

ALDOT Bicycle and Pedestrian Plan Update

Public Workshops
Fall 2024

Plan Background

Plan Vision

Alabama is a state where walking and bicycling are **safe, comfortable, and convenient** modes of transportation in **communities across the state** for people of **all ages and abilities**.



Plan Purpose

Guide investments in bicycle and pedestrian facilities to achieve the greatest improvements and maximize available funding.

The policies, strategies, and system recommendations will:

- Align with best practices
- Coordinate with local and regional plans
- Leverage federal funding resources
- Enhance network connectivity

Plan Objectives

- Establish a **vision, goals, objectives, strategies, and performance measures** for bicycle and pedestrian transportation in Alabama
- Develop **bicycle and pedestrian improvements**, including updated policies, programs, and statewide and regional bicycle system maps
- Identify **implementation steps**, including updates to project prioritization criteria, applicable design manuals, and regional-level training programs



Process and Schedule

WE ARE HERE



Task 1

Review of Policies,
Plans, and Best
Practices

Task 2

Existing
Conditions
Analysis

Task 3

Develop Guidance
and
Recommendations

Task 4

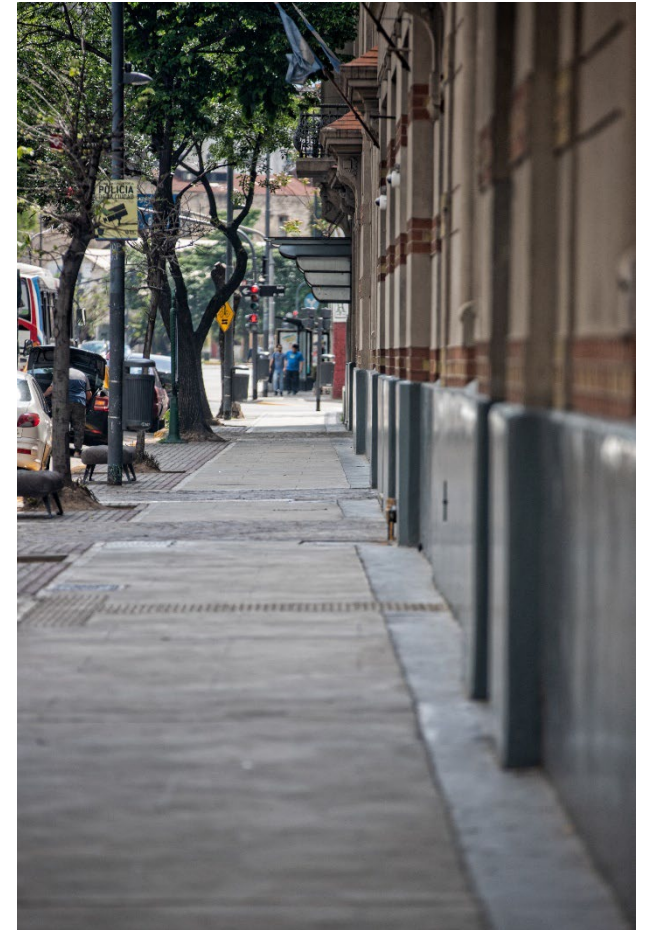
Plan
Documentation



Federal Funding Programs

Bipartisan Infrastructure Law (BIL)

- The BIL is the most recent federal funding authorization. It has allocated \$550B nationwide for transportation in FY 2022-2026, including bicycle/pedestrian planning and projects.
- States and MPOs must spend a portion of these funds on bicycle and pedestrian activities and projects.
- States must develop a Vulnerable Road User (VRU) Safety Assessment with strategies to improve safety for pedestrians, bicyclists, and other vulnerable users. ALDOT completed a VRU Assessment in 2023.



Sample of Federal Funding Programs for Bicycle and Pedestrian Planning and Projects

- **Transportation Alternatives Set-Aside Program** funds small-scale multimodal projects at the state and local levels.
- **Safe Streets for all (SS4A)** provides funding for Safety Action Plans to reduce fatalities and serious injuries among cyclists and pedestrians.
- **Strengthening Mobility and Revolutionizing Transportation (SMART)** funds technology enhancements for pedestrian and bicycle infrastructure.



Sample of Federal Funding Programs for Bicycle and Pedestrian Planning and Projects

- **Active Transportation Infrastructure Investment (ATIIP)** awards planning and construction grants for projects that fill a bicycle or pedestrian gap or connect two or more communities.
- **Safe Routes to School (SRTS)** funds infrastructure and programs to that help make it safer and more convenient to walk and bike to schools (K-12).



Sample of Federal Funding Programs for Bicycle and Pedestrian Planning and Projects

- **Transportation Alternatives Set-Aside Program** funds small-scale multimodal projects at the state and local levels.

Eligible projects include:

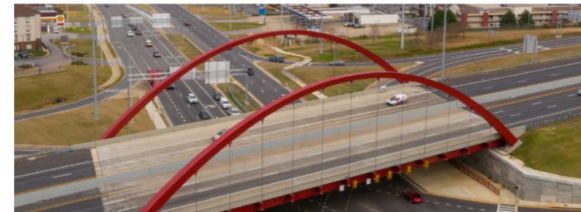
- Sidewalks and bike facilities
- Streetscapes
- Trails
- Safe Routes to School projects
- Vulnerable road user safety assessments



State Plans

FY 2024-2027 Statewide Transportation Improvement Program

- In FY 2024-2027, ALDOT has budgeted about \$113 million in Transportation Alternatives funding towards projects.
- Some funds have been obligated towards new sidewalks, pedestrian bridges, pedestrian safety projects, ADA improvements, and shared use paths.

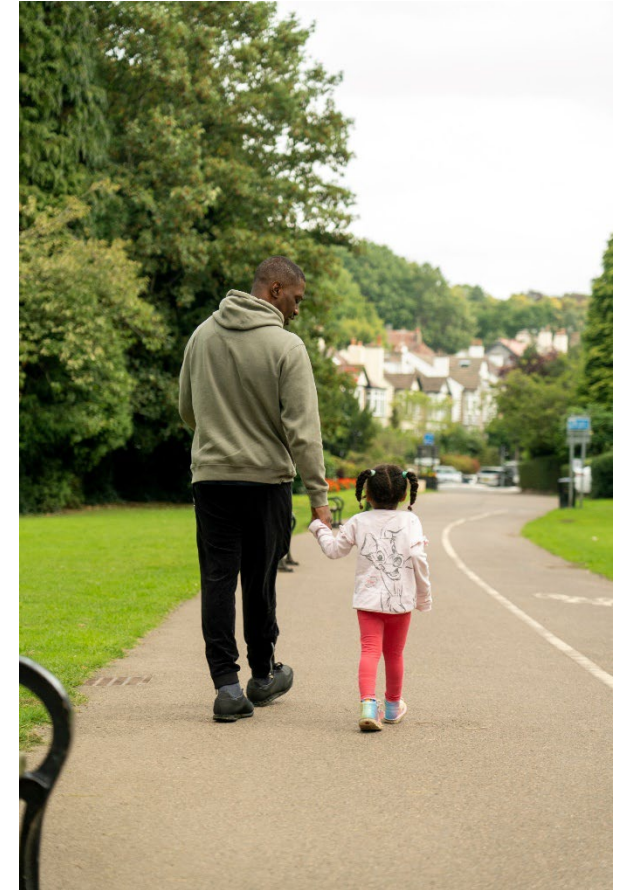


Other State Plans

- ALDOT Vulnerable Road User Safety Assessment (2023)
 - Recommends priority projects throughout the state, such as updating pedestrian signal timing, installing rumble strips and shoulders, and constructing different types of bike lanes
- Statewide Comprehensive Outdoor Recreation Plan (2021)
 - Primarily for off-road facilities – the Bicycle and Pedestrian Plan considers how to support connectivity to these trail networks
- Sweet Trails Alabama (Draft - 2024)
 - Long-term vision for trail connectivity across Alabama (on- and off-road)
 - Has not yet been finalized or adopted

Goals

- **Goal A:** Improve safety for bicyclists and pedestrians of all ages and abilities.
- **Goal B:** Develop complete and connected bicycle and pedestrian networks.
- **Goal C:** Support state, regional, and local economic development.
- **Goal D:** Expand travel options and access to the natural environment.



Participate in our activity!

There is a board that presents these goals along with objectives and potential strategies. Please review the potential strategies and provide your feedback!



Draft Bicycle Network

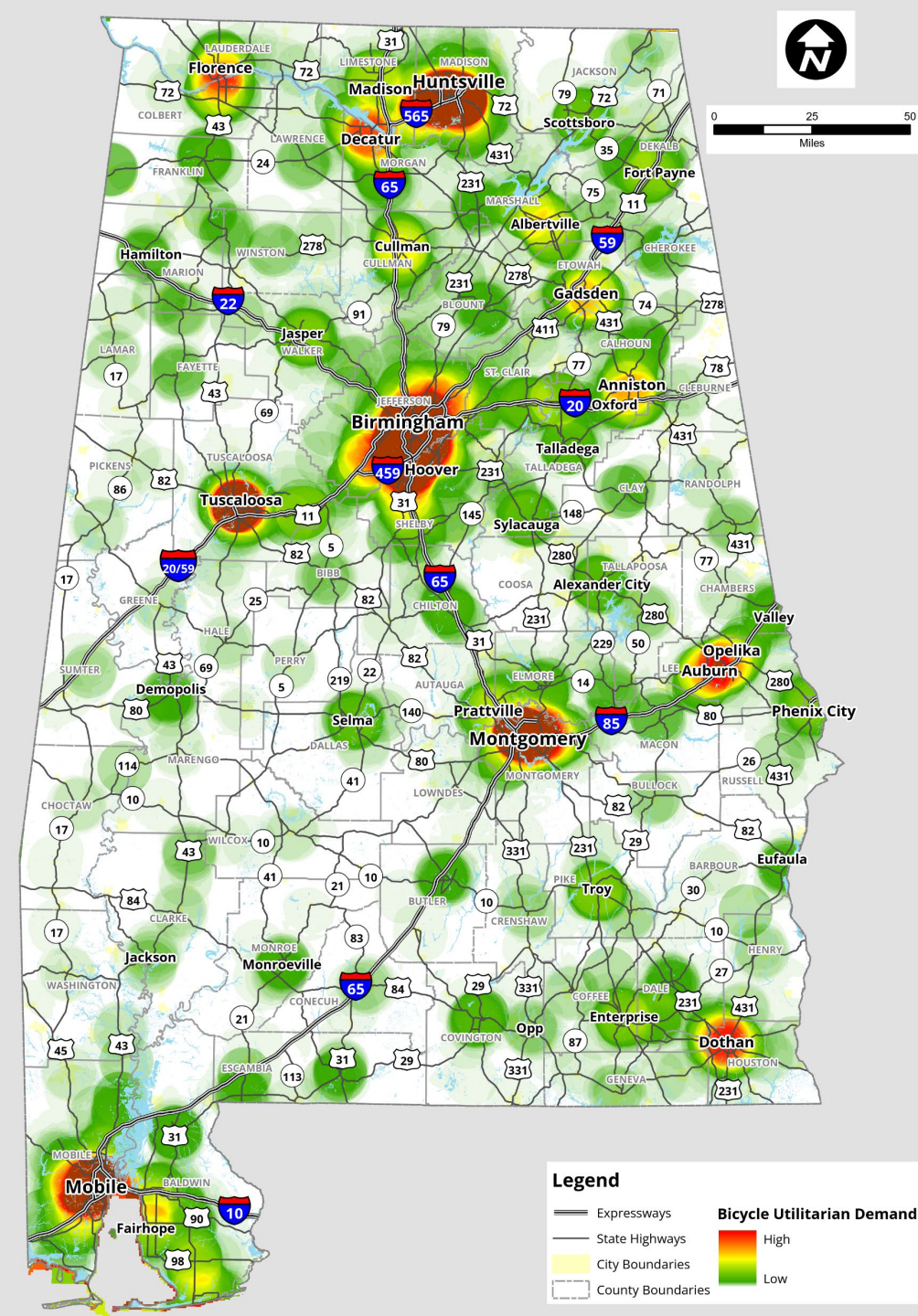
Bicycle Demand Heat Map (Utilitarian)

Helps identify where people may be biking for utilitarian purposes (daily needs)

Considers these factors:

- 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

Check out the display board for a closer look!



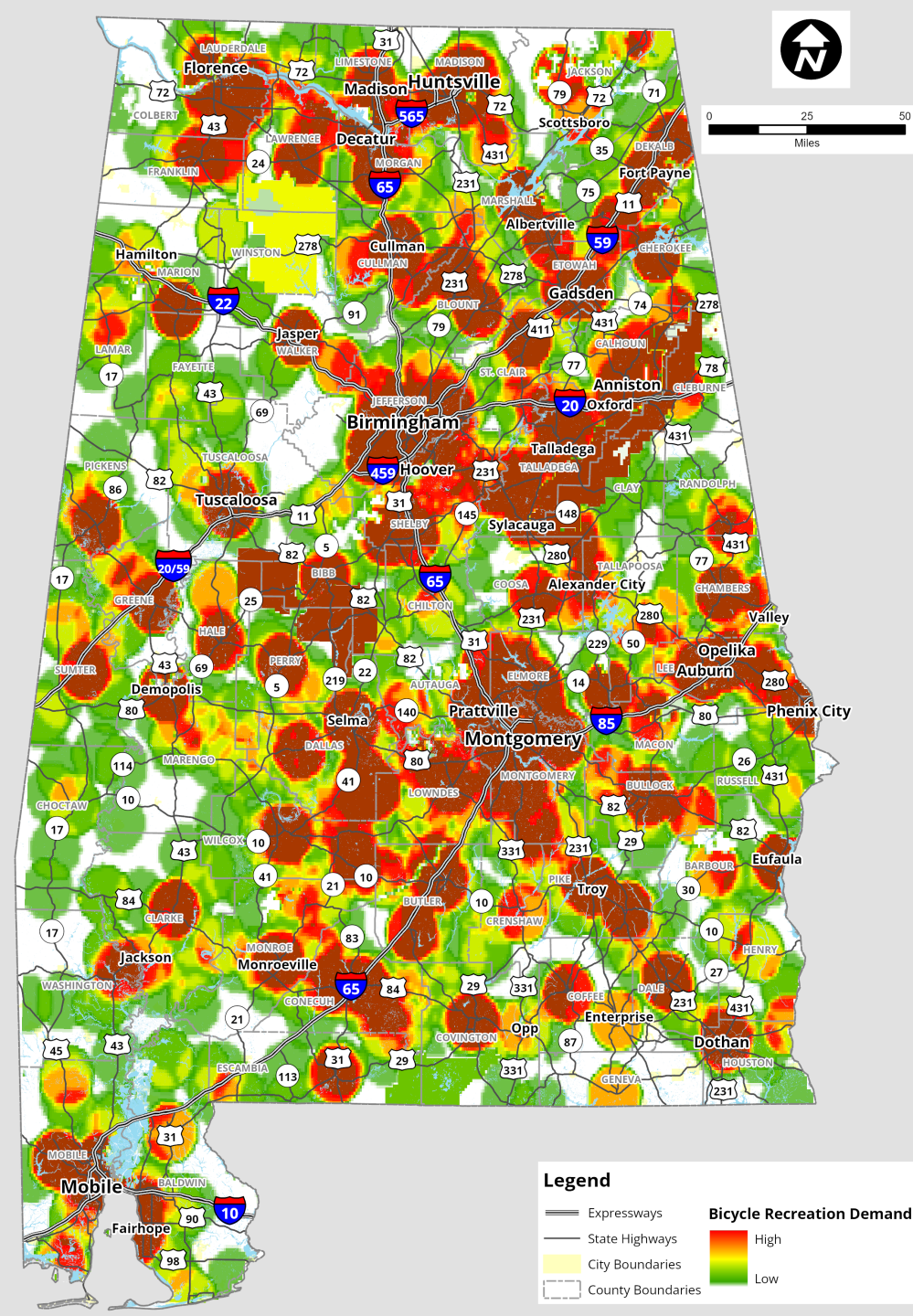
Bicycle Demand Heat Map (Recreational)

Helps identify where people may be biking for recreation (fitness, leisure, etc.)

Considers these factors:

- Population density
- Proximity to natural features, state and national parks, historic landmarks, and scenic byways

Check out the display board for a closer look!



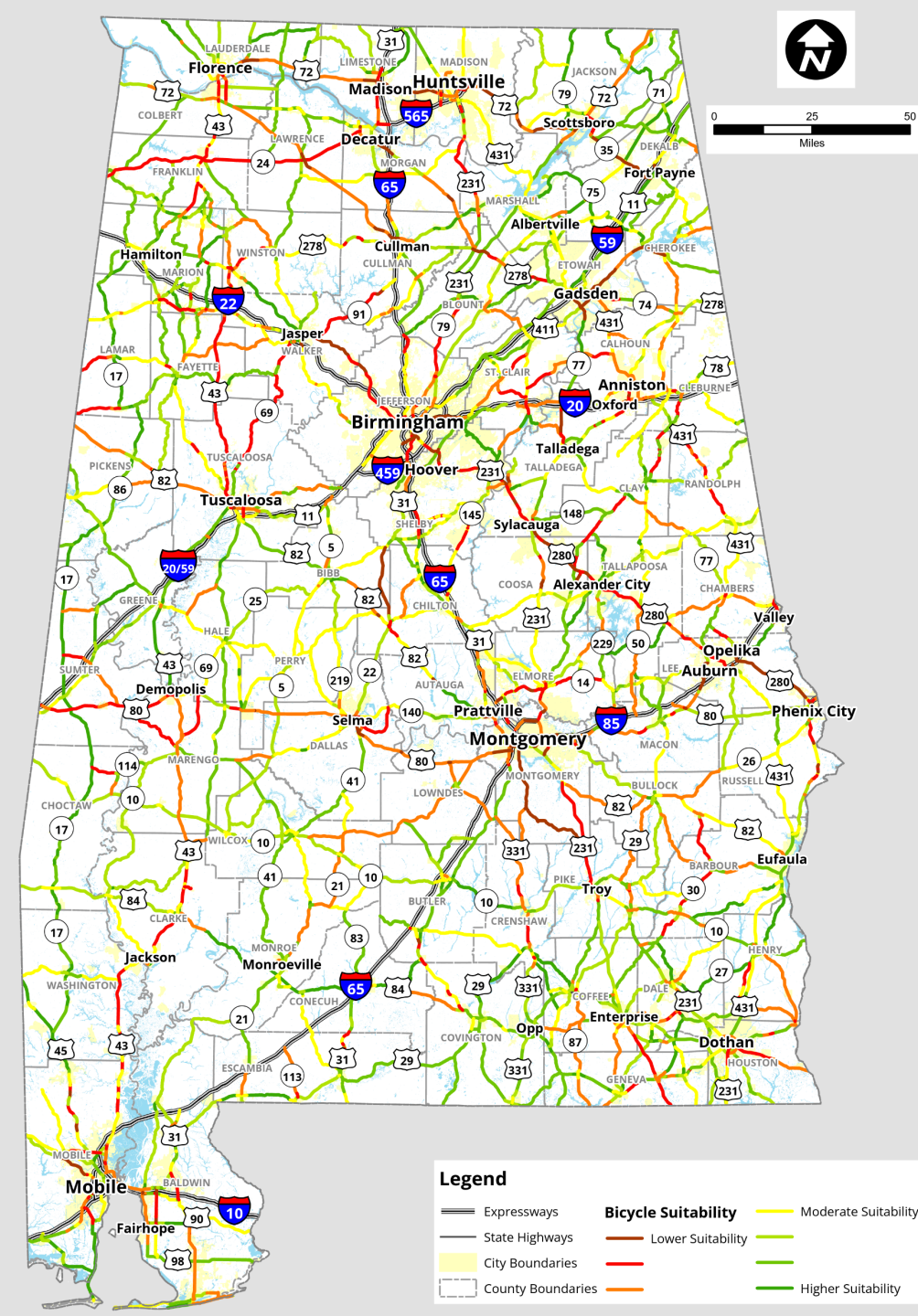
Bicycle Suitability

Helps identify which corridors may be most suitable for cycling

Considers these factors:

- Average Daily Traffic (ADT)
- Percentage of heavy trucks
- Number of lanes
- Width of roadway shoulders
- Speed limit

Check out the display board for a closer look!



Draft Statewide Bicycle Network

Bicycle Corridors represent potential bike route connections. These may include a combination of state highways, county roads, local streets, and off-road trails.

- **Priority Corridors** – Fall within priority areas, or cities and towns with a higher than average potential for cycling.
- **Vision Corridors** – Fall outside of the priority areas and provide linkages across the state.

US Bicycle Corridors are a national network developed by the Adventure Cycling Association. There are three US Bicycle Corridors in Alabama, but no routes have been officially designated.

Regional and Local Networks

Several regions and cities have developed their own bicycle and pedestrian plans and proposed networks. ALDOT supports these recommendations and regularly partners with local jurisdictions to help implement bicycle and pedestrian facilities. Please refer to these plans for regional and local bicycle networks.



Participate in our activity!

Please visit the display boards to take a closer look at the draft bicycle corridors!

- Do these corridors make sense? Is there a demand for bike travel between these areas?
- Which routes are most suitable for bike travel in these areas? It could be a state or US route shown on the map, or it could be a local road or off-road trail.



Thank You!

- ✓ Please visit the boards around the room for more information. Staff from the project team are on hand to answer any questions.
- ✓ Please fill out a **comment card** and leave it with a project team member. You may also send your comments via email or postal mail.