
Sidewalk Improvement Plan

Fiscal Years 2007 - 2011

Huntsville, Alabama

**Prepared by the
HUNTSVILLE PLANNING DIVISION
and**

**Adopted by the
HUNTSVILLE PLANNING COMMISSION**

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Introduction

The Sidewalk Improvement Plan is an element of the **Year 2030 Transportation Plan**. This element establishes Huntsville's jurisdictional goals, policies, and priorities for sidewalk improvements and includes a 5-year schedule for sidewalk construction.

Goals and Policies for Enhancing Pedestrian Travel

The City of Huntsville's goal in adopting this plan is to provide a safe, convenient and complete sidewalk system for pedestrian travel throughout the City limits. In order to achieve this goal, the City of Huntsville Planning Commission has endorsed certain policies pertaining to sidewalk construction. The policies are as follows:

- Policy 1: Sidewalk construction shall be required at the time of construction or widening of all streets in the City of Huntsville.
- Policy 2: Sidewalks are required on both sides of newly constructed or widened streets.
- Policy 3: Sidewalk construction projects along existing streets shall be selected by the following criteria:
- within 2000 feet of public and/or private schools
 - bordering or leading to public parks
 - connecting existing sidewalk sections or schools and parks
 - along streets where pedestrian or bicycle accidents have occurred
 - along streets with heavy automobile traffic
 - along streets with heavy pedestrian or bicycle traffic

Methods of Project Identification

The update of the Sidewalk Improvement Plan FY 2007-2011 began with a review of the existing sidewalk system and the uncompleted projects listed in the previously adopted Sidewalk Improvement Plan FY 2002-2006. Accessibility of public transit routes, greenway and shared-use pathways as well as proposed bikeway facilities was investigated and considered in the identification of sidewalk improvement projects for this plan. This was accomplished to ensure that an interrelated travel system which supports multi-modal uses could be further established.

Initiated during the development of the 1984 Sidewalk Improvement Plan, school PTAs, principals, and the school system made recommendations concerning the sidewalk system around their institutions. The Planning Division then analyzed these projects as well as projects suggested by individual citizens and neighborhood organizations, projects needed to connect sidewalk sections and community facilities, and those needed to resolve safety concerns. Most of these needs have now been considered.

In the years since the 1984, 1991, 1994, 1995 and 2002 plans, the Planning Division has received numerous requests for projects to be added to the Plan, most of which are logical extensions of existing sidewalks. These requests have been considered based upon neighborhood consensus and the criteria established for sidewalk construction.

Five factors were considered in evaluating projects:

- 1) **Distance from a school:** When the City first established the sidewalk improvement program, the safety of school children was the primary consideration for building sidewalks. The City established an arbitrary distance of 2000 feet from a school as a guide for where sidewalks are needed. This plan has not based sidewalk analysis only on the 2000 feet distance but also considered school zone boundaries.
- 2) **Accidents:** Police Department records of pedestrian and bicycle accidents from 2001-05 were reviewed and streets where accidents occurred were given a high priority for sidewalk improvement.
- 3) **Pedestrian and bicyclist counts:** Each sidewalk project located within 2000 feet of a school was analyzed to determine the amount of pedestrian or bicyclist traffic on the street.
- 4) **Connector link:** Sidewalk projects that will connect two or more constructed sections of sidewalk or school sites or parks were considered for completion.
- 5) **Auto traffic:** One factor used to evaluate sidewalk projects was auto traffic. Generally, heavy traffic flow means increased danger to pedestrians and bicyclists.

In 1996, the Huntsville Planning Division suggested additional criteria that allowed for the removal of sidewalk projects from the adopted Sidewalk Improvement Plan. A project may be removed from the Sidewalk Improvement Plan due to the following criteria:

- Unforeseen engineering consideration such as costly drainage work required to construct the sidewalk
- Underestimated cost due to unforeseen engineering considerations
- Inadequate right-of-way
- Low benefit to the neighborhood. For example, a project which only meets one of the criteria used to evaluate projects, or lack of support from the neighborhood.
- Substandard front yard setback from the proposed sidewalk, causing severe impact on adjoining houses.

Utilizing the above criteria, all projects were evaluated and ranked according to their benefit to the City of Huntsville and its communities. The above criteria were applied as much as possible to all sidewalk projects listed in the plan; however, total engineering costs will not be known until the project is fully assessed by the Engineering Division. Preliminary cost estimates were based on average linear foot costs for recent projects. Actual costs may vary significantly which may result in the delay of construction for prioritized projects.

Implementation

Various funding mechanisms have been identified for the construction of sidewalk projects within the City of Huntsville. The City has allocated the following amounts for sidewalk improvements in its 2006 Capital Improvements Budget:

FY 2007	\$300,000
FY 2008	\$300,000
FY 2009	\$300,000
FY 2010	\$300,000
FY 2011	\$300,000

Additionally, Community Development Block Grants (CDBG) may be available for qualifying projects as funding is available and approved. Projects that meet the CDBG criteria have been identified, and will be presented on a yearly basis for possible funding. Since it is desirable to utilize grants as much as possible to offset the construction costs of sidewalks, some projects may be constructed ahead of schedule as funding becomes available. This would somewhat impact the overall schedule of construction for sidewalk improvement projects.

Each year the plan can be reviewed and modifications can be made to the priority list to add or delete projects based upon changes due to grant funding or other needs. For 2007 through 2011, projects were designated for construction based upon the total number of projects that could be built for the money available. At the present time, over 100 projects have been identified and prioritized; however, funding is not available to construct all of these. Consequently, every identified project is not included in this Plan. Attached is a listing of sidewalk projects to be completed during fiscal years 2007 - 2011.

PROPOSED PROJECTS FY 2007

<u>MAP #</u>	<u>STREET</u>	<u>LOCATION</u>	<u>SCHOOL</u>	<u>ESTIMATED COST</u>
1	Hillwood Drive	SS: existing (11219 Hillwood) - Suncrest Drive	Mountain Gap	\$30,000
2	Meadowbrook Drive	NS:Hillwood Drive - Woodcrest Drive	Mountain Gap	\$20,000
3	Woodcrest Drive	ES: Hillwood Drive - end of Woodcrest Drive	Mountain Gap	\$30,000
4	Virginia Boulevard	WS: Oakwood Avenue - Max Luther Drive	Lincoln	\$34,000
5	Bartee Lane	WS: Mastin Lake Road - Tucker Drive	West Mastin Lake	\$15,000
6	Shereton Road	SS/WS: Cameron Road - Berclair Road	Chaffee	\$25,000
7	Marks Drive	SS: Archer Drive - Lemley Place	Ridgecrest	\$46,000
			TOTAL	\$200,000
			MAINTENANCE	\$100,000
			TOTAL AVAILABLE	\$300,000

PROPOSED PROJECTS FY 2008

<u>MAP #</u>	<u>STREET</u>	<u>LOCATION</u>	<u>SCHOOL</u>	<u>ESTIMATED COST</u>
8	Riley Road	ES: Westchester Road - Homewood Drive	Jones Valley	\$35,000
9	Homewood Drive	NS: Riley Road - Whitesburg Drive	Jones Valley	\$45,000
10	Mulberry Lane	WS: Teakwood Drive - O' Hara Road	Jones Valley	\$20,000
11	O' Hara Drive	SS: Homewood Drive - Winthrop Drive	Jones Valley	\$30,000
12	Cooper Street	ES: Railway Avenue - Nolen Drive	Monte Sano	\$20,000
13	Mount Vernon Road	NS: Blue Spring to end (Alice to Yale)	West Mastin Lake	\$50,000
			TOTAL	\$200,000
			MAINTENANCE	\$100,000
			TOTAL AVAILABLE	\$300,000

PROPOSED PROJECTS FY 2009

<u>MAP #</u>	<u>STREET</u>	<u>LOCATION</u>	<u>SCHOOL</u>	<u>ESTIMATED COST</u>
14	Rosalie Ridge Drive	WS: Maysville Road - Great Hills Drive	Chapman	\$55,000
15	Millbrook Drive	ES: Sparkman Drive - Greenhill Drive	West Mastin Lake	\$40,000
16	Wyandotte Drive	ES: gap between 13925 - 13927 Wyandotte Drive	Farley	\$10,000
17	Graylynn Drive	WS: Hermosa Drive - Pioneer Drive	Farley	\$20,000
18	Pioneer Road	SS: existing at 2515 Pioneer Rd. - Graylynn Drive	Farley	\$15,000
19	Vista Drive	ES: Weatherly Road - Box Canyon Drive	Weatherly	\$60,000
			TOTAL	\$200,000
			MAINTENANCE	\$100,000
			TOTAL AVAILABLE	\$300,000

PROPOSED PROJECTS FY 2010

<u>MAP #</u>	<u>STREET</u>	<u>LOCATION</u>	<u>SCHOOL</u>	<u>ESTIMATED COST</u>
20	Wilkenson Drive	NS: Meridian Street - Wilkenson Drive	Colonial Hills	\$45,000
21	Victory Lane	WS: Wilkenson Drive - Salem Drive	Colonial Hills	\$30,000
22	Melody Road	WS: Victory Lane - Edmonton Heights Park	Colonial Hills	\$30,000
23	Baldwin Drive	ES: Telstar Circle - Baldwin Circle	McDonnell	\$25,000
24	Coffee Drive	SS: Patton Road - Morgan Street	Ridgecrest	\$25,000
25	Lee High Drive	NS: Forrest Circle - Withers Avenue	Lincoln	\$45,000
			TOTAL	\$200,000
			MAINTENANCE	\$100,000
			TOTAL AVAILABLE	\$300,000

PROPOSED PROJECTS FY 2011

<u>MAP #</u>	<u>STREET</u>	<u>LOCATION</u>	<u>SCHOOL</u>	<u>ESTIMATED COST</u>
26	Aftonbrae Drive	NS: Dunbarton Drive - Willow Park Drive	Weatherly	\$20,000
27	Woodmore Drive	SS: Valley Lane - Willow Park Park	Weatherly	\$30,000
28	US 72 E	SS: Washington Street - Memorial Parkway	Colonial Hills	\$25,000
29	US 72 E	NS: Boswell Drive - Memorial Parkway	Colonial Hills	\$25,000
30	Eastbrook Drive	NS: Washington - existing on Eastbrook Drive	Colonial Hills	\$30,000
31	Westwood Drive	SS: Westwood Drive - Bragg Street	West Mastin Lake	\$30,000
32	Avondale Drive	WS: Mastin Lake Road - Rosendale Drive	West Mastin Lake	\$40,000
			TOTAL	\$200,000
			MAINTENANCE	\$100,000
			TOTAL AVAILABLE	\$300,000

Figure 1: FY 2007 - 2011 Sidewalk Improvement Plan Projects

