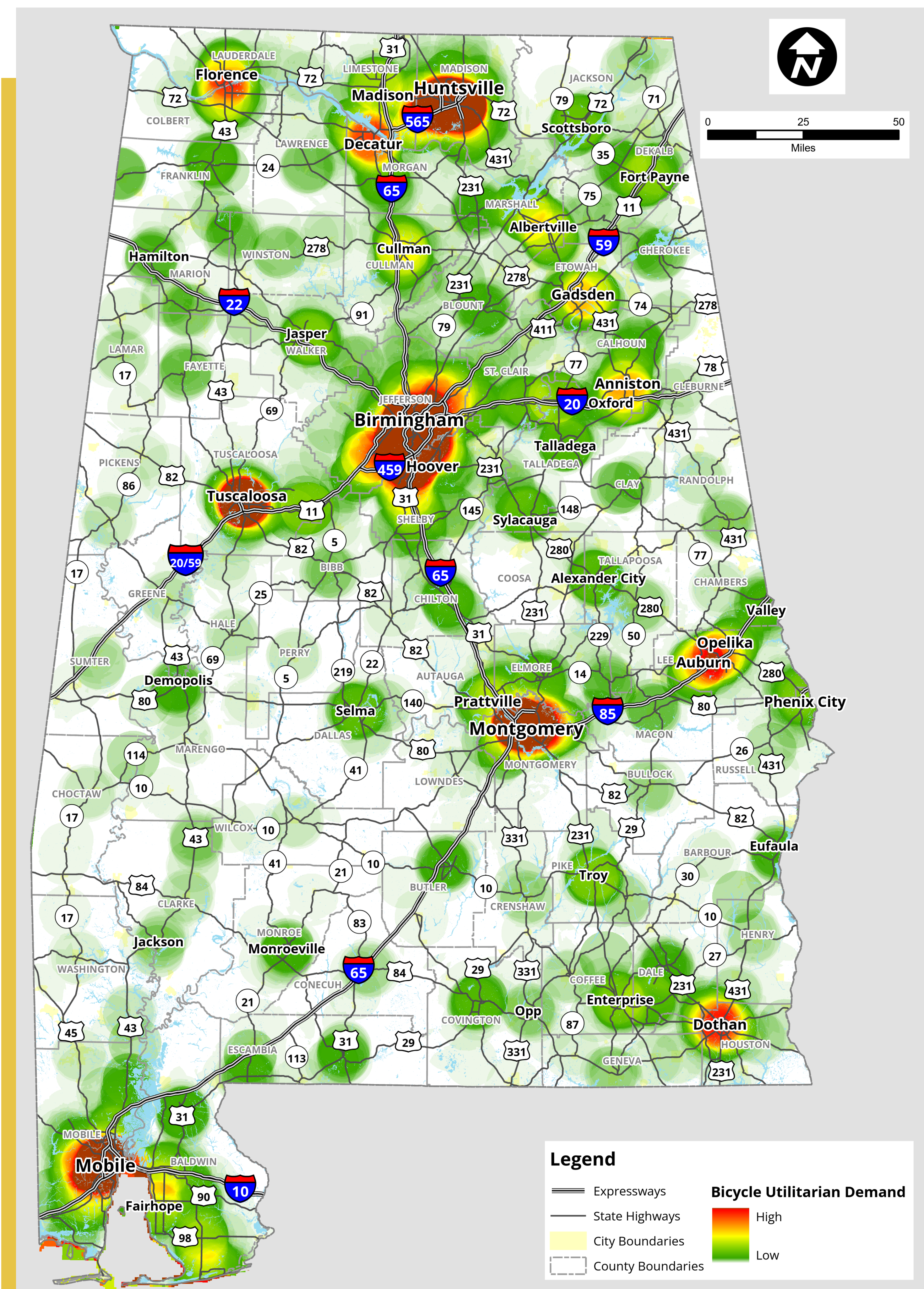


Statewide Bicycle and Pedestrian Demand Maps

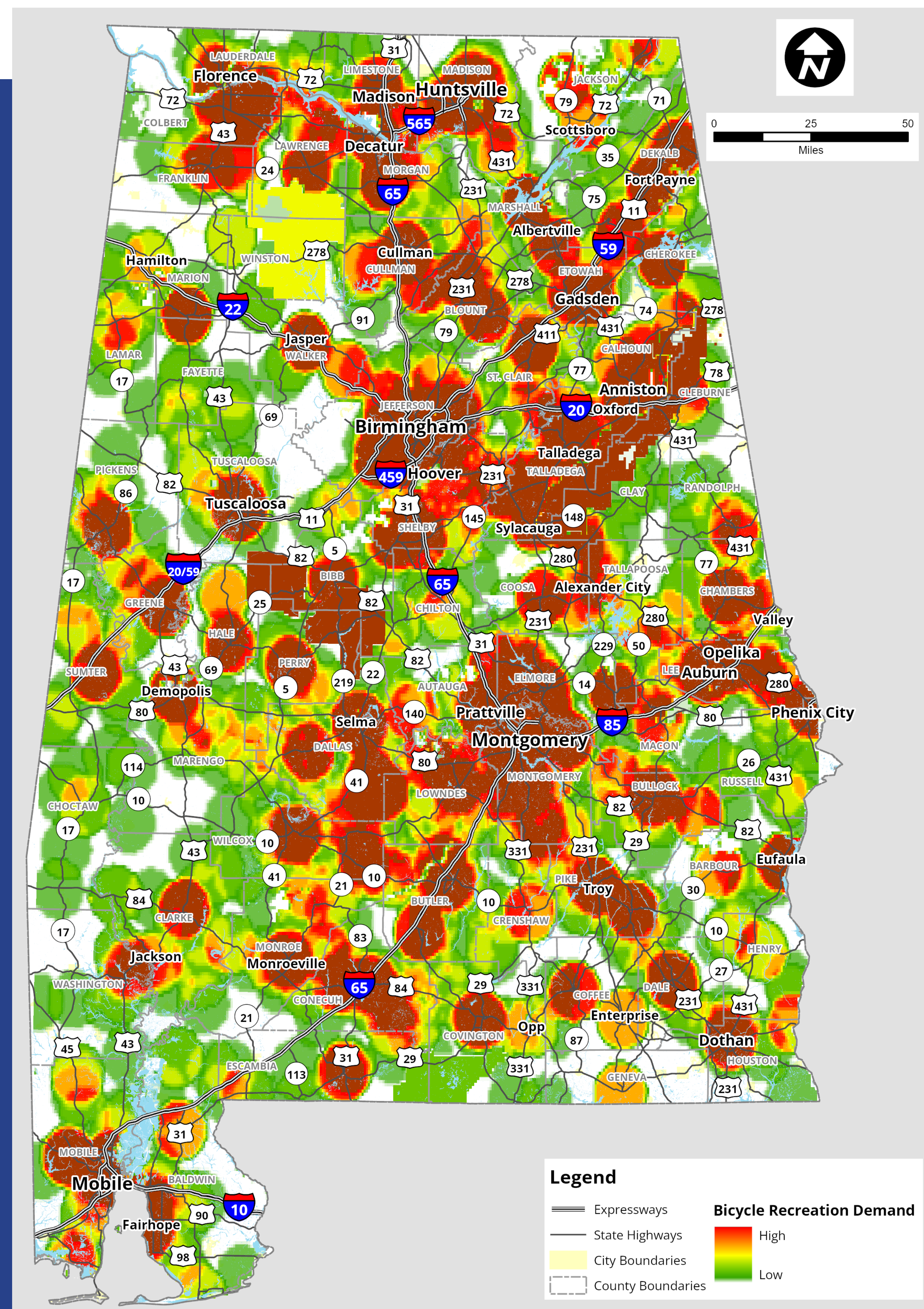
These analyses help identify where there is greatest demand for biking and walking.



Bicycle Utilitarian Demand

Factors considered:

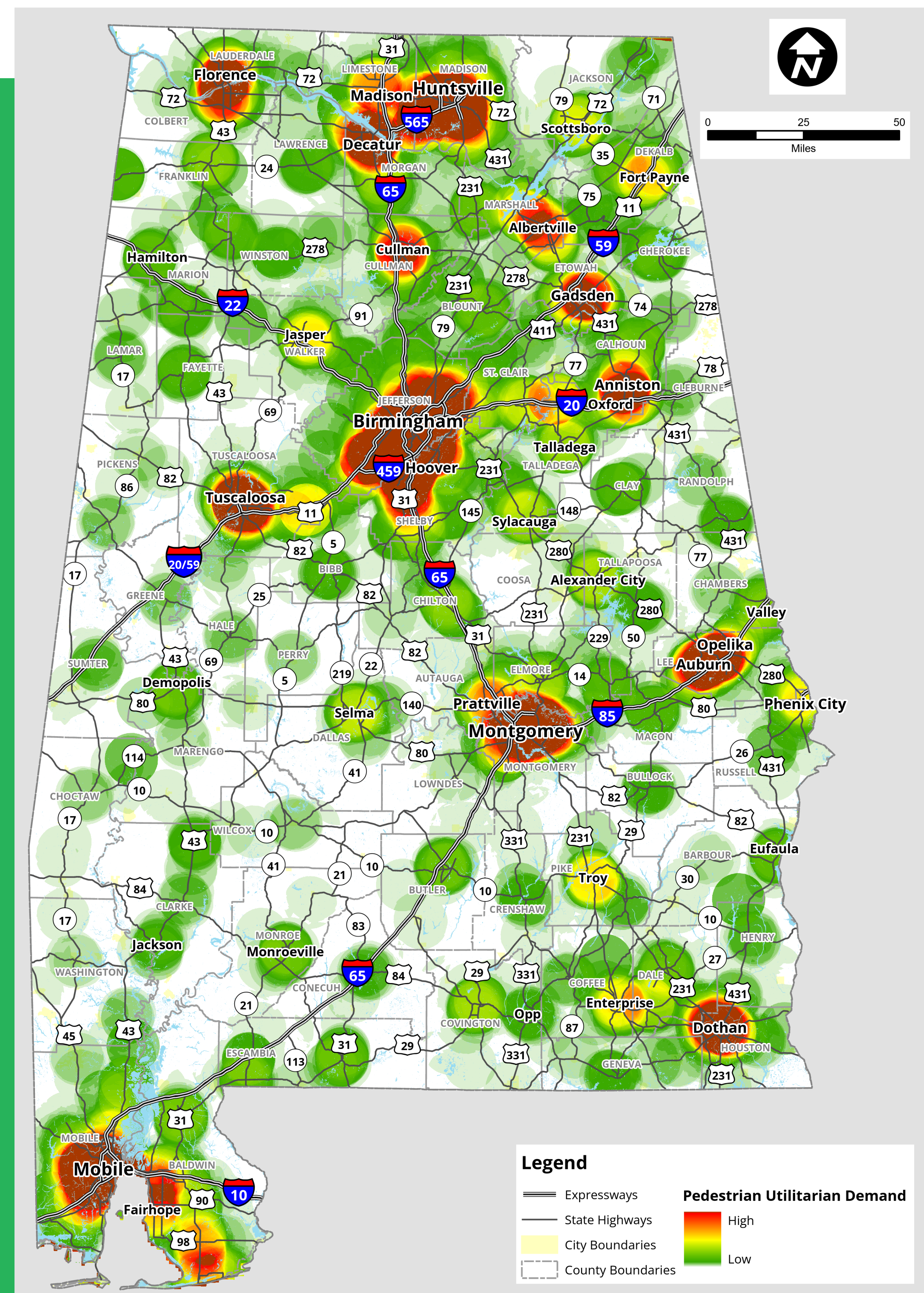
- Population and employment density
- Households living at or below poverty level
- Access to fixed route transit service
- Proximity to K-12 schools, colleges and universities
- History of bicycle crashes



Bicycle Recreational Demand

Factors considered:

- Population density
- Proximity to:
 - Wild & scenic rivers
 - Scenic byways
 - State parks, lands, and historic sites
 - National forests, national parks, and other federal wilderness areas
 - Wildlife management areas (WMAs)

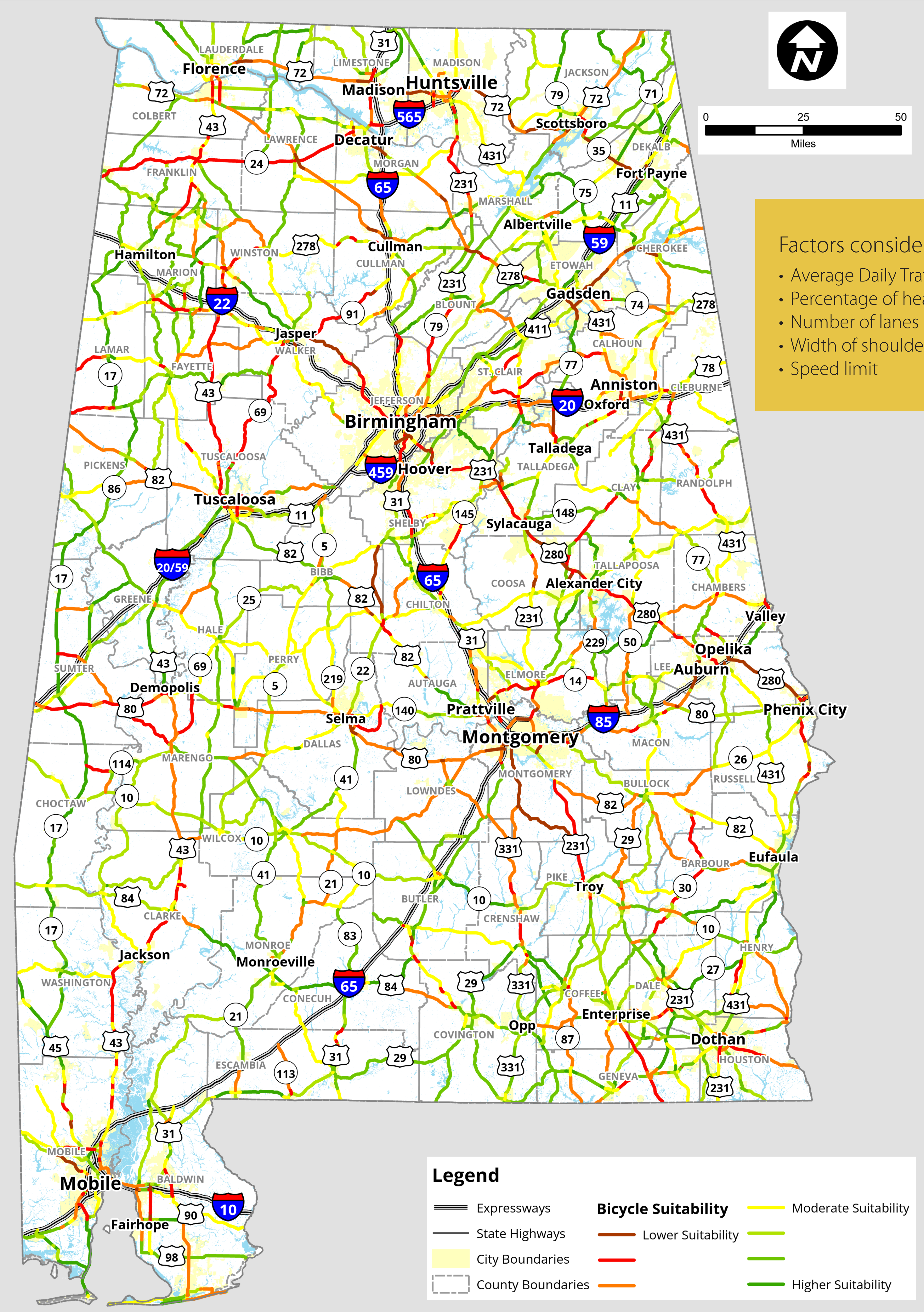


Pedestrian Utilitarian Demand

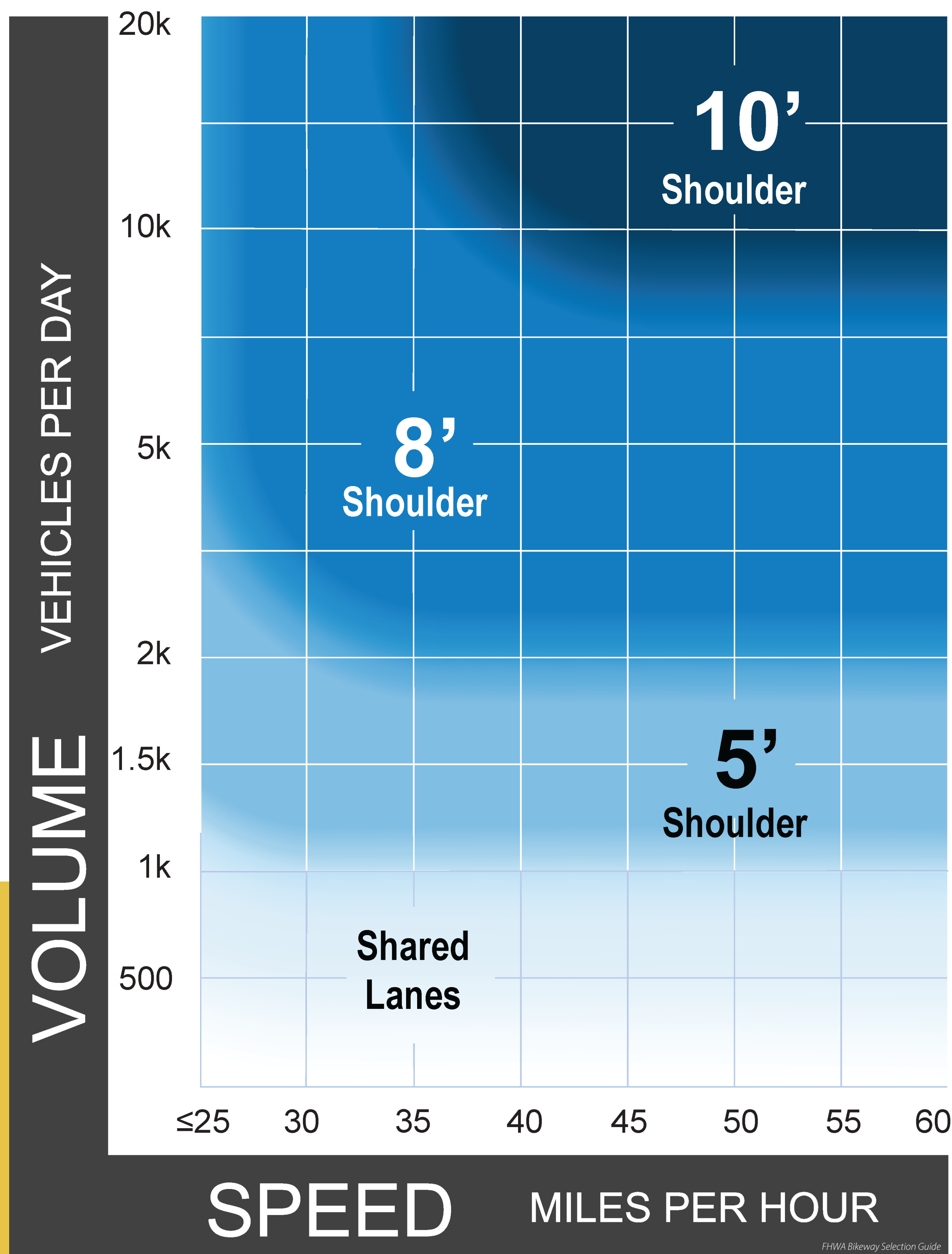
Factors considered:

- Population and employment density
- Households living at or below poverty level
- Access to fixed route transit service
- Proximity to K-12 schools, colleges and universities
- History of pedestrian crashes

Statewide Bicycle Suitability Map



Rural Bicycle Facility Types



This chart shows appropriate rural bicycle facility types (including width for paved shoulders) based on roadway speed and volume.



Shared Lane (or Yield Roadway)

- Cyclists ride in mixed traffic
- Ideal for low-volume, low-speed roads
- Pavement markings not needed, but signage can be helpful
- Appropriate for roads with traffic volume below 1,000 vehicles per day



Paved Shoulder

- Cyclists ride in paved shoulder along road
- Shoulders range between 5-10' and should be wider as vehicle volume and speeds increase
- Appropriate for roads with traffic volume over 1,000 vehicles per day

Urban Bicycle Facility Types



Bicycle Boulevard

- Cyclists ride in mixed traffic
- Ideal for low-volume, low-speed roads
- Include pavement markings, wayfinding signage, and traffic calming treatments
- May need to transition to bike lanes at intersection approaches with major roads



Separated Bicycle Lane

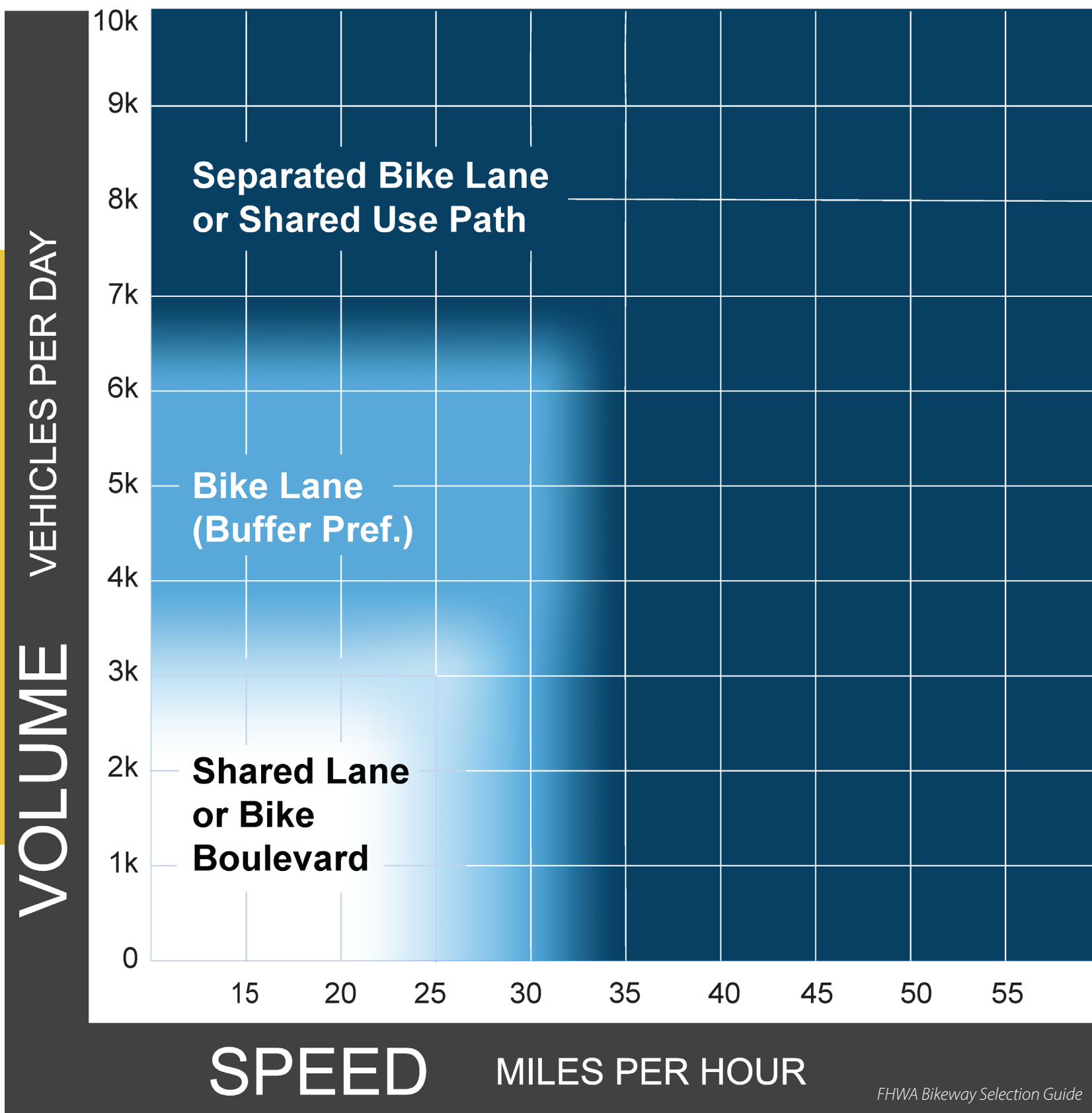
- Cyclists ride in a lane physically separated from motorists by a vertical element (curb, delineators, on-street parking, etc.)
- May be one-way or two-way
- Motorists must yield to cyclists at intersection approaches – additional signage or pavement treatments may be needed



Side Path/Shared-Use Path

- Bi-directional path located along a roadway
- Wider than a sidewalk and can be used by cyclists as well as pedestrians
- Typically has a wide buffer between roadway and the path
- Ideal for roads with higher speeds and higher traffic volumes

This chart shows appropriate urban bicycle facility types based on roadway speed and volume.



Pedestrian Facility Types

Urban/Suburban Pedestrian Facilities

Side Path/Sidewalk

- Located on both sides of the road along collectors and arterials.
- Sidewalks should be 5-6' wide, and side paths should be at least 8-10' wide.
- Buffer should be 4-6' wide. If no curb is present, buffers should be wider.
- Width of facilities and buffer should increase as traffic volumes and speeds increase.



Rural Pedestrian Facilities

Sidewalks or Paved Shoulders

- Sidewalks are preferred (at least 5' wide), ideally on both sides of the road.
- Where sidewalks are not possible, pedestrians may use paved shoulders (at least 6' wide), or shared lanes/yield roadways on low-volume and low-speed streets.
- Paved shoulders should be maintained and free of debris. Shared lanes/yield roadways should include pedestrian signage.

Goals, Objectives, and Strategies

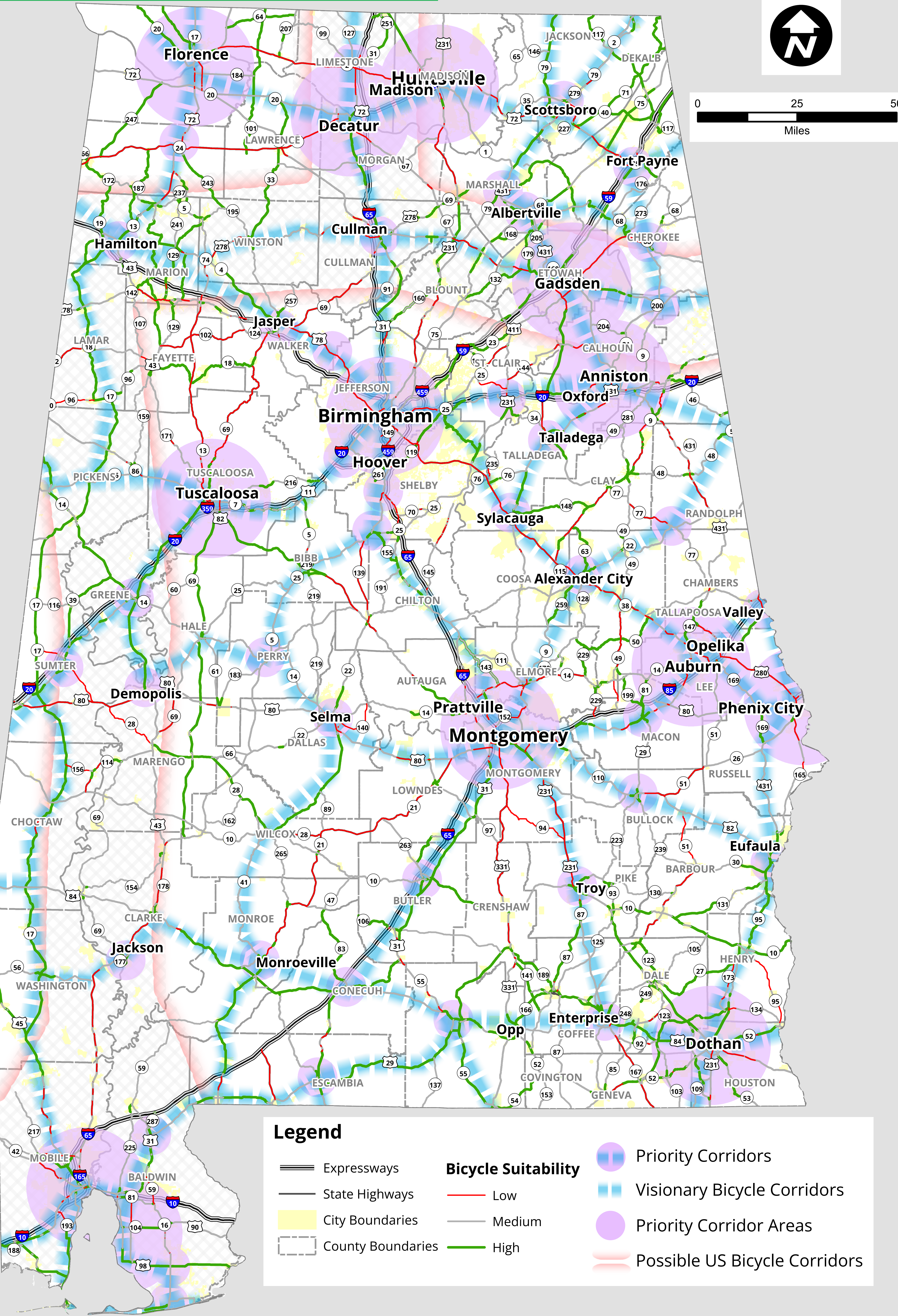
Goal A. Improve safety for bicyclists and pedestrians of all ages and abilities.			
1. Identify and address high-priority safety locations and corridors.	Very Important	Important	Not Important
Track, analyze, and report annual bicycle and pedestrian safety statistics.			
Prioritize improvements and programs with the greatest potential to reduce bicycle and pedestrian crashes, injuries, and fatalities.			
Evaluate maintenance policies and construction zone protocols to ensure safe walking and bicycling conditions.			
2. Educate users on safe interactions among motorists, bicyclists, and pedestrians.	Very Important	Important	Not Important
Develop educational materials and public information campaigns on safe walking, bicycling, and driving (e.g., “Share the Road” and pedestrian crossing laws).			
Review and regularly update driver training and testing materials to include information on bicycle and pedestrian safety and laws.			
3. Implement laws and regulations consistently.	Very Important	Important	Not Important
Support statewide education and training programs on bicycle and pedestrian safety for state and local law enforcement officials.			
Collaborate with state and local law enforcement officials on improving consistency in bicycle and pedestrian crash reporting.			

Goal B: Develop complete and connected bicycle and pedestrian systems.			
1. Expand and improve bicycle and pedestrian networks along state highway corridor where appropriate.	Very Important	Important	Not Important
Develop and implement a bikeway designation program, including signage and interjurisdictional coordination.			
Collaborate with national and local partners on implementing the US Bicycle Route System in Alabama.			
Expand design guidelines for bicycle and pedestrian facilities based on national guidance.			
2. Address bicycle and pedestrian needs in all phases of project development, routine maintenance, and system preservation.	Very Important	Important	Not Important
Increase data collection and analysis of bicycle and pedestrian safety, traffic, and geometric conditions and needs.			
Update project development policies and procedures to ensure that bicycle and pedestrian needs are evaluated in all projects.			
Integrate bicycle and pedestrian improvements as part of regular maintenance activities.			
3. Coordinate state improvements with local and regional goals and objectives.	Very Important	Important	Not Important
Target bicycle and pedestrian improvements along state highway corridors that are identified in local and regional plans, or in consultation with local officials.			
Partner with local jurisdictions on flexible design approaches for bicycle and pedestrian facilities.			
Coordinate annual resurfacing, restoration, and rehabilitation (3R) and maintenance projects with local and regional bicycle and pedestrian plans.			

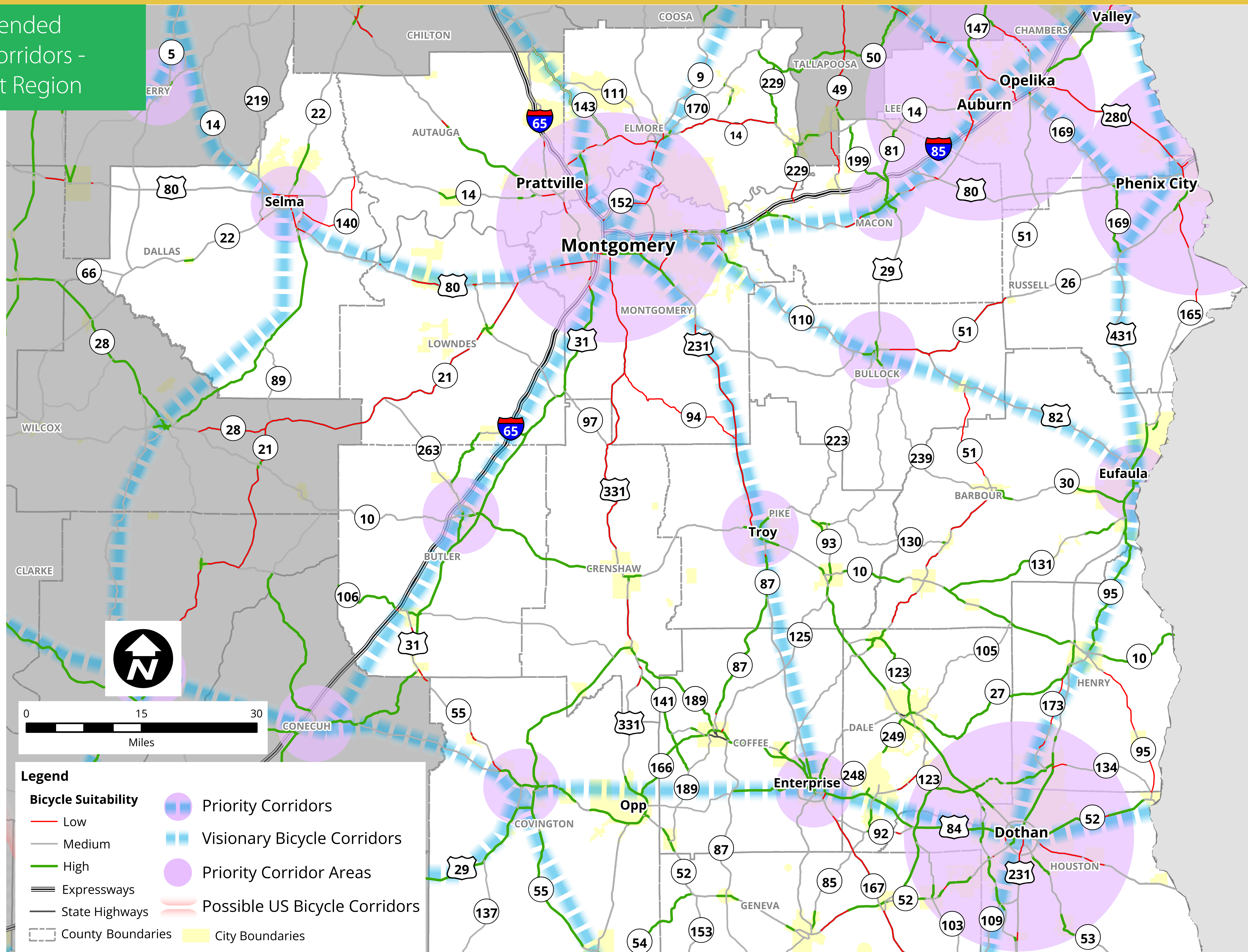
Goal C: Support state, regional, and local economic development.			
1. Link bicycle and pedestrian systems with other modes of transportation (such as air, rail, and transit).	Very Important	Important	Not Important
Coordinate with regional and local transit agencies on bicycle and pedestrian improvements in transit corridors.			
Coordinate with regional and local airport authorities and passenger rail operators on bicycle and pedestrian improvements to/from airports and rail stations.			
Support secured and long-term bicycle parking at transit stops, airports, rail stations, and park and ride lots along state highways.			
2. Address bicycle and pedestrian connectivity in major employment and activity centers.	Very Important	Important	Not Important
Identify priority bicycle and pedestrian improvement areas in consultation with local officials and stakeholders.			
Work with post-secondary educational institutions to improve bicycling and walking to and from campuses.			

Goal D. Expand travel options for all transportation system users and protect the natural environment.			
1. Expand and improve bicycle and pedestrian access to basic goods and services such as food, education, health care, parks, and transit.	Very Important	Important	Not Important
Improve connectivity between bicycle and pedestrian facilities on state highways and local greenway and shared use path systems.			
Increase access to walking and bicycling facilities for people unable to operate a motor vehicle and for households without personal vehicles.			
2. Encourage walking and bicycling for shorter everyday trips (e.g., school, shopping, social).	Very Important	Important	Not Important
Develop a state bicycle and pedestrian webpage that includes maps, updates on policies, programs, and projects, and links to additional resources.			
Coordinate with state and local agencies and community organizations to promote the benefits of walking and bicycling.			
Encourage local partners to utilize alternative local routes in higher speed, higher volume state highway corridors.			
3. Preserve and protect the natural environment.	Very Important	Important	Not Important
Expand and improve the bicycle and pedestrian networks to, from, and within natural and scenic areas, including national, state, regional, and local parks.			
Coordinate state transportation planning and local land use planning to ensure walking and bicycling facilities are included in local plans and projects along state highways.			

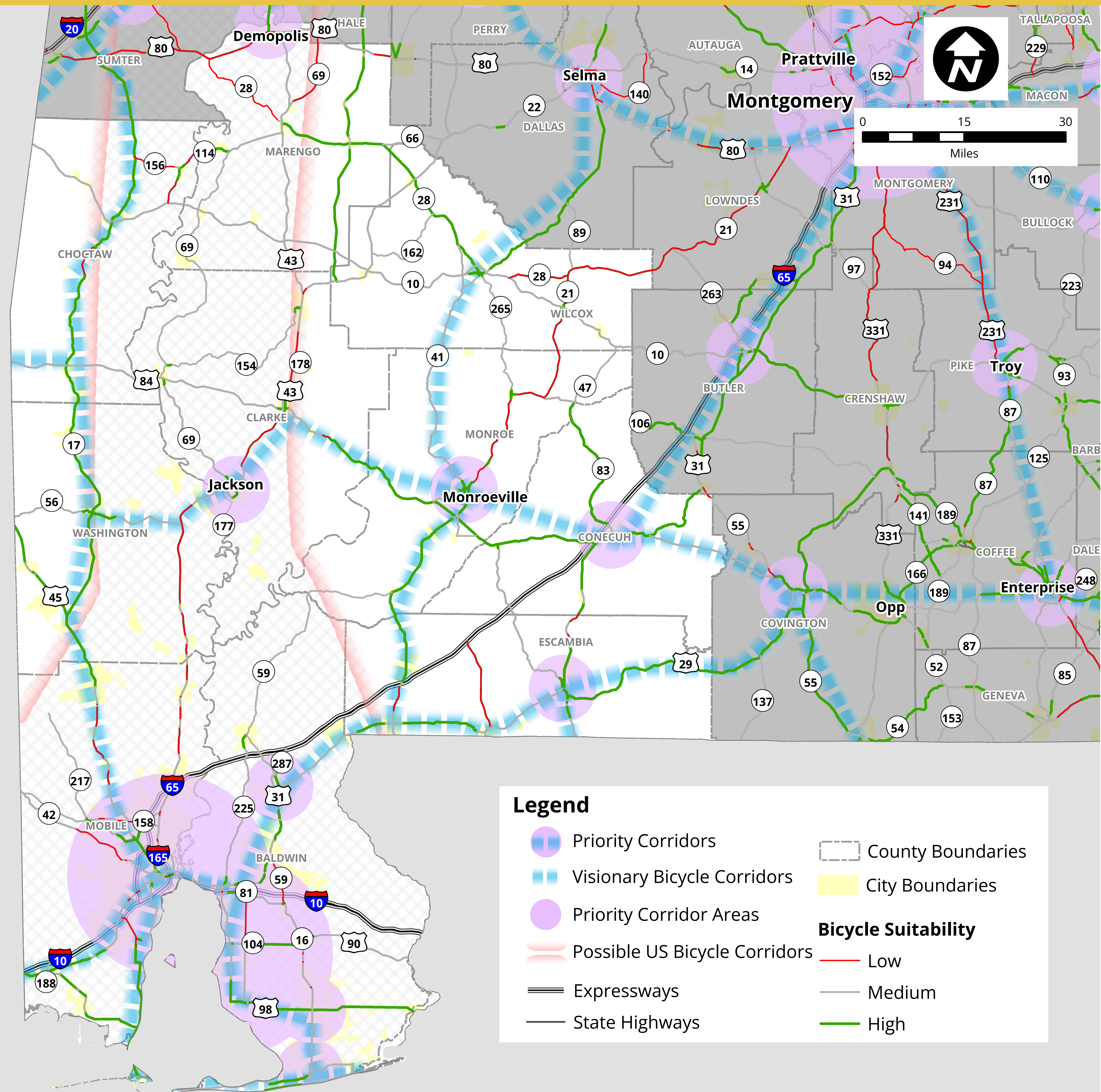
Recommended Bicycle Corridors - Statewide



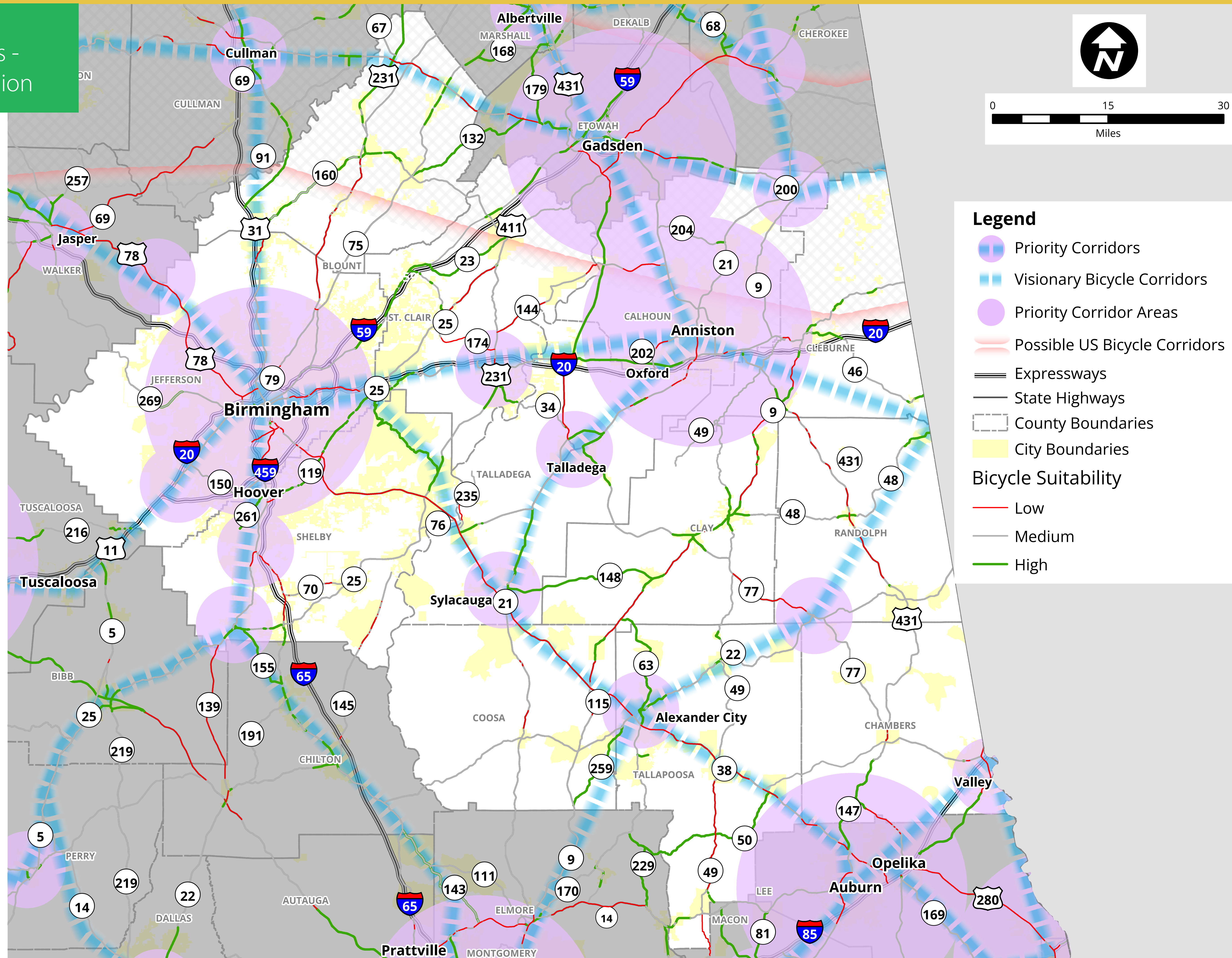
Recommended Bicycle Corridors - Southeast Region



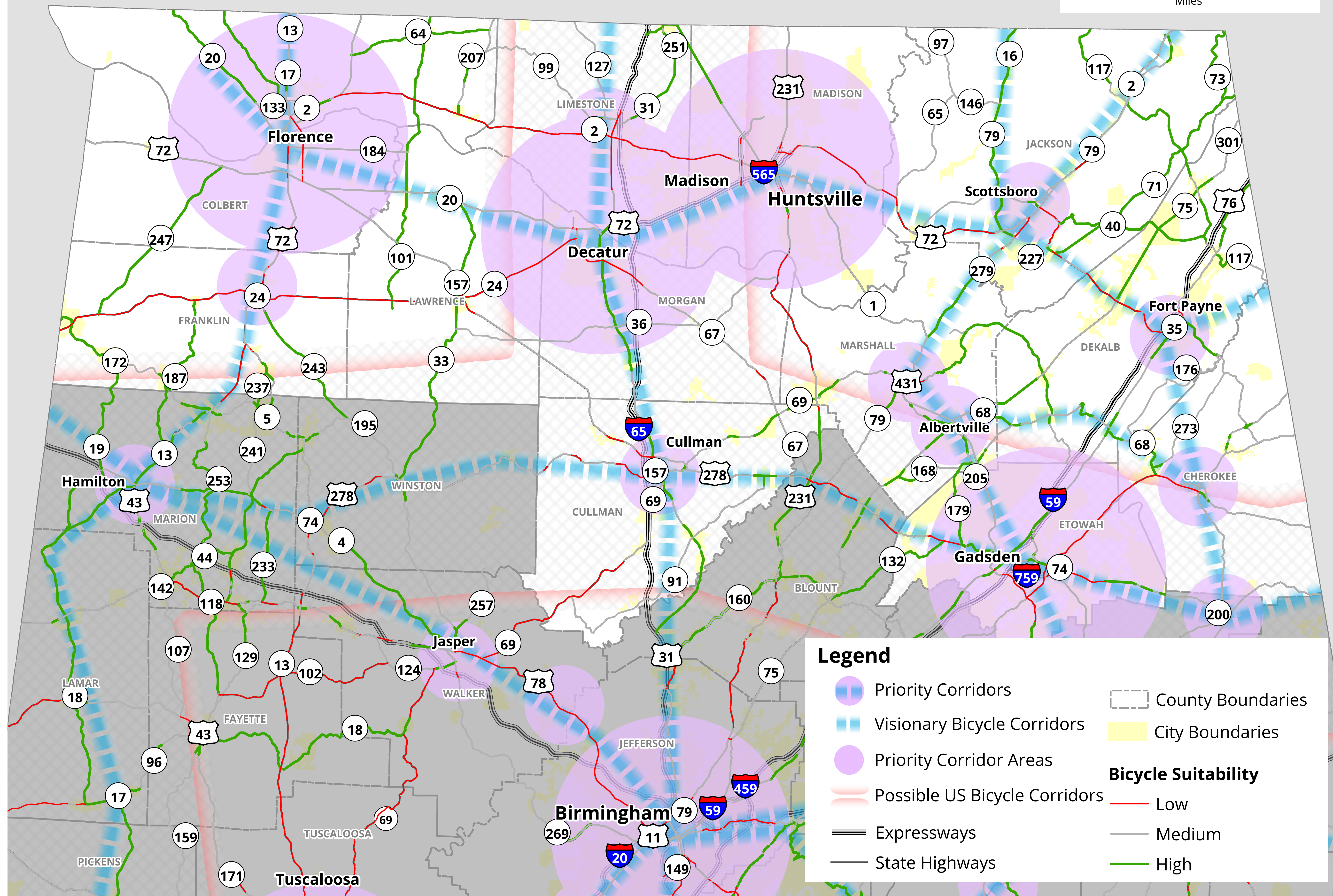
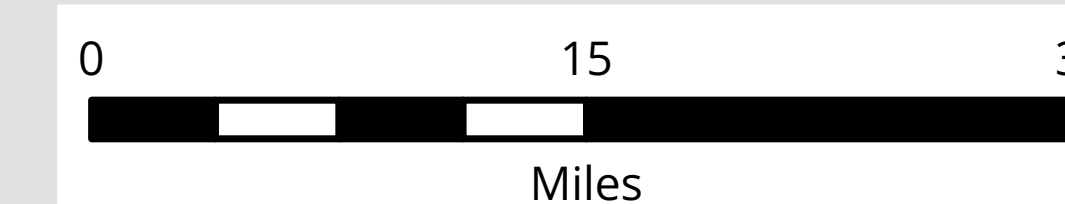
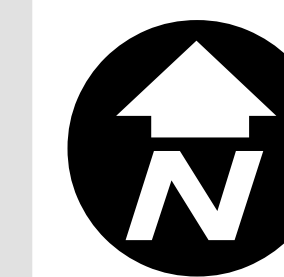
Recommended Bicycle Corridors - Southwest Region





Recommended Bicycle Corridors - East Central Region





Recommended Bicycle Corridors - North Region





 Priority Corridors


 Visionary Bicycle Corridors

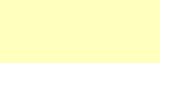
 Priority Corridor Areas

 Possible US Bicycle Corridors


 Expressways


 State Highways


 County Boundaries

 City Boundaries

Bicycle Suitability

 Low

 Medium

 High

Recommended Bicycle Corridors - West Central Region

