

The Gadsden Etowah Metropolitan Planning
Organization (GEMPO)
Bicycle and Pedestrian Plan

February 22, 2013



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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 which 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 shoulder that is paved.

Road Diet – The reduction of 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

Introduction and Summary

The transportation facilities that provide accommodations for cyclists and pedestrians have continued to receive growing support due to the acknowledgement of the various benefits associated with bicycling and walking. Included in these benefits are

- 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.

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 Gadsden Etowah Metropolitan Planning Organization (GEMPO) Bicycle and Pedestrian Plan*, presented in this report, is focused on developing complete streets.

The goals of this *Bicycle and Pedestrian Plan* are consistent with the goals that are presented in the *GEMPO 2035 Long Range Transportation Plan (LRTP)*, adopted on August 6, 2010. In addition to the goals established in the LRTP, supplementary goals specific to this *Plan* were also developed. These goals include providing increased connectivity to existing trails and providing safe routes to schools especially in low income areas. Table 1 lists the goals for the *Bicycle and Pedestrian Plan*.

Table 1 GEMPO Bicycle and Pedestrian Plan Goals

| |
|---|
| Provide safe routes to schools |
| Increase Connectivity to Greenway and Trail options |
| Provide accessibility and mobility for people and goods |
| Enhance system performance and operations |
| Preserve and maintain the existing system |
| Address all modes providing framework for modal connectivity that enhances mobility options for the community |
| Coordinate with land use development to support economic development and community goals |
| Protect the environment and quality of life for residents of the area |

The Bicycle and Pedestrian Plan concentrates on identifying improvements that can be made and prioritizing those improvements for future construction. Identifying bicycle and pedestrian facility opportunities helps to establish non-motorized transportation as a viable option within increasing competition for space with motorized modes of transportation.

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 indicate that the 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 feet-wide paved shoulders) exist within 66% of the study network. However, only 9% 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 a public workshop. Participants were able to “vote” for locations that would benefit from new bicycle and pedestrian facilities.

- Past planning efforts include: the Unified Planning Work Program (UPWP) adopted by the GEMPO in September 2009, the 2035 LRTP (adopted August 2010) which plans for improvement to bicycle and pedestrian facilities, and the Gadsden Transit Analysis adopted by the GEMPO in July 2010. These documents were reviewed and applicable aspects were incorporated into this *Plan* when prioritizing facility recommendations.
- Per mile construction costs were developed for the specific recommended facility improvements. The existing conditions and roadway cross sections served 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.

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

- No recommended improvement (existing or programmed bicycle facility);
- No recommended improvement (target bicycle level of service 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 and major re-grading); and
- Detailed corridor study needed (DCSN).

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

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

A Benefit-Cost Index that takes into account the benefits of new bicycle and pedestrian facilities including improvement to conditions, potential use, and public need, weighted relative to their associated construction costs (shown on page 34) was used as the basis for the prioritization of candidate projects. The resulting list 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 \$429 M, well exceeds the current funding. This *Plan* investigates the existence of 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, State, and private programs has been provided.

The last section of the *Plan* lists policy and program recommendations that encourage bicycling and walking. These policies can be adopted by local jurisdictions as standalone policies, or as part of the local comprehensive bicycle and pedestrian plans.

Network Evaluation and Prioritization

An important part of this *Bicycle and Pedestrian Plan* is an evaluation of the roadways in Gadsden and Etowah County. This evaluation will allow for the determination of bicycle and pedestrian facility needs and resultant facility recommendations. The study network largely coincides with the MPO's 2010 *Long Range Transportation Plan (LRTP)* and consists of arterial and collector roadways. This LRTP network was supplemented with a limited number of local roadways recommended by stakeholders. The total network covers just over 325 miles of roadway.

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 data collected in July 2012. 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.

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 lane width;
- traffic volume, speed, and type;
- pavement surface condition; and
- 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. 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: Bicycle 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 LOS Model, including the model form and the collected data items, is contained in Appendix A.

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 within the right-of-way, 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
- presence of on-street parking.

The Pedestrian LOS Model, which uses the same numerical scale 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 LOS Model, including the model form and the collected data items, is contained in Appendix B.

Existing Conditions Analysis Results

The collected data were used to perform these existing bicycling and walking conditions analyses for each of the more than 270 directional network segments. The distribution of bicycle level of service grades is shown in Figure 1. At a distance-weighted network-wide level, the Gadsden-Etowah study area was found to currently provide bicycling conditions that correspond to a bicycle level of service of 2.93 ("C"), which is relatively high compared to many other metropolitan areas in the Southeast. The distribution of pedestrian level of service grades is shown in Figure 2. The distance-weighted network-wide walking conditions correspond to a pedestrian level of service of 3.83 ("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 Figures 3 and 4, 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 C.

Figure 1: Network-Wide Bicycle Level of Service Results

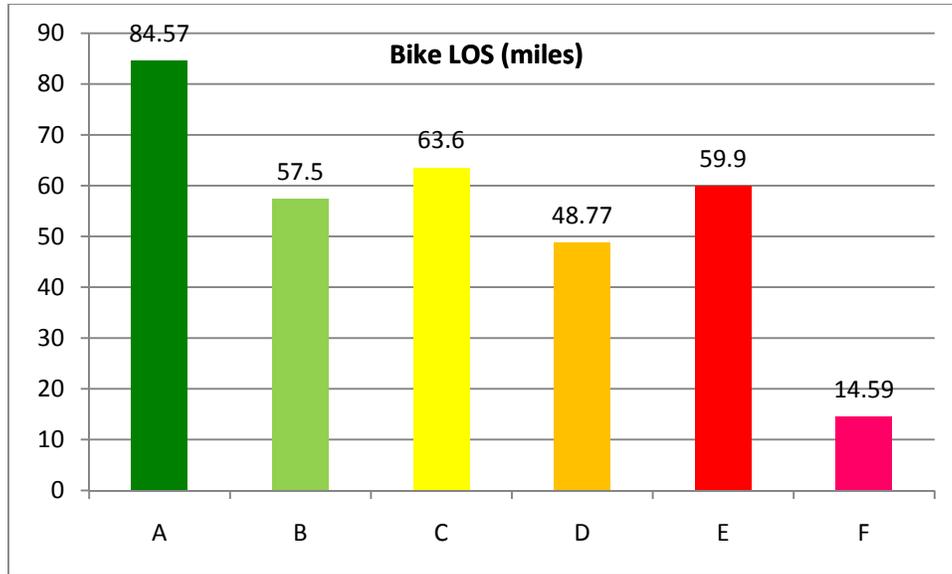
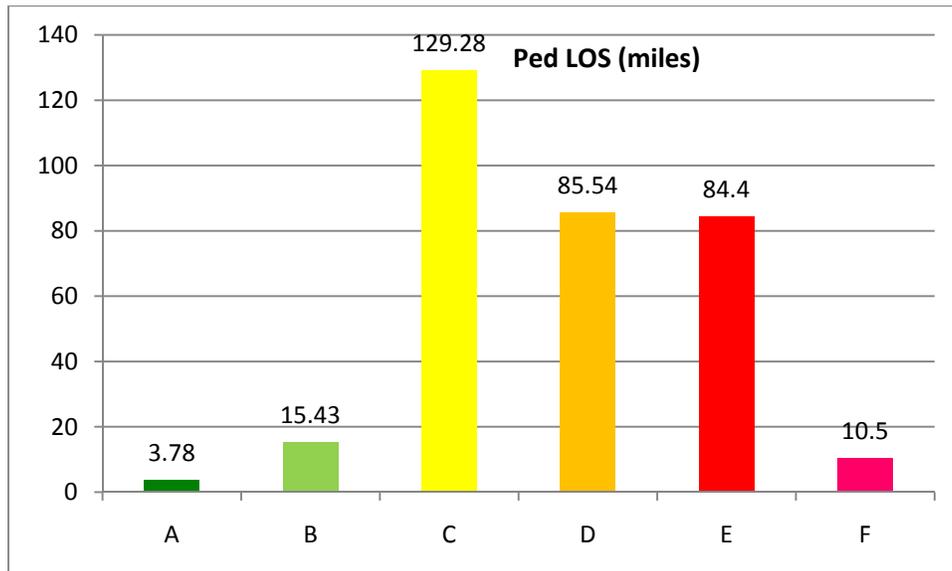
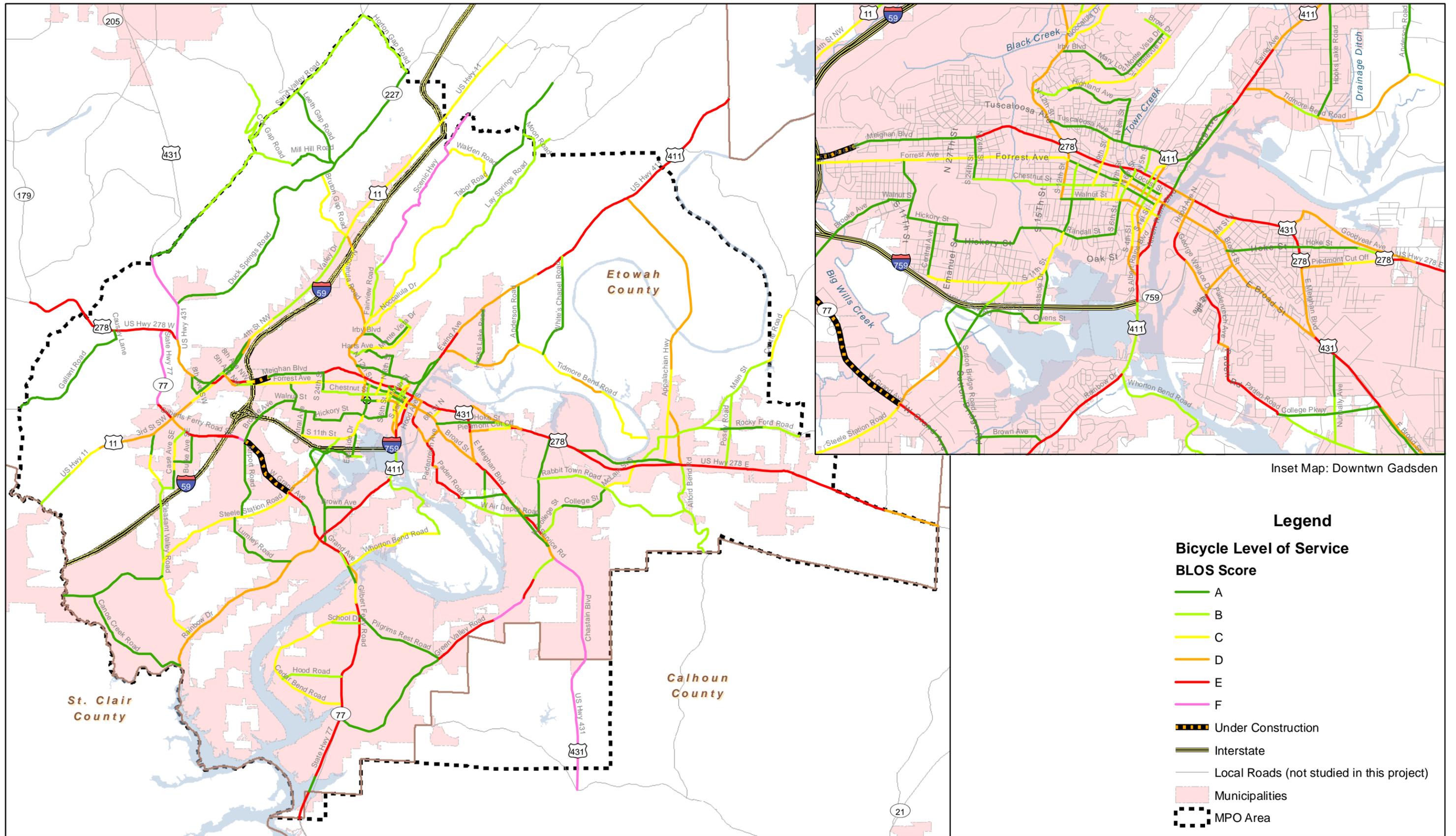


Figure 2: Network-Wide Pedestrian Level of Service Results





Inset Map: Downtown Gadsden

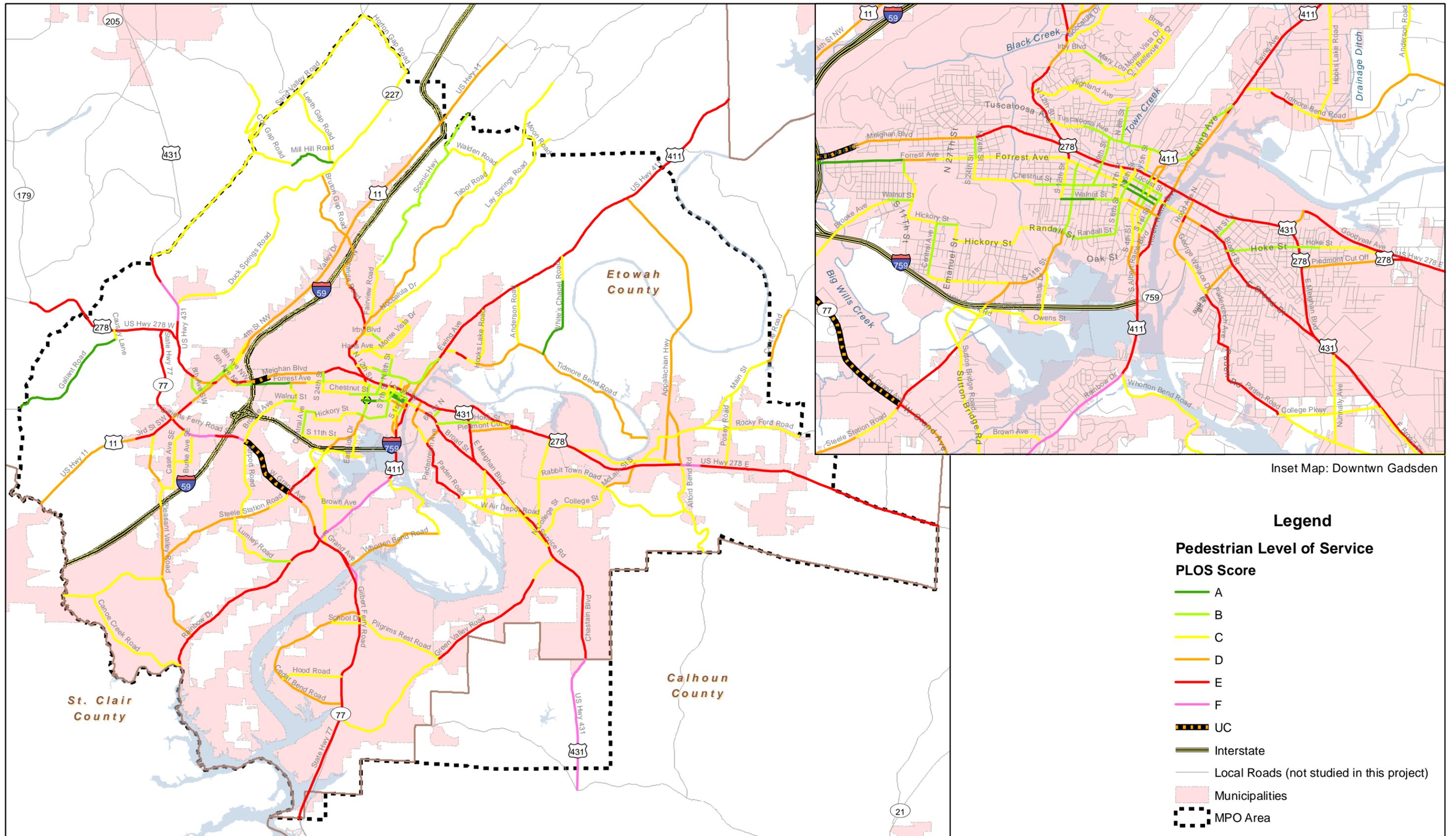
Legend

- Bicycle Level of Service**
BLOS Score
- A
 - B
 - C
 - D
 - E
 - F
 - Under Construction
 - == Interstate
 - Local Roads (not studied in this project)
 - Municipalities
 - MPO Area

Figure 3: Bicycle Level of Service Map



NOT TO SCALE



Inset Map: Downtwn Gadsden

Legend

- Pedestrian Level of Service**
PLOS Score
- A
 - B
 - C
 - D
 - E
 - F
 - - - UC
 - == Interstate
 - Local Roads (not studied in this project)
 - Municipalities
 - MPO Area

Figure 4: Pedestrian Level of Service Map



Potential Bicycling and Walking Demand

The level of service results described above address the “supply” issue of non-motorized transportation by assessing the availability of facilities that accommodate bicyclists and pedestrians at different levels. 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 a roadway corridor. 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—it exists independently of the quality of facilities, but might not be revealed unless facilities were good. The demand criterion and the level of service criterion are complementary. When coupled, they provide a balanced picture of user need and perceived safety. 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 that mode. More so than automobile travel, bicycle and pedestrian travel can be impeded by a number of factors related to infrastructure, 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 utilized for this *Plan* is a focused application 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. While it can be applied to estimate potential for a number of trip types, for the purposes of this study it was applied to school trips only.

A school-based Latent Demand method was employed to identify and quantify potential bicycle and pedestrian trip activity associated with school trips on the Gadsden Etowah study network. The Latent Demand Method is described in detail in the accompanying technical appendix. The results of Latent Demand Analyses for both bicycling and walking are shown in the accompanying spreadsheets and maps. Certain characteristics of Gadsden and Etowah County required some custom tailoring of the methodology to reflect local circumstances. These elements are discussed below.

The trip purposes for which potential demand was identified in this analysis are home-to-school trips for elementary, middle, and high school students. School enrollments were derived from provided GIS files (TAZ future enrollment data from the *Gadsden-Etowah MPO Long Range Transportation Plan*) and verified with internet research and inquiries of the named schools. The potential for elementary and middle school trips was measured out to 2 miles from school locations.

Trip Lengths and Probabilities

Once the potential “markets” for bicycling and walking trips were estimated, probabilities for making trips at various lengths were applied. These probabilities were calculated from average bicycling and walking trip lengths for various purposes as reported in the 2001 National Household Travel Survey. The trip lengths and probabilities for the various purposes are shown in Table 3.

Table 3: Trip Lengths and Probabilities for Modes and Purposes

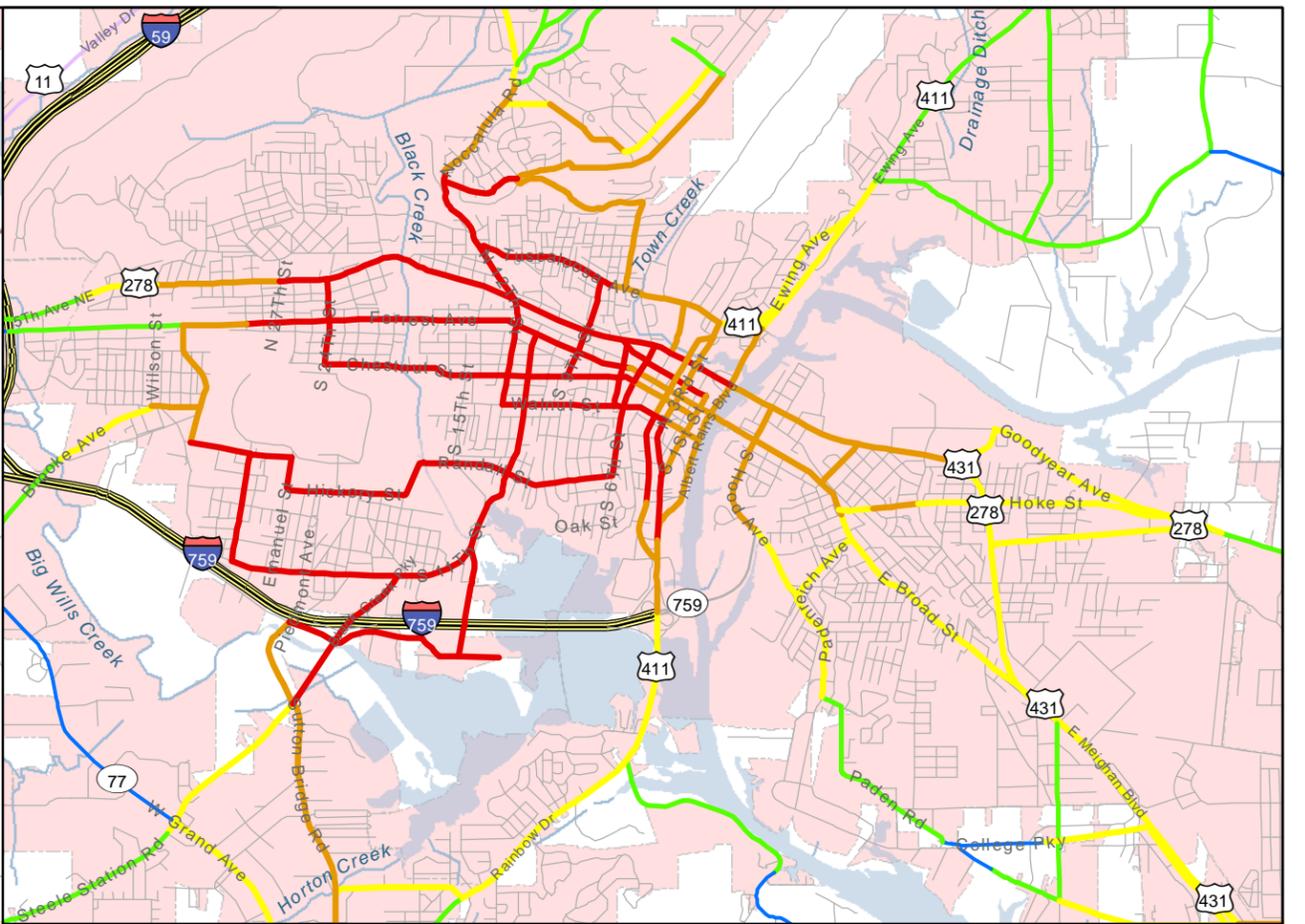
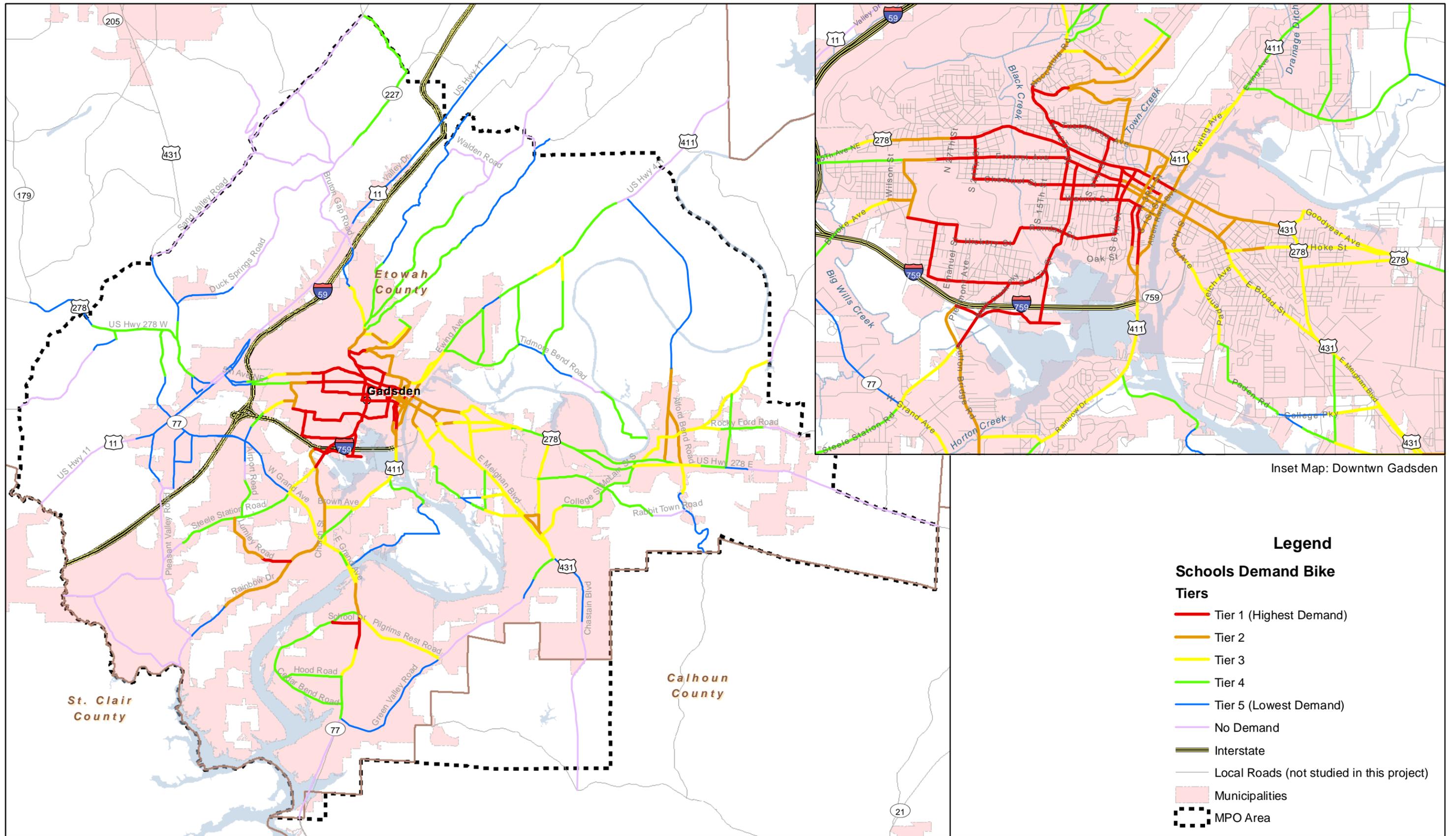
| | School | |
|--------------------------|---------------|-------|
| | WALK | BIKE |
| Avg. Trip Length (miles) | 0.62 | 1.2 |
| Probability @distance | | |
| 0.5 miles | 0.960 | 0.990 |
| 1 mile | 0.269 | 0.864 |
| 1.5 miles | 0.001 | 0.451 |
| 2 miles | 0.001 | 0.227 |

The full results for the School Latent Demand Analysis of bicycling and walking in the study area are listed in Appendix D. The results are displayed in columns, showing the potential school trip market for each segment. The results are then normalized on a 100-point scale (i.e., individual scores are calculated as a percentage of the highest score of all the segments). These relative ranking results are depicted graphically on the maps shown in Figure 5 (School Based Bicycle Demand) and Figure 6 (School Based Pedestrian Demand), with results stratified into five tiers according to their scores for bicycling and walking. (Segments which scored 0 were not placed in tiers).

Table 4: Ranges and Counts of Map Tiers for Bicycling and Walking Latent Demand

| Map Tier | Bicycling | | Walking | |
|----------|-----------|---------------|-----------|---------------|
| | LDS Range | Segment Count | LDS Range | Segment Count |
| 1 | 52-100 | 58 | 34-100 | 43 |
| 2 | 37-51 | 58 | 23-33 | 43 |
| 3 | 19-36 | 57 | 13-22 | 47 |
| 4 | 6-18 | 56 | 5-13 | 43 |
| 5 | 1-5 | 58 | 1-4 | 38 |
| - | 0 | 58 | 0 | 130 |

These Latent Demand Score values will be used in the prioritization of projects, as one term in the calculation of a project’s benefit to the county, namely, the likelihood of that project being used by local residents if it were to be developed. The tier assignments, shown in Table 4, are for map representation purposes only.



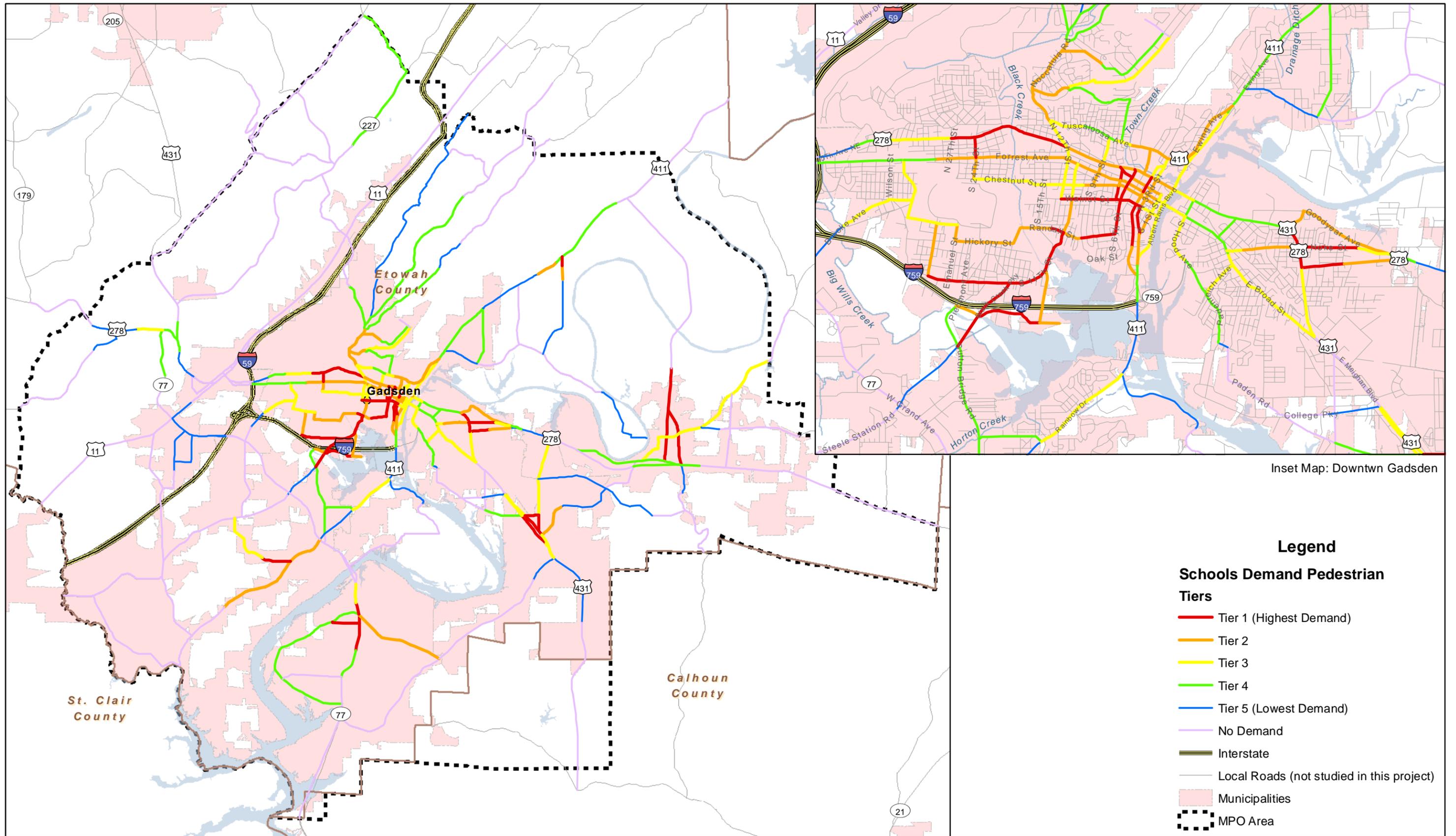
Inset Map: Downtown Gadsden

Legend

- Schools Demand Bike Tiers**
- Tier 1 (Highest Demand)
 - Tier 2
 - Tier 3
 - Tier 4
 - Tier 5 (Lowest Demand)
 - No Demand
 - Interstate
 - Local Roads (not studied in this project)
 - Municipalities
 - MPO Area

Figure 5: School Based Bicycle Demand





Inset Map: Downtown Gadsden

Legend

- Schools Demand Pedestrian Tiers**
- Tier 1 (Highest Demand)
 - Tier 2
 - Tier 3
 - Tier 4
 - Tier 5 (Lowest Demand)
 - No Demand
 - Interstate
 - Local Roads (not studied in this project)
 - Municipalities
 - MPO Area

Public Input

Public Input was sought throughout the project specifically through public surveys that were e-mailed to various community groups via stakeholders of the project and also by conducting two public workshops. The first public workshop, held on August 30, 2012 at the Gadsden Senior Activity Center, was organized into three stations. Upon arrival participants were presented with the personal and community focused benefits of bicycling and walking. Secondly, participants were able to interact with representatives of the project in order to view and understand the draft version of the existing conditions results. This second station included mapping that highlighted the existing levels of service for both bicycling and walking conditions. The last station allowed participants to provide their thoughts on the existing conditions as well as give feedback on the target level of service for bicycle and pedestrian accommodations. Participants were also given the opportunity to select or “vote” for the roadway segments within the study network that they felt would most benefit from new bicycle and pedestrian facilities. These votes were then included in the prioritization of facility improvements, a process described in later sections of the *Plan*. The Segments receiving votes from the public are shown in the map in Figures 7 and 8.

The second public workshop was held on January 8, 2013 at the Gadsden Senior Activity Center. The draft plan and its recommendations were presented for review and comment. Thirty people (including consultant team and agency staff) signed the sign in-sheet, and 20 response forms were received, 16 of which included a comment specific to the plan. A complete listing of comments received can be found in Appendix E. A recurring comment (on five of the 16 written responses) was a request for SHARE THE ROAD signs to be installed around the county. Commenters noted that such signs would be relatively inexpensive, easy to implement and might address a perceived problem of aggressive drivers.

SHARE THE ROAD signs—actually an assembly of the BICYCLE WARNING SIGN (W11-1) and a SHARE THE ROAD PLAQUE (W16-1P)—are not often a primary recommendation for improving bicycling conditions. They are only warnings and do not actually change anything with regard to the accommodation of bicycles within a given roadway environment. The *AASHTO Guide for the Development of Bicycle Facilities* states that they should not be used as a substitute for appropriate geometric design, nor should they be used to indicate a bike route.

However, there are some places in the Gadsden/Etowah County Area where they may indeed be appropriate. Many of the more rural roads on this plan's study network accommodate bicyclists fairly well, and have correspondingly good Bicycle Level of Service scores. These roadways seldom provide separate space for bicyclists in the form of a shoulder or bike lane, and sometimes have lanes as narrow as 10 feet. Their relatively good accommodation of bicycles is largely based in their very low traffic volumes. These roads can be popular among recreational cyclists due to their low traffic and scenic character. SHARE THE ROAD sign assemblies could be appropriate on such roads that are known to be popular with local bicyclists. Candidate roadways should be identified with the assistance of the MPO's Bicycle Pedestrian and Greenway Advisory Committee (BPGAC) and other local stakeholders. Candidate roadways could include roadways that are on the routes of group rides or otherwise known to be popular among local bicyclists. Sign assemblies could be placed on the departures from intersections and/or on the approaches to crests or curves that may impede visibility of the roadway ahead. SHARE THE ROAD assemblies at these locations could encourage motorists to drive more cautiously and be on the lookout for bicyclists.

Elsewhere in this report, a recommendation is made for study and development of marked bike routes for recreational riding on similar low volume rural roadways. Ultimately, the two types of signs may be placed on the same roadways. It is important that the purposes of the two sign types not be confused. The SHARE THE ROAD assembly is a warning sign that should be considered to alert motorists of the likely presence of bicycles and be posted near points where new motorists are entering the roadway and in advance of locations with limited sight distance. The route marking signs are guide signs which should be placed in advance of points where a route turns onto a different road or to confirm a continuing route on the same roadway at a consistent interval.

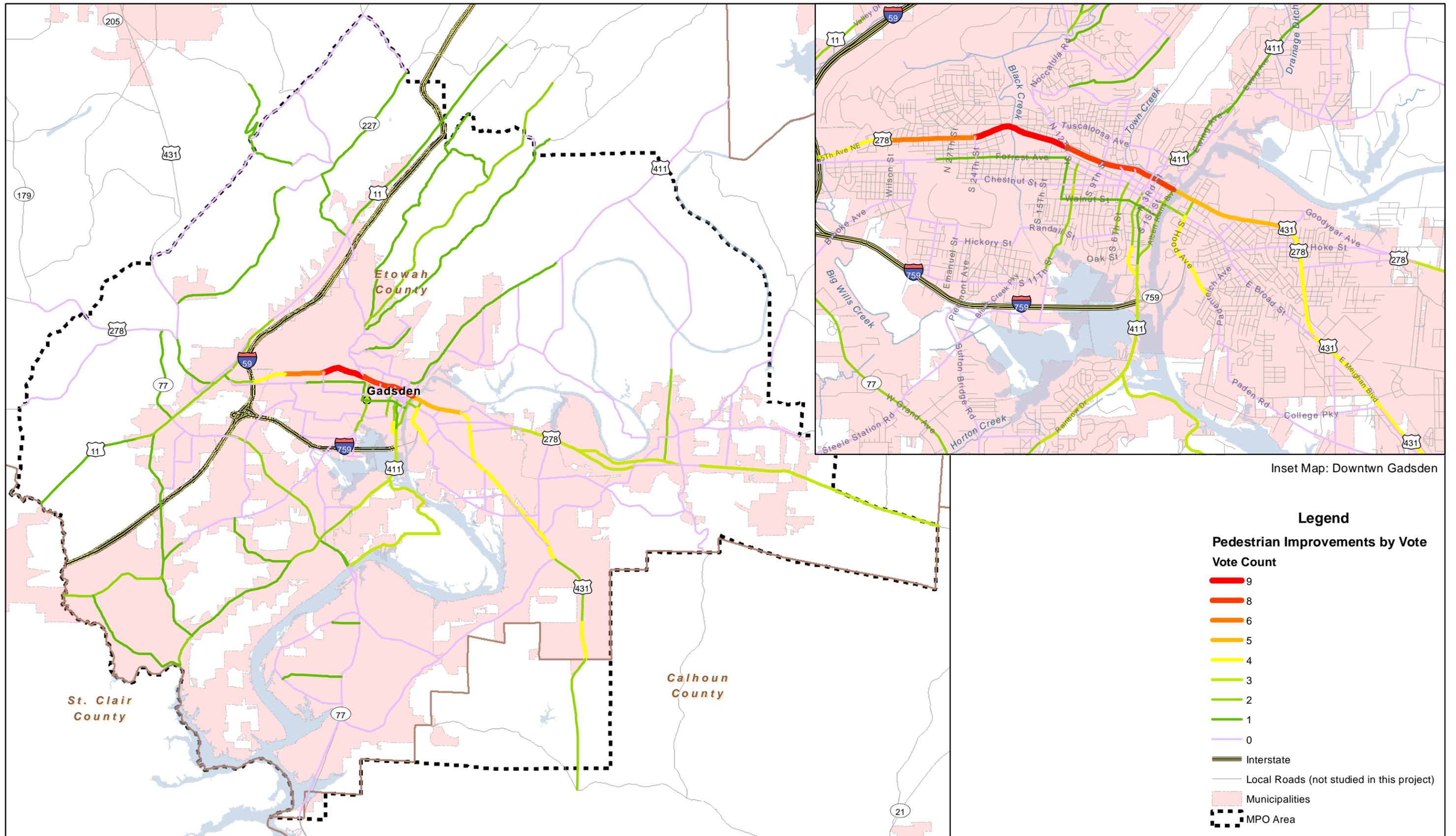


Figure 8: Pedestrian Facility Improvements Identified by Public Vote

Review of Existing Plans

To aid in the development of the *Bicycle and Pedestrian Plan* planning documents previously adopted by the GEMPO were reviewed and aspects of these documents were incorporated into the various sections of the *Plan*. The GEMPO's Unified Planning Work Program (UPWP), adopted in September 2009, establishes the objective "to incorporate the development of bicycle, pedestrian and greenways facilities in conjunction with transportation projects in the Gadsden-Etowah Area MPO thus incorporating the recommendations of the Statewide Bicycle, Pedestrian and Greenways Plan." The UPWP lists a product of this objective be a Bicycle, Pedestrian and Greenways Plan for the Gadsden-Etowah Area MPO which is addressed in the *Gadsden – Etowah Urbanized Area 2035 Long Range Transportation Plan* (LRTP) adopted in August 2010. The LRTP lists several goals for the Gadsden-Etowah area. Of these goals one was instrumental in spurring the creation of the *Plan*. It states to "address all modes providing framework for modal connectivity that enhances mobility options for the community." "All modes" includes pedestrian and bicycle considerations and "the community" includes those that do not have access to traditional vehicular transportation as well as those that prefer a non-motorized means of travel. The LRTP documents the need for a comprehensive bicycle and pedestrian plan; however, it does not provide the specific routes that would benefit the most from bicycle and pedestrian facilities. Analysis such as this is included in the *Plan* and can be seen in the following pages. In addition to the 2035 LRTP which plans for improvement to bicycle and pedestrian facilities, another planning document adopted by the GEMPO in July 2010 is the Gadsden Transit Analysis. This document analyzes the current conditions concerning public transit and recommends changes to grow the transit system which would also increase pedestrian activity.

Recommended Facility Types

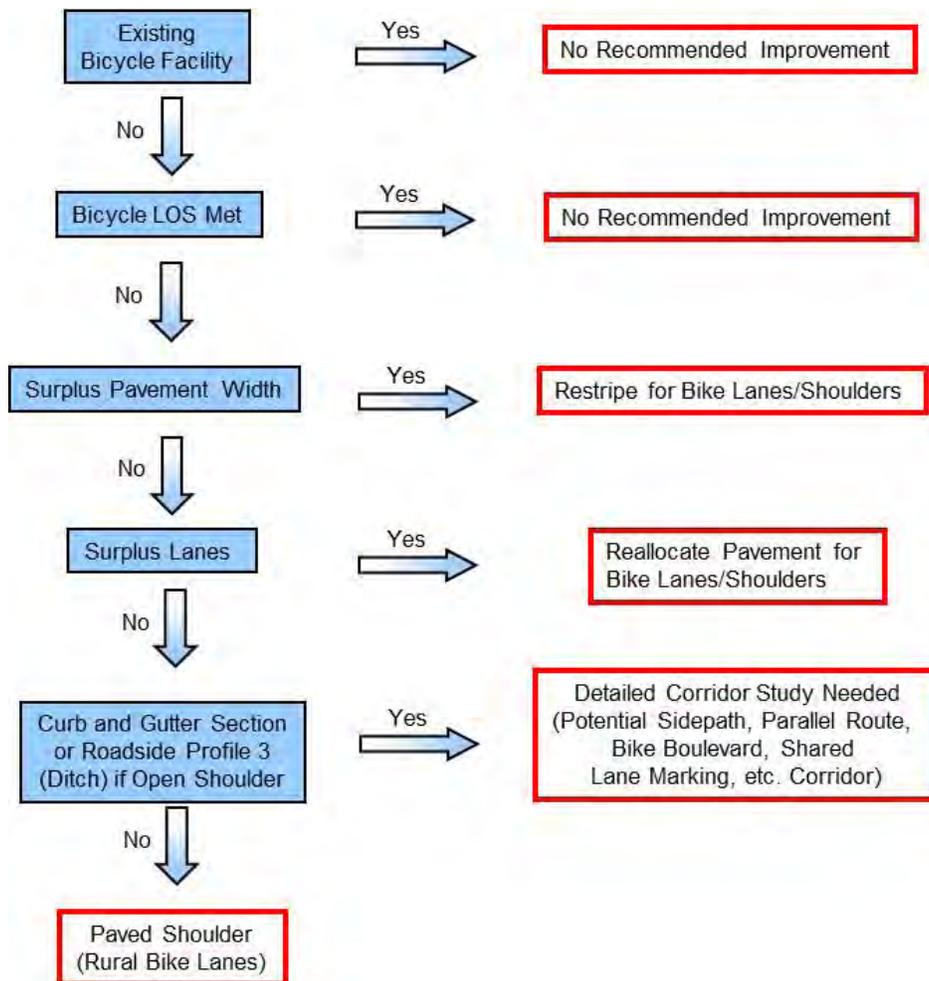
To develop project cost estimates for use in prioritizing candidate projects, it is first necessary to identify specific bicycle and pedestrian facility improvement costs for the study network segments. Some segments, specifically those with existing facilities and those that provide good existing conditions, 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 (existing or programmed bicycle facility);
- No recommended improvement (target bicycle level of service 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, significant, and major re-grading); and
- Detailed corridor study needed.

The decision tree shown in Figure 9 illustrates the steps involved in making the facility recommendation outcomes, each of which is discussed in more detail within this section.

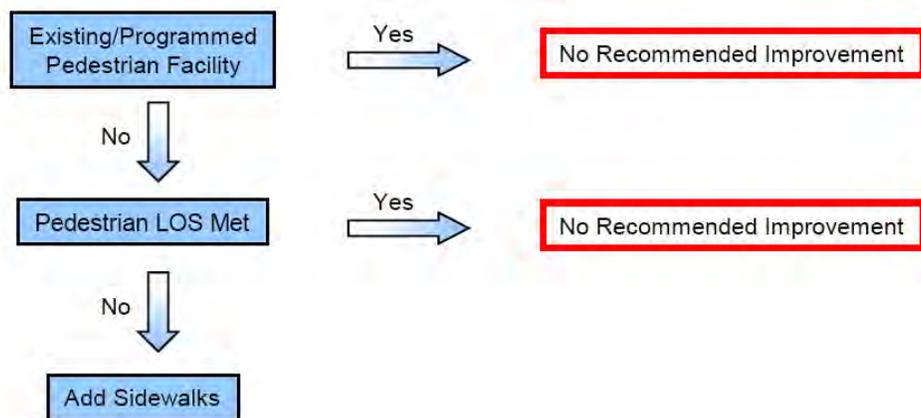
Figure 9: Bicycle Facility Decision Tree



For the pedestrian mode, there are only three potential outcomes, as listed below and shown in Figure 10:

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

Figure 10: Pedestrian Facility Tree



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 four feet wide. Segments meeting one of these criteria have been identified as having an existing bicycle facility; the analysis of all other segments continued into the next step. A small percentage of the study network (9.4 miles, or approximately 3%) has existing bicycle facilities. Much of this mileage consists of paved shoulders in rural areas, so roadways in more developed areas which may have higher demand still face some challenges.

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 MPO board provided input that led to the establishment of a target bicycle level of service of “C” for the MPO study area. All segments without an existing bicycle facility where the target level of service is nonetheless met (196 miles, or approximately 59% of the study network) are included in this category. This is an exceptionally high number, perhaps due to the relatively low traffic volumes found on some of the roadways in the study network. But again, 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 primarily by transit).

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 those segments with existing bicycle facilities and those where the target accommodation level has been met were filtered out of the process.

For the purposes of this *Plan*, the MPO has identified a minimum lane width of 11 feet. 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. Several other specifications were considered in this portion of the analysis:

- The TPW is typically the width from one edge of the roadway to the other edge, but for divided roadways is only from one edge of the roadway to the raised median. This is done because roadway restriping assumes that no median reconstruction will occur.
- 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.
- For segments with existing striped on-street parking, a minimum width of eight feet in each direction was designated to maintain the parking lanes.

Segments were designated roadway restripe candidates if they were shown to have space for bicycle facilities while meeting the above requirements, and if such a restriping would result in a new Bicycle Level of Service score that meets the performance threshold established for the study network (3.5 or lower). There are relatively few opportunities for restriping, but they do exist: 1.7 miles (less than 1% of the study network) were identified as restripe candidates. Several additional segments were found which could be restriped to the desired lane widths, but would not achieve the desired performance threshold. These segments are noted in the accompanying database.

Road Diet Candidates A “Road Diet” involves restriping a roadway to reduce the number of through travel lanes used by motor vehicles (for example, reducing four lanes down to two or six 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 analysis indicates that sufficient capacity exists to effectively accommodate motor vehicle traffic for the foreseeable future with the reduced number of lanes. Such preliminary planning-level analyses have been performed for this project to identify road diet candidates. Several roadways did have capacity and pavement that might allow for a road diet at current volumes, but when checked against anticipated future volumes modeled for the *GEMPO Long Range Transportation Plan*, it was determined that lane reductions would not be feasible under the anticipated future conditions. So, in the end, no roadways are recommended to be converted in this manner.

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 meet two criteria: 1) have an open shoulder cross-section, and 2) have a roadside profile value of 1 or 2 on the 1-3 scale described in the existing conditions methodology in Appendix A. Such segments have been further subdivided into those with minor re-grading necessary (roadside profile of 1) and those with significant re-grading necessary (roadside profile of 2), and those with major re-grading necessary (roadside profile of 3). These were analyzed with hypothetical lane configurations (11 foot wide lanes and four-to-six foot wide shoulders) enabled by construction of additional paved shoulders adjacent to the roadway. If the designated performance threshold (Bicycle LOS of “C” or better) could be met with the proposed modification, the segment was designated for shoulder widening consideration. (The shoulder width necessary to achieve the performance threshold is indicated in the accompanying database. Some roadways could be modified to provide a bicycle facility with a widened shoulder, but would not meet the designated performance threshold; these are also indicated in the database but with the “DCSN” recommendation described below.) Of the remaining unclassified segments, there is one-half of a mile (0.2%) of roadway to which shoulder could be added with minor re-grading, 6.6 miles (2%) which would require significant re-grading, and 67 miles (20%) on which shoulders could be widened with major re-grading. This last category represents the most commonly recommended improvement (as measured in miles) of this entire study.

Detailed Corridor Study Needed (DCSN) Many 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 47 miles representing the remaining 14% 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.

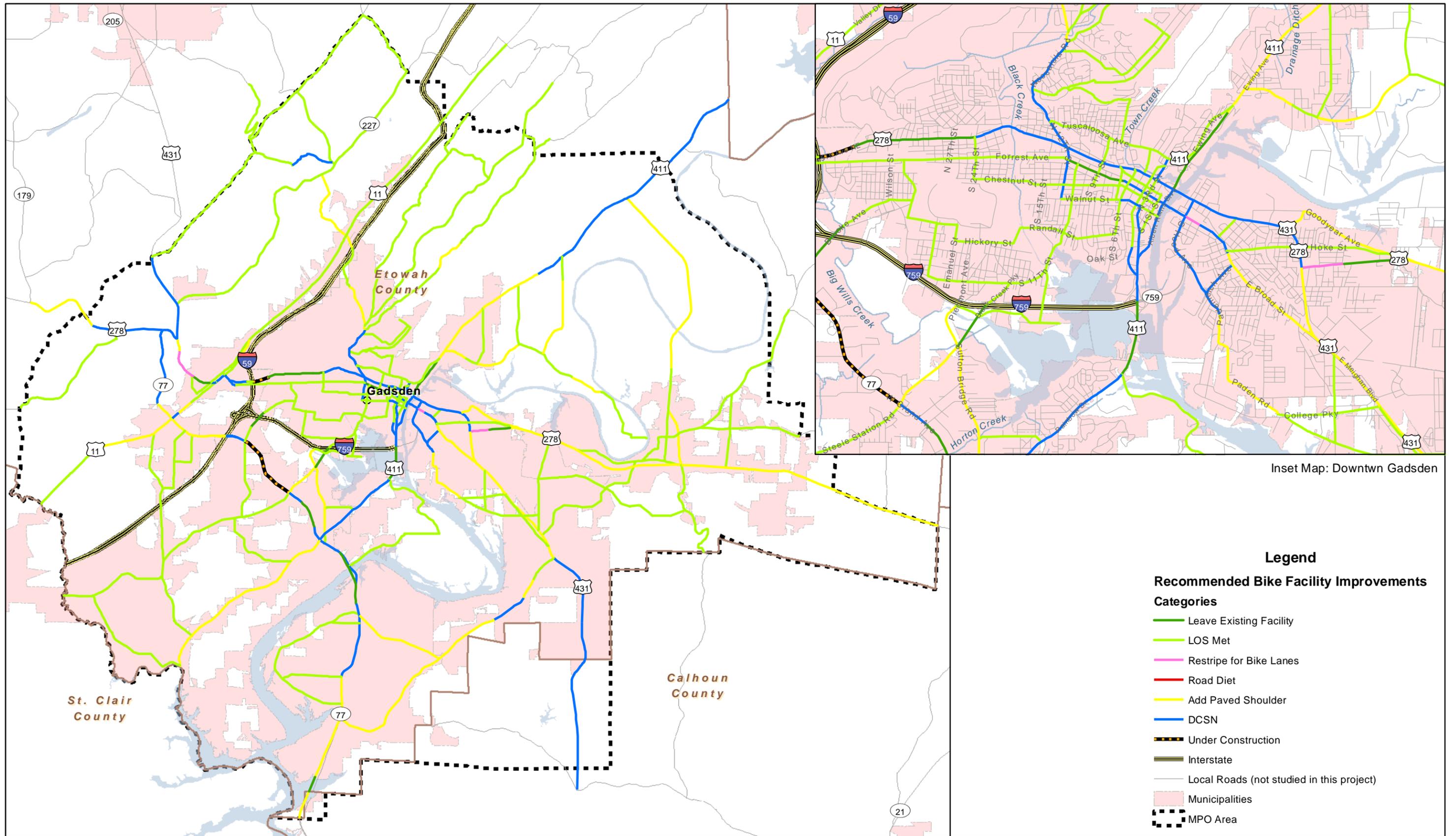
Some DCSN corridors may be potential “sidepath” candidates. Sidepaths are shared use paths adjacent to the roadway (*i.e.*, in the same right-of-way). Individual corridor studies would be needed to verify the extent of available rights-of-way as well as the design options and feasibility of developing a sidepath¹ along any given segment.

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 made 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 areas of the Etowah County 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, 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

¹ 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.

to confirm whether the potential implementation of the improved parallel routes could be applied along a particular corridor.

The network-wide bicycle facility recommendations are shown in Figure 11.



Inset Map: Downtown Gadsden

- Legend**
- Recommended Bike Facility Improvements**
- Categories**
- Leave Existing Facility
 - LOS Met
 - Restripe for Bike Lanes
 - Road Diet
 - Add Paved Shoulder
 - DCSN
 - Under Construction
 - Interstate
 - Local Roads (not studied in this project)
 - Municipalities
 - MPO Area



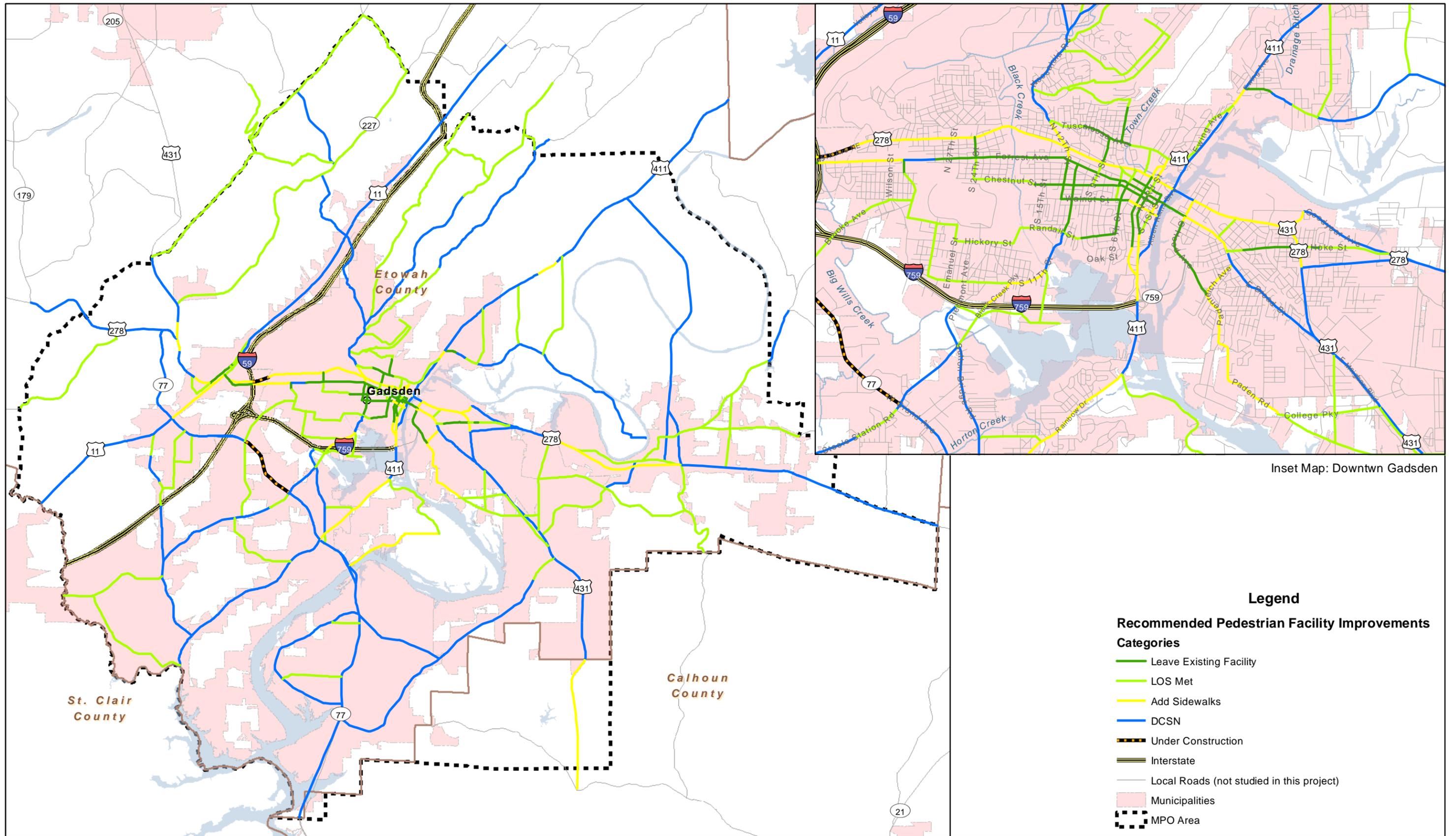
Figure 11: Bicycle Facility Recommendations Map

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% of the segment has sidewalks on both sides of the roadway. This category includes 16 miles, or approximately 5% 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 MPO Board committees provided input that led to the establishment of a target pedestrian level of service of “C” for the MPO study area. All segments without an existing pedestrian facility where the target level of service is nonetheless met (133 miles, or approximately 40% of the study network) are included in this category.

Add Sidewalks For all remaining segments, which represent 54% of the mileage on the study network, the addition of sidewalks (or filling any 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 5% of the network mileage), one for major re-grading (roadside profile of 2, with 5% of the network mileage), and one for more detailed study needed (roadside profile of 3, with 44% 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 in areas with documented low demand. The network-wide pedestrian facility recommendations are shown in Figure 12.



Inset Map: Downtwn Gadsden

Legend

- Recommended Pedestrian Facility Improvements Categories**
- Leave Existing Facility
 - LOS Met
 - Add Sidewalks
 - DCSN
 - Under Construction
 - Interstate
 - Local Roads (not studied in this project)
 - Municipalities
 - MPO Area

Prioritization Procedure

In order to prioritize the Etowah County's non-motorized transportation facility needs, an objective prioritization methodology is necessary. The methodology selected 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," which equates to 3.5 or better 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 ($\Delta\text{LOS} \times \text{Distance}$) 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 (school based latent demand) was described in a previous section, and was already normalized to a 100 point scale.

Public Input

The public input benefit component consists of the “public votes” or segment specific needs identified at the public workshop held in August 2012. These results were summarized and depicted in previous section. For purposes of the prioritization process, these votes tallies were also normalized to 100 point scales, with 11 votes as the maximum number of bicycle facility votes and 9 as the maximum number of pedestrian votes. Each of these maximum values was scaled to 100 and all other vote totals scaled accordingly.

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 above improvement types, costs were estimated based upon ALDOT 2012 pay items and bid tabs. Unit costs (\$/mile) for each facility type identified above were estimated. 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 significant grading required) was 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. The estimated per mile costs are provided in Tables 5 and 6, along with the associated total network cost for each project type based on the identified improvements.

Typical sections depicting a cross-sectional view of the various facility recommendations can be seen in Appendix I.

Table 5: Estimated per Mile Costs for Bicycle Facility Improvements

| Bicycle Facility Type | Cost per Mile | Total Network Cost |
|--|----------------------|---------------------------|
| Restripe road to add bike lane/shoulder | \$66,714 | \$113,414 |
| Add paved shoulders/bike lane (minor re-grading) | \$437,550 | \$361,463 |
| Add paved shoulders/bike lane (significant re-grading) | \$722,925 | \$441,647 |
| Add paved shoulders/bike lane (major re-grading) | \$1,402,659 | \$93,473,181 |
| Detailed corridor study needed (assumed sidepath w/ significant grading) | \$1,034,084 | \$49,429,237 |

Table 6: Estimated per Mile Costs for Pedestrian Facility Improvements

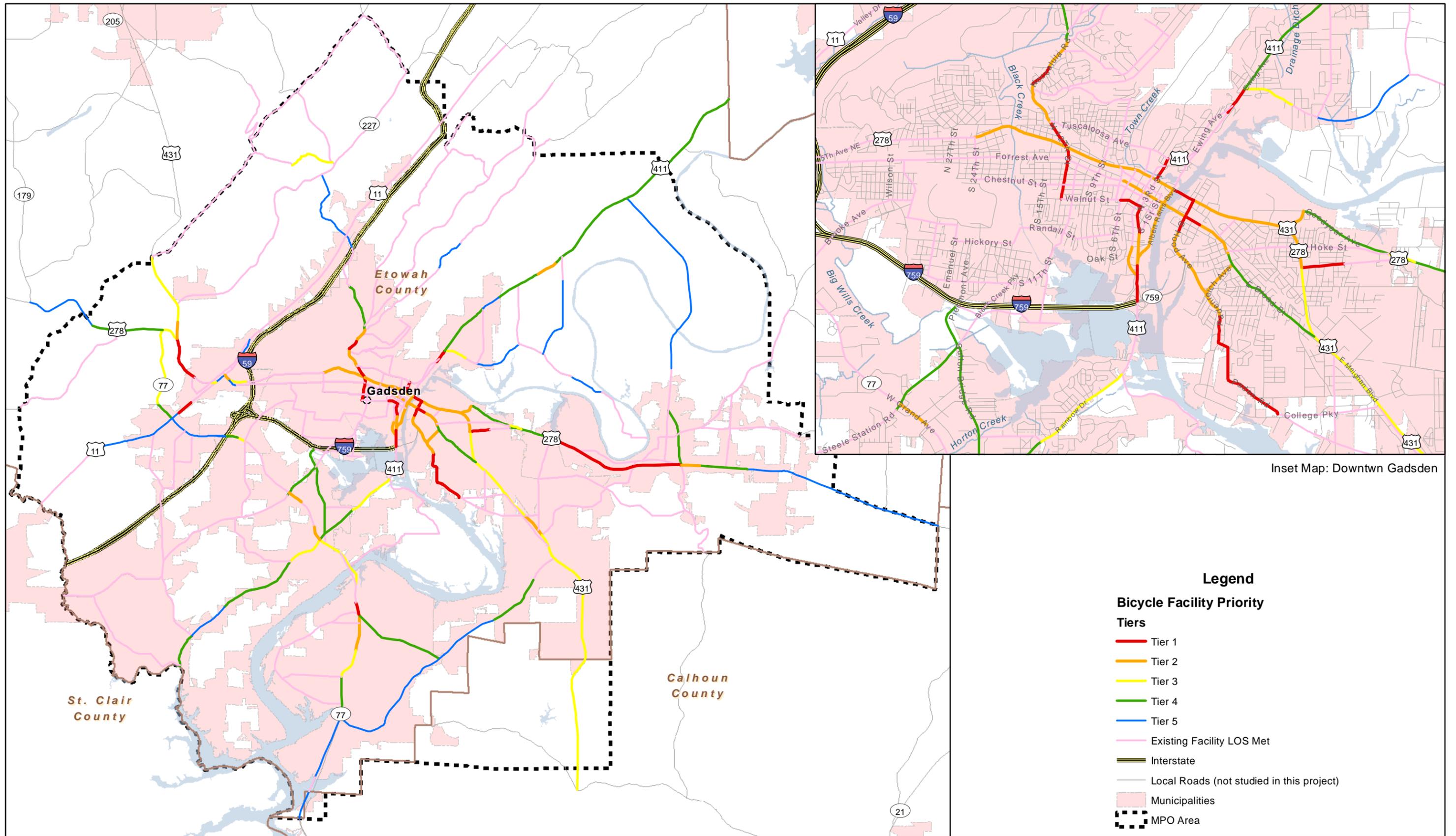
| Pedestrian Facility Type (assumes constructing for both sides of road) | Cost per Mile | Total Network Cost |
|---|----------------------|---------------------------|
| Add sidewalk (minor re-grading) | \$456,792 | \$6,485,644 |
| Add sidewalk (major re-grading) | \$965, 048 | \$15,160,907 |
| Add sidewalk (detailed corridor study needed) | \$1,820,068 | \$264,647,020 |

Benefit-Cost Index and Prioritization Results

A Benefit-Cost Index was calculated for all segments except those identified either as having an existing 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 164 prioritized pedestrian projects and 124 prioritized bicycle projects. The MPO steering committee staff, with input from the project stakeholder committee and the consulting team, established a benefit weighting system of 50% for existing conditions, 40% for potential demand, and 10% for public input/prior plans. Accordingly, the Benefit-Cost Index equation is **$(0.5*(LOS*Distance) + 0.40*Demand + 0.10*Inputs) / Cost\ per\ Mile*Distance$** . These results were then multiplied by 100,000 to convert them to a more reasonable scale.

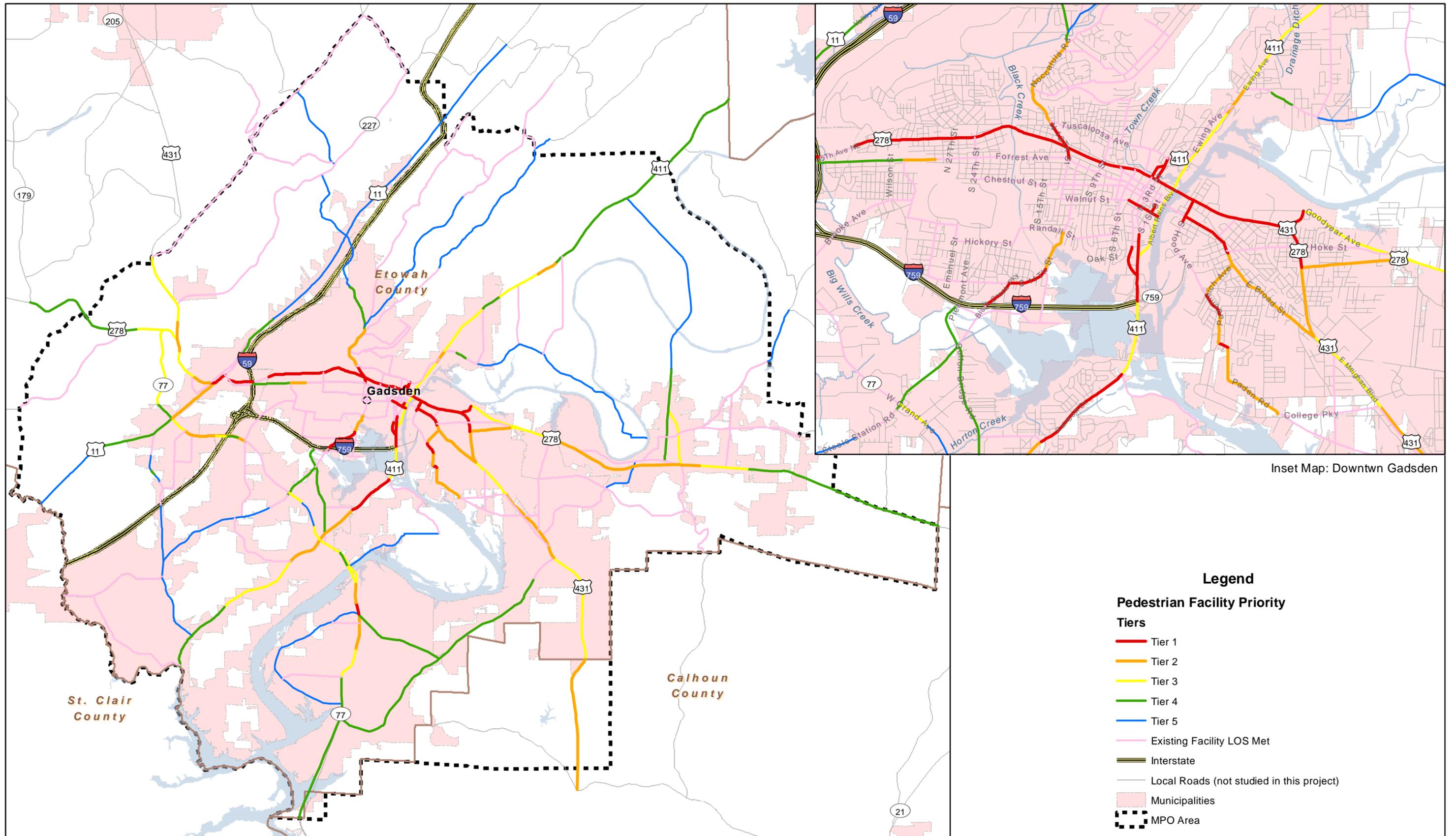
Segments with the highest Benefit-Cost Index are those with the highest priority relative to other segments.² For display purposes, all prioritized projects were grouped into five priority tiers with Tier 1 representing the highest priorities and Tier 5 representing the lowest priorities. The results are shown by mode in Figures 13 and 14. The detailed benefit-cost analysis can be seen in Appendices F (sorted by bicycle result), G (sorted by pedestrian result) and H (all segments sorted alphabetically) for the bicycle and pedestrian modes, respectively. **The cumulative cost for all candidate construction projects is approximately \$143 million for the bicycle mode and approximately \$286 million for the pedestrian mode.**

² 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.



Inset Map: Downtown Gadsden

Figure 13: Priority Tiers for Bicycle Improvements



Inset Map: Downtown Gadsden

Figure 14: Priority Tiers for Pedestrian Improvements



NOT TO SCALE

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 Etowah County'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 | 25 | 12.23 | \$4,557,880 | \$372,680 |
| Tier 2 | 25 | 15.19 | \$16,045,960 | \$1,056,350 |
| Tier 3 | 24 | 23.96 | \$26,888,594 | \$1,122,228 |
| Tier 4 | 25 | 34.45 | \$44,119,848 | \$1,280,692 |
| Tier 5 | 25 | 37.43 | \$52,206,659 | \$1,394,781 |

Table 8: Costs and Mileage by Priority Tier: Pedestrian

| | Segments | Miles | Cost | Cost/Mile |
|---------------|-----------------|--------------|---------------|------------------|
| Tier 1 | 33 | 14.74 | \$5,803,935 | \$393,754 |
| Tier 2 | 33 | 27.75 | \$34,197,456 | \$1,232,341 |
| Tier 3 | 32 | 29.80 | \$54,238,033 | \$1,820,068 |
| Tier 4 | 33 | 46.98 | \$84,583,383 | \$1,800,413 |
| Tier 5 | 33 | 60.41 | \$107,470,763 | \$1,779,023 |

Identification of Potential Funding Sources

Costs associated with constructing the bicycle and pedestrian facilities recommended in this *Plan*, as outlined above, 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 facilities and programs. Many of these funding sources are available on the federal level, as dictated in the current transportation legislation. Most of these federal programs are administered by the Alabama Department of Transportation (ALDOT). Additionally, there are other state and local funding sources which can be used to help achieve the goals and objectives of this *Plan*. Finally, a myriad of private funding sources exist which can be used by local governments to implement bicycle- and pedestrian-related programs. The following quick-reference table (Table 9) includes all of the funding sources that are described subsequently in greater detail.

Table 9: Funding Sources

| Funding Source | Category | Relevant Project Type(s) |
|--|---------------|---|
| National Highway Performance Program | Federal | Bicycle transportation and pedestrian walkways (Section 207) |
| Surface Transportation Program | Federal | Bicycle transportation and pedestrian walkways; modification of sidewalks to comply with ADA; recreational trail projects; Scenic Byway projects; SRTS projects (Section 207) |
| Highway Safety Improvement Program | Federal | Intersection safety improvement, pavement and shoulder widening; bicycle/pedestrian/disabled person safety improvements; traffic calming; installation of yellow-green signs at pedestrian and bicycle crossings and in school zones; transportation safety planning; road safety audits; improvements consistent with FHWA publication "Highway Design Handbook for Older Drivers and Pedestrians"; safety improvements for publicly owned bicycle and pedestrian pathway or trail |
| Congestion Management and Air Quality (CMAQ) | Federal | Bicycle and pedestrian facilities (TA projects) |
| Transportation Alternatives (incorporates Transportation Enhancements Program, Safe Routes to School, Recreational Trails) | Federal | Bicycle and pedestrian facilities; Safe routes for non-drivers projects and systems; preservation of abandoned railway corridors including for pedestrian and bicycle trails; Safe Routes to School infrastructure and non-infrastructure projects: school-based facility, education, and enforcement projects/campaigns |
| State and Community Highway Safety Grants (Section 402) | Federal | Safety-related programs and projects |
| Housing and Urban Development (HUD) Community Development Block Grants | Federal | Public facilities and improvements, such as streets, sidewalks, sewers, water systems, community and senior citizen centers, recreational facilities, and greenways |
| Urbanized Area Formula Grants, Capital Investment Grants and Loans, and Formula Program for Other than Urbanized Area | Federal (FTA) | Bicycle access to public transportation facilities, shelters and parking facilities, bus bicycle racks |
| Bikes Belong Coalition (www.bikesbelong.org/grants) | Private | Bicycle facilities; end-of-trip facilities; trails; advocacy projects such as Ciclovias |
| National Trails Fund (www.americanhiking.org/our-work/national-trails-fund) | Private | Hiking trails |
| Global ReLeaf Program (www.americanforests.org/our-programs/global-releaf-projects/global-releaf-grant-application/global-releaf-project-criteria) | Private | Trail tree plantings |
| Robert Wood Johnson Foundation (general) (www.rwjf.org/grants) | Private | Various |
| The Conservation Alliance Fund (www.conservationalliance.com/grants/grant_criteria) | Private | Land Use |
| Surdna Environment/Community Revitalization (www.surdna.org/grants/grants-overview.html) | Private | Community revitalization and environment, including greenway trail design |

Federal Funding Sources

With the adoption of Moving Ahead for Progress for the 21st Century (MAP-21), the funding landscape for bicycle and pedestrian projects changed radically. Whereas under SAFTEA-LU (MAP-21's legislative predecessor), non-motorized transportation facility projects had been eligible under dedicated funding categories that included the Transportation Enhancements Program (TEP), Safe Routes to School (SRTS) and recreational trails. These dedicated programs have been folded into a new category, Transportation Alternatives which recasts, at reduced funding levels, the former TE program.³ Transportation Alternatives includes TA projects (see list at end of this section), previously eligible Safe Routes to School Projects,⁴

³ ``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 nonmotorized 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 nonmotorized 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 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."

⁴ 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.

Recreational Trails projects, and boulevard projects in former Interstate Highway right of way. Eliminated programs include Safe Routes to School, National Scenic Byways, and the Paul S. Sarbanes Transit in Parks program. The Land and Water Conservation Fund is funded at a reduced amount through 2013. As before, non-motorized projects must be "principally for transportation, rather than recreation, purposes" and must be designed and located pursuant to the transportation plans required of States and Metropolitan Planning Organizations. The exception to this rule is the Recreational Trails Program (RTP), under which projects may be used for recreational purposes.

Whereas before there were different funding methods for each program, new MAP-21 TA funds will be distributed through grant programs. Fifty percent of the funding will be distributed according to population share. For areas over 200,000, the MPOs will manage the distribution of funds by grant competition. For areas under 200,000, the state will manage the distribution through a competitive grant program. These funds are limited to this use and are not transferable. The remaining fifty percent will be distributed by DOTs and this funding is transferable to other highway uses.

The combination of reduced available funding and increased competition for funds due to the combining of programs may lead to a reduction in bicycle and pedestrian projects being funded.

(2) Noninfrastructure-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 noninfrastructure-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.

MAP-21 Funded Programs

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

Surface Transportation Program (STP) Funds may be used for the construction of bicycle transportation facilities and pedestrian walkways, as well as many other related facilities (bicycle parking, bike-transit interface, etc.). Transportation Alternative projects are eligible for STP funds. Modifications of public sidewalks to comply with the Americans with Disabilities Act (ADA) are also covered.

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

The **Congestion Mitigation and Air Quality (CMAQ) Improvement Program**, established in 1991 and continued in MAP-21, 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 As mentioned above, this new program now provides funding for what used to be funded by three separate programs (Transportation Enhancements, Safe Routes to School, Recreational Trails). In addition to projects in these categories, TA money can be used to fund some road projects. Fifty percent of each state's funds will be distributed by the DOT, the remainder by the MPOs. There is an opt-out clause that allows up to fifty percent of the funds to be transferred to use in any program without restriction. Eligible activities include:

1. Bicycle and pedestrian facilities;
2. Safe routes for non-drivers projects and systems;
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.

Safety and education activities are no longer specifically funded but may be allowed under #2.

Recreational Trails Program 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. The funding amount will remain the same as in 2009 (\$2,204,556). An important provision of the new bill allows the Governor of a state to opt out the recreational trails program if the Governor notifies the U.S. Secretary of Transportation no later than 30 days prior to apportionments being made for any fiscal year.

Highway Safety Section 402 Grants Generally unchanged from SAFETEA-LU. 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.

Community Development Block Grants (CDBG) - U.S. Department of Housing and Urban Development (HUD) CDBG 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://www.hud.gov/offices/cpd/communitydevelopment/programs/>

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.

Other Federally Funded Programs

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.

State and Regional Funding Sources

There are currently no state or regional funding sources available in Alabama.

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.

Bikes Belong Coalition

“The Bikes Belong Grants 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 Bikes Belong 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. Bikes Belong Coalition seeks to assist local organizations, agencies, and citizens in developing bicycle facilities projects that will be funded by MAP-21. Bikes Belong Coalition will accept applications for grants of up to \$10,000 each (with potential local matches), and will consider successor grants for continuing projects. Grant applications are accepted quarterly.

<http://www.bikesbelong.org/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/NTF.aspx>

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. http://www.americanforests.org/global_releaf/grants/

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/grants/>

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, including a Sustainable Environments emphasis area. A recent grant award was used to help develop the Midtown Greenway near Minneapolis.

<http://www.surdna.org/>

Policy and Program Recommendations

The vision, goals and objectives of this *Plan* will provide the Gadsden-Etowah MPO and its member jurisdictions with tangible aspirations and attainable milestones as they work together to improve bicycling and walking conditions countywide. To achieve the identified goals and objectives, governing policies must be adopted by the MPO itself as well as ALDOT, the City of Gadsden and Etowah County, and other municipal agencies. Policies and programs that encourage bicycling and walking are numerous and varied. This section describes some of these policies and programs and how they work in a general sense. These and other bicycle and pedestrian friendly policies can be adopted by local jurisdictions as standalone policies, or as part of the local comprehensive bicycle and pedestrian plans.

Policy recommendation: Adopt a Complete Streets policy

A number of communities and agencies in Alabama have already adopted Complete Streets policies, acknowledging the need to support all users of their transportation systems. This codification of support for all users and all abilities - young, old, able bodied, and physically challenged - encourages the development of a more balanced, effective and efficient transportation system. The integration of Complete Streets policies into roadway design can also help reduce congestion and help reduce crashes.

Policy recommendation: Design new bicycle and pedestrian facilities to comply with the performance expectations identified in this Plan.

Beyond the minimum design criteria for bike lanes, shoulders and sidewalks described in the *AASHTO Guide for Development of Bicycle Facilities*, implementing agencies should examine the overall bicycle and pedestrian accommodation provided on specific roadways (as measured with the Bicycle and Pedestrian Level of Service models used in this *Plan*) and ensure that newly constructed roadways, reconstructed and redeveloped segments, and retro-

fitted existing facilities meet the performance expectations of this *Plan* (i.e. Bicycle and Pedestrian Level of Service “C”). Meeting the bicycle performance expectations on higher speed and higher volume roadways may require facilities wider than the minimum dimensions described in the applicable design documents, or other corridor-specific accommodations as appropriate.

Policy Recommendation: Identify additional sources of funding for bicycle and pedestrian facility improvements.

At present the MPO’s primary sources for funding bicycle and pedestrian facility improvements are through their inclusion in larger roadway projects (routine accommodation), and through MAP-21 derived federal funding. Routine accommodation is a very effective way of funding the construction of new bicycle and pedestrian facilities, as it incorporates the relatively small incremental cost of bicycle and pedestrian facilities into significantly larger overall budgets for roadway construction or redevelopment projects. A clear expectation of bicycle and pedestrian accommodation (such as the performance thresholds defined in this *Plan*), and vigilant oversight of projects will result in a significant number of new facility miles, accounted for in general transportation budgets. These general roadway projects, however, have their own prioritization and implementation schedules. In order to better accommodate bicycling and walking according to the bicycle and pedestrian specific priorities identified in this *Plan* specific additional sources should be identified, thus allowing the MPO and local implementing agencies to begin the work of implementing stand-alone bicycle and pedestrian projects independently of the schedules dictated by other transportation and development projects. For example, projects to improve pedestrian crossings or intersections may be identified and funded using the State and Community Highway Safety Grant Program (Section 402). Numerous other funding sources are described in Table 9 of the *Identification of Potential Funding Sources* Section of the *Plan*.

Policy Recommendation: Encourage the development of End-of Trip and Bicycle Parking Facilities.

The MPO should encourage its member jurisdictions to require or incentivize the development of bicycle parking and other end-of trip facilities through their land development codes. The

projects outlined in this *Plan* will contribute significantly to the experience of riding a bicycle along roadways in the City of Gadsden and Etowah County; however the utility of bicycling as practical mode of transportation is also dependent upon the ability to securely park that bicycle at one's destination. Generally, there are two types of bicycle parking: short and long term.

Short Term Parking is usually placed somewhere in front of commercial properties, often in the buffer area between the sidewalk and the street. Short term parking allows bicyclists to make quick stops at shops and other businesses, and is not intended to be occupied by the same user for an extended period of time. In a dense urban commercial corridor, short term parking can consist of single bike racks (which can accommodate two bikes) placed at intermittent locations within each block. At malls, big-box stores, and other locations with large parking lots, bike parking should be convenient to major entrances and may consist of multiple racks to accommodate more bicycles. Whatever the environment, short term bicycle parking should be highly visible to encourage use and to heighten security.

Availability of Long Term Bicycle Parking is an important aspect of encouraging bicycle commuting. Commuters need a secure place to leave their bicycles for the length of their work shift. As the bicycle will not need to be accessed for 4 hours or more, it is less critical that long term parking be immediately convenient to the final destination, but it should still be relatively nearby. Long term parking is often less visible than short term parking, and should therefore be more physically secure, perhaps in the form of a bike locker or a secure room within a building. Observation of codes in many metropolitan areas in the United States confirms that bicycle parking being required along with land development is increasingly prevalent. Frequently, such bike parking requirements state that bicycle parking should represent a percentage of the required automobile parking (e.g., 3-5%) for the development. Specifications regarding the location of required parking facilities should also be made in consideration of building access, security, user maneuverability, and shelter.

The Gadsden land development code already provides for several opportunities to encourage bicycle and pedestrian friendly development, including bicycle parking. In Article VI - District Regulations, the *Gadsden, Alabama Code of Ordinances* describes a Town and Country

District (TCD) that, regardless of size, is connected by a unified network of streets and walkways/paths providing a pedestrian and bicycle friendly environment. Among other things, this district defines a sidewalk with two zones, a tree planting and street furniture zone and a sidewalk clear zone, the former of which may include bicycle racks. The Code also provides for bicycle parking at all commercial uses in this district.

It is recommended, however, that a further zoning provision codify two additional bicycle parking components: 1) require bicycle parking regardless of zoning district (including those that currently do not have motor vehicle parking requirements), and 2) formalize developers' ability to reduce the number of required motor vehicle parking spaces by the number of bicycle parking spaces required (this option will become more of an incentive as gas prices continue to rise in the future). Furthermore, the design specification for bicycle parking should stipulate that the parking location be similar to that required for handicapped (motor vehicle) parking, and that the bicycle parking location be secure, covered, and at grade level.

The following bicycle parking requirements suggestions are typical of those adopted by communities seeking to improve bicycling conditions:

- Multifamily housing over 10 units: a secure, indoor, grade level storage space that provides one bicycle parking space per residential unit
- Industrial uses over 10 employees: a secure, covered, grade level storage space that provides one bicycle parking space per 10 employees
- Office uses over 10 employees: a secure, covered, grade level storage space that provides one bicycle parking space per 10 employees
- Retail uses: a secure, covered, grade level storage space that provides one bicycle parking space per 10 employees AND one additional bicycle parking space per 5000 square feet of gross floor area (for use by shoppers).

Such a system would create a clearer requirement for those zoning districts that currently do not have motor vehicle parking requirements.

In contrast to the provision of bicycle parking, workplace bicycle lockers, changing rooms, and/or shower facilities are generally not being required or constructed. There are two options to change this situation: adopt incentives to entice developers to build them or mandate the facilities. Several approaches to the first option are outlined below.

The continued investment in bicycle transportation infrastructure by the City of Gadsden and Etowah County can be significantly leveraged by offering compelling incentives to developers. There are a number of incentives that can be offered to the (private) sector developing and managing land use; many of these incentives can be offered at little or no actual expense to the jurisdictions. There are phases in which they can be effective: upon initial land development or during tenant build-out and/or maintenance.

Among the compelling incentives for the construction of bicycle locker/changing/shower facilities that can be effective at initial land development are the following:

- Trip generation (hence traffic impacts) reduction during traffic impact assessments (e.g., up to five percent of total trip generation, depending on land use)
- Floor Area Ratio (FAR) bonus/bump-up (e.g., up to five percent for office development),
- Reductions to required yard/setbacks (e.g., up to 20 percent for facilities with capacity of serving up to five percent of employees)
- Variance for parking lot dimension(s)
- Green space (for vehicle utilization area (VUA)) requirement reduction, (e.g., up to twenty times the building square footage dedicated to the bicycle commuters' shower or locker facility)

Incentives for conditions subsequent to initial development (i.e., tenant build-outs and building maintenance) include ad valorem tax exclusion of at least two times the square footage of the building dedicated to the locker/changing/shower facility. This exclusion could be increased if the tenant businesses participated in additional transportation demand management programs.

As an incentive to developers who do not see the need for abundant motor vehicle parking, it is recommended that a further zoning provision should codify the developer's ability to reduce

the number of required motor vehicle parking spaces by the number of bicycle parking spaces outlined above. Furthermore, the design specification for bicycle parking should stipulate that the parking location be similar to that required for handicapped (motor vehicle) parking.

Program Recommendation: Bicycle Conditions Map

The MPO should encourage bicycling by disseminating information about bicycling conditions across the county in the form of a Bicycle Conditions Map which can be supplemented with bicycle safety tips and other information. The Bicycle Level of Service data gathered for this *Plan* can form the basis of an informative map which will allow bicyclists looking to travel around the City of Gadsden and Etowah County to make route decisions that best serve their trip plans and their comfort level in various types of conditions. The overall bicycling conditions (accommodation level as measured by Bicycle Level of Service) can be stratified to a simpler three-level system and can be supplemented with information on the presence of facilities and show connections to trails and greenways. This map can also be a useful medium for distributing information such as bicycle safety tips. Production costs could be offset by sale of advertising panels on the map to local bicycle shops and other businesses that have an interest in reaching bicyclists.

Program Recommendation: Bicycle and Pedestrian Route Designations

The MPO should further encourage the expansion of recreational road bicycling activity by identifying a longer loop series of preferred bicycle routes. Public feedback received during the *Plan's* development suggests that there is already support for longer trips. These routes will serve the needs of local residents and visitors alike who are interested in exploring Gadsden and Etowah County by bicycle. A shorter, more localized route system serving recreational destinations and major activity centers is also recommended. Bicycle wayfinding systems can encourage bicycling by highlighting routes that have been identified to be amenable to general bicycling, thereby increasing awareness of bicycling as a transportation and recreational option. Wayfinding can also be used to guide pedestrians, particularly visitors, identifying both landmarks and distances.

Wayfinding system studies are most practically scoped at a scale much smaller than the countywide approach taken in the present study. As such, they can identify more focused needs for improvement and explore alternative options to serve important community destinations, including the use of relatively minor local streets, pathway connections, etc. A successful program of wayfinding studies could establish a route signage protocol and then identify multiple focus areas for study, which over time would grow into a cohesive countywide system of routes.

Crash Report

Crash Data Analysis

As part of this project, bicycle and pedestrian crash trends for Etowah County were analyzed. The following sections discuss the findings and recommendations associated with these analyses.

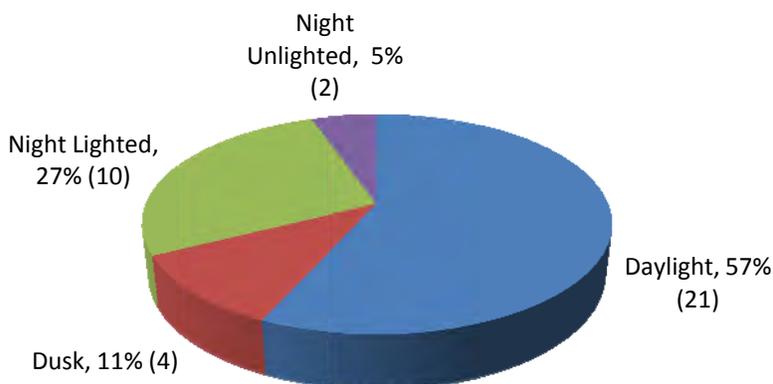
As part of the multimodal evaluation process pedestrian and bicycle crashes were reviewed to identify trends or patterns among the crashes. Certain crash factors - if identified - could be mitigated with specific countermeasures. Data for the crash analyses were obtained from the State of Alabama DOT. The review was performed by evaluating 37 pedestrian and bicycle crash reports from January 2009 – December 2011 for crashes occurring in Gadsden and Etowah County. Of those 37 crashes, 32 were pedestrian involved crashes while only 5 were bicyclist involved crashes. For this analysis, bicyclists and pedestrians are linked together due to a low amount of reports. It should be noted that these reports are a small overall sample, and the ability to derive conclusions from them is limited.

Bicycle and Pedestrian Crashes by Lighting Condition

One of the data fields in the crash reports indicates the lighting conditions at the time of the crash. If we look at the total number of crashes reported in the Alabama Department of Transportation's 2009-2011 Alabama Integrated Crash Data for Gadsden/Etowah MPO, we find that of the 37 crashes reported in that time, 57% occurred in "Daylight," leaving 43% in categories which might be considered suboptimal lighting conditions: dusk, dark unlighted (without streetlights), dark lighted (street lights on). It is important to note that the degree of street lighting is not quantified for crash reports. Therefore, "night lighted" can represent lighting conditions ranging from well lit downtown urban arterial roadways to sporadically lit rural collectors.

While still a minority of crashes, these non-daylight crashes seem disproportionately high for the share of total bicycle and pedestrian trips that would be made in these conditions; it is unlikely that close to 43% of Etowah County's bicycling and pedestrian activity occurs outside of daylight hours. Figure 15 illustrates the lighting conditions of crashes.

Figure 15: Lighting Condition of Crashes



Nighttime Crashes – The crash report code “Night-Lighted” does not necessarily mean a roadway was well lit, as lighting levels of roadways and sidewalks are often not uniform. Dark areas intermixed with very bright areas can make pedestrians even harder to see than otherwise uniform lower lighting levels. Compliance with uniformity ratios (L_{avg}/L_{min} , L_{max}/L_{min}) or veiling luminance ratios must be compliant as specified in the AASHTO *Roadway Lighting Design Guide*. Figure 16 displays different types of street lighting. Uniform lighting is designed to illuminate the entire travel way, including the roadway, bike lanes, paths, and sidewalks. This type of lighting illuminates bicyclist and pedestrians, thus aiding in the ability for drivers to see facility users. Failure to consider sidewalks and bikeways in the lighting design can result in less than optimal lighting conditions such as spillover lighting from roadway. With sporadic lighting, the dark to light difference can restrict a driver’s perception making it seem as though pedestrians crossing the street are suddenly appearing in front of motorists. Providing improved uniform lighting would also make it more accessible for pedestrians and bicyclists crossing the roadway to judge the speed of, and distance to approaching motorists, thus reducing the probability that they will choose an inadequate gap.

Figure 16: Roadway Lighting



Sporadic Lighting



Spillover Lighting
from Roadway



Uniform Lighting

Another factor which could be contributing to the number of nighttime crashes is that people often believe themselves to be more visible than they are. Pedestrians assume that because motorists have headlamps they can see pedestrians at great distances. By letting pedestrians know how hard it is for motorists to see pedestrians, pedestrians may be more careful crossing the roadway. Figure 17 provides examples of educational posters that could be used to educate bicyclists and pedestrians of additional visibility measures they can take.

Alabama Code states that all bicyclists are legally required to have a headlamp and tail lamp when operating between sunset and sunrise (Section 32-5A-265). An enforcement campaign combined with a light giveaway program could increase compliance with this law. This would likely reduce nighttime bicycle crashes. An educational campaign could also be employed.

Figure 17: Example Educational Material



There may be several additional factors which may account for the increased crash risk at these times:

- Nighttime crashes can often be the result of at least one crash participant being under the influence of alcohol.
- Bicycles are often unlit and may have poorly aligned reflectors.
- Bicyclists riding at night (and motorists driving at night) may be fatigued or sleepy, and glare on windshields can reduce motorists' visibility of the roadway environment.
- Bicycles and pedestrians using non reflective attire are less visible to motor vehicle drivers.

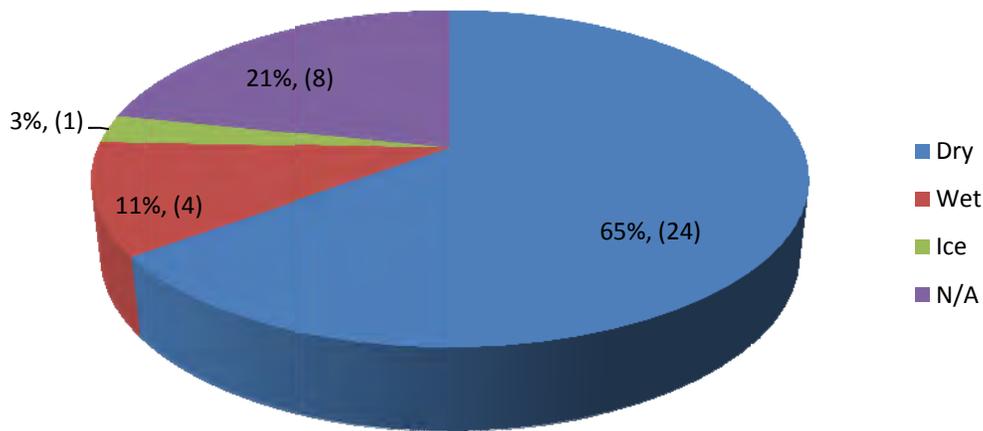
Bicycle Crashes by Road Condition

One of the data fields in the crash reports indicates the road conditions at the time of the crash. The road conditions that are recorded in the reports are Dry, Wet, Ice, and N/A. As evident in Figure 18, 65% of these recorded crashes were observed during dry conditions. However, 14% of crashes were during adverse weather conditions. While not specifically a safety related observation, this statistic could indicate a significant amount of non-choice trips are being made which is an indicator of overall bicycling demand.

Several factors could account for the distribution of crashes among the condition categories.

- In Wet or Ice conditions roads can become slicker and visibility can decrease.
- Dry conditions are the primary times cyclists and pedestrians are using the facilities; this could explain why 65% of the crashes occur during dry conditions.

Figure 18: Road Condition



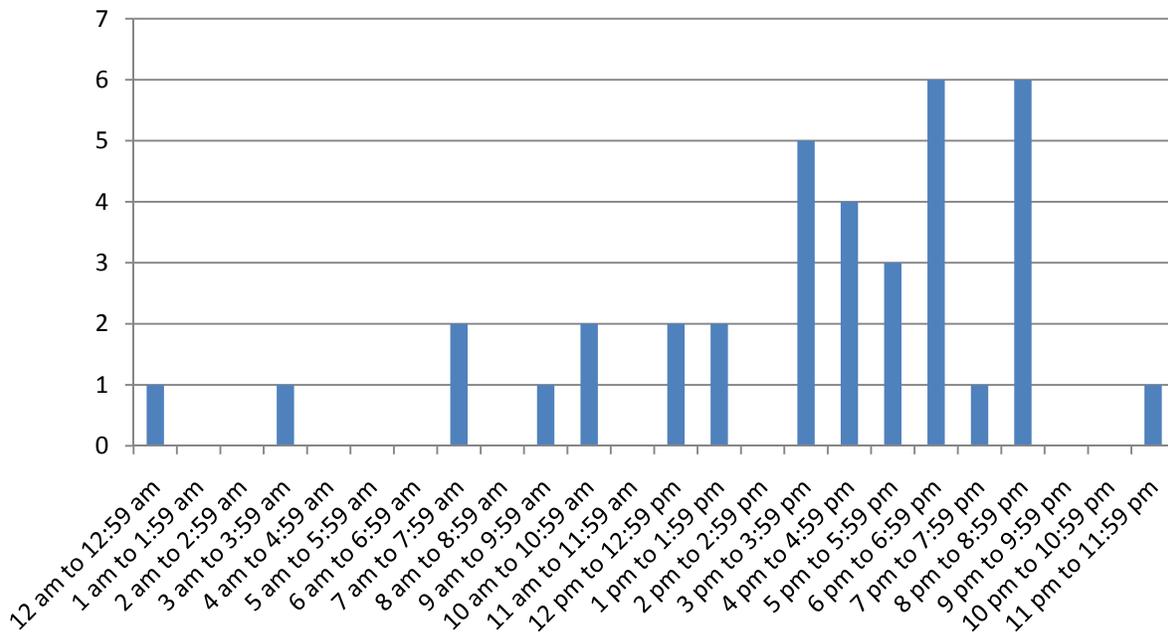
Crashes by Time of Day

As might be expected, most crashes occur in the afternoon and early evening with a slight peak during morning commute hours. This is evident as 68% of the accidents reported fall between the hours of 3 pm and 9 pm (see Figure 19). With an increase in usage of facilities, it is not surprising there would be an increase in crashes.

Several factors could lead to an increase in crashes between 3 pm and 9 pm.

- Between the hours of 3 pm and 9 pm traffic volumes and facility usage are usually higher as that time period includes the afternoon commute.
- Afternoon commute is a time when non-choice riders and or pedestrians would likely be using the facilities.
- Temperatures are usually more comfortable allowing for an increase in outdoor activities.

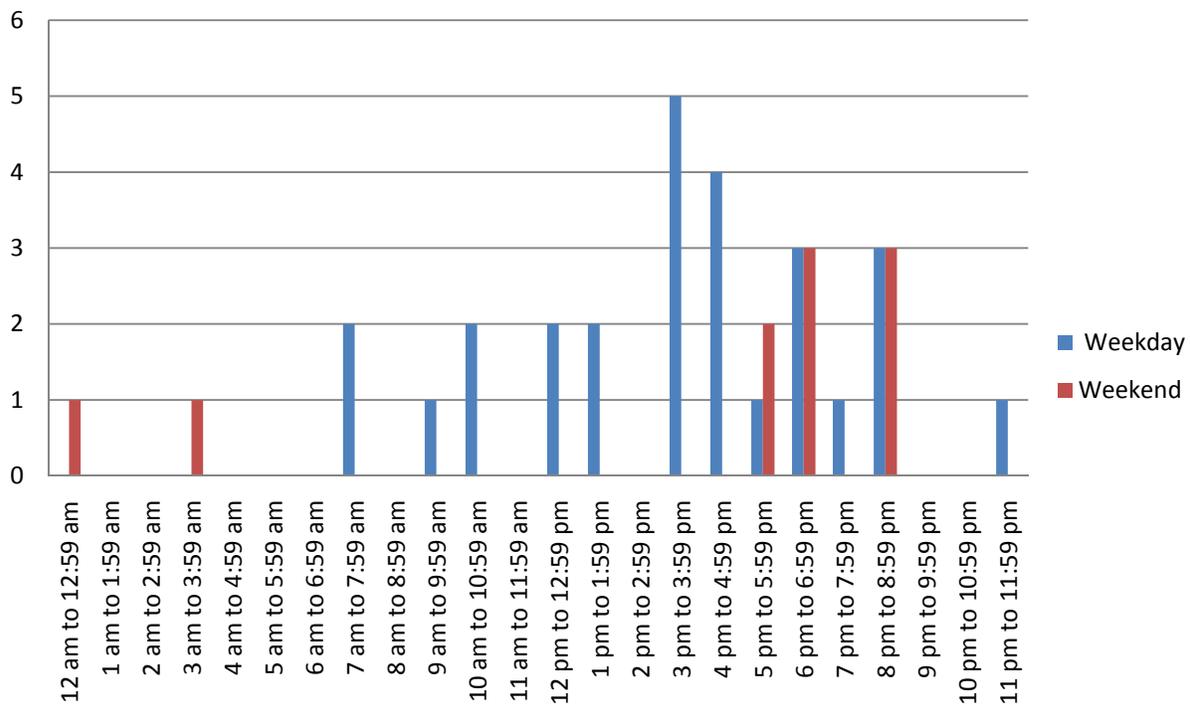
Figure 19: Accidents Time of Day



Crashes by Time of Day and Weekday/Weekend

Interestingly, when one separates weekend and weekday trips a contrast can be seen. On weekends the number of morning crashes is much lower than weekday crashes. Anecdotally, when higher end recreational riders ride on weekends they ride in the morning. More casual cyclists tend to ride more on weekend afternoons; this may be represented by increased afternoon crash numbers on weekends. Weekday crash trends appear to show significant crash numbers during afternoon commute and dinner periods. Afternoon commute is a time when non-choice riders or pedestrians would likely be using the facilities. Figure 20 illustrates crashes separated by weekend and weekday.

Figure 20: Crashes Separated by Weekend and Weekday



Alcohol Related Crashes

Alcohol can be a major factor in bicycle and pedestrian crashes. Alcohol involvement is likely underreported because offenders are not likely to self-report, and officers may not be able to prove alcohol involvement, and so it is perhaps not recorded unless it is beyond dispute. The time of day when most patrons are consuming alcohol usually occurs between evenings till early morning primarily on weekends. Of the three alcohol involved crashes they all were between the hours of 6 pm and 4 am. Two of the three alcohol involved crashes occurred on the weekend. During the weekdays the percentage of crashes that were alcohol involved was 4% compared to the weekend where the percentage jumps to 20%. The percentage of alcohol related crashes compared to total crashes was 8% (see figures 21 and 22).

Several reasons could be cited for an increase in weekend Alcohol Related Crashes:

- Alcohol consumption is higher on weekends.
- Roads with inconsistent or no lighting can enhance the difficulty for impaired drivers/pedestrians to traverse.

Figure 21: Weekend Alcohol Related Crashes

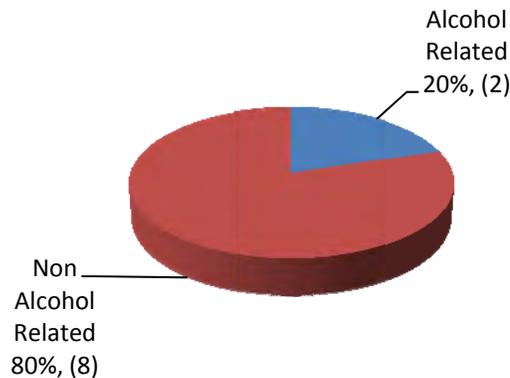
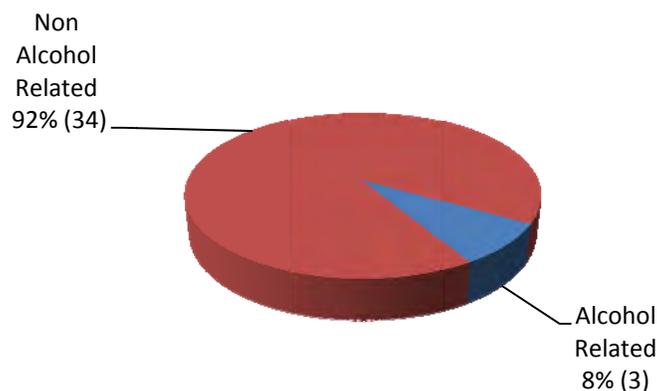


Figure 22: Total Alcohol Related Crashes



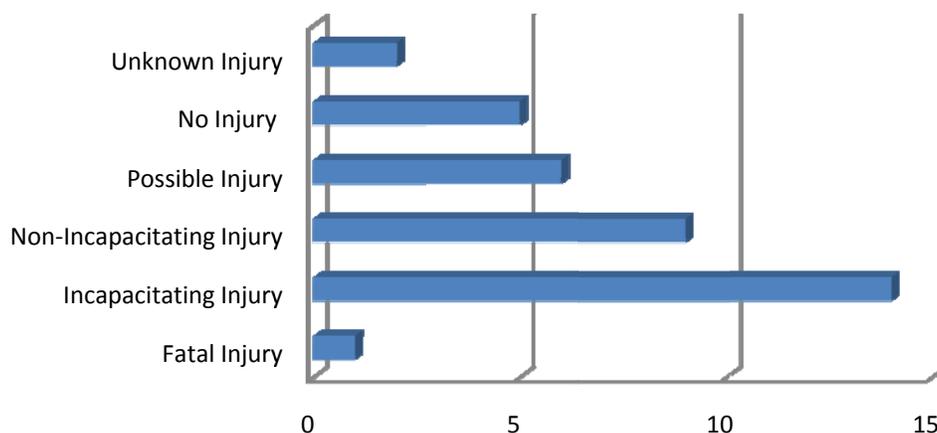
Bicycle Crashes Relating to Injury Severity

When dealing with crashes there is a correlation with injuries. Figure 23 shows that of the 37 crashes, 23 (or 62%) involved some form of injury, excluding 16% which were possibly injured. It is worth noting that this is the sum of injuries and fatalities and not crashes; multiple injuries or fatalities could result from a single crash. It should also be recognized that these bicycle and pedestrian crash statistics generally are likely under-reported: crashes may not be reported at all unless they involve a motor vehicle, significant property damage, or an injury.

Bicycle/bicycle, bicycle/pedestrian, and single bike crashes are not included in this data. Accordingly, the overall crashes include a high concentration of injuries; and collisions between motor vehicles and bicycles or pedestrians can often result in serious injuries.

Equipment use is also not a data point that is routinely noted in the crash statistics. But, given the potential for injury to bicyclists and pedestrians if they are involved in crashes, it is important to note that there are ways for pedestrians and cyclists to protect against injuries and prevent accidents. If cyclists are wearing helmets and other forms of protective gear, certain types of injuries could be prevented or kept less severe. Pedestrian and bicyclist attire also has an impact on crashes. If a facility user is wearing brightly colored and or reflective attire the user will have more visibility to motorists, perhaps averting crashes.

Figure 23: Injury Severity



Location of Crashes

The location of the bicycle and pedestrian crashes is quite interesting. Of the 5 reported bicycle crashes, 40% were at intersections as shown in Figure 24. Crash types at intersections could include failure to yield on the part of either motorists or bicyclists. Alternatively, a bicyclist may be moving left to turn at the intersection and fail to properly scan for motorists (sometimes the actual act of scanning can cause inexperienced cyclists to swerve). The right-hook crash, where a motorist passes a bicyclist and then turns right is another, although less common, crash that occurs at intersections.

This differs tremendously with pedestrians, for whom only 6% of crashes occurred at intersections. As Figure 25 illustrates, 94% of pedestrian involved crashes occurred midblock—away from intersections.

Several reasons could be linked to a high number of midblock crashes.

- There could be a high amount of midblock crashes due to a low pedestrian level of service or lack of sidewalks—leading pedestrians to walk in the roadway.
- Pedestrians may be crossing outside of crosswalks, especially if they are not found at reasonable intervals.
- Pedestrians could be obstructed from sight of drivers or vice versa.
- Drivers exiting or entering driveways might be distracted and not recognize pedestrians.

Figure 24: Bicycle Crash Location

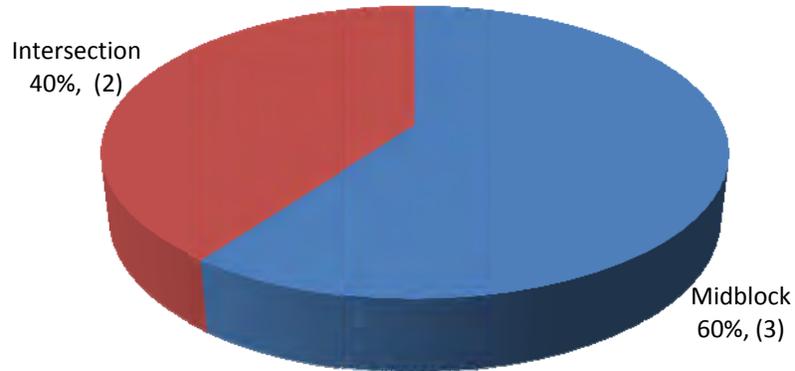
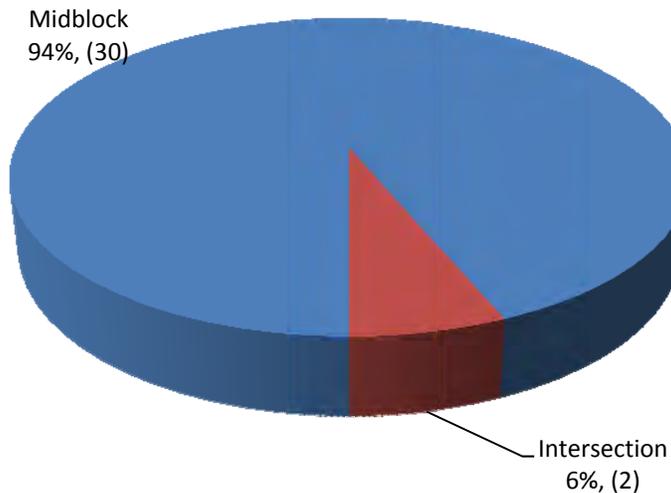


Figure 25: Pedestrian Crash Location



Countywide Countermeasures

Much of the data needed develop roadway specific countermeasures is not available in a computerized database and is only available on copies of actual crash reports. However, some crash countermeasures can be recommended based upon inferred information from the limited dataset available in the ALDOT database. These include engineering, educational, and enforcement countermeasures. Each of these types is discussed in detail below.

Engineering Countermeasures

Intersection signage: Intersection signage can remind motorists of their obligation to yield to pedestrians (or bicycles riding on the sidewalk). Among the crash types identified in Etowah County were intersection crashes. This can reflect collisions with vehicles making opposing left turns and angle turns, some of which could involve bicycles on sidewalks colliding with motor vehicles emerging from side streets. Signs such as the *NO RIGHT ON RED when Pedestrians Present* or the *Left Turning Vehicles Yield to Peds* signs are currently being evaluated for their effectiveness in reducing pedestrian conflicts and crashes. If these signs are found to be effective for reducing crashes between pedestrians and motor vehicles, it is reasonable to expect that these signs could also reduce the conflicts between motorists and bicyclists riding on the sidewalk (or on a sidepath). However, even if these signs are found to be effective tools in reducing crashes, they should be used sparingly and only where there is a documented problem and relatively constant pedestrian / bicycle use of the intersection. The overuse of signs, or the use of the signs where pedestrians and / or cyclists are not using the crosswalks, dilutes the signs' ability to command the attention of motorists and eventually result in the signs being just background visual clutter.

“Blank out” signs are connected to some sort of detection mechanism or call button; they are dark until actuated and only then display their message. Because they are “real time” traffic control devices, they maintain effectiveness by only alerting motorists when a conflict is actually present. If motorists see a YIELD TO PEDS sign hung next to a permissive left turn signal, they will also see a pedestrian crossing the conflicting crosswalk at the same time. This “real-time” aspect of blank out signs allows for them to be placed at locations where conflicts are not frequent or constant enough to make a static sign appropriate. Figure 26 is an example of a blank out sign.

Figure 26: Blank out sign



Shared Lane Symbol:

The Shared Lane Symbol (sometimes referred to as a “sharrow”) has the potential to reduce several different types of crashes and is being used in several jurisdictions across the country. A shared lane symbol can be seen in figure 27. Research has shown that bicyclists tend to position themselves over the center of the symbol, which, if properly placed, puts them out of the conflict zone with the open doors of parked cars. This may make this marking useful in reducing “dooring” crashes that may occur in areas with on-street parking. Research on a shared lane symbol of a slightly different design found the treatment helped reduce wrong way riding and riding on the sidewalk, and helped bicyclists claim a position a bit farther from the curb in the travel lanes. Reducing wrong way riding and sidewalk riding could reduce the occurrence of motorists failing to yield to bicyclists on sidewalks, which are possible circumstances of “angle crashes” and “opposing left turn crashes” type intersection crashes. Positioning riders away from the curb could cause motorists to give a wider berth to bicyclists they pass: if the bicyclist is “hugging” the curb, the motorist may try to pass while remaining in the same lane. This could help reduce those crashes that do not occur at intersections.

Figure 27: Shared Lane Symbol



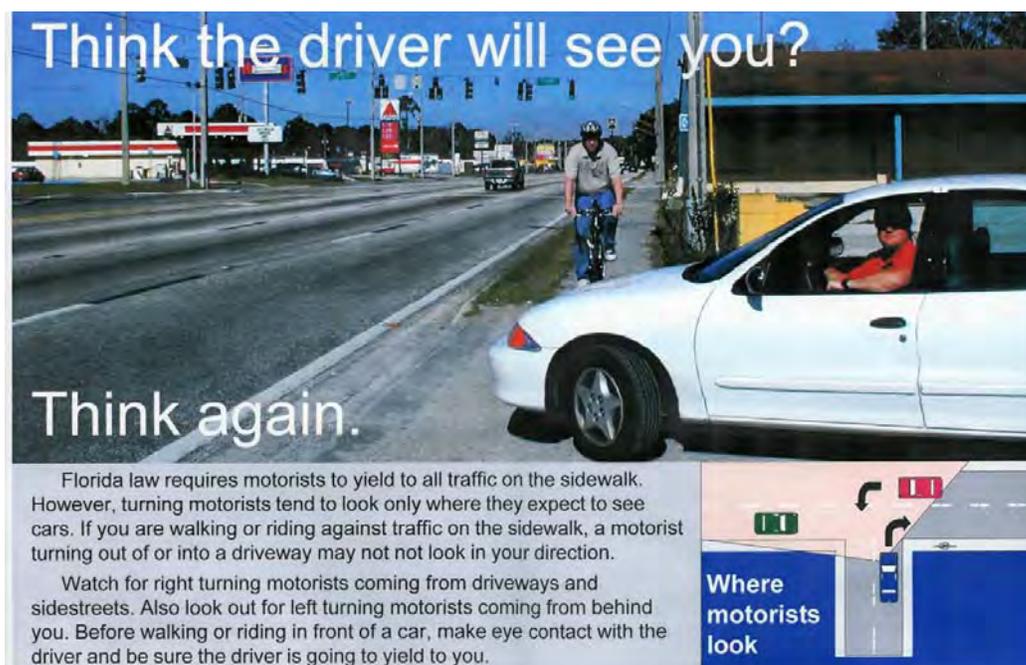
Photo Credit: Aaron Naparstek

Educational Countermeasures

Educational countermeasures will have a greater effect if they are implemented across the urbanized area of the county. Consequently, we recommend a broad application of these campaigns, but with greater saturation within the high crash areas.

The Dangers of Riding Against Traffic, Yield to Sidewalk Traffic: Riding against traffic, either on the sidewalk or on the roadway, is a common practice across the country, and has been found to contribute to nearly 1/3 of all crashes between bicycles and motor vehicles. We realize, however, that sidewalk riding will continue because many people simply are not comfortable riding bikes on the roadway with motor vehicles. Additionally, we cannot expect cyclists to cross a multi-lane roadway to get to a sidewalk so they can ride in the same direction as cars in the adjacent travel lane. Thus, it is imperative that cyclists who choose to ride on the sidewalk be aware of the hazards associated with this practice. It is also important to make the drivers aware of the need to scan for traffic on the sidewalk. We recommend driver- and cyclist-targeted campaigns with graphics depicting recognizable local sites and tailored to local demographics, see Figure 28. To maximize the potential for reducing crashes, these campaigns for bicyclists and motorists must be run concurrently in adjacent jurisdictions. As pedestrian crashes may also be the result of motorists' failure to scan right, this campaign could improve pedestrian safety as well. It should be noted that the City of Gadsden does not allow bicyclists to ride on the sidewalk in the downtown district.

Figure 28: Education information displaying Bicycle/Motorist possible conflicts



The Danger of Riding at Night without Lights and Walking at Night: Bicyclists operating at night without lights are nearly invisible to motorists – until it is too late. Even if a bicycle is properly fitted with reflectors, motorists coming from a side street will not see the cyclists until it is too late for the driver to react. If bicyclists choose to ride at night without lights, they must be made aware of the dangers they face in the dark. Research suggests that pedestrians’ awareness of how well they can be seen by motorists at night can be increased by a relatively brief exposure to information illustrating their conspicuity along a nighttime roadway. Informational posters could be developed showing sight distances for various colors of clothing, and illustrating the limitations of reflectors. Such materials may provide cyclists and pedestrians the information they need to make better choices when choosing gaps to cross the road or when anticipating driver behaviors at driveways and intersections.

Controlled Midblock Crossings: One way to address midblock accidents could be by adding midblock crossings, see Figure 29. Midblock signals such as a rectangular rapid flashing beacon (RRFB) or high-intensity activated crosswalk beacon (HAWK) signal alert drivers of pedestrians in crosswalks. More detailed crash report statics would be required with details of latitude and longitude or crash locations so that the routes pedestrians use could be mapped and dangerous midblock crossings could be identified and improved.

Figure 29: Example of a controlled midblock crossing



Enforcement Countermeasures

The effort to enforce the traffic laws as they relate to bicycle safety should be addressed in an overall, countywide, coordinated, bicycle enforcement campaign. Sporadic enforcement will not result in significant improvements to motorist, pedestrian, or cyclist behavior and will likely result in resentment of law enforcement personnel. Those behaviors to be targeted should be determined at the outset of the law enforcement campaign. We recommend the following behaviors be targeted:

- yielding to pedestrians in crosswalk,
- pedestrians violating crossing signals,
- riding at night without lights,
- violating traffic signals, and
- riding against traffic on the roadway.

These five behaviors were chosen for two reasons. First, they represent particularly hazardous behaviors which result in many crashes. Secondly, and very importantly, the enforcement of these behaviors is easy to justify to the public. When enforcement measures are coupled with (and, in fact, preceded by) large scale education campaigns, the public comes to understand the importance of the campaign and is more accepting of the enforcement activity.

Conclusion

The analysis of existing conditions shows that bicycle facilities (defined as paved shoulders or designated bike lanes at least four feet wide) are present on more than half of the analyzed roadways with the GEMPO's planning boundary, and that the network as a whole provides a level of accommodation (bicycle level of service "C") that meets the expectations of the public. Nonetheless, there are many opportunities for expanding the region's on-street bicycle network, primarily through the construction of new paved shoulders outside the existing pavement. For the pedestrian mode, average walking conditions in the region are not as good (pedestrian level of service "D"), and the majority of the roadway segments analyzed do not have full sidewalk coverage. The prioritized lists of candidate projects indicate where new facilities would be most beneficial based on existing conditions, potential demand, and public input. The cost of constructing new facilities to complete the non-motorized transportation system on the study network is approximately \$429 million, but some of this total includes locations that are indicated as having very low potential demand for bicycling and walking. Numerous sources, including many Federal and private programs, for funding facility improvements can be used by the region's implementing jurisdictions to leverage their own ongoing efforts.

Beyond the construction of new facilities, bicycling and walking can be encouraged through policies at the regional level and through changes in municipal codes and ordinances, some of which are identified herein. Coordinated efforts amongst the GEMPO and its local partner agencies to create complete streets by expanding the non-motorized transportation network, and to continue to promote bicycle and pedestrian friendly policies, will lead to more bicycling and walking activity and, in so doing, will help the region reap the numerous benefits that active transportation offers.

With the prioritized list of projects available, the GEMPO may wish to perform more detailed corridor studies for some of the high priority locations that would go beyond general recommendations to determine the best way to get bicyclists and pedestrians from Point A to Point B. Additional potential components of future plans that have been performed by other metropolitan planning organizations include bicycle and pedestrian wayfinding/signage plans,

detailed bicycle parking plans, and identification of safety countermeasures based on bicycle and pedestrian crash analysis.

Appendix A

Bicycle Level of Service Technical Description

APPENDIX A: 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

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

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 TPO’s study network. Its form is shown below:

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

Where:

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

$$\text{Vol}_{15} = (\text{ADT} \times D \times K_d) / (4 \times \text{PHF})$$

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:

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

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

$$W_e = W_v + W_l - 2 (10 \times \% \text{ OSPA}) \quad \text{and } W_l > 0 \ \& \ W_{ps} > 0 \ \text{and} \\ \text{a bike lane exists}$$

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 $ADT > 4,000\text{veh/day}$

$W_v = W_t(2 - 0.00025 \times ADT)$ if

$ADT \leq 4,000\text{veh/day}$, and if the street/road is undivided and unstriped

$a_1: 0.507$ $a_2: 0.199$ $a_3: 7.066$ $a_4: - 0.005$ $C: 0.760$

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

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 A1) to reflect users' perception of the road segment's level of service for bicycle travel.

TABLE A1 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.

W_t - Total width of pavement

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.

W_l - Width of pavement between the outside lane stripe and the edge of pavement

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).

OSPA %

The on-street parking adjustment (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 A2.

Designated Bike Lane

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

Table A2 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 B

Pedestrian Level of Service Technical Description

APPENDIX B: 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.¹ 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:

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

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)

¹ "Modeling the Roadside Walking Environment: A Pedestrian Level of Service," *Transportation Research Record 1773*, Transportation Research Board, Washington, DC, 2001.

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 B1 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).

TABLE B1 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_s 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 C

Bicycle & Pedestrian Level of Service Results



Gadsden-Etowah MPO Bicycle and Pedestrian Plan Level of Service Results



| Seg_ID | | Town | Road Name | From | To | Length (Ls) (mi) | Dir. of Sur. | Lanes (L) | | ADT | Tks. (HV) (%) | Post. Spd. (SP ₈₅) mph | Width of Pavement | | | | | Bike Lane Mark (Y/N) | Cross Sec. (C/S) | Buff. Width (BW) (ft) | Tree Spcg. in Buffer (ft/ctr) | % with Sidewalk | Swalk Width (Ws) (ft) | Road Profile Cond (1,2,3) | Bicycle LOS | | Pedestrian LOS | | Comments | Photo # |
|--------|-----|---------|------------|--------------------------|--------------------------|------------------|--------------|-----------|-----|--------|---------------|------------------------------------|---------------------|---------------------|----------------------|------------------------|------------------------|----------------------|------------------|-----------------------|-------------------------------|-----------------|-----------------------|---------------------------|--------------|--------------|----------------|--------------|---|---------|
| | | | | | | | | Th | Con | | | | W ₁ (ft) | W ₂ (ft) | W _{ps} (ft) | PC ₁ (1..5) | PC ₂ (1..5) | | | | | | | | Score (0..7) | Grade (A..F) | Value (0..7) | Grade (A..F) | | |
| | | | | | | | | # | | | | | | | | | | | | | | | | | | | | | | |
| 1.0 | X a | Attalla | 3rd St NW | 5th Ave NW | 16th Ave | 0.82 | | 2 | U | 2,930 | 3 | 45 | 20.0 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 1.07 | A | 3.24 | C | 1 block of SW on far west end | C11 |
| 1.0 | X b | Attalla | 3rd St NW | 5th Ave NW | 16th Ave | 0.82 | | 2 | U | 2,930 | 3 | 45 | 20.0 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 1.07 | A | 3.24 | C | 1 block of SW on far west end | C11 |
| 1.1 | X a | Attalla | 3rd St. NW | 16th Ave | 4th St NW | 0.41 | | 2 | U | 2,930 | 5 | 45 | 12.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.99 | D | 3.97 | D | | C12 |
| 1.1 | X b | Attalla | 3rd St. NW | 16th Ave | 4th St NW | 0.41 | | 2 | U | 2,930 | 5 | 45 | 12.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.99 | D | 3.97 | D | | C12 |
| 2.0 | a | Attalla | 3rd St NW | 5th Ave NW | US Hwy 431 | 0.32 | EB | 4 | U | 20,610 | 4 | 35 | 12.0 | 0.0 | 0.0 | 3.5 | - | N | C | 3.0 | 0 | 65 | 5.0 | 1 | 4.65 | E | 3.82 | D | | |
| 2.0 | b | Attalla | 3rd St NW | 5th Ave NW | US Hwy 431 | 0.32 | WB | 4 | U | 20,610 | 4 | 35 | 12.0 | 0.0 | 0.0 | 3.5 | - | N | C | 3.0 | 0 | 40 | 5.0 | 1 | 4.65 | E | 4.17 | D | WB SW rough | C29-31 |
| 3.0 | X a | Attalla | 3rd St SW | 12th Avenue | US Hwy 431 | 0.91 | | 2 | U | 7,673 | 3 | 45 | 20.0 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 3.21 | C | 4.09 | D | | C8 |
| 3.0 | X b | Attalla | 3rd St SW | 12th Avenue | US Hwy 431 | 0.91 | | 2 | U | 7,673 | 3 | 45 | 20.0 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 3.21 | C | 4.09 | D | | C8 |
| 3.1 | X a | Attalla | 3rd St. SW | 12th Avenue | Bridge | 0.44 | | 2 | U | 7,673 | 3 | 45 | 14.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 4.08 | D | 4.54 | E | | C9 |
| 3.1 | X b | Attalla | 3rd St. SW | 12th Avenue | Bridge | 0.44 | | 2 | U | 7,673 | 3 | 45 | 14.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 4.08 | D | 4.54 | E | | C9 |
| 3.2 | X a | Attalla | 3rd St. SW | Bridge | Gilberts Ferry Road | 0.25 | | 4 | S | 7,673 | 3 | 45 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 3.65 | D | 4.28 | D | Includes Bridge 8' SW on EB bridge deck only | C10 |
| 3.2 | X b | Attalla | 3rd St. SW | Bridge | Gilberts Ferry Road | 0.25 | | 4 | S | 7,673 | 3 | 45 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 3.65 | D | 4.28 | D | Includes Bridge 8' SW on EB bridge deck only | C10 |
| 4.0 | a | Attalla | 3rd St SW | Unnamed Road | Gilberts Ferry Road SW | 1.18 | | 2 | U | 7,110 | 3 | 45 | 13.0 | 1.0 | 0.0 | 4.5 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.02 | D | 4.56 | E | Actual pavement 28' but consistent debris | B4 |
| 4.0 | b | Attalla | 3rd St SW | Unnamed Road | Gilberts Ferry Road SW | 1.18 | | 2 | U | 7,110 | 3 | 45 | 13.0 | 1.0 | 0.0 | 4.5 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.02 | D | 4.56 | E | Actual pavement 28' but consistent debris | B4 |
| 5.0 | X a | Attalla | 4th St NW | 6th Ave. | 10th Ave. NW | 0.29 | | 2 | U | 1,000 | 2 | 30 | 24.0 | 0.0 | 0.0 | 3.0 | - | N | C | 3.0 | 0 | 100 | 6.0 | 1 | 0.00 | A | 1.66 | B | Most SW in disrepair | C14-16 |
| 5.0 | X b | Attalla | 4th St NW | 6th Ave. | 10th Ave. NW | 0.29 | | 2 | U | 1,000 | 2 | 30 | 24.0 | 0.0 | 0.0 | 3.0 | - | N | C | 3.0 | 0 | 100 | 6.0 | 1 | 0.00 | A | 1.66 | B | Most SW in disrepair | C14-16 |
| 5.1 | X a | Attalla | 4th St. NW | 6th Ave. NW | 5th Ave. NW | 0.09 | WB | 2 | U | 1,000 | 2 | 25 | 23.0 | 8.0 | 0.0 | 3.5 | 3.5 | N | C | 3.0 | 15 | 100 | 6.0 | 1 | 0.00 | A | 1.08 | A | On street parking | C17 |
| 5.1 | X b | Attalla | 4th St. NW | 6th Ave. NW | 5th Ave. NW | 0.09 | EB | 2 | U | 1,000 | 2 | 25 | 23.0 | 8.0 | 0.0 | 3.5 | 3.5 | N | C | 3.0 | 35 | 100 | 6.0 | 1 | 0.00 | A | 1.21 | A | | C18 |
| 6.0 | a | Attalla | 4th St NW | 10th Ave | 3rd St NW | 0.82 | | 2 | U | 100 | 2 | 30 | 10.0 | 0.0 | 0.0 | 3.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 0.25 | A | 2.75 | C | No 4' stripe parking shoulders in front of some houses | C13 |
| 6.0 | b | Attalla | 4th St NW | 10th Ave | 3rd St NW | 0.82 | | 2 | U | 100 | 2 | 30 | 10.0 | 0.0 | 0.0 | 3.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 0.25 | A | 2.75 | C | No 4' stripe parking shoulders in front of some houses | C13 |
| 7.0 | X a | Attalla | 4th St NW | US Hwy 431 | 4th Ave. NW | 0.38 | | 2 | U | 813 | 2 | 30 | 24.0 | 0.0 | 0.0 | 3.0 | - | N | C | 3.0 | 0 | 100 | 5.0 | 1 | 0.00 | A | 1.72 | B | 8' parking area in front of some businesses, not consistent | C19-20 |
| 7.0 | X b | Attalla | 4th St NW | US Hwy 431 | 4th Ave. NW | 0.38 | | 2 | U | 813 | 2 | 30 | 24.0 | 0.0 | 0.0 | 3.0 | - | N | C | 3.0 | 0 | 100 | 5.0 | 1 | 0.00 | A | 1.72 | B | 8' parking area in front of some businesses, not consistent | C19-20 |
| 7.1 | X a | Attalla | 4th St NW | 4th Ave. NW | 5th Ave. NW | 0.09 | EB | 2 | U | 813 | 2 | 30 | 19.0 | 7.0 | 0.0 | 3.5 | 3.5 | N | C | 4.5 | 0 | 100 | 5.0 | 1 | 0.00 | A | 1.46 | A | parallel parking | C21-C24 |
| 7.1 | X b | Attalla | 4th St NW | 4th Ave. NW | 5th Ave. NW | 0.09 | WB | 2 | U | 813 | 2 | 30 | 11.5 | 0.0 | 0.0 | 3.5 | 3.5 | N | C | 4.5 | 0 | 100 | 5.0 | 1 | 1.70 | B | 1.62 | B | angled parking | C21- |
| 8.0 | a | Attalla | 4th St NW | 3rd St NW | 0.374 mi NE of 3rd St NW | 0.37 | | 2 | U | 2,930 | 4 | 50 | 12.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.39 | C | 4.05 | D | | |
| 8.0 | b | Attalla | 4th St NW | 3rd St NW | 0.374 mi NE of 3rd St NW | 0.37 | | 2 | U | 2,930 | 4 | 50 | 12.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.39 | C | 4.05 | D | | |
| 9.0 | a | Gadsden | 4th St NW | 0.374 mi NE of 3rd St NW | Ferguson Road | 0.52 | | 2 | U | 2,930 | 4 | 50 | 12.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.39 | C | 4.05 | D | | C33 |
| 9.0 | b | Gadsden | 4th St NW | 0.374 mi NE of 3rd St NW | Ferguson Road | 0.52 | | 2 | U | 2,930 | 4 | 50 | 12.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.39 | C | 4.05 | D | | C33 |
| 10.0 | X a | Attalla | 4th St SW | 6th Avenue | US Hwy 431 | 0.27 | EB | 2 | U | 813 | 2 | 25 | 23.0 | 0.0 | 0.0 | 3.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 0.00 | A | 1.83 | B | | C6,C7 |
| 10.0 | X b | Attalla | 4th St SW | 6th Avenue | US Hwy 431 | 0.27 | WB | 2 | U | 813 | 2 | 25 | 23.0 | 0.0 | 0.0 | 3.0 | - | N | C | 3.5 | 27 | 100 | 4.0 | 3 | 0.00 | A | 1.43 | A | | |
| 10.1 | X a | Attalla | 4th St SW | 8th Avenue | 6th Avenue | 0.19 | | 2 | U | 813 | 2 | 25 | 14.0 | 0.0 | 0.0 | 3.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 0.11 | A | 2.43 | B | | C5 |
| 10.1 | X b | Attalla | 4th St SW | 8th Avenue | 6th Avenue | 0.19 | | 2 | U | 813 | 2 | 25 | 14.0 | 0.0 | 0.0 | 3.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 0.11 | A | 2.43 | B | | C5 |
| 11.0 | X a | Attalla | 5th Ave NE | 1st St NE | 3rd St NW | 0.18 | | 4 | U | 22,690 | 4 | 25 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 100 | 4.0 | 3 | 4.28 | D | 3.52 | D | Under RR overpass | C34-35 |
| 11.0 | X b | Attalla | 5th Ave NE | 1st St NE | 3rd St NW | 0.18 | | 4 | U | 22,690 | 4 | 25 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 100 | 4.0 | 3 | 4.28 | D | 3.52 | D | Under RR overpass | C34-35 |
| 11.1 | X a | Attalla | 5th Ave NE | 1st. St. | Cherry St | 0.53 | EB | 4 | S | 22,690 | 4 | 35 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 4.0 | 0 | 20 | 5.0 | 1 | 4.55 | E | 4.56 | E | | C36-37 |
| 11.1 | X b | Attalla | 5th Ave NE | 1st. St. | Cherry St | 0.53 | WB | 4 | S | 22,690 | 4 | 35 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 100 | 5.0 | 1 | 4.55 | E | 3.55 | D | | |
| 12.0 | a | Attalla | 5th Ave NE | I-59 | Cherry St NE | 0.14 | EB | 4 | S | 9,420 | 2 | 35 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 3.48 | C | 4.06 | D | No Sidewalk Eastbound | |
| 12.0 | b | Attalla | 5th Ave NE | I-59 | Cherry St NE | 0.14 | WB | 4 | U | 9,420 | 2 | 35 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 4.0 | 0 | 50 | 5.0 | 1 | 3.48 | C | 3.34 | C | | |
| 13.0 | a | Attalla | 5th Ave NW | 3rd St NW | 4th St NW | 0.09 | SB | 2 | D | 813 | 2 | 25 | 13.0 | 0.0 | 0.0 | 3.5 | - | N | C | 23.0 | 27 | 35 | 10.0 | 1 | 2.26 | B | 2.22 | B | | C25-28 |
| 13.0 | b | Attalla | 5th Ave NW | 3rd St NW | 4th St NW | 0.09 | NB | 2 | D | 813 | 2 | 25 | 13.0 | 0.0 | 0.0 | 3.5 | - | N | C | 23.0 | 27 | 35 | 10.0 | 1 | 2.26 | B | 2.22 | B | | |
| 14.0 | a | Gadsden | 6th St N | E Meighan Blvd | E Broad St | 0.33 | NB | 2 | U | 4,210 | 2 | 25 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 4.0 | 0 | 100 | 5.0 | 1 | 3.12 | C | 2.32 | B | SW stops at Boore Rd. | 29-32 |
| 14.0 | b | Gadsden | 6th St N | E Meighan Blvd | E Broad St | 0.33 | SB | 2 | U | 4,210 | 2 | 25 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 4.0 | 0 | 90 | 5.0 | 1 | 3.12 | C | 2.46 | B | SW stops at Boore Rd. | 29-32 |
| 15.0 | a | Attalla | 8th Ave NW | 3rd St NW | 4th St NW | 0.09 | | 2 | U | 200 | 2 | 25 | 17.5 | 0.0 | 0.0 | 2.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 0.00 | A | 1.99 | B | | C32 |
| 15.0 | b | Attalla | 8th Ave NW | 3rd St NW | 4th St NW | 0.09 | | 2 | U | 200 | 2 | 25 | 17.5 | 0.0 | 0.0 | 2.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 0.00 | A | 1.99 | B | | C32 |
| 16.0 | a | Attalla | 8th Ave SW | 9th Street | 4th St SW | 0.56 | | 2 | U | 813 | 2 | 25 | 18.0 | 0.0 | 0.0 | 4.5 | - | N | | | | | | | | | | | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan Level of Service Results



| Seg_ID | | Town | Road Name | From | To | Leng- th (Ls) (mi) | Dir. of Sur. | Lanes (L) | | ADT | Tks. (HV) (%) | Post. Spd. (SP _p) mph | Width of | | | | | Bike Lane Mark (Y/N) | Cross Sec. (C/S) | Buff. Width (BW) (ft) | Tree Spcg- in Buffer (ft/ctr) | % with Sidewalk | Swalk Width (Ws) (ft) | Road Profile Cond (1,2,3) | Bicycle LOS | | Pedestrian LOS | | Comments | Photo # |
|--------|-----|--------------|-----------------|----------------------|------------------------|-----------------------------|--------------------|-----------|-----|--------|---------------------|--|------------------------|------------------------|-------------------------|---------------------------|---------------------------|-------------------------------|------------------------|--------------------------------|---|--------------------|--------------------------------|------------------------------------|-----------------|-----------------|-------------------|-----------------|---------------------------------|---------|
| | | | | | | | | Th | Con | | | | W ₁ (ft) | W ₂ (ft) | W _{ps} (ft) | PC ₁ (1..5) | PC ₂ (1..5) | | | | | | | | Score (0..7) | Grade (A..F) | Value (0..7) | Grade (A..F) | | |
| | | | | | | | | # | | | | | | | | | | | | | | | | | | | | | | |
| 20.0 | a | Turkeytown | Anderson Road | Tidmore Bend Road | US Hwy 411 | 1.68 | | 2 | U | 510 | 2 | 35 | 9.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.38 | A | 3.07 | C | | |
| 20.0 | b | Turkeytown | Anderson Road | Tidmore Bend Road | US Hwy 411 | 1.68 | | 2 | U | 510 | 2 | 35 | 9.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.38 | A | 3.07 | C | | |
| 21.0 | a | Hokes Bluff | Appalachian Hwy | US Hwy 278 E | Bluebird Lane | 2.60 | | 2 | U | 2,350 | 3 | 45 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.00 | C | 3.89 | D | | 63 |
| 21.0 | b | Hokes Bluff | Appalachian Hwy | US Hwy 278 E | Bluebird Lane | 2.60 | | 2 | U | 2,350 | 3 | 45 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.00 | C | 3.89 | D | | 63 |
| 22.0 | a | Turkeytown | Appalachian Hwy | Bluebird Lane | US Hwy 411 | 5.61 | | 2 | U | 2,470 | 5 | 55 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.56 | D | 4.33 | D | | 64 |
| 22.0 | b | Turkeytown | Appalachian Hwy | Bluebird Lane | US Hwy 411 | 5.61 | | 2 | U | 2,470 | 5 | 55 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.56 | D | 4.33 | D | | 64 |
| 23.0 | X a | Gadsden | Bellevue Dr | Brow Dr | Harts Ave | 1.56 | | 2 | U | 2,140 | 2 | 35 | 10.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.53 | C | 3.44 | C | | C103 |
| 23.0 | X b | Gadsden | Bellevue Dr | Brow Dr | Harts Ave | 1.56 | | 2 | U | 2,140 | 2 | 35 | 10.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.53 | C | 3.44 | C | | C103 |
| 23.1 | X a | Gadsden | Harts Ave. | Bellevue Dr | Noccalula Road | 0.50 | | 2 | U | 2,140 | 2 | 25 | 10.0 | 0.0 | 0.0 | 4.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.27 | B | 3.25 | C | No Centerline Stripe | |
| 23.1 | X b | Gadsden | Harts Ave. | Bellevue Dr | Noccalula Road | 0.50 | | 2 | U | 2,140 | 2 | 25 | 10.0 | 0.0 | 0.0 | 4.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.27 | B | 3.25 | C | No Centerline Stripe | |
| 24.0 | X a | Gadsden | Broad St | 12th St | N Franklin St | 0.25 | | 2 | U | 9,770 | 2 | 25 | 18.0 | 0.0 | 0.0 | 4.5 | - | N | C | 1.5 | 0 | 100 | 6.0 | 1 | 2.66 | C | 2.80 | C | | D57-58 |
| 24.0 | X b | Gadsden | Broad St | 12th St | N Franklin St | 0.25 | | 2 | U | 9,770 | 2 | 25 | 18.0 | 0.0 | 0.0 | 4.5 | - | N | C | 1.5 | 0 | 100 | 6.0 | 1 | 2.66 | C | 2.80 | C | | D57-58 |
| 24.1 | X a | Gadsden | Broad St. | N. 7th Street | N 12th St | 0.75 | | 2 | U | 9,770 | 2 | 25 | 20.0 | 7.5 | 0.0 | 3.5 | 3.5 | N | C | 7.0 | 0 | 100 | 6.0 | 1 | 0.75 | A | 2.60 | C | Parallel parking EB & WB | D55 |
| 24.1 | X b | Gadsden | Broad St. | N. 7th Street | N 12th St | 0.75 | | 2 | U | 9,770 | 2 | 25 | 20.0 | 7.5 | 0.0 | 3.5 | 3.5 | N | C | 7.0 | 0 | 100 | 6.0 | 1 | 0.75 | A | 2.60 | C | Parallel parking EB & WB | D55 |
| 24.2 | X a | Gadsden | Broad St. | 1st Street | N 7th Street | 0.51 | E | 4 | U | 9,770 | 2 | 25 | 10.0 | 0.0 | 0.0 | 3.5 | - | N | C | 27.0 | 30 | 100 | 6.0 | 1 | 4.05 | D | 0.48 | A | Angled parking EB & WB | D53 |
| 24.2 | X b | Gadsden | Broad St. | 1st Street | N 7th Street | 0.51 | E | 4 | U | 9,770 | 2 | 25 | 10.0 | 0.0 | 0.0 | 3.5 | - | N | C | 27.0 | 30 | 100 | 6.0 | 1 | 4.05 | D | 0.48 | A | Angled parking EB & WB | D53 |
| 24.3 | X a | Gadsden | Broad St | Hood Street bridge | 1st Street | 0.39 | | 2 | U | 9,770 | 2 | 25 | 12.5 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 100 | 3.5 | 3 | 3.75 | D | 3.29 | C | BRIDGE | D51,52 |
| 24.3 | X b | Gadsden | Broad St | Hood Street bridge | 1st Street | 0.39 | | 2 | U | 9,770 | 2 | 25 | 12.5 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 100 | 3.5 | 3 | 3.75 | D | 3.29 | C | BRIDGE | D51,52 |
| 24.4 | X a | Gadsden | Broad St. | Herzberg Ave | Hood Street | 0.21 | E | 3 | U | 9,770 | 2 | 35 | 25.0 | 6.5 | 0.0 | 3.5 | 3.5 | N | C | 0.0 | 100 | 100 | 12.0 | 1 | 0.61 | A | 1.80 | B | EB 1 lane w/parking WB | D49,50 |
| 24.4 | X b | Gadsden | Broad St. | Herzberg Ave | Hood Street | 0.21 | W | 3 | U | 9,770 | 2 | 35 | 12.5 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 3.64 | D | 4.01 | D | EB 1 lane w/parking WB | D49,50 |
| 24.5 | X a | Gadsden | Broad Street | 9th Street | Herzberg Ave | 0.52 | | 2 | U | 9,770 | 2 | 35 | 12.5 | 0.0 | 0.0 | 4.0 | - | N | C | 5.0 | 100 | 100 | 5.0 | 1 | 3.94 | D | 3.06 | C | | D47,48 |
| 24.5 | X b | Gadsden | Broad Street | 9th Street | Herzberg Ave | 0.52 | | 2 | U | 9,770 | 2 | 35 | 12.5 | 0.0 | 0.0 | 4.0 | - | N | C | 5.0 | 0 | 0 | 0.0 | 1 | 3.94 | D | 4.60 | E | | D47,48 |
| 24.6 | X a | Gadsden | Broad Street | E. Meighan | 9th Street | 1.54 | | 2 | U | 9,770 | 2 | 35 | 12.5 | 0.0 | 0.0 | 4.0 | - | N | S | 5.0 | 0 | 95 | 4.0 | 3 | 3.94 | D | 3.35 | C | Curbs on a few parcel frontages | D45,46 |
| 24.6 | X b | Gadsden | Broad Street | E. Meighan | 9th Street | 1.54 | | 2 | U | 9,770 | 2 | 35 | 12.5 | 0.0 | 0.0 | 4.0 | - | N | S | 5.0 | 0 | 0 | 0.0 | 3 | 3.94 | D | 4.60 | E | Curbs on a few parcel frontages | D45,46 |
| 25.0 | a | Gadsden | Brow Dr | Bellevue Dr | End of Road | 0.38 | | 2 | U | 600 | 2 | 25 | 8.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.71 | B | 2.99 | C | No Centerline stripe | C94 |
| 25.0 | b | Gadsden | Brow Dr | Bellevue Dr | End of Road | 0.38 | | 2 | U | 600 | 2 | 25 | 8.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.71 | B | 2.99 | C | No Centerline stripe | C94 |
| 26.0 | a | Rainbow City | Brown Ave | Rainbow Dr | Sutton Bridge Road | 0.83 | | 2 | U | 813 | 2 | 25 | 10.0 | 0.0 | 0.0 | 4.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.23 | A | 2.85 | C | | D5 |
| 26.0 | b | Rainbow City | Brown Ave | Rainbow Dr | Sutton Bridge Road | 0.83 | | 2 | U | 813 | 2 | 25 | 10.0 | 0.0 | 0.0 | 4.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.23 | A | 2.85 | C | | D5 |
| 27.0 | a | Wills Valley | Bruton Gap Road | Valley Dr | Duck Springs Road | 2.21 | | 2 | U | 2,462 | 8 | 35 | 10.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.29 | D | 3.55 | D | | 28 |
| 27.0 | b | Wills Valley | Bruton Gap Road | Valley Dr | Duck Springs Road | 2.21 | | 2 | U | 2,462 | 8 | 35 | 10.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.29 | D | 3.55 | D | | 28 |
| 28.0 | a | Attalla | Burke Ave SE | Lee St SE | Gilberts Ferry Road SE | 0.76 | | 2 | U | 813 | 2 | 25 | 10.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 1.49 | A | 2.85 | C | No Centerline Stripe | B13 |
| 28.0 | b | Attalla | Burke Ave SE | Lee St SE | Gilberts Ferry Road SE | 0.76 | | 2 | U | 813 | 2 | 25 | 10.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 1.49 | A | 2.85 | C | No Centerline Stripe | B13 |
| 29.0 | X a | Attalla | Case Ave SE | Randolph St SE | Jones Street | 0.83 | | 2 | U | 2,550 | 2 | 30 | 10.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.94 | C | 3.50 | C | No Centerline Stripe | B11 |
| 29.0 | X b | Attalla | Case Ave SE | Randolph St SE | Jones Street | 0.83 | | 2 | U | 2,550 | 2 | 30 | 10.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.94 | C | 3.50 | C | No Centerline Stripe | B11 |
| 29.1 | X a | Attalla | Case Ave. SE | Jones Street | Gilberts Ferry Rd. SE | 0.43 | | 2 | U | 2,550 | 2 | 25 | 12.0 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 2.35 | B | 3.16 | C | in front of Etowah HS | B20 |
| 29.1 | X b | Attalla | Case Ave. SE | Jones Street | Gilberts Ferry Rd. SE | 0.43 | | 2 | U | 2,550 | 2 | 25 | 12.0 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 2.35 | B | 3.16 | C | in front of Etowah HS | B20 |
| 30.0 | a | Attalla | Case Ave SE | Washington St SE | Randolph St SE | 0.47 | | 2 | U | 620 | 2 | 30 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.24 | A | 2.90 | C | No Centerline Stripe | B10 |
| 30.0 | b | Attalla | Case Ave SE | Washington St SE | Randolph St SE | 0.47 | | 2 | U | 620 | 2 | 30 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.24 | A | 2.90 | C | No Centerline Stripe | B10 |
| 31.0 | a | Gadsden | Causey Lane | Gallant Road | US Hwy 278 W | 0.24 | | 2 | U | 230 | 2 | 25 | 9.5 | 0.0 | 0.0 | 2.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.26 | A | 2.74 | C | No Centerline Stripe | 8 |
| 31.0 | b | Gadsden | Causey Lane | Gallant Road | US Hwy 278 W | 0.24 | | 2 | U | 230 | 2 | 25 | 9.5 | 0.0 | 0.0 | 2.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.26 | A | 2.74 | C | No Centerline Stripe | 8 |
| 32.0 | a | Southside | Cedar Bend Road | State Hwy 77 | Gilbert Ferry Road | 5.29 | | 2 | U | 2,050 | 3 | 35 | 9.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.87 | C | 3.59 | D | Single yellow centerline stripe | B47 |
| 32.0 | b | Southside | Cedar Bend Road | State Hwy 77 | Gilbert Ferry Road | 5.29 | | 2 | U | 2,050 | 3 | 35 | 9.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.87 | C | 3.59 | D | Single yellow centerline stripe | B47 |
| 33.0 | a | Gadsden | Central Ave | S 11th St | Hickory St | 0.67 | N | 2 | U | 780 | 2 | 25 | 13.5 | 0.0 | 0.0 | 5.0 | - | N | C | 0.0 | 0 | 10 | 5.0 | 1 | 0.00 | A | 2.42 | B | | C66 |
| 33.0 | b | Gadsden | Central Ave | S 11th St | Hickory St | 0.67 | N | 2 | U | 780 | 2 | 25 | 13.5 | 0.0 | 0.0 | 5.0 | - | N | C | 0.0 | 0 | 10 | 5.0 | 1 | 0.00 | A | 2.42 | B | | C66 |
| 34.0 | a | Hokes Bluff | Centre Road | US Hwy 278 E | Tomcat Road | 1.58 | | 2 | U | 1,870 | 4 | 45 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.80 | C | 3.73 | D | | 60 |
| 34.0 | b | Hokes Bluff | Centre Road | US Hwy 278 E | Tomcat Road | 1.58 | | 2 | U | 1,870 | 4 | 45 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.80 | C | 3.73 | D | | 60 |
| 35.0 | a | Glencoe | Chastain Blvd | Websters Chapel Road | Green Valley Road | 2.18 | | 4 | D | 15,306 | 10 | 65 | 13.5 | 2.0 | 0.0 | 4.0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 6.53 | F | 5.46 | E | | 92 |
| 35.0 | b | Glencoe | Chastain Blvd | Websters Chapel Road | Green Valley Road | 2.18 | | 4 | D | 15,306 | 10 | 65 | 13.5 | 2.0 | 0.0 | 4.0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 6.53 | F | 5.46 | E | | 92 |
| 36.0 | a | Glencoe | Chastain Blvd | the County line | Websters Chapel Road | 1.04 | | 4 | D | 14,371 | 10 | 65 | 13.5 | 2.0 | 0.0 | 4.0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 6.50 | F | 5.41 | E | | |
| 36.0 | b | Glencoe | Chastain Blvd | the County line | Websters Chapel Road | 1.04 | | 4 | D | 14,371 | 10 | 65 | 13.5 | 2.0 | 0.0 | 4.0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 6.50 | F | 5.41 | E | | |
| 37.0 | a | Glencoe | Chastain Blvd | N College St | W Air Depot Road | 0.73 | | 4 | D | 19,940 | 4 | 50 | 13.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.61 | E | 5.05 | E | | B13 |
| 37.0 | b | Glencoe | Chastain Blvd | N College St | W Air Depot Road | 0.73 | | 4 | D | 19,940 | 4 | 50 | 13.5 | 0.0</ | | | | | | | | | | | | | | | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan Level of Service Results



| Seg_ID | | Town | Road Name | From | To | Length (Ls) (mi) | Dir. of Sur. | Lanes (L) | | ADT | Tks. (HV) (%) | Post. Spd. (SP _p) mph | Width of Pavement | | | | | Bike Lane Mark (Y/N) | Cross Sec. (C/S) | Buff. Width (BW) (ft) | Tree Spc. in Buffer (ft/ctr) | % with Sidewalk | Swalk Width (Ws) (ft) | Road Profile Cond (1,2,3) | Bicycle LOS | | Pedestrian LOS | | Comments | Photo # |
|--------|-----|--------------|-------------------|---------------------------|---------------------------|------------------|--------------|-----------|-----|--------|---------------|-----------------------------------|---------------------|---------------------|----------------------|------------------------|------------------------|----------------------|------------------|-----------------------|------------------------------|-----------------|-----------------------|---------------------------|--------------|--------------|----------------|--------------|---|---------|
| | | | | | | | | Th | Con | | | | W ₁ (ft) | W ₂ (ft) | W _{ps} (ft) | PC ₁ (1..5) | PC ₂ (1..5) | | | | | | | | Score (0..7) | Grade (A..F) | Value (0..7) | Grade (A..F) | | |
| | | | | | | | | # | | | | | | | | | | | | | | | | | | | | | | |
| 39.0 | X a | Gadsden | Chestnut St | S 24th St | S 1st St | 0.79 | | 2 | U | 2,680 | 2 | 35 | 13.0 | 0.0 | 0.0 | 4.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 2.25 | B | 3.36 | C | | D19 |
| 39.0 | X b | Gadsden | Chestnut St | S 24th St | S 1st St | 0.79 | | 2 | U | 2,680 | 2 | 35 | 13.0 | 0.0 | 0.0 | 4.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 2.25 | B | 3.36 | C | | D19 |
| 39.1 | X a | Gadsden | Chestnut St | 16th Street | 10th Street | 0.62 | | 2 | U | 2,680 | 2 | 25 | 13.0 | 0.0 | 0.0 | 4.5 | - | N | C | 10.0 | 100 | 100 | 6.0 | 1 | 1.98 | B | 1.67 | B | | D20 |
| 39.1 | X b | Gadsden | Chestnut St | 16th Street | 10th Street | 0.62 | | 2 | U | 2,680 | 2 | 25 | 13.0 | 0.0 | 0.0 | 4.5 | - | N | C | 10.0 | 100 | 100 | 6.0 | 1 | 1.98 | B | 1.67 | B | | D20 |
| 39.2 | X a | Gadsden | Chestnut St | 10th Street | 6th Street | 0.55 | | 2 | U | 2,680 | 2 | 25 | 14.0 | 0.0 | 0.0 | 3.5 | - | N | C | 3.5 | 100 | 100 | 6.0 | 1 | 2.00 | B | 1.93 | B | No gutter, just curb | D21-22 |
| 39.2 | X b | Gadsden | Chestnut St | 10th Street | 6th Street | 0.55 | | 2 | U | 2,680 | 2 | 25 | 14.0 | 0.0 | 0.0 | 3.5 | - | N | C | 3.5 | 100 | 100 | 6.0 | 1 | 2.00 | B | 1.93 | B | No gutter, just curb | D21-22 |
| 39.3 | X a | Gadsden | Chestnut St. | 6th Street | 1st Street | 0.43 | | 2 | U | 2,680 | 2 | 25 | 20.0 | 8.0 | 0.0 | 4.5 | 4.5 | N | C | 4.0 | 15 | 100 | 6.5 | 1 | 0.20 | A | 1.05 | A | | D23-24 |
| 39.3 | X b | Gadsden | Chestnut St. | 6th Street | 1st Street | 0.43 | | 2 | U | 2,680 | 2 | 25 | 20.0 | 8.0 | 0.0 | 4.5 | 4.5 | N | C | 4.0 | 15 | 100 | 6.5 | 1 | 0.20 | A | 1.05 | A | | D23-24 |
| 40.0 | a | Rainbow City | Church St | E Grand Ave | Rainbow Dr | 0.26 | | 2 | U | 813 | 2 | 25 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.33 | A | 2.85 | C | | D3 |
| 40.0 | b | Rainbow City | Church St | E Grand Ave | Rainbow Dr | 0.26 | | 2 | U | 813 | 2 | 25 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.33 | A | 2.85 | C | | D3 |
| 41.0 | X a | Attalla | Cleveland Ave SE | I-59 | Line Street | 0.49 | | 4 | U | 8,130 | 2 | 35 | 19.0 | 0.0 | 0.0 | 4.5 | - | N | C | 5.0 | 0 | 100 | 4.0 | 1 | 2.20 | B | 2.40 | B | | C49-50 |
| 41.0 | X b | Attalla | Cleveland Ave SE | I-59 | Line Street | 0.49 | | 4 | U | 8,130 | 2 | 35 | 19.0 | 0.0 | 0.0 | 4.5 | - | N | C | 5.0 | 0 | 100 | 4.0 | 1 | 2.20 | B | 2.40 | B | | C49-50 |
| 41.1 | X a | Attalla | Cleveland Ave. | Line Street | 5th Ave NE | 0.23 | | 4 | U | 8,130 | 2 | 35 | 10.0 | 0.0 | 0.0 | 4.5 | - | N | C | 4.0 | 0 | 100 | 4.0 | 1 | 3.51 | D | 2.73 | C | | C47-48 |
| 41.1 | X b | Attalla | Cleveland Ave. | Line Street | 5th Ave NE | 0.23 | | 4 | U | 8,130 | 2 | 35 | 10.0 | 0.0 | 0.0 | 4.5 | - | N | C | 4.0 | 0 | 100 | 4.0 | 1 | 3.51 | D | 2.73 | C | | C47-48 |
| 42.0 | a | Gadsden | Cloverdale Road | Paden Road | Padenreich Ave | 0.13 | | 2 | U | 10,680 | 3 | 25 | 9.5 | 0.0 | 0.0 | 3.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 1 | 4.48 | D | 4.81 | E | | B6 |
| 42.0 | b | Gadsden | Cloverdale Road | Paden Road | Padenreich Ave | 0.13 | | 2 | U | 10,680 | 3 | 25 | 9.5 | 0.0 | 0.0 | 3.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 1 | 4.48 | D | 4.81 | E | | B6 |
| 43.0 | a | Gadsden | College Pkwy | Paden Road | 0.07 mi W of Nunnally Ave | 0.65 | | 4 | D | 513 | 3 | 45 | 11.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.32 | A | 3.09 | C | There is a gravel shoulder but width is inconsistent due debris | B11 |
| 43.0 | b | Gadsden | College Pkwy | Paden Road | 0.07 mi W of Nunnally Ave | 0.65 | | 4 | D | 513 | 3 | 45 | 11.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.32 | A | 3.09 | C | There is a gravel shoulder but width is inconsistent due debris | B11 |
| 44.0 | a | Gadsden | College Pkwy | 0.07 mi W of Nunnally Ave | E Meighan Blvd | 0.66 | | 4 | D | 813 | 3 | 45 | 11.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.64 | A | 3.13 | C | There is a gravel shoulder but width is inconsistent due debris | B12 |
| 44.0 | b | Gadsden | College Pkwy | 0.07 mi W of Nunnally Ave | E Meighan Blvd | 0.66 | | 4 | D | 813 | 3 | 45 | 11.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.64 | A | 3.13 | C | There is a gravel shoulder but width is inconsistent due debris | B12 |
| 45.0 | a | Glencoe | College St | 0.39 mi W of Pineview Ave | Rabbit Town Road | 1.58 | | 2 | U | 813 | 2 | 25 | 10.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 1.49 | A | 2.85 | C | | 86 |
| 45.0 | b | Glencoe | College St | 0.39 mi W of Pineview Ave | Rabbit Town Road | 1.58 | | 2 | U | 813 | 2 | 25 | 10.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 1.49 | A | 2.85 | C | | 86 |
| 46.0 | X a | Hokes Bluff | Colvin Gap Road | County line | S. Alford Bend | 2.56 | | 2 | U | 840 | 2 | 35 | 9.5 | 0.0 | 0.0 | 2.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.45 | B | 3.16 | C | no centerline strip | 81 |
| 46.0 | X b | Hokes Bluff | Colvin Gap Road | County line | S. Alford Bend | 2.56 | | 2 | U | 840 | 2 | 35 | 9.5 | 0.0 | 0.0 | 2.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.45 | B | 3.16 | C | no centerline strip | 81 |
| 46.1 | X a | Hokes Bluff | Colvin Gap Road | S Alford Bend | US Hwy 278 | 0.79 | | 2 | U | 840 | 2 | 35 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.60 | B | 3.10 | C | | 82 |
| 46.1 | X b | Hokes Bluff | Colvin Gap Road | S Alford Bend | US Hwy 278 | 0.79 | | 2 | U | 840 | 2 | 35 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.60 | B | 3.10 | C | | 82 |
| 47.0 | a | Mountainboro | Cox Gap Road | Cox Gap Road | Hallmark Road | 2.95 | | 2 | U | 700 | 2 | 35 | 9.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.76 | B | 3.18 | C | | 15 |
| 47.0 | b | Mountainboro | Cox Gap Road | Cox Gap Road | Hallmark Road | 2.95 | | 2 | U | 700 | 2 | 35 | 9.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.76 | B | 3.18 | C | | 15 |
| 48.0 | a | Wills Valley | Cox Gap Road | Mill Hill Road | Sand Valley Road | 1.13 | | 2 | U | 700 | 2 | 35 | 9.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.76 | B | 3.18 | C | | 20 |
| 48.0 | b | Wills Valley | Cox Gap Road | Mill Hill Road | Sand Valley Road | 1.13 | | 2 | U | 700 | 2 | 35 | 9.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.76 | B | 3.18 | C | | 20 |
| 49.0 | a | Gadsden | Duck Springs Road | Cox Gap Road | Bruton Gap Road | 1.21 | | 2 | U | 513 | 3 | 45 | 10.0 | 0.0 | 0.0 | 4.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.26 | A | 3.32 | C | | 22 |
| 49.0 | b | Gadsden | Duck Springs Road | Cox Gap Road | Bruton Gap Road | 1.21 | | 2 | U | 513 | 3 | 45 | 10.0 | 0.0 | 0.0 | 4.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.26 | A | 3.32 | C | | 22 |
| 50.0 | a | Gadsden | Duck Springs Road | Wesson Gap Road | Gene Whitt Road | 2.56 | | 2 | U | 513 | 3 | 45 | 10.0 | 0.0 | 0.0 | 4.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.26 | A | 3.32 | C | | 23 |
| 50.0 | b | Gadsden | Duck Springs Road | Wesson Gap Road | Gene Whitt Road | 2.56 | | 2 | U | 513 | 3 | 45 | 10.0 | 0.0 | 0.0 | 4.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.26 | A | 3.32 | C | | 23 |
| 51.0 | a | Ridgeville | Duck Springs Road | US Hwy 431 | Wesson Gap Road | 1.70 | | 2 | U | 513 | 3 | 45 | 10.0 | 0.0 | 0.0 | 4.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.26 | A | 3.32 | C | | 24 |
| 51.0 | b | Ridgeville | Duck Springs Road | US Hwy 431 | Wesson Gap Road | 1.70 | | 2 | U | 513 | 3 | 45 | 10.0 | 0.0 | 0.0 | 4.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.26 | A | 3.32 | C | | 24 |
| 52.0 | a | Wills Valley | Duck Springs Road | Walden Hollow Road | Horton Gap Road | 2.60 | | 2 | U | 513 | 3 | 45 | 10.0 | 0.0 | 0.0 | 4.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.26 | A | 3.32 | C | | 18 |
| 52.0 | b | Wills Valley | Duck Springs Road | Walden Hollow Road | Horton Gap Road | 2.60 | | 2 | U | 513 | 3 | 45 | 10.0 | 0.0 | 0.0 | 4.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.26 | A | 3.32 | C | | 18 |
| 53.0 | a | Wills Valley | Duck Springs Road | Gene Whitt Road | Cox Gap Road | 0.89 | | 2 | U | 513 | 3 | 45 | 10.0 | 0.0 | 0.0 | 4.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.26 | A | 3.32 | C | | 22 |
| 53.0 | b | Wills Valley | Duck Springs Road | Gene Whitt Road | Cox Gap Road | 0.89 | | 2 | U | 513 | 3 | 45 | 10.0 | 0.0 | 0.0 | 4.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.26 | A | 3.32 | C | | 22 |
| 54.0 | a | Wills Valley | Duck Springs Road | Bruton Gap Road | Walden Hollow Road | 1.21 | | 2 | U | 513 | 3 | 45 | 10.0 | 0.0 | 0.0 | 4.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.26 | A | 3.32 | C | | 18 |
| 54.0 | b | Wills Valley | Duck Springs Road | Bruton Gap Road | Walden Hollow Road | 1.21 | | 2 | U | 513 | 3 | 45 | 10.0 | 0.0 | 0.0 | 4.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.26 | A | 3.32 | C | | 18 |
| 55.0 | a | Glencoe | E Air Depot Road | Chastain Blvd | Lonesome Bend Road | 0.39 | | 2 | U | 813 | 2 | 35 | 11.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 1.40 | A | 2.97 | C | | B17 |
| 55.0 | b | Glencoe | E Air Depot Road | Chastain Blvd | Lonesome Bend Road | 0.39 | | 2 | U | 813 | 2 | 35 | 11.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 1.40 | A | 2.97 | C | | B17 |
| 56.0 | a | Rainbow City | E Grand Ave | Whorton Bend Road | Rainbow Dr | 1.14 | | 4 | S | 22,930 | 5 | 50 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 5.15 | E | 5.38 | E | | B61 |
| 56.0 | b | Rainbow City | E Grand Ave | Whorton Bend Road | Rainbow Dr | 1.14 | | 4 | S | 22,930 | 5 | 50 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 5.15 | E | 5.38 | E | | B61 |
| 57.0 | a | Rainbow City | E Grand Ave | Whorton Bend Road | E Grand Ave | 0.45 | NB | 4 | D | 23,000 | 4 | 45 | 20.0 | 9.0 | 0.0 | 3.5 | 2.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.17 | B | 4.55 | E | | |
| 57.0 | b | Rainbow City | E Grand Ave | Whorton Bend Road | E Grand Ave | 0.45 | NB | 4 | D | 23,000 | 4 | 45 | 20.0 | 9.0 | 0.0 | 3.5 | 2.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.17 | B | 4.55 | E | | |
| 58.0 | a | Gadsden | E Meighan Blvd | Goodyear Ave | Hood Ave N | 1.17 | | 6 | D | 33,150 | 4 | 45 | 11.0 | 0.0 | 0.0 | 4.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 4.78 | E | 5.23 | E | | 15 |
| 58.0 | b | Gadsden | E Meighan Blvd | Goodyear Ave | Hood Ave N | 1.17 | | 6 | D | 33,150 | 4 | 45 | 11.0 | 0.0 | 0.0 | 4.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 4.78 | E | 5.23 | E | | 15 |
| 59.0 | a | Gadsden | E Meighan Blvd | W Air Depot Road | College Pkwy | 0.81 | | 4 | D | 20,911 | 5 | 50 | 14.0 | 2.5 | 0.0 | 4.0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.46 | D | 5.06 | E | | B16 |
| 59.0 | b | Gadsden | E Meighan Blvd | W Air Depot Road | College Pkwy | 0.81 | | 4 | D | 20,911 | 5 | 50 | 14.0 | 2.5 | 0.0 | 4.0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.46 | D | 5.06 | E | | B16 |
| 60.0 | a | Gadsden | E Meighan Blvd | College Pkwy | E Broad St | 1.23 | | | | | | | | | | | | | | | | | | | | | | | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan Level of Service Results



| Seg_ID | | Town | Road Name | From | To | Length (mi) | Dir. of Sur. | Lanes (L) | | ADT | Tks. (HV) | Post. Spd. (SP ₈₅) mph | Width of Pavement | | | | | Bike Lane Mark (Y/N) | Cross Sec. (C/S) | Buff. Width (BW) (ft) | Tree Spcg. in Buffer (ft/ctr) | % with Sidewalk | Swalk Width (Ws) (ft) | Road Profile Cond (1,2,3) | Bicycle LOS | | Pedestrian LOS | | Comments | Photo # |
|--------|-----|-----------|------------------------|------------------------|---------------------|-------------|--------------|-----------|-----|--------|-----------|------------------------------------|---------------------|---------------------|----------------------|------------------------|------------------------|----------------------|------------------|-----------------------|-------------------------------|-----------------|-----------------------|---------------------------|--------------|--------------|----------------|--------------|---|---------|
| | | | | | | | | Th | Con | | | | W ₁ (ft) | W ₂ (ft) | W _{ps} (ft) | PC ₁ (1..5) | PC ₂ (1..5) | | | | | | | | Score (0..7) | Grade (A..F) | Value (0..7) | Grade (A..F) | | |
| | | | | | | | | # | | | | | | | | | | | | | | | | | | | | | | |
| 61.0 | a | Gadsden | E Meighan Blvd | E Broad St | Piedmont Cut Off | 0.89 | | 4 | D | 19,916 | 4 | 50 | 13.5 | 2.0 | 0.0 | 4.0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.32 | D | 5.05 | E | | B14 |
| 61.0 | b | Gadsden | E Meighan Blvd | E Broad St | Piedmont Cut Off | 0.89 | | 4 | D | 19,916 | 4 | 50 | 13.5 | 2.0 | 0.0 | 4.0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.32 | D | 5.05 | E | | B14 |
| 62.0 | a | Gadsden | E Meighan Blvd | Piedmont Cut Off | Goodyear Ave | 0.61 | | 6 | D | 30,690 | 4 | 45 | 11.0 | 0.0 | 0.0 | 4.5 | - | N | C | 5.0 | 0 | 20 | 5.0 | 1 | 4.74 | E | 4.82 | E | sidewalk starts @ Dayle street-Stops at Raley St. | 16,17 |
| 62.0 | b | Gadsden | E Meighan Blvd | Piedmont Cut Off | Goodyear Ave | 0.61 | | 6 | D | 30,690 | 4 | 45 | 11.0 | 0.0 | 0.0 | 4.5 | - | N | C | 5.0 | 0 | 20 | 5.0 | 1 | 4.74 | E | 4.82 | E | sidewalk starts @ Dayle street-Stops at Raley St. | 16,17 |
| 63.0 | a | Gadsden | E Meighan Blvd | Hood Ave N | N Albert Rains Blvd | 0.29 | | 4 | D | 37,883 | 4 | 35 | 15.5 | 2.5 | 0.0 | 4.0 | 4.0 | N | C | 0.0 | 0 | 90 | 4.0 | 3 | 3.91 | D | 4.54 | E | Bridge | 13 |
| 63.0 | b | Gadsden | E Meighan Blvd | Hood Ave N | N Albert Rains Blvd | 0.29 | | 4 | D | 37,883 | 4 | 35 | 14.5 | 2.5 | 0.0 | 4.0 | 4.0 | N | C | 0.0 | 0 | 90 | 4.0 | 3 | 4.09 | D | 4.59 | E | Bridge | 13 |
| 64.0 | a | Gadsden | Eastside Dr | Owens St | S 11th St | 0.68 | | 2 | U | 513 | 2 | 25 | 11.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.75 | A | 2.64 | C | | d9 |
| 64.0 | b | Gadsden | Eastside Dr | Owens St | S 11th St | 0.68 | | 2 | U | 513 | 2 | 25 | 11.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.75 | A | 2.64 | C | | d9 |
| 65.0 | X a | Gadsden | Ewing Ave | Goldenrod Ave | Hooks Lake Road | 1.01 | NB | 2 | U | 12,070 | 4 | 45 | 14.0 | 2.0 | 0.0 | 4.0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.25 | D | 5.06 | E | NB Lane 12' SB Lane 11' | 5 |
| 65.0 | X b | Gadsden | Ewing Ave | Goldenrod Ave | Hooks Lake Road | 1.01 | SB | 2 | U | 12,070 | 4 | 45 | 15.0 | 4.0 | 0.0 | 4.0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.73 | D | 4.98 | E | NB Lane 12' SB Lane 11' | 5 |
| 65.1 | X a | Gadsden | Ewing Ave | Princeton Ave | Goldenrod Ave | 0.60 | | 3 | U | 12,070 | 4 | 45 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.68 | E | 4.76 | E | 2 lanes SB -0W sublane SB, 2.5 W sublane on NB | 6 |
| 65.1 | X b | Gadsden | Ewing Ave | Princeton Ave | Goldenrod Ave | 0.60 | | 3 | U | 12,070 | 4 | 45 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.68 | E | 4.76 | E | 2 lanes SB -0W sublane SB, 2.5 W sublane on NB | 6 |
| 66.0 | a | Gadsden | Ewing Ave | 0.2 mi. S of Princeton | Princeton Ave | 0.36 | | 3 | U | 17,420 | 4 | 45 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 4.87 | E | 5.08 | E | look on google earth | |
| 66.0 | b | Gadsden | Ewing Ave | 0.2 mi. S of Princeton | Princeton Ave | 0.36 | | 3 | U | 17,420 | 4 | 45 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 4.87 | E | 5.08 | E | look on google earth | |
| 67.0 | a | Gadsden | Ewing Ave | Hooks Lake Road | Boyd Dr | 0.54 | | 2 | U | 9,460 | 3 | 45 | 13.5 | 2.0 | 0.0 | 4.0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.96 | D | 4.79 | E | | 4 |
| 67.0 | b | Gadsden | Ewing Ave | Hooks Lake Road | Boyd Dr | 0.54 | | 2 | U | 9,460 | 3 | 45 | 13.5 | 2.0 | 0.0 | 4.0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.96 | D | 4.79 | E | | 4 |
| 68.0 | a | Gadsden | Ewing Ave | N 3rd St | N Albert Rains Blvd | 1.15 | S | 2 | U | 813 | 2 | 25 | 18.0 | 0.0 | 0.0 | 4.0 | - | N | C | 2.0 | 0 | 90 | 5.0 | 1 | 0.00 | A | 1.83 | B | | 7, 8 |
| 68.0 | b | Gadsden | Ewing Ave | N 3rd St | N Albert Rains Blvd | 1.15 | S | 2 | U | 813 | 2 | 25 | 18.0 | 0.0 | 0.0 | 4.0 | - | N | C | 2.0 | 0 | 90 | 5.0 | 1 | 0.00 | A | 1.83 | B | | 7, 8 |
| 69.0 | a | Gadsden | Fairview Road | Tabor Road | McNaron Dr | 1.67 | | 2 | U | 670 | 2 | 35 | 9.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.74 | B | 3.11 | C | | 34 |
| 69.0 | b | Gadsden | Fairview Road | Tabor Road | McNaron Dr | 1.67 | | 2 | U | 670 | 2 | 35 | 9.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.74 | B | 3.11 | C | | 34 |
| 70.0 | X a | Gadsden | Forrest Ave | N Franklin St | 29th Street | 1.44 | | 2 | U | 6,580 | 2 | 35 | 18.0 | 0.0 | 0.0 | 4.0 | - | N | C | 5.0 | 0 | 100 | 5.0 | 1 | 2.79 | C | 2.63 | C | | C46 |
| 70.0 | X b | Gadsden | Forrest Ave | N Franklin St | 29th Street | 1.44 | | 2 | U | 6,580 | 2 | 35 | 18.0 | 0.0 | 0.0 | 4.0 | - | N | C | 5.0 | 0 | 100 | 5.0 | 1 | 2.79 | C | 2.63 | C | | C46 |
| 70.1 | X a | Gadsden | Forrest Ave | 29th Street | VanDell | 0.39 | EB | 3 | U | 6,580 | 2 | 35 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | S | 8.0 | 0 | 100 | 5.0 | 3 | 3.28 | C | 2.32 | B | One lane EB; 2 land WB | |
| 70.1 | X b | Gadsden | Forrest Ave | 29th Street | VanDell | 0.39 | WB | 3 | U | 6,580 | 2 | 35 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.28 | C | 3.88 | D | | C53-54 |
| 70.2 | X a | Gadsden | Forrest Ave | VanDell | I-59 | 1.08 | | 4 | U | 6,580 | 2 | 35 | 11.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 3.27 | C | 3.79 | D | | C51-52 |
| 70.2 | X b | Gadsden | Forrest Ave | VanDell | I-59 | 1.08 | | 4 | U | 6,580 | 2 | 35 | 11.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 3.27 | C | 3.79 | D | | C51-52 |
| 71.0 | a | Gadsden | Gallant Road | Rocky Hollow Road | Smith Cir | 2.88 | | 2 | U | 910 | 3 | 45 | 10.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.83 | B | 3.38 | C | Centerline stripe faded-can barely see | 9 |
| 71.0 | b | Gadsden | Gallant Road | Rocky Hollow Road | Smith Cir | 2.88 | | 2 | U | 910 | 3 | 45 | 10.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.83 | B | 3.38 | C | Centerline stripe faded-can barely see | 9 |
| 72.0 | a | Gadsden | Gallant Road | Smith Cir | Causey Lane | 0.74 | | 2 | U | 230 | 3 | 45 | 11.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.52 | A | 3.13 | C | Centerline faded-can barely see | 10 |
| 72.0 | b | Gadsden | Gallant Road | Smith Cir | Causey Lane | 0.74 | | 2 | U | 230 | 3 | 45 | 11.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.52 | A | 3.13 | C | Centerline faded-can barely see | 10 |
| 73.0 | a | Gadsden | George Wallace Dr | State Hwy 759 | E Cherry St | 0.44 | N | 4 | S | 21,430 | 4 | 40 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 100 | 5.0 | 1 | 4.77 | E | 3.66 | D | no SW SB | 28 |
| 73.0 | b | Gadsden | George Wallace Dr | State Hwy 759 | E Cherry St | 0.44 | N | 4 | S | 21,430 | 4 | 40 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 100 | 5.0 | 1 | 4.77 | E | 3.66 | D | no SW SB | 28 |
| 74.0 | a | Gadsden | George Wallace Dr | Padenreich Ave | State Hwy 759 | 0.50 | N | 4 | S | 10,680 | 4 | 40 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 100 | 4.0 | 1 | 4.45 | D | 3.19 | C | debris convering about 0.5 | B1-2 |
| 74.0 | b | Gadsden | George Wallace Dr | Padenreich Ave | State Hwy 759 | 0.50 | N | 4 | S | 10,680 | 4 | 40 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 100 | 4.0 | 1 | 4.45 | D | 3.19 | C | debris convering about 0.5 | B1-2 |
| 75.0 | X a | Southside | Gilbert Ferry Road | Hood Road | Sunset Drive | 0.88 | | 2 | U | 14,460 | 8 | 45 | 14.0 | 2.5 | 0.0 | 5.0 | 5.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.29 | E | 5.34 | E | | |
| 75.0 | X b | Southside | Gilbert Ferry Road | Hood Road | Sunset Drive | 0.88 | | 2 | U | 14,460 | 8 | 45 | 14.0 | 2.5 | 0.0 | 5.0 | 5.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.29 | E | 5.34 | E | | |
| 75.1 | X a | Southside | Gilbert Ferry Road | Sunset Drive | Cedar Bend Rd. N | 1.03 | | 4 | S | 14,460 | 4 | 45 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 4.55 | E | 4.68 | E | | B53 |
| 75.1 | X b | Southside | Gilbert Ferry Road | Sunset Drive | Cedar Bend Rd. N | 1.03 | | 4 | S | 14,460 | 4 | 45 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 4.55 | E | 4.68 | E | | B53 |
| 76.0 | X a | Southside | Gilbert Ferry Road | Cedar Bend Road N | Lakeview | 0.32 | | 4 | S | 23,510 | 4 | 45 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 4.80 | E | 5.22 | E | | |
| 76.0 | X b | Southside | Gilbert Ferry Road | Cedar Bend Road N | Lakeview | 0.32 | | 4 | S | 23,510 | 4 | 45 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 4.80 | E | 5.22 | E | | |
| 76.1 | X a | Southside | Gilbert Ferry Road | Lakeview | Bridge Split | 0.53 | | 4 | S | 23,510 | 4 | 45 | 18.5 | 7.0 | 0.0 | 4.0 | 2.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.10 | C | 4.68 | E | | B56 |
| 76.1 | X b | Southside | Gilbert Ferry Road | Lakeview | Bridge Split | 0.53 | | 4 | S | 23,510 | 4 | 45 | 18.5 | 7.0 | 0.0 | 4.0 | 2.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.10 | C | 4.68 | E | | B56 |
| 76.2 | X a | Southside | Gilbert Ferry Road | Bridge Split | Whorton Bend Road | 0.57 | | 1 | OW | 11,755 | 4 | 45 | 15.0 | 3.0 | 0.0 | 4.0 | 4.0 | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 4.19 | D | 6.01 | F | | B59-60 |
| 76.2 | X b | Southside | Gilbert Ferry Road | Bridge Split | Whorton Bend Road | 0.57 | | 1 | OW | 11,755 | 4 | 45 | 15.0 | 3.0 | 0.0 | 4.0 | 4.0 | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 4.19 | D | 6.01 | F | | B59-60 |
| 77.0 | a | Southside | Gilbert Ferry Road | Gilbert Ferry Road | Whorton Bend Road | 0.54 | | 2 | OW | 23,000 | 4 | 45 | 22.0 | 11.0 | 0.0 | 4.0 | 4.0 | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 0.35 | A | 5.50 | E | Bridge | B58 |
| 77.0 | b | Southside | Gilbert Ferry Road | Gilbert Ferry Road | Whorton Bend Road | 0.54 | | 2 | OW | 23,000 | 4 | 45 | 22.0 | 11.0 | 0.0 | 4.0 | 4.0 | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 0.35 | A | 5.50 | E | Bridge | B58 |
| 78.0 | a | Gadsden | Gilberts Ferry Road | W Grand Ave | I-59 | 0.34 | | 4 | D | 17,680 | 8 | 45 | 14.0 | 2.0 | 0.0 | 4.5 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.18 | E | 4.67 | E | | |
| 78.0 | b | Gadsden | Gilberts Ferry Road | W Grand Ave | I-59 | 0.34 | | 4 | D | 17,680 | 8 | 45 | 14.0 | 2.0 | 0.0 | 4.5 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.18 | E | 4.67 | E | | |
| 79.0 | a | Gadsden | Gilberts Ferry Road | I-59 | Collins Pl | 0.28 | | 4 | D | 24,990 | 4 | 45 | 12.0 | 0.0 | 0.0 | 4.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.73 | E | 5.30 | E | WB curb only on WB | B15 |
| 79.0 | b | Gadsden | Gilberts Ferry Road | I-59 | Collins Pl | 0.28 | | 4 | D | 24,990 | 4 | 45 | 12.0 | 0.0 | 0.0 | 4.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.73 | E | 5.30 | E | WB curb only on WB | B15 |
| 80.0 | a | Attalla | Gilberts Ferry Road SE | Collins Place | Case Ave SE | 1.19 | | 2 | S | 24,990 | 4 | 45 | 14.0 | 2.0 | 0.0 | 4.5 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.52 | E | 6.60 | F | | B14 |
| 80.0 | b | Attalla | Gilberts Ferry Road SE | Collins Place | Case Ave SE | 1.19 | | 2 | S | 24,990 | 4 | 45 | 14.0 | 2.0 | 0.0 | 4.5 | 4.5 | N | S | 0.0 | | | | | | | | | | |



**Gadsden-Etowah MPO Bicycle and Pedestrian Plan
Level of Service Results**



| Seg_ID | Town | Road Name | From | To | Length (Ls) (mi) | Dir. of Sur. | Lanes (L) | | ADT | Tks. (HV) (%) | Post. Spd. (SP ₈₅) mph | Width of Pavement | | | | | Bike Lane Mark (Y/N) | Cross Sec. (C/S) | Buff. Width (BW) (ft) | Tree Spcg. in Buffer (ft/ctr) | % with Sidewalk | Swalk Width (Ws) (ft) | Road Profile Cond (1,2,3) | Bicycle LOS | | Pedestrian LOS | | Comments | Photo # | |
|--------|------|-------------|------------------------|--------------------|--------------------------|--------------|-----------|-----|-----|---------------|------------------------------------|---------------------|---------------------|----------------------|------------------------|------------------------|----------------------|------------------|-----------------------|-------------------------------|-----------------|-----------------------|---------------------------|--------------|--------------|----------------|--------------|----------|---|-------|
| | | | | | | | Th | Con | | | | W ₁ (ft) | W ₂ (ft) | W _{ps} (ft) | PC ₁ (1..5) | PC ₂ (1..5) | | | | | | | | Score (0..7) | Grade (A..F) | Value (0..7) | Grade (A..F) | | | |
| | | | | | | | # | | | | | | | | | | | | | | | | | | | | | | | |
| 82.0 | a | Attalla | Gilberts Ferry Road SW | 3rd St SW | Clanton St SW | 0.58 | | 2 | U | 10,680 | 4 | 45 | 12.0 | 0.0 | 0.0 | 4.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.65 | E | 5.09 | E | Rumble strips reduce eff. width | 1 |
| 82.0 | b | Attalla | Gilberts Ferry Road SW | 3rd St SW | Clanton St SW | 0.58 | | 2 | U | 10,680 | 4 | 45 | 12.0 | 0.0 | 0.0 | 4.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.65 | E | 5.09 | E | Rumble strips reduce eff. width | 1 |
| 83.0 | a | Gadsden | Gilberts Ferry Road SW | Clanton St. SW | 9th St SW | 0.83 | | 2 | U | 11,870 | 8 | 45 | 12.0 | 0.0 | 0.0 | 4.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.89 | F | 5.23 | E | Rumble strips reduce eff. width (all of 2' shoulder) - 28' | 2 |
| 83.0 | b | Gadsden | Gilberts Ferry Road SW | Clanton St. SW | 9th St SW | 0.83 | | 2 | U | 11,870 | 8 | 45 | 12.0 | 0.0 | 0.0 | 4.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.89 | F | 5.23 | E | Rumble strips reduce eff. width (all of 2' shoulder) - 28' | 2 |
| 84.0 | a | Hokes Bluff | Goodyear Ave | Goodyear Ave | Hoke St | 1.22 | | 2 | U | 7,420 | 2 | 35 | 10.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.15 | D | 4.60 | E | Centerline faded | 21 |
| 84.0 | b | Hokes Bluff | Goodyear Ave | Goodyear Ave | Hoke St | 1.22 | | 2 | U | 7,420 | 2 | 35 | 10.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.15 | D | 4.60 | E | Centerline faded | 21 |
| 85.0 | a | Hokes Bluff | Goodyear Ave | Hoke St | Piedmont Cut Off | 0.36 | | 2 | U | 7,190 | 2 | 35 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.98 | D | 4.57 | E | Centerline faded | 20 |
| 85.0 | b | Hokes Bluff | Goodyear Ave | Hoke St | Piedmont Cut Off | 0.36 | | 2 | U | 7,190 | 2 | 35 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.98 | D | 4.57 | E | Centerline faded | 20 |
| 86.0 | a | Hokes Bluff | Goodyear Ave | E Meighan Blvd | Power House Road | 0.37 | E | 2 | U | 6,000 | 2 | 35 | 12.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 1 | 3.79 | D | 4.21 | D | 10' gravel shoulder | 22 |
| 86.0 | b | Hokes Bluff | Goodyear Ave | E Meighan Blvd | Power House Road | 0.37 | W | 2 | U | 6,000 | 2 | 35 | 12.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 1 | 3.79 | D | 4.21 | D | Centerline faded | 22 |
| 87.0 | a | Glencoe | Green Valley Road | Rifle Range Road | Chastain Blvd | 0.87 | | 2 | U | 813 | 3 | 45 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.74 | B | 3.41 | C | | 90 |
| 87.0 | b | Glencoe | Green Valley Road | Rifle Range Road | Chastain Blvd | 0.87 | | 2 | U | 813 | 3 | 45 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.74 | B | 3.41 | C | | 90 |
| 88.0 | a | Glencoe | Green Valley Road | Pilgrims Rest Road | Unnamed Road | 1.92 | | 2 | U | 9,840 | 6 | 45 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.48 | E | 5.21 | E | | 91 |
| 88.0 | b | Glencoe | Green Valley Road | Pilgrims Rest Road | Unnamed Road | 1.92 | | 2 | U | 9,840 | 6 | 45 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.48 | E | 5.21 | E | | 91 |
| 89.0 | a | Glencoe | Green Valley Road | Unnamed Road | Dogwood Lane | 1.04 | | 2 | U | 11,219 | 8 | 45 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 6.18 | F | 5.37 | E | | |
| 89.0 | b | Glencoe | Green Valley Road | Unnamed Road | Dogwood Lane | 1.04 | | 2 | U | 11,219 | 8 | 45 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 6.18 | F | 5.37 | E | | |
| 90.0 | a | Glencoe | Green Valley Road | Dogwood Lane | Rifle Range Road | 0.57 | | 2 | U | 5,250 | 6 | 45 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.16 | E | 4.66 | E | | 90 |
| 90.0 | b | Glencoe | Green Valley Road | Dogwood Lane | Rifle Range Road | 0.57 | | 2 | U | 5,250 | 6 | 45 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.16 | E | 4.66 | E | | 90 |
| 91.0 | a | Southside | Green Valley Road | State Hwy 77 | Pilgrims Rest Road | 3.86 | | 2 | U | 9,840 | 6 | 45 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.38 | E | 5.08 | E | | B55 |
| 91.0 | b | Southside | Green Valley Road | State Hwy 77 | Pilgrims Rest Road | 3.86 | | 2 | U | 9,840 | 6 | 45 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.38 | E | 5.08 | E | | B55 |
| 92.0 | a | Gadsden | Hickory St | Van Del Blvd | Central Ave | 0.38 | | 2 | U | 1,200 | 2 | 35 | 16.0 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 2 | 0.00 | A | 2.63 | C | | C65 |
| 92.0 | b | Gadsden | Hickory St | Van Del Blvd | Central Ave | 0.38 | | 2 | U | 1,200 | 2 | 35 | 16.0 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 2 | 0.00 | A | 2.63 | C | | C65 |
| 93.0 | a | Gadsden | Highland Ave | Bellevue Dr | 0.27 mi E of Bellevue Dr | 0.27 | | 2 | U | 813 | 2 | 25 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.33 | A | 2.85 | C | | |
| 93.0 | b | Gadsden | Highland Ave | Bellevue Dr | 0.27 mi E of Bellevue Dr | 0.27 | | 2 | U | 813 | 2 | 25 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.33 | A | 2.85 | C | | |
| 94.0 | X a | Gadsden | Hoke St | Grant Ave | E Broad St | 0.21 | W | 2 | U | 1,890 | 2 | 25 | 16.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 90 | 5.0 | 1 | 0.41 | A | 2.10 | B | | |
| 94.0 | X b | Gadsden | Hoke St | Grant Ave | E Broad St | 0.21 | E | 2 | U | 1,890 | 2 | 25 | 16.0 | 0.0 | 0.0 | 4.0 | - | N | C | 2.0 | 0 | 50 | 4.0 | 1 | 0.41 | A | 2.34 | B | one of the businesses along this segment had some angled parking that separated the sidewalk and the street but the angled parking wasn't actually on the street. | |
| 94.1 | X a | Gadsden | Hoke | Grant Ave | Litchfield Ave | 0.28 | E | 2 | U | 1,890 | 2 | 25 | 16.0 | 0.0 | 0.0 | 4.0 | - | N | C | 2.0 | 0 | 100 | 3.0 | 1 | 0.41 | A | 2.22 | B | Parallel parking westbound | |
| 94.1 | X b | Gadsden | Hoke | Grant Ave | Litchfield Ave | 0.28 | W | 2 | U | 1,890 | 2 | 25 | 16.0 | 7.0 | 0.0 | 4.0 | 4.0 | N | C | 2.0 | 0 | 100 | 4.0 | 1 | 0.63 | A | 1.66 | B | | 36 |
| 94.2 | X a | Gadsden | Hokes Ave. | Litchfield Ave | Windsor Ave | 0.42 | | 2 | U | 1,890 | 2 | 25 | 16.0 | 0.0 | 0.0 | 4.0 | - | N | C | 2.0 | 0 | 100 | 4.0 | 1 | 0.41 | A | 2.08 | B | | 37,38 |
| 94.2 | X b | Gadsden | Hokes Ave. | Litchfield Ave | Windsor Ave | 0.42 | | 2 | U | 1,890 | 2 | 25 | 16.0 | 0.0 | 0.0 | 4.0 | - | N | C | 2.0 | 0 | 100 | 4.0 | 1 | 0.41 | A | 2.08 | B | | 37,38 |
| 94.3 | X a | Gadsden | Hokes Ave | Windsor Ave | Wilbanks | 0.16 | W | 2 | U | 1,890 | 2 | 25 | 13.0 | 0.0 | 0.0 | 4.0 | - | N | C | 10.0 | 0 | 95 | 5.0 | 1 | 1.41 | A | 1.89 | B | | 43,44 |
| 94.3 | X b | Gadsden | Hokes Ave | Windsor Ave | Wilbanks | 0.16 | W | 2 | U | 1,890 | 2 | 25 | 13.0 | 0.0 | 0.0 | 4.0 | - | N | C | 10.0 | 0 | 95 | 5.0 | 1 | 1.41 | A | 1.89 | B | | 43,44 |
| 94.4 | X a | Gadsden | Hokes Ave | Wilbanks | Campbell Ave | 0.10 | E | 2 | U | 1,890 | 2 | 25 | 13.0 | 0.0 | 0.0 | 4.0 | - | N | C | 3.0 | 0 | 100 | 4.0 | 1 | 1.41 | A | 2.15 | B | | 39-42 |
| 94.4 | X b | Gadsden | Hokes Ave | Wilbanks | Campbell Ave | 0.10 | W | 2 | U | 1,890 | 2 | 25 | 13.0 | 0.0 | 0.0 | 4.0 | - | N | C | 9.0 | 0 | 100 | 4.0 | 1 | 1.41 | A | 1.96 | B | | 39-42 |
| 94.5 | X a | Gadsden | Hokes Ave | Campbell Ave | Farrell Street | 0.50 | | 2 | U | 1,890 | 2 | 25 | 13.5 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 1.38 | A | 2.80 | C | block WB 4' SW 15' buffer | 45 |
| 94.5 | X b | Gadsden | Hokes Ave | Campbell Ave | Farrell Street | 0.50 | | 2 | U | 1,890 | 2 | 25 | 13.5 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 1.38 | A | 2.80 | C | block WB 4' SW 15' buffer | 45 |
| 94.6 | X a | Gadsden | Hokes Ave | Farrell Street | Goodyear Ave | 0.39 | | 2 | U | 1,890 | 2 | 25 | 9.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.42 | B | 3.31 | C | | 46 |
| 94.6 | X b | Gadsden | Hokes Ave | Farrell Street | Goodyear Ave | 0.39 | | 2 | U | 1,890 | 2 | 25 | 9.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.42 | B | 3.31 | C | | 46 |
| 95.0 | a | Gadsden | Hood Ave N | E Meighan Blvd | E Broad St | 0.23 | N | 4 | U | 21,430 | 4 | 40 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 50 | 5.0 | 1 | 3.82 | D | 4.27 | D | sidewalk is 5' but grass covering up to 1' above 1/2 the time | 25,26 |
| 95.0 | b | Gadsden | Hood Ave N | E Meighan Blvd | E Broad St | 0.23 | N | 4 | U | 21,430 | 4 | 40 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 50 | 5.0 | 1 | 3.82 | D | 4.27 | D | sidewalk is 5' but grass covering up to 1' above 1/2 the time | 25,26 |
| 96.0 | X a | Gadsden | Hood Ave S | Chestnut St | E Broad St | 0.07 | N | 4 | U | 21,430 | 4 | 40 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 4.04 | D | 5.15 | E | Construction on NB side of street @ Broad St. | |
| 96.0 | X b | Gadsden | Hood Ave S | Chestnut St | E Broad St | 0.07 | N | 4 | U | 21,430 | 4 | 40 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 4.04 | D | 5.15 | E | Construction on NB side of street @ Broad St. | |
| 96.1 | X a | Gadsden | Hood Ave S | Cherry St | Chestnut | 0.14 | N | 4 | S | 21,430 | 4 | 40 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | C | 4.0 | 0 | 100 | 5.0 | 1 | 4.04 | D | 3.55 | D | | 23,24 |
| 96.1 | X b | Gadsden | Hood Ave S | Cherry St | Chestnut | 0.14 | S | 4 | S | 21,430 | 4 | 40 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 100 | 5.0 | 1 | 4.04 | D | 3.70 | D | | |
| 97.0 | a | Gadsden | Hooks Lake Road | Ewing Ave | Tidmore Bend Road | 1.59 | | 2 | U | 813 | 2 | 35 | 12.0 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 1.00 | A | 2.87 | C | | 69,78 |
| 97.0 | b | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan Level of Service Results



| Seg_ID | | Town | Road Name | From | To | Length (mi) | Dir. of Sur. | Lanes (L) | | ADT | Tks. (HV) | Post. Spd. (SP _p) mph | Width of Pavement | | | | | Bike Lane Mark (Y/N) | Cross Sec. (C/S) | Buff. Width (BW) (ft) | Tree Spc. in Buffer (ft/ctr) | % with Sidewalk | Swalk Width (Ws) (ft) | Road Profile Cond (1,2,3) | Bicycle LOS | | Pedestrian LOS | | Comments | Photo # |
|--------|-----|------------------|--------------------|---------------------|-------------------|-------------|--------------|-----------|-----|--------|-----------|-----------------------------------|---------------------|---------------------|----------------------|------------------------|------------------------|----------------------|------------------|-----------------------|------------------------------|-----------------|-----------------------|---------------------------|--------------|--------------|----------------|--------------|------------------------------------|---------|
| | | | | | | | | Th | Con | | | | W ₁ (ft) | W ₂ (ft) | W _{ps} (ft) | PC ₁ (1..5) | PC ₂ (1..5) | | | | | | | | Score (0..7) | Grade (A..F) | Value (0..7) | Grade (A..F) | | |
| | | | | | | | | # | | | | | | | | | | | | | | | | | | | | | | |
| 103.0 | a | Lookout Mountain | Lay Springs Road | Glenn Gap Road | Lay Springs Road | 4.00 | | 2 | U | 900 | 12 | 55 | 10.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.46 | C | 3.83 | D | | 40 |
| 103.0 | b | Lookout Mountain | Lay Springs Road | Glenn Gap Road | Lay Springs Road | 4.00 | | 2 | U | 900 | 12 | 55 | 10.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.46 | C | 3.83 | D | | 40 |
| 104.0 | a | Attalla | Lee St SE | Burke Ave SE | Case Ave SE | 0.47 | | 2 | U | 813 | 2 | 25 | 10.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.49 | A | 2.85 | C | | B12 |
| 104.0 | b | Attalla | Lee St SE | Burke Ave SE | Case Ave SE | 0.47 | | 2 | U | 813 | 2 | 25 | 10.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.49 | A | 2.85 | C | | B12 |
| 105.0 | a | Wills Valley | Leeth Gap Road | Sand Valley Road | Duck Springs Road | 2.40 | | 2 | U | 2,000 | 4 | 45 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.88 | C | 3.77 | D | | 19 |
| 105.0 | b | Wills Valley | Leeth Gap Road | Sand Valley Road | Duck Springs Road | 2.40 | | 2 | U | 2,000 | 4 | 45 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.88 | C | 3.77 | D | | 19 |
| 106.0 | X a | Gadsden | Locust St | 6th Street | N 1st St | 0.43 | W | 2 | U | 813 | 2 | 25 | 14.0 | 0.0 | 0.0 | 3.0 | - | N | C | 0.0 | 75 | 100 | 13.0 | 1 | 0.82 | A | 1.22 | A | abandoned rail in middle of street | |
| 106.0 | X b | Gadsden | Locust St | 7th Street | N 1st St | 0.43 | E | 2 | U | 813 | 2 | 25 | 14.0 | 6.0 | 0.0 | 3.0 | 3.0 | N | | 0.0 | 0 | 100 | 13.0 | 1 | 0.00 | A | 1.52 | B | | D66-69 |
| 106.1 | X a | Gadsden | Locust(Henry St.) | Meighan Blvd. | 6th Street | 0.20 | W | 2 | U | 813 | 2 | 25 | 13.0 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 50 | 6.0 | 3 | 0.37 | A | 2.23 | B | | D64,65 |
| 106.1 | X b | Gadsden | Locust(Henry St.) | Meighan Blvd. | 7th Street | 0.20 | E | 2 | U | 813 | 2 | 25 | 13.0 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 0.37 | A | 2.53 | C | | D64,65 |
| 107.0 | X a | Glencoe | Lonesome Bend Road | US Hwy 278 E | Air Depot Rd | 2.21 | | 2 | U | 49 | 2 | 25 | 10.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 0.00 | A | 2.57 | C | | 49,50 |
| 107.0 | X b | Glencoe | Lonesome Bend Road | US Hwy 278 E | Air Depot Rd | 2.21 | | 2 | U | 49 | 2 | 25 | 10.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 0.00 | A | 2.57 | C | | 49,50 |
| 107.1 | X a | Glencoe | Lonesome Bend Rd | Air Depot Rd | Chastain Blvd | 0.42 | N | 2 | U | 49 | 2 | 35 | 9.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.37 | A | 3.01 | C | | 47,48 |
| 107.1 | X b | Glencoe | Lonesome Bend Rd | Air Depot Rd | Chastain Blvd | 0.42 | S | 2 | U | 49 | 2 | 35 | 9.0 | 0.0 | 0.0 | 4.0 | - | N | S | 13.0 | 0 | 80 | 4.0 | 3 | 0.37 | A | 2.19 | B | | 47,48 |
| 108.0 | a | Hokes Bluff | Main St | US Hwy 278 E | Tomcat Road | 4.89 | | 2 | U | 1,870 | 3 | 40 | 10.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.50 | B | 3.50 | C | | 61 |
| 108.0 | b | Hokes Bluff | Main St | US Hwy 278 E | Tomcat Road | 4.89 | | 2 | U | 1,870 | 3 | 40 | 10.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.50 | B | 3.50 | C | | 61 |
| 109.0 | a | Gadsden | Mary Lou Cir | Monte Vista Dr | Clayton Blvd | 0.32 | | 2 | U | 813 | 2 | 25 | 9.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.49 | A | 2.91 | C | No Centerline Stripe | C96 |
| 109.0 | b | Gadsden | Mary Lou Cir | Monte Vista Dr | Clayton Blvd | 0.32 | | 2 | U | 813 | 2 | 25 | 9.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.49 | A | 2.91 | C | No Centerline Stripe | C96 |
| 110.0 | a | Hokes Bluff | McLain St S | Rabbit Town Road | US Hwy 278 E | 1.29 | | 2 | U | 2,245 | 3 | 35 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.78 | C | 3.52 | D | | 84 |
| 110.0 | b | Hokes Bluff | McLain St S | Rabbit Town Road | US Hwy 278 E | 1.29 | | 2 | U | 2,245 | 3 | 35 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.78 | C | 3.52 | D | | 84 |
| 111.0 | X a | Gadsden | Meighan Blvd | 24th Street | N 12th Street | 1.24 | E | 6 | D | 25,413 | 4 | 45 | 11.0 | 0.0 | 0.0 | 5.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 4.59 | E | 4.92 | E | very rough SW | |
| 111.0 | X b | Gadsden | Meighan Blvd | 25th Street | N 12th Street | 1.24 | W | 6 | D | 25,413 | 4 | 45 | 11.0 | 0.0 | 0.0 | 5.0 | - | N | C | 4.0 | 0 | 35 | 4.0 | 1 | 4.59 | E | 4.44 | D | SW behind Frontage Rd. | C40-41 |
| 111.1 | X a | Gadsden | Meighan Blvd | 24th Street | Wall Street | 0.29 | W | 4 | D | 25,413 | 4 | 45 | 20.0 | 8.0 | 0.0 | 5.0 | 5.0 | N | C | 4.0 | 0 | 25 | 4.0 | 1 | 1.48 | A | 4.46 | D | | |
| 111.1 | X b | Gadsden | Meighan Blvd | 25th Street | Wall Street | 0.29 | E | 4 | D | 25,413 | 4 | 45 | 20.0 | 8.0 | 0.0 | 5.0 | 5.0 | N | C | 4.0 | 0 | 100 | 4.0 | 1 | 1.48 | A | 3.75 | D | | |
| 112.0 | a | Gadsden | Meighan Blvd | N Albert Rains Blvd | N 12th St | 1.46 | | 6 | D | 31,510 | 4 | 35 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 4.63 | E | 4.85 | E | SW 1 block (3rd to 4th) EB | D30 |
| 112.0 | b | Gadsden | Meighan Blvd | N Albert Rains Blvd | N 12th St | 1.46 | | 6 | D | 31,510 | 4 | 35 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 4.63 | E | 4.85 | E | SW 1 block (3rd to 4th) EB | D30 |
| 113.0 | a | Gadsden | Meighan Blvd | Wall St | Vernon St | 0.77 | W | 4 | D | 20,350 | 4 | 45 | 20.0 | 8.0 | 0.0 | 5.0 | 5.0 | N | C | 3.0 | 0 | 100 | 4.0 | 1 | 1.37 | A | 3.48 | C | | C38,39 |
| 113.0 | b | Gadsden | Meighan Blvd | Wall St | Vernon St | 0.77 | E | 4 | D | 20,350 | 4 | 45 | 20.0 | 8.0 | 0.0 | 5.0 | 5.0 | N | C | 3.0 | 0 | 65 | 4.0 | 1 | 1.37 | A | 3.80 | D | | |
| 114.0 | X a | Gadsden | Meighan Blvd | City Limit | I-59 | 0.49 | | | | 16,080 | 3 | | | | | | | | | | | | | | err | F | err | err | Under construction | |
| 114.0 | X b | Gadsden | Meighan Blvd | City Limit | I-59 | 0.49 | | | | 16,080 | 3 | | | | | | | | | | | | | | err | F | err | err | Under construction | |
| 114.1 | X a | Gadsden | Meighan Blvd | Vernon Street | City Limit | 0.47 | EB | 4 | D | 16,080 | 4 | 45 | 20.0 | 8.0 | 0.0 | 5.0 | 5.0 | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 1.25 | A | 4.14 | D | | |
| 114.1 | X b | Gadsden | Meighan Blvd | Vernon Street | City Limit | 0.47 | WB | 4 | D | 16,080 | 4 | 45 | 20.0 | 8.0 | 0.0 | 5.0 | 5.0 | N | C | 3.0 | 0 | 40 | 4.0 | 1 | 1.25 | A | 3.78 | D | | |
| 115.0 | a | Wills Valley | Mill Hill Road | Leeth Gap Road | Cox Gap Road | 1.31 | | 2 | U | 700 | 2 | 35 | 10.0 | 0.0 | 0.0 | 1.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 8.05 | F | 3.05 | C | Unpaved roadway | 21 |
| 115.0 | b | Wills Valley | Mill Hill Road | Leeth Gap Road | Cox Gap Road | 1.31 | | 2 | U | 700 | 2 | 35 | 10.0 | 0.0 | 0.0 | 1.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 8.05 | F | 3.05 | C | Unpaved roadway | 21 |
| 116.0 | a | Gadsden | Monte Vista Dr | Brow Dr | Lugenia Dr | 0.77 | | 2 | U | 813 | 2 | 25 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.99 | A | 2.73 | C | | C95 |
| 116.0 | b | Gadsden | Monte Vista Dr | Brow Dr | Lugenia Dr | 0.77 | | 2 | U | 813 | 2 | 25 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.99 | A | 2.73 | C | | C95 |
| 117.0 | a | Lookout Mountain | Moon Road | Lay Springs Road | Tabor Road | 0.61 | | 2 | U | 700 | 2 | 25 | 10.0 | 0.0 | 0.0 | 2.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.86 | B | 2.81 | C | Bridge out | 36 |
| 117.0 | b | Lookout Mountain | Moon Road | Lay Springs Road | Tabor Road | 0.61 | | 2 | U | 700 | 2 | 25 | 10.0 | 0.0 | 0.0 | 2.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.86 | B | 2.81 | C | Bridge out | 36 |
| 118.0 | X a | Gadsden | N 12th St | Forrest Ave | Tuscaloosa Ave | 0.54 | N | 4 | U | 15,790 | 3 | 35 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 4.26 | D | 4.54 | E | | C90,91 |
| 118.0 | X b | Gadsden | N 12th St | Forrest Ave | Tuscaloosa Ave | 0.54 | S | 4 | U | 15,790 | 3 | 35 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | C | 3.0 | 0 | 100 | 4.5 | 1 | 4.26 | D | 3.13 | C | | C90,91 |
| 118.1 | X a | Gadsden | N 12th St | Tuscaloosa Ave | S Court Street | 0.57 | | 3 | U | 15,790 | 3 | 35 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 4.26 | D | 4.54 | E | 12 NB; 1 SB | C99 |
| 118.1 | X b | Gadsden | N 12th St | Tuscaloosa Ave | S Court Street | 0.57 | | 3 | U | 15,790 | 3 | 35 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 4.26 | D | 4.54 | E | 12 NB; 1 SB | C99 |
| 119.0 | X a | Gadsden | N 3rd St | Ewing Ave | Meighan Blvd | 0.30 | N | 2 | U | 6,000 | 2 | 35 | 13.0 | 0.0 | 0.0 | 3.5 | - | N | C | 4.0 | 0 | 100 | 6.0 | 1 | 3.67 | D | 2.66 | C | | D80,81 |
| 119.0 | X b | Gadsden | N 3rd St | Ewing Ave | Meighan Blvd | 0.30 | S | 2 | U | 6,000 | 2 | 35 | 13.0 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 3.67 | D | 4.11 | D | | D80,81 |
| 119.1 | X a | Gadsden | N 3rd St. | Meighan Blvd | Broad St. | 0.22 | N | 2 | U | 6,000 | 2 | 25 | 19.0 | 7.5 | 0.0 | 4.0 | 4.0 | N | C | 0.0 | 100 | 65 | 12.0 | 1 | 2.25 | B | 2.26 | B | | D82,83 |
| 119.1 | X b | Gadsden | N 3rd St. | Meighan Blvd | Broad St. | 0.22 | S | 2 | U | 6,000 | 2 | | | | | | | | | | | | | | | | | | | |



**Gadsden-Etowah MPO Bicycle and Pedestrian Plan
Level of Service Results**



| Seg_ID | | Town | Road Name | From | To | Length (Ls) (mi) | Dir. of Sur. | Lanes (L) | | ADT | Tks. (HV) (%) | Post. Spd. (SP _p) mph | Width of Pavement | | | | | Bike Lane Mark (Y/N) | Cross Sec. (C/S) | Buff. Width (BW) (ft) | Tree Spcg. in Buffer (ft/ctr) | % with Sidewalk | Swalk Width (Ws) (ft) | Road Profile Cond (1,2,3) | Bicycle LOS | | Pedestrian LOS | | Comments | Photo # |
|--------|-----|------------|---------------------|--------------------------|---|------------------|--------------|-----------|-----|--------|---------------|-----------------------------------|---------------------|---------------------|----------------------|------------------------|------------------------|----------------------|------------------|-----------------------|-------------------------------|-----------------|-----------------------|---------------------------|--------------|--------------|----------------|--------------|--|----------|
| | | | | | | | | Th | Con | | | | W ₁ (ft) | W ₂ (ft) | W _{ps} (ft) | PC ₁ (1..5) | PC ₂ (1..5) | | | | | | | | Score (0..7) | Grade (A..F) | Value (0..7) | Grade (A..F) | | |
| | | | | | | | | # | | | | | | | | | | | | | | | | | | | | | | |
| 122.0 | X a | Gadsden | N 6th St | Meighan Blvd | Locust | 0.12 | N | 2 | U | 6,000 | 2 | 25 | 18.0 | 0.0 | 0.0 | 4.0 | - | N | C | 6.0 | 0 | 100 | 5.0 | 1 | 2.44 | B | 2.30 | B | | D70,71 |
| 122.0 | X b | Gadsden | N 6th St | Meighan Blvd | Locust | 0.12 | S | 2 | U | 6,000 | 2 | 25 | 18.0 | 0.0 | 0.0 | 4.0 | - | N | C | 6.0 | 0 | 75 | 5.0 | 1 | 2.44 | B | 2.72 | C | | D70,71 |
| 122.1 | X a | Gadsden | N 6th St. | Locust | Broad St | 0.08 | N | 2 | U | 6,000 | 2 | 25 | 17.5 | 6.5 | 0.0 | 4.0 | 4.0 | N | C | 0.0 | 100 | 100 | 9.0 | 1 | 1.18 | A | 2.29 | B | Parallel parking | D72,73 |
| 122.1 | X b | Gadsden | N 6th St. | Locust | Broad St | 0.08 | S | 2 | U | 6,000 | 2 | 25 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 50 | 9.0 | 1 | 3.45 | C | 3.27 | C | | D72,73 |
| 123.0 | a | Gadsden | N 7th St | Henry St | Broad St | 0.13 | N | 2 | U | 6,000 | 2 | 25 | 13.5 | 0.0 | 0.0 | 3.5 | - | N | C | 4.0 | 0 | 100 | 4.5 | 1 | 3.30 | C | 2.53 | C | | D62,63 |
| 123.0 | b | Gadsden | N 7th St | Henry St | Broad St | 0.13 | S | 2 | U | 6,000 | 2 | 25 | 13.5 | 0.0 | 0.0 | 3.5 | - | N | C | 4.0 | 0 | 75 | 4.5 | 1 | 3.30 | C | 2.86 | C | | D62,63 |
| 124.0 | X a | Gadsden | N 8th St | Mountain Brook Dr | Tuscaloosa Ave | 0.44 | N | 2 | U | 813 | 2 | 25 | 15.5 | 0.0 | 0.0 | 3.5 | - | N | C | 7.0 | 0 | 100 | 5.0 | 1 | 0.00 | A | 1.72 | B | | C100,101 |
| 124.0 | X b | Gadsden | N 8th St | Mountain Brook Dr | Tuscaloosa Ave | 0.44 | S | 2 | U | 813 | 2 | 25 | 15.5 | 0.0 | 0.0 | 3.5 | - | N | C | 7.0 | 0 | 100 | 5.0 | 1 | 0.00 | A | 1.72 | B | | C100,101 |
| 124.1 | X a | Gadsden | N 8th St | 0.27 mi E of Bellevue Dr | Mountain Brook Dr | 0.73 | | 2 | U | 813 | 2 | 25 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.33 | A | 2.85 | C | | C102 |
| 124.1 | X b | Gadsden | N 8th St | 0.27 mi E of Bellevue Dr | Mountain Brook Dr | 0.73 | | 2 | U | 813 | 2 | 25 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.33 | A | 2.85 | C | | C102 |
| 125.0 | X a | Gadsden | N 9th St | Meighan Blvd | Tuscaloosa Ave | 0.33 | | 2 | U | 6,030 | 2 | 25 | 13.0 | 0.0 | 0.0 | 35.0 | - | N | C | 4.0 | 0 | 100 | 5.0 | 1 | 2.78 | C | 2.50 | B | | D41,42 |
| 125.0 | X b | Gadsden | N 9th St | Meighan Blvd | Tuscaloosa Ave | 0.33 | | 2 | U | 6,030 | 2 | 25 | 13.0 | 0.0 | 0.0 | 35.0 | - | N | C | 4.0 | 0 | 100 | 5.0 | 1 | 2.78 | C | 2.50 | B | | D41,42 |
| 125.1 | X a | Gadsden | N 9th St | Chestnut Street | Meighan Blvd | 0.31 | N | 2 | U | 6,030 | 2 | 25 | 17.0 | 0.0 | 0.0 | 4.0 | - | N | C | 8.0 | 0 | 85 | 5.0 | 1 | 2.61 | C | 2.47 | B | | |
| 125.1 | X b | Gadsden | N 9th St | Chestnut Street | Meighan Blvd | 0.31 | S | 2 | U | 6,030 | 2 | 25 | 17.0 | 0.0 | 0.0 | 4.0 | - | N | C | 8.0 | 65 | 100 | 5.0 | 1 | 2.61 | C | 2.02 | B | | D43,44 |
| 126.0 | a | Gadsden | N Albert Rains Blvd | River St | 0.10 mi SW of Barbour St | 0.80 | | 4 | D | 16,873 | 4 | 50 | 22.0 | 10.0 | 0.0 | 4.5 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.21 | A | 4.26 | D | 11' inside lane | 9 |
| 126.0 | b | Gadsden | N Albert Rains Blvd | River St | 0.10 mi SW of Barbour St | 0.80 | | 4 | D | 16,873 | 4 | 50 | 22.0 | 10.0 | 0.0 | 4.5 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.21 | A | 4.26 | D | 11' inside lane | 9 |
| 127.0 | a | Gadsden | N Albert Rains Blvd | Meighan Blvd | River St | 0.40 | | 4 | D | 19,315 | 4 | 50 | 22.0 | 10.0 | 0.0 | 4.5 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.28 | A | 4.41 | D | | 10 |
| 127.0 | b | Gadsden | N Albert Rains Blvd | Meighan Blvd | River St | 0.40 | | 4 | D | 19,315 | 4 | 50 | 22.0 | 10.0 | 0.0 | 4.5 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.28 | A | 4.41 | D | | 10 |
| 128.0 | a | Glencoe | N College St | Chastain Blvd | 0.39 mi W of Pineview Ave | 1.01 | | 2 | U | 1,640 | 2 | 25 | 10.0 | 0.0 | 0.0 | 3.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 2.38 | B | 3.10 | C | SW curb in front of Glenco Elem. both directions | |
| 128.0 | b | Glencoe | N College St | Chastain Blvd | 0.39 mi W of Pineview Ave | 1.01 | | 2 | U | 1,640 | 2 | 25 | 10.0 | 0.0 | 0.0 | 3.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 2.38 | B | 3.10 | C | SW curb in front of Glenco Elem. both directions | |
| 129.0 | a | Gadsden | Noccalula Dr | Noccalula Road | Jones Cir | 2.76 | | 2 | U | 1,740 | 2 | 35 | 9.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.65 | C | 3.43 | C | | 42 |
| 129.0 | b | Gadsden | Noccalula Dr | Noccalula Road | Jones Cir | 2.76 | | 2 | U | 1,740 | 2 | 35 | 9.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.65 | C | 3.43 | C | | 42 |
| 130.0 | a | Gadsden | Noccalula Road | Noccalula Dr | Scenic Hwy | 1.36 | | 2 | U | 9,670 | 2 | 35 | 11.0 | 0.0 | 0.0 | 4.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.01 | D | 4.75 | E | | 43 |
| 130.0 | b | Gadsden | Noccalula Road | Noccalula Dr | Scenic Hwy | 1.36 | | 2 | U | 9,670 | 2 | 35 | 11.0 | 0.0 | 0.0 | 4.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.01 | D | 4.75 | E | | 43 |
| 131.0 | X a | Gadsden | Noccalula Road | Body Street | Noccalula Dr | 0.39 | S | 4 | S | 14,590 | 3 | 35 | 12.0 | 0.0 | 0.0 | 4.5 | - | N | C | 0.0 | 0 | 25 | 5.0 | 3 | 3.98 | D | 4.04 | D | No SW NB | C92 |
| 131.0 | X b | Gadsden | Noccalula Road | Body Street | Noccalula Dr | 0.39 | S | 4 | S | 14,590 | 3 | 35 | 12.0 | 0.0 | 0.0 | 4.5 | - | N | C | 0.0 | 0 | 25 | 5.0 | 3 | 3.98 | D | 4.04 | D | No SW NB | C92 |
| 131.1 | X a | Gadsden | Noccalula Road | S Court Street | Body Street | 0.30 | | 2 | S | 14,590 | 3 | 35 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 4.46 | D | 5.24 | E | | C93 |
| 131.1 | X b | Gadsden | Noccalula Road | S Court Street | Body Street | 0.30 | | 2 | S | 14,590 | 3 | 35 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 4.46 | D | 5.24 | E | | C93 |
| 132.0 | a | Gadsden | Noccalula Road | Scenic Dr | I-59 | 1.20 | | 2 | U | 4,146 | 2 | 35 | 11.0 | 0.0 | 0.0 | 4.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.40 | C | 4.08 | D | | 43 |
| 132.0 | b | Gadsden | Noccalula Road | Scenic Dr | I-59 | 1.20 | | 2 | U | 4,146 | 2 | 35 | 11.0 | 0.0 | 0.0 | 4.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.40 | C | 4.08 | D | | 43 |
| 133.0 | a | Reece City | Noccalula Road | I-59 | Valley Dr | 0.40 | | 2 | U | 4,156 | 3 | 35 | 11.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.77 | D | 4.04 | D | | 44 |
| 133.0 | b | Reece City | Noccalula Road | I-59 | Valley Dr | 0.40 | | 2 | U | 4,156 | 3 | 35 | 11.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.77 | D | 4.04 | D | | 44 |
| 134.0 | X a | Gadsden | Nunnally Ave | Paden Road | Margaret | 0.59 | | 2 | U | 510 | 2 | 25 | 8.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.61 | B | 2.96 | C | | B9 |
| 134.0 | X b | Gadsden | Nunnally Ave | Paden Road | Margaret | 0.59 | | 2 | U | 510 | 2 | 25 | 8.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.61 | B | 2.96 | C | | B9 |
| 134.1 | X a | Gadsden | Nunnally Ave | Margaret | | 0.51 | | 2 | U | 510 | 2 | 25 | 10.0 | 0.0 | 0.0 | 3.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 1.30 | A | 2.76 | C | No centerline stripe | B10 |
| 134.1 | X b | Gadsden | Nunnally Ave | Margaret | | 0.51 | | 2 | U | 510 | 2 | 25 | 10.0 | 0.0 | 0.0 | 3.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 1.30 | A | 2.76 | C | No centerline stripe | B10 |
| 135.0 | a | Gadsden | Paden Road | 0.12 mi SE of Farm Road | Nunnally Ave | 0.47 | | 2 | U | 813 | 2 | 35 | 9.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.90 | B | 3.15 | C | | B8 |
| 135.0 | b | Gadsden | Paden Road | 0.12 mi SE of Farm Road | Nunnally Ave | 0.47 | | 2 | U | 813 | 2 | 35 | 9.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.90 | B | 3.15 | C | | B8 |
| 136.0 | a | Gadsden | Paden Road | Cloverdale Road | College Pkwy | 1.18 | | 2 | U | 10,680 | 3 | 35 | 8.5 | 0.0 | 0.0 | 3.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 4.99 | E | 5.18 | E | | B7 |
| 136.0 | b | Gadsden | Paden Road | Cloverdale Road | College Pkwy | 1.18 | | 2 | U | 10,680 | 3 | 35 | 8.5 | 0.0 | 0.0 | 3.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 4.99 | E | 5.18 | E | | B7 |
| 137 | a | Gadsden | Paden Road | Unnamed Road | 0.12 mi SE of Farm Road | 0.22 | | 2 | U | 513 | 2 | 35 | 9.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.54 | B | 3.07 | C | | |
| 137 | b | Gadsden | Paden Road | Unnamed Road | 0.12 mi SE of Farm Road | 0.22 | | 2 | U | 513 | 2 | 35 | 9.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.54 | B | 3.07 | C | | |
| 138 | a | Gadsden | Padenreich Ave | George Wallace Dr | E Broad St | 0.51 | | 2 | U | 7,000 | 2 | 35 | 13.0 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 3.77 | D | 4.23 | D | Centerline stripe faded | B3 |
| 138 | b | Gadsden | Padenreich Ave | George Wallace Dr | E Broad St | 0.51 | | 2 | U | 7,000 | 2 | 35 | 13.0 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 3.77 | D | 4.23 | D | Centerline stripe faded | B3 |
| 139 | X a | Gadsden | Padenreich Ave | Eastview Ave. | Padenreich Ave | 0.30 | | 2 | U | 10,680 | 3 | 35 | 12.5 | 0.0 | 0.0 | 3.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 4.57 | E | 4.70 | E | | B4 |
| 139 | X b | Gadsden | Padenreich Ave | Eastview Ave. | Padenreich Ave | 0.30 | | 2 | U | 10,680 | 3 | 35 | 12.5 | 0.0 | 0.0 | 3.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 4.57 | E | 4.70 | E | | B4 |
| 139.1 | X a | Gadsden | Padenreich Ave. | Cloverdale Road | Eastview Ave | 0.36 | | 2 | U | 10,680 | 3 | 35 | 11.0 | 0.0 | 0.0 | 3.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 4.74 | E | 4.86 | E | | B5 |
| 139.1 | X b | Gadsden | Padenreich Ave. | Cloverdale Road | Eastview Ave | 0.36 | | 2 | U | 10,680 | 3 | 35 | 11.0 | 0.0 | 0.0 | 3.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 4.74 | E | 4.86 | E | | B5 |
| 140 | a | Glencoe | Piedmont Cut Off | E Meighan Blvd | Unnamed Road/Driveway to Quality of Life & Health | 0.55 | | 4 | D | 14,060 | 4 | 45 | 14.0 | 2.5 | 0.0 | 4.5 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.80 | D | 4.46 | D | | 18 |
| 140 | b | Glencoe | Piedmont Cut Off | E Meighan Blvd | Unnamed Road/Driveway to Quality of Life & Health | 0.55 | | 4 | D | 14,060 | 4 | 45 | 14.0 | 2.5 | 0.0 | 4.5 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.80 | D | 4.46 | D | | 18 |
| 141 | a | Glencoe | Piedmont Cut Off | Unnamed Road | McCaffery Ave (Hooks Dr) | 0.58 | | 4 | D | 13,290 | 4 | 45 | 17.0 | 6.0 | 0.0 | 4.0 | 2.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.23 | C | 4.18 | D | | 19 |
| 141 | b | Glencoe | Piedmont Cut Off | Unnamed Road | McCaffery Ave (Hooks Dr) | 0.58 | | 4 | D | 13,290 | 4 | 45 | 17.0 | 6.0 | 0.0 | 4.0 | 2.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.23 | C | | | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan Level of Service Results



| Seg_ID | Town | Road Name | From | To | Length (mi) | Dir. of Sur. | Lanes (L) | | ADT | Tks. (HV) | Post. Spd. (SP ₈₅) mph | Width of Pavement | | | | | Bike Lane Mark (Y/N) | Cross Sec. (C/S) | Buff. Width (BW) (ft) | Tree Spcg. in Buffer (ft/ctr) | % with Sidewalk | Swalk Width (Ws) (ft) | Road Profile Cond (1,2,3) | Bicycle LOS | | Pedestrian LOS | | Comments | Photo # | |
|--------|------|--------------|----------------------|--------------------------|----------------------------|--------------|-----------|-----|-----|-----------|------------------------------------|---------------------|---------------------|----------------------|------------------------|------------------------|----------------------|------------------|-----------------------|-------------------------------|-----------------|-----------------------|---------------------------|--------------|--------------|----------------|--------------|----------|---|--------|
| | | | | | | | Th | Con | | | | W ₁ (ft) | W ₂ (ft) | W _{ps} (ft) | PC ₁ (1..5) | PC ₂ (1..5) | | | | | | | | Score (0..7) | Grade (A..F) | Value (0..7) | Grade (A..F) | | | |
| | | | | | | | # | | | | | | | | | | | | | | | | | | | | | | | |
| 143 | a | Attalla | Pleasant Valley Road | Lee St SE | 3rd St SW | 0.63 | | 2 | U | 510 | 3 | 45 | 11.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.95 | A | 3.15 | C | | B5 |
| 143 | b | Attalla | Pleasant Valley Road | Lee St SE | 3rd St SW | 0.63 | | 2 | U | 510 | 3 | 45 | 11.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.95 | A | 3.15 | C | | B5 |
| 144 | a | Gadsden | Pleasant Valley Road | Randolph St SE | Lee St SE | 0.43 | | 2 | U | 2,290 | 3 | 45 | 11.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.78 | C | 3.69 | D | | B6 |
| 144 | b | Gadsden | Pleasant Valley Road | Randolph St SE | Lee St SE | 0.43 | | 2 | U | 2,290 | 3 | 45 | 11.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.78 | C | 3.69 | D | | B6 |
| 145 | a | Gadsden | Pleasant Valley Road | Old Pleasant Valley Road | Randolph St SE | 0.28 | | 2 | U | 2,060 | 3 | 45 | 11.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.60 | C | 3.62 | D | | B7 |
| 145 | b | Gadsden | Pleasant Valley Road | Old Pleasant Valley Road | Randolph St SE | 0.28 | | 2 | U | 2,060 | 3 | 45 | 11.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.60 | C | 3.62 | D | | B7 |
| 146 | a | Gadsden | Pleasant Valley Road | Old Pleasant Valley Road | Old Pleasant Valley | 0.13 | | 2 | U | 2,060 | 3 | 45 | 11.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.60 | C | 3.62 | D | | B7 |
| 146 | b | Gadsden | Pleasant Valley Road | Old Pleasant Valley Road | Old Pleasant Valley | 0.13 | | 2 | U | 2,060 | 3 | 45 | 11.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.60 | C | 3.62 | D | | B7 |
| 147 | a | Gadsden | Pleasant Valley Road | McDaniel Lane | Steele Station Road | 0.75 | | 2 | U | 1,570 | 4 | 45 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.54 | C | 3.64 | D | | B26 |
| 147 | b | Gadsden | Pleasant Valley Road | McDaniel Lane | Steele Station Road | 0.75 | | 2 | U | 1,570 | 4 | 45 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.54 | C | 3.64 | D | | B26 |
| 148 | a | Rainbow City | Pleasant Valley Road | Daisey Lane | McDaniel Lane | 0.56 | | 2 | U | 2,050 | 4 | 45 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.93 | C | 3.79 | D | | B26 |
| 148 | b | Rainbow City | Pleasant Valley Road | Daisey Lane | McDaniel Lane | 0.56 | | 2 | U | 2,050 | 4 | 45 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.93 | C | 3.79 | D | | B26 |
| 149 | a | Rainbow City | Pleasant Valley Road | Rainbow Dr | Daisey Lane | 0.65 | | 2 | U | 2,050 | 4 | 45 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.93 | C | 3.79 | D | | B26 |
| 149 | b | Rainbow City | Pleasant Valley Road | Rainbow Dr | Daisey Lane | 0.65 | | 2 | U | 2,050 | 4 | 45 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.93 | C | 3.79 | D | | B26 |
| 150 | a | Rainbow City | Pleasant Valley Road | Old Pleasant Valley Rd. | I-59 | 1.09 | | 2 | U | 1,477 | 3 | 45 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.35 | B | 3.60 | D | | B21 |
| 150 | b | Rainbow City | Pleasant Valley Road | Old Pleasant Valley Rd. | I-59 | 1.09 | | 2 | U | 1,477 | 3 | 45 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.35 | B | 3.60 | D | | B21 |
| 151 | a | Rainbow City | Pleasant Valley Road | Steele Station Road | Old Pleasant Valley Road S | 0.93 | | 2 | U | 1,477 | 3 | 45 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.35 | B | 3.60 | D | | B21 |
| 151 | b | Rainbow City | Pleasant Valley Road | Steele Station Road | Old Pleasant Valley Road S | 0.93 | | 2 | U | 1,477 | 3 | 45 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.35 | B | 3.60 | D | | B21 |
| 152 | a | Rainbow City | Pleasant Valley Road | I-59 | Old Pleasant Valley Road | 0.67 | | 2 | U | 1,510 | 3 | 45 | 11.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.12 | B | 3.44 | C | | B8 |
| 152 | b | Rainbow City | Pleasant Valley Road | I-59 | Old Pleasant Valley Road | 0.67 | | 2 | U | 1,510 | 3 | 45 | 11.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.12 | B | 3.44 | C | | B8 |
| 153 | a | Hokes Bluff | Posey Road | US Hwy 278 E | Centre Road | 2.07 | | 2 | U | 790 | 2 | 35 | 9.0 | 0.0 | 0.0 | 3.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.17 | B | 3.20 | C | Centerline stripe one line not double | 59 |
| 153 | b | Hokes Bluff | Posey Road | US Hwy 278 E | Centre Road | 2.07 | | 2 | U | 790 | 2 | 35 | 9.0 | 0.0 | 0.0 | 3.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.17 | B | 3.20 | C | Centerline stripe one line not double | 59 |
| 154 | a | Gadsden | Rabbit Town Road | Ford Valley Road | Colvin Gap Road | 0.95 | | 2 | U | 860 | 2 | 35 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.60 | B | 3.10 | C | | 83 |
| 154 | b | Gadsden | Rabbit Town Road | Ford Valley Road | Colvin Gap Road | 0.95 | | 2 | U | 860 | 2 | 35 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.60 | B | 3.10 | C | | 83 |
| 155 | a | Glencoe | Rabbit Town Road | Lonesome Bend Road | Ford Valley Road | 3.59 | | 2 | U | 1,400 | 2 | 35 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.11 | B | 3.26 | C | | 85 |
| 155 | b | Glencoe | Rabbit Town Road | Lonesome Bend Road | Ford Valley Road | 3.59 | | 2 | U | 1,400 | 2 | 35 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.11 | B | 3.26 | C | | 85 |
| 156 | a | Gadsden | Rainbow Dr | Whorton Bend Road | I-759 | 0.97 | | 4 | D | 37,577 | 4 | 45 | 20.0 | 8.5 | 0.0 | 4.0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.70 | B | 5.42 | E | Southern end has curb | B43 |
| 156 | b | Gadsden | Rainbow Dr | Whorton Bend Road | I-759 | 0.97 | | 4 | D | 37,577 | 4 | 45 | 20.0 | 8.5 | 0.0 | 4.0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.70 | B | 5.42 | E | Southern end has curb | B43 |
| 157 | a | Gadsden | Rainbow Dr | Forestine Avenue | Whorton Bend Road | 1.33 | | 4 | D | 32,189 | 4 | 45 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 4.96 | E | 5.74 | F | | B42 |
| 157 | b | Gadsden | Rainbow Dr | Forestine Avenue | Whorton Bend Road | 1.33 | | 4 | D | 32,189 | 4 | 45 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 4.96 | E | 5.74 | F | | B42 |
| 158 | a | Rainbow City | Rainbow Dr | Windy Hill Road | Lumley Road | 2.33 | | 2 | U | 6,323 | 4 | 55 | 13.0 | 1.0 | 0.0 | 4.5 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.41 | D | 4.87 | E | actual pavement 28' reduced by grass & debris | B34 |
| 158 | b | Rainbow City | Rainbow Dr | Windy Hill Road | Lumley Road | 2.33 | | 2 | U | 6,323 | 4 | 55 | 13.0 | 1.0 | 0.0 | 4.5 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.41 | D | 4.87 | E | actual pavement 28' reduced by grass & debris | B34 |
| 159 | a | Rainbow City | Rainbow Dr | County line | Pleasant Valley Road | 0.96 | | 2 | U | 3,580 | 5 | 55 | 13.0 | 1.0 | 0.0 | 4.5 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.06 | D | 4.51 | E | actual pavement 28' but consistent grass & debris | B25 |
| 159 | b | Rainbow City | Rainbow Dr | County line | Pleasant Valley Road | 0.96 | | 2 | U | 3,580 | 5 | 55 | 13.0 | 1.0 | 0.0 | 4.5 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.06 | D | 4.51 | E | actual pavement 28' but consistent grass & debris | B25 |
| 160 | a | Rainbow City | Rainbow Dr | Pleasant Valley Road | Windy Hill Road | 1.23 | | 2 | U | 5,200 | 4 | 55 | 13.0 | 1.0 | 0.0 | 4.5 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.20 | D | 4.73 | E | actual pavement 28' but consistent grass & debris | B33 |
| 160 | b | Rainbow City | Rainbow Dr | Pleasant Valley Road | Windy Hill Road | 1.23 | | 2 | U | 5,200 | 4 | 55 | 13.0 | 1.0 | 0.0 | 4.5 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.20 | D | 4.73 | E | actual pavement 28' but consistent grass & debris | B33 |
| 161 | a | Rainbow City | Rainbow Dr | W Grand Ave | Forestine Avenue | 1.26 | | 4 | S | 30,535 | 4 | 45 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 4.93 | E | 5.64 | F | | B4 |
| 161 | b | Rainbow City | Rainbow Dr | W Grand Ave | Forestine Avenue | 1.26 | | 4 | S | 30,535 | 4 | 45 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 4.93 | E | 5.64 | F | | B4 |
| 162 | a | Rainbow City | Rainbow Dr | Lumley Road | W Grand Ave | 1.07 | | 2 | U | 11,070 | 4 | 45 | 13.5 | 1.5 | 0.0 | 4.5 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.48 | D | 4.98 | E | actual pavement 28' reduced by grass & debris | B32 |
| 162 | b | Rainbow City | Rainbow Dr | Lumley Road | W Grand Ave | 1.07 | | 2 | U | 11,070 | 4 | 45 | 13.5 | 1.5 | 0.0 | 4.5 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.48 | D | 4.98 | E | actual pavement 28' reduced by grass & debris | B32 |
| 163 | X a | Gadsden | Randall St (Hickory) | Central Ave | Plant Entrance | 0.26 | | 2 | U | 50 | 2 | 35 | 16.0 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 0.00 | A | 2.30 | B | | C71 |
| 163 | X b | Gadsden | Randall St (Hickory) | Central Ave | Plant Entrance | 0.26 | | 2 | U | 50 | 2 | 35 | 16.0 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 0.00 | A | 2.30 | B | | C71 |
| 163.1 | X a | Gadsden | Hickory | Plant Entrance | Wright Circle | 1.55 | | 2 | U | 50 | 2 | 35 | 11.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.00 | A | 2.75 | C | | C72 |
| 163.1 | X b | Gadsden | Hickory | Plant Entrance | Wright Circle | 1.55 | | 2 | U | 50 | 2 | 35 | 11.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.00 | A | 2.75 | C | | C72 |
| 163.2 | X a | Gadsden | Randall | Wright Circle | 11th Street | 0.16 | | 2 | U | 50 | 2 | 25 | 13.0 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 0.00 | A | 2.32 | B | | |
| 163.2 | X b | Gadsden | Randall | Wright Circle | 11th Street | 0.16 | | 2 | U | 50 | 2 | 25 | 13.0 | 0.0 | 0.0 | 3.5 | - | N | C | 4.5 | 0 | 50 | 5.0 | 1 | 0.00 | A | 2.05 | B | go to page 24 | C73-76 |
| 163.3 | X a | Gadsden | Randall | 11th Street | Reynolds | 0.25 | | 2 | U | 50 | 2 | 25 | 13.0 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 0.00 | A | 2.32 | B | | |
| 163.3 | X b | Gadsden | Randall | 11th Street | Reynolds | 0.25 | | 2 | U | 50 | 2 | 25 | 13.0 | 0.0 | 0.0 | 3.5 | - | N | C | 4.5 | 0 | 50 | 5.0 | 1 | 0.00 | A | 2.05 | B | go to page 24 | C73-76 |
| 163.4 | X a | Gadsden | Randall | Reynolds | S. 6th St. | 0.42 | | 2 | U | 50 | 2 | 25 | 18.0 | 0.0 | 0.0 | 3.5 | - | N | C | 7.0 | 0 | 100 | 5.0 | 1 | 0.00 | A | 1.57 | B | | C77-78 |
| 163.4 | X b | Gadsden | Randall | Reynolds | S. 6th St. | 0.42 | | 2 | U | 50 | 2 | 25 | 18.0 | 0.0 | 0.0 | 3.5 | - | N | C | 7.0 | 0 | 100 | 5.0 | 1 | 0.00 | A | 1.57 | B | go to page 24 | C77-78 |
| 163.5 | X a | Gadsden | Randall | S. 6th St. | Walnut | 0.44 | | 2 | U | 50 | 2 | 25 | 15.0 | 0.0 | 0.0 | 3.5 | - | N | C | 4.0 | 0 | 100 | 5.0 | 1 | 0.00 | A | 1.73 | B | | C79-80 |
| 163.5 | X b | Gadsden | Randall | S. 6th St. | Walnut | 0.44 | | 2 | U | 50 | 2 | 25 | 15.0 | 0.0 | 0.0 | 3.5 | - | N | C | 4.0 | 0 | 100 | 5.0 | 1 | 0.00 | A | 1.73 | B | go to page 24 | C79-80 |
| 164 | a | Hokes Bluff | Rocky Ford Road | 0.52 mi E of Main St | | | | | | | | | | | | | | | | | | | | | | | | | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan Level of Service Results



| Seg_ID | | Town | Road Name | From | To | Leng- th (Ls) (mi) | Dir. of Sur. | Lanes (L) | | ADT | Tks. (HV) (%) | Post. Spd. (SP _p) mph | Width of | | | | | Bike Lane Mark (Y/N) | Cross Sec. (C/S) | Buff. Width (BW) (ft) | Tree Spcg- in Buffer (ft/ctr) | % with Sidewalk | Swalk Width (Ws) (ft) | Road Profile Cond (1,2,3) | Bicycle LOS | | Pedestrian LOS | | Comments | Photo # |
|--------|-----|-------------|---------------------|---------------------------|---------------------------|-----------------------------|--------------------|-----------|-----|--------|---------------------|--|------------------------|------------------------|-------------------------|---------------------------|---------------------------|-------------------------------|------------------------|--------------------------------|---|--------------------|--------------------------------|------------------------------------|-----------------|-----------------|-------------------|-----------------|--------------------------------|-----------|
| | | | | | | | | Th | Con | | | | W ₁ (ft) | W ₂ (ft) | W _{ps} (ft) | PC ₁ (1..5) | PC ₂ (1..5) | | | | | | | | Score (0..7) | Grade (A..F) | Value (0..7) | Grade (A..F) | | |
| | | | | | | | | # | | | | | | | | | | | | | | | | | | | | | | |
| 165 | a | Hokes Bluff | Rocky Ford Road | Centre Road | 0.52 mi E of Main St | 0.52 | | 2 | U | 720 | 2 | 35 | 9.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.60 | B | 3.12 | C | | 80 |
| 165 | b | Hokes Bluff | Rocky Ford Road | Centre Road | 0.52 mi E of Main St | 0.52 | | 2 | U | 720 | 2 | 35 | 9.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.60 | B | 3.12 | C | | 80 |
| 166 | a | Hokes Bluff | Rocky Ford Road | 0.16 mi W of Beasley Road | Reeves Road | 0.62 | | 2 | U | 813 | 2 | 35 | 9.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 1.74 | B | 3.15 | C | | 80 |
| 166 | b | Hokes Bluff | Rocky Ford Road | 0.16 mi W of Beasley Road | Reeves Road | 0.62 | | 2 | U | 813 | 2 | 35 | 9.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 1.74 | B | 3.15 | C | | 80 |
| 167 | a | Hokes Bluff | Rocky Ford Road | 0.07 mi W of Turner Road | 0.16 mi W of Beasley Road | 0.42 | | 2 | U | 730 | 2 | 35 | 9.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.66 | B | 3.13 | C | | 80 |
| 167.0 | b | Hokes Bluff | Rocky Ford Road | 0.07 mi W of Turner Road | 0.16 mi W of Beasley Road | 0.42 | | 2 | U | 730 | 2 | 35 | 9.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.66 | B | 3.13 | C | | 80 |
| 168.0 | a | Gadsden | S 11th St | Chestnut St | Forrest Ave | 0.27 | | 2 | U | 4,150 | 2 | 25 | 17.5 | 0.0 | 0.0 | 4.0 | - | N | C | 6.0 | 100 | 100 | 5.0 | 1 | 2.30 | B | 1.97 | B | | D18 |
| 168.0 | b | Gadsden | S 11th St | Chestnut St | Forrest Ave | 0.27 | | 2 | U | 4,150 | 2 | 25 | 17.5 | 0.0 | 0.0 | 4.0 | - | N | C | 6.0 | 100 | 100 | 5.0 | 1 | 2.30 | B | 1.97 | B | | D18 |
| 169.0 | X a | Gadsden | S 11th St | Central Ave | Black Creek Parkway | 1.04 | E | 2 | U | 4,925 | 2 | 25 | 12.5 | 0.0 | 0.0 | 3.5 | - | N | C | 50.0 | 0 | 20 | 5.0 | 1 | 3.30 | C | 3.31 | C | | C67-68 |
| 169.0 | X b | Gadsden | S 11th St | Central Ave | Black Creek Parkway | 1.04 | W | 2 | U | 4,925 | 2 | 25 | 12.5 | 0.0 | 0.0 | 3.5 | - | N | C | 5.0 | 0 | 50 | 4.0 | 1 | 3.30 | C | 3.13 | C | | |
| 169.1 | X a | Gadsden | S 11th St | Black Creek Parkway | Eastside Drive | 0.51 | E | 2 | U | 4,925 | 2 | 25 | 13.0 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 25 | 5.0 | 1 | 3.24 | C | 3.44 | C | | C70 |
| 169.1 | X b | Gadsden | S 11th St | Black Creek Parkway | Eastside Drive | 0.51 | W | 2 | U | 4,925 | 2 | 25 | 13.0 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 3.24 | C | 3.75 | D | | |
| 169.2 | X a | Gadsden | S11th St | Eastside Drive | Randall | 0.53 | | 2 | U | 4,925 | 2 | 25 | 11.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.42 | C | 3.89 | D | | C69 |
| 169.2 | X b | Gadsden | S11th St | Eastside Drive | Randall | 0.53 | | 2 | U | 4,925 | 2 | 25 | 11.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.42 | C | 3.89 | D | | C69 |
| 170.0 | a | Gadsden | S 11th St | Walnut St | Chestnut St | 0.18 | | 2 | U | 5,663 | 2 | 25 | 17.5 | 0.0 | 0.0 | 4.5 | - | N | C | 6.0 | 100 | 100 | 5.0 | 1 | 2.38 | B | 2.15 | B | | D15,16 |
| 170.0 | b | Gadsden | S 11th St | Walnut St | Chestnut St | 0.18 | | 2 | U | 5,663 | 2 | 25 | 17.5 | 0.0 | 0.0 | 4.5 | - | N | C | 6.0 | 100 | 100 | 5.0 | 1 | 2.38 | B | 2.15 | B | | D15,16 |
| 171.0 | a | Gadsden | S 11th St | Randall St | Walnut St | 0.44 | | 2 | U | 49 | 2 | 25 | 11.5 | 0.0 | 0.0 | 4.0 | - | N | C | 3.5 | 0 | 100 | 5.0 | 1 | 0.00 | A | 1.86 | B | | D13,14 |
| 171.0 | b | Gadsden | S 11th St | Randall St | Walnut St | 0.44 | | 2 | U | 49 | 2 | 25 | 11.5 | 0.0 | 0.0 | 4.0 | - | N | C | 3.5 | 0 | 100 | 5.0 | 1 | 0.00 | A | 1.86 | B | | D13,14 |
| 172.0 | a | Gadsden | S 12th St | Walnut St | Forrest Ave | 0.5 | | 2 | U | 9,590 | 2 | 25 | 10.5 | 0.0 | 0.0 | 4.0 | - | N | C | 4.5 | 0 | 100 | 5.0 | 1 | 3.82 | D | 3.00 | C | | C88,89 |
| 172.0 | b | Gadsden | S 12th St | Walnut St | Forrest Ave | 0.5 | | 2 | U | 9,590 | 2 | 25 | 10.5 | 0.0 | 0.0 | 4.0 | - | N | C | 4.5 | 0 | 100 | 5.0 | 1 | 3.82 | D | 3.00 | C | | C88,89 |
| 173.0 | X a | Gadsden | S 1st St | S 3rd St | Walnut st. | 0.31 | N | 2 | U | 4,480 | 2 | 25 | 13.0 | 0.0 | 0.0 | 3.5 | - | N | C | 4.0 | 0 | 100 | 5.0 | 1 | 3.18 | C | 2.32 | B | | D25,26 |
| 173.0 | X b | Gadsden | S 1st St | S 3rd St | Walnut St. | 0.31 | S | 2 | U | 4,480 | 2 | 25 | 13.0 | 0.0 | 0.0 | 3.5 | - | N | C | 4.0 | 100 | 90 | 5.0 | 1 | 3.18 | C | 2.38 | B | | |
| 173.1 | X a | Gadsden | S 1st St | Walnut St | Chestnut | 0.11 | N | 2 | U | 4,480 | 2 | 25 | 15.0 | 0.0 | 0.0 | 4.0 | - | N | C | 20.0 | 0 | 100 | 8.0 | 1 | 3.27 | C | 1.40 | A | Angled parking (NB) | D27 |
| 173.1 | X b | Gadsden | S 1st St | Walnut St | Chestnut | 0.11 | S | 2 | U | 4,480 | 2 | 25 | 15.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 2.75 | C | 3.51 | D | | D28 |
| 173.2 | X a | Gadsden | S 1st St | Chestnut Street | Locust Street | 0.15 | | 2 | U | 4,480 | 2 | 25 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 3.5 | 0 | 100 | 5.0 | 1 | 3.16 | C | 2.37 | B | | D29 |
| 173.2 | X b | Gadsden | S 1st St | Chestnut Street | Locust Street | 0.15 | | 2 | U | 4,480 | 2 | 25 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 3.5 | 0 | 100 | 5.0 | 1 | 3.16 | C | 2.37 | B | | D29 |
| 174.0 | X a | Gadsden | S 24th St | Forrest Ave | Meighan Blvd | 0.26 | | 2 | U | 910 | 2 | 25 | 17.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 100 | 9.5 | 1 | 0.00 | A | 1.68 | B | | C42,44,45 |
| 174.0 | X b | Gadsden | S 24th St | Forrest Ave | Meighan Blvd | 0.26 | | 2 | U | 910 | 2 | 25 | 17.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 100 | 9.5 | 1 | 0.00 | A | 1.68 | B | | C42,44,45 |
| 174.1 | X a | Gadsden | S 24th St. | Chestnut | Forrest Ave. | 0.27 | | 2 | U | 910 | 2 | 25 | 12.5 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 0.68 | A | 2.60 | C | No centerline stripe | C43 |
| 174.1 | X b | Gadsden | S 24th St. | Chestnut | Forrest Ave. | 0.27 | | 2 | U | 910 | 2 | 25 | 12.5 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 0.68 | A | 2.60 | C | No centerline stripe | C43 |
| 175.0 | a | Gadsden | S 3rd St | S 1st St | Walnut St | 0.36 | | 2 | U | 7,310 | 2 | 25 | 12.0 | 0.0 | 0.0 | 3.5 | - | N | C | 3.0 | 100 | 100 | 4.0 | 1 | 3.61 | D | 2.75 | C | | D88,89 |
| 175.0 | b | Gadsden | S 3rd St | S 1st St | Walnut St | 0.36 | | 2 | U | 7,310 | 2 | 25 | 12.0 | 0.0 | 0.0 | 3.5 | - | N | C | 3.0 | 100 | 100 | 4.0 | 1 | 3.61 | D | 2.75 | C | | D88,89 |
| 176.0 | a | Gadsden | S 3rd St | S Albert Rains Blvd | S 1st St | 0.39 | N | 2 | U | 13,380 | 3 | 25 | 14.0 | 0.0 | 0.0 | 3.5 | - | N | C | 4.0 | 0 | 50 | 5.0 | 1 | 3.89 | D | 4.01 | D | | D90,91 |
| 176.0 | b | Gadsden | S 3rd St | S Albert Rains Blvd | S 1st St | 0.39 | S | 2 | U | 13,380 | 3 | 25 | 14.0 | 0.0 | 0.0 | 3.5 | - | N | C | 4.0 | 0 | 100 | 5.0 | 1 | 3.89 | D | 3.36 | C | | D90,91 |
| 177.0 | a | Gadsden | S 3rd St | Walnut St | Broad St | 0.18 | N | 2 | U | 4,520 | 2 | 25 | 19.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 100 | 12.0 | 1 | 2.07 | B | 1.91 | B | 4 parking spaces SB unoccupied | |
| 177.0 | b | Gadsden | S 3rd St | Walnut St | Broad St | 0.18 | N | 2 | U | 4,520 | 2 | 25 | 19.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 100 | 12.0 | 1 | 2.07 | B | 1.91 | B | 4 parking spaces SB unoccupied | |
| 178.0 | X a | Gadsden | S 4th St | Rainbow Dr | Moragne St. | 0.4 | | 2 | U | 7,190 | 2 | 35 | 13.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 3.63 | D | 4.25 | D | | D74 |
| 178.0 | X b | Gadsden | S 4th St | Rainbow Dr | Moragne St. | 0.4 | | 2 | U | 7,190 | 2 | 35 | 13.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 3.63 | D | 4.25 | D | | D74 |
| 178.1 | X a | Gadsden | S 4th St | Maragne St. | Walnut St. | 0.56 | N | 2 | U | 7,190 | 2 | 35 | 16.0 | 0.0 | 0.0 | 4.0 | - | N | D | 5.0 | 100 | 100 | 5.0 | 1 | 3.20 | C | 2.65 | C | | D75,76 |
| 178.1 | X b | Gadsden | S 4th St | Maragne St. | Walnut St. | 0.56 | N | 2 | U | 7,190 | 2 | 35 | 16.0 | 0.0 | 0.0 | 4.0 | - | N | D | 5.0 | 100 | 100 | 5.0 | 1 | 3.20 | C | 2.65 | C | | D75,76 |
| 179.0 | a | Gadsden | S 4th St | Walnut St | Broad St | 0.18 | N | 2 | U | 9,870 | 2 | 25 | 19.0 | 7.0 | 0.0 | 4.0 | 4.0 | N | C | 0.0 | 100 | 100 | 12.0 | 1 | 2.31 | B | 2.18 | B | Parallel parking | D77,78 |
| 179.0 | b | Gadsden | S 4th St | Walnut St | Broad St | 0.18 | S | 2 | U | 9,870 | 2 | 25 | 19.0 | 7.0 | 0.0 | 4.0 | 4.0 | N | C | 0.0 | 0 | 100 | 12.0 | 1 | 2.31 | B | 2.18 | B | | |
| 180.0 | X a | Gadsden | S 6th St | Walnut St | Chestnut St | 0.17 | N | 2 | U | 6,680 | 2 | 25 | 20.0 | 0.0 | 0.0 | 3.5 | - | N | C | 6.5 | 0 | 100 | 6.0 | 1 | 2.28 | B | 2.25 | B | | C82,83 |
| 180.0 | X b | Gadsden | S 6th St | Walnut St | Chestnut St | 0.17 | S | 2 | U | 6,680 | 2 | 25 | 20.0 | 0.0 | 0.0 | 3.5 | - | N | C | 6.5 | 0 | 100 | 6.0 | 1 | 2.28 | B | 2.25 | B | | C82,83 |
| 180.1 | X a | Gadsden | S 6th St | Chestnut St | Broad St | 0.06 | N | 2 | U | 6,680 | 2 | 25 | 20.0 | 8.0 | 0.0 | 3.5 | 3.5 | N | C | 0.0 | 0 | 100 | 12.0 | 1 | 3.00 | C | 1.52 | B | | C84 |
| 180.1 | X b | Gadsden | S 6th St | Chestnut St | Broad St | 0.06 | S | 2 | U | 6,680 | 2 | 25 | 20.0 | 8.0 | 0.0 | 3.5 | 3.5 | N | C | 0.0 | 0 | 100 | 12.0 | 1 | 3.00 | C | 1.52 | B | | |
| 181.0 | X a | Gadsden | S 7th St | Chestnut St | Broad St | 0.07 | S | 2 | U | 6,000 | 2 | 25 | 17.5 | 6.5 | 0.0 | 3.5 | 3.5 | N | C | 0.0 | 0 | 100 | 5.0 | 1 | 2.19 | B | 2.09 | B | parallel parking | D61 |
| 181.0 | X b | Gadsden | S 7th St | Chestnut St | Broad St | 0.07 | N | 2 | U | 6,000 | 2 | 25 | 16.5 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 100 | 5.0 | 1 | 2.85 | C | 2.52 | C | | D61 |
| 181.1 | X a | Gadsden | S 7th St | Walnut St | Chestnut | 0.18 | S | 2 | U | 6,000 | 2 | 25 | 18.0 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 100 | 5.0 | 1 | 2.59 | C | 2.47 | B | | D59,60 |
| 181.1 | X b | Gadsden | S 7th St | Walnut St | Chestnut | 0.18 | N | 2 | U | 6,000 | 2 | 25 | 18.0 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 2.59 | C | 3.47 | C | | D59,60 |
| 182.0 | X a | Gadsden | S Albert Rains Blvd | I-759 | Mall Entrance | 0.28 | N | 4 | D | 22,556 | 5 | 50 | 11.5 | 0.0 | 0.0 | 4.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 5.10 | E | 5.40 | E | | E12 |
| 182.0 | X b | Gadsden | S Albert Rains Blvd | I | | | | | | | | | | | | | | | | | | | | | | | | | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan Level of Service Results



| Seg_ID | | Town | Road Name | From | To | Length (mi) | Dir. of Sur. | Lanes (L) | | ADT | Tks. (HV) | Post. Spd. (SP ₈₅) mph | Width of Pavement | | | | | Bike Lane Mark (Y/N) | Cross Sec. (C/S) | Buff. Width (BW) (ft) | Tree Spcg. in Buffer (ft/ctr) | % with Sidewalk | Swalk Width (Ws) (ft) | Road Profile Cond (1,2,3) | Bicycle LOS | | Pedestrian LOS | | Comments | Photo # |
|--------|-----|------------------|---------------------|----------------------|----------------------|-------------|--------------|-----------|-----|--------|-----------|------------------------------------|---------------------|---------------------|----------------------|------------------------|------------------------|----------------------|------------------|-----------------------|-------------------------------|-----------------|-----------------------|---------------------------|--------------|--------------|----------------|--------------|---|---------|
| | | | | | | | | Th | Con | | | | W ₁ (ft) | W ₂ (ft) | W _{ps} (ft) | PC ₁ (1..5) | PC ₂ (1..5) | | | | | | | | Score (0..7) | Grade (A..F) | Value (0..7) | Grade (A..F) | | |
| | | | | | | | | # | | | | | | | | | | | | | | | | | | | | | | |
| 182.2 | X a | Gadsden | S Albert Rains Blvd | 3rd St | Meighan Blvd | 1.08 | N | 4 | D | 22,556 | 4 | 40 | 20.0 | 8.0 | 0.0 | 4.5 | 4.5 | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 1.38 | A | 4.35 | D | intermittent 8' shoulder SB | D92-94 |
| 182.2 | X b | Gadsden | S Albert Rains Blvd | 3rd St | Meighan Blvd | 1.08 | S | 4 | D | 22,556 | 4 | 40 | 12.0 | 0.0 | 0.0 | 4.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 4.58 | E | 4.99 | E | intermittent 8' shoulder SB | D92-94 |
| 183.0 | a | Gadsden | Sand Valley Road | US Hwy 431 | Brans Chapel Road | 1.86 | | 2 | U | 500 | 2 | 35 | 11.0 | 0.0 | 0.0 | 30.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.41 | A | 2.88 | C | | 13 |
| 183.0 | b | Gadsden | Sand Valley Road | US Hwy 431 | Brans Chapel Road | 1.86 | | 2 | U | 500 | 2 | 35 | 11.0 | 0.0 | 0.0 | 30.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.41 | A | 2.88 | C | | 13 |
| 184.0 | a | Mountainboro | Sand Valley Road | Cox Gap Road | Horton Gap Road | 4.77 | | 2 | U | 500 | 2 | 35 | 9.0 | 0.0 | 0.0 | 2.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.23 | B | 3.13 | C | | 16 |
| 184.0 | b | Mountainboro | Sand Valley Road | Cox Gap Road | Horton Gap Road | 4.77 | | 2 | U | 500 | 2 | 35 | 9.0 | 0.0 | 0.0 | 2.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.23 | B | 3.13 | C | | 16 |
| 185.0 | a | Wills Valley | Sand Valley Road | Brans Chapel Road | Cox Gap Road | 2.37 | | 2 | U | 500 | 2 | 35 | 9.0 | 0.0 | 0.0 | 2.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.23 | B | 3.13 | C | | 14 |
| 185.0 | b | Wills Valley | Sand Valley Road | Brans Chapel Road | Cox Gap Road | 2.37 | | 2 | U | 500 | 2 | 35 | 9.0 | 0.0 | 0.0 | 2.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.23 | B | 3.13 | C | | 14 |
| 186.0 | a | Lookout Mountain | Scenic Hwy | McNaron Dr | Mt Pisgah Road | 5.19 | | 2 | U | 670 | 2 | 25 | 10.0 | 0.0 | 0.0 | 5.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.02 | A | 2.81 | C | Unpaved/Appears to be under some type of construction | 32 |
| 186.0 | b | Lookout Mountain | Scenic Hwy | McNaron Dr | Mt Pisgah Road | 5.19 | | 2 | U | 670 | 2 | 25 | 10.0 | 0.0 | 0.0 | 5.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.02 | A | 2.81 | C | Unpaved/Appears to be under some type of construction | 32 |
| 187.0 | a | Gadsden | State Hwy 77 | 9th St SW | US Hwy 278 W | 1.34 | | 2 | U | 10,230 | 10 | 50 | 12.0 | 0.0 | 0.0 | 4.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 6.69 | F | 5.22 | E | rumble strips (28') | 3 |
| 187.0 | b | Gadsden | State Hwy 77 | 9th St SW | US Hwy 278 W | 1.34 | | 2 | U | 10,230 | 10 | 50 | 12.0 | 0.0 | 0.0 | 4.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 6.69 | F | 5.22 | E | rumble strips (28') | 3 |
| 188.0 | X a | Southside | State Hwy 77 | Bridge (over water) | Bridge (over water) | 0.44 | | 2 | U | 9,620 | 7 | 55 | 22.5 | 11.0 | 0.0 | 5.0 | 5.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.73 | A | 4.59 | E | | B48,49 |
| 188.0 | X b | Southside | State Hwy 77 | Bridge (over water) | Bridge (over water) | 0.44 | | 2 | U | 9,620 | 7 | 55 | 22.5 | 11.0 | 0.0 | 5.0 | 5.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.73 | A | 4.59 | E | | B48,49 |
| 188.1 | X a | Southside | State Hwy 77 | Bridge end | Green Valley Rd. | 1.8 | | 2 | U | 9,620 | 7 | 55 | 14.0 | 2.5 | 0.0 | 5.0 | 5.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.98 | E | 5.16 | E | has a climbing lane on SB | B50 |
| 188.1 | X b | Southside | State Hwy 77 | Bridge end | Green Valley Rd. | 1.8 | | 2 | U | 9,620 | 7 | 55 | 14.0 | 2.5 | 0.0 | 5.0 | 5.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.98 | E | 5.16 | E | has a climbing lane on SB | B50 |
| 189.0 | a | Southside | State Hwy 77 | Bridge end | the 3rd County line | 0.81 | | 2 | U | 7,510 | 7 | 55 | 14.0 | 25.0 | 0.0 | 5.0 | 5.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.00 | A | 4.92 | E | has a climbing lane on both sides uphill | |
| 189.0 | b | Southside | State Hwy 77 | Bridge end | the 3rd County line | 0.81 | | 2 | U | 7,510 | 7 | 55 | 14.0 | 2.5 | 0.0 | 5.0 | 5.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.86 | E | 4.92 | E | has a climbing lane on both sides uphill | |
| 190.0 | a | Southside | State Hwy 77 | Green Valley Road | Hood Road | 1.16 | | 2 | U | 10,370 | 8 | 45 | 14.0 | 2.5 | 0.0 | 5.0 | 5.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.12 | E | 4.85 | E | | B51 |
| 190.0 | b | Southside | State Hwy 77 | Green Valley Road | Hood Road | 1.16 | | 2 | U | 10,370 | 8 | 45 | 14.0 | 2.5 | 0.0 | 5.0 | 5.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.12 | E | 4.85 | E | | B51 |
| 191.0 | a | Rainbow City | Steele Station Road | County line | Pleasant Valley Road | 3.03 | | 2 | U | 510 | 2 | 35 | 12.0 | 1.5 | 0.0 | 5.0 | 5.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.87 | A | 2.94 | C | | B22 |
| 191.0 | b | Rainbow City | Steele Station Road | County line | Pleasant Valley Road | 3.03 | | 2 | U | 510 | 2 | 35 | 12.0 | 1.5 | 0.0 | 5.0 | 5.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.87 | A | 2.94 | C | | B22 |
| 192.0 | a | Rainbow City | Steele Station Road | Pleasant Valley Road | Pine View Drive | 0.78 | | 2 | U | 2,117 | 4 | 45 | 10.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.14 | C | 3.81 | D | | B27 |
| 192.0 | b | Rainbow City | Steele Station Road | Pleasant Valley Road | Pine View Drive | 0.78 | | 2 | U | 2,117 | 4 | 45 | 10.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.14 | C | 3.81 | D | | B27 |
| 193.0 | X a | Gadsden | Steele Station Road | Pine View Drive | Westminster Drive | 2.71 | | 2 | U | 2,117 | 4 | 45 | 10.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.14 | C | 3.81 | D | | |
| 193.0 | X b | Gadsden | Steele Station Road | Pine View Drive | Westminster Drive | 2.71 | | 2 | U | 2,117 | 4 | 45 | 10.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.14 | C | 3.81 | D | | |
| 193.1 | X a | Gadsden | Steele Station Road | Westminster Dr. | Natco | 0.61 | | 2 | U | 2,117 | 2 | 35 | 10.0 | 0.0 | 0.0 | 3.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.96 | C | 3.49 | C | | B28 |
| 193.1 | X b | Gadsden | Steele Station Road | Westminster Dr. | Natco | 0.61 | | 2 | U | 2,117 | 2 | 35 | 10.0 | 0.0 | 0.0 | 3.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.96 | C | 3.49 | C | | B28 |
| 194.0 | a | Gadsden | Steele Station Road | Natco Dr | Sutton Bridge Road | 1.13 | | 2 | U | 9,620 | 2 | 35 | 10.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.16 | D | 4.80 | E | Centerline stripe faded | D1 |
| 194.0 | b | Gadsden | Steele Station Road | Natco Dr | Sutton Bridge Road | 1.13 | | 2 | U | 9,620 | 2 | 35 | 10.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.16 | D | 4.80 | E | Centerline stripe faded | D1 |
| 195.0 | a | Rainbow City | Sutton Bridge Road | I-759 | Rainbow Dr | 2.53 | | 2 | U | 6,500 | 8 | 35 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.41 | E | 4.36 | D | | D2 |
| 195.0 | b | Rainbow City | Sutton Bridge Road | I-759 | Rainbow Dr | 2.53 | | 2 | U | 6,500 | 8 | 35 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.41 | E | 4.36 | D | | D2 |
| 196.0 | a | Gadsden | Tabor Road | Noccalula Road | Unnamed Road | 2.34 | | 2 | U | 2,830 | 3 | 40 | 10.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.14 | C | 3.82 | D | speed drops to 35 mph inside city limits (Church Rd.), centerline faded | 39 |
| 196.0 | b | Gadsden | Tabor Road | Noccalula Road | Unnamed Road | 2.34 | | 2 | U | 2,830 | 3 | 40 | 10.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.14 | C | 3.82 | D | speed drops to 35 mph inside city limits (Church Rd.), centerline faded | 39 |
| 197.0 | a | Lookout Mountain | Tabor Road | Unnamed Road | Gladden Lane | 2.48 | | 2 | U | 2,830 | 4 | 45 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.30 | C | 3.94 | D | | 38 |
| 197.0 | b | Lookout Mountain | Tabor Road | Unnamed Road | Gladden Lane | 2.48 | | 2 | U | 2,830 | 4 | 45 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.30 | C | 3.94 | D | | 38 |
| 198.0 | a | Lookout Mountain | Tabor Road | Winningham Dr | Alverson Road | 4.26 | | 2 | U | 550 | 3 | 45 | 11.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.82 | A | 3.16 | C | | 37 |
| 198.0 | b | Lookout Mountain | Tabor Road | Winningham Dr | Alverson Road | 4.26 | | 2 | U | 550 | 3 | 45 | 11.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.82 | A | 3.16 | C | | 37 |
| 199.0 | X a | Gadsden | Tidmore Bend Road | Ewing Ave | 0.3 W of Deillah | 0.35 | | 2 | U | 6,920 | 2 | 35 | 10.0 | 0.0 | 0.0 | 3.5 | - | N | S | 5.0 | 0 | 100 | 4.0 | 3 | 4.11 | D | 3.03 | C | SW EB only | 70,71 |
| 199.0 | X b | Gadsden | Tidmore Bend Road | Ewing Ave | 0.3 W of Deillah | 0.35 | | 2 | U | 6,920 | 2 | 35 | 10.0 | 0.0 | 0.0 | 3.5 | - | N | S | 5.0 | 0 | 100 | 4.0 | 3 | 4.11 | D | 3.03 | C | SW EB only | 70,71 |
| 199.1 | X a | Gadsden | Tidmore Bend Road | 0.3 W of Deillah | Deillah St | 0.3 | | 2 | U | 6,920 | 2 | 35 | 10.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.11 | D | 4.54 | E | No SW | 72 |
| 199.1 | X b | Gadsden | Tidmore Bend Road | 0.3 W of Deillah | Deillah St | 0.3 | | 2 | U | 6,920 | 2 | 35 | 10.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.11 | D | 4.54 | E | No SW | 72 |
| 200.0 | a | Gadsden | Tidmore Bend Road | Deillah St | Hooks Lake Road | 0.36 | | 2 | U | 813 | 2 | 35 | 10.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.74 | B | 3.09 | C | | 73 |
| 200.0 | b | Gadsden | Tidmore Bend Road | Deillah St | Hooks Lake Road | 0.36 | | 2 | U | 813 | 2 | 35 | 10.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.74 | B | 3.09 | C | | 73 |
| 201.0 | a | Turkeytown | Tidmore Bend Road | Hooks Lake Road | Anderson Road | 1.4 | | 2 | U | 4,440 | 2 | 35 | 10.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.80 | D | 4.24 | D | | 74 |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan Level of Service Results



| Seg_ID | | Town | Road Name | From | To | Length (Ls) (mi) | Dir. of Sur. | Lanes (L) | | ADT | Tks. (HV) (%) | Post. Spd. (SP ₈₅) mph | Width of Pavement | | | | | Bike Lane Mark (Y/N) | Cross Sec. (C/S) | Buff. Width (BW) (ft) | Tree Spcg. in Buffer (ft/ctr) | % with Sidewalk | Swalk Width (Ws) (ft) | Road Profile Cond (1,2,3) | Bicycle LOS | | Pedestrian LOS | | Comments | Photo # |
|--------|-----|--------------|------------------|-------------------------|----------------------|------------------|--------------|-----------|-----|--------|---------------|------------------------------------|---------------------|---------------------|----------------------|------------------------|------------------------|----------------------|------------------|-----------------------|-------------------------------|-----------------|-----------------------|---------------------------|---------------|---------------|----------------|---------------|---|---------|
| | | | | | | | | Th | Con | | | | W ₁ (ft) | W ₂ (ft) | W _{ps} (ft) | PC ₁ (1..5) | PC ₂ (1..5) | | | | | | | | Score (0...7) | Grade (A...F) | Value (0...7) | Grade (A...F) | | |
| | | | | | | | | # | | | | | | | | | | | | | | | | | | | | | | |
| 205.1 | X a | Gadsden | Tuscaloosa Ave | N 11th Street | Henry St | 0.48 | | 2 | U | 813 | 2 | 25 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 4.0 | 20 | 100 | 4.0 | 1 | 0.62 | A | 1.52 | B | | D37,38 |
| 205.1 | X b | Gadsden | Tuscaloosa Ave | N 11th Street | Henry St | 0.48 | | 2 | U | 813 | 2 | 25 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 4.0 | 20 | 100 | 4.0 | 1 | 0.62 | A | 1.52 | B | | D37,38 |
| 205.2 | X a | Gadsden | Tuscaloosa Ave | Henry St | N 6th St | 0.18 | | 2 | U | 813 | 2 | 25 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 100 | 4.5 | 1 | 1.33 | A | 2.19 | B | | D35,36 |
| 205.2 | X b | Gadsden | Tuscaloosa Ave | Henry St | N 6th St | 0.18 | | 2 | U | 813 | 2 | 25 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 100 | 4.5 | 1 | 1.33 | A | 2.19 | B | | D35,36 |
| 206.0 | a | Gadsden | Tuscaloosa Ave | N 6th St | N 3rd St | 0.52 | W | 2 | U | 813 | 2 | 25 | 12.5 | 0.0 | 0.0 | 4.0 | - | N | C | 8.0 | 0 | 50 | 5.0 | 1 | 0.42 | A | 2.18 | B | | D33,34 |
| 206.0 | b | Gadsden | Tuscaloosa Ave | N 6th St | N 3rd St | 0.52 | E | 2 | U | 813 | 2 | 25 | 12.5 | 0.0 | 0.0 | 4.0 | - | N | C | 8.0 | 0 | 50 | 5.0 | 1 | 0.42 | A | 2.18 | B | | D33,34 |
| 207.0 | a | Attalla | US Hwy 11 | Clanton St SW | Unnamed Road | 1.11 | | 2 | U | 3,370 | 5 | 55 | 13.0 | 1.0 | 0.0 | 4.5 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.87 | D | 4.43 | D | actual pavement 28' but consistent debris | |
| 207.0 | b | Attalla | US Hwy 11 | Clanton St SW | Unnamed Road | 1.11 | | 2 | U | 3,370 | 5 | 55 | 13.0 | 1.0 | 0.0 | 4.5 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.87 | D | 4.43 | D | actual pavement 28' but consistent debris | |
| 208.0 | a | Gadsden | US Hwy 11 | the County line | Center Road | 1.2 | | 2 | U | 1,792 | 5 | 55 | 13.0 | 1.0 | 0.0 | 4.5 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.38 | B | 3.89 | D | actual pavement 28' but consistent debris | B2 |
| 208.0 | b | Gadsden | US Hwy 11 | the County line | Center Road | 1.2 | | 2 | U | 1,792 | 5 | 55 | 13.0 | 1.0 | 0.0 | 4.5 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.38 | B | 3.89 | D | actual pavement 28' but consistent debris | B2 |
| 209.0 | a | Gadsden | US Hwy 11 | Center Road | Clanton St SW | 1.03 | | 2 | U | 1,674 | 5 | 55 | 11.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.62 | C | 3.90 | D | actual pavement 28' but consistent debris | B3 |
| 209.0 | b | Gadsden | US Hwy 11 | Center Road | Clanton St SW | 1.03 | | 2 | U | 1,674 | 5 | 55 | 11.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.62 | C | 3.90 | D | actual pavement 28' but consistent debris | B3 |
| 210.0 | a | Wills Valley | US Hwy 11 | I-59 | Keener Gap Road | 2.81 | | 2 | U | 2,127 | 5 | 55 | 11.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.09 | C | 4.04 | D | | 31 |
| 210.0 | b | Wills Valley | US Hwy 11 | I-59 | Keener Gap Road | 2.81 | | 2 | U | 2,127 | 5 | 55 | 11.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.09 | C | 4.04 | D | | 31 |
| 211.0 | a | Hokes Bluff | US Hwy 278 E | McCaffery Ave | Lonesome Bend Road | 1.16 | | 4 | D | 14,990 | 4 | 55 | 11.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.78 | E | 5.16 | E | | 51 |
| 211.0 | b | Hokes Bluff | US Hwy 278 E | McCaffery Ave | Lonesome Bend Road | 1.16 | | 4 | D | 14,990 | 4 | 55 | 11.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.78 | E | 5.16 | E | | 51 |
| 212.0 | a | Hokes Bluff | Old US Hwy 278 E | Unnamed Road (Dead End) | Oakwood Dr | 2.96 | | 2 | U | 813 | 4 | 50 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.49 | A | 3.48 | C | | 62 |
| 212.0 | b | Hokes Bluff | Old US Hwy 278 E | Unnamed Road (Dead End) | Oakwood Dr | 2.96 | | 2 | U | 813 | 4 | 50 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.49 | A | 3.48 | C | | 62 |
| 213.0 | a | Hokes Bluff | US Hwy 278 E | Lonesome Bend Road | McLain St S | 2.57 | | 4 | D | 11,600 | 4 | 65 | 11.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 4.76 | E | 5.43 | E | unpaved 8' shoulder pave con 2 EB 7'WB | 52 |
| 213.0 | b | Hokes Bluff | US Hwy 278 E | Lonesome Bend Road | McLain St S | 2.57 | | 4 | D | 11,600 | 4 | 65 | 11.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 4.76 | E | 5.43 | E | unpaved 8' shoulder pave con 2 EB 7'WB | 52 |
| 214.0 | a | Hokes Bluff | US Hwy 278 E | Shields Road | Tomcat Road | 4.08 | | 2 | U | 4,260 | 5 | 55 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.74 | E | 4.82 | E | | 56 |
| 214.0 | b | Hokes Bluff | US Hwy 278 E | Shields Road | Tomcat Road | 4.08 | | 2 | U | 4,260 | 5 | 55 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.74 | E | 4.82 | E | | 56 |
| 215.0 | a | Hokes Bluff | US Hwy 278 E | Handley St | Posey Road | 0.75 | | 2 | U | 5,970 | 4 | 50 | 15.0 | 4.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.45 | C | 4.43 | D | | 54 |
| 215.0 | b | Hokes Bluff | US Hwy 278 E | Handley St | Posey Road | 0.75 | | 2 | U | 5,970 | 4 | 50 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.65 | E | 4.81 | E | | 54 |
| 216.0 | a | Hokes Bluff | US Hwy 278 E | Posey Road | Shields Road | 0.61 | | 2 | U | 4,970 | 5 | 55 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.91 | E | 4.90 | E | | 55 |
| 216.0 | b | Hokes Bluff | US Hwy 278 E | Posey Road | Shields Road | 0.61 | | 2 | U | 4,970 | 5 | 55 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.91 | E | 4.90 | E | | 55 |
| 217.0 | a | Hokes Bluff | US Hwy 278 E | Tomcat Road | County line | 1.54 | | 2 | U | 3,550 | 5 | 55 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.30 | D | 4.62 | E | | 57 |
| 217.0 | b | Hokes Bluff | US Hwy 278 E | Tomcat Road | County line | 1.54 | | 2 | U | 3,550 | 5 | 55 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.30 | D | 4.62 | E | | 57 |
| 218.0 | X a | Hokes Bluff | US Hwy 278 E | McLain St N | Alford Bend Road | 1.36 | | 4 | D | 12,210 | 4 | 55 | 11.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 4.67 | E | 4.99 | E | unpaved 7' shoulder pavecon 2 | 53 |
| 218.0 | X b | Hokes Bluff | US Hwy 278 E | McLain St N | Alford Bend Road | 1.36 | | 4 | D | 12,210 | 4 | 55 | 11.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 4.67 | E | 4.99 | E | unpaved 7' shoulder pavecon 2 | 53 |
| 218.1 | X a | Hokes Bluff | US Hwy 278 | Alford Bend Road | Handley St | 0.5 | | 2 | U | 12,210 | 4 | 50 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.01 | E | 5.56 | F | | |
| 218.1 | X b | Hokes Bluff | US Hwy 278 | Alford Bend Road | Handley St | 0.5 | | 2 | U | 12,210 | 4 | 50 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.01 | E | 5.56 | F | | |
| 219.0 | a | Gadsden | US Hwy 278 W | State Hwy 179 | Ivatee Cutoff Road | 2.29 | | 3 | U | 6,993 | 7 | 55 | 12.0 | 0.0 | 0.0 | 40.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.83 | E | 4.63 | E | WB-2 lanes EB-1 lane 2' shoulder EB only | 1 |
| 219.0 | b | Gadsden | US Hwy 278 W | State Hwy 179 | Ivatee Cutoff Road | 2.29 | | 3 | U | 6,993 | 7 | 55 | 12.0 | 0.0 | 0.0 | 40.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.83 | E | 4.63 | E | WB-2 lanes EB-1 lane 2' shoulder EB only | 1 |
| 220.0 | a | Gadsden | US Hwy 278 W | State Hwy 77 | US Hwy 431 | 0.51 | | 2 | U | 6,461 | 7 | 55 | 14.0 | 2.0 | 0.0 | 4.0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.01 | E | 4.79 | E | | 25 |
| 220.0 | b | Gadsden | US Hwy 278 W | State Hwy 77 | US Hwy 431 | 0.51 | | 2 | U | 6,461 | 7 | 55 | 14.0 | 2.0 | 0.0 | 4.0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.01 | E | 4.79 | E | | 25 |
| 221.0 | a | Gadsden | US Hwy 278 W | Double A Cir | State Hwy 77 | 0.74 | | 2 | U | 7,495 | 7 | 55 | 14.0 | 2.0 | 0.0 | 3.5 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.24 | E | 4.91 | E | | 4 |
| 221.0 | b | Gadsden | US Hwy 278 W | Double A Cir | State Hwy 77 | 0.74 | | 2 | U | 7,495 | 7 | 55 | 14.0 | 2.0 | 0.0 | 3.5 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.24 | E | 4.91 | E | | 4 |
| 222.0 | a | Gadsden | US Hwy 278 W | Ivatee Cutoff Road | Double A Cir | 1.25 | | 2 | U | 8,710 | 7 | 55 | 14.0 | 2.0 | 0.0 | 3.5 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.32 | E | 5.05 | E | Shoulder width is reduced in some curves | 5 |
| 222.0 | b | Gadsden | US Hwy 278 W | Ivatee Cutoff Road | Double A Cir | 1.25 | | 2 | U | 8,710 | 7 | 55 | 14.0 | 2.0 | 0.0 | 3.5 | 3.5 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.32 | E | 5.05 | E | Shoulder width is reduced in some curves | 5 |
| 223.0 | a | Turkeytown | US Hwy 411 | Turkey Town Gap Road | County line | 4.39 | | 2 | U | 6,599 | 7 | 55 | 14.0 | 2.0 | 0.0 | 3.0 | 3.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.36 | E | 4.81 | E | | 1 |
| 223.0 | b | Turkeytown | US Hwy 411 | Turkey Town Gap Road | County line | 4.39 | | 2 | U | 6,599 | 7 | 55 | 14.0 | 2.0 | 0.0 | 3.0 | 3.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.36 | E | 4.81 | E | | 1 |
| 224.0 | a | Turkeytown | US Hwy 411 | Boyd Dr | Fitts Ferry Road | 1.29 | | 2 | U | 9,190 | 4 | 55 | 14.0 | 2.0 | 0.0 | 4.0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.26 | D | 5.12 | E | | |
| 224.0 | b | Turkeytown | US Hwy 411 | Boyd Dr | Fitts Ferry Road | 1.29 | | 2 | U | 9,190 | 4 | 55 | 14.0 | 2.0 | 0.0 | 4.0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 4.26 | D | 5.12 | E | | |
| 225.0 | a | Turkeytown | US Hwy 411 | Fitts Ferry Road | Coats Bend Road | 0.63 | | 2 | U | 8,090 | 7 | 55 | 14.0 | 2.0 | 0.0 | 4.0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 5.13 | E | 4.98 | E | | 3 |
| 225.0 | b | Turkeytown | US Hwy 411 | Fitts Ferry Road | Coats Bend Road | 0.63 | | 2 | U | 8,090 | 7 | 55 | 14.0 | 2.0 | 0.0 | 4.0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 5.13 | E | 4.98 | E | | 3 |
| 226.0 | a | Turkeytown | US Hwy 411 | Coats Bend Road | Turkey Town Gap Road | 2.38 | | 2 | U | 7,111 | 7 | 55 | 13.5 | 1.5 | 0.0 | 4.0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.43 | E | 4.91 | E | | 2 |
| 226.0 | b | Turkeytown | US Hwy 411 | Coats Bend Road | Turkey Town Gap Road | 2.38 | | 2 | U | 7,111 | 7 | 55 | 13.5 | 1.5 | 0.0 | 4.0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 5.43 | E | 4.91 | E | | 2 |
| 227.0 | X a | Attalla | US Hwy 431 | 4th St SW | St. Clair Street | 0.46 | | 4 | D | 16,620 | 4 | 50 | 20.0 | 8.0 | 0.0 | 4.5 | 4.5 | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 1.40 | A | 4.36 | D | | C3 |
| 227.0 | X b | Attalla | US Hwy 431 | 4th St SW | St. Clair Street | 0.46 | | 4 | D | 16,620 | 4 | 50 | 20.0 | 8.0 | 0.0 | 4.5 | 4.5 | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 1.40 | A | 4.36 | D | | C3 |
| 227.1 | X a | Attalla | US Hwy 431 | Simmons Road | St. Clair Street | 0.94 | | 4 | D | 16,620 | 4 | 65 | 14.0 | 2.5 | 0.0 | 4.5 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | | | | | | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan Level of Service Results



| Seg_ID | | Town | Road Name | From | To | Length (mi) | Dir. of Sur. | Lanes (L) | | ADT | Tks. (HV) | Post. Spd. (SP _p) mph | Width of Pavement | | | | | Bike Lane Mark (Y/N) | Cross Sec. (C/S) | Buff. Width (BW) (ft) | Tree Spcg. in Buffer (ft/ctr) | % with Sidewalk | Swalk Width (Ws) (ft) | Road Profile Cond (1,2,3) | Bicycle LOS | | Pedestrian LOS | | Comments | Photo # |
|--------|-----|------------------|---------------------|----------------------------|----------------------------|-------------|--------------|-----------|-----|--------|-----------|-----------------------------------|---------------------|---------------------|----------------------|------------------------|------------------------|----------------------|------------------|-----------------------|-------------------------------|-----------------|-----------------------|---------------------------|--------------|--------------|----------------|--------------|----------|---|
| | | | | | | | | Th | Con | | | | W ₁ (ft) | W ₂ (ft) | W _{ps} (ft) | PC ₁ (1..5) | PC ₂ (1..5) | | | | | | | | Score (0..7) | Grade (A..F) | Value (0..7) | Grade (A..F) | | |
| | | | | | | | | # | | | | | | | | | | | | | | | | | | | | | | |
| 229.0 | a | Gadsden | US Hwy 431 | State Hwy 77 | Joe Osborn Dr | 1.32 | | 4 | D | 15,720 | 10 | 65 | 13.0 | 1.0 | 0.0 | 3.0 | 3.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 7.23 | F | 5.54 | F | | 12 |
| 229.0 | b | Gadsden | US Hwy 431 | State Hwy 77 | Joe Osborn Dr | 1.32 | | 4 | D | 15,720 | 10 | 65 | 13.0 | 1.0 | 0.0 | 3.0 | 3.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 7.23 | F | 5.54 | F | | 12 |
| 230.0 | a | Gadsden | US Hwy 431 | Simmons Road | US Hwy 278 W | 0.35 | | 4 | D | 16,530 | 4 | 65 | 14.0 | 2.0 | 0.0 | 4.5 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 4.22 | D | 5.49 | E | | 26 |
| 230.0 | b | Gadsden | US Hwy 431 | Simmons Road | US Hwy 278 W | 0.35 | | 4 | D | 16,530 | 4 | 65 | 14.0 | 2.0 | 0.0 | 4.5 | 4.5 | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 4.22 | D | 5.49 | E | | 26 |
| 231.0 | a | Gadsden | US Hwy 431 | US Hwy 278 W | State Hwy 77 | 0.46 | | 4 | D | 11,380 | 10 | 65 | 14.5 | 2.5 | 0.0 | 4.0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 6.14 | F | 5.14 | E | | 11 |
| 231.0 | b | Gadsden | US Hwy 431 | US Hwy 278 W | State Hwy 77 | 0.46 | | 4 | D | 11,380 | 10 | 65 | 14.5 | 2.5 | 0.0 | 4.0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 6.14 | F | 5.14 | E | | 11 |
| 232.0 | a | Gadsden | US Hwy 431 | Joe Osborn Dr | Sand Valley Road | 0.74 | | 4 | D | 15,119 | 10 | 65 | 13.0 | 1.0 | 0.0 | 3.0 | 3.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 7.21 | F | 5.50 | E | | 12 |
| 232.0 | b | Gadsden | US Hwy 431 | Joe Osborn Dr | Sand Valley Road | 0.74 | | 4 | D | 15,119 | 10 | 65 | 13.0 | 1.0 | 0.0 | 3.0 | 3.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 7.21 | F | 5.50 | E | | 12 |
| 233.0 | a | Reece City | Valley Dr | Unnamed Road | I-59 | 3.84 | | 2 | U | 1,674 | 5 | 55 | 11.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.62 | C | 3.90 | D | | 30 |
| 233.0 | b | Reece City | Valley Dr | Unnamed Road | I-59 | 3.84 | | 2 | U | 1,674 | 5 | 55 | 11.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.62 | C | 3.90 | D | | 30 |
| 234.0 | a | Reece City | Valley Dr | Ferguson Road | Bruton Gap Road | 3.13 | | 2 | U | 1,792 | 4 | 50 | 12.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.42 | B | 3.68 | D | | 27 |
| 234.0 | b | Reece City | Valley Dr | Ferguson Road | Bruton Gap Road | 3.13 | | 2 | U | 1,792 | 4 | 50 | 12.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.42 | B | 3.68 | D | | 27 |
| 235.0 | a | Reece City | Valley Dr | Bruton Gap Road | Unnamed Road | 0.37 | | 2 | U | 2,364 | 5 | 50 | 11.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.26 | C | 3.90 | D | | 29 |
| 235.0 | b | Reece City | Valley Dr | Bruton Gap Road | Unnamed Road | 0.37 | | 2 | U | 2,364 | 5 | 50 | 11.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 3.26 | C | 3.90 | D | | 29 |
| 236.0 | a | Gadsden | Van Del Blvd | Hickory St | Stonewall Ave | 0.32 | N | 4 | U | 1,780 | 2 | 35 | 12.0 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 1.13 | A | 2.89 | C | | C58 |
| 236.0 | b | Gadsden | Van Del Blvd | Hickory St | Stonewall Ave | 0.32 | S | 4 | U | 1,780 | 2 | 35 | 12.0 | 0.0 | 0.0 | 3.5 | - | N | C | 3.0 | 0 | 100 | 5.0 | 1 | 1.13 | A | 2.20 | B | | C58 |
| 237.0 | a | Gadsden | Van Del Blvd | Georgia Ave | Forrest Ave | 0.17 | N | 4 | U | 813 | 2 | 35 | 12.0 | 0.0 | 0.0 | 3.5 | - | N | C | 3.0 | 0 | 100 | 5.0 | 1 | 0.44 | A | 2.15 | B | | C55-57 |
| 237.0 | b | Gadsden | Van Del Blvd | Georgia Ave | Forrest Ave | 0.17 | S | 4 | U | 813 | 2 | 35 | 12.0 | 0.0 | 0.0 | 3.5 | - | N | C | 20.0 | 0 | 100 | 5.0 | 1 | 0.44 | A | 1.68 | B | | |
| 238.0 | a | Gadsden | Van Del Blvd | Stonewall Ave | Georgia Ave | 0.3 | N | 4 | U | 813 | 2 | 35 | 12.0 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 0.44 | A | 2.75 | C | | |
| 238.0 | b | Gadsden | Van Del Blvd | Stonewall Ave | Georgia Ave | 0.3 | S | 4 | U | 813 | 2 | 35 | 12.0 | 0.0 | 0.0 | 3.5 | - | N | C | 0.0 | 0 | 100 | 5.0 | 1 | 0.44 | A | 2.25 | B | | |
| 239.0 | a | Glencoe | W Air Depot Road | Nunnally Ave | Chastain Blvd | 1.14 | | 2 | U | 813 | 2 | 35 | 9.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.90 | B | 3.15 | C | | B18 |
| 239.0 | b | Glencoe | W Air Depot Road | Nunnally Ave | Chastain Blvd | 1.14 | | 2 | U | 813 | 2 | 35 | 9.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.90 | B | 3.15 | C | | B18 |
| 240.0 | a | Rainbow City | W Grand Ave | Airport Road | I-59 | 0.55 | | 2 | U | 17,680 | 8 | 45 | 12.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 6.34 | F | 5.92 | F | | B16 |
| 240.0 | b | Rainbow City | W Grand Ave | Airport Road | I-59 | 0.55 | | 2 | U | 17,680 | 8 | 45 | 12.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 6.34 | F | 5.92 | F | | B16 |
| 241.0 | X a | Rainbow City | W Grand Ave | Steele Station Road | Montrose Street | 0.41 | | 4 | S | 15,375 | 4 | 45 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 4.59 | E | 4.73 | E | | B29 |
| 241.0 | X b | Rainbow City | W Grand Ave | Steele Station Road | Montrose Street | 0.41 | | 4 | S | 15,375 | 4 | 45 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 4.59 | E | 4.73 | E | | B29 |
| 241.1 | X a | Rainbow City | W Grand Ave | Montrose Street | Park Lane | 0.81 | | 4 | S | 15,375 | 4 | 45 | 20.0 | 9.0 | 0.0 | 4.0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.10 | A | 4.09 | D | | B30 |
| 241.1 | X b | Rainbow City | W Grand Ave | Montrose Street | Park Lane | 0.81 | | 4 | S | 15,375 | 4 | 45 | 20.0 | 9.0 | 0.0 | 4.0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.10 | A | 4.09 | D | | B30 |
| 241.2 | X a | Rainbow City | W Grand Ave | Park Lane | Rainbow Drive | 0.4 | | 4 | S | 15,375 | 4 | 45 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 4.59 | E | 4.73 | E | | B31 |
| 241.2 | X b | Rainbow City | W Grand Ave | Park Lane | Rainbow Drive | 0.4 | | 4 | S | 15,375 | 4 | 45 | 12.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 4.59 | E | 4.73 | E | | B31 |
| 242.0 | a | Rainbow City | W Grand Ave | Steele Station Road | Airport Road | 2 | | | | 16,330 | 5 | | | | | | | | | | | | | | err | F | err | err | | Under construction |
| 242.0 | b | Rainbow City | W Grand Ave | Steele Station Road | Airport Road | 2 | | | | 16,330 | 5 | | | | | | | | | | | | | | err | F | err | err | | Under construction |
| 243.0 | a | Glencoe | W Main St | Willene Ave | W Air Depot Road | 1.03 | | 2 | U | 813 | 2 | 25 | 10.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.32 | A | 2.79 | C | | B19 |
| 243.0 | b | Glencoe | W Main St | Willene Ave | W Air Depot Road | 1.03 | | 2 | U | 813 | 2 | 25 | 10.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.32 | A | 2.79 | C | | B19 |
| 244.0 | a | Lookout Mountain | Walden Road | Scenic Hwy | Tabor Road | 1.7 | | 2 | U | 513 | 2 | 25 | 8.0 | 0.0 | 0.0 | 2.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.92 | C | 3.03 | C | | 35 |
| 244.0 | b | Lookout Mountain | Walden Road | Scenic Hwy | Tabor Road | 1.7 | | 2 | U | 513 | 2 | 25 | 8.0 | 0.0 | 0.0 | 2.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.92 | C | 3.03 | C | | 35 |
| 245.0 | X a | Gadsden | Walnut St | S 6th St | S 5th | 0.1 | | 2 | U | 13,080 | 3 | 25 | 15.0 | 0.0 | 0.0 | 4.0 | - | N | C | 6.0 | 0 | 100 | 6.0 | 1 | 3.58 | D | 3.16 | C | | D84,85 |
| 245.0 | X b | Gadsden | Walnut St | S 6th St | S 5th | 0.1 | | 2 | U | 13,080 | 3 | 25 | 15.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 100 | 100 | 6.0 | 1 | 3.58 | D | 3.33 | C | | D84,85 |
| 245.1 | X a | Gadsden | Walnut | S 5th St | S 3rd St | 0.18 | | 4 | U | 13,080 | 3 | 25 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 3.79 | D | 4.26 | D | | D86 |
| 245.1 | X b | Gadsden | Walnut | S 5th St | S 3rd St | 0.18 | | 4 | U | 13,080 | 3 | 25 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 0 | 0.0 | 1 | 3.79 | D | 4.26 | D | | D86 |
| 245.2 | X a | Gadsden | Walnut | S 3rd St | S. Albert Rains Blvd | 0.24 | | 4 | D | 13,080 | 3 | 25 | 13.0 | 0.0 | 0.0 | 4.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 3.35 | C | 3.94 | D | | Road profile 3 b/c close proximity of buildings |
| 245.2 | X b | Gadsden | Walnut | S 3rd St | S. Albert Rains Blvd | 0.24 | | 4 | D | 13,080 | 3 | 25 | 13.0 | 0.0 | 0.0 | 4.5 | - | N | C | 0.0 | 0 | 0 | 0.0 | 3 | 3.35 | C | 3.94 | D | | Road profile 3 b/c close proximity of buildings |
| 246.0 | a | Gadsden | Walnut St | S 12th St | Turrentine Ave | 0.43 | N | 2 | U | 50 | 2 | 25 | 15.0 | 0.0 | 0.0 | 4.0 | - | N | C | 10.0 | 50 | 100 | 6.0 | 1 | 0.00 | A | 1.10 | A | | |
| 246.0 | b | Gadsden | Walnut St | S 12th St | Turrentine Ave | 0.43 | S | 2 | U | 50 | 2 | 25 | 15.0 | 0.0 | 0.0 | 4.0 | - | N | C | 10.0 | 50 | 100 | 6.0 | 1 | 0.00 | A | 1.10 | A | | |
| 247.0 | a | Gadsden | Walnut St | Turrentine Ave | S 6th St | 0.32 | E | 2 | U | 5,320 | 2 | 25 | 15.0 | 0.0 | 0.0 | 3.5 | - | N | C | 10.0 | 0 | 100 | 6.0 | 1 | 3.01 | C | 2.12 | B | | C86,87 |
| 247.0 | b | Gadsden | Walnut St | Turrentine Ave | S 6th St | 0.32 | W | 2 | U | 5,320 | 2 | 25 | 15.0 | 0.0 | 0.0 | 3.5 | - | N | C | 10.0 | 0 | 100 | 6.0 | 1 | 3.01 | C | 2.12 | B | | |
| 248.0 | a | Attalla | Washington St SE | Old Pleasant Valley Road | Case Ave SE | 0.31 | | 2 | U | 813 | 2 | 25 | 8.0 | 0.0 | 0.0 | 3.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 2.24 | B | 3.12 | C | | No centerline stripe |
| 248.0 | b | Attalla | Washington St SE | Old Pleasant Valley Road | Case Ave SE | 0.31 | | 2 | U | 813 | 2 | 25 | 8.0 | 0.0 | 0.0 | 3.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 2.24 | B | 3.12 | C | | No centerline stripe |
| 249.0 | X a | Turkeytown | White's Chapel Road | US Hwy 411 | 0.12 mi S of Coats Bend Rd | 0.26 | | 2 | U | 400 | 2 | 35 | 8.0 | 0.0 | 0.0 | 2.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.33 | B | 3.24 | C | | No centerline stripe |
| 249.0 | X b | Turkeytown | White's Chapel Road | US Hwy 411 | 0.12 mi S of Coats Bend Rd | 0.26 | | 2 | U | 400 | 2 | 35 | 8.0 | 0.0 | 0.0 | 2.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.33 | B | 3.24 | C | | No centerline stripe |
| 249.1 | X a | Turkeytown | Whites Chapel | 0.12 mi S of Coats Bend Rd | Fitts Ferry Road | 0.38 | | 2 | U | 400 | 2 | 35 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.99 | A | 2.97 | C | | 66 |
| 249.1 | X b | Turkeytown | Whites Chapel | 0.12 mi S of Coats Bend Rd | Fitts Ferry Road | 0.38 | | 2 | U | 400 | 2 | 35 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.99 | A | 2.97 | C | | 66 |
| 249.2 | X a | Turkeytown | Whites Chaple | Fitts Ferry Rd | Tidmore Bend Road | 2.32 | | 2 | U | 400 | 2 | 35 | 9.0 | 0.0 | 0. | | | | | | | | | | | | | | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan Level of Service Results



| Seg_ID | Town | Road Name | From | To | Length (Ls) (mi) | Dir. of Sur. | Lanes (L) | | ADT | Tks. (HV) (%) | Post. Spd. (SP ₅₀) mph | Width of Pavement | | | | | Bike Lane Mark (Y/N) | Cross Sec. (C/S) | Buff. Width (BW) (ft) | Tree Spcg. in Buffer (ft/ctr) | % with Sidewalk | Swalk Width (Ws) (ft) | Road Profile Cond (1,2,3) | Bicycle LOS | | Pedestrian LOS | | Comments | Photo # | |
|--------|------|--------------|---------------------|---------------------|----------------------------------|--------------|-----------|-----|-----|---------------|------------------------------------|---------------------|---------------------|----------------------|------------------------|------------------------|----------------------|------------------|-----------------------|-------------------------------|-----------------|-----------------------|---------------------------|--------------|--------------|----------------|--------------|----------|--|--------|
| | | | | | | | Th | Con | | | | W ₁ (ft) | W ₂ (ft) | W _{ps} (ft) | PC ₁ (1..5) | PC ₂ (1..5) | | | | | | | | Score (0..7) | Grade (A..F) | Value (0..7) | Grade (A..F) | | | |
| | | | | | | | # | | | | | | | | | | | | | | | | | | | | | | | |
| 250.0 | a | Gadsden | Whorton Bend Road | Rainbow Dr | Whippoorwill Dr | 1.37 | | 2 | U | 813 | 2 | 35 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.59 | B | 3.09 | C | | B44 |
| 250.0 | b | Gadsden | Whorton Bend Road | Rainbow Dr | Whippoorwill Dr | 1.37 | | 2 | U | 813 | 2 | 35 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.59 | B | 3.09 | C | | B44 |
| 251.0 | a | Gadsden | Whorton Bend Road | Whippoorwill Dr | Pinehaven Road | 1.15 | | 2 | U | 1,740 | 3 | 35 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.44 | B | 3.37 | C | | B44 |
| 251.0 | b | Gadsden | Whorton Bend Road | Whippoorwill Dr | Pinehaven Road | 1.15 | | 2 | U | 1,740 | 3 | 35 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.44 | B | 3.37 | C | | B44 |
| 252.0 | a | Rainbow City | Whorton Bend Road | Gilbert Ferry Road | Whorton Bend Road (Pinehaven Rd) | 2.9 | | 2 | U | 2,320 | 2 | 35 | 9.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.94 | C | 3.68 | D | | B45 |
| 252.0 | b | Rainbow City | Whorton Bend Road | Gilbert Ferry Road | Whorton Bend Road (Pinehaven Rd) | 2.9 | | 2 | U | 2,320 | 2 | 35 | 9.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 2.94 | C | 3.68 | D | | B45 |
| 254.0 | a | Rainbow City | Canoe Creek Rd | Steele Station Road | Rainbow Drive | 3.52 | | 2 | U | 510 | 2 | 35 | 10.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.37 | A | 3.00 | C | | B24 |
| 254.0 | b | Rainbow City | Canoe Creek Rd | Steele Station Road | Rainbow Drive | 3.52 | | 2 | U | 510 | 2 | 35 | 10.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.37 | A | 3.00 | C | | B24 |
| 255.0 | a | Rainbow City | Lumley | Rainbow Drive | 0.2 N of St. Andrews St | 0.81 | NB | 2 | U | 510 | 2 | 15 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 21.0 | 0 | 25 | 8.0 | 3 | 0.44 | A | 2.25 | B | | B36-40 |
| 255.0 | b | Rainbow City | Lumley | Rainbow Drive | 0.2 N of St. Andrews St | 0.81 | SB | 2 | U | 510 | 2 | 15 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 11.0 | 0 | 50 | 8.0 | 3 | 0.44 | A | 2.00 | B | | |
| 256.0 | a | Rainbow City | Lumley | Steele Station Rd | 0.2 N of St. Andrews St | 1.55 | | 2 | U | 510 | 2 | 35 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.22 | A | 3.00 | C | | B35 |
| 256.0 | b | Rainbow City | Lumley | Steele Station Rd | 0.2 N of St. Andrews St | 1.55 | | 2 | U | 510 | 2 | 35 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.22 | A | 3.00 | C | | B35 |
| 257.0 | a | Rainbow City | School Rd | Gilbert Ferry | Cedar Bend Road | 0.78 | | 2 | U | 1,000 | 2 | 25 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.51 | B | 2.90 | C | Centerline is single yellow stripe | B46 |
| 257.0 | b | Rainbow City | School Rd | Gilbert Ferry | Cedar Bend Road | 0.78 | | 2 | U | 1,000 | 2 | 25 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.51 | B | 2.90 | C | Centerline is single yellow stripe | B46 |
| 258.0 | a | | Hood | State Hwy 77 | Cedar Bend Road | 1.68 | | 2 | U | 1,000 | 2 | 25 | 8.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 1.93 | B | 3.10 | C | | B52 |
| 258.0 | b | | Hood | State Hwy 77 | Cedar Bend Road | 1.68 | | 2 | U | 1,000 | 2 | 25 | 8.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 1.93 | B | 3.10 | C | | B52 |
| 259.0 | a | | Walnut St | VanDell Blvd | Pearl St | 0.19 | E | 2 | U | 800 | 2 | 25 | 16.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 100 | 5.5 | 1 | 0.00 | A | 1.87 | B | | |
| 259.0 | b | | Walnut St | Vandell Blvd | Pearl St | 0.19 | W | 2 | U | 800 | 2 | 25 | 16.0 | 0.0 | 0.0 | 4.0 | - | N | C | 0.0 | 0 | 10 | 5.5 | 1 | 0.00 | A | 2.23 | B | | C63,64 |
| 260.0 | a | | Brooke Ave | Walnut St | End of Bridge | 0.66 | | 2 | U | 800 | 2 | 35 | 11.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.06 | A | 2.92 | C | | |
| 260.0 | b | | Brooke Ave | Walnut St | End of Bridge | 0.66 | | 2 | U | 800 | 2 | 35 | 11.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.06 | A | 2.92 | C | | |
| 261.0 | a | | Brooke Ave | End of Bridge | Centurion Way | 0.56 | | 2 | U | 800 | 2 | 35 | 18.0 | 6.0 | 0.0 | 4.0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.00 | A | 3.09 | C | | C60 |
| 261.0 | b | | Brooke Ave | End of Bridge | Centurion Way | 0.56 | | 2 | U | 800 | 2 | 35 | 18.0 | 6.0 | 0.0 | 4.0 | 4.0 | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.00 | A | 3.09 | C | | C60 |
| 262.0 | a | | Brooke Ave | Centurion Way | Hwy 77 | 0.43 | | 2 | U | 800 | 2 | 35 | 11.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.22 | A | 2.92 | C | | C59 |
| 262.0 | b | | Brooke Ave | Centurion Way | Hwy 77 | 0.43 | | 2 | U | 800 | 2 | 35 | 11.5 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.22 | A | 2.92 | C | | C59 |
| 263.0 | a | | Walnut | Pearl Street | Brooke Ave | 0.11 | E | 2 | U | 800 | 2 | 25 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 10.0 | 0 | 50 | 4.0 | 1 | 1.33 | A | 2.37 | B | No centerline stripe | C61,62 |
| 263.0 | b | | Walnut | Pearl Street | Brooke Ave | 0.11 | W | 2 | U | 800 | 2 | 25 | 10.0 | 0.0 | 0.0 | 4.0 | - | N | S | 4.0 | 0 | 50 | 4.0 | 1 | 1.33 | A | 2.47 | B | | |
| 264.0 | a | | Black Creek Parkway | Sutton Bridge rd | I-759 | 0.61 | | 4 | D | 4,559 | 3 | 45 | 22.0 | 10.0 | 0.0 | 5.0 | 2.5 | N | S | 0.0 | 0 | 0 | 0.0 | 1 | 0.00 | A | 3.34 | C | | D6,7 |
| 264.0 | b | | Black Creek Parkway | Sutton Bridge rd | I-759 | 0.61 | | 4 | D | 4,559 | 3 | 45 | 22.0 | 10.0 | 0.0 | 5.0 | 2.5 | N | S | 0.0 | 0 | 0 | 0.0 | 1 | 0.00 | A | 3.34 | C | | D6,7 |
| 265.0 | a | | Black Creek Parkway | I-759 | S 11th St | 0.42 | | 4 | D | 4,559 | 3 | 45 | 12.0 | 0.0 | 0.0 | 35.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 1 | 2.06 | B | 3.64 | D | shoulders present but no continuous curb on approach | D8 |
| 265.0 | b | | Black Creek Parkway | I-759 | S 11th St | 0.42 | | 4 | D | 4,559 | 3 | 45 | 12.0 | 0.0 | 0.0 | 35.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 1 | 2.06 | B | 3.64 | D | shoulders present but no continuous curb on approach | D8 |
| 266.0 | a | | Owens St. | Eastside Drive | Subdivision Entrance | 0.25 | | 2 | U | 250 | 2 | 25 | 8.5 | 0.0 | 0.0 | 2.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 2.25 | B | 2.89 | C | | D10 |
| 266.0 | b | | Owens St. | Eastside Drive | Subdivision Entrance | 0.25 | | 2 | U | 250 | 2 | 25 | 8.5 | 0.0 | 0.0 | 2.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 2.25 | B | 2.89 | C | | D10 |
| 267.0 | X a | | Dan's (Owens) | Eastside Drive | Black Creek Pkwy | 0.84 | | 2 | U | 510 | 2 | 25 | 11.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.75 | A | 2.64 | C | | D11 |
| 267.0 | X b | | Dan's (Owens) | Eastside Drive | Black Creek Pkwy | 0.84 | | 2 | U | 510 | 2 | 25 | 11.0 | 0.0 | 0.0 | 3.5 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.75 | A | 2.64 | C | | D11 |
| 267.1 | X a | | Wills Creek | Sutton Bridge Rd | Black Creek Pkwy | 0.31 | | 3 | U | 50 | 2 | 25 | 12.0 | 0.0 | 0.0 | 5.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.84 | A | 3.26 | C | 2 lanes EB; 1 lane WB, curb on WB | D12 |
| 267.1 | X b | | Wills Creek | Sutton Bridge Rd | Black Creek Pkwy | 0.31 | | 3 | U | 50 | 2 | 25 | 12.0 | 0.0 | 0.0 | 5.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 0.84 | A | 3.26 | C | 2 lanes EB; 1 lane WB, curb on WB | D12 |
| 270.0 | a | Glencoe | US Hwy 431 | County Line | Peeks Hill Road | 3.78 | | 4 | D | 14,590 | 10 | 65 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 7.10 | F | 5.66 | F | unpaved 8' shoulder pave con 1 | |
| 270.0 | b | Glencoe | US Hwy 431 | County Line | Peeks Hill Road | 3.78 | | 4 | D | 14,590 | 10 | 65 | 11.0 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 7.10 | F | 5.66 | F | unpaved 8' shoulder pave con 1 | |
| 271.0 | a | | Service Road | Willene Ave | Chastain Blvd | 0.1 | | 2 | U | 813 | 2 | 25 | 10.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.17 | A | 2.79 | C | | B20 |
| 271.0 | b | | Service Road | Willene Ave | Chastain Blvd | 0.1 | | 2 | U | 813 | 2 | 25 | 10.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 3 | 1.17 | A | 2.79 | C | | B20 |
| 272.0 | a | | East Main St | W Air Depot Road | end of road | 0.75 | | 2 | U | 813 | 2 | 25 | 10.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 1.17 | A | 2.79 | C | | B21 |
| 272.0 | b | | East Main St | W Air Depot Road | end of road | 0.75 | | 2 | U | 813 | 2 | 25 | 10.5 | 0.0 | 0.0 | 4.0 | - | N | S | 0.0 | 0 | 0 | 0.0 | 2 | 1.17 | A | 2.79 | C | | B21 |

Th # = Number of through lanes
 Con= Configuration (U=undivided) (D=divided) (S= two-way center turn lane) (OW= one-way)
 ADT= Average Daily Traffic
 Tks. (HV) = Percentage of heavy vehicles
 Post Spd = Posted Speed Limit

Wt= Width of outside lane and any paved shoulder or parking area
 Wl= Width of paved shoulder or parking area
 Wps = Width of parking area if separate from paved shoulder
 Pavecon= Pavement Condition (5=brand new, 1 = reverted to gravel)
 Buff width =Buffer space between edge of pavement and sidewalk
 Tree Spcg. = Average distance between trees planted in buffer space

Road Profile Cond = Roadside grading type (1= graded to ROW, 2 = shallow swale with some shoulder, 3= ditch immediately at roadside)

Appendix D

Bicycle & Pedestrian Latent Demand Results

Gadsden Etowah MPO Bicycle and Pedestrian Plan: Bicycle Latent Demand Results (Year 2035)

| Seg_Id | Road Name | From (N or W) | To (S or E) | Enrollment | | | | Market | | | | School | | | |
|--------|------------------------------|---------------------------|---------------------------|------------|-------|-------|-------|--------|-------|-------|-----|----------|--------|----------|---|
| | | | | School | | | | | | | | School | | | |
| | | | | B1 | B2 | B3 | B4 | B1 | B2 | B3 | B4 | LD Score | LD 100 | Map Tier | |
| 1.0 | 3rd St NW Attalla | 5th Ave NW | 16th Ave NW | - | - | - | 366 | - | - | - | - | 83 | 83 | 3 | 5 |
| 1.1 | 3rd St NW Attalla | 16th Ave NW | 4th St NW | - | - | - | 216 | - | - | - | - | 49 | 49 | 2 | 5 |
| 2.0 | 3rd St NW Attalla | 5th Ave NW | US Hwy 431 | - | - | - | 34 | - | - | - | - | 8 | 8 | 0 | - |
| 3.0 | 3rd St SW Attalla | 12th Ave SW | US Hwy 431 | - | 1 | 26 | 34 | - | 1 | 11 | - | 2 | 14 | 1 | 5 |
| 3.1 | 3rd St SW Attalla | Bridge at Big Wills Creek | 12th Ave SW | - | 34 | 34 | 34 | - | 29 | - | - | 29 | 29 | 1 | 5 |
| 3.2 | 3rd St SW Attalla | Gilberts Ferry Road SW | Bridge at Big Wills Creek | - | 34 | 34 | 34 | - | 29 | - | - | 29 | 29 | 1 | 5 |
| 4.0 | 3rd St SW Attalla | Unnamed Road | Gilberts Ferry Road SW | - | 17 | 33 | 34 | - | 15 | - | 7 | 0 | 22 | 1 | 5 |
| 5.0 | 4th St NW Attalla | 6th Ave NW | 10th Ave NW | - | - | - | 242 | - | - | - | - | 55 | 55 | 2 | 5 |
| 5.1 | 4th St NW Attalla | 5th Ave NW | 6th Ave NW | - | - | - | - | - | - | - | - | - | - | - | - |
| 6.0 | 4th St NW Attalla | 10th Ave NW | 3rd St NW | - | - | - | 201 | - | - | - | - | 46 | 46 | 2 | 5 |
| 7.0 | 4th St NW Attalla | US Hwy 431 | 4th Ave NW | - | - | - | 34 | - | - | - | - | 8 | 8 | 0 | - |
| 7.1 | 4th St NW Attalla | 4th Ave NW | 5th Ave NW | - | - | - | 19 | - | - | - | - | 4 | 4 | 0 | - |
| 8.0 | 4th St NW Attalla | 3rd St NW | 0.374 mi NE of 3rd St NW | - | - | - | - | - | - | - | - | - | - | - | - |
| 9.0 | 4th St NW Gadsden | 0.374 mi NE of 3rd St NW | Ferguson Road | - | - | - | - | - | - | - | - | - | - | - | - |
| 10.0 | 4th St SW Attalla | 6th Ave SW | US Hwy 431 | - | - | 18 | 34 | - | - | - | 8 | 4 | 12 | 0 | - |
| 10.1 | 4th St SW Attalla | 8th Ave SW | 6th Ave SW | - | - | 34 | 34 | - | - | 15 | - | 15 | 15 | 1 | 5 |
| 11.0 | 5th Ave NE Attalla | 1st St NE | 3rd St NW | - | - | - | 400 | - | - | - | - | 91 | 91 | 3 | 5 |
| 11.1 | 5th Ave NE Attalla | Cherry St NE | 1st St NE | - | - | 117 | 371 | - | - | 53 | - | 58 | 110 | 4 | 5 |
| 12.0 | 5th Ave NE Attalla | I-59 | Cherry St NE | - | - | 366 | 366 | - | - | 165 | - | 165 | 165 | 6 | 4 |
| 13.0 | 5th Ave NW Attalla | 3rd St NW | 4th St NW | - | - | - | 4 | - | - | - | - | 1 | 1 | 0 | - |
| 14.0 | 6th St N Gadsden | E Meighan Blvd | E Broad St | 105 | 269 | 1,741 | 2,315 | 104 | 142 | 664 | 130 | 1,040 | 39 | 2 | |
| 15.0 | 8th Ave NW Attalla | 3rd St NW | 4th St NW | - | - | - | 366 | - | - | - | - | 83 | 83 | 3 | 5 |
| 16.0 | 8th Ave SW Attalla | US Hwy 431 | 4th St SW | - | - | 19 | 328 | - | - | 9 | - | 70 | 79 | 3 | 5 |
| 17.0 | Airport Road Gadsden | Thunderbird Ln | W Grand Ave | - | - | - | 308 | - | - | - | - | 70 | 70 | 3 | 5 |
| 17.1 | Airport Road Gadsden | 0.23 mi S of Black Road | Thunderbird Ln | - | - | - | 34 | - | - | - | - | 8 | 8 | 0 | - |
| 18.0 | Airport Road Gadsden | Steele Station Road | 0.23 mi S or Black Rd | - | - | 68 | 852 | - | - | 31 | - | 178 | 209 | 8 | 4 |
| 19.0 | Alford Bend Road Hokes Bluff | US Hwy 278 E | Appalachian Hwy | 662 | 1,229 | 1,347 | 1,465 | 655 | 490 | 53 | 27 | 1,225 | 45 | 2 | |
| 20.0 | Anderson Road Turkeytown | US Hwy 411 | US Hwy 411 | - | - | 229 | 584 | - | - | 103 | - | 81 | 184 | 7 | 4 |
| 21.0 | Appalachian Hwy Hokes Bluff | US Hwy 278 E | Bluebird Lane | 539 | 934 | 1,224 | 1,465 | 534 | 341 | 131 | 55 | 1,060 | 39 | 2 | |
| 22.0 | Appalachian Hwy Turkeytown | Bluebird Lane | US Hwy 411 | - | 19 | 53 | 102 | - | 16 | 15 | 11 | 43 | 2 | 5 | |
| 23.0 | Bellevue Dr Gadsden | Brow Dr | Harts Ave | 89 | 596 | 1,403 | 2,198 | 88 | 438 | 364 | 180 | 1,071 | 40 | 2 | |
| 23.1 | Bellevue Dr Gadsden | Bellevue Dr | Noccalula Road | 93 | 1,162 | 1,682 | 2,659 | 92 | 924 | 235 | 222 | 1,472 | 55 | 1 | |
| 24.0 | Broad St Gadsden | N 12th St | N Franklin St | 53 | 1,221 | 2,422 | 4,475 | 52 | 1,009 | 542 | 466 | 2,069 | 77 | 1 | |
| 24.1 | Broad St Gadsden | 0.04 mi E of N 7th St | N 12th St | 250 | 927 | 2,080 | 4,442 | 248 | 585 | 520 | 536 | 1,889 | 70 | 1 | |
| 24.2 | Broad St Gadsden | N 1st St | 0.04 mi E of N 7th St | 283 | 1,283 | 1,431 | 2,197 | 280 | 864 | 67 | 174 | 1,385 | 51 | 2 | |
| 24.3 | Broad St Gadsden | Hood Ave S | N 1st St | - | 944 | 1,592 | 1,970 | - | 816 | 292 | 86 | 1,194 | 44 | 2 | |
| 24.4 | Broad St Gadsden | Herzberg Ave | Hood Ave S | - | 364 | 1,588 | 2,368 | - | 314 | 552 | 177 | 1,044 | 39 | 2 | |
| 24.5 | Broad St Gadsden | 9th St S | Herzberg Ave | 156 | 269 | 1,617 | 2,334 | 154 | 98 | 608 | 163 | 1,023 | 38 | 2 | |
| 24.6 | Broad St Gadsden | E Meighan Blvd | 9th St S | 124 | 632 | 1,026 | 1,371 | 123 | 439 | 178 | 78 | 818 | 30 | 3 | |
| 25.0 | Brow Dr Gadsden | Bellevue Dr | End of Road | - | - | 882 | 1,089 | - | - | 398 | 47 | 445 | 16 | 4 | |
| 26.0 | Brown Ave Rainbow City | Rainbow Dr | Sutton Bridge Road | 119 | 440 | 440 | 2,101 | 118 | 277 | - | 377 | 772 | 29 | 3 | |
| 27.0 | Bruton Gap Road Wills Valley | Valley Dr | Duck Springs Road | - | - | - | - | - | - | - | - | - | - | - | |
| 28.0 | Burke Ave SE Attalla | Lee St SE | Gilberts Ferry Road SE | 26 | 34 | 34 | 34 | 26 | 7 | - | - | 33 | 1 | 5 | |
| 29.0 | Case Ave SE Attalla | Randolph St SE | Jones St SE | 3 | 31 | 34 | 34 | 3 | 24 | 1 | - | 29 | 1 | 5 | |
| 29.1 | Case Ave SE Attalla | Jones St SE | Gilberts Ferry Road SE | 34 | 34 | 34 | 34 | 34 | - | - | - | 34 | 1 | 5 | |
| 30.0 | Case Ave SE Attalla | Washington St SE | Randolph St SE | - | - | 34 | 34 | - | - | 15 | - | 15 | 1 | 5 | |
| 31.0 | Caused Lane Gadsden | Gallant Road | US Hwy 278 W | - | 255 | 307 | 307 | - | 220 | 23 | - | 244 | 9 | 4 | |
| 32.0 | Cedar Bend Road Southside | State Hwy 77 | Gilbert Ferry Road | 89 | 307 | 469 | 609 | 88 | 188 | 73 | 32 | 381 | 14 | 4 | |
| 33.0 | Central Ave Gadsden | S 11th St | Hickory St | - | 1,389 | 2,225 | 2,847 | - | 1,200 | 377 | 141 | 1,718 | 64 | 1 | |
| 34.0 | Centre Road Hokes Bluff | US Hwy 278 E | Tomcat Road | - | - | - | - | - | - | - | - | - | - | - | |
| 35.0 | Chastain Blvd Glencoe | Websters Chapel Road | Green Valley Road | - | 41 | 138 | 420 | - | 35 | 44 | 64 | 143 | 5 | 5 | |
| 36.0 | Chastain Blvd Glencoe | the County line | Websters Chapel Road | - | - | - | - | - | - | - | - | - | - | - | |
| 37.0 | Chastain Blvd Glencoe | N College St | W Air Depot Road | 606 | 1,096 | 1,096 | 1,096 | 600 | 423 | - | - | 1,023 | 38 | 2 | |
| 38.0 | Chastain Blvd Glencoe | Green Valley Road | N College St | 224 | 598 | 1,075 | 1,096 | 222 | 323 | 215 | 5 | 765 | 28 | 3 | |
| 39.0 | Chestnut St Gadsden | S 24th St | S 16th St | 13 | 999 | 3,397 | 4,307 | 13 | 852 | 1,081 | 207 | 2,153 | 80 | 1 | |
| 39.1 | Chestnut St Gadsden | S 16th St | S 10th St | 106 | 987 | 3,094 | 4,563 | 105 | 761 | 950 | 333 | 2,150 | 80 | 1 | |
| 39.2 | Chestnut St Gadsden | S 10th St | S 6th St | 344 | 883 | 1,654 | 4,501 | 341 | 466 | 348 | 646 | 1,800 | 67 | 1 | |
| 39.3 | Chestnut St Gadsden | S 6th St | S 1st St | 299 | 1,115 | 1,485 | 2,330 | 296 | 705 | 167 | 192 | 1,360 | 50 | 2 | |
| 40.0 | Church St Rainbow City | E Grand Ave | Rainbow Dr | - | - | 896 | 2,057 | - | - | 404 | 264 | 668 | 25 | 3 | |

Gadsden Etowah MPO Bicycle and Pedestrian Plan: Bicycle Latent Demand Results (Year 2035)

| Seg_Id | Road Name | From (N or W) | To (S or E) | Enrollment | | | | Market | | | | School | | |
|--------|--------------------------------|---------------------------|---------------------------|------------|-------|-------|-------|--------|-------|-----|-----|----------|--------|----------|
| | | | | School | | | | Market | | | | School | | |
| | | | | B1 | B2 | B3 | B4 | B1 | B2 | B3 | B4 | LD Score | LD 100 | Map Tier |
| 41.0 | Cleveland Ave SE Attalla | I-59 | Line St SE | - | - | 260 | 373 | - | - | 117 | 26 | 143 | 5 | 5 |
| 41.1 | Cleveland Ave SE Attalla | Line St SE | 5th Ave NE | - | - | - | 400 | - | - | - | 91 | 91 | 3 | 5 |
| 42.0 | Cloverdale Road Gadsden | Paden Road | Padenreich Ave | - | 269 | 269 | 1,026 | - | 232 | - | 172 | 404 | 15 | 4 |
| 43.0 | College Pkwy Gadsden | Paden Road | 0.07 mi W of Nunnally Ave | - | - | - | 588 | - | - | - | 133 | 133 | 5 | 5 |
| 44.0 | College Pkwy Gadsden | 0.07 mi W of Nunnally Ave | E Meighan Blvd | - | 47 | 644 | 1,515 | - | 41 | 269 | 198 | 508 | 19 | 3 |
| 45.0 | College St Glencoe | 0.39 mi W of Pineview Ave | Rabbit Town Road | - | 212 | 591 | 1,066 | - | 183 | 171 | 108 | 462 | 17 | 4 |
| 46.0 | Colvin Gap Road Hokes Bluff | the County line | Alford Bend Rd | - | - | - | 231 | - | - | - | 52 | 52 | 2 | 5 |
| 46.1 | Colvin Gap Road Hokes Bluff | Colvin Gap Road | US Hwy 278 E | - | 257 | 987 | 1,084 | - | 222 | 329 | 22 | 573 | 21 | 3 |
| 47.0 | Cox Gap Road Mountainboro | Sand Valley Road | Hallmark Road | - | - | - | - | - | - | - | - | - | - | - |
| 48.0 | Cox Gap Road Wills Valley | Mill Hill Road | Sand Valley Road | - | - | - | - | - | - | - | - | - | - | - |
| 49.0 | Duck Springs Road Gadsden | Cox Gap Road | Bruton Gap Road | - | - | - | - | - | - | - | - | - | - | - |
| 50.0 | Duck Springs Road Gadsden | Wesson Gap Road | Gene Whitt Road | - | - | - | - | - | - | - | - | - | - | - |
| 51.0 | Duck Springs Road Ridgeville | US Hwy 431 | Wesson Gap Road | - | - | 43 | 157 | - | - | 19 | 26 | 45 | 2 | 5 |
| 52.0 | Duck Springs Road Wills Valley | Walden Hollow Road | Horton Gap Road | 66 | 124 | 179 | 234 | 65 | 50 | 25 | 12 | 153 | 6 | 4 |
| 53.0 | Duck Springs Road Wills Valley | Gene Whitt Road | Cox Gap Road | - | - | - | - | - | - | - | - | - | - | - |
| 54.0 | Duck Springs Road Wills Valley | Bruton Gap Road | Walden Hollow Road | - | - | - | - | - | - | - | - | - | - | - |
| 55.0 | E Air Depot Road Glencoe | Chastain Blvd | Lonesome Bend Road | 790 | 1,096 | 1,096 | 1,096 | 782 | 264 | - | - | 1,046 | 39 | 2 |
| 56.0 | E Grand Ave Rainbow City | Whorton Bend Road | Rainbow Dr | - | - | 336 | 2,149 | - | - | 152 | 412 | 563 | 21 | 3 |
| 57.0 | E Grand Ave Rainbow City | Whorton Bend Road | E Grand Ave | - | - | - | 2,136 | - | - | - | 485 | 485 | 18 | 4 |
| 58.0 | E Meighan Blvd Gadsden | Goodyear Ave | Hood Ave N | - | 525 | 1,442 | 2,186 | - | 454 | 414 | 169 | 1,036 | 38 | 2 |
| 59.0 | E Meighan Blvd Gadsden | W Air Depot Road | College Pkwy | 178 | 861 | 1,104 | 1,096 | 176 | 590 | 110 | (2) | 874 | 32 | 3 |
| 60.0 | E Meighan Blvd Gadsden | College Pkwy | E Broad St | - | 21 | 757 | 1,655 | - | 18 | 332 | 204 | 554 | 21 | 3 |
| 61.0 | E Meighan Blvd Gadsden | E Broad St | Piedmont Cut Off | 179 | 815 | 1,026 | 1,026 | 177 | 550 | 95 | - | 822 | 30 | 3 |
| 62.0 | E Meighan Blvd Gadsden | Piedmont Cut Off | Goodyear Ave | 578 | 1,026 | 1,026 | 1,122 | 572 | 387 | - | 22 | 981 | 36 | 3 |
| 63.0 | E Meighan Blvd Gadsden | Hood Ave N | N Albert Rains Blvd | - | 764 | 1,565 | 2,116 | - | 660 | 361 | 125 | 1,146 | 42 | 2 |
| 64.0 | Eastside Dr Gadsden | Owens St | S 11th St | - | 1,849 | 2,728 | 3,199 | - | 1,598 | 396 | 107 | 2,101 | 78 | 1 |
| 65.0 | Ewing Ave Gadsden | Goldenrod Ave | Hooks Lake Road | 141 | 207 | 207 | 414 | 140 | 57 | - | 47 | 244 | 9 | 4 |
| 65.1 | Ewing Ave Gadsden | Princeton Ave | Goldenrod Ave | 93 | 207 | 620 | 666 | 92 | 98 | 186 | 10 | 387 | 14 | 4 |
| 66.0 | Ewing Ave Gadsden | 0.10 mi SW of Barbour St | Princeton Ave | - | 569 | 666 | 915 | - | 492 | 44 | 57 | 592 | 22 | 3 |
| 67.0 | Ewing Ave Gadsden | Hooks Lake Road | Boyd Dr | - | 77 | 207 | 305 | - | 67 | 59 | 22 | 147 | 5 | 5 |
| 68.0 | Ewing Ave Gadsden | N 3rd St | N Albert Rains Blvd | 340 | 525 | 920 | 1,799 | 337 | 160 | 178 | 200 | 874 | 32 | 3 |
| 69.0 | Fairview Road Gadsden | Tabor Road | McNaron Dr | 13 | 140 | 266 | 726 | 13 | 110 | 57 | 104 | 284 | 11 | 4 |
| 70.0 | Forrest Ave Gadsden | N Franklin St | N 29th St | 284 | 1,044 | 1,595 | 4,077 | 281 | 657 | 249 | 563 | 1,750 | 65 | 1 |
| 70.1 | Forrest Ave Gadsden | N 29th St | Van Del Blvd | - | 691 | 1,280 | 3,027 | - | 597 | 266 | 397 | 1,259 | 47 | 2 |
| 70.2 | Forrest Ave Gadsden | Van Del Blvd | I-59 | - | 296 | 579 | 1,035 | - | 256 | 128 | 104 | 487 | 18 | 4 |
| 71.0 | Gallant Road Gadsden | Rocky Hollow Road | Smith Cir | - | - | - | 52 | - | - | - | 12 | 12 | 0 | - |
| 72.0 | Gallant Road Gadsden | Smith Cir | Causey Lane | - | 34 | 249 | 307 | - | 29 | 97 | 13 | 140 | 5 | 5 |
| 73.0 | George Wallace Dr Gadsden | State Hwy 759 | E Cherry St | - | 805 | 1,264 | 2,368 | - | 696 | 207 | 251 | 1,153 | 43 | 2 |
| 74.0 | George Wallace Dr Gadsden | Padenreich Ave | State Hwy 759 | 183 | 269 | 997 | 2,152 | 181 | 74 | 328 | 262 | 846 | 31 | 3 |
| 75.0 | Gilbert Ferry Road Southside | Hood Road | Sunset Dr | - | 536 | 1,363 | 1,486 | - | 463 | 373 | 28 | 864 | 32 | 3 |
| 75.1 | Gilbert Ferry Road Southside | Sunset Dr | Cedar Bend Road N | 1,167 | 1,486 | 1,486 | 1,486 | 1,155 | 276 | - | - | 1,431 | 53 | 1 |
| 76.0 | Gilbert Ferry Road Southside | Cedar Bend Road N | Lakeview Dr | 813 | 1,486 | 1,486 | 1,486 | 805 | 581 | - | - | 1,386 | 51 | 2 |
| 76.1 | Gilbert Ferry Road Southside | Lakeview Dr | Bridge Split | 16 | 957 | 1,486 | 1,486 | 16 | 813 | 239 | - | 1,067 | 40 | 2 |
| 76.2 | Gilbert Ferry Road Southside | Bridge Split | Whorton Bend Road | - | - | 884 | 1,730 | - | - | 399 | 192 | 591 | 22 | 3 |
| 77.0 | Gilbert Ferry Road Southside | Gilbert Ferry Road | Whorton Bend Road | - | - | 912 | 1,914 | - | - | 411 | 227 | 639 | 24 | 3 |
| 78.0 | Gilberts Ferry Road Gadsden | W Grand Ave | I-59 | - | 2 | 34 | 346 | - | 2 | 14 | 71 | 87 | 3 | 5 |
| 79.0 | Gilberts Ferry Road Gadsden | I-59 | Collins Pl | - | 34 | 34 | 34 | - | 29 | - | - | 29 | 1 | 5 |
| 80.0 | Gilberts Ferry Road SE Attalla | I-59 | Case Ave SE | 20 | 34 | 34 | 34 | 20 | 12 | - | - | 32 | 1 | 5 |
| 81.0 | Gilberts Ferry Road SE Attalla | Case Ave SE | 3rd St SW | 16 | 34 | 34 | 34 | 16 | 16 | - | - | 31 | 1 | 5 |
| 82.0 | Gilberts Ferry Road SW Attalla | 3rd St SW | Clanton St SW | - | 14 | 34 | 160 | - | 12 | 9 | 29 | 50 | 2 | 5 |
| 83.0 | Gilberts Ferry Road SW Gadsden | 9th St SW | 9th St SW | - | - | 192 | 341 | - | - | 87 | 34 | 120 | 4 | 5 |
| 84.0 | Goodyear Ave Gadsden | Goodyear Ave | Hoke St | 471 | 757 | 897 | 1,029 | 466 | 247 | 63 | 30 | 806 | 30 | 3 |
| 85.0 | Goodyear Ave Gadsden | Hoke St | Piedmont Cut Off | - | 423 | 757 | 756 | - | 365 | 151 | (0) | 516 | 19 | 3 |
| 86.0 | Goodyear Ave Gadsden | E Meighan Blvd | Power House Road | 298 | 879 | 1,026 | 1,485 | 295 | 502 | 66 | 104 | 967 | 36 | 3 |
| 87.0 | Green Valley Road Glencoe | Rifle Range Road | Chastain Blvd | - | 175 | 435 | 1,035 | - | 151 | 117 | 136 | 405 | 15 | 4 |
| 88.0 | Green Valley Road Glencoe | Pilgrims Rest Road | Unnamed Road | - | - | - | - | - | - | - | - | - | - | - |
| 89.0 | Green Valley Road Glencoe | Unnamed Road | Dogwood Lane | - | - | - | 15 | - | - | - | 3 | 3 | 0 | - |
| 90.0 | Green Valley Road Glencoe | Dogwood Lane | Rifle Range Road | - | - | 67 | 373 | - | - | 30 | 69 | 100 | 4 | 5 |
| 91.0 | Green Valley Road Southside | State Hwy 77 | Pilgrims Rest Road | - | - | - | 148 | - | - | - | 34 | 34 | 1 | 5 |
| 92.0 | Hickory St Gadsden | Van Del Blvd | Central Ave | 366 | 366 | 2,545 | 3,027 | 362 | - | 983 | 109 | 1,454 | 54 | 1 |

Gadsden Etowah MPO Bicycle and Pedestrian Plan: Bicycle Latent Demand Results (Year 2035)

| Seg_Id | Road Name | From (N or W) | To (S or E) | Enrollment | | | | Market | | | | School | | |
|--------|-----------------------------------|--------------------------|---------------------------|------------|-------|-------|-------|--------|-----|------|------|----------|--------|----------|
| | | | | | | | | | | | | | | |
| | | | | B1 | B2 | B3 | B4 | B1 | B2 | B3 | B4 | LD Score | LD 100 | Map Tier |
| 93.0 | Highland Ave Gadsden | Bellevue Dr | 0.27 mi E of Bellevue Dr | - | 659 | 2,178 | 2,679 | - | 569 | 685 | 114 | 1,368 | 51 | 2 |
| 94.0 | Hoke St Gadsden | Grant Ave | E Broad St | 269 | 424 | 1,026 | 2,315 | 266 | 134 | 272 | 293 | 964 | 36 | 3 |
| 94.1 | Hoke St Gadsden | Litchfield Ave | Grant Ave | 269 | 829 | 1,026 | 2,224 | 266 | 484 | 89 | 272 | 1,111 | 41 | 2 |
| 94.2 | Hoke St Gadsden | E Meighan Blvd | Litchfield Ave | 298 | 1,026 | 1,026 | 1,145 | 295 | 629 | - | 27 | 951 | 35 | 3 |
| 94.3 | Hoke St Gadsden | Wilbanks Ave | E Meighan Blvd | 757 | 975 | 1,026 | 1,026 | 749 | 188 | 23 | - | 961 | 36 | 3 |
| 94.4 | Hoke St Gadsden | Campbell Ave | Wilbanks Ave | 757 | 757 | 1,026 | 1,026 | 749 | - | 121 | - | 871 | 32 | 3 |
| 94.5 | Hoke St Gadsden | Farrell St | Campbell Ave | 706 | 757 | 967 | 1,026 | 699 | 44 | 95 | 13 | 851 | 32 | 3 |
| 94.6 | Hoke St Gadsden | Goodyear Ave | Farrell St | 188 | 757 | 757 | 1,026 | 186 | 492 | - | 61 | 739 | 27 | 3 |
| 95.0 | Hood Ave N Gadsden | E Meighan Blvd | E Broad St | - | 616 | 1,558 | 2,368 | - | 532 | 425 | 184 | 1,141 | 42 | 2 |
| 96.0 | Hood Ave S Gadsden | E Chestnut St | E Broad St | - | 884 | 1,558 | 2,368 | - | 764 | 304 | 184 | 1,252 | 46 | 2 |
| 96.1 | Hood Ave S Gadsden | E Cherry St | E Chestnut St | - | 1,099 | 1,558 | 2,368 | - | 950 | 207 | 184 | 1,340 | 50 | 2 |
| 97.0 | Hooks Lake Road Gadsden | Ewing Ave | Tidmore Bend Road | 58 | 207 | 207 | 460 | 57 | 129 | - | 57 | 244 | 9 | 4 |
| 98.0 | Horton Gap Road Wills Valley | Sand Valley Road | Duck Springs Road | 64 | 136 | 208 | 280 | 63 | 62 | 32 | 16 | 174 | 6 | 4 |
| 101.0 | Irby Blvd Gadsden | Clayton Blvd | Noccalula Road | 423 | 423 | 1,155 | 2,178 | 419 | - | 330 | 232 | 981 | 36 | 3 |
| 101.1 | Irby Blvd Gadsden | Mary Lou Cir | Irby Blvd | 423 | 423 | 1,311 | 2,178 | 419 | - | 400 | 197 | 1,016 | 38 | 2 |
| 102.0 | Lay Springs Road Lookout Mountain | Jones Cir | Glenn Gap Road | - | 196 | 284 | 292 | - | 169 | 40 | 2 | 211 | 8 | 4 |
| 103.0 | Lay Springs Road Lookout Mountain | Glenn Gap Road | Lay Springs Road | - | - | 54 | 105 | - | - | 24 | 12 | 36 | 1 | 5 |
| 104.0 | Lee St SE Attalla | Burke Ave SE | Case Ave SE | - | 34 | 34 | 34 | - | 29 | - | - | 29 | 1 | 5 |
| 105.0 | Leeth Gap Road Wills Valley | Sand Valley Road | Duck Springs Road | - | - | - | - | - | - | - | - | - | - | - |
| 106.0 | Locust St Gadsden | N 6th St | N 1st St | 253 | 1,296 | 1,468 | 2,241 | 250 | 901 | 78 | 175 | 1,405 | 52 | 1 |
| 106.1 | Locust St Gadsden | Meighan Blvd | N 6th St | 329 | 1,342 | 1,342 | 2,948 | 326 | 875 | - | 365 | 1,566 | 58 | 1 |
| 107.0 | Lonesome Bend Road Glencoe | US Hwy 278 E | W Air Depot Rd | 238 | 491 | 754 | 1,154 | 236 | 219 | 119 | 91 | 664 | 25 | 3 |
| 107.1 | Lonesome Bend Road Glencoe | W Air Depot Rd | Chastain Blvd | 821 | 1,096 | 1,096 | 1,096 | 813 | 238 | - | - | 1,050 | 39 | 2 |
| 108.0 | Main St Hokes Bluff | US Hwy 278 E | Tomcat Road | 260 | 487 | 805 | 1,049 | 257 | 196 | 143 | 55 | 652 | 24 | 3 |
| 109.0 | Mary Lou Cir Gadsden | Monte Vista Dr | Clayton Blvd | 80 | 525 | 1,110 | 2,265 | 79 | 384 | 264 | 262 | 990 | 37 | 2 |
| 110.0 | McLain St S Hokes Bluff | Rabbit Town Road | US Hwy 278 E | - | - | 285 | 813 | - | - | 129 | 120 | 248 | 9 | 4 |
| 111.0 | Meighan Blvd Gadsden | N 12th St | N 24th St | 565 | 1,003 | 1,801 | 4,436 | 559 | 378 | 360 | 598 | 1,896 | 70 | 1 |
| 111.1 | Meighan Blvd Gadsden | N 24th St | Wall St | 515 | 914 | 1,329 | 3,575 | 510 | 345 | 187 | 510 | 1,552 | 57 | 1 |
| 112.0 | Meighan Blvd Gadsden | N Albert Rains Blvd | N 12th St | 174 | 1,112 | 1,889 | 3,090 | 172 | 810 | 350 | 273 | 1,606 | 60 | 1 |
| 113.0 | Meighan Blvd Gadsden | Wall St | Vernon St | 15 | 814 | 1,280 | 1,779 | 15 | 690 | 210 | 113 | 1,029 | 38 | 2 |
| 114.0 | Meighan Blvd Gadsden | City Limit | I-59 | - | 121 | 366 | 722 | - | 105 | 110 | 81 | 296 | 11 | 4 |
| 114.1 | Meighan Blvd Gadsden | Vernon St | City Limit | - | 366 | 649 | 1,280 | - | 316 | 128 | 143 | 587 | 22 | 3 |
| 115.0 | Mill Hill Road Wills Valley | Leeth Gap Road | Cox Gap Road | - | - | - | - | - | - | - | - | - | - | - |
| 116.0 | Monte Vista Dr Gadsden | Brow Dr | Lugenia Dr | - | 556 | 895 | 1,698 | - | 480 | 153 | 182 | 816 | 30 | 3 |
| 117.0 | Moon Road Lookout Mountain | Lay Springs Road | Tabor Road | - | - | - | - | - | - | - | - | - | - | - |
| 118.0 | N 12th St Gadsden | Forrest Ave | Tuscaloosa Ave | 5 | 1,073 | 2,543 | 3,746 | 5 | 923 | 663 | 273 | 1,864 | 69 | 1 |
| 118.1 | N 12th St Gadsden | Tuscaloosa Ave | S Court St | 262 | 1,347 | 1,568 | 2,609 | 259 | 937 | 100 | 236 | 1,533 | 57 | 1 |
| 119.0 | N 3rd St Gadsden | Ewing Ave | Meighan Blvd | 92 | 977 | 1,388 | 2,034 | 91 | 765 | 185 | 147 | 1,188 | 44 | 2 |
| 119.1 | N 3rd St Gadsden | Meighan Blvd | Broad St | 211 | 1,289 | 1,611 | 1,569 | 209 | 931 | 145 | (10) | 1,276 | 47 | 2 |
| 120.0 | N 4th St Gadsden | Locust St | Broad St | 329 | 1,289 | 1,458 | 1,927 | 326 | 829 | 76 | 106 | 1,338 | 50 | 2 |
| 120.1 | N 4th St Gadsden | Meighan Blvd | Locust St | 303 | 1,289 | 1,342 | 2,034 | 300 | 852 | 24 | 157 | 1,333 | 49 | 2 |
| 120.2 | N 4th St Gadsden | N 3rd St | Meighan Blvd | - | 1,028 | 1,342 | 2,034 | - | 888 | 142 | 157 | 1,187 | 44 | 2 |
| 121.0 | N 5th St Gadsden | Tuscaloosa Ave | Meighan Blvd | 178 | 993 | 1,342 | 2,463 | 176 | 704 | 157 | 254 | 1,292 | 48 | 2 |
| 122.0 | N 6th St Gadsden | Meighan Blvd | Locust St | 329 | 1,423 | 1,342 | 2,948 | 326 | 945 | (37) | 365 | 1,599 | 59 | 1 |
| 122.1 | N 6th St Gadsden | Locust St | Broad St | 329 | 1,342 | 1,342 | 2,948 | 326 | 875 | - | 365 | 1,566 | 58 | 1 |
| 123.0 | N 7th St Gadsden | Henry St | Broad St | 329 | 1,342 | 1,342 | 3,409 | 326 | 875 | - | 469 | 1,670 | 62 | 1 |
| 124.0 | N 8th St Gadsden | Mountainbrook Dr | Tuscaloosa Ave | - | 713 | 1,650 | 2,679 | - | 616 | 423 | 234 | 1,272 | 47 | 2 |
| 124.1 | N 8th St Gadsden | 0.27 mi E of Bellevue Dr | Mountainbrook Dr | - | 695 | 1,741 | 2,679 | - | 600 | 472 | 213 | 1,285 | 48 | 2 |
| 125.0 | N 9th St Gadsden | Meighan Blvd | Tuscaloosa Ave | 118 | 1,025 | 2,466 | 2,781 | 117 | 784 | 650 | 72 | 1,622 | 60 | 1 |
| 125.1 | N 9th St Gadsden | Chestnut St | Meighan Blvd | 341 | 883 | 2,256 | 4,373 | 338 | 468 | 619 | 481 | 1,906 | 71 | 1 |
| 126.0 | N Albert Rains Blvd Gadsden | River St | 0.10 mi SW of Barbour St | 271 | 459 | 877 | 1,925 | 268 | 162 | 189 | 238 | 857 | 32 | 3 |
| 127.0 | N Albert Rains Blvd Gadsden | Meighan Blvd | River St | - | 773 | 1,569 | 1,930 | - | 668 | 359 | 82 | 1,109 | 41 | 2 |
| 128.0 | N College St Glencoe | Chastain Blvd | 0.39 mi W of Pineview Ave | 275 | 1,096 | 1,096 | 1,096 | 272 | 709 | - | - | 982 | 36 | 3 |
| 129.0 | Noccalula Dr Gadsden | Noccalula Road | Jones Cir | 76 | 157 | 338 | 1,022 | 75 | 70 | 82 | 155 | 382 | 14 | 4 |
| 130.0 | Noccalula Road Gadsden | Noccalula Dr | Scenic Hwy | 135 | 292 | 560 | 1,142 | 134 | 136 | 121 | 132 | 522 | 19 | 3 |
| 131.0 | Noccalula Road Gadsden | Body St | Noccalula Dr | 423 | 642 | 1,288 | 2,178 | 419 | 189 | 291 | 202 | 1,101 | 41 | 2 |
| 131.1 | Noccalula Road Gadsden | S Court St | Body St | 224 | 1,054 | 1,363 | 2,178 | 222 | 717 | 139 | 185 | 1,263 | 47 | 2 |
| 132.0 | Noccalula Road Gadsden | Scenic Dr | I-59 | - | - | 42 | 245 | - | - | 19 | 46 | 65 | 2 | 5 |
| 133.0 | Noccalula Road Reece City | I-59 | Valley Dr | - | - | - | - | - | - | - | - | - | - | - |
| 134.0 | Nunnally Ave Gadsden | Margaret St | Paden Road | - | - | 488 | 1,266 | - | - | 220 | 177 | 397 | 15 | 4 |

Gadsden Etowah MPO Bicycle and Pedestrian Plan: Bicycle Latent Demand Results (Year 2035)

| Seg_Id | Road Name | From (N or W) | To (S or E) | Enrollment | | | | Market | | | | School | | |
|--------|-----------------------------------|---------------------------|----------------------------|------------|-------|-------|-------|--------|-------|-------|-----|----------|--------|----------|
| | | | | School | | | | Market | | | | School | | |
| | | | | B1 | B2 | B3 | B4 | B1 | B2 | B3 | B4 | LD Score | LD 100 | Map Tier |
| 134.1 | Nunnally Ave Gadsden | E Broad St | Margaret St | - | - | 281 | 1,682 | - | - | 127 | 318 | 445 | 16 | 4 |
| 135.0 | Paden Road Gadsden | 0.12 mi SE of Farm Road | Nunnally Ave | - | - | 57 | 913 | - | - | 26 | 194 | 220 | 8 | 4 |
| 136.0 | Paden Road Gadsden | Cloverdale Road | College Pkwy | - | 3 | 143 | 604 | - | 3 | 63 | 105 | 170 | 6 | 4 |
| 137.0 | Paden Road Gadsden | Unnamed Road | 0.12 mi SE of Farm Road | - | - | - | 429 | - | - | - | 97 | 97 | 4 | 5 |
| 138.0 | Padenreich Ave Gadsden | George Wallace Dr | E Broad St | 269 | 269 | 898 | 2,044 | 266 | - | 284 | 260 | 810 | 30 | 3 |
| 139.0 | Padenreich Ave Gadsden | Eastview Ave | George Wallace Dr | 73 | 269 | 567 | 1,823 | 72 | 169 | 134 | 285 | 661 | 24 | 3 |
| 139.1 | Padenreich Ave Gadsden | Cloverdale Road | Eastview Ave | - | 269 | 335 | 1,512 | - | 232 | 30 | 267 | 529 | 20 | 3 |
| 140.0 | Piedmont Cut Off Gadsden | E Meighan Blvd | Unnamed Road | 757 | 824 | 1,026 | 1,026 | 749 | 58 | 91 | - | 898 | 33 | 3 |
| 141.0 | Piedmont Cut Off Gadsden | Unnamed Road | McCaffery Ave | 319 | 757 | 800 | 1,026 | 316 | 378 | 19 | 51 | 765 | 28 | 3 |
| 142.0 | Pilgrims Rest Road Southside | Green Valley Road | Gilbert Ferry Road | 366 | 655 | 946 | 1,234 | 362 | 250 | 131 | 65 | 809 | 30 | 3 |
| 143.0 | Pleasant Valley Road Attalla | Lee St SE | 3rd St SW | - | - | 34 | 34 | - | - | 15 | - | 15 | 1 | 5 |
| 144.0 | Pleasant Valley Road Gadsden | Randolph St SE | Lee St SE | - | - | 34 | 34 | - | - | 15 | - | 15 | 1 | 5 |
| 145.0 | Pleasant Valley Road Gadsden | Old Pleasant Valley Road | Randolph St SE | - | - | 26 | 34 | - | - | 12 | 2 | 14 | 1 | 5 |
| 146.0 | Pleasant Valley Road Gadsden | Old Pleasant Valley Road | Randolph St SE | - | - | 34 | 34 | - | - | 15 | - | 15 | 1 | 5 |
| 147.0 | Pleasant Valley Road Gadsden | McDaniel Lane | Steele Station Road | - | - | - | - | - | - | - | - | - | - | - |
| 148.0 | Pleasant Valley Road Gadsden | Daisey Lane | McDaniel Lane | - | - | - | - | - | - | - | - | - | - | - |
| 149.0 | Pleasant Valley Road Rainbow City | Rainbow Dr | Daisey Lane | - | - | - | - | - | - | - | - | - | - | - |
| 150.0 | Pleasant Valley Road Rainbow City | Steele Station Road | I-59 | - | - | - | - | - | - | - | - | - | - | - |
| 151.0 | Pleasant Valley Road Rainbow City | Steele Station Road | Old Pleasant Valley Road S | - | - | - | - | - | - | - | - | - | - | - |
| 152.0 | Pleasant Valley Road Rainbow City | I-59 | Pleasant Valley Road | - | - | - | 30 | - | - | - | 7 | 7 | 0 | - |
| 153.0 | Posey Road Hokes Bluff | US Hwy 278 E | Centre Road | - | - | - | 1,211 | - | - | - | 275 | 275 | 10 | 4 |
| 154.0 | Rabbit Town Road Gadsden | Ford Valley Road | Colvin Gap Road | - | - | - | - | - | - | - | - | - | - | - |
| 155.0 | Rabbit Town Road Glencoe | Lonesome Bend Road | Ford Valley Road | - | 108 | 276 | 576 | - | 93 | 76 | 68 | 237 | 9 | 4 |
| 156.0 | Rainbow Dr Gadsden | Whorton Bend Road | I-759 | - | 19 | 757 | 3,139 | - | 16 | 333 | 541 | 890 | 33 | 3 |
| 157.0 | Rainbow Dr Gadsden | Brown Ave | Whorton Bend Road | 264 | 440 | 440 | 2,008 | 261 | 152 | - | 356 | 769 | 29 | 3 |
| 158.0 | Rainbow Dr Rainbow City | Windy Hill Road | Lumley Road | 199 | 917 | 1,306 | 1,594 | 197 | 620 | 175 | 65 | 1,058 | 39 | 2 |
| 159.0 | Rainbow Dr Rainbow City | the County line | Pleasant Valley Road | - | - | - | - | - | - | - | - | - | - | - |
| 160.0 | Rainbow Dr Rainbow City | Pleasant Valley Road | Windy Hill Road | - | - | - | 111 | - | - | - | 25 | 25 | 1 | 5 |
| 161.0 | Rainbow Dr Rainbow City | W Grand Ave | Brown Ave | 9 | 198 | 559 | 1,271 | 9 | 163 | 163 | 162 | 497 | 18 | 4 |
| 162.0 | Rainbow Dr Rainbow City | Lumley Road | W Grand Ave | 229 | 980 | 1,616 | 1,775 | 227 | 649 | 287 | 36 | 1,199 | 44 | 2 |
| 163.0 | Randall St Gadsden | Central Ave | Plant Entrance | - | 1,021 | 2,582 | 3,257 | - | 882 | 704 | 153 | 1,739 | 64 | 1 |
| 163.1 | Randall St Gadsden | Plant Entrance | Wright Cir | 6 | 1,921 | 2,978 | 3,788 | 6 | 1,655 | 477 | 184 | 2,321 | 86 | 1 |
| 163.2 | Randall St Gadsden | Wright Cir | S 11th St | 53 | 2,475 | 3,125 | 4,272 | 52 | 2,093 | 293 | 260 | 2,699 | 100 | 1 |
| 163.3 | Randall St Gadsden | S 11th St | Reynolds St | 425 | 883 | 2,577 | 4,004 | 421 | 396 | 764 | 324 | 1,904 | 71 | 1 |
| 163.4 | Randall St Gadsden | Reynolds St | S 6th St | 501 | 883 | 2,340 | 4,143 | 496 | 330 | 657 | 409 | 1,892 | 70 | 1 |
| 163.5 | Randall St Gadsden | Randall St | Walnut St | 814 | 883 | 1,241 | 4,072 | 806 | 60 | 161 | 643 | 1,670 | 62 | 1 |
| 164.0 | Rocky Ford Road Hokes Bluff | 0.52 mi E of Main St | 0.07 mi W of Turner Road | - | - | 109 | 676 | - | - | 49 | 129 | 178 | 7 | 4 |
| 165.0 | Rocky Ford Road Hokes Bluff | Centre Road | 0.52 mi E of Main St | - | 262 | 1,320 | 1,465 | - | 226 | 477 | 33 | 736 | 27 | 3 |
| 166.0 | Rocky Ford Road Hokes Bluff | 0.16 mi W of Beasley Road | Reeves Road | - | - | - | - | - | - | - | - | - | - | - |
| 167.0 | Rocky Ford Road Hokes Bluff | 0.07 mi W of Turner Road | 0.16 mi W of Beasley Road | - | - | - | - | - | - | - | - | - | - | - |
| 168.0 | S 11th St Gadsden | Chestnut St | Forrest Ave | 53 | 883 | 2,319 | 4,373 | 52 | 717 | 648 | 466 | 1,883 | 70 | 1 |
| 169.0 | S 11th St Gadsden | Central Ave | Black Creek Pkwy | 966 | 1,709 | 2,099 | 3,413 | 956 | 642 | 176 | 298 | 2,072 | 77 | 1 |
| 169.1 | S 11th St Gadsden | Black Creek Pkwy | Eastside Dr | 1,389 | 1,798 | 2,376 | 3,868 | 1,375 | 353 | 261 | 339 | 2,328 | 86 | 1 |
| 169.2 | S 11th St Gadsden | Eastside Dr | Randall St | 1 | 2,391 | 2,577 | 3,944 | 1 | 2,065 | 84 | 310 | 2,460 | 91 | 1 |
| 170.0 | S 11th St Gadsden | Walnut St | Chestnut St | 53 | 883 | 3,006 | 4,373 | 52 | 717 | 957 | 310 | 2,037 | 75 | 1 |
| 171.0 | S 11th St Gadsden | Randall St | Walnut St | 233 | 883 | 3,192 | 4,047 | 231 | 562 | 1,041 | 194 | 2,028 | 75 | 1 |
| 172.0 | S 12th St Gadsden | Walnut St | Forrest Ave | 53 | 863 | 2,749 | 4,373 | 52 | 700 | 851 | 369 | 1,972 | 73 | 1 |
| 173.0 | S 1st St Gadsden | S 3rd St | Walnut St | 225 | 830 | 1,611 | 2,812 | 223 | 523 | 352 | 273 | 1,370 | 51 | 2 |
| 173.1 | S 1st St Gadsden | Walnut St | Chestnut St | - | 830 | 1,611 | 1,611 | - | 717 | 352 | - | 1,069 | 40 | 2 |
| 173.2 | S 1st St Gadsden | Chestnut St | Locust St | - | 1,088 | 1,611 | 1,611 | - | 940 | 236 | - | 1,176 | 44 | 2 |
| 174.0 | S 24th St Gadsden | Forrest Ave | Meighan Blvd | 536 | 914 | 1,333 | 4,185 | 531 | 327 | 189 | 647 | 1,694 | 63 | 1 |
| 174.1 | S 24th St Gadsden | Forrest Ave | Chestnut St | 339 | 1,064 | 2,214 | 4,200 | 336 | 626 | 519 | 451 | 1,931 | 72 | 1 |
| 175.0 | S 3rd St Gadsden | S 1st St | Walnut St | 657 | 830 | 1,611 | 3,254 | 650 | 149 | 352 | 373 | 1,525 | 57 | 1 |
| 176.0 | S 3rd St Gadsden | S Albert Rains Blvd | S 1st St | 321 | 830 | 1,212 | 3,305 | 318 | 440 | 172 | 475 | 1,405 | 52 | 1 |
| 177.0 | S 3rd St Gadsden | Walnut St | Broad St | 329 | 981 | 1,611 | 1,611 | 326 | 563 | 284 | - | 1,173 | 43 | 2 |
| 178.0 | S 4th St Gadsden | Rainbow Dr | Moragne Ave | 261 | 754 | 1,152 | 3,437 | 258 | 426 | 179 | 519 | 1,383 | 51 | 2 |
| 178.1 | S 4th St Gadsden | Moragne Ave | Walnut St | 670 | 852 | 1,496 | 3,305 | 663 | 157 | 290 | 411 | 1,522 | 56 | 1 |
| 179.0 | S 4th St Gadsden | Walnut St | Broad St | 329 | 931 | 1,611 | 1,984 | 326 | 520 | 307 | 85 | 1,237 | 46 | 2 |
| 180.0 | S 6th St Gadsden | Walnut St | Chestnut St | 534 | 883 | 1,342 | 4,591 | 529 | 302 | 207 | 738 | 1,775 | 66 | 1 |
| 180.1 | S 6th St Gadsden | Chestnut St | Broad St | 329 | 1,342 | 1,342 | 3,507 | 326 | 875 | - | 491 | 1,692 | 63 | 1 |

Gadsden Etowah MPO Bicycle and Pedestrian Plan: Bicycle Latent Demand Results (Year 2035)

| Seg_Id | Road Name | From (N or W) | To (S or E) | Enrollment | | | | Market | | | | School | | |
|--------|----------------------------------|------------------------|------------------------|------------|-------|-------|-------|--------|-------|-----|-----|----------|--------|----------|
| | | | | School | | | | School | | | | School | | |
| | | | | B1 | B2 | B3 | B4 | B1 | B2 | B3 | B4 | LD Score | LD 100 | Map Tier |
| 181.0 | S 7th St Gadsden | Chestnut St | Broad St | 329 | 1,080 | 1,342 | 4,642 | 326 | 649 | 118 | 749 | 1,842 | 68 | 1 |
| 181.1 | S 7th St Gadsden | Walnut St | Chestnut St | 579 | 883 | 1,342 | 4,642 | 573 | 263 | 207 | 749 | 1,792 | 66 | 1 |
| 182.0 | S Albert Rains Blvd Gadsden | I-759 | Mail Entrance | - | 501 | 1,109 | 3,286 | - | 433 | 274 | 494 | 1,201 | 45 | 2 |
| 182.1 | S Albert Rains Blvd Gadsden | Mail Entrance | S 3rd St | - | 580 | 1,152 | 3,512 | - | 501 | 258 | 536 | 1,295 | 48 | 2 |
| 182.2 | S Albert Rains Blvd Gadsden | S 3rd St | Meighan Blvd | - | 917 | 1,460 | 2,445 | - | 792 | 245 | 224 | 1,261 | 47 | 2 |
| 183.0 | Sand Valley Road Gadsden | US Hwy 431 | Brans Chapel Road | - | - | - | - | - | - | - | - | - | - | - |
| 184.0 | Sand Valley Road Mountainboro | Cox Gap Road | Horton Gap Road | - | - | - | 20 | - | - | - | 5 | 5 | 0 | - |
| 185.0 | Sand Valley Road Wills Valley | Brans Chapel Road | Cox Gap Road | - | - | - | - | - | - | - | - | - | - | - |
| 186.0 | Scenic Hwy Lookout Mountain | McNaron Dr | Mt Pisgah Road | - | 99 | 165 | 202 | - | 86 | 30 | 8 | 124 | 5 | 5 |
| 187.0 | State Hwy 77 Gadsden | 9th St SW | US Hwy 278 W | 147 | 286 | 307 | 310 | 146 | 120 | 9 | 1 | 276 | 10 | 4 |
| 188.0 | State Hwy 77 Southside | the County line | N end of Causeway | - | - | - | - | - | - | - | - | - | - | - |
| 188.1 | State Hwy 77 Southside | N end of Causeway | Green Valley Road | - | - | - | - | - | - | - | - | - | - | - |
| 189.0 | State Hwy 77 Southside | the County line | the 3rd County line | - | - | - | - | - | - | - | - | - | - | - |
| 190.0 | State Hwy 77 Southside | Green Valley Road | Hood Road | - | - | 108 | 671 | - | - | 49 | 128 | 177 | 7 | 4 |
| 191.0 | Steele Station Road Rainbow City | the County line | Pleasant Valley Road | - | - | - | - | - | - | - | - | - | - | - |
| 192.0 | Steele Station Road Rainbow City | Pleasant Valley Road | Pine View Dr | - | - | - | - | - | - | - | - | - | - | - |
| 193.0 | Steele Station Road Rainbow City | Pine View Dr | Westminster Dr | - | - | 316 | 956 | - | - | 143 | 145 | 288 | 11 | 4 |
| 193.1 | Steele Station Road Rainbow City | Westminster Dr | Natco Dr | - | - | 128 | 1,728 | - | - | 58 | 363 | 421 | 16 | 4 |
| 194.0 | Steele Station Road Rainbow City | Natco Dr | Sutton Bridge Road | - | 68 | 997 | 2,232 | - | 59 | 419 | 280 | 758 | 28 | 3 |
| 195.0 | Sutton Bridge Road Rainbow City | Rainbow Dr | Wills Creek Rd | - | 506 | 1,231 | 2,248 | - | 437 | 327 | 231 | 995 | 37 | 2 |
| 196.0 | Tabor Road Gadsden | Noccalula Road | Unnamed Road | 59 | 157 | 357 | 851 | 58 | 85 | 90 | 112 | 345 | 13 | 4 |
| 197.0 | Tabor Road Lookout Mountain | Unnamed Road | Gladden Lane | 111 | 239 | 284 | 284 | 110 | 111 | 20 | - | 241 | 9 | 4 |
| 198.0 | Tabor Road Lookout Mountain | Winningham Dr | Alverson Road | - | - | 9 | 43 | - | - | 4 | 8 | 12 | 0 | - |
| 199.0 | Tidmore Bend Road Gadsden | Ewing Ave | 0.3 mi W of Delilah St | - | 207 | 666 | 666 | - | 179 | 207 | - | 386 | 14 | 4 |
| 199.1 | Tidmore Bend Road Gadsden | 0.3 mi W of Delilah St | Delilah St | - | 207 | 652 | 982 | - | 179 | 201 | 75 | 454 | 17 | 4 |
| 200.0 | Tidmore Bend Road Gadsden | Delilah St | Hooks Lake Road | - | 207 | 207 | 1,423 | - | 179 | - | 276 | 455 | 17 | 4 |
| 201.0 | Tidmore Bend Road Turkeytown | Hooks Lake Road | Anderson Road | - | 23 | 207 | 730 | - | 20 | 83 | 119 | 222 | 8 | 4 |
| 202.0 | Tidmore Bend Road Turkeytown | Pope Road | End of Road | - | 159 | 604 | 1,276 | - | 137 | 201 | 153 | 491 | 18 | 4 |
| 203.0 | Tidmore Bend Road Turkeytown | Anderson Road | Pope Road | - | - | 2 | 60 | - | - | 1 | 13 | 14 | 1 | 5 |
| 204.0 | Tidmore Bend Road Turkeytown | Pope Road | End of Road | - | - | - | 8 | - | - | - | 2 | 2 | 0 | - |
| 205.0 | Tuscaloosa Ave Gadsden | N 12th St | N 11th St | - | 1,300 | 2,487 | 2,679 | - | 1,123 | 535 | 44 | 1,702 | 63 | 1 |
| 205.1 | Tuscaloosa Ave Gadsden | N 11th St | Henry St | - | 721 | 2,567 | 2,679 | - | 623 | 833 | 25 | 1,481 | 55 | 1 |
| 205.2 | Tuscaloosa Ave Gadsden | Henry St | N 6th St | - | 788 | 1,838 | 2,679 | - | 681 | 474 | 191 | 1,345 | 50 | 2 |
| 206.0 | Tuscaloosa Ave Gadsden | N 6th St | N 3rd St | 335 | 788 | 1,414 | 2,534 | 332 | 391 | 282 | 254 | 1,260 | 47 | 2 |
| 207.0 | US Hwy 11 Attalla | Clanton St SW | Unnamed Road | - | - | - | 14 | - | - | - | 3 | 3 | 0 | - |
| 208.0 | US Hwy 11 Gadsden | the County line | Center Road | - | - | - | - | - | - | - | - | - | - | - |
| 209.0 | US Hwy 11 Gadsden | Center Road | Clanton St SW | - | - | - | - | - | - | - | - | - | - | - |
| 210.0 | US Hwy 11 Wills Valley | I-59 | Keener Gap Road | - | - | - | 165 | - | - | - | 37 | 37 | 1 | 5 |
| 211.0 | US Hwy 278 E Glencoe | McCaffery Ave | Lonesome Bend Road | - | 115 | 440 | 845 | - | 99 | 147 | 92 | 338 | 13 | 4 |
| 212.0 | US Hwy 278 E Hokes Bluff | Unnamed Road | Oakwood Dr | - | 361 | 567 | 956 | - | 312 | 93 | 88 | 493 | 18 | 4 |
| 213.0 | US Hwy 278 E Hokes Bluff | Lonesome Bend Road | McLain St S | - | - | 69 | 639 | - | - | 31 | 129 | 161 | 6 | 4 |
| 214.0 | US Hwy 278 E Hokes Bluff | Shields Road | Tomcat Road | - | - | - | - | - | - | - | - | - | - | - |
| 215.0 | US Hwy 278 E Hokes Bluff | Handley St | Posey Road | - | - | 695 | 1,084 | - | - | 313 | 88 | 402 | 15 | 4 |
| 216.0 | US Hwy 278 E Hokes Bluff | Posey Road | Shields Road | - | - | - | 500 | - | - | - | 114 | 114 | 4 | 5 |
| 217.0 | US Hwy 278 E Hokes Bluff | Tomcat Road | the County line | - | - | - | - | - | - | - | - | - | - | - |
| 218.0 | US Hwy 278 E Hokes Bluff | McLain St N | Alford Bend Rd | - | 733 | 1,084 | 1,259 | - | 633 | 158 | 40 | 831 | 31 | 3 |
| 218.1 | US Hwy 278 E Hokes Bluff | Alford Bend Rd | Handley St | - | 747 | 1,084 | 1,092 | - | 645 | 152 | 2 | 799 | 30 | 3 |
| 219.0 | US Hwy 278 W Gadsden | State Hwy 179 | Ivatee Cutoff Road | - | - | - | 61 | - | - | - | 14 | 14 | 1 | 5 |
| 220.0 | US Hwy 278 W Gadsden | State Hwy 77 | US Hwy 431 | 18 | 307 | 307 | 307 | 18 | 250 | - | - | 268 | 10 | 4 |
| 221.0 | US Hwy 278 W Gadsden | Double A Cir | State Hwy 77 | 307 | 307 | 307 | 307 | 304 | - | - | - | 304 | 11 | 4 |
| 222.0 | US Hwy 278 W Gadsden | Ivatee Cutoff Road | Double A Cir | 12 | 150 | 273 | 307 | 12 | 119 | 55 | 8 | 194 | 7 | 4 |
| 223.0 | US Hwy 411 Turkeytown | Turkey Town Gap Road | the County line | - | - | - | - | - | - | - | - | - | - | - |
| 224.0 | US Hwy 411 Turkeytown | Boyd Dr | Fitts Ferry Road | - | 182 | 450 | 739 | - | 157 | 121 | 66 | 344 | 13 | 4 |
| 225.0 | US Hwy 411 Turkeytown | Fitts Ferry Road | Coats Bend Road | 491 | 629 | 629 | 629 | 486 | 119 | - | - | 605 | 22 | 3 |
| 226.0 | US Hwy 411 Turkeytown | Coats Bend Road | Turkey Town Gap Road | 132 | 270 | 409 | 549 | 131 | 119 | 63 | 30 | 343 | 13 | 4 |
| 227.0 | US Hwy 431 Attalla | 4th St SW | St Clair St NW | - | - | - | 273 | - | - | - | 62 | 62 | 2 | 5 |
| 227.1 | US Hwy 431 Attalla | St Clair St NW | Simmons Road | - | 86 | 255 | 324 | - | 74 | 76 | 16 | 166 | 6 | 4 |
| 228.0 | US Hwy 431 Attalla | 3rd St NW | 4th St NW | - | - | - | 34 | - | - | - | 8 | 8 | 0 | - |
| 229.0 | US Hwy 431 Gadsden | State Hwy 77 | Joe Osborn Dr | - | 25 | 243 | 307 | - | 22 | 98 | 15 | 134 | 5 | 5 |
| 230.0 | US Hwy 431 Gadsden | Simmons Road | US Hwy 278 W | - | 307 | 307 | 307 | - | 265 | - | - | 265 | 10 | 4 |

Gadsden Etowah MPO Bicycle and Pedestrian Plan: Bicycle Latent Demand Results (Year 2035)

| Seg_Id | Road Name | From (N or W) | To (S or E) | Enrollment | | | | Market | | | | School | | |
|--------|---------------------------------|----------------------------|-----------------------------|------------|-------|-------|-------|--------|-------|-----|-----|----------|--------|----------|
| | | | | School | | | | | | | | School | | |
| | | | | B1 | B2 | B3 | B4 | B1 | B2 | B3 | B4 | LD Score | LD 100 | Map Tier |
| 231.0 | US Hwy 431 Gadsden | US Hwy 278 W | State Hwy 77 | - | 307 | 307 | 307 | - | 265 | - | - | 265 | 10 | 4 |
| 232.0 | US Hwy 431 Gadsden | Joe Osborn Dr | Sand Valley Road | - | - | - | 163 | - | - | - | 37 | 37 | 1 | 5 |
| 233.0 | Valley Dr Reece City | Unnamed Road | I-59 | - | - | - | 223 | - | - | - | 51 | 51 | 2 | 5 |
| 234.0 | Valley Dr Reece City | Ferguson Road | Bruton Gap Road | - | - | - | - | - | - | - | - | - | - | - |
| 235.0 | Valley Dr Reece City | Bruton Gap Road | Unnamed Road | - | - | - | - | - | - | - | - | - | - | - |
| 236.0 | Van Del Blvd Gadsden | Hickory St | Stonewall Ave | 366 | 366 | 1,504 | 3,027 | 362 | - | 513 | 346 | 1,221 | 45 | 2 |
| 237.0 | Van Del Blvd Gadsden | Georgia Ave | Forrest Ave | 278 | 366 | 1,280 | 3,027 | 275 | 76 | 412 | 397 | 1,160 | 43 | 2 |
| 238.0 | Van Del Blvd Gadsden | Stonewall Ave | Georgia Ave | 366 | 366 | 1,237 | 3,027 | 362 | - | 393 | 406 | 1,161 | 43 | 2 |
| 239.0 | W Air Depot Road Glencoe | Nunnally Ave | Chastain Blvd | 50 | 517 | 1,010 | 1,096 | 50 | 403 | 222 | 20 | 695 | 26 | 3 |
| 240.0 | W Grand Ave Gadsden | Airport Road | I-59 | - | 1 | 33 | 374 | - | 1 | 14 | 77 | 93 | 3 | 5 |
| 241.0 | W Grand Ave Rainbow City | Montrose Ave | Steele Station Road | - | - | - | 3,412 | - | - | - | 775 | 775 | 29 | 3 |
| 241.1 | W Grand Ave Rainbow City | Park Ln | Montrose Ave | - | - | 626 | 2,057 | - | - | 282 | 325 | 607 | 22 | 3 |
| 241.2 | W Grand Ave Rainbow City | Rainbow Dr | Park Ln | - | - | 1,276 | 2,057 | - | - | 575 | 177 | 753 | 28 | 3 |
| 242.0 | W Grand Ave Rainbow City | Steele Station Road | Airport Road | - | - | - | 361 | - | - | - | 82 | 82 | 3 | 5 |
| 243.0 | W Main St Glencoe | Willene Ave | W Air Depot Road | 393 | 1,049 | 1,096 | 1,096 | 389 | 567 | 21 | - | 977 | 36 | 3 |
| 244.0 | Walden Road Lookout Mountain | Scenic Hwy | Tabor Road | - | - | - | - | - | - | - | - | - | - | - |
| 245.0 | Walnut St Gadsden | S 6th St | S 5th St | 830 | 883 | 1,342 | 4,219 | 822 | 46 | 207 | 653 | 1,728 | 64 | 1 |
| 245.1 | Walnut St Gadsden | S 5th St | S 3rd St | 508 | 862 | 1,493 | 3,593 | 503 | 306 | 285 | 477 | 1,570 | 58 | 1 |
| 245.2 | Walnut St Gadsden | S 3rd St | S Albert Rains Blvd | 164 | 830 | 1,611 | 1,611 | 162 | 575 | 352 | - | 1,090 | 40 | 2 |
| 246.0 | Walnut St Gadsden | S 12th St | Turrentine Ave | 448 | 883 | 2,964 | 4,499 | 444 | 376 | 939 | 348 | 2,106 | 78 | 1 |
| 247.0 | Walnut St Gadsden | Turrentine Ave | S 6th St | 833 | 883 | 1,342 | 4,574 | 825 | 43 | 207 | 734 | 1,809 | 67 | 1 |
| 248.0 | Washington St SE Attala | Old Pleasant Valley Road | Case Ave SE | - | - | 1 | 34 | - | - | 0 | 7 | 8 | 0 | - |
| 249.0 | White's Chapel Road Turkeytown | US Hwy 411 | 0.12 mi S of Coats Bend Rd | 629 | 629 | 629 | 629 | 623 | - | - | - | 623 | 23 | 3 |
| 249.1 | White's Chapel Road Turkeytown | 0.12 mi S of Coats Bend Rd | Fitts Ferry Rd | 497 | 629 | 629 | 629 | 492 | 114 | - | - | 606 | 22 | 3 |
| 249.2 | White's Chapel Road Turkeytown | Fitts Ferry Rd | Tidmore Bend Road | - | 120 | 258 | 434 | - | 104 | 62 | 40 | 206 | 8 | 4 |
| 250.0 | Whorton Bend Road Gadsden | Rainbow Dr | Whippoorwill Dr | - | 57 | 246 | 861 | - | 49 | 85 | 140 | 274 | 10 | 4 |
| 251.0 | Whorton Bend Road Gadsden | Whippoorwill Dr | Pinehaven Road | - | - | - | 167 | - | - | - | 38 | 38 | 1 | 5 |
| 252.0 | Whorton Bend Road Rainbow City | Gilbert Ferry Road | Whorton Bend Road | - | - | - | 635 | - | - | - | 144 | 144 | 5 | 5 |
| 254.0 | Canoe Creek Road Rainbow City | Steele Station Rd | Rainbow Dr | - | - | - | - | - | - | - | - | - | - | - |
| 255.0 | Lumley Road Rainbow City | Rainbow Dr | 0.2 mi N of St Andrews St | 1,440 | 1,617 | 1,617 | 1,617 | 1,426 | 153 | - | - | 1,579 | 58 | 1 |
| 256.0 | Lumley Road Rainbow City | 0.2 mi N of St Andrews St | Steele Station Rd | 162 | 726 | 1,379 | 1,617 | 160 | 487 | 295 | 54 | 996 | 37 | 2 |
| 257.0 | School Dr Southside | Gilbert Ferry Rd | Cedar Bend Rd | 895 | 1,486 | 1,486 | 1,486 | 886 | 511 | - | - | 1,397 | 52 | 1 |
| 258.0 | Hood Road Southside | Gilbert Ferry Rd | Cedar Bend Rd | - | - | 135 | 822 | - | - | 61 | 156 | 217 | 8 | 4 |
| 259.0 | Walnut St Gadsden | Van Del Blvd | Pearl St | 366 | 366 | 851 | 3,019 | 362 | - | 219 | 492 | 1,073 | 40 | 2 |
| 260.0 | Brooke Ave Gadsden | Walnut St | Bridge at Big Wills Creek | 194 | 366 | 366 | 1,909 | 192 | 149 | - | 350 | 691 | 26 | 3 |
| 261.0 | Brooke Ave Gadsden | Bridge at Big Wills Creek | Centurion Way | - | 150 | 366 | 388 | - | 130 | 97 | 5 | 232 | 9 | 4 |
| 262.0 | Brooke Ave Gadsden | Centurion Way | W Grand Ave | - | - | 187 | 400 | - | - | 84 | 48 | 133 | 5 | 5 |
| 263.0 | Walnut St Gadsden | Pearl St | Brooke Ave | 366 | 366 | 807 | 2,974 | 362 | - | 199 | 492 | 1,053 | 39 | 2 |
| 264.0 | Black Creek Pkwy Gadsden | Sutton Bridge Rd | I-759 | 424 | 1,694 | 2,134 | 2,708 | 420 | 1,097 | 198 | 130 | 1,846 | 68 | 1 |
| 265.0 | Black Creek Pkwy Gadsden | I-759 | S 11th St | 1,694 | 1,694 | 2,068 | 3,435 | 1,677 | - | 169 | 310 | 2,156 | 80 | 1 |
| 266.0 | Owens St Gadsden | Eastside Dr | Subdivision Entrance | - | 1,694 | 2,635 | 3,017 | - | 1,464 | 424 | 87 | 1,975 | 73 | 1 |
| 267.0 | Davis Dr Gadsden | Black Creek Pkwy | Eastside Dr | 1,237 | 1,694 | 2,264 | 3,058 | 1,225 | 395 | 257 | 180 | 2,057 | 76 | 1 |
| 267.1 | Sutton Bridge Road Rainbow City | Sutton Bridge Rd | Black Creek Pkwy | - | 1,694 | 1,816 | 2,778 | - | 1,464 | 55 | 218 | 1,737 | 64 | 1 |
| 270.0 | US 431 | Peeks Hill Rd | County Line | - | - | - | - | - | - | - | - | - | - | - |
| 271.0 | E Main St Glencoe | Chastain Blvd | Willene Ave | 373 | 373 | 1,096 | 1,096 | 369 | - | 326 | - | 695 | 26 | 3 |
| 272.0 | E Broad St Gadsden | W Air Depot Rd | End of Road at College Pkwy | 58 | 846 | 1,096 | 1,096 | 57 | 681 | 113 | - | 851 | 32 | 3 |

Gadsden Etowah MPO Bicycle and Pedestrian Plan: Pedestrian Latent Demand Results (Year 2025)

| Seg_Id | Road Name | From (N or W) | To (S or E) | Enrollment | | | | Market | | | | School | | | |
|--------|------------------------------|---------------------------|---------------------------|------------|-------|-------|-------|--------|-----|----|----|----------|--------|---|---|
| | | | | School | | | | Market | | | | LD Score | LD 100 | | |
| | | | | B1 | B2 | B3 | B4 | B1 | B2 | B3 | B4 | | | | |
| 1.0 | 3rd St NW Attalla | 5th Ave NW | 16th Ave NW | - | 0.269 | 0.001 | 0.001 | 366 | - | - | - | 0 | 0 | 0 | 0 |
| 1.1 | 3rd St NW Attalla | 16th Ave NW | 4th St NW | - | - | - | - | 216 | - | - | - | 0 | 0 | 0 | - |
| 2.0 | 3rd St NW Attalla | 5th Ave NW | US Hwy 431 | - | - | - | - | 34 | - | - | - | 0 | 0 | 0 | - |
| 3.0 | 3rd St SW Attalla | 12th Ave SW | US Hwy 431 | - | 1 | 26 | 34 | - | 0 | 0 | 0 | 0 | 0 | 0 | - |
| 3.1 | 3rd St SW Attalla | Bridge at Big Wills Creek | 12th Ave SW | - | 34 | 34 | 34 | - | 9 | - | - | 9 | 1 | 5 | - |
| 3.2 | 3rd St SW Attalla | Gilberts Ferry Road SW | Bridge at Big Wills Creek | - | 34 | 34 | 34 | - | 9 | - | - | 9 | 1 | 5 | - |
| 4.0 | 3rd St SW Attalla | Unnamed Road | Gilberts Ferry Road SW | - | 17 | 33 | 34 | - | 5 | 0 | 0 | 0 | 5 | 0 | - |
| 5.0 | 4th St NW Attalla | 6th Ave NW | 10th Ave NW | - | - | - | - | 242 | - | - | - | 0 | 0 | 0 | - |
| 5.1 | 4th St NW Attalla | 6th Ave NW | 6th Ave NW | - | - | - | - | - | - | - | - | - | - | - | - |
| 6.0 | 4th St NW Attalla | 10th Ave NW | 3rd St NW | - | - | - | - | 201 | - | - | - | 0 | 0 | 0 | - |
| 7.0 | 4th St NW Attalla | US Hwy 431 | 4th Ave NW | - | - | - | - | 34 | - | - | - | 0 | 0 | 0 | - |
| 7.1 | 4th St NW Attalla | 4th Ave NW | 5th Ave NW | - | - | - | - | 19 | - | - | - | 0 | 0 | 0 | - |
| 8.0 | 4th St NW Attalla | 3rd St NW | 0.374 mi NE of 3rd St NW | - | - | - | - | - | - | - | - | - | - | - | - |
| 9.0 | 4th St NW Gadsden | 0.374 mi NE of 3rd St NW | Ferguson Road | - | - | - | - | - | - | - | - | - | - | - | - |
| 10.0 | 4th St SW Attalla | 6th Ave SW | US Hwy 431 | - | - | 18 | 34 | - | - | 0 | 0 | 0 | 0 | 0 | - |
| 10.1 | 4th St SW Attalla | 8th Ave SW | 6th Ave SW | - | - | 34 | 34 | - | - | 0 | - | 0 | 0 | 0 | - |
| 11.0 | 5th Ave NE Attalla | 1st St NE | 3rd St NW | - | - | - | 400 | - | - | - | 0 | 0 | 0 | 0 | - |
| 11.1 | 5th Ave NE Attalla | Cherry St NE | 1st St NE | - | - | 117 | 371 | - | - | 0 | 0 | 0 | 0 | 0 | - |
| 12.0 | 5th Ave NE Attalla | I-59 | Cherry St NE | - | - | 366 | 366 | - | - | 0 | - | 0 | 0 | 0 | - |
| 13.0 | 5th Ave NW Attalla | 3rd St NW | 4th St NW | - | - | - | 4 | - | - | - | 0 | 0 | 0 | 0 | - |
| 14.0 | 6th St N Gadsden | E Meighan Blvd | E Broad St | 105 | 269 | 1,741 | 2,315 | 101 | 44 | 1 | 1 | 147 | 9 | 4 | - |
| 15.0 | 8th Ave NW Attalla | 3rd St NW | 4th St NW | - | - | - | 366 | - | - | - | 0 | 0 | 0 | 0 | - |
| 16.0 | 8th Ave SW Attalla | US Hwy 431 | 4th St SW | - | - | 19 | 328 | - | - | 0 | 0 | 0 | 0 | 0 | - |
| 17.0 | Airport Road Gadsden | Thunderbird Ln | W Grand Ave | - | - | - | 308 | - | - | - | 0 | 0 | 0 | 0 | - |
| 17.1 | Airport Road Gadsden | 0.23 mi S of Black Road | Thunderbird Ln | - | - | - | 34 | - | - | - | 0 | 0 | 0 | 0 | - |
| 18.0 | Airport Road Gadsden | Steele Station Road | 0.23 mi S or Black Rd | - | - | 68 | 852 | - | - | 0 | 1 | 1 | 0 | 0 | - |
| 19.0 | Alford Bend Road Hokes Bluff | US Hwy 278 E | Appalachian Hwy | 662 | 1,229 | 1,347 | 1,465 | 636 | 153 | 0 | 0 | 788 | 48 | 1 | - |
| 20.0 | Anderson Road Turkeytown | Tidmore Bend Road | US Hwy 411 | - | - | 229 | 584 | - | - | 0 | 0 | 1 | 0 | 0 | - |
| 21.0 | Appalachian Hwy Hokes Bluff | US Hwy 278 E | Bluebird Lane | 539 | 934 | 1,224 | 1,465 | 517 | 106 | 0 | 0 | 624 | 38 | 1 | - |
| 22.0 | Appalachian Hwy Turkeytown | Bluebird Lane | US Hwy 411 | - | 19 | 53 | 102 | - | 5 | 0 | 0 | 5 | 0 | 0 | - |
| 23.0 | Bellevue Dr Gadsden | Brow Dr | Harts Ave | 89 | 596 | 1,403 | 2,198 | 85 | 136 | 1 | 1 | 223 | 14 | 3 | - |
| 23.1 | Bellevue Dr Gadsden | Bellevue Dr | Noccalula Road | 93 | 1,162 | 1,682 | 2,659 | 89 | 288 | 1 | 1 | 378 | 23 | 2 | - |
| 24.0 | Broad St Gadsden | N 12th St | N Franklin St | 53 | 1,221 | 2,422 | 4,475 | 51 | 314 | 1 | 2 | 368 | 23 | 2 | - |
| 24.1 | Broad St Gadsden | 0.04 mi E of N 7th St | N 12th St | 250 | 927 | 2,080 | 4,442 | 240 | 182 | 1 | 2 | 426 | 26 | 2 | - |
| 24.2 | Broad St Gadsden | N 1st St | 0.04 mi E of N 7th St | 283 | 1,283 | 1,431 | 2,197 | 272 | 269 | 0 | 1 | 542 | 33 | 2 | - |
| 24.3 | Broad St Gadsden | Hood Ave S | N 1st St | - | 944 | 1,592 | 1,970 | - | 254 | 1 | 0 | 255 | 16 | 3 | - |
| 24.4 | Broad St Gadsden | Herzberg Ave | Hood Ave S | - | 364 | 1,588 | 2,368 | - | 98 | 1 | 1 | 100 | 6 | 4 | - |
| 24.5 | Broad St Gadsden | 9th St S | Herzberg Ave | 156 | 269 | 1,617 | 2,334 | 150 | 30 | 1 | 1 | 182 | 11 | 4 | - |
| 24.6 | Broad St Gadsden | E Meighan Blvd | 9th St S | 124 | 632 | 1,026 | 1,371 | 119 | 137 | 0 | 0 | 256 | 16 | 3 | - |
| 25.0 | Brow Dr Gadsden | Bellevue Dr | End of Road | - | - | 882 | 1,089 | - | - | 1 | 0 | 1 | 0 | 0 | - |
| 26.0 | Brown Ave Rainbow City | Rainbow Dr | Sutton Bridge Road | 119 | 440 | 440 | 2,101 | 114 | 86 | - | 2 | 202 | 12 | 4 | - |
| 27.0 | Bruton Gap Road Wills Valley | Valley Dr | Duck Springs Road | - | - | - | - | - | - | - | - | - | - | - | - |
| 28.0 | Burke Ave SE Attalla | Lee St SE | Gilberts Ferry Road SE | 26 | 34 | 34 | 34 | 25 | 2 | - | - | 27 | 2 | 5 | - |
| 29.0 | Case Ave SE Attalla | Randolph St SE | Jones St SE | 3 | 31 | 34 | 34 | 3 | 8 | 0 | - | 10 | 1 | 5 | - |
| 29.1 | Case Ave SE Attalla | Jones St SE | Gilberts Ferry Road SE | 34 | 34 | 34 | 34 | 33 | - | - | - | 33 | 2 | 5 | - |
| 30.0 | Case Ave SE Attalla | Washington St SE | Randolph St SE | - | - | 34 | 34 | - | - | 0 | - | 0 | 0 | 0 | - |
| 31.0 | Causey Lane Gadsden | Gallant Road | US Hwy 278 W | - | 255 | 307 | 307 | - | 69 | 0 | - | 69 | 4 | 5 | - |
| 32.0 | Cedar Bend Road Southside | State Hwy 77 | Gilbert Ferry Road | 89 | 307 | 469 | 609 | 85 | 59 | 0 | 0 | 144 | 9 | 4 | - |
| 33.0 | Central Ave Gadsden | S 11th St | Hickory St | - | 1,389 | 2,225 | 2,847 | - | 374 | 1 | 1 | 375 | 23 | 2 | - |
| 34.0 | Centre Road Hokes Bluff | US Hwy 278 E | Tomcat Road | - | - | - | - | - | - | - | - | - | - | - | - |
| 35.0 | Chastain Blvd Glencoe | Websters Chapel Road | Green Valley Road | - | 41 | 138 | 420 | - | 11 | 0 | 0 | 11 | 1 | 5 | - |
| 36.0 | Chastain Blvd Glencoe | the County line | Websters Chapel Road | - | - | - | - | - | - | - | - | - | - | - | - |
| 37.0 | Chastain Blvd Glencoe | N College St | W Air Depot Road | 606 | 1,096 | 1,096 | 1,096 | 582 | 132 | - | - | 714 | 44 | 1 | - |
| 38.0 | Chastain Blvd Glencoe | Green Valley Road | N College St | 224 | 598 | 1,075 | 1,096 | 215 | 101 | 0 | 0 | 316 | 19 | 3 | - |
| 39.0 | Chestnut St Gadsden | S 24th St | S 16th St | 13 | 999 | 3,397 | 4,307 | 12 | 265 | 2 | 1 | 281 | 17 | 3 | - |
| 39.1 | Chestnut St Gadsden | S 16th St | S 10th St | 106 | 987 | 3,094 | 4,563 | 102 | 237 | 2 | 1 | 342 | 21 | 3 | - |
| 39.2 | Chestnut St Gadsden | S 10th St | S 6th St | 344 | 883 | 1,654 | 4,501 | 330 | 145 | 1 | 3 | 479 | 29 | 2 | - |
| 39.3 | Chestnut St Gadsden | S 6th St | S 1st St | 299 | 1,115 | 1,485 | 2,330 | 287 | 220 | 0 | 1 | 508 | 31 | 2 | - |
| 40.0 | Church St Rainbow City | E Grand Ave | Rainbow Dr | - | - | 896 | 2,057 | - | - | 1 | 1 | 2 | 0 | 0 | - |

Gadsden Etowah MPO Bicycle and Pedestrian Plan: Pedestrian Latent Demand Results (Year 2025)

| Seg_Id | Road Name | From (N or W) | To (S or E) | Enrollment | | | | Market | | | | School | | |
|--------|--------------------------------|---------------------------|---------------------------|------------|-------|-------|-------|--------|-----|----|-----|----------|--------|---|
| | | | | School | | | | | | | | LD Score | LD 100 | |
| | | | | B1 | B2 | B3 | B4 | B1 | B2 | B3 | B4 | | | |
| 41.0 | Cleveland Ave SE Attala | I-59 | Line St SE | - | - | 260 | 373 | - | - | 0 | 0 | 0 | 0 | - |
| 41.1 | Cleveland Ave SE Attala | Line St SE | 5th Ave NE | - | - | - | 400 | - | - | - | 0 | 0 | 0 | - |
| 42.0 | Cloverdale Road Gadsden | Paden Road | Padenreich Ave | - | 269 | 269 | 1,026 | - | 72 | - | 1 | 73 | 4 | 5 |
| 43.0 | College Pkwy Gadsden | Paden Road | 0.07 mi W of Nunnally Ave | - | - | - | 588 | - | - | - | 1 | 1 | 0 | - |
| 44.0 | College Pkwy Gadsden | 0.07 mi W of Nunnally Ave | E Meighan Blvd | - | 47 | 644 | 1,515 | - | 13 | 1 | 1 | 14 | 1 | 5 |
| 45.0 | College St Glencoe | 0.39 mi W of Pineview Ave | Rabbit Town Road | - | 212 | 591 | 1,066 | - | 57 | 0 | 0 | 58 | 4 | 5 |
| 46.0 | Colvin Gap Road Hokes Bluff | the County line | Alford Bend Rd | - | - | - | 231 | - | - | - | 0 | 0 | 0 | - |
| 46.1 | Colvin Gap Road Hokes Bluff | Colvin Gap Road | US Hwy 278 E | - | 257 | 987 | 1,084 | - | 69 | 1 | 0 | 70 | 4 | 5 |
| 47.0 | Cox Gap Road Mountainboro | Sand Valley Road | Hallmark Road | - | - | - | - | - | - | - | - | - | - | - |
| 48.0 | Cox Gap Road Wills Valley | Mill Hill Road | Sand Valley Road | - | - | - | - | - | - | - | - | - | - | - |
| 49.0 | Duck Springs Road Gadsden | Cox Gap Road | Bruton Gap Road | - | - | - | - | - | - | - | - | - | - | - |
| 50.0 | Duck Springs Road Gadsden | Wesson Gap Road | Gene Whitt Road | - | - | - | - | - | - | - | - | - | - | - |
| 51.0 | Duck Springs Road Ridgeville | US Hwy 431 | Wesson Gap Road | - | - | 43 | 157 | - | - | 0 | 0 | 0 | 0 | - |
| 52.0 | Duck Springs Road Wills Valley | Walden Hollow Road | Horton Gap Road | 66 | 124 | 179 | 234 | 63 | 16 | 0 | 0 | 79 | 5 | 4 |
| 53.0 | Duck Springs Road Wills Valley | Gene Whitt Road | Cox Gap Road | - | - | - | - | - | - | - | - | - | - | - |
| 54.0 | Duck Springs Road Wills Valley | Bruton Gap Road | Walden Hollow Road | - | - | - | - | - | - | - | - | - | - | - |
| 55.0 | E Air Depot Road Glencoe | Chastain Blvd | Lonesome Bend Road | 790 | 1,096 | 1,096 | 1,096 | 758 | 82 | - | - | 841 | 52 | 1 |
| 56.0 | E Grand Ave Rainbow City | Whorton Bend Road | Rainbow Dr | - | - | 336 | 2,149 | - | - | 0 | 2 | 2 | 0 | - |
| 57.0 | E Grand Ave Rainbow City | Whorton Bend Road | E Grand Ave | - | - | - | 2,136 | - | - | - | 2 | 2 | 0 | - |
| 58.0 | E Meighan Blvd Gadsden | Goodyear Ave | Hood Ave N | - | 525 | 1,442 | 2,186 | - | 141 | 1 | 1 | 143 | 9 | 4 |
| 59.0 | E Meighan Blvd Gadsden | W Air Depot Road | College Pkwy | 178 | 861 | 1,104 | 1,096 | 171 | 184 | 0 | (0) | 355 | 22 | 3 |
| 60.0 | E Meighan Blvd Gadsden | College Pkwy | E Broad St | - | 21 | 757 | 1,655 | - | 6 | 1 | 1 | 7 | 0 | - |
| 61.0 | E Meighan Blvd Gadsden | E Broad St | Piedmont Cut Off | 179 | 815 | 1,026 | 1,026 | 172 | 171 | 0 | - | 343 | 21 | 3 |
| 62.0 | E Meighan Blvd Gadsden | Piedmont Cut Off | Goodyear Ave | 578 | 1,026 | 1,026 | 1,122 | 555 | 121 | - | 0 | 675 | 41 | 1 |
| 63.0 | E Meighan Blvd Gadsden | Hood Ave N | N Albert Rains Blvd | - | 764 | 1,565 | 2,116 | - | 206 | 1 | 1 | 207 | 13 | 3 |
| 64.0 | Eastside Dr Gadsden | Owens St | S 11th St | - | 1,849 | 2,728 | 3,199 | - | 497 | 1 | 0 | 499 | 31 | 2 |
| 65.0 | Ewing Ave Gadsden | Goldenrod Ave | Hooks Lake Road | 141 | 207 | 207 | 414 | 135 | 18 | - | 0 | 153 | 9 | 4 |
| 65.1 | Ewing Ave Gadsden | Princeton Ave | Goldenrod Ave | 93 | 207 | 620 | 666 | 89 | 31 | 0 | 0 | 120 | 7 | 4 |
| 66.0 | Ewing Ave Gadsden | 0.10 mi SW of Barbour St | Princeton Ave | - | 569 | 666 | 915 | - | 153 | 0 | 0 | 153 | 9 | 4 |
| 67.0 | Ewing Ave Gadsden | Hooks Lake Road | Boyd Dr | - | 77 | 207 | 305 | - | 21 | 0 | 0 | 21 | 1 | 5 |
| 68.0 | Ewing Ave Gadsden | N 3rd St | N Albert Rains Blvd | 340 | 525 | 920 | 1,799 | 326 | 50 | 0 | 1 | 377 | 23 | 2 |
| 69.0 | Fairview Road Gadsden | Tabor Road | McNaron Dr | 13 | 140 | 266 | 726 | 12 | 34 | 0 | 0 | 47 | 3 | 5 |
| 70.0 | Forrest Ave Gadsden | N Franklin St | N 29th St | 284 | 1,044 | 1,595 | 4,077 | 273 | 204 | 1 | 2 | 480 | 29 | 2 |
| 70.1 | Forrest Ave Gadsden | N 29th St | Van Del Blvd | - | 691 | 1,280 | 3,027 | - | 186 | 1 | 2 | 188 | 12 | 4 |
| 70.2 | Forrest Ave Gadsden | Van Del Blvd | I-59 | - | 296 | 579 | 1,035 | - | 80 | 0 | 0 | 80 | 5 | 4 |
| 71.0 | Gallant Road Gadsden | Rocky Hollow Road | Smith Cir | - | - | - | 52 | - | - | - | 0 | 0 | 0 | - |
| 72.0 | Gallant Road Gadsden | Smith Cir | Causey Lane | - | 34 | 249 | 307 | - | 9 | 0 | 0 | 9 | 1 | 5 |
| 73.0 | George Wallace Dr Gadsden | State Hwy 759 | E Cherry St | - | 805 | 1,264 | 2,368 | - | 217 | 0 | 1 | 218 | 13 | 3 |
| 74.0 | George Wallace Dr Gadsden | Padenreich Ave | State Hwy 759 | 183 | 269 | 997 | 2,152 | 176 | 23 | 1 | 1 | 201 | 12 | 4 |
| 75.0 | Gilbert Ferry Road Southside | Hood Road | Sunset Dr | - | 536 | 1,363 | 1,486 | - | 144 | 1 | 0 | 145 | 9 | 4 |
| 75.1 | Gilbert Ferry Road Southside | Sunset Dr | Cedar Bend Road N | 1,167 | 1,486 | 1,486 | 1,486 | 1,120 | 86 | - | - | 1,206 | 74 | 1 |
| 76.0 | Gilbert Ferry Road Southside | Cedar Bend Road N | Lakeview Dr | 813 | 1,486 | 1,486 | 1,486 | 780 | 181 | - | - | 962 | 59 | 1 |
| 76.1 | Gilbert Ferry Road Southside | Lakeview Dr | Bridge Split | 16 | 957 | 1,486 | 1,486 | 15 | 253 | 1 | - | 269 | 17 | 3 |
| 76.2 | Gilbert Ferry Road Southside | Bridge Split | Whorton Bend Road | - | - | 884 | 1,730 | - | - | 1 | 1 | 2 | 0 | - |
| 77.0 | Gilbert Ferry Road Southside | Gilbert Ferry Road | Whorton Bend Road | - | - | 912 | 1,914 | - | - | 1 | 1 | 2 | 0 | - |
| 78.0 | Gilberts Ferry Road Gadsden | W Grand Ave | I-59 | - | 2 | 34 | 346 | - | 1 | 0 | 0 | 1 | 0 | - |
| 79.0 | Gilberts Ferry Road Gadsden | I-59 | Collins Pl | - | 34 | 34 | 34 | - | 9 | - | - | 9 | 1 | 5 |
| 80.0 | Gilberts Ferry Road SE Attala | I-59 | Case Ave SE | 20 | 34 | 34 | 34 | 19 | 4 | - | - | 23 | 1 | 5 |
| 81.0 | Gilberts Ferry Road SE Attala | Case Ave SE | 3rd St SW | 16 | 34 | 34 | 34 | 15 | 5 | - | - | 20 | 1 | 5 |
| 82.0 | Gilberts Ferry Road SW Attala | 3rd St SW | Clanton St SW | - | 14 | 34 | 160 | - | 4 | 0 | 0 | 4 | 0 | - |
| 83.0 | Gilberts Ferry Road SW Gadsden | 9th St SW | 9th St SW | - | - | 192 | 341 | - | - | 0 | 0 | 0 | 0 | - |
| 84.0 | Goodyear Ave Gadsden | Goodyear Ave | Hoke St | 471 | 757 | 897 | 1,029 | 452 | 77 | 0 | 0 | 529 | 33 | 2 |
| 85.0 | Goodyear Ave Gadsden | Hoke St | Piedmont Cut Off | - | 423 | 757 | 756 | - | 114 | 0 | (0) | 114 | 7 | 4 |
| 86.0 | Goodyear Ave Gadsden | E Meighan Blvd | Power House Road | 298 | 879 | 1,026 | 1,485 | 286 | 156 | 0 | 0 | 443 | 27 | 2 |
| 87.0 | Green Valley Road Glencoe | Rifle Range Road | Chastain Blvd | - | 175 | 435 | 1,035 | - | 47 | 0 | 1 | 48 | 3 | 5 |
| 88.0 | Green Valley Road Glencoe | Pilgrims Rest Road | Unnamed Road | - | - | - | - | - | - | - | - | - | - | - |
| 89.0 | Green Valley Road Glencoe | Unnamed Road | Dogwood Lane | - | - | - | 15 | - | - | - | 0 | 0 | 0 | - |
| 90.0 | Green Valley Road Glencoe | Dogwood Lane | Rifle Range Road | - | - | 67 | 373 | - | - | 0 | 0 | 0 | 0 | - |
| 91.0 | Green Valley Road Southside | State Hwy 77 | Pilgrims Rest Road | - | - | - | 148 | - | - | - | 0 | 0 | 0 | - |
| 92.0 | Hickory St Gadsden | Van Del Blvd | Central Ave | 366 | 366 | 2,545 | 3,027 | 351 | - | 2 | 0 | 354 | 22 | 3 |

Gadsden Etowah MPO Bicycle and Pedestrian Plan: Pedestrian Latent Demand Results (Year 2025)

| Seg_Id | Road Name | From (N or W) | To (S or E) | Enrollment | | | | Market | | | | School | | |
|--------|-----------------------------------|--------------------------|---------------------------|------------|-------|-------|-------|--------|-----|-----|-----|----------|--------|---|
| | | | | School | | | | School | | | | LD Score | LD 100 | |
| | | | | B1 | B2 | B3 | B4 | B1 | B2 | B3 | B4 | | | |
| 93.0 | Highland Ave Gadsden | Bellevue Dr | 0.27 mi E of Bellevue Dr | - | 659 | 2,178 | 2,679 | - | 177 | 2 | 1 | 179 | 11 | 4 |
| 94.0 | Hoke St Gadsden | Grant Ave | E Broad St | 269 | 424 | 1,026 | 2,315 | 258 | 42 | 1 | 1 | 302 | 19 | 3 |
| 94.1 | Hoke St Gadsden | Litchfield Ave | Grant Ave | 269 | 829 | 1,026 | 2,224 | 258 | 151 | 0 | 1 | 410 | 25 | 2 |
| 94.2 | Hoke St Gadsden | E Meighan Blvd | Litchfield Ave | 298 | 1,026 | 1,026 | 1,145 | 286 | 196 | - | 0 | 482 | 30 | 2 |
| 94.3 | Hoke St Gadsden | Wilbanks Ave | E Meighan Blvd | 757 | 975 | 1,026 | 1,026 | 727 | 59 | 0 | - | 785 | 48 | 1 |
| 94.4 | Hoke St Gadsden | Campbell Ave | Wilbanks Ave | 757 | 757 | 1,026 | 1,026 | 727 | - | 0 | - | 727 | 45 | 1 |
| 94.5 | Hoke St Gadsden | Farrell St | Campbell Ave | 706 | 757 | 967 | 1,026 | 678 | 14 | 0 | 0 | 692 | 42 | 1 |
| 94.6 | Hoke St Gadsden | Goodyear Ave | Farrell St | 188 | 757 | 757 | 1,026 | 180 | 153 | - | 0 | 334 | 21 | 3 |
| 95.0 | Hood Ave N Gadsden | E Meighan Blvd | E Broad St | - | 616 | 1,558 | 2,368 | - | 166 | 1 | 1 | 167 | 10 | 4 |
| 96.0 | Hood Ave S Gadsden | E Chestnut St | E Broad St | - | 884 | 1,558 | 2,368 | - | 238 | 1 | 1 | 239 | 15 | 3 |
| 96.1 | Hood Ave S Gadsden | E Cherry St | E Chestnut St | - | 1,099 | 1,558 | 2,368 | - | 296 | 0 | 1 | 297 | 18 | 3 |
| 97.0 | Hooks Lake Road Gadsden | Ewing Ave | Tidmore Bend Road | 58 | 207 | 207 | 460 | 56 | 40 | - | 0 | 96 | 6 | 4 |
| 98.0 | Horton Gap Road Wills Valley | Sand Valley Road | Duck Springs Road | 64 | 136 | 208 | 280 | 61 | 19 | 0 | 0 | 81 | 5 | 4 |
| 101.0 | Irby Blvd Gadsden | Clayton Blvd | Noccalula Road | 423 | 423 | 1,155 | 2,178 | 406 | - | 1 | 1 | 408 | 25 | 2 |
| 101.1 | Irby Blvd Gadsden | Mary Lou Cir | Irby Blvd | 423 | 423 | 1,311 | 2,178 | 406 | - | 1 | 1 | 408 | 25 | 2 |
| 102.0 | Lay Springs Road Lookout Mountain | Jones Cir | Glenn Gap Road | - | 196 | 284 | 292 | - | 53 | 0 | 0 | 53 | 3 | 5 |
| 103.0 | Lay Springs Road Lookout Mountain | Glenn Gap Road | Lay Springs Road | - | - | 54 | 105 | - | - | 0 | 0 | 0 | 0 | - |
| 104.0 | Lee St SE Attala | Burke Ave SE | Case Ave SE | - | 34 | 34 | 34 | - | 9 | - | - | 9 | 1 | 5 |
| 105.0 | Leeth Gap Road Wills Valley | Sand Valley Road | Duck Springs Road | - | - | - | - | - | - | - | - | - | - | - |
| 106.0 | Locust St Gadsden | N 6th St | N 1st St | 253 | 1,296 | 1,468 | 2,241 | 243 | 281 | 0 | 1 | 524 | 32 | 2 |
| 106.1 | Locust St Gadsden | Meighan Blvd | N 6th St | 329 | 1,342 | 1,342 | 2,948 | 316 | 272 | - | 2 | 590 | 36 | 1 |
| 107.0 | Lonesome Bend Road Glencoe | US Hwy 278 E | W Air Depot Rd | 238 | 491 | 754 | 1,154 | 228 | 68 | 0 | 0 | 297 | 18 | 3 |
| 107.1 | Lonesome Bend Road Glencoe | W Air Depot Rd | Chastain Blvd | 821 | 1,096 | 1,096 | 1,096 | 788 | 74 | - | - | 862 | 53 | 1 |
| 108.0 | Main St Hokes Bluff | US Hwy 278 E | Tomcat Road | 260 | 487 | 805 | 1,049 | 250 | 61 | 0 | 0 | 311 | 19 | 3 |
| 109.0 | Mary Lou Cir Gadsden | Monte Vista Dr | Clayton Blvd | 80 | 525 | 1,110 | 2,265 | 77 | 120 | 1 | 1 | 198 | 12 | 4 |
| 110.0 | McLain St S Hokes Bluff | Rabbit Town Road | US Hwy 278 E | - | - | 285 | 813 | - | - | 0 | 1 | 1 | 0 | - |
| 111.0 | Meighan Blvd Gadsden | N 12th St | N 24th St | 565 | 1,003 | 1,801 | 4,436 | 542 | 118 | 1 | 3 | 664 | 41 | 1 |
| 111.1 | Meighan Blvd Gadsden | N 24th St | Wall St | 515 | 914 | 1,329 | 3,575 | 494 | 107 | 0 | 2 | 604 | 37 | 1 |
| 112.0 | Meighan Blvd Gadsden | N 12th St | N Albert Rains Blvd | 174 | 1,112 | 1,889 | 3,090 | 167 | 252 | 1 | 1 | 421 | 26 | 2 |
| 113.0 | Meighan Blvd Gadsden | Wall St | Vernon St | 15 | 814 | 1,280 | 1,779 | 14 | 215 | 0 | 0 | 230 | 14 | 3 |
| 114.0 | Meighan Blvd Gadsden | City Limit | I-59 | - | 121 | 366 | 722 | - | 33 | 0 | 0 | 33 | 2 | 5 |
| 114.1 | Meighan Blvd Gadsden | Vernon St | City Limit | - | 366 | 649 | 1,280 | - | 98 | 0 | 1 | 99 | 6 | 4 |
| 115.0 | Mill Hill Road Wills Valley | Leeth Gap Road | Cox Gap Road | - | - | - | - | - | - | - | - | - | - | - |
| 116.0 | Monte Vista Dr Gadsden | Brow Dr | Lugenia Dr | - | 556 | 895 | 1,698 | - | 150 | 0 | 1 | 151 | 9 | 4 |
| 117.0 | Moon Road Lookout Mountain | Lay Springs Road | Tabor Road | - | - | - | - | - | - | - | - | - | - | - |
| 118.0 | N 12th St Gadsden | Forrest Ave | Tuscaloosa Ave | 5 | 1,073 | 2,543 | 3,746 | 5 | 287 | 1 | 1 | 295 | 18 | 3 |
| 118.1 | N 12th St Gadsden | Tuscaloosa Ave | S Court St | 262 | 1,347 | 1,568 | 2,609 | 252 | 292 | 0 | 1 | 545 | 33 | 2 |
| 119.0 | N 3rd St Gadsden | Ewing Ave | Meighan Blvd | 92 | 977 | 1,388 | 2,034 | 88 | 238 | 0 | 1 | 327 | 20 | 3 |
| 119.1 | N 3rd St Gadsden | Meighan Blvd | Broad St | 211 | 1,289 | 1,611 | 1,569 | 203 | 290 | 0 | (0) | 493 | 30 | 2 |
| 120.0 | N 4th St Gadsden | Locust St | Broad St | 329 | 1,289 | 1,458 | 1,927 | 316 | 258 | 0 | 0 | 575 | 35 | 1 |
| 120.1 | N 4th St Gadsden | Meighan Blvd | Locust St | 303 | 1,289 | 1,342 | 2,034 | 291 | 265 | 0 | 1 | 557 | 34 | 1 |
| 120.2 | N 4th St Gadsden | N 3rd St | Meighan Blvd | - | 1,028 | 1,342 | 2,034 | - | 277 | 0 | 1 | 278 | 17 | 3 |
| 121.0 | N 5th St Gadsden | Tuscaloosa Ave | Meighan Blvd | 178 | 993 | 1,342 | 2,463 | 171 | 219 | 0 | 1 | 392 | 24 | 2 |
| 122.0 | N 6th St Gadsden | Meighan Blvd | Locust St | 329 | 1,423 | 1,342 | 2,948 | 316 | 294 | (0) | 2 | 612 | 38 | 1 |
| 122.1 | N 6th St Gadsden | Locust St | Broad St | 329 | 1,342 | 1,342 | 2,948 | 316 | 272 | - | 2 | 590 | 36 | 1 |
| 123.0 | N 7th St Gadsden | Henry St | Broad St | 329 | 1,342 | 1,342 | 3,409 | 316 | 272 | - | 2 | 590 | 36 | 1 |
| 124.0 | N 8th St Gadsden | Mountainbrook Dr | Tuscaloosa Ave | - | 713 | 1,650 | 2,679 | - | 192 | 1 | 1 | 194 | 12 | 4 |
| 124.1 | N 8th St Gadsden | 0.27 mi E of Bellevue Dr | Mountainbrook Dr | - | 695 | 1,741 | 2,679 | - | 187 | 1 | 1 | 189 | 12 | 4 |
| 125.0 | N 9th St Gadsden | Meighan Blvd | Tuscaloosa Ave | 118 | 1,025 | 2,466 | 2,781 | 113 | 244 | 1 | 0 | 359 | 22 | 3 |
| 125.1 | N 9th St Gadsden | Chestnut St | Meighan Blvd | 341 | 883 | 2,256 | 4,373 | 327 | 146 | 1 | 2 | 477 | 29 | 2 |
| 126.0 | N Albert Rains Blvd Gadsden | River St | 0.10 mi SW of Barbour St | 271 | 459 | 877 | 1,925 | 260 | 51 | 0 | 1 | 312 | 19 | 3 |
| 127.0 | N Albert Rains Blvd Gadsden | Meighan Blvd | River St | - | 773 | 1,569 | 1,930 | - | 208 | 1 | 0 | 209 | 13 | 3 |
| 128.0 | N College St Glencoe | Chastain Blvd | 0.39 mi W of Pineview Ave | 275 | 1,096 | 1,096 | 1,096 | 264 | 221 | - | - | 485 | 30 | 2 |
| 129.0 | Noccalula Dr Gadsden | Noccalula Road | Jones Cir | 76 | 157 | 338 | 1,022 | 73 | 22 | 0 | 1 | 96 | 6 | 4 |
| 130.0 | Noccalula Road Gadsden | Noccalula Dr | Scenic Hwy | 135 | 292 | 560 | 1,142 | 130 | 42 | 0 | 1 | 173 | 11 | 4 |
| 131.0 | Noccalula Road Gadsden | Body St | Noccalula Dr | 423 | 642 | 1,288 | 2,178 | 406 | 59 | 1 | 1 | 467 | 29 | 2 |
| 131.1 | Noccalula Road Gadsden | S Court St | Body St | 224 | 1,054 | 1,363 | 2,178 | 215 | 223 | 0 | 1 | 439 | 27 | 2 |
| 132.0 | Noccalula Road Gadsden | Scenic Dr | I-59 | - | - | 42 | 245 | - | - | 0 | 0 | 0 | 0 | - |
| 133.0 | Noccalula Road Reece City | I-59 | Valley Dr | - | - | - | - | - | - | - | - | - | - | - |
| 134.0 | Nunnally Ave Gadsden | Margaret St | Paden Road | - | - | 488 | 1,266 | - | - | 0 | 1 | 1 | 0 | - |

Gadsden Etowah MPO Bicycle and Pedestrian Plan: Pedestrian Latent Demand Results (Year 2025)

| Seg_Id | Road Name | From (N or W) | To (S or E) | Enrollment | | | | Market | | | | School | | |
|--------|-----------------------------------|---------------------------|----------------------------|------------|-------|-------|-------|--------|-----|----|----|----------|--------|---|
| | | | | School | | | | School | | | | LD Score | LD 100 | |
| | | | | B1 | B2 | B3 | B4 | B1 | B2 | B3 | B4 | | | |
| 134.1 | Nunnally Ave Gadsden | E Broad St | Margaret St | - | - | 281 | 1,682 | - | - | 0 | 1 | 2 | 0 | - |
| 135.0 | Paden Road Gadsden | 0.12 mi SE of Farm Road | Nunnally Ave | - | - | 57 | 913 | - | - | 0 | 1 | 1 | 0 | - |
| 136.0 | Paden Road Gadsden | Cloverdale Road | College Pkwy | - | 3 | 143 | 604 | - | 1 | 0 | 0 | 1 | 0 | - |
| 137.0 | Paden Road Gadsden | Unnamed Road | 0.12 mi SE of Farm Road | - | - | - | 429 | - | - | - | 0 | 0 | 0 | - |
| 138.0 | Padenreich Ave Gadsden | George Wallace Dr | E Broad St | 269 | 269 | 898 | 2,044 | 258 | - | 1 | 1 | 260 | 16 | 3 |
| 139.0 | Padenreich Ave Gadsden | Eastview Ave | George Wallace Dr | 73 | 269 | 567 | 1,823 | 70 | 53 | 0 | 1 | 124 | 8 | 4 |
| 139.1 | Padenreich Ave Gadsden | Cloverdale Road | Eastview Ave | - | 269 | 335 | 1,512 | - | 72 | 0 | 1 | 74 | 5 | 4 |
| 140.0 | Piedmont Cut Off Gadsden | E Meighan Blvd | Unnamed Road | 757 | 824 | 1,026 | 1,026 | 727 | 18 | 0 | - | 745 | 46 | 1 |
| 141.0 | Piedmont Cut Off Gadsden | Unnamed Road | McCaffery Ave | 319 | 757 | 800 | 1,026 | 306 | 118 | 0 | 0 | 424 | 26 | 2 |
| 142.0 | Pilgrims Rest Road Southside | Green Valley Road | Gilbert Ferry Road | 366 | 655 | 946 | 1,234 | 351 | 78 | 0 | 0 | 430 | 26 | 2 |
| 143.0 | Pleasant Valley Road Attalla | Lee St SE | 3rd St SW | - | - | 34 | 34 | - | - | 0 | - | 0 | 0 | - |
| 144.0 | Pleasant Valley Road Gadsden | Randolph St SE | Lee St SE | - | - | 34 | 34 | - | - | 0 | - | 0 | 0 | - |
| 145.0 | Pleasant Valley Road Gadsden | Old Pleasant Valley Road | Randolph St SE | - | - | 26 | 34 | - | - | 0 | 0 | 0 | 0 | - |
| 146.0 | Pleasant Valley Road Gadsden | Old Pleasant Valley Road | Randolph St SE | - | - | 34 | 34 | - | - | 0 | - | 0 | 0 | - |
| 147.0 | Pleasant Valley Road Gadsden | McDaniel Lane | Steele Station Road | - | - | - | - | - | - | - | - | - | - | - |
| 148.0 | Pleasant Valley Road Gadsden | Daisey Lane | McDaniel Lane | - | - | - | - | - | - | - | - | - | - | - |
| 149.0 | Pleasant Valley Road Rainbow City | Rainbow Dr | Daisey Lane | - | - | - | - | - | - | - | - | - | - | - |
| 150.0 | Pleasant Valley Road Rainbow City | Steele Station Road | I-59 | - | - | - | - | - | - | - | - | - | - | - |
| 151.0 | Pleasant Valley Road Rainbow City | Steele Station Road | Old Pleasant Valley Road S | - | - | - | - | - | - | - | - | - | - | - |
| 152.0 | Pleasant Valley Road Rainbow City | I-59 | Pleasant Valley Road | - | - | - | 30 | - | - | - | 0 | 0 | 0 | - |
| 153.0 | Posey Road Hokes Bluff | US Hwy 278 E | Centre Road | - | - | - | 1,211 | - | - | - | 1 | 1 | 0 | - |
| 154.0 | Rabbit Town Road Gadsden | Ford Valley Road | Colvin Gap Road | - | - | - | - | - | - | - | - | - | - | - |
| 155.0 | Rabbit Town Road Glencoe | Lonesome Bend Road | Ford Valley Road | - | 108 | 276 | 576 | - | 29 | 0 | 0 | 30 | 2 | 5 |
| 156.0 | Rainbow Dr Gadsden | Whorton Bend Road | I-759 | - | 19 | 757 | 3,139 | - | 5 | 1 | 2 | 8 | 1 | 5 |
| 157.0 | Rainbow Dr Gadsden | Brown Ave | Whorton Bend Road | 264 | 440 | 440 | 2,008 | 253 | 47 | - | 2 | 302 | 19 | 3 |
| 158.0 | Rainbow Dr Rainbow City | Windy Hill Road | Lumley Road | 199 | 917 | 1,306 | 1,594 | 191 | 193 | 0 | 0 | 385 | 24 | 2 |
| 159.0 | Rainbow Dr Rainbow City | the County line | Pleasant Valley Road | - | - | - | - | - | - | - | - | - | - | - |
| 160.0 | Rainbow Dr Rainbow City | Pleasant Valley Road | Windy Hill Road | - | - | - | 111 | - | - | - | 0 | 0 | 0 | - |
| 161.0 | Rainbow Dr Rainbow City | W Grand Ave | Brown Ave | 9 | 198 | 559 | 1,271 | 9 | 51 | 0 | 1 | 61 | 4 | 5 |
| 162.0 | Rainbow Dr Rainbow City | Lumley Road | W Grand Ave | 229 | 980 | 1,616 | 1,775 | 220 | 202 | 1 | 0 | 423 | 26 | 2 |
| 163.0 | Randall St Gadsden | Central Ave | Plant Entrance | - | 1,021 | 2,582 | 3,257 | - | 275 | 2 | 1 | 277 | 17 | 3 |
| 163.1 | Randall St Gadsden | Plant Entrance | Wright Cir | 6 | 1,921 | 2,978 | 3,788 | 6 | 515 | 1 | 1 | 523 | 32 | 2 |
| 163.2 | Randall St Gadsden | Wright Cir | S 11th St | 53 | 2,475 | 3,125 | 4,272 | 51 | 652 | 1 | 1 | 704 | 43 | 1 |
| 163.3 | Randall St Gadsden | S 11th St | Reynolds St | 425 | 883 | 2,577 | 4,004 | 408 | 123 | 2 | 1 | 534 | 33 | 2 |
| 163.4 | Randall St Gadsden | Reynolds St | S 6th St | 501 | 883 | 2,340 | 4,143 | 481 | 103 | 1 | 2 | 587 | 36 | 1 |
| 163.5 | Randall St Gadsden | Randall St | Walnut St | 814 | 883 | 1,241 | 4,072 | 781 | 19 | 0 | 3 | 803 | 49 | 1 |
| 164.0 | Rocky Ford Road Hokes Bluff | 0.52 mi E of Main St | 0.07 mi W of Turner Road | - | - | 109 | 676 | - | - | 0 | 1 | 1 | 0 | - |
| 165.0 | Rocky Ford Road Hokes Bluff | Centre Road | 0.52 mi E of Main St | - | 262 | 1,320 | 1,465 | - | 70 | 1 | 0 | 72 | 4 | 5 |
| 166.0 | Rocky Ford Road Hokes Bluff | 0.16 mi W of Beasley Road | Reeves Road | - | - | - | - | - | - | - | - | - | - | - |
| 167.0 | Rocky Ford Road Hokes Bluff | 0.07 mi W of Turner Road | 0.16 mi W of Beasley Road | - | - | - | - | - | - | - | - | - | - | - |
| 168.0 | S 11th St Gadsden | Chestnut St | Forrest Ave | 53 | 883 | 2,319 | 4,373 | 51 | 223 | 1 | 2 | 278 | 17 | 3 |
| 169.0 | S 11th St Gadsden | Central Ave | Black Creek Pkwy | 966 | 1,709 | 2,099 | 3,413 | 927 | 200 | 0 | 1 | 1,129 | 69 | 1 |
| 169.1 | S 11th St Gadsden | Black Creek Pkwy | Eastside Dr | 1,389 | 1,798 | 2,376 | 3,868 | 1,333 | 110 | 1 | 1 | 1,446 | 89 | 1 |
| 169.2 | S 11th St Gadsden | Eastside Dr | Randall St | 1 | 2,391 | 2,577 | 3,944 | 1 | 643 | 0 | 1 | 645 | 40 | 1 |
| 170.0 | S 11th St Gadsden | Walnut St | Chestnut St | 53 | 883 | 3,006 | 4,373 | 51 | 223 | 2 | 1 | 278 | 17 | 3 |
| 171.0 | S 11th St Gadsden | Randall St | Walnut St | 233 | 883 | 3,192 | 4,047 | 224 | 175 | 2 | 1 | 402 | 25 | 2 |
| 172.0 | S 12th St Gadsden | Walnut St | Forrest Ave | 53 | 863 | 2,749 | 4,373 | 51 | 218 | 2 | 2 | 272 | 17 | 3 |
| 173.0 | S 1st St Gadsden | S 3rd St | Walnut St | 225 | 830 | 1,611 | 2,812 | 216 | 163 | 1 | 1 | 381 | 23 | 2 |
| 173.1 | S 1st St Gadsden | Walnut St | Chestnut St | - | 830 | 1,611 | 1,611 | - | 223 | 1 | - | 224 | 14 | 3 |
| 173.2 | S 1st St Gadsden | Chestnut St | Locust St | - | 1,088 | 1,611 | 1,611 | - | 293 | 1 | - | 293 | 18 | 3 |
| 174.0 | S 24th St Gadsden | Forrest Ave | Meighan Blvd | 536 | 914 | 1,333 | 4,185 | 515 | 102 | 0 | 3 | 620 | 38 | 1 |
| 174.1 | S 24th St Gadsden | Chestnut St | Forrest Ave | 339 | 1,064 | 2,214 | 4,200 | 325 | 195 | 1 | 2 | 524 | 32 | 2 |
| 175.0 | S 3rd St Gadsden | S 1st St | Walnut St | 657 | 830 | 1,611 | 3,254 | 631 | 47 | 1 | 2 | 680 | 42 | 1 |
| 176.0 | S 3rd St Gadsden | S Albert Rains Blvd | S 1st St | 321 | 830 | 1,212 | 3,305 | 308 | 137 | 0 | 2 | 448 | 27 | 2 |
| 177.0 | S 3rd St Gadsden | Walnut St | Broad St | 329 | 981 | 1,611 | 1,611 | 316 | 175 | 1 | - | 492 | 30 | 2 |
| 178.0 | S 4th St Gadsden | Rainbow Dr | Moragne Ave | 261 | 754 | 1,152 | 3,437 | 251 | 133 | 0 | 2 | 386 | 24 | 2 |
| 178.1 | S 4th St Gadsden | Moragne Ave | Walnut St | 670 | 852 | 1,496 | 3,305 | 643 | 49 | 1 | 2 | 695 | 43 | 1 |
| 179.0 | S 4th St Gadsden | Walnut St | Broad St | 329 | 931 | 1,611 | 1,984 | 316 | 162 | 1 | 0 | 479 | 29 | 2 |
| 180.0 | S 6th St Gadsden | Walnut St | Chestnut St | 534 | 883 | 1,342 | 4,591 | 513 | 94 | 0 | 3 | 610 | 37 | 1 |
| 180.1 | S 6th St Gadsden | Chestnut St | Broad St | 329 | 1,342 | 1,342 | 3,507 | 316 | 272 | - | 2 | 591 | 36 | 1 |

Gadsden Etowah MPO Bicycle and Pedestrian Plan: Pedestrian Latent Demand Results (Year 2025)

| Seg_Id | Road Name | From (N or W) | To (S or E) | Enrollment | | | | Market | | | | School | | |
|--------|----------------------------------|------------------------|------------------------|------------|-------|-------|-------|--------|-----|----|----|----------|--------|---|
| | | | | School | | | | School | | | | LD Score | LD 100 | |
| | | | | B1 | B2 | B3 | B4 | B1 | B2 | B3 | B4 | | | |
| 181.0 | S 7th St Gadsden | Chestnut St | Broad St | 329 | 1,080 | 1,342 | 4,642 | 316 | 202 | 0 | 3 | 521 | 32 | 2 |
| 181.1 | S 7th St Gadsden | Walnut St | Chestnut St | 579 | 883 | 1,342 | 4,642 | 556 | 82 | 0 | 3 | 641 | 39 | 1 |
| 182.0 | S Albert Rains Blvd Gadsden | I-759 | Mail Entrance | - | 501 | 1,109 | 3,286 | - | 135 | 1 | 2 | 138 | 8 | 4 |
| 182.1 | S Albert Rains Blvd Gadsden | Mail Entrance | S 3rd St | - | 580 | 1,152 | 3,512 | - | 156 | 1 | 2 | 159 | 10 | 4 |
| 182.2 | S Albert Rains Blvd Gadsden | S 3rd St | Meighan Blvd | - | 917 | 1,460 | 2,445 | - | 247 | 1 | 1 | 248 | 15 | 3 |
| 183.0 | Sand Valley Road Gadsden | US Hwy 431 | Brans Chapel Road | - | - | - | - | - | - | - | - | - | - | - |
| 184.0 | Sand Valley Road Mountainboro | Cox Gap Road | Horton Gap Road | - | - | - | 20 | - | - | - | 0 | 0 | 0 | - |
| 185.0 | Sand Valley Road Wills Valley | Brans Chapel Road | Cox Gap Road | - | - | - | - | - | - | - | - | - | - | - |
| 186.0 | Scenic Hwy Lookout Mountain | McNaron Dr | Mt Pisgah Road | - | 99 | 165 | 202 | - | 27 | 0 | 0 | 27 | 2 | 5 |
| 187.0 | State Hwy 77 Gadsden | 9th St SW | US Hwy 278 W | 147 | 286 | 307 | 310 | 141 | 37 | 0 | 0 | 179 | 11 | 4 |
| 188.0 | State Hwy 77 Southside | the County line | N end of Causeway | - | - | - | - | - | - | - | - | - | - | - |
| 188.1 | State Hwy 77 Southside | N end of Causeway | Green Valley Road | - | - | - | - | - | - | - | - | - | - | - |
| 189.0 | State Hwy 77 Southside | the County line | the 3rd County line | - | - | - | - | - | - | - | - | - | - | - |
| 190.0 | State Hwy 77 Southside | Green Valley Road | Hood Road | - | - | 108 | 671 | - | - | 0 | 1 | 1 | 0 | - |
| 191.0 | Steele Station Road Rainbow City | the County line | Pleasant Valley Road | - | - | - | - | - | - | - | - | - | - | - |
| 192.0 | Steele Station Road Rainbow City | Pleasant Valley Road | Pine View Dr | - | - | - | - | - | - | - | - | - | - | - |
| 193.0 | Steele Station Road Rainbow City | Pine View Dr | Westminster Dr | - | - | 316 | 956 | - | - | 0 | 1 | 1 | 0 | - |
| 193.1 | Steele Station Road Rainbow City | Westminster Dr | Natco Dr | - | - | 128 | 1,728 | - | - | 0 | 2 | 2 | 0 | - |
| 194.0 | Steele Station Road Rainbow City | Natco Dr | Sutton Bridge Road | - | 68 | 997 | 2,232 | - | 18 | 1 | 1 | 20 | 1 | 5 |
| 195.0 | Sutton Bridge Road Rainbow City | Rainbow Dr | Wills Creek Rd | - | 506 | 1,231 | 2,248 | - | 136 | 1 | 1 | 138 | 8 | 4 |
| 196.0 | Tabor Road Gadsden | Noccalula Road | Unnamed Road | 59 | 157 | 357 | 851 | 57 | 26 | 0 | 0 | 84 | 5 | 4 |
| 197.0 | Tabor Road Lookout Mountain | Unnamed Road | Gladden Lane | 111 | 239 | 284 | 284 | 107 | 34 | 0 | - | 141 | 9 | 4 |
| 198.0 | Tabor Road Lookout Mountain | Winningham Dr | Alverson Road | - | - | 9 | 43 | - | - | 0 | 0 | 0 | 0 | - |
| 199.0 | Tidmore Bend Road Gadsden | Ewing Ave | 0.3 mi W of Delliah St | - | 207 | 666 | 666 | - | 56 | 0 | - | 56 | 3 | 5 |
| 199.1 | Tidmore Bend Road Gadsden | 0.3 mi W of Delliah St | Delliah St | - | 207 | 652 | 982 | - | 56 | 0 | 0 | 56 | 3 | 5 |
| 200.0 | Tidmore Bend Road Gadsden | Delliah St | Hooks Lake Road | - | 207 | 207 | 1,423 | - | 56 | - | 1 | 57 | 3 | 5 |
| 201.0 | Tidmore Bend Road Turkeytown | Hooks Lake Road | Anderson Road | - | 23 | 207 | 730 | - | 6 | 0 | 1 | 7 | 0 | - |
| 202.0 | Tidmore Bend Road Turkeytown | Pope Road | End of Road | - | 159 | 604 | 1,276 | - | 43 | 0 | 1 | 44 | 3 | 5 |
| 203.0 | Tidmore Bend Road Turkeytown | Anderson Road | Pope Road | - | - | 2 | 60 | - | - | 0 | 0 | 0 | 0 | - |
| 204.0 | Tidmore Bend Road Turkeytown | Pope Road | End of Road | - | - | - | 8 | - | - | - | 0 | 0 | 0 | - |
| 205.0 | Tuscaloosa Ave Gadsden | N 12th St | N 11th St | - | 1,300 | 2,487 | 2,679 | - | 350 | 1 | 0 | 351 | 22 | 3 |
| 205.1 | Tuscaloosa Ave Gadsden | N 11th St | Henry St | - | 721 | 2,567 | 2,679 | - | 194 | 2 | 0 | 196 | 12 | 4 |
| 205.2 | Tuscaloosa Ave Gadsden | Henry St | N 6th St | - | 788 | 1,838 | 2,679 | - | 212 | 1 | 1 | 214 | 13 | 3 |
| 206.0 | Tuscaloosa Ave Gadsden | N 6th St | N 3rd St | 335 | 788 | 1,414 | 2,534 | 322 | 122 | 1 | 1 | 445 | 27 | 2 |
| 207.0 | US Hwy 11 Attalla | Clanton St SW | Unnamed Road | - | - | - | 14 | - | - | - | 0 | 0 | 0 | - |
| 208.0 | US Hwy 11 Gadsden | the County line | Center Road | - | - | - | - | - | - | - | - | - | - | - |
| 209.0 | US Hwy 11 Gadsden | Center Road | Clanton St SW | - | - | - | - | - | - | - | - | - | - | - |
| 210.0 | US Hwy 11 Wills Valley | I-59 | Keener Gap Road | - | - | - | 165 | - | - | - | 0 | 0 | 0 | - |
| 211.0 | US Hwy 278 E Glencoe | McCaffery Ave | Lonesome Bend Road | - | 115 | 440 | 845 | - | 31 | 0 | 0 | 32 | 2 | 5 |
| 212.0 | US Hwy 278 E Hokes Bluff | Unnamed Road | Oakwood Dr | - | 361 | 567 | 956 | - | 97 | 0 | 0 | 98 | 6 | 4 |
| 213.0 | US Hwy 278 E Hokes Bluff | Lonesome Bend Road | McLain St S | - | - | 69 | 639 | - | - | 0 | 1 | 1 | 0 | - |
| 214.0 | US Hwy 278 E Hokes Bluff | Shields Road | Tomcat Road | - | - | - | - | - | - | - | - | - | - | - |
| 215.0 | US Hwy 278 E Hokes Bluff | Handley St | Posey Road | - | - | 695 | 1,084 | - | - | 1 | 0 | 1 | 0 | - |
| 216.0 | US Hwy 278 E Hokes Bluff | Posey Road | Shields Road | - | - | - | 500 | - | - | - | 1 | 1 | 0 | - |
| 217.0 | US Hwy 278 E Hokes Bluff | Tomcat Road | the County line | - | - | - | - | - | - | - | - | - | - | - |
| 218.0 | US Hwy 278 E Hokes Bluff | McLain St N | Alford Bend Rd | - | 733 | 1,084 | 1,259 | - | 197 | 0 | 0 | 198 | 12 | 4 |
| 218.1 | US Hwy 278 E Hokes Bluff | Alford Bend Rd | Handley St | - | 747 | 1,084 | 1,092 | - | 201 | 0 | 0 | 201 | 12 | 4 |
| 219.0 | US Hwy 278 W Gadsden | State Hwy 179 | Ivalee Cutoff Road | - | - | - | 61 | - | - | - | 0 | 0 | 0 | - |
| 220.0 | US Hwy 278 W Gadsden | State Hwy 77 | US Hwy 431 | 18 | 307 | 307 | 307 | 17 | 78 | - | - | 95 | 6 | 4 |
| 221.0 | US Hwy 278 W Gadsden | Double A Cir | State Hwy 77 | 307 | 307 | 307 | 307 | 295 | - | - | - | 295 | 18 | 3 |
| 222.0 | US Hwy 278 W Gadsden | Ivalee Cutoff Road | Double A Cir | 12 | 150 | 273 | 307 | 12 | 37 | 0 | 0 | 49 | 3 | 5 |
| 223.0 | US Hwy 411 Turkeytown | Turkey Town Gap Road | the County line | - | - | - | - | - | - | - | - | - | - | - |
| 224.0 | US Hwy 411 Turkeytown | Boyd Dr | Fitts Ferry Road | - | 182 | 450 | 739 | - | 49 | 0 | 0 | 50 | 3 | 5 |
| 225.0 | US Hwy 411 Turkeytown | Fitts Ferry Road | Coats Bend Road | 491 | 629 | 629 | 629 | 471 | 37 | - | - | 508 | 31 | 2 |
| 226.0 | US Hwy 411 Turkeytown | Coats Bend Road | Turkey Town Gap Road | 132 | 270 | 409 | 541 | 127 | 37 | 0 | 0 | 164 | 10 | 4 |
| 227.0 | US Hwy 431 Attalla | 4th St SW | St Clair St NW | - | - | - | 273 | - | - | - | 0 | 0 | 0 | - |
| 227.1 | US Hwy 431 Attalla | St Clair St NW | Simmons Road | - | 86 | 255 | 324 | - | 23 | 0 | 0 | 23 | 1 | 5 |
| 228.0 | US Hwy 431 Attalla | 3rd St NW | 4th St NW | - | - | - | 34 | - | - | - | 0 | 0 | 0 | - |
| 229.0 | US Hwy 431 Gadsden | State Hwy 77 | Joe Osborn Dr | - | 25 | 243 | 307 | - | 7 | 0 | 0 | 7 | 0 | - |
| 230.0 | US Hwy 431 Gadsden | Simmons Road | US Hwy 278 W | - | 307 | 307 | 307 | - | 83 | - | - | 83 | 5 | 4 |

Gadsden Etowah MPO Bicycle and Pedestrian Plan: Pedestrian Latent Demand Results (Year 2025)

| Seg_Id | Road Name | From (N or W) | To (S or E) | Enrollment | | | | Market | | | | School | | |
|--------|---------------------------------|----------------------------|-----------------------------|------------|-------|-------|-------|--------|-----|----|----|----------|--------|---|
| | | | | School | | | | School | | | | LD Score | LD 100 | |
| | | | | B1 | B2 | B3 | B4 | B1 | B2 | B3 | B4 | | | |
| 231.0 | US Hwy 431 Gadsden | US Hwy 278 W | State Hwy 77 | - | 307 | 307 | 307 | - | 83 | - | - | 83 | 5 | 4 |
| 232.0 | US Hwy 431 Gadsden | Joe Osborn Dr | Sand Valley Road | - | - | - | 163 | - | - | - | 0 | 0 | 0 | - |
| 233.0 | Valley Dr Reece City | Unnamed Road | I-59 | - | - | - | 223 | - | - | - | 0 | 0 | 0 | - |
| 234.0 | Valley Dr Reece City | Ferguson Road | Bruton Gap Road | - | - | - | - | - | - | - | - | - | - | - |
| 235.0 | Valley Dr Reece City | Bruton Gap Road | Unnamed Road | - | - | - | - | - | - | - | - | - | - | - |
| 236.0 | Van Del Blvd Gadsden | Hickory St | Stonewall Ave | 366 | 366 | 1,504 | 3,027 | 351 | - | 1 | 2 | 354 | 22 | 3 |
| 237.0 | Van Del Blvd Gadsden | Georgia Ave | Forrest Ave | 278 | 366 | 1,280 | 3,027 | 267 | 24 | 1 | 2 | 293 | 18 | 3 |
| 238.0 | Van Del Blvd Gadsden | Stonewall Ave | Georgia Ave | 366 | 366 | 1,237 | 3,027 | 351 | - | 1 | 2 | 354 | 22 | 3 |
| 239.0 | W Air Depot Road Glencoe | Nunnally Ave | Chastain Blvd | 50 | 517 | 1,010 | 1,096 | 48 | 126 | 0 | 0 | 174 | 11 | 4 |
| 240.0 | W Grand Ave Gadsden | Airport Road | I-59 | - | 1 | 33 | 374 | - | 0 | 0 | 0 | 1 | 0 | - |
| 241.0 | W Grand Ave Rainbow City | Montrose Ave | Steele Station Road | - | - | - | 3,412 | - | - | - | 3 | 3 | 0 | - |
| 241.1 | W Grand Ave Rainbow City | Park Ln | Montrose Ave | - | - | 626 | 2,057 | - | - | 1 | 1 | 2 | 0 | - |
| 241.2 | W Grand Ave Rainbow City | Rainbow Dr | Park Ln | - | - | 1,276 | 2,057 | - | - | 1 | 1 | 2 | 0 | - |
| 242.0 | W Grand Ave Rainbow City | Steele Station Road | Airport Road | - | - | - | 361 | - | - | - | 0 | 0 | 0 | - |
| 243.0 | W Main St Glencoe | Willene Ave | W Air Depot Road | 393 | 1,049 | 1,096 | 1,096 | 377 | 176 | 0 | - | 554 | 34 | 1 |
| 244.0 | Walden Road Lookout Mountain | Scenic Hwy | Tabor Road | - | - | - | - | - | - | - | - | - | - | - |
| 245.0 | Walnut St Gadsden | S 6th St | S 5th St | 830 | 883 | 1,342 | 4,219 | 797 | 14 | 0 | 3 | 814 | 50 | 1 |
| 245.1 | Walnut St Gadsden | S 5th St | S 3rd St | 508 | 862 | 1,493 | 3,593 | 488 | 95 | 1 | 2 | 586 | 36 | 1 |
| 245.2 | Walnut St Gadsden | S 3rd St | S Albert Rains Blvd | 164 | 830 | 1,611 | 1,611 | 157 | 179 | 1 | - | 337 | 21 | 3 |
| 246.0 | Walnut St Gadsden | S 12th St | Turrentine Ave | 448 | 883 | 2,964 | 4,499 | 430 | 117 | 2 | 2 | 551 | 34 | 1 |
| 247.0 | Walnut St Gadsden | Turrentine Ave | S 6th St | 833 | 883 | 1,342 | 4,574 | 800 | 13 | 0 | 3 | 817 | 50 | 1 |
| 248.0 | Washington St SE Attala | Old Pleasant Valley Road | Case Ave SE | - | - | 1 | 34 | - | - | 0 | 0 | 0 | 0 | - |
| 249.0 | White's Chapel Road Turkeytown | US Hwy 411 | 0.12 mi S of Coats Bend Rd | 629 | 629 | 629 | 629 | 604 | - | - | - | 604 | 37 | 1 |
| 249.1 | White's Chapel Road Turkeytown | 0.12 mi S of Coats Bend Rd | Fitts Ferry Rd | 497 | 629 | 629 | 629 | 477 | 36 | - | - | 513 | 31 | 2 |
| 249.2 | White's Chapel Road Turkeytown | Fitts Ferry Rd | Tidmore Bend Road | - | 120 | 258 | 434 | - | 32 | 0 | 0 | 33 | 2 | 5 |
| 250.0 | Whorton Bend Road Gadsden | Rainbow Dr | Whippoorwill Dr | - | 57 | 246 | 861 | - | 15 | 0 | 1 | 16 | 1 | 5 |
| 251.0 | Whorton Bend Road Gadsden | Whippoorwill Dr | Pinehaven Road | - | - | - | 167 | - | - | - | 0 | 0 | 0 | - |
| 252.0 | Whorton Bend Road Rainbow City | Gilbert Ferry Road | Whorton Bend Road | - | - | - | 635 | - | - | - | 1 | 1 | 0 | - |
| 254.0 | Canoe Creek Road Rainbow City | Steele Station Rd | Rainbow Dr | - | - | - | - | - | - | - | - | - | - | - |
| 255.0 | Lumley Road Rainbow City | Rainbow Dr | 0.2 mi N of St Andrews St | 1,440 | 1,617 | 1,617 | 1,617 | 1,382 | 48 | - | - | 1,430 | 88 | 1 |
| 256.0 | Lumley Road Rainbow City | 0.2 mi N of St Andrews St | Steele Station Rd | 162 | 726 | 1,379 | 1,617 | 156 | 152 | 1 | 0 | 308 | 19 | 3 |
| 257.0 | School Dr Southside | Gilbert Ferry Rd | Cedar Bend Rd | 895 | 1,486 | 1,486 | 1,486 | 859 | 159 | - | - | 1,018 | 63 | 1 |
| 258.0 | Hood Road Southside | Gilbert Ferry Rd | Cedar Bend Rd | - | - | 135 | 822 | - | - | 0 | 1 | 1 | 0 | - |
| 259.0 | Walnut St Gadsden | Van Del Blvd | Pearl St | 366 | 366 | 851 | 3,019 | 351 | - | 0 | 2 | 354 | 22 | 3 |
| 260.0 | Brooke Ave Gadsden | Walnut St | Bridge at Big Wills Creek | 194 | 366 | 366 | 1,909 | 186 | 46 | - | 2 | 234 | 14 | 3 |
| 261.0 | Brooke Ave Gadsden | Bridge at Big Wills Creek | Centurion Way | - | 150 | 366 | 388 | - | 40 | 0 | 0 | 41 | 2 | 5 |
| 262.0 | Brooke Ave Gadsden | Centurion Way | W Grand Ave | - | - | 187 | 400 | - | - | 0 | 0 | 0 | 0 | - |
| 263.0 | Walnut St Gadsden | Pearl St | Brooke Ave | 366 | 366 | 807 | 2,974 | 351 | - | 0 | 2 | 354 | 22 | 3 |
| 264.0 | Black Creek Pkwy Gadsden | Sutton Bridge Rd | I-759 | 424 | 1,694 | 2,134 | 2,708 | 407 | 342 | 0 | 1 | 750 | 46 | 1 |
| 265.0 | Black Creek Pkwy Gadsden | I-759 | S 11th St | 1,694 | 1,694 | 2,068 | 3,435 | 1,626 | - | 0 | 1 | 1,628 | 100 | 1 |
| 266.0 | Owens St Gadsden | Eastside Dr | Subdivision Entrance | - | 1,694 | 2,635 | 3,017 | - | 456 | 1 | 0 | 457 | 28 | 2 |
| 267.0 | Davis Dr Gadsden | Black Creek Pkwy | Eastside Dr | 1,237 | 1,694 | 2,264 | 3,058 | 1,188 | 123 | 1 | 1 | 1,312 | 81 | 1 |
| 267.1 | Sutton Bridge Road Rainbow City | Sutton Bridge Rd | Black Creek Pkwy | - | 1,694 | 1,816 | 2,778 | - | 456 | 0 | 1 | 457 | 28 | 2 |
| 270.0 | US 431 | Peeks Hill Rd | County Line | - | - | - | - | - | - | - | - | - | - | - |
| 271.0 | E Main St Glencoe | Chastain Blvd | Willene Ave | 373 | 373 | 1,096 | 1,096 | 358 | - | 1 | - | 359 | 22 | 3 |
| 272.0 | E Broad St Gadsden | W Air Depot Rd | End of Road at College Pkwy | 58 | 846 | 1,096 | 1,096 | 56 | 212 | 0 | - | 268 | 16 | 3 |

Appendix E

**Public Comments from Public Workshop
January 8, 2013**

**Comments received at GEMPO Bicycle and Pedestrian Plan public meeting on
January 8, 2013.**

1. We need Share the Road signs here bad. Bike rental stations wouldn't be a bad idea.
2. Good information and made good sense. We understand it will take time, and, doing things efficiently is very important.
3. (No comment.)
4. We need an improved pedestrian and bicycling environment. This would attract business and industry.
5. Share the road signs would help in the whole Etowah County area. Some extra road stripping (sic) would help on existing road's that are in good condition.
6. (No comment.)
7. Thought the Proposed improvements were spaced out well. Hopefully the plan reflects realistic implementation. Conceptual plan seems to have a purpose and connectivity to existing facilities.
8. Would like to see the bike plan incorporate pathway to the Black Creek Trail.
9. I would like to get involved in this initiative. How do I go about that? Tracy Huffman 256-393-2818.
10. The plan offers nothing for the Southside community—walk or bike. Highway 77 is the only way to connect to various neighborhoods/ other roads and is extremely hazardous to walk or bike. Traffic increases yearly on 77, especially trucks.
11. The Highway 77 construction from Steele Station Rd. to I-59. There has been a curb incorporated into this phase which should have been studied more. Drainage issues could have been looked at closer and had a bike lane instead. Highway 77 from Highway 11 to Highway 431 needs widening.
12. (No comment.)
13. (No comment.)
14. Had hoped for more or some specific statements leading to bike lanes or routes being established in the near future. This presentation seems to me states that we are barely out of square one! Chuck Shaw.

15. Recco= (for road cycling) Share the road signs. Help (?) aggressive dangerous drivers.
16. Very unsafe to ride the roads now on bicycle. Cars do not want to yield any room. Any bicycle/walking rite of way would be safer. And any improvements would bring people to area for riding.
17. Looks good, just need money. Concerned about 411 extension to Turkeytown and bike plans. Connection to large trail in Piedmont.
18. One day notice for a “public meeting” is not enough time to get a good turnout.
19. Highland Avenue needs to be improved because when climbing on this road it is at best ranked a D because the road is so narrow and curvy; when riding down best ranked a C for the same reasons. This way, riders and runners on the mountain could ride/run from their homes to other roads off the mountain. This would allow them to get in their mile without having to constantly do the same lap or two over and over again or from having to drive to get to safer places. Share the road signs down this road-as well as throughout the city-- would probably be sufficient if there is one at the top and bottom and are clearly visible. Improving Bruton Gap Rd and Noccalula Road would do the same. Improving these roads will not only make it safer for local runners and riders, but it will also bring money to the city and county. These roads are very scenic and people are likely to come to ride and run and they....(TBC)
20. Another rather inexpensive plan would be “share the road” signs.

Appendix F

Bicycle Benefit-Cost Analysis and Prioritization Results



Gadsden-Etowah MPO Bicycle and Pedestrian Plan
(bicycle sort)



| Seg_ID | Town | Road Name | From | To | Len- gth (ft) | Bicycle LOS Score (0-7) | Grade (A-F) | Pedestrian LOS Value (0-7) | Grade (A-F) | Bike Facility Recommendation | Ped Facility Recommendation | Recommendation Comment | Bike Delta LOS (worse) | Segment Length x/length | Delta x Length 100 13.61 | Demand Score 100 | Notes actual | Votes 100 | Benefit score 11.00 | Per Mile Cost | Seg_Length | Project Cost | Benefit/Cost Index 112.1204867 | Bike Tier | Ped Delta LOS (worse) | Delta x Length | Delta x Length 100 8.16 | Demand Score 100 | Notes actual | Votes 100 | Benefit score 9.00 | Per Mile Cost one side | Seg_Length | Exist SW Coverage % | Sidewalk Need (Both sides) | SW need miles both | Project Cost | Benefit/Cost Index 46.6425459 | Ped Tier | |
|--------|------|-------------|---------------------|------------------------|---|----------------------------------|----------------|-------------------------------------|----------------|---------------------------------|--------------------------------|---------------------------|---|-------------------------------|-----------------------------------|------------------------|-----------------|--------------|------------------------|------------------|-------------|-----------------|--------------------------------------|--------------|-----------------------------|-------------------|----------------------------------|------------------------|-----------------|--------------|-----------------------|------------------------------|------------|---------------------------|-------------------------------|--------------------------|-----------------|-------------------------------------|-------------|---|
| 24.4 | X a | Gadsden | Broad St. | Herzberg Ave | Hood Street | 0.21 | 0.61 | A | 1.80 | B | LOS MET | Existing/Programmed | Use 11 ft lanes/ 2x2ft bike/ 6.5 pk get | 0.14 | 0.03 | 0.22 | 39 | 0 | 0.00 | 15.70802469 | \$66,714 | 0.21 | \$14,010 | 112.1204867 | 1 | 0.51 | 0.11 | 1.31 | 6 | 0 | 0.00 | 3.055864198 | \$228,396 | 0.21 | 100 | 0 | 0.21 | \$47,063 | 6.371276766 | 1 |
| 24.4 | X b | Gadsden | Broad St. | Herzberg Ave | Hood Street | 0.21 | 3.64 | D | 4.01 | D | Re-stripe | Add Sidewalk 1 | Use 11 ft lanes/ 2x2ft bike/ 6.5 pk | 0.14 | 0.03 | 0.22 | 39 | 0 | 0.00 | 15.70802469 | \$66,714 | 0.21 | \$14,010 | 112.1204867 | 1 | 0.51 | 0.11 | 1.31 | 6 | 0 | 0.00 | 3.055864198 | \$228,396 | 0.21 | 0 | 1 | 0.21 | \$47,063 | 6.371276766 | 1 |
| 66.0 | a | Gadsden | Ewing Ave | 0.2 mi. S of Princeton | Princeton Ave | 0.36 | 4.87 | E | 5.08 | E | Add Shoulder 2 | Add Sidewalk 2 | 11/4.5 gets BLOS to 3.37 | 1.37 | 0.49 | 3.62 | 22 | 1 | 9.09 | 11.52126022 | \$66,714 | 0.36 | \$24,017 | 47.97115542 | 1 | 1.58 | 0.57 | 6.97 | 9 | 1 | 11.11 | 8.194356261 | \$482,524 | 0.36 | 0 | 2 | 0.72 | \$347,417 | 2.358649129 | 2 |
| 139.1 | X a | Gadsden | Paderneich Ave. | Cloverdale Road | Eastview Ave | 0.36 | 4.74 | E | 4.86 | E | Add Shoulder 2 | Add Sidewalk 2 | 11/4.5 gets BLOS to 3.37 | 1.37 | 0.49 | 3.62 | 22 | 1 | 9.09 | 11.52126022 | \$66,714 | 0.36 | \$24,017 | 47.97115542 | 1 | 1.58 | 0.57 | 6.97 | 9 | 1 | 11.11 | 8.194356261 | \$482,524 | 0.36 | 0 | 2 | 0.72 | \$347,417 | 2.358649129 | 2 |
| 139.1 | X b | Gadsden | Paderneich Ave. | Cloverdale Road | Eastview Ave | 0.36 | 4.74 | E | 4.86 | E | Add Shoulder 2 | Add Sidewalk 2 | 11/4.5 gets BLOS to 3.35 | 1.24 | 0.45 | 3.28 | 20 | 0 | 0.00 | 9.64021164 | \$66,714 | 0.36 | \$24,017 | 40.13901969 | 1 | 1.36 | 0.49 | 6.00 | 5 | 0 | 0.00 | 4.998236332 | \$482,524 | 0.36 | 0 | 2 | 0.72 | \$347,417 | 1.438683576 | 2 |
| 140 | a | Glencoe | Piedmont Cut Off | E Meighan Blvd | Unnamed Road/Driveway to Quality of Life & Health | 0.55 | 3.80 | D | 4.46 | D | Re-stripe | DCSN | 11/11.6 gets BLOS to 2.51 | 0.30 | 0.17 | 1.21 | 33 | 0 | 0.00 | 13.80626102 | \$66,714 | 0.55 | \$36,693 | 37.62669598 | 1 | 0.96 | 0.53 | 6.47 | 46 | 0 | 0.00 | 21.63339212 | \$910,034 | 0.55 | 0 | 2 | 1.1 | \$1,001,038 | 2.161097029 | 2 |
| 140 | b | Glencoe | Piedmont Cut Off | E Meighan Blvd | Unnamed Road/Driveway to Quality of Life & Health | 0.55 | 3.80 | D | 4.46 | D | Re-stripe | DCSN | 11/11.6 gets BLOS to 2.51 | 0.30 | 0.17 | 1.21 | 33 | 0 | 0.00 | 13.80626102 | \$66,714 | 0.55 | \$36,693 | 37.62669598 | 1 | 0.96 | 0.53 | 6.47 | 46 | 0 | 0.00 | 21.63339212 | \$910,034 | 0.55 | 0 | 2 | 1.1 | \$1,001,038 | 2.161097029 | 2 |
| 230.0 | a | Gadsden | US Hwy 431 | Simmons Road | US Hwy 278 W | 0.35 | 4.22 | D | 5.49 | E | Add Shoulder 2 | Add Sidewalk 2 | 11/4.5 gets BLOS to 3.5 | 0.72 | 0.25 | 1.85 | 10 | 3 | 27.27 | 7.653198653 | \$66,714 | 0.35 | \$23,350 | 32.77612717 | 1 | 1.99 | 0.70 | 8.53 | 5 | 1 | 11.11 | 7.376371742 | \$482,524 | 0.35 | 0 | 2 | 0.7 | \$337,767 | 2.183864811 | 2 |
| 230.0 | b | Gadsden | US Hwy 431 | Simmons Road | US Hwy 278 W | 0.35 | 4.22 | D | 5.49 | E | Add Shoulder 2 | Add Sidewalk 2 | 11/4.5 gets BLOS to 3.5 | 0.72 | 0.25 | 1.85 | 10 | 3 | 27.27 | 7.653198653 | \$66,714 | 0.35 | \$23,350 | 32.77612717 | 1 | 1.99 | 0.70 | 8.53 | 5 | 1 | 11.11 | 7.376371742 | \$482,524 | 0.35 | 0 | 2 | 0.7 | \$337,767 | 2.183864811 | 2 |
| 96.0 | X a | Gadsden | Hood Ave S | Chestnut St | E Broad St | 0.07 | 4.04 | D | 5.15 | E | DCSN | Add Sidewalk 1 | 11/11.6 gets BLOS to 2.51 | 0.54 | 0.04 | 0.28 | 46 | 2 | 18.18 | 20.35707071 | \$1,034,084 | 0.07 | \$72,386 | 28.1229735 | 1 | 1.65 | 0.12 | 1.41 | 15 | 4 | 44.44 | 11.15174897 | \$228,396 | 0.07 | 0 | 2 | 0.14 | \$31,975 | 34.87599965 | 1 |
| 96.0 | X b | Gadsden | Hood Ave S | Chestnut St | E Broad St | 0.07 | 4.04 | D | 5.15 | E | DCSN | Add Sidewalk 1 | 11/11.6 gets BLOS to 2.51 | 0.54 | 0.04 | 0.28 | 46 | 2 | 18.18 | 20.35707071 | \$1,034,084 | 0.07 | \$72,386 | 28.1229735 | 1 | 1.65 | 0.12 | 1.41 | 15 | 4 | 44.44 | 11.15174897 | \$228,396 | 0.07 | 0 | 2 | 0.14 | \$31,975 | 34.87599965 | 1 |
| 245.0 | X a | Gadsden | Walnut St | S 6th St | S 5th | 0.1 | 3.58 | D | 3.16 | C | DCSN | Existing/Programmed | | 0.08 | 0.01 | 0.06 | 64 | 1 | 9.09 | 26.53848538 | \$1,034,084 | 0.10 | \$103,408 | 25.66370556 | 1 | -0.17 | -0.02 | -0.21 | 50 | 1 | 11.11 | 21.00700568 | \$0 | 0.10 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 245.0 | X b | Gadsden | Walnut St | S 6th St | S 5th | 0.1 | 3.58 | D | 3.33 | C | DCSN | Existing/Programmed | | 0.08 | 0.01 | 0.06 | 64 | 1 | 9.09 | 26.53848538 | \$1,034,084 | 0.10 | \$103,408 | 25.66370556 | 1 | -0.17 | -0.02 | -0.21 | 50 | 1 | 11.11 | 21.00700568 | \$0 | 0.10 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 218.0 | X a | Hokes Bluff | US Hwy 278 E | McLain St N | Alford Bend Road | 1.36 | 4.67 | E | 4.99 | E | Add Shoulder 2 | Add Sidewalk 2 | 11/4.5 gets BLOS to 3.33 | 1.17 | 1.59 | 11.69 | 31 | 0 | 0.00 | 18.2466085 | \$66,714 | 1.36 | \$90,731 | 20.11058969 | 1 | 1.49 | 2.03 | 24.82 | 12 | 0 | 0.00 | 17.20936704 | \$482,524 | 1.36 | 0 | 2 | 2.72 | \$1,312,466 | 1.311224298 | 2 |
| 218.0 | X b | Hokes Bluff | US Hwy 278 E | McLain St N | Alford Bend Road | 1.36 | 4.67 | E | 4.99 | E | Add Shoulder 2 | Add Sidewalk 2 | 11/4.5 gets BLOS to 3.34 | 1.17 | 1.59 | 11.69 | 31 | 0 | 0.00 | 18.2466085 | \$66,714 | 1.36 | \$90,731 | 20.11058969 | 1 | 1.49 | 2.03 | 24.82 | 12 | 0 | 0.00 | 17.20936704 | \$482,524 | 1.36 | 0 | 2 | 2.72 | \$1,312,466 | 1.311224298 | 2 |
| 3.1 | X a | Attala | 3rd St SW | 12th Avenue | Bridge | 0.44 | 4.08 | D | 4.54 | E | Add Shoulder 2 | Add Sidewalk 2 | 11/4 gets BLOS to 3.25 | 0.58 | 0.26 | 1.88 | 1 | 4 | 36.36 | 4.974047352 | \$66,714 | 0.44 | \$29,354 | 16.944936 | 1 | 1.04 | 0.46 | 5.60 | 1 | 2 | 22.22 | 5.424495395 | \$482,524 | 0.44 | 0 | 2 | 0.88 | \$424,621 | 1.277400467 | 2 |
| 3.1 | X b | Attala | 3rd St SW | 12th Avenue | Bridge | 0.44 | 4.08 | D | 4.54 | E | Add Shoulder 2 | Add Sidewalk 2 | 11/4 gets BLOS to 3.25 | 0.58 | 0.26 | 1.88 | 1 | 4 | 36.36 | 4.974047352 | \$66,714 | 0.44 | \$29,354 | 16.944936 | 1 | 1.04 | 0.46 | 5.60 | 1 | 2 | 22.22 | 5.424495395 | \$482,524 | 0.44 | 0 | 2 | 0.88 | \$424,621 | 1.277400467 | 2 |
| 96.1 | X a | Gadsden | Hood Ave S | Cherry St | Chestnut | 0.14 | 4.04 | D | 3.55 | D | DCSN | Existing/Programmed | | 0.54 | 0.08 | 0.56 | 50 | 2 | 18.18 | 22.0959596 | \$1,034,084 | 0.14 | \$144,772 | 15.2629106 | 1 | 0.20 | 0.03 | 0.34 | 18 | 4 | 44.44 | 11.81591221 | \$0 | 0.14 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 96.1 | X b | Gadsden | Hood Ave S | Cherry St | Chestnut | 0.14 | 4.04 | D | 3.70 | D | DCSN | Existing/Programmed | | 0.54 | 0.08 | 0.56 | 50 | 2 | 18.18 | 22.0959596 | \$1,034,084 | 0.14 | \$144,772 | 15.2629106 | 1 | 0.20 | 0.03 | 0.34 | 18 | 4 | 44.44 | 11.81591221 | \$0 | 0.14 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 245.1 | X a | Gadsden | Walnut | S 5th St | S 3rd St | 0.18 | 3.79 | D | 4.26 | D | DCSN | Add Sidewalk 1 | | 0.29 | 0.05 | 0.38 | 58 | 1 | 9.09 | 24.3008985 | \$1,034,084 | 0.18 | \$186,135 | 13.0550467 | 1 | 0.76 | 0.14 | 1.68 | 36 | 1 | 11.11 | 16.34885362 | \$228,396 | 0.18 | 0 | 2 | 0.36 | \$82,223 | 19.8836878 | 1 |
| 245.1 | X b | Gadsden | Walnut | S 5th St | S 3rd St | 0.18 | 3.79 | D | 4.26 | D | DCSN | Add Sidewalk 1 | | 0.29 | 0.05 | 0.38 | 58 | 1 | 9.09 | 24.3008985 | \$1,034,084 | 0.18 | \$186,135 | 13.0550467 | 1 | 0.76 | 0.14 | 1.68 | 36 | 1 | 11.11 | 16.34885362 | \$228,396 | 0.18 | 0 | 2 | 0.36 | \$82,223 | 19.8836878 | 1 |
| 182.1 | X a | Gadsden | S Albert Rains Blvd | Mail Entrance | 3rd St | 0.17 | 4.95 | E | 5.00 | E | DCSN | Add Sidewalk 1 | | 1.45 | 0.25 | 1.81 | 48 | 3 | 27.27 | 22.8329895 | \$1,034,084 | 0.17 | \$175,794 | 12.98846585 | 1 | 1.50 | 0.26 | 3.12 | 10 | 3 | 33.33 | 8.894914756 | \$228,396 | 0.17 | 0 | 2 | 0.34 | \$77,655 | 11.45445918 | 1 |
| 182.1 | X b | Gadsden | S Albert Rains Blvd | Mail Entrance | 3rd St | 0.17 | 4.95 | E | 5.00 | E | DCSN | Add Sidewalk 1 | | 1.45 | 0.25 | 1.81 | 48 | 3 | 27.27 | 22.8329895 | \$1,034,084 | 0.17 | \$175,794 | 12.98846585 | 1 | 1.50 | 0.26 | 3.12 | 10 | 3 | 33.33 | 8.894914756 | \$228,396 | 0.17 | 0 | 2 | 0.34 | \$77,655 | 11.45445918 | 1 |
| 136.0 | a | Gadsden | Paderneich Ave | Cloverdale Road | College Pkwy | 1.18 | 4.99 | E | 5.18 | E | Add Shoulder 2 | Add Sidewalk 2 | 11/4.5 gets BLOS to 3.35 | 1.49 | 1.76 | 12.92 | 6 | 0 | 0.00 | 8.860170488 | \$66,714 | 1.18 | \$78,723 | 11.25492915 | 1 | 1.68 | 1.98 | 24.28 | 0 | 0 | 0.00 | 12.1399177 | \$482,524 | 1.18 | 0 | 2 | 2.36 | \$1,138,757 | 1.066067576 | 2 |
| 136.0 | b | Gadsden | Paderneich Ave | Cloverdale Road | College Pkwy | 1.18 | 4.99 | E | 5.18 | E | Add Shoulder 2 | Add Sidewalk 2 | 11/4.5 gets BLOS to 3.35 | 1.49 | 1.76 | 12.92 | 6 | 0 | 0.00 | 8.860170488 | \$66,714 | 1.18 | \$78,723 | 11.25492915 | 1 | 1.68 | 1.98 | 24.28 | 0 | 0 | 0.00 | 12.1399177 | \$482,524 | 1.18 | 0 | 2 | 2.36 | \$1,138,757 | 1.066067576 | 2 |
| 227.1 | X a | Attala | US Hwy 431 | Simmons Road | St. Clair Street | 0.94 | 4.14 | D | 5.49 | E | Re-stripe | DCSN | 11/11.6 gets BLOS to 2.8 | 0.55 | 0.52 | 3.80 | 6 | 3 | 27.27 | 7.026890599 | \$66,714 | 0.94 | \$62,711 | 12.20512923 | 1 | 1.95 | 1.83 | 22.45 | 1 | 1 | 11.11 | 12.73612581 | \$910,034 | 0.94 | 0 | 2 | 1.88 | \$1,710,864 | 0.744426492 | 3 |
| 227.1 | X b | Attala | US Hwy 431 | Simmons Road | St. Clair Street | 0.94 | 4.04 | D | 5.45 | E | Re-stripe | DCSN | 11/11.6 gets BLOS to 3.52 | 0.55 | 0.52 | 3.80 | 6 | 3 | 27.27 | 7.026890599 | \$66,714 | 0.94 | \$62,711 | 12.20512923 | 1 | 1.95 | 1.83 | 22.45 | 1 | 1 | 11.11 | 12.73612581 | \$910,034 | 0.94 | 0 | 2 | 1.88 | \$1,710,864 | 0.744426492 | 3 |
| 213.0 | a | Hokes Bluff | US Hwy 278 E | Lonesome Bend Road | McLain St S | 2.57 | 4.76 | E | 5.43 | E | Add Shoulder 2 | Add Sidewalk 2 | 11/4.5 gets BLOS to 3.42 | 1.26 | 3.24 | 23.80 | 6 | 3 | 27.27 | 17.02542088 | \$66,714 | 2.57 | | | | | | | | | | | | | | | | | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan
 Prioritization Results
 (bicycle sort)



| Seg_ID | Town | Road Name | From | To | Length (ft) | Bicycle LOS | | Pedestrian LOS | | Bike Facility Recommendation | Ped Facility Recommendation | Recommendation Comment | Bike Delta LOS (worse) | Segment Length x length | Delta x Length 100 | Demand Score 100 | Votes actual | Votes 100 | Benefit score | Per Mile Cost | Seg_Length | Project Cost | Benefit/Cost Index 112.1204667 | Bike Tier | Ped Delta LOS | Delta x Length 8.16 | Delta x Length 100 | Demand Score 100 | Votes actual | Votes 100 | Benefit Score | Per Mile Cost one side | Seg_Length | Exist SW % one side | Sidewalk Need (both sides) | SW need miles both | Project Cost | Benefit/Cost Index 46.64625459 | Ped Tier | |
|--------|------|-------------|---------------------|-------------------|-------------------|-------------|-------------|----------------|-------------|------------------------------|-----------------------------|------------------------|--------------------------------------|-------------------------|--------------------|------------------|--------------|-----------|---------------|---------------|-------------|--------------|--------------------------------|-------------|---------------|---------------------|--------------------|------------------|--------------|-----------|---------------|------------------------|------------|---------------------|----------------------------|--------------------|--------------|--------------------------------|-------------|---|
| | | | | | | Score (0-7) | Grade (A-F) | Value (0-7) | Grade (A-F) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37.0 | b | Glencoe | Chastain Blvd | N College St | W Air Depot Road | 0.73 | 4.61 | E | 5.05 | E | DCSN | DCSN | 11/5 gets BLOS to 3.31 | 1.11 | 0.81 | 5.95 | 38 | 8 | 72.73 | 25.45002004 | \$1,402,659 | 0.73 | \$1,023,941 | 2.485496947 | 2 | 1.55 | 1.13 | 13.86 | 44 | 4 | 44.44 | 28.97357927 | \$910,034 | 0.73 | 0 | 2 | 1.46 | \$1,328,650 | 2.190678404 | 2 |
| 58.0 | a | Gadsden | E Meighan Blvd | Goodyear Ave | Hood Ave N | 1.17 | 4.78 | E | 5.23 | E | DCSN | Add Sidewalk 1 | | 1.28 | 1.50 | 11.01 | 38 | 9 | 81.82 | 28.88446368 | \$1,034,084 | 1.17 | \$1,209,879 | 2.387384973 | 2 | 1.73 | 2.02 | 24.79 | 9 | 5 | 55.56 | 21.55083774 | \$228,396 | 1.17 | 0 | 2 | 2.34 | \$534,446 | 4.032366659 | 1 |
| 58.0 | b | Gadsden | E Meighan Blvd | Goodyear Ave | Hood Ave N | 1.17 | 4.78 | E | 5.23 | E | DCSN | Add Sidewalk 1 | | 1.28 | 1.50 | 11.01 | 38 | 9 | 81.82 | 28.88446368 | \$1,034,084 | 1.17 | \$1,209,879 | 2.387384973 | 2 | 1.73 | 2.02 | 24.79 | 9 | 5 | 55.56 | 21.55083774 | \$228,396 | 1.17 | 0 | 2 | 2.34 | \$534,446 | 4.032366659 | 1 |
| 138 | a | Gadsden | Padenreich Ave | George Wallace Dr | E Broad St | 0.51 | 3.77 | D | 4.23 | D | DCSN | Add Sidewalk 1 | | 0.27 | 0.14 | 1.01 | 30 | 0 | 0.00 | 12.50595238 | \$1,034,084 | 0.51 | \$527,383 | 2.371322309 | 2 | 0.73 | 0.37 | 4.56 | 16 | 0 | 0.00 | 8.679908877 | \$228,396 | 0.51 | 0 | 2 | 1.02 | \$232,964 | 3.725861523 | 2 |
| 138 | b | Gadsden | Padenreich Ave | George Wallace Dr | E Broad St | 0.51 | 3.77 | D | 4.23 | D | DCSN | Add Sidewalk 1 | | 0.27 | 0.14 | 1.01 | 30 | 0 | 0.00 | 12.50595238 | \$1,034,084 | 0.51 | \$527,383 | 2.371322309 | 2 | 0.73 | 0.37 | 4.56 | 16 | 0 | 0.00 | 8.679908877 | \$228,396 | 0.51 | 0 | 2 | 1.02 | \$232,964 | 3.725861523 | 2 |
| 75.1 | X a | Southside | Gilbert Ferry Road | Sunset Drive | Cedar Bend Rd. N | 1.03 | 4.55 | E | 4.68 | E | DCSN | DCSN | | 1.05 | 1.08 | 7.95 | 53 | 0 | 0.00 | 25.17376543 | \$1,034,084 | 1.03 | \$1,065,107 | 2.363496421 | 2 | 1.18 | 1.22 | 14.89 | 74 | 0 | 0.00 | 37.04292573 | \$910,034 | 1.03 | 0 | 2 | 2.06 | \$1,874,670 | 1.975970195 | 2 |
| 75.1 | X b | Southside | Gilbert Ferry Road | Sunset Drive | Cedar Bend Rd. N | 1.03 | 4.55 | E | 4.68 | E | DCSN | DCSN | | 1.05 | 1.08 | 7.95 | 53 | 0 | 0.00 | 25.17376543 | \$1,034,084 | 1.03 | \$1,065,107 | 2.363496421 | 2 | 1.18 | 1.22 | 14.89 | 74 | 0 | 0.00 | 37.04292573 | \$910,034 | 1.03 | 0 | 2 | 2.06 | \$1,874,670 | 1.975970195 | 2 |
| 182.2 | X a | Gadsden | S Albert Rains Blvd | 3rd St | Meighan Blvd | 1.08 | 1.38 | A | 4.35 | D | Existing/Programmed | DCSN | | 1.08 | 1.17 | 8.57 | 47 | 2 | 18.18 | 24.9038961 | \$1,034,084 | 1.08 | \$1,116,811 | 2.22991015 | 2 | 1.49 | 1.61 | 19.71 | 15 | 2 | 22.22 | 18.07671958 | \$910,034 | 1.08 | 0 | 2 | 2.16 | \$1,965,674 | 0.919619558 | 3 |
| 182.2 | X b | Gadsden | S Albert Rains Blvd | 3rd St | Meighan Blvd | 1.08 | 1.38 | A | 4.35 | D | Existing/Programmed | DCSN | | 1.08 | 1.17 | 8.57 | 47 | 2 | 18.18 | 24.9038961 | \$1,034,084 | 1.08 | \$1,116,811 | 2.22991015 | 2 | 1.49 | 1.61 | 19.71 | 15 | 2 | 22.22 | 18.07671958 | \$910,034 | 1.08 | 0 | 2 | 2.16 | \$1,965,674 | 0.919619558 | 3 |
| 231.0 | a | Gadsden | US Hwy 431 | US Hwy 278 W | State Hwy 77 | 0.46 | 6.14 | F | 5.14 | E | DCSN | Add Sidewalk 2 | 11/11.5 does not get BLOS to C. 11.6 | 2.64 | 1.21 | 8.92 | 10 | 2 | 18.18 | 10.28026295 | \$1,034,084 | 0.46 | \$475,679 | 2.161177234 | 2 | 1.64 | 0.75 | 9.24 | 5 | 0 | 0.00 | 6.619831472 | \$482,524 | 0.46 | 0 | 2 | 0.92 | \$443,922 | 1.491214442 | 2 |
| 231.0 | b | Gadsden | US Hwy 431 | US Hwy 278 W | State Hwy 77 | 0.46 | 6.14 | F | 5.14 | E | DCSN | Add Sidewalk 2 | 11/11.5 does not get BLOS to C. 11.6 | 2.64 | 1.21 | 8.92 | 10 | 2 | 18.18 | 10.28026295 | \$1,034,084 | 0.46 | \$475,679 | 2.161177234 | 2 | 1.64 | 0.75 | 9.24 | 5 | 0 | 0.00 | 6.619831472 | \$482,524 | 0.46 | 0 | 2 | 0.92 | \$443,922 | 1.491214442 | 2 |
| 218.1 | X a | Hokes Bluff | US Hwy 278 | Alford Bend Road | Handley St | 0.5 | 5.01 | E | 5.56 | F | Add Shoulder 3 | DCSN | 11/5 gets BLOS to 3.41 | 1.51 | 0.76 | 5.55 | 30 | 0 | 0.00 | 14.77410347 | \$1,402,659 | 0.50 | \$701,329 | 2.10658553 | 2 | 2.06 | 1.03 | 12.62 | 12 | 0 | 0.00 | 11.10756418 | \$910,034 | 0.50 | 0 | 2 | 1 | \$910,034 | 1.220565697 | 2 |
| 218.1 | X b | Hokes Bluff | US Hwy 278 | Alford Bend Road | Handley St | 0.5 | 5.01 | E | 5.56 | F | Add Shoulder 3 | DCSN | 11/5 gets BLOS to 3.41 | 1.51 | 0.76 | 5.55 | 30 | 0 | 0.00 | 14.77410347 | \$1,402,659 | 0.50 | \$701,329 | 2.10658553 | 2 | 2.06 | 1.03 | 12.62 | 12 | 0 | 0.00 | 11.10756418 | \$910,034 | 0.50 | 0 | 2 | 1 | \$910,034 | 1.220565697 | 2 |
| 225.0 | a | Turkeytown | US Hwy 411 | Fits Ferry Road | Coats Bend Road | 0.63 | 5.13 | E | 4.98 | F | DCSN | Add Sidewalk 2 | 11/6 only gets BLOS to 3.76 | 1.63 | 1.03 | 7.55 | 22 | 1 | 9.09 | 13.48223906 | \$1,034,084 | 0.63 | \$651,473 | 2.069500171 | 2 | 1.48 | 0.93 | 11.42 | 31 | 1 | 11.11 | 19.22098765 | \$482,524 | 0.63 | 0 | 2 | 1.26 | \$607,980 | 3.161448778 | 2 |
| 225.0 | b | Turkeytown | US Hwy 411 | Fits Ferry Road | Coats Bend Road | 0.63 | 5.13 | E | 4.98 | F | DCSN | Add Sidewalk 2 | 11/6 only gets BLOS to 3.76 | 1.63 | 1.03 | 7.55 | 22 | 1 | 9.09 | 13.48223906 | \$1,034,084 | 0.63 | \$651,473 | 2.069500171 | 2 | 1.48 | 0.93 | 11.42 | 31 | 1 | 11.11 | 19.22098765 | \$482,524 | 0.63 | 0 | 2 | 1.26 | \$607,980 | 3.161448778 | 2 |
| 76.2 | X a | Southside | Gilbert Ferry Road | Bridge Split | Whorton Bend Road | 0.57 | 4.19 | D | 6.01 | F | DCSN | DCSN | | 0.69 | 0.39 | 2.89 | 22 | 2 | 18.18 | 12.06328764 | \$1,034,084 | 0.57 | \$589,428 | 2.05 | 3 | 2.51 | 1.43 | 17.52 | 0 | 0 | 0.00 | 8.761390359 | \$910,034 | 0.57 | 0 | 2 | 1.14 | \$1,037,439 | 0.844521107 | 3 |
| 76.2 | X b | Southside | Gilbert Ferry Road | Bridge Split | Whorton Bend Road | 0.57 | 4.19 | D | 6.01 | F | DCSN | DCSN | | 0.69 | 0.39 | 2.89 | 22 | 2 | 18.18 | 12.06328764 | \$1,034,084 | 0.57 | \$589,428 | 2.05 | 3 | 2.51 | 1.43 | 17.52 | 0 | 0 | 0.00 | 8.761390359 | \$910,034 | 0.57 | 0 | 2 | 1.14 | \$1,037,439 | 0.844521107 | 3 |
| 75.0 | X a | Southside | Gilbert Ferry Road | Hood Road | Sunset Drive | 0.88 | 5.29 | E | 5.34 | E | DCSN | DCSN | 11/6 only gets BLOS to 4.01 | 1.79 | 1.58 | 11.58 | 32 | 0 | 0.00 | 18.587719 | \$1,034,084 | 0.88 | \$909,994 | 2.042625055 | 3 | 1.84 | 1.62 | 19.83 | 9 | 0 | 0.00 | 13.51573584 | \$910,034 | 0.88 | 0 | 2 | 1.76 | \$1,601,660 | 0.8438597 | 3 |
| 75.0 | X b | Southside | Gilbert Ferry Road | Hood Road | Sunset Drive | 0.88 | 5.29 | E | 5.34 | E | DCSN | DCSN | 11/6 only gets BLOS to 4.01 | 1.79 | 1.58 | 11.58 | 32 | 0 | 0.00 | 18.587719 | \$1,034,084 | 0.88 | \$909,994 | 2.042625055 | 3 | 1.84 | 1.62 | 19.83 | 9 | 0 | 0.00 | 13.51573584 | \$910,034 | 0.88 | 0 | 2 | 1.76 | \$1,601,660 | 0.8438597 | 3 |
| 38.0 | a | Glencoe | Chastain Blvd | Green Valley Road | N College St | 0.72 | 4.31 | D | 5.11 | E | Add Shoulder 3 | DCSN | 11/5 gets BLOS to 3.31 | 0.81 | 0.58 | 4.29 | 28 | 8 | 72.73 | 20.61558442 | \$1,402,659 | 0.72 | \$1,009,914 | 2.140213017 | 3 | 1.81 | 1.16 | 14.20 | 19 | 4 | 44.44 | 19.14320988 | \$910,034 | 0.72 | 0 | 2 | 1.44 | \$1,310,449 | 1.460812908 | 2 |
| 38.0 | b | Glencoe | Chastain Blvd | Green Valley Road | N College St | 0.72 | 4.31 | D | 5.11 | E | Add Shoulder 3 | DCSN | 11/5 gets BLOS to 3.31 | 0.81 | 0.58 | 4.29 | 28 | 8 | 72.73 | 20.61558442 | \$1,402,659 | 0.72 | \$1,009,914 | 2.140213017 | 3 | 1.81 | 1.16 | 14.20 | 19 | 4 | 44.44 | 19.14320988 | \$910,034 | 0.72 | 0 | 2 | 1.44 | \$1,310,449 | 1.460812908 | 2 |
| 59.0 | a | Gadsden | E Meighan Blvd | W Air Depot Road | College Pkwy | 0.81 | 4.46 | D | 5.06 | E | Add Shoulder 3 | DCSN | 11/5.5 gets BLOS to 3.40 | 0.96 | 0.78 | 5.71 | 32 | 8 | 72.73 | 22.92987013 | \$1,402,659 | 0.81 | \$1,136,154 | 2.098201579 | 3 | 1.56 | 1.26 | 15.48 | 22 | 4 | 44.44 | 20.98253968 | \$910,034 | 0.81 | 0 | 2 | 1.62 | \$1,474,255 | 1.423263683 | 2 |
| 59.0 | b | Gadsden | E Meighan Blvd | W Air Depot Road | College Pkwy | 0.81 | 4.46 | D | 5.06 | E | Add Shoulder 3 | DCSN | 11/5.5 gets BLOS to 3.40 | 0.96 | 0.78 | 5.71 | 32 | 8 | 72.73 | 22.92987013 | \$1,402,659 | 0.81 | \$1,136,154 | 2.098201579 | 3 | 1.56 | 1.26 | 15.48 | 22 | 4 | 44.44 | 20.98253968 | \$910,034 | 0.81 | 0 | 2 | 1.62 | \$1,474,255 | 1.423263683 | 2 |
| 11.1 | X a | Attalla | 5th Ave NE | 1st St | Cherry St | 0.53 | 4.55 | E | 4.56 | E | DCSN | Add Sidewalk 1 | | 1.05 | 0.56 | 4.09 | 4 | 8 | 72.73 | 10.91748036 | \$1,034,084 | 0.53 | \$548,065 | 1.99200541 | 3 | 1.06 | 0.56 | 6.88 | 0 | 2 | 22.22 | 5.662000431 | \$228,396 | 0.53 | 20 | 0.8 | 0.424 | \$96,840 | 5.847386175 | 1 |
| 11.1 | X b | Attalla | 5th Ave NE | 1st St | Cherry St | 0.53 | 4.55 | E | 4.56 | E | DCSN | Add Sidewalk 1 | | 1.05 | 0.56 | 4.09 | 4 | 8 | 72.73 | 10.91748036 | \$1,034,084 | 0.53 | \$548,065 | 1.99200541 | 3 | 1.06 | 0.56 | 6.88 | 0 | 2 | 22.22 | 5.662000431 | \$228,396 | 0.53 | 20 | 0.8 | 0.424 | \$96,840 | 5.847386175 | 1 |
| 199.1 | X a | Gadsden | Timdore Bend Road | 0.3 W of Delliah | Delliah St | 0.3 | 4.11 | D | 4.54 | E | Add Shoulder 3 | DCSN | 11/4 gets BLOS to 2.8 | 0.61 | 0.18 | 1.34 | 17 | 0 | 0.00 | 7.472398989 | \$1,402,659 | 0.30 | \$420,798 | 1.775770105 | 3 | 1.04 | 0.31 | 3.82 | 3 | 0 | 0.00 | 3.1106408 | \$910,034 | 0.30 | 0 | 2 | 0.6 | \$546,020 | 0.569693078 | 4 |
| 199.1 | X b | Gadsden | Timdore Bend Road | 0.3 W of Delliah | Delliah St | 0.3 | 4.11 | D | 4.54 | E | Add Shoulder 3 | DCSN | 11/4 gets BLOS to 2.8 | 0.61 | 0.18 | 1.34 | 17 | 0 | 0.00 | 7.472398989 | \$1,402,659 | 0.30 | \$420,798 | 1.775770105 | 3 | 1.04 | 0.31 | 3.82 | 3 | 0 | 0.00 | 3.1106408 | \$910,034 | 0.30 | 0 | 2 | 0.6 | \$546,020 | 0.569693078 | 4 |
| 61.0 | a | Gadsden | E Meighan Blvd | E Broad St | Piedmont Cut Off | 0.89 | 4.32 | D | 5.05 | E | Add Shoulder 3 | DCSN | 11/5 gets BLOS to 3.31 | | | | | | | | | | | | | | | | | | | | | | | | | | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan
 Prioritization Results
 (bicycle sort)



| Seg_ID | Town | Road Name | From | To | Len- gth (ft) | Bicycle LOS | | Pedestrian LOS | | Bike Facility Recommendation | Ped Facility Recommendation | Recommendation Comment | Bike Delta LOS (worse) | Segment Length x/length | Delta x Length 100 | Demand Score 100 | Votes actual | Benefit score 100 | Per Mile Cost | Seg_Length | Project Cost | Benefit/Cost Index 112.1204667 | Bike Tier | Ped Delta LOS (worse) | Delta x Length 100 | Delta x Length 8.16 | Demand Score 100 | Votes actual | Benefit Score 100 | Per Mile Cost one side | Seg_Length | Exist SW Coverage % one side | Sidewalk Need (both sides) | SW need miles both | Project Cost | Benefit/Cost Index Score 46.64525459 | Ped Tier | | | | |
|--------|------|--------------|------------------------|----------------------|----------------------|-----------------|----------------|-------------------|----------------|---------------------------------|--------------------------------|-----------------------------|------------------------------|-------------------------------|--------------------------|------------------------|-----------------|----------------------|------------------|-------------|-----------------|--------------------------------------|--------------|-----------------------------|--------------------------|---------------------------|------------------------|-----------------|-------------------------|------------------------------|-------------|---------------------------------------|-------------------------------|--------------------------|-----------------|---|-------------|-------------|-------------|-------------|---|
| | | | | | | Score (0-7) | Grade (A-F) | Value (0-7) | Grade (A-F) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 84.0 | a | Hokes Bluff | Goodyear Ave | Goodyear Ave | Hoke St | 1.22 | 4.15 | D | 4.60 | E | Add Shoulder 3 | DCSN | 11/4 gets BLOS to 2.85 | 0.65 | 0.79 | 5.83 | 30 | 0 | 0.00 | 14.91372722 | \$1,402,659 | 1.22 | \$1,711,244 | 0.871513924 | 4 | 1.10 | 1.34 | 16.44 | 33 | 0 | 0.00 | 21.41820498 | \$910,034 | 1.22 | 0 | 2.44 | \$2,220,483 | 0.964574049 | 3 | | |
| 84.0 | b | Hokes Bluff | Goodyear Ave | Goodyear Ave | Hoke St | 1.22 | 4.15 | D | 4.60 | E | DCSN | 11/4 gets BLOS to 2.85 | 0.65 | 0.79 | 5.83 | 30 | 0 | 0.00 | 14.91372722 | \$1,402,659 | 1.22 | \$1,711,244 | 0.871513924 | 4 | 1.10 | 1.34 | 16.44 | 33 | 0 | 0.00 | 21.41820498 | \$910,034 | 1.22 | 0 | 2.44 | \$2,220,483 | 0.964574049 | 3 | | | |
| 222.0 | a | Gadsden | US Hwy 278 W | Walee Cutoff Road | Double A Cir | 1.25 | 5.32 | E | 5.05 | E | DCSN | 11/6 only gets BLOS to 3.95 | 1.82 | 2.28 | 16.72 | 7 | 0 | 0.00 | 11.1599535 | \$1,034,084 | 1.25 | \$1,292,606 | 0.863299201 | 4 | 1.55 | 1.94 | 23.73 | 3 | 0 | 0.00 | 13.06495689 | \$910,034 | 1.25 | 0 | 2.5 | \$2,275,085 | 0.574282294 | 4 | | | |
| 222.0 | b | Gadsden | US Hwy 278 W | Walee Cutoff Road | Double A Cir | 1.25 | 5.32 | E | 5.05 | E | DCSN | 11/6 only gets BLOS to 3.95 | 1.82 | 2.28 | 16.72 | 7 | 0 | 0.00 | 11.1599535 | \$1,034,084 | 1.25 | \$1,292,606 | 0.863299201 | 4 | 1.55 | 1.94 | 23.73 | 3 | 0 | 0.00 | 13.06495689 | \$910,034 | 1.25 | 0 | 2.5 | \$2,275,085 | 0.574282294 | 4 | | | |
| 90.0 | a | Glencoe | Green Valley Road | Dogwood Lane | Rifle Range Road | 0.57 | 5.16 | E | 4.66 | E | Add Shoulder 3 | DCSN | 11/5 gets BLOS to 3.46 | 1.66 | 0.95 | 6.95 | 4 | 2 | 18.18 | 6.894813211 | \$1,402,659 | 0.57 | \$799,516 | 0.862373922 | 4 | 1.18 | 0.66 | 8.10 | 0 | 0 | 0.00 | 4.049088771 | \$910,034 | 0.57 | 0 | 1.14 | \$1,037,439 | 0.300226607 | 4 | | |
| 90.0 | b | Glencoe | Green Valley Road | Dogwood Lane | Rifle Range Road | 0.57 | 5.16 | E | 4.66 | E | DCSN | 11/5 gets BLOS to 3.46 | 1.66 | 0.95 | 6.95 | 4 | 2 | 18.18 | 6.894813211 | \$1,402,659 | 0.57 | \$799,516 | 0.862373922 | 4 | 1.18 | 0.66 | 8.10 | 0 | 0 | 0.00 | 4.049088771 | \$910,034 | 0.57 | 0 | 1.14 | \$1,037,439 | 0.300226607 | 4 | | | |
| 158 | a | Rainbow City | Rainbow Dr | Windy Hill Road | Lumley Road | 2.33 | 4.41 | D | 4.87 | E | Add Shoulder 3 | DCSN | 11/4 gets BLOS to 3.45 | 0.91 | 2.12 | 15.58 | 39 | 5 | 45.45 | 27.9360241 | \$1,402,659 | 2.33 | \$3,268,195 | 0.854786595 | 4 | 1.37 | 3.19 | 39.10 | 24 | 1 | 11.11 | 30.2590486 | \$910,034 | 2.33 | 0 | 4.66 | \$4,240,759 | 0.713520986 | 3 | | |
| 158 | b | Rainbow City | Rainbow Dr | Windy Hill Road | Lumley Road | 2.33 | 4.41 | D | 4.87 | E | DCSN | 11/4 gets BLOS to 3.45 | 0.91 | 2.12 | 15.58 | 39 | 5 | 45.45 | 27.9360241 | \$1,402,659 | 2.33 | \$3,268,195 | 0.854786595 | 4 | 1.37 | 3.19 | 39.10 | 24 | 1 | 11.11 | 30.2590486 | \$910,034 | 2.33 | 0 | 4.66 | \$4,240,759 | 0.713520986 | 3 | | | |
| 211.0 | a | Hokes Bluff | US Hwy 278 E | McCaffery Ave | Lonesome Bend Road | 1.16 | 4.78 | E | 5.16 | E | Add Shoulder 3 | DCSN | 11/4.5 gets BLOS to 3.44 | 1.28 | 1.48 | 10.91 | 13 | 3 | 27.27 | 13.38288707 | \$1,402,659 | 1.16 | \$1,627,084 | 0.822507354 | 4 | 1.66 | 1.93 | 23.58 | 2 | 3 | 33.33 | 15.92541642 | \$910,034 | 1.16 | 0 | 2.32 | \$2,111,279 | 0.754301795 | 3 | | |
| 211.0 | b | Hokes Bluff | US Hwy 278 E | McCaffery Ave | Lonesome Bend Road | 1.16 | 4.78 | E | 5.16 | E | DCSN | 11/4.5 gets BLOS to 3.44 | 1.28 | 1.48 | 10.91 | 13 | 3 | 27.27 | 13.38288707 | \$1,402,659 | 1.16 | \$1,627,084 | 0.822507354 | 4 | 1.66 | 1.93 | 23.58 | 2 | 3 | 33.33 | 15.92541642 | \$910,034 | 1.16 | 0 | 2.32 | \$2,111,279 | 0.754301795 | 3 | | | |
| 142 | a | Southside | Pilgrims Rest Road | Green Valley Road | Gilbert Ferry Road | 2.63 | 5.33 | E | 4.34 | D | Add Shoulder 3 | DCSN | 11/6 gets BLOS to 3.34 | 1.83 | 4.81 | 35.37 | 30 | 0 | 0.00 | 29.6840289 | \$1,402,659 | 2.63 | \$3,688,993 | 0.804666373 | 4 | 0.84 | 2.21 | 27.06 | 26 | 0 | 0.00 | 23.9280658 | \$910,034 | 2.63 | 0 | 5.26 | \$4,786,779 | 0.499893655 | 4 | | |
| 142 | b | Southside | Pilgrims Rest Road | Green Valley Road | Gilbert Ferry Road | 2.63 | 5.33 | E | 4.34 | D | DCSN | 11/6 gets BLOS to 3.34 | 1.83 | 4.81 | 35.37 | 30 | 0 | 0.00 | 29.6840289 | \$1,402,659 | 2.63 | \$3,688,993 | 0.804666373 | 4 | 0.84 | 2.21 | 27.06 | 26 | 0 | 0.00 | 23.9280658 | \$910,034 | 2.63 | 0 | 5.26 | \$4,786,779 | 0.499893655 | 4 | | | |
| 82.0 | a | Attala | Gilberts Ferry Road SW | 3rd St SW | Clanton St SW | 0.58 | 4.65 | E | 5.09 | E | Add Shoulder 3 | DCSN | 11/4.5 gets BLOS to 3.37 | 1.15 | 0.67 | 4.90 | 2 | 3 | 27.27 | 5.978039884 | \$1,402,659 | 0.58 | \$813,542 | 0.734815941 | 4 | 1.59 | 0.92 | 11.29 | 0 | 1 | 11.11 | 6.758524397 | \$910,034 | 0.58 | 0 | 1.16 | \$1,055,640 | 0.640230303 | 4 | | |
| 82.0 | b | Attala | Gilberts Ferry Road SW | 3rd St SW | Clanton St SW | 0.58 | 4.65 | E | 5.09 | E | DCSN | 11/4.5 gets BLOS to 3.37 | 1.15 | 0.67 | 4.90 | 2 | 3 | 27.27 | 5.978039884 | \$1,402,659 | 0.58 | \$813,542 | 0.734815941 | 4 | 1.59 | 0.92 | 11.29 | 0 | 1 | 11.11 | 6.758524397 | \$910,034 | 0.58 | 0 | 1.16 | \$1,055,640 | 0.640230303 | 4 | | | |
| 24.6 | X | a | Gadsden | Broad Street | E. Meighan | 9th Street | 1.54 | 3.94 | D | 3.35 | C | Add Shoulder 3 | LOS MET | 11/4 gets BLOS to 2.91 | 0.44 | 0.88 | 4.98 | 30 | 0 | 0.00 | 14.48971193 | \$1,402,659 | 1.54 | \$2,160,095 | 0.670790643 | 4 | 1.10 | 1.69 | 20.75 | 16 | 0 | 0.00 | 16.77379973 | \$910,034 | 1.54 | 95 | 1.05 | 1.617 | \$1,471,525 | 1.139892149 | 2 |
| 24.6 | X | b | Gadsden | Broad Street | E. Meighan | 9th Street | 1.54 | 3.94 | D | 3.35 | C | DCSN | 11/4 gets BLOS to 2.91 | 0.44 | 0.88 | 4.98 | 30 | 0 | 0.00 | 14.48971193 | \$1,402,659 | 1.54 | \$2,160,095 | 0.670790643 | 4 | 1.10 | 1.69 | 20.75 | 16 | 0 | 0.00 | 16.77379973 | \$910,034 | 1.54 | 95 | 1.05 | 1.617 | \$1,471,525 | 1.139892149 | 2 | |
| 223.0 | a | Turkeytown | US Hwy 411 | Turkey Town Gap Road | County line | 4.39 | 5.36 | E | 4.81 | E | DCSN | 11/6 only gets BLOS to 3.99 | 1.86 | 8.17 | 60.00 | 0 | 0 | 0.00 | 30.00220459 | \$1,034,084 | 4.39 | \$4,539,631 | 0.660895265 | 4 | 1.31 | 5.75 | 70.44 | 0 | 0 | 0.00 | 35.21167158 | \$910,034 | 4.39 | 0 | 8.78 | \$7,990,099 | 0.440765996 | 4 | | | |
| 223.0 | b | Turkeytown | US Hwy 411 | Turkey Town Gap Road | County line | 4.39 | 5.36 | E | 4.81 | E | DCSN | 11/6 only gets BLOS to 3.99 | 1.86 | 8.17 | 60.00 | 0 | 0 | 0.00 | 30.00220459 | \$1,034,084 | 4.39 | \$4,539,631 | 0.660895265 | 4 | 1.31 | 5.75 | 70.44 | 0 | 0 | 0.00 | 35.21167158 | \$910,034 | 4.39 | 0 | 8.78 | \$7,990,099 | 0.440765996 | 4 | | | |
| 130.0 | a | Gadsden | Noccalula Road | Noccalula Dr | Scenic Hwy | 1.36 | 4.01 | D | 4.75 | E | Add Shoulder 3 | DCSN | 11/4 gets BLOS to 2.81 | 0.51 | 0.69 | 5.10 | 19 | 2 | 18.18 | 11.9668827 | \$1,402,659 | 1.36 | \$1,907,616 | 0.627310899 | 4 | 1.25 | 1.70 | 20.82 | 11 | 0 | 0.00 | 14.81054282 | \$910,034 | 1.36 | 0 | 2.72 | \$2,475,293 | 0.598334991 | 4 | | |
| 130.0 | b | Gadsden | Noccalula Road | Noccalula Dr | Scenic Hwy | 1.36 | 4.01 | D | 4.75 | E | DCSN | 11/4 gets BLOS to 2.81 | 0.51 | 0.69 | 5.10 | 19 | 2 | 18.18 | 11.9668827 | \$1,402,659 | 1.36 | \$1,907,616 | 0.627310899 | 4 | 1.25 | 1.70 | 20.82 | 11 | 0 | 0.00 | 14.81054282 | \$910,034 | 1.36 | 0 | 2.72 | \$2,475,293 | 0.598334991 | 4 | | | |
| 190.0 | a | Southside | State Hwy 77 | Green Valley Road | Hood Road | 1.16 | 5.12 | E | 4.85 | E | Add Shoulder 3 | DCSN | 11/6 only gets BLOS to 3.83 | 1.62 | 1.88 | 13.81 | 7 | 0 | 0.00 | 9.704761905 | \$1,402,659 | 1.16 | \$1,627,084 | 0.596451124 | 4 | 1.35 | 1.57 | 19.18 | 0 | 0 | 0.00 | 9.58994709 | \$910,034 | 1.16 | 0 | 2.32 | \$2,111,279 | 0.4542245 | 4 | | |
| 190.0 | b | Southside | State Hwy 77 | Green Valley Road | Hood Road | 1.16 | 5.12 | E | 4.85 | E | DCSN | 11/6 only gets BLOS to 3.83 | 1.62 | 1.88 | 13.81 | 7 | 0 | 0.00 | 9.704761905 | \$1,402,659 | 1.16 | \$1,627,084 | 0.596451124 | 4 | 1.35 | 1.57 | 19.18 | 0 | 0 | 0.00 | 9.58994709 | \$910,034 | 1.16 | 0 | 2.32 | \$2,111,279 | 0.4542245 | 4 | | | |
| 65.0 | X | a | Gadsden | Ewing Ave | Goldenrod Ave | Hooks Lake Road | 1.01 | 4.25 | D | 5.06 | E | Add Shoulder 3 | DCSN | 11/5 gets BLOS to 3.33 | 0.91 | 0.92 | 6.75 | 9 | 1 | 9.09 | 7.886148522 | \$1,402,659 | 1.01 | \$1,416,685 | 0.556661959 | 4 | 1.66 | 1.68 | 20.53 | 9 | 1 | 11.11 | 14.97835587 | \$910,034 | 1.01 | 0 | 2.02 | \$1,838,269 | 0.814807682 | 3 | |
| 65.0 | X | b | Gadsden | Ewing Ave | Goldenrod Ave | Hooks Lake Road | 1.01 | 4.25 | D | 5.06 | E | Existing/Programmed | DCSN | 11/5 gets BLOS to 3.33 | 0.91 | 0.92 | 6.75 | 9 | 1 | 9.09 | 7.886148522 | \$1,402,659 | 1.01 | \$1,416,685 | 0.556661959 | 4 | 1.66 | 1.68 | 20.53 | 9 | 1 | 11.11 | 14.97835587 | \$910,034 | 1.01 | 0 | 2.02 | \$1,838,269 | 0.814807682 | 3 | |
| 159 | a | Rainbow City | Rainbow Dr | County line | Pleasant Valley Road | 0.96 | 4.06 | D | 4.51 | E | Add Shoulder 3 | DCSN | 11/4 gets BLOS to 2.90 | 0.56 | 0.54 | 3.95 | 0 | 6 | 54.55 | 7.429854097 | \$1,402,659 | 0.96 | \$1,346,552 | 0.551768645 | 4 | 1.01 | 0.97 | 11.88 | 0 | 2 | 22.2 | 8.159905938 | \$910,034 | 0.96 | 0 | 1.92 | \$1,747,265 | 0.467010078 | 4 | | |
| 159 | b | Rainbow City | Rainbow Dr | County line | Pleasant Valley Road | 0.96 | 4.06 | D | 4.51 | E | DCSN | 11/4 gets BLOS to 2.90 | 0.56 | 0.54 | 3.95 | 0 | 6 | 54.55 | 7.429854097 | \$1,402,659 | 0.96 | \$1,346,552 | 0.551768645 | 4 | 1.01 | 0.97 | 11.88 | 0 | 2 | 22.2 | 8.159905938 | \$910,034 | 0.96 | 0 | 1.92 | \$1,747,265 | 0.467010078 | 4 | | | |
| 224.0 | a | Turkeytown | US Hwy 411 | Boyd Dr | Fitts Ferry Road | 1.29 | 4.26 | D | 5.12 | E | Add Shoulder 3 | DCSN | 11/5 gets BLOS to 3.34 | 0.76 | 0.98 | 7.20 | 13 | 1 | 9.09 | 9.711383678 | \$1,402,659 | 1.29 | \$1,809,430 | 0.536709605 | 4 | 1.62 | 2.09 | 25.60 | 3 | 1 | 11.11 | 15.10873016 | \$910,034 | 1.29 | 0 | 2.58 | \$2,347,888 | 0.643503018 | 3 | | |
| 224.0 | b | Turkeytown | US Hwy 411 | Boyd Dr | Fitts Ferry Road | 1.29 | 4.26 | D | 5.12 | E | DCSN | 11/5 gets BLOS to | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan
 Prioritization Results
 (bicycle sort)



| Seg_ID | Town | Road Name | From | To | Len- gth (ft) | Bicycle LOS | | Pedestrian LOS | | Bike Facility Recommendation | Ped Facility Recommendation | Recommendation Comment | Bike Delta LOS (worse) | Segment Length x/length | Delta x Length 100 | Demand Score 100 | Votes actual | Votes 100 | Benefit score 100 | Per Mile Cost | Seg_Length | Project Cost | Benefit/Cost Index 112.1204667 | Bike Tier | Ped Delta LOS (worse) | Delta x Length 100 | Delta x Length 8.16 | Demand Score 100 | Votes actual | Votes 100 | Benefit Score | Per Mile Cost one side | Seg_Length | Exist SW Coverage % | Sidewalk Need (Both sides) % | SW need miles both | Project Cost | Benefit/Cost Index 46.64525459 | Ped Tier | |
|--------|------|-----------|--------------|--------------------------|--------------------------|----------------|----------------|-------------------|----------------|---------------------------------|--------------------------------|---------------------------|------------------------------|-------------------------------|--------------------------|------------------------|-----------------|--------------|----------------------|------------------|------------|-----------------|--------------------------------------|--------------|-----------------------------|--------------------------|---------------------------|------------------------|-----------------|--------------|------------------|------------------------------|------------|---------------------------|------------------------------------|--------------------------|-----------------|--------------------------------------|-------------|---|
| | | | | | | Score (0-7) | Grade (A-F) | Value (0-7) | Grade (A-F) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5.1 | X | Attalla | 4th St NW | 6th Ave. NW | 5th Ave. NW | 0.09 | 0.00 | A | 1.21 | A | LOS MET | Existing/Programmed | | -3.50 | -0.32 | -2.31 | 0 | 0 | 0.00 | -1.157407407 | \$0 | 0.09 | \$0 | -1 | 0 | -2.29 | -0.21 | -2.52 | 0 | 0 | 0.00 | -1.26212522 | \$0 | 0.09 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 6.0 | a | Attalla | 4th St NW | 10th Ave | 3rd St NW | 0.82 | 0.25 | A | 2.75 | C | LOS MET | LOS MET | | -3.25 | -2.87 | -19.58 | 2 | 0 | 0.00 | -8.992034098 | \$0 | 0.82 | \$0 | -1 | 0 | -0.75 | -0.62 | -7.53 | 0 | 0 | 0.00 | -3.766166961 | \$0 | 0.82 | 0 | 2 | 1.64 | \$0 | -1 | 0 |
| 6.0 | b | Attalla | 4th St NW | 10th Ave | 3rd St NW | 0.82 | 0.25 | A | 2.75 | C | LOS MET | LOS MET | | -3.25 | -2.87 | -19.58 | 2 | 0 | 0.00 | -8.992034098 | \$0 | 0.82 | \$0 | -1 | 0 | -0.75 | -0.62 | -7.53 | 0 | 0 | 0.00 | -3.766166961 | \$0 | 0.82 | 0 | 2 | 1.64 | \$0 | -1 | 0 |
| 7.0 | X | Attalla | 4th St NW | US Hwy 431 | 4th Ave. NW | 0.38 | 0.00 | A | 1.72 | B | LOS MET | Existing/Programmed | | -3.50 | -1.33 | -9.77 | 0 | 0 | 0.00 | -4.886831276 | \$0 | 0.38 | \$0 | -1 | 0 | -1.79 | -0.68 | -8.28 | 0 | 0 | 0.00 | -4.142171272 | \$0 | 0.38 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 7.0 | X | Attalla | 4th St NW | US Hwy 431 | 4th Ave. NW | 0.38 | 0.00 | A | 1.72 | B | LOS MET | Existing/Programmed | | -3.50 | -1.33 | -9.77 | 0 | 0 | 0.00 | -4.886831276 | \$0 | 0.38 | \$0 | -1 | 0 | -1.79 | -0.68 | -8.28 | 0 | 0 | 0.00 | -4.142171272 | \$0 | 0.38 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 7.1 | X | Attalla | 4th St NW | 4th Ave. NW | 5th Ave. NW | 0.09 | 0.00 | A | 1.46 | A | LOS MET | Existing/Programmed | | -1.80 | -0.16 | -1.19 | 0 | 0 | 0.00 | -0.595238095 | \$0 | 0.09 | \$0 | -1 | 0 | -1.88 | -0.17 | -2.07 | 0 | 0 | 0.00 | -1.036155203 | \$0 | 0.09 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 7.1 | X | Attalla | 4th St NW | 4th Ave. NW | 5th Ave. NW | 0.09 | 1.70 | B | 1.62 | B | LOS MET | Existing/Programmed | | -1.80 | -0.16 | -1.19 | 0 | 0 | 0.00 | -0.595238095 | \$0 | 0.09 | \$0 | -1 | 0 | -1.88 | -0.17 | -2.07 | 0 | 0 | 0.00 | -1.036155203 | \$0 | 0.09 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 8.0 | a | Attalla | 4th St NW | 3rd St NW | 0.374 mi NE of 3rd St NW | 0.37 | 3.39 | C | 4.05 | D | LOS MET | DCSN | | -0.11 | -0.04 | -0.30 | 0 | 2 | 18.18 | 1.668637433 | \$0 | 0.37 | \$0 | -1 | 0 | 0.55 | 0.20 | 2.49 | 0 | 2 | 22.22 | 3.468425436 | \$910.034 | 0.37 | 0 | 2 | 0.74 | \$673.425 | 0.515042387 | 4 |
| 8.0 | b | Attalla | 4th St NW | 3rd St NW | 0.374 mi NE of 3rd St NW | 0.37 | 3.39 | C | 4.05 | D | LOS MET | DCSN | | -0.11 | -0.04 | -0.30 | 0 | 2 | 18.18 | 1.668637433 | \$0 | 0.37 | \$0 | -1 | 0 | 0.55 | 0.20 | 2.49 | 0 | 2 | 22.22 | 3.468425436 | \$910.034 | 0.37 | 0 | 2 | 0.74 | \$673.425 | 0.515042387 | 4 |
| 9.0 | a | Gadsden | 4th St NW | 0.374 mi NE of 3rd St NW | Ferguson Road | 0.52 | 3.39 | C | 4.05 | D | LOS MET | DCSN | | -0.11 | -0.06 | -0.42 | 0 | 2 | 18.18 | 1.60801133 | \$0 | 0.52 | \$0 | -1 | 0 | 0.55 | 0.29 | 3.50 | 0 | 2 | 22.22 | 3.973642955 | \$910.034 | 0.52 | 0 | 2 | 1.04 | \$946.435 | 0.419853552 | 4 |
| 9.0 | b | Gadsden | 4th St NW | 0.374 mi NE of 3rd St NW | Ferguson Road | 0.52 | 3.39 | C | 4.05 | D | LOS MET | DCSN | | -0.11 | -0.06 | -0.42 | 0 | 2 | 18.18 | 1.60801133 | \$0 | 0.52 | \$0 | -1 | 0 | 0.55 | 0.29 | 3.50 | 0 | 2 | 22.22 | 3.973642955 | \$910.034 | 0.52 | 0 | 2 | 1.04 | \$946.435 | 0.419853552 | 4 |
| 10.0 | X | Attalla | 4th St SW | 6th Avenue | US Hwy 431 | 0.27 | 0.00 | A | 1.83 | B | LOS MET | LOS MET | | -3.50 | -0.95 | -6.94 | 0 | 0 | 0.00 | -3.472222222 | \$0 | 0.27 | \$0 | -1 | 0 | -1.87 | -0.45 | -5.52 | 0 | 0 | 0.00 | -2.761243386 | \$0 | 0.27 | 0 | 1 | 0.27 | \$0 | -1 | 0 |
| 10.0 | X | Attalla | 4th St SW | 6th Avenue | US Hwy 431 | 0.27 | 0.00 | A | 1.43 | A | LOS MET | Existing/Programmed | | -3.50 | -0.95 | -6.94 | 0 | 0 | 0.00 | -3.472222222 | \$0 | 0.27 | \$0 | -1 | 0 | -1.87 | -0.45 | -5.52 | 0 | 0 | 0.00 | -2.761243386 | \$0 | 0.27 | 100 | 1 | 0.27 | \$0 | -1 | 0 |
| 10.1 | X | Attalla | 4th St SW | 6th Avenue | 6th Avenue | 0.19 | 0.11 | A | 2.43 | B | LOS MET | LOS MET | | -3.39 | -0.84 | -4.73 | 1 | 0 | 0.00 | -1.966622575 | \$0 | 0.19 | \$0 | -1 | 0 | -1.07 | -0.20 | -2.49 | 0 | 0 | 0.00 | -1.244978444 | \$0 | 0.19 | 0 | 2 | 0.38 | \$0 | -1 | 0 |
| 10.1 | X | Attalla | 4th St SW | 6th Avenue | 6th Avenue | 0.19 | 0.11 | A | 2.43 | B | LOS MET | LOS MET | | -3.39 | -0.84 | -4.73 | 1 | 0 | 0.00 | -1.966622575 | \$0 | 0.19 | \$0 | -1 | 0 | -1.07 | -0.20 | -2.49 | 0 | 0 | 0.00 | -1.244978444 | \$0 | 0.19 | 0 | 2 | 0.38 | \$0 | -1 | 0 |
| 12.0 | a | Attalla | 5th Ave NE | I-59 | Cherry St NE | 0.14 | 3.48 | C | 4.06 | D | LOS MET | Add Sidewalk 1 | | -0.02 | 0.00 | -0.02 | 6 | 8 | 72.73 | 9.662439207 | \$0 | 0.14 | \$0 | -1 | 0 | 0.56 | 0.08 | 0.96 | 0 | 2 | 22.22 | 2.70231962 | \$228.396 | 0.14 | 1.5 | 0.21 | \$47.963 | 5.634185202 | 1 | |
| 12.0 | b | Attalla | 5th Ave NE | I-59 | Cherry St NE | 0.14 | 3.48 | C | 3.34 | C | LOS MET | LOS MET | | -0.02 | 0.00 | -0.02 | 6 | 8 | 72.73 | 9.662439207 | \$0 | 0.14 | \$0 | -1 | 0 | 0.56 | 0.08 | 0.96 | 0 | 2 | 22.22 | 2.70231962 | \$228.396 | 0.14 | 50 | 1.5 | 0.21 | \$47.963 | 5.634185202 | 1 |
| 13.0 | a | Attalla | 5th Ave NW | 3rd St NW | 4th St NW | 0.09 | 2.26 | B | 2.22 | B | LOS MET | LOS MET | | -1.24 | -0.11 | -0.82 | 0 | 2 | 18.18 | 1.408128908 | \$0 | 0.09 | \$0 | -1 | 0 | -1.28 | -0.12 | -1.41 | 0 | 0 | 0.00 | -0.705467372 | \$0 | 0.09 | 35 | 1.3 | 0.117 | \$0 | -1 | 0 |
| 13.0 | b | Attalla | 5th Ave NW | 3rd St NW | 4th St NW | 0.09 | 2.26 | B | 2.22 | B | LOS MET | LOS MET | | -1.24 | -0.11 | -0.82 | 0 | 2 | 18.18 | 1.408128908 | \$0 | 0.09 | \$0 | -1 | 0 | -1.28 | -0.12 | -1.41 | 0 | 0 | 0.00 | -0.705467372 | \$0 | 0.09 | 35 | 1.3 | 0.117 | \$0 | -1 | 0 |
| 14.0 | a | Gadsden | 6th St N | E Meighan Blvd | E Broad St | 0.33 | 3.12 | C | 2.32 | B | LOS MET | Existing/Programmed | | -0.38 | -0.13 | -0.92 | 39 | 0 | 0.00 | 15.13924162 | \$0 | 0.33 | \$0 | -1 | 0 | -1.04 | -0.34 | -4.20 | 9 | 0 | 0.00 | 1.498295121 | \$0 | 0.33 | 100 | 0.1 | 0.033 | \$0 | -1 | 0 |
| 14.0 | b | Gadsden | 6th St N | E Meighan Blvd | E Broad St | 0.33 | 3.12 | C | 2.46 | B | LOS MET | LOS MET | | -0.38 | -0.13 | -0.92 | 39 | 0 | 0.00 | 15.13924162 | \$0 | 0.33 | \$0 | -1 | 0 | -1.04 | -0.34 | -4.20 | 9 | 0 | 0.00 | 1.498295121 | \$0 | 0.33 | 90 | 0.1 | 0.033 | \$0 | -1 | 0 |
| 15.0 | a | Attalla | 8th Ave NW | 3rd St NW | 4th St NW | 0.09 | 0.00 | A | 1.99 | B | LOS MET | LOS MET | | -3.50 | -0.32 | -2.31 | 3 | 0 | 0.00 | 0.042592593 | \$0 | 0.09 | \$0 | -1 | 0 | -1.51 | -0.14 | -1.66 | 0 | 0 | 0.00 | -0.832231041 | \$0 | 0.09 | 0 | 2 | 0.18 | \$0 | -1 | 0 |
| 15.0 | b | Attalla | 8th Ave NW | 3rd St NW | 4th St NW | 0.09 | 0.00 | A | 1.99 | B | LOS MET | LOS MET | | -3.50 | -0.32 | -2.31 | 3 | 0 | 0.00 | 0.042592593 | \$0 | 0.09 | \$0 | -1 | 0 | -1.51 | -0.14 | -1.66 | 0 | 0 | 0.00 | -0.832231041 | \$0 | 0.09 | 0 | 2 | 0.18 | \$0 | -1 | 0 |
| 16.0 | a | Attalla | 8th Ave SW | 9th Street | 4th St SW | 0.56 | 0.00 | A | 2.12 | B | LOS MET | LOS MET | | -3.50 | -1.96 | -14.40 | 3 | 0 | 0.00 | -6.001648091 | \$0 | 0.56 | \$0 | -1 | 0 | -1.38 | -0.77 | -9.47 | 0 | 0 | 0.00 | -4.732510288 | \$0 | 0.56 | 0 | 2 | 1.12 | \$0 | -1 | 0 |
| 16.0 | b | Attalla | 8th Ave SW | 9th Street | 4th St SW | 0.56 | 0.00 | A | 2.12 | B | LOS MET | LOS MET | | -3.50 | -1.96 | -14.40 | 3 | 0 | 0.00 | -6.001648091 | \$0 | 0.56 | \$0 | -1 | 0 | -1.38 | -0.77 | -9.47 | 0 | 0 | 0.00 | -4.732510288 | \$0 | 0.56 | 0 | 2 | 1.12 | \$0 | -1 | 0 |
| 17.0 | X | Gadsden | Airport Road | Thunderbird Lane | W Grand Ave | 0.59 | 0.44 | A | 2.75 | C | LOS MET | LOS MET | | -3.06 | -1.81 | -13.27 | 3 | 0 | 0.00 | -5.433597884 | \$0 | 0.59 | \$0 | -1 | 0 | -0.75 | -0.44 | -5.42 | 0 | 0 | 0.00 | -2.709803057 | \$0 | 0.59 | 0 | 2 | 1.18 | \$0 | -1 | 0 |
| 17.0 | X | Gadsden | Airport Road | Thunderbird Lane | W Grand Ave | 0.59 | 0.44 | A | 2.75 | C | LOS MET | LOS MET | | -3.06 | -1.81 | -13.27 | 3 | 0 | 0.00 | -5.433597884 | \$0 | 0.59 | \$0 | -1 | 0 | -0.75 | -0.44 | -5.42 | 0 | 0 | 0.00 | -2.709803057 | \$0 | 0.59 | 0 | 2 | 1.18 | \$0 | -1 | 0 |
| 17.1 | X | Gadsden | Airport Road | 0.23 mi S of Black Rd. | Thunderbird Lane | 0.49 | 0.00 | A | 3.35 | C | LOS MET | LOS MET | | -3.50 | -1.72 | -12.60 | 0 | 0 | 0.00 | -6.301440329 | \$0 | 0.49 | \$0 | -1 | 0 | -0.15 | -0.07 | -0.90 | 0 | 0 | 0.00 | -0.450102881 | \$0 | 0.49 | 0 | 2 | 0.98 | \$0 | -1 | 0 |
| 17.1 | X | Gadsden | Airport Road | 0.23 mi S of Black Rd. | Thunderbird Lane | 0.49 | 0.00 | A | 3.35 | C | LOS MET | LOS MET | | -3.50 | -1.72 | -12.60 | 0 | 0 | 0.00 | -6.301440329 | \$0 | 0.49 | \$0 | -1 | 0 | -0.15 | -0.07 | -0.90 | 0 | 0 | 0.00 | -0.450102881 | \$0 | 0.49 | 0 | 2 | 0.98 | \$0 | -1 | 0 |
| 18.0 | a | Gadsden | Airport Road | Steele Station Road | 0.23 mi S or Black Rd | 1.16 | 0.70 | A | 3.48 | C | LOS MET | LOS MET | | -2.80 | -3.25 | -23.87 | 8 | 0 | 0.00 | -8.734156379 | \$0 | 1.16 | \$0 | -1 | 0 | -0.02 | -0.02 | -0.28 | 0 | 0 | 0.00 | -0.14207329 | \$0 | 1.16 | 0 | 2 | 2.32 | \$0 | -1 | 0 |
| 18.0 | b | Gadsden | Airport Road | Steele Station Road | 0.23 mi S or Black Rd | 1.16 | 0.70 | A | 3.48 | C | LOS MET | LOS MET | | -2.80 | -3.25 | -23.87 | 8 | 0 | 0.00 | -8.734156379 | \$0 | 1.16 | \$0 | -1 | 0 | -0.02 | -0.02 | -0.28 | 0 | 0 | 0.00 | -0.14207329 | \$0 | 1.16 | 0 | 2 | 2.32 | \$0 | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan
(bicycle sort)



| Seg_ID | Town | Road Name | From | To | Length (ft) | Bicycle LOS | | Pedestrian LOS | | Bike Facility Recommendation | Ped Facility Recommendation | Recommendation Comment | Bike Delta LOS (worse) | Segment Length | Delta x Length | Demand Score | Votes actual | Benefit score | Per Mile Cost | Seg_Length | Project Cost | Benefit/Cost Index | Bike Tier | Ped Delta LOS (worse) | Delta x Length | Delta x Length | Demand Score | Votes actual | Benefit Score | Per Mile Cost | Seg_Length | Exist SW % | Sidewalk Need % | SW need miles | Project Cost | Benefit/Cost Index | Ped Tier | | |
|--------|------|--------------|-------------------|--------------------|---------------------|-------------|-------------|----------------|-------------|------------------------------|-----------------------------|------------------------|------------------------|----------------|----------------|--------------|--------------|---------------|---------------|------------|--------------|--------------------|-----------|-----------------------|----------------|----------------|--------------|--------------|---------------|---------------|--------------|------------|-----------------|---------------|--------------|--------------------|-------------|-------------|---|
| | | | | | | Score (0-7) | Grade (A-F) | Value (0-7) | Grade (A-F) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47.0 | a | Mountainboro | Cox Gap Road | Cox Gap Road | Hallmark Road | 2.95 | 1.76 | B | 3.18 | C | LOS MET | LOS MET | -1.74 | -5.13 | -37.72 | 0 | 1 | 9.09 | -17.95113837 | \$0 | 2.95 | \$0 | -1 | 0 | -0.32 | -0.94 | -11.56 | 0 | 1 | 11.11 | -4.66802077 | \$0 | 2.95 | 0 | 2 | 5.9 | \$0 | -1 | 0 |
| 47.0 | b | Mountainboro | Cox Gap Road | Cox Gap Road | Hallmark Road | 2.95 | 1.76 | B | 3.18 | C | LOS MET | LOS MET | -1.74 | -5.13 | -37.72 | 0 | 1 | 9.09 | -17.95113837 | \$0 | 2.95 | \$0 | -1 | 0 | -0.32 | -0.94 | -11.56 | 0 | 1 | 11.11 | -4.66802077 | \$0 | 2.95 | 0 | 2 | 5.9 | \$0 | -1 | 0 |
| 48.0 | a | Wills Valley | Cox Gap Road | Mill Hill Road | Sand Valley Road | 1.13 | 1.76 | B | 3.18 | C | LOS MET | LOS MET | -1.74 | -1.97 | -14.45 | 0 | 1 | 9.09 | -6.315335899 | \$0 | 1.13 | \$0 | -1 | 0 | -0.32 | -0.36 | -4.43 | 0 | 1 | 11.11 | -1.103272585 | \$0 | 1.13 | 0 | 2 | 2.26 | \$0 | -1 | 0 |
| 48.0 | b | Wills Valley | Cox Gap Road | Mill Hill Road | Sand Valley Road | 1.13 | 1.76 | B | 3.18 | C | LOS MET | LOS MET | -1.74 | -1.97 | -14.45 | 0 | 1 | 9.09 | -6.315335899 | \$0 | 1.13 | \$0 | -1 | 0 | -0.32 | -0.36 | -4.43 | 0 | 1 | 11.11 | -1.103272585 | \$0 | 1.13 | 0 | 2 | 2.26 | \$0 | -1 | 0 |
| 49.0 | a | Gadsden | Duck Springs Road | Cox Gap Road | Bruton Gap Road | 1.21 | 1.26 | A | 3.32 | C | LOS MET | LOS MET | -2.24 | -2.71 | -19.92 | 0 | 2 | 18.18 | -8.140665918 | \$0 | 1.21 | \$0 | -1 | 0 | -0.18 | -0.22 | -2.67 | 0 | 0 | 0.00 | -1.33377425 | \$0 | 1.21 | 0 | 2 | 2.42 | \$0 | -1 | 0 |
| 49.0 | b | Gadsden | Duck Springs Road | Cox Gap Road | Bruton Gap Road | 1.21 | 1.26 | A | 3.32 | C | LOS MET | LOS MET | -2.24 | -2.71 | -19.92 | 0 | 2 | 18.18 | -8.140665918 | \$0 | 1.21 | \$0 | -1 | 0 | -0.18 | -0.22 | -2.67 | 0 | 0 | 0.00 | -1.33377425 | \$0 | 1.21 | 0 | 2 | 2.42 | \$0 | -1 | 0 |
| 50.0 | a | Gadsden | Duck Springs Road | Wesson Gap Road | Gene Whitte Road | 2.56 | 1.26 | A | 3.32 | C | LOS MET | LOS MET | -2.24 | -5.73 | -42.14 | 0 | 3 | 27.27 | -18.34268612 | \$0 | 2.56 | \$0 | -1 | 0 | -0.18 | -0.46 | -5.64 | 0 | 1 | 11.11 | -1.710758377 | \$0 | 2.56 | 0 | 2 | 5.12 | \$0 | -1 | 0 |
| 50.0 | b | Gadsden | Duck Springs Road | Wesson Gap Road | Gene Whitte Road | 2.56 | 1.26 | A | 3.32 | C | LOS MET | LOS MET | -2.24 | -5.73 | -42.14 | 0 | 3 | 27.27 | -18.34268612 | \$0 | 2.56 | \$0 | -1 | 0 | -0.18 | -0.46 | -5.64 | 0 | 1 | 11.11 | -1.710758377 | \$0 | 2.56 | 0 | 2 | 5.12 | \$0 | -1 | 0 |
| 51.0 | a | Ridgeville | Duck Springs Road | US Hwy 431 | Wesson Gap Road | 1.70 | 1.26 | A | 3.32 | C | LOS MET | LOS MET | -2.24 | -3.81 | -27.98 | 2 | 3 | 27.27 | -10.46449682 | \$0 | 1.70 | \$0 | -1 | 0 | -0.18 | -0.31 | -3.75 | 0 | 1 | 11.11 | -0.762786596 | \$0 | 1.70 | 0 | 2 | 3.4 | \$0 | -1 | 0 |
| 51.0 | b | Ridgeville | Duck Springs Road | US Hwy 431 | Wesson Gap Road | 1.70 | 1.26 | A | 3.32 | C | LOS MET | LOS MET | -2.24 | -3.81 | -27.98 | 2 | 3 | 27.27 | -10.46449682 | \$0 | 1.70 | \$0 | -1 | 0 | -0.18 | -0.31 | -3.75 | 0 | 1 | 11.11 | -0.762786596 | \$0 | 1.70 | 0 | 2 | 3.4 | \$0 | -1 | 0 |
| 52.0 | a | Wills Valley | Duck Springs Road | Walden Hollow Road | Horton Gap Road | 2.60 | 1.26 | A | 3.32 | C | LOS MET | LOS MET | -2.24 | -5.82 | -42.80 | 6 | 3 | 27.27 | -16.27190423 | \$0 | 2.60 | \$0 | -1 | 0 | -0.18 | -0.47 | -5.73 | 5 | 1 | 11.11 | 0.245149912 | \$0 | 2.60 | 0 | 2 | 5.2 | \$0 | -1 | 0 |
| 52.0 | b | Wills Valley | Duck Springs Road | Walden Hollow Road | Horton Gap Road | 2.60 | 1.26 | A | 3.32 | C | LOS MET | LOS MET | -2.24 | -5.82 | -42.80 | 6 | 3 | 27.27 | -16.27190423 | \$0 | 2.60 | \$0 | -1 | 0 | -0.18 | -0.47 | -5.73 | 5 | 1 | 11.11 | 0.245149912 | \$0 | 2.60 | 0 | 2 | 5.2 | \$0 | -1 | 0 |
| 53.0 | a | Wills Valley | Duck Springs Road | Gene Whitte Road | Cox Gap Road | 0.89 | 1.26 | A | 3.32 | C | LOS MET | LOS MET | -2.24 | -1.99 | -14.65 | 0 | 3 | 27.27 | -4.597830153 | \$0 | 0.89 | \$0 | -1 | 0 | -0.18 | -0.16 | -1.96 | 0 | 1 | 11.11 | 0.130070547 | \$0 | 0.89 | 0 | 2 | 1.78 | \$0 | -1 | 0 |
| 53.0 | b | Wills Valley | Duck Springs Road | Gene Whitte Road | Cox Gap Road | 0.89 | 1.26 | A | 3.32 | C | LOS MET | LOS MET | -2.24 | -1.99 | -14.65 | 0 | 3 | 27.27 | -4.597830153 | \$0 | 0.89 | \$0 | -1 | 0 | -0.18 | -0.16 | -1.96 | 0 | 1 | 11.11 | 0.130070547 | \$0 | 0.89 | 0 | 2 | 1.78 | \$0 | -1 | 0 |
| 54.0 | a | Wills Valley | Duck Springs Road | Bruton Gap Road | Walden Hollow Road | 1.21 | 1.26 | A | 3.32 | C | LOS MET | LOS MET | -2.24 | -2.71 | -19.92 | 0 | 3 | 27.27 | -7.231575009 | \$0 | 1.21 | \$0 | -1 | 0 | -0.18 | -0.22 | -2.67 | 0 | 1 | 11.11 | -0.222663139 | \$0 | 1.21 | 0 | 2 | 2.42 | \$0 | -1 | 0 |
| 54.0 | b | Wills Valley | Duck Springs Road | Bruton Gap Road | Walden Hollow Road | 1.21 | 1.26 | A | 3.32 | C | LOS MET | LOS MET | -2.24 | -2.71 | -19.92 | 0 | 3 | 27.27 | -7.231575009 | \$0 | 1.21 | \$0 | -1 | 0 | -0.18 | -0.22 | -2.67 | 0 | 1 | 11.11 | -0.222663139 | \$0 | 1.21 | 0 | 2 | 2.42 | \$0 | -1 | 0 |
| 55.0 | a | Glencoe | E Air Depot Road | Chastain Blvd | Lonesome Bend Road | 0.39 | 1.40 | A | 2.97 | C | LOS MET | LOS MET | -2.10 | -0.82 | -6.02 | 39 | 0 | 0.00 | 12.59074074 | \$0 | 0.39 | \$0 | -1 | 0 | -0.53 | -0.21 | -2.53 | 52 | 0 | 0.00 | 19.53420047 | \$0 | 0.39 | 0 | 2 | 0.78 | \$0 | -1 | 0 |
| 55.0 | b | Glencoe | E Air Depot Road | Chastain Blvd | Lonesome Bend Road | 0.39 | 1.40 | A | 2.97 | C | LOS MET | LOS MET | -2.10 | -0.82 | -6.02 | 39 | 0 | 0.00 | 12.59074074 | \$0 | 0.39 | \$0 | -1 | 0 | -0.53 | -0.21 | -2.53 | 52 | 0 | 0.00 | 19.53420047 | \$0 | 0.39 | 0 | 2 | 0.78 | \$0 | -1 | 0 |
| 57.0 | a | Rainbow City | E Grand Ave | Whorton Bend Road | E Grand Ave | 0.45 | 2.17 | B | 4.55 | E | Existing/Programmed | DCSN | -1.33 | -0.60 | -4.40 | 18 | 3 | 27.27 | 7.728198653 | \$0 | 0.45 | \$0 | -1 | 0 | 1.05 | 0.47 | 5.79 | 0 | 1 | 11.11 | 4.00462963 | \$910.034 | 0.45 | 2 | 0.9 | \$819.031 | 0.48894739 | 4 | |
| 57.0 | b | Rainbow City | E Grand Ave | Whorton Bend Road | E Grand Ave | 0.45 | 2.17 | B | 4.55 | E | Existing/Programmed | DCSN | -1.33 | -0.60 | -4.40 | 18 | 3 | 27.27 | 7.728198653 | \$0 | 0.45 | \$0 | -1 | 0 | 1.05 | 0.47 | 5.79 | 0 | 1 | 11.11 | 4.00462963 | \$910.034 | 0.45 | 2 | 0.9 | \$819.031 | 0.48894739 | 4 | |
| 64.0 | a | Gadsden | Eastside Dr | Owens St | S 11th St | 0.68 | 0.75 | A | 2.64 | C | LOS MET | LOS MET | -2.75 | -1.87 | -13.74 | 78 | 0 | 0.00 | 24.32904174 | \$0 | 0.68 | \$0 | -1 | 0 | -0.86 | -0.58 | -7.16 | 31 | 0 | 0.00 | 8.818773271 | \$0 | 0.68 | 0 | 2 | 1.36 | \$0 | -1 | 0 |
| 64.0 | b | Gadsden | Eastside Dr | Owens St | S 11th St | 0.68 | 0.75 | A | 2.64 | C | LOS MET | LOS MET | -2.75 | -1.87 | -13.74 | 78 | 0 | 0.00 | 24.32904174 | \$0 | 0.68 | \$0 | -1 | 0 | -0.86 | -0.58 | -7.16 | 31 | 0 | 0.00 | 8.818773271 | \$0 | 0.68 | 0 | 2 | 1.36 | \$0 | -1 | 0 |
| 68.0 | a | Gadsden | Ewing Ave | N 3rd St | N Albert Rains Blvd | 1.15 | 0.00 | A | 1.83 | B | LOS MET | LOS MET | -3.50 | -4.03 | -29.58 | 32 | 1 | 9.09 | -1.080003741 | \$0 | 1.15 | \$0 | -1 | 0 | -1.67 | -1.92 | -23.52 | 23 | 1 | 11.11 | -1.449740349 | \$0 | 1.15 | 90 | 0.2 | 0.23 | \$0 | -1 | 0 |
| 68.0 | b | Gadsden | Ewing Ave | N 3rd St | N Albert Rains Blvd | 1.15 | 0.00 | A | 1.83 | B | LOS MET | LOS MET | -3.50 | -4.03 | -29.58 | 32 | 1 | 9.09 | -1.080003741 | \$0 | 1.15 | \$0 | -1 | 0 | -1.67 | -1.92 | -23.52 | 23 | 1 | 11.11 | -1.449740349 | \$0 | 1.15 | 90 | 0.2 | 0.23 | \$0 | -1 | 0 |
| 69.0 | a | Gadsden | Fairview Road | Tabor Road | McNaron Dr | 1.67 | 1.74 | B | 3.11 | C | LOS MET | LOS MET | -1.76 | -2.94 | -21.60 | 11 | 1 | 9.09 | -5.490438779 | \$0 | 1.67 | \$0 | -1 | 0 | -0.39 | -0.65 | -7.98 | 3 | 1 | 11.11 | -1.677351558 | \$0 | 1.67 | 0 | 2 | 3.34 | \$0 | -1 | 0 |
| 69.0 | b | Gadsden | Fairview Road | Tabor Road | McNaron Dr | 1.67 | 1.74 | B | 3.11 | C | LOS MET | LOS MET | -1.76 | -2.94 | -21.60 | 11 | 1 | 9.09 | -5.490438779 | \$0 | 1.67 | \$0 | -1 | 0 | -0.39 | -0.65 | -7.98 | 3 | 1 | 11.11 | -1.677351558 | \$0 | 1.67 | 0 | 2 | 3.34 | \$0 | -1 | 0 |
| 70.0 | X a | Gadsden | Forrest Ave | N Franklin St | 29th Street | 1.44 | 2.79 | C | 2.63 | C | LOS MET | Existing/Programmed | -0.71 | -1.02 | -7.51 | 65 | 1 | 9.09 | 23.15247715 | \$0 | 1.44 | \$0 | -1 | 0 | -0.87 | -1.25 | -15.34 | 29 | 1 | 11.11 | 5.039153439 | \$0 | 1.44 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 70.0 | X b | Gadsden | Forrest Ave | N Franklin St | 29th Street | 1.44 | 2.79 | C | 2.63 | C | LOS MET | Existing/Programmed | -0.71 | -1.02 | -7.51 | 65 | 1 | 9.09 | 23.15247715 | \$0 | 1.44 | \$0 | -1 | 0 | -0.87 | -1.25 | -15.34 | 29 | 1 | 11.11 | 5.039153439 | \$0 | 1.44 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 70.1 | X a | Gadsden | Forrest Ave | 29th Street | VanDell | 0.39 | 3.28 | C | 2.32 | B | LOS MET | Existing/Programmed | -0.22 | -0.09 | -0.63 | 47 | 0 | 0.00 | 18.48474427 | \$0 | 0.39 | \$0 | -1 | 0 | 0.39 | 0.15 | 1.82 | 12 | 0 | 0.00 | 5.70755438 | \$910.034 | 0.39 | 100 | 1 | 0.39 | \$354.913 | 1.608154536 | 2 |
| 70.1 | X b | Gadsden | Forrest Ave | 29th Street | VanDell | 0.39 | 3.28 | C | 2.32 | B | LOS MET | Existing/Programmed | -0.22 | -0.09 | -0.63 | 47 | 0 | 0.00 | 18.48474427 | \$0 | 0.39 | \$0 | -1 | 0 | 0.39 | 0.15 | 1.82 | 12 | 0 | 0.00 | 5.70755438 | \$910.034 | 0.39 | 100 | 1 | 0.39 | \$354.913 | 1.608154536 | 2 |
| 70.2 | X a | Gadsden | Forrest Ave | VanDell | I-59 | 1.08 | 3.27 | C | 3.79 | D | LOS MET | Add Sidewalk 2 | -0.23 | -0.25 | -1.83 | 18 | 0 | 0.00 | 6.287301587 | \$0 | 1.08 | \$0 | -1 | 0 | 0.29 | 0.31 | 3.84 | 5 | 0 | 0.00 | 3.91789418 | \$482.524 | 1.08 | 0 | 2 | 2.16 | \$1,042.252 | 0.375915733 | 4 |
| 70.2 | X b | Gadsden | Forrest Ave | VanDell | I-59 | 1.08 | 3.27 | C | 3.79 | D | LOS MET | Add Sidewalk 2 | -0.23 | -0.25 | -1.83 | 18 | 0 | 0.00 | 6.287301587 | \$0 | 1.08 | \$0 | -1 | 0 | 0.29 | 0.31 | 3.84 | 5 | 0 | 0.00 | 3.91789418 | \$482.524 | 1.08 | 0 | 2 | 2.16 | \$1,042.252 | 0.375915733 | 4 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan
 Prioritization Results
 (bicycle sort)



| Seg_ID | Town | Road Name | From | To | Length (ft) | Bicycle LOS | | Pedestrian LOS | | Bike Facility Recommendation | Ped Facility Recommendation | Recommendation Comment | Bike Delta LOS (worse) | Segment Length x length | Delta x Length 100 | Demand Score 100 | Votes actual | Votes 100 | Benefit score | Per Mile Cost | Seg_Length | Project Cost | Benefit/Cost Index 112.1204667 | Bike Tier | Ped Delta LOS (worse) | Delta x Length 8.16 | Delta x Length 100 | Demand Score 100 | Votes actual | Votes 100 | Benefit Score | Per Mile Cost one side | Seg_Length | Exist SW % one side | Sidewalk Need (Both sides) % both | SW need miles both | Project Cost | Benefit/Cost Index 46.64525459 | Ped Tier | |
|--------|-------------|------------------|------------------|------------------|--------------|-------------|-------------|----------------|-------------|------------------------------|-----------------------------|------------------------|------------------------|-------------------------|--------------------|------------------|--------------|-----------|---------------|---------------|------------|--------------|--------------------------------|-----------|-----------------------|---------------------|--------------------|------------------|--------------|-----------|---------------|------------------------|------------|---------------------|-----------------------------------|--------------------|--------------|--------------------------------|-------------|---|
| | | | | | | Score (0-7) | Grade (A-F) | Value (0-7) | Grade (A-F) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 109.0 | Gadsden | Mary Lou Cir | Monte Vista Dr | Clayton Blvd | 0.32 | 1.49 | A | 2.91 | C | LOS MET | LOS MET | | -2.01 | -0.64 | -4.73 | 37 | 0 | 0.00 | 12.4366843 | \$0 | 0.32 | \$0 | -1 | 0 | -0.59 | -0.19 | -2.31 | 12 | 0 | 0.00 | 3.643817362 | \$0 | 0.32 | 0 | 0 | 0.64 | \$0 | -1 | 0 | |
| 110.0 | Hokes Bluff | McLain St S | Rabbit Town Road | US Hwy 278 E | 1.29 | 2.78 | C | 3.52 | D | LOS MET | DCSN | | -0.72 | -0.93 | -6.83 | 9 | 0 | 0.00 | 0.187301587 | \$0 | 1.29 | \$0 | -1 | 0 | 0.02 | 0.03 | 0.32 | 0 | 0 | 0.00 | 0.157995297 | \$910.034 | 1.29 | 0 | 2 | 2.58 | \$2,347,888 | 0.006729252 | 5 | |
| 110.0 | Hokes Bluff | McLain St S | Rabbit Town Road | US Hwy 278 E | 1.29 | 2.78 | C | 3.52 | D | LOS MET | DCSN | | -0.72 | -0.93 | -6.83 | 9 | 0 | 0.00 | 0.187301587 | \$0 | 1.29 | \$0 | -1 | 0 | 0.02 | 0.03 | 0.32 | 0 | 0 | 0.00 | 0.157995297 | \$910.034 | 1.29 | 0 | 2 | 2.58 | \$2,347,888 | 0.006729252 | 5 | |
| 111.1 | X a | Gadsden | Meighan Blvd | 24th Street | Wall Street | 0.29 | 1.48 | A | 4.46 | D | Existing/Programmed | Add Sidewalk 1 | | -2.02 | -0.59 | -4.30 | 57 | 8 | 72.73 | 27.92031893 | \$0 | 0.29 | \$0 | -1 | 0 | 0.96 | 0.28 | 3.41 | 37 | 6 | 66.67 | 23.17154615 | \$228.396 | 0.29 | 25 | 0.75 | 0.2175 | \$49,676 | 46.64525459 | 1 |
| 111.1 | X b | Gadsden | Meighan Blvd | 25th Street | Wall Street | 0.29 | 1.48 | A | 3.75 | D | Existing/Programmed | Existing/Programmed | | -2.02 | -0.59 | -4.30 | 57 | 8 | 72.73 | 27.92031893 | \$0 | 0.29 | \$0 | -1 | 0 | 0.96 | 0.28 | 3.41 | 37 | 6 | 66.67 | 23.17154615 | \$228.396 | 0.29 | 100 | 0.75 | 0.2175 | \$49,676 | 46.64525459 | 1 |
| 113.0 | a | Gadsden | Meighan Blvd | Vernon St | Wall St | 0.77 | 1.37 | A | 3.48 | C | Existing/Programmed | Existing/Programmed | | -2.13 | -1.64 | -12.05 | 38 | 10 | 90.91 | 18.26467452 | \$0 | 0.77 | \$0 | -1.00 | 0 | 0.30 | 0.23 | 2.83 | 14 | 6 | 66.67 | 13.68127572 | \$228.396 | 0.77 | 100 | 0.35 | 0.2695 | \$61,553 | 22.22693305 | 1 |
| 113.0 | b | Gadsden | Meighan Blvd | Vernon St | Wall St | 0.77 | 1.37 | A | 3.80 | D | Existing/Programmed | Add Sidewalk 1 | | -2.13 | -1.64 | -12.05 | 38 | 10 | 90.91 | 18.26467452 | \$0 | 0.77 | \$0 | -1.00 | 0 | 0.30 | 0.23 | 2.83 | 14 | 6 | 66.67 | 13.68127572 | \$228.396 | 0.77 | 65 | 0.35 | 0.2695 | \$61,553 | 22.22693305 | 1 |
| 114.0 | X a | Gadsden | Meighan Blvd | City Limit | I-59 | 0.49 | err | F | err | err | #VALUE! | #VALUE! | | -3.50 | -1.72 | -12.60 | 11 | 8 | 72.73 | 5.371286944 | \$0 | 0.49 | \$0 | -1.00 | 0 | -3.50 | -1.72 | -21.00 | 2 | 4 | 44.44 | -5.257956104 | \$0 | 0.49 | 0 | 2 | 0.98 | \$0 | -1 | 0 |
| 114.0 | X b | Gadsden | Meighan Blvd | City Limit | I-59 | 0.49 | err | F | err | err | #VALUE! | #VALUE! | | -3.50 | -1.72 | -12.60 | 11 | 8 | 72.73 | 5.371286944 | \$0 | 0.49 | \$0 | -1.00 | 0 | -3.50 | -1.72 | -21.00 | 2 | 4 | 44.44 | -5.257956104 | \$0 | 0.49 | 0 | 2 | 0.98 | \$0 | -1 | 0 |
| 114.1 | X a | Gadsden | Meighan Blvd | Vernon Street | City Limit | 0.47 | 1.25 | A | 4.14 | D | Existing/Programmed | Add Sidewalk 1 | | -2.25 | -1.06 | -7.77 | 22 | 8 | 72.73 | 12.18714526 | \$0 | 0.47 | \$0 | -1.00 | 0 | 0.64 | 0.30 | 3.68 | 6 | 4 | 44.44 | 8.686498138 | \$228.396 | 0.47 | 0 | 1.6 | 0.752 | \$171,754 | 5.05753161 | 1 |
| 114.1 | X b | Gadsden | Meighan Blvd | Vernon Street | City Limit | 0.47 | 1.25 | A | 3.78 | D | Existing/Programmed | Add Sidewalk 1 | | -2.25 | -1.06 | -7.77 | 22 | 8 | 72.73 | 12.18714526 | \$0 | 0.47 | \$0 | -1.00 | 0 | 0.64 | 0.30 | 3.68 | 6 | 4 | 44.44 | 8.686498138 | \$228.396 | 0.47 | 40 | 1.6 | 0.752 | \$171,754 | 5.05753161 | 1 |
| 116.0 | a | Gadsden | Monte Vista Dr | Brow Dr | Lugenia Dr | 0.77 | 0.99 | A | 2.73 | C | LOS MET | LOS MET | | -2.51 | -1.93 | -14.20 | 30 | 0 | 0.00 | 4.898662551 | \$0 | 0.77 | \$0 | -1.00 | 0 | -0.77 | -0.59 | -7.26 | 9 | 0 | 0.00 | -0.030829904 | \$0 | 0.77 | 0 | 2 | 1.54 | \$0 | -1 | 0 |
| 116.0 | b | Gadsden | Monte Vista Dr | Brow Dr | Lugenia Dr | 0.77 | 0.99 | A | 2.73 | C | LOS MET | LOS MET | | -2.51 | -1.93 | -14.20 | 30 | 0 | 0.00 | 4.898662551 | \$0 | 0.77 | \$0 | -1.00 | 0 | -0.77 | -0.59 | -7.26 | 9 | 0 | 0.00 | -0.030829904 | \$0 | 0.77 | 0 | 2 | 1.54 | \$0 | -1 | 0 |
| 117.0 | a | Lookout Mountain | Moon Road | Lay Springs Road | Tabor Road | 0.61 | 1.86 | B | 2.81 | C | LOS MET | LOS MET | | -1.64 | -1.00 | -7.35 | 0 | 0 | 0.00 | -3.675778954 | \$0 | 0.61 | \$0 | -1.00 | 0 | -0.69 | -0.42 | -5.16 | 0 | 0 | 0.00 | -2.577527925 | \$0 | 0.61 | 0 | 2 | 1.22 | \$0 | -1 | 0 |
| 117.0 | b | Lookout Mountain | Moon Road | Lay Springs Road | Tabor Road | 0.61 | 1.86 | B | 2.81 | C | LOS MET | LOS MET | | -1.64 | -1.00 | -7.35 | 0 | 0 | 0.00 | -3.675778954 | \$0 | 0.61 | \$0 | -1.00 | 0 | -0.69 | -0.42 | -5.16 | 0 | 0 | 0.00 | -2.577527925 | \$0 | 0.61 | 0 | 2 | 1.22 | \$0 | -1 | 0 |
| 119.1 | X a | Gadsden | N 3rd St. | Meighan Blvd | Broad St | 0.22 | 2.25 | B | 2.26 | B | LOS MET | LOS MET | | -1.25 | -0.28 | -2.02 | 47 | 0 | 0.00 | 17.78956496 | \$0 | 0.22 | \$0 | -1 | 0 | -0.98 | -0.22 | -2.64 | 30 | 0 | 0.00 | 10.67969822 | \$0 | 0.22 | 65 | 0.85 | 0.187 | \$0 | -1 | 0 |
| 119.1 | X b | Gadsden | N 3rd St. | Meighan Blvd | Broad St | 0.22 | 2.25 | B | 2.52 | C | LOS MET | LOS MET | | -1.25 | -0.28 | -2.02 | 47 | 0 | 0.00 | 17.78956496 | \$0 | 0.22 | \$0 | -1 | 0 | -0.98 | -0.22 | -2.64 | 30 | 0 | 0.00 | 10.67969822 | \$0 | 0.22 | 50 | 0.85 | 0.187 | \$0 | -1 | 0 |
| 120.0 | X a | Gadsden | N 4th St | Locust | Broad St | 0.08 | 1.98 | B | 1.71 | B | LOS MET | Existing/Programmed | | -1.52 | -0.12 | -0.89 | 50 | 0 | 0.00 | 19.553204 | \$0 | 0.08 | \$0 | -1 | 0 | -1.79 | -0.14 | -1.75 | 35 | 0 | 0.00 | 13.12306486 | \$0 | 0.08 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 120.0 | X b | Gadsden | N 4th St | Locust | Broad St | 0.08 | 1.98 | B | 1.71 | B | LOS MET | Existing/Programmed | | -1.52 | -0.12 | -0.89 | 50 | 0 | 0.00 | 19.553204 | \$0 | 0.08 | \$0 | -1 | 0 | -1.79 | -0.14 | -1.75 | 35 | 0 | 0.00 | 13.12306486 | \$0 | 0.08 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 120.1 | X a | Gadsden | N 4th St. | Meighan Blvd | Locust | 0.13 | 2.40 | B | 2.33 | B | LOS MET | Existing/Programmed | | -1.10 | -0.14 | -1.05 | 49 | 0 | 0.00 | 19.07457378 | \$0 | 0.13 | \$0 | -1 | 0 | -1.17 | -0.15 | -1.86 | 34 | 0 | 0.00 | 12.66856261 | \$0 | 0.13 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 120.1 | X b | Gadsden | N 4th St. | Meighan Blvd | Locust | 0.13 | 2.40 | B | 2.33 | B | LOS MET | Existing/Programmed | | -1.10 | -0.14 | -1.05 | 49 | 0 | 0.00 | 19.07457378 | \$0 | 0.13 | \$0 | -1 | 0 | -1.17 | -0.15 | -1.86 | 34 | 0 | 0.00 | 12.66856261 | \$0 | 0.13 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 120.2 | X a | Gadsden | N 4th St. | 3rd Street | Meighan Blvd | 0.25 | 3.36 | C | 3.87 | D | LOS MET | Add Sidewalk 1 | | -0.14 | -0.04 | -0.26 | 44 | 0 | 0.00 | 17.47139918 | \$0 | 0.25 | \$0 | -1 | 0 | 0.37 | 0.09 | 1.13 | 17 | 0 | 0.00 | 7.366456006 | \$228.396 | 0.25 | 0 | 2 | 0.5 | \$114,198 | 6.450602948 | 1 |
| 120.2 | X b | Gadsden | N 4th St. | 3rd Street | Meighan Blvd | 0.25 | 3.36 | C | 3.87 | D | LOS MET | Add Sidewalk 1 | | -0.14 | -0.04 | -0.26 | 44 | 0 | 0.00 | 17.47139918 | \$0 | 0.25 | \$0 | -1 | 0 | 0.37 | 0.09 | 1.13 | 17 | 0 | 0.00 | 7.366456006 | \$228.396 | 0.25 | 0 | 2 | 0.5 | \$114,198 | 6.450602948 | 1 |
| 121.0 | a | Gadsden | N 5th St | Tuscaloosa Ave | Meighan Blvd | 0.32 | 1.97 | B | 2.59 | C | LOS MET | LOS MET | | -1.53 | -0.49 | -3.60 | 48 | 0 | 0.00 | 17.4010582 | \$0 | 0.32 | \$0 | -1 | 0 | -0.91 | -0.29 | -3.57 | 24 | 0 | 0.00 | 7.816735254 | \$0 | 0.32 | 40 | 1.2 | 0.384 | \$0 | -1 | 0 |
| 121.0 | b | Gadsden | N 5th St | Tuscaloosa Ave | Meighan Blvd | 0.32 | 1.97 | B | 2.59 | C | LOS MET | LOS MET | | -1.53 | -0.49 | -3.60 | 48 | 0 | 0.00 | 17.4010582 | \$0 | 0.32 | \$0 | -1 | 0 | -0.91 | -0.29 | -3.57 | 24 | 0 | 0.00 | 7.816735254 | \$0 | 0.32 | 40 | 1.2 | 0.384 | \$0 | -1 | 0 |
| 122.0 | X a | Gadsden | N 6th St | Meighan Blvd | Locust | 0.12 | 2.44 | B | 2.30 | B | LOS MET | Existing/Programmed | | -1.06 | -0.13 | -0.93 | 59 | 0 | 0.00 | 23.13262787 | \$0 | 0.12 | \$0 | -1 | 0 | -0.78 | -0.09 | -1.15 | 38 | 0 | 0.00 | 14.62880776 | \$0 | 0.12 | 100 | 0.25 | 0.03 | \$0 | -1 | 0 |
| 122.0 | X b | Gadsden | N 6th St | Meighan Blvd | Locust | 0.12 | 2.44 | B | 2.72 | C | LOS MET | Existing/Programmed | | -1.06 | -0.13 | -0.93 | 59 | 0 | 0.00 | 23.13262787 | \$0 | 0.12 | \$0 | -1 | 0 | -0.78 | -0.09 | -1.15 | 38 | 0 | 0.00 | 14.62880776 | \$0 | 0.12 | 75 | 0.25 | 0.03 | \$0 | -1 | 0 |
| 122.1 | X a | Gadsden | N 6th St. | Locust | Broad St | 0.08 | 1.18 | A | 2.29 | B | Existing/Programmed | Existing/Programmed | | -0.05 | 0.00 | -0.03 | 58 | 0 | 0.00 | 23.18530276 | \$0 | 0.08 | \$0 | -1 | 0 | -0.23 | -0.02 | -0.23 | 36 | 0 | 0.00 | 14.28732118 | \$0 | 0.08 | 100 | 0.5 | 0.04 | \$0 | -1 | 0 |
| 122.1 | X b | Gadsden | N 6th St. | Locust | Broad St | 0.08 | 1.18 | A | 2.29 | B | Existing/Programmed | Existing/Programmed | | -0.05 | 0.00 | -0.03 | 58 | 0 | 0.00 | 23.18530276 | \$0 | 0.08 | \$0 | -1 | 0 | -0.23 | -0.02 | -0.23 | 36 | 0 | 0.00 | 14.28732118 | \$0 | 0.08 | 100 | 0.5 | 0.04 | \$0 | -1 | 0 |
| 123.0 | a | Gadsden | N 7th St | Henry St | Broad St | 0.13 | 3.30 | C | 2.53 | C | LOS MET | LOS MET | | -0.05 | 0.00 | -0.03 | 58 | 0 | 0.00 | 23.18530276 | \$0 | 0.08 | \$0 | -1 | 0 | -0.23 | -0.02 | -0.23 | 36 | 0 | 0.00 | 14.28732118 | \$0 | 0.08 | 50 | 0.5 | 0.04 | \$0 | -1 | 0 |
| 123.0 | b | Gadsden | N 7th St | Henry St | Broad St | 0.13 | 3.30 | C | 2.86 | C | LOS MET | Existing/Programmed | | -0.20 | -0.03 | -0.19 | 62 | 0 | 0.00 | 24.70446796 | \$0 | 0.13 | \$0 | -1 | 0 | -0.64 | -0.08 | -1.02 | 36 | 0 | | | | | | | | | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan
(bicycle sort)



| Seg_ID | Town | Road Name | From | To | Len- gth (ft) | Bicycle LOS | | Pedestrian LOS | | Bike Facility Recommendation | Ped Facility Recommendation | Recommendation Comment | Bike Delta LOS (worse) | Segment Length x/length | Delta x Length 100 | Demand Score 100 | Votes actual | Votes 100 | Benefit score 100 | Per Mile Cost | Seg_Length | Project Cost | Benefit/Cost Index 112.1204667 | Bike Tier | Ped Delta LOS (worse) | Delta x Length 100 | Delta x Length 8.16 | Demand Score 100 | Votes actual | Votes 100 | Benefit Score | Per Mile Cost one side | Seg_Length | Exist SW Coverage % one side | Sidewalk Need (Both sides) % both | SW need miles both | Project Cost | Benefit/Cost Index 46.64525459 | Ped Tier |
|--------|------|-------------|----------------------|---------------------------|---------------------------|----------------|----------------|-------------------|----------------|---------------------------------|--------------------------------|---------------------------|------------------------------|-------------------------------|--------------------------|------------------------|-----------------|--------------|----------------------|------------------|------------|-----------------|--------------------------------------|--------------|-----------------------------|--------------------------|---------------------------|------------------------|-----------------|--------------|------------------|------------------------------|------------|---------------------------------------|--|--------------------------|-----------------|--------------------------------------|-------------|
| | | | | | | Score (0-7) | Grade (A-F) | Value (0-7) | Grade (A-F) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 156 | a | Gadsden | Rainbow Dr | Whorton Bend Road | 1759 | 0.97 | 1.70 | B | 5.42 | E | Existing/Programmed | DCSN | -1.80 | -1.75 | -12.83 | 33 | 5 | 45.45 | 11.33011063 | \$0 | 0.97 | \$0 | -1 | 0 | 1.92 | 1.86 | 22.81 | 1 | 3 | 33.33 | 15.13838918 | \$910.034 | 0.97 | 0 | 2 | 1.94 | \$1,765.466 | 0.857472627 | 3 |
| 156 | b | Gadsden | Rainbow Dr | Whorton Bend Road | 1759 | 0.97 | 1.70 | B | 5.42 | E | Existing/Programmed | DCSN | -1.80 | -1.75 | -12.83 | 33 | 5 | 45.45 | 11.33011063 | \$0 | 0.97 | \$0 | -1 | 0 | 1.92 | 1.86 | 22.81 | 1 | 3 | 33.33 | 15.13838918 | \$910.034 | 0.97 | 0 | 2 | 1.94 | \$1,765.466 | 0.857472627 | 3 |
| 163 | X a | Gadsden | Randall St (Hickory) | Central Ave | Plant Entrance | 0.26 | 0.00 | A | 2.30 | B | LOS MET | LOS MET | -3.50 | -0.91 | -6.69 | 64 | 0 | 0.00 | 22.2563786 | \$0 | 0.26 | \$0 | -1 | 0 | -1.20 | -0.31 | -3.82 | 17 | 0 | 0.00 | 4.8993592 | \$0 | 0.26 | 0 | 2 | 0.52 | \$0 | -1 | 0 |
| 163 | X b | Gadsden | Randall St (Hickory) | Central Ave | Plant Entrance | 0.26 | 0.00 | A | 2.30 | B | LOS MET | LOS MET | -3.50 | -0.91 | -6.69 | 64 | 0 | 0.00 | 22.2563786 | \$0 | 0.26 | \$0 | -1 | 0 | -1.20 | -0.31 | -3.82 | 17 | 0 | 0.00 | 4.8993592 | \$0 | 0.26 | 0 | 2 | 0.52 | \$0 | -1 | 0 |
| 163.1 | X a | Gadsden | Hickory | Plant Entrance | Wright Circle | 1.55 | 0.00 | A | 2.75 | C | LOS MET | LOS MET | -3.50 | -5.43 | -39.87 | 86 | 0 | 0.00 | 14.46687243 | \$0 | 1.55 | \$0 | -1 | 0 | -0.75 | -1.16 | -14.24 | 32 | 0 | 0.00 | 5.681025867 | \$0 | 1.55 | 0 | 2 | 3.11 | \$0 | -1 | 0 |
| 163.1 | X b | Gadsden | Hickory | Plant Entrance | Wright Circle | 1.55 | 0.00 | A | 2.75 | C | LOS MET | LOS MET | -3.50 | -5.43 | -39.87 | 86 | 0 | 0.00 | 14.46687243 | \$0 | 1.55 | \$0 | -1 | 0 | -0.75 | -1.16 | -14.24 | 32 | 0 | 0.00 | 5.681025867 | \$0 | 1.55 | 0 | 2 | 3.11 | \$0 | -1 | 0 |
| 163.2 | X a | Gadsden | Randall | Wright Circle | 11th Street | 0.16 | 0.00 | A | 2.32 | B | LOS MET | LOS MET | -3.50 | -0.56 | -4.12 | 100 | 0 | 0.00 | 37.94238683 | \$0 | 0.16 | \$0 | -1 | 0 | -1.18 | -0.19 | -2.31 | 43 | 0 | 0.00 | 16.04381736 | \$0 | 0.16 | 0 | 1.5 | 0.24 | \$0 | -1 | 0 |
| 163.2 | X b | Gadsden | Randall | Wright Circle | 11th Street | 0.16 | 0.00 | A | 2.32 | B | LOS MET | LOS MET | -3.50 | -0.56 | -4.12 | 100 | 0 | 0.00 | 37.94238683 | \$0 | 0.16 | \$0 | -1 | 0 | -1.18 | -0.19 | -2.31 | 43 | 0 | 0.00 | 16.04381736 | \$0 | 0.16 | 50 | 1.5 | 0.24 | \$0 | -1 | 0 |
| 163.3 | X a | Gadsden | Randall | 11th Street | Reynolds | 0.25 | 0.00 | A | 2.32 | B | LOS MET | LOS MET | -3.50 | -0.88 | -6.43 | 71 | 0 | 0.00 | 25.18497942 | \$0 | 0.25 | \$0 | -1 | 0 | -1.19 | -0.30 | -3.61 | 33 | 0 | 0.00 | 11.39346463 | \$0 | 0.25 | 0 | 1.5 | 0.375 | \$0 | -1 | 0 |
| 163.3 | X b | Gadsden | Randall | 11th Street | Reynolds | 0.25 | 0.00 | A | 2.32 | B | LOS MET | LOS MET | -3.50 | -0.88 | -6.43 | 71 | 0 | 0.00 | 25.18497942 | \$0 | 0.25 | \$0 | -1 | 0 | -1.19 | -0.30 | -3.61 | 33 | 0 | 0.00 | 11.39346463 | \$0 | 0.25 | 50 | 1.5 | 0.375 | \$0 | -1 | 0 |
| 163.4 | X a | Gadsden | Randall | S. 6th St | Reynolds | 0.42 | 0.00 | A | 1.57 | B | LOS MET | Existing/Programmed | -3.50 | -1.47 | -10.80 | 70 | 0 | 0.00 | 22.59876543 | \$0 | 0.42 | \$0 | -1 | 0 | -1.83 | -0.81 | -9.93 | 36 | 0 | 0.00 | 9.43600823 | \$0 | 0.42 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 163.4 | X b | Gadsden | Randall | S. 6th St | Reynolds | 0.42 | 0.00 | A | 1.57 | B | LOS MET | Existing/Programmed | -3.50 | -1.47 | -10.80 | 70 | 0 | 0.00 | 22.59876543 | \$0 | 0.42 | \$0 | -1 | 0 | -1.83 | -0.81 | -9.93 | 36 | 0 | 0.00 | 9.43600823 | \$0 | 0.42 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 163.5 | X a | Gadsden | Randall | S. 6th St | Walnut | 0.44 | 0.00 | A | 1.73 | B | LOS MET | Existing/Programmed | -3.50 | -1.54 | -11.32 | 62 | 2 | 18.18 | 20.9597456 | \$0 | 0.44 | \$0 | -1 | 0 | -1.77 | -0.78 | -9.54 | 49 | 2 | 22.22 | 17.05296884 | \$0 | 0.44 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 163.5 | X b | Gadsden | Randall | S. 6th St | Walnut | 0.44 | 0.00 | A | 1.73 | B | LOS MET | Existing/Programmed | -3.50 | -1.54 | -11.32 | 62 | 2 | 18.18 | 20.9597456 | \$0 | 0.44 | \$0 | -1 | 0 | -1.77 | -0.78 | -9.54 | 49 | 2 | 22.22 | 17.05296884 | \$0 | 0.44 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 164 | a | Hokes Bluff | Rocky Ford Road | 0.52 mi E of Main St | 0.07 mi W of Turner Road | 1.24 | 1.38 | A | 3.07 | C | LOS MET | LOS MET | -2.12 | -2.63 | -19.32 | 7 | 0 | 0.00 | -6.859024103 | \$0 | 1.24 | \$0 | -1 | 0 | -0.43 | -0.53 | -6.53 | 0 | 0 | 0.00 | -3.265236136 | \$0 | 1.24 | 0 | 2 | 2.48 | \$0 | -1 | 0 |
| 164 | b | Hokes Bluff | Rocky Ford Road | 0.52 mi E of Main St | 0.07 mi W of Turner Road | 1.24 | 1.38 | A | 3.07 | C | LOS MET | LOS MET | -2.12 | -2.63 | -19.32 | 7 | 0 | 0.00 | -6.859024103 | \$0 | 1.24 | \$0 | -1 | 0 | -0.43 | -0.53 | -6.53 | 0 | 0 | 0.00 | -3.265236136 | \$0 | 1.24 | 0 | 2 | 2.48 | \$0 | -1 | 0 |
| 165 | a | Hokes Bluff | Rocky Ford Road | Centre Road | 0.52 mi E of Main St | 0.52 | 1.60 | B | 3.12 | C | LOS MET | LOS MET | -1.90 | -0.99 | -7.26 | 27 | 0 | 0.00 | 7.169782481 | \$0 | 0.52 | \$0 | -1 | 0 | -0.38 | -0.20 | -2.42 | 4 | 0 | 0.00 | 0.389927494 | \$0 | 0.52 | 0 | 2 | 1.04 | \$0 | -1 | 0 |
| 165 | b | Hokes Bluff | Rocky Ford Road | Centre Road | 0.52 mi E of Main St | 0.52 | 1.60 | B | 3.12 | C | LOS MET | LOS MET | -1.90 | -0.99 | -7.26 | 27 | 0 | 0.00 | 7.169782481 | \$0 | 0.52 | \$0 | -1 | 0 | -0.38 | -0.20 | -2.42 | 4 | 0 | 0.00 | 0.389927494 | \$0 | 0.52 | 0 | 2 | 1.04 | \$0 | -1 | 0 |
| 166 | a | Hokes Bluff | Rocky Ford Road | 0.16 mi W of Beasley Road | Reeves Road | 0.62 | 1.74 | B | 3.15 | C | LOS MET | LOS MET | -1.76 | -1.09 | -8.02 | 0 | 0 | 0.00 | -4.009406232 | \$0 | 0.62 | \$0 | -1 | 0 | -0.35 | -0.22 | -2.66 | 0 | 0 | 0.00 | -1.328875171 | \$0 | 0.62 | 0 | 2 | 1.24 | \$0 | -1 | 0 |
| 166 | b | Hokes Bluff | Rocky Ford Road | 0.16 mi W of Beasley Road | Reeves Road | 0.62 | 1.74 | B | 3.15 | C | LOS MET | LOS MET | -1.76 | -1.09 | -8.02 | 0 | 0 | 0.00 | -4.009406232 | \$0 | 0.62 | \$0 | -1 | 0 | -0.35 | -0.22 | -2.66 | 0 | 0 | 0.00 | -1.328875171 | \$0 | 0.62 | 0 | 2 | 1.24 | \$0 | -1 | 0 |
| 167 | a | Hokes Bluff | Rocky Ford Road | 0.07 mi W of Turner Road | 0.16 mi W of Beasley Road | 0.42 | 1.66 | B | 3.13 | C | LOS MET | LOS MET | -1.84 | -0.77 | -5.68 | 0 | 0 | 0.00 | -2.839506173 | \$0 | 0.42 | \$0 | -1 | 0 | -0.37 | -0.16 | -1.90 | 0 | 0 | 0.00 | -0.951646091 | \$0 | 0.42 | 0 | 2 | 0.84 | \$0 | -1 | 0 |
| 167 | b | Hokes Bluff | Rocky Ford Road | 0.07 mi W of Turner Road | 0.16 mi W of Beasley Road | 0.42 | 1.66 | B | 3.13 | C | LOS MET | LOS MET | -1.84 | -0.77 | -5.68 | 0 | 0 | 0.00 | -2.839506173 | \$0 | 0.42 | \$0 | -1 | 0 | -0.37 | -0.16 | -1.90 | 0 | 0 | 0.00 | -0.951646091 | \$0 | 0.42 | 0 | 2 | 0.84 | \$0 | -1 | 0 |
| 168.0 | a | Gadsden | S 11th St | Chestnut St | Forrest Ave | 0.27 | 2.30 | B | 1.97 | B | LOS MET | Existing/Programmed | -1.20 | -0.32 | -2.38 | 70 | 0 | 0.00 | 26.80952381 | \$0 | 0.27 | \$0 | -1 | 0 | -1.53 | -0.41 | -5.06 | 17 | 2 | 22.22 | 6.492460317 | \$0 | 0.27 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 168.0 | b | Gadsden | S 11th St | Chestnut St | Forrest Ave | 0.27 | 2.30 | B | 1.97 | B | LOS MET | Existing/Programmed | -1.20 | -0.32 | -2.38 | 70 | 0 | 0.00 | 26.80952381 | \$0 | 0.27 | \$0 | -1 | 0 | -1.53 | -0.41 | -5.06 | 17 | 2 | 22.22 | 6.492460317 | \$0 | 0.27 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 169.0 | X a | Gadsden | S 11th St | Central Ave | Black Creek Parkway | 1.04 | 3.30 | C | 3.31 | C | LOS MET | LOS MET | -0.20 | -0.21 | -1.53 | 77 | 0 | 0.00 | 30.03574368 | \$0 | 1.04 | \$0 | -1 | 0 | -0.19 | -0.20 | -2.42 | 69 | 0 | 0.00 | 26.38992749 | \$0 | 1.04 | 20 | 1.3 | 1.352 | \$0 | -1 | 0 |
| 169.0 | X b | Gadsden | S 11th St | Central Ave | Black Creek Parkway | 1.04 | 3.30 | C | 3.31 | C | LOS MET | LOS MET | -0.20 | -0.21 | -1.53 | 77 | 0 | 0.00 | 30.03574368 | \$0 | 1.04 | \$0 | -1 | 0 | -0.19 | -0.20 | -2.42 | 69 | 0 | 0.00 | 26.38992749 | \$0 | 1.04 | 50 | 1.3 | 1.352 | \$0 | -1 | 0 |
| 169.1 | X a | Gadsden | S 11th St | Black Creek Parkway | Eastside Drive | 0.51 | 3.24 | C | 3.44 | C | LOS MET | LOS MET | -0.26 | -0.13 | -0.97 | 86 | 0 | 0.00 | 33.9127866 | \$0 | 0.51 | \$0 | -1 | 0 | 0.25 | 0.13 | 1.56 | 89 | 0 | 0.00 | 36.38079071 | \$228.396 | 0.51 | 25 | 1.75 | 0.895 | \$203.843 | 17.84742743 | 1 |
| 169.1 | X b | Gadsden | S 11th St | Black Creek Parkway | Eastside Drive | 0.51 | 3.24 | C | 3.44 | C | LOS MET | Add Sidewalk 1 | -0.26 | -0.13 | -0.97 | 86 | 0 | 0.00 | 33.9127866 | \$0 | 0.51 | \$0 | -1 | 0 | 0.25 | 0.13 | 1.56 | 89 | 0 | 0.00 | 36.38079071 | \$228.396 | 0.51 | 0 | 1.75 | 0.895 | \$203.843 | 17.84742743 | 1 |
| 169.2 | X a | Gadsden | S 11th St | Eastside Drive | Randall | 0.53 | 3.42 | C | 3.89 | D | LOS MET | DCSN | -0.08 | -0.04 | -0.31 | 91 | 0 | 0.00 | 36.24420929 | \$0 | 0.53 | \$0 | -1 | 0 | 0.39 | 0.21 | 2.53 | 40 | 2 | 22.22 | 19.48802175 | \$910.034 | 0.53 | 0 | 2 | 1.06 | \$964.636 | 2.020245832 | 2 |
| 169.2 | X b | Gadsden | S 11th St | Eastside Drive | Randall | 0.53 | 3.42 | C | 3.89 | D | LOS MET | DCSN | -0.08 | -0.04 | -0.31 | 91 | 0 | 0.00 | 36.24420929 | \$0 | 0.53 | \$0 | -1 | 0 | 0.39 | 0.21 | 2.53 | 40 | 2 | 22.22 | 19.48802175 | \$910.034 | 0.53 | 0 | 2 | 1.06 | \$964.636 | 2.020245832 | 2 |
| 170.0 | a | Gadsden | S 11th St | Walnut St | Chestnut St | 0.18 | 2.38 | B | 2.15 | B | LOS MET | Existing/Programmed | -1.12 | -0.20 | -1.48 | 75 | 1 | 9.09 | 30.16835017 | \$0 | 0.18 | \$0 | -1 | 0 | -1.35 | -0.24 | -2.98 | 17 | 3 | 33.33 | 8.645238095 | \$0 | 0.18 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 170.0 | b | Gadsden | S 11th St | Walnut St | Chestnut St | 0.18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan
 Prioritization Results
 (bicycle sort)



| Seg_ID | Town | Road Name | From | To | Len- gth (ft) | Bicycle LOS | | Pedestrian LOS | | Bike Facility Recommendation | Ped Facility Recommendation | Recommendation Comment | Bike Delta LOS (worse) | Segment Length x/length | Delta x Length 100 | Demand Score 100 | Votes actual | Votes 100 | Benefit score | Per Mile Cost | Seg_Length | Project Cost | Benefit/Cost Index 112.204667 | Bike Tier | Ped Delta LOS (worse) | Delta x Length 100 | Delta x Length 8.16 | Demand Score 100 | Votes actual | Votes 100 | Benefit Score | Per Mile Cost one side | Seg_Length | Exist SW Coverage % one side | Sidewalk Need (Both sides) % both | SW need miles both | Project Cost | Benefit/Cost Index 46.64525459 | Ped Tier |
|--------|------|--------------|-------------------|-------------------------|---------------------|----------------|----------------|-------------------|----------------|---------------------------------|--------------------------------|---------------------------|------------------------------|-------------------------------|--------------------------|------------------------|-----------------|--------------|---------------|------------------|------------|-----------------|-------------------------------------|--------------|-----------------------------|--------------------------|---------------------------|------------------------|-----------------|--------------|------------------|------------------------------|------------|---------------------------------------|--|--------------------------|-----------------|--------------------------------------|-------------|
| | | | | | | Score (0-7) | Grade (A-F) | Value (0-7) | Grade (A-F) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 202.0 | b | Turkeytown | Tidmore Bend Road | Pope Road | Roberts Dr | 2.16 | 3.21 | C | 3.70 | D | LOS MET | DCSN | -0.29 | -0.63 | -4.60 | 18 | 0 | 0.00 | 4.898412698 | \$0 | 2.16 | \$0 | -1 | 0 | 0.20 | 0.43 | 5.29 | 3 | 0 | 0.00 | 3.845502646 | \$910.034 | 2.16 | 0 | 2 | 4.32 | \$3,931.347 | 0.097816405 | 5 |
| 203.0 | a | Turkeytown | Tidmore Bend Road | Anderson Road | Pope Road | 1.84 | 3.13 | C | 3.63 | D | LOS MET | DCSN | -0.37 | -0.88 | -5.00 | 1 | 0 | 0.00 | -2.101469724 | \$0 | 1.84 | \$0 | -1 | 0 | 0.13 | 0.24 | 2.93 | 0 | 0 | 0.00 | 1.464824613 | \$910.034 | 1.84 | 0 | 2 | 3.68 | \$3,348.926 | 0.043740137 | 5 |
| 203.0 | b | Turkeytown | Tidmore Bend Road | Anderson Road | Pope Road | 1.84 | 3.13 | C | 3.63 | D | LOS MET | DCSN | -0.37 | -0.88 | -5.00 | 1 | 0 | 0.00 | -2.101469724 | \$0 | 1.84 | \$0 | -1 | 0 | 0.13 | 0.24 | 2.93 | 0 | 0 | 0.00 | 1.464824613 | \$910.034 | 1.84 | 0 | 2 | 3.68 | \$3,348.926 | 0.043740137 | 5 |
| 205.0 | X a | Gadsden | Tuscaloosa Ave | N 12th St | N 11th St | 0.42 | 0.42 | A | 1.87 | B | LOS MET | Existing/Programmed | -3.08 | -1.29 | -9.51 | 63 | 0 | 0.00 | 20.44691358 | \$0 | 0.42 | \$0 | -1 | 0 | -0.92 | -0.39 | -4.73 | 22 | 0 | 0.00 | 6.433744856 | \$0 | 0.42 | 100 | 1 | 0.42 | \$0 | -1 | 0 |
| 205.0 | X b | Gadsden | Tuscaloosa Ave | N 12th St | N 11th St | 0.42 | 0.42 | A | 2.58 | C | LOS MET | Existing/Programmed | -3.08 | -1.29 | -9.51 | 63 | 0 | 0.00 | 20.44691358 | \$0 | 0.42 | \$0 | -1 | 0 | -0.92 | -0.39 | -4.73 | 22 | 0 | 0.00 | 6.433744856 | \$0 | 0.42 | 100 | 1 | 0.42 | \$0 | -1 | 0 |
| 205.1 | X a | Gadsden | Tuscaloosa Ave | N 11th Street | Henry St | 0.48 | 0.62 | A | 1.52 | B | LOS MET | Existing/Programmed | -2.88 | -1.38 | -10.16 | 55 | 0 | 0.00 | 16.92063492 | \$0 | 0.48 | \$0 | -1 | 0 | -1.98 | -0.95 | -11.64 | 12 | 0 | 0.00 | -1.02010582 | \$0 | 0.48 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 205.1 | X b | Gadsden | Tuscaloosa Ave | N 11th Street | Henry St | 0.48 | 0.62 | A | 1.52 | B | LOS MET | Existing/Programmed | -2.88 | -1.38 | -10.16 | 55 | 0 | 0.00 | 16.92063492 | \$0 | 0.48 | \$0 | -1 | 0 | -1.98 | -0.95 | -11.64 | 12 | 0 | 0.00 | -1.02010582 | \$0 | 0.48 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 205.2 | X a | Gadsden | Tuscaloosa Ave | N 6th St | Henry St | 0.18 | 1.33 | A | 2.19 | B | LOS MET | Existing/Programmed | -2.17 | -0.39 | -2.87 | 50 | 0 | 0.00 | 18.56481481 | \$0 | 0.18 | \$0 | -1 | 0 | -1.31 | -0.24 | -2.89 | 13 | 0 | 0.00 | 3.755996473 | \$0 | 0.18 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 205.2 | X b | Gadsden | Tuscaloosa Ave | N 6th St | Henry St | 0.18 | 1.33 | A | 2.19 | B | LOS MET | Existing/Programmed | -2.17 | -0.39 | -2.87 | 50 | 0 | 0.00 | 18.56481481 | \$0 | 0.18 | \$0 | -1 | 0 | -1.31 | -0.24 | -2.89 | 13 | 0 | 0.00 | 3.755996473 | \$0 | 0.18 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 206.0 | a | Gadsden | Tuscaloosa Ave | N 6th St | N 3rd St | 0.52 | 0.42 | A | 2.18 | B | LOS MET | LOS MET | -3.08 | -1.60 | -11.77 | 47 | 0 | 0.00 | 12.91522634 | \$0 | 0.52 | \$0 | -1 | 0 | -1.32 | -0.69 | -8.41 | 27 | 0 | 0.00 | 6.596590241 | \$0 | 0.52 | 50 | 1 | 0.52 | \$0 | -1 | 0 |
| 206.0 | b | Gadsden | Tuscaloosa Ave | N 6th St | N 3rd St | 0.52 | 0.42 | A | 2.18 | B | LOS MET | LOS MET | -3.08 | -1.60 | -11.77 | 47 | 0 | 0.00 | 12.91522634 | \$0 | 0.52 | \$0 | -1 | 0 | -1.32 | -0.69 | -8.41 | 27 | 0 | 0.00 | 6.596590241 | \$0 | 0.52 | 50 | 1 | 0.52 | \$0 | -1 | 0 |
| 208.0 | a | Gadsden | US Hwy 11 | the County line | Center Road | 1.2 | 2.38 | B | 3.89 | D | LOS MET | DCSN | -1.12 | -1.34 | -9.88 | 0 | 7 | 63.64 | 1.425364759 | \$0 | 1.20 | \$0 | -1 | 0 | 0.39 | 0.47 | 5.73 | 0 | 1 | 11.11 | 3.97707231 | \$910.034 | 1.20 | 0 | 2 | 2.4 | \$2,184.062 | 0.182093555 | 5 |
| 208.0 | b | Gadsden | US Hwy 11 | the County line | Center Road | 1.2 | 2.38 | B | 3.89 | D | LOS MET | DCSN | -1.12 | -1.34 | -9.88 | 0 | 7 | 63.64 | 1.425364759 | \$0 | 1.20 | \$0 | -1 | 0 | 0.39 | 0.47 | 5.73 | 0 | 1 | 11.11 | 3.97707231 | \$910.034 | 1.20 | 0 | 2 | 2.4 | \$2,184.062 | 0.182093555 | 5 |
| 209.0 | a | Gadsden | US Hwy 11 | Center Road | Clanton St SW | 1.03 | 2.62 | C | 3.90 | D | LOS MET | DCSN | -0.88 | -0.91 | -6.66 | 0 | 7 | 63.64 | 3.033242478 | \$0 | 1.03 | \$0 | -1 | 0 | 0.40 | 0.41 | 5.05 | 0 | 1 | 11.11 | 3.634136782 | \$910.034 | 1.03 | 0 | 2 | 2.06 | \$1,874.670 | 0.193854719 | 5 |
| 209.0 | b | Gadsden | US Hwy 11 | Center Road | Clanton St SW | 1.03 | 2.62 | C | 3.90 | D | LOS MET | DCSN | -0.88 | -0.91 | -6.66 | 0 | 7 | 63.64 | 3.033242478 | \$0 | 1.03 | \$0 | -1 | 0 | 0.40 | 0.41 | 5.05 | 0 | 1 | 11.11 | 3.634136782 | \$910.034 | 1.03 | 0 | 2 | 2.06 | \$1,874.670 | 0.193854719 | 5 |
| 210.0 | a | Wills Valley | US Hwy 11 | I-59 | Keener Gap Road | 2.81 | 3.09 | C | 4.04 | D | LOS MET | DCSN | -0.41 | -1.15 | -8.47 | 1 | 3 | 27.27 | -1.105898936 | \$0 | 2.81 | \$0 | -1 | 0 | 0.54 | 1.52 | 18.58 | 0 | 1 | 11.11 | 10.40343915 | \$910.034 | 2.81 | 0 | 2 | 5.62 | \$5,114.392 | 0.203414986 | 5 |
| 210.0 | b | Wills Valley | US Hwy 11 | I-59 | Keener Gap Road | 2.81 | 3.09 | C | 4.04 | D | LOS MET | DCSN | -0.41 | -1.15 | -8.47 | 1 | 3 | 27.27 | -1.105898936 | \$0 | 2.81 | \$0 | -1 | 0 | 0.54 | 1.52 | 18.58 | 0 | 1 | 11.11 | 10.40343915 | \$910.034 | 2.81 | 0 | 2 | 5.62 | \$5,114.392 | 0.203414986 | 5 |
| 212.0 | a | Hokes Bluff | Old US Hwy 278 E | Unnamed Road (Dead End) | Oakwood Dr | 2.96 | 1.49 | A | 3.48 | C | LOS MET | LOS MET | -2.01 | -5.95 | -43.72 | 18 | 3 | 27.27 | -11.93339747 | \$0 | 2.96 | \$0 | -1 | 0 | -0.02 | -0.06 | -0.73 | 6 | 3 | 33.33 | 5.370801489 | \$0 | 2.96 | 0 | 2 | 5.92 | \$0 | -1 | 0 |
| 212.0 | b | Hokes Bluff | Old US Hwy 278 E | Unnamed Road (Dead End) | Oakwood Dr | 2.96 | 1.49 | A | 3.48 | C | LOS MET | LOS MET | -2.01 | -5.95 | -43.72 | 18 | 3 | 27.27 | -11.93339747 | \$0 | 2.96 | \$0 | -1 | 0 | -0.02 | -0.06 | -0.73 | 6 | 3 | 33.33 | 5.370801489 | \$0 | 2.96 | 0 | 2 | 5.92 | \$0 | -1 | 0 |
| 227.0 | X a | Attalla | US Hwy 431 | 4th St SW | St. Clair Street | 0.46 | 1.40 | A | 4.36 | D | Existing/Programmed | Existing/Programmed | -2.10 | -0.97 | -7.10 | 2 | 3 | 27.27 | -0.022109989 | \$0 | 0.46 | \$0 | -1 | 0 | 0.86 | 0.40 | 4.85 | 0 | 1 | 11.11 | 3.533705663 | \$228.396 | 0.46 | 0 | 2 | 0.92 | \$210.124 | 1.681722213 | 2 |
| 227.0 | X b | Attalla | US Hwy 431 | 4th St SW | St. Clair Street | 0.46 | 1.40 | A | 4.36 | D | Existing/Programmed | Existing/Programmed | -2.10 | -0.97 | -7.10 | 2 | 3 | 27.27 | -0.022109989 | \$0 | 0.46 | \$0 | -1 | 0 | 0.86 | 0.40 | 4.85 | 0 | 1 | 11.11 | 3.533705663 | \$228.396 | 0.46 | 0 | 2 | 0.92 | \$210.124 | 1.681722213 | 2 |
| 233.0 | a | Reece City | Valley Dr | Unnamed Road | I-59 | 3.84 | 2.62 | C | 3.90 | D | LOS MET | DCSN | -0.88 | -3.38 | -24.83 | 2 | 5 | 45.45 | -7.07071204 | \$0 | 3.84 | \$0 | -1 | 0 | 0.40 | 1.54 | 18.81 | 0 | 1 | 11.11 | 10.51734274 | \$910.034 | 3.84 | 0 | 2 | 7.68 | \$6,989.062 | 0.150482894 | 5 |
| 233.0 | b | Reece City | Valley Dr | Unnamed Road | I-59 | 3.84 | 2.62 | C | 3.90 | D | LOS MET | DCSN | -0.88 | -3.38 | -24.83 | 2 | 5 | 45.45 | -7.07071204 | \$0 | 3.84 | \$0 | -1 | 0 | 0.40 | 1.54 | 18.81 | 0 | 1 | 11.11 | 10.51734274 | \$910.034 | 3.84 | 0 | 2 | 7.68 | \$6,989.062 | 0.150482894 | 5 |
| 234.0 | a | Reece City | Valley Dr | Ferguson Road | Bruton Gap Road | 3.13 | 2.42 | B | 3.68 | D | LOS MET | DCSN | -1.08 | -3.38 | -24.84 | 0 | 4 | 36.36 | -8.784271284 | \$0 | 3.13 | \$0 | -1 | 0 | 0.18 | 0.56 | 6.90 | 0 | 0 | 0.00 | 3.450176367 | \$910.034 | 3.13 | 0 | 2 | 6.26 | \$5,696.814 | 0.060563267 | 5 |
| 234.0 | b | Reece City | Valley Dr | Ferguson Road | Bruton Gap Road | 3.13 | 2.42 | B | 3.68 | D | LOS MET | DCSN | -1.08 | -3.38 | -24.84 | 0 | 4 | 36.36 | -8.784271284 | \$0 | 3.13 | \$0 | -1 | 0 | 0.18 | 0.56 | 6.90 | 0 | 0 | 0.00 | 3.450176367 | \$910.034 | 3.13 | 0 | 2 | 6.26 | \$5,696.814 | 0.060563267 | 5 |
| 235.0 | a | Reece City | Valley Dr | Bruton Gap Road | Unnamed Road | 0.37 | 3.26 | C | 3.90 | D | LOS MET | DCSN | -0.24 | -0.09 | -0.65 | 0 | 4 | 36.36 | 3.310084977 | \$0 | 0.37 | \$0 | -1 | 0 | 0.40 | 0.15 | 1.81 | 0 | 0 | 0.00 | 0.90632961 | \$910.034 | 0.37 | 0 | 2 | 0.74 | \$673.425 | 0.134585037 | 5 |
| 235.0 | b | Reece City | Valley Dr | Bruton Gap Road | Unnamed Road | 0.37 | 3.26 | C | 3.90 | D | LOS MET | DCSN | -0.24 | -0.09 | -0.65 | 0 | 4 | 36.36 | 3.310084977 | \$0 | 0.37 | \$0 | -1 | 0 | 0.40 | 0.15 | 1.81 | 0 | 0 | 0.00 | 0.90632961 | \$910.034 | 0.37 | 0 | 2 | 0.74 | \$673.425 | 0.134585037 | 5 |
| 236.0 | a | Gadsden | Van Del Blvd | Hickory St | Stonewall Ave | 0.32 | 1.13 | A | 2.89 | C | LOS MET | LOS MET | -2.37 | -0.76 | -5.57 | 45 | 0 | 0.00 | 15.21340388 | \$0 | 0.32 | \$0 | -1 | 0 | -0.61 | -0.20 | -2.39 | 22 | 0 | 0.00 | 7.604624731 | \$0 | 0.32 | 0 | 1 | 0.32 | \$0 | -1 | 0 |
| 236.0 | b | Gadsden | Van Del Blvd | Hickory St | Stonewall Ave | 0.32 | 1.13 | A | 2.20 | B | LOS MET | Existing/Programmed | -2.37 | -0.76 | -5.57 | 45 | 0 | 0.00 | 15.21340388 | \$0 | 0.32 | \$0 | -1 | 0 | -0.61 | -0.20 | -2.39 | 22 | 0 | 0.00 | 7.604624731 | \$0 | 0.32 | 100 | 1 | 0.32 | \$0 | -1 | 0 |
| 237.0 | a | Gadsden | Van Del Blvd | Georgia Ave | Forrest Ave | 0.17 | 0.44 | A | 2.15 | B | LOS MET | Existing/Programmed | -3.06 | -0.52 | -3.82 | 43 | 0 | 0.00 | 15.28862434 | \$0 | 0.17 | \$0 | -1 | 0 | -1.35 | -0.23 | -2.81 | 18 | 0 | 0.00 | 5.794574732 | \$0 | 0.17 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 237.0 | b | Gadsden | Van Del Blvd | Georgia Ave | Forrest Ave | 0.17 | 0.44 | A | 1.68 | B | LOS MET | Existing/Programmed | -3.06 | -0.52 | -3.82 | 43 | 0 | 0.00 | 15.28862434 | \$ | | | | | | | | | | | | | | | | | | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan
 Prioritization Results
 (bicycle sort)



| Seg_ID | Town | Road Name | From | To | Length (Ls) (mi) | Bicycle LOS | | Pedestrian LOS | | Bike Facility Recommendation | Ped Facility Recommendation | Recommendation Comment | Bike Delta LOS (worse) | Segment Length x length | Delta x Length 100 | Demand Score 100 | Votes actual | Votes 100 | Benefit score | Per Mile Cost | Seg_Length | Project Cost | Benefit/Cost Index Score 112.1204867 | Bike Tier | Ped Delta LOS (worse) | Delta x Length | Delta x Length 100 | Demand Score 100 | Votes actual | Votes 100 | Benefit Score | Per Mile Cost one side | Seg_Length | Exist SW Coverage % one side | Sidewalk Need (Both sides) % both | SW need miles both | Project Cost | Benefit/Cost Index Score 46.6425459 | Ped Tier |
|--------|------|---------------|------------------|----------------------|------------------|--------------|--------------|----------------|--------------|------------------------------|-----------------------------|------------------------|------------------------|-------------------------|--------------------|------------------|--------------|-----------|---------------|---------------|------------|--------------|--------------------------------------|-----------|-----------------------|----------------|--------------------|------------------|--------------|-----------|---------------|------------------------|------------|------------------------------|-----------------------------------|--------------------|--------------|-------------------------------------|----------|
| | | | | | | Score (0..7) | Grade (A..F) | Value (0..7) | Grade (A..F) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 266.0 | a | Owens St. | Eastside Drive | Subdivision Entrance | 0.25 | 2.25 | B | 2.89 | C | LOS MET | LOS MET | | -1.25 | -0.31 | -2.30 | 73 | 0 | 0.00 | 28.05177837 | \$0 | 0.25 | \$0 | -1 | 0 | -0.61 | -0.15 | -1.87 | 28 | 0 | 0.00 | 10.26611307 | \$0 | 0.25 | 0 | 2 | 0.5 | \$0 | -1 | 0 |
| 266.0 | b | Owens St. | Eastside Drive | Subdivision Entrance | 0.25 | 2.25 | B | 2.89 | C | LOS MET | LOS MET | | -1.25 | -0.31 | -2.30 | 73 | 0 | 0.00 | 28.05177837 | \$0 | 0.25 | \$0 | -1 | 0 | -0.61 | -0.15 | -1.87 | 28 | 0 | 0.00 | 10.26611307 | \$0 | 0.25 | 0 | 2 | 0.5 | \$0 | -1 | 0 |
| 267.0 | X a | Dan's (Owens) | Eastside Drive | Black Creek Pkwy | 0.84 | 0.75 | A | 2.64 | C | LOS MET | LOS MET | | -2.75 | -2.31 | -16.98 | 76 | 0 | 0.00 | 21.91234568 | \$0 | 0.84 | \$0 | -1 | 0 | -0.86 | -0.72 | -8.85 | 81 | 0 | 0.00 | 27.97613169 | \$0 | 0.84 | 0 | 2 | 1.68 | \$0 | -1 | 0 |
| 267.0 | X b | Dan's (Owens) | Eastside Drive | Black Creek Pkwy | 0.84 | 0.75 | A | 2.64 | C | LOS MET | LOS MET | | -2.75 | -2.31 | -16.98 | 76 | 0 | 0.00 | 21.91234568 | \$0 | 0.84 | \$0 | -1 | 0 | -0.86 | -0.72 | -8.85 | 81 | 0 | 0.00 | 27.97613169 | \$0 | 0.84 | 0 | 2 | 1.68 | \$0 | -1 | 0 |
| 267.1 | X a | Wills Creek | Sutton Bridge Rd | Black Creek Pkwy | 0.31 | 0.84 | A | 3.26 | C | LOS MET | LOS MET | | -2.66 | -0.82 | -6.06 | 64 | 0 | 0.00 | 22.57016461 | \$0 | 0.31 | \$0 | -1 | 0 | -0.24 | -0.07 | -0.91 | 28 | 0 | 0.00 | 10.74438566 | \$0 | 0.31 | 0 | 2 | 0.62 | \$0 | -1 | 0 |
| 267.1 | X b | Wills Creek | Sutton Bridge Rd | Black Creek Pkwy | 0.31 | 0.84 | A | 3.26 | C | LOS MET | LOS MET | | -2.66 | -0.82 | -6.06 | 64 | 0 | 0.00 | 22.57016461 | \$0 | 0.31 | \$0 | -1 | 0 | -0.24 | -0.07 | -0.91 | 28 | 0 | 0.00 | 10.74438566 | \$0 | 0.31 | 0 | 2 | 0.62 | \$0 | -1 | 0 |
| 271.0 | a | Service Road | Willene Ave | Chastain Blvd | 0.1 | 1.17 | A | 2.79 | C | LOS MET | LOS MET | | -2.33 | -0.23 | -1.71 | 26 | 0 | 0.00 | 9.543885949 | \$0 | 0.10 | \$0 | -1 | 0 | -0.71 | -0.07 | -0.87 | 22 | 0 | 0.00 | 8.365206741 | \$0 | 0.10 | 0 | 2 | 0.2 | \$0 | -1 | 0 |
| 271.0 | b | Service Road | Willene Ave | Chastain Blvd | 0.1 | 1.17 | A | 2.79 | C | LOS MET | LOS MET | | -2.33 | -0.23 | -1.71 | 26 | 0 | 0.00 | 9.543885949 | \$0 | 0.10 | \$0 | -1 | 0 | -0.71 | -0.07 | -0.87 | 22 | 0 | 0.00 | 8.365206741 | \$0 | 0.10 | 0 | 2 | 0.2 | \$0 | -1 | 0 |
| 272.0 | a | East Main St | W Air Depot Road | end of road | 0.75 | 1.17 | A | 2.79 | C | LOS MET | LOS MET | | -2.33 | -1.75 | -12.84 | 32 | 0 | 0.00 | 6.379144621 | \$0 | 0.75 | \$0 | -1 | 0 | -0.71 | -0.53 | -6.52 | 16 | 0 | 0.00 | 3.139050558 | \$0 | 0.75 | 0 | 2 | 1.5 | \$0 | -1 | 0 |
| 272.0 | b | East Main St | W Air Depot Road | end of road | 0.75 | 1.17 | A | 2.79 | C | LOS MET | LOS MET | | -2.33 | -1.75 | -12.84 | 32 | 0 | 0.00 | 6.379144621 | \$0 | 0.75 | \$0 | -1 | 0 | -0.71 | -0.53 | -6.52 | 16 | 0 | 0.00 | 3.139050558 | \$0 | 0.75 | 0 | 2 | 1.5 | \$0 | -1 | 0 |

Appendix G

Pedestrian Benefit-Cost Analysis and Prioritization Results



Gadsden-Etowah MPO Bicycle and Pedestrian Plan
(pedestrian sort)



| Seg_ID | Town | Road Name | From | To | Len- gth (ft) | Bicycle LOS | | Pedestrian LOS | | Bike Facility Recommendation | Ped Facility Recommendation | Recommendation Comment | Bike Delta LOS (worse) | Segment Length x length | Delta x Length 100 13.61 | Demand Score 100 | Votes actual | Benefit score 100 | Per Mile Cost | Seg_Length | Project Cost | Benefit/Cost Index Score 112.1204667 | Bike Tier | Ped Delta LOS | Delta x Length | Delta x Length 100 8.16 | Demand Score 100 | Votes actual | Benefit score 100 | Per Mile Cost | Seg_Length | Exist SW Coverage % one side | Sidewalk Need (Both sides) | SW need miles both | Project Cost | Benefit/Cost Index Score 46.64525459 | Ped Tier | | | |
|--------|------|-------------|--------------------|-------------------|---|----------------|----------------|-------------------|----------------|---------------------------------|--------------------------------|---------------------------|---------------------------------------|-------------------------------|-----------------------------------|------------------------|-----------------|----------------------|------------------|--------------|-----------------|---|--------------|------------------|-------------------|----------------------------------|------------------------|-----------------|----------------------|------------------|------------|---------------------------------------|-------------------------------|--------------------------|-----------------|---|-------------|-------------|-------------|---|
| | | | | | | Score (0-7) | Grade (A-F) | Value (0-7) | Grade (A-F) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 140 | b | Glencoe | Piedmont Cut Off | E Meighan Blvd | Unnamed Road/Driveway to Quality of Life & Health | 0.55 | 3.80 | D | 4.46 | D | Re-stripe | DCSN | 11/11.6 gets BLOS to 2.51 | 0.30 | 0.17 | 1.21 | 33 | 0 | 0.00 | 13.8062102 | \$66,714 | 0.55 | \$36,693 | 37.62666998 | 1 | 0.98 | 0.53 | 6.47 | 46 | 0 | 0.00 | 21.63330212 | \$910,034 | 0.55 | 0 | 2 | 1.1 | \$1,001,038 | 2.161097029 | 2 |
| 169.2 | X a | Gadsden | S11th St | Eastside Drive | Randall | 0.53 | 3.42 | C | 3.89 | D | LOS MET | DCSN | | -0.08 | -0.04 | -0.31 | 91 | 0 | 0.00 | 36.24420929 | \$0 | 0.53 | \$0 | -1 | 0 | 0.39 | 0.21 | 2.53 | 40 | 2 | 22.22 | 19.48802175 | \$910,034 | 0.53 | 0 | 2 | 1.06 | \$964,636 | 2.020245832 | 2 |
| 169.2 | X b | Gadsden | S11th St | Eastside Drive | Randall | 0.53 | 3.42 | C | 3.89 | D | LOS MET | DCSN | | -0.08 | -0.04 | -0.31 | 91 | 0 | 0.00 | 36.24420929 | \$0 | 0.53 | \$0 | -1 | 0 | 0.39 | 0.21 | 2.53 | 40 | 2 | 22.22 | 19.48802175 | \$910,034 | 0.53 | 0 | 2 | 1.06 | \$964,636 | 2.020245832 | 2 |
| 75.1 | X a | Southside | Gilbert Ferry Road | Sunset Drive | Cedar Bend Rd. N | 1.03 | 4.55 | E | 4.68 | E | DCSN | DCSN | | 1.05 | 1.08 | 7.95 | 53 | 0 | 0.00 | 25.17376543 | \$1,034,084 | 1.03 | \$1,065,107 | 2.363496421 | 2 | 1.18 | 1.22 | 14.89 | 74 | 0 | 0.00 | 37.04292573 | \$910,034 | 1.03 | 0 | 2 | 2.06 | \$1,874,670 | 1.975970195 | 2 |
| 75.1 | X b | Southside | Gilbert Ferry Road | Sunset Drive | Cedar Bend Rd. N | 1.03 | 4.55 | E | 4.68 | E | DCSN | DCSN | | 1.05 | 1.08 | 7.95 | 53 | 0 | 0.00 | 25.17376543 | \$1,034,084 | 1.03 | \$1,065,107 | 2.363496421 | 2 | 1.18 | 1.22 | 14.89 | 74 | 0 | 0.00 | 37.04292573 | \$910,034 | 1.03 | 0 | 2 | 2.06 | \$1,874,670 | 1.975970195 | 2 |
| 227.0 | X a | Attalla | US Hwy 431 | 4th St SW | St. Clair Street | 0.46 | 1.40 | A | 4.36 | D | Existing/Programmed | Add Sidewalk 1 | | -2.10 | -0.97 | -7.10 | 2 | 3 | 27.27 | -0.022109989 | \$0 | 0.46 | \$0 | -1 | 0 | 0.86 | 0.40 | 4.85 | 0 | 1 | 11.11 | 3.533705663 | \$228,396 | 0.46 | 0 | 2 | 0.92 | \$210,124 | 1.681722213 | 2 |
| 227.0 | X b | Attalla | US Hwy 431 | 4th St SW | St. Clair Street | 0.46 | 1.40 | A | 4.36 | D | Existing/Programmed | Add Sidewalk 1 | | -2.10 | -0.97 | -7.10 | 2 | 3 | 27.27 | -0.022109989 | \$0 | 0.46 | \$0 | -1 | 0 | 0.86 | 0.40 | 4.85 | 0 | 1 | 11.11 | 3.533705663 | \$228,396 | 0.46 | 0 | 2 | 0.92 | \$210,124 | 1.681722213 | 2 |
| 118.1 | X a | Gadsden | N 12th St | Tuscaloosa Ave | S Court Street | 0.57 | 4.26 | D | 4.54 | E | DCSN | DCSN | | 0.76 | 0.43 | 3.18 | 57 | 2 | 18.18 | 26.20989258 | \$1,034,084 | 0.57 | \$589,428 | 4.446664649 | 2 | 1.04 | 0.59 | 7.26 | 33 | 0 | 0.00 | 16.83021752 | \$910,034 | 0.57 | 0 | 2 | 1.14 | \$1,037,439 | 1.622285202 | 2 |
| 118.1 | X b | Gadsden | N 12th St | Tuscaloosa Ave | S Court Street | 0.57 | 4.26 | D | 4.54 | E | DCSN | DCSN | | 0.76 | 0.43 | 3.18 | 57 | 2 | 18.18 | 26.20989258 | \$1,034,084 | 0.57 | \$589,428 | 4.446664649 | 2 | 1.04 | 0.59 | 7.26 | 33 | 0 | 0.00 | 16.83021752 | \$910,034 | 0.57 | 0 | 2 | 1.14 | \$1,037,439 | 1.622285202 | 2 |
| 70.1 | X a | Gadsden | Forrest Ave | 29th Street | VanDell | 0.39 | 3.28 | C | 2.32 | B | LOS MET | Existing/Programmed | | -0.22 | -0.09 | -0.63 | 47 | 0 | 0.00 | 18.48474427 | \$0 | 0.39 | \$0 | -1 | 0 | 0.38 | 0.15 | 1.82 | 12 | 0 | 0.00 | 5.70755438 | \$910,034 | 0.39 | 100 | 1 | 0.39 | \$354,913 | 1.608154536 | 2 |
| 70.1 | X b | Gadsden | Forrest Ave | 29th Street | VanDell | 0.39 | 3.28 | C | 2.32 | B | LOS MET | DCSN | | -0.22 | -0.09 | -0.63 | 47 | 0 | 0.00 | 18.48474427 | \$0 | 0.39 | \$0 | -1 | 0 | 0.38 | 0.15 | 1.82 | 12 | 0 | 0.00 | 5.70755438 | \$910,034 | 0.39 | 0 | 1 | 0.39 | \$354,913 | 1.608154536 | 2 |
| 231.0 | a | Gadsden | US Hwy 431 | US Hwy 278 W | State Hwy 77 | 0.46 | 6.14 | F | 5.14 | E | DCSN | Add Sidewalk 2 | 11/11.6 does not get BLOS to C, 11/16 | 2.64 | 1.21 | 8.92 | 10 | 2 | 18.18 | 10.28026295 | \$1,034,084 | 0.46 | \$475,679 | 2.161177234 | 2 | 1.64 | 0.75 | 9.24 | 5 | 0 | 0.00 | 6.619831472 | \$482,524 | 0.46 | 0 | 2 | 0.92 | \$443,922 | 1.491214442 | 2 |
| 231.0 | b | Gadsden | US Hwy 431 | US Hwy 278 W | State Hwy 77 | 0.46 | 6.14 | F | 5.14 | E | DCSN | Add Sidewalk 2 | 11/11.6 does not get BLOS to C, 11/16 | 2.64 | 1.21 | 8.92 | 10 | 2 | 18.18 | 10.28026295 | \$1,034,084 | 0.46 | \$475,679 | 2.161177234 | 2 | 1.64 | 0.75 | 9.24 | 5 | 0 | 0.00 | 6.619831472 | \$482,524 | 0.46 | 0 | 2 | 0.92 | \$443,922 | 1.491214442 | 2 |
| 38.0 | a | Glencoe | Chastain Blvd | Green Valley Road | N College St | 0.72 | 4.31 | D | 5.11 | E | Add Shoulder 3 | Add Sidewalk 2 | 11/5 gets BLOS to 3.31 | 0.81 | 0.58 | 4.29 | 28 | 8 | 72.73 | 20.61558442 | \$1,402,659 | 0.72 | \$1,009,914 | 2.041320137 | 3 | 1.61 | 1.16 | 14.20 | 19 | 4 | 44.44 | 19.14320988 | \$910,034 | 0.72 | 0 | 2 | 1.44 | \$1,310,449 | 1.460812908 | 2 |
| 38.0 | b | Glencoe | Chastain Blvd | Green Valley Road | N College St | 0.72 | 4.31 | D | 5.11 | E | DCSN | DCSN | 11/5 gets BLOS to 3.31 | 0.81 | 0.58 | 4.29 | 28 | 8 | 72.73 | 20.61558442 | \$1,402,659 | 0.72 | \$1,009,914 | 2.041320137 | 3 | 1.61 | 1.16 | 14.20 | 19 | 4 | 44.44 | 19.14320988 | \$910,034 | 0.72 | 0 | 2 | 1.44 | \$1,310,449 | 1.460812908 | 2 |
| 139.1 | X a | Gadsden | Paderneich Ave. | Cloverdale Road | Eastview Ave | 0.36 | 4.74 | E | 4.86 | E | Add Shoulder 2 | Add Sidewalk 2 | 11/4.5 gets BLOS to 3.75 | 1.24 | 0.45 | 3.28 | 20 | 0 | 0.00 | 9.64021164 | \$66,714 | 0.36 | \$24,017 | 4.013901969 | 1 | 1.38 | 0.49 | 6.00 | 5 | 0 | 0.00 | 4.998236332 | \$482,524 | 0.36 | 0 | 2 | 0.72 | \$347,417 | 1.438635716 | 2 |
| 139.1 | X b | Gadsden | Paderneich Ave. | Cloverdale Road | Eastview Ave | 0.36 | 4.74 | E | 4.86 | E | Add Shoulder 2 | Add Sidewalk 2 | 11/4.5 gets BLOS to 3.75 | 1.24 | 0.45 | 3.28 | 20 | 0 | 0.00 | 9.64021164 | \$66,714 | 0.36 | \$24,017 | 4.013901969 | 1 | 1.38 | 0.49 | 6.00 | 5 | 0 | 0.00 | 4.998236332 | \$482,524 | 0.36 | 0 | 2 | 0.72 | \$347,417 | 1.438635716 | 2 |
| 270.0 | a | Glencoe | US Hwy 431 | County Line | Peeks Hill Road | 3.78 | 7.10 | F | 5.66 | F | DCSN | Add Sidewalk 2 | 11/6 only gets BLOS to 5.06 | 3.60 | 13.61 | 100.00 | 0 | 6 | 54.55 | 55.45454545 | \$1,034,084 | 3.78 | \$3,908,839 | 1.418695994 | 3 | 2.16 | 8.16 | 100.00 | 0 | 2 | 22.22 | 52.22222222 | \$482,524 | 3.78 | 0 | 2 | 7.56 | \$3,647,882 | 1.431576459 | 2 |
| 270.0 | b | Glencoe | US Hwy 431 | County Line | Peeks Hill Road | 3.78 | 7.10 | F | 5.66 | F | DCSN | Add Sidewalk 2 | 11/6 only gets BLOS to 5.06 | 3.60 | 13.61 | 100.00 | 0 | 6 | 54.55 | 55.45454545 | \$1,034,084 | 3.78 | \$3,908,839 | 1.418695994 | 3 | 2.16 | 8.16 | 100.00 | 0 | 2 | 22.22 | 52.22222222 | \$482,524 | 3.78 | 0 | 2 | 7.56 | \$3,647,882 | 1.431576459 | 2 |
| 59.0 | a | Gadsden | E Meighan Blvd | W Air Depot Road | College Pkwy | 0.81 | 4.46 | D | 5.06 | E | Add Shoulder 3 | DCSN | 11/5.5 get BLOS to 3.40 | 0.96 | 0.78 | 5.71 | 32 | 8 | 72.73 | 22.92987013 | \$1,402,659 | 0.81 | \$1,138,154 | 2.016201579 | 3 | 1.58 | 1.28 | 15.48 | 22 | 4 | 44.44 | 20.98253968 | \$910,034 | 0.81 | 0 | 2 | 1.62 | \$1,474,255 | 1.423263683 | 2 |
| 59.0 | b | Gadsden | E Meighan Blvd | W Air Depot Road | College Pkwy | 0.81 | 4.46 | D | 5.06 | E | DCSN | DCSN | 11/5.5 get BLOS to 3.40 | 0.96 | 0.78 | 5.71 | 32 | 8 | 72.73 | 22.92987013 | \$1,402,659 | 0.81 | \$1,138,154 | 2.016201579 | 3 | 1.58 | 1.28 | 15.48 | 22 | 4 | 44.44 | 20.98253968 | \$910,034 | 0.81 | 0 | 2 | 1.62 | \$1,474,255 | 1.423263683 | 2 |
| 213.0 | a | Hokes Bluff | US Hwy 278 E | Lonsome Bend Road | McLain St S | 2.57 | 4.76 | E | 5.43 | E | Add Shoulder 2 | Add Sidewalk 2 | 11/4.5 gets BLOS to 3.42 | 1.26 | 3.24 | 23.80 | 6 | 3 | 27.27 | 17.02542088 | \$66,714 | 2.57 | \$171,455 | 9.929958357 | 1 | 1.93 | 4.96 | 60.75 | 0 | 3 | 33.33 | 33.70823535 | \$482,524 | 2.57 | 0 | 2 | 5.14 | \$2,480,174 | 1.359107765 | 2 |
| 213.0 | b | Hokes Bluff | US Hwy 278 E | Lonsome Bend Road | McLain St S | 2.57 | 4.76 | E | 5.43 | E | Add Shoulder 2 | Add Sidewalk 2 | 11/4.5 gets BLOS to 3.42 | 1.26 | 3.24 | 23.80 | 6 | 3 | 27.27 | 17.02542088 | \$66,714 | 2.57 | \$171,455 | 9.929958357 | 1 | 1.93 | 4.96 | 60.75 | 0 | 3 | 33.33 | 33.70823535 | \$482,524 | 2.57 | 0 | 2 | 5.14 | \$2,480,174 | 1.359107765 | 2 |
| 3.0 | X a | Attalla | 3rd St SW | 12th Avenue | US Hwy 431 | 0.91 | 3.21 | C | 4.09 | D | LOS MET | Add Sidewalk 1 | | -0.29 | -0.26 | -1.94 | 1 | 4 | 36.36 | 3.066713431 | \$0 | 0.91 | \$0 | -1 | 0 | 0.59 | 0.54 | 6.58 | 0 | 2 | 22.22 | 5.510116598 | \$228,396 | 0.91 | 0 | 2 | 1.82 | \$415,681 | 1.325565268 | 2 |
| 3.0 | X b | Attalla | 3rd St SW | 12th Avenue | US Hwy 431 | 0.91 | 3.21 | C | 4.09 | D | LOS MET | Add Sidewalk 1 | | -0.29 | -0.26 | -1.94 | 1 | 4 | 36.36 | 3.066713431 | \$0 | 0.91 | \$0 | -1 | 0 | 0.59 | 0.54 | 6.58 | 0 | 2 | 22.22 | 5.510116598 | \$228,396 | 0.91 | 0 | 2 | 1.82 | \$415,681 | 1.325565268 | 2 |
| 61.0 | a | Gadsden | E Meighan Blvd | E Broad St | Piedmont Cut Off | 0.89 | 4.32 | D | 5.05 | E | Add Shoulder 3 | DCSN | 11/5 gets BLOS to 3.31 | 0.82 | 0.73 | 5.36 | 30 | 8 | 72.73 | 21.95423815 | \$1,402,659 | 0.89 | \$1,248,366 | 1.758637501 | 3 | 1.55 | 1.38 | 16.90 | 21 | 4 | 44.44 | 21.29229375 | \$910,034 | 0.89 | 0 | 2 | 1.78 | \$1,619,861 | 1.314452134 | 2 |
| 61.0 | b | Gadsden | E Meighan Blvd | E Broad St | Piedmont Cut Off | 0.89 | 4.32 | D | 5.05 | E | DCSN | DCSN | 11/5 gets BLOS to 3.31 | 0.82 | 0.73 | 5.36 | 30 | 8 | 72.73 | 21.95423815 | \$1,402,659 | 0.89 | \$1,248,366 | 1.758637501 | 3 | 1.55 | 1.38 | 16.90 | 21 | 4 | 44.44 | 21.29229375 | \$910,034 | 0.89 | 0 | 2 | 1.78 | \$1,619,861 | 1.314452134 | 2 |
| 218.0 | X a | Hokes Bluff | US Hwy 278 E | McLain St N | Alford Bend Road | 1.36 | 4.67 | E | 4.99 | E | Add Shoulder 2 | Add Sidewalk 2 | 11/4.5 gets BLOS to 3.33 | 1.17 | 1.59 | 11.69 | | | | | | | | | | | | | | | | | | | | | | | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan
 Prioritization Results
 (pedestrian sort)



| Seg_ID | Town | Road Name | From | To | Len- gth (ft) | Bicycle LOS | | Pedestrian LOS | | Bike Facility Recommendation | Ped Facility Recommendation | Recommendation Comment | Bike Delta LOS (worse) | Segment Length x length | Delta x Length 100 | Demand Score 100 | Votes actual | Votes 100 | Benefit score | Per Mile Cost | Seg_Length | Project Cost | Benefit/Cost Index Score 112.1204667 | Bike Tier | Ped Delta LOS (worse) | Delta x Length 100 | Delta x Length 8.16 | Demand Score 100 | Votes actual | Votes 100 | Benefit Score | Per Mile Cost one side | Seg_Length | Exist SW Coverage % one side | Sidewalk Need (Both sides) % both | SW need miles both | Project Cost | Benefit/Cost Index Score 46.64525459 | Ped Tier |
|--------|------|--------------|------------------------|---------------------|---------------------|----------------|----------------|-------------------|----------------|---------------------------------|--------------------------------|---------------------------|---------------------------------|-------------------------------|--------------------------|------------------------|-----------------|--------------|---------------|------------------|-------------|-----------------|---|--------------|-----------------------------|--------------------------|---------------------------|------------------------|-----------------|--------------|------------------|------------------------------|------------|---------------------------------------|--|--------------------------|-----------------|---|-------------|
| | | | | | | Score (0-7) | Grade (A-F) | Value (0-7) | Grade (A-F) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 241.2 | X | Rainbow City | W Grand Ave | Park Lane | Rainbow Drive | 0.4 | 4.59 | E | 4.73 | E | DCSN | DCSN | 11/11/14 only gets BLOS to 4.18 | 1.09 | 0.44 | 3.20 | 28 | 2 | 18.18 | 14.62018064 | \$1,034,084 | 0.40 | \$413,634 | 3.534571244 | 2 | 1.23 | 0.49 | 6.03 | 0 | 2 | 22.22 | 5.235155791 | \$910,034 | 0.40 | 0 | 0.8 | \$728,027 | 0.719087852 | 3 |
| 241.2 | X | Rainbow City | W Grand Ave | Park Lane | Rainbow Drive | 0.4 | 4.59 | E | 4.73 | E | DCSN | DCSN | 11/11/14 only gets BLOS to 4.18 | 1.09 | 0.44 | 3.20 | 28 | 2 | 18.18 | 14.62018064 | \$1,034,084 | 0.40 | \$413,634 | 3.534571244 | 2 | 1.23 | 0.49 | 6.03 | 0 | 2 | 22.22 | 5.235155791 | \$910,034 | 0.40 | 0 | 0.8 | \$728,027 | 0.719087852 | 3 |
| 158 | X | Rainbow City | Rainbow Dr | Windy Hill Road | Lumley Road | 2.33 | 4.41 | D | 4.87 | E | Add Shoulder 3 | DCSN | 11/14 gets BLOS to 3.45 | 0.91 | 2.12 | 15.58 | 39 | 5 | 45.45 | 27.93602941 | \$1,402,659 | 2.33 | \$3,268,195 | 0.854786956 | 4 | 1.37 | 3.19 | 39.10 | 24 | 1 | 11.11 | 30.2590486 | \$910,034 | 2.33 | 0 | 4.66 | \$4,240,759 | 0.713520086 | 3 |
| 158 | X | Rainbow City | Rainbow Dr | Windy Hill Road | Lumley Road | 2.33 | 4.41 | D | 4.87 | E | DCSN | DCSN | 11/14 gets BLOS to 3.45 | 0.91 | 2.12 | 15.58 | 39 | 5 | 45.45 | 27.93602941 | \$1,402,659 | 2.33 | \$3,268,195 | 0.854786956 | 4 | 1.37 | 3.19 | 39.10 | 24 | 1 | 11.11 | 30.2590486 | \$910,034 | 2.33 | 0 | 4.66 | \$4,240,759 | 0.713520086 | 3 |
| 241.0 | X | Rainbow City | W Grand Ave | Steele Station Road | Montrose Street | 0.41 | 4.59 | E | 4.73 | E | DCSN | DCSN | 11/11/14 only gets BLOS to 4.18 | 1.09 | 0.45 | 3.28 | 29 | 2 | 18.18 | 15.06023061 | \$1,034,084 | 0.41 | \$423,975 | 3.552153771 | 2 | 1.23 | 0.50 | 6.18 | 0 | 2 | 22.22 | 5.31047913 | \$910,034 | 0.41 | 0 | 0.82 | \$746,228 | 0.711643002 | 3 |
| 241.0 | X | Rainbow City | W Grand Ave | Steele Station Road | Montrose Street | 0.41 | 4.59 | E | 4.73 | E | DCSN | DCSN | 11/11/14 only gets BLOS to 4.18 | 1.09 | 0.45 | 3.28 | 29 | 2 | 18.18 | 15.06023061 | \$1,034,084 | 0.41 | \$423,975 | 3.552153771 | 2 | 1.23 | 0.50 | 6.18 | 0 | 2 | 22.22 | 5.31047913 | \$910,034 | 0.41 | 0 | 0.82 | \$746,228 | 0.711643002 | 3 |
| 220.0 | a | Gadsden | US Hwy 278 W | State Hwy 77 | US Hwy 431 | 0.51 | 5.01 | E | 4.79 | E | DCSN | DCSN | 11/6 only gets BLOS to 3.65 | 1.51 | 0.77 | 5.66 | 10 | 0 | 0.00 | 6.829585538 | \$1,034,084 | 0.51 | \$527,383 | 1.294995219 | 3 | 1.29 | 0.66 | 8.06 | 6 | 0 | 0.00 | 6.428880071 | \$910,034 | 0.51 | 0 | 1.02 | \$928,235 | 0.69252017 | 3 |
| 220.0 | b | Gadsden | US Hwy 278 W | State Hwy 77 | US Hwy 431 | 0.51 | 5.01 | E | 4.79 | E | DCSN | DCSN | 11/6 only gets BLOS to 3.65 | 1.51 | 0.77 | 5.66 | 10 | 0 | 0.00 | 6.829585538 | \$1,034,084 | 0.51 | \$527,383 | 1.294995219 | 3 | 1.29 | 0.66 | 8.06 | 6 | 0 | 0.00 | 6.428880071 | \$910,034 | 0.51 | 0 | 1.02 | \$928,235 | 0.69252017 | 3 |
| 81.0 | a | Attalla | Gilberts Ferry Road SE | Case Ave SE | 3rd St SW | 0.51 | 4.27 | D | 5.42 | E | Add Shoulder 3 | DCSN | 11/6 only gets BLOS to 3.65 | 1.51 | 0.77 | 5.66 | 10 | 0 | 0.00 | 6.829585538 | \$1,034,084 | 0.51 | \$527,383 | 1.294995219 | 3 | 1.29 | 0.66 | 8.06 | 6 | 0 | 0.00 | 6.428880071 | \$910,034 | 0.51 | 0 | 1.02 | \$928,235 | 0.69252017 | 3 |
| 81.0 | b | Attalla | Gilberts Ferry Road SE | Case Ave SE | 3rd St SW | 0.51 | 4.27 | D | 5.42 | E | DCSN | DCSN | 11/6 only gets BLOS to 3.65 | 1.51 | 0.77 | 5.66 | 10 | 0 | 0.00 | 6.829585538 | \$1,034,084 | 0.51 | \$527,383 | 1.294995219 | 3 | 1.29 | 0.66 | 8.06 | 6 | 0 | 0.00 | 6.428880071 | \$910,034 | 0.51 | 0 | 1.02 | \$928,235 | 0.69252017 | 3 |
| 229.0 | a | Gadsden | US Hwy 431 | State Hwy 77 | Joe Osborn Dr | 1.32 | 7.23 | F | 5.54 | F | DCSN | DCSN | 11/6 only gets BLOS to 5.43 | 3.73 | 4.92 | 36.18 | 5 | 2 | 18.18 | 21.90901074 | \$1,034,084 | 1.32 | \$1,364,991 | 1.605067578 | 3 | 2.04 | 2.69 | 32.98 | 0 | 0 | 0.00 | 16.49029982 | \$910,034 | 1.32 | 0 | 2.64 | \$2,402,490 | 0.68633668 | 3 |
| 229.0 | b | Gadsden | US Hwy 431 | State Hwy 77 | Joe Osborn Dr | 1.32 | 7.23 | F | 5.54 | F | DCSN | DCSN | 11/6 only gets BLOS to 5.43 | 3.73 | 4.92 | 36.18 | 5 | 2 | 18.18 | 21.90901074 | \$1,034,084 | 1.32 | \$1,364,991 | 1.605067578 | 3 | 2.04 | 2.69 | 32.98 | 0 | 0 | 0.00 | 16.49029982 | \$910,034 | 1.32 | 0 | 2.64 | \$2,402,490 | 0.68633668 | 3 |
| 229.0 | a | Rainbow City | E Grand Ave | Whorton Bend Road | Rainbow Dr | 1.14 | 5.15 | E | 5.38 | E | DCSN | DCSN | 11/6 only gets BLOS to 5.43 | 3.73 | 4.92 | 36.18 | 5 | 2 | 18.18 | 21.90901074 | \$1,034,084 | 1.32 | \$1,364,991 | 1.605067578 | 3 | 2.04 | 2.69 | 32.98 | 0 | 0 | 0.00 | 16.49029982 | \$910,034 | 1.32 | 0 | 2.64 | \$2,402,490 | 0.68633668 | 3 |
| 229.0 | b | Rainbow City | E Grand Ave | Whorton Bend Road | Rainbow Dr | 1.14 | 5.15 | E | 5.38 | E | DCSN | DCSN | 11/6 only gets BLOS to 5.43 | 3.73 | 4.92 | 36.18 | 5 | 2 | 18.18 | 21.90901074 | \$1,034,084 | 1.32 | \$1,364,991 | 1.605067578 | 3 | 2.04 | 2.69 | 32.98 | 0 | 0 | 0.00 | 16.49029982 | \$910,034 | 1.32 | 0 | 2.64 | \$2,402,490 | 0.68633668 | 3 |
| 56.0 | b | Rainbow City | E Grand Ave | Whorton Bend Road | Rainbow Dr | 1.14 | 5.15 | E | 5.38 | E | DCSN | DCSN | 11/6 only gets BLOS to 5.43 | 3.73 | 4.92 | 36.18 | 5 | 2 | 18.18 | 21.90901074 | \$1,034,084 | 1.32 | \$1,364,991 | 1.605067578 | 3 | 2.04 | 2.69 | 32.98 | 0 | 0 | 0.00 | 16.49029982 | \$910,034 | 1.32 | 0 | 2.64 | \$2,402,490 | 0.68633668 | 3 |
| 215.0 | a | Hokes Bluff | US Hwy 278 E | Handley St | Posley Road | 0.75 | 3.45 | C | 4.43 | D | Existing/Programmed | DCSN | 11/4 gets BLOS to 3.45 | 1.15 | 0.86 | 6.34 | 15 | 3 | 27.27 | 11.89636444 | \$1,402,659 | 0.75 | \$1,051,994 | 1.13083948 | 4 | 1.31 | 0.98 | 12.03 | 0 | 3 | 33.33 | 9.350014697 | \$910,034 | 0.75 | 0 | 1.5 | \$1,365,051 | 0.684957087 | 3 |
| 215.0 | b | Hokes Bluff | US Hwy 278 E | Handley St | Posley Road | 0.75 | 3.45 | C | 4.43 | D | DCSN | DCSN | 11/4 gets BLOS to 3.45 | 1.15 | 0.86 | 6.34 | 15 | 3 | 27.27 | 11.89636444 | \$1,402,659 | 0.75 | \$1,051,994 | 1.13083948 | 4 | 1.31 | 0.98 | 12.03 | 0 | 3 | 33.33 | 9.350014697 | \$910,034 | 0.75 | 0 | 1.5 | \$1,365,051 | 0.684957087 | 3 |
| 79.0 | a | Gadsden | Gilberts Ferry Road | I-59 | Collins Pl | 0.28 | 4.73 | E | 5.30 | E | Add Shoulder 3 | DCSN | 11/4.5 gets BLOS to 3.45 | 1.23 | 0.34 | 2.53 | 1 | 0 | 0.00 | 1.665432099 | \$1,402,659 | 0.28 | \$392,744 | 0.424049802 | 5 | 1.80 | 0.50 | 6.17 | 1 | 0 | 0.00 | 3.486419753 | \$910,034 | 0.28 | 0 | 0.56 | \$509,619 | 0.68412266 | 3 |
| 79.0 | b | Gadsden | Gilberts Ferry Road | I-59 | Collins Pl | 0.28 | 4.73 | E | 5.30 | E | DCSN | DCSN | 11/4.5 gets BLOS to 3.45 | 1.23 | 0.34 | 2.53 | 1 | 0 | 0.00 | 1.665432099 | \$1,402,659 | 0.28 | \$392,744 | 0.424049802 | 5 | 1.80 | 0.50 | 6.17 | 1 | 0 | 0.00 | 3.486419753 | \$910,034 | 0.28 | 0 | 0.56 | \$509,619 | 0.68412266 | 3 |
| 77.0 | a | Southside | Gilbert Ferry Road | Gilbert Ferry Road | Whorton Bend Road | 0.54 | 0.35 | A | 5.50 | E | Existing/Programmed | DCSN | 11/4.5 gets BLOS to 3.45 | -3.15 | -1.70 | -12.50 | 24 | 2 | 18.18 | 5.168181818 | \$0 | 0.54 | \$0 | -1.00 | 0 | 2.00 | 1.08 | 13.23 | 0 | 0 | 0.00 | 6.613756614 | \$910,034 | 0.54 | 0 | 1.08 | \$982,837 | 0.672925185 | 3 |
| 77.0 | b | Southside | Gilbert Ferry Road | Gilbert Ferry Road | Whorton Bend Road | 0.54 | 0.35 | A | 5.50 | E | Existing/Programmed | DCSN | 11/4.5 gets BLOS to 3.45 | -3.15 | -1.70 | -12.50 | 24 | 2 | 18.18 | 5.168181818 | \$0 | 0.54 | \$0 | -1.00 | 0 | 2.00 | 1.08 | 13.23 | 0 | 0 | 0.00 | 6.613756614 | \$910,034 | 0.54 | 0 | 1.08 | \$982,837 | 0.672925185 | 3 |
| 232.0 | a | Gadsden | US Hwy 431 | Joe Osborn Dr | Sand Valley Road | 0.74 | 7.21 | F | 5.50 | E | DCSN | DCSN | 11/6 only gets BLOS to 5.41 | 3.71 | 2.75 | 20.17 | 1 | 0 | 0.00 | 10.4874856 | \$1,034,084 | 0.74 | \$765,222 | 1.370502709 | 3 | 2.00 | 1.48 | 18.13 | 0 | 0 | 0.00 | 9.06329961 | \$910,034 | 0.74 | 0 | 1.48 | \$1,346,850 | 0.672925185 | 3 |
| 232.0 | b | Gadsden | US Hwy 431 | Joe Osborn Dr | Sand Valley Road | 0.74 | 7.21 | F | 5.50 | E | DCSN | DCSN | 11/6 only gets BLOS to 5.41 | 3.71 | 2.75 | 20.17 | 1 | 0 | 0.00 | 10.4874856 | \$1,034,084 | 0.74 | \$765,222 | 1.370502709 | 3 | 2.00 | 1.48 | 18.13 | 0 | 0 | 0.00 | 9.06329961 | \$910,034 | 0.74 | 0 | 1.48 | \$1,346,850 | 0.672925185 | 3 |
| 83.0 | a | Gadsden | Gilberts Ferry Road SW | Clanton St SW | 9th St SW | 0.83 | 5.89 | F | 5.23 | E | DCSN | DCSN | 11/6 only gets BLOS to 3.96 | 2.39 | 1.98 | 14.58 | 4 | 3 | 27.27 | 11.61599995 | \$1,034,084 | 0.83 | \$858,290 | 1.35338561 | 3 | 1.73 | 1.44 | 17.59 | 0 | 1 | 11.11 | 9.904345483 | \$910,034 | 0.83 | 0 | 1.66 | \$1,510,657 | 0.65561818 | 3 |
| 83.0 | b | Gadsden | Gilberts Ferry Road SW | Clanton St SW | 9th St SW | 0.83 | 5.89 | F | 5.23 | E | DCSN | DCSN | 11/6 only gets BLOS to 3.96 | 2.39 | 1.98 | 14.58 | 4 | 3 | 27.27 | 11.61599995 | \$1,034,084 | 0.83 | \$858,290 | 1.35338561 | 3 | 1.73 | 1.44 | 17.59 | 0 | 1 | 11.11 | 9.904345483 | \$910,034 | 0.83 | 0 | 1.66 | \$1,510,657 | 0.65561818 | 3 |
| 224.0 | a | Turkeytown | US Hwy 411 | Boyd Dr | Fitts Ferry Road | 1.29 | 4.26 | D | 5.12 | E | Add Shoulder 3 | DCSN | 11/5 gets BLOS to 3.34 | 0.76 | 0.98 | 7.20 | 13 | 1 | 9.09 | 9.711383678 | \$1,402,659 | 1.29 | \$1,809,430 | 0.536709605 | 4 | 1.62 | 2.09 | 25.60 | 3 | 1 | 11.11 | 15.10873016 | \$910,034 | 1.29 | 0 | 2.58 | \$2,347,888 | 0.643503018 | 3 |
| 224.0 | b | Turkeytown | US Hwy 411 | Boyd Dr | Fitts Ferry Road | 1.29 | 4.26 | D | 5.12 | E | DCSN | DCSN | 11/5 gets BLOS to 3.34 | 0.76 | 0.98 | 7.20 | 13 | 1 | 9.09 | 9.711383678 | \$1,402,659 | 1.29 | \$1,809,430 | 0.536709605 | 4 | 1.62 | 2.09 | 25.60 | 3 | 1 | 11.11 | 15.10873016 | \$910,034 | 1.29 | 0 | 2.58 | \$2,347,888 | 0.643503018 | 3 |
| 82.0 | a | Attalla | Gilberts Ferry Road SW | 3rd St SW | Clanton St SW | 0.58 | 4. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan
 Prioritization Results
 (pedestrian sort)



| Seg_ID | Town | Road Name | From | To | Len- gth (ft) | Bicycle LOS | | Pedestrian LOS | | Bike Facility Recommendation | Ped Facility Recommendation | Recommendation Comment | Bike Delta LOS (worse) | Segment Length x length | Delta x Length 100 | Demand Score 100 | Votes actual | Votes 100 | Benefit score | Per Mile Cost | Seg_Length | Project Cost | Benefit/Cost Index Score 112.1204867 | Bike Tier | Ped Delta LOS (worse) | Delta x Length 100 | Delta x Length 8.16 | Demand Score 100 | Votes actual | Votes 100 | Benefit Score | Per Mile Cost | Seg_Length | Exist SW Coverage % | Sidewalk Need (Both sides) % both | SW need miles both | Project Cost | Benefit/Cost Index Score 46.64525459 | Ped Tier |
|--------|------|------------------|----------------------|--------------------------|----------------------------------|----------------|----------------|-------------------|----------------|---------------------------------|--------------------------------|---------------------------|------------------------------|-------------------------------|--------------------------|------------------------|-----------------|--------------|---------------|------------------|------------|-----------------|---|--------------|-----------------------------|--------------------------|---------------------------|------------------------|-----------------|--------------|------------------|------------------|------------|---------------------------|---|--------------------------|-----------------|---|-------------|
| | | | | | | Score (0-7) | Grade (A-F) | Value (0-7) | Grade (A-F) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 70.2 | X b | Gadsden | Forrest Ave | VanDell | I-59 | 1.08 | 3.27 | C | 3.79 | D | LOS MET | | -0.23 | -0.25 | -1.83 | 18 | 0 | 0.00 | 6.287301587 | \$0 | 1.08 | \$0 | -1 | 0 | 0.29 | 0.31 | 3.84 | 5 | 0 | 0.00 | 3.917989418 | \$482,524 | 1.08 | 0 | 2 | 2.16 | \$1,042,252 | 0.375915733 | 4 |
| 207.0 | a | Attalla | US Hwy 11 | Clanton St SW | Unnamed Road | 1.11 | 3.87 | D | 4.43 | D | Add Shoulder 3 | | 0.37 | 0.41 | 3.02 | 0 | 7 | 63.64 | 7.872675164 | \$1,402,659 | 1.11 | \$1,556,951 | 0.505646865 | 5 | 0.93 | 1.03 | 12.64 | 0 | 11.11 | 7.432760141 | \$910,034 | 1.11 | 0 | 2 | 2.22 | \$2,020,276 | 0.367920204 | 4 | |
| 207.0 | a | Attalla | US Hwy 11 | Clanton St SW | Unnamed Road | 1.11 | 3.87 | D | 4.43 | D | DCSN | 11/4 gets BLOS to 2.69 | 0.37 | 0.41 | 3.02 | 0 | 7 | 63.64 | 7.872675164 | \$1,402,659 | 1.11 | \$1,556,951 | 0.505646865 | 5 | 0.93 | 1.03 | 12.64 | 0 | 11.11 | 7.432760141 | \$910,034 | 1.11 | 0 | 2 | 2.22 | \$2,020,276 | 0.367920204 | 4 | |
| 188.0 | X a | Southside | State Hwy 77 | Bridge (over water) | Bridge (over water) | 0.44 | 0.73 | A | 4.59 | E | Existing/Programmed | | -2.77 | -1.22 | -8.96 | 0 | 2 | 18.18 | -2.66066271 | \$0 | 0.44 | \$0 | -1 | 0 | 1.09 | 0.48 | 5.87 | 0 | 0 | 0.00 | 2.936997844 | \$910,034 | 0.44 | 0 | 2 | 0.88 | \$800,830 | 0.366744226 | 4 |
| 188.0 | X b | Southside | State Hwy 77 | Bridge (over water) | Bridge (over water) | 0.44 | 0.73 | A | 4.59 | E | Existing/Programmed | | -2.77 | -1.22 | -8.96 | 0 | 2 | 18.18 | -2.66066271 | \$0 | 0.44 | \$0 | -1 | 0 | 1.09 | 0.48 | 5.87 | 0 | 0 | 0.00 | 2.936997844 | \$910,034 | 0.44 | 0 | 2 | 0.88 | \$800,830 | 0.366744226 | 4 |
| 195.0 | a | Rainbow City | Sutton Bridge Road | I-759 | Rainbow Dr | 2.53 | 5.41 | E | 4.36 | D | Add Shoulder 3 | | 1.91 | 4.83 | 35.51 | 37 | 0 | 0.00 | 32.55536449 | \$1,402,659 | 2.53 | \$3,548,727 | 0.91738156 | 4 | 0.86 | 2.18 | 26.65 | 8 | 0 | 0.00 | 16.52427004 | \$910,034 | 2.53 | 0 | 2 | 5.06 | \$4,604,773 | 0.358850946 | 4 |
| 195.0 | b | Rainbow City | Sutton Bridge Road | I-759 | Rainbow Dr | 2.53 | 5.41 | E | 4.36 | D | DCSN | 11/6 gets BLOS to 3.37 | 1.91 | 4.83 | 35.51 | 37 | 0 | 0.00 | 32.55536449 | \$1,402,659 | 2.53 | \$3,548,727 | 0.91738156 | 4 | 0.86 | 2.18 | 26.65 | 8 | 0 | 0.00 | 16.52427004 | \$910,034 | 2.53 | 0 | 2 | 5.06 | \$4,604,773 | 0.358850946 | 4 |
| 241.1 | X a | Rainbow City | W Grand Ave | Montrose Street | Park Lane | 0.81 | 1.10 | A | 4.09 | D | Existing/Programmed | | -2.40 | -1.94 | -14.29 | 22 | 2 | 18.18 | 3.475324675 | \$0 | 0.81 | \$0 | -1 | 0 | 0.59 | 0.48 | 5.85 | 0 | 2 | 22.22 | 5.148809524 | \$910,034 | 0.81 | 0 | 2 | 1.62 | \$1,474,255 | 0.349248171 | 5 |
| 241.1 | X b | Rainbow City | W Grand Ave | Montrose Street | Park Lane | 0.81 | 1.10 | A | 4.09 | D | Existing/Programmed | | -2.40 | -1.94 | -14.29 | 22 | 2 | 18.18 | 3.475324675 | \$0 | 0.81 | \$0 | -1 | 0 | 0.59 | 0.48 | 5.85 | 0 | 2 | 22.22 | 5.148809524 | \$910,034 | 0.81 | 0 | 2 | 1.62 | \$1,474,255 | 0.349248171 | 5 |
| 102.0 | a | Lookout Mountain | Lay Springs Road | Jones Cir | Glenn Gap Road | 1.03 | 4.31 | D | 3.97 | D | Add Shoulder 3 | | 0.81 | 0.83 | 6.13 | 8 | 1 | 9.09 | 7.1745671 | \$1,402,659 | 1.03 | \$1,444,739 | 0.496599688 | 5 | 0.47 | 0.48 | 5.93 | 3 | 1 | 11.11 | 5.275666275 | \$910,034 | 1.03 | 0 | 2 | 2.06 | \$1,874,670 | 0.281418358 | 5 |
| 102.0 | b | Lookout Mountain | Lay Springs Road | Jones Cir | Glenn Gap Road | 1.03 | 4.31 | D | 3.97 | D | DCSN | 11/4 gets BLOS to 2.02 | 0.81 | 0.83 | 6.13 | 8 | 1 | 9.09 | 7.1745671 | \$1,402,659 | 1.03 | \$1,444,739 | 0.496599688 | 5 | 0.47 | 0.48 | 5.93 | 3 | 1 | 11.11 | 5.275666275 | \$910,034 | 1.03 | 0 | 2 | 2.06 | \$1,874,670 | 0.281418358 | 5 |
| 22.0 | a | Turkeytown | Appalachian Hwy | Bluebird Lane | US Hwy 411 | 5.61 | 3.56 | D | 4.33 | D | Add Shoulder 3 | | 0.06 | 0.34 | 2.47 | 2 | 2 | 18.18 | 3.854954305 | \$1,402,659 | 5.61 | \$7,868,916 | 0.04898965 | 5 | 0.83 | 4.66 | 57.03 | 0 | 0 | 0.00 | 28.51447678 | \$910,034 | 5.61 | 0 | 2 | 11.22 | \$10,210,583 | 0.270263592 | 5 |
| 22.0 | b | Turkeytown | Appalachian Hwy | Bluebird Lane | US Hwy 411 | 5.61 | 3.56 | D | 4.33 | D | DCSN | 11/4 gets BLOS to 1.82 | 0.06 | 0.34 | 2.47 | 2 | 2 | 18.18 | 3.854954305 | \$1,402,659 | 5.61 | \$7,868,916 | 0.04898965 | 5 | 0.83 | 4.66 | 57.03 | 0 | 0 | 0.00 | 28.51447678 | \$910,034 | 5.61 | 0 | 2 | 11.22 | \$10,210,583 | 0.270263592 | 5 |
| 197.0 | a | Lookout Mountain | Tabor Road | Unnamed Road | Gladden Lane | 2.48 | 3.30 | C | 3.94 | D | LOS MET | | -0.20 | -0.50 | -3.64 | 9 | 2 | 18.18 | 3.59572444 | \$0 | 2.48 | \$0 | -1 | 0 | 0.44 | 1.09 | 13.36 | 9 | 2 | 22.22 | 12.50456594 | \$910,034 | 2.48 | 0 | 2 | 4.96 | \$4,513,769 | 0.277031577 | 5 |
| 197.0 | b | Lookout Mountain | Tabor Road | Unnamed Road | Gladden Lane | 2.48 | 3.30 | C | 3.94 | D | LOS MET | | -0.20 | -0.50 | -3.64 | 9 | 2 | 18.18 | 3.59572444 | \$0 | 2.48 | \$0 | -1 | 0 | 0.44 | 1.09 | 13.36 | 9 | 2 | 22.22 | 12.50456594 | \$910,034 | 2.48 | 0 | 2 | 4.96 | \$4,513,769 | 0.277031577 | 5 |
| 145 | a | Gadsden | Pleasant Valley Road | Old Pleasant Valley Road | Randolph St SE | 0.28 | 2.60 | C | 3.62 | D | LOS MET | | -0.90 | -0.25 | -1.85 | 1 | 5 | 45.45 | 4.01952862 | \$0 | 0.28 | \$0 | -1 | 0 | 0.12 | 0.03 | 0.41 | 0 | 1 | 11.11 | 1.316872428 | \$910,034 | 0.28 | 0 | 2 | 0.56 | \$509,619 | 0.258403271 | 5 |
| 145 | b | Gadsden | Pleasant Valley Road | Old Pleasant Valley Road | Randolph St SE | 0.28 | 2.60 | C | 3.62 | D | LOS MET | | -0.90 | -0.25 | -1.85 | 1 | 5 | 45.45 | 4.01952862 | \$0 | 0.28 | \$0 | -1 | 0 | 0.12 | 0.03 | 0.41 | 0 | 1 | 11.11 | 1.316872428 | \$910,034 | 0.28 | 0 | 2 | 0.56 | \$509,619 | 0.258403271 | 5 |
| 201.0 | a | Turkeytown | Tidmore Bend Road | Hooks Lake Road | Anderson Road | 1.4 | 3.80 | D | 4.24 | D | Add Shoulder 3 | | 0.30 | 0.42 | 3.09 | 8 | 0 | 0.00 | 4.743209877 | \$1,402,659 | 1.40 | \$1,963,722 | 0.241541785 | 5 | 0.74 | 1.04 | 12.69 | 0 | 0 | 0.00 | 6.34430727 | \$910,034 | 1.40 | 0 | 2 | 2.8 | \$2,548,096 | 0.248982318 | 5 |
| 201.0 | b | Turkeytown | Tidmore Bend Road | Hooks Lake Road | Anderson Road | 1.4 | 3.80 | D | 4.24 | D | DCSN | 11/4 gets BLOS to 2.50 | 0.30 | 0.42 | 3.09 | 8 | 0 | 0.00 | 4.743209877 | \$1,402,659 | 1.40 | \$1,963,722 | 0.241541785 | 5 | 0.74 | 1.04 | 12.69 | 0 | 0 | 0.00 | 6.34430727 | \$910,034 | 1.40 | 0 | 2 | 2.8 | \$2,548,096 | 0.248982318 | 5 |
| 252.0 | a | Rainbow City | Whorton Bend Road | Gilbert Ferry Road | Whorton Bend Road (Pinehaven Rd) | 2.9 | 2.94 | C | 3.68 | D | LOS MET | | -0.56 | -1.62 | -11.93 | 5 | 5 | 45.45 | 0.578376356 | \$0 | 2.90 | \$0 | -1 | 0 | 0.18 | 0.52 | 6.39 | 3 | 33.33 | 6.529982363 | \$482,524 | 2.90 | 0 | 2 | 5.8 | \$2,798,640 | 0.233327007 | 5 | |
| 252.0 | b | Rainbow City | Whorton Bend Road | Gilbert Ferry Road | Whorton Bend Road (Pinehaven Rd) | 2.9 | 2.94 | C | 3.68 | D | LOS MET | | -0.56 | -1.62 | -11.93 | 5 | 5 | 45.45 | 0.578376356 | \$0 | 2.90 | \$0 | -1 | 0 | 0.18 | 0.52 | 6.39 | 3 | 33.33 | 6.529982363 | \$482,524 | 2.90 | 0 | 2 | 5.8 | \$2,798,640 | 0.233327007 | 5 | |
| 196.0 | a | Gadsden | Tabor Road | Noccalula Road | Unnamed Road | 2.34 | 3.14 | C | 3.82 | D | LOS MET | | -0.36 | -0.84 | -6.19 | 13 | 2 | 18.18 | 3.922943723 | \$0 | 2.34 | \$0 | -1 | 0 | 0.16 | 0.52 | 6.39 | 0 | 3 | 33.33 | 6.529982363 | \$482,524 | 2.34 | 0 | 2 | 4.68 | \$4,258,960 | 0.208805438 | 5 |
| 196.0 | b | Gadsden | Tabor Road | Noccalula Road | Unnamed Road | 2.34 | 3.14 | C | 3.82 | D | LOS MET | | -0.36 | -0.84 | -6.19 | 13 | 2 | 18.18 | 3.922943723 | \$0 | 2.34 | \$0 | -1 | 0 | 0.16 | 0.52 | 6.39 | 0 | 3 | 33.33 | 6.529982363 | \$482,524 | 2.34 | 0 | 2 | 4.68 | \$4,258,960 | 0.208805438 | 5 |
| 148 | a | Rainbow City | Pleasant Valley Road | Daisey Lane | McDaniel Lane | 0.56 | 2.93 | C | 3.79 | D | LOS MET | | -0.57 | -0.32 | -2.35 | 0 | 5 | 45.45 | 3.372615039 | \$0 | 0.56 | \$0 | -1 | 0 | 0.26 | 0.16 | 1.99 | 0 | 1 | 11.11 | 2.105624143 | \$910,034 | 0.56 | 0 | 2 | 1.12 | \$1,019,238 | 0.20588032 | 5 |
| 148 | b | Rainbow City | Pleasant Valley Road | Daisey Lane | McDaniel Lane | 0.56 | 2.93 | C | 3.79 | D | LOS MET | | -0.57 | -0.32 | -2.35 | 0 | 5 | 45.45 | 3.372615039 | \$0 | 0.56 | \$0 | -1 | 0 | 0.26 | 0.16 | 1.99 | 0 | 1 | 11.11 | 2.105624143 | \$910,034 | 0.56 | 0 | 2 | 1.12 | \$1,019,238 | 0.20588032 | 5 |
| 144 | a | Gadsden | Pleasant Valley Road | Randolph St SE | Lee St SE | 0.43 | 2.78 | C | 3.69 | D | LOS MET | | -0.72 | -0.31 | -2.28 | 1 | 5 | 45.45 | 3.807888408 | \$0 | 0.43 | \$0 | -1 | 0 | 0.19 | 0.08 | 1.00 | 0 | 1 | 11.11 | 1.611429551 | \$910,034 | 0.43 | 0 | 2 | 0.86 | \$782,629 | 0.20589457 | 5 |
| 144 | b | Gadsden | Pleasant Valley Road | Randolph St SE | Lee St SE | 0.43 | 2.78 | C | 3.69 | D | LOS MET | | -0.72 | -0.31 | -2.28 | 1 | 5 | 45.45 | 3.807888408 | \$0 | 0.43 | \$0 | -1 | 0 | 0.19 | 0.08 | 1.00 | 0 | 1 | 11.11 | 1.611429551 | \$910,034 | 0.43 | 0 | 2 | 0.86 | \$782,629 | 0.20589457 | 5 |
| 210.0 | a | Wills Valley | US Hwy 11 | I-59 | Keener Gap Road | 2.81 | 3.09 | C | 4.04 | D | LOS MET | | -0.41 | -1.15 | -8.47 | 1 | 3 | 27.27 | -1.105898936 | \$0 | 2.81 | \$0 | -1 | 0 | 0.54 | 1.52 | 18.58 | 0 | 1 | 11.11 | 10.40343915 | \$910,034 | 2.81 | 0 | 2 | 5.62 | \$5,114,392 | 0.203414986 | 5 |
| 210.0 | b | Wills Valley | US Hwy 11 | I-59 | Keener Gap Road | 2.81 | 3.09 | C | 4.04 | D | LOS MET | | -0.41 | -1.15 | -8.47 | 1 | 3 | 27.27 | -1.105898936 | \$0 | 2.81 | \$0 | -1 | 0 | 0.54 | 1.52 | 18.58 | 0 | 1 | 11.11 | 10.40343915 | \$910,034 | 2.81 | 0 | 2 | 5.62 | \$5,114,392 | 0.203414986 | 5 |
| 132.0 | a | Gadsden | Noccalula Road | Scenic Dr | I-59 | 1.20 | 3.40 | C | 4.08 | D | LOS MET | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan
 Prioritization Results
 (pedestrian sort)



| Seg_ID | Town | Road Name | From | To | Len- gth (ft) | Bicycle LOS | | Pedestrian LOS | | Bike Facility Recommendation | Ped Facility Recommendation | Recommendation Comment | Bike Delta LOS (worse) | Segment Length x length | Delta x Length 100 | Demand Score 100 | Votes actual | Votes 100 | Benefit score | Per Mile Cost | Seg_Length | Project Cost | Benefit/Cost Index Score 112.1204867 | Bike Tier | Ped Delta LOS (worse) | Delta x Length 100 | Delta x Length 8.16 | Demand Score 100 | Votes actual | Votes 100 | Benefit Score | Per Mile Cost one side | Seg_Length | Exist SW Coverage % | Sidewalk Need (Both sides) % | SW need miles both | Project Cost | Benefit/Cost Index Score 46.6425459 | Ped Tier | | | |
|--------|------|------------|---------------|------------------------|-----------------------|----------------|----------------|-------------------|----------------|---------------------------------|--------------------------------|---------------------------|------------------------------|-------------------------------|--------------------------|------------------------|-----------------|--------------|---------------|------------------|-------------|-----------------|---|--------------|-----------------------------|--------------------------|---------------------------|------------------------|-----------------|--------------|------------------|------------------------------|------------|---------------------------|------------------------------------|--------------------------|-----------------|--|-------------|----|----|---|
| | | | | | | Score (0-7) | Grade (A-F) | Value (0-7) | Grade (A-F) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.0 | X a | Attalla | 4th St SW | 6th Avenue | US Hwy 431 | 0.27 | 0.00 | A | 1.83 | B | LOS MET | LOS MET | | -3.50 | -0.95 | -6.94 | 0 | 0 | 0.00 | -3.472222222 | \$0 | 0.27 | \$0 | -1 | 0 | -1.67 | -0.45 | -5.52 | 0 | 0 | 0.00 | -2.761243386 | \$0 | 0.27 | 0 | 1 | 0.27 | \$0 | -1 | 0 | | |
| 10.0 | X b | Attalla | 4th St SW | 6th Avenue | US Hwy 431 | 0.27 | 0.00 | A | 1.43 | A | LOS MET | Existing/Programmed | | -3.50 | -0.95 | -6.94 | 0 | 0 | 0.00 | -3.472222222 | \$0 | 0.27 | \$0 | -1 | 0 | -1.67 | -0.45 | -5.52 | 0 | 0 | 0.00 | -2.761243386 | \$0 | 0.27 | 100 | 0 | 1 | 0.27 | \$0 | -1 | 0 | |
| 10.1 | X a | Attalla | 4th St SW | 6th Avenue | US Hwy 431 | 0.19 | 0.11 | A | 2.43 | B | LOS MET | LOS MET | | -3.39 | -0.84 | -4.73 | 1 | 0 | 0.00 | -1.966622675 | \$0 | 0.19 | \$0 | -1 | 0 | -1.07 | -0.20 | -2.49 | 0 | 0 | 0.00 | -1.244978444 | \$0 | 0.19 | 0 | 2 | 0.38 | \$0 | -1 | 0 | | |
| 10.1 | X b | Attalla | 4th St SW | 6th Avenue | US Hwy 431 | 0.19 | 0.11 | A | 2.43 | B | LOS MET | LOS MET | | -3.39 | -0.84 | -4.73 | 1 | 0 | 0.00 | -1.966622675 | \$0 | 0.19 | \$0 | -1 | 0 | -1.07 | -0.20 | -2.49 | 0 | 0 | 0.00 | -1.244978444 | \$0 | 0.19 | 0 | 2 | 0.38 | \$0 | -1 | 0 | | |
| 11.0 | X a | Attalla | 5th Ave NE | 1st St NE | 3rd St NW | 0.18 | 4.28 | D | 3.52 | D | DCSN | Existing/Programmed | | 0.78 | 0.14 | 1.03 | 3 | 7 | 63.64 | 8.07950938 | \$1,034,084 | 0.18 | \$186,135 | 4.340667072 | 2 | 0.02 | 0.00 | 0.04 | 0 | 1 | 11.11 | 1.133156966 | \$0 | 0.18 | 100 | 0 | 0 | 0 | 0 | -1 | 0 | |
| 11.0 | X b | Attalla | 5th Ave NE | 1st St NE | 3rd St NW | 0.18 | 4.28 | D | 3.52 | D | DCSN | Existing/Programmed | | 0.78 | 0.14 | 1.03 | 3 | 7 | 63.64 | 8.07950938 | \$1,034,084 | 0.18 | \$186,135 | 4.340667072 | 2 | 0.02 | 0.00 | 0.04 | 0 | 1 | 11.11 | 1.133156966 | \$0 | 0.18 | 100 | 0 | 0 | 0 | 0 | 0 | -1 | 0 |
| 13.0 | a | Attalla | 5th Ave NW | 3rd St NW | 4th St NW | 0.09 | 2.26 | B | 2.22 | B | LOS MET | LOS MET | | -1.24 | -0.11 | -0.82 | 0 | 2 | 18.18 | 1.408128908 | \$0 | 0.09 | \$0 | -1 | 0 | -1.28 | -0.12 | -1.41 | 0 | 0 | 0.00 | -0.705467372 | \$0 | 0.09 | 35 | 1.3 | 0.117 | \$0 | -1 | 0 | | |
| 13.0 | b | Attalla | 5th Ave NW | 3rd St NW | 4th St NW | 0.09 | 2.26 | B | 2.22 | B | LOS MET | LOS MET | | -1.24 | -0.11 | -0.82 | 0 | 2 | 18.18 | 1.408128908 | \$0 | 0.09 | \$0 | -1 | 0 | -1.28 | -0.12 | -1.41 | 0 | 0 | 0.00 | -0.705467372 | \$0 | 0.09 | 35 | 1.3 | 0.117 | \$0 | -1 | 0 | | |
| 14.0 | a | Gadsden | 6th St N | E Meighan Blvd | E Broad St | 0.33 | 3.12 | C | 2.32 | B | LOS MET | Existing/Programmed | | -0.38 | -0.13 | -0.92 | 39 | 0 | 0.00 | 15.13924162 | \$0 | 0.33 | \$0 | -1 | 0 | -1.04 | -0.34 | -4.20 | 9 | 0 | 0.00 | -1.496295121 | \$0 | 0.33 | 100 | 0.1 | 0.033 | \$0 | -1 | 0 | | |
| 14.0 | b | Gadsden | 6th St N | E Meighan Blvd | E Broad St | 0.33 | 3.12 | C | 2.46 | B | LOS MET | LOS MET | | -0.38 | -0.13 | -0.92 | 39 | 0 | 0.00 | 15.13924162 | \$0 | 0.33 | \$0 | -1 | 0 | -1.04 | -0.34 | -4.20 | 9 | 0 | 0.00 | -1.496295121 | \$0 | 0.33 | 90 | 0.1 | 0.033 | \$0 | -1 | 0 | | |
| 15.0 | a | Attalla | 8th Ave NW | 3rd St NW | 4th St NW | 0.09 | 0.00 | A | 1.99 | B | LOS MET | LOS MET | | -3.50 | -0.32 | -2.31 | 3 | 0 | 0.00 | 0.042592593 | \$0 | 0.09 | \$0 | -1 | 0 | -1.51 | -0.14 | -1.66 | 0 | 0 | 0.00 | -0.832231041 | \$0 | 0.09 | 0 | 2 | 0.18 | \$0 | -1 | 0 | | |
| 15.0 | b | Attalla | 8th Ave NW | 3rd St NW | 4th St NW | 0.09 | 0.00 | A | 1.99 | B | LOS MET | LOS MET | | -3.50 | -0.32 | -2.31 | 3 | 0 | 0.00 | 0.042592593 | \$0 | 0.09 | \$0 | -1 | 0 | -1.51 | -0.14 | -1.66 | 0 | 0 | 0.00 | -0.832231041 | \$0 | 0.09 | 0 | 2 | 0.18 | \$0 | -1 | 0 | | |
| 16.0 | a | Attalla | 8th Ave SW | 9th Street | 4th St SW | 0.56 | 0.00 | A | 2.12 | B | LOS MET | LOS MET | | -3.50 | -1.96 | -14.40 | 3 | 0 | 0.00 | -6.001646091 | \$0 | 0.56 | \$0 | -1 | 0 | -1.38 | -0.77 | -9.47 | 0 | 0 | 0.00 | -4.732510288 | \$0 | 0.56 | 0 | 2 | 1.12 | \$0 | -1 | 0 | | |
| 16.0 | b | Attalla | 8th Ave SW | 9th Street | 4th St SW | 0.56 | 0.00 | A | 2.12 | B | LOS MET | LOS MET | | -3.50 | -1.96 | -14.40 | 3 | 0 | 0.00 | -6.001646091 | \$0 | 0.56 | \$0 | -1 | 0 | -1.38 | -0.77 | -9.47 | 0 | 0 | 0.00 | -4.732510288 | \$0 | 0.56 | 0 | 2 | 1.12 | \$0 | -1 | 0 | | |
| 17.0 | X a | Gadsden | Airport Road | Thunderbird Lane | W Grand Ave | 0.59 | 0.44 | A | 2.75 | C | LOS MET | LOS MET | | -3.06 | -1.81 | -13.27 | 3 | 0 | 0.00 | -5.433597884 | \$0 | 0.59 | \$0 | -1 | 0 | -0.75 | -0.44 | -5.42 | 0 | 0 | 0.00 | -2.709803057 | \$0 | 0.59 | 0 | 2 | 1.18 | \$0 | -1 | 0 | | |
| 17.0 | X b | Gadsden | Airport Road | Thunderbird Lane | W Grand Ave | 0.59 | 0.44 | A | 2.75 | C | LOS MET | LOS MET | | -3.06 | -1.81 | -13.27 | 3 | 0 | 0.00 | -5.433597884 | \$0 | 0.59 | \$0 | -1 | 0 | -0.75 | -0.44 | -5.42 | 0 | 0 | 0.00 | -2.709803057 | \$0 | 0.59 | 0 | 2 | 1.18 | \$0 | -1 | 0 | | |
| 17.1 | X a | Gadsden | Airport Road | 0.23 mi S of Black Rd. | Thunderbird Lane | 0.49 | 0.00 | A | 3.35 | C | LOS MET | LOS MET | | -3.50 | -1.72 | -12.60 | 0 | 0 | 0.00 | -6.301440329 | \$0 | 0.49 | \$0 | -1 | 0 | -0.15 | -0.07 | -0.90 | 0 | 0 | 0.00 | -0.450102881 | \$0 | 0.49 | 0 | 2 | 0.98 | \$0 | -1 | 0 | | |
| 17.1 | X b | Gadsden | Airport Road | 0.23 mi S of Black Rd. | Thunderbird Lane | 0.49 | 0.00 | A | 3.35 | C | LOS MET | LOS MET | | -3.50 | -1.72 | -12.60 | 0 | 0 | 0.00 | -6.301440329 | \$0 | 0.49 | \$0 | -1 | 0 | -0.15 | -0.07 | -0.90 | 0 | 0 | 0.00 | -0.450102881 | \$0 | 0.49 | 0 | 2 | 0.98 | \$0 | -1 | 0 | | |
| 18.0 | a | Gadsden | Airport Road | Steele Station Road | 0.23 mi S of Black Rd | 1.16 | 0.70 | A | 3.48 | C | LOS MET | LOS MET | | -2.80 | -3.25 | -23.87 | 8 | 0 | 0.00 | -8.734156379 | \$0 | 1.16 | \$0 | -1 | 0 | -0.02 | -0.02 | -0.28 | 0 | 0 | 0.00 | -0.14207329 | \$0 | 1.16 | 0 | 2 | 2.32 | \$0 | -1 | 0 | | |
| 18.0 | b | Gadsden | Airport Road | Steele Station Road | 0.23 mi S of Black Rd | 1.16 | 0.70 | A | 3.48 | C | LOS MET | LOS MET | | -2.80 | -3.25 | -23.87 | 8 | 0 | 0.00 | -8.734156379 | \$0 | 1.16 | \$0 | -1 | 0 | -0.02 | -0.02 | -0.28 | 0 | 0 | 0.00 | -0.14207329 | \$0 | 1.16 | 0 | 2 | 2.32 | \$0 | -1 | 0 | | |
| 20.0 | a | Turkeytown | Anderson Road | Tidmore Bend Road | US Hwy 411 | 1.68 | 1.38 | A | 3.07 | C | LOS MET | LOS MET | | -2.12 | -3.56 | -26.17 | 7 | 0 | 0.00 | -10.28641975 | \$0 | 1.68 | \$0 | -1 | 0 | -0.43 | -0.72 | -8.85 | 0 | 0 | 0.00 | -4.423868313 | \$0 | 1.68 | 0 | 2 | 3.36 | \$0 | -1 | 0 | | |
| 20.0 | b | Turkeytown | Anderson Road | Tidmore Bend Road | US Hwy 411 | 1.68 | 1.38 | A | 3.07 | C | LOS MET | LOS MET | | -2.12 | -3.56 | -26.17 | 7 | 0 | 0.00 | -10.28641975 | \$0 | 1.68 | \$0 | -1 | 0 | -0.43 | -0.72 | -8.85 | 0 | 0 | 0.00 | -4.423868313 | \$0 | 1.68 | 0 | 2 | 3.36 | \$0 | -1 | 0 | | |
| 23.0 | X a | Gadsden | Bellevue Dr | Brow Dr | Harts Ave | 1.56 | 2.53 | C | 3.44 | C | LOS MET | LOS MET | | -0.97 | -1.51 | -11.12 | 40 | 1 | 9.09 | 11.34912618 | \$0 | 1.56 | \$0 | -1 | 0 | -0.06 | -0.09 | -1.15 | 14 | 1 | 11.11 | 6.137918871 | \$0 | 1.56 | 0 | 2 | 3.12 | \$0 | -1 | 0 | | |
| 23.0 | X b | Gadsden | Bellevue Dr | Brow Dr | Harts Ave | 1.56 | 2.53 | C | 3.44 | C | LOS MET | LOS MET | | -0.97 | -1.51 | -11.12 | 40 | 1 | 9.09 | 11.34912618 | \$0 | 1.56 | \$0 | -1 | 0 | -0.06 | -0.09 | -1.15 | 14 | 1 | 11.11 | 6.137918871 | \$0 | 1.56 | 0 | 2 | 3.12 | \$0 | -1 | 0 | | |
| 23.1 | X a | Gadsden | Harts Ave | Bellevue Dr | Noccalula Road | 0.50 | 2.27 | B | 3.25 | C | LOS MET | LOS MET | | -1.23 | -0.62 | -4.52 | 55 | 0 | 0.00 | 19.74029982 | \$0 | 0.50 | \$0 | -1 | 0 | -0.25 | -0.13 | -1.53 | 23 | 0 | 0.00 | 8.43451891 | \$0 | 0.50 | 0 | 2 | 1 | \$0 | -1 | 0 | | |
| 23.1 | X b | Gadsden | Harts Ave | Bellevue Dr | Noccalula Road | 0.50 | 2.27 | B | 3.25 | C | LOS MET | LOS MET | | -1.23 | -0.62 | -4.52 | 55 | 0 | 0.00 | 19.74029982 | \$0 | 0.50 | \$0 | -1 | 0 | -0.25 | -0.13 | -1.53 | 23 | 0 | 0.00 | 8.43451891 | \$0 | 0.50 | 0 | 2 | 1 | \$0 | -1 | 0 | | |
| 24.0 | X a | Gadsden | Broad St | 12th St | N Franklin St | 0.25 | 2.66 | C | 2.80 | C | LOS MET | Existing/Programmed | | -0.84 | -0.21 | -1.54 | 77 | 1 | 9.09 | 30.93748597 | \$0 | 0.25 | \$0 | -1 | 0 | -0.70 | -0.18 | -2.14 | 23 | 1 | 11.11 | 9.239437586 | \$0 | 0.25 | 100 | 0 | 0 | \$0 | -1 | 0 | | |
| 24.0 | X b | Gadsden | Broad St | 12th St | N Franklin St | 0.25 | 2.66 | C | 2.80 | C | LOS MET | Existing/Programmed | | -0.84 | -0.21 | -1.54 | 77 | 1 | 9.09 | 30.93748597 | \$0 | 0.25 | \$0 | -1 | 0 | -0.70 | -0.18 | -2.14 | 23 | 1 | 11.11 | 9.239437586 | \$0 | 0.25 | 100 | 0 | 0 | \$0 | -1 | 0 | | |
| 24.1 | X a | Gadsden | Broad St | N 7th Street | N 12th St | 0.75 | 0.75 | A | 2.60 | C | Existing/Programmed | Existing/Programmed | | -2.75 | -2.06 | -15.16 | 70 | 0 | 0.00 | 20.42173721 | \$0 | 0.75 | \$0 | -1 | 0 | -0.80 | -0.68 | -8.27 | 26 | 0 | 0.00 | 6.266402116 | \$0 | 0.75 | 100 | 0 | 0 | \$0 | -1 | 0 | | |
| 24.1 | X b | Gadsden | Broad St | N 7th Street | N 12th St | 0.75 | 0.75 | A | 2.60 | C | Existing/Programmed | Existing/Programmed | | -2.75 | -2.06 | -15.16 | 70 | 0 | 0.00 | 20.42173721 | \$0 | 0.75 | \$0 | -1 | 0 | -0.80 | -0.68 | -8.27 | 26 | 0 | 0.00 | 6.266402116 | \$0 | 0.75 | 100 | 0 | 0 | \$0 | -1 | 0 | | |
| 24.2 | X a | Gadsden | Broad St | 1st Street | N 7th Street | 0.51 | 4.05 | D | 0.48 | A | DCSN | Existing/Programmed | | 1.00 | 0.51 | 3.75 | 51 | 0 | 0.00 | 22.7789771 | \$1,034,084 | 0.51 | \$527,383 | 4.223470964 | 2 | -2.43 | -1.24 | -15.18 | 33 | 0 | 0.00 | 5.610714286 | \$0 | 0.51 | 100 | 0 | 0 | \$0 | -1 | 0 | | |
| 24.2 | X b | Gads | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan
 Prioritization Results
 (pedestrian sort)



| Seg_ID | Town | Road Name | From | To | Len- gth (ft) | Bicycle LOS | | Pedestrian LOS | | Bike Facility Recommendation | Ped Facility Recommendation | Recommendation Comment | Bike Delta LOS (worse) | Segment Length x/length | Delta x Length 100 | Demand Score 100 | Votes actual | Votes 100 | Benefit score | Per Mile Cost | Seg_Length | Project Cost | Benefit/Cost Index Score 112.1204667 | Bike Tier | Ped Delta LOS (worse) | Delta x Length 100 | Delta x Length 8.16 | Demand Score 100 | Votes actual | Votes 100 | Benefit Score | Per Mile Cost one side | Seg_Length | Exist SW % one side | Sidewalk Need (Both sides) % both | SW need miles both | Project Cost | Benefit/Cost Index Score 46.6425459 | Ped Tier | |
|--------|------|--------------|-------------------|--------------------|--------------------------|----------------|----------------|-------------------|----------------|---------------------------------|--------------------------------|---------------------------|------------------------------|-------------------------------|--------------------------|------------------------|-----------------|--------------|---------------|------------------|------------|-----------------|---|--------------|-----------------------------|--------------------------|---------------------------|------------------------|-----------------|--------------|---------------|------------------------------|------------|---------------------------|--|--------------------------|-----------------|--|-------------|---|
| | | | | | | Score (0-7) | Grade (A-F) | Value (0-7) | Grade (A-F) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 52.0 | b | Wills Valley | Duck Springs Road | Walden Hollow Road | Horton Gap Road | 2.60 | 1.26 | A | 3.32 | C | LOS MET | LOS MET | -2.24 | -5.82 | -42.80 | 6 | 3 | 27.27 | -16.27190423 | \$0 | 2.60 | \$0 | -1 | 0 | -0.18 | -0.47 | -5.73 | 5 | 1 | 11.11 | 0.245149912 | \$0 | 2.60 | 0 | 2 | 1.78 | \$0 | -1 | 0 | |
| 53.0 | a | Wills Valley | Duck Springs Road | Gene Whit Road | Cox Gap Road | 0.89 | 1.26 | A | 3.32 | C | LOS MET | LOS MET | -2.24 | -1.99 | -14.65 | 0 | 3 | 27.27 | -4.597830153 | \$0 | 0.89 | \$0 | -1 | 0 | -0.18 | -0.16 | -1.96 | 0 | 1 | 11.11 | 0.130070547 | \$0 | 0.89 | 0 | 2 | 1.78 | \$0 | -1 | 0 | |
| 53.0 | b | Wills Valley | Duck Springs Road | Gene Whit Road | Cox Gap Road | 0.89 | 1.26 | A | 3.32 | C | LOS MET | LOS MET | -2.24 | -1.99 | -14.65 | 0 | 3 | 27.27 | -4.597830153 | \$0 | 0.89 | \$0 | -1 | 0 | -0.18 | -0.16 | -1.96 | 0 | 1 | 11.11 | 0.130070547 | \$0 | 0.89 | 0 | 2 | 1.78 | \$0 | -1 | 0 | |
| 54.0 | a | Wills Valley | Duck Springs Road | Brunton Gap Road | Walden Hollow Road | 1.21 | 1.26 | A | 3.32 | C | LOS MET | LOS MET | -2.24 | -2.71 | -19.92 | 0 | 3 | 27.27 | -7.231575009 | \$0 | 1.21 | \$0 | -1 | 0 | -0.18 | -0.22 | -2.67 | 0 | 1 | 11.11 | -0.222663139 | \$0 | 1.21 | 0 | 2 | 2.42 | \$0 | -1 | 0 | |
| 54.0 | b | Wills Valley | Duck Springs Road | Brunton Gap Road | Walden Hollow Road | 1.21 | 1.26 | A | 3.32 | C | LOS MET | LOS MET | -2.24 | -2.71 | -19.92 | 0 | 3 | 27.27 | -7.231575009 | \$0 | 1.21 | \$0 | -1 | 0 | -0.18 | -0.22 | -2.67 | 0 | 1 | 11.11 | -0.222663139 | \$0 | 1.21 | 0 | 2 | 2.42 | \$0 | -1 | 0 | |
| 55.0 | a | Glencoe | E Air Depot Road | Chastain Blvd | Lonesome Bend Road | 0.39 | 1.40 | A | 2.97 | C | LOS MET | LOS MET | -2.10 | -0.82 | -6.02 | 39 | 0 | 0.00 | 12.59074074 | \$0 | 0.39 | \$0 | -1 | 0 | -0.53 | -0.21 | -2.53 | 52 | 0 | 0.00 | 19.53420047 | \$0 | 0.39 | 0 | 2 | 0.78 | \$0 | -1 | 0 | |
| 55.0 | b | Glencoe | E Air Depot Road | Chastain Blvd | Lonesome Bend Road | 0.39 | 1.40 | A | 2.97 | C | LOS MET | LOS MET | -2.10 | -0.82 | -6.02 | 39 | 0 | 0.00 | 12.59074074 | \$0 | 0.39 | \$0 | -1 | 0 | -0.53 | -0.21 | -2.53 | 52 | 0 | 0.00 | 19.53420047 | \$0 | 0.39 | 0 | 2 | 0.78 | \$0 | -1 | 0 | |
| 64.0 | a | Gadsden | Eastside Dr | Owens St | S 11th St | 0.68 | 0.75 | A | 2.64 | C | LOS MET | LOS MET | -2.75 | -1.87 | -13.74 | 78 | 0 | 0.00 | 24.32904174 | \$0 | 0.68 | \$0 | -1 | 0 | -0.86 | -0.58 | -7.16 | 31 | 0 | 0.00 | 8.818773271 | \$0 | 0.68 | 0 | 2 | 1.36 | \$0 | -1 | 0 | |
| 64.0 | b | Gadsden | Eastside Dr | Owens St | S 11th St | 0.68 | 0.75 | A | 2.64 | C | LOS MET | LOS MET | -2.75 | -1.87 | -13.74 | 78 | 0 | 0.00 | 24.32904174 | \$0 | 0.68 | \$0 | -1 | 0 | -0.86 | -0.58 | -7.16 | 31 | 0 | 0.00 | 8.818773271 | \$0 | 0.68 | 0 | 2 | 1.36 | \$0 | -1 | 0 | |
| 68.0 | a | Gadsden | Ewing Ave | N 3rd St | N Albert Rains Blvd | 1.15 | 0.00 | A | 1.83 | B | LOS MET | LOS MET | -3.50 | -4.03 | -29.58 | 32 | 1 | 9.09 | -1.080003741 | \$0 | 1.15 | \$0 | -1 | 0 | -1.67 | -1.82 | -23.52 | 23 | 1 | 11.11 | -1.448740349 | \$0 | 1.15 | 90 | 0.2 | 0.23 | \$0 | -1 | 0 | |
| 68.0 | b | Gadsden | Ewing Ave | N 3rd St | N Albert Rains Blvd | 1.15 | 0.00 | A | 1.83 | B | LOS MET | LOS MET | -3.50 | -4.03 | -29.58 | 32 | 1 | 9.09 | -1.080003741 | \$0 | 1.15 | \$0 | -1 | 0 | -1.67 | -1.82 | -23.52 | 23 | 1 | 11.11 | -1.448740349 | \$0 | 1.15 | 90 | 0.2 | 0.23 | \$0 | -1 | 0 | |
| 69.0 | a | Gadsden | Fairview Road | Tabor Road | McNaron Dr | 1.67 | 1.74 | B | 3.11 | C | LOS MET | LOS MET | -1.76 | -2.94 | -21.60 | 11 | 1 | 9.09 | -5.490438779 | \$0 | 1.67 | \$0 | -1 | 0 | -0.39 | -0.65 | -7.98 | 3 | 1 | 11.11 | -1.677351558 | \$0 | 1.67 | 0 | 2 | 3.34 | \$0 | -1 | 0 | |
| 69.0 | b | Gadsden | Fairview Road | Tabor Road | McNaron Dr | 1.67 | 1.74 | B | 3.11 | C | LOS MET | LOS MET | -1.76 | -2.94 | -21.60 | 11 | 1 | 9.09 | -5.490438779 | \$0 | 1.67 | \$0 | -1 | 0 | -0.39 | -0.65 | -7.98 | 3 | 1 | 11.11 | -1.677351558 | \$0 | 1.67 | 0 | 2 | 3.34 | \$0 | -1 | 0 | |
| 70.0 | X a | Gadsden | Forrest Ave | N Franklin St | 29th Street | 1.44 | 2.79 | C | 2.63 | C | LOS MET | Existing/Programmed | -0.71 | -1.02 | -7.51 | 65 | 1 | 9.09 | 23.15247715 | \$0 | 1.44 | \$0 | -1 | 0 | -0.87 | -1.25 | -15.34 | 29 | 1 | 11.11 | 5.039153439 | \$0 | 1.44 | 100 | 0 | 0 | 0 | 0 | -1 | 0 |
| 70.0 | X b | Gadsden | Forrest Ave | N Franklin St | 29th Street | 1.44 | 2.79 | C | 2.63 | C | LOS MET | Existing/Programmed | -0.71 | -1.02 | -7.51 | 65 | 1 | 9.09 | 23.15247715 | \$0 | 1.44 | \$0 | -1 | 0 | -0.87 | -1.25 | -15.34 | 29 | 1 | 11.11 | 5.039153439 | \$0 | 1.44 | 100 | 0 | 0 | 0 | 0 | -1 | 0 |
| 71.0 | a | Gadsden | Gallant Road | Rocky Hollow Road | Smith Cir | 2.88 | 1.83 | B | 3.38 | C | LOS MET | LOS MET | -3.50 | -10.08 | -74.07 | 0 | 2 | 18.18 | -35.21885522 | \$0 | 2.88 | \$0 | -1 | 0 | -0.12 | -0.35 | -4.23 | 0 | 0 | 0.00 | -2.116402116 | \$0 | 2.88 | 0 | 2 | 5.76 | \$0 | -1 | 0 | |
| 71.0 | b | Gadsden | Gallant Road | Rocky Hollow Road | Smith Cir | 2.88 | 1.83 | B | 3.38 | C | LOS MET | LOS MET | -3.50 | -10.08 | -74.07 | 0 | 2 | 18.18 | -35.21885522 | \$0 | 2.88 | \$0 | -1 | 0 | -0.12 | -0.35 | -4.23 | 0 | 0 | 0.00 | -2.116402116 | \$0 | 2.88 | 0 | 2 | 5.76 | \$0 | -1 | 0 | |
| 72.0 | a | Gadsden | Gallant Road | Smith Cir | Causey Lane | 0.74 | 0.52 | A | 3.13 | C | LOS MET | LOS MET | -3.50 | -2.59 | -19.03 | 5 | 2 | 18.18 | -5.698279087 | \$0 | 0.74 | \$0 | -1 | 0 | -0.37 | -0.27 | -3.35 | 1 | 0 | 0.00 | -1.276709779 | \$0 | 0.74 | 0 | 2 | 1.48 | \$0 | -1 | 0 | |
| 72.0 | b | Gadsden | Gallant Road | Smith Cir | Causey Lane | 0.74 | 0.52 | A | 3.13 | C | LOS MET | LOS MET | -3.50 | -2.59 | -19.03 | 5 | 2 | 18.18 | -5.698279087 | \$0 | 0.74 | \$0 | -1 | 0 | -0.37 | -0.27 | -3.35 | 1 | 0 | 0.00 | -1.276709779 | \$0 | 0.74 | 0 | 2 | 1.48 | \$0 | -1 | 0 | |
| 73.0 | a | Gadsden | George Wallace Dr | State Hwy 759 | E Cherry St | 0.44 | 4.77 | E | 3.66 | D | DCSN | Existing/Programmed | 1.27 | 0.56 | 4.11 | 43 | 2 | 18.18 | 21.07138582 | \$1,034,084 | 0.44 | \$454,997 | 4.631102732 | 2 | 0.16 | 0.07 | 0.86 | 13 | 4 | 44.44 | 10.07556339 | \$0 | 0.44 | 100 | 0 | 0 | 0 | 0 | -1 | 0 |
| 73.0 | b | Gadsden | George Wallace Dr | State Hwy 759 | E Cherry St | 0.44 | 4.77 | E | 3.66 | D | DCSN | Existing/Programmed | 1.27 | 0.56 | 4.11 | 43 | 2 | 18.18 | 21.07138582 | \$1,034,084 | 0.44 | \$454,997 | 4.631102732 | 2 | 0.16 | 0.07 | 0.86 | 13 | 4 | 44.44 | 10.07556339 | \$0 | 0.44 | 100 | 0 | 0 | 0 | 0 | -1 | 0 |
| 74.0 | a | Gadsden | George Wallace Dr | Padenreich Ave | State Hwy 759 | 0.50 | 4.45 | D | 3.19 | C | DCSN | Existing/Programmed | 0.95 | 0.48 | 3.49 | 31 | 2 | 18.18 | 15.9634787 | \$1,034,084 | 0.50 | \$517,042 | 3.08746132 | 2 | 0.31 | -0.16 | -1.90 | 12 | 4 | 44.44 | 8.295247893 | \$0 | 0.50 | 100 | 0 | 0 | 0 | 0 | -1 | 0 |
| 74.0 | b | Gadsden | George Wallace Dr | Padenreich Ave | State Hwy 759 | 0.50 | 4.45 | D | 3.19 | C | DCSN | Existing/Programmed | 0.95 | 0.48 | 3.49 | 31 | 2 | 18.18 | 15.9634787 | \$1,034,084 | 0.50 | \$517,042 | 3.08746132 | 2 | 0.31 | -0.16 | -1.90 | 12 | 4 | 44.44 | 8.295247893 | \$0 | 0.50 | 100 | 0 | 0 | 0 | 0 | -1 | 0 |
| 87.0 | a | Glencoe | Green Valley Road | Rifle Range Road | Chastain Blvd | 0.87 | 1.74 | B | 3.41 | C | LOS MET | LOS MET | -1.76 | -1.53 | -11.25 | 15 | 2 | 18.18 | 2.192079525 | \$0 | 0.87 | \$0 | -1 | 0 | -0.09 | -0.08 | -0.96 | 3 | 0 | 0.00 | 0.720502646 | \$0 | 0.87 | 0 | 2 | 1.74 | \$0 | -1 | 0 | |
| 87.0 | b | Glencoe | Green Valley Road | Rifle Range Road | Chastain Blvd | 0.87 | 1.74 | B | 3.41 | C | LOS MET | LOS MET | -1.76 | -1.53 | -11.25 | 15 | 2 | 18.18 | 2.192079525 | \$0 | 0.87 | \$0 | -1 | 0 | -0.09 | -0.08 | -0.96 | 3 | 0 | 0.00 | 0.720502646 | \$0 | 0.87 | 0 | 2 | 1.74 | \$0 | -1 | 0 | |
| 92.0 | a | Gadsden | Hickory St | Van Del Blvd | Central Ave | 0.38 | 0.00 | A | 2.63 | C | LOS MET | LOS MET | -3.50 | -1.33 | -9.77 | 54 | 0 | 0.00 | 16.71316872 | \$0 | 0.38 | \$0 | -1 | 0 | -0.87 | -0.33 | -4.05 | 22 | 0 | 0.00 | 6.775455614 | \$0 | 0.38 | 0 | 2 | 0.76 | \$0 | -1 | 0 | |
| 92.0 | b | Gadsden | Hickory St | Van Del Blvd | Central Ave | 0.38 | 0.00 | A | 2.63 | C | LOS MET | LOS MET | -3.50 | -1.33 | -9.77 | 54 | 0 | 0.00 | 16.71316872 | \$0 | 0.38 | \$0 | -1 | 0 | -0.87 | -0.33 | -4.05 | 22 | 0 | 0.00 | 6.775455614 | \$0 | 0.38 | 0 | 2 | 0.76 | \$0 | -1 | 0 | |
| 93.0 | a | Gadsden | Highland Ave | Bellevue Dr | 0.27 mi E of Bellevue Dr | 0.27 | 1.33 | A | 2.85 | C | LOS MET | LOS MET | -2.17 | -0.59 | -4.31 | 51 | 0 | 0.00 | 18.24722222 | \$0 | 0.27 | \$0 | -1 | 0 | -0.65 | -0.18 | -2.15 | 11 | 0 | 0.00 | 3.32526455 | \$0 | 0.27 | 0 | 2 | 0.54 | \$0 | -1 | 0 | |
| 93.0 | b | Gadsden | Highland Ave | Bellevue Dr | 0.27 mi E of Bellevue Dr | 0.27 | 1.33 | A | 2.85 | C | LOS MET | LOS MET | -2.17 | -0.59 | -4.31 | 51 | 0 | 0.00 | 18.24722222 | \$0 | 0.27 | \$0 | -1 | 0 | -0.65 | -0.18 | -2.15 | 11 | 0 | 0.00 | 3.32526455 | \$0 | 0.27 | 0 | 2 | 0.54 | \$0 | -1 | 0 | |
| 94.0 | X a | Gadsden | Hoke St | Grant Ave | E Broad St | 0.21 | 0.41 | A | 2.10 | B | LOS MET | LOS MET | -3.09 | -0.65 | -4.77 | 36 | 0 | 0.00 | 12.01574074 | \$0 | 0.21 | \$0 | -1 | 0 | -1.16 | -0.24 | -2.98 | 19 | 0 | 0.00 | 6.108230453 | \$0 | 0.21 | 90 | 0.6 | 0.126 | \$0 | -1 | 0 | |
| 94.0 | X b | Gadsden | Hoke St | Grant Ave | E Broad St | 0.21 | 0.41 | A | 2.10 | B | LOS MET | LOS MET | -3.09 | -0.65 | -4.77 | 36 | 0 | 0.00 | 12.01574074 | \$0 | 0.21 | \$0 | -1 | 0 | -1.16 | -0.24 | -2.98 | 19 | 0 | 0.00 | 6.108230453 | \$0 | 0.21 | 50 | 0.6 | 0.126 | \$0 | -1 | 0 | |
| 94.1 | X a | Gadsden | Hoke St | Grant Ave | Litchfield Ave | 0.28 | 0.41 | A | 2.24 | B | LOS MET | Existing/Programmed | -2.87 | -0.80 | -5.9 | | | | | | | | | | | | | | | | | | | | | | | | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan
 Prioritization Results
 (pedestrian sort)



| Seg_ID | Town | Road Name | From | To | Len- gth (ft) | Bicycle LOS | | Pedestrian LOS | | Bike Facility Recommendation | Ped Facility Recommendation | Recommendation Comment | Bike Delta LOS (worse) | Segment Length x length | Delta x Length 100 | Demand Score 100 | Votes actual | Votes 100 | Benefit score | Per Mile Cost | Seg_Length | Project Cost | Benefit/Cost Index Score 112.024667 | Bike Tier | Ped Delta LOS (worse) | Delta x Length 100 | Delta x Length 8.16 | Demand Score 100 | Votes actual | Votes 100 | Benefit Score | Per Mile Cost one side | Seg_Length | Exist SW Coverage % | Sidewalk Need (Both sides) % | SW need miles both | Project Cost | Benefit/Cost Index Score 46.64525459 | Ped Tier |
|--------|------|--------------|----------------------|--------------------------|---------------------------|----------------|----------------|-------------------|----------------|---------------------------------|--------------------------------|---------------------------|------------------------------|-------------------------------|--------------------------|------------------------|-----------------|--------------|---------------|------------------|------------|-----------------|--|--------------|-----------------------------|--------------------------|---------------------------|------------------------|-----------------|--------------|---------------|------------------------------|------------|---------------------------|------------------------------------|--------------------------|-----------------|---|-------------|
| | | | | | | Score (0-7) | Grade (A-F) | Value (0-7) | Grade (A-F) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 122.1 | X a | Gadsden | N 6th St | Locust | Broad St | 0.08 | 1.18 | A | 2.29 | B | Existing/Programmed | Existing/Programmed | -0.05 | 0.00 | -0.03 | 58 | 0 | 0.00 | 23.18530276 | \$0 | 0.08 | \$0 | -1 | 0 | -0.23 | -0.02 | -0.23 | 36 | 0 | 0.00 | 14.28732118 | \$0 | 0.08 | 100 | 0.5 | 0.04 | \$0 | -1 | 0 |
| 122.1 | X b | Gadsden | N 6th St | Locust | Broad St | 0.08 | 3.45 | C | 3.27 | C | LOS MET | LOS MET | -0.05 | 0.00 | -0.03 | 58 | 0 | 0.00 | 23.18530276 | \$0 | 0.08 | \$0 | -1 | 0 | -0.23 | -0.02 | -0.23 | 36 | 0 | 0.00 | 14.28732118 | \$0 | 0.08 | 50 | 0.5 | 0.04 | \$0 | -1 | 0 |
| 123.0 | X a | Gadsden | N 7th St | Henry St | Broad St | 0.13 | 3.30 | C | 2.53 | C | LOS MET | Existing/Programmed | -0.20 | -0.03 | -0.19 | 62 | 0 | 0.00 | 24.70446796 | \$0 | 0.13 | \$0 | -1 | 0 | -0.64 | -0.08 | -1.02 | 36 | 0 | 0.00 | 13.89049579 | \$0 | 0.13 | 100 | 0.25 | 0.0325 | \$0 | -1 | 0 |
| 123.0 | X b | Gadsden | N 7th St | Henry St | Broad St | 0.13 | 3.30 | C | 2.86 | C | LOS MET | LOS MET | -0.20 | -0.03 | -0.19 | 62 | 0 | 0.00 | 24.70446796 | \$0 | 0.13 | \$0 | -1 | 0 | -0.64 | -0.08 | -1.02 | 36 | 0 | 0.00 | 13.89049579 | \$0 | 0.13 | 75 | 0.25 | 0.0325 | \$0 | -1 | 0 |
| 124.0 | X a | Gadsden | N 8th St | Mountain Brook Dr | Tuscaloosa Ave | 0.44 | 0.00 | A | 1.72 | B | LOS MET | Existing/Programmed | -3.50 | -1.54 | -1.13 | 47 | 0 | 0.00 | 13.14156379 | \$0 | 0.44 | \$0 | -1 | 0 | -1.78 | -0.78 | -9.59 | 12 | 0 | 0.00 | 0.003801685 | \$0 | 0.44 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 124.0 | X b | Gadsden | N 8th St | Mountain Brook Dr | Tuscaloosa Ave | 0.44 | 0.00 | A | 1.72 | B | LOS MET | Existing/Programmed | -3.50 | -1.54 | -1.13 | 47 | 0 | 0.00 | 13.14156379 | \$0 | 0.44 | \$0 | -1 | 0 | -1.78 | -0.78 | -9.59 | 12 | 0 | 0.00 | 0.003801685 | \$0 | 0.44 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 124.1 | X a | Gadsden | N 8th St | 0.27 mi E of Bellevue Dr | Mountain Brook Dr | 0.73 | 1.33 | A | 2.85 | C | LOS MET | LOS MET | -2.17 | -1.58 | -1.16 | 48 | 0 | 0.00 | 13.37952675 | \$0 | 0.73 | \$0 | -1 | 0 | -0.65 | -0.47 | -5.81 | 12 | 0 | 0.00 | 1.894233784 | \$0 | 0.73 | 0 | 2 | 1.46 | \$0 | -1 | 0 |
| 124.1 | X b | Gadsden | N 8th St | 0.27 mi E of Bellevue Dr | Mountain Brook Dr | 0.73 | 1.33 | A | 2.85 | C | LOS MET | LOS MET | -2.17 | -1.58 | -1.16 | 48 | 0 | 0.00 | 13.37952675 | \$0 | 0.73 | \$0 | -1 | 0 | -0.65 | -0.47 | -5.81 | 12 | 0 | 0.00 | 1.894233784 | \$0 | 0.73 | 0 | 2 | 1.46 | \$0 | -1 | 0 |
| 125.0 | X a | Gadsden | N 9th St | Meighan Blvd | Tuscaloosa Ave | 0.33 | 2.78 | C | 2.50 | B | LOS MET | Existing/Programmed | -0.72 | -0.24 | -1.75 | 60 | 0 | 0.00 | 23.12698413 | \$0 | 0.33 | \$0 | -1 | 0 | -1.00 | -0.33 | -4.04 | 22 | 0 | 0.00 | 6.779129924 | \$0 | 0.33 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 125.0 | X b | Gadsden | N 9th St | Meighan Blvd | Tuscaloosa Ave | 0.33 | 2.78 | C | 2.50 | B | LOS MET | Existing/Programmed | -0.72 | -0.24 | -1.75 | 60 | 0 | 0.00 | 23.12698413 | \$0 | 0.33 | \$0 | -1 | 0 | -1.00 | -0.33 | -4.04 | 22 | 0 | 0.00 | 6.779129924 | \$0 | 0.33 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 125.1 | X a | Gadsden | N 9th St | Chestnut Street | Meighan Blvd | 0.31 | 2.61 | C | 2.47 | B | LOS MET | LOS MET | -0.89 | -0.28 | -2.03 | 71 | 0 | 0.00 | 27.38625808 | \$0 | 0.31 | \$0 | -1 | 0 | -1.03 | -0.32 | -3.91 | 29 | 0 | 0.00 | 9.64655105 | \$0 | 0.31 | 85 | 0.15 | 0.0465 | \$0 | -1 | 0 |
| 125.1 | X b | Gadsden | N 9th St | Chestnut Street | Meighan Blvd | 0.31 | 2.61 | C | 2.02 | B | LOS MET | Existing/Programmed | -0.89 | -0.28 | -2.03 | 71 | 0 | 0.00 | 27.38625808 | \$0 | 0.31 | \$0 | -1 | 0 | -1.03 | -0.32 | -3.91 | 29 | 0 | 0.00 | 9.64655105 | \$0 | 0.31 | 100 | 0.15 | 0.0465 | \$0 | -1 | 0 |
| 128.0 | a | Glencoe | N College St | Chastain Blvd | 0.39 mi W of Pineview Ave | 1.01 | 2.38 | B | 3.10 | C | LOS MET | LOS MET | -1.12 | -1.13 | -8.31 | 36 | 0 | 0.00 | 10.2436214 | \$0 | 1.01 | \$0 | -1 | 0 | -0.40 | -0.40 | -4.95 | 30 | 0 | 0.00 | 9.525965119 | \$0 | 1.01 | 0 | 2 | 2.02 | \$0 | -1 | 0 |
| 128.0 | b | Glencoe | N College St | Chastain Blvd | 0.39 mi W of Pineview Ave | 1.01 | 2.38 | B | 3.10 | C | LOS MET | LOS MET | -1.12 | -1.13 | -8.31 | 36 | 0 | 0.00 | 10.2436214 | \$0 | 1.01 | \$0 | -1 | 0 | -0.40 | -0.40 | -4.95 | 30 | 0 | 0.00 | 9.525965119 | \$0 | 1.01 | 0 | 2 | 2.02 | \$0 | -1 | 0 |
| 129.0 | a | Gadsden | Noccalula Dr | Noccalula Road | Jones Cir | 2.76 | 2.65 | C | 3.43 | C | LOS MET | LOS MET | -0.85 | -2.35 | -17.24 | 14 | 1 | 9.09 | -2.110838544 | \$0 | 2.76 | \$0 | -1 | 0 | -0.07 | -0.19 | -2.37 | 6 | 1 | 11.11 | 2.327983539 | \$0 | 2.76 | 0 | 2 | 5.52 | \$0 | -1 | 0 |
| 129.0 | b | Gadsden | Noccalula Dr | Noccalula Road | Jones Cir | 2.76 | 2.65 | C | 3.43 | C | LOS MET | LOS MET | -0.85 | -2.35 | -17.24 | 14 | 1 | 9.09 | -2.110838544 | \$0 | 2.76 | \$0 | -1 | 0 | -0.07 | -0.19 | -2.37 | 6 | 1 | 11.11 | 2.327983539 | \$0 | 2.76 | 0 | 2 | 5.52 | \$0 | -1 | 0 |
| 134.0 | X a | Gadsden | Nunnally Ave | Paden Road | Margaret | 0.59 | 1.61 | B | 2.96 | C | LOS MET | LOS MET | -1.89 | -1.12 | -8.19 | 15 | 0 | 0.00 | 1.902777778 | \$0 | 0.59 | \$0 | -1 | 0 | -0.54 | -0.32 | -3.90 | 0 | 0 | 0.00 | -1.951058201 | \$0 | 0.59 | 0 | 2 | 1.18 | \$0 | -1 | 0 |
| 134.0 | X b | Gadsden | Nunnally Ave | Paden Road | Margaret | 0.59 | 1.61 | B | 2.96 | C | LOS MET | LOS MET | -1.89 | -1.12 | -8.19 | 15 | 0 | 0.00 | 1.902777778 | \$0 | 0.59 | \$0 | -1 | 0 | -0.54 | -0.32 | -3.90 | 0 | 0 | 0.00 | -1.951058201 | \$0 | 0.59 | 0 | 2 | 1.18 | \$0 | -1 | 0 |
| 134.1 | X a | Gadsden | Nunnally Ave | Paden Road | Margaret | 0.51 | 1.30 | A | 2.76 | C | LOS MET | LOS MET | -2.20 | -1.12 | -8.25 | 16 | 0 | 0.00 | 2.277425044 | \$0 | 0.51 | \$0 | -1 | 0 | -0.74 | -0.38 | -4.62 | 0 | 0 | 0.00 | -2.31140506 | \$0 | 0.51 | 0 | 2 | 1.02 | \$0 | -1 | 0 |
| 134.1 | X b | Gadsden | Nunnally Ave | Paden Road | Margaret | 0.51 | 1.30 | A | 2.76 | C | LOS MET | LOS MET | -2.20 | -1.12 | -8.25 | 16 | 0 | 0.00 | 2.277425044 | \$0 | 0.51 | \$0 | -1 | 0 | -0.74 | -0.38 | -4.62 | 0 | 0 | 0.00 | -2.31140506 | \$0 | 0.51 | 0 | 2 | 1.02 | \$0 | -1 | 0 |
| 135.0 | a | Gadsden | Paden Road | 0.12 mi SE of Farm Road | Nunnally Ave | 0.47 | 1.90 | B | 3.15 | C | LOS MET | LOS MET | -1.60 | -0.75 | -5.53 | 8 | 0 | 0.00 | 0.436919459 | \$0 | 0.47 | \$0 | -1 | 0 | -0.35 | -0.16 | -2.01 | 0 | 0 | 0.00 | -1.007373114 | \$0 | 0.47 | 0 | 2 | 0.94 | \$0 | -1 | 0 |
| 135.0 | b | Gadsden | Paden Road | 0.12 mi SE of Farm Road | Nunnally Ave | 0.47 | 1.90 | B | 3.15 | C | LOS MET | LOS MET | -1.60 | -0.75 | -5.53 | 8 | 0 | 0.00 | 0.436919459 | \$0 | 0.47 | \$0 | -1 | 0 | -0.35 | -0.16 | -2.01 | 0 | 0 | 0.00 | -1.007373114 | \$0 | 0.47 | 0 | 2 | 0.94 | \$0 | -1 | 0 |
| 137 | a | Gadsden | Paden Road | Unnamed Road | 0.12 mi SE of Farm Road | 0.22 | 1.54 | B | 3.07 | C | LOS MET | LOS MET | -1.96 | -0.43 | -3.17 | 4 | 0 | 0.00 | 0.01563786 | \$0 | 0.22 | \$0 | -1 | 0 | -0.43 | -0.09 | -1.16 | 0 | 0 | 0.00 | -0.579316089 | \$0 | 0.22 | 0 | 2 | 0.44 | \$0 | -1 | 0 |
| 137 | b | Gadsden | Paden Road | Unnamed Road | 0.12 mi SE of Farm Road | 0.22 | 1.54 | B | 3.07 | C | LOS MET | LOS MET | -1.96 | -0.43 | -3.17 | 4 | 0 | 0.00 | 0.01563786 | \$0 | 0.22 | \$0 | -1 | 0 | -0.43 | -0.09 | -1.16 | 0 | 0 | 0.00 | -0.579316089 | \$0 | 0.22 | 0 | 2 | 0.44 | \$0 | -1 | 0 |
| 143 | a | Attalla | Pleasant Valley Road | Lee St SE | 3rd St SW | 0.63 | 0.95 | A | 3.15 | C | LOS MET | LOS MET | -2.55 | -1.61 | -11.81 | 1 | 5 | 45.45 | -0.957323232 | \$0 | 0.63 | \$0 | -1 | 0 | -0.35 | -0.22 | -2.70 | 0 | 1 | 11.11 | -0.239197531 | \$0 | 0.63 | 0 | 2 | 1.26 | \$0 | -1 | 0 |
| 143 | b | Attalla | Pleasant Valley Road | Lee St SE | 3rd St SW | 0.63 | 0.95 | A | 3.15 | C | LOS MET | LOS MET | -2.55 | -1.61 | -11.81 | 1 | 5 | 45.45 | -0.957323232 | \$0 | 0.63 | \$0 | -1 | 0 | -0.35 | -0.22 | -2.70 | 0 | 1 | 11.11 | -0.239197531 | \$0 | 0.63 | 0 | 2 | 1.26 | \$0 | -1 | 0 |
| 152 | a | Rainbow City | Pleasant Valley Road | I-59 | Old Pleasant Valley Road | 0.67 | 2.12 | B | 3.44 | C | LOS MET | LOS MET | -1.38 | -0.92 | -6.79 | 0 | 3 | 27.27 | -0.669993587 | \$0 | 0.67 | \$0 | -1 | 0 | -0.06 | -0.04 | -0.49 | 0 | 1 | 11.11 | 0.864932393 | \$0 | 0.67 | 0 | 2 | 1.34 | \$0 | -1 | 0 |
| 152 | b | Rainbow City | Pleasant Valley Road | I-59 | Old Pleasant Valley Road | 0.67 | 2.12 | B | 3.44 | C | LOS MET | LOS MET | -1.38 | -0.92 | -6.79 | 0 | 3 | 27.27 | -0.669993587 | \$0 | 0.67 | \$0 | -1 | 0 | -0.06 | -0.04 | -0.49 | 0 | 1 | 11.11 | 0.864932393 | \$0 | 0.67 | 0 | 2 | 1.34 | \$0 | -1 | 0 |
| 153 | a | Hokes Bluff | Posey Road | US Hwy 278 E | Centre Road | 2.07 | 2.17 | B | 3.20 | C | LOS MET | LOS MET | -1.33 | -2.75 | -20.23 | 10 | 0 | 0.00 | -6.115740741 | \$0 | 2.07 | \$0 | -1 | 0 | -0.30 | -0.62 | -7.61 | 0 | 0 | 0.00 | -3.802910053 | \$0 | 2.07 | 0 | 2 | 4.14 | \$0 | -1 | 0 |
| 153 | b | Hokes Bluff | Posey Road | US Hwy 278 E | Centre Road | 2.07 | 2.17 | B | 3.20 | C | LOS MET | LOS MET | -1.33 | -2.75 | -20.23 | 10 | 0 | 0.00 | -6.115740741 | \$0 | 2.07 | \$0 | -1 | 0 | -0.30 | -0.62 | -7.61 | 0 | 0 | 0.00 | -3.802910053 | \$0 | 2.07 | 0 | 2 | 4.14 | \$0 | -1 | 0 |
| 154 | a | Gadsden | Rabbit Town Road | Ford Valley Road | Colvin Gap Road | 0.95 | 1.60 | B | 3.10 | C | LOS MET | LOS MET | -1.90 | -1.81 | -13.26 | 0 | 4 | 36.36 | -2.995764524 | \$0 | 0.95 | \$0 | -1 | 0 | -0.40 | -0.38 | -4.65 | 0 | 0 | 0.00 | -2.327062512 | \$0 | 0.95 | 0 | 2 | 1.19 | \$0 | -1 | 0 |
| 154 | b | Gadsden | Rabbit Town Road | Ford Valley Road | Colvin Gap Road | 0.95 | 1.60 | B | 3.10 | C | LOS MET | LOS MET | -1.90 | -1.81 | -13.26 | 0 | 4 | 36.36 | -2.995764524 | \$0 | 0.95 | \$0 | -1 | 0 | -0.40 | -0.3 | | | | | | | | | | | | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan
Prioritization Results
(pedestrian sort)



| Seg_ID | Town | Road Name | From | To | Len- gth (ft) | Bicycle LOS | | Pedestrian LOS | | Bike Facility Recommendation | Ped Facility Recommendation | Recommendation Comment | Bike Delta LOS (worse) | Segment Length x length | Delta x Length 100 | Demand Score 100 | Votes actual | Votes 100 | Benefit score | Per Mile Cost | Seg_Length | Project Cost | Benefit/Cost Index Score 112.024867 | Bike Tier | Ped Delta LOS (worse) | Delta x Length 100 | Delta x Length 8.16 | Demand Score 100 | Votes actual | Votes 100 | Benefit Score | Per Mile Cost one side | Seg_Length | Exist SW Coverage % one side | Sidewalk Need (Both sides) % both | SW need miles both | Project Cost | Benefit/Cost Index Score 46.6425459 | Ped Tier | | |
|--------|------|------------------|---------------------|-------------------------|----------------------|-----------------|-----------------|-------------------|-----------------|---------------------------------|--------------------------------|---------------------------|------------------------------|-------------------------------|--------------------------|------------------------|-----------------|--------------|---------------|------------------|-------------|-----------------|--|--------------|-----------------------------|--------------------------|---------------------------|------------------------|-----------------|--------------|---------------|------------------------------|------------|---------------------------------------|--|--------------------------|-----------------|--|-------------|---|---|
| | | | | | | Score (0..7) | Grade (A..F) | Value (0..7) | Grade (A..F) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 181.0 | X b | Gadsden | S 7th St | Chestnut St | Broad St | 0.07 | 2.85 | C | 2.52 | C | LOS MET | Existing/Programmed | | -0.65 | -0.05 | -0.33 | 68 | 0 | 0.00 | 27.03281893 | \$0 | 0.07 | \$0 | -1 | 0 | -0.88 | -0.07 | -0.84 | 32 | 0 | 0.00 | 12.37990398 | \$0 | 0.07 | 100 | 0 | 0 | \$0 | -1 | 0 | |
| 181.1 | X a | Gadsden | S 7th St | Walnut St | Chestnut | 0.18 | 2.59 | C | 2.47 | B | LOS MET | Existing/Programmed | | -0.91 | -0.16 | -1.20 | 66 | 0 | 0.00 | 25.79814815 | \$0 | 0.18 | \$0 | -1 | 0 | -0.03 | -0.01 | -0.07 | 39 | 0 | 0.00 | 15.56693122 | \$0 | 0.18 | 100 | 1 | 0.18 | \$0 | -1 | 0 | |
| 181.1 | X b | Gadsden | S 7th St | Walnut St | Chestnut | 0.18 | 2.59 | C | 3.47 | C | LOS MET | LOS MET | | -0.91 | -0.16 | -1.20 | 66 | 0 | 0.00 | 25.79814815 | \$0 | 0.18 | \$0 | -1 | 0 | -0.03 | -0.01 | -0.07 | 39 | 0 | 0.00 | 15.56693122 | \$0 | 0.18 | 100 | 1 | 0.18 | \$0 | -1 | 0 | |
| 183.0 | a | Gadsden | Sand Valley Road | US Hwy 431 | Brans Chapel Road | 1.86 | 0.41 | A | 2.88 | C | LOS MET | LOS MET | | -3.09 | -5.75 | -42.24 | 0 | 0 | 0.00 | -21.11772487 | \$0 | 1.86 | \$0 | -1 | 0 | -0.62 | -1.15 | -14.12 | 0 | 0 | 0.00 | -7.06202234 | \$0 | 1.86 | 0 | 2 | 3.72 | \$0 | -1 | 0 | |
| 183.0 | b | Gadsden | Sand Valley Road | US Hwy 431 | Brans Chapel Road | 1.86 | 0.41 | A | 2.88 | C | LOS MET | LOS MET | | -3.09 | -5.75 | -42.24 | 0 | 0 | 0.00 | -21.11772487 | \$0 | 1.86 | \$0 | -1 | 0 | -0.62 | -1.15 | -14.12 | 0 | 0 | 0.00 | -7.06202234 | \$0 | 1.86 | 0 | 2 | 3.72 | \$0 | -1 | 0 | |
| 184.0 | a | Mountainboro | Sand Valley Road | Cox Gap Road | Horton Gap Road | 4.77 | 2.23 | B | 3.13 | C | LOS MET | LOS MET | | -1.27 | -6.06 | -44.52 | 0 | 2 | 18.18 | -20.44041607 | \$0 | 4.77 | \$0 | -1 | 0 | -0.37 | -1.76 | -21.62 | 0 | 0 | 0.00 | -10.8079806 | \$0 | 4.77 | 0 | 2 | 9.54 | \$0 | -1 | 0 | |
| 184.0 | b | Mountainboro | Sand Valley Road | Cox Gap Road | Horton Gap Road | 4.77 | 2.23 | B | 3.13 | C | LOS MET | LOS MET | | -1.27 | -6.06 | -44.52 | 0 | 2 | 18.18 | -20.44041607 | \$0 | 4.77 | \$0 | -1 | 0 | -0.37 | -1.76 | -21.62 | 0 | 0 | 0.00 | -10.8079806 | \$0 | 4.77 | 0 | 2 | 9.54 | \$0 | -1 | 0 | |
| 185.0 | a | Wills Valley | Sand Valley Road | Brans Chapel Road | Cox Gap Road | 2.37 | 2.23 | B | 3.13 | C | LOS MET | LOS MET | | -1.27 | -3.01 | -22.12 | 0 | 2 | 18.18 | -9.241121533 | \$0 | 2.37 | \$0 | -1 | 0 | -0.37 | -0.88 | -10.74 | 0 | 0 | 0.00 | -5.370002939 | \$0 | 2.37 | 0 | 2 | 4.74 | \$0 | -1 | 0 | |
| 185.0 | b | Wills Valley | Sand Valley Road | Brans Chapel Road | Cox Gap Road | 2.37 | 2.23 | B | 3.13 | C | LOS MET | LOS MET | | -1.27 | -3.01 | -22.12 | 0 | 2 | 18.18 | -9.241121533 | \$0 | 2.37 | \$0 | -1 | 0 | -0.37 | -0.88 | -10.74 | 0 | 0 | 0.00 | -5.370002939 | \$0 | 2.37 | 0 | 2 | 4.74 | \$0 | -1 | 0 | |
| 186.0 | a | Lookout Mountain | Scenic Hwy | McNaron Dr | Mt Pisgah Road | 5.19 | 1.02 | A | 2.81 | C | LOS MET | LOS MET | | -2.48 | -12.87 | -94.59 | 5 | 1 | 9.09 | -44.38367805 | \$0 | 5.19 | \$0 | -1 | 0 | -0.69 | -3.58 | -43.86 | 2 | 1 | 11.11 | -20.01900353 | \$0 | 5.19 | 0 | 2 | 10.38 | \$0 | -1 | 0 | |
| 186.0 | b | Lookout Mountain | Scenic Hwy | McNaron Dr | Mt Pisgah Road | 5.19 | 1.02 | A | 2.81 | C | LOS MET | LOS MET | | -2.48 | -12.87 | -94.59 | 5 | 1 | 9.09 | -44.38367805 | \$0 | 5.19 | \$0 | -1 | 0 | -0.69 | -3.58 | -43.86 | 2 | 1 | 11.11 | -20.01900353 | \$0 | 5.19 | 0 | 2 | 10.38 | \$0 | -1 | 0 | |
| 191.0 | a | Rainbow City | Steele Station Road | County line | Pleasant Valley Road | 3.03 | 0.87 | A | 2.94 | C | LOS MET | LOS MET | | -2.63 | -7.97 | -58.56 | 0 | 2 | 18.18 | -27.462021 | \$0 | 3.03 | \$0 | -1 | 0 | -0.56 | -1.70 | -20.78 | 0 | 2 | 22.22 | -8.16872428 | \$0 | 3.03 | 0 | 2 | 6.06 | \$0 | -1 | 0 | |
| 191.0 | b | Rainbow City | Steele Station Road | County line | Pleasant Valley Road | 3.03 | 0.87 | A | 2.94 | C | LOS MET | LOS MET | | -2.63 | -7.97 | -58.56 | 0 | 2 | 18.18 | -27.462021 | \$0 | 3.03 | \$0 | -1 | 0 | -0.56 | -1.70 | -20.78 | 0 | 2 | 22.22 | -8.16872428 | \$0 | 3.03 | 0 | 2 | 6.06 | \$0 | -1 | 0 | |
| 193.1 | X a | Gadsden | Steele Station Road | Westminster Dr. | Natco | 0.61 | 2.96 | C | 3.49 | C | LOS MET | LOS MET | | -0.54 | -0.33 | -2.42 | 16 | 0 | 0.00 | 5.18968254 | \$0 | 0.61 | \$0 | -1 | 0 | -0.01 | -0.01 | -0.07 | 0 | 0 | 0.00 | -0.037355477 | \$0 | 0.61 | 0 | 2 | 1.22 | \$0 | -1 | 0 | |
| 193.1 | X b | Gadsden | Steele Station Road | Westminster Dr. | Natco | 0.61 | 2.96 | C | 3.49 | C | LOS MET | LOS MET | | -0.54 | -0.33 | -2.42 | 16 | 0 | 0.00 | 5.18968254 | \$0 | 0.61 | \$0 | -1 | 0 | -0.01 | -0.01 | -0.07 | 0 | 0 | 0.00 | -0.037355477 | \$0 | 0.61 | 0 | 2 | 1.22 | \$0 | -1 | 0 | |
| 198.0 | a | Lookout Mountain | Tabor Road | Winningham Dr | Alverson Road | 4.26 | 0.82 | A | 3.16 | C | LOS MET | LOS MET | | -2.68 | -11.42 | -83.90 | 0 | 2 | 18.18 | -40.1306718 | \$0 | 4.26 | \$0 | -1 | 0 | -0.34 | -1.45 | -17.74 | 0 | 2 | 22.22 | -6.647560259 | \$0 | 4.26 | 0 | 2 | 8.52 | \$0 | -1 | 0 | |
| 198.0 | b | Lookout Mountain | Tabor Road | Winningham Dr | Alverson Road | 4.26 | 0.82 | A | 3.16 | C | LOS MET | LOS MET | | -2.68 | -11.42 | -83.90 | 0 | 2 | 18.18 | -40.1306718 | \$0 | 4.26 | \$0 | -1 | 0 | -0.34 | -1.45 | -17.74 | 0 | 2 | 22.22 | -6.647560259 | \$0 | 4.26 | 0 | 2 | 8.52 | \$0 | -1 | 0 | |
| 199.0 | X a | Gadsden | Tidmore Bend Road | Ewing Ave | 0.3 W of Delliah | 0.35 | 4.11 | D | 3.03 | C | Add Shoulder 3 | Existing/Programmed | 11/4 gets BLOS to 2.8 | 0.61 | 0.21 | 1.57 | 14 | 0 | 0.00 | 6.384465021 | \$1,402,659 | \$490,931 | 1,300,482,262 | 3 | 0 | -0.47 | -0.16 | -2.01 | 3 | 0 | 0.00 | 0.19262886 | \$0 | 0.35 | 100 | 0 | 0 | 0 | 0 | 0 | 0 |
| 199.0 | X b | Gadsden | Tidmore Bend Road | Ewing Ave | 0.3 W of Delliah | 0.35 | 4.11 | D | 3.03 | C | Existing/Programmed | 11/4 gets BLOS to 2.8 | 0.61 | 0.21 | 1.57 | 14 | 0 | 0.00 | 6.384465021 | \$1,402,659 | \$490,931 | 1,300,482,262 | 3 | 0 | -0.47 | -0.16 | -2.01 | 3 | 0 | 0.00 | 0.19262886 | \$0 | 0.35 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 200.0 | a | Gadsden | Tidmore Bend Road | Delliah St | Hooks Lake Road | 0.36 | 1.74 | B | 3.09 | C | LOS MET | LOS MET | | -1.76 | -0.63 | -4.66 | 17 | 0 | 0.00 | 4.471957672 | \$0 | 0.36 | \$0 | -1 | 0 | -0.41 | -0.15 | -1.81 | 3 | 0 | 0.00 | 0.296119929 | \$0 | 0.36 | 0 | 2 | 0.72 | \$0 | -1 | 0 | |
| 200.0 | b | Gadsden | Tidmore Bend Road | Delliah St | Hooks Lake Road | 0.36 | 1.74 | B | 3.09 | C | LOS MET | LOS MET | | -1.76 | -0.63 | -4.66 | 17 | 0 | 0.00 | 4.471957672 | \$0 | 0.36 | \$0 | -1 | 0 | -0.41 | -0.15 | -1.81 | 3 | 0 | 0.00 | 0.296119929 | \$0 | 0.36 | 0 | 2 | 0.72 | \$0 | -1 | 0 | |
| 205.0 | X a | Gadsden | Tuscaloosa Ave | N 12th St | N 11th St | 0.42 | 0.42 | A | 1.87 | B | LOS MET | Existing/Programmed | | -3.08 | -1.29 | -9.51 | 63 | 0 | 0.00 | 20.44691358 | \$0 | 0.42 | \$0 | -1 | 0 | -0.92 | -0.38 | -4.73 | 22 | 0 | 0.00 | 6.433744856 | \$0 | 0.42 | 100 | 1 | 0.42 | \$0 | -1 | 0 | |
| 205.0 | X b | Gadsden | Tuscaloosa Ave | N 12th St | N 11th St | 0.42 | 0.42 | A | 2.58 | C | LOS MET | LOS MET | | -3.08 | -1.29 | -9.51 | 63 | 0 | 0.00 | 20.44691358 | \$0 | 0.42 | \$0 | -1 | 0 | -0.92 | -0.38 | -4.73 | 22 | 0 | 0.00 | 6.433744856 | \$0 | 0.42 | 0 | 1 | 0.42 | \$0 | -1 | 0 | |
| 205.1 | X a | Gadsden | Tuscaloosa Ave | N 11th Street | Henry St | 0.48 | 0.62 | A | 1.52 | B | LOS MET | Existing/Programmed | | -2.88 | -1.38 | -10.16 | 55 | 0 | 0.00 | 16.92063492 | \$0 | 0.48 | \$0 | -1 | 0 | -1.38 | -0.95 | -11.64 | 12 | 0 | 0.00 | -1.02010582 | \$0 | 0.48 | 100 | 0 | 0 | 0 | 0 | 0 | 0 |
| 205.1 | X b | Gadsden | Tuscaloosa Ave | N 11th Street | Henry St | 0.48 | 0.62 | A | 1.52 | B | LOS MET | Existing/Programmed | | -2.88 | -1.38 | -10.16 | 55 | 0 | 0.00 | 16.92063492 | \$0 | 0.48 | \$0 | -1 | 0 | -1.38 | -0.95 | -11.64 | 12 | 0 | 0.00 | -1.02010582 | \$0 | 0.48 | 100 | 0 | 0 | 0 | 0 | 0 | 0 |
| 205.2 | X a | Gadsden | Tuscaloosa Ave | Henry St | N 6th St | 0.18 | 1.33 | A | 2.19 | B | LOS MET | Existing/Programmed | | -2.17 | -0.39 | -2.87 | 50 | 0 | 0.00 | 18.56481481 | \$0 | 0.18 | \$0 | -1 | 0 | -1.31 | -0.24 | -2.89 | 13 | 0 | 0.00 | 3.755996473 | \$0 | 0.18 | 100 | 0 | 0 | 0 | 0 | 0 | 0 |
| 205.2 | X b | Gadsden | Tuscaloosa Ave | Henry St | N 6th St | 0.18 | 1.33 | A | 2.19 | B | LOS MET | Existing/Programmed | | -2.17 | -0.39 | -2.87 | 50 | 0 | 0.00 | 18.56481481 | \$0 | 0.18 | \$0 | -1 | 0 | -1.31 | -0.24 | -2.89 | 13 | 0 | 0.00 | 3.755996473 | \$0 | 0.18 | 100 | 0 | 0 | 0 | 0 | 0 | 0 |
| 206.0 | a | Gadsden | Tuscaloosa Ave | N 6th St | N 3rd St | 0.52 | 0.42 | A | 2.18 | B | LOS MET | LOS MET | | -3.08 | -1.60 | -11.77 | 47 | 0 | 0.00 | 12.91522634 | \$0 | 0.52 | \$0 | -1 | 0 | -1.32 | -0.68 | -8.41 | 27 | 0 | 0.00 | 6.596590241 | \$0 | 0.52 | 50 | 1 | 0.52 | \$0 | -1 | 0 | |
| 206.0 | b | Gadsden | Tuscaloosa Ave | N 6th St | N 3rd St | 0.52 | 0.42 | A | 2.18 | B | LOS MET | LOS MET | | -3.08 | -1.60 | -11.77 | 47 | 0 | 0.00 | 12.91522634 | \$0 | 0.52 | \$0 | -1 | 0 | -1.32 | -0.68 | -8.41 | 27 | 0 | 0.00 | 6.596590241 | \$0 | 0.52 | 50 | 1 | 0.52 | \$0 | -1 | 0 | |
| 212.0 | a | Hokes Bluff | Old US Hwy 278 E | Unnamed Road (Dead End) | Oakwood Dr | 2.96 | 1.49 | A | 3.48 | C | LOS MET | LOS MET | | -2.01 | -5.95 | -43.72 | 18 | 3 | 27.27 | -11.93339747 | \$0 | 2.96 | \$0 | -1 | 0 | -0.02 | -0.06 | -0.73 | 6 | 3 | 33.33 | 5.370801489 | \$0 | 2.96 | 0 | 2 | 5.92 | \$0 | -1 | 0 | |
| 212.0 | b | Hokes Bluff | Old US Hwy 278 E | Unnamed Road (Dead End) | Oakwood Dr | 2.96 | 1.49 | A | 3.48 | C | LOS MET | LOS MET | | -2.01 | -5.95 | -43.72 | 18 | 3 | 27.27 | -11.93339747 | \$0 | 2.96 | \$0 | -1 | 0 | -0.02 | -0.06 | -0.73 | 6 | 3 | 33.33 | 5.370801489 | \$0 | 2.96 | 0 | | | | | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan
(pedestrian sort)

Prioritization Results



| Seg_ID | Town | Road Name | From | To | Length (Ls) (mi) | Bicycle LOS | | Pedestrian LOS | | Bike Facility Recommendation | Ped Facility Recommendation | Recommendation Comment | Bike Delta LOS (worse) | Segment Length x length | Delta x Length 100 | Demand Score 100 | Votes actual | Votes 100 | Benefit score | Per Mile Cost | Seg_Length | Project Cost | Benefit/Cost Index Score 112.1204867 | Bike Tier | Ped Delta LOS (worse) | Delta x Length 100 | Delta x Length 100 | Demand Score 100 | Votes actual | Votes 100 | Benefit Score | Per Mile Cost one side | Seg_Length | Exist SW Coverage % one side | Sidewalk Need (Both sides) % both | SW need miles both | Project Cost | Benefit/Cost Index Score 46.64525459 | Ped Tier |
|--------|------|---------------|------------------|----------------------|------------------|--------------|--------------|----------------|--------------|------------------------------|-----------------------------|------------------------|------------------------|-------------------------|--------------------|------------------|--------------|-----------|---------------|---------------|------------|--------------|--------------------------------------|-----------|-----------------------|--------------------|--------------------|------------------|--------------|-----------|---------------|------------------------|------------|------------------------------|-----------------------------------|--------------------|--------------|--------------------------------------|----------|
| | | | | | | Score (0..7) | Grade (A..F) | Value (0..7) | Grade (A..F) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 266.0 | a | Owens St. | Eastside Drive | Subdivision Entrance | 0.25 | 2.25 | B | 2.89 | C | LOS MET | LOS MET | | -1.25 | -0.31 | -2.30 | 73 | 0 | 0.00 | 28.05177837 | \$0 | 0.25 | \$0 | -1 | 0 | -0.61 | -0.15 | -1.87 | 28 | 0 | 0.00 | 10.26611307 | \$0 | 0.25 | 0 | 2 | 0.5 | \$0 | -1 | 0 |
| 266.0 | b | Owens St. | Eastside Drive | Subdivision Entrance | 0.25 | 2.25 | B | 2.89 | C | LOS MET | LOS MET | | -1.25 | -0.31 | -2.30 | 73 | 0 | 0.00 | 28.05177837 | \$0 | 0.25 | \$0 | -1 | 0 | -0.61 | -0.15 | -1.87 | 28 | 0 | 0.00 | 10.26611307 | \$0 | 0.25 | 0 | 2 | 0.5 | \$0 | -1 | 0 |
| 267.0 | X a | Dan's (Owens) | Eastside Drive | Black Creek Pkwy | 0.84 | 0.75 | A | 2.64 | C | LOS MET | LOS MET | | -2.75 | -2.31 | -16.98 | 76 | 0 | 0.00 | 21.91234568 | \$0 | 0.84 | \$0 | -1 | 0 | -0.86 | -0.72 | -8.85 | 81 | 0 | 0.00 | 27.97613169 | \$0 | 0.84 | 0 | 2 | 1.68 | \$0 | -1 | 0 |
| 267.0 | X b | Dan's (Owens) | Eastside Drive | Black Creek Pkwy | 0.84 | 0.75 | A | 2.64 | C | LOS MET | LOS MET | | -2.75 | -2.31 | -16.98 | 76 | 0 | 0.00 | 21.91234568 | \$0 | 0.84 | \$0 | -1 | 0 | -0.86 | -0.72 | -8.85 | 81 | 0 | 0.00 | 27.97613169 | \$0 | 0.84 | 0 | 2 | 1.68 | \$0 | -1 | 0 |
| 267.1 | X a | Wills Creek | Sutton Bridge Rd | Black Creek Pkwy | 0.31 | 0.84 | A | 3.26 | C | LOS MET | LOS MET | | -2.66 | -0.82 | -6.06 | 64 | 0 | 0.00 | 22.57016461 | \$0 | 0.31 | \$0 | -1 | 0 | -0.24 | -0.07 | -0.91 | 28 | 0 | 0.00 | 10.74438566 | \$0 | 0.31 | 0 | 2 | 0.62 | \$0 | -1 | 0 |
| 267.1 | X b | Wills Creek | Sutton Bridge Rd | Black Creek Pkwy | 0.31 | 0.84 | A | 3.26 | C | LOS MET | LOS MET | | -2.66 | -0.82 | -6.06 | 64 | 0 | 0.00 | 22.57016461 | \$0 | 0.31 | \$0 | -1 | 0 | -0.24 | -0.07 | -0.91 | 28 | 0 | 0.00 | 10.74438566 | \$0 | 0.31 | 0 | 2 | 0.62 | \$0 | -1 | 0 |
| 271.0 | a | Service Road | Willene Ave | Chastain Blvd | 0.1 | 1.17 | A | 2.79 | C | LOS MET | LOS MET | | -2.33 | -0.23 | -1.71 | 26 | 0 | 0.00 | 9.543885949 | \$0 | 0.10 | \$0 | -1 | 0 | -0.71 | -0.07 | -0.87 | 22 | 0 | 0.00 | 8.365206741 | \$0 | 0.10 | 0 | 2 | 0.2 | \$0 | -1 | 0 |
| 271.0 | b | Service Road | Willene Ave | Chastain Blvd | 0.1 | 1.17 | A | 2.79 | C | LOS MET | LOS MET | | -2.33 | -0.23 | -1.71 | 26 | 0 | 0.00 | 9.543885949 | \$0 | 0.10 | \$0 | -1 | 0 | -0.71 | -0.07 | -0.87 | 22 | 0 | 0.00 | 8.365206741 | \$0 | 0.10 | 0 | 2 | 0.2 | \$0 | -1 | 0 |
| 272.0 | a | East Main St | W Air Depot Road | end of road | 0.75 | 1.17 | A | 2.79 | C | LOS MET | LOS MET | | -2.33 | -1.75 | -12.84 | 32 | 0 | 0.00 | 6.379144621 | \$0 | 0.75 | \$0 | -1 | 0 | -0.71 | -0.53 | -6.52 | 16 | 0 | 0.00 | 3.139050558 | \$0 | 0.75 | 0 | 2 | 1.5 | \$0 | -1 | 0 |
| 272.0 | b | East Main St | W Air Depot Road | end of road | 0.75 | 1.17 | A | 2.79 | C | LOS MET | LOS MET | | -2.33 | -1.75 | -12.84 | 32 | 0 | 0.00 | 6.379144621 | \$0 | 0.75 | \$0 | -1 | 0 | -0.71 | -0.53 | -6.52 | 16 | 0 | 0.00 | 3.139050558 | \$0 | 0.75 | 0 | 2 | 1.5 | \$0 | -1 | 0 |

Appendix H

Benefit Cost Analysis and Prioritization Results (Combined)



Gadsden-Etowah MPO Bicycle and Pedestrian Plan
Prioritization Results
(alphabetical sort)



| Seg_ID | Town | Road Name | From | To | Len- gth (ft) | Bicycle LOS | | Pedestrian LOS | | Bike Facility Recommendation | Ped Facility Recommendation | Recommendation Comment | Bike Delta LOS (worse) | Segment Length x/length | Delta x Length 100 13.61 | Demand Score 100 | Votes actual | Votes 100 11.00 | Benefit score | Per Mile Cost | Seg_Length | Project Cost | Benefit/Cost Index Score 112.1204867 | Bike Tier | Ped Delta LOS (worse) | Delta x Length 100 | Delta x Length 8.16 | Demand Score 100 | Votes actual | Votes 100 9.00 | Benefit Score | Per Mile Cost | Seg_Length | Exist SW Coverage % one side | Sidewalk Need (Both sides) % both | SW need miles | Project Cost | Benefit/Cost Index Score 46.64525459 | Ped Tier | |
|--------|------|-----------|-----------|--------------------------|--------------------------|----------------|----------------|-------------------|----------------|---------------------------------|--------------------------------|---------------------------|------------------------------|-------------------------------|-----------------------------------|------------------------|-----------------|-----------------------|---------------|------------------|-------------|-----------------|---|--------------|-----------------------------|--------------------------|---------------------------|------------------------|-----------------|----------------------|---------------|------------------|------------|---------------------------------------|--|------------------|-----------------|---|-------------|---|
| | | | | | | Score (0-7) | Grade (A-F) | Value (0-7) | Grade (A-F) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.0 | X | Attalla | 3rd St NW | 5th Ave NW | 16th Ave | 0.82 | 1.07 | A | 3.24 | C | LOS MET | LOS MET | | -2.43 | -1.99 | -14.64 | 3 | 0 | 0.00 | -6.121428571 | \$0 | 0.82 | \$0 | -1 | 0 | -0.26 | -0.21 | -2.61 | 0 | 2 | 22.22 | 0.916617676 | \$0 | 0.82 | 0 | 2 | 1.64 | \$0 | -1 | 0 |
| 1.0 | X | Attalla | 3rd St NW | 5th Ave NW | 16th Ave | 0.82 | 1.07 | A | 3.24 | C | LOS MET | LOS MET | | -2.43 | -1.99 | -14.64 | 3 | 0 | 0.00 | -6.121428571 | \$0 | 0.82 | \$0 | -1 | 0 | -0.26 | -0.21 | -2.61 | 0 | 2 | 22.22 | 0.916617676 | \$0 | 0.82 | 0 | 2 | 1.64 | \$0 | -1 | 0 |
| 1.1 | X | Attalla | 3rd St NW | 16th Ave | 4th St NW | 0.41 | 3.99 | D | 3.97 | D | Add Shoulder 3 | DCSN | 11/4 gets BLOS to 3.34 | 0.49 | 0.20 | 1.48 | 2 | 0 | 0.00 | 1.538168724 | \$1,402,659 | 0.41 | \$575,090 | 0.267465694 | 5 | 0.47 | 0.19 | 2.36 | 0 | 2 | 22.22 | 3.40228787 | \$910,034 | 0.41 | 0 | 2 | 0.82 | \$746,228 | 0.455931432 | 4 |
| 1.1 | X | Attalla | 3rd St NW | 16th Ave | 4th St NW | 0.41 | 3.99 | D | 3.97 | D | DCSN | DCSN | 11/4 gets BLOS to 3.35 | 0.49 | 0.20 | 1.48 | 2 | 0 | 0.00 | 1.538168724 | \$1,402,659 | 0.41 | \$575,090 | 0.267465694 | 5 | 0.47 | 0.19 | 2.36 | 0 | 2 | 22.22 | 3.40228787 | \$910,034 | 0.41 | 0 | 2 | 0.82 | \$746,228 | 0.455931432 | 4 |
| 2.0 | a | Attalla | 3rd St NW | 5th Ave NW | US Hwy 431 | 0.32 | 4.65 | E | 3.82 | D | DCSN | Add Sidewalk 1 | | 1.15 | 0.37 | 2.70 | 0 | 0 | 0.00 | 1.352145797 | \$1,034,084 | 0.32 | \$330,907 | 0.40861804 | 5 | 0.67 | 0.21 | 2.63 | 0 | 2 | 22.22 | 3.535175387 | \$228,396 | 0.32 | 65 | 0.95 | 0.304 | \$69,432 | 5.091539259 | 1 |
| 2.0 | b | Attalla | 3rd St NW | 5th Ave NW | US Hwy 431 | 0.32 | 4.65 | E | 4.17 | D | DCSN | Add Sidewalk 1 | | 1.15 | 0.37 | 2.70 | 0 | 0 | 0.00 | 1.352145797 | \$1,034,084 | 0.32 | \$330,907 | 0.40861804 | 5 | 0.67 | 0.21 | 2.63 | 0 | 2 | 22.22 | 3.535175387 | \$228,396 | 0.32 | 40 | 0.95 | 0.304 | \$69,432 | 5.091539259 | 1 |
| 3.0 | X | Attalla | 3rd St SW | 12th Avenue | US Hwy 431 | 0.91 | 3.21 | C | 4.09 | D | LOS MET | Add Sidewalk 1 | | -0.29 | -0.26 | -1.94 | 1 | 4 | 36.36 | 3.066713431 | \$0 | 0.91 | \$0 | -1 | 0 | 0.59 | 0.54 | 6.58 | 0 | 2 | 22.22 | 5.510116598 | \$228,396 | 0.91 | 0 | 2 | 1.82 | \$415,681 | 1.325565268 | 2 |
| 3.0 | X | Attalla | 3rd St SW | 12th Avenue | US Hwy 431 | 0.91 | 3.21 | C | 4.09 | D | LOS MET | Add Sidewalk 1 | | -0.29 | -0.26 | -1.94 | 1 | 4 | 36.36 | 3.066713431 | \$0 | 0.91 | \$0 | -1 | 0 | 0.59 | 0.54 | 6.58 | 0 | 2 | 22.22 | 5.510116598 | \$228,396 | 0.91 | 0 | 2 | 1.82 | \$415,681 | 1.325565268 | 2 |
| 3.1 | X | Attalla | 3rd St SW | 12th Avenue | Bridge | 0.44 | 4.08 | D | 4.54 | E | Add Shoulder 2 | Add Shoulder 2 | 11/4 gets BLOS to 3.25 | 0.58 | 0.26 | 1.88 | 1 | 4 | 36.36 | 4.974047352 | \$66,714 | 0.44 | \$29,354 | 16.944936 | 1 | 1.04 | 0.46 | 5.60 | 1 | 2 | 22.22 | 5.424495395 | \$482,524 | 0.44 | 0 | 2 | 0.88 | \$424,621 | 1.277490467 | 2 |
| 3.1 | X | Attalla | 3rd St SW | 12th Avenue | Bridge | 0.44 | 4.08 | D | 4.54 | E | Add Shoulder 2 | Add Shoulder 2 | 11/4 gets BLOS to 3.25 | 0.58 | 0.26 | 1.88 | 1 | 4 | 36.36 | 4.974047352 | \$66,714 | 0.44 | \$29,354 | 16.944936 | 1 | 1.04 | 0.46 | 5.60 | 1 | 2 | 22.22 | 5.424495395 | \$482,524 | 0.44 | 0 | 2 | 0.88 | \$424,621 | 1.277490467 | 2 |
| 3.2 | X | Attalla | 3rd St SW | 12th Avenue | Gilberts Ferry Road | 0.25 | 3.65 | D | 4.28 | D | DCSN | Add Sidewalk 1 | | 0.15 | 0.04 | 0.28 | 1 | 0 | 0.00 | 0.537786596 | \$1,034,084 | 0.25 | \$258,521 | 0.208024246 | 5 | 0.78 | 0.20 | 2.39 | 1 | 2 | 22.22 | 3.816372722 | \$228,396 | 0.25 | 0 | 2 | 0.5 | \$114,198 | 3.341892643 | 2 |
| 3.2 | X | Attalla | 3rd St SW | 12th Avenue | Bridge | 0.25 | 3.65 | D | 4.28 | D | DCSN | Add Sidewalk 1 | | 0.15 | 0.04 | 0.28 | 1 | 0 | 0.00 | 0.537786596 | \$1,034,084 | 0.25 | \$258,521 | 0.208024246 | 5 | 0.78 | 0.20 | 2.39 | 1 | 2 | 22.22 | 3.816372722 | \$228,396 | 0.25 | 0 | 2 | 0.5 | \$114,198 | 3.341892643 | 2 |
| 4.0 | a | Attalla | 3rd St SW | Unnamed Road | Gilberts Ferry Road SW | 1.18 | 4.02 | D | 4.56 | E | Add Shoulder 3 | DCSN | 11/4 gets BLOS to 3.06 | 0.52 | 0.61 | 4.51 | 1 | 4 | 36.36 | 6.29091978 | \$1,402,659 | 1.18 | \$1,655,137 | 0.380084453 | 5 | 1.06 | 1.25 | 15.32 | 0 | 2 | 22.22 | 9.881932197 | \$910,034 | 1.18 | 0 | 2 | 2.36 | \$2,147,680 | 0.460121149 | 4 |
| 4.0 | b | Attalla | 3rd St SW | Unnamed Road | Gilberts Ferry Road SW | 1.18 | 4.02 | D | 4.56 | E | DCSN | DCSN | 11/4 gets BLOS to 3.07 | 0.52 | 0.61 | 4.51 | 1 | 4 | 36.36 | 6.29091978 | \$1,402,659 | 1.18 | \$1,655,137 | 0.380084453 | 5 | 1.06 | 1.25 | 15.32 | 0 | 2 | 22.22 | 9.881932197 | \$910,034 | 1.18 | 0 | 2 | 2.36 | \$2,147,680 | 0.460121149 | 4 |
| 5.0 | X | Attalla | 4th St NW | 6th Ave | 10th Ave NW | 0.29 | 0.00 | A | 1.66 | B | LOS MET | Existing/Programmed | | -3.50 | -1.02 | -7.46 | 2 | 0 | 0.00 | -2.929423868 | \$0 | 0.29 | \$0 | -1 | 0 | -1.84 | -0.53 | -6.54 | 0 | 0 | 0.00 | -3.267865675 | \$0 | 0.29 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 5.0 | X | Attalla | 4th St NW | 6th Ave | 10th Ave NW | 0.29 | 0.00 | A | 1.66 | B | LOS MET | Existing/Programmed | | -3.50 | -1.02 | -7.46 | 2 | 0 | 0.00 | -2.929423868 | \$0 | 0.29 | \$0 | -1 | 0 | -1.84 | -0.53 | -6.54 | 0 | 0 | 0.00 | -3.267865675 | \$0 | 0.29 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 5.1 | X | Attalla | 4th St NW | 6th Ave NW | 5th Ave NW | 0.09 | 0.00 | A | 1.08 | A | LOS MET | Existing/Programmed | | -3.50 | -0.32 | -2.31 | 0 | 0 | 0.00 | -1.157407407 | \$0 | 0.09 | \$0 | -1 | 0 | -2.29 | -0.21 | -2.52 | 0 | 0 | 0.00 | -1.26212522 | \$0 | 0.09 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 5.1 | X | Attalla | 4th St NW | 6th Ave NW | 5th Ave NW | 0.09 | 0.00 | A | 1.21 | A | LOS MET | Existing/Programmed | | -3.50 | -0.32 | -2.31 | 0 | 0 | 0.00 | -1.157407407 | \$0 | 0.09 | \$0 | -1 | 0 | -2.29 | -0.21 | -2.52 | 0 | 0 | 0.00 | -1.26212522 | \$0 | 0.09 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 6.0 | a | Attalla | 4th St NW | 10th Ave | 10th Ave | 0.82 | 0.25 | A | 2.75 | C | LOS MET | LOS MET | | -3.25 | -2.67 | -19.58 | 2 | 0 | 0.00 | -8.992034098 | \$0 | 0.82 | \$0 | -1 | 0 | -0.75 | -0.62 | -7.53 | 0 | 0 | 0.00 | -3.766166961 | \$0 | 0.82 | 0 | 2 | 1.64 | \$0 | -1 | 0 |
| 6.0 | b | Attalla | 4th St NW | 10th Ave | 3rd St NW | 0.82 | 0.25 | A | 2.75 | C | LOS MET | LOS MET | | -3.25 | -2.67 | -19.58 | 2 | 0 | 0.00 | -8.992034098 | \$0 | 0.82 | \$0 | -1 | 0 | -0.75 | -0.62 | -7.53 | 0 | 0 | 0.00 | -3.766166961 | \$0 | 0.82 | 0 | 2 | 1.64 | \$0 | -1 | 0 |
| 7.0 | X | Attalla | 4th St NW | US Hwy 431 | 4th Ave NW | 0.38 | 0.00 | A | 1.72 | B | LOS MET | Existing/Programmed | | -3.50 | -1.33 | -9.77 | 0 | 0 | 0.00 | -4.886831276 | \$0 | 0.38 | \$0 | -1 | 0 | -1.78 | -0.68 | -8.28 | 0 | 0 | 0.00 | -4.142171272 | \$0 | 0.38 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 7.0 | X | Attalla | 4th St NW | US Hwy 431 | 4th Ave NW | 0.38 | 0.00 | A | 1.72 | B | LOS MET | Existing/Programmed | | -3.50 | -1.33 | -9.77 | 0 | 0 | 0.00 | -4.886831276 | \$0 | 0.38 | \$0 | -1 | 0 | -1.78 | -0.68 | -8.28 | 0 | 0 | 0.00 | -4.142171272 | \$0 | 0.38 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 7.1 | X | Attalla | 4th St NW | 4th Ave NW | 5th Ave NW | 0.09 | 0.00 | A | 1.46 | A | LOS MET | Existing/Programmed | | -1.80 | -0.16 | -1.19 | 0 | 0 | 0.00 | -0.595239095 | \$0 | 0.09 | \$0 | -1 | 0 | -1.88 | -0.17 | -2.07 | 0 | 0 | 0.00 | -1.036155203 | \$0 | 0.09 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 7.1 | X | Attalla | 4th St NW | 4th Ave NW | 5th Ave NW | 0.09 | 1.70 | B | 1.62 | B | LOS MET | Existing/Programmed | | -1.80 | -0.16 | -1.19 | 0 | 0 | 0.00 | -0.595239095 | \$0 | 0.09 | \$0 | -1 | 0 | -1.88 | -0.17 | -2.07 | 0 | 0 | 0.00 | -1.036155203 | \$0 | 0.09 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 8.0 | a | Attalla | 4th St NW | 3rd St NW | 0.374 mi NE of 3rd St NW | 0.37 | 3.39 | C | 4.05 | D | LOS MET | DCSN | | -0.11 | -0.04 | -0.30 | 0 | 2 | 18.18 | 1.668637433 | \$0 | 0.37 | \$0 | -1 | 0 | 0.55 | 0.20 | 2.49 | 0 | 2 | 22.22 | 3.468425436 | \$910,034 | 0.37 | 0 | 2 | 0.74 | \$673,425 | 0.515042387 | 4 |
| 8.0 | b | Attalla | 4th St NW | 3rd St NW | 0.374 mi NE of 3rd St NW | 0.37 | 3.39 | C | 4.05 | D | LOS MET | DCSN | | -0.11 | -0.04 | -0.30 | 0 | 2 | 18.18 | 1.668637433 | \$0 | 0.37 | \$0 | -1 | 0 | 0.55 | 0.20 | 2.49 | 0 | 2 | 22.22 | 3.468425436 | \$910,034 | 0.37 | 0 | 2 | 0.74 | \$673,425 | 0.515042387 | 4 |
| 9.0 | a | Gadsden | 4th St NW | 0.374 mi NE of 3rd St NW | Ferguson Road | 0.52 | 3.39 | C | 4.05 | D | LOS MET | DCSN | | -0.11 | -0.06 | -0.42 | 0 | 2 | 18.18 | 1.60801133 | \$0 | 0.52 | \$0 | -1 | 0 | 0.55 | 0.29 | 3.50 | 0 | 2 | 22.22 | 3.973642955 | \$910,034 | 0.52 | 0 | 2 | 1.04 | \$946,435 | 0.419853552 | 4 |
| 9.0 | b | Gadsden | 4th St NW | 0.374 mi NE of 3rd St NW | Ferguson Road | 0.52 | 3.39 | C | 4.05 | D | LOS MET | DCSN | | -0.11 | -0.06 | -0.42 | 0 | 2 | 18.18 | 1.60801133 | \$0 | 0.52 | \$0 | -1 | 0 | 0.55 | 0.29 | 3.50 | 0 | 2 | 22.22 | 3.973642955 | \$910,034 | 0.52 | 0 | 2 | 1.04 | \$946,435 | 0.419853552 | 4 |
| 10.0 | X | Attalla | 4th St SW | 6th Avenue | US Hwy 431 | 0.27 | 0.00 | A | 1.83 | B | LOS MET | LOS MET | | -3.50 | -0.95 | -6.94 | 0 | 0 | 0.00 | -3.472222222 | \$0 | 0.27 | \$0 | -1 | 0 | -1.67 | -0.45 | -5.52 | 0 | 0 | 0.00 | -2.761243386 | \$0 | 0.27 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 10.0 | X | Attalla | 4th St SW | 6th Avenue | US Hwy 431 | 0.27 | 0.00 | A | 1.43 | A | LOS MET | Existing/Programmed | | -3.50 | -0.95 | -6.94 | 0 | | | | | | | | | | | | | | | | | | | | | | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan
(alphabetical sort)

Prioritization Results



| Seg_ID | Town | Road Name | From | To | Len- gth (ft) | Bicycle LOS | | Pedestrian LOS | | Bike Facility Recommendation | Ped Facility Recommendation | Recommendation Comment | Bike Delta LOS (worse) | Segment Length x length | Delta x Length 100 | Demand Score 100 | Votes actual | Votes 100 | Benefit score | Per Mile Cost | Seg_Length | Project Cost | Benefit/Cost Index Score 112.1204667 | Bike Tier | Ped Delta LOS (worse) | Delta x Length 100 | Delta x Length 8.16 | Demand Score 100 | Votes actual | Votes 100 | Benefit Score | Per Mile Cost one side | Seg_Length | Exist SW Coverage % | Sidewalk Need (Both sides) % both | SW need miles | Project Cost | Benefit/Cost Index Score 46.64525459 | Ped Tier | |
|--------|------|-----------|--------------------|------------------------|---------------------|----------------|----------------|-------------------|----------------|---------------------------------|--------------------------------|---------------------------|------------------------------|-------------------------------|--------------------------|------------------------|-----------------|--------------|---------------|------------------|-------------|-----------------|---|--------------|-----------------------------|--------------------------|---------------------------|------------------------|-----------------|--------------|------------------|------------------------------|------------|---------------------------|---|------------------|-----------------|---|-------------|---|
| | | | | | | Score (0-7) | Grade (A-F) | Value (0-7) | Grade (A-F) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 65.0 | X a | Gadsden | Ewing Ave | Goldenrod Ave | Hooks Lake Road | 1.01 | 4.25 | D | 5.06 | E | Add Shoulder 3 | DCSN | 11/6 gets BLOS to 3.33 | 0.91 | 0.92 | 6.75 | 9 | 1 | 9.09 | 7.886148522 | \$1,402,659 | 1.01 | \$1,416,685 | 0.556661959 | 4 | 1.66 | 1.68 | 20.53 | 9 | 1 | 11.11 | 14.97835587 | \$910,034 | 1.01 | 0 | 2 | 2.02 | \$1,838,269 | 0.814807662 | 3 |
| 65.0 | X b | Gadsden | Ewing Ave | Goldenrod Ave | Hooks Lake Road | 1.01 | 3.73 | D | 4.98 | E | Existing/Programmed | DCSN | 11/6 gets BLOS to 3.33 | 0.91 | 0.92 | 6.75 | 9 | 1 | 9.09 | 7.886148522 | \$1,402,659 | 1.01 | \$1,416,685 | 0.556661959 | 4 | 1.66 | 1.68 | 20.53 | 9 | 1 | 11.11 | 14.97835587 | \$910,034 | 1.01 | 0 | 2 | 2.02 | \$1,838,269 | 0.814807662 | 3 |
| 65.1 | X a | Gadsden | Ewing Ave | Princeton Ave | Goldenrod Ave | 0.60 | 4.68 | E | 4.76 | E | Add Shoulder 3 | DCSN | 11/4 gets BLOS to 3.37 | 1.18 | 0.71 | 5.20 | 14 | 1 | 9.09 | 9.110501844 | \$1,402,659 | 0.60 | \$841,595 | 1.082527694 | 4 | 1.26 | 0.76 | 9.26 | 7 | 1 | 11.11 | 8.540274071 | \$910,034 | 0.60 | 0 | 2 | 1.02 | \$1,092,041 | 0.7820988 | 3 |
| 65.1 | X b | Gadsden | Ewing Ave | Princeton Ave | Goldenrod Ave | 0.60 | 4.68 | E | 4.76 | E | DCSN | DCSN | 11/4 gets BLOS to 3.38 | 1.18 | 0.71 | 5.20 | 14 | 1 | 9.09 | 9.110501844 | \$1,402,659 | 0.60 | \$841,595 | 1.082527694 | 4 | 1.26 | 0.76 | 9.26 | 7 | 1 | 11.11 | 8.540274071 | \$910,034 | 0.60 | 0 | 2 | 1.2 | \$1,092,041 | 0.7820988 | 3 |
| 66.0 | a | Gadsden | Ewing Ave | 0.2 mi. S of Princeton | Princeton Ave | 0.36 | 4.87 | E | 5.08 | E | Add Shoulder 2 | Add Sidewalk 2 | 11/4.5 gets BLOS to 3.37 | 1.37 | 0.49 | 3.62 | 22 | 1 | 9.09 | 11.52126022 | \$66,714 | 0.36 | \$24,017 | 47.97115542 | 1 | 1.58 | 0.57 | 6.97 | 9 | 1 | 11.11 | 8.194356261 | \$482,524 | 0.36 | 0 | 2 | 0.72 | \$347,417 | 2.358649129 | 2 |
| 66.0 | b | Gadsden | Ewing Ave | 0.2 mi. S of Princeton | Princeton Ave | 0.36 | 4.87 | E | 5.08 | E | Add Shoulder 2 | Add Sidewalk 2 | 11/4.5 gets BLOS to 3.37 | 1.37 | 0.49 | 3.62 | 22 | 1 | 9.09 | 11.52126022 | \$66,714 | 0.36 | \$24,017 | 47.97115542 | 1 | 1.58 | 0.57 | 6.97 | 9 | 1 | 11.11 | 8.194356261 | \$482,524 | 0.36 | 0 | 2 | 0.72 | \$347,417 | 2.358649129 | 2 |
| 67.0 | a | Gadsden | Ewing Ave | Hooks Lake Road | Boyd Dr | 0.54 | 3.96 | D | 4.79 | E | Add Shoulder 3 | DCSN | 11/4 gets BLOS to 3.35 | 0.46 | 0.25 | 1.83 | 5 | 1 | 9.09 | 3.821789322 | \$1,402,659 | 0.54 | \$757,436 | 0.504569446 | 5 | 1.29 | 0.70 | 8.53 | 1 | 1 | 11.11 | 5.776894127 | \$910,034 | 0.54 | 0 | 2 | 1.08 | \$982,837 | 0.58778669 | 4 |
| 67.0 | b | Gadsden | Ewing Ave | Hooks Lake Road | Boyd Dr | 0.54 | 3.96 | D | 4.79 | E | DCSN | DCSN | 11/4 gets BLOS to 3.35 | 0.46 | 0.25 | 1.83 | 5 | 1 | 9.09 | 3.821789322 | \$1,402,659 | 0.54 | \$757,436 | 0.504569446 | 5 | 1.29 | 0.70 | 8.53 | 1 | 1 | 11.11 | 5.776894127 | \$910,034 | 0.54 | 0 | 2 | 1.08 | \$982,837 | 0.58778669 | 4 |
| 68.0 | a | Gadsden | Ewing Ave | N 3rd St | N Albert Rains Blvd | 1.15 | 0.00 | A | 1.83 | B | LOS MET | LOS MET | -1.080003741 | -3.50 | -4.03 | -29.58 | 32 | 1 | 9.09 | -1.080003741 | \$0 | 1.15 | \$0 | -1 | 0 | -1.67 | -1.92 | -23.52 | 23 | 1 | 11.11 | -1.448740349 | \$0 | 1.15 | 90 | 0.2 | 0.23 | \$0 | -1 | 0 |
| 68.0 | b | Gadsden | Ewing Ave | N 3rd St | N Albert Rains Blvd | 1.15 | 0.00 | A | 1.83 | B | LOS MET | LOS MET | -1.080003741 | -3.50 | -4.03 | -29.58 | 32 | 1 | 9.09 | -1.080003741 | \$0 | 1.15 | \$0 | -1 | 0 | -1.67 | -1.92 | -23.52 | 23 | 1 | 11.11 | -1.448740349 | \$0 | 1.15 | 90 | 0.2 | 0.23 | \$0 | -1 | 0 |
| 69.0 | a | Gadsden | Fairview Road | Tabor Road | McNaron Dr | 1.67 | 1.74 | B | 3.11 | C | LOS MET | LOS MET | -5.490438779 | -1.76 | -2.94 | -21.60 | 11 | 1 | 9.09 | -5.490438779 | \$0 | 1.67 | \$0 | -1 | 0 | -0.39 | -0.65 | -7.98 | 3 | 1 | 11.11 | -1.677351558 | \$0 | 1.67 | 0 | 2 | 3.34 | \$0 | -1 | 0 |
| 69.0 | b | Gadsden | Fairview Road | Tabor Road | McNaron Dr | 1.67 | 1.74 | B | 3.11 | C | LOS MET | LOS MET | -5.490438779 | -1.76 | -2.94 | -21.60 | 11 | 1 | 9.09 | -5.490438779 | \$0 | 1.67 | \$0 | -1 | 0 | -0.39 | -0.65 | -7.98 | 3 | 1 | 11.11 | -1.677351558 | \$0 | 1.67 | 0 | 2 | 3.34 | \$0 | -1 | 0 |
| 70.0 | X a | Gadsden | Forrest Ave | N Franklin St | 29th Street | 1.44 | 2.79 | C | 2.63 | C | LOS MET | Existing/Programmed | -0.71 | -1.02 | -7.51 | 65 | 1 | 9.09 | 23.15247715 | \$0 | 1.44 | \$0 | -1 | 0 | -0.87 | -1.25 | -15.34 | 29 | 1 | 11.11 | 5.039153439 | \$0 | 1.44 | 100 | 0 | 0 | \$0 | -1 | 0 | |
| 70.0 | X b | Gadsden | Forrest Ave | N Franklin St | 29th Street | 1.44 | 2.79 | C | 2.63 | C | LOS MET | Existing/Programmed | -0.71 | -1.02 | -7.51 | 65 | 1 | 9.09 | 23.15247715 | \$0 | 1.44 | \$0 | -1 | 0 | -0.87 | -1.25 | -15.34 | 29 | 1 | 11.11 | 5.039153439 | \$0 | 1.44 | 100 | 0 | 0 | \$0 | -1 | 0 | |
| 70.1 | X a | Gadsden | Forrest Ave | 29th Street | VanDell | 0.39 | 3.28 | C | 2.32 | B | LOS MET | Existing/Programmed | -0.22 | -0.09 | -0.63 | 47 | 0 | 0.00 | 18.48474427 | \$0 | 0.39 | \$0 | -1 | 0 | 0.38 | 0.15 | 1.82 | 12 | 0 | 0.00 | 5.70755438 | \$910,034 | 0.39 | 100 | 1 | 0.39 | \$354,913 | 1.608154536 | 2 | |
| 70.1 | X b | Gadsden | Forrest Ave | 29th Street | VanDell | 0.39 | 3.28 | C | 2.32 | B | LOS MET | DCSN | -0.22 | -0.09 | -0.63 | 47 | 0 | 0.00 | 18.48474427 | \$0 | 0.39 | \$0 | -1 | 0 | 0.38 | 0.15 | 1.82 | 12 | 0 | 0.00 | 5.70755438 | \$910,034 | 0.39 | 100 | 1 | 0.39 | \$354,913 | 1.608154536 | 2 | |
| 70.2 | X a | Gadsden | Forrest Ave | VanDell | I-59 | 1.08 | 3.27 | C | 3.79 | D | LOS MET | Add Sidewalk 2 | -0.23 | -0.25 | -1.83 | 18 | 0 | 0.00 | 6.287301587 | \$0 | 1.08 | \$0 | -1 | 0 | 0.29 | 0.31 | 3.84 | 5 | 0 | 0.00 | 3.91789418 | \$482,524 | 1.08 | 0 | 2 | 2.16 | \$1,042,252 | 0.375915733 | 4 | |
| 70.2 | X b | Gadsden | Forrest Ave | VanDell | I-59 | 1.08 | 3.27 | C | 3.79 | D | LOS MET | Add Sidewalk 2 | -0.23 | -0.25 | -1.83 | 18 | 0 | 0.00 | 6.287301587 | \$0 | 1.08 | \$0 | -1 | 0 | 0.29 | 0.31 | 3.84 | 5 | 0 | 0.00 | 3.91789418 | \$482,524 | 1.08 | 0 | 2 | 2.16 | \$1,042,252 | 0.375915733 | 4 | |
| 71.0 | a | Gadsden | Gallant Road | Rocky Hollow Road | Smith Cir | 2.88 | 1.83 | B | 3.38 | C | LOS MET | LOS MET | -35.21885522 | -3.50 | -10.08 | -74.07 | 0 | 2 | 18.18 | -35.21885522 | \$0 | 2.88 | \$0 | -1 | 0 | -0.12 | -0.35 | -4.23 | 0 | 0 | 0.00 | -2.116402116 | \$0 | 2.88 | 0 | 2 | 5.76 | \$0 | -1 | 0 |
| 71.0 | b | Gadsden | Gallant Road | Rocky Hollow Road | Smith Cir | 2.88 | 1.83 | B | 3.38 | C | LOS MET | LOS MET | -35.21885522 | -3.50 | -10.08 | -74.07 | 0 | 2 | 18.18 | -35.21885522 | \$0 | 2.88 | \$0 | -1 | 0 | -0.12 | -0.35 | -4.23 | 0 | 0 | 0.00 | -2.116402116 | \$0 | 2.88 | 0 | 2 | 5.76 | \$0 | -1 | 0 |
| 72.0 | a | Gadsden | Gallant Road | Smith Cir | Causey Lane | 0.74 | 0.52 | A | 3.13 | C | LOS MET | LOS MET | -3.50 | -2.59 | -19.03 | 5 | 2 | 18.18 | -5.698279087 | \$0 | 0.74 | \$0 | -1 | 0 | -0.37 | -0.27 | -3.35 | 1 | 0 | 0.00 | -1.278709779 | \$0 | 0.74 | 0 | 2 | 1.48 | \$0 | -1 | 0 | |
| 72.0 | b | Gadsden | Gallant Road | Smith Cir | Causey Lane | 0.74 | 0.52 | A | 3.13 | C | LOS MET | LOS MET | -3.50 | -2.59 | -19.03 | 5 | 2 | 18.18 | -5.698279087 | \$0 | 0.74 | \$0 | -1 | 0 | -0.37 | -0.27 | -3.35 | 1 | 0 | 0.00 | -1.278709779 | \$0 | 0.74 | 0 | 2 | 1.48 | \$0 | -1 | 0 | |
| 73.0 | a | Gadsden | George Wallace Dr | State Hwy 759 | E Cherry St | 0.44 | 4.77 | E | 3.66 | D | DCSN | Existing/Programmed | 1.27 | 0.56 | 4.11 | 43 | 2 | 18.18 | 21.07138582 | \$1,034,084 | 0.44 | \$454,997 | 4.631102732 | 2 | 0.16 | 0.07 | 0.86 | 13 | 4 | 44.44 | 10.07556339 | \$0 | 0.44 | 100 | 0 | 0 | \$0 | -1 | 0 | |
| 73.0 | b | Gadsden | George Wallace Dr | State Hwy 759 | E Cherry St | 0.44 | 4.77 | E | 3.66 | D | DCSN | Existing/Programmed | 1.27 | 0.56 | 4.11 | 43 | 2 | 18.18 | 21.07138582 | \$1,034,084 | 0.44 | \$454,997 | 4.631102732 | 2 | 0.16 | 0.07 | 0.86 | 13 | 4 | 44.44 | 10.07556339 | \$0 | 0.44 | 100 | 0 | 0 | \$0 | -1 | 0 | |
| 74.0 | a | Gadsden | George Wallace Dr | Padenreich Ave | State Hwy 759 | 0.50 | 4.45 | D | 3.19 | C | DCSN | Existing/Programmed | 0.95 | 0.48 | 3.49 | 31 | 2 | 18.18 | 15.9634781 | \$1,034,084 | 0.50 | \$517,042 | 3.08746132 | 2 | -0.31 | -0.16 | -1.90 | 12 | 4 | 44.44 | 8.295247893 | \$0 | 0.50 | 100 | 0 | 0 | \$0 | -1 | 0 | |
| 74.0 | b | Gadsden | George Wallace Dr | Padenreich Ave | State Hwy 759 | 0.50 | 4.45 | D | 3.19 | C | DCSN | Existing/Programmed | 0.95 | 0.48 | 3.49 | 31 | 2 | 18.18 | 15.9634781 | \$1,034,084 | 0.50 | \$517,042 | 3.08746132 | 2 | -0.31 | -0.16 | -1.90 | 12 | 4 | 44.44 | 8.295247893 | \$0 | 0.50 | 100 | 0 | 0 | \$0 | -1 | 0 | |
| 75.0 | X a | Southside | Gilbert Ferry Road | Hood Road | Sunset Drive | 0.88 | 5.29 | E | 5.34 | E | DCSN | DCSN | 11/6 only gets BLOS to 4.01 | 1.79 | 1.58 | 11.58 | 32 | 0 | 0.00 | 18.58771719 | \$1,034,084 | 0.88 | \$909,994 | 2.042625055 | 3 | 1.84 | 1.62 | 19.83 | 9 | 0 | 0.00 | 15.51735584 | \$910,034 | 0.88 | 0 | 2 | 1.76 | \$1,601,660 | 0.84385797 | 3 |
| 75.0 | X b | Southside | Gilbert Ferry Road | Hood Road | Sunset Drive | 0.88 | 5.29 | E | 5.34 | E | DCSN | DCSN | 11/6 only gets BLOS to 4.01 | 1.79 | 1.58 | 11.58 | 32 | 0 | 0.00 | 18.58771719 | \$1,034,084 | 0.88 | \$909,994 | 2.042625055 | 3 | 1.84 | 1.62 | 19.83 | 9 | 0 | 0.00 | 15.51735584 | \$910,034 | 0.88 | 0 | 2 | 1.76 | \$1,601,660 | 0.84385797 | 3 |
| 75.1 | X a | Southside | Gilbert Ferry Road | Sunset Drive | Cedar Bend Rd. N | 1.03 | 4.55 | E | 4.68 | E | DCSN | DCSN | 11/6 only gets BLOS to 4.01 | 1.79 | 1.58 | 11.58 | 32 | 0 | 0.00 | 18.58771719 | \$1,034,084 | 1.03 | \$909,994 | 2.042625055 | 3 | 1.84 | 1.62 | 19.83 | 9 | 0 | 0.00 | 15.51735584 | \$910,034 | 1.03 | 0 | 2 | 1.76 | \$1,601,660 | 0.8 | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan
(alphabetical sort)



| Seg_ID | Town | Road Name | From | To | Len- gth (ft) | Bicycle LOS | | Pedestrian LOS | | Bike Facility Recommendation | Ped Facility Recommendation | Recommendation Comment | Bike Delta LOS (worse) | Segment Length | Delta x Length 100 | Demand Score 100 | Votes actual | Votes 100 | Benefit score | Per Mile Cost | Seg_Length | Project Cost | Benefit/Cost Index Score 112.1204667 | Bike Tier | Ped Delta LOS (worse) | Delta x Length 100 | Delta x Length 8.16 | Demand Score 100 | Votes actual | Votes 100 | Benefit Score | Per Mile Cost one side | Seg_Length | Exist SW Coverage % one side | Sidewalk Need (Both sides) % both | SW need miles both | Project Cost | Benefit/Cost Index Score 46.64525459 | Ped Tier |
|--------|------|------------------|--------------------|------------------|---------------------|-----------------|-----------------|-------------------|-----------------|---------------------------------|--------------------------------|---------------------------|------------------------------|-------------------|--------------------------|------------------------|-----------------|--------------|---------------|------------------|------------|-----------------|---|--------------|-----------------------------|--------------------------|---------------------------|------------------------|-----------------|--------------|------------------|------------------------------|------------|---------------------------------------|--|--------------------------|-----------------|---|-------------|
| | | | | | | Score (0..7) | Grade (A..F) | Value (0..7) | Grade (A..F) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 95.0 | b | Gadsden | Hood Ave N | E Meighan Blvd | E Broad St | 0.23 | 3.82 | D | 4.27 | D | DCSN | | 0.32 | 0.07 | 0.54 | 42 | 2 | 18.18 | 18.88861098 | \$1,034,084 | 0.23 | \$237,839 | 7.941749395 | 1 | 0.77 | 0.18 | 2.17 | 10 | 2 | 22.22 | 7.30675583 | \$228,396 | 0.23 | 50 | 1 | 0.23 | \$52,531 | 13.90940249 | 1 |
| 96.0 | X a | Gadsden | Hood Ave S | Chestnut St | E Broad St | 0.07 | 4.04 | D | 5.15 | E | DCSN | | 0.54 | 0.04 | 0.28 | 46 | 2 | 18.18 | 20.35707071 | \$1,034,084 | 0.07 | \$72,386 | 28.1229735 | 1 | 1.65 | 0.12 | 1.41 | 15 | 4 | 44.44 | 11.15174897 | \$228,396 | 0.07 | 0 | 2 | 0.14 | \$31,975 | 34.87599965 | 1 |
| 96.0 | X b | Gadsden | Hood Ave S | Chestnut St | E Broad St | 0.07 | 4.04 | D | 5.15 | E | DCSN | | 0.54 | 0.04 | 0.28 | 46 | 2 | 18.18 | 20.35707071 | \$1,034,084 | 0.07 | \$72,386 | 28.1229735 | 1 | 1.65 | 0.12 | 1.41 | 15 | 4 | 44.44 | 11.15174897 | \$228,396 | 0.07 | 0 | 2 | 0.14 | \$31,975 | 34.87599965 | 1 |
| 96.1 | X a | Gadsden | Hood Ave S | Cherry St | Chestnut | 0.14 | 4.04 | D | 3.55 | D | DCSN | | 0.54 | 0.08 | 0.56 | 50 | 2 | 18.18 | 22.0959596 | \$1,034,084 | 0.14 | \$144,772 | 15.2626106 | 1 | 0.20 | 0.03 | 0.34 | 18 | 4 | 44.44 | 11.81591221 | \$0 | 0.14 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 96.1 | X b | Gadsden | Hood Ave S | Cherry St | Chestnut | 0.14 | 4.04 | D | 3.70 | D | DCSN | | 0.54 | 0.08 | 0.56 | 50 | 2 | 18.18 | 22.0959596 | \$1,034,084 | 0.14 | \$144,772 | 15.2626106 | 1 | 0.20 | 0.03 | 0.34 | 18 | 4 | 44.44 | 11.81591221 | \$0 | 0.14 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 97.0 | a | Gadsden | Hooks Lake Road | Ewing Ave | Tidmore Bend Road | 1.59 | 1.00 | A | 2.87 | C | LOS MET | | -2.50 | -3.98 | -29.21 | 9 | 0 | 0.00 | -11.00537919 | \$0 | 1.59 | \$0 | -1 | 0 | -0.63 | -1.00 | -12.27 | 6 | 0 | 0.00 | -3.734259259 | \$0 | 1.59 | 0 | 2 | 3.18 | \$0 | -1 | 0 |
| 97.0 | b | Gadsden | Hooks Lake Road | Ewing Ave | Tidmore Bend Road | 1.59 | 1.00 | A | 2.87 | C | LOS MET | | -2.50 | -3.98 | -29.21 | 9 | 0 | 0.00 | -11.00537919 | \$0 | 1.59 | \$0 | -1 | 0 | -0.63 | -1.00 | -12.27 | 6 | 0 | 0.00 | -3.734259259 | \$0 | 1.59 | 0 | 2 | 3.18 | \$0 | -1 | 0 |
| 98.0 | a | Wills Valley | Horton Gap Road | Sand Valley Road | Duck Springs Road | 2.09 | 2.22 | B | 3.13 | C | LOS MET | | -1.28 | -2.68 | -19.66 | 6 | 0 | 0.00 | -7.429512052 | \$0 | 2.09 | \$0 | -1 | 0 | -0.37 | -0.77 | -9.47 | 5 | 0 | 0.00 | -2.735572212 | \$0 | 2.09 | 0 | 2 | 4.18 | \$0 | -1 | 0 |
| 98.0 | b | Wills Valley | Horton Gap Road | Sand Valley Road | Duck Springs Road | 2.09 | 2.22 | B | 3.13 | C | LOS MET | | -1.28 | -2.68 | -19.66 | 6 | 0 | 0.00 | -7.429512052 | \$0 | 2.09 | \$0 | -1 | 0 | -0.37 | -0.77 | -9.47 | 5 | 0 | 0.00 | -2.735572212 | \$0 | 2.09 | 0 | 2 | 4.18 | \$0 | -1 | 0 |
| 101.0 | X a | Gadsden | Itby Blvd | Clayton Blvd. | Noccalula Rd. | 0.29 | 1.49 | A | 2.85 | C | LOS MET | | -2.01 | -0.58 | -4.28 | 36 | 0 | 0.00 | -12.25824515 | \$0 | 0.29 | \$0 | -1 | 0 | -0.65 | -0.18 | -2.31 | 25 | 0 | 0.00 | 8.845654517 | \$0 | 0.29 | 0 | 2 | 0.58 | \$0 | -1 | 0 |
| 101.0 | X b | Gadsden | Itby Blvd | Clayton Blvd. | Noccalula Rd. | 0.29 | 1.49 | A | 2.85 | C | LOS MET | | -2.01 | -0.58 | -4.28 | 36 | 0 | 0.00 | -12.25824515 | \$0 | 0.29 | \$0 | -1 | 0 | -0.65 | -0.18 | -2.31 | 25 | 0 | 0.00 | 8.845654517 | \$0 | 0.29 | 0 | 2 | 0.58 | \$0 | -1 | 0 |
| 101.1 | X a | Gadsden | Itby(Clayton Rd.) | Mary Lou Cir | Itby Blvd | 0.26 | 0.00 | A | 2.35 | B | LOS MET | | -3.50 | -0.91 | -6.69 | 38 | 0 | 0.00 | -11.8563786 | \$0 | 0.26 | \$0 | -1 | 0 | -1.15 | -0.30 | -3.66 | 25 | 0 | 0.00 | 8.168969234 | \$0 | 0.26 | 0 | 2 | 0.52 | \$0 | -1 | 0 |
| 101.1 | X b | Gadsden | Itby(Clayton Rd.) | Mary Lou Cir | Itby Blvd | 0.26 | 0.00 | A | 2.35 | B | LOS MET | | -3.50 | -0.91 | -6.69 | 38 | 0 | 0.00 | -11.8563786 | \$0 | 0.26 | \$0 | -1 | 0 | -1.15 | -0.30 | -3.66 | 25 | 0 | 0.00 | 8.168969234 | \$0 | 0.26 | 0 | 2 | 0.52 | \$0 | -1 | 0 |
| 102.0 | a | Lookout Mountain | Lay Springs Road | Jones Cir | Glenn Gap Road | 1.03 | 4.31 | D | 3.97 | D | DCSN | 11/4 gets BLOS to 2.02 | 0.81 | 0.83 | 6.13 | 8 | 1 | 9.09 | 7.1745671 | \$1,402,659 | 1.03 | \$1,444,739 | 0.496599688 | 5 | 0.47 | 0.48 | 5.93 | 3 | 1 | 11.11 | 5.275666275 | \$910,034 | 1.03 | 0 | 2 | 2.06 | \$1,874,670 | 0.281418358 | 5 |
| 102.0 | b | Lookout Mountain | Lay Springs Road | Jones Cir | Glenn Gap Road | 1.03 | 4.31 | D | 3.97 | D | DCSN | 11/4 gets BLOS to 2.02 | 0.81 | 0.83 | 6.13 | 8 | 1 | 9.09 | 7.1745671 | \$1,402,659 | 1.03 | \$1,444,739 | 0.496599688 | 5 | 0.47 | 0.48 | 5.93 | 3 | 1 | 11.11 | 5.275666275 | \$910,034 | 1.03 | 0 | 2 | 2.06 | \$1,874,670 | 0.281418358 | 5 |
| 103.0 | a | Lookout Mountain | Lay Springs Road | Glenn Gap Road | Lay Springs Road | 4.00 | 3.46 | C | 3.83 | D | LOS MET | | -0.04 | -0.16 | -1.18 | 1 | 1 | 9.09 | 0.721201432 | \$0 | 4.00 | \$0 | -1 | 0 | 0.33 | 1.32 | 16.17 | 0 | 1 | 11.11 | 9.194591417 | \$910,034 | 4.00 | 0 | 2 | 8 | \$7,280,273 | 0.126294599 | 5 |
| 103.0 | b | Lookout Mountain | Lay Springs Road | Glenn Gap Road | Lay Springs Road | 4.00 | 3.46 | C | 3.83 | D | LOS MET | | -0.04 | -0.16 | -1.18 | 1 | 1 | 9.09 | 0.721201432 | \$0 | 4.00 | \$0 | -1 | 0 | 0.33 | 1.32 | 16.17 | 0 | 1 | 11.11 | 9.194591417 | \$910,034 | 4.00 | 0 | 2 | 8 | \$7,280,273 | 0.126294599 | 5 |
| 104.0 | a | Attalla | Lee St SE | Burke Ave SE | Case Ave SE | 0.47 | 1.49 | A | 2.85 | C | LOS MET | | -2.01 | -0.94 | -6.94 | 1 | 0 | 0.00 | -3.071119929 | \$0 | 0.47 | \$0 | -1 | 0 | -0.65 | -0.31 | -3.74 | 1 | 0 | 0.00 | -1.470835783 | \$0 | 0.47 | 0 | 2 | 0.94 | \$0 | -1 | 0 |
| 104.0 | b | Attalla | Lee St SE | Burke Ave SE | Case Ave SE | 0.47 | 1.49 | A | 2.85 | C | LOS MET | | -2.01 | -0.94 | -6.94 | 1 | 0 | 0.00 | -3.071119929 | \$0 | 0.47 | \$0 | -1 | 0 | -0.65 | -0.31 | -3.74 | 1 | 0 | 0.00 | -1.470835783 | \$0 | 0.47 | 0 | 2 | 0.94 | \$0 | -1 | 0 |
| 105.0 | a | Wills Valley | Leath Gap Road | Sand Valley Road | Duck Springs Road | 2.40 | 2.88 | C | 3.77 | D | LOS MET | | -0.62 | -1.49 | -10.93 | 0 | 0 | 0.00 | -5.467372134 | \$0 | 2.40 | \$0 | -1 | 0 | 0.27 | 0.65 | 7.94 | 0 | 0 | 0.00 | 3.968253968 | \$910,034 | 2.40 | 0 | 2 | 4.8 | \$4,368,164 | 0.0928449 | 5 |
| 105.0 | b | Wills Valley | Leath Gap Road | Sand Valley Road | Duck Springs Road | 2.40 | 2.88 | C | 3.77 | D | LOS MET | | -0.62 | -1.49 | -10.93 | 0 | 0 | 0.00 | -5.467372134 | \$0 | 2.40 | \$0 | -1 | 0 | 0.27 | 0.65 | 7.94 | 0 | 0 | 0.00 | 3.968253968 | \$910,034 | 2.40 | 0 | 2 | 4.8 | \$4,368,164 | 0.0928449 | 5 |
| 106.0 | X a | Gadsden | Locust St | 8th Street | N 1st St | 0.43 | 0.82 | A | 1.22 | A | LOS MET | | -2.88 | -1.15 | -8.47 | 52 | 0 | 0.00 | -16.56572604 | \$0 | 0.43 | \$0 | -1 | 0 | -1.98 | -0.85 | -10.43 | 32 | 0 | 0.00 | 7.586155203 | \$0 | 0.43 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 106.0 | X b | Gadsden | Locust St | 7th Street | N 1st St | 0.43 | 0.00 | A | 1.52 | B | Existing/Programmed | | -2.88 | -1.15 | -8.47 | 52 | 0 | 0.00 | -16.56572604 | \$0 | 0.43 | \$0 | -1 | 0 | -1.98 | -0.85 | -10.43 | 32 | 0 | 0.00 | 7.586155203 | \$0 | 0.43 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 106.1 | X a | Gadsden | Locust(Henry St.) | Meighan Blvd. | 8th Street | 0.20 | 0.37 | A | 2.23 | B | LOS MET | | -3.13 | -0.63 | -4.60 | 58 | 0 | 0.00 | -20.8988242 | \$0 | 0.20 | \$0 | -1 | 0 | -0.87 | -0.19 | -2.38 | 36 | 0 | 0.00 | 13.21197335 | \$0 | 0.20 | 50 | 1.5 | 0.3 | \$0 | -1 | 0 |
| 106.1 | X b | Gadsden | Locust(Henry St.) | Meighan Blvd. | 7th Street | 0.20 | 0.37 | A | 2.53 | C | LOS MET | | -3.13 | -0.63 | -4.60 | 58 | 0 | 0.00 | -20.8988242 | \$0 | 0.20 | \$0 | -1 | 0 | -0.87 | -0.19 | -2.38 | 36 | 0 | 0.00 | 13.21197335 | \$0 | 0.20 | 0 | 1.5 | 0.3 | \$0 | -1 | 0 |
| 107.0 | X a | Glencoe | Lonesome Bend Road | US Hwy 278 E | Air Depot Rd | 2.21 | 0.00 | A | 2.57 | C | LOS MET | | -3.50 | -7.74 | -66.84 | 25 | 0 | 0.00 | -18.42078189 | \$0 | 2.21 | \$0 | -1 | 0 | -0.93 | -2.06 | -25.17 | 18 | 0 | 0.00 | -5.386346267 | \$0 | 2.21 | 0 | 2 | 4.42 | \$0 | -1 | 0 |
| 107.0 | X b | Glencoe | Lonesome Bend Road | US Hwy 278 E | Air Depot Rd | 2.21 | 0.00 | A | 2.57 | C | LOS MET | | -3.50 | -7.74 | -66.84 | 25 | 0 | 0.00 | -18.42078189 | \$0 | 2.21 | \$0 | -1 | 0 | -0.93 | -2.06 | -25.17 | 18 | 0 | 0.00 | -5.386346267 | \$0 | 2.21 | 0 | 2 | 4.42 | \$0 | -1 | 0 |
| 107.1 | X a | Glencoe | Lonesome Bend Rd | Air Depot Rd | Chastain Blvd | 0.42 | 0.37 | A | 3.01 | C | LOS MET | | -3.13 | -1.31 | -9.66 | 39 | 0 | 0.00 | -10.76975309 | \$0 | 0.42 | \$0 | -1 | 0 | -0.49 | -0.21 | -2.52 | 53 | 0 | 0.00 | 19.93971193 | \$0 | 0.42 | 0 | 1.2 | 0.504 | \$0 | -1 | 0 |
| 107.1 | X b | Glencoe | Lonesome Bend Rd | Air Depot Rd | Chastain Blvd | 0.42 | 0.37 | A | 2.19 | B | LOS MET | | -3.13 | -1.31 | -9.66 | 39 | 0 | 0.00 | -10.76975309 | \$0 | 0.42 | \$0 | -1 | 0 | -0.49 | -0.21 | -2.52 | 53 | 0 | 0.00 | 19.93971193 | \$0 | 0.42 | 80 | 1.2 | 0.504 | \$0 | -1 | 0 |
| 108.0 | a | Hokes Bluff | Main St | US Hwy 278 E | Tomcat Road | 4.89 | 2.50 | B | 3.50 | C | LOS MET | | -1.00 | -4.89 | -35.93 | 24 | 0 | 0.00 | -8.36737134 | \$0 | 4.89 | \$0 | -1 | 0 | 0.00 | 0.00 | 0.00 | 19 | 0 | 0.00 | 7.183 | \$0 | 4.89 | 0 | 2 | 9.78 | \$0 | -1 | 0 |
| 108.0 | b | Hokes Bluff | Main St | US Hwy 278 E | Tomcat Road | 4.89 | 2.50 | B | 3.50 | C | LOS MET | | -1.00 | -4.89 | -35.93 | 24 | 0 | 0.00 | -8.36737134 | \$0 | 4.89 | \$0 | -1 | 0 | 0.00 | 0.00 | 0.00 | 19 | 0 | 0.00 | 7.183 | \$0 | 4.89 | 0 | 2 | 9.78 | \$0 | -1 | 0 |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan
(alphabetical sort)



| Seg_ID | Town | Road Name | From | To | Length (ft) | Bicycle LOS | | Pedestrian LOS | | Bike Facility Recommendation | Ped Facility Recommendation | Recommendation Comment | Bike Delta LOS (worse) | Segment Length | Delta x Length 100 | Demand Score 100 | Votes actual | Votes 100 | Benefit score | Per Mile Cost | Seg_Length | Project Cost | Benefit/Cost Index Score 112.1204667 | Bike Tier | Ped Delta LOS (worse) | Delta x Length 100 | Delta x Length 8.16 | Demand Score 100 | Votes actual | Votes 100 | Benefit Score | Per Mile Cost one side | Seg_Length | Exist SW % one side | Sidewalk Need (Both sides) % both | SW need miles both | Project Cost | Benefit/Cost Index Score 46.6425459 | Ped Tier | |
|--------|------|------------|---------------------|-------------------------|---------------------------|-------------|-------------|----------------|-------------|------------------------------|-----------------------------|------------------------|--------------------------|----------------|--------------------|------------------|--------------|-----------|---------------|---------------|-------------|--------------|--------------------------------------|-------------|-----------------------|--------------------|---------------------|------------------|--------------|-----------|---------------|------------------------|------------|---------------------|-----------------------------------|--------------------|--------------|-------------------------------------|-------------|---|
| | | | | | | Score (0-7) | Grade (A-F) | Value (0-7) | Grade (A-F) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 127.0 | a | Gadsden | N Albert Rains Blvd | Meighan Blvd | River St | 0.40 | 0.28 | A | 4.41 | D | Existing/Programmed | DCSN | -3.22 | -1.29 | -9.47 | 41 | 0 | 0.00 | 11.66748971 | \$0 | 0.40 | \$0 | -1 | 0 | 0.91 | 0.36 | 4.46 | 13 | 0 | 0.00 | 7.42908033 | \$910.034 | 0.40 | 0 | 0 | \$728.027 | 1.0204399 | 3 | | |
| 127.0 | b | Gadsden | N Albert Rains Blvd | Meighan Blvd | River St | 0.40 | 0.28 | A | 4.41 | D | Existing/Programmed | DCSN | -3.22 | -1.29 | -9.47 | 41 | 0 | 0.00 | 11.66748971 | \$0 | 0.40 | \$0 | -1 | 0 | 0.91 | 0.36 | 4.46 | 13 | 0 | 0.00 | 7.42908033 | \$910.034 | 0.40 | 0 | 0 | \$728.027 | 1.0204399 | 3 | | |
| 128.0 | a | Glencoe | N College St | Chastain Blvd | 0.39 mi W of Pineview Ave | 1.01 | 2.38 | B | 3.10 | C | LOS MET | LOS MET | -1.12 | -1.13 | -8.31 | 36 | 0 | 0.00 | 10.2436214 | \$0 | 1.01 | \$0 | -1 | 0 | -0.40 | -0.40 | -4.95 | 30 | 0 | 0.00 | 9.52965119 | \$0 | 1.01 | 0 | 0 | 2.02 | \$0 | -1 | 0 | |
| 128.0 | b | Glencoe | N College St | Chastain Blvd | 0.39 mi W of Pineview Ave | 1.01 | 2.38 | B | 3.10 | C | LOS MET | LOS MET | -1.12 | -1.13 | -8.31 | 36 | 0 | 0.00 | 10.2436214 | \$0 | 1.01 | \$0 | -1 | 0 | -0.40 | -0.40 | -4.95 | 30 | 0 | 0.00 | 9.52965119 | \$0 | 1.01 | 0 | 0 | 2.02 | \$0 | -1 | 0 | |
| 129.0 | a | Gadsden | Noccalula Dr | Noccalula Road | Jones Cir | 2.76 | 2.65 | C | 3.43 | C | LOS MET | LOS MET | -0.85 | -2.35 | -17.24 | 14 | 1 | 9.09 | -2.110838544 | \$0 | 2.76 | \$0 | -1 | 0 | -0.07 | -0.19 | -2.37 | 6 | 1 | 11.11 | 2.327983539 | \$0 | 2.76 | 0 | 0 | 5.52 | \$0 | -1 | 0 | |
| 129.0 | b | Gadsden | Noccalula Dr | Noccalula Road | Jones Cir | 2.76 | 2.65 | C | 3.43 | C | LOS MET | LOS MET | -0.85 | -2.35 | -17.24 | 14 | 1 | 9.09 | -2.110838544 | \$0 | 2.76 | \$0 | -1 | 0 | -0.07 | -0.19 | -2.37 | 6 | 1 | 11.11 | 2.327983539 | \$0 | 2.76 | 0 | 0 | 5.52 | \$0 | -1 | 0 | |
| 130.0 | a | Gadsden | Noccalula Road | Noccalula Dr | Scenic Hwy | 1.36 | 4.01 | D | 4.75 | E | Add Shoulder 3 | DCSN | 1114 gets BLOS to 2.81 | 0.51 | 0.69 | 5.10 | 19 | 2 | 18.18 | 11.9668827 | \$1,402.659 | 1.36 | \$1,907.616 | 6.627310899 | 4 | 1.25 | 1.70 | 20.82 | 11 | 0 | 0.00 | 14.81054282 | \$910.034 | 1.36 | 0 | 0 | 2.72 | \$2,475.293 | 0.59834991 | 4 |
| 130.0 | b | Gadsden | Noccalula Road | Noccalula Dr | Scenic Hwy | 1.36 | 4.01 | D | 4.75 | E | DCSN | DCSN | 1114 gets BLOS to 2.81 | 0.51 | 0.69 | 5.10 | 19 | 2 | 18.18 | 11.9668827 | \$1,402.659 | 1.36 | \$1,907.616 | 6.627310899 | 4 | 1.25 | 1.70 | 20.82 | 11 | 0 | 0.00 | 14.81054282 | \$910.034 | 1.36 | 0 | 0 | 2.72 | \$2,475.293 | 0.59834991 | 4 |
| 131.0 | X a | Gadsden | Noccalula Road | Body Street | Noccalula Dr | 0.39 | 3.98 | D | 4.04 | D | DCSN | DCSN | 0.48 | 0.19 | 1.38 | 41 | 2 | 18.18 | 18.90601251 | \$1,034.084 | 0.39 | \$403.293 | 4.687910658 | 2 | 0.54 | 0.21 | 2.58 | 29 | 0 | 0.00 | 12.88968254 | \$910.034 | 0.39 | 25 | 1.5 | 0.585 | \$532.370 | 2.421188956 | 2 | |
| 131.0 | X b | Gadsden | Noccalula Road | Body Street | Noccalula Dr | 0.39 | 3.98 | D | 4.04 | D | DCSN | DCSN | 0.48 | 0.19 | 1.38 | 41 | 2 | 18.18 | 18.90601251 | \$1,034.084 | 0.39 | \$403.293 | 4.687910658 | 2 | 0.54 | 0.21 | 2.58 | 29 | 0 | 0.00 | 12.88968254 | \$910.034 | 0.39 | 25 | 1.5 | 0.585 | \$532.370 | 2.421188956 | 2 | |
| 131.1 | X a | Gadsden | Noccalula Road | S Court Street | Body Street | 0.30 | 4.46 | D | 5.24 | E | DCSN | DCSN | 0.96 | 0.29 | 2.12 | 47 | 2 | 18.18 | 21.67638288 | \$1,034.084 | 0.30 | \$310.225 | 6.987302593 | 1 | 1.74 | 0.52 | 6.39 | 27 | 0 | 0.00 | 13.99664903 | \$910.034 | 0.30 | 0 | 0 | 2.06 | \$546.020 | 2.563392748 | 2 | |
| 131.1 | X b | Gadsden | Noccalula Road | S Court Street | Body Street | 0.30 | 4.46 | D | 5.24 | E | DCSN | DCSN | 0.96 | 0.29 | 2.12 | 47 | 2 | 18.18 | 21.67638288 | \$1,034.084 | 0.30 | \$310.225 | 6.987302593 | 1 | 1.74 | 0.52 | 6.39 | 27 | 0 | 0.00 | 13.99664903 | \$910.034 | 0.30 | 0 | 0 | 2.06 | \$546.020 | 2.563392748 | 2 | |
| 132.0 | a | Gadsden | Noccalula Road | Scenic Dr | I-59 | 1.20 | 3.40 | C | 4.08 | D | LOS MET | DCSN | -0.10 | -0.12 | -0.88 | 2 | 2 | 18.18 | 2.177264711 | \$0 | 1.20 | \$0 | -1 | 0 | 0.58 | 0.70 | 8.52 | 0 | 0 | 0.00 | 4.262198707 | \$910.034 | 1.20 | 0 | 0 | 2.4 | \$2,184.082 | 0.195148304 | 5 | |
| 132.0 | b | Gadsden | Noccalula Road | Scenic Dr | I-59 | 1.20 | 3.40 | C | 4.08 | D | LOS MET | DCSN | -0.10 | -0.12 | -0.88 | 2 | 2 | 18.18 | 2.177264711 | \$0 | 1.20 | \$0 | -1 | 0 | 0.58 | 0.70 | 8.52 | 0 | 0 | 0.00 | 4.262198707 | \$910.034 | 1.20 | 0 | 0 | 2.4 | \$2,184.082 | 0.195148304 | 5 | |
| 133.0 | a | Reece City | Noccalula Road | I-59 | Valley Dr | 0.40 | 3.77 | D | 4.04 | D | Add Shoulder 3 | DCSN | 1114 gets BLOS to 2.63 | 0.27 | 0.11 | 0.79 | 0 | 2 | 18.18 | 2.215007215 | \$1,402.659 | 0.40 | \$561.064 | 0.394787251 | 5 | 0.54 | 0.22 | 2.65 | 0 | 0 | 0.00 | 1.322751323 | \$910.034 | 0.40 | 0 | 0 | 2.08 | \$728.027 | 0.1816898 | 5 |
| 133.0 | b | Reece City | Noccalula Road | I-59 | Valley Dr | 0.40 | 3.77 | D | 4.04 | D | DCSN | DCSN | 1114 gets BLOS to 2.63 | 0.27 | 0.11 | 0.79 | 0 | 2 | 18.18 | 2.215007215 | \$1,402.659 | 0.40 | \$561.064 | 0.394787251 | 5 | 0.54 | 0.22 | 2.65 | 0 | 0 | 0.00 | 1.322751323 | \$910.034 | 0.40 | 0 | 0 | 2.08 | \$728.027 | 0.1816898 | 5 |
| 134.0 | X a | Gadsden | Nunnally Ave | Paden Road | Margaret | 0.59 | 1.61 | B | 2.96 | C | LOS MET | LOS MET | -1.89 | -1.12 | -8.19 | 15 | 0 | 0.00 | 1.902777778 | \$0 | 0.59 | \$0 | -1 | 0 | -0.54 | -0.32 | -3.90 | 0 | 0 | 0.00 | -1.951058201 | \$0 | 0.59 | 0 | 0 | 2.18 | \$0 | -1 | 0 | |
| 134.0 | X b | Gadsden | Nunnally Ave | Paden Road | Margaret | 0.59 | 1.61 | B | 2.96 | C | LOS MET | LOS MET | -1.89 | -1.12 | -8.19 | 15 | 0 | 0.00 | 1.902777778 | \$0 | 0.59 | \$0 | -1 | 0 | -0.54 | -0.32 | -3.90 | 0 | 0 | 0.00 | -1.951058201 | \$0 | 0.59 | 0 | 0 | 2.18 | \$0 | -1 | 0 | |
| 134.1 | X a | Gadsden | Nunnally Ave | Paden Road | Margaret | 0.51 | 1.30 | A | 2.76 | C | LOS MET | LOS MET | -2.20 | -1.12 | -8.25 | 16 | 0 | 0.00 | 2.277425044 | \$0 | 0.51 | \$0 | -1 | 0 | -0.74 | -0.38 | -4.62 | 0 | 0 | 0.00 | -2.311140506 | \$0 | 0.51 | 0 | 0 | 2.102 | \$0 | -1 | 0 | |
| 134.1 | X b | Gadsden | Nunnally Ave | Paden Road | Margaret | 0.51 | 1.30 | A | 2.76 | C | LOS MET | LOS MET | -2.20 | -1.12 | -8.25 | 16 | 0 | 0.00 | 2.277425044 | \$0 | 0.51 | \$0 | -1 | 0 | -0.74 | -0.38 | -4.62 | 0 | 0 | 0.00 | -2.311140506 | \$0 | 0.51 | 0 | 0 | 2.102 | \$0 | -1 | 0 | |
| 135.0 | a | Gadsden | Paden Road | 0.12 mi SE of Farm Road | Nunnally Ave | 0.47 | 1.90 | B | 3.15 | C | LOS MET | LOS MET | -1.60 | -0.75 | -5.53 | 8 | 0 | 0.00 | 0.436919459 | \$0 | 0.47 | \$0 | -1 | 0 | -0.35 | -0.16 | -2.01 | 0 | 0 | 0.00 | -1.007373114 | \$0 | 0.47 | 0 | 0 | 2.094 | \$0 | -1 | 0 | |
| 135.0 | b | Gadsden | Paden Road | 0.12 mi SE of Farm Road | Nunnally Ave | 0.47 | 1.90 | B | 3.15 | C | LOS MET | LOS MET | -1.60 | -0.75 | -5.53 | 8 | 0 | 0.00 | 0.436919459 | \$0 | 0.47 | \$0 | -1 | 0 | -0.35 | -0.16 | -2.01 | 0 | 0 | 0.00 | -1.007373114 | \$0 | 0.47 | 0 | 0 | 2.094 | \$0 | -1 | 0 | |
| 136.0 | a | Gadsden | Paden Road | Cloverdale Road | College Pkwy | 1.18 | 4.99 | E | 5.18 | E | Add Shoulder 2 | Add Sidewalk 2 | 1114.5 gets BLOS to 3.35 | 1.49 | 1.76 | 12.92 | 6 | 0 | 0.00 | 8.860170488 | \$66.714 | 1.18 | \$78.723 | 11.25492915 | 1 | 1.68 | 1.98 | 24.28 | 0 | 0 | 0.00 | 12.1399177 | \$482.524 | 1.18 | 0 | 0 | 2.36 | \$1,138.575 | 1.066067576 | 2 |
| 136.0 | b | Gadsden | Paden Road | Cloverdale Road | College Pkwy | 1.18 | 4.99 | E | 5.18 | E | Add Shoulder 2 | Add Sidewalk 2 | 1114.5 gets BLOS to 3.35 | 1.49 | 1.76 | 12.92 | 6 | 0 | 0.00 | 8.860170488 | \$66.714 | 1.18 | \$78.723 | 11.25492915 | 1 | 1.68 | 1.98 | 24.28 | 0 | 0 | 0.00 | 12.1399177 | \$482.524 | 1.18 | 0 | 0 | 2.36 | \$1,138.575 | 1.066067576 | 2 |
| 137 | a | Gadsden | Paden Road | Unnamed Road | 0.12 mi SE of Farm Road | 0.22 | 1.54 | B | 3.07 | C | LOS MET | LOS MET | -1.96 | -0.43 | -3.17 | 4 | 0 | 0.00 | 0.01563786 | \$0 | 0.22 | \$0 | -1 | 0 | -0.43 | -0.09 | -1.16 | 0 | 0 | 0.00 | -0.579316089 | \$0 | 0.22 | 0 | 0 | 2.44 | \$0 | -1 | 0 | |
| 137 | b | Gadsden | Paden Road | Unnamed Road | 0.12 mi SE of Farm Road | 0.22 | 1.54 | B | 3.07 | C | LOS MET | LOS MET | -1.96 | -0.43 | -3.17 | 4 | 0 | 0.00 | 0.01563786 | \$0 | 0.22 | \$0 | -1 | 0 | -0.43 | -0.09 | -1.16 | 0 | 0 | 0.00 | -0.579316089 | \$0 | 0.22 | 0 | 0 | 2.44 | \$0 | -1 | 0 | |
| 138 | a | Gadsden | Padenreich Ave | George Wallace Dr | E Broad St | 0.51 | 3.77 | D | 4.23 | D | DCSN | Add Sidewalk 1 | 1114.5 gets BLOS to 3.35 | 0.27 | 0.14 | 1.01 | 30 | 0 | 0.00 | 12.50595238 | \$1,034.084 | 0.51 | \$527.383 | 2.37132309 | 2 | 0.73 | 0.37 | 4.56 | 16 | 0 | 0.00 | 8.67908877 | \$228.396 | 0.51 | 0 | 0 | 2.102 | \$232.964 | 3.725861523 | 2 |
| 138 | b | Gadsden | Padenreich Ave | George Wallace Dr | E Broad St | 0.51 | 3.77 | D | 4.23 | D | DCSN | Add Sidewalk 1 | 1114.5 gets BLOS to 3.35 | 0.27 | 0.14 | 1.01 | 30 | 0 | 0.00 | 12.50595238 | \$1,034.084 | 0.51 | \$527.383 | 2.37132309 | 2 | 0.73 | 0.37 | 4.56 | 16 | 0 | 0.00 | 8.67908877 | \$228.396 | 0.51 | 0 | 0 | 2.102 | \$232.964 | 3.725861523 | 2 |
| 139 | X a | Gadsden | Padenreich Ave | Eastview Ave | Padenreich Ave | 0.30 | 4.57 | E | 4.70 | E | DCSN | Add Sidewalk 1 | 1114.5 gets BLOS to 3.35 | 1.07 | 0.32 | 2.36 | 24 | 0 | 0.00 | 10.77945326 | \$1,034.084 | 0.30 | \$310.225 | 3.474717261 | 2 | 1.20 | 0.36 | 4.41 | 8 | 0 | 0.00 | 5.404585538 | \$228.396 | 0.30 | 0 | 0 | 2.06 | \$137.038 | 3.943872441 | 1 |
| 139 | X b | Gadsden | Padenreich Ave | Eastview Ave | Padenreich Ave | 0.30 | 4.57 | E | 4.70 | E | DCSN | Add Sidewalk 1 | 1114.5 gets BLOS to 3.35 | 1.07 | 0.32 | 2.36 | 24 | 0 | 0.00 | 10.77945326 | \$1,034.084 | 0.30 | \$310.225 | 3.474717261 | 2 | | | | | | | | | | | | | | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan
Prioritization Results
(alphabetical sort)



| Seg_ID | Town | Road Name | From | To | Len- gth (ft) | Bicycle LOS | | Pedestrian LOS | | Bike Facility Recommendation | Ped Facility Recommendation | Recommendation Comment | Bike Delta LOS (worse) | Segment Length x/length | Delta x Length 100 | Demand Score 100 | Votes actual | Votes 100 | Benefit score | Per Mile Cost | Seg_Length | Project Cost | Benefit/Cost Index Score 112.1204667 | Bike Tier | Ped Delta LOS (worse) | Delta x Length 100 | Delta x Length 8.16 | Demand Score 100 | Votes actual | Votes 100 | Benefit Score | Per Mile Cost one side | Seg_Length | Exist SW Coverage % one side | Sidewalk Need (Both sides) % both | SW need miles both | Project Cost | Benefit/Cost Index Score 46.64525459 | Ped Tier | | | |
|--------|------|-------------|-----------------|---------------------------|---------------------------|-----------------|-----------------|-------------------|-----------------|---------------------------------|--------------------------------|---------------------------|------------------------------|-------------------------------|--------------------------|------------------------|-----------------|--------------|---------------|------------------|-------------|-----------------|---|--------------|-----------------------------|--------------------------|---------------------------|------------------------|-----------------|--------------|---------------|------------------------------|------------|---------------------------------------|--|--------------------------|-----------------|---|-------------|-------------|---|---|
| | | | | | | Score (0..7) | Grade (A..F) | Value (0..7) | Grade (A..F) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 163.3 | X b | Gadsden | Randall | 11th Street | Reynolds | 0.25 | 0.00 | A | 2.05 | B | LOS MET | LOS MET | | -3.50 | -0.88 | -6.43 | 71 | 0 | 0.00 | 25.18497942 | \$0 | 0.25 | \$0 | -1 | 0 | -1.18 | -0.30 | -3.61 | 33 | 0 | 0.00 | 11.39346463 | \$0 | 0.25 | 50 | 1.5 | 0.375 | \$0 | -1 | 0 | | |
| 163.4 | X a | Gadsden | Randall | Reynolds | S. 6th St. | 0.42 | 0.00 | A | 1.57 | B | LOS MET | Existing/Programmed | | -3.50 | -1.47 | -10.80 | 70 | 0 | 0.00 | 22.59876543 | \$0 | 0.42 | \$0 | -1 | 0 | -1.93 | -0.81 | -0.93 | 36 | 0 | 0.00 | 9.43600823 | \$0 | 0.42 | 100 | 0 | 0 | \$0 | -1 | 0 | | |
| 163.4 | X b | Gadsden | Randall | Reynolds | S. 6th St. | 0.42 | 0.00 | A | 1.57 | B | LOS MET | Existing/Programmed | | -3.50 | -1.47 | -10.80 | 70 | 0 | 0.00 | 22.59876543 | \$0 | 0.42 | \$0 | -1 | 0 | -1.93 | -0.81 | -0.93 | 36 | 0 | 0.00 | 9.43600823 | \$0 | 0.42 | 100 | 0 | 0 | \$0 | -1 | 0 | | |
| 163.5 | X a | Gadsden | Randall | S. 6th St. | Walnut | 0.44 | 0.00 | A | 1.73 | B | LOS MET | Existing/Programmed | | -3.50 | -1.54 | -11.32 | 62 | 2 | 18.18 | 20.9597456 | \$0 | 0.44 | \$0 | -1 | 0 | -1.77 | -0.78 | -0.94 | 49 | 2 | 22.22 | 17.05296884 | \$0 | 0.44 | 100 | 0 | 0 | \$0 | -1 | 0 | | |
| 163.5 | X b | Gadsden | Randall | S. 6th St. | Walnut | 0.44 | 0.00 | A | 1.73 | B | LOS MET | Existing/Programmed | | -3.50 | -1.54 | -11.32 | 62 | 2 | 18.18 | 20.9597456 | \$0 | 0.44 | \$0 | -1 | 0 | -1.77 | -0.78 | -0.94 | 49 | 2 | 22.22 | 17.05296884 | \$0 | 0.44 | 100 | 0 | 0 | \$0 | -1 | 0 | | |
| 164 | a | Hokes Bluff | Rocky Ford Road | 0.52 mi E of Main St | 0.07 mi W of Turner Road | 1.24 | 1.38 | A | 3.07 | C | LOS MET | LOS MET | | -2.12 | -2.63 | -19.32 | 7 | 0 | 0.00 | -6.859024103 | \$0 | 1.24 | \$0 | -1 | 0 | -0.43 | -0.53 | -6.53 | 0 | 0 | 0.00 | -3.265236136 | \$0 | 1.24 | 0 | 2 | 2.48 | \$0 | -1 | 0 | | |
| 164 | b | Hokes Bluff | Rocky Ford Road | 0.52 mi E of Main St | 0.07 mi W of Turner Road | 1.24 | 1.38 | A | 3.07 | C | LOS MET | LOS MET | | -2.12 | -2.63 | -19.32 | 7 | 0 | 0.00 | -6.859024103 | \$0 | 1.24 | \$0 | -1 | 0 | -0.43 | -0.53 | -6.53 | 0 | 0 | 0.00 | -3.265236136 | \$0 | 1.24 | 0 | 2 | 2.48 | \$0 | -1 | 0 | | |
| 165 | a | Hokes Bluff | Rocky Ford Road | Centre Road | 0.52 mi E of Main St | 0.52 | 1.60 | B | 3.12 | C | LOS MET | LOS MET | | -1.90 | -0.99 | -7.26 | 27 | 0 | 0.00 | 7.169782481 | \$0 | 0.52 | \$0 | -1 | 0 | -0.38 | -0.20 | -2.42 | 4 | 0 | 0.00 | 0.38927494 | \$0 | 0.52 | 0 | 2 | 1.04 | \$0 | -1 | 0 | | |
| 165 | b | Hokes Bluff | Rocky Ford Road | Centre Road | 0.52 mi E of Main St | 0.52 | 1.60 | B | 3.12 | C | LOS MET | LOS MET | | -1.90 | -0.99 | -7.26 | 27 | 0 | 0.00 | 7.169782481 | \$0 | 0.52 | \$0 | -1 | 0 | -0.38 | -0.20 | -2.42 | 4 | 0 | 0.00 | 0.38927494 | \$0 | 0.52 | 0 | 2 | 1.04 | \$0 | -1 | 0 | | |
| 166 | a | Hokes Bluff | Rocky Ford Road | 0.16 mi W of Beasley Road | Reeves Road | 0.62 | 1.74 | B | 3.15 | C | LOS MET | LOS MET | | -1.76 | -1.09 | -8.02 | 0 | 0 | 0.00 | -4.009406232 | \$0 | 0.62 | \$0 | -1 | 0 | -0.35 | -0.22 | -2.66 | 0 | 0 | 0.00 | -1.328875171 | \$0 | 0.62 | 0 | 2 | 1.24 | \$0 | -1 | 0 | | |
| 166 | b | Hokes Bluff | Rocky Ford Road | 0.16 mi W of Beasley Road | Reeves Road | 0.62 | 1.74 | B | 3.15 | C | LOS MET | LOS MET | | -1.76 | -1.09 | -8.02 | 0 | 0 | 0.00 | -4.009406232 | \$0 | 0.62 | \$0 | -1 | 0 | -0.35 | -0.22 | -2.66 | 0 | 0 | 0.00 | -1.328875171 | \$0 | 0.62 | 0 | 2 | 1.24 | \$0 | -1 | 0 | | |
| 167 | a | Hokes Bluff | Rocky Ford Road | 0.07 mi W of Turner Road | 0.16 mi W of Beasley Road | 0.42 | 1.66 | B | 3.13 | C | LOS MET | LOS MET | | -1.84 | -0.77 | -5.68 | 0 | 0 | 0.00 | -2.839506173 | \$0 | 0.42 | \$0 | -1 | 0 | -0.37 | -0.16 | -1.90 | 0 | 0 | 0.00 | -0.951646091 | \$0 | 0.42 | 0 | 2 | 0.84 | \$0 | -1 | 0 | | |
| 167.0 | b | Hokes Bluff | Rocky Ford Road | 0.07 mi W of Turner Road | 0.16 mi W of Beasley Road | 0.42 | 1.66 | B | 3.13 | C | LOS MET | LOS MET | | -1.84 | -0.77 | -5.68 | 0 | 0 | 0.00 | -2.839506173 | \$0 | 0.42 | \$0 | -1 | 0 | -0.37 | -0.16 | -1.90 | 0 | 0 | 0.00 | -0.951646091 | \$0 | 0.42 | 0 | 2 | 0.84 | \$0 | -1 | 0 | | |
| 168.0 | a | Gadsden | S 11th St | Chestnut St | Forrest Ave | 0.27 | 2.30 | B | 1.97 | B | LOS MET | Existing/Programmed | | -1.20 | -0.32 | -2.38 | 70 | 0 | 0.00 | 26.80952381 | \$0 | 0.27 | \$0 | -1 | 0 | -1.53 | -0.41 | -5.06 | 17 | 2 | 22.22 | 6.492460317 | \$0 | 0.27 | 100 | 0 | 0 | \$0 | -1 | 0 | | |
| 168.0 | b | Gadsden | S 11th St | Chestnut St | Forrest Ave | 0.27 | 2.30 | B | 1.97 | B | LOS MET | Existing/Programmed | | -1.20 | -0.32 | -2.38 | 70 | 0 | 0.00 | 26.80952381 | \$0 | 0.27 | \$0 | -1 | 0 | -1.53 | -0.41 | -5.06 | 17 | 2 | 22.22 | 6.492460317 | \$0 | 0.27 | 100 | 0 | 0 | \$0 | -1 | 0 | | |
| 169.0 | X a | Gadsden | S 11th St | Central Ave | Black Creek Parkway | 1.04 | 3.30 | C | 3.31 | C | LOS MET | LOS MET | | -0.20 | -0.21 | -1.53 | 77 | 0 | 0.00 | 30.03574368 | \$0 | 1.04 | \$0 | -1 | 0 | -0.19 | -0.20 | -2.42 | 69 | 0 | 0.00 | 26.38992749 | \$0 | 1.04 | 20 | 1.3 | 1.352 | \$0 | -1 | 0 | | |
| 169.0 | X b | Gadsden | S 11th St | Central Ave | Black Creek Parkway | 1.04 | 3.30 | C | 3.31 | C | LOS MET | LOS MET | | -0.20 | -0.21 | -1.53 | 77 | 0 | 0.00 | 30.03574368 | \$0 | 1.04 | \$0 | -1 | 0 | -0.19 | -0.20 | -2.42 | 69 | 0 | 0.00 | 26.38992749 | \$0 | 1.04 | 50 | 1.3 | 1.352 | \$0 | -1 | 0 | | |
| 169.1 | X a | Gadsden | S 11th St | Black Creek Parkway | Eastside Drive | 0.51 | 3.24 | C | 3.44 | C | LOS MET | LOS MET | | -0.26 | -0.13 | -0.97 | 86 | 0 | 0.00 | 33.9127866 | \$0 | 0.51 | \$0 | -1 | 0 | 0.25 | 0.13 | 1.56 | 89 | 0 | 0.00 | 36.38079071 | \$228.396 | 0.51 | 25 | 1.75 | 0.8925 | \$203.843 | 17.84742743 | 1 | 1 | |
| 169.1 | X b | Gadsden | S 11th St | Black Creek Parkway | Eastside Drive | 0.51 | 3.24 | C | 3.44 | C | LOS MET | Add Sidewalk 1 | | -0.26 | -0.13 | -0.97 | 86 | 0 | 0.00 | 33.9127866 | \$0 | 0.51 | \$0 | -1 | 0 | 0.25 | 0.13 | 1.56 | 89 | 0 | 0.00 | 36.38079071 | \$228.396 | 0.51 | 0 | 1.75 | 0.8925 | \$203.843 | 17.84742743 | 1 | 1 | |
| 169.2 | X a | Gadsden | S 11th St | Eastside Drive | Randall | 0.53 | 3.42 | C | 3.89 | D | LOS MET | DCSN | | -0.08 | -0.04 | -0.31 | 91 | 0 | 0.00 | 36.24420929 | \$0 | 0.53 | \$0 | -1 | 0 | 0.39 | 0.21 | 2.53 | 40 | 2 | 22.22 | 19.48802175 | \$910.034 | 0.53 | 0 | 2 | 1.06 | \$964.636 | 2.020245832 | 2 | 2 | |
| 169.2 | X b | Gadsden | S 11th St | Eastside Drive | Randall | 0.53 | 3.42 | C | 3.89 | D | LOS MET | DCSN | | -0.08 | -0.04 | -0.31 | 91 | 0 | 0.00 | 36.24420929 | \$0 | 0.53 | \$0 | -1 | 0 | 0.39 | 0.21 | 2.53 | 40 | 2 | 22.22 | 19.48802175 | \$910.034 | 0.53 | 0 | 2 | 1.06 | \$964.636 | 2.020245832 | 2 | 2 | |
| 170.0 | a | Gadsden | S 11th St | Walnut St | Chestnut St | 0.18 | 2.38 | B | 2.15 | B | LOS MET | Existing/Programmed | | -1.12 | -0.20 | -1.48 | 75 | 1 | 9.09 | 30.16835017 | \$0 | 0.18 | \$0 | -1 | 0 | -1.35 | -0.24 | -2.98 | 17 | 3 | 33.33 | 8.645238095 | \$0 | 0.18 | 100 | 0 | 0 | \$0 | -1 | 0 | | |
| 170.0 | b | Gadsden | S 11th St | Walnut St | Chestnut St | 0.18 | 2.38 | B | 2.15 | B | LOS MET | Existing/Programmed | | -1.12 | -0.20 | -1.48 | 75 | 1 | 9.09 | 30.16835017 | \$0 | 0.18 | \$0 | -1 | 0 | -1.35 | -0.24 | -2.98 | 17 | 3 | 33.33 | 8.645238095 | \$0 | 0.18 | 100 | 0 | 0 | \$0 | -1 | 0 | | |
| 171.0 | a | Gadsden | S 11th St | Randall St | Walnut St | 0.44 | 0.00 | A | 1.86 | B | LOS MET | Existing/Programmed | | -3.50 | -1.54 | -11.32 | 75 | 0 | 0.00 | 24.34158379 | \$0 | 0.44 | \$0 | -1 | 0 | -1.84 | -0.72 | -8.84 | 25 | 2 | 22.22 | 7.803252988 | \$0 | 0.44 | 100 | 0 | 0 | \$0 | -1 | 0 | | |
| 171.0 | b | Gadsden | S 11th St | Randall St | Walnut St | 0.44 | 0.00 | A | 1.86 | B | LOS MET | Existing/Programmed | | -3.50 | -1.54 | -11.32 | 75 | 0 | 0.00 | 24.34158379 | \$0 | 0.44 | \$0 | -1 | 0 | -1.84 | -0.72 | -8.84 | 25 | 2 | 22.22 | 7.803252988 | \$0 | 0.44 | 100 | 0 | 0 | \$0 | -1 | 0 | | |
| 172.0 | a | Gadsden | S 12th St | Walnut St | Forrest Ave | 0.5 | 3.82 | D | 3.00 | C | DCSN | Existing/Programmed | | 0.32 | 0.16 | 1.18 | 73 | 1 | 9.09 | 30.69698039 | \$1,034.084 | 0.50 | \$517.042 | 5.93703488 | 1 | -0.50 | -0.25 | -3.06 | 17 | 1 | 11.11 | 6.380148932 | \$0 | 0.50 | 100 | 0 | 0 | \$0 | -1 | 0 | | |
| 172.0 | b | Gadsden | S 12th St | Walnut St | Forrest Ave | 0.5 | 3.82 | D | 3.00 | C | DCSN | Existing/Programmed | | 0.32 | 0.16 | 1.18 | 73 | 1 | 9.09 | 30.69698039 | \$1,034.084 | 0.50 | \$517.042 | 5.93703488 | 1 | -0.50 | -0.25 | -3.06 | 17 | 1 | 11.11 | 6.380148932 | \$0 | 0.50 | 100 | 0 | 0 | \$0 | -1 | 0 | | |
| 173.0 | X a | Gadsden | S 1st St | S 3rd St | Walnut St | 0.31 | 3.18 | C | 2.32 | B | LOS MET | Existing/Programmed | | -0.32 | -0.10 | -0.73 | 51 | 0 | 0.00 | 20.03550852 | \$0 | 0.31 | \$0 | -1 | 0 | -1.12 | -0.35 | -4.25 | 23 | 0 | 0.00 | 7.073799726 | \$0 | 0.31 | 100 | 0.1 | 0.031 | \$0 | -1 | 0 | | |
| 173.0 | X b | Gadsden | S 1st St | S 3rd St | Walnut St | 0.31 | 3.18 | C | 2.32 | B | LOS MET | LOS MET | | -0.32 | -0.10 | -0.73 | 51 | 0 | 0.00 | 20.03550852 | \$0 | 0.31 | \$0 | -1 | 0 | -1.12 | -0.35 | -4.25 | 23 | 0 | 0.00 | 7.073799726 | \$0 | 0.31 | 90 | 0.1 | 0.031 | \$0 | -1 | 0 | | |
| 173.1 | X a | Gadsden | S 1st St | Walnut St | Chestnut | 0.11 | 3.27 | C | 1.40 | A | LOS MET | Existing/Programmed | | -0.23 | -0.03 | -0.19 | 40 | 0 | 0.00 | 15.90703998 | \$0 | 0.11 | \$0 | -1 | 0 | 0.01 | 0.00 | 0.01 | 14 | 0 | 0.00 | 5.606736234 | \$228.396 | 0.11 | 100 | 0 | 1 | 0.11 | \$25.124 | 22.31665789 | 1 | 1 |
| 173.1 | X b | Gadsden | S 1st St | Walnut St | Chestnut | 0.11 | 3.27 | C | 1.40 | A | LOS MET | Add Sidewalk 1 | | -0.23 | -0.03 | -0.19 | 40 | 0 | 0.00 | 15.9 | | | | | | | | | | | | | | | | | | | | | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan
Prioritization Results
(alphabetical sort)



| Seg_ID | Town | Road Name | From | To | Len- gth (ft) | Bicycle LOS | | Pedestrian LOS | | Bike Facility Recommendation | Ped Facility Recommendation | Recommendation Comment | Bike Delta LOS (worse) | Segment Length x length | Delta x Length 100 | Demand Score 100 | Votes actual | Benefit score 100 | Per Mile Cost | Seg_Length | Project Cost | Benefit/Cost Index Score 112.1204667 | Bike Tier | Ped Delta LOS (worse) | Delta x Length 100 | Delta x Length 8.16 | Demand Score 100 | Votes actual | Benefit Score 100 | Per Mile Cost one side | Seg_Length | Exist SW Coverage % one side | Sidewalk Need (Both sides) | SW need miles both | Project Cost | Benefit/Cost Index Score 46.6425459 | Ped Tier | | |
|--------|------|------------------|---------------------|------------------|---------------------|----------------|----------------|-------------------|----------------|---------------------------------|--------------------------------|---------------------------|------------------------------|-------------------------------|--------------------------|------------------------|-----------------|----------------------|------------------|-------------|-----------------|---|--------------|-----------------------------|--------------------------|---------------------------|------------------------|-----------------|-------------------------|------------------------------|--------------|---------------------------------------|-------------------------------|--------------------------|-----------------|--|-------------|-------------|---|
| | | | | | | Score (0-7) | Grade (A-F) | Value (0-7) | Grade (A-F) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 193.0 | X a | Gadsden | Steele Station Road | Pine View Drive | Westminster Drive | 2.71 | 3.14 | C | 3.81 | D | LOS MET | DCSN | -0.36 | -0.08 | -7.17 | 11 | 0 | 0.00 | 0.815343915 | \$0 | 2.71 | \$0 | -1 | 0 | 0.31 | 0.84 | 10.29 | 0 | 0 | 0.00 | 5.144645307 | \$910.034 | 2.71 | 0 | 2 | 5.42 | \$4,932.385 | 0.104303404 | 5 |
| 193.0 | X b | Gadsden | Steele Station Road | Pine View Drive | Westminster Drive | 2.71 | 3.14 | C | 3.81 | D | LOS MET | DCSN | -0.36 | -0.08 | -7.17 | 11 | 0 | 0.00 | 0.815343915 | \$0 | 2.71 | \$0 | -1 | 0 | 0.31 | 0.84 | 10.29 | 0 | 0 | 0.00 | 5.144645307 | \$910.034 | 2.71 | 0 | 2 | 5.42 | \$4,932.385 | 0.104303404 | 5 |
| 193.1 | X a | Gadsden | Steele Station Road | Westminster Dr. | Natco | 0.61 | 2.96 | C | 3.49 | C | LOS MET | LOS MET | -0.54 | -0.33 | -2.42 | 16 | 0 | 0.00 | 5.1896254 | \$0 | 0.61 | \$0 | -1 | 0 | -0.01 | -0.01 | -0.07 | 0 | 0 | 0.00 | -0.037355477 | \$0 | 0.61 | 0 | 2 | 1.22 | \$0 | -1 | 0 |
| 193.1 | X b | Gadsden | Steele Station Road | Westminster Dr. | Natco | 0.61 | 2.96 | C | 3.49 | C | LOS MET | LOS MET | -0.54 | -0.33 | -2.42 | 16 | 0 | 0.00 | 5.1896254 | \$0 | 0.61 | \$0 | -1 | 0 | -0.01 | -0.01 | -0.07 | 0 | 0 | 0.00 | -0.037355477 | \$0 | 0.61 | 0 | 2 | 1.22 | \$0 | -1 | 0 |
| 194.0 | a | Gadsden | Steele Station Road | Natco Dr | Sutton Bridge Road | 1.13 | 4.16 | D | 4.80 | E | Add Shoulder 3 | DCSN | 0.66 | 0.75 | 5.48 | 28 | 0 | 0.00 | 13.9402982 | \$1,402.659 | 1.13 | \$1,585.004 | 0.879511731 | 4 | 1.30 | 1.47 | 17.99 | 1 | 0 | 0.00 | 9.395933764 | \$910.034 | 1.13 | 0 | 2 | 2.26 | \$2,056.677 | 0.456850218 | 4 |
| 194.0 | b | Gadsden | Steele Station Road | Natco Dr | Sutton Bridge Road | 1.13 | 4.16 | D | 4.80 | E | DCSN | DCSN | 0.66 | 0.75 | 5.48 | 28 | 0 | 0.00 | 13.9402982 | \$1,402.659 | 1.13 | \$1,585.004 | 0.879511731 | 4 | 1.30 | 1.47 | 17.99 | 1 | 0 | 0.00 | 9.395933764 | \$910.034 | 1.13 | 0 | 2 | 2.26 | \$2,056.677 | 0.456850218 | 4 |
| 195.0 | a | Rainbow City | Sutton Bridge Road | I-759 | Rainbow Dr | 2.53 | 5.41 | E | 4.36 | D | Add Shoulder 3 | DCSN | 1.91 | 4.83 | 35.51 | 37 | 0 | 0.00 | 32.55536449 | \$1,402.659 | 2.53 | \$3,548.727 | 0.91738156 | 4 | 0.86 | 2.18 | 26.65 | 8 | 0 | 0.00 | 16.52427004 | \$910.034 | 2.53 | 0 | 2 | 5.06 | \$4,604.773 | 0.358850946 | 4 |
| 195.0 | b | Rainbow City | Sutton Bridge Road | I-759 | Rainbow Dr | 2.53 | 5.41 | E | 4.36 | D | DCSN | DCSN | 1.91 | 4.83 | 35.51 | 37 | 0 | 0.00 | 32.55536449 | \$1,402.659 | 2.53 | \$3,548.727 | 0.91738156 | 4 | 0.86 | 2.18 | 26.65 | 8 | 0 | 0.00 | 16.52427004 | \$910.034 | 2.53 | 0 | 2 | 5.06 | \$4,604.773 | 0.358850946 | 4 |
| 196.0 | a | Gadsden | Tabor Road | Noccalula Road | Unnamed Road | 2.34 | 3.14 | C | 3.82 | D | LOS MET | DCSN | -0.36 | -0.84 | -6.19 | 13 | 2 | 18.18 | 3.922943723 | \$0 | 2.34 | \$0 | -1 | 0 | 0.32 | 0.75 | 9.17 | 5 | 2 | 22.22 | 8.807760141 | \$910.034 | 2.34 | 0 | 2 | 4.68 | \$4,258.960 | 0.206805438 | 5 |
| 196.0 | b | Gadsden | Tabor Road | Noccalula Road | Unnamed Road | 2.34 | 3.14 | C | 3.82 | D | LOS MET | DCSN | -0.36 | -0.84 | -6.19 | 13 | 2 | 18.18 | 3.922943723 | \$0 | 2.34 | \$0 | -1 | 0 | 0.32 | 0.75 | 9.17 | 5 | 2 | 22.22 | 8.807760141 | \$910.034 | 2.34 | 0 | 2 | 4.68 | \$4,258.960 | 0.206805438 | 5 |
| 197.0 | a | Lookout Mountain | Tabor Road | Gladden Lane | Unnamed Road | 2.48 | 3.30 | C | 3.94 | D | LOS MET | DCSN | -0.20 | -0.50 | -3.64 | 9 | 2 | 18.18 | 3.59572444 | \$0 | 2.48 | \$0 | -1 | 0 | 0.44 | 1.09 | 13.36 | 9 | 2 | 22.22 | 12.50456594 | \$910.034 | 2.48 | 0 | 2 | 4.96 | \$4,513.769 | 0.277031577 | 5 |
| 197.0 | b | Lookout Mountain | Tabor Road | Gladden Lane | Unnamed Road | 2.48 | 3.30 | C | 3.94 | D | LOS MET | DCSN | -0.20 | -0.50 | -3.64 | 9 | 2 | 18.18 | 3.59572444 | \$0 | 2.48 | \$0 | -1 | 0 | 0.44 | 1.09 | 13.36 | 9 | 2 | 22.22 | 12.50456594 | \$910.034 | 2.48 | 0 | 2 | 4.96 | \$4,513.769 | 0.277031577 | 5 |
| 198.0 | a | Lookout Mountain | Tabor Road | Winningham Dr | Alverson Road | 4.26 | 0.82 | A | 3.16 | C | LOS MET | LOS MET | -2.68 | -11.42 | -83.90 | 0 | 2 | 18.18 | -40.1306718 | \$0 | 4.26 | \$0 | -1 | 0 | -0.34 | -1.45 | -17.74 | 0 | 2 | 22.22 | -6.647560259 | \$0 | 4.26 | 0 | 2 | 8.52 | \$0 | -1 | 0 |
| 198.0 | b | Lookout Mountain | Tabor Road | Winningham Dr | Alverson Road | 4.26 | 0.82 | A | 3.16 | C | LOS MET | LOS MET | -2.68 | -11.42 | -83.90 | 0 | 2 | 18.18 | -40.1306718 | \$0 | 4.26 | \$0 | -1 | 0 | -0.34 | -1.45 | -17.74 | 0 | 2 | 22.22 | -6.647560259 | \$0 | 4.26 | 0 | 2 | 8.52 | \$0 | -1 | 0 |
| 199.0 | X a | Gadsden | Tidmore Bend Road | Ewing Ave | 0.3 W of Delliah | 0.35 | 4.11 | D | 3.03 | C | Add Shoulder 3 | Existing/Programmed | 0.61 | 0.21 | 1.57 | 14 | 0 | 0.00 | 6.384465021 | \$1,402.659 | 0.35 | \$490.931 | 1.300482262 | 3 | -0.47 | -0.16 | -2.01 | 3 | 0 | 0.00 | 0.192626886 | \$0 | 0.35 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 199.0 | X b | Gadsden | Tidmore Bend Road | Ewing Ave | 0.3 W of Delliah | 0.35 | 4.11 | D | 3.03 | C | DCSN | Existing/Programmed | 0.61 | 0.21 | 1.57 | 14 | 0 | 0.00 | 6.384465021 | \$1,402.659 | 0.35 | \$490.931 | 1.300482262 | 3 | -0.47 | -0.16 | -2.01 | 3 | 0 | 0.00 | 0.192626886 | \$0 | 0.35 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 199.1 | X a | Gadsden | Tidmore Bend Road | 0.3 W of Delliah | Delliah St | 0.3 | 4.11 | D | 4.54 | E | Add Shoulder 3 | DCSN | 0.61 | 0.18 | 1.34 | 17 | 0 | 0.00 | 7.472398589 | \$1,402.659 | 0.30 | \$420.798 | 1.775770105 | 3 | 1.04 | 0.31 | 3.82 | 3 | 0 | 0.00 | 3.1106408 | \$910.034 | 0.30 | 0 | 2 | 0.6 | \$546.020 | 0.569692078 | 4 |
| 199.1 | X b | Gadsden | Tidmore Bend Road | 0.3 W of Delliah | Delliah St | 0.3 | 4.11 | D | 4.54 | E | DCSN | DCSN | 0.61 | 0.18 | 1.34 | 17 | 0 | 0.00 | 7.472398589 | \$1,402.659 | 0.30 | \$420.798 | 1.775770105 | 3 | 1.04 | 0.31 | 3.82 | 3 | 0 | 0.00 | 3.1106408 | \$910.034 | 0.30 | 0 | 2 | 0.6 | \$546.020 | 0.569692078 | 4 |
| 200.0 | a | Gadsden | Tidmore Bend Road | Delliah St | Hooks Lake Road | 0.36 | 1.74 | B | 3.09 | C | LOS MET | LOS MET | -1.76 | -0.63 | -4.66 | 17 | 0 | 0.00 | 4.471957672 | \$0 | 0.36 | \$0 | -1 | 0 | -0.41 | -0.15 | -1.81 | 3 | 0 | 0.00 | 0.296119929 | \$0 | 0.36 | 0 | 2 | 0.72 | \$0 | -1 | 0 |
| 200.0 | b | Gadsden | Tidmore Bend Road | Delliah St | Hooks Lake Road | 0.36 | 1.74 | B | 3.09 | C | LOS MET | LOS MET | -1.76 | -0.63 | -4.66 | 17 | 0 | 0.00 | 4.471957672 | \$0 | 0.36 | \$0 | -1 | 0 | -0.41 | -0.15 | -1.81 | 3 | 0 | 0.00 | 0.296119929 | \$0 | 0.36 | 0 | 2 | 0.72 | \$0 | -1 | 0 |
| 201.0 | a | Turkeytown | Tidmore Bend Road | Hooks Lake Road | Anderson Road | 1.4 | 3.80 | D | 4.24 | D | Add Shoulder 3 | DCSN | 0.30 | 0.42 | 3.09 | 8 | 0 | 0.00 | 4.743209877 | \$1,402.659 | 1.40 | \$1,963.722 | 0.241541785 | 5 | 0.74 | 1.04 | 12.69 | 0 | 0 | 0.00 | 6.34430727 | \$910.034 | 1.40 | 0 | 2 | 2.8 | \$2,548.096 | 0.248982318 | 5 |
| 201.0 | b | Turkeytown | Tidmore Bend Road | Hooks Lake Road | Anderson Road | 1.4 | 3.80 | D | 4.24 | D | DCSN | DCSN | 0.30 | 0.42 | 3.09 | 8 | 0 | 0.00 | 4.743209877 | \$1,402.659 | 1.40 | \$1,963.722 | 0.241541785 | 5 | 0.74 | 1.04 | 12.69 | 0 | 0 | 0.00 | 6.34430727 | \$910.034 | 1.40 | 0 | 2 | 2.8 | \$2,548.096 | 0.248982318 | 5 |
| 202.0 | a | Turkeytown | Tidmore Bend Road | Pope Road | Roberts Dr | 2.16 | 3.21 | C | 3.70 | D | LOS MET | DCSN | -0.29 | -0.63 | -4.60 | 18 | 0 | 0.00 | 4.898412698 | \$0 | 2.16 | \$0 | -1 | 0 | 0.20 | 0.43 | 5.29 | 3 | 0 | 0.00 | 3.845026246 | \$910.034 | 2.16 | 0 | 2 | 4.32 | \$3,931.347 | 0.097816405 | 5 |
| 202.0 | b | Turkeytown | Tidmore Bend Road | Pope Road | Roberts Dr | 2.16 | 3.21 | C | 3.70 | D | LOS MET | DCSN | -0.29 | -0.63 | -4.60 | 18 | 0 | 0.00 | 4.898412698 | \$0 | 2.16 | \$0 | -1 | 0 | 0.20 | 0.43 | 5.29 | 3 | 0 | 0.00 | 3.845026246 | \$910.034 | 2.16 | 0 | 2 | 4.32 | \$3,931.347 | 0.097816405 | 5 |
| 203.0 | a | Turkeytown | Tidmore Bend Road | Anderson Road | Pope Road | 1.84 | 3.13 | C | 3.63 | D | LOS MET | DCSN | -0.37 | -0.68 | -5.00 | 1 | 0 | 0.00 | -2.101469724 | \$0 | 1.84 | \$0 | -1 | 0 | 0.13 | 0.24 | 2.93 | 0 | 0 | 0.00 | 1.464824613 | \$910.034 | 1.84 | 0 | 2 | 3.68 | \$3,348.926 | 0.043740137 | 5 |
| 203.0 | b | Turkeytown | Tidmore Bend Road | Anderson Road | Pope Road | 1.84 | 3.13 | C | 3.63 | D | LOS MET | DCSN | -0.37 | -0.68 | -5.00 | 1 | 0 | 0.00 | -2.101469724 | \$0 | 1.84 | \$0 | -1 | 0 | 0.13 | 0.24 | 2.93 | 0 | 0 | 0.00 | 1.464824613 | \$910.034 | 1.84 | 0 | 2 | 3.68 | \$3,348.926 | 0.043740137 | 5 |
| 204.0 | a | Turkeytown | Tidmore Bend Road | Roberts Dr | End of Road | 0.91 | 3.65 | D | 3.63 | D | Add Shoulder 3 | DCSN | 0.15 | 0.14 | 1.00 | 0 | 0 | 0.00 | 0.50154321 | \$1,402.659 | 0.91 | \$1,276.419 | 0.039292976 | 5 | 0.13 | 0.12 | 1.45 | 0 | 0 | 0.00 | 0.724451303 | \$910.034 | 0.91 | 0 | 2 | 1.82 | \$1,656.262 | 0.043740137 | 5 |
| 204.0 | b | Turkeytown | Tidmore Bend Road | Roberts Dr | End of Road | 0.91 | 3.65 | D | 3.63 | D | DCSN | DCSN | 0.15 | 0.14 | 1.00 | 0 | 0 | 0.00 | 0.50154321 | \$1,402.659 | 0.91 | \$1,276.419 | 0.039292976 | 5 | 0.13 | 0.12 | 1.45 | 0 | 0 | 0.00 | 0.724451303 | \$910.034 | 0.91 | 0 | 2 | 1.82 | \$1,656.262 | 0.043740137 | 5 |
| 205.0 | X a | Gadsden | Tuscaloosa Ave | N 12th St | N 11th St | 0.42 | 0.42 | A | 1.87 | B | LOS MET | Existing/Programmed | -3.08 | -1.29 | -9.51 | 63 | 0 | 0.00 | 20.44691358 | \$0 | 0.42 | \$0 | -1 | 0 | -0.92 | -0.39 | -4.73 | 22 | 0 | 0.00 | 6.433744896 | \$0 | 0.42 | 100 | 1 | 0.42 | \$0 | -1 | 0 |
| 205.0 | X b | Gadsden | Tuscaloosa Ave | N 12th St | N 11th St | 0.42 | 0.42 | A | 1.87 | B | LOS MET | LOS MET | -3.08 | -1.29 | -9.51 | 63 | 0 | 0.00 | 20.44691358 | \$0 | 0.42 | \$0 | -1 | 0 | -0.92 | -0.39 | -4.73 | 22 | 0 | 0. | | | | | | | | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan
(alphabetical sort)

Prioritization Results



| Seg_ID | Town | Road Name | From | To | Len- gth (ft) | Bicycle LOS | | Pedestrian LOS | | Bike Facility Recommendation | Ped Facility Recommendation | Recommendation Comment | Bike Delta LOS (worse) | Segment Length x/length | Delta x Length 100 | Demand Score 100 | Votes actual | Votes 100 | Benefit score 100 | Per Mile Cost | Seg_Length | Project Cost | Benefit/Cost Index Score 112.1204667 | Bike Tier | Ped Delta LOS (worse) | Delta x Length 100 | Delta x Length 8.16 | Demand Score 100 | Votes actual | Votes 100 | Benefit Score 9.00 | Per Mile Cost one side | Seg_Length | Exist SW % one side | Sidewalk Need (Both sides) % both | SW need miles both | Project Cost | Benefit/Cost Index Score 46.64525459 | Ped Tier | | |
|--------|------|--------------|------------------|---------------------|---------------------|----------------|----------------|-------------------|----------------|---------------------------------|--------------------------------|---------------------------|--------------------------------------|-------------------------------|--------------------------|------------------------|-----------------|--------------|----------------------|------------------|-------------|-----------------|---|--------------|-----------------------------|--------------------------|---------------------------|------------------------|-----------------|--------------|-----------------------|------------------------------|-------------|---------------------------|--|--------------------------|-----------------|---|-------------|-------------|---|
| | | | | | | Score (0-7) | Grade (A-F) | Value (0-7) | Grade (A-F) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 229.0 | b | Gadsden | US Hwy 431 | State Hwy 77 | Joe Osborn Dr | 1.32 | 7.23 | F | 5.54 | F | DCSN | | 11/6 only gets BLOS to 5.43 | 3.73 | 4.92 | 36.18 | 5 | 2 | 18.18 | 21.90901074 | \$1,034,084 | 1.32 | \$1,364,991 | 1.605066758 | 3 | 2.04 | 2.69 | 32.98 | 0 | 0 | 0.00 | 16.49029082 | \$910,034 | 1.32 | 0 | 2 | 2.64 | \$2,402,490 | 0.686383688 | 3 | |
| 230.0 | a | Gadsden | US Hwy 431 | Simmons Road | US Hwy 278 W | 0.35 | 4.22 | D | 5.49 | E | Add Shoulder 2 | Add Sidewalk 2 | 11/4.5 gets BLOS to 3.5 | 0.72 | 0.25 | 1.85 | 10 | 3 | 27.27 | 7.653198653 | \$66,714 | 0.35 | \$23,350 | 32.77612717 | 1 | 1.99 | 0.70 | 8.53 | 5 | 1 | 11.11 | 7.376371742 | \$482,524 | 0.35 | 0 | 2 | 0.7 | \$337,767 | 2.183864811 | 2 | |
| 230.0 | b | Gadsden | US Hwy 431 | Simmons Road | US Hwy 278 W | 0.35 | 4.22 | D | 5.49 | E | Add Shoulder 2 | Add Sidewalk 2 | 11/4.5 gets BLOS to 3.5 | 0.72 | 0.25 | 1.85 | 10 | 3 | 27.27 | 7.653198653 | \$66,714 | 0.35 | \$23,350 | 32.77612717 | 1 | 1.99 | 0.70 | 8.53 | 5 | 1 | 11.11 | 7.376371742 | \$482,524 | 0.35 | 0 | 2 | 0.7 | \$337,767 | 2.183864811 | 2 | |
| 231.0 | a | Gadsden | US Hwy 431 | US Hwy 278 W | State Hwy 77 | 0.46 | 6.14 | F | 5.14 | E | DCSN | Add Sidewalk 2 | 11/11.5 does not get BLOS to C, 11/6 | 2.64 | 1.21 | 8.92 | 10 | 2 | 18.18 | 10.28026295 | \$1,034,084 | 0.46 | \$475,679 | 2.161177234 | 2 | 1.64 | 0.75 | 9.24 | 5 | 0 | 0.00 | 6.619831472 | \$482,524 | 0.46 | 0 | 2 | 0.92 | \$443,922 | 1.491214442 | 2 | |
| 231.0 | b | Gadsden | US Hwy 431 | US Hwy 278 W | State Hwy 77 | 0.46 | 6.14 | F | 5.14 | E | DCSN | Add Sidewalk 2 | 11/11.5 does not get BLOS to C, 11/6 | 2.64 | 1.21 | 8.92 | 10 | 2 | 18.18 | 10.28026295 | \$1,034,084 | 0.46 | \$475,679 | 2.161177234 | 2 | 1.64 | 0.75 | 9.24 | 5 | 0 | 0.00 | 6.619831472 | \$482,524 | 0.46 | 0 | 2 | 0.92 | \$443,922 | 1.491214442 | 2 | |
| 232.0 | a | Gadsden | US Hwy 431 | Joe Osborn Dr | Sand Valley Road | 0.74 | 7.21 | F | 5.50 | E | DCSN | | 11/6 only gets BLOS to 5.41 | 3.71 | 2.75 | 20.17 | 1 | 0 | 0.00 | 10.48744856 | \$1,034,084 | 0.74 | \$765,222 | 1.370509709 | 3 | 2.00 | 1.48 | 18.13 | 0 | 0 | 0.00 | 9.0632961 | \$910,034 | 0.74 | 0 | 2 | 1.48 | \$1,346,850 | 0.672925185 | 3 | |
| 232.0 | b | Gadsden | US Hwy 431 | Joe Osborn Dr | Sand Valley Road | 0.74 | 7.21 | F | 5.50 | E | DCSN | | 11/6 only gets BLOS to 5.41 | 3.71 | 2.75 | 20.17 | 1 | 0 | 0.00 | 10.48744856 | \$1,034,084 | 0.74 | \$765,222 | 1.370509709 | 3 | 2.00 | 1.48 | 18.13 | 0 | 0 | 0.00 | 9.0632961 | \$910,034 | 0.74 | 0 | 2 | 1.48 | \$1,346,850 | 0.672925185 | 3 | |
| 233.0 | a | Reece City | Valley Dr | Unnamed Road | I-59 | 3.84 | 2.62 | C | 3.90 | D | LOS MET | DCSN | | -0.88 | -3.38 | -24.83 | 2 | 5 | 45.45 | -7.07071204 | \$0 | 3.84 | \$0 | | -1 | 0 | 0.40 | 1.54 | 18.81 | 0 | 1 | 11.11 | 10.51734274 | \$910,034 | 3.84 | 0 | 2 | 7.68 | \$6,989,062 | 0.150482894 | 5 |
| 233.0 | b | Reece City | Valley Dr | Unnamed Road | I-59 | 3.84 | 2.62 | C | 3.90 | D | LOS MET | DCSN | | -0.88 | -3.38 | -24.83 | 2 | 5 | 45.45 | -7.07071204 | \$0 | 3.84 | \$0 | | -1 | 0 | 0.40 | 1.54 | 18.81 | 0 | 1 | 11.11 | 10.51734274 | \$910,034 | 3.84 | 0 | 2 | 7.68 | \$6,989,062 | 0.150482894 | 5 |
| 234.0 | a | Reece City | Valley Dr | Ferguson Road | Bruton Gap Road | 3.13 | 2.42 | B | 3.68 | D | LOS MET | DCSN | | -1.08 | -3.38 | -24.84 | 0 | 4 | 36.36 | -8.784271284 | \$0 | 3.13 | \$0 | | -1 | 0 | 0.18 | 0.56 | 6.90 | 0 | 0 | 0.00 | 3.450176367 | \$910,034 | 3.13 | 0 | 2 | 6.26 | \$5,696,814 | 0.060563267 | 5 |
| 234.0 | b | Reece City | Valley Dr | Ferguson Road | Bruton Gap Road | 3.13 | 2.42 | B | 3.68 | D | LOS MET | DCSN | | -1.08 | -3.38 | -24.84 | 0 | 4 | 36.36 | -8.784271284 | \$0 | 3.13 | \$0 | | -1 | 0 | 0.18 | 0.56 | 6.90 | 0 | 0 | 0.00 | 3.450176367 | \$910,034 | 3.13 | 0 | 2 | 6.26 | \$5,696,814 | 0.060563267 | 5 |
| 235.0 | a | Reece City | Valley Dr | Bruton Gap Road | Unnamed Road | 0.37 | 3.26 | C | 3.90 | D | LOS MET | DCSN | | -0.24 | -0.09 | -0.65 | 0 | 4 | 36.36 | 3.310084977 | \$0 | 0.37 | \$0 | | -1 | 0 | 0.40 | 0.15 | 1.81 | 0 | 0 | 0.00 | 9.0632961 | \$910,034 | 0.37 | 0 | 2 | 0.74 | \$673,425 | 0.134585037 | 5 |
| 235.0 | b | Reece City | Valley Dr | Bruton Gap Road | Unnamed Road | 0.37 | 3.26 | C | 3.90 | D | LOS MET | DCSN | | -0.24 | -0.09 | -0.65 | 0 | 4 | 36.36 | 3.310084977 | \$0 | 0.37 | \$0 | | -1 | 0 | 0.40 | 0.15 | 1.81 | 0 | 0 | 0.00 | 9.0632961 | \$910,034 | 0.37 | 0 | 2 | 0.74 | \$673,425 | 0.134585037 | 5 |
| 236.0 | a | Gadsden | Van Del Blvd | Hickory St | Stonewall Ave | 0.32 | 1.13 | A | 2.89 | C | LOS MET | LOS MET | | -2.37 | -0.76 | -5.57 | 45 | 0 | 0.00 | 15.21340388 | \$0 | 0.32 | \$0 | | -1 | 0 | -0.61 | -0.20 | -2.39 | 22 | 0 | 0.00 | 7.604624731 | \$0 | 0.32 | 0 | 1 | 0.74 | \$673,425 | 0.134585037 | 5 |
| 236.0 | b | Gadsden | Van Del Blvd | Hickory St | Stonewall Ave | 0.32 | 1.13 | A | 2.20 | B | LOS MET | Existing/Programmed | | -2.37 | -0.76 | -5.57 | 45 | 0 | 0.00 | 15.21340388 | \$0 | 0.32 | \$0 | | -1 | 0 | -0.61 | -0.20 | -2.39 | 22 | 0 | 0.00 | 7.604624731 | \$0 | 0.32 | 100 | 1 | 0.32 | \$0 | -1 | 0 |
| 237.0 | a | Gadsden | Van Del Blvd | Georgia Ave | Forrest Ave | 0.17 | 0.44 | A | 2.15 | B | LOS MET | Existing/Programmed | | -3.06 | -0.52 | -3.82 | 43 | 0 | 0.00 | 15.28862434 | \$0 | 0.17 | \$0 | | -1 | 0 | -1.35 | -0.23 | -2.81 | 18 | 0 | 0.00 | 5.79457672 | \$0 | 0.17 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 237.0 | b | Gadsden | Van Del Blvd | Georgia Ave | Forrest Ave | 0.17 | 0.44 | A | 1.68 | B | LOS MET | Existing/Programmed | | -3.06 | -0.52 | -3.82 | 43 | 0 | 0.00 | 15.28862434 | \$0 | 0.17 | \$0 | | -1 | 0 | -1.35 | -0.23 | -2.81 | 18 | 0 | 0.00 | 5.79457672 | \$0 | 0.17 | 100 | 0 | 0 | \$0 | -1 | 0 |
| 238.0 | a | Gadsden | Van Del Blvd | Stonewall Ave | Georgia Ave | 0.3 | 0.44 | A | 2.75 | C | LOS MET | LOS MET | | -3.06 | -0.92 | -6.75 | 43 | 0 | 0.00 | 13.82698413 | \$0 | 0.30 | \$0 | | -1 | 0 | -0.75 | -0.23 | -2.76 | 22 | 0 | 0.00 | 7.422134039 | \$0 | 0.30 | 0 | 1 | 0.3 | \$0 | -1 | 0 |
| 238.0 | b | Gadsden | Van Del Blvd | Stonewall Ave | Georgia Ave | 0.3 | 0.44 | A | 2.25 | B | LOS MET | Existing/Programmed | | -3.06 | -0.92 | -6.75 | 43 | 0 | 0.00 | 13.82698413 | \$0 | 0.30 | \$0 | | -1 | 0 | -0.75 | -0.23 | -2.76 | 22 | 0 | 0.00 | 7.422134039 | \$0 | 0.30 | 100 | 1 | 0.3 | \$0 | -1 | 0 |
| 239.0 | a | Glencoe | W Air Depot Road | Nunnally Ave | Chastain Blvd | 1.14 | 1.90 | B | 3.15 | C | LOS MET | LOS MET | | -1.60 | -1.82 | -13.40 | 26 | 0 | 0.00 | 3.698059965 | \$0 | 1.14 | \$0 | | -1 | 0 | -0.35 | -0.40 | -4.89 | 11 | 0 | 0.00 | 1.956584362 | \$0 | 1.14 | 0 | 2 | 2.28 | \$0 | -1 | 0 |
| 239.0 | b | Glencoe | W Air Depot Road | Nunnally Ave | Chastain Blvd | 1.14 | 1.90 | B | 3.15 | C | LOS MET | LOS MET | | -1.60 | -1.82 | -13.40 | 26 | 0 | 0.00 | 3.698059965 | \$0 | 1.14 | \$0 | | -1 | 0 | -0.35 | -0.40 | -4.89 | 11 | 0 | 0.00 | 1.956584362 | \$0 | 1.14 | 0 | 2 | 2.28 | \$0 | -1 | 0 |
| 240.0 | a | Rainbow City | W Grand Ave | Airport Road | I-59 | 0.55 | 6.34 | F | 5.92 | F | DCSN | DCSN | 11/6 only gets BLOS to 4.42 | 2.84 | 1.56 | 11.48 | 3 | 2 | 18.18 | 8.757452835 | \$1,034,084 | 0.55 | \$568,746 | 1.539781545 | 3 | 2.42 | 1.33 | 16.30 | 0 | 2 | 22.22 | 10.37306486 | \$910,034 | 0.55 | 0 | 2 | 1.1 | \$1,001,038 | 1.038231375 | 2 | |
| 240.0 | b | Rainbow City | W Grand Ave | Airport Road | I-59 | 0.55 | 6.34 | F | 5.92 | F | DCSN | DCSN | 11/6 only gets BLOS to 4.42 | 2.84 | 1.56 | 11.48 | 3 | 2 | 18.18 | 8.757452835 | \$1,034,084 | 0.55 | \$568,746 | 1.539781545 | 3 | 2.42 | 1.33 | 16.30 | 0 | 2 | 22.22 | 10.37306486 | \$910,034 | 0.55 | 0 | 2 | 1.1 | \$1,001,038 | 1.038231375 | 2 | |
| 241.0 | X a | Rainbow City | W Grand Ave | Steele Station Road | Montrose Street | 0.41 | 4.59 | E | 4.73 | E | DCSN | DCSN | | 1.09 | 0.45 | 3.28 | 29 | 2 | 18.18 | 15.06023061 | \$1,034,084 | 0.41 | \$423,975 | 3.552153771 | 2 | 1.23 | 0.50 | 6.18 | 0 | 2 | 22.22 | 5.31047913 | \$910,034 | 0.41 | 0 | 2 | 0.82 | \$746,229 | 0.711643002 | 3 | |
| 241.0 | X b | Rainbow City | W Grand Ave | Steele Station Road | Montrose Street | 0.41 | 4.59 | E | 4.73 | E | DCSN | DCSN | | 1.09 | 0.45 | 3.28 | 29 | 2 | 18.18 | 15.06023061 | \$1,034,084 | 0.41 | \$423,975 | 3.552153771 | 2 | 1.23 | 0.50 | 6.18 | 0 | 2 | 22.22 | 5.31047913 | \$910,034 | 0.41 | 0 | 2 | 0.82 | \$746,229 | 0.711643002 | 3 | |
| 241.1 | X a | Rainbow City | W Grand Ave | Montrose Street | Park Lane | 0.81 | 1.10 | A | 4.09 | D | Existing/Programmed | DCSN | | -2.40 | -1.94 | -14.29 | 22 | 2 | 18.18 | 3.475324675 | \$0 | 0.81 | \$0 | | -1 | 0 | 0.59 | 0.48 | 5.85 | 0 | 2 | 22.22 | 5.148809524 | \$910,034 | 0.81 | 0 | 2 | 1.62 | \$1,474,255 | 0.349248171 | 5 |
| 241.1 | X b | Rainbow City | W Grand Ave | Montrose Street | Park Lane | 0.81 | 1.10 | A | 4.09 | D | Existing/Programmed | DCSN | | -2.40 | -1.94 | -14.29 | 22 | 2 | 18.18 | 3.475324675 | \$0 | 0.81 | \$0 | | -1 | 0 | 0.59 | 0.48 | 5.85 | 0 | 2 | 22.22 | 5.148809524 | \$910,034 | 0.81 | 0 | 2 | 1.62 | \$1,474,255 | 0.349248171 | 5 |
| 241.2 | X a | Rainbow City | W Grand Ave | Park Lane | Rainbow Drive | 0.4 | 4.59 | E | 4.73 | E | DCSN | DCSN | 11/11/4 only gets BLOS to 4.18 | 1.09 | 0.44 | 3.20 | 28 | 2 | 18.18 | 14.62018064 | \$1,034,084 | 0.40 | \$413,634 | 3.534571244 | 2 | 1.23 | 0.48 | 6.03 | 0 | 2 | 22.22 | 5.235155791 | \$910,034 | 0.40 | 0 | 2 | 0.8 | \$728,027 | 0.719087852 | 3 | |
| 241.2 | X b | Rainbow City | W Grand Ave | Park Lane | Rainbow Drive | 0.4 | 4.59 | E | 4.73 | E | DCSN | DCSN | 11/11/4 only gets BLOS to 4.18 | 1.09 | | | | | | | | | | | | | | | | | | | | | | | | | | | |



Gadsden-Etowah MPO Bicycle and Pedestrian Plan
(alphabetical sort)

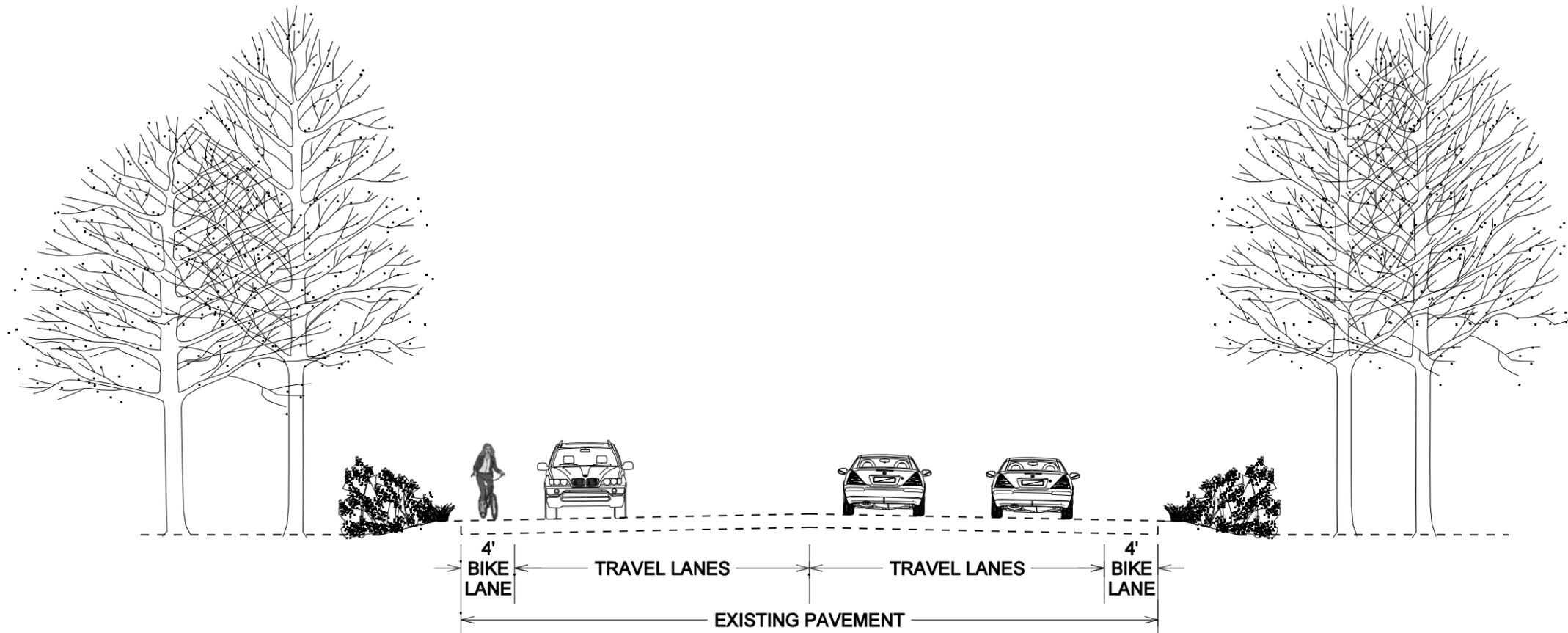
Prioritization Results



| Seg_ID | Town | Road Name | From | To | Length (Ls) (mi) | Bicycle LOS | | Pedestrian LOS | | Bike Facility Recommendation | Ped Facility Recommendation | Recommendation Comment | Bike Delta LOS (worse) | Segment Length x length | Delta x Length 100 | Demand Score 100 | Votes actual | Votes 100 | Benefit score | Per Mile Cost | Seg_Length | Project Cost | Benefit/Cost Index Score 112.1204867 | Bike Tier | Ped Delta LOS (worse) | Delta x Length 100 | Delta x Length 100 | Demand Score 100 | Votes actual | Votes 100 | Benefit Score | Per Mile Cost one side | Seg_Length | Exist SW Coverage % one side | Sidewalk Need (Both sides) % both | SW need miles both | Project Cost | Benefit/Cost Index Score 46.6425459 | Ped Tier |
|--------|------|---------------|------------------|------------------|------------------|--------------|--------------|----------------|--------------|------------------------------|-----------------------------|-----------------------------|------------------------|-------------------------|--------------------|------------------|--------------|-----------|---------------|---------------|------------|--------------|--------------------------------------|-----------|-----------------------|--------------------|--------------------|------------------|--------------|-----------|---------------|------------------------|------------|------------------------------|-----------------------------------|--------------------|--------------|-------------------------------------|----------|
| | | | | | | Score (0..7) | Grade (A..F) | Value (0..7) | Grade (A..F) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 267.0 | X a | Dan's (Owens) | Eastside Drive | Black Creek Pkwy | 0.84 | 0.75 | A | 2.64 | C | LOS MET | LOS MET | | -2.75 | -2.31 | -16.98 | 76 | 0 | 0.00 | 21.91234568 | \$0 | 0.84 | \$0 | -1 | 0 | -0.86 | -0.72 | -8.85 | 81 | 0 | 0.00 | 27.97613169 | \$0 | 0.84 | 0 | 2 | 1.68 | \$0 | -1 | 0 |
| 267.0 | X b | Dan's (Owens) | Eastside Drive | Black Creek Pkwy | 0.84 | 0.75 | A | 2.64 | C | LOS MET | LOS MET | | -2.75 | -2.31 | -16.98 | 76 | 0 | 0.00 | 21.91234568 | \$0 | 0.84 | \$0 | -1 | 0 | -0.86 | -0.72 | -8.85 | 81 | 0 | 0.00 | 27.97613169 | \$0 | 0.84 | 0 | 2 | 1.68 | \$0 | -1 | 0 |
| 267.1 | X a | Wills Creek | Sutton Bridge Rd | Black Creek Pkwy | 0.31 | 0.84 | A | 3.26 | C | LOS MET | LOS MET | | -2.66 | -0.82 | -6.06 | 64 | 0 | 0.00 | 22.57016461 | \$0 | 0.31 | \$0 | -1 | 0 | -0.24 | -0.07 | -0.91 | 28 | 0 | 0.00 | 10.74438566 | \$0 | 0.31 | 0 | 2 | 0.62 | \$0 | -1 | 0 |
| 267.1 | X b | Wills Creek | Sutton Bridge Rd | Black Creek Pkwy | 0.31 | 0.84 | A | 3.26 | C | LOS MET | LOS MET | | -2.66 | -0.82 | -6.06 | 64 | 0 | 0.00 | 22.57016461 | \$0 | 0.31 | \$0 | -1 | 0 | -0.24 | -0.07 | -0.91 | 28 | 0 | 0.00 | 10.74438566 | \$0 | 0.31 | 0 | 2 | 0.62 | \$0 | -1 | 0 |
| 270.0 | a | Glencoe | US Hwy 431 | County Line | 3.78 | 7.10 | F | 5.66 | F | DCSN | Add Sidewalk 2 | 11/6 only gets BLOS to 5.06 | 3.60 | 13.61 | 100.00 | 0 | 6 | 54.55 | 55.45454545 | \$1,034,084 | 3.78 | \$3,908,839 | 1.418695994 | 3 | 2.16 | 8.16 | 100.00 | 0 | 2 | 22.22 | 52.22222222 | \$482,524 | 3.78 | 0 | 2 | 7.56 | \$3,647,882 | 1.431576459 | 2 |
| 270.0 | b | Glencoe | US Hwy 431 | County Line | 3.78 | 7.10 | F | 5.66 | F | DCSN | Add Sidewalk 2 | 11/6 only gets BLOS to 5.06 | 3.60 | 13.61 | 100.00 | 0 | 6 | 54.55 | 55.45454545 | \$1,034,084 | 3.78 | \$3,908,839 | 1.418695994 | 3 | 2.16 | 8.16 | 100.00 | 0 | 2 | 22.22 | 52.22222222 | \$482,524 | 3.78 | 0 | 2 | 7.56 | \$3,647,882 | 1.431576459 | 2 |
| 271.0 | a | Service Road | Willene Ave | Chastain Blvd | 0.1 | 1.17 | A | 2.79 | C | LOS MET | LOS MET | | -2.33 | -0.23 | -1.71 | 26 | 0 | 0.00 | 9.543885949 | \$0 | 0.10 | \$0 | -1 | 0 | -0.71 | -0.07 | -0.87 | 22 | 0 | 0.00 | 8.365206741 | \$0 | 0.10 | 0 | 2 | 0.2 | \$0 | -1 | 0 |
| 271.0 | b | Service Road | Willene Ave | Chastain Blvd | 0.1 | 1.17 | A | 2.79 | C | LOS MET | LOS MET | | -2.33 | -0.23 | -1.71 | 26 | 0 | 0.00 | 9.543885949 | \$0 | 0.10 | \$0 | -1 | 0 | -0.71 | -0.07 | -0.87 | 22 | 0 | 0.00 | 8.365206741 | \$0 | 0.10 | 0 | 2 | 0.2 | \$0 | -1 | 0 |
| 272.0 | a | East Main St | W Air Depot Road | end of road | 0.75 | 1.17 | A | 2.79 | C | LOS MET | LOS MET | | -2.33 | -1.75 | -12.84 | 32 | 0 | 0.00 | 6.379144621 | \$0 | 0.75 | \$0 | -1 | 0 | -0.71 | -0.53 | -6.52 | 16 | 0 | 0.00 | 3.139050558 | \$0 | 0.75 | 0 | 2 | 1.5 | \$0 | -1 | 0 |
| 272.0 | b | East Main St | W Air Depot Road | end of road | 0.75 | 1.17 | A | 2.79 | C | LOS MET | LOS MET | | -2.33 | -1.75 | -12.84 | 32 | 0 | 0.00 | 6.379144621 | \$0 | 0.75 | \$0 | -1 | 0 | -0.71 | -0.53 | -6.52 | 16 | 0 | 0.00 | 3.139050558 | \$0 | 0.75 | 0 | 2 | 1.5 | \$0 | -1 | 0 |

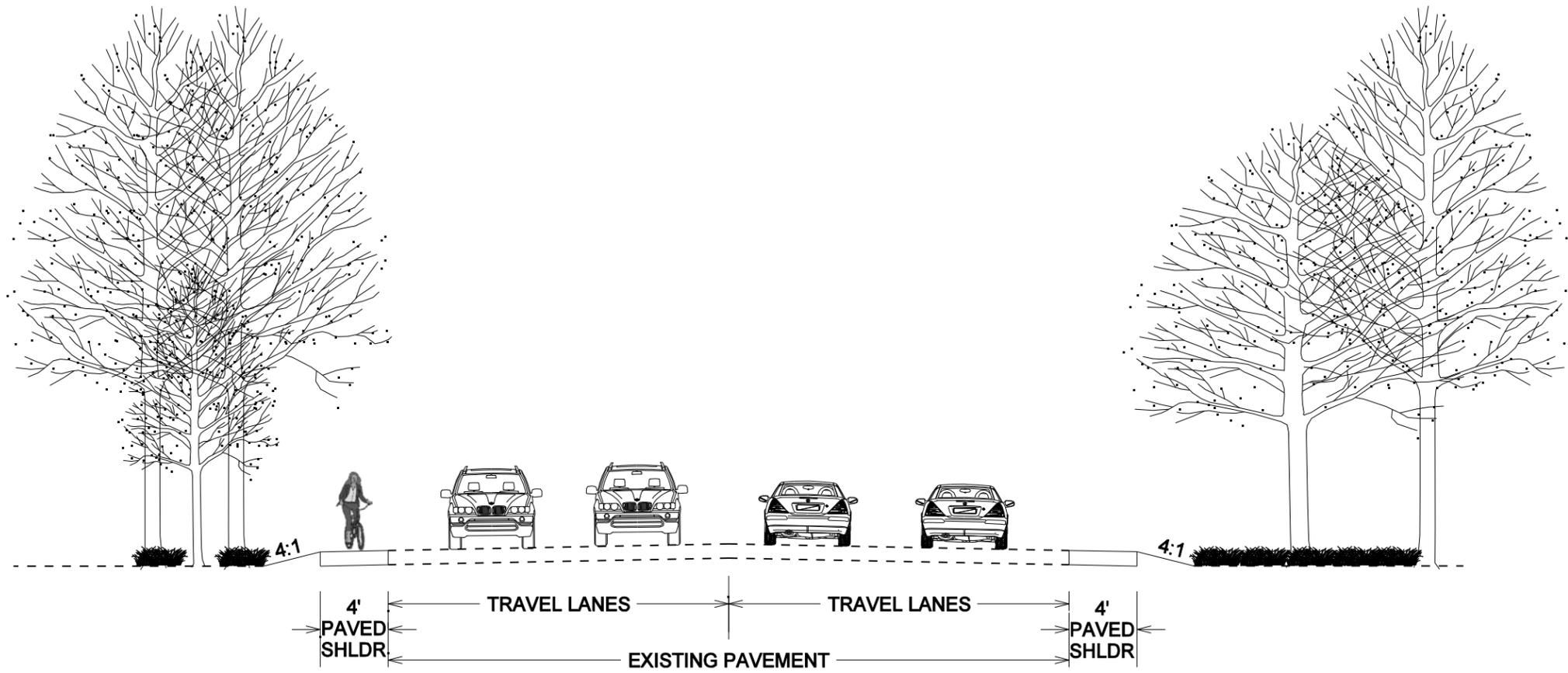
Appendix I

Typical Sections



Not To Scale

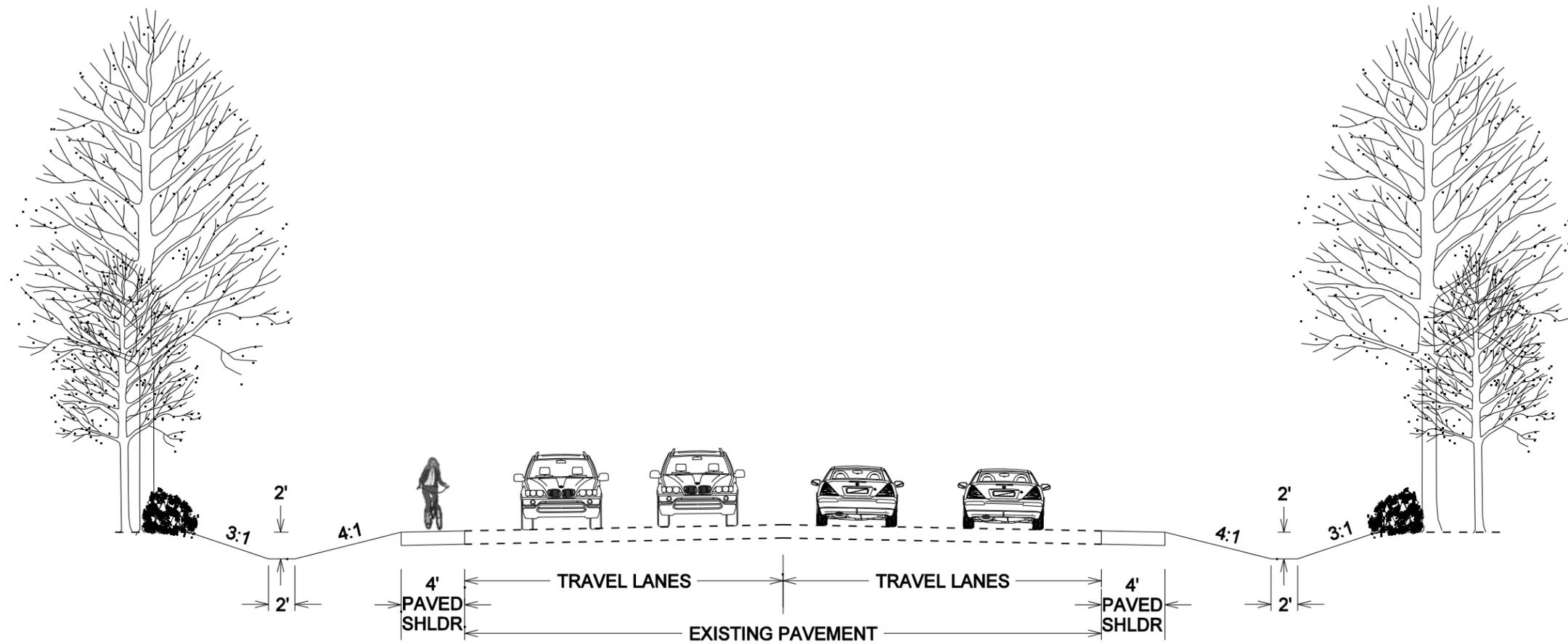
Re-Striping for Bike Lane
The Gadsden Etowah County Metropolitan Planning Organization Bicycle and Pedestrian Plan



Not To Scale

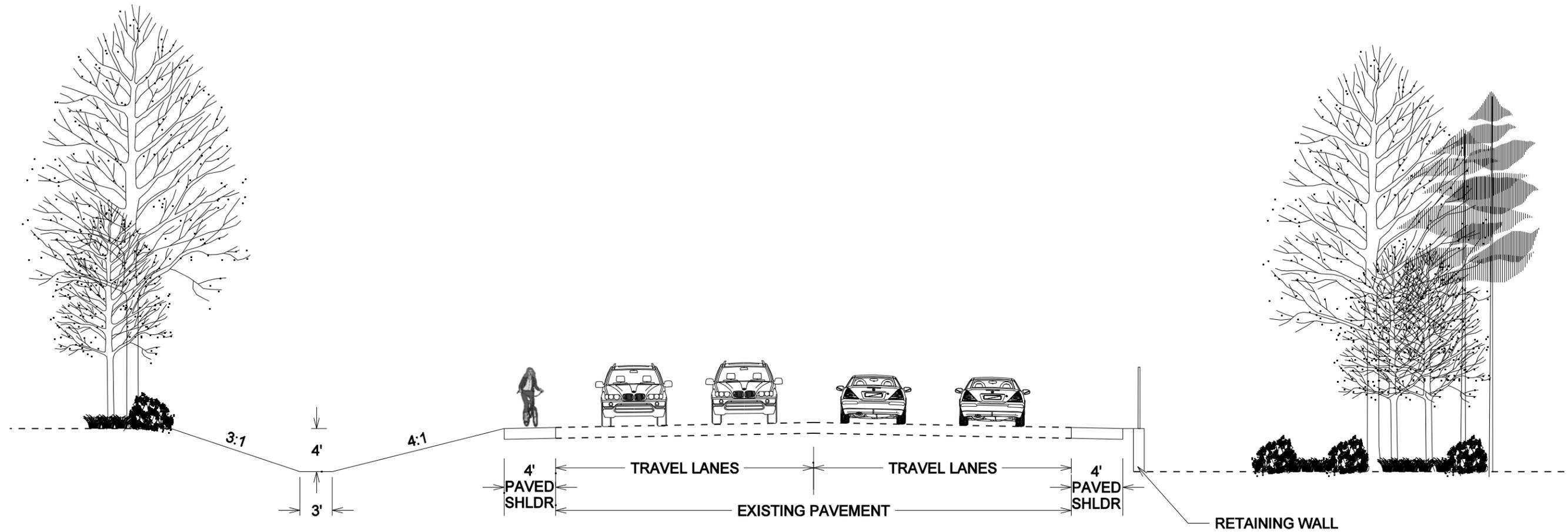
Four-Foot Shoulder (Type 1 Roadside)

The Gadsden Etowah County Metropolitan Planning Organization Bicycle and Pedestrian Plan



Not To Scale

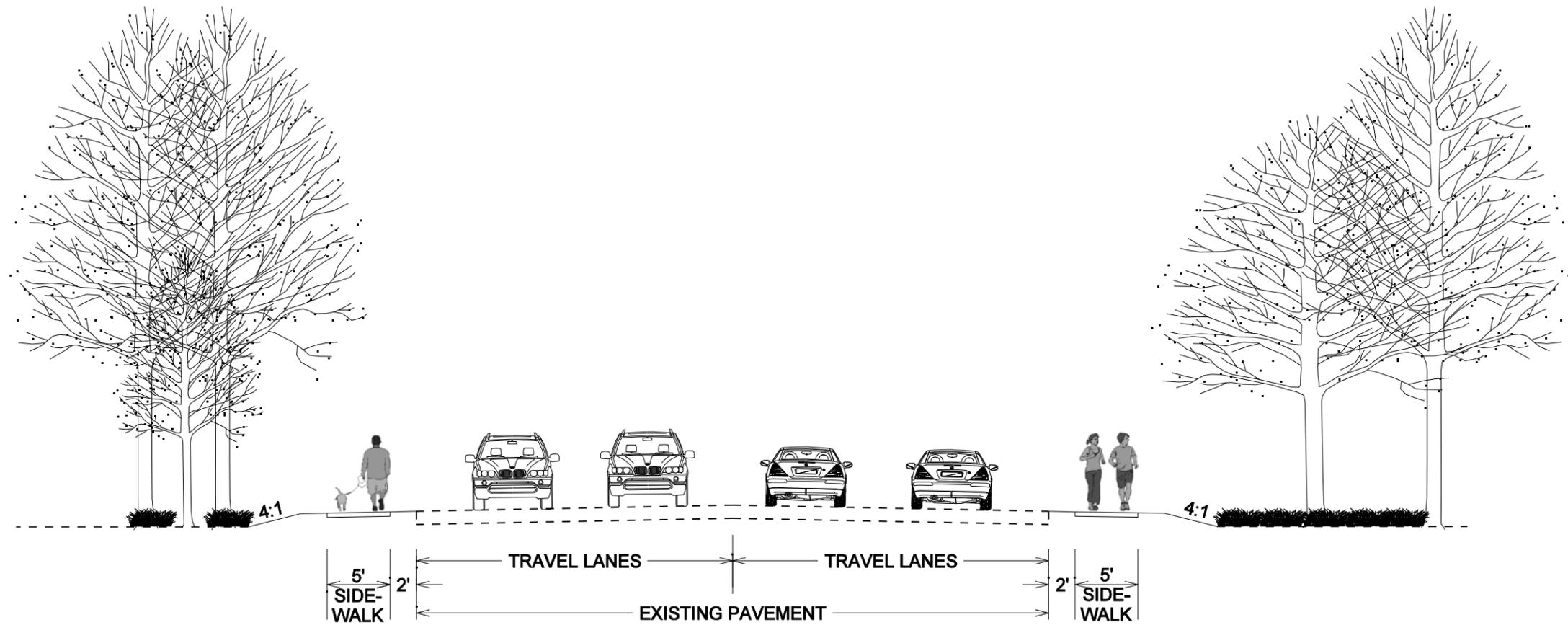
Four-Foot Shoulder (Type 2 Roadside)
 The Gadsden Etowah County Metropolitan Planning Organization Bicycle and Pedestrian Plan



Not To Scale

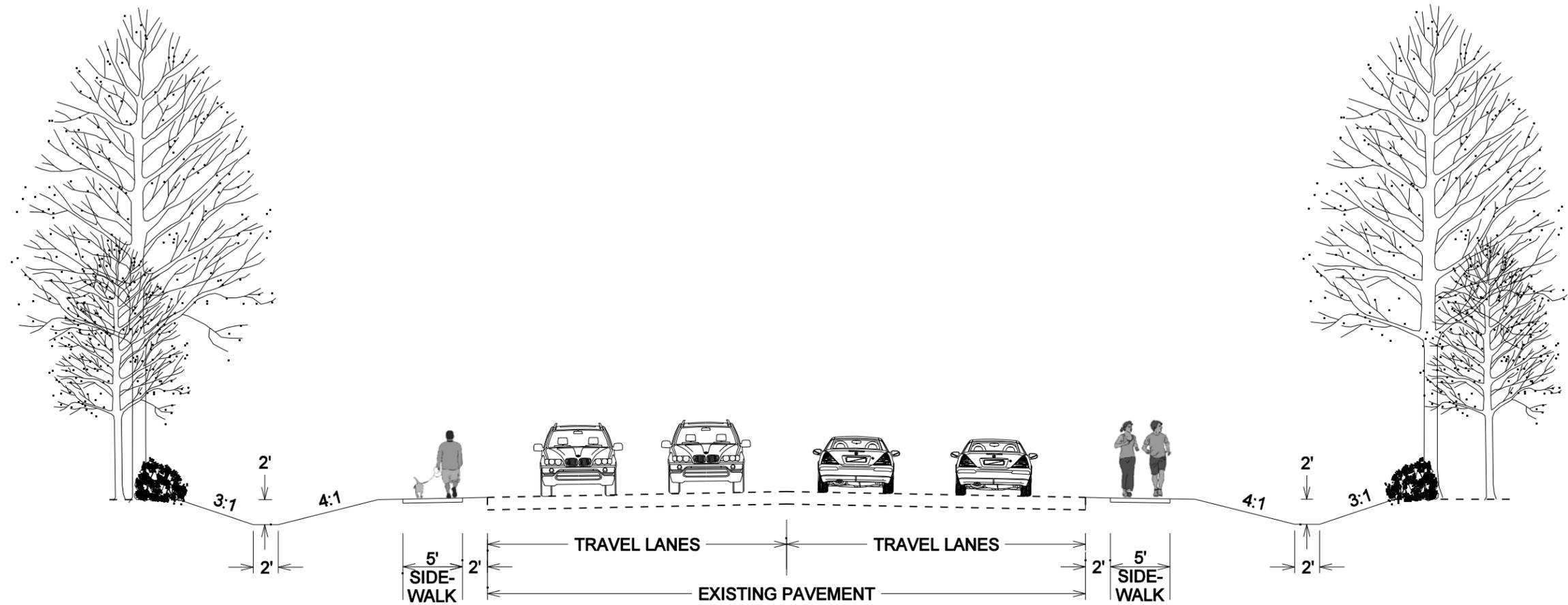
Four-Foot Shoulder (Type 3 Roadside)

The Gadsden Etowah County Metropolitan Planning Organization Bicycle and Pedestrian Plan



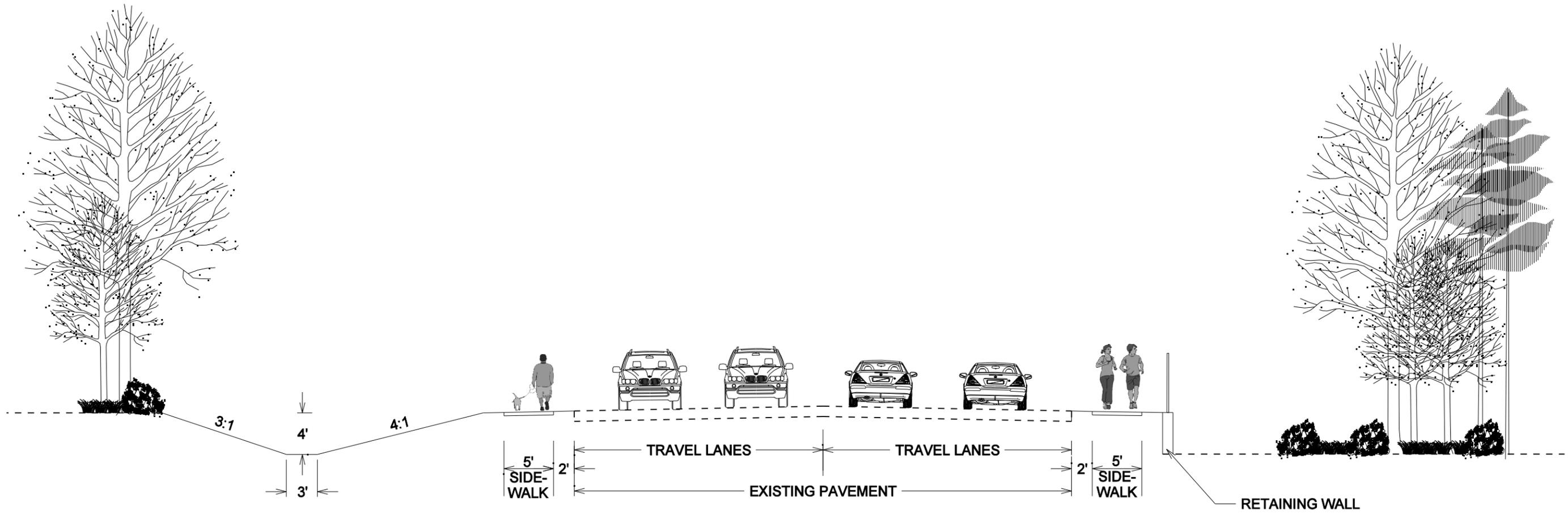
Not To Scale

Five-Foot Sidewalk (Type 1 Roadside)
 The Gadsden Etowah County Metropolitan Planning Organization Bicycle and Pedestrian Plan



Not To Scale

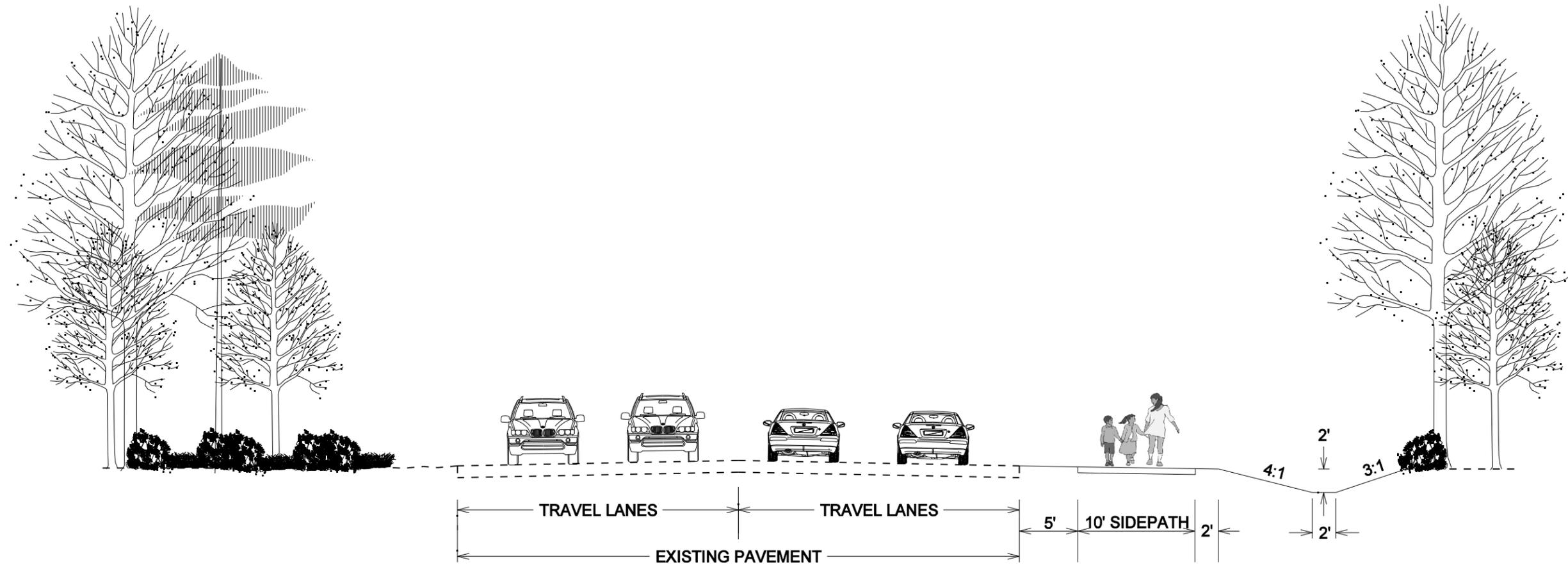
Five-Foot Sidewalk (Type 2 Roadside)
 The Gadsden Etowah County Metropolitan Planning Organization Bicycle and Pedestrian Plan



Not To Scale

Five-Foot Sidewalk (Type 3 Roadside)

The Gadsden Etowah County Metropolitan Planning Organization Bicycle and Pedestrian Plan



Not To Scale