Auburn-Opelika Bicycle and Pedestrian Plan

PREPARED FOR:

Auburn-Opelika Metropolitan Planning Organization

and

LRC LEE-RUSSELL COUNCIL OF GOVERNMENTS
AREA AGENCY ON AGING

PREPARED BY:

SAIN ASSOCIATES, INC.
Two Perimeter Park South
Suite 500 East
Birmingham, Alabama 35243
(205) 940-6420

SPRINKLE CONSULTING, INC.
18115 US Highway 41 North
Suite 600
Lutz, Florida 33549
(813) 949-7449

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SAIN PROJECT# 150181

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ENGINEERING BETTER PARTNERSHIPS

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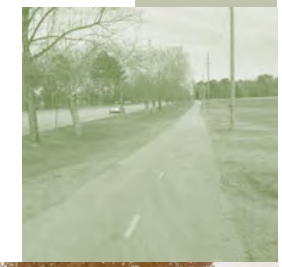


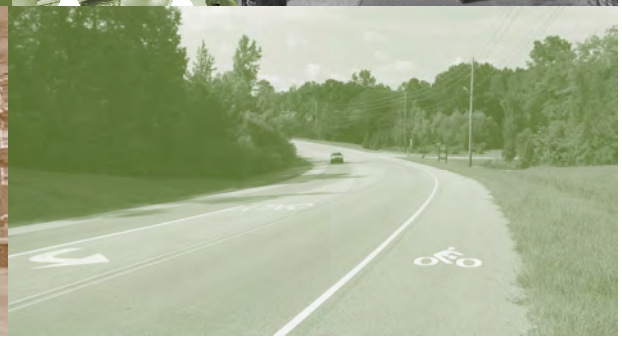


Table of Contents

1.0 Introduction and Executive Summary 1

1.1 Benefits of Bicycling and Walking 1

1.2 Identification and Prioritization Factors 1

1.3 Facility Recommendations 2

2.0 Current Conditions and Trends 4

2.1 Inventory of Existing Facilities 4

2.1.1 Existing Bicycling and Walking Conditions 4

2.1.2 Existing Conditions Analysis Results 7

2.2 Potential Bicycling and Walking Demand 7

2.3 Summary of Relevant Planning Documents 12

2.3.1 City of Auburn 12

2.3.2 City of Opelika 14

2.3.3 Lee County Master Plan (2010) 15

2.4 Review of Municipal Ordinances and Standards 15

2.4.1 City of Auburn Code of Ordinances for Bicycles 15

2.4.2 City of Auburn Code of Ordinances for Pedestrians 16

2.4.3 City of Opelika Code of Ordinances for Bicycles 16

2.4.4 City of Opelika Code of Ordinances for Pedestrians 16

2.5 Health, Energy, and Environmental Data 18

3.0 Stakeholder and Public Input 19

3.1 Stakeholder Involvement 19

3.2 Public Involvement 19
3.2.1 Approach to Public Involvement 19
3.2.2 Public Workshops 19
4.0 Plan Goals 24
5.0 Identify Needs 24
5.1 Bicycle Facility Recommendation Types 26
5.2 Pedestrian Facility Recommendation Types 31
5.3 Supplemental Toolbox 33
6.0 Strategies and Recommendations 33
6.1 Prioritization Procedure 33
6.2 Benefit-Cost Index and Prioritization Results 35
7.0 Implementation Plan 38
7.1 Implementation Procedure 38
7.2 Potential Funding Sources 38
7.2.1 Federal Funding Sources: FAST Act Funded Programs 38
7.2.2 Other Federally Funded Programs 40
7.2.3 Private Funding Sources 41

Appendices

Appendix A: Glossary of Terms
Appendix B: Bicycle Level of Service Technical Description
Appendix C: Pedestrian Level of Service Technical Description
Appendix D: Bicycle and Pedestrian Level of Service Results
Appendix E: Stakeholder Meeting Minutes
Appendix F: First Public Workshop Sign-In Sheets and Surveys (Available Upon Request)
Appendix G: Second Public Workshop Sign-In Sheets and Surveys (Available Upon Request)
Appendix H: Facility Needs Typical Sections
Appendix I: Supplemental Toolbox
Appendix J: Prioritization List

List of Tables

Table 1: Benefits to Bicycling and Walking 1
Table 2: Level of Service Grades and Scores 6
Table 3: 2014 ACS for Commuting by Bicycling or Walking 18
Table 4: AOMPO Bicycle and Pedestrian Plan Goals 24
Table 5: Estimated per Mile Costs for Bicycle Facility Improvements 34
Table 6: Estimated per Mile Costs for Pedestrian Facility Improvements 34
Table 7: Costs and Mileage by Priority Tier (Bicycle) 35
Table 8: Costs and Mileage by Priority Tier (Pedestrian) 35

List of Figures

Figure 1: Inventoried Roadway Network 5
Figure 2: Network-Wide Bicycle Level of Service Results 7
Figure 3: Network-Wide Pedestrian Level of Service Results 7
Figure 4: Bicycle Level of Service Map 8
Figure 5: Pedestrian Level of Service Map 9
Figure 6: Bicycle and Pedestrian Demand 11
Figure 7: Photograph of Attendees (Opelika) 20
Figure 8: Photograph of Attendees (Auburn) 21
Figure 9: Additional Photograph of Attendees (Auburn) 21
Figure 10: Public Input Summary for Bicycle 22
Figure 11: Public Input Summary for Pedestrian 23
Figure 12: Bicycle Facility Decision Tree 25
Figure 13: Pedestrian Facility Tree 25
Figure 14: Bicycle Facility Needs 30
Figure 15: Pedestrian Facility Needs 32
Figure 16: Bicycle Prioritization Map 36
Figure 17: Pedestrian Prioritization Map 37

1.0 Introduction and Executive Summary

The development of the *Auburn-Opelika Bicycle and Pedestrian Plan (The Plan)* was initiated by the Lee-Russell Council of Governments (LRCOG) on behalf of the Auburn-Opelika Metropolitan Planning Organization (AOMPO). *The Plan* concentrates on identifying improvements that can be reasonably made to accommodate cyclists and pedestrians and prioritizing those improvements for future construction. Identifying bicycle and pedestrian facility opportunities helps to establish non-motorized transportation as a viable option in areas where there is increasing competition for space with motorized modes of transportation.

The study network is located within the AOMPO boundary, consists mainly of arterial and collector roadways, and covers just less than 300 centerline miles of roadway.

During the development of *The Plan*, efforts have been made to comply with and follow the required Title VI and other Civil Rights programs, procedures, and processes.

1.1 Benefits of Bicycling and Walking

There are many benefits associated with bicycling and walking, as seen in Table 1. The transportation facilities that provide accommodations for cyclists and pedestrians have continued to receive growing support, due to the acknowledgement of the various health benefits associated with bicycling and walking. The recognition of these benefits contributes to the appeal of *Complete Streets*, a term used to describe the roadway environment that has been adequately planned to accommodate all primary travel modes (auto, bicycle, pedestrian, and transit). *The Auburn Opelika Metropolitan Planning Organization Bicycle and Pedestrian Plan*, presented in this report, is focused on developing complete streets. Additional terms used in this report can be found in Appendix A.

Table 1: Benefits to Bicycling and Walking

Benefit	Description
Public Health	Bicycling and walking can improve public health and in turn reduce health care costs.
Energy Consumption	Decreasing dependence on motorized vehicles reduces the amount of energy consumed and also decreases dependency on foreign energy sources.
Environment	The use of bicycle and pedestrian facilities reduces greenhouse gas emissions and improves air quality which can be seen as quality of life improvements.
Monetary	An increase in bicycling and walking as modes of transportation allows for a growth of disposable income and consequently a boost to the regional economy.
Transportation	Bicycling and walking accommodations provide more transportation options that can be utilized by all residents.

1.2 Identification and Prioritization Factors

Several factors come into play when identifying and prioritizing potential bicycle and pedestrian facility improvements. These factors, described below, include the existing conditions, potential demand (i.e., potential use), public input, past planning efforts, and construction costs.

- The Bicycle and Pedestrian Level of Service Models were used to evaluate the existing conditions. These level of service models measure how safe or comfortable bicyclists and pedestrians feel based on the geometry of the roadway

and the characteristics of the traffic. The results of the analysis indicate that the Auburn-Opelika area's roadways supply relatively good bicycling conditions (level of service C on an A-F scale), while walking conditions are average (a level of service D). Analysis shows that bicycle facilities (defined as bicycle lanes or at least four-foot-wide, paved shoulders) exist within 66 percent of the study network. However, only 9 percent of the study network provides pedestrian facilities (full sidewalk coverage on both sides of the road).

- Potential demand for bicycle and pedestrian facilities was estimated using population projections, area employment, and school enrollments located within a short distance of the network roadway segments.
- Public input was received during public workshops. Participants were able to suggest locations that would benefit from new bicycle and pedestrian facilities.
- Past planning efforts were reviewed and applicable aspects were incorporated into this Plan when prioritizing facility recommendations.
- Per mile construction costs were developed for the recommended facility improvements. The existing conditions and roadway cross sections serve as the basis for the recommended bicycle and pedestrian facility types, which include adding paved shoulders, adding sidewalks, and some road diet and restriping projects.

1.3 Facility Recommendations

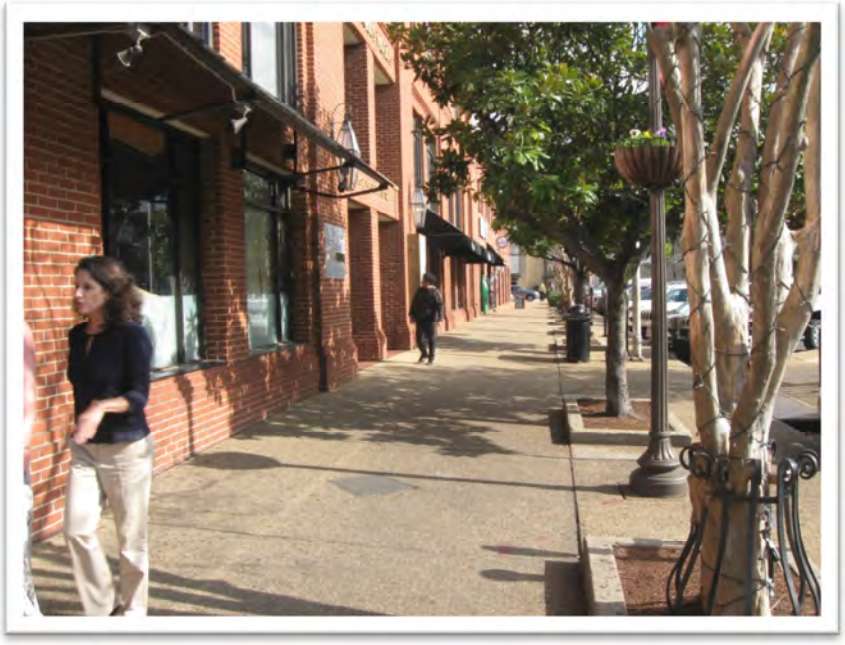
Each roadway segment was analyzed to determined facility recommendations for bicycle and pedestrian accommodations. The following lists the six potential outcomes for the bicycle mode:

- No recommended improvement (a bicycle facility exists or is programmed);
- No recommended improvement (target bicycle level of service is met);
- Roadway restriping (reduction of existing lane widths to create space for bike lanes);
- Road diet (reduction of the number of lanes to create space for bike lanes);
- Add paved shoulder (subdivided into minor re-grading, moderate re-grading, and major re-grading); and
- Detailed corridor study needed.

Bike Lane located on Frederick Road, Opelika, Alabama

Only three potential outcomes, listed below, exist for the pedestrian mode:

- No recommended improvements (a pedestrian facility exists or is programmed);
- No recommended improvement (target pedestrian level of service is met); and
- Add sidewalks (subdivided into minor re-grading, moderate re-grading, and more detailed study needed).



Pedestrian Activity on Magnolia Avenue, Auburn, Alabama

A Benefit-Cost Index, which takes into account the benefits of new bicycle and pedestrian facilities including improvement conditions, potential use, and public need, weighted relative to their associated construction costs, was used as the basis for the prioritization of candidate projects. The resulting list of recommendations (shown in Figures 16 and 17) consists of rankings that assign priority to projects where adding bicycling and pedestrian facilities is the most beneficial and economical.

The cost to address all of the recommended facility improvements, approximately $535 million dollars, well exceeds the current available funding. *The Plan* investigates additional funding sources in order to aid in the design and construction of bicycle and pedestrian facilities. A list and description of potential sources including federal and private programs has been provided. There is no known state funding available at the time this *Plan* was prepared.

2.0 Current Conditions and Trends

2.1 Inventory of Existing Facilities

An important part of *The Plan* is an evaluation of the roadways in the Auburn-Opelika region. This inventory facilitates the determination of bicycle and pedestrian facility needs and recommendations. The study network consists mainly of arterial and collector roadways, and covers just less than 300 centerline miles of roadway. The roadway network inventoried for this plan is illustrated as Figure 1. Inventoried roadways are highlighted in green. The inventory included field measurements of geometric features needed to calculate bicycle and pedestrian levels of service.

2.1.1 Existing Bicycling and Walking Conditions

An analysis of existing bicycling and walking conditions was conducted using the Bicycle Level of Service Model and Pedestrian Level of Service Model, based on field data collected in December 2015. These models, which have been applied on hundreds of thousands of miles of roads throughout the southeast and across the United States, are now included in the national *Highway Capacity Manual (HCM 2010).* The following sections provide background information, model structures, and data descriptions for these evaluation tools.

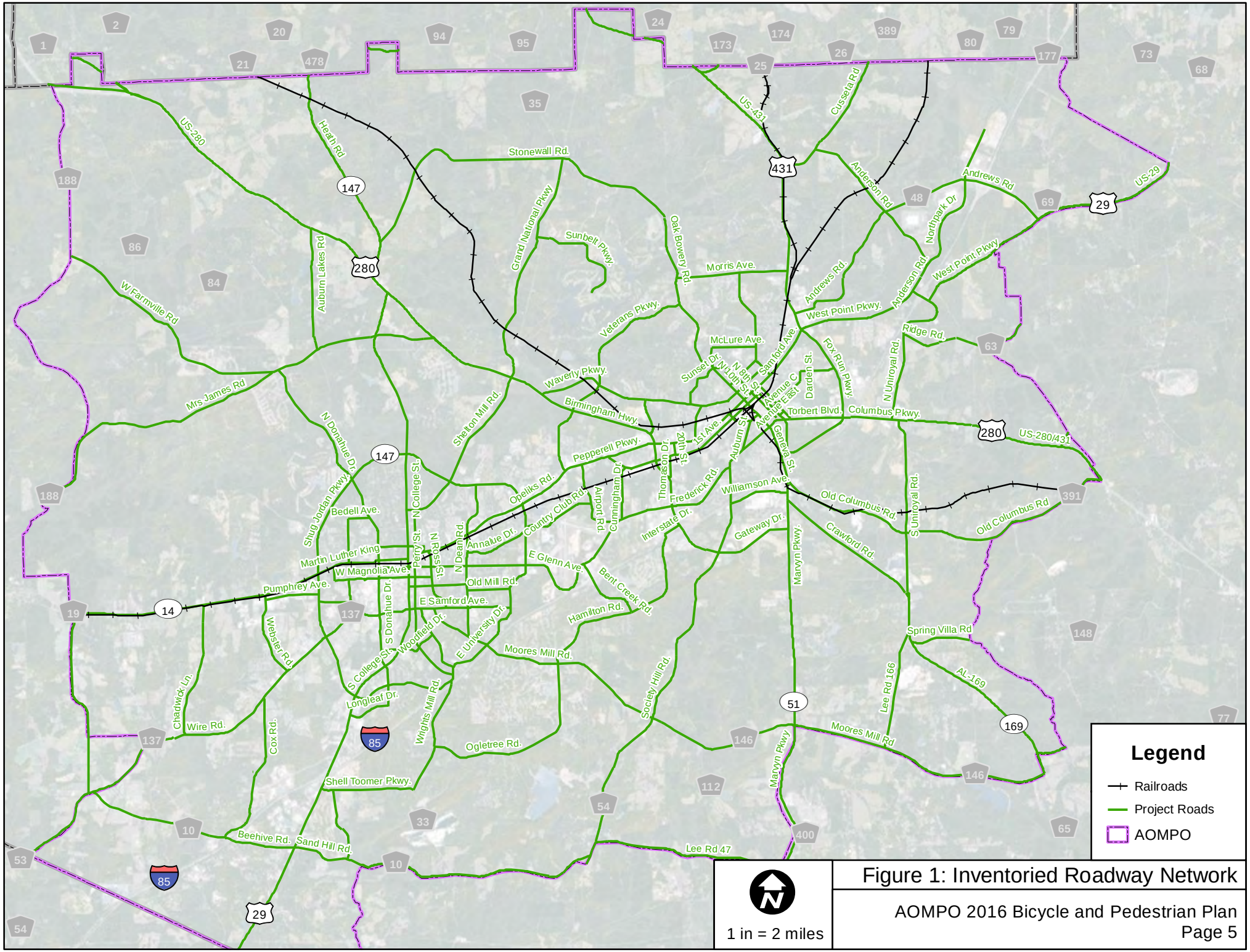
2.1.1.1 Bicycle Level of Service

The Bicycle Level of Service (Bicycle LOS) Model, a bicycling conditions performance measure, is a "supply-side" criterion, in that it assesses the availability of facilities that accommodate bicyclists at various levels. It is an objective measure of the bicycling conditions of a roadway which provides an evaluation of bicyclists' perceived safety and comfort with respect to motor vehicle traffic and roadway conditions. This widely used criterion has been adopted by numerous state Departments of Transportation and is classified as the quality or level of service (accommodation) for bicyclists that currently exists within the roadway environment.

One of the greatest benefits of incorporating Bicycle LOS is the indication it provides regarding which network segments have the greatest needs. It uses the same measurable traffic and roadway factors that transportation planners and engineers use for other travel modes. With statistical precision, the Bicycle LOS Model clearly reflects the effect on bicycling suitability or "compatibility" due to variations in the following factors:

- bike lane or paved shoulder width;
- outside travel lane width;
- traffic volume, speed, and type;
- pavement surface condition; and
- the presence of on-street parking.

This method is not limited to merely assessing conditions; it can also serve as an important and effective analytical tool in the identification of restriping candidates, development of street cross-section performance guidelines, and planning of bicycle routes. The bicycle level of service analysis produces, for each study network segment, an objective score and "grade" which measures bicycle accommodation on that section of roadway, as shown in Table 2 on page 6.


Legend
Railroads
Project Roads
AOMPO
1 in = 2 miles
Figure 1: Inventoried Roadway Network
AOMPO 2016 Bicycle and Pedestrian Plan
Page 5
P:\2015\150181\SaGis\Data\InventoriedRoadNet.mxd
US-280
Heath Rd
Stonewall Rd.
US-431
Cusseta Rd
Anderson Rd
Andrews Rd
US-29
Northpark Dr
West Point Pkwy.
Auburn Lakes Rd
Grand National Pkwy
Sunbelt Pkwy.
Oak Bowery Rd.
Morris Ave.
Andrews Rd.
Anderson Rd.
W Farmville Rd
Veterans Pkwy.
McLure Ave.
Ridge Rd.
Waverly Pkwy.
Sunset Dr.
N 8th St.
Samford Ave.
Avenue C
Avenue East
Darden St.
Fox Run Pkwy.
N Uniroyal Rd.
Mrs James Rd
Birmingham Hwy.
Torbert Blvd.
Columbus Pkwy.
US-280/431
Shelton Mill Rd.
N Donahue Dr.
Pepperell Pkwy.
1st Ave.
2nd St.
Auburn St.
Geneva St.
Thomason Dr.
Opelika Rd.
Cunningham Dr.
Airport Rd.
Frederick Rd.
Williamson Ave.
Old Columbus Rd.
S Uniroyal Rd.
Shug Jordan Pkwy
Bedell Ave.
N College St.
Country Club Rd.
Interstate Dr.
Gateway Dr.
Crawford Rd.
Martin Luther King
W Magnolia Ave.
Perry St.
N Ross St.
N Dean Rd.
Annalue Dr.
E Glenn Ave.
Old Mill Rd.
Bent Creek Rd.
Marvyn Pkwy.
Pumphrey Ave.
E Samford Ave.
Hamilton Rd.
Spring Villa Rd
Webster Rd.
S Donahue Dr.
S College St.
Woodfield Dr.
E University Dr.
Moores Mill Rd.
Society Hill Rd.
Lee Rd 166
AL-169
Chadwick Ln.
Longleaf Dr.
Wire Rd.
Cox Rd.
Wrights Mill Rd.
Ogletree Rd.
Shell Toomer Pkwy.
Beehive Rd.
Sand Hill Rd.
Lee Rd 47

For example, a particular segment without any type of bicycle facility (given other roadway characteristics detailed above) may provide a level of service "D." Using this tool, it is possible to determine how much accommodation benefit would be achieved as a result of improvements. In the above example, adding a designated bike lane might improve the segment's level of service to "B." Through this process, it is possible to simply and objectively determine which facilities have the greatest needs relative to the rest of the network.

Table 2: Level of Service Grades and Scores

Level of Service	Numerical Range
A	≤ 1.5
B	>1.5 and ≤ 2.5
C	>2.5 and ≤ 3.5
D	>3.5 and ≤ 4.5
E	>4.5 and ≤ 5.5
F	> 5.5

More information about the Bicycle Level of Service Model, including the model form and the collected data items, is contained in Appendix B.

2.1.1.2 Pedestrian Level of Service

Similar to the evaluation procedure used for the bicycle mode, pedestrian level of service is an evaluation of pedestrians' perceived safety with respect to motor vehicle traffic. It identifies the quality of service for pedestrians that currently exists within the roadway environment and provides a measure of facility needs within the region's roadway network.

The Pedestrian Level of Service (Pedestrian LOS) Model is used for the evaluation of walking conditions. This model is the most accurate method of evaluating the walking conditions within shared roadway environments. It uses the same measurable traffic and roadway factors that transportation planners and engineers use for other travel modes. As the Bicycle LOS Model does for the bicycle mode, the Pedestrian LOS Model reflects the effect on walking conditions due to variations in the following roadway characteristics:

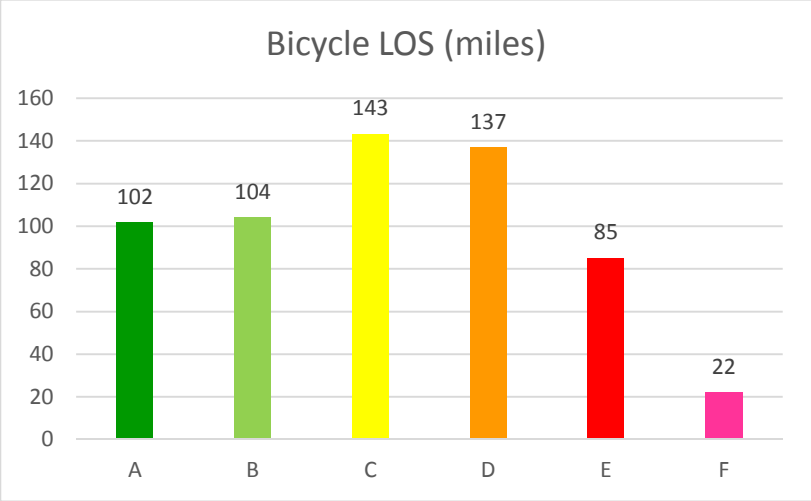
- presence of a sidewalk (if a shared use path is present parallel to the roadway, it is also considered);
- lateral separation between pedestrians and motor vehicle traffic (including outside lane width, paved shoulder width, buffer area width, and sidewalk width);
- traffic volume and speed; and
- the presence of on-street parking.

The Pedestrian LOS Model, which uses the same numerical scale (see Table 2) as the Bicycle LOS Model, is used by planners and engineers throughout the United States in a variety of planning and design applications. The Pedestrian LOS Model can be used to conduct a benefits comparison among proposed sidewalk/roadway cross-sections to identify roadways that are candidates for reconfiguration for sidewalk improvements and to prioritize and program roadways for sidewalk improvements. As with the Bicycle LOS Model, it clearly demonstrates the needs of pedestrian facilities among the MPO's network segments. More information about the Pedestrian Level of Service Model, including the model form and the collected data items, is contained in Appendix C.

2.1.2 Existing Conditions Analysis Results

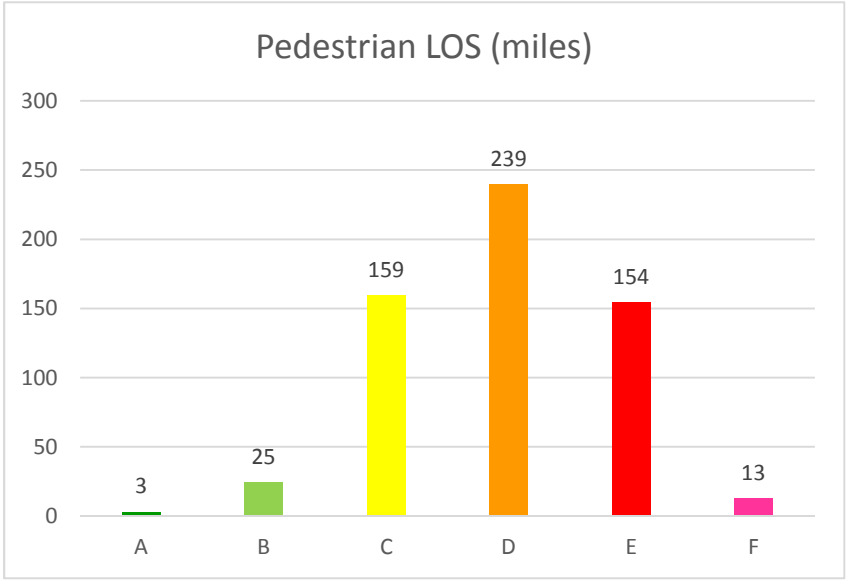
The collected data were used to perform existing bicycling and walking conditions analyses for each of the more than 560 directional network segments. The distribution of bicycle level of service grades is shown in Figure 2. At a distance-weighted network-wide level, the Auburn-Opelika study area was found to currently provide bicycling conditions that correspond to an overall bicycle level of service of 2.98 ("C"), which is relatively good compared to many other metropolitan areas in the Southeast.

Figure 2: Network-Wide Bicycle Level of Service Results



The distribution of pedestrian level of service grades is shown in Figure 3. The distance-weighted network-wide walking conditions correspond to a pedestrian level of service of 4.01 ("D"), which is generally typical compared to many other metropolitan areas in the Southeast. Network-wide maps of the existing bicycling and walking conditions are shown in Figure 4 and Figure 5, respectively. In the limited cases where one direction of travel along a segment has a different level of service grade than the other direction of travel, these maps show the worse of the two grades. The full data collection sheets and the results of these analyses are included as Appendix D.

Figure 3: Network-Wide Pedestrian Level of Service Results



2.2 Potential Bicycling and Walking Demand

The level of service results described in the previous sections address the "supply" issue of non-motorized transportation. An additional measure is needed to examine the "demand" of bicycle and walking facilities and thereby evaluate the relative amount of potential bicycle and pedestrian travel along the Auburn-Opelika region's roadway corridors.

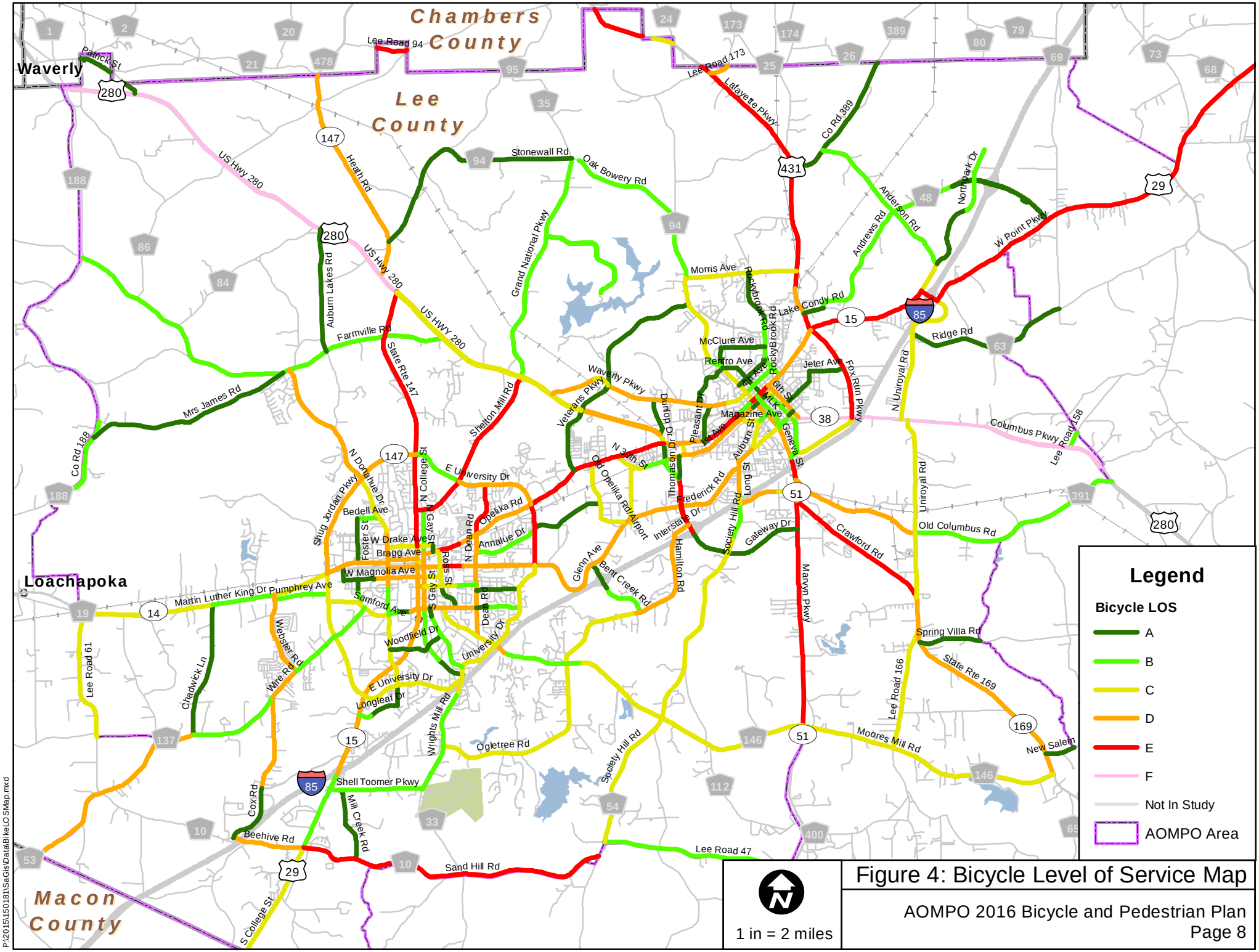
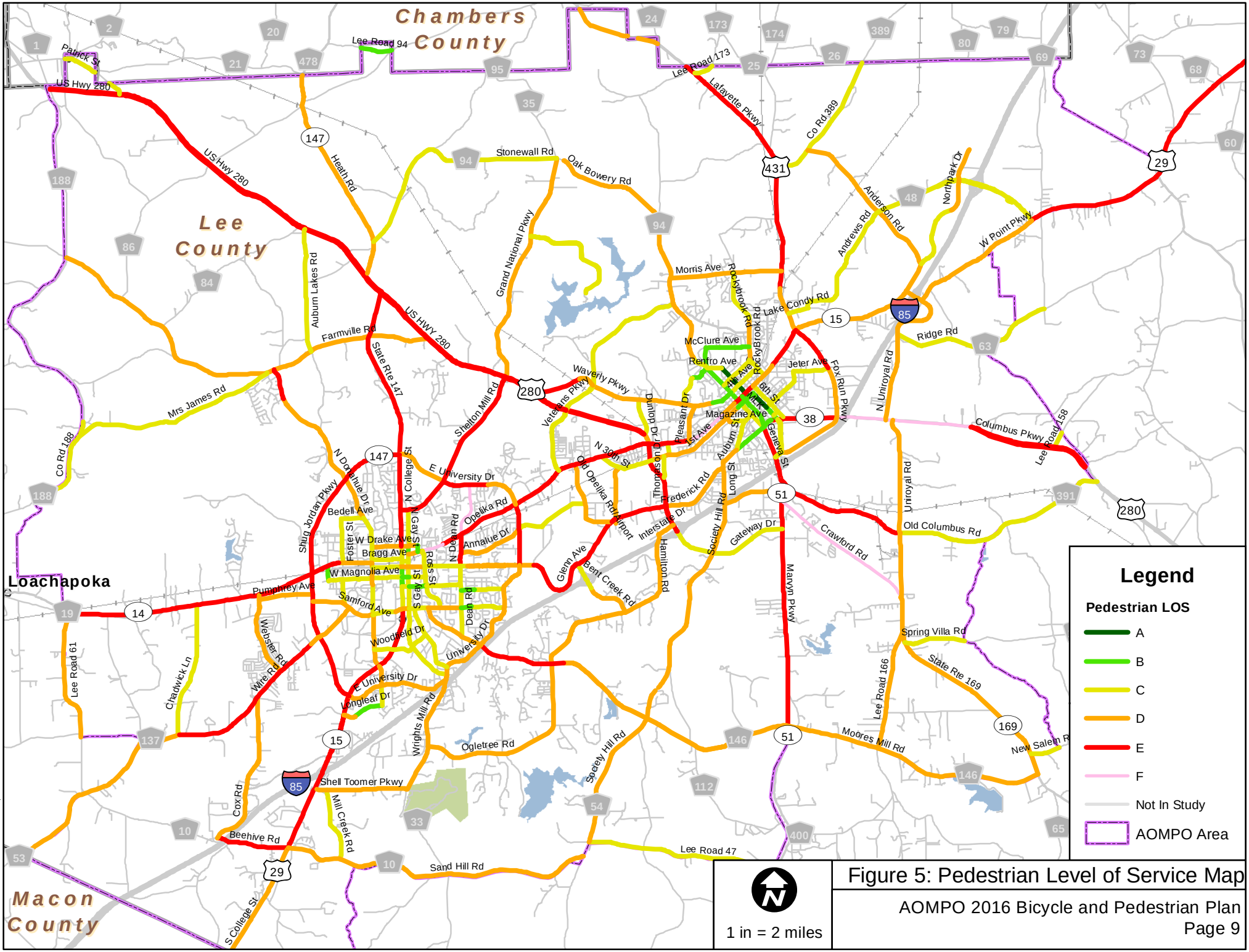


Figure 4: Bicycle Level of Service Map


Chambers County
Lee County
Macon County
Loachapoka
Lee Road 94
Lee Road 173
Patrick St
US Hwy 280
Heath Rd
Stonewall Rd
Oak Bowery Rd
Grand National Pkwy
Auburn Lakes Rd
Farmville Rd
State Rte 147
Shelton Mill Rd
Waverly Pkwy
Veterans Pkwy
Lafayette Pkwy
Co Rd 389
Anderson Rd
Northpark Dr
W Point Pkwy
Andrews Rd
Morris Ave
RockyBrook Rd
Lake Condy Rd
McClure Ave
Renfro Ave
4th Ave
6th St
Jeter Ave
Fox Run Pkwy
Ridge Rd
N Uniroyal Rd
Magazine Ave
Columbus Pkwy
Lee Road 158
Dunlop Dr
Pleasant Dr
1st Ave
Auburn St
Geneva St
N 30th St
Old Opelika Rd
Thorington Dr
Frederick Rd
Long St
Society Hill Rd
Interstate Dr
Airport
Gateway Dr
Crawford Rd
Old Columbus Rd
Uniroyal Rd
Mrs James Rd
Co Rd 188
N Donahue Dr
N College St
E University Dr
Bedell Ave
Shug Jordan Pkwy
Foster St
W Drake Ave
Bragg Ave
W Magnolia Ave
Samford Ave
Pumphrey Ave
Opelika Rd
N Dean Rd
Annalue Dr
S Gay St
Ross St
Dean Rd
Glenn Ave
Bent Creek Rd
Hamilton Rd
Marvyn Pkwy
Woodfield Dr
University Dr
Webster Rd
Wire Rd
Chadwick Ln
Lee Road 61
Longleaf Dr
Wrights Mill Rd
Ogletree Rd
Society Hill Rd
Shell Toomer Pkwy
Cox Rd
Mill Creek Rd
Beehive Rd
Sand Hill Rd
Lee Road 47
S College St
Spring Villa Rd
State Rte 169
Lee Road 166
Moores Mill Rd
New Salem R
Legend
Pedestrian LOS
A
B
C
D
E
F
Not In Study
AOMPO Area
1 in = 2 miles
Figure 5: Pedestrian Level of Service Map
AOMPO 2016 Bicycle and Pedestrian Plan
Page 9
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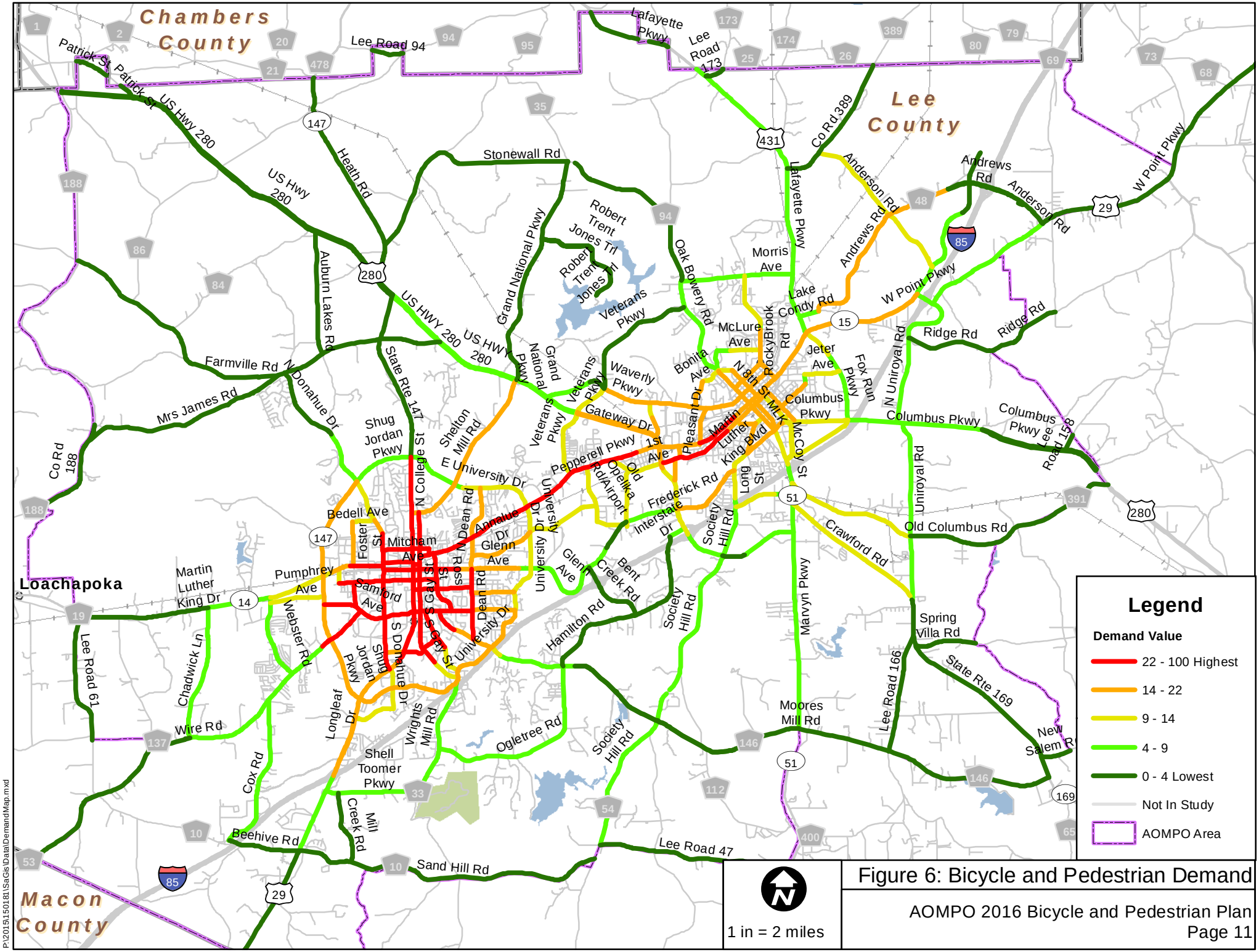
In other words, such a measure estimates the relative amount of bicycle and pedestrian activity that would occur along a corridor if facilities were constructed and conditions were excellent. The demand criterion and the level of service criterion are complementary. When coupled, they provide a balanced picture of user need and perceived safety and comfort. For example, a particular corridor segment may have relatively poor walking conditions but relatively high pedestrian activity potential, perhaps because it is adjacent to an elementary school. Conversely, another segment may have relatively good cycling conditions but relatively low potential bicyclist activity levels because it is in an isolated location.

The process of identifying and quantifying potential bicycle and pedestrian trip activity is known as a travel demand analysis. To perform a travel demand analysis for the bicycle and pedestrian modes, a methodology must be employed that recognizes the unique impediments to those modes. Unlike automobile travel, bicycle and pedestrian travel often does not occur due to a number of impediments, one of which is the frequently poor accommodation of bicyclists and pedestrians within the existing transportation network. Consequently, existing bicycle and pedestrian counts generally do not indicate the level of potential bicycle trip activity within a roadway network. Therefore, alternative or surrogate measures of assessing bicycle and pedestrian trip activity are needed. The specific demand analysis technique incorporated for this *Plan* is a variation on the widely used Latent Demand Score method. The concept of latent demand analysis is to evaluate demand based on the proximity of study network segments to key trip attractors and generators.

For this study, the potential for trip activity was evaluated based on the characteristics within the surrounding area (at the Traffic Analysis Zone, or TAZ, geographic level) of each segment for three trip attraction/generation variables: population, employment, school enrollment, and college/university enrollment. The specific methodology steps, carried out using GIS software for each study network segment, are listed below:

- create a 0.75-mile buffer around the segment to represent the bicycle and pedestrian travel shed (the propensity of non-motorized trips typically begins to decline dramatically as distances increase beyond this distance);
- intersect the segment travel shed buffer with the TAZs from the AOMPO's 2040 Long Range Transportation Plan;
- calculate the proportion of the travel shed buffer that intersects the various TAZs;
- multiply the intersect area proportions for each TAZ by the projected population, employment, school enrollment, and college/university enrollment for those TAZs (this effectively calculates the TAZ data for the portion of the TAZ that coincides with the travel shed); and
- sum the data for each of the TAZs that intersects any portion of the travel shed buffer to estimate the total population, employment, school enrollment, and college/university enrollment for the segment.

Those segments with the highest level of projected population, employment, and school enrollment within 0.75 miles are those with the highest latent demand for bicycle and pedestrian activity. The results are shown in Figure 6.


Chambers County
Lee County
Macon County
Loachapoka
Lee Road 94
Lafayette Pkwy
Lee Road 173
Co Rd 389
Patrick St
US Hwy 280
Heath Rd
Stonewall Rd
Auburn Lakes Rd
Grand National Pkwy
Robert Trent Jones Trl
Oak Bowery Rd
Veterans Pkwy
Morris Ave
Lafayette Pkwy
Anderson Rd
Andrews Rd
W Point Pkwy
Lake Condy Rd
McLure Ave
RockyBrook Rd
Jeter Ave
Fox Run Pkwy
N Uniroyal Rd
Ridge Rd
Farmville Rd
Donahue Dr
Mrs James Rd
State Rte 147
Shug Jordan Pkwy
Shelton Mill Rd
E University Dr
N College St
Waverly Pkwy
Gateway Dr
Bonita Ave
N 8th St-MLK
Pleasant Dr
Martin Luther King Blvd
McCoy St
Columbus Pkwy
Pepperell Pkwy
1st Ave
Old Opelika Rd/Airport
Frederick Rd
Interstate Dr
Long St
Society Hill Rd
Uniroyal Rd
Old Columbus Rd
Crawford Rd
Columbus Pkwy Lee Road 158
Co Rd 188
Bedell Ave
Foster St
Mitcham Ave
N Dean Rd
Annalue Dr
Glenn Ave
University Dr
Bent Creek Rd
Hamilton Rd
Marvyn Pkwy
Spring Villa Rd
Martin Luther King Dr
Pumphrey Ave
Samford Ave
S Gay St
Webster Rd
Lee Road 61
Chadwick Ln
Wire Rd
Longleaf Dr
Wrights Mill Rd
Ogletree Rd
Moores Mill Rd
Lee Road 166
State Rte 169
New Salem Rd
Cox Rd
Shell Toomer Pkwy
Mill Creek Rd
Beehive Rd
Lee Road 47
Sand Hill Rd
Legend
Demand Value
22 - 100 Highest
14 - 22
9 - 14
4 - 9
0 - 4 Lowest
Not In Study
AOMPO Area
1 in = 2 miles
Figure 6: Bicycle and Pedestrian Demand
AOMPO 2016 Bicycle and Pedestrian Plan
Page 11
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2.3 Summary of Relevant Planning Documents

Several planning documents were reviewed to ascertain the current education, encouragement, and enforcement efforts being implemented within the Auburn-Opelika area relative to bicycle and pedestrian transportation modes. This section of *The Plan* lists the documents that were reviewed and summarizes their programmed education, encouragement, and enforcement objectives.

2.3.1 City of Auburn

Auburn 2020 Bicycle Plan (1998)

In 1998 the City of Auburn created the Auburn Bicycle Plan as a part of the City's 2020 Comprehensive Plan. Although the City has developed a 2030 Comprehensive Plan, the bicycle plan has not been updated; therefore, the document created with the 2020 Comprehensive Plan serves as the official bicycle planning document for Auburn. During the process of creating the Auburn Bicycle Plan, a task force was created. That task force has become the Auburn Bicycle Committee, a committee that is still active today and holds monthly meetings to discuss bicycle-related issues. The Auburn Bicycle Committee has five stated goals. Of the five, one goal highlights the importance of bicycle education and reads, "Establish and encourage cooperation between public agencies, citizens, and the private sector in implementing bicycle related policies." To achieve this goal the Bicycle Plan lays out the following strategies:

- Promote intermodal transportation by integrating the bikeway network and bike parking facilities into other transportation plans
- Add municipal bicycle parking facilities
- Develop guidelines for bicycle parking at residential, commercial, and public buildings
- Establish a route inspection for main routes
- Distribute bicycle safety information
- Include bicycle and pedestrian safety programs in kindergarten curriculum
- Provide bicycle and pedestrian safety information in driver's education courses
- Purchase discounted helmets for children from low income families
- Sponsor bicycle related events

Auburn Comprehensive Plan 2030 (2011)

The Auburn Comprehensive Plan 2030 includes in its vision increasing the walkability of Auburn by creating a pedestrian-friendly downtown area and an overall street network that promotes safe movement throughout the City for pedestrians. The focus of pedestrian facility improvements centers around areas where increased pedestrian travel is already occurring including schools, popular destinations, and areas where sidewalks exist but connectivity is lacking. The 2030 Plan also places an importance on bicycle travel and proposes to increase the current 34 miles of existing bicycle infrastructure to 117 miles of infrastructure.

Auburn Downtown Master Plan (2014)

This Master Plan for the Downtown area of Auburn breaks the downtown study area into various "cores". Each core was analyzed separately and specific recommendations were assigned to each one. The analysis of the cores revealed that although sidewalk is present throughout the downtown area, it is primarily

discontinuous, too narrow, in disrepair and often not meeting ADA[1] standards. To address these sidewalk deficiencies, the Master Plan includes the following goal: "Create a walkable, attractive, and safe Downtown by enhancing existing streetscapes and sidewalks and building new pedestrian amenities." The objectives developed to achieve this goal focus on increasing sidewalk width, repairing broken and missing sections of in-place sidewalks, improving pedestrian safety at crossing areas and railroad crossings, and improving existing streetscapes. In addition, to the pedestrian circulation recommendations, the Master Plan does propose bike lanes on South Gay Street and Thach Avenue as well as some bicycle parking near high traffic areas. The Master Plan also emphasizes the need for educating cyclists and motorists on how to share the road.

In-Place Resources

As a result of their planning and implementation of the vision, goals, and strategies established as part of the Auburn Plans, the City of Auburn has been designated as a Bike Friendly Community by The League of American Bicyclists. Auburn is the only city in the state of Alabama that has received this award.

The City of Auburn has developed a number of resources to help encourage and increase bicycle travel and safety:

- Annual Bike Bash is an event that encourages cycling and endorses bicycle safety.
- Free Bicycle Safety Classes are offered on demand.
- Weekly Group Rides are planned for all levels of expertise including kid friendly routes.
- A 4th Grade Bicycle Education Program was developed by the Auburn Bicycle Committee and is present in all of the 4th grade curriculums within Auburn City Schools.
- Borrow a Bike is a program that allows anyone 19 years or older to rent bikes from the City. There are no rental charges and a helmet is provided with each rental.
- Safety Brochures are distributed at all City events and available on the campus of Auburn University.

Samford Hall, Auburn University, Auburn, Alabama

Auburn University is Alabama's only bike-friendly university designee. In addition to the opportunities provided by the City of

[1] In addition to this Bicycle and Pedestrian Plan, municipalities located in the Auburn-Opelika Metropolitan Planning Organization area are preparing ADA Transition Plans to address areas that are not currently ADA compliant.

Auburn, Auburn University has also incorporated programs promoting cycling and pedestrian activity:

- Get Rec'd is an informational meeting held each year at the University's Recreation and Wellness Center. The meeting highlights on-campus cycling opportunities.
- Auburn University has hosted Bo Bikes Bama for 2 years. This event draws over 900 riders, numerous spectators, and dozens of biking-related businesses to the University to support disaster relief in Alabama and to promote safe cycling.
- The University annually partners with the City of Auburn to host the multi-faceted safety education outreach campaign Travel with Care.
- A campus-wide bike share program provides short-term bike rentals.
- Auburn Outdoors is an adventure-based education program that provides many avenues for outdoor recreation including biking. Auburn Outdoors provides equipment repair, sponsors free clinics, and offers bike rentals.

2.3.2 City of Opelika

Opelika Comprehensive Plan 2020 (2009)

Included in the Opelika Comprehensive Plan are three objectives that address bicycle and pedestrian travel. Although the first of these three objectives addresses the Opelika transportation system as a whole by seeking to improve and extend the entire system, it indirectly supports bicycle and pedestrian travel by promoting "infill, clustering, and mixed-use developments in locations that will minimize trip lengths and reduce the number of trips between residential and commercial areas" and "traffic calming on local streets as a means to reduce vehicle speeds and cut-through traffic." The second and third objectives address actual bicycle and pedestrian travel.

The Comprehensive Plan states that the Bicycle Plan for the City of Opelika should be promoted and supported; however the Bicycle Plan has not yet been developed. Policies concerning bicycle travel are included in the Comprehensive Plan and are as follows:

1. Establish a process for coordinating the implementation of the Bicycle Plan's goals, objectives, and policies.
2. Develop bikeways, bike trails, and other physical facilities for safe bicycle transportation.
3. Coordinate with local organizations and institutions to develop informational programs for cyclists regarding traffic codes, safe operation, and facility design standards.
4. Establish an active traffic code enforcement program for cyclists.
5. Encourage cycling as an alternate mode of transportation.

The Comprehensive Plan also addresses pedestrian travel with the following policies:

- Encourage the construction of sidewalks on all new residential streets.
- Encourage the construction of pedestrian paths within residential subdivisions.
- Encourage the construction of pedestrian facilities on existing public rights-of-way.
- Encourage walking as an alternate mode of transportation.

Carver-Jeter Area Master Plan

The Carver-Jeter Area Master Plan is a revitalization plan for the downtown Opelika area and the surrounding Carver and Jeter neighborhoods. Although the master plan's main focus is not education, it does encourage bicycle and pedestrian use by recommending the installation of a bike-pedestrian path from Pepperell Village to Fox Run Parkway. The proposed path would connect Carver and Jeter communities to shopping, the Downtown Area, and Opelika High School. The City of Opelika used the Carver-Jeter Area Master Plan to obtain a Transportation Alternatives Program (TAP) grant to be used to construct the bike-pedestrian path. At the time the Auburn-Opelika Bicycle and Pedestrian Plan was being developed, construction of the path was not underway. Other improvements incorporated in the Carver-Jeter Master Plan include gateway treatments, streetscaping, public art, and other cosmetic treatments.

2.3.3 Lee County Master Plan (2010)

Although the Lee County Master Plan is a broad, comprehensive plan for Lee County, it does address pedestrians and bicyclists with the stated goal of making transportation, "safe and efficient for all users," with enhanced "infrastructure for pedestrian, bicyclists, and transit riders." The Lee County Master Plan focuses more on connection between rural city and town centers within the County and urges that the implementation of future bicycle and pedestrian accommodations coordinate with Auburn and Opelika plans. However, the Lee County Master Plan does recommend some specific improvements in rural areas and recommends sixty (60) miles of bicycle lanes and multi-use paths that would connect rural areas to more urbanized areas. The plan also includes twenty-two (22) miles of planned sidewalks in eleven (11) rural centers.

2.4 Review of Municipal Ordinances and Standards

The City of Auburn Code of Ordinances and the City of Opelika Code of Ordinances each include significant information pertinent to bicycle and pedestrian travel. Relevant codes are summarized in this section. Where appropriate, recommendations and other observations are also provided.

2.4.1 City of Auburn Code of Ordinances for Bicycles

City of Auburn ordinances concerning bicycles:

- **Section 22-33** states that it is unlawful to park vehicles in bike lanes on arterial and collector streets.
- **Section 22-11** states that it is unlawful to ride a bicycle on sidewalks in the downtown business district or park a bicycle in the downtown parking district (except in city-installed bike racks), and defines "bicycle" in the process as "a vehicle consisting of a tubular metal frame mounted on two (2) large wheels, one behind the other, equipped with handle bars and a saddle-like seat and propelled by foot pedals."
- **Section 22-13** defines the safe passing distance (three feet) for motorists overtaking bicyclists.
- **Section 13-11** specifies the requirement for bicyclists to have an operating headlight and reflectors on wheels and pedals during hours of darkness (the same section requires the wearing of reflective material by joggers).
- **Recommendation:** In addition to the ordinances already in place, it is recommended that Section 13-11 be revised to require tail lamps on bicycles.

2.4.2 City of Auburn Code of Ordinances for Pedestrians

City of Auburn ordinances concerning pedestrians:

- **Section 21-1** indicates that streets and sidewalks within the City shall be designed and built in accordance with the City of Auburn Public Works Design and Construction Manual and the City of Auburn Standard Specifications, the former of which is incorporated into the Code by reference.
- **Section 21-52** defines walkways and discusses associated design standards.
- **Sections 21-91 through 21-95** define "damage to a section of sidewalk and/or curb and gutter" and "section of sidewalk and/or curb and gutter," require replacement of damaged sidewalks, requires permits for repairs, and describes notices of violation and associated penalties.
- **Section 22-35** prohibits parking on sidewalks and (except on days of Auburn University home football games) on any public right-of-way between the sidewalk and the roadway
- **Section 17-66** states that new trees shall not be planted within ten feet of sidewalks on city right-of-ways unless otherwise approved by the city

2.4.3 City of Opelika Code of Ordinances for Bicycles

City of Opelika ordinances concerning bicycles:

- **Section 16-1** defines a bicycle as "every device propelled by human power upon which any person may ride, having two (2) tandem wheels either of which is more than fourteen (14) inches in diameter." The definition of vehicle that is provided in Section 16-1 includes the statement, "for the purposes of this chapter, a bicycle or a ridden animal shall not be deemed a vehicle."
- **Sections 16-251 through 16-257** specify that traffic laws apply to persons riding bicycles; prohibit riding other than on a seat, carrying more people than designed, clinging to motor vehicles, and carrying articles that prevent keeping at least one hand upon the handlebars; specifies that proper riding locations (as near to the right side of the roadway as applicable, exercising due care when passing, riding not more than two abreast, and riding on usable paths when adjacent to a roadway); specifies proper equipment when operating a bicycle in hours of darkness; and identifies associated violations.
    - It should be noted that Section 16-254 prohibits riding on the street where there is a sidepath adjacent to the roadway. This is consistent with state law but is not consistent with recommended practice.
- **Section 16-353** prohibits stopping, standing, or parking a vehicle within bicycle lanes adjacent to arterial and collector streets.
- **Section 16-424** states that skateboards must not be towed by a bicycle at an unsafe speed, must yield to bicycle lanes, and must not use bicycle lanes in any manner contrary to the free and open use of those lanes by bicycles.

2.4.4 City of Opelika Code of Ordinances for Pedestrians

City of Opelika ordinances concerning pedestrians:

- **Section 16-1** defines pedestrian ("any person afoot"), sidewalk ("that portion of a street between the curblines, or

the lateral lines of a roadway, and the adjacent property lines intended for the use of pedestrians"), and several other terms related to pedestrian travel (crosswalk, right-of, way, and safety zone).

- **Sections 16-29 and 16-30** provide a legend for traffic control signals and corresponding requirements to yield to pedestrians, as well as a legend for pedestrian-control signals (Walk, Don't walk, and Don't walk (flashing)).

  Recommendation: Section 16-30 (3) reads that when a flashing DON'T WALK indication is displayed, any pedestrian who has partially completed his crossing "shall proceed to a sidewalk or safety island while the "don't walk" is flashing." While consistent with the Code of Alabama, this seems to suggest that when the flashing DON'T WALK indication starts, pedestrians must seek the nearest refuge. Preferred text would be more consistent with the MUTCD, description of the meaning of signal indications: "A flashing UPRAISED HAND (symbolizing DONT WALK) signal indication means that a pedestrian shall not start to cross the roadway in the direction of the signal indication, but that any pedestrian who has already started to cross on a steady WALKING PERSON (symbolizing WALK)signal indication shall proceed to the far side of the traveled way of the street or highway, unless otherwise directed by a traffic control device to proceed only to the median of a divided highway or only to some other island or pedestrian refuge area.

- **Sections 16-201 through 16-214** identify pedestrians' rights and duties related to the following:
  - Obedience to traffic-control devices and traffic regulations;
  - Pedestrians' right-of-way in crosswalks;
  - Crossing activity at locations other than crosswalks;
  - Drivers to exercise care;
  - Pedestrians to use right half of crosswalks;
  - Pedestrians on roadways;
  - Pedestrian soliciting rides or business;
  - Prohibition on driving through safety zone;
  - Pedestrians' right-of-way on sidewalks;
  - Pedestrians yield to authorized emergency vehicles;
  - Blind pedestrian right-of-way;
  - Pedestrians under influence of alcohol or drugs;
  - Bridge and railroad signals; and
  - Reflective materials for walkers and joggers.
- **Section 16-425** regulates riding skateboards, rollerskates, rollerblades, and coasters on sidewalks, specifically yielding to pedestrians and generally using due care when pedestrians are present.
- **Section 26-16 through 26-19** require property owners to repair and maintain in good order sidewalks abutting their properties, describe associated notices to repair sidewalks, state that the city will repair sidewalks at property owners' expense if not done within thirty days of notice, and describe an optional city cost share program for sidewalk maintenance and repair.
- **Sections 26-225 through 26-234** regulate sidewalk cafés.

2.5 Health, Energy, and Environmental Data

According to the most recent (2012) county-level data from the U.S. Centers for Disease Control (CDC), 30 percent of Lee County residents are obese. While this figure is lower than the statewide average of 34 percent, it is still alarmingly high and has exhibited a sustained recent upward trend. The CDC also indicates that 23 percent of Lee County residents participate in no leisure-time physical activity.

The U.S. Census Bureau American Community Survey (ACS) provides annual estimates of commute mode share. While bicycle and pedestrian travel also occur for recreational and non-commute utilitarian (shopping, errands, social visits, etc.) travel, commute mode share is a reasonably good indicator of overall mode share. Table 3 shows data for the 2014 ACS for commuting by bicycling and walking for relevant areas. The relatively high values for the City of Auburn, much of which can likely be attributed to the presence of Auburn University, bring the region and county values well above statewide averages and in line with national averages, while the City of Opelika values are much lower than national averages.

Table 3: 2014 ACS for Commuting by Bicycling or Walking

Location	Walk Commute Share (%)	Bicycle Commute Share (%)
City of Auburn	5.3	1.4
City of Opelika	0.9	0.2
Auburn-Opelika Census County Division	3.8	1.0
Alabama	1.1	0.1
United States	2.8	0.6

Recent national-level research[2] indicates a strong positive correlation between provision of non-motorized transportation facilities and mode share, and a negative correlation between provision of facilities and adult obesity rate. Implementation of this *Plan's* facility recommendations should therefore be expected to improve the standing of the Auburn-Opelika region in both respects.

Side Path adjacent to Donahue Drive, Auburn, Alabama

[2] Idaho Statewide Bicycle and Pedestrian Plan, 2014.

3.0 Stakeholder and Public Input

3.1 Stakeholder Involvement

Besides AOMPO staff members, additional stakeholders were also involved in the development of *The Plan*. These stakeholders are referred to as the Advisory Committee and included representatives from the City of Auburn, the City of Opelika, the AOMPO's Bicycle and Pedestrian Advisory Committee, Auburn University, Lee County, and the Alabama Department of Transportation. Stakeholders participated in an initial project kickoff meeting on November 20, 2015, where the direction and expectations of *The Plan* were discussed. A second meeting, held via conference call, to review the existing conditions and discuss the public workshop process was held on January 28, 2016.

An Implementing Partners Facility Design Workshop was conducted on February 4, 2016. Technical staff of the municipal, county, and state agencies who were active in designing, constructing, and operating the infrastructure components of *The Plan* were invited to attend this interactive design workshop where changes in national standards and new findings in roadway capacity, highway safety, and changes in roadway cross section design were discussed. The information presented at this workshop was developed and led by instructors of the National Highway Institute's Bicycle and Pedestrian Facilities Design Courses.

On June 16, 2016 another Advisory Committee meeting was held. The purpose of this meeting was to present the facility recommendations to the Committee prior to the second public workshop.

Meeting minutes associated with stakeholder involvement can be found in Appendix E.

3.2 Public Involvement

The Auburn-Opelika Metropolitan Planning Organization (AOMPO) recognizes that the success of the *Plan* depends on an effective public outreach effort. As such, the AOMPO is committed to soliciting community participation and obtaining public input to help guide the development of the long-term transportation system in accordance with the goals of the Long Range Transportation Plan. The public involvement process for *The Plan* was developed to document the public participation strategies and tools used to engage the community.

3.2.1 Approach to Public Involvement

The AOMPO is responsible for regional transportation policy and has the responsibility for adopting the Long Range Transportation Plan as well as shorter-term funding priorities. Its members represent Auburn, Opelika, and the surrounding communities of Lee County. The ultimate goal of the public involvement sought by the AOMPO for the Bicycle and Pedestrian Plan is to provide opportunities for the public to influence the development of *The Plan*. All public involvement efforts comply with the AOMPO 2014 Public Participation guidelines as well as state and federal regulations concerning public involvement.

3.2.2 Public Workshops

Two rounds of public open house workshops were held as part of *The Plan* development. The first round of workshops focused on the existing level of service evaluation for the study network. The second round of workshops took place after draft facility needs were identified and prioritization applied to these needs.

Advertisement for the workshops included the distribution of flyers and notification on the AOMPO's website.

3.2.2.1 Round One Workshops

The first round of workshops was held simultaneously on the evening of February 4, 2016 at the Frank Brown Recreation Center in Auburn and at the Opelika Chamber of Commerce in Opelika. A total of 65 people attended the workshop. During the first round of workshops, participants were presented with maps showing the results of the level of service analysis. Photographs depicting bicycling and walking conditions within the plan area were also on display. Needs identification was the focus of the first workshops and the goal was to gather input on two important data points – overall level of service expectations and desired improvements. These data points were used, in conjunction with other factors, to prioritize potential improvements. Participants were encouraged to provide input via written surveys on the topics of acceptable levels of service and potential improvements. The completed surveys can be found in Appendix F, which is available upon request.

In reference to levels of service, participants provided their opinion on what constitutes a reasonable level of accommodation for agencies to provide. In effect, they answered the question "How good is good enough?" This feedback supplied an important data point as it revealed the community's expectation for bicycle and pedestrian accommodations and highlighted which roadways need improvement. These expectations also aided in assigning priority to potential improvements. In order to get a sense of which facility improvements are the most important to the community, participants were asked to identify key areas of improvement by listing up to ten miles of roadway segments that they felt would most benefit from a bicycle and/or a pedestrian facility. Participants were also asked to list up to five locations where spot-specific improvements, such as intersection improvements and maintenance issues, are needed to improve bicycling and/or walking conditions. The selections made by participants were included in the prioritization of facility improvements, a process described in later sections of *The Plan*.

3.2.2.2 Round Two Workshops

The second round of workshops was held on June 16, 2016 at the Frank Brown Recreation Center in Auburn and at the LRCOG office in Opelika. A photograph taken at the Opelika location is shown in Figure 7.

Figure 7: Photograph of Attendees (Opelika)

Photographs taken during the Auburn meeting are shown in Figure 8 and Figure 9.

Figure 8: Photograph of Attendees (Auburn)

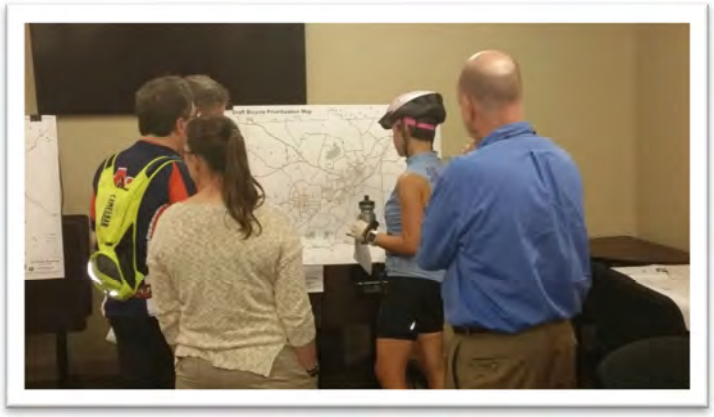
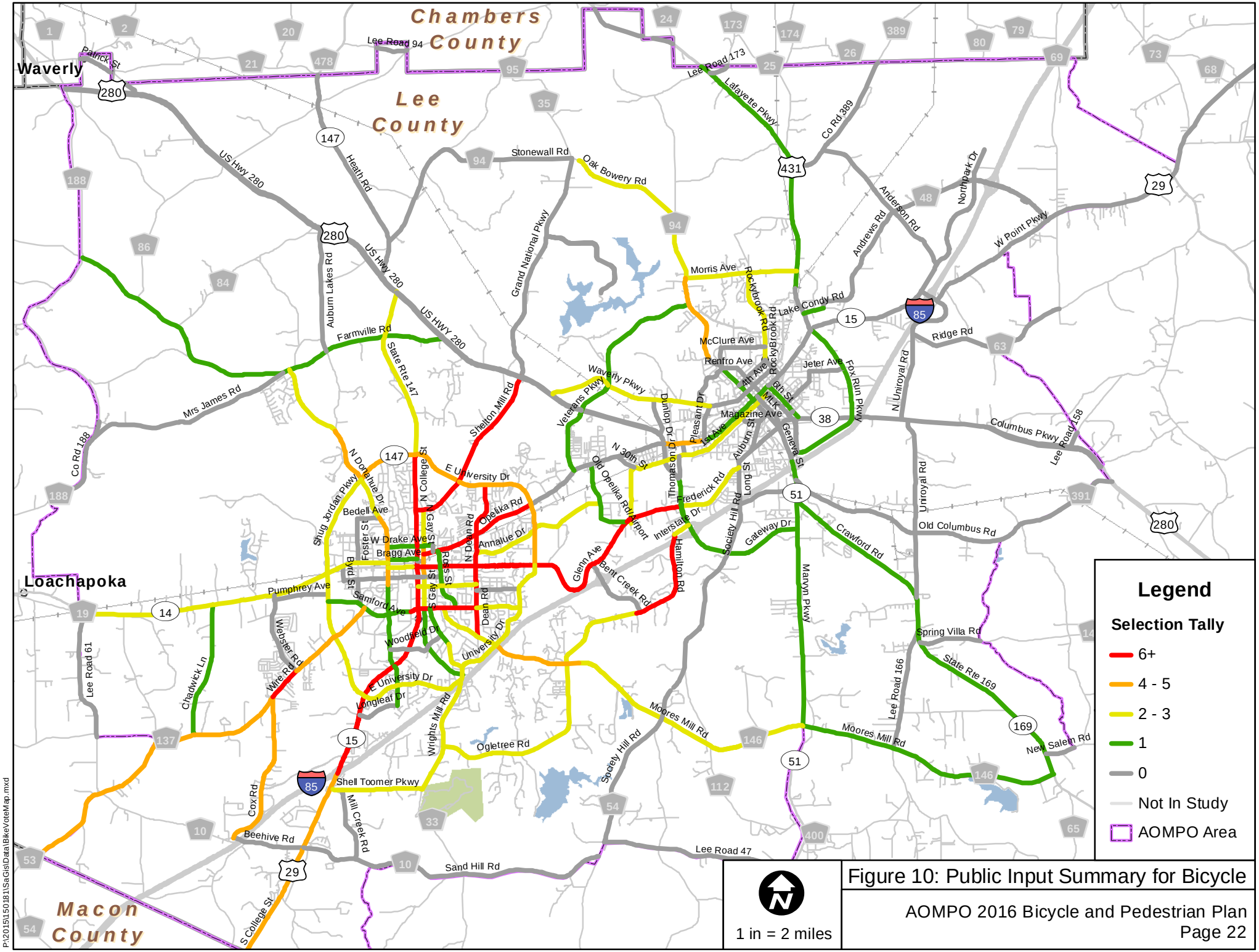


Figure 9: Additional Photograph of Attendees (Auburn)

The purpose of these workshops was to present the analysis results to the public. Maps summarizing the public input received during the first workshops were displayed and are shown in Figure 10 and Figure 11. A tally system was used to reflect the input received during the first public workshop. In addition to the public input summary maps, maps for the draft facility needs and prioritization of these needs were also presented. Participants were given the opportunity to review the facility needs and prioritization maps and encouraged to complete public response forms in order to document their comments. The completed forms can be found in Appendix G, which is available upon request.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Lee County
Macon County
Waverly
Loachapoka
Lee Road 94
Lee Road 173
Lafayette Pkwy
Co Rd 389
Stonewall Rd
Oak Bowery Rd
Grand National Pkwy
US Hwy 280
US HWY 280
Auburn Lakes Rd
Heath Rd
Farmville Rd
State Rte 147
Mrs James Rd
Co Rd 188
Shelton Mill Rd
Waverly Pkwy
Veterans Pkwy
Morris Ave
Rockybrook Rd
Lake Condy Rd
McClure Ave
Renfro Ave
Jeter Ave
4th Ave
6th St
MLK
Magazine Ave
Dunlop Dr
Pleasant Dr
1st Ave
Auburn St
Geneva St
Fox Run Pkwy
N Uniroyal Rd
Ridge Rd
Andrews Rd
Anderson Rd
Northpark Dr
W Point Pkwy
Columbus Pkwy
Lee Road 458
Old Columbus Rd
Uniroyal Rd
Crawford Rd
Gateway Dr
Marvyn Pkwy
Spring Villa Rd
State Rte 169
New Salem Rd
Lee Road 166
Moores Mill Rd
Society Hill Rd
Hamilton Rd
Interstate Dr
Thomason Dr
Old Opelika Rd
N 30th St
Glenn Ave
Bent Creek Rd
Airport
Frederick Rd
Long St
N College St
E University Dr
N Donahue Dr
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Bedell Ave
W Drake Ave
Bragg Ave
Pumphrey Ave
Samford Ave
Byrd St
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Ross St
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University Dr
Webster Rd
Wire Rd
Chadwick Ln
Lee Road 61
Longleaf Dr
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AOMPO Area
1 in = 2 miles
Figure 10: Public Input Summary for Bicycle
AOMPO 2016 Bicycle and Pedestrian Plan
Page 22
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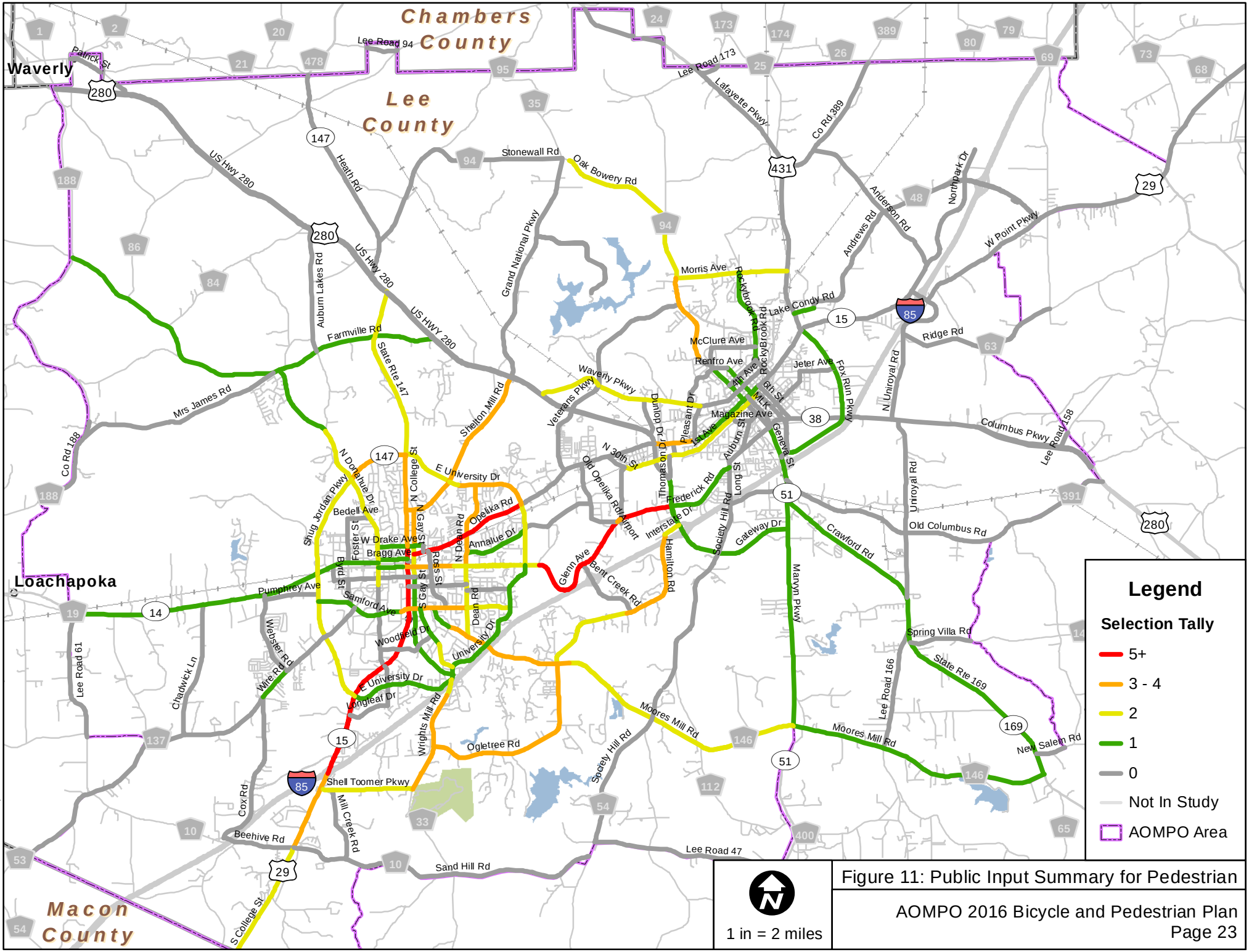
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Stonewall Rd
Oak Bowery Rd
Grand National Pkwy
Auburn Lakes Rd
Farmville Rd
State Rte 147
US HWY 280
Shelton Mill Rd
Morris Ave
Rockybrook Rd
Lake Condy Rd
Andrews Rd
Anderson Rd
Northpark Dr
W Point Pkwy
Ridge Rd
McClure Ave
Renfro Ave
Jeter Ave
Fox Run Pkwy
N Uniroyal Rd
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Veterans Pkwy
Dunlop Dr
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1st Ave
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Auburn St
Geneva St
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Gateway Dr
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Bragg Ave
Opelika Rd
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Byrd St
S Gay St
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Bent Creek Rd
Hamilton Rd
Airport
Pumphrey Ave
Samford Ave
Webster Rd
Dean Rd
University Dr
Woodfield Dr
Longleaf Dr
Wire Rd
Chadwick Ln
Lee Road 61
Marvyn Pkwy
Spring Villa Rd
State Rte 169
New Salem Rd
Lee Road 166
Moores Mill Rd
Wrights Mill Rd
Ogletree Rd
Society Hill Rd
Shell Toomer Pkwy
Mill Creek Rd
Cox Rd
Beehive Rd
Sand Hill Rd
Lee Road 47
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Not In Study
AOMPO Area
1 in = 2 miles
Figure 11: Public Input Summary for Pedestrian
AOMPO 2016 Bicycle and Pedestrian Plan
Page 23
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4.0 Plan Goals

The goals of this *Bicycle and Pedestrian Plan* are consistent with the goals that are presented in the various planning documents prepared by the cities of Auburn and Opelika as well as Lee County. In addition to those goals, Table 4 lists supplementary goals, developed by the stakeholder Advisory Committee, specific to this *Bicycle and Pedestrian Plan*.

Table 4: AOMPO Bicycle and Pedestrian Plan Goals

Bicycle and Pedestrian Plan Goals
Encourage people to choose cycling or walking over automobile travel
Increase connectivity of existing bicycle and pedestrian facilities
Increase bicycle and pedestrian connectivity to schools, parks, and other recreational facilities
Foster bicycle tourism and promote economic growth
Create a plan that can be implemented

5.0 Identify Needs

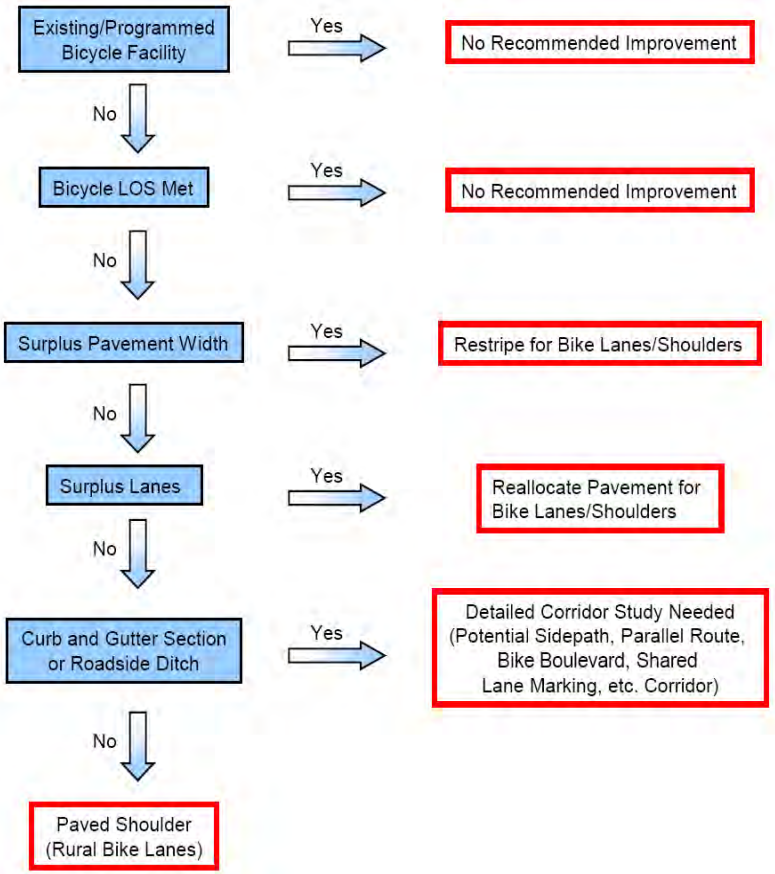
To develop project cost estimates for use in prioritizing candidate projects, it is first necessary to identify specific bicycle and pedestrian facility improvement costs for the study network segments. Some segments, specifically those with existing facilities and those that provide good existing conditions, do not have an associated facility need. For all others, a recommended facility type has been identified, ranging from relatively inexpensive projects to those that involve more significant financial and time commitments.

For the bicycle mode, one of six potential outcomes has been identified for each of the analyzed roadway segments. These outcomes include the following:

- No recommended improvement (a bicycle facility exists or is programmed);
- No recommended improvement (target bicycle level of service is met);
- Roadway restriping (reduction of existing lane widths to create space for bike lanes);
- Road diet (reduction of the number of lanes to create space for bike lanes);
- Add paved shoulder (subdivided into minor re-grading, moderate re-grading, and major re-grading); and
- Detailed corridor study needed.

The decision tree shown in Figure 12 illustrates the steps involved in making the bicycle facility recommendation outcomes, each of which is discussed in more detail within this section.

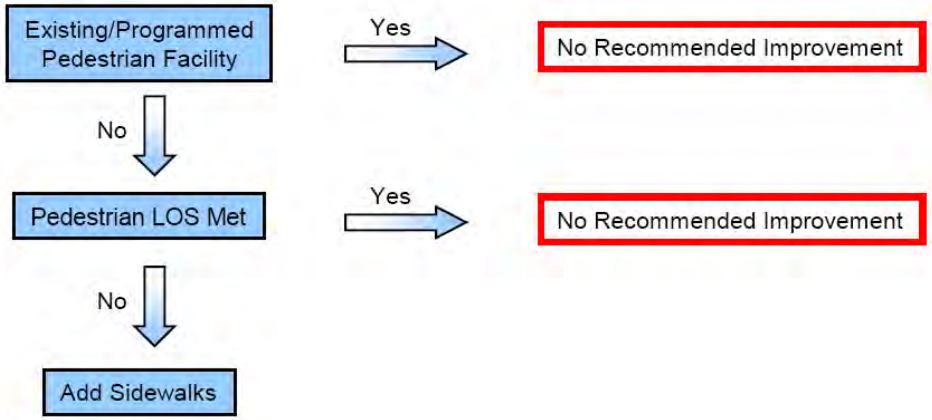
Figure 12: Bicycle Facility Decision Tree



For the pedestrian mode, there are only three potential outcomes, as listed below and shown in Figure 13:

- No recommended improvements (a pedestrian facility exists or is programmed);
- No recommended improvement (target pedestrian level of service is met); and
- Add sidewalks (subdivided into minor re-grading, moderate re-grading, and more detailed study needed).

Figure 13: Pedestrian Facility Tree



5.1 Bicycle Facility Recommendation Types

Existing Bicycle Facilities One of the primary purposes of this *Plan* is to identify locations for new on-road bicycle facilities. Accordingly, the first step in the facility recommendation process is to identify and filter out those study network segments where a bicycle facility already exists (or is programmed for construction). For the purposes of this analysis, an existing bicycle facility is constituted by any designated bike lane or a paved shoulder at least three feet wide. Shared use paths located parallel to the roadway are also included in this category. Fifty (50) centerline miles of the study network, or 17 percent, have existing bicycle facilities.

Target Bicycle Level of Service Met As described in the Existing Conditions section of the *Plan*, an analysis of existing bicycling conditions was performed for the study network. A bicycle level of service score, ranging from "A" (best) to "F" (worst), was calculated. There are many cases where a relatively high level of accommodation can be achieved even in the absence of a striped shoulder or bike lane. This situation frequently occurs on low-volume (including low-truck volume) minor collector streets with typical or greater than typical lane widths. Members of the public and the advisory committee provided input that led to the establishment of a target bicycle level of service of "C" inside the urbanized area boundary and "D" outside the urbanized area boundary. All segments without an existing bicycle facility where the target level of service is nonetheless met (143 miles, or approximately 48 percent of the study network) are included in this category. This is a relatively high number, caused in part by the relatively low traffic volumes found on some of the roadways in the study network. Still, a review of the existing conditions map shows that many of the major roadways in developed areas need improvement. These primary roadways are important to overall mobility and connectivity for bicyclists and pedestrians (including those who walk or bike as part of a longer trip that is made primarily by transit).

Rural Paved Shoulder on Veterans Parkway, Opelika, Alabama

Roadway Restripe Candidates Among strategies commonly used to improve bicycling conditions, roadway restriping is frequently considered the most desirable solution. This is because of the very low (or effectively non-existent, if performed in concert with scheduled resurfacing) associated cost and the existence of excess lane width on many streets. For this reason, roadway restriping was the first option analyzed for the study network after filtering out

those segments with existing bicycle facilities and those where the target accommodation level has been met.

For the purposes of this *Plan*, the steering committee has identified a minimum lane width of 11 feet for the initial screening of roadway restripe candidates, recognizing that wider lanes may ultimately be desired on certain roads. Local jurisdictions may evaluate lane widths using their local standards when selecting roadway restripe candidates. The analysis spreadsheet was programmed accordingly to determine whether the total pavement width (TPW) of each roadway segment is sufficient to leave space for four feet of bicycle facility in each direction of travel while preserving the minimum lane width for all other travel lanes. For segments that include a two-way left turn lane, a minimum width of 12 feet was designated to maintain the two-way left turn lane. It is possible for travel lane widths to be reduced to 10 feet in order to accommodate bike lanes; however, additional analysis would be needed to verify 10 foot lanes are applicable for specific roadways in the study area.

Segments have been designated roadway restripe candidates if they were shown to have space for bicycle facilities while meeting the above requirements. The results identify only three segments as potential roadway restripe candidates. These segments total one (1) mile and make up 0.50 percent of the study network.

Road Diet Candidates A "Road Diet," one technique suggested by ALDOT, involves restriping a roadway to reduce the number of through travel lanes used by motor vehicles (for example, reducing four travel lanes down to two or six travel lanes down to four) and converting the newly available space for other uses, such as bike lanes and a center left turn lane. While the removal of travel lanes to create bicycle facilities (i.e., a road diet) is also relatively inexpensive to implement, restriping is typically a less noticeable change to a roadway and should generally be considered first. Road diets are frequently considered when a preliminary, planning-level analysis indicates that sufficient capacity may exist to effectively accommodate motor vehicle traffic with the reduced number of lanes.

For this plan, roadways with four existing travel lanes and an ADT equal to or less than 17,500 were included as road diet candidates. These criteria allow for a four lane roadway to be modified to include bike lanes, two travel lanes, and a center left turn lane and still maintain a motor vehicle LOS D. A motor vehicle LOS D is adequate when considering the accommodations being made for an additional mode of travel via bike lanes. A small number of roadway segments (4 miles, 1 percent) are candidates for studying the feasibility of a road diet. In addition, for roadways with ADT's between 10,000 and 17,500 more detailed study is needed to determine the feasibility of a road diet.

Bike Rack on College Street, Auburn, Alabama

Add Paved Shoulders Candidates At this point in the analysis process, remaining roadway segments were examined to determine the feasibility of adding paved shoulders, which could be designated as bike lanes, at the edge of the existing pavement. While more expensive than roadway restriping and road diet projects, constructing paved shoulders on the outside of the existing edge of pavement is still much less expensive than projects that involve reconstruction of the roadway. For a network segment to be considered a candidate for adding paved shoulders, it must have an open shoulder cross-section (i.e. no curb and gutter). Such segments have been further subdivided into those with minor re-grading necessary (roadside profile of 1), those with moderate re-grading necessary (roadside profile of 2), and those with major re-grading necessary (roadside profile of 3). Of the remaining unclassified segments, there are 5 miles (2 percent) of the roadway network to which shoulder could be added with minor re-grading, 10 miles (3 percent) which would require moderate re-grading, and 51 miles (17 percent) on which shoulders could be widened with major re-grading.

Detailed Corridor Study Needed (DCSN) Some study segments present minimal opportunity for improving bicycling conditions through any of the identified roadway retrofit strategies discussed above. Specific bicycling-related improvements to these segments (the 32 miles representing the remaining 11 percent of the study network) will require extensive and detailed operational-level investigations of the constraints and opportunities along these corridors. Several specific opportunity options, which are briefly discussed below, can and should be investigated by the implementing jurisdictions to better accommodate bicycling on the DCSN-designated corridors. Closing these challenging gaps can greatly increase connectivity of the bicycling network and improve neighborhood linkages, thereby promoting increased bicycling activity and leading to associated public health, environmental, and energy savings benefits.

Some DCSN corridors may be potential "sidepath" candidates. Sidepaths are shared use paths adjacent to the roadway (*i.e.*, in the same right-of-way). Individual corridor studies would be needed to verify the extent of available rights-of-way as well as the design options and feasibility of developing a sidepath[3] along any given segment.

Sidepath Parallel to Wire Road, Auburn, Alabama

[3] While sidepaths appear to many to be appropriate bicycle facility alternatives, crash statistics and operational challenges from across the United States and around the world provide ample warning that in many settings, they are not (see AASHTO *Guide for the Development of Bicycle Facilities,* pp.33-35). Preliminary corridor-specific design is needed for each to determine their feasibility from an operational/safety standpoint. For more information on the design requirements of sidepaths see Petritsch, T.A., B.W. Landis, H.F. Huang, and S. Challa, "Sidepath Safety Model: Bicycle Sidepath Design Factors Affecting Crash Rates" *Transportation Research Record 1982,* Transportation Research Board, Washington, DC, 2007.

Also, in a limited number of cases, jurisdictions should consider the use of alternative parallel routes for DCSN corridors. Provision of a bicycle facility on a built-out urban arterial may be financially or otherwise infeasible. However, there may be a parallel, lower-volume local street, perhaps offset by only a block ("one-off") that could sufficiently accommodate bicycle travel while still providing reasonable access to commercial destinations along the arterial roadway. A parallel street might be altered to better accommodate bicyclists through geometric or operational improvements, such as implementation of a bicycle boulevard design to enhance conditions for the bicycle mode while discouraging use of the street by through motor vehicle traffic. This approach is most appropriate in urbanized areas with a reasonably tight street grid, and not the more rural corridors found toward the outer portion of the study area. Potential treatments for such parallel corridors can begin with the inclusion of enhanced signage (including wayfinding signage) and pavement markings (including Shared Lane Markings), and then progress to bicycle-friendly traffic calming treatments such as speed pillows[4], chicanes, and even traffic diverters. In locations where a sufficient grid network exists, it is possible to create a "one-off" network that allows bicyclists and pedestrians to travel greater distances more comfortably. Again, a detailed operational analysis would be required to confirm whether the potential implementation of improved parallel routes could be applied along a particular corridor.

The network-wide bicycle facility recommendations are shown in Figure 14. Attachment H provides typical sections showing a cross-sectional view of the various facility recommendations.

Caution, it is important to note that the facility recommendations identified in this *Plan* are based upon planning-level analysis and judgment based on experience with implementing bicycle and pedestrian accommodations in other communities. Before any of the recommended projects are implemented, an engineering evaluation should be conducted to ascertain the constraints and opportunities for construction.

Bike Lane on Thach Avenue, Auburn, Alabama

[4] Speed humps stretch across the entire width of a roadway where speed pillows allow cyclists the ability to maneuver around the traffic calming device. In bike boulevard situations, speed pillows are preferred over speed humps.

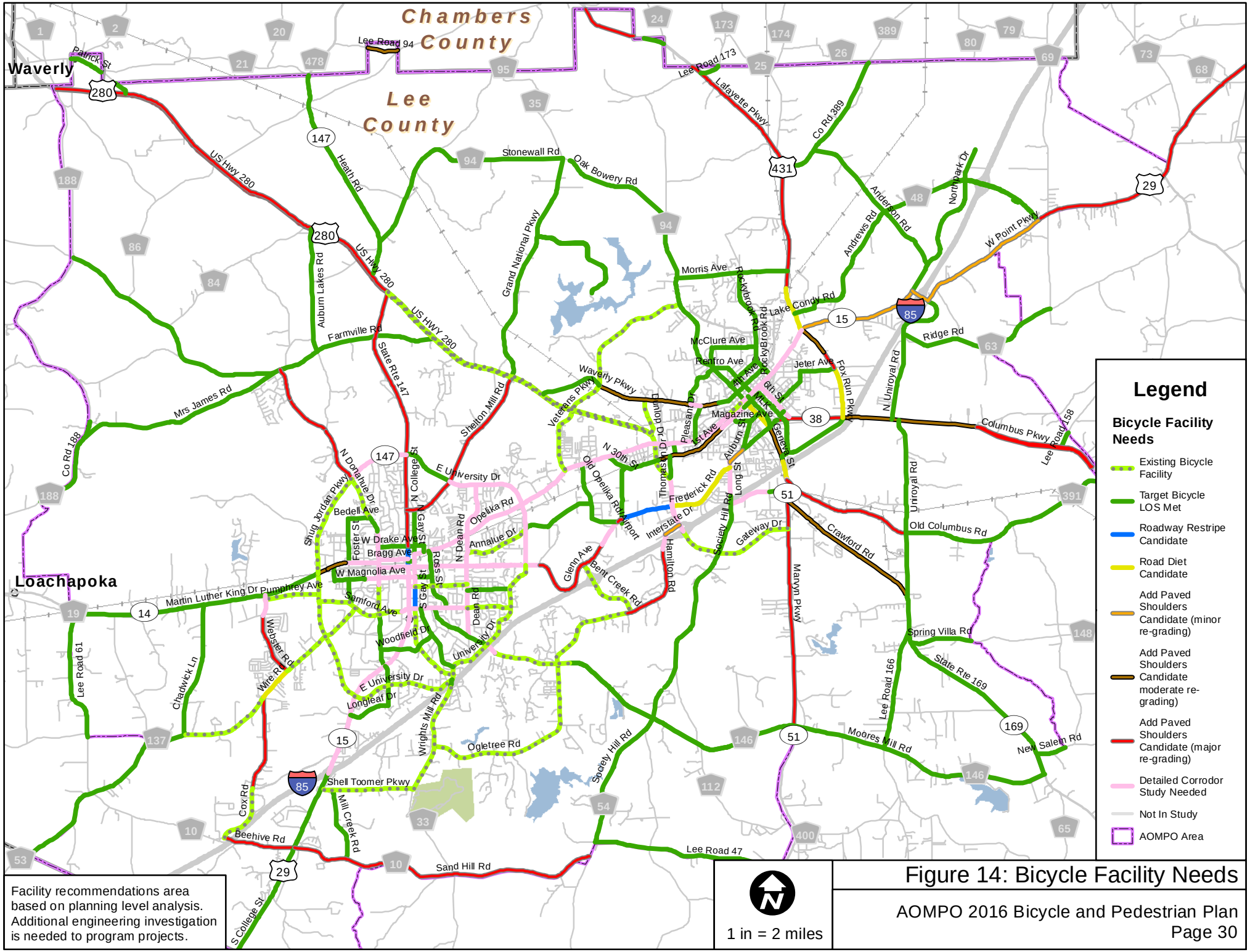


Figure 14: Bicycle Facility Needs

5.2 Pedestrian Facility Recommendation Types

Existing Pedestrian Facilities One of the primary purposes of this *Plan* is to identify locations for new pedestrian facilities. Accordingly, the first step in the facility recommendation process is to identify and filter out those study network segments where a pedestrian facility already exists (or is programmed for construction). For the purposes of this analysis, a segment is considered to have an existing pedestrian facility if 100 percent of the segment has sidewalks on both sides of the roadway or if a separate pathway is provided parallel to the roadway. This category includes 16 miles, or approximately 5 percent of the study network, almost exclusively inside the urbanized area.

Target Pedestrian Level of Service Met As described in the Existing Conditions section of *The Plan*, an analysis of existing walking conditions was performed for the study network. A pedestrian level of service score, ranging from "A" (best) to "F" (worst), was calculated. There are many cases where a relatively high level of accommodation can be achieved even in the absence of a sidewalk. This situation frequently occurs on low-volume, low-speed minor collector streets. Members of the public and the steering committee provided input that led to the establishment of a target pedestrian level of service of "C" inside the urbanized area boundary and "D" outside the urbanized area boundary. All segments without an existing pedestrian facility where the target level of service is nonetheless met (133 miles, or approximately 45 percent of the study network) are included in this category.

Add Sidewalks For all remaining segments, which represent just under half of the mileage on the study network, the addition of sidewalks (or, in many cases, filling existing sidewalk gaps) is recommended. Within this category of recommended sidewalks, three separate unit costs have been developed based on the roadside profile: one for minor re-grading (roadside profile of 1, with 4 percent of the network mileage), one for moderate re-grading (roadside profile of 2, with 12 percent of the network mileage), and one for detailed corridor study needed (roadside profile of 3, with 34 percent of the network mileage). The roadside profile 3 segments are flagged for further study because sidewalk construction in such conditions would likely require major re-grading, cut-and-fill, piping, or construction of retaining walls, which may ultimately render such projects infeasible; detailed study may reveal alternate strategies such as focusing construction in phases linked to existing development patterns or electing to cover only one side of the road in areas with documented low demand.

The network-wide pedestrian facility recommendations are shown in Figure 15. Attachment H provides typical sections showing a cross-sectional view of the various facility recommendations.

Pedestrian Accommodations, Magnolia Avenue, Auburn, Alabama

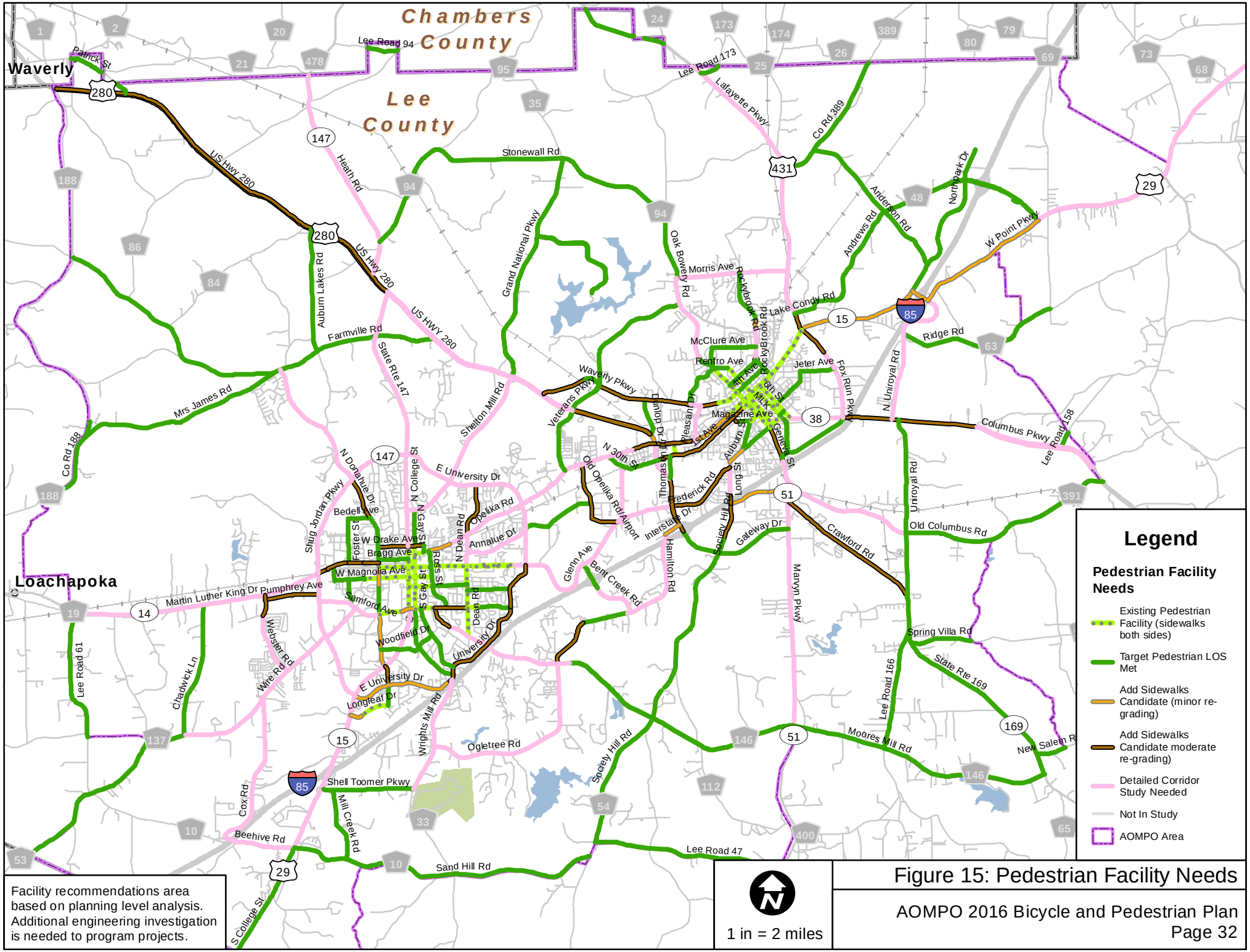


Figure 15: Pedestrian Facility Needs

5.3 Supplemental Toolbox

Sections 5.1 and 5.2 identify recommended facility improvements to better accommodate the region's bicyclists and pedestrians, focusing on installation of bike lanes and sidewalks where feasible. These facilities will considerably improve conditions. There are also other bicycle and pedestrian facility types that the region's transportation agencies may wish to consider in certain circumstances as they implement their active transportation network. In addition, there are many support facilities and commuter-focused encouragement programs that have the potential to complement the gradual expansion of the region's active transportation network and, in the process, collectively help increase bicycling and walking activity throughout the planning area. Appendix I, which is available upon request, provides a toolbox of these various facilities and programs.

6.0 Strategies and Recommendations

6.1 Prioritization Procedure

In order to prioritize the Auburn-Opelika area's non-motorized transportation facility needs, an objective prioritization methodology is necessary. The methodology used for prioritizing the candidate facilities is a Benefit-Cost Index. The Benefit-Cost Index is based upon traditional benefit-cost ratios used in infrastructure investment planning and programming. It provides an indication of the relative value of improving a transportation facility with respect to other (candidate) transportation facilities. The benefit side (numerator) of the Benefit-Cost Index includes three factors: existing conditions, potential demand, and public input. These are combined, weighted, and then compared against the identified construction cost (denominator). Those segments with the highest resulting Benefit-Cost Index are those that are expected to yield the greatest benefit to the region's bicyclists and pedestrians relative to the cost required to improve them. The previous section of this Plan describes the evaluations of the various benefits; the methodology for quantifying, normalizing, and weighting them is described below.

Existing Conditions As noted previously, a bicycle level of service score and a pedestrian level of service score were calculated for each study network segment. To determine the degree of facility need from an existing conditions perspective, the scores were compared against the identified target level of accommodation of bicycle/pedestrian LOS "C" (inside the urbanized area) or "D" (outside the urbanized area) which equates to 3.5 or better (or 4.5 or better outside the urbanized area) on the numerical scale. Therefore, a segment with a bicycle LOS of 6.3 ("F") has a significantly greater need for bicycle facility improvements than a segment with a bicycle LOS of 4.8 ("D"). Projects are also given a distance weighting in this category, with the benefit of the improvement (the change in the bicycle or pedestrian LOS score to be realized) multiplied by the length of the segment (in miles). This improvement score (ΔLOS x Distance) is then normalized to a 100 point scale in order to make comparisons between the benefits meaningful; the segment with the greatest improvement score has a value of 100, and all other scores are scaled relative to that figure.

Potential Demand The demand calculation is described in Section 2.2 and is already normalized to a 100 point scale.

Public Input The public input benefit component consists of the segment specific needs identified at the public workshops held in

February 2016. These results were summarized and depicted in Section 3.2. For purposes of the prioritization process, the tallies obtained during the first public workshop were also normalized to 100 point scales based on the maximum number of tallies for a particular facility.

Development of Unit Costs for Proposed Facility Types The final input for the Benefit-Cost Index is the cost per mile of construction of an identified potential improvement. For each of the improvement types discussed in Sections 5.1 and 5.2, costs were estimated based upon ALDOT 2015 pay items and bid tabs. Per mile costs from ALDOT's most current (2009) cost estimate chart were used to calculate right-of-way and utility relocation costs for applicable facility types – facilities requiring major re-grading and areas where a detailed corridor study is needed.

Table 5 and Table 6 show the estimated unit costs ($/mile) for each facility type. These per mile costs were then multiplied by the overall length of the study segment to determine project costs. Because of the uncertainty of potential findings associated with the Detailed Corridor Study Needed bicycle project type, a relatively high estimated cost (that for a sidepath with moderate grading required) is proposed to be selected to represent these projects. Similarly, the Detailed Corridor Study Needed pedestrian project type is represented by the very expensive estimated cost of building a sidewalk in a roadside environment requiring major re-grading and cut/fill. Attachment H provides typical sections showing a cross-sectional view of the various facility recommendations.

Table 5: Estimated per Mile Costs for Bicycle Facility Improvements

Bicycle Facility Type	Cost/Mile
Roadway Restripe	$40,000
Road Diet	$61,000
Add Paved Shoulders/Bike Lanes (minor re-grading)	$639,000
Add Paved Shoulders/Bike Lanes (moderate re-grading)	$932,000
Add Paved Shoulders/Bike Lanes (major re-grading)	$2,536,000
Detailed Corridor Study Needed (assumed sidepath w/ moderate grading)	$2,042,000

Table 6: Estimated per Mile Costs for Pedestrian Facility Improvements

Pedestrian Facility Type	Cost/Mile
Add Sidewalk (minor re-grading)	$662,000
Add Sidewalk (moderate re-grading)	$1,179,000
Add Sidewalk (Detailed Corridor Study Needed)	$3,000,000

6.2 Benefit-Cost Index and Prioritization Results

A Benefit-Cost Index was calculated for all segments except those identified either as having an existing/programmed facility or as meeting the target level of service; such segments were filtered out of the prioritization process to help focus improvements where they are most needed, leaving 103 prioritized bicycle projects (i.e., prioritized segments) and 123 prioritized pedestrian projects. The MPO steering committee, with input from the consulting team, established a benefit weighting system of 50 percent for existing conditions, 40 percent for potential demand, and 10 percent for public input. These results were then multiplied by 100,000 to convert them to a more reasonable scale. The Benefit-Cost Index Equation is shown below.

$$\left(\frac{(0.5*(LOS*Distance) + 0.40*Demand + 0.10*Input)}{Cost\ per\ Mile*Distance}\right)*100{,}000$$

Segments with the highest Benefit-Cost Index are those with the highest priority relative to other segments.[5] For display purposes, all prioritized projects were grouped into five priority tiers with Tier 1 representing the highest priorities and Tier 5 representing the lowest priorities. The results are shown by mode in Figure 16 and Figure 17. **The cumulative cost for all candidate construction projects is approximately $207 million for the bicycle mode and approximately $328 million for the pedestrian mode.** A list of prioritized projects is included in Appendix J.

The prioritization procedure is designed to select those projects which will provide the most benefit in return for the investment. The achievement of this objective can be seen in the relationship between the cumulative mileage and cumulative cost of the projects within each tier. Those projects in the higher priority tiers cover more miles per dollar than those of the lower tiers. Investing in infrastructure according to this prioritization will make the best use of the Auburn-Opelika region's transportation dollars. The mileage and costs of the priority tiers for bicycle projects are shown in Table 7, while the same information for pedestrian projects is shown in Table 8.

Table 7: Costs and Mileage by Priority Tier (Bicycle)

	Segments	Miles	Cost	Cost/Mile
Tier 1	21	8.02	$5,407,910	$674,303
Tier 2	20	7.20	$13,035,600	$1,810,500
Tier 3	20	13.23	$19,744,490	$1,492,403
Tier 4	20	23.98	$45,938,240	$1,915,690
Tier 5	21	50.89	$122,459,420	$2,406,355

Table 8: Costs and Mileage by Priority Tier (Pedestrian)

	Segments	Miles	Cost	Cost/Mile
Tier 1	24	8.10	$7,920,490	$977,838
Tier 2	24	19.43	$25,506,960	$1,312,762
Tier 3	24	19.69	$41,388,090	$2,101,985
Tier 4	24	46.15	$118,081,750	$2,558,651
Tier 5	24	46.37	$135,012,750	$2,911,640

[5] This does not suggest that segments that rank lower on the priority list should not receive bicycle or pedestrian facility improvements, especially if a location-specific funding opportunity presents itself.

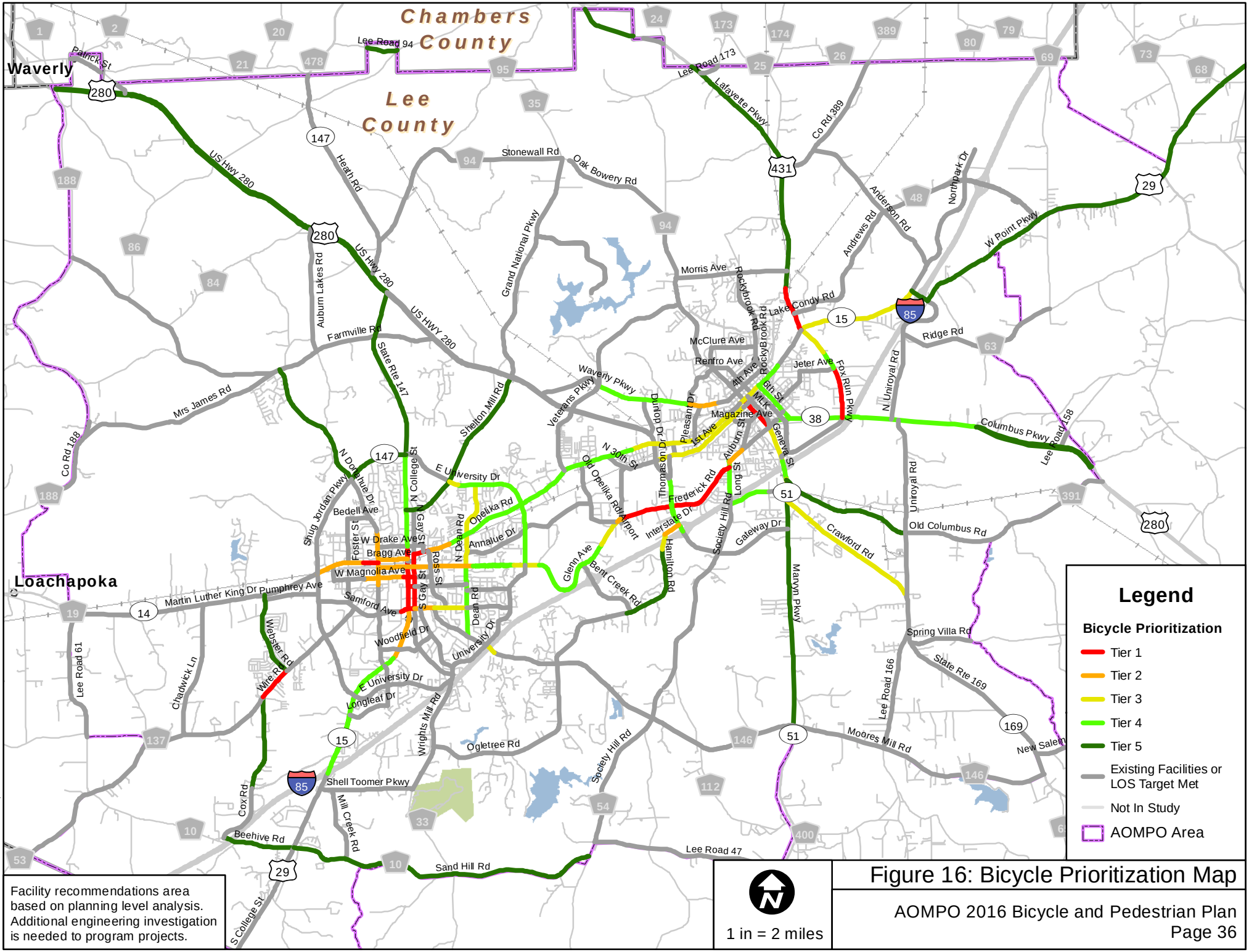
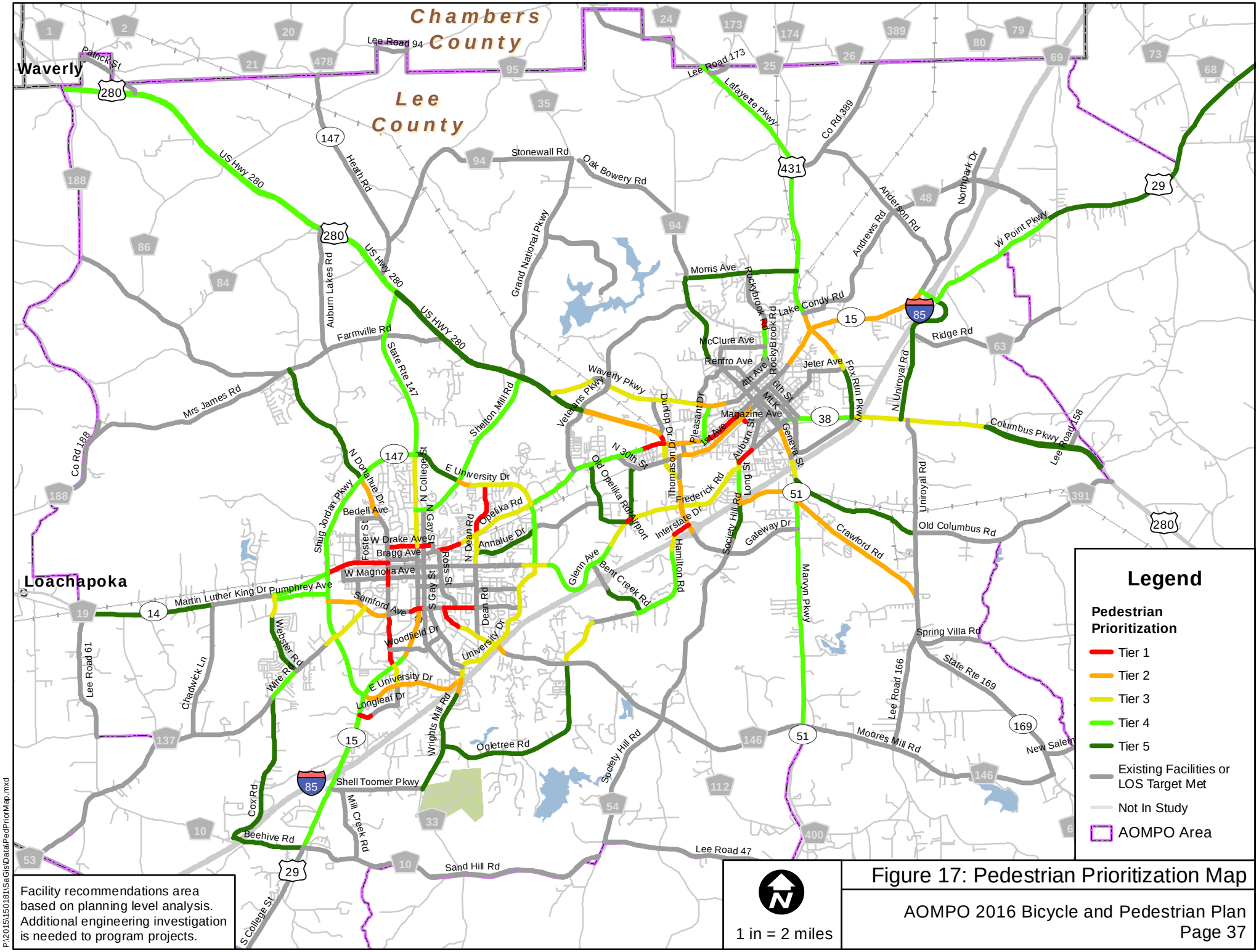


Figure 16: Bicycle Prioritization Map


Chambers County
Lee County
Waverly
Loachapoka
Lee Road 94
Lee Road 173
Patrick St
US Hwy 280
Heath Rd
Stonewall Rd
Oak Bowery Rd
Lafayette Pkwy
Co Rd 389
Anderson Rd
Northpark Dr
W Point Pkwy
Auburn Lakes Rd
Farmville Rd
State Rte 147
US HWY 280
Grand National Pkwy
Morris Ave
Rockybrook Rd
Lake Condy Rd
Ridge Rd
McClure Ave
Renfro Ave
Jeter Ave
Fox Run Pkwy
N Uniroyal Rd
Waverly Pkwy
Veterans Pkwy
Shelton Mill Rd
Mrs James Rd
Co Rd 188
Magazine Ave
MLK
Geneva St
Columbus Pkwy
Lee Road 458
N 30th St
Old Opelika Rd
Airport
Thomason Dr
Pleasant Dr
1st Ave
Auburn St
Long St
Frederick Rd
Interstate Dr
Society Hill Rd
Gateway Dr
Crawford Rd
Old Columbus Rd
Uniroyal Rd
Shug Jordan Pkwy
N Donahue Dr
N College St
E University Dr
Bedell Ave
Foster St
S Gay St
Ross St
N Dean Rd
Opelika Rd
Annalue Dr
W Drake Ave
Bragg Ave
W Magnolia Ave
Samford Ave
Martin Luther King Dr
Pumphrey Ave
Glenn Ave
Bent Creek Rd
Hamilton Rd
Marvyn Pkwy
Spring Villa Rd
State Rte 169
New Salem
Webster Rd
Wire Rd
Chadwick Ln
Lee Road 61
Woodfield Dr
University Dr
Dean Rd
Longleaf Dr
Wrights Mill Rd
Ogletree Rd
Lee Road 166
Moores Mill Rd
Shell Toomer Pkwy
Mill Creek Rd
Cox Rd
Beehive Rd
Sand Hill Rd
Lee Road 47
S College St
Legend
Pedestrian Prioritization
Tier 1
Tier 2
Tier 3
Tier 4
Tier 5
Existing Facilities or LOS Target Met
Not In Study
AOMPO Area
Facility recommendations area based on planning level analysis. Additional engineering investigation is needed to program projects.
1 in = 2 miles
Figure 17: Pedestrian Prioritization Map
AOMPO 2016 Bicycle and Pedestrian Plan
Page 37
P:\2015\150181\SaGis\Data\PedPriorMap.mxd

7.0 Implementation Plan

7.1 Implementation Procedure

In practice, many of the facility improvements recommended in this *Plan* will be implemented as part of routine accommodation of bicyclists and pedestrians during programmed resurfacing projects or future major roadway construction projects. As future projects are scoped, implementing agencies should refer to this *Plan* for guidance regarding needs and options to accommodate non-motorized users. If implemented within a larger roadway project, as opposed to a stand-alone bicycle or pedestrian accommodation project, the true costs are expected to be significantly lower than those outlined in the previous section.

Outside of this routine accommodation process, the MPO (and, by extension, its implementing partners) would do well to seek dedicated funding sources that can be used to gradually implement the recommended facilities. If available, expenditure of those funds should generally follow the (benefit-cost based) prioritized lists of projects, though targets of opportunity should be pursued as they arise. Also, flexibility should be exercised within the priorities to provide for two additional considerations: 1) enabling geographic distribution of projects within the MPO planning area, and 2) considering the importance of achieving connectivity, by examining both connectivity to existing facilities and logical consolidation of the prioritized segments themselves.

7.2 Potential Funding Sources

The costs associated with constructing the bicycle and pedestrian facilities recommended in this *Plan* far exceed available resources. To help alleviate this deficiency, this section identifies and discusses the numerous sources which can be used to provide monetary assistance for bicycle and pedestrian facilities and programs. Many of these funding sources are available on the federal level, as dictated in the new transportation legislation, Fixing America's Surface Transportation Act, or FAST Act. Many of these federal programs are administered by the Alabama Department of Transportation (ALDOT). Additionally, a number of private funding sources exist which can be used by local governments to implement bicycle- and pedestrian-related programs.

7.2.1 Federal Funding Sources: FAST Act Funded Programs

The adoption of the FAST Act generally continues the bicycle and pedestrian funding mechanisms of its legislative predecessor, Moving Ahead for Progress for the 21st Century (MAP-21) with minor modifications and at slightly higher funding levels. The most significant structural change, which does not equate to a significant practical difference, is that the MAP-21 Transportation Alternatives Program (host to many of the Federal non-motorized transportation funding opportunities), is eliminated. Instead, transportation alternatives[6] funding is a set-aside component of the Surface

[6] Section 101 (29) Transportation Alternatives.--The term `transportation alternatives' means any of the following activities when carried out as part of any program or project authorized or funded under this title, or as an independent program or project related to surface transportation: (A) Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety- related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)(B) Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs. (C) Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users. (D) Construction of turnouts, overlooks, and viewing areas. (E) Community improvement activities, including--(i) inventory, control, or removal of outdoor advertising; (ii) historic preservation and rehabilitation of historic transportation facilities; (iii) vegetation management practices in transportation rights-of-way to improve roadway safety, prevent

Transportation Block Grant (STBG) program, which is the successor to prior legislations' Surface Transportation Program (STP). Safe routes to school projects[7] and recreational trail projects are among the activities that fall under this program set-aside. These and other funding opportunities governed by the FAST Act are briefly described in this section. It is worth noting that some FAST Act changes related to transportation alternatives funding apply only to urbanized areas with populations greater than 200,000, and are therefore not applicable to the Auburn-Opelika region. It is also worth noting that the FAST Act introduces some non-motorized transportation changes, such as language related to Complete Streets concepts, which are not strictly related to funding. Several resources provide additional relevant information on relevant aspects of the FAST Act:

http://www.fhwa.dot.gov/environment/bicycle_pedestrian/legislation/sec217.cfm

http://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.pdf

http://www.bikeleague.org/content/what-know-about-fast-act

National Highway Performance Program Funds may be used to construct bicycle transportation facilities and pedestrian walkways on land adjacent to any highway in the National Highway System, including Interstate highways.

Highway Safety Improvement Program Funds may be used for bicycle- and pedestrian-related highway safety improvement projects on a public road that are consistent with a State strategic highway safety plan.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program Established in 1991 and continued in the FAST Act, CMAQ will continue to provide funding for projects that help State and local governments meet the requirements of the Clean Air Act. Whether they include attainment or non-attainment areas, States may use CMAQ funds for CMAQ- or STP-eligible projects. Projects must be included in the MPO's current transportation plan and transportation improvement program (TIP) or state transportation program (STIP) in areas without an MPO.

Transportation Alternatives This program, originally established under MAP-21, is a set-aside component of the Surface Transportation Block Grant (STBG) program and provides funding

against invasive species, and provide erosion control; and (iv) archaeological activities relating to impacts from implementation of a transportation project eligible under this title. (F) Any environmental mitigation activity, including pollution prevention and pollution abatement activities an mitigation to-- (i) address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329; or (ii) reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

[7] Authorized in the 2005 SAFETEA-LU bill, Safe Routes to School projects include: (f) Eligible Projects and Activities.—
(1) Infrastructure-related projects.-- (A) In general.--Amounts apportioned to a State under this section may be used for the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools. (B) Location of projects.--Infrastructure-related projects under subparagraph (A) may be carried out on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools. (2) Non-infrastructure-related activities.--(A) In general.--In addition to projects described in paragraph (1), amounts apportioned to a State under this section may be used for non-infrastructure-related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.

for what used to be funded by three separate programs (Transportation Enhancements, Safe Routes to School, and Recreational Trails). In addition to projects in these categories, TA money can be used to fund some road projects. Eligible activities include:

1. Bicycle and pedestrian facilities;
2. Projects and systems to provide safe routes for non-drivers;
3. Construction of turnouts, overlooks and viewing areas;
4. Vegetation management practices in rights-of-way and other activities under Section 319 (similar to landscaping and beautification);
5. Historic preservation, rehabilitation and operation of historic transportation buildings, structures and facilities;
6. Preservation of abandoned railway corridors including for pedestrian and bicycle trails;
7. Inventory, control and removal of outdoor advertising;
8. Archeological activities related to transportation projects; and
9. Any environmental mitigation, including existing uses.

The Recreational Trails Program is funded under the TA umbrella. Funds may be used for all kinds of trail projects. Of the funds apportioned to a state, 30 percent must be used for motorized trail uses, 30 percent for non-motorized trail uses, and 40 percent for diverse trail uses (any combination). Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

Highway Safety Section 402 Grants. A State is eligible for these Section 402 grants by submitting a Performance Plan (establishing goals and performance measures for improving highway safety) and a Highway Safety Plan (describing activities to achieve those goals). Research, development, demonstrations, and training to improve highway safety (including bicycle and pedestrian safety) are carried out under the Highway Safety Research and Development (Section 403) Program.[8]

7.2.2 Other Federally Funded Programs

Community Development Block Grants (CDBG). Through the U.S. Department of Housing and Urban Development (HUD), the CDBG program provides eligible metropolitan cities and urban counties (called "entitlement communities") with annual direct grants that they can use to revitalize neighborhoods, expand affordable housing and economic opportunities, and/or improve community facilities and services, principally to benefit low- and moderate-income persons. Eligible activities include building public facilities and improvements, such as streets, sidewalks, sewers, water systems, community and senior citizen centers, and recreational facilities. Several communities have used HUD funds to develop greenways.

http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs

Transportation Investment Generating Economic Recovery (TIGER) The TIGER program was created in 2009 and has funded numerous bicycling and walking projects since its inception. This is an annually administered discretionary grant program distinct from the FAST Act.

[8] The FAST Act includes a new safety program (Section 405) that sets aside $14 million annually for states to conduct bicycle and pedestrian safety education and enforcement campaigns. However, the State of Alabama is not currently eligible for this program because it does not meet the criterion of 15% or more of the state's transportation fatalities being bicyclists and pedestrians.

Title 49 USC allows the **Urbanized Area Formula Grants (Section 5307), Capital Investment Grants and Loans (Section 5309),** and **Formula Program for Other than Urbanized Area (Section 5311)** transit funds to be used for improving bicycle and pedestrian access to transit facilities and vehicles. Eligible activities include investments in "pedestrian and bicycle access to a mass transportation facility" that establishes or enhances coordination between mass transportation and other transportation.

National Park Service Land and Water Conservation Fund (LWCF) Grants This federal funding source was established in 1965 to provide "close-to-home" parks and recreation opportunities to residents throughout the United States. Money for the fund comes from the sale or lease of nonrenewable resources, primarily federal offshore oil and gas leases, and surplus federal land sales. LWCF grants can be used by communities to build a variety of parks and recreation facilities, including trails and greenways. LWCF funds are distributed by the National Park Service to the states annually. Communities must match LWCF grants with 50 percent of the local project costs through in-kind services or cash. All projects funded by LWCF grants must be used exclusively for recreation purposes, in perpetuity. Projects must be in accordance with each State's Comprehensive Outdoor Recreation Plan.

https://www.nps.gov/subjects/lwcf/index.htm

7.2.3 Private Funding Sources

There are a number of for-profit and non-profit businesses that offer programs that can be used to fund bicycle and pedestrian related programs and projects. Nationally, groups like Bikes Belong fund projects ranging from facilities to safety programs.

PeopleForBikes. The PeopleForBikes Community Grant Program strives to put more people on bicycles more often by funding important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. Most of the grants awarded to government agencies are for trail projects. The program encourages government agencies to team with a local bicycle advocacy group for the application. Applications are accepted bi-annually for grants of up to $10,000 each (with potential local matches.

http://www.peopleforbikes.org/pages/community-grants

American Hiking Society National Trails Fund. The American Hiking Society's National Trails Fund is the only privately funded national grants program dedicated solely to hiking trails. National Trails Fund grants have been used for land acquisition, constituency building campaigns, and traditional trail work projects. Since the late 1990s, the American Hiking Society has granted nearly $200,000 to 42 different organizations across the US. Applications are accepted annually with a summer deadline.

http://www.americanhiking.org/national-trails-fund/

The Global ReLeaf Program. The Global ReLeaf Forest Program is American Forests' education and action program that helps individuals, organizations, agencies, and corporations improve the local and global environment by planting and caring for trees. The

program provides funding for planting tree seedlings on public lands, including trailsides. Emphasis is placed on diversifying species, regenerating the optimal ecosystem for the site and implementing the best forest management practices. This grant is for planting tree seedlings on public lands, including along trail rights-of-way.

https://www.americanforests.org/our-programs/global-releaf-projects/global-releaf-grant-application/

The Robert Wood Johnson Foundation. The Robert Wood Johnson Foundation seeks to improve the health and health care of all Americans. One of the primary goals of the Foundation is to "promote healthy communities and lifestyles." Specifically, the Foundation has an ongoing "Active Living by Design" grant program that promotes the principles of active living, including non-motorized transportation. Other related calls for grant proposals are issued as developed, and multiple communities nationwide have received grants related to promotion of trails and other non-motorized facilities.

http://www.rwjf.org/en/how-we-work/grants.html#q/maptype/grants/ll/37.91,-96.38/z/4

Conservation Alliance. The Conservation Alliance is a group of outdoor businesses that supports efforts to protect specific wild places for their habitat and recreation values. Before applying for funding, an organization must first be nominated by a member company. Members nominate organizations by completing and submitting a nomination form. Each nominated organization is then sent a request for proposal (RFP) instructing them how to submit a full request. Proposals from organizations that are not first nominated will not be accepted. The Conservation Alliance conducts two funding cycles annually. Grant requests should not exceed $35,000 annually.

http://www.conservationalliance.com/

Surdna Foundation. The Surdna Foundation seeks to foster just and sustainable communities in the United States, communities guided by principles of social justice and distinguished by healthy environments, strong local economies and thriving cultures.

http://www.surdna.org/

List of Appendices

Appendix A:	Glossary of Terms
Appendix B:	Bicycle Level of Service Technical Description
Appendix C:	Pedestrian Level of Service Technical Description
Appendix D:	Bicycle and Pedestrian Level of Service Results
Appendix E:	Stakeholder Meeting Minutes
Appendix F:	First Public Workshop Sign-In Sheets and Surveys (Available Upon Request)
Appendix G:	Second Public Workshop Sign-In Sheets and Surveys (Available Upon Request)
Appendix H:	Facility Needs Typical Sections
Appendix I:	Supplemental Toolbox
Appendix J:	Prioritization List

Appendix A

Glossary of Terms

Glossary of Terms

Benefit-Cost Index – An indicator of the benefits of providing a transportation facility improvement relative to the associated costs, used to prioritize candidate facilities relative to one another.

Bicycle Lane (Bike Lane) – A portion of a roadway that has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists.

Level of Service (LOS) – A quantitative stratification of quality of service, which is a user-based perception of how well a transportation service or facility operates.

Paved Shoulder – The portion of the roadway shoulder that is paved.

Road Diet – The reduction of vehicular travel lanes within a roadway corridor to create additional space for other transportation facilities (in this context, to create space for bike lanes).

Roadway – That portion of the highway, including shoulders, for vehicular use.

Roadway Restriping – The reallocation of existing pavement surface (in this context, to create space for bike lanes).

Shared-Use Path – A bikeway physically separated from motorized vehicular traffic by an open space or barrier, and either within the highway right-of-way or within an independent right-of-way. Shared-use paths may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users.

Shoulder – That portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use, and for lateral support of the sub-base, base, and surface courses of the pavement. Frequently, part of the shoulder is paved and can serve as a bicycle accommodation.

Sidewalk – The portion of a street or highway right-of-way developed for preferential or exclusive use by pedestrians.

Appendix B

Bicycle Level of Service Technical Description

APPENDIX B: The Bicycle Level of Service Model

The statistically-calibrated mathematical equation entitled the Bicycle Level of Service Model (Version 2.0) was used as the foundation of the existing conditions evaluation. This Model is the most accurate method of evaluating the bicycling conditions of shared roadway environments. It uses the same measurable traffic and roadway factors that transportation planners and engineers use for other travel modes. With statistical precision, the Model clearly reflects the effect on bicycling suitability, or *compatibility*, due to factors such as roadway width, bike lane widths and striping combinations, traffic volume, pavement surface conditions, motor vehicles speed and type, and on-street parking.

The Bicycle LOS Model is based on the proven research documented in *Transportation Research Record 1578* published by the Transportation Research Board of the National Academy of Sciences.[1] It was developed with a background of over 100,000 miles of evaluated urban, suburban, and rural roads and streets across North America. It has been adopted by several state Departments of Transportation and is the recommended standard methodology for determining existing and anticipated bicycling conditions in the national Highway Capacity Manual. Many urbanized area planning agencies and state highway departments are using this established method of evaluating their roadway networks. These include metropolitan areas across North America such as Atlanta, GA, Baltimore, MD, Birmingham, AL, Philadelphia PA, San Antonio, TX, Houston, TX, Buffalo, NY, Anchorage, AK, Lexington, KY, and Tampa, FL, as well as state departments of transportation such as, Delaware Department of Transportation (DelDOT), New York State Department of Transportation (NYDOT), Maine Department of Transportation (MeDOT) and others.

Widespread application of the original form of the *Bicycle LOS Model* has provided several refinements. Application of the *Bicycle LOS Model* in the metropolitan area of Philadelphia resulted in the final definition of the three effective width cases for evaluating roadways with on-street parking. Application of the *Bicycle LOS Model* in the rural areas surrounding the greater Buffalo region resulted in refinements to the "low traffic volume roadway width adjustment". A 1997 statistical enhancement to the *Model* (during statewide application in Delaware) resulted in better quantification of the effects of high-speed truck traffic [see the $SP_t(1+10.38HV)^2$ term]. As a result, *Version 2.0* (now with FDOT-approved truck volume adjustment factor included) has the highest correlation coefficient ($R^2 = 0.77$) of any form of the *Bicycle LOS Model*.

Version 2.0 of the *Bicycle LOS Model* has been employed to evaluate the roads and streets that comprise the MPO's study network. Its form is shown on the next page.

[1] "Real-Time Human Perceptions: Toward a Bicycle Level of Service" *Transportation Research Record 1578*, Transportation Research Board, Washington, DC, 1997.

$$\text{Bicycle LOS} = a_1 \ln (Vol_{15}/L_n) + a_2 SP_t (1+10.38HV)^2 + a_3 (1/PR_5)^2 + a_4 (W_e)^2 + C$$

Where:

Vol_{15} = Volume of directional traffic in 15 minute time period

$Vol_{15} = (ADT \times D \times K_d) / (4 \times PHF)$

where:

ADT = Average Daily Traffic on the segment or link

D = Directional Factor

K_d = Peak to Daily Factor

PHF = Peak Hour Factor

L_n = Total number of directional *through* lanes

SP_t = Effective speed limit

$SP_t = 1.1199 \ln(SP_p - 20) + 0.8103$

where:

SP_p=Posted speed limit (a surrogate for average running speed)

HV = percentage of heavy vehicles (as defined in the *Highway Capacity Manual*)

PR_5 = FHWA's five point pavement surface condition rating

W_e = Average effective width of outside through lane:

where:

$W_e = W_v - (10 \text{ ft} \times \% OSPA)$ and $W_l = 0$

$W_e = W_v + W_l (1 - 2 \times \% OSPA)$ and $W_l > 0$ & $W_{ps} = 0$

$W_e = W_v + W_l - 2 (10 \times \% OSPA)$ and $W_l > 0$ & $W_{ps} > 0$

and a bike lane exists where:

W_t = total width of outside lane (and shoulder) pavement

OSPA = percentage of segment with occupied on-street parking

W_l = width of paving between the outside lane stripe and the edge of pavement

W_{ps}= width of pavement striped for on-street parking

W_v = Effective width as a function of traffic volume

and:

$W_v = W_t$ if ADT > 4,000veh/day

$W_v = W_t(2-0.00025 \times ADT)$ if ADT $\leq$ 4,000veh/day, and if the street/road is undivided and unstriped

a_1: 0.507 a_2: 0.199 a_3: 7.066 a_4: - 0.005

(a_1 - a_4) are coefficients established by multi-variate regression analysis.

C: 0.760

The *Bicycle LOS* score resulting from the final equation is stratified into service categories A, B, C, D, E, and F (according to the ranges shown in Table B1) to reflect users' perception of the road segment's level of service for bicycle travel.

TABLE B1 Bicycle Level of Service Categories

LEVEL OF SERVICE	BLOS SCORE
A	≤ 1.5
B	> 1.5 and ≤ 2.5
C	> 2.5 and ≤ 3.5
D	> 3.5 and ≤ 4.5
E	> 4.5 and ≤ 5.5
F	> 5.5

This stratification is in accordance with the linear scale established during the referenced research (i.e., the research project bicycle participants' aggregate response to roadway and traffic stimuli).

Data Collection/Inventory Guidelines

Following is the list of data required for computation of the *Bicycle LOS* scores as well as the associated guidelines for their collection and compilation into the programmed database.

Average Daily Traffic (ADT)

ADT is the average daily traffic volume on the segment or link. The programmed database will convert these volumes to Vol_{15} (volume of directional traffic every fifteen minutes) using the Directional Factor (D), Peak to Daily Factor (K_d) and Peak Hour Factor (PHF) for the road segment.

Percent Heavy Vehicles (HV)

Percent HV is the percentage of heavy vehicles (as defined in the *Highway Capacity Manual*).

Number of lanes of traffic (L)

L reflects the total number of *through* traffic lanes of the road segment and its configuration (D = Divided, U = Undivided, OW = One-Way, S = Two-Way Left Turn Lane). The programmed database converts these lanes into directional lanes.

Posted Speed Limit (S_p)

S_p is recorded as posted.

Total width of pavement (W_t)

W_t is measured from the center of the road, yellow stripe, or (in the case of a multilane configuration) the lane separation striping to the edge of pavement or to the gutter pan of the curb.

Width of pavement between the outside lane stripe and the edge of pavement (W_l)

W_l is measured from the outside lane stripe to the edge of pavement or to the gutter pan of the curb. When there is angled parking adjacent to the outside lane, W_l is measured from the outside lane stripe to the traffic-side end of the parking stall stripes.

Width of pavement is the pavement striped for on-street parking (W_{ps}*)*

W_{ps} is recorded only if there is parking to the right of a striped bike lane (not if the striped parking area is immediately adjacent to the outside lane).

On-Street Parking Adjustment (OSPA)

OSPA is the estimated percentage of the segment (excluding driveways) where on-street parking was observed at the time of survey.

Pavement Condition (PC)

PC is the pavement condition of the motor vehicle travel lane according to the FHWA's five-point pavement surface condition rating shown in Table B2.

Designated Bike Lane

A "Y" is coded if there is a signed and marked bike lane on the segment; otherwise "N" is entered.

Table B2 Pavement Condition Descriptions

Rating	Pavement Condition
5.0 (Very Good)	Only new or nearly new pavements are likely to be smooth enough and free of cracks and patches to qualify for this category.
4.0 (Good)	Pavement, although not as smooth as described above, gives a first class ride and exhibits signs of surface deterioration
3.0 (Fair)	Riding qualities are noticeably inferior to those above; may be barely tolerable for high-speed traffic. Defects may include rutting, map cracking, and extensive patching.
2.0 (Poor)	Pavements have deteriorated to such an extent that they affect the speed of free-flow traffic. Flexible pavement has distress over 50 percent or more of the surface. Rigid pavement distress includes joint spalling, patching, etc.
1.0 (Very Poor)	Pavements that are in an extremely deteriorated condition. Distress occurs over 75 percent or more of the surface.

Source: U.S. Department of Transportation. Highway Performance Monitoring System-Field Manual. Federal Highway Administration. Washington, DC, 1987.

Appendix C

Pedestrian Level of Service Technical Description

APPENDIX C: The Pedestrian Level of Service Model

The Pedestrian Level of Service (Pedestrian LOS) Model Version 3.0 was used for the evaluation of walking conditions. This version of the Model builds upon the research documented in *Transportation Research Record 1773* published by the Transportation Research Board of the National Academy of Sciences.[2] . It has been adopted by the several state Departments of Transportation as the recommended standard methodology for determining existing and anticipated bicycling conditions in the national Highway Capacity Manual. This model is the most accurate method of evaluating the walking conditions within shared roadway environments. It uses the same measurable traffic and roadway factors that transportation planners and engineer's use for other travel modes. With statistical precision, the *Model* clearly reflects the effect on walking suitability or "compatibility" due to factors such as roadway width, presence of sidewalks and intervening buffers, barriers within those buffers, traffic volume, motor vehicles speed, and on-street parking. The form of the *Pedestrian Level of Service Model*, and the definition of its terms are as follows:

$$\text{Ped LOS} = -1.2276 \ln (W_{ol} + W_l + f_p \times \%OSP + f_b \times W_b + f_{sw} \times W_s) + 0.0091 (Vol_{15}/L) + 0.0004\, SPD^2 + 6.0468$$

Where:

W_{ol} = Width of outside lane (feet)

W_l = Width of shoulder or bike lane (feet)

f_p = On-street parking effect coefficient (=0.50)

%OSP = Percent of segment with on-street parking

f_b = Buffer area barrier coefficient (=5.37 for trees spaced 20 feet on center)

W_b = Buffer width (distance between edge of pavement and sidewalk, feet)

f_{sw} = Sidewalk presence coefficient = $6 – 0.3W_s$ (3)

W_s = Width of sidewalk (feet)

Vol_{15} = average traffic during a fifteen (15) minute period

L = total number of (through) lanes (for road or street)

SPD = Average running speed of motor vehicle traffic (mi/hr)

The Pedestrian LOS score resulting from the final equation is pre-stratified into service categories A, B, C, D, E, and F, according to the ranges shown in Table C1 and reflect users' perception of the road segments level of service for pedestrian travel. This stratification is in accordance with the linear scale established during the research (i.e., the research project participants' aggregate response to roadway and traffic stimuli).

[2] "Modeling the Roadside Walking Environment: A Pedestrian Level of Service," *Transportation Research Record 1773*, Transportation Research Board, Washington, DC, 2001.

TABLE C1 Pedestrian Level of Service Categories

LEVEL OF SERVICE	PLOS SCORE
A	≤ 1.5
B	> 1.5 and ≤ 2.5
C	> 2.5 and ≤ 3.5
D	> 3.5 and ≤ 4.5
E	> 4.5 and ≤ 5.5
F	> 5.5

The Pedestrian LOS Model is used by planners and engineers throughout the US in a variety of planning and design applications. The Pedestrian LOS Model can be used to conduct a benefits comparison among proposed sidewalk/roadway cross-sections, identify roadways that are candidates for reconfiguration for sidewalk improvements, and to prioritize and program roadways for sidewalk improvements.

Additional Data Collection and Inventory Guidelines

Many of the data items collected for bicycle level of service analysis are also used for the pedestrian level of service analysis. Following is the additional list of data used in the computation of the pedestrian level of service scores.

Width of Buffer (W_b)

W_b is the width of a buffer (usually grass) between the edge of pavement and the sidewalk.

Width of Sidewalk (W_s)

W_s is the width of the sidewalk.

Sidewalk Percentage

Sidewalk Percentage is the percentage of sidewalk coverage along the segment.

Tree Spacing in Buffer

Tree spacing is the spacing of trees within a buffer area, measured from the center (width of spacing between trees).

Appendix D

Bicycle and Pedestrian Level of Service Results

Auburn-Opelika MPO Bicycle and Pedestrian Level of Service Evaluation

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Sidepath (Y/N)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Bicycle LOS		Pedestrian LOS	
						Th #	Con				W_t (ft)	W_l (ft)	W_{ps} (ft)		PC_t (1..5)	PC_l (1..5)						Score (0...7)	Grade (A...F)	Value (0...7)	Grade (A...F)
1.0	CR 94	Ensminger Rd	End	0.53	E	2	U	*100*	0	25	14.0	0.0	0.0	0	1.0	-	N	0.0	0	0	0.0	4.51	E	2.23	B
1.0	CR 94	Ensminger Rd	End	0.53	W	2	U	*100*	0	25	14.0	0.0	0.0	0	1.0	-	N	0.0	0	0	0.0	4.51	E	2.23	B
2.0	CR 158	Columbus	End	0.27	N	2	U	970	3	45	10.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	1.90	B	3.45	C
2.0	CR 158	Columbus	End	0.27	S	2	U	970	3	45	10.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	1.90	B	3.45	C
3.0	CR 188	CR 81	End	1.73	N	2	U	510	3	45	9.5	0.0	0.0	0	3.0	-	N	0.0	0	0	0.0	1.85	B	3.39	C
3.0	CR 188	CR 81	End	1.73	S	2	U	510	3	45	9.5	0.0	0.0	0	3.0	-	N	0.0	0	0	0.0	1.85	B	3.39	C
4.0	US 280	College St	CR 188	6.86	N	4	D	13,060	9	65	20.0	8.0	0.0	0	4.5	2.0	N	0.0	0	0	0.0	4.36	D	4.84	E
4.0	US 280	College St	CR 188	6.86	S	4	D	13,060	9	65	14.0	2.0	0.0	0	4.5	2.0	N	0.0	0	0	0.0	6.02	F	5.28	E
5.0	10th St	Avenue B	2nd Ave	0.44	N	4	U	8,740	3	35	11.5	0.0	0.0	0	4.0	-	N	0.0	0	100	4.0	3.66	D	2.87	C
5.0	10th St	Avenue B	2nd Ave	0.44	S	4	U	8,740	3	35	11.5	0.0	0.0	0	4.0	-	N	0.0	0	100	4.0	3.66	D	2.87	C
6.0	10th St	2nd Ave	Collinwood	0.75	N	2	U	4,170	3	35	13.5	0.0	0.0	0	4.5	-	N	10.0	0	100	4.5	3.27	C	2.38	B
6.0	10th St	2nd Ave	Collinwood	0.75	S	2	U	4,170	3	35	13.5	0.0	0.0	0	4.5	-	N	9.0	0	100	4.5	3.27	C	2.41	B
7.0	SR 147/College St	US 280	Shug Jordan	2.90	N	2	U	6,600	4	55	11.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.72	E	5.05	E
7.0	SR 147/College St	US 280	Shug Jordan	2.90	S	2	U	6,600	4	55	11.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.72	E	5.05	E
8.0	Magazine Ave/14th St	York	RR Bridge	0.07	E	2	U	4,160	3	30	11.5	0.0	0.0	0	3.0	-	N	0	0	10	3.0	3.83	D	3.81	D
8.0	Magazine Ave/14th St	York	RR Bridge	0.07	W	2	U	4,160	3	30	11.5	0.0	0.0	0	3.0	-	N	0	0	10	3.0	3.83	D	3.81	D
9.0	14th St	1st Ave	2nd Ave	0.09	N	2	U	1,610	3	25	18.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	0.00	A	2.36	B
9.0	14th St	1st Ave	2nd Ave	0.09	S	2	U	1,610	3	25	18.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	0.00	A	2.36	B
10.0	1st Ave	26th St	Cunningham Dr	0.21	E	2	U	3,090	3	30	14.0	0.0	0.0	0	3.5	-	N	3.0	0	100	4.0	2.61	C	2.37	B
10.0	1st Ave	26th St	Cunningham Dr	0.21	W	2	U	3,090	3	30	21.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	0.61	A	2.77	C
11.0	1st Ave	Thomason	26th St	0.37	E	2	U	3,090	3	30	15.0	0.0	0.0	0	4.0	-	N	0.0	0	25	5.0	2.25	B	3.17	C
11.0	1st Ave	Thomason	26th St	0.37	W	2	U	3,090	3	30	15.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	2.25	B	3.21	C
12.0	1st Ave	Thomason Dr	Simmons	1.26	E	2	U	5,640	3	30	11.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	3.80	D	4.13	D
12.0	1st Ave	Thomason Dr	Simmons	1.26	W	2	U	5,640	3	30	11.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	3.80	D	4.13	D
13.0	1st Ave	Simmons	11th St	0.51	E	2	S	5,840	3	30	12.0	0.0	0.0	0	4.0	4.0	N	0.0	0	30	4.0	3.72	D	3.71	D
13.0	1st Ave	Simmons	11th St	0.51	W	2	S	5,840	3	30	12.0	0.0	0.0	0	4.0	4.0	N	0.0	0	40	4.0	3.72	D	3.59	D
14.0	1st Ave	11th St	7th St	0.35	E	2	U	2,180	3	30	17.5	0.0	0.0	0	4.0	-	N	4.0	0	100	4.0	0.46	A	2.12	B
14.0	1st Ave	11th St	7th St	0.35	W	2	U	2,180	3	30	17.5	0.0	0.0	0	4.0	-	N	4.0	0	100	4.0	0.46	A	2.12	B
15.0	20th St	1st Ave	Pepperell/ 2nd Ave	0.19	N	2	S	4,200	3	30	12.0	0.0	0.0	0	4.0	4.0	N	1.5	0	100	5.0	3.44	C	2.51	C
15.0	20th St	1st Ave	Pepperell/ 2nd Ave	0.19	S	2	S	4,200	3	30	12.0	0.0	0.0	0	4.0	4.0	N	1.5	0	100	5.0	3.44	C	2.51	C
16.0	2nd Ave	6th St	11th St	0.44	W	2	S	18,640	3	35	11.0	0.0	0.0	0	3.5	-	N	11.0	0	100	4.0	4.85	E	4.20	D
16.0	2nd Ave	6th St	11th St	0.44	E	2	S	18,640	3	35	11.0	0.0	0.0	0	3.5	-	N	1.5	0	100	4.0	4.85	E	4.52	E
17.0	2nd Ave	11th St	14th St	0.26	W	2	S	15,130	3	35	19.0	6.0	0.0	0	4.0	3.0	N	0.0	0	100	4.0	2.44	B	3.88	D
17.0	2nd Ave	11th St	14th St	0.26	E	2	S	15,130	3	35	19.0	6.0	0.0	0	4.0	3.0	N	0.0	0	100	4.0	2.44	B	3.88	D
18.0	2nd Ave	14th St	Pleasant	0.74	W	2	S	33,120	3	35	11.5	0.0	0.0	0	3.5	-	N	0.0	0	75	4.0	5.09	E	6.60	F

Auburn-Opelika MPO Bicycle and Pedestrian Level of Service Evaluation

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Sidepath (Y/N)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Bicycle LOS		Pedestrian LOS	
						Th #	Con				W_t (ft)	W_l (ft)	W_{ps} (ft)		PC_t (1..5)	PC_l (1..5)						Score (0...7)	Grade (A...F)	Value (0...7)	Grade (A...F)
18.0	2nd Ave	14th St	Pleasant	0.74	E	2	S	33,120	3	35	11.5	0.0	0.0	0	3.5	-	N	4.0	0	75	4.0	5.09	E	6.48	F
19.0	Pepperell Pkwy	Pleasant	US 280	0.69	W	4	S	21,140	1	35	12.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	3.97	D	4.76	E
19.0	Pepperell Pkwy	Pleasant	US 280	0.69	E	4	S	21,140	1	35	12.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	3.97	D	4.76	E
20.0	3rd St	6th Ave	2nd Ave	0.35	S	2	U	2,620	3	30	15.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	1.78	B	3.02	C
20.0	3rd St	6th Ave	2nd Ave	0.35	N	2	U	2,620	3	30	15.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	1.78	B	3.02	C
21.0	4th Ave	10th St	3rd St	0.61	E	2	U	1,900	3	30	13.5	0.0	0.0	0	3.0	-	N	13.0	0	50	4.0	1.82	B	2.69	C
21.0	4th Ave	10th St	3rd St	0.61	W	2	U	1,900	3	30	13.5	0.0	0.0	0	3.0	-	N	9.0	0	50	4.0	1.82	B	2.75	C
22.0	6th Ave	Rocky Brook Rd	10th St	0.60	E	2	U	400	3	30	15.0	0.0	0.0	0	2.5	-	N	9.0	0	10	3.5	0.00	A	3.00	C
22.0	6th Ave	Rocky Brook Rd	10th St	0.60	W	2	U	400	3	30	15.0	0.0	0.0	0	2.5	-	N	10.0	0	10	4.0	0.00	A	2.99	C
23.0	6th St	Samford Ave	Torbert Blvd	0.74	N	4	U	16,000	3	35	12.0	0.0	0.0	0	4.0	-	N	1.5	0	100	4.5	4.15	D	3.15	C
23.0	6th St	Samford Ave	Torbert Blvd	0.74	S	4	U	16,000	3	35	12.0	0.0	0.0	0	4.0	-	N	1.5	0	100	4.5	4.15	D	3.15	C
24.0	7th St	Torbert Blvd	Avenue D	0.19	N	2	S	2,110	3	30	13.0	0.0	0.0	0	4.0	-	N	1.5	0	100	5.0	2.84	C	2.23	B
24.0	7th St	Torbert Blvd	Avenue D	0.19	S	2	S	2,110	3	30	13.0	0.0	0.0	0	4.0	-	N	3.0	0	100	4.5	2.84	C	2.23	B
25.0	7th St	Avenue C	Railroad Ave	0.29	N	2	S	2,730	3	30	20.0	8.0	0.0	75	4.5	4.5	N	5.0	0	100	4.0	2.47	B	1.33	A
25.0	7th St	Avenue C	Railroad Ave	0.29	S	2	S	2,730	3	30	20.0	8.0	0.0	75	4.5	4.5	N	5.0	0	100	4.0	2.47	B	1.33	A
26.0	7th St	Avenue D	Avenue C	0.09	N	2	S	2,720	3	30	19.0	8.0	0.0	50	4.5	-	N	0.0	0	100	7.0	1.95	B	1.49	A
26.0	7th St	Avenue D	Avenue C	0.09	S	2	S	2,720	3	30	19.0	8.0	0.0	0	4.5	-	N	3.0	0	100	3.5	0.11	A	2.23	B
27.0	7th St	S Railroad Ave	1st Ave	0.05	N	2	S	2,290	3	30	13.0	0.0	0.0	0	4.5	-	N	4.0	0	100	5.0	2.79	C	2.16	B
27.0	7th St	S Railroad Ave	1st Ave	0.05	S	2	S	2,290	3	30	13.0	0.0	0.0	0	4.5	-	N	4.0	0	100	4.0	2.79	C	2.27	B
28.0	8th St	1st Ave	Renfro Ave	0.68	N	2	U	1,390	3	30	13.0	0.0	0.0	10	4.0	-	N	10.0	30	100	4.0	1.32	A	1.22	A
28.0	8th St	1st Ave	Renfro Ave	0.68	S	2	U	1,390	3	30	13.0	0.0	0.0	10	4.0	-	N	10.0	30	100	4.5	1.32	A	1.19	A
29.0	Anderson Rd	Cusseta Rd	Northpark Dr	2.82	E	2	U	1,010	3	45	9.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	2.23	B	3.53	D
29.0	Anderson Rd	Cusseta Rd	Northpark Dr	2.82	W	2	U	1,010	3	45	9.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	2.23	B	3.53	D
30.0	Anderson Rd	West Point Pkwy	Northpark Dr	0.53	N	2	U	2,140	3	45	10.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	3.00	C	3.81	D
30.0	Anderson Rd	West Point Pkwy	Northpark Dr	0.53	S	2	U	2,140	3	45	10.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	3.00	C	3.81	D
31.0	Andrews Rd	CR 799	West Point	0.57	E	2	U	1,530	1	45	20.0	8.0	0.0	0	3.5	2.0	N	0.0	0	0	0.0	0.00	A	3.36	C
31.0	Andrews Rd	CR 799	West Point	0.57	W	2	U	1,530	1	45	20.0	8.0	0.0	0	3.5	2.0	N	0.0	0	0	0.0	0.00	A	3.36	C
32.0	Andrews Rd	I-85 ramp	CR 799	1.27	E	4	D	1,530	1	45	20.0	8.0	0.0	0	4.0	2.0	N	0.0	0	0	0.0	0.00	A	3.27	C
32.0	Andrews Rd	I-85 ramp	CR 799	1.27	W	4	D	1,530	1	45	21.0	9.0	0.0	0	4.0	2.0	N	0.0	0	0	0.0	0.00	A	3.22	C
33.0	Andrews Rd	North Park	I-85 ramp	0.40	E	6	D	790	3	45	21.0	8.0	0.0	0	4.0	2.0	N	0.0	0	0	0.0	0.00	A	3.15	C
33.0	Andrews Rd	North Park	I-85 ramp	0.40	W	4	D	790	3	45	21.0	8.0	0.0	0	4.0	2.0	N	0.0	0	0	0.0	0.00	A	3.17	C
34.0	Andrews Rd	Walmart Distribution	North Park	0.77	E	4	D	790	3	45	21.0	9.0	0.0	0	4.0	2.0	N	0.0	0	0	0.0	0.00	A	3.17	C
34.0	Andrews Rd	Walmart Distribution	North Park	0.77	W	4	D	790	3	45	20.0	8.0	0.0	0	4.0	2.0	N	0.0	0	0	0.0	0.00	A	3.22	C
35.0	Andrews Rd	Lake Condy	Walmart Distribution	3.32	E	2	U	1,100	3	45	10.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	2.00	B	3.49	C
35.0	Andrews Rd	Lake Condy	Walmart Distribution	3.32	W	2	U	1,100	3	45	10.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	2.00	B	3.49	C

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Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Sidepath (Y/N)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Bicycle LOS		Pedestrian LOS	
						Th #	Con				W_t (ft)	W_l (ft)	W_{ps} (ft)		PC_t (1..5)	PC_l (1..5)						Score (0...7)	Grade (A...F)	Value (0...7)	Grade (A...F)
36.0	Annalue Dr	University Dr	Dean Rd	1.11	E	2	U	3,140	3	35	13.5	3.5	0.0	0	4.0	3.5	N	0.0	0	0	0.0	2.29	B	3.72	D
36.0	Annalue Dr	University Dr	Dean Rd	1.11	W	2	U	3,140	3	35	13.5	3.5	0.0	0	4.0	3.5	N	0.0	0	0	0.0	2.29	B	3.72	D
37.0	Auburn St	Long	Hurst	0.31	E	2	U	5,730	3	35	10.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.00	D	4.33	D
37.0	Auburn St	Long	Hurst	0.31	W	2	U	5,730	3	35	10.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.00	D	4.33	D
38.0	Auburn St	MLK	Avenue B/ Magazine	0.52	N	2	U	3,330	3	35	15.0	0.0	0.0	0	4.0	-	N	8.0	0	75	4.0	2.57	C	2.66	C
38.0	Auburn St	MLK	Avenue B/ Magazine	0.52	S	2	U	3,330	3	35	15.0	0.0	0.0	0	4.0	-	N	8.0	0	100	4.0	2.57	C	2.35	B
39.0	Auburn Lakes Rd	W Farmville	US 280	2.08	N	2	U	480	1	45	10.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	1.23	A	3.31	C
39.0	Auburn Lakes Rd	W Farmville	US 280	2.08	S	2	U	480	1	45	10.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	1.23	A	3.31	C
40.0	Avenue B	Auburn	10th St	0.16	E	4	U	4,450	3	35	12.0	0.0	0.0	0	4.0	-	N	0.0	0	100	4.5	2.32	B	2.52	C
40.0	Avenue B	Auburn	10th St	0.16	W	4	U	4,450	3	35	12.0	0.0	0.0	0	4.0	-	N	0.0	0	100	5.0	2.32	B	2.45	B
41.0	Avenue C	7th St	6th St	0.65	E	2	U	1,060	3	30	14.0	0.0	0.0	0	4.0	-	N	2.0	0	100	4.0	0.32	A	2.16	B
41.0	Avenue C	7th St	6th St	0.65	W	2	U	1,060	3	30	14.0	0.0	0.0	0	4.0	-	N	2.0	0	10	4.0	0.32	A	3.18	C
42.0	Avenue E	6th St	7th St	0.09	E	2	U	950	3	25	11.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	1.04	A	2.76	C
42.0	Avenue E	6th St	7th St	0.09	W	2	U	950	3	25	11.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	1.04	A	2.76	C
43.0	Bedell Ave	Foster	Lunsford	0.37	E	2	U	1,410	0	25	13.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	0.75	A	2.66	C
43.0	Bedell Ave	Foster	Lunsford	0.37	W	2	U	1,410	0	25	13.5	0.0	0.0	50	4.0	-	N	2.0	0	100	4.0	1.73	B	1.45	A
44.0	Beehive Rd	Cox Rd	CR 12	1.20	E	2	S	4,650	0	45	10.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	3.77	D	4.53	E
44.0	Beehive Rd	Cox Rd	CR 12	1.20	W	2	S	4,650	0	45	10.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	3.77	D	4.53	E
45.0	Bent Creek Rd	Hamilton Rd	Champions Blvd	0.78	N	2	U	3,960	3	35	15.0	5.0	0.0	0	4.5	4.5	N	0.0	0	0	0.0	2.12	B	3.68	D
45.0	Bent Creek Rd	Hamilton Rd	Champions Blvd	0.78	S	2	U	3,960	3	35	15.0	5.0	0.0	0	4.5	4.5	N	0.0	0	0	0.0	2.12	B	3.68	D
46.0	Bent Creek Rd	Champions Blvd	Glenn Ave	0.45	N	4	U	3,960	3	35	23.0	8.0	0.0	0	4.0	3.5	N	0.0	0	0	0.0	0.00	A	2.92	C
46.0	Bent Creek Rd	Champions Blvd	Glenn Ave	0.45	S	4	U	3,960	3	35	23.0	8.0	0.0	0	4.0	3.5	N	0.0	0	0	0.0	0.00	A	2.92	C
47.0	Bonita Ave	Renfro	Laurel St	0.34	E	2	U	620	3	30	14.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	0.00	A	2.49	B
47.0	Bonita Ave	Renfro	Laurel St	0.34	W	2	U	620	3	30	14.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	0.00	A	2.49	B
48.0	Terracewood Dr	Laurel St	Welcome Ln	0.49	E	2	U	1,040	3	35	13.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	0.82	A	2.83	C
48.0	Terracewood Dr	Laurel St	Welcome Ln	0.49	W	2	U	1,040	3	35	13.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	0.82	A	2.83	C
49.0	Bragg Ave	College	Donahue	0.50	E	2	U	6,530	3	30	13.5	0.0	0.0	0	3.5	-	N	1.5	0	100	5.0	3.78	D	2.75	C
49.0	Bragg Ave	College	Donahue	0.50	W	2	U	6,530	3	30	13.5	0.0	0.0	0	3.5	-	N	10.0	0	50	4.5	3.78	D	3.27	C
50.0	Bulloch St/Frederick Rd	Gateway	Long	1.26	E	4	S	10,140	3	45	11.5	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	3.85	D	4.47	D
50.0	Bulloch St/Frederick Rd	Gateway	Long	1.26	W	4	S	10,140	3	45	11.5	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	3.85	D	4.47	D
51.0	Byrd St	Magnolia	MLK	0.25	N	2	U	570	0	20	15.0	0.0	0.0	0	3.0	-	N	0.0	0	0	0.0	0.00	A	2.18	B
51.0	Byrd St	Magnolia	MLK	0.25	S	2	U	570	0	20	15.0	0.0	0.0	0	3.0	-	N	0.0	0	0	0.0	0.00	A	2.18	B
52.0	Chadwick Ln	MLK	Wire Road	2.27	N	2	U	720	0	35	10.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	1.42	A	3.06	C
52.0	Chadwick Ln	MLK	Wire Road	2.27	S	2	U	720	0	35	10.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	1.42	A	3.06	C
53.0	College St	Shug Jordan	Drake	1.52	N	2	U	9,940	3	45	11.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.53	E	5.05	E

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						Th #	Con				W_t (ft)	W_l (ft)	W_{ps} (ft)		PC_t (1..5)	PC_l (1..5)						Score (0...7)	Grade (A...F)	Value (0...7)	Grade (A...F)
53.0	College St	Shug Jordan	Drake	1.52	S	2	U	9,940	3	45	11.5	0.0	0.0	0	4.0	-	N	10.0	0	100	5.0	4.53	E	3.41	C
54.0	College St	Drake	Glenn	0.35	N	2	U	8,940	3	35	15.0	0.0	0.0	0	3.0	-	N	20.0	15	100	5.0	4.13	D	1.32	A
54.0	College St	Drake	Glenn	0.35	S	2	U	8,940	3	35	15.0	0.0	0.0	0	3.0	-	N	20.0	0	100	5.0	4.13	D	2.63	C
55.0	College St	Magnolia	Thach	0.33	N	4	D	*14,020*	3	25	16.5	5.5	0.0	90	4.5	4.5	N	7.5	0	100	7.5	3.52	D	1.51	B
55.0	College St	Magnolia	Thach	0.33	S	4	D	*14,020*	3	25	10.5	0.0	0.0	0	4.5	4.5	N	7.5	0	100	7.5	3.70	D	2.43	B
56.0	College St	Thach	Samford Ave	0.37	N	4	S	14,020	3	25	11.5	0.0	0.0	0	4.0	-	N	2.0	0	100	4.0	3.69	D	2.85	C
56.0	College St	Thach	Samford Ave	0.37	S	4	S	14,020	3	25	11.5	0.0	0.0	0	4.0	-	N	0.0	0	100	4.0	3.69	D	2.94	C
57.0	College St	Samford Ave	Kimberly	0.89	N	4	U	*14,020*	3	45	12.0	0.0	0.0	0	3.5	-	N	2.0	0	100	4.0	4.38	D	3.40	C
57.0	College St	Samford Ave	Kimberly	0.89	S	4	U	*14,020*	3	45	12.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	4.38	D	4.65	E
58.0	College St	Kimberly	I-85 on ramp	2.86	N	4	S	33,820	0	45	12.0	0.0	0.0	0	3.5	-	N	2.0	0	100	4.0	4.25	D	4.58	E
58.0	College St	Kimberly	I-85 on ramp	2.86	S	4	S	33,820	0	45	12.0	0.0	0.0	0	3.5	-	N	2.0	0	50	4.0	4.25	D	5.21	E
59.0	College St	I-85	Sand Hill	1.39	N	4	S	14,800	0	55	19.0	8.0	0.0	0	4.0	2.0	N	0.0	0	0	0.0	1.83	B	4.53	E
59.0	College St	I-85	Sand Hill	1.39	S	4	S	14,800	0	55	20.0	9.0	0.0	0	4.0	2.0	N	0.0	0	0	0.0	1.47	A	4.46	D
60.0	College St	Sand Hill	County Line	2.03	N	2	U	4,330	0	55	14.5	2.5	0.0	0	4.0	1.0	N	0.0	0	0	0.0	3.06	C	4.50	D
60.0	College St	Sand Hill	County Line	2.03	S	2	U	4,330	0	55	14.5	2.5	0.0	0	4.0	1.0	N	0.0	0	0	0.0	3.06	C	4.50	D
61.0	College St	Glenn	Magnolia Ave	0.17	N	2	U	14,540	3	25	17.0	0.0	0.0	25	4.0	-	N	0.0	25	100	8.0	3.71	D	3.04	C
61.0	College St	Glenn	Magnolia Ave	0.17	S	2	U	14,540	3	25	17.0	0.0	0.0	25	4.0	-	N	0.0	25	100	8.0	3.71	D	3.04	C
62.0	Collinwood St	10th St	McClure	0.33	N	2	U	820	3	30	15.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	0.00	A	2.47	B
62.0	Collinwood St	10th St	McClure	0.33	S	2	U	820	3	30	15.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	0.00	A	2.47	B
63.0	Columbus Pkwy	Betty's	End	4.23	E	4	D	17,360	11	65	16.0	4.0	0.0	0	4.5	1.5	N	0.0	0	0	0.0	6.63	F	5.37	E
63.0	Columbus Pkwy	Betty's	End	4.23	W	4	D	17,360	11	65	19.0	7.0	0.0	0	4.5	1.5	N	0.0	0	0	0.0	5.86	F	5.17	E
64.0	Columbus Pkwy	8th St	Fox Run	1.11	E	2	S	11,450	9	45	11.5	0.0	0.0	0	4.0	-	N	1.0	0	10	5.0	6.37	F	5.09	E
64.0	Columbus Pkwy	8th St	Fox Run	1.11	W	2	S	11,450	9	45	11.5	0.0	0.0	0	4.0	-	N	1.5	0	10	4.0	6.37	F	5.10	E
65.0	Columbus Pkwy	Fox Run	Betty's	2.26	E	4	S	20,780	7	65	12.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	5.98	F	5.94	F
65.0	Columbus Pkwy	Fox Run	Betty's	2.26	W	4	S	20,780	7	65	12.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	5.98	F	5.94	F
66.0	Cox Rd	College St	Veterans Blvd	1.08	N	4	S	7,100	0	50	20.0	8.5	0.0	0	4.0	4.0	N	0.0	0	0	0.0	0.01	A	3.79	D
66.0	Cox Rd	College St	Veterans Blvd	1.08	S	4	S	7,100	0	50	20.0	8.5	0.0	0	4.0	4.0	N	0.0	0	0	0.0	0.01	A	3.79	D
67.0	Cox Rd	Veterans Blvd	Wire Rd	1.60	N	2	U	5,040	0	40	10.0	0.0	0.0	0	3.0	-	N	0.0	0	0	0.0	3.98	D	4.46	D
67.0	Cox Rd	Veterans Blvd	Wire Rd	1.60	S	2	U	5,040	0	40	10.0	0.0	0.0	0	3.0	-	N	0.0	0	0	0.0	3.98	D	4.46	D
68.0	CR 166	CR 169	Moores Mill	2.02	N	2	U	2,500	2	35	10.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	2.86	C	3.62	D
68.0	CR 166	CR 169	Moores Mill	2.02	S	2	U	2,500	2	35	10.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	2.86	C	3.62	D
69.0	CR 169	Moores Mill	Crawford	4.04	N	2	U	3,290	6	55	12.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.36	D	4.39	D
69.0	CR 169	Moores Mill	Crawford	4.04	S	2	U	3,290	6	55	12.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.36	D	4.39	D
70.0	CR 61	MLK	CR 58	2.24	N	2	U	1,710	0	45	9.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	2.69	C	3.74	D
70.0	CR 61	MLK	CR 58	2.24	S	2	U	1,710	0	45	9.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	2.69	C	3.74	D

Auburn-Opelika MPO Bicycle and Pedestrian Level of Service Evaluation

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Sidepath (Y/N)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Bicycle LOS		Pedestrian LOS	
						Th #	Con				W_t (ft)	W_l (ft)	W_{ps} (ft)		PC_t (1..5)	PC_l (1..5)						Score (0...7)	Grade (A...F)	Value (0...7)	Grade (A...F)
71.0	Crawford Rd	Marvyn	CR 169	2.54	N	2	U	15,090	4	55	12.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	5.22	E	6.01	F
71.0	Crawford Rd	Marvyn	CR 169	2.54	S	2	U	15,090	4	55	12.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	5.22	E	6.01	F
72.0	Cunningham Dr	Glenn	N 30th	0.97	N	2	U	2,620	3	35	11.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	2.73	C	3.54	D
72.0	Cunningham Dr	Glenn	N 30th	0.97	S	2	U	2,620	3	35	11.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	2.73	C	3.54	D
73.0	Darden St	Avenue C	Jester Ave	0.17	N	2	U	970	3	30	14.0	0.0	0.0	0	4.0	-	N	0.0	0	100	3.5	0.20	A	2.30	B
73.0	Darden St	Avenue C	Jester Ave	0.17	S	2	U	970	3	30	14.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	0.20	A	2.60	C
74.0	Dean Rd	University	Opelika	0.91	N	2	S	17,730	3	35	12.0	0.0	0.0	0	3.5	-	N	2.0	0	100	4.0	4.71	E	4.36	D
74.0	Dean Rd	University	Opelika	0.91	S	2	S	17,730	3	35	12.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	4.71	E	5.61	F
75.0	Dean Rd	Opelika	Glenn Ave	0.53	N	4	U	14,680	3	35	10.0	0.0	0.0	0	4.0	-	N	2.0	0	100	4.0	4.31	D	3.20	C
75.0	Dean Rd	Opelika	Glenn Ave	0.53	S	4	U	14,680	3	35	10.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.31	D	4.60	E
76.0	Dean Rd	Glenn Ave	Moores Mill	1.20	N	4	U	15,730	3	35	11.0	0.0	0.0	0	4.0	-	N	0.0	0	100	4.0	4.26	D	3.30	C
76.0	Dean Rd	Glenn Ave	Moores Mill	1.20	S	4	U	15,730	3	35	11.0	0.0	0.0	0	4.0	-	N	0.0	0	100	5.0	4.26	D	3.17	C
77.0	Donahue Dr	Longleaf	University	0.35	N	2	U	*1,000*	0	35	13.5	0.0	0.0	0	3.5	-	N	0.0	0	10	4.5	0.63	A	3.35	C
77.0	Donahue Dr	Longleaf	University	0.35	S	2	U	*1,000*	0	35	13.5	0.0	0.0	0	3.5	-	N	1.5	0	10	4.0	0.63	A	3.35	C
78.0	Donahue Dr	University	College	0.33	N	2	S	*1,000*	0	35	12.0	0.0	0.0	0	3.5	-	N	2.0	0	100	8.0	2.70	C	2.04	B
78.0	Donahue Dr	University	College	0.33	S	2	S	*1,000*	0	35	12.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	2.70	C	3.61	D
79.0	Donahue Dr	College	Samford Ave	0.89	N	4	U	8,120	0	45	12.0	0.0	0.0	0	4.0	-	N	10.0	40	100	10.0	3.38	C	2.03	B
79.0	Donahue Dr	College	Samford Ave	0.89	S	4	U	8,120	0	45	12.0	0.0	0.0	0	4.0	-	N	11.5	40	25	6.0	3.38	C	3.74	D
80.0	Donahue Dr	Samford Ave	War Eagle Way	0.51	N	2	U	9,520	0	25	16.0	3.5	0.0	0	4.0	4.0	N	0.0	0	100	5.5	2.27	B	2.90	C
80.0	Donahue Dr	Samford Ave	War Eagle Way	0.51	S	2	U	9,520	0	25	16.0	3.5	0.0	0	4.0	4.0	N	0.0	0	50	6.0	2.27	B	3.45	C
81.0	Donahue Dr	War Eagle Way	MLK Dr	0.37	N	2	S	9,990	0	35	11.0	0.0	0.0	0	3.5	-	N	0.0	0	50	4.5	3.99	D	4.13	D
81.0	Donahue Dr	War Eagle Way	MLK Dr	0.37	S	2	S	9,990	0	35	11.0	0.0	0.0	0	3.5	-	N	0.0	0	50	8.0	3.99	D	4.00	D
82.0	Donahue Dr	MLK Dr	Cary Dr	0.49	N	2	U	6,490	3	35	14.5	0.0	0.0	0	4.0	-	N	8.0	0	100	4.0	3.62	D	2.73	C
82.0	Donahue Dr	MLK Dr	Cary Dr	0.49	S	2	U	6,490	3	35	14.5	0.0	0.0	0	4.0	-	N	1.0	0	50	5.0	3.62	D	3.44	C
83.0	Donahue Dr	Cary Dr	Bedell Ave	0.27	N	2	U	4,810	3	35	16.0	0.0	0.0	0	3.0	-	N	0.0	0	25	4.0	3.44	C	3.47	C
83.0	Donahue Dr	Cary Dr	Bedell Ave	0.27	S	2	U	4,810	3	35	16.0	0.0	0.0	0	3.0	-	N	0.0	0	25	4.0	3.44	C	3.47	C
84.0	Donahue Dr	Bedell Ave	Shug Jordan	0.73	N	2	S	6,000	3	45	16.0	3.5	0.0	0	3.5	3.5	N	1.5	0	50	4.0	3.03	C	3.67	D
84.0	Donahue Dr	Bedell Ave	Shug Jordan	0.73	S	2	S	6,000	3	45	16.0	3.5	0.0	0	3.5	3.5	N	12.0	15	50	4.0	3.03	C	2.97	C
85.0	Donahue Dr	Shug Jordan Pkwy	Miracle Rd	0.98	N	2	S	4,510	1	45	11.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	3.52	D	4.40	D
85.0	Donahue Dr	Shug Jordan Pkwy	Miracle Rd	0.98	S	2	S	4,510	1	45	11.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	3.52	D	4.40	D
86.0	Donahue Dr	Miracle Rd	Crescent Blvd	0.84	N	2	U	5,010	1	45	11.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	3.58	D	4.46	D
86.0	Donahue Dr	Miracle Rd	Crescent Blvd	0.84	S	2	U	5,010	1	45	11.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	3.58	D	4.46	D
87.0	Donahue Dr	Crescent Blvd	Farmville Rd	0.52	N	2	S	5,010	1	45	11.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	3.64	D	4.51	E
87.0	Donahue Dr	Crescent Blvd	Farmville Rd	0.52	S	2	S	5,010	1	45	11.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	3.64	D	4.51	E
88.0	Drake Ave	Perry	College	0.27	E	2	U	3,820	3	30	15.0	0.0	0.0	0	4.0	-	N	2.0	0	50	4.5	2.85	C	2.96	C

Auburn-Opelika MPO Bicycle and Pedestrian Level of Service Evaluation

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Sidepath (Y/N)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Bicycle LOS		Pedestrian LOS	
						Th #	Con				W_t (ft)	W_l (ft)	W_{ps} (ft)		PC_t (1..5)	PC_l (1..5)						Score (0...7)	Grade (A...F)	Value (0...7)	Grade (A...F)
88.0	Drake Ave	Perry	College	0.27	W	2	U	3,820	3	30	14.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	3.02	C	3.57	D
89.0	Drake Ave	College	Donahue	0.50	E	2	U	3,820	3	30	13.0	0.0	0.0	0	3.5	-	N	1.5	0	100	4.0	3.31	C	2.54	C
89.0	Drake Ave	College	Donahue	0.50	W	2	U	3,820	3	30	13.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	3.31	C	3.66	D
90.0	Pumphrey Ave	Webster	Shug Jordan Pkwy	0.91	E	2	U	5,890	0	40	18.0	5.0	0.0	0	3.5	4.0	N	0.0	0	0	0.0	1.74	B	3.84	D
90.0	Pumphrey Ave	Webster	Shug Jordan Pkwy	0.91	W	2	U	5,890	0	40	18.0	5.0	0.0	0	3.5	4.0	N	0.0	0	0	0.0	1.74	B	3.84	D
91.0	Dunlop Dr	Village Professional Dr	Waverly Pkwy	0.27	N	2	U	2,810	3	35	17.5	5.0	0.0	0	4.0	4.0	N	0.0	0	0	0.0	0.55	A	3.36	C
91.0	Dunlop Dr	Village Professional Dr	Waverly Pkwy	0.27	S	2	U	2,810	3	35	17.5	5.0	0.0	0	4.0	4.0	N	0.0	0	0	0.0	0.55	A	3.36	C
92.0	Dunlop Dr	US 280	Village Professional Dr	0.36	N	2	U	2,810	3	35	16.0	4.0	0.0	0	4.0	4.0	N	0.0	0	0	0.0	1.20	A	3.47	C
92.0	Dunlop Dr	US 280	Village Professional Dr	0.36	S	2	U	2,810	3	35	16.0	4.0	0.0	0	4.0	4.0	N	0.0	0	0	0.0	1.20	A	3.47	C
93.0	Farmville Rd	CR 188	US 280	7.10	E	2	U	1,860	1	45	10.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	2.41	B	3.66	D
93.0	Farmville Rd	CR 188	US 280	7.10	W	2	U	1,860	1	45	11.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	2.28	B	3.60	D
94.0	Foster St	MLK	Bedell	0.74	N	2	U	1,550	0	25	15.0	0.0	0.0	0	4.0	-	N	0.0	0	50	5.0	0.31	A	2.59	C
94.0	Foster St	MLK	Bedell	0.74	S	2	U	1,550	0	25	15.0	0.0	0.0	0	4.0	-	N	0.0	0	50	5.0	0.31	A	2.59	C
95.0	Fox Run Pkwy	Columbus Pkwy	Jeter Rd	0.86	N	4	U	8,460	6	45	12.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.84	E	4.32	D
95.0	Fox Run Pkwy	Columbus Pkwy	Jeter Rd	0.86	S	4	U	8,460	6	45	12.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.84	E	4.32	D
96.0	Fox Run Pkwy	Jeter Rd	Brookstone	0.32	N	2	U	8,120	6	45	12.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	5.07	E	4.79	E
96.0	Fox Run Pkwy	Jeter Rd	Brookstone	0.32	S	2	U	8,120	6	45	12.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	5.07	E	4.79	E
97.0	Fox Run Pkwy	Brookstone	Samford Ave	0.53	N	2	U	8,120	6	45	11.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	5.18	E	4.88	E
97.0	Fox Run Pkwy	Brookstone	Samford Ave	0.53	S	2	U	8,120	6	45	11.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	5.18	E	4.88	E
98.0	Fox Run Pkwy	Columbus Pkwy/Tolbert Blvd	McCoy St	1.13	E	2	U	3,430	3	45	11.5	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	3.32	C	4.11	D
98.0	Fox Run Pkwy	Columbus Pkwy/Tolbert Blvd	McCoy St	1.13	W	2	U	3,430	3	45	11.5	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	3.32	C	4.11	D
99.0	Frederick Rd	Cunningham	Old Opelika	0.89	E	4	S	18,210	3	45	12.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	4.32	D	4.90	E
99.0	Frederick Rd	Cunningham	Old Opelika	0.89	W	4	S	18,210	3	45	18.0	6.0	0.0	0	4.5	4.5	N	0.0	0	0	0.0	2.16	B	4.40	D
100.0	Gateway Dr	Wyndham Industrial Dr	Marvyn Pkwy	0.94	E	2	U	510	3	45	20.0	9.0	0.0	0	4.0	4.0	N	0.0	0	0	0.0	0.00	A	3.24	C
100.0	Gateway Dr	Wyndham Industrial Dr	Marvyn Pkwy	0.94	W	2	U	510	3	45	20.0	9.0	0.0	0	4.0	4.0	N	0.0	0	0	0.0	0.00	A	3.24	C
101.0	Gateway Dr	CO RD 54/ Society Hill Rd	Wyndham Industrial Dr	0.38	E	2	U	510	3	45	20.0	8.5	0.0	0	4.0	4.0	N	0.0	0	0	0.0	0.00	A	3.24	C
101.0	Gateway Dr	CO RD 54/ Society Hill Rd	Wyndham Industrial Dr	0.38	W	2	U	510	3	45	20.0	8.5	0.0	0	4.0	4.0	N	0.0	0	0	0.0	0.00	A	3.24	C
102.0	Gateway Dr	I-85	CR 54/Society Hill Rd	0.72	E	2	U	510	3	45	20.0	8.5	0.0	0	4.0	4.0	N	0.0	0	0	0.0	0.00	A	3.24	C
102.0	Gateway Dr	I-85	CR 54/Society Hill Rd	0.72	W	2	U	510	3	45	20.0	8.5	0.0	0	4.0	4.0	N	0.0	0	0	0.0	0.00	A	3.24	C
103.0	Gateway Dr	I-85	Thomason	1.10	N	6	S	29,070	4	45	10.5	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	4.77	E	5.13	E
103.0	Gateway Dr	I-85	Thomason	1.10	S	6	S	29,070	4	45	10.5	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	4.77	E	5.13	E
104.0	Gateway Dr	Thomason	Bridge	0.30	N	4	S	31,790	4	45	20.0	8.5	0.0	0	4.5	4.0	N	0.0	0	0	0.0	1.77	B	5.08	E
104.0	Gateway Dr	Thomason	Bridge	0.30	S	4	S	31,790	4	45	20.0	8.5	0.0	0	4.5	4.0	N	0.0	0	0	0.0	1.77	B	5.08	E
105.0	Gateway Dr	Bridge	Pepperell	0.37	N	4	D	31,790	4	45	20.0	9.0	0.0	0	4.5	4.5	N	0.0	0	0	0.0	1.37	A	5.08	E
105.0	Gateway Dr	Bridge	Pepperell	0.37	S	4	D	31,790	4	45	20.0	9.0	0.0	0	4.5	4.5	N	0.0	0	0	0.0	1.37	A	5.08	E

Auburn-Opelika MPO Bicycle and Pedestrian Level of Service Evaluation

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Sidepath (Y/N)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Bicycle LOS		Pedestrian LOS	
						Th #	Con				W_t (ft)	W_l (ft)	W_{ps} (ft)		PC_t (1..5)	PC_l (1..5)						Score (0...7)	Grade (A...F)	Value (0...7)	Grade (A...F)
106.0	Gateway Dr	Pepperell	Dunlop	0.18	N	6	D	28,951	9	45	20.0	8.5	0.0	0	4.5	4.5	N	0.0	0	0	0.0	2.79	C	4.33	D
106.0	Gateway Dr	Pepperell	Dunlop	0.18	S	6	D	28,951	9	45	20.0	8.5	0.0	0	4.5	4.5	N	0.0	0	0	0.0	2.79	C	4.33	D
107.0	Gateway Dr	Dunlop	Veterans Pkwy	2.77	N	4	D	28,951	9	55	20.0	8.5	0.0	0	4.5	4.0	N	0.0	0	0	0.0	3.53	D	5.30	E
107.0	Gateway Dr	Dunlop	Veterans Pkwy	2.77	S	4	D	28,951	9	55	20.0	9.0	0.0	0	4.5	4.0	N	0.0	0	0	0.0	3.41	C	5.30	E
108.0	Gay St	Shelton Mill Rd	Drake	0.61	N	2	U	2,390	3	35	15.0	0.0	0.0	0	3.5	-	N	0.0	0	50	5.0	1.81	B	2.93	C
108.0	Gay St	Shelton Mill Rd	Drake	0.61	S	2	U	2,390	3	35	15.0	0.0	0.0	0	3.5	-	N	0.0	0	50	5.0	1.81	B	2.93	C
109.0	Gay St	Drake	Opelika Rd	0.13	N	2	U	2,390	3	35	15.0	0.0	0.0	0	3.5	-	N	8.0	0	100	4.0	1.81	B	2.23	B
109.0	Gay St	Drake	Opelika Rd	0.13	S	2	U	2,390	3	35	15.0	0.0	0.0	0	3.5	-	N	8.0	0	100	4.0	1.81	B	2.23	B
110.0	Gay St	Opelka Rd	Glenn	0.20	N	2	S	10,000	3	35	12.0	0.0	0.0	0	3.5	-	N	8.0	0	100	4.5	4.42	D	3.17	C
110.0	Gay St	Opelka Rd	Glenn	0.20	S	2	S	10,000	3	35	12.0	0.0	0.0	0	3.5	-	N	0.0	0	100	5.0	4.42	D	3.38	C
111.0	Gay St	Glenn	Magnolia	0.17	N	2	S	9,790	3	35	11.5	0.0	0.0	0	4.0	-	N	0.0	0	100	8.0	4.32	D	3.17	C
111.0	Gay St	Glenn	Magnolia	0.17	S	2	S	9,790	3	35	13.0	0.0	0.0	0	4.0	-	N	5.0	0	100	8.0	4.13	D	2.98	C
112.0	Gay St	Magnolia	Thach	0.16	N	2	S	10,090	3	35	10.0	0.0	0.0	0	4.0	-	N	10.0	0	100	4.5	4.49	D	3.19	C
112.0	Gay St	Magnolia	Thach	0.16	S	2	S	10,090	3	35	18.0	8.0	0.0	0	4.0	4.0	N	3.0	0	100	7.0	1.61	B	2.98	C
113.0	Gay St	Thach	Samford Ave	0.37	N	2	U	10,210	3	35	15.0	0.0	0.0	0	3.5	-	N	6.0	0	100	5.0	4.03	D	3.13	C
113.0	Gay St	Thach	Samford Ave	0.37	S	2	U	10,210	3	35	15.0	0.0	0.0	0	3.5	-	N	6.0	0	100	5.0	4.03	D	3.13	C
114.0	Gay St	Samford Ave	Virginia	0.35	N	2	U	4,070	3	25	14.0	4.0	0.0	0	3.5	3.5	N	2.0	0	100	4.0	2.45	B	2.41	B
114.0	Gay St	Samford Ave	Virginia	0.35	S	2	U	4,070	3	25	15.0	4.0	0.0	0	3.5	3.5	N	0.0	0	0	0.0	2.27	B	3.45	C
115.0	Gay St	Virginia	Camellia	0.59	N	2	U	2,180	3	30	13.5	3.0	0.0	0	3.5	3.5	N	1.0	0	100	5.0	1.60	B	2.24	B
115.0	Gay St	Virginia	Camellia	0.59	S	2	U	2,180	3	30	13.5	3.0	0.0	0	3.5	2.5	N	0.0	0	0	0.0	1.78	B	3.48	C
116.0	Gay St	Camellia Dr	University	0.49	N	2	U	2,610	3	35	16.5	4.5	0.0	0	4.5	4.5	N	4.0	0	25	6.0	0.65	A	3.10	C
116.0	Gay St	Camellia Dr	University	0.49	S	2	U	2,610	3	35	16.5	4.5	0.0	0	4.5	4.5	N	0.0	0	0	0.0	0.65	A	3.41	C
117.0	Geneva St	Columbus	McCoy	0.63	N	2	U	12,990	3	35	12.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.40	D	5.05	E
117.0	Geneva St	Columbus	McCoy	0.63	S	2	U	12,990	3	35	12.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.40	D	5.05	E
118.0	Glenn Ave	Wright St	Ross St	0.46	E	2	S	18,350	3	25	11.0	0.0	0.0	0	4.5	-	N	1.5	0	100	4.0	4.17	D	4.24	D
118.0	Glenn Ave	Wright St	Ross St	0.46	W	2	S	18,350	3	25	10.0	0.0	0.0	0	4.5	-	N	1.5	0	100	4.0	4.27	D	4.29	D
119.0	Glenn Ave	Ross St	Charleston Pl	0.40	E	4	U	19,830	3	35	11.0	0.0	0.0	0	3.5	-	N	1.5	0	100	4.0	4.53	E	3.47	C
119.0	Glenn Ave	Ross St	Charleston Pl	0.40	W	4	U	19,830	3	35	11.0	0.0	0.0	0	3.5	-	N	1.5	0	100	4.0	4.53	E	3.47	C
120.0	Glenn Ave	Charleston Pl	Short St	0.32	E	4	S	13,220	3	35	12.0	0.0	0.0	0	3.5	-	N	1.5	0	100	4.0	4.13	D	3.04	C
120.0	Glenn Ave	Charleston Pl	Short St	0.32	W	4	S	13,220	3	35	12.0	0.0	0.0	0	3.5	-	N	1.5	0	100	4.0	4.13	D	3.04	C
121.0	Glenn Ave	Short St	Alice St	1.18	E	4	D	19,850	3	45	12.0	0.0	0.0	0	4.0	-	N	4.5	0	100	4.0	4.47	D	3.65	D
121.0	Glenn Ave	Short St	Alice St	1.18	W	4	D	19,850	3	45	12.0	0.0	0.0	0	4.0	-	N	4.5	0	100	4.0	4.47	D	3.65	D
122.0	Glenn Ave	Alice St	Airport	0.43	E	4	S	19,850	3	45	12.0	0.0	0.0	0	4.5	-	N	4.0	0	75	4.0	4.37	D	4.01	D
122.0	Glenn Ave	Alice St	Airport	0.43	W	4	S	19,850	3	45	12.0	0.0	0.0	0	4.5	-	N	2.0	0	75	4.0	4.37	D	4.07	D
123.0	Glenn Ave	Airport Rd	Skyway	1.70	E	4	S	23,480	3	45	12.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	4.45	D	5.21	E

Auburn-Opelika MPO Bicycle and Pedestrian Level of Service Evaluation

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Sidepath (Y/N)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Bicycle LOS		Pedestrian LOS	
						Th #	Con				W_t (ft)	W_l (ft)	W_{ps} (ft)		PC_t (1..5)	PC_l (1..5)						Score (0...7)	Grade (A...F)	Value (0...7)	Grade (A...F)
123.0	Glenn Ave	Airport Rd	Skyway	1.70	W	4	S	23,480	3	45	12.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	4.45	D	5.21	E
124.0	Frederick Rd	Cunningham Blvd	Skyway Dr	0.56	E	4	S	18,340	3	45	12.0	0.0	0.0	0	4.5	-	N	1.5	0	100	5.0	4.33	D	3.56	D
124.0	Frederick Rd	Cunningham Blvd	Skyway Dr	0.56	W	4	S	18,340	3	45	12.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	4.33	D	4.91	E
125.0	Glenn Ave	Donahue	Wright St	0.42	E	2	S	9,660	3	25	10.5	0.0	0.0	0	4.5	-	N	0.0	0	100	5.0	3.90	D	3.16	C
125.0	Glenn Ave	Donahue	Wright St	0.42	W	2	S	9,660	3	25	10.5	0.0	0.0	0	4.5	-	N	0.0	0	100	5.0	3.90	D	3.16	C
126.0	Grand National Pkwy	Stonewall Rd	US 280	3.96	N	2	U	1,200	5	45	10.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	2.30	B	3.53	D
126.0	Grand National Pkwy	Stonewall Rd	US 280	3.96	S	2	U	1,200	5	45	10.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	2.30	B	3.53	D
127.0	Hamilton Rd	Social Cir	Hamilton Hill Dr	1.49	N	2	U	5,680	3	45	12.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.01	D	4.49	D
127.0	Hamilton Rd	Social Cir	Hamilton Hill Dr	1.49	S	2	U	5,680	3	45	13.5	2.0	0.0	0	4.0	4.0	N	0.0	0	0	0.0	3.53	D	4.35	D
128.0	Hamilton Rd	Interstate Dr	Social Cir	0.26	N	2	U	5,570	3	45	12.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	3.98	D	4.48	D
128.0	Hamilton Rd	Interstate Dr	Social Cir	0.26	S	2	U	5,570	3	45	12.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	3.98	D	4.48	D
129.0	Hamilton Rd	Hamilton Hill Dr	Bonny Glenn Rd	0.77	N	2	U	5,680	3	45	16.0	4.0	0.0	0	4.0	4.0	N	0.0	0	0	0.0	2.73	C	4.14	D
129.0	Hamilton Rd	Hamilton Hill Dr	Bonny Glenn Rd	0.77	S	2	U	5,680	3	45	16.0	4.0	0.0	0	4.0	4.0	N	0.0	0	0	0.0	2.73	C	4.14	D
130.0	Hamilton Rd	Bonny Glenn Rd	Moores Mill Rd	0.86	N	2	U	7,980	3	45	16.0	4.0	0.0	0	4.0	4.0	N	0.0	0	25	4.0	3.07	C	4.17	D
130.0	Hamilton Rd	Bonny Glenn Rd	Moores Mill Rd	0.86	S	2	U	7,980	3	45	16.0	4.0	0.0	0	4.0	4.0	N	2.0	0	100	4.0	3.07	C	3.37	C
131.0	Heath Rd	County Line	US 280	3.69	N	2	U	3,120	4	55	11.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	3.54	D	4.39	D
131.0	Heath Rd	County Line	US 280	3.69	S	2	U	3,120	4	55	11.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	3.54	D	4.39	D
132.0	Hemlock Dr	Samford Ave	Thach	0.26	N	2	U	2,270	0	25	13.0	0.0	0.0	0	3.0	-	N	0.0	0	25	4.0	2.04	B	3.15	C
132.0	Hemlock Dr	Samford Ave	Thach	0.26	S	2	U	2,270	0	25	13.0	0.0	0.0	0	3.0	-	N	0.0	0	0	0.0	2.04	B	2.99	C
133.0	Hemlock Dr	Thach	Magnolia	0.16	N	2	U	1,850	0	20	13.0	0.0	0.0	0	3.0	-	N	0.0	0	0	0.0	1.14	A	2.74	C
133.0	Hemlock Dr	Thach	Magnolia	0.16	S	2	U	1,850	0	20	30.0	0.0	0.0	75	3.0	-	N	0.0	0	100	4.0	0.00	A	0.95	A
134.0	Interstate Dr	Gateway Drive	Hamilton Rd	0.29	E	2	S	5,570	3	35	12.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	3.96	D	4.16	D
134.0	Interstate Dr	Gateway Drive	Hamilton Rd	0.29	W	2	S	5,570	3	35	10.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	4.18	D	4.38	D
135.0	Jeter Ave	Darden	Fox Run	0.59	E	2	U	1,080	3	30	14.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	0.25	A	2.62	C
135.0	Jeter Ave	Darden	Fox Run	0.59	W	2	U	1,080	3	30	14.0	0.0	0.0	0	4.5	-	N	0.0	0	50	4.5	0.25	A	2.73	C
136.0	King Ave/Saugahatchee Rd/Annalue Dr	Airport	University	1.27	E	2	U	370	3	35	10.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	0.98	A	2.96	C
136.0	King Ave/Saugahatchee Rd/Annalue Dr	Airport	University	1.27	W	2	U	370	3	35	10.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	0.98	A	2.96	C
137.0	Lafayette Pkwy	Samford Ave	Lake Condy Rd	0.30	N	4	S	11,390	5	45	12.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	4.85	E	4.49	D
137.0	Lafayette Pkwy	Samford Ave	Lake Condy Rd	0.30	S	4	S	11,390	5	45	12.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	4.85	E	4.49	D
138.0	Lafayette Pkwy	Lake Condy Rd	Old Lafayette Pkwy	0.46	N	4	U	7,680	5	45	12.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	4.38	D	4.22	D
138.0	Lafayette Pkwy	Lake Condy Rd	Old Lafayette Pkwy	0.46	S	4	U	7,680	5	45	12.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	4.38	D	4.22	D
139.0	Lafayette Pkwy	Old Lafayette Pkwy	CR 23	4.40	N	2	U	7,680	5	55	11.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	5.23	E	5.18	E
139.0	Lafayette Pkwy	Old Lafayette Pkwy	CR 23	4.40	S	2	U	7,680	5	55	11.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	5.23	E	5.18	E
140.0	Lafayette Pkwy	CR 23	CR 22	0.35	N	4	U	2,980	9	55	12.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	3.10	C	3.79	D
140.0	Lafayette Pkwy	CR 23	CR 22	0.35	S	4	U	2,980	9	55	12.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	3.10	C	3.79	D

Auburn-Opelika MPO Bicycle and Pedestrian Level of Service Evaluation

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Sidepath (Y/N)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Bicycle LOS		Pedestrian LOS	
						Th #	Con				W_t (ft)	W_l (ft)	W_{ps} (ft)		PC_t (1..5)	PC_l (1..5)						Score (0...7)	Grade (A...F)	Value (0...7)	Grade (A...F)
141.0	Lafayette Pkwy	CR 22	SR 147	0.98	N	2	U	2,760	9	55	11.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	5.44	E	4.26	D
141.0	Lafayette Pkwy	CR 22	SR 147	0.98	S	2	U	2,760	9	55	11.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	5.44	E	4.26	D
142.0	Lake Condy Rd	Industrial Blvd	Andrews Rd	0.15	E	2	U	1,120	3	35	11.5	0.0	0.0	0	4.0	-	N	25.0	0	75	10.0	1.45	A	2.06	B
142.0	Lake Condy Rd	Industrial Blvd	Andrews Rd	0.15	W	2	U	1,120	3	35	11.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	1.45	A	3.00	C
143.0	Lake Condy Rd	Lafayette Pkwy	Industrial Blvd	0.19	E	2	U	1,120	3	35	12.0	0.0	0.0	0	3.5	-	N	15.0	0	100	10.0	1.44	A	1.71	B
143.0	Lake Condy Rd	Lafayette Pkwy	Industrial Blvd	0.19	W	2	U	1,120	3	35	12.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	1.44	A	2.95	C
144.0	CR 173	Lafayette Pkwy	End	0.33	E	2	U	1,160	3	35	9.0	0.0	0.0	0	2.0	-	N	0.0	0	0	0.0	3.55	D	3.32	C
144.0	CR 173	Lafayette Pkwy	End	0.33	W	2	U	1,160	3	35	9.0	0.0	0.0	0	2.0	-	N	0.0	0	0	0.0	3.55	D	3.32	C
145.0	CR 47	Marvyn Pkwy	Society Hill Rd	3.25	E	2	U	1,490	3	45	12.0	0.0	0.0	0	4.5	1.0	N	0.0	0	0	0.0	1.71	B	3.39	C
145.0	CR 47	Marvyn Pkwy	Society Hill Rd	3.25	W	2	U	1,490	3	45	12.0	0.0	0.0	0	4.5	1.0	N	0.0	0	0	0.0	1.71	B	3.39	C
146.0	Long St	Wallace	Auburn	0.58	N	2	U	7,610	3	35	12.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.13	D	4.40	D
146.0	Long St	Wallace	Auburn	0.58	S	2	U	7,610	3	35	12.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.13	D	4.40	D
147.0	Longleaf Dr	College	Walmart Truck	0.20	E	2	S	470	0	35	10.5	0.0	0.0	0	3.5	-	N	2.0	0	100	4.0	2.47	B	2.34	B
147.0	Longleaf Dr	College	Walmart Truck	0.20	W	2	S	470	0	35	10.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	2.47	B	3.71	D
148.0	Longleaf Dr	Walmart Truck	Donahue	0.51	E	2	U	470	0	35	13.5	0.0	0.0	0	3.5	-	N	2.5	0	100	4.0	0.00	A	2.22	B
148.0	Longleaf Dr	Walmart Truck	Donahue	0.51	W	2	U	470	0	35	13.5	0.0	0.0	0	3.5	-	N	2.5	0	100	4.0	0.00	A	2.22	B
149.0	Cusseta Rd	Lafayette Pkwy	End	2.40	N	2	U	760	3	45	10.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	1.50	A	3.34	C
149.0	Cusseta Rd	Lafayette Pkwy	End	2.40	S	2	U	760	3	45	10.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	1.50	A	3.34	C
150.0	Magazine Ave	Auburn	York	0.25	N	2	U	2,840	3	30	11.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	3.02	C	3.49	C
150.0	Magazine Ave	Auburn	York	0.25	S	2	U	2,840	3	30	11.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	3.02	C	3.49	C
151.0	Magazine Ave/14th	RR Bridge	1st Ave	0.01	N	2	U	4,160	3	25	12.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	3.32	C	3.69	D
151.0	Magazine Ave/14th	RR Bridge	1st Ave	0.01	S	2	U	4,160	3	25	12.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	3.32	C	3.69	D
152.0	Magnolia Ave	Byrd	Wire	0.52	E	2	U	1,390	0	20	18.0	0.0	0.0	0	3.5	-	N	0.0	0	75	4.0	0.00	A	2.15	B
152.0	Magnolia Ave	Byrd	Wire	0.52	W	2	U	1,390	0	20	12.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	0.86	A	2.70	C
153.0	Magnolia Ave	Wire	Wright	0.67	E	2	S	10,060	0	25	12.0	0.0	0.0	0	3.5	-	N	10.0	40	100	5.0	3.63	D	2.31	B
153.0	Magnolia Ave	Wire	Wright	0.67	W	2	S	10,060	0	25	12.0	0.0	0.0	0	3.5	-	N	15.0	0	100	5.0	3.63	D	2.71	C
154.0	Magnolia Ave	Wright	College	0.07	E	2	S	9,180	3	25	12.0	0.0	0.0	0	3.5	-	N	10.0	0	100	10.0	3.96	D	2.55	C
154.0	Magnolia Ave	Wright	College	0.07	W	2	S	9,180	3	25	12.0	0.0	0.0	100	3.5	-	N	8.0	0	100	6.0	3.96	B	1.80	B
155.0	Magnolia Ave	College	Gay St	0.11	E	2	U	7,490	3	25	14.0	0.0	0.0	100	4.5	-	N	10.0	0	100	10.0	4.23	D	1.49	A
155.0	Magnolia Ave	College	Gay St	0.11	W	2	U	7,490	3	25	14.0	0.0	0.0	100	4.5	-	N	8.0	0	100	6.0	4.23	D	1.57	B
156.0	Magnolia Ave	Gay St	Ross	0.28	E	2	U	9,180	3	25	14.5	0.0	0.0	0	4.5	-	N	3.5	0	100	5.5	3.38	C	2.81	C
156.0	Magnolia Ave	Gay St	Ross	0.28	W	2	U	9,180	3	25	15.5	0.0	0.0	0	4.5	-	N	20.0	0	100	4.0	3.23	C	2.49	B
157.0	Marvyn Pkwy	Old Columbus	McCoy	0.32	N	4	S	16,470	4	45	10.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.84	E	5.02	E
157.0	Marvyn Pkwy	Old Columbus	McCoy	0.32	S	4	S	16,470	4	45	10.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.84	E	5.02	E
158.0	Marvyn Pkwy	Old Columbus	Williamson	0.21	N	4	U	15,230	4	35	10.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.57	E	4.62	E

Auburn-Opelika MPO Bicycle and Pedestrian Level of Service Evaluation

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Sidepath (Y/N)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Bicycle LOS		Pedestrian LOS	
						Th #	Con				W_t (ft)	W_l (ft)	W_{ps} (ft)		PC_t (1..5)	PC_l (1..5)						Score (0...7)	Grade (A...F)	Value (0...7)	Grade (A...F)
158.0	Marvyn Pkwy	Old Columbus	Williamson	0.21	S	2	U	15,230	4	35	10.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.92	E	5.53	F
160.0	Marvyn Pkwy	Williamson	Crawford	0.14	N	4	S	14,510	4	35	11.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.44	D	4.46	D
160.0	Marvyn Pkwy	Williamson	Crawford	0.14	S	4	S	14,510	4	35	11.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.44	D	4.46	D
161.0	McClure Ave	Collinwood	Gwenmill	0.23	E	2	U	550	3	30	14.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	0.00	A	2.47	B
161.0	McClure Ave	Collinwood	Gwenmill	0.23	W	2	U	550	3	30	14.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	0.00	A	2.47	B
162.0	McClure Ave	Gwenmill	Denson	0.26	E	2	U	550	3	30	20.0	0.0	0.0	0	3.5	-	N	0.0	0	100	4.5	0.00	A	1.92	B
162.0	McClure Ave	Gwenmill	Denson	0.26	W	2	U	550	3	30	20.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	0.00	A	2.03	B
163.0	McClure Ave	Denson	Rocky Brook Rd	0.25	E	2	U	710	3	30	15.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	0.00	A	2.43	B
163.0	McClure Ave	Denson	Rocky Brook Rd	0.25	W	2	U	710	3	30	15.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	0.00	A	2.43	B
164.0	McCoy St	Marvyn	Columbus	1.39	N	6	D	3,950	3	35	10.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	1.95	B	3.18	C
164.0	McCoy St	Marvyn	Columbus	1.39	S	6	D	3,950	3	35	11.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	1.79	B	3.12	C
165.0	Mill Creek Rd	Shell Toomer Pkwy	Sand Hill Rd	1.24	N	2	U	510	0	45	10.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	1.47	A	3.32	C
165.0	Mill Creek Rd	Shell Toomer Pkwy	Sand Hill Rd	1.24	S	2	U	510	0	45	10.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	1.47	A	3.32	C
166.0	Mitcham Ave	Gay St	College St	0.11	E	2	U	10,680	3	25	16.0	0.0	0.0	0	3.5	-	N	0.0	0	100	6.0	3.47	C	3.00	C
166.0	Mitcham Ave	Gay St	College St	0.11	W	2	U	10,680	3	25	16.0	0.0	0.0	0	3.5	-	N	18.0	0	100	4.0	3.47	C	2.70	C
167.0	Martin Luther King Ave/Auburn St	Hurst	East	0.60	E	2	U	4,030	3	30	15.0	0.0	0.0	0	4.0	-	N	7.5	0	95	4.0	3.00	C	2.37	B
167.0	Martin Luther King Ave/Auburn St	Hurst	East	0.60	W	2	U	4,030	3	30	15.0	0.0	0.0	0	4.0	-	N	7.5	0	95	3.5	3.00	C	2.43	B
168.0	Martin Luther King Dr	Chadwick Lane	MPO Limits	2.30	E	2	U	7,840	0	55	13.5	2.5	0.0	0	4.5	2.0	N	0.0	0	0	0.0	3.34	C	5.00	E
168.0	Martin Luther King Dr	Chadwick Lane	MPO Limits	2.30	W	2	U	7,840	0	55	13.5	2.5	0.0	0	4.5	2.0	N	12.0	0	5	5.0	3.34	C	4.92	E
169.0	Martin Luther King Dr	Webster	Chadwick	1.06	E	2	U	9,320	0	55	13.5	2.5	0.0	0	4.5	2.0	N	0.0	0	0	0.0	N/A	B	5.18	E
169.0	Martin Luther King Dr	Webster	Chadwick	1.06	W	2	U	9,320	0	55	13.5	2.5	0.0	0	4.5	2.0	Y	12.0	0	100	8.0	N/A	B	3.47	C
170.0	Martin Luther King Dr	Shug Jordan	Webster	0.96	E	2	U	9,820	0	55	13.5	2.5	0.0	0	4.5	2.0	N	0.0	0	0	0.0	3.45	C	5.24	E
170.0	Martin Luther King Dr	Shug Jordan	Webster	0.96	W	2	U	9,820	0	55	13.5	2.5	0.0	0	4.5	2.0	N	0.0	0	0	0.0	3.45	C	5.24	E
171.0	Martin Luther King Dr	Jordan	Shug Jordan	0.17	E	2	S	7,370	3	45	11.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.40	D	4.79	E
171.0	Martin Luther King Dr	Jordan	Shug Jordan	0.17	W	2	S	7,370	3	45	11.0	0.0	0.0	0	4.0	-	N	12.0	0	100	4.0	4.40	D	3.15	C
172.0	Martin Luther King Dr	Jones	Jordan	0.33	E	2	S	7,180	3	45	11.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.37	D	4.77	E
172.0	Martin Luther King Dr	Jones	Jordan	0.33	W	2	S	7,180	3	45	11.0	0.0	0.0	0	4.0	-	N	0.0	0	100	4.5	4.37	D	3.46	C
173.0	Martin Luther King Dr	Boykin	Jones	0.31	E	2	S	7,180	3	45	11.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.37	D	4.77	E
173.0	Martin Luther King Dr	Boykin	Jones	0.31	W	2	S	7,180	3	45	18.0	7.0	0.0	0	4.0	4.0	N	0.0	0	100	4.5	1.85	B	3.22	C
174.0	Martin Luther King Dr	Donahue	Boykin	0.25	E	2	S	7,180	3	35	12.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	4.21	D	4.35	D
174.0	Martin Luther King Dr	Donahue	Boykin	0.25	W	2	S	7,180	3	35	12.0	0.0	0.0	0	3.5	-	N	6.0	0	100	5.0	4.21	D	2.85	C
175.0	9th St	2nd Ave	Torbert Blvd	0.83	E	4	S	1,020	3	35	12.5	0.0	0.0	0	4.0	-	N	1.0	0	100	5.0	2.21	B	2.21	B
175.0	9th St	2nd Ave	Torbert Blvd	0.83	W	4	S	1,020	3	35	12.5	0.0	0.0	0	4.0	-	N	1.5	0	100	4.0	2.21	B	2.30	B
176.0	Moores Mill Rd	Marvyn	CR 169	4.44	E	2	U	4,900	1	45	11.5	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	3.47	C	4.44	D
176.0	Moores Mill Rd	Marvyn	CR 169	4.44	W	2	U	4,900	1	45	11.5	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	3.47	C	4.44	D

Auburn-Opelika MPO Bicycle and Pedestrian Level of Service Evaluation

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Sidepath (Y/N)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Bicycle LOS		Pedestrian LOS	
						Th #	Con				W_t (ft)	W_l (ft)	W_{ps} (ft)		PC_t (1..5)	PC_l (1..5)						Score (0...7)	Grade (A...F)	Value (0...7)	Grade (A...F)
178.0	Moores Mill Rd	Samford Ave	Sherwood Dr	0.42	N	2	U	3,340	1	25	10.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	2.91	C	3.63	D
178.0	Moores Mill Rd	Samford Ave	Sherwood Dr	0.42	S	2	U	3,340	1	25	10.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	2.91	C	3.63	D
179.0	Moores Mill Rd	Sherwood Dr	University Dr	0.71	N	2	U	4,900	1	35	10.5	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	3.46	C	4.23	D
179.0	Moores Mill Rd	Sherwood Dr	University Dr	0.71	S	2	U	4,900	1	35	10.5	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	3.46	C	4.23	D
180.0	Moores Mill Rd	University Dr	Weatherford St	0.19	E	2	U	11,690	1	45	10.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	4.33	D	5.37	E
180.0	Moores Mill Rd	University Dr	Weatherford St	0.19	W	2	U	11,690	1	45	10.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	4.33	D	5.37	E
181.0	Moores Mill Rd	Weatherford St	Bent Brooke Dr	1.30	E	2	S	11,690	1	45	12.0	0.0	0.0	0	3.5	-	Y	2.0	0	95	8.0	N/A	B	3.72	D
181.0	Moores Mill Rd	Weatherford St	Bent Brooke Dr	1.30	W	2	S	11,690	1	45	12.0	0.0	0.0	0	3.5	-	N	0.0	0	5	4.0	N/A	B	5.15	E
182.0	Moores Mill Rd	Bent Brooke Dr	Marvyn Pkwy	4.33	E	2	U	5,240	1	45	12.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	3.45	C	4.44	D
182.0	Moores Mill Rd	Bent Brooke Dr	Marvyn Pkwy	4.33	W	2	U	5,240	1	45	12.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	3.45	C	4.44	D
183.0	Morris Ave	Oak Bowery Rd	Lafayette Pkwy	1.88	E	2	U	2,890	3	35	10.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	3.18	C	3.75	D
183.0	Morris Ave	Oak Bowery Rd	Lafayette Pkwy	1.88	W	2	U	2,890	3	35	10.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	3.18	C	3.75	D
184.0	Mrs James Rd	Farmville Rd	CR 188	3.52	E	2	U	308	3	45	10.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	0.96	A	3.27	C
184.0	Mrs James Rd	Farmville Rd	CR 188	3.52	W	2	U	308	3	45	10.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	0.96	A	3.27	C
185.0	N 30th St	Cunningham	Pepperell	0.34	N	2	U	3,530	3	30	15.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	2.77	C	3.36	C
185.0	N 30th St	Cunningham	Pepperell	0.34	S	2	U	3,530	3	30	14.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	2.87	C	3.40	C
186.0	New Salem Rd	CR 169	End	0.50	E	2	U	490	5	45	10.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	1.32	A	3.31	C
186.0	New Salem Rd	CR 169	End	0.50	W	2	U	490	5	45	10.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	1.32	A	3.31	C
187.0	Northpark Dr	Anderson Rd	Walmart Distribution	1.16	N	2	U	308	3	35	12.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	0.00	A	2.67	C
187.0	Northpark Dr	Anderson Rd	Walmart Distribution	1.16	S	2	U	308	3	35	12.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	0.00	A	2.67	C
188.0	Northpark Dr	Walmart Distribution	Andrews Rd	0.54	N	2	S	308	3	35	12.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	1.97	B	3.53	D
188.0	Northpark Dr	Walmart Distribution	Andrews Rd	0.54	S	2	S	308	3	35	12.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	1.97	B	3.53	D
189.0	Northpark Dr	Andrews Rd	End	0.56	N	2	S	308	3	35	12.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	1.97	B	3.53	D
189.0	Northpark Dr	Andrews Rd	End	0.56	S	2	S	308	3	35	12.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	1.97	B	3.53	D
190.0	Oak Bowery Rd	Morris Ave	Grand National Pkwy	3.01	N	2	U	860	4	45	9.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	2.26	B	3.54	D
190.0	Oak Bowery Rd	Morris Ave	Grand National Pkwy	3.01	S	2	U	860	4	45	9.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	2.26	B	3.54	D
191.0	Oak Bowery Rd	Ridgewood Ct	Morris Ave	1.48	N	2	U	1,980	4	45	11.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	2.66	C	3.59	D
191.0	Oak Bowery Rd	Ridgewood Ct	Morris Ave	1.48	S	2	U	1,980	4	45	11.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	2.66	C	3.59	D
192.0	Oak Bowery Rd	Sunset Ct	Ridgewood Ct	0.33	N	2	U	1,890	3	35	14.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	1.58	B	3.01	C
192.0	Oak Bowery Rd	Sunset Ct	Ridgewood Ct	0.33	S	2	U	1,890	3	35	14.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	1.58	B	3.01	C
193.0	Ogletree Rd	Moores Mill Rd	Wrights Mill Rd	3.39	N	2	U	4,760	3	45	14.0	4.0	0.0	0	3.5	3.0	N	0.0	0	0	0.0	3.19	C	4.19	D
193.0	Ogletree Rd	Moores Mill Rd	Wrights Mill Rd	3.39	S	2	U	4,760	3	45	14.0	4.0	0.0	0	3.5	3.0	N	0.0	0	5	4.0	3.19	C	4.14	D
194.0	Old Columbus Rd	Columbus Pkwy	Uniroyal Rd	3.68	E	2	U	890	3	45	10.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	1.72	B	3.43	C
194.0	Old Columbus Rd	Columbus Pkwy	Uniroyal Rd	3.68	W	2	U	890	3	45	10.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	1.72	B	3.43	C
195.0	Old Columbus Rd	Uniroyal Rd	Marvyn	2.27	E	2	U	4,650	3	45	10.0	0.0	0.0	0	3.0	-	N	0.0	0	0	0.0	4.36	D	4.59	E

Auburn-Opelika MPO Bicycle and Pedestrian Level of Service Evaluation

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Sidepath (Y/N)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Bicycle LOS		Pedestrian LOS	
						Th #	Con				W_t (ft)	W_l (ft)	W_{ps} (ft)		PC_t (1..5)	PC_l (1..5)						Score (0...7)	Grade (A...F)	Value (0...7)	Grade (A...F)
195.0	Old Columbus Rd	Uniroyal Rd	Marvyn	2.27	W	2	U	4,650	3	45	10.0	0.0	0.0	0	3.0	-	N	0.0	0	0	0.0	4.36	D	4.59	E
196.0	Old Mill Rd	Dean Rd	Oak St	0.23	E	2	U	650	3	25	13.5	0.0	0.0	25	3.5	-	N	8.0	0	100	4.0	0.53	A	1.51	B
196.0	Old Mill Rd	Dean Rd	Oak St	0.23	W	2	U	650	3	25	13.5	0.0	0.0	5	3.5	-	N	0.0	0	0	0.0	0.07	A	2.44	B
197.0	Old Mill Rd	Oak St	University Drive	0.49	E	2	U	650	3	25	14.0	0.0	0.0	0	3.5	-	N	4.0	0	50	4.0	0.00	A	2.54	C
197.0	Old Mill Rd	Oak St	University Drive	0.49	W	2	U	650	3	25	14.0	0.0	0.0	0	3.5	-	N	4.0	0	50	4.0	0.00	A	2.54	C
198.0	Old Opelika Rd/Airport Rd	Frederick Rd	Pepperell	1.39	E	2	U	3,080	3	30	10.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	3.25	C	3.63	D
198.0	Old Opelika Rd/Airport Rd	Frederick Rd	Pepperell	1.39	W	2	U	3,080	3	30	10.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	3.25	C	3.63	D
199.0	Opelika Rd	Temple	Ross	0.38	E	2	S	20,750	3	35	11.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	4.85	E	6.03	F
199.0	Opelika Rd	Temple	Ross	0.38	W	2	S	20,750	3	35	11.5	0.0	0.0	0	3.5	-	N	0.0	0	25	4.5	4.85	E	5.71	F
200.0	Opelika Rd	Ross	Gay	0.24	E	2	D	15,930	3	25	12.0	0.0	0.0	0	5.0	-	N	0.0	0	100	4.5	3.92	D	3.91	D
200.0	Opelika Rd	Ross	Gay	0.24	W	2	D	15,930	3	25	12.0	0.0	0.0	0	5.0	-	N	0.0	0	100	4.5	3.92	D	3.91	D
201.0	Patrick St	County Line	County Line	0.57	E	2	U	510	3	25	10.0	0.0	0.0	0	3.0	-	N	0.0	0	0	0.0	1.31	A	2.76	C
201.0	Patrick St	County Line	County Line	0.57	W	2	U	510	3	25	10.0	0.0	0.0	0	3.0	-	N	0.0	0	0	0.0	1.31	A	2.76	C
202.0	Patrick St	County Line	US 280	0.27	E	2	U	510	3	25	11.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	0.57	A	2.59	C
202.0	Patrick St	County Line	US 280	0.27	W	2	U	510	3	25	11.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	0.57	A	2.59	C
203.0	Pepperell Pkwy	US 280	N 26th St	0.40	E	4	S	27,710	3	45	12.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	4.53	E	5.47	E
203.0	Pepperell Pkwy	US 280	N 26th St	0.40	W	6	S	27,710	3	45	10.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	4.55	E	5.13	E
204.0	Pepperell Pkwy	N 26th St	University	2.12	E	4	S	27,430	3	45	11.5	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	4.58	E	5.50	E
204.0	Pepperell Pkwy	N 26th St	University	2.12	W	4	S	27,430	3	45	11.5	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	4.58	E	5.50	E
205.0	Opelika Rd	University	Temple St	1.41	E	4	S	19,950	3	45	12.0	0.0	0.0	0	4.5	-	N	2.0	0	90	4.0	4.37	D	3.88	D
205.0	Opelika Rd	University	Temple St	1.41	W	4	S	19,950	3	45	12.0	0.0	0.0	0	4.5	-	N	0.0	0	10	5.0	4.37	D	4.87	E
206.0	Perry St	Opelika	Drake	0.11	N	2	U	640	3	25	15.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	0.00	A	2.29	B
206.0	Perry St	Opelika	Drake	0.11	S	2	U	640	3	25	15.0	0.0	0.0	0	4.5	-	N	2.0	0	100	4.0	0.00	A	1.96	B
207.0	Pleasant Dr	Waverly Pkwy	Pepperell Pkwy	0.63	N	2	U	850	3	35	10.5	0.0	0.0	0	4.0	-	N	0.0	0	10	4.0	1.47	A	3.62	D
207.0	Pleasant Dr	Waverly Pkwy	Pepperell Pkwy	0.63	S	2	U	850	3	35	10.5	0.0	0.0	0	4.0	-	N	1.0	0	10	4.0	1.47	A	3.62	D
208.0	Renfro Ave	8th	Bonita	0.24	E	2	U	490	3	30	11.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	0.48	A	2.69	C
208.0	Renfro Ave	8th	Bonita	0.24	W	2	U	490	3	30	11.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	0.48	A	2.69	C
209.0	Ridge Rd	Uniroyal	CR 61	2.78	E	2	U	780	3	35	10.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	1.37	A	3.02	C
209.0	Ridge Rd	Uniroyal	CR 61	2.78	W	2	U	780	3	35	10.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	1.37	A	3.02	C
210.0	Robert Trent Jones Trail	Grand National Pkwy	Marriot	2.45	E	2	D	1,140	3	35	13.5	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	2.40	B	3.48	C
210.0	Robert Trent Jones Trail	Grand National Pkwy	Marriot	2.45	W	2	D	1,140	3	35	13.5	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	2.40	B	3.48	C
211.0	Robert Trent Jones Trail	Marriot	Clubhouse	0.86	E	2	D	1,140	3	35	14.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	2.33	B	3.43	C
211.0	Robert Trent Jones Trail	Marriot	Clubhouse	0.86	W	2	D	1,140	3	35	14.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	2.33	B	3.43	C
212.0	Rocky Brook Rd	Hillcrest Ave	McClure Ave	0.57	N	2	U	2,860	3	35	14.0	3.0	0.0	0	4.0	4.0	N	0.0	0	0	0.0	1.98	B	3.64	D
212.0	Rocky Brook Rd	Hillcrest Ave	McClure Ave	0.57	S	2	U	2,860	3	35	15.5	4.0	0.0	0	4.0	4.0	N	0.0	0	0	0.0	1.40	A	3.52	D

Auburn-Opelika MPO Bicycle and Pedestrian Level of Service Evaluation

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Sidepath (Y/N)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Bicycle LOS		Pedestrian LOS	
						Th #	Con				W_t (ft)	W_l (ft)	W_{ps} (ft)		PC_t (1..5)	PC_l (1..5)						Score (0...7)	Grade (A...F)	Value (0...7)	Grade (A...F)
213.0	Rocky Brook Rd	Highland Ave	Hillcrest Ave	0.08	N	2	U	2,860	3	35	14.0	2.5	0.0	0	4.0	4.0	N	0.0	0	0	0.0	2.04	B	3.64	D
213.0	Rocky Brook Rd	Highland Ave	Hillcrest Ave	0.08	S	2	U	2,860	3	35	14.0	3.0	0.0	0	4.0	4.0	N	0.0	0	0	0.0	1.98	B	3.64	D
214.0	Rocky Brook Rd	Morris Ave	Highland Ave	0.92	N	2	U	1,980	3	35	18.0	5.0	0.0	0	4.0	4.0	N	0.0	0	0	0.0	0.00	A	3.23	C
214.0	Rocky Brook Rd	Morris Ave	Highland Ave	0.92	S	2	U	1,980	3	35	18.0	5.0	0.0	0	4.0	4.0	N	0.0	0	0	0.0	0.00	A	3.23	C
215.0	Ross St	Opelika Rd	Thach Ave	0.60	N	2	U	6,660	3	25	14.5	0.0	0.0	0	4.0	-	N	4.0	0	75	4.0	3.26	C	2.93	C
215.0	Ross St	Opelika Rd	Thach Ave	0.60	S	2	U	6,660	3	25	14.5	0.0	0.0	0	4.0	-	N	4.0	0	100	4.0	3.26	C	2.63	C
216.0	Chewacla Dr	Thach Ave	Samford Ave	0.48	N	2	U	1,480	3	25	13.5	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	0.76	A	2.68	C
216.0	Chewacla Dr	Thach Ave	Samford Ave	0.48	S	2	U	1,480	3	25	13.5	0.0	0.0	0	4.5	-	N	0.0	0	100	4.5	0.76	A	2.12	B
217.0	Samford Ave	Shug Jordan	Donahue	1.09	E	2	S	7,380	3	40	16.0	5.0	0.0	0	4.0	4.0	N	2.5	0	100	10.0	2.72	C	2.81	C
217.0	Samford Ave	Shug Jordan	Donahue	1.09	W	2	S	7,380	3	40	16.0	5.0	0.0	0	4.0	4.0	N	0.0	0	0	0.0	2.72	C	4.17	D
218.0	Samford Ave	Donahue	Duncan	0.16	E	2	U	7,260	3	40	18.0	5.0	0.0	0	4.0	4.0	N	0.0	0	100	6.0	2.26	B	2.92	C
218.0	Samford Ave	Donahue	Duncan	0.16	W	2	U	7,260	3	40	30.0	17.0	12.0	100	4.0	4.0	N	0.0	0	100	6.0	1.26	A	1.83	B
219.0	Samford Ave	Duncan	Mell	0.23	E	2	U	8,270	3	25	20.0	6.0	0.0	0	4.0	4.0	N	20.0	0	100	8.0	1.09	A	2.10	B
219.0	Samford Ave	Duncan	Mell	0.23	W	2	U	8,270	3	25	20.0	6.0	0.0	0	4.0	4.0	N	1.0	0	100	6.0	1.09	A	2.59	C
220.0	Samford Ave	Mell	Gay	0.24	E	2	S	8,270	3	25	11.0	0.0	0.0	0	4.0	-	N	2.0	0	50	4.0	3.87	D	3.69	D
220.0	Samford Ave	Mell	Gay	0.24	W	2	S	8,270	3	25	11.0	0.0	0.0	0	4.0	-	N	2.0	0	100	4.0	3.87	D	3.03	C
221.0	Samford Ave	Gay	Moores Mill	0.33	E	2	U	8,930	1	25	12.0	0.0	0.0	0	3.5	-	N	3.0	0	100	4.0	3.61	D	3.03	C
221.0	Samford Ave	Gay	Moores Mill	0.33	W	2	U	8,930	1	25	12.0	0.0	0.0	0	3.5	-	N	3.0	0	100	4.0	3.61	D	3.03	C
222.0	Samford Ave	Moores Mill	Dean	0.56	E	2	U	7,380	3	30	13.0	2.0	0.0	0	3.5	3.5	N	0.0	0	0	0.0	3.69	D	4.15	D
222.0	Samford Ave	Moores Mill	Dean	0.56	W	2	U	7,380	3	30	13.0	2.0	0.0	0	3.5	3.5	N	0.0	0	100	4.0	3.69	D	3.03	C
223.0	Samford Ave	Dean	Oak	0.17	E	2	S	4,820	3	30	19.0	7.0	0.0	0	3.5	3.5	N	1.0	0	100	4.0	1.04	A	2.47	B
223.0	Samford Ave	Dean	Oak	0.17	W	2	S	4,820	3	30	19.0	7.0	0.0	0	3.5	3.5	N	1.0	0	100	4.0	1.04	A	2.47	B
224.0	Samford Ave	Oak	University	0.55	E	2	U	3,530	3	30	18.5	5.0	0.0	0	3.5	3.5	N	2.0	0	100	4.0	1.03	A	2.31	B
224.0	Samford Ave	Oak	University	0.55	W	2	U	3,530	3	30	17.5	4.0	0.0	0	3.5	3.5	N	0.0	0	0	0.0	1.51	B	3.31	C
225.0	Samford Ave	Fox Run Pkwy	Plum	0.72	E	4	U	15,320	3	35	10.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	4.26	D	4.63	E
225.0	Samford Ave	Fox Run Pkwy	Plum	0.72	W	4	U	15,320	3	35	10.0	0.0	0.0	0	4.5	-	N	1.5	0	100	4.5	4.26	D	3.18	C
226.0	Samford Ave	Plum	6th St	0.47	E	2	S	15,320	3	35	12.0	0.0	0.0	0	4.5	-	N	0.0	0	100	5.5	4.38	D	3.97	D
226.0	Samford Ave	Plum	6th St	0.47	W	2	S	15,320	3	35	12.0	0.0	0.0	0	4.5	-	N	8.5	0	100	4.5	4.38	D	3.80	D
227.0	Sand Hill Rd	College St	Society Hill Rd	5.30	E	2	U	2,230	9	45	10.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	4.81	E	3.79	D
227.0	Sand Hill Rd	College St	Society Hill Rd	5.30	W	2	U	2,230	9	45	10.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	4.81	E	3.79	D
228.0	Shell Toomer Pkwy	Wrights Mill Rd	College St	1.52	E	2	U	3,590	3	45	11.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	N/A	A	4.23	D
228.0	Shell Toomer Pkwy	Wrights Mill Rd	College St	1.52	W	2	U	3,590	3	45	11.0	0.0	0.0	0	4.5	-	Y	85.0	0	100	10.0	N/A	A	1.34	A
229.0	Shelton Mill Rd	US 280	College St	3.01	N	2	U	6,050	5	45	11.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.84	E	4.63	E
229.0	Shelton Mill Rd	US 280	College St	3.01	S	2	U	6,050	5	45	11.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.84	E	4.63	E
230.0	Shug Jordan Pkwy	N Donahue	MLK	1.77	N	4	U	16,140	4	55	14.5	3.0	0.0	0	4.5	4.5	N	0.0	0	0	0.0	3.84	D	4.94	E

Auburn-Opelika MPO Bicycle and Pedestrian Level of Service Evaluation

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Sidepath (Y/N)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Bicycle LOS		Pedestrian LOS	
						Th #	Con				W_t (ft)	W_l (ft)	W_{ps} (ft)		PC_t (1..5)	PC_l (1..5)						Score (0...7)	Grade (A...F)	Value (0...7)	Grade (A...F)
230.0	Shug Jordan Pkwy	N Donahue	MLK	1.77	S	4	U	16,140	4	55	14.5	3.0	0.0	0	4.5	4.5	N	0.0	0	0	0.0	3.84	D	4.94	E
231.0	Society Hill Rd	Gateway	Williamson	0.86	N	2	U	1,760	3	45	11.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	2.20	B	3.53	D
231.0	Society Hill Rd	Gateway	Williamson	0.86	S	2	U	1,760	3	45	11.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	2.20	B	3.53	D
232.0	Society Hill Rd	Williamson	Wallace	0.14	N	2	S	2,250	3	35	12.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	3.12	C	3.77	D
232.0	Society Hill Rd	Williamson	Wallace	0.14	S	2	S	2,250	3	35	12.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	3.12	C	3.77	D
233.0	Society Hill Rd	CR 47	Gateway Drive	5.72	N	2	U	2,650	3	45	11.5	0.0	0.0	0	3.0	-	N	0.0	0	0	0.0	3.23	C	3.82	D
233.0	Society Hill Rd	CR 47	Gateway Drive	5.72	S	2	U	2,650	3	45	11.0	0.0	0.0	0	3.0	-	N	0.0	0	0	0.0	3.34	C	3.87	D
234.0	Saugahatchee Lake Rd	Waverly Pkwy	Water St	0.40	N	2	S	880	3	45	18.5	8.0	0.0	0	3.5	3.5	N	0.0	0	0	0.0	0.05	A	3.38	C
234.0	Saugahatchee Lake Rd	Waverly Pkwy	Water St	0.40	S	2	S	880	3	45	18.5	8.0	0.0	0	3.5	3.5	N	0.0	0	0	0.0	0.05	A	3.38	C
235.0	Spring Villa Rd	CR 169	End	1.04	E	2	U	30	4	45	10.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	0.10	A	3.19	C
235.0	Spring Villa Rd	CR 169	End	1.04	W	2	U	30	4	45	10.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	0.10	A	3.19	C
236.0	Stonewall Rd	Heath Rd	CR 35	4.09	N	2	U	220	6	45	9.5	0.0	0.0	0	3.0	-	N	0.0	0	0	0.0	1.32	A	3.30	C
236.0	Stonewall Rd	Heath Rd	CR 35	4.09	S	2	U	220	6	45	9.5	0.0	0.0	0	3.0	-	N	0.0	0	0	0.0	1.32	A	3.30	C
237.0	Tempcopy St/ Veterans Plwy	Pepperell Pkwy	Waverly Pkwy	2.25	N	2	U	830	3	45	20.0	9.0	0.0	0	3.5	3.5	N	0.0	0	0	0.0	0.00	A	3.27	C
237.0	Tempcopy St/ Veterans Plwy	Pepperell Pkwy	Waverly Pkwy	2.25	S	2	U	830	3	45	20.0	9.0	0.0	0	3.5	3.5	N	0.0	0	0	0.0	0.00	A	3.27	C
238.0	Terracewood Dr	Welcome Ln	Waverly	0.19	E	2	U	1,040	3	35	13.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	0.97	A	2.83	C
238.0	Terracewood Dr	Welcome Ln	Waverly	0.19	W	2	U	1,040	3	35	13.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	0.97	A	2.83	C
239.0	Thach Ave	College	Gay St	0.11	E	2	S	5,490	3	25	14.5	4.0	0.0	0	4.0	3.5	N	0.0	0	100	4.0	2.53	C	2.63	C
239.0	Thach Ave	College	Gay St	0.11	W	2	S	5,490	3	25	10.5	0.0	0.0	0	4.0	-	N	0.0	0	100	4.0	3.60	D	2.79	C
240.0	Thach Ave	Gay St	Chewacla Dr	0.29	E	2	U	6,520	3	25	15.0	4.0	0.0	0	3.0	3.5	N	8.0	0	100	4.0	2.82	C	2.49	B
240.0	Thach Ave	Gay St	Chewacla Dr	0.29	W	2	U	6,520	3	25	15.0	4.0	0.0	0	3.0	3.5	N	8.0	0	100	4.0	2.82	C	2.49	B
241.0	Thach Ave	Chewacla Dr	Homewood Dr	0.23	E	2	U	4,660	3	25	15.0	3.5	0.0	0	3.5	3.5	N	0.0	0	50	4.0	2.46	B	3.02	C
241.0	Thach Ave	Chewacla Dr	Homewood Dr	0.23	W	2	U	4,660	3	25	14.5	3.5	0.0	0	3.5	3.5	N	0.0	0	100	4.0	2.55	C	2.53	C
242.0	Thach Ave	Homewood Dr	Dean Rd	0.35	E	2	U	4,860	3	25	17.0	4.0	0.0	0	3.5	3.5	N	0.0	0	0	0.0	2.00	B	3.41	C
242.0	Thach Ave	Homewood Dr	Dean Rd	0.35	W	2	U	4,860	3	25	17.0	4.0	0.0	0	3.5	3.5	N	1.5	0	100	4.0	2.00	B	2.42	B
243.0	Thomason Dr	Gateway	1st Ave	0.36	N	4	U	760	3	35	12.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	0.08	A	2.74	C
243.0	Thomason Dr	Gateway	1st Ave	0.36	S	4	U	760	3	25	12.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	0.00	A	2.50	B
244.0	Uniroyal Rd	Crawford	Columbus Pkwy/Tolbert Blvd	3.04	N	2	U	2,300	3	45	10.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	2.85	C	3.86	D
244.0	Uniroyal Rd	Crawford	Columbus Pkwy/Tolbert Blvd	3.04	S	2	U	2,300	3	45	10.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	2.85	C	3.86	D
245.0	University Dr	Wrights Mill	S College	1.75	E	2	S	9,470	3	30	14.0	3.0	0.0	0	4.0	4.0	N	5.0	0	5	5.0	3.36	C	4.23	D
245.0	University Dr	Wrights Mill	S College	1.75	W	2	S	9,470	3	30	14.0	3.0	0.0	0	4.0	4.0	N	2.0	0	5	4.0	3.36	C	4.24	D
246.0	Shug Jordan Pkwy	S College	MLK	2.23	N	4	U	21,690	1	55	14.0	3.0	0.0	0	4.5	4.5	N	0.0	0	0	0.0	3.22	C	5.32	E
246.0	Shug Jordan Pkwy	S College	MLK	2.23	S	4	U	21,690	1	55	14.0	3.0	0.0	0	4.5	4.5	N	0.0	0	0	0.0	3.22	C	5.32	E
247.0	University Dr	Samford Ave	Wrights Mill	1.78	N	2	S	9,220	3	30	14.5	3.5	0.0	0	4.0	4.0	N	0.0	0	0	0.0	3.18	C	4.23	D
247.0	University Dr	Samford Ave	Wrights Mill	1.78	S	2	S	9,220	3	30	14.5	3.5	0.0	0	4.0	4.0	N	0.0	0	0	0.0	3.18	C	4.23	D

Auburn-Opelika MPO Bicycle and Pedestrian Level of Service Evaluation

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Sidepath (Y/N)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Bicycle LOS		Pedestrian LOS	
						Th #	Con				W_t (ft)	W_l (ft)	W_{ps} (ft)		PC_t (1..5)	PC_l (1..5)						Score (0...7)	Grade (A...F)	Value (0...7)	Grade (A...F)
248.0	University Dr	Glenn	Opelika Rd	1.02	N	4	U	14,610	3	45	10.5	0.0	0.0	0	3.5	-	N	0.0	0	100	5.0	4.60	E	3.43	C
248.0	University Dr	Glenn	Opelika Rd	1.02	S	4	U	14,610	3	45	10.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	4.60	E	4.85	E
249.0	University Dr	Stocker St	Deklab St	0.61	E	4	U	15,520	3	45	11.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.45	D	4.84	E
249.0	University Dr	Stocker St	Deklab St	0.61	W	4	U	15,520	3	45	11.0	0.0	0.0	0	4.0	-	N	0.0	0	50	5	4.45	D	4.16	D
250.0	University Dr	Dekalb St	Shelton Mill	0.16	E	4	S	15,520	3	45	12.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.34	D	4.74	E
250.0	University Dr	Dekalb St	Shelton Mill	0.16	W	4	S	15,520	3	45	12.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.34	D	4.74	E
251.0	University Dr	Shelton Mill	College	0.90	E	4	U	14,220	3	45	19.0	8.0	0.0	0	4.0	2.0	N	0.0	0	0	0.0	2.33	B	4.10	D
251.0	University Dr	Shelton Mill	College	0.90	W	4	U	14,220	3	45	19.0	8.0	0.0	0	4.0	2.0	N	0.0	0	0	0.0	2.33	B	4.10	D
252.0	University Dr	Opelika Rd	Stoker St	0.65	E	4	S	14,220	3	45	12.0	0.0	0.0	0	4.0	-	N	2.0	0	25	5.0	4.25	D	4.32	D
252.0	University Dr	Opelika Rd	Stoker St	0.65	W	4	S	14,220	3	45	12.0	0.0	0.0	0	4.0	-	N	2.0	0	100	5.0	4.25	D	3.29	C
253.0	University Dr	Samford Ave	Glenn	0.83	N	2	S	8,630	3	35	15.0	4.0	0.0	0	4.0	3.5	N	0.0	0	0	0.0	3.20	C	4.24	D
253.0	University Dr	Samford Ave	Glenn	0.83	S	2	S	8,630	3	35	15.0	4.0	0.0	0	4.0	3.5	N	0.0	0	0	0.0	3.20	C	4.24	D
254.0	Shug Jordan Pkwy	College St	Donahue Dr	1.06	E	4	U	17,460	3	55	14.0	2.5	0.0	0	4.0	4.0	N	0.0	0	0	0.0	3.88	D	5.06	E
254.0	Shug Jordan Pkwy	College St	Donahue Dr	1.06	W	4	U	17,460	3	55	13.5	2.5	0.0	0	4.0	4.0	N	0.0	0	0	0.0	3.96	D	5.11	E
255.0	US 280/Gateway Dr	Veterans Pkwy	SR 147/College St	7.57	E	4	D	15,700	8	65	20.0	8.5	0.0	0	4.5	4.0	N	0.0	0	0	0.0	3.03	C	4.99	E
255.0	US 280/Gateway Dr	Veterans Pkwy	SR 147/College St	7.57	W	4	D	15,700	8	65	20.0	8.5	0.0	0	4.5	4.0	N	0.0	0	0	0.0	3.03	C	4.99	E
256.0	Veterans Pkwy	Water St	Oak Bowery Rd	1.80	N	2	U	830	3	45	20.0	8.5	0.0	0	3.5	3.5	N	0.0	0	0	0.0	0.00	A	3.27	C
256.0	Veterans Pkwy	Water St	Oak Bowery Rd	1.80	S	2	U	830	3	45	20.0	8.5	0.0	0	3.5	3.5	N	0.0	0	0	0.0	0.00	A	3.27	C
257.0	Waverly Pkwy	Terracewood	Pleasant	0.18	E	2	U	3,920	3	35	9.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	3.90	D	4.21	D
257.0	Waverly Pkwy	Terracewood	Pleasant	0.18	W	2	U	3,920	3	35	9.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	3.90	D	4.21	D
258.0	Waverly Pkwy/Fitzpatrick Ave	Pleasant	Westwood St	0.31	E	2	U	4,530	3	35	10.0	0.0	0.0	0	3.0	-	N	0.0	0	0	0.0	4.18	D	4.26	D
258.0	Waverly Pkwy/Fitzpatrick Ave	Pleasant	Westwood St	0.31	W	2	U	4,530	3	35	10.0	0.0	0.0	0	3.0	-	N	0.0	0	0	0.0	4.18	D	4.26	D
259.0	Fitzpatrick Ave/4th Ave	Westwood St	10th	0.37	E	2	U	3,730	3	35	13.0	0.0	0.0	0	3.5	-	N	2.0	20	100	4.0	3.38	C	2.37	B
259.0	Fitzpatrick Ave/4th Ave	Westwood St	10th	0.37	W	2	U	3,730	3	35	13.0	0.0	0.0	0	3.5	-	N	2.0	20	100	4.0	3.38	C	2.37	B
260.0	Waverly Pkwy	Veterans Pkwy	Terracewood Dr	1.60	E	2	U	4,490	3	35	9.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	4.04	D	4.31	D
260.0	Waverly Pkwy	Veterans Pkwy	Terracewood Dr	1.60	W	2	U	4,490	3	35	9.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	4.04	D	4.31	D
261.0	Waverly Pkwy	US 280	RR Bridge	0.76	E	2	U	4,490	3	45	10.0	0.0	0.0	0	3.0	-	N	0.0	0	0	0.0	4.33	D	4.57	E
261.0	Waverly Pkwy	US 280	RR Bridge	0.76	W	2	U	4,490	3	45	9.0	0.0	0.0	0	3.0	-	N	0.0	0	0	0.0	4.42	D	4.69	E
262.0	Waverly Pkwy	RR Bridge	Veterans Pkwy	0.28	E	2	U	1,880	3	45	10.0	0.0	0.0	0	3.0	-	N	0.0	0	0	0.0	3.01	C	3.73	D
262.0	Waverly Pkwy	RR Bridge	Veterans Pkwy	0.28	W	2	U	1,880	3	45	9.0	0.0	0.0	0	3.0	-	N	0.0	0	0	0.0	3.23	C	3.87	D
263.0	Webster Rd	Wire	McMillan	1.07	N	2	U	5,580	3	35	9.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.08	D	4.44	D
263.0	Webster Rd	Wire	McMillan	1.07	S	2	U	5,580	3	35	9.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.08	D	4.44	D
264.0	Webster Rd	McMillan	MLK	0.36	N	2	S	4,860	3	35	12.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	3.63	D	4.01	D
264.0	Webster Rd	McMillan	MLK	0.36	S	2	S	4,860	3	35	12.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	3.63	D	4.01	D
265.0	West Point Pkwy	Andrews Rd	End	4.82	N	2	U	5,950	4	55	11.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	4.81	E	4.97	E

Auburn-Opelika MPO Bicycle and Pedestrian Level of Service Evaluation

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Sidepath (Y/N)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Bicycle LOS		Pedestrian LOS	
						Th #	Con				W_t (ft)	W_l (ft)	W_{ps} (ft)		PC_t (1..5)	PC_l (1..5)						Score (0...7)	Grade (A...F)	Value (0...7)	Grade (A...F)
265.0	West Point Pkwy	Andrews Rd	End	4.82	S	2	U	5,950	4	55	11.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	4.81	E	4.97	E
266.0	Williamson Ave	Poplar St	Marvyn	0.30	E	2	U	4,440	3	35	14.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	3.25	C	3.82	D
266.0	Williamson Ave	Poplar St	Marvyn	0.30	W	2	U	4,440	3	35	14.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	3.25	C	3.82	D
267.0	Williamson Ave	Society Hill	Poplar St	0.70	E	2	S	7,090	3	35	12.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.05	D	4.34	D
267.0	Williamson Ave	Society Hill	Poplar St	0.70	W	2	S	7,090	3	35	12.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.05	D	4.34	D
268.0	Wire Rd	County Line	Chadwick Lane	3.58	E	2	U	3,820	3	45	10.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	3.75	D	4.37	D
268.0	Wire Rd	County Line	Chadwick Lane	3.58	W	2	U	3,820	3	45	10.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	3.75	D	4.37	D
269.0	Wire Rd	Chadwick Lane	Cox	1.58	E	2	U	5,650	3	45	10.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	N/A	B	4.65	E
269.0	Wire Rd	Chadwick Lane	Cox	1.58	W	2	U	5,650	3	45	10.5	0.0	0.0	0	4.0	-	Y	5.0	0	100	8.0	N/A	B	2.88	C
270.0	Wire Rd	Cox	Webster	0.59	E	4	U	11,810	3	45	12.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.05	D	4.52	E
270.0	Wire Rd	Cox	Webster	0.59	W	4	U	11,810	3	45	12.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	4.05	D	4.52	E
271.0	Wire Rd	Webster	Simms	0.69	E	4	U	14,490	3	50	12.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	N/A	B	4.87	E
271.0	Wire Rd	Webster	Simms	0.69	W	4	U	14,490	3	50	12.0	0.0	0.0	0	3.5	-	Y	20.0	0	100	10.0	N/A	B	2.84	C
272.0	Wire Rd	Simms	Samford Ave	0.89	E	4	U	11,820	3	40	17.0	5.5	0.0	0	3.5	4.0	N	0.0	0	0	0.0	2.31	B	3.92	D
272.0	Wire Rd	Simms	Samford Ave	0.89	W	4	U	11,820	3	40	17.0	5.5	0.0	0	3.5	4.0	N	0.0	0	0	0.0	2.31	B	3.92	D
273.0	Woodfield Dr	Wrights Mill	College	0.68	E	2	U	1,500	3	25	14.5	0.0	0.0	0	3.0	-	N	0.0	0	0	0.0	0.85	A	2.60	C
273.0	Woodfield Dr	Wrights Mill	College	0.68	W	2	U	1,500	3	25	14.5	0.0	0.0	0	3.0	-	N	2.0	0	100	4.0	0.85	A	2.08	B
274.0	Woodfield Dr	College	Donahue	0.31	E	2	U	580	3	25	12.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	0.47	A	2.56	C
274.0	Woodfield Dr	College	Donahue	0.31	W	2	U	580	3	25	12.0	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	0.47	A	2.56	C
275.0	Wrights Mill Rd	University	Camellia Dr	0.51	N	2	U	1,440	3	35	11.0	0.0	0.0	0	4.5	-	N	0.0	0	75	4.0	1.83	B	2.83	C
275.0	Wrights Mill Rd	University	Camellia Dr	0.51	S	2	U	1,440	3	35	11.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	1.83	B	3.16	C
276.0	Wrights Mill Rd	Camellia	Reese	0.56	N	2	U	1,440	3	25	18.5	8.0	0.0	10	4.0	4.0	N	0.0	0	100	4.0	0.00	A	1.87	B
276.0	Wrights Mill Rd	Camellia	Reese	0.56	s	2	U	1,440	3	25	10.5	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	1.80	B	2.98	C
277.0	Wrights Mill Rd	Reese	Samford Ave	0.14	N	2	U	1,630	3	25	15.0	0.0	0.0	0	4.5	-	N	0.0	0	100	4.0	0.38	A	2.15	B
277.0	Wrights Mill Rd	Reese	Samford Ave	0.14	S	2	U	1,630	3	25	15.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	0.38	A	2.60	C
278.0	Wrights Mill Rd	University Drive	Binford Dr	0.14	N	2	U	3,920	3	45	13.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	3.49	C	4.14	D
278.0	Wrights Mill Rd	University Drive	Binford Dr	0.14	S	2	U	3,920	3	45	13.0	0.0	0.0	0	4.0	-	N	0.0	0	0	0.0	3.49	C	4.14	D
279.0	Wrights Mill Rd	Binford Dr	Briarwood Dr	0.14	N	2	U	3,920	3	45	15.0	4.0	0.0	0	4.0	4.0	N	0.0	0	0	0.0	2.53	C	3.99	D
279.0	Wrights Mill Rd	Binford Dr	Briarwood Dr	0.14	S	2	U	3,920	3	45	15.0	4.0	0.0	0	4.0	4.0	N	0.0	0	0	0.0	2.53	C	3.99	D
280.0	Wrights Mill Rd	Briarwood Dr	Shell Toomer Pkwy	1.75	N	2	U	3,920	3	45	17.0	6.0	0.0	0	4.0	4.0	N	0.0	0	0	0.0	1.68	B	3.85	D
280.0	Wrights Mill Rd	Briarwood Dr	Shell Toomer Pkwy	1.75	S	2	U	3,920	3	45	17.0	6.0	0.0	0	4.0	4.0	N	0.0	0	0	0.0	1.68	B	3.85	D
281.0	Frederick Rd	Cunningham Dr	Gateway	0.08	E	4	S	18,340	3	45	12.0	0.0	0.0	0	4.5	-	N	1.5	0	50	5.0	4.33	D	4.24	D
281.0	Frederick Rd	Cunningham Dr	Gateway	0.08	W	4	S	18,340	3	45	12.0	0.0	0.0	0	4.5	-	N	0.0	0	0	0.0	4.33	D	4.91	E
282.0	Uniroyal Rd	Columbus	West Point Pkwy	2.52	N	2	U	2,560	3	45	10.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	3.20	C	3.90	D
282.0	Uniroyal Rd	Columbus	West Point Pkwy	2.52	S	2	U	2,560	3	45	10.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	3.20	C	3.90	D

Auburn-Opelika MPO Bicycle and Pedestrian Level of Service Evaluation

Seg_ID	Road Name	From	To	Len-gth (Ls) (mi)	Dir. of Sur.	Lanes (L)		ADT	Tks. (HV) (%)	Post. Spd. (SP_p) mph	Width of Pavement			Occ. Park. (OSPA) (%)	Pavecon		Sidepath (Y/N)	Buff. Width (BW) (ft)	Tree Spcg. in Buffer (ft/ctr)	% with Sidewalk	Swalk Width (Ws) (ft)	Bicycle LOS		Pedestrian LOS	
						Th #	Con				W_t (ft)	W_l (ft)	W_{ps} (ft)		PC_t (1..5)	PC_l (1..5)						Score (0...7)	Grade (A...F)	Value (0...7)	Grade (A...F)
283.0	West Point Pkwy	Andrews Rd	Anderson Rd	2.66	E	2	U	5,020	4	55	11.5	0.0	0.0	0	3.0	-	N	0.0	0	0	0.0	4.77	E	4.86	E
283.0	West Point Pkwy	Andrews Rd	Anderson Rd	2.66	W	2	U	5,020	4	55	11.5	0.0	0.0	0	3.0	-	N	0.0	0	0	0.0	4.77	E	4.86	E
284.0	West Point Pkwy	Anderson Rd	Fox Run	2.05	E	4	S	7,700	3	45	11.5	0.0	0.0	0	3.0	-	N	0.0	0	0	0.0	4.04	D	4.33	D
284.0	West Point Pkwy	Anderson Rd	Fox Run	2.05	W	4	S	7,700	3	45	11.5	0.0	0.0	0	3.0	-	N	0.0	0	0	0.0	4.04	D	4.33	D
285.0	Marvyn Pkwy	CR 47	Crawford	3.81	N	2	U	8,740	4	55	11.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	5.00	E	5.31	E
285.0	Marvyn Pkwy	CR 47	Crawford	3.81	S	2	U	8,740	4	55	11.5	0.0	0.0	0	3.5	-	N	0.0	0	0	0.0	5.00	E	5.31	E

Appendix E

Stakeholder Meeting Minutes

Auburn-Opelika Bicycle and Pedestrian Plan

Kick Off Meeting
Lee Russell Council of Government Conference Room
November 20, 2015 at 1:00 pm

I. Introductions
   a. Team Members and their roles
      i. Consultants
      ii. Bicycle and Pedestrian Sub-Committee
      iii. MPO Board
      iv. ALDOT

II. Project Setting and Background

III. Aspirations and Fears of the Plan

IV. Scope of the Project
   a. Task 1 – Project Initiation and Promote Plan Ownership
   b. Task 2 – Public Involvement
   c. Task 3 – Review Current Conditions and Facilities
   d. Task 4 – Develop a Vision Statement, Goals, and Objectives
   e. Task 5 – Identify Needs
   f. Task 6 – Develop Strategies and Recommendations
   g. Task 7 – Develop an Implementation Plan and Schedule
   h. Task 8 – Prepare Plan Report

V. Schedule

VI. Data Needs

VII. Communication Protocol

VIII. Recap of Action Items

IX. Questions/Comments

SAIN associates
ENGINEERING BETTER PARTNERSHIPS

Auburn-Opelika Bicycle and Pedestrian Plan

Kick Off Meeting
Lee Russell Council of Government Conference Room
November 20, 2015 at 1:00 pm

Name	Organization	Phone	Email
Brandy Ezelle	City of Auburn, AL	334-501-3029	bezelle@auburnalabama.org
Shirley Lazenby	Opelika Bicycle Advisory Committee	334-787-7679	ShirleyLazenby@msn.com
Rachel Dennis	City of Opelika	334-705-5156	rdennis@opelika.ne
Jeff LaMondia	Auburn University	334-844-6284	jlamondia@auburn.ed
Lisa Sandt	LRCOG		
Ben Burmester	Auburn University	334-740-3181	burmebc@auburn.e

MEETING NOTES

PROJECT #: SA #15-0181
PROJECT NAME: Auburn Opelika Bicycle and Pedestrian Plan
PROJECT LOCATION: Auburn Opelika
MEETING DATE: 11/20/15
MEETING LOCATION: LRCOG Conference Room
MEETING PURPOSE: Kick-Off Meeting

ATTENDEES:

(NAME)	(FIRM/AGENCY)	(EMAIL)
Josh Cameron	LRCOG	jcameron@lrcog.com
Lisa Sandt	LRCOG	lsandt@lrcog.com
Brandy Ezelle	City of Auburn	bezelle@auburnalabama.org
Shirley Lazenby	Advisory Committee	shirleylazenby@msn.com
Rachel Dennis	City of Opelika	rdennis@opelika.net
Jeff LaMondia	Auburn University	jlamondia@auburn.edu
Ben Burmester	Auburn University	burmebc@auburn.edu
Alicia Bailey	Sain Associates	abailey@sain.com
Becky White	Sain Associates	bwhite@sain.com
Bruce Landis	Sprinkle Consulting	landis@sprinkleconsulting.com
Peyton McLeod	Sprinkle Consulting	pmcleod@sprinkleconsulting.com
Kathy Gregory		turochy@gmail.com

The purpose of this meeting was to formally kick off the project with the consulting team and Bicycle and Pedestrian Advisory Committee:

- The consulting team and Advisory Committee were introduced. All communication between the consultants and Advisory Committee will be filtered through Josh.
- Other team members include the AOMPO Policy Board and ALDOT.
  - The AOMPO Policy Board will receive invitations to public events, be briefed on the project progress by LRCOG staff, and be presented with the draft plan for their adoption.
  - ALDOT will review and comment on the draft plan. They will receive a copy of the final plan once it's adopted by the AOMPO Policy Board.

The Advisory Committee was asked how they desire to contribute to the project. Below were the responses:

Name	Contributions to the Process
Jeff LaMondia	• big picture thinker
Ben Burmester	• focused on the roadway network on campus and its connection to the city • will be looking for ways to influence mode choice for faculty and staff • the League of American Bicyclists recognized AU with a Silver Bicycle Friendly University award (first in Alabama)
Brandy Ezelle	• will be using the AOMPO process as a jump start for the update to the City of Auburn Bike and Ped plan • ingrained in the bike community • concerned with public involvement
Rachel Dennis	• knowledge of bike and ped planning process
Josh Cameron	• concurred with previous statements • filter and main point of contact for ALDOT
Lisa Sandt	• looking for a balanced plan • wants to avoid the experiences of other MPOs that have produced nightmares • want to not encumber members with aspirational plans that will be later imposed by FHWA or ALDOT, possibly delaying projects
Shirley Lazenby	• advocate for cycling lifestyle • daughter is participating in the Texas 4000 (a 4,000+ mile bike ride from Austin to Anchorage)

The Advisory Committee shared their fears and aspirations of the plan:

Name	Aspirations	Fears
Jeff LaMondia	• measurable data driven, creative plan (bike boxes, roundabouts) • wants the area to be a leader in bike and ped • innovative, noteworthy, and to receive recognition	• lack of innovation • lack of engagement from members of the community that do not bike (those that do not bike will not show up for public meetings)
Ben Burmester	• change mode choice by faculty and staff from 5% bike and ped to 10% (Jeff and Ben just completed a mode choice survey of AU faculty, staff, and students)	• aspirational goals being lost • not constructible
Brandy Ezelle	• measurable success in the network	• not achieving cultural change necessary • currently have 30 miles of dedicated bike facilities (not safe, not connected, and in the wrong place)
Rachel Dennis	• parks and school connectivity	• too big or too costly to implement
Josh Cameron	• connected bike and ped network (not just trails) • doable and grounded	• lack of political and public support • no engagement from the public in the process

Lisa Sandt	• fiscally responsible plan	• negatively impacting the jurisdictions with an unrealistic plan
Shirley Lazenby	• create hooks for developers to continue the development of the network • foster bike tourism in Opelika • promote economic growth and tourism as started by the Opelika community (e.g. the "boutique hotel" that will be connected to The Overall Company).	• Getting lost in the alphabet (putting bike lanes on Veterans Parkway will not encourage cycling or walking) • too aspirational • wants smart decisions with money

The details of the eight tasks to complete the plan were discussed:

1. Project Initiation and Promote Ownership
2. Public Involvement
    - Fist Public Workshop and Implementing Partners Workshop tentatively scheduled for first week in February. The public workshop meetings will be conducted in both Auburn and Opelika simultaneously on Tuesday, Wednesday, or Thursday from 4 pm-8 pm.
    - The Implementing Partners Workshop will be limited to approximately 12 invited participants. Suggestions for participants can be sent to Josh.
3. Review Current Conditions and Facilities
4. Develop a Vision Statement, Goals, and Objectives
    - Field Data Collection is expected to take approximately 4 days and is tentatively scheduled to be performed in mid-December.
    - Volunteers may ride along to learn about the process and assist in the field inventory.
5. Identify Needs
    - The Advisory Committee requested to filter all ideas and review all recommendations for improvements. The desire is for the plan to recommend feasible improvements for implementing bike/ped accommodations. It may not be feasible to force one level of service standard for the entire study network as this may cause some corridors to have extensive improvements and impacts. The Advisory Committee will assist with determining appropriate threshold levels of service for corridors to keep the plan realistic. A separate tier or visionary plan may be appropriate for corridors which are very costly due to extensive improvements and impacts. Sain will discuss with LRCOG and ALDOT about the possibility of including a separate visionary plan.
6. Develop Strategies and Recommendations
7. Develop an Implementation Plan and Schedule
8. Prepare Plan Report
    - Draft Report due May 2016
    - Final Report due August 2016
    - Final invoice due prior to August 30, 2016

Action Items:

- Sain/Sprinkle will continue with plan development (which includes data collection in December).
- Kathy and Josh will meet to finalize the public involvement plan and outreach efforts.
- Josh will continue to work on preparation of the GIS data and summary of planning documents.
- Josh will prepare a list of potential attendees for the Implementing Partners Workshop. Advisory Committee will provide Josh information for their agency.

Auburn-Opelika Bicycle and Pedestrian Plan

Advisory Committee Meeting
Conference Call at 1:30
January 28, 2016

I. Work Progress (Alicia)
   a. Task 1 – Project Initiation and Promote Plan Ownership (underway)
      i. Facilitating Partners Workshop – February 4
   b. Task 2 – Public Involvement (underway)
      i. Public Workshop – February 4
   c. Task 3 – Review Current Conditions and Facilities (complete)
   d. Task 4 – Develop a Vision Statement, Goals, and Objectives (underway)
   e. Task 5 – Identify Needs (next step after Public Workshop)
   f. Task 6 – Develop Strategies and Recommendations
   g. Task 7 – Develop an Implementation Plan and Schedule
   h. Task 8 – Prepare Plan Report (draft due June)

II. Existing Conditions Overview (Bruce)

III. Public Workshop Plan
   a. Outreach (Kathy)
   b. Stations (Alicia)
      i. Sign In
      ii. Benefits of walking and biking
      iii. Level of Service Explanation
      iv. Existing Conditions
      v. Identification of Needs (New facilities and improvements to existing)
      vi. Survey form
         1. Level of Service Target
   c. Staffing (Alicia)
      i. Sain/Sprinkle team
      ii. Advisory Committee assistance
         1. Importance of Plan to Community
         2. Local Knowledge
         3. Listening and fielding questions
         4. Solicit aspirations of the plan
   d. Media Relations (Alicia/Josh)

IV. Recap of any Action Items

V. Questions/Comments

Appendix F

First Public Workshop Sign-In Sheets and Surveys

(Available Upon Request)

Appendix G

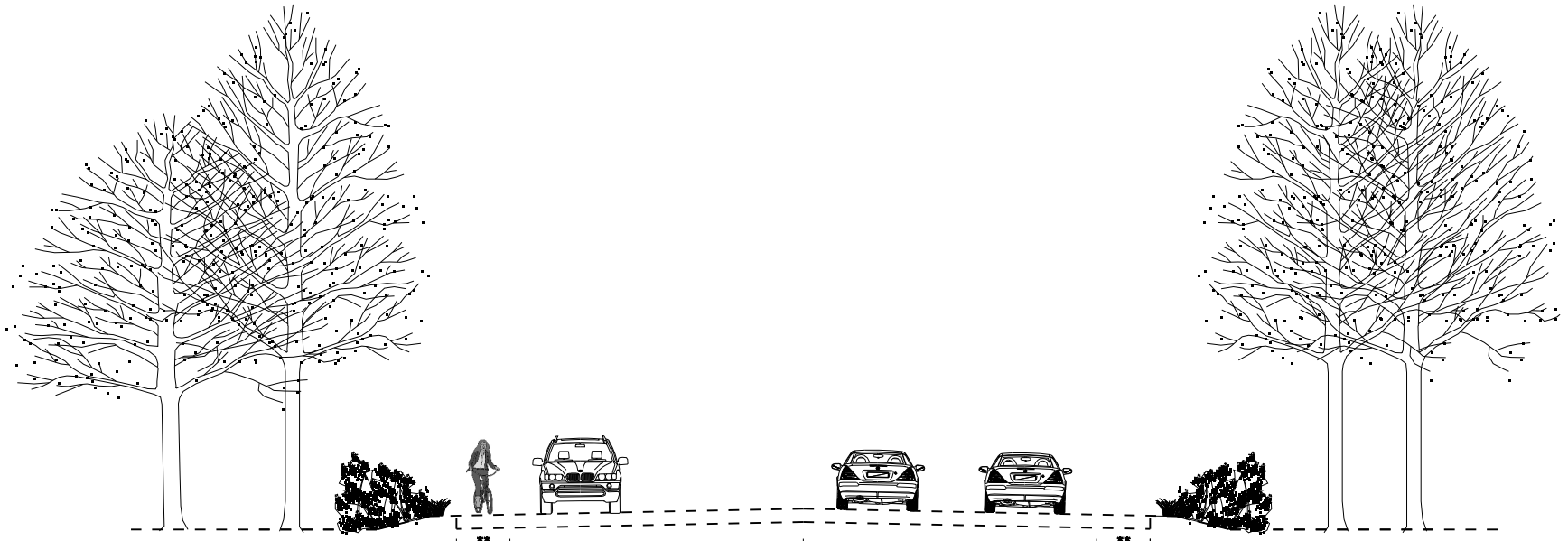
Second Public Workshop Sign-in Sheets and Surveys

(Available Upon Request)

Appendix H

Facility Needs Typical Sections

Roadway Restripe Candidate



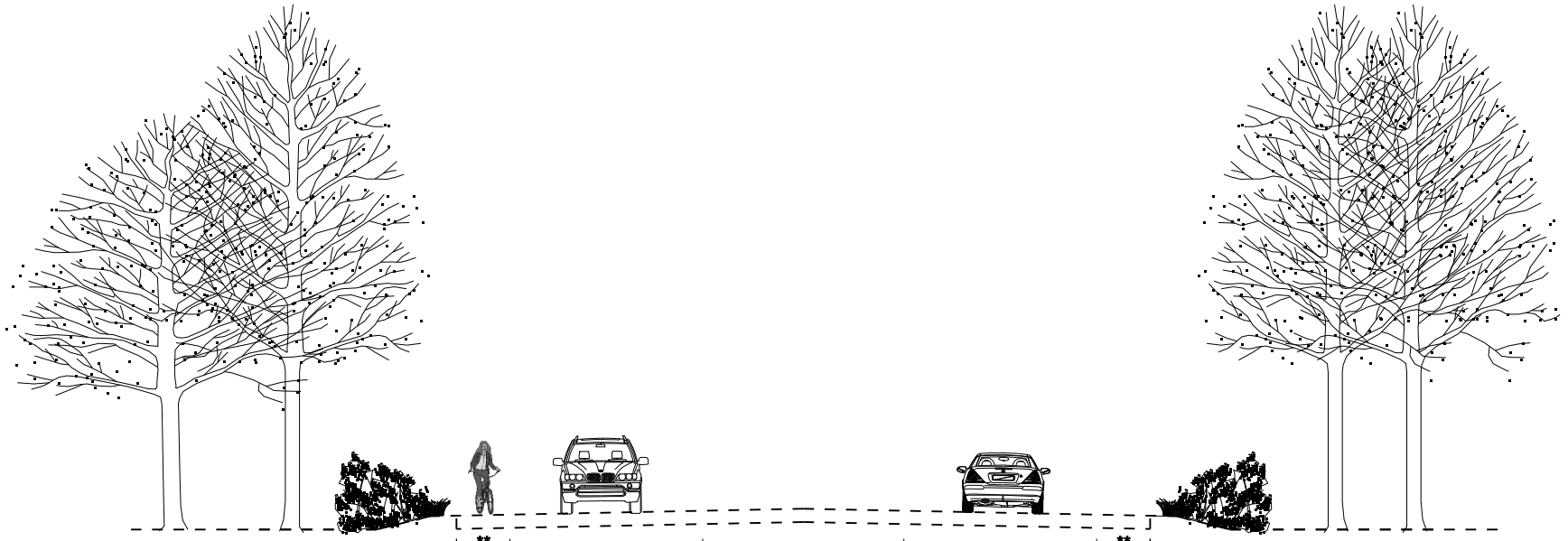
**FOR BIKE LANES AND PAVED SHOULDERS AS BIKE LANES, REFERENCE THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS' GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES FOR DESIGN AND INSTALLATION REQUIREMENTS.

Not To Scale

Roadway Restripe Candidate

The Auburn-Opelika Metropolitan Planning Organization Bicycle and Pedestrian Plan

Road Diet Candidate



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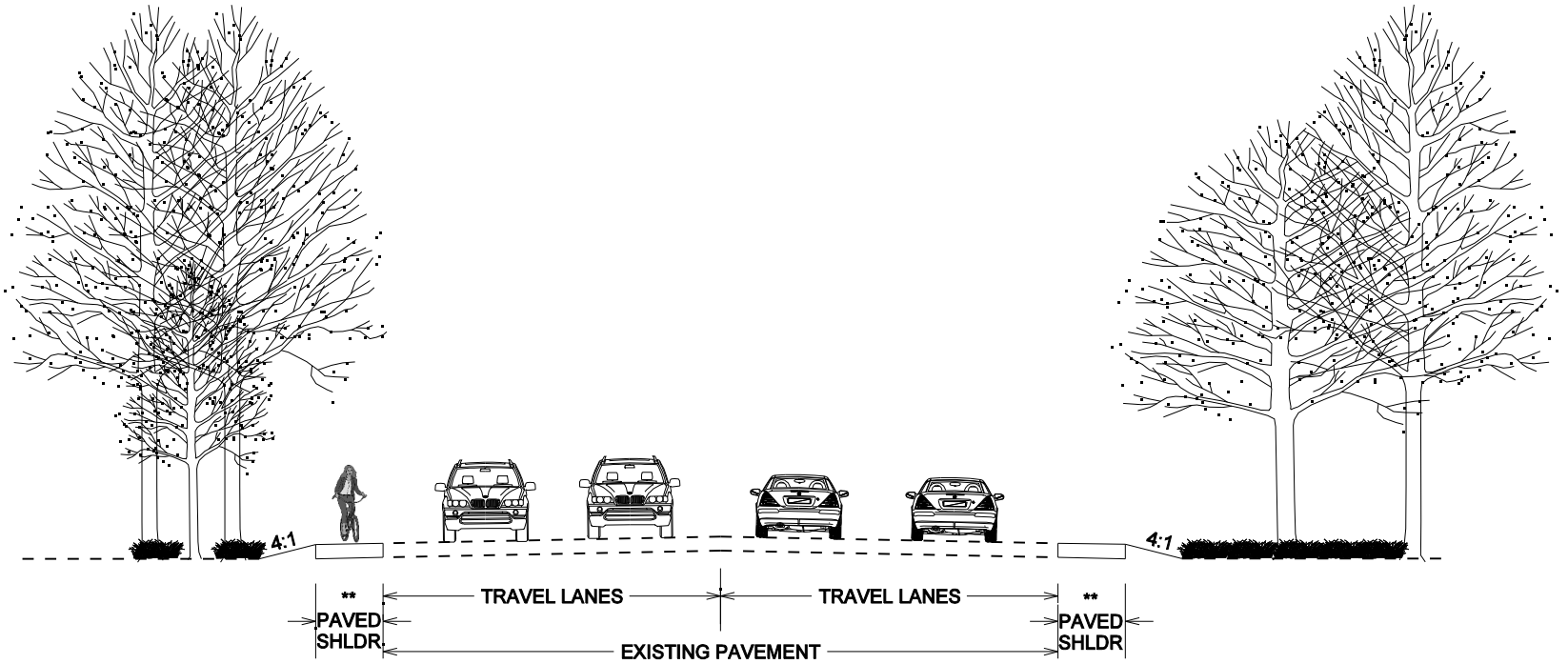
Not To Scale

Road Diet Candidate

The Auburn-Opelika Metropolitan Planning Organization Bicycle and Pedestrian Plan

Paved Shoulders/Bike Lanes Candidate
(Minor Re-grading)



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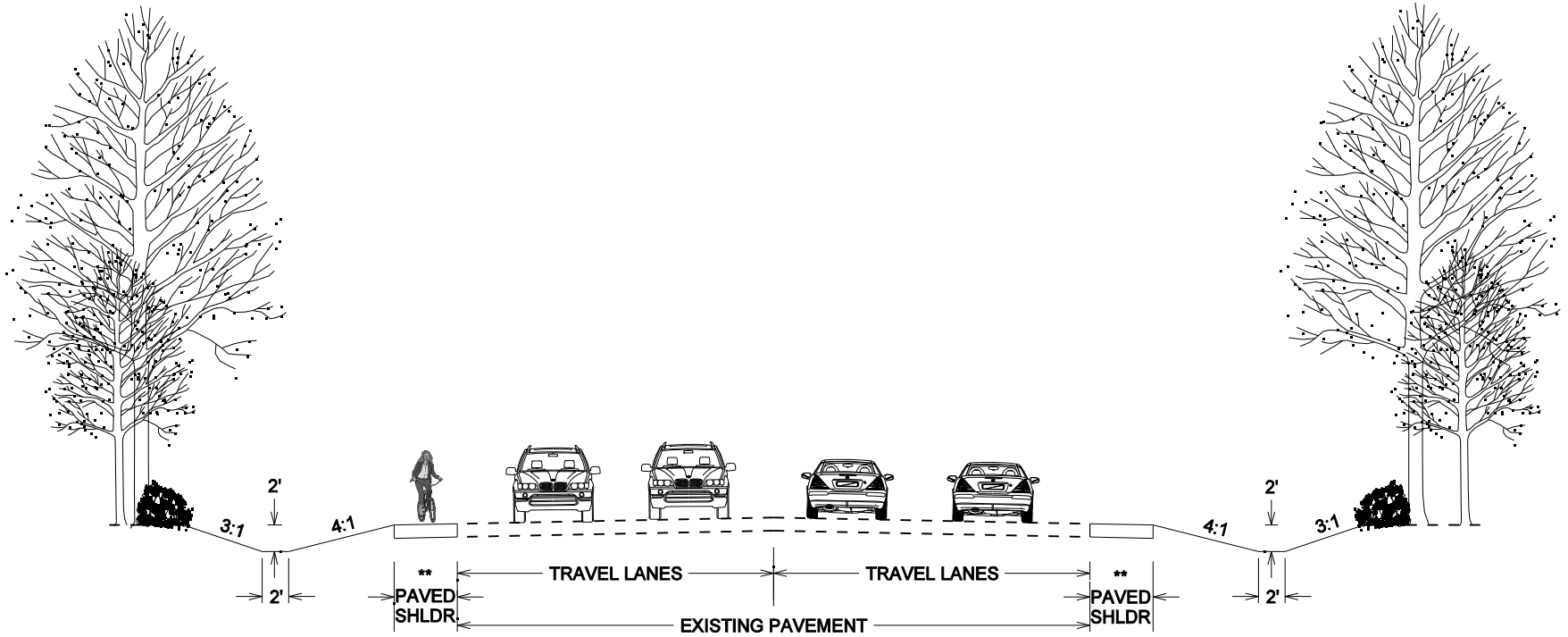
OF BICYCLE FACILITIES FOR DESIGN AND INSTALLATION REQUIREMENTS.

Paved Shoulders/Bike Lanes (Minor Re-grading) Candidate

The Auburn-Opelika Metropolitan Planning Organization Bicycle and Pedestrian Plan

Paved Shoulders/Bike Lanes Candidate (Moderate Re-grading)



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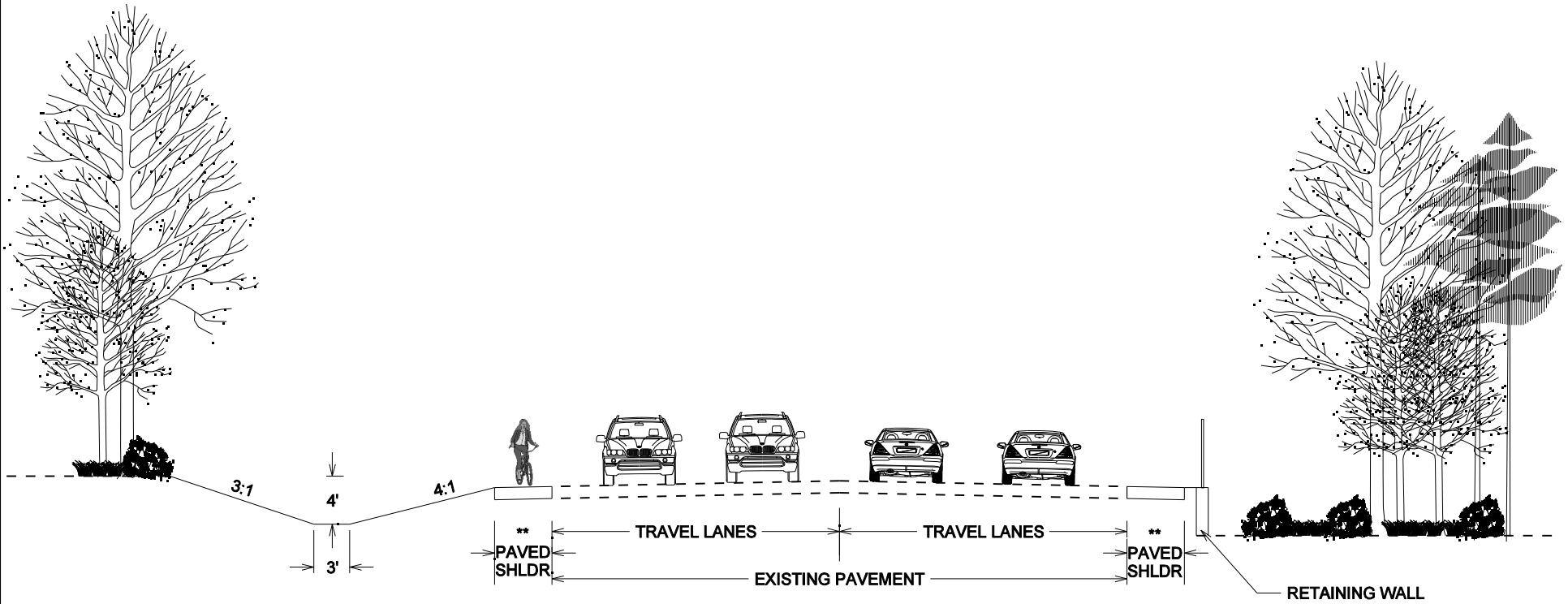
Paved Shoulders/Bike Lanes Candidate (Moderate Re-grading)

The Auburn-Opelika Metropolitan Planning Organization Bicycle and Pedestrian Plan

Paved Shoulders/Bike Lanes Candidate (Major Re-grading)



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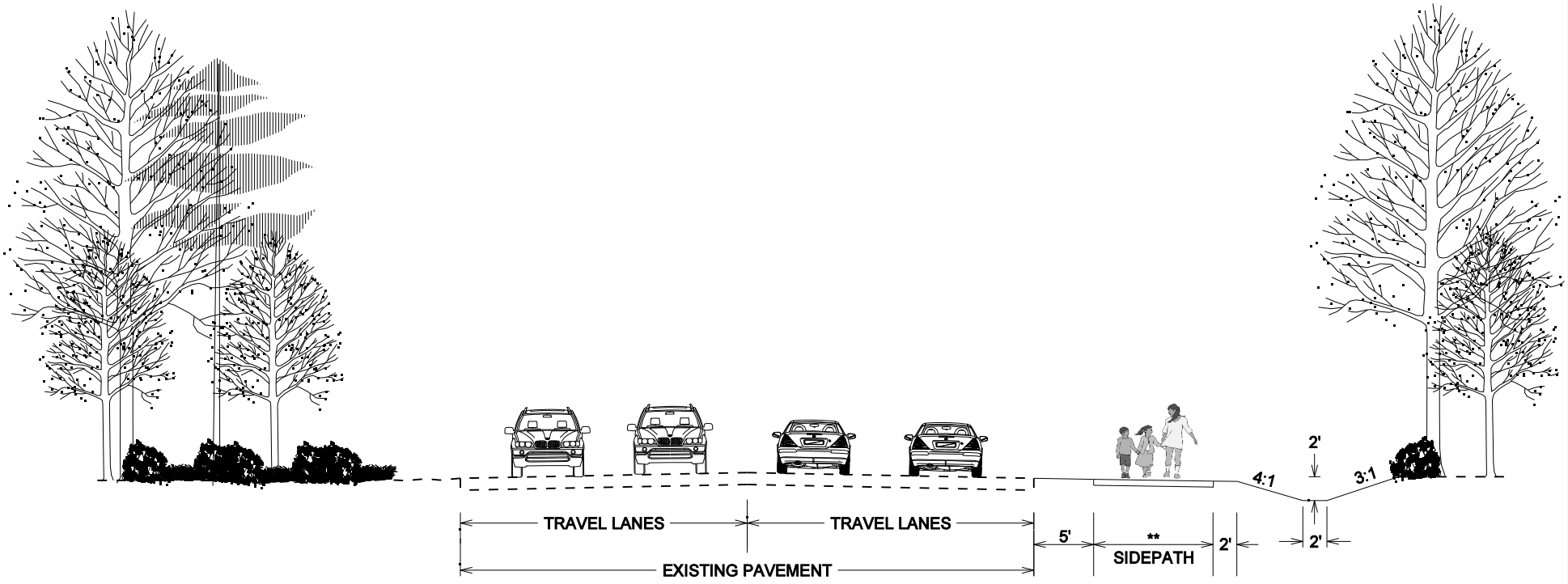
OF BICYCLE FACILITIES FOR DESIGN AND INSTALLATION REQUIREMENTS.

Paved Shoulders/Bike Lanes Candidate (Major Re-grading)

The Auburn-Opelika Metropolitan Planning Organization Bicycle and Pedestrian Plan

Detailed Corridor Study Needed (Sidepath Option)

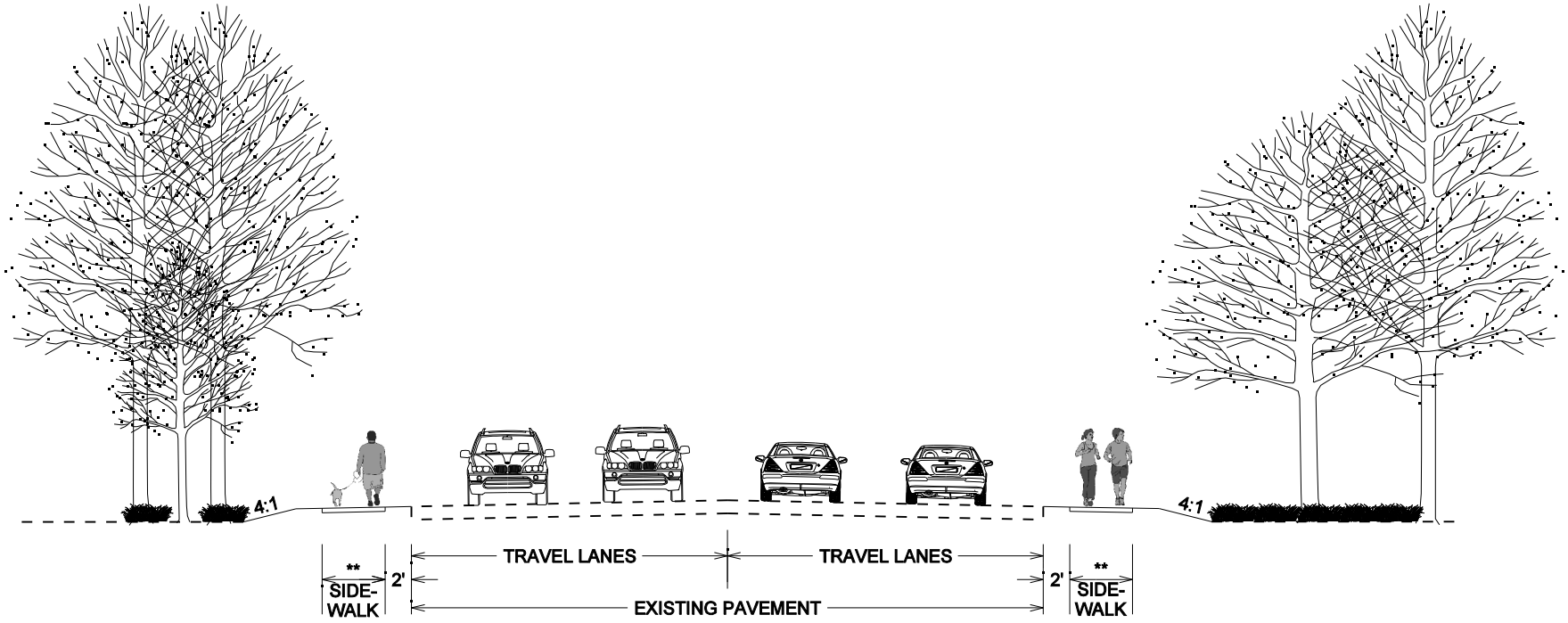


**FOR DESIGN AND INSTALLATION REQUIREMENTS FOR SIDEPATHS, REFERENCE ADA AND PROWAG STANDARDS.

Detailed Corridor Study Needed (Sidepath Option)

The Auburn-Opelika Metropolitan Planning Organization Bicycle and Pedestrian Plan

Sidewalk Candidate (Minor Re-grading)

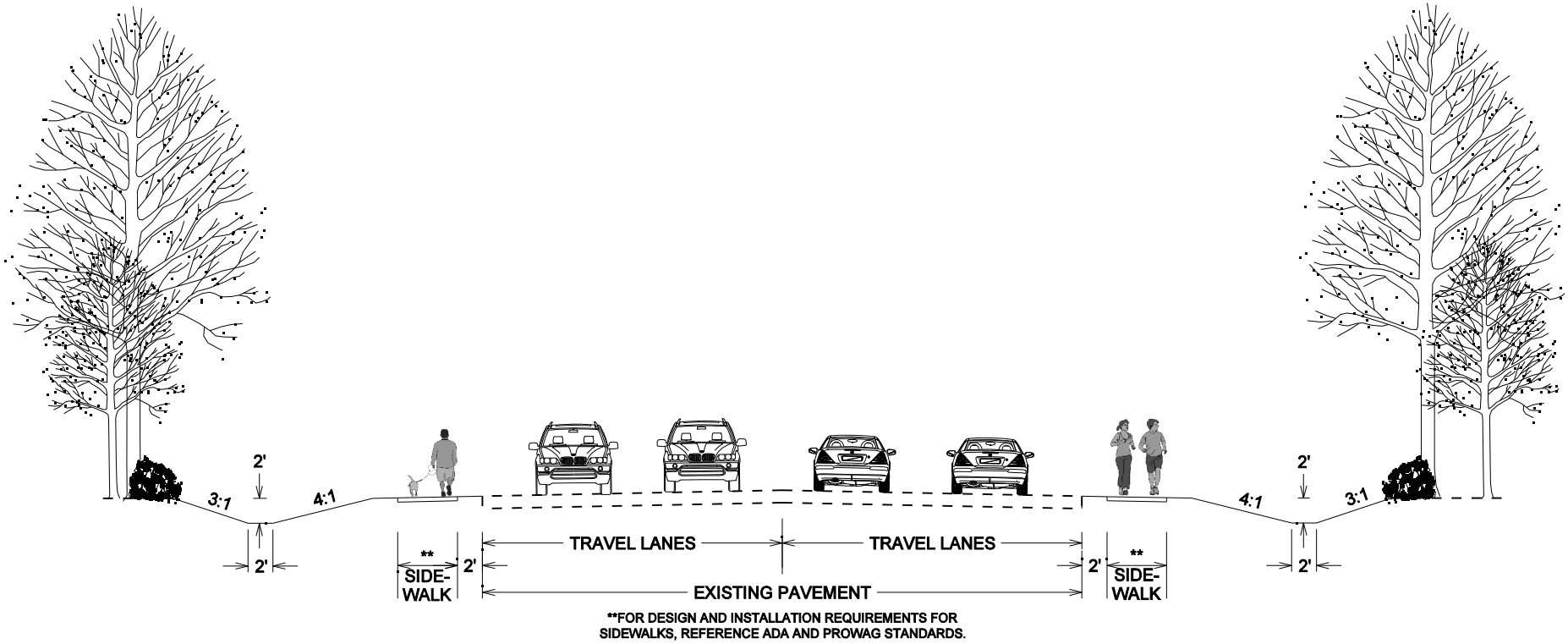


**FOR DESIGN AND INSTALLATION REQUIREMENTS FOR SIDEWALKS, REFERENCE ADA AND PROWAG STANDARDS.

Sidewalk Candidate (Minor Re-grading)

The Auburn-Opelika Metropolitan Planning Organization Bicycle and Pedestrian Plan

Sidewalk Candidate
(Moderate Re-grading)



**FOR DESIGN AND INSTALLATION REQUIREMENTS FOR SIDEWALKS, REFERENCE ADA AND PROWAG STANDARDS.

Sidewalk (Moderate Re-grading)

The Auburn-Opelika Metropolitan Planning Organization Bicycle and Pedestrian Plan

Appendix I

Supplemental Toolbox

AUBURN-OPELIKA BICYCLE AND PEDESTRIAN PLAN

SUPPLEMENTAL TOOLBOX

prepared by

Sprinkle CONSULTING
Active Transportation Planners+Engineers

SAIN associates
ENGINEERING BETTER PARTNERSHIPS

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Cover: Photo credit (left): www.pedbikeimages.org/AdamDarin

table of contents

SECTION 1- Additional Facilities 5

SECTION 2 -Support Facilities 17

SECTION 3 - Bicycle Programs 24

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ADDITIONAL FACILITIES

Overview

The Needs Plan, described in this Bicycle and Pedestrian Plan, identifies recommended facility improvements to better accommodate the region's bicyclists and pedestrians, focusing on installation of bike lanes and sidewalks where feasible. These facilities will significantly improve conditions. There are also other bicycle and pedestrian facility types that the region's transportation agencies may wish to consider in certain circumstances as they implement their active transportation network. In addition, there are many support facilities and commuter-focused encouragement programs that have the potential to complement the gradual expansion of the region's active transportation network and, in the process, collectively help increase bicycling and walking activity throughout the planning area. This chapter provides a toolbox of these various facilities and programs.

FACILITY TYPES

"Protected" Bicycle Lanes

Description:
Protected bike lanes are simply bike lanes developed with enhanced buffering for users.

Use:
These facilities still occur within the roadway and at street level, but they utilize planters, curbs, parked, cars, and/or wider striped portions of the street to minimize potential conflict between automobiles, bicyclists, and pedestrians.

Protected bike lanes are typically more expensive to implement than standard bike lanes, but the added buffering makes them attractive and more user-friendly.

Protected Bike Lanes
Image Credit: NACTO

Cycle Tracks

Description:
A cycle track is a designated bicycle pathway separated from pedestrian sidewalks, parking lanes, and vehicular travel lanes.

Use:
Cycle tracks are typically elevated and can be designed for one or two-way traffic. Within higher speed streets with few interruptions, cycle tracks are beneficial. Cycle tracks are also beneficial in settings with multiple travel lanes and high traffic volumes are present.

Cycle Tracks
Image Credit: NACTO

Where on-street parking is present, cycle tracks are located on the sidewalk side of the parking and are separated from the on-street parking by a buffer a minimum of three feet wide. Often times, the surface of the cycle track is visually distinct from surrounding pavements.

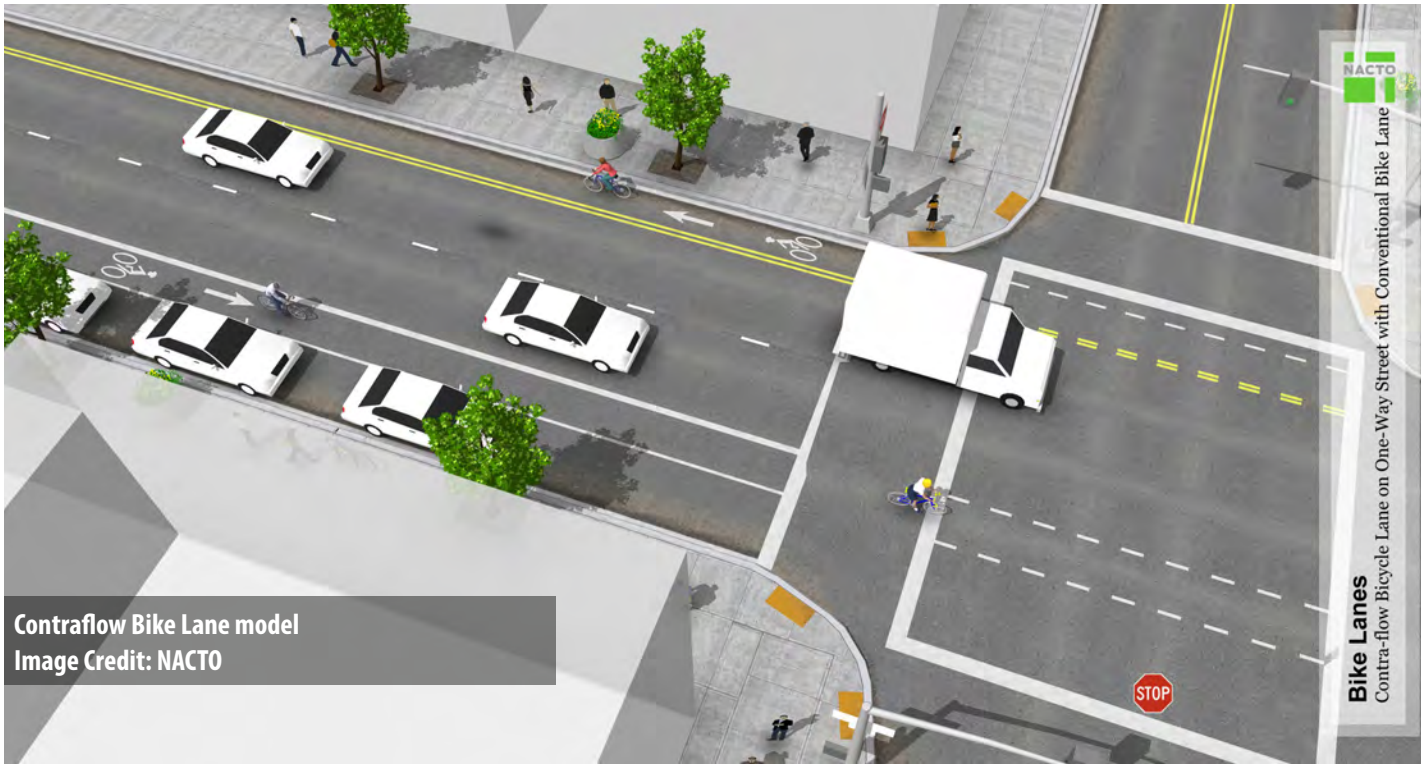
Bicycle symbols and lettering are provided at the beginning and ends of cycle tracks and at specific intervals between. In two-way applications "Do Not Enter" signs (with EXCEPT BIKES supplemental plaques) should be posted to minimize confusion and minimize automobile intrusion onto the cycle track. Additionally, traffic controls must be installed at intersections and oriented towards bicyclists traveling in the contra flow direction.

Where the buffer between cycle tracks and on-street parking is painted striping, solid white lane markings must be used with the area of the buffer being comprised of painted diagonal crosshatch.

Contraflow Bicycle Lanes

Description:
Contraflow bike lanes allow bicyclists to travel in the opposite direction of motorists on otherwise one-way streets. Contraflow bike lanes are useful for reducing trip distances for bicycles, in particular reducing the need to circle a block at the beginning or end of a trip.

Use:
Contraflow bike lanes are placed so that the bicyclists using it ride on the right side of the street, consistent with the rules of the road. They are separated from the opposing vehicular flows by a yellow centerline. When installed, all appropriate traffic control devices must be installed for the bicyclists; traffic signal heads and additional signs for the bike movements must be installed.



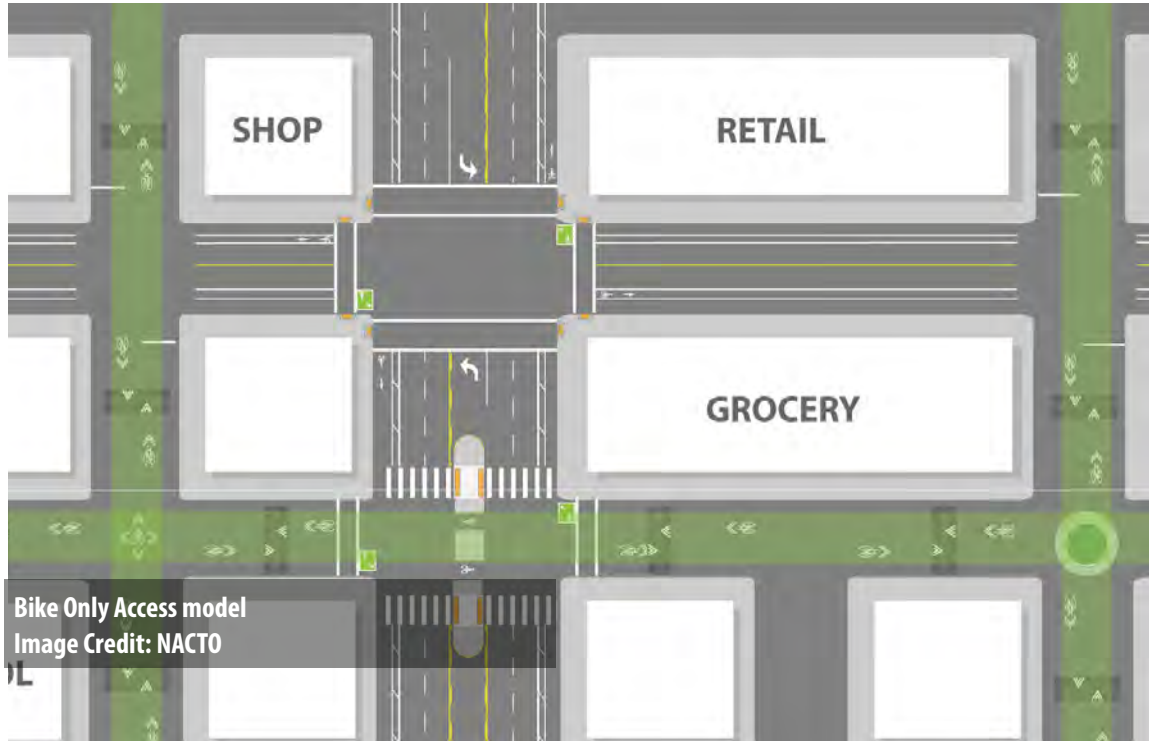
Contraflow Bike Lane model
Image Credit: NACTO

Bicycle Boulevards

Description:
A bicycle boulevard is a local street or series of contiguous street segments that have been modified to provide enhanced accommodation as a through street for bicyclists while discouraging through automobile travel.

Use:
Bicycle boulevards often make use of low volume, very low speed, local streets. Frequently, streets are made more accommodating for bicyclists by significantly keeping motorists' speeds and volumes low. Often bike boulevards include bicycle friendly traffic calming treatments (speed pillows, mini traffic circles, chicanes with bike bypass lanes, etc.) to reduce speeds of motor vehicles along the roadway. While local motor vehicle traffic is maintained along the bike boulevard, motor vehicle traffic diverters may be installed at intersections to prevent through motor vehicle travel while having bypasses for bicyclists to continue on along the bike boulevard. Bike boulevards can also be facilitated by connecting the ends of cul de sac roadways with shared use paths. At intersections the bicycle boulevard should be given priority over side streets.

Because of low motor vehicle speeds and volumes, bike lane markings are often not necessary along bike boulevards. SHARED LANE MARKINGS, shuch as sharrows, may be used along bike boulevards. Alternately, larger than normal bike symbols supplemented with the text BIKE BLVD have been used to designate bike boulevards. In some communities, bike boulevard networks begin as a "one-off" system of bikeways; when a primary arterial roadway cannot be improved to a point where most cyclists feels safe and comfortable using the facility, a parallel roadway - often one street off the main road (or "one-off") - may be improved with bicycle facilities and traffic calming features to provide an enhanced cycling street. By paralleling the main road, the "one-off" network provides access to the businesses along the arterial using a pleasant cycling roadway. A "one-off" roadway can be improved in stages: initially

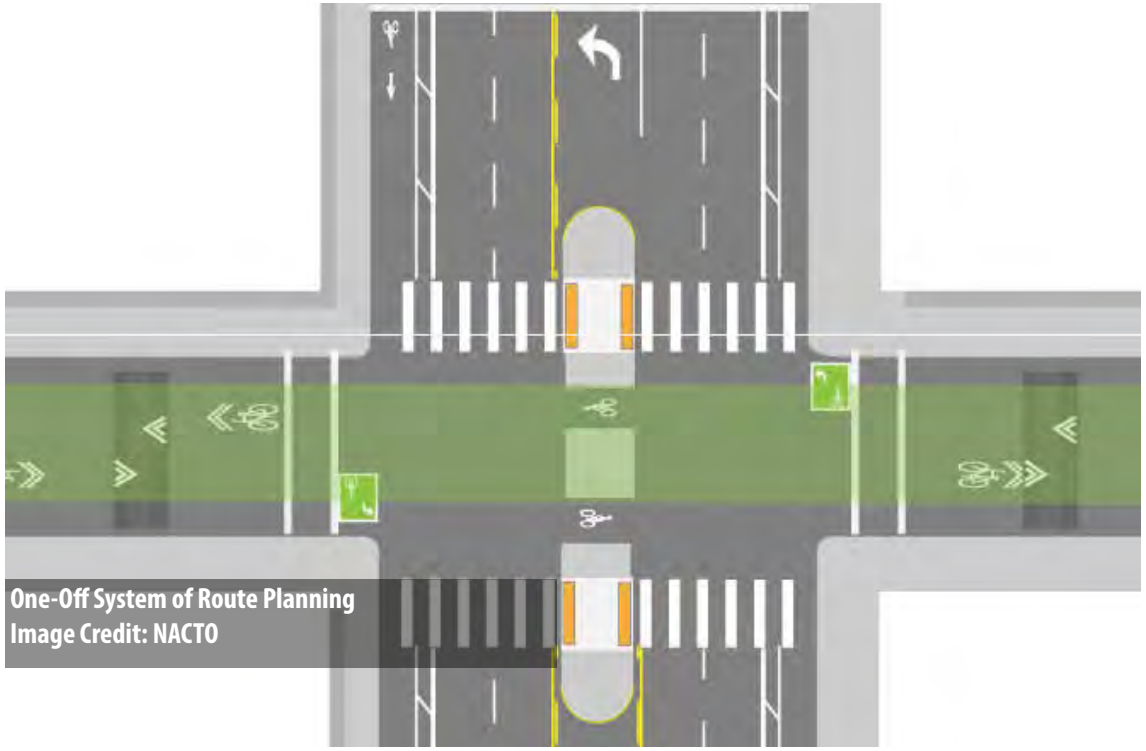


Bike Only Access model
Image Credit: NACTO

with signage and shared lane markings and then into a bike boulevard by instituting more substantial features such as traffic calming and diverters.

The "one-off" system discussion should not be taken to mean that all bike boulevards must be parallel to an adjacent arterial. Certainly, direct routes that serve to shorten trip lengths make cycling more viable for many people. The number of bike boulevards in a network is limited only by the number of streets a community is willing to direct traffic from and calm. The more complete the grid network, the more practical a dense bike boulevard network becomes.

Since bike boulevards typically serve as bike routes, wayfinding signage should be provided. This signage should include destination, direction, and distance (or travel time) information to attractors. Wayfinding adds to the utility of bike boulevards because it educates cyclists and would be cyclists that there are safe, comfortable ways of accessing the Auburn-Opelika region by bike.

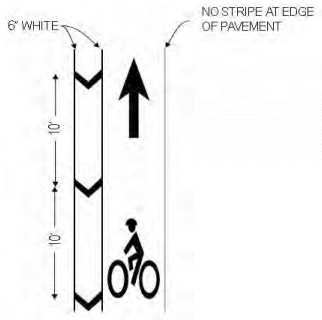


One-Off System of Route Planning
Image Credit: NACTO

One potential obstacle to implementing bike boulevards is the crossing of major roadways. Improvements to signal timing and detection, or the provision of enhanced crossing treatments where no signals exist, will make a bike boulevard more appealing to cyclists. These enhanced crossings could include raised medians, activated flashing beacons, or even pedestrian hybrid beacons. It's fairly simple: make the bike boulevard more convenient to use, and more people will use it.

All existing traffic signal detector hardware should be tested to ensure it can detect bicycles. Any locations where bicyclists cannot be detected should be improved to ensure detection is possible. If necessary, BICYCLE SIGNAL ACTUATION signs (R10-22) and pavement markings should be installed to ensure bicyclists know where to place their bikes to receive a green signal.

Buffered Bike Lanes



A buffered bike lane is separated from adjacent through lanes by a striped-out buffer area. In some locations it may be desirable to use less than the full space available. Such locations include sections of roadway where a wide bike lane might be perceived as on-street parking, an auxillary (or turn lane), or another travel lane. In these locations, a buffered bike lane may be considered. A buffered bike lane may also be considered where a bike lane of six or more feet is provided to meet a minimum level of accommodation. At mid-block locations a buffered bike lane is separated from the travel lanes by a chevroned buffer. The width of the buffer will vary depending on such conditions as motor vehicle speed, percent heavy vehicles, roadway cross slopes, and desired level of bike accommodation.

At intersections, buffered bike lanes must be striped to allow for right turning motorists. Typically, this is done by eliminating the buffer on the approach to intersections and striping the area as one would a regular bike lane.

Bike Routes

Bike routes are not an actual facility type. A bike route is a designation of a facility, or collection of facilities, that links origins and destinations that have been improved for, or are considered preferable for, bicycle travel. Bike routes include a system of route signs that provide at least the following basic information:

- Destination of the route
- Distance to the route's destination, and
- Direction of the route.

Bike routes can be designated in two ways: General Routes and Number Routes. General Routes are links tying specific origins to specific destinations. Number Routes form a network of bike routes that do not necessarily connect specific destinations, but serve as general travel routes through an area.

General Routes connect users to destinations within a community. Typical destinations include the following:

- Attraction Areas (i.e. libraries, parks, etc.)
- Neighborhood Areas (i.e. downtown, historic neighborhoods, etc.)
- Trail Networks or trailheads (i.e. Lake Ontario Trail)

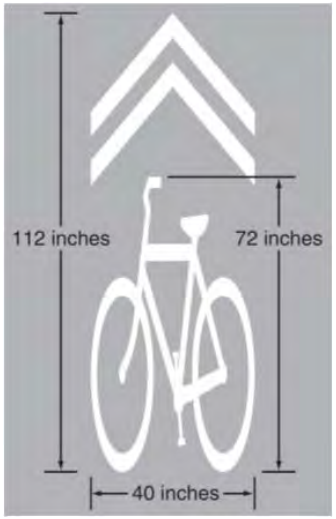
Bicycle Guide (the D11 series in the MUTCD) signs may be provided along designated bicycle routes to inform bicyclists of bicycle route direction changes and to confirm route direction, distance, and destination. Typical signs that convey the basic wayfinding information for general routes are shown below. The MUTCD provides a number of different types of signs that can be used to provide guidance along bike routes.

Some communities implement bike routes with unique designations (numbers or names). These routes should be designated using Bike Route signs.

Shared Lane Markings (SLMs)

Traffic lanes are often too narrow to be shared side by side by bicyclists and passing motorists. Where parking is present, bicyclists wishing to stay out of the way of motorists often ride too close to parked cars and risk being struck by a suddenly opened car door (being "doored"). Where no parking is present, bicyclists wishing to stay out of the way of motorists often ride too close to the roadway edge, where they run the risks of being run off the road; being clipped by motorists who do not see them off to the side or misjudge passing clearance; or encountering drainage structures, poor pavement, debris, and other hazards.

Riding further to the left avoids these problems, and is legally permitted where needed for safety. However, this practice can run counter to motorist expectations. A Shared Lane Marking (SLM) is a pavement symbol that indicates it is legal and appropriate for bicyclists to ride away from the right hand edge of the roadway, and cues motorists to pass with sufficient clearance.



Research suggests that SLMs:

- alert motorists to the lateral location bicyclists are likely to occupy within the traveled way,
- encourage safe passing of bicyclists by motorists,
- assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane,
- reduce the incidence of wrong-way bicycling, and
- where on-street parking exists, to assist bicyclists with lateral positioning in a shared lane with on-street parallel parking to reduce the chances of a bicyclist impacting the open door of a parked vehicle.

SLMs are not to be used on shoulders or in designated bike lanes. MUTCD guidance suggests SLMs not be placed on roadways that have a speed limit above 35 mph. While this does not preclude the use of SLMs on higher speed roadways, no research is available as yet to suggest how effective they may be on such roadways.

SLMs encourage good lane positioning by bicyclists, and discourage them from riding too close to the pavement edge, curb, or parked cars. Riding away from the road edge allows bicyclists to avoid road edge hazards like drainage structures, poor pavement, and debris. It also places the bicyclist more directly in the motorist's field of vision which, along with proper SLM treatments, encourages the safe passing of bicyclists by motorists.

Consequently, on roadways with on-street parking, the MUTCD requires that SLMs be placed with the centers of the markings at least 11 feet from the face of curb. On other roadways, the centers of the markings are required to be placed at least four feet from the edge of pavement.

SLMs are sometimes used at the ends of bike lanes or shoulders to inform motorists that bicyclists no longer have a separate space and will be sharing the main travel lane. SLMs should be installed strategically and judiciously to ensure that their value is not reduced by overuse. When used, SLMs should be placed after each intersection and then periodically on spacings not exceeding 250 feet between markings.

Shared Use Paths

Shared use paths are facilities separated from motor vehicle traffic by an open space or barrier and either within the highway right-of-way or an independent right-of-way. They are open to many different user types and are often used by bicyclists, pedestrians, skaters, wheelchair users, joggers, and other non-motorized users. Motor vehicles are not allowed on shared use paths except for maintenance and emergency vehicles in specific circumstances. Most shared use paths are two-way facilities.

Shared use paths have design criteria for many of the same parameters as roadways. These include widths, horizontal clearances, design speed, horizontal alignment, stopping sight distance, cross slopes, grades, vertical clearance, drainage, and lighting. The AASHTO Guide for the Development of Bicycle Facilities should be consulted for design values.

The MUTCD provides the standards for signing, striping, and marking shared use paths. In most cases, the signs and markings use on shared use paths are smaller versions of those used on roadways.

Many shared use paths are separated from the roadway network. Consequently, street name signs should be provided at intersecting roadways to help users orient themselves to the roadway network. Wayfinding signs should be used on paths and to potential destinations along the path such as locations where users can access water fountains and restrooms. At trailheads and rest areas, the distance and direction to the next trail head should be posted.

Most shared use path projects will be paved. Asphalt and Portland cement concrete are the two most common surfaces for shared use paths. In areas where path use is expected to be primarily recreational, unpaved surfaces may be acceptable for shared use paths. Materials should be chosen to ensure the ADA requirements for a firm, stable, slip resistant surface are met. Even when meeting ADA criteria, some users such as in-line skaters, kick scooters, and skateboarders may be unable to use unpaved shared use paths.

The geometric and operational design of shared use paths is quite similar to that of roadways. However, additional considerations such as aesthetics, rest areas, amenities, and personal security are also important ensure the maximum number of potential users are encouraged to use the path for both utilitarian and recreational purposes.

Sometimes local resistance to implementing shared use paths and other trail facilities exists because of perceived potential negative impacts to neighboring communities, usually in terms of property values and crime/vandalism. A valuable resource in discussions of these matters is a summary of national research conducted for a state department of transportation. The studies cited collectively suggest that negative impacts are not an issue in either regard, and in fact suggests that property values frequently increase following the construction of shared use paths while crime rates are sometimes found to decrease.

Curb Ramps and Blended Transitions

Curb ramps and blended transitions are elements essential to ensuring that the pedestrian system can be universally used by all people. A curb ramp is a ramp that cuts through or is built up to the curb. A blended transition is a relatively flat area where a sidewalk meets a roadway. Curb ramps and blended transitions are primarily used where a sidewalk meets a roadway or driveway at a pedestrian crossing location. Blended transitions include raised pedestrian street crossings, depressed corners, or similar connections between pedestrian access routes at the level of the sidewalk and the level of the pedestrian street crossing that have a grade of 5% or less. Accessibility requirements for blended transitions serve two primary functions. First, they must alert pedestrians that have vision impairments to the fact that they are entering, or exiting, the vehicular area. Second, they must provide an accessible route for those using wheelchairs or other assistive devices. Ideally, a separate ramp should be provided for each crossing of the roadway.

Curb Ramp Slopes

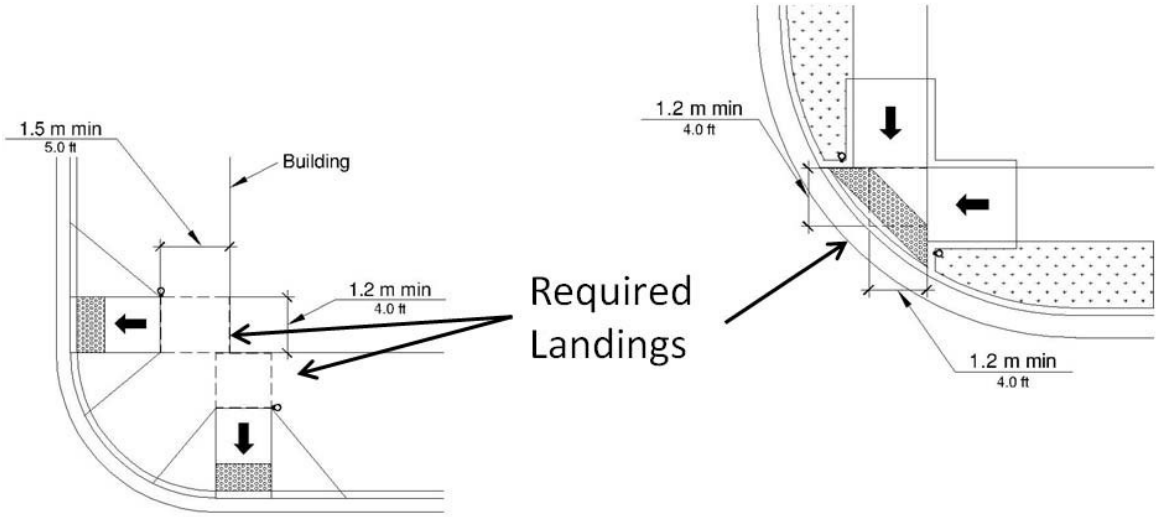
The slope of a curb ramp shall not exceed 8.33%. The only exception to this standard is when a sidewalk is located along a roadway with a significant slope, in which case the maximum length of the curb ramp is 15 feet.

Landings

All curb ramps must have a landing at the location where a wheelchair user would have to turn to prepare to enter the roadway. For perpendicular ramps, this means a 4-foot by 4-foot landing at the top of the ramp (5-foot by 5-foot if there is a vertical obstruction adjacent to the landing). For parallel ramps where the sidewalk is depressed, the 4-foot by 4-foot landing is required at the bottom of the ramp.

Detectable Warnings

Detectable warning surfaces shall extend a minimum of 2 feet in the direction of pedestrian travel and shall extend the full width of the curb ramp. Detectable warning surfaces are not required, nor desirable, at crossings of residential driveways since the pedestrian right-of-way continues across residential driveway aprons. However, where commercial driveways are provided with yield or stop control, detectable warnings should be provided at the junction between the pedestrian and vehicular routes.



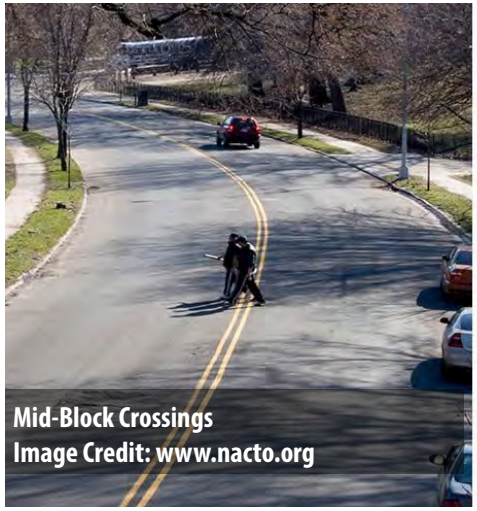
Mid-Block Crossings

Typically, crosswalks for pedestrians occur at the intersections of two or more streets. Within cities and towns, these are typically logical locations that allow regular crossing of the street or corridor in a safe manner that is regulated by law. In some cases, however, regular crossings do not occur for one reason or another, and a mid-block crossing may be necessary to connect bicyclists and pedestrians to destinations on opposite sides of the street.

In theses cases, mid-block crossings can be beneficial. Currently, there is not a nationally recognized standard for the design of mid-block crossings. The below recommendations for the implementation of mid-block crossings is developed by Sprinkle Consulting and based upon best practices from across the U.S.

In general, mid-block crossings should occur at intervals of approximately 300 to 400 feet, or the length of a typical block, where pedestrians are permitted and desired. Mid-block crossings are often desirable at mid-block bus stops or where mid-block attractions occur.

Where mid-block crossings are desired, the first step is to determine whether the roadway or multi-use path should be given priority. This is typically determined by comparing the speeds, volumes, and relative importance of both the roadway and multi-use path. If roadway speeds are relatively low, 30 mph or less, and multi-use path volumes are higher than roadway volumes, the path is given priority. If roadway speeds exceed 30 mph and/or if roadway volumes are higher than multi-use path volumes, the path is given priority if the crossing is that of a multi-u. Where roadways are comprised of four or more lanes, roadways are always given the priority.



Mid-Block Crossings
Image Credit: www.nacto.org

Once the priority has been assigned, the most appropriate traffic control method should be implemented. As a general note, the traffic control method is seeking to:

- make pathway users and roadway users aware of the crossing conflict
- make users understand their obligations with regard to yielding
- clarify motorists obligations within the crossing itself

Traffic control methods can be divided into three categories, static signs, activated signs, and hybrid beacons, as described in the adjacent table. For more information of the specific components in each of the categories, reference the Manual of Uniform Traffic Control Devices (MUTCD). The most appropriate traffic control method is typically determined by the assigned priority, roadway width, and roadway user volumes.

The tables on the following page illustrate

the proposed traffic control method that should be implemented based upon roadway traffic volumes. Also refer to the below general notes when applying the tables.

- Volumes in the title cells assume a daily to peak hour volume factor of 0.97
- Each column in the table represents a package of traffic control devices recommended for the specific crossing condition
- The designation of "YES" for the median assumes there is potential for installing a raised median at the crossing location and that one will be installed. Raised medians that can be used as refuges (6 feet wide minimum for pedestrians, greater than 8 feet recommended for shared use paths) will allow for less restrictive motor vehicle traffic controls to be used in conjunction with mid-block crossings.
- On roadways with two-way left turn lanes, refuge islands should be installed at crossing locations
- On multi-lane roadways with medians on the approach, crossing signs should be placed in the medians as well as on the side of the roadway
- When advance stop lines are used on the approach roadways, they should be used in conjunction with solid lane

Roadway Volume > than 475[1] vph (4,500 vpd) and < than 1,150 vph (12,000vpd)

	Lanes	2 lanes						*4 lanes*						6 lanes					
	Median	No			Yes			No			*Yes*			No			Yes		
	Speed	≤ 30 mph	35–40 mph	≤ 30 mph	35–40 mph	≥ 45 mph	≤ 30 mph	35–40 mph	≥ 45 mph	≥ 45 mph	*≤ 30 mph*	*35–40 mph*	*≥ 45 mph*	35–40 mph	≥ 45 mph	≥ 45 mph	≤ 30 mph	35–40 mph	≥ 45 mph
Traffic Control Devises Package	Static Signs	✓	✓		✓	✓					✓								
	Rectangular Rapid Flashing Beacon			✓			✓	✓	✓	✓		✓	✓				✓	✓	
	Hybrid Beacon													✓	✓	✓			✓

Roadway Volume > than 1,150 vph (12,000vpd)

	Lanes	2 lanes						*4 lanes*						6 lanes					
	Median	No			Yes			No			*Yes*			No			Yes		
	Speed	≤ 30 mph	35–40 mph	≤ 30 mph	35–40 mph	≥ 45 mph	≤ 30 mph	35–40 mph	≥ 45 mph	≥ 45 mph	*≤ 30 mph*	*35–40 mph*	*≥ 45 mph*	35–40 mph	≥ 45 mph	≥ 45 mph	≤ 30 mph	35–40 mph	≥ 45 mph
Traffic Control Devises Package	Static Signs	✓	✓		✓	✓					✓								
	Rectangular Rapid Flashing Beacon			✓			✓	✓				✓	✓						
	Hybrid Beacon								✓	✓				✓	✓	✓	✓	✓	✓

Roadway Volume less than 475 vehicles per hour, vph (4,500 vehicles per day[1], vpd)

	Lanes	2 lanes						4 lanes					
	Median	No			Yes			No			Yes		
	Speed	≤ 30 mph	35–40 mph	≥ 45 mph	≤ 30 mph	35–40 mph	≥ 45 mph	≤ 30 mph	35–40 mph	≥ 45 mph	≤ 30 mph	35–40 mph	≥ 45 mph
Traffic Control Devises Package	Static Signs	✓	✓	✓	✓	✓		✓			✓	✓	
	Rectangular Rapid Flashing Beacon						✓		✓	✓			✓
	Hybrid Beacon												

lines extending back the stopping sight distance from stop lines. This is to enable law enforcement officers to determine when a motorist fails to yield when he/she could have done so

- On larger than four-lane, undivided highways, strong consideration should be given to providing a grade-separated crossing of the roadway for pedestrians/ trail users. Until this can be achieved, aggressive channelization should be pursued to divert pedestrians/trail users to the nearest safe crossing.
- Lighting will need to be considered and provided where crossings are used at night.

	Traffic Control Devices Tier		
Traffic Control Device	Static Signs	Activated Signs	Hybrid Beacon
Marked Crosswalks	✓	✓	✓
Trail Xing Sign (W11-15) w/ Arrow (W16-7p)[2] 	✓	✓	✓
Advance Stop Lines[5]	✓	✓	✓
Trail Xing Sign (advance) and TRAIL XING Pavement Marking	✓	✓	✓
Stop Here to Ped Signs (R1-5)[3,4] 	✓	✓	✓
RRFB crossing[6] Ped Xing Signs (W11-2) with rapid rectangular flashing beacons, and supplemental striping		✓	
Pedestrian Hybrid Beacon[7]			✓

Traffic Control Methods
Image Credit: Sprinkle Consulting

SUPPORT FACILITIES

Overview

Bicycle support facilities make bicycling a more convenient choice for a trip with the Auburn-Opelika region. They also make bike riding more visible and provide more space to secure one's bicycle at the end of a trip.

Based on feedback from stakeholders, specific support facilities have been identified that, when implemented, can encourage more people to bike for travel and recreation in the region. These include:

- Short-Term Bike Parking;
- Secure Bike Parking Areas;
- Changing Areas and Showers;
- Wayfinding;
- Bike Repair Stands; and
- Bike Stations and Bike Shops


Secure Bike Parking Areas

Wayfinding


Short-term Bike Parking

SHORT-TERM BIKE PARKING

Description and Benefits

Bike parking provides convenient and secure storage space for employees, customers, and other visitors. Bike parking should be advantageously located and provide an appropriate level of security for the setting and application.

Key Details

Short-term bike parking is intended for visits of less than two hours, and is typically accommodated using simple, low-cost racks.

Bike racks should:

- Allow the user to lock the front wheel and the frame with a U-lock;
- Provide two points of contact with the frame, preventing the bike from falling over; and
- Be securely anchored to the ground.

Potential Implementers

- Businesses and property owners
- Cities of Auburn and Opelika (installation in public space, incentives for private development)

Cost

Short term bike racks:

- $50-200 per bicycle parking space
- $300-600+ per bicycle parking space for custom-designed racks

Links and Resources

Bicycle Parking Guidelines, 2nd Edition (2010). Association of Pedestrian and Bicycle Professionals

SHORT-TERM BIKE PARKING

- A typical office building should have parking for 5-10 bicycles in a shaded or covered location convenient to the main entrance of the building. Convenience will be the key to facilitating short trips to attend meetings at offices, lunchtime meetings, errands, and shopping trips.
- Additional parking at office developments could be considered in parking deck locations in close proximity to the main entrance, perhaps in conjunction with visitors' parking spaces.
- Short-term bike parking should be interspersed throughout retail developments in clusters of one or two racks convenient to the entrances of stores and restaurants.
- Property-specific bike parking recommendations could be provided to property owners through an on-call assessment program.

BIKE SECURE PARKING AREA

Description and Benefits

A Bike Secure Parking Area for bicycles, also known as a BikeSPA or Bike & Ride (when located at transit locations), is a semi-enclosed space that offers a higher level of security than ordinary or short-term bike racks. Increased security measures create an additional transportation option for those whose biggest concern is theft and vulnerability.

Key Details

Accessible via key-card, combination locks, or keys, BikeSPAs provide high-capacity parking for 10 to 100 or more bicycles. This long term secure bike parking is intended for visits lasting more than two hours, and include strategies such as lockers and indoor parking areas.

Key Bike SPAs features may include:

- Secure access for users;
- Double high racks & cargo bike spaces;
- Bike repair station with bench;
- Bike tube and maintenance item vending machine;
- Bike lock "hitching post" – allows people to leave bike locks; and

- Closed-circuit television monitoring.

Potential Implementers

- Businesses and property owners
- Cities of Auburn and Opelika (Installation in public space, incentives for private development)

Cost

- $100-300 per bicycle parking space if installed within an existing building or parking structure
- $1,000-2,500 per bicycle parking space for freestanding structures

Links and Resources

Bicycle Parking Guidelines, 2nd Addition (2010). Association of Pedestrian and Bicycle Professionals

Crystal City BID Secure Bike Parking List and Information: http://www.crystalcity.org/files/docs/securebikeparkingfortenants.docx

SECURE PARKING AREAS

- Consider locating in an oddly shaped area of a parking lot.
- Bike lockers can serve a similar function, but in a more broadly distributed way if a single large space is not available in a particular development.
- Bike lockers can also be deployed outdoors in under-utilized spaces.
- Property-specific secure parking recommendations can be provided to property owners through an on-call assessment program.

CHANGING AREAS AND SHOWERS

Description and Benefits

Changing areas and showers provide a place for bicycle commuters to wash and change from exercise clothing to business attire after their trip to work. Accordingly, workplace showers and changing areas, especially when combined with convenient and secure bicycle parking, encourage bicycle commuting and benefit other employees who exercise during the workday.

Key Details

Some employers have showers, and others give health club memberships to their employees or install their own fitness centers with showers. In addition, several businesses located close together can establish shared changing and shower facilities.

Changing areas and showers should:

- Provide an area for employees to store a change of clothes throughout the day;
- Be regularly cleaned and maintained;
- Provide enough showers to support the number of employees (recommended number of showers for employees: 1 for 50-100, 2 for 100-250; at least 4 for 250+); and
- Be located nearby secure bicycle parking areas.

Potential Implementers

- Businesses and property owners
- Cities of Auburn and Opelika (Installation in public space, incentives for private development)

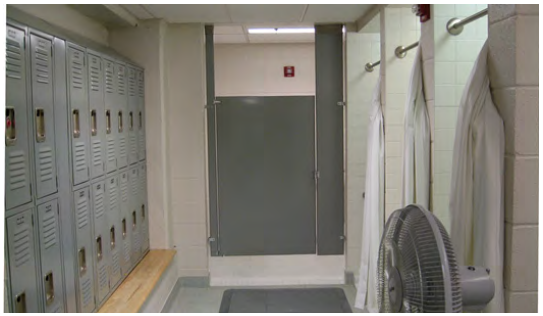
Cost

- $20,000-150,000 depending on size, features, and number of showers (estimate includes labor cost)

Links and Resources

Job Health & Happiness. League of American Bicyclists

Bicycle Parking: Bicycle Parking, Storage and Changing Facilities (2013). Victoria Transport Policy Institute.



CHANGING AREAS•SHOWERS

- Locate on the ground floor of new or remodeled multi-tenant office buildings to provide a convenient amenity for multiple tenants' employees.
- On-site gymnasiums at corporate complexes already serve this purpose, and can be promoted as an existing bike amenity to potential employees.
- Property-specific shower and changing area recommendations can be provided to property owners through an on-call assessment program.

WAYFINDING SYSTEMS

Description and Benefits

Wayfinding systems are the combination of signage and pavement markings that guide bicyclists and pedestrians along specific routes.

Signage typically serves the function of indicating or marking the route, noting where the route makes directional changes, and noting distances to key destinations. Depending on the types of signs, they are located on regular intervals along a route, at intersections, or at key locations or distances from a destination.

Pavement markings are also used as directional signage or as a branding opportunity for routes or trails.

Key Details

Green is the color used for directional guidance and is the most common color of bicycle wayfinding signage in the U.S.

It can be useful to classify a list of destinations for inclusion on the signs and their relative importance to users in the area. A particular destination's ranking in the hierarchy can be used to determine the physical distance from which the locations are signed.

Wayfinding signs and markings should:

- Be visible to bicyclists as well as motorists if indicating a bicycle route;
- Be placed at decision points along bicycle routes and on near-side of intersections in advance of junction;
- Be placed soon after turns to confirm preferred bicycle route or destination; and
- Be placed along a route to indicate a nearby destination.

Potential Implementers

- ALDOT
- Cities of Auburn and Opelika

Cost

- Wayfinding Signs: $300-400 per sign (includes installation cost)
- Pavement Markings: $50-200 per marking depending on style and materials (includes installation cost)

Links and Resources

Urban Bikeway Design Guide. "Bike Route Wayfinding Signage and Markings System" (2012). National Association of City Transportation Officials.

WAYFINDING

- On-street wayfinding should complement and coordinate with wayfinding on pathways.
- Wayfinding information should also be integrated into smartphone apps.

BIKE REPAIR STANDS

Description and Benefits

A bike repair stand is mounted to the ground and provides a place to fix or adjust one's bicycle. The stand can be convenient if one's bike breaks or needs adjustment at the beginning or end of a ride. Air inflation is a component of the modern repair stands. Auburn University has been implementing these for a number of years.

Key Details

Bike repair stands provide a place and tools to fix and maintain one's bicycle. The stand is typically outfitted with tools to work on a bike, allowing a bike rider to repair one's bike and do basic maintenance.

Bike repair stands are typically located adjacent to a bike parking area. They can also be located in other areas with frequent bike traffic, such as at transit stations.

Bike repair stands should include:

- A design stand design that allows a bike to be positioned so that a bike owner can use both hands to work on their bike;
- Tools to fix and adjust mechanical bike parts; and
- A pump to inflate tires.

Potential Implementers

- Property Owners and Businesses
- Cities of Auburn and Opelika (Installation in public space)

Cost

- $500-1,500 per repair stand including tools and air pump

Links and Resources

Example Bike Repair Station Promotion at University of North Carolina-Wilmington: http://uncw.edu/parking/documents/bikerepairstations.pdf

Bike Repair Stands

- Bike Repair Stands should be located in conjunction with site-level bike parking (short-term, long-term, or both) at office or retail developments.
- Office developments and corporate campuses can provide "concierge quality service" to the same effect by training parking deck or security desk attendants in basic repairs and keeping basic tools such as hex wrenches, pumps, tire levers, patch kits, and common tube sizes on hand.
- Latex gloves at repair stations will help minimize cleanup time for those returning to work. Paper towels and handwashing sinks would be helpful as site conditions allow.
- Property-specific Bike Repair recommendations can be provided to property owners through an on-call assessment program.

BIKE STATIONS AND BIKE SHOPS

Description and Benefits

Strategically located bike stations and bike shops provide commuters a shared location for secure bike parking, bike repair services, or bike purchases. Both are staffed by professionals on a part-time or full-time basis and should be accessible during regular business hours.

Key Details

A bike station provides commuters with a place to park and repair one's bike. Some bike stations provide access to food and work stands for self-serve repairs, while others have trained mechanics on staff. Bike shops provide a place to purchase bikes, bike equipment and have a bike repaired. Bike stations and bike shops should:

- Have staff on-site ;
- Be located in an area that is easily accessible by transit and bicycle;
- Provide secure bike parking services (at bike stations);
- Provide bike repair services; and
- Sell bike equipment and supplies.

Potential Implementers

- Private entrepreneurs
- Leasing agents

Cost

- Bike Shop: $100,000-500,000 (private investment)
- Bike Station: $100,000-2,000,000 depending on size, design, and amenities

Links and Resources

National Bicycle Dealers Association http://nbda.com/

Crystal City BID Mobile Bike Repair Service http://www.crystalcity.org/do/everything-esmonde4

BICYCLE PROGRAMS

Overview

Bicycle programs are non-infrastructure related activities that promote, encourage, and educate people about bike riding in Auburn-Opelika for transportation or recreation. Programs can be used to remove barriers for people considering riding their bike by providing activities like bike rides or workshops to learn how to ride safely. Other programs, such as bike commute incentive programs, encourage changes in behavior,

Based on feedback from stakeholders, specific bicycle programs have been identified that can encourage more people to bike for travel and recreation in the region. These include:

- Organized Bike Rides;
- Employer Incentive Programs;
- Brown-Bag or Evening Bike Workshops;
- Bike Maps;
- Safety Equipment Giveaways;
- Media Campaign;
- Commute Challenge/Competition for Employers;
- Reward/Discount Program at Local Businesses;
- Bike Month Activities;
- Bike Buddy Program;
- Bike Information Website; and
- Bicycle Friendly Business Program

ORGANIZED BICYCLE RIDES

Description and Benefits

Employees and residents are invited to meet at a central location for a group bike ride. Rides are an opportunity to meet and network. Overall, the rides should cater to a diverse group, with rides for young professionals, beginning bicyclists, and families. The route should be safe and comfortable for all levels. Group rides can help increase social cohesion between people who are interested in bicycling and among co-workers. Bike rides can also improve understanding of safe routes, cycling skills, and the ease of reaching destinations by bike.

Key Details

Social bike rides typically draw the most participation by offering themes or unique experiences (e.g., tours led by topical experts, rides that offer special access or free admission to a location or event, or rides that celebrate holidays or have fun themes).

In advance of a group bike ride, leaders should familiarize themselves with the riding route and safety protocols. A test ride of the route, prior to the ride, will ensure that leaders are familiar with the route and no construction detours or hazards will arise. Rides can be promoted through a variety of appropriate media outlets including social media, email, posters/flyers, bike shops, etc.

Potential Implementers

- Corporate HR Departments/ Wellness Committees
- Local bike advocacy organizations

Cost

- Cost assumptions: 1 ride per month, requiring monthly planning, coordination, and promotion
- Labor: 20 hours/month of coordination, could be incorporated into an existing position or a volunteer led effort
- Expenses: $500-2,500 annually for printing flyers/calendars

Links and Resources

Energy Corridor Business District group bike rides as part of Bike to Work Month: http://www.energycorridor.org/mobility/bike-to-work

Organized Ride Guide (Bicycle Coalition of Maine): www.bikemaine.org/events-old/organized-ride-guide

EMPLOYER INCENTIVE PROGRAM

Description

Employees who bike to work and report on their bicycle trips earn rewards or are entered into reward drawings. Employees are also offered resources and tools and invited to attend bicycle-related events. Incentive Programs can improve the physical and mental health of employees and help increase parking availability for customers, clients, or employees who drive.

Key Details

Participating employees report on their bicycle trips through a database or automated system. This program requires an administrator to track and disseminate incentives; the administrator can also provide resources and plan encouraging events.

Program incentives should motivate employees to bike to work, but should not be so large that they would undermine the participant's intrinsic motivation if removed. Incentives can include the following:

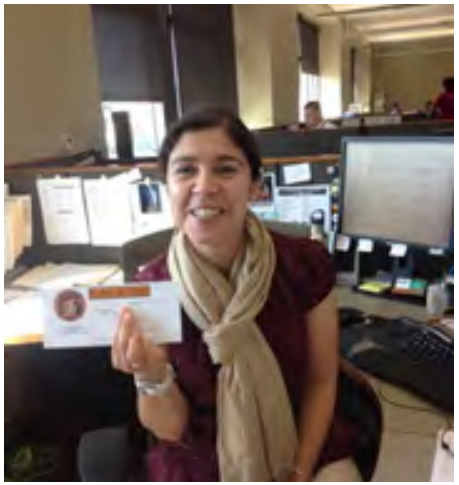
- Commute reimbursement benefit in pre-tax dollars
- Parking cash-outs
- Gift cards; and
- Workplace perks.

Potential Implementers

- Corporate HR Departments

Cost

- Cost assumptions: 1-year pilot program (3-4 months planning, 6 months implementation, 2-3 months evaluation)
- Labor: 40 hours/month (.25 FTE) for program coordinator/administrator; 20-40 hours for graphic design in planning stage
- Expenses: $2,000-$10,000 for incentives (depending on size/scale, unless donated); up to $5,000 for printing



Links and Resources

Seattle Children's Hospital (Seattle, WA): http://bikeleague.org/content/bfb-spotlight-seattle-childrens-hospital

Bicycle Commuter Act: http://bikeleague.org/content/bicycle-commuter-benefit

Cliff Bar Sustainability Benefits Program: http://ebenet.org/wp-content/uploads/2011/08/Clif-Bar-Sustainability-Benefits-Program-Summary.pdf

BROWN-BAG OR EVENING BIKE WORKSHOPS

Description

Employees or residents attend bicycling workshops, which can cover many topics related to safe and convenient bicycling, such as rules of the road, basic bike repair, bike commuting tips, carrying cargo, bike fit, weather, etc. Local bike shops, gear and apparel companies, advocacy groups, or community members may be featured as speakers. Workshops can help enhance understanding, confidence, and independence related to bicycling for transportation in a comfortable and supportive learning environment, which can be an important lead-in to actually getting on a bike on the road or pathway for many people.

Key Details

The presenter of the workshop should be confirmed a month or so in advance of the workshop to give adequate preparation time. Workshops can be held at lunch time or in the evening to accommodate work schedules.

Potential Implementers

- Corporate HR Departments/ Wellness Programs

Cost

- Cost assumptions: One workshop per month
- Labor: 20 hours/month of coordination, could be incorporated into an existing position
- Expenses: $100 compensation for each guest speaker (unless time is donated); $500-2,500 annually for printing flyers/ calendars

Links and Resources

Corporate Commute Workshops (Bike Silicon Valley, CA): http://bikesiliconvalley.org/corporate-commute-workshops

BROWN BAG•EVENING WORKSHOPS

- Workshops can be organized within a campus, a single multi-tenant office building, or a specific residential development. Workshops can also be organized according to experience level.
- Workshops can also be organized for corporate HR staff or employee wellness coordinators to help seed development of their own building-specific programs and other strategic initiatives described in this plan.

REGIONAL BIKE MAP

Description and Benefits

A bicycling map, either in hard copy or electronic form, enables good route-making decisions. A local bicycling map should highlight local bike routes, bike shops, bike parking, bike-friendly businesses, and local services and destinations accessible by bike. The map should recommend local recreational bike rides or suggest ideal routes for getting to key local destinations, display bike travel times and distance, and offer basic traffic safety tips. Maps can be distributed at community events, businesses and institutions (such as shops or libraries), apartment/condo buildings, and workplaces.

Key Details

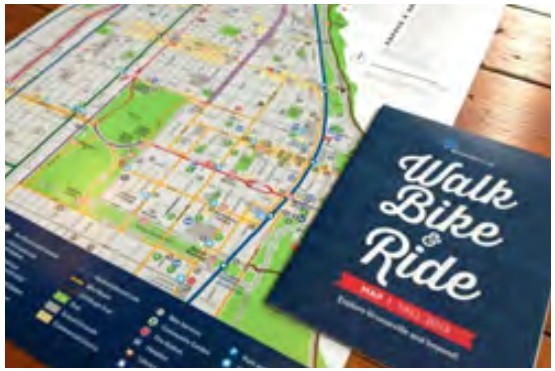
The map should feature a user-friendly design that is intuitive and legible for people of different ages and abilities. A GIS base-layering is a starting point when creating such a map. The method of portrayal of bicycling suitable routes should be in keeping with the objective and reliable methodology of the *Highway Capacity Manual*, as used in the existing consitions component of this plan. This A, B, C, D, E and F rating method will ensure map usability and provide protection from liability. The map should be dated to communicate how current it is and should be updated annually due to changes to infrastructure or destinations take place.

Potential Implementers

- AOMPO

Cost

- Cost assumptions: 1,000 maps; production and printing only (does not include distribution)
- Labor: 30 hours for copywriting, field checking, and reviewing; 10 hours to obtain GIS data and create base layer map; 40 hours of graphic design
- Expenses: $1,500 for printing



Links and Resources

Crystal City BID Bike Map: http://crystalcity.org/_files/docs/bikeracklocations.pdf

2014 Chicago Bike Map: http://chicagocompletestreets.org/wp-content/uploads/2014/06/Chicago-Bike-Map-2014.pdf

BIKE MAPS

- Highlight the location of existing businesses that service bicycles and sell equipment.

SAFETY EQUIPMENT/BIKE GEAR GIVEAWAYS

Description

Free or low-cost safety equipment and branded promotional items can be offered to residents and employees to promote bicycling and encourage safer bicycling. Incentive items should be functional and related to bicycling. Items that are branded with a recognizable image or logo can enhance the profile of bicycling and/or that particular brand in the community. Equipment giveaways can increase safety through the provision of free or low-cost safety equipment and provide some low-cost essentials for the beginning bicyclists. A giveaway can also be an important "attention getter" to starting conversations with potential bicyclists when conducting community outreach. Giveaway items can also be effective and persistent advertisements for sponsoring businesses or can raise the profile of an agency or program's brand in the market.

Key Details

Giveaways can be offered to participants of a bike program, as part of a bike event, or when doing outreach at community events. Items can be purchased in bulk from a variety of promotional marketing companies or bike accessory manufacturers. Practical giveaways such as helmets, lights, reflectors, bike bells, tire patch kits, reusable water bottles, and bike seat rain covers can encourage people to bike, offer convenience, and improve safety for all road users.

Cost

- Cost assumptions: 1,000 bike lights at $3/unit (unit cost will vary based on quality and bulk quantity)
- Labor: 10 hours for coordinator for selection of giveaways, marketing companies, and samples; 5 hours/ item for graphic design and print management
- Expenses: $3,000 for 1,000 bike lights at $3/unit

Links and Resources

Bike Brightly (Bicycle Coalition of Maine): http://www.bikemaine.org/bike-brightly

Light Up the Night (San Francisco Bicycle Coalition): http://www.sfbike.org/news/dont-forget-to-light-up-the-night/

EQUIPMENT GIVEAWAYS

- Existing businesses that sell or service bicycles can raise their profiles
- Branded bicycle items can promote a company's commitment to employee wellness

MEDIA CAMPAIGN

Description

Media campaigns increase the visibility of people on bikes and encourage more people to ride. Research shows that the most effective campaigns are those that use positive, reinforcing messaging and graphics. Bicycling campaigns can utilize a variety of media outlets, including billboards; print advertising; transit vehicles, stations, or shelters; informational brochures or handbills; web ads and social media; branded promotional items; etc. Media campaigns can promote the utility and benefits of bicycling within the region. Media campaign messages can also be crafted to increase awareness of bicyclists on the road and to promote courtesy compliance with traffic safety laws by motorists and bicyclists alike.

Key Details

At the outset of planning a media campaign, desired outcomes, and the target audience should be determined; this will inform the campaign messaging and imagery. A stakeholder or focus group should be convened with individuals familiar with the community to ensure that the campaign messages and graphics will resonate with the target audience. The audience will also determine what types of media are utilized, but it is recommended that a variety of outlets be used to ensure coverage, reach, and repetition.

Potential Implementers

- AOMPO
- Cities of Auburn and Opelika

Cost

- Cost assumptions: 2-3 month media campaign, with 6 months of planning; may add additional time at end of campaign for evaluation
- Labor: 40-80 hours/month (.25-.5 FTE) for campaign organizer to coordinate branding, messaging, media buys, and outreach; 150 hours of graphic design
- Expenses: $20,000-30,000 in media buys and printing

Links and Resources

Bike PGH (Pittsburgh, PA): http://bikepgh.org/care/

EMPLOYEE COMMUTE CHALLENGE/COMPETITION

Description

During a commute challenge, employers/employees enter into a friendly competition to log the most miles traveled by bike, number of trips by bike, or percentage of employees traveling by bike. Employees can earn rewards or be entered into drawings for participating. Employee commute challenges provide bicycle transportation education and knowledge; education lies at that core of changing commute behavior. Employee challenge programs can encourage commute trips to be made by bicycle and encourage future bike commute habits. Challenges also foster team building among coworkers/employees and will help increase employee productivity, similar to workplace health programs.

Key Details

Bike commute challenges require incentives, promotional materials, and an interactive website for employees to register and log miles. Milestone incentives and/or prize drawings are the best way to get people involved and will appeal to a broad range of employees. For this reason, the most effective incentives are those with the most utility, such as cash or gift cards. Many programs work with local businesses to offer discounts or free goods or services. Challenges typically last for a week or month and conclude with a celebratory event, such as an award ceremony or party in appreciation of the participants.

Potential Implementers

- Corporate HR Departments/ Wellness Programs

Cost

- Cost assumptions: 1-month challenge, with 4 months of planning and 1 month of wrap-up/celebration; weekly events and promotion; web development not included
- Labor: 0.5 FTE for challenge coordinator; 40 hours of graphic design
- Expenses: $1,000+ for prizes (unless donated); $100-500 for event supplies and refreshments

Links and Resources

Iowa Bike Commute Challenge: http://challenge.bikemonthiowa.com; http://bikemonthiowa.com/bike-commute-challenge/how-does-it-work

Healthy Shasta Bike Challenge (Redding, CA): http://healthyshasta.org/bikechallenge

EMPLOYEE CHALLENGES

- Friendly competition between area businesses will also promote networking among potential clients and business partners, helping to drive the region's internal economy.

BIKE BUDDY PROGRAM

Description

Someone who is proficient at and comfortable with bike commuting is matched with someone who is a beginner to show them the ropes (e.g., safe/comfortable routes to use, gear for different weather, rules of the road and safety tips, etc.). Bike buddies may commute together or go on a ride together to get the novice comfortable with their route and with biking in traffic. Partnering with a bike buddy will encourage new employees to try bicycling as a commute option, build community, and encourage teamwork within an office or company. Novices can find a low stress way to learn how to ride a bike, picking a commute route, understand the rules of the road, and ride in traffic safely. These experiences improve rider confidence to use the bike as a means of transportation, and who will in turn inspire other beginners.

Key Details

Programs typically have a "ridematching" service that connects experts with novices; this may be a web-based mechanism but could also be informal. Becoming a mentor should include a training session that emphasizes promoting safe and legal bicycling. Local bike advocacy organizations are a good place to recruit mentors.

Potential Implementers

- Corporate HR departments/ wellness programs

Cost

- Labor: minimal labor required for initial planning, promotion, and ongoing matching and support; should be incorporated into a larger position or coordinated by a volunteer
- Expenses: minimal (may include printing for flyers)

Links and Resources

Energy Corridor Business District Bike Buddy Program: http://www.energycorridor.org/commuter-solutions/bike-walk/bike-buddies-signup

BICYCLING INFORMATION WEBSITE

Description

Websites are a great way to consolidate bicycling resources to make it easy for new and experienced riders to find brochures, maps, events, and other bike related resources. A bicycling information website will provide essential information to beginner and experienced riders in the region. Websites are a great way to orient prospective and new employees and residents to existing transportation options. A website can also provide a platform to support marketing, community outreach, programs, and events (e.g., Bike Month, Employee Commute Challenge, incentive programs, Bike Buddy, etc.)

Key Details

A "one-stop shopping" bicycling website provides a convenient clearinghouse for all things bicycling, which aids in marketing and promoting bicycling to new riders. The website will require ongoing maintenance to ensure that all content is up to date, relevant, and complete, especially with regard to Alabama laws for bicycling.

Potential Implementers

- Regional and local activities

Cost

Cost assumptions: main page and up to 10 sub-pages

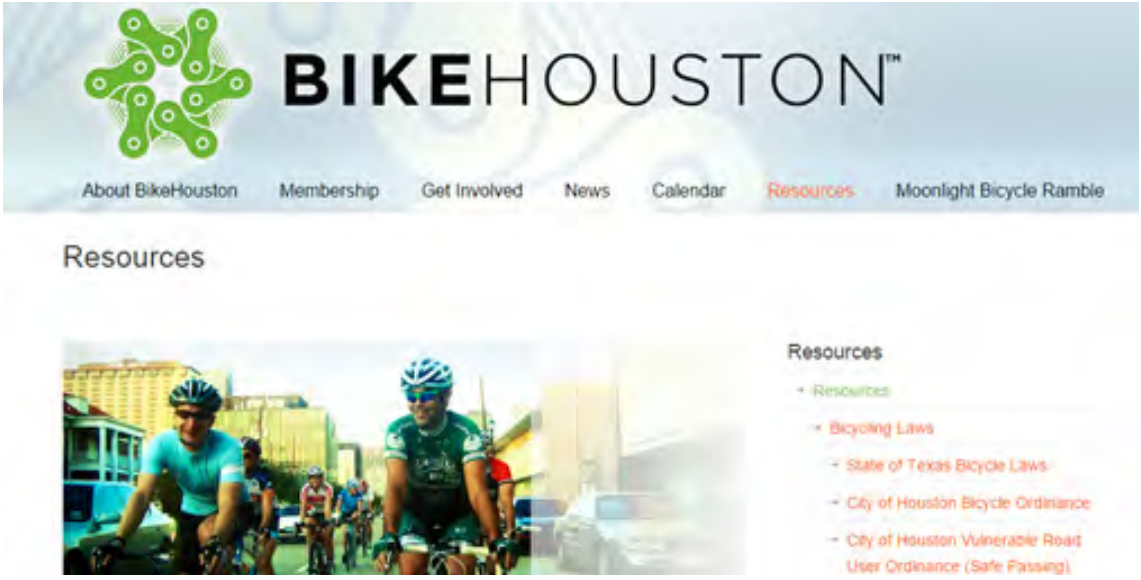
Labor: 100 hours for copy writing, web development, and graphic design; 4 hours/month for ongoing maintenance and updates

Expenses: $10/year for domain name; hosting not included

Links and Resources

Crystal City BID Bike Information Webpage: http://crystalcity.org/active/ride

Living Streets Alliance: http://www.livingstreetsalliance.org/



BICYCLE FRIENDLY BUSINESS PROGRAM

Description

Bicycle friendly business programs recognize businesses for encouraging employees, customers, and community members to bike. Bicycle friendly business programs can also provide support to interested businesses. Bicycle Friendly Business Programs will help businesses attract and retain employees, and also support the productivity and health of employees. Bicycle friendly workplaces reduce employees' spending on transportation and medical costs, while bicycle friendly retail establishments cultivate strong customer loyalty.

Key Details

Businesses that offer bicycle-friendly amenities to employees and/or customers can apply to receive bronze, silver, gold, or platinum level recognition from the League of American Bicyclists for their efforts. Businesses are recognized for activities that address the 4 E's (encouragement, engineering, education, and evaluation), such as the following:

- Cash or other incentives for employees who bike;
- Secure bike parking for employees and customers;
- Loaner bikes, repair stations, and/or end-of-trip facilities (e.g., showers, lockers) for employees; and
- Staff bicycling classes, rides, and/or events

Potential Implementers

- Businesses and property owners

Cost

Staff time 1/3 to 1/2 -time coordinator ($20,000 - $30,000) for initial organization and promotion, dropping to 1/4 time or less to administer in subsequent years

Links and Resources

League of American Bicyclists: Bicycle Friendly Business Program - http://bikeleague.org/business

Downtown Tampa's Bicycle Friendly Business Program http://www.tampasdowntown.com/getting-around/bike-and-walk/bike-friendly-tampa.aspx

BIKE FRIENDLY BUSINESSES

- Bicycle Friendly Business and Community designations are recognized nationwide and are very effective branding to prospective employees and businesses alike.

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Appendix J

Prioritization List

Auburn-Opelika MPO Bicycle and Pedestrian Plan: Bicycle Prioritization Results

Road Name	From	To	Segment ID	Bike Votes	Vote Value	Demand Value	Bike LOS Value	Bicycle Facility Recommendation	Unit Cost	Total Cost	Benefit-Cost	Priority Tier
College St	Drake	Glenn	54	8	57	84	2	Roadway Restripe Candidate	$40,000	$14,000	287.79	1
Gay St	Thach	Samford Ave	113	3	21	95	2	Roadway Restripe Candidate	$40,000	$14,800	278.60	1
Frederick Rd	Cunningham	Old Opelika	99	8	57	7	7	Roadway Restripe Candidate	$40,000	$35,600	33.97	1
Lafayette Pkwy	Samford Ave	Lake Condy Rd	137	0	0	9	4	Road Diet Candidate	$61,000	$18,300	30.22	1
Wire Rd	Cox	Webster	270	7	50	7	3	Road Diet Candidate	$61,000	$35,990	26.32	1
Magnolia Ave	Wright	College	154	0	0	93	0	Detailed Corridor Study Needed	$2,042,000	$142,940	26.04	1
10th St	Avenue B	2nd Ave	5	0	0	14	1	Road Diet Candidate	$61,000	$26,840	22.25	1
Lafayette Pkwy	Lake Condy Rd	Old Lafayette Pkwy	138	0	0	8	4	Road Diet Candidate	$61,000	$28,060	18.42	1
Thach Ave	College	Gay St	239	2	14	94	0	Detailed Corridor Study Needed	$2,042,000	$224,620	17.35	1
Fox Run Pkwy	Columbus Pkwy	Jeter Rd	95	1	7	7	11	Road Diet Candidate	$61,000	$52,460	17.31	1
Magnolia Ave	College	Gay St	155	0	0	92	1	Detailed Corridor Study Needed	$2,042,000	$224,620	16.52	1
Bulloch St/Frederick Rd	Gateway	Long	50	3	21	15	4	Road Diet Candidate	$61,000	$76,860	13.49	1
College St	Glenn	Magnolia Ave	61	8	57	92	0	Detailed Corridor Study Needed	$2,042,000	$347,140	12.27	1
Gay St	Magnolia	Thach	112	3	21	91	2	Detailed Corridor Study Needed	$2,042,000	$326,720	12.07	1
Gay St	Glenn	Magnolia	111	4	29	86	1	Detailed Corridor Study Needed	$2,042,000	$347,140	10.91	1
Samford Ave	Mell	Gay	220	7	50	90	1	Detailed Corridor Study Needed	$2,042,000	$490,080	8.49	1
Gay St	Opelka Rd	Glenn	110	4	29	73	2	Detailed Corridor Study Needed	$2,042,000	$408,400	8.05	1
College St	Magnolia	Thach	55	11	79	94	1	Detailed Corridor Study Needed	$2,042,000	$673,860	6.80	1
College St	Thach	Samford Ave	56	12	86	95	1	Detailed Corridor Study Needed	$2,042,000	$755,540	6.23	1
Opelika Rd	Ross	Gay	200	12	86	51	1	Detailed Corridor Study Needed	$2,042,000	$490,080	6.00	1
Samford Ave	Gay	Moores Mill	221	7	50	87	0	Detailed Corridor Study Needed	$2,042,000	$673,860	5.92	1
Martin Luther King Dr	Donahue	Boykin	174	2	14	69	2	Detailed Corridor Study Needed	$2,042,000	$510,500	5.83	2
Donahue Dr	War Eagle Way	MLK Dr	81	5	36	90	2	Detailed Corridor Study Needed	$2,042,000	$755,540	5.36	2
Glenn Ave	Wright St	Ross St	118	11	79	92	3	Detailed Corridor Study Needed	$2,042,000	$939,320	4.92	2
Glenn Ave	Donahue	Wright St	125	3	21	96	2	Detailed Corridor Study Needed	$2,042,000	$857,640	4.81	2
Martin Luther King Dr	Jordan	Shug Jordan	171	2	14	10	1	Add Paved Shoulders Candidate (significant re-grading)	$932,000	$158,440	3.83	2
Bragg Ave	College	Donahue	49	1	7	82	1	Detailed Corridor Study Needed	$2,042,000	$1,021,000	3.35	2
Glenn Ave	Ross St	Charleston Pl	119	11	79	43	4	Detailed Corridor Study Needed	$2,042,000	$816,800	3.33	2
Auburn St	Long	Hurst	37	0	0	14	1	Add Paved Shoulders Candidate (minor re-grading)	$639,000	$198,090	3.15	2
Opelika Rd	Temple	Ross	199	12	86	31	5	Detailed Corridor Study Needed	$2,042,000	$775,960	3.04	2
Martin Luther King Dr	Boykin	Jones	173	2	14	40	3	Detailed Corridor Study Needed	$2,042,000	$633,020	2.97	2
Magnolia Ave	Wire	Wright	153	0	0	100	1	Detailed Corridor Study Needed	$2,042,000	$1,368,140	2.95	2
Donahue Dr	MLK Dr	Cary Dr	82	5	36	64	1	Detailed Corridor Study Needed	$2,042,000	$1,000,580	2.95	2
Magazine Ave/14th St	York	RR Bridge	8	0	0	12	0	Add Paved Shoulders Candidate (major re-grading)	$2,536,000	$177,520	2.81	2
Frederick Rd	Cunningham Dr	Gateway	281	6	43	3	1	Add Paved Shoulders Candidate (major re-grading)	$2,536,000	$202,880	2.81	2
Martin Luther King Dr	Jones	Jordan	172	2	14	14	3	Add Paved Shoulders Candidate (significant re-grading)	$932,000	$307,560	2.76	2
Waverly Pkwy/Fitzpatrick Ave	Pleasant	Westwood St	258	0	0	17	2	Add Paved Shoulders Candidate (significant re-grading)	$932,000	$288,920	2.68	2
College St	Samford Ave	Kimberly	57	10	71	92	8	Detailed Corridor Study Needed	$2,042,000	$1,817,380	2.63	2
Interstate Dr	Gateway Drive	Hamilton Rd	134	3	21	4	2	Add Paved Shoulders Candidate (minor re-grading)	$639,000	$185,310	2.61	2
Glenn Ave	Charleston Pl	Short St	120	9	64	21	2	Detailed Corridor Study Needed	$2,042,000	$653,440	2.42	2
Waverly Pkwy	Terracewood	Pleasant	257	2	14	15	1	Detailed Corridor Study Needed	$2,042,000	$367,560	2.14	2
Samford Ave	Moores Mill	Dean	222	7	50	46	1	Detailed Corridor Study Needed	$2,042,000	$1,143,520	2.11	3
University Dr	Dekalb St	Shelton Mill	250	4	29	8	1	Detailed Corridor Study Needed	$2,042,000	$326,720	2.03	3
Moores Mill Rd	University Dr	Weatherford St	180	4	29	10	2	Detailed Corridor Study Needed	$2,042,000	$387,980	1.92	3
Fox Run Pkwy	Brookstone	Samford Ave	97	1	7	10	9	Add Paved Shoulders Candidate (significant re-grading)	$932,000	$493,960	1.84	3
Dean Rd	Opelika	Glenn Ave	75	9	64	20	4	Detailed Corridor Study Needed	$2,042,000	$1,082,260	1.52	3
Geneva St	Columbus	McCoy	117	0	0	13	5	Add Paved Shoulders Candidate (significant re-grading)	$932,000	$587,160	1.33	3
1st Ave	Thomason Dr	Simmons	12	3	21	26	4	Add Paved Shoulders Candidate (significant re-grading)	$932,000	$1,174,320	1.21	3
Frederick Rd	Cunningham Blvd	Skyway Dr	124	14	100	4	4	Detailed Corridor Study Needed	$2,042,000	$1,143,520	1.20	3
Hamilton Rd	Interstate Dr	Social Cir	128	6	43	3	1	Detailed Corridor Study Needed	$2,042,000	$530,920	1.18	3
Glenn Ave	Alice St	Airport	122	7	50	9	4	Detailed Corridor Study Needed	$2,042,000	$878,060	1.18	3
2nd Ave	6th St	11th St	16	1	7	16	6	Detailed Corridor Study Needed	$2,042,000	$898,480	1.11	3
Marvyn Pkwy	Old Columbus	Williamson	158	1	7	6	3	Detailed Corridor Study Needed	$2,042,000	$428,820	1.10	3
Crawford Rd	Marvyn	CR 169	71	1	7	10	42	Add Paved Shoulders Candidate (significant re-grading)	$932,000	$2,367,280	1.09	3
West Point Pkwy	Anderson Rd	Fox Run	284	0	0	21	11	Add Paved Shoulders Candidate (minor re-grading)	$639,000	$1,309,950	1.05	3
2nd Ave	14th St	Pleasant	18	1	7	23	11	Detailed Corridor Study Needed	$2,042,000	$1,511,080	1.04	3
Dean Rd	University	Opelika	74	9	64	19	11	Detailed Corridor Study Needed	$2,042,000	$1,858,220	1.04	3
Pepperell Pkwy	US 280	N 26th St	203	0	0	16	4	Detailed Corridor Study Needed	$2,042,000	$816,800	1.03	3
Marvyn Pkwy	Williamson	Crawford	160	1	7	6	1	Add Paved Shoulders Candidate (major re-grading)	$2,536,000	$355,040	1.00	3
Pepperell Pkwy	Pleasant	US 280	19	5	36	21	3	Detailed Corridor Study Needed	$2,042,000	$1,408,980	0.97	3
1st Ave	Simmons	11th St	13	3	21	18	1	Detailed Corridor Study Needed	$2,042,000	$1,041,420	0.95	3
Marvyn Pkwy	Old Columbus	McCoy	157	1	7	8	4	Detailed Corridor Study Needed	$2,042,000	$653,440	0.90	4
University Dr	Stocker St	Deklab St	249	5	36	12	6	Detailed Corridor Study Needed	$2,042,000	$1,245,620	0.90	4
Opelika Rd	University	Temple St	205	12	86	28	12	Detailed Corridor Study Needed	$2,042,000	$2,879,220	0.89	4
Dean Rd	Glenn Ave	Moores Mill	76	9	64	27	9	Detailed Corridor Study Needed	$2,042,000	$2,450,400	0.88	4

Auburn-Opelika MPO Bicycle and Pedestrian Plan: Bicycle Prioritization Results

Road Name	From	To	Segment ID	Bike Votes	Vote Value	Demand Value	Bike LOS Value	Bicycle Facility Recommendation	Unit Cost	Total Cost	Benefit-Cost	Priority Tier
Waverly Pkwy	Veterans Pkwy	Terracewood Dr	260	2	14	19	8	Add Paved Shoulders Candidate (significant re-grading)	$932,000	$1,491,200	0.88	4
Samford Ave	Plum	6th St	226	0	0	16	4	Detailed Corridor Study Needed	$2,042,000	$959,740	0.86	4
Columbus Pkwy	Fox Run	Betty's	65	0	0	4	32	Add Paved Shoulders Candidate (significant re-grading)	$932,000	$2,106,320	0.84	4
Fox Run Pkwy	Jeter Rd	Brookstone	96	1	7	8	5	Add Paved Shoulders Candidate (major re-grading)	$2,536,000	$811,520	0.79	4
College St	Shug Jordan	Drake	53	6	43	44	15	Add Paved Shoulders Candidate (major re-grading)	$2,536,000	$3,854,720	0.76	4
University Dr	Opelika Rd	Stoker St	252	4	29	12	5	Detailed Corridor Study Needed	$2,042,000	$1,327,300	0.74	4
Glenn Ave	Short St	Alice St	121	7	50	18	11	Detailed Corridor Study Needed	$2,042,000	$2,409,560	0.73	4
Columbus Pkwy	8th St	Fox Run	64	0	0	13	31	Add Paved Shoulders Candidate (major re-grading)	$2,536,000	$2,814,960	0.73	4
University Dr	Glenn	Opelika Rd	248	4	29	12	11	Detailed Corridor Study Needed	$2,042,000	$2,082,840	0.63	4
6th St	Samford Ave	Torbert Blvd	23	1	7	16	5	Detailed Corridor Study Needed	$2,042,000	$1,511,080	0.62	4
Long St	Wallace	Auburn	146	0	0	14	4	Detailed Corridor Study Needed	$2,042,000	$1,184,360	0.61	4
Gateway Dr	I-85	Thomason	103	1	7	11	13	Detailed Corridor Study Needed	$2,042,000	$2,246,200	0.53	4
Williamson Ave	Society Hill	Poplar St	267	0	0	13	4	Detailed Corridor Study Needed	$2,042,000	$1,429,400	0.49	4
Pepperell Pkwy	N 26th St	University	204	0	0	22	22	Detailed Corridor Study Needed	$2,042,000	$4,329,040	0.46	4
College St	Kimberly	I-85 on ramp	58	10	71	20	21	Detailed Corridor Study Needed	$2,042,000	$5,840,120	0.43	4
Glenn Ave	Airport Rd	Skyway	123	11	79	7	15	Add Paved Shoulders Candidate (major re-grading)	$2,536,000	$4,311,200	0.43	4
Shelton Mill Rd	US 280	College St	229	6	43	20	39	Add Paved Shoulders Candidate (major re-grading)	$2,536,000	$7,633,360	0.41	5
Columbus Pkwy	Betty's	End	63	0	0	1	86	Add Paved Shoulders Candidate (major re-grading)	$2,536,000	$10,727,280	0.41	5
Shug Jordan Pkwy	College St	Donahue Dr	254	5	36	7	5	Detailed Corridor Study Needed	$2,042,000	$2,164,520	0.40	5
West Point Pkwy	Andrews Rd	Anderson Rd	283	0	0	8	7	Add Paved Shoulders Candidate (minor re-grading)	$639,000	$1,699,740	0.38	5
Lafayette Pkwy	Old Lafayette Pkwy	CR 23	139	1	7	6	73	Add Paved Shoulders Candidate (major re-grading)	$2,536,000	$11,158,400	0.35	5
Marvyn Pkwy	CR 47	Crawford	285	1	7	7	55	Add Paved Shoulders Candidate (major re-grading)	$2,536,000	$9,662,160	0.32	5
US 280	College St	CR 188	4	0	0	1	100	Add Paved Shoulders Candidate (major re-grading)	$2,536,000	$17,396,960	0.29	5
SR 147/College St	US 280	Shug Jordan	7	3	21	3	34	Add Paved Shoulders Candidate (major re-grading)	$2,536,000	$7,354,400	0.28	5
Webster Rd	McMillan	MLK	264	0	0	4	0	Detailed Corridor Study Needed	$2,042,000	$735,120	0.26	5
Cox Rd	Veterans Blvd	Wire Rd	67	4	29	9	7	Add Paved Shoulders Candidate (major re-grading)	$2,536,000	$4,057,600	0.25	5
Hamilton Rd	Social Cir	Hamilton Hill Dr	127	6	43	3	7	Add Paved Shoulders Candidate (major re-grading)	$2,536,000	$3,778,640	0.25	5
Old Columbus Rd	Uniroyal Rd	Marvyn	195	0	0	11	19	Add Paved Shoulders Candidate (major re-grading)	$2,536,000	$5,756,720	0.24	5
Webster Rd	Wire	McMillan	263	0	0	9	6	Add Paved Shoulders Candidate (major re-grading)	$2,536,000	$2,713,520	0.24	5
Donahue Dr	Crescent Blvd	Farmville Rd	87	3	21	1	1	Add Paved Shoulders Candidate (major re-grading)	$2,536,000	$1,318,720	0.21	5
Donahue Dr	Shug Jordan Pkwy	Miracle Rd	85	4	29	5	0	Add Paved Shoulders Candidate (major re-grading)	$2,536,000	$2,485,280	0.20	5
Lafayette Pkwy	CR 22	SR 147	141	0	0	0	8	Add Paved Shoulders Candidate (major re-grading)	$2,536,000	$2,485,280	0.17	5
Donahue Dr	Miracle Rd	Crescent Blvd	86	3	21	1	1	Add Paved Shoulders Candidate (major re-grading)	$2,536,000	$2,130,240	0.14	5
Beehive Rd	Cox Rd	CR 12	44	0	0	3	3	Add Paved Shoulders Candidate (major re-grading)	$2,536,000	$3,043,200	0.09	5
Sand Hill Rd	College St	Society Hill Rd	227	0	0	2	16	Add Paved Shoulders Candidate (major re-grading)	$2,536,000	$13,440,800	0.07	5
West Point Pkwy	Andrews Rd	End	265	0	0	1	14	Add Paved Shoulders Candidate (major re-grading)	$2,536,000	$12,223,520	0.06	5
CR 94	Ensminger Rd	End	1	0	0	0	0	Add Paved Shoulders Candidate (significant re-grading)	$932,000	$493,960	0.01	5
2nd Ave	11th St	14th St	17	1	7	15	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Annalue Dr	University Dr	Dean Rd	36	2	14	22	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Bent Creek Rd	Hamilton Rd	Champions Blvd	45	0	0	3	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Bent Creek Rd	Champions Blvd	Glenn Ave	46	0	0	3	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Cox Rd	College St	Veterans Blvd	66	4	29	4	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Donahue Dr	Samford Ave	War Eagle Way	80	1	7	90	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Donahue Dr	Bedell Ave	Shug Jordan	84	3	21	11	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Dunlop Dr	Village Professional Dr	Waverly Pkwy	91	0	0	11	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Dunlop Dr	US 280	Village Professional Dr	92	0	0	14	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Gateway Dr	Wyndham Industrial Dr	Marvyn Pkwy	100	1	7	6	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Gateway Dr	CO RD 54/ Society Hill Rd	Wyndham Industrial Dr	101	1	7	3	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Gateway Dr	I-85	CR 54/Society Hill Rd	102	1	7	5	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Gateway Dr	Thomason	Bridge	104	0	0	12	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Gateway Dr	Bridge	Pepperell	105	0	0	15	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Gateway Dr	Pepperell	Dunlop	106	0	0	14	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Gateway Dr	Dunlop	Veterans Pkwy	107	0	0	20	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Gay St	Samford Ave	Virginia	114	1	7	85	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Gay St	Virginia	Camellia	115	1	7	50	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Gay St	Camellia Dr	University	116	1	7	11	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Hamilton Rd	Hamilton Hill Dr	Bonny Glenn Rd	129	3	21	2	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Hamilton Rd	Bonny Glenn Rd	Moores Mill Rd	130	3	21	3	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Martin Luther King Dr	Webster	Chadwick	169	2	14	4	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Moores Mill Rd	Weatherford St	Bent Brooke Dr	181	5	36	9	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Ogletree Rd	Moores Mill Rd	Wrights Mill Rd	193	3	21	6	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Pumphrey Ave	Webster	Shug Jordan Pkwy	90	0	0	11	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Samford Ave	Donahue	Duncan	218	1	7	83	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Samford Ave	Duncan	Mell	219	1	7	88	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Samford Ave	Dean	Oak	223	3	21	16	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A

Auburn-Opelika MPO Bicycle and Pedestrian Plan: Bicycle Prioritization Results

Road Name	From	To	Segment ID	Bike Votes	Vote Value	Demand Value	Bike LOS Value	Bicycle Facility Recommendation	Unit Cost	Total Cost	Benefit-Cost	Priority Tier
Samford Ave	Oak	University	224	2	14	15	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Samford Ave	Shug Jordan	Donahue	217	1	7	84	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Saugahatchee Lake Rd	Waverly Pkwy	Water St	234	1	7	3	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Shell Toomer Pkwy	Wrights Mill Rd	College St	228	3	21	5	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Shug Jordan Pkwy	N Donahue	MLK	230	3	21	14	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Shug Jordan Pkwy	S College	MLK	246	2	14	20	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Tempcopy St/Veterans Plwy	Pepperell Pkwy	Waverly Pkwy	237	1	7	12	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Thach Ave	Gay St	Chewacla Dr	240	2	14	93	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Thach Ave	Chewacla Dr	Homewood Dr	241	2	14	53	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Thach Ave	Homewood Dr	Dean Rd	242	2	14	26	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
University Dr	Wrights Mill	S College	245	2	14	19	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
University Dr	Samford Ave	Wrights Mill	247	2	14	18	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
University Dr	Samford Ave	Glenn	253	2	14	12	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
US 280/Gateway Dr	Veterans Pkwy	SR 147/College St	255	0	0	8	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Veterans Pkwy	Water St	Oak Bowery Rd	256	1	7	4	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Wire Rd	Chadwick Lane	Cox	269	4	29	6	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Wire Rd	Webster	Simms	271	4	29	9	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Wire Rd	Simms	Samford Ave	272	4	29	40	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Wrights Mill Rd	Binford Dr	Briarwood Dr	279	2	14	5	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Wrights Mill Rd	Briarwood Dr	Shell Toomer Pkwy	280	3	21	7	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Samford Ave	Fox Run Pkwy	Plum	225	0	0	14	5	N/A (Programmed Facility)	N/A	N/A	N/A	N/A
10th St	2nd Ave	Collinwood	6	1	7	16	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
14th St	1st Ave	2nd Ave	9	0	0	12	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
1st Ave	26th St	Cunningham Dr	10	3	21	9	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
1st Ave	Thomason	26th St	11	3	21	13	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
1st Ave	11th St	7th St	14	3	21	15	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
20th St	1st Ave	Pepperell/ 2nd Ave	15	0	0	17	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
3rd St	6th Ave	2nd Ave	20	0	0	14	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
4th Ave	10th St	3rd St	21	0	0	17	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
6th Ave	Rocky Brook Rd	10th St	22	0	0	16	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
7th St	Torbert Blvd	Avenue D	24	0	0	11	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
7th St	Avenue C	Railroad Ave	25	0	0	13	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
7th St	Avenue D	Avenue C	26	0	0	11	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
7th St	S Railroad Ave	1st Ave	27	0	0	12	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
8th St	1st Ave	Renfro Ave	28	0	0	17	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
9th St	2nd Ave	Torbert Blvd	175	0	0	17	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Anderson Rd	Cusseta Rd	Northpark Dr	29	0	0	9	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Anderson Rd	West Point Pkwy	Northpark Dr	30	0	0	8	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Andrews Rd	CR 799	West Point	31	0	0	0	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Andrews Rd	I-85 ramp	CR 799	32	0	0	1	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Andrews Rd	North Park	I-85 ramp	33	0	0	1	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Andrews Rd	Walmart Distribution	North Park	34	0	0	1	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Andrews Rd	Lake Condy	Walmart Distribution	35	0	0	18	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Auburn Lakes Rd	W Farmville	US 280	39	0	0	0	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Auburn St	MLK	Avenue B/ Magazine	38	0	0	16	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Avenue B	Auburn	10th St	40	0	0	13	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Avenue C	7th St	6th St	41	0	0	15	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Avenue E	6th St	7th St	42	0	0	10	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Bedell Ave	Foster	Lunsford	43	0	0	12	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Bonita Ave	Renfro	Laurel St	47	0	0	11	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Byrd St	Magnolia	MLK	51	0	0	12	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Chadwick Ln	MLK	Wire Road	52	1	7	4	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Chewacla Dr	Thach Ave	Samford Ave	216	1	7	56	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
College St	I-85	Sand Hill	59	5	36	7	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
College St	Sand Hill	County Line	60	4	29	2	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Collinwood St	10th St	McClure	62	0	0	8	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
CR 158	Columbus	End	2	0	0	0	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
CR 166	CR 169	Moores Mill	68	0	0	2	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
CR 169	Moores Mill	Crawford	69	1	7	3	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
CR 173	Lafayette Pkwy	End	144	0	0	0	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
CR 188	CR 81	End	3	0	0	1	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
CR 47	Marvyn Pkwy	Society Hill Rd	145	0	0	1	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
CR 61	MLK	CR 58	70	0	0	0	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Cunningham Dr	Glenn	N 30th	72	2	14	9	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Cusseta Rd	Lafayette Pkwy	End	149	0	0	1	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A

Auburn-Opelika MPO Bicycle and Pedestrian Plan: Bicycle Prioritization Results

Road Name	From	To	Segment ID	Bike Votes	Vote Value	Demand Value	Bike LOS Value	Bicycle Facility Recommendation	Unit Cost	Total Cost	Benefit-Cost	Priority Tier
Darden St	Avenue C	Jester Ave	73	0	0	9	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Donahue Dr	Longleaf	University	77	1	7	10	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Donahue Dr	University	College	78	1	7	11	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Donahue Dr	College	Samford Ave	79	1	7	81	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Donahue Dr	Cary Dr	Bedell Ave	83	4	29	15	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Drake Ave	Perry	College	88	1	7	42	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Drake Ave	College	Donahue	89	1	7	55	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Farmville Rd	CR 188	US 280	93	1	7	1	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Fitzpatrick Ave/4th Ave	Westwood St	10th	259	0	0	17	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Foster St	MLK	Bedell	94	0	0	20	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Fox Run Pkwy	Columbus Pkwy/Tolbert Blvd	McCoy St	98	1	7	10	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Gay St	Shelton Mill Rd	Drake	108	3	21	35	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Gay St	Drake	Opelika Rd	109	4	29	48	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Grand National Pkwy	Stonewall Rd	US 280	126	0	0	2	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Heath Rd	County Line	US 280	131	0	0	0	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Hemlock Dr	Samford Ave	Thach	132	0	0	33	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Hemlock Dr	Thach	Magnolia	133	0	0	28	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Jeter Ave	Darden	Fox Run	135	0	0	10	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
King Ave/Saugahatchee Rd/Annalue Dr	Airport	University	136	3	21	12	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Lafayette Pkwy	CR 23	CR 22	140	0	0	0	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Lake Condy Rd	Industrial Blvd	Andrews Rd	142	1	7	7	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Lake Condy Rd	Lafayette Pkwy	Industrial Blvd	143	1	7	8	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Longleaf Dr	College	Walmart Truck	147	0	0	10	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Longleaf Dr	Walmart Truck	Donahue	148	0	0	12	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Magazine Ave	Auburn	York	150	0	0	14	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Magazine Ave/14th	RR Bridge	1st Ave	151	0	0	12	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Magnolia Ave	Byrd	Wire	152	0	0	64	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Magnolia Ave	Gay St	Ross	156	0	0	88	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Martin Luther King Ave/Auburn St	Hurst	East	167	0	0	16	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Martin Luther King Dr	Chadwick Lane	MPO Limits	168	2	14	2	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Martin Luther King Dr	Shug Jordan	Webster	170	2	14	10	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
McClure Ave	Collinwood	Gwenmill	161	0	0	8	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
McClure Ave	Gwenmill	Denson	162	0	0	10	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
McClure Ave	Denson	Rocky Brook Rd	163	0	0	11	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
McCoy St	Marvyn	Columbus	164	0	0	12	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Mill Creek Rd	Shell Toomer Pkwy	Sand Hill Rd	165	0	0	3	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Mitcham Ave	Gay St	College St	166	0	0	72	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Moores Mill Rd	Marvyn	CR 169	176	1	7	2	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Moores Mill Rd	Samford Ave	Sherwood Dr	178	2	14	43	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Moores Mill Rd	Sherwood Dr	University Dr	179	2	14	18	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Moores Mill Rd	Bent Brooke Dr	Marvyn Pkwy	182	2	14	3	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Morris Ave	Oak Bowery Rd	Lafayette Pkwy	183	3	21	7	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Mrs James Rd	Farmville Rd	CR 188	184	0	0	2	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
N 30th St	Cunningham	Pepperell	185	0	0	10	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
New Salem Rd	CR 169	End	186	0	0	0	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Northpark Dr	Anderson Rd	Walmart Distribution	187	0	0	5	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Northpark Dr	Walmart Distribution	Andrews Rd	188	0	0	1	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Northpark Dr	Andrews Rd	End	189	0	0	1	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Oak Bowery Rd	Morris Ave	Grand National Pkwy	190	3	21	2	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Oak Bowery Rd	Ridgewood Ct	Morris Ave	191	4	29	7	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Oak Bowery Rd	Sunset Ct	Ridgewood Ct	192	0	0	8	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Old Columbus Rd	Columbus Pkwy	Uniroyal Rd	194	0	0	3	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Old Mill Rd	Dean Rd	Oak St	196	0	0	17	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Old Mill Rd	Oak St	University Drive	197	0	0	15	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Old Opelika Rd/Airport Rd	Frederick Rd	Pepperell	198	1	7	10	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Patrick St	County Line	County Line	201	0	0	0	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Patrick St	County Line	US 280	202	0	0	0	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Perry St	Opelika	Drake	206	0	0	33	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Pleasant Dr	Waverly Pkwy	Pepperell Pkwy	207	0	0	20	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Renfro Ave	8th	Bonita	208	0	0	10	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Ridge Rd	Uniroyal	CR 61	209	0	0	4	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Robert Trent Jones Trail	Grand National Pkwy	Marriot	210	0	0	0	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Robert Trent Jones Trail	Marriot	Clubhouse	211	0	0	0	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Rocky Brook Rd	Hillcrest Ave	McClure Ave	212	2	14	14	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Rocky Brook Rd	Highland Ave	Hillcrest Ave	213	2	14	9	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A

Auburn-Opelika MPO Bicycle and Pedestrian Plan: Bicycle Prioritization Results

Road Name	From	To	Segment ID	Bike Votes	Vote Value	Demand Value	Bike LOS Value	Bicycle Facility Recommendation	Unit Cost	Total Cost	Benefit-Cost	Priority Tier
Rocky Brook Rd	Morris Ave	Highland Ave	214	2	14	10	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Ross St	Opelika Rd	Thach Ave	215	1	7	58	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Society Hill Rd	Gateway	Williamson	231	0	0	9	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Society Hill Rd	Williamson	Wallace	232	0	0	9	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Society Hill Rd	CR 47	Gateway Drive	233	0	0	5	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Spring Villa Rd	CR 169	End	235	0	0	1	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Stonewall Rd	Heath Rd	CR 35	236	0	0	0	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Terracewood Dr	Laurel St	Welcome Ln	48	0	0	16	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Terracewood Dr	Welcome Ln	Waverly	238	0	0	14	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Thomason Dr	Gateway	1st Ave	243	0	0	16	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Uniroyal Rd	Crawford	Columbus Pkwy/Tolbert Blvd	244	0	0	5	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Uniroyal Rd	Columbus	West Point Pkwy	282	0	0	7	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
University Dr	Shelton Mill	College	251	4	29	9	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Waverly Pkwy	US 280	RR Bridge	261	2	14	5	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Waverly Pkwy	RR Bridge	Veterans Pkwy	262	2	14	3	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Williamson Ave	Poplar St	Marvyn	266	0	0	8	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Wire Rd	County Line	Chadwick Lane	268	4	29	2	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Woodfield Dr	Wrights Mill	College	273	0	0	29	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Woodfield Dr	College	Donahue	274	0	0	22	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Wrights Mill Rd	University	Camellia Dr	275	2	14	12	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Wrights Mill Rd	Camellia	Reese	276	1	7	60	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Wrights Mill Rd	Reese	Samford Ave	277	1	7	72	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Wrights Mill Rd	University Drive	Binford Dr	278	2	14	6	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A

Auburn-Opelika MPO Bicycle and Pedestrian Plan: Pedestrian Prioritization Results

Road Name	From	To	Segment ID	Ped Votes	Vote Value	Demand Value	Ped LOS Value	Pedestrian Facility Recommendation	Unit Cost	Total Cost	Benefit-Cost	Priority Tier[1]
Magazine Ave/14th	RR Bridge	1st Ave	151	0	0	12	0	Add Sidewalks (significant re-grading)	$1,179,000	$11,790	39.59	1
Samford Ave	Mell	Gay	220	3	43	90	1	Add Sidewalks (minor-regrading)	$662,000	$158,880	25.67	*1*
Donahue Dr	War Eagle Way	MLK Dr	81	2	29	90	6	Add Sidewalks (minor-regrading)	$662,000	$244,940	17.19	1
Opelika Rd	Temple	Ross	199	7	100	31	13	Add Sidewalks (minor-regrading)	$662,000	$251,560	11.55	1
Martin Luther King Dr	Donahue	Boykin	174	1	14	69	3	Add Sidewalks (significant re-grading)	$1,179,000	$294,750	10.30	*1*
Rocky Brook Rd	Highland Ave	Hillcrest Ave	213	1	14	9	0	Add Sidewalks (minor-regrading)	$662,000	$52,960	9.35	1
Donahue Dr	College	Samford Ave	79	0	0	81	10	Add Sidewalks (minor-regrading)	$662,000	$589,180	6.30	*1*
2nd Ave	14th St	Pleasant	18	1	14	23	40	Add Sidewalks (minor-regrading)	$662,000	$489,880	6.29	1
Drake Ave	Perry	College	88	1	14	42	0	Add Sidewalks (significant re-grading)	$1,179,000	$318,330	5.81	1
Gateway Dr	Pepperell	Dunlop	106	0	0	14	2	Add Sidewalks (minor-regrading)	$662,000	$119,160	5.65	1
Martin Luther King Dr	Boykin	Jones	173	1	14	40	5	Add Sidewalks (significant re-grading)	$1,179,000	$365,490	5.53	*1*
Drake Ave	College	Donahue	89	1	14	55	1	Add Sidewalks (significant re-grading)	$1,179,000	$589,500	4.04	*1*
Samford Ave	Moores Mill	Dean	222	3	43	46	6	Add Sidewalks (significant re-grading)	$1,179,000	$660,240	3.95	*1*
Moores Mill Rd	Samford Ave	Sherwood Dr	178	1	14	43	1	Add Sidewalks (significant re-grading)	$1,179,000	$495,180	3.84	1
Auburn St	Long	Hurst	37	0	0	14	3	Add Sidewalks (minor-regrading)	$662,000	$205,220	3.53	1
Martin Luther King Dr	Jordan	Shug Jordan	171	1	14	10	3	Add Sidewalks (significant re-grading)	$1,179,000	$200,430	3.40	*1*
Interstate Dr	Gateway Drive	Hamilton Rd	134	2	29	4	3	Add Sidewalks (minor-regrading)	$662,000	$191,980	3.30	1
Longleaf Dr	College	Walmart Truck	147	0	0	10	1	Add Sidewalks (minor-regrading)	$662,000	$132,400	3.09	*1*
Marvyn Pkwy	Williamson	Crawford	160	1	14	6	2	Add Sidewalks (significant re-grading)	$1,179,000	$165,060	2.75	1
Martin Luther King Dr	Jones	Jordan	172	1	14	14	6	Add Sidewalks (significant re-grading)	$1,179,000	$389,070	2.56	*1*
Frederick Rd	Cunningham Dr	Gateway	281	3	43	3	2	Detailed Corridor Study Needed	$3,000,000	$240,000	2.56	1
Pepperell Pkwy	US 280	N 26th St	203	0	0	16	11	Add Sidewalks (significant re-grading)	$1,179,000	$471,600	2.48	1
Dean Rd	University	Opelika	74	4	57	19	26	Add Sidewalks (significant re-grading)	$1,179,000	$1,072,890	2.45	*1*
Magazine Ave/14th St	York	RR Bridge	8	0	0	12	0	Detailed Corridor Study Needed	$3,000,000	$210,000	2.39	1
Society Hill Rd	Williamson	Wallace	232	0	0	9	1	Add Sidewalks (significant re-grading)	$1,179,000	$165,060	2.32	2
Pepperell Pkwy	Pleasant	US 280	19	3	43	21	12	Add Sidewalks (significant re-grading)	$1,179,000	$813,510	2.30	2
Waverly Pkwy/Fitzpatrick Ave	Pleasant	Westwood St	258	0	0	17	3	Add Sidewalks (significant re-grading)	$1,179,000	$365,490	2.28	2
College St	Samford Ave	Kimberly	57	5	71	92	28	Detailed Corridor Study Needed	$3,000,000	$2,670,000	2.18	*2*
1st Ave	Simmons	11th St	13	2	29	18	4	Add Sidewalks (significant re-grading)	$1,179,000	$601,290	2.00	2
Williamson Ave	Poplar St	Marvyn	266	0	0	8	1	Add Sidewalks (minor-regrading)	$662,000	$198,600	1.98	2
Williamson Ave	Society Hill	Poplar St	267	0	0	13	8	Add Sidewalks (minor-regrading)	$662,000	$463,400	1.96	2
Moores Mill Rd	University Dr	Weatherford St	180	3	43	10	5	Detailed Corridor Study Needed	$3,000,000	$570,000	1.85	2
Waverly Pkwy	Terracewood	Pleasant	257	2	29	15	2	Detailed Corridor Study Needed	$3,000,000	$540,000	1.82	2
Geneva St	Columbus	McCoy	117	1	14	13	13	Add Sidewalks (significant re-grading)	$1,179,000	$742,770	1.76	2
Fox Run Pkwy	Brookstone	Samford Ave	97	1	14	10	10	Add Sidewalks (significant re-grading)	$1,179,000	$624,870	1.68	2
Crawford Rd	Marvyn	CR 169	71	1	14	10	86	Add Sidewalks (significant re-grading)	$1,179,000	$2,994,660	1.62	2
Lafayette Pkwy	Samford Ave	Lake Condy Rd	137	0	0	9	4	Add Sidewalks (significant re-grading)	$1,179,000	$353,700	1.58	2
University Dr	Wrights Mill	S College	245	1	14	19	19	Add Sidewalks (minor-regrading)	$662,000	$1,158,500	1.58	2
University Dr	Dekalb St	Shelton Mill	250	2	29	8	3	Detailed Corridor Study Needed	$3,000,000	$480,000	1.53	2
West Point Pkwy	Anderson Rd	Fox Run	284	0	0	21	23	Add Sidewalks (minor-regrading)	$662,000	$1,357,100	1.47	2
Wrights Mill Rd	University Drive	Binford Dr	278	2	29	6	1	Detailed Corridor Study Needed	$3,000,000	$420,000	1.43	2
Gateway Dr	I-85	Thomason	103	1	14	11	24	Add Sidewalks (significant re-grading)	$1,179,000	$1,296,900	1.39	2
Wrights Mill Rd	Binford Dr	Briarwood Dr	279	2	29	5	1	Detailed Corridor Study Needed	$3,000,000	$420,000	1.31	2
Gateway Dr	Dunlop	Veterans Pkwy	107	0	0	20	67	Add Sidewalks (significant re-grading)	$1,179,000	$3,265,830	1.27	2
1st Ave	Thomason Dr	Simmons	12	2	29	26	11	Add Sidewalks (significant re-grading)	$1,179,000	$1,485,540	1.25	2
Donahue Dr	Bedell Ave	Shug Jordan	84	2	29	11	7	Add Sidewalks (significant re-grading)	$1,179,000	$860,670	1.23	2
Samford Ave	Shug Jordan	Donahue	217	1	14	84	10	Detailed Corridor Study Needed	$3,000,000	$3,270,000	1.22	*2*
Donahue Dr	University	College	78	0	0	11	0	Add Sidewalks (significant re-grading)	$1,179,000	$389,070	1.15	*2*
Hamilton Rd	Interstate Dr	Social Cir	128	4	57	3	3	Detailed Corridor Study Needed	$3,000,000	$780,000	1.13	3
Marvyn Pkwy	Old Columbus	Williamson	158	1	14	6	6	Detailed Corridor Study Needed	$3,000,000	$630,000	1.09	3
University Dr	Samford Ave	Glenn	253	1	14	12	8	Add Sidewalks (significant re-grading)	$1,179,000	$978,570	1.08	3
Bulloch St/Frederick Rd	Gateway	Long	50	1	14	15	17	Add Sidewalks (significant re-grading)	$1,179,000	$1,485,540	1.06	3
Waverly Pkwy	Veterans Pkwy	Terracewood Dr	260	2	29	19	18	Add Sidewalks (significant re-grading)	$1,179,000	$1,886,400	1.02	3
Dean Rd	Opelika	Glenn Ave	75	3	43	20	8	Detailed Corridor Study Needed	$3,000,000	$1,590,000	1.02	*3*
Frederick Rd	Cunningham Blvd	Skyway Dr	124	6	86	4	11	Detailed Corridor Study Needed	$3,000,000	$1,680,000	0.92	*3*
Hamilton Rd	Bonny Glenn Rd	Moores Mill Rd	130	2	29	3	11	Add Sidewalks (significant re-grading)	$1,179,000	$1,013,940	0.90	*3*
Gateway Dr	Thomason	Bridge	104	0	0	12	6	Detailed Corridor Study Needed	$3,000,000	$900,000	0.90	3
Gateway Dr	Bridge	Pepperell	105	0	0	15	8	Detailed Corridor Study Needed	$3,000,000	$1,110,000	0.89	3
Columbus Pkwy	Fox Run	Betty's	65	0	0	4	44	Add Sidewalks (significant re-grading)	$1,179,000	$2,664,540	0.89	3
College St	Shug Jordan	Drake	53	4	57	44	32	Detailed Corridor Study Needed	$3,000,000	$4,560,000	0.86	*3*
Opelika Rd	University	Temple St	205	7	100	28	29	Detailed Corridor Study Needed	$3,000,000	$4,230,000	0.84	3
Glenn Ave	Alice St	Airport	122	2	29	9	9	Detailed Corridor Study Needed	$3,000,000	$1,290,000	0.83	3

Auburn-Opelika MPO Bicycle and Pedestrian Plan: Pedestrian Prioritization Results

Road Name	From	To	Segment ID	Ped Votes	Vote Value	Demand Value	Ped LOS Value	Pedestrian Facility Recommendation	Unit Cost	Total Cost	Benefit-Cost	Priority Tier[1]
University Dr	Samford Ave	Wrights Mill	247	1	14	18	18	Add Sidewalks (significant re-grading)	$1,179,000	$2,098,620	0.83	3
Marvyn Pkwy	Old Columbus	McCoy	157	1	14	8	7	Detailed Corridor Study Needed	$3,000,000	$960,000	0.82	3
University Dr	Stocker St	Deklab St	249	3	43	12	11	Detailed Corridor Study Needed	$3,000,000	$1,830,000	0.80	3
Fox Run Pkwy	Jeter Rd	Brookstone	96	1	14	8	6	Detailed Corridor Study Needed	$3,000,000	$960,000	0.78	3
University Dr	Opelika Rd	Stoker St	252	3	43	12	10	Detailed Corridor Study Needed	$3,000,000	$1,950,000	0.72	*3*
Webster Rd	McMillan	MLK	264	0	0	4	2	Add Sidewalks (significant re-grading)	$1,179,000	$424,440	0.70	3
Moores Mill Rd	Sherwood Dr	University Dr	179	3	43	18	7	Detailed Corridor Study Needed	$3,000,000	$2,130,000	0.70	3
Frederick Rd	Cunningham	Old Opelika	99	5	71	7	17	Detailed Corridor Study Needed	$3,000,000	$2,670,000	0.69	3
Wire Rd	Simms	Samford Ave	272	0	0	40	5	Detailed Corridor Study Needed	$3,000,000	$2,670,000	0.69	3
Waverly Pkwy	US 280	RR Bridge	261	2	29	5	2	Add Sidewalks (significant re-grading)	$1,179,000	$896,040	0.64	3
Shug Jordan Pkwy	College St	Donahue Dr	254	4	57	7	23	Detailed Corridor Study Needed	$3,000,000	$3,180,000	0.63	4
Glenn Ave	Airport Rd	Skyway	123	6	86	7	39	Detailed Corridor Study Needed	$3,000,000	$5,100,000	0.61	4
Pepperell Pkwy	N 26th St	University	204	0	0	22	57	Detailed Corridor Study Needed	$3,000,000	$6,360,000	0.59	4
Martin Luther King Dr	Shug Jordan	Webster	170	1	14	10	23	Detailed Corridor Study Needed	$3,000,000	$2,880,000	0.59	4
Pumphrey Ave	Webster	Shug Jordan Pkwy	90	0	0	11	4	Add Sidewalks (significant re-grading)	$1,179,000	$1,072,890	0.59	4
College St	Kimberly	I-85 on ramp	58	6	86	20	66	Detailed Corridor Study Needed	$3,000,000	$8,580,000	0.58	*4*
Shug Jordan Pkwy	S College	MLK	246	2	29	20	55	Detailed Corridor Study Needed	$3,000,000	$6,690,000	0.57	4
University Dr	Glenn	Opelika Rd	248	2	29	12	19	Detailed Corridor Study Needed	$3,000,000	$3,060,000	0.56	*4*
Columbus Pkwy	8th St	Fox Run	64	0	0	13	26	Detailed Corridor Study Needed	$3,000,000	$3,330,000	0.55	4
West Point Pkwy	Andrews Rd	Anderson Rd	283	0	0	8	13	Add Sidewalks (minor-regrading)	$662,000	$1,760,920	0.54	4
Long St	Wallace	Auburn	146	0	0	14	7	Detailed Corridor Study Needed	$3,000,000	$1,740,000	0.52	4
Shug Jordan Pkwy	N Donahue	MLK	230	2	29	14	34	Detailed Corridor Study Needed	$3,000,000	$5,310,000	0.49	4
Wire Rd	Cox	Webster	270	1	14	7	8	Detailed Corridor Study Needed	$3,000,000	$1,770,000	0.48	4
Pleasant Dr	Waverly Pkwy	Pepperell Pkwy	207	0	0	20	2	Detailed Corridor Study Needed	$3,000,000	$1,890,000	0.47	4
US 280	College St	CR 188	4	0	0	1	72	Add Sidewalks (significant re-grading)	$1,179,000	$8,087,940	0.45	4
Marvyn Pkwy	CR 47	Crawford	285	1	14	7	93	Detailed Corridor Study Needed	$3,000,000	$11,430,000	0.45	4
Rocky Brook Rd	Hillcrest Ave	McClure Ave	212	1	14	14	1	Detailed Corridor Study Needed	$3,000,000	$1,710,000	0.44	4
Shelton Mill Rd	US 280	College St	229	4	57	20	46	Detailed Corridor Study Needed	$3,000,000	$9,030,000	0.41	4
College St	I-85	Sand Hill	59	3	43	7	19	Detailed Corridor Study Needed	$3,000,000	$4,170,000	0.40	4
SR 147/College St	US 280	Shug Jordan	7	2	29	3	61	Detailed Corridor Study Needed	$3,000,000	$8,700,000	0.40	4
Lafayette Pkwy	Old Lafayette Pkwy	CR 23	139	0	0	6	100	Detailed Corridor Study Needed	$3,000,000	$13,200,000	0.40	4
Lafayette Pkwy	Lake Condy Rd	Old Lafayette Pkwy	138	0	0	8	4	Detailed Corridor Study Needed	$3,000,000	$1,380,000	0.40	4
Hamilton Rd	Social Cir	Hamilton Hill Dr	127	4	57	3	20	Detailed Corridor Study Needed	$3,000,000	$4,470,000	0.38	4
University Dr	Shelton Mill	College	251	2	29	9	7	Detailed Corridor Study Needed	$3,000,000	$2,700,000	0.37	5
Donahue Dr	Shug Jordan Pkwy	Miracle Rd	85	2	29	5	12	Detailed Corridor Study Needed	$3,000,000	$2,940,000	0.37	5
Martin Luther King Dr	Chadwick Lane	MPO Limits	168	1	14	2	47	Detailed Corridor Study Needed	$3,000,000	$6,900,000	0.37	5
Society Hill Rd	Gateway	Williamson	231	0	0	9	0	Add Sidewalks (significant re-grading)	$1,179,000	$1,013,940	0.36	5
Annalue Dr	University Dr	Dean Rd	36	1	14	22	3	Detailed Corridor Study Needed	$3,000,000	$3,330,000	0.35	5
Fox Run Pkwy	Columbus Pkwy	Jeter Rd	95	1	14	7	10	Detailed Corridor Study Needed	$3,000,000	$2,580,000	0.35	5
Donahue Dr	Crescent Blvd	Farmville Rd	87	1	14	1	7	Detailed Corridor Study Needed	$3,000,000	$1,560,000	0.34	5
Old Opelika Rd/Airport Rd	Frederick Rd	Pepperell	198	0	0	10	2	Add Sidewalks (significant re-grading)	$1,179,000	$1,638,810	0.32	5
Webster Rd	Wire	McMillan	263	0	0	9	14	Detailed Corridor Study Needed	$3,000,000	$3,210,000	0.32	5
Old Columbus Rd	Uniroyal Rd	Marvyn	195	0	0	11	33	Detailed Corridor Study Needed	$3,000,000	$6,810,000	0.31	5
Donahue Dr	Miracle Rd	Crescent Blvd	86	1	14	1	11	Detailed Corridor Study Needed	$3,000,000	$2,520,000	0.29	5
Cox Rd	Veterans Blvd	Wire Rd	67	0	0	9	21	Detailed Corridor Study Needed	$3,000,000	$4,800,000	0.29	5
Beehive Rd	Cox Rd	CR 12	44	0	0	3	17	Detailed Corridor Study Needed	$3,000,000	$3,600,000	0.27	5
Ogletree Rd	Moores Mill Rd	Wrights Mill Rd	193	3	43	6	32	Detailed Corridor Study Needed	$3,000,000	$10,170,000	0.22	5
Wrights Mill Rd	Briarwood Dr	Shell Toomer Pkwy	280	3	43	7	8	Detailed Corridor Study Needed	$3,000,000	$5,250,000	0.21	5
Columbus Pkwy	Betty's	End	63	0	0	1	50	Detailed Corridor Study Needed	$3,000,000	$12,690,000	0.20	5
Oak Bowery Rd	Ridgewood Ct	Morris Ave	191	3	43	7	2	Detailed Corridor Study Needed	$3,000,000	$4,440,000	0.18	5
Morris Ave	Oak Bowery Rd	Lafayette Pkwy	183	2	29	7	6	Detailed Corridor Study Needed	$3,000,000	$5,640,000	0.16	5
Cunningham Dr	Glenn	N 30th	72	0	0	9	1	Detailed Corridor Study Needed	$3,000,000	$2,910,000	0.13	5
Uniroyal Rd	Columbus	West Point Pkwy	282	0	0	7	14	Detailed Corridor Study Needed	$3,000,000	$7,560,000	0.13	5
US 280/Gateway Dr	Veterans Pkwy	SR 147/College St	255	0	0	8	50	Detailed Corridor Study Needed	$3,000,000	$22,710,000	0.12	5
Cox Rd	College St	Veterans Blvd	66	0	0	4	4	Detailed Corridor Study Needed	$3,000,000	$3,240,000	0.12	5
West Point Pkwy	Andrews Rd	End	265	0	0	1	31	Detailed Corridor Study Needed	$3,000,000	$14,460,000	0.11	5
Bent Creek Rd	Hamilton Rd	Champions Blvd	45	0	0	3	2	Detailed Corridor Study Needed	$3,000,000	$2,340,000	0.09	5
10th St	Avenue B	2nd Ave	5	0	0	14	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
10th St	2nd Ave	Collinwood	6	1	14	16	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
1st Ave	11th St	7th St	14	2	29	15	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
20th St	1st Ave	Pepperell/ 2nd Ave	15	0	0	17	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
2nd Ave	6th St	11th St	16	1	14	16	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A

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Road Name	From	To	Segment ID	Ped Votes	Vote Value	Demand Value	Ped LOS Value	Pedestrian Facility Recommendation	Unit Cost	Total Cost	Benefit-Cost	Priority Tier[1]
2nd Ave	11th St	14th St	17	1	14	15	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
6th St	Samford Ave	Torbert Blvd	23	0	0	16	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
7th St	Torbert Blvd	Avenue D	24	0	0	11	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
7th St	Avenue C	Railroad Ave	25	0	0	13	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
7th St	Avenue D	Avenue C	26	0	0	11	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
7th St	S Railroad Ave	1st Ave	27	0	0	12	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
8th St	1st Ave	Renfro Ave	28	1	14	17	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
9th St	2nd Ave	Torbert Blvd	175	0	0	17	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Avenue B	Auburn	10th St	40	0	0	13	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
College St	Drake	Glenn	54	5	71	84	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
College St	Glenn	Magnolia Ave	61	5	71	92	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
College St	Magnolia	Thach	55	5	71	94	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
College St	Thach	Samford Ave	56	5	71	95	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Dean Rd	Glenn Ave	Moores Mill	76	2	29	27	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Fitzpatrick Ave/4th Ave	Westwood St	10th	259	0	0	17	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Gay St	Thach	Samford Ave	113	1	14	95	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Gay St	Magnolia	Thach	112	1	14	91	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Gay St	Glenn	Magnolia	111	2	29	86	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Gay St	Opelka Rd	Glenn	110	2	29	73	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Gay St	Drake	Opelika Rd	109	2	29	48	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Glenn Ave	Wright St	Ross St	118	4	57	92	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Glenn Ave	Donahue	Wright St	125	1	14	96	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Glenn Ave	Ross St	Charleston Pl	119	4	57	43	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Glenn Ave	Charleston Pl	Short St	120	2	29	21	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Glenn Ave	Short St	Alice St	121	2	29	18	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Longleaf Dr	Walmart Truck	Donahue	148	0	0	12	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Magnolia Ave	Wright	College	154	0	0	93	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Magnolia Ave	College	Gay St	155	0	0	92	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Magnolia Ave	Wire	Wright	153	0	0	100	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Magnolia Ave	Gay St	Ross	156	0	0	88	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Martin Luther King Dr	Webster	Chadwick	169	1	14	4	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Mitcham Ave	Gay St	College St	166	0	0	72	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Moores Mill Rd	Weatherford St	Bent Brooke Dr	181	4	57	9	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Opelika Rd	Ross	Gay	200	7	100	51	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Samford Ave	Gay	Moores Mill	221	3	43	87	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Samford Ave	Plum	6th St	226	0	0	16	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Samford Ave	Donahue	Duncan	218	1	14	83	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Samford Ave	Duncan	Mell	219	1	14	88	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Samford Ave	Dean	Oak	223	2	29	16	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Shell Toomer Pkwy	Wrights Mill Rd	College St	228	2	29	5	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Thach Ave	College	Gay St	239	0	0	94	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Thach Ave	Gay St	Chewacla Dr	240	0	0	93	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Wire Rd	Chadwick Lane	Cox	269	0	0	6	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Wire Rd	Webster	Simms	271	0	0	9	N/A	N/A (Existing Facility)	N/A	N/A	N/A	N/A
Samford Ave	Fox Run Pkwy	Plum	225	0	0	14	N/A	N/A (Programmed Facility)	N/A	N/A	N/A	N/A
14th St	1st Ave	2nd Ave	9	0	0	12	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
1st Ave	26th St	Cunningham Dr	10	2	29	9	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
1st Ave	Thomason	26th St	11	2	29	13	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
3rd St	6th Ave	2nd Ave	20	0	0	14	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
4th Ave	10th St	3rd St	21	0	0	17	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
6th Ave	Rocky Brook Rd	10th St	22	0	0	16	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Anderson Rd	Cusseta Rd	Northpark Dr	29	0	0	9	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Anderson Rd	West Point Pkwy	Northpark Dr	30	0	0	8	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Andrews Rd	CR 799	West Point	31	0	0	0	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Andrews Rd	I-85 ramp	CR 799	32	0	0	1	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Andrews Rd	North Park	I-85 ramp	33	0	0	1	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Andrews Rd	Walmart Distribution	North Park	34	0	0	1	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Andrews Rd	Lake Condy	Walmart Distribution	35	0	0	18	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Auburn Lakes Rd	W Farmville	US 280	39	0	0	0	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Auburn St	MLK	Avenue B/ Magazine	38	0	0	16	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Avenue C	7th St	6th St	41	0	0	15	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Avenue E	6th St	7th St	42	0	0	10	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A

Auburn-Opelika MPO Bicycle and Pedestrian Plan: Pedestrian Prioritization Results

Road Name	From	To	Segment ID	Ped Votes	Vote Value	Demand Value	Ped LOS Value	Pedestrian Facility Recommendation	Unit Cost	Total Cost	Benefit-Cost	Priority Tier[1]
Bedell Ave	Foster	Lunsford	43	0	0	12	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Bent Creek Rd	Champions Blvd	Glenn Ave	46	0	0	3	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Bonita Ave	Renfro	Laurel St	47	0	0	11	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Bragg Ave	College	Donahue	49	1	14	82	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Byrd St	Magnolia	MLK	51	0	0	12	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Chadwick Ln	MLK	Wire Road	52	0	0	4	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Chewacla Dr	Thach Ave	Samford Ave	216	0	0	56	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
College St	Sand Hill	County Line	60	2	29	2	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Collinwood St	10th St	McClure	62	0	0	8	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
CR 158	Columbus	End	2	0	0	0	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
CR 166	CR 169	Moores Mill	68	0	0	2	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
CR 169	Moores Mill	Crawford	69	1	14	3	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
CR 173	Lafayette Pkwy	End	144	0	0	0	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
CR 188	CR 81	End	3	0	0	1	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
CR 47	Marvyn Pkwy	Society Hill Rd	145	0	0	1	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
CR 61	MLK	CR 58	70	0	0	0	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
CR 94	Ensminger Rd	End	1	0	0	0	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Cusseta Rd	Lafayette Pkwy	End	149	0	0	1	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Darden St	Avenue C	Jester Ave	73	0	0	9	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Donahue Dr	MLK Dr	Cary Dr	82	2	29	64	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Donahue Dr	Samford Ave	War Eagle Way	80	0	0	90	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Donahue Dr	Longleaf	University	77	0	0	10	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Donahue Dr	Cary Dr	Bedell Ave	83	2	29	15	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Dunlop Dr	Village Professional Dr	Waverly Pkwy	91	0	0	11	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Dunlop Dr	US 280	Village Professional Dr	92	0	0	14	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Farmville Rd	CR 188	US 280	93	1	14	1	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Foster St	MLK	Bedell	94	0	0	20	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Fox Run Pkwy	Columbus Pkwy/Tolbert Blvd	McCoy St	98	1	14	10	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Gateway Dr	Wyndham Industrial Dr	Marvyn Pkwy	100	1	14	6	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Gateway Dr	CO RD 54/ Society Hill Rd	Wyndham Industrial Dr	101	1	14	3	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Gateway Dr	I-85	CR 54/Society Hill Rd	102	1	14	5	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Gay St	Samford Ave	Virginia	114	1	14	85	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Gay St	Virginia	Camellia	115	1	14	50	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Gay St	Camellia Dr	University	116	1	14	11	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Gay St	Shelton Mill Rd	Drake	108	3	43	35	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Grand National Pkwy	Stonewall Rd	US 280	126	0	0	2	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Hamilton Rd	Hamilton Hill Dr	Bonny Glenn Rd	129	2	29	2	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Heath Rd	County Line	US 280	131	0	0	0	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Hemlock Dr	Samford Ave	Thach	132	0	0	33	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Hemlock Dr	Thach	Magnolia	133	0	0	28	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Jeter Ave	Darden	Fox Run	135	0	0	10	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
King Ave/Saugahatchee Rd/Annalue Dr	Airport	University	136	0	0	12	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Lafayette Pkwy	CR 22	SR 147	141	0	0	0	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Lafayette Pkwy	CR 23	CR 22	140	0	0	0	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Lake Condy Rd	Industrial Blvd	Andrews Rd	142	1	14	7	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Lake Condy Rd	Lafayette Pkwy	Industrial Blvd	143	1	14	8	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Magazine Ave	Auburn	York	150	0	0	14	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Magnolia Ave	Byrd	Wire	152	0	0	64	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Martin Luther King Ave/Auburn St	Hurst	East	167	0	0	16	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
McClure Ave	Collinwood	Gwenmill	161	0	0	8	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
McClure Ave	Gwenmill	Denson	162	0	0	10	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
McClure Ave	Denson	Rocky Brook Rd	163	0	0	11	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
McCoy St	Marvyn	Columbus	164	0	0	12	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Mill Creek Rd	Shell Toomer Pkwy	Sand Hill Rd	165	0	0	3	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Moores Mill Rd	Marvyn	CR 169	176	1	14	2	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Moores Mill Rd	Bent Brooke Dr	Marvyn Pkwy	182	2	29	3	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Mrs James Rd	Farmville Rd	CR 188	184	0	0	2	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
N 30th St	Cunningham	Pepperell	185	0	0	10	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
New Salem Rd	CR 169	End	186	0	0	0	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Northpark Dr	Anderson Rd	Walmart Distribution	187	0	0	5	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Northpark Dr	Walmart Distribution	Andrews Rd	188	0	0	1	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Northpark Dr	Andrews Rd	End	189	0	0	1	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A

Auburn-Opelika MPO Bicycle and Pedestrian Plan: Pedestrian Prioritization Results

Road Name	From	To	Segment ID	Ped Votes	Vote Value	Demand Value	Ped LOS Value	Pedestrian Facility Recommendation	Unit Cost	Total Cost	Benefit-Cost	Priority Tier[1]
Oak Bowery Rd	Morris Ave	Grand National Pkwy	190	2	29	2	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Oak Bowery Rd	Sunset Ct	Ridgewood Ct	192	0	0	8	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Old Columbus Rd	Columbus Pkwy	Uniroyal Rd	194	0	0	3	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Old Mill Rd	Dean Rd	Oak St	196	0	0	17	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Old Mill Rd	Oak St	University Drive	197	0	0	15	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Patrick St	County Line	County Line	201	0	0	0	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Patrick St	County Line	US 280	202	0	0	0	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Perry St	Opelika	Drake	206	0	0	33	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Renfro Ave	8th	Bonita	208	0	0	10	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Ridge Rd	Uniroyal	CR 61	209	0	0	4	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Robert Trent Jones Trail	Grand National Pkwy	Marriot	210	0	0	0	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Robert Trent Jones Trail	Marriot	Clubhouse	211	0	0	0	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Rocky Brook Rd	Morris Ave	Highland Ave	214	1	14	10	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Ross St	Opelika Rd	Thach Ave	215	0	0	58	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Samford Ave	Oak	University	224	2	29	15	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Sand Hill Rd	College St	Society Hill Rd	227	0	0	2	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Saugahatchee Lake Rd	Waverly Pkwy	Water St	234	0	0	3	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Society Hill Rd	CR 47	Gateway Drive	233	0	0	5	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Spring Villa Rd	CR 169	End	235	0	0	1	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Stonewall Rd	Heath Rd	CR 35	236	0	0	0	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Tempcopy St/Veterans Plwy	Pepperell Pkwy	Waverly Pkwy	237	0	0	12	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Terracewood Dr	Laurel St	Welcome Ln	48	0	0	16	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Terracewood Dr	Welcome Ln	Waverly	238	0	0	14	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Thach Ave	Chewacla Dr	Homewood Dr	241	0	0	53	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Thach Ave	Homewood Dr	Dean Rd	242	0	0	26	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Thomason Dr	Gateway	1st Ave	243	0	0	16	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Uniroyal Rd	Crawford	Columbus Pkwy/Tolbert Blvd	244	0	0	5	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Veterans Pkwy	Water St	Oak Bowery Rd	256	0	0	4	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Waverly Pkwy	RR Bridge	Veterans Pkwy	262	2	29	3	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Wire Rd	County Line	Chadwick Lane	268	0	0	2	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Woodfield Dr	Wrights Mill	College	273	0	0	29	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Woodfield Dr	College	Donahue	274	0	0	22	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Wrights Mill Rd	University	Camellia Dr	275	2	29	12	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Wrights Mill Rd	Camellia	Reese	276	1	14	60	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A
Wrights Mill Rd	Reese	Samford Ave	277	1	14	72	N/A	N/A (Target LOS Met)	N/A	N/A	N/A	N/A

[1] Italicized values indicate that the segment has 100% sidewalk coverage on one side of the road but not on the other side.