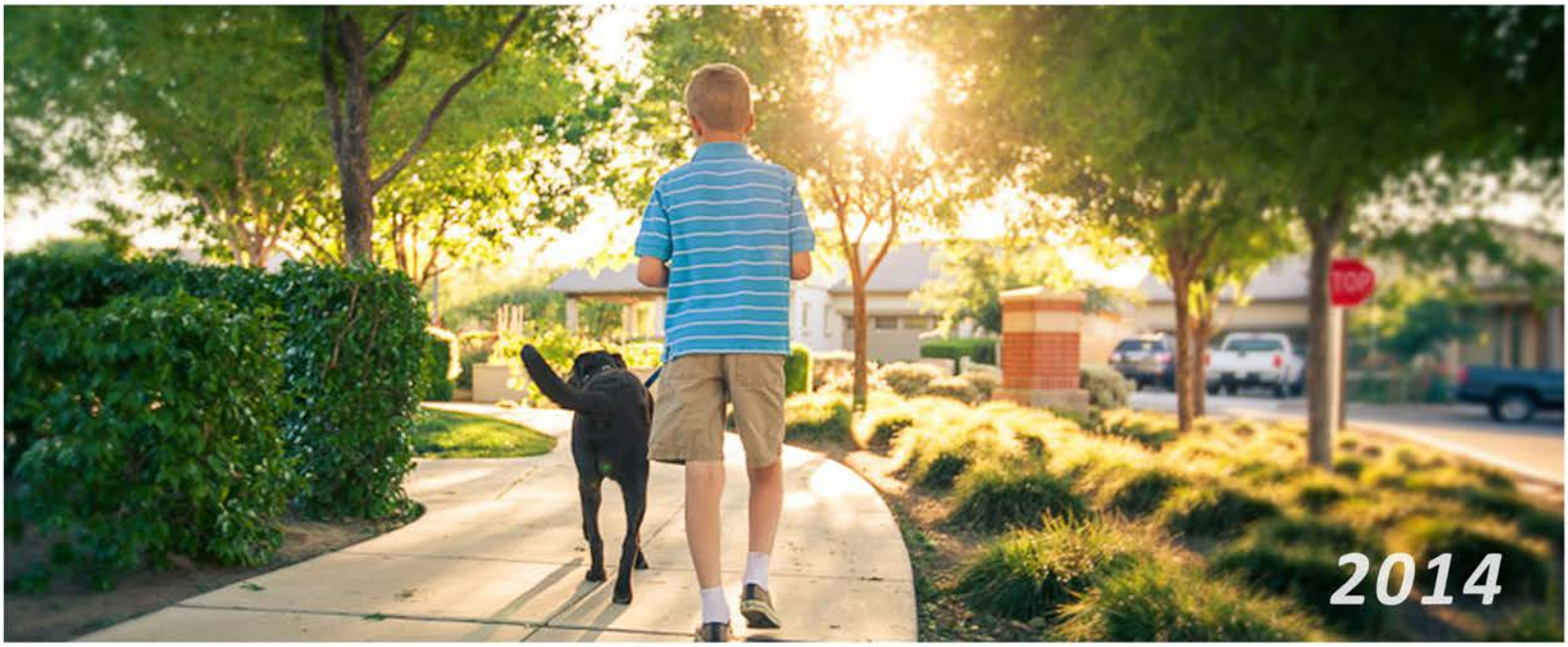


BICYCLE & PEDESTRIAN

MASTER PLAN

CITY OF GULF SHORES™
ALABAMA

Contents

PURPOSE

A comprehensive, interconnected bicycle and pedestrian network is essential for recreational and utilitarian travel, enhancing the livability of Gulf Shores, sustaining active lifestyles, and providing alternate modes of transportation for trips that otherwise might be taken via vehicle. Ensuring the rights and safety of all users is a main goal of the plan. The City of Gulf Shores Bicycle and Pedestrian Master Plan shall be used to facilitate the construction and maintenance of bicycle and pedestrian facilities throughout the City of Gulf Shores.

GOALS AND OBJECTIVES

The following goals and supporting policies reflect the major elements of the City of Gulf Shores Bicycle and Pedestrian Master Plan.

1. Provide a safe, convenient and connected network of bicycle and pedestrian facilities to all areas of Gulf Shores and surrounding regions suitable for all users and abilities that are well integrated into the overall transportation system.

    a. The City shall consider annually budgeting of new bicycle and pedestrian facilities and continuously pursue funding options for new and improved facilities.
    b. Require bicycle and pedestrian improvements with new development and insure that new development does not compromise or eliminate existing bicycle and pedestrian facilities.
    c. Coordinate recommendations of the Bicycle and Pedestrian Master Plan with the City's Future Land Use Plan, Transportation Plan, Design and Construction Standards, landscape plan, etc. as well as the Alabama Department of Transportation (ALDOT), Baldwin County, other regional organizations and neighboring communities as appropriate.
2. Provide education and encouragement to citizens to promote safe walking and bicycling as a regular form of exercise and transportation.
    a. Educate children, summer workers, and adults with current bicycle and pedestrian safety procedures.

b. Develop a citizen advocacy group to participate, encourage and evaluate programs which enhance pedestrian and bicycle transportation.
c. Collaborate with local organizations, agencies, and schools to promote International Walk to School Week/Day, Cyclist and Pedestrian Awareness Week, National Bike to Work Month/Day, Safe Routes to School and other bicycle and pedestrian events.

3. Insure existing bicycle and pedestrian facilities are well designed and maintained.
   a. Inventory and assess existing bicycle and pedestrian facilities to identify hazards and challenges to pedestrian and bike travel and budget for improvements.
   b. Ensure current and proposed pedestrian and bikeway paths are furnished, where needed and appropriate, with signage, lighting, seating, landscaping, trash receptacles, bike racks, handicap access, comfort stations, etc.
4. Enforce traffic laws, for all modes of travel, (pedestrian, bicycle, & vehicular) in an effort to promote safe transportation within the City and reduce vehicular- pedestrian bicycle accidents.

EXISTING BICYCLE AND PEDESTRIAN FACILITIES

According to the 2014 inventory, the City of Gulf Shores has a total of 67.7 miles of Multi-Use Paths, Bike Lanes/Paved Shoulders, and Sidewalks (map in Appendix C). The current status of the City of Gulf Shores pedestrian and bicycle paths can be characterized as a diverse network of paths that vary in design, condition, and construction standards that were created through the attainment of Federal and state grants, implementation of the 2000 Sidewalk Bikeway Master Plan, and requirements of the Zoning Ordinance and Subdivision Regulations. The table below details the existing bike and pedestrian facilities in Gulf Shores.

FACILITY TYPE	DISTANCE IN MILES
Bike Lanes/Paved Shoulders	9.8
Multi-Use Paths	17.3
Sidewalks	36.6
Combination Paths	4
TOTAL	**67.7**

Gulf Shores is divided into two distinct areas; north and south of the Intracoastal Waterway (ICW). The area south of the ICW is compact (±4 square miles), developed with residential neighborhoods, businesses, municipal facilities, beachfront condominiums and has a fabric which lends itself to bicycle and pedestrian travel. Within this area the main east/west bike/pedestrian

facility is the Ft. Morgan Trail and Hugh Branyon Backcountry Trail (National Recreational Trail). These two multi-use paths are over 17 miles and link Gulf Shores to the Gulf State Park and the City of Orange Beach.

North of the ICW is characterized as more suburban with large scale strip commercial development located along Highway 59 and isolated residential communities along county roads. This area lacks adequate pedestrian and bicycle facilities. In concert with the Future Land Use Plan which calls for the development of mixed use activity centers in this area, opportunities exist for the creation of an interconnected bike and pedestrian network as this area of Gulf Shores develops.

Three major high trafficked state highways (Highway 59, 180, & 182) bisect Gulf Shores. The city must maintain a good working relationship with the Alabama Department of Transportation to design safe, comfortable pedestrian/bicycle facilities along these three state highways.

MINIMUM OPERATING SPACE AND USER TYPES

The City of Gulf Shores pedestrian and bicycle network is utilized by a variety of users of all ages and abilities, walkers, bikers, skateboarders, joggers, persons in wheelchairs, etc. for a variety of reasons, social and recreational activities, utilitarian trips and to connect with other modes of transportation. The below diagrams indicate the minimum dimensions for selected users and user characteristics based on age, skill level, confidence and preferences.

Sample of Types of Users	
Pedestrian (Walking)	1.6 feet (20”)
Wheelchair	3 feet (36”)
Bike	3.3 feet (40”)
Person pushing a stroller	5.6 feet (67”)
Skateboarder	6 feet (72”)

Type A – Advanced	
	Type A bicyclists are riding for convenience and speed, therefore, want direct access to destinations with a minimum of detour or delay. Type A users are typically comfortable riding with motor vehicle traffic if sufficient operating space on the travel way is provided. Type A users are comfortable and confident on or along high traffic and high speed roads.
Type B – Basic	
	Type B users are most comfortable walking or riding on low traffic/ low speed neighborhood streets and prefer designated facilities, such as multi-use paths, bike lanes or sidewalks. The majority of pedestrians and cyclists are Type B users. Type B users are not as comfortable and confident on roads with fast and busy motor vehicle traffic. Type B users may be a person walking a dog, using a bike to run an errand, riding a beach cruiser, etc.
Type C – Children	
	Type C users are children. Children whether walking or biking travel at slower speeds, are less aware of their surroundings, and are not as comfortable and confident in their abilities as adults. Children are most comfortable traveling on multi-use trails, separated sidewalks, or slow speed/ low traffic residential streets when accompanied by adults

TYPES OF FACILITIES

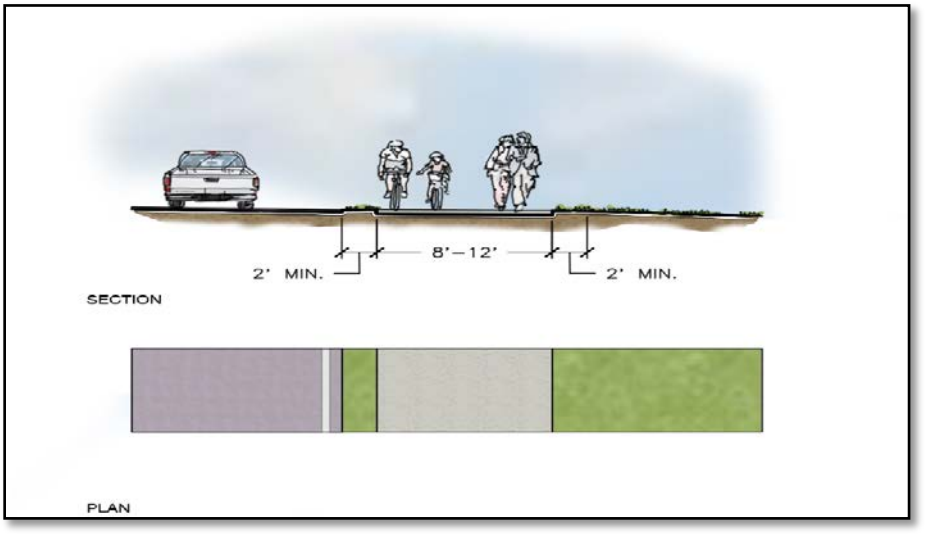
Each roadway, bicycle and pedestrian facility is unique, and therefore design considerations shall be chosen appropriate to individual circumstances in order to facilitate the overall goal of the plan to encourage safe, convenient travel for all users. Multi-use paths and complete streets are the preferable bicycle and pedestrian facilities in the City of Gulf Shores and are intended to form the backbone of the network. In some instances certain roadways in Gulf Shores are not suitable for bicycle and pedestrian transportation due to traffic volumes, existing drainage systems or restrictive rights-of-way.

The City shall refer to the guidelines established by the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, the United States Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD), American with Disabilities Act and the State of Alabama Department of Transportation Bicycle and Pedestrian Plan during the planning, design and construction processes.

Multi-Use Paths

A multi-use path is a facility on an exclusive right-of-way with a two way pathway that accommodates all users of all types and abilities (bicyclists, pedestrians, wheelchairs, skateboarders and all other forms of non-motorized users) with minimal cross flow by motor

vehicles. Wide separation between a multi-use path and an adjacent highway is desirable to demonstrate the path functions as an independent facility for bicyclists and pedestrians. Multi-use paths connect parks, neighborhoods, commercial activity centers and schools and are considered a valuable transportation and recreation resource in Gulf Shores.



Critical Dimensions

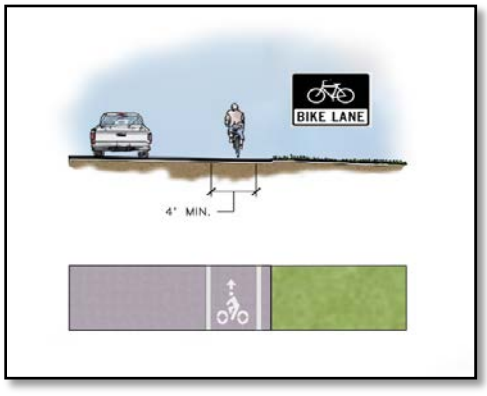
- 8 feet (2.4m) may be used where bicycle traffic is expected to be low at all times, pedestrian use is only occasional, sightlines are good, passing opportunities are provided, and maintenance vehicles will not destroy the edge of the trail,
- 10 feet is recommended where substantial use by bicycles, joggers, skaters, and pedestrians is expected, and where grades are steep,
- 2 feet of graded area should be maintained adjacent to both sides of the path,
- 3 feet of clear distance should be maintained between the edge of the trail and trees, poles, walls, fences, guardrails or other lateral obstructions,
- 8 feet of vertical clearance to obstructions should be maintained; rising to 14 feet in areas where maintenance and emergency vehicles must operate.

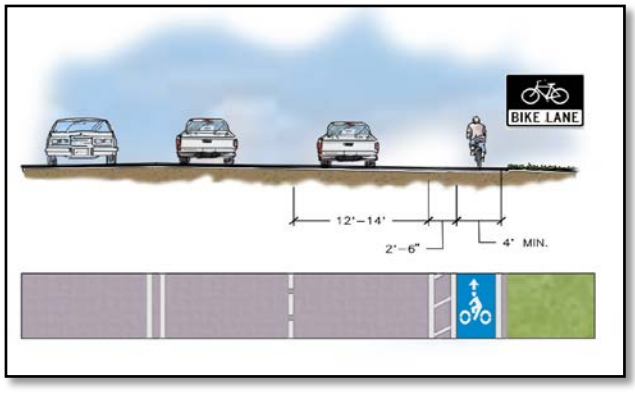
Bike Lanes

Bicycle lanes increase both the motorists and bicyclist's confidence by clearly delineating driving lanes for both uses. Bike lanes are preferably one-way facilities that carry bike traffic in the same direction as adjacent motor vehicle traffic and depending on traffic volume are most appropriate for Type A - Advanced and Type B -Basic users. The AASHTO Guide defines a bicycle lane as: "A portion of the roadway which has been designated by striping, signing and pavement markings for

the preferential or exclusive use of bicyclists". Bike lanes are most commonly found on major streets in urban and suburban environments and are for the exclusive use of bikes.

Another option for high traffic volume/high speed roadways (e.g. East & West Beach Boulevards) is the installation of Protected Bike Lanes. Protected bike lanes utilize planters, curbs, posts, and/or striping to clearly delineate vehicular and bicycle lanes. Protected bike lanes may be designed for one or two way travel and are many times painted to differentiate from vehicular space.





Critical Dimensions:

Bicycle lane width:

- 4 feet (1.2m): minimum width of bike lane on roadways with no curb and gutter,
- 5 feet (1.5m): minimum width of bike lane when adjacent to parking, from the face of the curb or guardrail,
- 11 feet (3.3m): shared bike lane and parking area, no curb face,
- 12 feet (3.6m): shared bike lane and parking area with a curb face.

Bicycle lane stripe width:

- 6-inch (150mm): solid white line separating bike lane from motor vehicle lane (maybe raised to 8-inches (200mm) for emphasis,
- 4-inch (100mm): optional solid white line separating the bike lane from parking spaces.

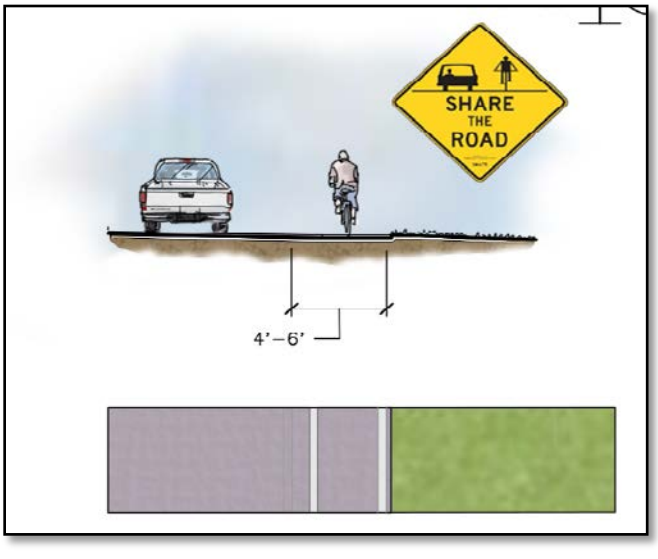
Paved Shoulder (On-Street)

According to AASHTO's Guide for the Development of Bicycle Facilities, "Adding or improving paved shoulders often can be the best way to accommodate bicyclists in rural areas and benefit motor vehicle traffic. Paved shoulders are only suitable for Type A – Advanced Users. A minimum

4-foot paved width is recommended and a 5-foot minimum width is recommended from the face of the guardrail, curb or other roadside barrier. Additional width is recommended if high bicycle use is anticipated, when motor vehicle speeds exceed 50 mph, or the percentage of large vehicles (trucks, buses) is high.

Critical Dimensions:

- Less than 4 feet (1.2m): any additional width of paved shoulder is preferred than no facility at all, but below 4 feet a shoulder should not be designated or marked as a bicycle facility.
- 4 feet (1.2m): minimum width to accommodate bicycle travel measurement must be of useable width and should NOT include the gutter pan or any area treated with rumble strips
- 5 feet (1.5m) or more: minimum width recommended from the face of a guardrail, curb or other barrier



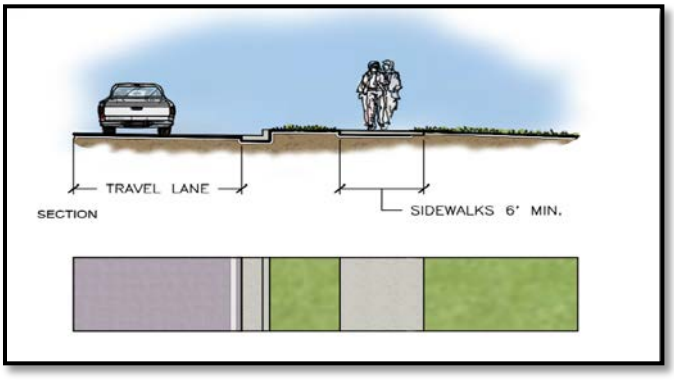
Shared Roadways (On-Street)

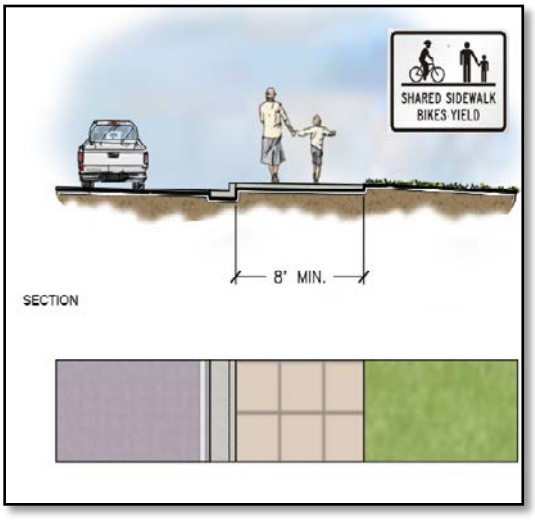
Some roadways due to their low traffic volume and speeds can be used by bicycles, pedestrians and motor vehicles with no special design provisions outside of the basic bicycle/pedestrian safety elements. Shared roadways are appropriate for all user types of all abilities.

Local residential streets and urban environments with low traffic volumes, and vehicle speeds are most appropriate for sharing vehicle, pedestrian, and bike traffic. These roadways are generally located in residential neighborhoods and are or planned to be connected to a multi-use path or complete street.

Sidewalks and Walkways

Sidewalks are (usually concrete) pedestrian travel ways that are separate from the motor vehicle lanes and bike lanes. Typically sidewalks are adjacent to roadways but are separated by open space or graded separately. Sidewalks are considered primarily pedestrian facilities but there are cases in Gulf Shores where sidewalks are the safest and only mode of transportation for both pedestrians and cyclists. Bicyclists should use additional caution when riding on a sidewalk and always yield to pedestrians. Sidewalks should be a minimum of six (6) feet wide with greater widths, 8 feet and greater being preferred in more urban areas such as the Beach Area Walking District and Waterway Village.





Complete Streets

A complete street is designed to accommodate the young and old, of all confidence levels and user abilities, whether they are driving a vehicle, riding a bike, jogging, walking to the beach, using a wheelchair, taking public transportation, skateboarding, pushing a stroller, etc. Along with multi-use trails complete streets are the safest mode of travel for bicyclists and pedestrians because a complete street is designed and operates with all users in mind. Depending on specific roadway needs and design allowances the City of Gulf Shores will use a combination of bike lanes, paved shoulders, and sidewalks and walkways to create a network of complete streets to allow for safe and convenient bike and pedestrian travel.

SPECIAL DESIGN CONSIDERATIONS

Providing safe, convenient, and well-designed facilities is essential to encourage bicycle and pedestrian use. Successful bike and pedestrian facilities are well integrated into the overall transportation system and do not adversely affect other modes or uses. The City of Gulf Shores

will design all new facilities in a manner that provides clear, concise understandable information that reinforces common road user expectations.

American with Disabilities Act Design Standards

In 1990, the Federal Government enacted the Americans with Disabilities Act (ADA). The ADA requires all public organizations to identify physical obstacles limiting access to programs, services and activities by persons with disabilities. The public rights-of-way (streets, sidewalks, and public transportation facilities) are included under the ADA umbrella. All new or existing bicycle and pedestrian facilities which are being improved due to roadway construction shall be in compliance with the ADA regulations. Important design considerations include:

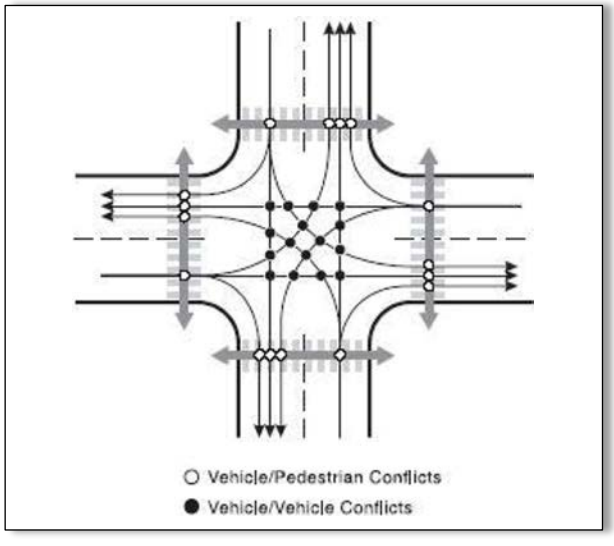
Common Physical Obstacles to ADA Regulations	
Facility Type	Obstacle(s)
Sidewalks	Width; pavement selection; obstacles such as manhole covers, utility poles, vegetation, and standing water; running slope; cross-slope; and treatments at intersecting driveways
Curb Ramps	Type (parallel, perpendicular, diagonal, combination); orientation, running slope, cross slope; width; and landing area
Detectable Warnings	Location; width; color; and dome alignment
Chanelizing Islands	Cut throughs versus curb ramps; location related to feeding curb ramps; and utility and signal pole locations
Pedestrian Push-Buttons	Type; size; contrast; orientation to direction of travel; location relative to curb ramps; location on channelizing islands; crossing times; and locator tone
Audible Signals	Location; and tone/message selection
Crosswalks	Type; width; pavement selection (pavers, stamped); and obstacles (utilities, grates), pavement build-up at ramp

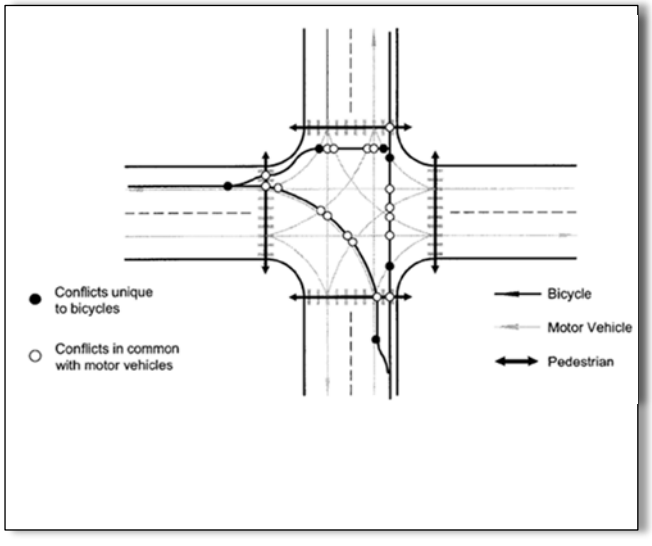
Sight Distance

To provide bicyclists and pedestrians with an opportunity to see and react to the unexpected, facilities should be designed with adequate stopping sight distances. Design speed, reaction time, friction coefficient, vertical curve and horizontal curve must all be considered to determine minimum sight distances for stopping.

Signalized Intersections

An integral part of the Gulf Shores Bikeway and Sidewalk Plan is to account for the vehicle-vs-bikeway/sidewalk interface; the safety of pedestrians and bicyclists is of particular concern at signalized intersections. The below images represent possible vehicle pedestrian and vehicle bicyclists conflicts at signalized intersections. Curb extensions, pedestrian refuge islands, and slip lanes are considerations at intersections to improve vehicular and pedestrian safety.

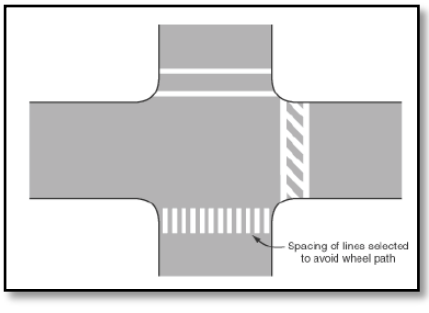




Pedestrian Signals

Electronic signals are primarily utilized for the purpose of warning or permitting safe crossing for pedestrians and are typically employed on larger roadways with higher traffic volumes. Signals shall be calibrated according to pedestrian and bicycle usage and there is a need to incorporate audible and braille technology for the seeing impaired. Push Button Crosswalks are to be timed appropriately for all users, especially considering many of Gulf Shores signalized crosswalks are at 5 or 6 lane roadways. Generally, to accommodate all users push button signals should be timed to allow for pedestrian walking speeds of 2.5 to 6.0 feet per second (100 foot right-of-way = 16/40 seconds).

Signage & Pavement Markings



Signage and pavement markings are essential to pedestrian and bicycle facilities and perform the same functions as they do on thoroughfares. Signage and pavement markings indicate safety, destination, and geographical information to users.

Crosswalk markings provide guidance for pedestrians and

bicyclists who are crossing roadways by defining and delineating paths on approaches to and within signalized intersections, and on approaches to other intersections where traffic stops. Crosswalk markings also serve to alert road users of a pedestrian crossing point across roadways not controlled by highway traffic signals or STOP signs. At non-intersection locations, crosswalk markings legally establish the crosswalk. The U.S. DOT Manual on uniform Traffic control Devices and the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities identifies three crosswalk patterns: transverse, longitudinal, and the diagonal crosswalk patterns. Elements such as rumble strips, textured paving, raised lane markers and reflectors should be avoided or carefully designed to minimize impacts on bicyclists.

Signing and marking of bike paths indicates to cyclists that there are particular advantages to using these routes compared to alternate routes. Gulf Shores has an opportunity to create a pedestrian/bicycle wayfinding plan to encourage and enhance use. Wayfinding signs guide users to important destinations such as parks and recreational facilities, municipal buildings, schools, commercial activity centers, etc.

Drainage

Open drainage ditches along streets pose challenges to the construction of new sidewalks or addition of bike lanes to new streets. It is important to consider the location, design, feasibility and impacts new bike and pedestrian facilities will have on drainage infrastructure during the planning and design phase.

Landscaping

Landscaping is integral to the pedestrian and bicyclists experience. Landscaping can improve an experience or if incorrect varieties or planting locations are chosen be detrimental to the safety of users. It is important for the City to carefully consider existing landscape conditions and new plantings with the installation of all new bike and pedestrian facilities. Gulf Shores has a hot and humid climate; proper landscaping provides shade which increases the user friendliness of the City's bicycle and pedestrian network.

Bicycle Parking

Providing bicycle parking facilities is an essential element in an overall effort to promote bicycling.

People are discouraged from bicycling unless adequate secure convenient parking is available. Bike parking should be located near building entrances to take advantage of the bicycle's door-to-door convenience and designed in accordance with the Association of Pedestrian and Bicycle Professionals (APBP) Guidelines. Article 14 of the City's Zoning Ordinance requires bike racks to be installed at all new developments and the City should incrementally install bicycle parking at all city facilities.

Traffic Calming

Traffic calming consists of physical design and other measures, including narrowed roads, 4-way stops and speed humps, put in place on roads for the intention of slowing down or reducing motor-vehicle traffic as well as to improve safety for pedestrians and cyclists. The City of Gulf Shores has successfully deployed 4-way stops as a traffic calming measure on Wedgwood Drive. Other Streets that should be considered are Regency Road, Clubhouse Drive, West Lagoon Avenue, West 36th Avenue, West 22nd Avenue, East 18th Avenue, and Windmill Ridge Road.

MAINTENANCE

Routine maintenance should be performed on all bicycle and pedestrian facilities. Glass, sand, litter, and leaves often accumulate on sidewalks, bicycle lanes, paved shoulders and multi-use paths quicker than in the motor vehicle lanes; therefore these facilities should be swept regularly. Facilities such as those along Beach Boulevard are susceptible to blowing sand and should be swept and inspected more frequently. Pavement edges should be uniform and should not drop-off abruptly, pot holes and cracked sidewalks repaired promptly. Signs and pavement marking should be inspected regularly and kept in good condition.

On multi-use paths, full paved widths should be maintained and raveling should be prevented on the edges. Trees, shrubs and other vegetation should be controlled to provide adequate vertical and horizontal clearance and sight distances. Trash receptacles should be placed and maintained at convenient locations. Grassed areas in the vicinity of multi-use paths should be mowed regularly. Consideration should be given to adjusting lane widths and providing wider outside curb lanes for bicycles during restriping operations. The addition of edge lines can also better delineate a shoulder. When shoulders are resurfaced a smooth shoulder suitable for bicycle riding should be considered. See appendix B for a bicycle and sidewalk maintenance checklist.

IMPLEMENTATION & FUNDING

The most common method for funding bicycle and pedestrian projects is to combine city funds with funds available from state, federal and private sector sources. The following methods will be used to fund and construct City of Gulf Shores bicycle and pedestrian infrastructure.

1. All development requiring site plan approval shall do one of the following:
    a. For development abutting an existing pedestrian or bicycle facility the development shall construct and connect to the existing facility along it's right-of-way frontage; or
    b. For properties not abutting an existing sidewalk or bikeway but adjacent to a planned bicycle or pedestrian facility, pay a fee in lieu for construction of the planned bike or pedestrian facility along it's right-of-way frontage; or
    c. For properties which neither abuts and existing bikeway or pedestrian facility and are not located adjacent to a planned bicycle or pedestrian facility, pay a fee in lieu of construction of a six (6) foot wide sidewalk along the property's right-of-way frontage.
2. Establish Public Works Department Capital Improvement Program to consider annual funding of bikeway and sidewalk construction and maintenance.
3. The construction of bicycle and pedestrian improvements shall be considered when developing all City roadway resurfacing, construction or reconstruction projects, in accordance with the recommendations in this plan. This effort should be coordinated with Baldwin County and the Alabama Department of Transportation for roadways under their jurisdiction.
4. Federal and State Grants

RECOMMENDED BICYCLE AND PEDESTRIAN FACILITIES

The below tables identify important projects to creating a safe, interconnected pedestrian and bicycle network. These projects are not to be viewed as an all-inclusive list and the proposed improvements are a best case scenario based on individual roadway needs and right-of-way capacities; notwithstanding restrictions such as drainage ditches, wetlands, landscape obstacles, etc. This plan should be reviewed as necessary to ensure that as the community grows additional routes are added to the master plan.

RECOMMENDED PEDESTRIAN AND BIKE WAYS					
STREET	**FROM**	**TO**	**ROW SIZE**	**FACILITY TYPE***	**DISTANCE (feet)**
Gulf Shores Pkwy	Windmill Ridge	Gulf Place	100’	8’ Sidewalk	1,500
Gulf Shores Pkwy	Windmill Ridge	Ft. Morgan Rd		8’ Sidewalk	3,850
Gulf Shores Pkwy	Ft. Morgan Rd	20th Ave	125’	8’ Sidewalk	3,295
Gulf Shores Pkwy	Intracoastal Waterway Bridge		120’	8’ Sidewalk	4,025
Gulf Shores Pkwy	East 29th Ave	West 36th/Cotton Creek Drive	200’	8’ Sidewalk	4,770
Gulf Shores Pkwy	West 36th/Cotton Creek Drive	Oak Rd (aka CR 6)	200’	6’ Sidewalk	5,270
Gulf Shores Pkwy	Oak Rd	County Road 8	200’	8’ Sidewalk	5,320
County Road 8 East	Highway 59	Foley Beach Express	75’	6’ Bike Ln	8,820
Oak Road West	Highway 59	Oyster Bay Rd	80’	6’ Bike Ln	24,500’
Oak Road East	Highway 59	Robinson Lane	60’	6’ Bike Ln	3,760’
Augusta Drive	Robinson Lane	Royal Troon Cir	100’	8’ Sidewalk	6,810’
Waterway West Blvd	Highway 59	CR 6	100’	6’ Sidewalk 6’ Bike Ln	14,630’
Waterway East Blvd	East 2nd Ave	End	60’	6’ Sidewalk	4,590’
West 36th Ave[1]	Highway 59	End	35’-60’	6’ Sidewalk	2,685’
Cotton Creek Dr	Highway 59	Geno Rd	80’	6’ Sidewalk 6’ Bike Ln	11,670’
East 20th Ave	Highway 59	Dolphin Ave	95’	8’ Sidewalk	3,025’
West Canal Drive	Highway 59	End	80’	6’ Sidewalk	9,500’
Canal Road	East 2nd St	Orange Beach	100’	6’ Sidewalk 4’ Bike Ln	12,480’
Wedgewood Dr	West 3rd St	Bear Creek Dr	80’	6’ Sidewalk	5,035’
West Fairway Drive	Ft. Morgan Rd	West Fairway (new section)	60’	6’ Sidewalk	1,600’
Clubhouse Drive[1]	Highway 59	Regency Rd	80’	6’ Sidewalk 5’ Bike Ln	3,920
Regency Road[1]	Ft. Morgan Rd	Clubhouse Dr	80’	6’ Sidewalk 5’ Bike Ln	3,170’
East 22nd Ave	East 2nd St	End	80’	6’ Sidewalk 5’ Bike Ln	5,180’
East 22nd Ave	West 2nd St	East 2nd St	60’-80’	4’ Bike Ln	2,635’
East 15th Ave	Highway 59	End	60’	6’ Sidewalk	4,550’
East 2nd Street	Ft. Morgan Road	Canal Rd	130’	8’ Sidewalk	6,720’
East 1st Street	East 21st Ave	East 15th Ave	45’	6’ Sidewalk	2,250’
East 16th Ave	Highway 59	End	70’	8’ Sidewalk	2,450’
West Beach Blvd	Highway 59	West 11th St	100’	8’ Sidewalk 6’ Bike Ln	8,700’
West Beach Blvd	West 11th	Mustique Condominium	100’	8’ Sidewalk 6’ Bike Ln	10,900’
West Beach Blvd	Mustique Condo	End	100’	6’ Bike Ln	14,750’
East Beach Blvd	Highway 59	Gulf State Park	100’-120’	8’ Sidewalk 6’ Bike Ln	5,100’

East Beach Blvd	Gulf State Park	Orange Beach City Limits	120’		11,885’
West Lagoon Ave[1]	West Beach Blvd	End	100’	8’ Sidewalk 6’ Bike Ln	9,370’
Windmill Ridge Road[1]	Highway 59	West Beach Blvd	80’	8’ Sidewalk 6’ Bike Ln	5,300’

* - *Facility Type includes both sides of the roadway*

[1] - *Street whereby traffic calming measures are recommended*

RECOMMENDED INTERSECTION IMPROVEMENTS	
LOCATION	**IMPROVEMENTS**
East 20th Ave/ Dolphin Way	Crosswalks & pedestrian signals (N,S,E,W), ADA requirements
Gulf Shores Pkwy/Windmill Ridge Rd	Crosswalks & pedestrian signals (N,E), ADA requirements
Gulf Shores Pkwy/2nd Ave	Crosswalks & pedestrian signals (N,E,W), ADA requirements
Gulf Shores Pkwy/West 8th Ave	Crosswalks & pedestrian signals (N,D,W), ADA requirements
Gulf Shores Pkwy/Zoo Dr & West 12th Ave	Crosswalks & pedestrian signals (N,S, E), ADA requirements
Gulf Shores Pkwy/West 36th Ave & Cotton Creek Dr	Crosswalks & pedestrian signals (N,S,E,W), ADA requirements
East Beach Blvd/East 1st St	Crosswalks & pedestrian signals (E), ADA requirements
*East Beach Blvd/East 2nd St	Crosswalks & pedestrian signals (E,W), ADA requirements
East Beach Blvd/East 3rd St	Crosswalks & pedestrian signals (W), ADA requirements
East Beach Blvd/East 4th St	Realign crosswalk with beach access, Crosswalks & pedestrian signals (E,W), ADA requirements
East Beach Blvd/State Highway 135	Crosswalks & pedestrian signals (N,S,W), ADA requirements
*West Beach Blvd/ West 2nd St	Crosswalks & pedestrian signals (E,W), ADA requirements
West Beach Blvd/West 4th St	Crosswalks & pedestrian signals (W), ADA requirements
West Beach Blvd/West 10th St	Crosswalks & pedestrian signals (E,W), ADA requirements
*West Beach Blvd/West 12th St	Crosswalks & pedestrian signals (E,W), ADA requirements
West Beach Blvd/West 13th St	Crosswalks & pedestrian signals (E,W), ADA requirements
East 2nd St/ East 22nd Ave	Signalized Intersection, Crosswalks & pedestrian signals (E,W), ADA requirements

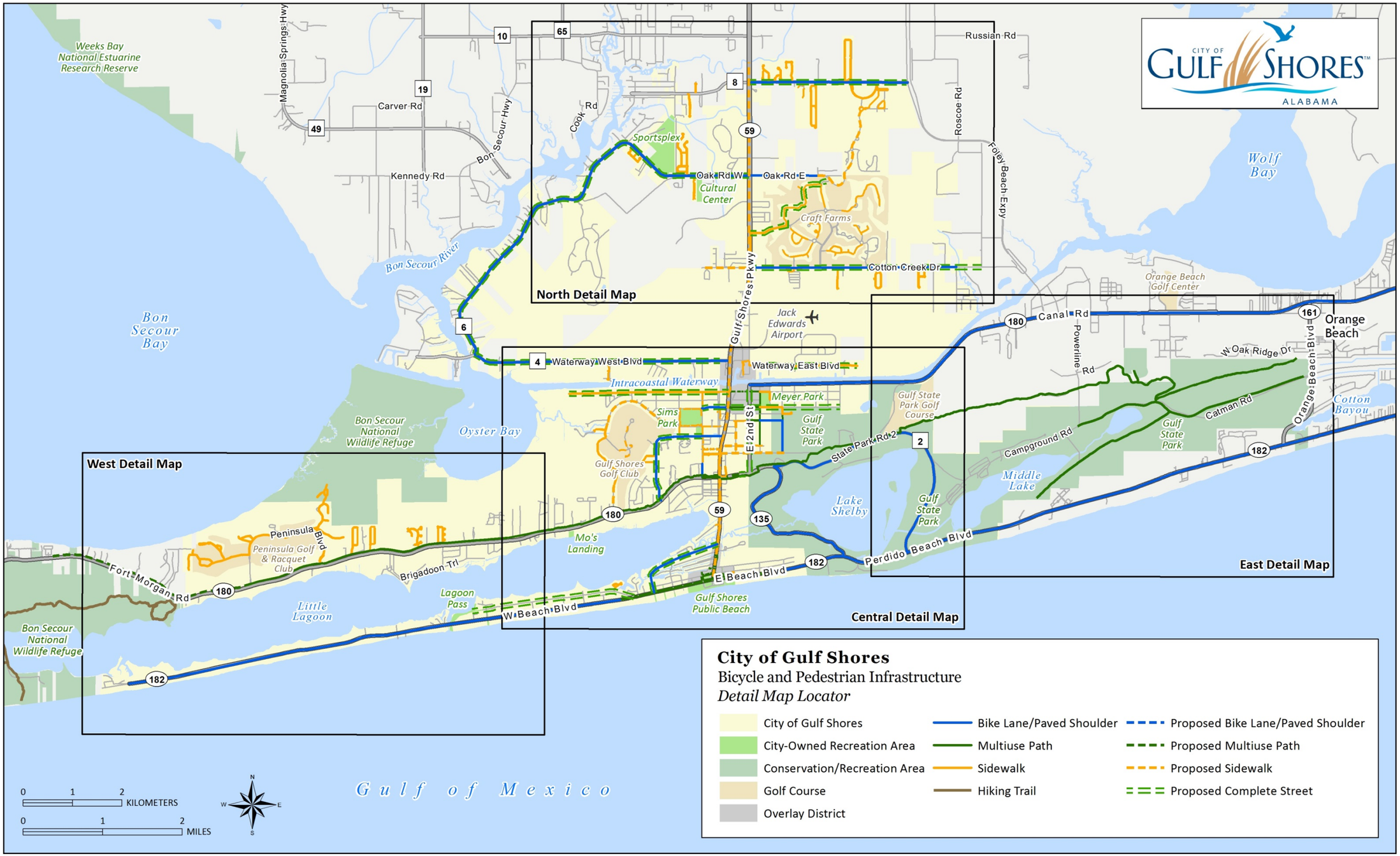
* - *Intersection improvements not required until beachfront facilities constructed*

APPENDIX A - BICYCLE & SIDEWALK MAINTENANCE CHECKLIST

Sidewalk Name / Location:			
ISSUE	**POSSIBLE BARRIERS**	**YES**	**NO**
Sidewalk and Pathway Clear Width	Narrow, Below Guidelines		
Sidewalk and Pathway Cross Slope	Steepness, Irregularity, Variability, Warping		
Landings Along Sidewalks and Pathways	Less Than 4 feet by 4 feet		
Sidewalk and Pathway Grade	Steepness, Angle Points		
Materials and Finishes	Deterioration of Surfaces, Deterioration of Markings, Appropriateness of material (ex. Cobblestones)		
Gratings	Grating Type, Grate Opening Orientation		
Discontinuities	Missing Sections, Gaps, Drops, Steps		
Detectable Warning System	Missing, Inappropriate Materials, Inadequate Size, Wrong Location		
Obstructions	Signs, Mail Boxes, Fire Hydrants, Benches, Telephones, Traffic Signal Poles, Traffic Signal Controller Boxes, Newspaper Boxes, Drainage Structures, Tree Grates, Pole Mounted Objects, Standing Water		
Traffic Signal Systems	Lack of Provision for the Visually Impaired such as APS, Inadequate Time Allowed, Inoperable Buttons, Inaccessible Buttons		
Curb Ramp	Missing, Doesn't Fall within Marked Crosswalk, Doesn't Conform to Guidelines		
Curb Ramp Flares	Missing Where Required, Too Steep		
Cracked Slabs			

Sidewalk Name / Location:			
ISSUE	**POSSIBLE BARRIERS**	**YES**	**NO**
Traverse Slope			
Longitudinal Slope			
Gaps			
Spalling			
Public Utility Damage			
Tree Root Damage			
ADA Regulations			

APPENDIX B - BICYCLE & SIDEWALK MAPS



Map Date: January 2015. Data: City of Gulf Shores, Environmental Systems Research Institute, U.S. Fish and Wildlife Service, U.S. Geological Survey. Projection: Mercator. Disclaimer: This map is intended for planning and illustrative purposes only. Although this map is based on best-available data, actual conditions may differ from those represented herein.

City of Gulf Shores

Bicycle and Pedestrian Infrastructure

Central Detail Map

- City of Gulf Shores
- City-Owned Recreation Area
- Conservation/Recreation Area
- High-Volume Road
- Walking Overlay District
- WATERWAY VILLAGE
- Bike Lane/Paved Shoulder
- Multiuse Path
- Sidewalk
- Proposed Multiuse Path
- Proposed Sidewalk
- Proposed Complete Street
- Medical Services
- Public Beach Access
- Public Restroom
- Trailhead
- School
- Signalized Crosswalk

Map Date: January 2015. Data: City of Gulf Shores, Environmental Systems Research Institute, U.S. Fish and Wildlife Service, U.S. Geological Survey. Projection: Mercator. Disclaimer: This map is intended for planning and illustrative purposes only. Although this map is based on best-available data, actual conditions may differ from those represented herein.

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City of Gulf Shores

Bicycle and Pedestrian Infrastructure

North Detail Map

- City of Gulf Shores
- City-Owned Recreation Area
- High-Volume Road
- Bike Lane/Paved Shoulder
- Sidewalk
- Proposed Sidewalk
- Proposed Complete Street
- Public Restroom

CITY OF GULF SHORES ALABAMA

Waverly Ln
Richard Childress Ln
University Ln
Horn Ln
Roscoe Rd
Foley Beach Expy
Oak Dr
Helton Dr
Fairmont Dr
Boggy Branch
Stout Ln
Viola Rd
Pine Acres Rd
Borck Rd
James Rd
Brights Creek
Marble Ct
Grund Ln
Tindale Ct
Mighty Oaks Dr
Pinacle Dr
Colonial Loop
Stone Chase Ln
Raintree Ln
Summerset Dr
Raley Ln
Crimson Ln
Crimson Ridge St
Rocky Rd Lp
Royal Troon Cir
Darley Cir
Birkdale St
Augusta Dr
Simms Dr
Boonie Ln
Ralph Sanderson Ln
George St
Wetland Park (Sportsplex)
Sportsplex
Andhurst Dr
Dunlop Blvd
Bon Secour River
Odra Ct
Trey Ln
Oak Rd W
Oak Rd E
Robinson Ln
Muirfield Ct
Craigend Loop
Shelby Home Rd
Easy St
Cultural Center
Old Plash Island Rd
Swifts Lndg
Melvin Plash Ln
Cypress Bend Golf Course
Cypress Lake Dr
Cotton Creek Blvd
Estates Dr
Landward Dr
Beckham St
William St
Franz St
Dotson St
Cypress Bend Dr
Cotton Creek Golf Course
Prestwick Ave
St Andrews Dr
Royal Dr
Glen Eagles Ave
Pinehurst Dr
Robinette Ln
Burkowski Ln
Creek Rd
Roan Ave
Peed Pl
Gulf Shores Pkwy
W 36th Ave
Cotton Creek Dr
Garris Ln
Walther Dr
Ashton Ct
Water Plant Rd
Geno Rd
Mill House Rd
Beatrice Rd
Treasure Oaks Rd
Millwood Dr

0 0.5 1 KILOMETERS

0 0.5 1 MILES

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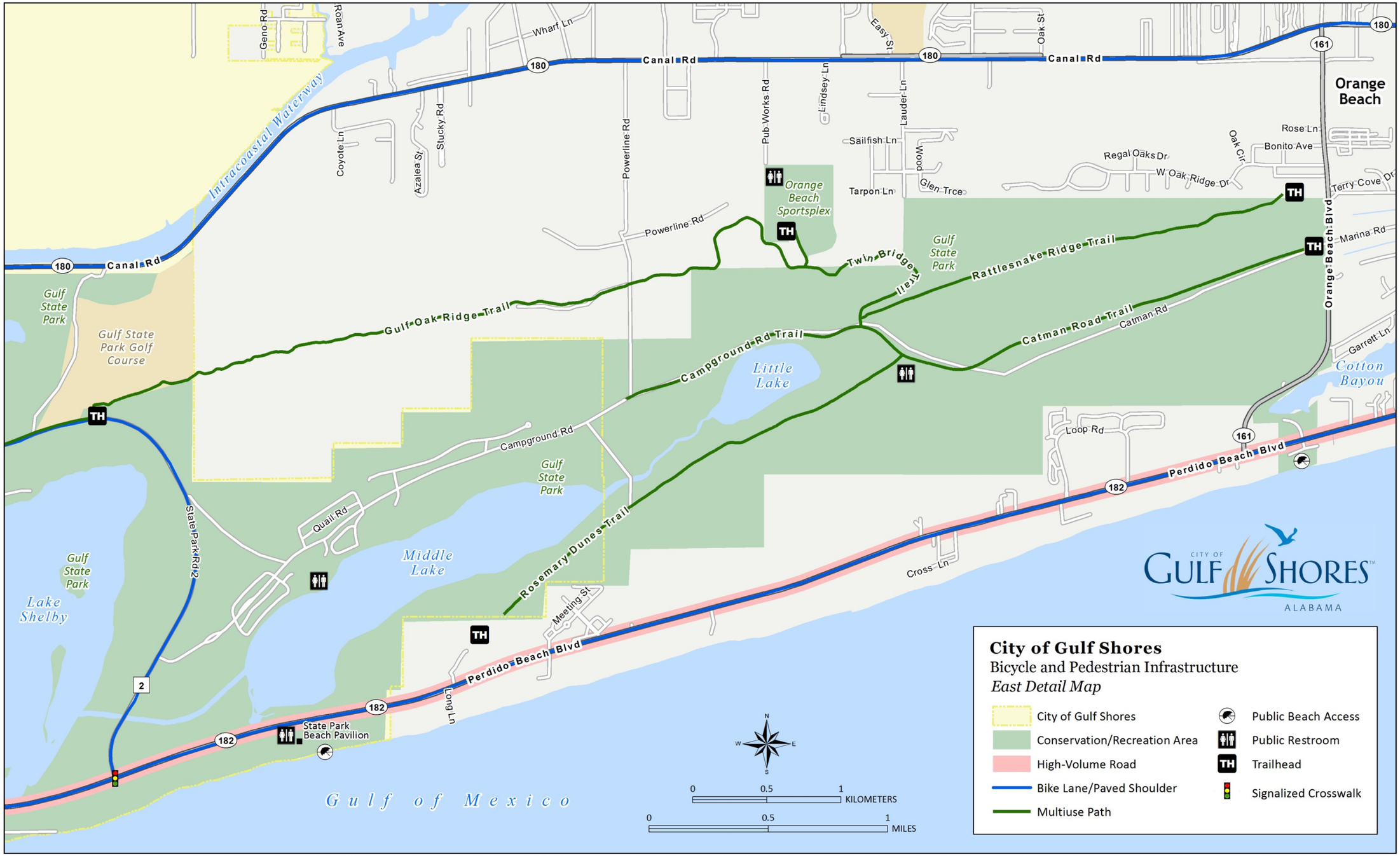

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