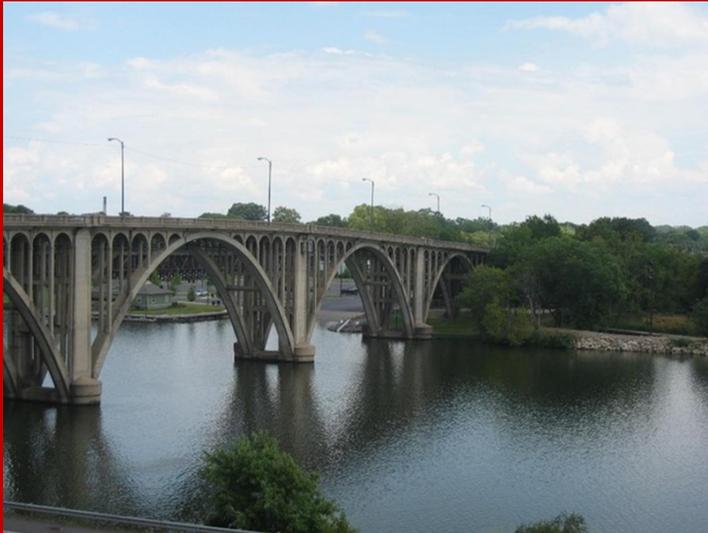


# 2040 Long Range Transportation Plan

Gadsden Etowah Metropolitan Planning Organization (GEMPO)



September 2015

# **Gadsden Etowah Metropolitan Planning Organization (GEMPO)**

## **Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan**

This document is posted at:

<http://www.gadsdenmpo.net/>

For further information, please contact  
Meinrad Tabengwa, City of Gadsden  
GEMPO Transportation Planner  
Email: [mtabengwa@cityofgadsden.com](mailto:mtabengwa@cityofgadsden.com)

Date Adopted: September 24, 2015

This Long Range Plan was prepared as a cooperative effort of the U. S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Alabama Department of Transportation (ALDOT), and Gadsden Etowah Metropolitan Planning Organization in partial fulfillment of Task 4.1 of the FY 2015 Unified Planning Work Program. This document is prepared by the Planning Division of the City of Gadsden, Alabama, as staff to the Metropolitan Planning Organization, in accordance with 23 USC 134 and 135, amended by MAP-21, Sections 1201 and 1202, July 2012. The contents of this document do not necessarily reflect the official views or policies of the U.S. Department of Transportation.

# Gadsden Etowah Metropolitan Planning Organization (GEMPO)

## Members

### Voting Members

Terry John Calhoun, Chairman  
Mayor, City of Rainbow City

Larry Means, Vice-Chairman  
Mayor, City of Attalla

Johnny Harris  
Regional Engineer, North Region, ALDOT

Larry Payne  
Commissioner, Etowah County

Sherman Guyton  
Mayor, City of Gadsden

Heath Williamson  
Engineer, City of Gadsden

Nick Hall  
City Planner, City of Gadsden

Meinrad Tabengwa  
Transportation Planner, City of Gadsden

Charles Gilchrist  
Mayor, City of Glencoe

Jeff Cheatwood  
Mayor, City of Hokes Bluff

Wally Burns  
Mayor, City of Southside

Randall Scott  
Mayor, City of Reece City

*\*Seven (7) voting members required for a quorum*

### Non-Voting Members

Mark Bartlett  
FHWA - Alabama Division Administrator

Robert J. Jilla  
Bureau Chief, Transportation Planning and  
Modal Programs

Andres Ramirez  
Community Coordinator, FTA

## GEMPO Committee Members

### BICYCLE, PEDESTRIAN AND GREENWAYS ADVISORY COMMITTEE (BPGAC) VOTING MEMBERS

Heidi Darbo, Chairperson City of Gadsden Representative	Joe Battles City of Southside Representative
Ed Whatley, Vice-Chairperson City of Gadsden Representative	Liz Bright City of Rainbow City Representative
Charles Shaw City of Attalla Representative	Larry Keenum City of Rainbow City Representative
Paul Gore City of Attalla Representative	Vacant Etowah County Representative
Steve Garrison Etowah County Representative	Vacant City of Hokes Bluff Representative
Larry Lawson Etowah County Representative	Vacant City of Reece City Representative
Don Richey City of Glencoe Representative	Vacant City of Reece City Representative
Mike Barber City of Glencoe Representative	Vacant City of Southside Representative
Roger Silvey City of Hokes Bluff Representative	<i>*Four (4) voting members required for a quorum.</i>

### CITIZEN'S ADVISORY COMMITTEE (CAC) VOTING MEMBERS

Myra Whitt, Chairperson City of Hokes Bluff Representative	Vacant Etowah County Representative
Preston Nix, Vice-Chairperson City of Attalla Representative	Vacant Etowah County Representative
Richard Bradfield City of Attalla Representative	Vacant City of Gadsden Representative
Nell Minton Etowah County Representative	Vacant City of Glencoe Representative
Barry Hill City of Glencoe Representative	Vacant City of Reece City Representative
Larry Sandlin City of Hokes Bluff Representative	Vacant City of Reece City Representative
Ina Black City of Rainbow City Representative	Vacant City of Southside Representative
Anita Bedwell City of Rainbow City Representative	Vacant City of Southside Representative
Vacant City of Gadsden Representative	<i>*Four (4) voting members required for a quorum.</i>

## **GEMPO Committee Members (continued)**

### **TECHNICAL COORDINATING COMMITTEE (TCC)**

#### **Voting Members**

Meinrad Tabengwa, Chairman  
Transportation Planner, City of Gadsden

Nick Hall  
Director of Planning, City of Gadsden

Terry John Calhoun  
Chairman, Gadsden / Etowah MPO

Heath Williamson  
Engineer, City of Gadsden

Tim Graves  
Engineer, Etowah County

Jason Nicholson  
Engineer, City of Attalla

Kevin Ashley  
Engineer, City of Rainbow City

Rodney Ellis, P.E.  
Pre-Construction Engineer, ALDOT North  
Region, Guntersville Area

Cody Adams  
District Manager, ALDOT North Region,  
Guntersville Area

*\*Five (5) voting members required for a quorum.*

#### **Non-Voting Members**

Rebecca Crane  
Jones, Blair, Waldrup & Tucker, Inc.

Houston Jenkins, Jr.  
Jones, Blair, Waldrup & Tucker, Inc.

Jeff Gray  
GIS Analyst, City of Gadsden

Dr. Emmanuel Oranika  
Metropolitan Transportation Planning  
Administrator, ALDOT

Doug Peterson  
Volkert & Associates

Joe Meads  
Sain Associates

Mike McCain  
Gadsden / Etowah Industrial Development  
Authority

Nicole Spivey  
Community Planner, FHWA Alabama Division

**RESOLUTION 0915-08**

**Gadsden Area Metropolitan Planning Organization (GEMPO)  
Adopting the 2040 Long Range Transportation Plan (LRTP)  
for the Gadsden Urban Area**

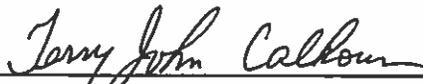
**WHEREAS**, the Gadsden Area Metropolitan Planning Organization (GEMPO) has been designated by the Governor of Alabama as the agency authorized, together with the State of Alabama, to conduct the continuing, cooperative, and comprehensive planning process for the Gadsden Urban Area in accordance with applicable provisions of amended 23 USC 134 and 135 (MAP-21, Sections 1201 and 1202 July 2012); 42 USC 2000d, 7401 et seq.; 23 CFR 450 et al; 40 CFR Parts 51 and 93; and

**WHEREAS**, pursuant to 23 CFR 450.322, the metropolitan transportation planning process requires the development of a metropolitan transportation plan with a minimum 20-year horizon, includes long and short-range strategies for an integrated transportation network, requires review every five years (four years in air quality non-attainment or maintenance areas), requires approval of the MPO Policy Committee, and the effective date of approval by the Alabama Department of Transportation (ALDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA); and

**WHEREAS**, the GEMPO has participated in the Interagency Consultation and Public Participation Process for the 2040 Long Rang Transportation Plan (LRTP) as required under 23 CFR 450.322(g) and (l); and

**WHEREAS**, the GEMPO, and consistent with the above provisions and in cooperation with the Bureau of Transportation Planning and Modal Programs of the Alabama Department of Transportation (ALDOT), has prepared a 2040 Long Range Transportation Plan; now

**THEREFORE, BE IT RESOLVED** by the Gadsden Area MPO that the same hereby endorses and adopts the 2040 Long Range Transportation Plan (LRTP).

  
\_\_\_\_\_  
Terry John Calhoun, GEMPO Chairman  
Mayor of the City of Rainbow City

9-24-15  
Date

ATTEST:

  
\_\_\_\_\_  
Meinrad Tabengwa, Transportation Planner GEMPO

9/24/15  
Date

## TABLE OF CONTENTS

Cooperating Agency Statement.....	i
Gadsden Etowah Metropolitan Planning Organization Members.....	ii
GEMPO Committee Members .....	iii
Resolution of Adoption .....	v
<b>ES EXECUTIVE SUMMARY .....</b>	<b>ES-1</b>
<b>1.0 INTRODUCTION AND BACKGROUND.....</b>	<b>1-1</b>
1.1 LRTP Purpose and Background .....	1-1
1.2 Gadsden Etowah Area Metropolitan Planning Organization.....	1-2
1.3 Gadsden Etowah MPO Study Area Description .....	1-3
1.4 Legislation and Regulations .....	1-5
1.4.1 MAP-21 .....	1-5
1.4.2 Title VI Acts and Programs.....	1-5
1.4.3 GEMPO Public Participation Plan (PPP).....	1-7
1.5 Planning Emphasis Areas (PEAs).....	1-8
1.6 Livability Principles and Indicators.....	1-9
1.7 Performance Measures.....	1-10
<b>2.0 PLAN DEVELOPMENT PROCESS.....</b>	<b>2-1</b>
2.1 LRTP Goals.....	2-1
2.2 Existing Transportation Plans and Programs .....	2-2
2.2.1 Gadsden Etowah 2035 Long Range Transportation Plan .....	2-2
2.2.2 Gadsden Etowah Transportation Improvement Program (TIP) FY 2012-2015 .....	2-2
2.2.3 Amendment Process for Planning Documents.....	2-2
2.3 Public and Stakeholder Involvement .....	2-3
2.3.1 MPO Committees .....	2-3
2.3.2 Local Jurisdictions.....	2-4
2.3.3 Public Meetings .....	2-4
2.4 Travel Demand Modeling.....	2-7
2.4.1 Travel Demand Model Development/Update.....	2-7
2.4.2 Travel Demand Model Structure and Application.....	2-8
2.4.3 Growth Factors .....	2-8
2.5 Planning Context and Local Characteristics.....	2-10
2.5.1 Population and Employment Trends.....	2-10
2.5.2 Land Use and Development Characteristics.....	2-14
2.5.3 Travel Characteristics and Patterns.....	2-18

## TABLE OF CONTENTS (CONTINUED)

<b>3.0</b>	<b>TRANSPORTATION SYSTEM CONDITIONS AND NEEDS .....</b>	<b>3-1</b>
3.1	Roadway.....	3-1
3.1.1	Roadway Characteristics.....	3-1
3.1.2	Existing Traffic Conditions .....	3-1
3.1.3	Projected Traffic Conditions .....	3-6
3.1.4	I-759 Extension to the East.....	3-9
3.1.5	Safety Assessment .....	3-12
3.1.6	Roadway Needs .....	3-14
3.2	Bridge.....	3-14
3.2.1	Bridge Conditions .....	3-14
3.2.2	Bridge Needs.....	3-15
3.3	Motor Carrier, Rail, Aviation, and Ports.....	3-15
3.3.1	Motor Carrier Operations and Intermodal Facilities .....	3-17
3.3.2	Freight Railroads.....	3-17
3.3.3	Passenger Railroads.....	3-18
3.3.4	Airports .....	3-18
3.3.5	River Ports .....	3-18
3.3.6	Motor Carrier, Rail, Aviation, and Port Needs.....	3-19
3.4	Bicycle and Pedestrian .....	3-19
3.4.1	ALDOT Requirements .....	3-21
3.4.2	Planning Efforts .....	3-21
3.4.3	Assessment of Existing Bicycle Network and Pedestrian Facilities .....	3-22
3.4.4	Bicycle and Pedestrian Needs.....	3-23
3.5	Public Transportation.....	3-26
3.5.1	Recent Studies .....	3-27
3.5.2	Gadsden Trolley Company.....	3-27
3.5.3	DART .....	3-30
3.5.4	Etowah County Rural Transportation.....	3-30
3.5.5	Coordinated Public Transit and Human Services Transportation .....	3-31
3.5.6	Major Public Transit Destinations .....	3-31
3.5.7	Intercity Bus.....	3-32
3.5.8	Public Transportation Needs .....	3-32
<b>4.0</b>	<b>PROJECT IDENTIFICATION AND EVALUATION .....</b>	<b>4-1</b>
4.1	Needs Assessment .....	4-1
4.2	Project Identification Methodology.....	4-1
4.3	Comparative Evaluation and Prioritization of Projects.....	4-2

**TABLE OF CONTENTS (CONTINUED)**

<b>5.0</b>	<b>L RTP PROGRAM OF PROJECTS AND FINANCIAL PLAN .....</b>	<b>5-1</b>
5.1	Funding Sources and Allocations .....	5-1
5.1.1	Funding Sources.....	5-1
5.1.2	Funding Projections .....	5-2
5.2	Roadway Capacity Projects.....	5-3
5.3	Maintenance and Operations Projects – Roadway and Bridge .....	5-8
5.3.1	Funding Considerations .....	5-8
5.3.2	Corridor Safety and Operations Program.....	5-8
5.3.3	Bridge Improvements .....	5-13
5.3.4	Railroad Crossing Improvements.....	5-16
5.3.5	Resurfacing Projects .....	5-18
5.3.6	Interstate Maintenance.....	5-22
5.3.7	Motor Carrier, Rail, Aviation, and Ports .....	5-22
5.4	Maintenance and Operations Projects – Bicycle and Pedestrian Facilities .....	5-22
5.5	Public Transportation.....	5-25

**APPENDICES**

**Appendix A – GEMPO 2013 *Public Participation Plan***

**Appendix B – Livability Indicators**

**Appendix C – Public Outreach Documentation and Public Comments on the 2040 LRTP**

**Appendix D – Network Modeling Documentation**

**Appendix E – GEMPO 2035 *Long Range Transportation Plan* (Bicycle/Pedestrian Map Excerpts)**

**Appendix F – GEMPO 2013 *Bicycle and Pedestrian Plan* (Map Excerpts)**

**Appendix G – 2010 ALDOT *Bicycle and Pedestrian Plan* (Map Excerpts)**

## LIST OF FIGURES

### ES EXECUTIVE SUMMARY

Figure ES-1: Fiscally Constrained Roadway Capacity Projects (2015-2040) .....	ES-4
Figure ES-2: Visionary Roadway Capacity Projects (2040 and Later).....	ES-5
Figure ES-3: Fiscally Constrained Maintenance and Operations Projects (2015-2040).....	ES-7
Figure ES-4: Visionary Maintenance and Operations Projects (2040 and Later).....	ES-8
Figure ES-5: Bicycle and Pedestrian Projects .....	ES-16

### 1.0 INTRODUCTION AND BACKGROUND

Figure 1-1: Gadsden Etowah MPO Study Area .....	1-4
---	-----

### 2.0 PLAN DEVELOPMENT PROCESS

Figure 2-1: Travel Demand Model Trip Generation Results .....	2-7
Figure 2-2: GEMPO Travel Demand Model TAZ Geography .....	2-9
Figure 2-3: Total Households .....	2-11
Figure 2-4: Households per Acre.....	2-12
Figure 2-5: Household Growth.....	2-13
Figure 2-6: Total Employment.....	2-15
Figure 2-7: Employment by Acre.....	2-16
Figure 2-8: Employment Growth .....	2-17

### 3.0 TRANSPORTATION SYSTEM CONDITIONS AND NEEDS

Figure 3-1: Existing Roadway Number of Lanes.....	3-2
Figure 3-2: Roadway Functional Classification.....	3-3
Figure 3-3: Total 24-Hour Traffic Counts (2010) .....	3-4
Figure 3-4: 2010 Volume to Capacity Ratios.....	3-7
Figure 3-5: 2040 Projected Roadway Volumes .....	3-8
Figure 3-6: 2040 Volume to Capacity Ratios.....	3-10
Figure 3-7: 2040 Volume Exceeding Capacity .....	3-11
Figure 3-8: Freight Related Facilities.....	3-16
Figure 3-9: Bicycle/Pedestrian Activity Locations .....	3-20
Figure 3-10: Existing Bicycle and Pedestrian Facilities.....	3-24
Figure 3-11: High Density Areas .....	3-25
Figure 3-12: Gadsden Trolley Routes.....	3-28
Figure 3-13: Fixed Route Service to Traditionally Underserved Populations .....	3-29

### 4.0 PROJECT IDENTIFICATION AND EVALUATION

### 5.0 LRTP PROGRAM OF PROJECTS AND FINANCIAL PLAN

Figure 5-1: Fiscally Constrained Roadway Capacity Projects (2015-2040) .....	5-4
Figure 5-2: Visionary Roadway Capacity Projects (2040 and Later) .....	5-5
Figure 5-3: Fiscally Constrained Maintenance and Operations Projects (2015-2040) .....	5-9
Figure 5-4: Visionary Maintenance and Operations Projects (2040 and Later).....	5-10
Figure 5-5: Bicycle and Pedestrian Projects .....	5-23

**LIST OF FIGURES (CONTINUED)**

**APPENDICES**

**Appendix A – GEMPO 2013 *Public Participation Plan***

**Appendix B – Livability Indicators**

Figure B-1: Number of Housing Units Located Within ½ Mile of Transit Service ..... B-3  
Figure B-2: Total Number of Employees Located Within ½ Mile of Transit Service Area..... B-4  
Figure B-3: Percent of Household Income Spent on Housing..... B-5  
Figure B-4: Percent of Household Income Spent on Transportation..... B-6  
Figure B-5: Percent of the Workforce with 30 Minutes or More Commute Time..... B-7  
Figure B-6: Percent of Housing Units Located Within ¼ Mile of Recreational Facility ..... B-10  
Figure B-7: Percent of Housing Units Located ¼ Mile of Major Retail Services..... B-11  
Figure B-8: Percent of Housing Units Located ¼ Mile of Recreational Facilities ..... B-12

**Appendix C – Public Outreach Documentation and Public Comments on the 2040 LRTP**

**Appendix D – Network Modeling Documentation**

**Appendix E – GEMPO 2035 *Long Range Transportation Plan (Bicycle/Pedestrian Map Excerpts)***

Figure E-1: Bicycle Needs Analysis ..... E-2  
Figure E-2: Pedestrian Needs Assessment – Tier 1 Needs ..... E-3  
Figure E-3: Pedestrian Needs Assessment – Tier 2 Needs ..... E-4

**Appendix F – GEMPO 2013 *Bicycle and Pedestrian Plan (Map Excerpts)***

Figure F-1: Bicycle Level of Service Map ..... F-2  
Figure F-2: Pedestrian Level of Service Map ..... F-3  
Figure F-3: Bicycle Facility Recommendations Map..... F-4  
Figure F-4: Pedestrian Facility Recommendations Map ..... F-5  
Figure F-5: Priority Tiers for Bicycle Improvements..... F-6  
Figure F-6: Priority Tiers for Pedestrian Improvements ..... F-7

**Appendix G – 2010 *ALDOT Bicycle and Pedestrian Plan (Map Excerpts)***

Figure G-1: Alabama Statewide Bicycle Routes ..... G-2

## LIST OF TABLES

### ES EXECUTIVE SUMMARY

Table ES-1: Summary of 2040 LRTP Projects by Improvement Type .....	ES-2
Table ES-2: Roadway Capacity Projects .....	ES-6
Table ES-3: Corridor Safety and Operations Projects .....	ES-9
Table ES-4: Bridge Projects .....	ES-10
Table ES-5: Railroad Crossing Projects.....	ES-12
Table ES-6: Resurfacing Projects .....	ES-13
Table ES-7: Bicycle and Pedestrian Projects .....	ES-17

### 1.0 INTRODUCTION AND BACKGROUND

#### 2.0 PLAN DEVELOPMENT PROCESS

Table 2-1: 2040 LRTP Goals.....	2-1
Table 2-2: Travel Demand Model Validation Statistics.....	2-8
Table 2-3: Growth Factors (2010-2040).....	2-8
Table 2-4: Growth in Households by Municipality.....	2-10
Table 2-5: Employment Growth by Municipality.....	2-14

#### 3.0 TRANSPORTATION SYSTEM CONDITIONS AND NEEDS

Table 3-1: Level of Service Description .....	3-5
Table 3-2: Etowah County Crash Statistics, 2012-2014 .....	3-12
Table 3-3: Fatalities by Person/Crash Type, Etowah County, 2008-2012 .....	3-13

#### 4.0 PROJECT IDENTIFICATION AND EVALUATION

#### 5.0 LRTP PROGRAM OF PROJECTS AND FINANCIAL PLAN

Table 5-1: Projected Federal Funding and Historic Expenditures.....	5-2
Table 5-2: Roadway Capacity Projects .....	5-6
Table 5-3: Projected Funding for Roadway Capacity Projects .....	5-7
Table 5-4: Projected Funding for Maintenance and Operations (MO) Projects.....	5-11
Table 5-5: Corridor Safety and Operations Projects .....	5-12
Table 5-6: Bridge Projects .....	5-14
Table 5-7: Railroad Crossing Projects.....	5-17
Table 5-8: Resurfacing Projects.....	5-19
Table 5-9: Bicycle and Pedestrian Projects .....	5-24
Table 5-10: Projected Transit Funding .....	5-25

**LIST OF TABLES (CONTINUED)**

**APPENDICES**

**Appendix A – GEMPO 2013 *Public Participation Plan***

**Appendix B – Livability Indicators**

Table B-1: Percent of Transportation Investment Dedicated to Enhancing Accessibility of Transportation Systems ..... B-8

Table B-2: Percent of Transportation Improvement Projects Where More Than One Funding Source Is Utilized ..... B-9

**Appendix C – Public Outreach Documentation and Public Comments on the 2040 LRTP**

**Appendix D – Network Modeling Documentation**

**Appendix E – GEMPO 2035 *Long Range Transportation Plan* (Bicycle/Pedestrian Map Excerpts)**

**Appendix F – GEMPO 2013 *Bicycle and Pedestrian Plan* (Map Excerpts)**

**Appendix G – 2010 *ALDOT Bicycle and Pedestrian Plan* (Map Excerpts)**

## ES EXECUTIVE SUMMARY

The Gadsden Etowah Metropolitan Planning Organization (GEMPO) is responsible for fulfilling the transportation planning requirements for the Gadsden Etowah urbanized area. Federal law requires Metropolitan Planning Organizations (MPOs) to maintain and periodically update a Long Range Transportation Plan (LRTP) that assesses community transportation needs and establishes strategic solutions to meet those needs over a 25-year horizon. Building off the 2035 LRTP, this document assesses changes in demographics and transportation conditions over the intervening years in order to identify transportation needs and prioritize a suite of multimodal projects and strategies to meet those needs through year 2040.

The GEMPO study area encompasses the cities of Attalla, Gadsden, Glencoe, Hokes Bluff, Rainbow City, Reece City, and Southside, as well as sections of unincorporated Etowah County and a small section in the northwestern portion of unincorporated Calhoun County. The 2040 LRTP was developed in cooperation and coordination with local, state, and federal planning partners, as well as the general public. The LRTP development proceeded with full cooperation and coordination from the cities, counties, the Alabama Department of Transportation (ALDOT), the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA).

To ensure the program of projects meets the needs of the Gadsden Etowah region, goals to guide the LRTP process were established by the MPO and confirmed by the general public. The goals were designed to ensure that recommendations meet the region's transportation needs while simultaneously incorporating sensitivity to transportation efforts by the region's planning partners. The following goals guide the development of recommendations:

- Provide accessibility and mobility for people and goods
- Enhance system performance, operations, and safety
- Protect the environment and quality of life, and promote coordination of land use and transportation
- Preserve and maintain the existing transportation system
- Address all modes, providing a framework for modal connectivity that maximizes mobility options
- Support economic development and community goals

Identifying long range transportation system needs for horizon year 2040 requires multi-faceted, integrated qualitative and quantitative analyses. No one has a better understanding of the local needs than the area's residents and employers. Therefore, efforts were undertaken to actively involve the public, local stakeholders, City, County, and MPO staff, and other interested parties in the plan development process through meetings and public outreach efforts.

The 2040 LRTP program of projects was developed to provide solutions for future transportation needs and achieve the goals set for this plan. A number of planned and/or programmed improvements from the existing short-range Transportation Improvement Program (TIP) and 2035 LRTP are incorporated into the 2040 LRTP, some of which have been redefined to best meet identified system needs and financial constraints. Other projects were identified for inclusion in the 2040 LRTP based on technical

## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

analyses and discussions with the MPO, ALDOT, and local citizens. During the project development phase, each project was screened to identify the level of need, potential benefits, impacts, and cost.

The LRTP work program identifies projects by improvement type and implementation time range. Improvements are defined as either roadway capacity or maintenance and operations (MO) projects, and prioritized into one of three time ranges: short (1-5 years), mid (5-25 years), or visionary (25+ years). The 2040 LRTP projects categorized by improvement type are summarized in Table ES-1.

**Table ES-1: Summary of 2040 LRTP Projects by Improvement Type**

Project Type	Number of Projects
<b>Roadway Capacity</b>	9
<b>Maintenance and Operations</b>	
Corridor Safety and Operations Program (access management, intersection and operational improvements)	7 <sup>1,2</sup>
Bridge (replacement or repair)	15 <sup>3</sup>
Railroad Crossing	5 <sup>1,2</sup>
Resurfacing	25 <sup>4</sup>
Bicycle and Pedestrian	5 <sup>1,2</sup>
Transit	NA <sup>5</sup>

<sup>1</sup> Also includes annual allocation for currently undefined projects in the short-range. Projects to be identified and prioritized through regular MPO planning process.

<sup>2</sup> Also includes annual allocation for currently undefined projects in the mid-range. Projects to be identified and prioritized through regular MPO planning process.

<sup>3</sup> Includes 12 short-term projects and 3 mid-term projects, plus annual allocations in the mid-term and 1 visionary project of regional significance.

<sup>4</sup> Includes 10 short-term projects and 15 mid-term projects, plus annual allocations in the mid-term.

<sup>5</sup> Future improvements would seek to increase/expand service; however, no specific projects are currently able to be funded.

To meet federal requirements, metropolitan LRTPs must be financially constrained. For a program of projects to be financially constrained, forecasted funds based on historic revenues, including local, state, federal, and other, must be sufficient to fund the proposed projects. In the 2040 LRTP, projects prioritized for implementation into the short (1-5 years) and mid (5-25 years) range are included in the financially constrained plan.

Longer term projects beyond those that forecasted funds can cover (the financially constrained plan) are considered 'visionary' and are identified for implementation in the 25+ year time range. Visionary projects could be implemented sooner if additional funds were to become available.

For the purpose of developing a financially constrained LRTP, ALDOT provided projected funding allocations for each MPO. These funding allocations were based on the expectation of future federal funding as well as historical expenditures and projected need for the MPO regions throughout Alabama. According to these estimates, GEMPO can expect to receive \$367,298,750 in federal funding, provided that there are local matching funds totaling \$73,459,750, through year 2040. Of this total, \$69,693,750 would be allocated to roadway capacity projects and \$297,605,000 to MO projects.

## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

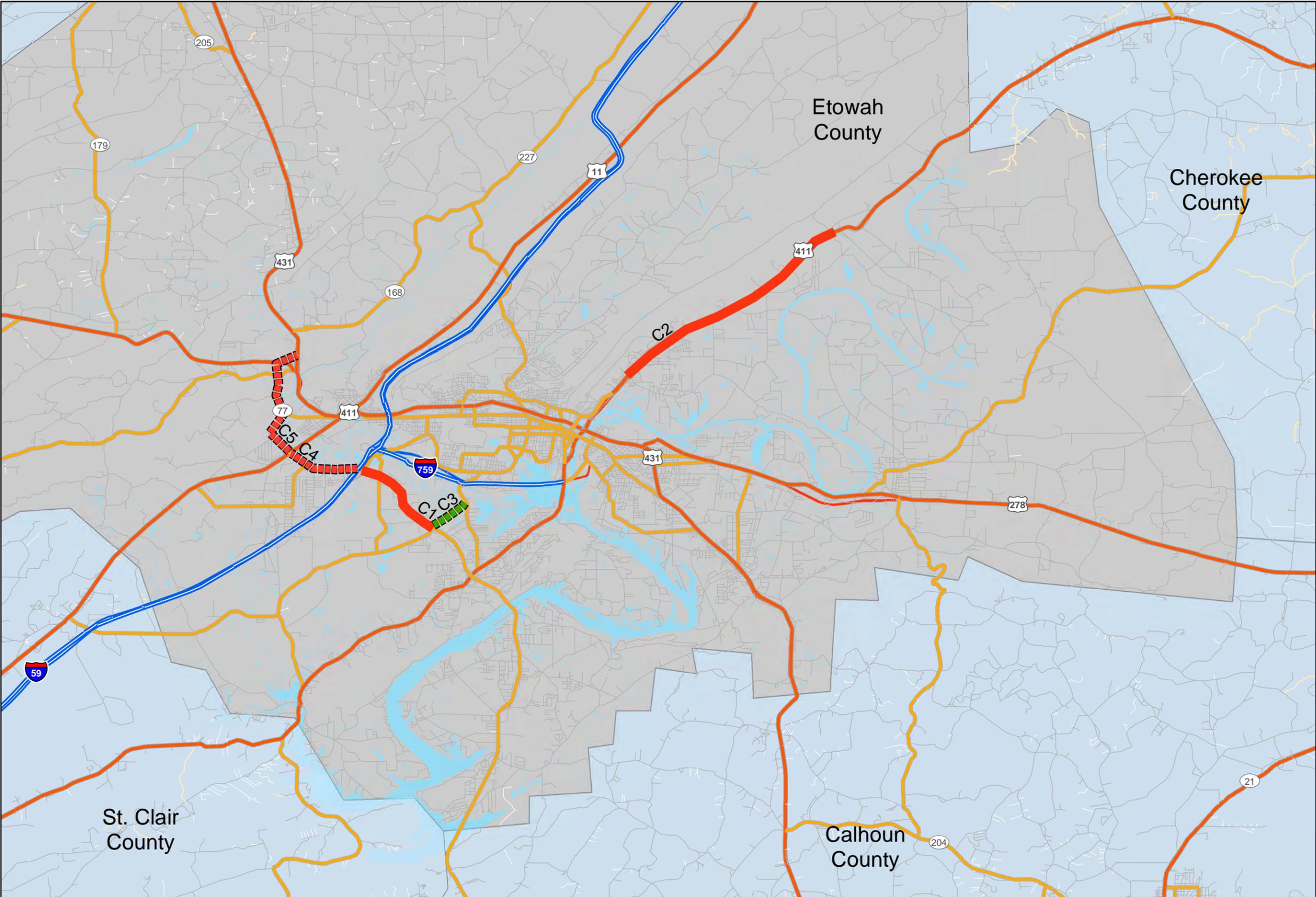
Estimated transit funding available through 2040 totals \$44,678,750. The majority of this funding (69 percent) would be allocated to the City of Gadsden for its urban fixed route and demand response services, followed by Etowah County (25 percent) for rural demand response service. The remainder (6 percent) would be designated for human services transportation.

Several steps were taken to reach a financially constrained plan that matched projected funding. Projects were chosen based on their ability to meet identified needs and achieve plan goals. Capacity funds were focused on completing key widening projects currently underway. With funding constraints in mind, capacity projects from the previous LRTP were assessed to determine if smaller-scale operational improvements would address the issue. Several projects defined as widening needs in the past plan were changed to operational or access management improvements.

The financially constrained plan consists of five to nine capacity projects, as well as all specific projects and annual allocations within every MO category, with the exception of one bridge project. Benefits from the financially constrained plan, while less than those that would be achieved through implementation of all needs projects, include decreased congestion, accommodation of future growth, and increased mobility.

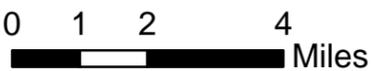
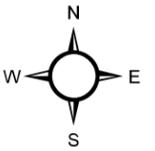
Figures ES-1 through ES-5 and Tables ES-2 through ES-7 present the 2040 LRTP program of projects. Additional information on the program of projects and financial plan is provided in Section 5 of the 2040 LRTP document.

# Figure ES-1. Fiscally Constrained Roadway Capacity Projects (2015-2040)



### Legend

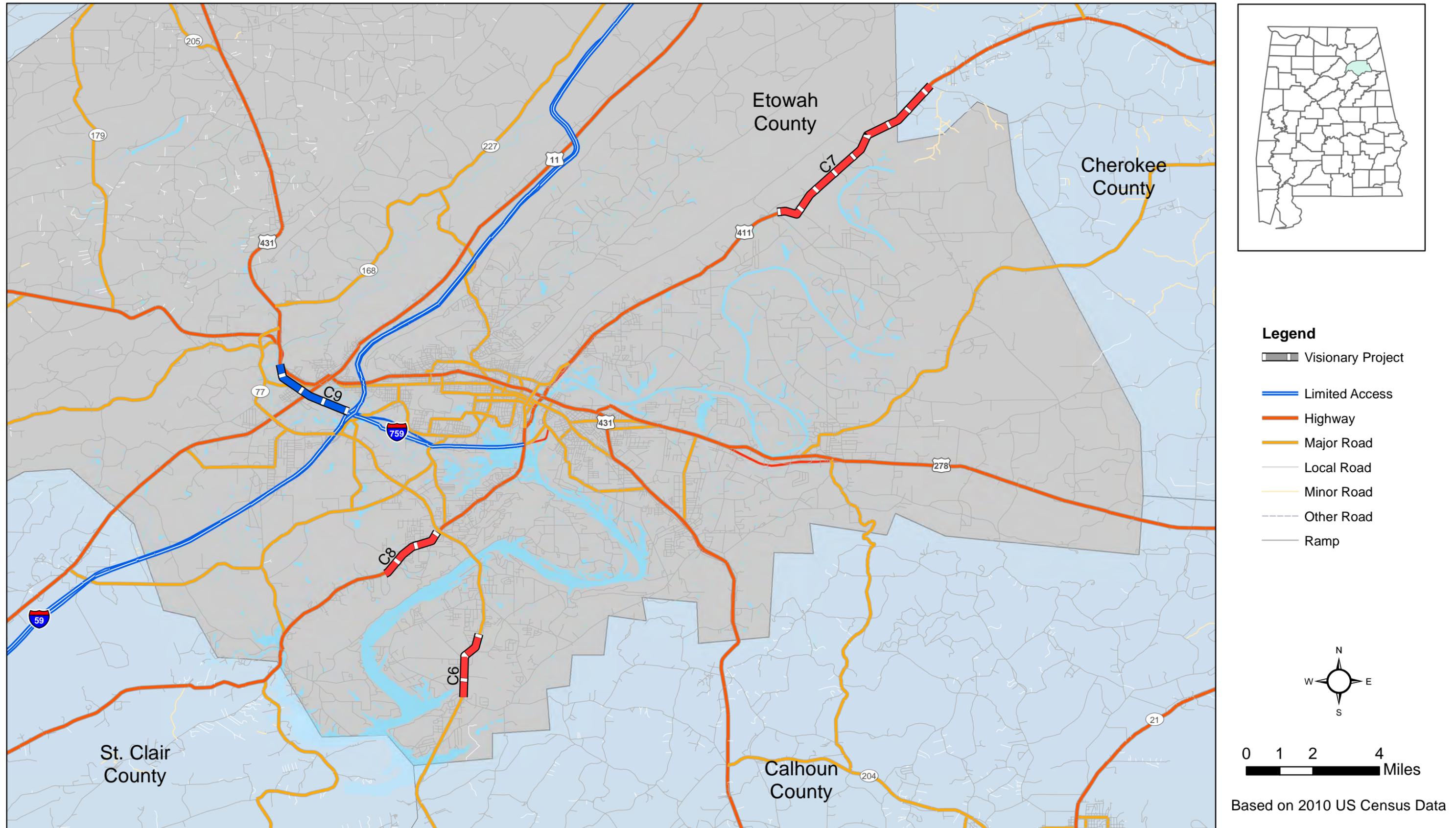
- Under Construction
- Short - Mid
- Limited Access
- Highway
- Major Road
- Local Road
- Minor Road
- Other Road
- Ramp



Based on 2010 US Census Data

Map by J.R Wilburn and Associates, Inc.

# Figure ES-2. Visionary Roadway Capacity Projects (2040 and Later)



# Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

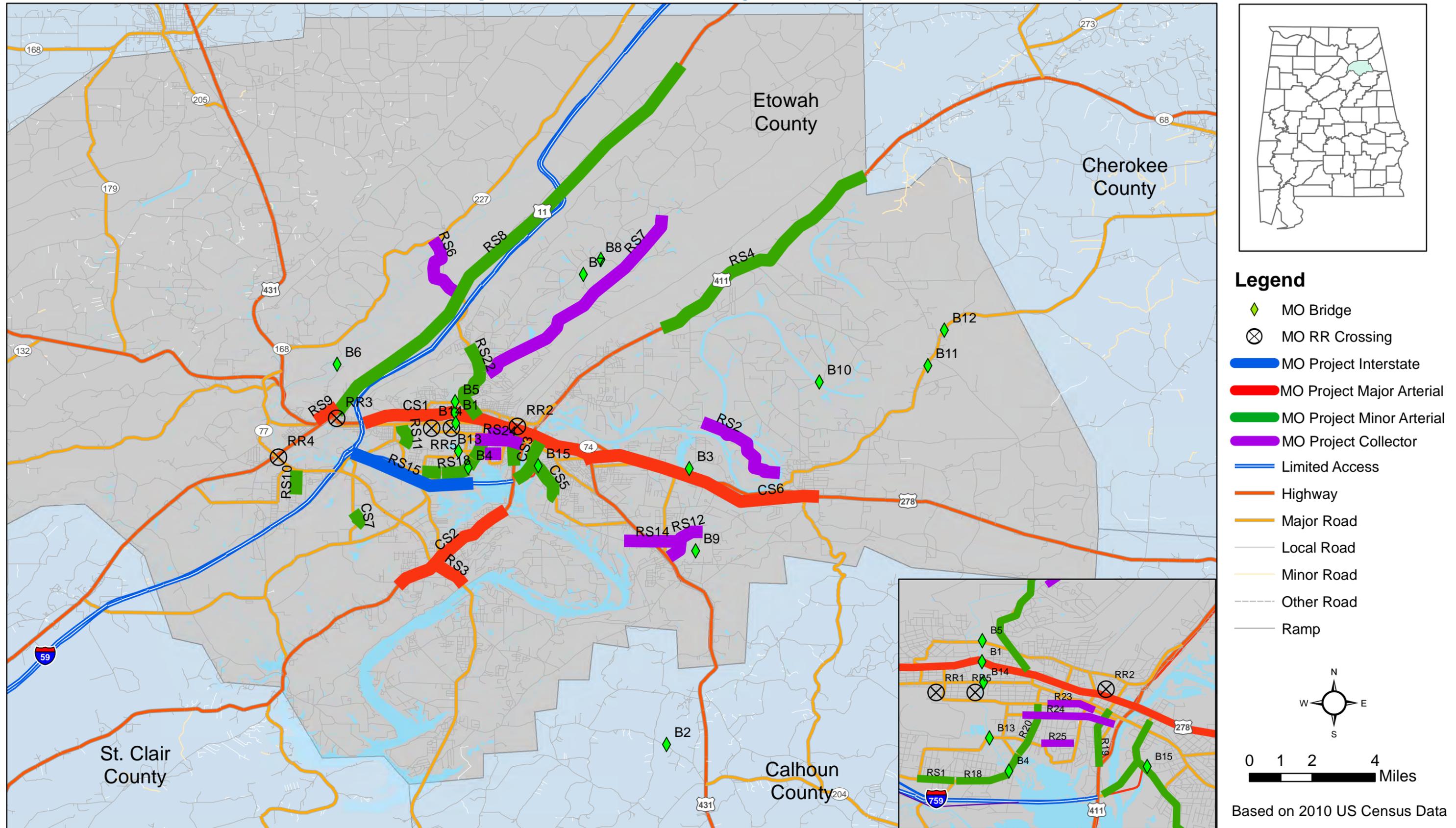
**Table ES-2: Roadway Capacity Projects**

MAP ID#	ALDOT Project ID	Project Description / Limits	Project Type	Project Length (miles)	Project Purpose	Time Frame	ALDOT Phasing / Year	Year of Construction	Year of Expenditure	Pedestrian / Bicycle Improvement
C1	100004851	Widen SR 77 from CR 162 (Steele Station Rd) to I-59 ramps (east side) in Attalla from 2 to 4 lanes; includes replacing BIN 002037	ADL	2.4	Reduce Congestion and Improve Mobility	Short (1-5 years)	CN 2011	2015	\$ 13,057,707	Project under construction
C2	100008733 100057992	Construct new 4-lane US 411 on new location from Gadsden to Turkeytown	BSP, UT	7.4	Reduce Congestion and Improve Mobility	Short (1-5 years)	CN 2012 UT 2012	2015	\$ 23,289,080	Project under construction
C3	100008479 100008480	Widen CR 162 (Steele Station Rd) from SR 77 to CR 203 (Sutton Bridge) from 2 to 4 lanes	GRP	1.2	Reduce Congestion and Improve Mobility	Short (1-5 years)	RW 2009 CN 2015	2015	\$ 6,720,424	4' sidewalks on each side of roadway
C4	100004858 100004852	Widen SR 77 from I-59 ramp (west side) to SR 7 (US 11) in Attalla from 2 to 4 lanes	ADL	1.5	Reduce Congestion and Improve Mobility	Mid (5-25 yrs)	RW 2009, 2019 UT 2019 CN 2020	2020	\$ 11,873,000	4' sidewalks on each side of roadway
C5	100004854 100004856 100004850 100058510	Widen SR 77 from US 11 to US 278/431 from 2 to 4 lanes	GRP	3.2	Increase Connectivity for Freight Travel	Mid (5-25 yrs)	PE 2018 RW 2021 UT 2022 CN 2022	2022	\$ 38,180,000	4' sidewalks on each side of roadway
C6	100004644 100004000	Widen SR 77 from Green Valley Rd to Sunset Dr from 2 to 4 lanes	ADL	2.0	Reduce Congestion and Improve Mobility	Visionary (25+ years)	RW 2017	Visionary	\$ 21,891,755	4' sidewalks on each side of roadway
C7	100008734 100008735	Construct new 4-lane US 411 on new location from Turkeytown to Cherokee CR-20	GPB	5.3	Reduce Congestion and Improve Mobility	Visionary (25+ years)	PE 2048 CN 2048	Visionary	\$ 43,610,879	Share the Road Signage
C8	100049235	Widen US 411 (SR 25) from 0.1 mile north of CR-181 (Township Road) to SR 77 in Rainbow City	ADL	1.5	Reduce Congestion and Improve Mobility; Serve High Growth Areas	Visionary (25+ years)	PE 2048 RW 2049 UT 2049	Visionary	\$ 23,367,603	4' sidewalks on each side of roadway
C9	100003951	Extend I-759 west to US 278/US 431 (new roadway)	GPB	2.0	Reduce Congestion and Improve Mobility	Visionary (25+ years)	PE 2045 ROW 2049 PE/Bridge 2049 UT 2049	Visionary	\$ 131,927,340	Legal Exception (bicycle and pedestrian facilities not allowed on interstates)

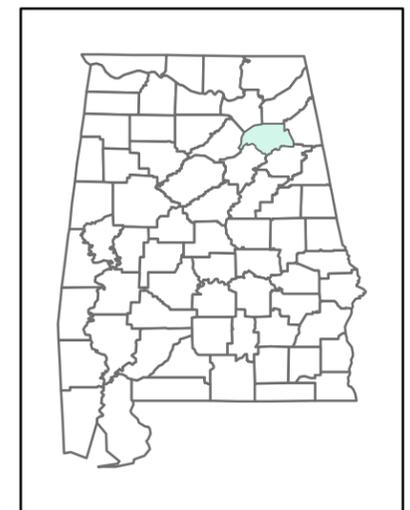
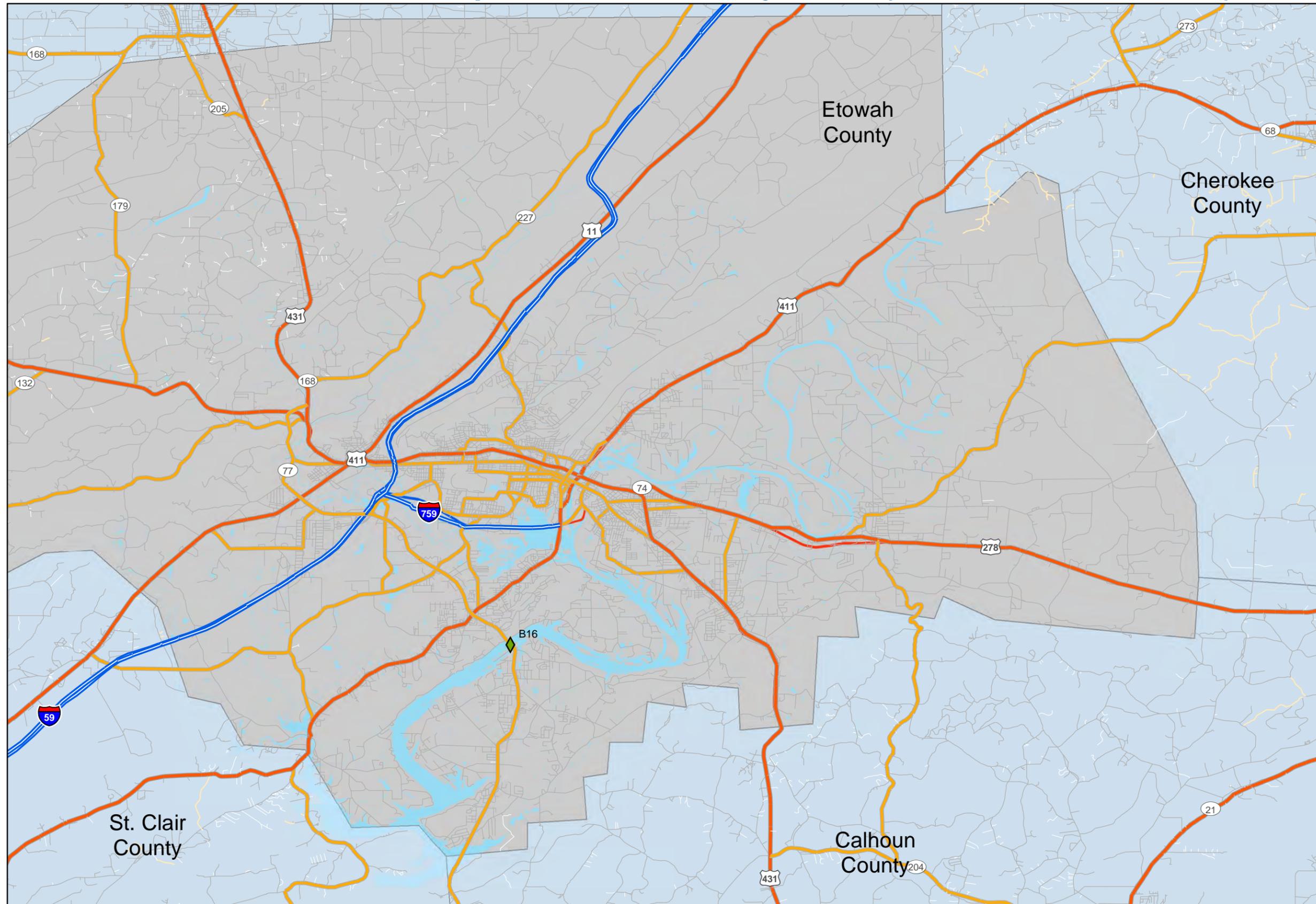
\* All out-year projections are estimated at a 1 percent per annum inflation rate.

Under Construction  
Financially Constrained  
Visionary

# Figure ES-3. Fiscally Constrained Maintenance and Operations Projects (2015-2040)

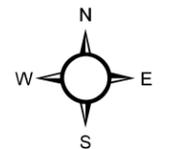


# Figure ES-4. Visionary Maintenance and Operations Projects (2040 and Later)



## Legend

- ◆ MO Bridge Visionary
- ▬ Limited Access
- ▬ Highway
- ▬ Major Road
- ▬ Local Road
- ▬ Minor Road
- - - Other Road
- ▬ Ramp



0 1 2 4 Miles

Based on 2010 Census Data

Table ES-3: Corridor Safety and Operations Projects

MAP ID #	ALDOT Project ID	Project Description / Limits	Project Length Type (miles)	Project Purpose	Time Frame Phasing / Year Construction	ALDOT Phasing / Year Construction	Year of Expenditure Costs*
CS1	N/A	Meighan Blvd (US 278/431) from Wilson Ave/Hoke St to I-59--Corridor Improvement Strategy along Regionally Constrained Corridor	N/A 11.75	Improve operations (including freight movement) and serve regional employment	Short (1-5 years)	N/A	\$ 160,000
CS2	N/A	US 411 from Whorton Bend Rd to Lumley Rd--Corridor Improvement Strategy along Regionally Constrained Corridor	N/A 1.06	Improve operations (including freight movement) and serve regional employment	Short (1-5 years)	N/A	\$ 160,000
CS3	N/A	George Wallace Dr from I-759 to US 431 (4 lanes)--Corridor Improvement Strategy along Regionally Constrained Corridor	N/A 3.9	Improve operations (including freight movement) and serve regional employment	Short (1-5 years)	N/A	\$ 160,000
CS4	N/A	North 12th St (SR 211) from Meighan Blvd (US 278/431) to Lookout Cir--Corridor Improvement Strategy along Regionally Constrained Corridor	N/A 1.2	Improve operations and relieve congestion	Short (1-5 years)	N/A	\$ 160,000
CS5	N/A	Paden Rd/Padenreich Ave from George Wallace Dr (SR 291) to College Pkwy--Corridor Improvement Strategy along Regionally Constrained Corridor	N/A 4.1	Improve operations (including freight movement) and serve regional employment	Short (1-5 years)	N/A	\$ 160,000
CS6	N/A	US 278 (Piedmont Cutoff) from Meighan Blvd (US 278/431) to CR 65 Alford Bend Rd--Corridor Improvement Strategy along Regionally Constrained Corridor	N/A 6.1	Improve operations (including freight movement) and serve regional employment	Short (1-5 years)	N/A	\$ 80,000
CS7	100057933	Lighting on CR-64 (Airport Road) at Ira Gray Dr (100057933)	LGT N/A	Improve operations (including freight movement) and serve regional employment	Short (1-5 years)	CN 2015	\$ 487,384
NA	N/A	Annual allocation for access management strategy implementation, intersection improvements, traffic signal optimization and other safety improvements--Year 2015 to 2020**	N/A N/A	The purpose of the program would be to improve operations, including freight movement, and serve regional employment.	Short (1-5 years)	N/A	\$ 15,381,352
NA	N/A	Annual allocation for access management strategy implementation, intersection improvements, traffic signal optimization and other safety improvements--Year 2021 to 2040**	N/A N/A	The purpose of the program would be to improve operations, including freight movement, and serve regional employment.	Mid (5-25 years)	N/A	\$ 66,994,945

\* All out-year projections are estimated at a 1 percent per annum inflation rate. Costs may vary depending on specific scopes of services.

\*\*Projects to be prioritized based on local government and MPO input and coordination with ALDOT.

Notes:  
1. Prioritization should be given to operational improvements along the Regionally Constrained Corridors and interchanges along I-59 and I-759.

2. Operational improvements at the intersection of E Broad St and N Hood Ave recommended through public input.

Table ES-4: Bridge Projects

MAP ID #	ALDOT Project ID	Project Description / Limits	Project Type	Project Length (miles)	Project Purpose	Time Frame	ALDOT Phasing / Year	Year of Construction	Year of Expenditure
B1	100038045 100060569	Replace bridge on Meighan Blvd (US 278/431) over Black Creek (BIN#5430)	BRL	N/A	Promote the state of good repair and enhance safety	Short (1-5 years)	RW 2014 CN 2015	2015	\$ 5,954,565
B2	100059417	Replace bridge on CR-533 (Gilbert's Ferry Rd) (BIN#3358)	BRL	N/A	Promote the state of good repair and enhance safety	Short (1-5 years)	CN 2015	2015	\$ 849,400
B3	100059385	Replace bridge on Caddel Cir over Big Cove Creek (BIN#3811)	BRL	N/A	Promote the state of good repair and enhance safety	Short (1-5 years)	CN 2015	2015	\$ 674,682
B4	100056243 100046965	Replace bridge on CR-203 (S 11th St) at Black Creek (BIN#2249)	BRL	N/A	Promote the state of good repair and enhance safety	Short (1-5 years)	RW 2014 CN 2015	2015	\$ 1,670,894
B5	100059384	Replace bridge on Tuscaloosa Ave over Black Creek in City of Gadsden (BIN#2271)	BRL	N/A	Promote the state of good repair and enhance safety	Short (1-5 years)	CN 2015	2015	\$ 750,000
B6	100058641	Replace bridge on CR-209 (Wesson Gap Rd) over Little Wills Creek in Etowah County (BIN#8921)	BRL	N/A	Promote the state of good repair and enhance safety	Short (1-5 years)	CN 2015	2015	\$ 2,628,468
B7	100061376	Bridge and approaches on (CR-568) Yates Rd over Black Creek (BIN#8921)	BRA	N/A	Promote the state of good repair and enhance safety	Short (1-5 years)	CN 2015	2015	\$ 1,000,000
B8	100061374	Bridge and approaches on (CR-304) Means Rd over Black Creek (BIN#563)	BRA	N/A	Promote the state of good repair and enhance safety	Short (1-5 years)	CN 2015	2015	\$ 600,000

\* All out-year projections are estimated at a 1 percent per annum inflation rate.

Table ES-4: Bridge Projects (continued)

MAP ID #	ALDOT Project ID	Project Description / Limits	Project Type	Project Length (miles)	Project Purpose	Time Frame	ALDOT Phasing / Year	Year of Construction	Year of Expenditure
B9	100058617	Replace bridge on Pineview Ave over Little Cove Creek 10 miles east of US 431 in City of Glencoe (BIN #3794)	BRL	N/A	Promote the state of good repair and enhance safety	Short (1-5 years)	CN 2015	2015	\$ 470,305
B10	100061377	Bridge and approaches on Coats Bend Cir over unnamed tributary of Coosa River (BIN#561)	BRA	N/A	Promote the state of good repair and enhance safety	Short (1-5 years)	CN 2016	2016	\$ 450,000
B11	100061380	Bridge and approaches on CR-71 (Centre Rd) over Dry Creek (BIN#2479)	BRL	N/A	Promote the state of good repair and enhance safety	Short (1-5 years)	CN 2016	2016	\$ 1,000,000
B12	100061381	Bridge and approaches on CR-631 (Mountain Pass Rd) over Greens Creek (BIN#10648)	BRA	N/A	Promote the state of good repair and enhance safety	Short (1-5 years)	CN 2016	2016	\$ 500,000
B13	100064636 100064638	Replace bridge on Hickory Street over Black Creek	BRL	N/A	Promote the state of good repair and enhance safety	Mid (5-25 years)	PE 2017 CN 2019	TBD	\$ 2,075,056
B14	100064645 100064646	Replace bridge on Forrest Avenue over Black Creek	BRL	N/A	Promote the state of good repair and enhance safety	Mid (5-25 years)	PE 2018 CN 2019	TBD	\$ 1,571,854
B15	100064645 100064647	Replace bridge on George Wallace at Nowlin Branch	BRL	N/A	Promote the state of good repair and enhance safety	Mid (5-25 years)	PE 2018 CN 2020	TBD	\$ 1,049,448
NA	N/A	Annual allocation for bridge rehabilitation, 2021-2040**	N/A	N/A	Promote the state of good repair and enhance safety	Mid (5-25 years)	NA	N/A	\$ 51,752,992
B16	100050052 100050051 100059992	Replace bridge on SR 77 (NB) over Coosa River (BIN#2035)	BRL	N/A	Promote the state of good repair and enhance safety	Visionary (25+ years)	PE 2016 CN 2021	Visionary	To be determined by ALDOT

\* All out-year projections are estimated at a 1 percent per annum inflation rate.

\*\*Projects to be prioritized based on local government and MPO input and coordination with ALDOT.

Table ES-5: Railroad Crossing Projects

MAP ID #	ALDOT Project ID	Project Description / Limits	Project Type	Project Length (miles)	Project Purpose	Time Frame	ALDOT Phasing/Year	Year of Construction	Year of Expenditure
RR1	100043003	Railroad safety crossing improvements at CSXT RR and 28th St in Gadsden (DOT#353-824A)	RCI	N/A	Enhance safety between motorists and freight movement	Short (1-5 years)	TBD	2015	\$ 100,000
RR2	NA	Railroad safety crossing improvements at N 6th St in City of Gadsden	RCI	N/A	Enhance safety between motorists and freight movement	Short (1-5 years)	TBD	2015	\$ 75,000
RR3	NA	Railroad safety crossing improvements at US 11 and US 431 in Attalla	RCI	N/A	Enhance safety between motorists and freight movement	Short (1-5 years)	TBD	2015	\$ 75,000
RR4	NA	Railroad safety crossing improvements at US 11 and SR 77 in Attalla	RCI	N/A	Enhance safety between motorists and freight movement	Short (1-5 years)	TBD	2015	\$ 75,000
RR5	NA	Railroad safety crossing improvements at N 23rd St in City of Gadsden	RCI	N/A	Enhance safety between motorists and freight movement	Short (1-5 years)	TBD	2015	\$ 50,000
NA	NA	Annual Allocation for Railroad Crossing Improvements, 2015-2020**	N/A	N/A	Enhance safety between motorists and freight movement	Short (1-5 years)	Not in TELUS	2015	\$ 718,750
NA	NA	Annual Allocation for Railroad Crossing Improvements, 2021-2040**	N/A	N/A	Enhance safety between motorists and freight movement	Mid (5-25 years)	Not in TELUS	2015	\$ 4,375,000

\*All out-year projections are estimated at a 1 percent per annum inflation rate.

\*\*Projects to be prioritized based on local government and MPO input and coordination with ALDOT

Table ES-6: Resurfacing Projects

MAP ID #	ALDOT Project ID	Project Description / Limits	Project Type	Bicycle / Pedestrian Facilities	Project Length (miles)	Project Purpose	Time Frame	ALDOT Phasing / Year	Year of Construction	Year of Expenditure	Costs*
RS1	100048746 100048747	Widen and resurface S 11th St from Black Creek Pkwy to near Piedmont Ave	WRR	ADA Compliance at Sidewalks	0.6	Maintain good repair and enhance safety	Short (1-5 years)	CN 2015	2015	2015	\$ 547,428
RS2	100050715	Resurface Tidmore Bend Rd from White Chapel Rd to Coosa River	RSF	ADA Compliance at Sidewalks	4.2	Maintain good repair and enhance safety	Short (1-5 years)	CN 2015	2015	2015	\$ 760,240
RS3	100060864	Resurface SR 77 from NB/SB Island Rd/Shoreline Cir to North Rd in Rainbow City, including all 4 approaches to US 411 and SR 77	RSF	ADA Compliance at Sidewalks	3.6	Maintain good repair and enhance safety	Short (1-5 years)	FM 2015	2015	2015	\$ 2,114,483
RS4	100060910	Resurface US 411 from north of Appalachian Rd to 3 miles north of CR-20	RSF	ADA Compliance at Sidewalks	5.2	Maintain good repair and enhance safety	Short (1-5 years)	FM 2015	2015	2015	\$ 1,500,000
RS5	100061468 100061469	Resurface Padenreich Ave, Forrest Ave and 9th St in City of Gadsden	RSF	ADA Compliance at Sidewalks	2.5	Maintain good repair and enhance safety	Short (1-5 years)	PE 2014 CN 2015	2015	2015	\$ 1,014,666
RS6	100056669	Resurface CR-212 (Bruton Gap Rd) from CR-7 (US 11) to CR-211 (Duck Springs Rd)	RSF	ADA Compliance at Sidewalks	2.2	Maintain good repair and enhance safety	Short (1-5 years)	CN 2015	2015	2015	\$ 947,647
RS7	100056668	Resurface CR-290 (Lay Springs Rd and Moon Rd) from Gadsden City Limits to CR-291 (Tabor Rd)	RSF	ADA Compliance at Sidewalks	6.7	Maintain good repair and enhance safety	Short (1-5 years)	CN 2015	2015	2015	\$ 1,144,000
RS8	100047596	Resurface and safety widening of US 11 from US 431 in Attalla to DeKalb County Line (FY 2012 Phase 2 RSF Program)	RSF	ADA Compliance at Sidewalks	15.8	Maintain good repair and enhance safety	Short (1-5 years)	FM 2014	2015	2015	\$ 3,667,439
RS9	100061198	Resurface 4th St from 6th Ave to US 11 in City of Attalla	RSF	ADA Compliance at Sidewalks	1.1	Maintain good repair and enhance safety	Short (1-5 years)	CN 2015	2015	2015	\$ 697,508
RS10	100061199	Resurface Burke Ave from Lee St to SR 77 in City of Attalla	RSF	ADA Compliance at Sidewalks	0.8	Maintain good repair and enhance safety	Short (1-5 years)	CN 2015	2015	2015	\$ 351,255

\* All out-year projections are estimated at a 1 percent per annum inflation rate.

# Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

**Table ES-6: Resurfacing Projects (continued)**

MAP ID #	ALDOT Project ID	Project Description / Limits	Project Type	Bicycle / Pedestrian Facilities	Project Length (miles)	Project Purpose	Time Frame	ALDOT Phasing / Year	Year of Construction	Year of Expenditure
RS11	100063362 100063363	Resurface Vandell Blvd from Hickory St to Forrest Ave in City of Gadsden	RSF	ADA Compliance at Sidewalks	0.8	Maintain good repair and enhance safety	Mid (5-25 yrs)	PE 2015 CN 2016	TBD	\$ 732,502
RS12	100064387 100064395	Resurface North College Street from SR-1 (US-431) to Rabbittown Road in the City of Glencoe	RSF	ADA Compliance at Sidewalks	2.6	Maintain good repair and enhance safety	Mid (5-25 yrs)	PE 2017 CN 2018	TBD	\$ 701,357
RS13	100064389 100064392	Resurface Main Street from SR-1 (US-431) to North of Hatley Avenue in the City of Glencoe	RSF	ADA Compliance at Sidewalks	1.4	Maintain good repair and enhance safety	Mid (5-25 yrs)	PE 2018 CN 2018	TBD	\$ 380,361
RS14	100064393 100064394	Resurface Air Depot Road from Sally Springs to North College Street in the City of Glencoe	RSF	ADA Compliance at Sidewalks	1.5	Maintain good repair and enhance safety	Mid (5-25 yrs)	PE 2020 CN 2020	TBD	\$ 421,791
RS15	100056197	Resurface I-759 from I-59 Interchange (MP 0.000) to the West end of the Coosa River Bridge (MP 4.740) at SR-25 (US-411)	RSF	ADA Compliance at Sidewalks	4.7	Maintain good repair and enhance safety	Mid (5-25 yrs)	CN 2016	TBD	\$ 9,453,600
RS16	100064018	Full Depth Reclamation and Resurfacing on Jenkins Mountain Road and Aaron Way Street in the	RSF	ADA Compliance at Sidewalks	0.1	Maintain good repair and enhance safety	Mid (5-25 yrs)	CN 2015	TBD	\$ 88,386
RS17	100061200	Resurface 3rd Street and Goodyear Avenue in the City of Gadsden	RSF	ADA Compliance at Sidewalks	2.9	Maintain good repair and enhance safety	Mid (5-25 yrs)	CN 2015	TBD	\$ 1,202,263
RS18	100064625 100064626	Rebuild South 11th Street from Black Creek Parkway to the bridge at Black Creek in the City of Gadsden	RSF	ADA Compliance at Sidewalks	0.6	Maintain good repair and enhance safety	Mid (5-25 yrs)	PE 2016 CN 2017	TBD	\$ 550,000
RS19	100064628 100064629	Resurface 4th Street from Rainbow Drive to West Meighan Boulevard in the City of Gadsden	RSF	ADA Compliance at Sidewalks	1.3	Maintain good repair and enhance safety	Mid (5-25 yrs)	PE 2016 CN 2017	TBD	\$ 359,755
RS20	100064630 100064631	Resurface South 11th Street from Randall Street to Broad Street in the City of Gadsden	RSF	ADA Compliance at Sidewalks	0.9	Maintain good repair and enhance safety	Mid (5-25 yrs)	PE 2017 CN 2019	TBD	\$ 609,035

\* All out-year projections are estimated at a 1 percent per annum inflation rate.

Table ES-6: Resurfacing Projects (continued)

MAP ID #	ALDOT Project ID	Project Description / Limits	Project Type	Bicycle / Pedestrian Facilities	Project Length (miles)	Project Purpose	Time Frame	ALDOT Phasing / Year	Year of Construction	Year of Expenditure
RS21	100064654 100064655	Resurfacing and realignment of South 11th Street from Randall Street to the bridge at Black Creek in the City of Gadsden	RSF	To include Bike/Ped corridor study	0.5	Maintain good repair and enhance safety	Mid (5-25 yrs)	PE 2017 CN 2018	TBD	\$ 561,091
RS22	100064654 100064656	Widening and Resurfacing Nocalula Road from Tabor Street to Scenic Drive in the City of Gadsden	WRR	To include bike lanes in each direction and sidewalks on both sides	1.2	Maintain good repair and enhance safety	Mid (5-25 yrs)	PE 2019 CN 2021	TBD	\$ 1,977,278
RS23	100064639 100064640	Resurface Chestnut Street from 5th Street to Black Street in the City of Gadsden	RSF	ADA Compliance at Sidewalks	1.6	Maintain good repair and enhance safety	Mid (5-25 yrs)	PE 2019 CN 2019	TBD	\$ 353,804
RS24	100064641 100064642	Resurface Walnut Street from Albert Rains Boulevard to 12th Street in the City of Gadsden	RSF	ADA Compliance at Sidewalks	1.3	Maintain good repair and enhance safety	Mid (5-25 yrs)	PE 2018 CN 2019	TBD	\$ 423,042
RS25	100064643 100064644	Resurface Randall Street from 6th Street to 11th Street in the City of Gadsden	RSF	ADA Compliance at Sidewalks	0.7	Maintain good repair and enhance safety	Mid (5-25 yrs)	PE 2019 CN 2020	TBD	\$ 205,060
NA	N/A	Annual allocation for resurfacing, 2021-2040**	N/A	N/A	N/A	Maintain good repair and enhance safety	Mid (5-25 yrs)	N/A	N/A	\$ 34,202,698

\* All out-year projections are estimated at a 1 percent per annum inflation rate.

\*\*Projects to be prioritized based on local government and MPO input and coordination with ALDOT.

# Figure ES-5. Bicycle and Pedestrian Projects

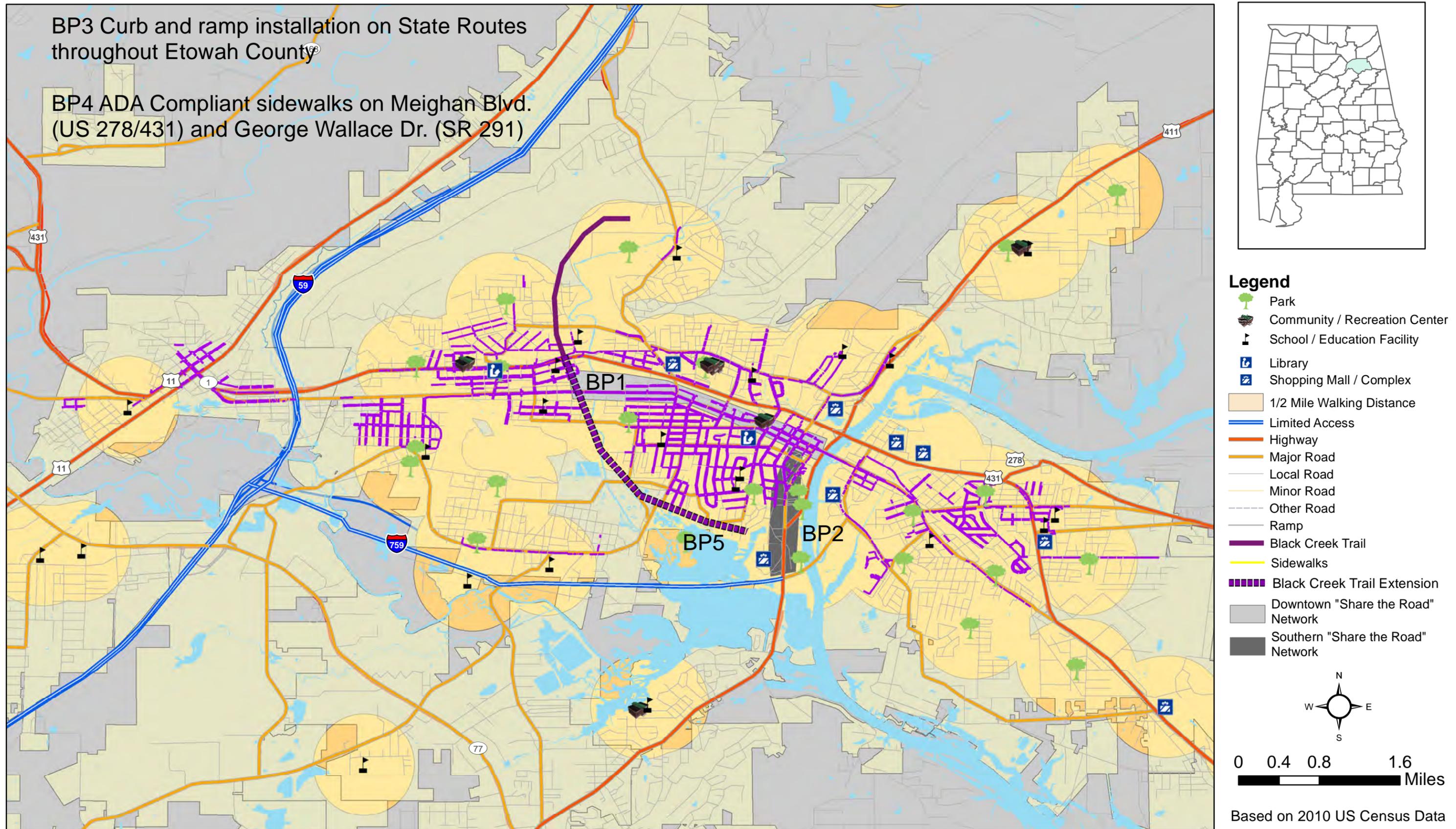


Table ES-7: Bicycle and Pedestrian Projects

MAP ID #	ALDOT Project ID	Project Description / Limits	Project Type	Project Purpose	Time Frame	ALDOT Phasing / Year	Year of Expenditure Cost*
BP1	NA	Downtown <i>Share the Road</i> network (Coosa River to Black Creek Trail) signing and pavement markings	Bicycle Lanes/Routes	Promote safe opportunities for multimodal travel	Short (1-5 years)	N/A	\$ 250,000
BP2	NA	Southern <i>Share the Road</i> route (Downtown to Gadsden Mall to Coosa River) signing and pavement markings	Bicycle Lanes/Routes	Promote safe opportunities for multimodal travel	Short (1-5 years)	N/A	\$ 350,000
BP3	100061453	Curb and ramp installation on state routes throughout Etowah County	Sidewalks	Promote safe opportunities for multimodal travel	Short (1-5 years)	PE 2014 CN 2018	\$ 52,573
BP4	100062567	ADA compliant sidewalks on Meighan Blvd (US 278/431) and George Wallace Dr (SR 291)	Sidewalks	Promote safe opportunities for multimodal travel	Short (1-5 years)	CN 2016	\$ 500,000
NA	N/A	Implementation of bicycle lanes/routes, 2015-2020**	Bicycle Lanes/Routes	Promote safe opportunities for multimodal travel	Short (1-5 years)	N/A	\$ 600,000
NA	N/A	Implementation of sidewalks, 2015-2020**	Sidewalks	Promote safe opportunities for multimodal travel	Short (1-5 years)	N/A	\$ 335,570
BP5	NA	Black Creek Trail Extension, Meighan Blvd to near Wildlife Park/Gadsden Mall	Bicycle Lanes/Routes	Promote safe opportunities for multimodal travel	Mid (5-25 years)	N/A	\$ 2,000,000
NA	N/A	Implementation of bicycle lanes/routes, 2021-2040**	Bicycle Lanes/Routes	Promote safe opportunities for multimodal travel	Mid (5-25 years)	N/A	\$ 7,000,000
NA	N/A	Implementation of sidewalks, 2021-2040**	Sidewalks	Promote safe opportunities for multimodal travel	Mid (5-25 years)	N/A	\$ 3,552,573

\*All out-year projections are estimated at a 1 percent per annum inflation rate.

\*\*Projects to be prioritized based on local government and MPO input and coordination with ALDOT.

## 1.0 INTRODUCTION AND BACKGROUND

### 1.1 LRTP PURPOSE AND BACKGROUND

A long range transportation plan (LRTP) serves several important purposes. It is a guide for ensuring the transportation system that needs to be in place, to support existing and future growth, is known and used when preparing project programs and funding. It provides a means of tying growth to infrastructure, pacing transportation improvements to when the growth actually occurs. It also relates proposed improvements to 'real world' funding availability. The LRTP furthers the relationship between planning and programming at the local, regional, and state level.

Beginning with the 1962 Federal-aid Highway Act, federal legislation has regulated the expenditure of federal funds for transportation. One stipulation is the requirement for metropolitan area transportation plans and programs to be developed through a ***continuing, cooperative, and comprehensive (3-C) planning process***. The regulations have been revised and expanded with each subsequent authorization, including the Transportation Equity Act for the 21st Century (TEA-21) of July 1998; the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Act of August 2005; and, most recently, the current Moving Ahead for Progress in the 21st Century Act (MAP-21) of June 2012.

The Federal Highway Administration (FHWA) is the agency within the US Department of Transportation (USDOT) tasked with supporting state and local governments in the design, construction, and maintenance of the Nation's highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands Highway Program). In Alabama, the State has designated the Alabama Department of Transportation (ALDOT) as the recipient of federal transportation funds, and it serves as the 'bridge' between the federal and regional planning partners.

The Gadsden Etowah 2040 Long Range Transportation Plan (LRTP) fulfills the Metropolitan Planning Organization (MPO) requirements of United States Code of Federal Regulations (CFR) Title 23, Section 134; Title 49, Section 5303; and Title 23, Part 450 for transportation plans. Metropolitan planning is required for areas designated urbanized by the US Census, where population exceeds 50,000 persons. Each metropolitan area shall have,

*A continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals. These plans and programs shall lead to the development and operation on an integrated, Intermodal transportation system that facilitates the efficient, economic movement of people and goods (23 CFR 450.300).*

The long range MPO plan (the LRTP) is a result of the metropolitan planning process. As specified in 23 CFR 450.322, LRTPs are required to:

- Address no less than a 20-year planning horizon [GEMPO's LRTP is a 25-year plan]
- Include long range and short range multimodal strategies that facilitate efficient movement of people and goods
- Be updated at least every five years

# Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

- Identify transportation demand over the plan horizon
- Include citizen and public official involvement in the plan development process
- Consider local comprehensive and land use plans
- Include a financial plan

The prior 2035 Gadsden Etowah LRTP was adopted in August 2010. The City of Gadsden contracted with J. R. Wilburn and Associates, Inc. (JRWA) to assist in the development of the 2040 LRTP, which commenced in June 2014. This effort was undertaken in concert with the Gadsden Etowah Metropolitan Planning Organization (GEMPO), which is the designated MPO for the Gadsden urbanized area. As such, GEMPO is required by federal law to update the urban planning area's long range transportation plan every five years to address current and future mobility needs.

## 1.2 GADSDEN ETOWAH AREA METROPOLITAN PLANNING ORGANIZATION

The Gadsden Etowah Area Metropolitan Planning Organization (GEMPO) is the organization responsible for transportation planning in the Gadsden Etowah urbanized area, which encompasses portions of Etowah and Calhoun counties and the cities of Attalla, Gadsden, Glencoe, Hokes Bluff, Rainbow City, Reece City, and Southside. The GEMPO consists of four committees:

- **Policy Committee**—The GEMPO Policy Board serves as the official policy and decision-making body. Advised about transportation projects and programs by the other committees, the Board submits approved projects and programs to ALDOT and FHWA. Policy Board members are designated by their elected position with a member jurisdiction or professional position at ALDOT, FHWA, or the Federal Transit Administration (FTA). The GEMPO Policy Board comprises 12 voting members.
- **Technical Coordinating Committee (TCC)**—The Technical Coordinating Committee (TCC) provides technical assistance and input in the various planning elements involved in the transportation planning process. TCC members are designated by their professional position on behalf of a member government, ALDOT, FHWA, or related associations with technical knowledge of transportation or planning.
- **Citizen's Advisory Committee (CAC)**—The Citizen's Advisory Committee (CAC) serves as a formal means through which citizens may participate in the transportation planning process. The CAC offers opinions and suggestions to the TCC and GEMPO Policy Board on transportation planning documents, projects, and issues. Each member government can elect two private citizens to represent their jurisdiction on the CAC.
- **Bicycle, Pedestrian, and Greenways Advisory Committee (BPGAC)**—The Bicycle, Pedestrian, and Greenways Advisory Committee (BPGAC) serves as a formal means through which citizens may participate in the alternative transportation planning process. The BPGAC offers opinions and suggestions to the TCC and GEMPO Policy Board on transportation planning documents, projects, and issues relating to bicycle facilities/amenities, trail ways, greenways and other issues primarily dealing with alternative transportation. Each member government can elect two private citizens to represent their jurisdiction on the BPGAC.

## 1.3 GADSDEN ETOWAH MPO STUDY AREA DESCRIPTION

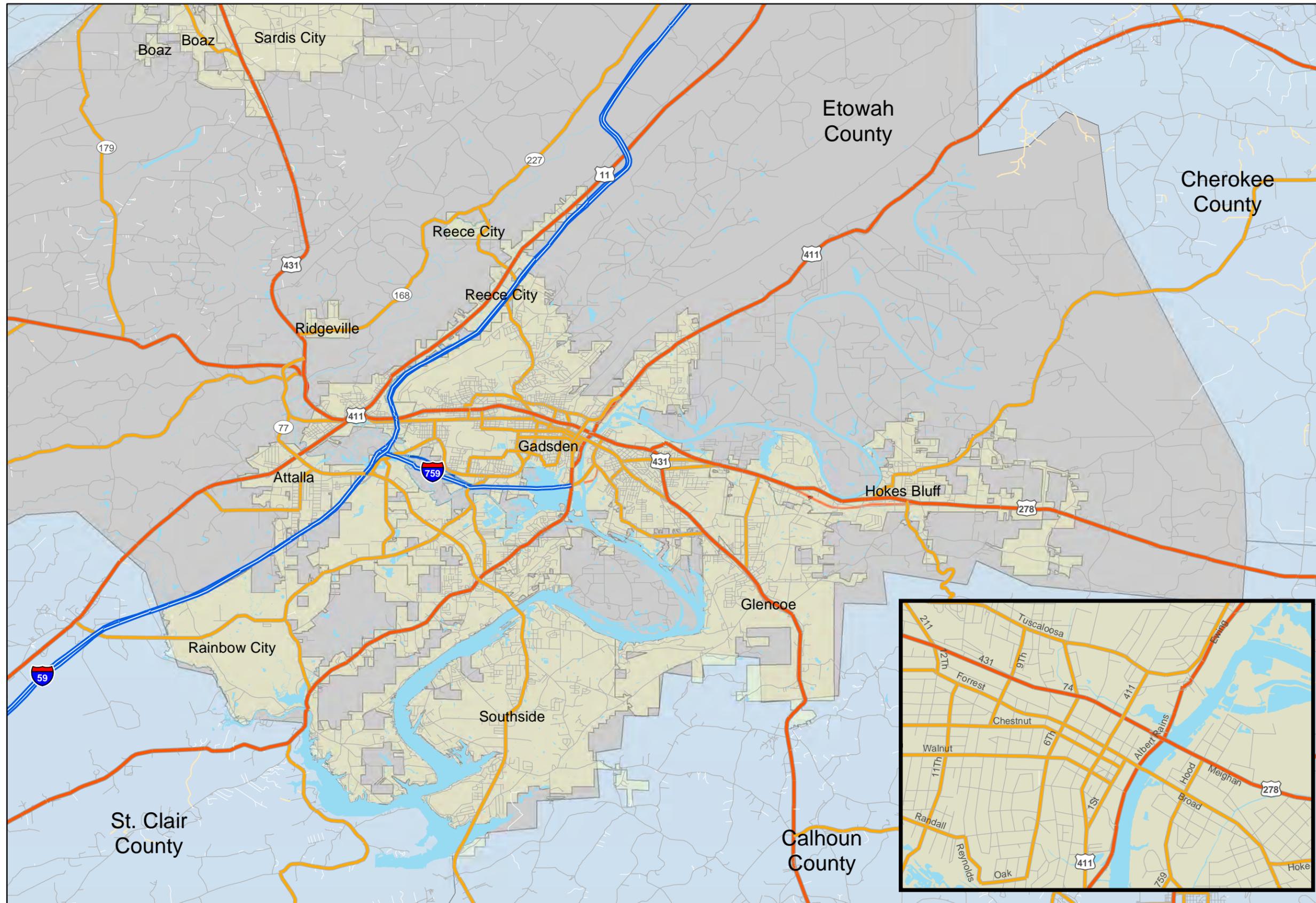
The GEMPO urban planning area includes the cities of Attalla, Gadsden, Glencoe, Hokes Bluff, Rainbow City, Reece City, and Southside, as well as sections of unincorporated Etowah County and a small section in the northwestern portion of unincorporated Calhoun County. The area is depicted in Figure 1-1.

Once a stronghold of the Cherokee, Etowah County is situated at the southern tip of the eastern foothills of the Appalachian Mountains. The Coosa River winds through much of the study area, forming natural boundaries between many of the communities. The City of Gadsden, settled in 1825, is the county seat and largest city in the county. It is named for Colonel James Gadsden, who negotiated the *Gadsden Purchase*, which annexed territory in what is now the southwestern United States from Mexico. Noccalula Falls, a 90-foot waterfall at the western end of Lookout Mountain, graces the northwest corner of Gadsden.

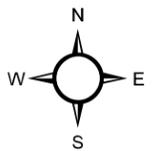
The Gadsden area has a well-developed transportation network that provides convenient access to regional and national markets. Two Interstate highways, four US highways, and several state routes traverse the study area. Freight service is provided by numerous truck lines and two railways—Norfolk Southern (NS) and the Alabama & Tennessee River Railway (ATN). Birmingham International Airport, which is served by most major airlines and several regional carriers, is only 55 miles away, while Northeast Alabama Regional Airport provides local flight services for private aircraft. Inland river access via the Tennessee-Tombigbee Waterway is located 50 miles away at the Port of Guntersville. Greyhound Bus Lines provides inter-city bus service from Gadsden, and Amtrak passenger rail service can be accessed in the nearby cities of Anniston and Birmingham. Additionally, three local public transportation options are available to Etowah residents. The Gadsden Trolley Company runs four fixed routes throughout the downtown Gadsden area, while Dial-A-Ride Transportation (DART) provides curb-to-curb demand response service within the cities of Gadsden, Attalla, and Rainbow City. Etowah County Rural Transportation provides demand response service countywide outside the urban area.

The Gadsden Etowah area is a regional center for much of the retail, industrial, manufacturing, health care, and economic activity in the northeastern section of the state. The area has a significant industrial and health care industry presence. Goodyear Tire & Rubber (1,500 employees), Koch Foods (500 employees), Keystone Foods (460 employees), and Inteva Products (375 employees) have plants in the metropolitan area. Similarly, people throughout the region utilize the Gadsden Regional Medical Center (1,200 employees) and Riverview Regional Medical Center (850 employees) for primary and advanced diagnostic and medical care. In line with national trends, the Gadsden area's economic base is beginning to diversify, with the service, retail, and light industrial trades increasingly replacing traditional heavy industries as the area's economic mainstay.

# Figure 1-1. Gadsden Etowah MPO Study Area



- Limited Access
- Highway
- Major Road
- Local Road
- Minor Road
- - - Other Road
- Ramp



0 1 2 4 Miles

Based on 2010 US Census Data

## 1.4 LEGISLATION AND REGULATIONS

### 1.4.1 MAP-21

The 2040 LRTP has been developed in accordance with the most recently passed transportation legislation, the Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law on July 6, 2012. Otherwise known as Public Law 112-141, MAP-21 continues the Metropolitan Planning Process as a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Furthermore, MPOs are encouraged to consult or coordinate with planning officials responsible for other types of planning activities affected by transportation, including planned growth, economic development, environmental protection, airport operations, and freight movement.

MAP-21 retains the eight SAFETEA-LU Planning Factors as the Scope of the Planning Factors. The factors must be considered in all plans, projects, and programs of the MPO, including the 2040 LRTP, but the factors themselves remain unchanged.<sup>1</sup> They include:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and for freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

### 1.4.2 Title VI Acts and Programs

GEMPO complies with and follows all required Title VI and other Civil Rights regulations, provisions, and programs. A brief summary of the applicable acts and programs follows.

- **Title VI of the Civil Rights Act of 1964 (Title VI)** states that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Title VI prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance.
- **Rehabilitation Act of 1973, Section 504** (29 USC 794) prohibits discrimination on the basis of a disability, and in terms of access to the transportation planning process.
- **Americans with Disabilities Act (ADA) of 1990** prohibits discrimination based solely on disability. ADA encourages the participation of people with disabilities in the development of transportation and paratransit plans and services. In accordance with ADA guidelines, all

---

<sup>1</sup> 23 CFR 450.306

## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

meetings conducted by GEMPO, including sites where public involvement activities occur and information is presented, must take place in locations accessible by persons with mobility limitations or other impairments. In highway planning, ADA requires development of access at sidewalks and ramps, street crossings, and in parking or transit access facilities.

- **Equal Employment Opportunity (EEO)** states that applicants to and employees of most private employers, state and local governments, educational institutions, employment agencies, and labor organizations are protected under federal law from discrimination on the following bases:
  - **Title VII of the Civil Rights Act of 1964**, as amended, protects applicants and employees from discrimination in hiring, promotion, discharge, pay, fringe benefits, job training, classification, referral, and other aspects of employment, on the basis of race, color, religion, sex (including pregnancy), or national origin.
  - **Title I and Title V of the Americans with Disabilities Act of 1990**, as amended, protect qualified individuals from discrimination on the basis of disability in hiring, promotion, discharge, pay, fringe benefits, job training, classification, referral, and other aspects of employment.
  - **Age Discrimination in Employment Act of 1967**, as amended, protects applicants and employees 40 years of age or older from discrimination based on age in hiring, promotion, discharge, pay, fringe benefits, job training, classification, referral, and other aspects of employment.
  - **Equal Pay Act of 1963**, as amended, prohibits sex discrimination in the payment of wages to women and men performing substantially equal work, in jobs that require equal skill, effort, and responsibility, under similar working conditions, in the same establishment, beyond sex discrimination prohibited by Title VII of the Civil Rights Act.
  - **Title II of the Genetic Information Nondiscrimination Act of 2008** protects applicants and employees from discrimination based on genetic information in hiring, promotion, discharge, pay, fringe benefits, job training, classification, referral, and other aspects of employment.
- **Prohibition of Discrimination on the Basis of Gender** (23 USC 324) states that no person shall on the ground of sex be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal assistance under this title or carried on under this title. This provision is enforced through agency provisions and rules similar to those already established, with respect to racial and other discrimination, under Title VI of the Civil Rights Act of 1964.
- **National Environmental Policy Act of 1969 (NEPA)** established a U.S. national policy promoting the enhancement of the environment, including requirements for formal analysis of environmental impacts of major federal government actions (Environmental Impact Statements and Environmental Assessments). Environmental impacts to be considered include hydrological/geological, biological/ecological, social, and health in addition to more recent requirements related to archeological, historical, cultural, and financial impacts. Subsequent Presidential Executive Orders and legislation clarify consideration of impacts on low income and minority communities.
- **Executive Order 12898 on Environmental Justice** (EO 12898), instated February 11, 1994, further reinforces Title VI by requiring that federal agencies make environmental justice part of

## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

their mission. Specifically, agencies are required to consider, identify, and correct programs, policies, and activities that might have disproportionately high and adverse human health or environmental effects on minority and low income populations.

- **Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA)** is intended to provide uniform, fair, and equitable treatment of persons who are displaced in connection with federally funded projects; to ensure relocation assistance is provided; to ensure that decent, safe, and sanitary housing is available within the person's financial means; to help improve the housing conditions of displaced persons currently living in substandard housing; and to encourage and expedite acquisition of property without coercion.
- **Disadvantaged Business Enterprise (DBE) Program** (49 CFR 26) of the U.S. Department of Transportation (DOT) provides a vehicle for increasing the participation by DBEs in state and local procurement. DOT DBE regulations require state and local transportation agencies that receive DOT financial assistance to establish goals for the participation of DBEs.
- **Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**, enacted in 2005, placed additional emphasis on environmental stewardship, the consideration of environmental issues as a part of metropolitan and statewide transportation planning, and the linking of planning and the environmental assessment process. Each of these aspects strengthens the linkages between planning and environment and creates opportunities to examine the potential for environmental justice issues early on and throughout the project delivery process.
- **Executive Order 13166 on Persons with Limited English Proficiency (LEP)**, issued August 11, 2000, and FTA Circular C 4702.1B, issued October 2012, require federal agencies to examine the services they provide, identify any need for services to those populations with limited English proficiency (LEP), and, without unduly burdening the agency, develop and implement a system to provide those services. Federal agencies are required to ensure that recipients of federal financial assistance provide meaningful access to their LEP applicants and beneficiaries. The Policy Guidance Document "Enforcement of Title VI of the Civil Rights Act of 1964 - National Origin Discrimination Against Persons With Limited English Proficiency" (LEP Guidance) sets forth compliance standards to ensure that programs and activities normally provided in English are accessible to LEP persons and thus do not discriminate on the basis of national origin in violation of Title VI's prohibition against national origin discrimination.

### 1.4.3 GEMPO Public Participation Plan (PPP)

The ultimate goal of public involvement is to provide opportunities for members of the general public to influence the plan development process, its policies, and its priorities. In adopting its *Public Participation Plan* (PPP), GEMPO ensures that full and open access to the transportation planning process is provided to all citizens, that it maintains consistency with federal and state requirements, and that the public involvement process is improved and streamlined. The PPP outlines a number of ways to identify and involve people in ways that are effective and meaningful. Because there are so many people affected by transportation services, it is important to identify and engage individuals and organizations that represent a broad spectrum of experiences and perspectives on transportation. These can range from individuals who rely exclusively on public transit to business owners concerned about access and congestion on the road network. Planning documents should represent the broad public interest rather than any one specific group. Consequently, involvement in plan development

must include more than those who are highly motivated to participate. GEMPO's 2013 PPP document is included as Appendix A and can also be found online at

[http://www.gadsdenmpo.net/docs/GEMPO\\_2013\\_Public\\_Participation\\_Plan.pdf](http://www.gadsdenmpo.net/docs/GEMPO_2013_Public_Participation_Plan.pdf).

## 1.5 PLANNING EMPHASIS AREAS (PEAs)

The FHWA and FTA Offices of Planning have jointly issued Planning Emphasis Areas (PEAs), which are planning topical areas to be emphasized in state and MPO planning work programs. The PEAs for federal FY 2015, as included in GEMPO's draft *FY 2015 Unified Planning Work Program (UPWP)*, are included below. In March 2015, a joint FHWA/FTA letter to MPOs and state DOTs encouraged the reiteration and continued emphasis of these planning emphasis areas in their respective planning work programs for FY 2016.

### 1. MAP-21 Implementation

*Transition to Performance Based Planning and Programming.* The development and implementation of a performance based approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

### 2. Models of Regional Planning Cooperation

*Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning.* This is particularly important where more than one MPO or state serves an urbanized area or adjacent urbanized areas. This cooperation could occur through the metropolitan planning agreements that identify how the planning process and planning products will be coordinated through the development of joint planning products and/or by other locally determined means. Coordination across MPO and across state boundaries includes the coordinating of transportation plans and programs, corridor studies, and projects across adjacent MPO and state boundaries. It also includes the collaboration among states, MPOs, and operators of public transportation on activities such as data collection, data storage and analysis, analytical tools, and performance based planning.

### 3. Ladders of Opportunity

*Access to Essential Services—As part of the transportation planning process, identify transportation connectivity gaps in access to essential services.* Essential services include housing, employment, healthcare, schools/education, and recreation. This emphasis area could include MPO and state identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services. This information can also be used to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

Specific activities to be undertaken by the MPO to incorporate the PEAs into the planning process respective to the LRTP are summarized below:

### 1. MAP-21 Implementation—*Transition to Performance Based Planning and Programming.*

ALDOT's recent adoption of the Livability Principles and Indicators as a sustainability measurement against future actions supports this area. Additional performance measures may also be utilized in evaluating potential projects for recommendation in the LRTP.

**2. Models of Regional Planning Cooperation**—*Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning.*

The Gadsden Etowah MPO and Calhoun Area MPO study areas are located in very close proximity. Several major routes (US 431 and US 278) connect them, and a small portion of northwestern unincorporated Calhoun County is included within the GEMPO study area boundary. In addition, both Etowah and Calhoun counties are included within the East Alabama Regional Planning and Development Commission area. As such, the two MPOs and their member jurisdictions have a long history as planning partners and working together to ensure a regional approach.

One recent example of regional coordination is the *Community Livability for the East Alabama Region Plan 2030* (CLEAR Plan 2030). A two-year effort initiated in 2012, the plan was developed by and for the residents of the 10-county East Alabama Commission region (Calhoun, Chambers, Cherokee, Clay, Coosa, Etowah, Randolph, Talladega, and Tallapoosa counties). CLEAR Plan 2030 aims to coordinate resources for sustainable development in order to enhance quality of life, increase the communities' self-reliance, and provide a course to economic resiliency, housing affordability, and land reuse and preservation. In the plan, resource coordination is focused on six livability principles—housing, education, economy, community engagement, transportation, and healthcare. The CLEAR Plan 2030 Implementation Plan is organized around the six livability principles and presents regional needs as well as goals, objectives, barriers, strategies, metrics, and implementation steps for each. An implementation matrix presents the recommendations under each principle, as well as responsible party and time frame.

**3. Ladders of Opportunity**—*Access to Essential Services: As part of the transportation planning process, identify transportation connectivity gaps in access to essential services.*

The GEMPO 2040 LRTP takes a comprehensive approach to assessing needs and opportunities, ensuring the interconnected relationships that affect and are affected by transportation are given proper consideration.

### **1.6 LIVABILITY PRINCIPLES AND INDICATORS**

Increasingly, federal and state agencies are using performance measures as a way of ensuring greater accountability for the expenditure of public funds in an ever growing number of programs and activities across a variety of disciplines. Within the transportation sector and the planning processes associated with transportation infrastructure development, ALDOT has adopted the Livability Principles and Indicators as a sustainability measurement against future actions.

All planning tasks must be measured against these **Livability Principles**:

1. Provide more transportation choices
2. Promote equitable, affordable housing
3. Enhance economic competitiveness
4. Support existing communities
5. Coordinate policies and leverage investment

### 6. Value communities and neighborhoods

As a measure of sustainability of these principles, GEMPO will provide the following **Livability Indicators**:

1. Percent increase in trips by transit and other non-vehicle modes
2. Percent increase in trips by for low income and non-vehicle owning population
3. Percent increase of workforce living within a thirty (30) minute or less commute from primary job centers
4. Percent increase in funding that enhances accessibility of existing transportation systems
5. Percent increase in leveraged funding sources for transportation projects
6. Percent increase of households within walking distance of recreational amenities and schools

The Livability Indicator data results are a product of the analysis activities. Appendix B includes the results of this analysis for the 2040 LRTP.

### 1.7 PERFORMANCE MEASURES

Some changes in federal and state policy have occurred since the adoption of the previous 2035 LRTP. MAP-21 sets policy priorities for federal transportation funding, and among these requirements is the development of performance measures to evaluate the overall success of projects and policies.

Likewise, ALDOT issued guidance to address Livability Principles and Measures, which were developed by ALDOT staff in accordance to FHWA guidance to address sustainability in the MPO transportation planning process.

An FHWA presentation titled *MAP-21 Performance Management Overview*

([http://www.fhwa.dot.gov/map21/docs/11sep\\_perf\\_mgt.pdf](http://www.fhwa.dot.gov/map21/docs/11sep_perf_mgt.pdf)) explains that a Metropolitan System Performance Report is required in the long range plan. This report shall include an evaluation of the condition and performance of the transportation system, progress achieved in meeting performance targets in comparison with the performance in previous reports, evaluation of how the preferred scenario has improved conditions and performance where applicable, and the evaluation of how local policies and investments have impacted costs necessary to achieve performance targets where applicable.

At the present time, specific performance targets have not been developed. Once they are, specific performance measures, targets, and reports concerning the status of the system will be published and included in an appendix of this plan.

## 2.0 PLAN DEVELOPMENT PROCESS

### 2.1 LRTP GOALS

The first step to ensuring that a long range transportation plan will best meet a region’s needs is to establish an understanding of the community’s goals and vision for the transportation network. Thoughtful goals ensure a long range, needs-based perspective that assists in effectively identifying and implementing transportation initiatives in the GEMPO area. To meet the challenges presented by regional growth and limited funding, a focused, shared vision of the future community is required. A realistic and insightful set of goals can help to identify and assess current and future transportation needs and program directions.

MAP-21 emphasizes that transportation infrastructure investment is driven by the need to improve mobility and safety while also providing more efficient movement of people and goods. LRTP goals are designed to meet the region’s transportation needs while simultaneously incorporating sensitivity to the environment and to the transportation efforts of the region’s planning partners. The goals in the 2035 LRTP were reviewed for continued relevance and retained largely unchanged in the 2040 LRTP. Table 2-1 links the LRTP goals and the MAP-21 planning factors.

**Table 2-1: 2040 LRTP Goals**

Goal	Applicable MAP-21 Planning Factor
Provide accessibility and mobility for people and goods	<ul style="list-style-type: none"> <li>• Increase the accessibility and mobility of people and for freight</li> </ul>
Enhance system performance, operations, and safety	<ul style="list-style-type: none"> <li>• Promote efficient system management and operation</li> <li>• Increase the safety of the transportation system for motorized and non-motorized users</li> <li>• Increase the security of the transportation system for motorized and non-motorized users</li> </ul>
Protect the environment and quality of life, and promote coordination of land use and transportation	<ul style="list-style-type: none"> <li>• Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns</li> </ul>
Preserve and maintain the existing system	<ul style="list-style-type: none"> <li>• Emphasize the preservation of the existing transportation system</li> </ul>
Address all modes, providing a framework for modal connectivity that maximizes mobility options	<ul style="list-style-type: none"> <li>• Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight</li> </ul>
Support economic development and community goals	<ul style="list-style-type: none"> <li>• Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency</li> </ul>

## 2.2 EXISTING TRANSPORTATION PLANS AND PROGRAMS

Prior and ongoing transportation planning efforts have resulted in the identification of a number of transportation projects within the Gadsden Etowah MPO area. These planned and/or programmed improvements are detailed in this section.

### 2.2.1 Gadsden Etowah 2035 Long Range Transportation Plan

The 2035 LRTP Needs Plan included a number of improvement projects for the Gadsden Etowah MPO area. The recommendations consisted of 16 capacity projects and 45 maintenance and operation projects, as well as a comprehensive program of studies, safety improvements, bridge projects, access management plans, signal upgrades, intersection improvements, and funding programs to address future needs. The project recommendations were prioritized into short (1-5 years), mid (5-25 years), and visionary (25+ years) implementation periods. The 2035 LRTP Needs Plan cost totaled \$655.5 million.

### 2.2.2 Gadsden Etowah Transportation Improvement Program (TIP) FY 2012-2015

The projects included in the TIP are limited to those from the LRTP's list of specific roadway projects with a few exceptions, such as resurfacing and intersection improvement projects. TCC representatives from GEMPO's member governments, with input from the public and other stakeholders, establish project selection and prioritization based on available funding and degree of local need. A major component of the project selection and prioritization process is ensuring financial constraint of the selected projects to available funding.

The FY 2012-2015 TIP included a wide variety of signalization, bridge, roadway widening, resurfacing/rehabilitation, railroad crossing, safety, transit, and other improvement projects. The TIP estimated \$1,514,185 per year would be available in federal and local match funds for FY 2012-2015. In addition, GEMPO was sub-allocated \$2,138,433 under the American Recovery and Reinvestment Act of 2009 (ARRA), which was utilized for a highway project of local significance. Detailed project descriptions, location maps, and funding information are available in the TIP document, which can be found at <http://www.gadsdenmpo.net/docs/FY2012-2015TIPFinal.pdf>.

### 2.2.3 Amendment Process for Planning Documents

Amendments to formal planning documents, which contain project listings and funding, are carried out pursuant to sections of 23 CFR 450, applicable to road and highway projects under various FHWA funding programs as well as those transportation projects and funding actions under FTA programs. While governing regulations are specific to the LRTP, the short range component (the Transportation Improvement Program, or TIP), and the Statewide Transportation Improvement Program (STIP), the process is extended in Alabama to those plans with projects and funding presented in tabular or listed format, to include the Congestion Management Plan (CMP), the Bicycle and Pedestrian Plan, and the amended project listings of the LRTP and TIP documents under the Air Quality Conformity Process.

An amendment to the LRTP, TIP, or STIP documents may take one of two forms, an Administrative Modification or a Formal Amendment. An Administrative Modification is a minor change to project costs, funding sources, or project/phase start dates. Such minor changes or adjustments do not require public involvement activities, reestablishment of financial constraint, or, in areas of air quality nonconformity, confirmation of conformity determination. Amendments of this nature are generally

## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

conducted through coordination between ALDOT Bureau of Transportation Planning and Modal Programs staff and MPO staff to minimize plan modification and documentation activities and costs.

The Formal Amendment Process is a major change to project costs, design scope, funding amounts, project/phase start dates, or a revision approved and required in the MPO plans by the state as an adjunct to its public involvement process. This process requires public notice, additions to MPO meeting agendas, review by the public and MPO advisory committees, reviews by federal agencies, a vote by the MPO Policy Board, and an executed resolution of adoption. The process criterion then, under which a formal amendment occurs, is when a plan or document:

- Adds a project
- Deletes a project
- Exceeds project costs by 20 percent or \$1 million of the original projected costs, whichever is smaller
- Changes a project or phase start or completion date
- Changes the project design scope or termini description

ALDOT and FHWA are currently working on some modification of the amendment process under 23 CFR 450.324, so modification to the above language and/or process may occur in future.

### **2.3 PUBLIC AND STAKEHOLDER INVOLVEMENT**

A strong public involvement program is central to developing an LRTP that responds to the community's needs and vision. Outreach efforts seek to educate, inform, and involve the public and stakeholders throughout the process. GEMPO recognizes that the success of the 2040 LRTP development process is dependent on an effective public outreach effort. As such, GEMPO is committed to seeking community participation and obtaining public input to help guide the development of the long term transportation system in accordance with the goals of the LRTP. The public involvement process for the 2040 LRTP is consistent with the 2013 *Public Participation Plan (PPP)* for community participation in the overall transportation planning processes. Outreach and involvement activities for the LRTP were focused primarily on three avenues for input—MPO committees, local jurisdictions, and the general public.

#### **2.3.1 MPO Committees**

Beginning from the study kickoff in July 2014, consultant staff attended the regularly scheduled bi-monthly MPO Policy and TCC meetings to provide status updates on study progress and to receive input and feedback. Committee members are a crucial source of information throughout the plan development process given their familiarity with the study area and demonstrated interest in improving the quality of life offered to residents. Consultant staff also attended a joint meeting of the CAC and BPGAC in September 2014 to receive focused input from the members of those committees.

Agendas, handouts, presentations, and display materials were prepared and reviewed in advance by the MPO Transportation Planner. Notes were taken of the meeting proceedings, discussion, and comments for future reference. Materials distributed at each meeting are also made available afterwards through the MPO Transportation Planner.

## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

### 2.3.2 Local Jurisdictions

A kickoff meeting was held in July 2014 with key local jurisdiction engineering/planning staff to inform them of the study's initiation, process, and schedule. Representatives of local jurisdictions also participate in the regularly scheduled bi-monthly MPO Policy and TCC meetings.

Shortly after the kickoff meeting, a data collection questionnaire was distributed to each jurisdictional representative, asking for pertinent input on residential/commercial growth, transportation conditions, recent transportation/land use studies, and planned or recently identified projects within their areas. Responses were received from the Gadsden Etowah MPO, City of Gadsden Engineering Department, City of Attalla, and City of Rainbow City. The input was central to the inventory of existing conditions and needs identification process.

### 2.3.3 Public Meetings

A wide variety of public involvement activities were undertaken as part of the 2040 LRTP development process. 'Open House' public information meetings were conducted at two different milestones during the plan development process to inform the public and solicit input and feedback. Handouts, presentations, and display materials were prepared for each meeting and made available afterwards through the MPO Transportation Planner. Comment forms, which included targeted questions relevant to that particular point in the plan development process, were prepared for the meetings. Each attendee received a comment form and was encouraged to fill it out and return it to consultant or MPO staff. Additional copies of meeting materials were available upon request for friends, neighbors, and colleagues unavailable to attend the meeting in person.

Significant promotional efforts were undertaken locally to provide the public with advance notice of the open house meetings. Flyers listing all pertinent meeting details were prepared and distributed at government and community facilities throughout the study area. Examples include city offices, senior centers, libraries, schools, and the YMCA. Public service announcements on local radio/TV stations and in newspapers also notified people of the meeting date/time, location, and purpose. In addition, the Get Involved page of the MPO's website (<http://gadsdenmpo.net/get-involved.php>) was utilized to post relevant 2040 LRTP materials. The information was maintained by the City's Transportation Department.

Other opportunities for public comment on the transportation planning process were also readily available. The public may attend and comment at all GEMPO Policy, TCC, and CAC meetings. Written comments on the LRTP update process may be submitted at any time before, during, or after the LRTP is prepared and adopted. Written comments may be submitted to GEMPO by fax at (256) 549-4519; via email to [mtabengwa@cityofgadsden.com](mailto:mtabengwa@cityofgadsden.com), or in writing via U.S. Mail to GEMPO/ LRTP Comments, 1699 Chestnut Street, Gadsden, AL 35901. Similarly, GEMPO's 'open door policy' invites the public to stop by their Chestnut Street office in person to discuss and/or comment on the LRTP development process during normal business hours, Monday to Friday from 8:00 a.m. to 4:30 p.m.

#### *Public Meeting #1*

The first public information meeting, held on November 13, 2014, summarized activities undertaken as part of the inventory of existing conditions and identification of deficiencies and needs. Historic transportation data from prior and recently completed plans/studies was presented and discussions

## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

regarding the continued need for previously recommended projects was facilitated. The public was also asked to comment on any transportation needs not previously identified.

Twenty-nine (29) people signed the attendance sheet, and 9 people submitted comment forms. The comment form included two closed-ended questions—rating different modal aspects of the transportation system and ranking the priorities for different types of improvements. Additional open-ended questions allowed respondents to indicate their personal experiences and perceptions regarding aspects of the transportation system and project needs.

Responses rating the transportation system are summarized as:

- Traffic conditions and traffic safety/control on major roads were rated ‘good’ by half the respondents
- Pavement condition was ‘fair’
- Sidewalks, bike lanes and trails were mostly ‘poor’
- Transit was equally ‘excellent,’ ‘good,’ and ‘fair’

The activities identified as ‘most important’ priorities for implementation in consideration of limited funding availability were:

- Widen existing roads
- Safe routes to schools (walking/biking)
- Better traffic signal operations
- Protect natural and historic resources
- Improve safety for pedestrians and bicyclists
- Build new roads
- More sidewalks and pedestrian facilities

In comparison, the activities seen as ‘least important’ were:

- Improve freight movement
- More greenways and multi-use trails
- More bike lanes and bicycle facilities
- More transit service

The inconsistency seen in some responses is expected since priorities differ from one person to another.

A summary of needs identified by the public include:

- Roadway
  - I-759 extension
  - Meghan Boulevard, and intersections at North 12<sup>th</sup> Street and Hoke Street
  - George Wallace Drive/Padenreich Avenue
  - Exit ramps onto/off of SR 77
  - East Broad Street at Hood Avenue
  - Not enough room in median crossovers on US 431 in Alabama City area

## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

- Bicycle/Pedestrian
  - More sidewalks in Downtown Gadsden and other activity centers, and increased pedestrian safety
  - Dedicated bicycle facilities
  - Improved sidewalk and pavement condition, including ADA
  - Trail along Coosa River
- Transit in Alabama City and Attalla

### *Public Meeting #2*

The second meeting, held on April 7, 2015, focused on the draft project recommendations and plan. The draft LRTP project recommendations and prioritization were presented for comment prior to plan finalization. Estimates of project costs and funding availability were also provided.

A total of 17 individuals signed in at the meeting, and 2 comment forms were submitted. The comment forms asked respondents to indicate their top three priority projects for the GEMPO area, if they feel any transportation problems are not addressed, and any additional comments they wish to make. The responses to the top three priority projects were (in no particular order):

- Extend I-759 to US 431/278 junction (*Note: this project was included on both comment forms*)
- Extend Black Creek Trail from Meighan Boulevard to South 11<sup>th</sup> Street to Jim Martin Wildlife Park
- Add a multi-use trail from the YMCA to Gadsden Sports Complex
- Retime the traffic lights on East Meighan Boulevard to improve traffic flow

One comment form included a response to the question about transportation problems that are not addressed—the extension of I-759 to the US 278/431 intersection. It states that this would solve the greatest traffic problems on the east side of the city. In addition, the City Engineer for the City of Gadsden submitted a separate written comment expressing the City’s support for the I-759 eastern extension and a desire “...to move forward with the project by mitigating all environmental issues through the design process...to determine which alternative causes the least overall harm in lieu of the no-build alternative...” Similarly, most of the verbal input received by consultant and GEMPO staff focused on expressing support for the extension of I-759 east to Meighan Boulevard (US 278/431).

Other verbal comments included:

- Agreement with the need for the SR 77 capacity improvements
- General understanding of the need to shift more of the overall funding from capacity improvements to maintenance and operations projects
- Agreement with the need to modify improvement types along certain corridors (e.g., US 411 in Rainbow City, Padenreich Avenue and George Wallace Drive) from capacity to operations

Appendix C includes documentation from the public outreach for the 2040 LRTP. Materials include copies of announcements, handouts, presentations, sign-in sheets, and comment forms from the two open house public information meetings.

## 2.4 TRAVEL DEMAND MODELING

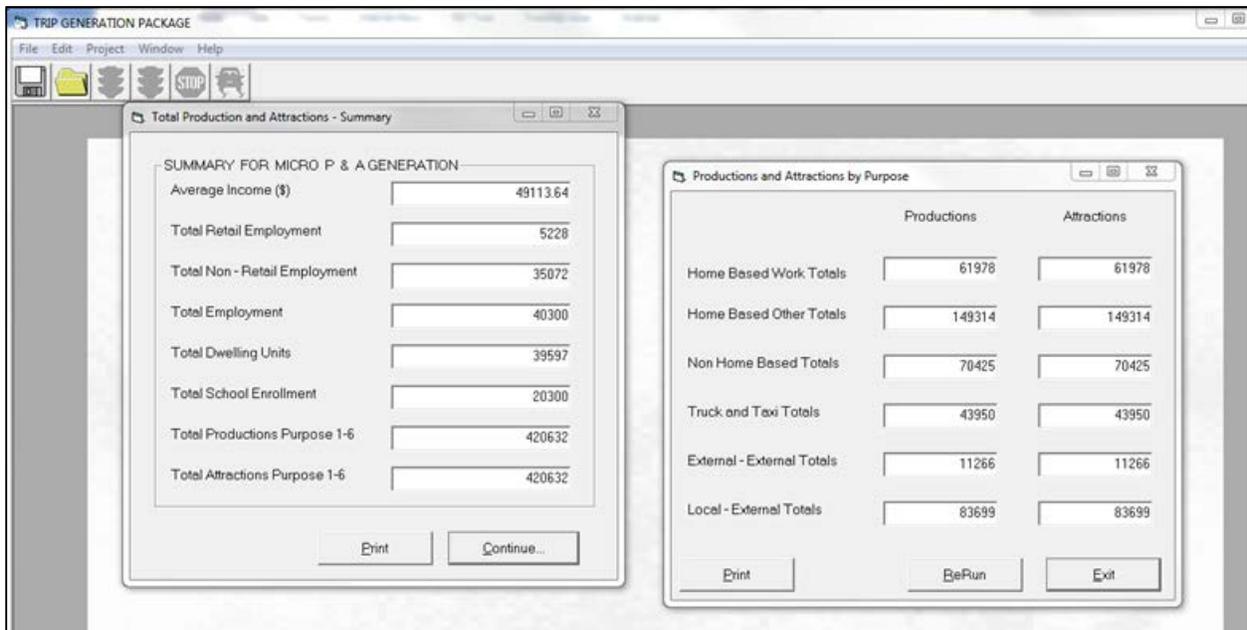
### 2.4.1 Travel Demand Model Development/Update

The 2010 Gadsden Travel Demand model was developed using the standard ALDOT approach. The steps in the model are Trip Generation, Trip Distribution, and Traffic Assignment. Mode Choice was not included. The model was developed and run using Citilabs' Cube Voyager software.

The base year socio-economic data were obtained from a variety of sources. The Number of Households and Income Data were available from the 2010 US Census. The School Enrollment Data was provided by the MPO. The Employment Data was purchased from InfoUSA by the MPO. For analysis, the Retail and Non-Retail Employment values were developed using the strict definition of Retail and Non-Retail Employment as defined by the NAICS Codes associated with the employment; over counts associated with the City of Gadsden and Etowah County were removed from the file.

The trip generation results, as developed by the software, are displayed in Figure 2-1.

**Figure 2-1: Travel Demand Model Trip Generation Results**



# Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

The validation statistics for the base year model are displayed in Table 2-2.

**Table 2-2: Travel Demand Model Validation Statistics**

<b>RMSE (Root Mean Square Error)</b>		
<b>Facility Type</b>	<b>Model</b>	<b>FHWA Target (max)</b>
Freeway	9.87	18.334
Major Arterials	24.204	36.768
Minor Arterials	39.955	43.895
Collectors	61.998	77.482
All	29.501	36.767
<b>Validation Targets</b>		
<b>Facility Type</b>	<b>Model</b>	<b>FHWA Target</b>
Freeway	-3.39%	+/- 7%
Major Arterials	-5.27%	+/- 10%
Minor Arterials	+0.53%	+/- 15%
Collectors	-11.41%	+/- 25%
<b>Validation Targets</b>		
<b>Volume</b>	<b>Model</b>	<b>FHWA Target</b>
1000-25000	-7.14%	47%
2500-5000	-1.03%	36%
5000-10000	-6.17%	29%
10000-25000	-3.24%	25%

## 2.4.2 Travel Demand Model Structure and Application

The Gadsden model includes 110 internal traffic analysis zones (TAZs). Figure 2-2 illustrates the TAZ geography. Combined with background socio-economic and land use data, the travel demand model utilizes data on current and projected future traffic volumes and roadway characteristics and capacities to forecast current and future conditions across GEMPO's entire roadway network. Through this process, locations with deficient operations can be readily identified for further analysis.

Additional documentation associated with the travel demand modeling efforts for the 2040 LRTP is provided in Appendix D.

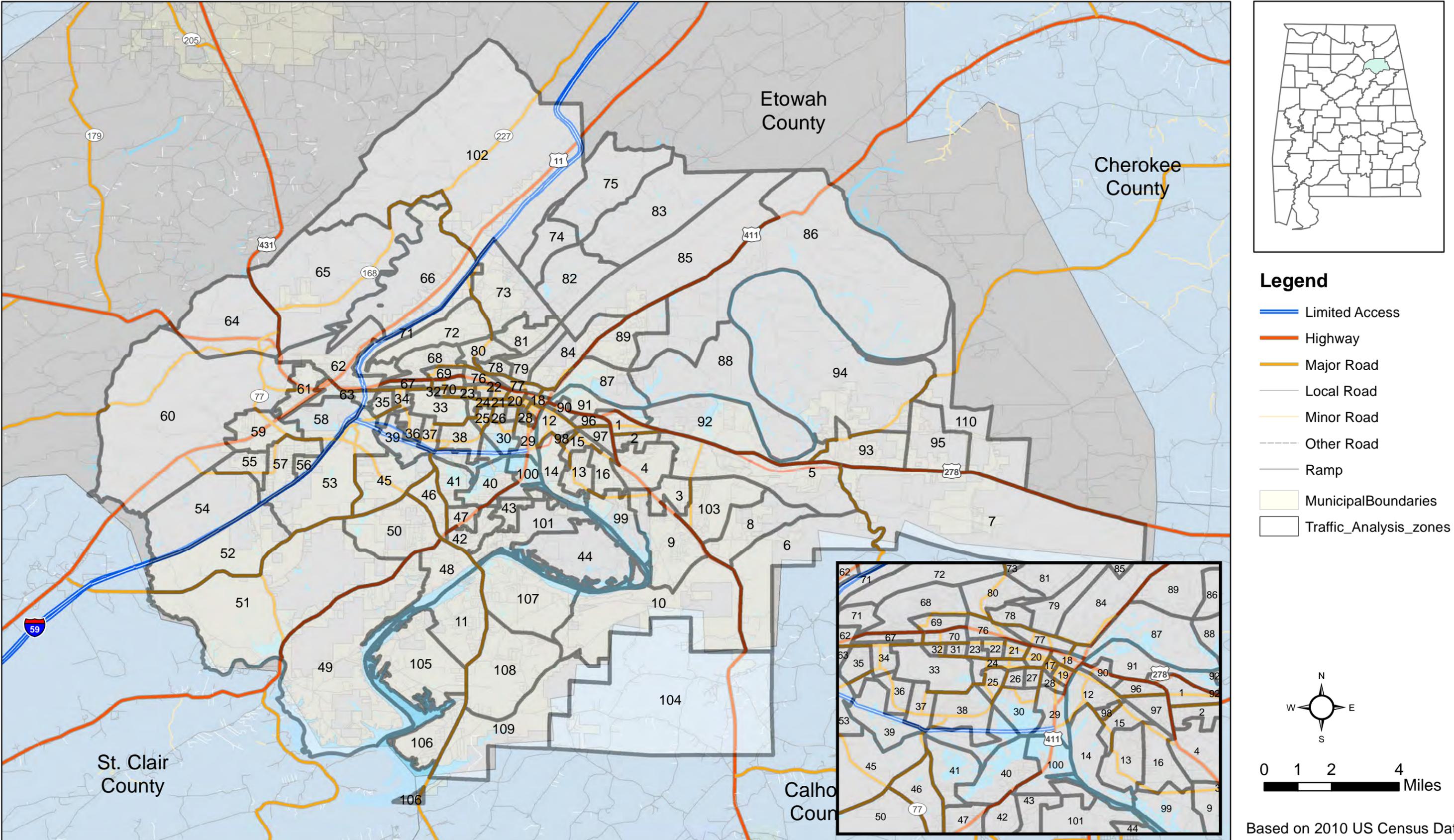
## 2.4.3 Growth Factors

The growth factors incorporated into the socio-economic data input to the travel demand model were developed and provided to the consultant by GEMPO. These are summarized Table 2-3 below.

**Table 2-3: Growth Factors (2010-2040)**

<b>Factor</b>	<b>2010</b>	<b>2040</b>	<b>Actual Change</b>	<b>Percent Change</b>
Households	39,597	48,060	8,463	+21.4%
Employment	40,300	48,952	8,652	+21.5%
Trips	420,617	537,524	116,907	+27.8%

# Figure 2-2. GEMPO Travel Demand Model TAZ Geography



Map by J.R Wilburn and Associates, Inc.

Based on 2010 US Census Data

## 2.5 PLANNING CONTEXT AND LOCAL CHARACTERISTICS

Transportation needs must be considered within the larger context of community dynamics with regard to population and employment trends, land use and development characteristics, and other associated factors. Essentially, the needs of the people who comprise the community translate into travel patterns, travel demand, and transportation facility needs. Furthermore, the broader plan for future development provides a strong basis for projecting future needs.

### 2.5.1 Population and Employment Trends

Looking closely at trends in population and employment can provide insight and understanding into the demand experienced on the transportation network. For example, it can help to locate likely congestion 'hotspots' for peak hour home-work trips, indicate facilities that may be in need of improvements, and identify potential adjustments to transit service to better accommodate these trends.

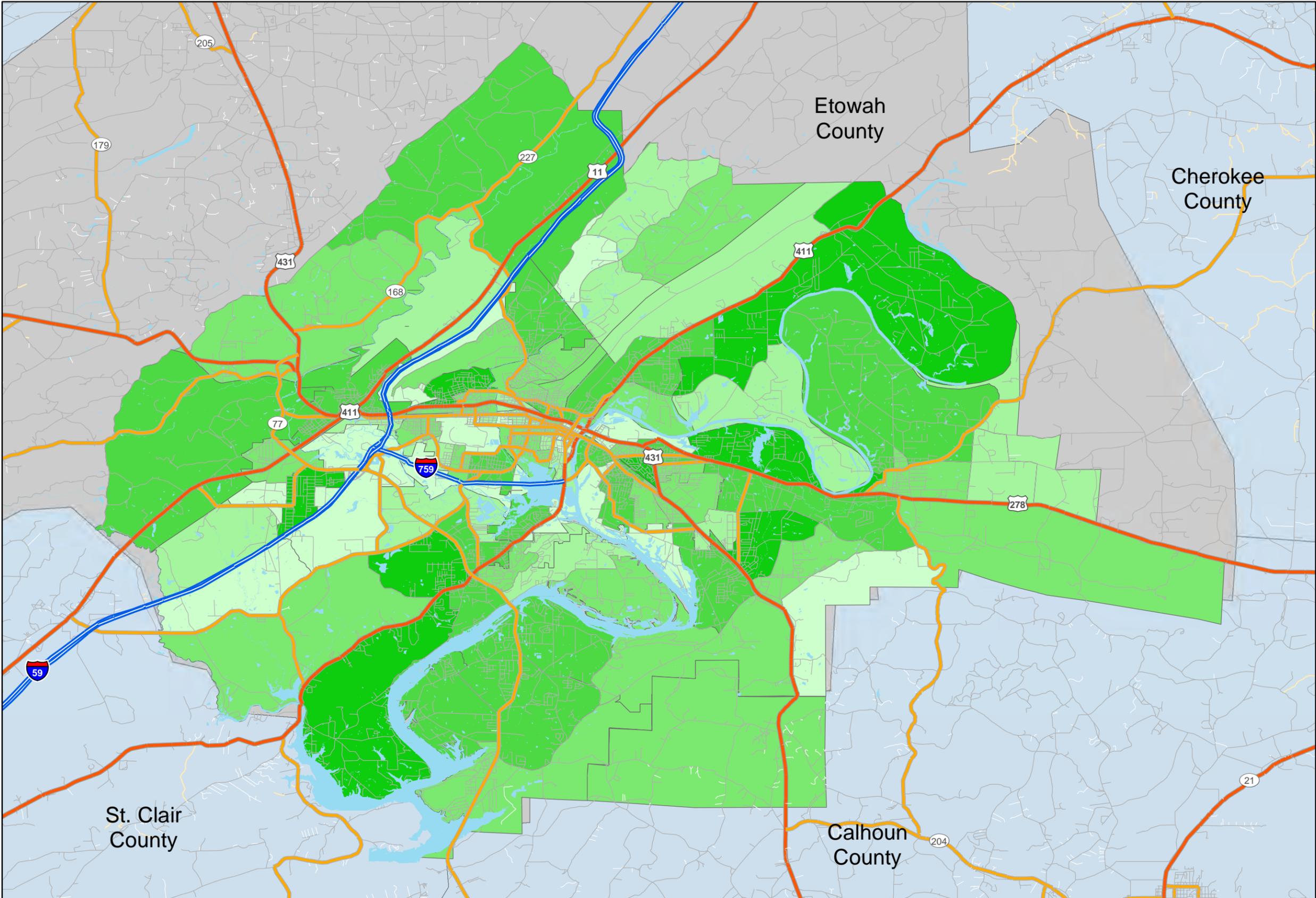
Data from the US Census indicates that, from 2000 to 2010, the overall population of Etowah County increased by 971 persons, from 103,459 to 104,430, or slightly less than 1 percent. This small level of growth indicates a relatively minor impact on the existing transportation network over this period. Figure 2-3 shows the number of households within the specific traffic analysis zones (TAZ) incorporated within the travel demand model. The greatest household densities, illustrated in Figure 2-4, are seen in the older portions of Gadsden, along the Meighan Boulevard/Forrest Avenue corridor between I-59 and the Coosa River.

Table 2-4 and Figure 2-5 present the growth in households in the Gadsden urbanized area. Most of the MPO area has experienced some level of growth in households, with the cities of Southside, Rainbow City, and Hokes Bluff experiencing the most. Another area with a significant increase in households is the portion of northwest Calhoun County, much of which can be attributed to new development in the vicinity of Silver Lakes Golf Course. From a corridor level perspective, this would indicate increasing residential growth along the SR 77, US 431, and US 278 corridors.

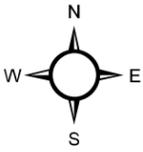
**Table 2-4: Growth in Households by Municipality**

<b>City</b>	<b>Household Growth</b>
Gadsden	180
Hokes Bluff	423
Rainbow City	721
Attalla	46
Southside	717
Glencoe	218
<b>Total</b>	<b>3,222</b>

# Figure 2-3. Total Households



- Legend**
- Limited Access
  - Highway
  - Major Road
  - Local Road
  - Minor Road
  - - - Other Road
  - Ramp
  - 0 - 125 Households
  - 126 - 250 Households
  - 251 - 500 Households
  - 501 - 750 Households
  - Greater than 750 Households

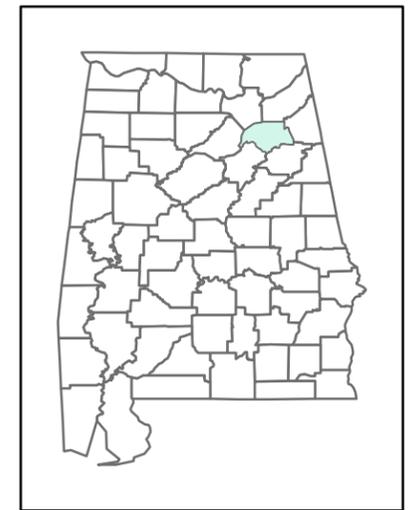
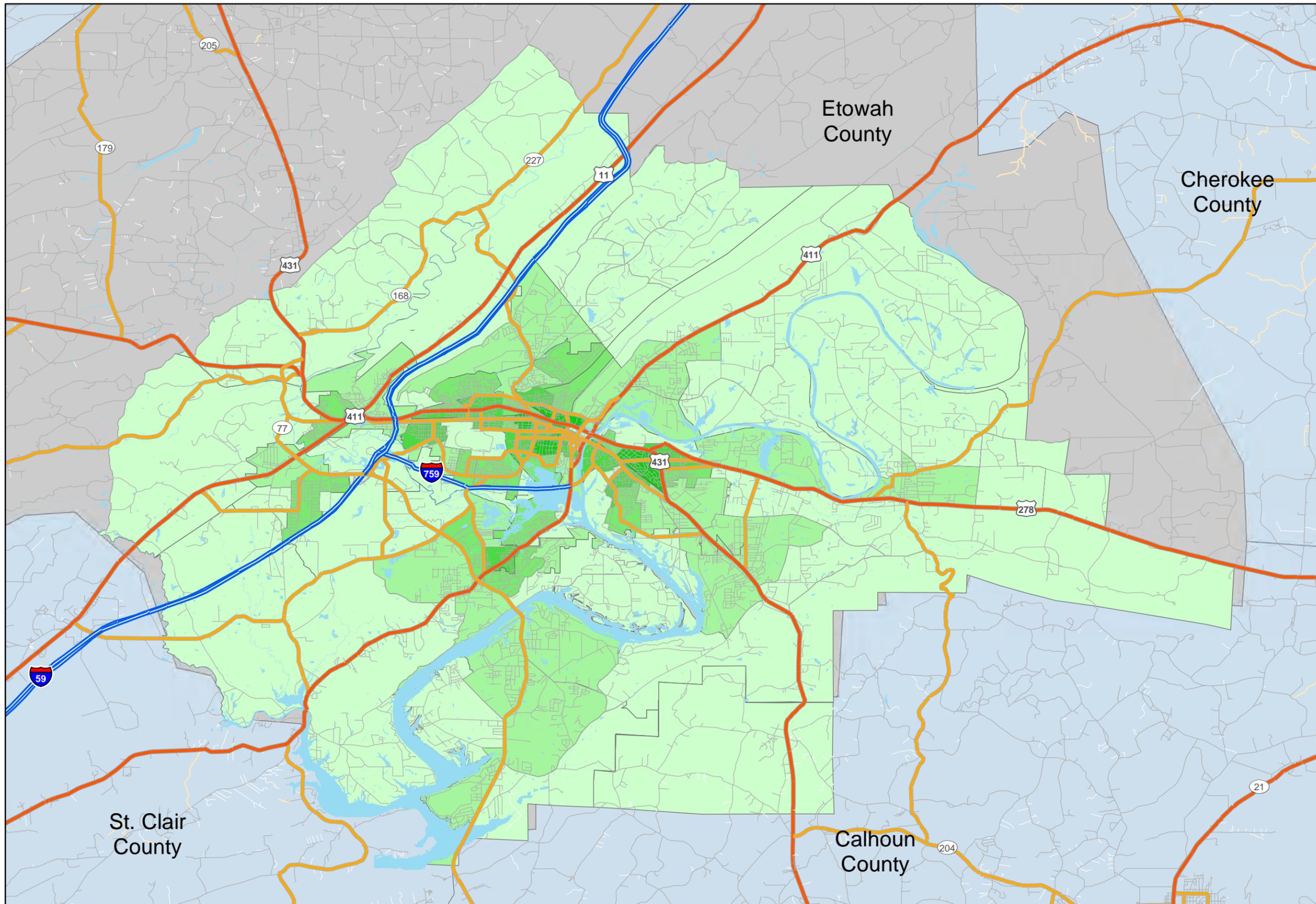


0 1 2 4 Miles

Based on 2010 US Census Data

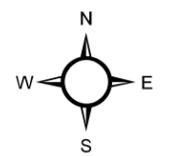
Map by J.R Wilburn and Associates, Inc.

# Figure 2-4. Households per Acre



### Legend

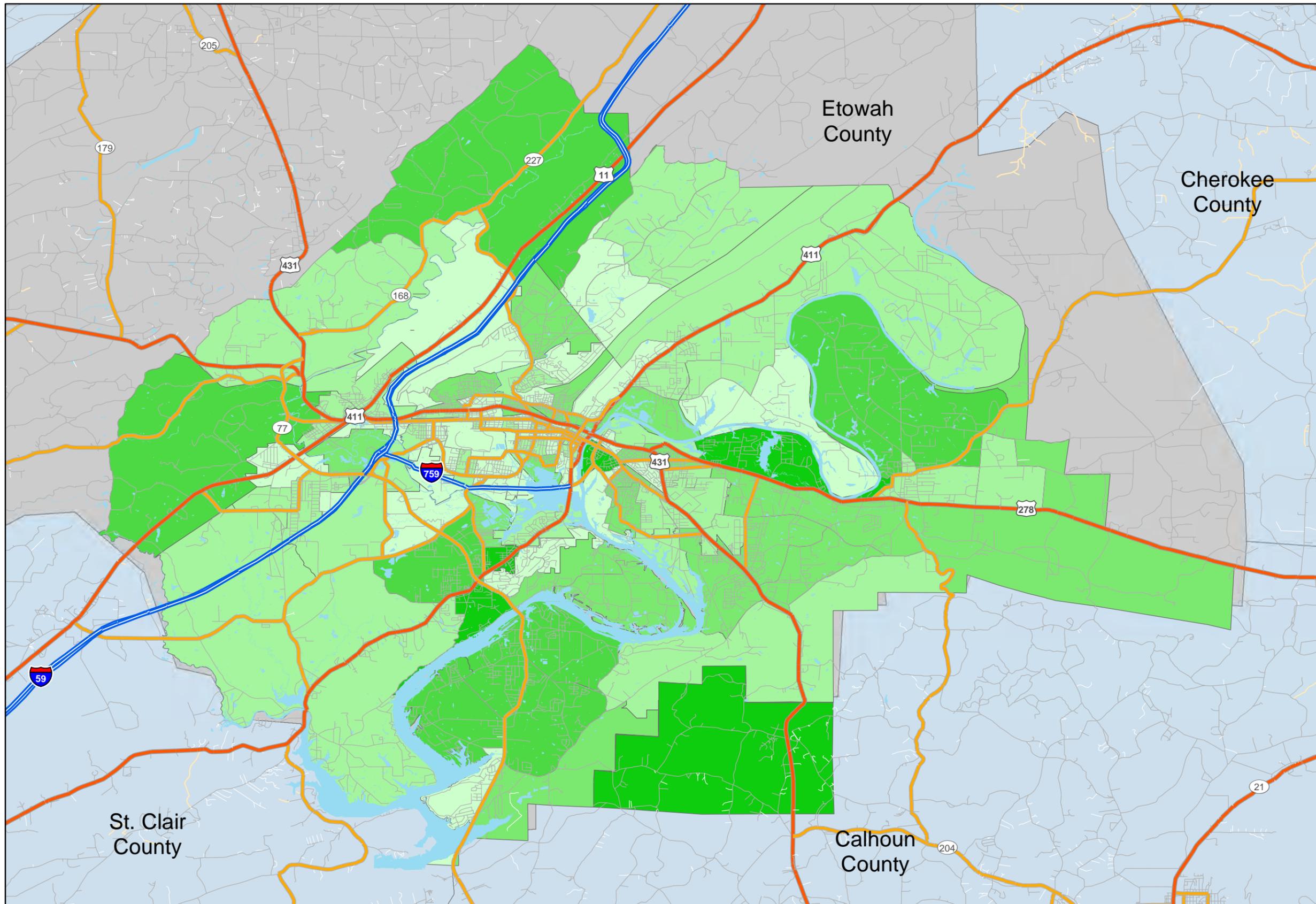
- Limited Access
- Highway
- Major Road
- Local Road
- Minor Road
- Other Road
- Ramp
- 0.00 - 0.25 Households per Acre
- 0.25 - 0.60 Households per Acre
- 0.60 - 1.25 Households per Acre
- 1.25 - 2.25 Households per Acre
- Greater than 2.25 Households per Acre



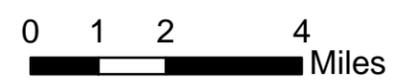
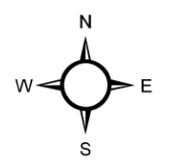
0 1 2 4 Miles

Based on 2010 US Census Data

# Figure 2-5. Household Growth



- Legend**
- Limited Access
  - Highway
  - Major Road
  - Local Road
  - Minor Road
  - Other Road
  - Ramp
  - Less than 10 Households
  - Between 11 - 50 Households
  - Between 51 - 100 Households
  - Between 101 - 200 Households
  - Between 201 - 280 Households



Based on 2010 US Census Data

## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

Figure 2-6 shows total employment by TAZ. The area's highest employment concentration is located in the US 411, US 431, SR 77, and US 278 corridors, as shown on Figure 2-7. Employment growth between 2000 and 2010 totaled 2,459 jobs. As Figure 2-8 depicts, much of the employment growth occurred in the same areas that currently accommodate most of the employment base. Table 2-5 summarizes employment growth by municipality. Given its employment density, it is not surprising that the greatest amount of employment growth occurred within the City of Gadsden, along the US 278 and US 411 corridors. Other growth areas were along the I-59 and SR 77 corridors. As employment increases in these corridors, so too will demand for these facilities to accommodate work trips.

**Table 2-5: Employment Growth by Municipality**

City	Employment Growth
Gadsden	2,433
Hokes Bluff	544
Rainbow City	-1,109
Attalla	502
Southside	260
Glencoe	-39
<b>Total</b>	<b>2,459</b>

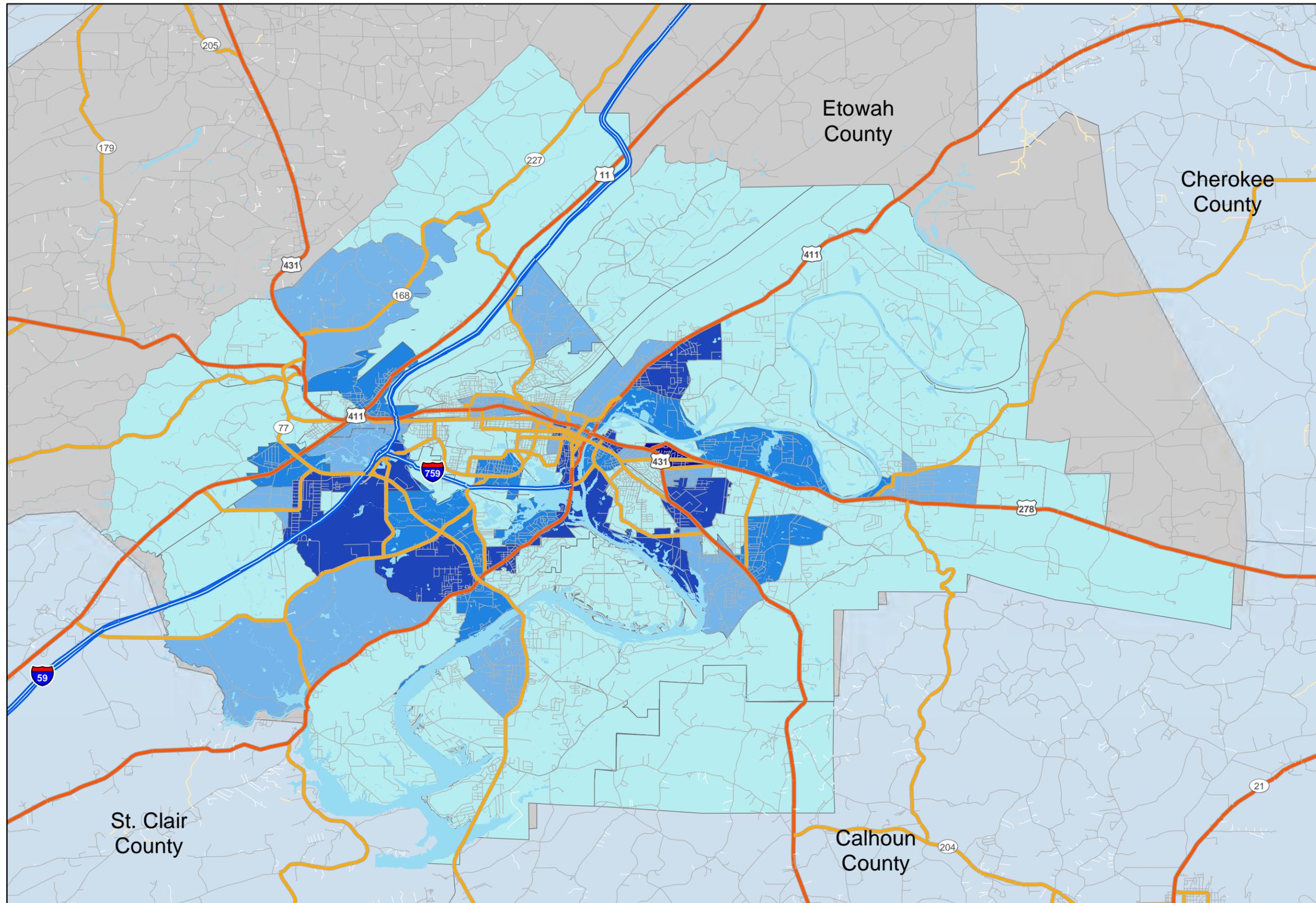
### 2.5.2 Land Use and Development Characteristics

Land use and transportation are inherently connected. An assessment of current and projected land use and development can assist in identifying specific needs along certain transportation corridors. The assessment of land use and development trends relied on a variety of data sources, field surveys, and internet research (including from Google Earth), the Gadsden Zoning Map, and the Gadsden Etowah Industrial Development Authority web site.

As the population and employment trends indicate, residential development is found in all areas of the study area. Most of the residential development consists of single-family homes; however, clusters of multifamily development can be found in the central portion of Gadsden and along some of the major transportation corridors. This is of particular importance because residential development tends to generate both peak hour commute trips and school trips.

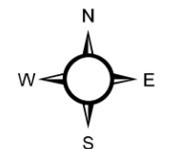
Commercial uses can be found primarily along the major corridors of US 431, US 278, US 411, and at the I-59 interchanges. This category consists primarily of strip shopping centers, restaurants, and convenience retail, which generate large numbers of trips for short-term purposes. Because of the amount of ingress and egress associated with these uses, access management is usually a priority at these locations to promote safe and efficient travel.

# Figure 2-6. Total Employment



### Legend

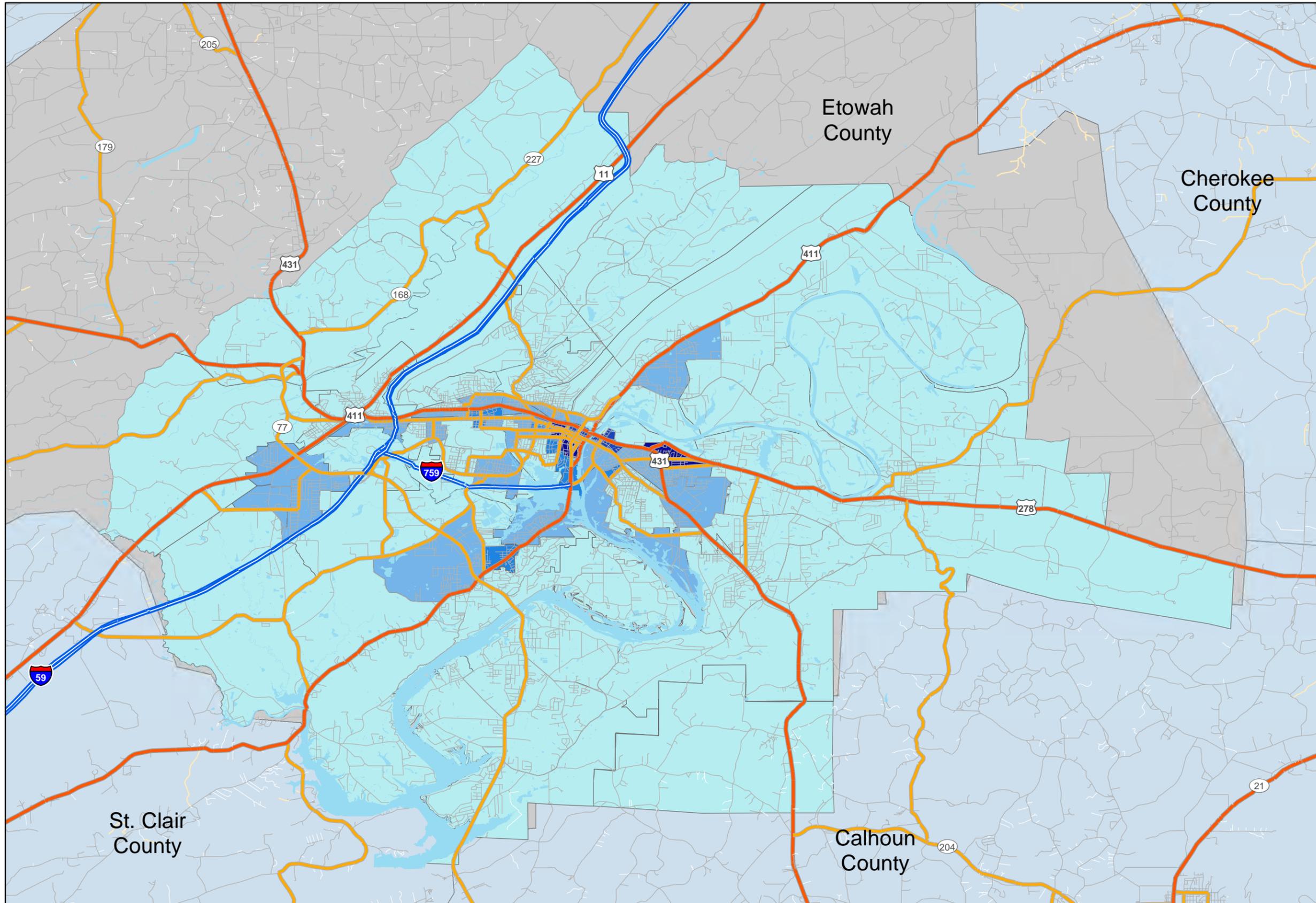
-  Limited Access
-  Highway
-  Major Road
-  Local Road
-  Minor Road
-  Other Road
-  Ramp
-  0 - 250 Employees
-  251 - 500 Employees
-  501 - 750 Employees
-  751 - 2000 Employees
-  Greater than 2000 Employees



0 1 2 4 Miles

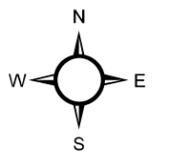
Based on 2010 US Census Data

# Figure 2-7. Employment by Acre



### Legend

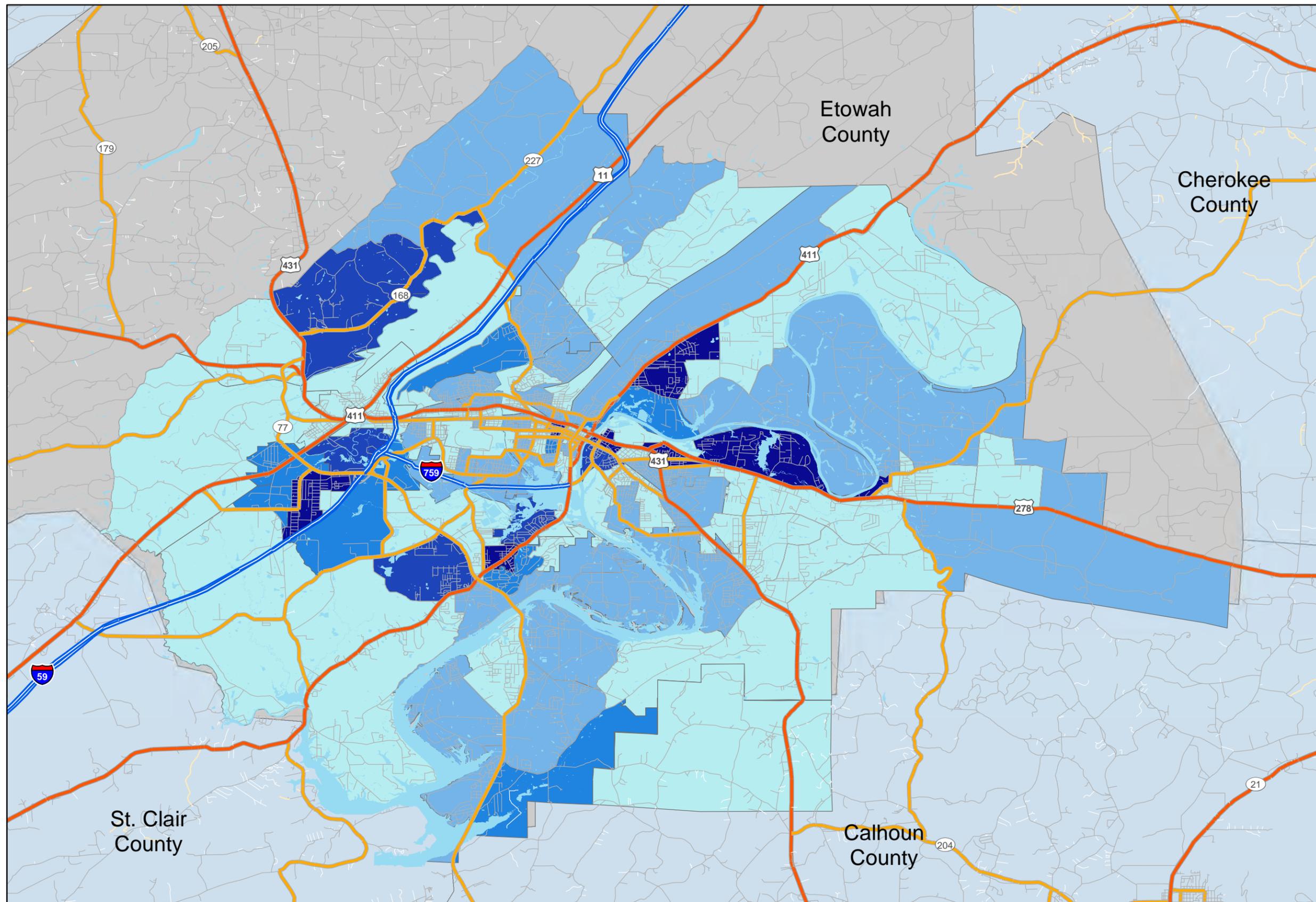
- Limited Access
- Highway
- Major Road
- Local Road
- Minor Road
- Other Road
- Ramp
- 0.00 - 0.50 Employees per Acre
- 0.50 - 2.00 Employees per Acre
- 2.00 - 5.00 Employees per Acre
- 5.00 - 10.00 Employees per Acre
- Greater than 10.00 Employees per Acre



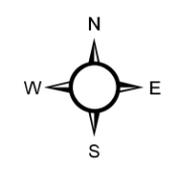
0 1 2 4 Miles

Based on 2010 US Census Data

# Figure 2-8. Employment Growth



- Legend**
- Limited Access
  - Highway
  - Major Road
  - Local Road
  - Minor Road
  - Other Road
  - Ramp
  - Decrease or No Change
  - 1 - 100 New Employees
  - 101 - 250 New Employees
  - 251 - 500 New Employees
  - Increase greater than 500 New Employees



Based on 2010 US Census Data

## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

While smaller industrial sites are located throughout the study area, the larger industrial uses are primarily located along the US 431 corridor and the area near the I-59/I-759 interchange along SR 77. There are several industrial parks in Etowah County, with the largest being Gadsden's 1,000-acre Airport Industrial Park, adjacent to the I-59 interchange. Areas with industrial uses have a much higher share of truck traffic, which gives rise to operational issues where trucks access roadways due to the larger vehicles' wider turning radii and the need for longer acceleration/deceleration ramps.

As part of the planning process, data collection questionnaires were distributed to the engineering and/or planning staff members from each jurisdiction. The questions addressed a number of topics relevant to the existing conditions and need assessment, including residential and commercial growth, traffic conditions, recent studies, and planned improvements. Responses were received from:

- Gadsden Etowah MPO
- City of Gadsden Engineering Department
- City of Attalla
- City of Rainbow City

Areas identified as having experienced residential development include:

- The Camp Siberton area off of SR 77 between US 11 and I-59
- Along US 278 East toward Hokes Bluff with a new apartment complex
- The area near Lumley Road and Riddles Bend Road

Areas that were identified as having experienced commercial development include:

- Along SR 77 in the vicinity of the I-59 interchange
- Along Meighan Boulevard in East Gadsden

### 2.5.3 Travel Characteristics and Patterns

Understanding commute patterns is important to identifying which improvements will better serve the region. The commute characteristics data, including mode of travel to work and average travel time to work, originated from the Census Transportation Planning Products (CTPP), which utilized Census 2000 and 2006-2010 American Community Survey data. The following highlights travel characteristics in Etowah County:

- Approximately 85 percent of the residents drive alone to work. While this is an indication that the roadway network is not being used as efficiently as it could be, particularly in the more densely populated areas, the relatively uncongested conditions along area roadways also make commuting alone a more attractive choice for local residents.
- The average travel time to work for residents is approximately 24 minutes. Given the lack of congested conditions on the roadway network, this commute time suggests greater trip lengths. This is also consistent with the proliferation of lower density development patterns throughout the region.
- Slightly over 11 percent of commuters carpool to work while only 0.1 percent utilize transit. This would indicate that travel demand management strategies such as organized vanpools and ridesharing programs may warrant consideration as a long-term strategy.

## 3.0 TRANSPORTATION SYSTEM CONDITIONS AND NEEDS

### 3.1 ROADWAY

The GEMPO area's existing transportation system includes roadways constructed and maintained by several government agencies, including the state, county, and local cities. This section reviews factors significant to roadway functionality, which provides an indication of existing and future network needs.

#### 3.1.1 Roadway Characteristics

The majority of roadways in the GEMPO area have two lanes, although there are a significant number of four-lane roadways. Meighan Boulevard (US 278/431) between US 278 (Piedmont Cutoff) and 5th Avenue North is the only six-lane facility in the MPO planning area. Figure 3-1 identifies the number of lanes for key roadways in the study area network.

Functional classification is the process by which roadway facilities are grouped into classes according to the character of traffic service they are intended to provide. Each category places a different emphasis on providing the two major functions of a roadway—movement of traffic and access to property:

- Interstates—Defined as significant highways that feature limited access and continuous, high-speed movements for a wide variety of traffic types. Interstate highways serving the Gadsden Etowah area consist of I-59 and I-759.
- Arterials—Typically carry higher volumes at higher speeds and for longer trip lengths. Arterials are further classified as principal or minor depending on the amount of traffic they carry and their overall connectivity within a specific region. Examples of principal arterials include Meighan Boulevard (US 278/431), SR 77, and US 278 (Piedmont Cutoff), while minor arterials include CR 162 (Steele Station Road) and SR 211.
- Collectors—Allow access to activity centers from residential areas. Their purpose is to collect traffic from streets in residential and commercial areas and distribute it to the arterial system. Examples of collector roadways are Green Valley Road, Gate 2 Road, and Tabor Road.
- Local Roads—Provide excellent access to adjacent properties, but move significantly less traffic through an area. The majority of roadway miles in a community consists of local roads.

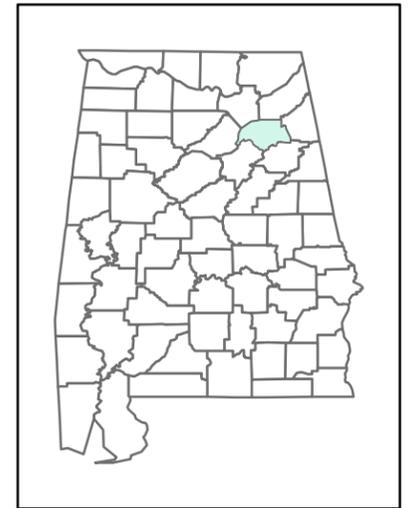
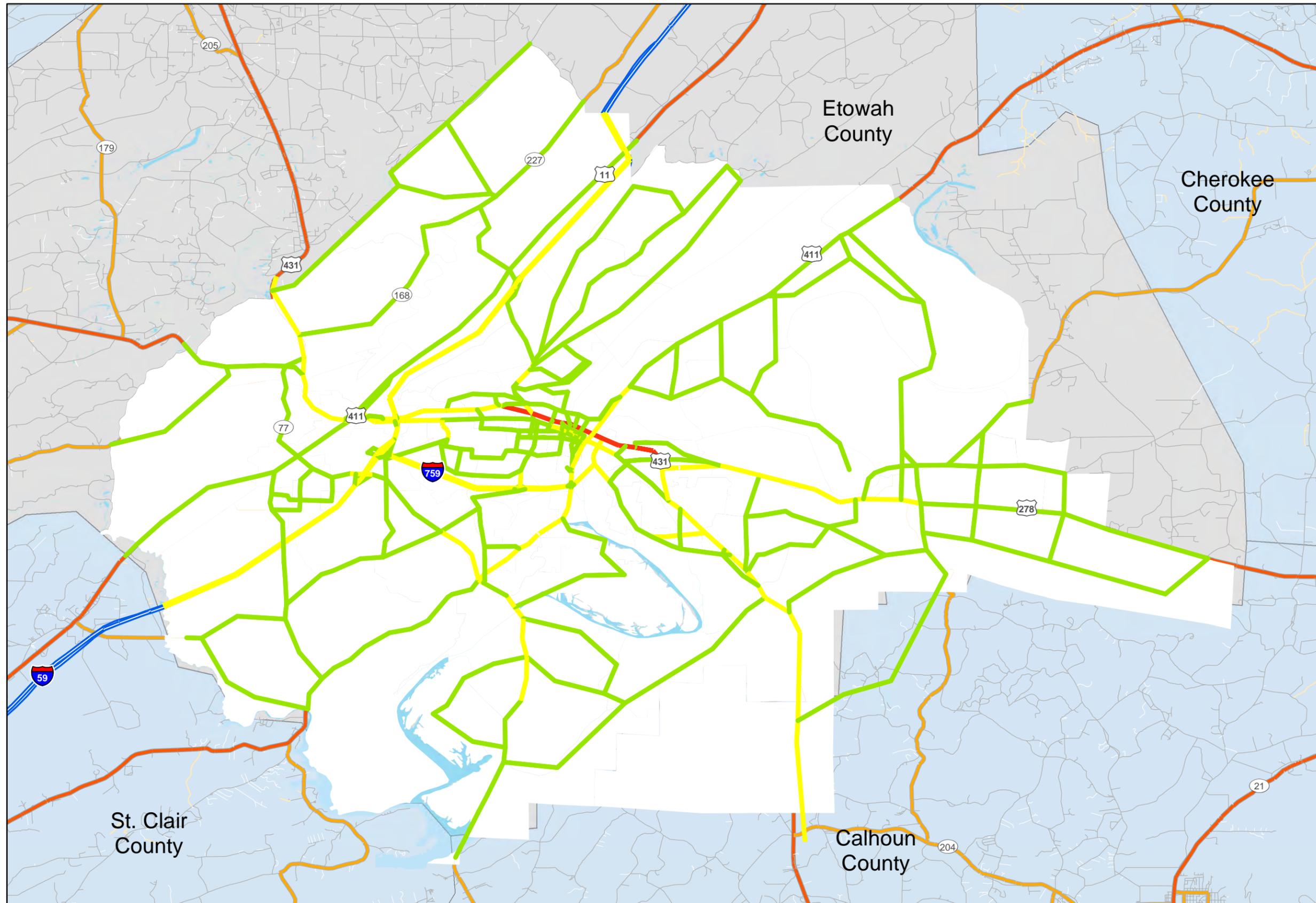
Figure 3-2 identifies all the interstate, arterial, and collector roadways within the GEMPO study area.

#### 3.1.2 Existing Traffic Conditions

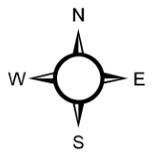
Traffic conditions are determined using two components: volume and capacity. Volume is generally reported as Average Annual Daily Traffic (AADT) and provides insight with regard to demand on the system. Using the regional travel demand model, volumes are combined with roadway capacities to determine how well the system is functioning and identify issues where the transportation network is over capacity. These two factors combined—the number of trips along the roadway network and the ability of the facilities to accommodate these trips—creates one of the primary indicators of roadway deficiencies.

Roadway traffic volumes are compiled by ALDOT. Figure 3-3 displays daily traffic counts along the regional roadway network. As can be seen, some segments of the regional roadway network experience significant traffic volumes. Other than these corridors, trips throughout the region are distributed fairly evenly and reflect the functional classifications of their respective roadways.

# Figure 3-1. Existing Roadway Number of Lanes



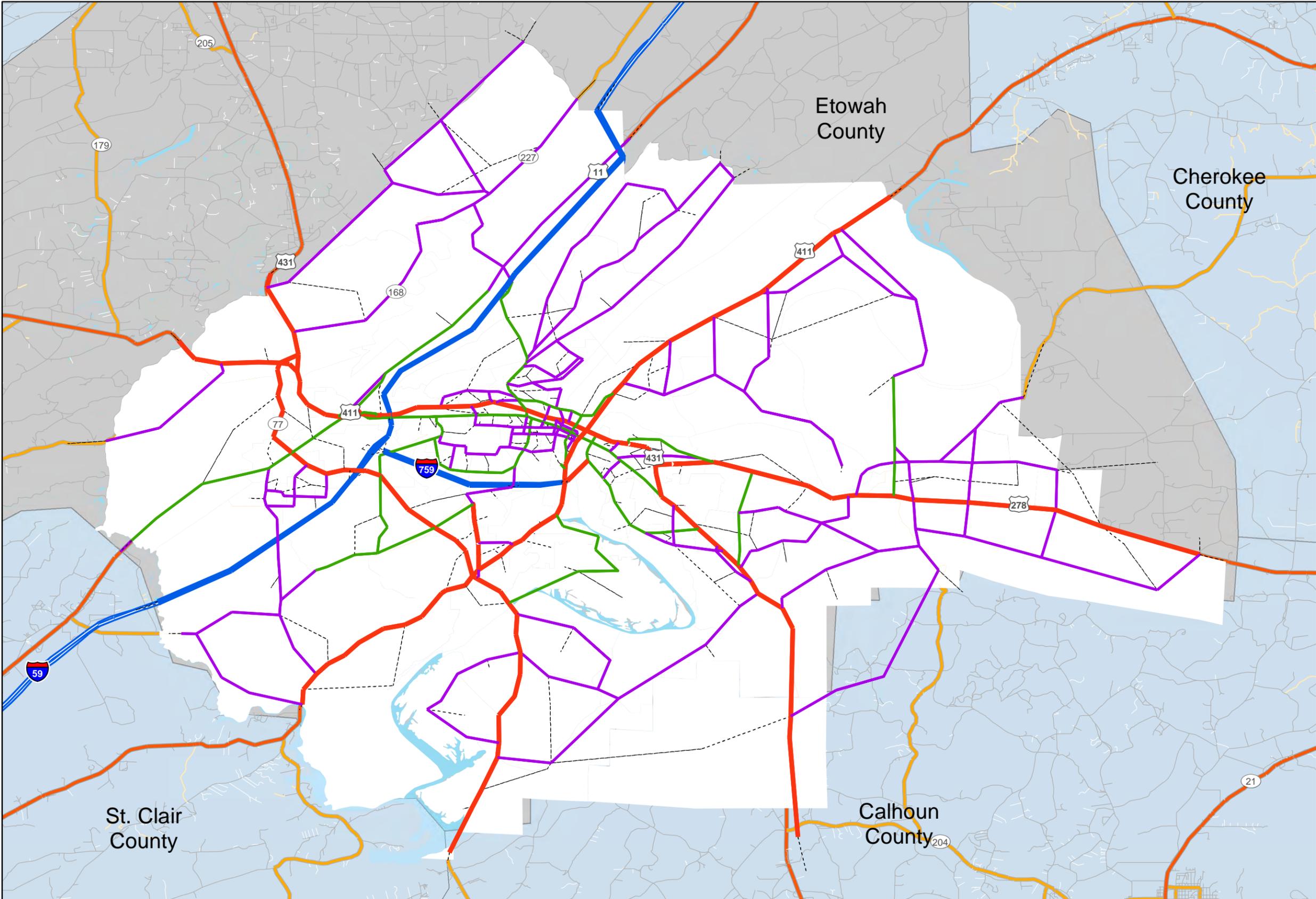
- Legend**
- One Lane Each Direction
  - Two Lanes Each Direction
  - Three Lanes Each Direction



0 1 2 4 Miles

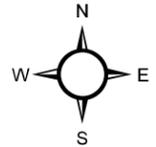
Based on 2010 US Census Data

# Figure 3-2. Roadway Functional Classification



**Legend**

- Interstate
- Principal Arterials
- Minor Arterials
- Collectors
- Centroid Connectors and Ramps



0 1 2 4 Miles

Based on 2010 US Census Data

Map by J.R Wilburn and Associates, Inc.



## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

Some notable observations include:

- Meighan Boulevard between 5<sup>th</sup> Avenue and US 278 (Piedmont Cutoff) has the highest volumes, with approximately 38,000 trips per day. In comparison, other roadway segments carry volumes ranging from 18,000 to 22,000 trips per day. The high volumes along Meighan Boulevard can be attributed to its large concentration of retail development, through traffic accessing I-59, and increased capacity of the six-lane facility.
- Traffic volumes along US 411 between SR 77 and Meighan Boulevard (US 278/431) range from approximately 36,000 per day near the Gadsden Mall to 27,000 near SR 77. Much of this traffic results from a combination of the significant amount of retail along the corridor and the fact that US 411 is the primary travel corridor between Gadsden and the high growth areas of Southside and Rainbow City.
- I-59 carries approximately 30,000 trips per day between SR 77 and Meighan Boulevard (US 278/431). While this volume would typically have a profound influence on the local roadway network, a large portion of these are through trips, which mostly impact areas in direct proximity to interchange locations.
- I-759 carries approximately 30,000 trips per day and is the primary high speed east-west corridor connecting I-59 to areas throughout Gadsden.
- SR 77 from I-59 to Southside carries approximately 25,000 trips per day. SR 77 serves a large number of industrial uses and provides connectivity to I-59 from Southside and Rainbow City.

A commonly used measure for assessing congestion along roadway segments is the volume to capacity (V/C) ratio, which compares traffic volumes on a roadway segment to its design capacity. V/C ratios are typically converted to determine a level of service (LOS) for a given roadway. The factors that determine LOS are somewhat subjective. For this analysis, LOS was defined as presented in Table 3-1.

**Table 3-1: Level of Service Description**

Level of Service	V/C Ratio	Traffic Conditions
LOS A-C	<.85	Ranging from free flow to stable flow. Most experienced drivers are comfortable, roads remain safely below but efficiently close to capacity, and posted speed is maintained. Minor incidents may have no effect, but localized service will have noticeable effects and traffic delays will form behind the incident.
LOS D	.8501 – 1.000	Approaching unstable flow. Speed slightly decreases as traffic volume slightly increases. Freedom to maneuver within the traffic stream is much more limited and driver comfort levels decrease. Minor incidents are expected to create delays. It is a common goal for urban streets during peak hours.
LOS E	1.001 – 1.15	Unstable flow, operating at capacity. Flow becomes irregular and speed varies rapidly because there are virtually no usable gaps to maneuver in the traffic stream and speeds rarely reach the posted limit. Any disruption to traffic flow, such as merging ramp traffic or lane changes, will create a shockwave affecting traffic upstream. Any incident will create serious delays.
LOS F	>1.15	Forced or breakdown flow. Vehicles move in lockstep with the vehicle in front, and frequent slowing is required. Travel time cannot be predicted and there's generally more demand than capacity.

Source: AASHTO

## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

In an urbanized area, segments are typically considered congested when they experience V/C ratios of 1.00 or greater (LOS E or worse). Figure 3-4 shows the V/C ratios on the 2010 model network. As can be seen, much of the network is operating relatively well. Several points of note include:

- The highest V/C ratios are along SR 77 from I-59 to Airport Road and from US 411 to Southside. The project currently underway to widen SR 77 to four lanes from I-59 to Steele Station Road should result in better levels of service upon its completion, which is scheduled for 2015.
- The second most congested roadway segment is US 411 between SR 77 and Meighan Boulevard. Currently a four-lane facility, this is the second most traveled surface street in the region.
- Although it carries the region's highest amount of traffic, Meighan Boulevard currently operates under only moderately congested conditions, due in large part to the greater capacity offered by its six lanes. Nevertheless, delays are experienced in peak hours, especially in the area of the Coosa Town Center shopping center.

It should also be noted that travel delay can occur even when capacity appears sufficient to handle the traffic volumes being experienced. In such cases, delay often results from operational issues related to signal timing, intersection design, or access management.

### 3.1.3 Projected Traffic Conditions

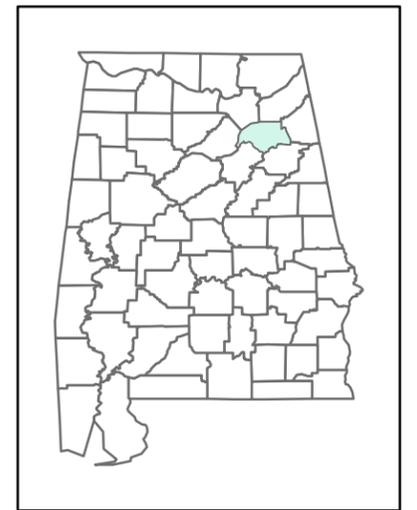
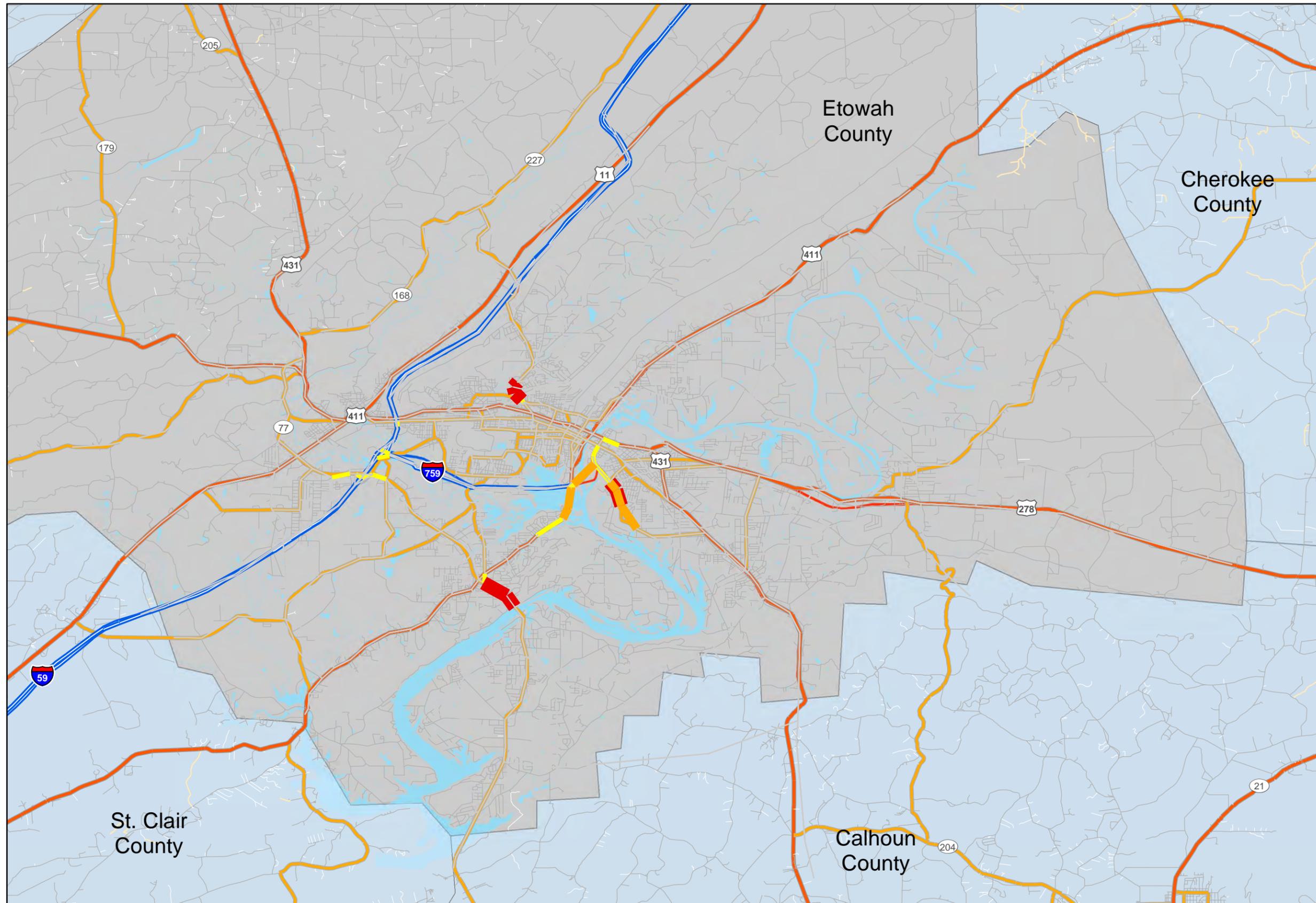
The travel demand model was utilized to project future traffic conditions, taking into account forecasted population and employment growth throughout the Gadsden urbanized region. Projected 2040 traffic volumes are presented in Figure 3-5. Some observations include:

- Volumes along Meighan Boulevard between 5<sup>th</sup> Avenue and US 278 (Piedmont Cutoff) are projected to increase significantly by 2040, from approximately 38,000 to 53,000 trips per day. This represents an increase of approximately 40 percent.
- Traffic volumes along US 411 between SR 77 and Meighan Boulevard (US 278/431) are projected to range from approximately 40,000 to 47,000 trips per day, an increase of approximately 30 percent. Much of this traffic can be attributed to the significant amount of retail along the corridor and the fact that this roadway is the primary travel corridor between Gadsden and the high growth areas of Southside and Rainbow City.
- Volumes along I-759 and I-59 between SR 77 and Meighan Boulevard (US 278/431) are projected to increase by approximately 40 percent. Both facilities are projected to carry approximately 45,000 trips per day.
- SR 77 from US 411 in Rainbow City to Southside is projected to carry approximately 35,000 trips per day between Southside and Rainbow City.

In order to forecast future congestion, projected 2040 volumes were compared to 2010 volumes and assessed for capacity deficiencies based on a network composed of existing facilities and committed projects (known as the existing plus committed, or E+C, network). For the purpose of this analysis, committed projects are defined as those that have completed the preliminary engineering phase of project development and have funds programmed for right-of-way acquisition within the next five years. Therefore, the E+C network consists of the existing roadway network plus the following improvements:

- Widening of SR 77 from CR 162 (Steele Station Road) to I-59 ramps (east side) in Attalla from two to four lanes

# Figure 3-4. 2010 Volume to Capacity Ratios



### Legend

#### Level of Service

LOS D

LOS E

LOS F

Limited Access

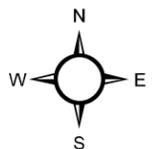
Highway

Major Road

Local Road

Minor Road

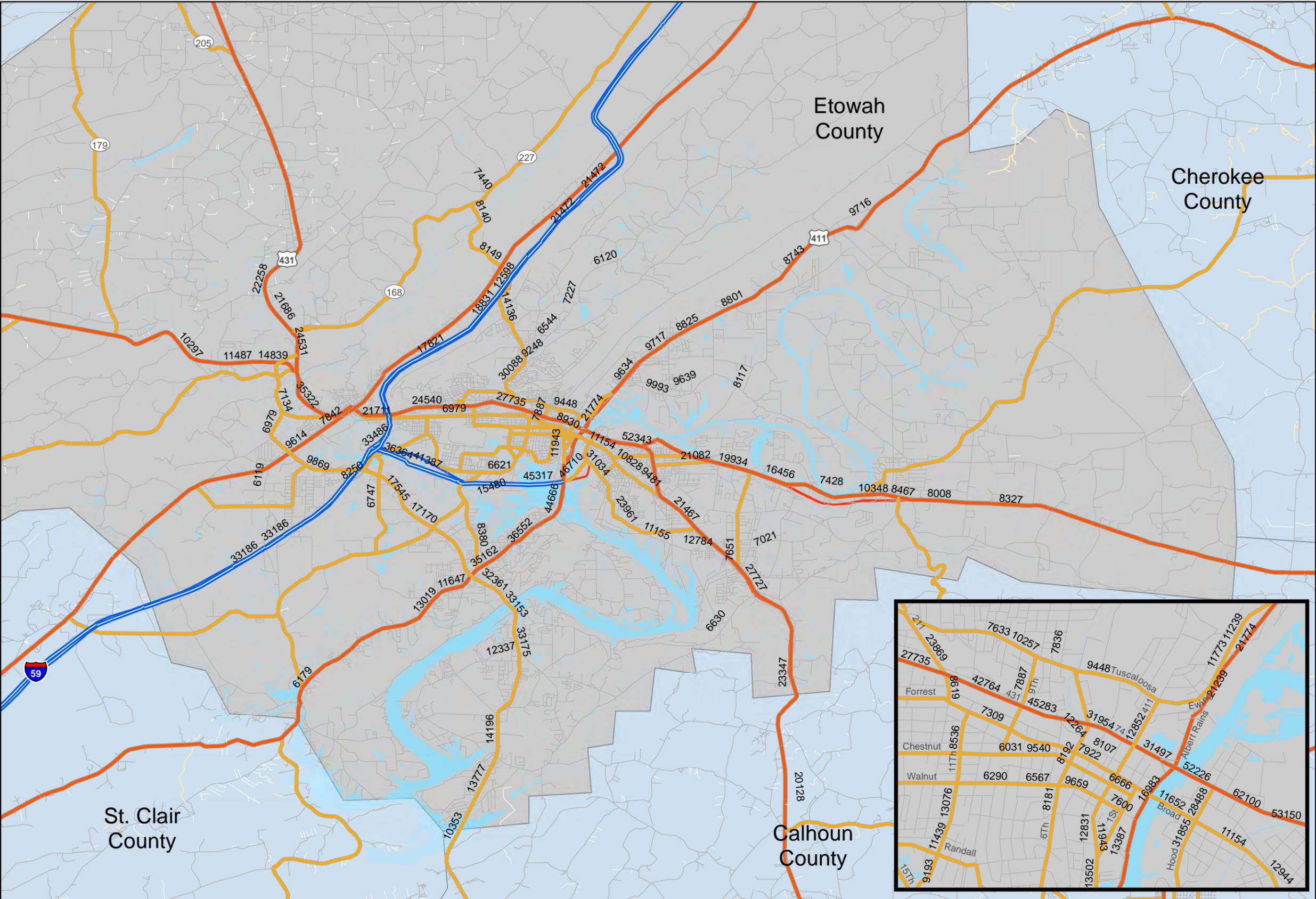
Other Road



0 1 2 4 Miles

Based on 2010 US Census Data

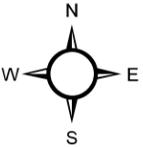
# Figure 3-5. 2040 Projected Roadway Volumes



**Legend**

7,332 Average Daily Volume

- Limited Access
- Highway
- Major Road
- Local Road
- Minor Road
- - - Other Road
- Ramp



0 1 2 4 Miles

Based on 2010 US Census Data

Map by J.R Wilburn and Associates, Inc.

## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

- Relocation of US 411 to a four-lane roadway from Gadsden to Turkeytown
- Widening of CR 162 (Steele Station Road) from SR 77 to CR 203 (Sutton Bridge Road) from two to four lanes

As Figure 3-6 illustrates, the projected V/C ratios indicate that most areas of the network will experience minimal congestion in 2040. A comparison to 2010 congestion indicates that:

- SR 77 from I-59 to CR 162 (Steele Station Road) will experience reduced levels of congestion, signifying that interim year improvements to SR 77 should serve capacity needs through 2040
- US 411 between Downtown Gadsden and SR 77 will continue to operate at very high levels of congestion
- Significant increases in congestion will be seen along:
  - George Wallace Drive (SR 291) from Meighan Boulevard (US 278/431) to I-759
  - US 278/431 from US 11 in Attalla to the intersection of US 278 and US 431 to the north
  - Padenreich Avenue/Paden Road from George Wallace Drive (SR 291) to College Parkway
  - SR 211 from Meighan Boulevard (US 278/431) to Lookout Circle

Another measure of congestion looks at capacity minus volume (C-V). This measure assesses congestion severity by calculating the volume of trips exceeding the capacity of a particular roadway. The measure gives an indication of which facilities may be suitable for operational improvements in lieu of roadway widening. Figure 3-7 displays the roadway C-V results.

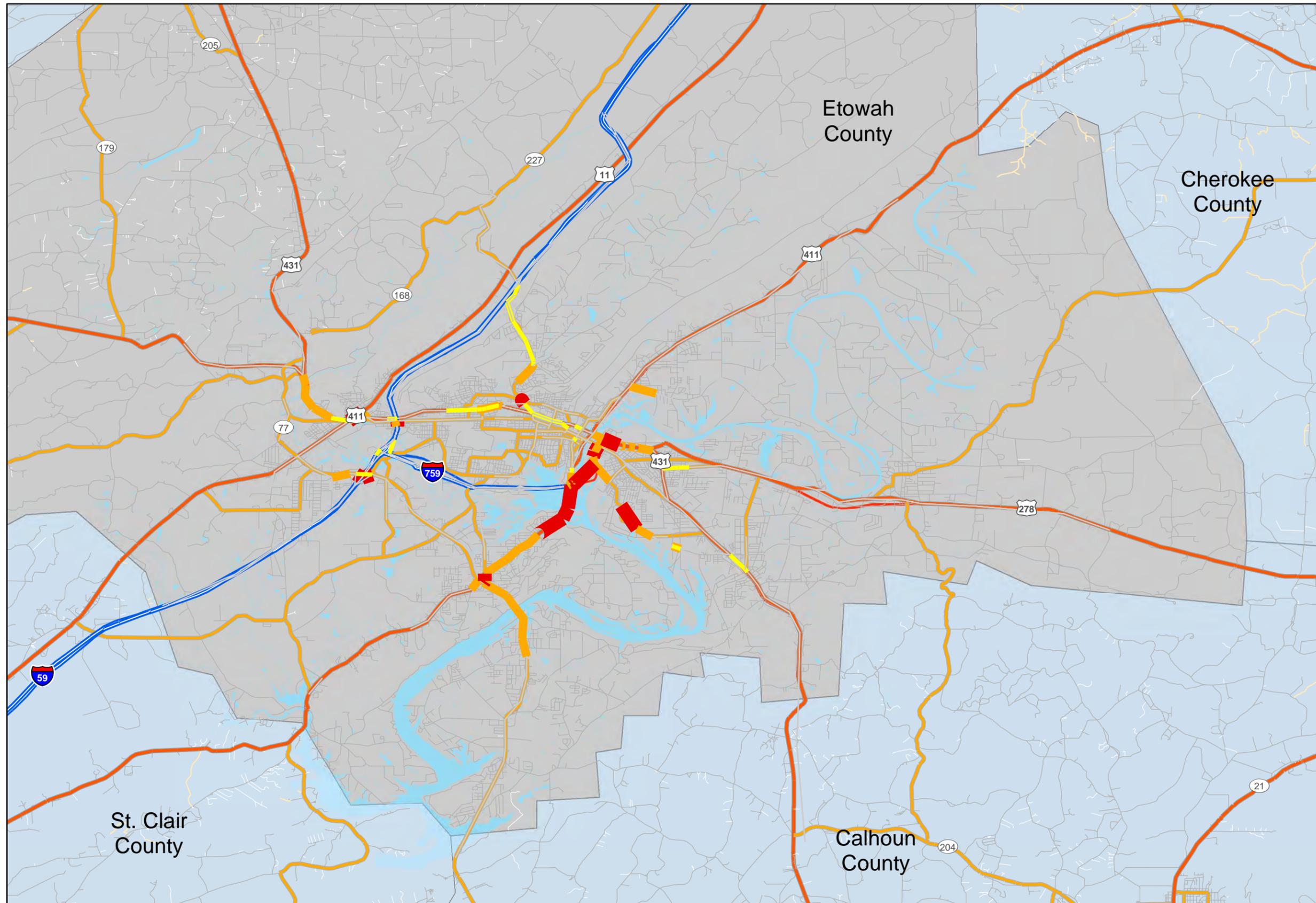
### 3.1.4 I-759 Extension to the East

The roadway network east of the Coosa River, particularly George Wallace Drive and Padenreich Avenue, currently operates at moderate levels of congestion, with severe congestion projected by 2040. One improvement that has been proposed to alleviate congestion and provide better roadway network connectivity in East Gadsden is the extension of I-759 east to Meighan Boulevard (US 278/431). This improvement was included in the 2035 LRTP as a visionary project, mainly due to its high projected cost.

In response to the LRTP recommendation and support from community leaders, ALDOT completed an alternatives analysis for the potential extension that included an assessment of potential environmental impacts. As a result of this analysis, FHWA and ALDOT determined that this extension is not feasible due to potential impacts to historic properties. Because a future change in the findings cannot be expected and there is currently no definable project, the I-759 eastern extension is not included in the 2040 LRTP.

Nevertheless, a significant amount of public input has voiced disagreement with this finding during the outreach process. Many of those voicing support for the project identified the I-759 eastern extension as the most needed roadway improvement in the region. Therefore, it is recommended that community leaders continue to coordinate with ALDOT and FHWA on a resolution to this issue.

# Figure 3-6. 2040 Volume to Capacity Ratios



## Legend

### Level of Service

LOS D

LOS E

LOS F

Limited Access

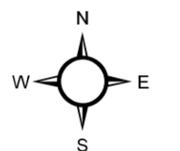
Highway

Major Road

Local Road

Minor Road

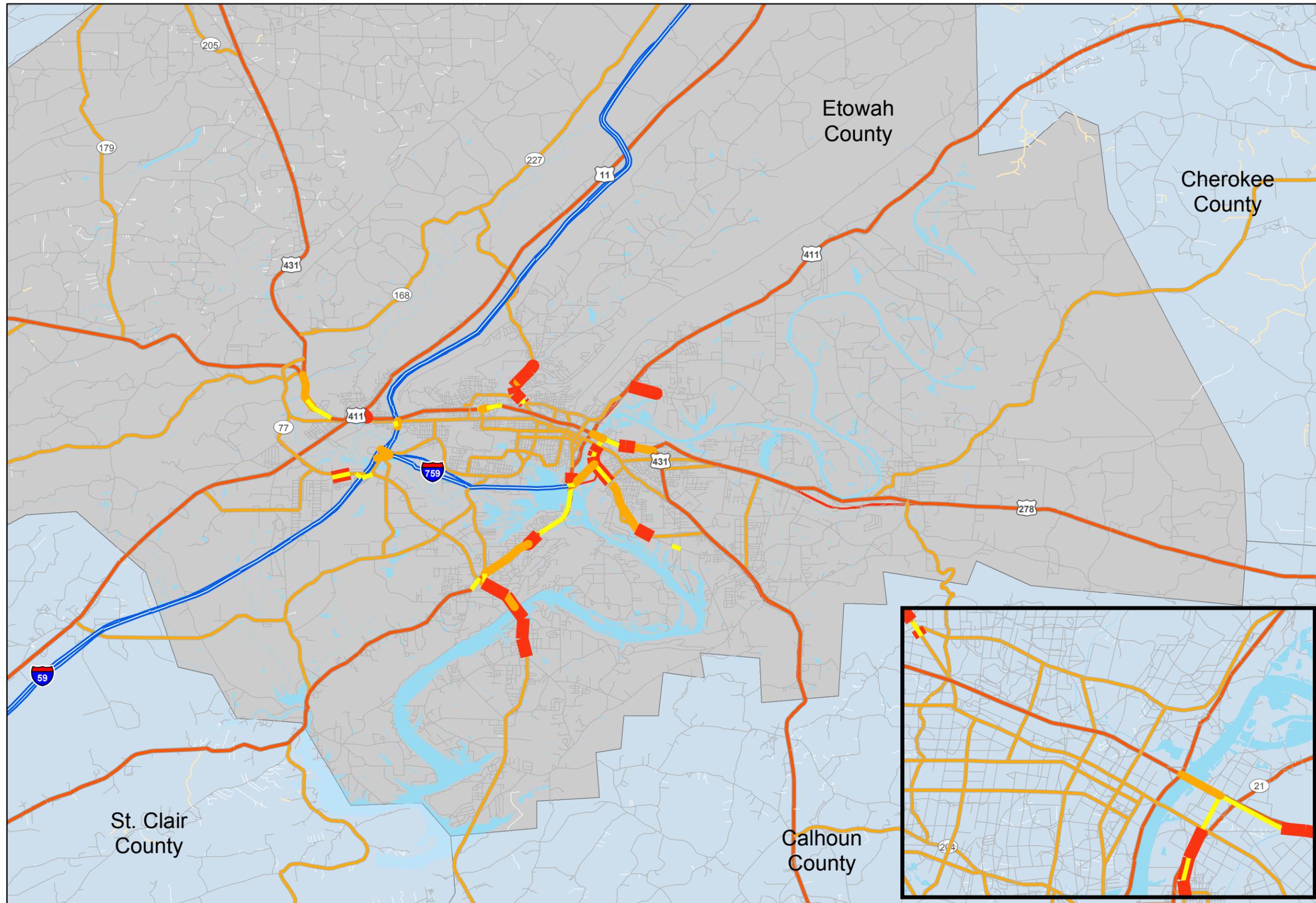
Other Road



0 1 2 4 Miles

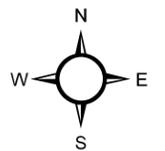
Based on 2010 US Census Data

# Figure 3-7. 2040 Volume Exceeding Capacity



### Legend

- More than 500 per lane
- More than 300 per lane
- Volume exceeds capacity
- Limited Access
- Highway
- Major Road
- Local Road
- Minor Road
- Other Road
- Ramp



0 1 2 4 Miles

Based on 2010 US Census Data

# Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

## 3.1.5 Safety Assessment

MAP-21 supports an aggressive safety agenda to reduce injuries and fatalities on public roads. It retains the Highway Safety Improvement Program (HSIP) as a core highway safety program and requires a data-driven, strategic approach that focuses on performance. Funding eligibility is dependent on a project's inclusion in the state's Strategic Highway Safety Plan. Examples of eligible projects include intersection improvements, shoulder construction, high risk rural road improvements, traffic calming, data collection, and improvements for bicyclists, pedestrians, and individuals with disabilities.

The analysis of roadway transportation safety requires examining three components: driver safety (human factors), vehicle safety, and roadway safety. Numerous national and state agencies collaborate to ensure overall transportation safety. For example, the National Highway Traffic Safety Administration (NHTSA) evaluates vehicle safety and conducts crash tests to ensure vehicles on the road meet a standard level of safety. The Alabama Department of Public Safety oversees driver licensing requirements to ensure that all of Alabama's licensed drivers have acceptable driving proficiency levels and can operate vehicles safely. The Law Enforcement and Traffic Safety Division (LETS) of the Alabama Department of Economic and Community Affairs administers federal funding for an array of victims' services, law enforcement, juvenile justice, and highway traffic safety programs. LETS supports law enforcement and educational efforts to increase safety awareness and to reduce crashes, injuries, and fatalities on Alabama roadways. Finally, ALDOT and the local governments apply roadway design standards to ensure facilities meet all national safety requirements.

Development of the GEMPO 2040 LRTP included a review of safety data obtained from the Center for Advanced Public Safety's (CAPS) Critical Analysis Reporting Environment (CARE) database. County-wide crash data for Etowah County for years 2012-2014 is summarized in Table 3-2 below.

**Table 3-2: Etowah County Crash Statistics, 2012-2014**

Total Crashes	8,116	
Urban	6,606	81.4%
Interstate	421	5.2%
Federal/State Route	3,858	47.5%
County/Municipal Roadway	3,789	46.7%
Property Damage Only	5,540	68.3%
Total Fatalities	39	0.5%
Intersection Related Crashes	2,106	26.0%
Commercial Motor Vehicle (CMV) Involved	419	5.2%
Causal Unit Is CMV	220	2.7%
Peak Time of Day	3:00-3:59 PM	9.7%
	4:00-4:59 PM	8.4%
	2:00-2:59 PM	8.2%
	5:00-5:59 PM	7.9%
Peak Day of Week	Friday	18.4%

Source: Center for Advanced Public Safety, CARE 10.1.0.7

Note: Covers period from 1/1/2012-10/13/2014

## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

In addition, the NHTSA report titled *Traffic Safety Facts, Etowah County, Alabama, 2008-2012* was also reviewed. This report categorizes fatal crashes by a number of factors, as presented in Table 3-3.

**Table 3-3: Fatalities by Person/Crash Type, Etowah County, 2008-2012**

Fatality Type	2008	2009	2010	2011	2012
Total Fatalities (All Crashes)*	20	15	14	17	14
Alcohol-Impaired Driving Fatalities <sup>1</sup>	8	7	1	9	5
Single Vehicle Crash Fatalities <sup>2</sup>	13	10	10	13	7
Large Truck Involved Crash Fatalities <sup>3</sup>	4	1	2	0	2
Speeding Involved Crash Fatalities <sup>4</sup>	14	6	9	8	7
Rollover Involved Crash Fatalities <sup>5</sup>	11	8	3	9	2
Roadway Departure Involved Crash Fatalities <sup>6</sup>	14	10	8	12	9
Intersection (or Intersection Related) Crash Fatalities <sup>7</sup>	4	1	2	5	2
Passenger Car Occupant Fatalities	11	3	4	9	5
Light Truck Occupant Fatalities	7	6	6	6	6
Motorcyclist Fatalities	1	4	2	1	2
Pedestrian Fatalities	0	0	2	0	0
Bicyclist (or Other Cyclist) Fatalities	0	0	0	0	0

*Source: Traffic Safety Facts, Etowah County, Alabama, 2008-2012, National Highway Traffic Safety Administration*

\*A fatality can be in more than one category; therefore, the sum of the individual cells will not equal the total due to double counting

<sup>1</sup>Crash involved at least one driver or motorcycle rider with a BAC of .08 or above

<sup>2</sup>Crash involved only one vehicle in transport

<sup>3</sup>Crash involved at least one large truck

<sup>4</sup>Crash involved at least one vehicle speeding

<sup>5</sup>Crash involved at least one vehicle that rolled over

<sup>6</sup>Crash involved at least one vehicle that departed the roadway

<sup>7</sup>Crash occurred within an intersection or within the approach to an intersection

The Section 130 program is the primary ongoing program to improve the safety and security of rail transportation through the elimination of hazards at railway-highway crossings. Through the Section 130 program, ALDOT administers FHWA funding for the installation of safety upgrades at rail-highway grade crossings statewide. Several such improvement projects have been constructed in Etowah County in recent years. ALDOT's FY 2015 Section 130 program included three Etowah County projects, all of which consisted of the installation of railroad crossing lights, bells, and gates:

- Air Depot Road in Glencoe; Project Number RHCH-RR13(918)
- Littleton Road in Attalla; Project Number RHCH-RR13(916)
- North 12th Street in Gadsden; Project Number RHCH-RR13(917)

Safety improvements are critical to the long range planning process. Regular monitoring of safety needs helps to enhance the safety of the roadway network and improve efficiency by reducing delays caused by incidents. Evaluating high crash locations can assist in determining the potential for localized roadway or operational improvements to reduce accidents.

# Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

## 3.1.6 Roadway Needs

Based on existing and projected conditions, the following conclusions can be made with respect to roadway needs:

- The limited number of segments with a projected V/C ratio greater than or equal to 1.00 throughout the GEMPO area would suggest a regional emphasis on short-term improvements related to intersection and operational improvements.
- Several major corridors are projected to operate under congested conditions without some type of improvement, including US 411 from SR 77 to Downtown Gadsden, SR 77 from US 411 to the Coosa River, and George Wallace Drive (SR 291) from I-759 to Meighan Boulevard (US 278/431).
- Several roadways in the network are experiencing levels of congestion that may warrant operational improvements, including segments of Meighan Boulevard (US 278/431), SR 211, and interchange locations along I-59.
- High levels of congestion are projected along roadways that connect I-759 to Meighan Boulevard (US 278/431) east of the Coosa River.

Several projects identified in the 2035 LRTP have moved forward in implementation over the intervening years:

- Constructed—Black Creek Parkway to Steele Station Road
- Under construction—US 411 from Gadsden to Turkeytown; SR 77 from Steele Station Road to I-59
- Committed—SR 77 from I-59 to US 431
- Other short-term project—Steele Station Road from SR 77 to Sutton Bridge Road

Given recent budget shortfalls, ALDOT has gone on record stating their intention to limit new capacity projects that are not already in their current work program. This directive has a profound impact on the overall recommendations of this LRTP in that more attention will be given to lower cost operational improvements to address congested corridors. In addition, the overall work program is driven by the projected levels of funding for the GEMPO area through 2040.

Despite the environmental findings leading to ALDOT's 'no-build' decision for the I-759 eastern extension to US 431/278, travel demand modeling results and widespread public support indicate a definite need for this or a similar project to mitigate traffic congestion in East Gadsden. GEMPO and its member jurisdictions will continue to coordinate with ALDOT on efforts to identify lower impact alternatives to this project.

## **3.2 BRIDGE**

### 3.2.1 Bridge Conditions

Federal regulations require that bridges be maintained in safe condition before federal transportation funds can be used for other transportation projects. Maintaining the bridge network is important because of the delays created by diversions when bridges are posted or closed. Not only is the movement of people and goods diverted and delayed, but emergency vehicle response time can be greatly increased due to bridge restrictions.

All state and locally owned public bridges are inspected at least every two years as part of ALDOT's safety inspection program. The bridge sufficiency rating is a score, ranging from 0 to 100 (worst to best), that assesses a bridge's structural adequacy and safety, serviceability and functional obsolescence, and essentiality for public use. Generally, structural deficiency refers to the inadequacy of the bridge structure, while functional obsolescence is related to the bridge's insufficient geometric capability to carry traffic, including inadequate deck geometry, underclearance, or approach roadway alignment. A functionally obsolete bridge is defined as too narrow to serve the existing volume of traffic, regardless of structural integrity. It is important to note that the bridge sufficiency rating involves functionality or design issues other than the bridge's ability to carry weight. Any bridge deficiency that affects a bridge's load-carrying capacity must be immediately strengthened, signed with appropriate load limits, or closed. Bridges with a sufficiency rating below 80 are eligible for rehabilitation, while those scoring 50 or below are eligible for replacement or rehabilitation.

ALDOT maintains and regularly updates the bridge inventory, with sufficiency ratings updated in accordance with FHWA's National Bridge Inventory (NBI) Coding Guide. The FHWA inventory includes 232 bridges in Etowah County, of which 99 are maintained by the state, 88 by the county, and 45 by municipalities. The median sufficiency rating of all bridges is 90, while the average sufficiency rating is 78. A total of 34 bridges (15 percent) received a sufficiency rating less than 50, potentially signifying a need for near-term replacement. The median age of all bridges is 45 years, with 66 bridges (28 percent) built or reconstructed within the last 25 years and 102 bridges (44 percent) aged 50 years or older. Generally speaking, after a bridge reaches the age of 50 years, some form of rehabilitation or replacement is anticipated.

### 3.2.2 Bridge Needs

Originally authorized by SAFETEA-LU but discontinued under MAP-21, the Highway Bridge Program established sufficiency thresholds that are still useful for identifying bridges in need of improvement or replacement. Currently, Etowah County has 34 bridges that received a sufficiency rating less than 50. In Alabama, ALDOT assumes primary responsibility for the identification and implementation of bridge improvements through coordination with local jurisdictions. Information on the bridge improvement work program is provided as a part of the LRTP program of projects later in this document.

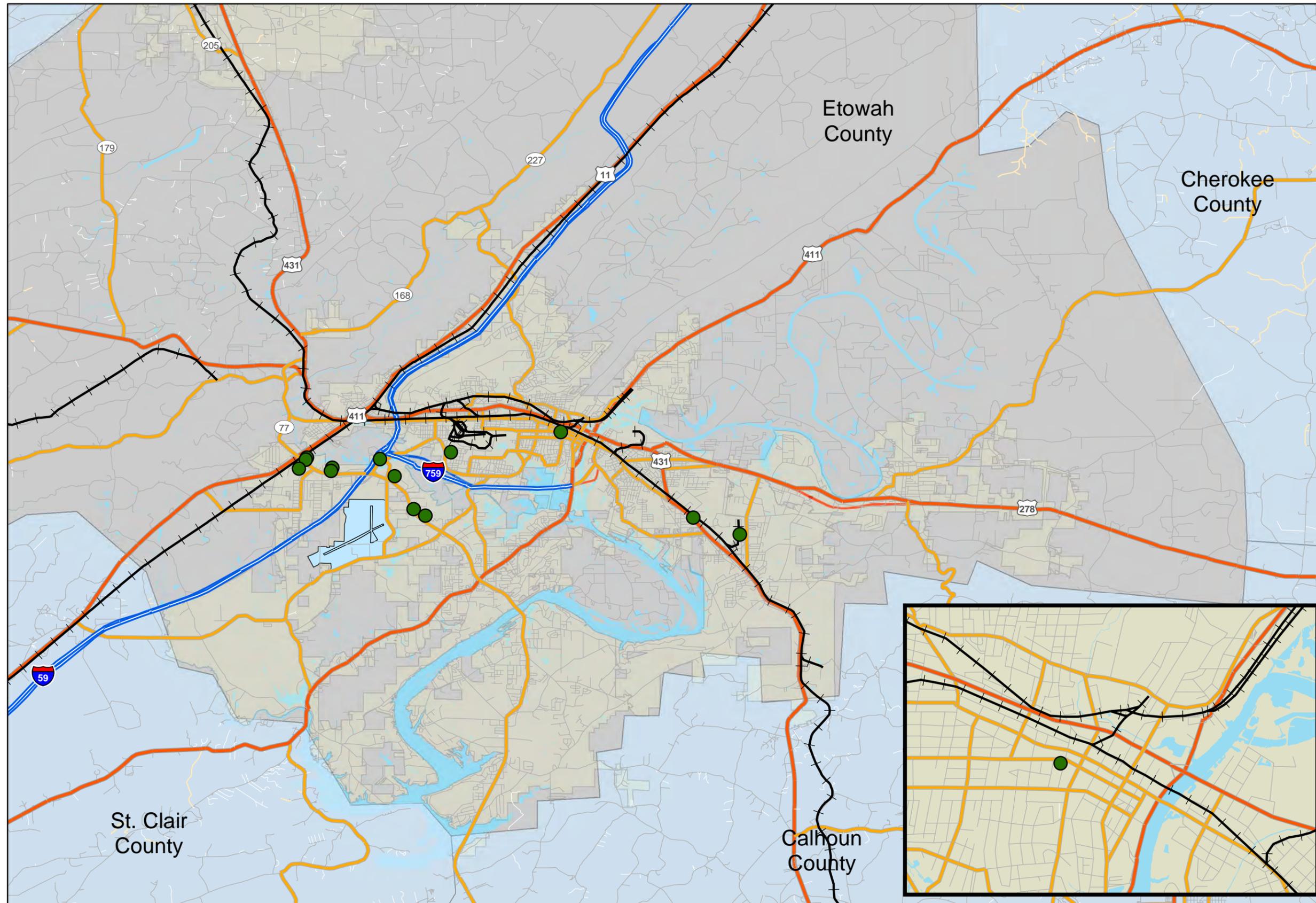
## 3.3 **MOTOR CARRIER, RAIL, AVIATION, AND PORTS**

Freight is a critical element of the transportation system that increasingly imposes significant mobility, safety, economic, and quality of life impacts on the area. To maximize the benefits and reduce the impacts of freight transportation on the community, the plan must seek to:

- Provide roadway and intersection facilities that maintain safe and efficient freight access and mobility
- Improve the roadway network to accommodate growing freight transport, delivery, and transfer needs
- Minimize the impact of freight movement in environmentally sensitive and populated areas
- Optimize economic growth by ensuring a balanced and efficient goods transport system

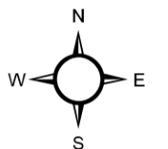
Figure 3-8 shows the location of significant freight related facilities across all modes in the Gadsden Etowah area.

# Figure 3-8. Freight Related Facilities



### Legend

- Freight Facilities
- +— Rail Line
- Limited Access
- Highway
- Major Road
- Local Road
- Minor Road
- Other Road
- Ramp
- Airport



0 1 2 4 Miles

Based on 2010 US Census Data

# Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

## 3.3.1 Motor Carrier Operations and Intermodal Facilities

The identification of major trucking corridors is important given their unique planning requirements. While rarely feasible, ideal roadway design for large trucks provides for wide lane widths (at least 12 feet), turning radii (75 feet), and clear-zones (10 feet). Posted speed limits on truck routes should be greater than 45 mph to facilitate freight mobility, and traffic signals on freight corridors should be timed and coordinated to favor through traffic. Access management policies and regulations have been shown to maximize traffic flow on these types of corridors.

Not surprisingly, the two interstates are the most significant freight roadways in the study area. I-59 connects the area to the major cities of Birmingham and Chattanooga, while I-759 provides high speed access and connectivity between I-59 and central Gadsden. Aside from through trips, truck freight traffic in the GEMPO area typically serves the region's commercial and industrial uses. The most critical truck corridors on the surface street network are SR 77, US 411, US 278, and US 431. In particular, the portion of SR 77 near Airport Road and the I-59/I-759 interchange play an important role for freight traffic as several industrial sites are located within this area and more are being planned. In addition, George Wallace Drive from I-759 to Meighan Boulevard carries a large daily volume of trucks.

Much of the freight traffic on non-interstate roadways services major retail shopping areas and smaller industrial parks and warehouse distribution. According to the 2010 *Alabama Statewide Freight Study and Action Plan*, daily truck productions and attractions in 2002 for Etowah County were in the 501-1000 range for both productions and attractions. Truck lines with local terminal facilities in Etowah County include Averitt Express and Crosson Freight Agency in Gadsden; Billy J. Davis Trucking, Con-Way Southern Express, Gadsden Cartage, and Rainbow Logistics in Attalla; and Osborn Transportation and Umphrey Truck Line in Rainbow City.

The Strategic Highway Network (STRAHNET) is a designation given to roads that provide *defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war*. – STRAHNET ATLAS (Strategic Highway Network), p. 3, August 2013. There are no designated STRAHNET routes in the GEMPO study area. Similarly, the National Primary Freight Network (PFN), recently developed by FHWA, includes no roadways in Etowah County.

## 3.3.2 Freight Railroads

Two freight rail lines operate in the GEMPO study area. The first line is a Norfolk Southern (NS) subsidiary called the Alabama Great Southern Railroad Company (AGS) that runs between Birmingham and Chattanooga, TN. Crossing the county in a southwest-northeast direction, it runs generally parallel to I-59 and US 11 through Etowah County. The Alabama & Tennessee River Railway (ATN), headquartered in Gadsden, is owned by OmniTRAX. The line operates between Birmingham and the rail barge terminal at the Port of Guntersville on track leased from CSX Transportation. ATN enters Etowah County in the southeast from Calhoun County and exits in the northwest into Marshall County, running generally adjacent to US 431. The ATN interchanges with NS in western Gadsden at Alabama City.

Rail/truck transloading services are available in the Gadsden Industrial Park (GIP), located at South 26th Street in Gadsden. Served by both railroads, GIP has locomotives on site to perform switching, rail and truck scales, and cranes with lifting capacities up to 200 tons.

## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

### 3.3.3 Passenger Railroads

There is no current passenger rail service in Etowah County. Amtrak's *Crescent* service runs one train in each direction daily between New York and New Orleans via Atlanta. It stops at the nearby cities of Anniston and Birmingham, as well as in Tuscaloosa, as it crosses Alabama.

### 3.3.4 Airports

The Northeast Alabama Regional Airport (KGAD) is a general aviation facility owned and operated by the Gadsden Airport Authority and located at the intersection of I-59 and SR 77 in Gadsden. Information about the airport regarding buildings, runways, and airport activities (e.g., flight instruction, recreational flying, corporate business jets, and police/law enforcement) was obtained during a phone conversation with the Airport Manager, Fred Sington, and at the airport's website ([www.nealair.com](http://www.nealair.com)) and the aviation site ([www.airnav.com/airport/GAD](http://www.airnav.com/airport/GAD)).

The airport has 445 acres of cleared airport property, with another 800 acres protecting the air space of the facility. Buildings include a terminal building, a fire hall ('911 building'), a 'fire crash' building (law enforcement helicopters), and a maintenance building. There are also rental car services and approximately 40 automobile parking spaces on site. The airport has 44 T-Style hangars and 6 corporate hangars. Two runways exist, with dimensions of approximately 6800 feet x 150 feet and 4800 feet x 150 feet. Runway 24 has an ILS Instrument Approach as well as GPS, while the other has a GPS approach. Both runways were recently repaved and resurfaced, with Runway 24 undergoing a \$2.4 million resurfacing project completed in late 2014.

There are two maintenance operations, Gadsden Aviation and International Jets. There are no commercial passenger or freight services operating out of the facility; however, approximately 70 private aircraft are based at the facility and 50 tiedowns. According to the Airport Manager, there are approximately 16 landings per day on average. Birmingham-Shuttlesworth International Airport (BHM), which is served by most major airlines and several regional carriers, is only 55 miles away.

### 3.3.5 River Ports

The communities of Hokes Bluff, Gadsden, Glencoe, Rainbow City, and Southside are all located along the Coosa River as it winds through Etowah County. Beginning at the confluence of the Oostanaula and Etowah rivers near Rome, GA, the Coosa River travels 280 miles to end northeast of Montgomery, where it joins the Tallapoosa River to form the Alabama River. Alabama Power maintains seven dams along the Coosa River, with Gadsden situated between Lake Weiss to the north and Lake Neely Henry to the south. The Coosa River is popular for fishing and pleasure boating, and a number of public and private boat launches can be found along its lengths in Etowah County.

The closest inland river access to Gadsden is via the Tennessee-Tombigbee Waterway at the Port of Guntersville. Located at mile 358.8 on the Tennessee River, the Port of Guntersville is a bulk freight transfer terminal served from Gadsden by the Alabama & Tennessee River Railway (ATN). It is approximately 35 miles northwest of Gadsden via US 431.

## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

### 3.3.6 Motor Carrier, Rail, Aviation, and Port Needs

As noted within the roadway needs assessment, several roadway segments that are important for truck traffic are projected to experience significant levels of congestion in 2040:

- Meighan Boulevard (US 278/431) from US 411 to Gadsden Regional Medical Center
- George Wallace Boulevard (SR 291) from I-759 to Meighan Boulevard
- US 411 from Downton Gadsden to SR 77

Based on these conditions, these corridors should be prioritized for future capacity or freight related maintenance and operations improvements. Three committed capacity projects, located along SR 77 and US 411, will benefit freight traffic while reducing overall congestion.

The primary concerns related to freight rail involve delay/congestion from train traffic as opposed to safety. In particular, the US 431 at I-59 area in Attalla experiences frequent delays and congestion. Unfortunately, the irregular schedule of train traffic in the area limits the public's ability to plan their trips and routing so as to avoid train related delays. Any potential safety concerns at railway-highway crossings should continue to be addressed through improvements funded under ALDOT's Section 130 program.

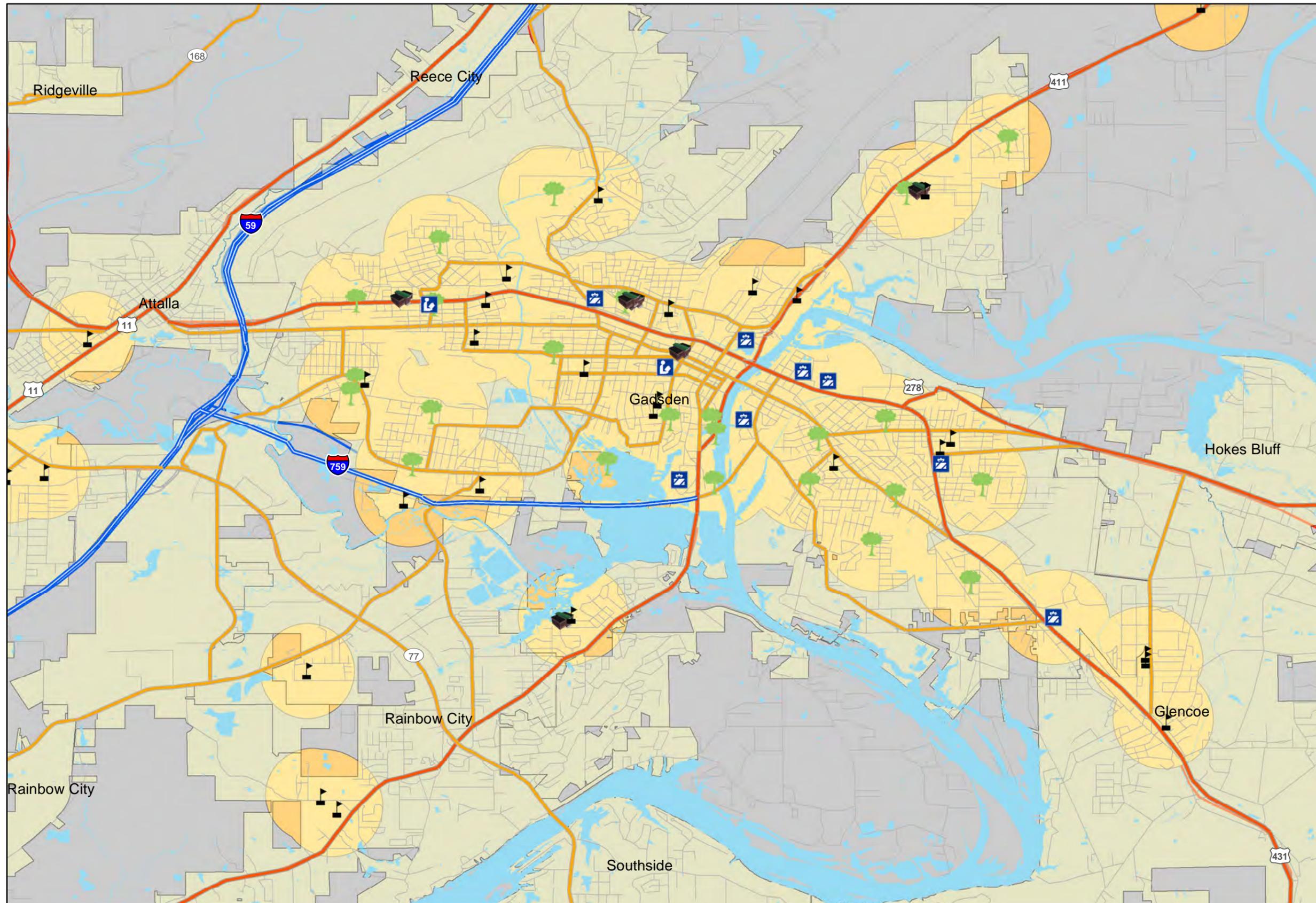
Future utilization forecasts and opportunities for economic development at the Northeast Alabama Regional Airport should continue to be identified by the Gadsden Airport Authority in conjunction with ALDOT's Aeronautics Bureau.

### **3.4 BICYCLE AND PEDESTRIAN**

One stated goal of the LRTP is to "address all modes, providing a framework for modal connectivity that maximizes mobility options." Pedestrian and bicycle facilities are used for transportation as well as recreation and serve as an integral element of a multimodal transportation network. Pedestrian and bicycle facilities accommodate short trips between neighborhoods and community facilities, provide vital links to transit, and facilitate circulation between land uses in denser activity centers. Connecting neighborhoods to activity centers such as schools, community facilities, employment, and retail by way of pedestrian and bicycle facilities improves resident accessibility to these locations. Figure 3-9 illustrates key bicycle and pedestrian activity locations in the GEMPO study area.

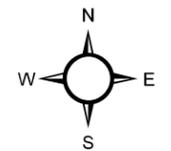
At a minimum, FHWA requires that "bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plan," according to 23 CFR 217. FHWA's guidance on this states that "bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted." Additionally, "transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians. Safety considerations shall include the installation, where appropriate, and maintenance of audible traffic signals and audible signs at street crossings." – 23 USC 217. For more information, please visit [http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/guidance/](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/).

# Figure 3-9. Bicycle/Pedestrian Activity Locations



### Legend

- Park
- Community / Recreation Center
- School / Education Facility
- Library
- Shopping Mall / Complex
- 1/2 Mile Walking Distance
- Limited Access
- Highway
- Major Road
- Local Road
- Minor Road
- Other Road
- Ramp



0 0.425 0.85 Miles

Based on 2010 US Census Data

## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

Inclusion of bicycle and pedestrian facilities in transportation facilities should be the routine, and the decision to not include them should be the exception. Bicycle and pedestrian facilities will be included on all transportation projects unless exceptional circumstances, as defined below, exist for denying such facilities:

- If bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, an effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right-of-way or within the same transportation corridor.
- If the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding 20 percent of the cost of the larger transportation project. This 20 percent figure should be used in an advisory rather than an absolute sense.
- Where sparse population or other factors indicates an absence of existing and future need. For example, the *Portland Pedestrian Guide* requires “all construction of new public streets” to include sidewalk improvements on both sides, unless the street is a cul-de-sac with four or fewer dwellings, or the street has severe topographic or natural resource constraints.

In order to comply with these requirements, MPO long range transportation plans must, at a minimum:

- Consider the context of the project setting. In other words, MPOs should consider whether the general project area includes features like neighborhoods, shopping, schools, transit, or other facilities likely associated with the needs of bicyclists or pedestrians.
- Consider any evidence of existing, informal bicycle or pedestrian activities. An example could be a worn, dirt path along an existing road.
- Consider any reference to bicycle or pedestrian needs in the planning process for the project area.
- Consider public, agency, or other comments requesting such facilities.

### 3.4.1 ALDOT Requirements

ALDOT received a written directive from FHWA – Alabama Division, June 12, 2009, that the MPOs must “include a **policy statement that bicycling and walking facilities will be incorporated** into all transportation projects unless exceptional circumstances exist.” This guidance was reinforced by a USDOT email broadcast March 17, 2010, in which recommendations were forwarded to state DOTs with regard to bicycle and pedestrian policy. These two directives effectively modified 23 USC 217 in implementing improvements using federal funds to state routes under ALDOT jurisdiction.

This is now ALDOT bicycle and pedestrian policy and it carries over to the short-range TIP subset and new bicycle and pedestrian plans and updates. The MPO will comply with these provisions.

### 3.4.2 Planning Efforts

GEMPO has taken steps to adhere to FHWA requirements and serve the pedestrian and bicycle community in recent years. The 2035 LRTP inventoried existing pedestrian and bicycle facilities, documented pedestrian and bicycle conditions and needs, and recommended that all widening and new roadway projects include appropriate pedestrian and bicycle facilities. Long range recommendations focused on programmatic solutions and funding considerations to lay the foundation for development of a comprehensive pedestrian and bicycle network in the GEMPO area. In accordance with FHWA

## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

guidance to include sidewalks and bicycle facilities in all roadway projects unless circumstances render such facilities infeasible, cost estimates for all roadway widening projects included in the 2035 LRTP were adjusted to include sidewalks and bicycle lanes. In addition, it was recommended that funding be allocated to cover the cost of implementing a percentage of the pedestrian and bicycle improvements that would be identified through a future Bicycle, Pedestrian, and Greenways Plan planned by GEMPO. Appendix E includes the bicycle and pedestrian needs maps from the 2035 LRTP.

In February 2013, the *GEMPO Bicycle and Pedestrian Plan* was finalized. Building on the inventory activities conducted for the 2035 LRTP, the *Bicycle and Pedestrian Plan* included network evaluation and prioritization, identification of potential funding sources, policy and program recommendations, and a crash report. Focused outreach to pedestrian and bicycle advocates and the general public was an important part of the plan development process. The bicycle and pedestrian facility recommendations presented in the plan were prioritized into tiers for future implementation and 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 was estimated at approximately \$429 million, but some of this total includes locations that are indicated as having very low potential demand for bicycling and walking. Appendix F includes facility condition, recommendations, and prioritization maps from the plan.

ALDOT approved a statewide *Bicycle and Pedestrian Plan* in October 2010. Eight bicycle routes, in five east-west corridors and three north-south corridors, were presented in the plan. East/West 2 passed directly through Gadsden as it traveled from the Chief Ladiga Trail at the eastern border with Georgia westward across the state to Hamilton near the Mississippi state line. US 278 is the primary travel corridor for this route, although alternative local roads are suggested within Gadsden due to traffic volumes. It was recommended this route be designated as Route 84 of the US Bicycle Route System. The North/South 3 route runs midway between Gadsden and the Georgia state line to the east as it travels the final leg from Anniston across Lake Guntersville to Huntsville. Appendix G includes the map of bicycle routes recommended in the statewide plan.

Development of the draft *2015 Statewide Bicycle Pedestrian Plan* is currently underway by ALDOT. Network linkages within the Gadsden area are expected, although it is too early in the planning process to know if they will continue unchanged from the current plan. Development of the 2015 Plan will include outreach to the MPO.

### 3.4.3 Assessment of Existing Bicycle Network and Pedestrian Facilities

The existing bicycle network and pedestrian facilities were inventoried and thoroughly assessed as part of the 2035 LRTP and subsequent *Bicycle and Pedestrian Plan*. The existing facilities, conditions, and needs documented in those reports remains largely unchanged (see Appendix E and Appendix F). The LRTP noted that bicyclists traveling within the study area use existing roadways, which can discourage less advanced riders who may not be comfortable riding in mixed traffic, and that the absence of a defined bicycle route/lane system results in fewer people choosing to use this travel mode. The pedestrian network in the study area is limited. Sidewalk facilities totaling approximately 79 miles are mostly located in the downtown areas of Gadsden and Attalla and in older residential areas.

Figure 3-10 shows existing bicycle/pedestrian facilities in the GEMPO study area. Figure 3-11 shows the relation of existing bicycle/pedestrian facilities to high density residential areas and bicycle/pedestrian activity locations, where most trips originate/terminate.

## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

Conclusions from the *Bicycle and Pedestrian Plan* included:

- Bicycle facilities are present on more than half of the analyzed roadways within GEMPO's planning boundary, but the majority of roadway segments do not have full sidewalk coverage.
- The network as a whole provides a level of bicycle accommodation (bicycle level of service 'C') that meets the expectations of the public, although the average walking conditions are not as good (pedestrian level of service 'D').
- 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.

The primary change to the bicycle and pedestrian network since the previous LRTP is construction of the Black Creek Trail in 2012. The Black Creek Trail is an ADA compliant, crushed gravel and concrete multi-use trail that runs approximately 2.3 miles from Noccalula Falls Park to Meighan Boulevard and across to the Gadsden Sports Complex. Long term, the City hopes to extend the trail to Jim Martin Wildlife Park and the Gadsden Mall, a distance of about 6 miles. Additional City improvements completed in late 2013 resulted in another 3.5 miles of trails adjoining the existing Black Creek Trail. Narrower and unsurfaced, these trails were primarily designed for mountain biking, but can also be used for trail running and hiking, although they are not handicap accessible. One trail begins near the bridge over Cascade Creek, while the other looping trail begins near the two pedestrian bridges.

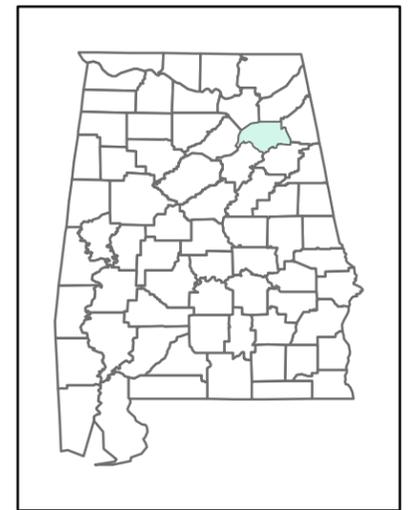
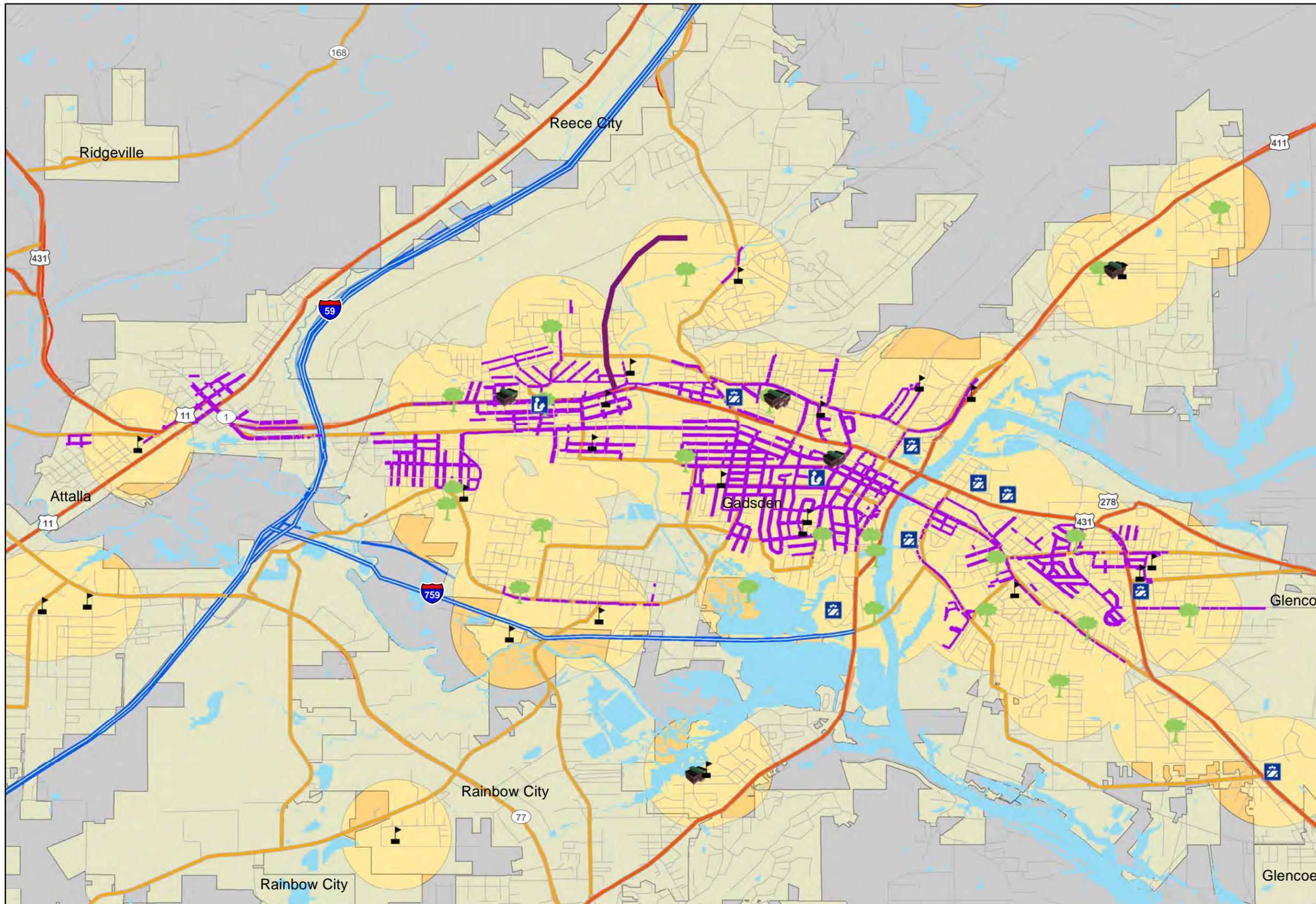
### 3.4.4 Bicycle and Pedestrian Needs

The number of public comments related to the need for more bicycle and pedestrian facilities in the GEMPO area indicates a level of demand sufficient to warrant increased investment into the future. Given the limited bicycle/pedestrian network currently in place, it is important to incrementally develop improvements that will avoid construction of numerous independent facilities that cannot evolve into a connected network. The GEMPO area benefits from the existence of a fairly complete pedestrian network in Downtown Gadsden, a number of streets with sufficient characteristics (e.g., traffic volumes and roadway widths) to warrant levels of service acceptable for *Share the Road* bicycle facilities, and the first segment of a multi-use trail facility. In addition, a number of discussions in recent years have focused on the desire for increased riverfront development. Incorporating multi-use trail facilities within riverfront development, as well as trailheads that connect to an enhanced Downtown Gadsden bicycle/pedestrian network, would be well suited to the area and well received by the public.

Two short-term projects are currently programmed in the GEMPO area:

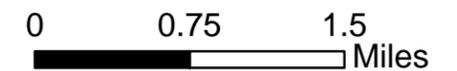
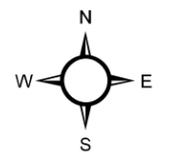
- ADA compliant sidewalks on US 431 and SR 291 in Gadsden
- Curb and ramp installation on State Routes in Etowah County

# Figure 3-10. Existing Bicycle and Pedestrian Facilities



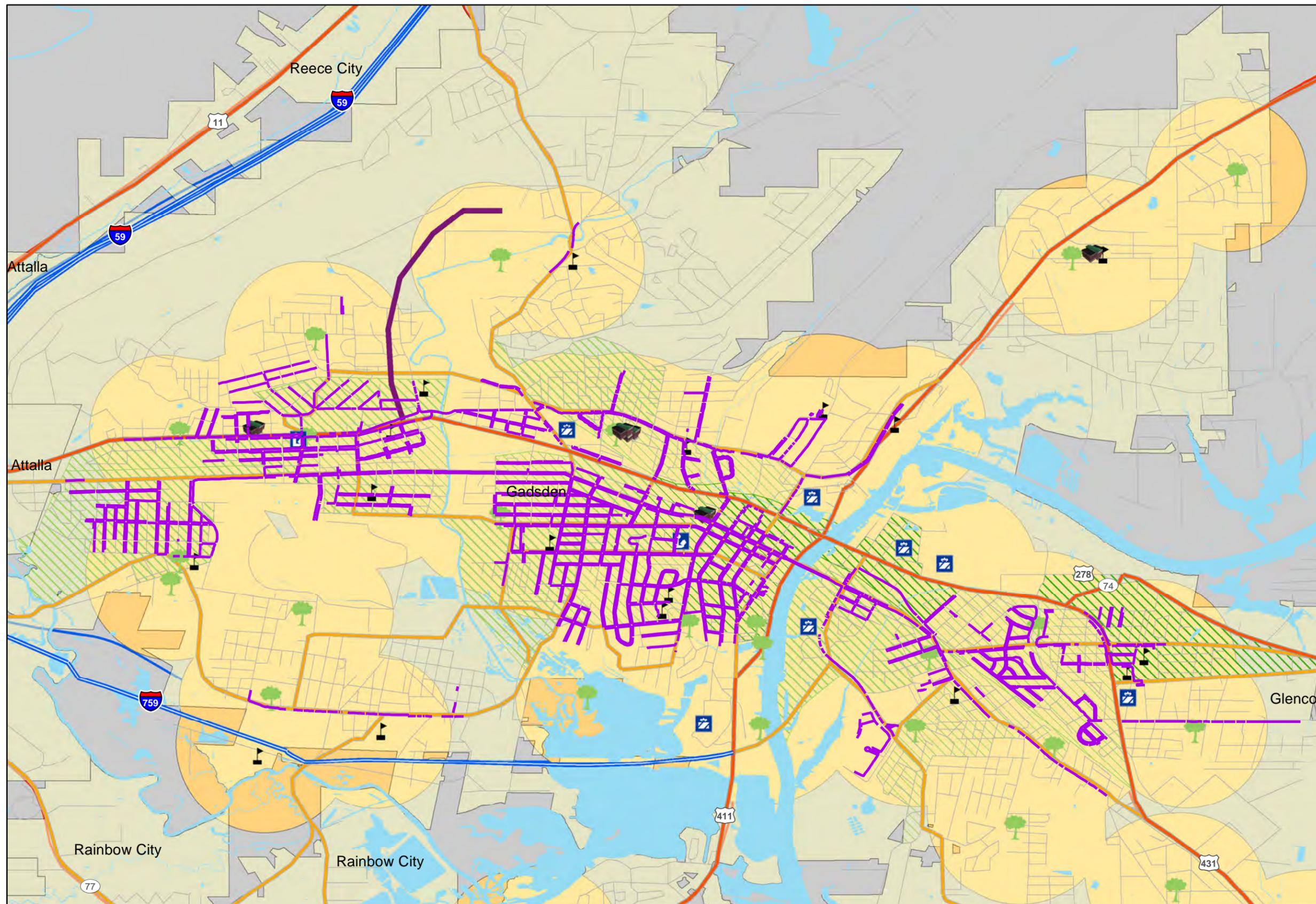
### Legend

- Park
- Community / Recreation Center
- School / Education Facility
- Library
- Shopping Mall / Complex
- 1/2 Mile Walking Distance
- Limited Access
- Highway
- Major Road
- Local Road
- Minor Road
- Other Road
- Ramp
- Black Creek Trail
- Sidewalks



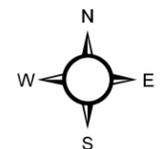
Based on 2010 US Census Data

# Figure 3-11. High Density Areas



### Legend

- Park
- Community / Recreation Center
- School / Education Facility
- Library
- Shopping Mall / Complex
- 1/2 Mile Walking Distance
- Limited Access
- Highway
- Major Road
- Local Road
- Minor Road
- Other Road
- Ramp
- Black Creek Trail
- Sidewalks
- High Employment and Household Density



0 0.5 1 Miles

Based on 2010 US Census Data

## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

Specific bicycle and pedestrian improvement needs include:

- Downtown Gadsden *Share the Road* bicycle circuit
- Downtown Gadsden pedestrian network—add and/or ‘fill the gaps’ in sidewalks, pedestrian crossings, ramps
- Schools and activity center sidewalks—add and/or ‘fill the gaps’ within ½-mile walking radius of schools, parks, community facilities, and neighborhood shopping concentrations
- Multi-use trails—Black Creek extension and Coosa Riverfront

### 3.5 PUBLIC TRANSPORTATION

ALDOT is the designated recipient for federal funds allocated through FTA programs, including those for rural transit (Section 5311 Program) and urban transit in areas of less than 200,000 populations (Section 5307 Program). Eligible sub-recipients include public entities, such as Etowah County and the City of Gadsden, which are responsible for providing the required local matching funds for any programs. All federally funded transportation projects (including public transit) located outside MPO boundaries must be included in the STIP, Alabama’s five-year statewide transportation and capital improvements plan. Projects within MPO boundaries must be included in the MPO’s four-year TIP, which is included in the STIP by reference.

FTA’s Section 5307 Program (Urbanized Area Formula Program) provides funding for transit capital and operations in urbanized areas with a population of 50,000 or more. Section 5307 funding is allocated proportionally based on population and population density, with funds available for both capital and operating assistance. Federal regulations outline the conditions for operating transit systems using Section 5307 funds. Among a number of applicable requirements are the provision of special services for the elderly and handicapped as well as reporting requirements. Projects must be included in the regional transportation planning process through the MPO’s short term TIP or long range LRTP. Generally, the federal share is not to exceed 80 percent of the net project cost for capital assistance or 50 percent of the net project cost of operating assistance.

Funding to support public transportation in rural areas with a population of less than 50,000 is provided through the Section 5311 Program (Formula Grants for Other than Urbanized Areas). One of the primary goals of the program is to enhance access to health care, shopping, education, employment, public services, and recreation in rural areas. Section 5311 funds are apportioned by a formula using US Census data whereby 80 percent is based on the non-urbanized population and 20 percent on land area. Eligible funding may be used for capital, operating, and administrative expenses. The federal share of funding for a project is limited to a maximum of 80 percent of capital and administrative expenses and 50 percent of operating expenses. Projects may be funded up to 90 percent if they meet the requirements of the Americans with Disabilities Act, the Clean Air Act, or bicycle access projects.

The City of Gadsden is the designated sub-recipient of Section 5307 funds in the Gadsden metropolitan area. Public fixed route and demand response transit services are provided in the Gadsden urban area by the City of Gadsden Transportation Services (GTS). The regular urban fixed route service is operated as the Gadsden Trolley Company, while demand response paratransit service is provided under the name Dial-A-Ride Transportation (DART). Public transportation in rural Etowah County is operated on a demand response basis by Etowah County Rural Transportation (ECRT), the designated Section 5311 provider. Responsible for the daily management and operation of the non-urbanized area public

## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

transportation program, ECRT is an Alabama nonprofit agency composed of elected officials, representatives of service organizations, and representatives of less fortunate citizens in the area.

### 3.5.1 Recent Studies

The *Gadsden Transit Analysis*, completed in 2010, included a thorough review of land use, demographics, and major destinations; an operational analysis of both the fixed route and demand response services; and recommendations to improve and expand the services. Among its key findings were:

- Most areas with high transit propensity, which are clustered primarily around Gadsden's downtown core and along US 411 northeast of Gadsden, are currently served by the existing fixed route system.
- The urban core, and jobs located in the city center, are well served, but residents who live outside the urban core cannot use the existing fixed route system to reach those jobs.
- Ridership in terms of riders per vehicle mile is low on all routes compared to peer systems.
- Improvements could be made to the existing routes to improve efficiency and service without the need for resources to create additional routes, although some sacrifices in area served would be necessary.

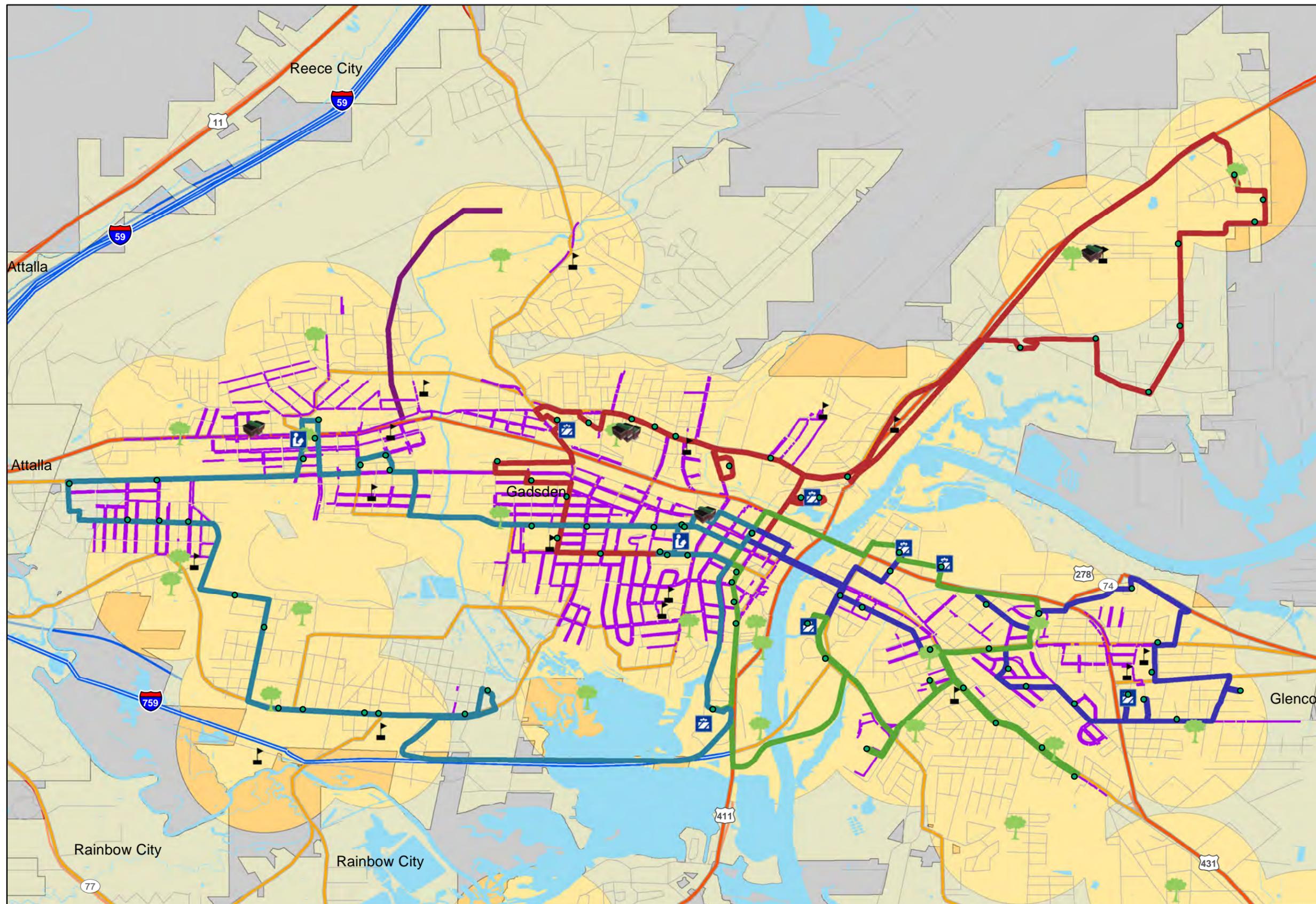
One recommendation that has been implemented by the City involved splitting the fixed service's East Route into two shorter routes. In the future, expansion to growing areas (Attalla, Rainbow City, and Glencoe) and beyond the city limits, as well as increased coordination with ECRT, would build a more comprehensive, connected system with a strong ridership base.

The *FY 2009 Management Performance Review and Evaluation of the Etowah County Rural Transportation* was conducted in October 2012. The purpose of this review is to assess the management practices and program implementation of non-urbanized area public transportation providers to ensure their administration is in accordance with FTA and ALDOT requirements. The reviews are performed at least every three years or as circumstances warrant. The review listed several recommended actions for the organization, such as developing measurable goals, developing a trip denial log, and developing or better documenting certain procedures/policies.

### 3.5.2 Gadsden Trolley Company

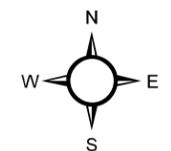
The Gadsden Trolley Company operates four urban fixed routes within downtown Gadsden—West, Central, East/Gadsden Regional, and East/Gadsden State. The West, Central, and East/Gadsden Regional routes run hourly circular routes that originate/terminate at the Downtown Transfer Station. The East/Gadsden State route runs a 30-minute circuit in East Gadsden. There are two transfer stations, the Downtown Transfer Station on Broad Street at 4th Street and the East Broad Transfer Station on East Broad Street at 8th Street. The West and Central routes service only the Downtown Transfer Station, and the East/Gadsden State route only services the East Broad Transfer Station. The East/Gadsden Regional route stops at both transfer stations. Other transfer points in East Gadsden include the Walmart at Coosa Town Center and the former Kmart off George Wallace Drive. Figure 3-12 illustrates the existing fixed routes, while Figure 3-13 shows their relation to traditionally underserved populations.

# Figure 3-12. Gadsden Trolley Routes



### Legend

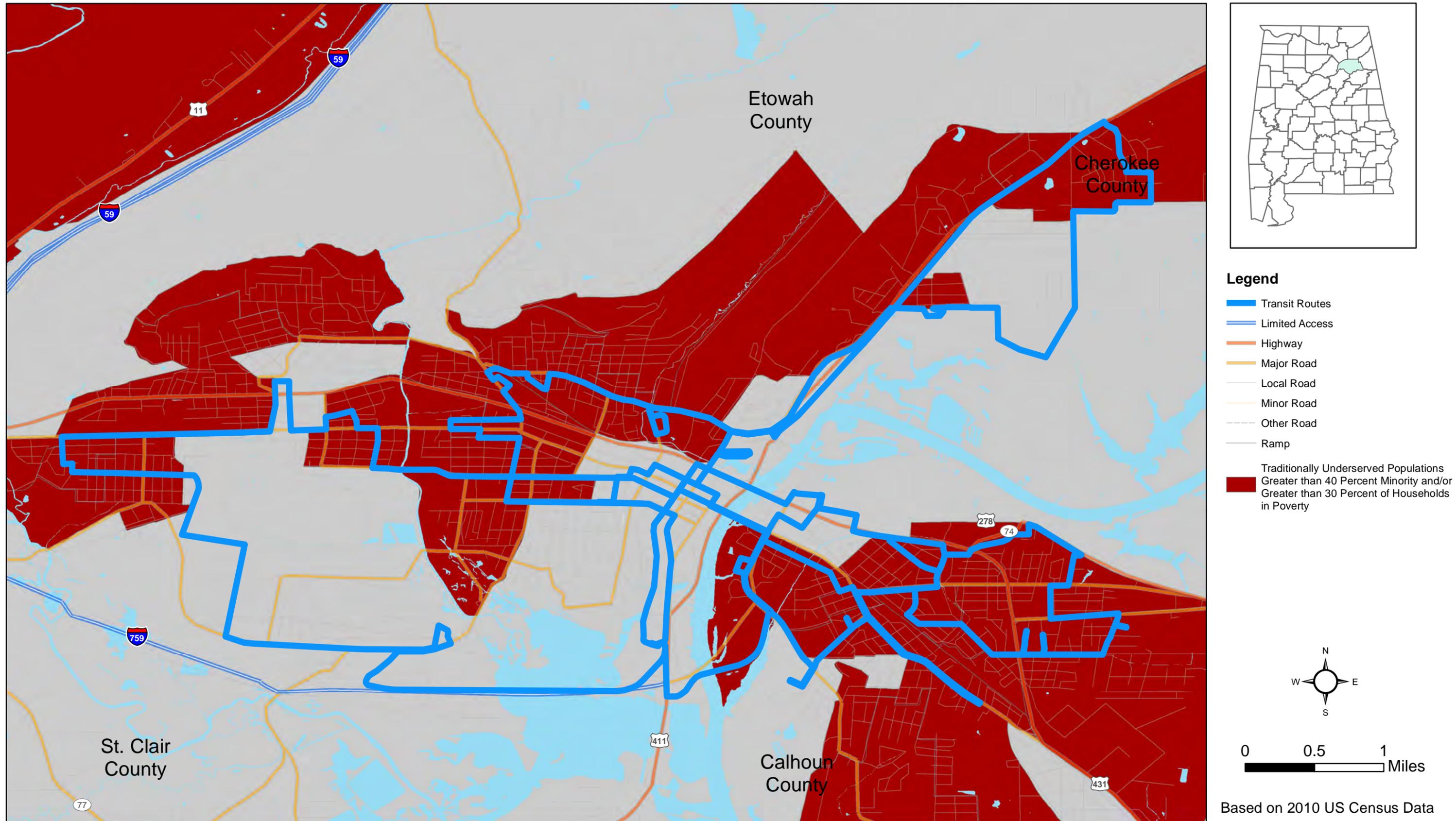
- Park
- Community / Recreation Center
- School / Education Facility
- Library
- Shopping Mall / Complex
- 1/2 Mile Walking Distance
- Limited Access
- Highway
- Major Road
- Local Road
- Minor Road
- Other Road
- Ramp
- Black Creek Trail
- Sidewalks
- Central Route
- East - GRMC Route
- East - GSCC Route
- West Route



0 0.5 1 Miles

Based on 2010 US Census Data

# Figure 3-13. Fixed Route Service to Traditionally Underserved Populations



## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

All routes provide service on weekdays from 6:00 AM to 6:00 PM and on Saturdays from 9:00 AM to 6:00 PM. The regular one-way fare is \$0.50, with a half-fare of \$0.25 available to riders 60 years of age or older, with disabilities, or who participate in the Medicare program. Children under 2 years old ride free. New buses were put into service starting in late 2008, which accommodate 12 seating and 10 standing passengers and are all wheelchair accessible.

According to data filed with the National Transit Database, the combined ridership for trolley routes in 2012 was 68,521 unlinked trips. The service operated 5 buses for a total of 11,352 annual vehicle revenue hours and 203,586 annual vehicle revenue miles. Operating expenses totaled \$476,674 and fare revenues equaled \$29,396.

### 3.5.3 DART

Paratransit service is provided within the city limits of Gadsden, Attalla, and Rainbow City by GTS under the name DART (Dial-A-Ride Transportation). The curb-to-curb demand response service is limited to those persons whose disabilities prevent use of the accessible fixed route bus service, and riders must submit the appropriate certification and application forms. DART service hours are the same as the fixed route trolley service—weekdays between 6:00 AM and 6:00 PM and Saturdays from 9:00 AM to 6:00 PM. Rides are scheduled within a 30-minute pick-up window and with a minimum 24-hour advance notice. In addition, a subscription service is available to schedule rides for the same place, at the same time, and on the same day every week. The regular fare is \$1.50 per trip, or \$0.75 per trip for ADA certified passengers.

According to data filed with the National Transit Database, the combined ridership for the demand response service in 2012 was 40,912 unlinked trips. The service operated 6 vehicles for a total of 13,320 annual vehicle revenue hours and 218,386 annual vehicle revenue miles. Operating expenses totaled \$601,301 and fare revenues equaled \$54,628.

### 3.5.4 Etowah County Rural Transportation

ECRT provides demand response transportation service to the general public within rural Etowah County for any type of trip within the service area. Operating hours are weekdays between 8:00 AM and 4:30 PM, with a 30-minute pick-up window. Customers are asked to schedule trips between 24 and 48 hours in advance, but same-day requests are accepted if possible. Trips are prioritized on a first come, first serve basis, although medical emergencies are given first consideration. Contract trips are common, and standing orders are also permitted. ECRT's fare structure is a flat fee of \$6.00 per stop, plus \$2.00 for each additional stop. Drivers collect exact fares when passengers board. All passengers from health care facilities, nursing homes, and assisted living residences are required to be accompanied by an assistant, who travels free of charge with the regular passenger fare.

According to the *Management Performance Review* report, the average trip length for the system is about 20 miles, and passengers spend on average thirty minutes, and at times up to one hour, on the vehicle. There are approximately 30-50 scheduled trips per day. The system's current service levels meet the demands for public transportation, with no trip denials made due to limitations with the schedule. Survey responses have led ECRT to conclude that the service areas are very convenient for its passengers. The transit system is estimated as having 40 percent contract trips and 60 percent general public trips.

## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

### 3.5.5 Coordinated Public Transit and Human Services Transportation

Under MAP-21, coordination with human services transportation continues to be a requirement of statewide and metropolitan transportation planning. MAP-21 brings an end to the distinct JARC (Job Access and Reverse Commute) and New Freedom programs. Nevertheless, JARC-type projects will continue as eligible activities under the rural (Section 5311) and urban (Section 5307) funding provisions, and New Freedom-type projects will be allowable under Section 5310 regarding seniors and people with disabilities. The Section 5310 program, which is expanded under MAP-21 to include more eligible activities, provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each state's share of population for these groups of people. All projects funded under the Section 5310 program must be derived from a locally developed, coordinated public transit-human services transportation planning process, and are selected through a statewide competitive grant application process. Most projects require a 20 percent local match.

The *Coordinated Public Transit and Human Services Transportation Plan for the East Alabama Region*, prepared by the East Alabama Regional Planning and Development Commission (EARPDC), was most recently updated in July 2012. The East Alabama Region encompasses 10 counties and 58 municipalities therein, including Etowah County and its municipalities. Previously, in 2008, the EARPDC plan included only the eight rural counties, while the MPOs for Gadsden and Anniston developed Coordinated Plans encompassing the entirety of Etowah and Calhoun counties, respectively. The assessment considered not only the transportation services available within each individual county, but also the impact of those combined services on the entire region. The findings show that, despite the existing transportation planning and transit services available, large parts of the East Alabama Region still have overwhelming transportation needs and that the entire region is in need of expanded transportation services. Furthermore, the rural nature and low population density of the majority of the East Alabama Region is a major factor in the inability to adequately serve the region with transportation services. While specific transportation and transit needs vary greatly from county to county within the region, 17 broad categories of unmet transportation needs were identified as part of a broader, regional perspective. The plan also identifies a number of strategies and recommendations for increased coordination opportunities among the agencies eligible to receive Section 5310 funds, as well as with transportation providers that receive other program funds or are privately operated.

### 3.5.6 Major Public Transit Destinations

One component of the *Gadsden Transit Analysis* involved the identification of major destinations for public transportation riders. To be successful, transit services must connect riders to the places they want to go. In the Gadsden area, these destinations include:

- Medical services such as the Gadsden and Riverview Regional Medical Centers, County Health Department, clinics, and pharmacies
- Government services and facilities such as City Hall, Etowah County Courthouse, the post office, the library, the Department of Human Services, vocational rehabilitation facilities, and the Social Security Administration offices
- Retail centers including Walmart, Gadsden/Colonial Mall, Kmart, Hobby Lobby, grocery stores, and shopping plazas

- Residential areas, particularly those with lower income and senior housing developments

### 3.5.7 Intercity Bus

Greyhound Bus Lines provides inter-city bus service from downtown Gadsden. Although centrally located at 503 Meighan Boulevard, this improvised station location offers no passenger amenities. Greyhound's local connector service circulates through Gadsden from its origin in Birmingham, where passengers can then access Greyhound's national express routes. Buses depart Gadsden for Birmingham twice daily, at 11:55 AM and 4:45 PM, and cost \$35.50 for a standard fare. Operating hours for the station, ticketing, and Package Express services are Monday-Friday from 9:00 AM to 5:00 PM and Saturday from 8:00 AM to 2:30 PM.

### 3.5.8 Public Transportation Needs

The assessment of needs indicates that the recommendations from the 2010 *Gadsden Transit Analysis* report remain valid and should be implemented as funding is available. The highest priority in the short term would be to increase service frequency and expand service hours to evenings and weekends. Other longer term improvements would include:

- Modify routes to improve operational efficiency
- Add corridor service in Attalla and Rainbow City
- Expand along US 411 to the north, US 278 to the east, and US 431 to the southeast, as demand warrants
- Increase coordination with other programs

The ability to enhance the current transit network is dependent on available funding from the FTA, which is discussed in more detail in the funding section of this document.

## 4.0 PROJECT IDENTIFICATION AND EVALUATION

### 4.1 NEEDS ASSESSMENT

A safe and efficient transportation system is key to a vital community that supports established neighborhoods and provides an attractive location for businesses. An important initial step in plan development is assessing the current transportation system to identify existing and future deficiencies and needs for all modes. This information then serves as the basis for the development of improvement recommendations.

Combined with background socio-economic and land use data, the travel demand model utilizes data on current and projected future traffic volumes and roadway characteristics and capacities to forecast current and future conditions across the entire roadway network. Through this process, locations with deficient operations can be readily identified for further analysis. The travel demand model results served as the foundation for roadway improvements, with consideration given to individual congested segments as well as how the entire system operates. However, quantitative data alone cannot provide a sufficiently complete picture of existing and future conditions and needs, so qualitative assessments are also used. These range from field surveys conducted by experienced transportation professionals to comment forms completed by the public at meetings. Importantly, the stakeholders' and public's daily experiences using the transportation network can confirm what the data indicates. They ensure that problem areas do not get overlooked and that the community's vision and goals remain at the forefront throughout the planning process.

Similarly, recommendations included within regional, local, and subarea planning efforts are important resources for project needs identification. Due to the long horizon period of many planning studies (often as much as 30 years), only a small fraction of recommended projects are typically completed within the relatively short update interval (every five to eight years) of a plan. As such, many recommended but as yet incomplete projects remain viable improvements and are carried forward into subsequent plans.

Current land use and future land use vision are also important to the plan development process. Land use is particularly relevant because of its direct relation to current and future population and employment figures—important data inputs to the travel demand model. The role of the transportation network is to provide access to land, thereby sustaining existing land uses and enabling new development. Land uses, in turn, generate vehicle, pedestrian, bicycle, and transit trips. Therefore, land use and transportation must be considered together in order to effectively manage traffic along roadways and maintain accessibility.

### 4.2 PROJECT IDENTIFICATION METHODOLOGY

A wide variety of information on the deficiencies and needs of each transportation mode was utilized to develop potential project solutions. Projects were screened for inclusion in the LRTP based on their ability to address the previously defined system needs and achieve LRTP goals. Projects for the 2040 LRTP were identified through a number of means based on the improvement type. This includes:

- Assessment of existing and projected conditions based on travel demand model results, traffic counts, and other quantitative data sources
- Consideration of past and future demographics and land use trends

## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

- Evaluation of projects from the 2035 LRTP against existing and projected conditions
- Review of programmed improvements in ALDOT work programs (e.g., resurfacing and Section 130)
- Recommendations set forth in other studies and plans, such as the *Bicycle and Pedestrian Plan*
- Input from the public, stakeholders, and MPO committees (Policy, TCC, CAC, and BPGAC)
- Field surveys by transportation professionals

### 4.3 COMPARATIVE EVALUATION AND PRIORITIZATION OF PROJECTS

Existing and projected needs across the entire transportation system network were identified and a preliminary list of improvement projects developed to address the deficiencies. A comparative evaluation of projects was then undertaken as the basis for project prioritization. The following paragraphs describe the factors considered in developing the list of projects for each project type.

Capacity improvements were evaluated based on a three-step process. First, proposed capacity improvements were evaluated against three primary sets of measures related to mobility benefits, MAP-21 priorities, and sustainability measures. Then, the severity of congestion projected along the project segments was assessed based on the number of trips exceeding the capacity of the roadway per lane. Lastly, potential projects were evaluated for constructability using factors such as potential impacts to wetlands, existence of community facilities/parks/schools, and topographical considerations. As a result of this evaluation, projects could be prioritized and, if warranted, redefined. For example, a project initially considered for capacity improvements could instead be changed to corridor level intersection improvements and/or access management if widening was determined unfeasible.

Much like capacity improvements, intersection improvements and access management corridors were evaluated based on their ability to relieve existing and projected congestion, whether they serve freight corridors, employment centers, or low income areas. Some congested corridors are identified for access management and/or intersection improvements instead of widening due to constraints from topographical issues or potential community impacts, which are barriers to capacity improvements. Furthermore, because funding for capacity improvements is becoming increasingly scarce, developing a plan that emphasizes lower cost operational improvements that provide a high return on investment is a primary objective.

Federal regulations require that bridges be maintained in safe condition before federal transportation funds can be used for other transportation projects. ALDOT inspects all bridges every two years on a continuous schedule, assigning scores according to their condition. The schedule for bridge improvements is determined by ALDOT in coordination with local governments. Other factors that can help prioritize bridge improvements include overall roadway volumes, truck traffic counts, and accessibility to activity centers.

Section 130 program funds are eligible for projects at all public crossings including roadways, bicycle trails, and pedestrian paths. Railroad crossing improvements are prioritized by ALDOT in coordination with local governments.

## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

Pavement conditions are monitored through local work programs, and resurfacing projects are prioritized through coordination between ALDOT and local governments. As with other maintenance and operations projects, roadways most critical for mobility and/or connectivity are given priority.

The general need for bicycle and pedestrian improvements was well documented in previous plans, as well as during public outreach activities for the 2040 LRTP. Recommendations for specific project types and locations were determined using a combination of professional knowledge, input from MPO staff, and comments from the public, stakeholders, and committee members. Potential bicycle and pedestrian improvements were developed by reviewing connectivity issues and existing proposals for future facilities. Current and anticipated locations for growth in residential and commercial activity nodes were also analyzed to indicate where future facilities might provide mobility alternatives.

Transit operations are regularly monitored as part of the annual National Transit Database (NTD) reporting to FTA required of those receiving federal transit funds. In addition, specialized studies are undertaken at times to provide a more focused assessment of current transit operations and needs. Land use and demographics information is also useful in identifying residential and commercial areas with sufficient density and trip attraction to support transit services. Transit priorities for the 2040 LRTP relied primarily on the findings of the *Gadsden Transit Analysis* study completed in 2010, together with input from Transportation Department staff and public/stakeholder input.

## 5.0 LRTP PROGRAM OF PROJECTS AND FINANCIAL PLAN

The recommended projects are multimodal solutions to address the area's transportation needs through 2040. The LRTP's financially constrained project list represents the highest priority projects that can be funded within the projected allocations over the 25-year plan horizon. Additional projects that address identified needs but which, due to prioritization and/or cost, cannot be implemented within the anticipated funding levels are listed as visionary projects.

ALDOT defines improvements as roadway capacity or maintenance and operations (MO) projects. The LRTP work program, which further categorizes MO projects by improvement type, presents projects as:

- Roadway Capacity
- Maintenance and Operations – Corridor Safety and Operations Program (access management, intersection, and operational improvements)
- Maintenance and Operations – Bridge (replacement or repair)
- Maintenance and Operations – Railroad Crossing
- Maintenance and Operations – Resurfacing
- Maintenance and Operations – Bicycle and Pedestrian
- Maintenance and Operations – Transit

### 5.1 FUNDING SOURCES AND ALLOCATIONS

Project implementation most often requires funds from a combination of sources at the federal, state, and local level. As such, the financial plan provides a breakdown of anticipated funding from federal, state, and local sources over the 25-year plan horizon according to project type. Historic funding data and future funding assumptions provided by ALDOT were used as the basis for the financial plan.

#### 5.1.1 Funding Sources

MAP-21 legislation outlines the following primary funding categories for transportation improvements:

- **National Highway Performance Program (NHPP)**—Funds improvements to the National Highway System (NHS) and the Interstate Highway System, as well as other roads important to the nation's economy, defense, and mobility. NHS facilities in the GEMPO area include I-59, I-759, US 11, US 278, US 411, US 431, and SR 77.
- **Surface Transportation Program (STP)**—Funds improvements on any federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital projects, and public bus terminals and facilities. Within the ALDOT funding system, the major funding allocations within this program are Other Area (STPOA) funds and State managed (STPAA) funds. STPOA funds are allocated to projects at the MPO's discretion, while STPAA funds are utilized at ALDOT's discretion.
- **Highway Safety Improvement Program (HSIP)**—Funds highway safety improvements on all public roads, with a goal of improving overall performance of the roadway network.
- **Congestion Mitigation and Air Quality (CMAQ) Improvement Program**—Dedicated to projects that serve to reduce emissions and promote air quality in areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, and particulate matter. The GEMPO area does not qualify for CMAQ funds since it currently meets these standards.

## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

- Alabama Transportation Rehabilitation and Improvement Program (ATRIP)**—An ALDOT administered program that funds up to 80 percent of the construction of important roadway projects. The program requires local jurisdictions to bear the costs of environmental assessment, design, and right-of-way acquisition.

### 5.1.2 Funding Projections

GEMPO’s historic 10-year expenditures and future 25-year funding allotments from federal sources are presented in Table 5-1.

**Table 5-1: Projected Federal Funding and Historic Expenditures**

MAP-21 Funding Categories	Future Allotments		Historic Expenditures			
	25-Year Funding Projections (Capacity)	25-Year Funding Projections (MO)	Annual Project Funding (Capacity)	Annual Project Funding (MO)	10-Year Project Funding (Capacity)	10-Year Project Funding (MO)
National Highway Performance Program	\$ 40,043,000	\$ 7,475,000	\$ 991,600	\$ 909,100	\$ 9,916,000	\$ 9,091,000
Surface Transportation Program-Ded. (STPOA)	\$ 11,819,000	\$ 21,949,000	\$ 874,200	\$ 1,248,800	\$ 8,742,000	\$ 12,488,000
Surface Transportation Program-State (STPAA)	\$ -	\$ 137,419,000	\$ 4,616,100	\$ 5,633,200	\$ 46,161,000	\$ 56,332,000
Bridge Funding	\$ -	\$ 10,340,000	\$ 53,900	\$ 359,700	\$ 539,000	\$ 3,597,000
Interstate Maintenance	\$ -	\$ 42,890,000	\$ -	\$ 1,715,600	\$ -	\$ 17,156,000
ATRIP	\$ 3,893,000	\$ 7,836,000				
Congestion Mitigation and Air Quality (CMAQ)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Program (HSIP)	\$ -	\$ 10,175,000	\$ -	\$ 407,000	\$ -	\$ 4,070,000
High Priority and Congressional Earmark Funding	\$ -	\$ -	\$ 56,000	\$ -	\$ 560,000	\$ -
<b>Total</b>	<b>\$ 55,755,000</b>	<b>\$ 238,084,000</b>	<b>\$ 6,591,800</b>	<b>\$ 10,273,400</b>	<b>\$ 65,918,000</b>	<b>\$ 102,734,000</b>
Required Local Match	\$ 13,938,750	\$ 59,521,000	<b>\$ 73,459,750 Total Local Match Required</b>			
Total Funding	\$ 69,693,750	\$ 297,605,000	<b>\$ 367,298,750 TOTAL FUNDING AVAILABLE</b>			

Source: ALDOT, JRWA

Notes:

- Transit funding addressed separately.
- Per input from MPO staff, it was assumed that all local funds would be available to meet the required match for applicable funding sources.

A comparison of historical and projected funding levels indicates the following:

- Projected federal funding through year 2040 will total approximately \$293.8 million, or \$11.75 million annually. This represents a decrease of approximately \$5.1 million annually from the \$16.9 million received annually over the most recent 10-year period.

## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

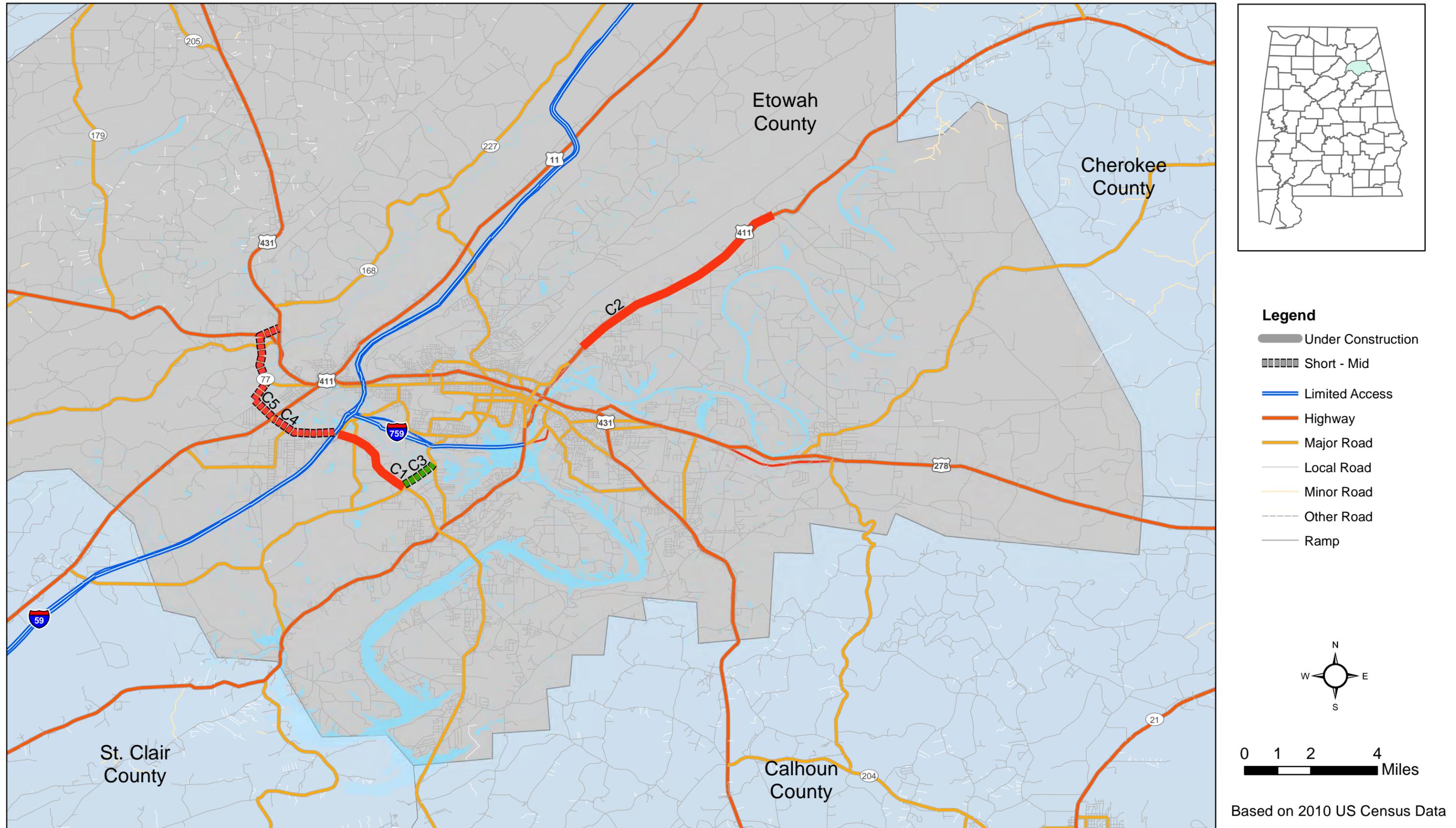
- Funding available for capacity improvements is projected to decrease significantly. In the previous 10-year period, GEMPO received approximately \$65.9 million in federal funding for capacity improvements. In contrast, capacity funding over the next 25 years is projected to total only \$55.8 million. The significance of this reduction is even more apparent when viewed on an annual basis. Funding drops from approximately \$6.6 million per year to \$2.2 million, a 66 percent decrease. This reduction represents a \$109 million decrease in capacity funding over the next 25 years as compared to historical funding levels.
- MO funding is projected at \$297.6 million over the next 25 years, or \$9.5 million annually. Over the past 10 years, the MO allocation averaged \$10.3 million annually. Thus, MO funding is projected to decrease by \$750,000 per year through 2040. Over the 25 years, this represents a decrease in MO funding of more than \$18.75 million versus historical funding levels.
- The federal funding sources listed in Table 5-1 typically require a 20 percent local match. In many cases, these costs are incurred through ALDOT funding. For planning purposes, the 2040 LRTP financial plan incorporates the 20 percent local match. Therefore, the projected federal funding of \$294 million would require a local match of \$73.5 million through 2040. For planning purposes, it was assumed that these local funds would be available; however, a shortfall in local funding would subsequently result in decreased overall funding available to GEMPO.
- There is a shift in the overall share of projected funding to MO projects versus capacity projects. Approximately 19 percent of projected funding is allocated to capacity improvements as compared to historical levels totaling 39 percent. This degree of disparity impacts the types of projects that can be included in the financially constrained work program. Inclusive of the 20 percent local match, funding through 2040 is projected to total \$69.7 million for capacity improvements and \$297.6 million for MO projects.

Data from the Transportation Economic and Land Use System (TELUS), which was adopted by ALDOT to assist in preparing, maintaining, and disseminating its annual transportation improvement program, were utilized in developing the 2040 LRTP work program. TELUS is closely linked to the Comprehensive Project Management System (CPMS), which ALDOT continually updates. Although the cost estimates provided in this LRTP work program will be further refined prior to project implementation, the TELUS data provides an acceptable foundation for the programming assumptions contained herein.

### 5.2 ROADWAY CAPACITY PROJECTS

A total of nine capacity projects were identified during development of the 2040 LRTP, as identified in Figures 5-1 and 5-2 and Table 5-2. Of these, two are currently under construction (shaded in green in the table) and three are included in the fiscally constrained list (shaded in blue). As previously noted, the \$69.7 million in projected funding for capacity projects severely limits the fiscally constrained work program. Collectively, the fiscally constrained projects enhance mobility in key commercial and industrial areas along I-59 and maximize the utility of previous ALDOT investments along SR 77.

# Figure 5-1. Fiscally Constrained Roadway Capacity Projects (2015-2040)



# Figure 5-2. Visionary Roadway Capacity Projects (2040 and Later)

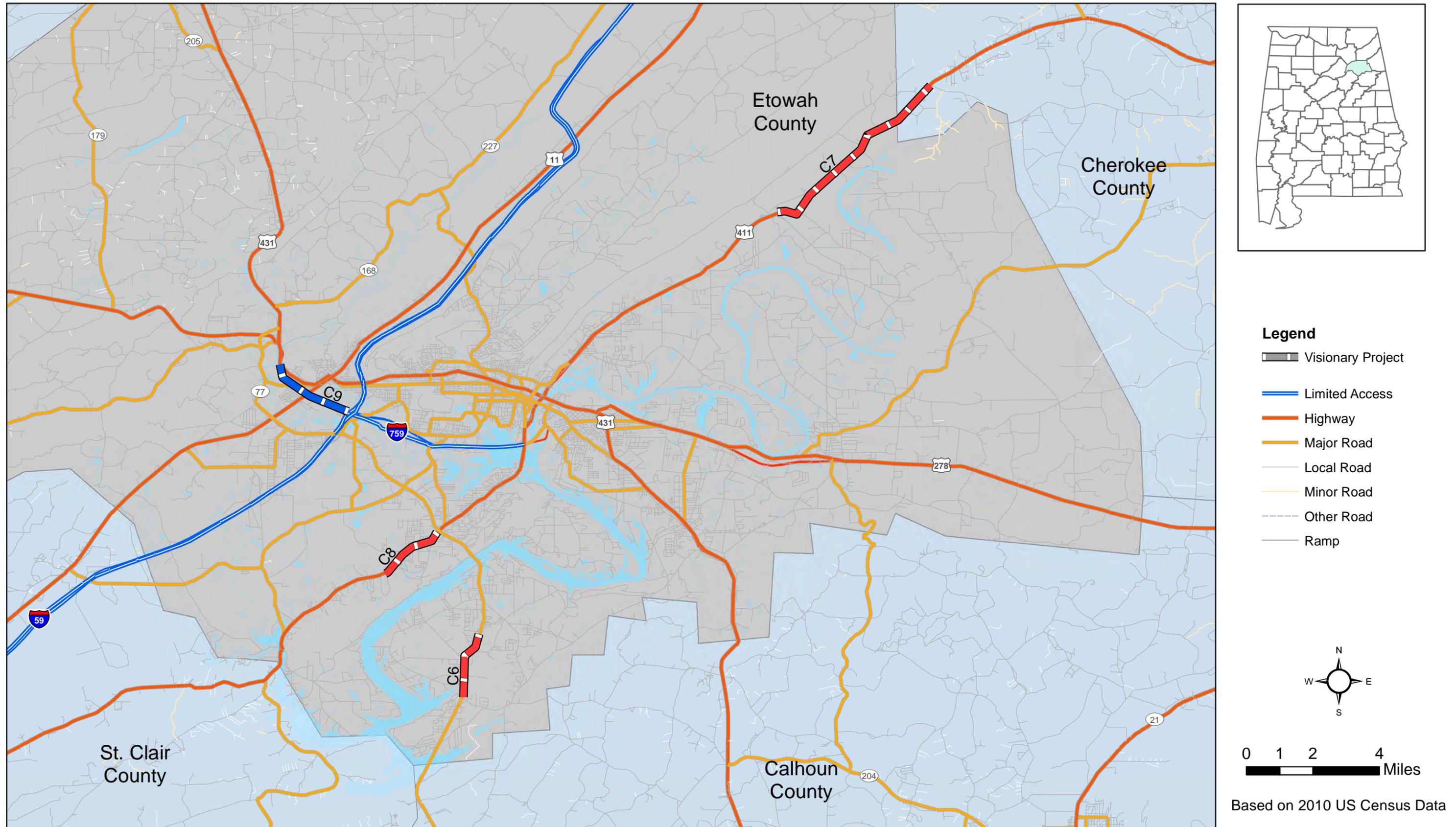


Table 5-2: Roadway Capacity Projects

MAP ID#	ALDOT Project ID	Project Description / Limits	Project Type	Project Length (miles)	Project Purpose	Time Frame	ALDOT Phasing / Year	Year of Construction	Year of Expenditure	Pedestrian / Bicycle Improvement
C1	100004851	Widen SR 77 from CR 162 (Steele Station Rd) to I-59 ramps (east side) in Attalla from 2 to 4 lanes; includes replacing BIN 002037	ADL	2.4	Reduce Congestion and Improve Mobility	Short (1-5 years)	CN 2011	2015	\$ 13,057,707	Project under construction
C2	100008733 100057992	Construct new 4-lane US 411 on new location from Gadsden to Turkeytown	BSP, UT	7.4	Reduce Congestion and Improve Mobility	Short (1-5 years)	CN 2012 UT 2012	2015	\$ 23,289,080	Project under construction
C3	100008479 100008480	Widen CR 162 (Steele Station Rd) from SR 77 to CR 203 (Sutton Bridge) from 2 to 4 lanes	GRP	1.2	Reduce Congestion and Improve Mobility	Short (1-5 years)	RW 2009 CN 2015	2015	\$ 6,720,424	4' sidewalks on each side of roadway
C4	100004858 100004852	Widen SR 77 from I-59 ramp (west side) to SR 7 (US 11) in Attalla from 2 to 4 lanes	ADL	1.5	Reduce Congestion and Improve Mobility	Mid (5-25 yrs)	RW 2009, 2019 UT 2019 CN 2020	2020	\$ 11,873,000	4' sidewalks on each side of roadway
C5	100004854 100004856 100004850 100058510	Widen SR 77 from US 11 to US 278/431 from 2 to 4 lanes	GRP	3.2	Increase Connectivity for Freight Travel	Mid (5-25 yrs)	PE 2018 RW 2021 UT 2022 CN 2022	2022	\$ 38,180,000	4' sidewalks on each side of roadway
C6	100004644 100004000	Widen SR 77 from Green Valley Rd to Sunset Dr from 2 to 4 lanes	ADL	2.0	Reduce Congestion and Improve Mobility	Visionary (25+ years)	RW 2017	Visionary	\$ 21,891,755	4' sidewalks on each side of roadway
C7	100008734 100008735	Construct new 4-lane US 411 on new location from Turkeytown to Cherokee CR-20	GPB	5.3	Reduce Congestion and Improve Mobility	Visionary (25+ years)	PE 2048 CN 2048	Visionary	\$ 43,610,879	Share the Road Signage
C8	100049235	Widen US 411 (SR 25) from 0.1 mile north of CR-181 (Township Road) to SR 77 in Rainbow City	ADL	1.5	Reduce Congestion and Improve Mobility; Serve High Growth Areas	Visionary (25+ years)	PE 2048 RW 2049 UT 2049	Visionary	\$ 23,367,603	4' sidewalks on each side of roadway
C9	100003951	Extend I-759 west to US 278/US 431 (new roadway)	GPB	2.0	Reduce Congestion and Improve Mobility	Visionary (25+ years)	PE 2045 ROW 2049 PE/Bridge 2049 UT 2049	Visionary	\$ 131,927,340	Legal Exception (bicycle and pedestrian facilities not allowed on interstates)

\* All out-year projections are estimated at a 1 percent per annum inflation rate.

Under Construction

Financially Constrained

Visionary

## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

The rationale for the projects' inclusion in the fiscally constrained work program is provided below:

- CR 162 (Steele Station Road) Widening—Project scheduled for construction in 2015
- SR 77 from I-59 to US 11 Widening—Right-of-way acquisition has already taken place; projected levels of congestion along roadway are high; serves freight traffic and employment areas
- SR 77 from US 11 to US 278/431 Widening—Provides connectivity from I-59 to US 278/431; projected levels of congestion along roadway are high; serves freight traffic and employment areas; higher rate of return on previous ALDOT investments

The projected funding for the three fiscally constrained capacity projects, which totals approximately \$56.7 million, is shown in Table 5-3. The majority of funding—approximately \$50 million (\$40 million federal, \$10 million local) is allocated to improvements along SR 77, with the remaining \$6.6 million dedicated to CR 162 (Steele Station Road). TELUS indicates \$5.5 million in ATRIP funding is projected for the Steele Station Road improvement; however, projected allocations from ALDOT indicate only \$3.9 million in ATRIP funding is available for this improvement. Therefore, it was assumed that the remaining \$1.6 million in federal funding required would be incurred through the STPOA.

**Table 5-3: Projected Funding for Roadway Capacity Projects**

Fiscally Constrained Project List		Funding Information				
Map ID#	Project Definition	NHPP	STPOA	ATRIP	Local	Project Total
C3	CR 162 (Steele Station Rd) from SR 77 to CR 203 (Sutton Bridge Road)	\$ -	\$ 1,627,424	\$ 3,893,000	\$ 1,104,085	\$ 6,624,509
C4	SR 77 from I-59 ramp (west side) to SR 7 (US 11) in Attalla	\$ 9,499,000	\$ -	\$ -	\$ 2,374,000	\$ 11,873,000
C5	SR 77 from US 11 to US 431	\$ 30,544,000	\$ -	\$ -	\$ 7,636,000	\$ 38,180,000
<b>TOTAL</b>		<b>\$ 40,043,000</b>	<b>\$ 1,627,424</b>	<b>\$ 3,893,000</b>	<b>\$ 11,114,085</b>	<b>\$ 56,677,509</b>

<b>TOTAL CAPACITY FUNDING AVAILABLE</b>	<b>\$ 69,693,750</b>
<b>Fiscally Constrained Project List Funding</b>	<b>\$ (56,677,509)</b>
<b>Total Funding Remaining</b>	<b>\$ 13,016,241</b>
STPOA Remaining	\$ 10,191,576
Local Match Remaining	\$ 2,824,665

The remaining four capacity projects are considered visionary since available funding does not exist for their inclusion in the fiscally constrained project list. Each of these projects was also included in the previous 2035 LRTP and their continued need was reconfirmed. Two projects—the widening of US 411 to Cherokee County and SR 77 from Sunset Drive to Green Valley Road—were listed as short term projects in the 2035 LRTP, but were reprioritized due to funding shortfalls and shifting needs. Funding projections for capacity projects indicate that approximately \$13 million will remain available after subtracting the fiscally constrained projects. During the next LRTP update, the availability of these funds should be reassessed for use in moving visionary projects forward.

The continued need for congestion relief in East Gadsden and the related impasse regarding the I-759 eastern extension must be referenced in the LRTP project recommendations despite the current lack of a defined improvement for inclusion in the projects list. Widespread public support and an earnest desire to move forward on the part of GEMPO member jurisdictions indicates that efforts to find a feasible project option will continue. Any alternative project that may be identified in future should be incorporated into the LRTP work program, within the fiscally constrained or visionary project list as appropriate, through a plan amendment.

### **5.3 MAINTENANCE AND OPERATIONS PROJECTS – ROADWAY AND BRIDGE**

The LRTP work program contains the following categories of roadway related MO projects:

- Corridor Safety and Operations Program
- Bridge Improvements
- Railroad Crossing Improvements
- Resurfacing Projects
- Interstate Maintenance

Figure 5-3 presents the fiscally constrained MO roadway and bridge projects, and Figure 5-4 presents the visionary MO roadway and bridge projects.

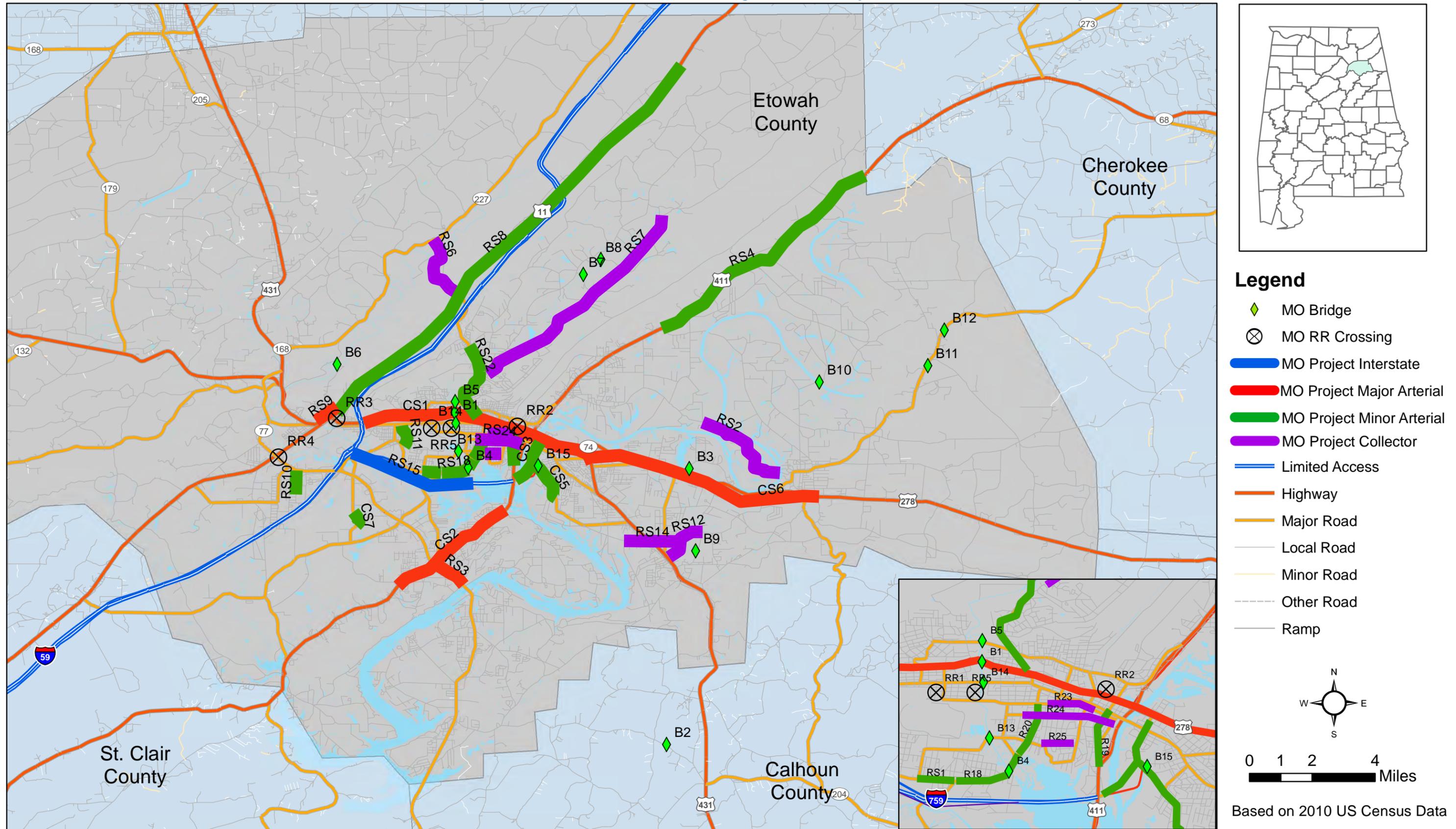
#### 5.3.1 Funding Considerations

As with capacity projects, programming MO projects requires careful examination of committed projects against the allocation of available and future funds. The work program for each MO category is based on the allocation of projected funding sources, as provided in Table 5-4. The table shows that the majority of MO funds are programmed for operational and safety improvements, bridge projects, resurfacing, and interstate maintenance. These allocations assume the use of STPAA funds for specific program areas, which are used at the discretion of ALDOT. Therefore, coordination between ALDOT and GEMPO will be required in order to execute the work program as prescribed in this table.

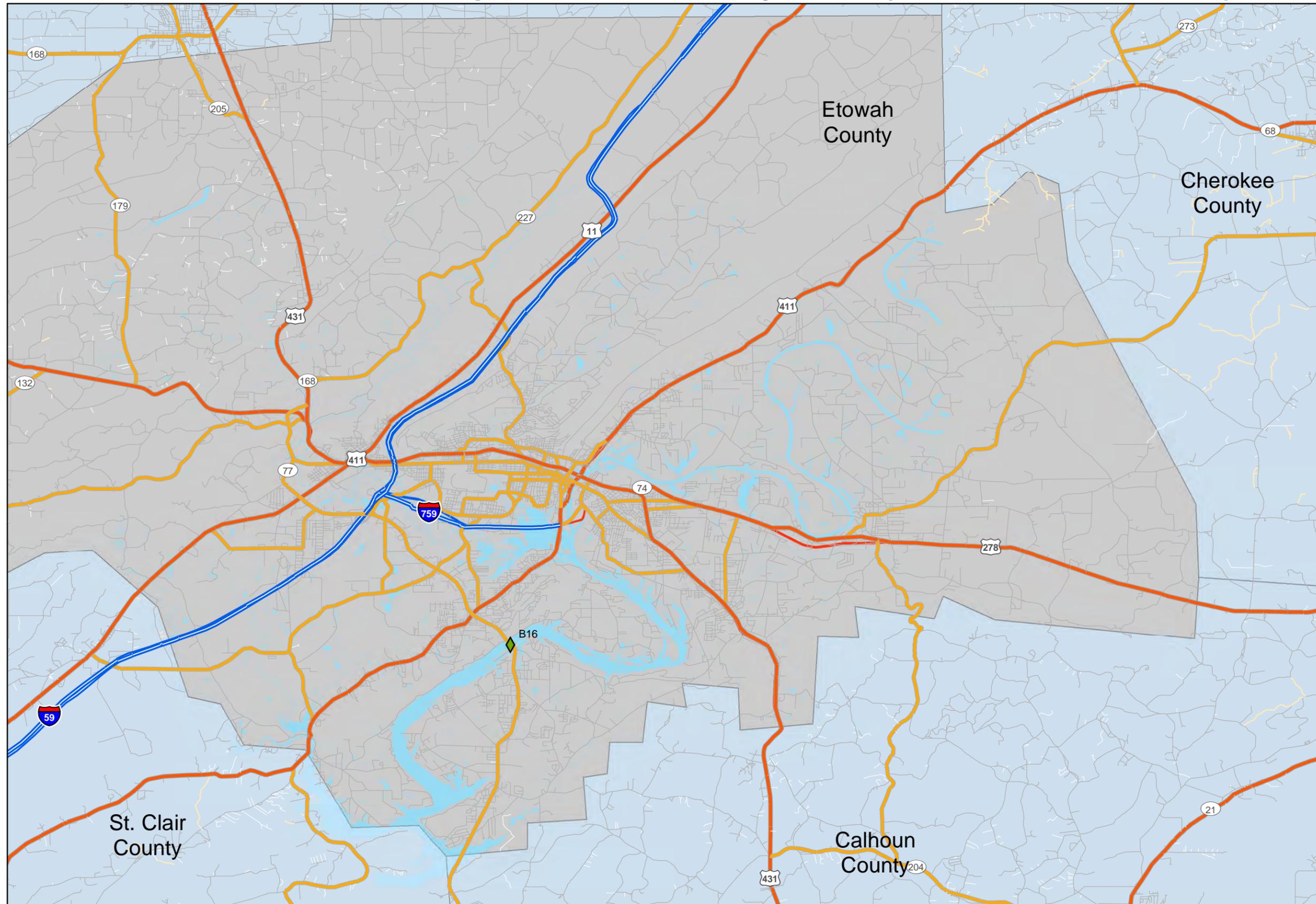
#### 5.3.2 Corridor Safety and Operations Program

The funding shift from capacity to MO projects heightens the need to improve mobility through strategies other than roadway widening. The Corridor Safety and Operations Program, presented in Table 5-5, promotes lower cost intersection, signalization, and other operational improvements that enhance mobility and safety. A major component of this program focuses on improving operations along corridors previously identified for capacity projects, but which are now targeted for operational improvements. These corridors are identified as Regional Constrained Corridors in Table 5-5. Initially, access management studies will be undertaken to identify specific improvements for inclusion in the overall program. Improvements identified for these corridors may receive higher implementation priority due to their mobility and safety benefits. Similarly, improvements addressing congestion at the interstate interchanges are a high priority given their significance for regional mobility and economic development. Specific projects will be prioritized for implementation on an annual basis through the MPO, which will then coordinate with ALDOT and/or local jurisdictions on implementation. Any additional projects under this program will be identified through the regular MPO planning process.

# Figure 5-3. Fiscally Constrained Maintenance and Operations Projects (2015-2040)

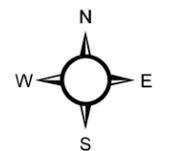


# Figure 5-4. Visionary Maintenance and Operations Projects (2040 and Later)



## Legend

- ◆ MO Bridge Visionary
- ▬▬ Limited Access
- ▬ Highway
- ▬ Major Road
- ▬ Local Road
- ▬ Minor Road
- - - Other Road
- ▬ Ramp



Based on 2010 Census Data

Table 5-4: Projected Funding for Maintenance and Operations (MO) Projects

MO Project Categories	TOTAL	NHPP	STPOA	STPAA	Interstate Maintenance	Bridge	HSIP	ATRIP	Local Match
<b>MO Funding Total</b>	<b>\$ 297,605,000</b>	<b>\$ 7,475,000</b>	<b>\$ 21,949,000</b>	<b>\$ 137,419,000</b>	<b>\$ 42,890,000</b>	<b>\$ 10,340,000</b>	<b>\$ 10,175,000</b>	<b>\$ 7,836,000</b>	<b>\$ 59,521,000</b>
Operations & Safety Program (Access Management & Intersections)	\$ 83,743,681	\$ -	\$ 487,384	\$ 60,000,000	\$ -	\$ -	\$ 6,507,561	\$ -	\$ 16,748,736
Bridge	\$ 73,497,664	\$ -	\$ 6,670,894	\$ 35,000,000	\$ -	\$ 10,340,000	\$ -	\$ 6,787,237	\$ 14,699,533
Resurfacing	\$ 64,966,689	\$ 7,475,000	\$ 10,690,722	\$ 29,091,427	\$ -	\$ -	\$ 3,667,439	\$ 1,048,763	\$ 12,993,338
Interstate Maintenance	\$ 56,737,500	\$ -	\$ -	\$ 2,500,000	\$ 42,890,000	\$ -	\$ -	\$ -	\$ 11,347,500
Railroad Crossing	\$ 5,468,750	\$ -	\$ -	\$ 4,375,000	\$ -	\$ -	\$ -	\$ -	\$ 1,093,750
Bicycle Routes & Multi-Use Trails	\$ 8,750,000	\$ -	\$ 3,000,000	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,750,000
Sidewalks	\$ 4,440,716	\$ -	\$ 1,100,000	\$ 2,452,573	\$ -	\$ -	\$ -	\$ -	\$ 888,143

Table 5-5: Corridor Safety and Operations Projects

MAP ID #	ALDOT Project ID	Project Description / Limits	Project Type	Project Length (miles)	Project Purpose	Time Frame Phasing / Year Construction	ALDOT Phasing / Year Construction	Year of Expenditure	Year of Expenditure Costs*
CS1	N/A	Meighan Blvd (US 278/431) from Wilson Ave/Hoke St to I-59--Corridor Improvement Strategy along Regionally Constrained Corridor	N/A	11.75	Improve operations (including freight movement) and serve regional employment	Short (1-5 years)	N/A	2016	\$ 160,000
CS2	N/A	US 411 from Whorton Bend Rd to Lumley Rd--Corridor Improvement Strategy along Regionally Constrained Corridor	N/A	1.06	Improve operations (including freight movement) and serve regional employment	Short (1-5 years)	N/A	2017	\$ 160,000
CS3	N/A	George Wallace Dr from I-759 to US 431 (4 lanes)--Corridor Improvement Strategy along Regionally Constrained Corridor	N/A	3.9	Improve operations (including freight movement) and serve regional employment	Short (1-5 years)	N/A	2018	\$ 160,000
CS4	N/A	North 12th St (SR 211) from Meighan Blvd (US 278/431) to Lookout Cir--Corridor Improvement Strategy along Regionally Constrained Corridor	N/A	1.2	Improve operations and relieve congestion	Short (1-5 years)	N/A	2019	\$ 160,000
CS5	N/A	Paden Rd/Padenreich Ave from George Wallace Dr (SR 291) to College Pkwy--Corridor Improvement Strategy along Regionally Constrained Corridor	N/A	4.1	Improve operations (including freight movement) and serve regional employment	Short (1-5 years)	N/A	2019	\$ 160,000
CS6	N/A	US 278 (Piedmont Cutoff) from Meighan Blvd (US 278/431) to CR 65 Alford Bend Rd--Corridor Improvement Strategy along Regionally Constrained Corridor	N/A	6.1	Improve operations (including freight movement) and serve regional employment	Short (1-5 years)	N/A	2020	\$ 80,000
CS7	100057933	Lighting on CR-64 (Airport Road) at Ira Gray Dr (100057933)	LGT	N/A	Improve operations (including freight movement) and serve regional employment	Short (1-5 years)	CN 2015	2015	\$ 487,384
NA	N/A	Annual allocation for access management strategy implementation, intersection improvements, traffic signal optimization and other safety improvements--Year 2015 to 2020**	N/A	N/A	The purpose of the program would be to improve operations, including freight movement, and serve regional employment.	Short (1-5 years)	N/A	N/A	\$ 15,381,352
NA	N/A	Annual allocation for access management strategy implementation, intersection improvements, traffic signal optimization and other safety improvements--Year 2021 to 2040**	N/A	N/A	The purpose of the program would be to improve operations, including freight movement, and serve regional employment.	Mid (5-25 years)	N/A	N/A	\$ 66,994,945

\* All out-year projections are estimated at a 1 percent per annum inflation rate. Costs may vary depending on specific scopes of services.

\*\* Projects to be prioritized based on local government and MPO input and coordination with ALDOT.

Notes:

1. Prioritization should be given to operational improvements along the Regionally Constrained Corridors and interchanges along I-59 and I-759.

2. Operational improvements at the intersection of E Broad St and N Hood Ave recommended through public input.

Table 5-4, shown previously, identifies \$83.7 million allocated for this program through 2040. To ensure accurate direction to the overall program, \$880,000 is designated for the key corridor assessments (identified as projects CS 1-6 in Table 5-5). Some cost savings may be realized by consolidating some of the corridor assessments. The only currently programmed safety related improvement is the provision of lighting along CR-64 (Airport Road) at Ira Gray Drive, which is estimated to cost \$487,000. The remaining funding is dedicated to the implementation of improvements identified under this program and prioritized through the MPO planning process.

### 5.3.3 Bridge Improvements

Approximately \$73.5 million is allocated for bridge projects over the next 25 years, as shown previously in Table 5-4. The bridge improvement program is provided in Table 5-6. There are 12 bridge improvements programmed within the short-term work program, with estimated costs totaling \$16.5 million. Most of these projects are along roadways with low traffic volumes, although one notable exception is the bridge replacement on Meighan Boulevard (US 278/431) over Black Creek. There are also three bridge projects, at an estimated total cost of approximately \$4.7 million, programmed in the mid-term. Beyond the fiscally constrained work program, the most significant project is the replacement of the northbound bridge of SR 77 over the Coosa River, which has an estimated cost of \$15.7 million. Due to the high priority of this project for the region, GEMPO will continue to coordinate with ALDOT to fund this replacement.

It should be noted that there was a significant shortfall between projected funding amounts from ALDOT and short-term bridge projects within the ALDOT work program. Within TELUS, the following allocations are shown against available funding projections:

- Bridge program—\$20.9 million in identified improvements; \$10.3 million in projected funding through 2040
- ATRIP—\$8.9 million in identified improvements; approximately \$6.8 million (after resurfacing projects) in funding projected through 2040

To balance these shortfalls, it was assumed that the outstanding funds would be subsidized through the STPAA program. Because these funds are used at the discretion of ALDOT, coordination between ALDOT and GEMPO will be required to execute the work program as prescribed in Table 5-6.

# Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

**Table 5-6: Bridge Projects**

MAP ID #	ALDOT Project ID	Project Description / Limits	Project Type	Project Length (miles)	Project Purpose	Time Frame	ALDOT Phasing / Year	Year of Construction	Year of Expenditure
B1	100038045 100060569	Replace bridge on Meighan Blvd (US 278/431) over Black Creek (BIN#5430)	BRL	N/A	Promote the state of good repair and enhance safety	Short (1-5 years)	RW 2014 CN 2015	2015	\$ 5,954,565
B2	100059417	Replace bridge on CR-533 (Gilbert's Ferry Rd) (BIN#3358)	BRL	N/A	Promote the state of good repair and enhance safety	Short (1-5 years)	CN 2015	2015	\$ 849,400
B3	100059385	Replace bridge on Caddell Cir over Big Cove Creek (BIN#3811)	BRL	N/A	Promote the state of good repair and enhance safety	Short (1-5 years)	CN 2015	2015	\$ 674,682
B4	100056243 100046965	Replace bridge on CR-203 (S 11th St) at Black Creek (BIN#2249)	BRL	N/A	Promote the state of good repair and enhance safety	Short (1-5 years)	RW 2014 CN 2015	2015	\$ 1,670,894
B5	100059384	Replace bridge on Tuscaloosa Ave over Black Creek in City of Gadsden (BIN#2271)	BRL	N/A	Promote the state of good repair and enhance safety	Short (1-5 years)	CN 2015	2015	\$ 750,000
B6	100058641	Replace bridge on CR-209 (Wesson Gap Rd) over Little Wills Creek in Etowah County (BIN#8921)	BRL	N/A	Promote the state of good repair and enhance safety	Short (1-5 years)	CN 2015	2015	\$ 2,628,468
B7	100061376	Bridge and approaches on (CR-568) Yates Rd over Black Creek (BIN#8921)	BRA	N/A	Promote the state of good repair and enhance safety	Short (1-5 years)	CN 2015	2015	\$ 1,000,000
B8	100061374	Bridge and approaches on (CR-304) Means Rd over Black Creek (BIN#563)	BRA	N/A	Promote the state of good repair and enhance safety	Short (1-5 years)	CN 2015	2015	\$ 600,000

\* All out-year projections are estimated at a 1 percent per annum inflation rate.

Table 5-6: Bridge Projects (continued)

MAP ID #	ALDOT Project ID	Project Description / Limits	Project Type	Project Length (miles)	Project Purpose	Time Frame	ALDOT Phasing / Year Construction	Year of Construction	Year of Expenditure
B9	100058617	Replace bridge on Pineview Ave over Little Cove Creek 10 miles east of US 431 in City of Glencoe (BIN #3794)	BRL	N/A	Promote the state of good repair and enhance safety	Short (1-5 years)	CN 2015	2015	\$ 470,305
B10	100061377	Bridge and approaches on Coats Bend Cir over unnamed tributary of Coosa River (BIN#561)	BRA	N/A	Promote the state of good repair and enhance safety	Short (1-5 years)	CN 2016	2016	\$ 450,000
B11	100061380	Bridge and approaches on CR-71 (Centre Rd) over Dry Creek (BIN#2479)	BRL	N/A	Promote the state of good repair and enhance safety	Short (1-5 years)	CN 2016	2016	\$ 1,000,000
B12	100061381	Bridge and approaches on CR-631 (Mountain Pass Rd) over Greens Creek (BIN#10648)	BRA	N/A	Promote the state of good repair and enhance safety	Short (1-5 years)	CN 2016	2016	\$ 500,000
B13	100064636 100064638	Replace bridge on Hickory Street over Black Creek	BRL	N/A	Promote the state of good repair and enhance safety	Mid (5-25 years)	PE 2017 CN 2019	TBD	\$ 2,075,056
B14	100064645 100064646	Replace bridge on Forrest Avenue over Black Creek	BRL	N/A	Promote the state of good repair and enhance safety	Mid (5-25 years)	PE 2018 CN 2019	TBD	\$ 1,571,854
B15	100064645 100064647	Replace bridge on George Wallace at Nowlin Branch	BRL	N/A	Promote the state of good repair and enhance safety	Mid (5-25 years)	PE 2018 CN 2020	TBD	\$ 1,049,448
NA	N/A	Annual allocation for bridge rehabilitation, 2021-2040**	N/A	N/A	Promote the state of good repair and enhance safety	Mid (5-25 years)	NA	N/A	\$ 51,752,992
B16	100050052 100050051 100059992	Replace bridge on SR 77 (NB) over Coosa River (BIN#2035)	BRL	N/A	Promote the state of good repair and enhance safety	Visionary (25+ years)	PE 2016 CN 2021	Visionary	To be determined by ALDOT

\* All out-year projections are estimated at a 1 percent per annum inflation rate.

\*\*Projects to be prioritized based on local government and MPO input and coordination with ALDOT.

### 5.3.4 Railroad Crossing Improvements

The amount of projected MO funding allocated to railroad crossing improvements is approximately \$5.4 million through 2040. Railroad crossing improvements are primarily identified through the MPO and local governments, in coordination with ALDOT. The railroad crossing work program, listed in Table 5-7, includes five specific locations designated for short-term improvements at a projected combined cost of \$375,000. The improvements on SR 77 and US 278/431 at their eastern approaches to US 11 in Attalla are important because both intersections serve freight traffic from nearby commercial and industrial uses that is impeded by the pavement condition of both crossings. As with the other MO programs, additional rail crossing improvements will be identified through the regular MPO planning process.

Table 5-7: Railroad Crossing Projects

MAP ID #	ALDOT Project ID	Project Description / Limits	Project Type	Project Length (miles)	Project Purpose	Time Frame	ALDOT Phasing/Year	Year of Construction	Year of Expenditure
RR1	100043003	Railroad safety crossing improvements at CSXT RR and 28th St in Gadsden (DOT#353-824A)	RCI	N/A	Enhance safety between motorists and freight movement	Short (1-5 years)	TBD	2015	\$ 100,000
RR2	NA	Railroad safety crossing improvements at N 6th St in City of Gadsden	RCI	N/A	Enhance safety between motorists and freight movement	Short (1-5 years)	TBD	2015	\$ 75,000
RR3	NA	Railroad safety crossing improvements at US 11 and US 431 in Attalla	RCI	N/A	Enhance safety between motorists and freight movement	Short (1-5 years)	TBD	2015	\$ 75,000
RR4	NA	Railroad safety crossing improvements at US 11 and SR 77 in Attalla	RCI	N/A	Enhance safety between motorists and freight movement	Short (1-5 years)	TBD	2015	\$ 75,000
RR5	NA	Railroad safety crossing improvements at N 23rd St in City of Gadsden	RCI	N/A	Enhance safety between motorists and freight movement	Short (1-5 years)	TBD	2015	\$ 50,000
NA	NA	Annual Allocation for Railroad Crossing Improvements, 2015-2020**	N/A	N/A	Enhance safety between motorists and freight movement	Short (1-5 years)	Not in TELUS	2015	\$ 718,750
NA	NA	Annual Allocation for Railroad Crossing Improvements, 2021-2040**	N/A	N/A	Enhance safety between motorists and freight movement	Mid (5-25 years)	Not in TELUS	2015	\$ 4,375,000

\*All out-year projections are estimated at a 1 percent per annum inflation rate.

\*\*Projects to be prioritized based on local government and MPO input and coordination with ALDOT

### 5.3.5 Resurfacing Projects

Resurfacing priorities are determined primarily through local coordination with ALDOT. Continued development and expansion of the roadway network has resulted in resurfacing emerging as one of the region's most pressing needs. Approximately \$65 million is allocated towards the regional resurfacing program through 2040. The resurfacing program shown in Table 5-8 lists 10 resurfacing projects in the short-term work program at an estimated cost of \$12.7 million. These include improvements to regionally significant roadways such as US 11, SR 77, and the intersection of US 411 and SR 77 in Rainbow City. There are also 15 other projects, with an estimated cost of \$18 million, in the mid-term. During development of specific resurfacing projects, consideration will be given to the potential for pavement markings that enhance bicycle and pedestrian travel on appropriate corridors.

# Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

**Table 5-8: Resurfacing Projects**

MAP ID #	ALDOT Project ID	Project Description / Limits	Project Type	Bicycle / Pedestrian Facilities	Project Length (miles)	Project Purpose	Time Frame	ALDOT Phasing / Year	Year of Construction	Year of Expenditure	Expenditure Costs*
RS1	100048746 100048747	Widen and resurface S 11th St from Black Creek Pkwy to near Piedmont Ave	WRR	ADA Compliance at Sidewalks	0.6	Maintain good repair and enhance safety	Short (1-5 years)	CN 2015	2015	2015	\$ 547,428
RS2	100050715	Resurface Tidmore Bend Rd from White Chapel Rd to Coosa River	RSF	ADA Compliance at Sidewalks	4.2	Maintain good repair and enhance safety	Short (1-5 years)	CN 2015	2015	2015	\$ 760,240
RS3	100060864	Resurface SR 77 from NB/SB Island Rd/Shoreline Cir to North Rd in Rainbow City, including all 4 approaches to US 411 and SR 77	RSF	ADA Compliance at Sidewalks	3.6	Maintain good repair and enhance safety	Short (1-5 years)	FM 2015	2015	2015	\$ 2,114,483
RS4	100060910	Resurface US 411 from north of Appalachian Rd to 3 miles north of CR-20	RSF	ADA Compliance at Sidewalks	5.2	Maintain good repair and enhance safety	Short (1-5 years)	FM 2015	2015	2015	\$ 1,500,000
RS5	100061468 100061469	Resurface Padenreich Ave, Forrest Ave and 9th St in City of Gadsden	RSF	ADA Compliance at Sidewalks	2.5	Maintain good repair and enhance safety	Short (1-5 years)	PE 2014 CN 2015	2015	2015	\$ 1,014,666
RS6	100056669	Resurface CR-212 (Bruton Gap Rd) from CR-7 (US 11) to CR-211 (Duck Springs Rd)	RSF	ADA Compliance at Sidewalks	2.2	Maintain good repair and enhance safety	Short (1-5 years)	CN 2015	2015	2015	\$ 947,647
RS7	100056668	Resurface CR-290 (Lay Springs Rd and Moon Rd) from Gadsden City Limits to CR-291 (Tabor Rd)	RSF	ADA Compliance at Sidewalks	6.7	Maintain good repair and enhance safety	Short (1-5 years)	CN 2015	2015	2015	\$ 1,144,000
RS8	100047596	Resurface and safety widening of US 11 from US 431 in Attalla to DeKalb County Line (FY 2012 Phase 2 RSF Program)	RSF	ADA Compliance at Sidewalks	15.8	Maintain good repair and enhance safety	Short (1-5 years)	FM 2014	2015	2015	\$ 3,667,439
RS9	100061198	Resurface 4th St from 6th Ave to US 11 in City of Attalla	RSF	ADA Compliance at Sidewalks	1.1	Maintain good repair and enhance safety	Short (1-5 years)	CN 2015	2015	2015	\$ 697,508
RS10	100061199	Resurface Burke Ave from Lee St to SR 77 in City of Attalla	RSF	ADA Compliance at Sidewalks	0.8	Maintain good repair and enhance safety	Short (1-5 years)	CN 2015	2015	2015	\$ 351,255

\* All out-year projections are estimated at a 1 percent per annum inflation rate.

Table 5-8: Resurfacing Projects (continued)

MAP ID #	ALDOT Project ID	Project Description / Limits	Project Type	Bicycle / Pedestrian Facilities	Project Length (miles)	Project Purpose	Time Frame	ALDOT Phasing / Year	Year of Construction	Year of Expenditure
RS11	100063362 100063363	Resurface Vandell Blvd from Hickory St to Forrest Ave in City of Gadsden	RSF	ADA Compliance at Sidewalks	0.8	Maintain good repair and enhance safety	Mid (5-25 yrs)	PE 2015 CN 2016	TBD	\$ 732,502
RS12	100064387 100064395	Resurface North College Street from SR-1 (US-431) to Rabbittown Road in the City of Glencoe	RSF	ADA Compliance at Sidewalks	2.6	Maintain good repair and enhance safety	Mid (5-25 yrs)	PE 2017 CN 2018	TBD	\$ 701,357
RS13	100064389 100064392	Resurface Main Street from SR-1 (US-431) to North of Hatley Avenue in the City of Glencoe	RSF	ADA Compliance at Sidewalks	1.4	Maintain good repair and enhance safety	Mid (5-25 yrs)	PE 2018 CN 2018	TBD	\$ 380,361
RS14	100064393 100064394	Resurface Air Depot Road from Sally Springs to North College Street in the City of Glencoe	RSF	ADA Compliance at Sidewalks	1.5	Maintain good repair and enhance safety	Mid (5-25 yrs)	PE 2020 CN 2020	TBD	\$ 421,791
RS15	100056197	Resurface I-759 from I-59 Interchange (MP 0.000) to the West end of the Coosa River Bridge (MP 4.740) at SR-25 (US-411)	RSF	ADA Compliance at Sidewalks	4.7	Maintain good repair and enhance safety	Mid (5-25 yrs)	CN 2016	TBD	\$ 9,453,600
RS16	100064018	Full Depth Reclamation and Resurfacing on Jenkins Mountain Road and Aaron Way Street in the	RSF	ADA Compliance at Sidewalks	0.1	Maintain good repair and enhance safety	Mid (5-25 yrs)	CN 2015	TBD	\$ 88,386
RS17	100061200	Resurface 3rd Street and Goodyear Avenue in the City of Gadsden	RSF	ADA Compliance at Sidewalks	2.9	Maintain good repair and enhance safety	Mid (5-25 yrs)	CN 2015	TBD	\$ 1,202,263
RS18	100064625 100064626	Rebuild South 11th Street from Black Creek Parkway to the bridge at Black Creek in the City of Gadsden	RSF	ADA Compliance at Sidewalks	0.6	Maintain good repair and enhance safety	Mid (5-25 yrs)	PE 2016 CN 2017	TBD	\$ 550,000
RS19	100064628 100064629	Resurface 4th Street from Rainbow Drive to West Meighan Boulevard in the City of Gadsden	RSF	ADA Compliance at Sidewalks	1.3	Maintain good repair and enhance safety	Mid (5-25 yrs)	PE 2016 CN 2017	TBD	\$ 359,755
RS20	100064630 100064631	Resurface South 11th Street from Randall Street to Broad Street in the City of Gadsden	RSF	ADA Compliance at Sidewalks	0.9	Maintain good repair and enhance safety	Mid (5-25 yrs)	PE 2017 CN 2019	TBD	\$ 609,035

\* All out-year projections are estimated at a 1 percent per annum inflation rate.

Table ES-6: Resurfacing Projects (continued)

MAP ID #	ALDOT Project ID	Project Description / Limits	Project Type	Bicycle / Pedestrian Facilities	Project Length (miles)	Project Purpose	Time Frame	ALDOT Phasing / Year	Year of Construction	Year of Expenditure
RS21	100064654 100064655	Resurfacing and realignment of South 11th Street from Randall Street to the bridge at Black Creek in the City of Gadsden	RSF	To include Bike/Ped corridor study	0.5	Maintain good repair and enhance safety	Mid (5-25 yrs)	PE 2017 CN 2018	TBD	\$ 561,091
RS22	100064654 100064656	Widening and Resurfacing Nocalula Road from Tabor Street to Scenic Drive in the City of Gadsden	WRR	To include bike lanes in each direction and sidewalks on both sides	1.2	Maintain good repair and enhance safety	Mid (5-25 yrs)	PE 2019 CN 2021	TBD	\$ 1,977,278
RS23	100064639 100064640	Resurface Chestnut Street from 5th Street to Black Street in the City of Gadsden	RSF	ADA Compliance at Sidewalks	1.6	Maintain good repair and enhance safety	Mid (5-25 yrs)	PE 2019 CN 2019	TBD	\$ 353,804
RS24	100064641 100064642	Resurface Walnut Street from Albert Rains Boulevard to 12th Street in the City of Gadsden	RSF	ADA Compliance at Sidewalks	1.3	Maintain good repair and enhance safety	Mid (5-25 yrs)	PE 2018 CN 2019	TBD	\$ 423,042
RS25	100064643 100064644	Resurface Randall Street from 6th Street to 11th Street in the City of Gadsden	RSF	ADA Compliance at Sidewalks	0.7	Maintain good repair and enhance safety	Mid (5-25 yrs)	PE 2019 CN 2020	TBD	\$ 205,060
NA	N/A	Annual allocation for resurfacing, 2021-2040**	N/A	N/A	N/A	Maintain good repair and enhance safety	Mid (5-25 yrs)	N/A	N/A	\$ 34,202,698

\* All out-year projections are estimated at a 1 percent per annum inflation rate.

\*\*Projects to be prioritized based on local government and MPO input and coordination with ALDOT.

### 5.3.6 Interstate Maintenance

The interstate maintenance program is a function of ALDOT scheduling. To date, the only area project in the ALDOT work program is the resurfacing of I-759, at a cost of approximately \$9.5 million. Based on projected funding from ALDOT and local match assumptions, approximately \$56.7 million is allocated to interstate maintenance through 2040.

### 5.3.7 Motor Carrier, Rail, Aviation, and Ports

Although there is no specific work program dedicated to freight improvements, the facilitation of freight mobility was a major consideration during development of the LRTP. The following improvements included in the fiscally constrained project list enhance regional freight mobility:

- Capacity improvements along CR 162 (Steele Station Road) and SR 77 from I-59 to US 278/431
- Operational strategies along priority corridors, including Meighan Boulevard (US 278/431), George Wallace Drive (SR 291), and US 411 from Downtown Gadsden to SR 77
- Bridge improvements along Meighan Boulevard (US 278/431) and SR 77
- Railroad crossing improvements parallel to US 11 on SR 77 and US 278/431
- Resurfacing along I-759, US 11, and SR 77

## 5.4 MAINTENANCE AND OPERATIONS PROJECTS – BICYCLE AND PEDESTRIAN FACILITIES

One of the most pressing needs identified through public outreach is the need for more bicycle and pedestrian facilities throughout the region. In response, the LRTP proposes an aggressive work program, shown in Figure 5-5 and Table 5-9, that sets aside approximately \$13.2 million for bicycle and pedestrian improvements through the year 2040. Of this amount, approximately \$4.4 million is allocated to sidewalk improvements and \$8.8 million to development of bicycle and multi-use trail projects. The program carries forward the southern extension of the Black Creek Trail from Meighan Boulevard (US 278/431) to the Jim Martin Wildlife Park and Gadsden Mall area, at an estimated cost of \$2 million. Projects currently identified in TELUS provide for the installation of ADA compliant facilities along Meighan Boulevard (US 278/431) and George Wallace Drive (SR 291) and the installation of ramps along state routes throughout the county. New project initiatives include developing a *Share the Road* route network within Downtown Gadsden and south to the Gadsden Mall area. Additional bicycle and pedestrian projects, including new and/or 'fill the gap' sidewalks and pedestrian accessibility improvements in activity areas, will be identified and evaluated through the MPO planning process.

Table 5-4, shown previously, indicates a significant amount of funding for bicycle and pedestrian improvements proposed from STPAA funds. These funds are managed through ALDOT and would require coordination between ALDOT and GEMPO to execute the work program as prescribed herein.

# Figure 5-5. Bicycle and Pedestrian Projects

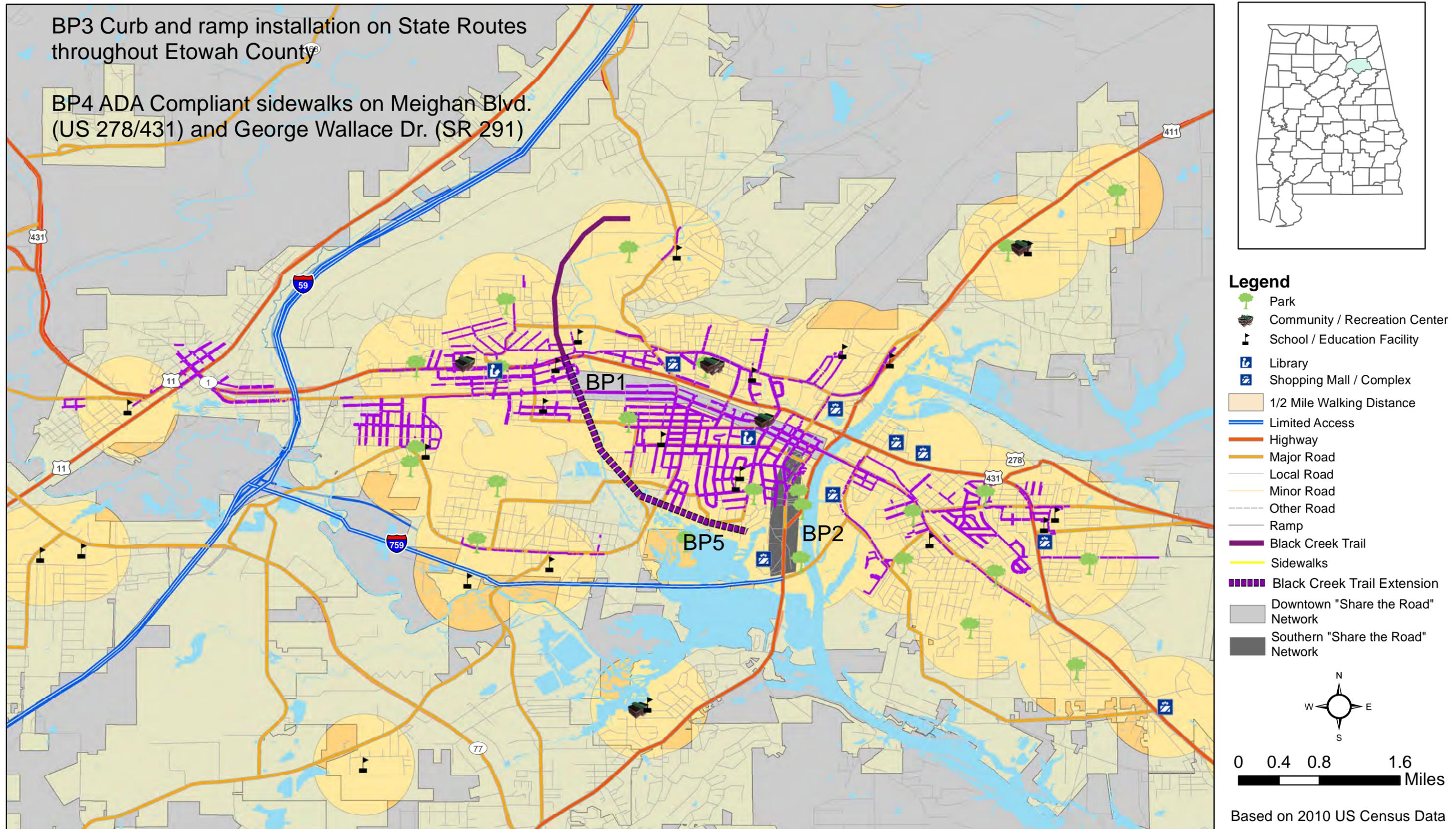


Table 5-9: Bicycle and Pedestrian Projects

MAP ID #	ALDOT Project ID	Project Description / Limits	Project Type	Project Purpose	Time Frame	ALDOT Phasing / Year	Year of Expenditure Cost*
BP1	NA	Downtown <i>Share the Road</i> network (Coosa River to Black Creek Trail) signing and pavement markings	Bicycle Lanes/Routes	Promote safe opportunities for multimodal travel	Short (1-5 years)	N/A	\$ 250,000
BP2	NA	Southern <i>Share the Road</i> route (Downtown to Gadsden Mall to Coosa River) signing and pavement markings	Bicycle Lanes/Routes	Promote safe opportunities for multimodal travel	Short (1-5 years)	N/A	\$ 350,000
BP3	100061453	Curb and ramp installation on state routes throughout Etowah County	Sidewalks	Promote safe opportunities for multimodal travel	Short (1-5 years)	PE 2014 CN 2018	\$ 52,573
BP4	100062567	ADA compliant sidewalks on Meighan Blvd (US 278/431) and George Wallace Dr (SR 291)	Sidewalks	Promote safe opportunities for multimodal travel	Short (1-5 years)	CN 2016	\$ 500,000
NA	N/A	Implementation of bicycle lanes/routes, 2015-2020**	Bicycle Lanes/Routes	Promote safe opportunities for multimodal travel	Short (1-5 years)	N/A	\$ 600,000
NA	N/A	Implementation of sidewalks, 2015-2020**	Sidewalks	Promote safe opportunities for multimodal travel	Short (1-5 years)	N/A	\$ 335,570
BP5	NA	Black Creek Trail Extension, Meighan Blvd to near Wildlife Park/Gadsden Mall	Bicycle Lanes/Routes	Promote safe opportunities for multimodal travel	Mid (5-25 years)	N/A	\$ 2,000,000
NA	N/A	Implementation of bicycle lanes/routes, 2021-2040**	Bicycle Lanes/Routes	Promote safe opportunities for multimodal travel	Mid (5-25 years)	N/A	\$ 7,000,000
NA	N/A	Implementation of sidewalks, 2021-2040**	Sidewalks	Promote safe opportunities for multimodal travel	Mid (5-25 years)	N/A	\$ 3,552,573

\*All out-year projections are estimated at a 1 percent per annum inflation rate.

\*\*Projects to be prioritized based on local government and MPO input and coordination with ALDOT.

## Gadsden Etowah Urbanized Area 2040 Long Range Transportation Plan

---

### 5.5 PUBLIC TRANSPORTATION

As noted previously in the discussion of transit needs, future enhancements to the current transit services and/or network are dependent on available funding from FTA. No specific projects to expand service hours or area are presently anticipated for implementation in the near future. Should any savings from current operations or additional funding be realized, the highest priority would be to increase service frequency and expand service hours to evenings and weekends.

Projected transit funding through the year 2040 was developed by assessing the historical allocation of FTA funds to regional transit agencies within the MPO area, in concert with input from MPO staff. The forecast of available funding assumes the annual allocations for transit funding in 2015 carry forward through 2040 at the same levels. These projections are presented in Table 5-10. As expected, the City of Gadsden is projected to continue to be the largest recipient of FTA funding for the local fixed route service.

**Table 5-10: Projected Transit Funding**

	City of Gadsden	Etowah County	Human Service Agencies	TOTAL
Operations	\$ 21,175,000	\$ 7,321,875	\$ 1,100,000	\$ 29,596,875
Capital - Maintenance	\$ 2,350,000	\$ -	\$ 37,500	\$ 2,387,500
Capital - Vehicles	\$ 7,250,000	\$ 1,562,500	\$ 1,625,000	\$ 10,437,500
Administration	\$ -	\$ 2,256,875	\$ -	\$ 2,256,875
<b>TOTAL</b>	<b>\$ 30,775,000</b>	<b>\$ 11,141,250</b>	<b>\$ 2,762,500</b>	<b>\$ 44,678,750</b>