PHENIX CITY

Safe Streets and Roads for All

SAFETY ACTION PLAN

MAY 2026

PHENIX CITY

Safe Streets and Roads for All

Admonition Statement

This document is exempt from open records, discovery or admission under Alabama Law and 23 U.S.C. §§ 148(h)(4) and 409. The collection of safety data is encouraged to actively address safety issues on regional, local, and site-specific levels. Congress has laws, 23 U.S.C. §148(h)(4) and 23 U.S.C. § 409 which prohibit the production under open records and the discovery or admission of crash and safety data from being admitted into evidence in a Federal or state court proceeding. This document contains text, charts, tables, graphs, lists, and diagrams for the purpose of identifying and evaluating safety enhancements in this region. These materials are protected under 23 U.S.C. §409 and 23 U.S.C. §148(h)(4). In addition, the Alabama Supreme Court in Ex parte Alabama Dept. of Transp., 757 So. 2d 371 (Ala. 1999) found that these are sensitive materials exempt from the Alabama Open Records Act.

RESOLUTION NO. 2026- 136

WHEREAS, the City of Phenix City is committed the health and safety of its citizens and exercises that commitment through projects like the Safe Streets and Roads for All (SS4A) grant; and

WHEREAS, Sain Associates was contracted to generate the Phenix City Safety Action Plan in accordance with the SS4A grant requirements; and

WHEREAS, the Phenix City Safety Action Plan outlines Phenix City roadway data, projects, policies and performance objectives all aimed at achieving the Vision Zero goal of reducing traffic fatalities and serious injuries to zero; and

WHEREAS, the City will strive to achieve a 50% total reduction in traffic fatalities and serious injuries by 2036 compared to the baseline average from 2019-2023 by adopting the Phenix City Safety Action Plan and implementing the projects and policies included therein.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Phenix City, Alabama, approves and adopts the Phenix City Safety Action Plan and concurs with the recommended goals.

PASSED, APPROVED AND ADOPTED this 5th day of May, 2026.

MAYOR

MEMBERS OF THE CITY COUNCIL OF
THE CITY OF PHENIX CITY, ALABAMA

ATTEST:

CITY CLERK

Acronyms

ADECA	Alabama Department of Economic and Community Affairs
ALDOT	Alabama Department of Transportation
ALEA	Alabama Law Enforcement Agency
AoPP	Areas of Persistent Poverty
ATRIP-II	Alabama Transportation Rehabilitation and Improvement Program-II
BUILD	Better Utilizing Investments to Leverage Development
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CPI	Consumer Price Index
CRP	Carbon Reduction Program
DUI	Driving Under the Influence
EPDO	Equivalent Property Damage Only
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FYA	Flashing Yellow Arrow
HIN	High Injury Network
HRRR	High Risk Rural Roads
HSIP	Highway Safety Improvement Program
INFRA	Infrastructure for Rebuilding America
KA	Fatal and Serious Injury
LRSI	Local Road Safety Initiative
MMUCC	Model Minimum Uniform Crash Criteria
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
NHPP	National Highway Performance Program
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
PCSi	Proven Safety Countermeasure Initiative
PHB	Pedestrian Hybrid Beacon
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation
RCP	Reconnecting Communities Pilot Program
RHCP	Railway-Highway Crossings Program
RRFB	Rectangular Rapid Flashing Beacon
RTP	Recreational Trails Program
SAP	Safety Action Plan
SRTS	Safe Routes to School Program
SS4A	Safe Streets and Roads for All
SSA	Safe System Approach
STBG	Surface Transportation Block Grant
TAP	Transportation Alternatives Program
USDOT	United States Department of Transportation
VRU	Vulnerable Road User

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Acknowledgements

An SS4A Task Force was formed to help guide the development of this Safety Action Plan. Special recognition to the following members for their time and effort:

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Andrew Patterson	Phenix City Engineering & Public Works Dept.
Ray Rogers	Phenix City Building Department
George Staudinger	Phenix City Police Department
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Tim Barnett	Safety Consultant

01 | Introduction

Safety Action Plan Overview

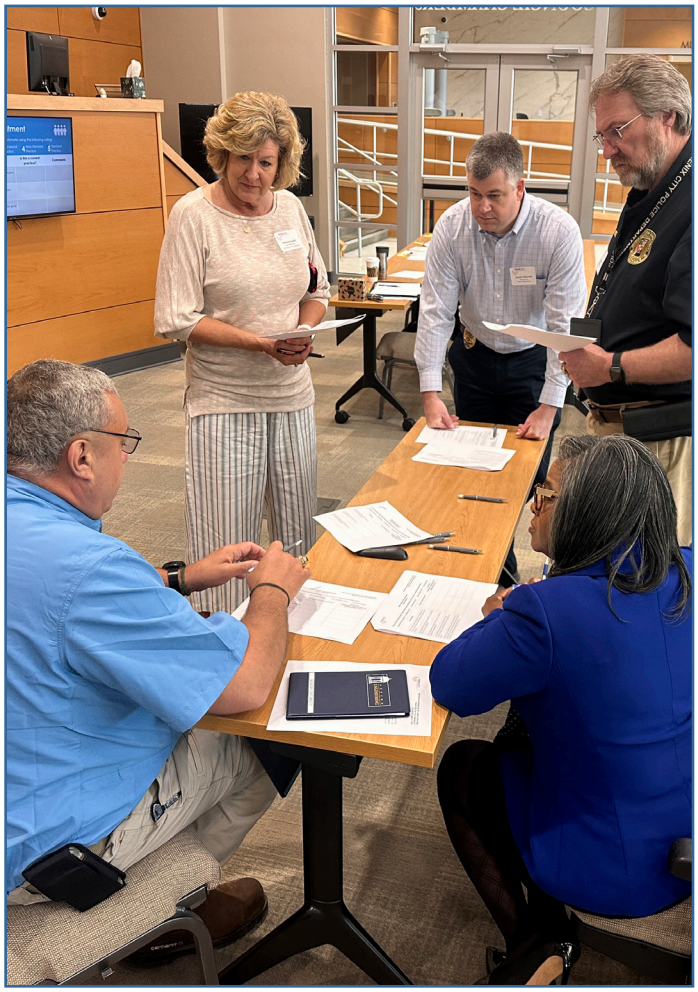
Phenix City developed the Phenix City Safe Streets and Roads for All (SS4A) Safety Action Plan (SAP) to address the critical need to reduce fatal and serious injury crashes on the City's roadways. Phenix City is mostly located in Russell County, for which it serves as the county seat, and crosses into Lee County to the north. Phenix City is separated from Columbus, Georgia by the Chattahoochee River, which also serves as the Alabama-Georgia state boundary. According to the 2020 census, Phenix City is home to over 38,000 residents. The city's transportation network connects to US-80, US-280, and US-431.

Between 2020 and 2024, 7,379 crashes occurred on public roadways in Phenix City. These motor vehicle crashes resulted in 34 fatalities and 269 suspected serious injuries. Phenix City leaders have demonstrated their belief that even one fatality among road users is unacceptable and their commitment to making significant improvements in roadway infrastructure and fostering a stronger culture of safety by initiating the development of this SAP.

This SAP uses crash data and census data analysis to identify roadway crash trends and prioritize transportation safety improvements on the city's roadway network. As required by the United States Department of Transportation's (USDOT) SS4A program, it contains eight key components:

1. Leadership and goal setting
2. Planning structure
3. Safety analysis
4. Engagement and collaboration
5. Equitable public engagement
6. Policy and process changes
7. Strategy and project selections
8. Progress and transparency

Phenix City has set an ambitious goal **to achieve a 50% total reduction in fatalities and serious injuries by the year 2036.** The SAP identifies transportation countermeasures, strategies, and projects to help achieve this goal.



02 | Guiding Principles

The Safety Action Plan

Phenix City developed this comprehensive SAP to develop a data-driven strategy for reducing serious injuries and fatalities on roadways within the city limits This plan focuses on vehicle crashes involving drivers, passengers, pedestrians, bicyclists, and other roadway users. This SAP was developed in collaboration with community leaders and key stakeholders to guide future safety-focused initiatives, with an emphasis on prioritizing roadway and infrastructure improvements.

This SAP is aligned with the Safe System Approach (SSA) and guided by the principle that zero is the only acceptable number of fatalities on our roadways. The SSA recognizes that people will make mistakes and that humans have limited ability to tolerate crash impacts; therefore, our transportation system, policies, and technology should be designed and implemented to ensure those mistakes do not lead to serious injuries or fatalities.

The SSA is a proactive and holistic approach that encourages a sense of shared responsibility and redundancy in the transportation system. While the SSA is a relatively new concept in the United States, the safety strategy has been implemented in other countries since the 1990's. The SSA strives to foster a culture of safety with the expectation that all users of the roadway system, regardless of mode, will be protected from being fatally or seriously injured. Achieving this goal is a shared responsibility among everyone who plans, designs, constructs, maintains, and uses the transportation system; including planners and engineers, elected officials who oversee policy decisions that influence road safety, and all types of road users.

TRADITIONAL APPROACH		SAFE SYSTEM APPROACH
Prevent crashes	→	Prevent death and serious injuries
Improve human behavior	→	Design for human mistakes/limitations
Control speeding	→	Reduce system kinetic energy
Individuals are responsible	→	Share responsibility
React based on crash history	→	Proactively identify and address risks

https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/FHWA_SafeSystem_Brochure_V9_508_200717.pdf

Six Principles of the Safe System Approach (SSA):

1. Deaths and serious injuries are unacceptable.

While no crashes are desirable, the SSA focuses on preventing crashes that cause death or serious injury. No one should suffer these outcomes when using the transportation system.

2. Humans make mistakes.

Road users will inevitably make mistakes, and those mistakes can lead to crashes. The expectation of the SSA is for the road system to be planned, designed, and operated to be forgiving of inevitable human mistakes, so that fatal and serious injury outcomes are unlikely to occur.

3. Humans are vulnerable.

Humans have limited ability to tolerate crash impacts before serious harm occurs. Although the exchange of kinetic energy in collisions among vehicles, objects, and road users has multiple determinants, applying the SSA involves managing and reducing that kinetic energy to avoid fatal and serious injury outcomes.

4. Responsibility is shared.

Everyone—road users, transportation agencies, vehicle makers, and others — shares the responsibility to make sure crashes do not result in death or serious injury.

5. Safety is proactive.

Transportation agencies should use proactive and data-driven tools to identify and mitigate underlying risks in the system, rather than waiting for crashes to occur and react afterwards.

6. Redundancy is crucial.

Every part of the transportation system should work together to protect people. If one part fails, others should still help prevent death or serious injury.

The SSA considers five elements of a safe transportation system in an integrated and holistic approach.

1. Safe Roads:
Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

2. Safe Road Users:
Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.

3. Safe Speeds:
Promote safer speeds in all roadway environments through thoughtful, equitable, and context-appropriate roadway design, speed-limit setting, targeted education, outreach campaigns, and enforcement.

4. Safe Vehicles:
Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

5. Post Crash Care:
Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

Previous safety efforts and strategies have aimed to eliminate crashes of all severities entirely to reach zero; however, the SSA prioritizes reducing fatalities and serious injuries resulting from these collisions. The road towards zero deaths and serious injuries should be focused on reducing the kinetic exchange of energy to a tolerable limit for the human body. This principle is central to the SSA, which places responsibility on road designers and operators to account for human vulnerability and error in their decisions. Human error is inevitable; it is essential to design and operate road infrastructure and vehicle technology to eliminate or significantly reduce the risk of death or serious injury. Reducing traffic-related deaths and serious injuries requires strengthening all five elements of the SSA.

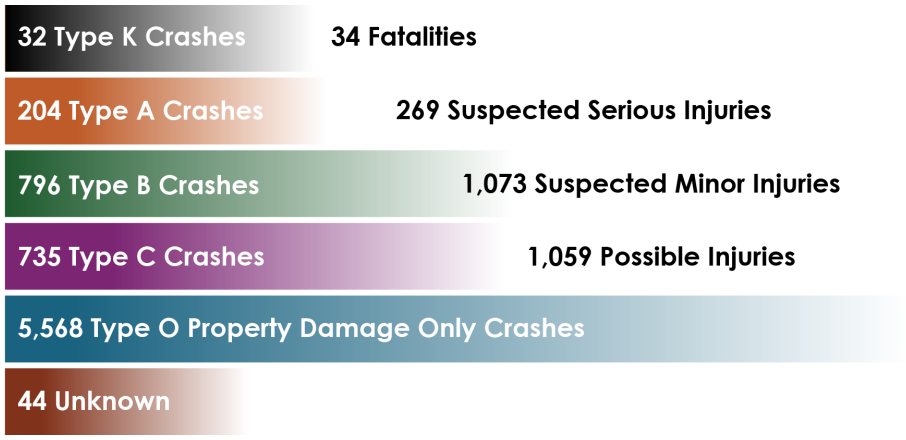
03 | Safety History

Data Analysis
An in-depth safety review and data analysis was performed in the development of this SAP. The scope included all roadways within the city limits of Phenix City, with an emphasis on city-maintained roadways.

The analysis covered crash data for a five-year period from 2020 through 2024. Crash data was obtained from state-maintained sources based on data collected by the Alabama Law Enforcement Agency (ALEA) and the Phenix City Police Department.

Key Findings:
- Total crashes and fatal injury crashes are trending downward, but serious injury crashes are trending upward
- Most fatal and serious injury crashes (71%) occurred on ten routes within Phenix City when considering all routes, regardless of ownership
- The top ten non-state routes accounted for 14% of fatal and serious injury crashes
- Motorcycle crashes were overrepresented based on population
- Phenix City's fatality rate is equal to the statewide fatality rate, but is 1.5 times higher than the fatality rate of comparable incorporated areas in Alabama

Crashes by the Numbers (Years 2020-2024)



High Injury Network
A High Injury Network (HIN) map was developed as a visual summary of crash occurrence and severity on Phenix City's transportation network. A HIN map illustrates road segments and intersections with the highest concentration of crashes, weighted by severity. While the HIN primarily reflects locations with fatal and serious injury crashes, some segments may also appear on the network due to a sufficient number of moderate injury or property damage only crashes when severity weighting or scoring thresholds place them among the higher risk locations. HIN mapping is a valuable tool for prioritizing safety planning and intervention efforts.

In order to provide a consistent and reliable foundation for analyzing crash severity across the local roadway network, the KABCO scale was used. KABCO is a five-point system used to classify traffic crash injury severity (K=killed, A=suspected serious/incapacitating injury, B=suspected minor/non-incapacitating injury, C=possible injury, and O=no apparent injury/property damage only). The KABCO scale is recommended as best practice for individual injury reporting per the model minimum uniform crash criteria (MMUCC), which was developed by the National Highway Traffic Safety Administration (NHTSA). The crash database uses the KABCO crash severity designation, and the State of Alabama applies the KABCO scale when collecting crash data in the field.

Developing the HIN for Phenix City involved assigning an equivalent property damage only (EPDO) score to each crash. This score is based on the collision's severity and is used to standardize the crash severity to a comparable level. The EPDO method assigns a value to each crash based on the KABCO injury severity scale and associated comprehensive crash cost. The crash cost is based on research conducted by the Federal Highway Administration (FHWA), which develops national crash cost unit values. These crash costs are then adjusted for state-specific costs and inflation using the Consumer Price Index (CPI). The purpose of the EPDO score is to prioritize projects based on the combination of crash frequency and severity.

The following table lists the comprehensive crash cost in 2022 dollars. This information is obtained from the document *Benefit-Cost Analysis Guidance for Discretionary Grant Programs*, Office of the Secretary, U. S. Department of Transportation, December 2023.

To calculate the total cost for each crash severity, the number of crashes for each severity is multiplied by the corresponding KABCO crash cost. The weighted average cost is then determined by combining fatal (K) and suspected serious injury (A) crashes and dividing the total cost by the number of combined crashes. The weighted score is computed by assigning an equivalent value of 1 to the weighted cost of the no apparent injury (O) crash severity and then dividing the weighted average cost of each other crash severity category by the no apparent injury (O) weighted average cost.

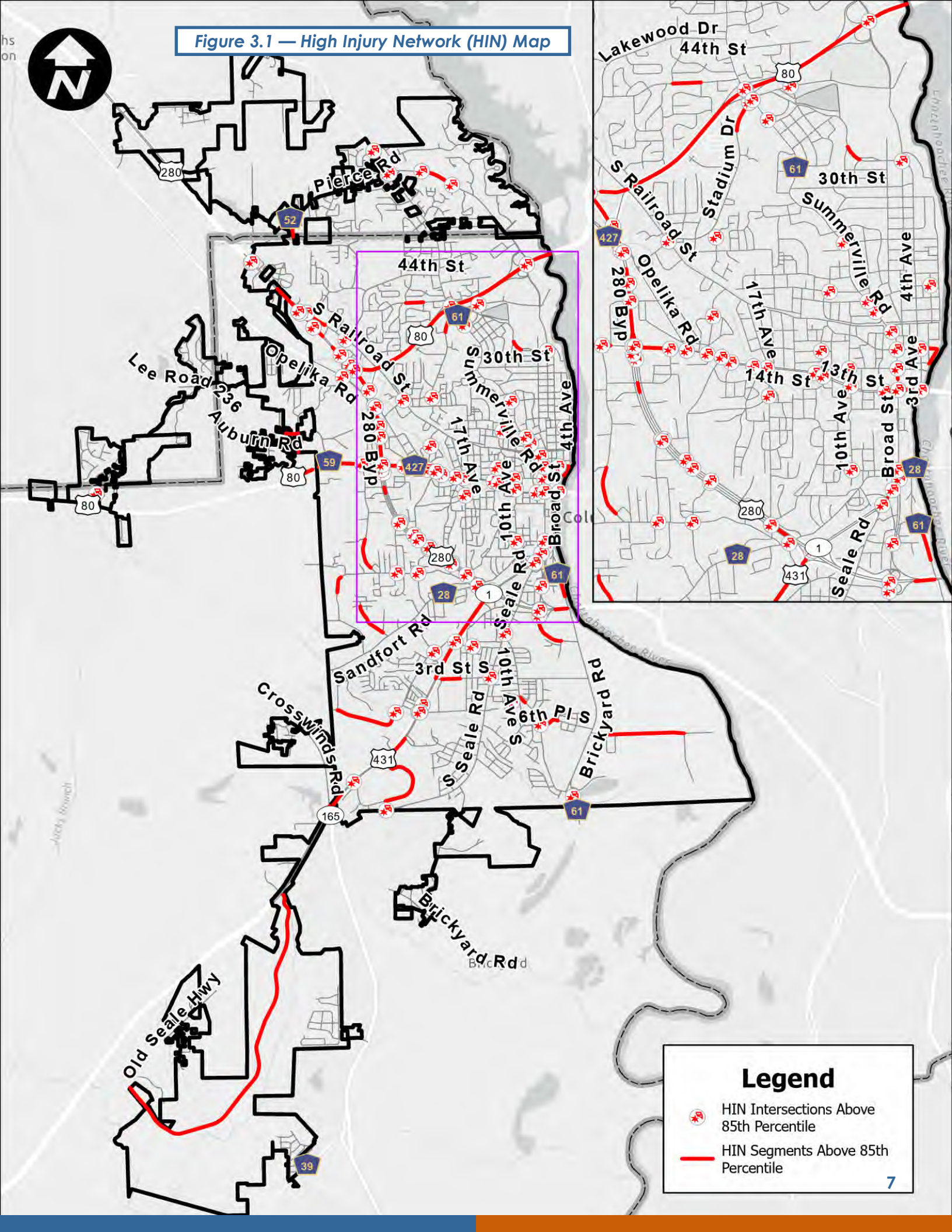
Integrating fatal and suspected serious injury crashes into a weighted score addresses the limitation of prioritizing solely based on fatal crashes. Relying only on fatal crash data might unintentionally undervalue the significance of serious injury crashes. Even though these crashes do not result in fatalities, they can have profound, life-altering consequences. Including both types of crashes in the data analysis presents a more comprehensive narrative, aligning with the overarching goal of addressing and eliminating severe crash types.

Each crash was assigned an EPDO-weighted score value, which was then linked to a specific roadway segment and intersection. This methodology allows for aggregating these scores at each segment and intersection, resulting in a comprehensive EPDO score. This process enabled a data-driven approach to analyze the road network for effective prioritization in safety improvement strategies across the study area.

Table 3.1 — Total Cost, Weighted Average Cost, and Weighted Score

Crash Severity	HIN Crashes	KABCO Crash Cost	Total Cost	Crash Severity	Weighted Average Costs	Weighted Score (Equivalent to O Crash)
K	32	$ 12,500,000	$ 400,000,000	KA	$ 2,722,003	544.4
A	210	$ 1,188,200	$ 242,392,800			
B	812	$ 233,800	$ 186,104,800	B	$ 233,800	46.8
C	749	$ 111,700	$ 82,099,500	C	$ 111,700	22.3
O	5,654	$ 5,000	$ 27,840,000	O	$ 5,000	1.0
U	45	$ 217,600	$ 9,574,400	U	$ 217,600	43.5

Figure 3.1 — High Injury Network (HIN) Map



Top Crash Trends

Top 6 Crash Trends

Through the data analysis, six primary crash trends were identified:

1. **Side Impacts at Intersections or Driveways**
2. **Left Turns at Intersections or Driveways**
3. **Vulnerable Road Users**
4. **Older & Younger Drivers**
5. **Roadway Departure/Fixed Object**
6. **Dark Conditions**

These trends are detailed in the following pages. There are typical safety countermeasures that could be applied to help mitigate each crash trend; also, each countermeasure has a crash reduction factor and estimated cost associated with it. The crash reduction factor is the percentage crash reduction that might be expected after implementing a given countermeasure.

Key for Countermeasure Cost Amounts

$$$	Requires substantial resources for new facilities, staff, equipment, publicity, or or places significant strain on existing resources.
$$	Requires some additional staff time, equipment, facilities, and/or publicity.
$	Can be implemented with current staff, perhaps with training; limited costs for equipment, facilities, and publicity.

Side Impacts at Intersections or Driveways

Side impacts at intersections and driveways require targeted systemic safety applications. For unsignalized intersections, low-cost countermeasures such as oversized and/or doubled up "Stop Ahead" and "Stop" signs, retroreflective sheeting on signposts, properly placed stop lines, and removal of sight obstructions (e.g., vegetation or parked vehicles) are effective. Additional measures include double arrow warning signs and object markers at T-intersections. At signalized intersections, systemic improvements like backplates with retroreflective borders, additional signal heads, overhead street name signs, and removing unwarranted signals can also enhance safety. Corridor-wide strategies, such as converting two-way left-turn lanes to raised medians, implementing reduced-conflict U-turns, or establishing roundabout corridors, provide broader solutions to reduce side-impact crashes effectively. These measures address visibility, operational clarity, and conflict points to improve safety.

Top Contributing Circumstances:

- **Failed to Yield Right-of-Way from Stop Sign**
- **Failed to Yield Right-of-Way Making Left or U-Turn**
- **Ran Traffic Signal**

1,717
Total Crashes
(23%)

93
Total KA
(39%)

11
Total VRU
(23%)

*Safety Countermeasure**	*Crash Reduction Factor*	*Estimated Cost*
For unsignalized intersections, the implementation of multiple low-cost countermeasures	10-27%	$ – $$
For signalized intersections, the implementation of multiple low-cost countermeasures	15-50%	$ – $$$
Implementing corridor improvements consisting of indirect left-turn operations	22-54%	$$ – $$$

**This is not a comprehensive list of countermeasures, and more countermeasures may be appropriate based on site conditions and crashes.*

Left Turns at Intersections or Driveways

Left-turn crashes at intersections and driveways are commonly due to challenges like capacity constraints, gap acceptance, and numerous conflict points. In urban areas, these crashes frequently occur at signalized intersections. Countermeasures can include implementing flashing yellow arrow (FYA) operations for protected-permissive left turns, which allow agencies to adjust phasing based on traffic demand, reducing conflicts and improving flow. At unsignalized intersections, low-cost countermeasures such as upgrading traffic control devices and adding left-turn or bypass lanes can enhance safety as well. Corridor-wide improvements that are based on improvements with indirect left-turn operations may be an appropriate systemic safety countermeasure along with some additional systemic solutions such as raised medians or roundabout corridors. These measures collectively address challenges associated with left-turn maneuvers and support improved traffic operations.

Top Contributing Circumstances:

- **Failed to Yield Right-of-Way Making Left or U-Turn**
- **Failed to Yield Right-of-Way from Stop Sign**
- **Failed to Yield Right-of-Way from Traffic Signal**

1,037
Total Crashes
(14%)

50
Total KA
(21%)

3
Total VRU
(6%)

*Safety Countermeasure**	*Crash Reduction Factor*	*Estimated Cost*
Implementing the flashing yellow arrow operation	16 – 25%	$ – $$
For unsignalized intersections, the implementation of multiple low-cost countermeasures	15 – 50%	$ – $$$
Implementing corridor improvements consisting of indirect left-turn operations	22 – 54%	$$ – $$$

**This is not a comprehensive list of countermeasures, and more countermeasures may be appropriate based on site conditions and crashes.*

Vulnerable Road Users

Systemic safety countermeasures for vulnerable road users (VRUs) generally address both pedestrian crashes and bicycle crashes. Pedestrian crashes often occur away from intersections and bicyclist crashes are common along roadway segments. To improve pedestrian safety, enhancing crosswalk visibility at intersections and midblock crossings is key. Countermeasures include improving stopping sight distance, adding advance yield markings and signs, installing raised medians, adding designated crosswalks, and installing rectangular rapid flashing beacons (RRFBs) or pedestrian hybrid beacons (PHBs). At signalized intersections, providing pedestrian signalized indications and implementing leading pedestrian intervals are effective strategies. The Smart Channel right-turn design can also improve the safety of the intersection overall for both VRUs and drivers. Systemically, implementing walkways, sidewalks, paths for pedestrians, and bicycle lanes for bicyclists reduces VRU crashes significantly. Bicycle lanes also reduce motor-vehicle crashes and lower vehicle speeds when applied, benefiting both pedestrians and cyclists.

Top Contributing Circumstances:

- **Improper Crossing**
- **Unseen Object / Person / Vehicle**
- **Failed to Yield Right-of-Way / Ran Stop Sign**

48
Total Crashes
(<0.7%)

17
Total KA
(7%)

48
Total VRU
(100%)

*Safety Countermeasure**	*Crash Reduction Factor*	*Estimated Cost*
Crosswalk enhancements	7-57%	$ – $$$
Pedestrian indications and leading pedestrian intervals	19%	$ – $$
Provide walkways, sidewalks, and paths for pedestrians and bicycle lanes for bicyclists	2 – 59%	$$ – $$$

**This is not a comprehensive list of countermeasures, and more countermeasures may be appropriate based on site conditions and crashes.*

Older (65+) & Younger (15-25) Drivers

Although research on safety countermeasures for younger drivers is limited, many countermeasures for older drivers are applicable to younger drivers due to shared crash patterns, even though the patterns may occur for different reasons. The FHWA *Handbook for Designing Roadways for the Aging Population* (FHWA-SA-14-015) is a key resource for older driver safety. Systemic safety applications that address both younger and older driver crashes include enhanced signing and road markings, clear and visible road signs (e.g., overhead street names at signals, advance street name signs) and large-font street signs. Improvements at intersections, such as adding turn lanes and reducing complexity of maneuvers, can also help. Additionally, given the vision challenges of aging drivers and the nighttime driving inexperience of younger drivers, enhanced roadway delineation and lighting are effective systemic applications to improve safety.

Top Contributing Circumstances:

- **Failed to Yield Right-of-Way (various forms)**
- **Followed Too Close / Misjudge Stopping Distance**
- **Swerved to Avoid Vehicle / Aggressive Operation**

2,489
Total Crashes
(34%)

83
Total KA
(35%)

6
Total VRU
(13%)

*Safety Countermeasure**	*Crash Reduction Factor*	*Estimated Cost*
Application of enhanced signing and road markings	7-28%	$ – $$
Addition of turn lanes and the reduction of intersection complexity	20-73%	$ – $$$
Enhanced roadway delineation and lighting	13-38%	$$ – $$$

**This is not a comprehensive list of countermeasures, and more countermeasures may be appropriate based on site conditions and crashes.*

Roadway Departure/Fixed Object

Roadway departure/fixed object crashes are common and have many available safety countermeasures. Systemic applications that improve safety include enhanced signing and road markings, which help motorists understand changes in the roadway, such as alignment shifts or intersections. Adding enhanced roadway delineation and lighting, such as post-mounted delineators and street or intersection lighting, further guides motorists. Some routes within Phenix City exhibit rural characteristics; in these areas, centerline and edge line rumble strips are effective countermeasures, warning drivers when they leave their travel lane. The cut-in rumble strip is the most effective, while rolled-in rumble strips can be used when the pavement thickness is inadequate, though they are less common. Other options include audible pavement markings and thermoplastic or ceramic disks placed within the striping, which provide a similar effect but without the vibratory or loud sound of rumble strips.

Top Contributing Circumstances:

- **Driving Too Fast for Conditions**
- **Aggressive Operation**
- **Ran Off Road**

849
Total Crashes
(12%)

59
Total KA
(25%)

1
Total VRU
(2%)

*Safety Countermeasure**	*Crash Reduction Factor*	*Estimated Cost*
Application of enhanced signing and road markings	7-28%	$ – $$
Enhanced roadway delineation and lighting	13-38%	$$ – $$$
Centerline and edge line rumble strips	5-56%	$ – $$

**This is not a comprehensive list of countermeasures, and more countermeasures may be appropriate based on site conditions and crashes.*

Dark Conditions

Lighting conditions are a significant factor when considering crash patterns. From a national perspective, although less than 25% of driving takes place at night, most fatal crashes occur during this period. Limited visibility reduces reaction time and increases crash likelihood. To address this, cost-effective systemic safety countermeasures can be implemented without the expense of adding full roadway lighting. These measures include enhanced roadway delineation using retroreflective pavement markings, wider edge lines, and rumble strips on routes with rural characteristics. At intersections, visibility and guidance can be improved through oversized signs, advance street name signage, splitter islands, and additional stop or warning signs.

Top Contributing Circumstances:

- **Driving Too Fast for Conditions**
- **Failed to Yield Right-of-Way Making Left or U-Turn**
- **Aggressive Operation**

1,292
Total Crashes
(18%)

80
Total KA
(34%)

19
Total VRU
(40%)

*Safety Countermeasure**	*Crash Reduction Factor*	*Estimated Cost*
Retroreflective pavement markings	22-31%	$ – $$
Retroreflective signs/improved signage	2-28%	$ – $$
Roadway lighting	12% for intersections 49% for corridors	$$ – $$$

**This is not a comprehensive list of countermeasures, and more countermeasures may be appropriate based on site conditions and crashes.*

04 | Public Involvement

The Safety Action Plan (SAP) for Phenix City was shaped through community engagement and cross-sector collaboration, including community surveys, task force meetings, and targeted outreach efforts. The goals of the plan were shaped through a collaborative process that incorporated community conversations and feedback, stakeholder discussions, and data analysis. To ensure that diverse populations were reached, the project team created English and Spanish versions of the survey for the community to provide their feedback.

The following public involvement goals were developed to foster broader community engagement and ensure that all voices are represented in the planning process.

Public Involvement Goals

1. Create a consistent identity and message for the project
2. Inform, educate, and encourage collaboration among the public
3. Collect & incorporate community feedback

Continued collaboration and commitment from stakeholders, community leaders, and elected officials will be critical to maintaining progress, advancing implementation, and achieving tangible reductions in traffic-related fatalities and serious injuries throughout the city.

Public involvement goals were accomplished through the following tasks:

Branding
A project logo was developed. Brand standards were developed for print and social media.

Project Webpage
A project webpage was created to provide details on the SS4A program, the city's crash statistics and trends, and a link to the survey.

Safety Action Task Force
A task force was assembled with a broad, multidisciplinary team. Task force members included representatives from city staff, Alabama Department of Transportation (ALDOT), elected leadership, and community members. Three task force meetings were held throughout the life of the project, and the members helped to review and provide comments on the SAP.

Broad Public Outreach
Engagement with the general public was conducted through social media, the project website, the project survey, and several community events. The survey was distributed through social media, postcards, and via a QR code placed on resident's utility bills. 184 survey responses were received.

Online Outreach
The purpose of the online outreach was to introduce the project to a wide audience, provide educational materials to the public, and promote the survey.

Public Survey Results

What do you think are the biggest roadway infrastructure concerns in Phenix City?

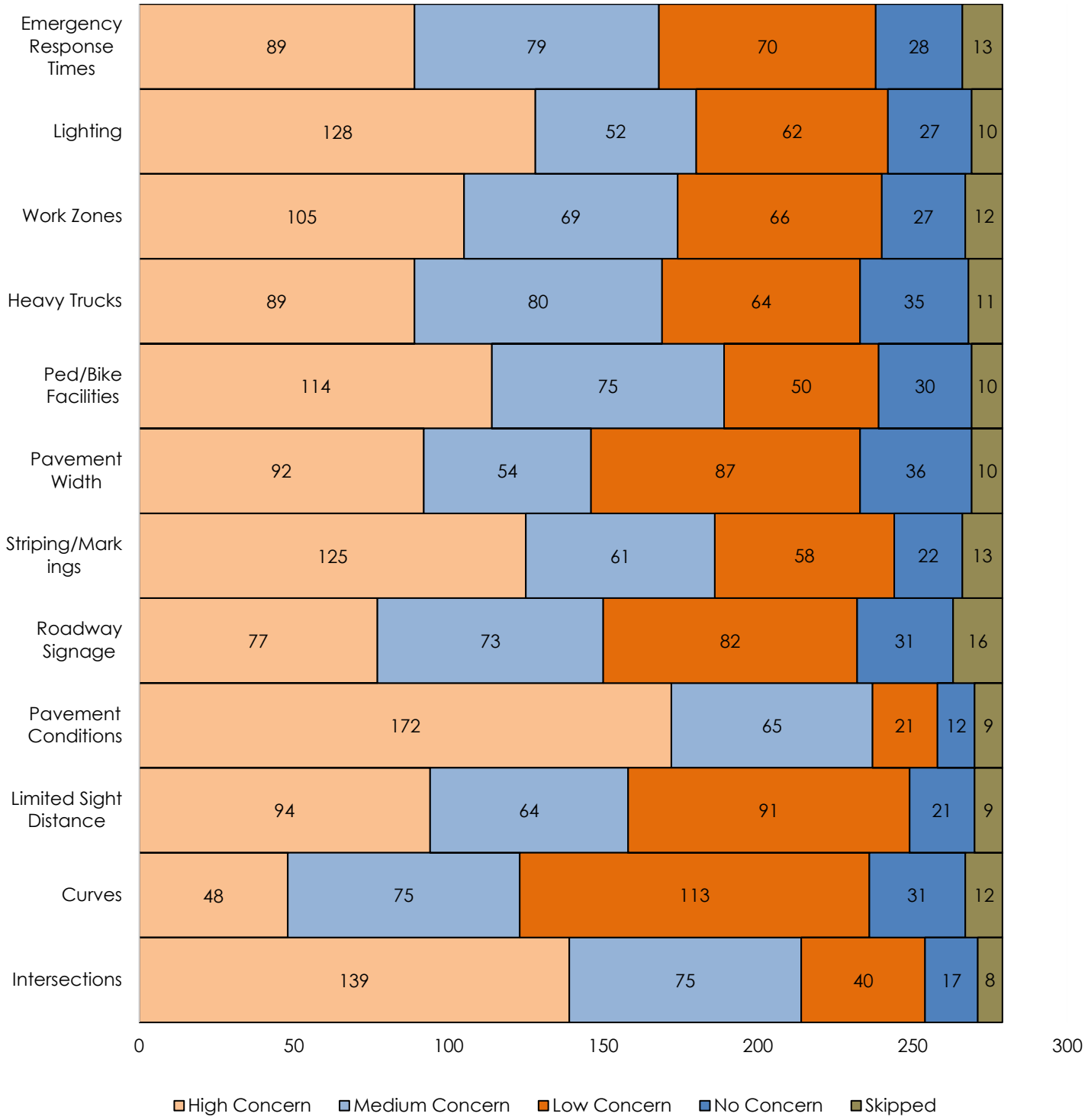


Figure 4.1 — Roadway infrastructure concerns in Phenix City

Events

Christmas in July | July 25, 2025

The project team attended a community giveaway event held at the Troy University Riverfront Campus by The Focus Initiative. Organizers gave out free groceries, school supplies, and hygiene kits to the community. The team set up a tent with signage, postcards, and printed surveys to engage with the community.

Back to School Giveaway | July 26, 2025

The project team attended the 8th annual Back to School Giveaway held at Chattahoochee Valley Community College. Several local organizations and businesses contributed to the event to give away free food, school supplies, and community resources. The team promoted the project to attendees with postcards, signage, and printed surveys.

Summer Fun on 5th | July 26, 2025

Phenix City Parks and Recreation hosted Summer Fun on 5th, a recreational community event held at the Phenix City Youth Sports Complex. Phenix City engineering staff set up a tent at the entrance to the event with postcards, signage, and paper surveys to engage with community members.

Events

Beaver Creek Baptist Church | October 10, 2025

The project team presented the project to the congregation at Beaver Creek Baptist Church. Postcards were distributed to the attendees, and they discussed the questions from the survey in a group setting, as many of the attendees reported that they were unable to access the digital version.

Phenix City-Russell County Public Library | October 8, 2025

The project team coordinated with library staff to set up a booth for library patrons to learn about the project. Most community members who were engaged opted for the paper surveys while others scanned a QR code to access the electronic survey. Postcards were distributed as well.

Community Canvassing | Multiple Days Ending on October 10, 2025

The project team engaged with the public through in-person canvassing. The team discussed the project with community members near their homes and places of business, passed out postcards, and collected paper surveys.

Events

Mel & Abe's Barber Shop | October 12, 2025

Mel & Abe's Barber Shop hosts an annual community appreciation block party event. The project team attended this event along with signage, postcards, and paper surveys. Most attendees opted to take a postcard or scan the QR code instead of filling out a physical survey.

Housing Community Meetings | October 14-15, 2025

Sain Associates presented the project and promoted the survey to members of the Riverview Court, LP Stough, Frederick Douglass, Whispering Pines, and HL Blake housing communities. Most residents opted for the paper version of the survey.

Fall Festival at Franchise Baptist Church | October 18, 2025

Franchise Baptist Church's annual Fall Festival event was a fun event as well as an opportunity for community members to interact with service providers and even participate in a prescription drug takeback program. The project team distributed postcards, conducted paper surveys, and displayed signage to promote the project.

Events

Halloween Carnival | October 28, 2025

Phenix City Parks and Recreation hosted the Creepy Clown Carn-Evil event at the Roy Martin Center. The project team used signage, postcards, and physical surveys to engage with the public. Many community members were willing to discuss their concerns with project team members but declined to fill out the paper survey during the event.

Trunk or Treat | October 30, 2025

Phenix City Parks and Recreation hosted the 3rd annual sensory-friendly Trunk or Treat event at Garrett-Harrison Stadium. The project team set up a tent with signage, paper surveys, and postcards to engage with attendees.

Task Force Meetings

Task Force Meeting # 1 – April 29, 2025

Sain Associates introduced the SAP to the task force members, discussed the importance of transportation safety, described the upcoming project tasks and milestones, defined stakeholder roles, and initiated a discussion on current successes and gaps in transportation safety.

Location: Phenix City Public Safety Building

Task Force Meeting #2 – July 9, 2025

Sain Associates discussed ongoing and upcoming public engagement opportunities, led stakeholders in an analysis of high injury network (HIN) maps, and facilitated an exercise to help the task force members define their safety priorities.

Location: Phenix City Public Safety Building

Task Force Meeting # 3 – October 15, 2025

Sain Associates provided an update on the sites visited during a field review, discussed crash trends and potential countermeasures, discussed potential policy recommendations, and helped the task force establish future goals for crash reduction.

Location: Phenix City Public Safety Building

05 | Engaging Underserved Communities

The Safety Action Plan (SAP) plan was developed with a focus on reducing the number of fatal and serious injury crashes in all communities within the Phenix City. Crash data, especially crashes involving vulnerable road users (VRU), were closely examined to determine if there was a disproportionate burden on underserved communities. A VRU is any nonmotorist using the transportation system; most often this refers to a pedestrian, a bicyclist, or a personal conveyance user. Non-motorized transportation is often more prevalent in underserved communities where vehicle ownership rates are lower. This method of analysis is designed to enhance the understanding of transportation disadvantages faced by underserved communities at the local level.

Underserved census tracts, shown in ***Figure 5.4***, were identified using the Safe Streets and Roads for All (SS4A) Identifying Underserved Communities Tool. The SS4A Underserved Communities Tool's definition is consistent with the definition of an Area of Persistent Poverty (APP) in the Infrastructure Investment and Jobs Act (IIJA, 49 USC 6702(a)(1)), which states the following:

1. Any county (or equivalent jurisdiction) in which, during the 30-year period ending on the date of enactment of this chapter, 20 percent or more of the population continually lived in poverty, as measured by
   the 1990 decennial Census;
   the 2000 decennial Census; and
   the most recent annual small area income and poverty estimate of the Bureau of the Census;
2. Any Census tract with a poverty rate of not less than 20 percent, as measured by the 5-year data series available from the American Community Survey of the Bureau of the Census for the period of 2014 through 2018; and
3. Any territory or possession of the United States.

The percentage of total crashes and percentage of serious injuries in underserved communities within Phenix City is not over-represented when compared to the proportion of centerline miles contained with those communities; however, the percentage of fatal crashes in underserved communities are over-represented. Also, the fatal and serious injury crash rates per 100k population within underserved communities exceed the city-wide rate.

Figure 5.1 — Percent of Total Crashes

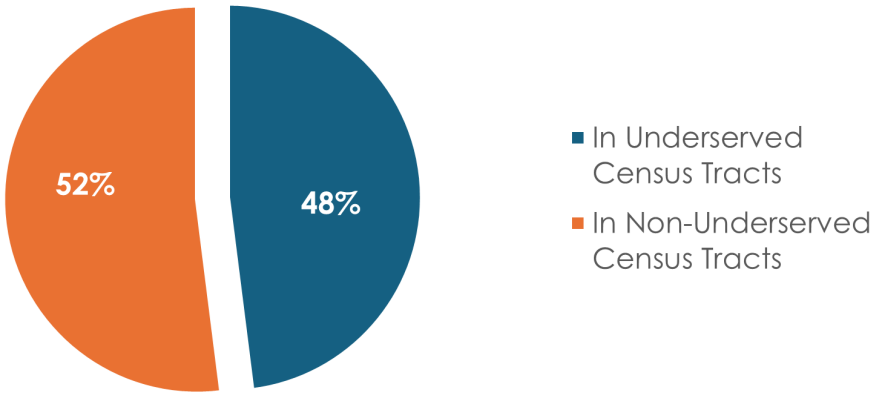


Figure 5.2 — Percent of Fatal & Serious Injury Crashes

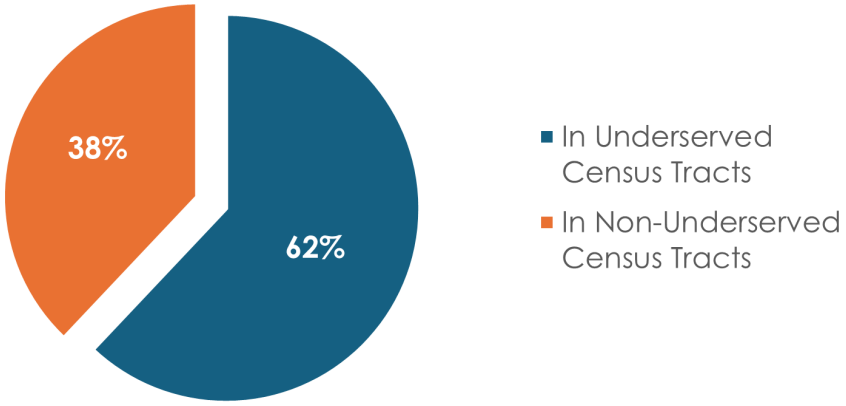


Figure 5.3 — Percent of Centerline Miles

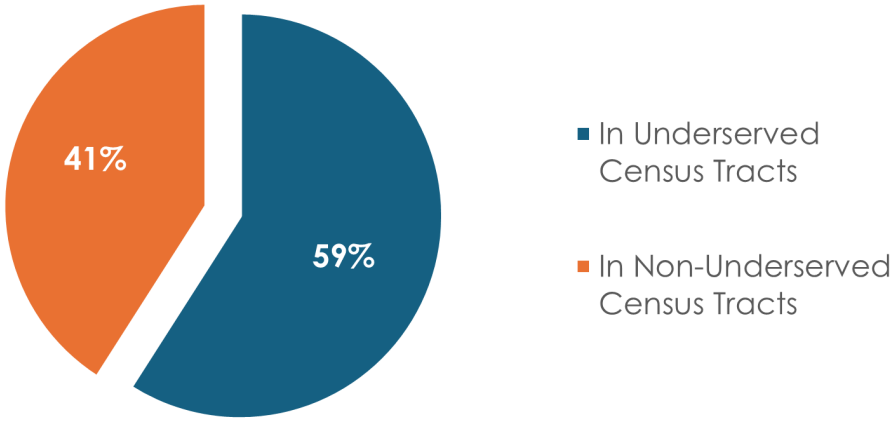


Table 5.1 summarizes the comparison of various metrics for Underserved and Non-Underserved areas of Phenix City.

Table 5.1 — Phenix City Non-Underserved vs. Underserved Communities

	City of Phenix City	Non-Underserved Communities		Underserved Communities	
Centerline Miles	337	138	41%	199	59%
Total Crashes	6,814	3,552	52%	3,262	48%
Resulting Fatalities	44	10	23%	34	77%
Resulting Serious Injuries	180	75	42%	105	58%
Fatal Crash Rate Per 100k Population	15.18	7.44		21.86	
Serious Injury Crash Rate Per 100k Population	62.09	55.82		67.51	

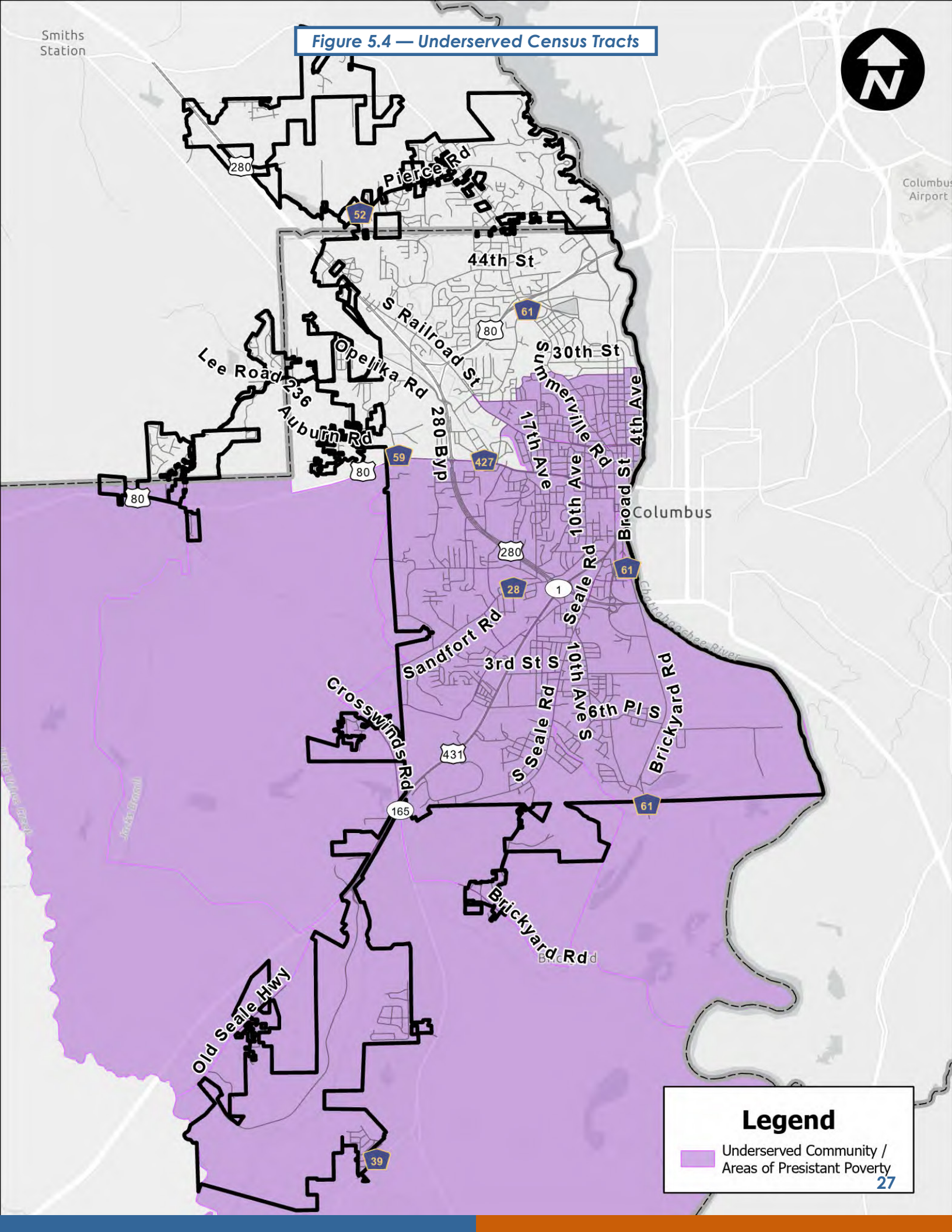


Figure 5.4 — Underserved Census Tracts
Smiths Station
Columbus Airport
Columbus
Chattahoochee River
Pierce Rd
44th St
S Railroad St
Opelika Rd
Lee Road 236
Auburn Rd
280 Byp
17th Ave
Summerville Rd
10th Ave
Broad St
4th Ave
30th St
Sandfort Rd
3rd St S
Seale Rd
10th Ave S
6th Pl S
Brickyard Rd
Crosswinds Rd
Old Seale Hwy
280
52
61
80
59
427
28
1
431
165
39
Legend
Underserved Community / Areas of Presistant Poverty

06 | Project Selection and Countermeasures

Project Selection

Potential project locations were selected based on the results of the high injury network analysis and feedback from the Task Force, the City, and the public. The projects were grouped into four types:

1. **Systemic Projects on City Routes**
2. **Systemic Projects on State Routes**
3. **Spot Location Projects on City Routes**
4. **Spot Location Projects on State Routes**

The individual potential project locations were grouped into short-term, medium-term, or long-term time frames based on several factors, including crash history, location inside or outside an underserved census tract, cost, and feedback from the Task Force, the City, and the public.

The maps on the following pages illustrate the potential spot location and systemic projects along city routes. Because a large number of potential spot location projects were identified, only the short- and medium-term projects are shown; the potential long-term project locations are listed in Appendix A.

Additionally, because the City elected to focus on city-maintained routes, the potential project locations along state routes are included in Appendix A.

Key for Potential Project Types

- Access Management
- Add Left Turn Lanes at Intersections
- Bike Route
- Clear Zones
- Enforcement
- Evaluate Existing Signals
- Evaluate Rail Crossings
- Evaluate 4-Lane Divided Highway
- Lighting
- Guardrail
- Pedestrian Facilities
- Realign Route
- Roundabouts
- Rumble Strips
- Shoulder Improvements
- Signal Timings/Phases
- Signing and Striping Updates
- Traffic Calming
- Trim Vegetation
- Evaluate Intersection
- Evaluate Installing a traffic signal at the intersection with US-431
- Evaluate intersection at Fontaine Rd
- Evaluate intersection at MLK Jr Pkwy
- Evaluate intersection at US-80
- Evaluate Summerville Rd lane alignment
- Make Stadium Dr into a 3-lane road
- Pave driveways at the intersection with State Docks Rd to reduce debris in roadway
- Redesign Seale Rd/MLK Jr Pkwy/Colin Powell Pkwy
- Remove the one way section at the Brickyard Rd intersection

Table 6.1 — City Route Systemic Locations

Planning Timeline (Short/Medium/Long)	Route	Begin Terminus	End Terminus	Length of Segment for Systemic Application (in Miles)	Total KA Crashes	Total Crashes	Appears on HIN map?	Appears in public comment?	Underserved community?	Potential Project Type(s)	Cost Category ($, $$, or $$$)
Short	13th St	14th St	State Line	0.73	3	193	X	X	X		$$
Short	Brickyard Rd	City Limits	Dillingham St	2.94	2	17	X		X		$$
Short	Colin Powell Pkwy/Broad St	Brickyard Rd	Dillingham St	1.37	4	121	X	X	X		$$$
Short	Crawford Rd	US-431 / US-280	14th St	1.21	5	299	X	X	X		$$
Short	Opelika Rd	US-431 / US-280	Cultrate Rd	0.84	1	124	X	X			$$
Short	Pierce Rd	US-431 / US-280	City Limits	0.50	2	23	X				$$
Short	Riverchase Dr	Airport Rd	Summerville Rd	2.35	4	147	X	X			$$
Short	S Railroad St	Summerville Rd	City Limits near Walmart	3.29	3	140	X	X			$$
Short	S Seale Rd / Seale Rd	City Limits near University Pl	MLK Jr Pkwy	3.35	3	49	X	X	X		$$
Short	Summerville Rd	Russell County Line	N City Limits near Sterling Dr	1.15	3	23	X	X			$$
Short	Summerville Rd	16th St	US-80	0.26	5	162	X	X	X		$$
Med	14th St	Crawford Rd	Whitewater Ave	0.68	1	38		X	X		$$
Med	4th Ave	16th St	5th Ave	1.26	0	67	X	X	X		$
Med	5th St S	Knowles Rd	S Seale Rd	0.88	2	16	X	X	X		$$$
Med	Auburn Rd	43rd Ave	US-80	0.97	1	30	X				$$$
Med	Fontaine Rd	Brickyard Rd	10th Ave S	1.99	2	9	X		X		$$
Med	Knowles Rd	City Limits	5th St S	0.89	2	10	X		X		$$
Med	MLK Jr. Pkwy	US-431 / US-280	Broad St	0.74	4	59	X		X		$$$
Med	Opelika Rd	Crawford Rd	US-431 / US-280	0.78	0	107	X	X			$$

Table 6.1 — City Route Systemic Locations

Planning Timeline (Short/Medium/Long)	Route	Begin Terminus	End Terminus	Length of Segment for Systemic Application (in Miles)	Total KA Crashes	Total Crashes	Appears on HIN map?	Appears in public comment?	Underserved community?	Potential Project Type(s)	Cost Category ($, $$, or $$$)
Med	Sandfort Rd	City Limits	Dillingham St	2.57	1	70	X		X		$$
Med	Stadium Dr	Opelika Rd	Summerville Rd	1.49	2	141	X	X			$$
Long	12th Ave	13th Pl	16th St	0.46	1	13	X		X		$$
Long	16th Ave	7th St	13th Pl	1.00	2	16		X	X		$$
Long	1st Pl S	17th Ave S	10th Ave S	0.54	1	12	X		X		$$
Long	20th Ave	Crawford Rd	S Railroad St	0.45	2	21			X		$$
Long	26th Ct	Sandfort Rd	Orchard St	0.50	1	4	X		X		$$
Long	28th Ave	7th St	US-431 / US-280	1.66	1	21	X		X		$$
Long	3rd St S	US-431 / US-280	S Seale Rd	0.58	1	13	X		X		$$
Long	40th St	Lakewood Dr	16th Ave	0.90	1	23	X	X			$$
Long	6th Pl S	S Seale Rd	Brickyard Rd	0.74	1	18	X		X		$$
Long	7th St / 33rd Ave	Wright Rd	Sandfort Rd	1.95	2	34	X	X	X		$$
Long	Airport Rd	Summerville Rd	Riverchase Dr	0.92	1	14	X				$$
Long	College Dr	US-431	US-431	1.38	1	24	X	X	X		$$
Long	Downing Dr	Uchee Hill Hwy	US-431	3.84	2	14	X		X		$
Long	Idle Hour Dr	Summerville Rd	5th Ave	1.10	1	19	X				$$
Long	Knowles Rd	5th St	US-431	0.95	1	16		X	X		$$$
Long	Price Rd	Dead End	US-431 / US-280	0.53	1	24	X				$$

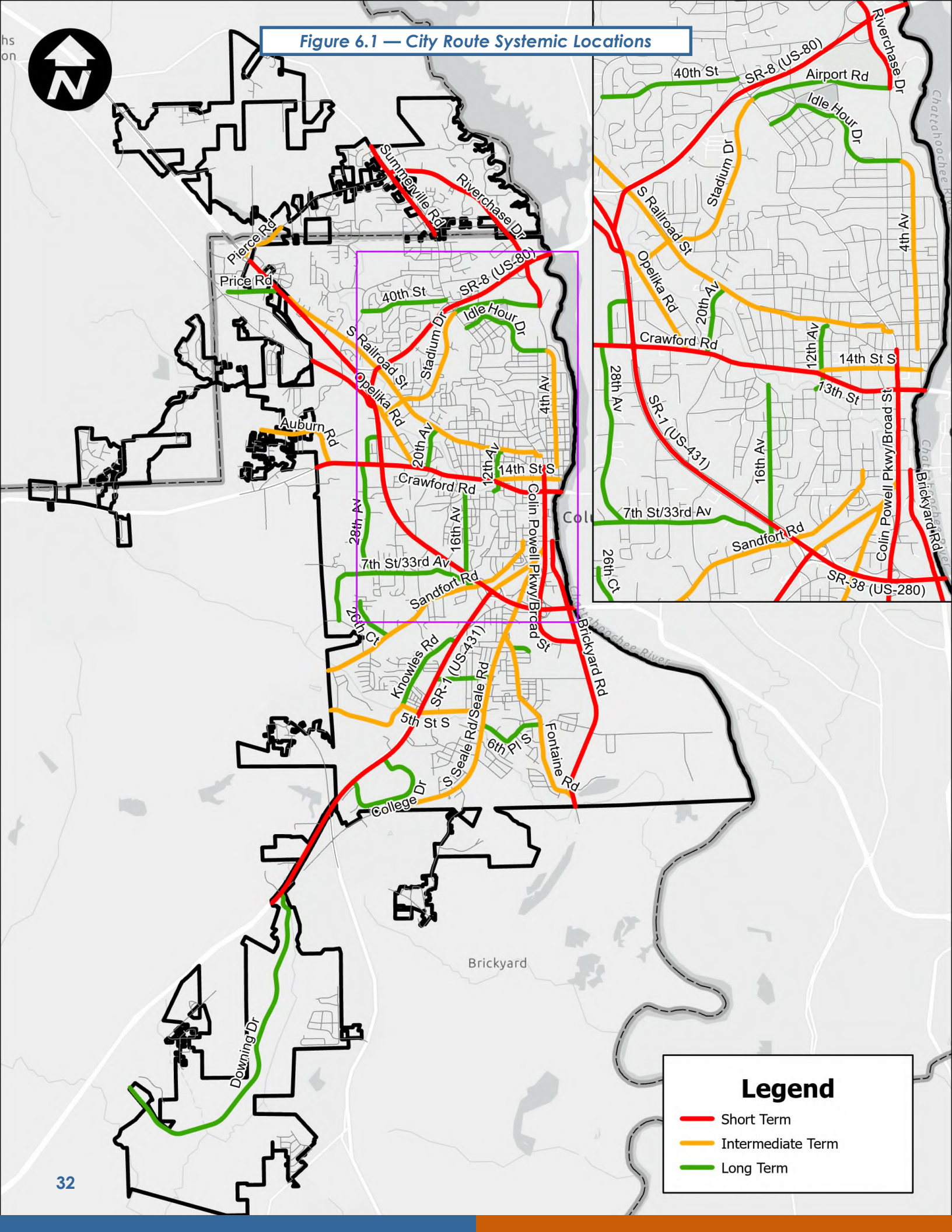


Figure 6.1 — City Route Systemic Locations
Summerville Rd
Riverchase Dr
Pierce Rd
Price Rd
40th St
SR-8 (US-80)
Idle Hour Dr
Stadium Dr
S Railroad St
Opelika Rd
Auburn Rd
20th Av
12th Av
14th St S
4th Av
Crawford Rd
28th Av
16th Av
7th St/33rd Av
Sandfort Rd
20th Ct
Knowles Rd
SR-1 (US-431)
Colin Powell Pkwy/Broad St
Brickyard Rd
5th St S
S Seale Rd/Seale Rd
6th Pl S
Fontaine Rd
College Dr
Downing Dr
Brickyard
Airport Rd
13th St
26th Ct
SR-38 (US-280)
Legend
Short Term
Intermediate Term
Long Term

Table 6.2 — City Route Spot Locations

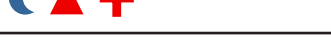
Planning Timeline (Short/Medium/Long)	Route	Begin Terminus	End Terminus	Length of Segment for Systemic Application (in Miles)	Appears on HIN map?	Appears in public comment?	Underserved community?	Potential Project Type(s)	Cost Category ($, $$, or $$$)
Short	Opelika Rd	US-431		-	X	X			$$
Short	Opelika Rd	Dobbs Dr		-	X	X			$$
Short	Riverchase Dr	Grist Mill Dr	McIntosh Estates Ct	0.6	X				$$
Short	Riverchase Dr	US-80		-	X	X			$$
Short	13th St	10th Ave		-	X		X		$
Short	Summerville Rd	Stadium Dr		-	X				$$$
Short	13th St	7th Ave		-	X	X	X		$
Short	Riverchase Dr	Apt Dr		-	X				$$
Short	Riverchase Dr	Apt Dr	McIntosh Estates Ct	0.4	X				$$
Short	Riverchase Dr	McIntosh Estates Ct	Riverchase Center Drwy	0.4					$$
Short	Summerville Rd	Pierce Rd / Riverchase Dr		-	X	X			$$
Short	Summerville Rd	25th St		-	X		X		$
Short	Summerville Rd	20th St		-	X		X		$$$
Short	Summerville Rd	24th St	25th St	0.05		X	X		$$$
Short	Broad St	13th St		-	X	X	X		$
Short	Broad St / Summerville Rd	Railroad St / 17th St		-	X		X		$
Short	Brickyard Rd	Kadlin Dr		-	X		X		$
Short	Brickyard Rd	US-280	7th St	0.4	X		X		$$
Short	13th St	12th Ave		-		X	X		$
Short	13th St	9th Ave		-			X		$
Short	13th St	Broad St	3rd Ave	0.2	X	X	X		$
Short	Summerville Rd	9th Ave		-	X		X		$$$

Table 6.2 - City Route Spot Locations

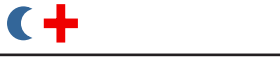
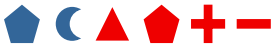
Planning Timeline (Short/Medium/Long)	Route	Begin Terminus	End Terminus	Length of Segment for Systemic Application (in Miles)	Appears on HIN map?	Appears in public comment?	Underserved community?	Potential Project Type(s)	Cost Category ($, $$, or $$$)
Short	Summerville Rd	37th St		-					$
Short	17th Ave	Crawford Rd		-	X		X		$$
Short	Broad St	14th St		-	X		X		$$
Short	Broad St	5th Ave / 13th Pl	14th St	0.07	X		X		$$
Short	Colin Powell Pkwy	4th St / Ramps		-	X		X		$
Short	Colin Powell Pkwy	Ramps (NS)		-	X		X		$
Short	Colin Powell Pkwy	6th St		-	X		X		$
Short	Colin Powell Pkwy	Millview Dr	US-280	0.4	X		X		$$
Short	Crawford Rd	24th Ave		-	X		X		$
Short	Crawford Rd	Ingersoll Dr		-	X	X	X		$
Short	Crawford Rd	19th Ave		-	X		X		$
Short	Crawford Rd	US-431	24th Ave	0.2	X		X		$$
Short	Crawford Rd	14th St	14th Ct	0.2		X	X		$$
Med	RT to Service Rd	Ingersoll Dr		-	X		X		$
Med	Broad St	16th St		-	X		X		$$
Med	Broad St	Seale Rd		-	X		X		$
Med	Crawford Rd	Opelika Rd		-	X	X	X		$
Med	Crawford Rd	20th St		-	X	X	X		$
Med	Crawford Rd	US-431		-	X	X	X		$$
Med	Crawford Rd	Opelika Rd	21st Ave	0.12		X	X		$$
Med	Crawford Rd	Ingersoll Dr	17th Ave	0.3		X	X		$$
Med	Pierce Rd	Summerville Rd		-	X	X			$$
Med	Pierce Rd	Best Dr		-					$
Med	S Railroad St	Lakewood Dr		-	X				$$
Med	S Railroad St	Stadium Dr		-	X				$$

Table 6.2 - City Route Spot Locations

Planning Timeline (Short/Medium/Long)	Route	Begin Terminus	End Terminus	Length of Segment for Systemic Application (in Miles)	Appears on HIN map?	Appears in public comment?	Underserved community?	Potential Project Type(s)	Cost Category ($, $$, or $$$)
Med	S Railroad St	Overlook Dr	Railroad Place Medical Park	0.2	X				$
Med	S Seale Rd	3rd St S		-	X		X		$
Med	S Seale Rd	University Pl		-	X		X		$
Med	Seale Rd	10th Ave		-	X		X		$
Med	Seale Rd	8th Pl	Colin Powell Pkwy	0.1			X		$$$
Med	Seale Rd	8th Pl	MLK Jr Pkwy	0.8	X		X		$$$
Med	State Docks Rd	Industrial Cir	John Bussey Dr	0.7	X		X		$$
Med	State Docks Rd	Industrial Cir	Industrial Cir	0.09	X		X		$
Med	4th Ave	19th St		-			X		$
Med	4th Ave	5th Ave		-	X				$
Med	S Seale Rd	3rd St S		-	X		X		$
Med	MLK Jr Pkwy	Seale Rd	8th Pl	0.06	X		X		$$$
Med	MLK Jr Pkwy	Seale Rd		-	X		X		$$$
Med	Auburn Rd	Dobbs Dr		-					$
Med	Stadium Dr	37th St	Summerville Rd	0.2	X	X			$$
Med	MLK Jr Pkwy	US-431		-			X		$$
Med	MLK Jr Pkwy	Colin Powell Pkwy		-	X		X		$$$
Med	14th St	10th Ave		-	X		X		$
Med	Stadium Dr	Clover E	Cloverleaf	0.1		X			$$$
Med	Stadium Dr	The Gardens on Stadium Driveway		-					$$$

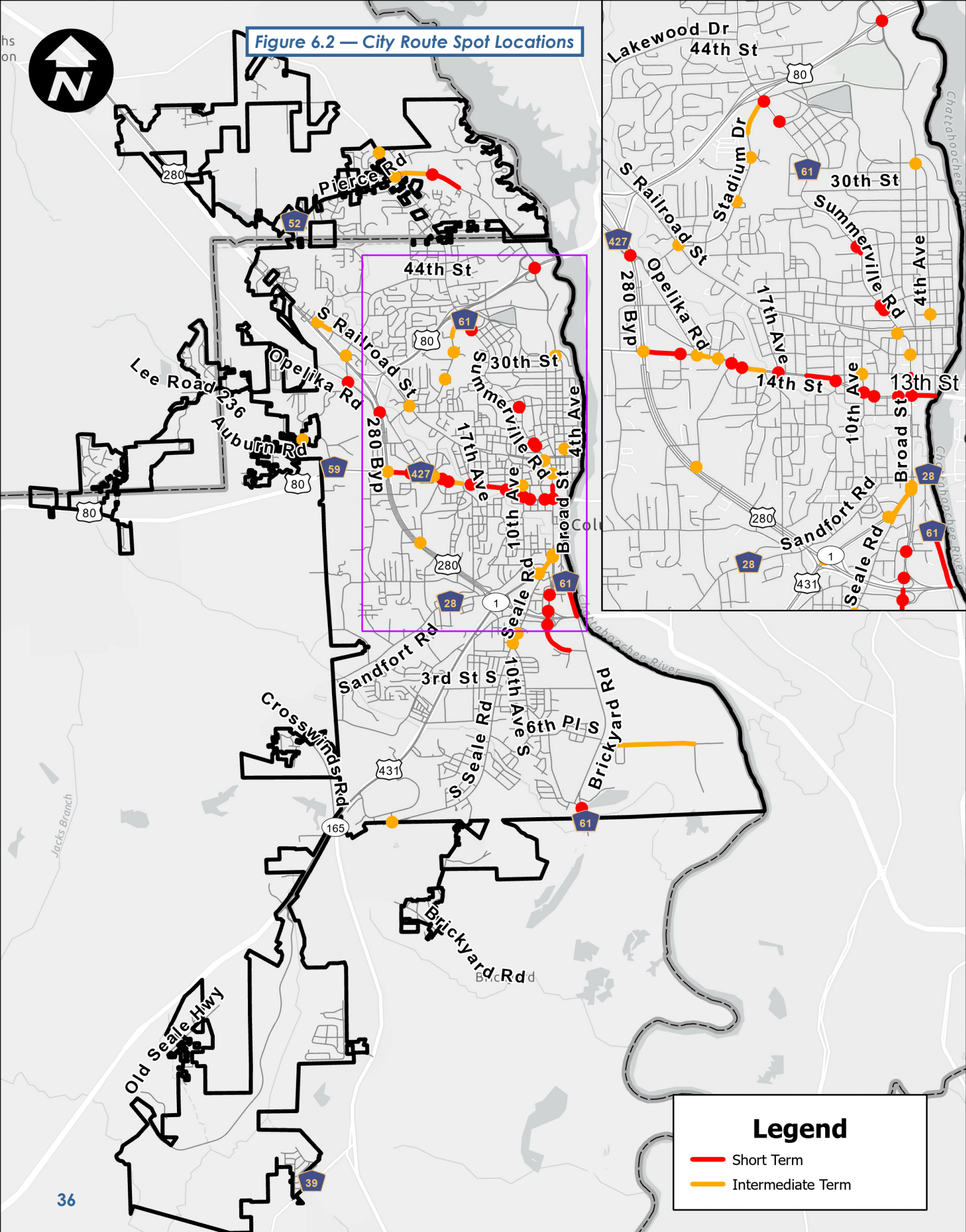


Figure 6.2 — City Route Spot Locations
Lakewood Dr
44th St
80
Stadium Dr
S Railroad St
61
30th St
Summerville Rd
4th Ave
427
280 Byp
Opelika Rd
17th Ave
14th St
13th St
10th Ave
Broad St
28
280
Sandfort Rd
1
431
Seale Rd
Pierce Rd
52
280
44th St
S Railroad St
61
80
S 30th St
Summerville Rd
4th Ave
Lee Road 236
Opelika Rd
Auburn Rd
59
80
280 Byp
427
17th Ave
10th Ave
Broad St
280
28
1
61
Seale Rd
Sandfort Rd
3rd St S
10th Ave S
6th Pl S
Brickyard Rd
Crosswinds Rd
431
165
S Seale Rd
Brickyard Rd
Old Seale Hwy
39
Jacks Branch
Chattahoochee River
Legend
Short Term
Intermediate Term

Countermeasures

Potential countermeasures for the selected projects were chosen based on the safe systems approach (SSA), crash trends, community feedback, task force recommendations, and the Federal Highway Administration's (FHWA) Proven Safety Countermeasures initiative (PSCi). The PSCi is a toolbox of countermeasures and strategies that have proven to be effective in reducing roadway fatalities and serious injuries. Once implemented, these projects can help to achieve the Safe Roads element of the SSA.

Typical Countermeasures for Systemic Projects

Several countermeasures are appropriate for systemic application based on intersection traffic control, corridor attributes, and crash trends. These systemic improvements, selected to address the prevailing crash types in Phenix City, are available for implementation as standalone projects or as components of projects developed along these intersections and corridors. The following list presents countermeasure types applicable to each crash trend:

1. Side Impact

- Improve lighting, signage, and visibility
- Add protected turn phases or roundabouts
- Use advance warning signs and pavement markings
- Install curb extensions or raised intersections
- Apply speed management approaches

2. Left Turn

- Add protected left-turn signal phases
- Improve sight distance and intersection lighting
- Use dedicated left-turn lanes and associated pavement markings
- Install advance warning signs for left-turn lanes
- Restrict or prohibit left-turn movements at locations with elevated crash histories

3. Vulnerable Road User

- Improve crosswalk visibility and lighting
- Add pedestrian refuge islands and curb extensions
- Use protected bicycle lanes and buffer zones
- Implement leading pedestrian intervals
- Apply traffic calming approaches to reduce vehicle speeds
- Install pedestrian hybrid beacons (PHBs) and related warning signs

4. Older/Younger Driver

- Improve signage size, clarity, and lighting
- Add protected turn phases and longer signal timing
- Use advance warning signs and clear lane markings
- Reduce complexity at intersections and along roadways
- Implement graduated licensing and driver education
- Enforce speed and distraction laws in areas with higher crash frequencies

5. Roadway Departure/Fixed Object

- Install guardrails, barriers, or crash cushions
- Improve roadway lighting and visibility
- Use edgeline and centerline rumble strips
- Add curb extensions or raised medians
- Implement speed management and traffic calming measures

6. Dark Conditions

- Upgrade street lighting at intersections and crosswalks
- Use reflective signs, markings, and delineators
- Install pedestrian-activated lighting and beacons
- Trim vegetation to improve visibility of lights and signs
- Enhance visibility of vulnerable road users with signage and markings

7. Intersection

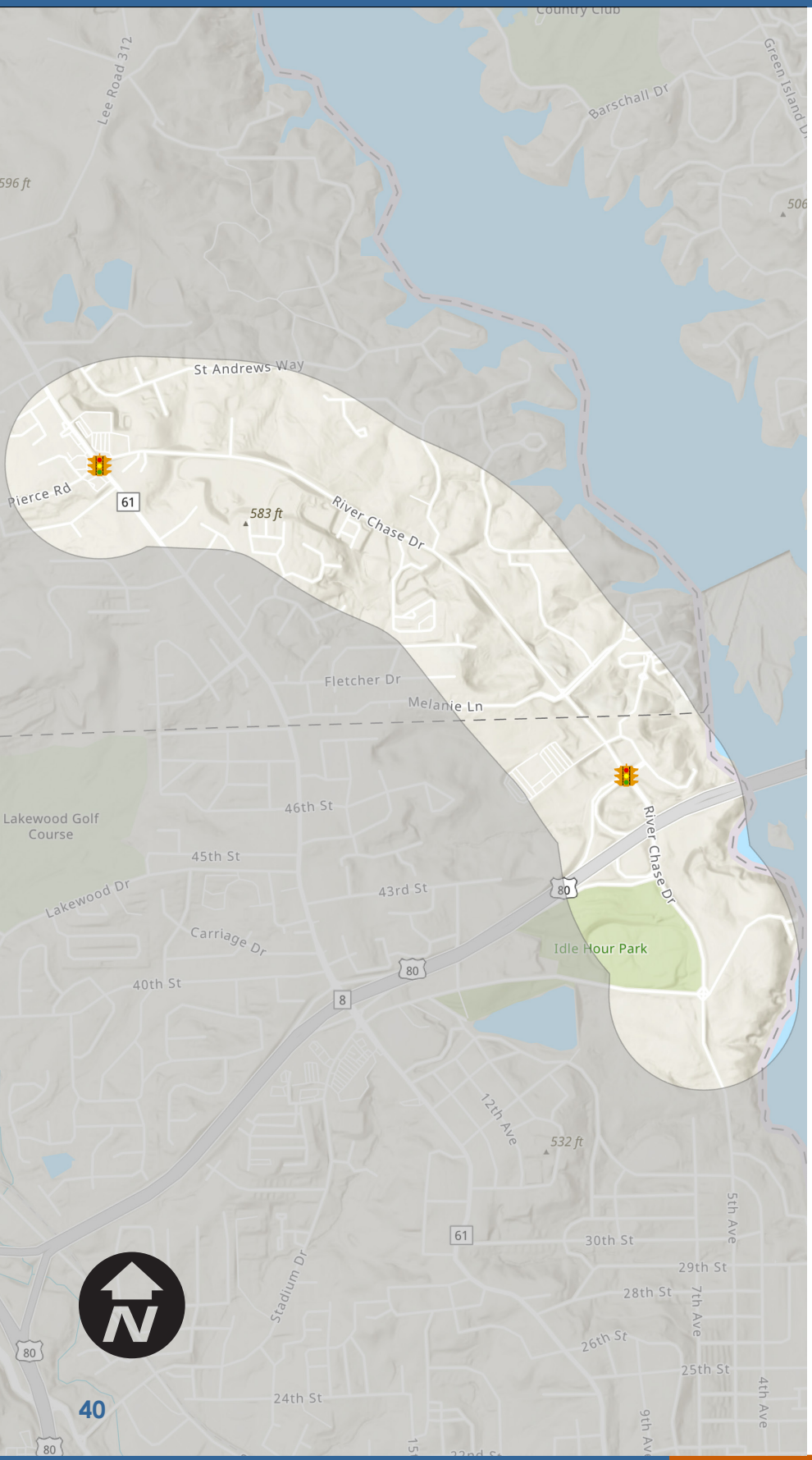
- Improve signage, lighting, and sight distance
- Add protected turn phases and signal timing adjustments
- Use advance warning signs and pavement markings
- Install roundabouts or raised intersections where feasible
- Enhance visibility and crossing treatments for pedestrians and cyclists
- Implement speed management and traffic calming measures

Road Safety Assessments

Nine potential projects were selected for further field review. Road safety assessments (RSAs) were conducted and planning-level cost estimates were developed for each location. The locations were selected through discussions with the City to represent a variety of project types spread across Phenix City.

The cost estimates consist of the 2026 cost of construction, mobilization, construction engineering and inspection, and preliminary engineering. Right-of-way, utilities, and inflation are not included. A 30% construction contingency was applied to each estimate. These cost estimates are the engineer's opinion of probable cost and do not guarantee that proposals, bids, or actual cost will not vary from engineer's opinion of probable cost.

Riverchase Drive from Airport Road to Summerville Road

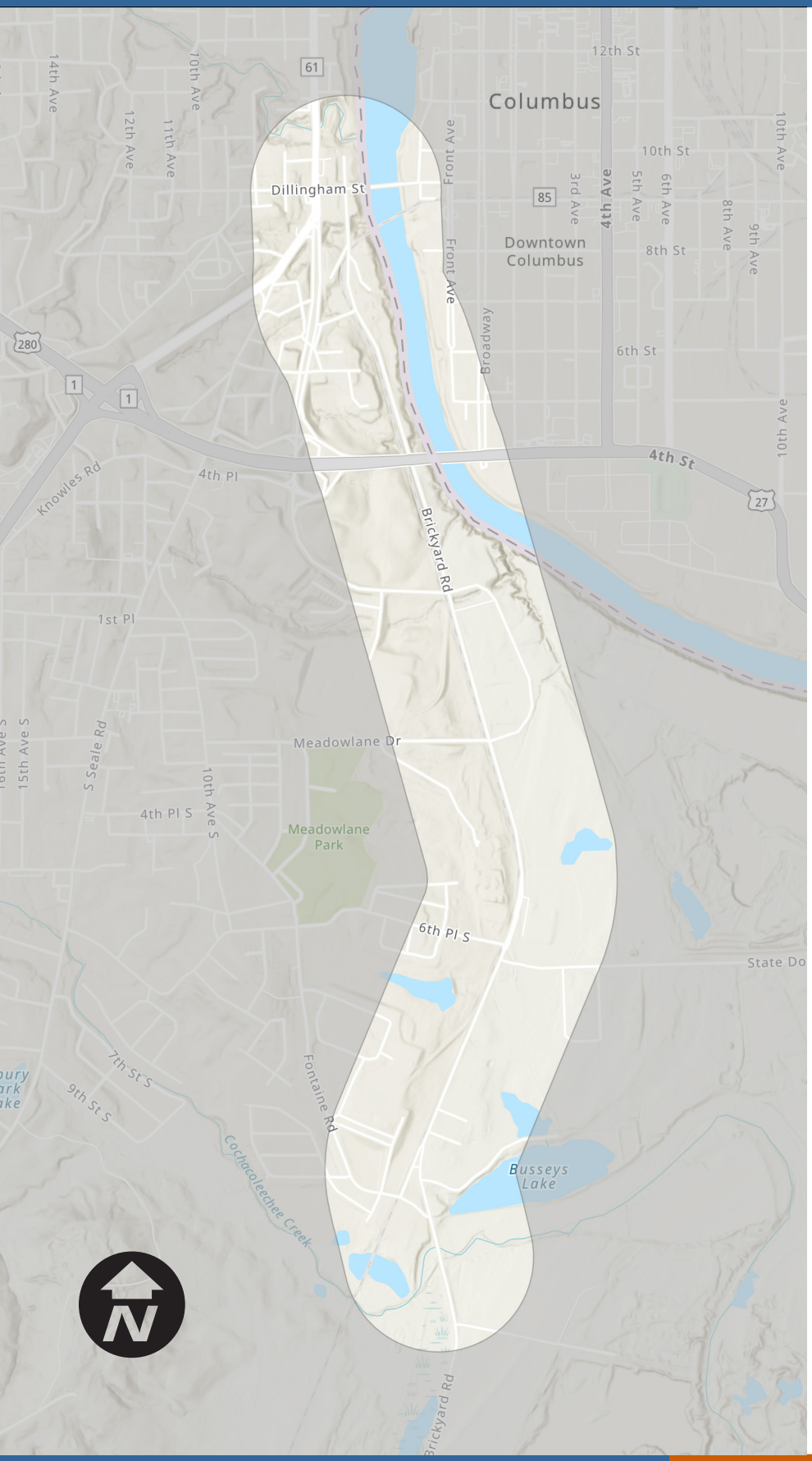


Strategy

- Refresh signing and pavement striping
- Add edge line striping
- Delineate guardrails and update end terminals
- Install raised pavement markers
- Update traffic signal equipment
- Add roadway shoulders
- Evaluate feasibility of a roundabout at the intersection of Riverchase Drive / Summerville Road

Approximate Estimated Cost: $801,000
Approximate Project Length: 2.35 miles

Brickyard Road from Dillingham Street to the City Limits

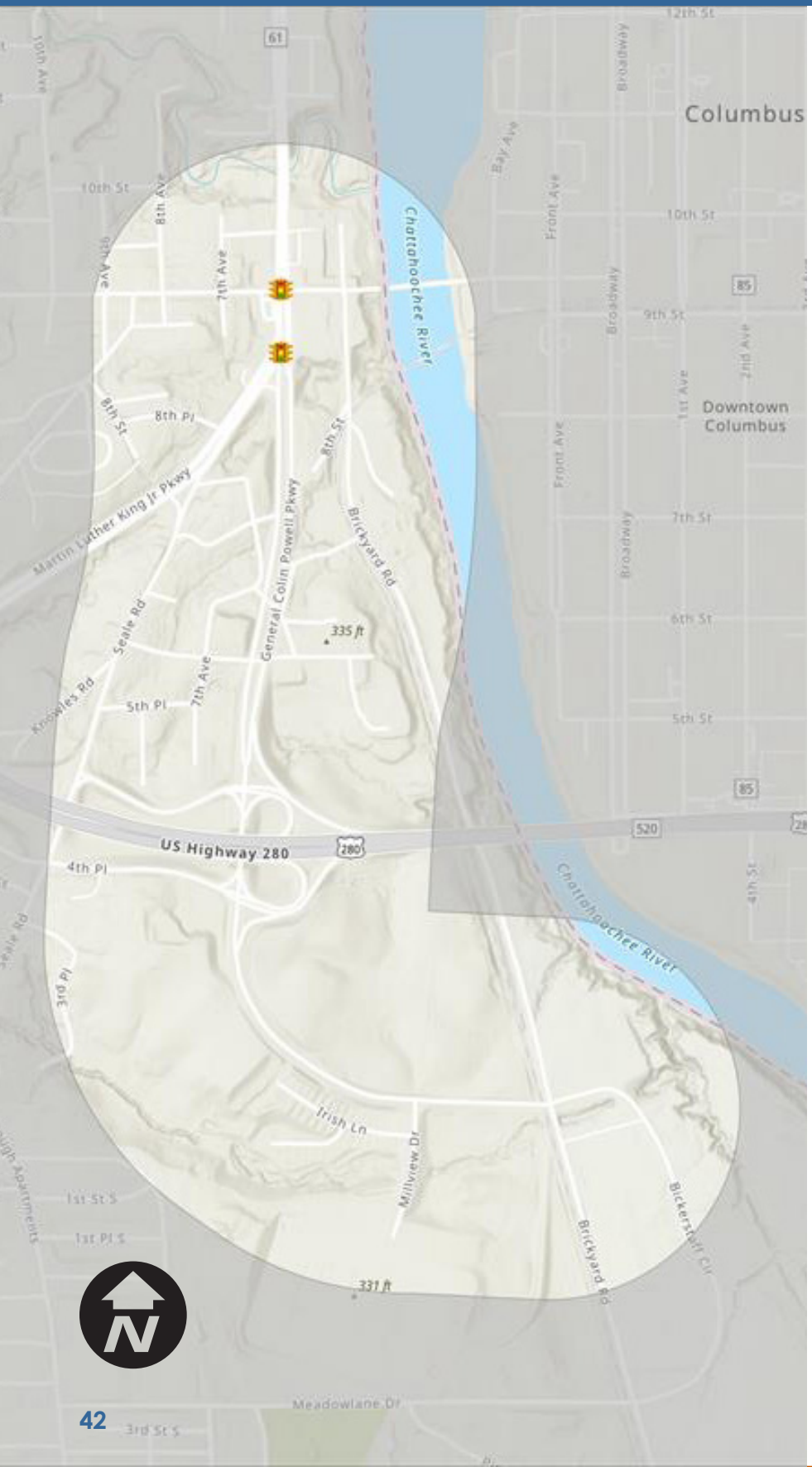


Strategy

- Update signing and striping, including railroad signage and pavement markings
- Delineate guardrails and bridges
- Delineate utility poles within the clear zone
- Install raised pavement markers
- Add dedicated bicycle lanes

Approximate Estimated Cost: $1,120,000
Approximate Project Length: 2.94 miles

Colin Powell Parkway from Dillingham Street to Brickyard Road

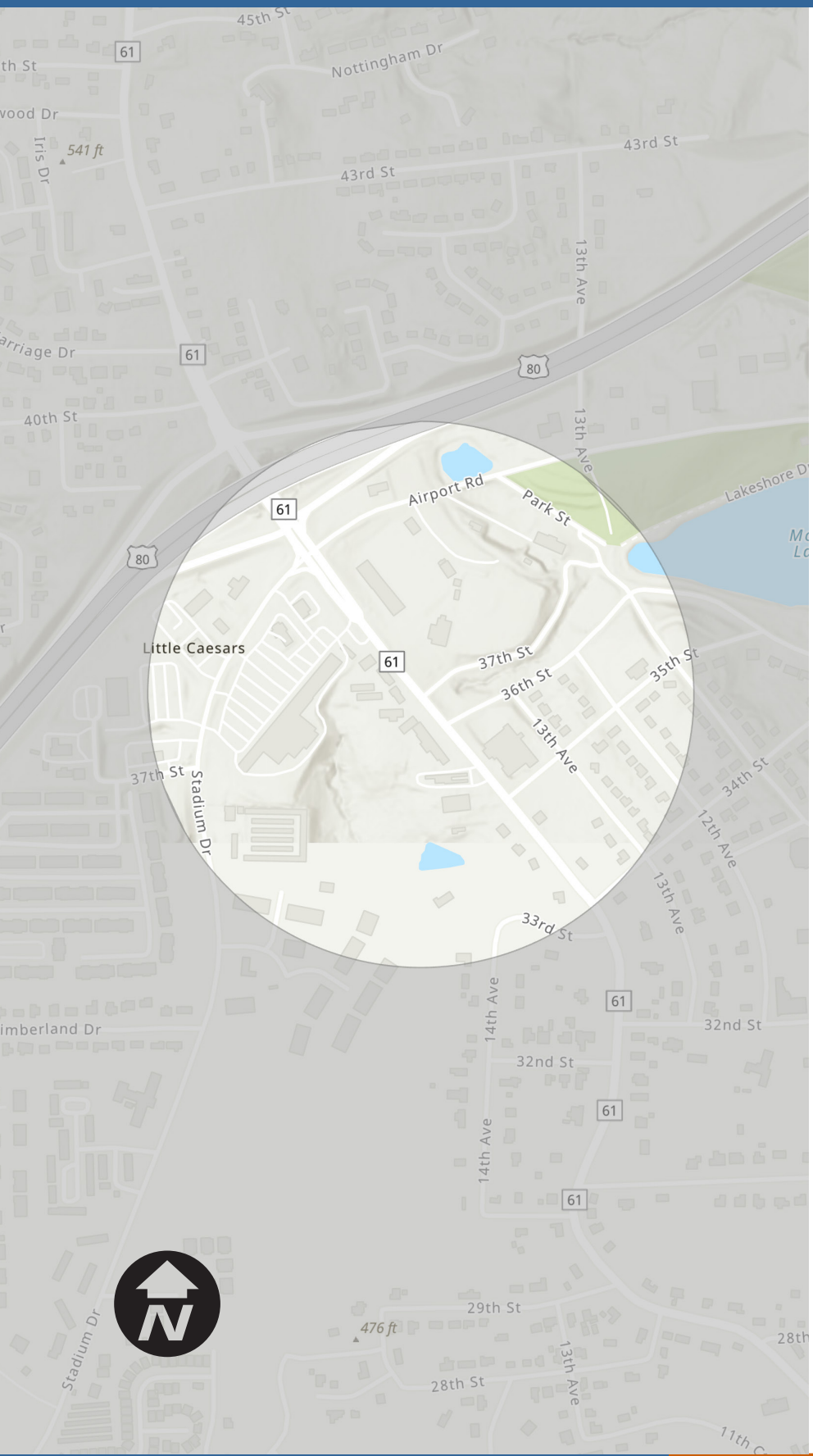


Strategy

- Refresh signing and pavement striping
- Add edge line striping
- Add dedicated bicycle lanes
- Install raised pavement markers

Approximate Estimated Cost: $682,000
Approximate Project Length: 1.37 miles

Summerville Road at 37th Street

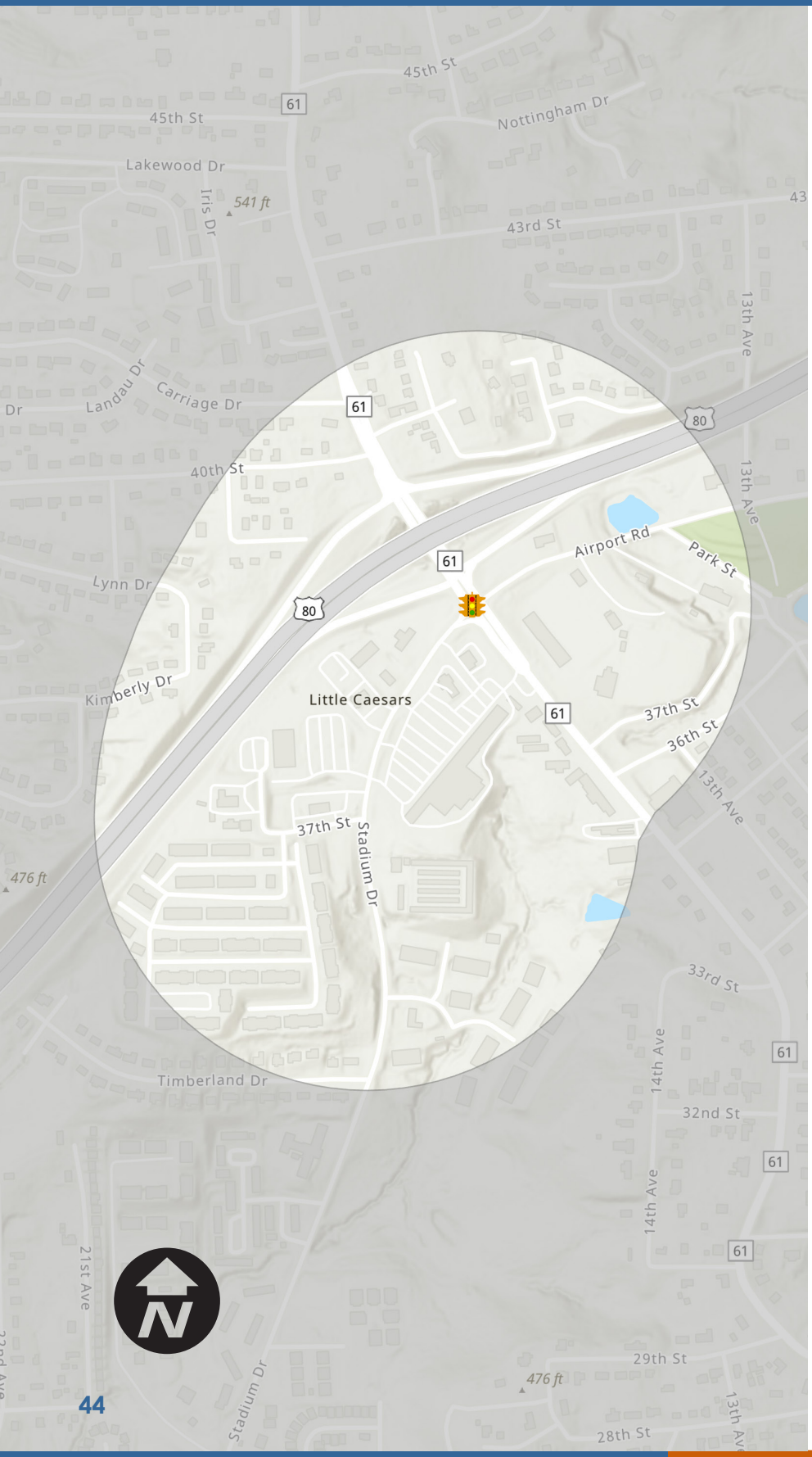


Strategy

- Add striping along both routes, including edge line striping along Summerville Road and centerline + edgeline striping along 37th Street

Approximate Estimated Cost: $16,000
Approximate Project Length: N/A

Stadium Drive from 37th Street to Summerville Road

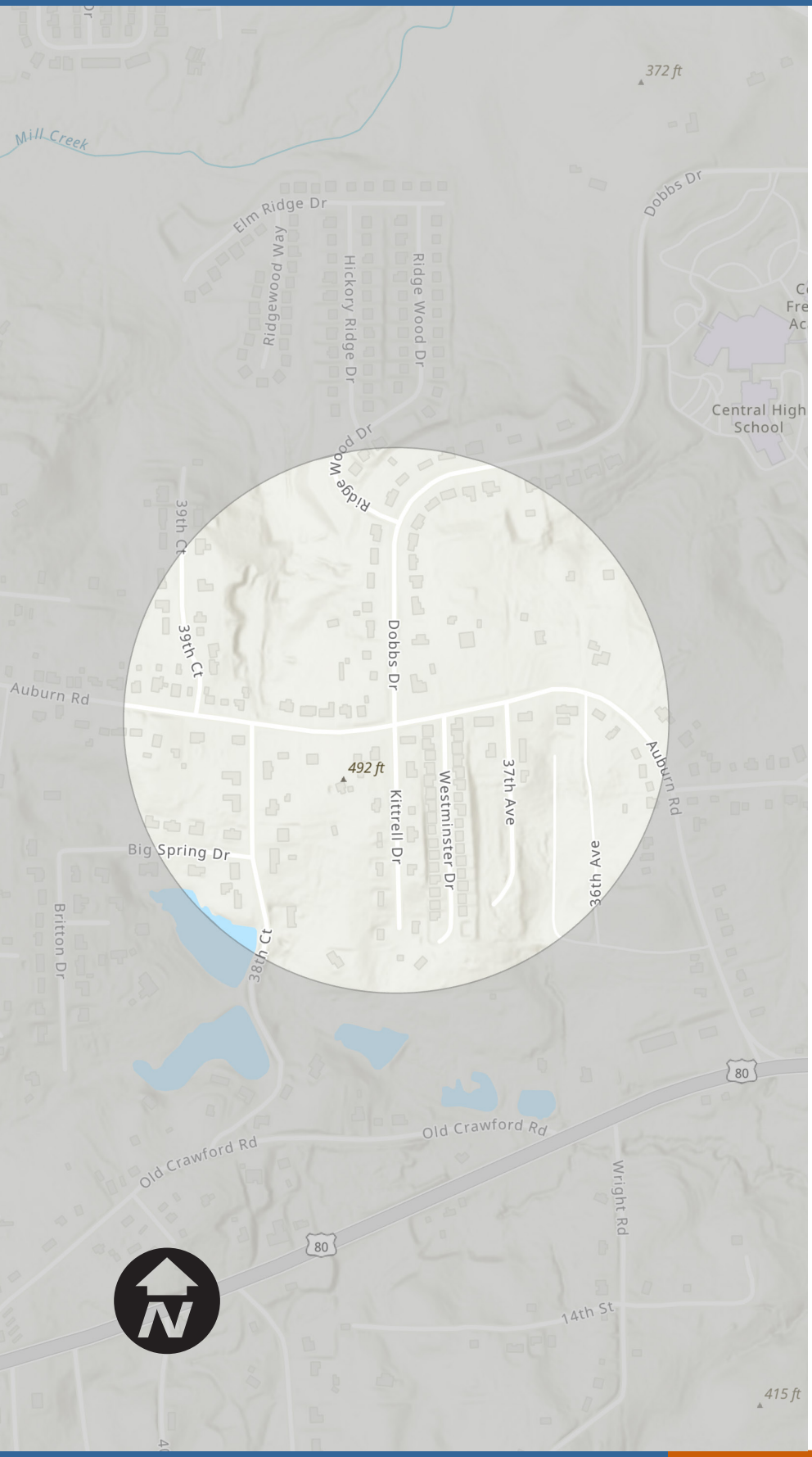


Strategy

- Refresh signing and faded pavement striping
- Add dotted striping to improve lane alignment at the Summerville Road intersection
- Add lighting along Stadium Drive
- Add pedestrian facilities
- Implement access management improvements at driveways

Approximate Estimated Cost: $629,000
Approximate Project Length: 0.2 miles

Auburn Road at Dobbs Drive

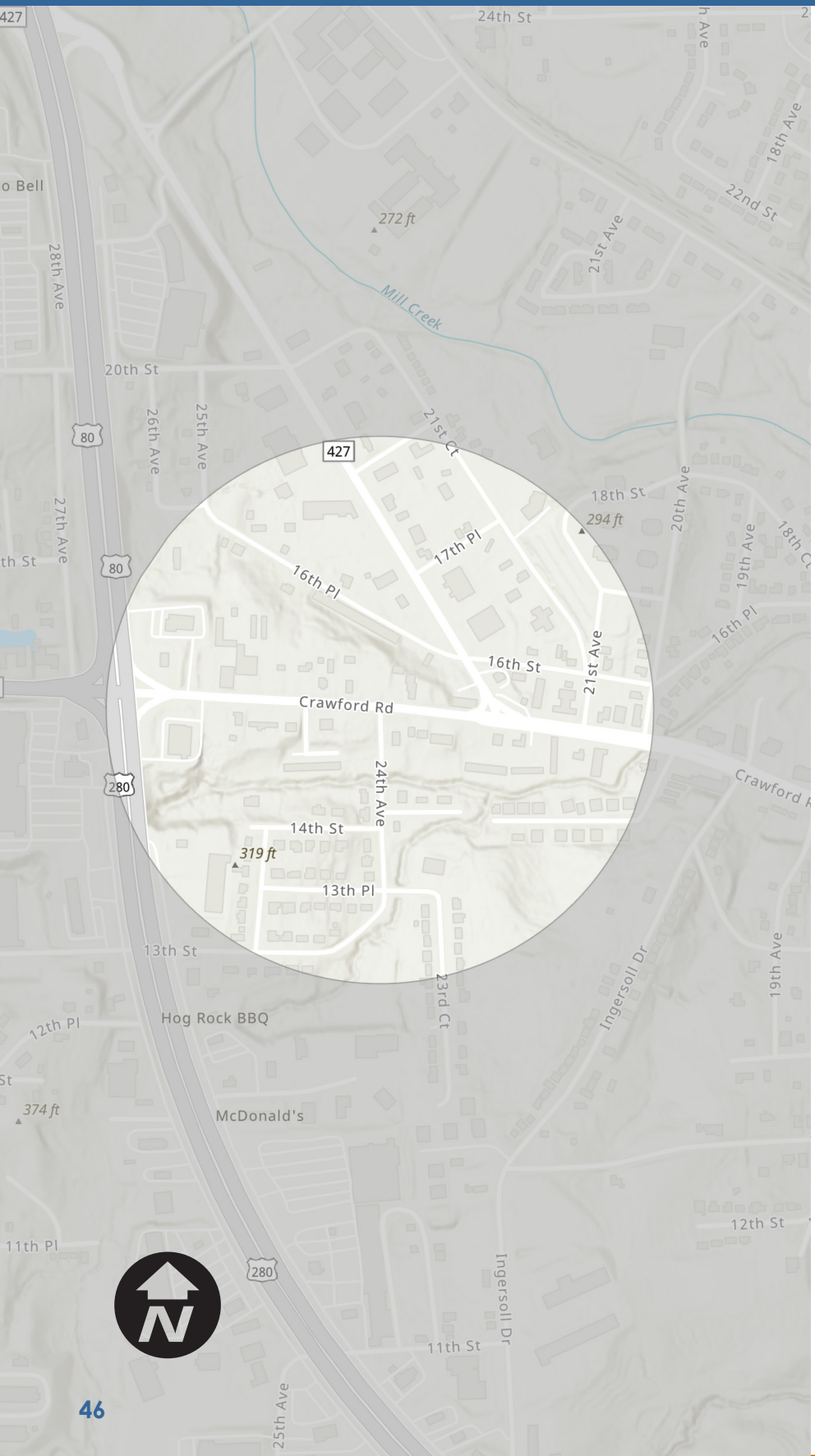


Strategy

- Refresh signing and faded pavement striping
- Shift the Dobbs Drive left turn stop line closer to the Auburn Road intersection
- Add STOP AHEAD pavement legend
- Install intersection warning signage on Auburn Road approaching the Dobbs Drive intersection

Approximate Estimated Cost: $22,000
Approximate Project Length: N/A

Crawford Road at 24th Avenue

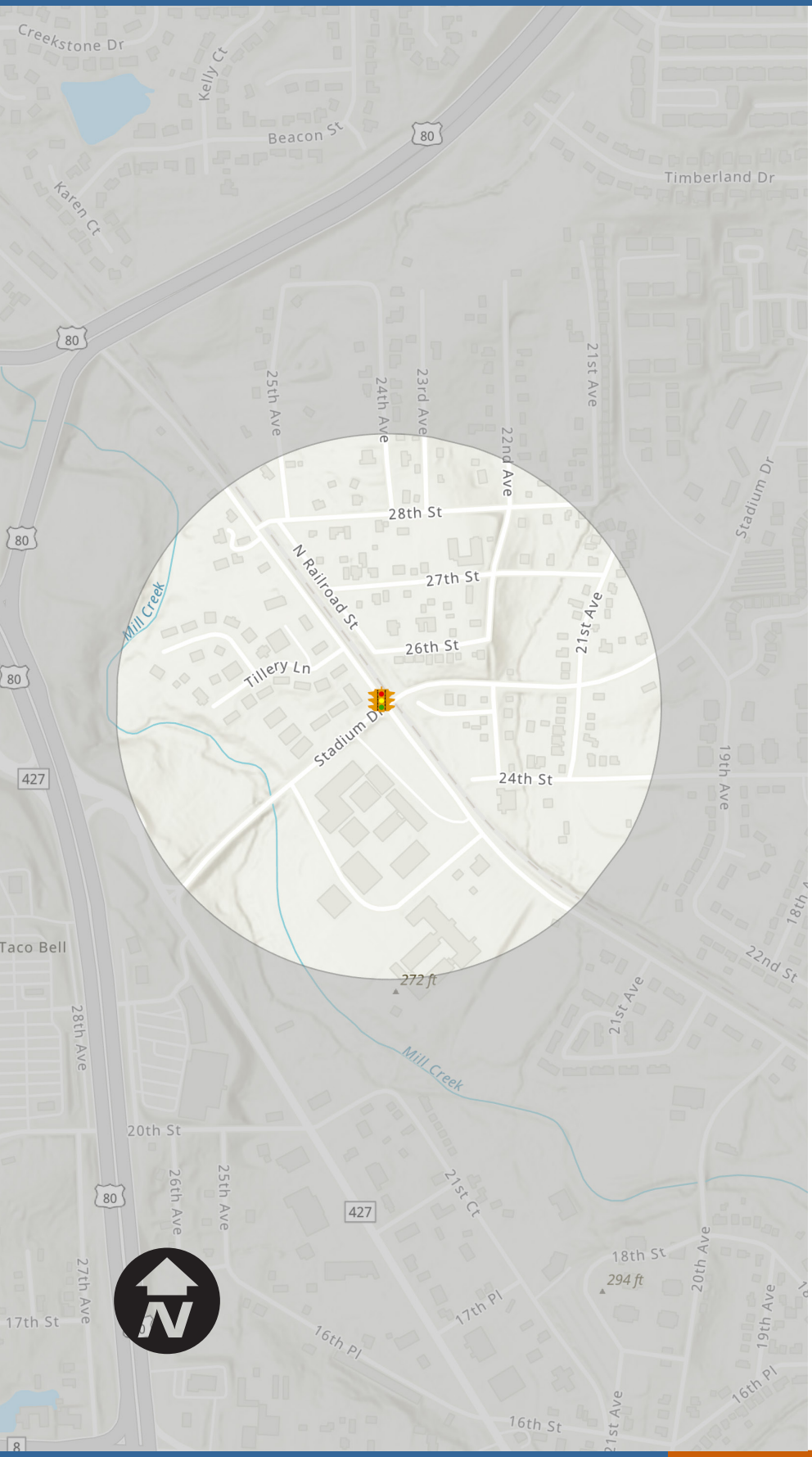


Strategy

- Refresh signing and pavement striping
- Add pedestrian facilities

Approximate Estimated Cost: $113,000
Approximate Project Length: N/A

South Railroad Street at Stadium Drive

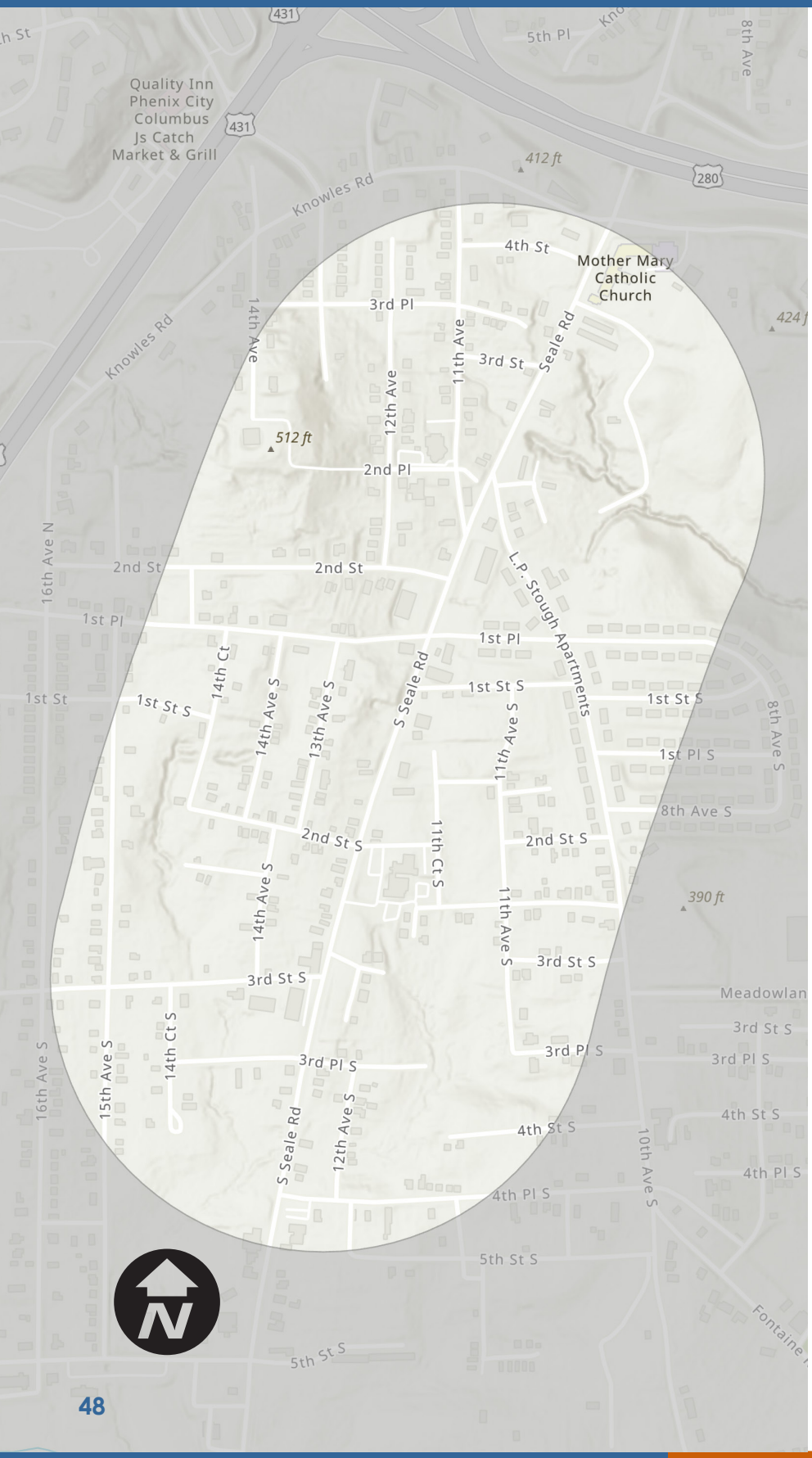


Strategy

- Refresh signing and pavement striping
- Upgrade traffic signals to flashing yellow arrow signal heads

Approximate Estimated Cost: $307,000
Approximate Project Length: N/A

South Seale Road from 3rd Street South to 10th Avenue South



Strategy

- Refresh faded pavement striping
- Add edge line striping
- Delineate utility poles within the clear zone
- Update school zone signage
- Add Side Road warning signs with Advisory Speed plaques
- Add crosswalks at the intersections
- Add or upgrade lighting

Approximate Estimated Cost: $123,000
Approximate Project Length: 0.49 miles

07 | Policy & Process Evaluation

Infrastructure projects alone will not be sufficient to achieve the goals of this Safety Action Plan (SAP). A collaborative culture wherein community members, city leaders, and policies work harmoniously toward the same goal of improving transportation safety is crucial to the success of the goals of the SAP. With the goal of a better safety culture in mind, an assessment of current policies and planning documents was conducted to determine any potential gaps to be addressed.

The following background planning and policy documents were reviewed as part of these efforts:

- Phenix City Subdivision Regulations (April 2025)
- Phenix City Public Works Manual (September 2022)
- Phenix City Comprehensive Plan (November 2023)
- Phenix City ADA Transition Plan (August 2017)
- Transformation Plan for the Frederick Douglass / Five Points Neighborhood (December 2020)
- ALDOT Access Management Manual (September 2022)
- Alabama Strategic Highway Safety Plan, 4th Edition
- ALDOT Procedural Guidelines for Local Agency Projects (February 2025)
- Vulnerable Road User Safety Assessment (November 2023)
- Annual Transportation Plan – Rebuild Alabama Gas Tax
- Columbus/Phenix City Metropolitan Planning Organization (MPO) 2024-2027 Final Transportation Improvement Program (September 2023)
- Columbus Alternative Transportation Study (February 2014)
- FWHA National Roadway Safety Awards – 2013 Noteworthy Practices GuideSafe Routes to School Local Policy Guide (June 2011)
- ITE Safe Routes to School Briefing Sheets

As a result of the existing policy review and discussions with the task force, the following policy and process changes are recommended:

Public Commitment to Vision Zero
Adopt an ambitious goal to reduce fatal and serious injuries within Phenix City. The task force accomplished this during the 3rd meeting, and the goal will be formally adopted by the City Council. This is a required element of the SS4A program.

Traffic Safety Education/Awareness Campaigns
Continue outreach that began with this SS4A project. Topics could include speeding, aggressive driving, distraction, DUI, seatbelt use, child safety seats, and more.

Safety Data and Performance Management
Annually review crash data across the city and track safety performance measures as defined in the safety action plan (SAP). This is a required element of the SS4A program.

Avoid Inequities in Project Delivery
Require project planning and design to use data and public input to consider a full range of options so that citizens of varying incomes, resources, and abilities benefit from transportation investments.

Bicycle and Pedestrian Master Plan
Inventory existing bicycle and pedestrian infrastructure, assess needs, identify and prioritize potential projects for implementation, and develop supporting policies to require bicycle/pedestrian infrastructure in new developments. This plan should be built upon existing state-wide and MPO plans. In conjunction with the plan, set a goal to achieve Bicycle Friendly Community status as designated by The League of American Bicyclists.

Complete Streets Policy
Adopt a Complete Streets policy to ensure that streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. The Columbus-Phenix City MPO adopted a policy in 2018 that can serve as guidance.

Transit Study
Conduct a city-wide study to evaluate the existing transit systems in Phenix City, the need for expansion of transit services, and the feasibility of those improvements.

Safe Routes to School
Create a Safe Routes to School policy that defines minimum standards for signing, striping, speed limits, and pedestrian/bicycle accommodations in school zones.

08 | Performance Evaluation

Tracking Performance

Phenix City and its SS4A task force are committed to making substantial progress toward the goal of zero traffic fatalities and serious injuries. This safety action plan (SAP) has established a goal of achieving a 50% total reduction in fatal and serious injuries by the year 2036. Ongoing monitoring will be necessary to assess and support the effectiveness of the SAP.

Monitoring Progress

A safety action committee (SAC) will be established by the city of Phenix City to evaluate and monitor the SAP. The SAC will be responsible for monitoring performance metrics and reporting progress annually to the city's standing committees. The annual progress report will show performance metrics for each year since inception and will also track action items completed in the prior year.

Phenix City Performance Metrics
Total Fatalities
Total Serious Injuries
Total Fatalities + Serious Injuries
Non-motorized Fatalities + Serious Injuries
Total Fatalities + Serious Injuries in Underserved Areas
Non-motorized Fatalities + Serious Injuries in Underserved Areas

In addition to monitoring performance metrics on an annual basis, the SAC will update the high injury network (HIN) mapping for the city every five years. The HIN maps will be used to prioritize future transportation projects within the Phenix City limits.

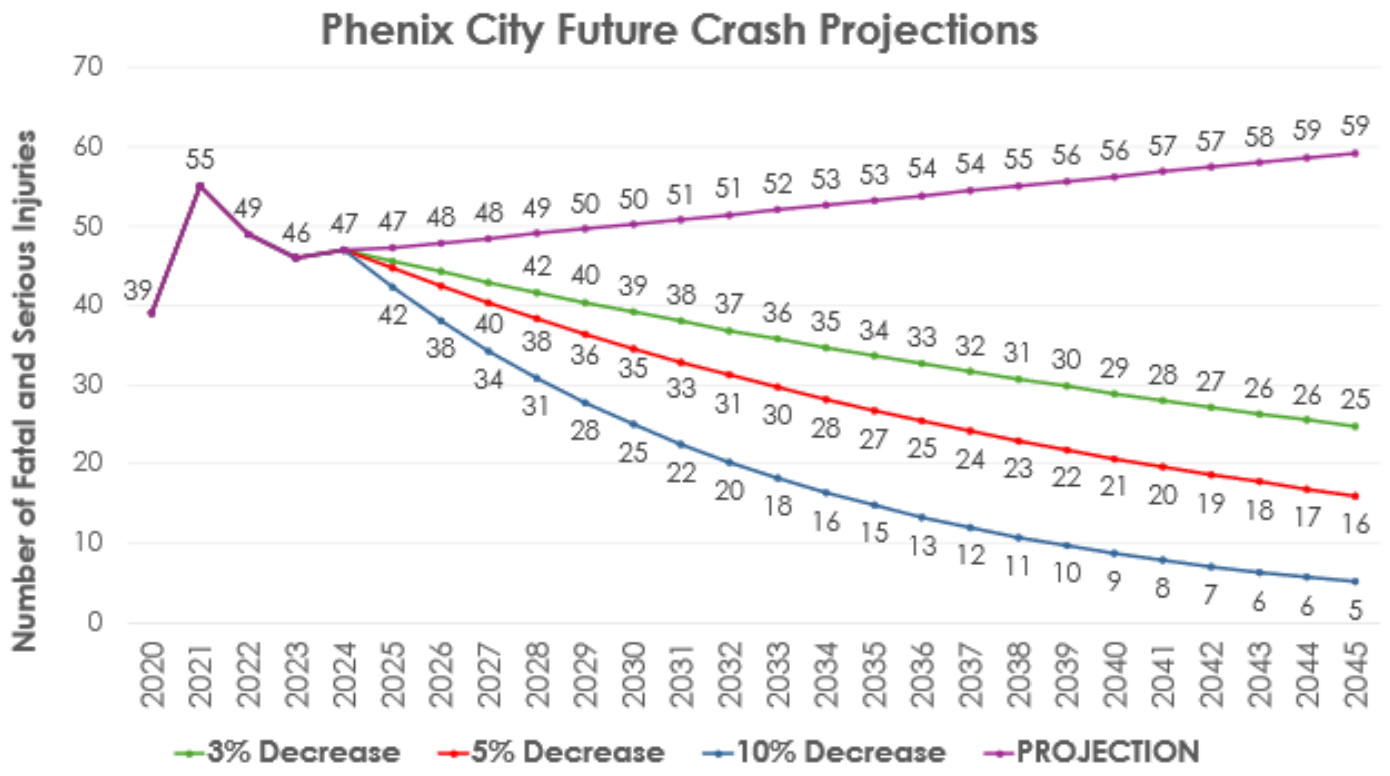


Figure 8.1 — Future Crash Projections

Transportation Funding Programs

Multiple funding sources, listed below, are currently available for implementing transportation safety improvements.

ATRIP-II - Alabama Transportation Rehabilitation and Improvement Program 2	Created in 2019 by the Rebuild Alabama Act this program is administered by ALDOT. Eligible projects include transportation projects that improve any state-maintained highway system. Projects with a primary focus on local roads are not eligible.
AoPP - Areas of Persistent Poverty Program	AoPP funds projects that provide access to transit in disadvantaged communities, including safety improvements.
BUILD - Better Utilizing Investments to Leverage Development	BUILD provides grants for surface transportation infrastructure projects with significant local or regional impact
CRP - Carbon Reduction Program	Provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions from on-road highway sources.
CMAQ - Congestion Mitigation and Air Quality Improvement Program	Provides funds to States for transportation projects designed to reduce traffic congestion and improve air quality, particularly in areas of the country that do not attain national air quality standards.
FTA - Federal Transit Administration Capital Funds	FTA funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.
HRRR - High Risk Rural Roads	The HRRR program focuses on improving safety on rural major or minor collectors and local roads with significant safety risks, as defined by each State's Strategic Highway Safety Plan. A Special Rule requires States to allocate funds to HRRRs if rural road fatality rates increase on these specific roadway facilitates.
HSIP - Highway Safety Improvement Program	HSIP is a core Federal-aid program to reduce traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.
INFRA - Infrastructure For Rebuilding America	INFRA grants fund multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.
LRSI - Local Road Safety Initiative	The LRSI program provides funding to cities and counties for safety projects on locally owned public roads, targeting locations with significant safety risks in alignment with Alabama's Strategic Highway Safety Plan. Eligible projects focus on reducing fatal and serious injury lane departure and run-off-road crashes, prioritized by their potential to prevent crashes, mitigate crash occurrence, and minimize crash severity.
NHPP - National Highway Performance Program	Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.

PROTECT - Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation	Used to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure.
RHCP - Railway-Highway Crossings Program (Section 130)	The Railway-Highway Crossings (Section 130) Program provides funds for the elimination of hazards at railway-highway crossings.
Rebuild Alabama Act	Provides the opportunity for cities and counties to partner with the State on larger projects where adequate local funding may not be available. There is not a specified or required match for local governments to take on, but any funds that local governments can leverage to team with ALDOT to fund a project could play a role in the decision-making process.
RCP - Reconnecting Communities Pilot Program	Planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.
RTP - Recreational Trails Program	A federal competitive grant program administered by the Alabama Department of Economic and Community Affairs (ADECA). Permissible uses include development of urban trail linkages, development of trailside and trailhead facilities, acquisition of easement for trail use, and construction of new trails.
SRTS - Safe Routes to School Program	SRTS provides funding for projects that improve safety for students going to school.
SS4A - Safe Streets and Roads for All	Authorized through FY26, it provides two grant categories suitable for implementing safety improvements for those agencies that have a complete Safety Action Plan: SS4A Demonstration Grants are for testing temporary safety improvement projects or strategies to determine future uses and benefits. SS4A Implementation Grants provide federal funds to execute projects and strategies outlined in a Safety Action Plan to address data-driven safety concerns. Eligible projects and strategies can be aimed at infrastructure, behavioral, or operational improvement actions.
STBG - Surface Transportation Block Grant Program	Provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
TAP - Transportation Alternatives Program	TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

09 | Emergency Medical Services

Emergency Response and Post Crash Care

Phenix City is home to more than 38,000 people spread across 28 square miles. Emergency response and post-crash care in the city are provided collaboratively by Russell County Emergency Management Agency (RCEMA), Russell County Enhanced 911 (E911), Phenix City Fire/Rescue (PCFR), Phenix City Police Department (PCPD), and three ambulance services licensed by Alabama Department of Public Health (ADPH).

Table 9.1 — Licensed Ambulance Providers for Russell County

License Holder	Provider Level
Lifecare EMS of Georgia	BLS - Transport
Haynes Ambulance of Macon Co. / dba Care Ambulance Russell	ALS Level 1 - Transport
EMS Care Ambulance	ALS Level 1 - Transport

RCEMA supports the city of Phenix City through comprehensive emergency response, preparedness, and mitigation efforts. The ongoing partnership has enhanced public safety, protected critical infrastructure, and reduced environmental and community impacts during a wide range of incidents. RCEMA's contributions to transportation safety are most prominent in its response to overturned commercial vehicles, provision of miscellaneous supplies to support fire department operations, training of public safety personnel, and communication with the public concerning emergency and weather events.

Phenix City and Russell County each maintain a 911 dispatch center that serves their jurisdiction; if a call is received by the wrong call center, it is transferred to the other jurisdiction. Phenix City's E911 Communications Unit is housed within the police department and utilizes Enhanced 911 services and equipment to respond to emergency calls. The Russell County E911 Communications Center, which is governed by a seven-member board, helps dispatch sites maintain the equipment they use in emergency response and assigns 911 addresses to make it easier for first responders to locate a home or business in an emergency.

Phenix City Fire/Rescue (PCFR) operates three front run pumper trucks, two aerial trucks, one platform truck and one Quint multi-functional truck. In addition, the department has two light rescue vehicles, two vans, and one brush truck. PCFR does not have ambulances or ALS units and does not transport patients. Medical transport must be provided by private ambulance services. All PCFR personnel are required to be at least EMT-B certified. The department is classified by the State of Alabama EMS as a First Responder service.

Patients in Phenix City needing emergency medical treatment for trauma from transportation-related crashes are most often transported to Piedmont Columbus Regional medical center, a level two trauma center located in Columbus, Georgia, or care is transferred to an Air EMS unit for transport to a level one trauma center elsewhere in Alabama or Georgia.

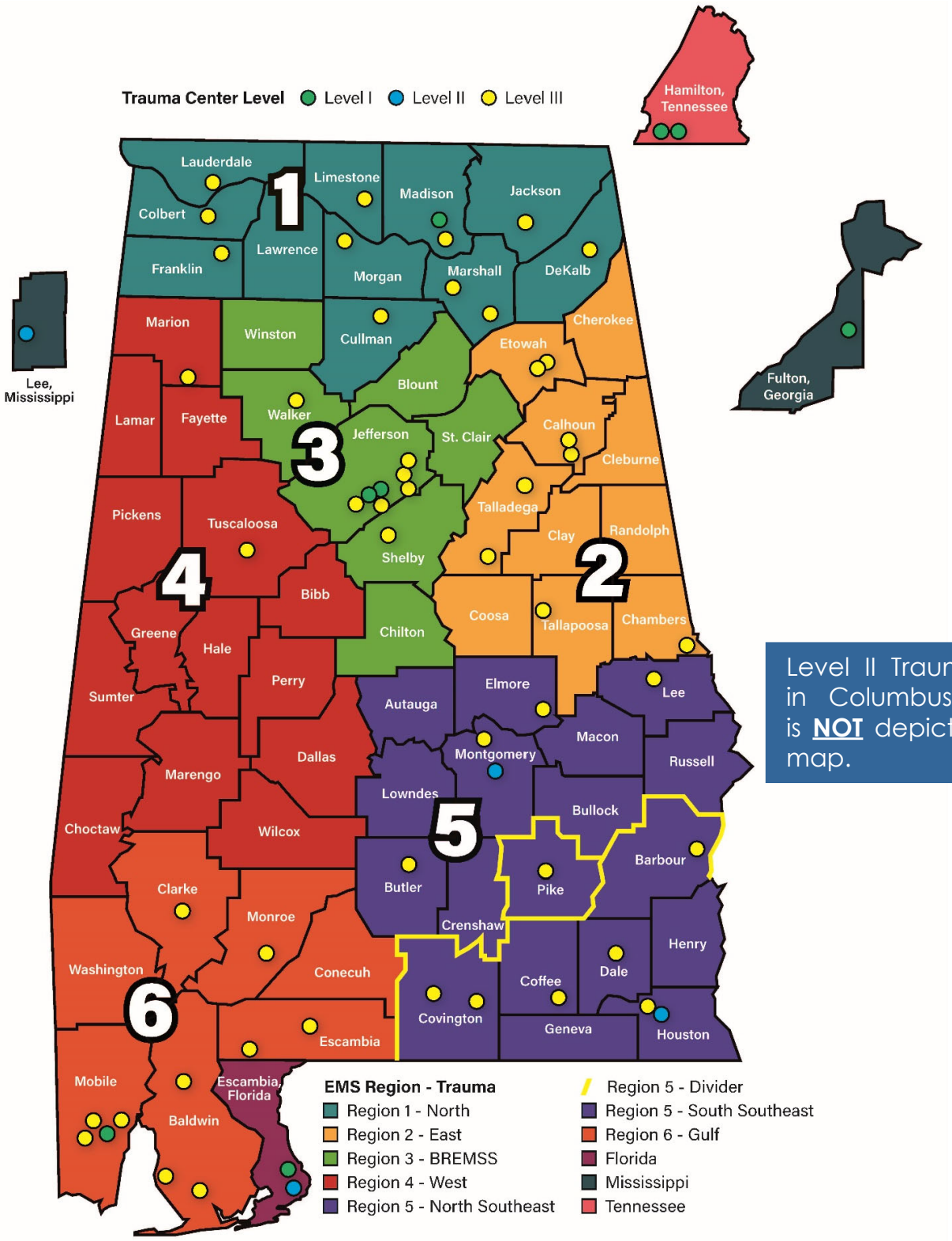
The following represents a partial list of RCEMA transportation safety-related responses conducted recently in coordination with the PCFR and other public safety agencies:

- Assisted the school system with decision-making related to winter weather and hazardous road conditions on January 9, 2025; January 21–23, 2025; and during severe weather on September 27, 2025
- Overturned 18-wheeler tanker carrying limestone slurry at Highway 280/80 East on January 15, 2025
- Overturned 18-wheeler with fuel spill at 2090 Highway 280/431 carrying produce on February 23, 2025
- Dump truck accident down an embankment into a creek at Highway 431/165 on May 15, 2025
- Overturned 18-wheeler at MLK Parkway and Highway 280 carrying milk on September 23, 2022
- Hazardous Materials spill involving tanker at Phenix City Filtration Plant – June 12, 2025
- Overturned 18-Wheeler carrying slag with oil/fuel spill at Hwy 431/165 – Aug 22,2025

EMS Performance Metrics

Russell County is one of eighteen counties located in Alabama EMS Region 5-Southeast. In 2023, EMS responders managed a total call volume of 210,731 calls in Region 5[1], ranking second out of six regions across Alabama in total call volume. During 2023, Russell County E911 managed 100,081 emergency calls within the city limits of Phenix City.

Map of EMS Regions and Trauma Centers[1]



Level II Trauma Center in Columbus, Georgia is **NOT** depicted on this map.

[1] Office of Emergency Medical Services 2023 Annual Report, Alabama Department of Public Health, Jan. 1, 2023-Dec. 31, 2023.

A review was conducted of performance metrics provided by PCFR compared to Alabama statewide metrics in categories measured by the Alabama Department of Public Health. Response time to the scene compares favorably to statewide metrics due to the small coverage area and distribution of personnel throughout the city. PCFR has three fire jurisdictions, and most calls originate within five miles of a station with some exceptions in the northern, southern, and western outlying areas where travel distance can be up to seven miles. Time spent on scene is heavily influenced by responsiveness of the private ambulances that provide transport service from the scene to a medical facility.

Table 9.2 — Performance Data for 911 Responses

Performance Metric	Phenix City Fire/Rescue	Alabama
Unit notified to en route	Average 1 to 3 minutes	94% less than 7 minutes
Time spent on scene	Average 10 to 30 minutes, depending on responsiveness of ambulance	19% from 5 to <10 mins 25% from 10 to <15 mins 19.5% from 15 to <20 mins

Resources Needed to Improve Post Crash Outcomes

To continue providing an optimal level of service and to remain prepared for increasingly complex incidents, RCEMA and PCFR must replace aging vehicles and equipment and acquire updated response tools and supplies. Many of the resources currently in use have exceeded their intended service life and are relied upon across multiple jurisdictions and mission areas. Targeted funding for equipment replacement and modernization will directly enhance responder safety, improve response efficiency, and ensure that first responders can meet current and future emergency management demands.

Appendix A | Additional Projects

Table A.1 — Long-Term City Route Spot Locations

Planning Timeline (Short/Medium/Long)	Route	Begin Terminus	End Terminus	Length of Segment for Systemic Application (in Miles)	Appears on HIN map?	Appears in public comment?	Underserved community?	Focus Area(s)*
Long	5th St S	US-431		-		X	X	7
Long	5th St S	10th Ct S		-			X	5, 7
Long	Airport Rd	13th Ave		-				3, 7
Long	Crosswinds Rd	US-431		-			X	1, 7
Long	Fontaine Rd	9th Ave S	10th Ave S	0.07			X	5, 6
Long	Fontaine Rd	6th Pl S		-			X	1, 7
Long	Idle Hour Dr	10th Ave	9th Ave	0.1				3, 6
Long	Knowles Rd	5th Pl S	34th Ave S	-			X	3, 6
Long	Knowles Rd	5th St S	34th Ave S	0.8			X	3, 4, 6
Long	Knowles Rd	23rd Ct		-			X	7
Long	Sandfort Rd	14th Ave		-			X	1, 2, 4, 7
Long	16th Ave	12th Pl		-		X	X	1, 3, 4, 6, 7
Long	10th Ave	Dillingham St		-			X	1, 5, 7
Long	11th Ave	21st St		-			X	3, 7
Long	12th Ave	15th St		-			X	1, 4, 7
Long	19th Ave	Tradition Way		-			X	5, 7
Long	19th St	Summerville Rd		-			X	3, 7
Long	1st Pl	15th Ave S		-			X	3, 6, 7
Long	20th Ave	18th St		-				1, 2, 4, 7

*** Key for Project Focus Areas:**

1. Side Impact
2. Left Turn
3. RwD/Fixed Object
4. Older/Younger Driver
5. Vulnerable Road Users Crashes
6. Dark Conditions
7. Intersection

Table A.1 — Long-Term City Route Spot Locations

Planning Timeline (Short/Medium/Long)	Route	Begin Terminus	End Terminus	Length of Segment for Systemic Application (in Miles)	Appears on HIN map?	Appears in public comment?	Underserved community?	Focus Area(s)*
Long	26th Ct	Bessant Dr	Randell St	0.4			X	1, 3, 4
Long	28th Ave	9th Pl	8th St	0.3			X	3
Long	2nd Ave	21st St		-			X	1, 5, 7
Long	3rd St S	Prentiss Dr	17th St S	0.2			X	6
Long	40th St	Surrey Ln	Leisure Ave	0.2				1
Long	6th Pl S	Fontaine Rd	5th Ave S	0.2			X	4
Long	7th St	31st Ave	Wright Rd	0.5			X	3, 6
Long	7th St	25th Ave		-			X	3, 6, 7
Long	College Dr	University Pl	US-431	0.8		X	X	3, 4
Long	Downing Dr	US-431	Uchee Hill Hwy	3.6			X	1, 4
Long	Downing Dr	End of Median	US-431	0.2			X	3, 4
Long	Mill Pond Dr	Mill Pond Ct		-				1, 2, 7
Long	Price Rd	Allen Rd		-				2, 4, 6, 7
Long	10th Ave	1st St S		-			X	5
Long	12th Ave	15th Pl		-			X	5
Long	13th Ave	N Railroad St		-			X	4
Long	14th Ave	Sandfort Rd		-			X	4
Long	14th St	17th Ave		-		X	X	4, 7
Long	17th St	5th Ave		-			X	5
Long	19th St	10th Ave	Summerville Rd	0.2			X	5
Long	21st Pl	4th Ave		-			X	5
Long	22nd Ave	US-280 / US-431		-		X	X	1, 7
Long	26th Ct	Randell St		-			X	5
Long	3rd Ave	13th St		-			X	1, 7
Long	3rd St S	16th Ave S		-			X	5
Long	4th St	Dead End		-			X	5

Table A.1 — Long-Term City Route Spot Locations

Planning Timeline (Short/Medium/Long)	Route	Begin Terminus	End Terminus	Length of Segment for Systemic Application (in Miles)	Appears on HIN map?	Appears in public comment?	Underserved community?	Focus Area(s)*
Long	7th St	22nd Ave		-		X	X	1, 7
Long	7th St	16th Ave	Park Ave	0.2			X	5
Long	Dobbs Dr	School Driveway	Ridge Wood Dr	0.3		X		5
Long	Price Rd	US-280 / US-431		-				7

Table A.2 — State Route Spot Locations

Planning Timeline (Short/Medium/Long)	Route	Begin Terminus	End Terminus	Length of Segment for Systemic Application (in Miles)	Appears on HIN map?	Appears in public comment?	Underserved community?	Focus Area(s)*
Short	US-431	5th St S		-	X	X	X	1, 4, 6, 7
Short	US-431	5th St	Crown Chase Apts	0.1	X		X	1, 2, 4, 5, 6
Short	US-431	Phenix Mobile Home Park	Knowles Rd	0.3	X	X	X	1, 2, 4, 6
Short	US-431	Knowles Rd	Knowles Rd / 16th Ave	0.2	X	X	X	1, 2, 4, 5, 6
Short	US-431	Knowles Rd		-	X		X	1, 3, 4, 5, 6, 7
Short	US-280 / US-431	16th Ave		-	X		X	4, 6, 7
Short	US-280 / US-431	Opelika Rd	US-80 Exp	0.2	X	X		1, 2, 4, 5, 6
Short	US-431	3rd St S	Knowles Rd	0.4	X		X	1, 2, 4, 6
Short	US-431	US-80		-	X	X		1, 2, 3, 4, 5, 6, 7
Short	US-431	Crosswinds Rd / AL-165	Unknown	-	X		X	1, 2
Short	US-280 / US-431	x-over S of Price Rd		-	X			1, 4, 5, 7
Short	US-80	28th Ave		0.06	X			1, 2, 4, 6
Short	US-80	Summerville Rd	Summerville Rd	0.3	X	X		4, 5, 6
Short	US-80	Auburn Rd	28th Ave	0.3	X			1, 4, 6
Short	US-80	Wright Rd	Auburn Rd	0.1	X			1, 2, 4, 6
Med	US-431	Laurel Dr		-	X		X	1, 2, 7
Med	US-431	Sandfort Rd	16th Ave	0.2	X		X	6
Med	US-431	US-280		-	X		X	1, 6, 7
Med	US-280 / US-431	11th St		-	X		X	1, 4, 6, 7
Med	US-280 / US-431	20th St	x-over N or 20th St	0.1	X			1, 2, 4, 6
Med	US-431	US-80	20th St	0.3	X	X		1, 2, 4
Med	US-280 / US-431	US-80		-	X	X		1, 2, 4, 6, 7

*** Key for Project Focus Areas:**

1. Side Impact
2. Left Turn
3. RwD/Fixed Object
4. Older/Younger Driver
5. Vulnerable Road Users Crashes
6. Dark Conditions
7. Intersection

Table A.2 — State Route Spot Locations

Planning Timeline (Short/Medium/Long)	Route	Begin Terminus	End Terminus	Length of Segment for Systemic Application (in Miles)	Appears on HIN map?	Appears in public comment?	Underserved community?	Focus Area(s)*
Med	US-280 / US-431	Lakewood Dr		-	X	X		6, 7
Med	US-431	3rd St S	Phenix Mobile Home Park	0.1	X		X	5
Med	US-280 / US-431	US-80	Lakewood Dr	0.5	X	X		4, 6
Med	US-280 / US-431	22nd Ave	11th St	0.4	X	X	X	1, 4, 6
Med	US-280 / US-431	22nd Ave	25th Ave	0.4	X	X	X	1, 2, 4, 6, 7
Med	US-280 / US-431	Walmart / US-431 Connector		-	X	X		4, 7
Med	US-431	Crosswinds Rd / AL-165	College Dr	0.4	X	X	X	1, 2, 4, 6
Med	US-431	College Dr		-	X	X	X	1, 2, 7
Med	US-431	Crown Chase Apts	Gateway Dr	0.2	X		X	1, 2, 6
Med	US-431	Eagles Landing Apts	x-over S of 14th St	0.1	X		X	1, 2
Med	US-431	x-over S of 14th Ave	14th Ave	0.1	X		X	3, 4, 6
Med	US-431	x-over N of Lakewood	x-over at Wyndham	0.1	X	X		3
Med	US-280 / US-431	x-over at Wyndham hotel	Aldi Driveway	0.1	X	X		5, 6
Med	US-280 / US-431	Aldi Driveway		-	X	X		1, 2, 4, 6, 7
Med	US-80	28th Ave		-	X		X	1, 2, 3, 6, 7
Med	US-80	Summerville Rd		-	X	X		5, 6, 7
Med	US-431	US-80 Entrance Ramp	US-80 Exit Ramp	0.3	X	X		1
Med	US-80	US-431	US-431	0.3	X	X		4, 5, 6
Med	US-80 (East)	US-431		-	X	X		2, 4, 5, 6, 7
Med	US-80	S Railroad St	Summerville Rd	2.5	X			3, 4, 5
Med	US-80	Riverchase Dr	State Line	0.7	X			5
Med	US-80	Riverchase Dr	Riverchase Rd	0.4	X	X		4, 5
Med	US-80	Old Crawford Rd	39th Ave	0.3	X		X	6

Table A.2 — State Route Spot Locations

Planning Timeline (Short/Medium/Long)	Route	Begin Terminus	End Terminus	Length of Segment for Systemic Application (in Miles)	Appears on HIN map?	Appears in public comment?	Underserved community?	Focus Area(s)*
Med	US-431	Service Road Connector (S of US-80)		-	X		X	4, 7
Long	US-280 / US-431	Boone Dr	22nd Ave	0.3		X	X	
Long	US-280 / US-431	12th Pl	13th St	0.07	X		X	6, 7
Long	US-280 / US-431	x-over N or 20th St	Stadium Dr W	0.08	X	X		7
Long	US-280 / US-431	22nd Ave	Unknown	-	X	X	X	1, 2, 3, 4, 6, 7
Long	US-431	Crosswinds Rd / AL-165	Crosswinds Rd / AL-165	0.1	X	X	X	3, 6, 7
Long	US-280 / US-431	x-over S of Price Rd	Cemetery Driveway	0.3	X			7
Long	US-280 / US-431	Phenix Dr	Phenix Dr	0.03	X			4, 7
Long	US-80	Summerville Rd	13th Ave	0.3	X	X		4, 5, 6, 7
Long	X-over between US-80 and Opelika Rd	US-431		-	X	X		4, 7
Long	US-431	Park Ave		-	X		X	7
Long	US-80	Opelika Rd		-	X	X		4, 7
Long	US-80 (West)	US-431		-	X	X		4, 7
Long	US-80	US-431	S Railroad St	0.2	X			1, 2, 3, 4, 5, 6, 7
Long	NB RT from Crawford to US-431	Crawford Rd	US-431	0.07	X	X	X	3, 4, 6, 7
Long	NB Opelika Rd RT to US-431	Opelika Rd	US-431	0.7	X	X		7
Long	E Service Rd (US-431)	Boone Dr		-	X		X	3
Long	Knowles to US-431 Connector	Knowles Rd		-	X	X	X	3

Table A.3 — State Route Systemic Locations

Planning Timeline (Short/Medium/Long)	Route	Begin Terminus	End Terminus	Length of Segment for Systemic Application (in Miles)	Total KA Crashes	Total Crashes	Appears on HIN map?	Appears in public comment?	Underserved community?	Focus Area(s)*
Long	US-80	W City Limits	NE City Limits / State Line	3.97	39	866	X	X		1, 2, 3, 4, 5, 6, 7
Long	US-280 / US-431	S City Limits	N City Limits near Phenix Dr	8.61	98	2670	X	X	X	1, 2, 3, 4, 5, 6, 7
Long	US-280	US-280 / US-431 Interchange	State Line	0.91	3	21	X	X	X	1, 2, 3, 4, 5, 6, 7

*** Key for Project Focus Area(s):**

1. Side Impact
2. Left Turn
3. RwD/Fixed Object
4. Older/Younger Driver
5. Vulnerable Road Users Crashes
6. Dark Conditions
7. Intersection

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This plan was prepared by Sain Associates, Inc.