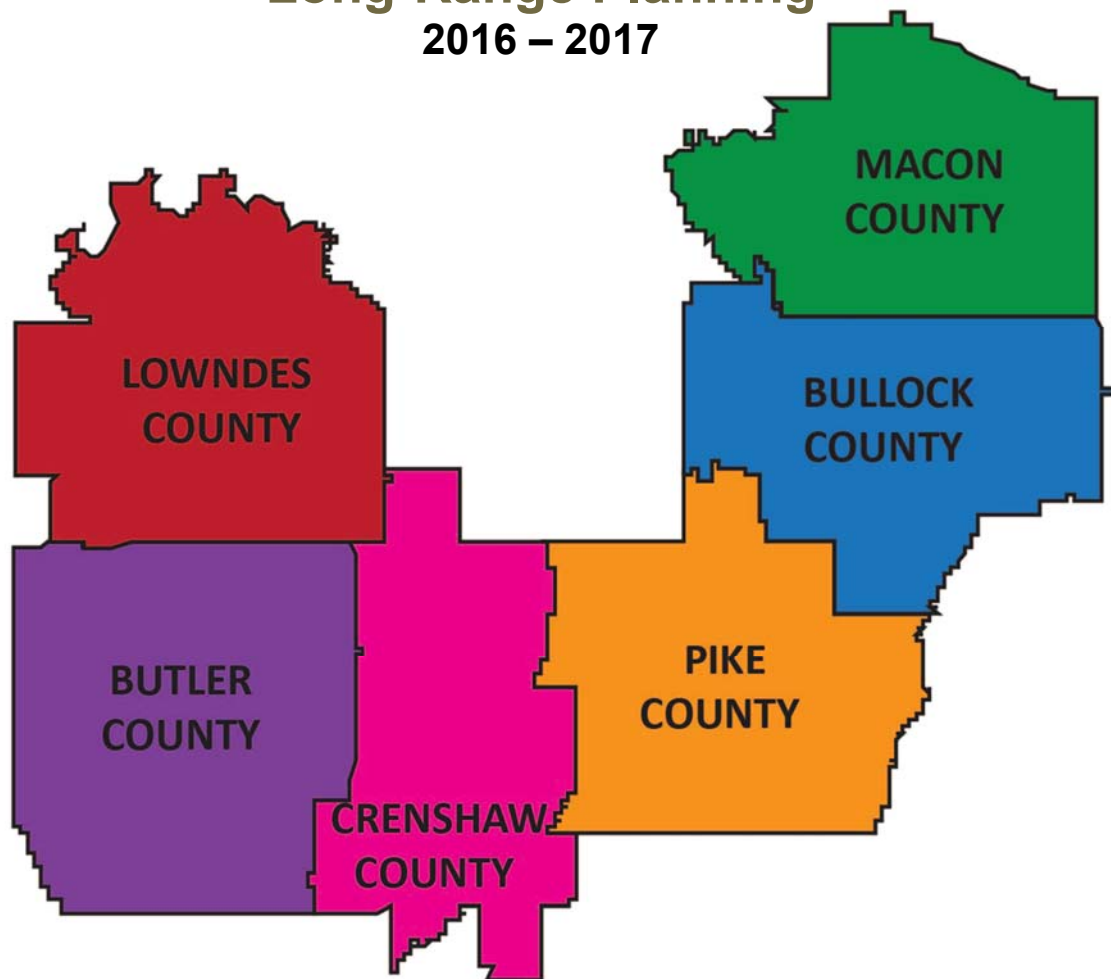


**Region 5**  
**South Central Alabama**  
**Rural Transportation Planning Program**  
**Bullock, Butler, Crenshaw, Lowndes,**  
**Macon and Pike Counties**

**Rural Transportation Needs, Issues and**  
**Long-Range Planning**  
**2016 – 2017**



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# 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 2016-2017 fiscal year, covering the period from October 1, 2016 through September 30, 2017. 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

- Bullock County
- Butler County
- Crenshaw County
- Lowndes County
- Macon County
- Pike County



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 the Fixing America's Surface Transportation (FAST) Act, 23 USC 134 and 135, 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 2017 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 2017 planning work program, SCADC assisted Bullock County in the development of a countywide bicycle and pedestrian plan based on the State of Alabama Bicycle and Pedestrian Plans produced in 2009 and 2017. The preliminary results and recommendations of Bullock County Bicycle and Pedestrian 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 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

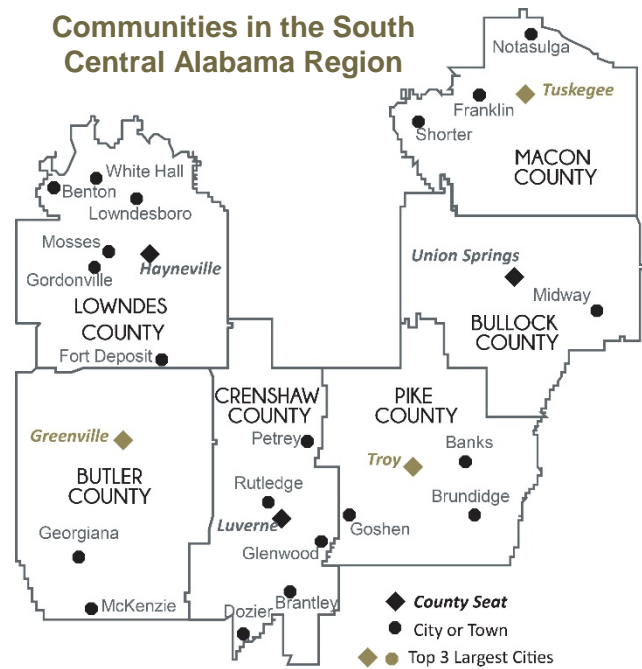
According to the 2016 U.S. Census Estimates, the South Central Alabama Region has a total population of 108,885 persons within its 4,012 square mile boundaries, which is an increase 1.4 percent since 2015. The smallest counties in the region are Crenshaw and Macon Counties, at 610 square miles and 611 square miles, respectively. Population density in the region ranges from 15.0 persons per square mile in Lowndes County to 49.4 persons per square mile in Pike County. Population density for the entire region is 27.1 persons per square mile. Between 2015 and 2016, population density in four counties increased slightly while density remained stable in Butler County and decreased slightly in Crenshaw County.

South Central Alabama 2016 Population and Population Density					
<i>Density is measured as the number of persons per square mile.</i>					
Area	2016 Estimate	Land Area	2016 Density	2015 Density	2010 Density
Bullock County	10,678	625 square miles	17.1	17.1	17.5
Butler County	20,354	777 square miles	26.2	25.9	27.0
Crenshaw County	13,938	610 square miles	22.8	22.9	22.8
Lowndes County	10,742	718 square miles	15.0	14.6	15.7
Macon County	20,018	611 square miles	32.8	31.3	35.1
Pike County	33,155	671 square miles	49.4	49.2	49.0
Region	108,885	4,012 square miles	27.1	26.8	27.8

*Source: U.S. Census Bureau, 2010, 2015 and 2016 Census Population Estimates*

Of the total population of the South Central Alabama Region, 15.7 percent is age 65 or older and 18.1 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, 24.8 percent of the total population is living below poverty level and 12.5 percent of the region's labor force is unemployed. Unemployment rates, according to American Community Survey data, range from 9.7 percent in Crenshaw County to 18.0 percent in Bullock 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

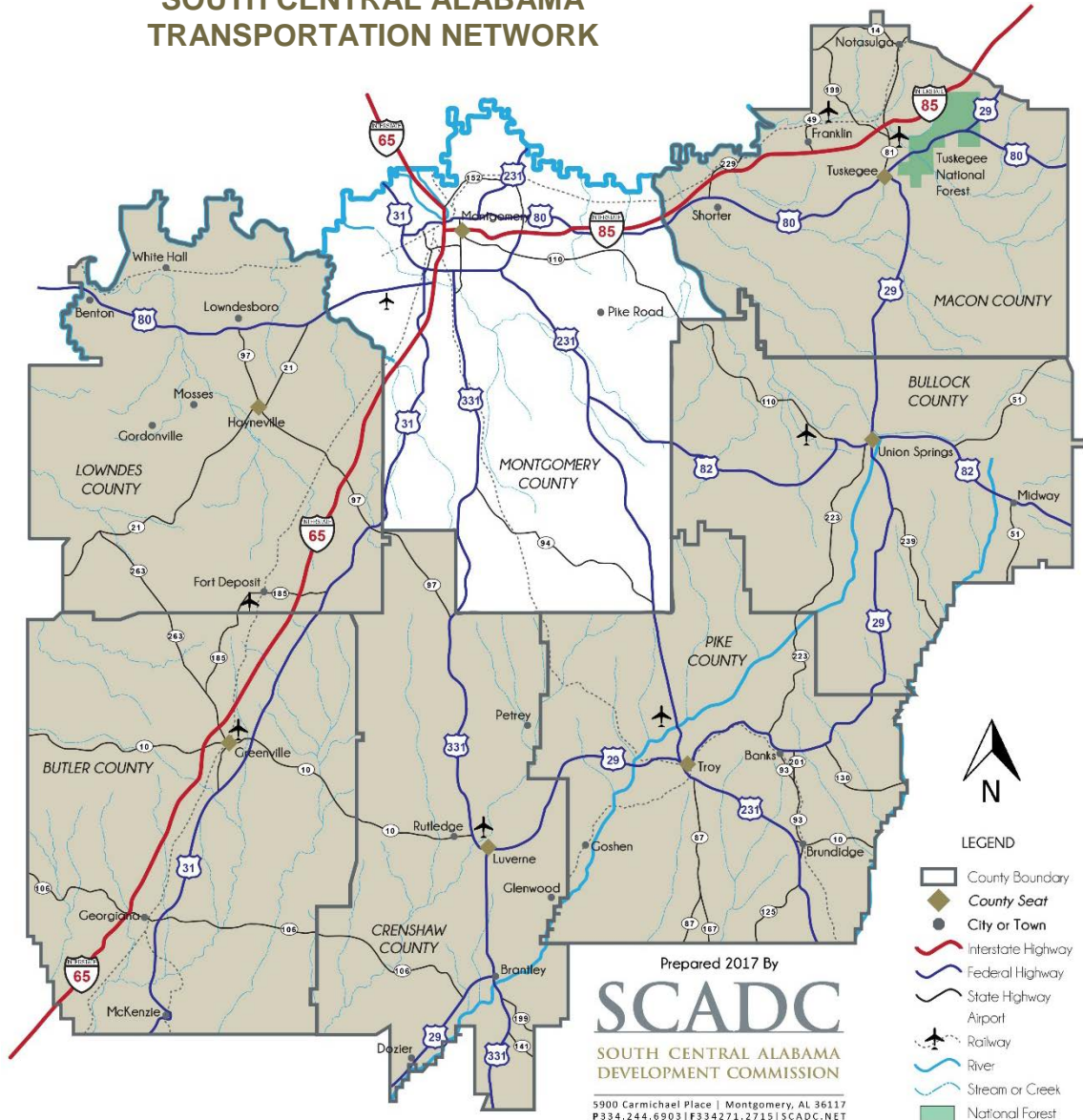
There is an adequate system of federal and state roads linking the larger population centers in the South Central Alabama region; however, many of the smaller municipalities are not included on this regional system. Even though it is not a part of the South Central Alabama Region, the City of Montgomery 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.



## SOUTH CENTRAL ALABAMA TRANSPORTATION NETWORK



### Population Density

The table of population density on Page 3 of this chapter indicates that population density throughout the region is 27.1 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 15.7 percent of the South Central Alabama Region is age 65 or older. The county with the highest percentage of elderly persons is Butler County at 17.8 percent, while Pike County has the least amount of elderly persons, at 13.8 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.

<b>Population Age 65 and Older</b>				
<b>Area</b>	<b>Total Population</b>	<b>Population Age 65+</b>	<b>Percent Population 65+</b>	<b>Median age (years)</b>
Bullock	10,678	1,558	14.6%	39.3
Butler	20,354	3,624	17.8%	40.5
Crenshaw	13,938	2,377	17.1%	41.3
Lowndes	10,742	1,773	16.5%	39.5
Macon	20,018	3,227	16.1%	37.5
Pike	33,155	4,559	13.8%	31.3
<b>Region</b>	<b>108,885</b>	<b>17,118</b>	<b>15.7%</b>	<b>38.2</b>
<i>Source: U.S. Census Bureau, American Community Survey, 2011-2015</i>				

### **Persons with a Disability**

The percentage of the population with mobility disabilities is highest in Butler and Lowndes Counties, at 20.4 percent of the total county population in each county. The percentage of disabled persons is lowest in Pike County, at 15.9 percent. Regionally, 18.1 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.

<b>Persons with a Disability</b>			
<b>Area</b>	<b>Total Population</b>	<b>Persons With Disability</b>	<b>Percent With Disability</b>
Bullock	10,107	1,885	18.7%
Butler	20,070	4,099	20.4%
Crenshaw	13,763	2,511	18.2%
Lowndes	10,604	2,159	20.4%
Macon	19,809	3,528	17.8%
Pike	32,947	5,244	15.9%
<b>Region</b>	<b>107,300</b>	<b>19,426</b>	<b>18.1%</b>
<i>Source: U.S. Census Bureau, American Community Survey, 2011-2015</i>			

### **Poverty and Income**

Just over one-fourth of the South Central Alabama population (age five and older), at 24.8 percent, is considered to be economically disadvantage because they live at or below poverty level. Lowndes County has the highest poverty rate, with 28.5 percent of the population living at or below poverty level, followed by Pike County, with 26.1 percent living in poverty, Macon County, with 27.3 percent, and Butler County, with 25.4 percent. Only Bullock and Crenshaw Counties have less than 25 percent of the population below poverty level, at 24.6 percent and 16.7 percent, respectively. And, Crenshaw County is the only county in the region with a poverty rate lower than that of the state, at 18.8 percent. 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.



As expected from the region's poverty rates, income levels are lower in all six counties than statewide income levels. The average median household income in the region is \$31,605, which is 72.5 percent of the state's, at \$43,623; the average median family income for the region is \$43,300, which is 78.2 percent of the state's, at \$55,341; and the average per capita income for the region is \$18,629, which is 77.3 percent of the state's at \$24,091. Among the six counties of the SCADC region, all income levels are highest in Crenshaw County, with a median household income, of \$36,022, a median family income of \$50,235, and a per capita income of \$20,585. The median household income in Lowndes County, at \$25,876, is the lowest in the region. The median family income is lowest in Lowndes County, at \$40,055, followed by Butler County, at \$40,088, and Macon County, at \$40,630. Per capita income is lowest in Macon County, at \$17,374, followed by Bullock County, at \$17,580.

Income and Poverty						
Location	Total Population	Number of Persons In Poverty	Percent of All Persons In Poverty	Median Household Income	Median Family Income	Per Capita Income
Alabama	4,830,620	908,157	18.8%	\$43,623	\$55,341	\$24,091
Bullock County	10,678	2,627	24.6%	\$31,938	\$42,074	\$17,580
Butler County	20,354	5,170	25.4%	\$32,229	\$40,088	\$18,390
Crenshaw County	13,938	2,328	16.7%	\$36,022	\$50,235	\$20,585
Lowndes County	10,742	3,061	28.5%	\$25,876	\$40,055	\$18,429
Macon County	20,018	5,185	25.9%	\$30,738	\$40,630	\$17,374
Pike County	33,155	8,653	26.1%	\$32,825	\$46,716	\$19,415
<b>SCADC Region</b>	<b>108,885</b>	<b>27,024</b>	<b>24.8%</b>	<b>\$31,605</b>	<b>\$43,300</b>	<b>\$18,629</b>
<i>Source: U.S. Census Bureau 2015 ACS 5-Year Survey, Table DP03: Selected Economic Characteristics</i>						

### Unemployment

According to the 2015 ACS 5-Year Survey, unemployment in the region ranges from 9.7 percent in Crenshaw County to 18.0 percent in Bullock County. Regionally, 12.5 percent of the labor force is unemployed, while only 59.7 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 52.4 percent while Pike County has the highest percentage with 58.7 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.

Employment Status of Labor Force						
Area	Population Age 16+	# In Labor Force	Employed	Unemployed		Not in Labor Force
				#	%	
Bullock County	8,653	4,712	3,865	847	18.0%	3,941
Butler County	16,215	8,802	7,845	957	10.9%	7,413
Crenshaw County	11,111	6,255	5,649	606	9.7%	4,856
Lowndes County	8,487	4,043	3,516	527	13.0%	4,444
Macon County	16,746	9,132	7,585	1,547	16.9%	7,614
Pike County	27,455	16,121	14,483	1,638	10.2%	11,334
SCADC Region	88,667	49,065	42,943	6,122	12.5%	39,602
<i>Source: U.S. Census Bureau 2015 ACS 5-Year Survey, Table DP03: Selected Economic Characteristics</i>						

### 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 Bullock County, where 20.1 percent of the households in the county are without a vehicle affecting 2,022 people. In Macon County, at 14.7 percent of households do not have a vehicle, affecting 2,640 people; and in Lowndes County, 13.5 percent of households do not have a vehicle, affecting 1,432 people. Regionwide, approximately 11,763 persons, or 10.8 percent of the total population, do not have access to a vehicle. Crenshaw County, at 6.2 percent, Pike County, at 8.1 percent, and Butler County, at 8.6 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 and Households Without a Vehicle Available						
Location	Total Population	Total Occupied Households	HH With No Vehicle	Percent of HH with No Vehicle	Average HH Size	# of Persons With No Vehicle
Alabama	4,830,620	1,848,325	120,034	6.5%	2.6	306,088
Bullock County	10,678	3,683	741	20.1%	2.7	2,022
Butler County	20,354	8,056	696	8.6%	2.5	1,734
Crenshaw County	13,938	5,383	335	6.2%	2.6	858
Lowndes County	10,742	4,282	576	13.5%	2.5	1,432
Macon County	20,018	8,009	1,180	14.7%	2.2	2,640
Pike County	33,155	12,786	1,031	8.1%	2.4	2,517
SCADC Region	108,885	42,199	4,559	10.8%	2.6	11,763
Source: U.S. Census Bureau 2015 ACS 5-Year Survey, Table DP04: Selected Housing Characteristics and Table B25045 Tenure by Vehicles Available by Age of Householder.						

### Population Centers, Growth Centers and Transportation Destinations

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. 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. Only Troy has a population of more than 10,000 people. Secondary population centers are those areas with a population between 1,000 and 7,500 persons. There are five secondary population centers in the region: Brundidge, Fort Deposit, Georgiana, Luverne, and Union Springs. Unfortunately, four of the population centers are continuing to suffer from population decline. Luverne, the one secondary population center that did not experience decrease between 2010 and 2016, only grew by 0.9 percent. Population and growth centers in the South Central Alabama Region are highlighted in the table on the following two pages.

<b>Population Centers and Growth Centers</b> <b>Based on Population Change from 2010 to 2016</b>					
Primary Population Center		Secondary Population Center		Growth Area	
Location	2000 Population	2010 Population	% Change, 2000 to 2010	ACS 2016 Population	% Change, 2010 to 2016
<b>BULLOCK COUNTY</b>	<b>11,714</b>	<b>10,914</b>	<b>-6.8%</b>	<b>10,678</b>	<b>-2.2%</b>
Midway	457	499	9.2%	476	-4.6%
Union Springs	3,670	3,980	8.4%	3,749	-5.8%
Total Municipal Population	4,127	4,479	8.5%	4,225	-5.7%
% Municipal Population	35.2%	41.0%		39.6%	
Unincorporated Area	7,587	6,435	-15.2%	6,453	0.3%
% Unincorporated	64.8%	59.0%		60.4%	
<b>BUTLER COUNTY</b>	<b>21,399</b>	<b>20,947</b>	<b>-2.1%</b>	<b>20,354</b>	<b>-2.8%</b>
Georgiana	1,737	1,738	0.1%	1,653	-4.9%
Greenville	7,228	8,135	12.5%	7,781	-4.4%
McKenzie	644	530	-17.7%	508	-4.2%
Total Municipal Population	9,609	10,403	8.3%	9,942	-4.4%
% Municipal Population	44.9%	49.7%		48.8%	
Unincorporated Area	11,790	10,544	-10.6%	10,412	-1.3%
% Unincorporated	55.1%	50.3%		51.2%	
<b>CRENSHAW COUNTY</b>	<b>13,665</b>	<b>13,906</b>	<b>1.8%</b>	<b>13,938</b>	<b>0.2%</b>
Brantley	920	809	-12.1%	801	-1.0%
Dozier	391	329	-15.9%	331	0.6%
Glenwood	191	187	-2.1%	188	0.5%
Luverne	2,635	2,800	6.3%	2,825	0.9%
Petrey	63	58	-7.9%	58	0.0%
Rutledge	476	467	-1.9%	458	-1.9%
Total Municipal Population	4,676	4,650	-0.6%	4,661	0.2%
% Municipal Population	34.2%	33.4%		33.4%	
Unincorporated Area	8,989	9,256	3.0%	9,277	0.2%
% Unincorporated	65.8%	66.6%		66.6%	

<b>LOWNDES COUNTY</b>	<b>13,473</b>	<b>11,299</b>	<b>-16.1%</b>	<b>10,742</b>	<b>-4.9%</b>
Benton	47	49	4.3%	46	-6.1%
Fort Deposit	1,270	1,344	5.8%	1,228	-8.6%
Gordonville	318	326	2.5%	302	-7.4%
Hayneville	1,177	932	-20.8%	853	-8.5%
Lowndesboro	140	115	-17.9%	107	-7.0%
Mosses	1,101	1,029	-6.5%	945	-8.2%
White Hall	1,014	858	-15.4%	804	-6.3%
Total Municipal Population	5,067	4,653	-8.2%	4,285	-7.9%
% Municipal Population	37.6%	41.2%		39.9%	
Unincorporated Area	8,406	6,646	-20.9%	6,457	-2.8%
% Unincorporated	62.4%	58.8%		60.1%	
<b>MACON COUNTY</b>	<b>24,105</b>	<b>21,452</b>	<b>-11.0%</b>	<b>20,018</b>	<b>-6.7%</b>
Franklin	149	149	0.0%	132	-11.4%
Notasulga	916	965	5.3%	850	-11.9%
Shorter	355	474	33.5%	427	-9.9%
Tuskegee	11,846	9,865	-16.7%	8,722	-11.6%
Total Municipal Population	13,266	11,453	-13.7%	10,131	-11.5%
% Municipal Population	55.0%	53.4%		50.6%	
Unincorporated Area	10,839	9,999	-7.7%	9,887	-1.1%
% Unincorporated	45.0%	46.6%		49.4%	
<b>PIKE COUNTY</b>	<b>29,605</b>	<b>32,899</b>	<b>11.1%</b>	<b>33,155</b>	<b>0.8%</b>
Banks	224	179	-20.1%	173	-3.4%
Brundidge	2,341	2,076	-11.3%	1,972	-5.0%
Goshen	300	266	-11.3%	255	-4.1%
Troy	13,935	18,033	29.4%	19,191	6.4%
Total Municipal Population	16,800	20,554	22.3%	21,591	5.0%
% Municipal Population	56.7%	62.5%		65.1%	
Unincorporated Area	12,805	12,345	-3.6%	11,564	-6.3%
% Unincorporated	43.3%	37.5%		34.9%	
<b>SCADC Region</b>	<b>113,961</b>	<b>111,417</b>	<b>-2.2%</b>	<b>106,880</b>	<b>-4.1%</b>
Total Municipal Population	53,545	56,192	4.9%	52,830	-6.0%
% Municipal	47.0%	50.4%		49.4%	
Unincorporated Population	60,416	55,225	-8.6%	54,050	-2.1%
% Unincorporated	53.0%	49.6%		50.6%	
Source: U.S. Census Bureau, 2000 Census, Summary File 1, 2010 Census, Summary File 1, and 2016 Annual Estimates					

Growth centers are geographically and economically related areas such that they may be expected to contribute significantly to the economy of the region. There are three municipalities in the region with a population over 5,000 people: Greenville, Troy and Tuskegee. Even though it is not located within the region's boundaries, Montgomery is the economic hub of the South Central Alabama region. Greenville, Troy and Tuskegee, however, are significant secondary economic centers in the outlying areas. Major transportation centers include major employers, schools, hospitals and major recreation sites. 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.

All of the region's growth centers are located on, or very near, major transportation arteries, providing easy access to Montgomery and points beyond. Greenville is located southwest of Montgomery on Interstate 65. Troy is located southeast of Montgomery, on U.S. Highway 231. And, Tuskegee is located slightly northeast of Montgomery, along Interstate 85. It is approximately 60 miles, however, from the most southern part of the district to Montgomery. Such commuting distances to the primary growth area make it important to maintain and invest in these secondary growth centers.

Greenville and Tuskegee have suffered population decreases in recent years. Although Greenville was reported to have a 12.5 percent population increase between 2000 and 2010, 2016 population estimates indicate a population decrease of 4.4 percent. Tuskegee has been battling population decline since the 1980s with a population decrease of 34.6 between 1980 and 2016. Troy, the largest city in the region, experienced significant population increase of 29.4 percent between 2000 and 2010, and is estimated to have another population increase of 6.4 percent between 2010 and 2016.

Troy's economic impact area is only a short drive from the center city because of the good highway system serving Troy and the neighboring counties. Shopping facilities include the central business district and several community shopping centers. Retail establishments are present downtown and several buildings including City Hall have been restored. Troy's retail trade area includes all of Pike County and parts of Crenshaw, Bullock, Coffee and Barbour counties. As the shopping facilities expand and improve, retail trade will increase especially for seasonal and occasional shopping trips.

The primary highway running through Pike County is U.S. 231. This four-lane road transverses the entire length of the County linking Troy and Brundidge to Montgomery, however, traffic congestion can be high. Traffic volume is good for local commerce to a certain level, but heavy congestion becomes a problem. The overall highway system in Pike County is adequate for a county of its size, however, there is little intra-county and community transportation which can make it difficult to commute to work. Lack of interstate miles in the county has often been cited as a deficiency in terms of economic development. Two rail lines with daily switching service cross Pike County intersecting in Troy. Conecuh Valley Railroad (COEH) (formerly the Southern Alabama RR Co.), a Class III company owned by Gulf and Ohio Railroads, operates a 16-mile shortline from Troy to Goshen. CSXT operates the major rail line that runs northwest to Montgomery and southeast through Brundidge and onto Dothan and Florida. An interchange between the CSXT and the COEH lines is located in Troy.



Troy Municipal Airport is located about five miles northwest of the core of the city on U.S. 231. It has two paved runways; the longest is 5,022 feet and is lighted with IFR approaches (NDB, ILS, and VOR). A tower is in operation during the daytime hours and fuel, repair services, apron parking, and tie down facilities are available. A third runway has been closed and industrial sites developed at each end, providing ready access to the two active runways. The airport is utilized heavily by Lockheed Martin and Sikorsky, two of the area's largest employers. The Troy airport is capable of handling small jet and light twin-engine aircraft and is quite adequate for the size city it serves. Its location is ideal on the north side of the city toward Montgomery and traffic on four-lane U.S. 231 can easily access the airport. At this time, air transport facilities in Troy and the area appear to be adequate for industrial recruitment and growth. Numerous freight truck lines have terminals in Troy that provide direct over-the-road freight service. Additional freight services in Montgomery and Dothan provide scheduled and non-scheduled pickup and delivery service in Pike County.

Troy is also the home of the main campus of the Troy University System, a state supported, four-year university accredited by the Southern Association of Colleges and Schools. The Troy campus has an enrollment of approximately 9,000 offering a variety of disciplines. It is responsible for giving Troy and the county many benefits normally associated with larger metropolitan areas. The school is a source of athletic and cultural entertainment and offers the community access to various facilities. It also helps to stimulate economic development by providing higher education, job training, and expenditures in the area. Troy is within approximately one hour's commuting distance of Trenholm State Technical College in Montgomery, George C. Wallace Community College (WCC) in Dothan, Enterprise State Community College (ESCC) in Enterprise, ESCC's Aviation Campus in Ozark, and WCC and ESCC campuses at Ft. Rucker. Serving the public school system in Troy is the Troy-Pike Regional Center for Technology offering instruction in various trades.

Greenville serves the region much the same way in the southwestern portion of the district as Troy does in the southeast. With a 2015 population of 7,781, Greenville is a regional market for Butler County, much of Lowndes and Crenshaw Counties, and parts of other contiguous counties. Greenville's central business district is accessible from any direction. Interstate 65, U.S. Highway 31, and three state highways serve the city. The city experienced rapid growth in recent years. At and off the I-65/State Highway 185 interchange, many new businesses have joined several "old" establishments; these include Wintzell's Oyster House, Cracker Barrel, Ruby Tuesdays, Bates House of Turkey, Shoney's, Wal-Mart SuperCenter, CVS, Greenville Motor Company, Court Square Cafe, Moorers Clothing Store, Hunters Hideout, a the Cambrian Ridge Golf Course (part of the Robert Trent Jones trail), White Oaks Golf Course, and several fast food restaurants. Additionally, the condition of the city center is very good with recent restoration of the city hall and completion of a new City-County public library, both results of a recent downtown revitalization program. Presently there is a need for additional housing for low and moderate-income families. The average working person in Greenville cannot afford an adequate new home at prevailing costs despite low interest rates. The housing needs of low-income groups are partially being met with 200 units of low rent public housing. An additional 150 rental units subsidized by HUD or FmHA, were built by private entities during the past several years.

Interstate 65 extends through the western part of the city with two interchanges (State Highways 10 and 185). I-65 provides a direct route from Mobile to Chicago. Greenville is served by CSX Transportation (CSXT), which operates direct service north to Montgomery, Birmingham, and other points north, and south to Georgiana, Mobile and New Orleans.

Greenville's municipal airport (Mac Crenshaw Memorial Airport) is located within the city limits with a 5,500 foot paved and lighted runway. There are several motor freight lines operating through Greenville daily. Overnight service is available from all of the larger cities in the South as well as from Mobile, Montgomery and Birmingham within the state.

The Lurleen B. Wallace State Community College (based in Andalusia) operates a branch campus in Greenville. LBW-Greenville offering three associate degree programs and one certificate program. The nearest four-year institutions are located about an hour away in Montgomery. Greenville has numerous industrial sites located within the corporate limits. Most of these are located near Interstate 65, U.S. Highway 31, and/or near a railroad. All sites are served with the three or more of the necessary utilities (i.e., water, sewer, electricity, natural gas, and telecommunications). Parks include the Greenville Industrial Park; Greenville Industrial Park East. The Butler County Industrial Park is located at the intersection of U.S. Highway 31 and County Road 61. The economy of Greenville is historically based on the fertile soil of the surrounding area. During the past two decades emphasis has been placed on balancing the economic base between agriculture and industry. The Mayor's Office, in cooperation with the Greenville Area Chamber of Commerce, the Butler County Industrial Development Board, and Butler County Commission for Economic Development has secured new industries for Greenville and surrounding areas. This was especially evident in the recruitment of Hwashin and Hysco – two Hyundai tier one suppliers.

Tuskegee serves the northeast part region. With a 2016 population of 8,722, Tuskegee is a regional market for Macon County, and parts of adjacent Bullock, Russell, and Tallapoosa Counties. Tuskegee is accessible by Interstate 85, U.S. Highway 29, and U.S. Highway 80. New development is occurring at the Exit 38 interchange of Interstate 85 and State Highway 81. Most notable is a multi-partner project that will result in the creation of approximately 100 new jobs and the location of a new hotel, a convenience store, three new restaurants and a Greyhound bus terminal. The City of Tuskegee is extending water and sewer service from the city to the interstate exit and access road improvements are underway. Pending an anticipated contract award from the U.S. Air Force in March 2018, Italian aerospace giant Leonardo has committed to build a state-of-the-art T-100 manufacturing facility in Tuskegee, at this historic Moton Field site. Construction of the T-100 facility will result in an estimated 750 new jobs.

Interstate 85 extends across the northern part of Macon County with five interchanges in the county. From Montgomery, I-85 provides a direct route to Atlanta, Georgia, Charlotte and Raleigh, North Carolina, and Richmond, Virginia. Macon County is served by CSX Transportation (CSXT), which operates direct service north to Montgomery, Birmingham, and other points north, and south to Georgiana, Mobile and New Orleans. Tuskegee's municipal airport (Moton Field Municipal Airport) is located near Exit 38 on Interstate 85. Moton Field is a general aviation airport with a 5,038-foot paved and lighted runway. An industrial park, Tuskegee Commerce Park, is located within one mile of Interstate 85 and adjacent to Moton Field. The industrial park offers total acres, with a number of shovel-ready sites about 15 to 20 acres in size. Tuskegee is also home to Tuskegee University, a private, historically black university (HBCU). Tuskegee University has a student body of approximately 3,000 students and offers 40 bachelor degree programs, 17 master's degree programs and four doctoral degree programs. Additionally, Tuskegee University offers a professional degree in architecture and a doctoral degree in veterinary medicine. Like Greenville however, Tuskegee and Macon County are in need of additional affordable housing. The average working person in Tuskegee cannot afford an adequate new home at prevailing costs despite low interest rates.

### **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:

<b>Type of Service</b>	<b>No. of Providers</b>	<b>No. of Vehicles</b>
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;"><b>Bullock County</b>  <b>Wednesday, August 16, 2017</b>            1:00 PM to 2:30 PM            Bullock County Courthouse            Commission Chambers            110 Hardaway Avenue West            Union Springs</p>	<p style="text-align: center;"><b>Butler County</b>  <b>Tuesday, August 15, 2017</b>            10:00 AM to 11:30 AM            Greenville City Hall            119 East Commerce Street            Greenville</p>	<p style="text-align: center;"><b>Crenshaw County</b>  <b>Thursday, August 17, 2017</b>            10:00 AM to 11:30 AM            Crenshaw County Courthouse            First Floor, Room 102            29 S. Glenwood Ave            Luverne</p>
<p style="text-align: center;"><b>Lowndes County</b>  <b>Tuesday, August 15, 2017</b>            1:00 PM to 2:30 PM            Hayneville Town Hall            241 West Tuskeena Street            Hayneville</p>	<p style="text-align: center;"><b>Macon County</b>  <b>Wednesday, August 16, 2017</b>            10:00 AM to 11:30 AM            Macon County Courthouse Annex            205 North Main Street            Tuskegee</p>	<p style="text-align: center;"><b>Pike County</b>  <b>Thursday, August 17, 2017</b>            1:00 PM to 2:30 PM            Troy City Hall            City Council Chambers            306 East Academy Street            Troy</p>

You can also report transportation issues by email to [rpo@scadc.net](mailto: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 Evan Crews 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.

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 was 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 2017. 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 2017 Rural Transportation Needs and Issues**

### **SCADC Region Citizen-Identified Rural Transportation Needs and Issues September 2017**

<b>Location</b>	<b>Description</b>
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 2017**

Location	Description
<b>ROAD IMPROVEMENTS AND REPAVING</b>	
AL 110	4-lane from Union Springs to Montgomery 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.
Cooper Street, USA	Road needs to be repaved.

Ellis Avenue	Potholes, Repaving partially complete
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.
Hall Street, Midway	Roads in City of Midway exhibit severe drainage issues. Approximately 50 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
Pruett Street, USA	Needs to be repaved
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
<b>TRANSIT</b>	
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.
Transit	Need transportation service from downtown Union Springs to newly constructed Health Department on Hicks Industrial Blvd.
<b>GENERAL COMMENTS</b>	
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 2017**

Location	Description
<b>ROAD CONDITIONS AND REPAVING</b>	
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.
<b>TRANSIT</b>	
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.
<b>GENERAL COMMENTS</b>	
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 2017**

Location	Description
<b>ROAD CONDITIONS AND REPAVING</b>	
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
<b>TRANSIT</b>	
Dozier	Need for elderly transportation.
<b>GENERAL COMMENTS</b>	
<b>US Hwy 331</b>	It is a <b>top priority for Crenshaw County</b> 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 2017**

Location	Description
<b>ROAD IMPROVEMENTS AND REPAVING</b>	
CR 9	Potholes, broken asphalt
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	Potholes, broken asphalt. 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 37	Potholes, broken asphalt
CR 45	Potholes, some dirt, broken asphalt. Needs resurfacing
CR 45	Huge potholes causing road travel to be hazardous for motorist travel. This road is also becoming heavily flooded. Needs resurfacing.
CR 63	Holes in the road, rides rough. Needs to be resurfaced
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/ Wheeler Road	It is a dirt road, but really needs to be paved.
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.
Waller Road, Braggs, AL	Terrible Road. Needs pavement fixed.
Woodruff Road	Off AL 21. Pavement.
<b>TRANSIT</b>	
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.
<b>GENERAL COMMENTS</b>	
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 2017**

Location	Description
<b>ROAD CONDITIONS AND REPAVING</b>	
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 27	Needs repair – potholes, etc; Serious potholes, Uneven lanes.
CR 31	Poor condition, pot holes. Needs resurfacing.
CR 36	Needs repair – potholes, etc; Serious potholes, Uneven lanes.
CR 37	Needs repair
CR 39	Needs repaving, pot holes are a safety issue
CR 46	Potholes and patches in blacktop.
CR 47	Needs repair
CR 48	Desperate need of repair – holes, etc.
CR 49	Needs repair – potholes, etc.
CR 50	Desperate need of repair – holes, etc. Serious potholes. Uneven lanes. (Dirt roads) Road needs to be widened and graded.
CR 52	Needs repair
CR 55	Needs repair
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 67	Needs repair
CR 71	Needs resurfacing
CR 91	Needs resurfacing
CR 97	Needs repair. Construct a new interchange at CR 97 and I-85 for industrial and residential purposes.
CR 101	Needs repair – potholes, etc.
I-85	Need lighting at Exit 45

I-85	Need cleanup of vegetation and wildlife
I-85	Message boards need to be added to Interstate 85 for informational purposes due to congestion from accidents. Locations should be 1.5 miles before Exit 16 in Shorter in northbound lane and 1.5 miles before Exit 26 in southbound lane.
US 29	Needs lights. 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.
1 <sup>st</sup> Avenue, Tuskegee	Needs repair
Alabama Avenue, Tuskegee	Needs repair from storm; Serious potholes, uneven lanes
Althea Street, Tuskegee	Needs repair
Auburn Street, Tuskegee	Needs repair, serious potholes, uneven lanes
Avant Street, Tuskegee	Needs repair
Bell Quarters Station, Shorter	Needs repair
Bibb Street, Tuskegee	Needs repair, serious potholes, uneven lanes
Chappie James Dr. Tuskegee	Needs repair. Serious potholes and uneven lanes. Need road improvements around airport. Lights needed
Chimes Lane, Shorter	Needs repair
Church Street, Tuskegee	Needs repair, serious potholes, uneven lanes
Ellis Road, Tysonville	A dirt road that needs paving.
E. Lakeshore Drive, Tuskegee	Needs repair
W. Lakeshore Drive, Tuskegee	Needs repair
Lakeview Road, Tuskegee	Needs repair
N. Marble Street, Tuskegee	Needs repair, potholes, broken cement
S. Maple Street, Tuskegee	Needs repair
Marina Road, Tuskegee	Needs repair
Nancy Street, Tuskegee	Needs repair, potholes, broken cement
E. Oak Street, Tuskegee	Needs repair
Old Federal Road, Shorter	This main road in Shorter needs milling, widening, redraining and paving.
Prestwood Circle, Tuskegee	Needs repair
South Church St, Tuskegee	Patch road that is bumpy throughout and really narrow.
S. School Street, Tuskegee	Needs repair
Warner Avenue, Tuskegee	Needs repair, potholes, broken cement
<b>BRIDGE IMPROVEMENTS</b>	
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.

<b>TRANSIT</b>	
Transit -- All of Macon County	Need for regular and consistent transportation to Southern Union (Lee County) and to Trenholm State Community College (Montgomery County) to allow Macon County Residents to attend classes in order to improve their lives.
Countywide	Need for public transportation assistance.
CR 53	Bicycle lane needed.
CR 54	Bicycle lane needed.
<b>GENERAL COMMENTS</b>	
US 80	Need to complete four-laning to Montgomery.
Countywide	More funding is needed to accomplish tasks and repairs. Continue to focus on maintenance with no funds for new construction.



**Pike County Citizen-Identified Rural Transportation Needs and Issues**  
**September 2017**

Location	Description
<b>ROAD CONDITIONS AND REPAVING</b>	
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 AL10 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 2256	Needs paving.
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.
CR 7749	Needs resurfacing.
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.
<b>TRANSIT</b>	
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.
<b>GENERAL COMMENTS</b>	
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 2017 planning work program, SCADC worked with Bullock County officials to develop a preliminary countywide bicycle and pedestrian plan based on the State of Alabama Bicycle and Pedestrian Plans produced in 2009 and 2017. This study is a part of SCADC's continued efforts to provide detailed transportation studies and plans to resolve local issues that have been identified either through the Rural Transportation Consultation Program's public involvement process or through previous studies.

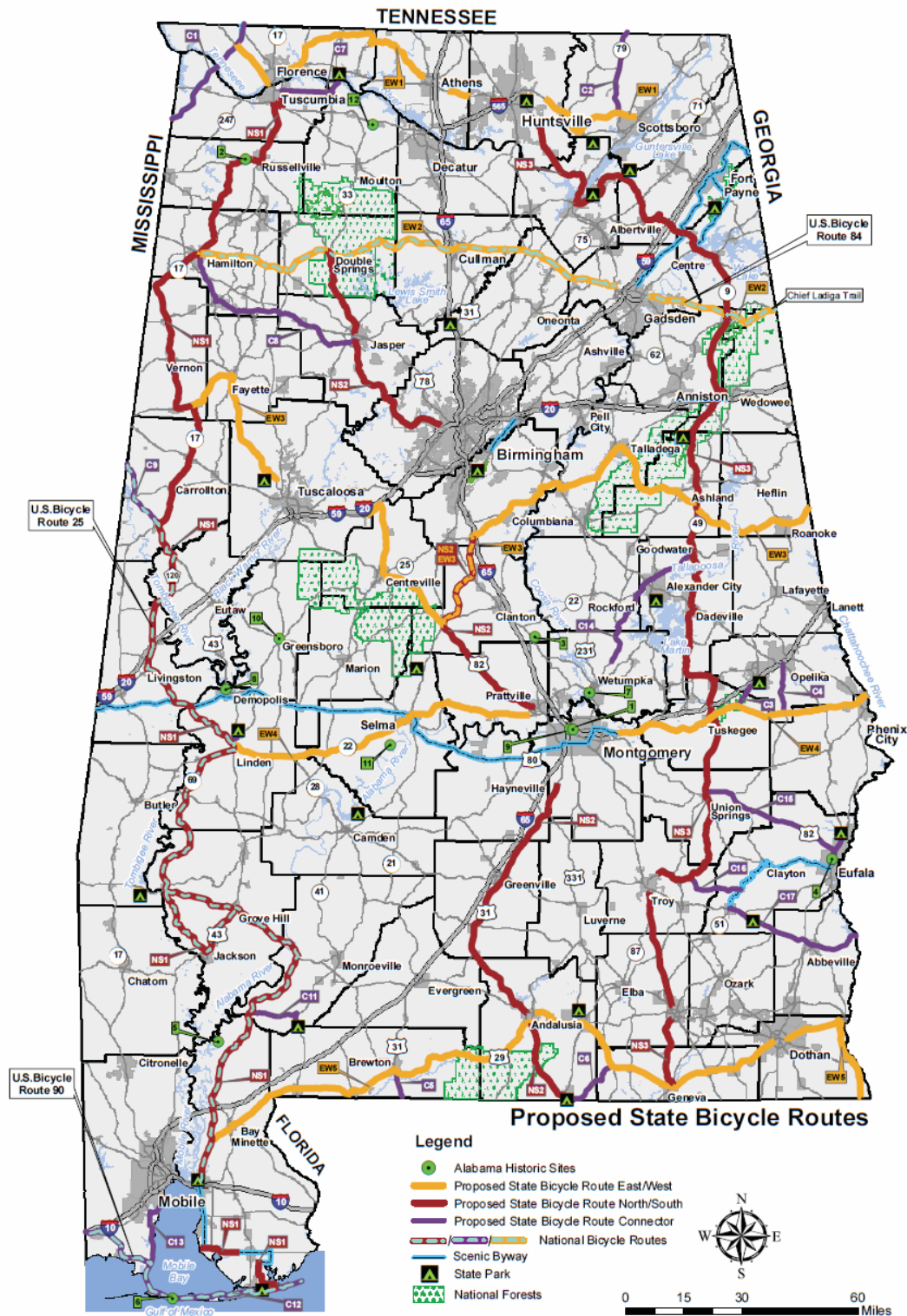
During previous studies, Bullock County has acknowledged a need for alternative rural transportation facilities. These needs are not necessarily driven by congestion on existing roadways, but instead are focused on the provision of facilities for those persons who do not have access to a vehicle and to minimize travel for transportation providers on poor roadways. Additionally, Bullock County has historic and cultural resources that draw a significant number of visitors to the county on a daily basis. Alternative transportation resources would enable these visitors to travel from one site to another more efficiently, thereby increasing their visitation stays in the county. Outside visitation is a considerable part of Bullock County's local economy. For these reasons, Bullock County officials wanted to explore the feasibility and potential of a bicycle and pedestrian network that would meet the needs of both local residents and visitors, alike.

SCADC's planning staff worked with Bullock County officials to review the State of Alabama Bicycle and Pedestrian Plan (2010) with the realization that two of the State's proposed bicycle routes intersected in Bullock County. The proposed State North-South route would provide bicycle connections from Huntsville in north Alabama to Geneva in south Alabama, utilizing U.S. Highway 29 in Bullock County. Additionally, an east-west bicycle connector route would provide access between Union Springs and Eufaula in Barbour County. (See the map on the following page.) These proposed facilities make Bullock County a natural location for a larger bicycle and pedestrian network within the county boundaries. Unfortunately, the proposed Bullock County bicycle routes from the 2010 plan were not included when the Alabama Statewide Bicycle and Pedestrian Plan was updated in 2017. The updated plan does, however, include a suitability map for bicycle corridors that indicates that the previously proposed U.S. Highway 29 route is a highly suitable route and the connector to Eufaula is feasible with some limitations on U.S. Highway 82. *See Alabama Statewide Bicycle and Pedestrian Plan maps on the following three pages.*

The Bullock County Bicycle and Pedestrian Plan is modeled after the statewide plans as a means to provide safe alternative transportation. The overall purpose of the Bullock County Bicycle and Pedestrian Plan is to guide decisions as to where bicycle and pedestrian facilities should be provided to meet the growing demands for bicycling and walking. Appropriately located bicycle and pedestrian facilities will give rise to bicycling and walking as viable and safe modes of transportation.

# Alabama Statewide Bicycle and Pedestrian Plan, 2010

## Proposed State Bicycle Routes

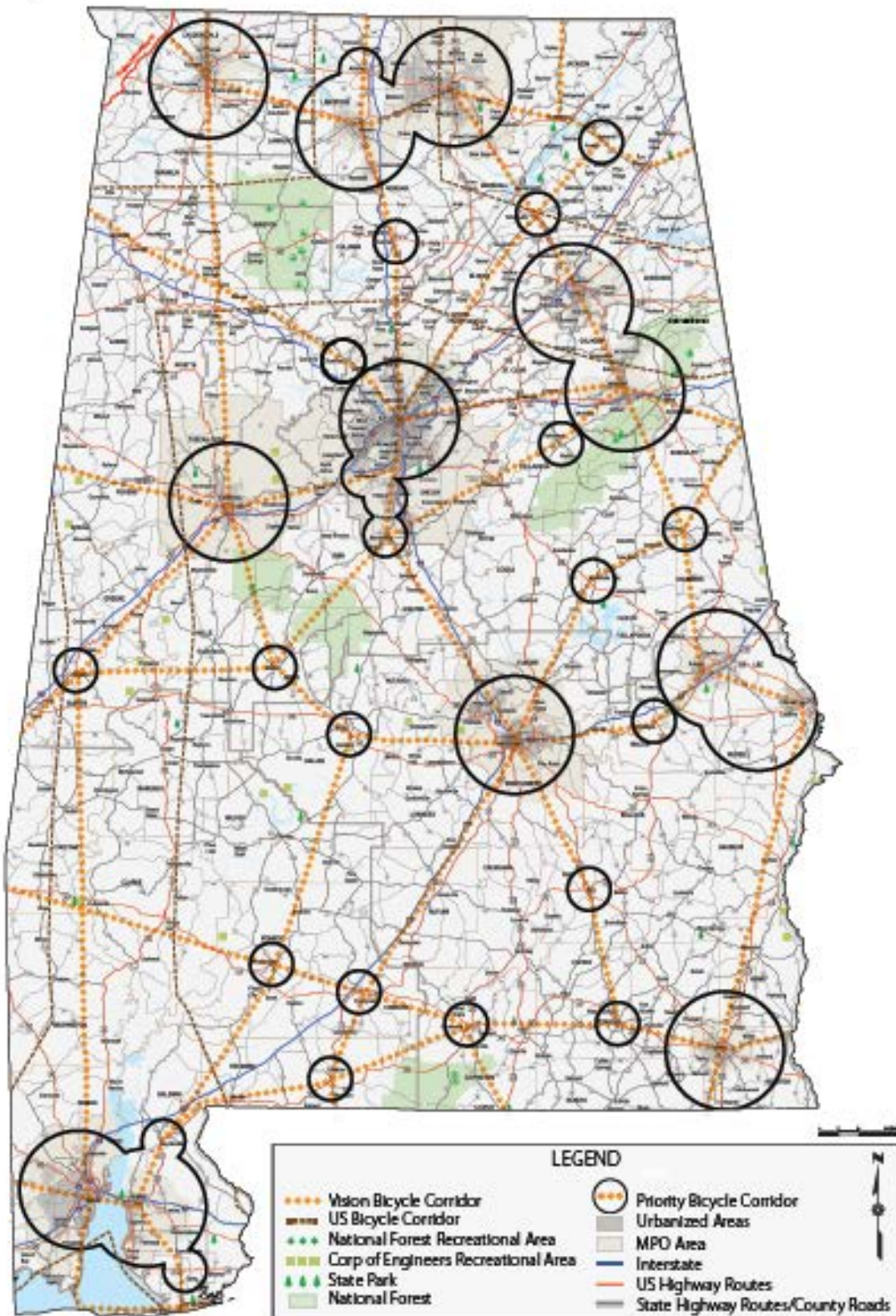


## ALABAMA STATEWIDE BICYCLE ROUTES

PREPARED BY: GOODWYN, MILLS AND CAWOOD, INC. 2010



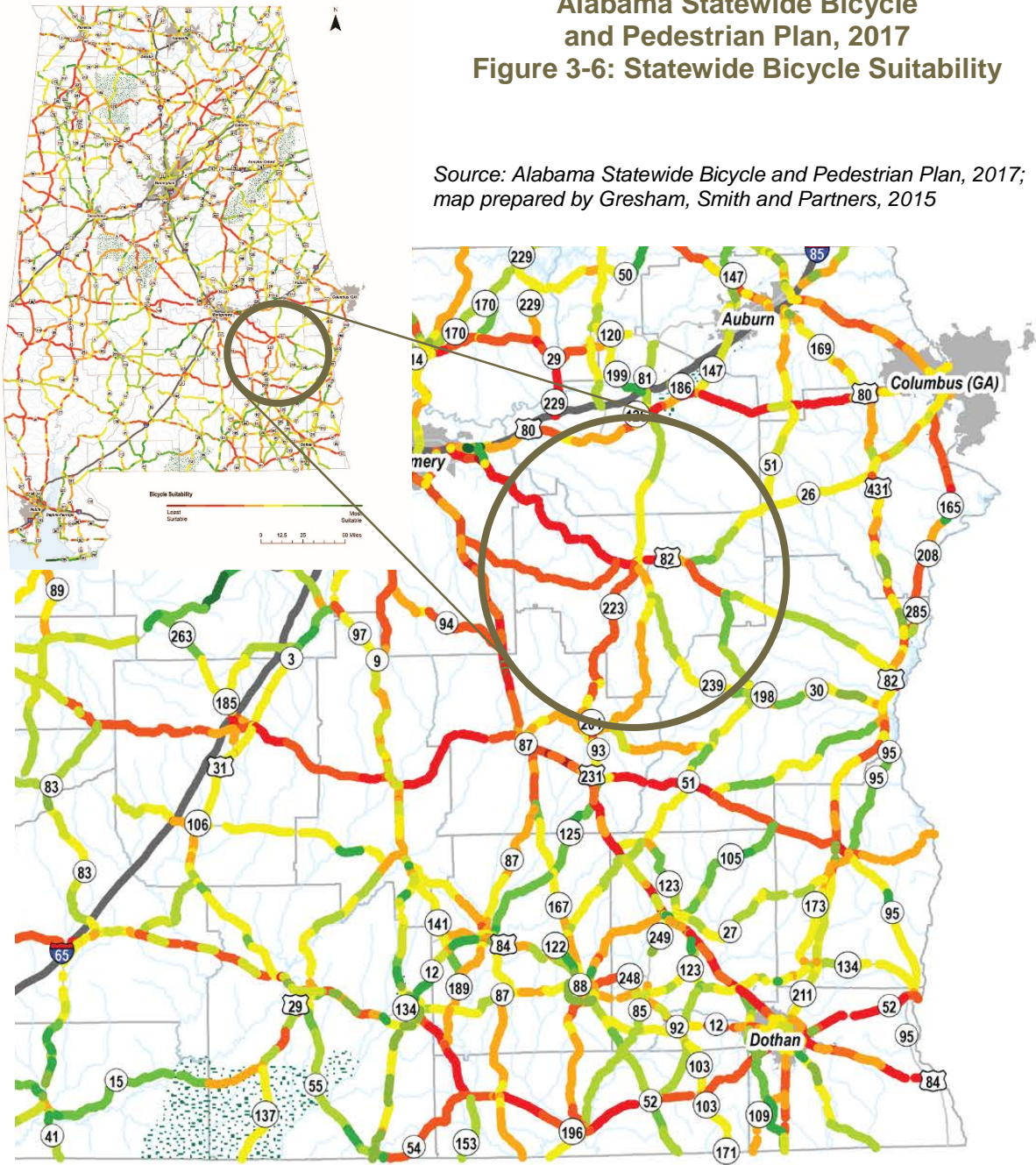
Alabama Statewide Bicycle and Pedestrian Plan, 2017  
Figure 4-2: Bicycle Corridor Map



# Alabama Statewide Bicycle and Pedestrian Plan, 2017

## Figure 3-6: Statewide Bicycle Suitability

Source: Alabama Statewide Bicycle and Pedestrian Plan, 2017; map prepared by Gresham, Smith and Partners, 2015



### Bicycle Suitability





Upon review and approval of the Bullock County Commission as well as the municipalities located within the county, as necessary, a countywide bicycle and pedestrian plan would provide Bullock County with a plan for a countywide network of bicycle and pedestrian facilities and design recommendations for bicycle and pedestrian facilities. Considerations in developing the Bullock County Bicycle and Pedestrian Plan included the following:

- Existing Plans – statewide and local
- Natural Features
- Major Destinations
- Secondary Destinations
- Local Connections
- Regional Connections

Recommendations included in the preliminary Bullock County Bicycle and Pedestrian Plan include the following.

- Bike-Ped Interconnected Networks in City Centers
- Countywide Connections to Major Destinations
- Regional Connections -- Statewide System
- Utilization of Natural Features and Existing Easements
- Development of Strategically Placed Trailheads with Populated Areas

It is recognized that once a bicycle and pedestrian facility network has been fully reviewed and agreed upon by all partners, the development and construction of the facilities will be a slow and incremental process. Potential funding opportunities for development of a countywide bicycle and pedestrian network include Transportation Enhancement Activities, Recreational Trails Grant Program, LWCF Grant Program, Scenic Byways Program, Safe Routes to Schools Program, and local initiatives.