

**Region 5**  
**South Central Alabama**  
**Rural Transportation Planning Program**  
**Bullock, Butler, Crenshaw, Lowndes,**  
**Macon and Pike Counties**

**Rural Transportation Needs, Issues and**  
**Long-Range Planning**  
**2013 - 2014**



**SCADC**  
SOUTH CENTRAL ALABAMA  
DEVELOPMENT COMMISSION

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# Table of Contents

Executive Summary

1. Introduction ..... 1

2. Region Characteristics ..... 5

3. Rural Transportation Needs and Issues..... 13

4. Long-Range Planning ..... 25

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## Introduction

Under an agreement with the Alabama Department of Transportation, the South Central Alabama Development Commission (SCADC) has continued a rural transportation planning program for the 2013-2014 fiscal year, covering the period from October 1, 2013 through September 30, 2014. The study area for the South Central Alabama Rural Transportation Planning Program includes the six counties, and the 26 municipalities located therein, that are served by the SCADC, in their entirety. These counties are Bullock, Butler, Crenshaw, Lowndes, Macon and Pike Counties. (See the map on the following page.) There are no urban areas in these counties. The South Central Alabama area is served by two interstate highways, six federal highways, and 20 major state highways. These highways offer both, north-south and east-west regional access as well as access throughout the South Central Alabama area.

The purpose of the ongoing program is to assist the Alabama Department of Transportation in carrying out a Statewide Transportation Planning Process, as outlined in 23 USC 134 and 135 (amended by Map-21, Sections 1201 and 1202, July 2012) and Title 23 CFR 450, by establishing a continuous and on-going rural transportation planning process that will aid in the identification of rural transportation needs and issues of the South Central Alabama region.

During the FY 2014 Rural Transportation Planning Program, rural transportation stakeholders and committees identified types of rural transportation priority projects that are common across the South Central Alabama Region. Citizen stakeholders in each county, however, identified specific rural transportation needs, issues and safety concerns. These projects are listed in Chapter 3 of this report.

Also, as part of the 2014 planning work program, SCADC worked with the City of Troy and Skipper Consulting, Inc. to develop a preliminary transportation plan for the downtown area of the city. The transportation plan is a precursor to a downtown revitalization plan that has been funded through the U.S. Department of Housing Community Development Block Grant program as administered through the Alabama Department of Economic and Community Affairs. The preliminary results and recommendations of the Troy Downtown Transportation Plan are included in Chapter 4.

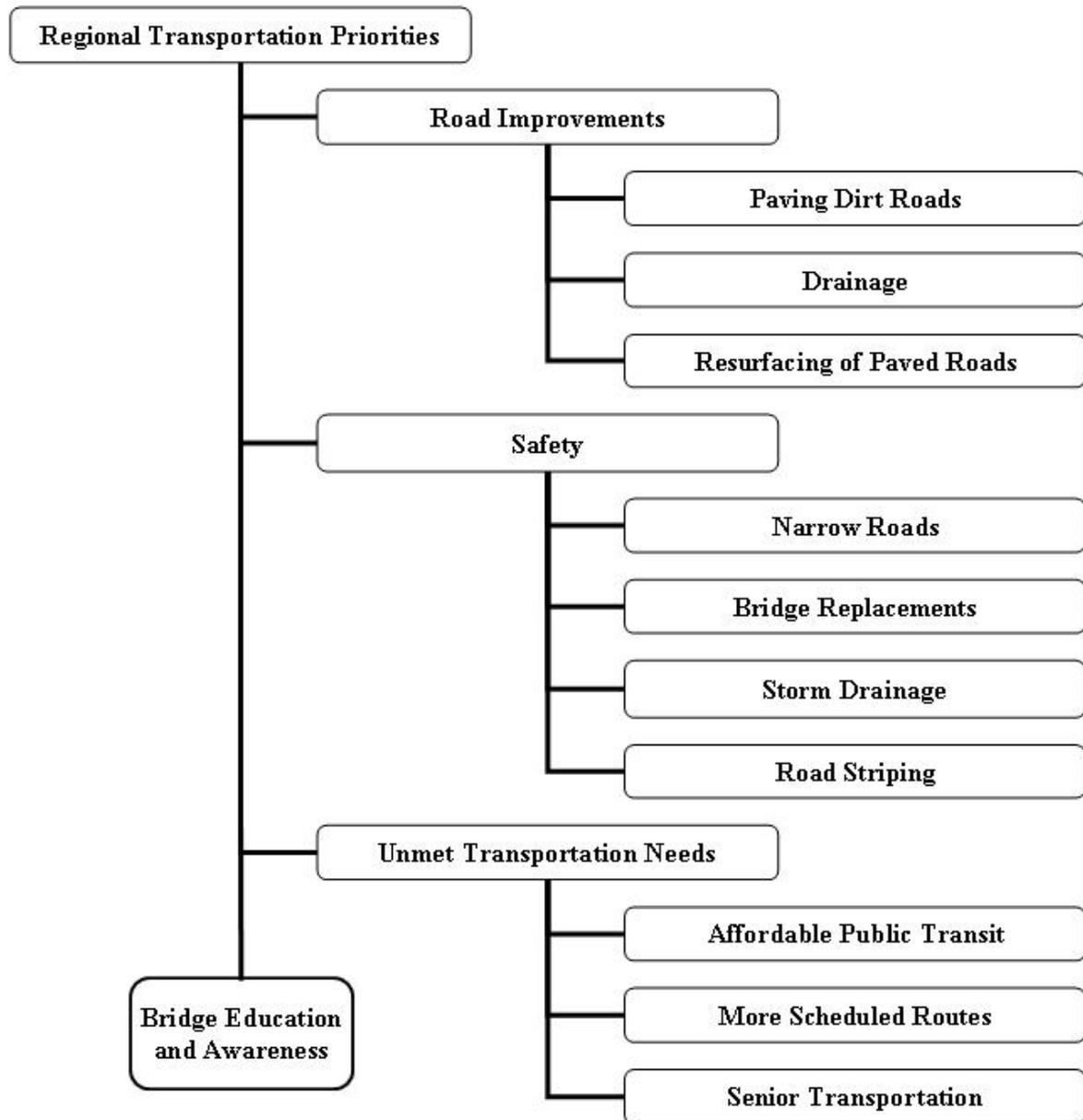
Although citizens in each county in the South Central Alabama region have identified a variety of rural transportation needs and issues, there are some common rural transportation priorities throughout the region. During the 2009 fiscal year, advisory committees prioritized regionally common projects as shown in the diagram on Page 3. Stakeholders agreed, however, that bridge education and awareness is a top priority for all counties and the region due to the safety factors associated with posted bridges. In the 2010 program year, transportation stakeholders and committee members increased the emphasis on bridge education and awareness in regards to traveling on posted bridges with weight limits. During the 2013 and 2014 program years, the South Central Alabama Rural Transportation Steering Committee and Advisory Committees reviewed the transportation priorities and confirmed that the priorities

remain valid. In recent years, however, the counties in the region have been able to make considerable improvements to bridge structures with the Alabama Transportation Rehabilitation and Improvement Program (ATRIP). While bridge education and awareness remains a top priority, the number of locations where bridge improvements are an urgent need has decreased throughout the region.

### The South Central Alabama Rural Transportation Region



## South Central Alabama Rural Transportation Regional Transportation Priorities





# Regional Demographic Characteristics

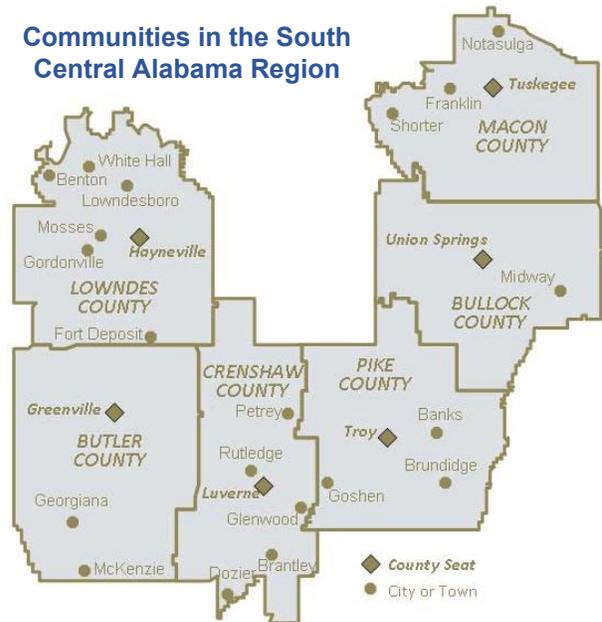
According to the 2010 U.S. Census, the South Central Alabama Region has a total population of 111,417 persons within its 4,012 square mile boundaries. The smallest counties in the region are Crenshaw and Macon Counties, at 610 square miles and 611 square miles, respectively. Population density in the region ranges from 15.7 persons per square mile in Lowndes County to 49.0 persons per square mile in Pike County. Population density for the entire region is 27.8 persons per square mile.

South Central Alabama 2010 Population and Population Density			
Area	2010 Population	Land Area	Population Density
Bullock County	10,914	625 square miles	17.5 Persons Per Sq. Mile
Butler County	20,947	777 square miles	27.0 Persons Per Sq. Mile
Crenshaw County	13,906	610 square miles	22.8 Persons Per Sq. Mile
Lowndes County	11,299	718 square miles	15.7 Persons Per Sq. Mile
Macon County	21,452	611 square miles	35.1 Persons Per Sq. Mile
Pike County	32,899	671 square miles	49.0 Persons Per Sq. Mile
Region	111,417	4,012 square miles	27.8 Persons Per Sq. Mile

Source: U.S. Bureau of Census, 2010

Of the total population of the South Central Alabama Region, 14.3 percent is age 65 or older and 25.5 percent of the total population over five years old is disabled. Additionally, a large percentage of the population is economically-disadvantaged as measured by percentage of persons living at or below poverty level and the percentage of unemployed persons. In the South Central Alabama Region, 26.5 percent of the total population is living below poverty level. According to data from the Alabama Department of Labor as of September 2014, unemployment rates range from 5.3 percent in Crenshaw County to 12.5 percent in Lowndes County.

## Communities in the South Central Alabama Region



The demographic statistics for the South Central Alabama Region demonstrate the need for transportation assistance to overcome economic and quality of life issues. The demographic conditions, however, are exacerbated by the rural character of the region. Many concentrations of the target populations are isolated from community services and other assistance. Due to the area's rural character, there has not been a demand for public transit for economic, congestion or environmental reasons. As a result, public transit has not been fully integrated into the transportation infrastructure network of the region.

**Regional Accessibility**

There is an adequate system of federal and state roads linking the larger population centers in the South Central Alabama region; however, many of the smaller municipalities are not included on this regional system. Even though it is not a part of the South Central Alabama Region, the City of Montgomery is the metropolitan hub for all six counties in the region. With its health, employment and shopping resources, Montgomery is probably the most significant destination location for the total population, and even more so for those persons who are in need of specialized services. Major highways are shown on the map on the following page.

<b>South Central Alabama Highways</b>			
<b>Interstates</b>	<b>Federal Highways</b>	<b>State Highways</b>	
Interstate 65	US Highway 80	Alabama Highway 10	Alabama Highway 110
Interstate 85	US Highway 82	Alabama Highway 14	Alabama Highway 125
	US Highway 231	Alabama Highway 21	Alabama Highway 130
	US Highway 331	Alabama Highway 49	Alabama Highway 141
		Alabama Highway 51	Alabama Highway 167
		Alabama Highway 55	Alabama Highway 185
		Alabama Highway 87	Alabama Highway 189
		Alabama Highway 93	Alabama Highway 223
		Alabama Highway 97	Alabama Highway 239
		Alabama Highway 106	Alabama Highway 263

Each county has rail service except Crenshaw and Bullock Counties, although the amount of service has significantly decreased over the last decades. Only three railway companies now serve the region. Several of the larger municipalities located in the rural areas and many of the incorporated towns 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. Three commercial carriers serve the Montgomery Regional Airport (Dannelly Field) in Montgomery, the only commercial airport in the vicinity of the South Central Alabama Region, on a regular basis. These airlines have regularly scheduled daily flights, connecting to major cities throughout the nation. 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.

## Major Highway Networks in the South Central Alabama Region



### Population Density

The table of population density on Page 4 of this chapter indicates that population density throughout the region is 27.8 persons per square mile. While true, this statement is somewhat misleading due to the skewing over such a large area. In actuality, the great majority of the region has a population density of less than 15 persons per square mile and much of the region has a population density of less than 10 persons per square mile. In contrast, there are a handful of communities that have a population density of greater than 100 persons per square mile. These are Greenville, Troy, and Tuskegee and portions of Brundidge and Georgiana.

### Population Age 65 and Older

It is estimated that 14.3 percent of the South Central Alabama Region is age 65 or older. The county with the highest percentage of elderly persons is Crenshaw County at 17.1 percent, while Bullock County has the least amount of elderly persons, at 11.4 percent. Concentrations of elderly persons are generally found in the outlying and sparsely populated parts of the counties. Crenshaw and Macon Counties are the exception with concentrations of elderly persons found in and near Brantley, Luverne and Tuskegee.

Population Age 65 and Older			
Area	Total 2010 Population	Population Age 65+	Percent Population Age 65+
Bullock	21,820	2,496	11.4%
Butler	40,191	6,515	16.2%
Crenshaw	27,202	4,640	17.1%
Lowndes	25,152	3,414	13.6%
Macon	44,199	6,676	15.1%
Pike	59,817	7,535	12.6%
<b>Region</b>	<b>218,381</b>	<b>31,276</b>	<b>14.3%</b>

Source: U.S. Census Bureau, American Community Survey, 2005-2009

### Persons with a Disability

The percentage of the population with mobility disabilities is highest in Lowndes County, at 29.3 percent of the total county population. Throughout the South Central Alabama Region, however, the only county with less than 25 percent of the population being disabled is Pike County, at 22.2 percent of the population. Regionally, 25.5 percent of the population has a mobility disability. In each county, there are significant concentrations of persons with a disability living in rural areas without nearby access to community amenities and services. Due to the lack of nearby services, the transportation needs are highest for these persons. Concentrations of persons with disabilities in or near a municipality are found in Greenville in Butler County, Hayneville in Lowndes County, Brundidge in Pike County, and Notasulga in Macon County.

Persons with a Disability			
Area	Total Population	Persons With Disability	Percent With Disability
Bullock	11,714	2,785	23.8%
Butler	21,399	5,775	27.0%
Crenshaw	13,665	3,589	26.3%
Lowndes	13,473	3,941	29.3%
Macon	24,105	6,361	26.4%
Pike	29,605	6,572	22.2%
<b>Region</b>	<b>113,961</b>	<b>29,023</b>	<b>25.5%</b>

Source: U.S. Census Bureau, American Community Survey, 2005-2009

### Persons Living Below Poverty Level

More than one-fourth of the South Central Alabama population (age five and older), at 26.5 percent is living below poverty level. The highest county poverty level is found in Bullock County, at 37.1 percent, followed by Pike County, at 28.2 percent of the population in poverty. Only Butler and Lowndes Counties have less than 25 percent of the population below poverty level, at 22.0 percent and 21.5 percent, respectively. In contrast to the persons with disabilities and concentrations of elderly persons, clusters of persons living below poverty level are generally found in or near the region's municipalities. Specifically, Dozier, Georgiana, Gordonville, Greenville, McKenzie, Mosses, Troy, Tuskegee, and Union Springs all have significant clusters of poverty.

Persons Below Poverty Level			
Area	Total Population	Persons Below Poverty Level	Percent of Persons Below Poverty Level
Bullock	10,606	3,935	37.1%
Butler	19,826	4,354	22.0%
Crenshaw	13,588	3,327	24.5%
Lowndes	12,536	2,699	21.5%
Macon	19,386	5,369	27.7%
Pike	29,026	8,179	28.2%
<b>Region</b>	104,968	27,863	26.5%

*Source: U.S. Census Bureau, American Community Survey, 2005-2009*

### Unemployment

Unemployment in the South Central Alabama Region, as of September 2014, ranges from 5.3 percent to 12.5 percent. Two of the region's counties are in the top five highest unemployment areas of the state, with Lowndes County at number two with 12.5 percent unemployment and Bullock County at number four with 12.0 percent unemployment. Unemployment is lowest in the region in Crenshaw County, at 5.3 percent and ranking 58 out of 67 counties, and in Pike County, at 6.3 percent and ranking 42 out of 67 counties. Although unemployment remains high in the South Central Alabama region in comparison to the remainder of the state, unemployment rates have actually decreased slightly in the last year in all counties but one. Only Lowndes County continued to see an increase in unemployment, increasing from 12.4 percent in 2013 to 12.5 percent in 2014. Even in counties where unemployment is lowest in the region, there are pockets of population that have extremely high unemployment rates. The lack of nearby employers and the distance between the concentrations of unemployed persons in the region will make this a difficult population to serve with transportation.

Unemployment by County			
Area	September 2013	September 2014	12-month net change
Bullock	12.9 %	12.0 %	-0.9
Butler	9.2 %	7.5 %	-1.7
Crenshaw	6.2 %	5.3 %	-0.9
Lowndes	12.4 %	12.5 %	0.1
Macon	8.2 %	7.9 %	-0.3
Pike	6.7 %	6.3 %	-0.4
<b>Regional Average</b>	9.3 %	8.6	-0.7

*Source: U.S. Department of Labor, Local Area Unemployment Statistics, September 2014*

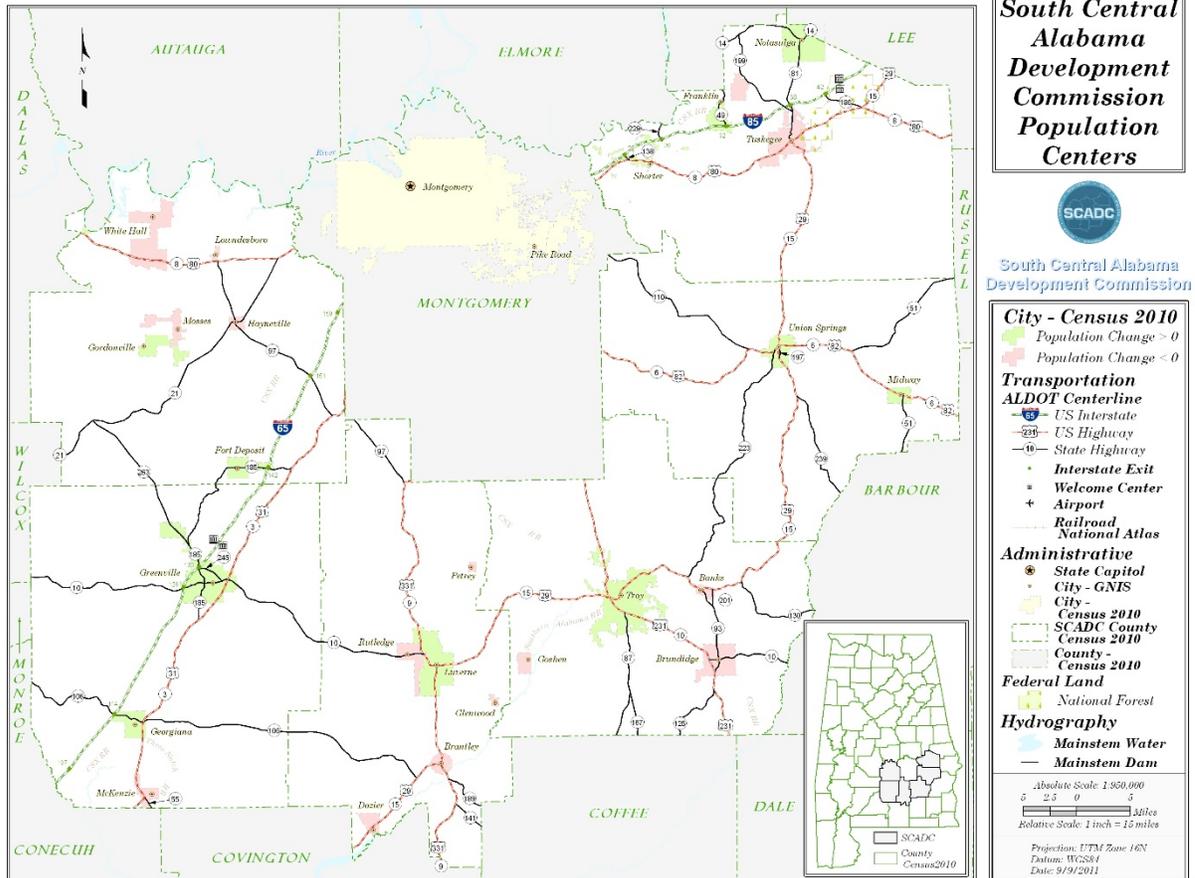
### Persons Without a Vehicle

Households without a vehicle often exhibit the same characteristics of the economically-disadvantaged households that are living below poverty level. From data obtained at the census tract level, the percentage of households without a vehicle is highest in Macon County where 38.8 percent of the households in one census tract are without a vehicle. Other areas that have concentrations of households without vehicles are found in Bullock County, at 21.5 percent, Butler County, at 16.4 percent, Lowndes County, at 19.3 percent. In Crenshaw County, the largest percentage of households without a vehicle is 13.4 percent; and in Pike County, the highest percentage is 12.1 percent. Again concentrations of persons who are in need of transportation services are dispersed throughout the South Central Alabama Region.

## Population Centers

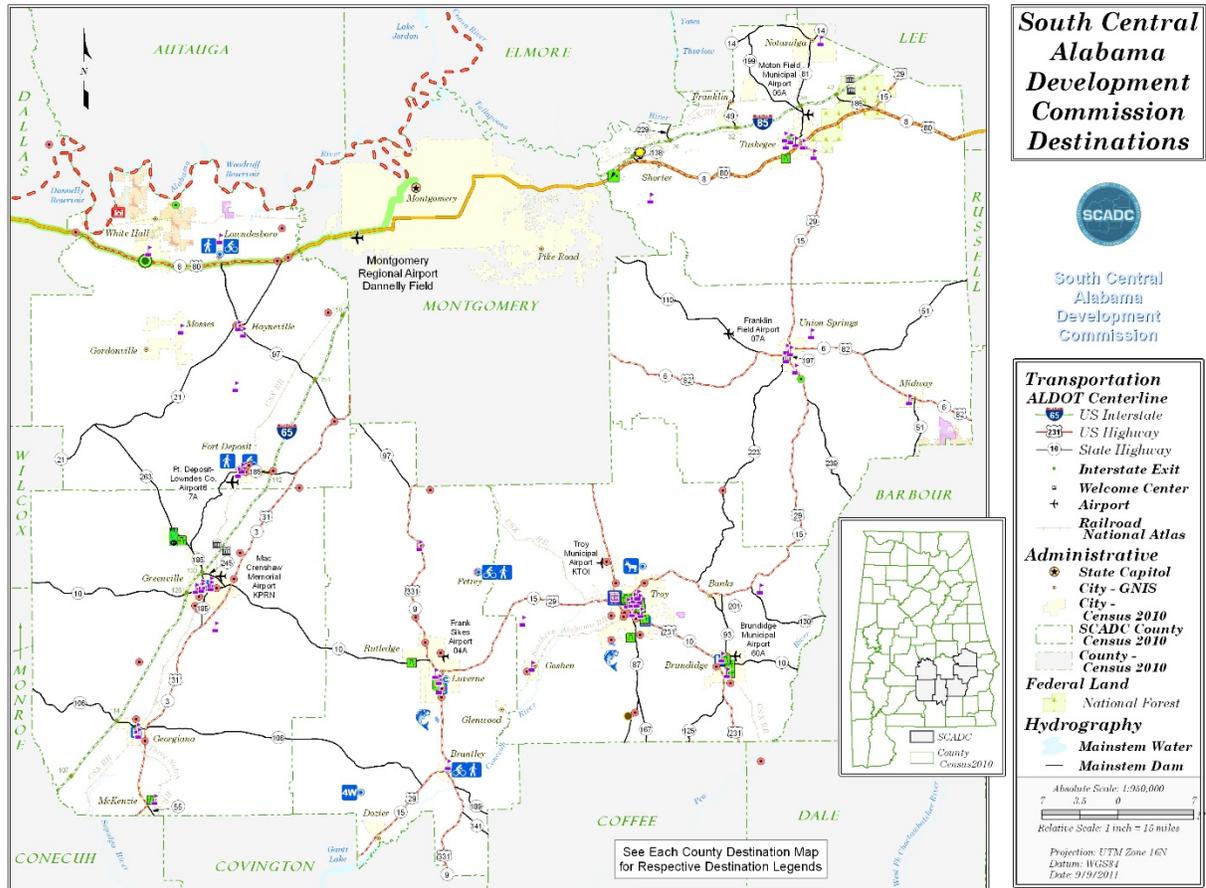
Growth centers in the South Central Alabama Region are shown in the table and map below. Greenville, in Butler County, experienced the most significant growth between 2000 and 2010 with a 12.5 percent population increase.

Growth Centers				
City	County	2000 Population	2010 Population	Percent Change
Midway	Bullock	457	499	9.2
Union Springs	Bullock	3670	3980	8.4
Georgiana	Butler	1737	1738	0.1
Greenville	Butler	7228	8135	12.5
Luverne	Crenshaw	2635	2800	6.3
Benton	Lowndes	47	49	4.3
Fort Deposit	Lowndes	1270	1344	5.8
Gordonville	Lowndes	318	326	2.5
Benton	Lowndes	47	49	4.3
Fort Deposit	Lowndes	1270	1344	5.8
Gordonville	Lowndes	318	326	2.5
Benton	Lowndes	47	49	4.3
Fort Deposit	Lowndes	1270	1344	5.8
Gordonville	Lowndes	318	326	2.5



## Primary Transportation Destinations

Major transportation centers that were mapped include major employers, schools, hospitals and major recreation sites. As shown on the map below, a large portion of these sites are on the major circulation routes in and around the South Central Alabama Region. The exceptions are the larger recreational developments, that by their nature and size, are located in more remote locations. If adequate transportation services were available, access to the primary transportation destinations could be economically planned; however, access to the population that needs to get to those destinations remains problematic.



## South Central Alabama Transportation Providers

There are 19 transportation providers operating in the South Central Alabama Region, of which one provider is in Bullock County, four are in Butler County, two are in Crenshaw County, four are in Lowndes County, three are in Macon County, and five are in Pike County. Most of these providers serve the elderly population with transportation to nutrition sites. The breakdown by type of service provided and the estimated total number of vehicles is as follows:

Type of Service	No. of Providers	No. of Vehicles
Senior Services	11	26 vehicles
General Transit / Employment	3	14 vehicles & purchase of services
Emergency Transportation	4	8 vehicles estimated
Medical / Disabled	1	11 vehicles

Most of the transportation vehicles, although certainly not all, are 15-passenger buses. Even if all of the vehicles were available for general use to transport passengers, the providers would only be able to serve about 9 percent of the target population of elderly persons, persons with disabilities, and persons living in poverty. If you add the population that is unemployed or without a vehicle to the average, the percentage that could be served goes down even further. It is estimated that, realistically, the existing providers are serving less than 5 percent of the target population due to restrictions on the use of vehicles due to funding programs and low population density within a large area to be served.

*Detailed maps of transportation target populations for each county in the South Central Alabama Region are available on the South Central Alabama Development Commission website at [www.scadc.net](http://www.scadc.net).*

# Rural Transportation Needs and Issues

A goal of the South Central Alabama Rural Transportation Planning Program is the identification of rural transportation needs and issues by local citizens. To facilitate this process, the SCADC conducted six county stakeholder meetings. Stakeholders were notified by email, postcard and by local advertisement. The stakeholder list included representatives from local governments (elected officials and key staff), boards of education, public health, human resources, veterans' affairs, extension service, emergency management, senior services, public and private transportation providers, volunteer fire departments, chambers of commerce, economic development, major employers, and local media. Additionally, a display ad was run in nine county newspapers in the region. Interested citizens were asked to attend a come-and-go stakeholder meeting to report and identify rural transportation needs and issues on a county map. The stakeholder meetings were conducted in the come and go format to encourage attendance by citizens and minimize their time commitment.

## Rural Transportation Needs or Issues?



As a part of the South Central Alabama Rural Transportation Consultation Process, the South Central Alabama Development Commission (SCADC) is gathering citizen information regarding rural transportation needs and issues in Bullock, Butler, Crenshaw, Lowndes, Macon and Pike Counties. Examples of previously identified rural transportation needs and issues include safety issues, road paving and repair, road hazards, congestion, access management, and transportation services. A representative of the South Central Alabama Rural Transportation Consultation Process will be present with county maps to receive citizen comments at the locations and times listed below during the listed meeting time to identify your issue on a county map.

**Bullock County**  
Tuesday, September 2, 2014  
10:00 AM to 11:30 AM  
Union Springs City Hall  
212 Prairie St. North  
Union Springs

**Lowndes County**  
Thursday, September 4, 2014  
1:00 PM to 2:30 PM  
Hayneville Town Hall  
241 West Tuskeena Street  
Hayneville

If you do not have access to e-mail, you may send a fax to RPO Issues at 334-271-2715. Or, call Tracy Delaney at SCADC at 334-244-6903 to report your issue. For more information, a comment form and past year reports, go to [www.scadc.net](http://www.scadc.net) -- click on RPO under the Planning and Economic Development tab.

## Rural Transportation Needs or Issues?



As a part of the South Central Alabama Rural Transportation Consultation Process, the South Central Alabama Development Commission (SCADC) is gathering citizen information regarding rural transportation needs and issues in Bullock, Butler, Crenshaw, Lowndes, Macon and Pike Counties. Examples of previously identified rural transportation needs and issues include safety issues, road paving and repair, road hazards, congestion, access management, and transportation services. A representative of the South Central Alabama Rural Transportation Consultation Process will be present with county maps to receive citizen comments regarding rural transportation needs and issues at the locations and times listed below. You may come anytime during the listed meeting time to identify your issue on a county map.

**Bullock County**  
Tuesday, September 2, 2014  
10:00 AM to 11:30 AM  
Union Springs City Hall  
212 Prairie Street North, Union Springs

**Lowndes County**  
Thursday, September 4, 2014  
1:00 PM to 2:30 PM  
Hayneville Town Hall  
241 West Tuskeena Street, Hayneville

**Butler County**  
Thursday, September 4, 2014  
10:00 AM to 11:30 AM  
Greenville City Hall  
119 East Commerce Street, Greenville

**Macon County**  
Tuesday, September 2, 2014  
1:00 PM to 2:30 PM  
Macon County Courthouse Annex  
205 North Main Street, Tuskegee

**Crenshaw County**  
Wednesday, September 3, 2014  
1:00 PM to 2:30 PM  
Crenshaw County Courthouse  
County Commission Chambers  
29 South Glenwood Avenue, Louisville

**Pike County**  
Wednesday, September 3, 2014  
10:00 AM to 11:30 AM  
Pike County Health Department  
Second Floor Conference Room  
900 South Franklin Drive, Troy

In addition to the county rural transportation stakeholder meetings, citizens were able to submit a Rural Transportation Needs and Issues Comment Form to the South Central Alabama Development Commission in one of three ways: by e-mail, by phone or by fax. A comment form for the identification of rural transportation needs and issues was developed and made available on the SCADC website. Unfortunately, attendance at the county stakeholder meetings remained very poor, as it had in previous years.

In recent years, SCADC had tried to minimize the redundancy in the lists of citizen-identified rural transportation needs and issues each year. Further, many of the identified needs and issues, especially those identified between 2007 and 2012, have been addressed in the last two years through county efforts with ALDOT's Alabama Transportation Rehabilitation and Improvement Program (ATRIP). The purpose of the ATRIP program is to rehabilitate and improve transportation infrastructure through the accelerated delivery of project funding. The program's goal was to address critical needs projects across the state in an effort to rehabilitate and improve the in-place facilities and in some cases provide new facilities at locations throughout the state. The program's focus was on essential needs relating to roads and bridges. Local officials and staff report that the ATRIP program has been a tremendous asset in addressing many of the lingering rural transportation needs and issues that could not previously be repaired.

The following lists of rural transportation needs and issues is a compilation of citizen comments from 2007 through 2014. Redundancies have been deleted and recent improvements that have occurred as a result of the ATRIP program have also been deleted. The following lists of needs and issues are a direct result of the South Central Alabama Rural Transportation Planning Program stakeholder public involvement process. Rural transportation stakeholders were asked to identify their need and/or issues as a road improvement need, safety issue or an unmet transportation need. It is recognized that some of the identified needs and issues fall into more than one category. No analysis or ranking of the identified needs and issues has been incorporated into the lists of identified rural transportation needs and issues. It is felt that these are the most current and comprehensive lists of rural transportation needs and issues in the South Central Alabama region available to date.

**Bullock County Citizen-Identified Rural Transportation Needs and Issues**  
**September 2014**

#	Location	Description
<b>REPAVING</b>		
1	CR 53	Road needs to be repaved.
2	Foster Rd	Off US 82 East, past Bullock Correction Facility. Roads are in dire need of repaving. Poor Condition
3	CR 59	Off US 82 East, past Bullock Correction Facility. Roads are in dire need of repaving.
4	CR185, betw CR37 and AL110	Needs repaving. Even gravel would be better than what it is now.
5	CR176, betw CR7 and CR37	Needs repaving. No work in 25 to 30 years.
6	CR35, betw US82 and CR34	Needs resurfacing.
8	CR30	Needs work, especially at beginning of road. Has been patched, but not smooth.
9	CR7, N of AL110	Renamed to Fitzpatrick Road. Needs to be repaved between AL110 and Macon County Line. When bridges were fixed on AL110, traffic was re-routed on CR7 and never fixed after trucks tore it up.
10	CR 106	Repaved - lots of potholes and patches due to a lot of truck driving
11	CR177	Road needs resurfacing.
12	Depot Road	Roads in City of Midway exhibit severe drainage issues. Approximately 99 percent of streets need resurfacing.
14	Hall Street	Roads in City of Midway exhibit severe drainage issues. Approximately 99 percent of streets need resurfacing.
15	Cooper Street, USA	Road needs to be repaved.
16	Greenwood Street, USA	Road needs to be repaved.
17	Grove Circle, USA	Road needs to be repaved.
18	Hanson Street, USA	Road needs to be repaved.
19	Hardaway Street, USA	Road needs to be repaved.
20	Levy Street, USA	Road needs to be repaved.
21	Hicks Industrial Park Road	Leads to local industrial park and needs to be resurfaced. Potholes
22	Parker Street	Road needs to be repaved.
23	CR18	Needs resurfacing.
<b>BRIDGE IMPROVEMENT</b>		
24	Parker Street	Bridge improvement behind Poe's; Flood-prone; culverts washed out.
25	Hardaway Street	Conecuh River Bridge needs larger culverts; Repeated flooding.
26	Peachburg Road	Town Creek Bridge needs larger culverts; Repeated flooding.
<b>ROAD IMPROVEMENT NEED</b>		
27	CR104	(Hardaway Church Road) The County has resurfaced the road in three areas. Each area will cause your car to be out of alignment. If a car is traveling in front of you, rocks will hit your car or windshield.
28	County Rd. 59	Location: 82 East—Continue East through Union Springs, AL, past the National Guard Armory, and the Prison until reaching the Kingdom Hall on right side of rd. Turn right onto Foster.
29	AL 223	Poor road condition
30	CR 49	Potholes
31	CR8	Potholes between Perote and Sellers Crossroads -- some are often filled and quickly renewed. Roadway is dangerous -- needs to be closed. Have to drive on side, not cutting right of way and debris is not removed after clearing trees.
32	CR 47	Road to Wehle Nature Center needs to be improved due to gaping holes. This is important to economic development. Many visitors complain of road conditions.

#	Location	Description
33	CR 7	Shoulders are absent and dug up in places. Road is narrow. Patching is rough. Needs to be repaved -- Sink holes and pot holes.
34	CR 40	Waterfall causes flooding of roadway. City of Union Springs has to drain roadway.
35	CR14, betw AL223 and CR7	Widen and resurface
36	CR34, betw CR35 & US82	Widen and resurface
37	CR37	Widen and resurface between US82 and Montgomery County Line
38	Sanders Court,	Off AL 223, Union Springs. Road needs to be paved. Five homes on street which is accessed by Abby Avenue, which a gravel route. Have trouble getting in and out, especially in rainy weather
39	Chunnennuggee Street	Road needs to be repaved and drainage issues corrected.
40	Tye Avenue	Union Springs, Poor road condition
41	Ellis Avenue	Union Springs, Potholes
42	Esquire Drive	Union Springs, Poor road condition
43	CR 52	Poor road condition
44	CR 41	Bad flooding
45	CR 142	Needs repaving and maintenance, has potholes, flooding problems
46	CR 115	Needs repaving and maintenance, has potholes, flooding problems
47	Ponderosa Road	Poor road condition
48	Daniel Road	Off US 29 South
<b>TRANSIT</b>		
49	Bullock County	Public transportation is needed for citizens who reside in rural areas.
50	Bullock County	The elderly and disabled do not have transportation and they are being exploited out of their money.
51	Hardaway Church Road	Enon Community. There are several people (elderly) who cannot drive and could use public transportation in this area.
52	Rural areas throughout Bullock County	Transportation needed for JOBS clients to get back and fort to employment sites that are located in different areas of Bullock County.
<b>GENERAL COMMENTS</b>		
53	Bullock County	Several roads are dirt making it difficult to drive on. Some of the paved roads are like only asphalt with pot holes.
54	Collector Surface Roads	All county collector road needs surface improvements. Need additional funds for improvements to minor collectors.
55	Bullock County, District 1	County roads shoulders are overgrown and cannot see the road. Need signage on all roads.
56	Bullock County	Need a 4-lane access route in the west part of the county to tie into I-85 near Tallassee and US231 near Brundidge
57	Prairie Street North and South, DT Union Springs	Hard to grow tourism or any other tax-generating business when first impressions due to road conditions are so poor!
58	Prarie-Hardaway-Conecuh-Powell Block	Reroute truck traffic from downtown area.
59	Bullock County	Almost every road is in dire need of improvements; many with potholes. County gets claims from people about cars getting messed up by roads.
60	Bullock County, District 4	Lack of funds to maintain roads; Many potholes. Lack of equipment to address poor infrastructure
61	Bullock County	Roads are in bad shape with pot holes and flooding, and resurfacing needs. Lack of funding sources and ideas of getting funding.
62	Bullock County	Dirt roads are washing out.
63	Bullock County	Problem is how to improve roads with dwindling fuel sales and income.
64	US 82 and US 110	Both highways have been improved and those improvements have been fabulous!

**Butler County Citizen-Identified Rural Transportation Needs and Issues**  
**September 2014**

#	Location	Description
<b>REPAVING</b>		
1	Scott Road	Portion of road needs to be paved. Pavement stops and turns into a dead-end.
2	Vickery Road	Unpaved road serving high number of residents -- high traffic area. Needs paving.
3	CR 54	Needs to be repaved -- have to drive in the middle. Senior bus has problems with driving down the road
4	Grace Avenue	Needs to be repaved.
5	CR 47	Needs to be repaved.
<b>BRIDGE IMPROVEMENT</b>		
<b>ROAD IMPROVEMENT NEED</b>		
6	Butler Estates	Butler Estates Road is a badly deteriorated paved road with overlying patches, potholes, cracks, and depressions. The lack of sidewalks and heavy pedestrian traffic make it especially dangerous.
7	Vickery Road	Vickery Road is a narrow, dirt road, with sharp curves and significant drainage issues. It is the location of many work orders and traffic accidents.
8	AL 10 West	Major drainage issues, frequent flooding, prevents access to hospital
9	AL10	Replace culvert/pipes on Highway 10 at Industrial Drive and cemetery. Any heavy rain causes flooding
10	CR 43 (Poorhouse Rd)	Road repair is needed.
11	Intersection of Halso Mill Road and US 31	Unsafe intersection
12	McKenzie Grande Road	Potholes
13	Rocky Street, Rocky Road	Flooding and washing of roadway.
14	South Conecuh Street	Potholes
15	Avent Loop and Road	Georgiana. Potholes, very bad shape
16	Rocky Road, Rocky Lane	Very difficult for residents to enter intersection of US 31 and AL 106. Rocky Road is the 5th point
17	Rocky Road, Rocky Lane	Congestion -- At time two to three vehicles are lined up to get in or out of this road because it is so narrow at spots, especially the entrance/exit of Rocky Road in Georgiana. The only way we can pass is to pull into the first driveway as we enter and exit. This is dangerous!
18	Rocky Road, Rocky Lane	Rocky Road has never been paved and we do not get repairs. The last time the road was graded or scraped, we, the citizens that live there, had to call the Road Commission because the potholes got so large. It still took them weeks to get here.
19	Rocky Road, Rocky Lane	Bushes and limbs need to be cut back. We cannot see good in spots. This used to be done each year before school starts.
20	Rocky Road, Rocky Lane	Heavy or extended rain will cause the wash from the road to run under my house and from the ditch to the yard.
21	CR 37	Road has big potholes. Road is going out due to big trucks.

#	Location	Description
22	CR 37	Ditches need to be cleaned. Water in the road when it is raining.
23	Avant Loop and Road, Georgiana	Road is in very bad shape with potholes
24	Glendale Ave., Greenville	Needs to be repaired
25	Honeysuckle Road	One way road with potholes and drainage problems. Paved, but dirt washed out for about five months.
26	Abrams St, Georgiana	Has potholes and cracks; speed bumps need to be painted
27	E. Railroad Ave., Georgiana	Potholes
28	Miranda Avenue	Potholes
29	Ellis Street	Bad road
30	Darby Avenue	Bad road
31	North Jane Avenue, Georgiana	Needs to be repaired
32	Veneer Mill Road	Part city and part county -- potholes
33	North Railroad Avenue	Part city and part county -- needs a lot of work
<b>TRANSIT</b>		
34	Senior Citizen Services	Limited services for senior citizens. Cab is costly. Need something to meet needs of people on limited incomes to get to places beyond nutrition sites. Would like public transportation.
35	Senior Citizen Services	No public transportation for the elderly in Butler County
36	Countywide	Senior services transportation to pharmacies, DHR, groceries. Need public bus system -- also for employment.
37	Disabled Services	Need services for disabled persons with wheelchair facilities. City is on the grow, but transportation services are lacking. Also, let people know of services and facilities that are available now.
38	Regional Services	Need transportation services to travel regionally, especially to Montgomery.
<b>GENERAL COMMENTS</b>		
39	Butler County	Big trucks eat up the roads. A consideration should be to tax timber trucks
40	All County Roads	All paved roads needs center stripes at a minimum. Roads are difficult to see at night. Side striping would be even better.
41	Countywide	Pave dirt roads. New busses are being torn up and beat to death by dirt roads.
42	Countywide	Paving starts in August in worst areas.
43	Countywide	Moving concrete mailboxes complicates repaving and widening
44	Countywide	A lot of the county roads need repair

**Crenshaw County Citizen-Identified Rural Transportation Needs and Issues**  
**September 2014**

#	Location	Description
<b>REPAVING</b>		
1	CR83	Needs to be resurfaced between CR43 and southern portion.
2	Garnersville Road	A dirt road that is carrying a high volume of traffic to Dongwon. Needs to be paved.
3	Crenshaw County	Pave dirt roads
4	North Jackson St, Rutledge	Needs paving badly
5	South Jackson St, Rutledge	Needs paving badly
6	Ryan St, Rutledge	Needs paving badly
<b>BRIDGE IMPROVEMENT</b>		
<b>ROAD IMPROVEMENT NEED</b>		
7	Tucker Road,	Need full depth reclamation of 1.9 mile section of Tucker Road
8	AL10	4-lane between Luverne and Greenville.
9	AL189	Dangerous road due to flat curves.
10	CR 39	Extreme rough patches in road. Pot holes, depressions and falling shoulders.
11	CR 41	Extreme rough places in road. Pot holes, depressions and falling shoulders.
12	CR39	Needs to be on-system - reclassified as a major collector road.
13	CR50 - CR31 - CR35 - AL10	Upgrade to an adequate detour route from US331. Incident caused significant damage to road and had a wreck on the detour.
14	CR57	Needs to be on-system - reclassified as a major collector road.
15	Outer Loop	Is there a planned exit on the Outer Loop to U.S. Highway 331
16	US29	4-lane between Luverne and Troy
17	US331 South	Need light in front of McDonald's.
18	Rutledge Loop Road	Narrow and grass between cracks
19	Third St, Rutledge	Has potholes and needs to be repaved
20	Fourth St, Rutledge	Has potholes and needs to be repaved
21	US 331	Has potholes and needs to be resurfaced and shoulders improved
22	Burnout Road	Washout and needs resurfacing
23	Mulberry Road	Needs work
<b>TRANSIT</b>		
24	Dozier	Need for elderly transportation.
<b>GENERAL COMMENTS</b>		
25	US Hwy 331	It is a priority for Crenshaw County is to have U.S. Highway 331 four-laned all the way to Luverne as soon as possible. Crenshaw County has two Tier I and two Tier II automotive suppliers to Hyundai. Approximately 176 trucks travel to and from Crenshaw County to the Hyundai Plant every day. These trucks are on a time schedule and not having Highway 331 four-laned causes difficulties in meeting these deadlines. Fines are imposed on the suppliers for every minute they are late in getting the parts to the Hyundai Plant. Also, from March through Labor Day traffic on Highway 331 is even heavier due to the beach traffic. Highway 331 is a straight shot to the beaches. Getting Highway 331 four-laned is very important for the future economic development of Crenshaw County. Not only will it make travel safer but will assist in locating future projects for Crenshaw County. This is a hurricane evacuation route and needs to be improved to handle traffic.

#	Location	Description
26	All County Roads	Paving -- There are more dirt roads in Crenshaw County than paved roads.
27	Countywide	Address how detour routes are defined and "called".
28	Countywide	Overloaded trucks are tearing up roads throughout the county.
29	All County Roads	Speeds on county roads are the primary factor in accidents. Statewide, 40 percent of all Alabama accident fatalities are on a county-maintained roadway.
30	Countywide	Roads in the county need repair
31	US 331	Need to change US Highway 331 to four lanes for economic development

**Lowndes County Citizen-Identified Rural Transportation Needs and Issues**  
**September 2014**

#	Location	Description
<b>REPAVING</b>		
1	Hayneville	Streets in Hayneville need resurfacing
2	Cassidy Road	Fort Deposit. Roads need paving, potholes repaired and resurfacing.
3	Gilmer Hill Road	Fort Deposit. Roads need paving, potholes repaired and resurfacing.
4	Golson Road	Fort Deposit. Roads need paving, potholes repaired and resurfacing.
5	Hill Street	Fort Deposit. Roads need paving, potholes repaired and resurfacing.
6	Jones Street	Fort Deposit. Roads need paving, potholes repaired and resurfacing.
7	Lee Street	Fort Deposit. Roads need paving, potholes repaired and resurfacing.
8	Milner Street	Fort Deposit. Roads need paving, potholes repaired and resurfacing.
9	Oak Street	Needs resurfacing
10	Old Letohatchee Road	Needs resurfacing
11	Race Track Lane	Needs resurfacing
12	Roger Street	Fort Deposit. Roads need paving, potholes repaired and resurfacing.
13	South Pollard Street	Fort Deposit. Roads need paving, potholes repaired and resurfacing.
14	South Street, Hayneville	Needs resurfacing and paving.
15	Highway 80	Needs to be repaved.
16	Julian Town Road	Needs to be repaved.
17	CR 33	Needs repaving
18	CR 45	Needs resurfacing
<b>BRIDGE IMPROVEMENT</b>		
19	CR 23	Bridge area is unsafe and deteriorated. Shoulder is deteriorated.
<b>ROAD IMPROVEMENT NEED</b>		
20	Julian Town Road	Rough road
21	McGhee Road	Potholes
22	CR 12	Some areas are rough and dangerous
23	Atchinson Road	Off CR26. Pavement.
24	Barnie Road	Off CR33. Pavement.
25	Muscatt Road	Gravel road that needs to be paved.
26	Chicken Pit Road	Off AL97. Pavement.
27	Collirene Cutoff Road	Off CR 12. Pavement.
28	CR 32 (Mason Rd), CR 37 from CR 32 to CR 26, CR 26 from CR 32 to Tyson Rd	There are several county roads near my residence were cross slope corrections are badly needed. The cross slopes are bad enough that it is dangerous to travel these sections of roadway at the posted speed limit of 45 mph. These conditions tend to throw the vehicle into the roadside ditch or onto oncoming traffic.
29	CR12	Huge potholes causing road travel to be hazardous for motorist travel.
30	CR17	Road needs paving and widening. Need warning of deer on the roads and light on the roads.
31	CR21	Between Frederick Douglas Road and US80. An increasing number of accidents and fatal accidents.
32	CR23	Needs resurfacing and needs lighting and signage for deer crossing.
33	CR26	Increasingly more heavily traveled, especially between CR6 and county line. More residential growth.
34	CR33	Huge potholes causing road travel to be hazardous for motorist travel. Needs repaving.
35	CR45	Huge potholes causing road travel to be hazardous for motorist travel. This road is also becoming heavily flooded. Needs resurfacing.

#	Location	Description
36	Crews Road	Off CR 26. Pavement.
37	Dirt Road off CR6, bordering Montgomery County	Pavement improvements needed.
38	Farmersville Road	Pavement.
39	Academy Lane	Holes in the road
40	Hayneville	Drainage improvements are needed to prevent flooding.
41	Hayneville	Town is starting to experience a high amount of flooding in District A on Race Track Lane.
42	Hill Street	Fort Deposit. Roads need paving, potholes repaired and resurfacing.
43	Jones Hill Road	Off AL21. Pavement.
44	Jones Street	Fort Deposit. Roads need paving, potholes repaired and resurfacing.
45	Judge Road	Off CR26. Pavement.
46	Knight Place Road	Off CR45. Pavement.
47	Lum Road	Between CR33 and CR45. Pavement.
48	Mims Road	Off CR26. Pavement.
49	Mt. Pleasant Road	There is about 0.5 mile stretch of paved road that is in terrible shape -- must see it to believe.
50	Mushatt Road	Off CR33. Pavement.
51	North CR 37	Currently under construction.
52	Old Calhoun Road	Fort Deposit. Roads need paving, potholes repaired and resurfacing.
53	Pierce Road	Off CR12. Pavement.
54	Pine Street and Race Track Area	Streets need resurfacing and drainage.
55	Plantation Road	The Lowndes County portion of Plantation Road hasn't been worked on in years.
56	River Road	Off Robinson Switch Road. Needs to be paved. Serves about 100 people. Dust is horrible. When raining, hard to get in and out to get to work.
57	River Road	Dirt road has caused many chipped windows and is very dangerous when we have lots of rain.
58	Robinson Switch Road to River Road	The road is very rough and damaging to all vehicles going in and out of our property.
59	Salem Church Road, Ramah Church Road, Jenkins Road	Pavement.
60	Sellers Road	Off AL21, past Bill Jones Store. Pavement.
61	South CR 37	Extreme Washout and Landslide. No pavement left.
62	Streets in Hayneville District B	One dirt road in the area that needs paving.
63	Streey Road	From US80 to AL97. Pavement.
64	The Bend	Off CR41. Pavement.
65	Woodruff Road	Off AL21. Pavement.
66	Julian Town Road	
67	Lowndes County	Need more accessibility for residents
68	Pollack Street	Has cracks, potholes and drainage issues
69	Rodger Street	Potholes
70	Jones Street	Potholes
71	Downtown Streets	Fort Deposit. Streets are 50 years old and need repair.
72	McGhee Road	Potholes
73	CR 12	Some areas are rough and dangerous
74	Muschatt Road	A gravel road. Needs to be paved.

#	Location	Description
75	Frederick Douglas Road	This is a tourism road with potholes. Big trucks drive on the road and cause road condition to decline.
76	Academy Lane	Holes in the road
<b>TRANSIT</b>		
77	All dirt roads in County	Lack of paved roads in Lowndes County. Public transportation can't access the elderly.
78	Hayneville	Sidewalks are needed for pedestrians.
79	White Hall and Trickem	No public transportation at all.
<b>GENERAL COMMENTS</b>		
80	Countywide	Need more accessibility for residents
81	Countywide	Potholes in county roads
82	Countywide	Big trucks mess the roads up



**Macon County Citizen-Identified Rural Transportation Needs and Issues**  
**September 2014**

#	Location	Description
<b>REPAVING</b>		
1	CR 9	Needs resurfacing. There is a lot of residential growth in the Chesson area combined with timber/logging traffic. Between CR4 and CR2, the road needs to be straightened; between CR2 and US80, a bridge needs to be replaced.
2	CR 24	Needs resurfacing
3	CR 31	Needs resurfacing
4	CR 71	Needs resurfacing
5	CR 91	Needs resurfacing
<b>BRIDGE IMPROVEMENTS</b>		
6	AL 49	State 49 bridge safety railings are rusted and need repair or paint guard rail.
7	CR 22	Road needs to be widened. Bridge repairs needed.
8	CR 73	Bridge needs to be replaced.
9	CR 40	Needs resurfacing. Bridges need to be replaced. Road is in very poor condition. High traffic area. This portion of road is used as an alternate for I-85 and as a major employment route to VictoryLand. The road is filled with potholes and patches and two to three bridges need to be replaced. There is a hole in the middle of one bridge that is repeatedly being filled.
10	CR13	Replace bridge and widen this road. The road serves a lot of hunting traffic and is a main access road to CR2 to get to Union Springs
11	CR 9, from CR30 to US80	Needs widening and bridge improvement
12	I-85	Needs bridge widening, resurfacing, and a concrete median placement.
13	I-85	Bridges and narrowness of median contribute to repeated head-on collisions.
14	I-85	Bridges need to be replaced and widened. There is no breakdown lane.
15	I-85, MM 20 to MM 47	Road needs to be widened at bridges.
<b>ROAD IMPROVEMENT NEEDS</b>		
16	AL 49 and CR 36	State 49 & County Road 36 need traffic signal and street light.
17	AL 49, Franklin	Growth on side of roads that needs to be cut back. State highway 49 from I-85 exit 32 to Tallapoosa line no speed limit signs. Fire dept needs emergency traffic signal.
18	Washington Avenue	1812 Block. A spot that may have been dug up leaving a bad dip where cars drive to the other side of the road to avoid. It's on a hill where you can't see what's coming. 2200 Block. Several holes in one spot that have been filled with gravel and paved partially on numerous occasions but still continues to come uncovered. Cars drive to the other side of the road to avoid but this too is very dangerous even dangerous coming out of my driveway because cars are on the wrong side of the road.
19	AL 81	Need a traffic light rather than a stop sign in downtown Tuskegee. Between I-85 and US 80, there are steep drain ditches on both sides of the road that present a safety issue. This road should be widened to 18-feet. It is congested during events and does not provide a straight shot to Tuskegee.

#	Location	Description
20	Chappie James Dr.	Need road improvements around airport. Lights needed
21	CR 2	Needs to be hard surfaced and improve drainage.
22	CR 26 and US 29	Road in need of lights.
23	CR 50	(Dirt roads) Road needs to be widened and graded.
24	CR12	Potholes. Narrow - used by school busses and is not wide enough for a bus and another vehicle to pass.
25	CR18	This is a narrow and curvy residential road that is used as the 'Tuskegee Bypass' to avoid downtown Tuskegee. By using CR45 and CR18, vehicles can access US80 from US29 and avoid the US80/US29 intersection at the Tuskegee Square. This route is often used by timber trucks.
26	CR46	Potholes and patches in blacktop.
27	CR56	Used to be blacktop; Now has patches on clay and blacktop. Filled with holes. Is a danger to cars and people. Heavily traveled to access I-85. Worst section is between AL49 and AL199
28	CR60	Road bed is not wide enough for a bus and a car to pass. Potholes. Shoulders are eroding and washing.
29	CR65	Construct a new interchange at CR65 and I-85. Construct a new road from CR65 from I-85 to provide more direct route to Tuskegee University and Veterans Hospital.
30	CR97	Construct a new interchange at CR 97 and I-85. For industrial and residential purposes.
31	Ellis Road	A dirt road that needs paving.
32	Old Federal Road	This main road in Shorter needs milling, widening, regrading and paving.
33	South Church St.	Patch road that is bumpy throughout and really narrow.
34	US29	A truck route is needed to bypass US29 in downtown Tuskegee and particularly at the Tuskegee Square. 4-Lane these roads to provide a viable alternative route to Interstate 85 when necessary. Busses and trucks cannot make the right turn from US80 to US29 with oncoming traffic to get the school, Board of Education, etc., that is located further south on US29. Further, there is not good signage to forewarn of upcoming conditions.
35	I-85	Steel cable separating north and south bound lanes needs to be cement wall.
36	I-85 - Shorter exit	In the median, needs to be cement barrier.
<b>TRANSIT</b>		
37	Macon County	Need for public transportation assistance.
38	CR 53, CR54	Bicycle lane needed.
<b>GENERAL COMMENTS</b>		
39	US 80	Need to complete four-laning to Montgomery.

**Pike County Citizen-Identified Rural Transportation Needs and Issues**  
**September 2014**

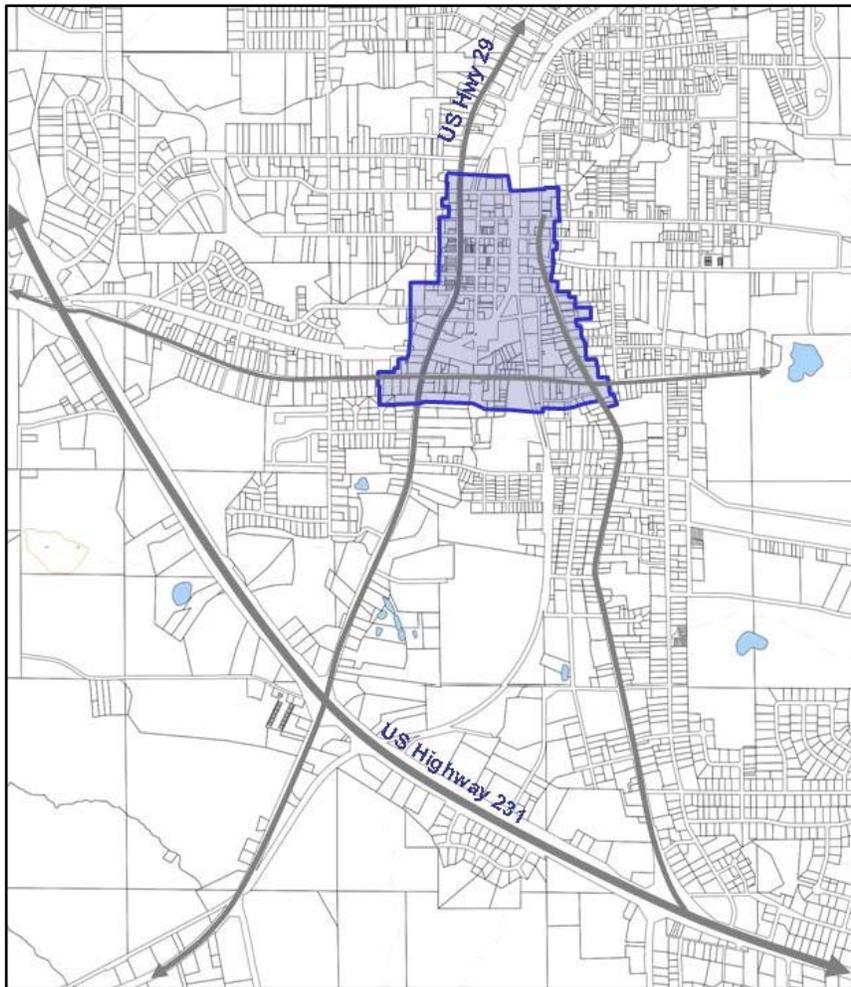
#	Location	Description
<b>REPAVING</b>		
<b>BRIDGE IMPROVEMENTS</b>		
1	Bridge over Indian Creek on CR 2214	The bridge is closed to heavy vehicles which includes our school buses. I have spoken with the Pike County Road department on numerous occasions and have been told that the funding required to make the repairs needed is just not there. We have to detour 9 school buses daily which adds nearly 1,700 extra miles weekly incurring extra fuel cost of \$510.00 weekly, as well as excess maintenance costs on buses. The fact that we are already in pro-ration makes these additional expenses especially difficult to absorb. This also causes some of our students and parents to have to wake up extra early to catch the bus. In some cases it also extends the overall trip into an excessively long time to be on a school bus and frequent tardiness. Many students are missing breakfast at school because of the extra time it takes us to detour. Other students are being driven to school by their parents because of the earlier times they would have to ride the bus in the morning. If there were anything that you could do to help this situation it would be greatly appreciated by all parties concerned. Thank you in advance for your help and consideration in this matter.
2	CR2214 (CR25)	Posted bridge. The bridge is a 6-ton bridge causing 12 busses to detour approximately 30 miles per day for each bus.
3	CR6618 (CR44)	Posted bridge. The bridge is a 6-ton bridge causing 1 bus to detour approximately 8 miles per day.
<b>ROAD IMPROVEMENT NEEDS</b>		
4	City of Brundidge	Truck problems. Trucks are coming through downtown area. Heavy traffic on Hwy. 10
5	CR 6616	Dirt road off of AL223 with multiple potholes that need gravel. Difficult to get up and down hills.
6	CR2214 (CR25)	Narrow paved road. This road is the primary road between Troy and Goshen. Can't pass two busses safely; and it is even difficult for a bus and a vehicle to pass each other.
7	CR6	Between US231 and AL87. Needs to be upgraded to a State-maintained road. It connects two highways and carries traffic to the Wal Mart Distribution Center.
8	CR6 and CR41	Limited visibility in turning left onto CR6 from CR41.
9	CR7747	Dirt road that needs gravel.
10	Gibbs Street and Elm Street	Congestion is caused by traffic flow between the elementary school and the middle school and made even worse by traffic backed by passing trains.
11	Intersection of AL10 and AL93	Intersection is too small/narrow to allow a right hand turn from AL10 to AL93. Also, in turning right on AL10 from AL93.
12	Lynwood Road	Road has bumps, potholes, depressions and is very rough.
13	US 231	Congestion is horrible. Absolutely impossible to enter traffic thoroughfare.

#	Location	Description
14	US231 to Enzor Road	A connector road (new alternate route) is needed between US231 and Enzor Road. This road would connect the SportsPlex and new residential developments to US231. A new connector road would relieve some of the stress at the intersection of US231 and AL87.
15	Wallace Drive	City of Troy has no school buses. Traffic is just awful. Takes 30 minutes just to pass through.
16	Walnut Street and 3 Notch Street	Road designated parking places painted too close to intersection, close to Cinco Drugs. Causes congestion -- can't turn.
<b>TRANSIT</b>		
17	Pike County	Need for public/elderly transportation.
18	Troy City Roads	Infrastructure in Troy is not suitable for bus traffic. The roads are too narrow and intersections are too small or tight.
<b>GENERAL COMMENTS</b>		
19	Dirt Roads throughout County	Potholes are in all county dirt roads. Need limbs trimmed. Limbs are slapping side of school busses and busting the windows out of the busses. Grass growing on the side of the roads to a point that roads no longer drain. In wet conditions, this causes hydroplaning and wrecks.

## Long-Range Planning

As part of the FY 2014 planning work program, SCADC worked with the City of Troy and Skipper Consulting, Inc. to develop a preliminary transportation study for the downtown area of the city. The transportation study is a precursor to a downtown revitalization plan that has recently been funded through the U.S. Department of Housing Community Development Block Grant program as administered through the Alabama Department of Economic and Community Affairs. The Troy Downtown Transportation Plan is a vital element to the long-range preservation of the historic downtown resources and the continued functionality of the area for commercial and private vehicular circulation, as well as bicycle and pedestrian connections between Downtown Troy and Troy University. The Troy Downtown Study Area is

bounded by Murphree Street, Madison Street, Brundidge Street and Cherry Street. As shown in the map below, the study area is located northeast of the U.S. Highway 231, but has strong regional accessibility via U.S. Highway 29, and one arterial road – Brundidge Street, and one collector – South Three Notch Street. Further, the downtown area offers one of the few pedestrian-friendly retail and commercial areas in the city. With the close proximity of the downtown to Troy University, it is paramount that the area retain a circulation network that is conducive to vehicular and pedestrian traffic while ensuring the preservation of the city's historic resources.



Objectives of the Downtown Troy Transportation Study included conducting an inventory of the street network; perform an existing conditions analysis, conduct a parking inventory and occupancy study for peak parking periods, develop parking and roadway improvement alternatives; develop a bicycle and pedestrian plan and assist in selecting a preferred

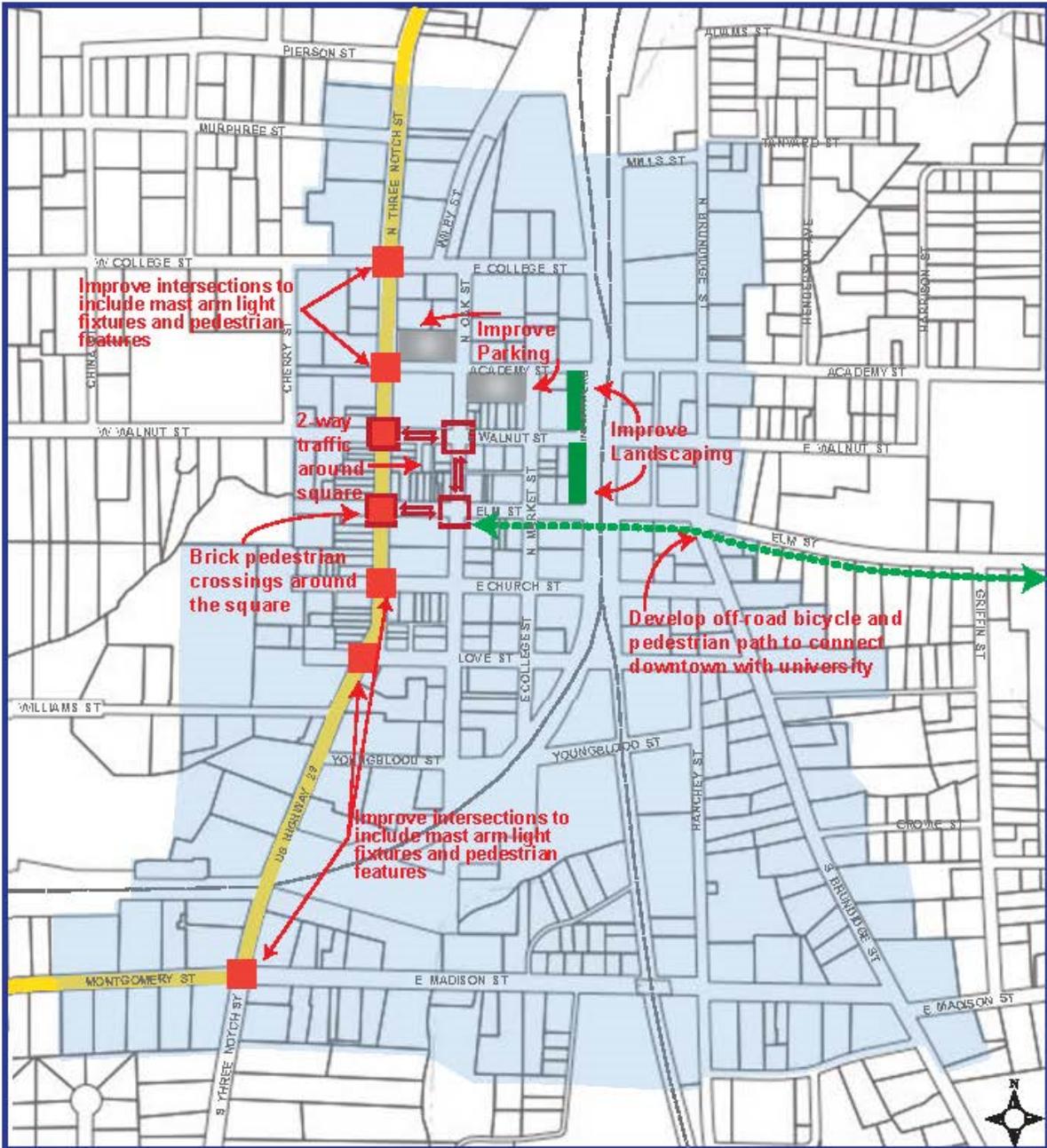
downtown concept. Existing challenges to downtown circulation include parking and parking access, railroads, a lack of directional signage, lack of consistency among intersections in being 4-way or 2-way intersections, and high volumes of through traffic via U.S. Highway 29. Working with a Troy downtown transportation committee, basic design concepts and preliminary recommendations were developed to guide future transportation improvements. Each of these are listed below and the recommendations are shown on the map graphic on the following page.

Downtown Transportation Design Concepts:

- Develop Gateways into Downtown
- Develop Wayfinding Signs
- Improve Sidewalks
- Improve Select Intersections
- Improve Pedestrian Environment
- Establish Pedestrian & Bicycle Connection between Downtown and the University
- Improve Roadway Connections between Downtown and the University
- Improve Parking Lots
- Improve Landscaping

Downtown Transportation Recommendations:

- Convert one-way streets to two-way traffic around the downtown square
- Improve seven intersections on U.S. Highway 29 to include mast arm light fixtures and pedestrian features
- Install brick pedestrian crossing at four intersections surrounding the downtown square
- Develop an off-road bicycle and pedestrian path to connect downtown to Troy University
- Improve parking layout at large parking lots located on Academy Street and N. Oak Street, and
- Improve landscaping at parking areas along Industrial Road.



**LEGEND**

-  Two Way Traffic
-  Intersection Improvements
-  Brick Pedestrian Paths
-  Parking Improvements
-  Landscaping Improvements
-  Bicycle/Pedestrian Path

**Downtown Troy  
Transportation  
Improvements**

September 2014