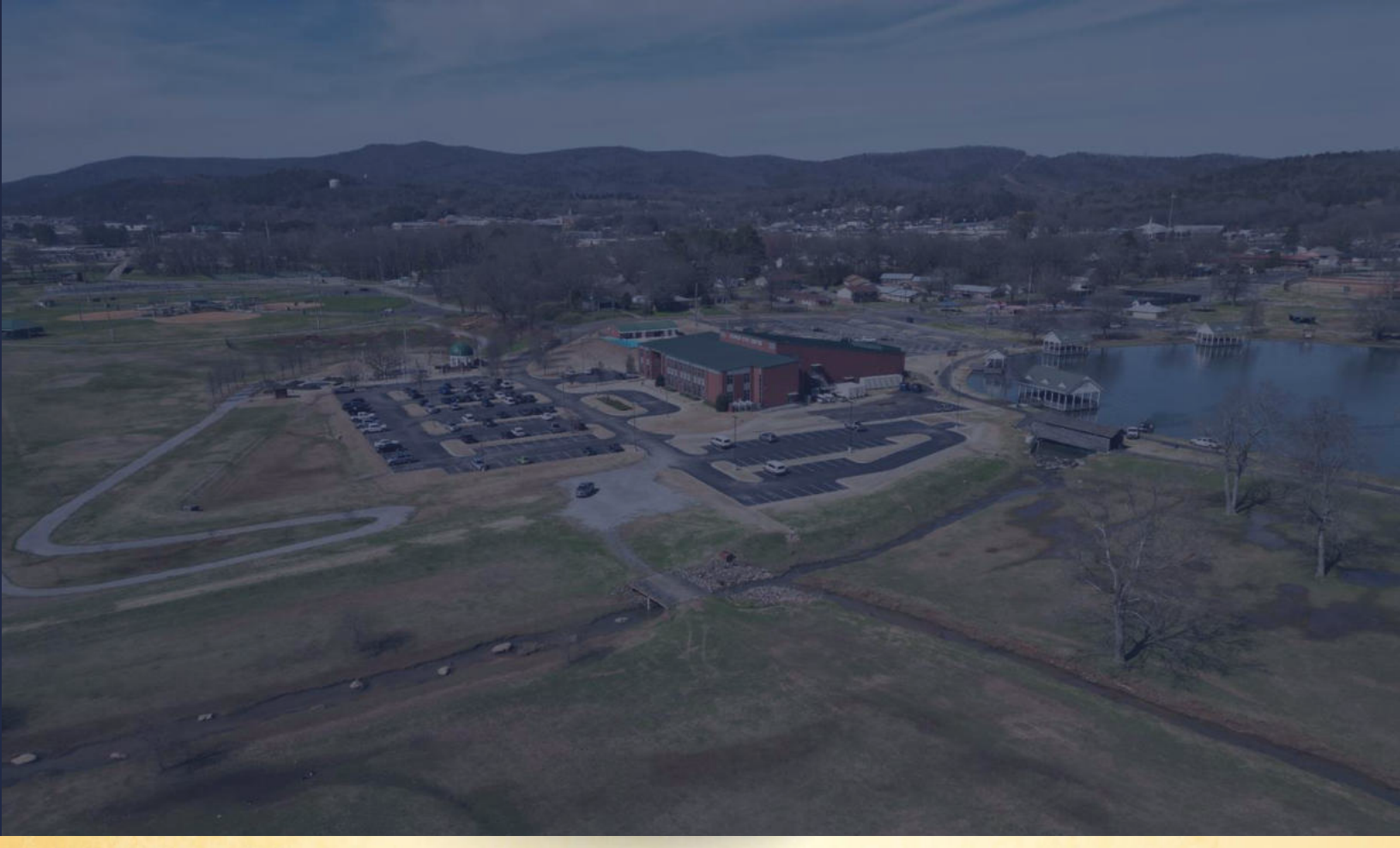

OXFORD ON THE MOVE

A Plan for Bike & Pedestrian Routes

Prepared For:

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CITY OF OXFORD

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EAST ALABAMA REGIONAL PLANNING & DEVELOPMENT COMMISSION
MPO
Calhoun Area Metropolitan Planning Organization

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Submitted: December 2025

Oxford on the Move
City of Oxford, Alabama

Introduction

The development of *Oxford on the Move: A Plan for Bicycle and Pedestrian Routes* (*Oxford on the Move* or the Plan) was initiated by the City of Oxford through the East Alabama Regional Planning and Development Commission (EARPDC). The Plan presented in this report documents the evaluation of opportunities for bicycle and pedestrian connections within the city limits of Oxford.

Purpose of the Plan

The Plan will serve as a foundation for active transportation planning within the City. With an adopted *Oxford on the Move*, the City can methodically and strategically implement the recommended facilities. The landscape of funding is ever-changing, and preparation is key to be a good position if the right funding opportunity arises.

Plan Approach

The development of *Oxford on the Move* included an inventory of existing walking and cycling facilities and a screening of existing planning documents for any related planned or programmed projects. Next, gaps in the network and desired connections were identified. All available data was then evaluated and used to create a master plan for proposed active transportation facilities throughout Oxford.

Next, each segment or proposed project was prioritized according to criteria unique to the City of Oxford's goals and needs. Finally, the prioritized list of projects were sorted into phases, serving as the implementation plan. The process, results, and methodologies are summarized within this document. A map of the Plan is included in **Appendix A**, while all proposed projects are tabulated in **Appendix B**.

Stakeholder Engagement

Sain Associates established a core project team, which included the EARPDC and the City of Oxford. The core project team attended meetings to discuss the plan approach and proposed recommendations. Once the core project team's comments were addressed, the Plan deliverables were then presented to a Steering Committee consisting of invested residents, community leaders, and City staff from other departments. The Steering Committee served as an extension for the voice of the residents of Oxford and added a layer of ownership for the community over this Plan.

Next Steps

It is recommended that the City formally adopt *Oxford on the Move: A Plan for Bicycle & Pedestrian Routes* and begin using the document as a roadmap for improving the bicycle and pedestrian network within the City. A goal of *Oxford on the Move* is to be a living document. It's natural for the desires of a community to be dynamic over the course of a planning horizon, and it is recommended that the City periodically reevaluate the Plan to update it as necessary.

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Sources

City of Oxford

East Alabama Regional Planning and Development Commission

Calhoun County

Hobson City

ALDOT

FHWA

AASHTO

NACTO

Esri

Google Earth

Roger Geller, City of Portland

1 Existing Network

Choccolocco Park
Oxford, Alabama

This section provides an overview of existing planning documents, the existing bicycle and sidewalk network, bicycle and pedestrian destinations, environmental resources, and summarizes feedback received from the public regarding the status of cycling and pedestrian facilities and opportunities.

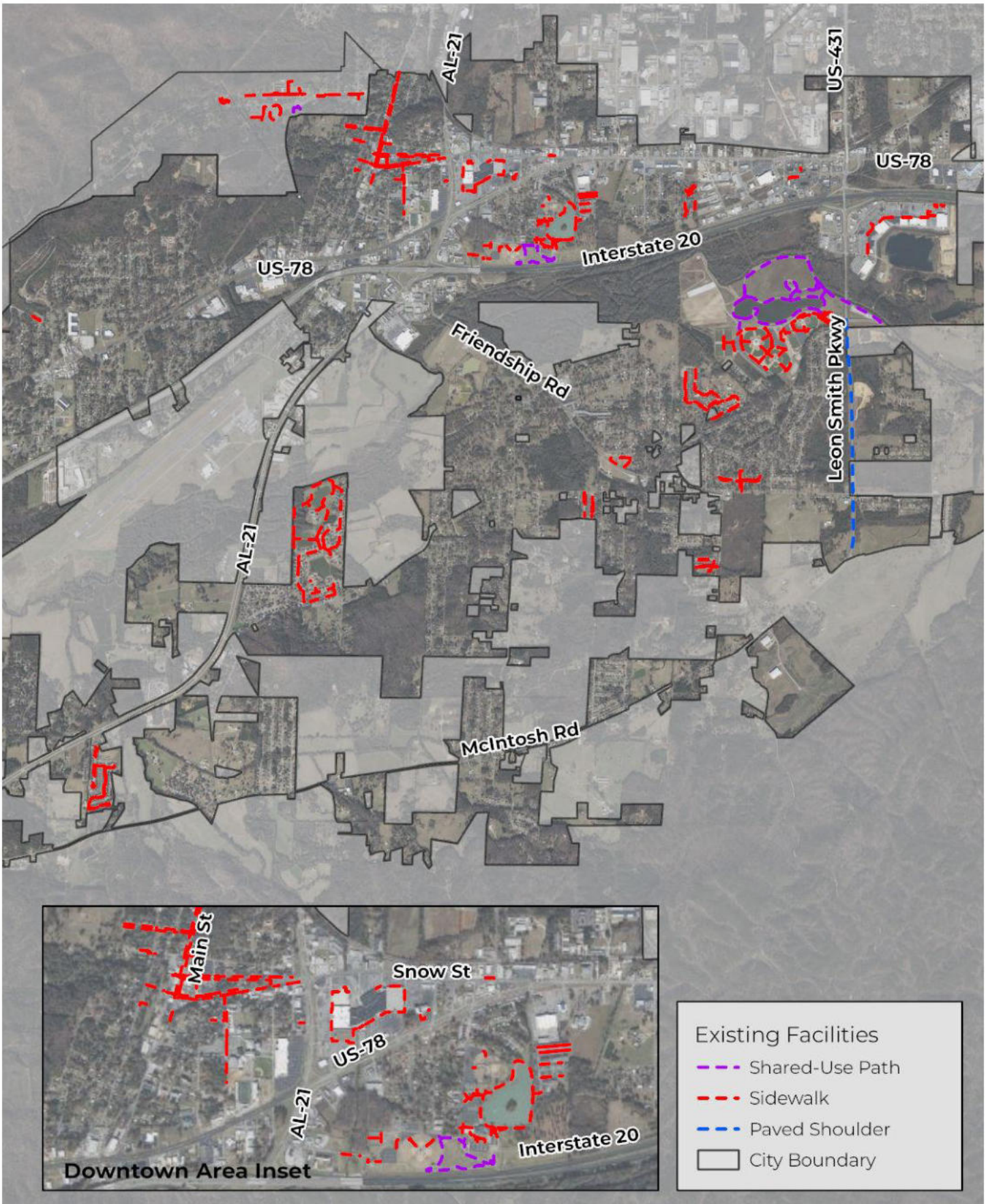
1.1 Existing Active Transportation Facilities

The City of Oxford covers nearly 32 square miles and has a population of 22,069 (Source: 2020 Decennial Census). The study area includes all local roadways, meaning state and US maintained roadways were omitted from evaluation except for local roadway crossings.

More than 30 miles of sidewalk or pedestrian paths currently exist within the City of Oxford. Most sidewalks are concentrated in the downtown area, parks, and residential developments built within the last 30 years. Oxford Lake Park, Liberty Park, and Choccolocco Park possess walking trails but for most users a vehicle is required to drive to any of the parks.

In the state of Alabama, it is legal to operate a bicycle in the far-right travel lane of any non-freeway roadway. However, there are currently no exclusive on-road bicycle facilities within the City of Oxford. The Coldwater Mountain Bike Trails are located just northwest of the City, and a pump track was constructed recently at Liberty Park, opened in June 2025. Oxford City Schools has a thriving mountain biking program for students who train at these facilities in addition to road cycling.

Figure 1-1 provides a location map that shows Oxford's city limits and existing active transportation facilities.



CITY OF OXFORD

Figure 1-1: Existing Bicycle & Pedestrian Facilities

Oxford on the Move: A Plan for Bicycle & Pedestrian Routes
City of Oxford, AL

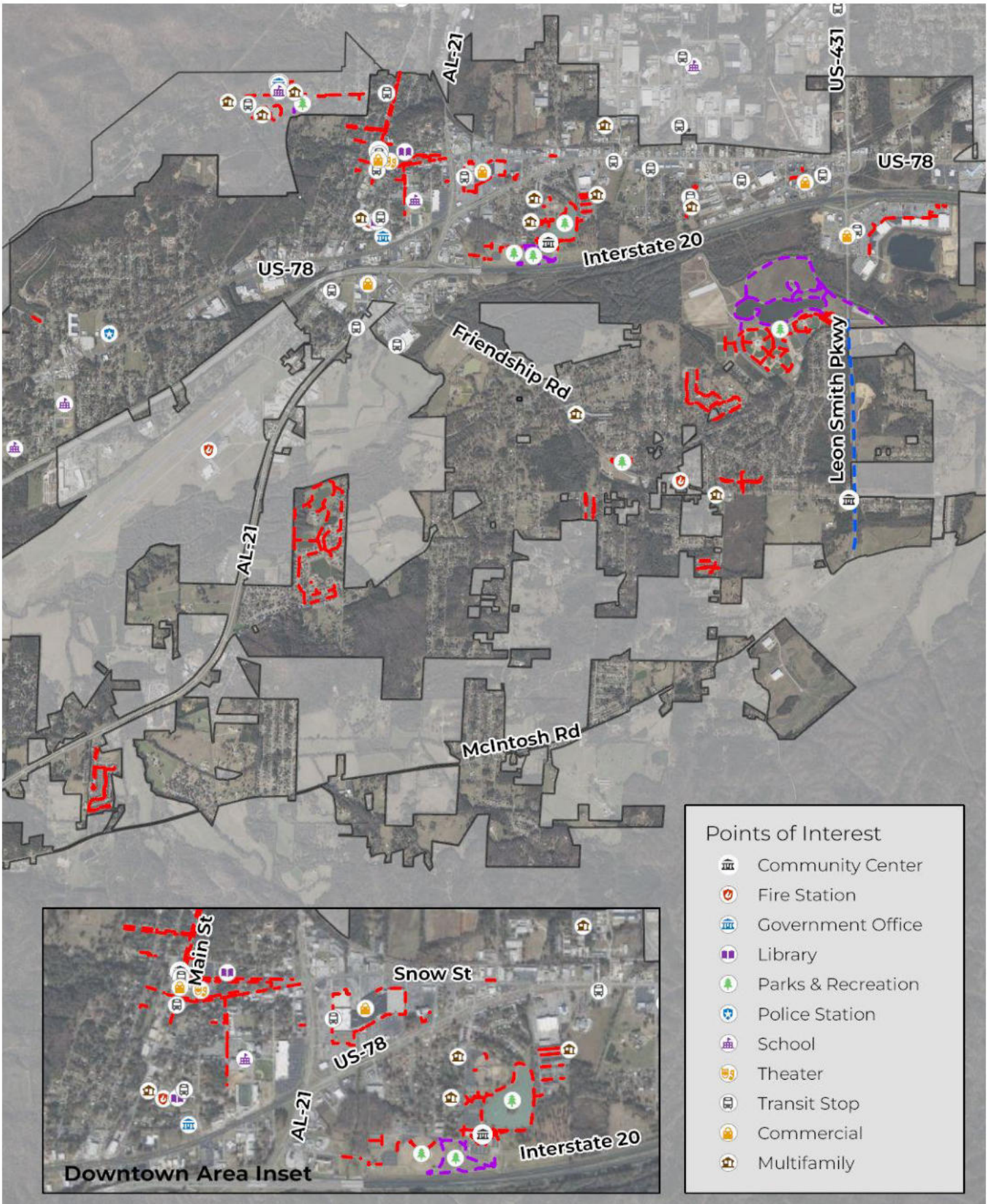
1.2 Active Transportation Destinations

Densely populated areas, recreational facilities, commercial centers, and business districts are considered pedestrian and cyclist generators. Based on a review of the City and input from stakeholders, the following locations are expected to generate active transportation trips:

- Historic Main Street Oxford (Historic Downtown Oxford)
- Oxford Civic Center, Oxford Lake Park, Freedom Park, and Liberty Park
- Choccolocco Park
- Schools
- Multifamily Residential Developments
- Residential Neighborhoods
- Quintard Mall
- Oxford Exchange
- Spring Branch Road Commercial Area
- Hotels along Colonial Drive
- Bannister Park
- Bynum Community Center
- Friendship Community Center
- Hobson City
- Coldwater Mountain Bike Trails (City of Anniston)
- Talladega National Forest (Talladega, Calhoun, Cleburne Counties)
- Cheaha State Park (Cleburne County)

The map shown in **Figure 1-2** highlights these generators. Additional featured locations for visitors are as follows:

- Alabama Birding Trail - Choccolocco Park
- Alabama Indigenous Mound Trail – The Choccolocco Creek Archaeological Complex
- Alabama Antique Trail: Apple Barrel Antiques, Cotton Antiques & Collectibles, Timeless Treasures Antique Mall
- Alabama Mural Trail – Historic Downtown Oxford
- A Circle of Colors Trail – Oxford
- Sweet Home Towns Trail – Historic Downtown Oxford
- Alabama Blueway Trail – Choccolocco Creek



CITY OF OXFORD

Figure 1-2: Active Transportation Trip Generators

Oxford on the Move: A Plan for Bicycle & Pedestrian Routes
City of Oxford, AL

1.3 Public Engagement

A public involvement meeting was held on February 15, 2025. The purpose of this meeting was to present the existing conditions review and solicit feedback from the public. A survey questionnaire was provided to each attendee. During the meeting, attendees were able to draw on maps and leave notes with their feedback. Approximately 40 residents attended the meeting. Many opted to use the online form, but 7 physical comment forms were collected and added to the online survey results.

In addition to the in-person public engagement meeting, an online version of the survey was posted on City social media pages and remained open for two weeks following the meeting. The online survey included an interactive map which allowed respondents to draw routes where they typically walk or bike as well as where they wish to walk or bike. Approximately 32 responses were received on the online survey.

The following questions were included in both versions of the survey:

1. Where in the City do you currently walk and/or bike?
2. Are there areas in the community where you felt unsafe while walking or bicycling?
3. In what areas of the community are there short segments of existing sidewalks or bicycle facilities that you feel create gaps in the pedestrian and bicycle network?
4. What origins and destinations would you like to walk or bike between?

Figure 1-3 provides a word cloud summary of the feedback received.

Figure 1-3: Word Cloud Summary of Public Engagement Feedback

To establish credibility of the survey, respondents were asked their address or street, age range, and gender. Results indicated that a reasonable distribution of residents throughout the city completed the survey. Additionally, **Figure 1-4** implies a favorable age distribution with several responses for each age range. **Figure 1-5** shows that though more respondents identified as male, approximately 33% identified as female and 16% preferred not to answer.

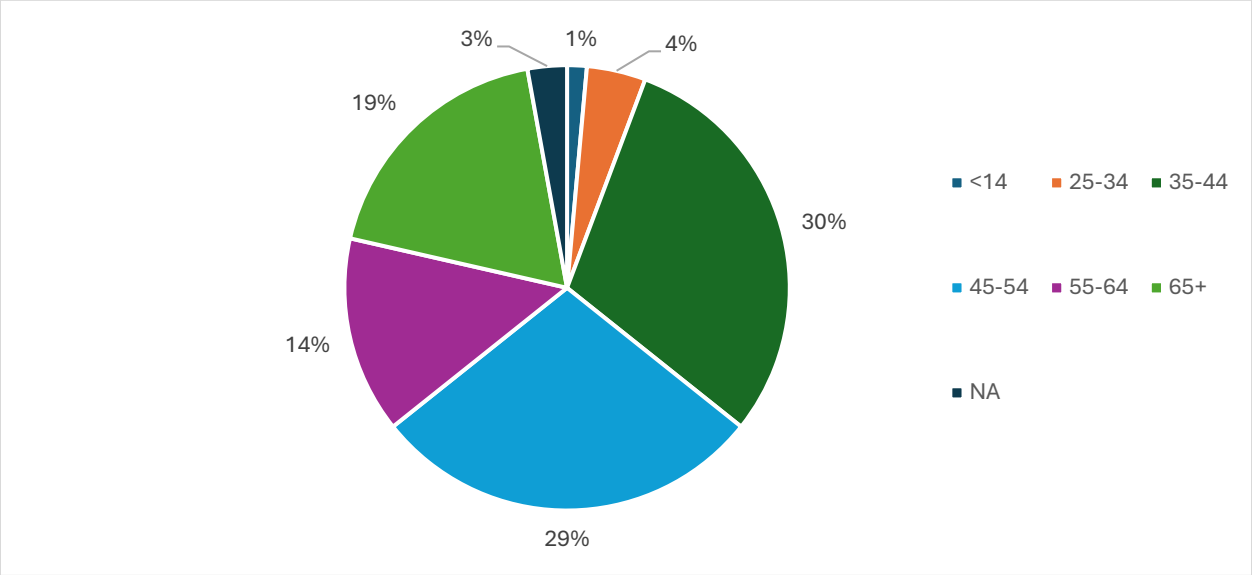


Figure 1-4: Age Range Distribution of Survey Respondents

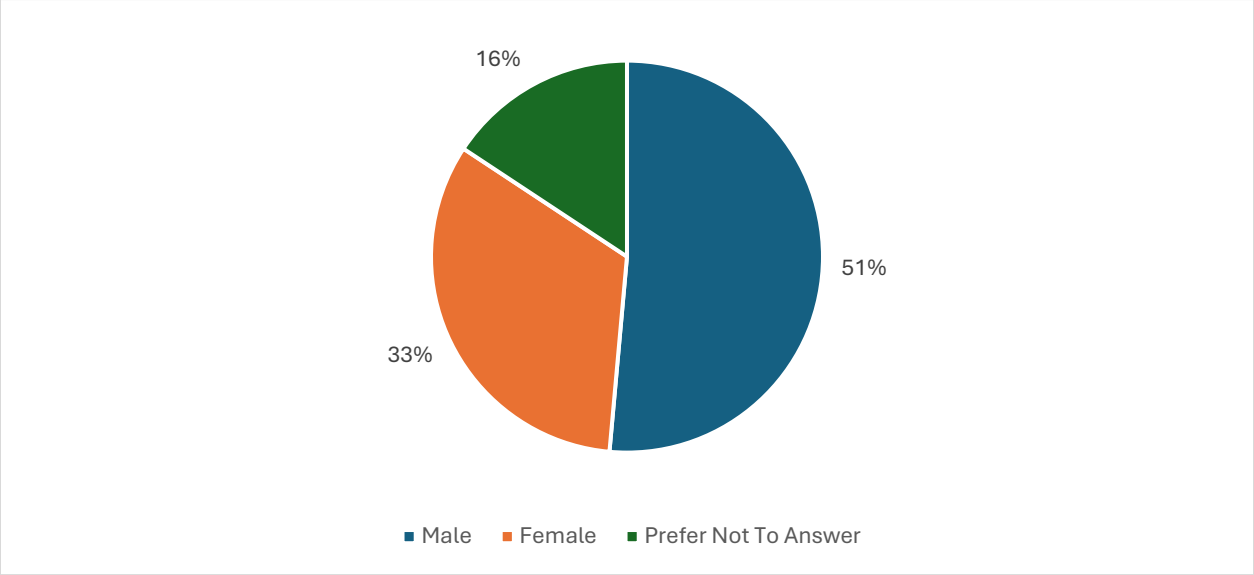


Figure 1-5: Gender Distribution of Survey Respondents

Respondents were instructed to draw routes on a map where they desire to walk and/or bike. **Figure 1-6** shows a heat map of the responses by density of paths.

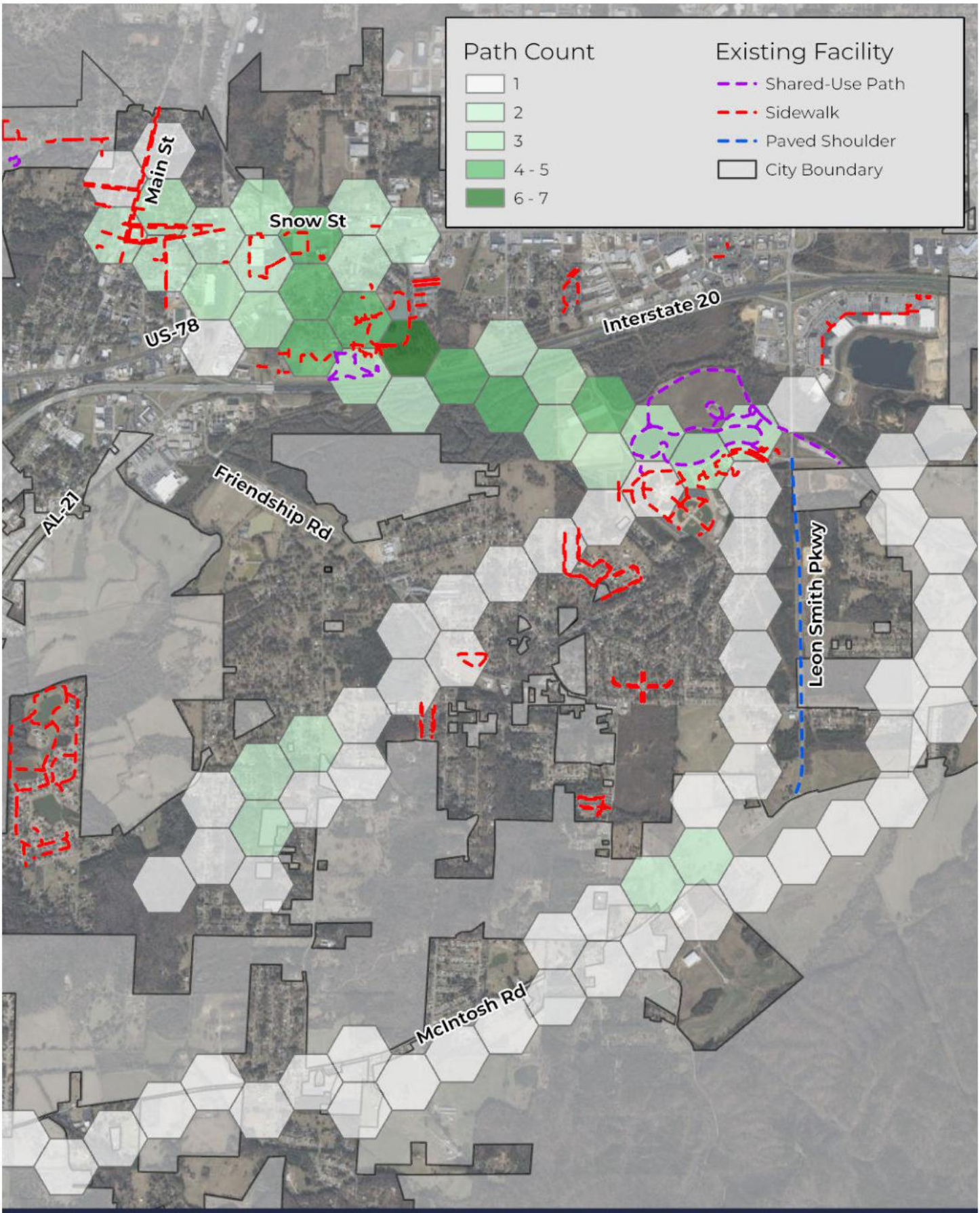


Figure 1-6: Desired Active Transportation Routes (Survey)

Oxford on the Move: A Plan for Bicycle & Pedestrian Routes
City of Oxford, AL

CITY OF OXFORD

1.4 Existing Planning Documents

Relevant planning documents with documentation pertaining to bicycle and pedestrian accommodations were reviewed for incorporation into this Plan. A summary of the documents reviewed is provided in this section.

1.4.1 Calhoun Area MPO Bicycle and Pedestrian Plan Update (2019)

Most recently updated in 2019, the Calhoun Area MPO Bicycle and Pedestrian Plan was prepared to improve multimodal transportation options for residents of the Calhoun MPO area, in compliance with USDOT and Federal Highway administration requirements to address bicycle and pedestrian travel in the regional transportation plan. The goals listed below are consistent with the original 2012 plan:

- To improve bicycle and pedestrian safety;
- To improve bicycle and pedestrian access;
- To improve bicycle and pedestrian needs in the planning and development of the community; and
- To increase local support for bicycle and pedestrian activities.

This plan identifies and prioritizes bicycle and pedestrian facilities in the Calhoun MPO area, focusing on three types of facilities:

- Share the Road Routes
- Bicycle Lanes,
- Multi-use Paths

There has been momentum to connect the Chief Ladiga Trail to Oxford, which will be evaluated within *Oxford on the Move*. **Table 2** shows the proposed bicycle and pedestrian facilities included in the 2019 Calhoun MPO Area Bicycle and Pedestrian Plan. Each proposed project listed in **Table 2** is located within or adjacent to the City of Oxford.

Table 1: Calhoun MPO Bicycle & Pedestrian Plan Projects - Oxford and Hobson City

Area	Project Name	Facility Type	Phasing/Priority
Oxford	Oxford Main Street Bike Lanes	Bike Lane, re-stripe	High
Oxford	Oxford Mall Signal and Path	Multi-use Path	High
Oxford	Oxford Mall Signal and Path	Multi-use Path	High
Hobson City	Martin Luther King Drive	Share the Road	High
Oxford	US-78 Sidepath toward Civic Center	Multi-use Path	Mid
Oxford	McCullars Lane	Share the Road	Mid
Oxford	Oak Street	Share the Road	Mid
Oxford	Luttrell and Spring Street	Share the Road	Low
Hobson City	McDaniel Street	Share the Road	Low

1.4.2 Calhoun Area MPO Long Range Transportation Plan (2025)

The Calhoun Area Metropolitan Planning Organization's 2050 Long Range Transportation Plan (LRTP) lists several project strategies specific to bicycle and pedestrian infrastructure. The following is a list of strategies identified in the 2050 LRTP to address the needs and problems associated with pedestrian facilities:

- Construct and complete gaps in the sidewalk network when improvements are made to the adjacent street segment.
- Require new developments and roadway projects to include pedestrian facilities and connections.
- Recognize the need for sidewalks within ¼ mile of activity centers.
- Include updated sidewalk inventory when updating the existing 2019 Bicycle/Pedestrian Plan.
- Purchase and distribute pedestrian safety brochures and materials.
- Promote efforts to make small scale pedestrian connections between destinations and activity centers.

The following is a list of strategies identified in the 2050 LRTP to address the needs and problems associated with bicycle facilities:

- Require bicycle parking facilities at all new developments.
- Increase emphasis on bicycle safety.
- Emphasize bicycling as an acceptable and normal transportation mode.

The Calhoun Area MPO adopted the Calhoun Area 2012 Bicycle/Pedestrian Plan in May 2012 and updated the plan in 2019. In addition to the proposed bicycle projects in the Calhoun Area MPO Bicycle/Pedestrian Plan (2019 Update), the following strategies were proposed:

- Encourage designated bicycle parking at all public faculties and major destinations.
- Design roads to accommodate bicyclists safely when possible.
- Use American Association of State Highway and Transportation Officials (AASHTO) standards for construction.
- Encourage bicycle safety programs.
- Develop Bicycle Safety Education Program for 4th graders, physical education teachers, adults, and law enforcement.
- Place Share the Road signs on various streets in the urban area.
- Purchase and distribute bicycle safety brochures and materials.
- Promote efforts to provide inter-modal connections between non-motorized activities and other modes of transportation.

1.4.3 Calhoun Area MPO Transportation Improvement Plan (2023)

There are no bicycle or pedestrian related projects within the City of Oxford included in the Calhoun Area MPO Fiscal Year (FY) 2024 – FY2027 Transportation Improvement Plan (TIP).

1.4.4 Anniston Area Bicycle/Pedestrian Program Integration Plan (2021)

This section contains a summary of the deliverables for the Anniston Area Bicycle and Pedestrian Program Integration Study. The purpose of this study was to develop a plan to move forward with an integrated concept for bicycle and pedestrian facilities in Anniston and its surrounding areas. The initiatives incorporated in this study that are relevant to the Oxford Bicycle and Pedestrian Master Plan include the Chief Ladiga Trail Extension.

The following proposed projects from the Anniston Area Bicycle/Pedestrian Program Integration Plan have implications for *Oxford on the Move* due to their proximity to the city limits:

- South Noble Street from 4th Street to Chestnut Street (Bicycle Lanes or Share the Road)
- Chestnut Street from South Noble Street to Constantine Avenue (Share the Road)
- Constantine Avenue from Chestnut Street to Oxford City Limits (Share the Road)

The South Noble Street facility is included in the Initial Phase of the Integration Plan, while the Chestnut Street and Constantine Avenue facilities are included in the Third Phase. Each of these projects are included in the Calhoun MPO Bicycle and Pedestrian Plan (2019).

1.4.5 Chief Ladiga Trail Extension (2025)

Ultimately, there is a vision to connect Oxford and Hobson City to the Chief Ladiga Trail. The six-mile extension of the Chief Ladiga Trail from Weaver to the Anniston Amtrak Station was completed in August 2025. The Anniston Amtrak Station lies approximately 1.8 miles from the City Limits of Oxford.

The formally abandoned rail line used for the Chief Ladiga Trail ends at the Anniston Amtrak Station along West 4th Street. Active Norfolk Southern rail lines exist between the Anniston Amtrak Station and Oxford City Limits.

1.4.6 Alabama Statewide Bicycle and Pedestrian Plan (2025)

The purpose of the Alabama Statewide Bicycle and Pedestrian Plan is to establish a vision that supports walking and bicycling as modes of transportation in the state. The statewide plan was developed by Gresham Smith in partnership with ALDOT and project stakeholders to provide guidelines for safe bicycle and pedestrian facilities. The plan promotes a vision of walking and bicycling as safe, comfortable, and convenient modes of transportation in all communities across the state for people of all ages and

abilities. Specifically, the Anniston-Oxford metropolitan area was identified as one of six areas where the percentage of households without a vehicle exceeds the statewide average.

Other important elements of the overall transportation system and local economies are greenways and shared use paths. These elements have also become important economic development assets because business districts, tourism destinations, and residential communities can benefit from the additional access provided by walking and bicycling facilities.

The Chief Ladiga Trail, located in the Anniston area, was among the many examples of existing shared use path systems and tourism-based bicycle routes discussed during the statewide planning process. The Chief Ladiga Trail is Alabama's inaugural extended rails-to-trails endeavor interlinking the cities of Anniston, Weaver, Jacksonville, and Piedmont as it crosses Calhoun and Cleburne Counties.

The Alabama Statewide Bicycle and Pedestrian Plan provided recommendations for bicycle facilities in the form of "Priority Corridor Areas and Visionary Bicycle Corridors." Priority corridors are cities and towns that demonstrate a higher-than-average potential demand for bicycle transportation in areas where access to everyday needs is greatest. Visionary corridors link the areas with a higher potential demand for bicycle transportation to one another and to other major destinations including state parks, scenic areas, and adjacent state routes. **Table 3** identifies the priority corridor areas and visionary bicycle corridors which affect the *Oxford on the Move* study area.

Table 2: Alabama Statewide Potential Bicycle Corridors in Study Area

Designation	Location or Route
Priority Corridor	Anniston-Oxford Metropolitan Area
Visionary Bicycle Corridor	Anniston-Oxford to Piedmont
Visionary Bicycle Corridor	Anniston-Oxford to Ranburne
Visionary Bicycle Corridor	Anniston-Oxford to Wedowee
Visionary Bicycle Corridor	Anniston-Oxford to Talladega
Visionary Bicycle Corridor	Anniston-Oxford to Pell City
Visionary Bicycle Corridor	Anniston-Oxford to Gadsden

The Alabama Statewide Bicycle and Pedestrian Plan is intended to provide resources and complement local plans such as *Oxford on the Move*. Key findings from the Statewide Plan are included in **Figure 1-7**.

Figure 1-7: Key Findings from the Alabama Statewide Bicycle and Pedestrian Plan

1.4.7 Sweet Trails Alabama

Sweet Trails Alabama is a state-funded initiative to highlight outdoor recreation as a driver of economic development through attracting new residents and eco-tourism. In 2024, Alta Planning & Design completed the Sweet Trails Alabama Statewide Plan by aggregating existing plans and recommending intercity routes for further feasibility study.

Within the Sweet Trails Alabama Statewide Plan, there are several planned or recommended facilities which traverse the City of Oxford. A feasibility study evaluating a trail connection from Birmingham to Anniston is being conducted at the time of this report. The results of the feasibility study are expected to be available in 2026.

1.5 Environmental Resources

Each transportation project has environmental implications, regardless of scope or funding type. It is critical to identify environmental challenges early in the project life cycle to avoid costly redesign, schedule challenges, or unnecessary high-cost construction activities. While impractical to see all potential environmental challenges throughout the City of Oxford, this section provides several environmental areas to be mindful of when planning an active transportation project.

A search of documents, databases, a field review, and compilation of GIS data was performed to analyze existing conditions and identify environmental features. Further details on the following topics can be found in **Appendix C**:

- Underserved Communities
- Historic Assets
- Section 4(f) Properties
- Section 6(f) Properties
- Streams and Wetlands
- Prime and Unique Farmlands
- Hazardous Materials Properties
- Threatened and Endangered Species

General implications for potential projects are included in this section. Many topics only apply to federally funded projects, but some apply to all projects even if locally funded.

Underserved Communities

According to the Infrastructure Investment and Jobs Act (IIJA, 49 USC 6702(a)(1)), an underserved community, or Area of Persistent Poverty (APP), is defined by the following demographic thresholds:

- Any Census tract with a poverty rate of not less than 20 percent, as measured by the 5-year data series available from the American Community Survey (ACS) of the Bureau of the Census for the period of 2014 through 2018.

For the purpose of *Oxford on the Move*, identification of underserved communities is done by census tract. Access to new active transportation facilities will increase walkability and decrease car dependency within the study area. For census tracts designated as underserved communities, the percentage of zero-auto households are likely to be higher than their counterpart census tracts. This demonstrates a higher dependency on active transportation facilities for necessary trips to school, medical appointments, and grocery stores. This is reflected in the Plan's prioritization process.

Historic Assets

Often historic sites generate bicycle and pedestrian activity. Additionally, historic sites should be identified to avoid impacts by proposed projects. To verify the historic and/or archeological importance of the area, a full cultural resources report should be prepared should the City opt to utilize federal monies to fund improvement projects.

Section 4(f) Properties

The U.S. Department of Transportation Act of 1996 included a Section 4(f) which provided for consideration of park and recreation areas, wildlife and waterfowl refuges, and historic sites during transportation project development. Although this Act is now implemented by the Federal Highway Administration (FHWA) through regulation 23 Code of Federal Regulations (CFR) 774, Section 4(f) is still used to describe the above-mentioned property types. For publicly owned public parks, recreation areas, and wildlife and waterfowl refuges, a de minimis impact is one that will not adversely affect the activities, features, or attributes of the Section 4(f) property. A de minimis impact determination does not require analysis of feasible and prudent avoidance alternatives.

Section 6(f) Properties

Section 6(f) provides that property acquired or developed with Land and Water Conservation Fund (LWCF) assistance shall be retained and used for public outdoor recreation. Any property so acquired and/or developed shall not be wholly or partly converted to other than public outdoor recreation uses without the approval of the National Park Service (NPS) pursuant to the LWCF Act (54 U.S.C. § 200305(f)(3)) and conversion requirements outlined in regulations (36 C.F.R. § 59.3). Recreational Trails Program (RTP) funded properties also historically fall under Section 6(f).

Streams and Wetlands

The National Wetlands Inventory (NWI), established by the U.S. Fish Wildlife Service, conducts a nationwide inventory of U.S. wetlands to provide information on the distribution and type of wetlands to aid conservation efforts. There are ponds, lakes, streams, and wetlands that exist in the study area. The presence of streams and wetlands does not prevent installation of proposed bicycle and pedestrian improvements. However, a streams and wetlands jurisdictional determination study will likely be required to determine if jurisdictional streams or wetlands are traversed or impacted by a potential project in the study area. Impacts to jurisdictional streams and wetlands will require a United States Army Corps of Engineers (USACE) permit.

Threatened and Endangered Species

A Threatened and Endangered Species survey would be required should the City opt to utilize federal monies to fund improvement projects within this area. A Threatened and Endangered Species survey will also be required if any kind of USACE permitting is needed.

Prime and Unique Farmlands

For federal highway projects that have the potential to convert important farmland to non-farm use, the land must be evaluated using the NRCS's LESA system. This land evaluation and site assessment system establishes a farmland conversion impact

rating score, and this score is used to determine if potential adverse impacts on the farmland exceed the recommended allowable level.

Hazardous Materials Properties

If Federal or State money is used to fund a project, a hazardous materials clearance letter will have to be obtained from ALDOT's Environmental Technical Section (ETS) if impacts to underground storage tank (UST) or brownfield sites are expected. The Alabama Department of Environmental Management's (ADEM) GIS Inspector tool is commonly used to identify these sites.

1.6 Field Review

A windshield review of the existing local roadway network was performed February 5, 2025. This high-level field review included an assessment of existing roadways: travel lane configuration, speed limit, roadway shoulder type and condition, potential grading difficulties, presence of major utility facilities, and potential property impacts. It should be noted that state-maintained roadways were not included in the inventory; however, crossing locations of those facilities were considered during the field review.

One overarching theme of potential routes within the City of Oxford is that there is abundance of low-lying areas which flood routinely. **Photo 1** was obtained from al.com (Credit: William Wesson) of a recent major rainfall event at Choccolocco Park, which demonstrates that nearly all connections to Choccolocco Park, Oxford Lake Park, Freedom Park, and Liberty Park will lie in a floodplain. It is feasible to construct facilities within floodplains with proper permitting, design, and mitigation. Natural surface trails are not recommended for the connections discussed below due to maintenance issues. Asphalt-paving or concrete-paving is the preferred construction method for the proposed facilities.

Photo 1: Flooding in Oxford (Credit: al.com and William Wesson)

A GIS data collection application was developed and used during the in-field inventory. **Figure 1-8** shows the results of the facility inventory.

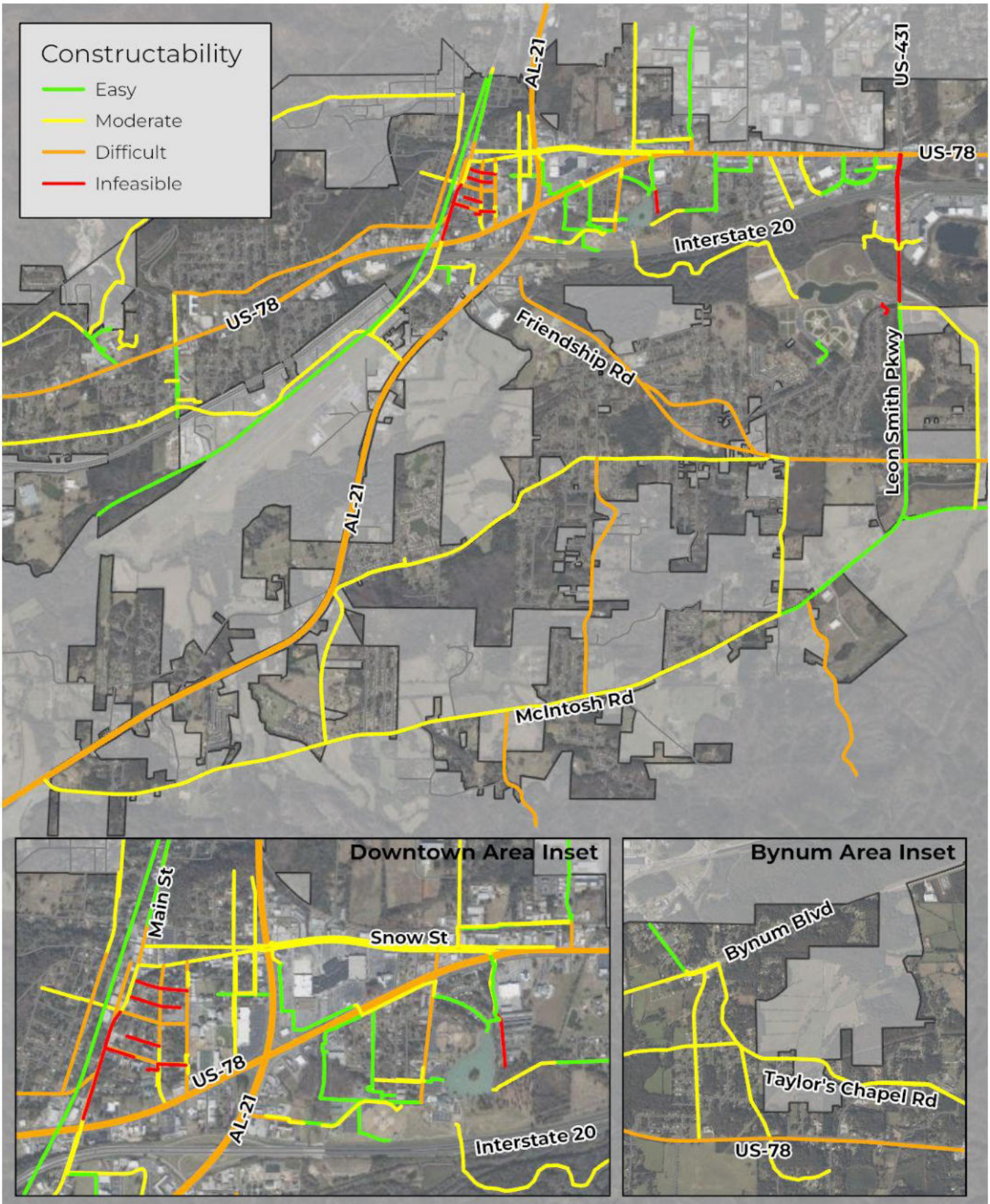


Figure 1-8: Windshield Review of Constructability

Oxford on the Move: A Plan for Bicycle & Pedestrian Routes
City of Oxford, AL

CITY OF OXFORD

1.6.1 Historic Main Street Oxford to Chief Ladiga Trail

The end of the Chief Ladiga Trail is located at the Anniston Multi-Modal Transportation Center (MMTC), which is approximately 1.9 miles north of the Oxford City Limits on Main Street. The majority of this proposed connection would be located within the City of Anniston. During the field review, Sain evaluated opportunities and challenges to this connection. **Tables 3 and 4** summarizes the opportunities and challenges with this connection. **Figure 1-9** displays routes for potential connections between the two locations.

Table 3: Connection Opportunities – Historic Main Street Oxford to Chief Ladiga Trail

Opportunities	Details
Short-Term Connections on Low-Volume Existing Streets	Within the City of Anniston, Constantine Avenue, Front Street, and South Noble Street offer low-volume routes for a shared lane connection to the Chief Ladiga Trail. Constantine Avenue and Front Street offer lower traffic volumes, but South Noble Street would allow fewer 90-degree turns and connects well with potential bicycle lanes on Main Street.
Rail to Trail	For approximately one mile north of the Oxford-Anniston city limits, the Norfolk Southern rail line is unused but not formally abandoned. Approximately 0.9 miles south from the Anniston MMTC, the rail line is active and serves to connect the rail line which continues southeast across Quintard Avenue through Oxford and Anniston. The opportunity exists for potential rails-to-trails conversion for the unused mile of railroad line, with the remaining connection possible through a shared lanes facility on Front Street or South Noble Street.

Table 4: Connection Challenges – Historic Main Street Oxford to Chief Ladiga Trail

Challenges	Details
Railroad	Even if the rail line is unused, in this case it has not been formally abandoned. The extent to which rails-to-trail is feasible is at the discretion of the rail line owner. Norfolk Southern is a Class I railroad operator.
Terrain West of Railroad	The terrain along the northern portion of Front Street presents challenges for any facility outside of the existing roadway. A retaining wall exists between Front Street and the railroad lines, while the opposite side of the road is a steep grade upwards.
Narrow Right-of-Way	The right-of-way along Front Street, Constantine, Avenue, and South Noble Street is limited. Available space for facilities outside of the roadway is slim, and property impacts would be likely.

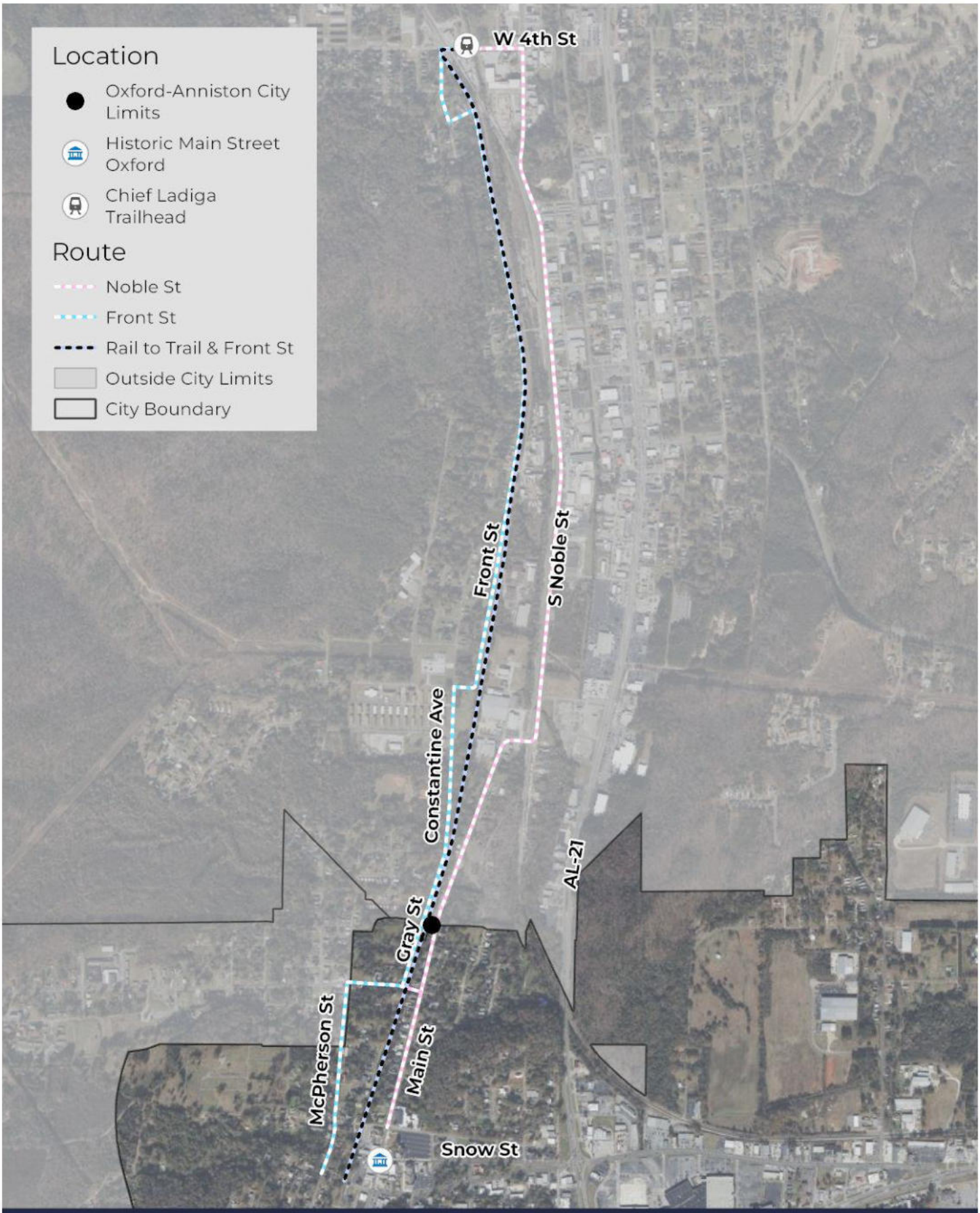


Figure 1-9: Potential Connection - Chief Ladiga Trail

Oxford on the Move: A Plan for Bicycle & Pedestrian Routes
City of Oxford, AL

CITY OF OXFORD

1.6.2 Historic Main Street Oxford to Choccolocco Park

A critical focus of *Oxford on the Move* is to establish a planned connection between Historic Main Street Oxford and Choccolocco Park via Oxford Lake Park, the Oxford Civic Center, Freedom Park, and Liberty Park. During the field review, Sain evaluated opportunities and challenges to this connection. **Tables 5 and 6** summarize the opportunities and challenges with this connection. **Figure 1-10** displays routes for potential connections between the two locations.

Table 5: Connection Opportunities – Historic Main Street Oxford to Choccolocco Park

Opportunities	Details
Calhoun MPO Bicycle & Pedestrian Plan	With the crossing of state highways established in the Calhoun MPO Bicycle and Pedestrian Plan, approval of a quality crossing should be met with less resistance.
Quintard Mall	An economic retail hub of Oxford lies between Historic Main Street Oxford and the Oxford Civic Center. Large parking lots offer opportunity for low-stress routes that can be utilized for active transportation while complementing the existing land use.
Large 5-section Box Culvert exists just southeast of Oxford Civic Center	The furthest west box culvert section is typically dry and large enough to drive a vehicle through. Utilizing this box culvert would eliminate conflicts between vehicles and vulnerable road users that exist at AL-21 or Barry Street.
Natural, undeveloped wetland south of Interstate 20	The area south of I-20 and west of Choccolocco Park possesses natural beauty and remains undeveloped due to floodplain. The majority of this land is owned by the Calhoun County Soil and Water Conservation District.

Table 6: Connection Challenges – Historic Main Street Oxford to Choccolocco Park

Challenges	Details
Crossing State Highways (AL-21 and US-78/AL-4)	High-volume, high-speed roadways present undesirable conflicts with vulnerable road users. Crossings must be established at a signalized intersection.
Crossing Interstate 20	Unless an exclusive grade-separated crossing is feasible, achieving active transportation connectivity across freeways is generally limited to existing bridges or crossroads.
Crossing Choccolocco Creek	Most stream, creek, and river crossings require a prefabricated or custom-built bridge. Some smaller streams and creeks can utilize culverts for active transportation facility crossing. Choccolocco Creek will require a bridge in at least two locations to complete a connection to Choccolocco Park.

Photo 2 shows a bird's eye view of the existing five section box culvert under I-20. Under normal conditions, the existing creek runs offset east of center, keeping the western section of the box culvert dry outside of major rainfall events.

Photo 2: Existing 5-Section Box Culvert at I-20 near Oxford Civic Center

Photo 3 shows a view of the middle box culvert sections.

Photo 3: View of Middle Sections of Box Culvert

Photo 4 shows a view of the western-most box culvert section, which remains dry during normal conditions outside of major rainfall events. Motor vehicles can be driven through this section of the box culvert to maintain existing utility easements.

Photo 4: Western Section of Existing Box Culvert – Potential for Pedestrian & Cyclist Access

Figure 1-10 contains a map of routes for potential connections between Historic Main Street Oxford and Choccolocco Park. **Table 7** summarizes a comparison of the routes based on their constructability and ability to achieve the purpose of the connection. Each route was numbered based on its crossing location at I-20, which is the primary barrier to this connection. Several routes branch from Route 1 to cross I-20 and rejoin it on the other side of I-20. Based on the purpose of the connection and the assessed feasibility, Route 1 or Route 6 best represent the goals of *Oxford on the Move*.

Table 7: Connection Routes - Historic Main Street Oxford to Choccolocco Park

Route	Benefits	Challenges
Route 1 Existing Box Culvert	Least extensive construction required for crossing I-20, opportunity for continuous off-street path, great connectivity to Civic Center and surrounding parks. There are variations to Route 1 which have potential to use existing low-stress roadways (Route 1B) or a road diet (Route 1A) as interim connections while the optimal Route 1 is developed.	Culverts built for drainage are rarely used for facilitating travel of pedestrians and cyclists. The primary function is to allow water to pass under the roadway. A hydraulic study, negotiation with ALDOT, flood monitoring system, and ability to close the facility at any time would all be required.
Route 2 Low-Clearance Bridge	Less restrictive than a culvert for path users, opportunity for continuous off-street path, fair connectivity to the Civic Center and surrounding parks.	Bridge clearance is low and would require digging down to accommodate a path, which may be infeasible due to likely flooding of a low-lying path. This route would also bisect Anniston Water and Sewer Board property.
Route 3 State Route 21 Interchange	Less hydraulic challenges than Routes 1 and 2, feasible to construct a path under the existing bridge.	Undesirable vehicle conflicts with path users, indirect route, major utility conflicts along Recreation Drive.
Route 4 Barry Street	Less hydraulic challenges than Routes 1 and 2, only one state route crossing.	Undesirable crossing of Friendship Road required, no connectivity to the Civic Center and surrounding parks, high property impacts, likely infeasible to construct a path on Barry Street near downtown.
Route 5 Norfolk Southern (NS) Rails-to-Trail	Less hydraulic challenges than Routes 1 and 2, only one state route crossing, existing railroad line under I-20 offers plenty of space for a path.	Rails-to-trail conversions can take decades, undesirable crossing of Friendship Road, no connectivity to the Civic Center and surrounding parks,
Route 6 New Grade-Separated I-20 Crossing	Major statement of Oxford as an outdoor recreation hub, avoids hydraulic challenges of Route 1 while achieving a similarly direct off-street path, great connectivity to the Civic Center and surrounding parks.	High cost of construction, and a high-clearance bridge typically requires cyclists to dismount.

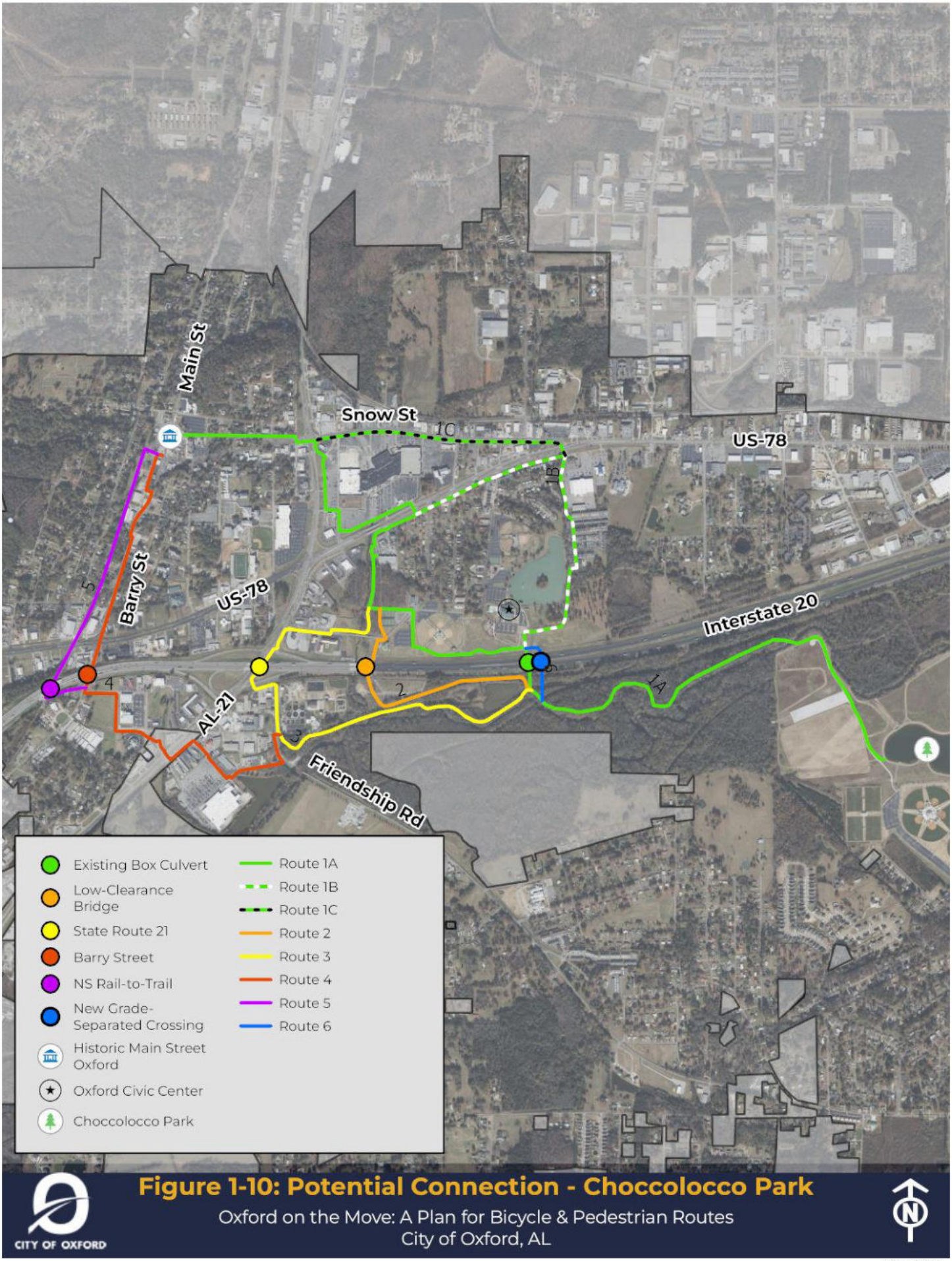


Figure 1-10: Potential Connection - Choccolocco Park

Oxford on the Move: A Plan for Bicycle & Pedestrian Routes
City of Oxford, AL

CITY OF OXFORD

1.6.3 Choccolocco Park to Oxford Exchange

Choccolocco Park is a regional hub for youth sports, recreational activity, birding, and cultural resources. The nearby Oxford Exchange is the primary commercial retail district within the City of Oxford. Connecting Choccolocco Park with Oxford Exchange would provide an alternative mode of traveling between the two locations, potential reducing vehicular traffic during large events. **Tables 8 and 9** summarize the opportunities and challenges for this connection.

Table 8: Connection Opportunities – Choccolocco Park to Oxford Exchange

Opportunities	Details
Former Boiling Springs Road	The old footprint of Boiling Springs Road follows Choccolocco Creek through Choccolocco Park, crosses the creek, and approaches Oxford Exchange Boulevard's western end near Publix.
Bridge Construction Roads for Leon Smith Parkway	The temporary construction access roads graded to assist in the construction of the widened Leon Smith Parkway bridges over Choccolocco Creek offer a potential footprint for a bicycle and pedestrian connection to Oxford Exchange.
Existing Bridge over Choccolocco Creek	The single lane wooden bridge was constructed in 1930. It is likely not suitable for any transportation use, but a newly installed parallel pedestrian and bicycle bridge could offer a place to view the historic bridge as a historical cultural resource. Though the bridge may not see foot traffic, it could be restored to the appropriate condition for a historic tourist attraction between Choccolocco Park and Oxford Exchange.

Table 9: Connection Challenges – Choccolocco Park to Oxford Exchange

Challenges	Details
Leon Smith Parkway	This roadway is a key north-south road for the City and the region as a whole. It is a high-volume, high-speed roadway not desirable for pedestrians or cyclists to cross or travel along.
Existing Bridge Condition	The condition of the old Boiling Springs Road bridge is likely not suitable for pedestrian or cyclist use. It was constructed in 1930 with a wooden bridge deck and currently blocked off with fences and No Trespassing signage.
ADA Accessibility near Oxford Exchange	The grade differential between the temporary construction roads under Leon Smith Parkway and the surface roads at the Oxford Exchange is high. Achieving ADA accessibility with a path could prove challenging.

Photo 5 displays a view of the former Boiling Springs Road bridge from the north side of Choccolocco Creek. There is sufficient space on the east side of the bridge for a prefabricated bicycle and pedestrian bridge to be installed.

Photo 5: Former Boiling Springs Road Bridge over Choccolocco Creek

Figure 1-11 contains a map of a route for potential connection between Choccolocco Park and Oxford Exchange. The route utilizes a new bridge across Choccolocco Creek, the old footprint of Boiling Springs Road, and the temporary construction access roads built to construct the Leon Smith Parkway bridge widening.

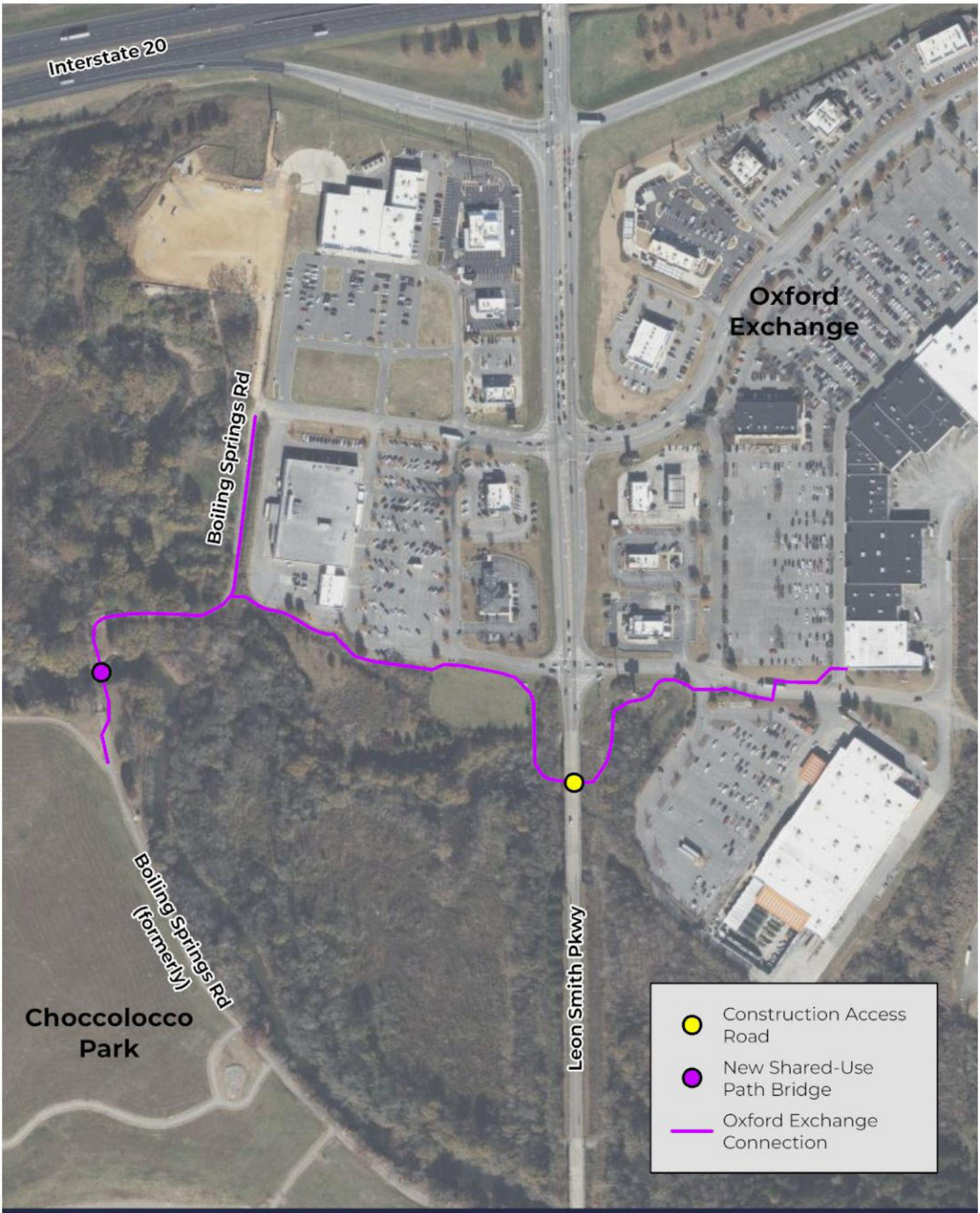


Figure 1-11: Potential Connection - Oxford Exchange

Oxford on the Move: A Plan for Bicycle & Pedestrian Routes
City of Oxford, AL

CITY OF OXFORD

1.6.4 Choccolocco Park to Cheaha State Park

As stated in previous sections, Choccolocco Park is a key outdoor recreational asset for the City of Oxford. Approximately 3 miles to the south lies the Talladega National Forest. Approximately 8 miles to the south lies Cheaha State Park, which is a key outdoor recreational asset for the State of Alabama. Connecting these parks would create a key link between outdoor recreation hubs, creating more opportunities for local residents and tourism in the area.

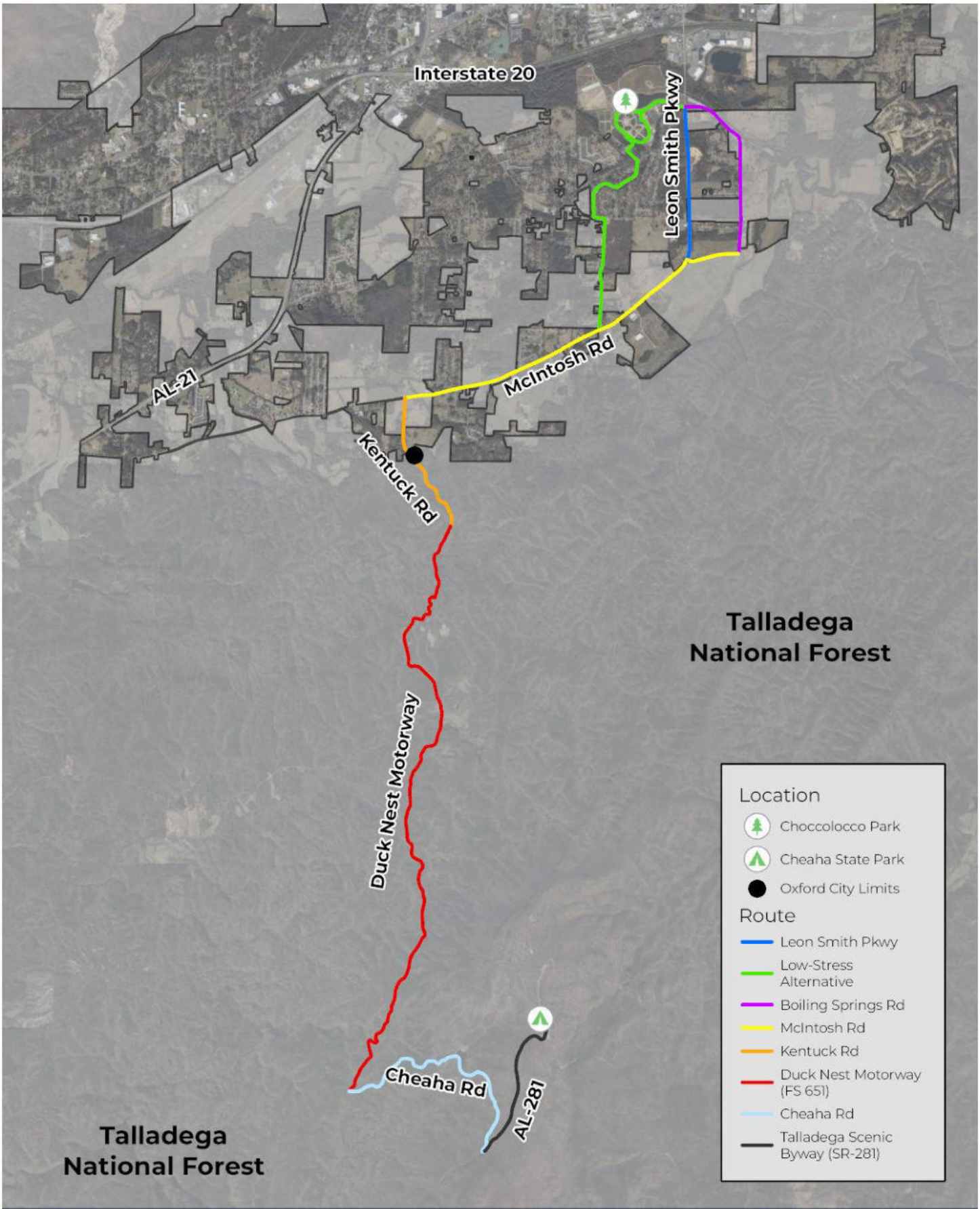
This potential connection would primarily be used by road and gravel cyclists, who generally prefer on-road facilities. Though separation is still preferred, this connection is likely to accommodate Level 3 and 4 cyclists who expect to travel on paved shoulders and shared lane facilities. **Tables 10 and 11** outline key opportunities and challenges to the connection between Choccolocco Park and Talladega National Forest. **Figure 1-12** shows potential routes for this connection.

Table 10: Connection Opportunities – Choccolocco Park to Cheaha State Park

Opportunities	Details
Existing Paved Shoulders	Leon Smith Parkway has paved shoulders from Choccolocco Park to McIntosh Road. Outside of peak vehicle travel, the paved shoulders represent an existing facility which can be amenable to cycling.
Low-Volume Roads	Between Choccolocco Park and McIntosh Road, several low-volume residential roads exist to bridge this gap with potential shared lane facilities. South of McIntosh Road, Kentuck Road (unpaved) travels south into Talladega National Forest.
National Forest Roads	South of McIntosh Road, there are national forest roads which connect to State Route 281 and Cheaha National Park. Though challenging routes, there is evidence of experienced riders on these routes already. Specifically, Forest Service Road 651 (Duck Nest Motorway) connects Kentuck Road to Cheaha Road and State Route 281.

Table 11: Connection Challenges – Choccolocco Park to Cheaha State Park

Challenges	Details
Distance	The sheer distance between Choccolocco Park and Talladega National Forest is a barrier to creating an off-street facility between the two locations. Though not impossible, the high cost of construction for a smaller segment of the active transportation community begins to affect feasibility.
Terrain	Terrain within Talladega National Forest is too intense for novice road and gravel cyclists. Unavoidable grades of 20% or more exist in some locations along forest roads.
Maintenance	Maintenance of a shared lane bicycle facility along an unpaved road can be challenging. Typical national forest roads promote access rather than ride comfort.



CITY OF OXFORD

Figure 1-12: Potential Connection - Cheaha State Park

Oxford on the Move: A Plan for Bicycle & Pedestrian Routes
City of Oxford, AL

2 Vision & Goals

Liberty Park, Oxford Softball Complex, and Coldwater Mountain
Oxford, Alabama

2.1 Vision for Active Transportation in Oxford

The city's proximity to the Chief Ladiga Trail, Cheaha State Park, and the Talladega National Forest has inspired a desire to expand Oxford's recreational and non-motorized accommodations throughout the city, ultimately creating regional bicycle and pedestrian connections.

The City recognizes that new active transportation connections can unlock new levels of economic impact and complement existing strengths such as regional youth sports tourism. The City's collection of state-of-the-art facilities at Choccolocco Park and the proximity to Coldwater Mountain Bike Trails contribute to the vision of increasing economic impact of tourism in the City of Oxford. **Photo 6** displays the picturesque entrance to Choccolocco Park.

In order to strategically implement a regional bicycle and pedestrian network, it is critical to develop a Plan which carefully evaluates appropriate facility types, feasibility of construction, and connection to desired destinations.

Photo 6: Main Entrance to Choccolocco Park

2.2 Goals for *Oxford on the Move*

The primary objective of this plan is to evaluate opportunities for bicycle and pedestrian connections and to create an implementable Plan that complements existing city amenities. The nationally ranked and award-winning Choccolocco Park and the Oxford Civic Center are hubs of recreational activity within the city. Historic Main Street Oxford offers dining, shopping, arts, and entertainment.

The City of Oxford desires to see more bicycle and pedestrian connections where feasible and prudent. The initiation of this Bicycle and Pedestrian Plan moves Oxford closer to realizing this vision. This plan will establish guidance for bicycle and pedestrian accommodations, provide prioritized and phased project recommendations, and identify short term achievable projects that will demonstrate the City's commitment to connection.

This *Plan* provides an implementable plan that includes key routes and connections to bicycle and pedestrian generators and destinations throughout the City of Oxford and prioritizes the installation of those proposed accommodations.

Existing planning documents and efforts provide the baseline for the goals established for this *Plan*. A listing of goals is provided in **Table 12**.

Table 12: Plan Goals

Oxford Bicycle and Pedestrian Plan Goals
Provide a Master Plan for Long Range Implementation
Create a Short-Range Implementation Plan Using Prioritization Factors
Develop a Bicycle and Pedestrian Design Manual (separate document)

Within the overall vision and goals established for the Plan, there are specific objectives for establishing connections between high priority locations. Connecting these locations may require several links of accommodations, but making those connections are essential to the success of the Plan and guide the prioritization and phasing of proposed projects. These objectives are shown in **Table 13**.

Table 13: Plan Objectives

Oxford Bicycle and Pedestrian Plan Objectives
Identify a trunkline that connects Downtown Oxford to Oxford Civic Center and Choccolocco Park
Connect Hobson City to Historic Oxford Main Street
Connect the Chief Ladiga Trail to Downtown Oxford
Connect the Chief Ladiga Trail to Hobson City
Connect Choccolocco Park to Cheaha State Park/Talladega National Forest

3 Master Plan

Choccolocco Park and Talladega National Forest
Oxford, Alabama

3.1 What is a Master Plan?

The Master Plan identifies facility types, logical connections, and routes that will most benefit users and can be implemented over a period of time within Oxford City Limits. The Plan is comprised of existing facilities, planned or programmed facilities, and potential new facilities identified as a part of this effort. During the windshield review, existing bicycle and pedestrian facilities were identified. All identified bicycle and pedestrian facilities formed the basis of the Master Plan. The planned and programmed projects identified within existing planning documents summary were also added to the Master Plan. Finally, the facilities and connections identified within this study were guided by the goals and objectives put forth in the Plan's vision.

3.2 Facility Types

Before the locations of proposed active transportation facilities are discussed, it is imperative to define the facility types and expected user profiles. The Active Transportation Facility Toolbox, which is a supplemental resource developed as a part of *Oxford on the Move*, provides additional details regarding each facility type and further explanation of user profiles.

Sidewalk

A sidewalk is a facility reserved for pedestrians along a roadway. The recommended width of a sidewalk is 6 feet, while a width of 5 feet can be used in constrained sections. In cases of high pedestrian volumes, wider sidewalks (8 to 10 feet) are preferred. As vehicle speeds and traffic volume increase, separation between the edge of the roadway and the sidewalk becomes more preferable. Where sidewalks cross roadways, additional markings, signage, or other treatments may be appropriate.

Figure 3-1 shows an example of a sidewalk from the FHWA Small Town and Rural Multimodal Networks guidebook.

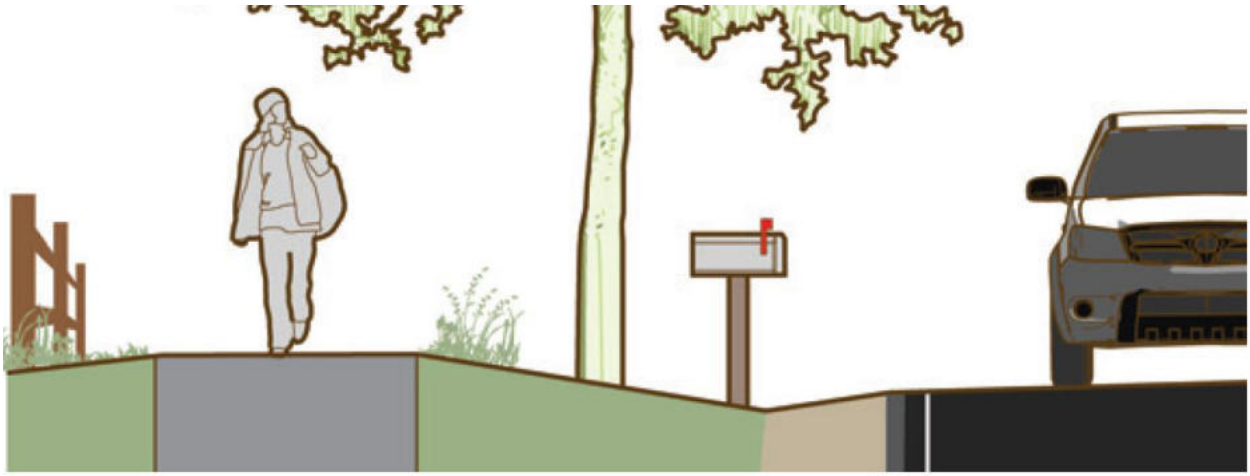


Figure 3-1: Sidewalk Example
Source: FHWA Small Town and Rural Multimodal Networks

Shared Lanes

A shared lane facility represents a low-speed, shared street between motorists and cyclists. This strategy is typically implemented on local streets with an average annual daily traffic (AADT) volume of less than 3,000 vehicles per day. If traffic volumes are well below the threshold of 3,000 vehicles per day, shared lanes on higher speed facilities can be appropriate. Signage and pavement markings are common to alert drivers of the presence of cyclists on shared lane facilities.

Paved Shoulders

A paved shoulder is an extension of the roadway width not reserved for vehicular travel. This strategy is typically recommended on rural collectors or arterials with an average annual daily traffic (AADT) volume less than 12,000 vehicles per day. Paved shoulders generally aid bicycle networks with long distance travel, but many applications exist within a local network as well.

The recommended width of a paved shoulder intended to serve cyclists should be 5 to 8 feet depending on vehicle speeds. As vehicle speeds increase, the need for a striped buffer or additional separation increases.

Figure 3-2 shows an example of a paved shoulder from the FHWA Small Town and Rural Multimodal Networks guidebook.

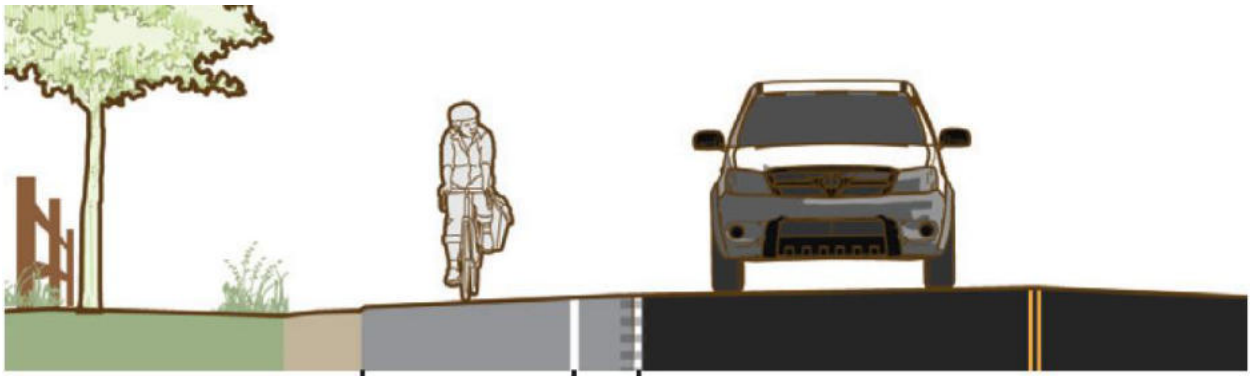


Figure 3-2: Paved Shoulder Example
Source: FHWA Small Town and Rural Multimodal Networks

Bicycle Lanes

A bicycle lane is an exclusive lane reserved for cyclists along a roadway. This strategy is typically recommended on urban collectors or arterials with an average annual daily traffic (AADT) volume between 3,000 and 9,000 vehicles per day.

Bicycle lane widths should be at least 4 feet, while 6.5 feet is the preferred width to allow for passing maneuvers. If a striped buffer is included, then the facility becomes a buffered bicycle lane. Buffer width can range from 1.5 to 4 feet depending on the roadway conditions such as speed limit, traffic volumes, and available space. As vehicle speeds increase, the need for a striped buffer or additional separation increases.

Figure 3-3 shows an example of a bicycle lane from the FHWA Small Town and Rural Multimodal Networks guidebook.

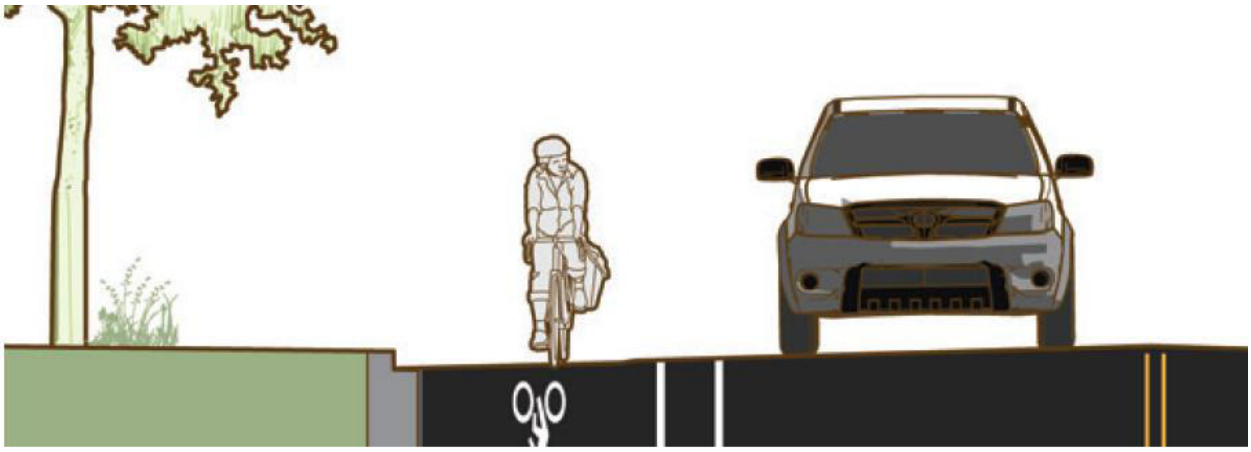


Figure 3-3: Bicycle Lane Example
Source: FHWA Small Town and Rural Multimodal Networks

Street-Based Path

Also known as a yield roadway, a street-based path is a shared facility between vehicles, bicycles, and pedestrians. It represents a low-speed, shared street between motorists and cyclists.

This strategy is typically implemented on local streets with an average annual daily traffic (AADT) volume of less than 2,000 vehicles per day. Pairing this typical section with countermeasures such as speed pillows, chicanes, and pedestrian crossing enhancements is common practice.

Sidepath

A sidepath is a facility reserved for pedestrians and cyclists located parallel and immediately adjacent to a roadway. Sidepaths are recommended along urban or rural collectors and arterials with average annual daily traffic (AADT) volume exceeding 4,000 vehicles per day or vehicle speeds exceeding 40 MPH.

The recommended width of a sidepath is 8 to 12 feet, while a minimum of 5 feet of separation from the roadway to the sidepath must be maintained. As vehicle speeds and traffic volume increase, wider separation between the edge of the roadway and the sidepath becomes more preferable.

Figure 3-4 shows an example of a sidepath from the FHWA Small Town and Rural Multimodal Networks guidebook.

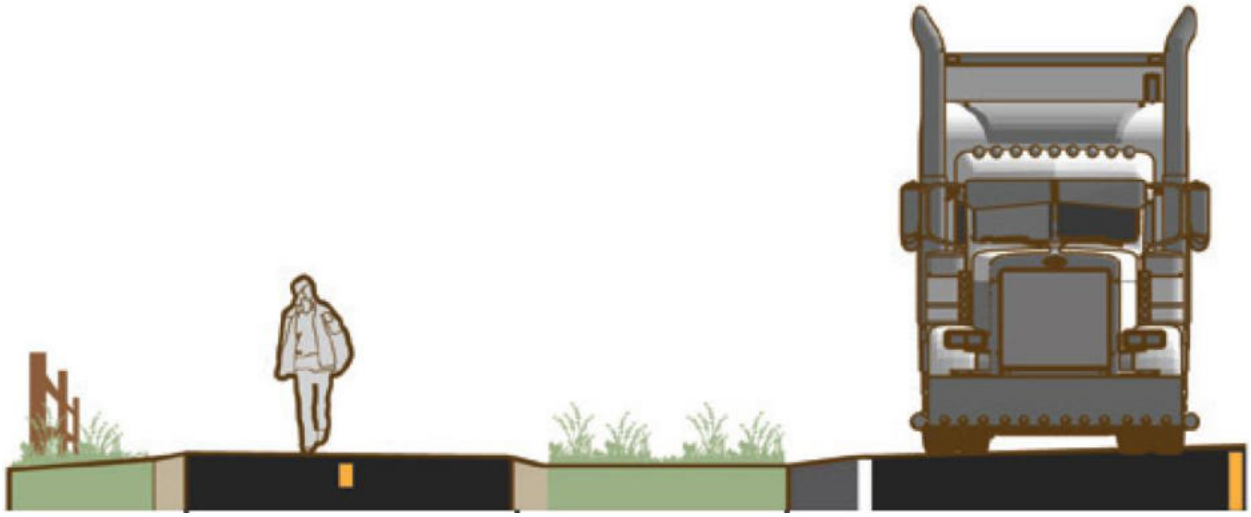


Figure 3-4: Sidepath Example
Source: FHWA Small Town and Rural Multimodal Networks

Shared-Use Path

A shared use path is a facility reserved for pedestrians and cyclists that is physically separate from any vehicular roadway.

Shared use paths serve as multimodal network connectors in urban or rural environments. In many cases, adequate space does not exist on a roadway for a pedestrian or bicycle facility. The recommended width of a shared use path is 10 to 12 feet.

Figure 3-5 shows an example of a shared-use path from the FHWA Small Town and Rural Multimodal Networks guidebook.

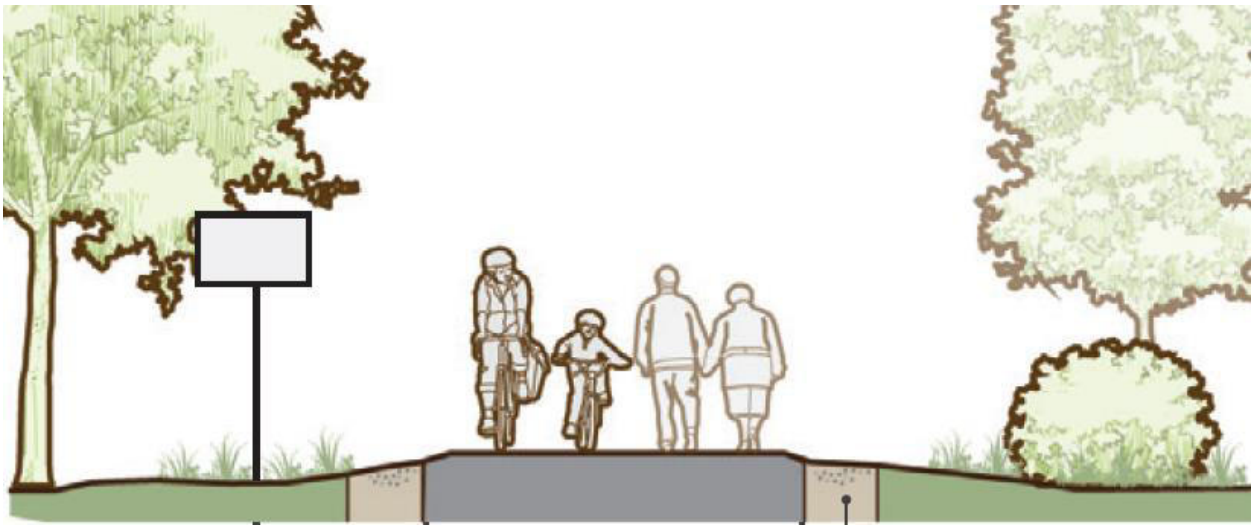


Figure 3-5: Shared-Use Path Example
Source: FHWA Small Town and Rural Multimodal Networks

3.3 Active Transportation Network

Several different facility types were considered for each connection identified in the plan. The Oxford Bicycle and Pedestrian Facility Design Manual prepared in conjunction with this Plan provides design details related to each facility type considered for implementation. Context is essential in determining which facility type is most appropriate. At the planning level, there is insufficient context to determine this with specificity, so the facility types shown within the Master Plan were determined by using engineering judgment based on the available information. At a planning level, the location of a connection itself is identified with a much higher level of certainty than the specific facility type. As the design stage approaches for a project identified within this Master Plan, further due diligence that lies outside of the scope of this Plan should be conducted. Additional context includes but is not limited to determining accurate right-of-way location, identifying underground utilities, and performing the necessary environmental studies.

After the development of this Master Plan, each roadway identified was prioritized and phased to guide the City in the implementation of the Plan. As the City moves forward with implementation, priorities within the City and its communities may shift or change. The Master Plan should be viewed as a living document and should be periodically evaluated and adjusted as necessary.

Figure 3-6 through **Figure 3-11** provide a conceptual mapping views of the *Oxford on the Move* master plan of active transportation facilities.

- Figure 3-6: Oxford Master Plan – East View
- Figure 3-7: Oxford Master Plan – Central View
- Figure 3-8: Oxford Master Plan – West View
- Figure 3-9: Oxford Master Plan – Bynum View
- Figure 3-10: Oxford Master Plan – Downtown Detail
- Figure 3-11: Oxford Master Plan – Oxford Lake Area Detail

By the numbers, the *Oxford on the Move* master plan includes approximately 9.5 miles of new sidewalk, 6.7 miles of new bicycle facilities, and 9.4 miles of new shared-use paths. The Plan identifies an additional mile of pedestrian connections via existing streets which are suitable for walking. Similarly, more than 18 miles of existing roadway was identified for shared lane bicycle connections. Key connections are proposed from Historic Main Street Oxford to the Chief Ladiga Trail, Choccolocco Park, Oxford Exchange, and Cheaha State Park. Shared lane facilities are recommended to create connections to Chief Ladiga Trail and Cheaha State Park, while a continuous, off-street shared-use path system is recommended to connect Historic Main Street Oxford to the Oxford Lake area, Choccolocco Park, and Oxford Exchange.

In addition to these flagship connections for the City of Oxford, it is recommended to pursue a rails-to-trail conversion of the unused but not formally abandoned Norfolk Southern rail line within the Oxford City Limits.

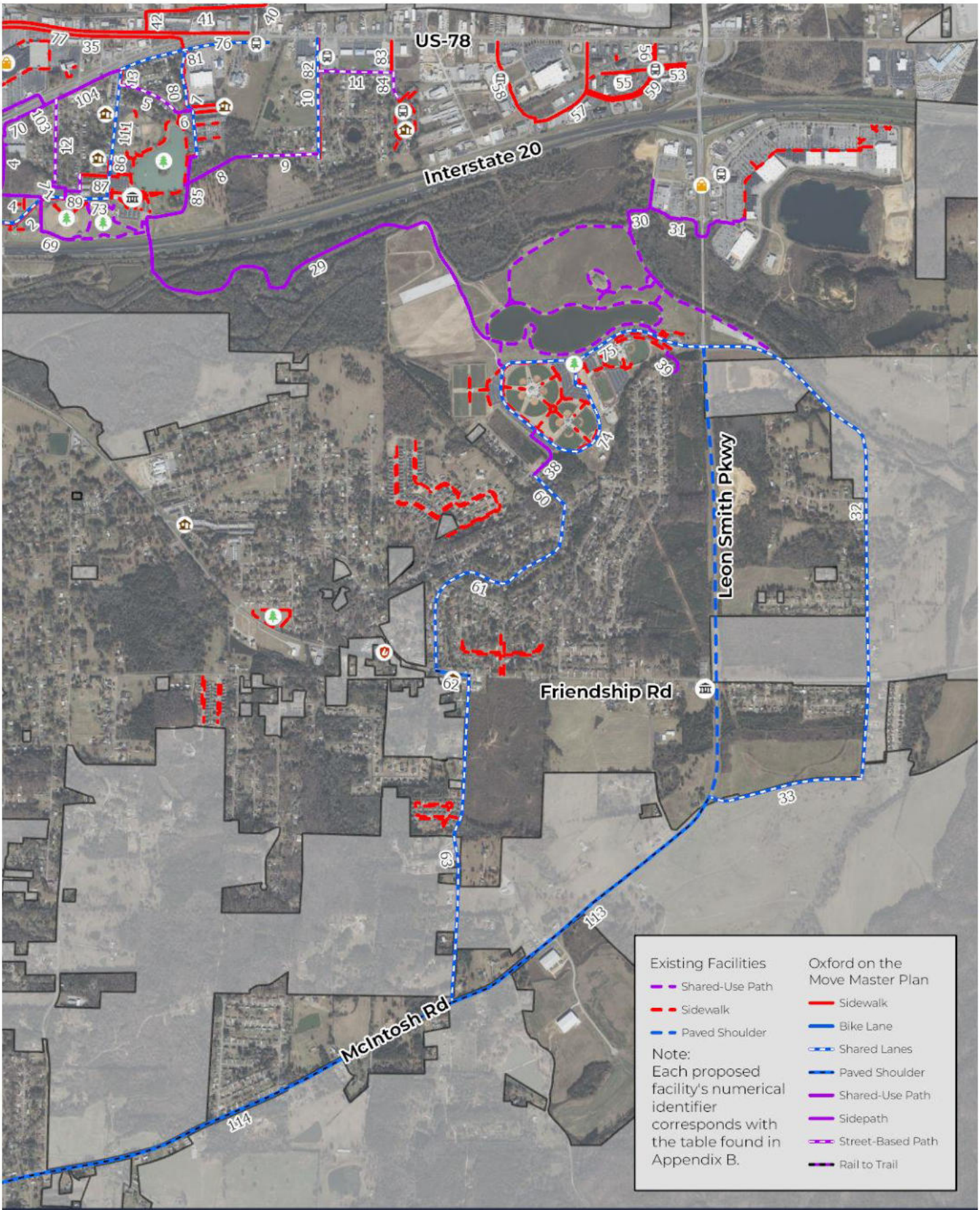


Figure 3-6: Master Plan - East View

Oxford on the Move: A Plan for Bicycle & Pedestrian Routes
City of Oxford, AL

CITY OF OXFORD

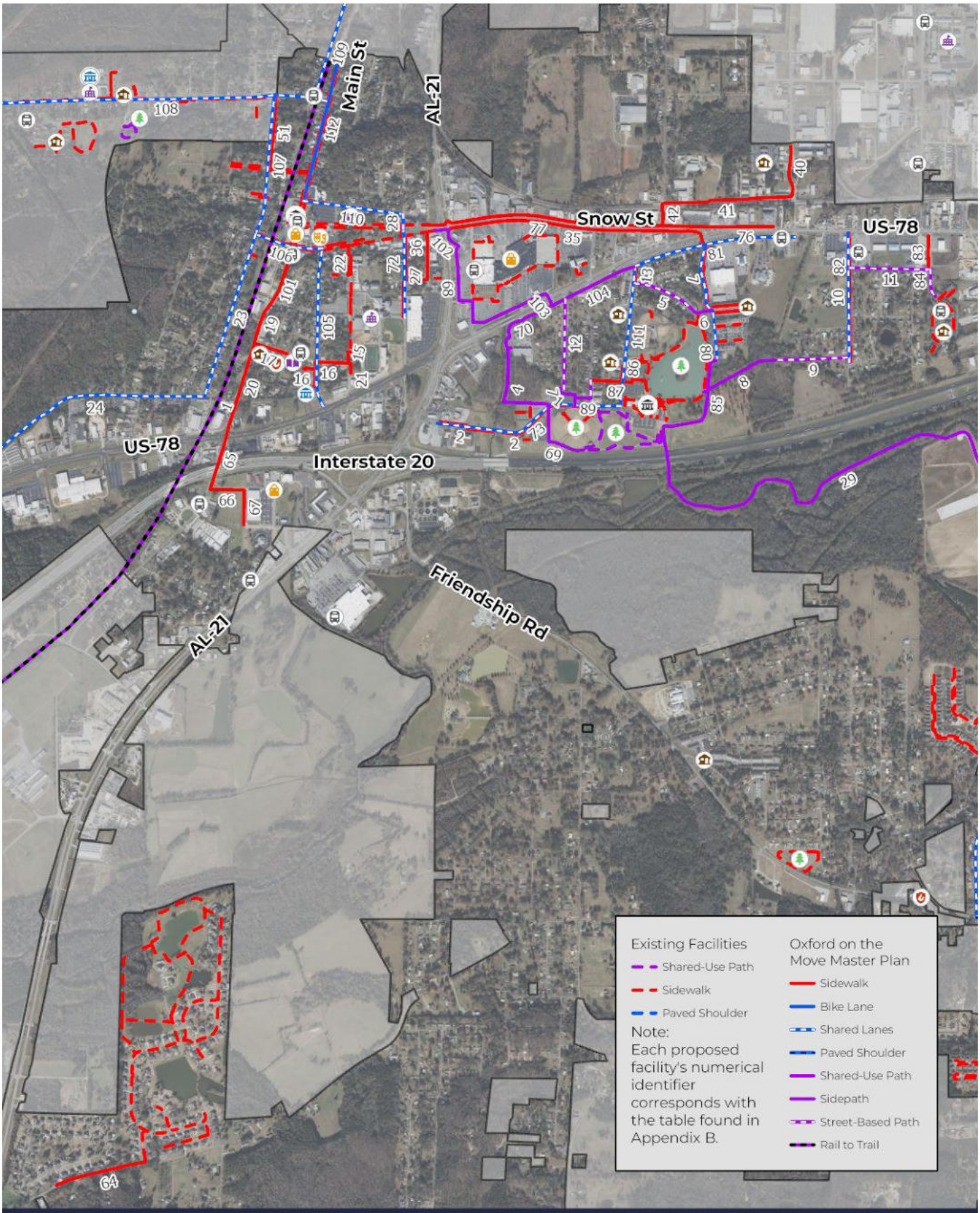


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Figure 3-7: Master Plan - Central View

Oxford on the Move: A Plan for Bicycle & Pedestrian Routes
City of Oxford, AL

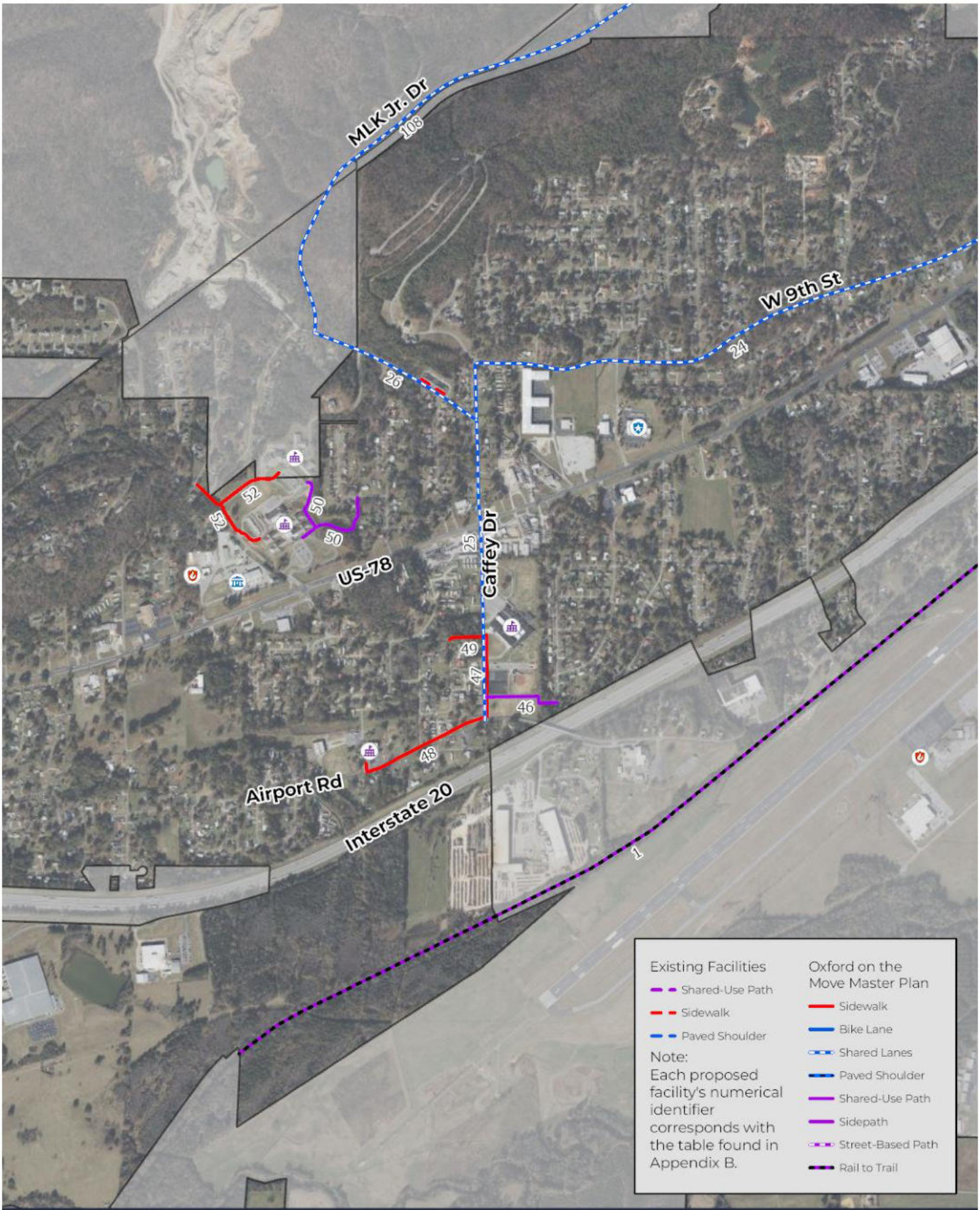

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Figure 3-8: Master Plan - West View

Oxford on the Move: A Plan for Bicycle & Pedestrian Routes
City of Oxford, AL

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Figure 3-9: Master Plan - Bynum View

Oxford on the Move: A Plan for Bicycle & Pedestrian Routes
City of Oxford, AL

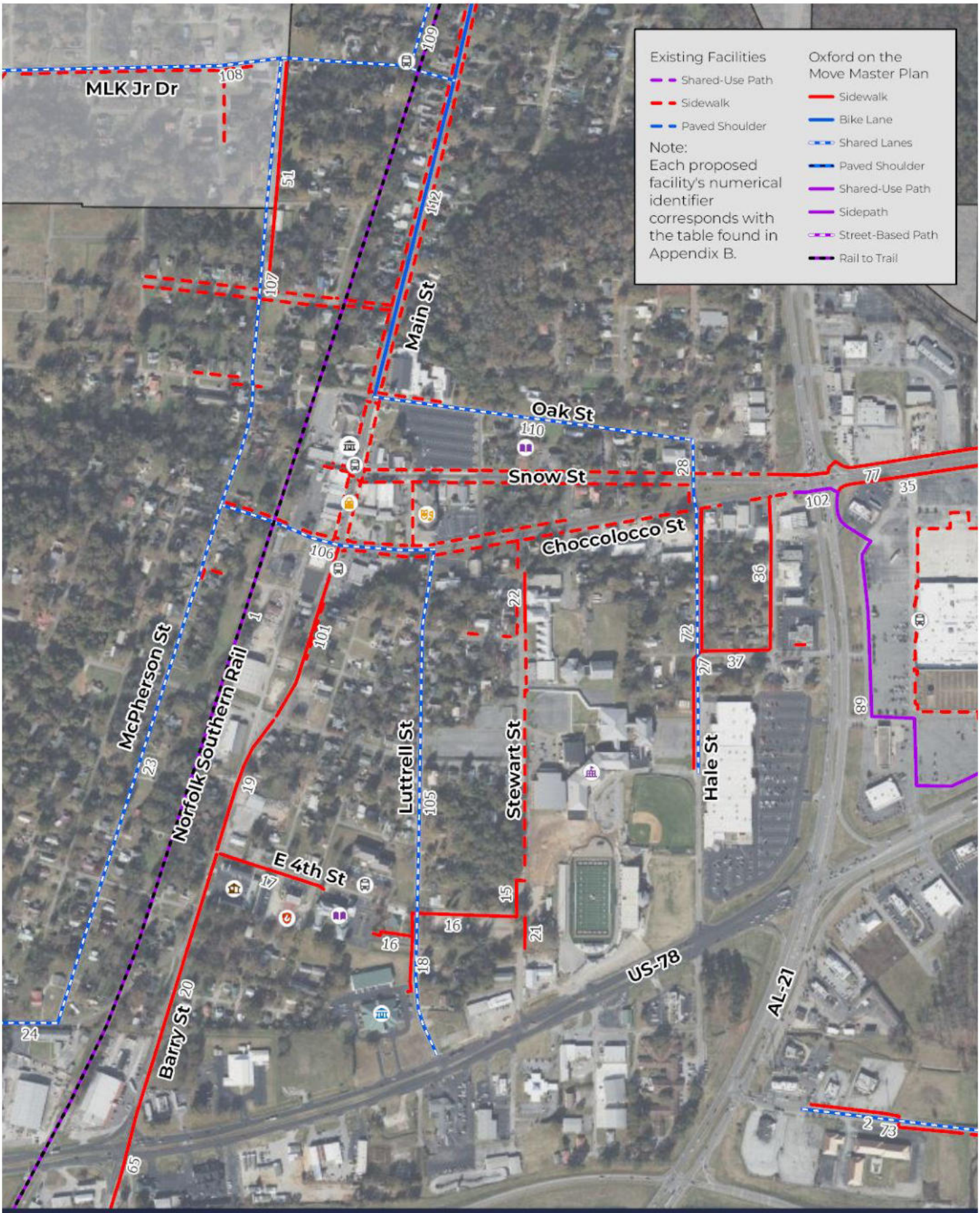

Figure 3-10: Master Plan - Downtown Area

Oxford on the Move: A Plan for Bicycle & Pedestrian Routes
City of Oxford, AL

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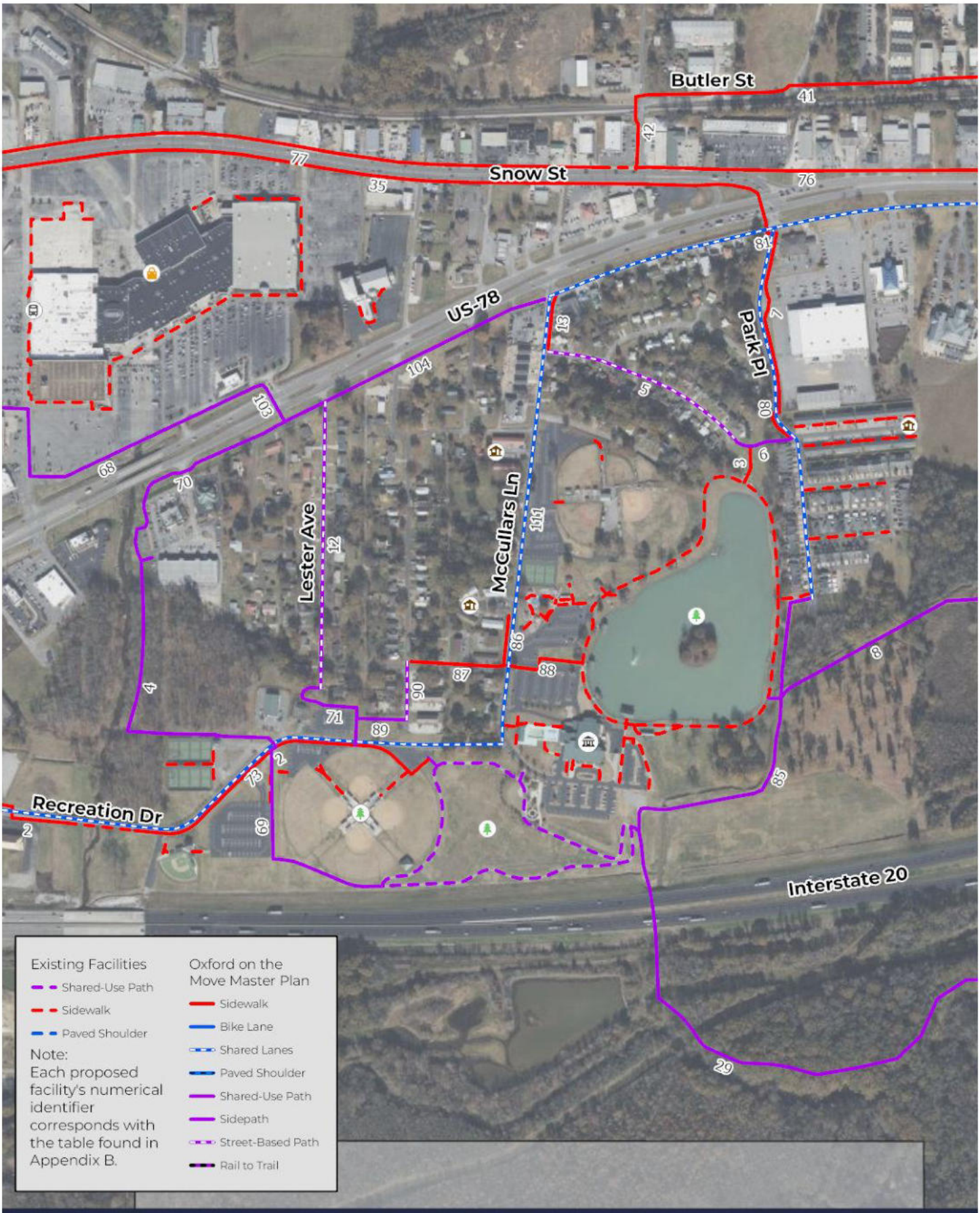

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Figure 3-11: Master Plan - Oxford Lake Area

Oxford on the Move: A Plan for Bicycle & Pedestrian Routes
City of Oxford, AL

3.4 Connections

Within **Section 1.6**, several key connections were identified and evaluated as key objectives within *Oxford on the Move*. Those connections are the following:

- Historic Main Street Oxford to Chief Ladiga Trail
- Historic Main Street Oxford to Choccolocco park
- Choccolocco Park to Oxford Exchange
- Choccolocco Park to Cheaha State Park

While **Figures 3-6** through **3-11** show the full Plan, it is important to keep within view the main trunkline which serves to accomplish these key connections. This helps communicate the vision of *Oxford on the Move* in a unique way from other sections within this report.

At a conceptual planning level, **Figure 3-12** shows the specific proposed facilities recommended to accomplish the key connections throughout the City. **Table 14** lists each proposed facility shown in **Figure 3-12**.

Table 14: Proposed Facilities Recommended to Accomplish Key Connections

ID	Location	From	To	Facility
1	NS Rail-to-Trail	City Limits N	City Limits SW	Rail to Trail
4	Creekside Greenway	Recreation Dr	Ali Way	Shared-Use Path
28	Hale St	Oak St	Choccolocco St	Shared Lanes
29	Choccolocco Creek Greenway	Oxford Civic Center	Choccolocco Park	Shared-Use Path
30	Boiling Springs Connector	Choccolocco Park	Commons Way	Shared-Use Path
31	Oxford Exchange Connector	Boiling Springs Connector	Oxford Exchange	Shared-Use Path
32	Boiling Springs Rd	Choccolocco Creek Greenway	McIntosh Rd	Shared Lanes
33	McIntosh Rd	Boiling Springs Rd	Leon Smith Pkwy	Shared Lanes
34	Kentuck Rd	McIntosh Rd	Cheaha State Park	Shared Lanes
68	Quintard Mall Path	Quintard Mall Conn. North	Quintard Mall Conn. South	Shared-Use Path
69	Oxford Softball Complex Connector	Liberty Park	Creekside Greenway	Shared-Use Path
70	Creekside Connector	Creekside Greenway	Hamric Dr	Shared-Use Path
102	Quintard Mall Conn. N.	Snow St	Oxford Mall	Sidepath
103	Quintard Mall Conn. S.	Oxford Mall	Hamric Dr	Sidepath
109	Gray St	Thomason St	Chestnut St	Shared Lanes
110	Oak St	Main St	Hale St	Shared Lanes
112	Main St B	Thomason St	Oak St	Bicycle Lanes
113	McIntosh Rd	Leon Smith Pkwy	Lane Rd	Paved Shoulders
114	McIntosh Rd	Lane Rd	Kentuck Rd	Paved Shoulders

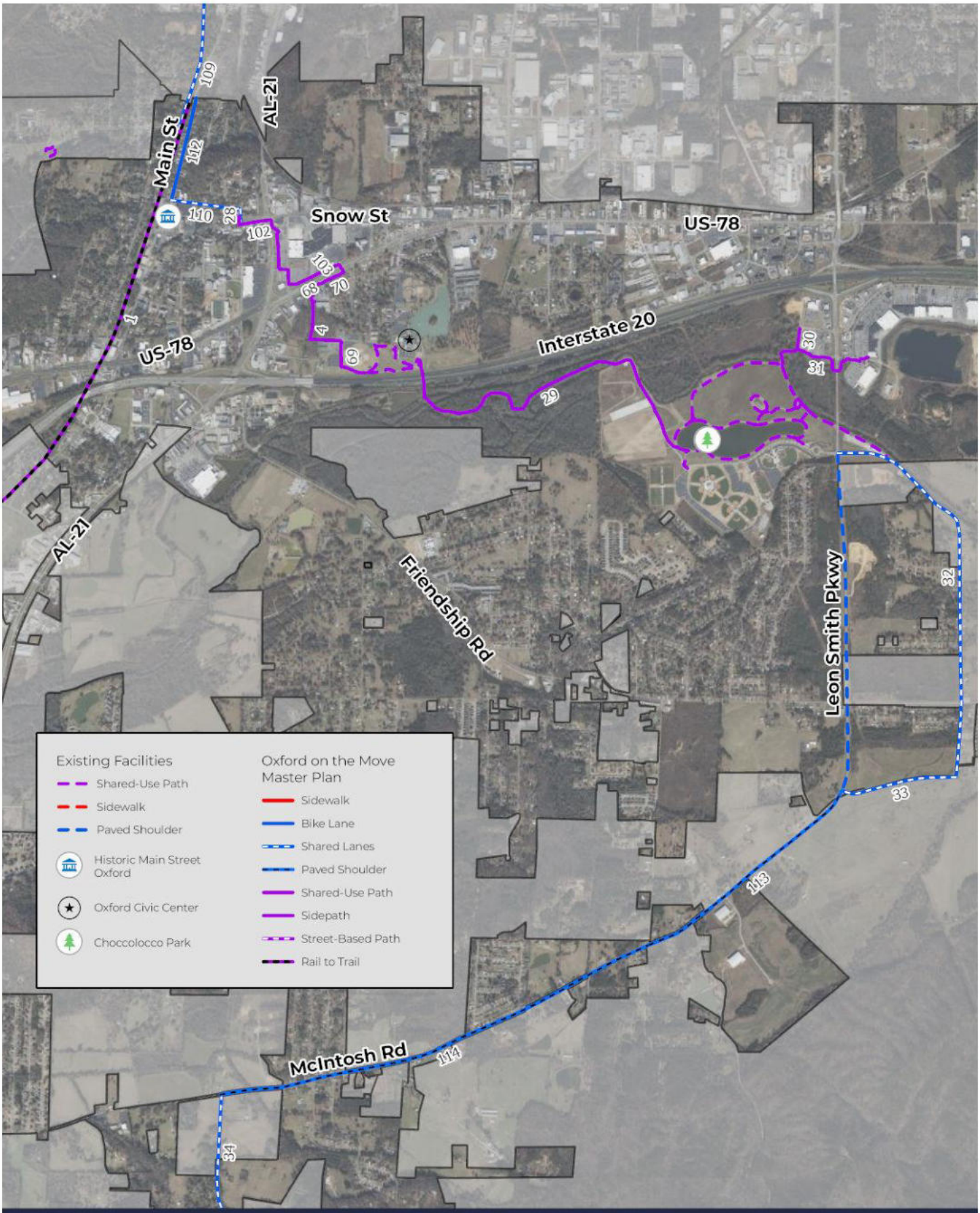

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Figure 3-12: Key Connections

Oxford on the Move: A Plan for Bicycle & Pedestrian Routes
City of Oxford, AL

4 Implementation

Choccolocco Creek Watershed
Oxford, Alabama

4.1 Prioritization Methodology

The immediate installation of all recommended facilities is cost prohibitive, and the creation of a prioritized list of projects and a phasing schedule is necessary to provide an implementation for the City as it moves forward with *Oxford on the Move*.

For this Plan, criteria for prioritizing potential projects were evaluated and adapted from the Federal Highway Administration's (FHWA) Pedestrian Safety Guide and Countermeasure Selection System and from FHWA's How to Develop a Pedestrian Safety Action Plan to align with the primary needs of the Oxford community. Though this guidance was developed for pedestrian facilities, a similar approach is reasonable for bicycle facilities.

Establishing priorities for potential sidewalk or bicycle facility segments included three steps:

1. Develop a prioritized list of criteria
2. Develop a methodology for using the criteria to evaluate potential sites
3. Create a prioritized list of sites for bicycle and pedestrian improvements

The FHWA's Pedestrian Safety Guide and Countermeasure Selection System recommends the Points Method as one of the methodologies for selecting locations for improvements. A weighted points system was used, and all of the criteria were assigned a range of numbers. The weights were adapted from the FHWA's How to Develop a Pedestrian Safety Action Plan according to the vision, goals, and objectives of this Plan. Priority is higher for projects with higher scores. **Table 14** shows the points assigned to each criterion.

Table 15: Prioritization Criteria Weighting

Criteria	Available Points
Probable Use	30
Cost	20
Constructability	10
Roadway Context	20
Stakeholder Input	10
Located in Underserved Community	10
Maximum Available Points	**100**

4.1.1 Probable Use

Travel demand was estimated based on the proximity to pedestrian trip generators. Priority was given for sidewalks within 0.25 miles from:

- Contributes to Downtown/Civic Center/Choccolocco Park Connection – Assign 15 Points
- Schools – Assign 5 points
- Parks – Assign 5 points
- Transit Routes – Assign 5 points

Children are a particularly vulnerable classification of pedestrian, sidewalks provide access to a transit system, parks are hubs for active transportation, and the downtown area houses many commercial establishments critical to the City. The Probable Use criterion has a minimum of zero and a maximum of 30 points. When the segment is within 0.25 miles from school, park, transit, and another generator, points assigned are 15+5+5+5=30. If the segment is not within 0.25 miles of any of the above generators, zero points are assigned.

4.1.2 Cost

The total cost of each project based on a per-mile cost for each facility type. Cost points for a segment were calculated in relation to the highest project cost. Lower cost projects have higher priority. If the segment cost represents approximately:

- 1 times the highest project cost: assign 0 points
- 1/2 to 1 times the highest project cost: assign 2 points
- 1/2 to 1/3 times the highest project cost: assign 4 points
- 1/3 to 1/4 times the highest project cost: assign 6 points
- 1/4 to 1/5 times the highest project cost: assign 8 points
- 1/5 to 1/6 times the highest project cost: assign 10 points
- 1/6 to 1/7 times the highest project cost: assign 12 points
- 1/7 to 1/8 times the highest project cost: assign 14 points
- 1/8 to 1/9 times the highest project cost: assign 16 points
- 1/9 to 1/10 or less times the highest project cost: assign 18 points
- 1/10 times the highest project cost or less: assign 20 points

The estimates are based on the engineer's experiences and qualifications and represent the engineer's best judgment within the industry. The engineer does not guarantee that proposals, bids, or actual costs will not vary from the engineer's opinions of probable cost. The opinions of probable cost were estimated in 2025 dollars. For budgeting future year projects, these costs will need to be escalated to future year dollars.

The totals include opinions of probable cost of construction. In addition to the per-mile construction subtotal, other project stages are represented by a percentage of the constructions subtotal. Within the per-mile opinions of probable cost, the

following assumptions were included: preliminary engineering (20%), utility relocation (2.5%-10%), right-of-way acquisition (varies), and a 25% contingency. Utility relocation and right-of-way acquisition are highly variable and difficult to predict. However, nominal figures for both project cost types are included based on the estimated constructability (see Section 4.1.3). Construction engineering and inspection (CE&I) and ALDOT indirect costs are not included.

4.1.3 Constructability

Feasibility of construction, or constructability, is primarily based on roadway profile condition, approximate cut or fill slope and height, and characteristics of drainage and utilities. Points for ease of installation were attributed for each segment as follows:

- Easy installation: assign 10 points
- Moderate installation: assign 5 points
- Difficult installation: assign 0 points
- Infeasible installation: assign 0 points

Cost per mile figures were developed for each designation of feasibility, ranging from approximately $1.3 million per mile for easy sidewalk installation to $4.25 million per mile for difficult sidewalk installation.

4.1.4 Roadway Context

Roadway context is defined by the posted speed limit and the 2024 Annual Average Daily Traffic (AADT) measured in vehicles per day (vpd). As traffic volumes and travel speeds increase, the need for a separate bicycle and/or pedestrian facility increases.

If the AADT of the roadway is:

- 10,000 vpd or more: assign 10 points
- 5,000 to 10,000 vpd: assign 8 points
- 2,500 to 5,000 vpd: assign 6 points
- 1,000 to 2,500 vpd: assign 4 points
- Less than 1,000 vpd: assign 2 points
- Non-Roadway: assign 0 points

If the speed limit of the roadway is:

- 45 MPH or greater: assign 10 points
- 30 to 40 MPH: assign 5 points
- 25 MPH or less: assign 0 points
- Non-Roadway: assign 0 points

The Roadway Context criterion has a minimum of 0 points and a maximum of 20 points. If a proposed facility is located on a roadway with AADT greater than 10,000 vpd and a speed limit greater than 45 MPH, points assigned are 10+10=20. If the facility is not on a roadway, zero points are assigned for Roadway Context. Where AADT or speed limit data was unavailable, a speed limit of 25 MPH and an AADT of less than 1,000 vpd was assumed.

4.1.5 Stakeholder & Public Input

Through the public survey summarized in **Section 1.3**, the public provided feedback to the City stating where they felt active transportation facilities are needed. User requested facilities were assigned points based on input received by the City:

- Roadways mentioned by Stakeholders: assign 10 points
- Not a Stakeholder Requested Facility: assign 0 points

Survey respondents were able to mark routes on a map and answer questions. If a specific roadway or route was mentioned or marked, a proposed facility along said route would be assigned 10 points.

4.1.6 Located in an Underserved Community

A critical demographic of the population that are frequently underserved include areas where disproportionate number of residents are members of low-income households. It is important to install sidewalks to connect pedestrian areas to each other and create continuous walking systems that increase access to affordable transportation options and to improve the quality of life in underserved communities. The criteria described in **Section 1.5** was used to determine the census tracts which qualify as areas of persistent poverty.

The two census tracts within the City of Oxford which qualify for this socioeconomic threshold are Census Tracts 12.01 and 12.02.

- Segments within Census Tracts 12.01, and 12.02: assign 10 points
- None of the Above: assign 0 points

4.2 Prioritization Score Results

Each proposed sidewalk segment within the proposed Master Plan was prioritized according to the methodology outlined in **Section 4.1**. Excluding shared lanes and street-based paths, **Table 15** outlines a raw list of the 25 highest-scoring projects according to the prioritization process. This list of potential projects is unphased, but it is typical for low-cost projects which are in close proximity to pedestrian generators to rise in the prioritization process. A comprehensive list of all proposed facilities by prioritization score can be found in **Appendix B**.

A raw list of prioritized projects does not constitute a master plan; an implementation or phasing plan is necessary. In order to effectively implement the Master Plan, a phased approach is recommended and summarized in **Section 4.3**.

Table 16: Top 25 Scoring Projects (Excluding Shared Lanes & Street Based Paths)

ID	Location	From	To	Facility	Score
37	Dodson Street	Monger Street	Hale Street	Sidewalk	79
103*	Quintard Mall Connector South	Oxford Mall	Hamric Dr	Sidepath	74
18	Luttrell St	E 6th St	City Hall	Sidewalk	74
21	Stewart St	End of School Sidewalk	Hamric Drive E	Sidewalk	74
22	Stewart St	N. of E 2nd St	S. of Snow St	Sidewalk	74
86	McCullars Ln	Bruce St	Lakeview Apts.	Sidewalk	69
112*	Main St B	Thomason St	Oak St	Bicycle Lanes	65
101*	Main St A	E 4th St	Snow St	Sidewalk	64
66	Spring Branch Rd	Barry St	Big Time Entertainment	Sidewalk	64
7	Park Pl	Highway Drive	Oxford Lake	Sidewalk	63
87	Bruce St	McCullars Ln	Central Ave	Sidewalk	63
3	Oxford Lake Conn. A	Edmondson Dr	Oxford Lake	Shared-Use Path	62
6	Oxford Lake Conn. B	Park Place	Oxford Lake	Shared-Use Path	62
89	Central-Recreation Connector	Central Ave	Recreation Dr	Shared-Use Path	62
102*	Quintard Mall Connector North	Snow St	Oxford Mall	Sidepath	62
67	Spring Branch Path	Spring Branch Rd	Munroe Walking Trail	Sidewalk	62
88	Oxford Lake-McCullars Connector	Oxford Lake Park	McCullars Dr	Sidewalk	62
27	Hale Street	Yellow Jacket Dr	Snow Street	Sidewalk	60
51	McPherson St	Thomason St	McKibbon St	Sidewalk	60
36	Monger St	Snow Street	Dodson Street	Sidewalk	59
13	McCullars Ln	Hamric Dr	Edmondson Dr	Sidewalk	59
15	Stewart St	North of E 6th St	E 6th St	Sidewalk	59
1	NS Rail-to-Trail	City Limits N	City Limits SW	Rail to Trail	57
17	E 6th Street	Barry Street	Public Library	Sidewalk	57
19	Barry Street	E 6th St	E 4th Street	Sidewalk	55

*Included in Calhoun MPO Bicycle & Pedestrian Plan

4.3 Phasing

Upon the establishment of a list of prioritized projects, a key part of an implementation plan is determining how projects should be phased. Phasing is essentially a logical grouping of projects according to a reasonable timeline for implementation.

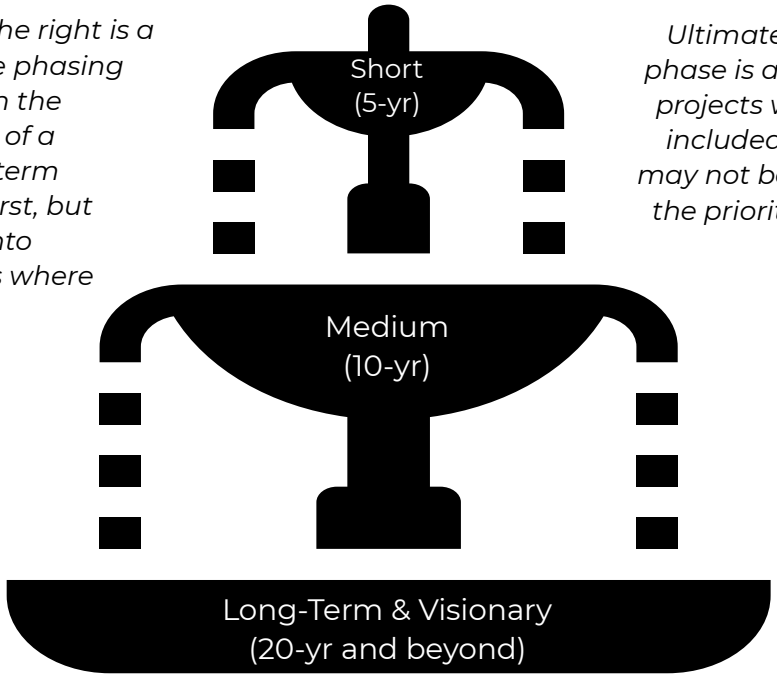
After assigning points to each segment, four priority groups were determined according to typical planning horizons:

- Short Term (0-5 Years)
- Medium Term (5-10 Years)
- Long Term (10-20 Years)
- Visionary (20+ Years)

Though prioritization score is the primary consideration for phasing, there are secondary and tertiary contextual factors that may result in a higher scoring project being recommended for a medium or long-term phase, and vice-versa. For example, project proximity is key in determining logical projects to reduce costs of mobilization and utilize economy-of-scale.

With *Oxford on the Move's* status as a living document, future updates to the Plan may result in visionary phase projects moving to other higher priority phases. Additionally, new proposed facilities may backfill the visionary phase when projects advance. It is recommended that the City continuously evaluate the phased implementation plan and update it periodically.

The graphic to the right is a visual aid for the phasing process. Envision the phases as levels of a fountain. Short-term projects come first, but they may flow into additional levels where needed.



Ultimately, the visionary phase is a placeholder for projects which should be included in the Plan but may not be competitive in the prioritization process.

4.3.1 Short-Term Phase

Table 16 summarizes the sidewalk projects recommended for the short-term phase of implementation. This phase has an average prioritization score of 60 and a total estimated cost of $8.8 million. Total facility mileage includes 0.3 miles of sidewalk, nearly 0.5 miles of bicycle lanes, nearly 3.5 miles of shared use paths, and 5.4 miles of shared lanes. **Figure 4-1** displays this phase conceptually on a map.

Table 17: Short-Term Phase Projects

ID	Location	From	To	Facility	Score
37	Dodson St	Monger Street	Hale Street	Sidewalk	79
103*	Quintard Mall Conn. S.	Oxford Mall	Hamric Dr	Sidepath	74
18	Luttrell St	E 6th St	City Hall	Sidewalk	74
21	Stewart St	End of School Sidewalk	Hamric Drive E	Sidewalk	74
22	Stewart St	N. of E 2nd St	S. of Snow St	Sidewalk	74
112*	Main St B	Thomason St	Oak St	Bicycle Lanes	65
102*	Quintard Mall Conn. N.	Snow St	Oxford Mall	Sidepath	62
3	Oxford Lake Conn. A	Edmondson Dr	Oxford Lake	Sidewalk	62
6	Oxford Lake Conn. B	Park Place	Oxford Lake	Sidewalk	62
4	Creekside Greenway	Recreation Dr	Ali Way	Shared-Use Path	53
104*	Hamric Dr Sidepath	Oxford Mall Conn. S.	McCullars Ln	Sidepath	48
70	Creekside Connector	Creekside Greenway	Hamric Dr	Shared-Use Path	48
69	Oxford Softball Complex Connector	Liberty Park	Creekside Greenway	Shared-Use Path	46
38	Mellon Ln Connector	Mellon Ln	Choccolocco Park	Shared-Use Path	44
29	Choccolocco Creek Greenway	Oxford Civic Center	Choccolocco Park	Shared-Use Path	37

*Included in Calhoun MPO Bicycle & Pedestrian Plan

In addition to the projects in **Table 16**, the shared lane or street-based path facilities in **Table 17** can be logically implemented with short-term phase projects:

Table 18: Short-Term Phase Shared Lanes

ID	Location	From	To	Facility	Score
105*	Luttrell St	Hamric Dr (US-78)	Snow St	Shared Lanes	79
106*	Spring St/Snow St	McPherson St	Luttrell St	Shared Lanes	79
107*	McPherson St	Spring St	Thomason St	Shared Lanes	79
108*	Thomason St	Main St	Edith Ave	Shared Lanes	79
109*	Gray St	Thomason St	Chestnut St	Shared Lanes	79
110*	Oak St	Main St	Hale St	Shared Lanes	79
111*	McCullars Ln	Hamric Dr (US-78)	Recreation Dr	Shared Lanes	64
105*	Luttrell St	Hamric Dr (US-78)	Snow St	Shared Lanes	79

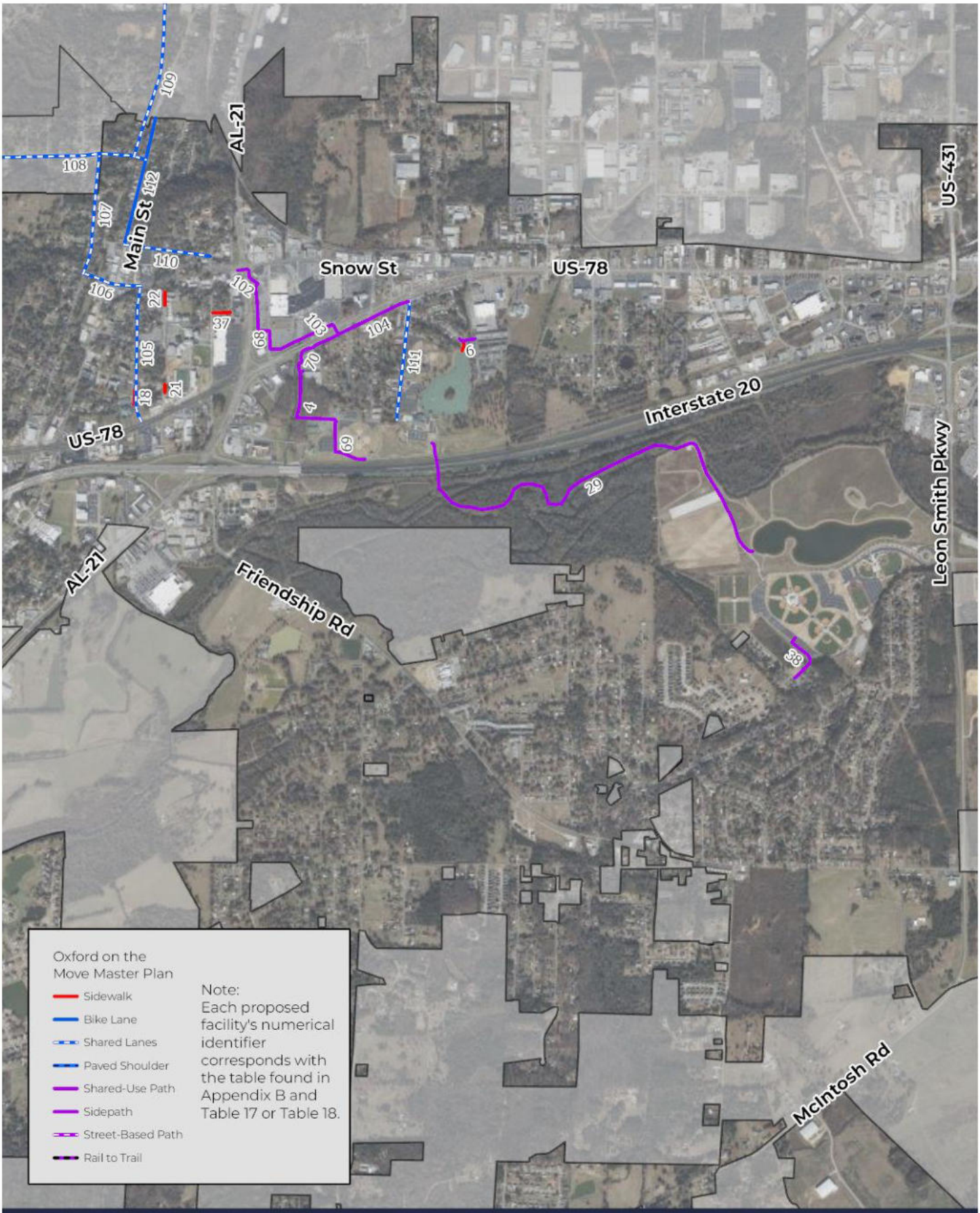


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Figure 4-1: Short-Term Phase Projects

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4.3.2 Medium-Term Phase

Table 18 summarizes the sidewalk projects recommended for the medium-term phase of implementation. This phase has an average prioritization score of 50.4 and a total estimated cost of $9.4 million. Total facility mileage includes more than 2.0 miles of sidewalk, 0.7 miles of street-based paths, nearly 2.0 miles of shared use paths, and 10.75 miles of shared lanes. **Figure 4-2** displays this phase conceptually on a map.

Table 19: Medium-Term Phase Projects

ID	Location	From	To	Facility	Score
86	McCullars Ln	Bruce St	Lakeview Apts	Sidewalk	69
101*	Main St A	E 4th St	Snow St	Sidewalk	64
66	Spring Branch Rd	Barry St	Big Time Entertainment	Sidewalk	64
87	Bruce St	McCullars Ln	Central Ave	Sidewalk	63
67	Spring Branch Path	Spring Branch Rd	Munroe Walking Trail	Sidewalk	62
89	Central-Recreation Connector	Central Ave	Recreation Dr	Shared-Use Path	62
88	Oxford Lake-McCullars Connector	Oxford Lake Park	McCullars Dr	Sidewalk	62
27	Hale Street	Yellow Jacket Dr	Snow Street	Sidewalk	60
51	McPherson St	Thomason St	McKibbon St	Sidewalk	60
36	Monger St	Snow Street	Dodson Street	Sidewalk	59
13	McCullars Ln	Hamric Dr	Edmondson Dr	Sidewalk	59
15	Stewart St	N. of E 6th St	E 6th St	Sidewalk	59
19	Barry Street	E 6th St	E 4th Street	Sidewalk	55
71	Lester-Recreation Connector	Lester Ave	Recreation Dr	Shared-Use Path	54
20	Barry Street	Hamric Dr	E 6th St	Sidewalk	51
68	Quintard Mall Path	Quintard Mall Conn. North	Quintard Mall Conn. South	Shared-Use Path	49
65	Barry Street	Hamric Dr	Spring Branch Rd	Sidewalk	48
85	Park Ple-Civic Center Connector	Park Place	Civic Center	Shared-Use Path	46
31	Oxford Exchange Connector	Boiling Springs Connector	Oxford Exchange	Shared-Use Path	44
8	Oxford Lake Connector C	Joe St	Oxford Lake Walking Trail	Shared-Use Path	43
43	Bynum Blvd	Victory Dr	Beck Rd	Sidewalk	41
49	Reaves-Caffey Connector	Reaves Dr	Caffey Dr	Shared-Use Path	35
39	Red Oak Dr Connector	Red Oak Dr	Choccolocco Park	Shared-Use Path	33
46	Jackson-Caffey Connector	Jackson Ave	Oxford Elementary	Shared-Use Path	25
30	Boiling Springs Connector	Choccolocco Park	Commons Way	Shared-Use Path	23
50	Hickory-Oxford Middle-CE Hanna Connector	Hickory Ln	Oxford Middle & CE Hanna Elem.	Shared-Use Path	21

*Included in Calhoun MPO Bicycle & Pedestrian Plan

In addition to the projects in **Table 18**, the shared lane or street-based path facilities in **Table 19** can be logically implemented alongside other medium-term phase projects:

Table 20: Medium-Term Phase Shared Lanes

ID	Location	From	To	Facility	Score
23	McPherson St	W 9th Street	Spring St	Shared Lanes	79
28	Hale Street	E Oak St	Choccolocco St	Shared Lanes	79
72	Hale Street	Yellow Jacket Dr	Snow Street	Shared Lanes	74
81	Hamric Dr Frontage Rd	McCullars Ln	Allen Pkwy	Shared Lanes	73
73	Recreation Dr	McCullars Ln	S Quintard Drive	Shared Lanes	64
80	Park Place	Highway Drive	Oxford Lake Connector B	Shared Lanes	63
74	Choccolocco Parking Lot Loop	Parking Lot	Parking Lot	Shared Lanes	62
33	McIntosh Rd	Boiling Springs Rd	Leon Smith Pkwy	Shared Lanes	56
75	Rusty Riley Way	Leon Smith Pkwy	West Walking Trail Access	Shared Lanes	54
24	W 9th St	McPherson St	Caffey Dr	Shared Lanes	49
26	Edith Ave	Martin Luther King Jr Dr	Caffey Dr	Shared Lanes	47
25	Caffey Dr	W 9th Street	Airport Rd	Shared Lanes	44
60	Mellon Ln	Mellon Ln Connector	Little John Dr	Shared Lanes	39
61	Little John Dr	Mellon Ln	Friendship Rd	Shared Lanes	39
63	Lane Rd	Friendship Rd	McIntosh Rd	Shared Lanes	39
32	Boiling Springs Rd	Choccolocco Creek Greenway	McIntosh Rd	Shared Lanes	37
12	Lester Ave	Hamric Dr (US-78) Sidepath A	Recreation Dr	Street-Based Path	64
90	Central Ave	Bruce St	Central-Recreation Connector	Street-Based Path	64
5	Edmondson Dr	McCullars Lane	Oxford Lake Connector A	Street-Based Path	59
9	Joe Street	Florence Boulevard	Oxford Lake Connector C	Street-Based Path	49

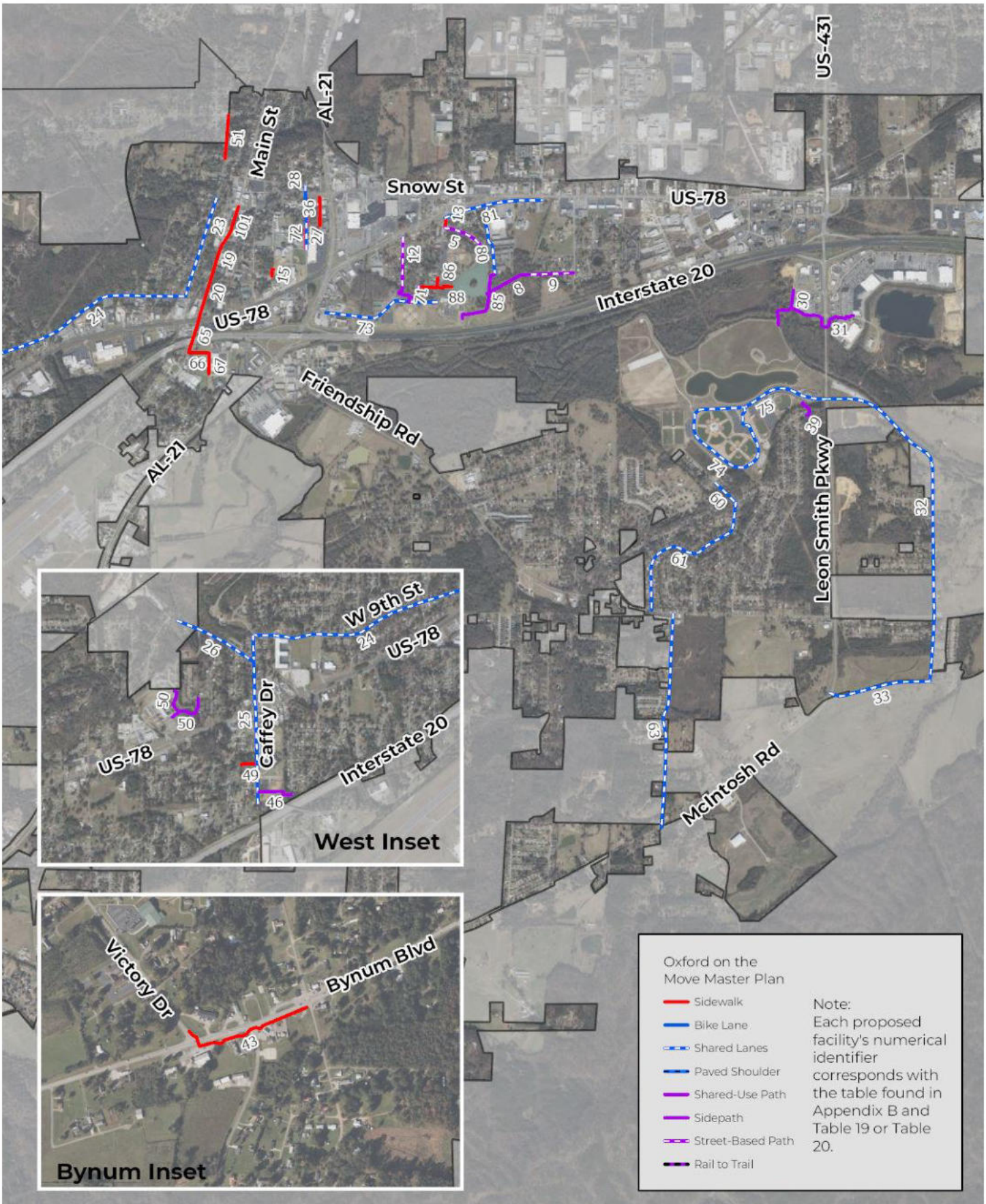

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Figure 4-2: Medium-Term Phase Projects

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4.3.3 Long-Term Phase

Table 20 summarizes the sidewalk projects recommended for the long-term phase of implementation. This phase has an average prioritization score of 42 and a total estimated cost of $22.4 million. Total facility mileage includes over 4.0 miles of sidewalk, 0.3 miles of street-based paths, nearly 2.1 miles of shared lanes, nearly 3.1 miles of paved shoulders, and over 4.0 miles of rail-to-trails shared use path. **Figure 4-3** displays the phase conceptually on a map.

Table 21: Long-Term Phase Projects

ID	Location	From	To	Facility	Score
7	Park Pl	Highway Drive	Oxford Lake Connector B	Sidewalk	63
1	NS Rail-to-Trail	City Limits N	City Limits SW	Rail to Trail	57
17	E 6th Street	Barry Street	Public Library	Sidewalk	57
16	E 6th Street	Public Library	Stewart Street	Sidewalk	53
54	Jimmy Hinton Dr South	Colonial Dr	Cracker Barrel	Sidewalk	49
55	Colonial Dr North	Davis Loop	Hamric Dr	Sidewalk	49
82	Florence Boulevard	Wilson Drive	Hamric Dr	Sidewalk	45
83	Sterling Pointe Lane	Sterling Pointe Apartments	Hamric Drive E	Sidewalk	44
2	Recreation Dr	Liberty Park Walking Trail	S Quintard Drive	Sidewalk	41
53	Jimmy Hinton Dr North	Wendy's	Colonial Dr	Sidewalk	40
113	McIntosh Rd	Leon Smith Pkwy	Lane Rd	Paved Shoulders	38
47	Caffey Dr	Airport Rd	Oxford Elementary	Sidewalk	38
62	Friendship Rd	Little John Dr	Lane Rd	Paved Shoulders	37
56	Colonial Dr South	Hamric Dr (US-78)	Davis Loop	Sidewalk	35
57	Davis Loop A	Industrial Dr	Hamric Dr	Sidewalk	35
59	Jimmy Hinton Dr Connector	Hilton Garden Inn	Colonial Dr	Sidewalk	35
44	Victory Dr	Alan St	Bynum Blvd	Sidewalk	32
52	Watson Dr	Oxford Middle & CE Hanna Elem.	Bobwhite St	Sidewalk	30
114	McIntosh Rd	Lane Rd	Kentuck Rd	Paved Shoulders	29
45	Taylors Chapel Rd	Janie Trace	Turner Rd / Coldwater Elem.	Sidewalk	21

In addition to the projects in **Table 20**, the shared lane or street-based path facilities in **Table 21** can be logically implemented with long-term phase projects:

Table 22: Long-Term Phase Shared Lanes

ID	Location	From	To	Facility	Score
34	Kentuck Rd	McIntosh Rd	Cheaha State Park	Shared Lanes	49
84	Sterling Pointe Ln	Sterling Pointe Apts.	Day St	Street-Based Path	44
11	Day Street	Sterling Pointe Ln	Florence Blvd	Street-Based Path	39

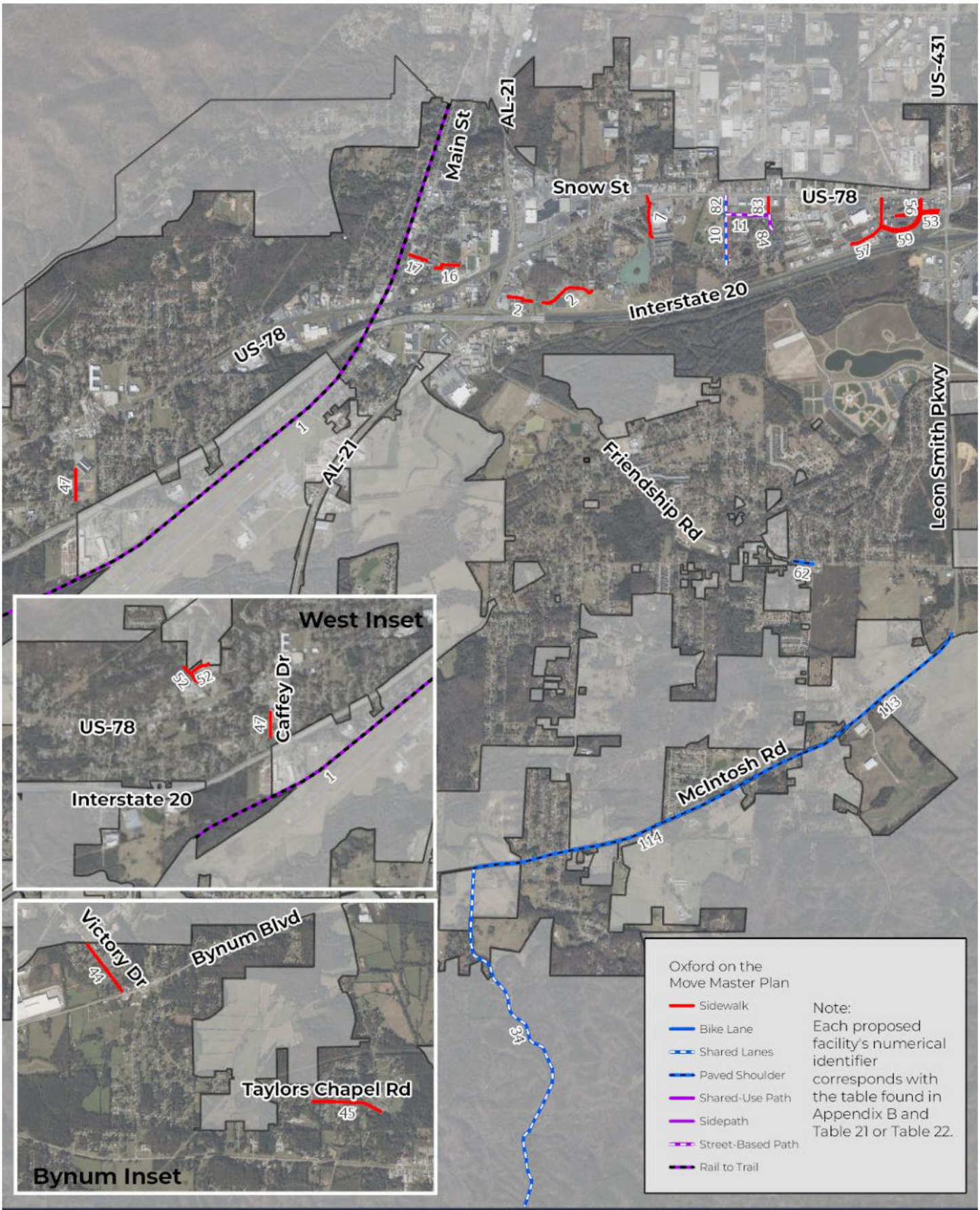

Figure 4-3: Long-Term Phase Projects

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4.3.4 Visionary Phase

Table 22 summarizes the sidewalk projects recommended for the visionary phase of implementation. This phase has an average prioritization score of 33 and a total estimated cost of $14.4 million. Total facility mileage includes nearly 3.2 miles of sidewalk and approximately 3.1 miles of paved shoulders. **Figure 4-4** displays this phase conceptually on a map.

Table 23: Visionary Phase Projects

ID	Location	From	To	Facility	Score
35	Snow St	S Quintard Ave	Hamric Dr	Sidewalk	48
76	Snow St	Pace St	Hillyer Robinson Industrial Pkwy	Sidewalk	42
40	Hillyer Robinson Industrial Pkwy S	Entrance of the Business Park	Butler Street	Sidewalk	41
77	Snow St	Quintard Ave	Pace St	Sidewalk	40
41	Butler Street	Hillyer Robinson Industrial Pkwy	Pace Street	Sidewalk	31
115	McIntosh Rd	Kentuck Rd	SR-21	Paved Shoulders	29
42	Pace St	Pace Circle	Snow Street	Sidewalk	29
48	Airport Dr	Caffey Dr	Gann Rd	Sidewalk	28
58	Davis Loop B	Hamric Dr	Industrial Dr	Sidewalk	28
64	County Line Rd	Heritage Way	Teal Dr	Sidewalk	18

There are no shared lanes or street-based paths included in the visionary phase.

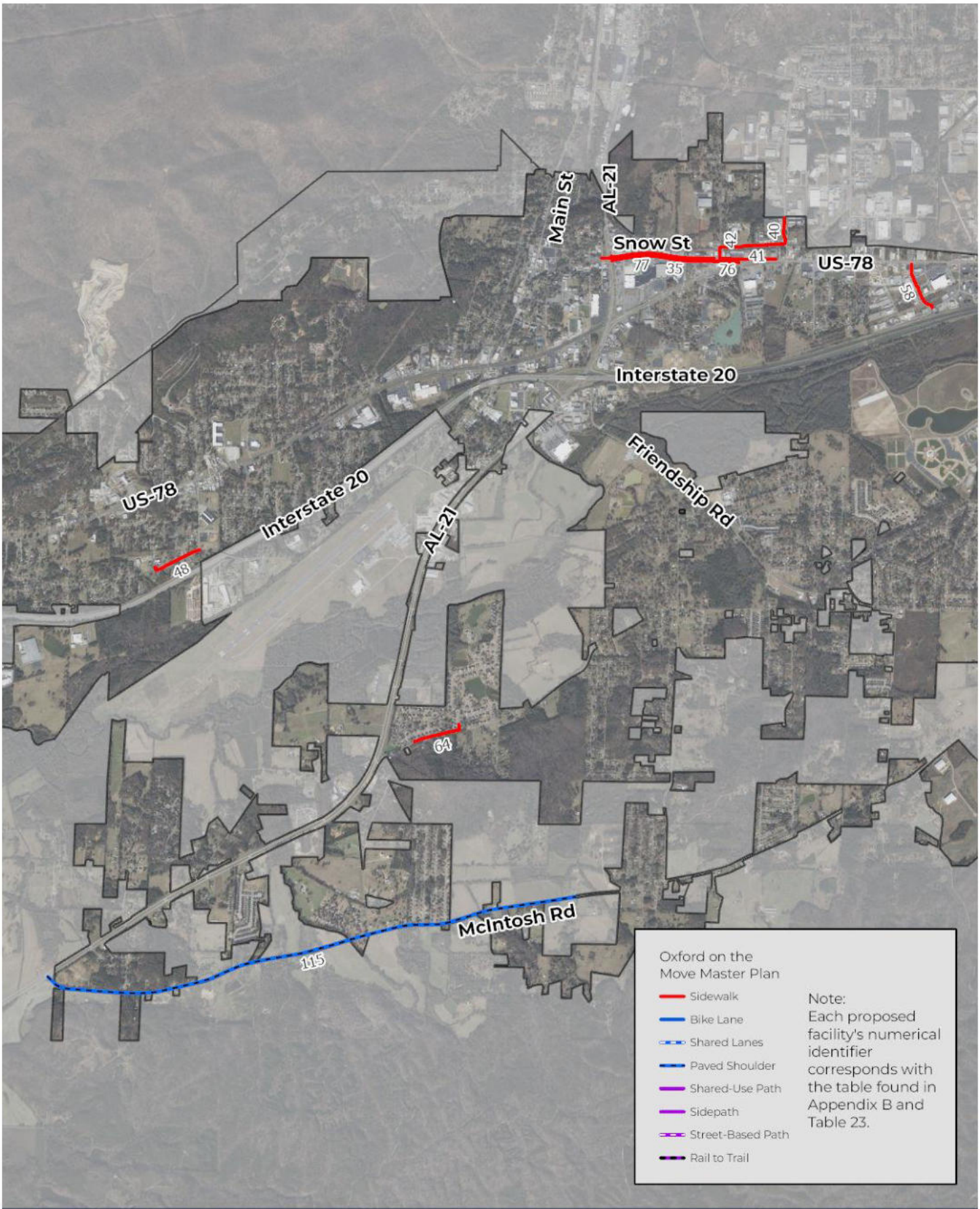

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Figure 4-4: Visionary Phase Projects

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4.4 Connecting Historic Main Street Oxford to Choccolocco Park

The Historic Main Street Oxford to Choccolocco Park connection is a key focus within *Oxford on the Move* for stakeholders, City officials, and residents. Therefore, it was evaluated in further detail due to each proposed facility's presence in the short-term or medium-term phases. Though Route 1 was identified as the recommended route, five other routes were closely evaluated for connecting Historic Main Street Oxford and Choccolocco Park. Each route was summarized in **Section 1.6** and shown in **Figure 1-10**.

Though Route 1 was recommended and included in *Oxford on the Move*, it is critical to demonstrate the reasons why the other routes ultimately were not recommended. The difference between each route is based upon where the route crosses over or under I-20.

- Route 1 – Existing Culvert
- Route 2 – Low-Clearance Bridge
- Route 3 – AL-21 Interchange
- Route 4 – Barry Street
- Route 5 – Proposed Norfolk Southern Rail to Trail
- Route 6 – New Grade Separated Crossing near Oxford Lake Park

As a continuation of **Table 7**, **Table 24** provides a high-level summary of Routes 1 – 6. Routes 3, 4, and 5 provide alternatives to use of the existing culvert, but at a premium of cost, connectivity, and feasibility of construction. Route 2 is likely infeasible due to the low clearance bridge at I-20 and requires a trail adjacent to a water treatment facility. Routes 1 and 6 provide great connectivity, but Route 6, if feasible, would be more than double the cost of Route 1. Each route must traverse I-20, US-78, and AL-21 to connect Historic Main Street Oxford and Choccolocco Park.

Based on the evaluation, further exploring an agreement to convert the western-most box culvert under I-20 to house a shared-use path is the most advantageous connection moving forward.

Table 24: Historic Main Street Oxford to Choccolocco Park – Route Evaluation Matrix

Route and Description	Connectivity	Feasibility	Length	Est. Cost*
Route 1: Existing Culvert	High	Medium	3.6 miles	$9 million
Route 2: Low-Clearance Bridge	Medium	Low	3.8 miles	$9.5 million
Route 3: AL-21 Interchange	Low	Medium	4.5 miles	$12 million
Route 4: Barry Street	Low	Low	4.1 miles	$10.5 million
Route 5: Rail to Trail	Low	Low	4.3 miles	$11 million
Route 6: Grade-Separated	High	Low	3.6 miles	$21 million

*See Section 4.1.2 for assumptions regarding cost

Table 25 lists the facilities recommended along Route 1 to connect Historic Main Street Oxford to Choccolocco Park.

Table 25: Proposed Facilities Connecting Historic Main Street Oxford to Choccolocco Park

ID	Location	From	To	Facility
4	Creekside Greenway	Recreation Dr	Ali Way	Shared-Use Path
28	Hale St	Oak St	Choccolocco St	Shared Lanes
29	Choccolocco Creek Greenway	Oxford Civic Center	Choccolocco Park	Shared-Use Path
68	Quintard Mall Path	Quintard Mall Conn. North	Quintard Mall Conn. South	Shared-Use Path
69	Oxford Softball Complex Connector	Liberty Park	Creekside Greenway	Shared-Use Path
70	Creekside Connector	Creekside Greenway	Hamric Dr	Shared-Use Path
102	Quintard Mall Conn. North	Snow St	Oxford Mall	Sidepath
103	Quintard Mall Conn. South	Oxford Mall	Hamric Dr	Sidepath
110	Oak St	Main St	Hale St	Shared Lanes

Conceptual mapping was developed for the following proposed facilities:

- 68 – Quintard Mall Path
- 102 – Quintard Mall Connector North
- 103 – Quintard Mall Connector South

Figure 4-5 shows an overall map of the proposed Quintard Mall Path. Though there are many options for the specific route of this path, **Figure 4-5** shows one example of a facility that could serve as an asset for the City, its residents, and the commercial establishments at the Mall.

Figure 4-6 shows a detail view of the proposed crossing at AL-21 (Quintard Boulevard) at Snow Street, and **Figure 4-7** shows a detail view of the proposed crossing at US-78 (Hamric Drive) and the Quintard Mall signal. Each of the two crossing locations is included in the Calhoun MPO Bicycle and Pedestrian Plan.

Figure 4-5: Quintard Mall Path Concept

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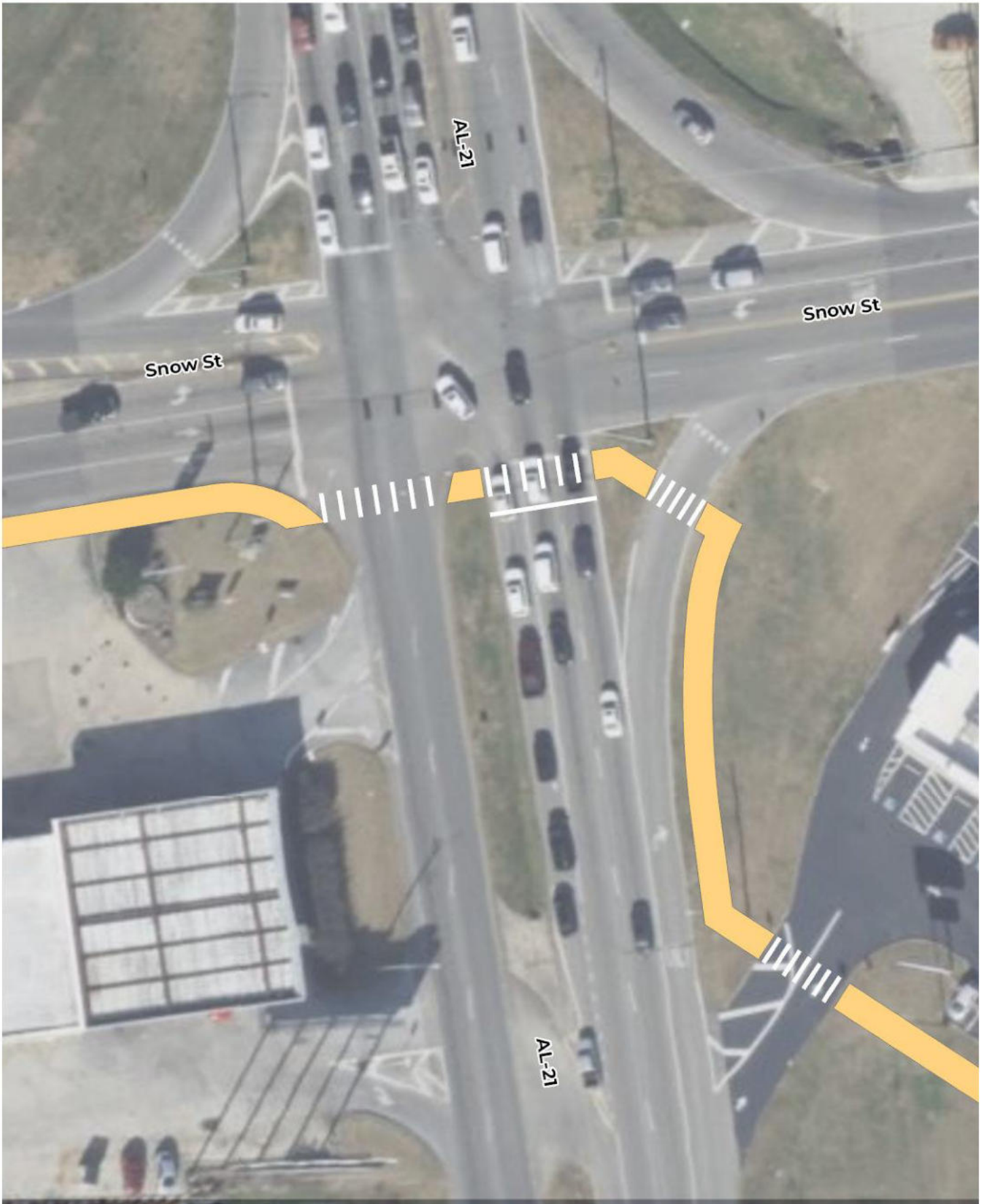

Figure 4-6: AL-21 at Snow Street Crossing Concept

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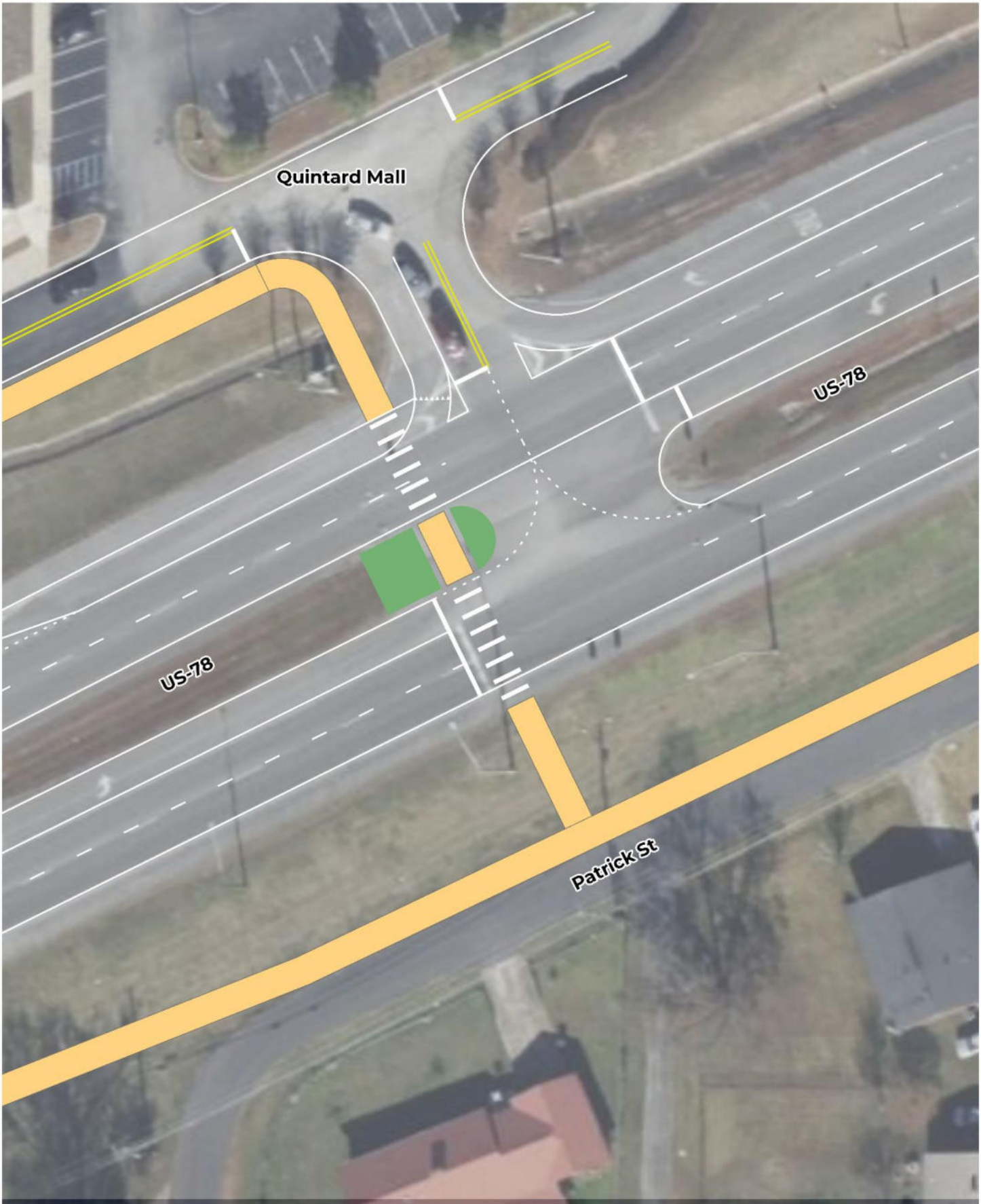

Figure 4-7: US-78 at Quintard Mall Crossing Concept

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4.5 Potential Funding Sources

Costs associated with the design and construction of proposed improvements could exceed the City's current available resources. This section discusses funding sources that are available to aid in design and construction. Federal programs are administered by the Alabama Department of Transportation. **Table 23** details funding sources, the category of the source and type of project for which the funding can be used.

Table 26: Potential Active Transportation Funding Sources

Funding Source	Category	Match Type
Surface Transportation Block Grant Program (STBG)	Federal	80% Federal / 20% City
Transportation Alternatives (TA) Set-Aside	Federal	80% Federal / 20% City
Safe Streets and Roadways for All (SS4A)	Federal	NA – Grant Program
Reconnecting Communities Pilot (RCP) Grant Program	Federal	NA – Grant Program
Recreational Trail Program (RTP)	Federal	80% Federal / 20% City
Community Development Block Grant (CDBG)	Federal	NA – Grant Program
Rebuild Alabama Act (RAA) Annual Grant Program	State	Up to 100% State
Local Municipality	Local	100% Local

4.5.1 Federal Funding

The **Surface Transportation Block Grant (STBG)** program, administered by ALDOT, requires an 80/20 match. The primary focus of the STP program is to provide flexible funding to the States and localities for their use in preserving and improving the conditions and performance of a roadway. Primarily, projects involving roadways that are functionally classified as local roads or rural minor collectors are not eligible for STP funding. For suitable roadways eligible activities include pedestrian and bicycle projects and projects to meet ADA compliance.

The **Transportation Alternatives (TA) Set-Aside** from the STBG program is an 80% Federal/20% Local match program TA funding is available for projects defined as transportation alternatives. Project types eligible for TA funding include:

- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, senior adults, and individuals with disabilities
- Constructions, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation. These can include sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting, safety-related infrastructure, as well as projects to achieve compliance with the Americans with Disabilities Act of 1990
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users
- Construction of turnouts, overlooks, and viewing areas
- Community improvement activities
- Environmental mitigation activities

TA funding is administered by ALDOT through a competitive selection process. The most recent application deadline was May 30, 2025, for FY2026 projects. Five areas are considered in the competitive selection process: promotes safety, increases local transportation options, provides community enhancements, local commitment, and environmental justice.

The total amount of federal participating funding for a project is capped at $1,000,000 ($800,000 federal/$200,000 local match). The project sponsor is responsible for preliminary engineering (PE) and construction engineering and inspection (CE&I); however, PE (up to 10% of total project cost) and CE&I (up to 15% of total project construction cost) is eligible for reimbursement as part of the project invoicing. Although right-of-way acquisition and utility relocations are generally not considered eligible for TA funding, minimal right-of-way acquisition and incidental utility relocations is occasionally allowed but only on a case-by-case basis. The City would be responsible for funding these efforts.

The City can only receive TA funding for one project at a time. Once a TA project has been let to construction, then the City would be eligible to apply for TA funding for another project.

Safe Streets and Roads for All (SS4A) is a competitive grant program established by the Infrastructure Investment and Jobs Act (IIJA) with $5 billion of appropriated funds over five years (FY2022-FY2026). The goal of the SS4A program is to prevent roadway fatalities and serious injuries. There are two main grant types within SS4A and they include Planning and Demonstration Grants for Action Plans and Implementation

Grants. Since the city has an established SS4A Action Plan they are eligible to apply for an Implementation Grant. Projects eligible for Implementation Grants are only those previously identified in an Action Plan or additional funding requests for supplemental planning and demonstration activities that inform an existing Action Plan. Implementation Grants may fund project-level planning, design, and development of the proposed project.

The **Reconnecting Communities Pilot (RCP) Grant Program** was established by IIJA. The focus of the program is to reconnect communities that have previously been harmed by transportation projects. Two types of grants are offered by the RCP program. These include Planning Grants and Capital Construction Grants. The IIJA legislation provides an annual average of $50 million for planning grants and $150 million for construction grants for fiscal years 2022-2026.

The **Recreational Trail Program (RTP)** is a federal competitive grant program that is administered by the Alabama Department of Economic and Community Affairs (ADECA). For previous cycles, the RTP allowed varying maximum grant amounts based on the trail type ($200,000 for non-motorized, single-use trails; $400,000 for non-motorized, diverse-use trails). Applicable permissible uses include the development of urban trail linkages; development of trailside and trailhead facilities; acquisition of easement for trail use; and construction of new trails.

Applications are typically due in the fall each year, and consultation with ADECA staff is required prior to submitting an application. Applicants with an open Land and Water Conservation Fund (LWCF) or unresolved compliance issues from a previous grant may be ineligible to apply for this funding source. It should be noted that federal legislation for RTP funding expires in 2026.

The **Community Development Block Grant (CDBG)** program is part of the Housing and Community Development Act (HCDA) which was established in 1974 to create viable urban communities that have decent housing, suitable living environment, and expanded economic opportunities. CDBG funding is available for non-entitlement communities, meaning communities that do not receive direct funding from the US Department of housing and Urban Development (HUD). Talladega is a non-entitlement community, and is therefore able to apply for a CDBG grant.

ADECA awards CDBG funding annually through four funding categories: competitive fund, community enhancement fund, planning fund, and economic development fund. For the competitive fund, there are three categories (small city, large city, and county) and ADECA scores each applicant based on several factors. Applicable activities awarded through the competitive fund include neighborhood and downtown revitalization, and street improvements. Additionally, applicable activities within the community enhancement fund include recreational facilities. Application deadlines are announced during the first quarter of each year. The typical grant ceiling is $400,000.

4.5.2 State Funding

The **Rebuild Alabama Act (RAA) Annual Grant Program** is administered by ALDOT for which cities and counties may apply through competitive selection. At least $10 million is allocated annually for the RAA program, for FY2025 $15 million was allocated. For fiscal year 2025, an amount of $10 million was set aside for projects with no local match and $5 million for projects with a 50% local match. The maximum amount awarded is $250,000 for projects with no local match, or $350,000 with $100,000 local match. RAA grants are only eligible for construction activities. Preliminary Engineering, Right-of-Way, Utility Relocation, Construction Engineering & Inspection, or Materials Testing are ineligible for RAA grants.

4.5.3 Local Funding

The City has the option to fund the design and construction of improvements on local roadways using only local funds. Choosing this route allows the project design and construction to have shorter timelines. There is potential for reduced project costs since fewer plan reviews would be required, and City guidelines will govern the project design.

5 Next Steps

Choccolocco Creek
Oxford, Alabama

After completion of *Oxford on the Move*, it is recommended that the City officially adopt the Plan in order for it to serve as a roadmap for planning growth of the City's sidewalk network.

It is natural for priorities to shift over time as circumstances change and leadership transitions. *Oxford on the Move* is intended to be a living document and map that can be amended by the City as needed.

There are many ways to fund and implement new active transportation facilities. If the City chooses to move forward with implementing a federally funded project, the next step would be to request the inclusion of a project in the Calhoun Area MPO Transportation Improvement Program (TIP).

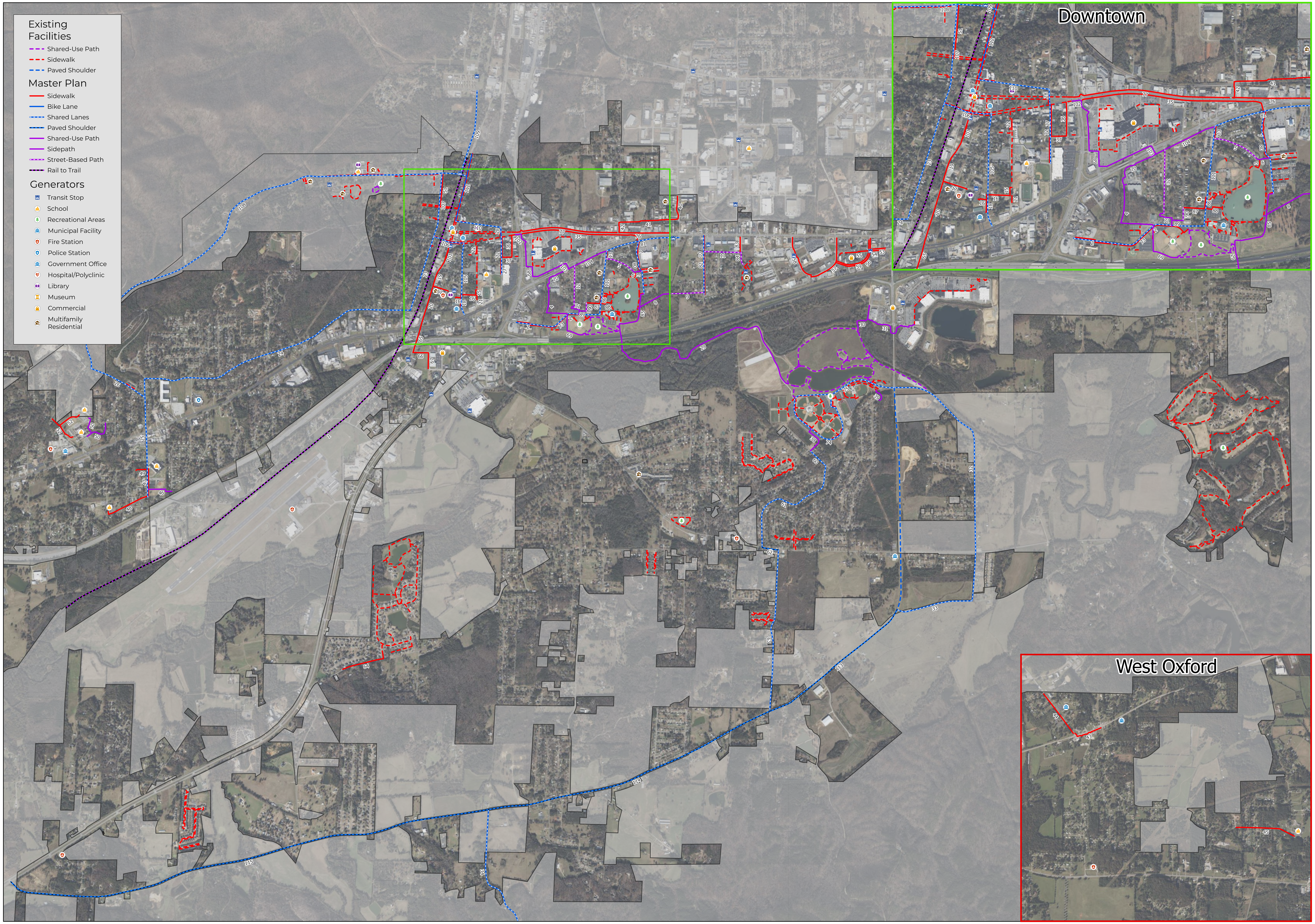
Once federal funds are in place for a project an environmental document will need to be prepared. The environmental document must include technical studies and public involvement outreach necessary to comply with procedures of the National Environmental Policy Act (NEPA). Once the environmental study has been completed, design will be finalized, followed by construction. If it is determined that additional right-of-way is required, acquisition would be conducted prior to construction.

If the City chooses to move forward with implementing a locally-funded project, the design and construction timeline is at the discretion of the City. However, if a locally-funded project interacts with a state route, coordination and permitting with ALDOT is still required.

Appendix

Appendix A – *Oxford on the Move* Master Plan

Map



Existing Facilities
Shared-Use Path
Sidewalk
Paved Shoulder
Master Plan
Sidewalk
Bike Lane
Shared Lanes
Paved Shoulder
Shared-Use Path
Sidepath
Street-Based Path
Rail to Trail
Generators
Transit Stop
School
Recreational Areas
Municipal Facility
Fire Station
Police Station
Government Office
Hospital/Polyclinic
Library
Museum
Commercial
Multifamily Residential
Downtown
West Oxford

NOT TO SCALE

REVISIONS

NO.	DESCRIPTION	BY	CKD	DATE

SAIN ASSOCIATES

Two Perimeter Park South
Suite 500 East
Birmingham, Alabama 35243
Phone: (205) 940-6420
Website: www.sain.com

DRAWING NAME

Appendix A: Master Plan

Oxford on the Move
Oxford, Alabama
[DRAFT]

DRN. BY	JOB NO.
WG	23-0077
CKD. BY	SCALE
DC	AS SHOWN
PROJ. MGR.	DATE
DC	9/30/2025

SHEET NO.

APP-A

Appendix B – *Oxford on the Move* Implementation Plan

Comprehensive List of Projects

ID	Roadway / Location	From	To	Facility Type	Plan	Length	Phase	Total Points	Cost	Feasibility	Public Support	Severity of Problem	Probable Use	Under-Served Pts	Cost
37	Dodson St	Monger Street	Hale Street	Sidewalk	OOTM	315	1	79	20	5	10	4	30	10	$ 133,685
103	Quintard Mall Connector South	Oxford Mall	Hamric Dr (US-78) Sidepath A	Sidepath / Shared-Use Path	MPO BPP (609)	248	1	74	20	5	10	4	25	10	$ 103,348
18	Luttrell St	E 6th St	City Hall	Sidewalk	OOTM	281	1	74	20	5	10	4	25	10	$ 119,435
21	Stewart St	End of School Sidewalk	Hamric Drive E	Sidewalk	OOTM	146	1	74	20	5	10	4	25	10	$ 62,217
22	Stewart St	Existing Sidewalk 75' North of E 2nd St	Existing Sidewalk 150' South of Snow S	Sidewalk	OOTM	237	1	74	20	5	10	4	25	10	$ 100,690
112	Main St B	Thomason St	Oak St	Bicycle Lanes	MPO BPP (611)	2331	1	65	4	10	10	6	25	10	$ 672,005
102	Quintard Mall Connector North	Snow St/Choccolocco St at SR-21	Oxford Mall	Sidepath / Shared-Use Path	MPO BPP (609)	494	1	62	16	5	10	6	25	0	$ 205,972
3	Oxford Lake Connector A	Edmondson Dr	Oxford Lake Walking Trail	Sidewalk	OOTM	179	1	62	20	10	10	2	20	0	$ 43,621
6	Oxford Lake Connector B	Park Place	Oxford Lake Connector A	Sidewalk	OOTM	300	1	62	20	10	10	2	20	0	$ 73,007
4	Creekside Greenway	Recreation Dr	Ali Way	Shared-Use Path	OOTM	1318	1	53	6	10	10	2	25	0	$ 548,997
68	Quintard Mall Path	Oxford Mall Connector North	Oxford Mall Connector South	Shared-Use Path	OOTM	2592	1	49	2	10	10	2	25	0	$ 1,079,920
70	Creekside South Connector	Creekside Greenway	Hamric Dr (US-78)	Shared-Use Path	OOTM	1132	1	48	6	10	10	2	20	0	$ 471,678
38	Mellon Ln Connector	Mellon Ln	Choccolocco Park	Shared-Use Path	OOTM	1012	1	48	6	10	10	2	20	0	$ 421,583
104	Hamric Dr (US-78) Sidepath A	Oxford Mall Connector South	McCullars Ln	Sidepath / Shared-Use Path	MPO BPP (608)	1383	1	48	4	5	10	4	25	0	$ 576,197
69	Oxford Softball Complex Connector	Liberty Park	Creekside Greenway	Shared-Use Path	OOTM	1413	1	46	4	10	10	2	20	0	$ 588,878
29	Choccolocco Creek Greenway A	Oxford Civic Center	Choccolocco Park	Shared-Use Path	OOTM	8572	1	37	0	5	10	2	20	0	$ 3,571,767
105	Luttrell St	Hamric Dr (US-78)	Snow St	Shared Lanes	MPO BPP (603)	2444	1	79	20	10	10	4	25	10	$ 4,629
106	Spring St/Snow St	McPherson St	Luttrell St	Shared Lanes	MPO BPP (603)	1059	1	79	20	10	10	4	25	10	$ 2,005
107	McPherson St	Spring St	son St / Martin Luther King Jr. Dr (Hobs	Shared Lanes	MPO BPP (602)	2173	1	79	20	10	10	4	25	10	$ 4,115
108	Thomason St / Martin Luther King Jr. Dr (Hobson City)	Main St	Edith Ave	Shared Lanes	MPO BPP (601)	16097	1	79	20	10	10	4	25	10	$ 30,486
109	Gray St / Constantine Ave (Anniston)	Thomason St	Chestnut St (Anniston)	Shared Lanes	MPO BPP (512)	2899	1	79	20	10	10	4	25	10	$ 5,491
110	Oak St	Main St	Hale St	Shared Lanes	MPO BPP (604)	1545	1	79	20	10	10	4	25	10	$ 2,926
111	McCullars Ln	Hamric Dr (US-78)	Recreation Dr	Shared Lanes	MPO BPP (607)	2145	1	64	20	10	10	4	20	0	$ 4,063
86	McCullars Ln	Bruce St	Lakeview Apts	Sidewalk	OOTM	241	2	69	20	5	10	4	20	10	$ 102,465
101	Main St A	E 4th St	Snow St	Sidewalk	TIP (2021), LRTP	870	2	64	8	5	10	6	25	10	$ 369,777
66	Spring Branch Rd	Barry St	Big Time Entertainment	Sidewalk	OOTM	522	2	64	20	10	10	4	10	10	$ 127,181
87	Bruce St	McCullars Ln	Central Ave	Sidewalk	OOTM	492	2	63	14	5	10	4	20	10	$ 209,300
89	Central-Recreation Connector	Central Ave	Recreation Dr	Shared-Use Path	OOTM	228	2	62	20	10	10	2	20	0	$ 95,150
67	Spring Branch Path	Spring Branch Rd	James Dan Munroe Walking Trail	Sidewalk	OOTM	533	2	62	20	10	10	2	10	10	$ 129,851
88	Oxford Lake-McCullars Connector	Oxford Lake Park	McCullars Dr	Sidewalk	OOTM	388	2	62	20	10	10	2	20	0	$ 94,687
27	Hale Street	Yellow Jacket Dr	Snow Street	Sidewalk	OOTM	1263	2	60	6	5	10	4	25	10	$ 536,960
51	McPherson St	Thomason St	McKibbon St	Sidewalk	OOTM	1104	2	60	6	5	10	4	25	10	$ 469,263
13	McCullars Ln	Hamric Dr (US-78)	Edmondson Dr	Sidewalk	OOTM	256	2	59	20	5	10	4	20	0	$ 108,647
15	Stewart St	Existing Sidewalk 220' North of E 6th St	E 6th St	Sidewalk	OOTM	217	2	59	20	5	10	4	20	0	$ 92,019
36	Monger St	Snow Street	Dodson Street	Sidewalk	OOTM	725	2	59	10	5	10	4	20	10	$ 307,946
19	Barry Street	E 6th St	E 4th Street	Sidewalk	OOTM	686	2	55	6	0	10	4	25	10	$ 537,101
71	Lester-Recreation Connector	Lester Ave	Recreation Dr	Shared-Use Path	OOTM	572	2	54	12	10	10	2	20	0	$ 238,144
20	Barry Street	Hamric Dr (US-78)	E 6th St	Sidewalk	OOTM	1318	2	51	2	0	10	4	25	10	$ 1,032,099
65	Barry Street	Hamric Dr (US-78)	Spring Branch Rd	Sidewalk	OOTM	1021	2	47	6	5	10	11	5	10	$ 433,854
85	Park Place-Civic Center Connector	Park Place	Civic Center	Shared-Use Path	OOTM	1713	2	46	4	10	10	2	20	0	$ 713,958
31	Oxford Exchange Connector	Boiling Springs Connector	Oxford Exchange	Shared-Use Path	OOTM	2094	2	44	2	5	10	2	25	0	$ 872,348
8	Oxford Lake Connector C	Joe St	Oxford Lake Walking Trail	Shared-Use Path	OOTM	1230	2	43	6	5	10	2	20	0	$ 512,612
43	Bynum Blvd	Victory Dr	Beck Rd	Sidewalk	OOTM	1148	2	41	6	5	0	20	0	10	$ 487,926
49	Reaves-Caffey Connector	Reaves Dr	Caffey Dr	Shared-Use Path	OOTM	423	2	35	18	5	0	2	0	10	$ 176,376
39	Red Oak Dr Connector	Red Oak Dr	Choccolocco Park	Shared-Use Path	OOTM	483	2	33	16	0	10	2	5	0	$ 201,325
46	Jackson-Caffey Connector	Jackson Ave	Oxford Elementary	Shared-Use Path	OOTM	864	2	25	8	5	0	2	0	10	$ 360,114
30	Boiling Springs Connector	Choccolocco Park	Commons Way	Shared-Use Path	OOTM	1206	2	23	6	5	0	2	10	0	$ 502,657
50	Hickory-Oxford Middle-CE Hanna Connector	Hickory Ln	Oxford Middle & CE Hanna Elementary	Shared-Use Path	OOTM	1595	2	21	4	5	0	2	0	10	$ 664,430
23	McPherson St	W 9th Street	Spring St	Shared Lanes	OOTM	2603	2	79	20	10	10	4	25	10	$ 4,930
28	Hale Street	E Oak St	Choccolocco St	Shared Lanes	OOTM	259	2	79	20	10	10	4	25	10	$ 490
72	Hale Street	Yellow Jacket Dr	Snow Street	Shared Lanes	OOTM	1338	2	74	20	10	10	4	20	10	$ 2,534
81	Hamric Dr Frontage Rd	McCullars Ln	Allen Pkwy	Shared Lanes	OOTM	2508	2	73	20	10	0	18	25	0	$ 4,750
73	Recreation Dr	McCullars Ln	S Quintard Drive	Shared Lanes	OOTM	2992	2	64	20	10	10	4	20	0	$ 5,667
12	Lester Ave	Hamric Dr (US-78) Sidepath A	Recreation Dr	Street-Based Path	OOTM	1372	2	64	20	10	10	4	20	0	$ 2,598
90	Central Ave	Bruce St	Central-Recreation Connector	Street-Based Path	OOTM	280	2	64	20	10	10	4	20	0	$ 530
80	Park Place	Highway Drive	Oxford Lake Connector B	Shared Lanes	OOTM	1836	2	63	20	10	0	8	25	0	$ 3,478
74	Choccolocco Parking Lot Loop	Parking Lot	Parking Lot	Shared Lanes	OOTM	3968	2	62	20	10	10	2	20	0	$ 7,514
5	Edmondson Dr	McCullars Lane	Oxford Lake Connector A	Street-Based Path	OOTM	1000	2	59	20	10	10	4	15	0	$ 1,894
33	McIntosh Rd	Boiling Springs Rd	Leon Smith Pkwy	Shared Lanes	OOTM	2580	2	56	20	10	10	16	0	0	$ 4,886
75	Rusty Riley Way	Leon Smith Pkwy	West Walking Trail Access	Shared Lanes	OOTM	3598	2	54	20	10	0	4	20	0	$ 6,814
24	W 9th St	McPherson St	Caffey Dr	Shared Lanes	OOTM	9610	2	49	20	10	0	9	0	10	$ 18,200
9	Joe Street	Florence Boulevard	Oxford Lake Connector C	Street-Based Path	OOTM	1063	2	49	20	10	10	4	5	0	$ 2,014

ID	Roadway / Location	From	To	Facility Type	Plan	Length	Phase	Total Points	Cost	Feasibility	Public Support	Severity of Problem	Probable Use	Under-Served Pts	Cost
26	Edith Ave	Martin Luther King Jr Dr	Caffey Dr	Shared Lanes	OOTM	2072	2	47	20	10	0	2	5	10	$ 3,925
25	Caffey Dr	W 9th Street	Airport Rd	Shared Lanes	OOTM	3980	2	44	20	10	0	4	0	10	$ 7,539
60	Mellon Ln	Mellon Ln Connector	Little John Dr	Shared Lanes	OOTM	723	2	39	20	10	0	4	5	0	$ 1,369
61	Little John Dr	Mellon Ln	Friendship Rd	Shared Lanes	OOTM	4347	2	39	20	10	0	4	5	0	$ 8,233
63	Lane Rd	Friendship Rd	McIntosh Rd	Shared Lanes	OOTM	5462	2	39	20	10	0	9	0	0	$ 10,344
32	Boiling Springs Rd	Choccolocco Creek Greenway	McIntosh Rd	Shared Lanes	OOTM	8906	2	37	20	10	0	7	0	0	$ 16,867
7	Park Pl	Highway Drive	Oxford Lake Connector B	Sidewalk	OOTM	1318	3	63	10	10	10	8	25	0	$ 321,200
1	Norfolk Southern Rail-to-Trail	City Limits North	City Limits Southwest	Rail to Trail	OOTM	21269	3	57	0	10	10	2	25	10	$ 8,862,035
17	E 6th Street	Barry Street	Oxford Public Library	Sidewalk	OOTM	527	3	57	8	0	10	4	25	10	$ 412,727
16	E 6th Street	Oxford Public Library	Stewart Street	Sidewalk	OOTM	818	3	53	4	0	10	4	25	10	$ 640,129
54	Jimmy Hinton Dr South	Colonial Dr	Cracker Barrel	Sidewalk	OOTM	453	3	49	20	10	10	4	5	0	$ 110,346
55	Colonial Dr North	Davis Loop	Hamric Dr (US-78)	Sidewalk	OOTM	661	3	49	20	10	10	4	5	0	$ 161,226
82	Florence Boulevard	Wilson Drive	Hamric Dr (US-78)	Sidewalk (Road Diet)	OOTM	1983	3	45	6	10	0	4	25	0	$ 483,292
83	Sterling Pointe Lane	Sterling Pointe Apartments	Hamric Drive E	Sidewalk	OOTM	516	3	44	20	10	0	4	10	0	$ 125,753
10	Florence Boulevard	Wilson Drive	Hamric Dr (US-78)	Sidewalk (Road Diet)	OOTM	1983	3	44	20	10	0	4	10	0	$ 63,838
2	Recreation Dr	Liberty Park Walking Trail	S Quintard Drive	Sidewalk	OOTM	2396	3	41	2	5	10	4	20	0	$ 1,018,195
53	Jimmy Hinton Dr North	Wendy's	Colonial Dr	Sidewalk	OOTM	470	3	40	16	5	10	4	5	0	$ 199,790
113	McIntosh Rd	Leon Smith Pkwy	Lane Rd	Paved Shoulders	LRTP	5537	3	38	2	10	10	16	0	0	$ 1,622,209
47	Caffey Dr	Airport Rd	Oxford Elementary	Sidewalk	OOTM	911	3	38	14	10	0	4	0	10	$ 221,988
62	Friendship Rd	Little John Dr	Lane Rd	Paved Shoulders	OOTM	556	3	37	12	5	0	20	0	0	$ 257,736
56	Colonial Dr South	Hamric Dr (US-78)	Davis Loop	Sidewalk	OOTM	1883	3	35	6	10	10	4	5	0	$ 458,987
57	Davis Loop A	Industrial Dr	Hamric Dr (US-78)	Sidewalk	OOTM	1822	3	35	6	10	10	4	5	0	$ 444,227
59	Jimmy Hinton Dr Connector	Existing Sidewalk at Hilton Garden Inn	Colonial Dr	Sidewalk	OOTM	1707	3	35	8	10	10	2	5	0	$ 416,056
44	Victory Dr	Alan St	Bynum Blvd	Sidewalk	OOTM	1852	3	32	6	10	0	6	0	10	$ 451,484
52	Watson Dr	Oxford Middle & CE Hanna Elementary	Bobwhite St	Sidewalk	OOTM	1779	3	30	6	10	0	4	0	10	$ 433,569
114	McIntosh Rd	Lane Rd	Kentuck Rd	Paved Shoulders	LRTP	10189	3	29	0	5	10	14	0	0	$ 4,719,918
45	Taylors Chapel Rd	Janie Trace	Turner Rd / Coldwater Elementary	Sidewalk	OOTM	2240	3	21	2	5	0	4	0	10	$ 951,957
34	Kentuck Rd	McIntosh Rd	adega National Forest / Cheaha State P	Shared Lanes	OOTM	10965	3	49	20	10	10	4	5	0	$ 20,767
84	Sterling Pointe Lane	Sterling Pointe Apartments	Day St	Street-Based Path	OOTM	428	3	44	20	10	0	4	10	0	$ 811
11	Day Street	Sterling Pointe Lane	Florence Boulevard	Street-Based Path	OOTM	1244	3	39	20	10	0	4	5	0	$ 2,357
35	Snow St	S Quintard Ave (SR-21)	Hamric Dr (US-78)	Sidewalk	OOTM	3916	4	48	0	5	10	13	20	0	$ 1,664,230
76	Snow St	Pace St	Hillyer Robinson Pkwy	Sidewalk	OOTM	1716	4	42	4	5	0	13	20	0	$ 729,241
40	Hillyer Robinson Industrial Pkwy S	Entrance of the Business Park	Butler Street	Sidewalk	OOTM	786	4	41	16	10	0	10	5	0	$ 191,541
77	Snow St	Quintard Ave (SR-21)	Pace St	Sidewalk	OOTM	3226	4	40	2	5	0	13	20	0	$ 1,370,925
41	Butler Street	Hillyer Robinson Industiral Pkwy S	Pace Street	Sidewalk	OOTM	1991	4	31	2	5	0	4	20	0	$ 846,045
115	McIntosh Rd	Kentuck Rd	SR-21	Paved Shoulders	LRTP	16606	4	29	0	5	10	14	0	0	$ 7,692,685
42	Pace St	Pace Circle	Snow Street	Sidewalk	OOTM	345	4	29	20	5	0	4	0	0	$ 146,630
48	Airport Dr	Caffey Dr	Gann Rd	Sidewalk	OOTM	1577	4	28	4	5	0	9	0	10	$ 670,382
58	Davis Loop B	Hamric Dr (US-78)	Industrial Dr	Sidewalk	OOTM	1583	4	28	4	5	10	4	5	0	$ 672,623
64	County Line Rd	Heritage Way	Teal Dr	Sidewalk	OOTM	1591	4	18	4	5	0	9	0	0	$ 676,369

Appendix C – Environmental Resources Summary

Underserved Communities

Historic Assets

Section 4(f) Properties

Section 6(f) Properties

Streams and Wetlands

Threatened & Endangered Species

Prime and Unique Farmlands

Hazardous Materials Properties

Underserved Communities

According to the Infrastructure Investment and Jobs Act (IIJA, 49 USC 6702(a)(1)), an underserved community, or Area of Persistent Poverty (APP), is defined by the following demographic thresholds:

Any Census tract with a poverty rate of not less than 20 percent, as measured by the 5-year data series available from the American Community Survey (ACS) of the Bureau of the Census for the period of 2014 through 2018.

For the purpose of *Oxford on the Move*, identification of underserved communities is done by census tract. Access to new active transportation facilities will increase walkability and decrease car dependency within the study area. For census tracts designated as underserved communities, the percentage of zero-auto households are likely to be higher than their counterpart census tracts. This demonstrates a higher dependency on active transportation facilities for necessary trips to school, medical appointments, and grocery stores. This is reflected in the Plan's prioritization process.

Historic Assets

The City of Oxford was established in 1852. In 2023 Historic Main Street Oxford launched its Downtown Historic Plaque Project to highlight the history of Oxford as well as incorporate that history into Oxford's present community. This section of the Plan identifies known historic assets. Often historic sites generate bicycle and pedestrian activity. To verify the historic and/or archeological importance of the area, a full cultural resources report should be prepared should the City opt to utilize federal monies to fund improvement projects.

A primary goal of this Plan is to identify connection from downtown Oxford and Hobson City to the Chief Ladiga Trail. This would require connection through the city of Anniston. At the time this document was prepared the city of Anniston was actively working to extend the Chief Lagiga Trail from the existing trailhead located at Michael Tucker Park southward to Anniston's Multimodal Amtrack Station. The station, downtown Oxford, and Hobson City are located on the west side of US 431 (South Quintard Avenue). For the purposes of documenting the presence of historic assets applicable to this Plan, this section will include review of the Oxford city limits and the area west of South Quintard Avenue between the city limits and the Amtrak Station.

National Register of Historic Places (NHRP)

historic places. The NRHP, authorized by the National Historic Preservation Act of 1966, is a part of a national program to organize and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources.

There are two homes in the City of Oxford listed on the NRHP. They include the Davis C. Cooper House at 301 Main Street (listed 2005) and the Dudley Snow House. The Dudley Snow House was originally located at 704 Snow Street and listed in 1982;

however, the house was relocated in the 1990s to Peek Drive in Talladega County to make room for the expansion of Quintard Mall.

A third NRHP listing located in the city of Oxford is the Coldwater Creek Covered Bridge. This bridge was listed in 1973 when it spanned Coldwater Creek approximately 0.5 miles from I-20. Since it's listing the bridge was relocated to a location next to Oxford Lake at the Oxford Civic Center. The bridge has been incorporated into the trail that circles the lake.

There are three NRHP listed properties located west of South Quintard Avenue in the area between the Oxford city limits and Anniston's Amtrack Station. They include Old Anniston Electric and Gas Company Plant (2 West Third Street – listed 1991), Mount Zion Baptist Church (212 Second Street – listed 1985), and Glen Addie Volunteer Hose Company Fire Hall (southeast corner of 4th Street and Pine Avenue – listed 1985).

Alabama Register of Landmarks and Heritage (ARLH)

Landmarks and Heritage (ARLH) to recognize places in Alabama that have historic integrity and significance, which include buildings, sites, structures, objects, districts, cemeteries, and cultural landscapes.

A review of the AHC's interactive Alabama Historic Preservation Map shows that there are eight (8) ARLH listed properties, and one (1) historic district located in the study area for this Plan. Table X provides a listing of these properties.

Name	Address	City	Date Listed
Oxford Historic District	District centered around the intersection of Main Street and East Choccolocco Street	Oxford	2018
C.E. Hanna School (Calhoun County Training School) – An Historic African American School	715 Martin Luther King Drive	Hobson City	2008
Patillo House	112 Gray Street	Oxford	1984
Davis C. Cooper House*	310 Main Street	Oxford	2005
Gunnells-Wingo House	225 East Oak Street	Oxford	1985
Z.H. Clardy House	621 College Street	Oxford	2006
Calhoun County/Oxford High School Football Stadium	310 East 2nd Street	Oxford	2000
Blue Springs Cotton Mill	SW Intersection of I-20 and AL-21	Oxford	1997

*listed on the National Register of Historic Places

In addition to identifying historic properties, AHC in partnership with the Alabama Trust for Historic Preservation brings attention to threatened historic and archaeological sites. These locations are referred to as Places in Peril. Hobson City was

listed as a Place in Peril in 2009. Hobson City is the oldest black incorporated municipality in Alabama. The C.E. Hanna School listed in Table X began in 1923 as a Rosenwald school. After a fire in 1942, the school was rebuilt and is still in operation. Prior to the establishment of C.E. Hanna School, Hobson City Academy, also considered an Historic African American School, was built in 1905 but later burned in 1917. Hobson City Academy was located along Lincoln Street.

Although it's outside the specific study area for this Plan, it should be noted that there is an ARLH listed property (Ogletree-Canada House) located just outside the Oxford city limits on Canada Lane in Eastaboga. Also located outside the Oxford city limits is the Allen-Weathers House. This property is not listed on the ARLH but in 2004 it was listed as the Most Endangered Site on the ACH's Places in Peril. The Allen-Weathers House is located on Jones Road near Mountain View Apartments.

Alabama Historic Cemetery Register (AHCR)

There are three (3) cemeteries located in the study area that are listed on the Alabama Historic Cemetery Register (AHCR). Table X provides a list of these cemeteries.

Cemetery	Location	Date Listed
New Hope Baptist	2573 Bynum Boulevard	2024
Memorial Gardens (Hobson City)	SE Corner of Bradford Street & Bruce Street	2008
Oconee Cemetery (Bush Family Cemetery; Boiling Springs Cemetery)	West of US Hwy 78 and Davis Loop Road intersection, along US Hwy 78	2019

Other Notable Sites

In addition to the sites already identified in previous sections, the City of Oxford has identified several additional sites of interest as shown on their website (https://www.oxfordal.gov/main-street/sites-of-interest) and listed in Table X. These properties are not currently included on any historic registries, but they are considered noteworthy by the City and may serve as bicycle and pedestrian generators.

Site	Location
Clock	Intersection of Main Street and Choccolocco Street
Coca-Cola Mural	601 Main Street
Dodson Presbyterian Church	801 Main Street
Eli Bridge Company Ferris Wheel	25 West Choccolocco Street
Oxford First United Methodist Church	216 Snow Street
First Baptist Church of Oxford	95 East Oak Street
"Greetings form Historic Main Street Oxford" Mural	25 West Choccolocco Street
"Hubbard Piano Co." Mural	16 East Choccolocco Street
Mediterranean Mural	500 Main Street
Simmons Park	400 Main Street
Oxford Train Depot	600 Barry Street

Section 4(f) Properties

The U.S. Department of Transportation Act of 1996 included a Section 4(f) which provided for consideration of park and recreation areas, wildlife and waterfowl refuges, and historic sites during transportation project development. Although this Act is now implemented by the Federal Highway Administration (FHWA) through regulation 23 Code of Federal Regulations (CFR) 774, Section 4(f) is still used to describe the above-mentioned property types. For publicly owned public parks, recreation areas, and wildlife and waterfowl refuges, a de minimis impact is one that will not adversely affect the activities, features, or attributes of the Section 4(f) property. A de minimis impact determination does not require analysis of feasible and prudent avoidance alternatives.

The City of Oxford maintains four (4) parks of varying sizes and amenities. They include Bannister Park, Choccolocco Park, Oxford Lake & Freedom Park, and Liberty Park. Additionally, the Town of Hobson City maintains Hobson City Park. These parks are bicycle and pedestrian generators and are shown on the mapping in Section 2 of this report. Due to the nature of this plan and the recommendations herein, adverse effects to Section 4(f) properties are not anticipated.

Section 6(f) Properties

Section 6(f) provides that property acquired or developed with Land and Water Conservation Fund (LWCF) assistance shall be retained and used for public outdoor recreation. Any property so acquired and/or developed shall not be wholly or partly converted to other than public outdoor recreation uses without the approval of the National Park Service (NPS) pursuant to the LWCF Act (54 U.S.C. § 200305(f)(3)) and conversion requirements outlined in regulations (36 C.F.R. § 59.3). The same stipulation has also been historically applied to properties where Recreational Trails Program (RTP) funds have been used.

In 1970 and 1979 LWCF monies (State and Local Assistance Program) were used in the for the acquisition and development of the Oxford Lake Recreation Complex. In 1986 improvements were made to Oxford Park using LWCF funds. In 2002 LWCF funds were again utilized in the development of Freedom Park and Oxford Lake Park. In 2014 LWCF funds were used for the Oxford Lake Park A League of Our Own Field of Dreams development. Also in 1970, LWCF monies, through the State and Local Assistance Program, were used in the development of Hobson City Park. Due to the nature of this plan and the recommendations herein, adverse effects to these Section 6(f) properties are not anticipated.

Streams and Wetlands

The National Wetlands Inventory (NWI), established by the U.S. Fish Wildlife Service, conducts a nationwide inventory of U.S. wetlands to provide information on the distribution and type of wetlands to aid conservation efforts. There are ponds, lakes, streams, and wetlands that exist in the study area. Figure X shows mapping generated

from the NWI. The presence of streams and wetlands does not prevent installation of proposed bicycle and pedestrian improvements. However, a streams and wetlands jurisdictional determination study will likely be required to determine if jurisdictional streams or wetlands are traversed or impacted by a potential project in the study area. Impacts to jurisdictional streams and wetlands will require a United States Army Corps of Engineers (USACE) permit.

Threatened & Endangered Species

A search using the US Fish and Wildlife Service's IPaC Information for Planning and Consultation database was performed, and the resulting resource list is included in Appendix D. The search provided a list of known or expected threatened or endangered species located within the study area. In all, IPac lists eighteen (18) endangered species and thirteen (13) migratory bird populations that could be present and potentially impacted by activities in the study area. There are no critical habitats located in the study area.

Based on this information a Threatened and Endangered Species survey would be required should the City opt to utilize federal monies to fund improvement projects within this area. A Threatened and Endangered Species survey will also be required if any kind of US Army Corps of Engineers (USACE) permitting is needed.

Prime and Unique Farmlands

For highway improvement projects using federal funds, the Farmland Protection Policy Act applies. This means for federal highway projects that have the potential to convert important farmland to non-farm use, the land must be evaluated using the NRCS's LESA system. This land evaluation and site assessment system establishes a farmland conversion impact rating score, and this score is used to determine if potential adverse impacts on the farmland exceed the recommended allowable level.

A search of the United States Department of Agriculture's (USDA) Natural Resources Conservation Service's (NRCS) Web Soil Survey (WSS) was used to determine the potential for prime and unique farmlands within the study area. Mapping generated by the Web Soil Survey website is provided in Appendix E. The WSS shows that prime farmland exists in the City of Oxford, however, many locations labeled prime farmland are also commercial and residential areas where farming is no longer taking place. Once a specific project area has been selected, the potential for prime farmlands in the immediate vicinity of that project should be revisited. If impacts to prime farmland are anticipated as the result of a transportation project, coordination with the USDA will be necessary.

Hazardous Materials Properties

A search of the Alabama Department of Environmental Management's (ADEM) GIS Inspector tool was performed. There are several locations, mainly gas stations, with underground storage tank (UST) incident sites in the study area. Many of these sites have a cleanup date. There are also three (3) brownfield sites. Should the City elect to

move forward with improvements using Federal or State money, a hazardous materials clearance letter will have to be obtained from ALDOT's Environmental Technical Section (ETS).