

# ALDOT Bicycle and Pedestrian Plan Update

Alabama Road Safety Conference  
October 22, 2025

# Agenda

- Plan Overview
- Policies, Plans, and Best Practices
- Public and Stakeholder Feedback
- Existing Conditions Assessment
- Priority Strategies and Suggested Actions
- Next Steps

# Plan Overview

# Purpose

Help guide investments in bicycle and pedestrian facilities to achieve the greatest improvements and maximize available funding.

## Policies and Strategies

- Align with best practices
- Coordinate with regional and local plans
- Leverage federal funding resources
- Enhance network connectivity




# Objectives

- Establish **vision, goals, objectives, and strategies** for bicycle and pedestrian transportation in Alabama
- Develop **priority strategies and actions**, including updated policies and initiatives

## Alabama Statewide **Bicycle and Pedestrian Plan**

2025



Prepared by Gresham Smith for the  
Alabama Department of Transportation

**ALDOT**  
Alabama Department of Transportation

**Gresham  
Smith**

# Vision

Alabama is a state where walking and bicycling are safe, comfortable, and convenient modes of transportation in communities across the state for people of all ages and abilities.



# Goals

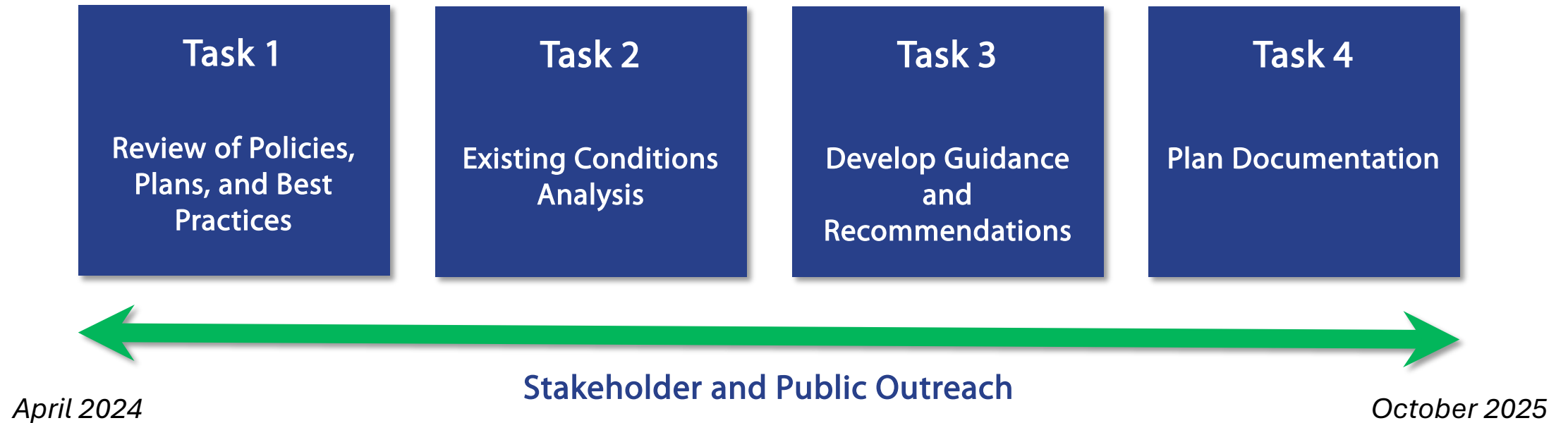
**A:** Improve safety for bicyclists and pedestrians of all ages and abilities.

**B:** Develop complete and connected bicycle and pedestrian systems.

**C:** Support state, regional, and local economic development.

**D:** Expand travel options for all transportation system users and protect the natural environment.

# Schedule

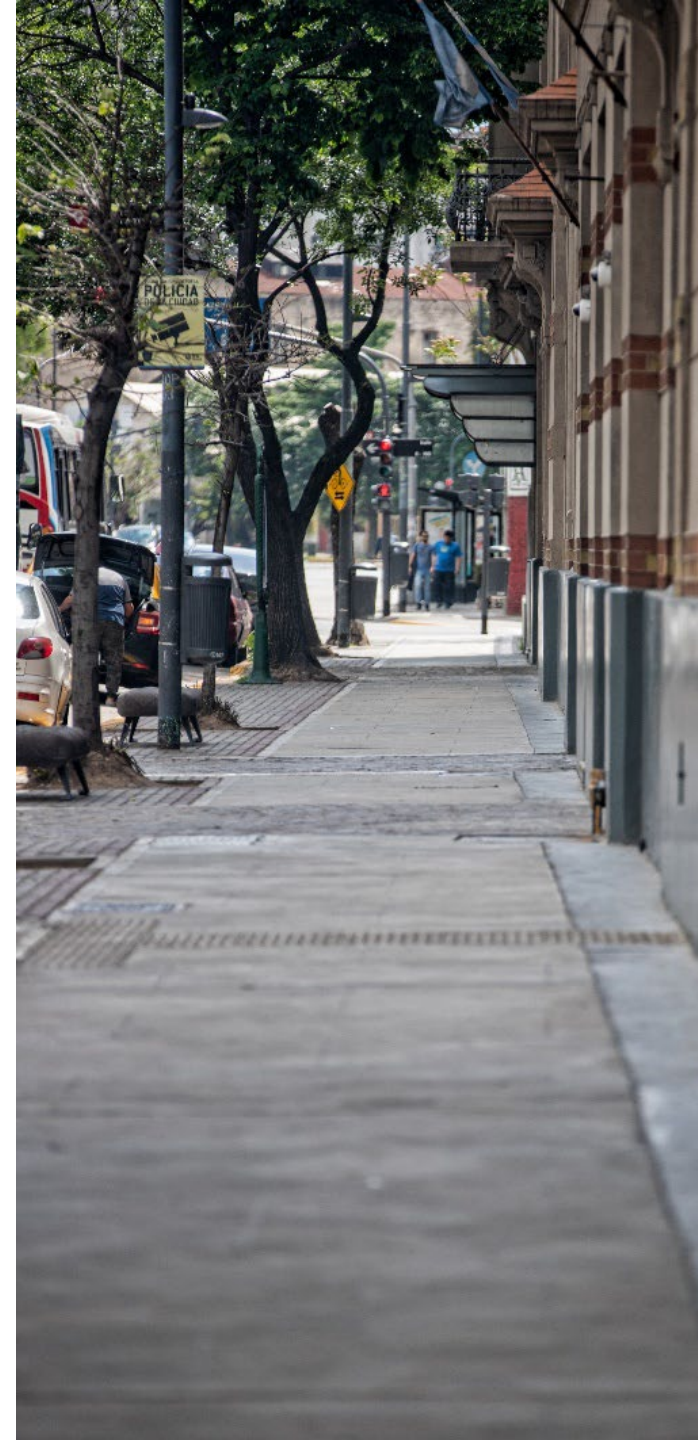


# Policies, Plans, and Best Practices



# Federal Legislation

- The **Bipartisan Infrastructure Law (BIL)** provides \$550B in transportation funding from FY 2022-2026, including bicycle/pedestrian planning and facilities.
- States and MPOs must spend a portion of funds on **Complete Streets** activities and projects.
- States must develop a **Vulnerable Road User (VRU) Safety Assessment** with strategies to improve safety for pedestrians, bicyclists, and similar users.



# Federal Funding Programs

- **Safe Streets for all (SS4A)** - Safety Action Plans to reduce fatalities and serious injuries among VRUs
- **Strengthening Mobility and Revolutionizing Transportation (SMART)** - technology enhancements for pedestrian and bicycle infrastructure
- **Active Transportation Infrastructure Investment (ATIIP)** - planning and construction grants to fill bicycle/pedestrian gaps or connect two or more communities



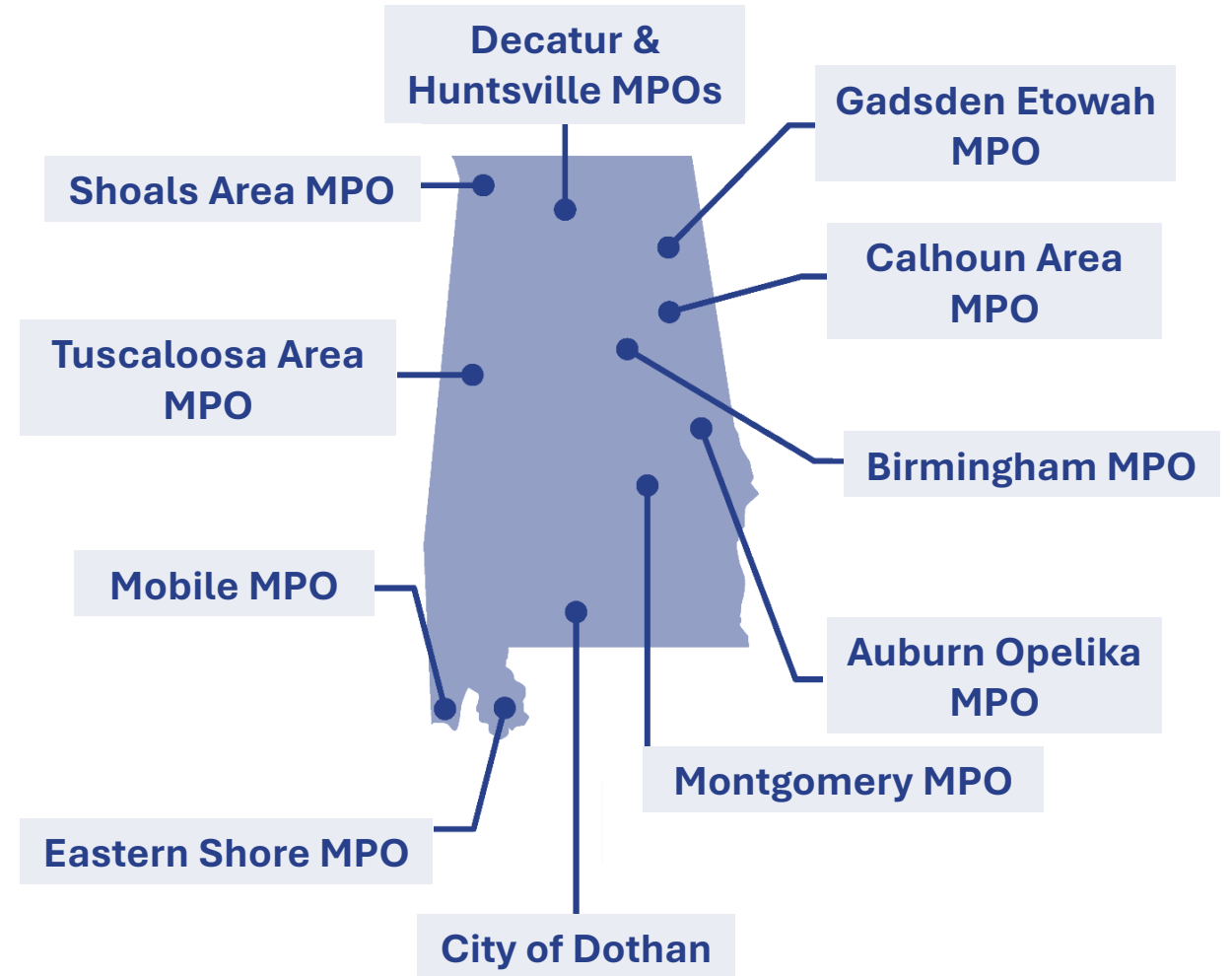
# State Plans

- Sweet Trails Alabama (2025)
  - Blueprint for the state's future investment in a trail network (both off and on-road facilities)
- ALDOT Vulnerable Road User Safety Assessment (2023)
  - Recommends priority projects throughout the state, such as updating pedestrian signal timing, installing rumble strips and shoulders, and constructing different types of bike lanes
- Statewide Comprehensive Outdoor Recreation Plan (2021)
  - Primarily for off-road facilities – opportunity to consider how to support connectivity to these trail networks



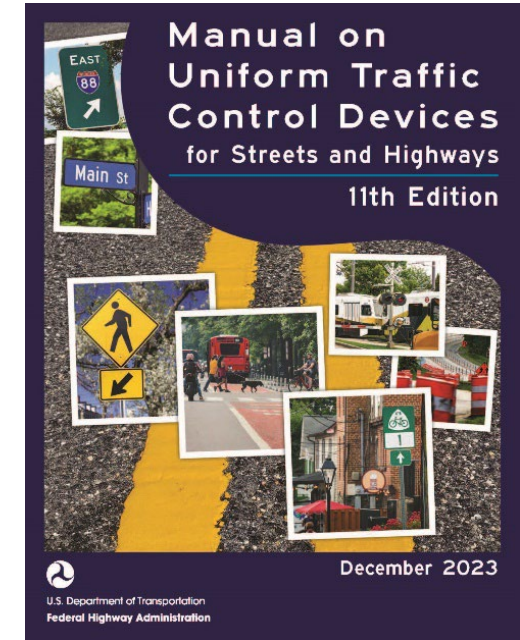
# MPO Plans

Reviewed regional bicycle and pedestrian plans to understand local vision and recommendations for bicycle and pedestrian facilities along state routes



# National Guidance

- **MUTCD 11<sup>th</sup> ed.** - updated guidance on pedestrian and bike infrastructure
- **AASHTO** Guide for Development of Bicycle Facilities & Guide for the Planning, Design, and Operation of Pedestrian Facilities
- **NACTO** Urban Bikeway Design Guide
- **ITE** Designing Walkable Urban Thoroughfares: A Context Sensitive Approach



# Peer State Best Practices

Categories	Best Practices	Alabama	Florida	Georgia	Louisiana	Mississippi	Tennessee
Plans & Policies	Bicycle or Active Transportation Plan	X	X	X	X		X
	Complete Streets Policies, Design Guides, and/or Legislation		X	X	X	X	X
Traffic Laws & Training	Safe Passing Law (3 feet or >)	X	X	X	X	X	X
	Laws Regulating Whether/How Bikes May be Ridden on Sidewalks		X	X	X	X	X
	Drivers License Test Questions About Bicyclists and/or Pedestrians	X	X		X		X
	"Share the Road" Campaign	X	X	X	X	X	X
	State Invests in Bicycle Safety Education Materials	X	X	X	X	X	X
Infrastructure	Protected Bike Lanes on State Roadways		X				X
	U.S. Bicycle Route Established in the State		X	X			X
	State DOT Support for Any Form of Bike/Pedestrian Traffic Monitoring		X		X	X	

Source: <https://data.bikeleague.org/show-your-data/state-data/>

# Public and Stakeholder Feedback

# Project Advisory Committee

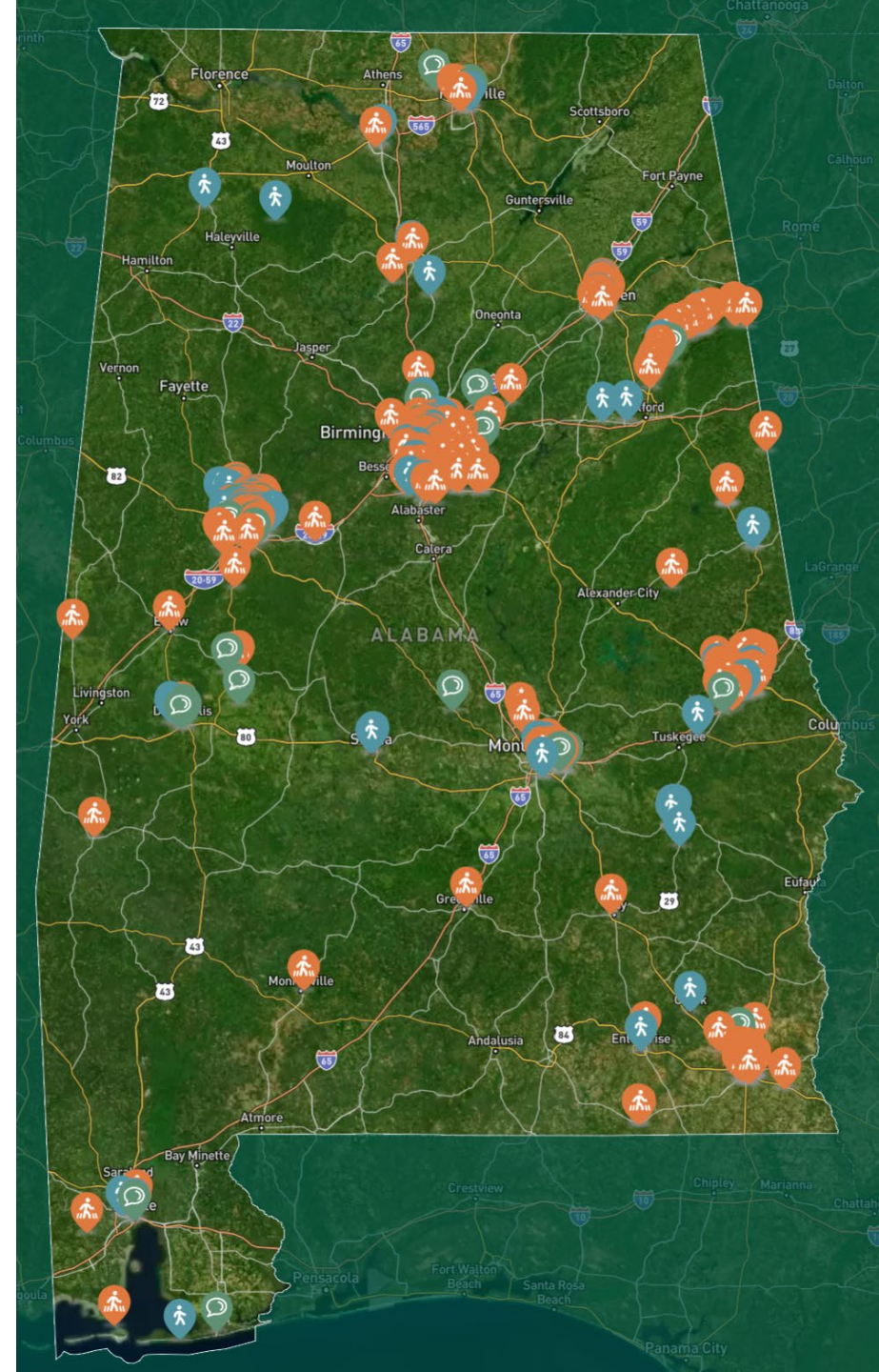
- 65 staff from ALDOT, state agencies, cities, MPOs, RPOs, tribal governments, and non-profit organizations
- Feedback on goals, strategies, and draft recommendations
- Will serve as a standing committee between plan updates





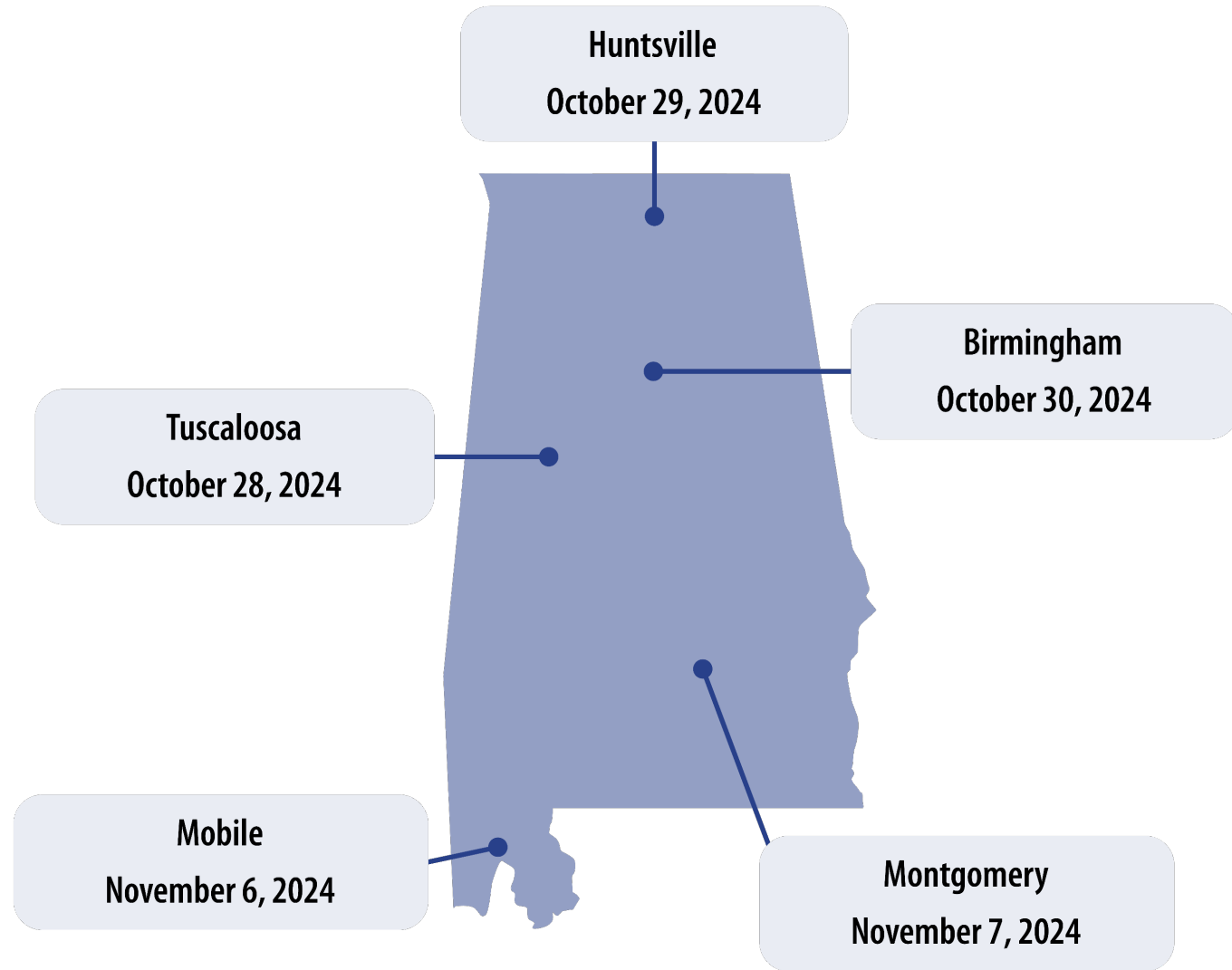
# Online Survey

- 463 comments received for 63 cities
- Asked about key destinations and desired improvements
- Key destinations – parks and rec areas + shopping, restaurants, arts and entertainment
- Desired improvements – new sidewalks and bike lanes, greater connectivity, safer crossings, signage, and clearing debris from shoulders




# Public Workshops

- 153 attendees
- Reviewed draft design guidelines, demand and suitability maps, and potential bike corridors
- Viewed MPO bike network maps
- Prioritized strategies for goals and objectives

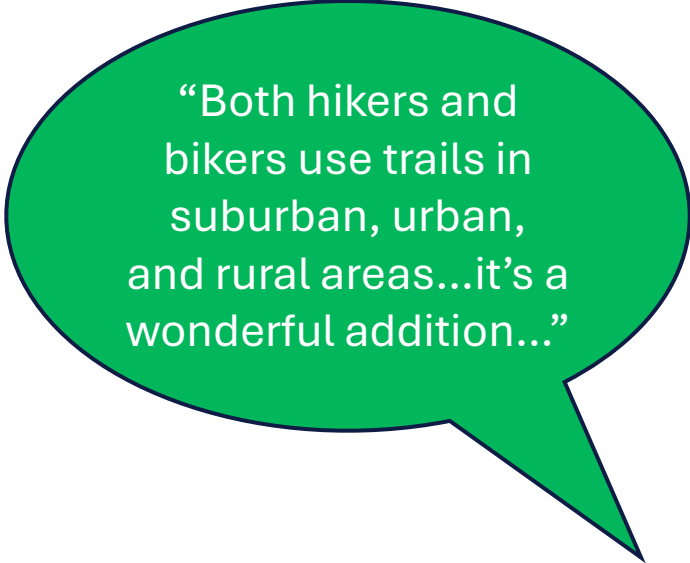


# Feedback


- Safety concerns (28 comments)
- Design and/or placement of bicycle facilities (42 comments)
- Design and/or placement of pedestrian facilities (32 comments)



“Would like to use car less...would like to walk and bike for utilitarian and recreational purposes.”



“Both hikers and bikers use trails in suburban, urban, and rural areas...it’s a wonderful addition...”



“I’d like to see schools have much better connections by bike...”



# Existing Conditions Assessment

# Accessibility

MPOs Meeting or Exceeding Statewide Average of Households with No Vehicle Access (5.6%)

Columbus-  
Phenix City  
9.0%

Mobile  
6.7%

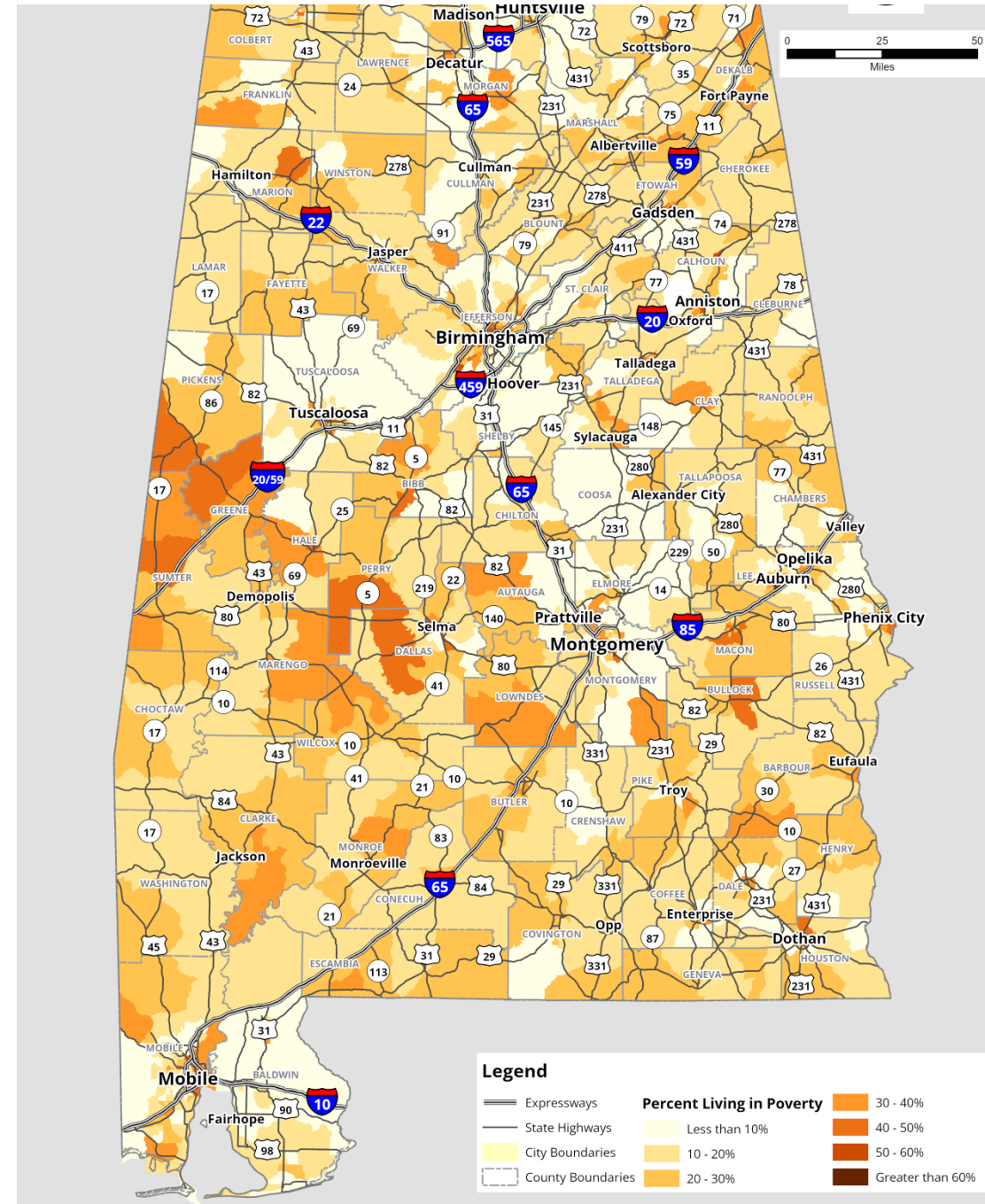
Dothan  
6.5%

Tuscaloosa  
6.4%

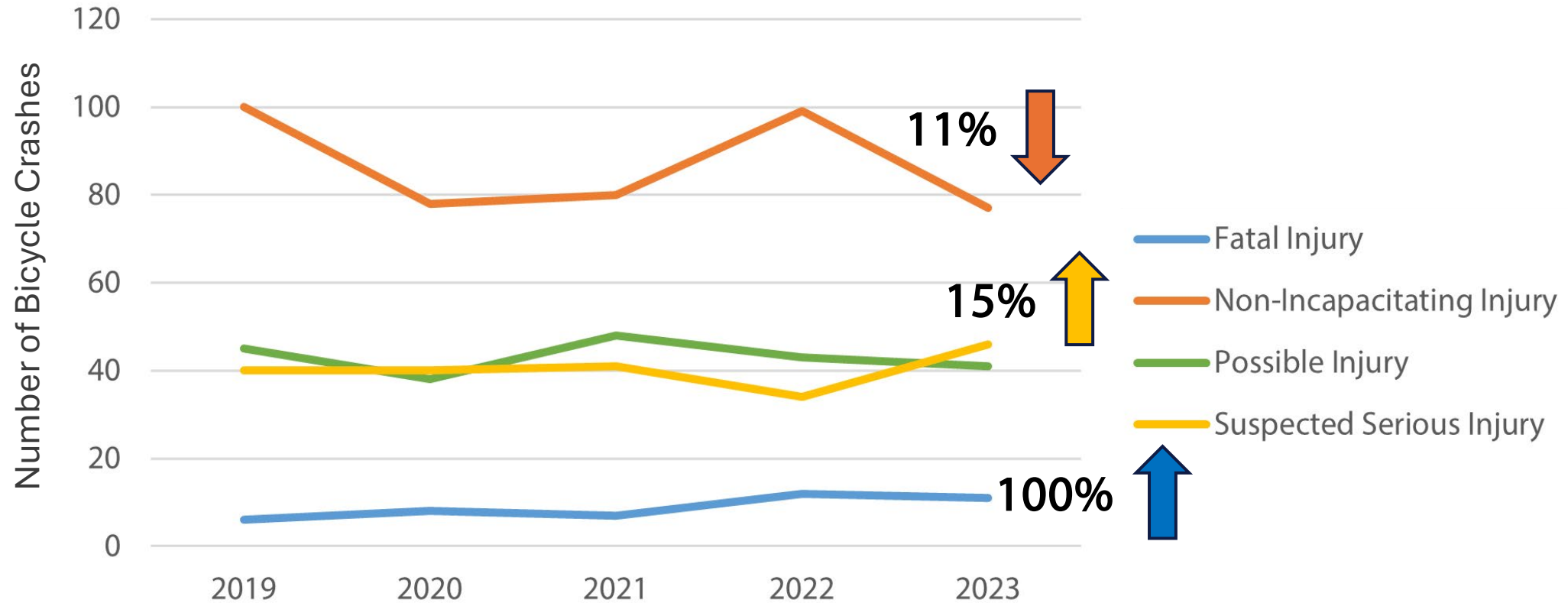
Montgomery  
6.0%

Anniston-  
Oxford  
5.6%

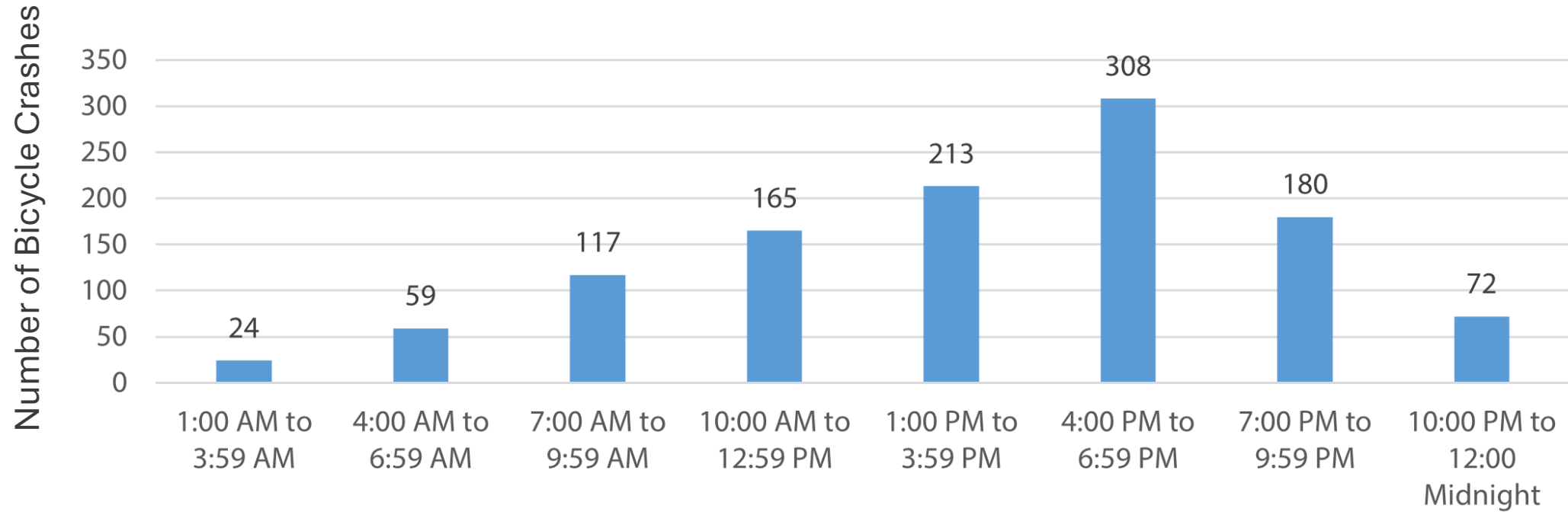
## Households Below Poverty Level



# Bicycle Safety

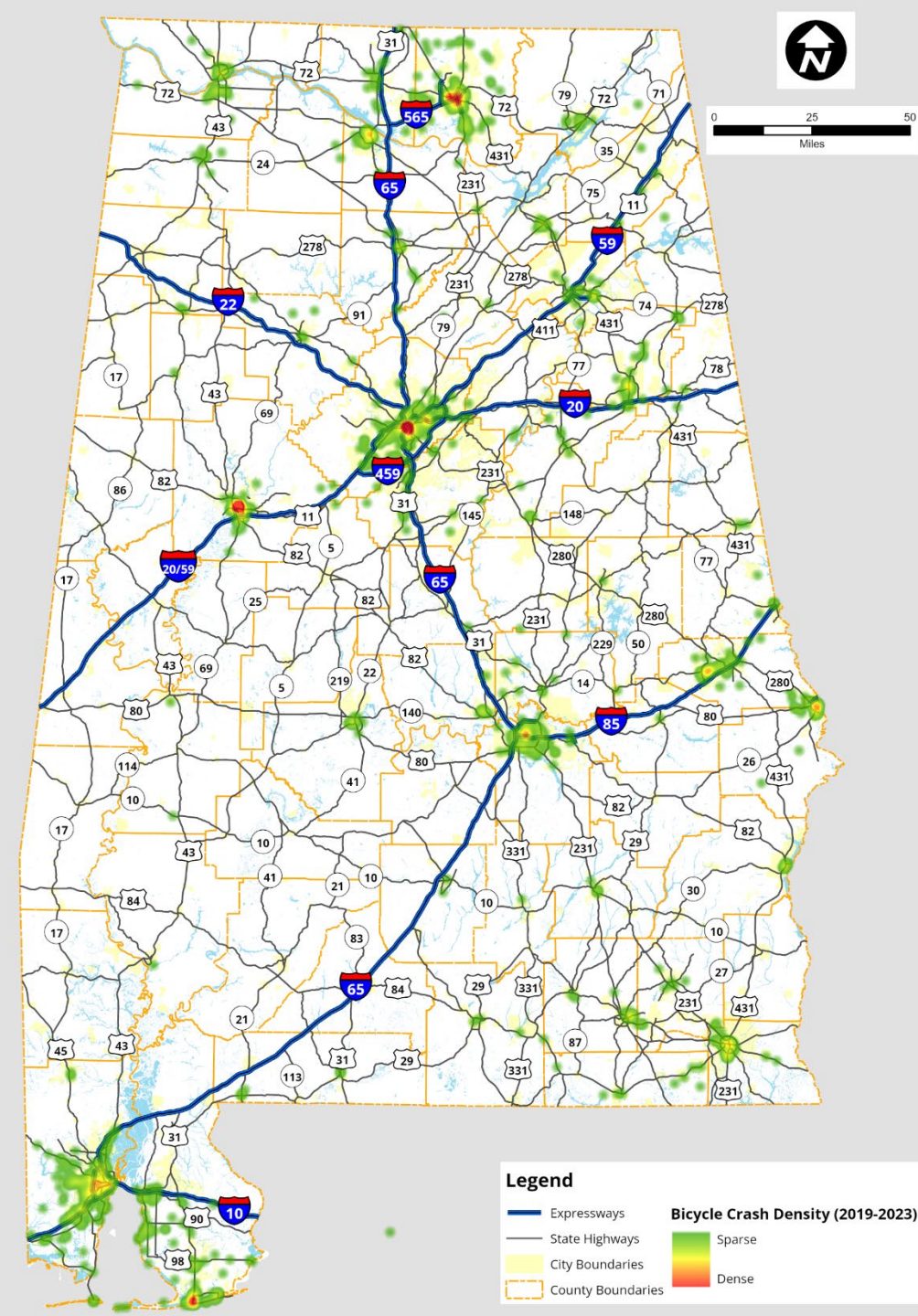


# Bicycle Safety

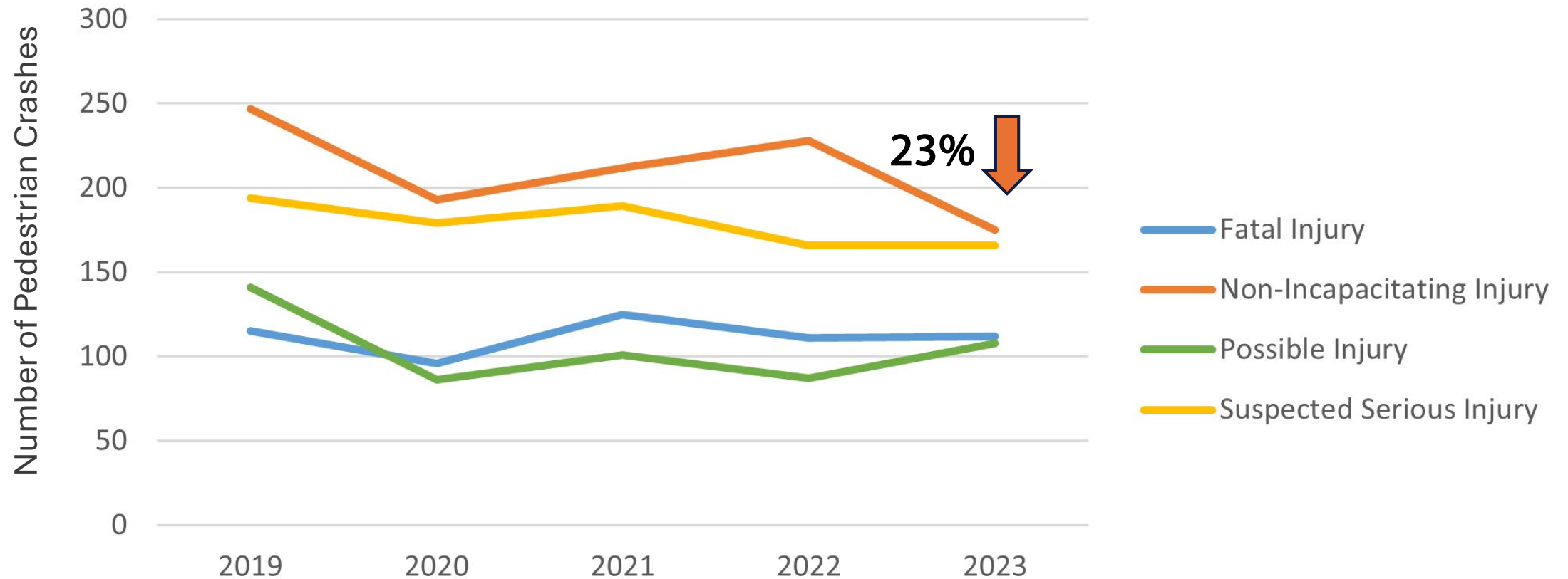


# Bicycle Safety

- Bicycle crashes concentrated in larger cities, including Birmingham, Huntsville, and Tuscaloosa
- Most prevalent in areas east of I-65 and in northern Alabama



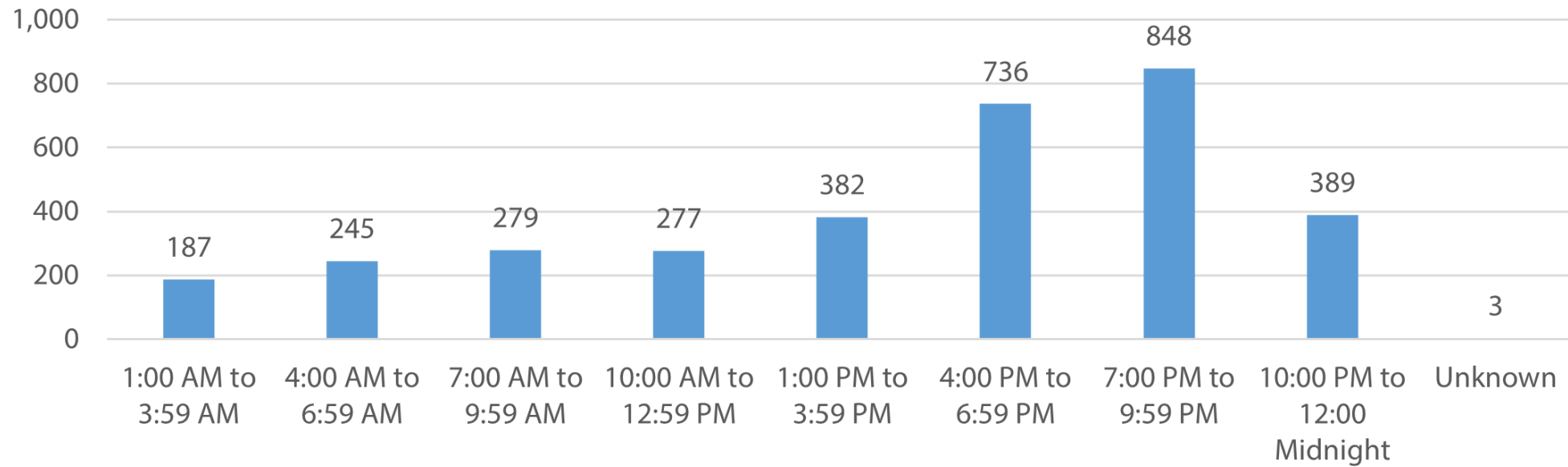
# Pedestrian Safety





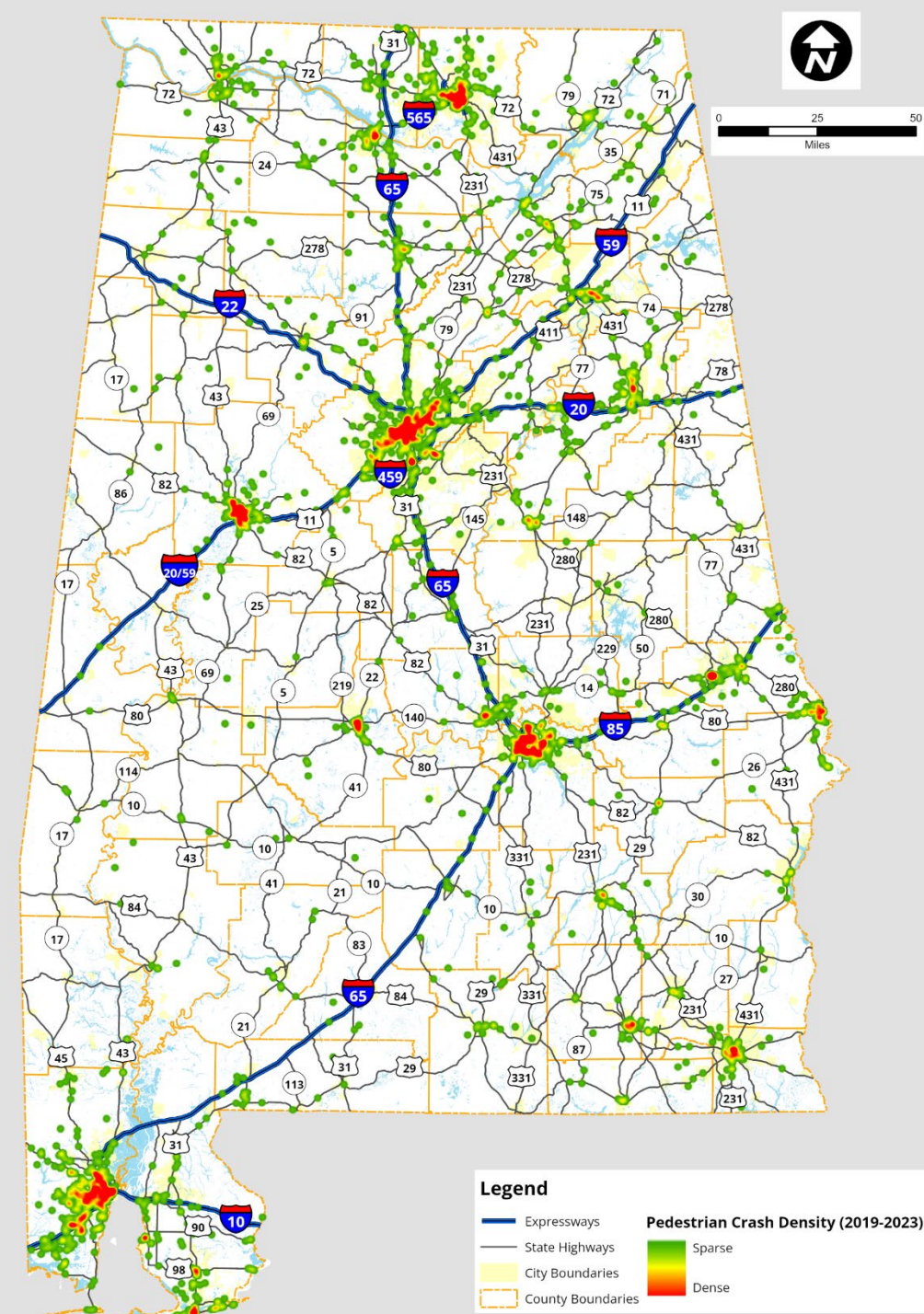
# Pedestrian Safety

Number of Pedestrian Crashes



# Pedestrian Safety

- Pedestrian crashes also concentrated in larger cities, but are widespread across metro regions
- Greatest frequencies in metro Birmingham, Mobile, Montgomery, Tuscaloosa, and Huntsville





# Bicycle and Pedestrian Demand

## Utilitarian Trips (for daily travel)

Nearly 108,000 households (5.6% statewide) do not have access to a vehicle.

Transportation is the second-highest expense for US households, exceeded only by housing costs.

## Recreational Trips

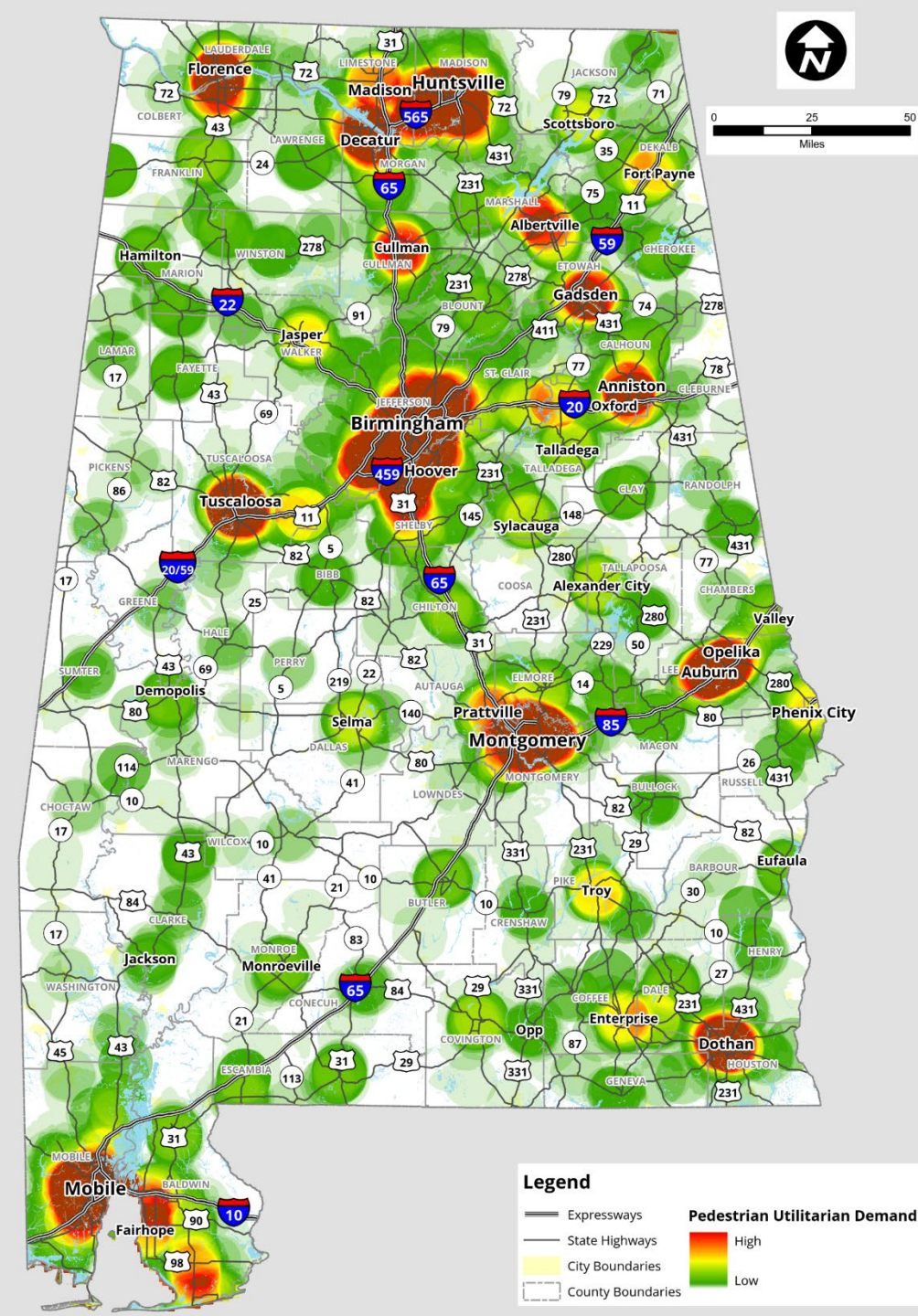
Over 65% of Alabama households enjoy outdoor recreation time.

Travelers spent \$23.5B in Alabama in 2023, making up 8.3% of the state's GDP.

# Pedestrian Demand

-  Population density
-  Employment density
-  % Households below poverty level
-  Pedestrian crashes
-  Fixed-route transit service
-  K-12 schools
-  Colleges and universities

Highest demand for pedestrian trips in and around major cities

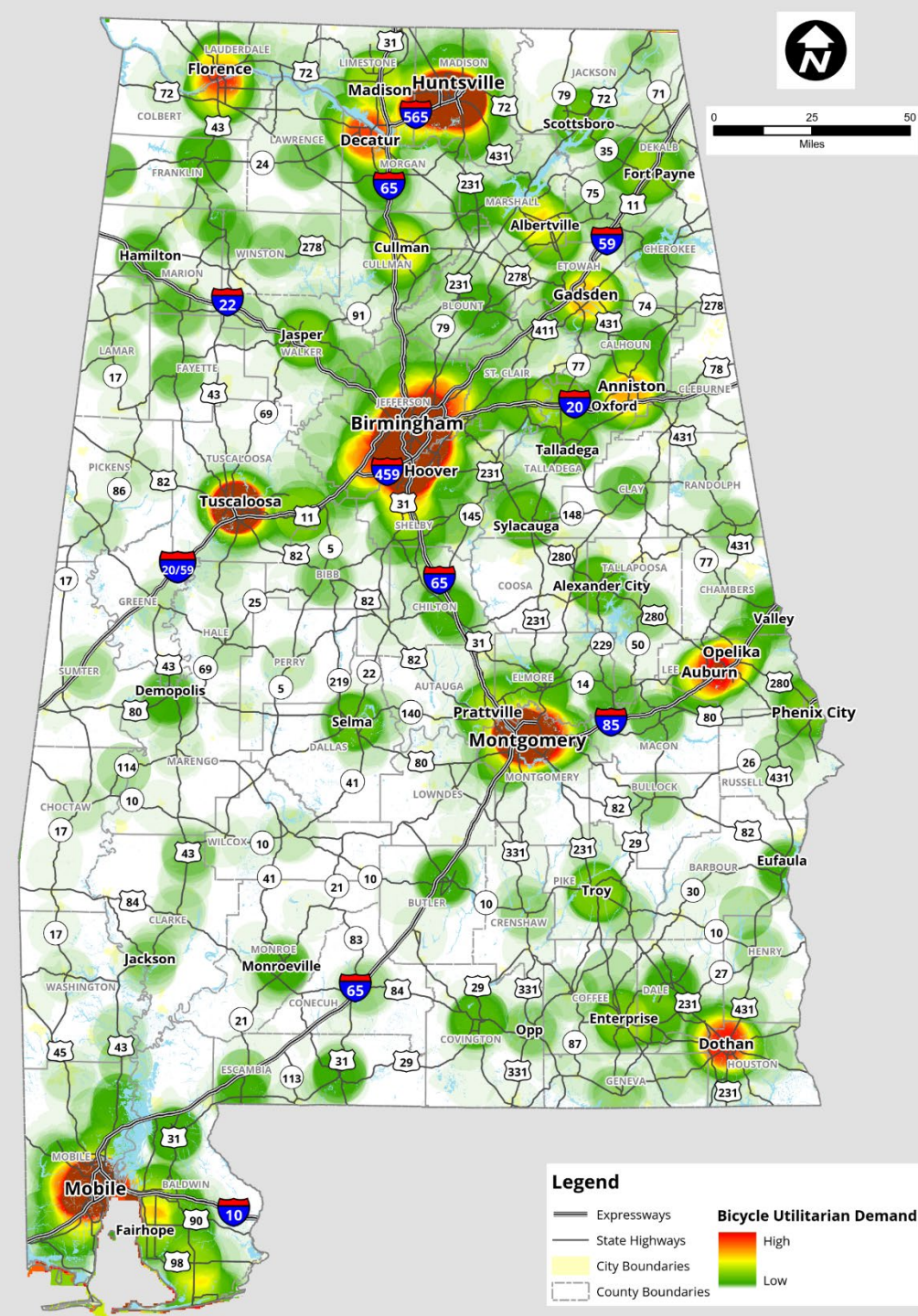




# Bicycle Demand (Utilitarian)






- Population density
- Employment density
- % Households below poverty level
- Bicycle crashes
- Fixed-route transit service
- K-12 schools
- Colleges and universities

Highest demand near major cities,  
colleges/universities, and low-income  
areas

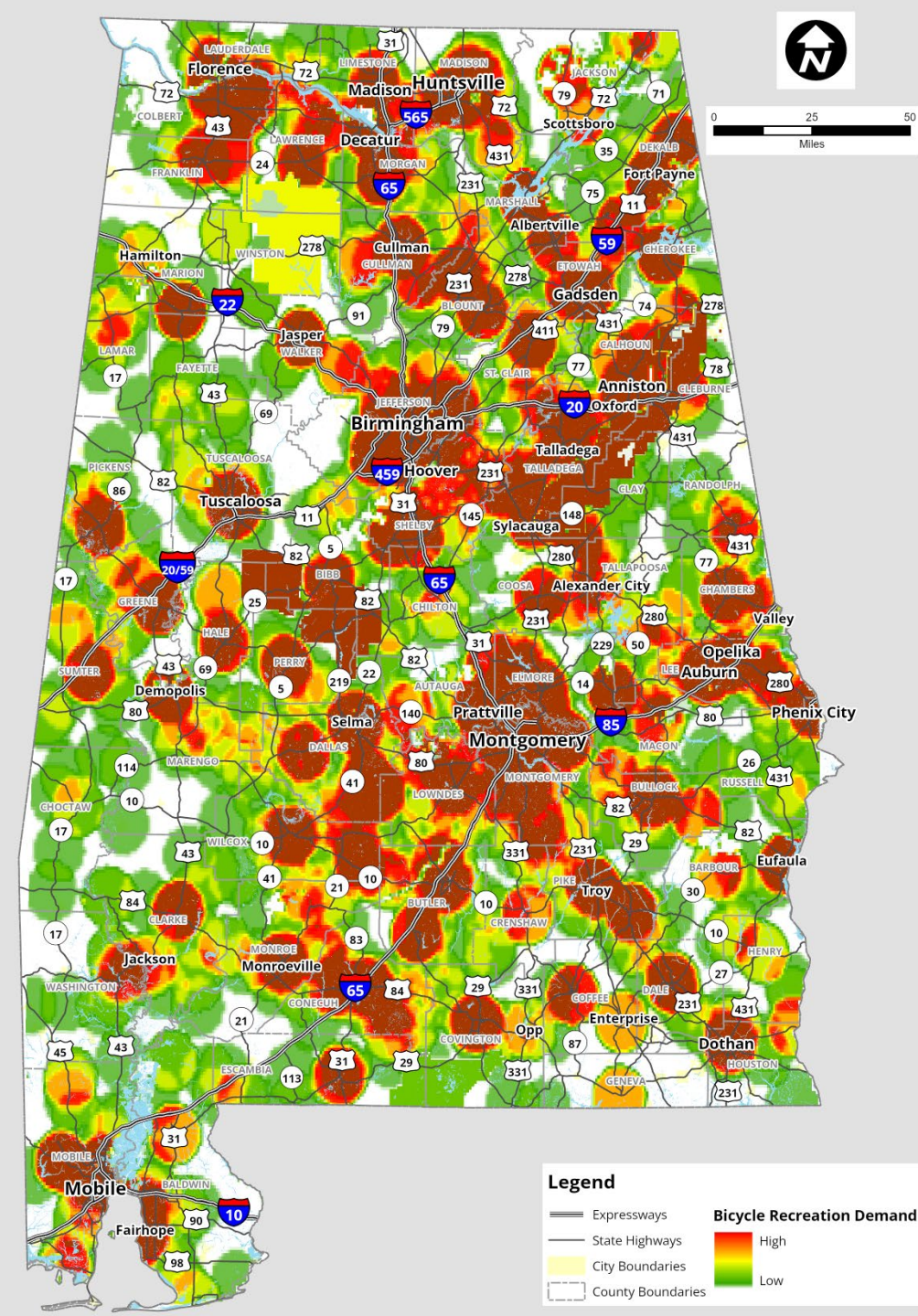




# Bicycle Demand (Recreation)






-  Population density
-  Scenic byways
-  Trails
-  State and national parks
-  Wildlife management areas

Widespread demand coinciding  
with natural areas across the state

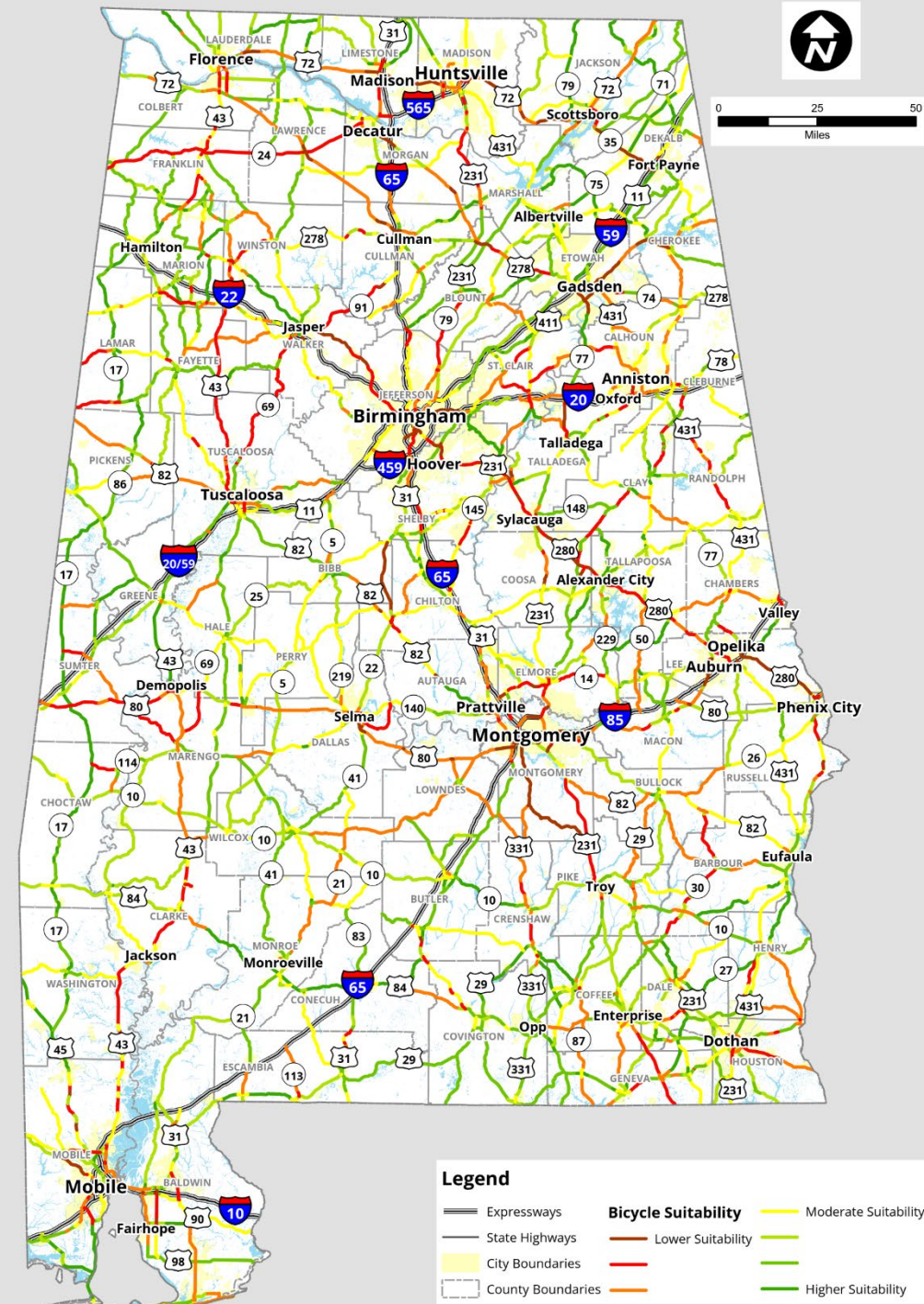




# Bicycle Suitability

-  Traffic volume (ADT)
-  % Heavy trucks
-  Number of lanes
-  Speed limit
-  Shoulders (in rural areas)

Lowest suitability in urbanized areas with higher traffic volumes, more lanes, and near freight generators



# Potential Bike Corridors

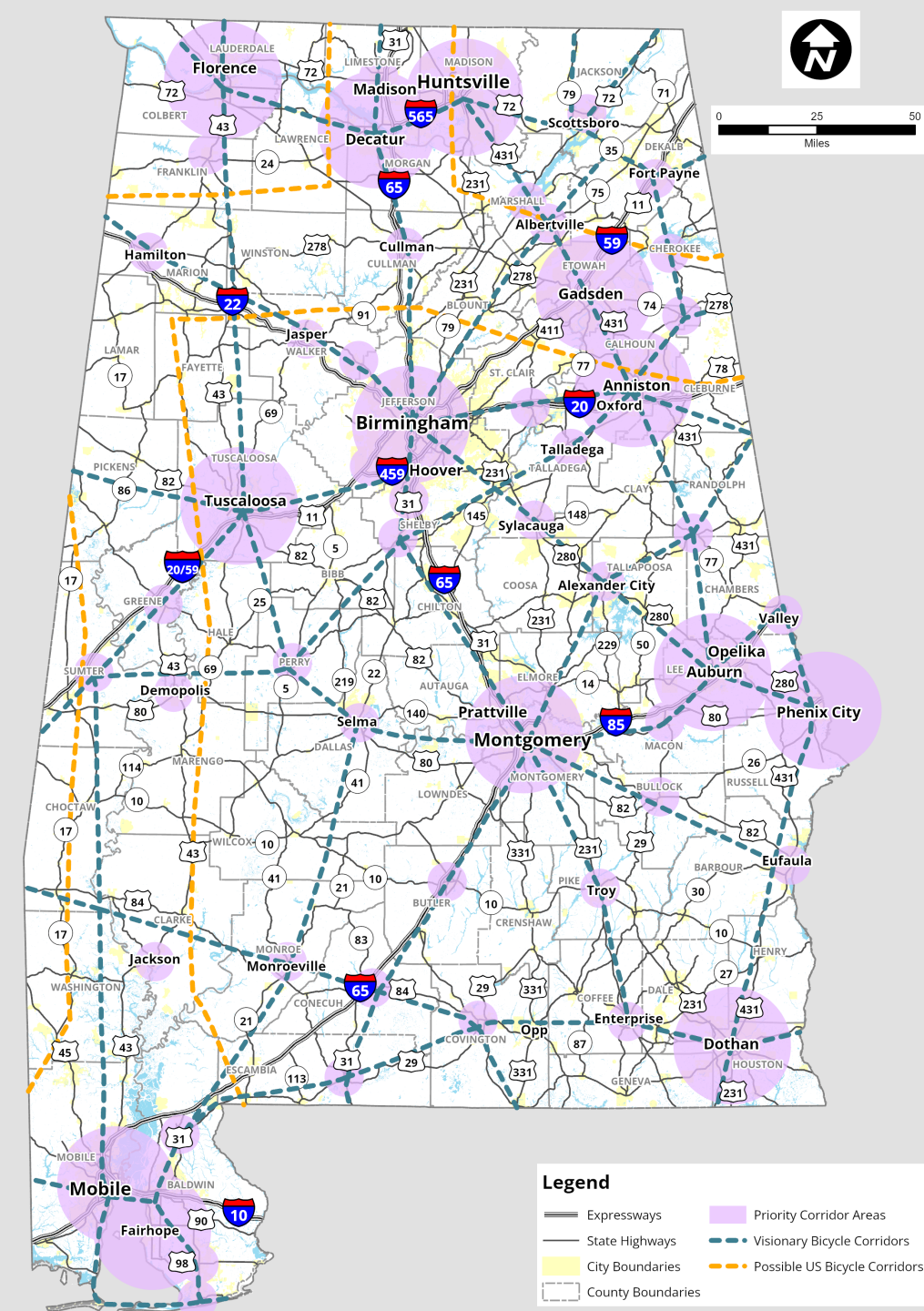
Represent potential connections between areas of high demand for cycling

- **Safety** – Flexibility to select a design that prioritizes safe usage, based on land use, roadway facilities, and traffic operations.
- **Access** – Target investments where there is the greatest demand for cycling.
- **Economic Development** – Can help boost the local economy in smaller cities near natural areas.



# Potential Bike Corridors

- Framework for future investment in bicycle facilities
- May include a combination of state highways, county roads, local streets, and trails
- Priority corridors in cities and towns with the greatest demand
- Vision corridors for linkages across the state





# Priority Strategies and Suggested Actions



Priority Strategy #1: Prioritize improvements and programs with the greatest potential to reduce bicycle and pedestrian crashes, injuries, and fatalities.

### Current Practice

- *Strategic Highway Safety Plan* - target to reduce traffic fatalities and injuries by 50% by 2040
- Tools in *Vulnerable Road User Safety Assessment* and *Guidance for Road Safety Assessments and Reviews*

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### Current Practice

- *Strategic Highway Safety Plan* - target to reduce traffic fatalities and injuries by 50% by 2040
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### Suggested Actions

- Provide technical training on pedestrian and bicycle facility planning and design
- Identify bicycle and pedestrian safety champions (ALDOT staff, other state agencies, non-profits, etc.)

## Priority Strategy #2: Develop educational materials and public information campaigns on safe walking, bicycling, and driving.

### Current Practice

- ALDOT's "Drive Safe Alabama" campaign
- Alabama Law Enforcement Agency (ALEA) campaigns such as "Share the Road" and "Everyone is a Pedestrian"

## Priority Strategy #2: Develop educational materials and public information campaigns on safe walking, bicycling, and driving.

### Current Practice

- ALDOT's "Drive Safe Alabama" campaign
- Alabama Law Enforcement Agency (ALEA) campaigns such as "Share the Road" and "Everyone is a Pedestrian"

### Suggested Actions

- Review national resources and guides for new or enhanced public safety campaigns
- Collaborate with other state agencies on bicycle/pedestrian safety campaigns, and make resources available to advocacy groups and local governments

**Priority Strategy #3: Improve connections between pedestrian and bicycle facilities on state highways and local greenway and shared use path systems.**

### **Current Practice**

- Review MPO and local bicycle and pedestrian plans, and utilize engineering judgement
- Local investments in bicycle and pedestrian facilities



## Priority Strategy #3: Improve connections between pedestrian and bicycle facilities on state highways and local greenway and shared use path systems.

### Current Practice

- Review MPO and local bicycle and pedestrian plans, and utilize engineering judgement
- Local investments in bicycle and pedestrian facilities

### Suggested Actions

- Inventory and map existing and planned greenways, shared use paths, and parks
- Utilize best practices in bicycle and pedestrian planning and design
- Collaborate with public and private sector partners on economic development opportunities related to greenways and shared use paths

# Next Steps

# Next Steps

1. Finalize plan
2. Begin statewide bicycle and pedestrian facility inventory
3. Continue working with Project Advisory Committee

*Tell us would you like to learn about or discuss!*



# Thank you!

Megha Young, AICP

Consultant Project Manager, Gresham Smith

[Megha.Young@greshamsmith.com](mailto:Megha.Young@greshamsmith.com)

Erin Parker

State Bicycle Pedestrian Coordinator, ALDOT

[ParkerE@dot.state.al.us](mailto:ParkerE@dot.state.al.us)