



CITY OF NORTHPORT

NORTHERN BICYCLE AND PEDESTRIAN MASTER PLAN

Master Plan Executive Summary





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Section One

Intent of the Master Plan



Section One- Intent of the Master Plan

The primary purpose of this report is the preparation of a master plan for the approximately 4 miles of shared use path along the northern corridor of the City of Northport. This shared use path shall include the design of a pedestrian/biking/jogging/ corridor that will parallel several major roadways, provide connectivity to a number of established, newly developed residential subdivisions, commercial properties, and portions of land positioned for development in the near future. There are four subregions that the corridor was studied forming two larger areas of influence. These areas were determined based on impact to the contiguous properties and ease of access. See Exhibit No. 1 - Areas of General Influence Study for reference.

The first area begins at the intersection of Frankie Thomas Trace and Rose Boulevard following parallel to Rose Boulevard, Wildcat Drive, future access road across Sullivan Property, U.S. Highway No. 43, and Mitt Lary Road to the intersection of Huntington Place Avenue and Mitt Lary Road. The second area begins at the intersection of Huntington Place Avenue and Mitt Lary Road following parallel to Mitt Lary Road and Alabama Highway No. 69 to Forest Glen Subdivision.

This project study shall include the development of an analysis of the entire corridor alignment, research of the current conditions, and development of a master plan that will define the design extents of the corridor. There will also be a detailed study of subregions of the two overall areas providing information related to ROW, easements, wetland/stream impacts, construction costs, etc. to give the City budgets and flexibility of areas of influence that is most impactful to them from a phasing standpoint.

The design process has included field reconnaissance of existing conditions, mapping research of developed and/or previous master planning of undeveloped residential properties, proximity of institutional properties, proximity of commercial properties, existing utility infrastructure review, roadway connectivity, etc

As previously discussed, the study is broken into two areas each containing two subregions:

Area No. 1 is approximately 1.75 miles in length containing the subareas listed below:

- Subregion No. 1 –Frankie Thomas Trace/Rose Boulevard to Mitt Lary Road/U.S. Highway No. 43
- Subregion No. 2 –Mitt Lary Road/U.S. Highway No. 43 to Huntington Place Avenue

Area No. 2 is approximately 2.25 miles in length containing the subareas listed below:

- Subregion No. 3 – Huntington Place Avenue to Bristol Park
- Subregion No. 4 – Bristol Park to Forest Glen



Section Two **Issues and Goals of Master Plan**



Section Two- Issues and Goals of the Master Plan

There are a number of issues and goals for the areas previously summarized for the development of the master plan. Each of these issues and goals are contingent on each other and represent the design considerations to be solved as part of the master plan.

Issues

- There are multiple established residential subdivisions, developing residential subdivisions, and properties likely to be developed as residential subdivisions with no connectivity.
- The older existing subdivisions have no internal sidewalks for residential use. Residents utilize the internal streets for exercise and/or for travel from residence to residence comingling vehicles and pedestrians in many times relatively poorly lighted areas.
- The area is not only experiencing tremendous growth in residential development, but also in commercial, retail, healthcare, etc. development to support the increasing residential population. Access to these establishments is only available by motor vehicle due to lack of dedicated facilities for pedestrians and cyclists
- Existing school campuses are positioned in the immediate area and accessible, but access is limited to motor vehicle modes of transportation via passenger car or bus.
- Mass transit and pedestrian facilities are not available in this area along the major routes further magnifying the use of motor vehicles and associated congestion.
- Publicly owned properties are not available along this corridor other than the school system properties and City of Northport Fire Station. This limits recreational activity locations for residents in this area.
- There is very little lighting of the public rights-of-way in this area limiting connectivity along the transportation corridors.

Goals

Goals have been established below to give an overall directive for the master plan. These goals are meant to development a master plan that will address the issues found along this corridor and as previously listed.

- Develop a shared use path corridor that allows safe connectivity between the many residential subdivisions without use of a motor vehicle.
- Establishment of a master plan for a shared use path through the corridor provides the back bone for pedestrian facilities. The corridor provides influence over approximately 4,000 acres. Secondary facilities can be developed in locations that currently do not have them and provide a place of destination to then access a larger area of the community.



- There is very little connectivity from residential locations to developments meant to serve the needs of the residents. Provide more means of access.
- Traffic congestion in this particular area is very high specifically during school hours. All residents with school age children pre-K through 12th grade can only access the school campuses by motor vehicle or bus. Provide connectivity and pedestrian and cyclist access to school campuses outside of the motor vehicle facilities. This connectivity allows year-round access to public space for educational or recreational use.
- Provide a corridor with ease of safe access to a large contingent of the public to be used for recreation, exercise, and enjoyment of the outdoors. There are virtually no publicly owned accessible properties other than the school system properties. The development of a long, shared use path will not only provide connectivity, but also provide something akin to a linear park for pedestrian and cyclist use outside of roadways.
- Install pathway lighting for safe illumination of the shared use path to be used during the day and night.



Section Three **Opportunities of the Master Plan**



Section Three- Opportunities of the Master Plan

The corridor for the Northern Bicycle and Pedestrian Shared Use Path is approximately 4 miles in length and encompasses approximately 4,000 acres of general area of influence including approximately 3,470 individual parcels of land. The area in general is currently experiencing a high volume of development in the residential market and supporting commercial and retail market. The existing high volume of development with future opportunities along the length of the corridor maximizes the benefit to the public. In addition, the project will only enhance continued development of these areas providing improvements to quality of life and further stimulus to the community providing both housing and supporting tax opportunities for the City. See Exhibit No. 1 - Areas of General Influence Study for identification of key locations and developments for corridor positioning. Key locations/developments are those listed in the actual area. The master corridor alignment will provide connectivity to all areas and subareas.

Area No. 1 is approximately 1.75 miles in length from Frankie Thomas Trace/Rose Boulevard to Huntington Place Avenue containing the subareas and key locations listed below:

- Subregion No. 1 – Frankie Thomas Trace/Rose Boulevard to Mitt Lary Road/U.S. Highway No. 43
 - A. Approximately 1.25 miles in length.
 - B. Connectivity impacts:
 1. Educational – Northport Elementary (preK – 4th), Northport Intermediate (5th – 6th), Tuscaloosa County High School (9th – 12th)
 2. Subdivisions – Grand Point, Clear Creek, Huntington Village
 3. Retail – Jalapeno’s, Frida’s Mexican Grill, 43 Prime, Winn Dixie, California Underground Pizza, Dickey’s BBQ, Subway, Jenneration Boutique, Athena’s, Pretty Nails, Vape Extreme, Head Start, Dollar General, O’Reilly’s, Waffle House
 4. Commercial – North View Dental, Northcreek Veterinary Clinic, Mitt Lary Family Practice, North 43 Dental, Tuscaloosa Drug Company
 5. Financial – Alabama One Credit Union, Alabama Credit Union
 6. Miscellaneous – City of Northport Fire Station No. 4, Christ Harbor United Methodist
 7. Future Developments – Commercial/Retail, Residential Property Zonings Available

- Subregion No. 2 – Mitt Lary Road/U.S. Highway No. 43 to Huntington Place Avenue
 - A. Approximately 0.50 miles in length.
 - B. Connectivity impacts:
 1. Educational – Huntington Place Elementary (preK – 4th)
 2. Subdivisions – Carolwood Estates, Huntington Place, Graceland Acres, Nonsubdivision/Individual Residential Lots
 3. Retail – Chevron, Domino’s Pizza, CVS
 4. Commercial – N/A
 5. Financial – N/A
 6. Miscellaneous – N/A
 7. Future Developments – Relatively Developed and none anticipated



Area No. 2 is approximately 2.25 miles in length from Huntington Place Avenue to Forest Glen Subdivision containing the subareas and key locations listed below:

- Subregion No. 3 – Huntington Place Avenue to Bristol Park Subdivision
 - A. Approximately 1.00 mile in length.
 - B. Connectivity impacts:
 1. Educational – Huntington Place Elementary (preK – 4th)
 2. Subdivisions – The Forest, Huntington Gardens, Huntington Meadows, Bristol Park, Lindsay Place, Nonsubdivision/Individual Residential Lots
 3. Retail – N/A
 4. Commercial – All-Star Ministorage, Treble Makers Music and Dance Studio, Burgess Equipment Repair
 5. Financial – N/A
 6. Miscellaneous – N/A
 7. Future Developments – Commercial/Retail, Residential Property Zonings Available

- Subregion No. 4 – Bristol Park Subdivision to Forest Glen Subdivision
 - A. Approximately 1.25 miles in length.
 - B. Connectivity impacts:
 1. Educational – N/A
 2. Subdivisions – Forest Glen, Belle Meade, Glen Crest, Nonsubdivision/Individual Residential Lots
 3. Retail – Publix, Sprint Mart, Taco Bell, Dos Amigos Mexican Grill, Great Clips
 4. Commercial – Allegra Family Clinic, Family Pharmacy
 5. Financial – N/A
 6. Miscellaneous – N/A
 7. Future Developments – Commercial/Retail, Residential Property Zonings Available

*Key Locations – this may not include recently added businesses

ALABAMA COUNTIES

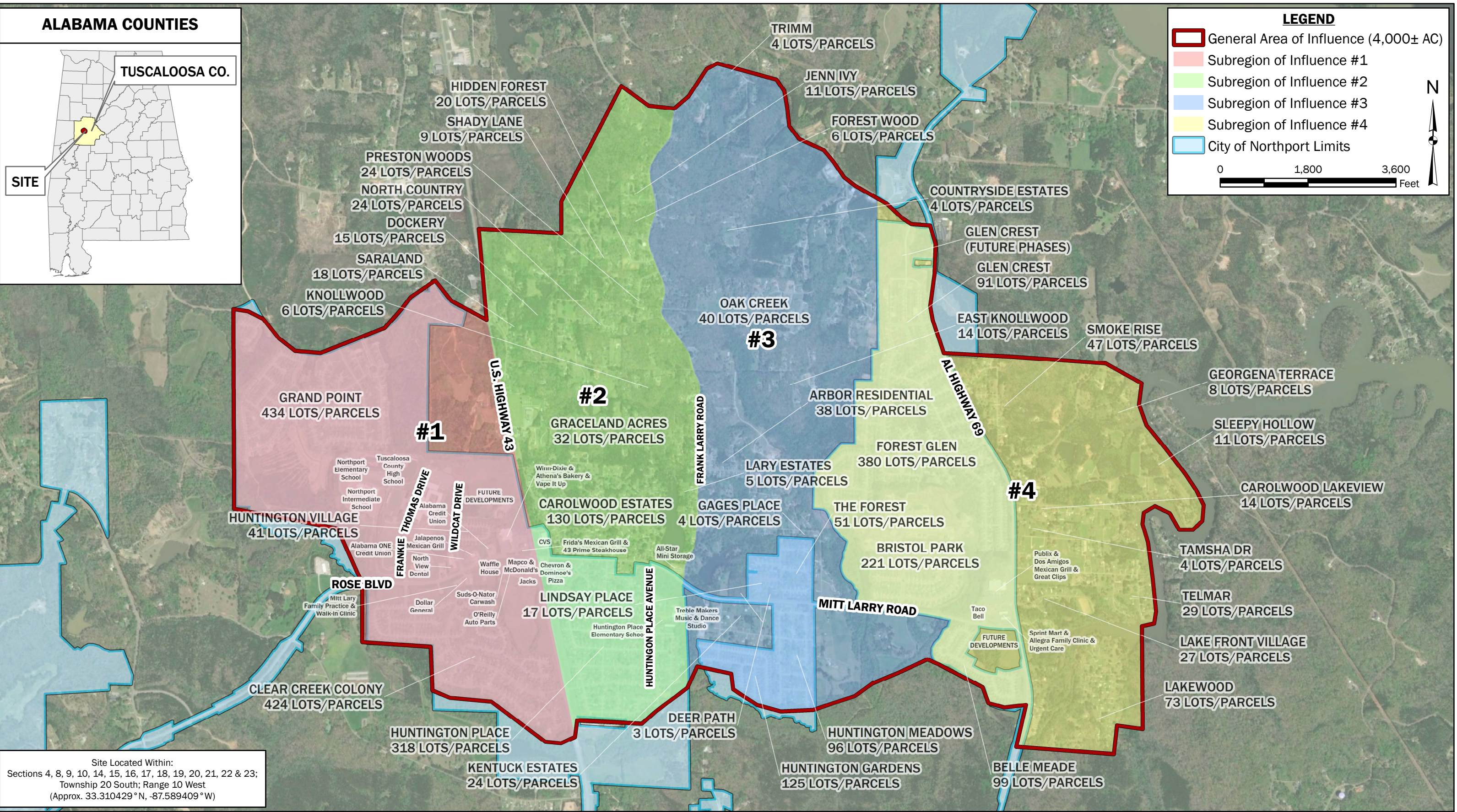


LEGEND

- General Area of Influence (4,000± AC)
- Subregion of Influence #1
- Subregion of Influence #2
- Subregion of Influence #3
- Subregion of Influence #4
- City of Northport Limits

N

0 1,800 3,600
Feet



Site Located Within:
 Sections 4, 8, 9, 10, 14, 15, 16, 17, 18, 19, 20, 21, 22 & 23;
 Township 20 South; Range 10 West
 (Approx. 33.310429° N, -87.589409° W)



EXHIBIT NO. 1 - AREA OF GENERAL INFLUENCE STUDY
 CITY OF NORTHPORT
 NORTHERN BICYCLE & PEDESTRIAN PATH
 NORTHPORT, TUSCALOOSA COUNTY, ALABAMA
 BASEMAP: Maxar Technologies, Vivid Imagery, 4/3/2021 (0.46 m Resolution).

DRAWN BY: DEK
CHECKED BY: JS/FES
DRAWING DATE: 1/31/2022
REVISION DATE: N/A
TTL JOB NO.: 000211002710.00
APPROX. SCALE: 1 in = 1,800 ft



Section Four Master Plan



Section Four- Master Plan

After studying the project corridor, the key locations and developments, and analyzing areas of influence for potential connectivity impacts, a completed master plan has been developed. See Exhibit No. 2 – Master Plan for identification of key locations, developments and corridor positioning. The positioning of a twelve-foot wide shared use path through this corridor for pedestrian/biking/jogging will provide safe, lighted connectivity to residential, commercial, and retail developments, future development, and educational facilities benefitting a large cross section of the public with a single corridor. Secondary development of sidewalks in the public right-of-way and future developments connecting to this back bone corridor will further enhance its impact to the community.

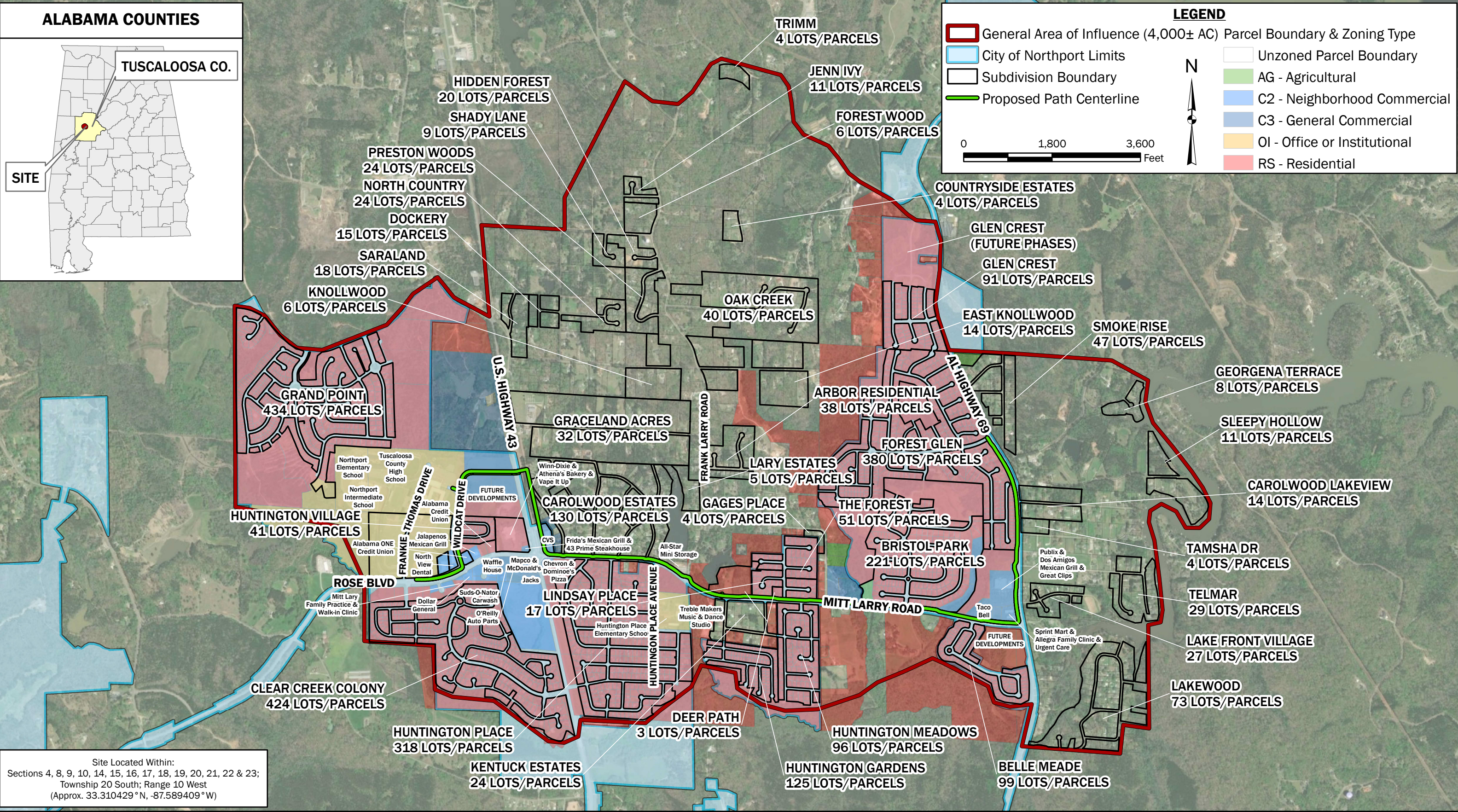
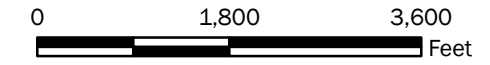
Additionally, developing the trail with landscaping, lighting, rest spaces will provide for a linear type park for the community whereas public space for such amenities is currently limited or nonexistent.

ALABAMA COUNTIES



LEGEND

- General Area of Influence (4,000± AC) Parcel Boundary & Zoning Type
- City of Northport Limits
- Subdivision Boundary
- Proposed Path Centerline
- Unzoned Parcel Boundary
- AG - Agricultural
- C2 - Neighborhood Commercial
- C3 - General Commercial
- OI - Office or Institutional
- RS - Residential



Site Located Within:
 Sections 4, 8, 9, 10, 14, 15, 16, 17, 18, 19, 20, 21, 22 & 23;
 Township 20 South; Range 10 West
 (Approx. 33.310429° N, -87.589409° W)



EXHIBIT NO. 2 - MASTER PLAN
 CITY OF NORTHPORT
 NORTHERN BICYCLE & PEDESTRIAN PATH
 NORTHPORT, TUSCALOOSA COUNTY, ALABAMA
 BASEMAP: Maxar Technologies, Vivid Imagery, 4/3/2021 (0.46 m Resolution).

DRAWN BY: DEK
CHECKED BY: JS/FES
DRAWING DATE: 1/31/2022
REVISION DATE: N/A
TTL JOB NO.: 000211002710.00
APPROX. SCALE: 1 in = 1,800 ft



Section Five **Phased Implementation**



Section Five- Phased Implementation

The following Northern Bicycle and Pedestrian Budget and Implementation Schedule outlines the individual phases identified by the master plan as presented in the Master Plan Report. These phases can be prioritized for construction in various order depending upon available funding and opportunity for financial impact. Some phases offer a quicker economic return to the community. All phases offer a large area of influence regardless.



**CITY OF NORTHPORT
NORTHERN BICYCLE AND PEDESTRIAN MASTER PLAN**

SUMMARY OF POTENTIAL PHASES WITH OPINION OF CONCEPTUAL PROBABLE PROJECT COSTS



January 31, 2022

Area	Summary of Street Segments	Length (miles)	*Path Cost	*Water Distribution Cost	*Sanitary Sewer Cost	*Storm Sewer Cost	Fiber Improvements Cost	Electrical Improvements Cost	#Landscape Improvements Cost	^Irrigation Improvements Cost	Signalized Ped Crossing Cost	Subtotal Construction Cost	10% Construction Contingency	Subtotal Project Cost	Right-of-Way, Easements, Use Permits, USACE, etc.
Subregion No. 1 Area No. 1	Frankie Thomas Trace to Wildcat Drive Wildcat Drive to Future Extension to U.S. Highway No. 43 U.S. Highway No. 43 to Mitt Lary Road (CVS Drive)	1.25	\$788,850.00	\$34,500.00	\$6,000.00	\$29,150.00	\$965,900.00	\$795,700.00	\$403,900.00	\$198,100.00	\$24,000.00	\$3,246,100.00	\$324,610.00	\$3,570,710.00	Right-of-way Acquisition Required (2 Parcels) -Tuscaloosa County Schools -Sullivan Family Construction Easements Required (2 Parcels) -Temporary in various locations Right-of-Way Use Permit Required -ALDOT
Subregion No. 2 Area No. 1	Mitt Lary Road (CVS Drive) to Huntington Place Avenue	0.50	\$701,200.00	\$233,900.00	\$7,500.00	\$229,900.00	\$342,700.00	\$300,200.00	\$139,900.00	\$75,100.00	\$12,000.00	\$2,042,400.00	\$204,240.00	\$2,246,640.00	Right-of-way Acquisition Required (9 Parcels) -Individual Owner Construction Easements Required (2 Parcels) -Temporary in various locations -Permanent in various locations Retaining Walls Required (1 Location) -Minimize easement and right-of-way
Subregion No. 3 Area No. 2	Huntington Place Avenue to Bristol Park Subdivision	1.00	\$1,312,650.00	\$17,500.00	\$4,500.00	\$505,500.00	\$787,500.00	\$654,300.00	\$332,750.00	\$162,800.00	\$12,000.00	\$3,789,500.00	\$378,950.00	\$4,168,450.00	Right-of-way Acquisition Required (+,-2 Parcels) -Various Owners Construction Easements Required (2 Parcels) -Temporary in various locations Retaining Walls Required (5 Location) -Reduce locations with right-of-way purchase Potential USACE Impacts
Subregion No. 4 Area No. 2	Bristol Park Subdivision to Forest Glen Subdivision	1.25	\$1,277,100.00	\$10,500.00	\$0.00	\$85,650.00	\$962,700.00	\$795,100.00	\$390,450.00	\$197,500.00	\$12,000.00	\$3,731,000.00	\$373,100.00	\$4,104,100.00	Right-of-way Acquisition Required (+,-2 Parcels) -Various Owners Construction Easements Required (10 Parcels) -Temporary in various locations Retaining Walls Required (2 Location) -Reduce locations with right-of-way purchase Potential USACE Impacts
Total Overall Project Costs		4.00	\$4,079,800.00	\$296,400.00	\$18,000.00	\$850,200.00	\$3,058,800.00	\$2,545,300.00	\$1,267,000.00	\$633,500.00	\$60,000.00	\$12,809,000.00	\$1,280,900.00	\$14,089,900.00	

*Required improvements for construction of the path segment. Other infrastructure is options for addition.
 #Includes solid sodding of the path segment in its entirety. Other ground cover options are available.
 ^Irrigation is budgeted for the majority of the path segment. It could be reduced to specific areas or amenities along each path segment.



Section Six **Conclusions and Findings**



Section Six- Conclusions and Findings

The development of a twelve feet wide shared use path for an approximately 4 mile corridor for the Northern Bicycle and Pedestrian Shared Use Path will have a significant impact on the public traveling, living, and working in the northern corridor of the City of Northport. This single path creates connectivity and safe access for 4 miles for one of the fastest growing areas in Tuscaloosa County. It also allows for further connectivity of future developments expanding its reach and impact.

The benefit of projects like this to the community is tremendous and creates desirable living, shopping, and recreational opportunities that enhances the overall quality of life of the area. It establishes structure of public and private development and creates a desire to be in this area. This desire will continue to spurn economic impacts to the community.

Key Components to the plan include:

1. Impact an area of influence of approximately 4,000 acres including approximately 3,470 individual parcels of land and growing. Of the total 3,470 parcels, 2,202 parcels are located in platted subdivisions.
2. Access to Educational Facilities for a large area by means other than motor vehicle or bus.
3. Safe pedestrian and cyclist corridor for 4 miles separate from traveling vehicles.
4. Recreational opportunities for the community.
5. Aesthetically pleasing landscape for quality of life and space.
6. Lighting for extended use and improved corridor safety to the community.
7. Connectivity of numerous residential, commercial, retail developments.