

**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
2015 - 2016**



SCADC

SOUTH CENTRAL ALABAMA
DEVELOPMENT COMMISSION

Table of Contents

1.	Introduction	1
2.	Region Characteristics	3
3.	Rural Transportation Needs and Issues.....	11
4.	Long Range Planning.....	23

This report was financed in part by the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, the Alabama Department of Transportation, and local participating governments, in partial fulfillment of requirements set forth in 23 USC 134 and 135 (amended by Map-21, Sections 1201 and 1202, July 2012). The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

SCADC

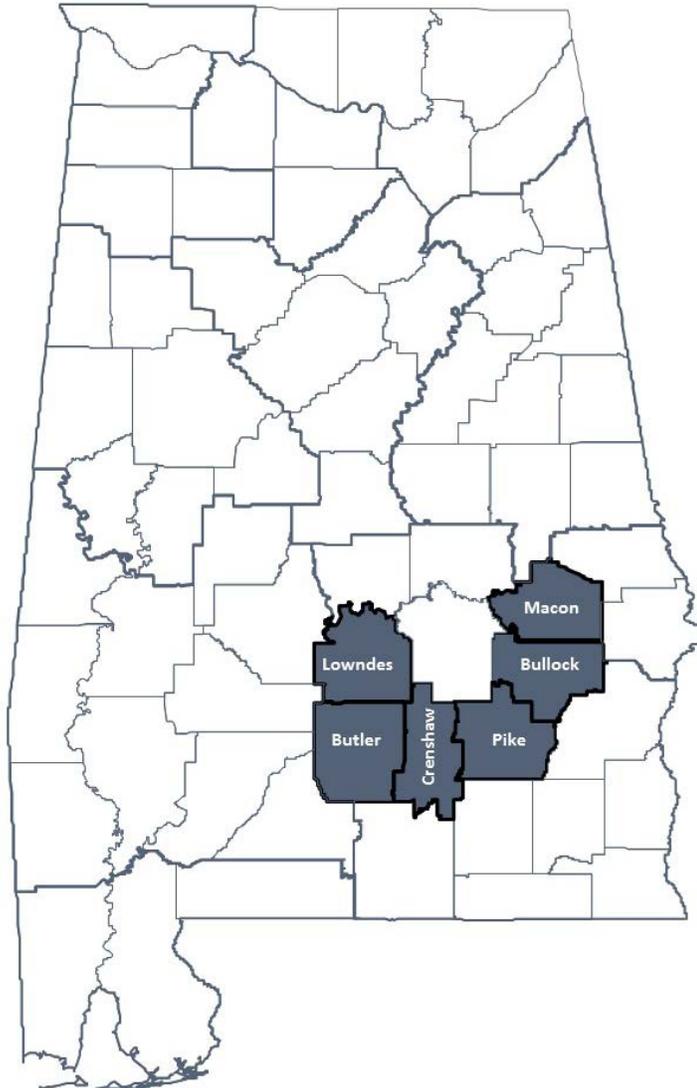
SOUTH CENTRAL ALABAMA
DEVELOPMENT COMMISSION

SERVING BULLOCK, BUTLER, CRENSHAW, LOWNDES, MACON, MONTGOMERY & PIKE COUNTIES
5900 CARMICHAEL PLACE | MONTGOMERY, AL 36117 | P 334.244.6903 | F 334.271.2715 | SCADC.NET

1. 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 2015-2016 fiscal year, covering the period from October 1, 2015 through September 30, 2016. 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. 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 South Central Alabama Rural Transportation Region



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), 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 2016 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 2016 planning work program, SCADC supported the City of Troy downtown planning and downtown transportation efforts by contracting with the KPS Group to develop a Downtown Troy-Troy University bicycle and pedestrian connection and to develop traffic management techniques to facilitate traffic movement through the City, and specifically, to guide traffic into and around the downtown area. These planning efforts have assisted in the implementation of recommendations from the City of Troy Downtown Transportation Plan that was prepared by Skipper Consulting, Inc. in the 2014 program year. The Troy Downtown Transportation Plan, the bicycle/pedestrian connection, and the traffic management recommendations support the city’s ongoing downtown revitalization planning process that was been funded through a Community Development Block Grant program (CDBG), as administered through the Alabama Department of Economic and Community Affairs.

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 to the right. At that time, stakeholders agreed that bridge education and awareness was a top priority for all counties and the region due to the safety factors associated with posted bridges, and, separated bridge awareness and education apart from all other priorities into its own priority group. During recent program years, however, the counties in the South Central Alabama Region have been able to make significant improvements to bridge structures through the ATRIP, the Alabama Transportation Rehabilitation and Improvement Program. Bridge education and awareness remains a top priority for all South Central Alabama counties, but, the locations where bridge improvements are an urgent need has decreased throughout the region. Therefore, bridge education and awareness remains a regional priority, but was included back within the road safety priority grouping.



2. Regional Demographic Characteristics

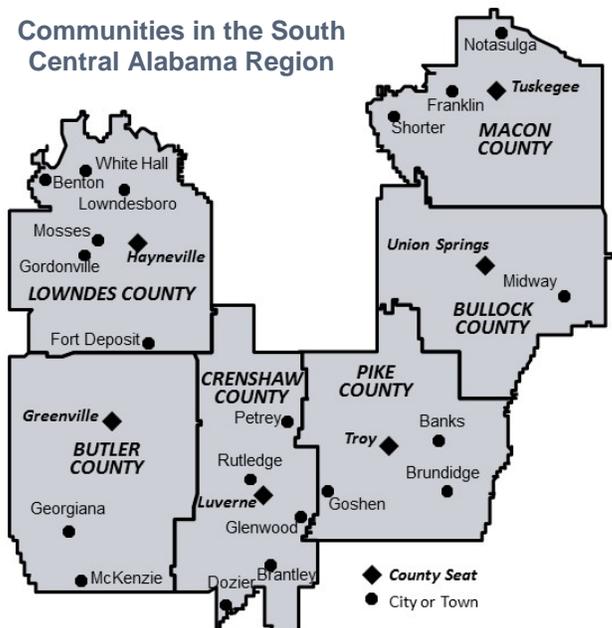
According to the 2015 U.S. Census Estimates, the South Central Alabama Region has a total population of 107,422 persons within its 4,012 square mile boundaries. The smallest counties in the region are Crenshaw and Macon Counties, at 610 square miles and 611 square miles, respectively. Population density in the region ranges from 14.6 persons per square mile in Lowndes County to 49.2 persons per square mile in Pike County. Population density for the entire region is 26.8 persons per square mile. Between 2014 and 2015, population density in five counties decreased slightly while density remained stable in Crenshaw County.

South Central Alabama 2015 Population and Population Density					
<i>Density is measured as the number of persons per square mile.</i>					
Area	2015 Population Estimate	Land Area	2015 Density	2014 Density	2010 Density
Bullock County	10,696	625 square miles	17.1	17.2	17.5
Butler County	20,154	777 square miles	25.9	26.1	27.0
Crenshaw County	13,963	610 square miles	22.9	22.9	22.8
Lowndes County	10,458	718 square miles	14.6	14.7	15.7
Macon County	19,105	611 square miles	31.3	31.8	35.1
Pike County	33,046	671 square miles	49.2	49.8	49.0
Region	107,422	4,012 square miles	26.8	27.0	27.8

Source: U.S. Census Bureau, 2010, 2014 and 2015 Census Population Estimates

Of the total population of the South Central Alabama Region, 14.9 percent is age 65 or older and 18.3 percent of the total population 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, 26.9 percent of the total population is living below poverty level and 13.6 percent of the region's labor force is unemployed. Unemployment rates, according to American Community Survey data, range from 9.5 percent in Crenshaw County to 18.1 percent in Macon County.

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.

South Central Alabama Highways			
Interstates	Federal Highways	State Highways	
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.

Population Age 65 and Older			
Area	Total Population	Population Age 65+	Percent Population 65+
Bullock	10,746	1,504	14.0%
Butler	20,624	3,546	17.2%
Crenshaw	13,955	2,258	16.2%
Lowndes	11,086	1,689	15.2%
Macon	20,803	3,097	14.9%
Pike	32,977	4,297	13.0%
Region	110,191	16,391	14.9%
<i>Source: U.S. Census Bureau, American Community Survey, 2009-2013</i>			

Persons with a Disability

The percentage of the population with mobility disabilities is highest in Lowndes County, at 21.1 percent of the total county population. The percentage of disabled persons is lowest in Pike County, at 14.8 percent. Regionally, 18.3 percent of the population has a 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	10,746	1,988	18.5%
Butler	20,624	4,269	20.7%
Crenshaw	13,761	2,693	19.3%
Lowndes	11,086	2,339	21.1%
Macon	20,803	3,994	19.2%
Pike	32,977	4,881	14.8%
Region	110,191	20,164	18.3%
<i>Source: U.S. Census Bureau, American Community Survey, 2009-2013</i>			

Poverty and Unemployment

Just over one-fourth of the South Central Alabama population (age five and older), at 25.9 percent is considered to be economically disadvantaged because they live at or below poverty level. Butler County has the highest poverty rates with 28.4 percent of the population living at or below poverty level, followed by Macon County, with 27.6 percent living in poverty, and Pike County, with 27.3 percent. Only Bullock and Crenshaw Counties have less than 25 percent of the population below poverty level, at 21.6 percent and 19.1 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.

According to the 2009-2013 ACS, unemployment in the region ranges from 9.5 percent in Crenshaw County to 18.1 percent in Macon County. Regionally, 13.6 percent of the labor force is unemployed, while only 55.9 percent of the population age 16 and older is considered to be in the labor force. Lowndes County has the lowest percentage of working age population in the labor force, at 49.0 percent while Pike County has the highest percentage with 59.7 percent of persons age 16 and older in the labor force. The lack of nearby employers and the distance between the concentrations of unemployed persons will make this a difficult population to serve with transportation.

Persons Below Poverty Level			
Area	Total Population	Persons Below Poverty Level	Percent of Persons Below Poverty Level
Bullock	10,746	2,320	21.6%
Butler	20,624	5,857	28.4%
Crenshaw	13,955	2,665	19.1%
Lowndes	11,086	2,960	26.7%
Macon	20,803	5,679	27.3%
Pike	32,977	9,102	27.6%
Region	110,191	28,583	25.9%

Source: U.S. Census Bureau, American Community Survey, 2009-2013

Unemployed Population					
Area	Pop 16+	# In Labor Force	% In Labor Force	# Unemployed	% of Labor Force Unemployed
Bullock	8,693	4,794	55.1%	718	15.0%
Butler	16,242	8,954	55.1%	1,323	14.8%
Crenshaw	11,060	6,303	57.0%	598	9.5%
Lowndes	8,802	4,316	49.0%	751	17.4%
Macon	17,271	9,323	54.0%	1,687	18.1%
Pike	27,185	16,234	59.7%	1,725	10.6%
Region	89,253	49,924	55.9%	6,802	13.6%

Source: U.S. Census Bureau, American Community Survey, 2009-2013

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 Lowndes County, where 11.0 percent of the households in the county are without a vehicle, and in Macon County, at 10.2 percent. The percentage of population impacted by lack of a vehicle was derived by multiplying the number of households without a vehicle by the average household size for the county. Therefore in Lowndes and Macon Counties, 13.6 and 12.2 percent, respectively, of the total population do not have a vehicle available to their household. Crenshaw County, at 5.1 percent, and Pike County, at 6.9 percent, have the lowest percentages of households without a vehicle. Again concentrations of persons who are in need of transportation services are dispersed throughout the South Central Alabama Region.

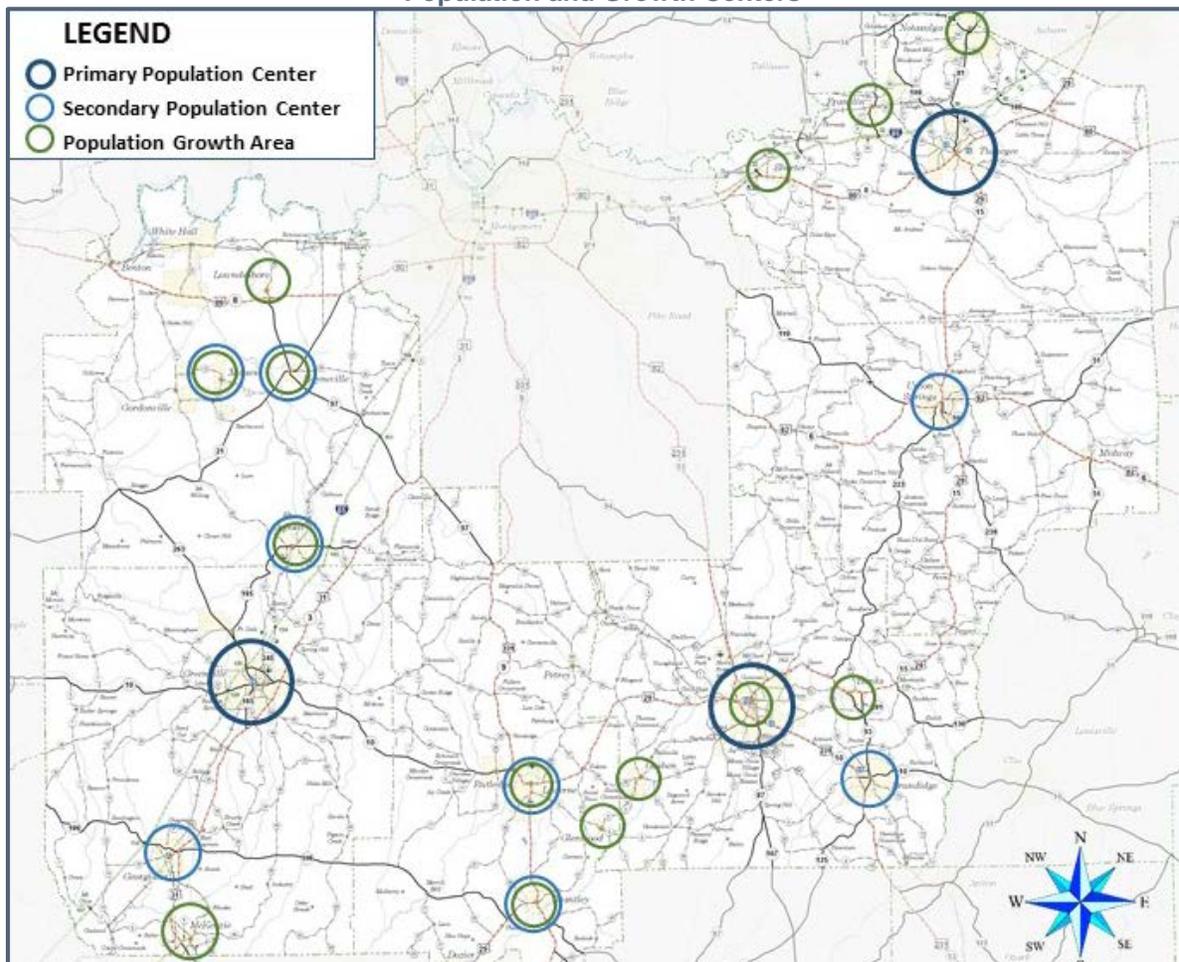
Persons Without a Vehicle Available						
Area	Total Households	HH with No Vehicle	% of HH w/ No Vehicle	Total Persons	Total Persons with No Vehicle	Percent of Persons with No Vehicle
Bullock	3,741	637	6.4%	10,746	1,830	17.0%
Butler	8,235	844	17.0%	20,624	2,114	10.3%
Crenshaw	5,601	372	10.2%	13,955	927	6.6%
Lowndes	4,212	577	6.6%	11,086	1,519	13.7%
Macon	8,107	1,111	13.7%	20,803	2,851	13.7%
Pike	12,959	1,270	13.7%	32,977	3,232	9.8%
Region	42,855	4,811	9.8%	110,191	12,472	11.3%

Source: U.S. Census Bureau, American Community Survey, 2009-2013

Population Centers

Population and growth centers are not directly interchangeable. Population centers are those areas that have the largest concentrations of population in the region, while growth areas are simply those locations that have increased in population. For example, the Town of Franklin experienced a 23.5 percent population increase between 2000 and 2014 – one of the most significant in the region; however, the total population of Franklin in 2014 is only 184 persons. Therefore, while Franklin may be a growth area, it is not a population center. There are three primary population centers in the South Central Alabama Region: Greenville, Troy and Tuskegee. Together, these three municipalities are home to 36,045 persons, which is 33.2 percent of the total population of the region. Secondary population centers are those areas with a population between 1,000 and 7,500 persons. There are eight secondary population centers in the region: Brantley, Brundidge, Fort Deposit, Georgiana, Hayneville, Luverne, Mosses, and Union Springs. Unfortunately, five of the population centers are continuing to suffer from population decline. Population and growth centers in the South Central Alabama Region are shown on the map below and in the table on the following page.

Population and Growth Centers

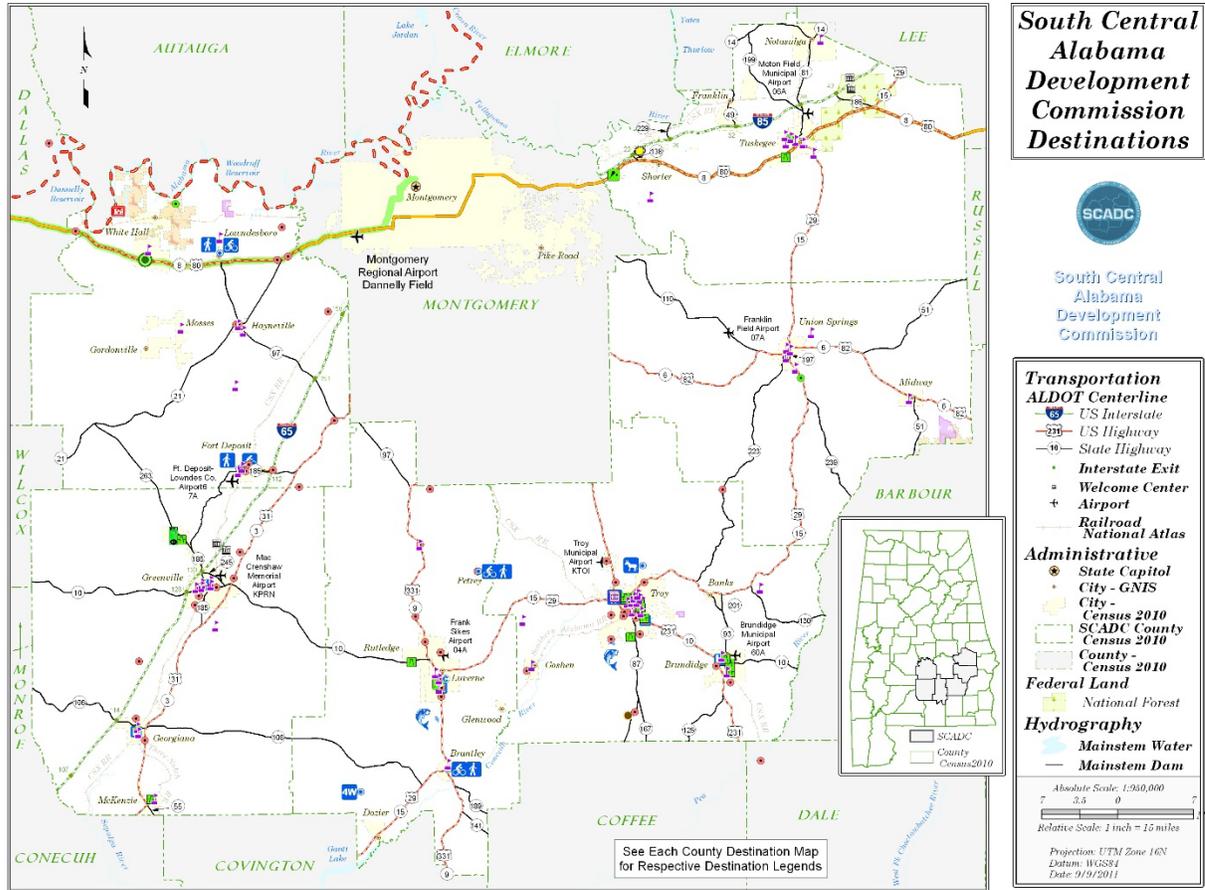


Population Centers and Growth Centers Based on Population Change from 2010 to 2014					
Location	2000	2010	% Change 2000 to 2010	2014 Estimate	% Change 2010 to 2014
Alabama	4,447,100	4,779,736	7.5%	4,849,377	1.5%
Bullock County	11,714	10,914	-6.8%	10,764	-1.4%
Midway	457	499	9.2%	436	-12.6%
Union Springs	3,670	3,980	8.4%	3,903	-1.9%
Butler County	21,399	20,947	-2.1%	20,296	-3.1%
Georgiana	1,737	1,738	0.1%	1,619	-6.8%
Greenville	7,228	8,135	12.5%	7,974	-2.0%
McKenzie	642	522	-18.7%	645	23.6%
Crenshaw County	13,665	13,906	1.8%	13,977	0.5%
Brantley	920	809	-12.1%	1,016	25.6%
Dozier	391	329	-15.9%	322	-2.1%
Glenwood	191	187	-2.1%	215	15.0%
Luverne	2,635	2,800	6.3%	2,818	0.6%
Petrey	63	58	-7.9%	41	-29.3%
Rutledge	476	467	-1.9%	442	-5.4%
Lowndes County	13,473	11,299	-16.1%	10,580	-6.4%
Benton	47	49	4.3%	42	-14.3%
Fort Deposit	1,270	1,344	5.8%	1,366	1.6%
Gordonville	318	326	2.5%	313	-4.0%
Hayneville	1,177	932	-20.8%	1,113	19.4%
Lowndesboro	140	115	-17.9%	167	45.2%
Mosses	1,101	1,029	-6.5%	1,069	3.9%
White Hall	1,014	858	-15.4%	801	-6.6%
Macon County	24,105	21,452	-11.0%	19,425	-9.4%
Franklin	149	149	0.0%	184	23.5%
Notasulga	889	890	0.1%	988	11.0%
Shorter	355	474	33.5%	497	4.9%
Tuskegee	11,846	9,865	-16.7%	9,435	-4.4%
Pike County	29,605	32,899	11.1%	33,389	1.5%
Banks	224	179	-20.1%	184	2.8%
Brundidge	2,341	2,076	-11.3%	2,007	-3.3%
Goshen	300	266	-11.3%	299	12.4%
Troy	13,935	18,033	29.4%	18,636	3.3%
SCADC Region	113,961	111,417	-2.2%	108,431	-2.7%
Primary Population Center	Secondary Population Center		Growth Area		

Source: U.S. Census Bureau, 2000 Population, 2010 Population, 2014 Population Estimates

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 with a total of 61 transportation vehicles. Of the total service providers, 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 an estimate 6 percent of the target population of elderly persons or 4 percent of the total target population of elderly persons, persons with disabilities, unemployed persons and persons living in poverty. 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.

3. 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 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.

Newspaper Advertisement

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.

<p style="text-align: center;">Bullock County</p> <p>Wed., September 7, 2016 1:00 PM to 2:30 PM Bullock County Courthouse Commission Chambers 110 Hardaway Avenue West Union Springs</p>	<p style="text-align: center;">Butler County</p> <p>Tuesday, September 6, 2016 10:00 AM to 11:30 AM Greenville City Hall 119 East Commerce Street Greenville</p>	<p style="text-align: center;">Crenshaw County</p> <p>Thursday, September 8, 2016 1:00 PM to 2:30 PM Crenshaw Co. Courthouse Commission Chambers 29 S. Glenwood Ave Luverne</p>
<p style="text-align: center;">Lowndes County</p> <p>Tuesday, September 6, 2016 1:00 PM to 2:30 PM Hayneville Town Hall 241 West Tuskeena Street Hayneville</p>	<p style="text-align: center;">Macon County</p> <p>Wed., September 7, 2016 10:00 AM to 11:30 AM Macon Co. Courthouse Annex 205 North Main Street Tuskegee</p>	<p style="text-align: center;">Pike County</p> <p>Thursday, September 8, 2016 10:00 AM to 11:30 AM Troy City Hall City Council Chambers 306 East Academy Street Troy</p>

You can also report transportation issues by email to rpo@scadc.net. Be sure to include county name, road name and location, and detailed description of the issue in your e-mail. If you do not have access to e-mail, you may send a fax with the same information to RPO Issues at 334-271-2715. Or, call Kaleb Kirkpatrick 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 -- click on RPO under the Planning and Economic Development tab.

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 has 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 2016. 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 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.

Fiscal Year 2016 Rural Transportation Needs and Issues

SCADC Region Citizen-Identified Rural Transportation Needs and Issues September 2016

Location	Description
Transit	Strong need for transportation in the rural counties. A prime example being the "Ready to Work" classes in Lowndes. The folks that need training cannot get it because they can't get to it. Public transportation solutions are key to workforce success in the areas outside of larger cities.

**Bullock County Citizen-Identified Rural Transportation Needs and Issues
September 2016**

Location	Description
ROAD IMPROVEMENTS AND REPAVING	
AL 110 W	Heavy traffic. Need to have passing lanes
CR 2	Potholes. Needs to be paved. Someone put a fence on the right of way.
CR 3	Potholes. Needs to be paved. Someone put a fence on the right of way.
CR 7	AKA 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. Shoulders are absent and dug up in places. Road is narrow. Patching is rough.
CR 8	Road improvements are in progress in 2016-2017. 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.
CR 15	Pot holes
CR 18	Potholes, Needs resurfacing. Bridge needs guard rails.
CR 30	With Lee Loop Road. Needs work, especially at beginning of road. Has been patched, but not smooth.
CR 31	AKA Daniel Road. Off US 29 South
CR 34	Has been resurfaced, but shoulders need attention. Growth above 5 feet on shoulder of road. Cannot see oncoming traffic when entering road from driveway
CR 35	Pot holes, especially from CR 34 to US 82. Needs resurfacing.
CR 36	Needs improvements
CR 37	Needs improvements. Widen and resurface between US 82 and Montgomery County Line
CR 40	Waterfall causes flooding of roadway. City of Union Springs has to drain roadway.
CR 41	Bad flooding
CR 45	Potholes. Needs resurfacing
CR 47	Pot holes. Cannot drive on road. Shoulder is actually used to travel. 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.
CR 49	Potholes. Needs resurfacing. Road is in appalling condition; even has sign that says "ROUGH ROAD". Grass is so high that wildlife, such as deer, is not visible.
CR 52	Poor road condition
CR 53	Culvert has been repaired. Potholes. Needs resurfacing
CR 59	Off US 82 East, past Bullock Correction Facility. Road is in dire need of repaving.
CR 61	Needs paving
CR 64	Rough road
CR 93	AKA Mt. Coney Church Road. Portion of road needs a drainage pipe, thereby causing a bad condition for traveling
CR 106	Repaved - lots of potholes and patches due to a lot of truck driving
CR 115	Needs repaving and maintenance, has potholes, flooding problems
CR 142	Needs repaving and maintenance, has potholes, flooding problems
CR 165	Needs improvements
CR 176	Needs improvements, especially between CR 7 and CR 37
Cr 177	Road needs resurfacing.
CR 185	Between Cr 37 and AL 110. Needs repaving. Even gravel would be better than what it is now.
US 82	With Conecuh Road East. Heavy traffic. Rough ride.
Chunnennuggee Street	Road needs to be repaved and drainage issues corrected.
Cooper Street, USA	Road needs to be repaved.

Depot Street, Midway	Roads in City of Midway exhibit severe drainage issues. Approximately 99 percent of streets need resurfacing.
Ellis Avenue	Potholes
Esquire Drive	Poor road condition
Foster Rd, USA	Off US 82 East, past Bullock Correction Facility. Roads are in dire need of repaving. Poor Condition
Greenwood Street, USA	Road needs to be repaved.
Grove Circle, USA	Road needs to be repaved.
Hall Street, Midway	Roads in City of Midway exhibit severe drainage issues. Approximately 99 percent of streets need resurfacing.
Hardaway Street, USA	Conecuh River Bridge needs larger culverts; Repeated flooding. Needs repaving.
Hicks Industrial Park Road, USA	Leads to local industrial park and needs to be resurfaced. Potholes
Levy Street, USA	Road needs to be repaved.
Peachburg Road, USA	Town Creek Bridge needs larger culverts; Repeated flooding.
Ponderosa Loop, USA	Poor road condition
Rush Lane, USA	Rough road, like riding on a washboard
Sanders Court, USA	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
Tye Avenue, USA	Poor road condition
TRANSIT	
Bullock County	Public transportation is needed for citizens who reside in rural areas.
Bullock County	The elderly and disabled do not have transportation and they are being exploited out of their money.
Hardaway Church Road	Enon Community. There are several people (elderly) who cannot drive and could use public transportation in this area.
Rural areas throughout Bullock County	Transportation needed for JOBS clients to get back and forth to employment sites that are located in different areas of Bullock County.
Rural Areas	Seniors need transportation to city for medical needs
Union Springs	Seniors in Union Springs need transportation to DHR and Health Department that is being constructed in outskirts of Union Springs. There is a lot of scamming of seniors for private transportation resources.
GENERAL COMMENTS	
Bullock County	Several roads are dirt making it difficult to drive on. Some of the paved roads are like only asphalt with pot holes.
Collector Surface Roads	All county collector road needs surface improvements. Need additional funds for improvements to minor collectors.
District 1, Bullock County	Shoulders on county roads are overgrown and cannot see the road. Need signage on all roads.
Bullock County	Need a 4-lane access route in the west part of the county to tie into I-85 near Tallassee and US 231 near Brundidge
Prairie Street North and South, DT USA	Hard to grow tourism or any other tax-generating business when first impressions due to road conditions are so poor!
Prairie-Hardaway-Conecuh-Powell, USA	Reroute truck traffic from downtown area.
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.
District 4, Bullock County	Lack of funds to maintain roads; Many potholes. Lack of equipment to address poor infrastructure
Bullock County	Roads are in bad shape with pot holes and flooding, and resurfacing needs. Lack of funding sources and ideas of getting funding.
Bullock County	Dirt roads are washing out.
Bullock County	Problem is how to improve roads with dwindling fuel sales and income.

**Butler County Citizen-Identified Rural Transportation Needs and Issues
September 2016**

Location	Description
ROAD CONDITIONS AND REPAVING	
AL 10	Replace culvert/pipes on Highway 10 at Industrial Drive and cemetery. Any heavy rain causes flooding
AL 10 West	Major drainage issues, frequent flooding, prevents access to hospital
AL 106	Needs resurfacing. Has bad patchwork and affects 38 families.
CR 6	South Garland to US 31. Needs to be resurfaced.
CR 7	AKA. Butler Springs Road. Is in terrible condition. Needs to be paved. Hasn't been paved in a very long time.
CR 8	Need turning lanes at US 31/AL 55 and CR 8
CR 9	AKA Scott Road. Portion of road needs to be paved. Pavement stops and turns into a dead-end.
CR 11	Needs to be repaved.
CR 15	Needs to be repaved.
CR 23	Needs to be repaved. (should be resurfaced in FY2017.)
CR 32	Needs to be repaved.
CR 37	Approximately 12 miles have been resurfaced. Needs to be repaved. Road has big potholes. Road is going out due to big trucks. Ditches need to be cleaned. Water in the road when it is raining.
CR 39	Needs to be repaved.
CR 41	Northern portion needs to be repaved.
CR 43	Needs to be repaved.
CR 43	AKA Poorhouse Road. Road repair is needed.
CR 47	CR 47 needs to be resurfaced from intersection of CR 51 to AL 55. Need turning lanes at CR 47 and AL 55
CR 48	Needs to be repaved.
CR 54	Needs to be repaved -- have to drive in the middle. Senior bus has problems with driving down the road
CR 57	Dirt portion needs to be paved.
CR 69	Needs to be repaved.
US 31	At AL 55. Need turning lanes at US 31/AL 55
US 31	Unsafe intersection at US 31 and Halso Mill Road
US 31, Georgiana	At AL 106 in Georgiana. Bushes and trees need to be trimmed back for visibility on road and curves.
Abrams St, Georgiana	Has potholes and cracks; speed bumps need to be painted
Avant Loop, Georgiana	Road is in very bad shape with potholes
Butler Estates Road, Greenville	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.
Darby Avenue, Georgiana	Bad road
E. Railroad Ave., Georgiana	Potholes
East Railroad Avenue, Georgiana	Road needs to be paved and widened with adequate drainage. It is a narrow dirt road with tree limbs hanging over road and no ditches for proper drainage flow. It has potholes, washes and mud puddles. Overgrowth is damaging to vehicles. Service vehicles get stuck in the mud and ditches. Garbage trucks further tear up the road.
Glendale Ave., Greenville	Needs to be repaired

Grace Avenue, Georgiana	Needs to be repaved.
Honeysuckle Road, Greenville	One way road with potholes and drainage problems. Paved, but dirt washed.
Miranda Avenue, Georgiana	Potholes
North Jane Avenue, Georgiana	Needs to be repaired
Railroad Avenue, Georgiana	Part city and part county -- needs a lot of work
Rocky Street, Georgiana	Intersection with US 31, AL 106 and Rocky Street is a dangerous 5-point intersection. Very difficult for residents to enter intersection.
Rocky Street, Georgiana	With Rocky Lane. Very narrow unpaved road that is the only access to Rocky Street and Rocky Lane residents. So narrow that two cars cannot pass each other without pulling into a driveway. Needs to be paved. Existing dirt road is washboarded and in very poor condition with huge potholes. Heavy and extended rains cause the road to wash and flood, causing cars, school busses and emergency vehicles to get stuck on numerous occasions. Bushes and limbs need to be cut back. We cannot see good in spots. This used to be done each year before school starts.
Sellers Street, McKenzie	Needs to be resurfaced due to heavy school traffic
South Conecuh Street, Greenville	Potholes
Veneer Avenue, Georgiana	Part city and part county -- potholes
Vickery Road	Unpaved road serving high number of residents. Needs paving. 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.
TRANSIT	
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.
Senior Citizen Services	No public transportation for the elderly in Butler County
Countywide	Senior services transportation to pharmacies, DHR, groceries. Need public bus system -- also for employment.
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.
Regional Services	Need transportation services to travel regionally, especially to Montgomery.
GENERAL COMMENTS	
Butler County	Big trucks eat up the roads. A consideration should be to tax timber trucks
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.
Countywide	Pave dirt roads. New busses are being torn up and beaten to death by dirt roads.
Countywide	Paving starts in August in worst areas.
Countywide	Moving concrete mailboxes complicates repaving and widening.
Countywide	A lot of the county roads need repair.

Crenshaw County Citizen-Identified Rural Transportation Needs and Issues
September 2016

Location	Description
ROAD CONDITIONS AND REPAVING	
AL 10	4-lane between Luverne and Greenville.
AL 189	Dangerous road due to flat curves.
CR 35	AKA Rutledge Loop Road. Narrow and grass between cracks.
CR 39	Needs to be on-system - reclassified as a major collector road.
CR 57	Needs to be on-system - reclassified as a major collector road.
CR 83	Needs to be resurfaced between CR43 and southern portion.
US 29	4-lane between Luverne and Troy
US 331	Has potholes and needs to be resurfaced and shoulders improved
US 331 Detour	CR50 - CR31 - CR35 - AL10. Upgrade to an adequate detour route from US 331. Incident caused significant damage to road and had a wreck on the detour.
US 331 South, Luverne	Need light in front of McDonald's.
Burnout Road	Washout and needs resurfacing
Fourth St, Rutledge	Has potholes and needs to be repaved
Garnersville Road, Luverne	A dirt road that is carrying a high volume of traffic to Dongwon. Needs to be paved.
Mulberry Road, Brantley	Needs work
North Jackson St, Rutledge	Needs paving badly
Outer Loop, Montgomery County	Is there a planned exit on the Outer Loop to U.S. Highway 331
Ryan St, Rutledge	Needs paving badly
South Jackson St, Rutledge	Needs paving badly
Third St, Rutledge	Has potholes and needs to be repaved
TRANSIT	
Dozier	Need for elderly transportation.
GENERAL COMMENTS	
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 to facilitate truck traffic to industries. 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. This is a hurricane evacuation route and needs to be improved to handle traffic.
Countywide	Paving -- More dirt roads in Crenshaw County than paved roads.
Countywide	Address how detour routes are defined and "called".
Countywide	Overloaded trucks are tearing up roads throughout the county.
Countywide	Speeds on county roads are the primary factor in accidents. Statewide, 40 percent of all Alabama accident fatalities are on a county-maintained roadway.
Countywide	Roads in the county need repair
US 331	Need to change US Highway 331 to four lanes for economic development

Lowndes County Citizen-Identified Rural Transportation Needs and Issues
September 2016

Location	Description
ROAD IMPROVEMENTS AND REPAVING	
CR 12	Some areas are rough and dangerous
CR 12	Huge potholes causing road travel to be hazardous for motorist travel.
CR 12	Some areas are rough and dangerous
CR 17	Road needs paving and widening. Need warning of deer on the roads and light on the roads.
CR 21	Between Frederick Douglas Road and US80. An increasing number of accidents and fatal accidents.
CR 26	Increasingly more heavily traveled, especially between CR6 and county line. More residential growth.
CR 32	AKA as Mason Road. There are several county roads near my residence where 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. Other roads include: CR 37 from CR 32 to CR 26, CR 26 from CR 32 to Tyson Rd
CR 33	Needs repaving
CR 33	Huge potholes causing road travel to be hazardous for motorist travel. Needs repaving.
CR 45	Needs resurfacing
CR 45	Huge potholes causing road travel to be hazardous for motorist travel. This road is also becoming heavily flooded. Needs resurfacing.
US 80	Needs to be repaved.
Academy Lane	Holes in the road
Atchinson Road	Off CR 26. Pavement.
Barnie Road	Off CR 33. Pavement.
Cassidy Road, Fort Deposit	Roads need paving, potholes repaired and resurfacing.
Chicken Pit Road	Off AL 97. Pavement.
Collirene Cutoff Road	Off CR 12. Pavement.
Crews Road	Off CR 26. Pavement.
Cross Street, Lowndesboro	Needs paving. Road trenches when it rains. Also needs directional designation of east and west for emergency services.
Dirt Road off CR6, bordering Montgomery County	Pavement improvements needed.
Downtown Streets, Fort Deposit	Streets are 50 years old and need repair.
Ellis Street, Fort Deposit	Bad road
Farmersville Road	Pavement.
Frederick Douglas Road	This is a tourism road with potholes. Big trucks drive on the road and cause road condition to decline.
Gilmer Hill Road, Fort Deposit	Roads need paving, potholes repaired and resurfacing.
Golson Road, Fort Deposit	Roads need paving, potholes repaired and resurfacing.
Hayneville Streets	Drainage improvements are needed to prevent flooding. Most streets need resurfacing.
Hill Street, Fort Deposit	Roads need paving, potholes repaired and resurfacing.
Jenkins Road	Pavement.
Jones Hill Road	Off AL 21. Pavement.
Jones Street, Fort Deposit	Roads need paving, potholes repaired and resurfacing.
Judge Road	Off CR 26. Pavement.

Julian Town Road, Letohatchee	Rough road. Needs to be repaved.
Knight Place Road	Off CR 45. Pavement.
Lee Street, Fort Deposit	Roads need paving, potholes repaired and resurfacing.
Lum Road	Between CR 33 and CR 45. Pavement.
McGhee Road	Potholes
Milner Street, Fort Deposit	Roads need paving, potholes repaired and resurfacing.
Mims Road	Off CR 26. Pavement.
Mt. Pleasant Road	There is about 0.5 mile stretch of paved road that is in terrible shape -- must see it to believe.
Mushatt Road	Off CR 33. Gravel road that needs to be paved.
North CR 37	Currently under construction.
Oak Street, White Hall	Needs resurfacing
Old Calhoun Road, Fort Deposit	Roads need paving, potholes repaired and resurfacing.
Old Letohatchee Road, Hayneville	Needs resurfacing
Pierce Road	Off CR 12. Pavement.
Pine Street, Hayneville	Streets need resurfacing and drainage.
Plantation Road	The Lowndes County portion of Plantation Road hasn't been worked on in years.
Pollack Street	Has cracks, potholes and drainage issues
Race Track Lane, Hayneville	Needs resurfacing. Town is beginning to experience much higher traffic volume on this street.
Ramah Church Road	Pavement.
River Road, Lowndesboro	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.
Robinson Switch Road	The road is very rough and damaging to all vehicles going in and out of our property.
Rogers Street, Fort Deposit	Roads need paving, potholes repaired and resurfacing.
Salem Church Road	Pavement.
Sellers Road	Off AL 21, passed Bill Jones Store. Pavement.
South CR 37	Extreme washout and landslide. No pavement left.
South Pollard St, Fort Deposit	Roads need paving, potholes repaired and resurfacing.
South Street, Hayneville	Needs resurfacing and paving.
Streety Road	From US 80 to AL 97. Pavement.
The Bend	Off CR 41. Pavement.
Woodruff Road	Off AL 21. Pavement.
TRANSIT	
All dirt roads in County	Lack of paved roads in Lowndes County. Public transportation can't access the elderly.
Hayneville	Sidewalks are needed for pedestrians.
White Hall and Trickem	No public transportation at all.
GENERAL COMMENTS	
Countywide	Need more accessibility for residents
Countywide	Potholes in county roads
Countywide	Big trucks mess the roads up

Macon County Citizen-Identified Rural Transportation Needs and Issues
September 2016

Location	Description
ROAD CONDITIONS AND REPAVING	
AL 49	At intersection with CR 36. Intersection needs traffic signal and street light.
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.
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.
CR 2	Needs to be hard surfaced and improve drainage.
CR 7	Needs resurfacing
CR 9	Needs widening from CR 30 to US 80, and bridge improvement. Road could not be straightened; therefore, speed limit was reduced and three bridges were replaced.
CR 12	Potholes. Narrow - used by school busses and is not wide enough for a bus and another vehicle to pass.
CR 18	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.
CR 24	Needs resurfacing
CR 26	Road in need of lights.
CR 31	Poor condition, pot holes. Needs resurfacing.
CR 39	Needs repaving, pot holes are a safety issue
CR 46	Potholes and patches in blacktop.
CR 50	(Dirt roads) Road needs to be widened and graded.
CR 60	Road bed is not wide enough for a bus and a car to pass. Potholes. Shoulders are eroding and washing.
CR 65	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.
CR 71	Needs resurfacing
CR 91	Needs resurfacing
CR 97	Construct a new interchange at CR 97 and I-85. For industrial and residential purposes.
I-85	Need lighting at Exit 45
I-85	Need cleanup of vegetation and wildlife
US 29	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.
US 29	Needs lights.
Chappie James Dr. Tuskegee	Need road improvements around airport. Lights needed
Ellis Road, Tysonville	A dirt road that needs paving.
Old Federal Road, Shorter	This main road in Shorter needs milling, widening, regrading and paving.
South Church St, Tuskegee	Patch road that is bumpy throughout and really narrow.

BRIDGE IMPROVEMENTS	
AL 49	Bridge safety railings are rusted and need repair or paint guard rail.
CR 22	Road needs to be widened. Bridge repairs needed.
CR 73	Bridge needs to be replaced.
I-85	Needs bridge widening, resurfacing, and a concrete median placement.
I-85	Bridges and narrowness of median contribute to repeated head-on collisions.
I-85	Bridges need to be replaced and widened. There is no breakdown lane.
I-85	From MM 20 to MM 47, road needs to be widened at bridges.
TRANSIT	
Countywide	Need for public transportation assistance.
CR 53	Bicycle lane needed.
CR 54	Bicycle lane needed.
GENERAL COMMENTS	
US 80	Need to complete four-laning to Montgomery.
Countywide	More funding is needed to accomplish tasks and repairs. There has been no significant gas tax increase since early 1990s. Continue to focus on maintenance with no funds for new construction

Pike County Citizen-Identified Rural Transportation Needs and Issues
September 2016

Location	Description
ROAD CONDITIONS AND REPAVING	
AL10	At intersection with AL 93, the intersection is too small/narrow to allow a right hand turn from AL10 to AL93. Also, in turning right on A110 from AL93.
CR 2214	Posted bridge. The bridge is a 6-ton bridge causing 12 busses to detour approximately 30 miles per day for each bus.
CR 2262	Between US 231 and AL 87. Needs to be upgraded to a State-maintained road. It connects two highways and carries traffic to the Wal Mart Distribution Center.
CR 2262	At intersection with CR 41, there is limited visibility in turning left onto CR 6 from CR 41.
CR 2262	Needs to be repaired and resurfaced.
CR 2281	An unpaved road that needs to be graded.
CR 6616	Dirt road off of AL223 with multiple potholes that need gravel. Difficult to get up and down hills.
CR 6618	Posted bridge. The bridge is a 6-ton bridge causing one bus to detour approximately eight miles per day.
CR 6647	Potholes need to be filled and right of way maintained. The road is narrow and log trucks and other big trucks are causing damage.
CR 7707	Needs to be resurfaced.
CR 7708	Needs to be resurfaced and has dangerous pot holes.
CR 7747	Dirt road that needs gravel.
US 231	Congestion is horrible. Absolutely impossible to enter traffic thoroughfare.
City of Brundidge	Truck problems. Trucks are coming through downtown area. Heavy traffic on Hwy. 10
Gibbs Street and Elm Street, Troy	Congestion is caused by traffic flow between the elementary school and the middle school and made even worse by traffic backed by passing trains.
Wallace Drive, Troy	City of Troy has no school buses. Traffic is just awful. Takes 30 minutes just to pass through.
TRANSIT	
Pike County	Pike Transit only runs from 5 AM to 5 PM. Insufficient for those who work after 5 PM or who cannot shop any other time. Pike County Transit has not installed GPS.
Pike County	Need for public/elderly transportation.
Troy City Roads	Infrastructure in Troy is not suitable for bus traffic. The roads are too narrow and intersections are too small or tight.
GENERAL COMMENTS	
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.

4. Long Range Planning

As part of the FY 2016 planning work program, SCADC worked with the City of Troy and KPS Group, Inc., of Birmingham, to develop a multimodal transportation plan to provide a pedestrian and bicycle connection between Downtown Troy and Troy University. SCADC also worked with KPS Group, Inc. and the City of Troy to develop recommendations for transportation modifications that would enhance the travel experience through Downtown Troy for all modes of transportation. Both transportation studies supported the Troy Downtown Plan, which was completed in September 2016. The Troy Downtown Plan was 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 transportation studies and recommendations were vital elements 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. 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 on 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.

The intent of the Downtown Troy multi-modal plan was to develop a route between Downtown Troy and Troy University that enhances the small-town collegiate atmosphere as a pedestrian friendly place to walk and cycle. The primary goal of the planning study was to identify the preferred route that connects the campus to downtown and to provide a strategy for planning, engineering, and construction of a preferred bicycle and pedestrian route. The planning process involved an intensive study of several routes and facility types, in an effort to determine the most suitable option. Three options emerged as potential routes between Troy University and Downtown Troy, however, a connection along Park and Elm Streets was selected as the preferred route. The proposed route begins at the Downtown Square, and travels along Elm, Park, and Madison Streets until it enters the campus on Madison Street at the Troy University pond. It is anticipated that the University will provide interior connections within the campus. The total length of the route is 5,188 linear feet, which is approximately one mile. The Park/Elm Street Route features shared paths and share the road facilities, as shown on the map on the following page. The benefits and issues of the preferred route are listed below.

Park/Elm Corridor Benefits

- Lower volume of automobile traffic compared to Madison and South Brundidge
- Off-street multi-use trail on Park Street is a more comfortable facility for inexperienced cyclists.
- Expanded sidewalks on Elm Street provide an alternative for inexperienced cyclists who are not comfortable with cycling in the road.
- A new pathway on Park Street will accommodate pedestrian access to Charles Henderson Middle School.

Park/Elm Corridor Issues

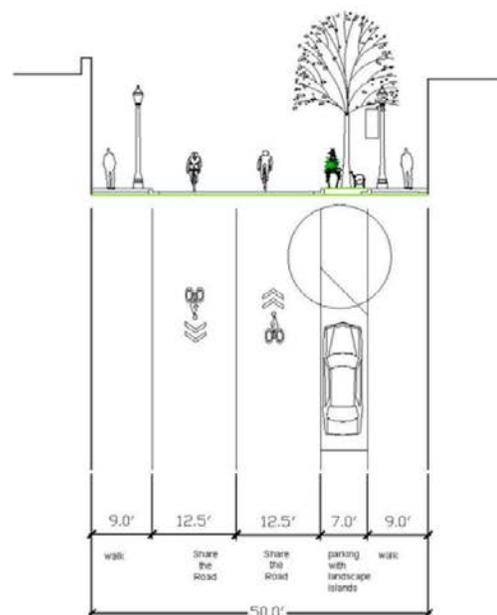
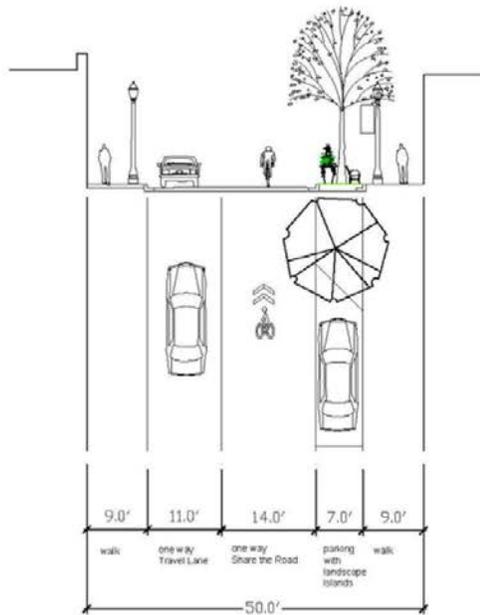
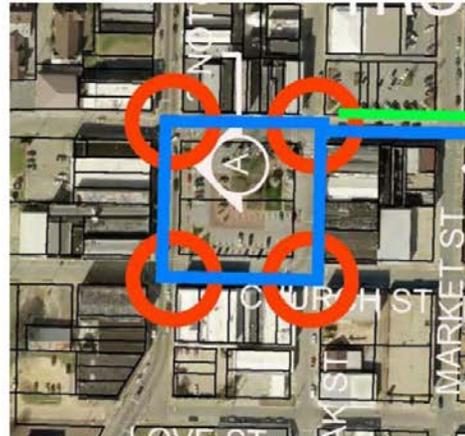
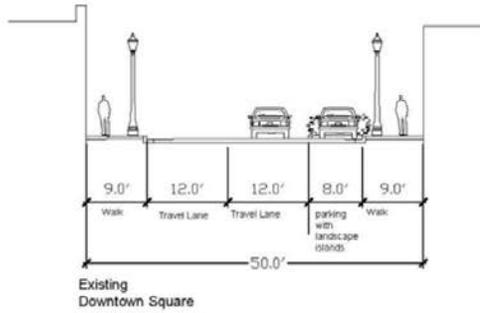
- Six pull-in parking spaces at vacant building on Elm Street need to be relocated
- Survey needs to be prepared to determine if there is sufficient ROW on Elm Street for the multiuse trail
- Steep topography/incline on Park Street may be difficult for cyclists; however, because there is no stopping required, cyclists may be able to glide downhill and back up without great difficulty
- Parallel parking on shared roads can be a hazard, as motorists can potentially open doors into the path of a bicyclist

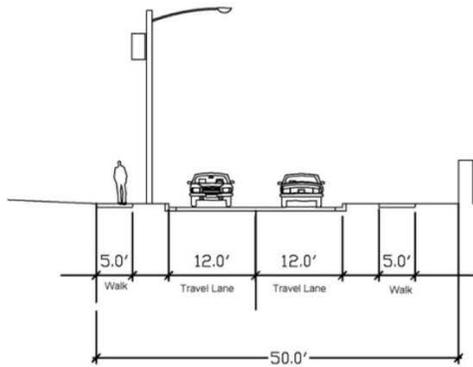
Preferred Route for Downtown Troy – Troy University Multi-Modal Connection



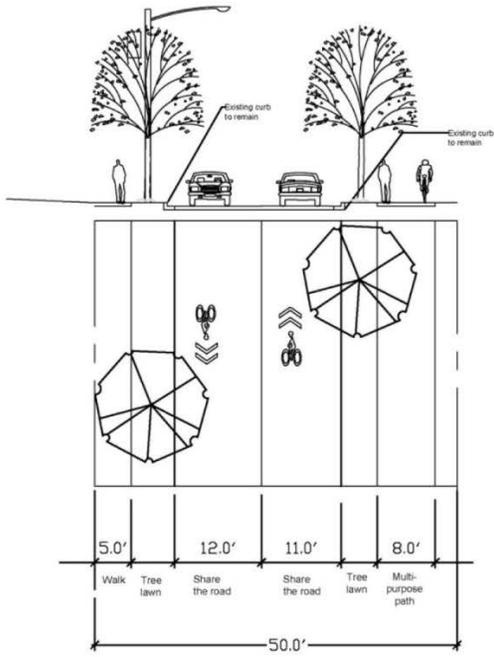
The total estimated cost of the preferred route is approximately \$275,000, which includes site survey, design, engineering and contingency. Section details for each portion of the recommended bicycle/pedestrian connection are provided on the following pages.

Sections along Park/Elm Corridor

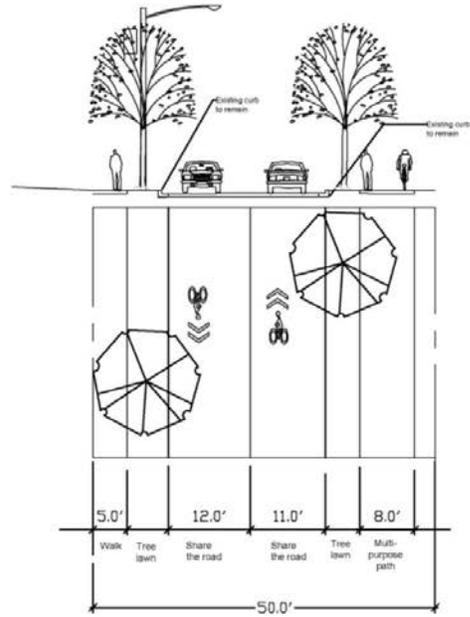
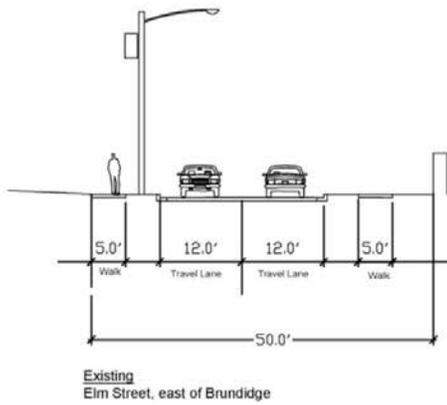




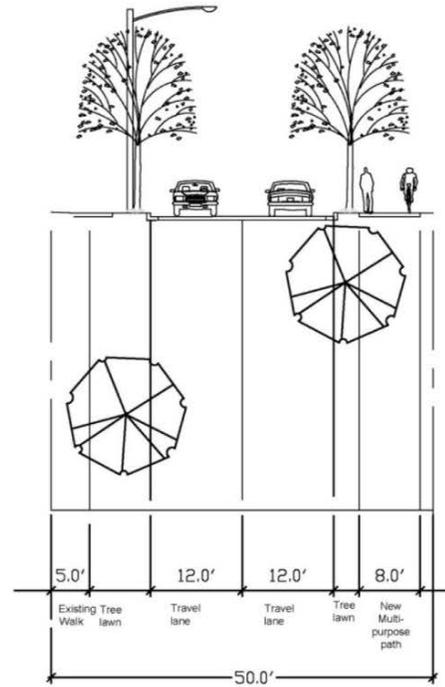
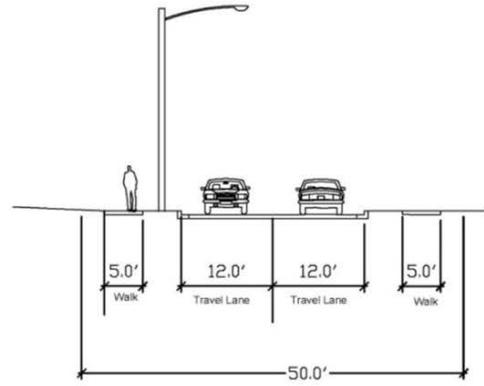
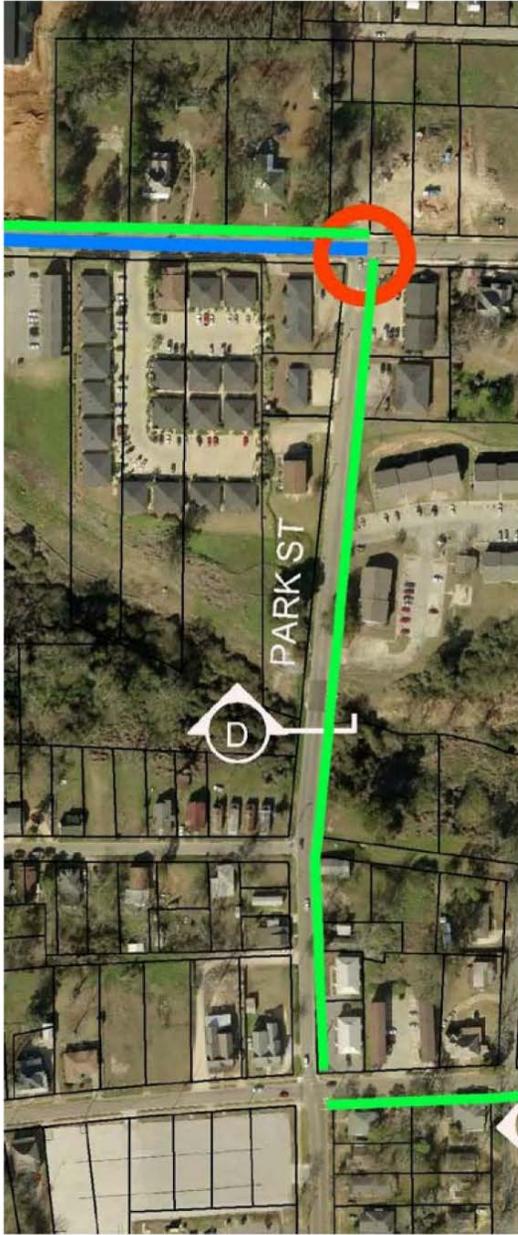
Existing
Elm Street, east of Brundidge



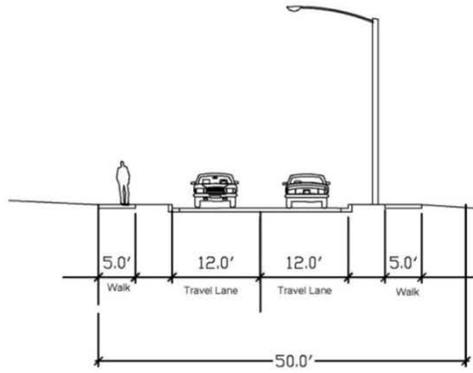
C Share the Road and Shared Path
Elm Street, east of Brundidge



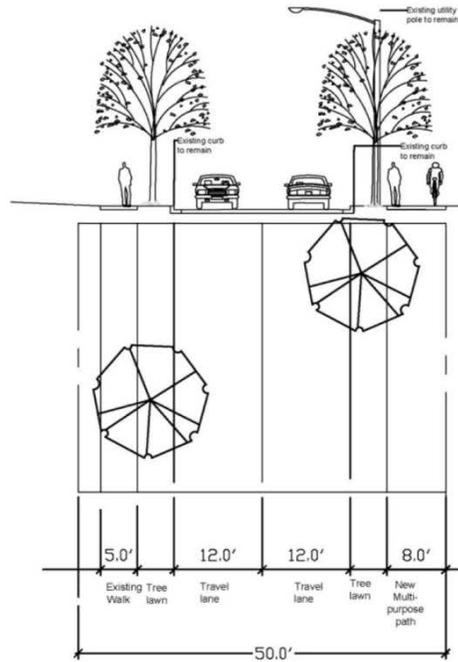
**C Share the Road and Shared Path
Elm Street, east of Brundidge**



D Shared Path
Park St, North of Madison



Existing
E Madison, East of Park St



E Shared Path
Madison, east of Park Street

In addition to the proposed bicycle-pedestrian connection, recommendations were also made for street improvements in Downtown Troy to better facilitate both vehicular and pedestrian circulation. Transportation related strategies that were incorporated into the Downtown Troy Plan are listed below and illustrations are provided below.

- Develop a city-wide wayfinding signage system.
- Use street trees, landscaping, lighting, and sidewalks to further define decision points and gateways into downtown.
- Investigate options with the Alabama Department of Transportation for gateway development on Three Notch Street since it is a federal highway under their jurisdiction.
- Develop and enforce an access management plan for downtown image corridors and streets within the downtown boundary.
- Commission a separate access management study for Brundidge Street from U.S. Highway 231 to Academy Street.
- Convert one-way circulation to two-way circulation on Church, Market, and Elm Streets around the downtown square and re-align angled parking spaces to match traffic flow.
- Modify traffic signals at the intersections of Three Notch / Church Street and Three Notch / Elm Street to accommodate two-way traffic.
- Work towards restricting heavy truck through traffic on Three Notch Street.
- Re-route truck traffic from going through downtown to Trojan Way.
- Construct a re-alignment of Trojan Way from Orion Street to U.S. Highway 29 to better facilitate truck traffic.
- Work with Federal Railroad Administration to establish a rail quiet zone through downtown.
- Improve the parking experience off the downtown square by landscaping public parking areas and creating safe and interesting pedestrian routes from parking areas to retail areas through façade improvements and streetscaping.

