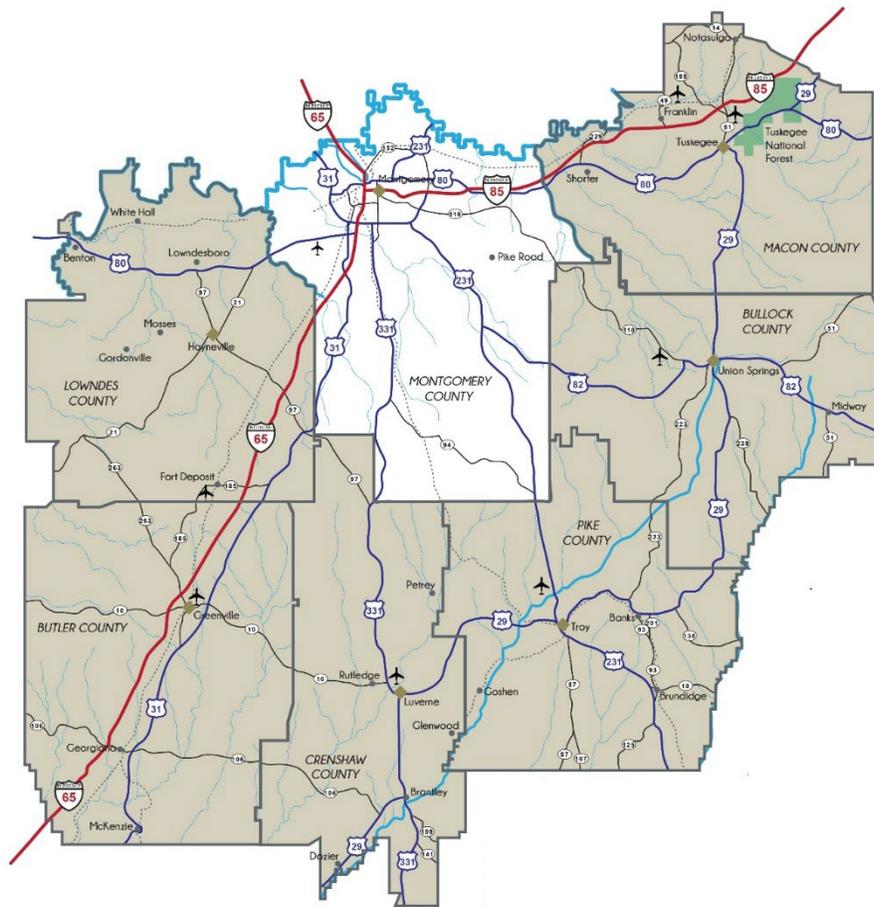


Region 5
South Central Alabama
Rural Transportation Planning Program
Bullock, Butler, Crenshaw, Lowndes,
Macon and Pike Counties

Rural Transportation Needs and Issues
And Long-Range Planning, 2020 – 2021



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

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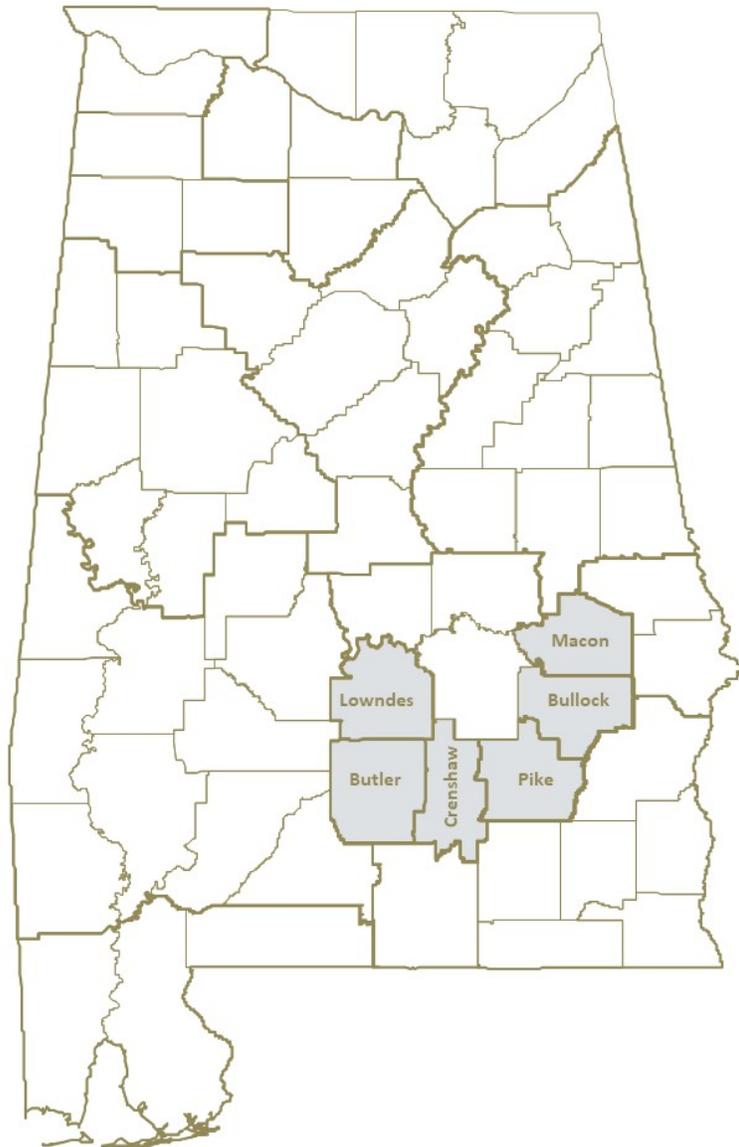
This report was financed in part by the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, Alabama Department of Transportation, and local governments, and prepared for the RPO by the South Central Alabama Development Commission in partial fulfillment of Task 2.4 of the FY-2020 RPO Work Program and requirements set forth in 23 USC 134 and 135 (as amended by the FAST Act, Sections 1201 and 1202, December 2015).

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 2020-2021 fiscal year, covering the period from October 1, 2020 through September 30, 2021. 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 2021 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 2 of this report.

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 recent program years, 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.

Regional Demographic and Transportation Characteristics

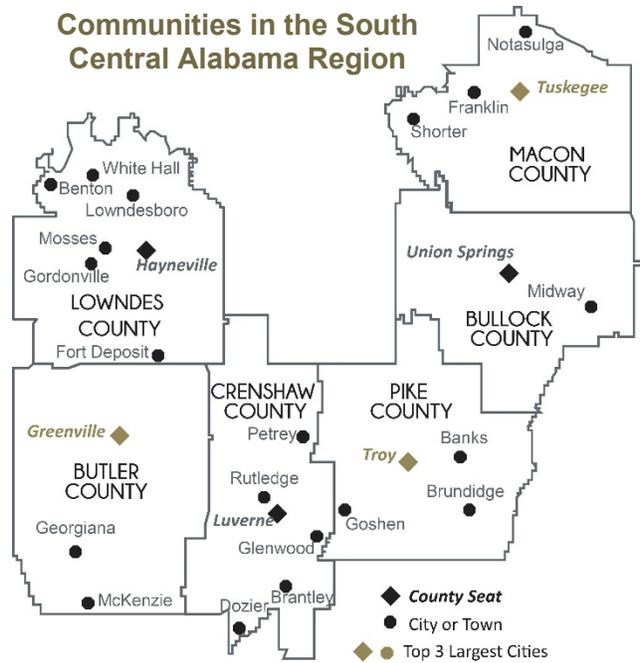
The 2020 U.S. Census indicates that the South Central Alabama Region suffered a population decrease of 5.4 percent between the 2010 Census and 2020 Decennial Census, which is a loss of 5,963 persons. According to the 2020 Census, the South Central Alabama Region has a total population of 105,454 persons 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 14.4 persons per square mile in Lowndes County to 49.2 persons per square mile in Pike County. Population density for the entire region is 26.3 persons per square mile. Between 2010 and 2020, population density in five counties decreased while density increased slightly in Pike County. Counties that experienced the most significant population loss were Butler County, at a 9.1 percent decrease, Macon County, at a 9.0 percent decrease, and Lowndes County, at a 8.7 percent decrease. Bullock and Crenshaw Counties each had a population decrease of 5.1 percent, while Pike County had a population increase of 0.3 percent.

South Central Alabama 2020 Population Estimates and Population Density <i>Population density is measured as the number of persons per square mile.</i>						
Geographic Area	2010 Population	2020 Population	Percent Change	Land Area (sq. miles)	2010 Density	2020 Density
Bullock County	10,914	10,357	-5.1%	625	17.5	16.6
Butler County	20,947	19,051	-9.1%	777	27.0	24.5
Crenshaw County	13,906	13,194	-5.1%	610	22.8	21.6
Lowndes County	11,299	10,311	-8.7%	718	15.7	14.4
Macon County	21,452	19,532	-9.0%	611	35.1	32.0
Pike County	32,899	33,009	0.3%	671	49.0	49.2
SCADC Region	111,417	105,454	-5.4%	4,012	27.8	26.3

Source: U.S. Census Bureau, Population Division Center for Business and Economic Research, The University of Alabama. Annual Estimates of the Resident Population for Counties in Alabama: April 1, 2010 to July 1, 2020 (CO-EST2020-alldata). Release Date: May 2021

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 are, however, intensified by the rural character of the region. A large portion of population groups that most need transportation is 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.

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.

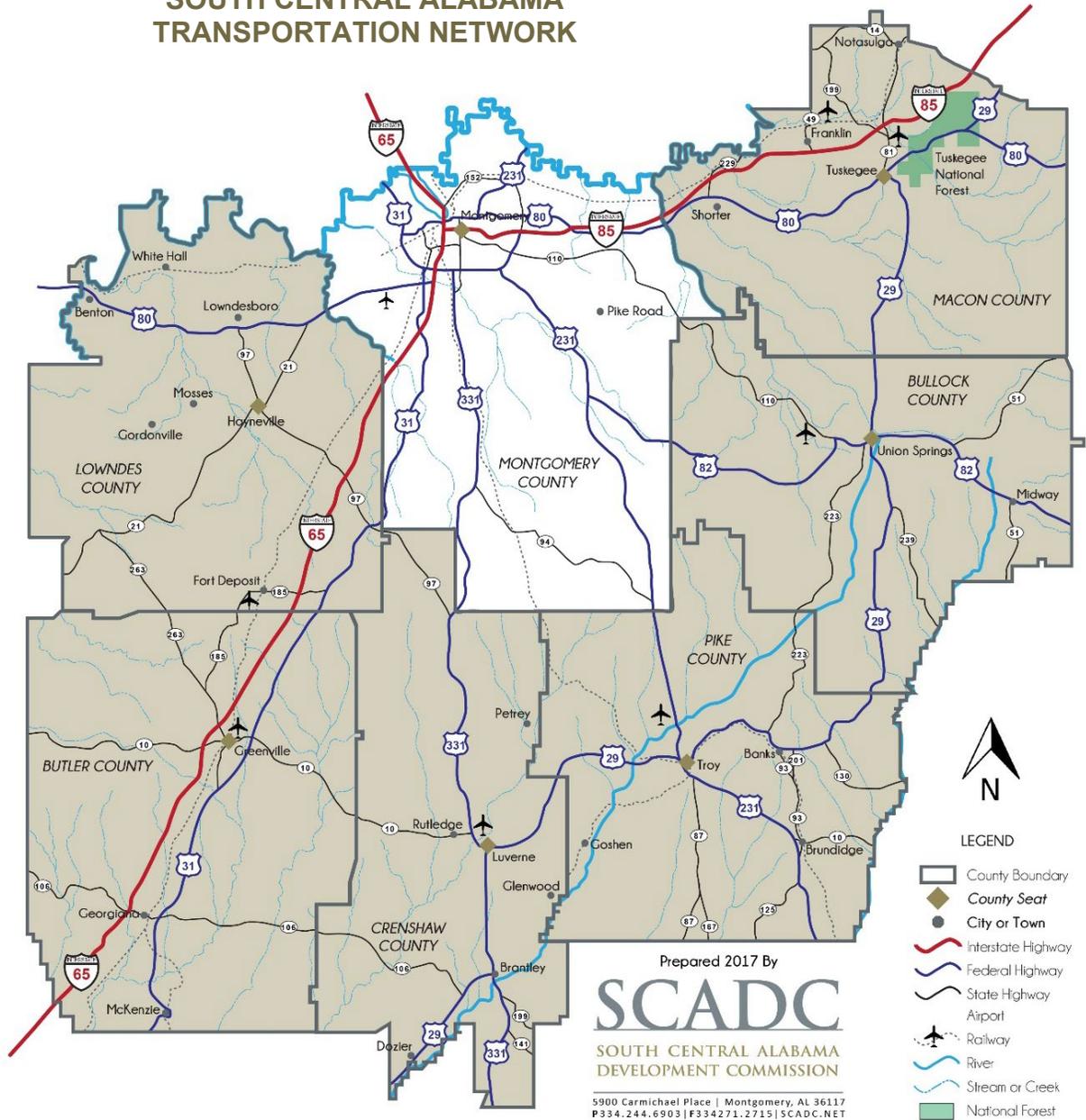


South Central Alabama Highways			
Interstates	Federal Highways	State Highways	
Interstate 65	US Highway 80	Alabama Highway 10	Alabama Highway 110
Interstate 85	US Highway 82	Alabama Highway 14	Alabama Highway 125
	US Highway 231	Alabama Highway 21	Alabama Highway 130
	US Highway 331	Alabama Highway 49	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



2. 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 usually conducts six county stakeholder meetings. Due to the Coronavirus Pandemic restrictions and safety precautions regarding public gatherings, SCADC made the decision to conduct a direct mail postcard campaign and an email broadcast to obtain stakeholder comments rather than hold the public stakeholder meetings. The direct mail and email outreach efforts were supplemented by newspaper advertisements in each of the six counties and community flyers. Stakeholders were notified that (1) SCADC was soliciting comments regarding rural transportation needs and issues, (2) the ALDOT 2021 Public Involvement Plan was available for review and comment, and (3) a SCARPO Steering Committee Meeting was scheduled for September 23, 2021. The direct mail postcard was sent to 650 stakeholders, including 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, major employers, chambers of commerce, economic development, and local media. Stakeholders 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.

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 through county efforts with Rebuild Alabama and the Alabama Transportation Rehabilitation and Improvement Programs (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 is 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 comments from stakeholders between 2007 through 2020. Redundancies have been deleted. Issues that were previously identified but have since been repaired or corrected 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 2021 Rural Transportation Needs and Issues

SCADC Region Citizen-Identified Rural Transportation Needs and Issues September 2021

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 2021

Location	Description
SAFETY ISSUES	
US 82 from Bullock County to Barbour County	This stretch of highway has a high level of transport trucks that use this route. They tend to exceed the speed limit and drive without regard for others. There needs to be more state troopers or local law enforcement to monitor this highway.
Downtown Union Springs	Need signs stating no trucks downtown.
Intersection of US 82 and AL 110	This is a dangerous intersection. Need left turn lane into Wayne Farms. Coming eastbound on AL 110 onto US 82, large trucks swing trailer into traffic when turning east or west
US 29 South	Coming down the hill from McDonald's, truck will lay on brakes so hard that they will move the pavement.
US 82 Signage	The sign signaling the change from two lanes to one lane is located after the road narrowing has already occurred.
US 82 between US 82 West and AL 223	Speed limit needs to be lowered between AL 223 and Holcombe Avenue.
AL 110	The airport has been a positive influence which seems to be growing. They extended the runway and had to re-route the existing road when it expanded. The last numbers I saw still support increased traffic in mornings and evening on Hwy 110 with people traveling to work here. Alabama Highway 110 needs to be 4-laned. There are no passing lanes. On AL 110 at intersection with CR 7, there are wave in AL 110 in the eastbound lane. There are no shoulders and three bridges between CR 7 and CR 165 do not have guard rails with deep drop offs. Heavy truck traffic.
AL 223	This road has numerous potholes and dips in the concrete. It also has a high level of transport trucks that use this route. They tend to exceed the speed limit and drive without regard for others. There needs to be more state troopers or local law enforcement to monitor this highway Need a sidewalk project along AL 223 from high school to Adams Ridge apartment complex. The road is heavily traveled by chicken and log trucks. The lack of sidewalks, along with the steep shoulders of the road, places school children in peril as they walk to Bullock County High School.
CR 30	Part of the road is washed out and was closed temporarily. It has been patched many times.
CR 49	The bridge on this road is in need of repair.
ROAD IMPROVEMENTS AND REPAVING	
US 29	This road has numerous potholes and dips in the concrete.
US 82	With Conecuh Road East. Heavy traffic. Rough ride. Between AL 110 and AL 223, the road is separating and holding/ponding water.

AL 110	Needs to be 4-laned. 18-wheeler truck traffic is heavy
	4-lane from Union Springs to Montgomery
	Heavy traffic. Need to have passing lanes
	Should be 4-laned. There are no shoulders. Airport traffic is going to increase traffic volume and congestion on this road.
Intersection of US 82 and AL 110	Turn profile is too congested. Trucks must swing into oncoming lane to make turn off of AL 110 to US 82
	The turn from AL 110 to 82 is too narrow for trucks. Trucks must use both sides of the road to make the left turn; thereby, blocking traffic attempting to turn onto AL110.
Intersection of US 82 and US 29 North	Trucks are tearing curbs. Continues to be a problem with trucks navigating through town, with the curbs gone at two intersections. One study years ago was to divert trucks onto "Industrial Road" to bypass these intersections.
Intersection of US 29 and US 82 – in front of McDonalds.	Trucks are tearing curbs. Continues to be a problem with trucks navigating through town, with the curbs gone at two intersections. One study years ago was to divert trucks onto "Industrial Road" to bypass these intersections.
	Drainage problem and pooling of water in area in front of McDonalds and Subway; attracting mosquitoes and disease carrying bugs creating health problems. This is same area where curbs are damaged and water draining excessively down US 29 where trucks throw on their brakes to stop.
Intersection of US 82 and Greenwood Ave.	A turning lane is needed at the Greenwood Avenue entrance to Wayne Farms – in front of 82 West Restaurant for truck traffic going east to west.
Powell Street North @ Blackmon Ave (US 82)	Heavy traffic here to both banks and post office. Can lose a whole vehicle here in potholes.
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	Is in extremely poor condition.
	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	Rex Lumber is going to increase traffic.
	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 11	Rex Lumber is going to increase traffic.
CR 14	Trees growing over roadway. Dead trees on right of way.
CR 15	Potholes
CR 23	Between Bullock County and Macon County. This road has numerous potholes and dips in the concrete
CR 23	Road is very raggedy and causes damage to vehicles that have to travel this road.
CR 30	Needs resurfacing. 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
	1. Rough road between Highway 239 and US Highway 29 2. Needs improvements
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	Potholes, 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	Needs resurfacing. Waterfall causes flooding of roadway. City of Union Springs has to drain roadway.
CR 41	Bad flooding
CR 45	Poor shoulders and potholes. Needs resurfacing. Log truck damage road badly.
CR 47	Potholes. 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. Potholes along the whole road. People can't go to the three churches on this road. Road is grown over with grass. Makes it basically a one-lane road. Road is hazardous and in need of repair. Road has been patched here and there – the patchwork time has passed. This is a rough road.
CR 52	Poor road condition. Extremely rough road with potholes.
CR 53	Culvert has been repaired. Potholes. Needs resurfacing. Road is too narrow. Has log truck damage.
CR 59	Off US 82 East, past Bullock Correction Facility. Road is in dire need of repaving.
CR 61	Needs paving. Terrible condition – rough, holes and potholes. Needs signs to warn motorists. Needs new lines/stripping.
CR 64	Rough road. Needs resurfacing.
CR 66	Needs resurfacing
CR 89 *Noted that this project is in the works with improvements expected in 2020	1. Needs resurfacing
	2. Highway needs repaving very, very bad
	3. Needs complete repaving
	4. Road is bumpy with open holes. Need total makeover.
	Letter from Great Hope AME Church: Great Hope Road (CR 89) is in <u>dire</u> need of paving or at the very least re-surfacing. This has not only made for hazardous driving but has caused damage to automobiles as well. Some of the members are lifelong residents of the area as well as others who worship elsewhere. There are members who live in other areas of the county, etc., but still arrive via this road.
CR 93	AKA Mt. Coney Church Road. Portion of road needs a drainage pipe, thereby causing a bad condition for traveling
CR 115	Needs repaving and maintenance, has potholes, flooding problems
Sugar Harris Road (CR 117)	Rough road with a lot of potholes that have been repaired making road very uneven and bumpy. Needs a lot repair due to big hole that has been poorly repaired.
CR 142	Needs repaving and maintenance, has potholes, flooding problems
CR 148	Needs resurfacing
CR 154	Needs resurfacing
CR 165	Road is very raggedy and causes damage to vehicles that have to travel this road. Road has been patched everywhere it could. It needs to be repaired.
CR 176	Needs improvements, especially between CR 7 and CR 37
CR 180	Needs resurfacing
CR 185	Between Cr 37 and AL 110. Needs repaving. Even gravel would be better than what it is now.
CR 191, Union Springs	1. Road washing away. Water runs down in our yard and sits under my house. Patch work all over the road.
	2. Road is very worn. Patchy and filled with potholes after it rains. Water washes toward the houses on the street when it rains which causes the soil to shift quite a bit. An ongoing maintenance issue over the years, especially in front of my home.
	3. Needs resurfacing
Cooper Street, USA	Road needs to be repaved.
Andrea Drive	Needs resurfacing
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	Potholes. No sign or turn lane to divert trucks.
	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.

Pecan Lane	(off Peachburg Road / 82E) Is in desperate need of paving... extreme road hazards
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
Sydney Lane	Needs resurfacing
Tye Avenue, USA	Poor road condition
TRANSIT	
Transit	They have moved the Health Dept. and DHR out of the downtown area (of Union Springs) which causes problems for the elderly/impooverished to access those agencies.
Transit	There is a significant need for transportation between Bullock, Macon and Pike Counties. These counties are home to multiple production facilities that employ 1,000's of people. Transportation would go a long way in growing these economies.
Bullock County	Need transportation to Health Department and Department of Human Resources.
Bullock County	A transportation system is needed for Bullock County residents.
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.
BULLOCK COUNTY GENERAL COMMENTS	
Bullock County	Several roads are dirt making it difficult to drive on. Some of the paved roads are like only asphalt with potholes.
Bullock County	Most county roads have issues after rains.
Bullock County	Many county roads have issues.
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 potholes 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 2021

Location	Description
SAFETY ISSUES	
AL 10 and AL 185 at Greenville Water Tank	The light from the West driving East turning lane arrow is dangerous and has been for years. People try to turn left when they do not have the arrow. There have been accidents there throughout the years.
Greenville Bypass (AL 245), Greenville	Additional traffic lights are needed on the Greenville Bypass. One where Conecuh Road meets the Bypass Road; and two, where the Greenville Bypass Road T's with Hwy 10. There have been several accidents and near accidents at the first location and traffic backs up a lot at both locations. These lights would make things much more convenient and safer for drivers in Greenville. Both of these locations also have issues with trying to get access to these roads in a timely manner.
ROAD CONDITIONS AND REPAVING	
US 31	Unsafe intersection at US 31 and Halso Mill Road
CR 7	AKA. Butler Springs Road. Is in terrible condition. Needs to be paved. Hasn't been paved in a very long time.
CR 9	AKA Scott Road. Portion of road needs to be paved. Pavement stops and turns into a dead-end. Needs to be repaved.
CR 11	Cream Pot Road North past Monterey. Road pavement has been damaged due to wear and potholes from timber trucks and dump trucks. Fire Department has trouble getting to fires in a timely fashion or it will knock the truck out of line.
CR 15	Needs to be repaved.
CR 17	Road is in bad condition. It is a local major collector for truck traffic going to lumber mills in Camden and Chapman, combining truck traffic with residential traffic.
CR 22	Need a truck bypass from AL 185 to AL 10 West – involves city, county and industrial park. Possibly an ATRIP2 connector between two state routes.
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. I traveled this road on a daily basis to and from work and this has got to be one of the worst tank track roads I have ever seen since Vietnam.
CR 39	Needs to be repaved.
CR 41 (New Searcy Road)	Road is in need of resurfacing. Potholes abound and repairs are few. Potholes cause issues. Road is too narrow because of erosion of roadway.
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 49 – Ira Till Road	Cut through from Co. Rd. 46 – Forest Home Rd to State Hwy 10 is hard to travel due to damage of timber trucks and detours when needed from Fire Emergency Departments.
CR 57	Dirt portion needs to be paved.
CR 61 (Old Stage Road)	Road is in need of resurfacing. Potholes abound and repairs are few. Potholes cause issues. Road is too narrow because of erosion of roadway.
CR 69	Needs to be repaved.
CR 75 North (Fort Deposit Road)	Needs widening, resurfacing, striping. Needs to be leveled with potholes filled.
Abrams St, Georgiana	Has potholes and cracks; speed bumps need to be painted
Avant Loop, Georgiana	Road is in very bad shape with potholes
Damascus Road, Greenville	This road is in horrible condition. They replaced a drainage culvert about a year ago and all that has been done to repair it is gravel. Potholes form every time it rains. When I make complaints about it the road crew comes out and lays more gravel down. When you turn off of Hwy 10 onto Damascus and drive down this road there are several locations where the road is deteriorating. Reports have been

	made with the County several times concerning both of these situations and the answer is to just fill the potholes again. This does not last very long as every time it rains it needs to be done again, sometimes in different locations. Something needs to be done. These road conditions are terrible on our vehicles as well.
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.
Industrial Pkwy, Greenville	Needs repairs due to heavy truck traffic.
Miranda Avenue, Georgiana	Potholes
N. Garland Rd/Walsh St, McKenzie	Traffic congestion has increased. McKenzie High School attracts students from Greenville, Conecuh and Covington Counties which has increased traffic.
North Jane Avenue, Georgiana	Needs to be repaired
Railroad Avenue, Georgiana	Part city and part county -- needs a lot of work
Sellers Street, McKenzie	Needs to be resurfaced due to heavy school traffic
Shamrock Lane, Honoraville	Road frequently washes out. Long waits to get the road repaired; residents sometimes have to make their own repairs. Grass is grown up in the middle of the road and bushes are overgrown on the sides of the road. School bus doesn't travel the road.
Veneer Avenue, Georgiana	Part city and part county -- potholes
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.
BUTLER COUNTY GENERAL COMMENTS	
Butler County	Big trucks eat up the roads. A consideration should be to tax timber trucks
All County Roads	All paved roads need 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.
Countywide	Transportation providers with heavy equipment such as school busses and fire trucks must be very careful due to the road issues throughout the county.

Crenshaw County Citizen-Identified Rural Transportation Needs and Issues September 2021

Location	Description
SAFETY ISSUES	
US 331 and US 29, Luverne	Traffic accidents at light in Luverne at intersection of US 29 and US 331 in downtown. Trucks cannot make the turn. Buy the Budget Shop in southwest corner of intersection to straighten out the turn.
Light at US 331 and US 29, Luverne	An additional five seconds is requested on the north light for traffic not on the main north-south route.
US 331 signals, Luverne	There are only two lights in Luverne. They need structural poles for lights. Swinging lights on cable causes outages.
US 331, from New Ebenezer Rd. (CR 68) To Old Meriwether Trail	Commercial development with road alignment is making this a dangerous road section
ROAD CONDITIONS AND REPAVING	
US 29	4-lane between Luverne and Troy
US 331	4-lane US 331 from Montgomery/Crenshaw County line to Luverne
	4-lane US 331 North from Smart plant to Crenshaw County line for economic growth
	Complete the US 331 4-lane project from Montgomery to Luverne. Trucking and daily commuting traffic need this to happen.
	Needs to be a 4-lane road.
	Has potholes and needs to be resurfaced and shoulders improved
US 331 South, Luverne	Need light in front of McDonald's.
AL 10	4-lane between Luverne and Greenville.
AL 189	Dangerous road due to flat curves.
Burnout Road	Washout and needs resurfacing
Mulberry Road, Brantley	Needs work
North Jackson St, Rutledge	Needs paving badly
Old Franklin Road	Dirt road that needs paving or grading.
Outer Loop, Montgomery County	Is there a planned exit on the Outer Loop to U.S. Highway 331
Richburg Road	Dirt road that washes out with rain
Ryan St, Rutledge	Needs paving badly
Sikes Road	Dirt road that washes out with rain
South Jackson St, Rutledge	Needs paving badly
Third St, Rutledge	Has potholes and needs to be repaved.
TRANSIT	
US Hwy 331	It is a top 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	Huge need for transit assistance throughout the county for non-emergency transportation for all ages, but especially elderly and disabled persons.
Countywide	Need transportation services to doctor's office and health services.

Dozier	Need for elderly transportation.
Transit Need	Disabled student needs transportation from Rutledge to LBW in Luverne
CRENSHAW COUNTY GENERAL COMMENTS	
US 331	Need to change US Highway 331 to four lanes for economic development
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

**Lowndes County Citizen-Identified Rural Transportation Needs and Issues
September 2021**

Location	Description
SAFETY	
CR 7 Bridge @ Sullivan Branch	Emergency bridge project
ROAD IMPROVEMENTS AND REPAVING	
CR 7	Road is in bad shape and a constant maintenance problem. Can it be turned over to the State?
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 33	Needs repaving
CR 33	Huge potholes causing road travel to be hazardous for motorist travel. Needs repaving.
CR 37	Resurfacing project letting in 2019. Potholes, broken asphalt
CR 40	Mining operation trucks are beating up a small, older road. Road needs to be built up to withstand truck traffic.
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.
Bama Road	Needs Resurfacing
Barnie Road	Off CR 33. Pavement.
Cassidy Road, Fort Deposit	Roads need paving, potholes repaired and resurfacing.
Chicken Pit Road	Off AL 97. Pavement.
Clara Gardner Road	Needs Resurfacing
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	Pavement improvements needed.
Downtown Fort Deposit	Streets are 50 years old and need repair.
Eligha Rudolph Road	Needs Rebuild and Resurfacing
Ellis Street, Fort Deposit	Bad road
Farmersville/Wheeler Rd	It is a dirt road, but really needs to be paved.
Frederick Douglas Road	Tourism Road with potholes. Big trucks drive on the road and cause road condition to decline. <i>USDA applicaation has been made to resurface.</i>
Gilmer Hill Road, Fort Deposit	Roads need paving, potholes repaired and resurfacing.
Golson Road, Fort Deposit	Roads need paving, potholes repaired and resurfacing.
Gordon Circle	Needs Resurfacing
Harriett Tubman Road	Needs Resurfacing
Harris Road	Needs Resurfacing

Hayneville Streets	Drainage improvements are needed to prevent flooding. 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. USDA Application has been made to rebuild the road.
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.
Mary Jane Jackson Road	USDA application has been made to resurface.
McGhee Road	Potholes
Milner Street, Fort Deposit	Roads need paving, potholes repaired and resurfacing.
Mims Road	Off CR 26. Pavement.
Mt. Pleasant Road	1/2 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 Rd, Fort Deposit	Roads need paving, potholes repaired and resurfacing.
Old Letohatchee Road	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, H'ville	Needs resurfacing. Street is beginning to experience much higher traffic volume.
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	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.
Rudolph Road	<i>USDA application has been made to resurface.</i>
Salem Church Road	Pavement.
Sellers Road	Off AL 21, passed Bill Jones Store. Pavement.
South CR 37	Extreme washout and landslide. No pavement left.
S. 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	Needs pavement fixed. USDA application has been made to resurface.
Woodruff Road	Off AL 21. Pavement.
TRANSIT	
All dirt roads in County	Lack of paved roads in Lowndes County. Public transit can't access the elderly.
Hayneville	Sidewalks are needed for pedestrians.
Mary Jane Jackson Road	Need for adequate transportation for totally disabled residents to physician appointments, with wheelchair access.
White Hall and Trickem	No public transportation at all.
LOWNDES COUNTY 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 2021**

Location	Description
SAFETY/BRIDGE IMPROVEMENTS	
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.
All bridges in Macon County	Rural bridges are washed away prohibiting school busses from crossing and children missing days of school
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.
CR 138, Main Street, Shorter	Need traffic light in front of Love's
Glassy Mill Rd @ Long Branch	Bridge Improvement
Location	Description
ROAD CONDITIONS AND REPAVING	
I-85	Need lighting at Exit 42
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.
US 29 / Courthouse Square	Road Improvement
Intersection of US 29 North and CR 69	1) Caution light is needed. 2) A caution light is needed at this intersection. It is very dangerous when entering and exiting US Highway 29 North from the county road.
Downtown Tuskegee and US Highway 80	Semis and log trucks speeding through the downtown using it as a throughway is very dangerous.
US 29 and US 80	Trucks (log-carrying trucks, 18-wheel trucks, etc.) are a safety hazard to citizens and businesses. Need to re-route by building a road around city to Interstate 85.
US 80	Need alternate truck route to be built.
US 80 West	Rail across from courthouse square near Headstart
Intersection Fonville St / US 80	Remove "No Right Turn"
Intersection North Elm / AL 8	Need "No Right Turn"
AL 8 West	Pedestrian crossing needs to be brought into ADA Compliance – near Courthouse Square
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 1	Road Improvement

CR 2	Needs to be hard surfaced and improve drainage. I live on CR 2 and drive on CR 7. Every day these roads are a mess. You try to miss one pothole and hit another one. These roads have been half-patched up for years. We have not had these roads paved since they put those rocks down for pavements in 40 years. These roads are bad on your cars. We had Revival last week at Greater White Church and we had guests from Montgomery saying how bad the roads are on these two roads. We need something done now. Potholes along paved portion. Horribly washed out on dirt portion. School busses struggle to travel this road.
CR 3	Road has deteriorated. Very narrow.
CR 4	Road Improvement
CR 5	Road Improvement
CR 8 – Old Federal Road	Road Improvement
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 10	Road Improvement
CR 13	Road Improvement
CR 16	Road Improvement
CR 17	Road Improvement
CR 18	Road has deteriorated. 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 19	Road Improvement
CR 20	Road Improvement
CR 24	Needs resurfacing
CR 26	Road in need of lights.
CR 27	Needs repair – potholes, etc; Serious potholes, Uneven lanes.
CR 29	Road Improvement, Needs Resurfacing
CR 30	Road Improvement
CR 31	Poor condition, potholes. Needs resurfacing.
CR 36	Needs repair – potholes, etc; Serious potholes, Uneven lanes.
CR 37	Needs repair
CR 39	Needs repaving, potholes are a safety issue
CR 40	Road Improvement
CR 43	Road Improvement
CR 45	Road Improvement
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 51	Road Improvement
CR 52	Needs repair
CR 53	Road Improvement
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 73	Needs Resurfacing
CR 77	Road Improvement
CR 79	Road Improvement

CR 87	Road Improvement
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.
Bell Quarters Road	Needs repair
Ellis Road	A dirt road that needs paving.
Green Street	Needs Resurfacing
Slim Road, Macon County	Road Improvement
Spraxlin Road / Hannon Road	Road Improvement
Tuskegee Square, Tuskegee	Need to reroute big trucks off City Square. Alternate route should be developed.
	1) Trucks need to be rerouted away from the Tuskegee Square.
	2) Truck route is disruptive for area (and unsafe). Unable to plan for anything downtown.
	3) Large trucks come through downtown square all day, causing safety issue as we are having more family friendly activities there. Need detour route for trucks to go south.
1 st Avenue, Tuskegee	Needs repair
Adams Street, Tuskegee	Has potholes and needs to be repaired
Ashdale Rd, Tuskegee	Needs paving
Alabama Avenue, Tuskegee	Needs repair from storm; Serious potholes, uneven lanes
Alexander Villa	Needs Resurfacing
Althea Street, Tuskegee	Needs repair
Auburn Street, Tuskegee	Needs repair, serious potholes, uneven lanes
Avant Street, Tuskegee	Needs repair
Bibb Street, Tuskegee	Most streets in Tuskegee are in major disrepair. They are dangerous to travel on. The infrastructure needs to be replaced.
	Needs to be totally reconstructed. This is a through street between US 80 and West Montgomery Highway.
	Needs repair, serious potholes, uneven lanes
Bufford Road	Needs Resurfacing
Chappie James Dr. Tuskegee	Needs to be resurfaced, widened and include a pedestrian walkway. There is an exorbitant amount of traffic on this road due to tourism and local traffic to Moton Field and Tuskegee Airmen Museum
	Needs repair. Serious potholes and uneven lanes. Need road improvements around airport. Lights needed
Chimes Lane	Needs repair
Church Street, Tuskegee	Needs repair, serious potholes, uneven lanes
Dryer Lane	Needs Resurfacing
Howard Road	Needs Resurfacing
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.
Penny Street, Tuskegee	1) Has drainage issues that have caused the street to cave from trash truck.
	2) Water flow problems tears up streets (every street in Tuskegee).
Pistol Road	Needs Resurfacing

Pistol Range Road	Needs Resurfacing
Prestwood Circle, Tuskegee	Needs repair
Rogers Road	Needs Resurfacing
South Church Street, Tuskegee	Patch road that is bumpy throughout and really narrow. **Private Road
S. School Street, Tuskegee	Needs repair
Smith Road	Needs Resurfacing
St. Mark Road	Needs Resurfacing
Susie Circle	Needs Resurfacing
Susie Street	Needs Resurfacing
University Drive	Needs Resurfacing
Vam Mclvory Lane	Needs Resurfacing
Violet Street	Needs Resurfacing
Warner Avenue, Tuskegee	Needs repair, potholes, broken cement
TRANSIT	
Countywide	Need transportation for appointments and grocery shopping
Tuskegee Area	Need local/rural transportation services
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.
MACON COUNTY GENERAL COMMENTS	
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 2021**

Location	Description
SAFETY	
US 231 – Troy	The open median of US Highway 231 in Troy seems to present an increased safety issue. Drivers use it to speed by stopped traffic or hold up drivers. Maybe it needs to be built up in some areas to limit the whole lane.
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 AL10 from AL93.
CR 22	Many roads in this area of the county are dangerously in need of repairs.
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 2215	Dirt road that has holes in it when it rains and after a rain
CR 2221	Needs to be paved. I live on the road and it has many, many potholes. Lots of people use it to go to Goshen from Troy (turning off the Henderson Highway). Please put it on the list of paving projects for the future.
CR 2225	Bad roads with lot of patched places
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 3316	18-wheelers do not need to be on this road. It is too curvy and hilly – NOT ENGINEERED for this traffic. Trucks do too much damage to a county road. Trucks coming from south can use AL Highway 125 and US Highway 231. The mileage is the same.
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	Has a lot of potholes plus there is a bad dip in road. Must slow down a lot or car bounces bad. The grass grows over the gravel road too much and cuts down size (width) of road. 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 7706	Dirt road
CR 7707	Needs to be resurfaced.
CR 7708	Needs to be resurfaced and has dangerous potholes.
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
George Wallace Drive and US 231, Troy	Construct a southbound right turn lane along George Wallace Drive

George Wallace Drive, Troy	Modify or close accesses for some side streets and access driveways as outlined in access management plan
Intersection of Pell Avenue, Meadow Lane and George Wallace Drive, Troy	Close and dead-end the southern portion of Meadow Lane with appropriate signage alerting vehicles of road closure
Intersection of University Avenue and Park Street, Troy	Install pedestrian controls, additional intersection lighting, and modify existing traffic signal timings and phasing to accommodate pedestrians
Intersection of University Ave. and South Brundidge Street, Troy	On Brundidge Street, define gas station access south of the intersection and close the gas station access north of the intersection.
	On University Avenue, define the gas station access east of the intersection.
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	
Transit	There is a continued need for elderly and public transportation with early and later hours.
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.
Transit – Troy Regional Medical Center	There is a significant need for public transportation to increase the ability to access health care. Elderly and indigent often rely on ambulance non-emergent transportation to access medical care. Frequent attempts to use cab/taxi services but patients are unable to afford significant costs related to the service. Need for point of service options versus scheduled with Pike Area Transit.
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.

3. Long-Range Transportation Planning

As part of the FY 2021 planning work program, SCADC worked with Macon County to conduct Phase 1 of a countywide wayfinding study. SCADC contracted with KPS Group, Inc., located in Birmingham, to conduct the study. The Macon County Wayfinding 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 RPO public involvement process or through previous studies.

Macon County, located between two urban areas – Montgomery and Auburn, is known for its historical and recreational assets. Still, the local governments and businesses have long struggled with how to pull traffic off Interstate 85 and how to direct them to major destinations across the county. As a result, Macon County and all four municipalities in the county have expressed a need for a coordinated countywide wayfinding system – one that functions effectively for the entire county but lends itself to individual municipal identity. Wayfinding signage systems help visitors find their way to their intended destinations and—when done well—project a positive impression of the city, county or district, lending a sense of coordination and community pride. Wayfinding systems alert visitors to other places of interest that might not already be on their itinerary, helping market all that a locality has to offer. Wayfinding signs also direct visitors to parking, lodging, shopping and other services, facilitating travel and boosting tourism-based economic opportunities.

Phase 1 of the Macon County Wayfinding Study involved development of a comprehensive inventory of attractions, historic features and other wayfinding destinations throughout Macon County, Alabama; preliminary analysis of sites and wayfinding routes and recommendations to guide the preparation of a wayfinding master plan. Included in the report were:

- Wayfinding destinations inventory
- Analysis of existing wayfinding signage and potential wayfinding routes
- Strategic recommendations for countywide wayfinding system
- Criteria for prioritizing destinations for inclusion on wayfinding signs

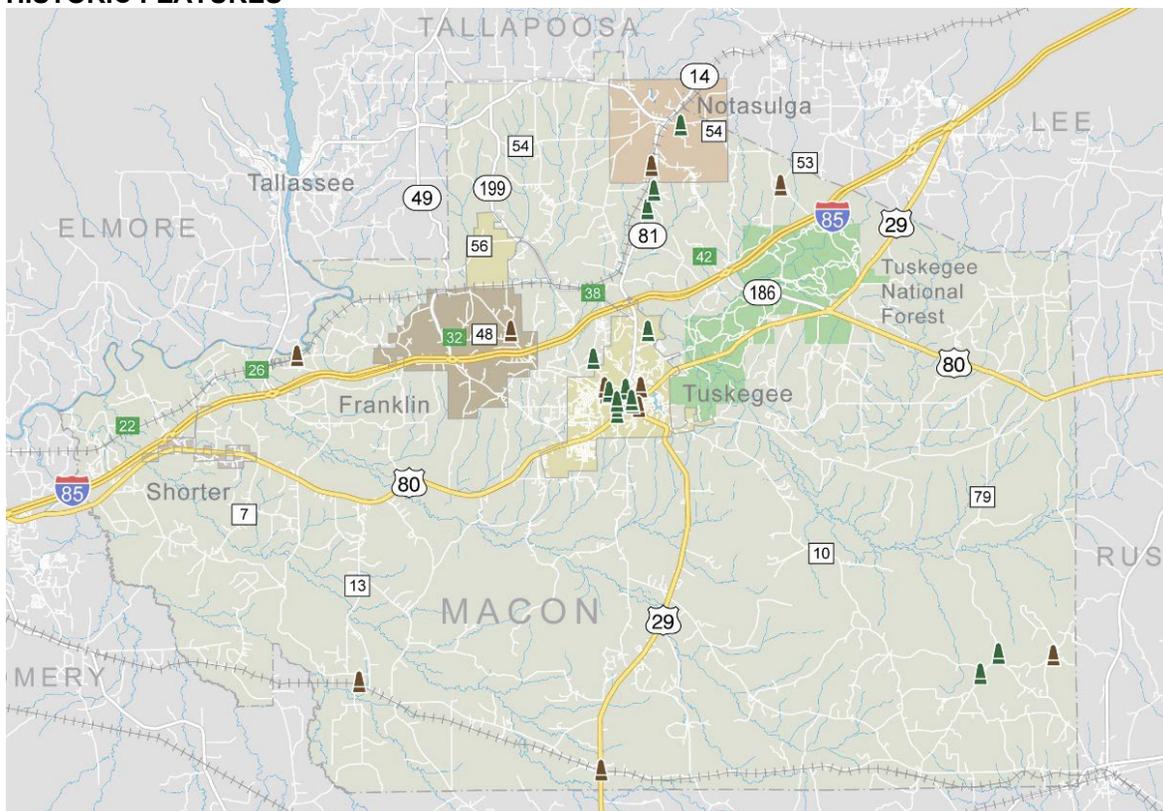
Macon County offers a wealth of things to do and places to see. The first step in organizing a wayfinding system was cataloging all these sites and activities. An inventory of Macon County's destinations and tourist-related services was assembled through review of materials from state, county and local agencies, including the Macon County Economic Development Authority, National and State Registers of Historic Places, US Forest Service, Encyclopedia of Alabama, online mapping and various local sources. The following are the categories used to guide development of the inventory:

- Historic features, including National and State Register historic sites, districts and individually nominated buildings and other locations recognized by local historic and archaeological groups
- US, state and local government facilities, hospitals, university and college campuses and similar major institutional facilities
- Airports, passenger rail stations, intermodal facilities and similar transportation hubs

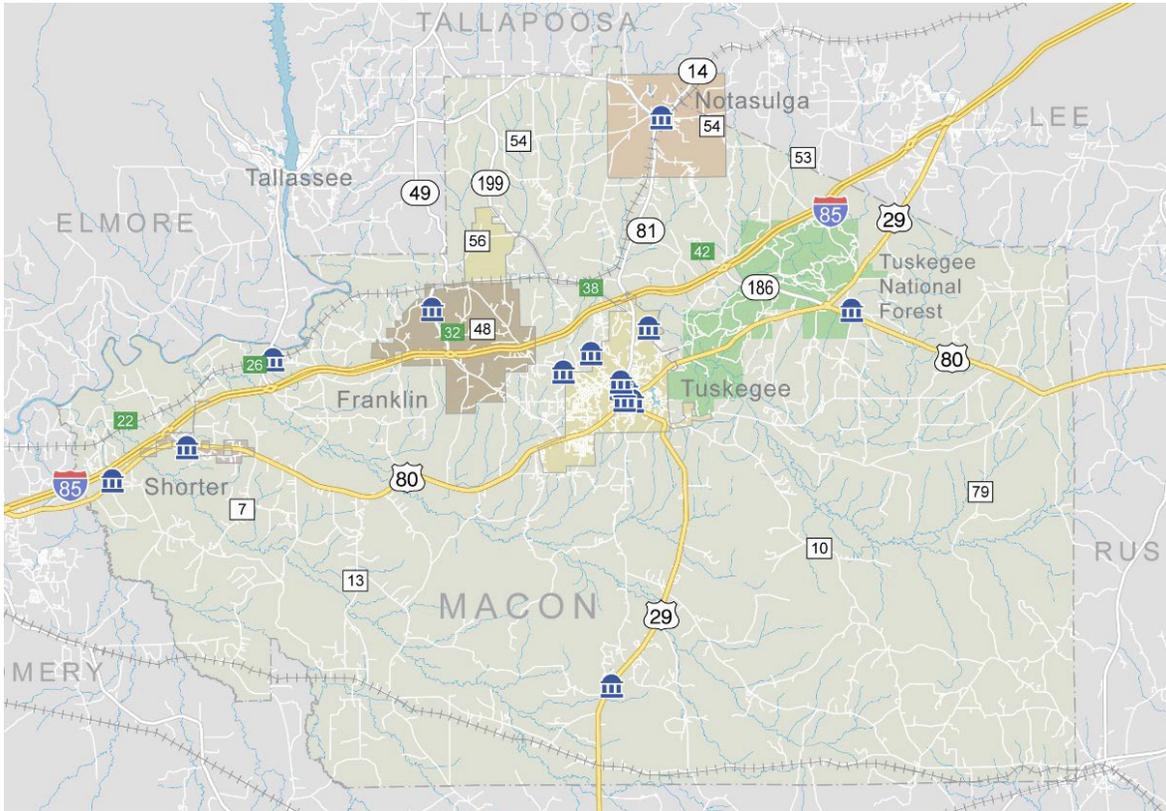
- Public parks, recreation and ecological sites, including national, state and local parks and preserves, national forests, city and county recreation facilities, and public access points to rivers, lakes and other waterbodies and waterways
- Heritage and recreational trails
- Museums, interpretive centers and other cultural facilities open to the public
- Business districts, including downtowns, shopping and dining clusters and industrial, technology and office parks
- Entertainment venues and special attractions, publicly and privately-operated
- Tourism-related services and facilities, including visitor centers, public parking facilities and lodging establishments

A preliminary evaluation was performed to determine whether the site was extant and accessible to the public and then added to the GIS mapping database. This analysis uncovered a handful of destinations in which no buildings or other visible evidence of historic sites remain in place and no historic marker has been installed and one instance of an archaeological site, the location of which is not available to the public. After a review of the preliminary inventory, additional sites were added on recommendation of local stakeholders.

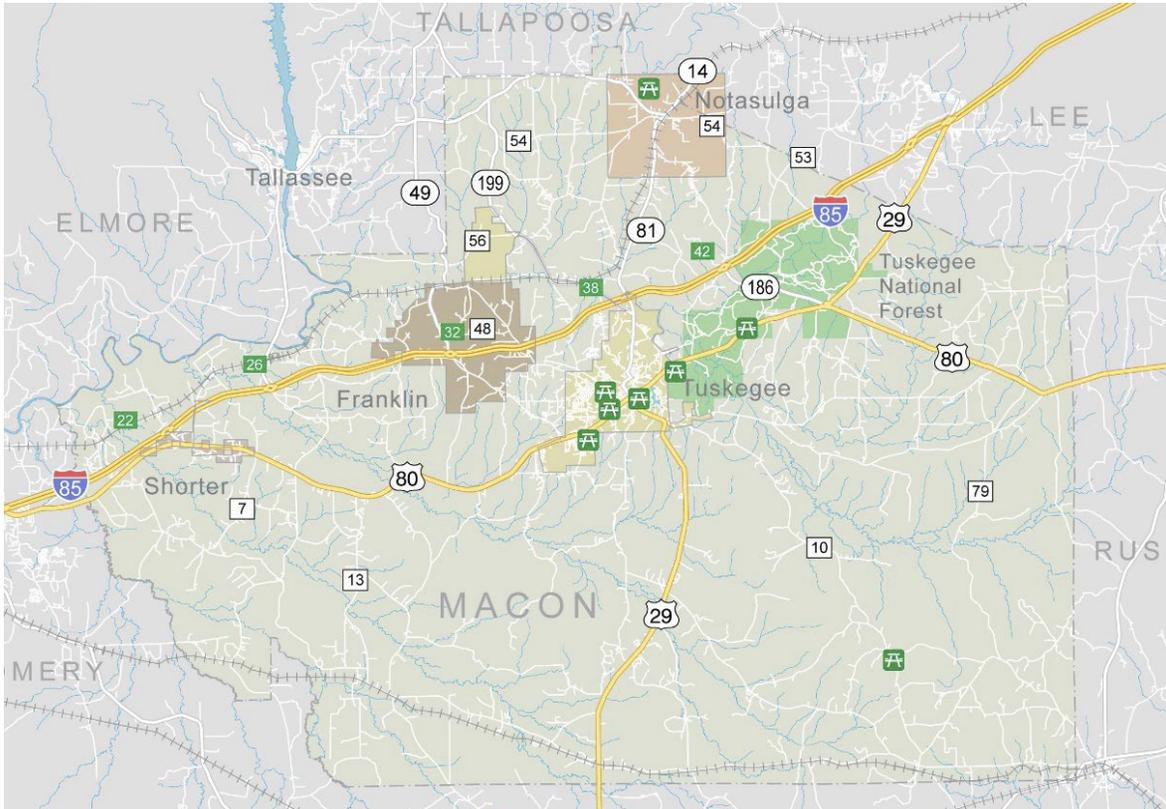
HISTORIC FEATURES



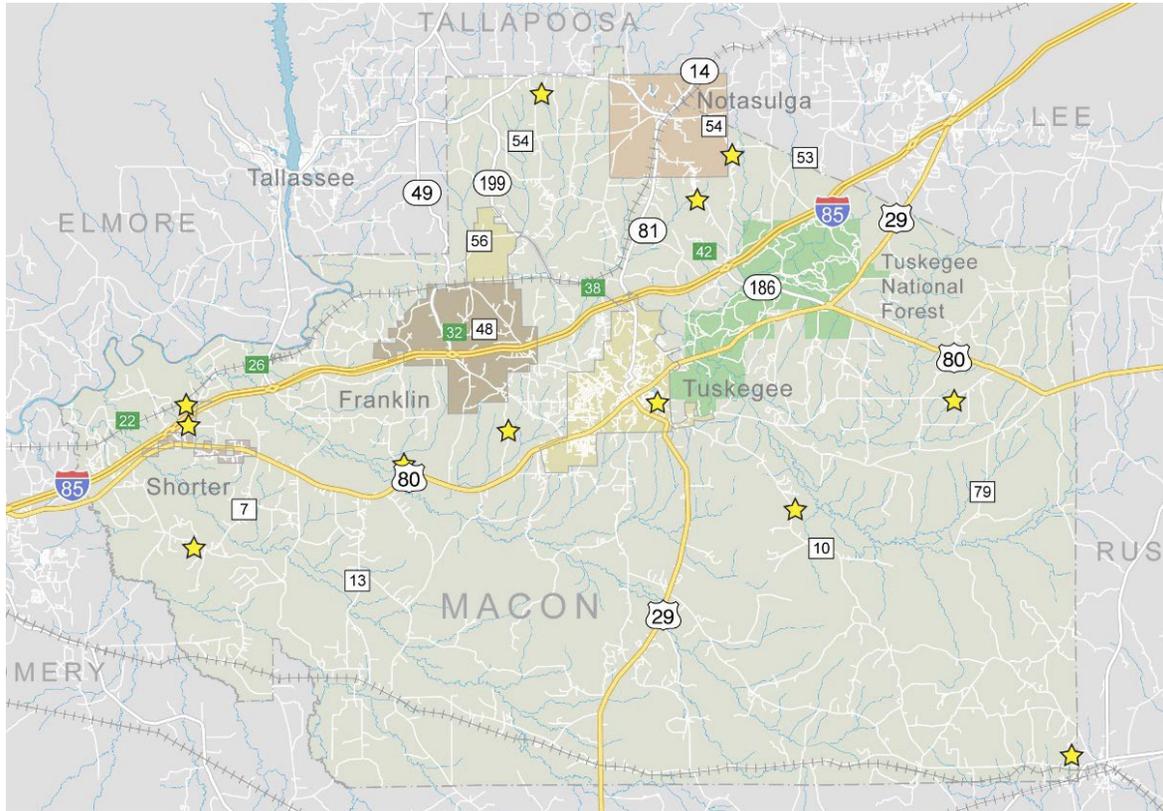
GOVERNMENT AND INSTITUTIONAL FACILITIES



PARKS AND RECREATIONAL SITES



ENTERTAINMENT VENUES AND SPECIAL ATTRACTIONS



Existing wayfinding signage includes mostly trailblazer signs along Interstate 85 and a small number of signs providing directions to the Central Alabama Veterans Administration, Tuskegee University, Tuskegee Institute National Historic Site, Tuskegee Airmen National Historic Site and Tuskegee National Forest. These signs vary in age and condition. Signs installed for the VA facility are the newest and generally in best condition. Other wayfinding and tourist-related signage in Macon County is located mostly in the Tuskegee area. The Tuskegee Civil Rights and Historical Marker Trail was created in 2019, consisting of thirteen interpretive markers installed around the community and on the university campus by a partnership involving local historic groups, Tuskegee University, the city and Macon County. There are also several old, small signs giving directions to Downtown Tuskegee, the university, airport and to a few local churches. Most of these appear to be of an older DOT-standard type. The City of Tuskegee and university also installed banners in the downtown area and north along Main Street.

Observations

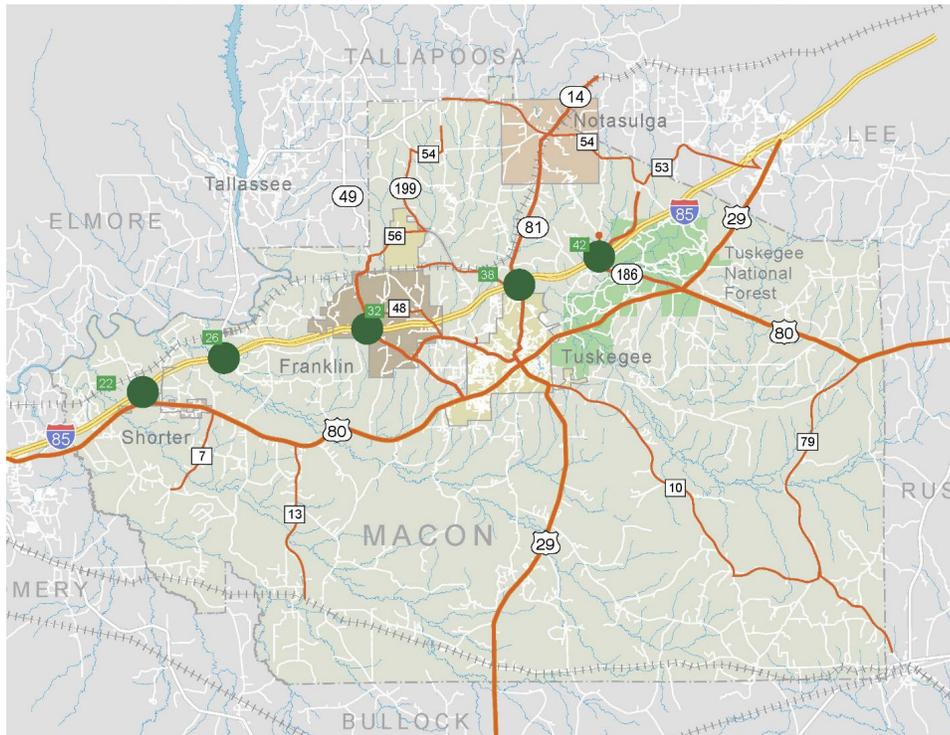
- Trailblazer signs are installed in advance of Interchange 32 eastbound on I-85 denoting Tuskegee University and Tuskegee Institute, though there are no signs approaching the interchange from the westbound direction. There are, however, similar signs on both the east and westbound approaches to interchange 38.
- No signage along I-85 is provided for the Central Alabama Veterans Administration facility though there are directional signs along Pleasant Springs Road and Franklin Road.

- Signs approaching Interchange 22 refer to the Macon Track or Macon County Greyhound Track—the greyhound track closed in 2011 and prior to the end of live greyhound racing was publicly marketed as “VictoryLand,” which is still in operation, though as a casino rather than a greyhound track.
- On the approach to the Franklin Road along Pleasant Springs Drive (from I-85), a new directional sign was installed for the VA facility, while the existing directional sign for Tuskegee University on the same approach—in markedly poor condition—was left in place, rather than combining both destinations on the new sign and removing the older, deteriorated sign.
- Tuskegee National Forest is included on signs around Interchange 42, however, there are gaps in signage along US 29 and US 80.

GATEWAYS AND WAYFINDING ROUTES

Wayfinding signage systems are planned along the vehicular routes that will tend to be used most often by visitors, and, in the case of Macon County, that begins with Interstate 85 and its five interchanges. These interchanges act as gateways into the county, and there are already signs providing direction to several of the county’s most notable destinations. As a county-based wayfinding system is considered, attention should be paid to updating and correcting deficiencies with these signs and to make other improvements to these entryways to create as positive a first impression as possible. It should also be noted that US Highway 80, because it is a part of the national Civil Rights Trail, should also be considered as a gateway into the county. From the interstate (and US 80, where applicable) the county-based wayfinding signage system would begin, with vehicular trailblazers installed along on approach to intersections where motorists must make turns to reach their intended destination. Wayfinding routes will tend to be major roads though local roads will also be involved where necessary to provide the most desirable route to local destinations.

PRIMARY GATEWAYS AND WAYFINDING ROUTES



STRATEGIC RECOMMENDATIONS

The following recommendations should be considered as the county and its partners plan and implement a wayfinding signage system.

Partnerships. The signage system should be planned and implemented collaboratively with the Macon County Commission and Economic Development Authority, the county's four municipalities and other stakeholders, including the Alabama Department of Transportation, Central Alabama Veterans Administration, Tuskegee University, the National Park Service and National Forest Service. A strong partnership between such entities will help to obtain the necessary funding to develop a comprehensive system, facilitate phased implementation as may be needed and encourage consistency should local partners take on installation of additional signage beyond the scope of the county's wayfinding master plan.

Establishing Priorities. To assure the signage system is cost-effective, there must be an objective procedure for prioritizing destinations for inclusion on wayfinding signs. Simply put, the more destinations that are to be included, the greater the cost of the system. The next section provides recommendations for establishing eligibility and rating criteria as part of the master plan and its implementation.

Phasing. The master plan should be laid out to allow for the system to be implemented in phases. For example, the first phase would involve all signs necessary to direct visitors to the most important (highest scoring) destinations from interstate to doorstep. Note, these signs may also include directions to some lower scoring destinations where space is available. Subsequent phases would then include signs that are needed only for directing visitors to lower scoring destinations, picking up where the first phase left off. Other phases might involve local directional signs for destinations that municipalities wish to add to the system, district banners, pedestrian directional signs, kiosks or on-site signs.

Consistency. A key component of planning and designing a wayfinding signage system is projecting a consistent, attractive image while providing necessary directions. The design of signs and graphics may involve creating a "brand" for the county (not necessarily the county government) if there is not one already in place. This branding would be used consistently throughout the system, whether signs are in unincorporated areas or not. Because the signs will also be within municipalities, the design of signs should allow for some local variation while maintaining a consistent overall design throughout the county. Any online or print media promoting county tourism should incorporate the same branding.

App-based Wayfinding. With the widespread use of smartphones, a countywide wayfinding effort should incorporate a parallel online or app-based component. Local wayfinding apps can be developed to not only provide directions but to provide in-depth content about destinations in written, video and audio formats, allow visitors to create itineraries and find nearby parking, lodging and dining. As with any associated print and online media, the wayfinding "brand" should be incorporated into the app.

DESTINATION ELIGIBILITY AND PRIORITIZATION

There are two steps to determine what destinations are included on community wayfinding signs. First, destinations must fall within one of the qualifying categories listed below, which classifies them as either Tier 1 or Tier 2 Destinations. Second, all Tier 2 destinations are evaluated using a scoring matrix to determine what type of signage, if any, for which they are eligible.

Qualifying Categories

Tier 1 Destinations

These destinations are eligible for inclusion on all community wayfinding signs: primary and secondary vehicular trailblazers, pedestrian signs and kiosks and destination markers. They do not require scoring.

- Historic features, including national register historic sites, districts and US and state-designated heritage trails
- National parks, national forests
- Universities and colleges, nationally accredited with a campus of at least five acres
- U.S. government facilities that are open to the public
- Airports

Tier 2 Destinations

These destinations must be scored to determine their eligibility. Higher scoring destinations may be included on primary vehicular trailblazers, if one is already required for a Tier 1 Destination in that location and space is available on the sign. Those meeting the minimum score are eligible for secondary vehicular trailblazers, pedestrian signs and kiosks, and destination markers. Those not meeting the minimum score may be included on pedestrian signs and kiosks, if available, and may have destination markers.

- Historic features: historic buildings individually listed on the national or state registers; other historic features on the state register
- Business districts: downtowns and similar business districts or clusters offering shopping and dining, industrial parks
- Cultural facilities: libraries, museums and interpretive centers, convention or conference centers
- Government and institutional facilities: state, county and city government buildings, hospitals and public health care facilities, schools
- Recreational facilities: public parks, nature preserves and recreation centers; hiking, biking, equestrian and water-based trails; public access points to lakes and rivers for fishing, swimming or boating
- Entertainment and special attractions: performing arts centers, amphitheaters and other live-entertainment venues; amusement parks, stadiums and arenas, fairgrounds and similar seasonal/event-based attractions; vineyards and farms open to the public and offering retail sales and activities for visitors;
- Tourism-related services and facilities: public parking, visitor information centers, lodging establishments
- Transportation facilities: train stations, transit centers

Rating System

The number of signs in any wayfinding system will be finite and the number of destinations that can be legibly included on any one sign are limited (usually 5-6 total lines on a vehicular sign, taking into consideration that longer destination names may take up to two lines). Therefore, a community needs an objective method for establishing priorities among many possible destinations. Qualifying destinations are evaluated to determine what types of signage, if any, the destination would be included on and also which destinations may take precedence over others.

Using the following criteria, a minimum score can be established to determine which destinations will be included on any vehicular trailblazers. Those not meeting the minimum score, perhaps “40” using the sample rating system below, would not be eligible. A higher score (e.g., 80 or more) would identify any Tier 2 destinations that would be eligible to be listed on primary vehicular trailblazers where space is available.

The rating system will need to be calibrated through a process of scoring community destinations and preparing a sign schedule accordingly. The proposed sign schedule identifies the total number and types of signs, where they are to be located and what destinations are to be included on each. Upon testing the rating system and sign schedule, adjustments would then be made to increase the number of signs, make the rating system more restrictive or a combination of the two.

SAMPLE RATING SYSTEM

Seasonality	
Open less than 6 months annually	10
Open 6-9 months annually	20
Open more than 9 months annually	30
Hours of Operation	
Open to public 16 hours or less per week	10
Open to public 16-32 hours per week	20
Open to public more 32 hours per week	30
Significance	
Of local significance only	10
Of state or regional significance	20
Of national significance	30
<i>For historic sites, cultural facilities, entertainment and special attractions, a “Visitorship” score may be substituted for “Significance” or an average taken between the two categories</i>	
Visitorship	
Less than 5,000 visitors annually	10
5,000 to 10,000 visitors annually	20
More than 10,000 visitors annually	30

Eligibility of Private Businesses

Generally, private businesses are not eligible, individually, except those that fall within the entertainment and special attractions category. Clusters of retail establishments, other than downtowns or other special districts, may be included on wayfinding signs as “shopping,” or clusters of restaurants as “dining.” Nonetheless, an individual retail store or restaurant may be included if it meets the minimum rating score (see rating system in the following section) and is a unique, local business (not part of a national or regional chain or franchise). If approved, these would typically only be eligible for secondary vehicular signs, where one exists or is planned to be placed and space is available. They would not normally warrant their own sign.

Lodging establishments are typically listed on vehicular trailblazers as “lodging.” However, lodging businesses that are unique to the county may be listed by name on secondary vehicular signs, provided they meet the minimum rating score.

Theaters, concert halls and other indoor entertainment venues, when operated as private for-profit businesses, are only eligible if they are unique, local establishments (not part of a regional or national chain or franchise) and have an occupancy capacity of at least 200.

Any private businesses being considered should have been in operation for some minimum time period, such as five or ten years, as a means of estimating whether the business will remain in operation into the future.

It should be noted that, if not eligible for the community wayfinding system, some private businesses may be eligible for interstate or highway directional signage in accordance with the policies and standards of the Alabama Department of Transportation. Refer to the ALDOT's Tourist Oriented Directional Signing Manual for more information.

WAYFINDING SIGN FAMILY

The core of a wayfinding signage system is the vehicular trailblazer. Depending on the scale of the signage system and size and speed of roads involved, there may be more than one type of vehicular trailblazer. Other wayfinding elements include pedestrian directional signs, banners, kiosks and gateway elements.

Tier 1 and other high-scoring destinations would be eligible to be included on vehicular trailblazers, whereas other destinations may be included on district-based pedestrian signs and kiosks. Lower scoring destinations may be included on vehicular trailblazers when one exists or is already planned, and space is available. As the wayfinding plan is developed, the sign family may need to be adjusted, such as adding a minor vehicular trailblazer designed specifically to provide directions to only one or two destinations, making it smaller and therefore less expensive.

Primary Vehicular Trailblazer. A wayfinding sign providing directions to motorists, leading them from interstate interchanges and other major community entrances along US and state highways and other major arterial roadways. Due to the higher speed of roads along which they are located, primary vehicular trailblazers are relatively large and use a larger typeface for legibility.

Secondary Vehicular Trailblazer. A wayfinding sign providing directions to motorists at decision points typically along county roads, local streets and other lower-speed roadways. Secondary vehicular trailblazers are located relatively close to destinations, are smaller in size and use a smaller typeface than primary vehicular trailblazers.

Pedestrian Directional Sign. A wayfinding sign providing directions to pedestrians and bicyclists along sidewalks and paths usually within a 1/4 to 1/2 mile of destinations. Pedestrian signs are smaller in size and use a smaller typeface than vehicular trailblazers.

Kiosk. A wayfinding element featuring a map to provide directions to pedestrians and bicyclists to destinations within a surrounding district.

Destination Marker. A freestanding wayfinding sign placed on-site at a destination either within the street right-of-way or within the property. As used in this document, the term refers to signs of a uniform design with aesthetic elements consistent with other types of signs in a community wayfinding system.

Banner. A vinyl or fabric sign element, attached to a light pole or similar fixture, used to identify a district through consistent branding, colors, graphics, etc.

Gateway. Signage, lighting, landscaping, public art or some combination of these installed at a major entryway into a community or district.

SIGN DESIGN

During development of the wayfinding plan, the sign family will need to be fully designed, including the structure; sign panel shapes and sizes; colors; typeface, lettering size and spacing; and any branding and other graphics to be used on each sign. It is recommended that for the countywide system, the signs should incorporate a countywide brand element to be used consistently with some accommodation in the design for branding of the municipality or community (where applicable) or some form of acknowledgment. The countywide brand should be developed with stakeholder input representing the county's cities, towns and communities.

WAYFINDING SIGN FAMILY (sign design is for illustrative purposes only)



District Banner

Primary Vehicular Trailblazer

Secondary Vehicular Trailblazer

Pedestrian Directional Sign

Destination Marker

