Program Background

- **Initiated in May 2012**
- **Built on regional efforts**
  - Chief Ladiga Trail Extension Plan (2013)
  - Coldwater Mountain Bicycle Venue and Trail Connection Plan (2013)
  - Anniston Multi-Modal Center Operation & Facility Plan (2010)
  - McClellan Redevelopment Plan (2009)
  - Downtown Anniston Circulation and Parking Plan (2008)
Program Benefits

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

• Develop a network of bikeways that:
  • Is safe, seamless and complementary
  • Utilizes existing and available transportation resources and infrastructures
  • Efficiently links important local destinations
  • Supports immediate and long-term local development initiatives
  • Can be financed and implemented in a phased progression
Program Development

- Establish study area in cooperation with local governments
- Collect and review available plans and data
- Consider cyclist origins/destinations
- Conduct field reviews
- Develop and present initial concepts for review
  - Bikeway alternatives
  - Trailheads and parking
  - Signing, marking and signals
- Prepare and present recommendations with cost estimates
Two Key Initiatives

• Need for anchor around which a network can be developed:
  ➡ Compelete the Chief Ladiga Trail

• Need for timely response for an active project:
  ➡ Getting access for the Coldwater Mountain Bike Venue
Location of trailheads and parking identify approximate vicinities and not specific parcels.
Priorities and Staging—Initial Phase

- **Next 36-42 Months**
  - *Coldwater Mountain Access*
  - *Chief Ladiga Trail (Southern Access)*
  - *Noble Street One-Way Bike Lanes*
  - *12th Street and 14th Street Shared-Use Bikeway*
  - *Inner City Shared-Use Loop*
- **Initial Phase Cost** - $1,268,396
Priorities and Staging—Second Phase

- **To 72 Months (Years 4-6)**
  - Chief Ladiga Trail (Northern Section) and McClellan Spur
  - McClellan Bikeways and Trailhead
  - LaGarde Park Connector

- **Second Phase Cost - $1,296,516**
Priorities and Staging—Third Phase

• To 108 Months (Years 7-9)
  • Pipe Street Connector
  • Blue Mountain Trail
  • Chief Ladiga Trail (Middle Section)

• Third Phase Cost - $1,071,867
Priorities and Staging—Future Phase

• Year 10 and Beyond
  • Summerall Gate Road Access
  • West Anniston Bikeway
  • Anniston Airport Connector
  • Blue Mountain Rail Trail

• Future Phase Cost - $2,516,137
Program Costs by Phase

- **Initial Phase, Next 36-42 Months** – $1,268,396
- **Second Phase, Years 4-6** – $1,296,516
- **Third Phase, Years 7-9** – $1,071,867
- **Future Phase, Year 10 and Beyond** – $2,516,137

**Total Program Cost**—$6,152,916
## Bicycle Facility Network

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Miles or Units</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two-Way Paths</td>
<td>18.05</td>
<td>$4,625,513</td>
</tr>
<tr>
<td>Paved Shoulders</td>
<td>4.31</td>
<td>$168,008</td>
</tr>
<tr>
<td>On-Street Bike Lanes</td>
<td>0.72</td>
<td>$11,500</td>
</tr>
<tr>
<td>Shared-Use Bikeways</td>
<td>20.93</td>
<td>$336,007</td>
</tr>
<tr>
<td>Trailheads</td>
<td>4</td>
<td>$501,002</td>
</tr>
<tr>
<td>Parking</td>
<td>4</td>
<td>$164,886</td>
</tr>
<tr>
<td>Road Reconstruction</td>
<td>0.28</td>
<td>$346,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>$6,152,916</strong></td>
</tr>
</tbody>
</table>
Implementation Steps

• Formally adopt the plan for incorporation into RTP
• Determine funding eligibilities (federal, state, local)
• Assign budget priorities
• Select and program projects for specific funding cycles
• Initiate engineering, ROW, and construction activities
• Focus attention on completion of Chief Ladiga Trail and connectivity to Coldwater Mountain Bike Venue
• Keep the public and stakeholders involved to maintain high support for the program
3.2. SHARED LANE

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: Sharrows Symbol

Source: NACTO Urban Bikeway Design Guide, 2020

Figure 3-11: Pavement Markings

Source: FHWA, MUTCD, 2009

Anniston’s shared lane network encompasses 33.87 miles along the following routes:

- Noble Street, from AI-302 to 18th Street (section under development)
- 13th Street, from Noble Street to Chief Ludlow Trail
- 14th Street, from Noble Street to Chief Ludlow Trail
- 11th Street, from Cobb Avenue to Fairmont Avenue (Figure 3-12)
- 10th Street, from Christina Street to Cobb Avenue
- Christina Street, from 11th Street to 18th Street
- Cobb Avenue, from 11th Street to 18th Street
- Ball Ridge/Cobb Road, Summerdale Gate Road, and Coxwell Road
- Laurel Park interior roads
- 30th Street, Citysdale Avenue and 21st Street to Cobb Avenue