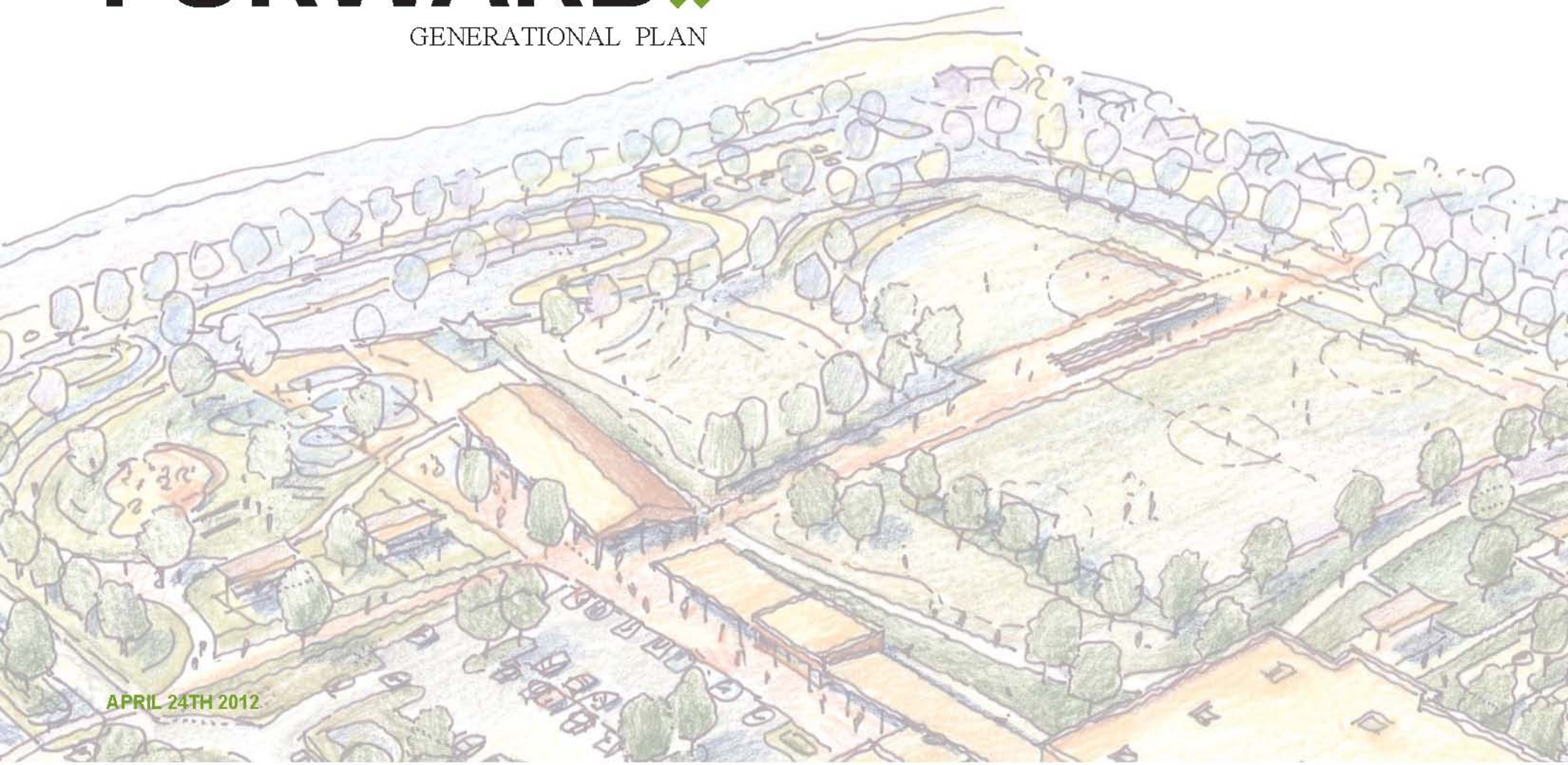
Tuscaloosa

FORWARD

GENERATIONAL PLAN



APRIL 24TH 2012

Tuscaloosa

FORWARD

GENERATIONAL PLAN

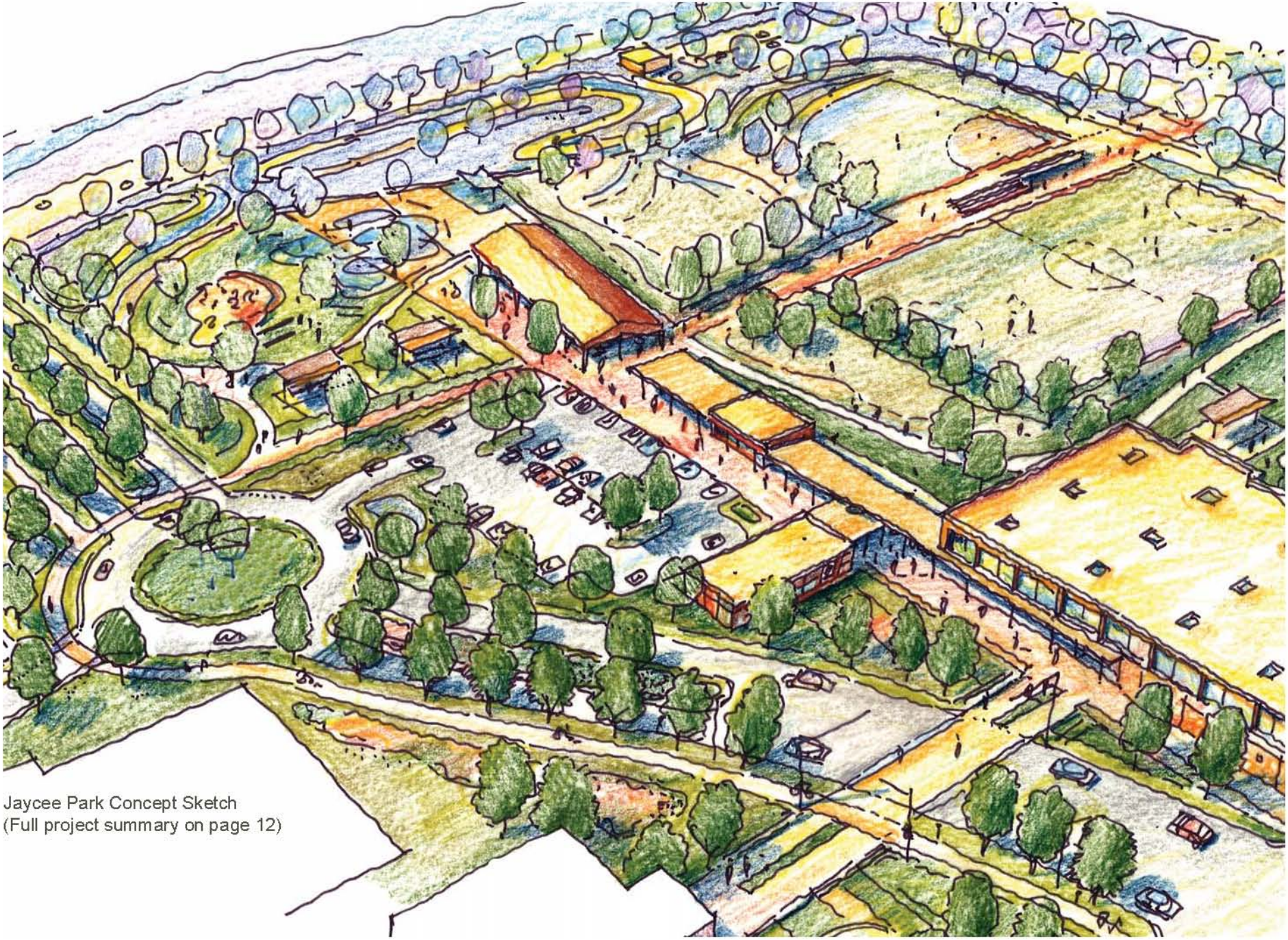
INTRODUCTION

The Tuscaloosa Generational Plan

The Tuscaloosa Generational Plan creates a framework for long-term infrastructure investments in the tornado-impacted areas. This plan presents detailed planning, initial design, preliminary opinions of cost, and other information for a series of critical infrastructure projects that, in coordination with other tools and strategies, will implement many of the key initiatives and themes found in the Tuscaloosa Forward Plan, and begin to transform the community's vision into reality.

The projects found in this plan were selected and developed because the community, the City of Tuscaloosa, and the design team recognized the greatest potential for these projects to have a transformative impact in the recovery area by demonstrating public commitment, improving perceptions, catalyzing new private investment, and enhancing quality-of-life. The projects included in this plan represent the highest priority for implementation.

From the beginning of the tornado recovery process, throughout the development of a community vision, and in the creation of this infrastructure plan, the citizens of Tuscaloosa have shared a commitment to a strategic and sustainable long-term approach to rebuilding impacted neighborhoods. This plan is called a Generational Infrastructure Plan because although full implementation will take place over many years, it will ultimately create a lasting legacy for future generations.



Jaycee Park Concept Sketch
(Full project summary on page 12)

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THE VISION

RELATIONSHIP TO THE TUSCALOOSA FORWARD PLAN

In response to the April 27th tornado, thousands of committed citizens engaged in an unprecedented public dialogue about the future of Tuscaloosa and the tornado-impacted areas, culminating in the development of a compelling community vision to guide the rebuilding process and shape the long-term success of the community:

"To courageously create a showpiece of quality of life through vital and unique neighborhoods that are healthy, safe, accessible, connected, and sustainable. "

Through the Tuscaloosa Forward Strategic Community Plan, several "Big Ideas" emerged to achieve this vision, along with a range of initiatives to translate those big ideas into specific projects, policies, and partnerships to implement the plan.

The Generational Plan represents the next critical step in the rebuilding process. In this document, many of the initiatives identified in the Tuscaloosa Forward plan are further developed and connected to physical projects that can be implemented in specific locations. The collection of approximately 60 separate infrastructure projects included in this document support the recommendations of the Tuscaloosa Forward plan with detailed analysis, design, preliminary engineering, cost estimates and other necessary information to guide the development of new infrastructure.

The community vision and Big Ideas have directly shaped work on the various infrastructure projects included in this document. For example, this plan develops the big idea of a greenway linking tornado-impacted areas with detailed analysis and design of a shared-use City Walk trail system. Revitalized corridors and enhanced connectivity between neighborhoods and village centers are supported through a variety of streetscape and trail projects. The plan also includes projects for parks and public facilities that are strategically coordinated to benefit the neighborhoods and efficiently leverage public investment.

Tuscaloosa Forward's Big Ideas

1: Greenway "Path of Remembrance and Revitalization"
2: Connected Neighborhoods
3: Village Centers
4: Coordinated Facilities and Public Uses
5: Model Neighborhoods
6: Revitalized Corridors
7: Distinct Districts

In the Strategic Community Plan and subsequent Implementation Workbook, Guiding Principles and Key Initiatives were organized into four major topics: Land Use, Housing, Sustainability, and Infrastructure & Public Facilities. This plan primarily addresses the initiatives related to the Infrastructure & Public Facilities topic, although many projects directly or indirectly influence other initiatives. The total list of principles and initiatives can be found in Appendix A.

INFRASTRUCTURE & PUBLIC FACILITIES INITIATIVES

1: GUIDING PRINCIPLE

Improve connectivity between and within neighborhoods.

Key Initiative 01
Realign key street intersections in tornado-affected areas where traffic movements are particularly inefficient or dangerous to improve traffic flow, reduce congestion, and increase safety.

Key Initiative 02
Explore grade separations where railroad crossings create major barriers to connectivity.

2: GUIDING PRINCIPLE

Provide walking, cycling, and transit infrastructure to increase transportation options and reduce traffic on congested streets.

Key Initiative 01
Develop on and off street bicycle routes in coordination with the City's plans for a citywide bicycle network.

Key Initiative 02
Develop multi-use trails as part of an interconnected greenway system that includes a central greenway artery tracing the tornado path, and that links to the River Walk, University, and citywide parks and open space system.

Key Initiative 03
Identify, prioritize, and construct sidewalk connections in residential neighborhoods that currently lack sidewalks as these neighborhoods rebuild.

Key Initiative 04
Explore opportunities for coordination and partnership between the City and University bus systems to increase the frequency and availability of transit service in the tornado-affected areas and throughout Tuscaloosa.

3: GUIDING PRINCIPLE

Enhance the appearance and functionality of major corridors as important gateways and transportation arteries for the city.

Key Initiative 01
Develop and implement an access management plan to reduce the number of driveway accesses along major corridors and better coordinate off-street circulation for adjacent uses.

Key Initiative 02
Design and construct streetscape improvements along major corridors including wide sidewalks, bicycle lanes, bus shelters, and landscaping to improve corridor appearance and ease of use for walking, biking, transit, and automobiles.

4: GUIDING PRINCIPLE

Rebuild damaged infrastructure to address long-standing issues and future needs in a comprehensive and sustainable way.

Key Initiative 01
Establish a greenway corridor along the tornado path that preserves floodways, manages stormwater runoff, and connects neighborhoods with a pedestrian / bicycle trail.

Key Initiative 02
Identify opportunities in tornado-affected areas to efficiently and cost-effectively complete infrastructure improvements that may not be feasible after affected areas redevelop.

Key Initiative 03
Explore the potential to bury utility lines in coordination with other necessary construction and infrastructure work as damaged areas rebuild.

5: GUIDING PRINCIPLE

Coordinate public facilities to leverage scarce resources and create mutual benefit.

Key Initiative 01
Identify colocation opportunities for public facilities where capital investments could be leveraged through shared physical space or programming.

Key Initiative 02
Locate public facilities as anchors within neighborhoods, and identify sites adjacent to parks and public spaces that can provide capacity and support for the activities of the public institutions.

Key Initiative 03
Explore partnerships to accommodate educational functions and community activities within neighborhood schools facilities.

Key Initiative 04
Identify potential community center and other public facility sites within neighborhoods that double as storm shelters in emergency situations.

RELATIONSHIP TO OTHER IMPLEMENTATION TOOLS

Successful implementation of the community's vision will require a multi-faceted approach with thoughtful coordination of a variety of projects, policies, programs, and partnerships. The Generational Plan focuses on public realm investments and infrastructure improvements that if planned, located, and coordinated strategically, can directly improve residents' quality of life, increase the efficiency and effectiveness of public services, and function as catalysts for new private investment and development.

In conjunction with the public realm improvements described in this plan, other implementation tools will be critical components in the rebuilding of tornado-impacted areas. The following summary describes some, but certainly not all, of the components necessary for successful implementation. Some of these components, such as the rezoning, and housing needs assessment, have already been completed or are currently underway. Others have not yet been initiated.

Housing Needs Analysis

The Housing Needs Analysis provides critical information to guide and support housing redevelopment in tornado-impacted areas. This analysis forecasts future housing demands in the recovery area and the greater Tuscaloosa area. The plan also provides a series of growth scenarios, and includes predictions of demand for both housing quantities and type. Although the majority of this housing demand must be met by private development, an important opportunity exists to create a pilot housing project that will demonstrate the viability of unit types and neighborhood design concepts not currently available in the Tuscaloosa market.

Recovery Area Zoning Update

The Tuscaloosa Generational Plan and the zoning code work together to create a carefully coordinated physical and regulatory framework for future growth in the recovery area. The Generational Infrastructure Plan plan focuses on the public realm, establishing a series of transportation corridors and public facilities that provide a framework for private redevelopment. The zoning code update focuses on the private realm, providing development standards for land uses, densities, building form, and other characteristics relevant to establishing the village centers, corridors, and neighborhoods envisioned by the community.

Other Implementation Tools

Many recommendations in this plan will impact and require coordination with other implementation tools which have recently or will soon become completed. These include the Tuscaloosa Economic Analysis and any potential Housing Capacity and Partnership Building initiatives.

THE PROCESS

Following the completion of the Tuscaloosa Forward Plan in August 2011, progress toward implementation began with detailed infrastructure planning, the results of which are summarized in this Generational Infrastructure Plan. This work included five primary components:

Establishing a List of Infrastructure Projects

Initial stages of this infrastructure planning included an itemization of infrastructure projects and initiatives outlined in the Tuscaloosa Forward plan, as well as extensive investigation and surveying of the recovery area in order to assess additional needs.

Community Engagement

The robust public process from the Tuscaloosa Forward plan continued with the infrastructure planning work. Public meetings were held in 4 sub-areas (Rosedale, Forest Lake, 15th & McFarland, and Alberta) to discuss the further development and viability of ideas found in the Tuscaloosa Forward plan, as well as more detailed infrastructure issues and opportunities, including a variety of smaller-scale neighborhood infrastructure projects that had not previously been examined. Questionnaires were sent to over 3,000 residents in the recovery area. Major topics on the questionnaires and in the public meetings included discussion on final routes of the City Walk, specific walkability issues within neighborhoods, streetscape and traffic improvements, and the need for public facilities. A complete record of this process can be found in Public Involvement Summary Appendix 03.

Prioritization

Based on public feedback and coordination with City staff, the full list of infrastructure needs was refined and prioritized into a set of key projects that represent the most significant needs and greatest potential for transformative impact in the recovery area and citywide. It is these projects that are summarized in the Generational Plan.

Preliminary Design and Development

Focusing on the key projects prioritized in this plan, work continued to develop preliminary design concepts, engineering analysis, cost estimates, and other information necessary to proceed with construction and development.

Public Review and Refinement

Finally, the details of this work were presented to the public for review and refinement in an open house format on March 6th, 2012.

THE PLAN

HOW TO USE THIS DOCUMENT

The Generational Infrastructure Plan is divided into chapters based on project type. Each chapter contains Project Profiles for each of the critical infrastructure projects, which include descriptions, plans and other illustrative images. The intent of these profiles is to convey the overall project vision, to list the components critical to each project, and to present a preliminary design layout that will guide final design and construction. The profiles also include preliminary opinions of project cost, identify project champions and key partners, and outline next steps for project implementation.

EXAMPLE PROJECT PROFILE

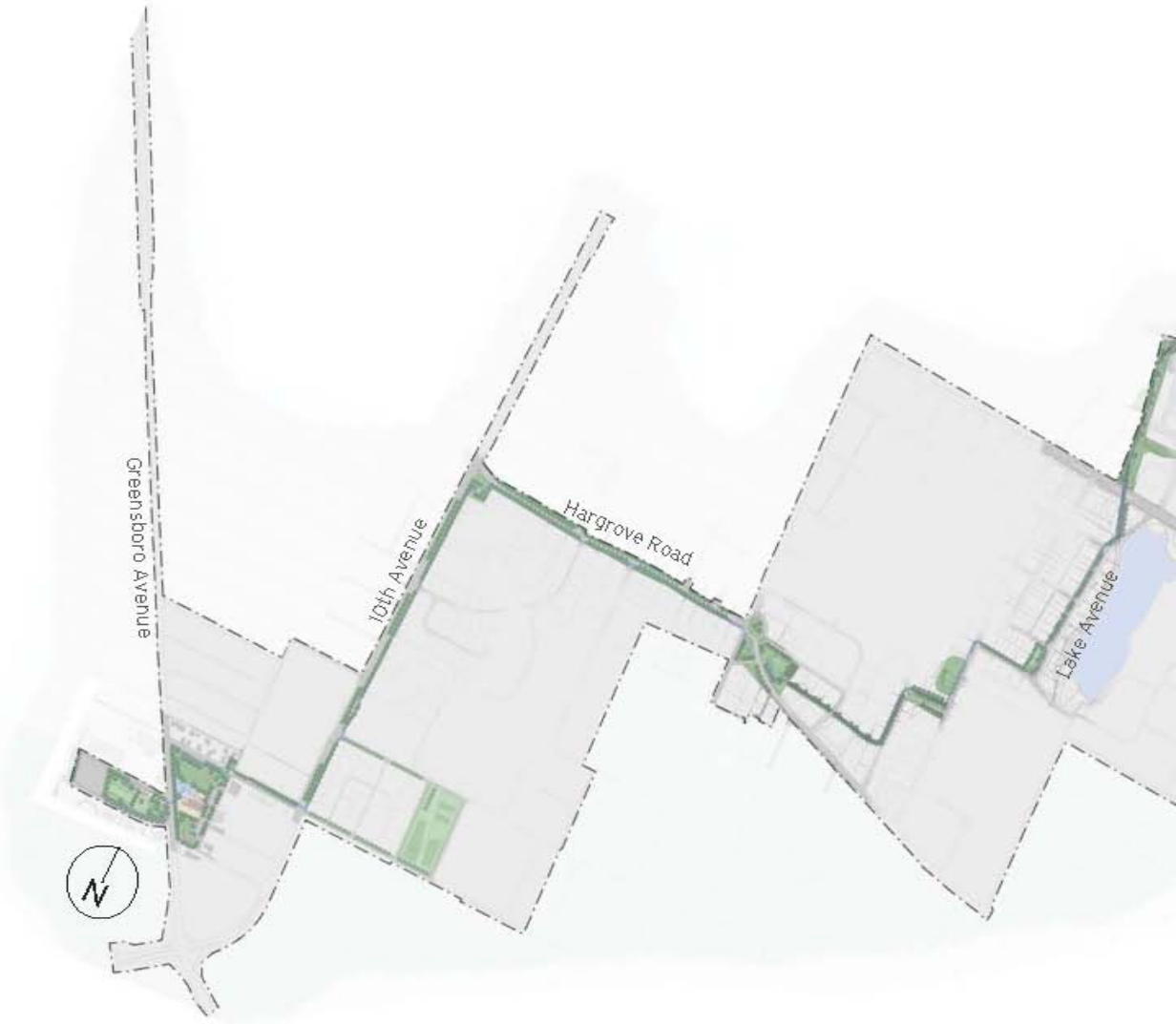
Initiatives Supported (Infrastructure unless otherwise noted):
(Tuscaloosa Forward Initiatives the project will help to implement. See Appendix 02 for complete initiative list)

Next Steps:
(The critical next steps needed to implement the project.)

Champions:
(Entity that can lead the project forward and coordinate partners.)

Potential Resources & Partners:
(Potential sources of funding and key project partners.)

Preliminary Opinion of Cost:
(Initial opinions of project cost.)




McFarland Boulevard
University Boulevard

PROJECT LIST

A. CITY WALK

1. From Harmon Park to Hargrove Road
2. From 10th Avenue to Hackberry Lane
3. From Hackberry Lane to University Place School
4. From University Place School to 15th Street
5. From 15th Street to McFarland Boulevard
6. From McFarland Boulevard to Kicker Road
7. From Kicker Road to 23rd Avenue
8. From 23rd Avenue to University Boulevard
9. City Walk Spur Connections

B. PARKS

1. Rosedale Park
2. Harmon Park
3. Jaycee Park
4. Pocket Parks
   a. 29th Street Community Gardens
   b. 10th Avenue Gateway Park
   c. Hackberry / Hargrove Park
   d. University Place School Park
   e. Alberta Park

C. PUBLIC FACILTIES AND SCHOOLS

1. University Place School
2. Hackberry / Hargrove City Walk Station
3. 15th Street City Walk Station
4. Alberta Elementary School
5. Fire and Rescue Station No. 4
6. East Police Precinct

D. HOUSING

1. Alberta Pilot Housing Development

Tuscaloosa FORWARD

E. STREETS

1. 29th Street (City Walk) [11th Ave. to 10th Ave.]
2. 29th Street [10th Ave. to 6th Ave.]
3. 8th Avenue
4. 7th Avenue
5. 10th Avenue [31st St. Hargrove Rd.]
6. 10th Avenue [Hargrove Rd. to 15th St.]
7. Hargrove Road [10th Ave. to Hackberry Ln.]
8. Hargrove Road [Hackberry Ln. to 1st Ave.]
9. 2nd Avenue/University Place Drive
10. 1st Avenue [University Place Dr. to Hargrove Rd.]
11. 1st Avenue (City Walk) [University Place Dr. to Fernwood St]
12. Realignment of Prince Avenue and 1st Avenue
13. Fernwood Street (City Walk)
14. Lake Avenue (City Walk)
15. Lake Avenue (City Walk)
16. 15th Street
17. 15th Street East
18. Dr. Edward Hillard Drive [15th St. to 13th St.]
19. Dr. Edward Hillard Drive (City Walk) [Railroad to 13th St.]
20. 13th Street East [Hillard Dr. to McFarland]
21. McFarland Boulevard
22. 13th Street East (City Walk) [McFarland to 12th Ave. E]
23. Kicker Road [13th St. to Railroad]
24. Kicker Road (City Walk) [Railroad to Alberta Parkway)
25. Kicker Road [Alberta Parkway to 6th St. E]
26. 10th Street East
27. University Boulevard [Kicker Rd. to 29th Ave. E]
28. Alberta Drive
29. 24th Avenue East [10th St. E to University Blvd.]
30. 23rd Avenue East
31. 24th Avenue East [University Blvd. to 5th St. E]
32. 25th Avenue East
33. Realignment of 25th Avenue and 26th Avenue
34. 5th Street East from 23rd Avenue East to 25th Avenue East
35. 7th Street East (Alberta Pkwy) [Kicker Rd. to 23rd Ave. E]
36. 7th Street East (Alberta Pkwy) [23rd Ave. E to 26th Ave. E]
37. Juanita Drive (29th Avenue East) [University Blvd. to 8th St./ New Road]
38. Juanita Drive (29th Avenue East) [8th St./New Road to 5th St.]
39. Juanita Drive (Loop/28th Avenue East)
40. 6th Street East [24th Ave. E to 26th Ave. E]
41. University Boulevard [Kicker Rd. to McFarland Blvd.]
42. 6th Street East [26th Ave. E to 29th Ave. E]
43. 8th Street/New Road [29th Ave. E to 25th Ave. E]
44. 8th Street/New Road [25th Ave. E to 23rd Ave. E]
45. 6th Street East [Kicker Rd. to 23rd Ave. E]

PARKS

Improving and connecting the park system within the recovery area is a critical strategy for improving mobility options by increasing walkability and bikability, providing recreational opportunities, enhancing environmental functions, and creating attractive amenities for surrounding neighborhoods and activity centers. The park facilities described in this chapter are located throughout the recovery area. They are comprised of existing parks that have been re-envisioned and proposed new park facilities. Major infrastructure projects such as the City Walk and key streetscape improvements will help to link these park facilities together, connecting neighborhoods and providing greater access between parks, schools, community facilities, and destinations.

PARKS

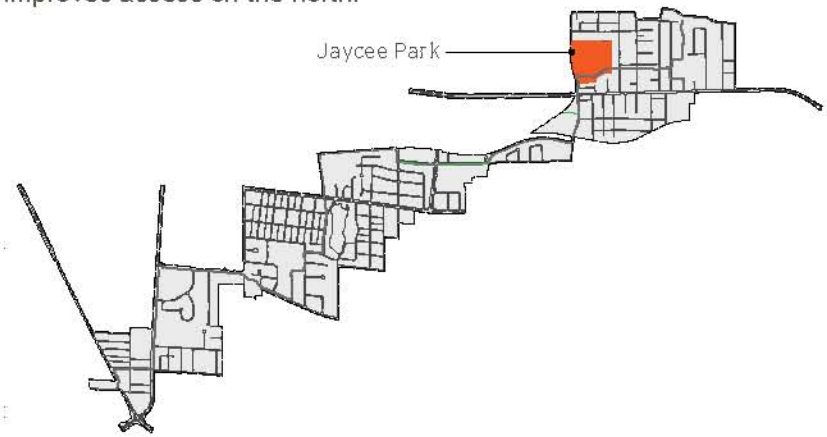
1. Rosedale Park
2. Harmon Park
3. Jaycee Park
4. Pocket Parks
   a. 29th Street Community Gardens
   b. 10th Avenue Gateway Park
   c. Hackberry / Hargrove Park
   d. University Place School Park
   e. Alberta Park

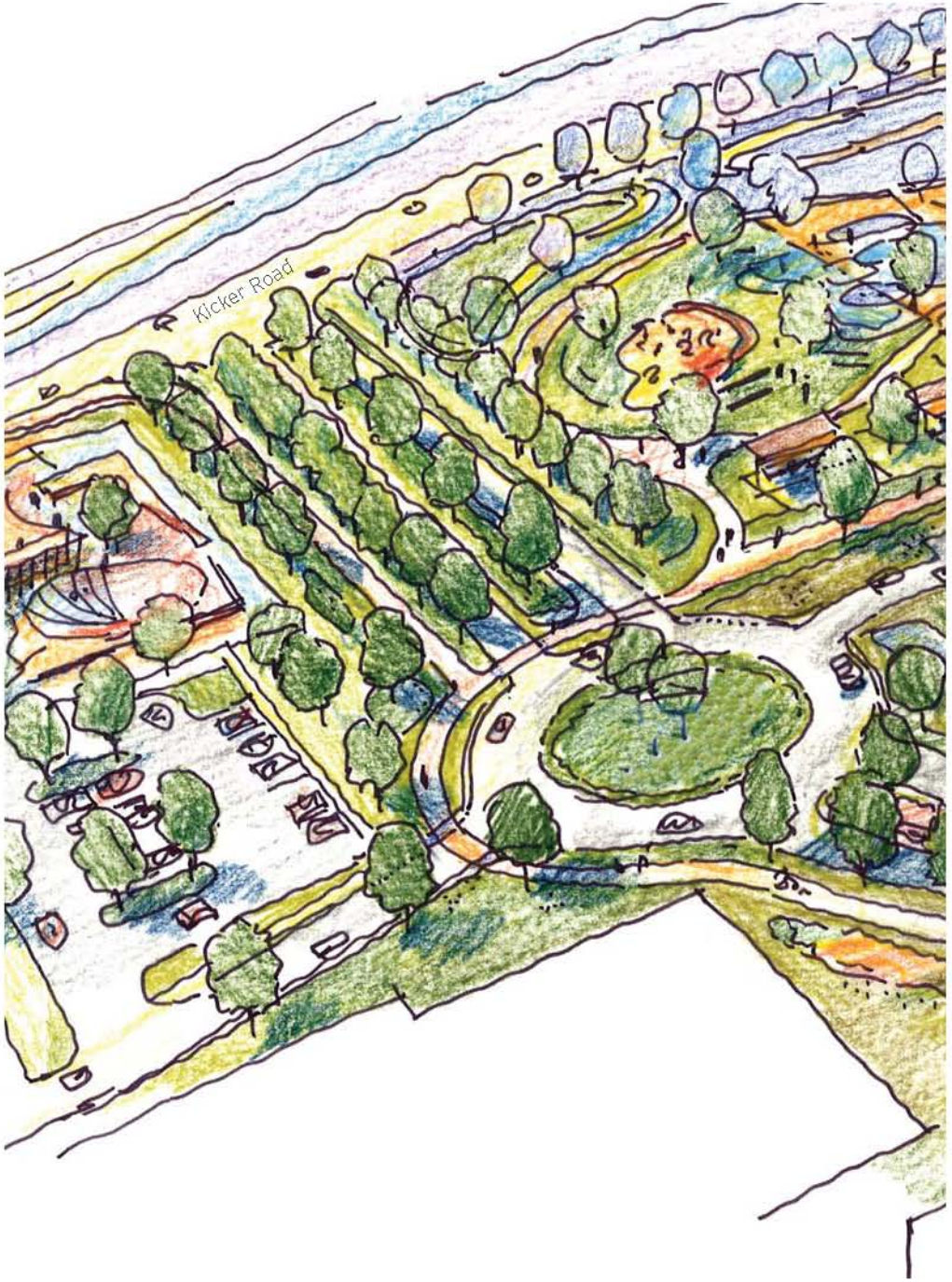
JAYCEE PARK

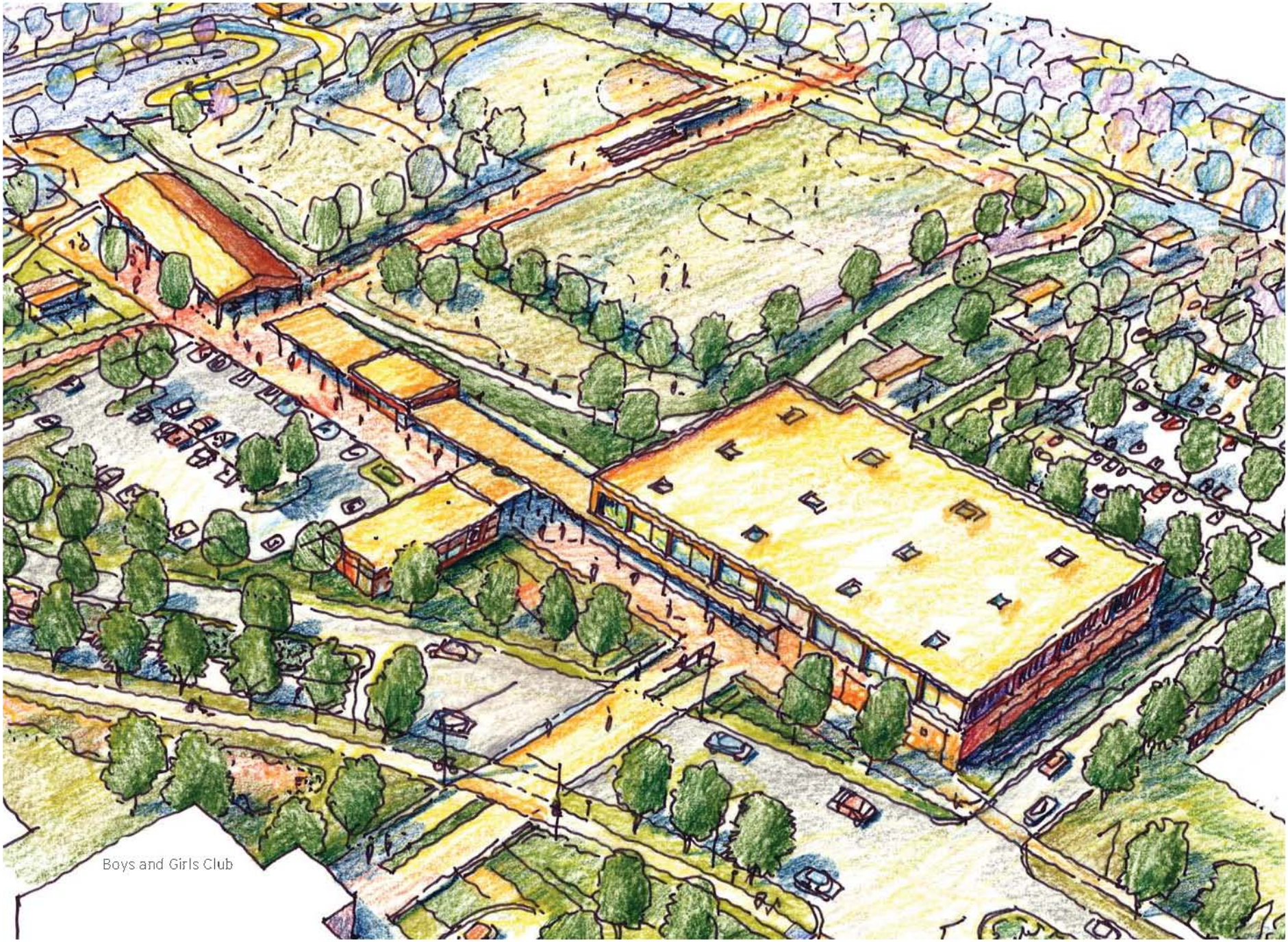
Jaycee Park is currently an underutilized community facility in Alberta, and should be developed into a major community asset for the Alberta neighborhood that also attracts and serves residents in the greater Tuscaloosa area. The proposed transformation of Jaycee Park will provide better recreational facilities in an under-served neighborhood and help to create a new image for a rebuilt Alberta community.

The proposed Jaycee Park plan features many new amenities, including an indoor gymnasium facility, skate park, spray park, improved playgrounds, pump and bmx bicycle tracks, multi-purpose sports fields, and casual performance areas. Many existing components of the park should be retained and improved through careful coordination with new elements. The existing trail loop can be enhanced through resurfacing, new signage and a connection to the proposed City Walk. The existing picnic shelter can be complemented by a series of smaller picnic shelters distributed throughout the park.

The creation of a Parkway that connects Kicker Road to the Alberta neighborhood to the east will greatly enhance access to Jaycee Park and provides a framework for better parking facilities that serve key uses throughout the site. A roundabout and connection to 21st Avenue East also greatly enhance access and visibility of the park from University Boulevard, while the extension of 6th Street East improves access on the north.

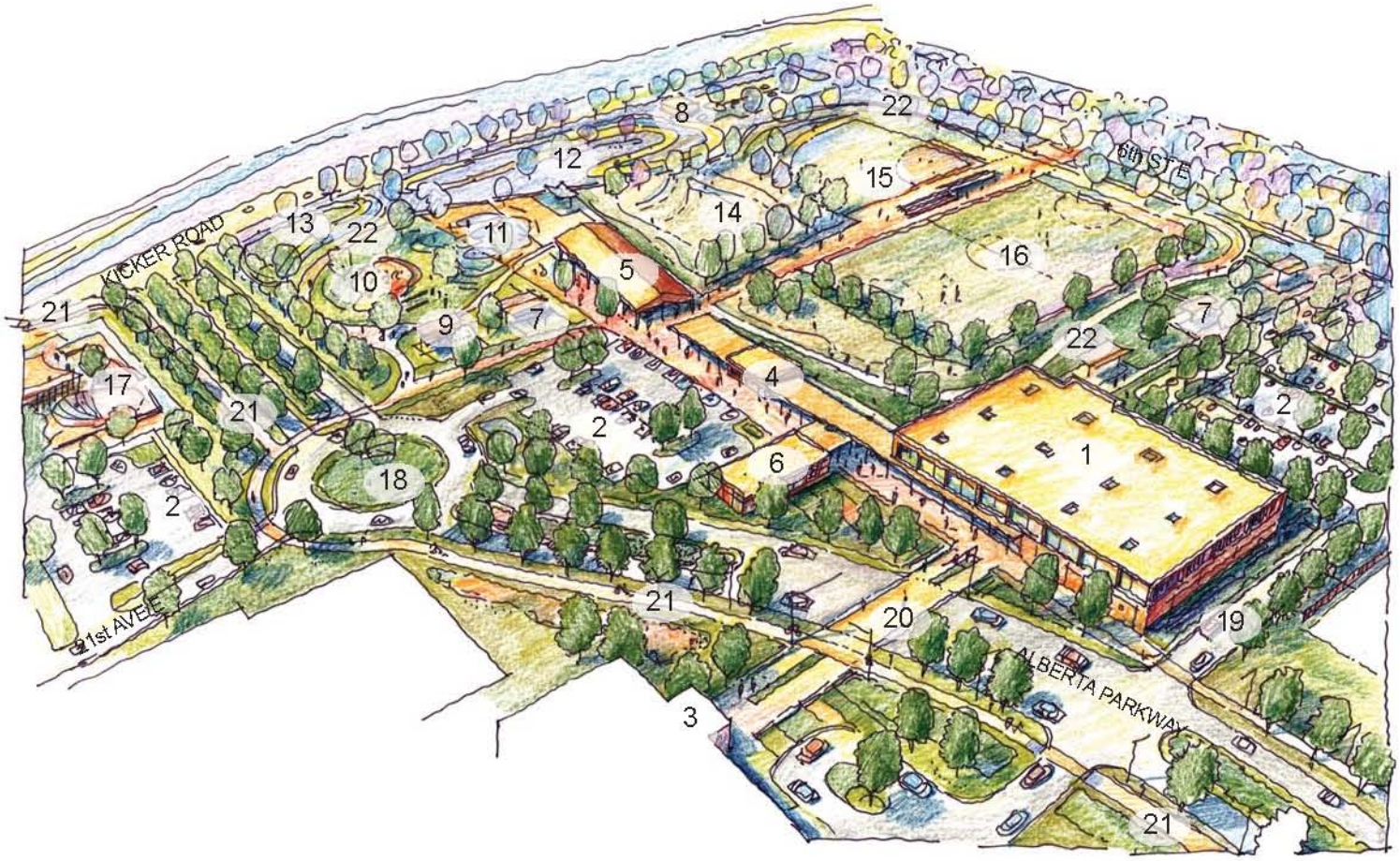





Boys and Girls Club

JAYCEE PARK

1. Gymnasium
2. Parking
3. Boys & Girls Club
4. Existing Restroom
5. Existing Shelter
6. Literacy Center
7. Picnic Shelters
8. Restroom
9. Pomegranate
10. Playground
11. Spray Park
12. BMX Track
13. PumpTrack
14. Turf Play Area
15. Baseball Diamond
16. Multi-purpose Field
17. Skate Park
18. Round-about
19. Parking Access Road
20. Parkway Crossing
21. City Walk
22. Existing Loop Trail



Initiatives Supported:

5.1: Identify collocation opportunities for public facilities where capitol investments can be leveraged through shared space and programming.

5.2 Locate public facilities as anchors within neighborhoods.

2.2 Develop multi-use trails as part of an interconnected greenway system.

Next Steps:

Identify funding for priority components

Coordinate public and private investments

Champions:

PARA

Potential Resources & Partners:

Office of the City Engineer

TDOT

Nick's Kids Fund Charity

Preliminary Opinion of Cost:

$ 13,000,000

See Cost Summary for estimates on individual components

Tuscaloosa FORWARD


6th Street E
23rd AVE E
KICKER ROAD
ALBERTA PARKWAY
ALBERTA PARKWAY
21st AVE E
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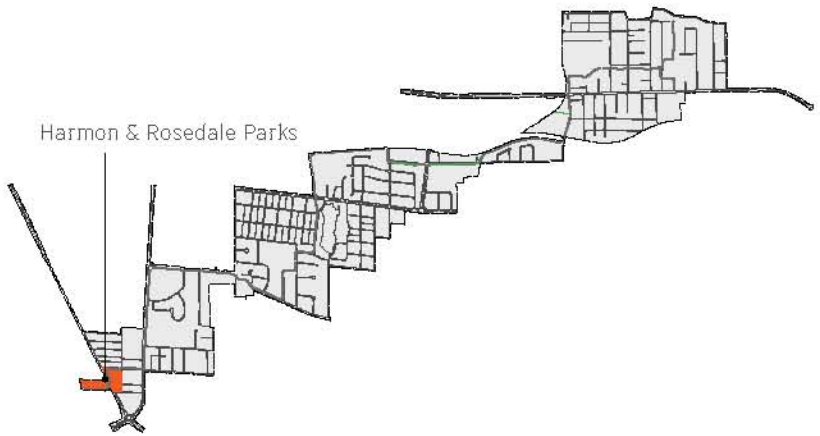
HARMON & ROSEDALE PARKS

This plan re-envisions Harmon Park as a community park for the Rosedale area. The park will act as an anchor for the surrounding neighborhood, offering new amenities to existing residents, attracting new residents, and encouraging private investment on adjacent parcels. New features include a community center with public restrooms, a small service kitchen, public wi-fi, a spray-park, playgrounds, a walking trail, picnic shelters, and general recreational areas.

Rosedale Park is envisioned as an extension of Harmon Park, featuring interpretive trails, a small open-air shelter, and open space. The parks are linked by a pedestrian connection across Greensboro Avenue, and are served by new on and off-street parking lots.

These parks are located at the South-West end of the initial 5 mile City Walk plan, and act as an important anchor for this system, providing public parking and facilities to users. In future City Walk phases, Rosedale Park is the logical location for an eastward expansion of the City Walk along 31st Street. This park could also serve more specifically programmed functions as determined by further community and PARA input.



Rosedale and Harmon Parks prior to the Tuscaloosa Tornado

Initiatives Supported:

5.1: Identify collocation opportunities for public facilities where capitol investments can be leveraged through shared space and programming.

5.2 Locate public facilities as anchors within neighborhoods.

2.2 Develop multi-use trails as part of an interconnected greenway system.

Next Steps:

Identify funding for priority components

Coordinate public and private investments

Begin detailed design

Champions:

City of Tuscaloosa/PARA

Potential Resources & Partners:

Office of the City Engineer

ALDOT

Neighborhood Associations

Preliminary Opinion of Cost:

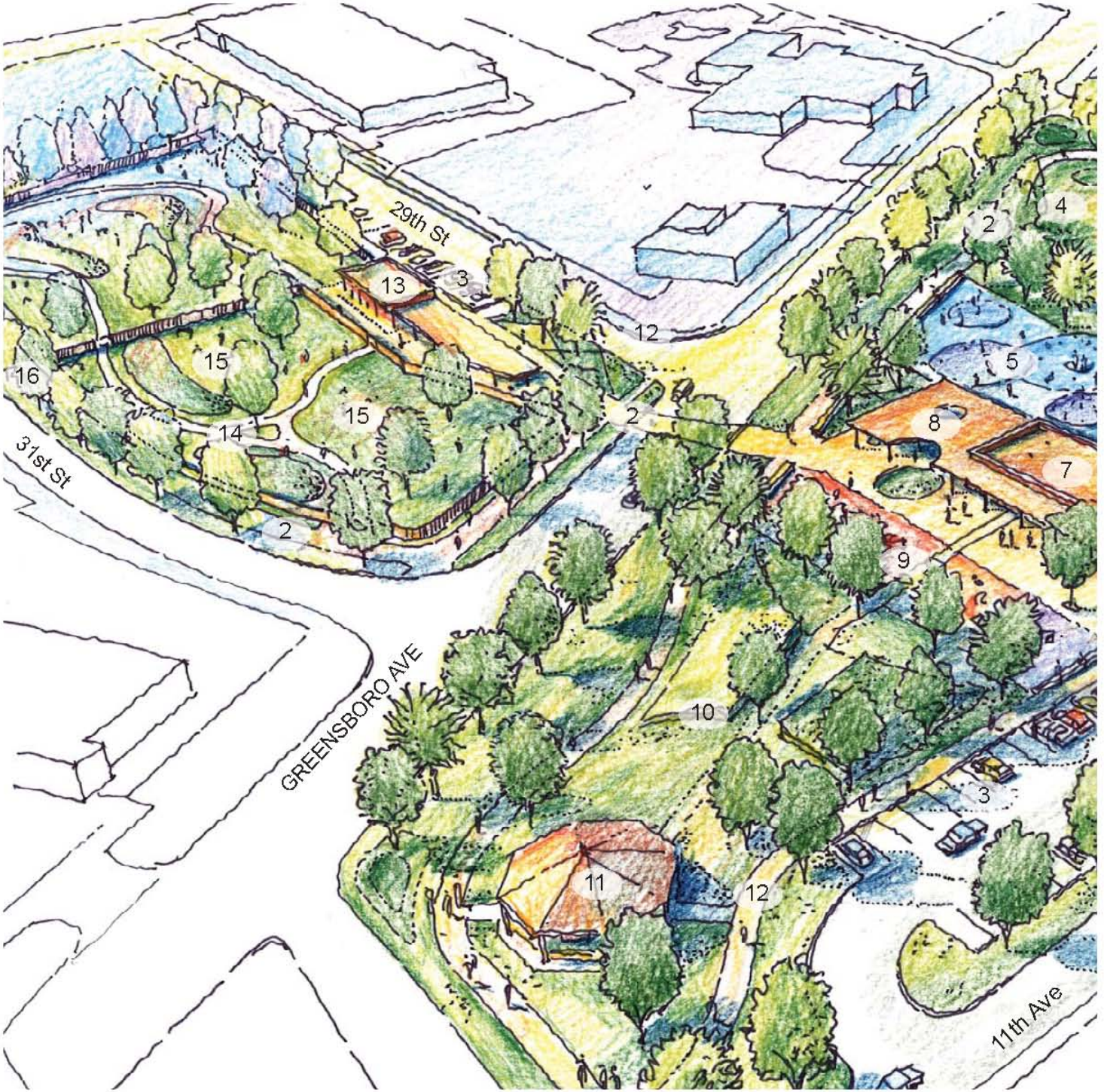
$ 3,150,000

HARMON & ROSEDALE PARKS

1. Community Garden Plots
2. City Walk
3. Parking
4. Open Turf Play Area
5. Spray Park
6. Tot Playground
7. Community Center & Restrooms
8. Picnic Shelter
9. Playground
10. Mound Play Area
11. Gazebo Structure
12. Loop Trail
13. Restrooms
14. Walking Trail
15. Open Space
16. City Walk Future Extension

HARMON & ROSEDALE PARKS

1. Community Garden Plots
2. City Walk
3. Parking
4. Open Turf Play Area
5. Spray Park
6. Tot Playground
7. Community Center & Restrooms
8. Picnic Shelter
9. Playground
10. Mound Play Area
11. Gazebo Structure
12. Loop Trail
13. Restrooms
14. Walking Trail
15. Open Space
16. City Walk Future Extension



Tuscaloosa FORWARD


3
4
11
1
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3
11th Ave

POCKET PARKS

Many opportunities exist for the development of small pocket parks and green spaces along the City Walk. When developed in coordination with the City Walk and larger park facilities, these small spaces form an integral part of a larger green infrastructure that promotes walkability and bikability, and provide access to natural amenities throughout Tuscaloosa's neighborhoods. Small parks are ideal locations for community gardens, playgrounds, small public facilities, stormwater management, and casual outdoor gathering areas. Through quality design, they can improve property values and help to define and enhance the character of the Tuscaloosa's neighborhoods

Potential locations and concepts for several of these small parks have been identified at intervals along the City Walk route. In the future, additional sites may be identified depending on the availability of parcels or due to new opportunities created by the implementation

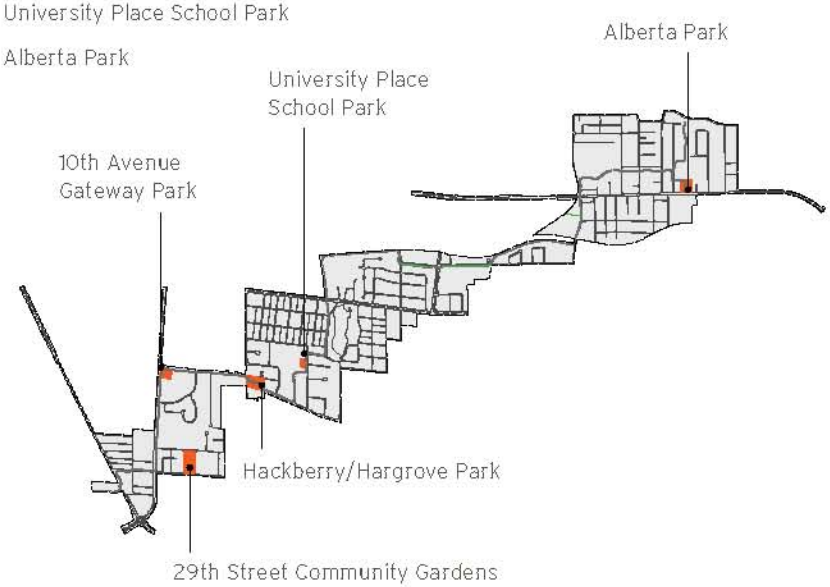
29th Street Community Gardens

10th Avenue Gateway Park

Hackberry / Hargrove Park

University Place School Park

Alberta Park

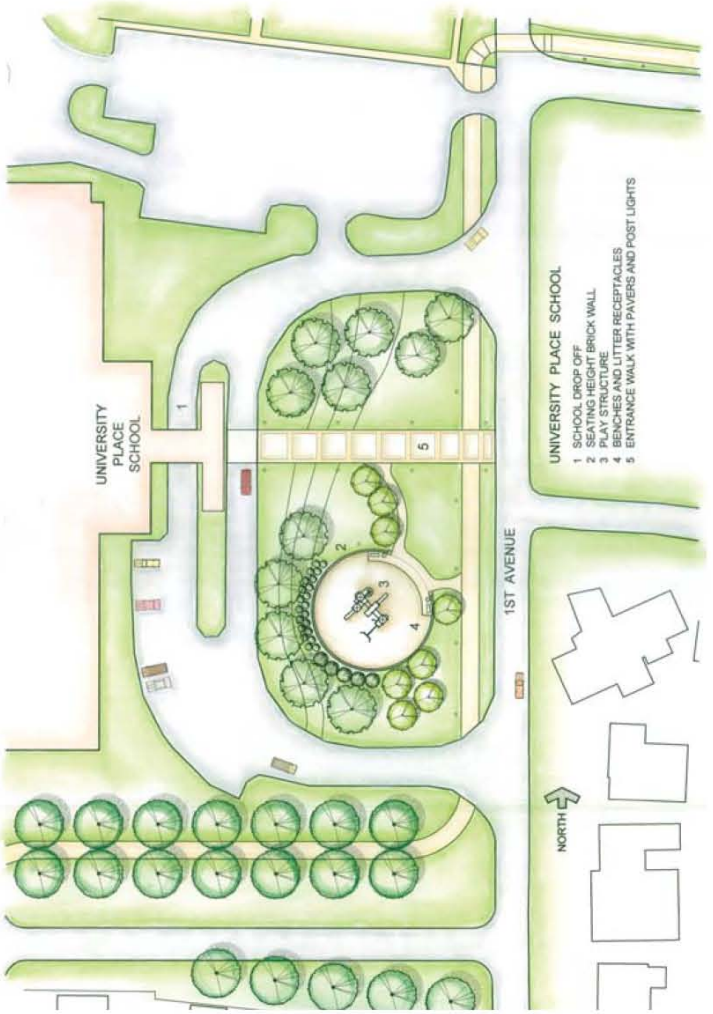


10TH AVENUE GATEWAY PARK

Detailed design of the City Walk at the intersection of 10th Avenue and Hargrove Road may require a wider turning radius on the 12 foot multi-use trail than would be allowed by current ROW, in order to provide a safe experience for cyclists and to navigate steep grades. The potential exists to create a small park that both accommodates the engineering needs of the City Walk and accents an important entrance to the University (10th Avenue) and Tuscaloosa's historic neighborhoods (Hargrove Road). Existing in an area that currently has much pedestrian traffic, this gateway park could creatively use the topography to create terraces for small seating and gathering areas. Trees for shade and access to public wifi would further enhance this space.

HACKBERRY/HARGROVE PARK

The proposed realignment of the Hackberry Lane/Hargrove Road intersection, as well as limited development potential due to the floodway, creates an opportunity for a dynamic park space located on the City Walk. Potential features include the proposed City Walk underpass under Hargrove Road, native landscape zones, stormwater management strategies in low lying areas, open turf areas for recreational and a potential City Walk station with restroom facilities and a police substation.

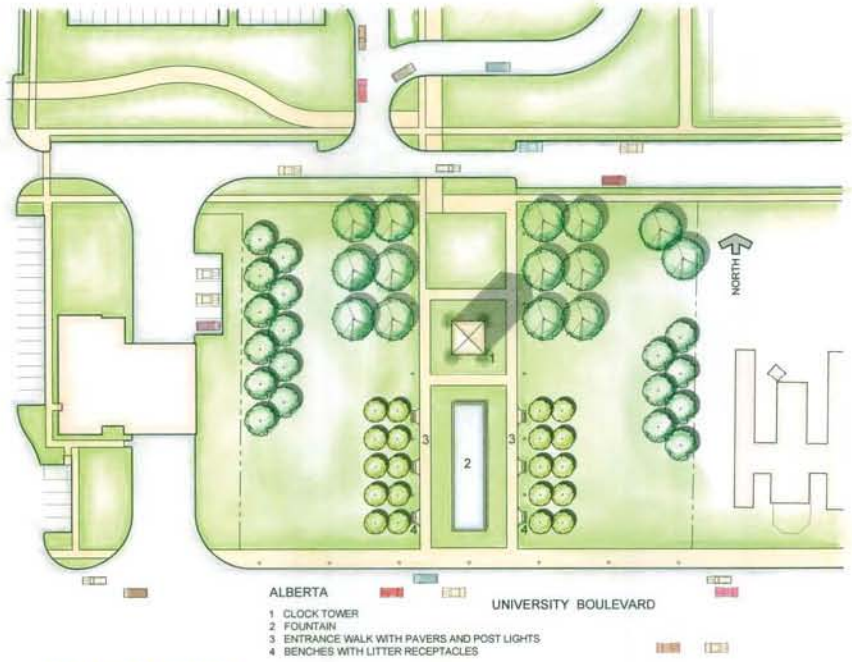


UNIVERSITY PLACE SCHOOL PARK

The currently underutilized green space located in the center of the drop-off loop for University Place has the potential to become an attractive small park that celebrates the connection of University Place school with the City Walk. Potential features include bicycle racks, pedestrian furniture, small playground and a more formal school entrance.

29TH STREET COMMUNITY GARDENS

Parcels rendered unbuildable due to floodway constraints can be re-envisioned as open spaces that incorporate stormwater management strategies such as small wetlands, bioswales, raingardens, and native landscapes. Areas within these parcels less affected by flooding may be utilized for urban agricultural plots. The presence of multiple affected parcels between 8th Avenue and 7th Avenue North of 29th Street creates an opportunity to implement these strategies on a larger scale. Because these strategies are scalable, they can be applied to smaller parcels as well.



ALBERTA PARK

Located in a prominent position on University Boulevard in Alberta, Alberta Park creates an important visual corridor that connects University Boulevard to Alberta Elementary. Existing in the heart of Alberta, a re-envisioned Alberta Park serves as one of the two anchors for the proposed City Walk and is the location of a potential expansion of the City Walk system south to Leland Shopping Center and beyond. Features could include vertical architectural components to frame views and entrances, water features, bicycle racks, and site furniture for pedestrian use.

Initiatives Supported:

5.1: Identify collocation opportunities for public facilities where capitol investments can be leveraged through shared space and programming.

5.2 Locate public facilities as anchors within neighborhoods.

2.2 Develop multi-use trails as part of an interconnected greenway system.

Next Steps:

Identify funding for priority components

Coordinate public and private investments

Begin detailed design

Champions:

PARA + Tuscaloosa City Schools

Neighborhood Associations

Potential Resources & Partners:

Office of the City Engineer

Neighborhood Associations

Preliminary Opinion of Cost:

10TH AVENUE GATEWAY PARK

$ 400,000

HACKBERRY/HARGROVE PARK

$ 850,000

UNIVERSITY PLACE SCHOOL PARK

$ 350,000

29TH STREET COMMUNITY GARDENS

$ 530,000

ALBERTA PARK

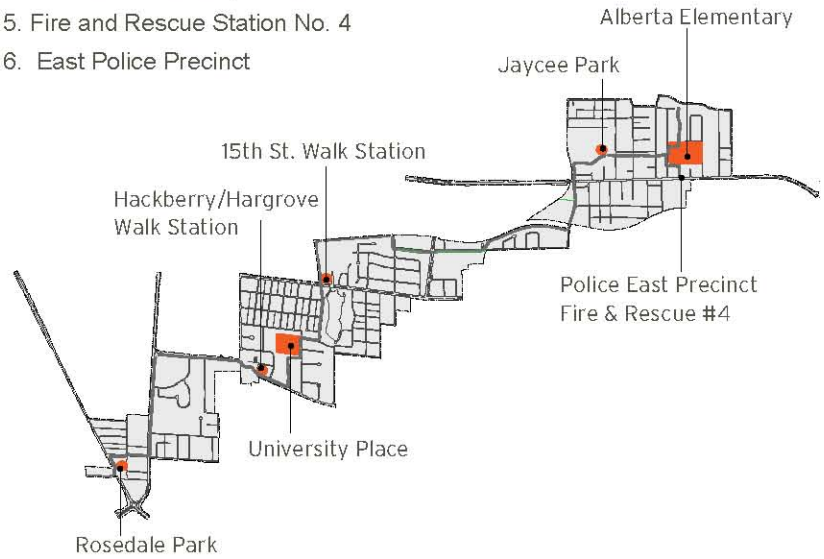
$ 350,000

COORDINATED FACILITIES

The coordination of existing public facilities and the creation of new facilities were identified as a critical components in revitalizing and transforming Tuscaloosa's neighborhoods in the Tuscaloosa Forward Strategic Community Plan. The projects included in this chapter were selected because of their potential to become anchors and important sources of identity within the individual neighborhoods. Although parks are contained within a separate chapter in this plan, they are important coordinated facilities that, together with the projects in this chapter, help to define Tuscaloosa's unique districts and neighborhoods.

PUBLIC FACILITIES AND SCHOOLS

1. University Place School
2. Hackberry / Hargrove City Walk Station
3. 15th Street City Walk Station
4. Alberta Elementary School
5. Fire and Rescue Station No. 4
6. East Police Precinct



ALBERTA ELEMENTARY, POLICE EAST PRECINCT, & FIRE & RESCUE STATION #4

The rebuilding of Alberta Elementary is critical to the recovery of the Alberta community. The new school building will occupy approximately the same site as the building destroyed by the storm and act as an anchor for the Alberta community. The school is linked to Jaycee Park by the proposed Alberta Parkway, and is immediately adjacent to the proposed neighborhood housing site to the north. Proposed improvements to Alberta Park south of Alberta Elementary will help to improve visibility of the school from University Boulevard. Current design concepts for the school include loop drives to entrances on the north and south facades, secure outdoor recreational areas, and native landscape zones. The City Walk has the potential to link primary school entrances, where bicycle parking is encouraged.

The coordination and collocation of the Police East Precinct and Fire & Rescue Station #4 adjacent to Alberta Elementary would create a strong civic core in Alberta and, when coordinated with proposed street improvements, provide the public infrastructure required to redevelop the immediate areas as a Village Center. Further design development of these facilities will require coordination with traffic systems on University Boulevard and supporting streets.

Initiatives Supported:
5.1: Identify collocation opportunities for public facilities where capitol investments can be leveraged through shared space and programming.
5.2 Locate public facilities as anchors within neighborhoods.

Next Steps:
Complete design and construction of Alberta Elementary
Complete design of Fire and Police Station

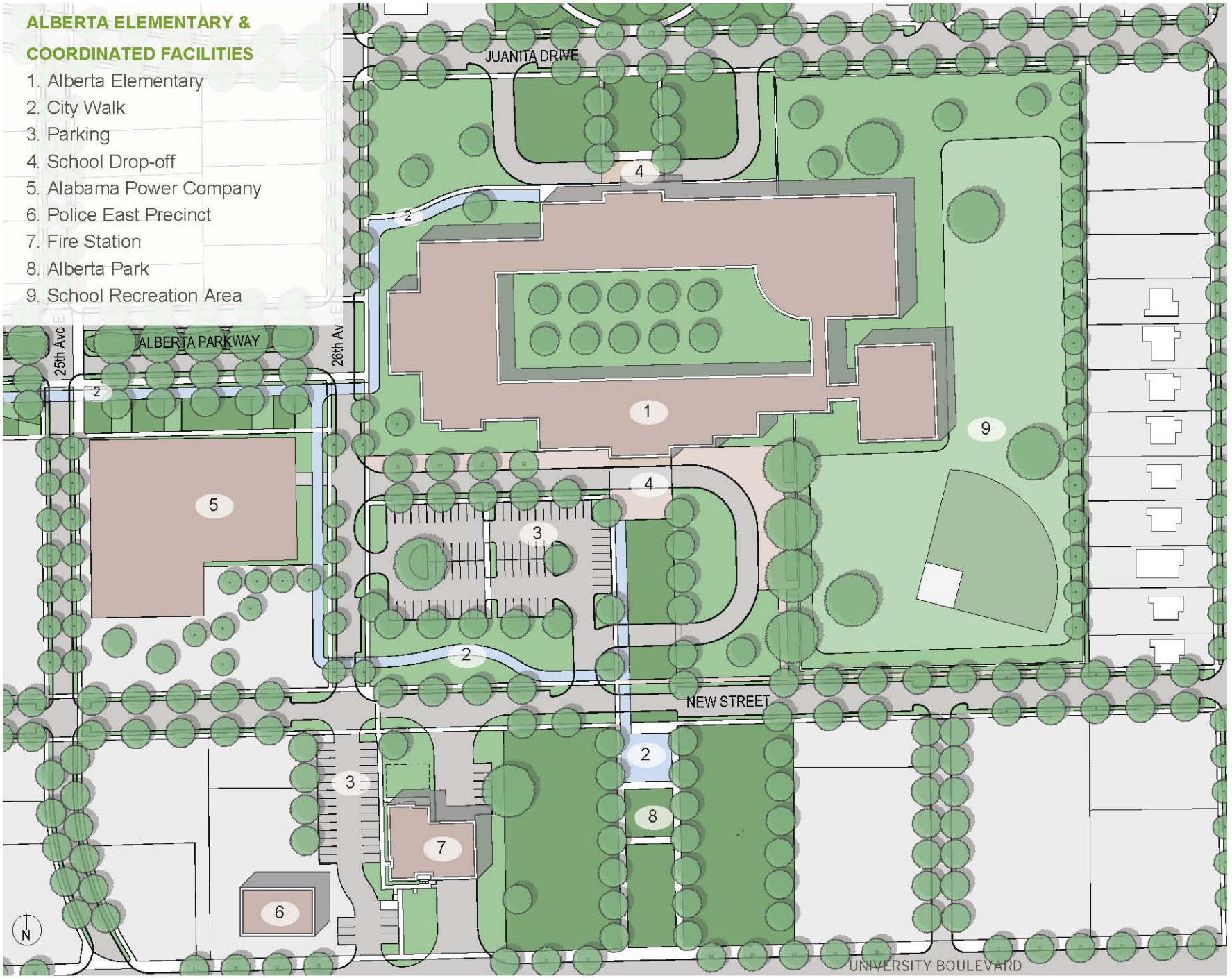
Champions:
Tuscaloosa Board of Education
Tuscaloosa Fire Department
Tuscaloosa Police Department

Potential Resources & Partners:
Office of the City Engineer

Preliminary Opinion of Cost:
See Appendix A for individual project costs

ALBERTA ELEMENTARY & COORDINATED FACILITIES

1. Alberta Elementary
2. City Walk
3. Parking
4. School Drop-off
5. Alabama Power Company
6. Police East Precinct
7. Fire Station
8. Alberta Park
9. School Recreation Area



UNIVERSITY PLACE

University Place School is a vital anchor to the Forest Lake Neighborhood. Potential improvements include expansion of the existing community gardens, coordination of parking access with 2nd Street improvements, coordination with sidewalk improvements on 18th Street, and the creation of the University Place School Park. Adjacency to the proposed City Walk will create greater connectivity between the School and the surrounding neighborhood, promoting the ability for residents to walk to school.

Initiatives Supported:
5.1: Identify collocation opportunities for public facilities where capitol investments can be leveraged through shared space and programming.
5.2 Locate public facilities as anchors within neighborhoods.

Next Steps:
Complete University Place School repairs

Champions:
Tuscaloosa City Board of Education

Potential Resources & Partners:
Office of the City Engineer

Preliminary Opinion of Cost:
See Appendix 01-C for individual project costs

WALK STATIONS

Although the proposed City Walk would be served by improved public facilities at Harmon Park and Jaycee Park, the length of the proposed route requires additional facilities for users. Small walk stations located at regular intervals could provide public restrooms, changing stations and other amenities for City Walk users and surrounding residents. These walk facilities are envisioned as small, low-maintenance structures that place emphasis on visibility and safety. The potential also exists for these facilities to be designed with additional functions such storm shelters. Two potential locations for walk stations have been identified at the proposed Hackberry/Hargrove Park and the North side of the City Walk crossing of 15th Street.

HACKBERRY / HARGROVE CITY WALK STATION

Potential concept of the Walk Station facility at the Hackberry/Hargrove Road Park

15TH STREET CITY WALK STATION

The 15th Street Walk Station could provide public restroom facilities and shaded outdoor spaces for pedestrians and cyclists on 15th Street and the City Walk.

WALK STATIONS

Initiatives Supported:

5.1: Identify collocation opportunities for public facilities where capitol investments can be leveraged through shared space and programming.

5.2 Locate public facilities as anchors within neighborhoods.

2.2 Develop multi-use trails as part of an interconnected greenway system.

Next Steps:

Identify funding for priority components

Coordinate public and private investments

Begin detailed design

Champions:

Office of the City Engineer

PARA

Potential Resources & Partners:

Neighborhood Associations

ALDOT

Preliminary Opinion of Cost:

HACKBERRY / HARGROVE CITY WALK STATION

$ 450,000

15TH STREET CITY WALK STATION

$ 350,000

HOUSING

ALBERTA PILOT HOUSING

The creation of a model housing block in Alberta is an important opportunity to address a critical need for housing and to demonstrate the benefits of coordinated public and private investments. Located directly North of Alberta Elementary in the heart of the Alberta neighborhood, this project has the potential to create high quality mixed-income housing within walking distance of many key amenities, including the school, grocery and drug stores, the City Walk, and Jaycee Park.

Model housing developments demonstrate innovative techniques for design, construction, financing, management, and maintenance. This would not only provide housing options for people of all incomes and lifestyles, but also showcases a new rebuilding strategy to developers and members of the community.

The recently completed Housing Needs Analysis has demonstrated the demand for different housing types throughout the recovery area. Through coordination with the residential rezoning process, the site can now accommodate a wide range of unit types and densities. Initial concepts for the Alberta Pilot Housing envision a series of moderate-density rowhouse or garden flat units fronting a shared greenspace and served by small neighborhood streets that provide on-street parking. The shared greenspace offers residents an amenity in exchange for smaller private yards, and is an ideal location for potential City Walk expansion.

Initiatives Supported:
Housing 1.1: Assemble land around core areas of development
1.3: Identify development partner with capacity
2.1 Set Design Guidelines

Next Steps:
Identify Housing Capacity and Partnership Building initiatives.
Begin exploring development strategies including public/private partnerships

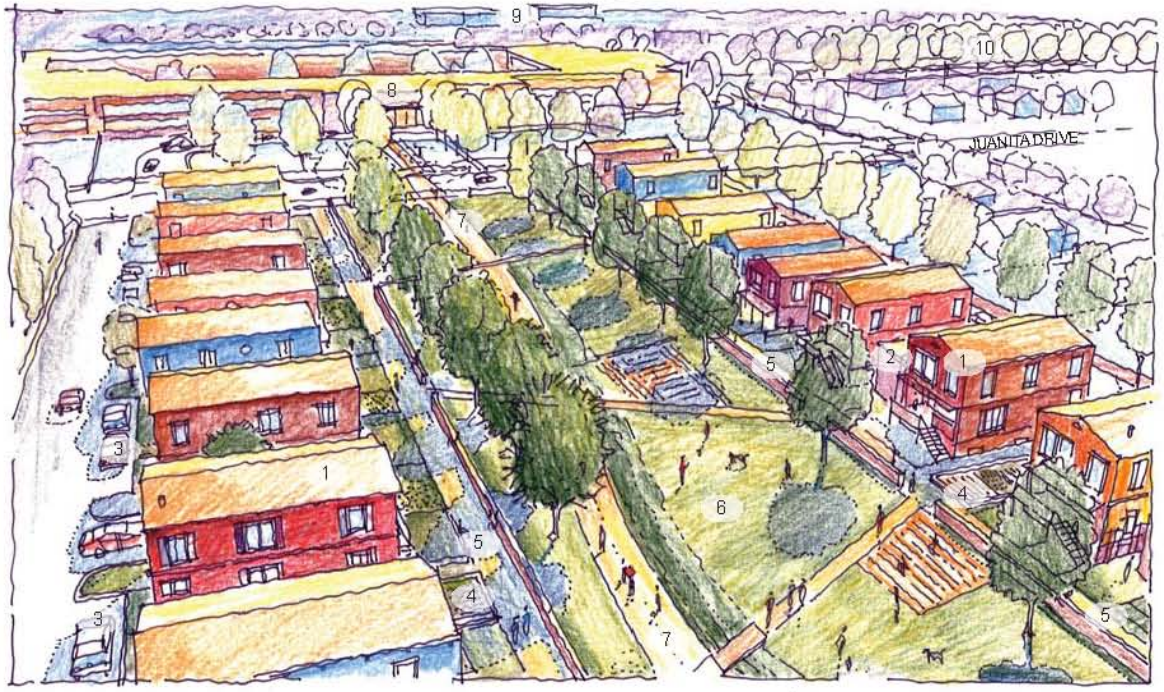
Champions:
Tuscaloosa Planning and Development Services

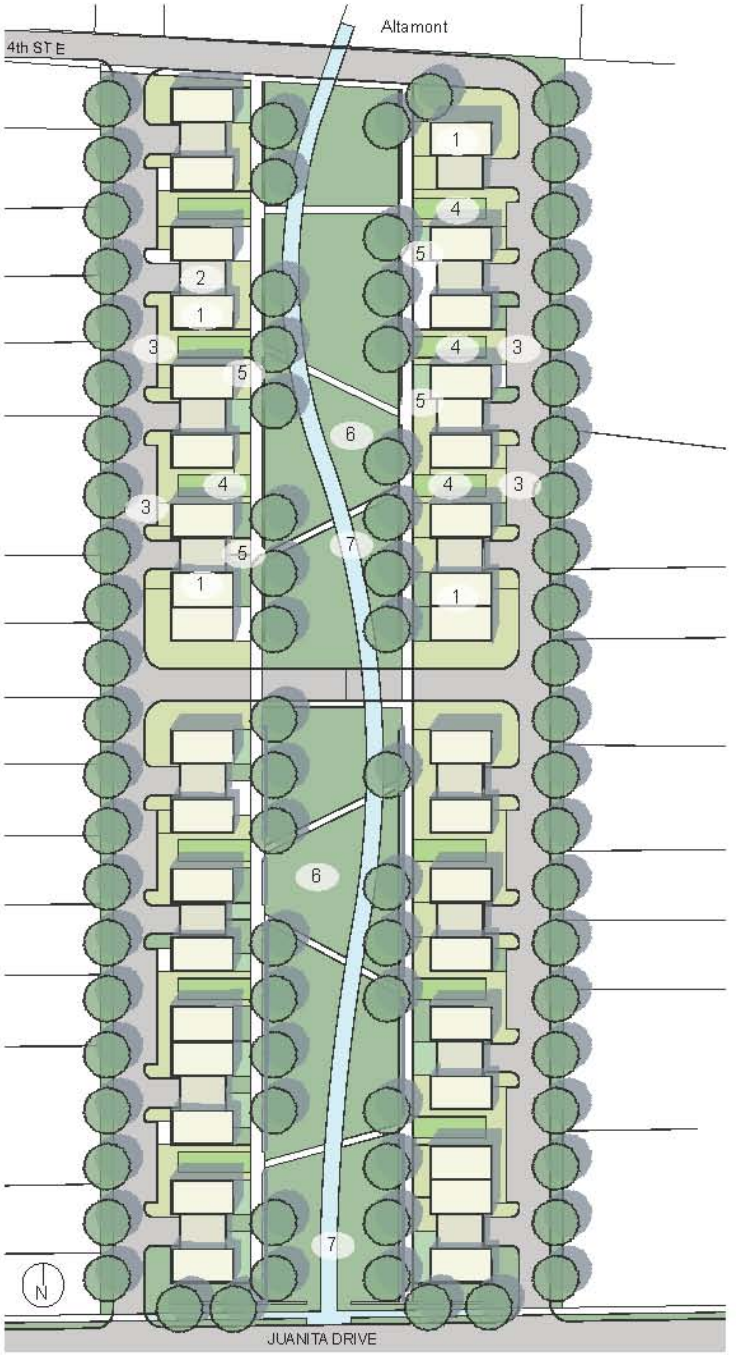
Potential Resources & Partners:

Preliminary Opinion of Cost:
$ 900,000

Alberta Neighborhood Housing

1. Rowhouse Units
2. Garden Flat/Garage
3. On-Street Parking
4. Shared Gardens
5. Front Terrace
6. Shared Greenspace
7. City Walk Extension
8. Alberta Elementary
9. Fire & Police Stations
10. Alberta Parkway





Coordination between Infrastructure Planning and the Zoning Code will encourage the long-term development of quality mixed-income housing along key corridors and near community anchors.

CITY WALK

The City Walk is a proposed multi-use walking and biking trail that connects neighborhoods throughout Tuscaloosa. It originated as one of the Big Ideas in the Tuscaloosa Forward plan, where it was referred to as the Greenway. The City Walk would create new mobility options for residents and greater connectivity between neighborhoods in the recovery area and the overall Tuscaloosa area. It would provide needed recreational amenities and create opportunities for people to connect with the nature in the city. It would also serve vital stormwater management needs in low-lying areas throughout Tuscaloosa.

The proposed City Walk consists of a 12 foot wide shared-use trail with wayfinding signage, lighting and landscaping. Many other amenities, including small gathering areas and parks and natural viewing areas, would be created along its length. The total width of the proposed City Walk corridor varies depending on the immediate context and available Right-of-Way.

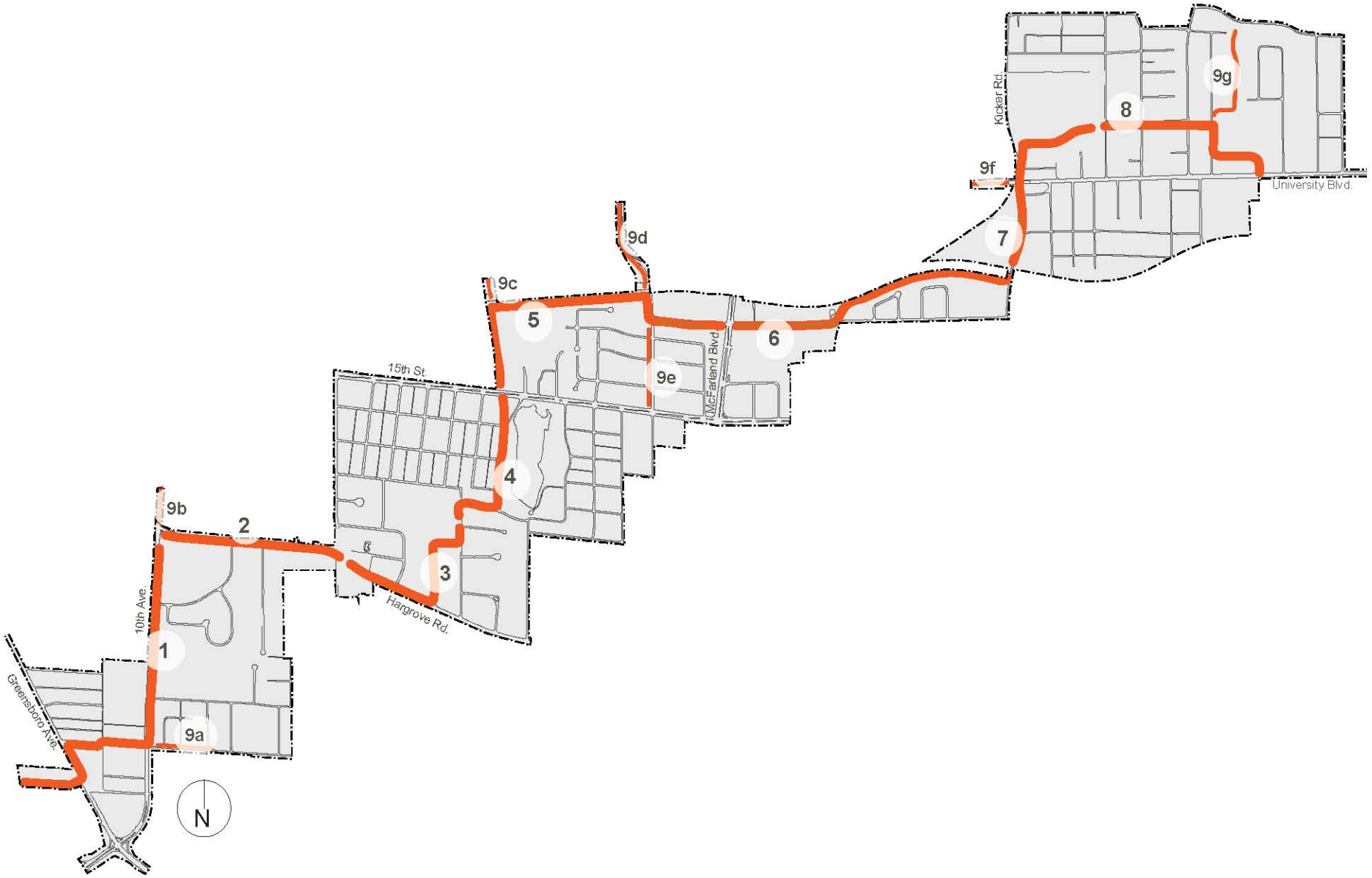
The proposed alignment of the City Walk shown in this plan was determined through an analysis of existing physical conditions following the storm, conversations with citizens and stakeholders in affected neighborhoods, identification of key development areas that would benefit from public investment, and coordination with other planned facilities and street improvements. The resulting alignment creates a diverse and constantly changing experience as it moves along streets, through parks, neighborhoods and commercial centers, and along natural drainage channels. Subsequent detailed design of the City Walk segments should capitalize on the many different types and unique moments that occur along the length of the path in order to create truly special places and experiences.

As a major investment in the public realm, the City Walk would serve as a major catalyst for private investment in adjacent areas. The catalytic impact of this infrastructure can only be fully realized through a combination of high quality design and coordination between public and private investments.

The extent of the City Walk shown in the plan is intended to be the backbone of a larger system of trails throughout Tuscaloosa. Creating additional City Walk segments that serve other neighborhoods and connect to existing facilities and destinations such as the River Walk should remain a long-term goal.

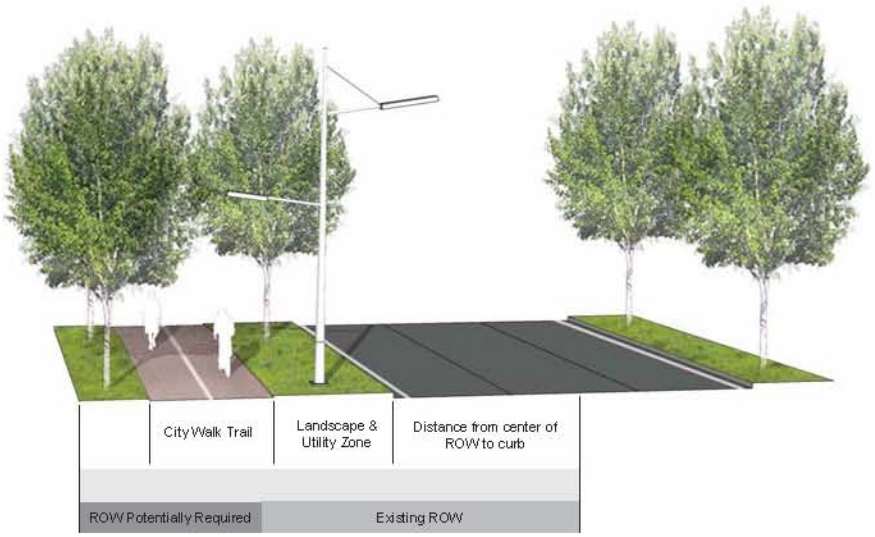
SEGMENTS OF THE CITY WALK

1. From Harmon Park to Hargrove Road
2. From 10th Avenue to Hackberry Lane
3. From Hackberry Lane to University Place School
4. From University Place School to 15th Street
5. From 15th Street to McFarland Boulevard
6. From McFarland Boulevard to Kicker Road
7. From Kicker Road to 23rd Avenue
8. From 23rd Avenue to University Boulevard
9. City Walk Spur Connections
   a. 29th Street from 10th Avenue to 8th Avenue
   b. 10th Avenue from Hargrove Road to UA
   c. Across Railroad from University Downs to UA at Coleman Coliseum
   d. Hillard Drive from Railroad to University Boulevard
   e. Hillard Drive from 13th Street to 15th Street
   f. University Boulevard from Kicker Road to Hillard Drive
   g. Alberta Parkway from Juanita Drive to Altamont Subdivision


9b
2
10th Ave.
1
Greensboro Ave.
9a
N
15th St.
Hargrove Rd.
3
4
9c
5
9d
9e
McFarland Blvd.
6
7
9f
Kicker Rd.
8
9g
University Blvd.

TYPICAL CITY WALK SECTIONS

Typical Citywalk sections appear throughout the this chapter. These sections represent the general conditions of street and Right-of-Way widths along the route, as well as the proposed City Walk sections envisioned for these corridors. They illustrate both an initial estimate of the Right-of-Way needed to implement the City Walk and also the additional Right-of-Way that would need to be acquired for implementation. These sections are intended to act as general guides for further detailed design of the City Walk. Although final design sections may vary, it is strongly encouraged that they adhere to the minimum widths shown in this plan.



CITY WALK - ALL SEGMENTS

Initiatives Supported:
4.1: Establish a greenway corridor
2.1: Develop on and off street bicycle routes
2.2 Develop multi-use trails as part of an interconnected greenway system

Next Steps:
Identify funding for priority segments
Identify and acquire necessary Right-of-Way
Begin detailed environmental analysis
Begin detailed design

Champions:
Office of the City Engineer

Potential Resources & Partners:
ALDOT
PARA
Neighborhood Associations
TDOT
Kansas City Southern Railway
Druid City Bicycle Club
Adjacent Commercial Developments

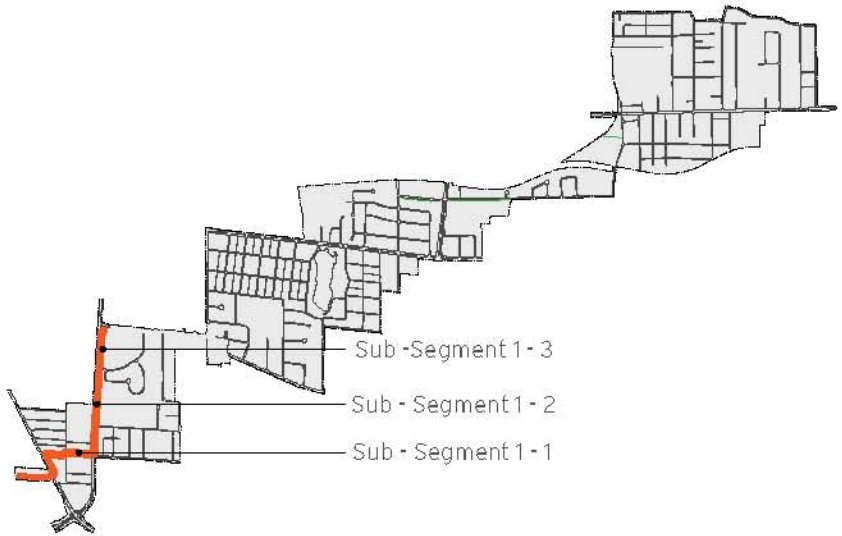
Preliminary Opinion of Cost:
$ 23,200,000
See Cost Summary for estimates on individual segments

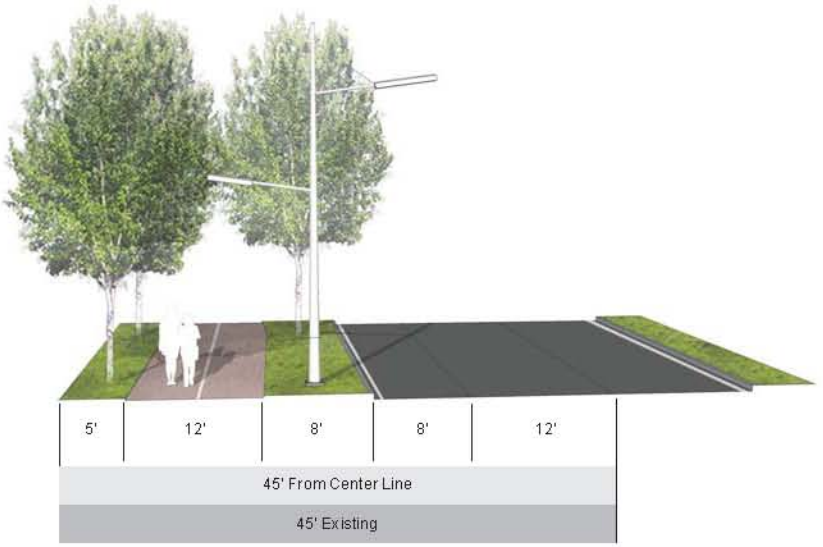
CITY WALK SEGMENT 1

FROM HARMON PARK TO HARGROVE ROAD

The proposed City Walk Segment 1 would begin in Harmon Park. Connected to the park via a signalized crossing at 29th Street, it would proceed east on the north side of 29th Street. The 12 foot shared-use path should be coordinated with sidewalks associated with the Rosedale Courts project at this location. Following a proposed overpass or signalized crossing at 10th Avenue, the proposed route would continue north on the east side of 10th Avenue, where it would terminate at the 10th Avenue Gateway Park.

10th Avenue is a major gateway into Tuscaloosa and the University of Alabama. Although the City Walk route along 10th Avenue could be implemented without moving the overhead utilities in this location, it is strongly encouraged that the burial of these lines be incorporated into this segment of the City Walk Project if feasible, in order to further enhance the aesthetics of this corridor and create efficiencies by coordinating work.





29th Street - Typical Section

CITY WALK SEGMENT 1

Additional Initiatives Supported:

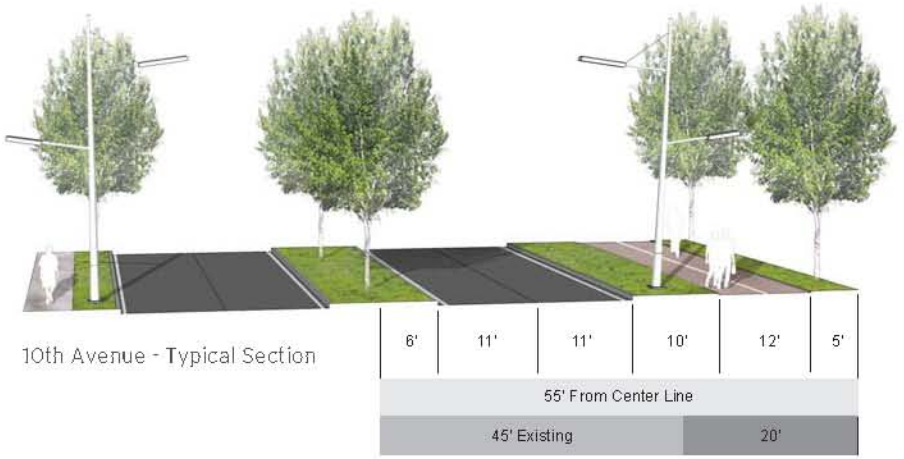
4.3: Explore the potential to bury overhead utilities in coordination with other necessary infrastructure work

2.4: Coordinate with City and University bus systems to increase transit service in the recovery area

Preliminary Opinion of Cost:

$ 4,550,000


Match Line
Potential 10th Ave
Bus Stop
10th Avenue
Rosedale Court
N
Sub-Segment 1 - 1
0 50 100 200 feet
29th Street
7th Avenue
29th Stree
Community Gardens



10th Avenue - Typical Section

N

Sub-Segment 1 - 2

0 50 100 200 feet

N

Sub-Segment 1 - 3

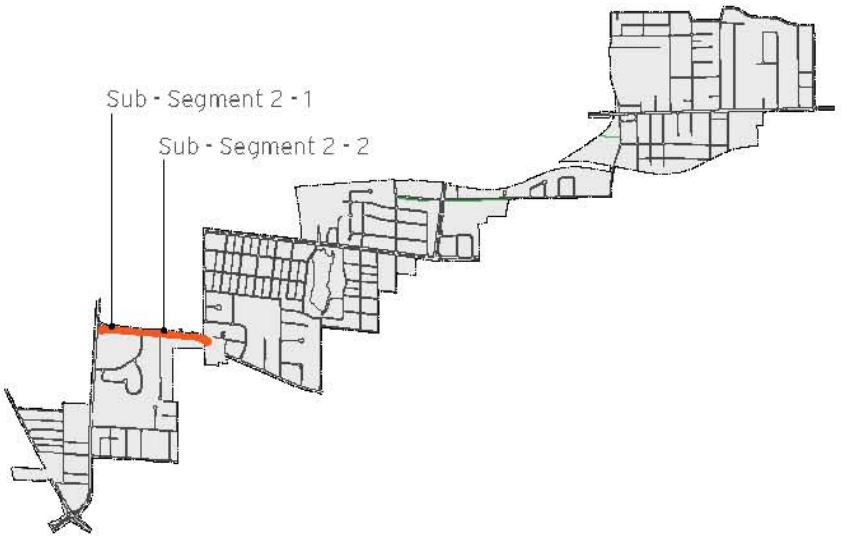
0 50 100 200 feet

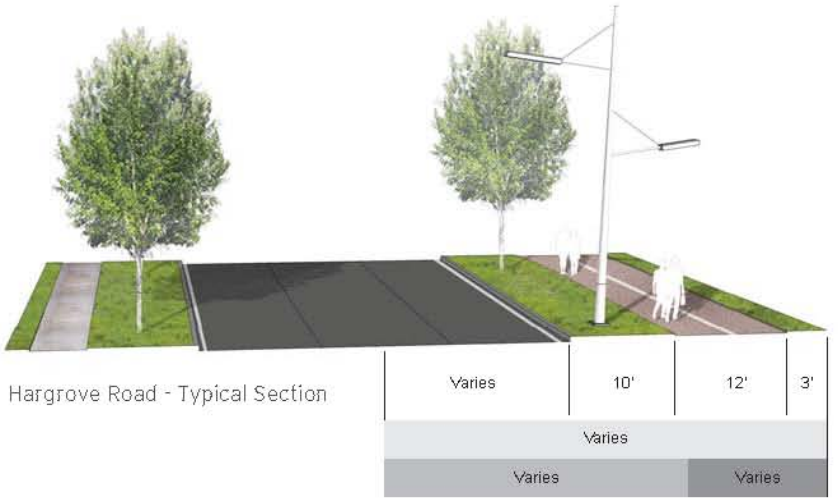
CITY WALK SEGMENT 2

FROM 10TH AVENUE TO HACKBERRY LANE

The proposed City Walk Segment 2 begins at the 10th Avenue Gateway Park, and continues along the south side of Hargrove Road until reaching the proposed Hackberry/Hargrove Park.

The detailed design of this segment of the City Walk should be coordinated with the realignment of Hargrove Road. This strategy will result in smaller Right-of-Way acquisitions on either side of the existing Hargrove Road, rather than a larger acquisition on a single side that could conflict with private fences and other structures in neighborhoods.

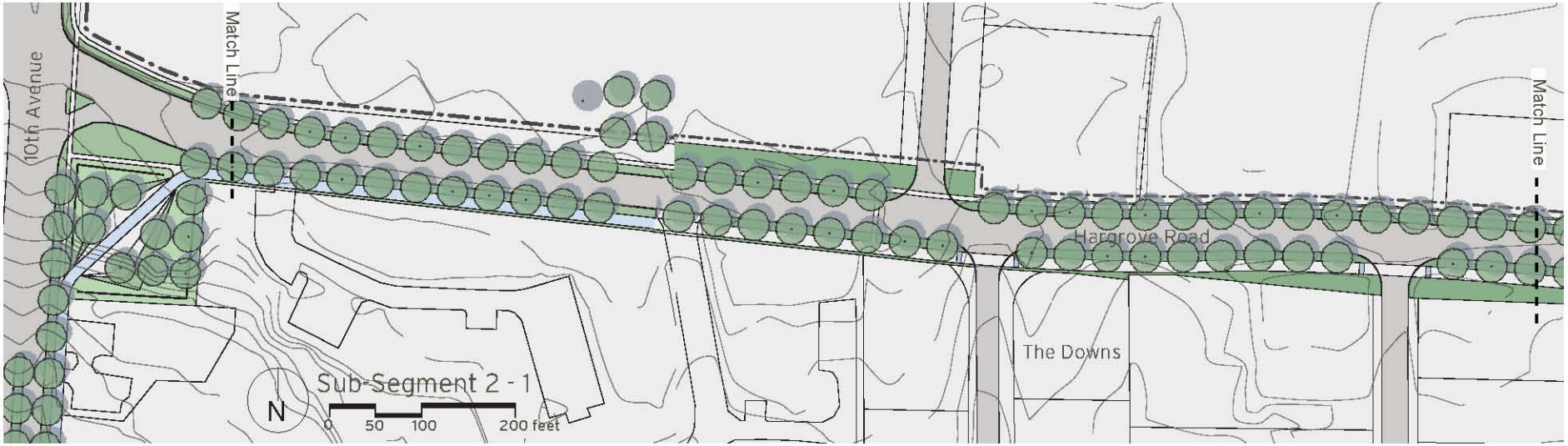




Hargrove Road - Typical Section

CITY WALK SEGMENT 2

Preliminary Opinion of Cost:
$ 1,500,000

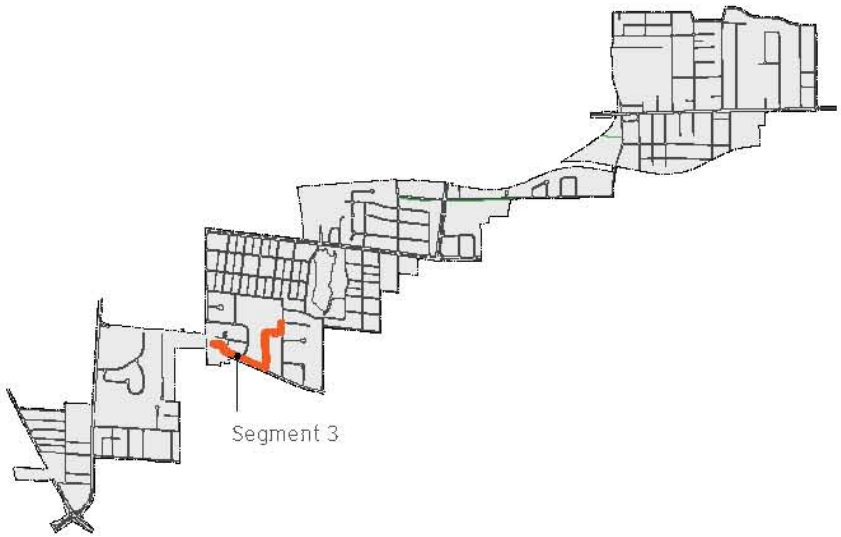

10th Avenue
Match Line
Match Line
Hargrove Road
The Downs
Sub-Segment 2 - 1
N
0 50 100 200 feet

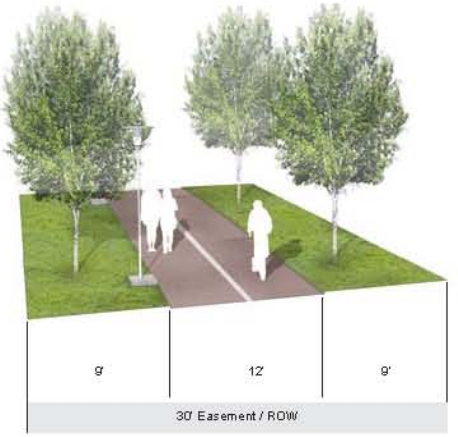

Match Line
Hackberry Lane
Hargrove Road
Hillcrest
Wood Manor
Hackberry/Hargrove Park
Hargrove Road
Match Line
Sub - Segment 2
N
0 50 100 200 feet

CITYWALK SEGMENT 3

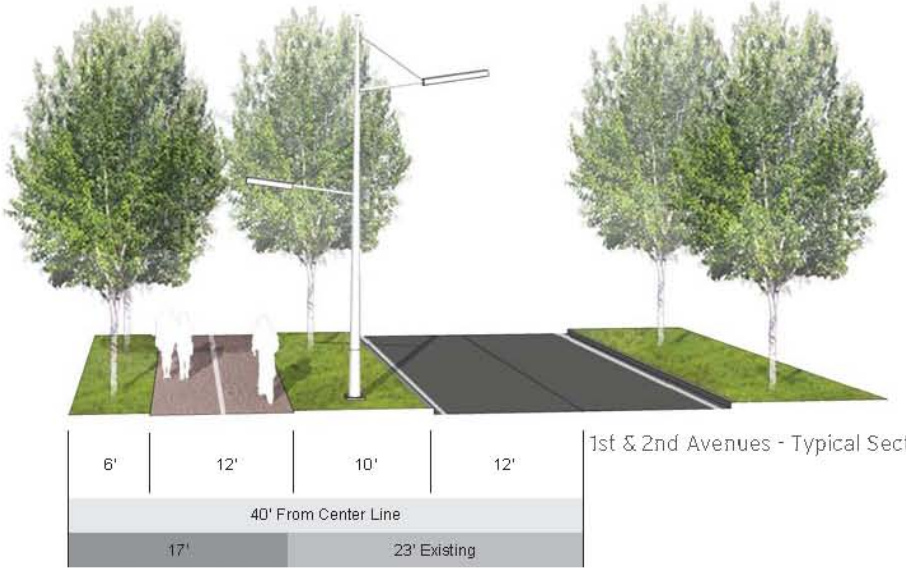
FROM HACKBERRY LANE TO UNIVERSITY PLACE SCHOOL

From Hackberry/Hargrove Park, the Proposed City Walk route would continue via an approximate 30' Right-of-Way between the blocks of Hargrove Road and 21st Street. Coordination with the Central Church of Christ site design would allow the route access to Second Avenue, where it would continue north on the west side of the street until reaching University Place. This route must be coordinated with the eastward extension of University Place Drive (See Streets Chapter) in order to connect to the University Place School Park on First Avenue.





30' ROW - Typical Section



1st & 2nd Avenues - Typical Section

CITY WALK SEGMENT 3

Preliminary Opinion of Cost:
$ 1,400,000


Match Line
University Place
School Park
University Place Drive
21st Street
Hackberry/Hargrove Park
Match Line
Hargrove Road
Central Church of Christ
2nd Avenue
1st Avenue
Segment 3
N
0
50
100
200 feet

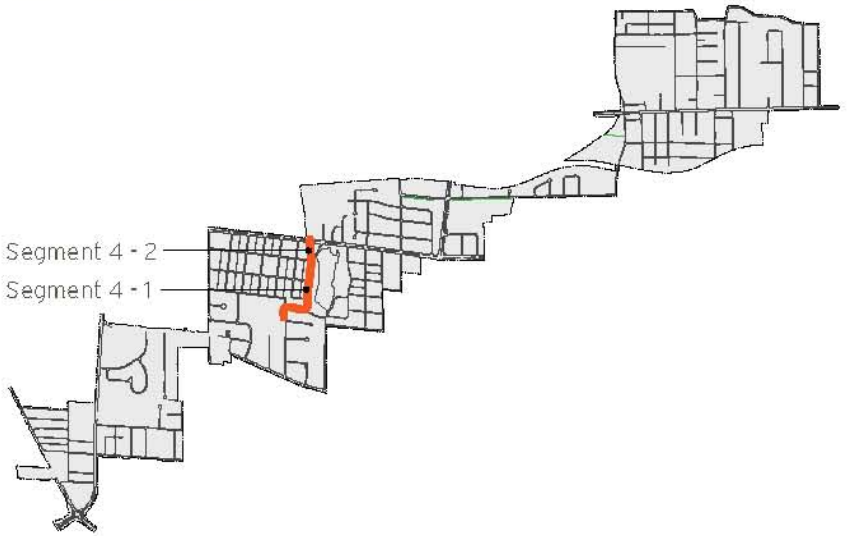
CITYWALK SEGMENT 4

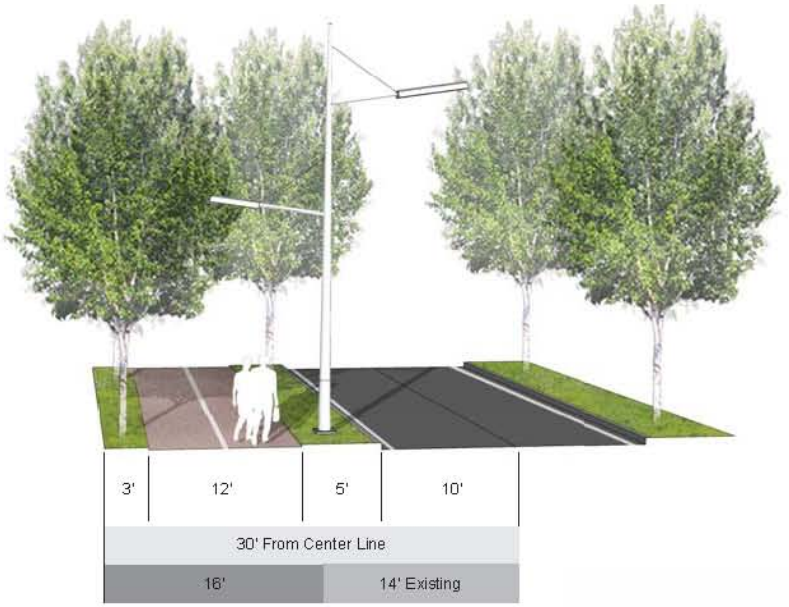
FROM UNIVERSITY PLACE SCHOOL TO 15TH STREET

The proposed City Walk route would extend from University Place School Park to the north, where it would cross 1st Avenue to the north side of Fernwood Street. Detailed design of the Fernwood Street segment must take into account the proximity of houses as well as challenges presented by grades. In the long-term, acquisition of City Walk Right-of-Way Northwest of the intersection of Fernwood Street and Lake Avenue will enable a larger radius for the 12 foot shared-use path, resulting in a smoother, safer turning curve for pedestrians and cyclists to navigate.

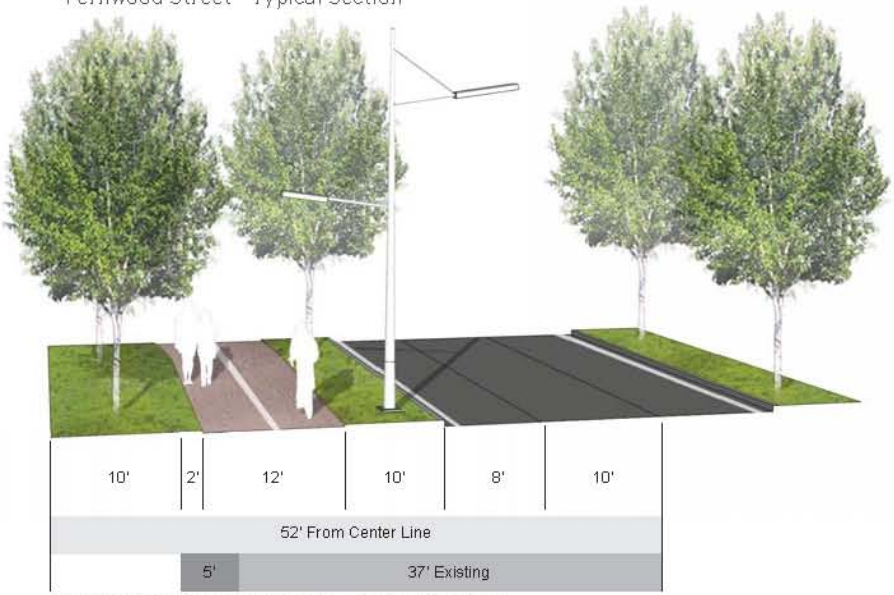
The route continues north from this location, along the west side of Lake Avenue. A functional alley currently exists to serve residents on the West side of Lake Avenue, but there are also some individual driveways extending from garages to Lake Avenue. Although the use of alleys for access to private parking should be encouraged in all future development in this area, detailed design of the City Walk on Lake Avenue must accommodate existing driveways to private residences.

North of Lake Avenue, the City Walk route could follow storm drainage Right-of-Way to the South side of 15th Street. At this location, both an-at-grade and overpass are proposed to enable access to the North side of 15th Street.





Fernwood Street - Typical Section

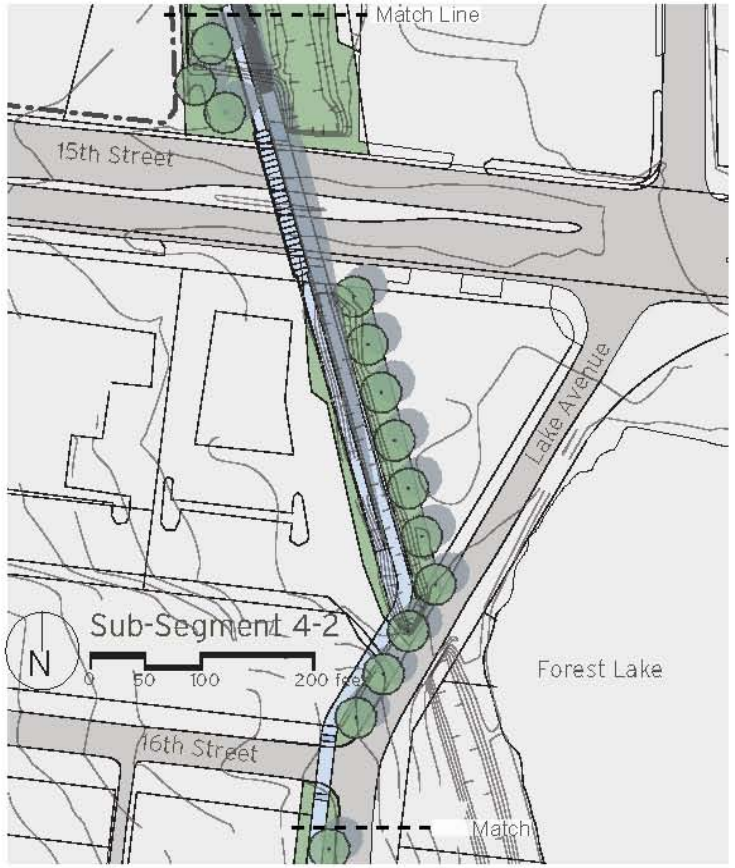


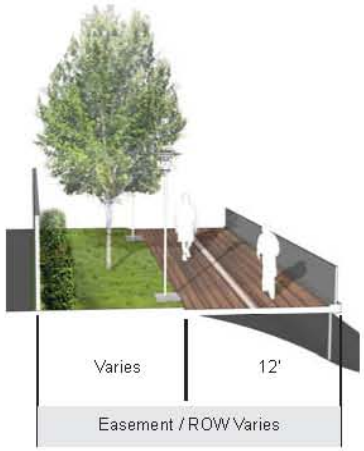
First Avenue & Lake Avenue - Typical Section

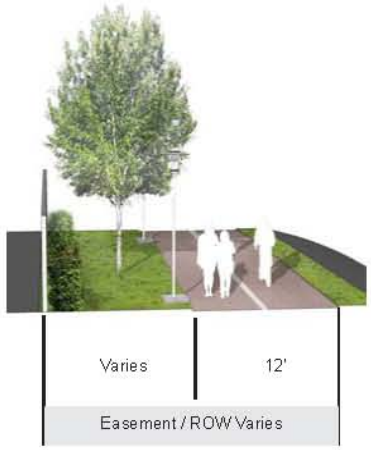
CITY WALK SEGMENT 4

Preliminary Opinion of Cost:
$ 4,650,000

Tuscaloosa FORWARD







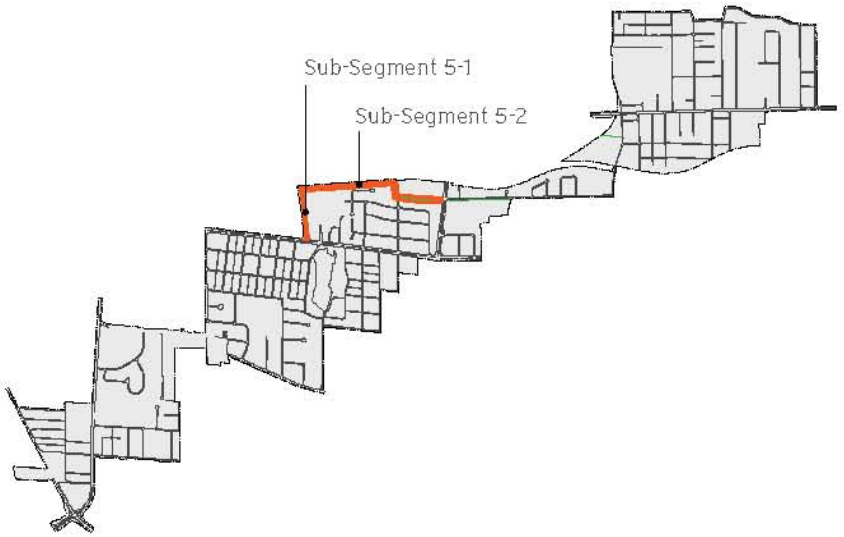
Drainage ROW - Typical Sections

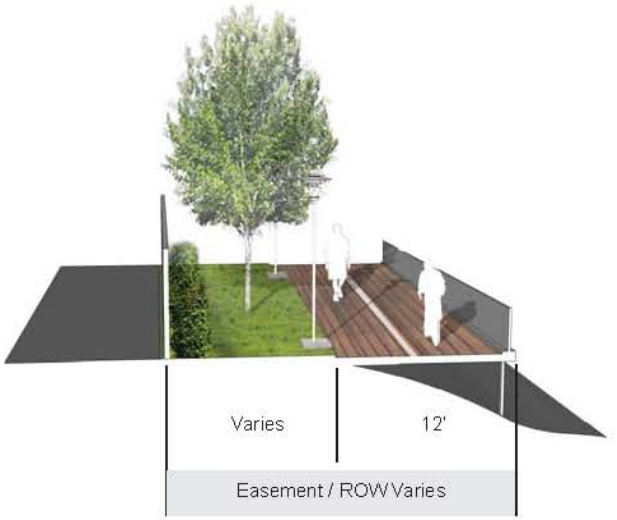
CITYWALK SEGMENT 5

FROM 15TH STREET TO MCFARLAND BOULEVARD

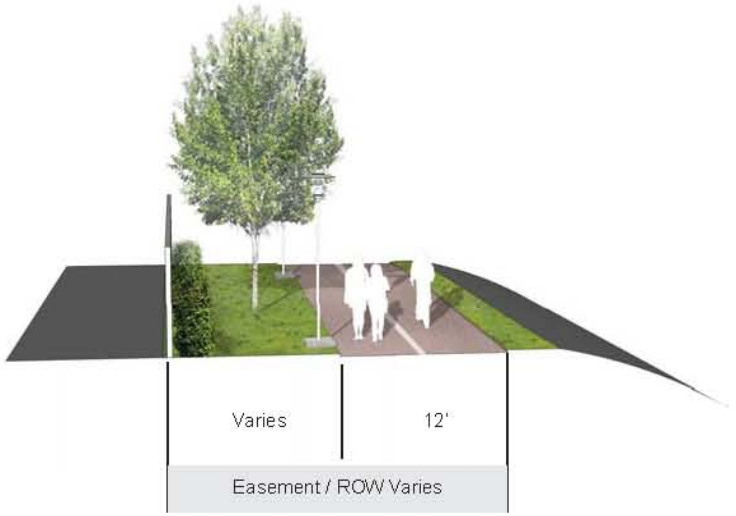
North of 15th Street, the proposed City Walk route navigates the flood channel until reaching the railway Right-of-Way. This segment of the City Walk has the potential to be a unique natural experience, creating many opportunities for ecological restoration, stormwater management, and the creation of scenic landscapes. Although the majority of the City Walk will be built on-grade in this location, there may be areas where bridging is required to keep the path out of the floodway.

After moving North through the flood plain, the City Walk route continues to the east. Current sections show this route located in Railroad Right-of-Way, although acquiring Right-of-Way immediately South of the Railroad Right-of-Way is an alternative possibility. Upon reaching Dr. Edward Hillard Drive, the City Walk route would turn South along the west side of Dr. Edward Hillard Drive before crossing to the south side of 13th Street East, continuing to McFarland Boulevard. Both an at-grade crossing at the intersection of 13th Street East and McFarland Boulevard, and a pedestrian and bicycle bridge are proposed to facilitate crossing of McFarland Boulevard. The bridge location would belocated north of the main alignment adjacent to the railroad Right-of-Way.





Creek - Typical Sections



CITY WALK SEGMENT 5

Preliminary Opinion of Cost:
$ 2,750,000

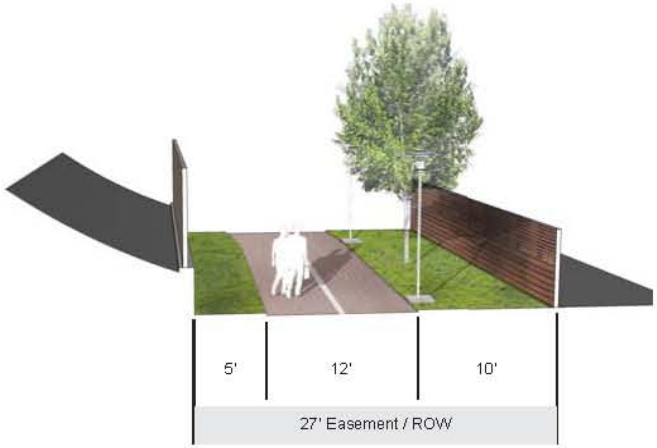
Tuscaloosa FORWARD


Match Line
University Downs
Contemporary
Mitsubishi
Sub-Segment 5-1
N
0 50 100 200 feet
Match Line
15th Street

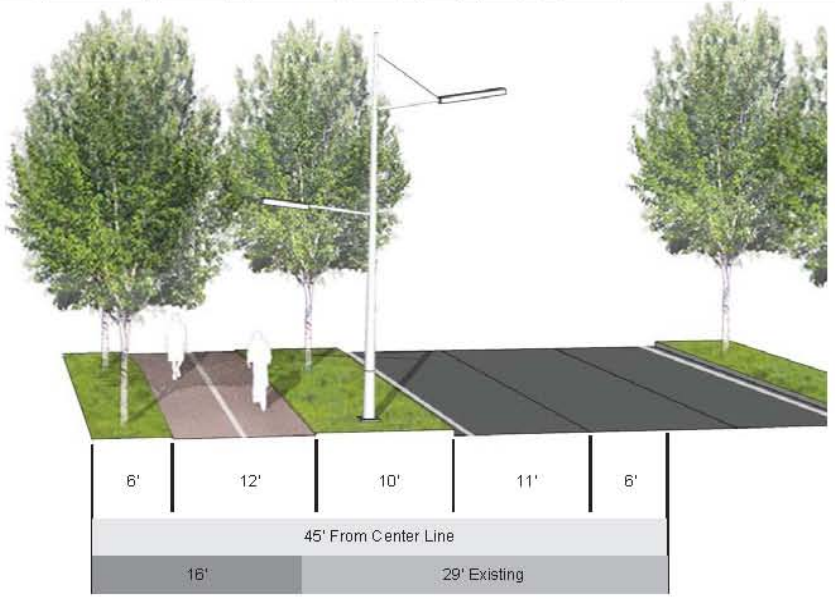
Sub-Segment 5-2

N

0 50 100 200 feet

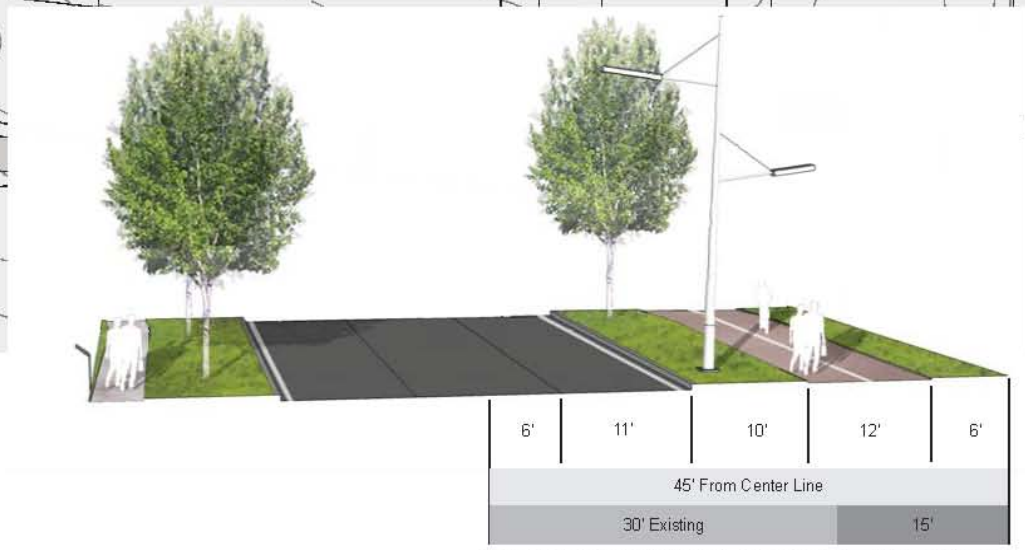


Railroad ROW - Typical Section



Dr. Edward Hillard Drive - Typical Section

Tuscaloosa FORWARD

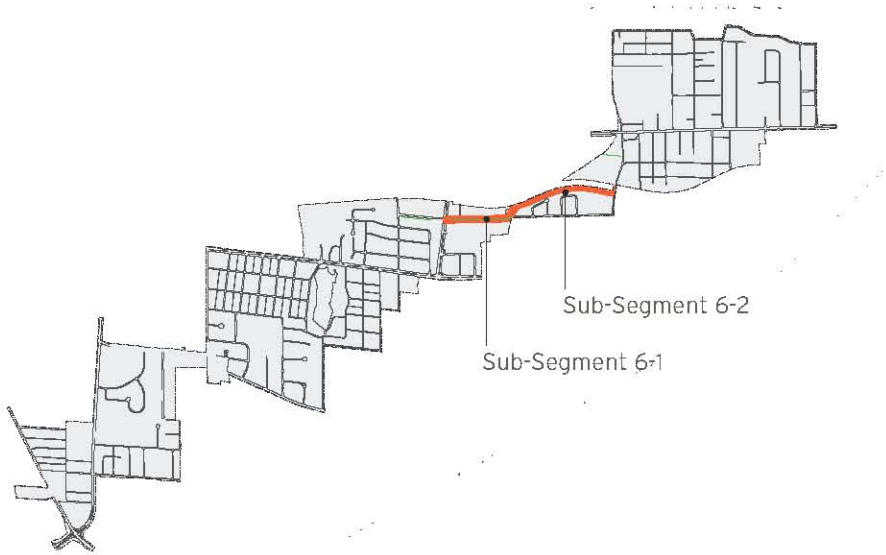


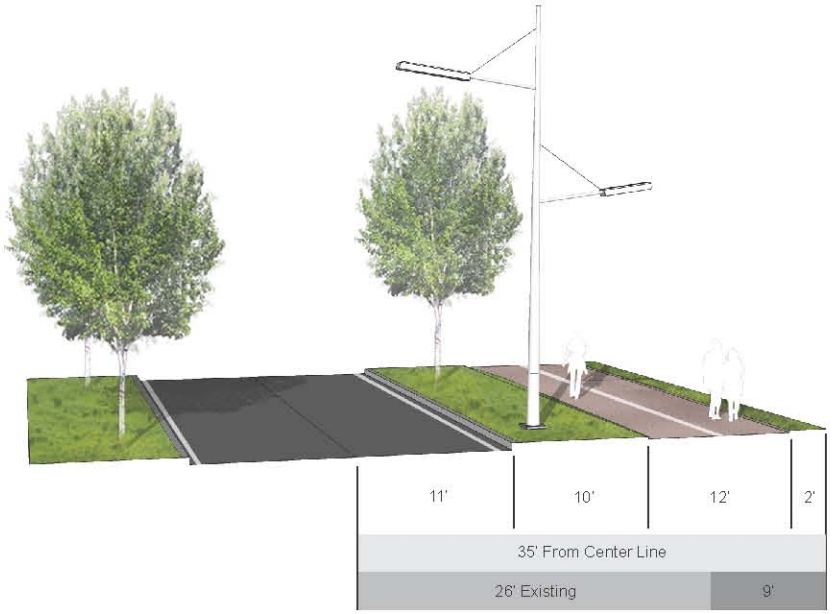
13th Street East (West of McFarland) - Typical Section

CITYWALK SEGMENT 6

FROM MCFARLAND BOULEVARD TO KICKER ROAD

Following the crossing at McFarland Boulevard, the proposed City Walk route continues on the south side of 13th Street East. Utilizing the abandoned railroad spur Right-of-Way, the route could continue east on the south edge of the railroad Right-of-Way to Kicker Road. This segment requires the acquisition of Right-of-Way in order to create a suitable City Walk section that includes the 12 foot shared-use path as well as recommended landscape and screening components. Similar to the 15th Street to McFarland Boulevard segment, the formation of a partnership with the Railroad for shared Right-of-Way is one potential strategy that should be explored.



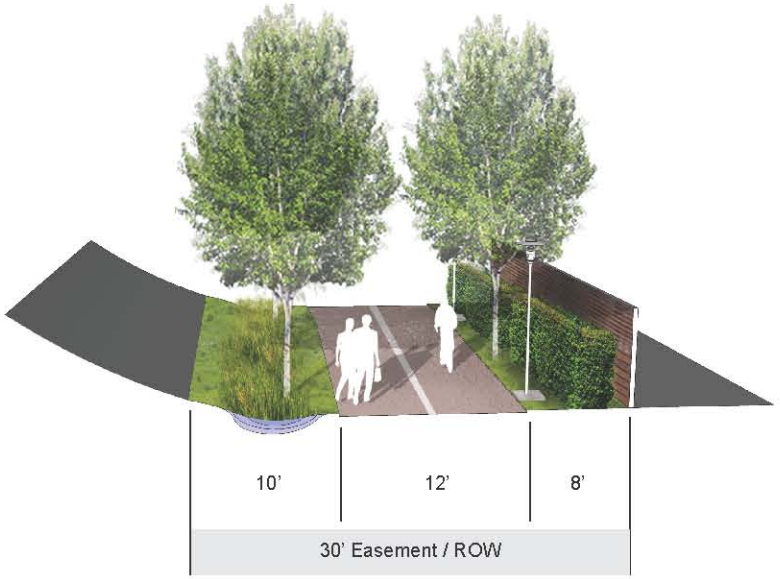


13th Street East (East of McFarland) - Typical Section

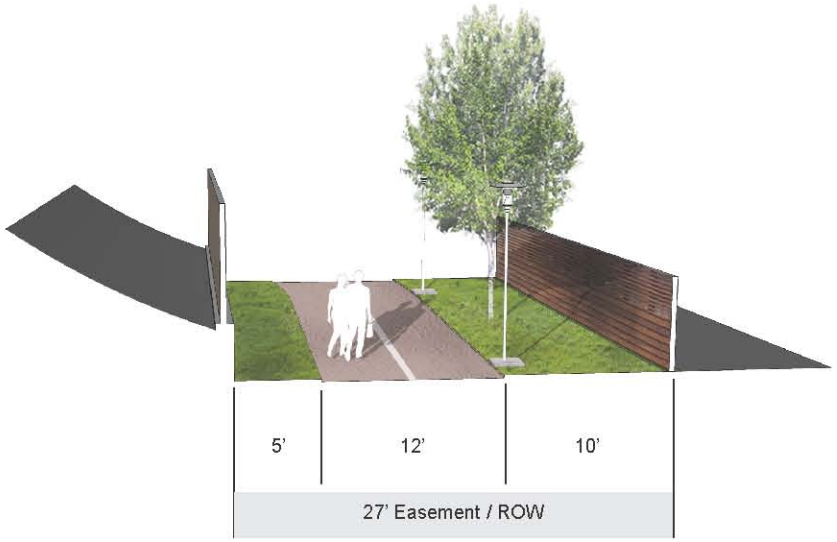
CITY WALK SEGMENT 6

Preliminary Opinion of Cost:
$ 4,850,000

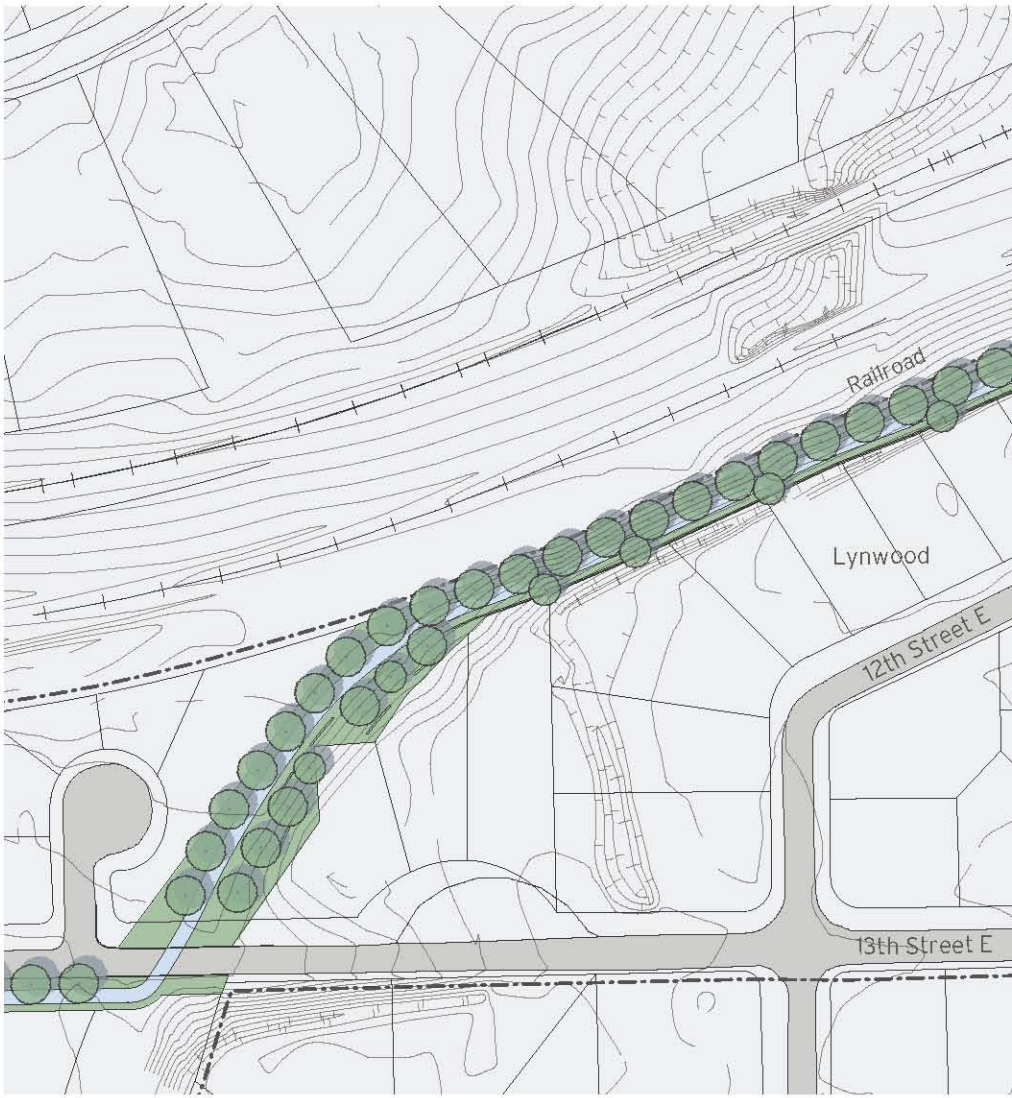

Match Line
McFarland Boulevard
13th Street E
Match Line
Former Wood Service
Shopping Center
N
Sub-Segment 6-1
0
50
100
200 feet

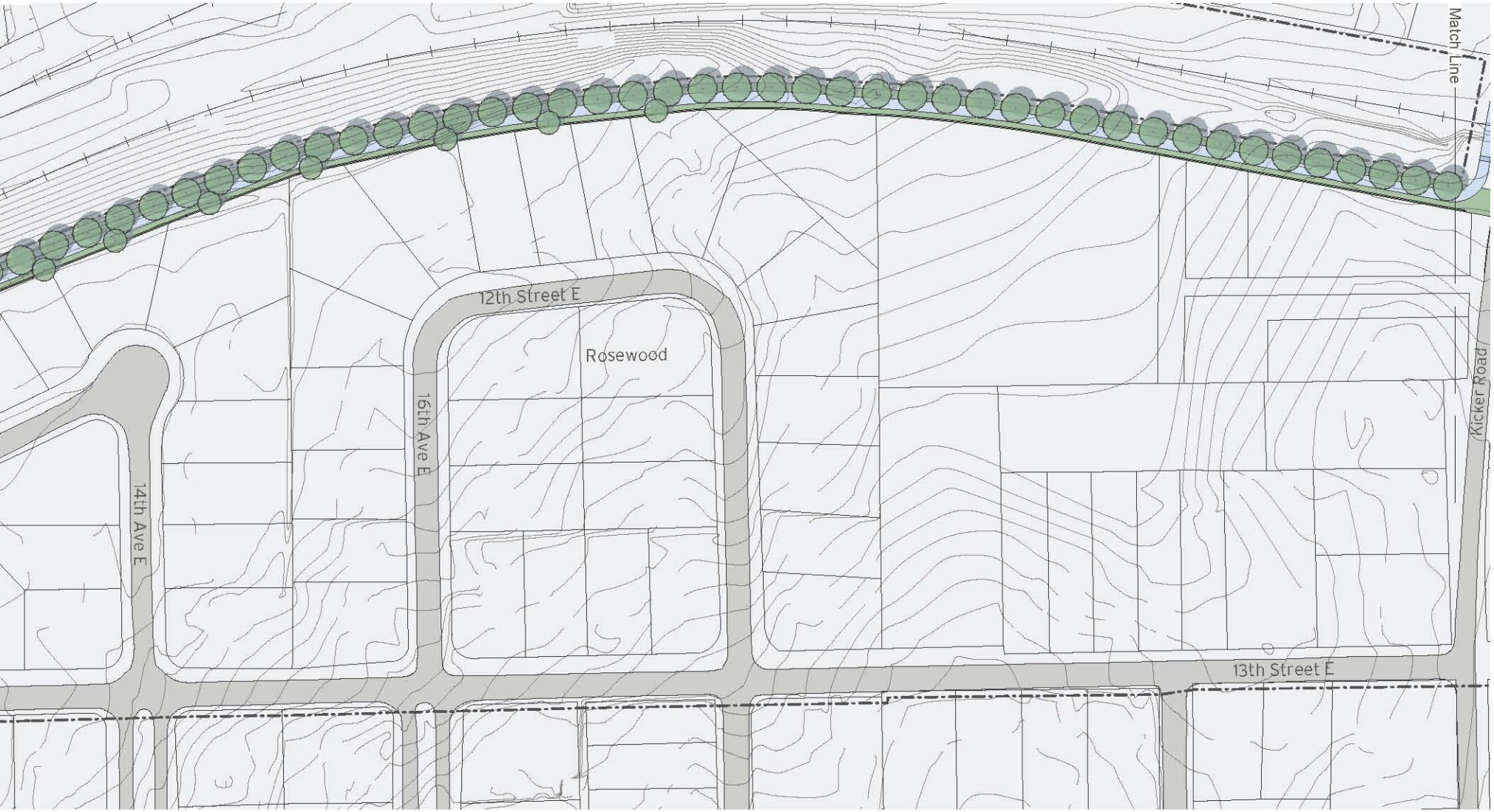


30' City Walk ROW - Typical Section



Railroad ROW Alternative- Typical Section



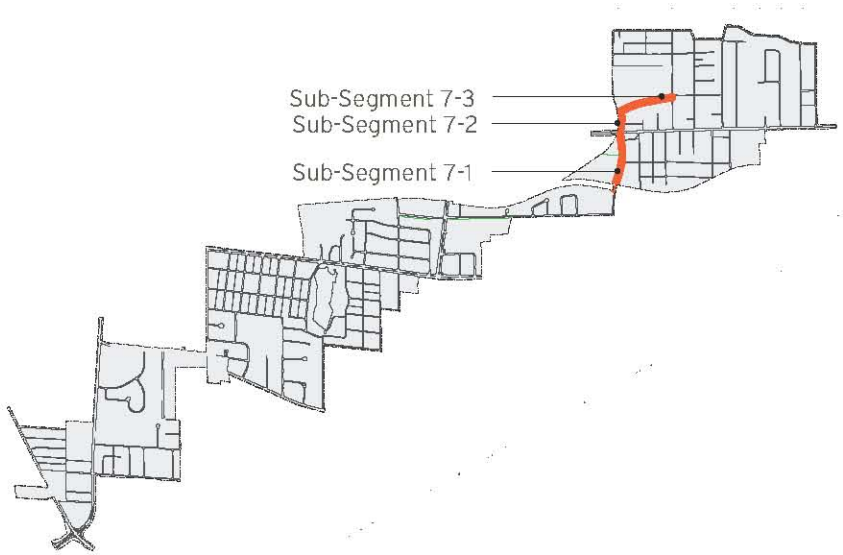

Match Line
12th Street E
Rosewood
16th Ave E
14th Ave E
Kicker Road
13th Street E

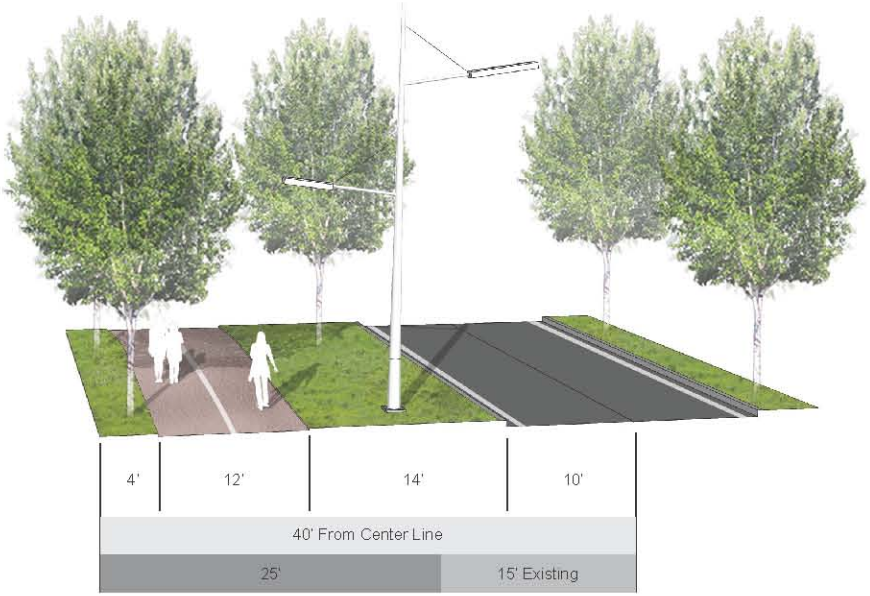
CITYWALK SEGMENT 7

FROM KICKER ROAD TO 23RD AVENUE

The creation of the City Walk route on the West side of Kicker Road will require redesign of the at-grade railroad crossing. North of the crossing, the City Walk continues on the West side of Kicker Road. Depending on the redevelopment of the industrial areas in this area and the location of the floodway, opportunities may exist to extend the City Walk into areas to the East of Kicker Road. If unsuitable for development these areas could become passive green spaces that contain native plantings and provide stormwater management benefits.

This segment of the City Walk should be coordinated with future University Boulevard viaduct improvement plans to ensure a safe and comfortable passage under this overpass. After passing under University Boulevard, the route crosses Kicker Road near the current 8th Street East and continues into Jaycee Park South of the proposed Alberta Parkway, and continues to 23rd Avenue.



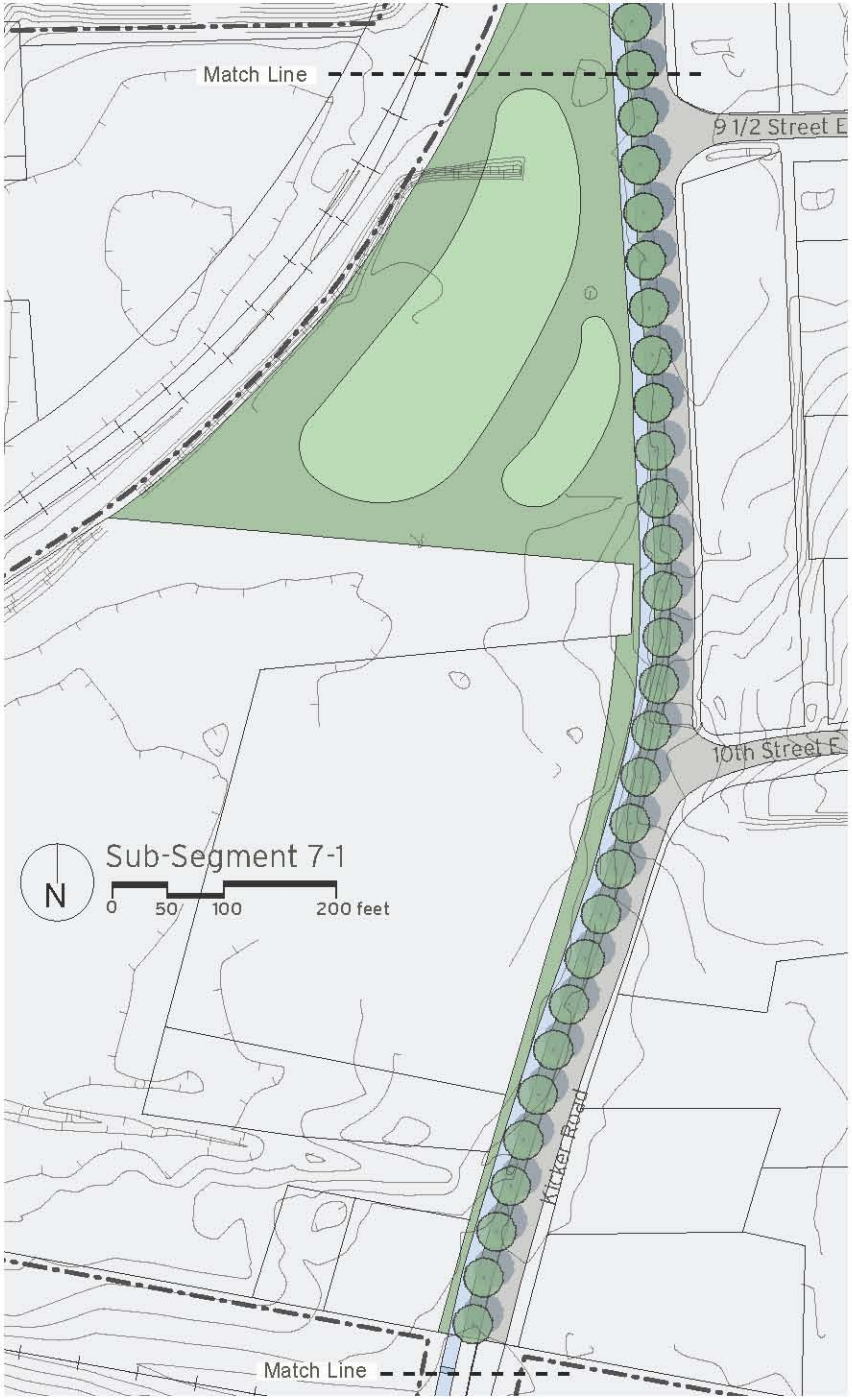


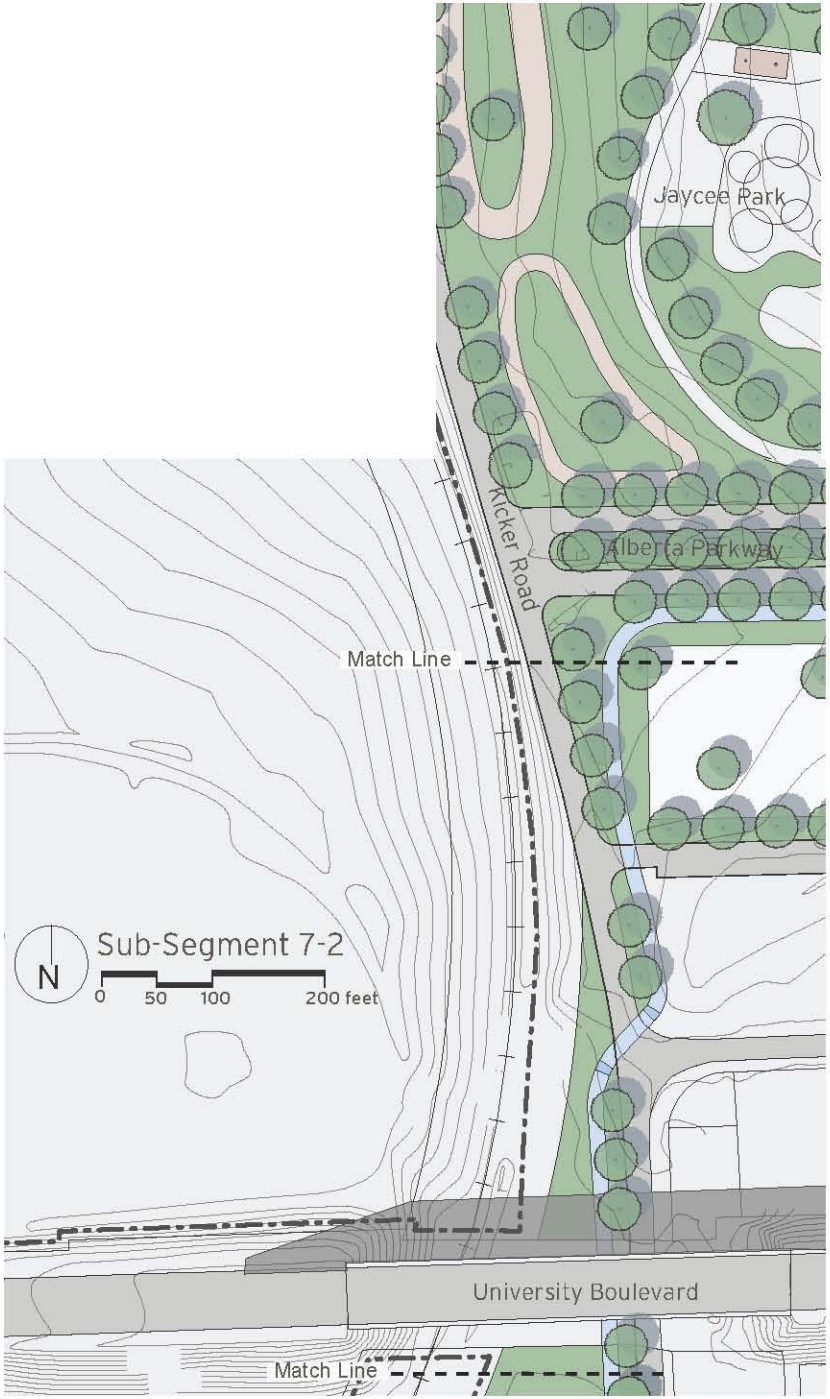
Kicker Road - Typical Section

CITY WALK SEGMENT 7

Preliminary Opinion of Cost:

$ 1,850,000

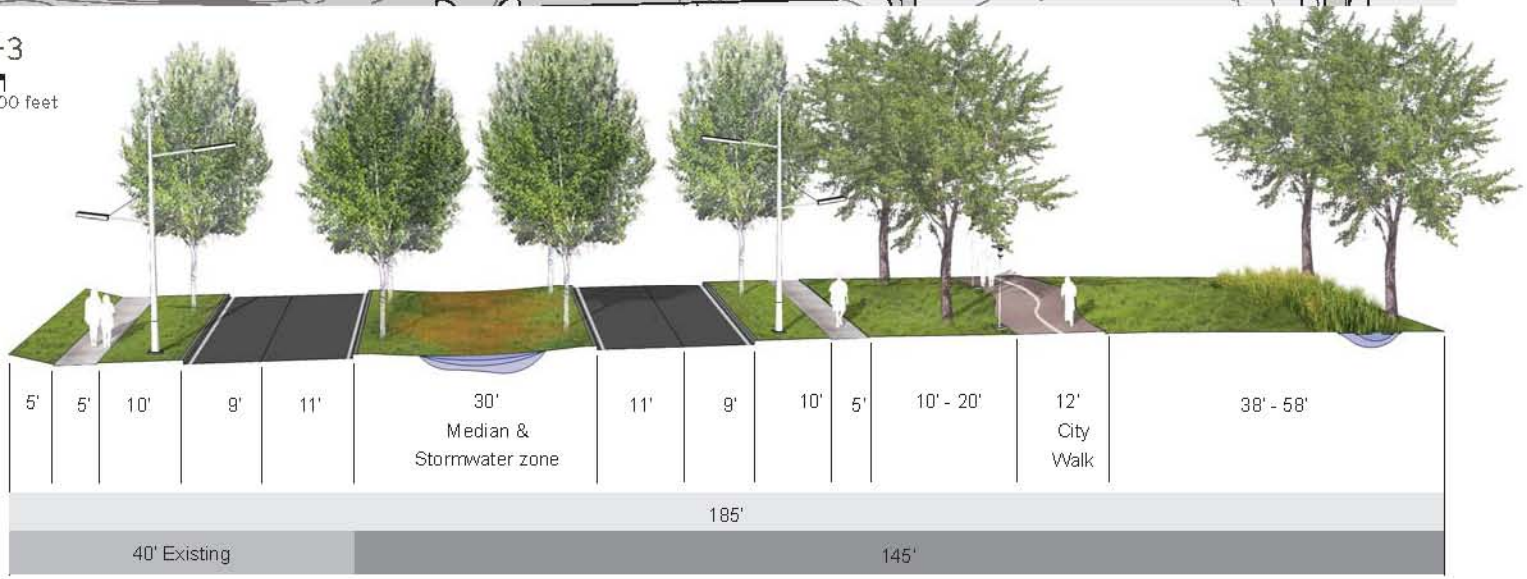

Match Line
9 1/2 Street E
10th Street E
Kicker Road
Match Line
N
Sub-Segment 7-1
0 50 100 200 feet


Jaycee Park
Kicker Road
Alberta Parkway
Match Line
University Boulevard
Match Line
N
Sub-Segment 7-2
0 50 100 200 feet

N

Sub-Segment 7-3

0 50 100 200 feet



Alberta Parkway - Typical Section

Tuscaloosa FORWARD

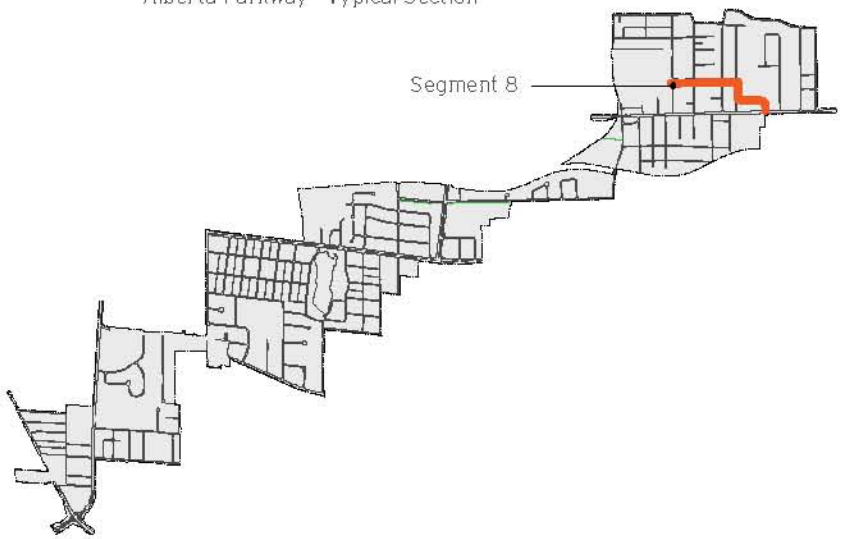
Conceptual Sketch of Alberta Parkway looking East towards Alberta Elementary

CITYWALK SEGMENT 8

FROM 23RD AVENUE TO UNIVERSITY BOULEVARD

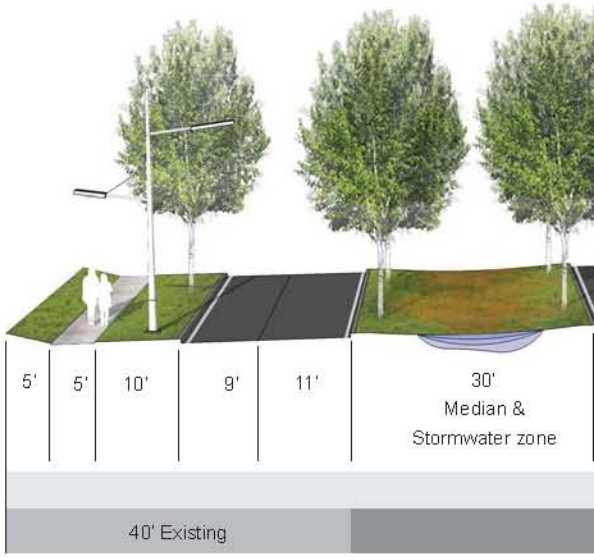
The City Walk route extends to the east on the South side of the proposed Alberta Parkway. It continues down the proposed Parkway until it reaches Alberta Elementary, where branches to the North and South entrances of the school. The South branch then continues to Alberta Park. Alberta Park is the termination of the initial City Walk route, although potential for connections to Leland Shopping Center and areas South of University Boulevard should be explored in the future.

Alberta Parkway - Typical Section



CITY WALK - SEGMENT 1

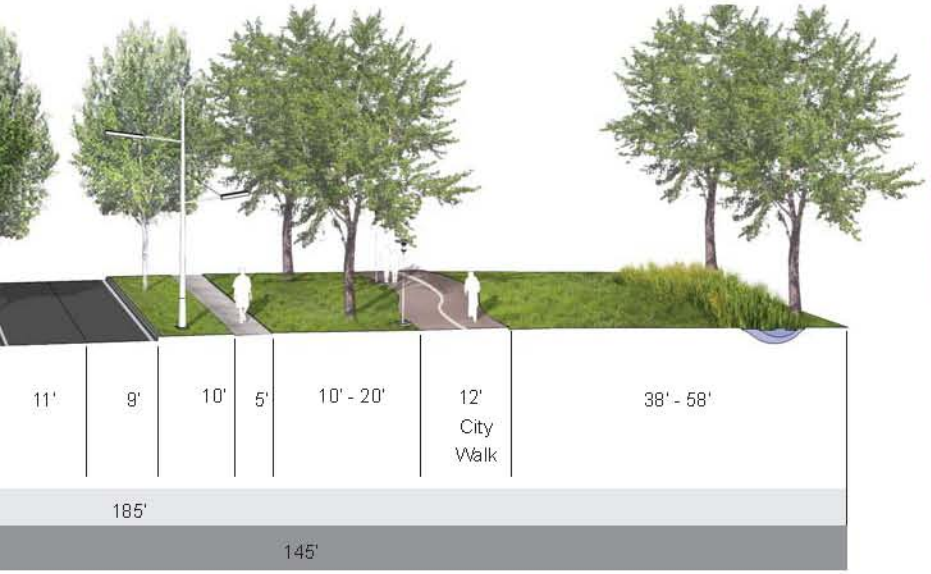
Preliminary Opinion of Cost:
$ 1,650,000



Alberta Parkway - Typical Section

Tuscaloosa FORWARD

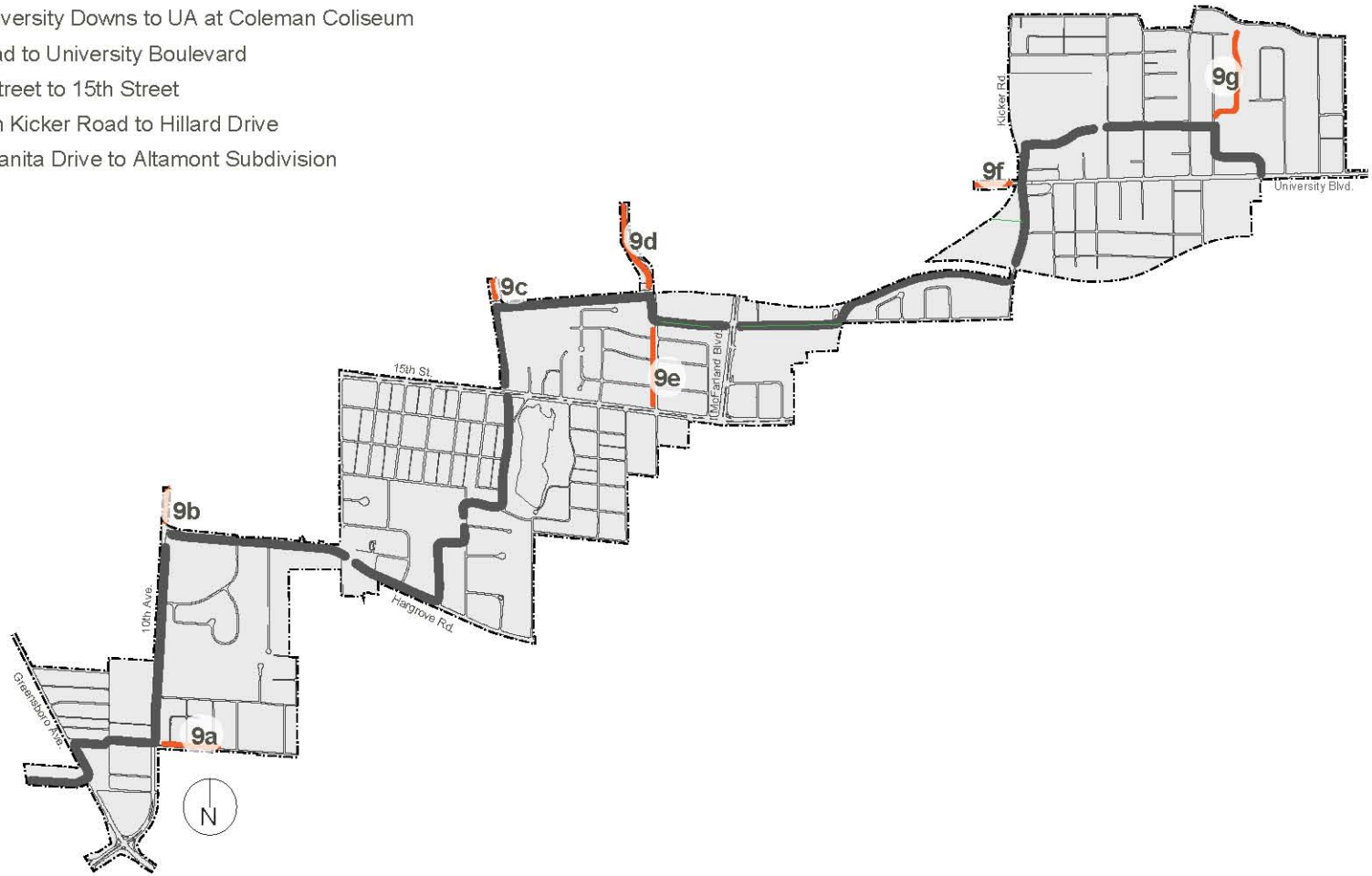

24th Avenue East
25th Ave E
ALBERTA PARKWAY
26th Ave E
Alberta
Elementary
NEW STREET


11'
9'
10'
5'
10' - 20'
12'
City
Walk
38' - 58'
185'
145'

CITYWALK SPUR CONNECTIONS

Long-term expansion of the City Walk beyond the initial alignment has the potential to connect many other areas of Tuscaloosa, including the riverfront, downtown, the university and other neighborhoods. This plan has identified several initial routes that should be further studied.

9. City Walk Spur Connections
   a. 29th Street from 10th Avenue to 8th Avenue
   b. 10th Avenue from Hargrove Road to UA
   c. Across Railroad from University Downs to UA at Coleman Coliseum
   d. Hillard Drive from Railroad to University Boulevard
   e. Hillard Drive from 13th Street to 15th Street
   f. University Boulevard from Kicker Road to Hillard Drive
   g. Alberta Parkway from Juanita Drive to Altamont Subdivision



Preliminary Opinion of Cost:

29TH STREET FROM 10TH AVENUE TO 8TH AVENUE
$ 400,000

10TH AVENUE FROM HARGROVE ROAD TO UA
$ 1,250,000

ACROSS RAILROAD FROM UNIVERSITY DOWNS TO UA
$ 2,500,000

HILLARD DRIVE FROM RAILROAD TO UNIVERSITY BOULEVARD
$ 15,200,000

HILLARD DRIVE FROM 13TH STREET TO 15TH STREET
$ 420,000

UNIVERSITY BOULEVARD FROM KICKER ROAD TO MCFARLAND BOULEVARD
$ 2,300,000

ALBERTA PARKWAY FROM 6TH STREET EAST TO ALTAMONT
$ 300,000

CHAPTER 06:

TECHNOLOGY

TUSCALOOSA ALL METRO INFRASTRUCTURE

Tuscaloosa has the potential to become the sustainable and energy efficiency model of a "Smart Green City" - a prosperous, growing, and livable city where every neighborhood and district is connected via an invisible high speed technology infrastructure.

The proposed Tuscaloosa All Metro Infrastructure (TAMI) is a gig fiber and wireless network that provides, supports, and controls everything from broadband wireless to safety and security cameras to LED lighting.

Tuscaloosa All Metro Infrastructure (TAMI) will create, enhance, and leverages existing assets with the potential to drive rapid innovation in healthcare, education, economic development, energy management, and emergency response. This infrastructure will provide:

- LED lighting for a 30 percent cost-savings for greater lighting levels
- Connection of home and business appliances and equipment to a smart energy management system for increased energy efficiency
- Surveillance and security cameras meant to enhance public safety
- Citywide wireless internet connection to provide greater access for all residents and visitors

TAMI has the ability to spur new business and product innovation, expand opportunities for the growth of existing businesses, reduce energy consumption, and alert citizens to emergencies.

The Technology Chapter of the Generational Plan provides guidance for rebuilding better, smarter, and greener using the latest technology infrastructure as "4th Utility" and leverages existing technology infrastructure and build new networks and systems. The major infrastructure components are: gig fiber, broadband wireless, safety and surveillance cameras, and controlled LED lighting.

COMPONENTS OF TAMI

Municipal Fiber Network Key Initiatives:

Leverage the Existing Fiber

Build New Infrastructure

Extend and Connect

The City of Tuscaloosa has a large investment in a fiber network to meet the needs of TDOT, other departments, and related organizations. The existing fiber was constructed using federal, state and other funding sources.

The plan proposes building a "new" fiber network that covers areas not currently served by the existing fiber network using a variety of funding sources, from grants to public / private investment partnerships.

Connecting the existing and "new" fiber networks will expand the overall fiber coverage and increase connectivity for a wide range of applications and uses. others..

Municipal Wireless Network Key Initiatives:

Access Anywhere – Anytime

Safety and Security

Application Enabler

A municipal wireless network provides the City with a wide a range of connectivity, communications, and collaboration opportunities that meet the needs of citizens, businesses, government agencies, healthcare, education, and more. Cities and regions around the nation are successfully leveraging wireless technologies to better serve community needs.

Unconnected and always available are key features of next generation communications for a 21st Century workforce that is enabled by a wireless network. A municipal wireless network provides access anywhere, anytime for city employees and others which enhance the delivery of government services.

It is recommended that the City of Tuscaloosa build "wireless" network that compliments the existing and "new" fiber networks and enables a host of wireless applications. The City should also build the municipal wireless network with a major focus on "Safety and Security".

The wireless network will allow the "easy and on demand" placement and monitoring of video surveillance cameras and alarm detection devices in appropriate areas to handle emergency situations.

Overall Key Initiatives:

The "wireless and fiber network" will serve as an enabler and driver for deployment and use of wide variety of existing and new applications. Typical applications could include the following:

Public Wi-Fi "Access Zone" in along the City Walk and in Parks

Improved Communications

Wider Availability of Government Services (Web Based)

Video Surveillance Cameras

Installed on City Walk, in Parks and other Areas

Monitors Targeted Areas

Leverage Available Resources

Digital Signage

Emergency Notification

Way and Event Finding and Announcements

More Access To Information – Anytime / Anyplace

LED Lighting – Wireless Control

More Light in Key Places

Lower Overall Operating Cost

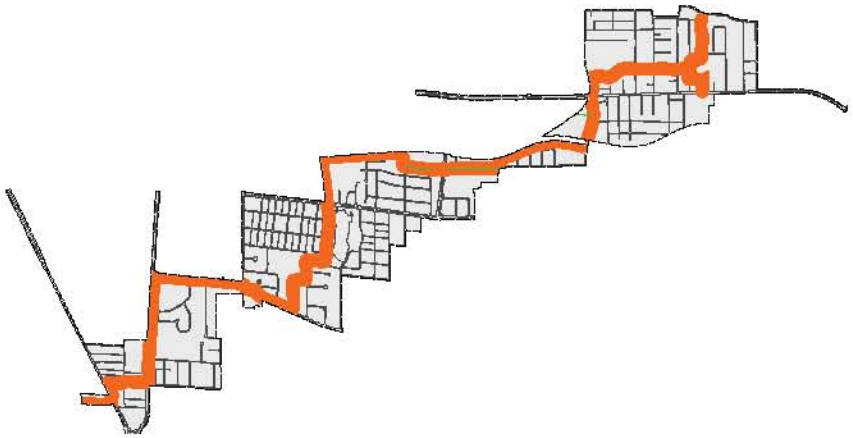
Emergency Notification

Preliminary Opinion of Cost

The following are high level cost projections for fully implementing the different technologies proposed; gig fiber and conduit duct bank, wireless broadband network, video surveillance and security cameras, digital signage, LED lighting, and central management and operations hardware / software for all technologies. After more detail design and engineering, the cost projections can be adjusted based on specific route conditions and connection points.

Description	Cost Projections*
Harmon Park To Hargrove Road	$1,040,000
10th Ave to Hackberry Lane	$550,000
Hackberry Lane To University Place	$550,000
University Place to 15th Street	$590,700
15th Street to McFarland Blvd	$1,180,500
McFarland Blvd to Kicker Road	$785,000
Kicker Road to 23rd Ave	$625,000
23rd Ave to University Blvd	$1,400,000

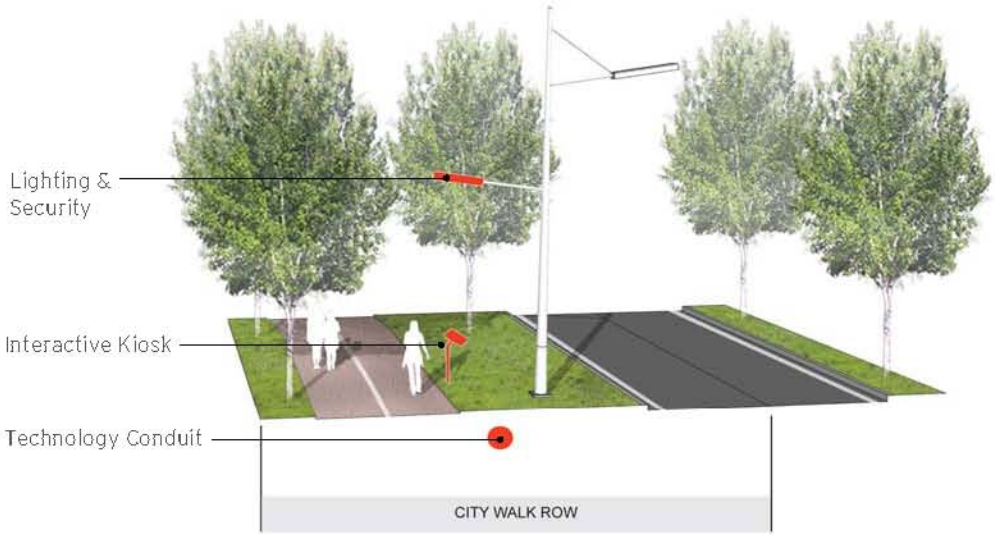
*Projections include all technologies, installation, design, and fees.



TAMI INTEGRATION

TAMI has the potential to be incorporated into many of the infrastructure projects outlined in this plan. As a major corridor and connector of neighborhoods and facilities, the City Walk in particular presents a critical opportunity for the creation of a Technology ROW, where conduit and other components can be installed that will allow the City maximum flexibility in adapting to future technology demands

In addition to creating a network that serves facilities throughout Tuscaloosa, this Technology ROW can be utilized on the City Walk path in the form of digital informational kiosks and signage, ambient and safety lighting and security cameras.



CHAPTER 07:

STREETS

STREETSCAPE IMPROVEMENTS

The improvement of major streetscape corridors and the enhancement of connectivity between neighborhoods were major themes in the Tuscaloosa Forward Plan. Detailed analysis and investigation of existing road infrastructure has led to the creation of a Streetscape Matrix which describes in detail critical proposed improvements on streets throughout the recovery area. Appendix 01 includes detailed opinion of cost for the key street projects in the plan area.

E. STREETS

1. 29th Street (City Walk) [11th Ave. to 10th Ave.]
2. 29th Street [10th Ave. to 6th Ave.]
3. 8th Avenue
4. 7th Avenue
5. 10th Avenue [31st St. Hargrove Rd.]
6. 10th Avenue [Hargrove Rd. to 15th St.]
7. Hargrove Road [10th Ave. to Hackberry Ln.]
8. Hargrove Road [Hackberry Ln. to 1st Ave.]
9. 2nd Avenue/University Place Drive
10. 1st Avenue [University Place Dr. to Hargrove Rd.]
11. 1st Avenue (City Walk) [University Place Dr. to Fernwood St]
12. Realignment of Prince Avenue and 1st Avenue
13. Fernwood Street (City Walk)
14. Lake Avenue (City Walk)
15. Lake Avenue (City Walk)
16. 15th Street
17. 15th Street East
18. Dr. Edward Hillard Drive [15th St. to 13th St.]
19. Dr. Edward Hillard Drive (City Walk) [Railroad to 13th St.]
20. 13th Street East [Hillard Dr. to McFarland] (City Walk)

21. McFarland Boulevard
22. 13th Street East (City Walk) [McFarland to 12th Ave. E]
23. Kicker Road [13th St. to Railroad]
24. Kicker Road (City Walk) [Railroad to Alberta Parkway)
25. Kicker Road [Alberta Parkway to 6th St. E]
26. 10th Street East
27. University Boulevard [Kicker Rd. to 29th Ave. E]
28. Alberta Drive
29. 24th Avenue East [10th St. E to University Blvd.]
30. 23rd Avenue East
31. 24th Avenue East [University Blvd. to 5th St. E]
32. 25th Avenue East
33. Realignment of 25th Avenue and 26th Avenue
34. 5th Street East from 23rd Avenue East to 25th Avenue East
35. 7th Street East (Alberta Pkwy) [Kicker Rd. to 23rd Ave. E]
36. 7th Street East (Alberta Pkwy) [23rd Ave. E to 26th Ave. E]
37. Juanita Drive (29th Avenue East) [University Blvd. to 8th St./New Road]
38. Juanita Drive (29th Avenue East) [8th St./New Road to 5th St.]
39. Juanita Drive (Loop/28th Avenue East)
40. 6th Street East [24th Ave. E to 26th Ave. E]
41. University Boulevard [Kicker Rd. to McFarland Blvd.]
42. 6th Street East [26th Ave. E to 29th Ave. E]
43. 8th Street/New Road [29th Ave. E to 25th Ave. E]
44. 8th Street/New Road [25th Ave. E to 23rd Ave. E]
45. 6th Street East [Kicker Rd. to 23rd Ave. E]

MATRIX OF STREETSCAPE IMPROVEMENTS

Existing Street Data											
Street Name	From	To	ROW Width (Avg Ft)	Length (LF)	Conc. Paving, Good	Conc. Paving, Poor	Asph. Paving, Good	Asph. Paving, Poor	Curb & Gutter, Good	Curb & Gutter, Poor	Valley Curb, Good
7th Street East (Alberta Pkwy)	23rd Avenue East	26th Avenue East	40	1,425							
29th Street (CityWalk)	11th Avenue	10th Avenue	50	607				x			
29th Street	10th Avenue	Hackberry Lane	65	2,658				X			
27th Street	10th Avenue	7th Avenue	50	1,153				X			
9th Court & 28th Street	29th Street	9th Avenue	30	620				X			
9th Avenue	29th Street	27th Street	25	674				X			
8th Avenue	29th Street	27th Street	50	679				X			
7th Avenue	29th Street	27th Street	50	683				X			
10th Avenue (CityWalk)	29th Street	Hargrove Road	100	3,035			x		x		
Windsor road	10th Avenue	Hargrove Road	50	1,695				X	X		
Stratford Drive	Windsor Drive	Windsor Drive	50	2,063				X	X		
Glenwood Avenue	cul-de-sac	Hargrove Road	50	1,521				X		X	
Hargrove Road (CityWalk)	10th Avenue	Hackberry Lane	63	2,519							
Hargrove Road	Hackberry Lane	3rd Court	65	960				X	X		
Hargrove Road	3rd Court	1st Avenue	65	1,015			X			X	
21st Street	Hackberry Lane	3rd Court	50	918			X		X		
20th Street	Hackberry Lane	3rd Court	50	1,013			X		X		
4th Court	Hargrove Road	21st Street	50	320			X		X		
3rd Court	Hargrove Road	CityWalk	50	182			X		X		
3rd Court	21st Street	20th Street	50	316			X		X		
2nd Avenue (CityWalk)	Hargrove Road	cul-de-sac	50	934				X		X	
1st Avenue	Hargrove Road	CityWalk	50	1,028				X	X		
1st Avenue (CityWalk)	CityWalk	Fernwood Street	70	530							
Fernwood Street (CityWalk)	1st Avenue	Lake Avenue									
Hackberry Lane	Hargrove Road	20th Street	45	331				X		X	
4th Avenue	20th Street	18th Street	65	698				X		X	
18th Street	4th Avenue	1st Avenue	70	1,084				X		X	
17th Street	4th Avenue	Lake Avenue	70	1,520			X		X		
16th Street	4th Avenue	Lake Avenue	70	1,519				X	X		
4th Avenue	18th Street	15th Street	65	1,339				X	X		
3rd Avenue	18th Street	15th Street	65	1,342				X	X		
2nd Avenue	18th Street	15th Street	65	1,345				X	X		
1st Avenue	18th Street	15th Street	65	1,311				X	X		
Lake Avenue (City Walk)	Fernwood Street	18th Street	65	291				X	X		
Lake Avenue (CityWalk)	18th Street	16th Street	65	892							
Lake Avenue	16th Street	15th Street	65	455				X			
19th Street	1st Avenue	2nd Avenue East	45	959				X	X		
19th Street East	2nd Avenue East	Forest Lake Drive	50	478			X			X	
18th Street East	Forest Lake Drive	4th Avenue East	50	402			X		X		
17th Street East	Forest Lake Drive	5th Avenue East	50	716				X	X		
16th Street East	Forest Lake Drive	5th Avenue East	50	787				X	X		
Forest Lake Drive	19th Street East	15th Street East	50	1,707				X	X		
4th Avenue East	18th Street East	15th Street East	50	1,084				X		X	
5th Avenue East	17th Street East	15th Street East	25	710				X			
15th Street	4th Avenue	Lake Avenue	100	1,694			X		X		

						Proposed Improvements													
Valley Curb, Poor	Sidewalk, One Side	Sidewalk, Two Sides	Storm Sewers	Utilities, Overhead	Utilities, Under-ground	Acquire ROW, Easment	Pavement Widening Required	Pavement, Overlay and Widen	Pavement, Overlay Only	Pavement, Replace	Curb & Gutter, Replace	Curb & Gutter, New	Valley Curb, Replace	Valley Curb, New	Sidewalk Required, One Side	Sidewalk Required, Two Sides	Storm Sewer, Upgrade	Storm Sewer, New	Utilities, Underground
						x										x	x		x
							x	x				x				x	x		
				X			X	X				X						X	
				X			X	X				X						X	
				X		X	X	X				X						X	
				X		X	X	X				X						X	
				X			X	X				X						X	
				X			X	X				X						X	
		x																	
			X	X					X								X		
			X	X					X								X		
			X	X					X		X						X		
			X	X					X						X		X		
			X	X					X		X				X		X		
			X	X					X										
			X	X					X										
			X	X					X										
			X	X					X										
			X	X					X										
			X	X					X		X								
			X	X					X						X		X		
			X	X					X		X				X				
			X	X					X		X								
			X	X					X		X								
			X	X					X										
			X	X					X										
			X	X			X	X				X			X				X
			X	X			X	X				X			X				X
			X	X			X	X				X			X				X
			X	X			X	X				X			X				X
			X	X			X	X				X			X				X
				X					X			X			X			X	X
			X	X					X								X		
			X	X					X		X						X		
			X	X					X										
			X	X					X										
			X	X					X		X	X					X	X	
			X	X					X						X				X
			X	X					X		X						X		
				X		X	X	X				X						X	
	X	X	X	X					X						X				X

Existing Street Data											
Street Name	From	To	ROW Width (Avg Ft)	Length (LF)	Conc. Paving, Good	Conc. Paving, Poor	Asph. Paving, Good	Asph. Paving, Poor	Curb & Gutter, Good	Curb & Gutter, Poor	Valley Curb, Good
15th Street East	Lake Avenue	McFarland Boulevard	100	2,686			X		X		
3rd Avenue East	cul-de-sac	13th Place East	50	290			X		X		
3rd Avenue East	13th Place East	cul-de-sac	50	692			X		X		
4th Avenue East	15th Street East	14th Place East	50	310			X		X		
4th Avenue East	14th Street East	13th Place East	50	728			X		X		
Dr. Edward Hillard Drive	15th Street East	CityWalk	60	1,287			X		X		
Dr. Edward Hillard Drive (CityWalk)	13th Street East	Railroad	60	771							
7th Avenue East	15th Street East	13th Place East	50	956				X		X	
14th Place East	terminus	4th Avenue East	50	564			X		X		
14th Place East	4th Avenue East	Dr. Edward Hillard Drive	50	765			X		X		
14th Place East	Dr. Edward Hillard Drive	7th Avenue East	50	717				X		X	
14th Street East	4th Avenue East	Dr. Edward Hillard Drive	50	773			X			X	
14th Street East	Dr. Edward Hillard Drive	7th Avenue East	50	714			X		X		
13th Place East	3rd Avenue East	Dr. Edward Hillard Drive	50	1,208			X		X		
13th Place East	Dr. Edward Hillard Drive	7th Avenue East	50	750				X			
13th Street East	Dr. Edward Hillard Drive	McFarland Boulevard	60	1,051				X	X		
15th Street	McFarland Boulevard	10th Avenue East	115	1,030			X		X		
McFarland Boulevard	15th Street	Railroad Bridge	190	1,687			X		X		
Eastwood Avenue/10th Avenue East	McFarland Boulevard	15th Street	40	1,225				X			
13th Avenue East	15th Street East	13th Street East	50	1,333				X		X	
Lynwood Park	cul-de-sac	13th Avenue East	50	572				X		X	
13th Street East (CityWalk)	McFarland Boulevard	12th Court East	60	1,418							
13th Street East	12th Court East	Kicker Road	50	2,388			X		X		
13th Avenue East	13th Street East	12th Street East	50	217			X		X		
12th Street East	13th Avenue East	cul-de-sac	50	337			X		X		
14th Avenue East	13th Street East	cul-de-sac	50	306			X		X		
16th Avenue East	13th Street East	12th Street East	50	399			X		X		
12th Street East	16th Avenue East	17th Avenue East	50	275			X		X		
17th Avenue East	13th Street East	12th Street East	50	418			X		X		
Kicker Road	13th Street East	Railroad (CityWalk)	50	601				X			
Kicker Road (CityWalk)	CityWalk/Railroad	CityWalk/Unnamed road South Jaycee Park	45	1,924							
Kicker Road	CityWalk/Unnamed road South Jaycee Park	6th Street East	30	1,039				X			
10th Street East	Kicker Road	26th Avenue East	40	2,468				X			
University Boulevard	Kicker Road	29th Avenue East	80	3,675	X		X		X		
21st Avenue East	Railroad	University Boulevard	30	1,319				X			
22nd Avenue East	cul-de-sac	University Boulevard	35	1,187				X		X	
23rd Avenue East	cul-de-sac	University Boulevard	40	1,225				X			
6th Street East	19th Avenue East	cul-de-sac	22	1,048				X			
Alberta Drive	10th Street East	University Boulevard	50	550				X			
24th Avenue East	cul-de-sac	University Boulevard	30	558				X			
25th Avenue East	11th Street East	University Boulevard	40	1,088				X			
23rd Avenue East	University Boulevard	5th Street East	40	1,746				X			
24th Avenue East	University Boulevard	5th Street East	40	1,764				X			
25th Avenue East (new alignment)	University Boulevard	4th Street East	45	1,781			X		X		
5th Street East	23rd Avenue East	cul-de-sac	45	951				X			
Juanita Drive	University Boulevard	New 8th Street East	40	316				X			

						Proposed Improvements													
Valley Curb, Poor	Sidewalk, One Side	Sidewalk, Two Sides	Storm Sewers	Utilities, Overhead	Utilities, Under-ground	Acquire ROW, Easment	Pavement Widening Required	Pavement, Overlay and Widen	Pavement, Overlay Only	Pavement, Replace	Curb & Gutter, Replace	Curb & Gutter, New	Valley Curb, Replace	Valley Curb, New	Sidewalk Required, One Side	Sidewalk Required, Two Sides	Storm Sewer, Upgrade	Storm Sewer, New	Utilities, Underground
	X	X	X	X					X						X				X
			X	X					X										
			X	X					X										
			X	X					X										
			X	X					X										
			X	X					X						X				X
X			X	X			X	X			X						X		
			X	X					X										
			X	X					X										
			X	X					X		X						X		
			X	X					X		X								
				X				X				X						X	
			X	X					X										
X			X	X					X				X				X		
	X		X	X					X			X					X		X
		X	X	X					X										X
	X	X	X	X					X						X				X
X			X	X					X				X						
			X	X					X		X								
			X	X					X		X								
			X	X					X						X				X
			X	X					X										
			X	X					X										
			X	X					X										
			X	X					X										
			X	X					X										
			X	X					X										
				X			X		X			X			X			X	X
				X			X		X			X			X			X	X
				X			X	X				X			X			X	X
		X	X	X					X										X
				X		X	X	X				X						X	
			X	X		X	X	X				X						X	
				X			X	X				X						X	
				X		X	X	X				X						X	
				X		X	X	X				X						X	
				X		X	X	X				X						X	
				X		X	X	X				X						X	
				X			X	X				X						X	
	X		X	X		X													X
				X		X	X	X				X						X	
				X		X	X	X				X						X	

Existing Street Data											
Street Name	From	To	ROW Width (Avg Ft)	Length (LF)	Conc. Paving, Good	Conc. Paving, Poor	Asph. Paving, Good	Asph. Paving, Poor	Curb & Gutter, Good	Curb & Gutter, Poor	Valley Curb, Good
Juanita Drive	New 8th Street East	6th Street East	40	730				X			
Juanita Drive (Loop)	6th Street East	6th Street East	40	1,536				X			
10th Street East	14th Avenue East	17th Avenue East	50	1,127				X		X	
University Boulevard	The Highlands	Kicker Road	90	2,253	X				X		
14th Avenue East	10th Street East	University Boulevard	50	966				X		X	
16th Avenue East	10th Street East	University Boulevard	60	730				X			
17th Avenue East	10th Avenue East	University Boulevard	60	594				X		X	

						Proposed Improvements													
Valley Curb, Poor	Sidewalk, One Side	Sidewalk, Two Sides	Storm Sewers	Utilities, Overhead	Utilities, Under-ground	Acquire ROW, Easment	Pavement Widening Required	Pavement, Overlay and Widen	Pavement, Overlay Only	Pavement, Replace	Curb & Gutter, Replace	Curb & Gutter, New	Valley Curb, Replace	Valley Curb, New	Sidewalk Required, One Side	Sidewalk Required, Two Sides	Storm Sewer, Upgrade	Storm Sewer, New	Utilities, Underground
				X		X	X	X				X						X	
				X		X	X	X				X						X	
			X	X					X		X						X		
	X		X	X											X				X
X			X	X					X		X		X				X		
X			X	X					X				X				X		
			X	X					X		X						X		