

Rural Transportation in South Central Alabama

A Summary of the 2007 South Central Alabama Rural Transportation Consultation Process

Program Purpose

Create a rural transportation stakeholder organization with the purpose of establishing a continuous and on-going rural transportation planning process that will aid in the identification of transportation needs and issues of nonmetropolitan areas of the South Central Alabama Region.

Under an agreement with the Alabama Department of Transportation (ALDOT), the South Central Alabama Development Commission (SCADC) has conducted a rural transportation consultation process for the 2006-2007 fiscal year. The study area for the South Central Alabama Rural Transportation Consultation Process included the six counties served by the SCADC, in their entirety: Bullock, Butler, Crenshaw, Lowndes, Macon and Pike Counties. There are no urban areas in these counties.

As a part of the compliance process with new federal legislation and regulations, known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the ALDOT is making a strong effort to include rural transportation planning as a part of the overall Statewide Transportation Planning Process. ALDOT has initiated contracts with each of the 12 regional planning commissions in Alabama to conduct either a rural transportation consultation process or to establish a Rural Planning Organization (RPO), similar to the Metropolitan Planning Organizations (MPOs) that serve urban areas.

This document is a summary of the Rural Transportation Consultation Process that was conducted in the South Central Alabama Region from October 1, 2006 through September 30,



2007. As stated above, the goal of the process was, and continues to be, the identification of rural transportation needs and issues by local citizens. To facilitate this process, the SCADC conducted two rounds of countywide stakeholder meetings in each of the six counties of the region. A presentation was made at the meetings that provided information regarding the purpose of the rural transportation consultation process, local demographic information, local traffic and transportation data, and traffic accident data. Following the presentations, citizens were given a comment form and asked to list local transportation needs and issues in the following four categories:

- ♦ Single-most important transportation issue to be addressed in the county;
- ♦ Road and bridge improvements that are needed in the county;
- ♦ Transportation safety issues in the county; and
- ♦ Transportation service needs that are not currently being met.

The needs and issues found in this report are a direct result of the countywide stakeholder meetings. All rural transportation needs and issues

that were identified by citizens are included in each county list. No analysis or ranking of the identified needs and issues has been incorporated into the lists in this report.

To conclude the Fiscal Year 2007 South Central Alabama Rural Transportation Consultation Process, the South Central Alabama Development Commission has produced four documents that have been submitted for review to the Alabama Department of Transportation. These documents are:

- ♦ South Central Alabama Rural Transportation Consultation Process Summary Document, 2007;
- ♦ South Central Alabama Rural Transportation Consultation Process Long Range Recommendations Report, 2007;
- ♦ South Central Alabama Rural Transportation Consultation Process Transportation Needs and Issues Report, 2007; and
- ♦ South Central Alabama Rural Transportation Consultation Process Record of Public Involvement Report, 2007

These documents are available online at www.scadc.state.al.us.

SCADC Rural Transportation Consultation
Process Citizen Comments

County (Required): _____

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____

E-Mail: _____

Provision of contact information is optional, except for the county. Contact information will be used to expand the rural transportation stakeholder list and for clarification of comments.

1. Have you previously heard of the SCADC Rural Transportation Consultation Process? ___ Yes ___ No If so, where? _____
2. Have you previously attended a county stakeholder meeting for the SCADC Rural Transportation Consultation Process?
_____ Yes _____ No
3. Do you feel that a statewide rural transportation program would be helpful in addressing local transportation needs and issues?
_____ Yes _____ No
4. Would you be willing to attend future rural transportation countywide stakeholder meetings to further identify transportation needs and issues in your county? _____ Yes _____ No
5. What do you feel is the single-most most important transportation issue that needs to be addressed in your county?

6. List road and bridge improvements that need to be addressed in your county. Provide detailed location information.
 - (1.) _____
 - (2.) _____
 - (3.) _____
 - (4.) _____
7. List transportation safety issues of which your are aware that need to be addressed in your county. Provide location information.
 - (6.) _____
 - (7.) _____
 - (8.) _____
 - (9.) _____
8. List transportation service needs that are not currently being met in your county.
 - (10.) _____
 - (11.) _____
 - (12.) _____
9. Would you be willing to serve on a County Rural Transportation Advisory Committee that will meet quarterly? ___ Yes ___ No
10. If you know of someone that needs to be contacted regarding the South Central Alabama Rural Transportation Consultation Process, please provide as much contact information as possible in the spaces below.

Return Survey To:
Rural Transportation Consultation Process
South Central Alabama Development Commission
5900 Carmichael Place, Montgomery, Alabama 36117

Public Involvement in the Rural Transportation Consultation Process

A public involvement process was established to encourage participation by citizens, agencies and organizations in the South Central Alabama Rural Transportation Consultation Process. For the 2007 fiscal year, the process included making initial contact with all local governments to make them aware of the rural transportation consultation process; formation of the South Central Alabama Rural Transportation Steering Committee; conducting two steering committee meetings; preparation and adoption of Steering Committee Guiding Principles; preparation and adoption of a Public Involvement Plan; identification of rural transportation stakeholders in each of the six counties in the South Central Alabama region; and conducting two countywide stakeholder meetings in each county.

The public involvement process is structured so that information and comments gathered at the countywide stakeholder meetings can be assimilated and reviewed by the South Central Alabama Rural Transportation Steering Committee. To ensure fair and equal representation, the Steering Committee is comprised of representatives from each county (a county commissioner, an elected municipal official, and the county engineer), the Sixth and Seventh Divisions of the Alabama Department of Transportation, the executive director of the South Central Alabama Development Commission and the South Central Alabama Aging Director.

Two series of county stakeholder meetings were held in each of the six counties in the South Central region. Meeting notification for the first series of meetings included legal ads in five newspapers, a mail-out to 440 persons, posted meeting notices and a press release sent to all newspapers in the region. Meeting

notification for the second series of meetings included a quarter-page ad in nine newspapers, a mail-out to about 439 stakeholders, posted meeting notices and press releases to all newspapers in the region. The countywide rural transportation stakeholder meetings were open to attendance by all citizens.

The first series of meetings occurred in late February and early March of 2007. The purpose of these meetings was to introduce and provide preliminary information about the Rural Transportation Consultation Process to all citizens and to ask citizens to identify rural transportation needs and issues. Approximately 46 persons attended the meetings and 30 surveys were returned.

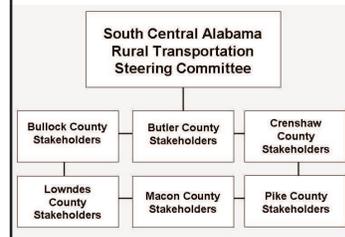
The second round of countywide stakeholder meetings were held during the last week of August and the first week of September of 2007. The purpose of these meetings was to review and update rural transportation needs and issues that had been previously identified and to provide additional rural transportation data and information. Approximately 46 people attended and 43 surveys were returned.

Stakeholder Group Identification

Although it is assumed that all citizens should be interested in their local transportation system, some groups have a stronger interest than others due to a variety of reasons, including the provision of services, commerce, and access to services. The following groups, agencies and organizations were identified as stakeholders and were specifically targeted to participate in the rural transportation process.

- ◆ All Local Governments:
 - ◆ elected officials,
 - ◆ administrative staff
- ◆ Public Health
- ◆ Human Resources
- ◆ Veterans Affairs
- ◆ Extension Service
- ◆ Emergency Management
- ◆ Transportation Providers:
 - ◆ public and private
- ◆ Senior Services
- ◆ Churches and Ministerial Associations
- ◆ Volunteer Fire Departments and Emergency Services
- ◆ Development Authorities
- ◆ Major Employers
- ◆ Chambers of Commerce

South Central Alabama Rural Transportation Consultation Process Committee Structure



Data Collection:

Rural Transportation Users and Facilities

Reports, Data and Maps on the SCADC Website

www.scadc.state.al.us

South Central Alabama Rural Transportation Consultation Process:

- ♦ Program Background
- ♦ Program Purpose
- ♦ Guiding Principles
- ♦ Public Involvement Plan
- ♦ Summary Document, 2007
- ♦ Long Range Recommendations Report, 2007
- ♦ Rural Transportation Needs and Issues Report, 2007
- ♦ Record of Public Involvement Report, 2007

Steering Committee Meetings:

- ♦ Minutes: June 28, 2007
- ♦ Minutes: September 19, 2007

Stakeholder Meetings:

- ♦ Meeting 1 PowerPoint Presentation
- ♦ Meeting 1 Comment Form
- ♦ Meeting 2 PowerPoint Presentation
- ♦ Meeting 2 Comment Form

County Maps and Data:

(Available by County)

- ♦ Population Density Map, 2000
- ♦ Elderly Population by Census Tract, 2000
- ♦ Disabled Population by Census Tract, 2000
- ♦ Poverty by Census Tract, 2000
- ♦ Unemployment by Census Tract, 2000
- ♦ Rural Transportation Identified Needs and Issues Map, 2007
- ♦ Functional Classification, 2007
- ♦ Traffic Volume Increase, 2000 - 2006
- ♦ Workflow Commuting Patterns Map, 2000

A considerable amount of data and maps was gathered, produced and presented to transportation stakeholders during the rural transportation consultation process for the 2006-07 fiscal year. Much of the information was a regional compilation of existing facilities and user characteristics that presented a more accurate picture of transportation weaknesses and strengths in the South Central Alabama region.

Region Demographics

The South Central Alabama Region has a total population of 113,961 persons within its 4,012 square mile boundaries. Population density in the region ranges from 18.7 persons per square mile in Bullock County and 18.8 persons per square mile in Lowndes County to 44.1 persons per square mile in Pike

County.

Of the total population, 14.2 percent is age 65 or older and 27.5 percent of the total population over the age of five are disabled. In the State of Alabama, 16.1 percent of the total population is considered to be economically-disadvantaged by living under the poverty level. By comparison, in the South Central Alabama Region, 25.9 percent of the total population is economically-disadvantaged.

As reported by the 2000 Census, the unemployment rate for the State of Alabama is 3.7 percent. Again, the South Central Alabama Region does not compare well the rest of the state. Although unemployment in Crenshaw County, at 2.9 percent, and in Bullock County, at 3.6 percent, is in line with the State, the unemployment rates in

the remaining four counties range between 5.6 percent to 6.1 percent.

Transportation Network

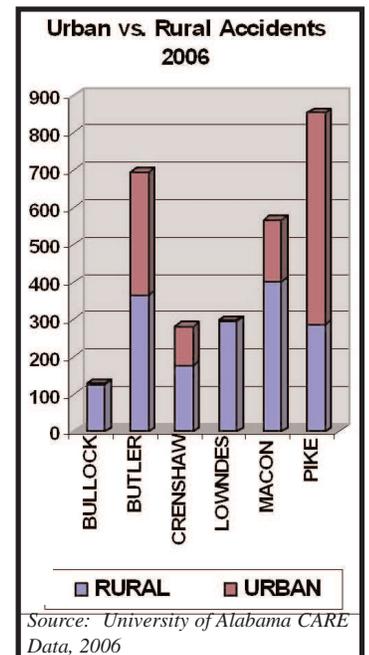
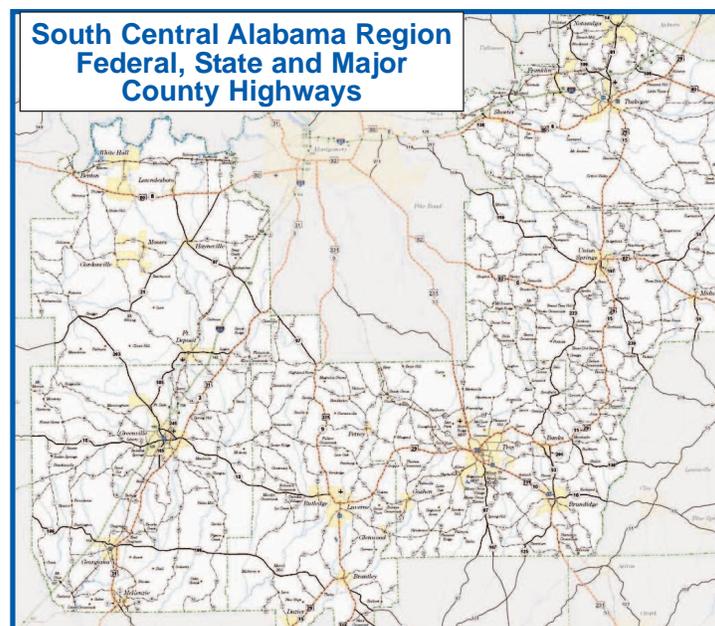
The South Central Alabama Region has a good basic network of highways, both state and federal, including two interstate highways, six U.S. highways, 21 state highways, and numerous paved county roads. Each county in the region has rail service except Crenshaw and Bullock Counties, although the amount of service has significantly decreased over the last decade. Only three railway companies now serve the district and many of the municipalities in the region are not served by rail.

Every county within the district has at least one airport. Most of the airports throughout the region are considered to be adequate with the exception of the Lowndes County airport in Fort Deposit, which is in need of runway improvements. Troy has the second largest civilian facility with no commercial service; but it does have dual runways and a limited use control tower. Moton Field in Tuskegee has recently been awarded funds to lengthen and improve its runway. There is no commercial air service within the South Central region.

South Central Alabama Population and Area by County

County	Population	Land Area
Bullock	11,714	625 square miles
Butler	21,399	777 square miles
Crenshaw	13,665	610 square miles
Lowndes	13,473	718 square miles
Macon	24,105	611 square miles
Pike	29,605	671 square miles
Total	113,961	4,012 square miles

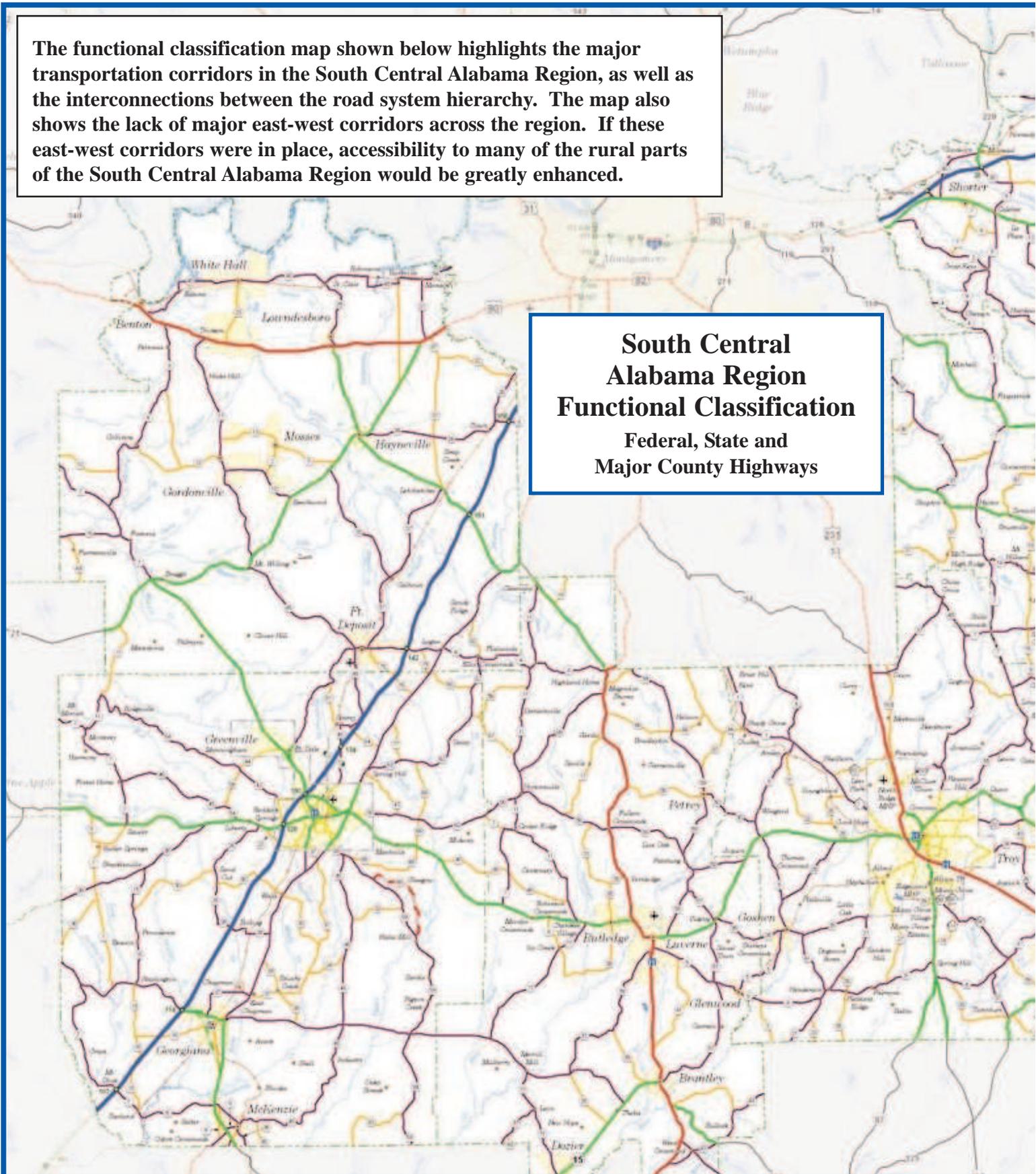
Source: U.S. Bureau of Census, 2000



Funding and Accessibility Are Key Components To Rural Transportation Improvements

The functional classification map shown below highlights the major transportation corridors in the South Central Alabama Region, as well as the interconnections between the road system hierarchy. The map also shows the lack of major east-west corridors across the region. If these east-west corridors were in place, accessibility to many of the rural parts of the South Central Alabama Region would be greatly enhanced.

**South Central
Alabama Region
Functional Classification
Federal, State and
Major County Highways**



ponents



Regional Transportation Issues:

The following is summary of the most transportation issues that were identified by stakeholders during the South Central Alabama Rural Transportation Consultation Process. Because each of these issues were identified in one way or another in each of the counties, they are significant enough to be identified as having regional, as well as local, impact.

- ♦ Increased Regional Accessibility
- ♦ Maintenance and Paving of County Roads
- ♦ Bridge Replacements
- ♦ Increased Local Funding for Road Improvements
- ♦ Improved Transportation Services for High-Need Population Groups
- ♦ Increased Local Funding for Transportation Services
- ♦ Improved Transportation for Healthcare

Stakeholders Identify Most Important Transportation Issues In Their Counties

The following lists of transportation issues were obtained from citizens during County Stakeholder Meetings. The lists do not include the County Engineering Department Work Programs.

BULLOCK COUNTY

- ♦ Better access roads to Union Springs
- ♦ Main connectors between Union Springs and regional job sites...Montgomery, Troy, Columbus, Kia, Hyundai, Auburn/Opelika
- ♦ Transportation service for disabled, senior citizens, and low income for doctor's appointments in Union Springs and out of town if necessary
- ♦ Improved transportation for healthcare
- ♦ Interstate highway running near Union Springs and Midway

BUTLER COUNTY

- ♦ Road improvements
- ♦ More lanes for Greenville Bypass

CRENSHAW COUNTY

- ♦ Resurfacing roads
- ♦ Good roads for seniors
- ♦ Bridge replacements
- ♦ Road resurfacing
- ♦ Availability of public transportation
- ♦ Rural transportation means available
- ♦ Elderly people to be able to get to DHR, grocery store, drug store
- ♦ Senior services
- ♦ Need more vans and better transportation workers
- ♦ 4-laning of US Hwy 331 through Crenshaw County

LOWNDES COUNTY

- ♦ Bridge between Lowndes and Autauga County

MACON COUNTY

- ♦ Matching funds needed to provide to the local transportation system to use to match federal funding
- ♦ Local funding
- ♦ More funding
- ♦ We need more transportation money, more transportation vehicles, and more funds for better roads
- ♦ Funding for citizens to use the current transportation system
- ♦ Healthcare access for low income residents

PIKE COUNTY

- ♦ Maintenance / improvement of existing county infrastructure
- ♦ The maintenance and paving of our county roads. There are many roads in the county that are in serious need of repair and rehabilitation
- ♦ Congestion on US Highway 231 from Wal-Mart Supercenter to intersection at Highway 87 in Troy
- ♦ Funding for rural roads and bridges
- ♦ Outer Loop in Montgomery is highest priority to provide access to Pike County

Stakeholders Identify Long-Term Transportation Needs

The following lists of long-term transportation needs were obtained from citizens during County Stakeholder Meetings. The lists do not include the County Engineering Department Work Programs.

BULLOCK COUNTY

- ♦ Improvement plan for every road and bridge in Bullock County
- ♦ Funding for road improvements
- ♦ On-site visit of all county roads is needed to determine their safety
- ♦ Interstate access

BUTLER COUNTY

- ♦ Widen and resurface

- ♦ Bolling Road from US Hwy 31 to railroad to accommodate industry
- ♦ Add bypass (trucks Highway 31 and CR61) to Interstate 65
- ♦ More funding for major collectors
- ♦ Critical need for additional funding for transportation

- ♦ services; Seek that funding through contributions of the users for services and through grants, if available.

CRENSHAW COUNTY

- ♦ Pave dirt roads
- ♦ Some bridges can't be crossed by school buses - very costly
- ♦ Four lane US

- ♦ Highway 331
- ♦ Replace bridges
- ♦ Increased cost of materials for maintaining roads with no additional revenue
- ♦ Additional gas/fuel tax
- ♦ Additional federal / state funding

LOWNDES COUNTY

- ♦ Bridge between

- ♦ Lowndes and Autauga County

MACON COUNTY

- ♦ All roads in Macon County need to be (fully) paved / repaved

PIKE COUNTY

- ♦ Connection from the NE quadrant of Pike County to US 231 across the Mannings Creek basin

- ♦ Connector from northeast Pike County to Highway 231 and points west
- ♦ Funding for all transportation needs and improvements is critical in Pike County at this time
- ♦ Funding for long-term needs
- ♦ Funding for resurfacing of existing roads

Road Improvements Identified by Stakeholders

The following lists of road improvements and transportation suggestions were obtained from citizens during County Stakeholder Meetings. The lists do not include the County Engineering Department Work Programs.

BULLOCK COUNTY

- ♦ CR23
- ♦ CR3, 5-7 miles after turning off of U.S. Highway 29
- ♦ Old Town Creek Bridge (Peachburg Road)
- ♦ Paving of dirt roads
- ♦ White stripes on the sides of all county roads
- ♦ Bumpers on the center lane of all county roads
- ♦ Narrow bridges between Union Springs and Tuskegee
- ♦ Widen Highway 82
- ♦ Widen Highway 110
- ♦ Improve Highway 29 North & South
- ♦ Streets need to be widened and paved in all areas
- ♦ Pave CR101 from CR47 to US Hwy 82
- ♦ Resurface CR34 from Highway 51 to CR35
- ♦ Resurface CR47 from AL Hwy 51 to Barbour County
- ♦ All county roads should have white lines and center line reflectors and safety rumbles on all state and federal highways
- ♦ More direct route to Auburn / Opelika

BUTLER COUNTY

- ♦ Add more lanes to Greenville Bypass

- ♦ Widen and resurface Cahaba Road to Cambrian Ridge
- ♦ Construct Georgiana Bypass (designed already)
- ♦ 4-lane East Commerce St (Hwy 10) from Bypass Road (Hwy 245) to Honoraville Road
- ♦ 4-lane Greenville Bypass Road (Hwy 245) to East Commerce Street (Hwy 10)
- ♦ 98 percent of all Greenville roads need milling before repaving - very costly
- ♦ Inadequate drainage throughout Greenville due to small pipes -- three places on Highway 10: Magnolia Cemetery, Hudson's Funeral Home, and near the Beeland Street intersection
- ♦ Inadequate drainage on the line flowing under Overlook Road, Overlook Lane and under the CSX RR, causing recurring flooding
- ♦ Widen and replace Persimmon Creek bridge on E. Commerce St. (Hwy 10)
- ♦ Widen and replace bridge on Greenville

- ♦ Bypass Road (Hwy 245)

- ♦ Maye Road needs to be paved
- ♦ Logging and log trucks cause road corrosion
- ♦ Home owners' insurance is high because roads are not paved
- ♦ Save money by paving and eliminating road scraping

CRENSHAW CO.

- ♦ 4-Lane US Hwy 331 through Crenshaw County
- ♦ Pave dirt roads
- ♦ Resurface CR11 between CR7 and CR56
- ♦ Bridge weight restriction on CR6, east of CR41
- ♦ Bridge weight restriction on CR6, east of CR57
- ♦ Widen and resurface CR40 between CR11 and Butler County
- ♦ Widen and resurface CR59 between Luverne and Bradleyton
- ♦ CR39 (Mt. Ida Road) needs road improvement
- ♦ Some bridges need upgrading so truck will not exceed

- ♦ weight limit
- ♦ Road and bridge improvements have been addressed by the county and do not appear to be the major issue as transportation would be and would not be a hindrance is transportation is made available.

- ♦ Highway 35 - south of Rutledge - centerlines are very dim and it is very rough road, especially on the edge of the road
- ♦ CR54
- ♦ CR11 from Ricky McGough to Centeridge
- ♦ CR54-Daniel Church to CR5-Mayweather Trail
- ♦ The farm-market road program should be reinstated
- ♦ Resurface CR7 between CR40 and CR50 - Butler/Crenshaw County line
- ♦ Widen and Resurface CR31
- ♦ Replace bridge on Oliver Myers Road
- ♦ Resurface R43
- ♦ Widen and resurface Fulton Avenue in Brantley
- ♦ Bridge on CR66
- ♦ Bridge Replacement

- ♦ on Mt. Ida Road that belongs to City of Luverne
- ♦ Highway 189

LOWNDES COUNTY

- ♦ Pave road to development along river so that they can grow
- ♦ Replace bridge on CR17

MACON COUNTY

- ♦ CR45 in the Spring Hill community
- ♦ CR56 in the Wallace community
- ♦ AL Hwy 81
- ♦ Bridgework and completion of surfacing on CR75 near CR54
- ♦ Complete black top on AL Hwy 81
- ♦ Road improvements
- ♦ CR60 (St. John Road)
- ♦ Replace bridge on CR45
- ♦ CR56, off AL Hwy 199
- ♦ Rabbit Lane, of CR44
- ♦ Off CR45 in front of Spring Hill Church
- ♦ Road at the end of CR18
- ♦ Railroad overpass -- CR54 and AL Hwy 81
- ♦ Road Improvement
- ♦ CR57 road improvement (potholes)

PIKE COUNTY

- ♦ Grade, drain, base and pave CR2228 from CR2225 to AL Hwy 87/167
- ♦ Many bridges are in serious need of replacement:
- ♦ Olustee Creek Bridge - CR1101
- ♦ Burned out bridge road bridge - CR2228
- ♦ Add a connector road from light at Lowe's in Troy to Enzer Road to divert some traffic going to Highway 87 off of the most congested section of US Highway 231.
- ♦ Complete the Outer Loop in Montgomery County to give Pike County and other South Alabama counties better and faster access to Interstates 65 and 85. This would help Southeast Alabama be more competitive in economic development.
- ♦ Repair severe drop-off from side of road on CR3316 (formerly CR6)
- ♦ Repair and repave County Road 1 (Henderson Hwy) due to truck traffic and breakdown of roadway

Transportation Safety Issues Identified by Stakeholders

The following lists of transportation safety issues were obtained from citizens during County Stakeholder Meetings. The lists do not include the County Engineering Department Work Programs.

<p>BULLOCK CO.</p> <ul style="list-style-type: none"> ♦ County roads that do not meet state requirements for 2-lane roads ♦ Bus travel on dirt roads ♦ Location of stop signs on county roads that intersect State roads is too far back ♦ Reduce speed limit on US Hwy 29 and US Hwy 82 entering Union Springs ♦ Narrow bridges on AL Hwy 110 ♦ Safety rails needed on bridges on AL Hwy 110 ♦ Narrow bridges on Highway 82 ♦ Safety rails needed on bridges on US Hwy 82 ♦ Turns going into city on US Hwy 82 need lights and better directions ♦ CR47 from CR34 to AL Hwy 51 is impassable ♦ Ensure that all county road junctions and 	<p>proper speed limits are posted</p> <ul style="list-style-type: none"> ♦ Ensure that all county road curve signs are in place ♦ Ensure that all safety rails are in place on all county road bridges ♦ Place weight limit signs on all county roads; enforcement ♦ Install flashing stop lights and stop signs at intersections of all county roads and state and federal highways <p>BUTLER COUNTY</p> <ul style="list-style-type: none"> ♦ Repainting line on Halso Mills Road ♦ Reconsider speed limit on Halso Mills Road ♦ Improve intersection of AL Hwy 185 and US Hwy 31 ♦ Widen bridge on Manningham Road over Interstate 65 ♦ 16 bridge structures need improvement ♦ Redo traffic control 	<p>at I-65, Greenville Bypass and Hwy 185</p> <p>CRENSHAW CO.</p> <ul style="list-style-type: none"> ♦ Narrow county roads are difficult in places for two vehicles to meet ♦ Busses crossing / detoured around unsafe bridges because they are beyond weight limits ♦ Potholes due to lack of funds for resurfacing ♦ Some bridges need upgrading so truck will not exceed weight limit ♦ Need red light in front of McDonald's and Fred's on Highway 331 ♦ Need red light at North Hospital entrance on Highway 331 ♦ Speed needs to be 35 mph during school hours on Highway 331 South just past Rite-Aid, going south 	<ul style="list-style-type: none"> ♦ Make AL Hwy 189 safer ♦ Weight restricted bridges cause school bus detours and hinder economic development ♦ Improvement of rural roads and bridges for improving response time of emergency vehicles <p>LOWNDES CO.</p> <ul style="list-style-type: none"> ♦ <i>No safety issues were identified by stakeholders in Lowndes County.</i> <p>MACON COUNTY</p> <ul style="list-style-type: none"> ♦ Roads not wide enough to meet another vehicle safely ♦ Busses not allowed to travel some roads during rain ♦ Busses cannot turn around due to small roads ♦ Appliance / furniture dumping on road sides ♦ Washing of dirt roads after rains 	<ul style="list-style-type: none"> ♦ Poor enforcement of speeding laws ♦ Macon County has 22 bridge structures that have a sufficiency rating less than 50 and need replacement. These structures are posted to prohibit certain vehicles from crossing the structures. This restricts traffic flow in Macon County and hinders economic development, industry and the removal of natural resources. These bridges are scattered throughout the county. There are very few areas in the county that are not affected by these substandard bridges. <p>PIKE COUNTY</p> <ul style="list-style-type: none"> ♦ Increased truck traffic on CR3316 (formerly CR6) due to Wal Mart 	<p>Distribution Center</p> <ul style="list-style-type: none"> ♦ Numerous roads need to be rehabilitated for safety concerns ♦ Pike County has approximately 65 bridge structures that have a sufficiency rating less than 50 and need replacement. These structures are posted to prohibit certain vehicles from crossing the structures. This restricts traffic flow in Pike County and hinders economic development, industry and agriculture (including the timber industry). These bridges are located at various stream crossings around Pike County. There are very few areas in the county that are not affected by these bridges. ♦ Funding for safety improvements
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Unmet Transportation Needs Identified by Stakeholders

The following lists of unmet transportation needs were obtained from citizens during County Stakeholder Meetings. The lists do not include the County Engineering Department Work Programs.

<p>BULLOCK COUNTY</p> <ul style="list-style-type: none"> ♦ Bus Service ♦ Only transportation service is ambulance and to senior citizen sites in Midway and Union Springs ♦ Private and public transportation for hospital, doctor appts ♦ No public transportation is available other than to serve elderly ♦ Bus transportation between Union Springs and Midway; Midway and Eufaula; Midway and Troy; Midway to Montgomery, etc. ♦ Need more visible law enforcement on all county roads ♦ Public transportation ♦ Coordination of mental health and nursing homes 	<p>BUTLER COUNTY</p> <ul style="list-style-type: none"> ♦ Dire need for public transportation services in Greenville -- no cab or bus service available, except Senior Nutrition Program. All population groups have a need - especially the seniors ♦ Transportation services to medical appointments is a concern for many people. Some are elderly and have no family or friends to assist them. These individuals depend on local churches or volunteers for transportation. This is a very real need for the entire county. <p>CRENSHAW CO.</p> <ul style="list-style-type: none"> ♦ Due to bridge limitations, service 	<p>providers are greatly inconvenienced. Detours around such bridges are costly in labor and fuel costs.</p> <ul style="list-style-type: none"> ♦ Public Transportation to eliminate need for citizens to pay someone to take them to the doctor or to buy groceries, etc. ♦ Transportation service being available to the low-income and for people without transportation with medical needs and cannot get to regular appointments. ♦ Vans to transport seniors to doctors, banks and grocery shopping ♦ Handicap assistance for elderly running errands 	<p>LOWNDES COUNTY</p> <ul style="list-style-type: none"> ♦ <i>No unmet transportation needs were identified by stakeholders in Lowndes County.</i> <p>MACON COUNTY</p> <ul style="list-style-type: none"> ♦ Getting to jobs in surrounding counties, particularly for low-income and new workers ♦ Vehicle / Bookmobile needed for library ♦ Lack of transportation hinders participation by children in afterschool projects and programs ♦ Confusion about who Macon County Community Action serves ♦ Transportation for Shiloh Restoration 	<p>Project to get children to tutorial program</p> <ul style="list-style-type: none"> ♦ Transportation for St. John Church ♦ Largest industry in county (Dog Track) has odd hours that limit use of transportation services. High turnover of employees has been attributed to transportation and hurts their business in the long run due to employee shortages ♦ Need cooperation among agencies ♦ Federal regulations are a major obstacle ♦ Need private services to pick up from public services ♦ Marketing and promotion to build awareness of 	<p>transportation services</p> <ul style="list-style-type: none"> ♦ Reliable transportation is a must because of the lack of other transportation services <p>PIKE COUNTY</p> <ul style="list-style-type: none"> ♦ Access from rural areas for retail outlets in Pike County ♦ Funding for unmet transportation needs ♦ Funding for unmet transportation services and repairs ♦ Affordable rural transportation program for senior citizens ♦ Continued funding for transportation needs and rural transit system
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ALDOT Updates Statewide Plan

Carter & Burgess, Inc., a national engineering firm with offices in Birmingham and Atlanta, Georgia, is working with the Alabama Department of Transportation (ALDOT) to update the Alabama Statewide Transportation Plan (SWTP). The SWTP Update, which occurs every five years, considers current conditions and anticipated changes in multimodal transportation needs and funding for twenty years into the future. The current ALDOT SWTP update will target a horizon year of 2035 evaluating the transportation challenges that can be anticipated in the State, gauging the resources available and developing recommendations for a balanced multimodal transportation program that will best meet the needs of Alabama into the future.

The SWTP update will also address the new federal legislation and regulations. On August 10, 2005, President George W. Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) that authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.

SAFETEA-LU addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance.

Alabama's SWTP Update includes the development of a statewide travel demand model, a valuable planning tool that can be used for assessing current and future transportation needs and for testing alternatives. Development of the travel demand model is being done in coordination with the State's metropolitan and rural planning organizations.

A goal of the Alabama Department of Transportation is to ensure that the Department's transportation policies and programs reflect the needs and concerns of Alabama's residents and address all federal requirements for public involvement, including making special efforts to involve environmental justice communities.

To attain this goal ALDOT has organized committees that will facilitate access to many different communities in our State. The Stakeholder Advisory Group (SAG) is made up of a cross section of the State's local and regional agencies, economic development interests, other modal interests, environmental groups, intergovernmental associations, and environmental justice groups. The role of the SAG is to facilitate access to these communities and to input comments to the study, helping to shape recommendations that reflect State priorities. The Technical Advisory Group includes technical staff members of the regional planning councils and the metropolitan planning organizations that will help provide

access to data resources and to current developments within their home areas.

Furthermore, public meetings are being conducted throughout the state for review and comments on the Draft SWTP. The first round of meetings, held in August, focused on informing the public about the Statewide Planning process and its importance to the state's transportation program. In the second round of meetings, the public will have an opportunity to review study results to date, which analyze existing transportation conditions. Meeting topics include review of multimodal transportation system operations, the current level of use of all modes, system condition and current improvements. As part

of the Statewide Transportation Plan Update, the study has developed new tools, such as a statewide travel demand model, that will be used to analyze transportation needs and test potential solutions. The public's comments and input are helpful in understanding transportation challenges and identifying potential solutions.

The public is encouraged to attend because public participation is important to ensure study success. In addition to the opportunity to attend one of four public meetings across the state, the public can visit the ALDOT website for more information (www.dot.state.al.us), or send comments to altransplans@dot.state.al.us.

Draft Statewide Transportation Plan Goals

The SWTP is guided by goals established for the transportation program, which help to establish priorities and develop strategic directions for transportation and recommendations. The following are the proposed goals that have been developed for the Alabama Statewide Transportation Plan.

- Goal 1:** Provide safe and efficient transportation for people and goods;
- Goal 2:** Protect the public and private investment in transportation;
- Goal 3:** Provide an interconnected transportation system that supports economic development objectives; and
- Goal 4:** Provide a transportation system that preserves the quality of the environment and enhances the quality of life for Alabama citizens.

Public Meeting Schedule

Carter Burgess will conduct a series of four public involvement meetings to report progress on the Statewide Transportation Plan (SWTP) and to receive comments from citizens. One meeting will be held in each of the four planning areas of the state. All interested citizens are encouraged to attend. For more information on the SWTP, [visit www.dot.state.al.us](http://www.dot.state.al.us).

Planning Area	Date / Time	Locations
Central Section Tuscaloosa	November 6 10:00 AM to Noon	ALDOT Division Conference Room 2715 Skyland Blvd. East Tuscaloosa, AL Contact: David Kemp (205) 554-3244
North Section Muscle Shoals	November 6 5:00 PM to 7:00 PM	NW Alabama Regional Council of Local Governments Board Room 103 Student Drive Muscle Shoals, AL Contact: Jesse Turner (256) 389-0513
Southeast Section Dothan	November 8 10:00 AM to Noon	Westgate Park Recreation Center 501 Recreation Road Dothan, AL Contact: Todd McDonald (334) 615-4412
Southwest Section Monroeville	November 8 5:00 PM to 7:00 PM	Monroeville Water Tower Conference Center 181 East Claiborne Street Monroeville, AL Contact: Sandy Smith (251) 743-2879