



HOVER

BICYCLE AND PEDESTRIAN PLAN

DRAFT | January 2018

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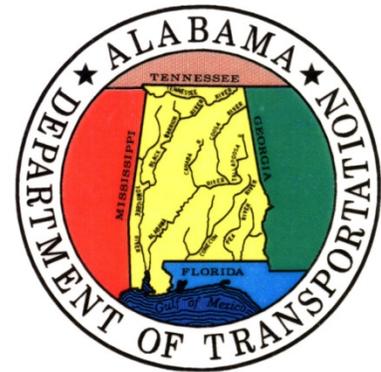
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Acknowledgements

Thank you to the Stakeholders and local residents of the City of Hoover for their involvement and support in this planning process and commitment to bicycle and pedestrian planning. This plan was funded through the Greater Birmingham Regional Planning Commission and the Alabama Department of Transportation.

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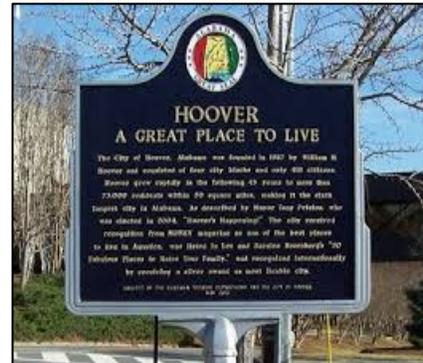
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- Appendix A: Public Involvement
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- Appendix C: Design Guidelines



Executive Summary

The City of Hoover Bicycle and Pedestrian Plan is the culmination of a planning process to improve bicycle and pedestrian safety, connectivity, health and well-being through infrastructure projects and community policies and programs. This effort was led by the City of Hoover in collaboration with the Alabama Department of Transportation (ALDOT), the Regional Planning Commission of Greater Birmingham (RPCGB) and AECOM as the project consultant.



Brief History and Overview of the Hoover

The City of Hoover was incorporated in 1967 and turned 50 years old this year. It is located in Jefferson and Shelby Counties in north central Alabama approximately 12 miles south of Birmingham, Alabama. Hoover is approximately 48 square miles and is the sixth largest city in the state with an estimated population of just under 85,000, according to the U.S. Census. Hoover is Birmingham's largest suburb and the municipal leader within the Birmingham Metropolitan Statistical Area.

Interstate 65 and 459 transect the City of Hoover and provide access to major corridors such as Montgomery Highway (US-31), John Hawkins Parkway (SR-150), and Highway 280 where commercial developments of the City are mostly centered. Major shopping centers are located on these corridors, Riverchase Galleria on US-31, Patton Creek and Grove Shopping Center both on SR-150 and Village at Lee Branch on US-280. The Hoover Met Complex, located in southwest Hoover, plays hosts to many local and regional sporting events - including the Southeastern Conference Baseball Tournament held every year in May. The City recently opened the 155,000 square foot Finley Center adjacent to the Hoover Met. The City is also known for the Moss Rock Preserve which is a 350 acre nature preserve and Aldridge Gardens which is a 30 acre woodland garden with a six-acre lake. The City has over a dozen recreational and sports parks as well as many neighborhood parks and natural areas.

Hoover had approximately 32,929 households in 2016 according to the American Community Survey. The City of Hoover has its own school system made up of two high schools, three middle schools, one intermediate school and ten elementary schools. Hoover was recently listed by 24/7 Wall St.com as number 17 of America's 50 Best Cities to Live citing Hoover as the wealthiest city in Alabama with a typical Hoover household earning \$79,004 a year and population growth of 17.0% between 2007 and 2016.



Purpose and Process of This Plan

The City of Hoover Bicycle and Pedestrian Plan was developed with the purpose to evaluate existing bicycle and pedestrian conditions and create a more connected walkable and bikeable Hoover.

The goal of this Plan is to develop a list of implementable transportation projects aimed at accommodating active transportation users through a combination of technical analysis, best practices in planning, and community engagement. This Plan examines existing conditions in the City, and identifies locations where bicycle and pedestrian improvements are most needed. The Plan will create connectivity that builds upon Hoover's existing transportation network through a network of sidewalks, greenways, multi-use paths, trails and bike lanes for transportation and recreation.

The City of Hoover, RPCGB, ALDOT, Stakeholders, and AECOM worked collaboratively to develop this plan. Stakeholders were comprised of local officials, representatives from local organizations, and other community members. Public meetings were also conducted to provide a forum input on planning efforts.

Key Findings and Recommendations

According to input from the Stakeholders and Public involvement meetings, the plan confirmed that the community views bicycle and pedestrian facilities as very important to improving the health, safety and well-being of the community. Connectivity is very important to the community and that there is wide support for implementing infrastructure projects as well as policies, ordinances, and programs.

A total of 25 critical network connections were identified as high priority in this Plan. The list of projects can be found in Table 4-1 and are mapped on Maps 4-1 through 4-5. Sidewalks, bicycle lanes, greenways and multi-use paths were evaluated for Hoover. They are defined in Section 3.0.

The success of this plan depends on its implementation. The City may wish to consider forming a Bicycle and Pedestrian Committee and/or appointing a City Council member or interested citizen as a Bicycle and Pedestrian Coordinator to continue in the efforts for improving bicycle and pedestrian safety and connectivity in Hoover. A primary responsibility of the Committee or Coordinator will be to prepare an annual report to be

Projects were organized based on routes that were identified through public input, constraints, safety, existing conditions, demand, connectivity, and equity.

Both the Stakeholders and residents during the public meetings provided direct input that contributed to the overall development of improvements. These improvements were grouped into three levels of need: high, medium, and low priority.

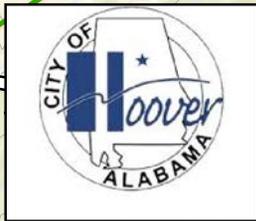
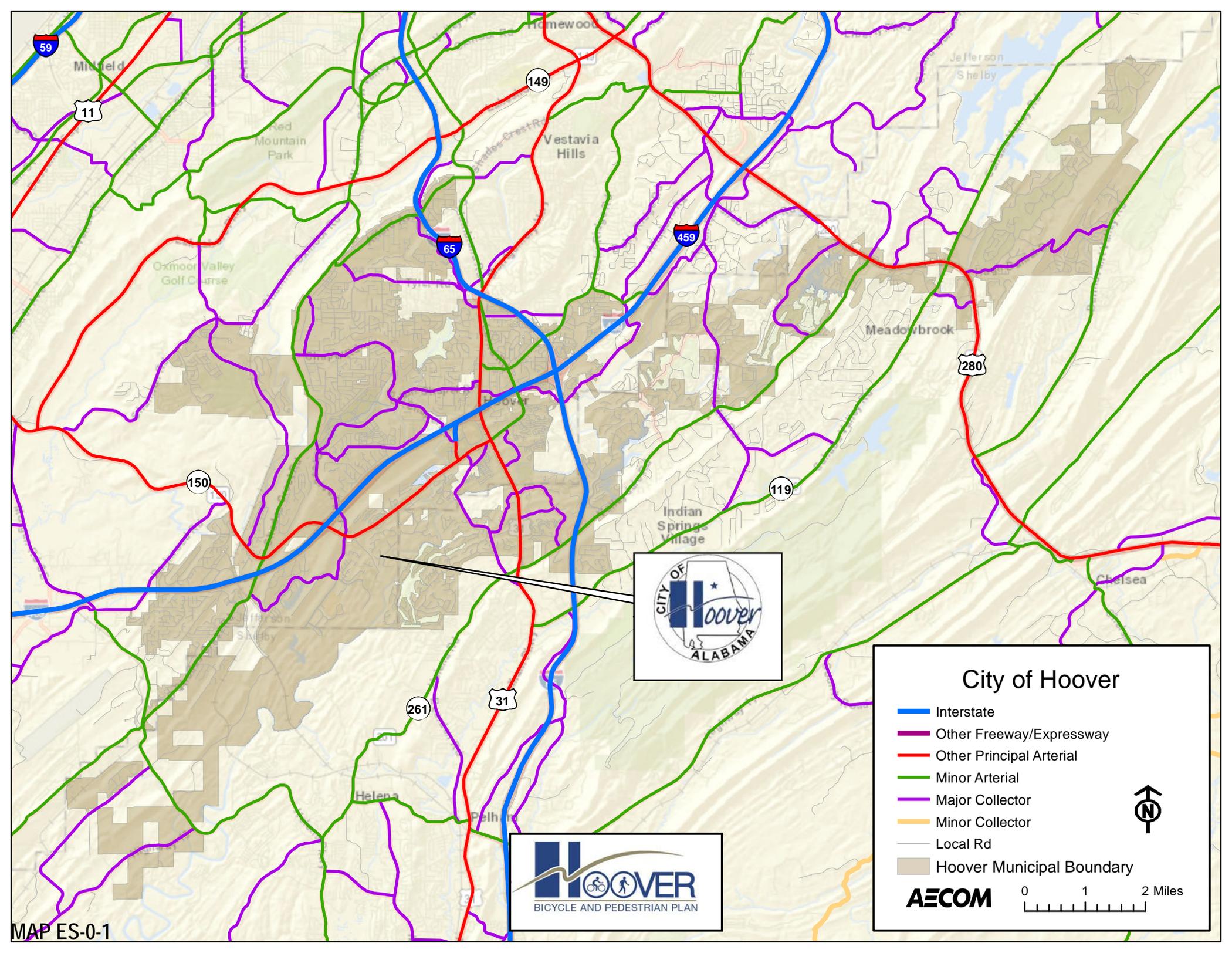


provided to the City Council detailing the progress made on implementing the Plan as well as the upcoming goals and objectives for the coming year.

Key Actions

1. Adopt the City of Hoover Bicycle and Pedestrian Plan.
2. Establish a Bicycle and Pedestrian Coordinator or Committee (BPC).
3. Coordinate with the Regional Transportation Commission of Greater Birmingham.
4. Coordinate with the Alabama Department of Transportation, Shelby and Jefferson County.
5. Coordinate with Local Bicycle and Pedestrian Advocacy Groups.
6. Amend City Ordinances and Policies to Accommodate Bicycle and Pedestrian Facilities.
7. Establish a Sidewalk Maintenance Program.
8. Pursue Alternative Funding Sources.
9. City Budget Planning for Bicycle and Pedestrian Projects.
10. Partner with the Hoover Chamber of Commerce.
11. Develop a Bicycle and Pedestrian Outreach and Awareness Program.
12. Initiate a Wayfinding Study.
13. Prepare the City's Bicycle and Pedestrian Annual Report.

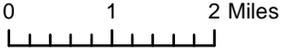
Further details on these Key Actions are found in Section 5.2.



City of Hoover

- Interstate
- Other Freeway/Expressway
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Rd
- Hoover Municipal Boundary





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1.0 Introduction and Project Overview

1.1 Background

The City of Hoover has a strong commitment to improving its bicycle and pedestrian facilities. The City of Hoover’s Bicycle and Pedestrian Plan was developed to make the City a more walkable and bikeable community. The focus of the development of this bicycle and pedestrian plan is to outline recommendations, and identify programs and policies for implementing bicycle and pedestrian infrastructure and amenities to increase active lifestyles and quality of life elements.



The City of Hoover developed a Pedestrian, Bicycle, and Greenway Master Plan in 1999 through a grant from the RPCGB. The Master Plan focused on improving the non-motorized transportation network. Most of the projects recommended in the previous plan have been constructed. This Plan will continue previous efforts and connect existing and committed projects with the projects proposed in this Plan.

1.2 Goals and Objectives

Hoover’s Bicycle and Pedestrian Plan was built around the following goals and objectives:

Table I-1: Goals and Objectives

Goal #1: Improve Mobility Through Pedestrian and Bicycle Networks
Improve mobility by creating and providing safe pedestrian and bicycle networks, removing barriers and enhancing connections between residential neighborhoods and destinations such as schools, stores, houses of worship, and other institutions. Provide active transportation (pedestrian and bicycle) options to the residents of Hoover.
Goal #2: Encourage Economic Benefits of Biking and Walking
Educate the community as to the economic benefits that improved bicycle and pedestrian infrastructure can have on surrounding businesses and residences. Recognize the secondary



benefits resulting from bicycle and pedestrian infrastructure including: household savings from alternative transportation modes, tourism, development goals, and property values.

Goal #3: Promote Environmental, Public Health, and Safety Benefits

Emphasize a safe and attractive environment through programs, policies, and partnerships. Recognize the environmental and public health benefits of biking and walking by providing active living environments with safe, connected, accessible facilities along with programs that encourage bicycling and walking.

Goal #4: Connect Parks and Natural Resources

Develop facilities and programs that enhance the connection between parks and natural resources through bicycle and pedestrian facilities such as greenways or trails.

I.3 Purpose and Scope of the Plan

The purpose of this Plan is to evaluate the existing bicycle and pedestrian conditions within the City of Hoover and recommend programmatic and infrastructure projects to improve safety, connectivity, and the overall well-being of the residents and visitors of Hoover. This effort was led by the City of Hoover in cooperation with ALDOT, RPCGB, the project consultant, and local stakeholders. Public meetings were conducted for City residents to provide input on planning efforts. Engineering studies and construction were not included in the scope.

The scope of the plan included the following tasks:

- Analysis of existing conditions
- Review of existing plans and policies
- Policy and program recommendations
- Infrastructure improvements and cost estimates
- Identification of possible funding sources
- Public input through a stakeholder meeting and public meeting
- Implementation strategies



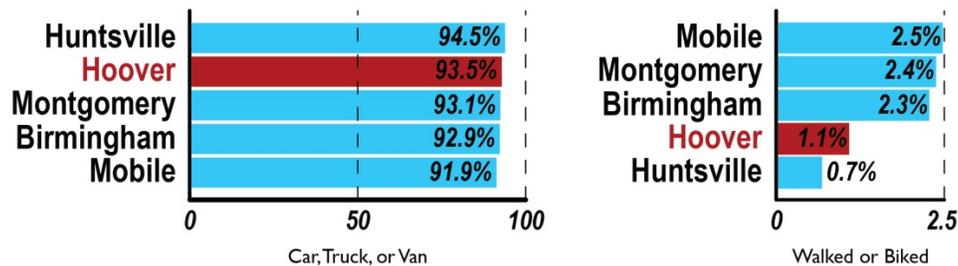
2.0 Existing Conditions

2.1 Overview

Assessing existing conditions in the City of Hoover is important to understand the broader scope of those living in the area, where transportation planning plays a key role in connecting community resources, and planning for future development and growth. This can enable more efficient and sustainable movement to and from resources within the City. The following information on existing conditions is used to formulate and prioritize the policies and programs recommended in this plan.

2.2 Means of Transportation to Work

According to the latest U.S. Census numbers, over 93 percent of Hoover’s working population commutes to work using a car, truck, or van. The remaining population either works from home (4.4 %), walked (1.1 %), or used some other means to get to work (1.0 %). Figure 2-1 below shows how Hoover compares to similar cities in Alabama.



Source: U.S. Census, American Community Survey, 2016

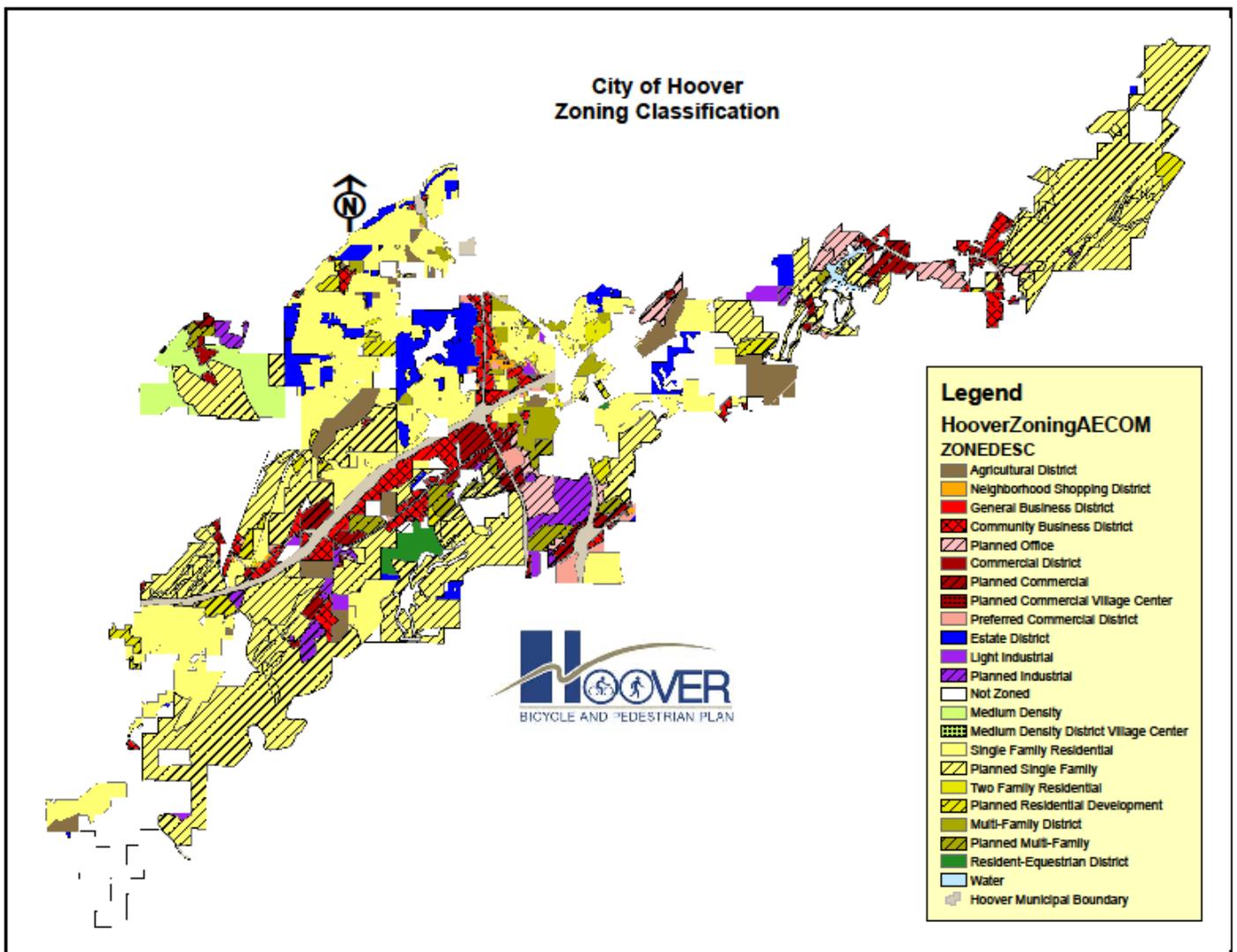
Figure 2-1: Means of Transportation to Work

Based on the Census data, Hoover did not have any work trips reported by bicycle. Only Birmingham and Mobile reported work trips by bicycle; albeit a small percentage (0.2%). As is the case with all of the cities above, there is a high dependency on vehicle usage in Hoover. Supporting the development and use of transportation networks for active modes (bike and pedestrian travel) may provide an opportunity for a more diverse selection of commuting options to work as well as enabling workforce participation by people with reduced access to vehicles.

2.3 Land Use and Development

The City of Hoover has a strong commitment to expanding its already vibrant City through development opportunities. Current land use and zoning policies allow the City to provide a wide variety of retail, office, civic, and mixed-use development throughout the municipal limits as is shown in Figure 2-2.

Figure 2-2: Hoover Zoning Classification





2.4 Planned and Programmed Projects

This section identifies planned projects and initiatives that have been identified in previous statewide and regional bicycle and pedestrians plans. Map 2-1 – Map 2-5 identify these projects and Table 2-1 near the end of this section lists the City’s current programmed projects that include a bicycle and/or pedestrian element.

Programmed projects have been fiscally constrained by the City of Hoover and are either in the design phase or in the process of being constructed. These projects will integrate bicycle and pedestrian facilities as part of the design of and will be essential to a strategic and well connected bicycle and pedestrian network.

Red Rock Ridge and Valley Trail System (2010)

The *Red Rock Ridge and Valley Trail System* plan was developed by the Freshwater Land Trust and Jefferson County Health Action Partnership in 2010. The purpose of the plan as described in the document is to provide a tool to enable the development of a regional greenway system that connects communities throughout Jefferson County with an active transportation network. The plan focuses on the following vision and goals:

- Develop a meaningful network of greenways and paths that links people with important destinations both locally and regionally
- Provide a safe environment for people to walk and cycle
- Stimulate economic growth via new jobs in construction, increased tourism, new industries related to active use, decreased healthcare costs and improved property values and the recruitment of new businesses to our community
- Protect and enhance our natural resources including water systems, air quality and green space
- Provide alternate options for active transportation
- Develop a better sense of community that enhances safety in our neighborhoods
- Enhance the sense of history and character for each area

Using this guide, the plan outlines a series of recommendations to support quality of life, expand and support pedestrian and vehicular connections, foster thriving business and residence locations while increasing the City’s community feel.

Recommendations outlined in the plan specific to bicycle and pedestrian accommodations included two corridors with numerous greenways and trails within the Hoover area. The following details the plan recommendations for Hoover:

Shades Creek Corridor

- **Shades Creek Greenway South IV** – Natural surface shared-use greenway follows Shades Creek from County Road 6 northeast to Highway 150.
- **Shades Creek Greenway South V** – Natural surface shared-use greenway from canoe launch at Highway 150 and continues along the creek to Ross Bridge Parkway Canoe Launch.



- **Shades Creek Greenway South VI** – Natural surface shared-use greenway begins at a canoe launch at Ross Bridge Parkway and continues northwest to Fresh Water Land Trust (FWLT) property.
- **Shades Creek Greenway South VII** – Natural surface shared-use greenway begins at the south end of a FWLT parcel and travels north through FWLT property to the Shannon-Oxmoor Trail and Fresh Water Land Trust Canoe Launch.
- **County Road 93 Trail** – Street-based trail begins at the intersection of Lakeshore Parkway and County Road 93. The shared road trail continues south along County Road 93 / Ross Bridge Parkway to Grand Avenue and intersects with Ross Bridge Parkway Greenway.
- **Ross Bridge Parkway Greenway** – Existing shared-use side path begins at Ross Avenue and continues east to Ross Bridge Parkway. The trail turns southeast and parallels Ross Bridge Parkway to Ross Bridge Nature Center.
- **Ross Bridge Parkway Trail** – Street-based trail follows Ross Bridge Parkway from the Ross Bridge Nature Center to Highway 150, passing the Ross Bridge Parkway Canoe Launch and the Shades Creek Greenway South V. Implement “share the road” signage.
- **Shades Mountain Greenway** – Natural surface shared-use greenway stems off of Shades Creek Greenway northwest of Ross Bridge Parkway and climbs Shades Mountain to Shades Crest Road, near Crestway Circle.
- **Shades Crest Greenway** – Street-based trail begins at the east end of Shades Mountain Greenway and follows Shades Crest Road to Sulphur Springs Road. The trail follows Sulphur Springs Road to the Moss Rock Greenway.
- **Moss Rock Greenway** – Natural surface shared-use greenway begins at Sulphur Springs Road and travels through the Preserve paralleling Preserve Parkway until it intersects with Village Creek Greenway and the Preserve Parkway Greenway.
- **Preserve Parkway Greenway** – This proposed street-based trail follows Preserve Parkway to the northeast, from the Moss Rock Greenway to Patton Chapel Road. The trail turns to the east and follows Patton Chapel Road to Patton Creek.

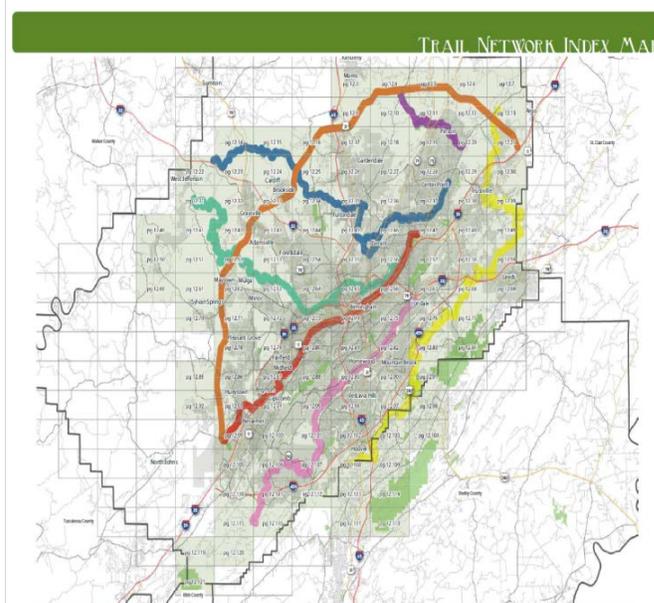
Cahaba River Corridor

- **Chapel Lane Greenway** – Shared-use greenway begins at Chapel Lane near the Hoover Sports Park. The greenway follows the west side of Patton Creek under Interstate-459. The greenway continues along the west (rear) side of Patton Creek Shopping Center and becomes a multi-use greenway along Highway-150. The greenway turns south onto FWLT property where Patton Creek passes underneath Highway-150, and follows the creek to the intersection of the Cahaba River. The trail turns east following the Cahaba River to Old Montgomery Highway. The multi-use trail follows Old Montgomery Highway, within the right-of-way, to Willow Oak Drive.
- **Rocky Ridge Road Trail** – Street-based path with new bike lane begins at the intersection of Patton Chapel Lane and Patton Chapel Road. The trail continues northwest along Patton Chapel Road South and turns north onto Old Columbiana Road. The trail turns east onto Patton Chapel Road N, crossing US Highway 31 and transitioning to Rocky Ridge Road then crossing under Interstate-65 along to Pump House Road.
- **Little Shades Creek Greenway I** – Shared-use greenway begins at McCallum Park at the end of Rosemary Lane, and travels south paralleling Little Shades Creek onto Fresh Water Land Trust property along the east side of the creek. The shared-use trail continues to follow the creek and passes underneath the Rocky Ridge Road Bridge. After passing under the bridge a permanent easement would have to be acquired from private property land owners. The trail moves into City of



Hoover property near Wisteria Drive and Woodmont Court and continues to follow the creek underneath Interstate-459. The trail turns east and travels to Chestnut Ridge Road. The shared-use trail continues east along Chestnut Ridge Road and turns north following Old Rocky Ridge Road. The greenway parallels the road to the Hoover East Sports Park. The trail travels through the park and crosses the Cahaba River on an existing pedestrian bridge, then turns north traveling through City of Hoover property and ends at the Harwick Drive Trail.

- **Valleydale Road Trail** – Street-based path begins at the intersection of County Road 275 and Valleydale Road and travels east following Valleydale Road, crossing underneath Interstate-65, to Spain Park High School and Veterans Park.
- **Veterans Park Greenway** – Shared-use greenway begins at the southwest end of Veterans Park and continues through the park to the northeast end and connecting each segment of the Valleydale Road Trail.
- **Valleydale Road Trail** – Street-based path begins on the northeast end of Veterans Park and continues east along Valleydale Road to Inverness Center Drive.
- **Inverness Center Drive Greenway** – Shared-use greenway begins at the intersection of Inverness Center Drive and Valleydale Road. The shared-use trail travels northwest on Inverness Center Drive, then turns west onto Inverness Center Place. The greenway then turns south onto Inverness Parkway and ends at Valleydale Road.
- **Caldwell Mill Road Trail** – Street-based path begins at the intersection of Highway 119 and Oak Mountain Park Road, and follows Highway 119 east to the intersection of Caldwell Mill Road. The trail turns northeast onto Caldwell Mill Road, passing Oak Mountain High School. The trail continues to travel north until it intersects with the Cahaba River and the canoe launch.
- **Harwick Drive Trail** – This proposed street-based path begins at the east end of the Little Shades Creek Greenway and the west end of Harwick Drive. The trail travels east along Harwick drive and connects to the Indian Valley Road Trail.



Source: *Red Rock Ridge and Valley Trail System Plan* (2010)

Figure 2-3: Red Rock Ridge and Valley Trail System (2010)



Alabama Statewide Bicycle and Pedestrian Plan (2017)

Although ALDOT's recently released Statewide Bicycle and Pedestrian Plan does not contain a specific list of recommend projects, it does provide a set of guidelines and strategies that should be utilized when evaluating improvements to the State's transportation system. Using input obtained from numerous public meetings and regional workshops, the plan established a set of priority strategies and recommended actions intended to improve walking and biking in Alabama.

Priority Strategy: Prioritize Pedestrian and Bicycle Safety Programs and Improvements

- Develop Pedestrian and Bicycle Safety Action Plans;
- Establish Pedestrian and Bicycle Safety Goals and Performance Measures;
- Incorporate Pedestrian and Bicycle Safety in Project Prioritization Processes;
- Provide Technical Training on Pedestrian and Bicycle Facility Planning and Design.

Priority Strategy: Increase Access to Walking and Bicycling Facilities for Traditionally Underserved Populations

- Collaborate on Local Bicycle and Pedestrian Plans in Traditionally Underserved Communities;
- Incorporate Pedestrian and Bicycle Access for Traditionally Underserved Populations in Project Prioritization Processes;
- Expand Walking and Bicycling Outreach and Educational Programs in Traditionally Underserved Communities;

Priority Strategy: Improve Connections between Pedestrian and Bicycle Facilities on State Highways and Local Greenway and Shared Use Path Systems as well as to Natural and Scenic Areas

- Inventory and Map Existing and Planned Greenways, Shared Use Paths, Parks, and Natural Areas;
- Utilize Best Practices in Greenway and Shared Use Path Planning and Design;
- Collaborate with Public and Private Sector Partners on Economic Development Opportunities Related to Greenway and Shared Use Path Systems

Bicycle Corridor Plan

One of the recommendations discussed in the plan involve the development of a statewide bicycle corridor plan. This plan is intended to create a framework for development of bicycle-friendly transportation network across the state by incorporating bicycle and pedestrian safety, access, and economic benefit into the development of future transportation plans and projects. Within this bicycle corridor plan, the Birmingham area – which includes the City of Hoover – is identified as a “priority” corridor. These corridors represent areas of higher than average potential for bicycle transportation demand.

Existing Plans and Programmed Projects in Hoover Vicinity

Hoover Programmed Projects

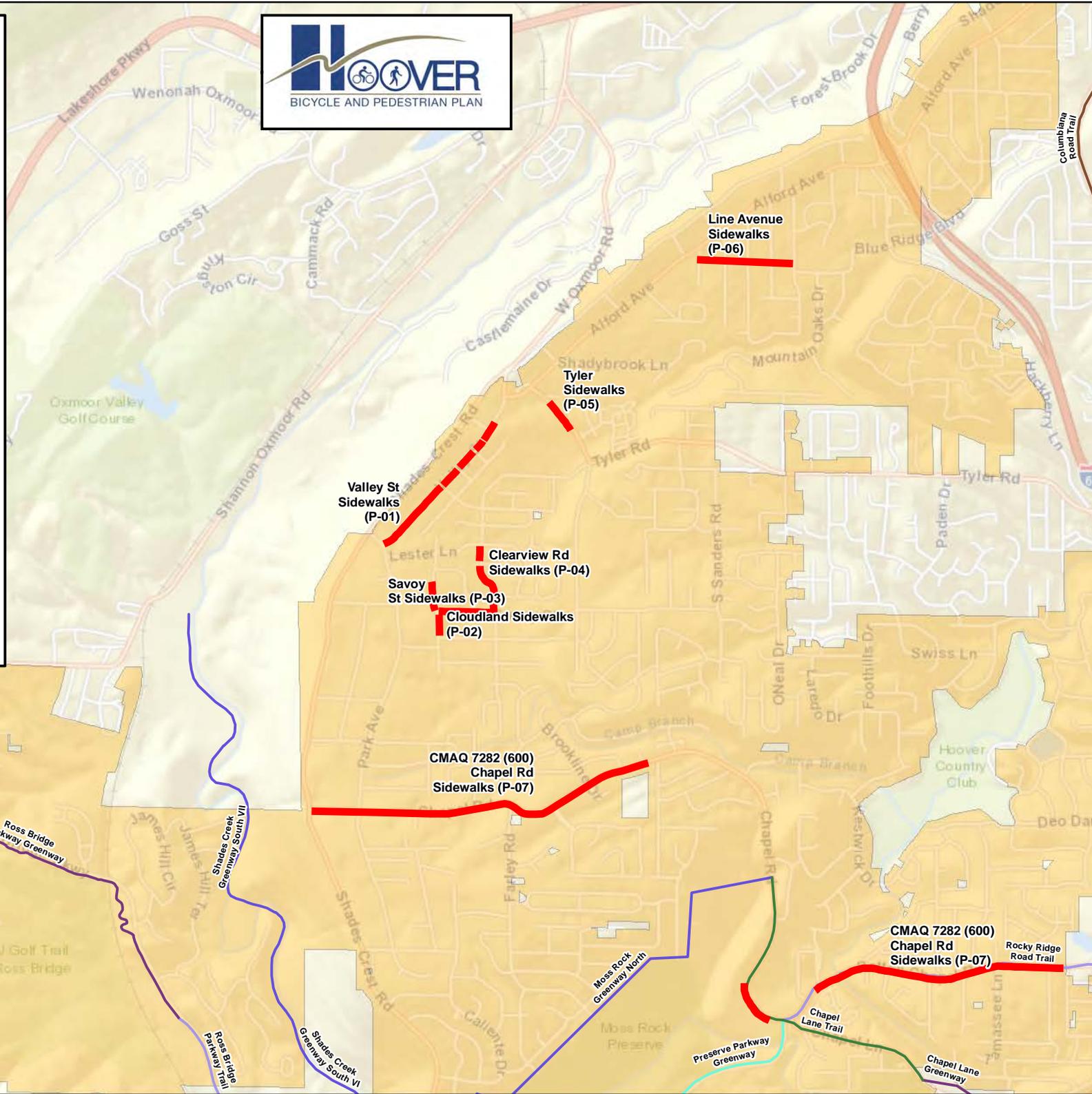
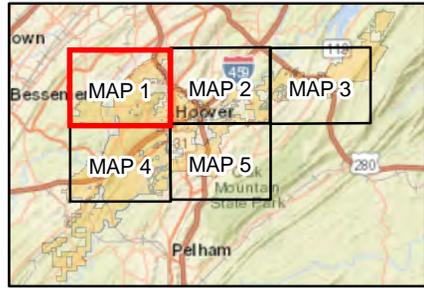
Red Rock Proposed Projects

- A: Greenway 12'
- B: Greenway 10'
- D: Bike lanes with existing pavement
- E: Bike lanes with sidewalk
- F: Bike lanes, sidewalks and intersection treatment
- G: Bike lanes with new paving at shoulder
- H: Sharrows
- I: Sharrows with sidewalk
- J: Road Diet, 4 to 3 lanes
- K: Natural surface path
- Hoover Municipal Boundary



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0 0.2 0.4 Miles



Existing Plans and Programmed Projects in Hoover Vicinity

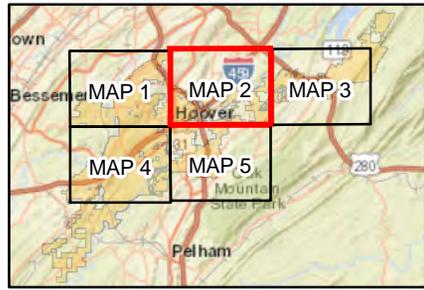
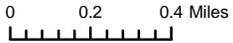
Hoover Programmed Projects

Red Rock Proposed Projects

- A: Greenway 12'
- B: Greenway 10'
- D: Bike lanes with existing pavement
- E: Bike lanes with sidewalk
- F: Bike lanes, sidewalks and intersection treatment
- G: Bike lanes with new paving at shoulder
- H: Sharrows
- I: Sharrows with sidewalk
- J: Road Diet, 4 to 3 lanes
- K: Natural surface path
- Hoover Municipal Boundary



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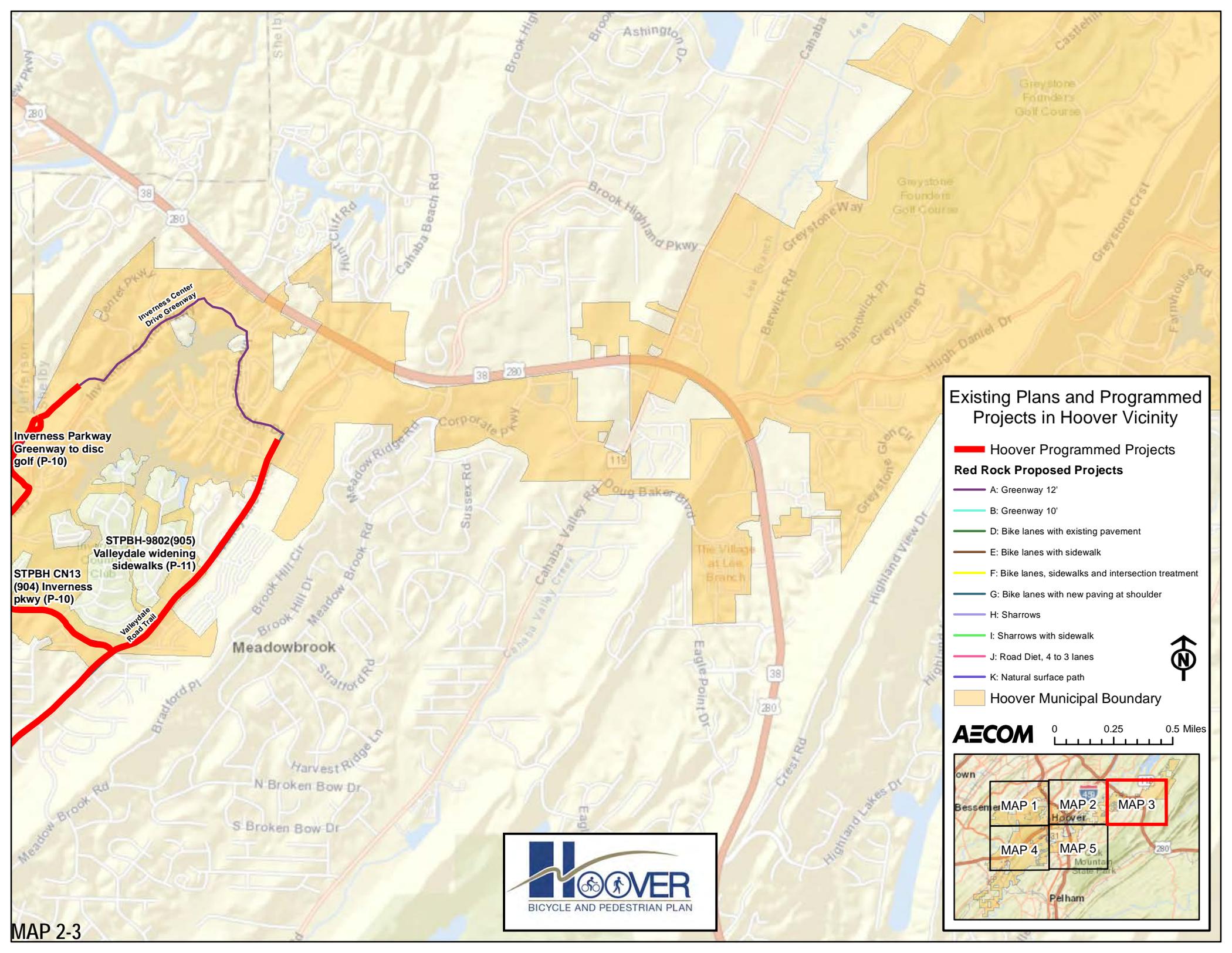
Old Columbiana Rd Sidewalks (P-08)

Caldwell Mill Rd BR and widening sidewalk (P-09)

STPBH CN13 (904) Inverness pkwy (P-10)

STPBH-9802(905) Valleydale widening sidewalks (P-11)

Valleydale Road Trail



Existing Plans and Programmed Projects in Hoover Vicinity

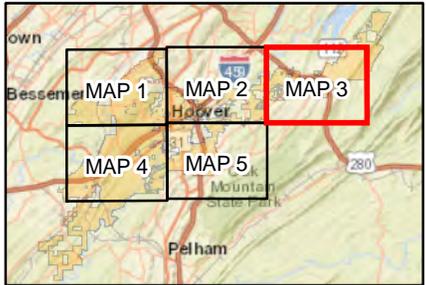
Hoover Programmed Projects

Red Rock Proposed Projects

- Hoover Programmed Projects
- A: Greenway 12'
- B: Greenway 10'
- D: Bike lanes with existing pavement
- E: Bike lanes with sidewalk
- F: Bike lanes, sidewalks and intersection treatment
- G: Bike lanes with new paving at shoulder
- H: Sharrows
- I: Sharrows with sidewalk
- J: Road Diet, 4 to 3 lanes
- K: Natural surface path
- Hoover Municipal Boundary



AECOM 0 0.25 0.5 Miles



Existing Plans and Programmed Projects in Hoover Vicinity

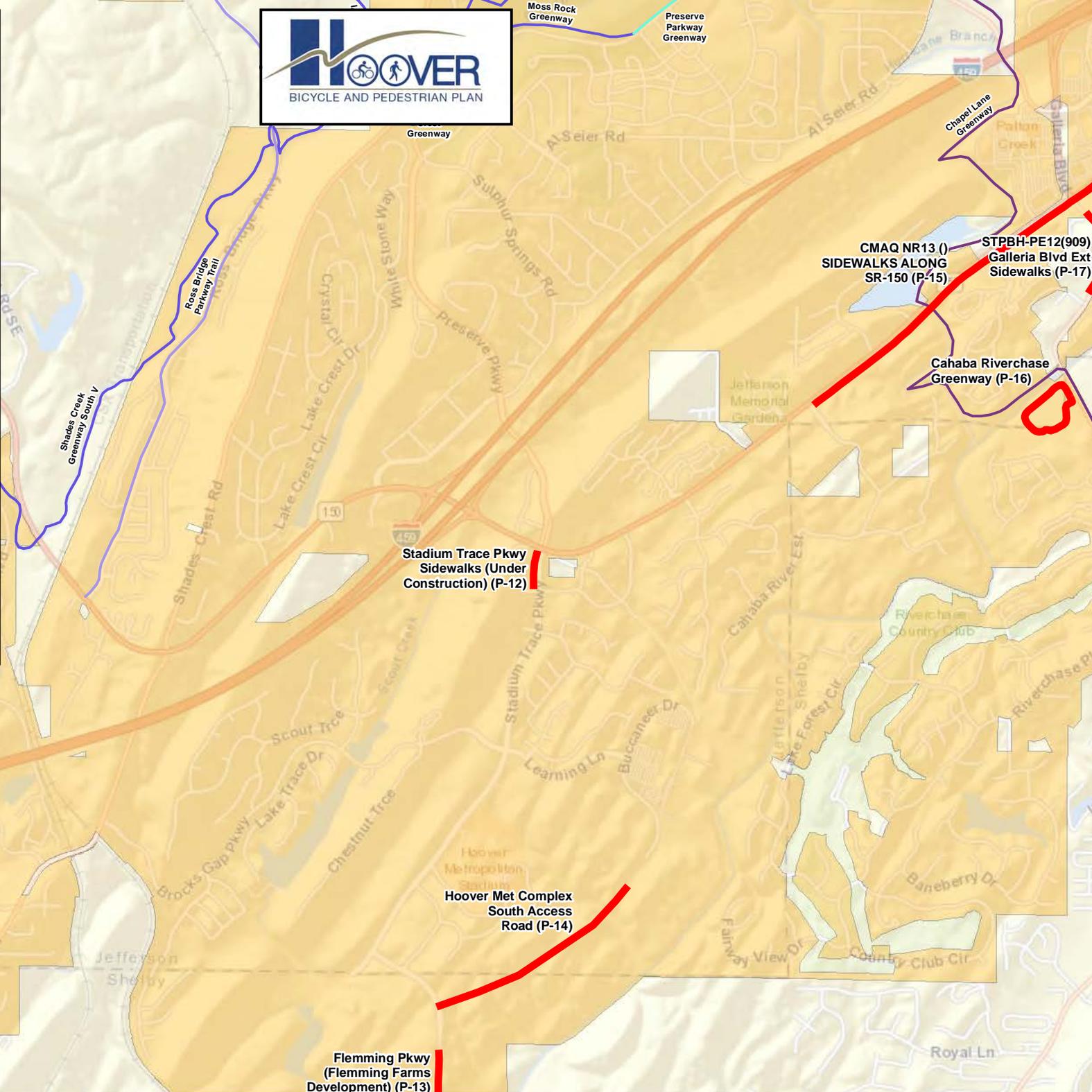
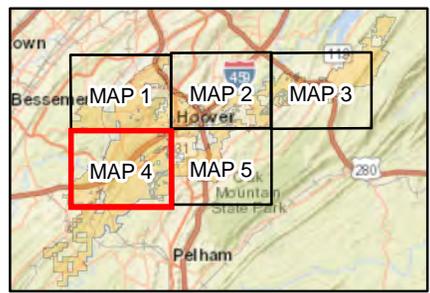
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AECOM 0 0.25 0.5 Miles



**Stadium Trace Pkwy
Sidewalks (Under
Construction) (P-12)**

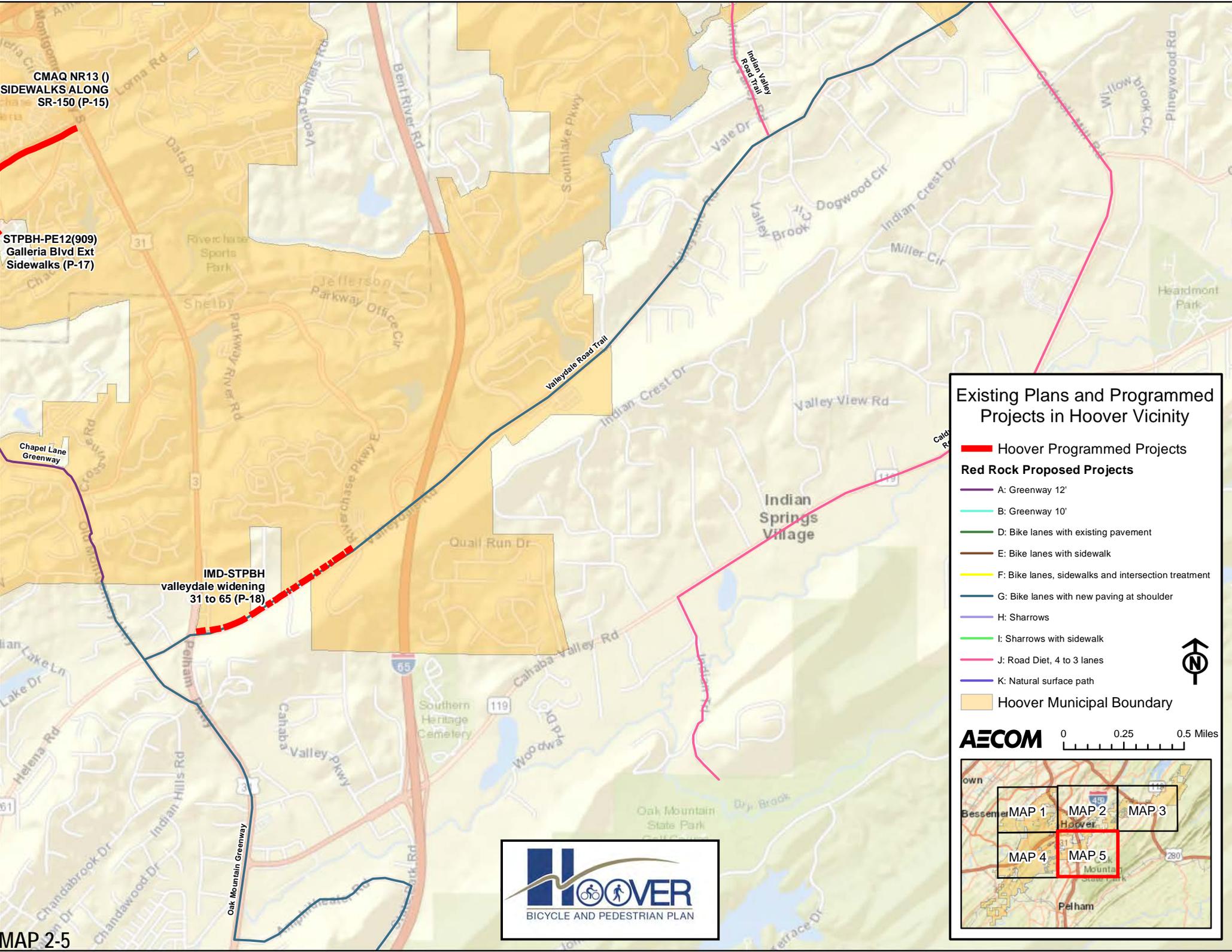
**Hoover Met Complex
South Access
Road (P-14)**

**Flemming Pkwy
(Flemming Farms
Development) (P-13)**

**CMAQ NR13 (
SIDEWALKS ALONG
SR-150 (P-15)**

**STPBH-PE12(909)
Galleria Blvd Ext
Sidewalks (P-17)**

**Cahaba Riverchase
Greenway (P-16)**



CMAQ NR13 ()
 SIDEWALKS ALONG
 SR-150 (P-15)

STPBH-PE12(909)
 Galleria Blvd Ext
 Sidewalks (P-17)

IMD-STPBH
 valleydale widening
 31 to 65 (P-18)

Existing Plans and Programmed Projects in Hoover Vicinity

- Hoover Programmed Projects
- Red Rock Proposed Projects**
- A: Greenway 12'
- B: Greenway 10'
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AECOM 0 0.25 0.5 Miles

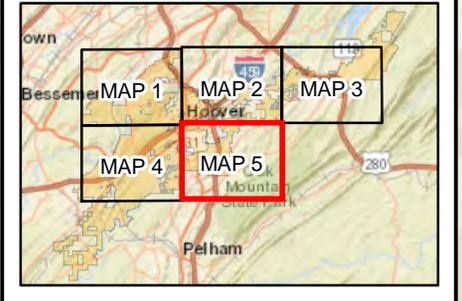




Table 2-1: Programmed Projects

Project Name	Map Id	Project Type	Route	Begin	End	Distance
Sidewalks on Various Streets in the Bluff Park Community CMAQ 3715 (254)	P-01 - P-05	Sidewalks	Valley St / Clearview Rd / Savoy St / Cloudland Dr/ Tyler	Princess Ave/ Savoy St/ Cloudland Dr/ Hawksbury Ln/ S. of Alford Ave/	N. of Huckleberry Ln	1.3
Line Avenue	P-06	Sidewalks	Line Avenue Alley	Audubon Cir	Haden St	0.35
Chapel Rd Sidewalks CMAQ 7282 (600)	P-07	Sidewalk	Chapel Rd	Park Ave	Stone Brook Pkwy	2.4
Old Columbiana Rd	P-08	Sidewalks	Old Columbiana Rd	Patton Chapel Rd	Green Valley Elementary	0.19
Caldwell Road STPBH 5939 (200)	P-09	Widening	Caldwell Mill	Acton Rd	Heatherwood Dr	1.5
Inverness Community Greenway STPBH CN13 (904)	P-10	Greenway	Inverness Center Parkway	Valleydale Road	Inverness Disc Golf Trail	1.8
Valleydale Road STPBH-9802(905)	P-11	2 to 4-In Widening w/ Sidewalks on northside	Valleydale Rd	Caldwell Mill Rd	Inverness Center Parkway	3.5
Stadium Trace Parkway	P-12	Sidewalks w/ Development under construction	Stadium Trace Pkwy	SR-150	Stadium Trace Village	0.14
Flemming Parkway	P-13	Sidewalks w/ Future Development	Flemming Parkway	Stadium Trace Pkwy	Cahaba River	0.37
Hoover Met Complex Access Rd	P-14	Roadway Ext w/ Sidewalks	Hoover Met Complex Rd	Hoover Met	Flemming Parkway	0.82
SR-150 Sidewalks CMAQ NR13 ()	P-15	Multi-use path	SR-150	Cahaba River Estates Rd	US-31	3.6
Cahaba Riverchase Greenway Phase I	P-16	Greenway	Cahaba River	Riverchase Elementary	Cahaba River	0.52
Galleria Blvd Extension STPBH 3715 (255)	P-17	Roadway Ext w/ Sidewalks	Galleria Blvd	SR-150	Old Hwy 31	0.35
Valleydale Road IMD-STPBH	P-18	2 to 4-In Widening w/ Sidewalks on northside	Valleydale Rd	US-31	Riverchase Pkwy East	0.75



2.5 Regional Plans

The RPCGB is currently in the development of the Active Transportation Plan (B-Active) for the greater Birmingham region. This plan will provide specific recommendations for active transportation facilities to establish a regional system. The City of Hoover is committed to continued coordination with the RPCGB to ensure future projects within the City provide regional connectivity in line with the recommendations to be given in the B-Active plan. Shelby County is also currently developing a bicycle/pedestrian plan. The City of Hoover will collaborate with Shelby County to provide linkage and connectivity on local level projects in the surrounding Hoover area.



Patton Creek Shopping Center

2.6 Community Features

Hoover has numerous community features that provide important services and enrich the quality of life for its residents. These features serve as potential pedestrian and bicyclist origins and destinations. The Stakeholders reported current pedestrian and bicyclist activity at many of these places. By improving connectivity between these locations and Hoover's neighborhoods, residents would be more likely to walk or ride a bike. These features are listed in Figures 2-4 through Figure 2-6 and shown on Maps 2-6 through 2-10. An infrastructure project's ability to provide connectivity to these origins and destinations was one variable used to prioritize projects and is discussed further in Section 4.3.



Riverchase Galleria Mall



Veterans Park



Crosswalk at Green Valley Elementary



Aldridge Gardens



Aldridge Gardens • AT&T • Blue Cross Blue Shield of Alabama • Bluff Park Community Center • Costco • Children's Hospital South • Finley Center • Georgetown Park • Greystone Country Club • Grove Shopping Center • Hoover City Hall • Hoover Dog Park • Hoover Lake House at Howard Lake • Hoover Library • Hoover Met Complex • Hoover Public Safety Center • Hoover Recreation Center • Hoover Senior Center • Hoover Sports Park Central • Hoover Sports Park East • Hoover YMCA • Inverness Country Club • Inverness Disc Golf and Natural Trail • Inverness Park • Lee Branch Shopping Center • Moss Rock Preserve • Patton Creek Shopping Center • Ross Bridge Golf Resort & Spa • Riverchase Country Club • Riverchase Galleria • Riverchase Promenade • Riverchase Office Park • Riverchase Sports Park • Shades Mountain Park • Spain Park Sports Complex • St. Vincent's 119 • Star Lake Veterans Park • Whole Foods • Walmart

Figure 2-4: Key Community Destinations



Berry Middle School • Bluff Park Elementary School • Briarwood Christian School • Brock's Gap Intermediate School • Bumpus Middle School • Deer Valley Elementary • Green Valley Elementary School • Greystone Elementary • Gwin Elementary School • Hoover Christian School • Hoover High School • Jefferson State Community College • Prince of Peace Catholic School • Riverchase Elementary • Rocky Ridge Elementary • Shades Mountain Elementary • Simmons Middle School • South Shades Crest Elementary • Spain Park High School • Trace Crossing Elementary



Hoover High School

Figure 2-5: Hoover Area Schools



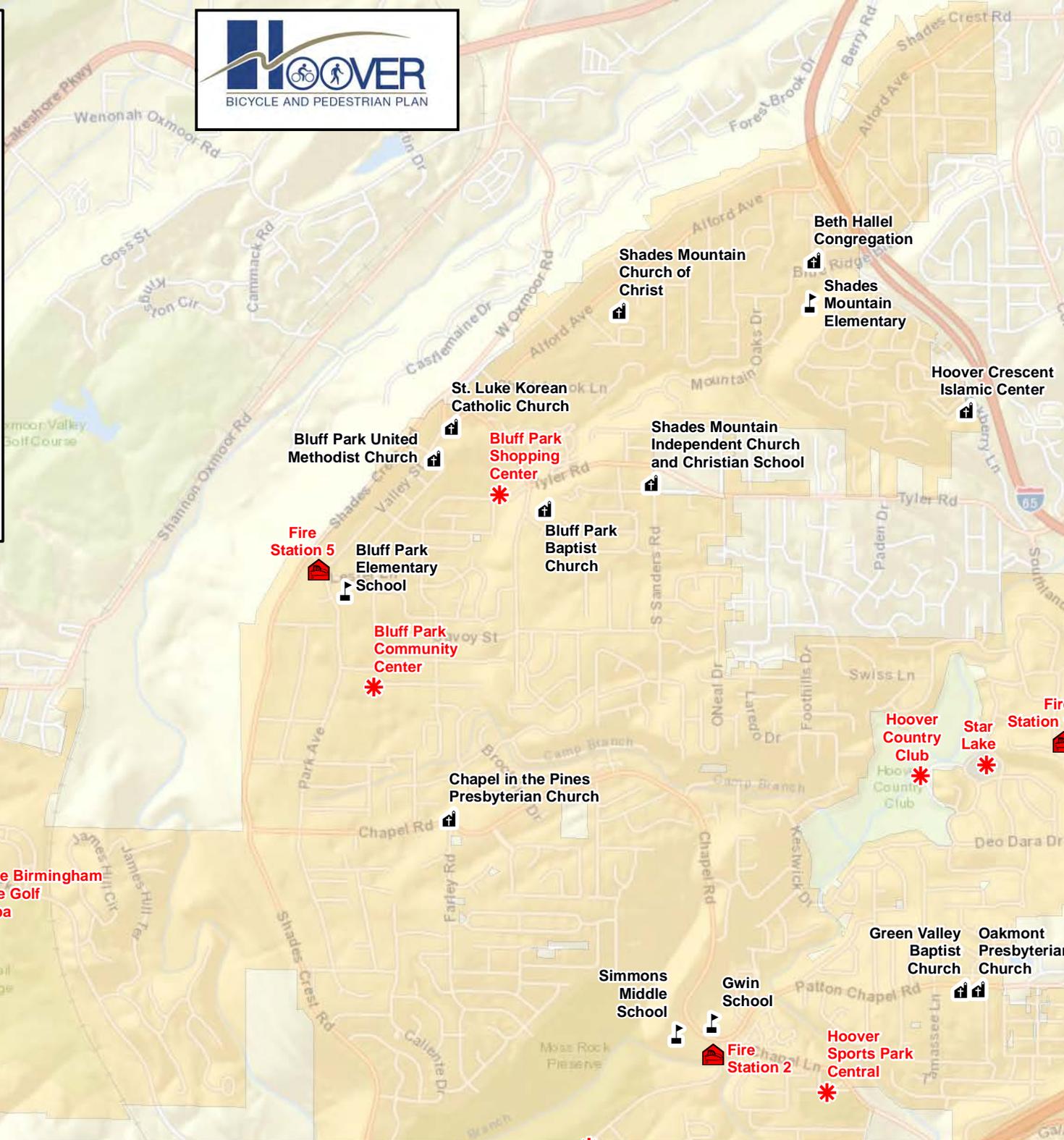
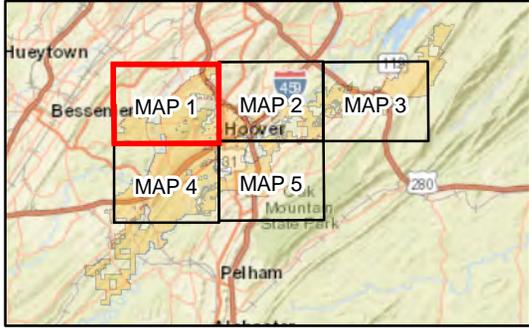
Ashbury United Methodist Church • Beth Hallel Congregation • Bluff Park Baptist Church • Bluff Park United Methodist Church • Briarwood Church • Bryan Presbyterian Memorial Church • Chapel in the Pines Presbyterian Church • Christ Church • Christ the King Lutheran • Church of the Highlands • Birmingham First SDA • Discovery United Methodist Church • First Baptist Church of Hoover • First Christian Church • Green Valley Baptist Church • Hoover Church of Christ • Hoover Crescent Islamic Center • Hunter Street Baptist Church • Inverness Vineyard Church • Lakeside Baptist Church • Mars Hill Church • Metro Church of God • Oak Grove Church • Oakmont Presbyterian Church • Prince of Peach Catholic Church • Riverchase Baptist Church • Riverchase Presbyterian Church • Riverchase United Methodist Church • Rocky Ridge Cumberland Presbyterian • Rocky Ridge First Baptist Church • Saint Peters Catholic Church • Shades Mountain Church of Christ • Shades Mountain Independent Church and Christian School • Shepherd of the Hills • St. Luke Korean Catholic Church • The Church at Brook Hills • Valleydale Church

Figure 2-6: Hoover Area Houses of Worship

Community Features City of Hoover

-  Landmark
-  Fire Station
-  Library
-  Church
-  School
-  Existing Bus Stop
-  Hoover Municipal Boundary

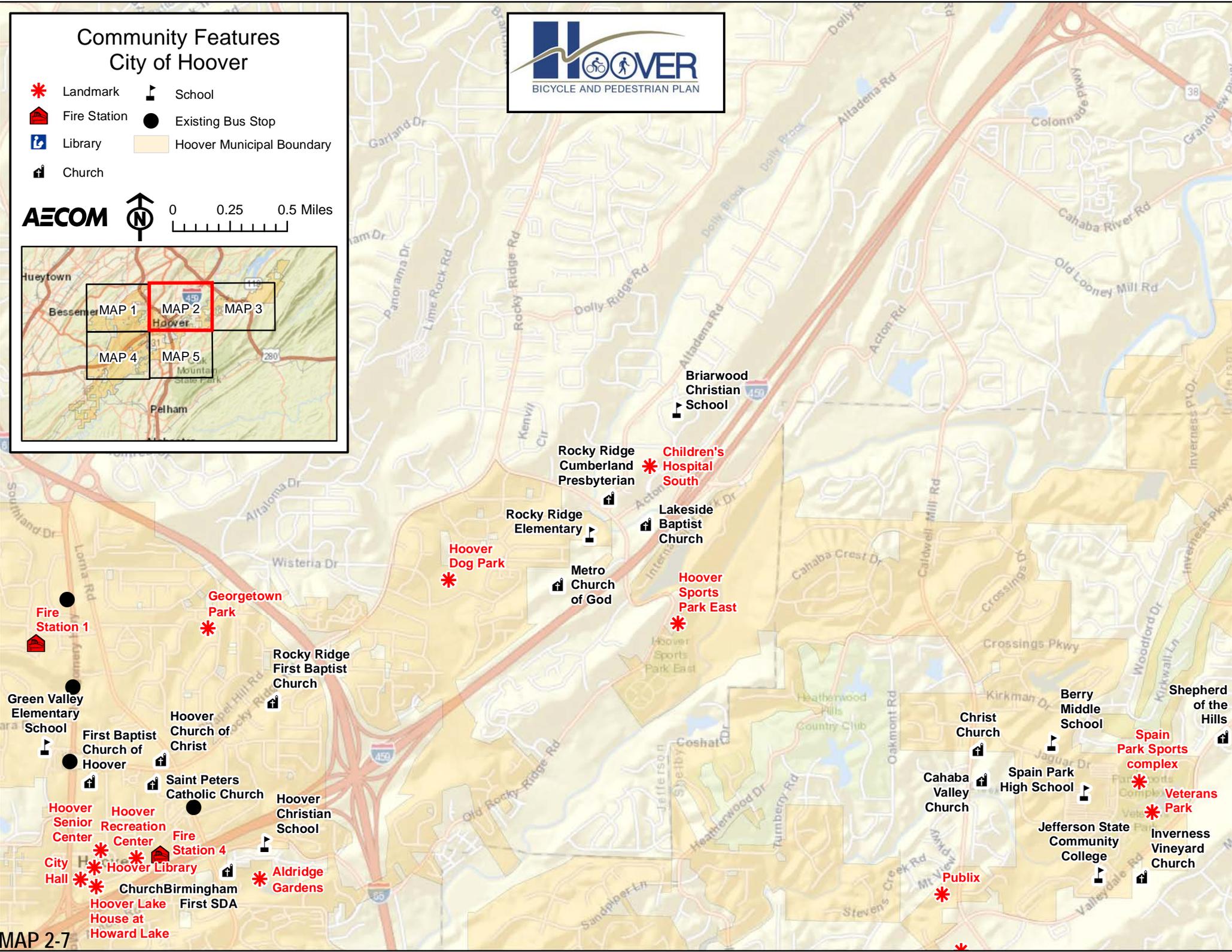
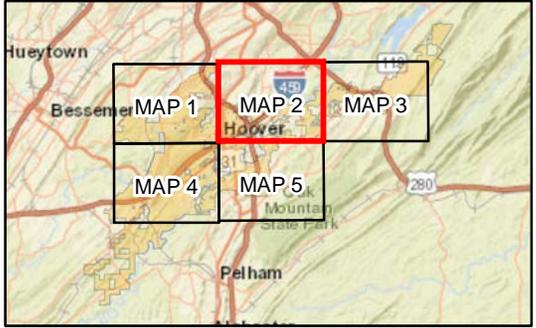
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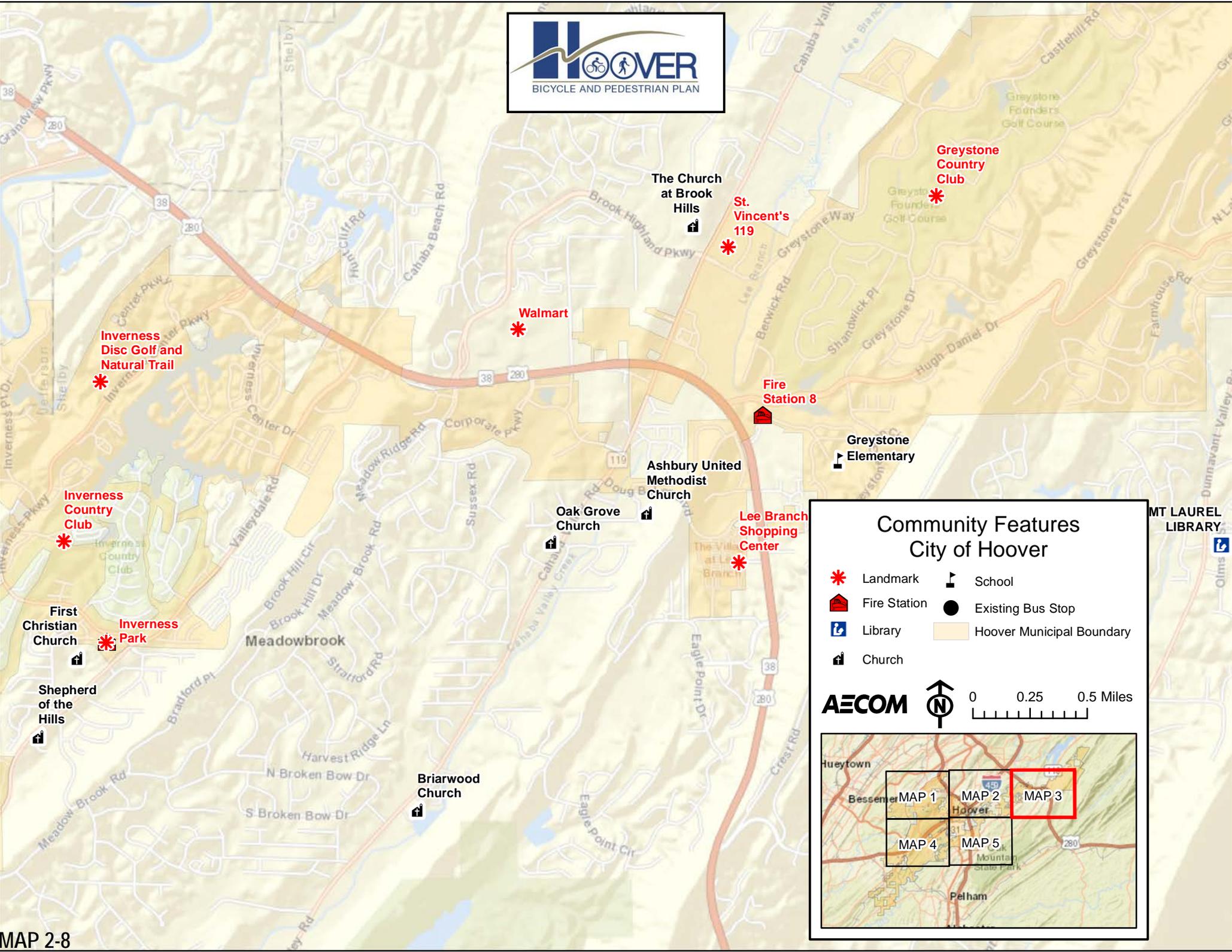


Community Features City of Hoover

-  Landmark
-  Fire Station
-  Library
-  Church
-  School
-  Existing Bus Stop
-  Hoover Municipal Boundary

AECOM  0 0.25 0.5 Miles





Community Features City of Hoover

- Landmark
- Church
- Fire Station
- Library
- School
- Existing Bus Stop
- Hoover Municipal Boundary

AECOM 0 0.25 0.5 Miles

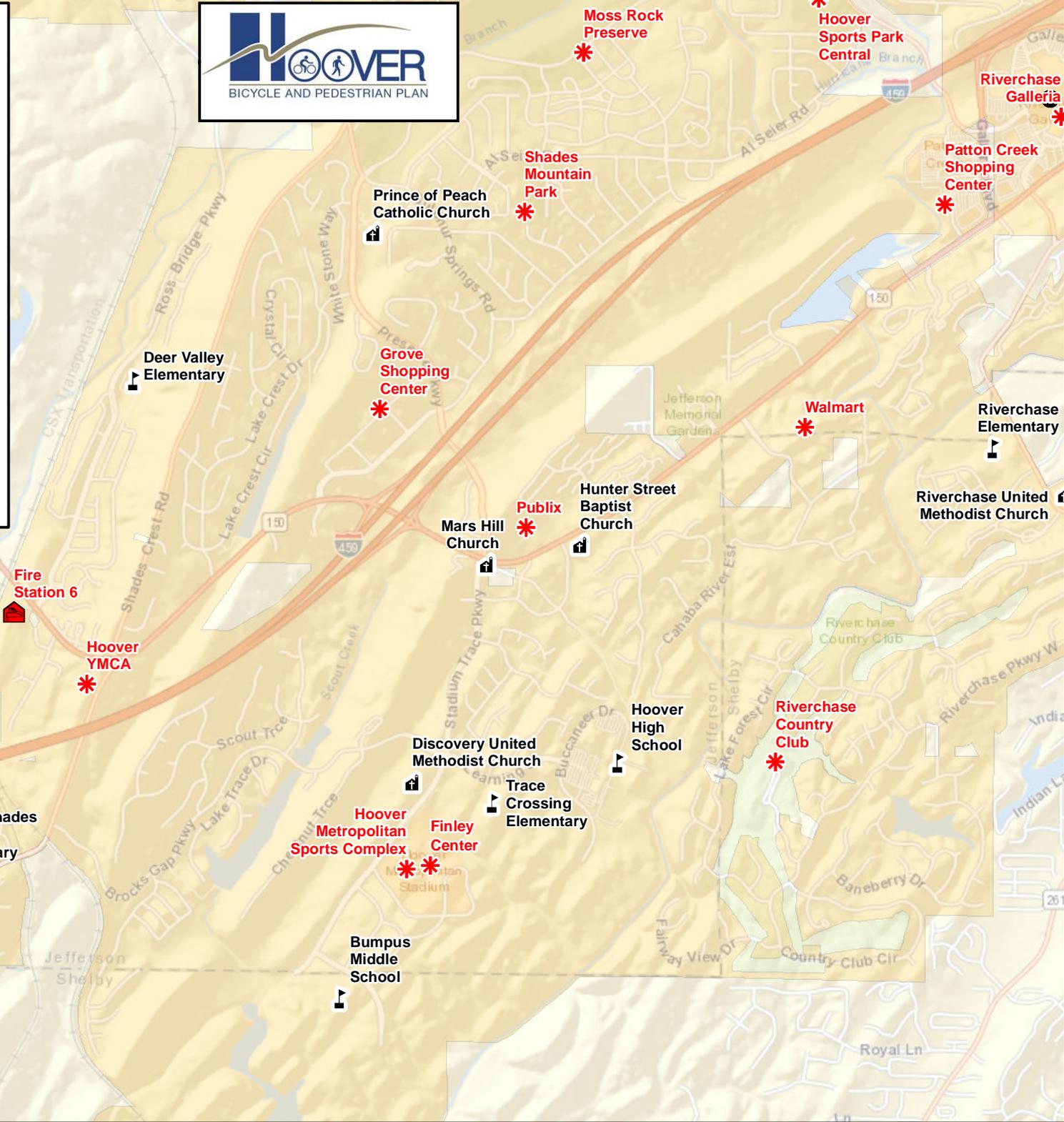
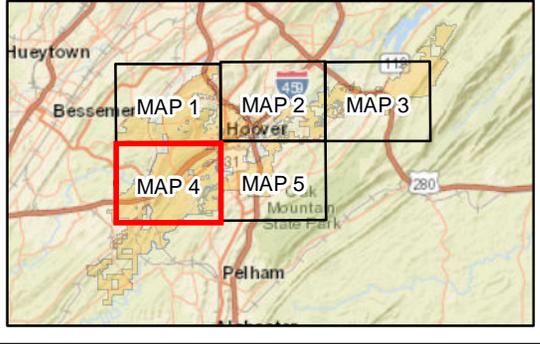
Community Features City of Hoover

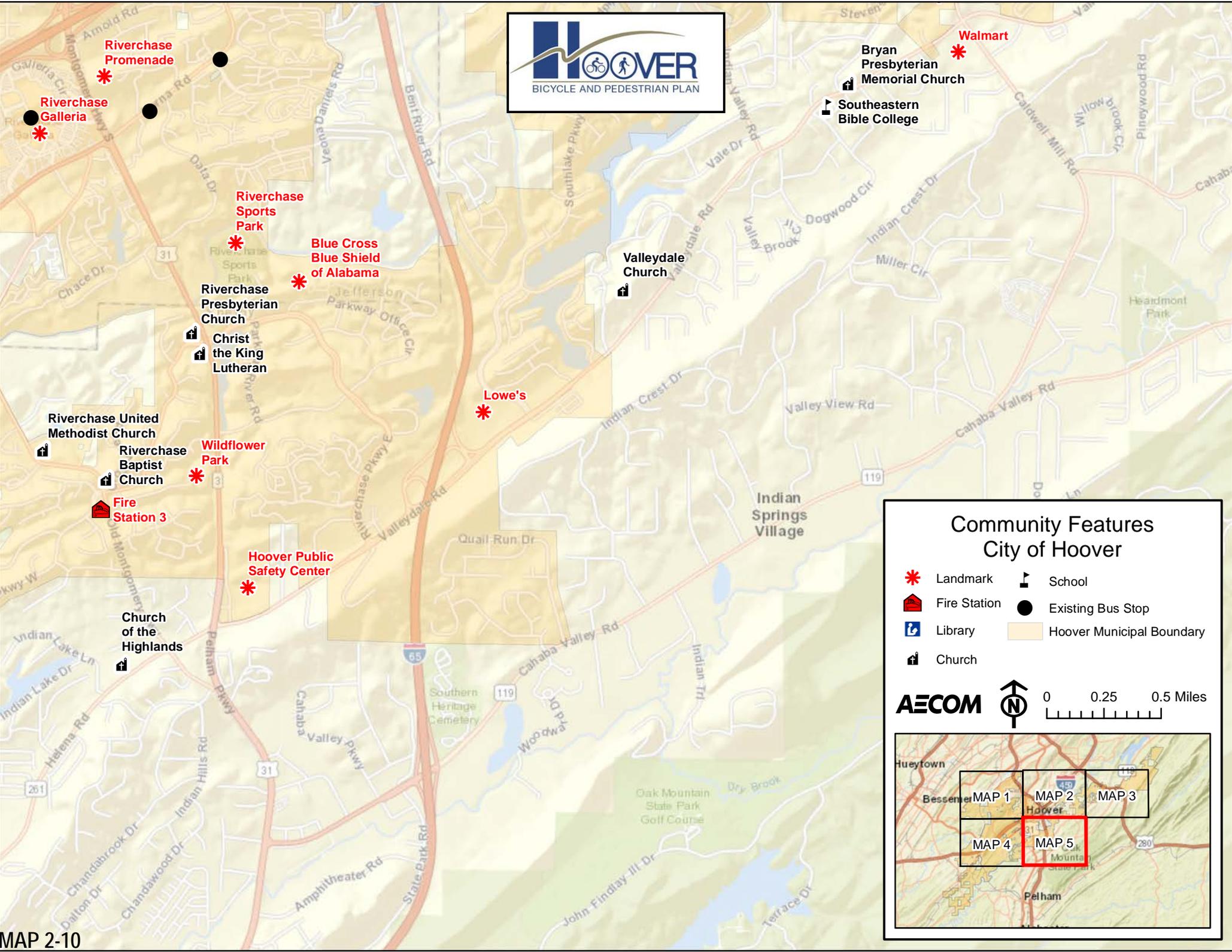
-  Landmark
-  Fire Station
-  Library
-  Church
-  School
-  Existing Bus Stop
-  Hoover Municipal Boundary

AECOM



0 0.25 0.5 Miles





Community Features City of Hoover

	Landmark		School
	Fire Station		Existing Bus Stop
	Library		Hoover Municipal Boundary
	Church		

AECOM 0 0.25 0.5 Miles



2.7 Infrastructure

Roads

The road network in Hoover is expansive as the City sprawls over 48 square miles. The network includes approximately 32 miles of interstate freeway, 25 miles of principal arterials, 43 miles of minor arterials, 62 miles of major collectors, 31 miles of minor collectors and 101 miles of local streets. They are shown by functional classification designation on Maps 2-11 through 2-13.

Interstate 65 runs north-south thru Hoover and Interstate 459 runs east-west. Highway 31 (US-31), SR-150 and US-280 are the principal arterials for Hoover. These major roads in Hoover are maintained by the state. Minor arterials such as Shades Crest Road, Lorna Road, Rocky Ridge Road, Alford Avenue, Valleydale Road and major collectors such as Caldwell Mill, Chapel Lane and Tyler Road are maintained by either Jefferson or Shelby County and/or the City of Hoover. The City of Hoover maintains most of the other collector and local roads.



Lorna Road

The current commercial developments and multi-family housing that line Hoover's main arterials (US-31, US-280, and SR-150) do not provide adequate pedestrian and bicycle amenities for safe and efficient usage between destinations. Similarly, the developments along the minor arterials such as Shades Crest Road, Lorna Road, Rocky Ridge Road, Alford Avenue, and Valleydale Road are comprised of mixed-use and residential land uses. Bicycle and pedestrian facilities that currently exist along the minor arterials intermittently traverse the roadside boundary of the subdivision or commercial development, but in most cases, do not extend past the development property limits – thus creating substantial gaps between existing sidewalks and bike facilities.

Railroad

There are currently two operational railway lines in Hoover. The railway is operated by CSX and run near Ross Bridge Parkway, SR-150 and under I-459 and split in two directions near the intersection of Shades Crest Road and Brooks Gap Parkway.

Utilities

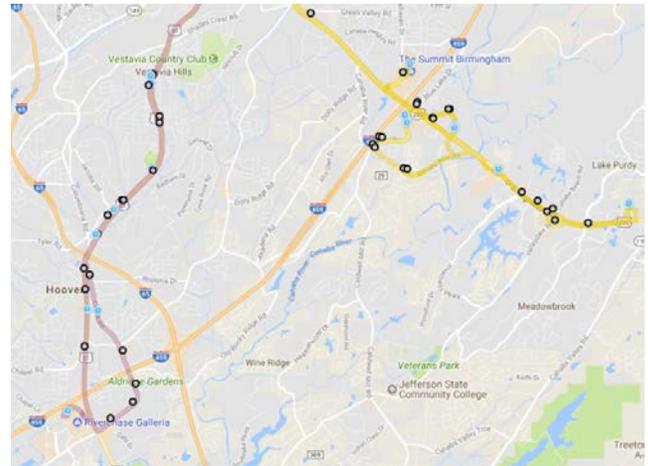
Utilities are an important consideration for bicycle and pedestrian planning. Moving or replacing existing utilities to make room for new bicycle and pedestrian infrastructure can be costly and in some cases, cost-prohibitive. Above-ground utilities can become barriers to bicycle and pedestrian improvements. Often, sidewalks and multiuse paths are located on the side of the road where utilities are present. The exact location of utilities would need to be surveyed during the engineering phase of each project. Coordination would need



to occur with utility providers before construction. General information about utilities in Hoover is noted in Table 2-2.

Public Transportation

Birmingham Jefferson County Transit Authority (BJCTA) provides transit services within the city limits Hoover. BJCTA operates two routes in Hoover. RT 31 and RT 280 are fixed route transit service for the general public available with multiple stops in Hoover seven days a week from approximately 6:30 AM to 6:40 PM. Fares range in cost from \$1.25 for an adult to \$.80 for child. The Birmingham Regional Paratransit Consortium operating as ClasTran, a nonprofit corporation, offers a demand response service to Medicaid-qualified, elderly, and disabled individuals for Shelby and Jefferson Counties.



Map courtesy of: <https://maxtransit.org/>



In addition to BJCTA transit system, the Hoover City School System provides school bus transportation to students. Although public transportation services are limited, they depend on a bicycle and pedestrian network for transit riders to safely access transit stops. Furthermore, a bicycle and pedestrian network links transit stops to community destinations, residences, and businesses. A connected bicycle and pedestrian network would support future expansion in public transportation by providing safer access to transit stops on streets and sidewalks.



Route maps courtesy of: <https://maxtransit.org/routes>

Infrastructure - City of Hoover

- 2015 Annual Average Daily Traffic
- Interstate
- Other Freeway/Expressway
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road
- Hoover Municipal Boundary



AECOM 0 0.35 0.7 Miles

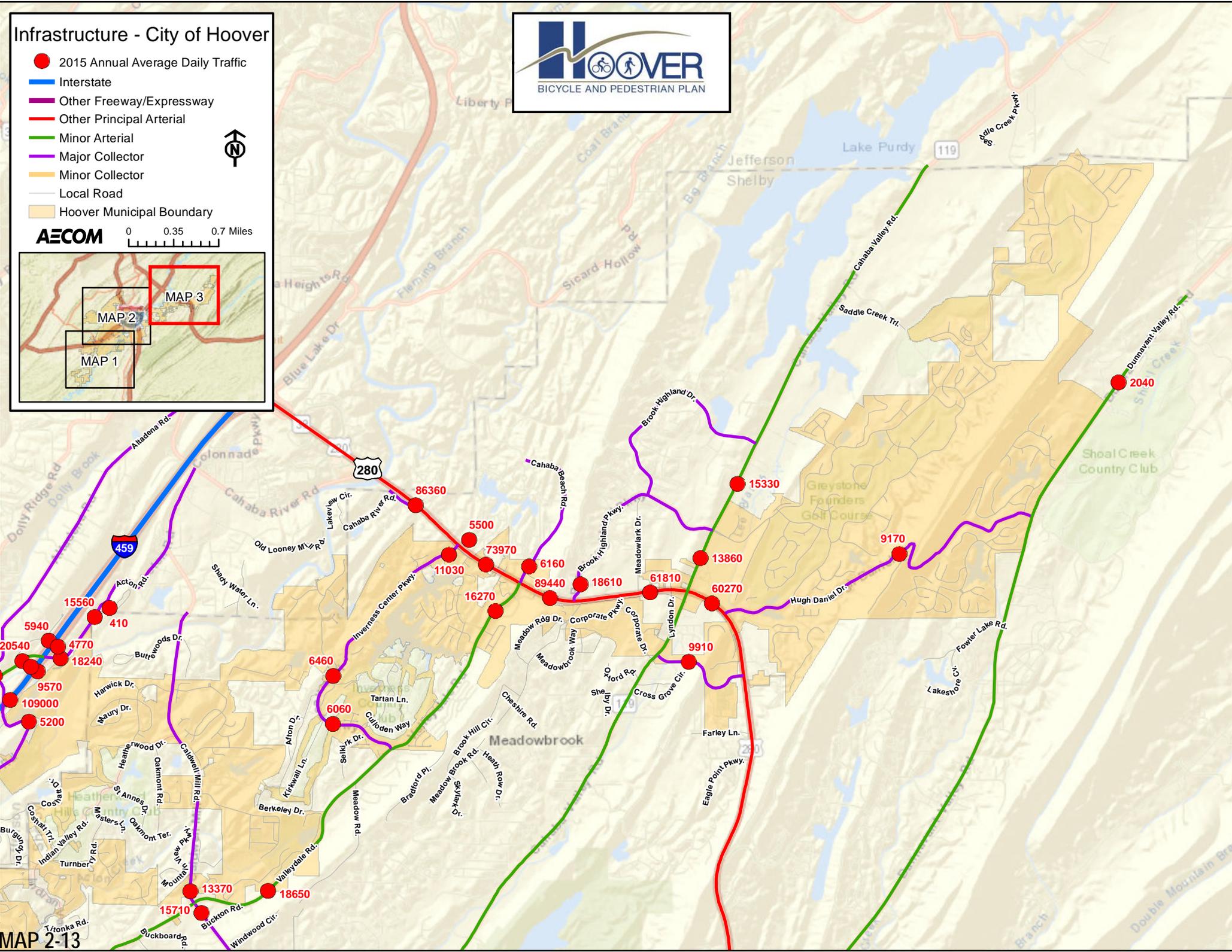
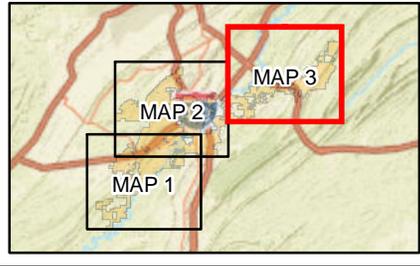




Table 2-2: Utilities

Utility	Provider	Location
Electricity	Alabama Power Company	Above ground
Telephone	AT&T	Above ground
TV/Internet	AT&T, Spectrum, Bright House	Above and below ground
Natural Gas	Spire	Below ground
Water	Birmingham Water Works, Bessemer Water Dept., Shelby County Water Works, Pelham Water	Below ground
Sewer	Jefferson County Environmental Services, Southwest Water, Shelby County	Below ground

2.8 Existing Bicycle and Pedestrian Facilities

Pedestrian Facilities

Hoover has approximately 217 miles of sidewalks. Existing sidewalk facilities are shown on Maps 2-24 through 2-28. Overall, the sidewalk network in Hoover is fair to moderate in condition. However connections between many neighborhoods and community facilities in Hoover are lacking continuous sidewalk facilities. Many older sidewalks need enhancements to improve safety and connectivity between prime destinations is essential for expanding the network.

Bicycle Facilities and Multi-Use Trails

Hoover does not have marked bike lanes, wide paved shoulders, or designated bike routes within its border. Hoover does have over 11 miles of multi-use trails in the City and an extensive system of recreational trails and sidewalks throughout several subdivisions and neighborhood communities. Large residential developments such as Trace Crossings, The Preserve and Ross Bridge have integral sidewalk and private trail facilities that could be further expanded on to create a larger network through public/private partnership agreements between Hoover and the Homeowner associations (HOA) for these subdivisions.



2.9 Bicycle, Pedestrian, and Vehicular Traffic Counts and Crash Data

Bicycle and Pedestrian Activity

Bicycle activity was collected from Strava Metro data provided by the RPCGB. In Hoover, the highest concentration of activity occurs near the Bluff Park/Moss Rock Preserve area. Strava Metro data (2016, 3Q) shows Shades Crest and Chapel Road as two of the most utilized for bike trips; as it appears riders will use these roadways (specifically Shades Crest) to travel between Hoover and Birmingham. Portions of Valley Street and Park Avenue – which generally run parallel to Shades Crest Road – are also utilized frequently for bike trips. Information on bicycle and pedestrian activity was also collected from stakeholders and public meeting participants. Maps 2-14 through 2-18 show the STRAVA data for the City of Hoover.

ALDOT Annual Average Daily Traffic Counts

ALDOT prepares Annual Average Daily Traffic (AADT) counts for state roads, which represent the daily traffic average over the year at specific points. These counts, in conjunction with field visits and discussions with the public, help identify high traffic areas that may pose safety concerns for pedestrians and bicyclists. Several roads within Hoover have traffic counts available and are displayed on Maps 2-11 through 2-13. The top 20 AADT counts in 2016 are listed in Table 2-3

Crash Data

The CARE Data from the University of Alabama’s Center for Advanced Public Safety, in collaboration with local law enforcement departments, is a crash analysis tool that helps local planning and engineering departments review a variety of crash incidents and develop safety measures based on the nature and severity of the crashes. Between 2014 and 2016 there were a total of 8 crashes on non-interstate facilities that involved a pedestrian or cyclist in Hoover. In most cases, these crashes were located on roadways with narrow shoulder widths, and limited bicycle or pedestrian accommodations, like sidewalks, crosswalks, signage, or bike lanes.

Level of Stress

For the B-Active plan, the RPCGB’s consultant Toole Design Group developed Level of Traffic Stress (LTS) values for roadways within MPO boundary. These values were provided to the City of Hoover to assist in evaluating the existing comfort level for bicyclist.

LTS is a qualitative indicator of the stress felt by a bicyclist using a facility based on a given road’s characteristics. Factors that affect LTS include speed, the road’s geometry, daily traffic conditions, and the level of separation of the bicycle facilities from traffic. Five classifications were used to describe the greater Birmingham area’s existing LTS, with LTS 1 indicating the most comfortable riding environments, and LTS 5

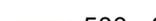
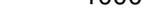
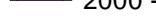


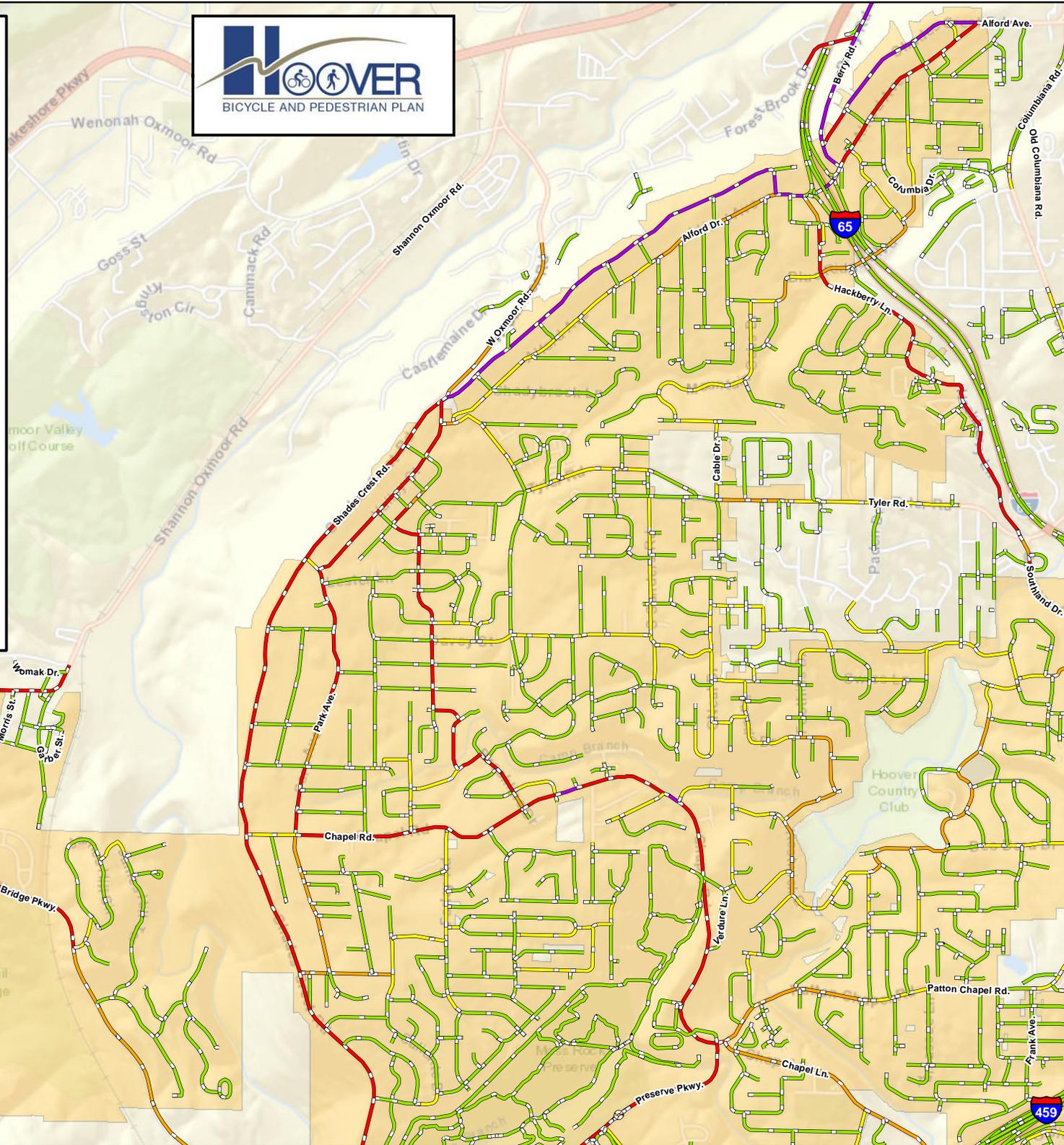
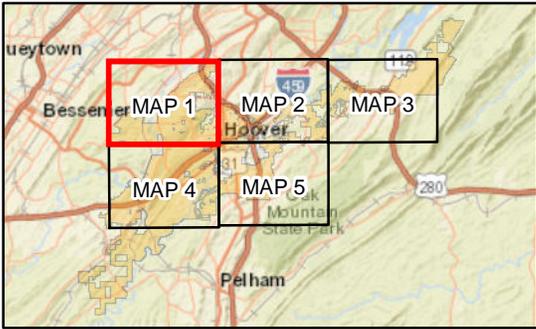
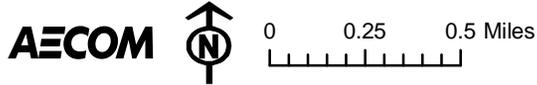
indicating riding environments not suitable for bicycle traffic. Maps 2-19 through 2-23 display the LTS score and description for roadways in Hoover.

STRAVA Bicycle Usage

Data provided by Greater Birmingham
Regional Planning Commission

Current Usage (Total Number of Trips)

-  1 - 249
-  250 - 499
-  500 - 999
-  1000 - 1999
-  2000 - 5000
-  Hoover Municipal Boundary

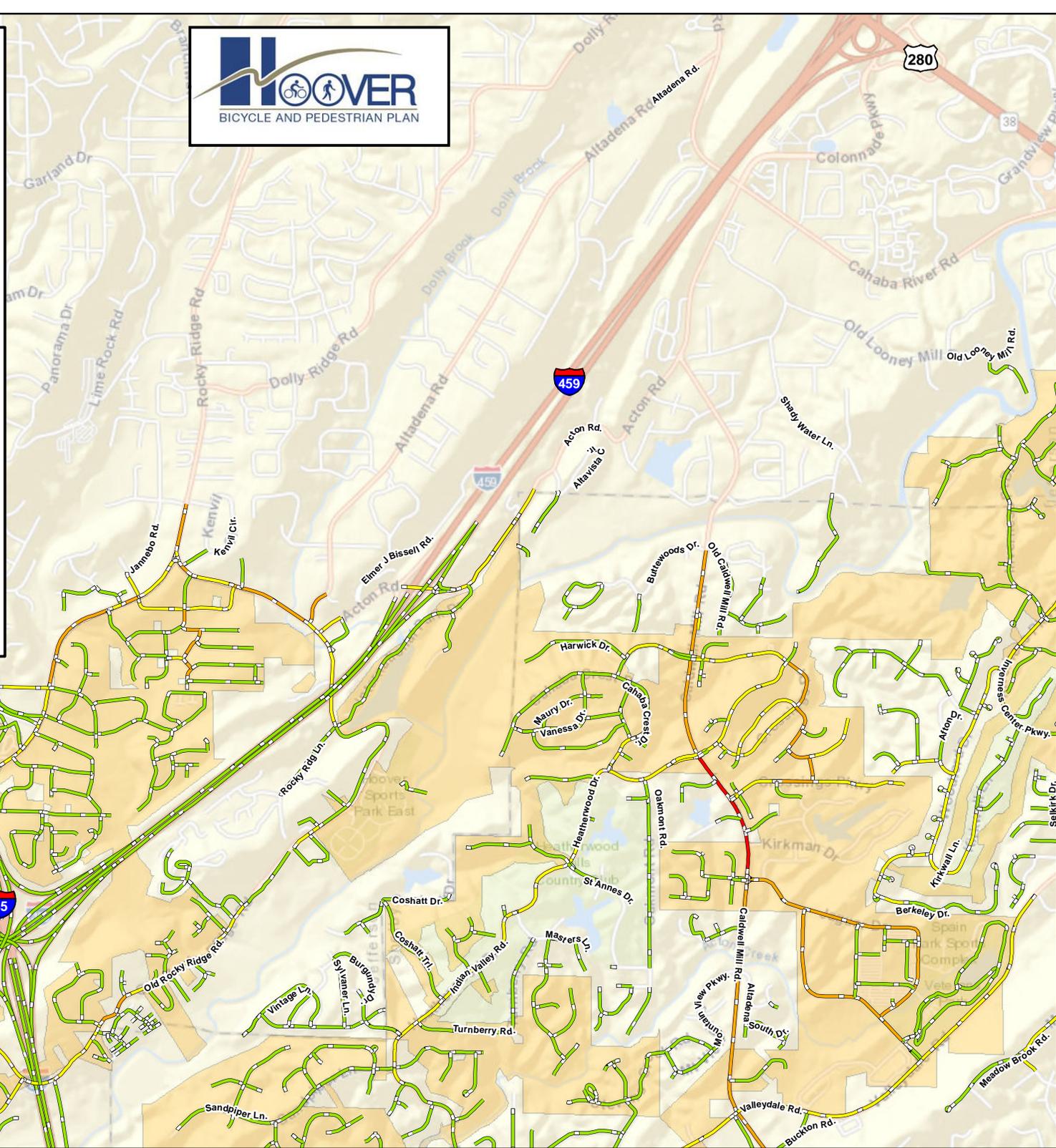
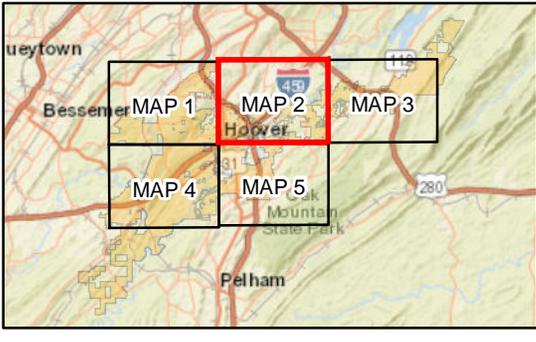
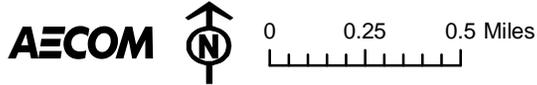


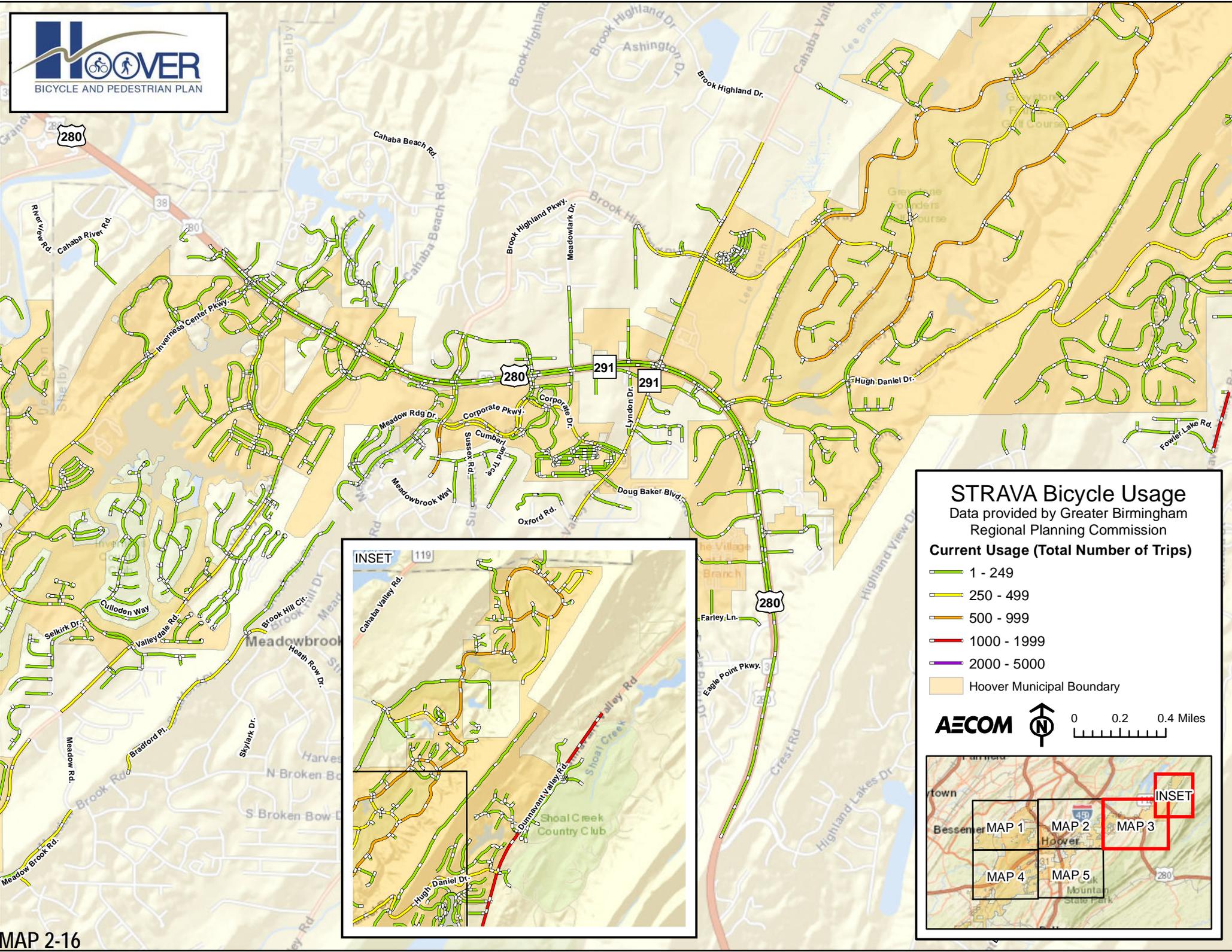
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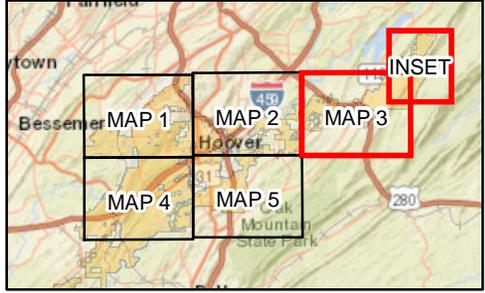
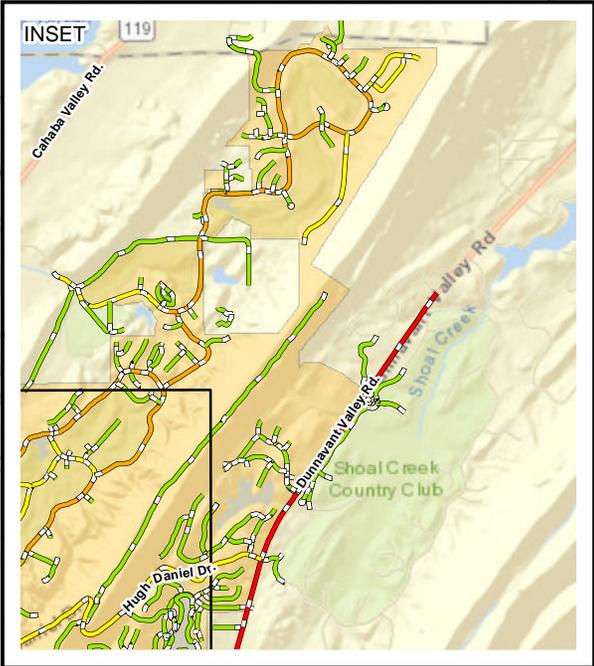
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AECOM  0 0.2 0.4 Miles

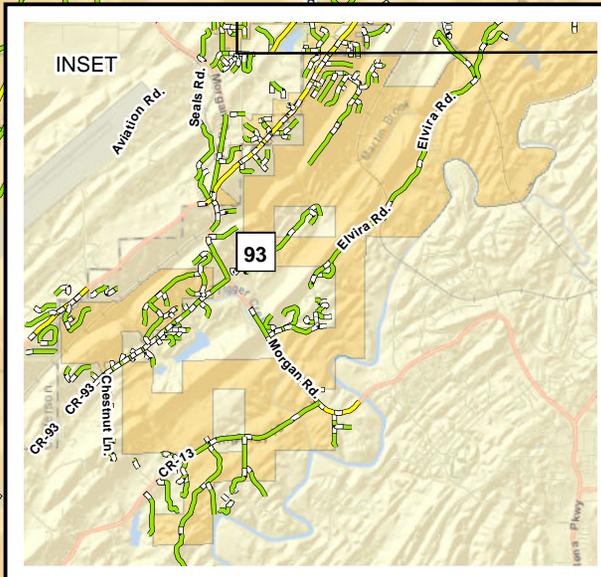
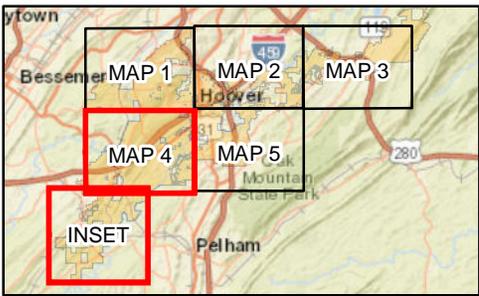
MAP 2-16

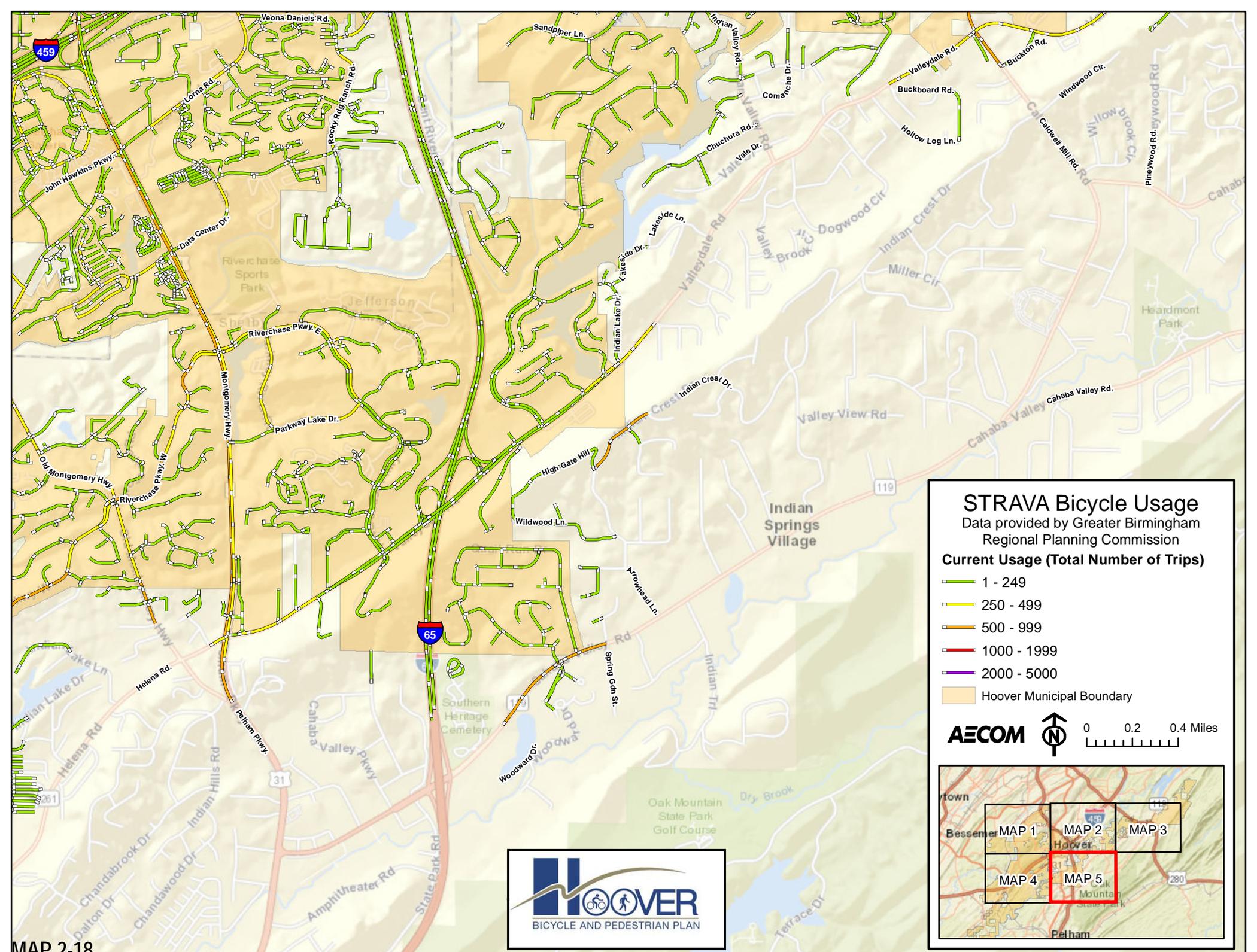
STRAVA Bicycle Usage

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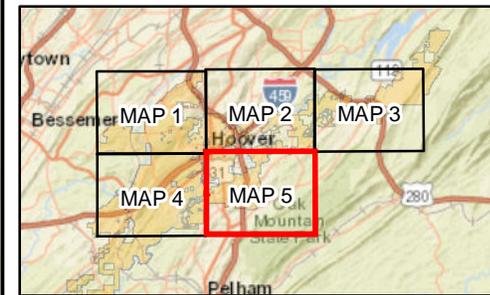
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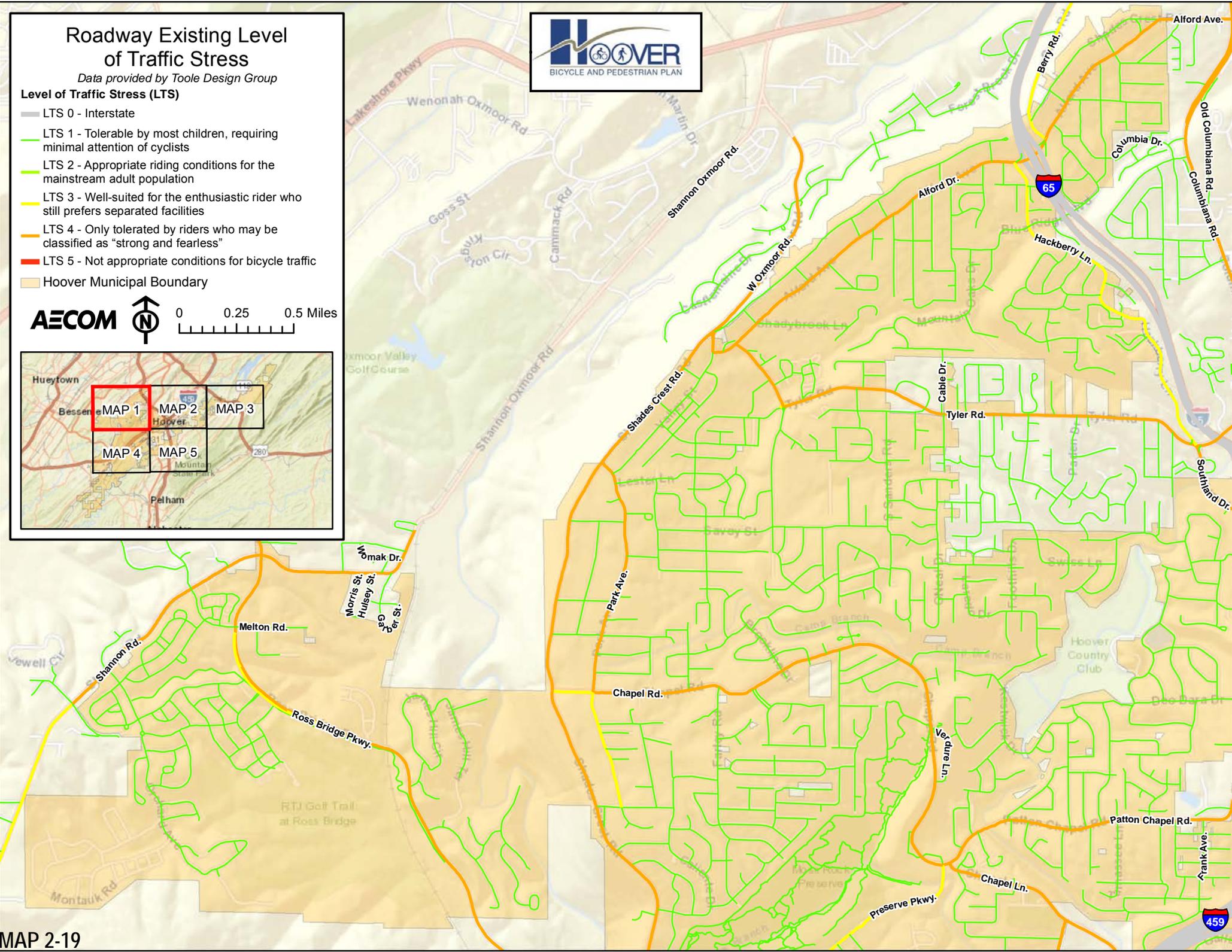
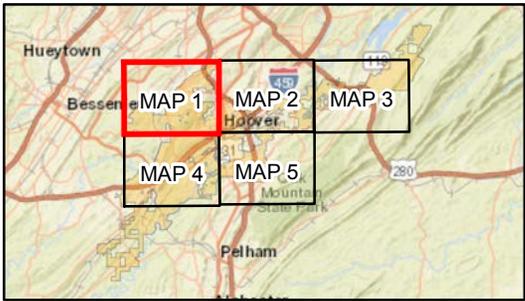


Roadway Existing Level of Traffic Stress

Data provided by Toole Design Group

Level of Traffic Stress (LTS)

- LTS 0 - Interstate
- LTS 1 - Tolerable by most children, requiring minimal attention of cyclists
- LTS 2 - Appropriate riding conditions for the mainstream adult population
- LTS 3 - Well-suited for the enthusiastic rider who still prefers separated facilities
- LTS 4 - Only tolerated by riders who may be classified as "strong and fearless"
- LTS 5 - Not appropriate conditions for bicycle traffic
- Hoover Municipal Boundary

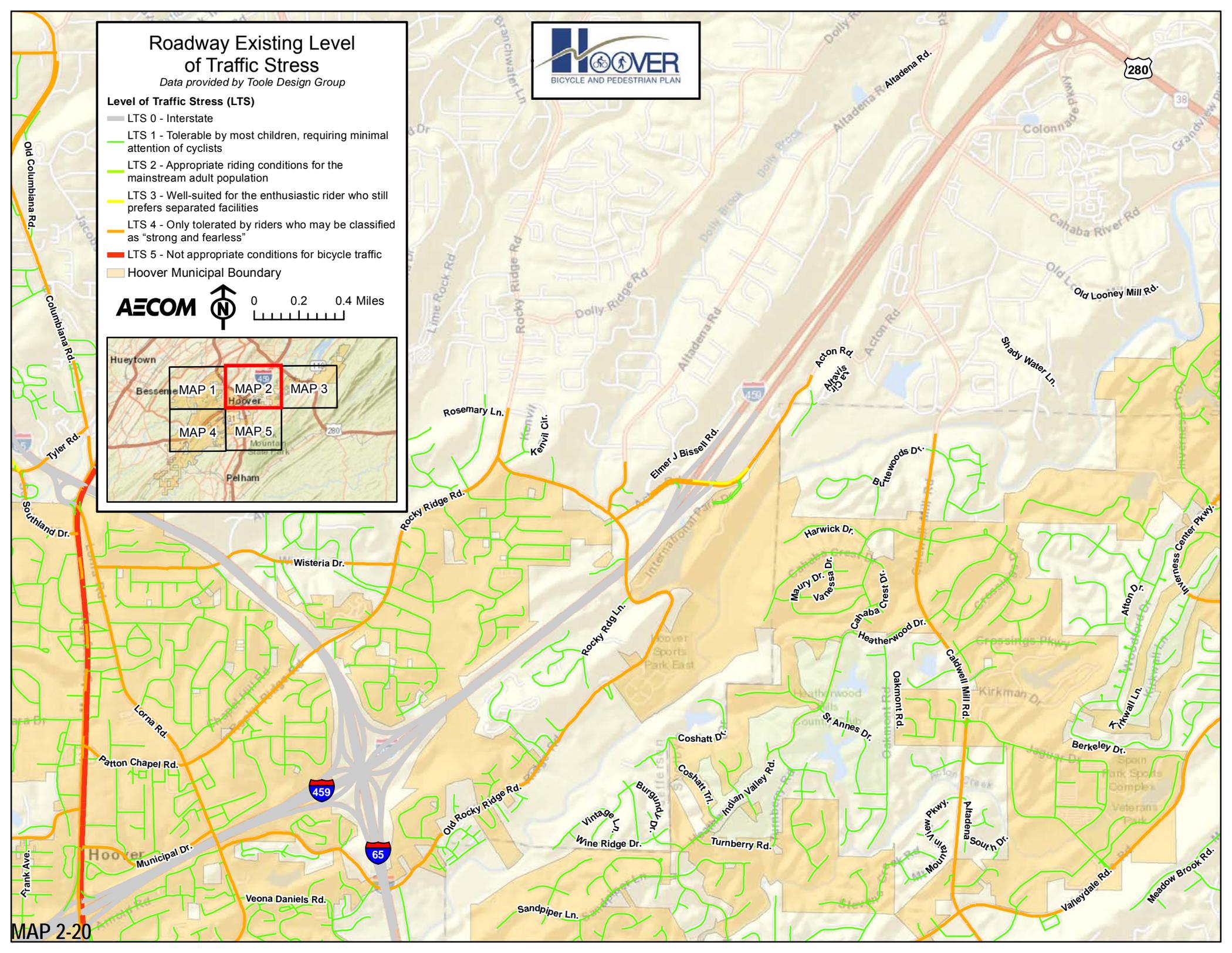
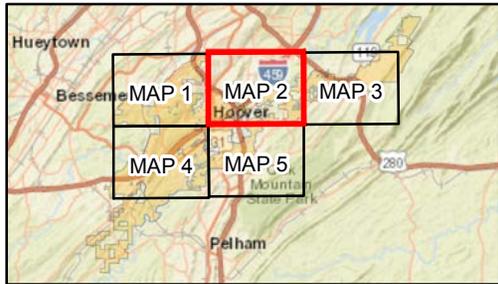


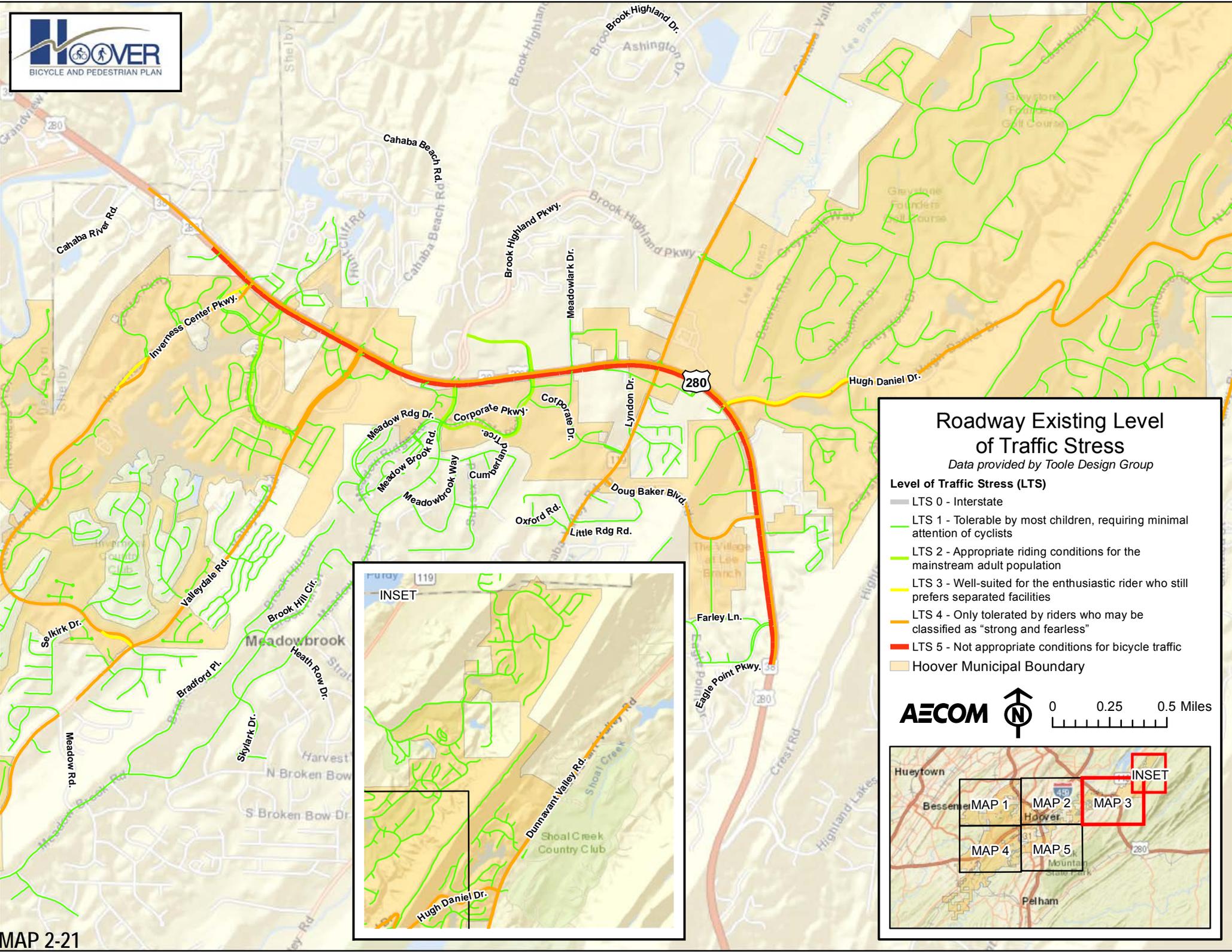
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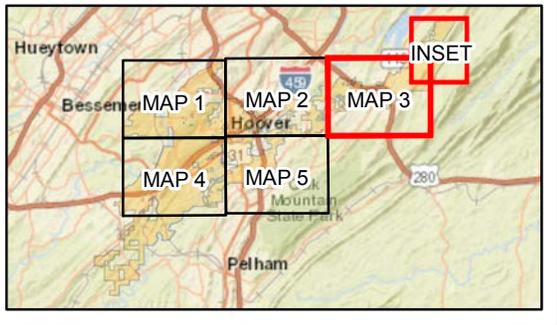
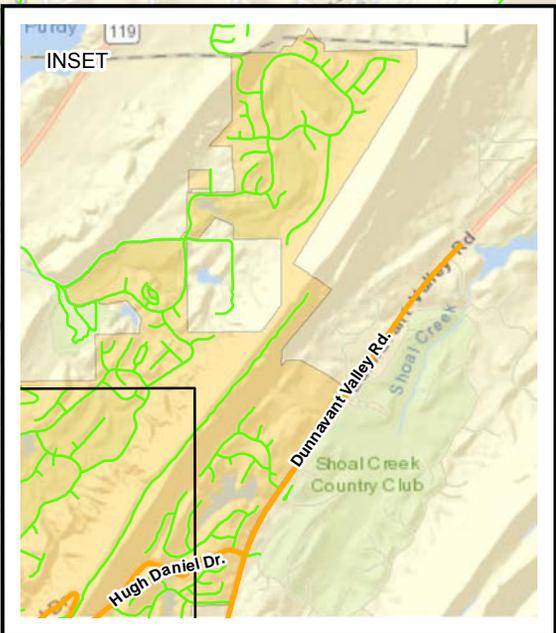


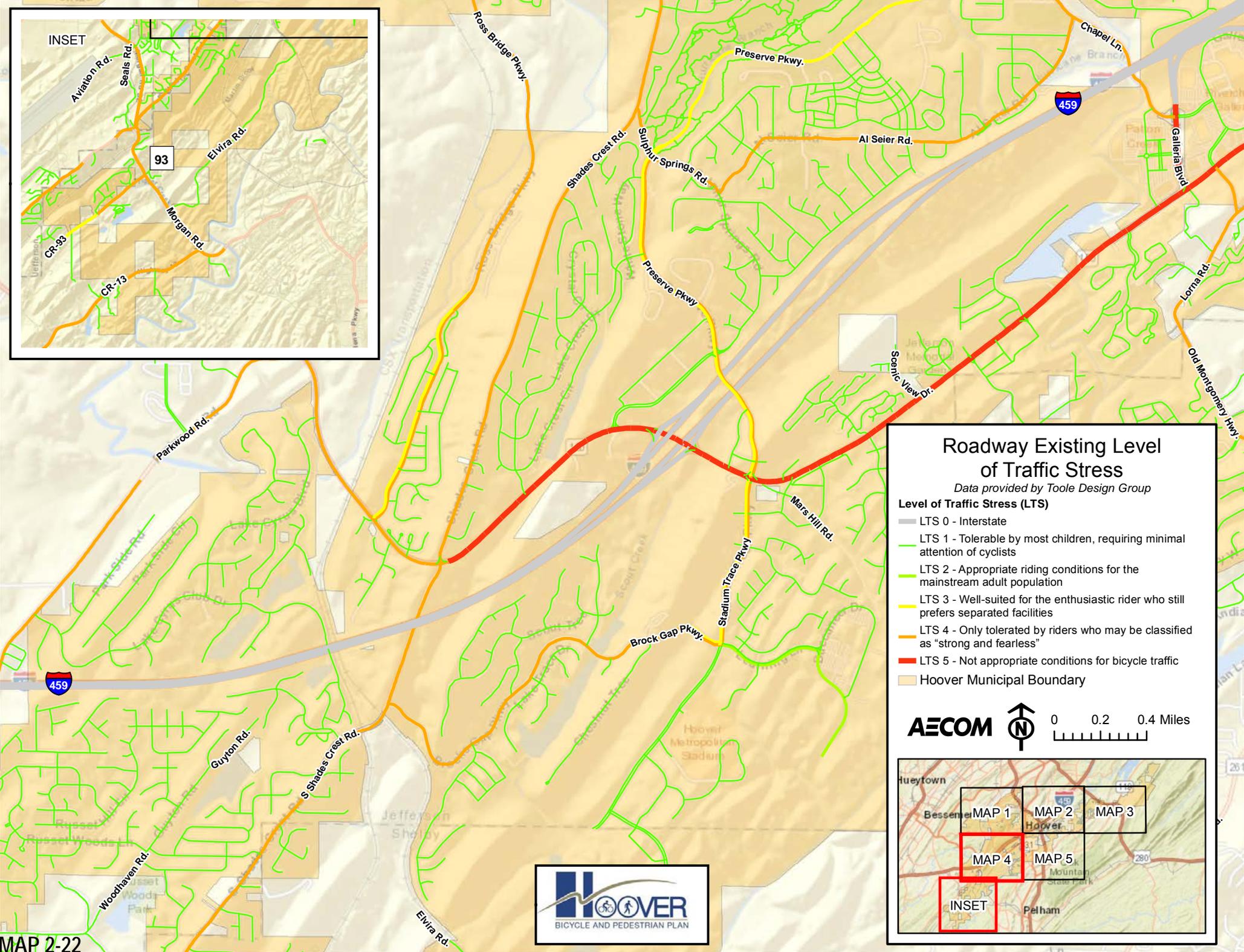
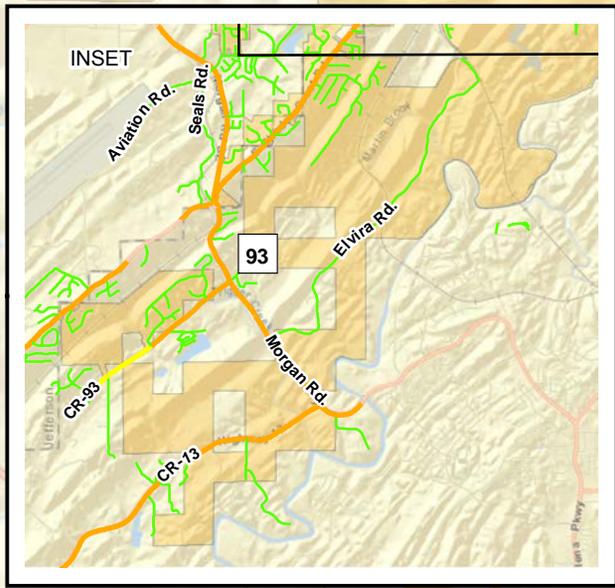
Roadway Existing Level of Traffic Stress

Data provided by Toole Design Group

Level of Traffic Stress (LTS)

- LTS 0 - Interstate
- LTS 1 - Tolerable by most children, requiring minimal attention of cyclists
- LTS 2 - Appropriate riding conditions for the mainstream adult population
- LTS 3 - Well-suited for the enthusiastic rider who still prefers separated facilities
- LTS 4 - Only tolerated by riders who may be classified as "strong and fearless"
- LTS 5 - Not appropriate conditions for bicycle traffic
- Hoover Municipal Boundary



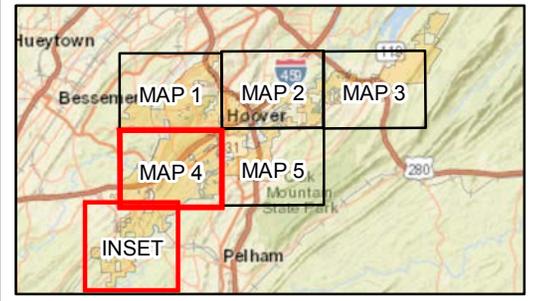


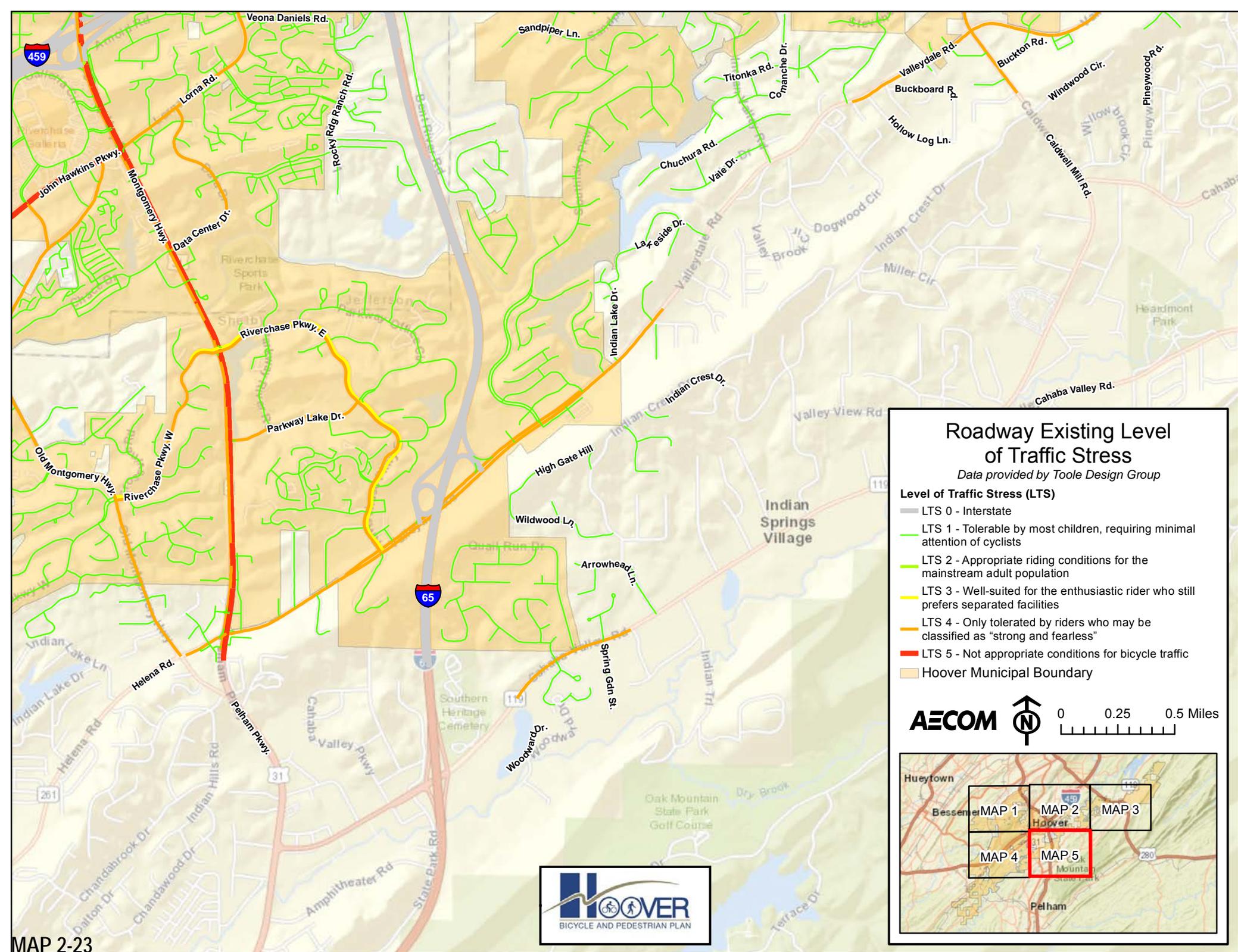
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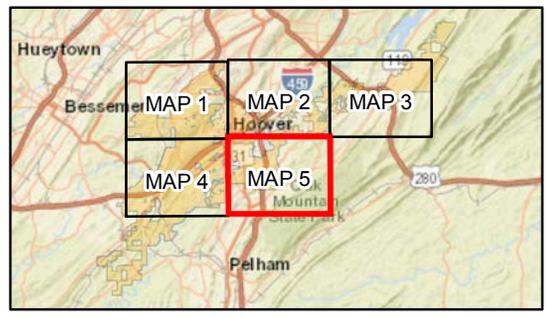


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- LTS 5 - Not appropriate conditions for bicycle traffic
- Hoover Municipal Boundary





2.10 Existing Bicycle and Pedestrian Programs

Although the City itself does not have any existing programs, other groups such as the schools and outdoor enthusiasts have several programs that promote and encourage walking and bicycling. Hoover’s Chamber of Commerce website contains links to some of the local bike shops and bicycle/pedestrian events in the Birmingham-Hoover area. Residents and visitors can use this site to help learn more about the region’s bicycling community. It is unclear, however, if this site is still updated regularly.

Table 2-3: Annual Average Daily Traffic (AADT) Counts, 2016

Street	Location	AADT
US-280 / SR-38	East of SR-119	61,750
Montgomery Hwy (US-31 / SR-3)	Between Parkway Lake Dr and Southland Dr	37,060 (Avg. of 8 Stations) Highest: 47,990 (N. of SR-150) Lowest: 26,950 (S. of Parkway Lk)
SR-150	Northeast of Paradise Parkway	36,410
	West of Montgomery Hwy	35,420
	East of Preserve Parkway	34,730
	East of Shades Crest Rd (CR-97)	33,020
Valleydale Road (CR-17)	I-65	33,400 (Avg. of 2 Stations)
	Caldwell Mill Rd (CR-29)	19,110
Lorna Road	East of Montgomery Hwy	23,900
	North of Lorna Ridge / Municipal Dr	23,720
	South of Woodmeadow Dr	22,300
Riverchase Pkwy	North of Valleydale Rd	18,860



Bicycle Clubs

The Birmingham Bicycle Club attracts members of all ages and skill levels. Through the use of their Facebook page, the BBC offers a variety of events and riding opportunities in and around the Birmingham-Hoover area. This group is open to members and non-members.

The Birmingham Urban Mountain Pedalers (BUMP) also maintain a Facebook page dedicated to keeping interested cyclists abreast of upcoming meetings and events. In June of each year, this group organizes the Bump & Grind Mountain Bike Race. Ranked as one of the top mountain bike events in the country, this race attracts hundreds of cyclists of all ages from all over the country. The 17 to 34-mile event is held every year at Oak Mountain State Park just south of Hoover. This race is currently in the 23rd year of existence.

Another bicycle event that has gathered interest is called “Slow Your Roll”. This event usually occurs once a month on a Sunday afternoon, but does not appear to be on any specific schedule. These rides are described as a “casual, medium-paced, [and] family-friendly”. The ride is normally 8-10 miles around the city of Homewood – which is a suburb of Birmingham.

National Walk and Bike to School Events

Every year, thousands of school-aged children are encouraged to participate in the National Walk to School Day. Coordinated by the National Center for Safe Routes to School, this event coincides with the *International Walk to School Week*, which typically falls on the first week of October. The purpose of this event is to create bicycle and pedestrian awareness and to help foster a safe and healthy walking and biking environment between home and school. This year, over 5,500 schools across the country registered for the Walk to School event that was held on October 4, 2017. In Alabama, 24 schools registered for the event including Gwin Elementary in Hoover.

Similarly, the Bike to School event, which occurs every year in May, registered over 3,000 schools across the country; but only 3 schools in Alabama (Fleeta Junior High in Opp, Fort Deposit Elementary, and Olive J Dodge Elementary in Mobile) registered for this event.

2.11 Opportunities and Constraints

During stakeholder discussions and public meetings opportunities for improving bicycle and pedestrian mobility and safety were identified, as well as potential constraints to overcome in achieving the community’s vision for multimodal access and safety. Hoover’s natural topography and scenic parks create many bicycle and pedestrian opportunities. Furthermore, connecting to existing bicycle and pedestrian infrastructure will allow users to explore the natural setting in and around Hoover, as well as add to the City’s character while providing economic benefits to local businesses.



Opportunities

1. An existing sidewalk network in many of Hoover's subdivisions can be used to connect to sidewalks on major roads. They can also be used to provide connections to many of the community resources in the City, including trails and greenways;
2. Economic growth and investments that result from visitors using bicycle and pedestrian facilities including nature trails. The City and the surrounding area are popular amongst bicyclists drawn to the natural terrain. Recreational riders in the City commonly access the several parks and trails by connecting Hoover to the surrounding area;
3. Natural resources and topography that draw local and regional visitors;
4. Coordination with bicycle and pedestrian organizations/clubs like Safe Routes to School to help develop local activities and events, such as a bicycle rodeo or providing bicycle helmets to children.

Constraints

1. Sidewalks along major corridors that are in need of repair, that are not Americans with Disability Act (ADA) accessible, and that do not form a connected network;
2. Unsafe intersections for accessing trails and important destinations;
3. Roadways with limited rights-of-way for sidewalks or bicycle lanes that are in need of retrofitting.
4. Narrow shoulders on existing roadways;
5. Terrain and right-of-way challenges may increase engineering and construction costs of pedestrian infrastructure;
6. Difficulties in coordinating improvements for regional greenways and trails that involve multiple stakeholders.

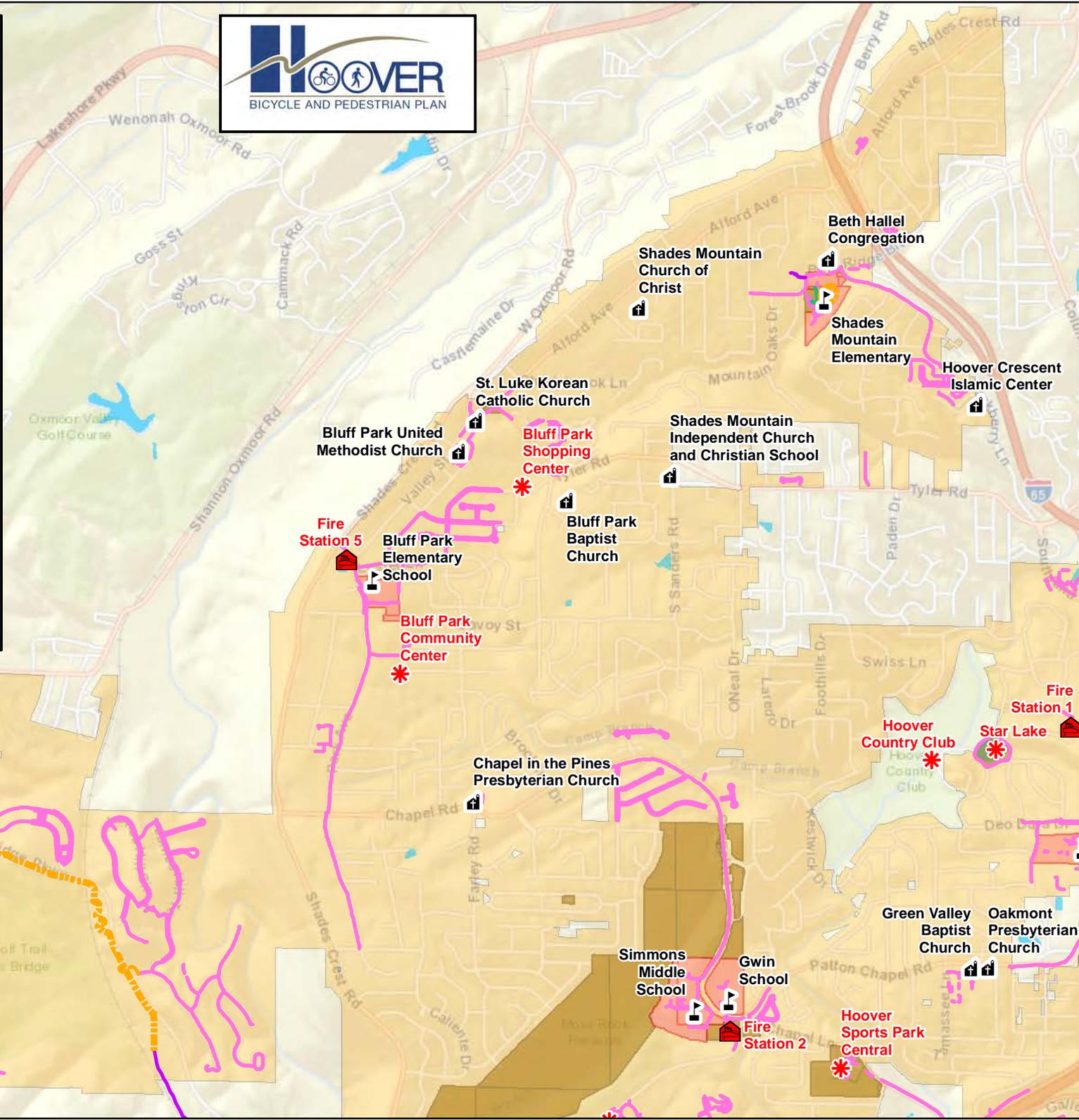
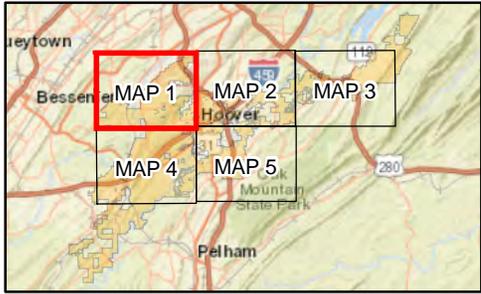
Existing Bicycle & Pedestrian Facilities

- Landmark
 - Fire Station
 - Church
 - School
 - Existing Bus Stop
 - Hoover School Board Property
 - City of Hoover Property
 - Hoover
 - Municipal Boundary
- Existing Multi-Use Pathways**
 - Asphalt Multi-Use Pathway
 - Gravel Multi-Use Pathway
- Existing Facilities**
 - Asphalt Sidewalk
 - Boardwalk
 - Concrete Sidewalk
 - Gravel Trail
 - Wood Trail
 - Worn Path



AECOM

0 0.25 0.5 Miles

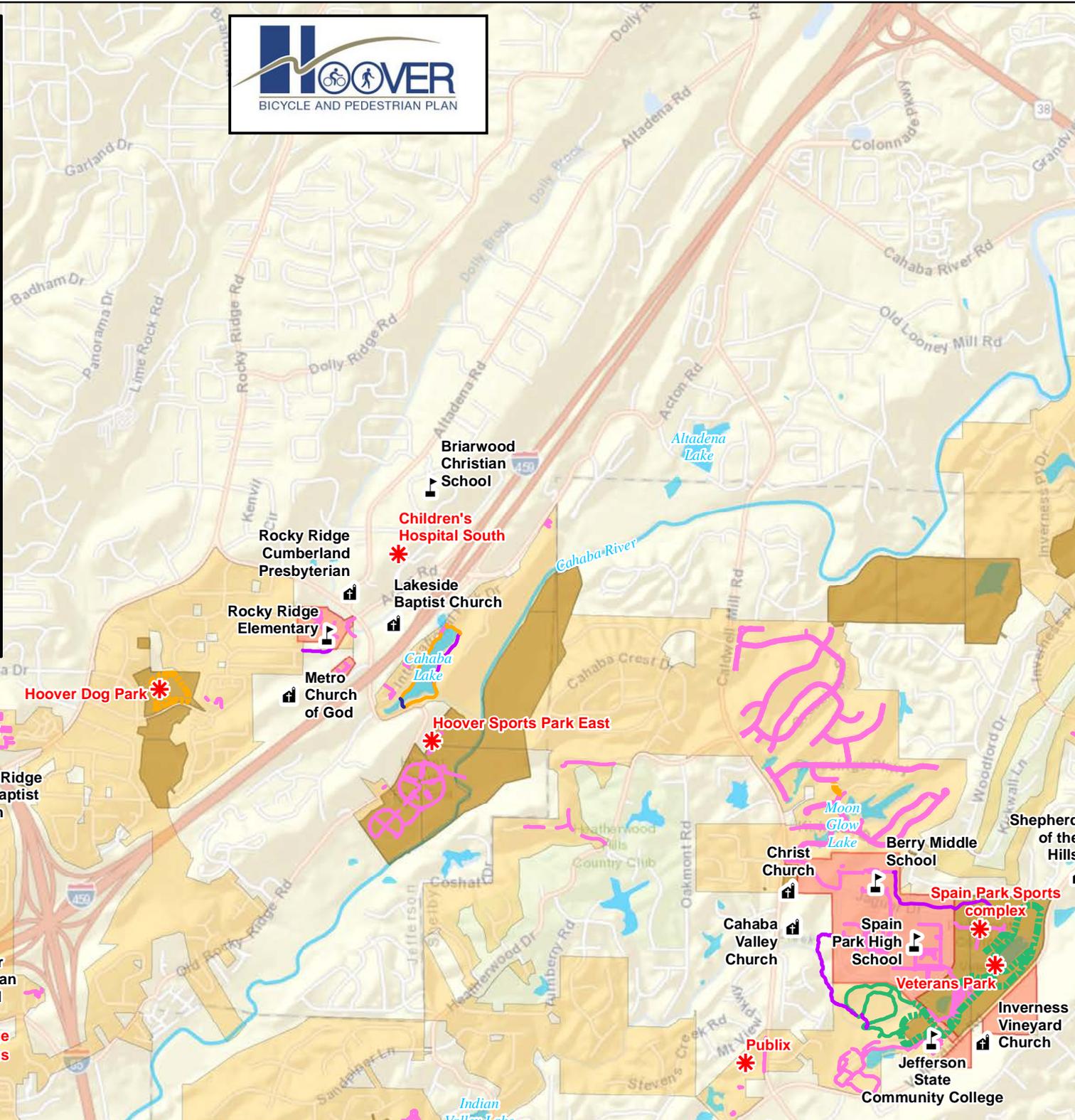
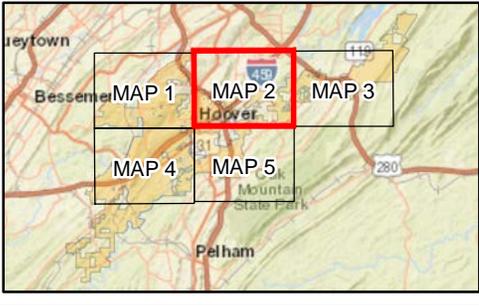


Existing Bicycle & Pedestrian Facilities

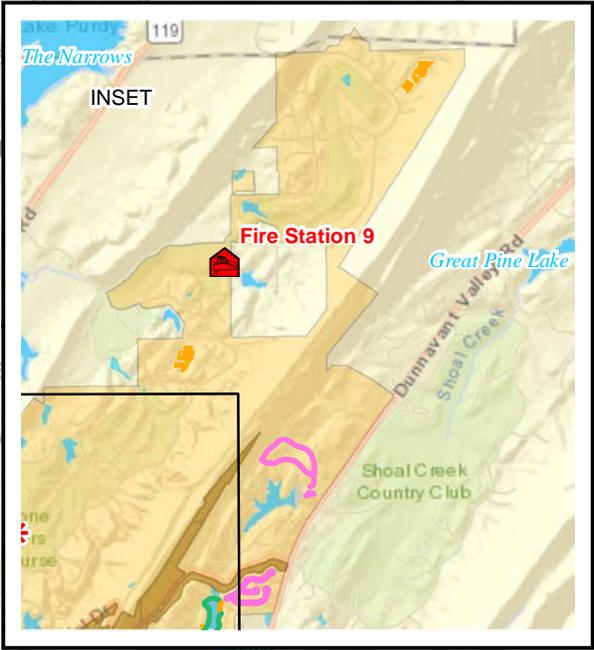
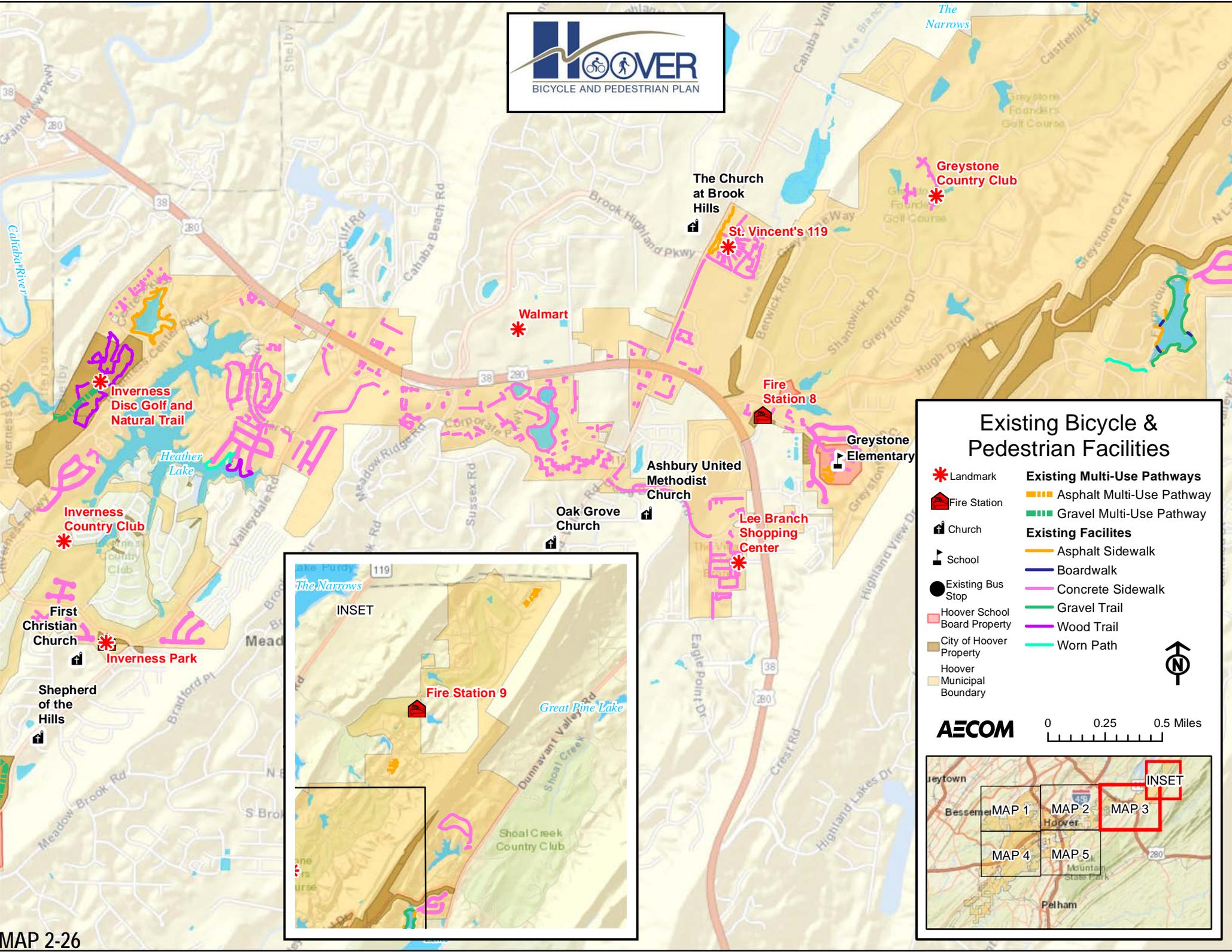
- Landmark
- Fire Station
- Church
- School
- Existing Bus Stop
- Hoover School Board Property
- City of Hoover Property
- Hoover Municipal Boundary
- Existing Multi-Use Pathway: Asphalt Multi-Use Pathway
- Existing Multi-Use Pathway: Gravel Multi-Use Pathway
- Existing Facilities: Asphalt Sidewalk
- Existing Facilities: Boardwalk
- Existing Facilities: Concrete Sidewalk
- Existing Facilities: Gravel Trail
- Existing Facilities: Wood Trail
- Existing Facilities: Worn Path



AECOM 0 0.25 0.5 Miles



MAP 2-25



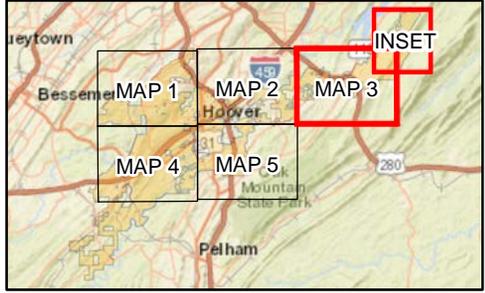
Existing Bicycle & Pedestrian Facilities

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- City of Hoover Property
- Hoover Municipal Boundary

- Existing Multi-Use Pathways**
- Asphalt Multi-Use Pathway
- Gravel Multi-Use Pathway

- Existing Facilities**
- Asphalt Sidewalk
- Boardwalk
- Concrete Sidewalk
- Gravel Trail
- Wood Trail
- Worn Path

AECOM 0 0.25 0.5 Miles



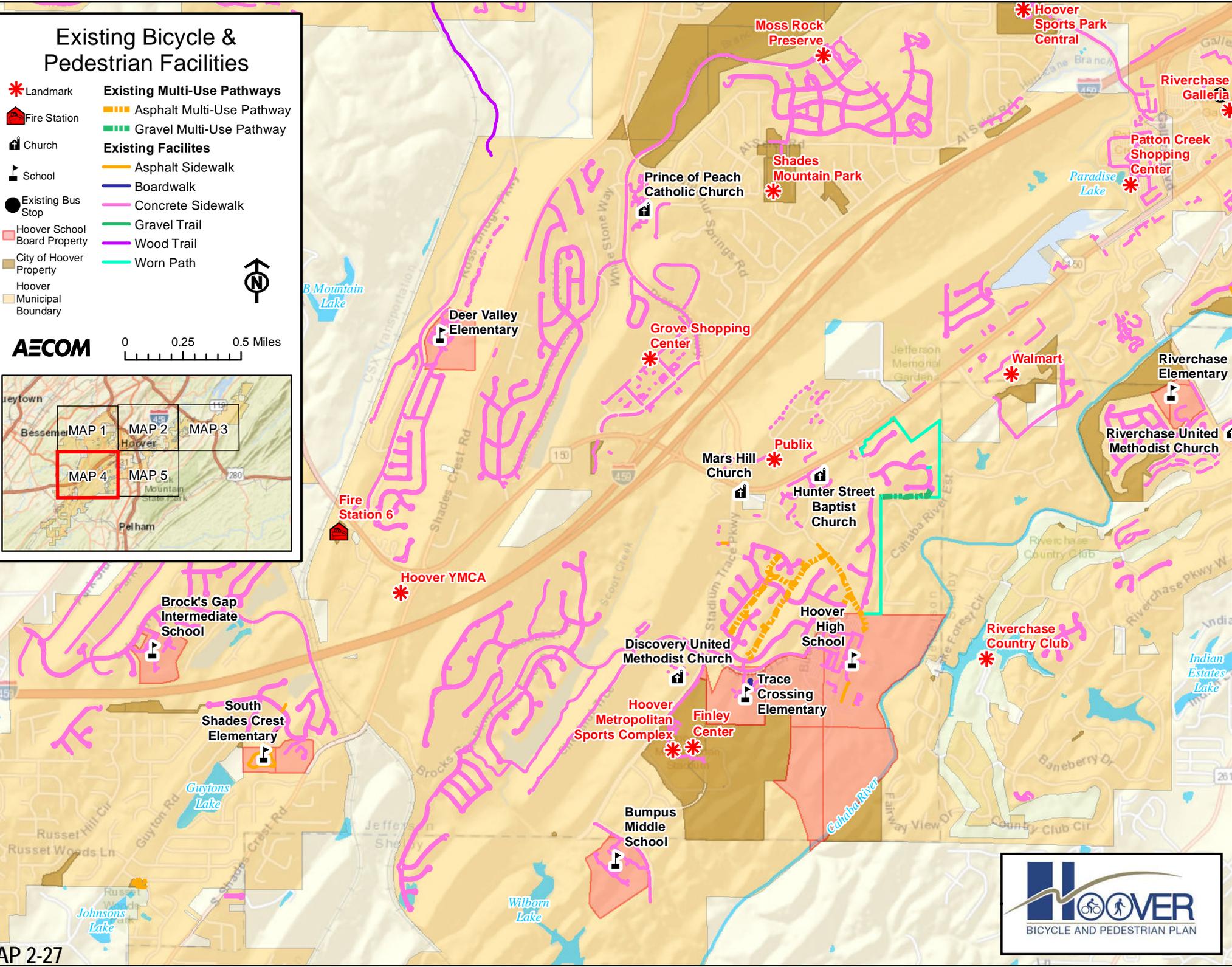
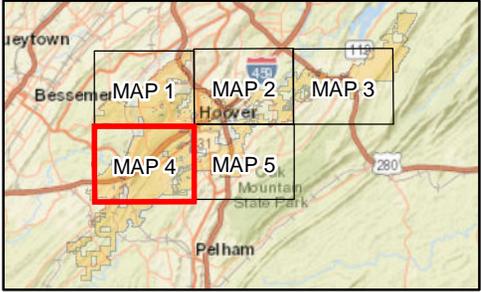
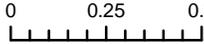
MAP 2-26

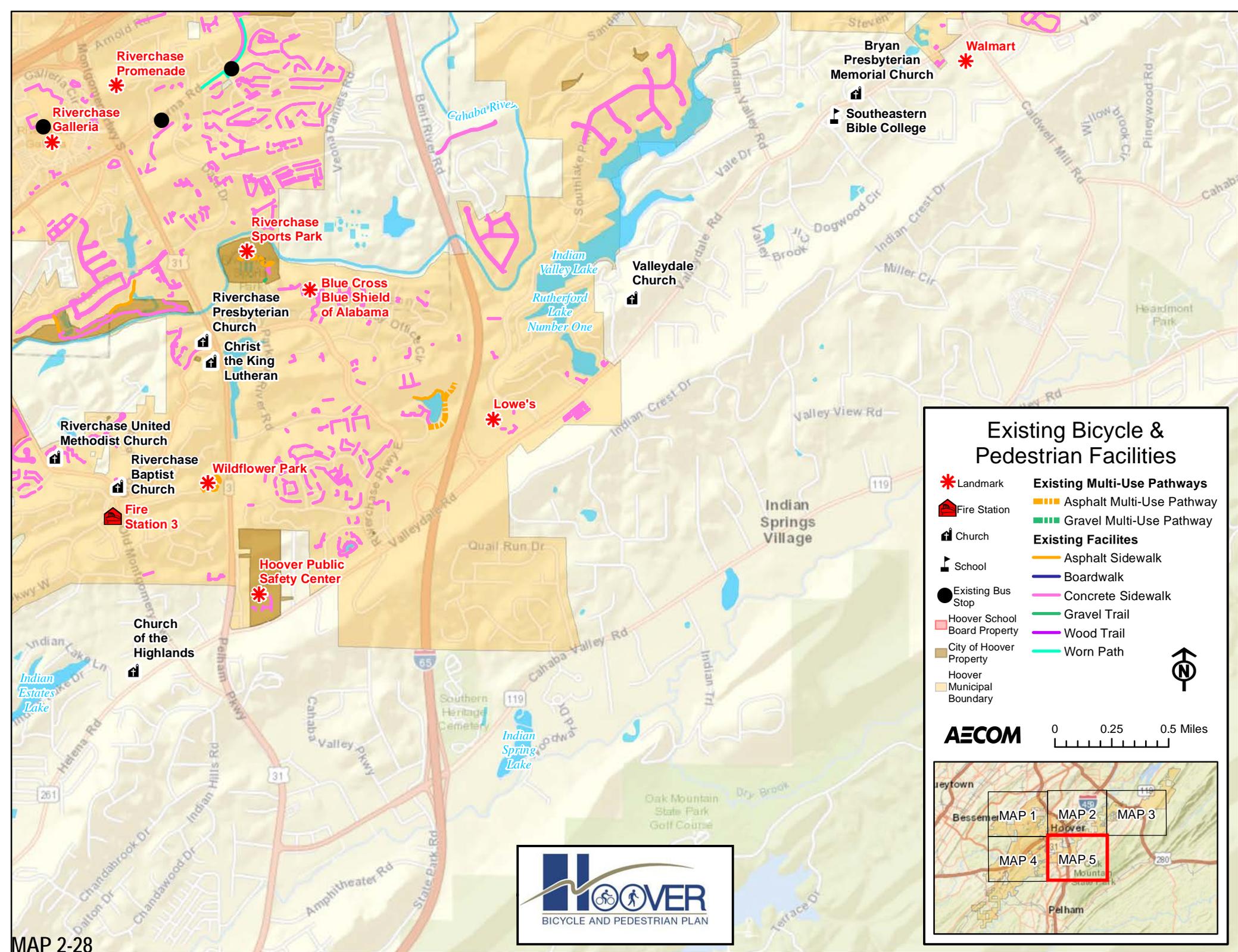
Existing Bicycle & Pedestrian Facilities

- Landmark
 - Fire Station
 - Church
 - School
 - Existing Bus Stop
 - Hoover School Board Property
 - City of Hoover Property
 - Hoover
 - Municipal Boundary
- Existing Multi-Use Pathways**
 - Asphalt Multi-Use Pathway
 - Gravel Multi-Use Pathway
- Existing Facilities**
 - Asphalt Sidewalk
 - Boardwalk
 - Concrete Sidewalk
 - Gravel Trail
 - Wood Trail
 - Worn Path



AECOM 0 0.25 0.5 Miles

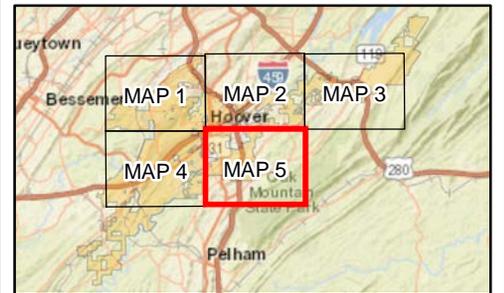




Existing Bicycle & Pedestrian Facilities

- Landmark
- Fire Station
- Church
- School
- Existing Bus Stop
- Hoover School Board Property
- City of Hoover Property
- Hoover Municipal Boundary
- Existing Multi-Use Pathway (Asphalt)
- Existing Multi-Use Pathway (Gravel)
- Existing Facilities (Asphalt Sidewalk)
- Existing Facilities (Boardwalk)
- Existing Facilities (Concrete Sidewalk)
- Existing Facilities (Gravel Trail)
- Existing Facilities (Wood Trail)
- Existing Facilities (Worn Path)

AECOM 0 0.25 0.5 Miles





3.0 Stakeholder and Public Input

3.1 Stakeholders

The Stakeholders that guided this plan comprised of local officials, staff, bicycle enthusiasts and citizens to incorporate a diverse range of community perspectives. Meetings with the stakeholders help shape the Bicycle and Pedestrian Plan by identifying goals and objectives, identifying bicyclist and pedestrian constraints and opportunities, and prioritizing proposed projects.

The Stakeholders meeting was held on June 21, 2017, at the City of Hoover Council Chambers. Mapping was presented and attendees were able to mark directly on their mapping to provide desired connections, new routes, areas of activity, and areas of concern. These areas of concern were used to help identify potential projects. The working session captured committee input on bicycle and pedestrian infrastructure projects as well as relevant policies or programs. Specifically, focus was placed on linear facilities and spot improvements, connections and gaps in bicycle and pedestrian infrastructure, and amenities. The feedback gleaned during this meeting was used to develop preliminary recommendations. The comments from the stakeholders focused on connectivity, safety, and implementable projects.



*Public Involvement Meeting
Photo Credit: Jon Anderson/Hoover Sun*

3.2 Public Meetings and Interactive Map

The first public meeting was held on June 25, 2017, at the Heather Wood Hills Country Club. The meeting was a working session with mapping that identified existing conditions, opportunities and constraints, and suggested bicycle and pedestrian projects. Attendees were also given the opportunity to review an interactive map and provide comments on laptops and tablets (See Figure 3-1). A link to the interactive map website was given to each attendee and the website was posted on the City of Hoover's website for



*Public Involvement Meeting
Photo Credit: Jon Anderson/Hoover Sun*



4 weeks for community input. A community survey was also provided at the meeting for attendees to complete which gleaned information related to current travel behaviors, desires for improvements, etc.

The second public meeting was held on July 27, 2017, at the Hoover Met Complex. During the second public meeting, the same mapping and interactive mapping was available at both meetings. The City of Hoover and its consultant AECOM served as facilitators and recorders during a working session that helped refine the proposed infrastructure projects, and identify programmatic and policy recommendations that would be included in the plan.



*Public Involvement Meeting
Photo Credit: Jon Anderson/Hoover Sun*

A total of 184 comments were received from the combined meetings and interactive maps. Map 3-1 displays the density analysis of all comments received from the meeting and interactive mapping. A copy of all meeting materials is provided in Appendix A: Public Involvement.

Table 3-1: List of Stakeholders Identified

Alicia Bailey	Elizabeth Barbaree-Tasker	Gene Beatty	Amy Belcher
Nancy Biggio	Mayor Frank Brocato	Colin Conner	Mayor Ashley Curry
Thomas Daniel	Nicholas Derzis	Meredith Drennen	Marcus Fetch
Deborah Foster	Rebecca Fulks	Trisha Galves	John Greene
Francesca Gross	Mayor Mark Hall	Jamie Harding	Fred Hawkins
Scott Holladay	Aimee Johnson	Kellie Johnston	Mike Kaczorowski
Rob Kirkland	Michelle Lagle	John Lyda	Kirk Mancer
Cal Markert	Scott McBrayer	Casey Middlebrooks	Alex Morrow
Craig Moss	Derrick Murphy	Dr. Kathy Murphy	Karen Odle
Stan Palla	Curt Posey	Amy Rauworth	Drew Read
Mike Shaw	Gene Smith	Leonard Speed	April Stone
Christy Swaid	Lance Taylor	Brian Toone	Libba Vaughan
Gene Wallace	Jeff Ware	Gary Waters	Joe Wenning
Candi Williams	John Wingate	Jim Wyatt	

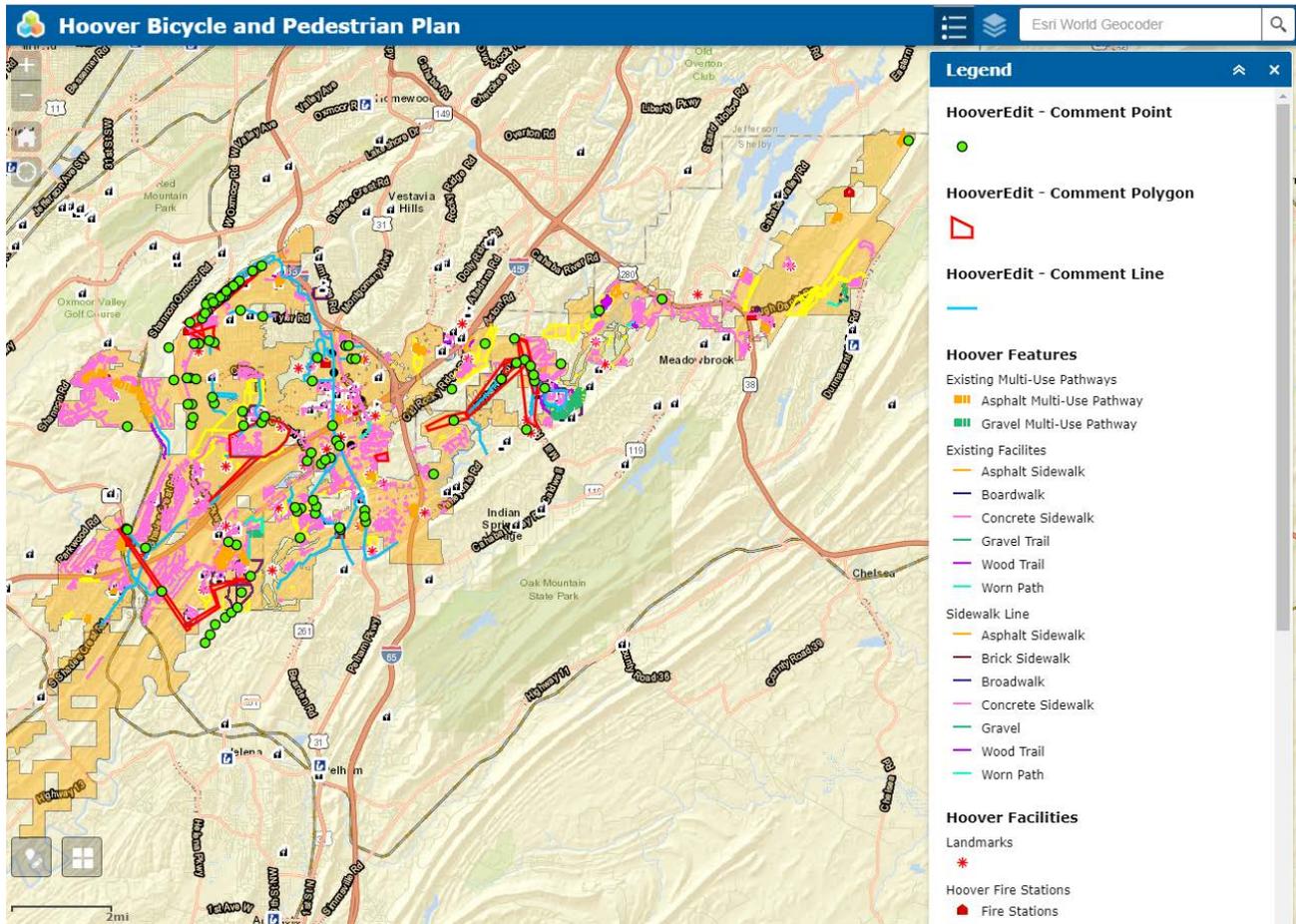
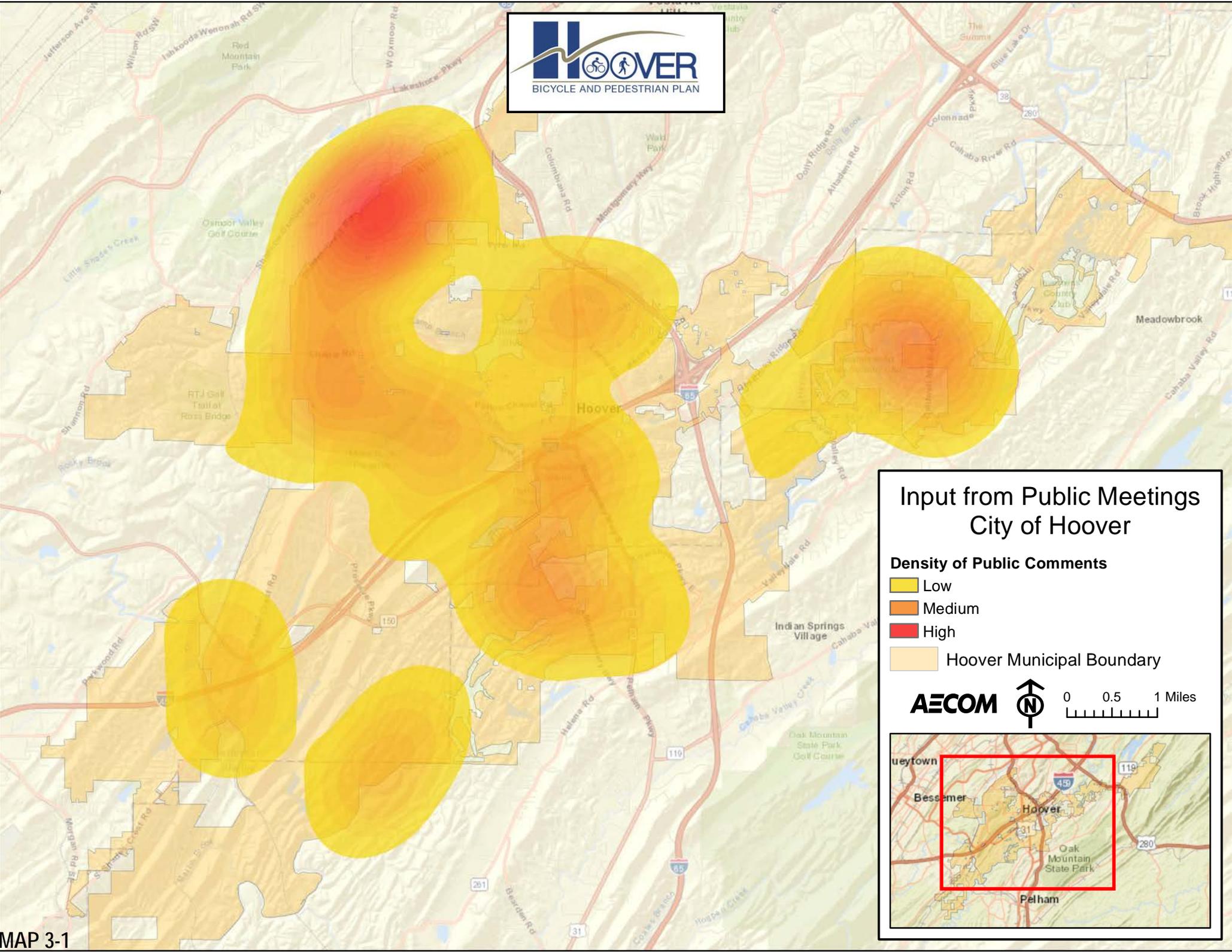


Figure 3-1: Interactive Map for Public Comments

3.3 Community Survey Results

A survey was made available to Hoover’s residents between June and August 2017 to gather local information about current travel behaviors, priorities, and opportunities for bicycling and walking in Hoover. The information obtained from the survey has been included in this Plan’s recommendations. The following sections summarize the key themes from the over 370 people surveyed. Complete survey responses can be found in Appendix A.



Input from Public Meetings City of Hoover

- Density of Public Comments**
- Low
 - Medium
 - High
- Hoover Municipal Boundary

AECOM  0 0.5 1 Miles





Mode Choice

Although the survey indicated that about 98% of Hoover residents drove a car to get from one place to another, about 90% of those surveyed also reported they had either biked or walked in the past year. For those that chose to walk, an overwhelming majority (~92%) indicated their trip was at least 10 minutes in duration. However, most residents (~63%) that chose to bike reported their travel time was less than 10 minutes.

Safety

Of those surveyed, almost 60% had indicated walking was difficult in their community. When asked what made walking difficult, most responded to a lack of sidewalks and/or high traffic volumes. A smaller percentage indicated rougher terrain (i.e., too many hills), and no street lighting.

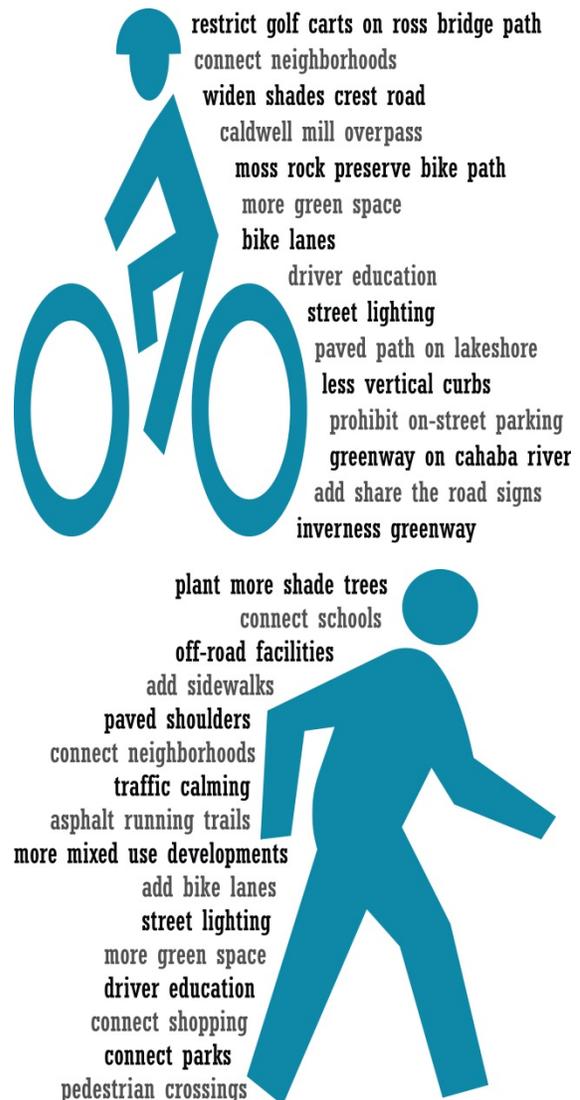
When asked about their difficulty with bicycle travel, an even higher population (~74%) responded that it is at least somewhat difficult to travel by bike in their community. Their reasons included heavy traffic volumes, coupled with narrow roadways with little or no shoulders. A smaller, but significant percentage of respondents (~48%) cited the lack of trails or paths for bicyclists.

Input

To address the current difficulties in biking and walking, the survey asked the question: “Which changes would you recommend be made in your community to make it easier to walk/bike?” Most responded with the recommendation to provide more bicycle and pedestrian facilities,

such as sidewalks, bike lanes, and crosswalks. A smaller, but significant percentage of respondents recommended improvements that focused on safety, law enforcement, and driver education.

In addition to the set categories provided in the survey, Hoover residents had an opportunity to provide more specific suggestions that could help improve bicycle and pedestrian usage.





4.0 Recommendations

4.1 Overview

Active transportation—that is, bicycle and pedestrian travel—offers many benefits including improved health, reduced environmental impacts, and fewer financial commitments from decreased dependency on the automobile. This section describes the infrastructure improvements that are recommended to provide the City of Hoover with a safe, accessible, and connected bicycle and pedestrian network. Recommendations in this plan include increasing multi-use path facilities, on-road bicycle facilities, sidewalk installation and crossing improvements. Greenways are also recommended in and around the natural areas.

All proposed projects are intended to provide safe connections between origins and destinations within Hoover while promoting exercise and mobility. The projects were developed through collaboration with the stakeholders, field analysis, and public input. All bicycle and pedestrian facility recommendations along state-maintained roadways will require coordination with ALDOT as part of implementation.

4.2 Facility Types

Spot Improvements

Spot improvements address bicycle and pedestrian problems at specific locations such as intersections, short lengths of a roadway, or single destinations. These types of improvements are generally low cost and provide connections through completing short segment of missing sidewalks for complete connections, surface improvements, signing, access enhancements, or functional upgrades.

Based on planning-level analysis and local input, the following is a list of potential bicycle and pedestrian facilities that could be used at spot locations to help improve bicycle and pedestrian safety and usage in the City of Hoover.



Bicycle Parking

A bike rack or other object provided specifically for the purpose of supporting and securing a bicycle when parked or not in use. A bicycle corral is a type of bicycle parking used in high-demand areas for the parking of multiple bicycles.



Bicycle Signal

A traffic control device that assigns right-of-way to bicyclists and controls bicycle movements in mixed traffic to reduce conflict with motor vehicles and/or pedestrians.



Bicycle Zone

An area in the public right-of-way reserved for bicycling facilities.



Signage

Sign categories include warning (e.g., turn signs), regulatory (e.g. stop signs), guide (e.g., bicycle route signs), school (e.g., school speed limit signs), and emergency signs (e.g., area closed signs).



Crosswalk

The portion of the roadway intended for pedestrians to use when crossing the street. It may be distinctly indicated by lines or other markings on the roadway surface. At intersections with sidewalk present, the crosswalk is the marked or unmarked part of the roadway where the lateral boundary lines of the sidewalk would extend across.



Crossing Island / Mid-Block Crossing

A raised island at an intersection or mid-block crossing location that helps protect pedestrians from motor vehicles and provides a place of refuge. These are usually found at wide intersections or multi-lane roadways.



Curb Extension

An extension of sidewalk, landscaped area, or curb line into the roadway that reduces the crossing distance and enhances visibility for pedestrians. These may be used to help reduce traffic speed.



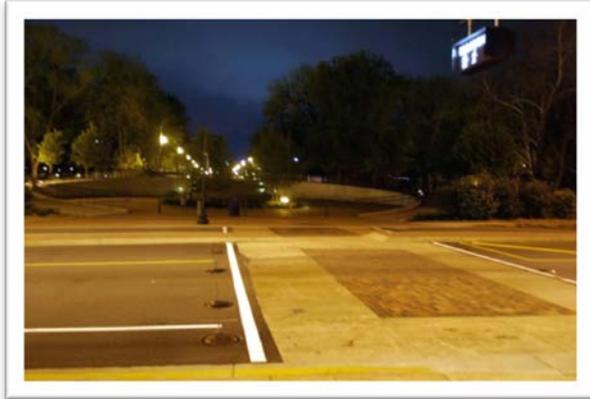
Curb Ramp

A combined ramp and landing to accomplish a change in level at a curb between the sidewalk and the street. This element provides a transitional access between elevations for pedestrians using wheelchairs, strollers or other devices with wheels, and must comply with ADA standards.



High Visibility Crosswalks

A crosswalk marked with diagonal or longitudinal lines parallel to traffic flow, such as the ladder, continental, or bar pair marking pattern.



Lighting

Illumination provided to enhance the safety and comfort of pedestrians and bicyclists. High quality and well-placed lighting, including supplemental pedestrian-scale lighting at night-time crossing areas, can increase safety and security for non-motorized users.



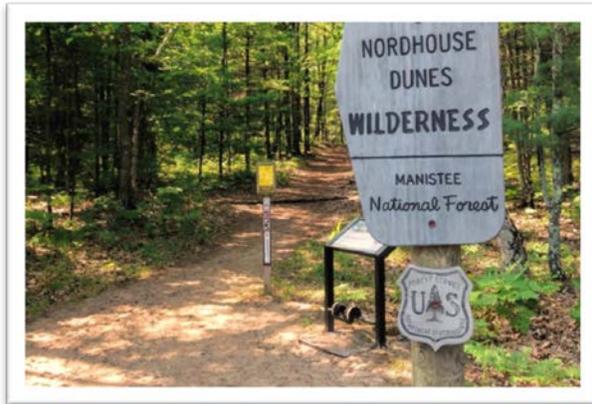
Pedestrian Hybrid Beacon

A pedestrian-activated device used to warn and control traffic at an un-signalized location to assist pedestrians in crossing at a marked crosswalk.



Paving Treatment

Paving treatments can send a visual cue to motorists about the function of a street. They can also create an aesthetic enhancement of a street and be used to delineate separate space for pedestrians or bicyclists. Some examples include colored concrete, brick, and cobblestone.



Trailhead

A trailhead is the primary access point to a shared use path. It may have parking and other amenities at the terminus.



Wayfinding

Comprehensive signage and /or markings to guide travelers to their destinations along preferred routes by providing information such as distances or times to reach key destinations or areas.

Linear Improvements

Linear improvements are specific project needs for bicycle and pedestrian problems such as enhancement or new construction of bike lanes, sidewalks, or improvements to streetscapes. These types of improvements are generally larger infrastructure projects with higher costs and longer implementation timeframes and together form a network of safe transportation choices for the community.

The following are suggested linear bicycle and pedestrian facilities that could be feasible in the City of Hoover based on planning-level analysis and local stakeholder preference.



Buffer

The area that separates a sidewalk, or other facility, from the street to improve the active traveler's level of comfort and safety. A buffer can be comprised of one or multiple zones including a green zone (i.e., grass strip), bicycle zone, parking/transit stop zone, or a combination thereof. Typical elements that contribute to creating a buffer include landscaping strips, parked cars and/or bicycle lanes.



Bicycle Route

A segment of road identified as a path of travel for bicyclists between destinations which may have directional and informational signage and markings. While these routes are identified for use by bicyclists, they are not necessarily exclusive to bicycle transportation. Routes may exist at the national, state, county and local level.



Markings

Provide information, guidance, regulation, or warnings to road users. As a proposed implementation method, marking means striping or painting facilities such as shared lane markings or bicycle lanes without any need for additional improvements or adjustments to the roadway.



Paved Shoulder

The portion of the roadway contiguous with the travel lanes that accommodates stopped vehicles, emergency vehicles, and reduces the frequency of pavement maintenance is referred to as a paved shoulder. Bicycle lane pavement markings may be used to designate the shoulder as a bicycle lane. In rural areas, paved shoulders are also used by pedestrians where a sidewalk is not present.



Reallocation

A technique to modify the number or width of travel lanes to achieve systemic improvements such as adding a bicycle lane to an existing roadway with confined right-of-way. Variants of reallocation include 4-to-3-lane conversion, lane reduction, road diet, or reconfiguration.



Repave / Restripe

Proposed implementation method to improve a facility for bicyclists by capitalizing on the routine paving or resurfacing maintenance schedule. Adjustments in the lateral placement of existing travel lanes to reallocate roadway space for bicyclists or create a greater buffer width between motor vehicle lanes and existing or proposed pedestrian facilities. This adjustment does not remove or add any travel lanes for motor vehicles.



Separated Bike Lane

A bicycle lane that is physically separated from motor vehicle lanes, exclusively for bicycle traffic, and is on or adjacent to the roadway. Also known as a cycle track or protected bike lane.



Shared Lane

A lane that is open to both bicycle and motor vehicle travel. Shared lanes can be marked with shared lane markings or designated as bicycle boulevards. Ideally, a shared lane that is at least 14 feet wide allows space so that bicyclists and motorists may travel side-by-side within the same traffic lane.



Resurface

A proposed implementation method to improve a facility for pedestrians to occur the next time the roadway segment is scheduled to be resurfaced. Resurfacing beyond routine maintenance (i.e., repaving) is considered an alteration and therefore requires upgrading curb ramps and crosswalks for ADA compliance.



Sidewalks

The portion of a street or highway right-of-way, beyond the curb or edge of roadway pavement, which is intended for use by pedestrians.



Grade-Separated Crossing

A facility, such as an overpass, underpass, skywalk, or tunnel that allows pedestrians, bicyclists, and motor vehicles to cross each other at different levels to avoid conflicts and improve free flow of each mode. These are structures that cross under or above a roadway, barrier, or natural feature.



Shared Use Path

A facility designed to meet ADA Standards, which may be used by bicyclists, pedestrians, and other non-motorized users. The shared use path is separated from the roadway by an open space or a physical barrier or within an independent-right-of-way. A rail trail, built within the right-of-way of a former railroad, is considered a type of shared use path.



Sidepath

A specific type of shared use path facility that is physically separated from the road but located within the roadway right-of-way.



Unimproved Trail

An unpaved/unimproved off-road facility, open for bicyclist and/or pedestrian use, which is not required to meet ADA standards.



Widening

Increasing the width of the paved portion of the roadway to specifically improve the roadway segment for a bicycling or pedestrian facility.



Complete Streets

Cities across the southeast are adopting roadway design standards that allow for safe and efficient movement of people and vehicles within the same right-of-way. By incorporating infrastructure that accommodates a variety of modes – such as sidewalks, bike lanes, crossings, median islands, and curb extensions – cities are able to increase the percentage of non-motorized usage and, in turn, promote a healthy, more active lifestyle and effectively reduce bicycle and pedestrian crashes.

At the moment, neither ALDOT, nor the City of Hoover has an officially adopted Complete Streets policy. Regardless, Hoover’s Bicycle and Pedestrian Plan utilizes general Complete Streets principles that incorporate street patterns on trip length, connectivity between resources, intersection use, and the overall experience of the user. Both cyclists and pedestrians can benefit from a street that has been designed with Complete Streets policies including improvements for children and individuals with accessibility needs, health advantages, improved public transportation services, economic revitalization, safety enhancements, roadway equity, and a more livable community.

4.3 Prioritization

The proposed projects have been prioritized in order to most efficiently and effectively improve pedestrian and bicycle connectivity in Hoover.

Projects were prioritized according to ten factors with input from Stakeholders and the public. These ten factors are:

- Public and Stakeholder Priority
- Critical Linkage
- Destination proximity
- Pedestrian and Bicycle Counts
- School proximity
- Current Pedestrian Route
- Included in Existing Planning Documents
- Overall Feasibility
- Current Right-of-Way available for facility
- Level of Stress

Priority groups:

- High: top 25 ranking projects (possible to implement in the next 0-10 years)
- Medium: next 50 ranking projects (likely to implement in the next 10-20 years)
- Low: remaining 60 projects (likely to implement in 20+ years)



Prioritization as a General Guide

The prioritization is meant to serve as a general guide. There may likely be opportunities to implement these projects in an order other than the order in which they were prioritized. For example if the City of Hoover is repaving Chapel Road, than it would be advantageous to implement wide-paved shoulders to provide bicycle accommodations at that time even though Chapel Road is a medium priority project. The prioritization in this Plan should generally be followed as it directly reflects the public input from residents of Hoover and the Stakeholders. This should not, however, prevent Hoover from taking advantage of pedestrian improvements as these opportunities present themselves.

4.4 Recommended Bicycle and Pedestrian Projects

Infrastructure projects were recommended to provide overall improvements to the existing system while offering a robust bicycle and pedestrian network that connects Hoover facilities and destinations. The recommendations of the highest to lowest priority are color sequenced in Maps 4-1 through 4-5.

High Priority Projects

Projects receiving the highest priority ranking are detailed on Table 4-1 and described on the following pages. These projects would possibly be implemented in the next 0-10 years. Implementation of these projects in would result in:

- Four core network loops totaling approximately 14 miles of pathways.
- 14.6 miles of new sidewalks
- 11.6 miles of new bicycle lanes
- 2.8 miles of new multi-use paths
- 11.4 miles of new greenway paths



Table 4-1: Map Identification – High Priority Projects

Road	Map ID	Type	Begin	End	Length
Ross Bridge Parkway	1	Shared Use Bike	SR-150	Haddon Drive	2.74
Ross Bridge Pkwy Greenway extension	2	Multi-Use Path	Ross Bridge Pkwy	Ross Bridge Pkwy Greenway	1.02
Alford Ave Phase I	3	Sidewalks	Shadybrook Ln	Alford Ave	0.65
Shades Crest Rd	4	Sidewalk/ Bike Lanes	Valley St./W Oxmoor Rd	SR-150	5.40
Caldwell Mill Road	5	Sidewalks / Bike Lanes	Heatherwood Dr	Valleydale Rd	1.36
Jaguar Drive Phase I	6	Multi-Use Path	Berry Middle School	Veterans Park	0.65
Cahaba River Greenway at Hoover East	7	Greenway	Hoover East Sports Complex	Altadena Woods	0.90
Caldwell Inverness Greenway	8	Greenway	Crossings Crest	Inverness Center	2.07
Lorna Rd Southside	9	Sidewalks	US-31	Rocky Ridge Ranch Rd	0.83
Oriole Dr Sidewalks	10	Sidewalks	Starlake Dr	Deo Dara Dr	0.23
South Shades Crest Road Phase I	11	Sidewalks	Russet Woods	Brock Gap Pkwy	0.88
Willow Lake Dr	12	Sidewalks	S. Shades Crest Rd	SSCE	0.09
Brocks Gap Pkwy	13	Sidewalks	Creekside Drive	S Shades Crest Rd	0.52
Russet Woods-Willow Lakes Connection	14	Obstruction Removal	Mallard Lake Dr	Park View	-
Preserve Parkway at Chapel Rd	15a	Sidewalks	Village Green Way	Chapel Road	0.62
Preserve Parkway 150	15b	Sidewalks	SR-150	Sulphur Springs Road	0.56
Sulphur Springs Rd	16	Sidewalks	Preserve Pkwy	Shades Crest Rd	0.21
Chapel Lane	17	Sidewalks	Al Seier Rd	Chapel Road	0.52
Patton Chapel Road	18	Bike Lanes	Shades Crest Rd	Chapel Road	2.02
Loch Ridge Dog Park Connect	19	Greenway	Ridgecrest Dr	Hoover Dog Park	0.38
John Hawkins Parkway (SR150)	20	Multi-Use Path	Preserve Pkwy	Cahaba River Estate	1.12
Stadium Trace Pkwy	21	Sidewalks	Flemming Pkwy	Stadium Trace Village	1.03
Galleria Blvd	22	Sidewalks	SR-150	Chapel Road	0.42
Creekside Ave at Patton Creek	23	Sidewalks	SR-150	Patton Creek	0.23
Old Hwy 31	24	Sidewalks	Cahaba River	SR-150	0.91
Cahaba River Greenway	25	Greenway	Flemming Pkwy	Riverchase Sports Complex	7.83

Recommended Bicycle and Pedestrian Projects

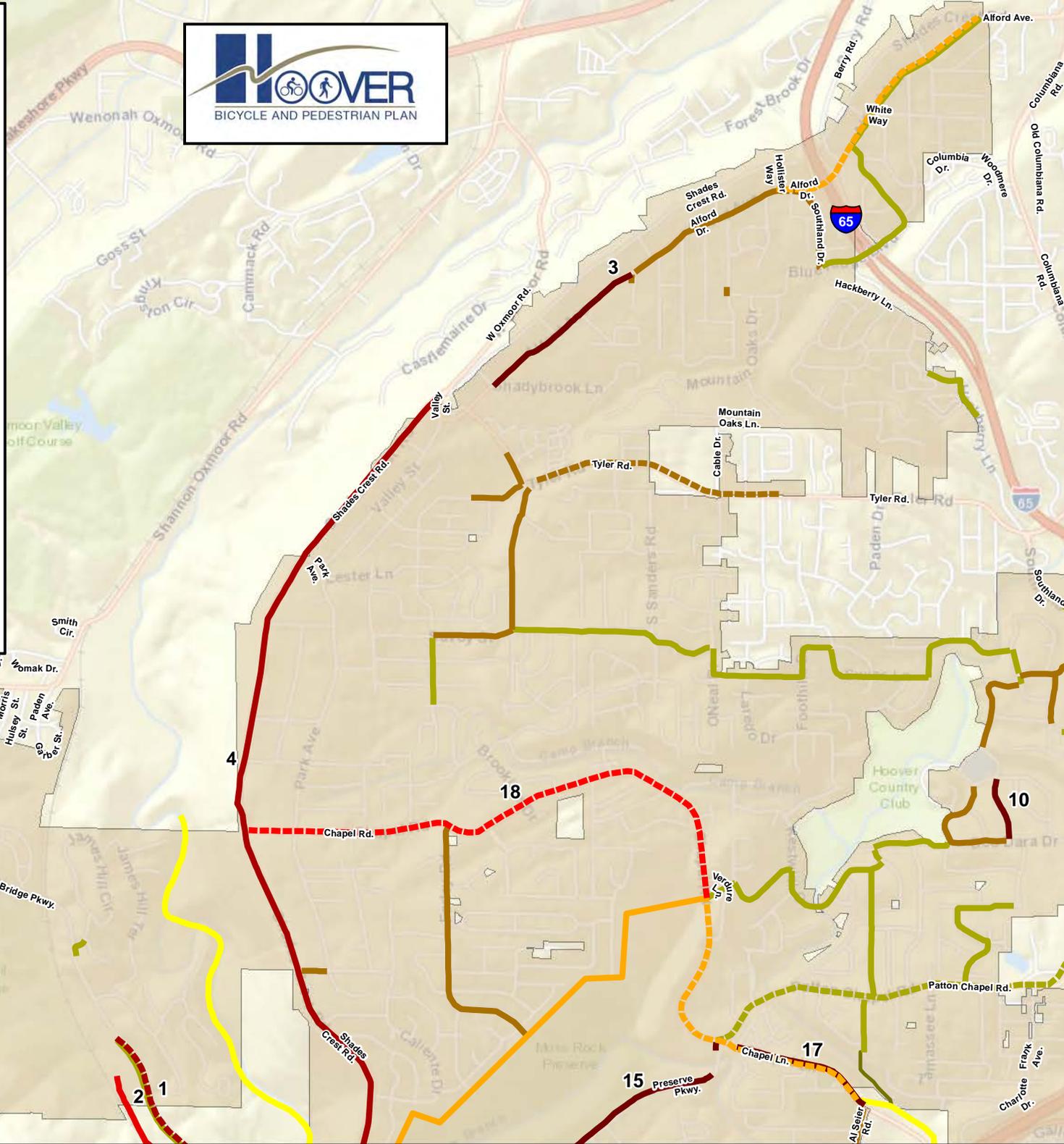
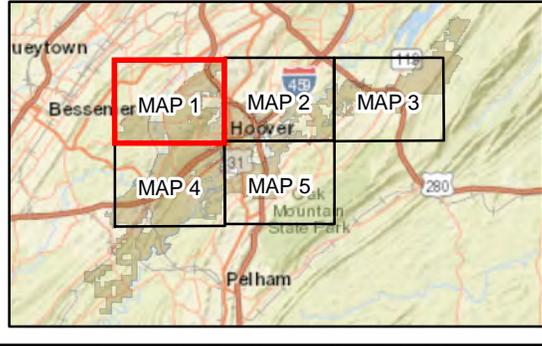
Type, Priority

- | | | | |
|--|------------------------------|--|-----------------------------|
| | Greenway, High | | Bike Lanes, Medium |
| | Multi-Use Path, High | | Shared Use Bike, Medium |
| | Sidewalks / Bike Lanes, High | | Trail, Medium |
| | Sidewalks, High | | Greenway, Low |
| | Bike Lanes, High | | Sidewalks / Bike Lanes, Low |
| | Shared Use Bike, High | | Sidewalks, Low |
| | Greenway, Medium | | Bike Lanes, Low |
| | Multi-Use Path, Medium | | Shared Use Bike, Low |
| | Sidewalks, Medium | | Trail, Low |
| | | | Hoover Municipal Boundary |

AECOM



0 0.25 0.5 Miles



Recommended Bicycle and Pedestrian Projects

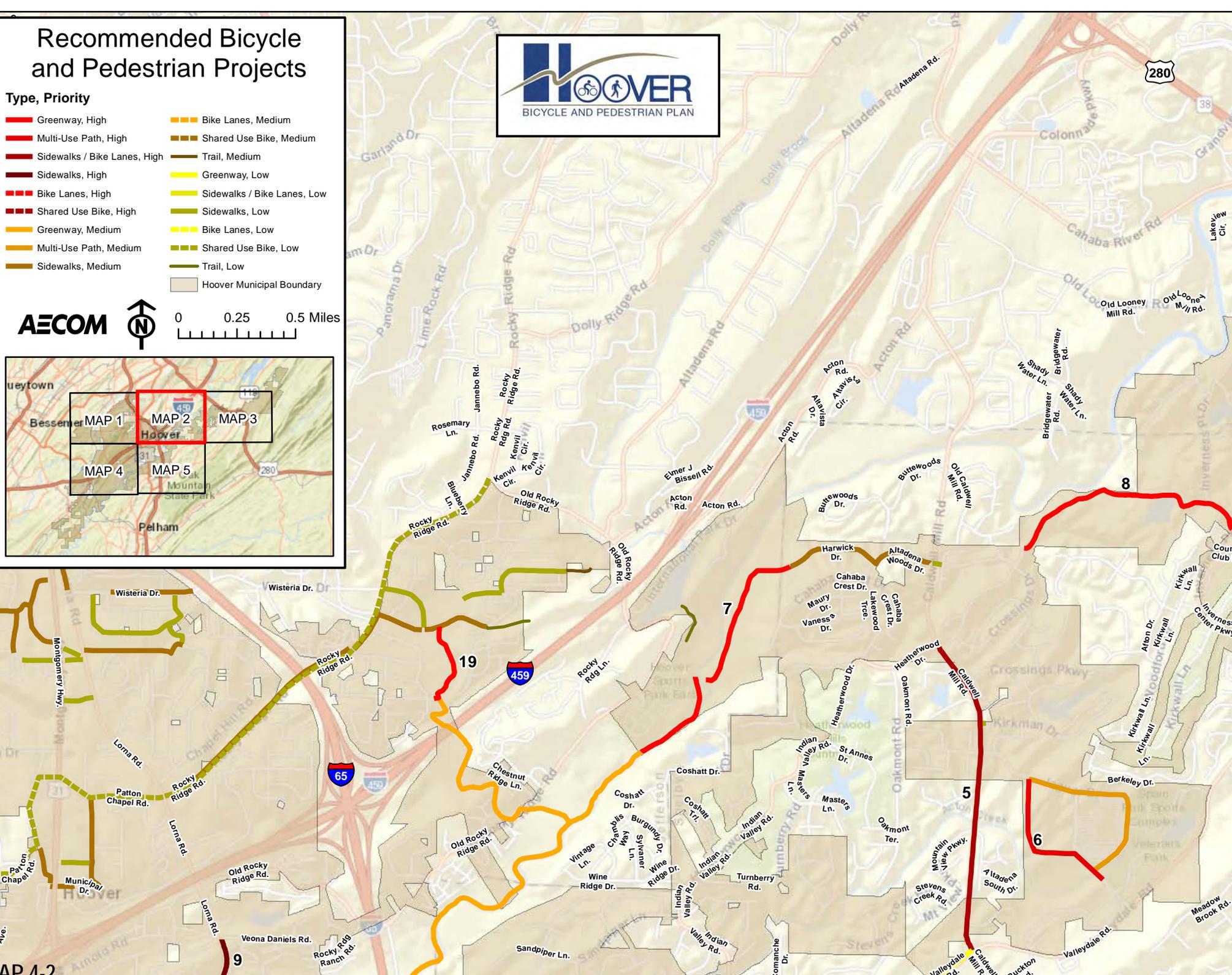
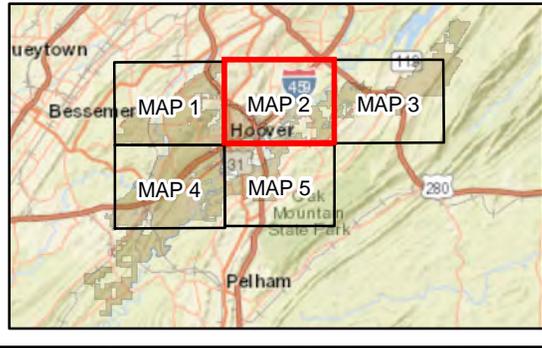
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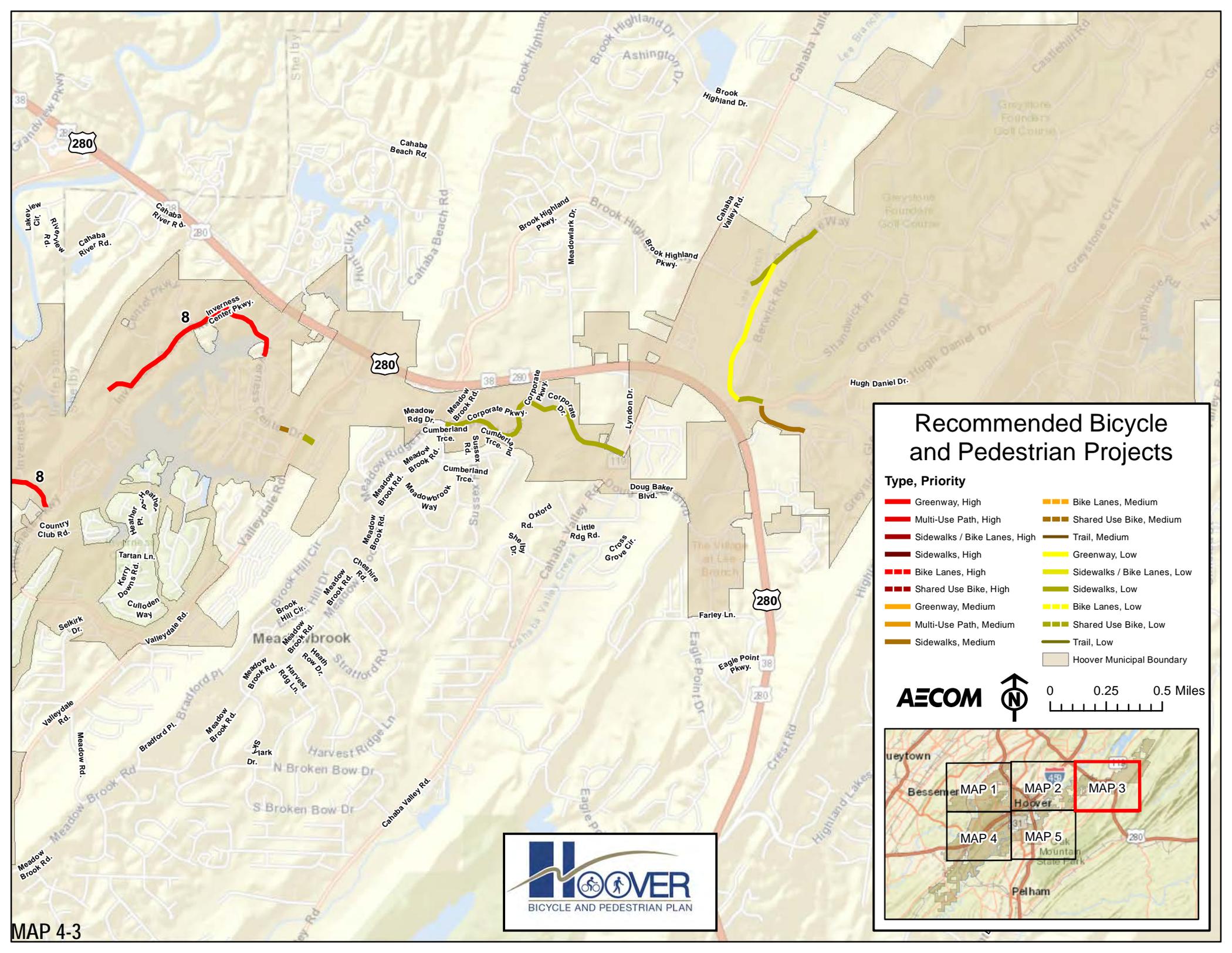
- | | | | |
|--|------------------------------|--|-----------------------------|
| | Greenway, High | | Bike Lanes, Medium |
| | Multi-Use Path, High | | Shared Use Bike, Medium |
| | Sidewalks / Bike Lanes, High | | Trail, Medium |
| | Sidewalks, High | | Greenway, Low |
| | Bike Lanes, High | | Sidewalks / Bike Lanes, Low |
| | Shared Use Bike, High | | Sidewalks, Low |
| | Greenway, Medium | | Bike Lanes, Low |
| | Multi-Use Path, Medium | | Shared Use Bike, Low |
| | Sidewalks, Medium | | Trail, Low |
| | | | Hoover Municipal Boundary |

AECOM



0 0.25 0.5 Miles





Recommended Bicycle and Pedestrian Projects

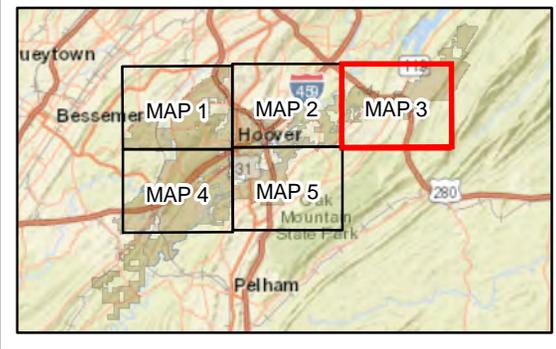
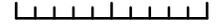
Type, Priority

- | | | | |
|--|------------------------------|--|-----------------------------|
| | Greenway, High | | Bike Lanes, Medium |
| | Multi-Use Path, High | | Shared Use Bike, Medium |
| | Sidewalks / Bike Lanes, High | | Trail, Medium |
| | Sidewalks, High | | Greenway, Low |
| | Bike Lanes, High | | Sidewalks / Bike Lanes, Low |
| | Shared Use Bike, High | | Sidewalks, Low |
| | Greenway, Medium | | Bike Lanes, Low |
| | Multi-Use Path, Medium | | Shared Use Bike, Low |
| | Sidewalks, Medium | | Trail, Low |
| | | | Hoover Municipal Boundary |

AECOM



0 0.25 0.5 Miles



Recommended Bicycle and Pedestrian Projects

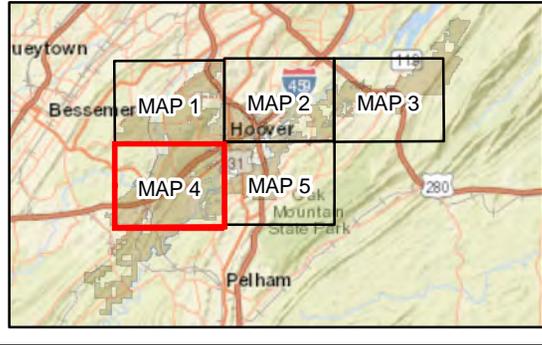
Type, Priority

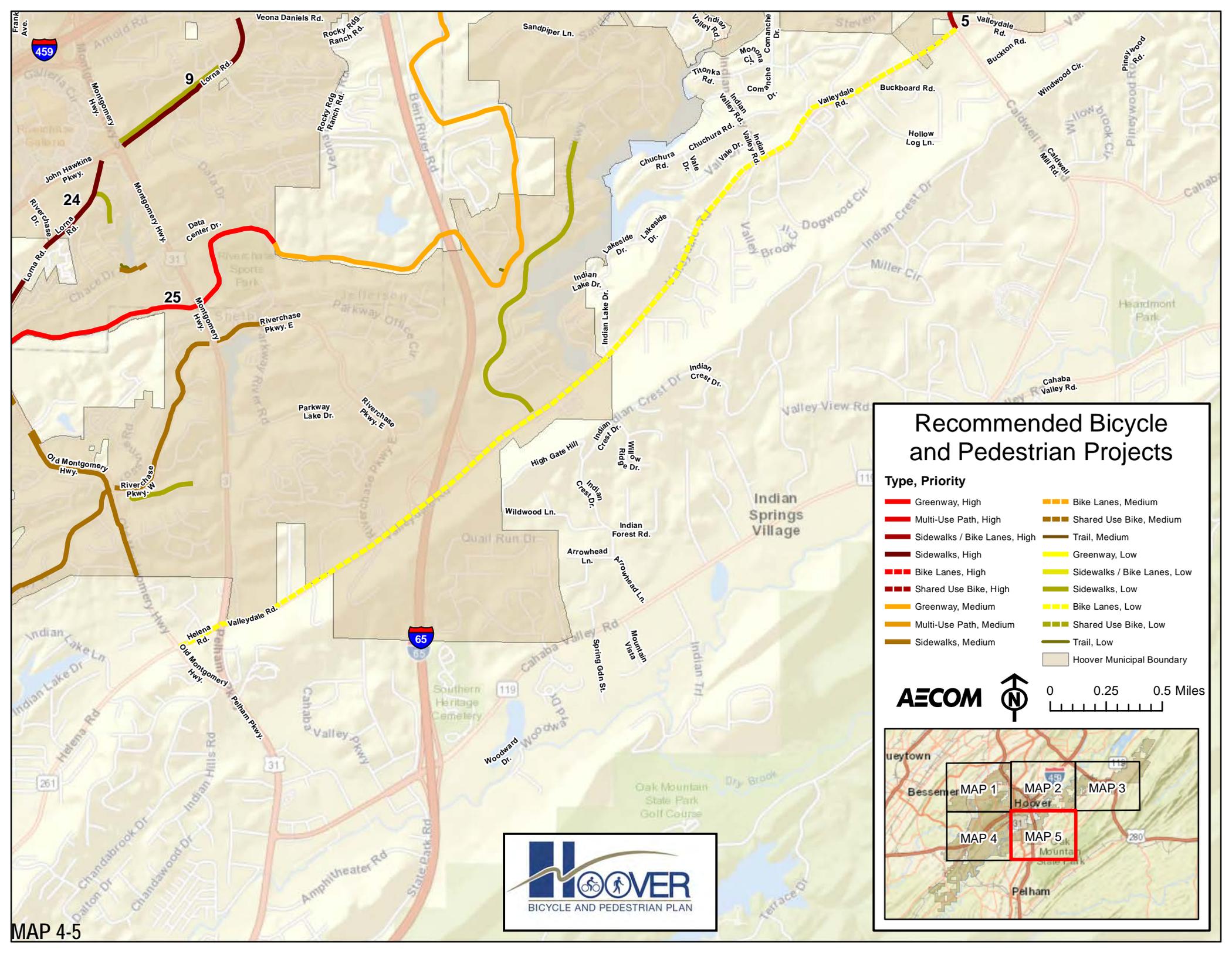
- | | | | |
|--|------------------------------|--|-----------------------------|
| | Greenway, High | | Bike Lanes, Medium |
| | Multi-Use Path, High | | Shared Use Bike, Medium |
| | Sidewalks / Bike Lanes, High | | Trail, Medium |
| | Sidewalks, High | | Greenway, Low |
| | Bike Lanes, High | | Sidewalks / Bike Lanes, Low |
| | Shared Use Bike, High | | Sidewalks, Low |
| | Greenway, Medium | | Bike Lanes, Low |
| | Multi-Use Path, Medium | | Shared Use Bike, Low |
| | Sidewalks, Medium | | Trail, Low |
| | | | Hoover Municipal Boundary |

AECOM



0 0.25 0.5 Miles





Recommended Bicycle and Pedestrian Projects

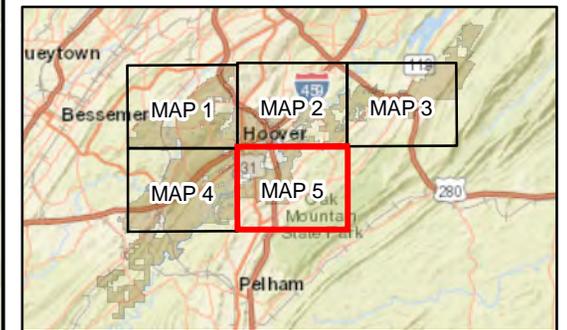
Type, Priority

- | | | | |
|--|------------------------------|--|-----------------------------|
| | Greenway, High | | Bike Lanes, Medium |
| | Multi-Use Path, High | | Shared Use Bike, Medium |
| | Sidewalks / Bike Lanes, High | | Trail, Medium |
| | Sidewalks, High | | Greenway, Low |
| | Bike Lanes, High | | Sidewalks / Bike Lanes, Low |
| | Shared Use Bike, High | | Sidewalks, Low |
| | Greenway, Medium | | Bike Lanes, Low |
| | Multi-Use Path, Medium | | Shared Use Bike, Low |
| | Sidewalks, Medium | | Trail, Low |
| | | | Hoover Municipal Boundary |

AECOM



0 0.25 0.5 Miles





Establishing the Core Network: The Loops

In order to establish an effective pedestrian network that provides connectivity between destinations and community features, individual sidewalk and path projects must connect to one another. Several of the proposed linear facility projects listed as High Priority for Hoover have been organized into a project package as a strategy for establishing the core of the City’s pedestrian network from which future phases of the network will connect.

This package consists of several sidewalk, greenway and bicycle lane projects that received high rankings due to popularity, proximity to destinations, and heavy vehicular and pedestrian traffic. When combined, these projects provide enhanced connectivity for pedestrians in the form of a completed loop from which other pedestrian projects would connect to in the future. Three loops were identified which connect several important community destinations such as Bluff Park, Moss Rock, The Preserve, Hoover Met, Finley Center, Cahaba River and the John Hawkins Pkwy commercial corridor.

Table 4-2: Map Identification – High Priority Loop Connections

Loop 1: Bluff Park-Moss Rock Loop						
Road	Map ID	Type	Begin	End	Status	Length
Preserve Parkway	15a	Sidewalks	Village Greenway	Patton Chapel Road	Proposed	0.62
Chapel Rd	P-07	Sidewalks	Shades Crest Rd	Matzek Dr	Programmed	1.45
Shades Crest Rd	4	Sidewalk/ Bike Lanes	Patton Chapel Road	Sulphur Springs Rd	Proposed	1.52
Sulphur Springs Rd	16	Sidewalks	Shades Crest Rd	Preserve Parkway	Proposed	0.21
Loop 2: Moss Rock-150 Loop						
Road	Map ID	Type	Begin	End	Status	Length
Preserve Parkway	15b	Sidewalks	Sulphur Springs Road	SR-150	Proposed	0.56
John Hawkins Parkway (SR150)	20	Multi-Use Path	Preserve Pkwy	Cahaba River Estate	Proposed	1.12
John Hawkins Parkway (SR150)	P-15	Multi-Use Path	Cahaba River Estate	Galleria Blvd	Programmed	1.2
Galleria Blvd	22	Sidewalks	SR-150	Chapel Road	Proposed	.42
Chapel Lane	17	Sidewalks	Al Seier Rd	Chapel Road	Proposed	0.58



Loop 3: Hoover Met-Galleria Loop						
Road	Map ID	Type	Begin	End	Status	Length
Stadium Trace Pkwy (under construction)	P-12	Sidewalks	SR-150	Stadium Trace Village	Programmed	0.14
Stadium Trace Pkwy	21	Sidewalks	Stadium Trace Village	Flemming Pkwy	Programmed	1.03
Flemming Pkwy	P-13	Sidewalks	Bumpus MS	Cahaba River	Programmed	0.36
Cahaba River Greenway	25	Greenway	Flemming Pkwy	Old Hwy 31	Proposed	4.1
Old Hwy 31	24	Sidewalks	Cahaba River	Galleria Blvd	Proposed	0.32
Galleria Blvd	P-17	Road Ext w/ Sidewalks	Old Hwy 31	SR-150	Programmed	0.35
Loop 4: Caldwell-Inverness Loop						
Road	Map ID	Type	Begin	End	Status	Length
Caldwell Mill Road	5	Sidewalk/ Bike Lanes	Heatherwood Dr	Valleydale Rd	Proposed	1.36
Valleydale Road	P-11	Add lanes w/ Sidewalks	Caldwell Mill Road	Inverness Center Parkway	Programmed	3.5
Inverness Center Parkway Greenway	P-10	Greenway	Valleydale Road	Disc Golf Trail	Programmed	1.80
Caldwell Inverness Greenway	8	Greenway	Crossings Crest	Inverness Center Drive	Proposed	2.07



Loop 1: Bluff Park-Moss Rock Loop

The City of Hoover installed one mile of sidewalks in 2016 on Preserve Parkway from Sulphur Springs Road to the Preserve Village Center. The Preserve is a 300-acre community which adjoins the 350-acre public nature preserve owned by the City of Hoover known as Moss Rock Preserve (MRP). MRP currently contains about 12 miles of hiking trails including old roads and utility rights of way. The Boulder Field parking and trailhead for MRP is just north of the Preserve Village Center. Approximately 0.62 miles of sidewalk is need from this point to Chapel Road with a small section of existing sidewalk around the Hoover Fire Department Station 2. Existing sidewalks also run for 1.2 miles on Chapel Road from Simmons Middle School to just west of Matzek Drive. High-visibility crosswalks including pavement markings are recommended for subdivisions' connections along the existing sidewalk section of Chapel Road such as Stonebrook Cir, Pavilion Dr, Chapel Creek Ln. and Verdue Ln. The City of Hoover has projects currently programmed to install sidewalks on Chapel Road from Shades Crest Road to Crayrich Drive. Share the road signage is recommended for Chapel Road and Shades Crest Road as both were corridors identified during public involvement and recommended for sidewalks and bicycle accommodations. Shades Crest Road is scenic road which runs from Alford Avenue to State Route 150 and



has spectacular views of Shades Valley and the Birmingham area skyline. The 1.52 mile section of sidewalks and bike lanes on Shades Crest Road from Chapel Road to Sulphur Springs Road would be a high priority as it would provide connection between Bluff Park and MRP. Sidewalk additions for 0.21 miles on Sulphur Springs Road between Shades Crest Road and Preserve Parkway would complete the loop for a total length of 6.1 miles. This loop would provide connections between three Hoover Schools, numerous neighborhoods and subdivisions as well as spotlight the Moss Rock Preserve and scenic overlook of Shades Crest Road. All four MRP trailheads would be accessible from this loop providing numerous smaller loops that could be accessed through the trails of MRP.

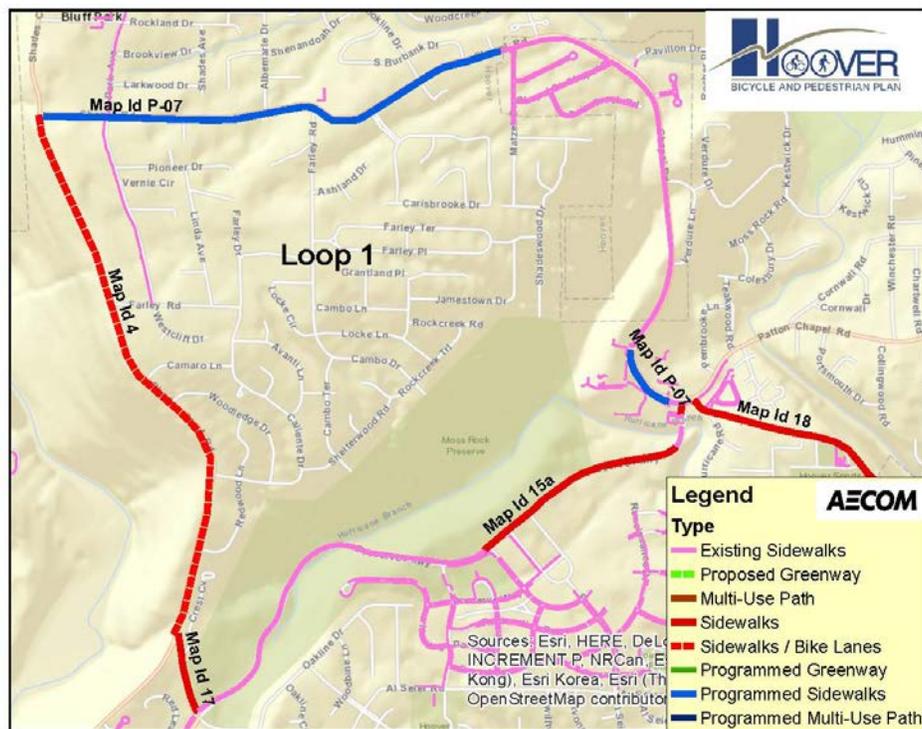
The following projects listed in Table 4-3 and shown on Map 4-7 would be necessary to complete the loop. Wayfinding should be implemented on this loop to direct pedestrians to adjacent community destinations. Not only will this help visitors find their way, the wayfinding signs will promote an image and brand for the City of Hoover. High-visibility crosswalks including pavement markings are recommended for side streets along the corridor. Bicycle racks are recommended for the MRP trailheads on Preserve Parkway and Sulphur Springs Road.



Table 4-3: Bluff Park – Moss Rock Loop

Road	Map ID	Type	Begin	End	Status	Length	Cost
Preserve Parkway	15a	Sidewalks	Village Greenway	Patton Chapel Road	Proposed	0.62	\$150,500
Chapel Rd	P-07	Sidewalks	Shades Crest Rd	Matzek Dr	Programmed	1.45	\$946,000
Shades Crest Rd	4	Sidewalk/ Bike Lanes	Patton Chapel Road	Sulphur Springs Rd	Proposed	1.52	\$3,094,300
Sulphur Springs Rd	16	Sidewalks	Shades Crest Rd	Preserve Parkway	Proposed	0.21	\$68,700
Total						3.80	\$4,259,500

P= Programmed Project on Existing Projects Map



Map 4-7: Bluff Park-Moss Rock Loop



Loop 2: Moss Rock – John Hawkins Loop

In addition to the loop identified to provide linkage between Bluff Park and Moss Rock, this plan also identified a critical network connection between Preserve Parkway, John Hawkins Pkwy (SR-150) and the Galleria Blvd. The City of Hoover has a project currently programmed to install 3.62 mile long multi-use path on SR-150 between Cahaba River Estates just west of Wal-Mart to the intersection of US-31/Lorna Road east of the Galleria. The City also recently completed in 2015 the Chapel Road extension which carries sidewalks from Al Seier Road to Creekside Drive which provides connection to the Patton Creek Shopping Center.



Preserve Parkway under I-459



*John Hawkins Parkway (SR-150)
at Cahaba River Estates*

Sidewalk installation on Preserve Parkway between Sulphur Spring and SR-150 for approximately 0.56 miles would complete sidewalks for the length of Preserve Parkway from Patton Chapel Road to SR-150 as well as provide connection to the Grove Shopping Center and other commercial destinations near the intersection of Preserve Pkwy/SR-150. A multi-use path on John Hawkins Pkwy between Preserve Parkway to Cahaba River Estates for 1.12 miles, sidewalks on Galleria Blvd for 0.38 miles between SR-150 and Chapel Road and sidewalks on Chapel Road for 0.58 miles from Al Seier Road to Patton Chapel Road would complete the loop for a total length of 7.0 miles. This loop would provide connections between neighborhoods, subdivisions and retail developments such as Grove Shopping Center, Patton Creek Shopping Center and the commercial corridor along John Hawkins Parkway (SR-150). High-visibility crosswalks including pavement markings are recommended for side streets along the corridor. The following projects listed in Table 4-4 and shown on Map 4-8 would be necessary to complete the loop.

Challenges

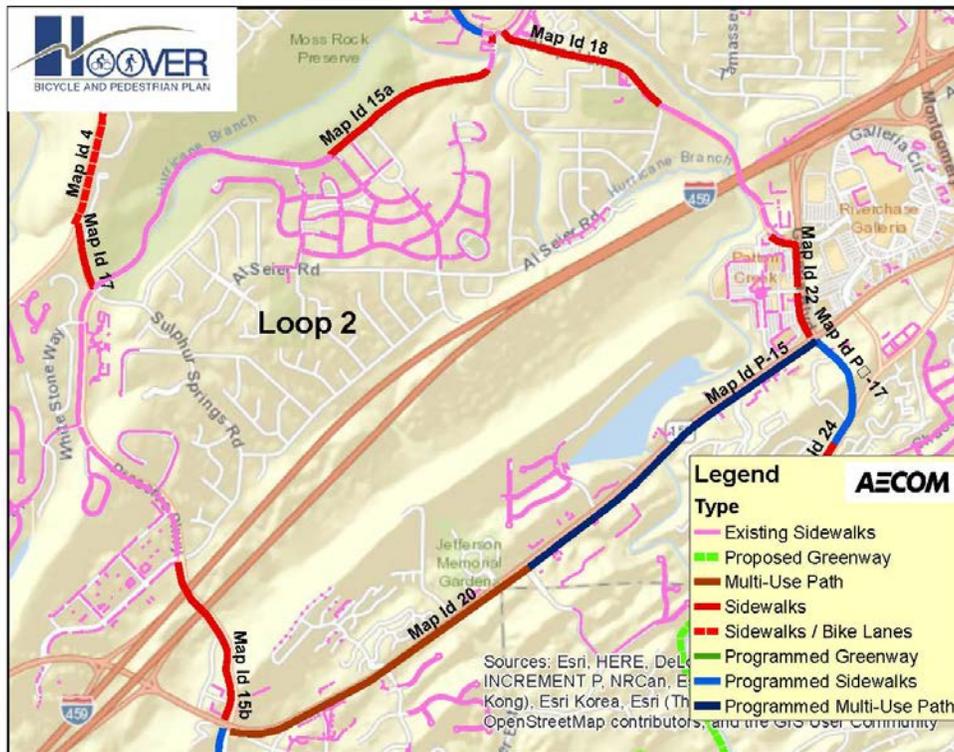
Preserve Parkway runs underneath the north and south bound bridges of I-459. There will be engineering challenges with designing the sidewalk between the guardrail and bridge piers. Coordination with ALDOT will be required to manage this constraint.



Table 4-4: Moss Rock – John Hawkins Loop

Road	Map ID	Type	Begin	End	Status	Length	Cost
Preserve Parkway	15b	Sidewalks	Sulphur Springs Road	SR-150	Proposed	0.56	\$202,700
John Hawkins Parkway (SR150)	20	Multi-Use Path	Preserve Pkwy	Cahaba River Estate	Proposed	1.12	\$1,079,400
John Hawkins Parkway (SR150)	P-15	Multi-Use Path	Cahaba River Estate	Galleria Blvd	Programmed	1.20	\$1,156,500
Galleria Blvd*	22	Sidewalks	SR-150	Chapel Road	Proposed	0.42	\$175,500
Chapel Lane	17	Sidewalks	Al Seier Rd	Chapel Road	Proposed	0.58	\$378,400
Total						3.88	\$2,992,500

P= Programmed Project on Existing Projects Map



Map 4-8: Moss Rock – John Hawkins Loop



Loop 3: John Hawkins – Cahaba Loop

The City of Hoover recently completed the Finley Center which is a 155,000 square foot facility adjacent to the Hoover Met. Currently the City is building the Met Complex Outdoor Fields which will feature five soccer/football fields, five baseball/softball fields and 16 tennis courts. This complex will be a regional destination for many visitors and residents of Hoover. Linkage between this complex, the three nearby schools and numerous existing and planned subdivisions was identified as a network connection vital for the City. The City of Hoover has several developments happening near the complex which would provide approximately 1.07 miles of sidewalks on Stadium Trace Parkway and Flemming Parkway.



Finley Center

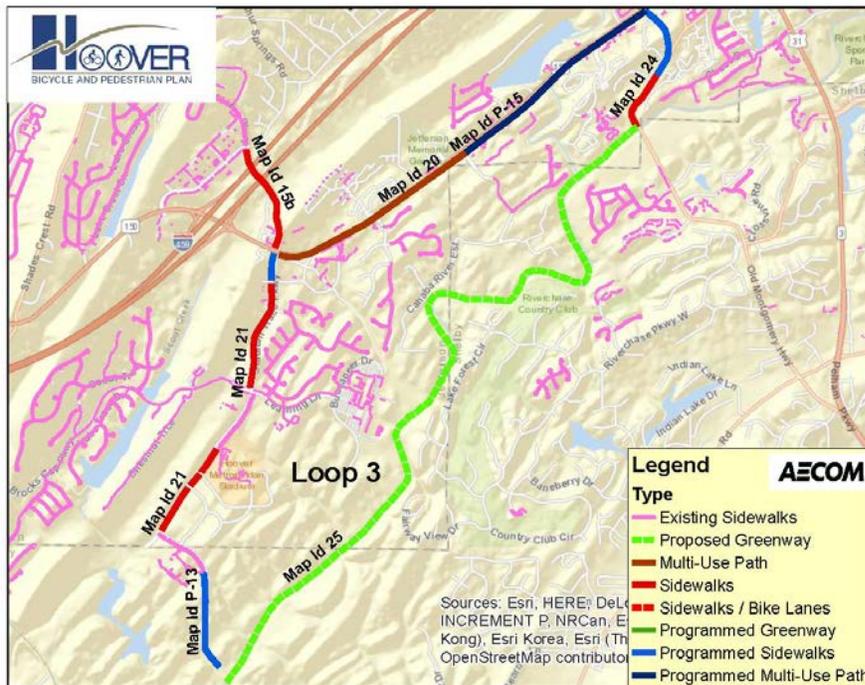
A substantial response was received from public involvement recommending a greenway along to the Cahaba River. Multiple parcels of land adjacent to the Cahaba River are owned by the City of Hoover or City of Hoover School Board between the Hoover Met Complex and Hoover High School which would provide access and right-of-way to establish the first phase of the Cahaba River Greenway. Also at the bridge over Cahaba River on Old Highway 31, the City of Hoover owns several parcels of property and has a programmed project identified as Cahaba-Riverchase Greenway which is for a 0.5 mile walking trail between the Cahaba River and Riverchase Elementary and would provide for parking and trailhead for the Cahaba Greenway. The Cahaba Greenway from Flemming Pkwy to Old Highway 31 would be approximately 4.2 miles in length. Bicycle racks and parking/restroom facilities are recommended at the trailheads at Flemming Pkwy and Old Highway 31. The Cahaba Blueway program which was a study by the University of Alabama Center for Economic Development (UACED) in partnership with the Cahaba River Society, The Nature Conservancy, and the Freshwater Land Trust identified the Old Highway 31 bridge as a canoe launch location for a future blueway along the Cahaba. Sidewalks on Old Highway 31 for approximately 0.37 miles would connect pedestrians from the Cahaba River Greenway to the intersection of Galleria Blvd/SR-150. The previous mentioned sidewalk additions on SR-150 would allow for a connection to Stadium Trace Parkway for a total loop length of 9.4 miles. The following projects listed in Table 4-5 and shown on Map 4-9 would be necessary to complete the loop.



Table 4-5: John Hawkins – Cahaba Loop

Road	Map ID	Type	Begin	End	Status	Length	Cost
Stadium Trace Pkwy (under construction)	P-12	Sidewalks	SR-150	Stadium Trace Village	Programmed	0.14	-
Stadium Trace Pkwy	21	Sidewalks	Stadium Trace Village	Flemming Pkwy	Programmed	1.03	\$430,300
Flemming Pkwy	P-13	Sidewalks	Bumpus MS	Cahaba River	Programmed	0.36	\$87,400
Cahaba River Greenway	25	Greenway	Flemming Pkwy	Old Hwy 31	Proposed	4.10	\$2,452,600
Old Hwy 31	24	Sidewalks	Cahaba River	Galleria Blvd	Proposed	0.32	\$218,700
Galleria Blvd*	P-17	Road Ext w/ Sidewalks	Old Hwy 31	SR-150	Programmed	0.35	\$5,445,000
Total						6.30	\$8,634,000

P= Programmed Project on Existing Projects Map
 *Project cost includes construction for roadway construction



Map 4-9: John Hawkins - Cahaba Loop



Loop 4: Caldwell Mill – Inverness Loop

The City of Hoover has a project currently programmed to widen Valleydale Road from two-lane to four-lane with a center turn lane from Caldwell Mill Road to Inverness Center Parkway. This project will include sidewalks on the north side of Valleydale for entire length of the project, approximately 3.5 miles. The City also has a programmed project to install a 1.80 mile long greenway along Inverness Center Parkway from Valleydale Road to the entrance of the Inverness Disc Golf Trail. The City of Hoover owns several parcels of land between the Inverness Disc Golf Trail and the Caldwell Crossing subdivision near the Inverness Wastewater Treatment Plant. This property could be used to develop a greenway to connect the Caldwell Crossing subdivision to the Inverness Community. The greenway could be extended from Inverness Parkway to Inverness Center Drive via Inverness Center Place where there is existing sidewalk from north of Danberry Lane to Valleydale Road.

Stakeholder members and the public alike both indicated a need for sidewalks on Caldwell Mill Rd to connect the numerous subdivisions to the Spain Park campus area. Caldwell Mill Rd was noted by bicycle enthusiast as well as documented in STRAVA as a higher used bicycle commute route. Sidewalks on Caldwell Mill Road for 1.36 miles between Heatherwood Dr./Crossing Crest and Valleydale Road would complete the loop for a total length of 8.73 miles. This loop would provide connection to Berry Middle School, Spain Park High School, Jefferson State Community College as well as numerous churches and businesses along Valleydale Road. High-visibility crosswalk including pavement markings and pedestrian signals is recommended at all signalized intersections and high-visibility crosswalks including pavement markings are recommended for all side streets along the corridor. The following projects listed in Table 4-6 and shown on Map 4-9 would be necessary to complete the loop.



Inverness Disc Golf Trail

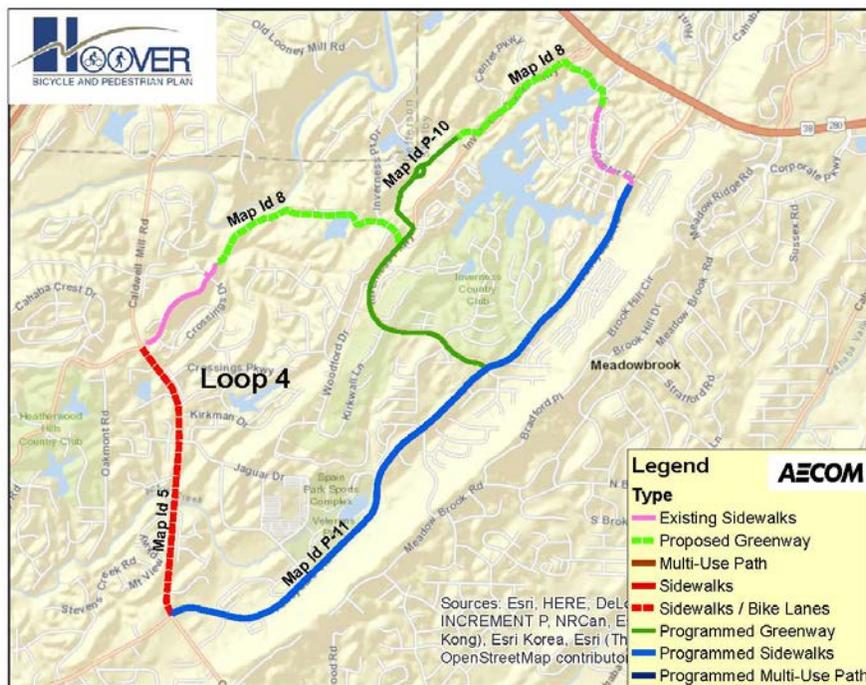


Table 4-6: Caldwell Mill – Inverness Loop

Road	Map ID	Type	Begin	End	Status	Length	Cost
Caldwell Mill Road	5	Sidewalks / Bike Lanes	Heatherwood Dr	Valleydale Rd	Proposed	1.36	\$2,613,800
Valleydale Road*	P-11	Add lanes w/ Sidewalks	Caldwell Mill Road	Inverness Center Parkway	Programmed	3.50	\$12,765,000
Inverness Center Parkway Greenway	P-10	Greenway	Valleydale Road	Disc Golf Trail	Programmed	1.80	\$3,094,200
Caldwell Inverness Greenway	8	Greenway	Crossings Crest	Inverness Center Drive	Proposed	2.07	\$538,900
Total						8.73	\$19,011,900

P= Programmed Project on Existing Projects Map

*Project cost includes construction for roadway construction



Map 4-10: Caldwell Mill – Inverness Loop



Table 4-7: High Priority Projects

Road	Map ID	Type	Begin	End	Length	Estimated Cost
Ross Bridge						
Ross Bridge Parkway	1	Shared Use Bike	SR-150	Haddon Drive	2.74	\$1,210,600
Ross Bridge Pkwy Greenway extension	2	Multi-Use Path	Ross Bridge Pkwy	Ross Bridge Pkwy Greenway	1.02	\$356,200
Bluff Park						
Alford Ave Phase I	3	Sidewalks	Shadybrook Ln	Alford Ave	0.65	\$677,300
Shades Crest Rd	4	Sidewalk/ Bike Lanes	Valley St./W Oxmoor Rd	SR-150	5.4	\$10,992,800
Caldwell Mill						
Caldwell Mill Road	5	Sidewalks / Bike Lanes	Heatherwood Dr	Valleydale Rd	1.36	\$2,613,800
Jaguar Drive Phase I	6	Multi-Use Path	Berry Middle School	Veterans Park	0.65	\$419,000
Cahaba River Greenway at Hoover East	7	Greenway	Hoover East Sports Complex	Altadena Woods	0.9	\$462,400
Caldwell Inverness Greenway	8	Greenway	Crossings Crest	Inverness Center	2.07	\$897,600
US-31 connections						
Lorna Rd Southside	9	Sidewalks	US-31	Rocky Ridge Ranch Rd	0.83	\$271,600
Oriole Dr Sidewalks	10	Sidewalks	Starlake Dr	Deo Dara Dr	0.23	\$101,900
South Shades Crest						
South Shades Crest Road Phase I	11	Sidewalks	Russet Woods	Brock Gap Pkwy	0.88	\$281,600
Willow Lake Dr	12	Sidewalks	S. Shades Crest Rd	SSCE	0.09	\$57,000
Brocks Gap Pkwy	13	Sidewalks	Creekside Drive	S Shades Crest Rd	0.52	\$126,200
Russet Woods- Willow Lakes Connection	14	Obstruction Removal	Mallard Lake Dr	Park View	-	\$3,500



Road	Map ID	Type	Begin	End	Length	Estimated Cost
Moss Rock						
Preserve Parkway at Chapel Rd	15	Sidewalks	Village Green Way	Chapel Road	0.62	\$150,500
Preserve Parkway 150	16	Sidewalks	SR-150	Sulphur Springs Road	0.56	\$202,700
Sulphur Springs Rd	17	Sidewalks	Preserve Pkwy	Shades Crest Rd	0.21	\$68,700
Chapel Lane	18	Sidewalks	Al Seier Rd	Chapel Road	0.52	\$339,300
Patton Chapel Road	19	Bike Lanes	Shades Crest Rd	Chapel Road	2.02	\$1,682,100
Hoover Dog Park connection						
Locvh Ridge Dog Park Connect	19	Greenway	Ridgecrest Dr	Hoover Dog Park	.38	\$195,000
SR-150 connections						
John Hawkins Parkway (SR150)	20	Multi-Use Path	Preserve Pkwy	Cahaba River Estate	1.12	\$1,079,400
Stadium Trace Pkwy	21	Sidewalks	Brocks Gap Pkwy	Stadium Trace Village	1.03	\$430,300
Galleria Blvd	22	Sidewalks	SR-150	Chapel Road	0.42	\$175,500
Creekside Ave at Patton Creek	23	Sidewalks	SR-150	Patton Creek	0.23	\$169,100
Old Hwy 31	24	Sidewalks	Cahaba River	SR-150	0.91	\$622,000
Cahaba River Greenway						
Cahaba River Greenway	25	Greenway	Flemming Pkwy	Riverchase Sports Complex	7.83	\$3,817,800
Total						\$27,403,900



Ross Bridge Parkway Bicycle and Pedestrian Improvements

Background

Ross Bridge Parkway runs from SR-150 to Shannon Wenonah Road for a distance of approximately 4.5 miles. Ross Bridge is a recently built large development consisting of a Resort and Spa, 18-hole golf course, restaurants, parks, shops and over 2300 residential units. Numerous other subdivisions are also located along Ross Bridge Parkway.

Existing Conditions

There is an existing greenway along Ross Bridge Parkway from south of Haddon Dr. to the Village Center with sidewalks throughout the Ross Bridge community. The City of Hoover recently constructed sidewalks on Ross Bridge Parkway from SR-150 to the bridge over Shades Creek. There are no bicycling facilities on Ross Bridge Parkway. The road consists of two 12-foot lanes with 8-ft gravel shoulder in each direction with posted speeds of 35 miles per hour.



Recommended Improvements

The City of Hoover recommends paving the existing shoulder on Ross Bridge Parkway to provide 2.74 mile of paved shoulder and share the road signs in each direction. It is also recommend that the 8-ft asphalt greenway be extended from south of Haddon Dr. for 1.02 miles following an existing foot path and sewer maintenance road to tie into Ross Bridge Park at the Shades Creek Bridge.

Challenges

The floodplain of Shades Creek will present engineering challenges associated with topography in designing the greenway. An elevated section of the greenway may be necessary. It is recommended the City complete a feasibility study on the greenway in comparison to installing sidewalks on Ross Bridge Parkway from the bridge to the existing greenway for 0.99 miles.



Bluff Park

Background

Several streets in the Bluff Park community were discussed in public meetings and were frequently identified as needing bicycle and pedestrian improvements. Sidewalks on three roadways in the Bluff Park community were identified for high priority sidewalk/ bicycle improvements; Alford Avenue and Shades Crest Road. Alford Avenue and Shades Crest Road are heavily used by vehicles, and speeds can make walking and biking uncomfortable. Improvements would provide safe access between residential streets in the community as well as providing connection and scenic route on Shades Crest Road for pedestrians and bicyclist to enjoy the picturesque views from Shades Mountain.

Existing Conditions

Alford Avenue extends from Shades Crest Road in Vestavia to Valley Street in Bluff Park. It is a two-lane road with a completed section of 4-foot sidewalk on the south-side between Valley St and Shadybrook Ln. Shades Crest Road is a two-lane roadway with no existing sidewalks and minimal shoulders.



Shades Crest Road Historical Marker

Challenges

Bluff Park is the most historical section of Hoover. The Shades Crest Road Historical District was designated in 1996 by the Alabama Historical Commission. The district boundary includes 65 houses between John Way and Park Avenue along Shades Crest Road. Impacts to sensitive resources that are contributing features of these historical houses such as stack stone walls and hedge lines must be avoided. Another challenge is the steep terrain adjacent to the north side of Shades Crest Road which is the bluff side and cannot be widened to due to the slope run adjacent to the existing roadway.



Recommended Improvements

Sidewalks are proposed on the south side of Alford Avenue from Shadybrook Ln to Pine Avenue for approximately 0.65 miles (Figure 4-1). The City of Hoover has a programmed project on Line Ave between Pine Ave and Blue Ridge which will provide a connection to Shades Mountain Elementary from Alford Avenue. Sidewalks have been previously constructed on Alford Avenue from Shadybrook Lane to Shades Crest Road. A 4-foot sidewalk is recommend with a curb and gutter section to collect rain fall drainage across the roadway. A high-visibility crosswalk including pavement markings is recommended at the intersection of Pine Ln north of Alford Ave. to provide a safe crossing for children walking to Shades Mountain Elementary via Pine Ave.



Figure 4-1: Alford Avenue Road Improvements



Recommended Improvements

Shades Crest Road from Valley St./W. Oxmoor Rd to SR-150 (5.5 miles) was recommended for sidewalks and bicycle lanes as it is a had the highest bicycle commute count in the City per the STRAVA data (see Map 2-19). The highest priority section of Shades Crest Road was highlighted in the Loop 1 (see Section 4.4). The typical section recommended for Shades Crest Road is two-14-ft lanes with sharrow striping and share the road signs in each direction with a five-ft sidewalk on the southside of the road. Farley Rd only requires a small section on sidewalk (0.09) to connect Shades Crest Road to Park Avenue. High-visibility crosswalk including pavement markings and pedestrian signals are recommended at signalized intersection along Shades Crest Road; Valley St./W. Oxmoor Rd; Park Avenue and Sulphur Springs.



Figure 4-2: Shades Crest Road Improvements



Caldwell Mill – Inverness Improvements

Background

Stakeholder members and the public indicated an interest in increasing safe pedestrian access on Caldwell Mill Rd and Jaguar Drive to the Berry Middle School, Spain Park High School and Veterans Park from the surrounding neighborhoods. There was also interested in developing a Greenway on the Cahaba River between the Hoover Sports Park East complex and the Altadena Woods subdivision. Also as previously discussed for Loop 4: Caldwell Mill-Inverness, there is an interest in developing a greenway between the Caldwell Crossings subdivision and the Inverness community.

Existing Conditions

Caldwell Mill Rd is a two-lane roadway with minimal shoulders with one small section of sidewalk in front of the Valleydale Village Shopping Center. Jaguar Drive is a four-lane with a small section of sidewalk between Caldwell Mill Rd and Berry Middle School. The Hoover Sports Park East complex has an existing pedestrian bridge over the Cahaba River which provides access to a large tract of land adjacent to the Cahaba River. A well-worn foot path is already in place between the bridge and sewer maintenance road within the Altadena Woods subdivision.



Caldwell Mill Rd



Jaguar Drive

Recommended Improvements

The recommended improvements for Jaguar Drive and Caldwell Mill Road are intended to improve the safety and visibility of pedestrians and provide vital connections to schools, Veterans Park, the Spain Park Sports complex as well as shopping centers at the intersection of Valleydale Road and Caldwell Mill Rd. Recommendations include constructing an 8-foot multi-use path on the west side of Jaguar Drive from intersection of Berry Middle School and Jaguar Drive to Veterans Park (approximately 0.65 miles) with a high



visibility crosswalk including pavement markings at the intersection of Berry Middle School and Jaguar Drive. For Caldwell Mill Road, the typical section recommend is a continuation of the STPBH 5939 (200) Caldwell Rd Widening, which is a two-12-ft lanes, 14-ft center turn lane, striped shoulders for bicyclist and a sidewalk on the west side of the roadway from Heatherwood Drive to Valleydale Road for a distance of 1.36 miles. High-visibility crosswalk including pavement markings and pedestrian signals is recommended at signalized intersection of Heatherwood Drive and Valleydale Road. The Cahaba River Greenway at Hoover East would consist of upgrading the existing sewer line trail to an 8-ft gravel trail for a distance of 0.90 miles between Harwick Drive in the Altadena Woods subdivision and the existing pedestrian bridge over the Cahaba River at the Hoover Sports Park East complex. The Caldwell Mill-Inverness Greenway would extend from Crossing Crest in the Caldwell Crossing subdivision to Inverness Point Drive where it would connect to the Inverness Parkway Greenway and Inverness Disc Golf Trail.



*Gravel trails near Jefferson State
Community College*



US-31 Connections

Two roadways were identified during public involvement process which would provide pedestrians' access to US-31.

Lorna Rd

Lorna Road has sidewalks from north side from Centennial Drive to Wisteria Dr for a distance of approximately 2 miles and on the south-side from Rocky Ridge Ranch Rd to Old Rocky Ridge Rd for a distance of 0.65 miles. A heavily used worn path was noted during the field survey between Rocky Ridge Ranch Rd and Data Dr. The recommended improvement for Lorna Road as a high priority is installing a 0.83 mile section of sidewalk on the south side of Lorna Road from Rocky Ridge Ranch Rd to the SR-150/US-31 intersection. Sidewalks on Lorna Road would allow pedestrian connections to the commercial businesses along Lorna Road as well as access to US-31 and SR-150. High-visibility crosswalks including pavement markings and pedestrian signals are recommended for the signalized intersections at Rocky Ridge Ranch Rd, Centennial Dr., Data Dr. Lodge Dr. and US-31/SR-150.



Worn Path on south-side Lorna Rd

Oriole Dr

The City of Hoover recently completed sidewalks for Deo Dara Dr. for 0.28 miles between Old Columbiana Road and Oriole Dr. The completion of sidewalks on Oriole Dr. for 0.22 miles between Deo Dara Dr. and Star Lake would provide a connection between Star Lake Park and US-31 via Old Columbiana Road and Patton Chapel Road. Pedestrians in the Star Lake community would have access to US-31 as well as linkage to shopping on Lorna Road as sidewalks continue on Patton Chapel Road between US-31 to Lorna Rd.



Star Lake Park



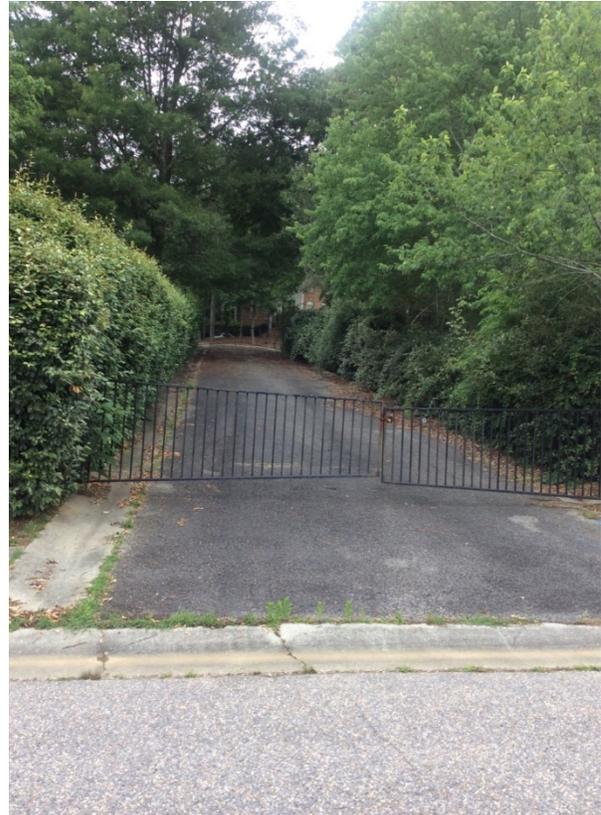
South Shades Crest Improvements

Background

South Shades Crest Road and surrounding connections to South Shades Crest Elementary school and several surrounding subdivisions were discussed in public meetings and recommended for a need to improve safety and pedestrian accommodations.

Existing Conditions

South Shades Crest Road extends from SR-150 to Morgan Road. It is a two-lane road with narrow shoulders and numerous subdivision connections. Brocks Gap Parkway was also identified as needing sidewalks to complete a network connection between South Shades Crest Road and Stadium Trace Parkway. Sidewalks are in place on Brocks Gap Parkway between Creekside Drive and Stadium Trace Parkway but 0.53 miles of sidewalks remain incomplete. There is an emergency gate between Mallard Lake Dr. of the Russet Woods subdivision and Park View of the Willow Lakes subdivision that was identified as an obstruction for pedestrians attempting to walk between these subdivisions and to South Shades Crest Elementary school.



Gate between Mallard Lake Dr./Park View

Recommended Improvements

Sidewalks are proposed on the north side of South Shades Crest Road from Russet Woods Drive to Brocks Gap Parkway for 0.84 miles. High-visibility crosswalk including pavement markings and pedestrian signals are recommended for signalized intersections at Willow Lake Drive and Brocks Gap Parkway. A high-visibility crosswalk is also recommended across Eden Ridge Drive. Sidewalks are recommended on the west side of Brocks Gap Parkway for 0.53 miles between South Shades Crest Road and Creekside Drive. Sidewalks are recommended for the west side of Willow Lake Dr. between South Shades Crest Road and South Shades Crest Elementary. Bollards are recommended to replace the emergency gate between Mallard Lake Dr. and Park View to allow pedestrians to move through these two subdivisions while still restricting access to emergency personnel only.



Moss Rock/SR-150 Connections

All connection listed within the Moss Rock and SR-150 areas were discussed previously in the Loop 1 and Loop 2. One additional network connection essential to SR-150 is Creekside Ave at Patton Creek. This roadway was identified as a connection between hotels on SR-150 and the Patton Creek shopping center. It is recommended that a 4-ft sidewalk be installed on the east side of Creekside Drive between SR-150 and Patton Creek Theater and from 0.5 north of the Creekside Ave roundabout to Chapel Ln for approximately 0.23 miles of sidewalks. It is also recommended that there be a high-visibility crosswalk including pavement markings and pedestrian signals at the SR-150/Creekside Ave intersection to allow pedestrians to cross SR-150 safely. High-visibility crosswalk including pavement markings and pedestrian signals is also recommended at the Chapel Lane/Creekside Ave intersection to access sidewalks on east side of Chapel Lane.



Creekside Ave in Patton Creek Shopping Center

Loch Ridge Dog Park Connection

The neighborhoods of Loch Ridge and Loch Haven are separated by a tributary of Little Shades Creek cutting off access to the Hoover Dog Park for the residents of Loch Ridge. The City of Hoover has a large parcel of property south of the Dog Park between Loch Haven Drive and I-459 which would provide access and right-of-way to establish a greenway along Little Shades Crest. The first phase of the Little Shades Crest Greenway would be an 8-ft gravel trail between Ridgecrest Drive and Loch Haven Drive for a distance of 0.38 miles which would provide a connection to the dog park and the initial phase of the future Little Shades Crest Greenway.



Hoover Dog Park



Cahaba River Greenway

The Cahaba River Greenway was highlighted in Loop 3. A 4.1 mile portion of the Greenway would connect the Hoover Met Complex to Old Highway 31 in Riverchase. Three Hoover Schools (Bumpus MS, Hoover HS and Riverchase Elementary) would be accessible from the construction of this section. The second phase of the Greenway would be to extend the greenway 3.7 miles from Old Hwy 31 through the Chase Lake subdivision and under the bridge at US-31 to connect with the Riverchase Sports Complex for a total distance of approximately 7.8 miles.

Challenges

The floodplain of the Cahaba River has steep terrain and numerous stream crossings and potential wetlands along the proposed corridor. A detailed feasibility and engineering study is necessary to further define the exact greenway corridor.



Figure 4-3: Proposed Greenway



Medium Priority Projects

The high priority projects were recommended to establish the core network for Hoover to join popular destinations and community features that currently require vehicular transportation between them for citizens in Hoover. The next set of projects was recommended as medium priority and would likely be implemented in the next 10-20 years. These projects would extend the core network to provide connection to neighborhoods and other destinations in the future. Implementation of these future projects would result in:

- 18 miles of new sidewalks
- 3.2 miles of new bicycle lanes
- 0.8 miles of new multi-use paths
- 8.5 miles of new greenway paths
- 0.1 miles of improved trails

Table 4-8: Medium Priority Projects

Road	Type	Begin	End	Length
Al Seier Road	Sidewalks	Heritage Park Dr	Chapel Ln	1.52
Alford Ave	Bike Lanes	Hollister Way	Shades Crest Road	1.01
Alford Ave Phase II	Sidewalks	Sumpter St	Audubon Cir	0.68
Altadena Woods Dr	Sidewalks	Harwick Dr	Altadena Woods Dr	0.26
Atkins Trimm Blvd	Sidewalks	Preserve Pkwy	Al Seier Rd	0.83
Audubon Cir	Sidewalks	Alford Ave	Line Ave	0.03
Cahaba River Estate	Sidewalks	SR-150	Cahaba River Estate	0.20
Cahaba River Greenway Section 3	Greenway	HHS	Chase Lake	4.36
Cambo Lane	Sidewalks	Moss Rock Greenway	Chapel Road	0.96
Chace Drive	Sidewalks	Chace Drive	Chace Cir	0.12
Chapel Lane	Bike Lane	Moss Rock Greenway	Hoover Sports Park Central	1.18
Clearview Rd	Sidewalks	Clearview Rd	Tyler Rd	0.20
Deer Trail Road Crosswalk Conn	Sidewalks	Deer Trail Rd	Deer Valley Pkwy	0.02
Deo Dara Dr	Sidewalks	Old Columbiana Rd	Oriole Dr	1.00
Embassy Suite conn	Sidewalks	SR-150	Embassy Suite	0.02
Farley Rd	Sidewalks	Shades Crest Rd	Park Ave	0.09
Georgetown Drive	Sidewalks	Lorna Rd	Georgetown Place	0.45
Haden St	Sidewalk	Line Ave	Blue Ridge Blvd	0.03
Harwick Drive	Sidewalk	Cahaba River Greenway	Altadena Woods Dr	0.41



Inverness Center Dr	Sidewalks	Valleydale Rd	Herrington Court	0.04
Jaguar Drive Phase II	Multi-Use Path	Backside of SPSHS	Veterans Park	0.80
Laurel View Ln to RRES	Improved Trail	RRES	Laurel View Lane	0.11
Little Shades Creek Greenway	Greenway	Ridgecrest Dr	Cahaba River Greenway	1.20
Loch Haven Dr	Sidewalks	Brookview Trace	Hoover Dog Park	0.48
Lorna Rd	Sidewalks	Wisteria Dr	US-31	0.23
Moss Rock Greenway	Greenway	Sulfur Springs Rd	Chapel Road	2.01
Municipal Drive	Sidewalks	Hoover Library	US-31	0.08
Old Columbiana Rd	Sidewalks	Chapel Ln	US-32	0.54
Old Hwy 31/Lorna Rd	Bike Lanes/ Sidewalks	Cahaba River Greenway	SR-150	1.16
Old Rocky Ridge	Sidewalks	Lorna Rd	Loch Haven Dr	1.09
Riverchase Pkwy E	Sidewalks	US-31	Parkway Office Cir	0.37
Riverchase Pkwy W	Sidewalks	Chestnut Oak Dr	US-31	1.80
Russet Woods Dr	Sidewalks	S. Shades Crest Rd	Guyton Rd-Mallard Lake Dr	1.22
Sanders Rd	Sidewalks	Savoy St	Tyler Rd	0.52
Savoy St	Sidewalks	Clearview Dr	O Neal Dr	0.29
Shades Mountain Greenway	Greenway	northwest of Ross Bridge Pkwy	Shades Crest Road near Crestway Circle	0.18
Sierra Dr	Sidewalks	Municipal Dr	Patton Chapel Rd	0.41
South Shades Crest Road Phase II	Sidewalks	Brocks Gap Pkwy	SR-150	0.63
Spruce Dr	Sidewalks	Deo Dara Dr	Braddock Dr	0.18
Sulphur Springs Rd	Bike Lanes	Shades Crest Rd	Moss Rock Greenway	0.08
Sulphur Springs Rd	Sidewalks	Atkins Trimm Blvd	Preserve Parkway	0.40
Sumpter Street	Bike Lanes/ Side walks	Alford Ave	Blue Ridge Blvd	0.29
Tyler Rd	Sidewalks	N. of Huckleberry Ln	Clearview Rd	0.13
Tyler Rd	Bike Lanes/ Sidewalks	Clearview Rd	Donna Dr	0.91
Village St. to GSES	Sidewalks	Hugh Daniel Dr	Amherst Dr	0.25
Wisteria Dr W	Sidewalks	Monte Verde Cir	Boxwood Dr	0.35



Low Priority Projects

The last set of project were recommended as low priority and would likely be implemented in 20 or more years though future changes and specific needs for individual projects will likely required ongoing refinement. Implementation of these future projects would result in:

- 15 miles of new sidewalks
- 9 miles of new bicycle lanes
- 7.5 miles of new greenway paths
- 1.7 miles of improved trails

Table 4-9: Low Priority Projects

Road	Type	Begin	End	Length
Alford Ave	Sidewalks	Blue Ridge Dr	Shades Crest Road	0.66
Bailey Dr	Sidewalks	US-31	Sierra Dr	0.13
Bent River Connector	Sidewalks	Cahaba River	Cahaba River Blvd	0.03
Blue Ridge Blvd	Sidewalks	Alford Avenue	Hackberry Lane	0.70
Bumpus Middle School Connect	Trail	Stadium Trace Pkwy	Chestnut Trace	0.38
Braddock Dr	Sidewalks	Lorna Rd	US-31	0.22
Cahaba HHS Connect	Trail	Cahaba River Greenway	Hoover High School	0.29
Chapel Lane Greenway Extension	Greenway	Chapel Lane Greenway	Collingwood Rd	0.24
Chapel Lane/ Old Rocky Ridge Rd Bike Lanes	Bike Lanes	Chapel Ln	Old Rocky Ridge Rd	4.36
Chestnut Oak connector to Cahaba River Greenway	Trail	Cahaba River Greenway	Chestnut Oak Dr	0.05
Chestnut Oak Dr	Sidewalks	Chestnut Oak Cir	Riverchase Parkway West	0.28
Collingwood Rd	Sidewalks	Chapel Lane Greenway Extension	Patton Chapel Rd	0.19
Corporate Drive	Sidewalks	Corporate Pkwy	Cahaba Valley Rd	0.54
Corporate Parkway	Sidewalks	Corporate Drive	Meadowbrook Rd	0.51
Creekview Dr	Sidewalks	Golf Drive	Whispering Pine Cir	0.31
Crossing Drive connect	Sidewalks	Crossing Crest	Caldwell Mill Rd	0.04
Crossings Parkway connect	Sidewalks	Crossings Lake Cir	Caldwell Mill Rd	0.02
Dundale Road	Sidewalks	Monto Doro Dr	Georgetown Place	0.08
Emery Drive	Sidewalks	Hunter St. Baptist	Stadium Trace Parkway	0.42
Foothills Dr	Sidewalks	O Neal Cir	Swiss Lane	0.20
Georgetown Place	Sidewalks	Georgetown Drive	Dundale Road	0.08
Golf Drive	Sidewalks	Swiss Lane	Creekview Dr	0.11
Greenvale Ln	Sidewalks	US-31	Lorna Rd	0.08
Greystone Way	Sidewalks	SR-119 St. Vincents	King Stables Rd	0.38



Hackberry Lane	Sidewalks	Hackberry Lane	Islamic Center	0.28
Haven View Cir	Sidewalks	Laurel View Lane	Hoover Dog Park	0.17
Hoover Lane	Sidewalks	US-31	Lorna Rd	0.13
Hugh Daniel Dr	Sidewalks	Village St.	Lee Branch Greenway	0.11
Hummingbird Ln	Sidewalks	Pinehurst Dr	Deo Dara Dr	0.28
International Park connect	Trail	Hoover East Sports Park	International Park	0.18
Inverness Highland Dr sidewalk	Sidewalks	Valleydale Rd	Before Valley Ridge Rd	0.11
James Hill Dr connector	Sidewalks	James Hill Dr	Ross Bridge Pkwy	0.08
Jasmine Way	Sidewalks	Jasmine Way	SR-150	0.01
Kestwick Dr	Sidewalks	Verdure Dr	Pinehurst Dr	0.50
Kirkman Drive	Sidewalks	Kirkman Drive	Caldwell Mill Rd	0.02
Lake Trace Dr trail ext	Trail	Bumpus Middle School Connector	Lake Trace Dr trail	0.16
Lakeshore Cir connector to SSES at Willow Lakes	Improved Trail	Lakeshore Cir	SSES track	0.12
Laurel View Ln	Sidewalks	RRES trail	Haven View Circle	0.35
Lee Branch Greenway at Greystone	Greenway	Hugh Daniel Dr	Greystone Way	0.66
Lorna Rd Northside	Sidewalks	SR-150	Colonial Drive	0.56
Magnolia Trace	Sidewalks	Cedar Trace	Stadium Trace Parkway	0.09
Maiden Ln	Sidewalks	Cloudland Dr	Savoy St	0.24
Metro Church of God connector	Trail	Brookview Trace	Metro Church of God parking lot	0.19
Monte Doro Dr	Sidewalks	Monto Doro Way	Wisteria Dr	0.54
Monte Doro Way	Sidewalks	Monto Doro Dr	Wisteria Dr	0.10
Oneal Cir	Sidewalks	O Neal Dr	Foothills Dr	0.32
Oneal Dr	Sidewalks	Savory St	O Neal Cir	0.09
Patton Creek Greenway	Greenway	Cahaba River Greenway	SR-150	0.80
Pinehurst Dr	Sidewalks	Keswick Dr	Hummingbird Ln	0.04
Polo Downs	Sidewalks	Patton Chapel Rd	Thornton Dr	0.58
Ridgewood Dr	Sidewalks	Crestway Circle	Shades Crest Rd	0.03
Ross Bridge Parkway Sidewalks Alt	Sidewalks	Little Shades Creek Bridge	Ross Bridge Pkwy Greenway	0.99
Savoy St	Sidewalks	Sanders Rd	Oneal Dr	0.74
Shades Creek Greenway	Greenway	FWLT Property	Parkwood Rd	5.63
Southlake Pkwy	Sidewalks	Valleydale Rd	Southwinds Cir	1.50
Southland Dr	Sidewalks	US-31	Southland Dr	0.10
Swiss Lane	Sidewalks	Foothills Dr	Golf Drive	0.42
Valleydale Road	Bike Lanes	Riverchase Pkwy E	Caldwell Mill Rd	4.54
Verdure Dr	Sidewalks	Patton Chapel Rd	Keswick Dr	0.28
Verdure Ln	Sidewalks	Chapel Rd	Verdure Dr	0.11
Waterford PI	Sidewalks	Waterford PI	Lorna Rd	0.18
Waterford PI Chace Lake connect	Trail	Waterford PI	Chace Dr	0.05
Whispering Pines Cir	Sidewalks	Creekview Drive	Deo Dara Dr	0.12
Wildflower Dr	Sidewalks	Riverchase Pkwy West	Wild Flower Park	0.31
Winchester Rd	Sidewalks	Patton Chapel Rd	Keswick Dr	0.46
Wisteria Dr E	Sidewalks	Loch Haven Dr	Old Rocky Ridge Rd	0.28



4.5 Cost Estimates for Recommended Bicycle and Pedestrian Facilities

How Estimates Were Derived

The costs reported in this plan include preliminary engineering, high-level right-of-way costs, engineering and inspection, and construction. They do not include the costs of complementary site amenities such as trash receptacles, restroom facilities, benches, landscaping, water fountains, etc.

ALDOT 2017 pay items and bid tabs were used to estimate costs for greenway, multi-use paths, sidewalks, bicycle lanes and shared lane markings. The 2009 preliminary cost estimate table from ALDOT's Location Section of the Design Bureau was used to calculate right-of-way and utility relocation costs for projects requiring moderate to extensive excavation/fill work.

Range and Adjustment Factors

To account for uncertainty at this stage in the planning process, a 50% contingency was added to the cost estimated from the ALDOT 2017 pay items and bid tabs. The estimated costs are approximate and are subject to change based on the current price of materials and labor. They are dependent on the actual conditions which will be determined during the planning and engineering phase. The estimates provided are intended to serve as a relative guide for a rough order of cost magnitude.

Estimated costs for bicycle and pedestrian infrastructure projects are included in Table 4-6 for highly prioritized projects. Appendix B provides typical sections showing a cross-sectional view of the various facility recommendations.



4.6 Review of Municipal Ordinances and Standards

The City of Hoover's Code of Ordinances and Subdivision Regulations were reviewed in order to understand how they influence the planning of pedestrian and bicycle enhancements. Codes and regulations that are relevant to bicycle and pedestrian travel are summarized and listed below along with recommendations where appropriate.

City of Hoover ordinances and regulations related to bicycles:

- **Article VI. Section 9-156** – States that it is unlawful for the operator of a bicycle to allow another person to ride on the handlebars.
- **Article VI. Section 9-157** – States that it is unlawful for any person to ride a bicycle without maintaining hand to handlebar contact at all times.
- **Article VI. Section 9-158** – States that a person riding a sidewalk shall yield right of way and adjust speed to pedestrians while riding on sidewalks.
- **Recommendation 1** – In addition to the existing ordinances and regulations, it is recommended that the safe passing distance for motorists overtaking bicyclists to be defined as three feet (3 ft) and specified proper riding locations (as near to the right side of the roadway as applicable, exercising care when passing, riding not more than two side-by-side, and riding on usable paths when adjacent to a roadway rather than riding on the roadway.)
- **Recommendation 2** - It is recommended to require bicyclists to have an operating headlight, taillight and reflectors on wheels and pedals during dark hours.
- **Recommendation 3** – It is recommended to amend Section 9-157 to prohibit riding other than on a seat, carrying more people than designed, holding to motor vehicles, and carrying articles that prevent keeping at least one hand upon the handlebars.

City of Hoover ordinances and regulations related to pedestrians:

- **Article IV.** – Defines sidewalks and pedestrian walkways and states that sidewalks shall be constructed within the right of way on at least one side of all public and private streets, except in a cul-de-sac of less than three hundred feet (300 ft) in length. This Article also states that streets and sidewalks within the City of Hoover shall be designed and built in accordance to the design standards stated for sidewalk and ramp construction in this section to include:
 - Construction of sidewalks so as not to interfere or impede growth of trees.
 - Sidewalk width of four feet (4 ft) on local streets and six feet (6 ft) on collector and arterial streets.
 - Sidewalk thickness of at least four inches (4 in).



- Sidewalk to be constructed on a subgrade compacted to 95% standard proctor density.
- Sidewalks to be broom finished with contraction joints at a depth of one and one quarter inches (1 ¼ in) and expansion joints every twenty four feet (24 ft) and at all connections. In addition four feet (4 ft) sidewalks to be broom finished with contraction joints every four feet (4 ft) and six feet (6 ft) sidewalks with contraction joints every six feet (6 ft).
- Cross slope of sidewalks shall be a minimum of one quarter inch (¼ in) and maximum of one half inch (½ in) per foot and grassed strip between the curb and edge of sidewalk shall have a minimum of one half inch (½ in) per foot cross slope sloping to the street except where noted.
- Pedestrian ramps are required at all intersections.
- A green space of at least three feet (3 ft) between the back of curb or valley gutter and the sidewalk on a local street and at least four feet (4 ft) on a collector or arterial except where noted.
- Bonding and plat approval requirements for developments including sidewalks.
- **Article V. Section 2** – States that pedestrian crosswalks of not less than ten feet (10 ft) wide may be required by the planning commission.
- **Article VI. Section 9** – States that a person riding a bicycle on a sidewalk shall yield the right of way to a pedestrian and adjust their speed to accommodate pedestrians on the sidewalk.
- **Section 17.0 Mixed Use District** – States that pedestrian oriented open space must be constructed and comprise at least ten (10) percent of the gross land area of the mixed use district. Also states that all streets shall include sidewalks at least eight feet (8 ft) wide.
- **Recommendation** – In addition to the existing ordinances and regulations, it is recommended that Article IV. be revised to require construction of sidewalks on both sides of all public and private streets.



5.0 Implementation Strategy

5.1 Overview

Achieving the vision, goals, and objectives of this plan will require commitment from City officials, the RPCGB, and ALDOT, as well as support and leadership from the local communities and other partner organizations. Guided by the goals, objectives, and strategies, the City will continue working to improve bicycle and pedestrian safety and connectivity.

The implementation strategy for this plan includes several components to assist with translating this document into implemented programs and constructed bicycle and pedestrian facilities.



Sidewalk construction on Wisteria Drive

City of Hoover Bicycle and Pedestrian Project Implementation Strategy



Key Action Steps

Describing actions to help the City implement the recommendations of this plan and improve overall bicycling and pedestrian facilities.



Project Development Strategies

Utilizing key action steps to implement specific projects.



Funding Process and Sources

Identifying and mobilizing funding for projects.



Performance Evaluation Measures

Evaluating the effectiveness of projects.

5.2 Key Action Steps

The City of Hoover will be responsible for overseeing the implementation of the plan. The City will also be responsible for coordinating with local and regional agencies on a semi-regular basis to provide updates and



guide progress on the action steps. In addition, all bicycle and pedestrian facility recommendations along state-maintained roadways would require review and approval by ALDOT. The key actions are listed in Table 5-1. Furthermore, the City should also consider authoring an annual progress report on bicycle and pedestrian conditions in Hoover.

Table 5-1: Key Actions

Action	Description	Stakeholder(s)
Adopt the Bicycle and Pedestrian Plan	Present the plan to Hoover City Council for adoption.	City Council, City Staff
Establish a Bicycle and Pedestrian Coordinator or Committee (BPC)	Form an advisory committee or appoint an individual who will be responsible for overseeing the implementation of the plan.	City Council, City Staff
Coordinate with the Regional Transportation Commission of Greater Birmingham	Hold an initial meeting with RPCGB staff to review the Plan's infrastructure projects and request inclusion in regional plans including future updates to the Regional Transportation Plan.	RPCGB, City Staff
Coordinate with the Alabama Department of Transportation, Shelby and Jefferson County	Hold an initial meeting with ALDOT to discuss how the Plan's projects may be incorporated in upcoming State projects. Additional coordination is recommended via the BPC to coordinate with ALDOT's resurfacing schedule (including any short term changes) to implement any projects that require pavement markings.	ALDOT, City Staff
Coordinate with Local Bicycle and Pedestrian Advocacy Groups	Hold an initial meeting with representatives from the organizations to review the Plan's goals and objectives and to discuss potential opportunities for collaboration.	BPC, City Staff, Local Representatives
Amend City Ordinances and Policies to Accommodate Bicycle Pedestrian Facilities	Draft amendments to City ordinances and policies following the recommendations of this Plan for bicycle and pedestrian infrastructure in existing and new development.	City Council , City Staff
Establish a Sidewalk Maintenance Program	Develop a sidewalk maintenance program through the City's Public Works Department.	City Council, City staff
Pursue Alternative Funding Sources	Apply for additional funds to help leverage the City's contribution to implement the Plan's bicycle and pedestrian projects.	BPC, City Staff



Action	Description	Stakeholder(s)
Budget Planning	Identify funding for bicycle and pedestrian programs, projects and maintenance in the City's budget. Begin to accumulate funds that can be used for the local match on Federally funded projects.	BPC, City Council, City Staff
Partner with the Hoover Chamber of Commerce	Work with the Hoover Area Chamber of Commerce to help coordinate special events, and promote ecotourism in and around the City.	Hoover Chamber, BPC, City Staff
Outreach and Awareness	Partner with the Shelby County Health Department, Jefferson County Department of Health, local schools, and other community organizations to help promote and encourage bicycle and pedestrian use and safety. Develop a campaign to raise awareness and provide educational resources to promote bicycle and pedestrian safety to residents, drivers, and law enforcement.	BPC, City Staff
Wayfinding Study	Identify locations for wayfinding signage and develop a system of unique and branded signs; possibly using a local artist.	BPC, City Council, City Staff
Bicycle and Pedestrian Annual Report	Prepare the first Hoover Bicycle and Pedestrian Annual Report assessing progress made over the past year using the performance and evaluation measures included in this Plan.	BPC, City Staff

5.3 Project Development Strategy

The process for a project's delivery may involve the six key components. This strategy can be used to implement infrastructure projects proposed in this Plan. The six components are:

- Identification of Funding Source(s)
- Public Involvement
- Feasibility Study (right-of-way availability and needs)
- Engineering and Design
- Analysis of Affected Property Owners
- Design-level Cost Estimates

The process may vary depending on the project's type, complexity and location. For example, wide paved shoulders and bike lane markings are considered on-road facilities because they are typically constructed



within the road right-of-way. However, adding sidewalks along an existing road may involve additional right-of-way and/or easements. A multi-use path is considered an off-road facility because it would normally require new location rather than being built within an existing right-of-way.

Identification of Funding Sources

Funding for bicycle and pedestrian infrastructure projects needs to be identified early in project development. Many funding options are presented in Section 5.4 of this plan. Relevant action steps identified in Section 5.2 would include the following:

- Coordinate with the Regional Transportation Commission of Greater Birmingham
- Pursue Alternative Funding Sources
- Budget Planning
- Partner with the Hoover Chamber of Commerce

Public Involvement

This is a critical component for soliciting community input on the location, design, and function of the proposed facility. In addition, public involvement is critical in forming partnerships with local advocacy organizations and educating the community about the overall benefits of biking and walking. Public involvement should be included in all phases of project development. Practical action steps include the following:

- Establish a Bicycle and Pedestrian Advisor or Committee
- Coordinate with Local Bicycle and Pedestrian Advocacy Groups
- Outreach and Awareness
- Wayfinding Study

Feasibility Study

Regardless of whether the proposed project is an on-road or off-road facility, the projects listed in this Plan will more than likely require a more in-depth feasibility study. These studies should examine utility constraints and right-of-way issues and provide concept plans, profiles, and high-level cost estimates.

Some of the on-road facilities proposed in this Plan fall within state-owned rights-of-way and would require coordination with ALDOT. As mentioned earlier, there may be opportunities to include some of the on-road recommendations from this Plan such as bike lanes, sidewalks, and shoulder improvements in ALDOT's resurfacing and widening projects. An important role for the BPC would be to monitor the ALDOT resurfacing schedules. This could be accomplished through arranging quarterly check-ins with the ALDOT East Central Region Maintenance section to determine upcoming resurfacing plans. Although ALDOT



communicates with local municipalities concerning upcoming resurfacing plans, coordination with ALDOT is recommended to ensure projects in this Plan can be implemented through resurfacing.

Feasibility studies would require coordination at multiple levels including ALDOT and the RPCGB. The following key actions would assist in coordinating and conducting feasibility studies:

- Adopt the Bicycle and Pedestrian Plan
- Coordinate with the Alabama Department of Transportation
- Coordinate with the Regional Transportation Commission of Greater Birmingham
- Budget Planning

Engineering and Design

In the engineering and design phase, concepts developed in the feasibility study will be advanced using more in-depth analysis to develop a preliminary design. During this phase additional, more specific information on right-of-way and utility constraints will be developed. As with the feasibility study, the planning and design phase should be conducted in consultation with ALDOT where occurring within state owned rights-of-way. Because engineering and design follow feasibility studies closely, many applicable action steps are the same:

- Coordinate with the Alabama Department of Transportation
- Coordinate with the Regional Transportation Commission of Greater Birmingham
- Budget Planning

Analysis of Affected Property Owners

Ideally, it is best to develop projects within existing City or ALDOT right-of-way to minimize cost and project delivery time. Typically, bike and pedestrian infrastructure projects, including those in this Plan, utilize existing roadways, sidewalks, and rights-of-way. However, if a project requires the acquisition of additional right-of-way, the feasibility study and the engineering and design phase will identify property owners who may be impacted by a project's alignment and construction. Once those property owners are identified, City officials should coordinate with ALDOT on the process to initiate contact with impacted property owners and acquire right-of-way.

Bicycling and pedestrian projects that require new right-of-way typically include shared-use paths and greenways. Shared-use paths are considered off-road facilities that require different strategies for project development. Private land or easements would need to be



Veterans Trail



acquired to accommodate shared-use paths. For facilities planned adjacent to streams and waterbodies, it is important to consider applicable watershed protection regulations. During the planning and engineering phase, coordination should be done with U.S. Fish and Wildlife Service (USFWS), U.S. Army Corps of Engineers (USACE) and Alabama Department of Environmental Management (ADEM) in order to ensure these specific off-road facilities are engineered to avoid potential threatened or endangers species habitat, wetlands and/or ecologically sensitive areas. Furthermore, these facilities may be designed in conjunction with enhancing or constructing vegetated stream buffers to improve water quality. Coordination is also necessary with the Alabama Historical Commission (AHC) for placement of sidewalks in the Shades Crest Road Historical District.

Design-level Cost Estimates

A critical component of a project's engineering and design is developing the design-level cost estimates for proposed project alternatives. Detailed cost estimates allow the City to evaluate alternatives, present options to the public, receive public input, and ultimately decide on the alternative that best fits the City's goals and budget. Design-level cost estimates are generated by the project engineers tasked with designing the project alternatives. Cost estimates include the following details:

- Roadway/path/sidewalk construction
- Utility construction or relocation
- Right-of-way acquisition
- Contingencies that could arise in the course of project construction

5.4 Funding Sources

Funding for bicycle and pedestrian projects will likely need to come from a multiple sources. In some cases funding will need to be combined with several sources that can be used for a variety of activities, including programs, planning, design, implementation, and maintenance. Although funding is available from outside sources, it is highly recommended that the City establish a source of local matching funds for potential grants. Even small amounts of local funding are essential for matching and leveraging outside sources. Local matching funds can be achieved through allocations to a reserve fund from the capital budget.

Federal Funding Sources

Table 5-2 lists a number of federal programs that permit funding for bicycle and pedestrian projects. In most cases, there is a local match requirement.



Table 5-2: Funding Programs Eligible for Bicycle and Pedestrian Projects

Federal Funding Sources

Grant	Eligibility	Typical Local Match
Congestion Mitigation and Air Quality Improvement Program	Bicycle and pedestrian projects that improve air quality and reduce congestion	20%
Surface Transportation Block Grant	Projects include recreational trails, bicycle and pedestrian projects, and safe routes to school	20%
Transportation Alternatives Set-Aside	On- and off-road pedestrian and bicycle facilities, recreational trail projects, safe routes to school projects	20%
Community Development Block Grant (CDBG)	Revitalize low- and moderate-income neighborhoods by improving public facilities and other improvements, such as streets, sidewalks, community and senior citizen centers, and recreational facilities.	0%
Highway Safety Improvement Program (HSIP)	Must be consistent with a state's Strategic Highway Safety Plan (SHSP). Improvements include pedestrian hybrid beacons and other methods that provide separation between pedestrian and motor vehicles.	10%
National Highway Performance Program (NHPP)	Must support progress toward the achievement of national performance goals for improving infrastructure condition, safety, congestion reduction, or system reliability on the National Highway System.	10%
State Highway Safety Program NHTSA Section 402	Projects that improve pedestrian and bicycle safety. Project must be included in the State's Highway Safety Plan (HSP).	20%
Transportation Investment Generating Economic Recovery (TIGER)	Bicycle and pedestrian infrastructure projects located on federal-aid highways.	20%

Private Funding Sources

Grant	Eligibility
PeopleForBikes	Funds bike paths, lanes, trails, bridges, bike racks, bike parking, bike repair stations, and bike storage. Recipient must be a non-profit organization.
The Robert Wood Johnson Foundation	Periodic funding to public agencies for opportunities to support healthy communities and lifestyles. Recipient can be a public agency or a non-profit organization.
Surdna Foundation Sustainable Environments Grant	Funding to non-profit organizations for projects that improve communities in urban areas and surrounding suburbs.



Local “Crowdfunding”

In the last several years, the internet has revolutionized the task of fundraising. This new form, called crowdfunding, enables people from all over the world to start a fundraising campaign and provides an easy mechanism for others to make donations. These online platforms like Kickstarter and GoFundMe act as the recipient of funds for a diverse range of projects. Individuals or organizations post their funding request for a nominal fee while individuals make contributions to the cause via credit card. Costs for using this type of service vary based on the chosen platform and amount credit card transaction fees.

This type of fundraising is likely to be a minor source, but might be useful for funding spot improvements, such as crosswalk markings, bike racks, or benches.

5.5 Performance and Evaluation Measures for Plan Implementation

In order to evaluate the progress and effectiveness of the City of Hoover Bicycle and Pedestrian Plan, the following table (Table 5-3) lists evaluation criteria and examples of achieved progress that the BPC and the City can use. These criteria and milestones are based on the goals and objectives of this Plan. It should be noted that the table is intended to serve as a general guide; and the BPC should further refine these evaluation criteria to the community by adopting more specific, locally applicable quantitative metrics.

The evaluation of the Plan should occur annually and be published in the form of a memo or report made available to the residents of Hoover. The report should detail the progress made to date and the priorities for the coming year. The annual report could also help demonstrate the benefits of bicycle and pedestrian usage generate further support for the ongoing effort to create a more robust multi-modal lifestyle.



Municipal Drive



Table 5-3: Performance and Evaluation Measures for Plan Implementation

Plan Goal	Plan Objective	Performance Evaluation	Examples of Progress Achieved
Goal and Objective 1: Improve Mobility through Bicycle and Pedestrian Networks			
Improve mobility through provision of options for active transportation	Create and provide safe bicycle and pedestrian networks, remove barriers, and enhance connections between residential neighborhoods and destinations.	<ul style="list-style-type: none"> Miles of bicycle and pedestrian facilities constructed; Number of spot improvements (e.g., crossing facilities) completed. 	Miles of bicycle and pedestrian facilities constructed in a specific period of time (e.g., 3 miles within 5 years).
Goal and Objective 2: Encourage Economic Benefits of Biking and Walking			
Educate the community as to the economic benefits that improved bicycle and pedestrian infrastructure can have on surrounding businesses and residences	Enhance and improve the secondary benefits resulting from bicycle and pedestrian infrastructure	Develop education and incentive programs that promote household savings from alternative transportation modes, tourism, development goals, and property value	<ul style="list-style-type: none"> Household spending on motor vehicle costs is less burdensome when alternatives are available Increase in tourism spending, development, or property value over a five-ten year period; businesses gain customers from additional trail users



Plan Goal	Plan Objective	Performance Evaluation	Examples of Progress Achieved
Goal and Objective 3: Promote Environmental, Public Health, and Safety Benefits of Biking and Walking			
Achieve a safe and attractive bicycle and pedestrian environment through programs and policies	Promote the environmental and public health benefits of biking and walking by providing active living environments with safe, connected, accessible facilities along with programs that encourage bicycling and walking	<ul style="list-style-type: none"> • Number of partnerships established with schools, community groups, health departments, environmental groups; • Number of events held 	Number of events held, counts, or number of miles biked or walked annually.
Goal and Objective 4: Connect Parks and Natural Resources			
Develop facilities and programs that enhance connections between parks and natural resources through bicycle and pedestrian facilities	Create walking and bicycling information and wayfinding that helps connect Hoover to its cultural and historic sites, and surrounding natural resources	<ul style="list-style-type: none"> • Implemented infrastructure projects that connect parks and natural resources annually; • Interpretive signage and maps on bicycle and pedestrian facilities that describe the natural context of the area 	<ul style="list-style-type: none"> • Miles/feet of bicycle and pedestrian facilities constructed that connect parks and natural resources annually; • Wayfinding signs and access points added to bicycle and pedestrian facilities



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Appendix A: Public Involvement

This appendix will be completed with the following documents:

- Stakeholders Meeting Handout
- Stakeholders Meeting Sign-In Sheet
- Stakeholders Meeting Comment Sheets
- Public Involvement Meeting Handout
- Public Involvement Meeting Sign-In Sheet
- Public Involvement Comment Sheets
- Community Survey Results
- Interactive Map Results

**Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
06/21/2017**

Name: _____
Organization: _____
Address: _____

Email: _____

- 1) How easy or difficult is it to walk in your community? Would you say...
 - a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy nor Difficult
 - d. Somewhat Difficult
 - e. Or Very Difficult
- 2) What makes it difficult to walk in your community?
 - a. No sidewalks
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Destinations too far
 - e. Too many hills/big hills
 - f. Unsafe neighborhood/safety
 - g. Lazy/don't want to
 - h. No street lights
- 3) Which of these changes would you recommend be made in your community to make it easier for you to walk more?
 - a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
 - b. Improve existing facilities
 - c. Enforce laws governing motorist behavior
 - d. Initiating pedestrian safety education
 - e. Making areas for walking safer
 - f. Other – specify
- 4) Considering the facilities you may or may not have for walking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize.
Explain:

(continue writing on back if necessary)

- 5) How easy or difficult is it to bicycle in your community? Would you say...
- Very Easy
 - Somewhat Easy
 - Neither Easy nor Difficult
 - Somewhat Difficult
 - Very Difficult
- 6) What makes it difficult to bicycle in your community?
- No bike lanes/roads too narrow/no shoulder
 - Roads too busy/too much traffic
 - Health issues
 - Unsafe neighborhood/safety
 - Destinations too far
 - Lazy/don't want to
 - No street lights
 - Unsafe terrain
 - No trails/paths
- 7) Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?
- Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections
 - Improve existing facilities
 - Enforce laws governing bicycling and motorist behavior
 - Initiating bicycle safety education
 - Making areas for bicycling safer
 - Other – specify
- 8) What would be your preferred facility for biking?
- Paved roads, on low traffic and low speed streets
 - Paved roads, even if traffic speeds and volumes are high
 - Sidewalks
 - Bicycle paths or walking paths/trails
 - Shoulders of paved roads
 - Bicycle lanes on paved roads
 - Designated bikeways
 - Unpaved roads
 - Other
- 9) Considering the facilities you may or may not have for biking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize.
Explain:

(continue writing on back if necessary)

STAKEHOLDER MEETING
SIGN IN SHEET

BICYCLE AND PEDESTRIAN PLAN

HOOVER, ALABAMA

Wednesday June 21, 2017

Attendance Register

Name	Agency / Organization
Derrick Murphy	Hoover City Council
JEHAD AL-DAKKA	HOOVER POLICE DEPT.
NICK DERZIS	HOOVER POLICE DEPT.
Casey Middlebrooks	Hoover City Council
Jordan Douglas	Native Rewards
Joe Wearing	Bike Link of Hoover
Sharon Nelson	Hoover Landscape Architect
Scott Holladay	Shelby County
Mark Richman	Self
Kerny Leasure	Home Owner
Allan Rice	City of Hoover
MAC MARTIN	CITY OF HOOPER
GENE SMITH	HOOPER CITY COUNCIL
Liz Wallace	resident Russet Woods
EDDIE LOBBELL	AECOM
Blair Perry	City of Helena
Chip Watts	Riverchase Residential Assoc.
Carolyn BUCK	FRESHWATER LAND TRUST
Randy Meinberg	home owner - Trace Crossing
Brad King	" - Green Valley
Gene Wallace	Birmingham Bicycle Club
Gene Beatty	Resident
Rep. David Faulkner	AL House of Repr., Dist 46
STAN MARKS, JR.	Deer Valley HOA
Mike Shaw	Hoover City Council

**Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
06/21/2017**

Name: Rep. Daril Faulkner
Organization: AL House of Reps
Address: _____

Email: DLFaulkner@csattorneys.com

- 1) How easy or difficult is it to walk in your community? Would you say...
 - a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy nor Difficult
 - d. Somewhat Difficult
 - e. Or Very Difficult
- 2) What makes it difficult to walk in your community?
 - a. No sidewalks (not enough)
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Destinations too far
 - e. Too many hills/big hills
 - f. Unsafe neighborhood/safety
 - g. Lazy/don't want to
 - h. No street lights
- 3) Which of these changes would you recommend be made in your community to make it easier for you to walk more?
 - a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
 - b. Improve existing facilities
 - c. Enforce laws governing motorist behavior
 - d. Initiating pedestrian safety education
 - e. Making areas for walking safer
 - f. Other – specify
- 4) Considering the facilities you may or may not have for walking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize.

Explain:

More sidewalks in Bluff Park – complete on Valley & connect to business streets

(continue writing on back if necessary)

- 5) How easy or difficult is it to bicycle in your community? Would you say...
- a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy nor Difficult
 - d. Somewhat Difficult
 - e. Very Difficult
- 6) What makes it difficult to bicycle in your community?
- a. No bike lanes/roads too narrow/no shoulder
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Unsafe neighborhood/safety
 - e. Destinations too far
 - f. Lazy/don't want to
 - g. No street lights
 - h. Unsafe terrain
 - i. No trails/paths
- 7) Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?
- a. Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections
 - b. Improve existing facilities
 - c. Enforce laws governing bicycling and motorist behavior
 - d. Initiating bicycle safety education
 - e. Making areas for bicycling safer
 - f. Other – specify
- 8) What would be your preferred facility for biking?
- a. Paved roads, on low traffic and low speed streets
 - b. Paved roads, even if traffic speeds and volumes are high
 - c. Sidewalks
 - d. Bicycle paths or walking paths/trails
 - e. Shoulders of paved roads
 - f. Bicycle lanes on paved roads
 - g. Designated bikeways
 - h. Unpaved roads
 - i. Other
- 9) Considering the facilities you may or may not have for biking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize. Explain:

(continue writing on back if necessary)

**Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
06/21/2017**

Name: Gene Wallace
Organization: Birmingham Bicycle Club
Address: _____

Email: w-gene@bellsouth.net

- 1) How easy or difficult is it to walk in your community? Would you say...
 - a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy nor Difficult
 - d. Somewhat Difficult
 - e. Or Very Difficult
- 2) What makes it difficult to walk in your community?
 - a. No sidewalks
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Destinations too far
 - e. Too many hills/big hills
 - f. Unsafe neighborhood/safety
 - g. Lazy/don't want to
 - h. No street lights
- 3) Which of these changes would you recommend be made in your community to make it easier for you to walk more?
 - a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
 - b. Improve existing facilities
 - c. Enforce laws governing motorist behavior
 - d. Initiating pedestrian safety education
 - e. Making areas for walking safer
 - f. Other – specify
- 4) Considering the facilities you may or may not have for walking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize.
Explain:

Consider how the Hoover Plan would connect to the Red Rock Ridge + Valley System

(continue writing on back if necessary)

- 5) How easy or difficult is it to bicycle in your community? Would you say...
- Very Easy
 - Somewhat Easy
 - Neither Easy nor Difficult
 - Somewhat Difficult
 - Very Difficult
- 6) What makes it difficult to bicycle in your community?
- No bike lanes/roads too narrow/no shoulder
 - Roads too busy/too much traffic
 - Health issues
 - Unsafe neighborhood/safety
 - Destinations too far
 - Lazy/don't want to
 - No street lights
 - Unsafe terrain
 - No trails/paths
- 7) Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?
- Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections
 - Improve existing facilities
 - Enforce laws governing bicycling and motorist behavior
 - Initiating bicycle safety education
 - Making areas for bicycling safer
 - Other – specify
- 8) What would be your preferred facility for biking? → see back
- Paved roads, on low traffic and low speed streets
 - Paved roads, even if traffic speeds and volumes are high
 - Sidewalks
 - Bicycle paths or walking paths/trails
 - Shoulders of paved roads
 - Bicycle lanes on paved roads
 - Designated bikeways
 - Unpaved roads
 - Other
- 9) Considering the facilities you may or may not have for biking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize.

Explain:

There is a need for ~~sign~~ signs for alerting motorists that bicycles are on the road

(continue writing on back if necessary)

#8 - for me it is a mix & for many cyclists
in rural areas I do not expect bike lanes
& look for though a shoulder
that can act as an escape if needed
& expect high traffic speeds 60 mph

in the city it would be ideal to have
bike lanes

Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
06/21/2017

Name: Gene Beatty
Organization: _____
Address: 3014 Crossings Dr
Prhan, AL 35242
Email: alstonshop@yahoo.com

- 1) How easy or difficult is it to walk in your community? Would you say...
 - a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy nor Difficult
 - d. Somewhat Difficult
 - e. Or Very Difficult
- 2) What makes it difficult to walk in your community?
 - a. No sidewalks
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Destinations too far
 - e. Too many hills/big hills
 - f. Unsafe neighborhood/safety
 - g. Lazy/don't want to
 - h. No street lights
- 3) Which of these changes would you recommend be made in your community to make it easier for you to walk more?
 - a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
 - b. Improve existing facilities
 - c. Enforce laws governing motorist behavior
 - d. Initiating pedestrian safety education
 - e. Making areas for walking safer
 - f. Other – specify see attached
- 4) Considering the facilities you may or may not have for walking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize.
Explain:
see attached

(continue writing on back if necessary)

- 5) How easy or difficult is it to bicycle in your community? Would you say...
- Very Easy
 - Somewhat Easy
 - Neither Easy nor Difficult
 - Somewhat Difficult
 - Very Difficult
- 6) What makes it difficult to bicycle in your community?
- No bike lanes/roads too narrow/no shoulder
 - Roads too busy/too much traffic
 - Health issues
 - Unsafe neighborhood/safety
 - Destinations too far
 - Lazy/don't want to
 - No street lights
 - Unsafe terrain
 - No trails/paths
- 7) Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?
- Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections
 - Improve existing facilities
 - Enforce laws governing bicycling and motorist behavior
 - Initiating bicycle safety education
 - Making areas for bicycling safer
 - Other – specify *see attached*
- 8) What would be your preferred facility for biking?
- Paved roads, on low traffic and low speed streets
 - Paved roads, even if traffic speeds and volumes are high
 - Sidewalks
 - Bicycle paths or walking paths/trails
 - Shoulders of paved roads
 - Bicycle lanes on paved roads
 - Designated bikeways
 - Unpaved roads
 - Other
- 9) Considering the facilities you may or may not have for biking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize.
Explain:

see attached

(continue writing on back if necessary)

Gene Beatty

@storstop@yahoo.com

I'd like to be able to ride my bike on public roads without getting hit, killed, hit by objects thrown by people in cars or shot.

Specific items I'd like to see:

1. A "green way" along the Cahaba River connecting Patriot Park to the Hoover Sports Complex.
2. Sidewalks from the Galleria to Trace Crossings along 150.
3. A "green way" from Pelham to downtown Birmingham along Highway 31, with divided lanes for cars, pedestrians and bicycles, separated from each other by barriers so drivers can't hit pedestrians or bicyclists.
4. The same along Highway 280 from Chelsea to downtown Birmingham.
5. A bike trail connecting Birmingham to the Chief Ladiga Trail in Weaver.
6. Public service announcements on TV and radio from Nick Saban and Bo Jackson telling drivers to share the road with bicyclists.
7. Painted signs on roads around Birmingham metropolitan area alerting drivers that bicycle riders are present and to not hit or kill them. Posted signs saying "Share the Road" with a symbol of a bicycle rider are not enough, or effective.

**Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
06/21/2017**

Name: Joe Weaving
Organization: BIKE LINK
Address: 2301 Rockview Ln
35226
Email: joe@bike.linkbham.com

- 1) How easy or difficult is it to walk in your community? Would you say...
 - a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy nor Difficult
 - d. Somewhat Difficult
 - e. Or Very Difficult
- 2) What makes it difficult to walk in your community?
 - a. No sidewalks
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Destinations too far
 - e. Too many hills/big hills
 - f. Unsafe neighborhood/safety
 - g. Lazy/don't want to
 - h. No street lights
- 3) Which of these changes would you recommend be made in your community to make it easier for you to walk more?
 - a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
 - b. Improve existing facilities
 - c. Enforce laws governing motorist behavior
 - d. Initiating pedestrian safety education
 - e. Making areas for walking safer
 - f. Other – specify — Shoulders on roads - bike/motorist safety info.
- 4) Considering the facilities you may or may not have for walking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize.
Explain:

(continue writing on back if necessary)

- 5) How easy or difficult is it to bicycle in your community? Would you say...
- Very Easy
 - Somewhat Easy
 - Neither Easy nor Difficult
 - Somewhat Difficult
 - Very Difficult
- 6) What makes it difficult to bicycle in your community?
- No bike lanes/roads too narrow/no shoulder
 - Roads too busy/too much traffic
 - Health issues
 - Unsafe neighborhood/safety
 - Destinations too far
 - Lazy/don't want to
 - No street lights
 - Unsafe terrain
 - No trails/paths
- 7) Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?
- Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections
 - Improve existing facilities
 - Enforce laws governing bicycling and motorist behavior
 - Initiating bicycle safety education
 - Making areas for bicycling safer
 - Other – specify — *greenway on Cahaba River*
- 8) What would be your preferred facility for biking?
- Paved roads, on low traffic and low speed streets
 - Paved roads, even if traffic speeds and volumes are high
 - Sidewalks
 - Bicycle paths or walking paths/trails
 - Shoulders of paved roads
 - Bicycle lanes on paved roads
 - Designated bikeways
 - Unpaved roads
 - Other *greenway on Cahaba!*
- 9) Considering the facilities you may or may not have for biking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize.

Explain:

Trace Crossings to Hoover East Fields & on to Veterans Park

(continue writing on back if necessary)

**Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
06/21/2017**

Name: Brad King
Organization: _____
Address: 3205 Colerbury Dr.
Hoover, AL
Email: brad.king.cfp@gmail.com

- 1) How easy or difficult is it to walk in your community? Would you say...
 - a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy nor Difficult
 - d. Somewhat Difficult
 - e. Or Very Difficult
- 2) What makes it difficult to walk in your community?
 - a. No sidewalks
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Destinations too far
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 - f. Unsafe neighborhood/safety
 - g. Lazy/don't want to
 - h. No street lights
- 3) Which of these changes would you recommend be made in your community to make it easier for you to walk more?
 - a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
 - b. Improve existing facilities
 - c. Enforce laws governing motorist behavior
 - d. Initiating pedestrian safety education
 - e. Making areas for walking safer
 - f. Other – specify
- 4) Considering the facilities you may or may not have for walking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize.
Explain:

(continue writing on back if necessary)

- 5) How easy or difficult is it to bicycle in your community? Would you say...
- Very Easy
 - Somewhat Easy
 - Neither Easy nor Difficult
 - Somewhat Difficult
 - Very Difficult
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 - Lazy/don't want to
 - No street lights
 - Unsafe terrain
 - No trails/paths
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 - Improve existing facilities
 - Enforce laws governing bicycling and motorist behavior
 - Initiating bicycle safety education
 - Making areas for bicycling safer
 - Other – specify
- 8) What would be your preferred facility for biking?
- Paved roads, on low traffic and low speed streets
 - Paved roads, even if traffic speeds and volumes are high
 - Sidewalks
 - Bicycle paths or walking paths/trails
 - Shoulders of paved roads
 - Bicycle lanes on paved roads
 - Designated bikeways
 - Unpaved roads
 - Other
- 9) Considering the facilities you may or may not have for biking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize.

Explain:

Bike Trail Along the Cohaba River.

Connect HHS with Hwy 31 and all of the businesses there.

No Way to get down 150.

(continue writing on back if necessary)

**Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
06/21/2017**

Name: Randy Meinberg
Organization: homeowner Trace Crossing
Address: 416 Trace Ct
Hoover
Email: meinberg007@yahoo.com

- 1) How easy or difficult is it to walk in your community? Would you say...
 - a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy nor Difficult
 - d. Somewhat Difficult
 - e. Or Very Difficult
- 2) What makes it difficult to walk in your community?
 - a. No sidewalks
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Destinations too far
 - e. Too many hills/big hills
 - f. Unsafe neighborhood/safety
 - g. Lazy/don't want to
 - h. No street lights
- 3) Which of these changes would you recommend be made in your community to make it easier for you to walk more?
 - a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
 - b. Improve existing facilities
 - c. Enforce laws governing motorist behavior
 - d. Initiating pedestrian safety education
 - e. Making areas for walking safer
 - f. Other – specify
- 4) Considering the facilities you may or may not have for walking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize.
Explain:

(continue writing on back if necessary)

- 5) How easy or difficult is it to bicycle in your community? Would you say...
- Very Easy
 - Somewhat Easy
 - Neither Easy nor Difficult
 - Somewhat Difficult
 - Very Difficult
- 6) What makes it difficult to bicycle in your community?
- No bike lanes/roads too narrow/no shoulder
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- 7) Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?
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 - Improve existing facilities
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 - Other – specify
- 8) What would be your preferred facility for biking?
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 - Sidewalks
 - Bicycle paths or walking paths/trails
 - Shoulders of paved roads
 - Bicycle lanes on paved roads
 - Designated bikeways
 - Unpaved roads
 - Other

- 9) Considering the facilities you may or may not have for biking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize

Explain: Multi use bike/walk paved path along the Cahaba; Wilborn lakes past HHS follow river crossing Hwy 31 down to Hoover East Ballpark cross "bridge to nowhere" continue to Veteran's Park

(continue writing on back if necessary)

**Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
06/21/2017**

Name: Chip WATTS
Organization: Riverchase Res. Assoc
Address: 1934 Lemon Mint Dr.
Hoover AL 35244
Email: chip@wattsrealty.com

- 1) How easy or difficult is it to walk in your community? Would you say...
 - a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy nor Difficult
 - d. Somewhat Difficult
 - e. Or Very Difficult
- 2) What makes it difficult to walk in your community?
 - a. No sidewalks
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Destinations too far
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 - f. Unsafe neighborhood/safety
 - g. Lazy/don't want to
 - h. No street lights
- 3) Which of these changes would you recommend be made in your community to make it easier for you to walk more?
 - a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
 - b. Improve existing facilities
 - c. Enforce laws governing motorist behavior
 - d. Initiating pedestrian safety education
 - e. Making areas for walking safer
 - f. Other – specify
- 4) Considering the facilities you may or may not have for walking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize.

Explain:

Sidewalks along Riverchase Pkwy
& connect to existing sidewalks in the
Riverchase Neighborhood

(continue writing on back if necessary)

- 5) How easy or difficult is it to bicycle in your community? Would you say...
- a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy nor Difficult
 - d. Somewhat Difficult
 - e. Very Difficult
- 6) What makes it difficult to bicycle in your community?
- a. No bike lanes/roads too narrow/no shoulder
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Unsafe neighborhood/safety
 - e. Destinations too far
 - f. Lazy/don't want to
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 - h. Unsafe terrain
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- 7) Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?
- a. Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections
 - b. Improve existing facilities
 - c. Enforce laws governing bicycling and motorist behavior
 - d. Initiating bicycle safety education
 - e. Making areas for bicycling safer
 - f. Other – specify
- 8) What would be your preferred facility for biking?
- a. Paved roads, on low traffic and low speed streets
 - b. Paved roads, even if traffic speeds and volumes are high
 - c. Sidewalks
 - d. Bicycle paths or walking paths/trails
 - e. Shoulders of paved roads
 - f. Bicycle lanes on paved roads
 - g. Designated bikeways
 - h. Unpaved roads
 - i. Other
- 9) Considering the facilities you may or may not have for biking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize. Explain:

(continue writing on back if necessary)

**Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
06/21/2017**

Name: Liz Wallace
Organization: _____
Address: 310 Russet Cove Circle
Hoover AL 35244
Email: LWALLAS@charter.net

- 1) How easy or difficult is it to walk in your community? Would you say...
 - a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy nor Difficult
 - d. Somewhat Difficult
 - e. Or Very Difficult
- 2) What makes it difficult to walk in your community?
 - a. No sidewalks
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Destinations too far
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 - f. Unsafe neighborhood/safety
 - g. Lazy/don't want to
 - h. No street lights
- 3) Which of these changes would you recommend be made in your community to make it easier for you to walk more?
 - a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
 - b. Improve existing facilities
 - c. Enforce laws governing motorist behavior
 - d. Initiating pedestrian safety education
 - e. Making areas for walking safer
 - f. Other – specify
- 4) Considering the facilities you may or may not have for walking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize.

Explain:

Improvements on S. Shades Crest Rd. (bike lane, sidewalk would make it safer to walk or bike to destinations like pharmacy, school, cleaners.)

(continue writing on back if necessary)

- 5) How easy or difficult is it to bicycle in your community? Would you say...
- a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy nor Difficult
 - d. Somewhat Difficult
 - e. Very Difficult
- 6) What makes it difficult to bicycle in your community?
- a. No bike lanes/roads too narrow/no shoulder
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Unsafe neighborhood/safety
 - e. Destinations too far
 - f. Lazy/don't want to
 - g. No street lights
 - h. Unsafe terrain
 - i. No trails/paths
- 7) Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?
- a. Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections
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 - d. Bicycle paths or walking paths/trails
 - e. Shoulders of paved roads
 - f. Bicycle lanes on paved roads
 - g. Designated bikeways
 - h. Unpaved roads
 - i. Other
- 9) Considering the facilities you may or may not have for biking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize.

Explain: *There is a gated cut-through from Mallard Lake to Willow Lakes. If Duxton Rd. was safer for bikes, kids might use it to get to South Shades Crest Elementary.*

(continue writing on back if necessary)

**Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
06/21/2017**

Name: Derrick M. Magby
Organization: _____
Address: _____

Email: _____

- 1) How easy or difficult is it to walk in your community? Would you say...
 - a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy nor Difficult
 - d. Somewhat Difficult
 - e. Or Very Difficult
- 2) What makes it difficult to walk in your community?
 - a. No sidewalks
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Destinations too far
 - e. Too many hills/big hills
 - f. Unsafe neighborhood/safety
 - g. Lazy/don't want to
 - h. No street lights
- 3) Which of these changes would you recommend be made in your community to make it easier for you to walk more?
 - a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
 - b. Improve existing facilities
 - c. Enforce laws governing motorist behavior
 - d. Initiating pedestrian safety education
 - e. Making areas for walking safer
 - f. Other – specify
- 4) Considering the facilities you may or may not have for walking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize.
Explain:

(continue writing on back if necessary)

- 5) How easy or difficult is it to bicycle in your community? Would you say...
- Very Easy
 - Somewhat Easy
 - Neither Easy nor Difficult
 - Somewhat Difficult
 - Very Difficult
- 6) What makes it difficult to bicycle in your community?
- No bike lanes/roads too narrow/no shoulder
 - Roads too busy/too much traffic
 - Health issues
 - Unsafe neighborhood/safety
 - Destinations too far
 - Lazy/don't want to
 - No street lights
 - Unsafe terrain
 - No trails/paths
- 7) Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?
- Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections
 - Improve existing facilities
 - Enforce laws governing bicycling and motorist behavior
 - Initiating bicycle safety education
 - Making areas for bicycling safer
 - Other – specify
- 8) What would be your preferred facility for biking?
- Paved roads, on low traffic and low speed streets
 - Paved roads, even if traffic speeds and volumes are high
 - Sidewalks
 - Bicycle paths or walking paths/trails
 - Shoulders of paved roads
 - Bicycle lanes on paved roads
 - Designated bikeways
 - Unpaved roads
 - Other
- 9) Considering the facilities you may or may not have for biking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize.

Explain:

Evaluate/Identify a bike (mountain) park.

(continue writing on back if necessary)

Cobweb - Annika

Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
06/21/2017

Name: MAC MARTIN
Organization: CITY OF ATHENS
Address: 2704 TREE CROSSINGS PKWY
Email: MARTINM@CI.HOOVER.AL.US

- 1) How easy or difficult is it to walk in your community? Would you say...
 - a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy nor Difficult
 - d. Somewhat Difficult
 - e. Or Very Difficult
- 2) What makes it difficult to walk in your community?
 - a. No sidewalks
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Destinations too far
 - e. Too many hills/big hills
 - f. Unsafe neighborhood/safety
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 - h. No street lights
- 3) Which of these changes would you recommend be made in your community to make it easier for you to walk more?
 - a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
 - b. Improve existing facilities
 - c. Enforce laws governing motorist behavior
 - d. Initiating pedestrian safety education
 - e. Making areas for walking safer
 - f. Other – specify
- 4) Considering the facilities you may or may not have for walking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize.

Explain:

PEDESTRIAN FACILITIES ALONG AL 150

(continue writing on back if necessary)

- 5) How easy or difficult is it to bicycle in your community? Would you say...
- Very Easy
 - Somewhat Easy
 - Neither Easy nor Difficult
 - Somewhat Difficult
 - Very Difficult
- 6) What makes it difficult to bicycle in your community?
- No bike lanes/roads too narrow/no shoulder
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 - Sidewalks
 - Bicycle paths or walking paths/trails
 - Shoulders of paved roads
 - Bicycle lanes on paved roads
 - Designated bikeways
 - Unpaved roads
 - Other
- 9) Considering the facilities you may or may not have for biking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize.

Explain:

SEPARATE BIKE PATHS ALONG AL 150. AS A BUSY ARTERIAL, I'D PREFER A SEPARATE MULTI-PURPOSE PATH THAN SPARING SPACE W/IN TRAVEL LANES.

(continue writing on back if necessary)

**Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
06/21/2017**

Name: Allan Rice
Organization: _____
Address: 1732 Rockhampton Circle
Hoover, AL 35226
Email: ricea@ci.hoover.al.us

- 1) How easy or difficult is it to walk in your community? Would you say...
 - a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy nor Difficult
 - d. Somewhat Difficult
 - e. Or Very Difficult
- 2) What makes it difficult to walk in your community?
 - a. No sidewalks
 - b. Roads too busy/too much traffic
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 - b. Improve existing facilities
 - c. Enforce laws governing motorist behavior
 - d. Initiating pedestrian safety education
 - e. Making areas for walking safer
 - f. Other – specify
- 4) Considering the facilities you may or may not have for walking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize.

Explain: Sidewalks within older neighborhoods; sidewalks along the entirety of major thoroughfares; ped crossings at strategic intersections.

(continue writing on back if necessary)

- 5) How easy or difficult is it to bicycle in your community? Would you say...
- a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy nor Difficult
 - d. Somewhat Difficult
 - e. Very Difficult
- 6) What makes it difficult to bicycle in your community?
- a. No bike lanes/roads too narrow/no shoulder
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 - d. Unsafe neighborhood/safety
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 - e. Making areas for bicycling safer
 - f. Other – specify
- 8) What would be your preferred facility for biking?
- a. Paved roads, on low traffic and low speed streets
 - b. Paved roads, even if traffic speeds and volumes are high
 - c. Sidewalks
 - d. Bicycle paths or walking paths/trails
 - e. Shoulders of paved roads
 - f. Bicycle lanes on paved roads
 - g. Designated bikeways
 - h. Unpaved roads
 - i. Other
- 9) Considering the facilities you may or may not have for biking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize.

Explain:

More ~~bike~~ lanes/paths along major thoroughfares, bike access to retail/commercial areas.

(continue writing on back if necessary)

Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
06/21/2017

Name: Mark Richman
Organization: _____
Address: 5039 Linwood Drive
Bhm (Hoover) AL 35244
Email: markrichmanmde@gmail.com

- 1) How easy or difficult is it to walk in your community? Would you say...
 - a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy nor Difficult
 - d. Somewhat Difficult
 - e. Or Very Difficult
- 2) What makes it difficult to walk in your community?
 - a. No sidewalks
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Destinations too far
 - e. Too many hills/big hills
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 - g. Lazy/don't want to
 - h. No street lights
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 - a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
 - b. Improve existing facilities
 - c. Enforce laws governing motorist behavior
 - d. Initiating pedestrian safety education
 - e. Making areas for walking safer
 - f. Other - specify → encourage walking when it can be connected to shopping
- 4) Considering the facilities you may or may not have for walking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize.

Explain:

→ Parks and schools
→ Veterans Park
→ Shopping on 31 & Caldwell Mill

(continue writing on back if necessary)

5) How easy or difficult is it to bicycle in your community? Would you say...

- a. Very Easy
- b. Somewhat Easy
- c. ~~Neither Easy nor Difficult~~
- d. Somewhat Difficult
- e. Very Difficult

6) What makes it difficult to bicycle in your community?

- a. No bike lanes/roads too narrow/no shoulder
- b. Roads too busy/too much traffic
- c. Health issues
- d. Unsafe neighborhood/safety
- e. Destinations too far
- f. Lazy/don't want to
- g. No street lights
- h. Unsafe terrain
- i. No trails/paths

Distracted Drivers

No Respect
Need signage to share the road & enforce

7) Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?

- a. Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections
- b. Improve existing facilities
- c. Enforce laws governing bicycling and motorist behavior
- d. Initiating bicycle safety education
- e. Making areas for bicycling safer
- f. Other - specify

Signage to share the road
Separated Bike Lanes

8) What would be your preferred facility for biking?

- a. Paved roads, on low traffic and low speed streets
- b. Paved roads, even if traffic speeds and volumes are high
- c. Sidewalks
- d. Bicycle paths or walking paths/trails
- e. Shoulders of paved roads
- f. Bicycle lanes on paved roads
- g. Designated bikeways
- h. Unpaved roads
- i. Other

NO

YES
Separated Bike Lanes

9) Considering the facilities you may or may not have for biking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize.

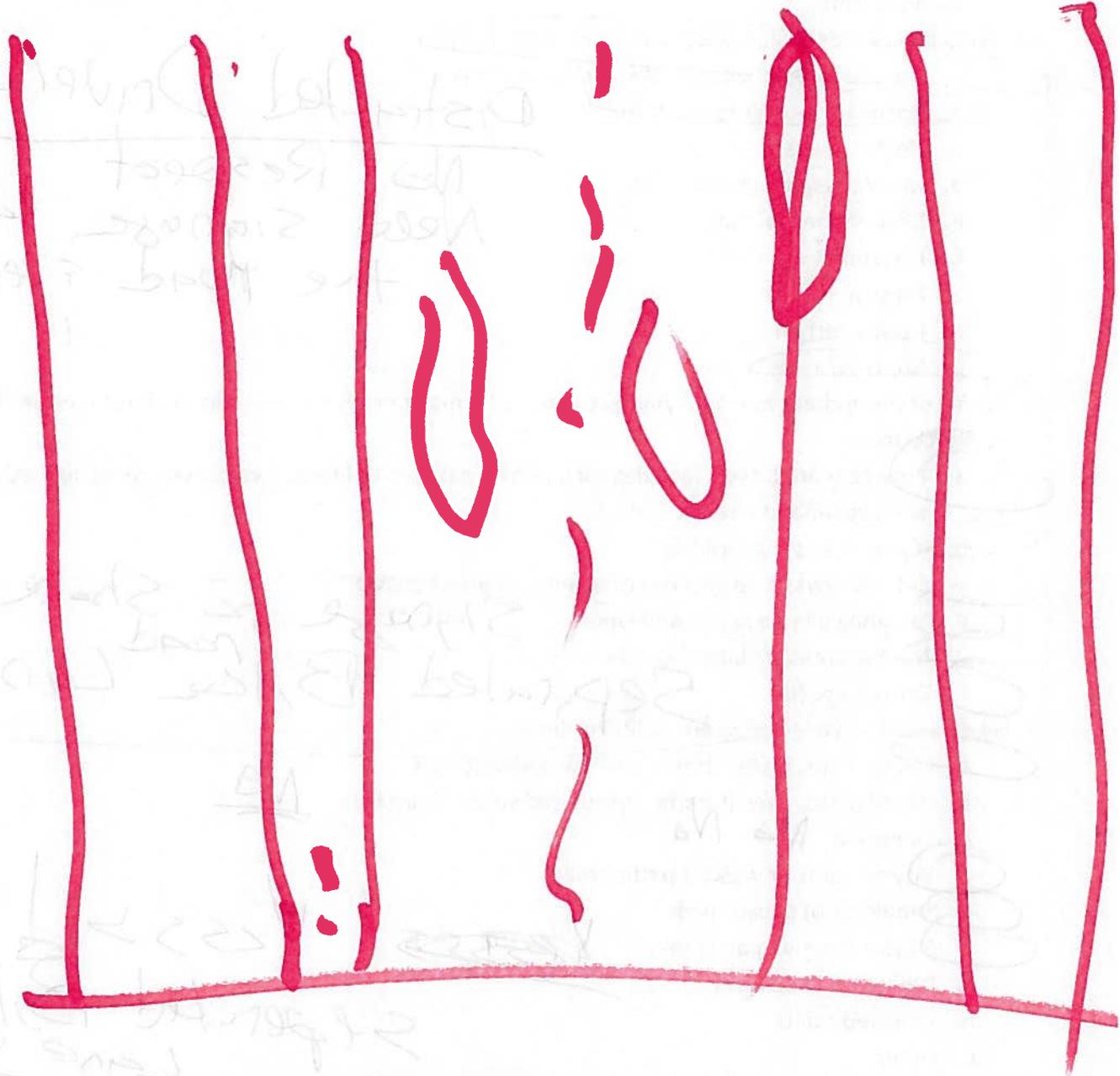
Explain:

Place to lock bike up
Near stores and schools

look it up on internet

(continue writing on back if necessary)

W BIK



**Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
06/21/2017**

Name: Carolyn Buck
Organization: Freshwater Land Trust
Address: 2308 1st Ave N.
Birmingham AL 35203
Email: ~~carolyn.buck@gmail.com~~
freshwaterlandtrust

1) How easy or difficult is it to walk in your community? Would you say...

- a. Very Easy
- b. Somewhat Easy
- c. Neither Easy nor Difficult n/a
- d. Somewhat Difficult
- e. Or Very Difficult

2) What makes it difficult to walk in your community?

- a. No sidewalks
- b. Roads too busy/too much traffic
- c. Health issues
- d. Destinations too far
- e. Too many hills/big hills n/a
- f. Unsafe neighborhood/safety
- g. Lazy/don't want to
- h. No street lights

3) Which of these changes would you recommend be made in your community to make it easier for you to walk more?

- a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
- b. Improve existing facilities
- c. Enforce laws governing motorist behavior
- d. Initiating pedestrian safety education
- e. Making areas for walking safer
- f. Other – specify

4) Considering the facilities you may or may not have for walking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize.

Explain: sidewalks that are wide enough to accommodate all ranges of ability. off-road trails can provide safer options for people who are not comfortable on on-road facilities.

(continue writing on back if necessary)

5) How easy or difficult is it to bicycle in your community? Would you say...

- a. Very Easy
- b. Somewhat Easy
- c. Neither Easy nor Difficult
- d. Somewhat Difficult
- e. Very Difficult

6) What makes it difficult to bicycle in your community?

- a. No bike lanes/roads too narrow/no shoulder
- b. Roads too busy/too much traffic
- c. Health issues
- d. Unsafe neighborhood/safety
- e. Destinations too far
- f. Lazy/don't want to
- g. No street lights
- h. Unsafe terrain
- i. No trails/paths

7) Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?

- a. Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections
- b. Improve existing facilities
- c. Enforce laws governing bicycling and motorist behavior
- d. Initiating bicycle safety education
- e. Making areas for bicycling safer
- f. Other – specify

8) What would be your preferred facility for biking? — designated lanes are used more & force motorists to accommodate bikers

- a. Paved roads, on low traffic and low speed streets
- b. Paved roads, even if traffic speeds and volumes are high
- c. Sidewalks
- d. Bicycle paths or walking paths/trails
- e. Shoulders of paved roads
- f. Bicycle lanes on paved roads
- g. Designated bikeways
- h. Unpaved roads
- i. Other

9) Considering the facilities you may or may not have for biking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize.

Explain: Designated bike lanes & off-road trails for people who are not comfortable w/ on-street bike lanes.

(continue writing on back if necessary)

REBECCA ADAMS

REQUESTS SIDEWALKS ON ROCKY RIDGE RD

Gresham
Smith
State Plan

Westhoven, Tim

From: Shaw, Mike
Sent: Monday, June 12, 2017 3:41 PM
To: Rice, Allan; Westhoven, Tim; Long, Rod
Cc: Brocato, Frank
Subject: RE: Sidewalk update

Awesome, thanks! Tim if you recall, it was almost exactly one year ago that I sat down with y'all as a long shot candidate to ask about sidewalks...and you were very cool to go over all that with me. The resulting blog post got plenty of attention so over the year I've heard a commensurate amount of ideas from the public. There are a bunch, of course, but here are the biggies:

* In the Bluff Park Plan--Valley, Tyler, Savoy (which have news articles about approval going back to 2011). And concern about Cloudland during carpool.

* (In general all the areas around schools in older neighborhoods are always a hot topic. BPES, GVES, and RRES)

* Several folks have spoken to me about crosswalks on Chapel. The existing sidewalk there is great, but it's a high-stakes game of Frogger to get to them from the neighborhoods across the street

* Accessibility to the Hoover Dog Park (Loch Haven) is something we've discussed and I continue to hear about. It's really hard to walk to from the Loch ridge and Laurel View Areas without getting closer to God and SUV's on Rocky ridge.

-Mike

From: Rice, Allan
Sent: Monday, June 12, 2017 2:06 PM
To: Shaw, Mike; Westhoven, Tim; Long, Rod
Cc: Brocato, Frank
Subject: RE: Sidewalk update

Yes on the consultant. Looking at June 21st for a stakeholder meeting (parties from the bike/pedestrian ranks who have expressed an interest, not a general public meeting).

Regarding master list of sidewalks, Engineering is developing a master list of all capital projects with information such as you requested. They are also training on Clarizen, which is the project management software that was selected by IT. We are ramping up our PM efforts now that Finley Center has opened and Tim has more available time.

Thanks

Allan Rice
City Administrator
100 Municipal Lane
Hoover, AL 35216
(205) 444-7541 desk
(205) 533-1034 cell

www.hooveralabama.gov

-----Original Message-----

From: Shaw, Mike
Sent: Friday, June 09, 2017 12:37 PM
To: Rice, Allan <ricea@ci.hoover.al.us>; Westhoven, Tim <WesthovenT@ci.hoover.al.us>; Long, Rod <LongR@ci.hoover.al.us>
Subject: RE: Sidewalk update

Didn't we approve the consultant for the pedestrian and bicycle plan? Is that still happening?

I think we're asking for trouble if we make the primary discussion of sidewalks part of the bigger capital project discussion. The city has been approving sidewalks for years that have not even been started yet. It just gets confusing.

I'd really like to see a list of approved sidewalks, status, and estimated date of next milestone. Sure that may be some work, but much less work trying to defray confusion in meetings.

-Mike

From: Rice, Allan
Sent: Friday, June 09, 2017 12:17 PM
To: Shaw, Mike; Westhoven, Tim; Long, Rod
Subject: Re: Sidewalk update

We are working up a master list of all capital projects to include sidewalks. I'm not sure about a schedule for sidewalk planning meetings. We received a request last night for general community input sessions on capital budgeting and will be looking at how/when to do that.

Allan Rice
City Administrator
100 Municipal Lane
Hoover, AL 35216
205-444-7541 desk
205-533-1034 cell

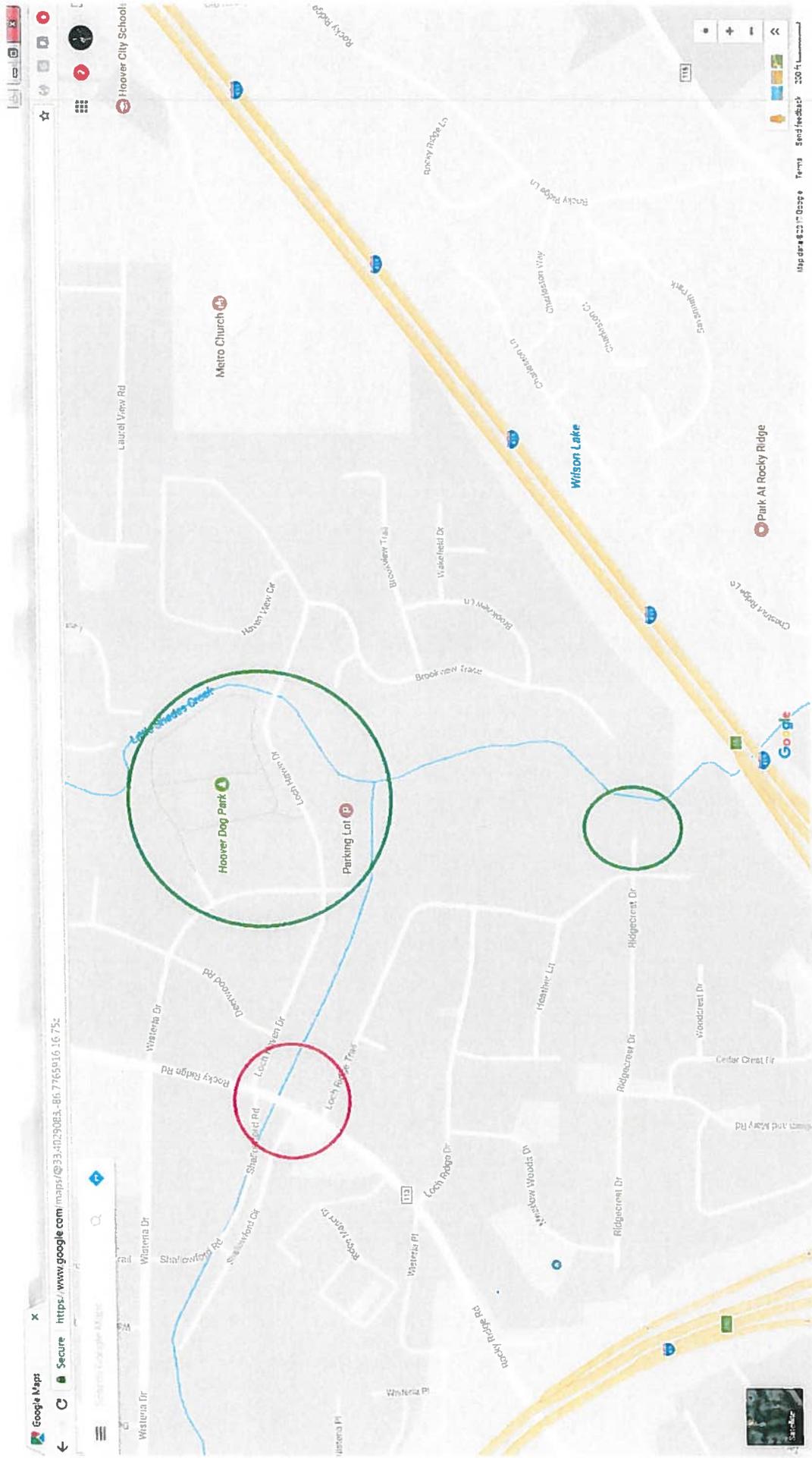
www.hooveralabama.gov

Original Message
From: Shaw, Mike
Sent: Friday, June 9, 2017 12:12 PM
To: Rice, Allan; Westhoven, Tim; Long, Rod
Subject: Sidewalk update

Is there a current list of sidewalk projects and status?

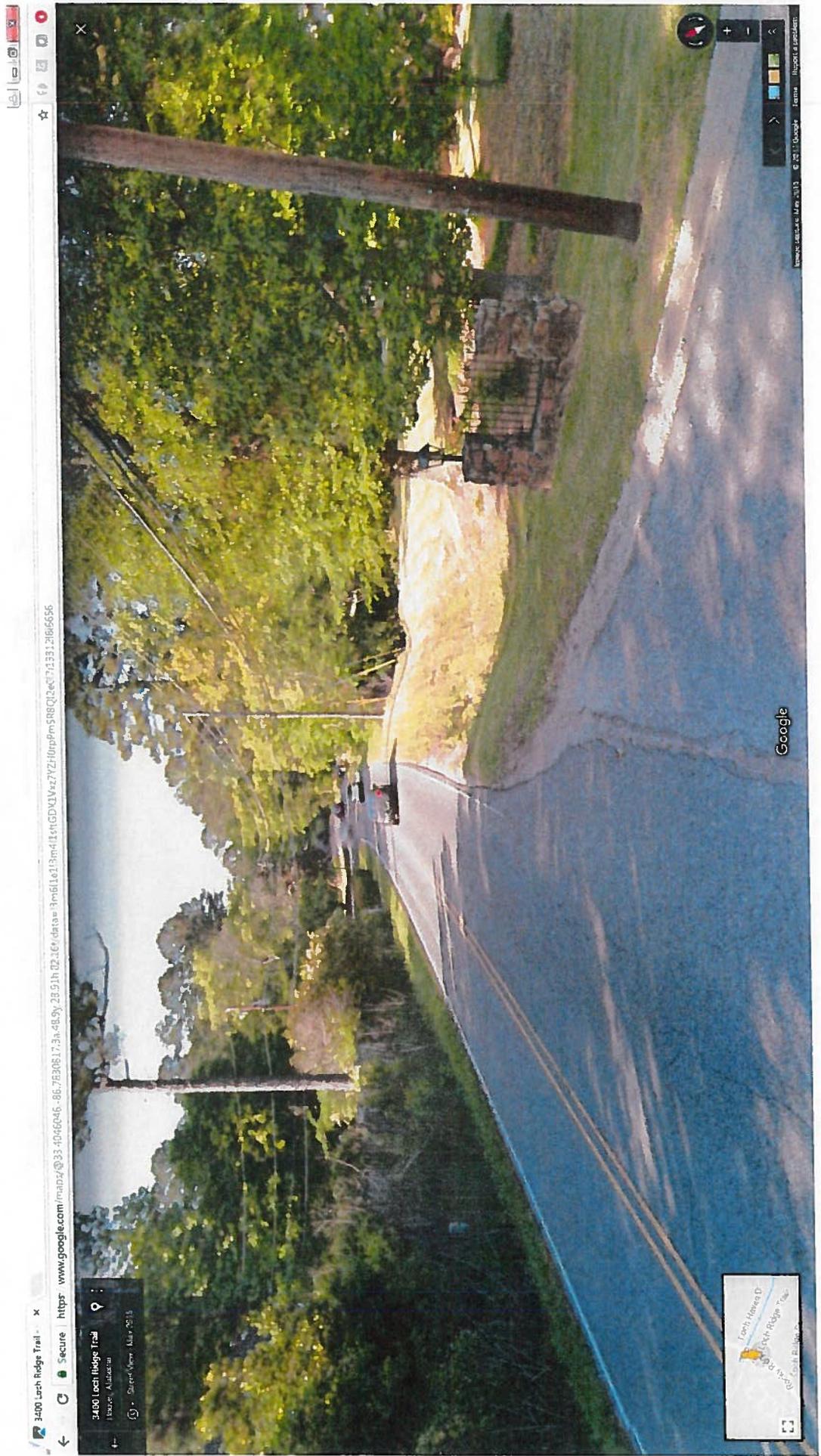
Also, when will the sidewalk planning effort kick off with community meetings, etc?

-Mike



Hoover Dog Park and Possible trail entrance from Loch Ridge subdivision in Green.

Only current pedestrian access is on Rocky Ridge (Red)



View from Loch Ridge Trail to Loch Haven. Not pedestrian friendly at all.

The screenshot shows a web browser window displaying a GIS application. The browser's address bar shows the URL: <http://hoover.al.gov/arcgis/rest/services/hooverweb/default.aprx/configs/PublicMap>. The browser tabs include "Hoover - Outlook Web Access (L...)", "Shelby County, AL GIS", and "VintagePointsWeb".

The GIS application interface includes a toolbar with various tools and a "HooverParcels" layer selected. The map displays a residential area with numerous parcels. Two large parcels are highlighted in blue, and two smaller parcels are circled in green. The data table on the right provides details for these highlighted parcels.

Result 1		Result 2	
OBHCLID	37740	OBHCLID	38457
PARCELID	-899662008060808	PARCELID	-899662008060808
CVTXCD	ICD23	CVTXCD	ICD23
CVTXDCRP	HOOVER (JEFFCO BHAM DIV)	CVTXDCRP	HOOVER (JEFFCO BHAM DIV)
SITLADDRSS	3331 BROOKVIEW TRCE	SITLADDRSS	3517 LOCH HAVEN DR
PROPYSORCD	PT OF VESTAVIA PHOOLS TOWNSHIP S, PHASE 2	PROPYSORCD	PT OF VESTAVIA PHOOLS TOWNSHIP S, PHASE 2
OWNRNMNTE	HOOVER, CITY OF	OWNRNMNTE	HOOVER, CITY OF
PS11ADDRESS	100 HOORIGVAL LN	PS11ADDRESS	100 HOORIGVAL LN
PS11CITY	HOOVER	PS11CITY	HOOVER
PS11STATE	AL	PS11STATE	AL
PS11ZIP5	35216	PS11ZIP5	35216
LASTUPDATE	10/27/2016 12:06:00 AM	LASTUPDATE	10/27/2016 12:06:00 AM
CANADATE	2016	CANADATE	2016
TAXYEAR	2016	TAXYEAR	2016
RECORDYEAR	2016	RECORDYEAR	2016
ACRAGE	19.278667	ACRAGE	19.278667
SQFT	843925.4962663	SQFT	843925.4962663
PropStae	HOVER	PropStae	HOVER
PropStae	AL	PropStae	AL
GlobalID	15316	GlobalID	15316
TAXMAP2013	{C:\DB\16_1\HOV\410C\ACT_003\021091A37C}	TAXMAP2013	{C:\DB\16_1\HOV\410C\ACT_003\021091A37C}
TAXMAP2014	\\sers-24\magnus\j\c\act\TAXMAP\Permanent\16_1\3\2013_2020\1	TAXMAP2014	\\sers-24\magnus\j\c\act\TAXMAP\Permanent\16_1\3\2013_2020\1
TAXMAP2015	\\sers-24\magnus\j\c\act\TAXMAP\Permanent\16_1\3\2013_2020\1	TAXMAP2015	\\sers-24\magnus\j\c\act\TAXMAP\Permanent\16_1\3\2013_2020\1
TAXMAP2016	\\sers-24\magnus\j\c\act\TAXMAP\Permanent\16_1\3\2013_2020\1	TAXMAP2016	\\sers-24\magnus\j\c\act\TAXMAP\Permanent\16_1\3\2013_2020\1
County	Jeffc	County	Jeffc
Shape-StArea()	546608.734091172	Shape-StArea()	546608.734091172
Shape-S1Length()	4134.01203945232	Shape-S1Length()	4134.01203945232
OBHCLID	38457	OBHCLID	38457
PARCELID	-899662008060808	PARCELID	-899662008060808
CVTXCD	ICD23	CVTXCD	ICD23
CVTXDCRP	HOOVER (JEFFCO BHAM DIV)	CVTXDCRP	HOOVER (JEFFCO BHAM DIV)
SITLADDRSS	3517 LOCH HAVEN DR	SITLADDRSS	3517 LOCH HAVEN DR
PROPYSORCD	PT OF VESTAVIA PHOOLS TOWNSHIP S, PHASE 2	PROPYSORCD	PT OF VESTAVIA PHOOLS TOWNSHIP S, PHASE 2
OWNRNMNTE	HOOVER, CITY OF	OWNRNMNTE	HOOVER, CITY OF

Here's the the dog park and end of Ridgecrest on the GIS site in Green. All blue parcels are owned by the City of Hoover. Unless I'm missing something, we would not even need RoW work to implement a trail like this.



The end of Ridgecrest.

From: [Cahalan, Christy](#)
To: [Phillips, Mandy](#)
Subject: FW: Hoover Sidewalks
Date: Thursday, June 22, 2017 9:27:48 AM

Is this the same information that Rod had printed out that he gave us?

Christy Cahalan

AECOM Transportation
Office 205-970-1443 Cell 205-568-3622
Fax 205-970-7784
christy.cahalan@aecom.com

AECOM

3800 Colonnade Parkway, Suite 400
Birmingham, Alabama 35243
www.aecom.com

From: Westhoven, Tim [<mailto:WesthovenT@ci.hoover.al.us>]
Sent: Thursday, June 22, 2017 9:23 AM
To: Cahalan, Christy
Cc: Long, Rod; 'akaapel@aol.com'
Subject: FW: Hoover Sidewalks

Christy,

I forgot to give this to you at the public meeting last night. Please add the below ideas for sidewalks to the list that we received last night.

Thank you.

Tim

From: Karen Apel [<mailto:akaapel@aol.com>]
Sent: Monday, January 30, 2017 1:12 PM
To: Long, Rod; Westhoven, Tim
Cc: Reeves, Jeffrey Chris; cfrccin@gmail.com; secamper@yahoo.com
Subject: Hoover Sidewalks

Rod and Tim,

Thank you for meeting with Christian and me in December.

As we discussed, Christian and I drove around the Russet Woods area and came up with some ideas where sidewalks would be helpful.

Following is a list of suggested areas for sidewalks:

1. On Russet Woods Drive and South Shades Crest to Guyton Road
2. On Guyton Road at the intersection of Russet Woods Drive to Mallard Lake
3. Beginning of Mallard Lake to the cul-de-sac by Willow Lakes

4. On South Shades Crest at least at Russet Woods Drive to Brocks Gap
5. On Willow Lakes Drive and South Shades Crest to South Shades Crest Elementary
6. On Brocks Gap and South Shades Crest to Creek Side Neighborhood
7. On Stadium Trace from the Met to Bumpus, as well as on Stadium Trace to Hwy. 150

I know you both are very aware of the sidewalks in this area, so I hope this makes sense.

There is a drive between Mallard Lake and Willow Lakes that is "closed" off by gates at each entrance. If the City could obtain an easement to use this drive, it would be a wonderful option to walk to South Shades Crest Elementary.

Please let us know when you would like to meet again to discuss these sidewalk options further.

Best Regards,

Karen Apel
Russet Woods Home Owner's Association

COMMENT SHEET

BICYCLE AND PEDESTRIAN MASTER PLAN

Heatherwood Hills Country Club, HOOVER, ALABAMA

Tuesday, July 25, 2017, 5:30 – 7:30 pm

NAME: _____ TELEPHONE: _____

ADDRESS: _____

INTEREST IN PROJECT:

Area Resident Property Owner Local Business Person
 Elected Official Other (_____)

SUPPORT FOR PROJECT:

I support this project I do not support this project

GENERAL COMMENTS:

(CONTINUE ON BACK IF NECESSARY)

Please mail to the address below within 10 business days:

Hoover Public Safety Center
ATTN: Rodney Long, P.E. City Engineer
2020 Valleydale Road, Suite E-100
Hoover, Alabama 35244

**Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
07/25/2017**

Name: _____
Organization: _____
Address: _____

Email: _____

- 1) Which of the following modes of transportation have you used in the past year to get from one place to another?
 - a. Drove your car
 - b. Carpooled or rode as a passenger in a car
 - c. Bicycled
 - d. Used a bus or other form of public transportation
 - e. Walked
- 2) In the past year, in a usual week, have you walked for at least 10 minutes at a time for a recreation, exercise, to get to and from places, or for any other reason?
 - a. Yes
 - b. No
- 3) How easy or difficult is it to walk in your community? Would you say...
 - a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy or Difficult
 - d. Somewhat Difficult
 - e. Or Very Difficult
- 4) What makes it difficult to walk in your community?
 - a. No Sidewalks
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Destinations too far
 - e. Too many hills/big hills
 - f. Unsafe neighborhood/safety
 - g. Lazy/don't want to
 - h. No street lights
- 5) Which of these changes would you recommend be made in your community to make it easier for you to walk more?
 - a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
 - b. Improve existing facilities
 - c. Enforce laws governing motorist behavior
 - d. Initiating pedestrian safety education
 - e. Making areas for walking safer
 - f. Other (please specify)

- 6) In the past year, in a usual week, have you bicycled for at least 10 minutes at a time for recreation, exercise, to get to and from places, or for any reason?
 - a. Yes
 - b. No
- 7) How easy or difficult is it to bicycle in your community? Would you say...
 - a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy nor Difficult
 - d. Somewhat Difficult
 - e. Very Difficult
- 8) What makes it difficult to bicycle in your community?
 - a. No bike lanes/roads too narrow/no shoulder
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Unsafe neighborhood/safety
 - e. Destinations too far
 - f. Lazy/don't want to
 - g. No street lights
 - h. Unsafe terrain
 - i. No trails/paths
- 9) Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?
 - a. Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections
 - b. Improve existing facilities
 - c. Enforce laws governing bicycling and motorist behavior
 - d. Initiating bicycle safety education
 - e. Making areas for bicycling safer
 - f. Other (please specify)
- 10) What type of facility do you typically utilize or prefer for biking?
 - a. Paved roads, on low traffic and low speed streets
 - b. Paved roads, even if traffic speeds and volumes are high
 - c. Sidewalks
 - d. Bicycle paths or walking paths/trails
 - e. Shoulders of paved roads
 - f. Bicycle lanes on paved roads
 - g. Designated bikeways
 - h. Unpaved roads
 - i. Other (please specify)

PUBLIC MEETING
SIGN IN SHEET

BICYCLE AND PEDESTRIAN PLAN

Heatherwood Hills Country Club, HOOVER, ALABAMA

Tuesday, July 25, 2017, 5:30-7:30 pm

Attendance Register

Public Officials

Name

Agency / Organization

Mike Shaw

City of Hoover

FRANK BROCATO

CITY OF Hoover

Scott Holladay

Shelby County

Tim Westhoven

City of Hoover

JEFF WETJEN

~~HOVER~~

Bethany Harvey

AECOM

Mandy Phillip

AECOM

CHRISTY CANALAN

AECOM

**PUBLIC MEETING
SIGN IN SHEET**

BIKE AND PEDESTRIAN PLAN

Heatherwood Hills Country Club, HOOVER, ALABAMA

Tuesday, July 25, 2017, 5:30-7:30 pm

Attendance Register

Name

Address

	Name	Address
1	Paul Erickson	2305 Maury Pl. 35242
2	CCarol Erickson	2305 Maury Pl. 35242
3		
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PUBLIC MEETING
SIGN IN SHEET

BIKE AND PEDESTRIAN PLAN

Heatherwood Hills Country Club, HOOVER, ALABAMA

Tuesday, July 25, 2017, 5:30-7:30 pm

Attendance Register

	Name	Address
1	Rob LUTZ	Lakeshore Foundation
	FRA	
2	Ashley Tschudin	5173 Crossings Pkwy
3	Joz / Barnett	4517 Highland Crest Circle
4	SUSAN GOERTZ	2220 VANESSA DR
5	JACK GOERTZ	2220 VANESSA DR
6	Mark Richmond	5039 Linwood Ln
7	Alicia Bailey	1611 Chace Ter Hoover
8	Mitchell Moses	1904 Crossvine Rd Hoover
9	Richard Moses	1904 Crossvine Rd Hoover
10	Stephen Daniels	763 Cedar Road Myleene, AL
11	BRYAN OLIVER	3538 BURNLEAF LN Hoover 35226
12	Mike McClain	2173 Kirkman Drive 35249
13	Tony Montanaro	5986 Waderside Dr. Hoover 35244
14	Jon Anderson	Hoover Sun
15	Lexie Myrick	617 PRESTWICK DR
16	DYLAN MYRICK	HEATHERWOOD → 205-281-7908
17	Maru Anne Roburn	110 Coshott Trail 3524
18	Sam Friday	572 Highland Dr Hoover 35226
19	Stan & Marjorie Breaux	3019 Raven Circle 35244
20	Pat Chumbley	1134 INDEPENDENCE COLE WAY, 35242
21	Erin Colbaugh	1007 Spyglass Lane 35226
22	Tony Colbaugh	1007 Spyglass Lane 35226
23	Renée Géréreux	2905 McAlpine Circle 35242
24	Anthony Smith	" " " "
25	Allan Rose	5881 Waterstone Pt 35244
26	Leah Rose	" "

COMMENT SHEET

BICYCLE AND PEDESTRIAN MASTER PLAN

Heatherwood Hills Country Club, HOOVER, ALABAMA

Tuesday, July 25, 2017, 5:30 – 7:30 pm

NAME: Sara Franklin TELEPHONE: 205-410-6276

ADDRESS: 1804 Kirkman Cove
B'ham, AL 35242

INTEREST IN PROJECT:

Area Resident Property Owner Local Business Person
 Elected Official Other (_____)

SUPPORT FOR PROJECT:

I support this project I do not support this project

GENERAL COMMENTS:

would love connecting sidewalks
between Kirkman Preserve +
Spain Park

(CONTINUE ON BACK IF NECESSARY)

Please mail to the address below within 10 business days:

Hoover Public Safety Center
ATTN: Rodney Long, P.E. City Engineer
2020 Valleydale Road, Suite E-100
Hoover, Alabama 35244

**Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
07/25/2017**

Name: Joel Barnett
Organization: _____
Address: 4517 Highland Crest Cir.
Email: joelsbarnett@gmail.com

- 1) Which of the following modes of transportation have you used in the past year to get from one place to another?
 - a. Drove your car
 - b. Carpooled or rode as a passenger in a car
 - c. Bicycled
 - d. Used a bus or other form of public transportation
 - e. Walked
- 2) In the past year, in a usual week, have you walked for at least 10 minutes at a time for a recreation, exercise, to get to and from places, or for any other reason?
 - a. Yes
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- 3) How easy or difficult is it to walk in your community? Would you say...
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 - d. Somewhat Difficult
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 - g. Lazy/don't want to
 - h. No street lights
- 5) Which of these changes would you recommend be made in your community to make it easier for you to walk more?
 - a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
 - b. Improve existing facilities
 - c. Enforce laws governing motorist behavior
 - d. Initiating pedestrian safety education
 - e. Making areas for walking safer
 - f. Other (please specify)

- 6) In the past year, in a usual week, have you bicycled for at least 10 minutes at a time for recreation, exercise, to get to and from places, or for any reason?
- a. Yes
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 - d. Initiating bicycle safety education
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- 10) What type of facility do you typically utilize or prefer for biking?
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 - b. Paved roads, even if traffic speeds and volumes are high
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 - e. Shoulders of paved roads
 - f. Bicycle lanes on paved roads
 - g. Designated bikeways
 - h. Unpaved roads
 - i. Other (please specify)

**Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
07/25/2017**

Name: JACK GOERTZ
Organization: _____
Address: 2220 VANESSA DR
HOOPER AL 35242
Email: GOERTZ@MINDSPRING.COM

1) Which of the following modes of transportation have you used in the past year to get from one place to another?

- a. Drove your car
- b. Carpooled or rode as a passenger in a car
- c. Bicycled
- d. Used a bus or other form of public transportation
- e. Walked

motorcycle

2) In the past year, in a usual week, have you walked for at least 10 minutes at a time for a recreation, exercise, to get to and from places, or for any other reason?

- a. Yes
- b. No

3) How easy or difficult is it to walk in your community? Would you say...

- a. Very Easy
- b. Somewhat Easy
- c. Neither Easy or Difficult
- d. Somewhat Difficult
- e. Or Very Difficult

4) What makes it difficult to walk in your community?

- a. No Sidewalks
- b. Roads too busy/too much traffic
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- c. Enforce laws governing motorist behavior
- d. Initiating pedestrian safety education
- e. Making areas for walking safer
- f. Other (please specify)

Create connections between adjoining neighborhoods

- 6) In the past year, in a usual week, have you bicycled for at least 10 minutes at a time for recreation, exercise, to get to and from places, or for any reason?
- a. Yes
 - b. No
- 7) How easy or difficult is it to bicycle in your community? Would you say...
- a. Very Easy
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- 9) Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?
- a. Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections
 - b. Improve existing facilities -
 - c. Enforce laws governing bicycling and motorist behavior
 - d. Initiating bicycle safety education
 - e. Making areas for bicycling safer
 - f. Other (please specify)
Connect neighborhoods!
- 10) What type of facility do you typically utilize or prefer for biking?
- a. Paved roads, on low traffic and low speed streets
 - b. Paved roads, even if traffic speeds and volumes are high
 - c. Sidewalks
 - d. Bicycle paths or walking paths/trails
 - e. Shoulders of paved roads
 - f. Bicycle lanes on paved roads
 - g. Designated bikeways
 - h. Unpaved roads
 - i. Other (please specify)

**Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
07/25/2017**

Name: SUSAN GOERTZ
Organization: HOOPER RESIDENT
Address: 2220 VANESSA DR
HOOPER AL 35242
Email: SGOERTZ@mindspring.com

1) Which of the following modes of transportation have you used in the past year to get from one place to another?

- a. Drove your car
- b. Carpooled or rode as a passenger in a car
- c. Bicycled
- d. Used a bus or other form of public transportation
- e. Walked

2) In the past year, in a usual week, have you walked for at least 10 minutes at a time for a recreation, exercise, to get to and from places, or for any other reason?

- a. Yes
- b. No

3) How easy or difficult is it to walk in your community? Would you say...

- a. Very Easy
- b. Somewhat Easy
- c. Neither Easy or Difficult
- d. Somewhat Difficult
- e. Or Very Difficult

EASY WITH IN NEIGHBORHOOD
↓
DIFFICULT OUTSIDE

4) What makes it difficult to walk in your community?

- a. No Sidewalks
- b. Roads too busy/too much traffic
- c. Health issues
- d. Destinations too far
- e. Too many hills/big hills
- f. Unsafe neighborhood/safety
- g. Lazy/don't want to
- h. No street lights

5) Which of these changes would you recommend be made in your community to make it easier for you to walk more?

- a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
- b. Improve existing facilities
- c. Enforce laws governing motorist behavior
- d. Initiating pedestrian safety education
- e. Making areas for walking safer
- f. Other (please specify)

- 6) In the past year, in a usual week, have you bicycled for at least 10 minutes at a time for recreation, exercise, to get to and from places, or for any reason?
- a. Yes
 - b. No
- 7) How easy or difficult is it to bicycle in your community? Would you say...
- a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy nor Difficult
 - d. Somewhat Difficult
 - e. Very Difficult
- 8) What makes it difficult to bicycle in your community?
- a. No bike lanes/roads too narrow/no shoulder
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Unsafe neighborhood/safety
 - e. Destinations too far
 - f. Lazy/don't want to
 - g. No street lights
 - h. Unsafe terrain
 - i. No trails/paths
- 9) Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?
- a. Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections
 - b. Improve existing facilities
 - c. Enforce laws governing bicycling and motorist behavior
 - d. Initiating bicycle safety education
 - e. Making areas for bicycling safer
 - f. Other (please specify)
- 10) What type of facility do you typically utilize or prefer for biking?
- a. Paved roads, on low traffic and low speed streets
 - b. Paved roads, even if traffic speeds and volumes are high
 - c. Sidewalks **NO!**
 - d. Bicycle paths or walking paths/trails
 - e. Shoulders of paved roads
 - f. Bicycle lanes on paved roads
 - g. Designated bikeways
 - h. Unpaved roads
 - i. Other (please specify)

**Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
07/25/2017**

Name: Mark Rockman
Organization: _____
Address: 5039 Linwood Drive

Email: _____

1) Which of the following modes of transportation have you used in the past year to get from one place to another?

- a. Drove your car
- b. Carpooled or rode as a passenger in a car
- c. Bicycled
- d. Used a bus or other form of public transportation
- e. Walked

2) In the past year, in a usual week, have you walked for at least 10 minutes at a time for a recreation, exercise, to get to and from places, or for any other reason?

- a. Yes
- b. No

3) How easy or difficult is it to walk in your community? Would you say...

- a. Very Easy
- b. Somewhat Easy
- c. Neither Easy or Difficult
- d. Somewhat Difficult
- e. Or Very Difficult

4) What makes it difficult to walk in your community?

- a. No Sidewalks
- b. Roads too busy/too much traffic
- c. Health issues
- d. Destinations too far
- e. Too many hills/big hills
- f. Unsafe neighborhood/safety
- g. Lazy/don't want to
- h. No street lights

No paths connections,
Parks, Schools &
Businesses and
Neighborhood

5) Which of these changes would you recommend be made in your community to make it easier for you to walk more?

- a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
- b. Improve existing facilities
- c. Enforce laws governing motorist behavior
- d. Initiating pedestrian safety education
- e. Making areas for walking safer
- f. Other (please specify)

Start with signage,
Share the road,
clear future bike routes

- 6) In the past year, in a usual week, have you bicycled for at least 10 minutes at a time for recreation, exercise, to get to and from places, or for any reason?
- a. Yes
 - b. No
- 7) How easy or difficult is it to bicycle in your community? Would you say...
- a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy nor Difficult
 - d. Somewhat Difficult — No Shoulder
 - e. Very Difficult
- 8) What makes it difficult to bicycle in your community?
- a. No bike lanes/roads too narrow/no shoulder
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Unsafe neighborhood/safety
 - e. Destinations too far
 - f. Lazy/don't want to
 - g. No street lights
 - h. Unsafe terrain
 - i. No trails/paths
- 9) Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?
- a. Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections
 - b. Improve existing facilities
 - c. Enforce laws governing bicycling and motorist behavior
 - d. Initiating bicycle safety education
 - e. Making areas for bicycling safer
 - f. Other (please specify) *Signage Share the road along bike routes*
- 10) What type of facility do you typically utilize or prefer for biking?
- a. Paved roads, on low traffic and low speed streets
 - b. Paved roads, even if traffic speeds and volumes are high
 - c. Sidewalks *NO NO*
 - d. Bicycle paths or walking paths/trails
 - e. Shoulders of paved roads *Yes*
 - f. Bicycle lanes on paved roads *Yes Yes Yes*
 - g. Designated bikeways
 - h. Unpaved roads
 - i. Other (please specify)

COMMENT SHEET

BICYCLE AND PEDESTRIAN MASTER PLAN

Heatherwood Hills Country Club, HOOVER, ALABAMA

Tuesday, July 25, 2017, 5:30 – 7:30 pm

NAME: Mark Richman TELEPHONE: 205 1873-0513
ADDRESS: 5039 Linwood Drive 35244

INTEREST IN PROJECT:

Area Resident Property Owner Local Business Person
 Elected Official Other (_____)

SUPPORT FOR PROJECT:

I support this project I do not support this project

GENERAL COMMENTS:

I need one key project that promote Hoover as a livable city for people who enjoy active lifestyles. Once built more will follow. The project is a North-South bike and path along Hwy 31 from Pelham to Vestavia Hills. It will revitalize the city and attract people to live here from across the nation.

(CONTINUE ON BACK IF NECESSARY)

Please mail to the address below within 10 business days:

Hoover Public Safety Center
ATTN: Rodney Long, P.E. City Engineer
2020 Valleydale Road, Suite E-100
Hoover, Alabama 35244

COMMENT SHEET

BICYCLE AND PEDESTRIAN MASTER PLAN

Heatherwood Hills Country Club, HOOVER, ALABAMA

Tuesday, July 25, 2017, 5:30 – 7:30 pm

NAME: Stan and Mariya Breau TELEPHONE: 205-616-5033

ADDRESS: 3019 Raven Circle
Hoover 35244

INTEREST IN PROJECT:

Area Resident Property Owner Local Business Person
 Elected Official Other (_____)

SUPPORT FOR PROJECT:

I support this project I do not support this project

GENERAL COMMENTS:

~~XXXXXXXXXX~~
Bike lanes and sidewalks for pedestrians would make navigating our very hilly neighborhoods so much SAFER. Also, what is the law for golf cart use on neighborhood streets. Seeing young children & teenagers drive through Heatherwood in golf carts WORRY me for their SAFETY!

(CONTINUE ON BACK IF NECESSARY)

Please mail to the address below within 10 business days:

Hoover Public Safety Center
ATTN: Rodney Long, P.E. City Engineer
2020 Valleydale Road, Suite E-100
Hoover, Alabama 35244

**Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
07/25/2017**

Name: Mariya Breaux
Organization: _____
Address: 3019 Raven Circle
Hoover, AL 35244
Email: mariya.breaux@charter.net

- 1) Which of the following modes of transportation have you used in the past year to get from one place to another?
 - a. Drove your car
 - b. Carpooled or rode as a passenger in a car
 - c. Bicycled
 - d. Used a bus or other form of public transportation
 - e. Walked
- 2) In the past year, in a usual week, have you walked for at least 10 minutes at a time for a recreation, exercise, to get to and from places, or for any other reason?
 - a. Yes
 - b. No
- 3) How easy or difficult is it to walk in your community? Would you say...
 - a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy or Difficult
 - d. Somewhat Difficult
 - e. Or Very Difficult
- 4) What makes it difficult to walk in your community?
 - a. No Sidewalks
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Destinations too far
 - e. Too many hills/big hills
 - f. Unsafe neighborhood/safety
 - g. Lazy/don't want to
 - h. No street lights
- 5) Which of these changes would you recommend be made in your community to make it easier for you to walk more?
 - a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
 - b. Improve existing facilities
 - c. Enforce laws governing motorist behavior
 - d. Initiating pedestrian safety education
 - e. Making areas for walking safer
 - f. Other (please specify)

- 6) In the past year, in a usual week, have you bicycled for at least 10 minutes at a time for recreation, exercise, to get to and from places, or for any reason?
- a. Yes
 - b. No
- 7) How easy or difficult is it to bicycle in your community? Would you say...
- a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy nor Difficult
 - d. Somewhat Difficult
 - e. Very Difficult
- 8) What makes it difficult to bicycle in your community?
- a. No bike lanes/roads too narrow/no shoulder
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Unsafe neighborhood/safety
 - e. Destinations too far
 - f. Lazy/don't want to
 - g. No street lights
 - h. Unsafe terrain
 - i. No trails/paths
- 9) Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?
- a. Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections
 - b. Improve existing facilities
 - c. Enforce laws governing bicycling and motorist behavior
 - d. Initiating bicycle safety education
 - e. Making areas for bicycling safer
 - f. Other (please specify)
- 10) What type of facility do you typically utilize or prefer for biking?
- a. Paved roads, on low traffic and low speed streets
 - b. Paved roads, even if traffic speeds and volumes are high
 - c. Sidewalks
 - d. Bicycle paths or walking paths/trails
 - e. Shoulders of paved roads
 - f. Bicycle lanes on paved roads
 - g. Designated bikeways
 - h. Unpaved roads
 - i. Other (please specify)

**Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
07/25/2017**

Name: Pat Chumbley
Organization: _____
Address: 1134 Inverness Cove Way Hoover
Email: patchumbley@gmail.com

- 1) Which of the following modes of transportation have you used in the past year to get from one place to another?
 - a. Drove your car
 - b. Carpooled or rode as a passenger in a car
 - c. Bicycled
 - d. Used a bus or other form of public transportation
 - e. Walked
- 2) In the past year, in a usual week, have you walked for at least 10 minutes at a time for a recreation, exercise, to get to and from places, or for any other reason?
 - a. Yes
 - b. No
- 3) How easy or difficult is it to walk in your community? Would you say...
 - a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy or Difficult
 - d. Somewhat Difficult
 - e. Or Very Difficult
- 4) What makes it difficult to walk in your community?
 - a. No Sidewalks
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Destinations too far
 - e. Too many hills/big hills
 - f. Unsafe neighborhood/safety
 - g. Lazy/don't want to
 - h. No street lights
- 5) Which of these changes would you recommend be made in your community to make it easier for you to walk more?
 - a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
 - b. Improve existing facilities
 - c. Enforce laws governing motorist behavior
 - d. Initiating pedestrian safety education
 - e. Making areas for walking safer
 - f. Other (please specify) Add shoulders paved shoulders to existing roads.

- 6) In the past year, in a usual week, have you bicycled for at least 10 minutes at a time for recreation, exercise, to get to and from places, or for any reason?
- Yes
 - No
- 7) How easy or difficult is it to bicycle in your community? Would you say...
- Very Easy
 - Somewhat Easy
 - Neither Easy nor Difficult
 - Somewhat Difficult
 - Very Difficult
- 8) What makes it difficult to bicycle in your community?
- No bike lanes/roads too narrow/no shoulder
 - Roads too busy/too much traffic
 - Health issues
 - Unsafe neighborhood/safety
 - Destinations too far
 - Lazy/don't want to
 - No street lights
 - Unsafe terrain
 - No trails/paths
- 9) Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?
- Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections
 - Improve existing facilities
 - Enforce laws governing bicycling and motorist behavior
 - Initiating bicycle safety education
 - Making areas for bicycling safer
 - Other (please specify) *Add/widen paved shoulders*
- 10) What type of facility do you typically utilize or prefer for biking?
- Paved roads, on low traffic and low speed streets
 - Paved roads, even if traffic speeds and volumes are high
 - Sidewalks
 - Bicycle paths or walking paths/trails
 - Shoulders of paved roads
 - Bicycle lanes on paved roads
 - Designated bikeways
 - Unpaved roads
 - Other (please specify)

COMMENT SHEET

BICYCLE AND PEDESTRIAN MASTER PLAN

Hoover Met Banquet Room, HOOVER, ALABAMA

Thursday, July 27, 2017, 5:30 – 7:30 pm

NAME: _____ TELEPHONE: _____

ADDRESS: _____

INTEREST IN PROJECT:

Area Resident Property Owner Local Business Person
 Elected Official Other (_____)

SUPPORT FOR PROJECT:

I support this project I do not support this project

GENERAL COMMENTS:

(CONTINUE ON BACK IF NECESSARY)

Please mail to the address below within 10 business days:

Hoover Public Safety Center
ATTN: Rodney Long, P.E. City Engineer
2020 Valleydale Road, Suite E-100
Hoover, Alabama 35244

Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
07/27/2017

Name: _____
Organization: _____
Address: _____

Email: _____

- 1) Which of the following modes of transportation have you used in the past year to get from one place to another?
 - a. Drove your car
 - b. Carpooled or rode as a passenger in a car
 - c. Bicycled
 - d. Used a bus or other form of public transportation
 - e. Walked
- 2) In the past year, in a usual week, have you walked for at least 10 minutes at a time for a recreation, exercise, to get to and from places, or for any other reason?
 - a. Yes
 - b. No
- 3) How easy or difficult is it to walk in your community? Would you say...
 - a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy or Difficult
 - d. Somewhat Difficult
 - e. Or Very Difficult
- 4) What makes it difficult to walk in your community?
 - a. No Sidewalks
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Destinations too far
 - e. Too many hills/big hills
 - f. Unsafe neighborhood/safety
 - g. Lazy/don't want to
 - h. No street lights
- 5) Which of these changes would you recommend be made in your community to make it easier for you to walk more?
 - a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
 - b. Improve existing facilities
 - c. Enforce laws governing motorist behavior
 - d. Initiating pedestrian safety education
 - e. Making areas for walking safer
 - f. Other (please specify)

- 6) In the past year, in a usual week, have you bicycled for at least 10 minutes at a time for recreation, exercise, to get to and from places, or for any reason?
 - a. Yes
 - b. No
- 7) How easy or difficult is it to bicycle in your community? Would you say...
 - a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy nor Difficult
 - d. Somewhat Difficult
 - e. Very Difficult
- 8) What makes it difficult to bicycle in your community?
 - a. No bike lanes/roads too narrow/no shoulder
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Unsafe neighborhood/safety
 - e. Destinations too far
 - f. Lazy/don't want to
 - g. No street lights
 - h. Unsafe terrain
 - i. No trails/paths
- 9) Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?
 - a. Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections
 - b. Improve existing facilities
 - c. Enforce laws governing bicycling and motorist behavior
 - d. Initiating bicycle safety education
 - e. Making areas for bicycling safer
 - f. Other (please specify)
- 10) What type of facility do you typically utilize or prefer for biking?
 - a. Paved roads, on low traffic and low speed streets
 - b. Paved roads, even if traffic speeds and volumes are high
 - c. Sidewalks
 - d. Bicycle paths or walking paths/trails
 - e. Shoulders of paved roads
 - f. Bicycle lanes on paved roads
 - g. Designated bikeways
 - h. Unpaved roads
 - i. Other (please specify)

PUBLIC MEETING
SIGN IN SHEET

BICYCLE AND PEDESTRIAN PLAN

Hoover Met Banquet Room, HOOVER, ALABAMA

Thursday, July 27, 2017, 5:30-7:30 pm

Attendance Register

Public Officials

Name

Agency / Organization

ROD LONG

HOOPER

TIM WESTHOVEN

HOOPER

MAC MARTIN

HOOPER

Sharon Nelson

HOOPER

PUBLIC MEETING
SIGN IN SHEET

BIKE AND PEDESTRIAN PLAN

Hoover Met Banquet Room, HOOVER, ALABAMA

Thursday, July 27, 2017, 5:30-7:30 pm

Attendance Register

Name

Address

	Name	Address
1	Betsy Caulk Lose	3137 Harwick Drive 35242
2	Karlie Peters	2149 Shadybrook Ln 35226
3	Bryan Peters	2149 Shadybrook Ln 35226
4	Susan Jackson	2344 Chapel Rd 35226
5	Jeff Mersmann	2857 Georgetown Dr. 35216
6	Gregg Oliver	2105 Chestnut Oaks Dr 35244
7	CHRISTY CAHALAN	AECOM
8	Jon Anderson	Hoover Sun
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PUBLIC MEETING
SIGN IN SHEET

BIKE AND PEDESTRIAN PLAN

Hoover Met Banquet Room, HOOVER, ALABAMA

Thursday, July 27, 2017, 5:30-7:30 pm

Attendance Register

	Name	Address
	Steel Stephens	3232 Oriole Drive 35226
1	JIM STEPHENS	3232 ORIOLE DR 35226
2	STAN MARKS, JR	5274 Cottage Lane 35226
3	LISA HARRIS	2240 Locke Cir 35226
4	Rebecca Hassee	8716 Alford Avenue 35226
5	^{Scott} Daniel Hassee	8716 Alford Avenue 35226
6	TONI LEO	2344 Chapel Rd 35226
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PUBLIC MEETING
SIGN IN SHEET

BIKE AND PEDESTRIAN PLAN

Hoover Met Banquet Room, HOOVER, ALABAMA

Thursday, July 27, 2017, 5:30-7:30 pm

Attendance Register

Name	Address
1 Ted & Jane Hagler	1513 Bridgewater Lane 35244
2 Kim Thomas	1217 Highpoint Cir 35244
3 Ella + McKay Ferguson	1346 Scout Trace 35244
4 Karen Apel	808 Boulder Ridge Circle 35244
5 Charlene Young	952 Tulip Poplar Lane 35244
6 James Young	952 Tulip Poplar Lane 35244
7 Eileen Lewis Eileen Lewis	3224 Dundale Road 35216
8 Mickey Lewis	3224 Dundale Road 35216
9 ROBERT GRAMMER	2108 LARKSPUR LANE 35226
10 Billy Curtis	179 CORRECTION LN 35244
11 Guy Locker	204 Shelterwood Cir 35226
12 RICHARD RUBIK	2104 CHAPEL RD 35226
13 H.A. Nebrig	5740 Chestnut Trace 35244
14 Deanna Bammann	5004 Cedar Trace Trl 35244
15 Kurt Kristensen	756 Lake Crest dr. 35226
16 Tricia Simpson	725 Restoration Drive 35226
17 Janet Simon	444 Matzek Drive 35226
18 David Dionne	1106 Park View 35244
19 MATTHEW BURGESS	446 PARK AVENUE 35226
20 JOHN WAGNER	2036 SHEBA DR. 35214
21 Angelene Wagner	2036 Sheba Dr 35216
22 Brad Clay	752 Chestnut Park Ln 35226
23 Mathew Davis	704 Valley Street 35226
24 Heather Davis	" " " "
25 William Hedden	405 Golf drive Hoover 35226
26 Greg Hartshill	4520 Jessup Lane Hoover 35226

PUBLIC MEETING
SIGN IN SHEET

BICYCLE AND PEDESTRIAN PLAN

Hoover Met Banquet Room, HOOVER, ALABAMA

Thursday, July 27, 2017, 5:30-7:30 pm

Attendance Register

Public Officials

Name

Agency / Organization

ROD LONG

HOOPER

TIM WESTHOVEN

HOOPER

MAC MARTIN

HOOPER

Sharon Nelson

HOOPER

PUBLIC MEETING
SIGN IN SHEET

BIKE AND PEDESTRIAN PLAN

Hoover Met Banquet Room, HOOVER, ALABAMA

Thursday, July 27, 2017, 5:30-7:30 pm

Attendance Register

Name

Address

	Name	Address
1	Betsy Caulk Lose	3137 Harwick Drive 35242
2	Karlie Peters	2149 Shadybrook Ln 35226
3	Bryan Peters	2149 Shadybrook Ln 35226
4	Susan Jackson	2344 Chapel Rd 35226
5	Jeff Mersmann	2857 Georgetown Dr. 35216
6	Gregg Oliver	2105 Chestnut Oaks Dr 35244
7	CHRISTY CAHALAN	AECOM
8	Jon Anderson	Hoover Sun
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PUBLIC MEETING
SIGN IN SHEET

BIKE AND PEDESTRIAN PLAN

Hoover Met Banquet Room, HOOVER, ALABAMA

Thursday, July 27, 2017, 5:30-7:30 pm

Attendance Register

	Name	Address
	Steel Stephens	3232 Oriole Drive 35226
1	JIM STEPHENS	3232 ORIOLE DR 35226
2	STAN MARKS, JR	5274 Cottage Lane 35226
3	LISA HARRIS	2240 Locke Cir 35224
4	Rebecca Hassee	8716 Alford Avenue 35226
5	^{Scott} Daniel Hassee	8716 Alford Avenue 35226
6	TONI LEO	2344 Chapel Rd 35226
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PUBLIC MEETING
SIGN IN SHEET

BIKE AND PEDESTRIAN PLAN

Hoover Met Banquet Room, HOOVER, ALABAMA

Thursday, July 27, 2017, 5:30-7:30 pm

Attendance Register

Name	Address
1 Ted & Jane Hagler	1513 Bridgewater Lane 35244
2 Kim Thomas	1217 Highpoint Cir 35244
3 Ella + McKay Ferguson	1346 Scout Trace 35244
4 Karen Apel	808 Boulder Ridge Circle 35244
5 Charlene Young	952 Tulip Poplar Lane 35244
6 James Young	952 Tulip Poplar Lane 35244
7 Eileen Lewis Eileen Lewis	3224 Dundale Road 35216
8 Mickey Lewis	3224 Dundale Road 35216
9 ROBERT GRAMMER	2108 LARKSPUR LANE 35226
10 Billy Curtis	179 CORRECTION LN 35244
11 Guy Locker	204 Shelterwood Cir 35226
12 RICHARD RUBIK	2104 CHAPEL RD 35226
13 H.A. Nebrig	5740 Chestnut Trace 35244
14 Deanna Bammann	5004 Cedar Trace Trl 35244
15 Kurt Kristensen	756 Lake Crest dr. 35226
16 Tricia Simpson	725 Restoration Drive 35226
17 Janet Simon	444 Matzek Drive 35226
18 David Dionne	1106 Park View 35244
19 MATTHEW BURGESS	446 PARK AVENUE 35226
20 JOHN WAGNER	2036 SHEBA DR. 35214
21 Angelene Wagner	2036 Sheba Dr 35216
22 Brad Clay	752 Chestnut Park Ln 35226
23 Mathew Davis	704 Valley Street 35226
24 Heather Davis	" " " "
25 William Hedden	405 Golf drive Hoover 35226
26 Greg Hartshill	4520 Jessup Lane Hoover 35226

Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
06/21/2017

Name: _____
Organization: _____
Address: _____

Email: _____

- 1) How easy or difficult is it to walk in your community? Would you say...
 - a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy nor Difficult
 - d. Somewhat Difficult
 - e. Or Very Difficult
- 2) What makes it difficult to walk in your community?
 - a. No sidewalks
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Destinations too far
 - e. Too many hills/big hills
 - f. Unsafe neighborhood/safety
 - g. Lazy/don't want to
 - h. No street lights
- 3) Which of these changes would you recommend be made in your community to make it easier for you to walk more?
 - a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
 - b. Improve existing facilities
 - c. Enforce laws governing motorist behavior
 - d. Initiating pedestrian safety education
 - e. Making areas for walking safer
 - f. Other – specify
- 4) Considering the facilities you may or may not have for walking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize.
Explain:

(continue writing on back if necessary)

- 5) How easy or difficult is it to bicycle in your community? Would you say...
- a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy nor Difficult
 - d. Somewhat Difficult
 - e. Very Difficult
- 6) What makes it difficult to bicycle in your community?
- a. No bike lanes/roads too narrow/no shoulder
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Unsafe neighborhood/safety
 - e. Destinations too far
 - f. Lazy/don't want to
 - g. No street lights
 - h. Unsafe terrain
 - i. No trails/paths
- 7) Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?
- a. Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections
 - b. Improve existing facilities
 - c. Enforce laws governing bicycling and motorist behavior
 - d. Initiating bicycle safety education
 - e. Making areas for bicycling safer
 - f. Other – specify
- 8) What would be your preferred facility for biking?
- a. Paved roads, on low traffic and low speed streets
 - b. Paved roads, even if traffic speeds and volumes are high
 - c. Sidewalks
 - d. Bicycle paths or walking paths/trails
 - e. Shoulders of paved roads
 - f. Bicycle lanes on paved roads
 - g. Designated bikeways
 - h. Unpaved roads
 - i. Other
- 9) Considering the facilities you may or may not have for biking in your community, please provide the type and location of a new facility or improvements to an existing facility that you would utilize.
Explain:

(continue writing on back if necessary)

COMMENT SHEET

BICYCLE AND PEDESTRIAN MASTER PLAN

Hoover Met Banquet Room, HOOVER, ALABAMA

Thursday, July 27, 2017, 5:30 – 7:30 pm

NAME:

Scott Hassee

TELEPHONE: 205-757-6036

ADDRESS:

876 Alford Avenue
Hoover, AL 35226

INTEREST IN PROJECT:

Area Resident Property Owner Local Business Person
 Elected Official Other (_____)

SUPPORT FOR PROJECT:

I support this project I do not support this project

GENERAL COMMENTS:

Sidewalks on Alford Avenue and down shades
Crest from West Oxmoor down towards
Sulphur springs road. A lot of young families live
in the area (w/ pets) that could benefit from
sidewalks for safety reasons and for health of
family and community relationships. There are several
little shops in the area that are open in the evenings
up on the Bluff and being able to walk on sidewalks

(CONTINUE ON BACK IF NECESSARY)

Please mail to the address below within 10 business days:

Hoover Public Safety Center
ATTN: Rodney Long, P.E. City Engineer
2020 Valleydale Road, Suite E-100
Hoover, Alabama 35244

in well-lit areas ~~that~~ in the evenings
and encourage economic activity in small
business. We would love for those shops
to stay and grow closer as a community.

Thursday, July 27, 2017 8:50 - 1:30 pm

NAME: Scott Hurre
ADDRESS: 878 North Avenue
Floor, Apt 202B

INTEREST IN PROJECT:

Area Resident Property Owner Local Business Person
 Elected Official Other ()

SUPPORT FOR PROJECT:

I support this project I do not support this project

GENERAL COMMENTS:

I think there are a lot of great ideas out there for
the area. I would love to see more shops and
businesses in the area. I think it would be great
to have more people in the area. I think it would
be great to have more people in the area. I think
it would be great to have more people in the area.
I think it would be great to have more people in
the area. I think it would be great to have more
people in the area. I think it would be great to
have more people in the area. I think it would be
great to have more people in the area. I think it
would be great to have more people in the area.

IF OUTSIDE THE AREA, PLEASE PRINT NAME AND ADDRESS

Please mail to the address below within 10 business days

Room 1010, 1010
ATTN: Robert Long, P.E. Consultant
5000 Wilshire Blvd, Suite 1010
Beverly Hills, California 90210

COMMENT SHEET

BICYCLE AND PEDESTRIAN MASTER PLAN

Hoover Met Banquet Room, HOOVER, ALABAMA

Thursday, July 27, 2017, 5:30 – 7:30 pm

NAME: Rebecca Hasseel TELEPHONE: 205-527-9306

ADDRESS: 576 alford Ave
HOOVER AL 35226

INTEREST IN PROJECT:

Area Resident Property Owner Local Business Person
 Elected Official Other (Board member Hoover Beautification Board)

SUPPORT FOR PROJECT:

I support this project I do not support this project

GENERAL COMMENTS:

Hoover needs to catch up and
separate itself as a city that cares
about the health and safety of its
citizens by making our city more
walkable, neighborhood friendly, and
beautiful! Sidewalks would help our
quality of life and our property values -
please invest in our city in this way

(CONTINUE ON BACK IF NECESSARY)

(time, planning, and funding)

Please mail to the address below within 10 business days:

Hoover Public Safety Center
ATTN: Rodney Long, P.E. City Engineer
2020 Valleydale Road, Suite E-100
Hoover, Alabama 35244

COMMENT SHEET

BICYCLE AND PEDESTRIAN MASTER PLAN

Hoover Met Banquet Room, HOOVER, ALABAMA

Thursday, July 27, 2017, 5:30 – 7:30 pm

NAME: James & Charlene Young TELEPHONE: 205-908-7444
ADDRESS: 952 Tulip Poplar Ln
Hoover 35244

INTEREST IN PROJECT:

Area Resident Property Owner Local Business Person
 Elected Official Other (_____)

SUPPORT FOR PROJECT:

I support this project I do not support this project

GENERAL COMMENTS:

more bike lanes please!

(CONTINUE ON BACK IF NECESSARY)

Please mail to the address below within 10 business days:

Hoover Public Safety Center
ATTN: Rodney Long, P.E. City Engineer
2020 Valleydale Road, Suite E-100
Hoover, Alabama 35244

**Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
07/27/2017**

Name: Janet Simon
Organization: _____
Address: 444 Matzek Drive
Hoover AL 35226
Email: janetcwel@yahoo.com

- 1) Which of the following modes of transportation have you used in the past year to get from one place to another?
 - a. Drove your car
 - b. Carpoled or rode as a passenger in a car
 - c. Bicycled
 - d. Used a bus or other form of public transportation
 - e. Walked
- 2) In the past year, in a usual week, have you walked for at least 10 minutes at a time for a recreation, exercise, to get to and from places, or for any other reason?
 - a. Yes
 - b. No
- 3) How easy or difficult is it to walk in your community? Would you say...
 - a. Very Easy
 - b. Somewhat Easy *but limited, mileage wise to busy Patton Chapel / Chapel Lane*
 - c. Neither Easy or Difficult
 - d. Somewhat Difficult
 - e. Or Very Difficult
- 4) What makes it difficult to walk in your community?
 - a. No Sidewalks
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Destinations too far
 - e. Too many hills/big hills
 - f. Unsafe neighborhood/safety
 - g. Lazy/don't want to
 - h. No street lights
- 5) Which of these changes would you recommend be made in your community to make it easier for you to walk more?
 - a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
 - b. Improve existing facilities
 - c. Enforce laws governing motorist behavior
 - d. Initiating pedestrian safety education
 - e. Making areas for walking safer
 - f. Other (please specify)

- 6) In the past year, in a usual week, have you bicycled for at least 10 minutes at a time for recreation, exercise, to get to and from places, or for any reason?
- a. Yes
 - b. No
- 7) How easy or difficult is it to bicycle in your community? Would you say...
- a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy nor Difficult
 - d. Somewhat Difficult *no paths/ busy road. / sidewalks have walkers / and cannot easily exit sidewalk to street.*
 - e. Very Difficult
- 8) What makes it difficult to bicycle in your community?
- a. No bike lanes/roads too narrow/no shoulder
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Unsafe neighborhood/safety
 - e. Destinations too far
 - f. Lazy/don't want to
 - g. No street lights
 - h. Unsafe terrain
 - i. No trails/paths
- 9) Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?
- a. Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections
 - b. Improve existing facilities
 - c. Enforce laws governing bicycling and motorist behavior
 - d. Initiating bicycle safety education
 - e. Making areas for bicycling safer
 - f. Other (please specify)
- 10) What type of facility do you typically utilize or prefer for biking?
- a. Paved roads, on low traffic and low speed streets
 - b. Paved roads, even if traffic speeds and volumes are high
 - c. Sidewalks
 - d. Bicycle paths or walking paths/trails
 - e. Shoulders of paved roads
 - f. Bicycle lanes on paved roads
 - g. Designated bikeways
 - h. Unpaved roads
 - i. Other (please specify)

COMMENT SHEET

BICYCLE AND PEDESTRIAN MASTER PLAN

Hoover Met Banquet Room, HOOVER, ALABAMA

Thursday, July 27, 2017, 5:30 – 7:30 pm

NAME: Janet Simon TELEPHONE: 527-8121

ADDRESS: 444 Matzek Drive
Hoover AL 35226

INTEREST IN PROJECT:

Area Resident Property Owner Local Business Person
 Elected Official Other (_____)

SUPPORT FOR PROJECT:

I support this project I do not support this project

GENERAL COMMENTS:

Support fully bicycle paths / ^{jogging trails} from Alford
to neighborhood communities among Bluff Park
Shades Crest = add room on major intersections
roads = More Greenway trails similar to
Homewood's Shades Creek Parkway

(CONTINUE ON BACK IF NECESSARY)

Please mail to the address below within 10 business days:

Hoover Public Safety Center
ATTN: Rodney Long, P.E. City Engineer
2020 Valleydale Road, Suite E-100
Hoover, Alabama 35244

COMMENT SHEET

BICYCLE AND PEDESTRIAN MASTER PLAN

Hoover Met Banquet Room, HOOVER, ALABAMA

Thursday, July 27, 2017, 5:30 – 7:30 pm

NAME: ROBERT GRAMMER TELEPHONE: 823-4686

ADDRESS: 2108 LARKSPUR LANE

INTEREST IN PROJECT:

Area Resident Property Owner Local Business Person
 Elected Official Other (_____)

SUPPORT FOR PROJECT:

I support this project I do not support this project

GENERAL COMMENTS:

I would love to see a sidewalk project along
Alford Ave. The road is too dangerous without
a sidewalk system. A sidewalk system would
increase property value and, in turn, increase revenue
(tax) for the city. Also, it would make the
neighborhood much more inviting and neighbor
friendly. It is sad to see people trying to walk
the road and taking their lives in their own hands.

(CONTINUE ON BACK IF NECESSARY)

Please mail to the address below within 10 business days:

Hoover Public Safety Center
ATTN: Rodney Long, P.E. City Engineer
2020 Valleydale Road, Suite E-100
Hoover, Alabama 35244

**Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
07/27/2017**

Name: ROBERT GRAMMER
Organization: _____
Address: 2108 LARKSPUR LANE

Email: grammers@charter.net

- 1) Which of the following modes of transportation have you used in the past year to get from one place to another?
 - a. Drove your car
 - b. Carpooled or rode as a passenger in a car
 - c. Bicycled
 - d. Used a bus or other form of public transportation
 - e. Walked
- 2) In the past year, in a usual week, have you walked for at least 10 minutes at a time for a recreation, exercise, to get to and from places, or for any other reason?
 - a. Yes
 - b. No
- 3) How easy or difficult is it to walk in your community? Would you say...
 - a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy or Difficult
 - d. Somewhat Difficult
 - e. Or Very Difficult
- 4) What makes it difficult to walk in your community?
 - a. No Sidewalks
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Destinations too far
 - e. Too many hills/big hills
 - f. Unsafe neighborhood/safety
 - g. Lazy/don't want to
 - h. No street lights
- 5) Which of these changes would you recommend be made in your community to make it easier for you to walk more?
 - a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
 - b. Improve existing facilities
 - c. Enforce laws governing motorist behavior
 - d. Initiating pedestrian safety education
 - e. Making areas for walking safer
 - f. Other (please specify)

- 6) In the past year, in a usual week, have you bicycled for at least 10 minutes at a time for recreation, exercise, to get to and from places, or for any reason?
- Yes
 - No
- 7) How easy or difficult is it to bicycle in your community? Would you say...
- Very Easy
 - Somewhat Easy
 - Neither Easy nor Difficult
 - Somewhat Difficult
 - Very Difficult
- 8) What makes it difficult to bicycle in your community?
- No bike lanes/roads too narrow/no shoulder
 - Roads too busy/too much traffic
 - Health issues
 - Unsafe neighborhood/safety
 - Destinations too far
 - Lazy/don't want to
 - No street lights
 - Unsafe terrain
 - No trails/paths
- 9) Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?
- Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections
 - Improve existing facilities
 - Enforce laws governing bicycling and motorist behavior
 - Initiating bicycle safety education
 - Making areas for bicycling safer
 - Other (please specify)
- 10) What type of facility do you typically utilize or prefer for biking?
- Paved roads, on low traffic and low speed streets
 - Paved roads, even if traffic speeds and volumes are high
 - Sidewalks
 - Bicycle paths or walking paths/trails
 - Shoulders of paved roads
 - Bicycle lanes on paved roads
 - Designated bikeways
 - Unpaved roads
 - Other (please specify)

**Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
07/27/2017**

Name: MATTHEW BURGESS
Organization: _____
Address: 446 PARK AVENUE
HOOVER AL 35226
Email: BURGESS-MATTHEW33@YAHOO
COM

- 1) Which of the following modes of transportation have you used in the past year to get from one place to another?
 - a. Drove your car
 - b. Carpooled or rode as a passenger in a car
 - c. Bicycled
 - d. Used a bus or other form of public transportation
 - e. Walked
- 2) In the past year, in a usual week, have you walked for at least 10 minutes at a time for a recreation, exercise, to get to and from places, or for any other reason?
 - a. Yes
 - b. No
- 3) How easy or difficult is it to walk in your community? Would you say...
 - a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy or Difficult
 - d. Somewhat Difficult
 - e. Or Very Difficult
- 4) What makes it difficult to walk in your community?
 - a. No Sidewalks
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Destinations too far
 - e. Too many hills/big hills
 - f. Unsafe neighborhood/safety
 - g. Lazy/don't want to
 - h. No street lights
- 5) Which of these changes would you recommend be made in your community to make it easier for you to walk more?
 - a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
 - b. Improve existing facilities
 - c. Enforce laws governing motorist behavior
 - d. Initiating pedestrian safety education
 - e. Making areas for walking safer
 - f. Other (please specify) → FINISHING OUT PROJECTS IN PROGRESS

6) In the past year, in a usual week, have you bicycled for at least 10 minutes at a time for recreation, exercise, to get to and from places, or for any reason?

- a. Yes
- b. No

7) How easy or difficult is it to bicycle in your community? Would you say...

- a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy nor Difficult
 - d. Somewhat Difficult
 - e. Very Difficult
- ON RADS, DIFFICULT TO V. DIFFICULT
SIDEWAYS = EASIER.

8) What makes it difficult to bicycle in your community?

- a. No bike lanes/roads too narrow/no shoulder
- b. Roads too busy/too much traffic
- c. Health issues
- d. Unsafe neighborhood/safety
- e. Destinations too far
- f. Lazy/don't want to
- g. No street lights
- h. Unsafe terrain
- i. No trails/paths

9) Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?

- a. Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections
- b. Improve existing facilities
- c. Enforce laws governing bicycling and motorist behavior
- d. Initiating bicycle safety education
- e. Making areas for bicycling safer
- f. Other (please specify)

10) What type of facility do you typically utilize or prefer for biking?

- a. Paved roads, on low traffic and low speed streets
- b. Paved roads, even if traffic speeds and volumes are high
- c. Sidewalks
- d. Bicycle paths or walking paths/trails
- e. Shoulders of paved roads
- f. Bicycle lanes on paved roads
- g. Designated bikeways
- h. Unpaved roads
- i. Other (please specify)

6) In the past year, in a usual week, have you bicycled for at least 10 minutes at a time for recreation, exercise, to get to and from places, or for any reason?

- a. Yes
- b. No

7) How easy or difficult is it to bicycle in your community? Would you say...

- a. Very Easy
- b. Somewhat Easy
- c. Neither Easy nor Difficult
- d. Somewhat Difficult
- e. Very Difficult

I am an experienced cyclist and am well aware of the dangers of distracted motorists and when NOT to ride

8) What makes it difficult to bicycle in your community?

- a. No bike lanes/roads too narrow/no shoulder
- b. Roads too busy/too much traffic
- c. Health issues
- d. Unsafe neighborhood/safety
- e. Destinations too far
- f. Lazy/don't want to
- g. No street lights
- h. Unsafe terrain
- i. No trails/paths

9) Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?

- a. Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections
- b. Improve existing facilities
- c. Enforce laws governing bicycling and motorist behavior
- d. Initiating bicycle safety education
- e. Making areas for bicycling safer
- f. Other (please specify)

↳ improve off-road trails (not paved but hard packed gravel)

10) What type of facility do you typically utilize or prefer for biking?

- a. Paved roads, on low traffic and low speed streets
- b. Paved roads, even if traffic speeds and volumes are high
- c. Sidewalks
- d. Bicycle paths or walking paths/trails
- e. Shoulders of paved roads
- f. Bicycle lanes on paved roads
- g. Designated bikeways
- h. Unpaved roads
- i. Other (please specify)

↳ mountain bike trails

**Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
07/27/2017**

Name: Kurt Kristensen
Organization: _____
Address: 756 Lake Crest dr
HUR 35226
Email: KurtKrist@gmail.com

1) Which of the following modes of transportation have you used in the past year to get from one place to another?

- a. Drove your car
- b. Carpooled or rode as a passenger in a car
- c. Bicycled
- d. Used a bus or other form of public transportation
- e. Walked

2) In the past year, in a usual week, have you walked for at least 10 minutes at a time for a recreation, exercise, to get to and from places, or for any other reason?

- a. Yes
- b. No

3) How easy or difficult is it to walk in your community? Would you say...

- a. Very Easy
- b. Somewhat Easy
- c. Neither Easy or Difficult
- d. Somewhat Difficult
- e. Or Very Difficult

4) What makes it difficult to walk in your community?

- a. No Sidewalks
- b. Roads too busy/too much traffic
- c. Health issues
- d. Destinations too far
- e. Too many hills/big hills
- f. Unsafe neighborhood/safety
- g. Lazy/don't want to
- h. No street lights

not enough trees on street
to provide shade

5) Which of these changes would you recommend be made in your community to make it easier for you to walk more?

- a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
- b. Improve existing facilities
- c. Enforce laws governing motorist behavior
- d. Initiating pedestrian safety education
- e. Making areas for walking safer
- f. Other (please specify)

tree planting campaign to provide
more shade → Lake Crest

The area around the lower MET & High school have an abundance of trails that could be linked. The area on the North side of Shades mountain would also be another wonderful spot for Gravel trails (NO pavement please!) also,

The Alabama ^{NICA} league has > 26 teams and over 400 racers (this is a high school league)
(National Intercollegiate Cycling Association)

→ We hold 5 races every year - Oak Mt, Tannehill, Chewacla, Space & Rocket center and Tuckaloosa - These races start on Friday and end Sunday with 2000-3000 in attendance! Some of our venues are getting too small and we need an additional site - The area around the lower MET would be perfect! you have camping, plenty of parking the Finley center, hotels/restaurants etc...

Please consider a 20-30 mile trail complex in this area - there are many in the cycling community that are willing to help!

thanks!

Kurt Kristensen

COMMENT SHEET

BICYCLE AND PEDESTRIAN MASTER PLAN

Hoover Met Banquet Room, HOOVER, ALABAMA

Thursday, July 27, 2017, 5:30 – 7:30 pm

NAME: Kurt Krustensen TELEPHONE: 205-907-9905

ADDRESS: 756 Lake Crest dr. Hoover 35226

INTEREST IN PROJECT:

Area Resident Property Owner Local Business Person
 Elected Official Other (High school mt. Bike racing coach)

SUPPORT FOR PROJECT:

I support this project I do not support this project

GENERAL COMMENTS:

I am particularly interested in improving the cycling infrastructure in Hoover - both road + offroad. I will limit my comments to offroad. Hoover has a lot of potential to become a Mountain Bike + Gravel Bike epicenter! there are a lot of existing trails, gravel paths and dirt roads that many of us already utilize to ride on, in order to enjoy a SAFE cycling adventure - see back

(CONTINUE ON BACK IF NECESSARY)

Please mail to the address below within 10 business days:

Hoover Public Safety Center
ATTN: Rodney Long, P.E. City Engineer
2020 Valleydale Road, Suite E-100
Hoover, Alabama 35244

COMMENT SHEET

BICYCLE AND PEDESTRIAN MASTER PLAN

Hoover Met Banquet Room, HOOVER, ALABAMA

Thursday, July 27, 2017, 5:30 – 7:30 pm

NAME: William Hedden TELEPHONE: 205-601-4127

ADDRESS: 405 Golf drive, Hoover 35226

INTEREST IN PROJECT:

Area Resident Property Owner Local Business Person
 Elected Official Other (_____)

SUPPORT FOR PROJECT:

I support this project I do not support this project

GENERAL COMMENTS:

The quickest easiest fix for Bike riders would be to over pave the shoulder on Hwy 31/150/119 where grooves were placed into the shoulder to apparently keep drivers alert but they must not have realized just how dangerous they are for bikers. it has caused bikers to move right up against the traffic so as not to lose control. They should be paved over.

(CONTINUE ON BACK IF NECESSARY)

Please mail to the address below within 10 business days:

Hoover Public Safety Center
ATTN: Rodney Long, P.E. City Engineer
2020 Valleydale Road, Suite E-100
Hoover, Alabama 35244

**Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
07/27/2017**

Name: William Hedden

Organization: _____

Address: 405 Golf Drive

Email: Bill@Heddenmd.com

- 1) Which of the following modes of transportation have you used in the past year to get from one place to another?
 - a. Drove your car
 - b. Carpooled or rode as a passenger in a car
 - c. Bicycled
 - d. Used a bus or other form of public transportation
 - e. Walked
- 2) In the past year, in a usual week, have you walked for at least 10 minutes at a time for a recreation, exercise, to get to and from places, or for any other reason?
 - a. Yes
 - b. No
- 3) How easy or difficult is it to walk in your community? Would you say...
 - a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy or Difficult
 - d. Somewhat Difficult
 - e. Or Very Difficult
- 4) What makes it difficult to walk in your community?
 - a. No Sidewalks
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Destinations too far
 - e. Too many hills/big hills
 - f. Unsafe neighborhood/safety
 - g. Lazy/don't want to
 - h. No street lights
- 5) Which of these changes would you recommend be made in your community to make it easier for you to walk more?
 - a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
 - b. Improve existing facilities
 - c. Enforce laws governing motorist behavior
 - d. Initiating pedestrian safety education
 - e. Making areas for walking safer
 - f. Other (please specify)

6) In the past year, in a usual week, have you bicycled for at least 10 minutes at a time for recreation, exercise, to get to and from places, or for any reason?

- a. Yes
- b. No

7) How easy or difficult is it to bicycle in your community? Would you say...

- a. Very Easy
- b. Somewhat Easy
- c. Neither Easy nor Difficult
- d. Somewhat Difficult
- e. Very Difficult

8) What makes it difficult to bicycle in your community?

- a. No bike lanes/roads too narrow/no shoulder
- b. Roads too busy/too much traffic
- c. Health issues
- d. Unsafe neighborhood/safety
- e. Destinations too far
- f. Lazy/don't want to
- g. No street lights
- h. Unsafe terrain
- i. No trails/paths

need to repave the
Shoulder on Hwy 31 / Hwy 150
Hwy 119 to
Take away the gloves
used to make the drivers
pay attention. These have made
it extremely dangerous for bikers.
Trying to stay on the shoulder
This would be a very easy fix

9) Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?

- a. Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections
- b. Improve existing facilities
- c. Enforce laws governing bicycling and motorist behavior
- d. Initiating bicycle safety education
- e. Making areas for bicycling safer
- f. Other (please specify)

10) What type of facility do you typically utilize or prefer for biking?

- a. Paved roads, on low traffic and low speed streets
- b. Paved roads, even if traffic speeds and volumes are high
- c. Sidewalks
- d. Bicycle paths or walking paths/trails
- e. Shoulders of paved roads
- f. Bicycle lanes on paved roads
- g. Designated bikeways
- h. Unpaved roads
- i. Other (please specify)

** this would bring us up to date with most major cities

COMMENT SHEET

BICYCLE AND PEDESTRIAN MASTER PLAN

Hoover Met Banquet Room, HOOVER, ALABAMA

Thursday, July 27, 2017, 5:30 – 7:30 pm

NAME: Tricia Simpson TELEPHONE: 222-3176
ADDRESS: 725 Restoration Drive 35226

INTEREST IN PROJECT:

Area Resident Property Owner Local Business Person
 Elected Official Other (_____)

SUPPORT FOR PROJECT:

I support this project I do not support this project

GENERAL COMMENTS:

Very interested in paved pathway (like
Lakeshore greenway) 2-3 miles in length
around Hwy 150 - Western Hoover
- Behind the met - along the Cahaba
- Behind Walmart
- Sewer Road Behind academy (connect to
Riverchase Elem. proposed trail.

(CONTINUE ON BACK IF NECESSARY)

Please mail to the address below within 10 business days:

Hoover Public Safety Center
ATTN: Rodney Long, P.E. City Engineer
2020 Valleydale Road, Suite E-100
Hoover, Alabama 35244

**Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
07/27/2017**

Name: Rebecca Hassle
Organization: _____
Address: 8716 alfara ave
Hoover, Va 25226
Email: rebecca.hassle@gmail.com

- 1) Which of the following modes of transportation have you used in the past year to get from one place to another?
 - a. Drove your car
 - b. Carpooled or rode as a passenger in a car
 - c. Bicycled
 - d. Used a bus or other form of public transportation
 - e. Walked
- 2) In the past year, in a usual week, have you walked for at least 10 minutes at a time for a recreation, exercise, to get to and from places, or for any other reason?
 - a. Yes
 - b. No
- 3) How easy or difficult is it to walk in your community? Would you say...
 - a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy or Difficult
 - d. Somewhat Difficult
 - e. Or Very Difficult
- 4) What makes it difficult to walk in your community?
 - a. No Sidewalks
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Destinations too far
 - e. Too many hills/big hills
 - f. Unsafe neighborhood/safety
 - g. Lazy/don't want to
 - h. No street lights
- 5) Which of these changes would you recommend be made in your community to make it easier for you to walk more?
 - a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
 - b. Improve existing facilities
 - c. Enforce laws governing motorist behavior
 - d. Initiating pedestrian safety education
 - e. Making areas for walking safer
 - f. Other (please specify)

- 6) In the past year, in a usual week, have you bicycled for at least 10 minutes at a time for recreation, exercise, to get to and from places, or for any reason?
- a. Yes
 - b. No
- 7) How easy or difficult is it to bicycle in your community? Would you say...
- a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy nor Difficult
 - d. Somewhat Difficult
 - e. Very Difficult
- 8) What makes it difficult to bicycle in your community?
- a. No bike lanes/roads too narrow/no shoulder
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Unsafe neighborhood/safety
 - e. Destinations too far
 - f. Lazy/don't want to
 - g. No street lights
 - h. Unsafe terrain
 - i. No trails/paths
- 9) Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?
- a. Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections
 - b. Improve existing facilities
 - c. Enforce laws governing bicycling and motorist behavior
 - d. Initiating bicycle safety education
 - e. Making areas for bicycling safer
 - f. Other (please specify)
- 10) What type of facility do you typically utilize or prefer for biking?
- a. Paved roads, on low traffic and low speed streets
 - b. Paved roads, even if traffic speeds and volumes are high
 - c. Sidewalks
 - d. Bicycle paths or walking paths/trails
 - e. Shoulders of paved roads
 - f. Bicycle lanes on paved roads
 - g. Designated bikeways
 - h. Unpaved roads
 - i. Other (please specify)

**Bicycle and Pedestrian Plan
City of Hoover
Stakeholder Meeting Questionnaire
07/27/2017**

Name: Scott Hassee
Organization: Resident
Address: 876 Alford Ave.
B'Ham, AL 35226
Email: sthassee@gmail.com

- 1) Which of the following modes of transportation have you used in the past year to get from one place to another?
 - a. Drove your car
 - b. Carpoled or rode as a passenger in a car
 - c. Bicycled
 - d. Used a bus or other form of public transportation
 - e. Walked
- 2) In the past year, in a usual week, have you walked for at least 10 minutes at a time for a recreation, exercise, to get to and from places, or for any other reason?
 - a. Yes
 - b. No
- 3) How easy or difficult is it to walk in your community? Would you say...
 - a. Very Easy
 - b. Somewhat Easy
 - c. Neither Easy or Difficult
 - d. Somewhat Difficult
 - e. Or Very Difficult
- 4) What makes it difficult to walk in your community?
 - a. No Sidewalks
 - b. Roads too busy/too much traffic
 - c. Health issues
 - d. Destinations too far
 - e. Too many hills/big hills
 - f. Unsafe neighborhood/safety
 - g. Lazy/don't want to
 - h. No street lights
- 5) Which of these changes would you recommend be made in your community to make it easier for you to walk more?
 - a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks
 - b. Improve existing facilities
 - c. Enforce laws governing motorist behavior
 - d. Initiating pedestrian safety education
 - e. Making areas for walking safer
 - f. Other (please specify)

- 6) In the past year, in a usual week, have you bicycled for at least 10 minutes at a time for recreation, exercise, to get to and from places, or for any reason?
- Yes
 - No
- 7) How easy or difficult is it to bicycle in your community? Would you say...
- Very Easy
 - Somewhat Easy
 - Neither Easy nor Difficult
 - Somewhat Difficult
 - Very Difficult
- 8) What makes it difficult to bicycle in your community?
- No bike lanes/roads too narrow/no shoulder
 - Roads too busy/too much traffic
 - Health issues
 - Unsafe neighborhood/safety
 - Destinations too far
 - Lazy/don't want to
 - No street lights
 - Unsafe terrain
 - No trails/paths
- 9) Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?
- Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections
 - Improve existing facilities
 - Enforce laws governing bicycling and motorist behavior
 - Initiating bicycle safety education
 - Making areas for bicycling safer
 - Other (please specify)
- 10) What type of facility do you typically utilize or prefer for biking?
- Paved roads, on low traffic and low speed streets
 - Paved roads, even if traffic speeds and volumes are high
 - Sidewalks
 - Bicycle paths or walking paths/trails
 - Shoulders of paved roads
 - Bicycle lanes on paved roads
 - Designated bikeways
 - Unpaved roads
 - Other (please specify)

COMMENT SHEET

BICYCLE AND PEDESTRIAN MASTER PLAN

Heatherwood Hills Country Club, HOOVER, ALABAMA

Tuesday, July 25, 2017, 5:30 – 7:30 pm

NAME: JACK GOERTZ TELEPHONE: 991-7766

ADDRESS: 2220 Vanessa Dr
Birmingham, AL 35242

INTEREST IN PROJECT:

Area Resident Property Owner Local Business Person
 Elected Official Other (_____)

SUPPORT FOR PROJECT:

I support this project I do not support this project

GENERAL COMMENTS:

1) Sidewalks w/crosswalks should be added to John Hawkins, Tyler Rd, Caswell Mill Rd, Heatherwood Drive and other similar streets w/potential for high to moderate pedestrian use.

2) ^{Part} Careful attention to roads w/potential for safe Bicycle use, i.e. Caswell Mill Rd, US31, US280, Valleydale Rd

(CONTINUE ON BACK IF NECESSARY)

3) ^{Part} Add/Open Pedestrian/Bicycle access between Caswell Xing & Inverness
Please mail to the address below within 10 business days:

Hoover Public Safety Center
ATTN: Rodney Long, P.E. City Engineer
2020 Valleydale Road, Suite E-100
Hoover, Alabama 35244

FAX
e-mail Christy.CAHALAN@AECOM.COM

COMMENT SHEET

BICYCLE AND PEDESTRIAN MASTER PLAN

Hoover Met Banquet Room, HOOVER, ALABAMA

Thursday, July 27, 2017, 5:30 – 7:30 pm

NAME: JIM STEPHENS TELEPHONE: 822-3989

ADDRESS: 3232 ORIOLE DR

INTEREST IN PROJECT:

Area Resident Property Owner Local Business Person
 Elected Official Other (_____)

SUPPORT FOR PROJECT:

I support this project I do not support this project

GENERAL COMMENTS:

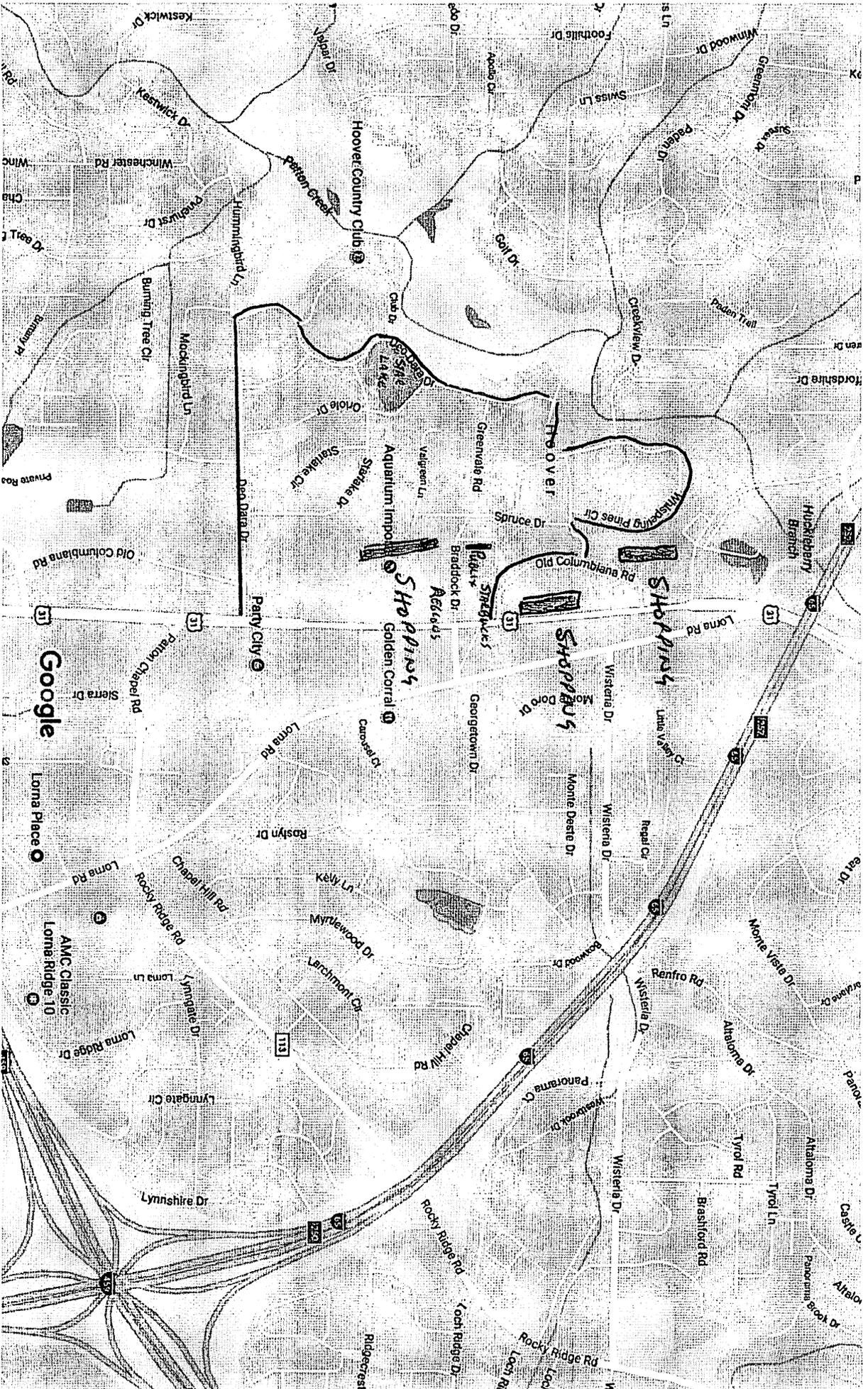
Add sidewalks to the streets inside the Deo Dara loop from US 31 around to Old Columbiana Rd and include Whispering Pines Circle. It was said at the meeting that sidewalks should have a destination. All these streets have the shopping/dining etc. possibilities on the West side of US 31 in Hoover as destinations along with Star Lake.

The area outlined is all within one mile of Publix and the associated businesses nearby (Marco's Pizza, Starbucks, Regions, Cleaners, Green Valley Drug, License Bureau, All American Outdoors plus others). There are other shopping possibilities also in the area where Advance Auto Parts, Sneaky Pete's and Mandarin House are located among other places. Also the strip where Papa Murphy's, Organic Harvest are located.

(CONTINUE ON BACK IF NECESSARY)

Please mail to the address below within 10 business days:

Hoover Public Safety Center
ATTN: Rodney Long, P.E. City Engineer
2020 Valleydale Road, Suite E-100
Hoover, Alabama 35244



Phillips, Mandy

From: Westhoven, Tim <WesthovenT@ci.hoover.al.us>
Sent: Wednesday, July 26, 2017 6:20 AM
To: Phillips, Mandy; Cahalan, Christy
Cc: Long, Rod; Brocato, Frank
Subject: Fwd: Sidewalks for Alford Avenue

Please add the comments below for our consideration. Thanks.

Tim

Sent from my iPad

Begin forwarded message:

From: "Brocato, Frank" <BrocatoF@ci.hoover.al.us<<mailto:BrocatoF@ci.hoover.al.us>>>
Date: July 26, 2017 at 5:25:46 AM CDT
To: "Westhoven, Tim" <WesthovenT@ci.hoover.al.us<<mailto:WesthovenT@ci.hoover.al.us>>>
Subject: Fwd: Sidewalks for Alford Avenue

Please forward to consultants.
FVB

Sent from my iPhone

Begin forwarded message:

From: Rebecca Hassee <rebeccahassee@gmail.com<<mailto:rebeccahassee@gmail.com>>>
Date: July 25, 2017 at 10:12:59 PM CDT
To: "Brocato, Frank" <BrocatoF@ci.hoover.al.us<<mailto:BrocatoF@ci.hoover.al.us>>>
Subject: Sidewalks for Alford Avenue

Hi Mr Mayor,

As we have talked about in many occasions, I am passionate about getting sidewalks on Alford Avenue. I am confident they would make a positive impact in our community, our home values, and each home owners quality of life which would ultimately improve Hoover! Currently there are over 200 homes on the west side of I65 that house residents that are currently "land locked" and who are unable to walk out their door and down the street. If they did have the ability there would be more walks to the Bluff Park creamery for an Ice Cream Taco or push my 1 year old in his stroller to pick up something from Mr. P's for dinner. There would also be more neighborhood community and more exercise for healthier, happier Hoover citizens! And the cherry on top: If and when the time comes to sell our home, I know that these types of features would improve the look and the value of any home on our street!

Hope this was convincing!

Thanks for all you do for our great city- I am so proud to know you and know that you enjoy a good emoji or two 🙌

Tell Lori hi!! 🙌

Have a great day!

Phillips, Mandy

From: Westhoven, Tim <WesthovenT@ci.hoover.al.us>
Sent: Thursday, July 27, 2017 1:29 PM
To: Cahalan, Christy; Phillips, Mandy
Cc: Long, Rod
Subject: FW: Alford Ave sidewalks

[Another one.](#)

From: Brocato, Frank
Sent: Thursday, July 27, 2017 1:13 PM
To: Westhoven, Tim
Subject: Fwd: Alford Ave sidewalks

Here u go

Sent from my iPhone

Begin forwarded message:

From: Deb Berry <debcberry@hotmail.com>
Date: July 27, 2017 at 12:17:14 PM CDT
To: "Brocato, Frank" <BROCATOF@ci.hoover.al.us>
Subject: Alford Ave sidewalks

Dear Mayor Brocato

I have been a resident of Alford Avenue in Bluff Park for over 30 years and have watched the street get busier and busier. Finally we got a sidewalk for a very small portion of Alford. We need the sidewalks extended so folks can walk without having to walk in the street to get to a sidewalk and so strollers can be used without having to put them and the precious cargo they are carrying the street and get run over on a b

Sent from my iPhone

Phillips, Mandy

From: Westhoven, Tim <WesthovenT@ci.hoover.al.us>
Sent: Wednesday, August 09, 2017 4:00 PM
To: Cahalan, Christy; Phillips, Mandy
Subject: FW: Alford Avenue Sidewalk

Please add.

From: Brocato, Frank
Sent: Tuesday, August 08, 2017 8:28 PM
To: Michael Murphy
Cc: Katie Murphy
Subject: Re: Alford Avenue Sidewalk

Mike,

Thank you for your comments and I agree with you. I'll make sure your comments are forwarded to our consultant. Please feel free to call me if I can ever be of assistance.

Thanks,
FVB

Sent from my iPhone

On Aug 8, 2017, at 6:39 PM, Michael Murphy <ultimateblazer@gmail.com> wrote:

Mayor Brocato

Please allow me to introduce our family - we are Mike and Katie Murphy, and our children are Andrew (8) and Sean (5) are in second grade and kindergarten at Shades Mtn Elementary. I (Mike) am a life long Bluff Park resident, having grown up on Park Avenue, where my parents have lived for over 40 years. We purchased our first and second homes also on Park Avenue in the 500 block, and we have lived at 877 Alford Avenue for the past 9 years. Before we moved, we walked on the Park Avenue sidewalk almost daily and enjoyed meeting our neighbors and exercising ourselves and our golden retriever! As I'm sure you're aware, the sidewalk on Park Avenue has transformed that portion of Bluff Park. Even now, we will actually drive to my parents house and park there, and walk on their sidewalk because it is too dangerous to walk on Alford. It is sadly too dangerous to safely walk next door to visit our neighbor on one side. I would be thrilled to donate part of my lot again to the city to get a sidewalk on Alford. An Alford Avenue sidewalk from Shadybrook down to Haden Street would also make it possible for children and families to safely walk to Shades Mountain Elementary School. I know an Alford Avenue sidewalk would have the transformative effect here that Park Avenue has experienced, and also increase our property values.

Please feel free to contact me with any questions,

Sincerely,

Mike And Katie Murphy

Phillips, Mandy

From: Westhoven, Tim <WesthovenT@ci.hoover.al.us>
Sent: Friday, August 04, 2017 12:59 PM
To: Phillips, Mandy; Cahalan, Christy
Subject: FW: Bicycle and Pedestrian Master Plan Comments
Attachments: Sidewalk Comments.pdf

[More comments.](#) Thanks and have a great weekend!

From: Jim Stephens [<mailto:2speedy@bellsouth.net>]
Sent: Friday, August 04, 2017 12:31 PM
To: Westhoven, Tim
Subject: Bicycle and Pedestrian Master Plan Comments

Tim,

I apologize for sending this to you but I would like for you to see my comments. I would appreciate it if you would get the comments to the proper place.

During the meeting at the Met I suggested adding sidewalks on Star Lake Dr, Star Lake Cir, Oriole Dr, Bonnie View and Deo Dara near Star Lake. I also suggested a sidewalk up Deo Dara to Greenvale and Greenvale to Braddock. The whole area near Greenvale Rd / Spruce Dr should be included for the addition of sidewalks along with Whispering Pines Circle. This area has excellent access to the shopping / dining etc at all three areas along 31.

If someday ALDOT would wake up and enable access to the east side now that would really make things great for both sides of US 31.

Have a good weekend

Thanks for your help.

Jim Stephens

Phillips, Mandy

From: Westhoven, Tim <WesthovenT@ci.hoover.al.us>
Sent: Monday, July 31, 2017 4:36 PM
To: Cahalan, Christy; Phillips, Mandy
Cc: Long, Rod; 'Ashley Hawkins'
Subject: FW: Hoover bike & pedestrian plan

Christy and Mandy,

Below please find an email from a local resident regarding the bicycle/pedestrian masterplan. Please add her comments to our collection.

Thanks,

Tim

From: Ashley Hawkins [<mailto:ashleykhawkins@gmail.com>]
Sent: Monday, July 31, 2017 4:31 PM
To: Westhoven, Tim
Subject: Re: Hoover bike & pedestrian plan

Thanks so much for forwarding my comments. I have several to consider.

I live in Riverchase, and would like to see my neighborhood connected to the rest of the community by sidewalks and/or bike paths. A multi-use path (walk & bike) would be ideal, although I am not sure that there is enough available space to make that feasible. I am a runner, and have heard of multiple accidents in the past few years where runners were struck by cars in my neighborhood.

I would like for my family to be able to walk to local parks and school, as well as local businesses. We live too close to Riverchase Elementary for our kids to be allowed to ride the bus. However, it is unsafe for them to walk or ride a bike to school. I would also like for my older children to be able to safely walk or ride a bike to a friend's home and/or our neighborhood pool (Riverchase Country Club) or park (Wildflower Park).

I also think that putting in gravel trails for walkers and/or bikers would be helpful, if the budget does not allow for paved sidewalks. Even if the paths are not along the main roads, but maybe even connected along a Cahaba River greenway, so that a walking or biking commute from residential Riverchase to the schools, churches and shopping areas would be possible.

My recommendations include:

Adding a sidewalk and/or bicycle lane on Riverchase Parkway from Club Road to Hwy 31.

Adding a sidewalk and/or bicycle lane on Old Montgomery Highway between Hwy 150 and Hwy 261.

Adding crosswalks at traffic light/intersection of Riverchase Parkway & Old Montgomery Hwy.

Adding crosswalks & additional sidewalks across Hwy 150 between Old Montgomery/Lorna & Riverchase

Drive to allow safe walking to the Galleria and Patton Creek.

Additional sidewalks in Patton Creek to connect existing sidewalks. Currently it is difficult to walk from one store to another within the shopping center, especially with children. It is not even safe to walk from restaurants to the movie theater without fear of getting hit by a care, especially at night.

Adding a greenway along part of the Cahaba River, using alternative surfaces instead of pavement

A path to connect the above greenway to the residential area of Riverchase, as well as Riverchase Elementary

Adding sidewalks and/or bicycle lanes throughout the Spain Park High School and Berry Middle School complex, including Veterans Park

Adding crosswalks across U.S. 31 in front of the Riverchase Galleria

Adding a sidewalk and/or bicycle lane along Valleydale Road between U.S. 31 and Riverchase Parkway East

Adding a sidewalk and/or bicycle lane on U.S. 31 from John Hawkins Parkway to Patton Chapel Road

Adding bike lanes along U.S. 31 connecting Pelham, Hoover, Vestavia Hills, Homewood and Birmingham

Paving the sewer road behind Academy Sports and connect it to Riverchase and/or a Greenway trail along the Cahaba.

Some of the suggestions above are mine, while others I am agreeing with previously mentioned ideas. I obviously support paths in or near my community of Riverchase. However, anywhere the Hoover can connect residential neighborhoods to local shopping and recreational activities would be beneficial to the city. My family & neighbors really appreciate the City of Hoover working on this initiative. Please feel free to contact me for any questions or concerns.

Ashley Hawkins
2021 Shagbark Road

On Mon, Jul 31, 2017 at 1:40 PM, Westhoven, Tim <WesthovenT@ci.hoover.al.us> wrote:

Hello Ashley. You may send your comments to me. I will forward them to our consultant for inclusion in the process.

Tim

From: Ashley Hawkins [mailto:ashleykhawkins@gmail.com]
Sent: Monday, July 31, 2017 10:36 AM
To: Westhoven, Tim
Subject: Hoover bike & pedestrian plan

Could you please let me know how to best share my ideas & suggestions for this plan? Commenting on the map is not particularly user-friendly. I can send an email or written letter if needed. I have a few neighbors who would like to share their thoughts as well.

Thanks so much,

Ashley Hawkins

Phillips, Mandy

From: Cahalan, Christy
Sent: Tuesday, August 08, 2017 2:19 PM
To: Phillips, Mandy
Cc: LongR@ci.hoover.al.us; Tim Westhoven (westhvent@ci.hoover.al.us)
Subject: FW: Hoover Sidewalks

fyi

Christy Cahalan

AECOM Transportation

Office 205-970-1443 Cell 205-568-3622

Fax 205-970-7784

christy.cahalan@aecom.com

AECOM

3800 Colonnade Parkway, Suite 400

Birmingham, Alabama 35243

www.aecom.com

From: Jonathan Byler [<mailto:jebyler2002@yahoo.com>]
Sent: Sunday, August 06, 2017 7:45 PM
To: Cahalan, Christy
Subject: Hoover Sidewalks

Hi Christy,

Hope you're having a great day. My wife and I love the idea of more walkability in the Caldwell Mill/Spain park area.

In reading the map, it appears there is a proposed sidewalk from the river to Altadena woods.

But to me, Caldwell crossing to Berry middle and the high school would be more important. It would allow residents of Caldwell Crossings, Heatherwood, Altadena Woods (where we live), to be able to walk to the middle and high school as well as Veterans Park. With more residents out walking with families, running, and meeting out on the street, the neighborhood "vibe" and value of homes goes up!

Thanks so much for listening!

Phillips, Mandy

From: Westhoven, Tim <WesthovenT@ci.hoover.al.us>
Sent: Thursday, July 27, 2017 11:19 AM
To: Cahalan, Christy; Phillips, Mandy
Cc: Brocato, Frank; Long, Rod
Subject: FW: Sidewalk request

Here's another one to add. Thanks. See you tonight.

Tim

From: Brocato, Frank
Sent: Thursday, July 27, 2017 10:19 AM
To: Westhoven, Tim
Subject: Fwd: Sidewalk request

Here u go

Sent from my iPhone

Begin forwarded message:

From: kim Weismore <kimweismore@gmail.com>
Date: July 27, 2017 at 10:05:54 AM CDT
To: "Brocato, Frank" <BROCATOF@ci.hoover.al.us>
Subject: Sidewalk request

Good Morning Mr. Brocato,

I am writing to you with a request for additional sidewalks and efficient lighting for our area.

I live off of Alford Avenue, off of Shadybrook lane.

As a neighborhood we have been discussing the un safe walking condition in our neighborhood for years.

Specifically, the lack of proper lighting, sidewalks, and speeders. We have a very visible and active community. There is no less than 20 plus families whom walk daily. This ranges from animal walkers, casual walkers, families with children on trikes or in strollers, and ages range from babies to 90 year olds. Our street is not nearly wide enough and the cars think they own our streets.

As a neighborhood and as their representative, we plead with you to address the safety issues within the Shadybrook neighborhood. Additional lighting, sidewalks, and extra HPD patrol to halt the speeding would go along way in keeping families here and attracting the right type of outside attention.

I would love the opportunity to serve or help aid you in your service.

Thank you for your time and consideration.

Phillips, Mandy

From: Westhoven, Tim <WesthovenT@ci.hoover.al.us>
Sent: Wednesday, July 26, 2017 3:48 PM
To: Cahalan, Christy; Phillips, Mandy
Cc: Brocato, Frank; Long, Rod
Subject: FW: Sidewalks for Alford Avenue

[Another one.](#)

From: Brocato, Frank
Sent: Wednesday, July 26, 2017 1:54 PM
To: Westhoven, Tim
Subject: Fwd: Sidewalks for Alford Avenue

Here u go

Sent from my iPhone

Begin forwarded message:

From: Sarah Shannon <seshann92@gmail.com>
Date: July 26, 2017 at 1:31:40 PM CDT
To: "Brocato, Frank" <BROCATOF@ci.hoover.al.us>
Subject: Sidewalks for Alford Avenue

Dear Mayor Brocato,

My name is Sarah Blair and I am a friend and neighbor of Rebecca and Scott Hassee. My husband and I recently moved to the Bluff Park area, more specifically Alford Avenue. We love living on Alford Avenue and have enjoyed building relationships with our neighbors and becoming a part of such a great community.

I am writing to you today, to encourage and support sidewalks for Alford Avenue. Very often there are reports in our Watch Group page, of angry residents almost hitting pedestrians while they are on an early morning jog. Sidewalks would decrease the frustration for drivers and also give joggers and family's a safe place to walk/run.

The Alford Avenue community is, for most part, an older community, with the houses having mostly been built in the mid-1900s. By adding sidewalks, the area becomes family friendly, which could lead to an increase in demand for the housing market. Right now there aren't any areas that we can safely walk to, although they are less than a half mile away (Mr. P's and Bluff Park Creamery).

We would love to help the community grow so please reach out to us if we can help in any way.

Thank you for your consideration.

Sincerely,

Sarah Blair

Phillips, Mandy

From: Westhoven, Tim <WesthovenT@ci.hoover.al.us>
Sent: Wednesday, July 26, 2017 3:47 PM
To: Cahalan, Christy; Phillips, Mandy
Cc: Brocato, Frank; Long, Rod
Subject: FW: Sidewalks

Here's another one to include. Thanks.

From: Brocato, Frank
Sent: Wednesday, July 26, 2017 2:47 PM
To: Westhoven, Tim
Subject: Fwd: Sidewalks

Her you go

Sent from my iPhone

Begin forwarded message:

From: Leah Flowers <leahmflowers@gmail.com>
Date: July 26, 2017 at 2:23:59 PM CDT
To: "Brocato, Frank" <BROCATOF@ci.hoover.al.us>
Subject: Sidewalks

I am hugely supportive of the plan to put more sidewalks in Hoover, and would especially like to see more in Bluff Park. These two areas are the ones that would benefit the most from sidewalks.

Shades Crest Road (between Chapel Road and Valley Street) This is one of the most beautiful areas in Hoover and so many people are always outside around Tip Top Grill, Bluff Park Diner, Mr. P's and Artists on the Bluff that it would get lots of use.

Farley Road (from Chapel Road to Shades Crest) this road goes right through the middle of Bluff Park and would provide sidewalk access to residents on dozens of backstreets

I hope you will consider my input. I can't come to the public meetings because I have small kids at home, but I'm looking forward to a more walkable Hoover!

Leah Flowers
220 Westcliff Cir

Phillips, Mandy

From: Westhoven, Tim <WesthovenT@ci.hoover.al.us>
Sent: Wednesday, July 26, 2017 3:51 PM
To: Cahalan, Christy; Phillips, Mandy
Cc: Brocato, Frank; Long, Rod
Subject: FW: Sidewalks

[Another one](#)

From: Brocato, Frank
Sent: Wednesday, July 26, 2017 9:26 AM
To: Westhoven, Tim
Subject: FW: Sidewalks

[Here you go](#)

From: Leigh Reynolds Byers [<mailto:leigh@nolanbyers.com>]
Sent: Wednesday, July 26, 2017 8:30 AM
To: Brocato, Frank
Subject: Sidewalks

Dear Mayor Brocato,

I'm a Bluff Park Resident and have been for the past 7 years. I grew up in Hoover and am now raising my kid here. I live on Chapel Road. As my family has grown, we started looking for a slightly larger home preferably on a street with less traffic but IT had to be in Bluff Park. I don't know if you're aware but the housing market is HOT in Bluff Park. We even got into a bidding war on one house. Word is, Bluff Park is going to be the new Crestline.

Bluff Park has such a wonderful sense of community. Neighbors know each other, or at least they try to. We plan block parties and neighborhood events. That is what people want and that is what is going to keep our property values increasing. But some of our streets have a lot of traffic and there is just no way to walk safely on those thoroughfares. Alford Ave, Chapel Road up towards Park Ave. etc. I've been looking forward to the sidewalk extension to connect the entire length of Chapel to Park Ave. I thought I read it was going to happen in early 2017. I know it must be difficult to manage the budget for our city. But I think the sidewalks are a fantastic investment to keep our community valuable and attract the folks that share the value of having a close-knit community. What about a go-fund me campaign especially for sidewalks? What about one of those fundraisers where they ask you at the grocery store when you check out: would like to make a donation to the Hoover sidewalk fund? There is a reason people pay a little more to live in Hoover.

Please do whatever you can to make the sidewalks a priority. (Especially completing the sidewalk on chapel road).

Thank you for your service to our city.

Leigh Reynolds Byers

Leigh Reynolds Byers
NOLAN BYERS P.C.
The Kress Building
301 19th Street North
Birmingham, AL 35203
(205) 314-0637

Phillips, Mandy

From: Westhoven, Tim <WesthovenT@ci.hoover.al.us>
Sent: Wednesday, July 26, 2017 6:59 PM
To: Cahalan, Christy; Phillips, Mandy
Cc: Brocato, Frank; Long, Rod
Subject: Fwd: Pedestrian sidewalk and bike path

Here's another one. Looks like we need to make sure we have that Alford Ave connection included. Thanks.

Tim

Sent from my iPhone

Begin forwarded message:

From: "Brocato, Frank" <BrocatoF@ci.hoover.al.us<<mailto:BrocatoF@ci.hoover.al.us>>>
Date: July 26, 2017 at 6:22:02 PM CDT
To: "Westhoven, Tim" <WesthovenT@ci.hoover.al.us<<mailto:WesthovenT@ci.hoover.al.us>>>
Subject: Fwd: Pedestrian sidewalk and bike path

Here you go

Sent from my iPhone

Begin forwarded message:

From: Leakhena Holder <cstholder@gmail.com<<mailto:cstholder@gmail.com>>>
Date: July 26, 2017 at 5:33:12 PM CDT
To: "Brocato, Frank" <BrocatoF@ci.hoover.al.us<<mailto:BrocatoF@ci.hoover.al.us>>>
Subject: Pedestrian sidewalk and bike path

Mayor Brocato,

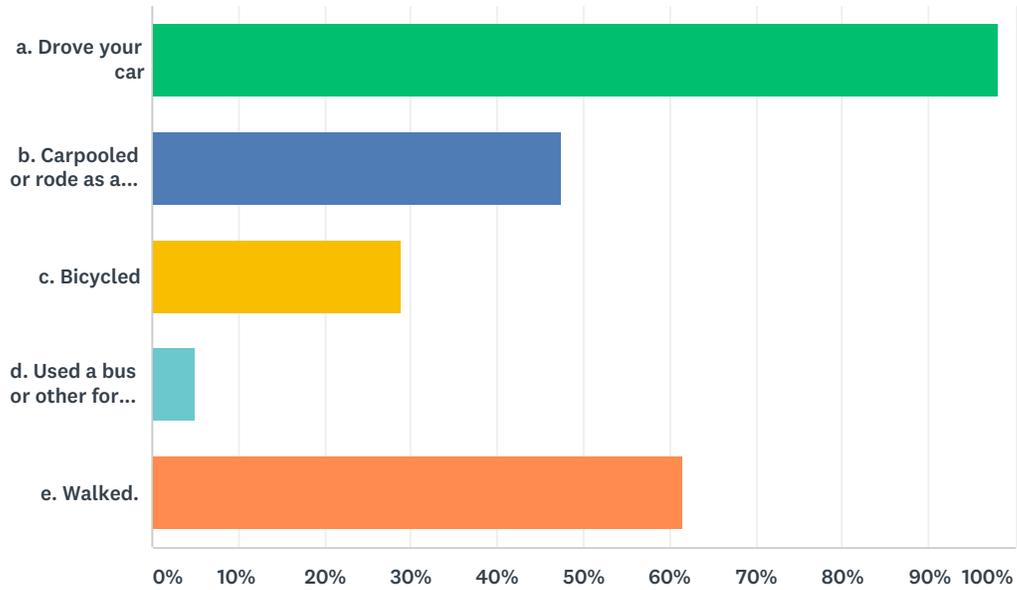
I wanted to express my interest of pedestrian sidewalks and a bike path on Alford Ave. I live on Larkspur off of Alford and love to be able to walk my kids up to the nearby shops in our community or be able to run on Alford Ave such as Park Ave. I wouldn't dare do so now for fear of safety concerns.

My husband grew up in Hoover, specifically Bluff Park, and when we decided to grow our family, we decided to come back to Bluff Park. We would love to be able to enjoy taking a stroll and being more active by supporting our local shops in utilizing sidewalks if they become available....or walk over to Bluff Park United Methodist Church where we attend and work in our community garden. I understand all of this can be achieved by driving but it would be more beneficial physically, environmentally, economically, and so forth. Thank you for allowing us to express our needs for our community!

Leakhena Holder,
Resident of Hoover

Q1 Which of the following modes of transportation have you used in the past year to get from one place to another?

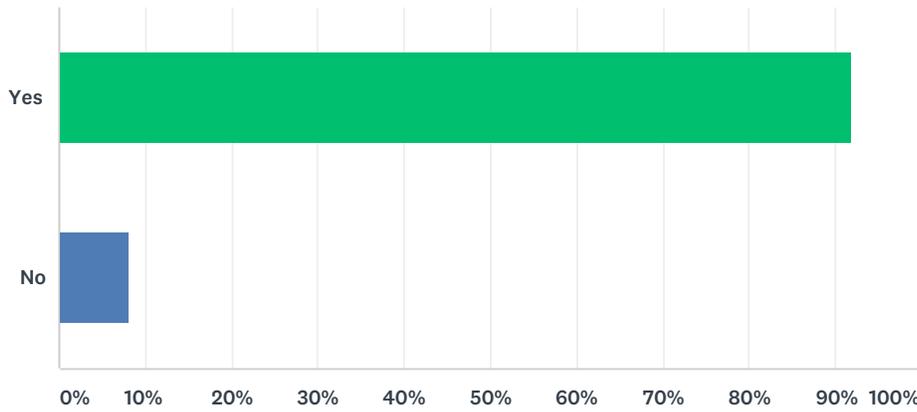
Answered: 358 Skipped: 16



ANSWER CHOICES	RESPONSES	
a. Drove your car	98.04%	351
b. Carpooled or rode as a passenger in a car	47.49%	170
c. Bicycled	28.77%	103
d. Used a bus or other form of public transportation	5.03%	18
e. Walked.	61.45%	220
Total Respondents: 358		

Q2 In the past year, in a usual week, have you walked for at least 10 minutes at a time for recreation, exercise, to get to and from places, or for any other reason?

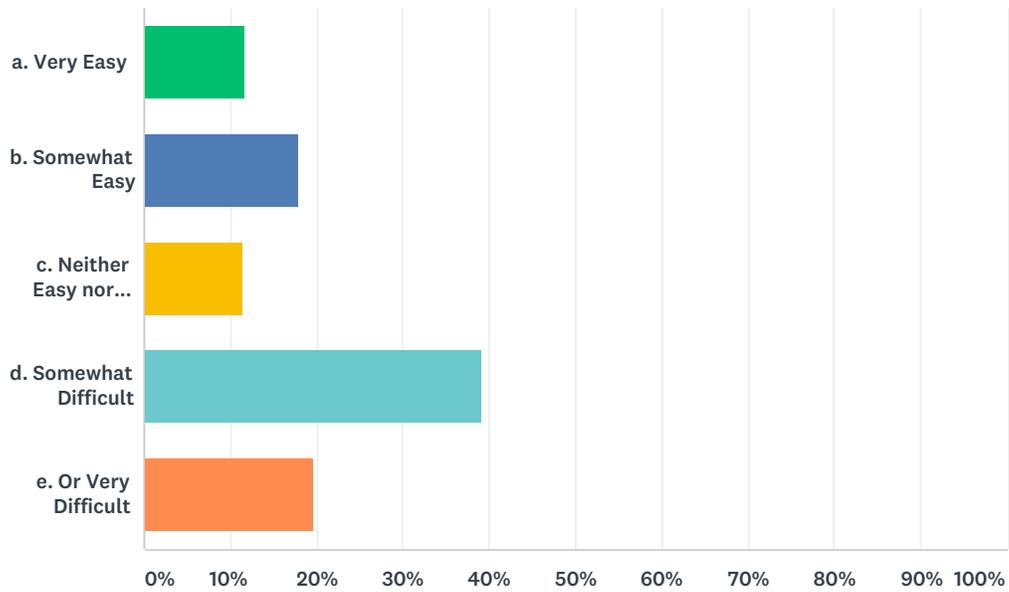
Answered: 357 Skipped: 17



ANSWER CHOICES	RESPONSES	
Yes	91.88%	328
No	8.12%	29
TOTAL		357

Q3 How easy or difficult is it to walk in your community? Would you say...

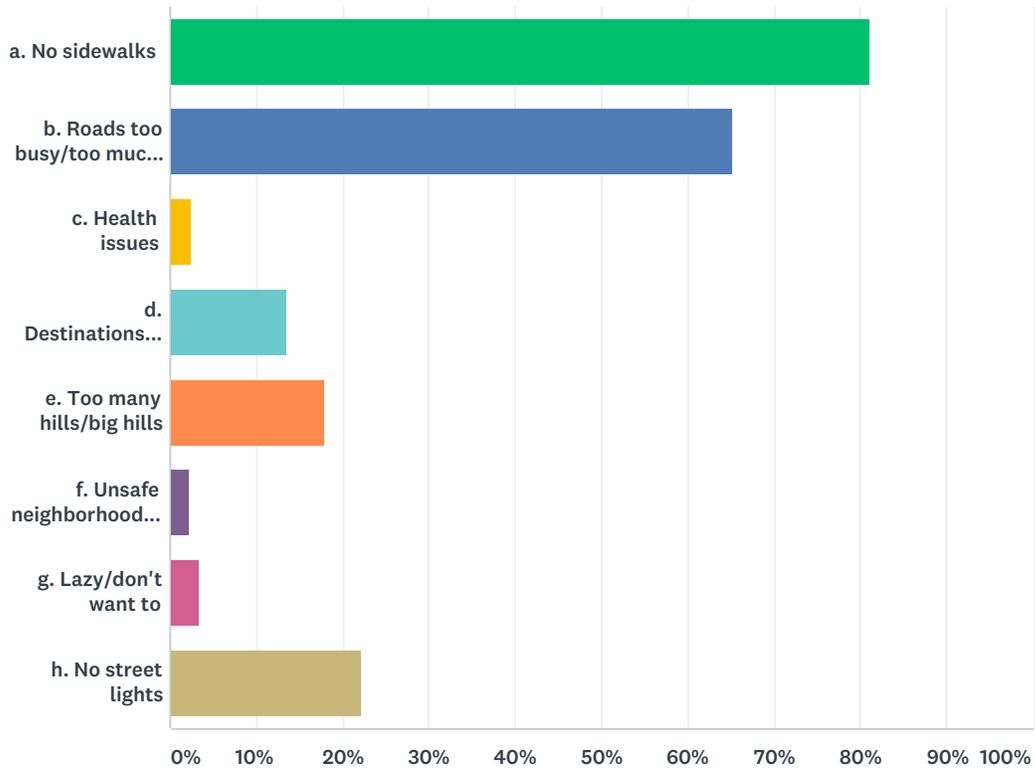
Answered: 373 Skipped: 1



ANSWER CHOICES	RESPONSES
a. Very Easy	11.80% 44
b. Somewhat Easy	17.96% 67
c. Neither Easy nor Difficult	11.53% 43
d. Somewhat Difficult	39.14% 146
e. Or Very Difficult	19.57% 73
TOTAL	373

Q4 What makes it difficult to walk in your community?

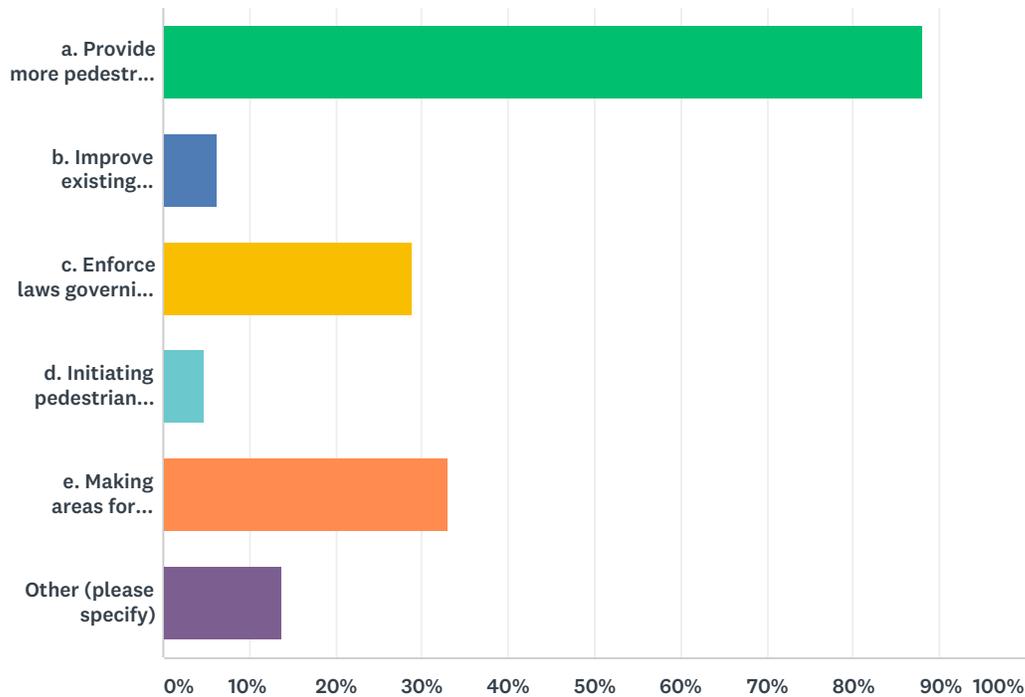
Answered: 360 Skipped: 14



ANSWER CHOICES	RESPONSES	
a. No sidewalks	81.11%	292
b. Roads too busy/too much traffic	65.28%	235
c. Health issues	2.50%	9
d. Destinations too far	13.61%	49
e. Too many hills/big hills	18.06%	65
f. Unsafe neighborhood/safety	2.22%	8
g. Lazy/don't want to	3.33%	12
h. No street lights	22.22%	80
Total Respondents: 360		

Q5 Which of these changes would you recommend be made in your community to make it easier for you to walk more?

Answered: 367 Skipped: 7



ANSWER CHOICES	RESPONSES
a. Provide more pedestrian facilities such as sidewalks, paths, trails, lighted areas, safe signals and intersections, crosswalks	88.01% 323
b. Improve existing facilities	6.27% 23
c. Enforce laws governing motorist behavior	28.88% 106
d. Initiating pedestrian safety education	4.90% 18
e. Making areas for walking safer	32.97% 121
Other (please specify)	13.90% 51
Total Respondents: 367	

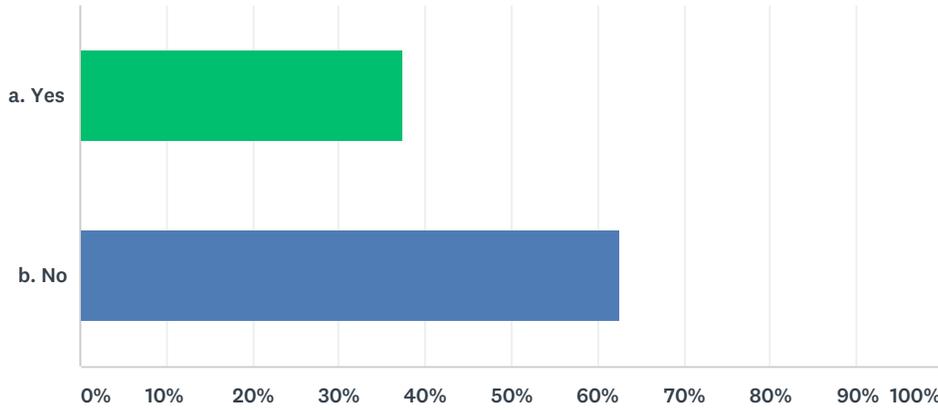
#	OTHER (PLEASE SPECIFY)	DATE
1	create connections between adjoining neighborhoods	10/18/2017 5:05 PM
2	tree planting campaign to provide more shade - Lake Crest	10/18/2017 4:56 PM
3	finish out the projects in progress	10/18/2017 4:55 PM
4	sidewalks that are wide enough to accomodate all ranges of ability. off-road trails can provide safer options for people who are not comfortable on on-road facilities	10/18/2017 4:49 PM
5	encourage walking when it can be connected to shopping, parks and schools such as Veterans Park and shopping on US-31 and Caldwell Mill	10/18/2017 4:46 PM
6	Sidewalks within older neighborhoods. Sidewalks along the entirety of major thoroughfares; ped crossing at strategic intersections	10/18/2017 4:41 PM

7	Pedestrian Facilities along SR-150	10/18/2017 4:38 PM
8	Improvements on S. Shades Crest Rd	10/18/2017 4:32 PM
9	sidewalks along Riverchase Pkwy. connect to existing sidewalks in Riverchase neighborhood	10/18/2017 4:29 PM
10	shoulders on roads. bike/motorist safety info.	10/18/2017 4:24 PM
11	adding bike lanes	9/15/2017 9:44 AM
12	educating the public about ways to contact hoover pd when speed limits need to be enforced in neighborhoods.	8/9/2017 7:04 PM
13	None	8/4/2017 7:16 AM
14	Mix of residential, public, and commercial spaces with increased pedestrian infrastructure enhances ability and reasons for walking developing a cultural shift amongst drivers using those same paths. The convenience of accessible mixed use space increases local revenue, property value, neighbor to neighbor interaction, quality of life, and encourages neighbors to invest in their community.	8/2/2017 10:21 PM
15	Street lights	7/31/2017 9:59 PM
16	More street lights	7/29/2017 5:46 PM
17	We need a sidewalk on Shades Crest Road from Summit Pt to Sulpher Springs Road so we can safely walk to Moss Rock Park and the Preserve.	7/29/2017 12:55 PM
18	Sidewalks in Russet Woods	7/29/2017 9:28 AM
19	Our neighborhood, Regent Forest, has no parks or walkways to parks.	7/28/2017 9:41 PM
20	Badly need street lighting on shades run circle and lane.	7/28/2017 1:33 PM
21	Provide bike lane or sidewalk on Rocky Ridge Road from Patton Chapel to Old Rocky Ridge Road	7/28/2017 1:30 PM
22	Provide more green spaces, like along the Cahaba's route through Hoover, for example. What we have are used heavily, and certainly more are needed.	7/28/2017 9:03 AM
23	Street lights	7/28/2017 7:20 AM
24	Sidewalks in neighborhoods such as Monte D'Oro neighborhood	7/28/2017 6:46 AM
25	Sidewalk or speed bumps on Camaro Lane and Martinwood	7/28/2017 6:35 AM
26	Need sidewalks around Hoover dog park! Safety issue!!!	7/28/2017 4:42 AM
27	Sidewalks are often blocked by cars parked in driveways	7/27/2017 9:29 PM
28	More speed humps	7/27/2017 8:34 PM
29	Bike paths	7/27/2017 5:55 PM
30	I would love to have sidewalks from the Mill Springs neighborhood all the way down to the Publix shopping center.	7/27/2017 4:09 PM
31	Need an overpass over Caldwell Mill Road to access Berry and SPHS from Mill Springs Estates and other neighborhoods on the west side of Caldwell Mill Road. HCS buses do not service these neighborhoods because of the proximity to the school campus yet Caldwell Mill Road is unsafe for school age children to cross.	7/27/2017 3:45 PM
32	Street lights	7/27/2017 3:30 PM
33	Bike lanes	7/27/2017 2:52 PM
34	Initiate Bicycle safety training for cyclists and drivers	7/27/2017 12:55 PM
35	All ok	7/27/2017 11:34 AM
36	Running trails, no concrete, hard on joints, asphalt fine.	7/27/2017 11:07 AM
37	People parking on the streets when they have a perfect driveway for such	7/27/2017 9:37 AM
38	I live on Alford Ave between I-65 and Shades Crest/Columbiana, and it would be wonderful to have sidewalks. There are many young families on Alford that cannot walk or ride bikes on Alford due to no sidewalks on the busy street. Some families with new children have considered moving due to this issue.	7/27/2017 9:24 AM

39	build a walking path around the perimeter of Hoover Country Club, also make the road around Star Lake a one-way so you can widen the walking track around the lake. Purchase Hoover Country Club and make it a park similar to Veterans on Valleydale Rd!!!	7/27/2017 8:34 AM
40	great as is	7/27/2017 8:34 AM
41	Put sidewalks and crosswalks around galleria and hwy 150. I see many walk along Hwy 150 or try to cross 31 at the Galleria, so not safe.	7/27/2017 8:03 AM
42	Enforce speed limit	7/26/2017 10:29 PM
43	Street lights are badly needed.	7/26/2017 9:15 PM
44	More bike lanes	7/26/2017 8:59 PM
45	Bike Lanes. Bike Lanes.. check out the City of Boulder, Colorado	7/26/2017 8:11 PM
46	enforce laws... stopping at stop signs; driving speed limit; no under-age children driving golf carts on street	7/26/2017 7:52 PM
47	Bike lanes would be great	7/26/2017 7:36 PM
48	Bike Lanes. Bike Lanes.. check out the City of Boulder, Colorado	7/26/2017 7:20 PM
49	None	7/26/2017 7:14 PM
50	I live on Tyler Road and I feel that all improvements happen on top of the bluff and we are left out.	7/26/2017 2:38 PM
51	Connecting with Shelby County to help with county roads in Hoover	7/26/2017 8:43 AM

Q6 In the past year, in a usual week, have you bicycled for at least 10 minutes at a time for recreation, exercise, to get to and from places, or for any other reason?

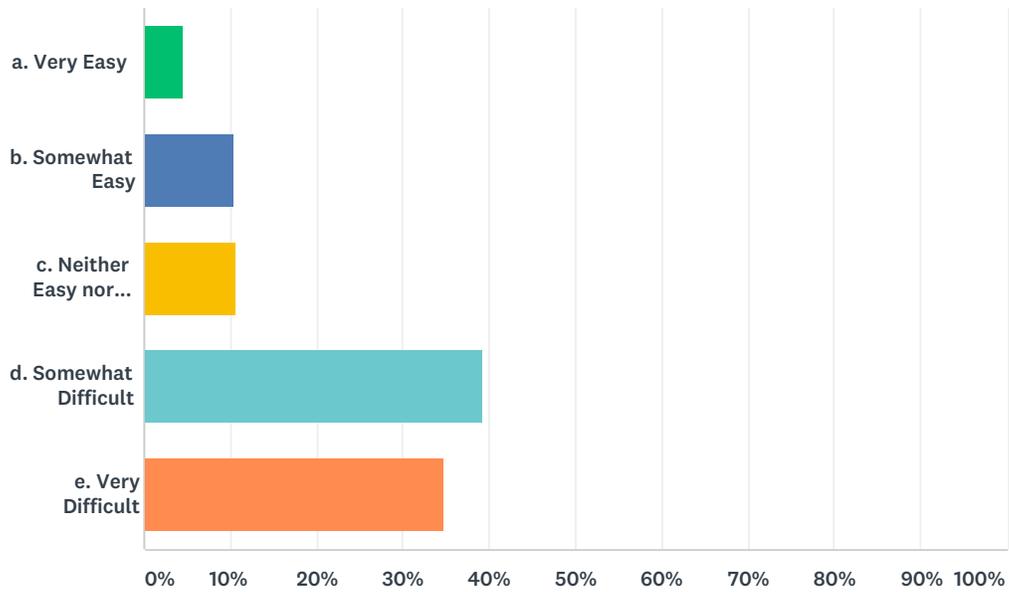
Answered: 358 Skipped: 16



ANSWER CHOICES	RESPONSES	
a. Yes	37.43%	134
b. No	62.57%	224
TOTAL		358

Q7 How easy or difficult is it to bicycle in your community? Would you say...

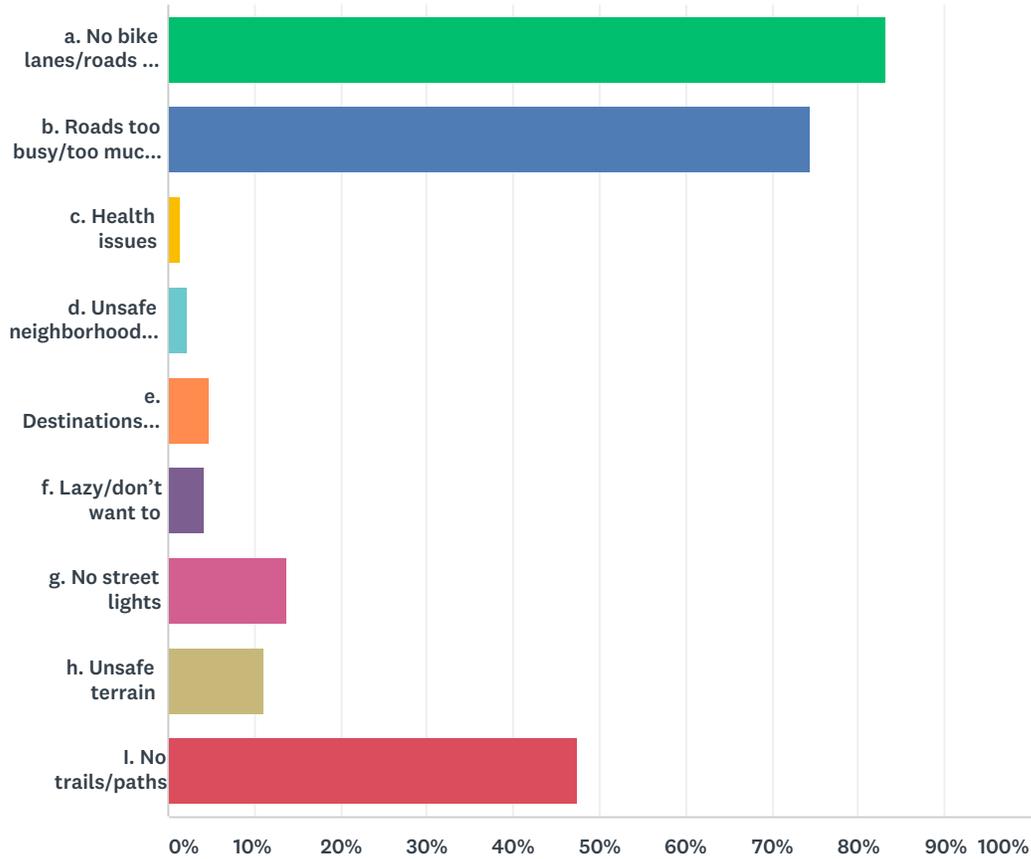
Answered: 362 Skipped: 12



ANSWER CHOICES	RESPONSES	
a. Very Easy	4.70%	17
b. Somewhat Easy	10.50%	38
c. Neither Easy nor Difficult	10.77%	39
d. Somewhat Difficult	39.23%	142
e. Very Difficult	34.81%	126
TOTAL		362

Q8 What makes it difficult to bicycle in your community?

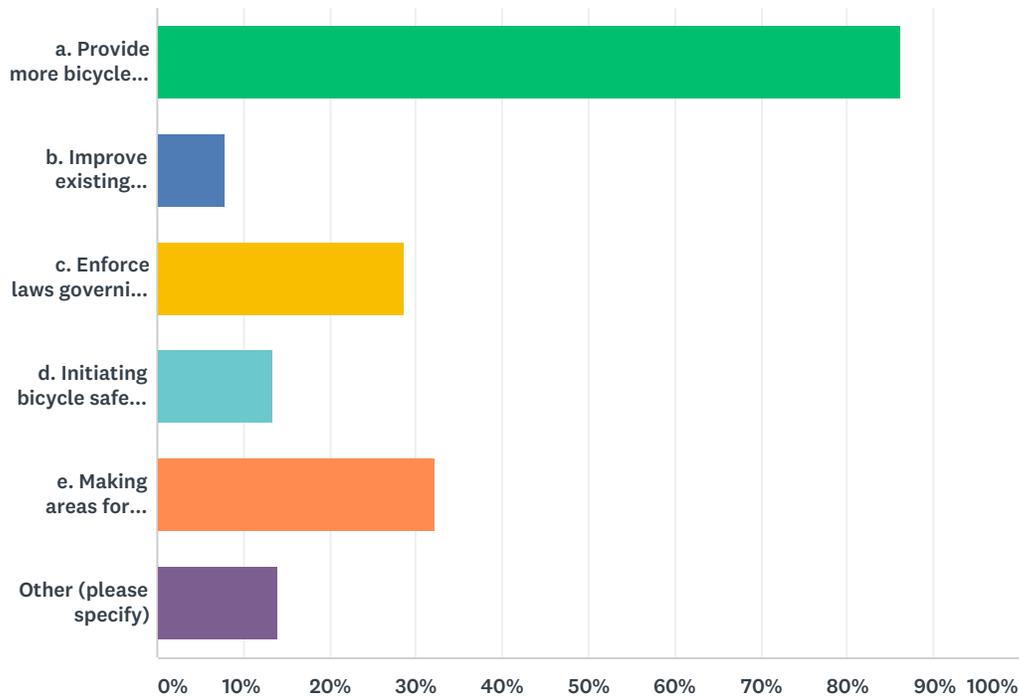
Answered: 353 Skipped: 21



ANSWER CHOICES	RESPONSES	
a. No bike lanes/roads too narrow/no shoulder	83.29%	294
b. Roads too busy/too much traffic	74.50%	263
c. Health issues	1.42%	5
d. Unsafe neighborhood/safety	2.27%	8
e. Destinations too far	4.82%	17
f. Lazy/don't want to	4.25%	15
g. No street lights	13.88%	49
h. Unsafe terrain	11.05%	39
i. No trails/paths	47.59%	168
Total Respondents: 353		

Q9 Which of these changes would you recommend be made in your community to make it easier for you to bicycle more?

Answered: 356 Skipped: 18



ANSWER CHOICES	RESPONSES
a. Provide more bicycle facilities such as bike paths, bike lanes, bike parking racks, lighted areas, safe signals and intersections	86.24% 307
b. Improve existing facilities	7.87% 28
c. Enforce laws governing bicycling and motorist behavior	28.65% 102
d. Initiating bicycle safety education	13.48% 48
e. Making areas for bicycling safer	32.30% 115
Other (please specify)	14.04% 50
Total Respondents: 356	

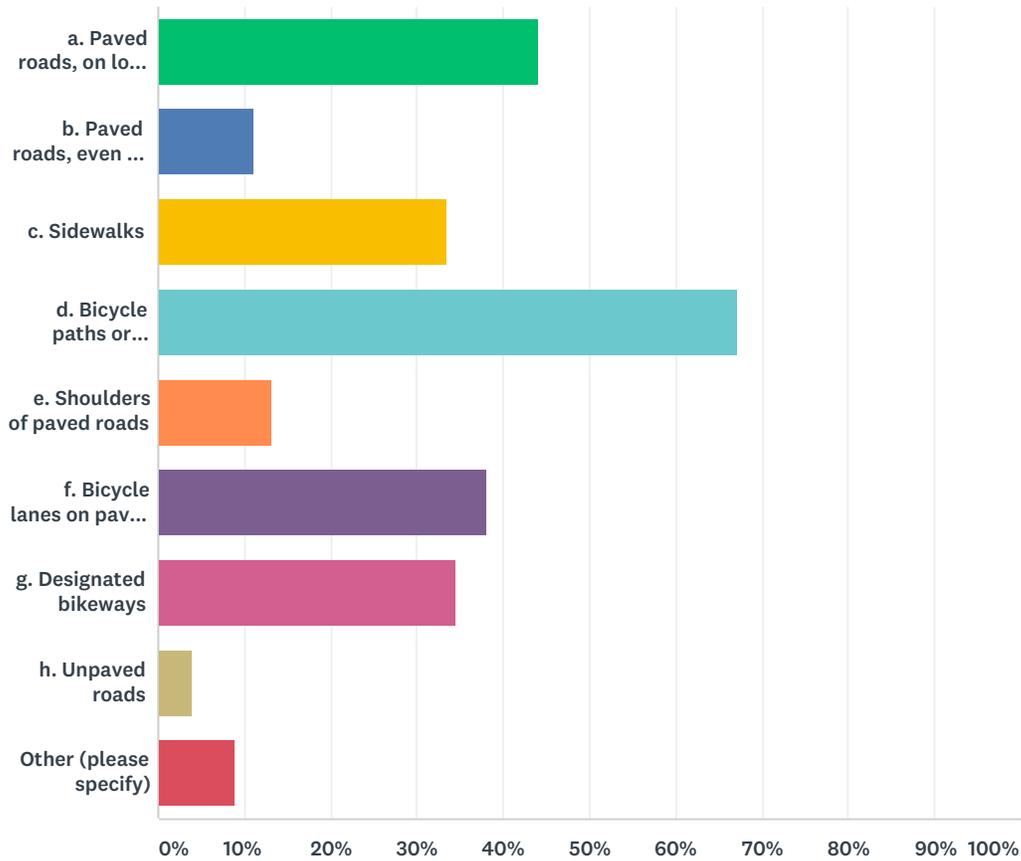
#	OTHER (PLEASE SPECIFY)	DATE
1	Add/widen paved shoulders	10/18/2017 5:11 PM
2	connect neighborhoods	10/18/2017 5:05 PM
3	Need to repave the shoulder on Hwy 31/Hwy 150/Hwy 119 to take away the grooves used to make the driver pay attention. These have made it extremely dangerous for bikers trying to stay on the shoulder. This would be very easy fix.	10/18/2017 4:59 PM
4	signage to share the road; separate bike lanes	10/18/2017 4:46 PM
5	More bike lanes/paths along major thoroughfares. bike access to retail/commercial areas.	10/18/2017 4:41 PM
6	evaluate mtn bike park	10/18/2017 4:33 PM

7	gated cut through from Mallard Lake to Willow Lakes blocks children from riding bikes to S. Shades Crest Elementary	10/18/2017 4:32 PM
8	Greenway on Cahaba River	10/18/2017 4:27 PM
9	Greenway on Cahaba River	10/18/2017 4:25 PM
10	Greenway on Cahaba River	10/18/2017 4:24 PM
11	adding share the road signs	9/15/2017 9:44 AM
12	Stop installing vertical curbs along roads without bike lanes - UNSAFE for cyclists - no safe bailout area if car heads towards you - ex Brock's Gap Parkway, Ross Bridge (especially at Ross Bridge entrance - squeezes cars and bikes into same space	8/30/2017 8:13 AM
13	Initiating education for DRIVERS about rights to the road and how to share roads with cyclists.	8/15/2017 12:25 PM
14	build inverness greenway in hoover nature park first, this will be a huge immediate benefit while waiting for ROW acquisition on Inverness Parkway	8/7/2017 7:32 AM
15	not physically able on biking	8/4/2017 2:49 PM
16	None	8/4/2017 7:16 AM
17	With distracted drivers bicyclist are safer on sidewalks with raised curbs. Most road cyclists that prefer bike lanes to sidewalks ride with multiple riders due to unsafe, distracted driving conditions.	8/2/2017 10:21 PM
18	Flat surface	8/1/2017 3:09 PM
19	Do not bicycle	7/31/2017 9:59 PM
20	More park destinations	7/29/2017 5:46 PM
21	try to keep bicycles off the road so cars can drive	7/29/2017 1:32 PM
22	Shades Crest road is too narrow and too busy for bicycles.	7/29/2017 12:55 PM
23	None	7/28/2017 9:26 PM
24	Have a law that keeps people from parking on the roadwat	7/28/2017 1:30 PM
25	Once again, more green spaces in our town would be excellent!	7/28/2017 9:03 AM
26	Prefer sidewalks in existing neighborhoods like Russet Woods, Hoover Country Club area, Ext. Over bike paths	7/28/2017 7:42 AM
27	Street lights	7/28/2017 7:20 AM
28	Sidewalks within MONTE D'Oro community	7/28/2017 6:46 AM
29	Provide bike lanes, do not promote use of existing roads without bike lanes to by cyclists	7/28/2017 4:42 AM
30	Thanks to Zyp, I know I need remedial bike lessons!	7/27/2017 9:47 PM
31	My street has too many cars parked on the road/blocking sidewalk	7/27/2017 9:29 PM
32	Would not recommend bike paths	7/27/2017 8:33 PM
33	Caldwell Mill overpass to Berry/SPHS and Veterans Park.	7/27/2017 3:45 PM
34	Driver education regarding cyclists rights	7/27/2017 2:08 PM
35	None	7/27/2017 11:34 AM
36	Also running, no concrete.	7/27/2017 11:07 AM
37	no bike	7/27/2017 10:13 AM
38	Stop/Enforce Golf Carts (motorized vehicle) on the walking/running/biking path along Ross Bridge	7/27/2017 10:08 AM
39	Build a dedicated bike path through Moss Rock preserve from Chapel Rd to Hwy 150	7/27/2017 8:34 AM
40	great as is	7/27/2017 8:34 AM
41	Street lights.	7/26/2017 9:15 PM
42	none needed!!!!	7/26/2017 8:37 PM
43	Probably won't bike	7/26/2017 8:28 PM

44	Bike Lanes & mixed use parks with connecting neighborhoods with dedicated bike/pedestrian via only golf cart type trails.	7/26/2017 8:11 PM
45	I don't see many bicycles in our neighborhood and have not for the past 32 years I have lived here.	7/26/2017 7:52 PM
46	Bike Lanes & mixed use parks with connecting neighborhoods with dedicated bike/pedestrian via only golf cart type trails.	7/26/2017 7:20 PM
47	None	7/26/2017 7:14 PM
48	We live in The Village by Deer Valley Elementary and would like to be able to walk/cycle to Ross Bridge. There is a small gap between the sidewalk at McGill Estates and the trails to Ross Bridge that should absolutely be connected. Then the neighborhoods in the area would have access to miles of walking and cycling trails. This would be a small project with a huge impact!	7/26/2017 1:50 PM
49	awareness and hoa support of these bike paths is strong	7/26/2017 8:43 AM
50	would like paved path separate from road like on Lakeshore and rails to trails	7/26/2017 6:29 AM

Q10 What type of facility do you typically utilize or prefer for biking?

Answered: 344 Skipped: 30



ANSWER CHOICES	RESPONSES	
a. Paved roads, on low traffic and low speed streets	44.19%	152
b. Paved roads, even if traffic speeds and volumes are high	11.05%	38
c. Sidewalks	33.43%	115
d. Bicycle paths or walking paths/trails	67.15%	231
e. Shoulders of paved roads	13.08%	45
f. Bicycle lanes on paved roads	38.08%	131
g. Designated bikeways	34.59%	119
h. Unpaved roads	4.07%	14
Other (please specify)	9.01%	31
Total Respondents: 344		

#	OTHER (PLEASE SPECIFY)	DATE
1	mtn bike trails	10/18/2017 4:56 PM
2	designated bike lanes and off-road trails for people who are not comfortable with on street bike lanes	10/18/2017 4:49 PM

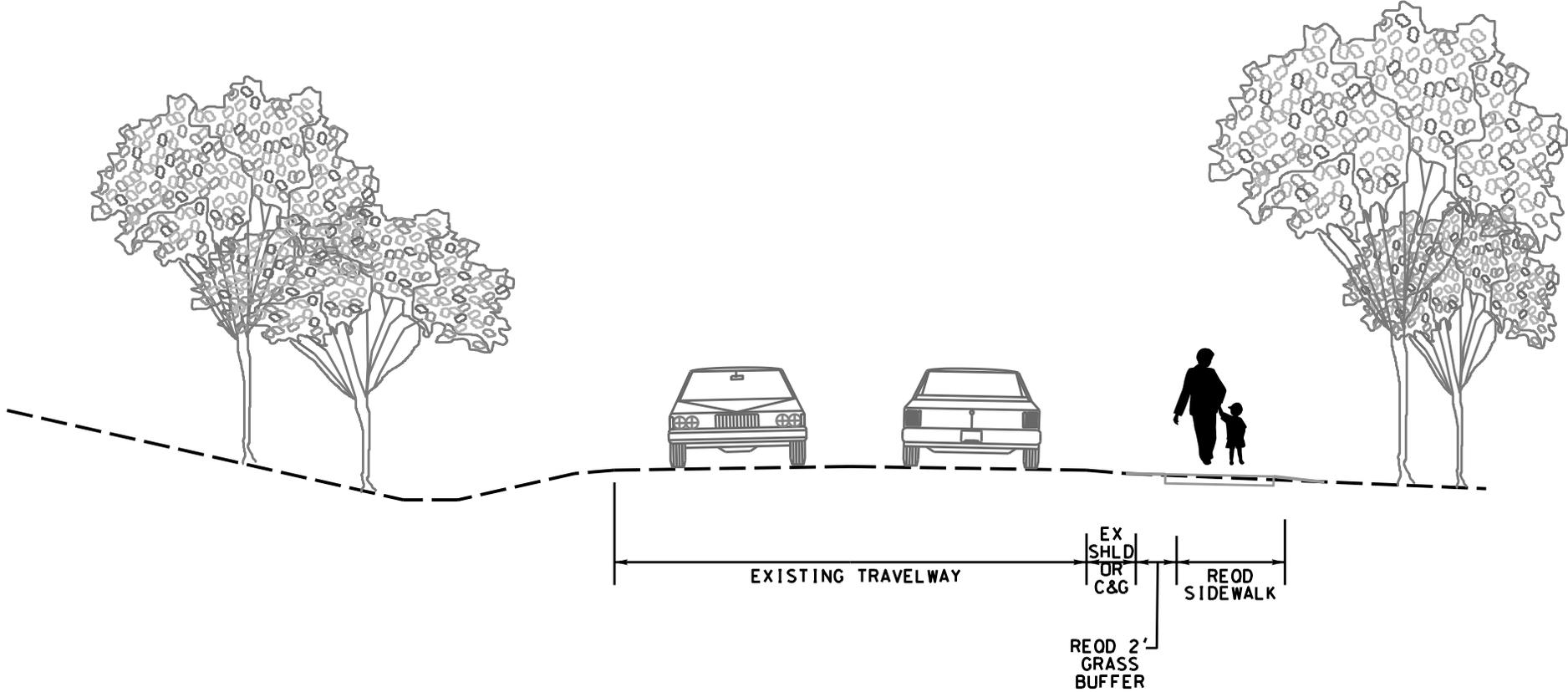
3	separate bike lanes. place to look bike up near stores and parks and schools	10/18/2017 4:46 PM
4	Separate bike paths along SR-150. As a busy arterial, I'd prefer a separate multi-purpose path than sharing space within travel lanes.	10/18/2017 4:38 PM
5	Greenway along Cahaba River.	10/18/2017 4:21 PM
6	I do not typically bike so prefer not to choose an option.	8/15/2017 8:35 AM
7	N/A	8/14/2017 6:12 PM
8	I would love to use bike lanes or paths if any were offered.	8/8/2017 8:11 AM
9	not able to bike	8/4/2017 2:49 PM
10	Do not Bicycle	8/4/2017 7:16 AM
11	Do not bucycle	7/31/2017 9:59 PM
12	I ride mtn bike dirt trails and road bike at oak mtn state park three times a week. I would love some walking and bike paths in Hoover.	7/30/2017 8:10 PM
13	None	7/28/2017 10:07 PM
14	I don't cycle	7/28/2017 8:59 PM
15	We definitely prefer bike trails (not necessarily paved, but packed dirt or gravel) and designated bike paths, but bike lanes on popular through ways are very good and are necessary for bikers.	7/28/2017 9:03 AM
16	Only spin, riding on road too dangerous	7/28/2017 4:42 AM
17	None	7/27/2017 9:47 PM
18	when opened up to outsiders, won't be a safe area any more.	7/27/2017 3:20 PM
19	Trails	7/27/2017 2:08 PM
20	no bike	7/27/2017 10:13 AM
21	I do not have a bike because there are not any paths or shoulders on Rocky Ridge Road	7/27/2017 9:37 AM
22	BAD QUESTION: "Use" & "prefer" are two completely different things. Can't "use" something that doesn't exist even if you "prefer" it.	7/27/2017 9:10 AM
23	A combination of the paths and low traffic roads a long flat distance.	7/27/2017 8:34 AM
24	sidewalks are NOT for bicycles, sidewalks are for WALKING!!!!	7/27/2017 8:34 AM
25	Don't want them	7/27/2017 8:15 AM
26	I just want somewhere to cycle in a designated lane. There also need to be some motorist education that we have a right to use the road.	7/26/2017 8:59 PM
27	use the golf course paths	7/26/2017 8:37 PM
28	A park	7/26/2017 8:30 PM
29	NA	7/26/2017 8:28 PM
30	I don't bike.	7/26/2017 7:52 PM
31	None	7/26/2017 7:14 PM

Improvement	Comments
Sidewalks	complete sidewalk connection from jaguar dr to publix
Sidewalks	complete sidewalk from berry ms to veterans park
Sidewalks	complete sidewalk connection from jaguar dr to publix
Sidewalks	Extending the sidewalk from Clearview down to Maiden Lane would be great. This road is busy and not pedestrian friendly. It is a major connection to the school, park, pool, grocery store (as well as other stores) 2 churches, and even park ave.
Bicycle Lane w/ Seperated Sidewalk	This section of Tyler Rd has shoulders that are cost effectively modified to sidewalk/bike lane. This ties into existing/proposed sidewalks for cost effective expansion of system. This increases access to commercial spaces increasing revenue.
Sidewalks	This neighborhood has become increasingly more active as new families move in (which is a good thing!). With so many of us enjoying family walks and bike rides, sidewalks would greatly improve the safety here!
Sidewalks	Many people use this loop throughout the day. Cars often speed through the neighborhood and at dusk/night, it is treacherous for pedestrians.
Sidewalks	Being able to safely walk to star lake would definitely be a plus!!
Sidewalks	A sidewalk on Farley down to the end of Cambo drive would help tie the neighborhood together. Plus there are lots of joggers in the area and a lack of sidewalks is unsafe.
Sidewalks	A sidewalk from Cambo drive to Farley and then from Farley to chapel would create a safe space for joggers, bikers, and families walking children to school. This area is dangerous now for any pedestrian traffic.
Improvemen	Comments
Sidewalks	Sidewalks on Jaguar Drive and through Spain Park complex. Additionally, sidewalks between homes without bus service and the schools.
Sidewalks	Heatherwood Sidewalks
Sidewalks	sticky note on map for bike lane and sidewalk for heatherwood drive and indian valley road
Multi-use Path	This pathway would relieve 150 congestion as commuters can leverage this (I would use it from Lake Cyrus to Acton)
Multi-use Path	Elevate path and put drainage in place. Remove gate or have better signage on gate. Improve access to river.
Sidewalks	connect to existing sidewalk at Prestwick to continue from the clubhouse to Caldwell mill. Bike path as well.
Sidewalks	Extend sidewalk east on Wisteria to City limits connecting residents in apts. and houses to businesses on Lorna and Hwy. 31
Sidewalks	Many pedestrians along Georgetown Dr. going to businesses along Lorna and Hwy 31. For them and drivers it is dangerous after dark as you can't see them. As a regular driver sidewalks are almost a necessity
Multi-use Path	I very much support bike trails. I would like to see road biking trails that can be 20 to 30 miles long. Please make sure biking trails are of a surface that will support road bikes. Al Nebrig
Sidewalks	We really need
Multi-use Path	The hills along this stretch of Savoy Street hinder visibility of pedestrians making it particularly unsafe. There isn't any traffic signal to slow traffic along this stretch and it often referred to as Savoy Street Highway due to speeders.
Sidewalks	This sidewalk seems unnecessary. This is already a public-use area that is relatively flat and can be used for foot traffic. With so many other areas that are in need of an missing sidewalks, couldn't this part of the project be moved elsewhere?
Sidewalks	We need these! Residents could have easy access to both areas of Shades Crest businesses (Mr. P's/Tip Top) and safely walk to the elementary school. This road is too busy to correctly walk on without them!
Sidewalks	we have a small, tight street with a circle that many walk with pets and children. This would allow folks to walk safely and not impact traffic.
Sidewalks	Sidewalks on the 2300 Block of Savoy would add safety for those who walk their children to school and to Shades Cliff pool
Bicycle Lane w/ Seperated Sidewalk	The Hoover-Randal House offers a scenic/historic point of interest for drawing foot/bike traffic from which Bluff Park commercial spaces could benefit.
Sidewalks	With the new access road that connects to the Patton Creek area, chapel road has seen a huge increase in traffic. Sidewalk needs to be completed to connect park ave to the existing sidewalk on chapel that ends around carisbrook.
Sidewalks	
Sidewalks	We need sidewalks to connect the community to businesses, neighbors, and other roads where we can get out and walk! Can't wait to see how much it increases property value and looks, too!
Sidewalks	Ben Robinson likes the Idea of Side Walks and Bike Paths in Bluff Park, Via Bluff Park United FB Page
Sidewalks	12 People liked the sharing of this Page on FB Bluff Park United FB PAge
Sidewalks	11 Moms in Bluff Park Moms Private FB Page Liked and 5 positive comments were made in support of sidewalks and bike paths
Sidewalks	Due to high traffic, Alford is risky to walk without sidewalks.
Sidewalks	We would love to see sidewalks in our area as we have children and dogs to walk. Plus, amenities such as sidewalks can do nothing but help improve property values in the area.
Sidewalks	It would be excellent to have a sidewalk all the way to the interstate. I think it would improve the quality of the neighborhood!
Bike Lane	Shades crest is in dire need of bike lanes. There are many bikers that already ride it and many more would if it were more safe. Alabama is so far behind the scale on bike safety it's a little frightening. I would love to city my town step up!
Bike Lane	Hoover has many road bikers and it is unsafe without bike lanes. We are behind in bike safety and would love to see Hoover step up and be the first in the state to make a stand!
Sidewalks	We live at 852 Alford Ave. Sidewalks would allow our family and neighbors to shop more frequently in Bluff Park. Our kids could ride their bikes and we could meet even more neighbors if we had sidewalks.
Sidewalks	Improve access to local businesses, and the overall health and community of our neighborhood. It would provide a safe place to ride bikes and run.
Sidewalks	There are MANY young families moving into the Farley/Cambo area -mine included. Sidewalks would allow these families, and their children, to walk, ride bikes, and spend time with their neighbors in their community in a MUCH safer way.
Improvemen	Comment
Sidewalks	heatherwood
Multi-use Path	This powerline cut line would be great for a path to connect between brocks gap and bumpus
Multi-use Path	Multiuse pathway to connect bumpus to HHS (these would be mains that the residential road pathways would aggregate to)
Sidewalks	heatherwood sidewalks to wine ridge
Multi-use Path	Connector from intraschool path to commuter
Bicycle Lane w/ Seperated Sidewalk	This is a high traffic area, with HHCC public use now we need sidewalks for families and adults for exercise leisure.
Sidewalks	I would LOVE to see the sidewalks at Chapel Creek connected to the sidewalks on Park Ave. It would help unite the community and make a safe path for children and adults trying to enjoy the neighborhood on foot!
Multi-use Path	Consider adding sidewalk/path throughout or around suggested polygon. Students in this area have no safe trail to take to walk to school since they cannot ride the bus due to proximity to schools. Even a trail through woods in middle would work well.
Multi-use Path	Atkins-Trimmm Blvd needs some form of path due to those going to Birchtree Pool & Tennis and walking to The Preserve.
Sidewalks	It's friendlier and I'd like to think it creates a community watch informal effect. It's got to be healthier. All in favor of sidewalks and bike paths!!
Sidewalks	I can tell you when they installed sidewalk years ago, on Park - Chapel Rd to the Bluff, it transformed the community right away. Ppl came out of their houses, they greeted neighbors, they met people from blocks away. - R Jeanine White

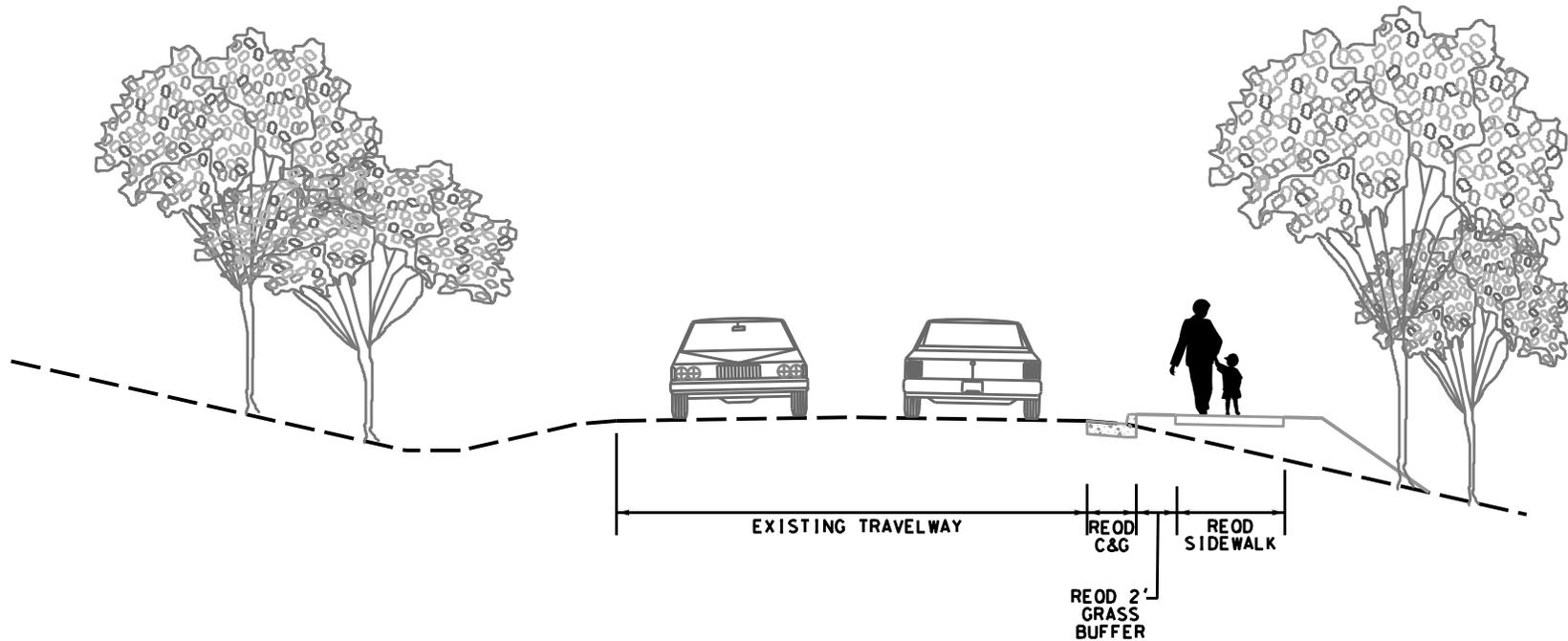


Appendix B: Facility Typical Sections

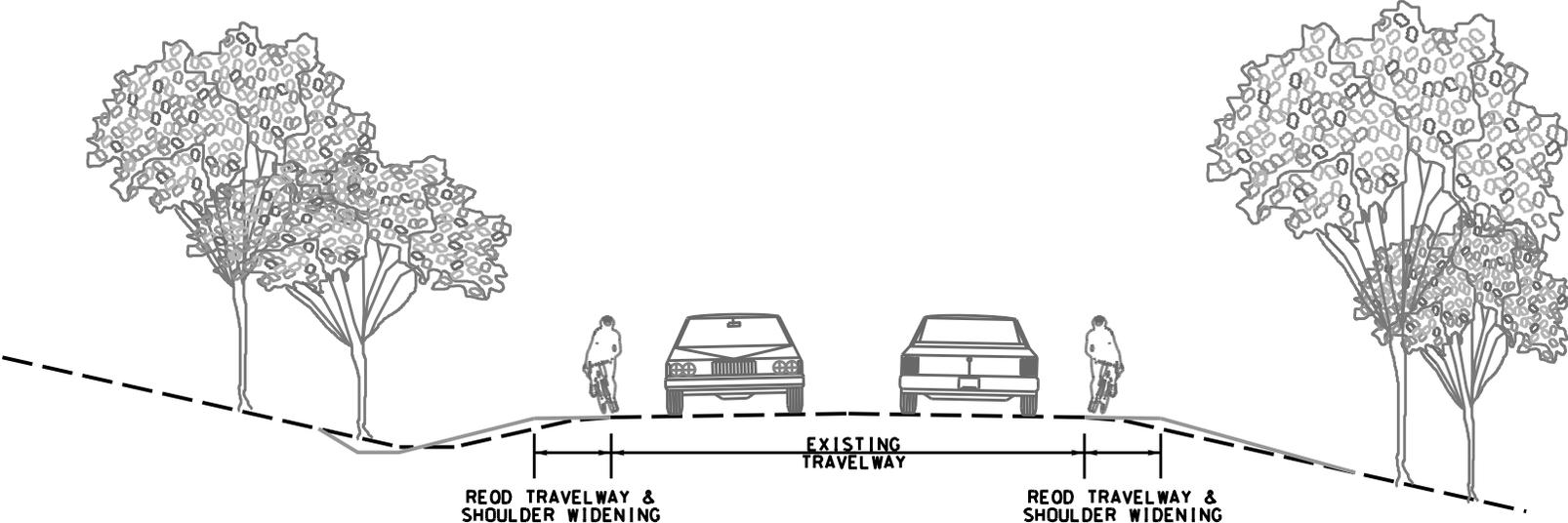
REQD SIDEWALK & MINOR GRADING



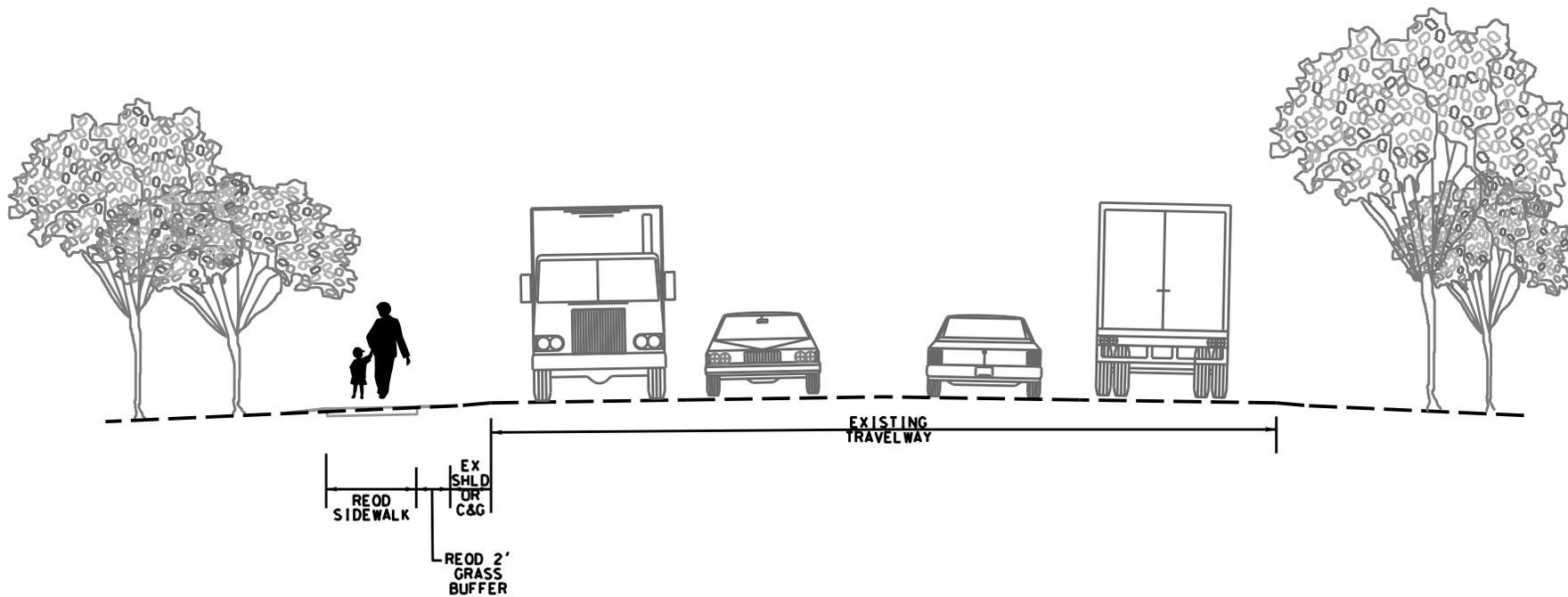
REQD C&G, SIDEWALK, & MODERATE OR EXTENSIVE GRADING



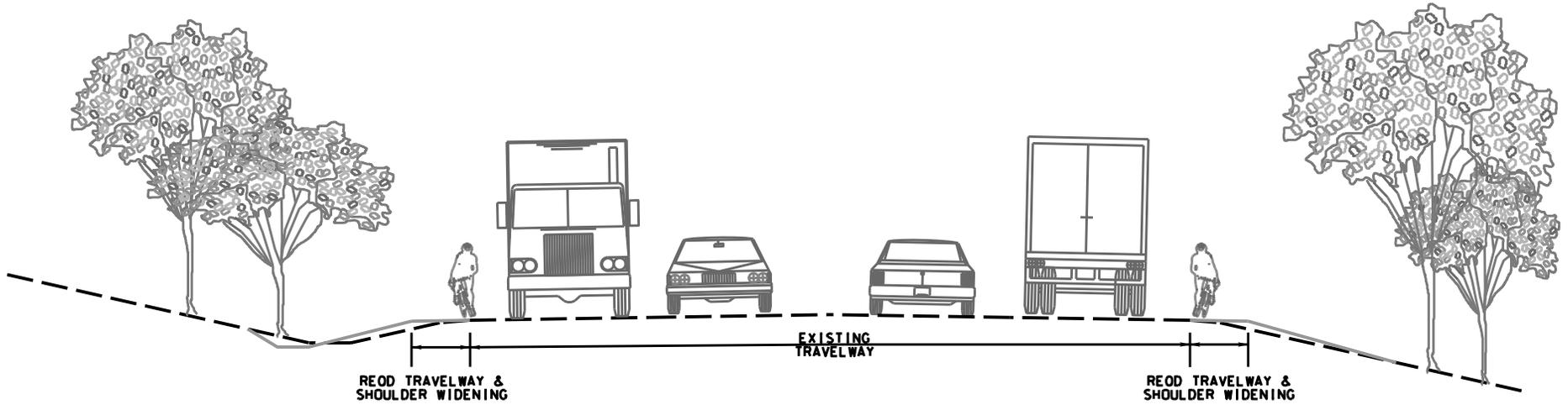
REQD 2 LANE ROADWAY WIDENING



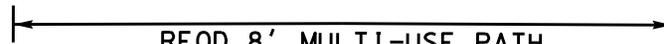
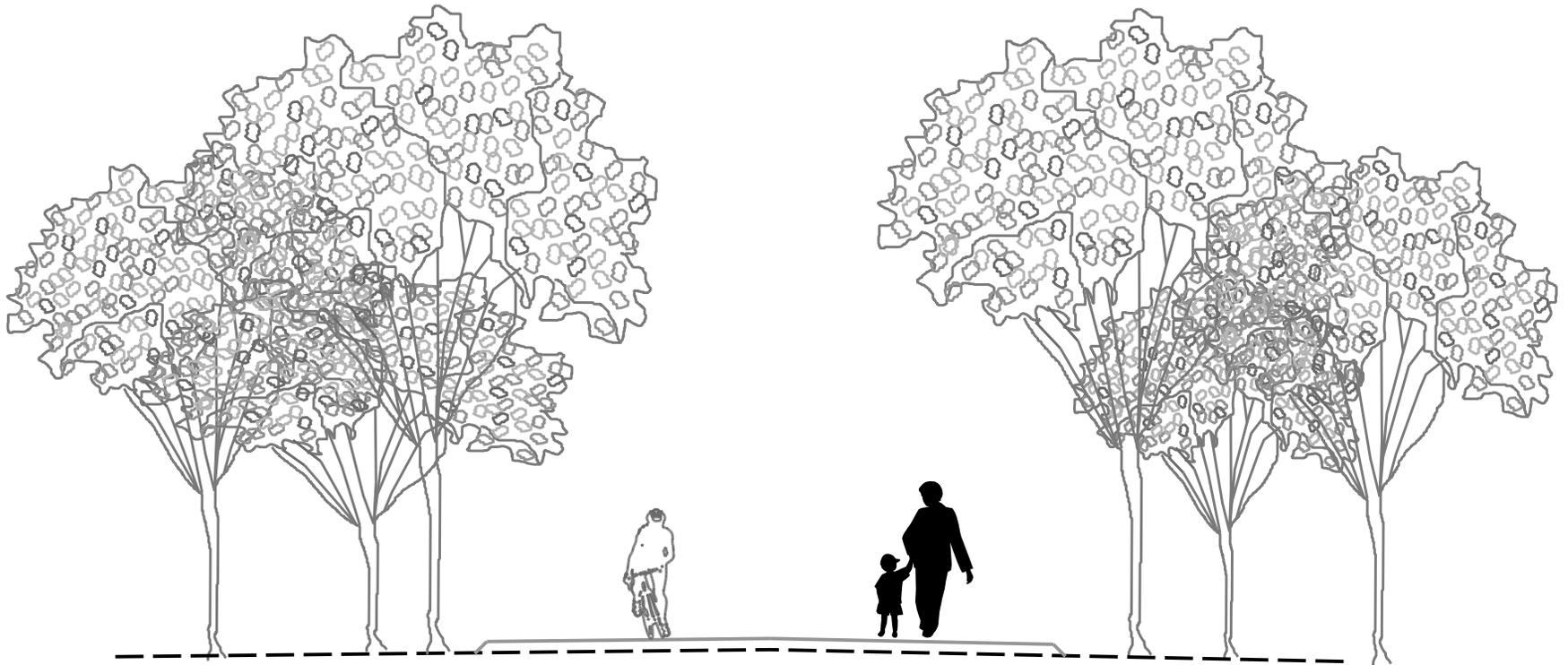
REQD SIDEWALK & MINOR GRADING - 4 LANE SECTION



REQD 4 LANE ROADWAY WIDENING



GREENWAY



REQD 8' MULTI-USE PATH
(4" AGGREGATE BASE W/
ASPHALT WEARING SURFACE)



Appendix C: Design Guidelines

General design guidelines for bicycle and pedestrian facilities are linked below and can provide general bicycle and pedestrian planning and design guidelines, as well as typical cross-sections and bicycle and pedestrian design considerations. The following table is a summary of these resources along with links.

Federal Design Guidelines and Resources		
Document		Link
<i>American Association of State Highway and Transportation Officials (AASHTO)</i>		
Guide for the Development of Bicycle Facilities	Bicycling and pedestrian facilities on state roads	https://bookstore.transportation.org/Item_details.aspx?id=1943
Guide for the Planning, Design, and Operations of Pedestrian Facilities		https://bookstore.transportation.org/item_details.aspx?id=119
<i>Federal Highway Administration (FHWA)</i>		
Accessibility Guidance		https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/index.cfm
Design Guidance		
Facility Guidance		https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/index.cfm
Facility Operations		
<i>Manual on Uniform Traffic Control Devices (MUTCD)</i>		
Part 4E: Pedestrian Control Features	State roads	https://mutcd.fhwa.dot.gov/hm/2003r1r2/part4/part4e.htm



Part 7: Traffic Controls for School Areas		https://mutcd.fhwa.dot.gov/htm/2003r1r2/part7/part7-toc.htm
Part 9: Traffic Controls for Bicycle Facilities		https://mutcd.fhwa.dot.gov/htm/2003r1r2/part9/part9-toc.htm

National Association of City Transportation Officials (NACTO)

Urban Bikeway Design Guide	Locally maintained streets and shared use paths	https://nacto.org/publication/urban-bikeway-design-guide/
Urban Street Design Guide		https://nacto.org/publication/urban-street-design-guide/

Safe Routes to School (SRTS) Non-Infrastructure

National Center for Safe Routes to School	http://www.saferoutesinfo.org/
National Partnership for Safe Routes to School	http://www.saferoutespartnership.org/

US Access Board

ABA Accessibility Standards	Locally maintained streets and shared use paths	https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-aba-standards/guide-to-the-aba-standards/single-file-version
ADA Accessibility Guidelines		https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/background/ada-aba-accessibility-guidelines-2004
ADA Accessibility Standards		https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards
Public Rights-of-Way, Streets & Sidewalks, and Shared Use Paths		https://www.access-board.gov/guidelines-and-standards/streets-sidewalks