construction on this bike path should be completed in FY 2010.

In January 2002, the Tricentennial Green Space Master Plan (TGSMP) was completed for the City of Mobile. The TGSMP identified twelve bicycle/pedestrian routes connecting various recreation resources in Mobile. Then in 2004, the Green Spaces Engineering Feasibility Study was completed for the City of Mobile**.** The study detailed and prioritized the twelve bicycle/pedestrian routes in the TGSMP, including costs estimates and site designs.

9.2.2 Plan Development

Both bicycling and walking are inherently "local" forms of transportation, being relatively short-distance activities; therefore the focus of the Mobile area's bicycle and pedestrian plan is urban, where the potential for usage is highest. Within the urban transportation network, bicycling and walking can be feasible alternatives to the auto for short trips, trips to commercial centers, libraries, schools, work, transit stops, and recreation centers.

Bicycling and walking is viewed by some as only recreational and major transportation corridors have few or no provisions for non-motorized modes, but in the underserved areas, these are utilitarian means to get to work, shop, and worship. It is the intent of this plan to increase the amount of safe bike and pedestrian paths for both recreational and utilitarian usage. On the main roadways which traverse the Mobile metropolitan planning area, bicyclists and pedestrians must operate within a transportation system that is oriented almost completely to motor vehicle travel. There are many places where neighborhoods are not connected to nearby destinations with sidewalks, even in places where the destination is less than one-half mile away. Non-vehicular access to many schools is hindered by the surrounding roadways. The majority of shopping centers, malls, and office complexes do not encourage access by bicyclists and walkers, since entry must be made by traversing a parking lot. Drive-through lanes are usually located adjacent to the entrances and designated crosswalks and bicycle parking are rare. Sidewalks do line most roads in the urban core, east of Interstate 65, and in the older residential neighborhoods, and seem to be used most frequently in the downtown area. Along some roadways where sidewalks do not exist, there are worn dirt paths, an indication of travel by bicyclists and pedestrians. The comprehensive plans of the local jurisdictions should be updated to identify these locations and recommend solutions to these inadequacies

9.3 Elements

A comprehensive bicycle/pedestrian component must combine the efforts of many people; it encompasses several emphasis areas, combining engineering and planning with education, enforcement, and encouragement (4E's). By addressing not only facilities, but also programs, the bicycle/pedestrian component can more effectively contribute to a balanced intermodal transportation system. Each element must be individually optimized as well as coordinated into a cohesive promotional strategy. Concurrent activity is required in both engineering and non-engineering areas to improve the cycling environment.

The federal transportation policy is to increase non-motorized transportation to at least 15 percent of all trips and to simultaneously reduce the number of non-motorized users killed or injured in traffic crashes by at least 10 percent. Every community in the Mobile urban area can and should try to surpass this policy. Accurate measures of increases in these modes generated by various programs and policies are difficult to obtain. Monitoring progress is most easily accomplished at the local level. Development and changes in land use are a constant phenomenon,

which have a direct impact on the bicycle and pedestrian network. As circumstances change, only with an annual, ongoing evaluation process included in the plan itself can the network be kept responsive to the needs of the population. The MPO must work with local cycling groups and individuals interested in bicycling and walking to evaluate and update the plan, ensuring that the goals and objectives are valid and that the action plan continues to guide the urban area towards having a true multi-modal transportation system.

In order to accommodate current use and to encourage increased use, the following goals are comprehensive in scope.

- Devise a bicycle and pedestrian transportation network which responds to the identified needs of the varied bike-riding and pedestrian population, linking major origins and destinations.
- Create and promote a bikeway system and pedestrian network which serve as integral and complementary elements of the transportation system as a viable alternative to the motor vehicle.
- Develop bikeways and pedestrian paths which provide purposeful, safe, and convenient transportation.
- Include the provision of bicycle and pedestrian facilities in local governments' subdivision regulations and policies and highway improvement projects.
- Encourage local governments to adopt a “Complete Streets” Policy. A “Complete Street” being one that is designed and operated to be safe, comfortable and convenient for all transportation modes including pedestrians, bicyclists, transit riders and motorists of all ages and abilities.

The goal of improving mobility for all users of the transportation system in the Mobile region is important. The elements are discussed in terms of the current conditions and followed by a discussion of each element's objectives. These are critical in the development of the action plan. Many of the objectives could apply to more than one element, but are mentioned once to avoid redundancy.

9.4 Engineering and Planning

9.4.1 Current Conditions

Major bicycle and pedestrian facilities are limited in Mobile. A survey of existing and potential bicycle paths in the Mobile area indicated that bicyclists and pedestrians travel on roads regardless of the availability of provisions for them. Actual built and maintained bicycle paths exist in a few locations throughout Mobile. The Mobile Bay Causeway was rebuilt with wide shoulders to accommodate bicycles. Mobile's Municipal Park has some paths but maintenance is noted as a problem by the bicycling community. In 1997, the City of Mobile prepared a Recreational Improvements Plan for this park which included a ten-foot-wide trail network circumventing the perimeter and traversing the park, connecting the various facilities. Chickasabogue Park has three biking and hiking loop trails, totaling over eight miles of off-road trails for mountain bikes**.** As previously mentioned the downtown and midtown bicycle routes were marked in the spring of 1999 with

standard bicycle route and share the road signs. Well-traveled routes were noted along some arterials as well as along the various drainage canals, where there are wide grassy banks, often with visible worn paths. Some serious bicyclists commented on the necessity to leave Mobile for extended rides, in order to avoid the traffic congestion in Mobile and also to seek more scenic routes. In order to facilitate and promote ridership and improve intermodal connectivity, the Wave Transit operates thirty-four busses that all are equipped with bicycle racks.

Existing barriers to bicycling include the lack of routes and designated bicycle ways, narrow pavement widths and rights-of-way, little or no shoulders on collector and local streets, the prevalence of on-street parking on local streets, and the lack of provisions for safely crossing arterials throughout Mobile. User perception plays a large role in the choice of whether (or not) to ride a bicycle on a given road. The perception of safety is influenced by driver behavior and road design. The curb lane widths of most arterials will not safely accommodate both vehicles and bicycles, according to accepted standards. However, there are some existing roads that were over built with wide lanes and turn lanes. In some instances, these roadways could be redesigned to accommodate bike lanes while narrowing the road lanes which would improve safety.

Sidewalks are not a requirement in all subdivisions. Within the study area, different jurisdictions differ on their requirements for sidewalks in their subdivision regulations. The Cities of Chickasaw, Mobile and Prichard require sidewalks on major streets, highways, and secondary streets when a subdivision is developed. The City of Saraland does not require sidewalks but regulations specify a minimum width of sidewalks of 4 feet in residential areas and 7 feet in commercial areas when they are installed. Mobile County does not include a requirement for sidewalks in its subdivision regulations. Partially due to these inconsistent legal requirements for the provision of sidewalks, pedestrian accessibility is limited in many parts of the Mobile urban area. Generally, sidewalks are not prevalent in neighborhoods west of I-65, nor are they in suburban commercial areas. The opposite is true for most of the area east of I-65. Thus, barriers to pedestrians are the lack of sidewalks and the lack of provisions for access across arterials.

Federal law dictates accessibility for pedestrians with disabilities as part of the Americans with Disabilities Act, and local governments are implementing pedestrian aids such as curb cuts and ramps. Any federally-funded pedestrian facilities constructed in the MATS area will comply with the ADA requirements.

The City of Mobile's current policy is that sidewalks/trails be included in all road widening projects when feasible. Specifications on trail widths solely for pedestrians are limited to four feet and are eight feet for bicyclists. An eight-foot wide multi-purpose trail was constructed at the University of South Alabama on the north side of Old Shell Road from University Boulevard to Hillcrest Road as part of a road widening project. Other planned projects which will include four-foot-wide sidewalks are Grelot Road, where sidewalks where built on one or both sides of the road, and on the west side of Hillcrest Road, from Cottage Hill to Girby. Sidewalks are under consideration for Hillcrest Road from Airport Boulevard to Old Shell Road. Long

range plans include provisions for bicyclists on either a separate adjacent facility or a bike lane on Zeigler Boulevard, in conjunction with its proposed widening from Forest Hill to Schillinger Road.

Bicycles can be legally ridden on all streets in Mobile, unless outright prohibited. That said, there are a relatively low number of bicycle trips due to cyclists' concerns for their safety. Bicyclists and pedestrians need to use a transportation system which allows for the combined needs of motor vehicles and human-powered vehicles. The system needs to address the operating characteristics and points of vulnerability of the bicycle, as well as the needs of cyclists of various ages and skill levels. Pedestrians require fewer facilities than bicyclists but provisions separate from both vehicles and bicycles is preferable. As a standard, pedestrians should have adequate sidewalks, a sense of security from motorists, crosswalks that are safe, and lighting that offers security. The engineering element addresses a wide range of location, design, and maintenance issues.

9.4.2 Objectives

- Provide a bikeway and pedestrian network that integrate bike lanes into the infrastructure as much as possible by linking major residential areas with schools, shopping areas, employment centers, libraries, ancillary civic facilities, Transit stops, and other common destinations.
- Develop a visually prominent bikeway system, clearly defining boundaries between bicyclists, pedestrians, and motorists. Whenever possible, provide a physical separation between modes to minimize the potential for conflict.
- Adopt the *Manual on Uniform Traffic Control Devices* as state and local policy, The MUTCD defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic. The MUTCD is published by the Federal Highway Administration (FHWA) under 23 Code of Federal Regulations (CFR), Part 655, Subpart F.
- Encourage the provision of bikeways and sidewalks on all new and upgraded bridges, interstate crossings, and road widening projects.
- Give priority to construction of bikeways that will serve the most intensely used commuter bicyclist destinations.
- Develop bicycle parking facilities at all major commercial and public developments, schools, libraries, hospitals, and major modal interface points (*i.e.*, malls, parking garages, downtown, YMCAs, Metro's transfer stops, park & ride lots, etc.).
- Encourage the provision of bike and pedestrian paths in all park developments and establish a bikeway network that links parks, recreation facilities, and other bikeways in the system.
- Provide for restrooms along bikeways.
- Where feasible, utilize canal, railroad, and utilities rights-of-way for bikeway and pedestrian paths.

- Utilize bicycle-safe drainage grates and railroad crossings and adjust manhole covers to grade along bicycle routes.
- Encourage the development of striped shoulders, bike lanes, or separated paths along arterials.
- Utilize graphics that are easily understood by bicyclists, pedestrians, and motorists to minimize conflicts between the various modes.
- Promote land use patterns in all developments which encourage bicycle and pedestrian access.
- Require bikeways adjacent to streets to be one-way to minimize conflicts with other bicycles and to discourage riding against the flow of traffic.
- Provide for maintenance of bikeways and sidewalks to keep them clear of glass, gravel, potholes, and other debris, which are impediments to safe bicycling, and even walking to a lesser degree.
- Ensure proper lighting on bikeways and sidewalks
- As part of new subdivision developments, require construction of bikeways and sidewalks along arterials and collector streets and connections to other subdivisions.
- Adapt traffic signal controls to bicycle and pedestrian use.
- Route bikeways to minimize conflict with on-street parking, stop signs, cross traffic, interface with other modes, and other obstructions to uninterrupted bicycle flow.

9.5 Education

9.5.1 Current Conditions

Bicycle and pedestrian safety education is available to children and adults from many sources in Mobile. In the past, Mobile County Board of Education included a separate unit on bicycle and pedestrian safety in the curriculum of the elementary schools and currently it is briefly addressed as an issue in the safety unit. Upon request the area police departments and the Mobile County Sheriff's Department promote safety education to schools, day care centers, and civic organizations. The Sheriff's Department also participates in fairs, works with bicycle dealers, donates bicycle helmets, and promotes the national bicycle month. The Alabama Safe Kids Coalition and various municipal fire departments also organize bicycle rodeos in different communities throughout the area.

Bicyclists and pedestrians of different ages require different levels of education on safety, bicycle operation skills, and maintenance. Parents need to understand that children need education on how to ride a bike safely, even in driveways and on sidewalks. Drivers must be made aware of and educated about sharing the road with bicycles and pedestrians. Many professionals such as engineers, planners, law enforcement officers, developers, and educators need information about bicycling and walking. The education element of this bicycle and pedestrian component should address all of these groups.

9.5.2 Objectives

- Conduct a comprehensive public information program to increase motorists' awareness of bicycles on and near the roadway.
- Educate engineers, planners, developers, and public officials about the needs of bicyclists and pedestrians and encourage them to include facilities for them in all projects.
- Encourage citizen participation in planning and promoting bicycle safety education and public awareness programs.
- Solicit the public's evaluation of the bikeway system and pedestrian facilities.
- Publish a commuter bicyclists' manual with information on bikeways, safety rules, tips, location of facilities, etc.
- Expand bicycle and pedestrian safety programs in public schools.
- Encourage service clubs, PTAs, and other civic organizations to educate their members about bicycle and pedestrian safety and to sponsor educational bicycle programs, registration, etc.
- Request that the Alabama Department of Public Safety include bicycle and pedestrian safety and the relationship of motorists to bicycles and pedestrians in traffic as part of the motor vehicle operators' license exam.
- Request that bike-ped safety improvements become a strong component of the state's strategic highway safety plan, so that HSIP funding can be directed towards bike-ped programs.
- Work with citizens and government groups to coordinate bikeway and pedestrian planning efforts.

Table 27
Injuries and Deaths of Bicyclists and Pedestrians, 2004 -2007

	City of Mobile		City of Prichard		Mobile County		State of Alabama	
2004	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Bicyclists	0	33	0	0	0	41	6	16
Pedestrians	7	57	1	4	14	81	82	559
2005	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Bicyclists	0	19	0	2	1	34	12	218
Pedestrians	3	44	4	7	17	82	74	539
2006	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Bicyclists	1	21	0	2	2	29	9	188
Pedestrians	10	55	0	10	20	96	81	557
2007	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Bicyclists	1	15	0	2	1	22	8	196
Pedestrians	13	44	1	10	18	73	69	526

Source: CARE Research and Development Laboratory, The University of Alabama

9.6 Enforcement

9.6.1 Current Conditions

Alabama law, contained within the Code of Alabama 1975, Alabama Motor Vehicle Laws Annotated, Title 32, 1988 Edition, states that a bicycle rider has all of the rights granted to operators of automobiles and is subject to the same responsibilities, except for regulations which by their nature do not apply to bicycles. Pedestrians are required to walk on sidewalks when provided or if a sidewalk is not available, along a highway on the shoulder or edge. However, they must yield the right-of-way to all vehicles on the roadway. According to the Alabama Pedestrian Crosswalk Law:

- When traffic-control signals are not in place or not in operation the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling, or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.
- No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close as to constitute an immediate hazard.
- Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.

Annual injury and fatality statistics for bicyclists and pedestrians obtained from the State for 2004 through 2007 as shown in Table 27, indicate that more pedestrians than bicyclists have been killed or injured in the Cities of Mobile and Prichard, Mobile County, and the State. This may be due to the fact that there are more pedestrians overall.

Enforcement also involves the theft of bicycles. One means of reducing the potential for theft is the provision for secure bicycle parking. In the City of Mobile, bicycle racks are located at various locations, most notable are the ones designed by artists as a project of Main Street Mobile. Six racks are located downtown, on Conti by the Saenger Theater, on Dauphin Street in front of Mama's, in front of the Exploreum, on Dauphin Street at Jackson, on St. Francis across from Bienville Square, and on Dauphin across from the Muffin Shop. Funding for these was from the City of Mobile and the Arts Council.

The enforcement element of the comprehensive bicycle component addresses both public safety and crime prevention. An enforcement program can be broken into three areas: identification, apprehension, and adjudication. Bicyclists (and motorists) involved in an crash or who have committed a traffic violation need to be identified, as do stolen vehicles. Apprehension involves enforcement of the traffic laws and stopping violators. Police officers need to be educated on the importance of

apprehending and informing bicyclists and motorists who violate traffic laws. Finally, adjudication is necessary to correct traffic law violations. Traffic court officials should be informed of bicycle crash problems and encouraged to consider bicyclist citations as seriously as motorist citations.

9.6.2 Objectives

- Increase law enforcement relating to bicycles, pedestrians, and motorists.
- Examine means of reducing bicycle theft
- Develop community support for traffic law enforcement for bicyclists
- Encourage the design of bicycle parking facilities which minimize the potential for theft at schools, malls, public and semi-public buildings, parks, and other destinations.

9.7 Encouragement

9.7.1Current Conditions

The level of bicycle and pedestrian activity in the MATS area is increasing. Bicycle shops report increased sales and service; organizations such as the American Diabetes Foundation and the American Heart Association have in the past and are continuing to sponsor bicycle rides and walks to raise funds. The Azalea City Cyclists, a member organization of the League of American Bicyclists, is an active club of approximately 40 members who promote bicycling, and sponsor recreational rides during the week and on weekends for members, families, and other interested enthusiasts. B-PAC, the Bicycle and Pedestrian Advocacy Committee, was formed in 1992 and has been involved in such projects as building and maintaining trails at Chickasabogue Park and working with the City of Mobile towards building a bicycle-transportation network, in addition to other projects promoting a more bicycle-friendly community.

An increase in the facilities for bicycles and pedestrians can serve as a means of encouragement. Ease of use/travel by that mode will promote it.

The encouragement element is less tangible than the other aspects of the bicycle and pedestrian program activities. Essentially, it entails marketing bicycling and walking to the public for individual and community benefits. Promoting their use will help to maximize the return on the public investment in the bicycle and pedestrian programs and facilities.

9.7.2 Objectives

- Emphasize the positive individual and community benefits of bicycling and walking such as improved personal health and fitness, improved air quality, decreased energy consumption, and decreased traffic and parking congestion.
- Develop community activities, such as rallies, bike-a-thons, rodeos, and

family bike days to increase community awareness and acceptance of bicycles on the roadways.
- Encourage bicycle rental concessions and bicycle sharing, especially in major parks and tourist sites.
- Encourage use of the network available to the public with publicity such as advertising and maps.
- Promote employee incentives for workplace bicycle and pedestrian commuter programs.
- Evaluate bicycle and pedestrian network regularly.

9.8 Implementation Plan

Bicycle and pedestrian projects are eligible for federal funding from the following programs: National Highway System, Surface Transportation Program (including Enhancements and Section 130 and 152), Hazard Elimination, The State and Community Highway Safety Grant Program, commonly referred to as Section 402, Federal Lands, Scenic Byways and Recreation Trails funds. Of course local funding is should not be overlooked. In order to achieve a truly effective bicycle and pedestrian network the local governments must be willing to commit local funds to the effort. It should be noted that incorporating bicycle and pedestrian facilites at project inception is less costly than a retrofit process years later. It is the opinion of the MPO that no single action will increase the use of bicycles and walking for transportation, nor improve the safety of utilizing these modes. In order to achieve the goals and objectives of this component, the following actions are proposed initially.

Continuous evaluation of the bicycle and pedestrian facilities is a crucial element of the plan. The performance criteria which was used to assess, select, and prioritize criteria should also be used in the evaluation phase, as a part of the planning process itself. These criteria are:

- Accessibility
- Directness
- Continuity
- Route Attractiveness
- Vehicular Traffic - Volume and speed
- Safety - Potential for conflict with other users or vehicles
- Cost/ Funding
- Ease of Implementation
- Intersections -Number and provisions for bicycles and pedestrians
- Other Barriers -Drainage grates, railroad crossings
- Bridges - Grade and provisions for bicycles and pedestrians

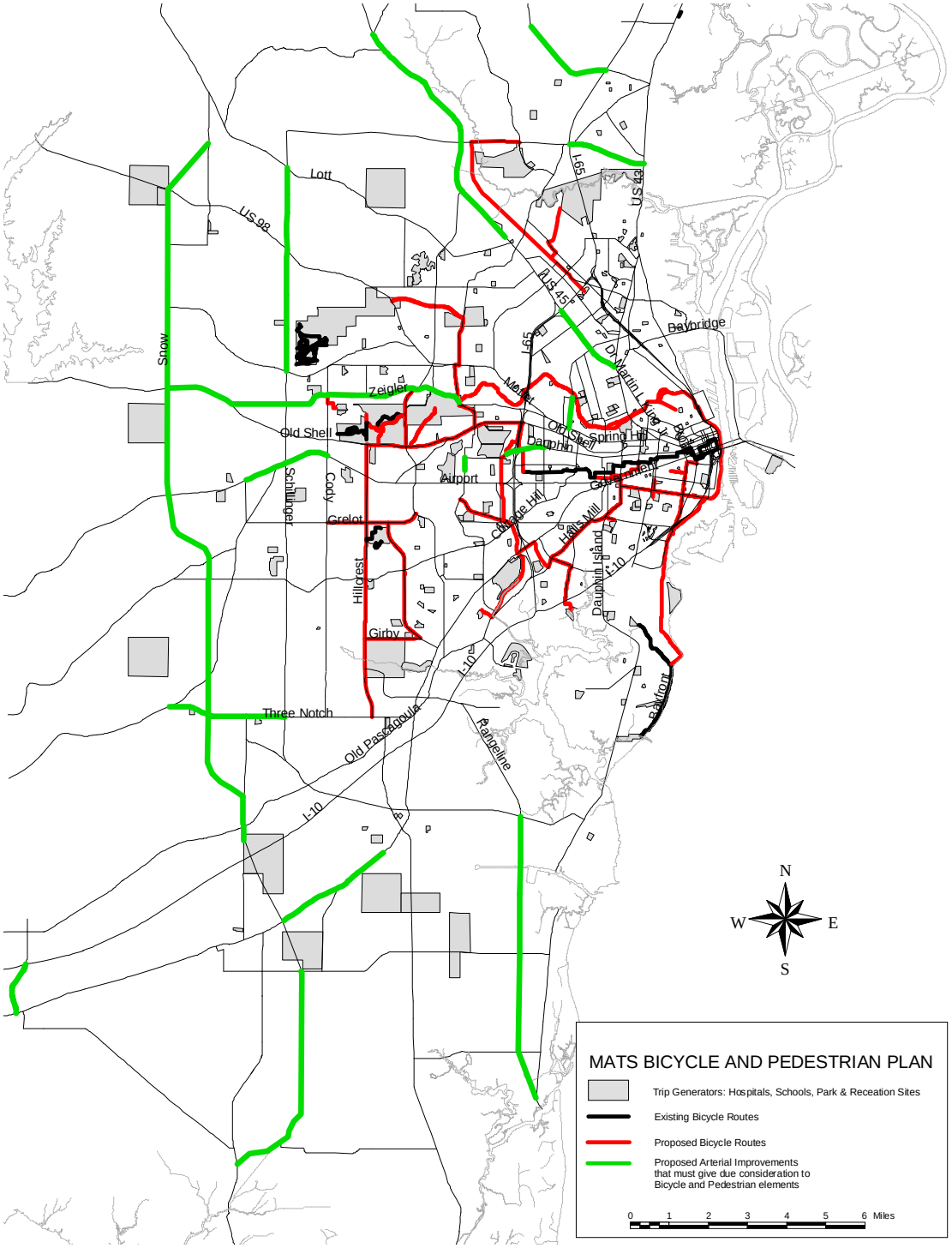
9.8.1 Proposed Engineering

The action plan of the engineering element is the recommended bicycle and pedestrian network, as shown in Figure 29. The routes have been developed based

upon the potentials and constraints identified in the existing transportation network. By connecting schools, libraries, parks, commercial centers, and work sites to residential areas, and also by creating and connecting recreational trails, linkages between the various land uses will provide access to major destinations in the Mobile area for non-motorized transportation.

- Coordinate bicycle and pedestrian plans among the involved governments to provide for a continuous bicycle and pedestrian network.
  Implementing Agency - MPO and Engineering/Traffic Engineering Departments of individual local jurisdictions
- Develop continuous bicycle and pedestrian routes in the Mobile urban area. Implementation of this action must be in planned and logical phases. Due to the initial costs, the portion of the plan which requires signing or marking local streets should be implemented first.
  Implementing Agency -Engineering/Traffic Engineering Departments of individual local jurisdictions.
- Incorporate the most effective, safe treatment for facilities for bicycles and pedestrians during the scheduled construction projects of streets and roads. **Implementing Agency** -Mobile County Engineering Department and/or municipal engineering departments.
- Ensure availability of a local match and apply for funding for bicycle and pedestrian facilities as an integral aspect of federally-funded projects in the Mobile MATS area.
  Implementing Agency -Mobile County Commission and/or local governments coordinated through the MPO.
- Remove physical barriers and hazards from streets, including unsafe drainage grates, manholes, and hazardous railroad crossings throughout the Mobile area.
  Implementing Agency -Engineering Departments of the jurisdictions and other respective public and private organizations/businesses
- Provide facilities for the secure storage/parking of bicycles throughout downtown, The Intermodal Transit facility at the GM&O, Downtown and Chandler YMCA's, Bel Air and Springdale Malls, college campuses, all Municipal parks, Mobile County public and private schools, libraries, and Mobile's hospitals.
  Implementing Agency - Public and private agencies cited above.
- Pursue the funding and conversion of all abandoned rail lines to bicycle and pedestrian trails.
  Implementing Agency - Local governments

Figure 29
Proposed Bicycle and Pedestrian Routes



9.8.2 Proposed Education

The costs of the educational elements are less tangible than those of engineering. Some will be assumed by the Mobile County Board of Education.

- Increase the use of comprehensive bicycle safety education in the Mobile County School System, and private schools including teacher training.
  Implementing Agency -Mobile County Board of Education and private schools
- Construct a child-size "safety town" where all children in the Mobile County School System as well as other interested schools can provide hands-on bicycle riding and walking instruction on safety.
  Implementing Agency -Mobile County Board of Education and volunteers/civic organizations to donate, operate, and maintain the "safety town" facilities
- Provide ongoing training for transportation professionals (traffic engineers, planners employed by County, cities, regional agencies, and the MPO) in all aspects of bicycle/pedestrian planning and design. These professionals should be encouraged to attend bicycle and pedestrian planning conferences as well in order to further their professional development.
- **Implementing Agency** -Alabama Department of Transportation and the Local Technical Assistance Program (LTAP) at Auburn University. Provide information to the public, including motorists and operators of non-motorized transportation, defining the responsibilities and traffic laws of each via the media, insurance companies, and major employers.
  Implementing Agency -Alabama Department of Motor Vehicles

9.8.3 Proposed Enforcement

- Implement and improve traffic enforcement of all road users by imposing citations on motorist, bicyclist and pedestrian violators.
  Implementing Agency -Traffic enforcement departments within each jurisdiction
- Compile records on bicycle and pedestrian crashes within the Mobile MATS area for periodic and regular review by ALDOT/Department of Public Safety, to be utilized in the evaluation of the bicycle and pedestrian facilities and programs.
  Implementing Agency -ALDOT/Department of Public Safety

9.8.4 Proposed Encouragement

- Inform the community of the benefits of bicycling and walking, and of the bicycle and pedestrian network and facilities in the Mobile region, via verbal and written communication, such as public service announcements and maps.
  Implementing Agency - Local public and private agencies in conjunction with local television, radio, civic organizations, Chambers of Commerce, local governments, insurance agencies, AAA, and real estate agencies

- Promote bicycle commuting to work and school by employers and schools by providing facilities (racks, lockers, and showers) and other incentives.
  Implementing Agency -Mobile County Board of Education and major employers in the region
- Include the requirement, standards, and specifications on the design and construction of bikeways and sidewalks in projects abutting collector and arterial streets in local subdivision regulations.
  Implementing Agency -Local municipalities and Mobile County Commission in rural areas

9.9 Proposed Routes

Mobile's existing bicycle/pedestrian network consists of signed downtown and midtown bicycle routes. Connecting to and expanding the existing network, the proposed bicycle routes include both some planned projects to be implemented in conjunction with other transportation improvements on a particular road, as well as some individual routes. The multi-purpose trail along Old Shell Road between University Boulevard and Hillcrest, and sidewalks along Grelot and Hillcrest Roads are elements of larger projects that further augment the City's bicycle/pedestrian facilities. All arterial improvements of the Highway Element of the MATS Long Range Transportation Plan shown in Figure 29 must have a bicycle or pedestrian facility given consideration as a viable part of the project. Consideration will determined as part of the engineering phase of the project.

9.9.1 Downtown/ Midtown Mobile

The City of Mobile has recently developed *A New Plan for Mobile*, which includes several major pedestrian crosswalks throughout the downtown and midtown areas. A pedestrian bridge has been proposed over Water Street downtown to provide safe access for pedestrians traveling to and from the downtown area to the future Passenger Ferry Terminal Facility, as well as to and from the proposed multi-story parking garage and other off-site parking locations due to the existing eight-lane arterial highway and twin -track rail corridor that run adjacent to the waterfront. This component will encourage local residents and tourists to visit the City's downtown and waterfront venues, use the ferry system as a transit option, and support passenger rail terminal parking needs.

The following description of the proposed route network is listed by area. Each implementing agency is free to select construction priorities. The routes with the highest priority are primarily where there is a mixture of land use and concentration of population, and therefore the potential for implementation and use is greatest. The second priority routes are located in older residential areas, with principal destinations for bicyclists such as schools, libraries and parks, and are populated by those more likely to commute by bicycle and walking than residents of other areas.

The routes listed below are identified by location and trip attractors, unless the route has been designated a formal name. Some of the bicycle routes listed below are planned in conjunction with road projects in the Transportation Improvement

Program, others are planned as stand alone projects. Although the proposed routes comprise a network, they can be self-contained with connections to other routes at major intersections. The feasibility of these connections should be studied further in order to assure a safe, efficient, and contiguous network. Often specific traffic control measures will be necessary to connect the routes as well as to cross the more heavily traveled arterials. Costs of the routes have been estimated and potential funding identified. The $100 sign cost includes the signpost, installation, and overhead. Bike path costs are estimated to be $100,000 per mile, which is the proposed 4-inch thick, 8-foot wide concrete slab, including the clearing, grubbing and lighting. Right-of-way costs are not included in these estimates. Figure 29 illustrates the proposed routes.

9.9.2 Midtown Area Council Elementary/ Craighead Elementary/ Williamson High School/ Hall Elementary/ Ladd Stadium/ Woodcock Elementary/Baumhauer Park and Bishop State SW Campus/Maitre Park/ Hank Aaron Stadium/ Luscher Park

This bike facility includes routes on the existing street network as well as off street paths adjacent to heavily traveled connector streets, connecting schools, parks and two stadiums. It links two other routes in the system - Crepe Myrtle Trail on the east end with the proposed Montlimar Creek Trail on the west- and ties into the existing midtown route. There is a fork at the western end of the bike route; one leg extends south to Luscher Park where there is waterfront access, and the other extends west, to cross I-65 at the Government Boulevard interchange to connect to the bike path along Montlimar Creek.

30 directional bike route signs @ $100	$ 3,000
40 bike route / share the road signs @ $100	$ 4,000
6 miles of separate bike path	$ 600,000
Miscellaneous safety measures	$ 10,000
	$ 617,000

Funding Source- Transportation Enhancement Funds

9.9.3 Northwest Area #1 Hillsdale Middle School/ Hillsdale Park/ Cody Road/ Zeigler Boulevard/University of South Alabama/Langan Park/ Twelve Mile Creek Trail/ Old Shell Road/ Mobile Country Club/ Spring Hill College/ Yester Oaks/ I-65 Beltline/ Springhill College/ Springhill Memorial Hospital/Springdale Boulevard

This route is proposed to utilize the existing service roads along Zeigler Boulevard, a minor arterial, and sidewalks where there is no service road connection. The remainder of the route is contained on the existing local street road network through local residential areas and on separate facility along arterials and Twelve Mile Creek. Extending east, it connects the multi-purpose trail from the University to the interstate along Old Shell Road. The path spans the interstate on both the east and west sides, where it connects to the existing midtown bike route and the Montlimar Creek bike path. Costs for this route are for bike paths, signage, and traffic control devices for bicycle/pedestrian movements at the major intersections.

35 directional bike route signs @ $100	$ 3,500
45 bike route / share the road signs @ $100	$ 4,500
8.5 miles sidewalk/ concrete bike path	$ 850,000
	$ 858,000

Funding Source- Local Funds, Federal and State Grant opportunities will be sought in conjunction.

9.9.4 Northwest Area #2 Langan Park/ Forest Hill Elementary/ Megginson Park/Eight Mile Creek Trail/Miller's Park

The bike path, which connects two large parks, is completely separated from the street network. It extends 3 miles and would require safety improvements at the intersection with Moffett Road.

10 directional bike route signs @ $100	$ 1,000
10 bike route / share the road signs @ $100	$ 1,000
3 miles concrete bike path	$ 300,000
	$ 302,000

Funding Source- Local Funds, Federal and State Grant opportunities will be sought in conjunction.

9.9.5 Southwest Area #1 Davidson High School and Azalea Middle School / Chandler YMCA/ Festival Center/ Matthews Park / McGill Sports Fields/ Montlimar Canal and Creek Linear Park / Crestview Park

This bike path includes approximately 4 miles of separated bike path which run along the drainage canal and creek. It also travels along major collector roads where traffic volumes are high, connecting recreational sites with some commercial land uses and schools**.** Costs include signage and an off-street facility.

15 directional bike route signs @ $100	$ 1,500
20 bike route/ share the road signs @ $100	$ 2,000
4.5 miles of separate concrete bike path	$ 450,000
	$ 453,500

Funding Source- Local Funds, Federal and State Grant opportunities will be sought in conjunction.

9.9.6 Southwest Area #2 USA/ Providence Hospital/Ridgefield and Pinehurst Subdivisions/ Cottage Hill Park & Proposed Library/ Hillcrest Road/ Knollwood Drive/ Mims Park/ Girby Road/ Burns Middle School and Environmental Studies Center

This bike route connects to the University's multi-purpose trail on Old Shell Road and travels southerly two ways- as a bike route along a minor arterial, collector and local streets through residential areas, and as a separate path adjacent to major arterials. Improved traffic control measures will be necessary at the intersections with Airport Boulevard, Cottage Hill Road, Grelot, and Girby Roads. Costs include the signs on the existing streets and traffic control devices for bicycle/pedestrian movements at the major intersections and for the sections of the off-street facility.

45 directional bike route signs @ $100	$ 4,500
65 bike route / share the road signs @ $100	$ 6,500
6 miles of sidewalk/ concrete bike path	$ 600,000
Bike/Ped Crossing Signals	$ 28,000
	$ 639,000

Funding Source- Local Funds, Federal and State Grant opportunities will be sought in conjunction.

9.9.7 Southwest Area #3 Davidson High School/ Azalea Middle School / Regency Oaks / Savannah Trace / Cottage Hill Park / Grelot Road

This route is contained on the existing collector and local street network and on a separated facility along Grelot Road and University Boulevard, two heavily-traveled arterials. Supplemental safety provisions will be necessary to cross University Boulevard. Costs include signage and an off-street facility.

20 directional bike route signs @ $100	$ 2,000
20 bike route / share the road signs @ $ 100	$ 2,000
2 miles of sidewalk/ concrete bike path	$ 200,000
Safety Crossing Provisions	$ 15,000
	$ 219,000

Funding Source- Local Funds, Federal and State Grant opportunities will be sought in conjunction.

9.9.8 Southwest Area #4 Cottage Hill Road at I-65 Wave Transit Transfer Site/ Fonde and Dodge Elementary Schools/ Madison Place/ Canterbury Heights/ Crestview, Mims and Skylined Parks

Connecting neighborhoods, parks and schools, this bike path is along Cottage Hill Road, a minor arterial, and continues south on Demetropolis, which will become a principal arterial after the planned connection to University Boulevard is complete. Costs include the off-street facility, signs, and crossing signals.

35 directional bike route signs @ $100	$ 3,500
40 bike route / share the road signs @ $100	$ 4,000
3 miles of sidewalk/ concrete bike path	$ 300,000
Bike/Ped Crossing Signals	$ 7,000
	$ 314,500

Funding Source- Local Funds, Federal and State Grant opportunities will be sought in conjunction.

9.9.10 North Area Hickory Street Park/ Three Mile Creek Linear Park/ Holloway Elementary / Washington Middle / Bush Park/ Trinity Gardens/ Langan Park

Rights-of-way for this bike path are available from Gorgas and Carver Parks on the east to Langan Park on the west. This bike path follows the Three Mile Creek and is separated from the existing road network. A 4-inch thick 8-foot wide concrete slab is proposed in the designated right-of-way, which could accommodate both bicyclists and pedestrians. Safety measures will be necessary as this is perceived as a high crime area. Provisions for crossing I.C.G. Railroad, I-65 and Moffett Road will also be needed. Costs for the bike

path include a separate facility and signage on existing streets and safety provisions.

17 directional bike route signs @ $100	$ 1,700
25 bike path / route / share the road signs @ $100	$ 2,500
7.5 miles of separate bike path @ $100,000/mile	$ 750,000
Safety provisions	$ 100,000
	$ 854,200

Funding Source- Local Funds, Federal and State Grant opportunities will be sought in conjunction.

9.9.11 Whistler Historic Trail Mobile College/ Chickasabogue Park/Prichard Stadium

This bike route/path extends approximately 5 miles along the abandoned South Rail Railroad corridor through the communities of Eight Mile and Whistler to the north, ending at the Prichard Municipal Stadium. A trail extends off this trunk path to the west, terminating at Chickasabogue Park, which is traversed with off-road bike trails. Safety measures will be necessary to assure the security of bicyclists and pedestrians. Costs for the bike path include a separate facility and signage on existing streets and safety provisions.

10 directional bike route signs @ $100	$ 1,000
40 bike route / share the road signs @ $100	$ 4,000
5 miles of separate bike path	$ 500,000
Miscellaneous safety measures	$ 10,000
	$ 515,000

Funding Source- This project has been partially funded with HPP funds but is in need of local matching funds.

PAGE INTENTIONALLY LEFT BLANK