Autauga County | SS 4A

SAFETY ACTION PLAN

MONTH
2026

Autauga County | SS 4A

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.

Self-Certification Worksheet

Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions **3, 6,** and **8** in this worksheet; and
- You can answer "YES" to **at least three of the five remaining** Questions, **1, 2, 4, 5,** and **7.**

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.

Applicant Information

Lead Applicant: _____ UEI: _____

Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update

Self-Certification Worksheet

Action Plan Components

For each question below, answer "YES" or "NO." If "YES," list the relevant plan(s) or supporting documentation that address the condition and the specific page number(s) in each document that corroborates your response. This form provides space to reference multiple plans, but please list only

Action Plan Components	Yes or No	Page Number(s)
1. Leadership Commitment and Goal Setting Are **BOTH** of the following true? • A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and • The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve a reduction in roadway fatalities and serious injuries by a specific date.	☑ Yes ☐ No	
2. Planning Structure To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?	☑ Yes ☐ No	
3. Safety Analysis Does the Action Plan include **ALL** of the following? • Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region; • Analysis of the location(s) of crashes, the severity, contributing factors, and crash types; • Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features or specific safety needs of relevant road users); and, • A geospatial identification (geographic or locational data using maps) of higher risk locations.	☑ Yes ☐ No	

Self-Certification Worksheet

Action Plan Components	Yes or No	Page Number(s)
4. Engagement and Collaboration Did development of the Action Plan include **ALL** of the following activities? • Engagement with the public and relevant stakeholders, including the private sector and community groups; • Incorporation of information received from the engagement and collaboration into the plan; and • Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.	☑ Yes ☐ No	
5. Policy and Process Changes Are **BOTH** of the following true? • The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and • The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.	☑ Yes ☐ No	
6. Strategy and Project Selections Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?	☑ Yes ☐ No	
7. Progress and Transparency Does the plan include **BOTH** of the following? • A description of how progress will be measured over time that includes, at a minimum, outcome data. • The plan is posted publicly online.	☑ Yes ☐ No	
8. Action Plan Date Was at least one of your plans finalized and/or last updated between 2020 and June 26, 2025?	☑ Yes ☐ No	

Resolution

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Acronyms

AADT	Annual Average Daily Traffic
ALDOT	Alabama Department of Transportation
AoPP	Areas of Persistent Poverty
DUI	Driving Under the Influence
EPDO	Equivalent Property Damage Only
FHWA	Federal Highway Administration
FYA	Flashing Yellow Arrow
HIN	High Injury Network
KA	Fatal and Serious Injury Crashes
LRSP	Local Road Safety Plan
MMUCC	Model Minimum Uniform Crash Criteria
MUTCD	Manual on Uniform Traffic Control Devices
NHTSA	National Highway Traffic Safety Administration
NOFO	Notice of Funding Opportunity
PSCi	Proven Safety Countermeasure Initiative
RSA	Road Safety Assessment
SHSP	Strategic Highway Safety Plan
SAP	Safety Action Plan
SS4A	Safe Streets and Roads for All
SSA	Safe System Approach
USDOT	United States Department of Transportation
VRU	Vulnerable Road User

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Acknowledgements

Autauga County expresses their deep gratitude for the dedication, partnership, and service of the Task Force team for their meaningful involvement in the development of the Safety Action Plan. The time, care, and thoughtful insight each member contributed to this effort reflected the strong community spirit that Autauga County is known for. Their participation demonstrated a deep commitment to preserving the county's historic charm while guiding its continued growth in a way that is sustainable and rooted in long-standing community values. Their collaboration helped ensure that safety remained a priority of the county's vision for the future.

Through their leadership, the Safety Action Plan was developed by a shared desire to reduce preventable tragedies on local roadways and create a transportation network that protects families, supports local businesses, and strengthens community connections. The contributions of the Task Force Team have helped build a strong foundation for a safer, more resilient, and forward-thinking future for all who call Autauga County home.

John Mark Davis	Engineering Department	**Robert Griffin**	Autauga County Firefighters Association
Robert Ellzey	Engineering Department	**Zachary Bigley**	Town of Pine Level
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02
Introduction

Background

Autauga County, located in the central portion of Alabama, is a welcoming and supportive community within the Montgomery Metropolitan Area. As of the 2020 census, Autauga County was home to 58,805 residents. The County has a total area of 604 square miles.

The City of Prattville (partially in Elmore County) serves as the County seat and is the largest City located within the County. Other cities and towns within the County include the City of Millbrook (mostly in Elmore County), the Town of Autaugaville, the Town of Billingsley, and the Town of Pine Level.

Between 2019 and 2023, a total of 6,892 crashes were reported on public roadways in Autauga County. These crashes resulted in 54 fatalities, 201 serious injuries, 878 non-incapacitating injuries, and 823 possible injuries. Of the fatal and serious injury crashes, approximately 36% occurred on county-maintained roadways.

Autauga County leadership is committed to advancing roadway safety through targeted infrastructure improvements and by fostering a stronger culture of safety because even one life lost is one too many.

Reducing fatal and serious injury crashes is a top priority shared by the partners and transportation safety stakeholders in Autauga County. With that safety focus, Autauga County participated several years ago in an Alabama Department of Transportation (ALDOT) sponsored initiative to prepare a Local Road Safety Plan (LRSP). The LRSP initiative was designed to support Alabama's commitment to safer streets and highways through data-driven planning, targeted infrastructure investment, and coordinated policy implementation.

In 2021, Autauga County prepared an LRSP which supports the vision of the Alabama Strategic Highway Safety Plan (SHSP) goal of a 50% reduction in fatalities and serious injuries by 2035. The LRSP highlighted the need for proven safety countermeasures on county-maintained roads, including rumble strips, enhanced retroreflective sign sheeting with matching sheeting on signposts, and sloped pavement edge to address and reduce motor-vehicle crashes. The plan focused on identifying cost effective countermeasures and safety investments that could be applied systemically.

Following implementation of the recommended LRSP projects, Autauga County pursued funding from the US Department of Transportation's Safe Streets and Roads for All (SS4A) grant program to prepare a comprehensive Safety Action Plan to identify any additional safety strategies or projects that may help further advance the goal of reducing fatal and serious injury crashes.

Safety Action Plan Overview

To advance the progress made through the previous LRSP, Autauga County has developed this SS4A Safety Action Plan for county-maintained roadways. This plan:

- Evaluates the safety performance of motorized and non-motorized transportation modes,
- Identifies and prioritizes data-driven projects and strategies for implementation,
- Assesses existing policies and practices that may help or hinder transportation safety, and
- Engages the public and underserved communities to uncover safety trends and community needs.

The Safety Action Plan serves as a strategic framework to guide future investments and policy decisions that improve transportation safety on county-maintained roads in Autauga County. The plan will assist Autauga County with addressing the objective to reduce fatal and serious injury crashes on the County's roadways.

This plan uses crash data and census data analyses to identify roadway crash trends and to prioritize transportation safety improvements across the County's roadway network. As specified by the United States Department of Transportation's SS4A program, the plan includes the following eight key components:

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

To guide these efforts, Autauga County has established an ambitious long-term goal of achieving **a 5% annual reduction in fatal and serious injury crashes by 2045**, using the 2019–2023 five-year average as the baseline. The Safety Action Plan outlines transportation countermeasures, strategies, and prioritized projects to support progress toward this goal.

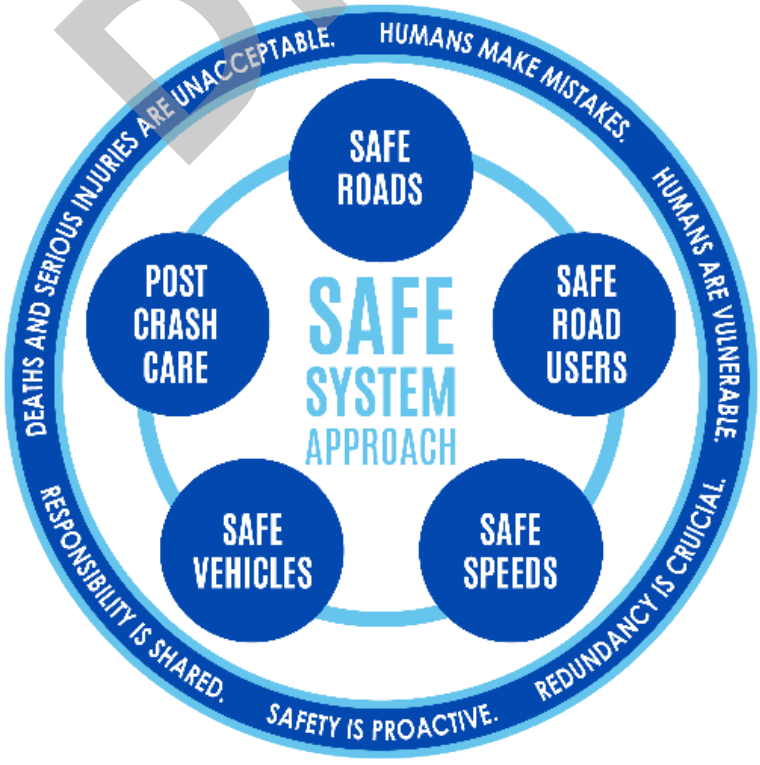
03
Guiding Principles

The Safety Action Plan

Autauga County developed this comprehensive Safety Action Plan as part of a data-driven strategy for reducing serious injuries and fatalities on county-maintained roadways. This plan focuses on vehicle crashes involving drivers, passengers, pedestrians, bicyclists, and other roadway users. This plan was developed in collaboration with community leaders and key stakeholders to guide future safety-focused initiatives, with an emphasis on prioritizing county-maintained roadway and infrastructure improvements.

This Safety Action Plan is aligned with the Safe System Approach (SSA) and guided by the principle that the only acceptable number of fatalities on our roadways is zero. The SSA recognizes that mistakes are inevitable and that humans have a limited capacity to withstand crash impacts. Our transportation system and policies are designed and implemented to help prevent mistakes from leading to serious injuries or fatalities.

The SSA is a holistic method that encourages a sense of shared responsibility, redundancy in the system, and a proactive approach. 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. This includes planners and engineers, as well as elected officials who oversee policy decisions that influence road safety.



Source: FWHA

Six Principles of the Safe System Approach:

The SSA is guided by six key principles that shape its mission and overall framework for improving roadway safety. Together, these principles establish the foundation for a safety culture that should be reflected in every aspect of the planning and implementation process.

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**

   Humans will make mistakes that can lead to crashes. The transportation system should be designed and operated to account for these mistakes and reduce the chance of death or serious injury

3. **Humans are vulnerable**

   Humans have limits in how much crash force they can survive. The system should be built to protect people by managing crash energy and reducing the chance of serious harm.

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 can use proactive and data-driven tools to identify and mitigate underlying assessed exposures 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.

Five Elements of the Safe System Approach:

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 enforcemen.

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**

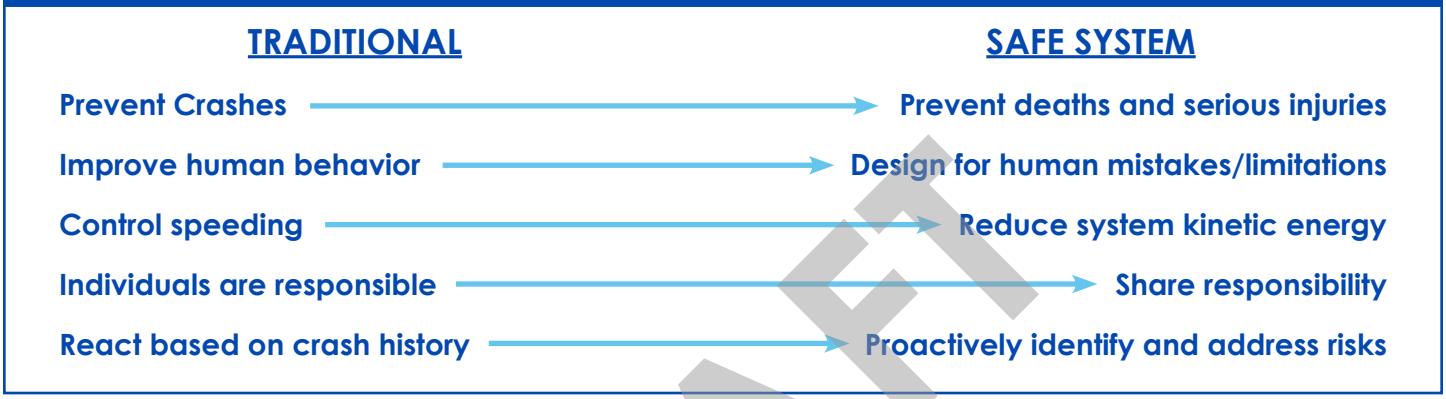
   Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

Previous safety efforts and strategies have aimed to eliminate crashes of all severities entirely to reach the historical goal of Vision Zero; however, the SSA prioritizes reducing fatalities and serious injuries resulting from these collisions.

Minimizing deaths and serious injuries on roads depends on limiting the transfer of kinetic energy to levels the human body can withstand. 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; this reality reinforces the need to design and operate road infrastructure and vehicle technology to eliminate or significantly reduce the assessed exposure of death or serious injury. Reducing traffic-related deaths and serious injuries require strengthening all five elements of the SSA.

THE SAFE SYSTEM APPROACH VS. TRADITIONAL ROAD SAFETY PRACTICES



Source: FWHA

Autauga County recognizes that rural Alabama communities encounter numerous and complex challenges related to growth, infrastructure, and mobility. These challenges include demographic change, development pressures, shifting travel patterns, funding limitations, right-of-way constraints, maintenance demands, heavy vehicle volumes, rural roadway conditions, and challenging terrain. Across all of these factors, one guiding principle remains unchanged: safety must remain the highest priority.

Table 3.1 — Crashes by Severity

Crash Severity			Resulting Injuries	
K	Fatal	45	Type - K Fatalities	54
A	Suspected Serious Injury	148	Type - A Injuries	201
B	Non-Incapacitating Injury	645	Type - B Injuries	878
C	Possible Injury	563	Type - C Injuries	823
O	Property Damage Only	5,465		

04
Safety Data Analysis

For the purposes of this Safety Action Plan, an in-depth safety review and data analysis was performed. The scope included all roadways within Autauga County but with a focus on the county-maintained roads. The analysis covered crash data for a five-year period from 2019 through 2023. Crash data was obtained from state-maintained sources for use in the analysis.

During the five years from 2019 through 2023, Autauga County had 6,892 crashes on public roads. During the five years, there were 45 Fatal crashes (resulting in 54 Type-K fatalities), 148 suspected serious Injury Crashes (201 Type-A injuries), 645 Non-Incapacitating Injury Crashes (878 Type-B injuries), 563 Possible Injury Crashes (823 Type-C injuries), 5,465 Property Damage-Only (PDO) crashes, and 26 unknown-severity crashes. The total values provided within the parentheses for fatalities and injuries are estimated based on CARE data.

There were, on average, 1,378 crashes per year. The month of December tends to have the highest number of crashes, with July having the fewest crashes, on average. Sundays had the lowest number of crashes, with Fridays having the highest number of crashes, on average. On average, the 26th week (typically the week before 4th of July) had the fewest crashes, with the 42nd week (typically the third week of October) having the highest number of crashes.

Crashes by Severity

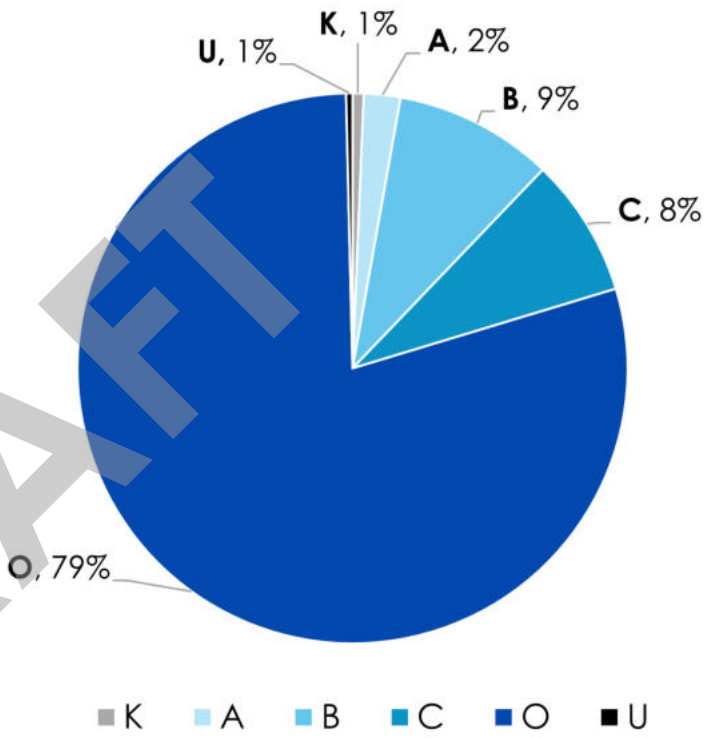


Figure 4.1 — Crashes by Severity

The hours between 3 am and 4 am had the fewest crashes, and those between 3 pm and 4 pm tended to have the highest. The hours of 3 p.m. to 4 p.m. are overrepresented compared to the state.

6,892
Total Crashes

148
Total Serious Injury Crashes

45
Total Fatal Crashes

Key Findings:

- 54 people died in 45 motor-vehicle-related crashes
- 201 people were seriously injured in 148 motor-vehicle-related crashes
- Total crashes are trending flat, and fatal and serious injury crashes are trending upward in urban areas and downward in rural areas
- 72% of most fatal and serious injury crashes occurred on 10 routes and accounted for 70% of total crashes
- 33% of the fatal and 38% of the serious injury crashes occurred on county-maintained roads
- 38% of the fatal and 42% of the serious injury crashes occurred on state-maintained roads
- The fatality rates per 100,000 population are as follows:
    - Incorporated areas - 6.4 per capita
    - Unincorporated areas - 39.2 per capita
    - Overall - 15.3 per capita
- Pedestrians accounted for approximately 0.5% of total crashes, while rural was 0.4% and urban was 0.5%.
- Motorcycle crashes accounted for 90 total crashes, of which 25 were KA crashes. In general, motorcycle-involved crashes accounted for 1.3% of total crashes yet were nearly 14.9% of KA crashes.
- Single-vehicle crashes accounted for 24.3% of total crashes (49.4% in Rural and 10.2% in Urban) and 55.4% of KA crashes (63.8% in Rural and 34.9% in Urban).

45 Type K Crashes — **54 Fatalities**

148 Type A Crashes — **201 Suspected Serious Injuries**

645 Type B Crashes — **878 Non-Incapacitating Injuries**

563 Type C Crashes — **823 Possible Injuries**

5,465 Property Damage-Only

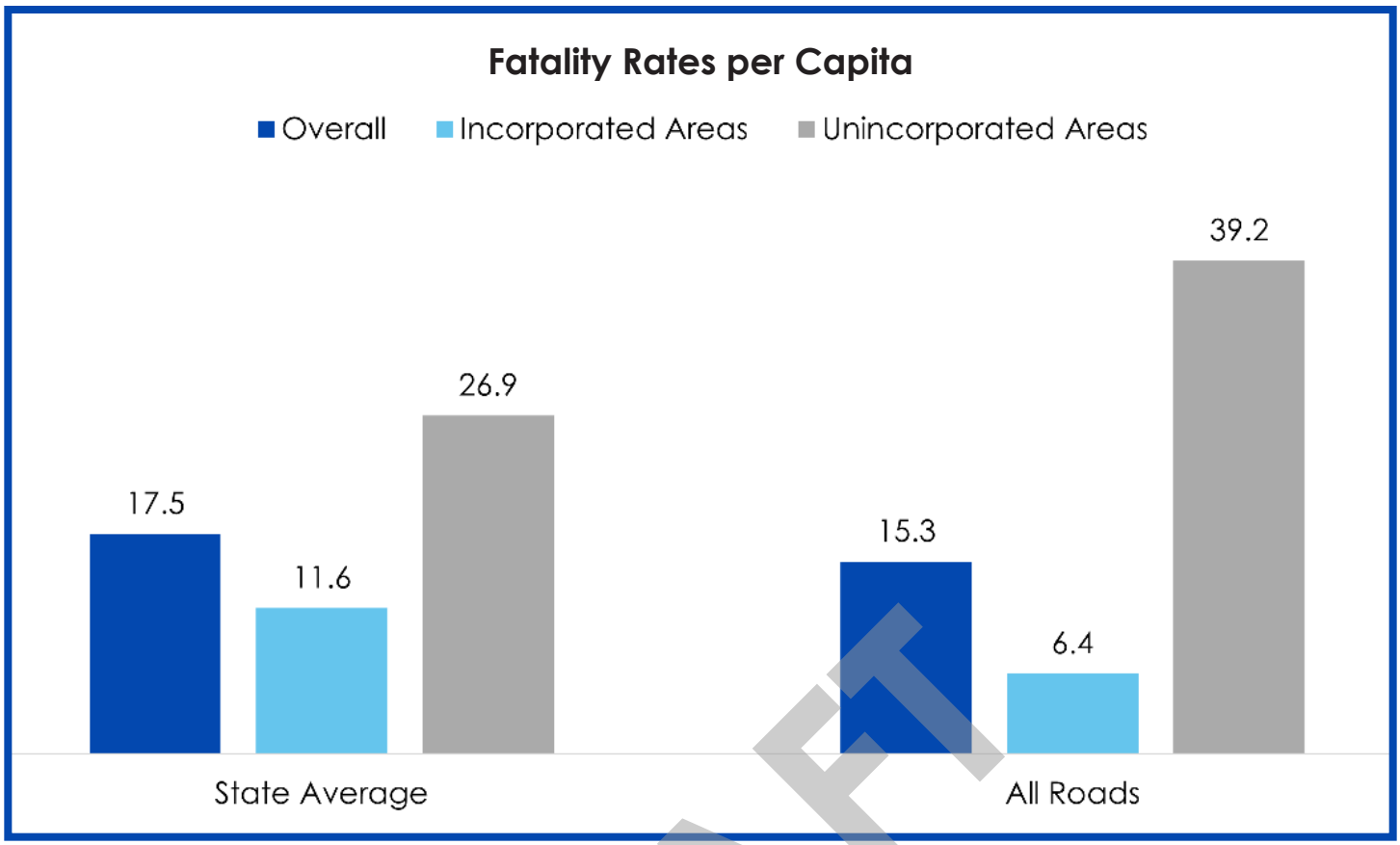


Figure 4.2 — Fatality Rates per Capita

Roadway Maintenance Responsibilities

For the purposes of this safety action plan, county-maintained roads are defined as roadways for which Autauga County is responsible for routine maintenance and improvements. Autauga County is not responsible for maintaining state highways and interstate facilities within its jurisdiction. Autauga County does not have a maintenance agreement with the Town of Autaugaville and the Town of Billingsley. However, Autauga County does have a specific list of major roads within these Towns that they are responsible for maintaining, and all other Town streets should be considered maintained by the Town.

Within the Town of Autaugaville, the following roadways are maintained by Autauga County:

CR-17, CR-19N, CR-19S, CR-165, CR-13, CR-2, CR-74, Strickland Landing Road, Cottrell Way, Lakeshore Drive, CR-21S, CR-133, Fulton Drive, Palmer Road, and CR-78.

Within the Town of Billingsley, the following roadways are maintained by Autauga County:

CR-37, CR-77, Bear Drive, CR-24, Tom Turner Road, and CR-79.

Within the Town of Pine Level, the following roadways are maintained by Autauga County:

CR-107, CR-92, CR-40, CR-66, Rogers Lane, Henry Circle, CR-104, CR-102, and CR-109.

Within the Prattville City limits, the following roadways located inside the corporate limits are maintained by Autauga County through a maintenance agreement:

Bridge Creek Road, CR4, CR-29, CR-57/Lower Kingston Road, CR-85, Golson Road, Indian Hill Road, Northington Road, Old Ridge Road, and Rolling Hills Drive.

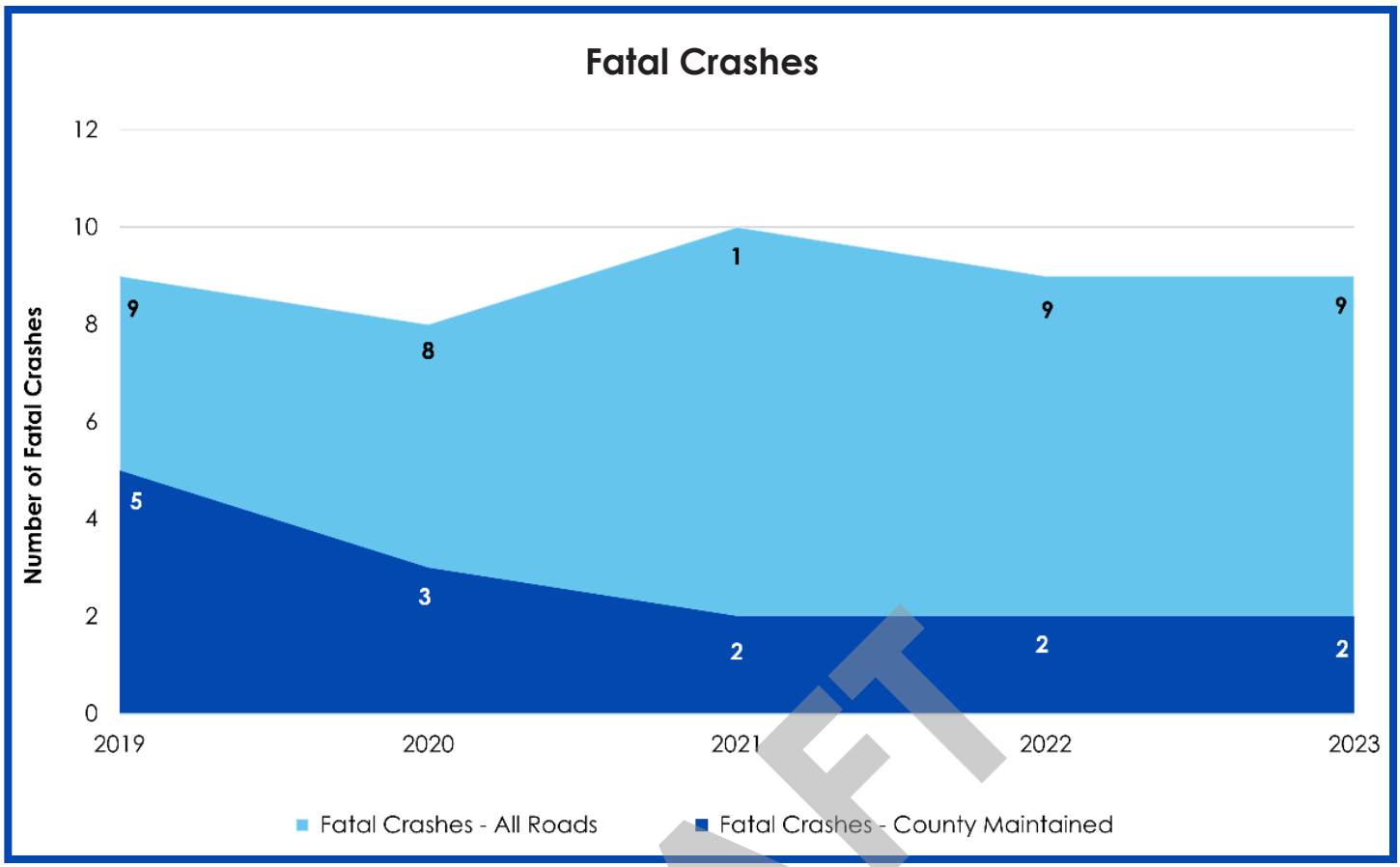


Figure 4.3 — Fatal Crashes

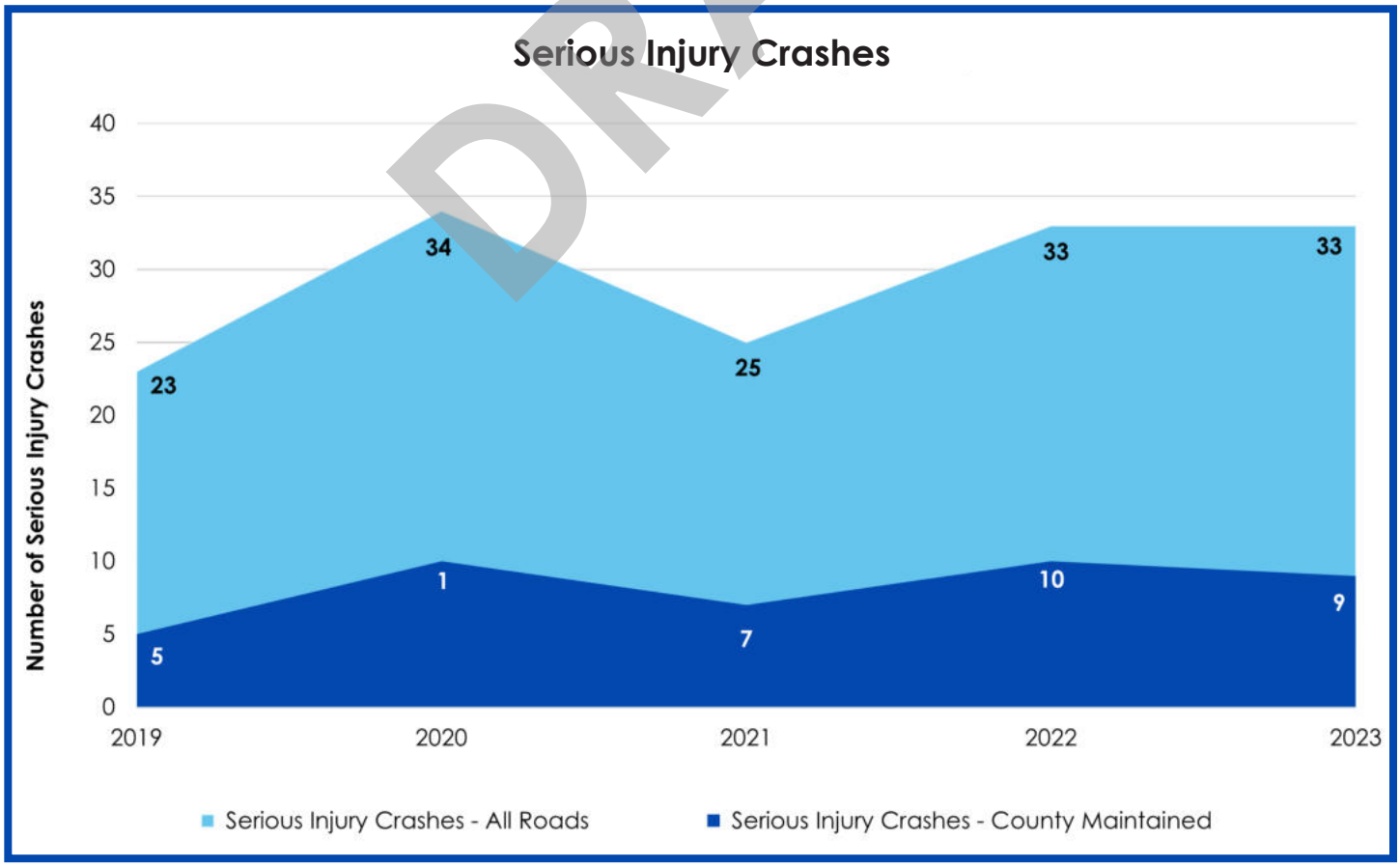
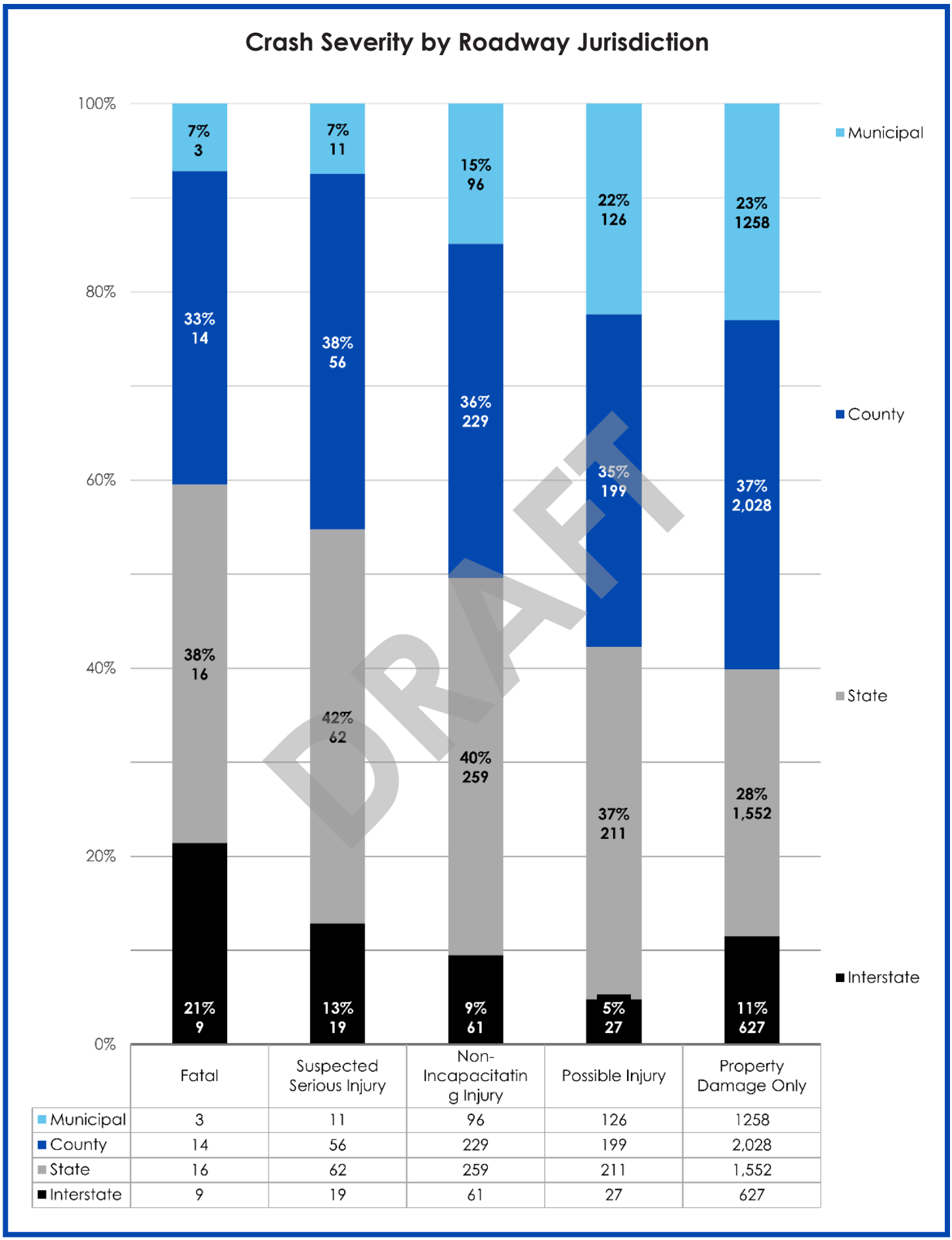


Figure 4.4 — Serious Injury Crashes



	Fatal	Suspected Serious Injury	Non-Incapacitating Injury	Possible Injury	Property Damage Only
Municipal	3	11	96	126	1258
County	14	56	229	199	2,028
State	16	62	259	211	1,552
Interstate	9	19	61	27	627

Figure 4.5 — Crash Severity by Roadway Jurisdiction

Autauga County Top Crash Trends

Autauga County has averaged 1,378 crashes per year for the past five years (2019-2023). Rural crashes averaged 496 yearly, and urban crashes averaged 882 yearly.

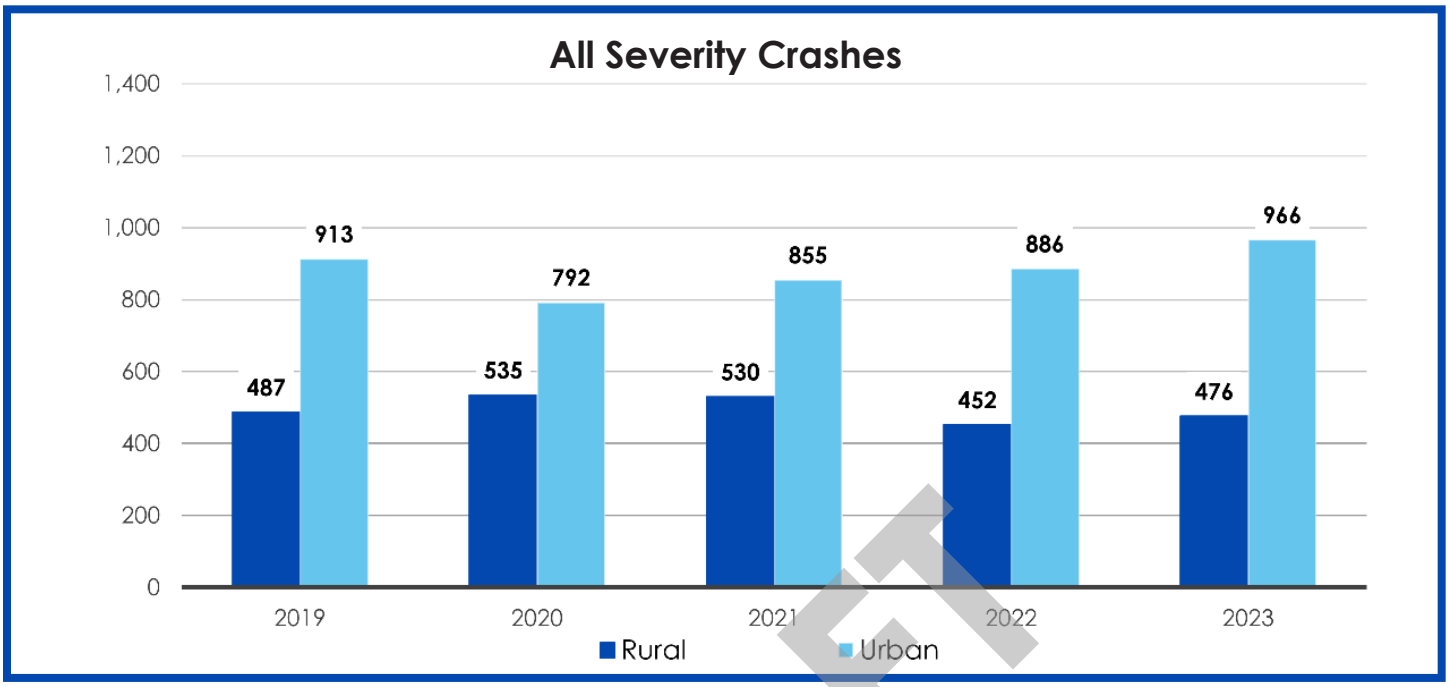


Figure 4.6 — All Severity Crashes

Through the data analysis, five primary crash trends were identified for each urban and rural setting respectively. Urban crash trends were identified within incorporated jurisdictions of the County and rural top crash trends were identified for the unincorporated portions of the County:

Table 4.1 — Top Crash Trends

Urban		Rural	
1.	Left Turns	1.	Single Vehicle
2.	Side Impact	2.	Negotiating a Curve
3.	Vulnerable Road Users	3.	Overturn / Rollover
4.	Dark Conditions	4.	Fixed Object / Roadway Departure
5.	Single Vehicles	5.	Vulnerable Road Users

Each of the top crash trends identified for urban and rural environments in Autauga County is summarized in the following pages. For each crash trend, the analysis includes the total number of crashes, the percentage of all crashes classified under that crash trend category, the percentage of fatal and serious injury (KA) crashes associated with the trend, and the percentage of crashes within that category that involved vulnerable road users (VRUs).

These metrics are accompanied by a brief narrative describing the nature of the crash type and its relevance to the roadway context, a summary of the most common contributing circumstances, and a set of proven safety countermeasures with documented crash reduction factors and relative cost ranges. Crash reduction factors are defined as the percentage of crash reduction that is expected after the implementation of a specific countermeasure.

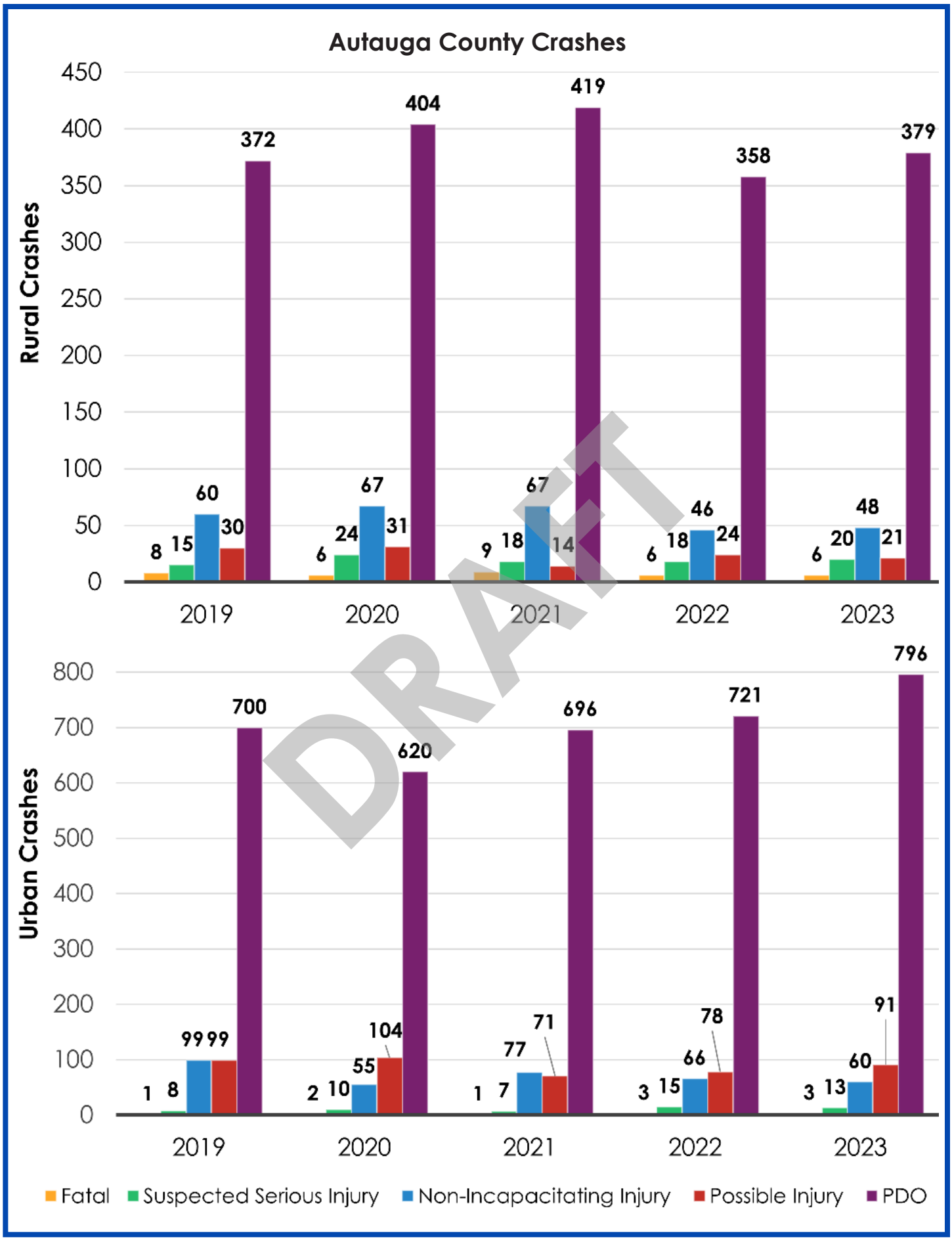
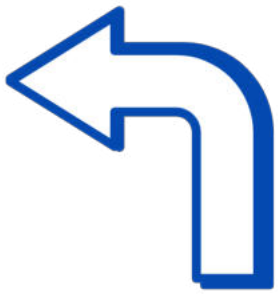


Figure 4.7 — Autauga County Crashes

Urban Crash Trends

The analysis of the incorporated areas within Autauga County identified the leading trends present in urbanized environments, or in areas exhibiting urban-like characteristics. For this study, the incorporated jurisdictions included in the analysis were the cities of Prattville, Autaugaville, Billingsley, and Pine Level.



1. Left Turn Maneuvers at Intersections

Left-turn crashes at intersections are a common issue 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, 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 implement 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 target the risks of left-turn maneuvers and promote safer, more efficient traffic operations.

Total Crashes

774

18% of all crashes

Total KA

11

17% of all Fatal and Serious Injury crashes

Total VRU Involved

4

13% of all VRU involved crashes

Top Contributing Circumstances:

- Failed to Yield Right-of-Way from Traffic Signal
- Failed to Yield Right-of-Way Making Left or U-Turn
- Other Failed to Yield

Safety Countermeasure	Crash Reduction Factor	Estimated Cost
Implementing the flashing yellow arrow operation	16 – 25%	$ - $$
Implementing corridor improvements consisting of indirect left-turn operations	22 – 54%	$$$
Road diets and road reconfiguration	19 – 49%	$$

2. Side Impacts at Intersections

Side impacts at intersections and driveways require targeted systemic safety applications. For unsignalized intersections, low-cost countermeasures such as oversized, doubled up "Stop Ahead" and STOP signs, retroreflective sheeting on signposts, properly placed stop bars, and removal of sight obstructions (such as vegetation or parked vehicles) are effective. Additional measures include double arrow warning signs at T-intersections. At signalized intersections, systemic improvements like backplates with retroreflective borders, additional signal heads, overhead street name signs, and removing unwarranted signals may 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, offer comprehensive solutions to minimize side impact incidents effectively. These measures enhance visibility, operational clarity, and conflict points to improve safety.

Total Crashes

1,491

34% of all crashes

Total KA

16

25% of all Fatal and Serious Injury crashes

Total VRU Involved

0

0% of all VRU involved crashes

Top Contributing Circumstances:

- Failed to Yield Right-of-Way from Traffic Signal
- Other Failed to Yield
- Failed to Yield Right-of Way from Stop Sign

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%	$$ - $$$

3. Vulnerable Road Users

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, crosswalks, and installing rectangular rapid flashing beacons or pedestrian hybrid beacons. At signalized intersections, providing pedestrian signal 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 can also reduce motor-vehicle crashes and lower vehicle speeds when applied, benefiting both pedestrians and cyclists.

Total Crashes	Total KA	Total VRU Involved
30	**9**	**30**
<0.7% of all crashes	14% of all Fatal and Serious Injury crashes	100% of all VRU involved crashes

Top Contributing Circumstances:

- Failed to Yield in its many forms
- Other Distraction inside the Vehicle
- Other Improper Action

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%	$ - $$$

4. Dark Conditions

Lighting conditions are a significant factor when considering crash patterns, with nighttime crashes ranking the highest due to the prevalence of KA and VRU crashes during periods of darkness. From a national perspective, although less than 25% of driving takes place at night, most fatal crashes occur during this period. Limited visibility from modern headlights reduces reaction time and increases risk. 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 in rural areas. At intersections, visibility and guidance can be improved through oversized signs, advance street name signage, splitter islands, and additional stop or warning signs

Total Crashes

995

23% of all crashes

Total KA

41

65% of all Fatal and Serious Injury crashes

Total VRU Involved

13

43% of all VRU involved crashes

Top Contributing Circumstances:

- Failed to Yield Right-of-Way from Traffic Signal
- Driving Under the Influence (DUI)
- Crossed Centerline

Safety Countermeasure	Crash Reduction Factor	Estimated Cost
Retroreflective pavement markings	22 - 31%	$ - $$
Retroreflective signs/ Improved signage	2 - 28%	$ - $$
Roadway Lighting	12% (Intersection) 49% (Corridor)	$$$

5. Single Vehicle

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. In rural-like areas of the city, centerline and edge line rumble strips are proven countermeasures, alerting drivers when they leave their travel lane. The cut-in rumble strip is the most effective, while alternatives may be used when the pavement thickness is inadequate, though they are less common. Other options include audible pavement markings and thermoplastic or ceramic disks embedded in the striping, offering a comparable vibratory and audible effect.

Total Crashes

452

10% of all crashes

Total KA

22

35% of all Fatal and Serious Injury crashes

Total VRU Involved

30

31% of all VRU involved crashes

Top Contributing Circumstances:

- Aggressive Operation
- DUI
- Other Improper Action

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

Rural Crash Trends

The analysis of the unincorporated areas within Autauga County identified the leading trends present in rural environments.

1. Single Vehicle

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. In rural-like areas of the city, centerline and edge line rumble strips are proven countermeasures, alerting 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 embedded in the striping, offering a comparable vibratory and audible effect, though not as widespread.

Total Crashes

1,224

49% of all crashes

Total KA

83

64% of all Fatal and Serious Injury crashes

Total VRU Involved

12

100% of all VRU involved crashes

Top Contributing Circumstances:

- Over speed limit
- DUI
- Fatigued/Asleep

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

2. Negotiating a Curve

One of the most common types of crashes in rural counties in Alabama occurs when drivers negotiate curves. Several factors may contribute to crashes at locations where the roadway alignment changes, and a range of countermeasures is available to address these conditions. A frequently used approach involves applying signage and pavement markings to more clearly delineate upcoming changes in horizontal alignment. Enhanced delineation can support driver awareness and guidance, helping drivers better anticipate and navigate curves, particularly during nighttime or adverse weather conditions.

High Friction Surface Treatments are pavement applications intended to increase surface friction and address crash patterns associated with friction related issues. These treatments are designed to improve the frictional characteristics of the roadway surface, which can contribute to lowering the potential for head on or lane departure crash occurrences. The treatment consists of applying a thin layer of high quality, durable aggregates bound with a specialized polymer resin. This combination is engineered to increase the coefficient of friction on the road surface and provide durability against wear and environmental factors.

Total Crashes

335

14% of all crashes

Total KA

34

26% of all Fatal and Serious Injury crashes

Total VRU Involved

1

8% of all VRU involved crashes

Top Contributing Circumstances:

- Over speed limit
- DUI
- Driving too Fast for Conditions

Safety Countermeasure	Crash Reduction Factor	Estimated Cost
Delineation of the horizontal curve	8 - 30%	$
Provide edge lines	11%	$
Implement high friction surface treatments	Dry: 20% Wet: 39%	$$

3. Overturn / Rollover

Overturn or rollover crashes are prevalent on rural roads due to higher travel speeds, limited roadside recovery areas, and the presence of steep slopes or ditches. A combination of roadway design adjustments, driver alert systems, and roadside safety treatments is commonly used to address these crash types. Shoulder and edge line rumble strips are frequently applied to alert drivers when they begin to drift off the roadway, providing an opportunity for corrective action before a departure occurs. Widened and stabilized shoulders can offer additional recovery space, which may help drivers avoid abrupt steering maneuvers associated with rollover events.

Clear zone improvements are also used to address conditions that contribute to vehicle overturning after leaving the roadway. These improvements may include removing or relocating fixed objects, flattening roadside slopes, and installing slope paved headwalls on pipe ends. On curves, enhanced signage, chevron alignment indicators, and advisory speed plaques can support driver awareness and help manage speeds. High friction surface treatments on curves and grades are another tool used to support vehicle control, particularly in wet conditions.

For larger vehicles, truck rollover warning systems and adjustments to superelevation on curves can help address rollover related concerns. In areas with elevated crash potential, barrier systems such as guardrails may be installed to limit vehicle access to hazardous roadside areas. Collectively, these countermeasures are intended to address factors associated with rollover crashes and improve conditions for rural road users.

Total Crashes	Total KA	Total VRU Involved
276	44	0
11% of all crashes	34% of all Fatal and Serious Injury crashes	0% of all VRU involved crashes

Top Contributing Circumstances:

- Over speed limit
- DUI
- Fatigued/Asleep

Safety Countermeasure	Crash Reduction Factor	Estimated Cost
Rumble Strips	Center Line: 8 - 39% Edge Line: 11 - 13%	$
Improving road shoulder	Stabilized: 15% Paved: 25%	$$
Clear zone, together with slope flattening	22 - 44%	$$$

4. Fixed Objects/Roadway Departure

Roadway Departure and Fixed Object crashes are common and have a range of available countermeasures. Systemic treatments often include enhanced signing and pavement markings, which assist motorists in recognizing changes in the roadway, such as alignment shifts or intersections. Additional delineation and lighting, such as post mounted delineators and street or intersection lighting, can further support driver guidance.

In rural areas, centerline and edge line rumble strips are frequently used to provide auditory and tactile cues when a vehicle begins to leave its travel lane. The cut-in rumble strip is the most effective, while alternatives may be used when the pavement thickness is inadequate, though they are less common. Other options include audible pavement markings and thermoplastic or ceramic disks embedded in the striping, offering a comparable vibratory and audible effect.

Total Crashes

948

30% of all crashes

Total KA

50

31% of all Fatal and Serious Injury crashes

Total VRU Involved

0

0% of all VRU involved crashes

Top Contributing Circumstances:

- DUI
- Over Speed Limit
- Ran off Road

Safety Countermeasure	Crash Reduction Factor	Estimated Cost
Centerline and edge line rumble strips with edge line striping	8 - 39%	$
Improving the roadside shoulder	20 - 25%	$$
Clear zone improvements	22 - 44%	$$$

5. Vulnerable Road Users

Pedestrian crashes occur more frequently than bicyclist crashes, and systemic countermeasures for vulnerable road users (VRUs) generally address both groups. In rural and rural transition areas, pedestrian crashes often occur away from intersections, while bicyclist crashes commonly take place along roadway segments. Enhancing crosswalk visibility at intersections and midblock locations is one approach used to support pedestrian visibility and driver awareness. Potential treatments include improving stopping sight distance, adding advance yield markings and signs, installing raised medians and crosswalks, and using rectangular rapid flashing beacons or pedestrian hybrid beacons.

At signalized intersections, providing pedestrian signal indications and implementing leading pedestrian intervals can help create more predictable interactions between drivers and pedestrians. The Smart Channel right turn design is another option that can support more consistent operations for both VRUs and drivers.

From a systemic perspective, adding walkways, sidewalks, and pedestrian paths—as well as bicycle lanes—can address conditions associated with VRU crashes in rural communities and rural transition corridors. Bicycle lanes may also influence motor vehicle operating speeds and driver behavior, which can contribute to improved conditions for both pedestrians and cyclists.

Total Crashes

13

<0.4% of all crashes

Total KA

8

62% of all Fatal and Serious Injury crashes

Total VRU Involved

13

100% of all VRU involved crashes

Top Contributing Circumstances:

- Improper Crossing
- Unseen Object / Person / Vehicle
- Over Speed Limit
- Misjudged Stopping Distance

Safety Countermeasure	Crash Reduction Factor	Estimated Cost
Provide walkways, sidewalks, and paths for pedestrians and bicycle lanes for bicyclists	2 - 59%	$ - $$$
Crosswalk enhancements	7 - 57%	$ - $$$
Designated bicycle routes along with signing and markings	Unknown	$

High Injury Network

The crash database uses the KABCO Crash Severity Designation, a scale recommended as best practice for individual injury reporting under the Model Minimum Uniform Crash Criteria (MMUCC) developed by the National Highway Traffic Safety Administration (NHTSA).

In Alabama, the KABCO scale is applied during field data collection for crash incidents. The severity of a crash is based on the greatest severity of injuries occurring in the crash.

- **K** – Fatal Injury;
- ***A*** – Suspected Serious Injury;
- **B** – Non-Incapacitating Injury;
- **C** – Possible Injury;
- **O** – Property Damage Only
- **U** – Unknown

Crashes in Autauga County were mapped using a technique called High Injury Network (HIN). The development of the HIN 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 costs for use as default crash unit values.

This process enabled a data-driven approach to analyze the road network for effective prioritization in safety improvement strategies across the study area. **The purpose of the score is to prioritize projects based on the combination of crash frequency and severity.**

Table 4.2 — Costs based on Crash Severity

Crash Severity	Crashes	KABCO Crash Cost	Total Cost	Crash Severity	Weighted Average Costs	Weighted Score*
K	45	$ 12,500,000	$562,500,000	KA	$ 3,825,666	765.1
A	148	$ 1,188,200	$175,853,600			
B	645	$ 233,800	$150,801,000	B	$ 233,800	46.8
C	563	$ 111,700	$62,887,100	C	$ 111,700	22.3
O	5,465	$ 5,000	$27,325,000	O	$ 5,000	1.0
U	26	$ 217,600	$5,657,600	U	$ 217,600	43.5

** Weighted Score Equivalent to Property Damage Only Crash*

Safety Analysis and Countermeasure Selection

When evaluating safety countermeasures, there are two key aspects to consider when studying crash data:

Frequency
Determines how likely and frequent a crash is to occur

Severity
Categorizes the potential impact of the crash if it does occur

Developing and documenting a complete list of countermeasures regardless of any immediate or circumstantial constraints is advisable as some of the safety projects become feasible or funding opportunities arise.

The table below illustrates how to use frequency and severity to prioritize locations for treatment. For example, a location with a low crash frequency and minor injury severity level would be considered a low priority for intervention. In contrast, a location with frequent crashes resulting in serious or fatal injuries would be classified as the highest priority for treatment.

Table 4.4 — Frequency and Crash Severity

Frequency of Crashes	Enhanced Crash Severity Level			
	Possible / Minor Injury	Moderate Injury	Serious Injury	Fatal
Frequent	Middle-High	High	Highest	Highest
Occasional	Middle	Middle-High	High	Highest
Infrequent	Low	Middle	Middle-High	High
Rare	Lowest	Low	Middle	Middle-High

The High Injury Network presents locations that have been screened for both severity and frequency. Selecting locations from these maps is a way to ensure that these locations have been prioritized through a data driven process that takes both frequency and severity into consideration.

High Injury Network mapping was also developed for the top crash rural trends in the County:

- Single Vehicle
- Negotiating A Curve
- Overturn Rollover
- Fixed Object / Roadway Departure
- Vulnerable Road Users

Figure 4.8 — Autauga County High Injury Network

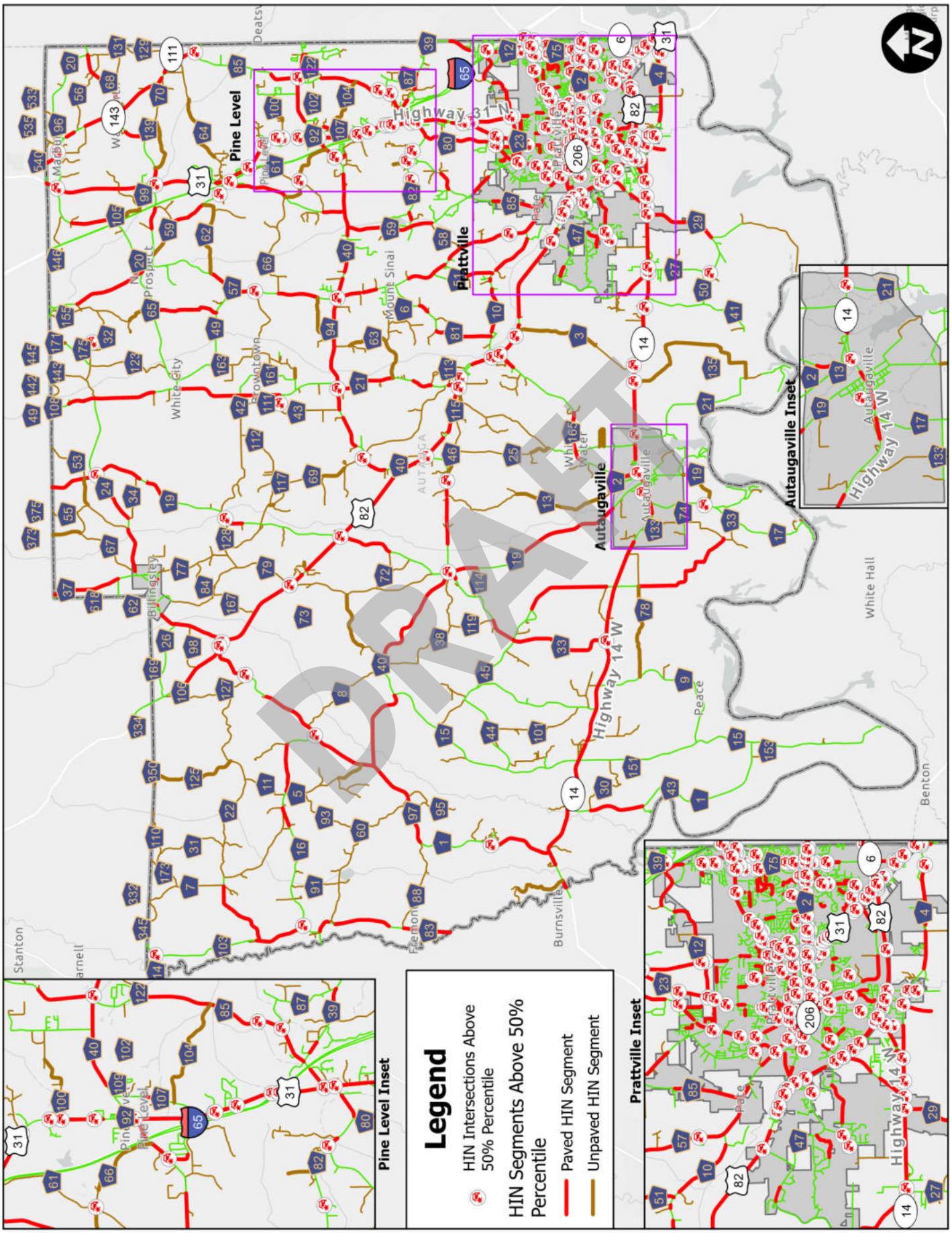


Figure 4.9 — Single Vehicle High Injury Network

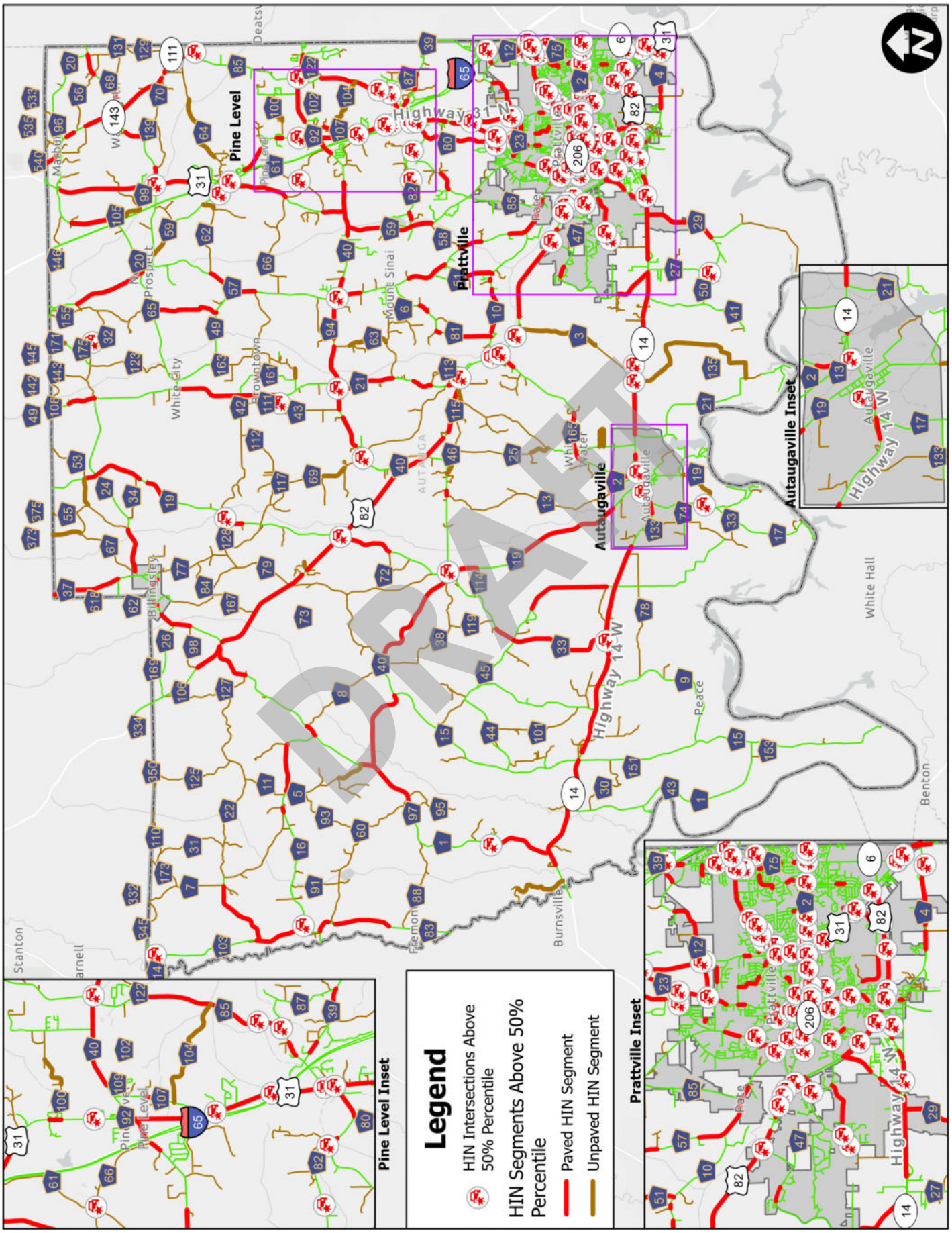


Figure 4.10 — Negotiating a Curve High Injury Network

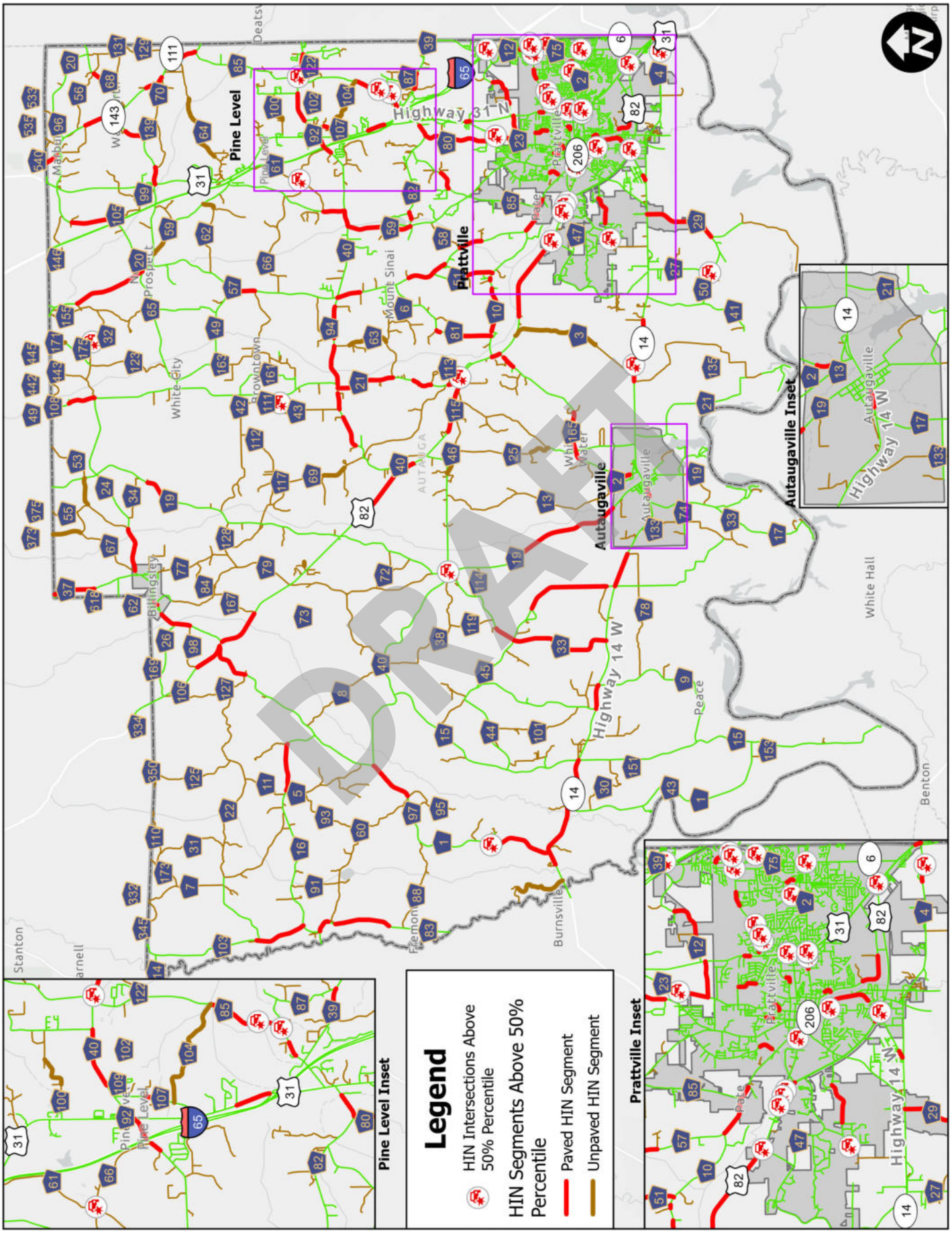


Figure 4.11 — Overturn / Rollover High Injury Network

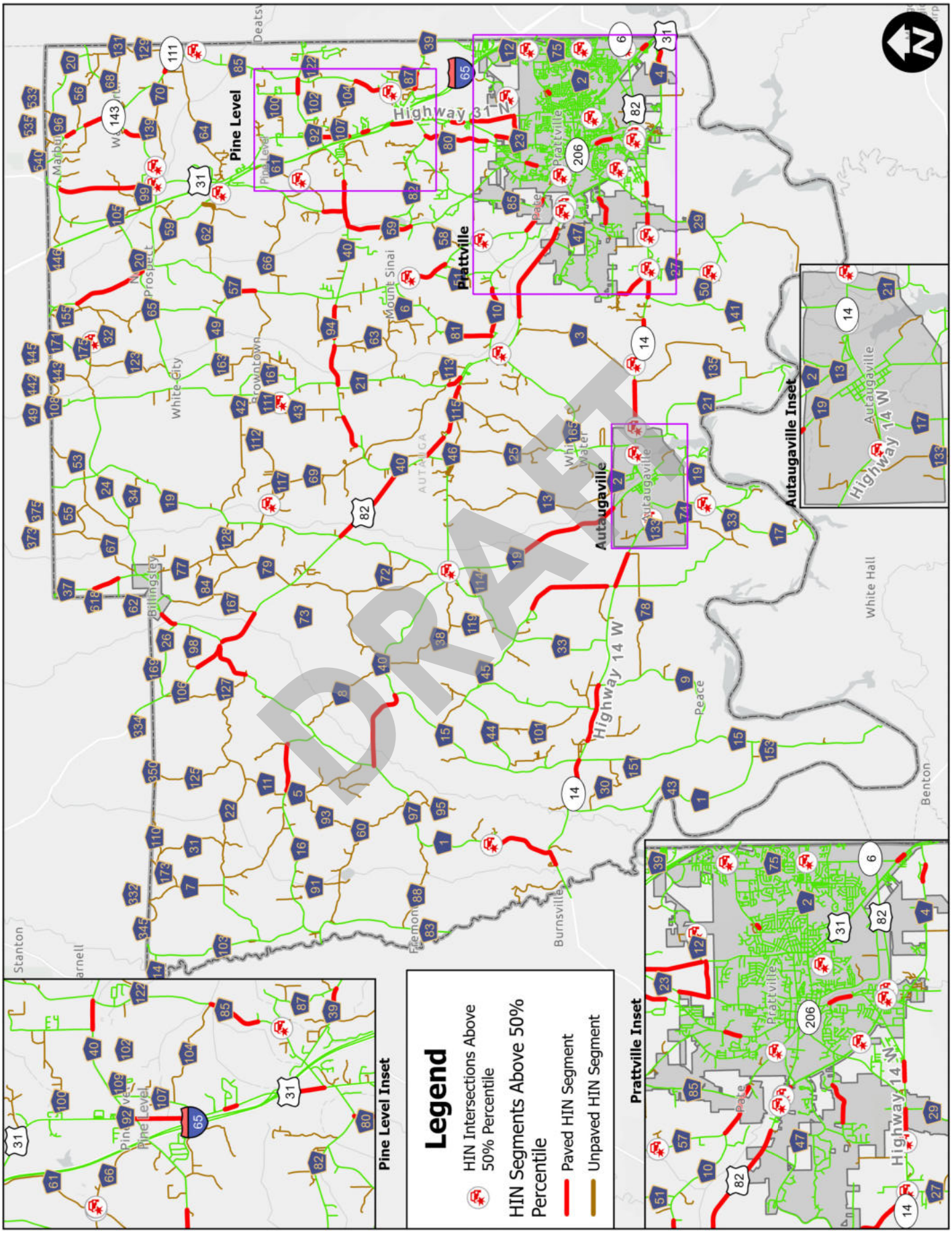


Figure 4.12 — Fixed Object / Roadway Departure High Injury Network

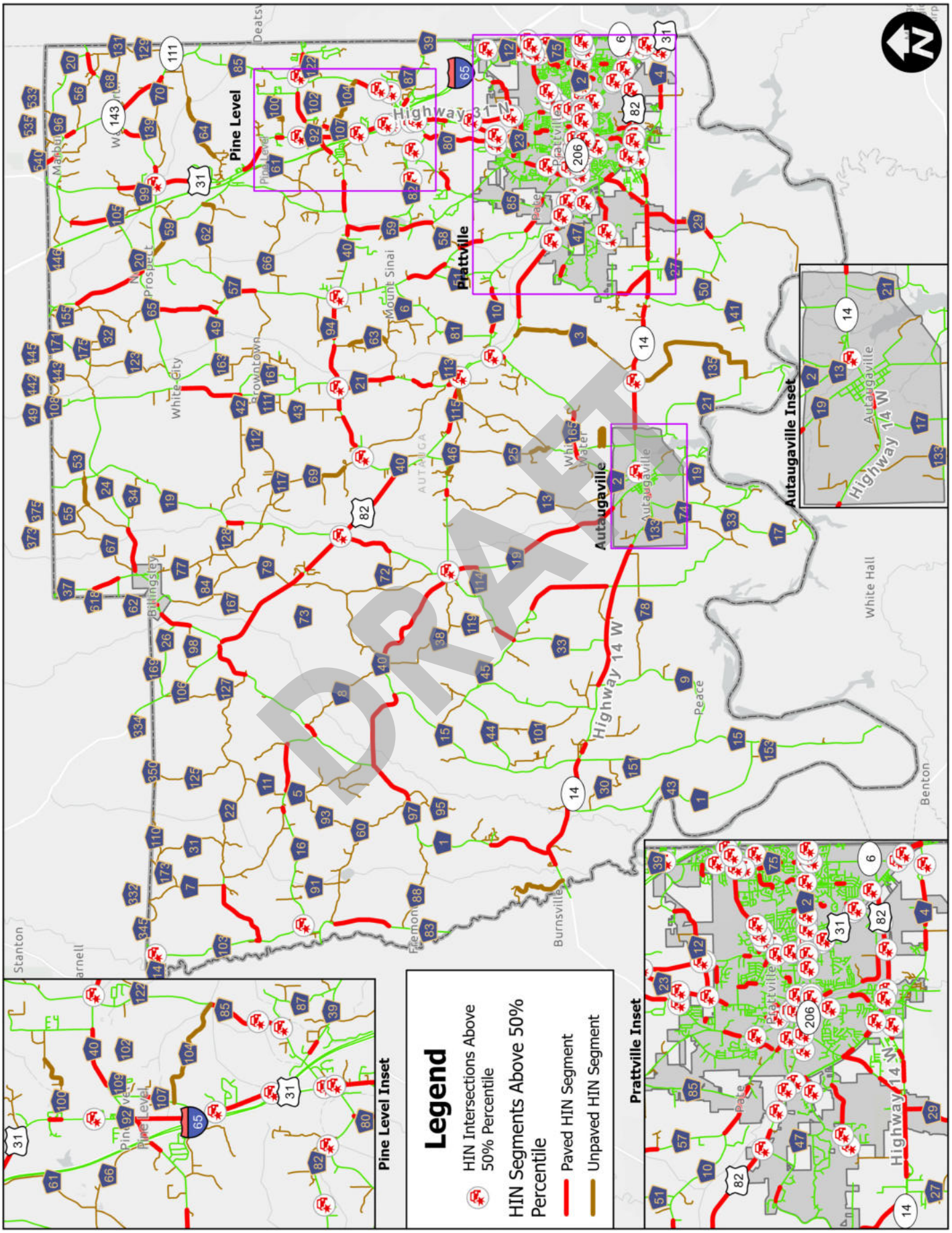
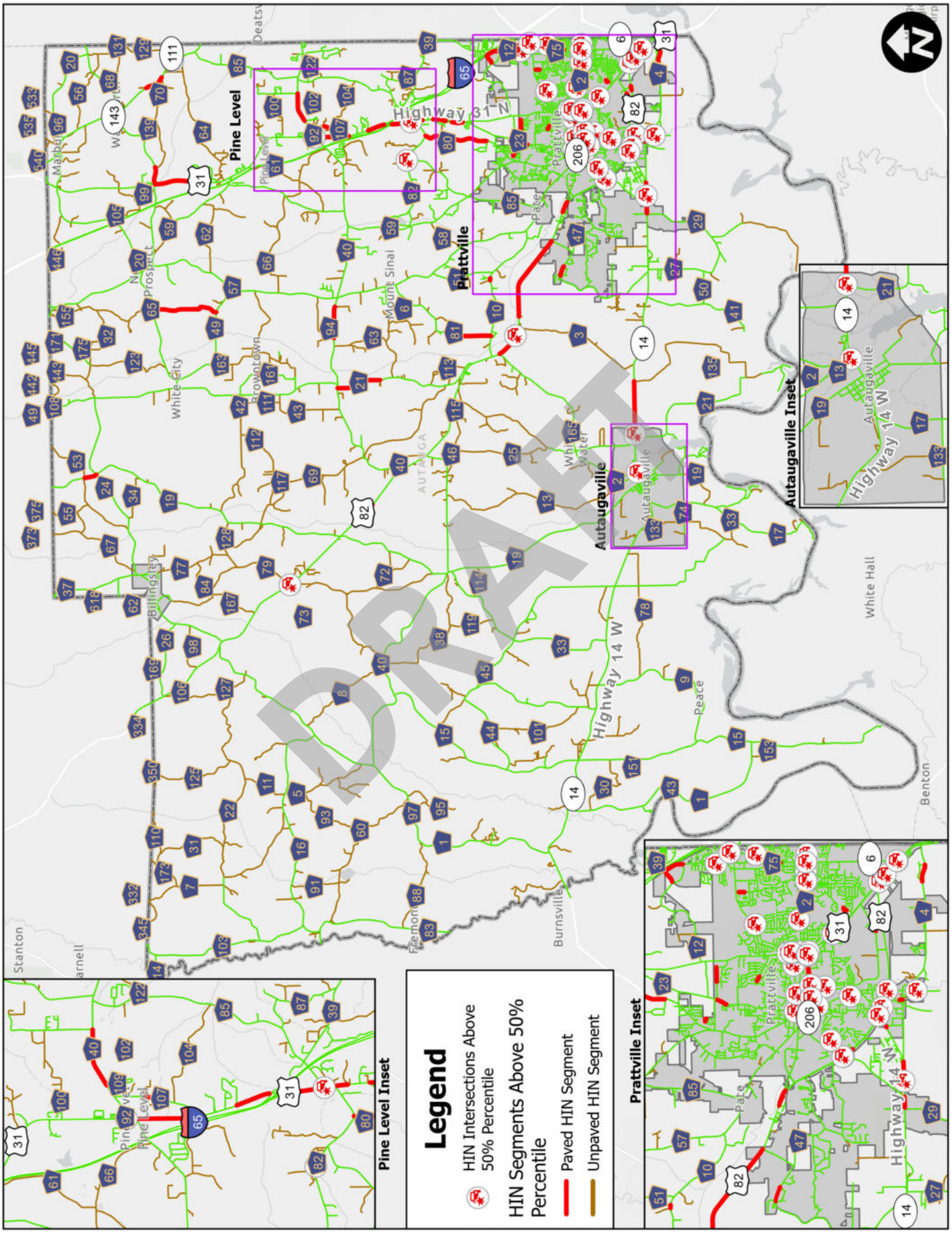


Figure 4.13 — Vulnerable Road User High Injury Network



Safe Streets and Roads for All (SS4A) is a program that provides funds to help address transportation safety needs in our communities.

Autauga County has received an SS4A grant to prepare a **Safety Action Plan** to help reduce fatal and serious injuries on our county maintained roadways.

Autauga County | SS 4A

Why is a Safety Action Plan needed?

From 2019-2023, **6,892 crashes occurred on public roadways in Autauga County.** These crashes resulted in 54 fatalities, 201 suspected serious injuries, 878 non-incapacitating injuries, and 823 possible injuries.

Do you live, work, or travel in Autauga County?

Scan to fill out our brief and anonymous survey!

bit.ly/Autauga-SS4A

05
Public Engagement

Public Involvement

Engagement with local communities, multidisciplinary stakeholders, and residents across Autauga County played a critical role in determining the focus of this Safety Action Plan. The goals of the plan were shaped through a collaborative process that incorporated conversations and feedback from the community, stakeholder dialogue, and supporting data and evidence. Continued strategic collaboration will be essential to ensure the plan's successful implementation.

To enhance coordinated efforts across Autauga County, a set of public involvement goals were established to reinforce and expand the existing collaborative network.

Public Involvement Goals:

1. Increase recognition, engagement, and acceptance of the importance of transportation safety.

Use branding and consistent messaging to help citizens recognize and respond to outreach efforts and build acceptance of transportation safety as a shared responsibility of all community members in Autauga County.

2. Build trust in the community for decisions developed in the Safety Action Plan process.

Use data-driven analysis and transparent communications to build trust among citizens in the legitimacy of the Safety Action Plan process and its recommendations.

3. Encourage community collaboration through information sharing and education.

Conduct collaborative workshops with stakeholders to share detailed technical data, gather feedback, and encourage consensus-based decision making. Use surveys and pop-up engagements at community events to share information and gather public input.

4. Establish communication channels and build a following for ongoing messaging and education about transportation safety.

Develop and post safety-related content on the County's social media platforms and website to build followers, disseminate educational resources, and improve the transportation safety culture in Autauga County.

5. Incorporate community knowledge into the Safety Action Plan's analysis and recommendations.

Gather insights from a public survey and community engagement feedback to enhance and refine the data-driven safety analysis and recommendations.

These goals were accomplished through the following tasks:

Branding

A project logo and branding standards were developed for print and social media.

Project Webpage

A project webpage was created to provide details on the SS4A program, the County'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. Three task force meetings were held throughout the life of the project, and the members helped to review and provide comments on the Safety Action Plan.

Broad Public Outreach

Engagement with the public was conducted through a community survey centered around road safety concerns. The survey was distributed both online and at in-person settings, such as the project website, community events, social media platforms, meetings, and promotional materials and advertisements. The survey was posted on the project website and shared regularly through social media posts and via postcards at several public engagement events, resulting in 309 survey responses. This outreach strategy was designed to leverage local insight and lived experience to identify high-risk areas, behavioral trends, and safety barriers to ensure that proposed recommendations were informed by both data analysis and community priorities.

Public Engagement Events

To maximize impact and efficiency, public engagement activities were strategically coordinated with local organizations already hosting community-focused events, reinforcing strong partnerships across Autauga County. Partner organizations included the Prattville Area Chamber of Commerce, Prattville Autauga Humane Society, Organized by the Oasis of Hope Foundation, Central Alabama Search and Rescue K-9 Unit, Prattville Spinners, Autauga County Firefighters Association and Autauga County Economic and Community Development Authority.

6th Annual Bunny Shop Hop - April 5, 2025

The 6th Annual Bunny Shop Hop, hosted by the Prattville Spinners at Spinners Park in Prattville, was a free, famCounty initiatives. The 6th Annual Bunny Shop Hop, hosted by the Prattville Spinners at Spinners Park in Prattville on April 5, 2025, was a free, family friendly spring event featuring over 100 local and regional vendors alongside food trucks, live music, children's activities, door prizes, and community awards.

Bark in the Park - April 12, 2025

The annual Bark in the Park event, hosted by the Prattville Autauga Humane Society each April at Cooters Pond Park, draws families and pet owners for a day of fun and fundraising.

Spring Festival Car Show - April 27, 2025

The 2025 Spring Festival Car Show, held in Prattville and organized by the Oasis of Hope Foundation, served as both a regional attraction and a charitable initiative. Proceeds from the show directly benefited the Central Alabama K9 Search and Rescue Unit, supporting critical emergency response capabilities in the region.

Prattville City Fest - July 19, 2025

Prattville CityFest is the city's premier annual festival, hosted by the Prattville Chamber of Commerce, and serves as a major driver of local economic activity and community engagement. Held in historic downtown Prattville, the 2025 event featured arts and crafts vendors, live entertainment, food trucks, civic organization booths, and a dedicated children's zone along the Autauga Creekwalk.

Autaugaville Fall Festival - October 28, 2025

The Fall Festival in Autaugaville, hosted by Eleven86 Water Company, brought together families, local organizations, and community partners for an afternoon of seasonal activities, food, and entertainment.

Task Force Meetings

1 Task Force Meeting #1
February 6, 2025

The objective of Task Force Meeting #1 was to introduce the Safety Action Plan to the Task Force members, explain the goals of the Safey Action Plan, and gather perspective on local safety needs.

2 Task Force Meeting #2
April 22, 2025

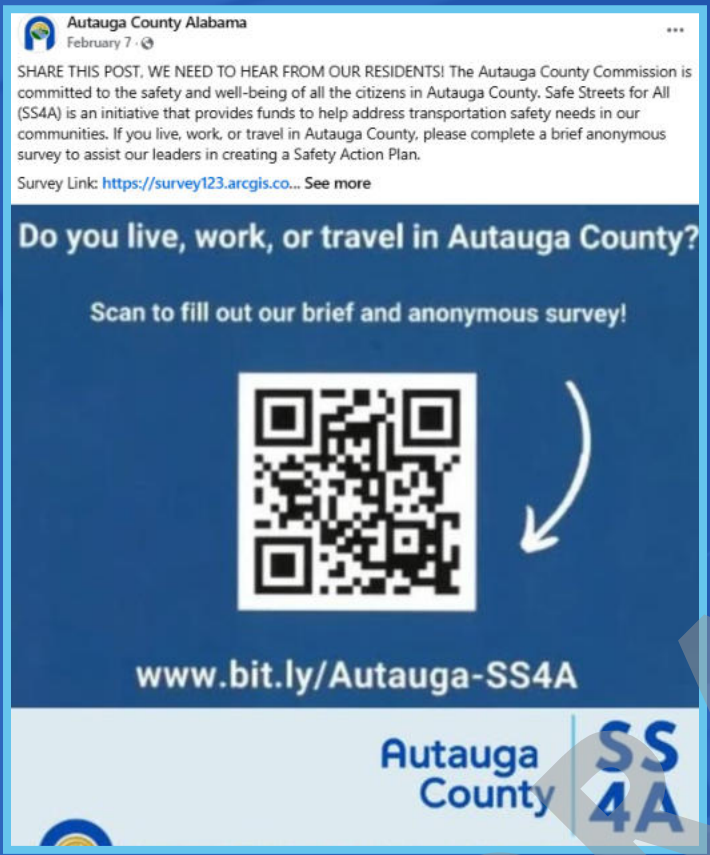
The objective of Task Force Meeting #2 was to share the results of the safety analysis, identify focus areas for the plan, and initiate discussion on solutions.

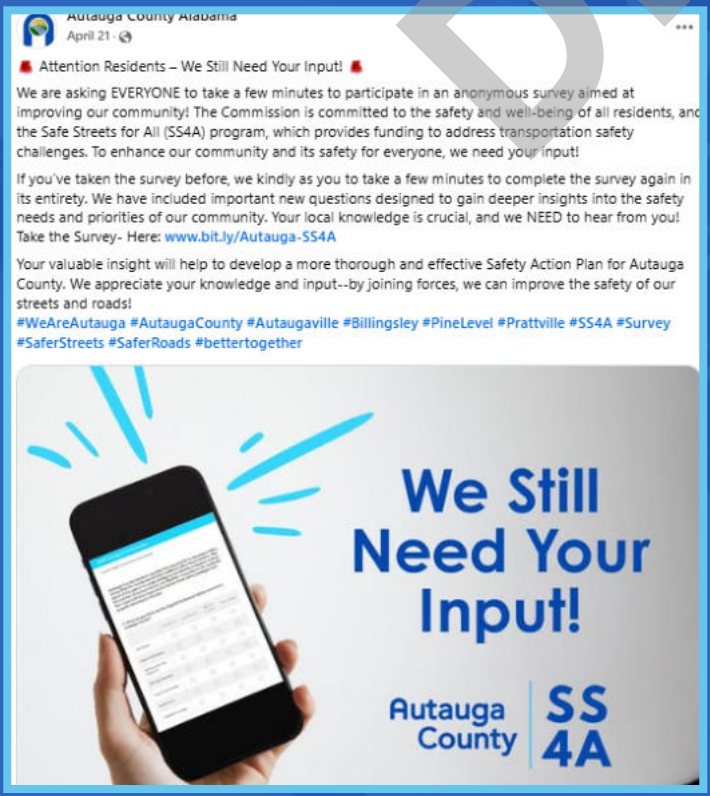
3 Task Force Meeting #3
August 12, 2025

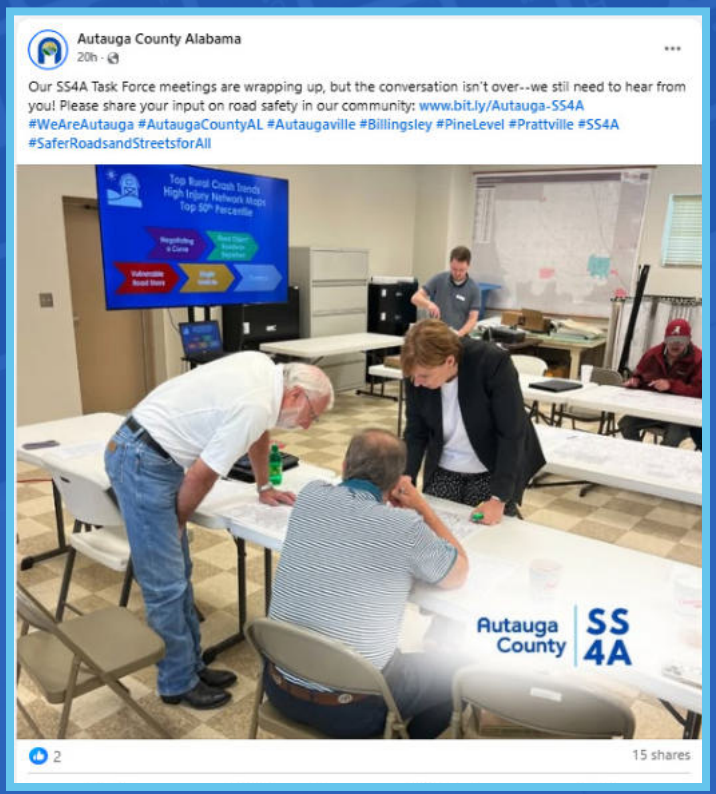
The objective of Task Force Meeting # 3 was to provide an update on the sites visited during the field review and to obtain feedback on draft solutions and strategies as a plan is developed to identify appropriate countermeasure recommendations.

Online Outreach

The goal of the online outreach was to launch and actively promote a digital platform to educate Autauga County residents about the Safe Streets for All Program, communicate local crash statistics and trends, and engage the community by providing access to an online survey to gather input about roadway safety concerns on county-maintained roadways.







Community Engagement at a glance

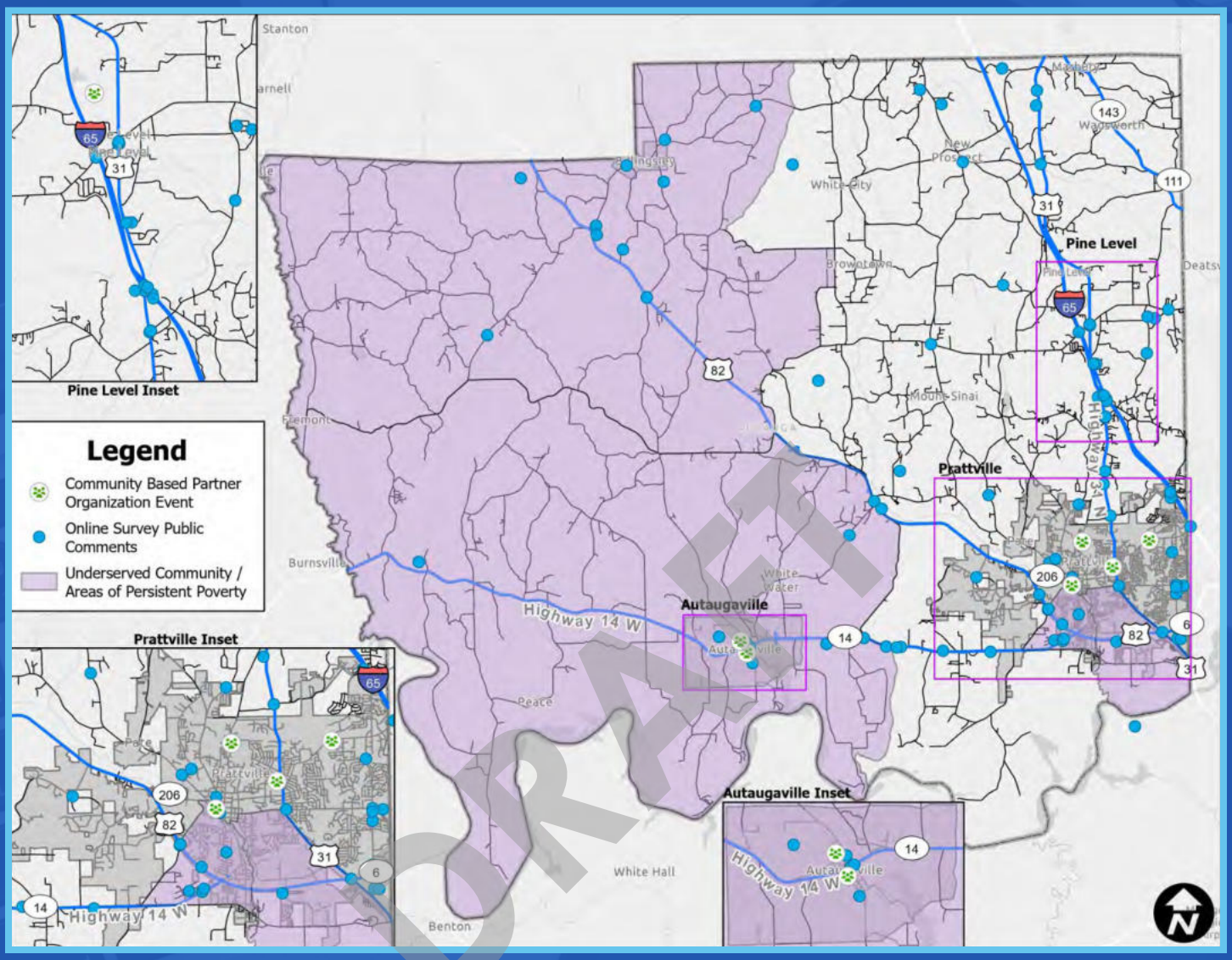


Figure 5.1 — Community Engagement

309
Public Survey Comments

7
Community-based Events

Public Feedback

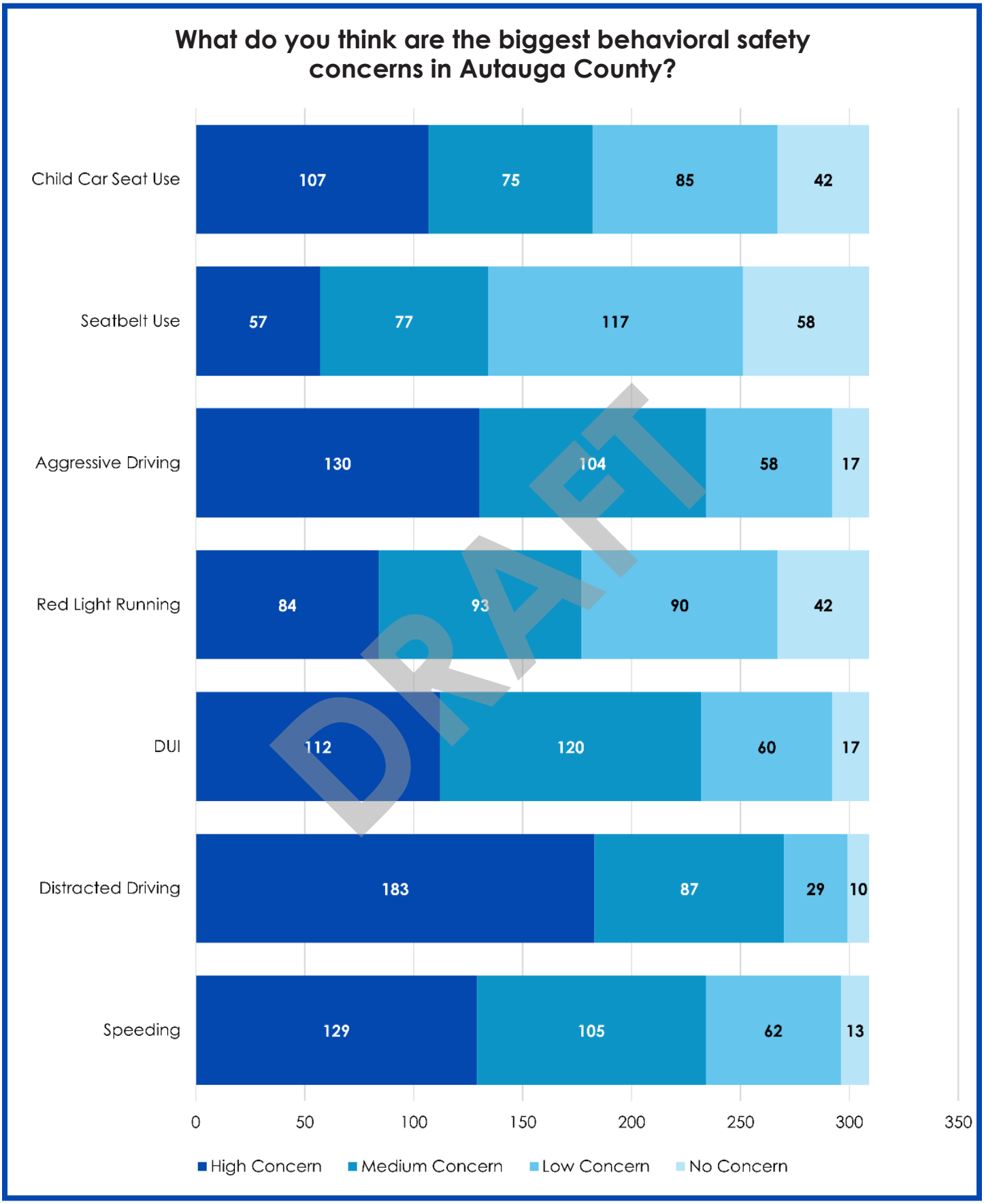


Figure 5.2 — Public behavioral safety concerns in Autauga County

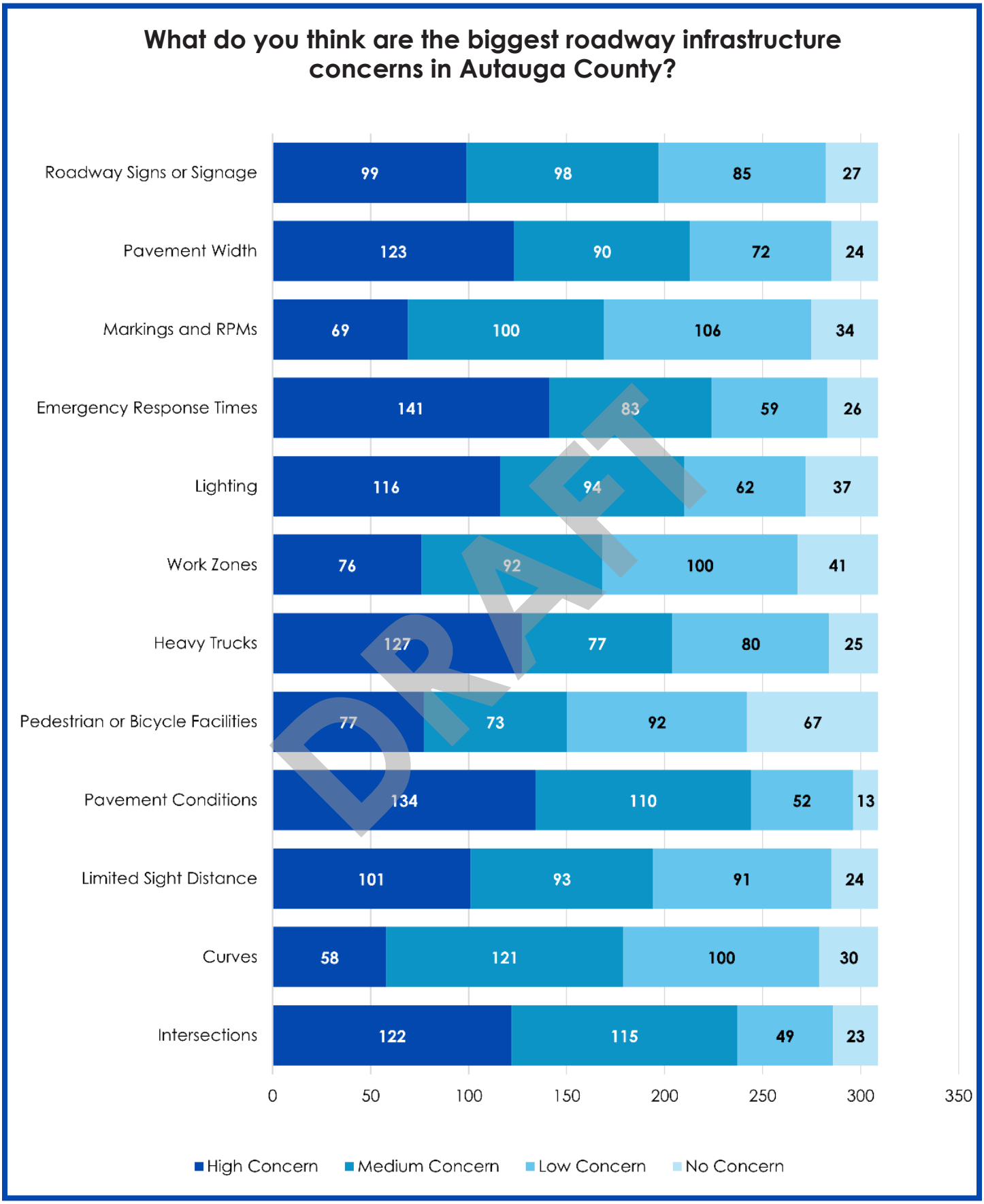


Figure 5.3 — Public roadway infrastructure concerns in Autauga County

06
Equity Considerations

Underserved Community/Areas of Persistent Poverty

The Safety Action Plan was developed with a focus on equitable strategies to reduce the number of fatal and serious injury crashes. Underserved census tracts 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)).

For the purposes of this report and the guidance provided in the Notice of Funding Opportunity (NOFO) issued on March 28, 2025; the definition of Areas of Persistent Poverty and Underserved Community is as follows:

Areas of Persistent Poverty (APP) are defined as:

- Any County that has consistently had greater than or equal to 20 percent of the population living in poverty during the 30-year period preceding November 15, 2021, as measured by the 1990 and 2000 decennial census and the most recent annual Small Area Income Poverty Estimates as estimated by the Bureau of the Census.
- Any census tract with a poverty rate of at least 20 percent as measured by the 2014 – 2018 5-year data series available from the American Community Survey of the Bureau of the Census
- Any territory or possession of the United States.

Underserved Community will use the same definition as Areas of Persistent Poverty for the purposes of this report.

An equity analysis was conducted to identify potential disparities in roadway safety outcomes across underserved communities illustrated in Figure 6.1. This analysis incorporated roadway centerline mileage, census tract boundaries, crash severity data, and the defined criteria used to identify underserved communities. This approach enhances the understanding of any localized transportation safety disadvantages and risks experienced by Autauga County's underserved communities.

Table 6.1 summarizes key demographic and roadway safety data for both underserved and non-underserved communities in Autauga County. This table presents a comparative overview of population, roadway centerline mileage, crash outcomes, and crash rates per 100,000 population across underserved and non-underserved census tracts within the County.

Table 6.1 — Non-Underserved vs. Underserved Communities Comparison

	Autauga County	Non-Underserved Communities		Underserved Communities	
Total Population	58,805	45,837	78%	12,968	22%
Center Miles	1,317	722	55%	594	45%
Total Crashes	6,682	4,997	75%	1,685	25%
Resulting Fatalities	53	37	70%	16	30%
Resulting Serious Injuries	179	102	57%	77	43%
Fatality Rate per 100k Population	18.0	16.1		24.7	
Serious Injury Rate per 100k Population	60.9	44.5		118.8	

The equity comparison of Autauga County indicates that underserved communities account for 22% of the County's population and 45% of the centerline mileage, illustrating higher exposure to the roadway network relative to population size. Non-underserved communities contain the majority of the population at 78% and roadway centerline miles at 55% each. Non-underserved communities also account for a higher percentage of fatal, serious injuries, and total crashes.

Crash outcomes in Autauga County vary by severity. While underserved communities account for 25% of total crashes, they experience a higher share of severe outcomes, including 30% of fatalities and 43% of serious injuries, all of which exceed their share of the population. The total crashes in the underserved communities are relatively proportional to the population, but the higher percentages of fatal crashes and serious injuries indicate that crashes occurring within underserved communities are more likely to result in severe consequences. In contrast, non-underserved communities account for 75% of crashes, but a lower proportional percentage of serious injuries relative to their population and roadway mileage.

The annual fatality rate per 100,000 population in underserved communities is 24.7 compared to 16.1 in non-underserved communities. Additionally, the annual serious injury rate per 100,000 population in underserved communities is 118.8, which is more than double than the 44.5 in non-underserved communities. Collectively, these findings indicate that underserved communities in Autauga County experience a greater burden of severe crash outcomes relative to both population and roadway exposure. This analysis supports prioritizing improved safety countermeasures particularly aimed at reducing crash severity in underserved communities.

Additional demographic and socioeconomic data for Autauga County was considered and evaluated to further understand where the underserved communities are located to ensure that recommended improvements are implemented in the communities that need them the most. Figures 6.2 – 6.5 demonstrate the distribution of median age, median household income, percentage of minority population and percentage of households with no vehicle in each census tract of Autauga County.

Figure 6.1 — Autauga County Underserved Communities/Areas of Persistent Poverty

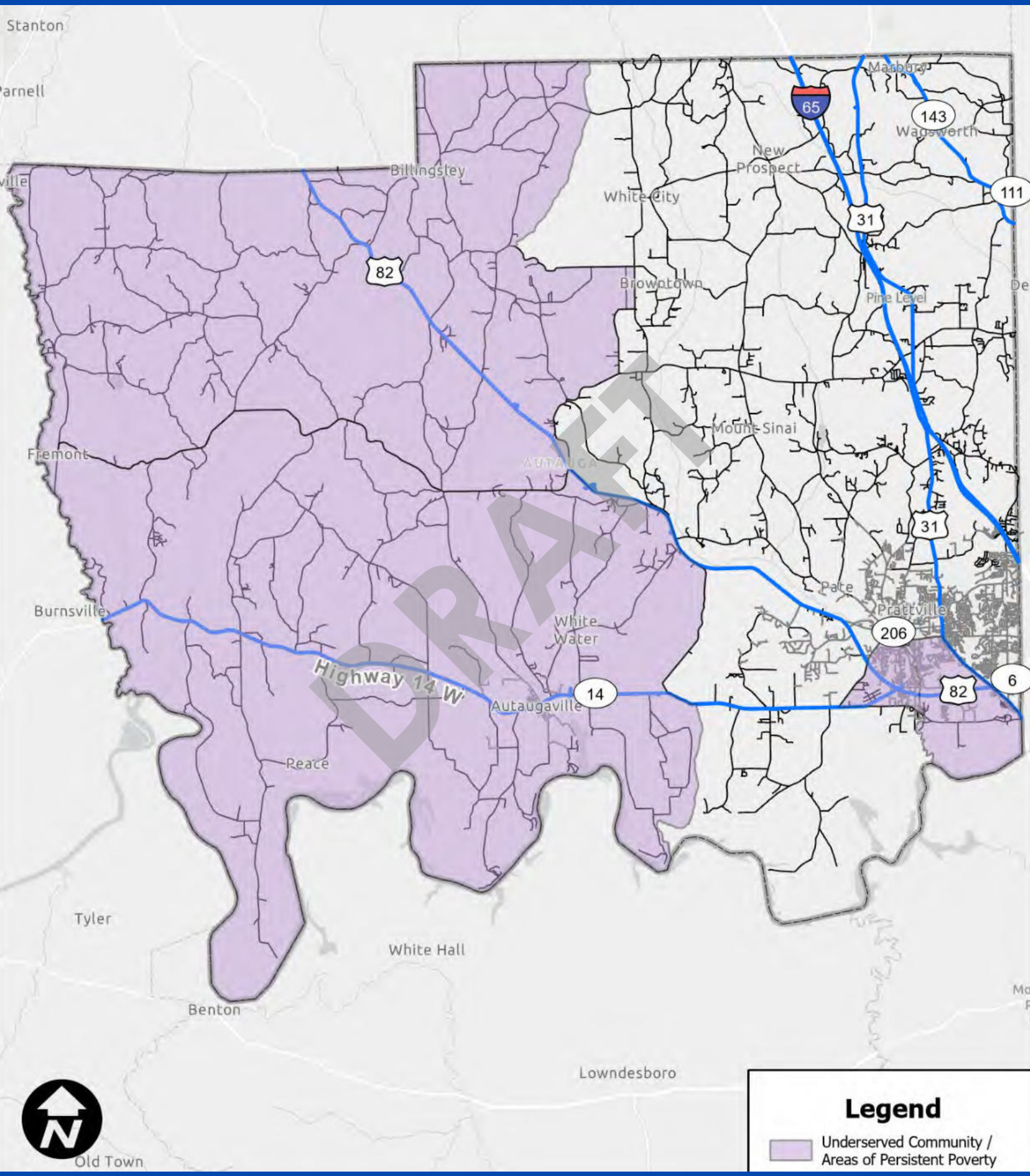
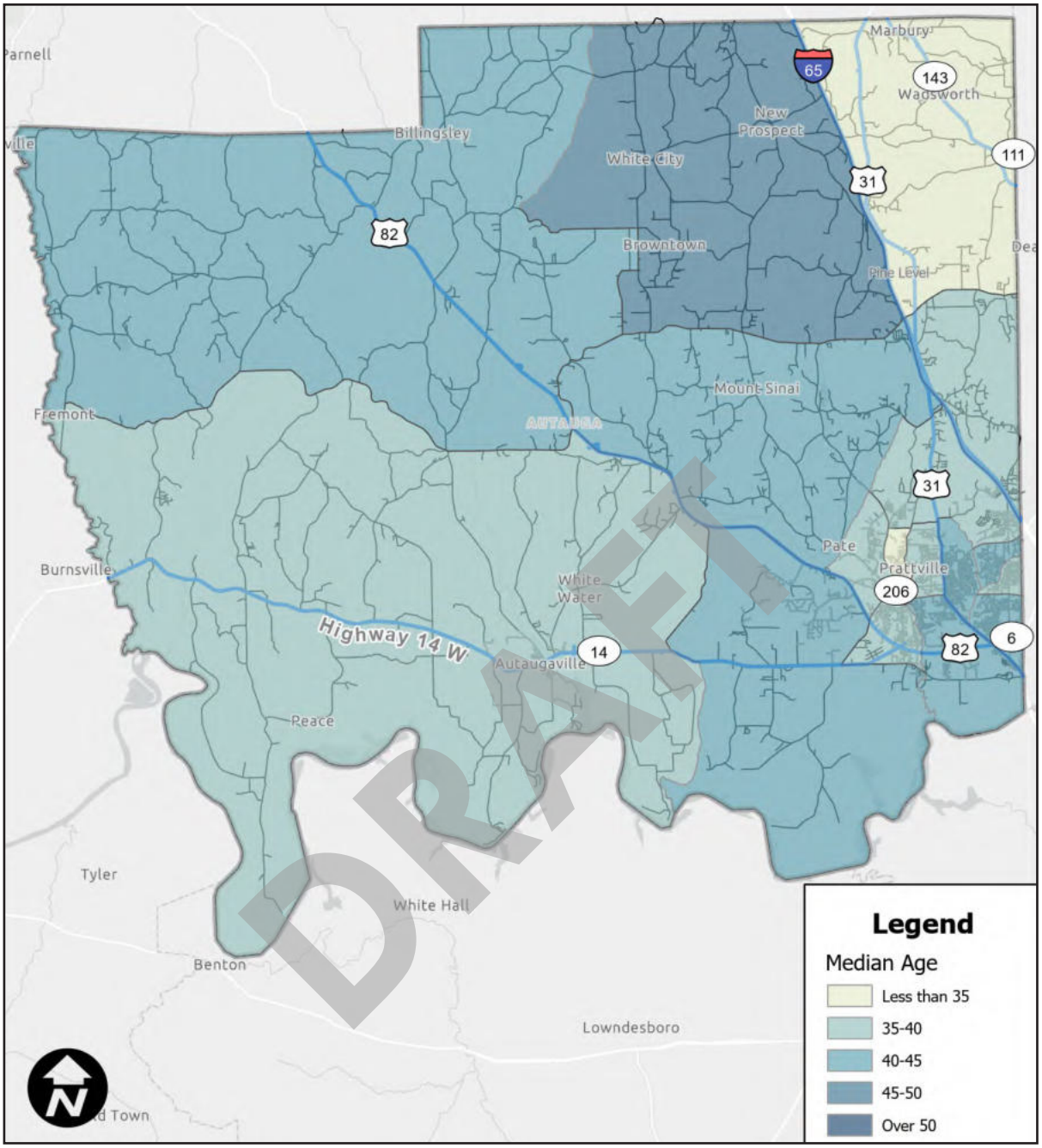


Figure 6.2 — Median Age in Autauga County



As shown in Figure 6.2, areas with higher median ages (45-50 and over 50) are primarily concentrated in the northeastern, northwestern, and southeastern areas of the County. Areas with higher concentrations of older residents may experience increased vulnerability to traffic safety outcomes because roadways serving older populations often lack design features that mitigate crash forces or accommodate slower reaction times. Research shows that older adults tend to experience more severe outcomes when involved in crashes, due to increased physical fragility and longer recovery times.

Although this map does not show crash locations, the concentration of older populations in these census tracts highlight the importance of prioritizing safety countermeasures that reduce crash severity and improve roadway design strategies that better accommodate human error and physical vulnerability.

Figure 6.3 — Median Household Income in Autauga County

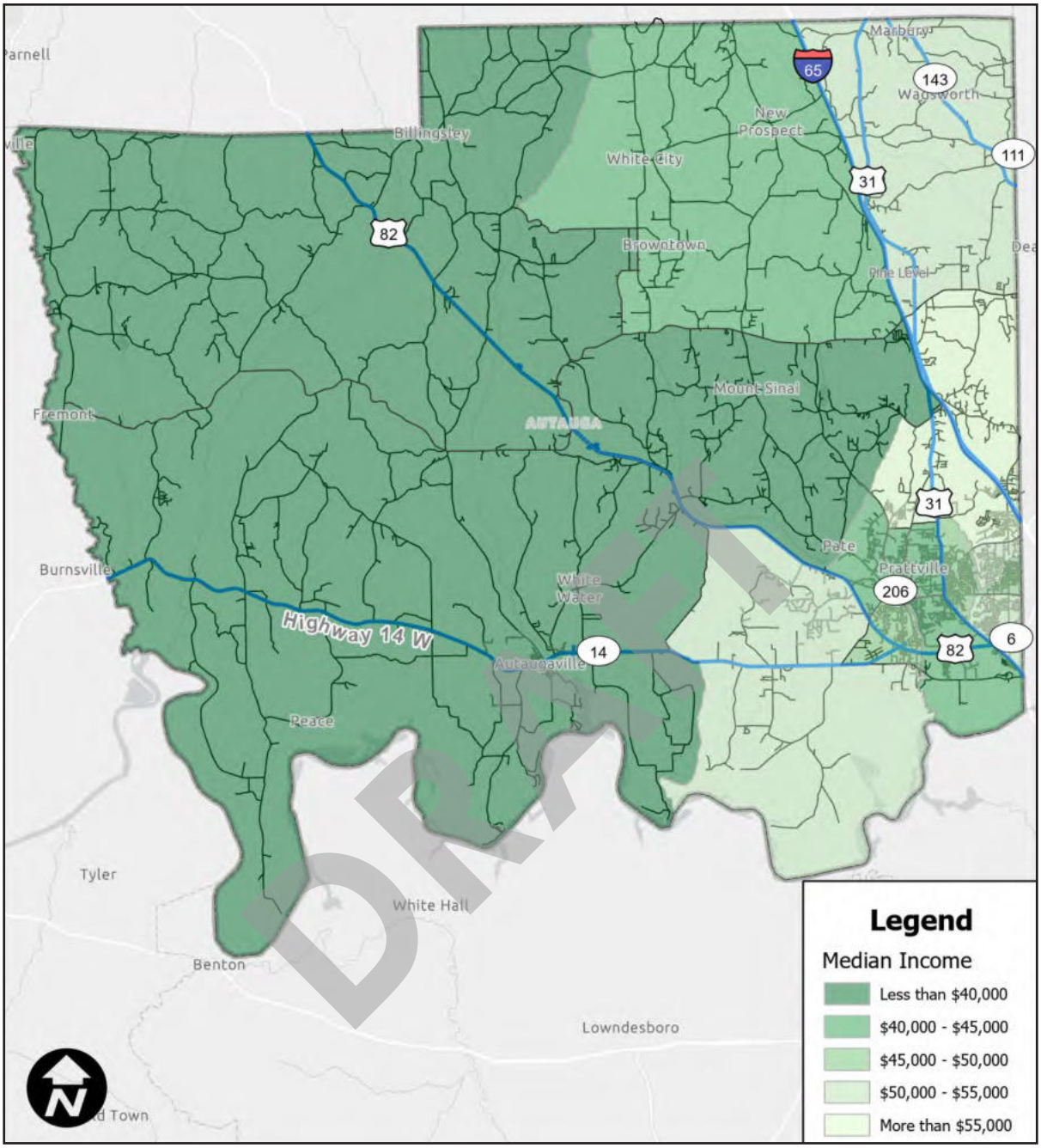
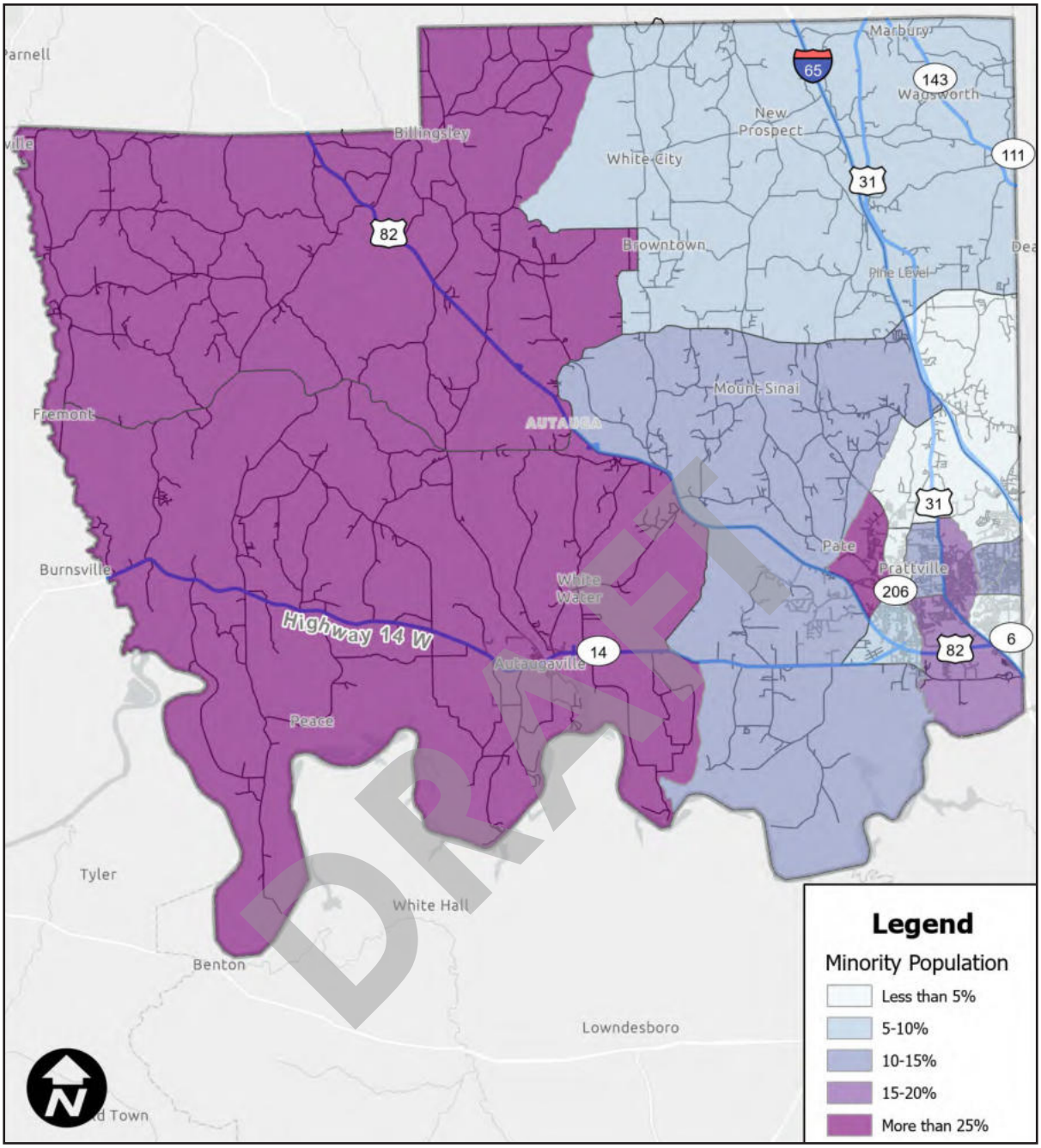


Figure 6.3 represents the Median Income per household across census tracts in Autauga County. A review of this economic metric indicates that the majority of the central, southern and western communities in Autauga County have lower median incomes, commonly below $40,000.

Lower-income communities often experience transportation safety disadvantages, including limited access to reliable vehicles, fewer transportation alternatives, older roadway infrastructure with deferred maintenance schedules and, in many cases, limited access to a vehicle at all. Individuals without reliable transportation may be forced to walk along roadways that are often designed to prioritize motor vehicle travel. These designs typically have limited accommodation for pedestrians, bicyclists, and other vulnerable road users, such as lighting, sidewalks, marked crossings, and shared-use lanes. When combined with roadway infrastructure that may experience deferred maintenance, these factors contribute to increased exposure and elevated risk of severe crash outcomes for lower-income residents.

Figure 6.4 — Minority Population Percentage in Autauga County



Minority population data is used to help identify communities that often face historical underinvestment in transportation infrastructure, which can result in fewer roadways that are designed to adequately support vulnerable users. According to the U.S. Census Bureau, minority populations, shown in Figure 6.4, include all groups of individuals who identify as a race or ethnicity other than non-Hispanic White. The highest concentration of minority population (more than 25%) is in majority of the central, southern and western communities in Autauga County, along with a small section of the southeastern portion of the County. Minority populations in rural counties can experience conditions that elevate roadway safety risks. In some communities, minority households may experience lower levels of vehicle access and may rely more heavily on walking, bicycling or shared transportation to meet daily needs. In areas without adequate infrastructure to accommodate pedestrians and bicyclists, such as sidewalks, lighting, safe crossings, or shared- use lanes, these vulnerable road users experience increased exposure to traffic and the likelihood of being involved in a severe crash. Socioeconomic disparities can further compound these vulnerabilities, making equitable safety improvements particularly important in minority communities.

Figure 6.5 — Percentage of Households with No Vehicle in Autauga County

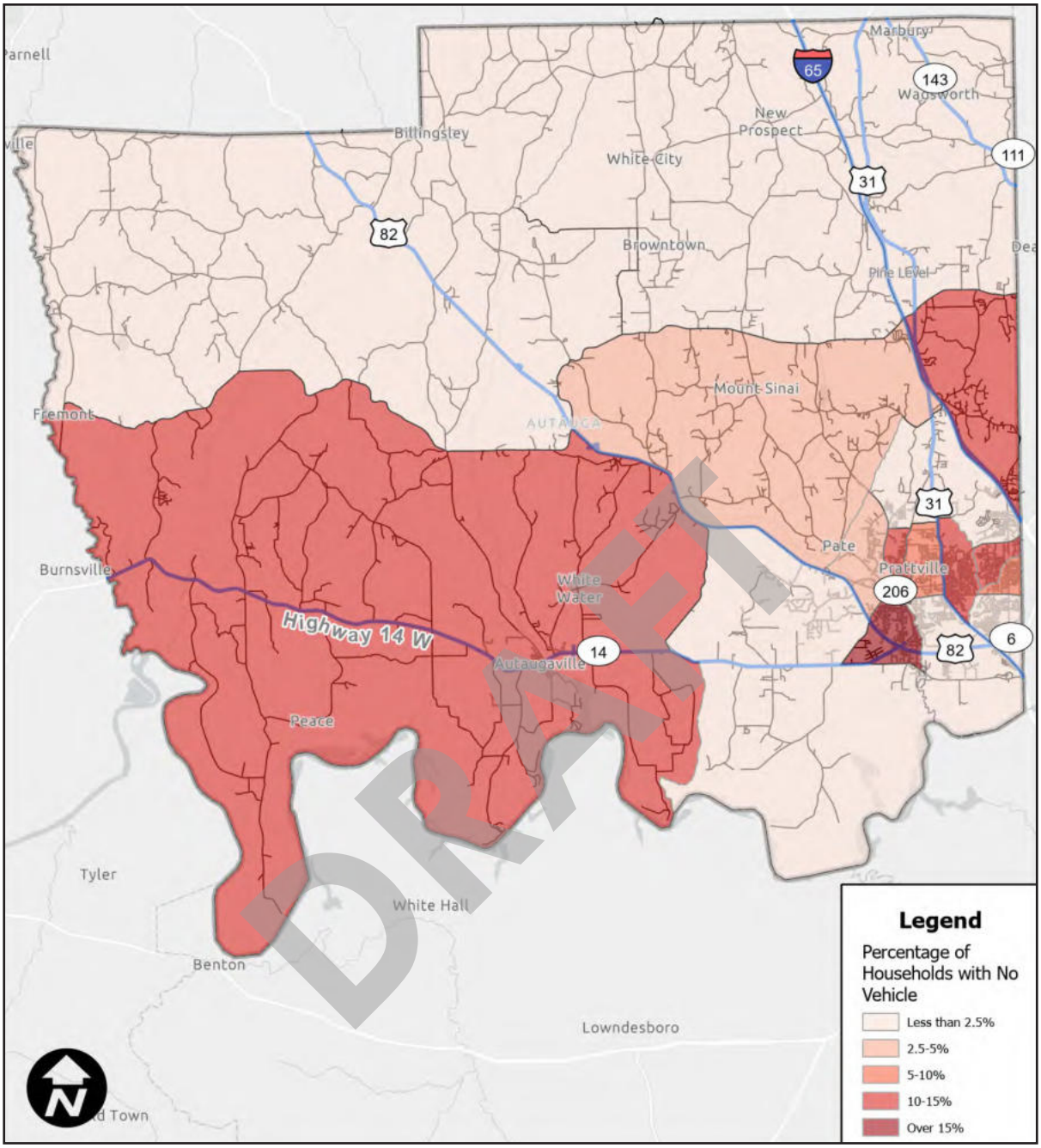


Figure 6.5 depicts the percentage of households with no vehicle in Autauga County. The southwestern, southeastern, and eastern sections of Autauga County demonstrate the highest concentration of households that do not have access to a vehicle.

This means many residents in these communities depend more heavily on walking, bicycling, or other shared ride options, which increases their exposure to traffic conflicts, particularly in communities that were historically designed to prioritize vehicles over other modes of transportation. In a rural area with limited pedestrian and bicyclist infrastructure, this lack of vehicle access can heighten safety risks for vulnerable road users.

07
Project Selection & Countermeasures

The initial site selection was guided by the High Injury Network (HIN), which identifies locations with above-average equivalent property damage only scores and includes sites with fatal or serious injury crashes. Subsequently, the High Injury Network sites and segments were classified into two distinct groups.

- Roads recommended for **systemic safety countermeasures implementation.**
- **Site-specific locations**, such as intersections or short road segments, that highlight the need for further attention through the implementation of targeted safety countermeasures

Within the Systemic and Site-Specific Safety categories, a weighted scoring scheme was employed to prioritize locations based on factors that both measure and influence crash frequency and severity: EPDO score, average annual daily traffic (AADT), truck percentage, functional classification, paved or unpaved, and number of travel lanes. The ranked Systemic and Spot-Safety project lists were segmented into three implementation time horizons:

- **Short-Term** – sites identified for the first phase of action based on overall evaluation of site conditions and characteristics.
- **Intermediate-Term** – sites selected for action following the short-term locations, reflecting a moderate need for improvements.
- **Long-Term** – sites planned for action in the final phase, addressed after completion of short- and intermediate-term sites.

Projects were selected for the Safety Action Plan through a data-driven methodology aligned with the priorities established by the Safety Action Task Force.

Table 7.1 — Safety Task Force Priorities for Selecting Safety Projects

Rank	Criteria
1	**Number of fatal and serious injury crashes** Prioritize areas with a high frequency of fatal and serious injury crashes. The objective is to focus on routes where the most severe crashes take place.
2	**Project Cost Range** Certain safety enhancements can have a substantial impact but involve significant expenditure, such as the construction of a roundabout. Conversely, some measures may be relatively inexpensive yet still deliver meaningful benefits, for example, the installation of new signage or markings. Given the emphasis on cost, the County should maintain a strong focus on fiscal responsibility, initially prioritizing low-cost initiatives that demonstrate a positive return on investment.
3	**Constructability** Evaluates the practicality of project implementation considering factors such as right-of-way restrictions, utility conflicts, and environmental considerations. Projects that are simpler to construct are likely to be completed more rapidly and with fewer impediments.
4	**Located in an Underserved / Persistent Poverty Area** These areas generally receive less funding for safety enhancements and infrastructure, often leading to more frequent and severe crashes. Prioritizing these locations directs resources to communities with the greatest need for critical safety improvements.
5	**Involvement of Pedestrians and Bicyclists** The focus is on areas where pedestrians and bicyclists are often involved in crashes. Vulnerable road users face a greater likelihood of serious injury or fatality; therefore, prioritizing these locations can improve safety for non-motorized travelers.

Short-term Systemic and Site-specific project lists are provided in Tables 7.2 and 7.3. Intermediate and Long-term projects are included in the Appendix. All project sites were selected from the High Injury Network.

Each list contains the following information:

Route	Name or designation of the roadway segment where the project is located.
Termini	The beginning and ending points of the roadway segment under consideration.
KA Crashes	Total number of fatal and serious injury (K and A) crashes that occurred within the project limits during the analysis period.
Total Crashes	Total number of reported crashes of all severities within the project limits during the analysis period.
Public Engagement	Identifies whether the project location was mentioned or prioritized through the public engagement process, including the community survey.
Underserved Community	Indicates whether the project location falls within the boundaries of an identified Underserved Community.
Focus Areas	Describes the type of crashes that were found to have occurred at these sites.
List of Potential Countermeasures	Safety treatments or strategies indicated the crash patterns and safety issues identified at the site.
Strategies for Initial Consideration	Countermeasures indicated from cross sectional characteristics. A detailed road safety assessment is recommended to develop specific safety improvement plans
Cost Estimate	Approximate level of resources required to implement the recommended safety countermeasures, categorized as follows:

Key for Countermeasure Cost Estimates

$$$ Requires extensive new facilities, staff, equipment, or publicity, or makes heavy demands on current 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.

Systemic Approach to Safety

Local and rural road owners rely on crash data to identify and treat safety concerns. The traditional approach to safety has been focused on addressing specific locations based on crash history. The systemic approach acknowledges that crash frequency at specific locations alone is not always sufficient to determine which countermeasures to implement and where to implement them.

One thing that we understand about crashes is that they are random and rare occurrences, and that fatal and serious injury crashes are even more random and even more rare. Therefore, only focusing on remedying "spot locations" where severe crashes have already occurred would be a reactive approach to safety.

This is often true on low-volume local and rural roadways where crash frequencies are lower and crash data are sometimes sparse or incomplete. Systemic implementation of safety countermeasures helps to address the most serious crash types on the entire road system, not just at specific high-crash or high-severity spot locations.

The systemic safety approach is a two-pronged effort to reduce crashes and serious injuries on the roadways. This approach offers a means to:

1. Identify crash types and the location-related factors that contribute to the highest number of fatal and serious injury crashes of each type, and
2. Widely implement low-cost countermeasures over several locations with similar crash characteristics and/or similar roadway features. Typically, systemic safety improvements are low-cost, require little maintenance, have documented crash reductions, and address specific crash types or crash risk factors.

Benefits of Systemic Safety Approach

The application of the systemic safety approach offers the following benefits:

- Systemic safety improvements can reduce overall fatal and severe crashes of certain types within a jurisdiction more effectively than applying safety improvements at a small number of spot locations.
- The approach allows the agency to adapt for all levels of data availability and can help prioritize data collection needs.
- Countermeasures implemented systemically are typically low-cost improvements.
- Systemic safety improvements help agencies broaden their safety efforts and consider other risk factors in addition to crash history when identifying locations for potential safety improvement.
- Systemic safety improvements can be incorporated into planning, design, and maintenance policies, defended in tort liability cases, and used to develop a multi-year program of projects.
- The approach can bolster public confidence because it allows the agency to implement a proactive safety program.

Systemic safety improvements can be promoted for future use in written policies, guidelines and practices, it can be implemented through explicit roadway safety improvement projects and included in capital projects as well as ongoing maintenance activities.

Key for Priority Project Tables

Focus Areas:

- ***Single-Vehicle***
- ***Negotiating a Curve***
- ***Overturn/Rollover***
- ***Fixed Object/Roadway Departure***
- ***Vulnerable Road Users***
- ***Intersection***

Safety Countermeasures:

- ***Bike Ped Facility Improvements***
- ***Capacity Improvements***
- ***Clear Zone*** - Includes: guardrail, median barriers, fixed object removal, and vegetation management.
- ***Flashing Beacons***
- ***Friction Management***
- ***Lighting***
- ***Pavement Markings***
- ***Restrict Passing Zones***
- ***Roundabouts***
- ***Roundabouts Feasibility Study***
- ***Rumble Strips / Stripes***
- ***Sight Distance***
- ***Signage*** - Includes: chevrons, curve warning signs, and advance warning signs.
- ***Speed Management*** - Includes: Reduced speeds and traffic calming.
- ***Widening*** - Includes: widened lanes or shoulders.

Figure 7.1 — Systemic Routes

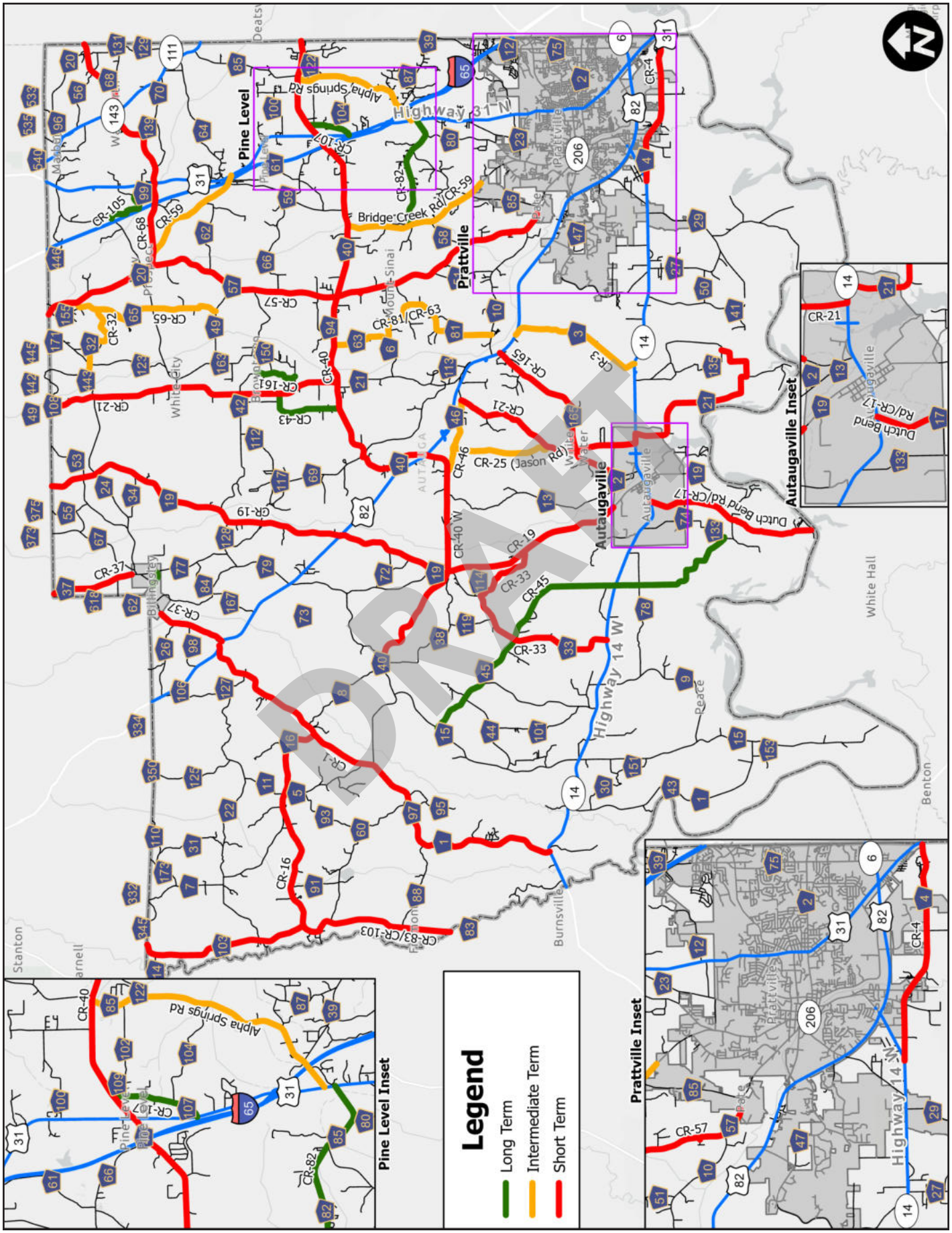


Table 7.2 — Short Term Priority Projects for Systemic Routes

Priority Timeline	Route	Begin Termini	Ending Termini	KA Crashes	Total Crashes	Public Engagement	Underserved Community	Focus Areas	List of Potential Countermeasures	Strategies for Initial Consideration	Cost Estimate
Short	CR-4	AL-14	SR-3 (US-31)	1	12		X				$$
Short	CR-1	AL-14	SR-6 (US-82)	2	34	X	X				$$
Short	CR-37 (excluding Billingsley)	SR-6 (US-82)	County Line	3	15	X	X				$$
Short	CR-165	Autaugaville CL	SR-6 (US-82)	1	15	X	X				$$
Short	CR-19	SR-6 (US-82)	County Line	3	17	X	X				$$$
Short	CR-83 / CR-103 (includes two road segments)	County Line	County Line (83) / CR-16 (103)	1	12		X				$$$
Short	CR-16	CR-83	CR-1	1	14		X				$$$
Short	CR-21	CR-135	CR-46	1	14		X				$$
Short	CR-40 (East of US-82)	SR-6 (US-82)	County Line	6	117	X	X				$$$
Short	CR-21	CR-40	County Line	1	17						$$
Short	CR-57	City Limit	County Line	3	50	X	X				$$
Short	CR-68	CR-57	County Line	2	17	X					$$
Short	CR-40 W (West of US-82)	CR-1	SR-6 (US-82)	1	33	X	X				$$
Short	CR-19	City Limit	SR-6 (US-82)	1	15		X				$$
Short	CR-165 (inside Autaugaville)	AL-14	City Limit	1	8		X				$

Systemic Countermeasures

Potential countermeasures for the chosen projects were selected based on SSA findings, crash trends, community input, task force suggestions, and the FHWA's Proven Safety Countermeasures (PSCi). The PSCi offers a set of proven strategies that effectively reduce roadway fatalities and serious injuries. Implementing these projects can contribute to fulfilling the Safe Roads goal of the SSA.

Typical Countermeasures for Systemic Projects

Countermeasures should be systematically implemented, considering intersection traffic control, corridor features, and crash trends. These improvements can be executed as standalone projects or integrated into project development along the intersections and corridors. The recommendations are as follows:

1. **Single Vehicle**
2. **Negotiating a Curve**
3. **Overturn / Rollover**
4. **Fixed Object / Roadway Departure**
5. **Vulnerable Road Users (Pedestrians & Cyclists)**

Countermeasure recommendations are detailed for each Focus Area on the following pages.

1. Single Vehicle

Lane and Shoulder Treatments

- High-visibility striping and reflective pavement markers
- Edge line and centerline rumble strips
- Widened shoulders and SafetyEdge^{SM}

Roadside Safety

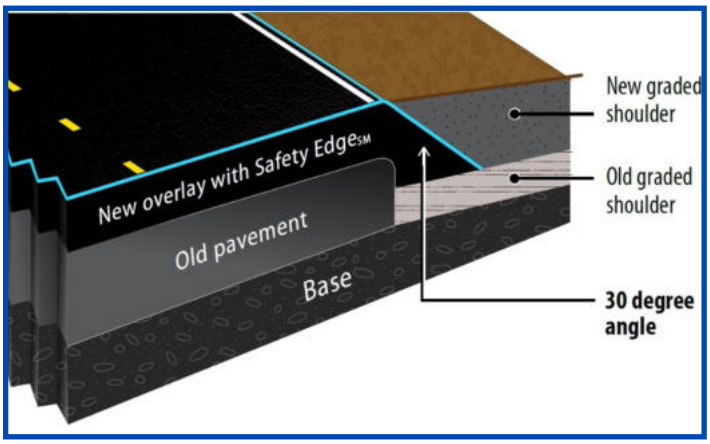
- Maintain clear zones and remove fixed objects
- Install guardrails or crash cushions where warranted

Curve and Surface Enhancements

- MUTCD-compliant curve warning signs, chevrons, and advisory speed plaques
- High-friction surface treatments on curves

Behavioral Measures

- Public education campaigns that focus on driver behavior
- Targeted enforcement for speed and impairment



Cross-section view of an overlay with the SafetyEdge^{SM}. Source: FHWA

2. Negotiating a Curve

Signage and Delineation

- MUTCD-compliant curve warning signs, chevrons, and advisory speed plaques
- Retroreflective sign upgrades and proper placement

Geometric Improvements

- Superelevation adjustments
- Lane widening or curve widening where feasible

Surface Treatments

- High-friction surface applications

Visibility

- Enhanced pavement markings and delineators

Chevron signs with retroreflective strips on sign posts installed along a curve. Source: FHWA

3. Overturn / Rollover

Geometric Design

- Superelevation and curve widening
- Adequate lane and shoulder width

Roadside Safety

- Clear zones free of hazards

Surface and Warning Systems

- High-friction surfaces
- Truck rollover warning signs and dynamic curve speed feedback

Clear zone provided on the outside of the curve. Source: FHWA

4. Fixed Object / Roadway Departure

Lane and Shoulder Treatments

- Edge-line and centerline rumble strips
- SafetyEdge[SM]

Roadside Safety

- Maintain clear zones
- Install guardrails or crash cushions where warranted

Visibility and Delineation

- Enhanced curve delineation and roadway lighting

Traffic Management

- Speed management and traffic calming
- Raised medians or curb extensions where appropriate

Shoulder rumble strips and centerline rumble strips. Source: FHWA

5. Vulnerable Road Users (Pedestrians & Cyclists)

Crossing Enhancements

- High-visibility crosswalks and lighting
- Pedestrian refuge islands and curb extensions
- Hybrid beacons and warning signs

Signal Timing

- Leading pedestrian intervals (LPIs)

Bicycle Facilities

- Protected bike lanes and buffer zones

Speed Management

- Traffic calming measures to reduce vehicle speeds

Rectangular Rapid Flashing Beacon

Figure 7.2 — Site Specific County Routes

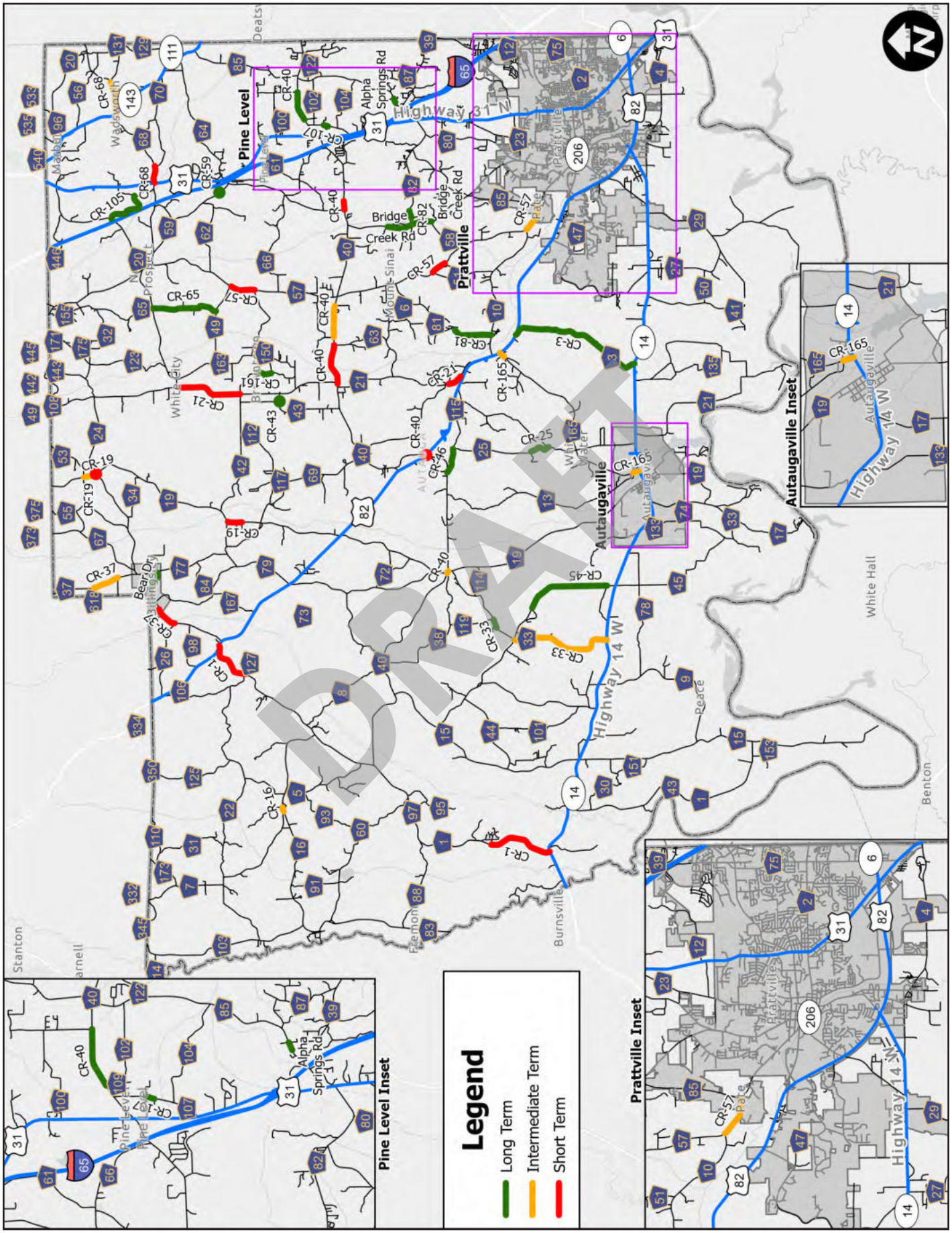


Table 7.3 — Short Term Priority Projects for Site Specific County Routes

Priority Timeline	Route	Begin Termini	Ending Termini	KA Crashes	Total Crashes	Public Engagement	Underserved Community	Focus Areas	List of Potential Countermeasures	Strategies for Initial Consideration	Cost Estimate
Short	CR-40	SR-6 (US-82)		0	2	X	X				$
Short	CR-1	AL-14	Fig Tree Dr	1	8		X				$
Short	CR-1	CR-127	SR-6 (US-82)	0	13		X				$
Short	CR-37	CR-26	Church St	2	4		X				$
Short	CR-19	CR-24		1	4		X				$
Short	CR-19	Skyview Dr	CR-128	1	2		X				$
Short	CR-21	CR-21 ALT	Pine Corner Dr	1	6						$
Short	CR-40	CR-21 N	CR-63	2	16	X					$
Short	CR-40	CR-59	Old Stagecoach Rd	0	1	X					$
Short	CR-21	CR-42	Driveway to White Cemetery	1	4						$
Short	CR-57	CR-42	CR-49	1	4						$
Short	CR-57	Persimmon Trce	CR-51	1	5						$
Short	CR-68	SR-3 (US-31)	CR-70	1	7						$

Road Safety Assessments

Road Safety Assessments (RSAs) are proactive approaches designed to improve transportation safety for everyone using the roads. Various agencies nationwide have implemented RSA programs customized to their particular requirements to lower crash rates and their severity. "Road Safety Assessment" means a systematic evaluation of an existing roadway or a proposed project's safety performance, carried out by an independent, multidisciplinary team.

The goal of the Road Safety Assessment is to:

1. Identify potential safety concerns for road users,
2. Consider all practical strategies to eliminate or address those concerns, and
3. Assess potential impacts on safety.

3. Assess potential impacts on safety.

RSA programs are structured in various ways. Some adopt a "site-specific improvement" method, targeting locations with a history of high crash frequency or severe outcomes. Others implement a system-wide or systemic approach, addressing broader safety challenges across entire networks. For example, the installation of guardrails or cable wire barriers in highway medians can reduce head-on collisions on interstates. Jurisdictions that integrate both spot-focused and system-wide assessments tend to achieve the greatest safety benefits.

Autauga County established a prioritized list of sites using a robust methodology that integrated results from the High Injury Network analysis, traffic volumes, functional classification, heavy vehicle percentages, and input from both the public and the task force. RSAs were performed at locations where the County could feasibly implement short-term (1–3 years) safety improvements.

Figure 7.3 highlights the road segments assessed through RSAs. After this figure, each site is described with field observations and a targeted set of recommended safety countermeasures to address identified issues. More detailed cost estimates and supporting photographs are available in the appendix.

The cost estimates for the site-specific projects 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.

Priority County Site Specific Projects

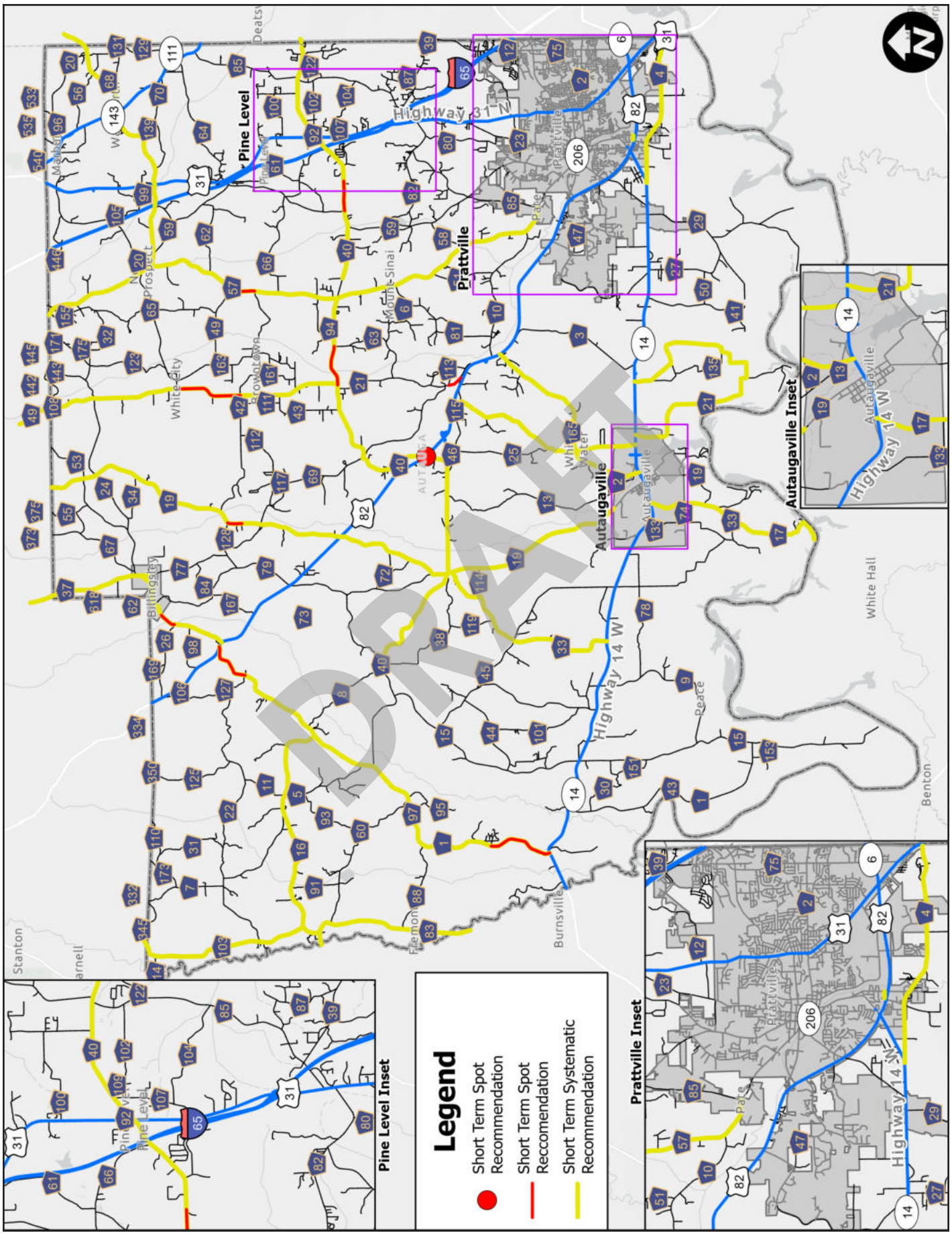
The County Route Site Specific Projects were further prioritized to identify the top 3 in each category that may realistically be initiated in the next 3-5 years.

Below is a list with planning-level cost estimates and preliminary recommended countermeasures:

1. **County Road 165** — From US-82 to Autaugaville Town Limit
2. **County Road 1** — From AL-14 to US-82
3. **County Road 40 (West)** — From CR-28 to CR-98
4. **County Road 40 (East)** — From Elmore County Line to US-82
5. **County Road 57** — From Prattville City Limit to Chilton County Line

These routes and countermeasures are detailed on the following pages.

Figure 7.3 — Road Safety Assessments



1. County Road 165 — From US-82 to Autaugaville Town Limit

Length: 5.8 miles
Total Crashes: 15
KA Crashes: 1
AADT: 500
High Injury Network: Yes
Underserved Community: Yes

Observations:

- Traffic appears to be traveling above posted speed limits.
- Areas of vehicle off tracking and pavement edge drops.
- Overall signage and striping need to be evaluated.

Recommendations:

- Shoulder Widening in Curves
- Guardrail and Guardrail Delineation
- Signing
- Pavement Markings
- Raised Pavement Markers
- Rumble Strips/Stripes

Cost Estimate: $285,000 range

Focus Areas	Prompt List of Safety Countermeasures
Single-Vehicle Crashes	• Install guardrails near steep slopes and fixed objects • Widen shoulders and improve pavement conditions • Use high-visibility signs and curve warnings • Maintain clear zones and trim roadside vegetation
Fixed Object / Roadway Departure Crashes	• Remove or shield fixed objects • Improve signage and pavement markings • Add guardrails or breakaway supports • Add centerline and edge-line rumble strips

2. County Road 1 — From AL-14 to US-82

Length: 14.2 miles
Total Crashes: 34
KA Crashes: 2
AADT: 1,100
High Injury Network: Yes
Underserved Community: Yes

Observations:

- Traffic appears to be traveling above posted speed limits.
- Areas of vehicle off tracking and pavement edge drops.
- Overall signage and striping need to be evaluated.
- Pavement conditions are poor in some areas.
- Incorrect signage at the intersection with AL-14.
- Sufficient clear zone observed.

Recommendations:

- Shoulder Widening in Curves
- Guardrail and Guardrail Delineation
- Signing
- Pavement Markings
- Raised Pavement Markers
- Rumble Strips/Stripes

Cost Estimate: $830,000 range

Focus Areas	Prompt List of Safety Countermeasures
Single-Vehicle Crashes	• Install guardrails near steep slopes and fixed objects • Widen shoulders and improve pavement conditions • Use high-visibility signs and curve warnings • Maintain clear zones and trim roadside vegetation
Negotiating a Curve Crashes	• Add chevron alignment signs and curve warnings • Apply high-friction surface treatments • Enhance curve geometry and night visibility • Lane widening in curves
Overturn / Rollover Crashes	• Flatten slopes and remove roadside drop-offs • Install shoulder rumble strips and edge barriers • Improve pavement friction and surface conditions • Use warning signs for curves and speed transitions
Fixed Object / Roadway Departure Crashes	• Remove or shield fixed objects • Improve signage and pavement markings • Add guardrails or breakaway supports • Add centerline and edge-line rumble strips

3. County Road 40 (West) — From CR-1 to US-82

Length: 11.9 miles
Total Crashes: 33
KA Crashes: 1
AADT: 1,000
High Injury Network: Yes
Underserved Community: Yes

Observations:

- Traffic appears to be traveling above posted speed limits.
- Areas of vehicle off tracking and pavement edge drops.
- Overall signage and striping need to be evaluated.
- Pavement conditions are good overall.
- Sufficient clear zone observed.

Recommendations:

- Guardrail and Guardrail Delineation
- Signing
- Pavement Markings
- Raised Pavement Markers
- Rumble Strips/Stripes

Cost Estimate: $509,000 range

Focus Areas	Prompt List of Safety Countermeasures
Single-Vehicle Crashes	• Install guardrails near steep slopes and fixed objects • Widen shoulders and improve pavement conditions • Use high-visibility signs and curve warnings • Maintain clear zones and trim roadside vegetation
Negotiating a Curve Crashes	• Add chevron alignment signs and curve warnings • Apply high-friction surface treatments • Enhance curve geometry and night visibility • Lane widening in curves
Overturn / Rollover Crashes	• Flatten slopes and remove roadside drop-offs • Install shoulder rumble strips and edge barriers • Improve pavement friction and surface conditions • Use warning signs for curves and speed transitions
Fixed Object / Roadway Departure Crashes	• Remove or shield fixed objects • Improve signage and pavement markings • Add guardrails or breakaway supports • Add centerline and edge-line rumble strips
Intersection Crashes	• Improve signage, lighting, and sight distance • Add stop signs, roundabouts, or flashing beacons • Use advance warning signs and pavement markings

4. County Road 40 (East) — From Elmore County Line to US-82

Length: 15.6 miles
Total Crashes: 117
KA Crashes: 6
AADT: 3,700
High Injury Network: Yes
Underserved Community: Yes

Observations:

- Traffic appears to be traveling above posted speed limits.
- Areas of vehicle off tracking and pavement edge drops.
- Overall signage and striping need to be evaluated.
- Pavement conditions are good overall.
- Sufficient clear zone observed.
- Intersection of 40 and 57 does not have any delineation (visual - paint or physical - curb) to the property line or ROW.
- Intersection at 31 is confusing to navigate. Consideration should be given to an alternative intersection design.

Recommendations:

- Guardrail and Guardrail Delineation
- Signing
- Pavement Markings
- Raised Pavement Markers
- Rumble Strips/Stripes

Cost Estimate: $818,000 range

Focus Areas	Prompt List of Safety Countermeasures
Single-Vehicle Crashes	• Install guardrails near steep slopes and fixed objects • Widen shoulders and improve pavement conditions • Use high-visibility signs and curve warnings • Maintain clear zones and trim roadside vegetation
Negotiating a Curve Crashes	• Add chevron alignment signs and curve warnings • Apply high-friction surface treatments • Enhance curve geometry and night visibility • Lane widening in curves
Overturn / Rollover Crashes	• Flatten slopes and remove roadside drop-offs • Install shoulder rumble strips and edge barriers • Improve pavement friction and surface conditions • Use warning signs for curves and speed transitions
Fixed Object / Roadway Departure Crashes	• Remove or shield fixed objects • Improve signage and pavement markings • Add guardrails or breakaway supports • Add centerline and edge-line rumble strips
Vulnerable Road Users Crashes	• Provide paved shoulders, bike lanes, or sidewalks • Install crosswalks with warning signs/lights • Lower speed limits in pedestrian zones

5. County Road 57 — From Prattville City Limit to Chilton County Line

Length: 17.5 miles
Total Crashes: 50
KA Crashes: 3
AADT: 1,500
High Injury Network: Yes
Underserved Community: No

Observations:

- Traffic appears to be traveling above posted speed limits.
- Areas of vehicle off tracking and pavement edge drops.
- Overall signage and striping need to be evaluated.
- Sufficient clear zone observed.

Recommendations:

- Guardrail Delineation
- Signing
- Pavement Markings
- Raised Pavement Markers
- Rumble Strips/Stripes

Cost Estimate: $725,000 range

Focus Areas	Prompt List of Safety Countermeasures
Single Vehicle	• Install guardrails near steep slopes and fixed objects • Widen shoulders and improve pavement conditions • Use high-visibility signs and curve warnings • Maintain clear zones and trim roadside vegetation
Negotiating a Curve	• Add chevron alignment signs and curve warnings • Apply high-friction surface treatments • Enhance curve geometry and night visibility • Lane widening in curves
Overturn / Rollover	• Flatten slopes and remove roadside drop-offs • Install shoulder rumble strips and edge barriers • Improve pavement friction and surface conditions • Use warning signs for curves and speed transitions
Fixed Object / Roadway Departure Crashes	• Remove or shield fixed objects • Improve signage and pavement markings • Add guardrails or breakaway supports • Add centerline and edge-line rumble strips

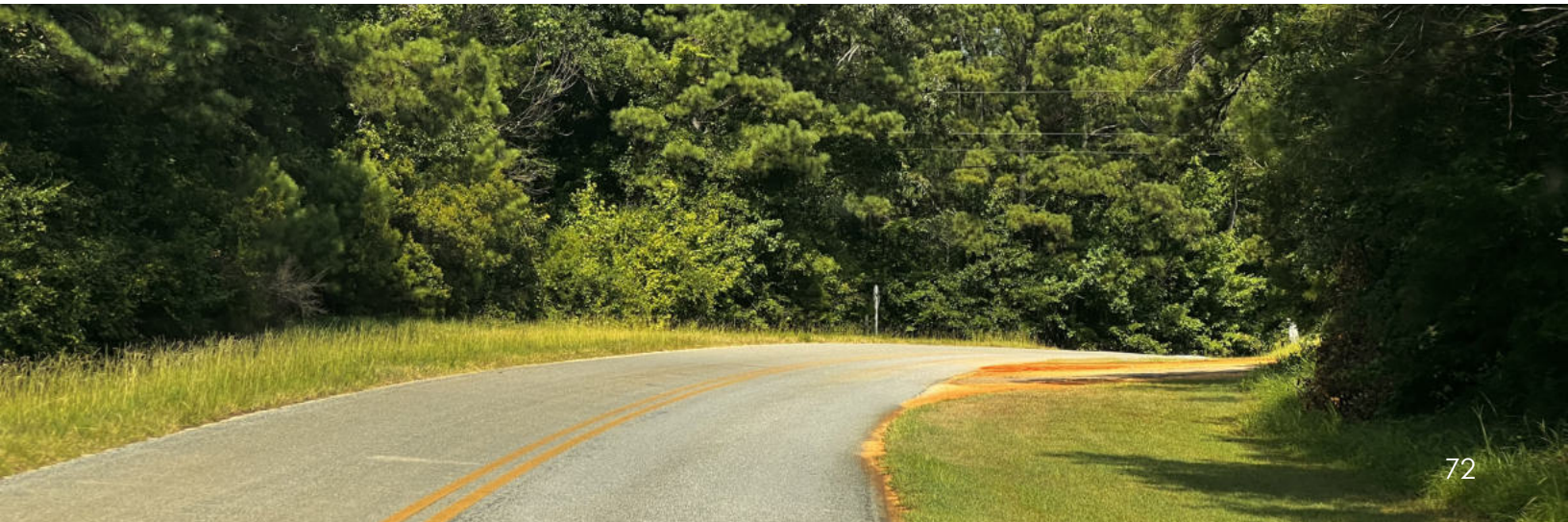
08
Policy and Process Changes

Infrastructure projects alone will not be sufficient to achieve the goals of this Safety Action Plan. Long-term success depends on fostering a stronger safety culture; one that is demonstrated through the actions of community members and leaders and reflected in policies and decision-making that prioritize a safer and more reliable transportation system.

With this objective in mind, an evaluation of existing policies and planning documents was conducted to assess the County's current practices and to identify opportunities for improvement. This review serves as a benchmark of Autauga County's existing state of practice and helps ensure that future policy and process recommendations are aligned with proven strategies and statewide and national guidance.

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

- Alabama Strategic Highway Safety Plan
- Vulnerable Road User Safety Assessment
- ALDOT Access Management Manual
- Alabama Department of Transportation Procedural Guidelines for Local Public Agency Projects
- Autauga County Subdivision and Land Development Regulations
- Autauga County Access Management Policy
- Montgomery Metropolitan Planning Organization Access Management Policy
- FHWA's Noteworthy Practices Guide - National Roadway Safety Awards 2013
- Safe Routes to School Local Policy Guide
- Institute of Transportation Engineer's Safe Routes to School Briefing Sheets



Proposed policy and process changes for Autauga County are recommended as follows:

1. Safety Data & Performance Management

Annually review crash data across the County and track safety performance measures as defined in the Safety Action Plan (e.g. fatalities, serious injuries, VRU-involved crashes).

2. Sign Inventory & Maintenance Management

Assess and operationalize internal practices related to inventory and condition assessment of signing, striping, guardrail, and other roadside safety devices. The inventory and continuous assessment on all regulatory and warning signage on county-maintained roads can be used to guide budgeting and maintenance activities.

3. Bicycle and Pedestrian Master Plan

Inventory existing bicycle and pedestrian infrastructure, assess needs, identify and prioritize potential projects for implementation, develop supporting policies to require bicycle and pedestrian infrastructure in new developments.

4. Alternative Intersection Design Considerations

The County could consider evaluating alternative intersection designs (such as roundabouts, restricted crossing U-turns, or other proven geometric countermeasures) during the planning and design of intersections with a history of severe crashes, particularly those involving angle and left-turn conflicts.

5. Access Management Manual

Update the County's Access Management Policy to incorporate guidance on alternative intersection design options (roundabouts, RCUTs, etc.) and other access management techniques associated with better safety performance.

6. Internal Safety Policie

Establish internal safety operational policies for the Highway Department. Example criteria could include systemic installation of RPMs at edge line striping on county roads; double use of stop signs at stop-controlled intersections; installing a Safety Edge on new pavement applications; use of intersection, center line, and edge line rumble strips.

7. Traffic Safety Education/Awareness Campaign

Establish a safety awareness educational campaign. Topics can include speeding, aggressive driving, distraction, DUI, seatbelt use, child safety seats.

8. Public Engagement in Decision Making

Develop and adopt the best internal practices to increase public engagement on transportation processes.

09
Performance Evaluations

Tracking Performance

Autauga County and its Safety Action Plan Task Force are committed to making substantial progress toward the goal of zero traffic fatalities and serious injuries. The Safety Action Plan has established a goal of achieving a 5% per year reduction in fatal and serious injuries by the year 2045. Ongoing monitoring will be necessary to assess and support the effectiveness of the Action Plan.

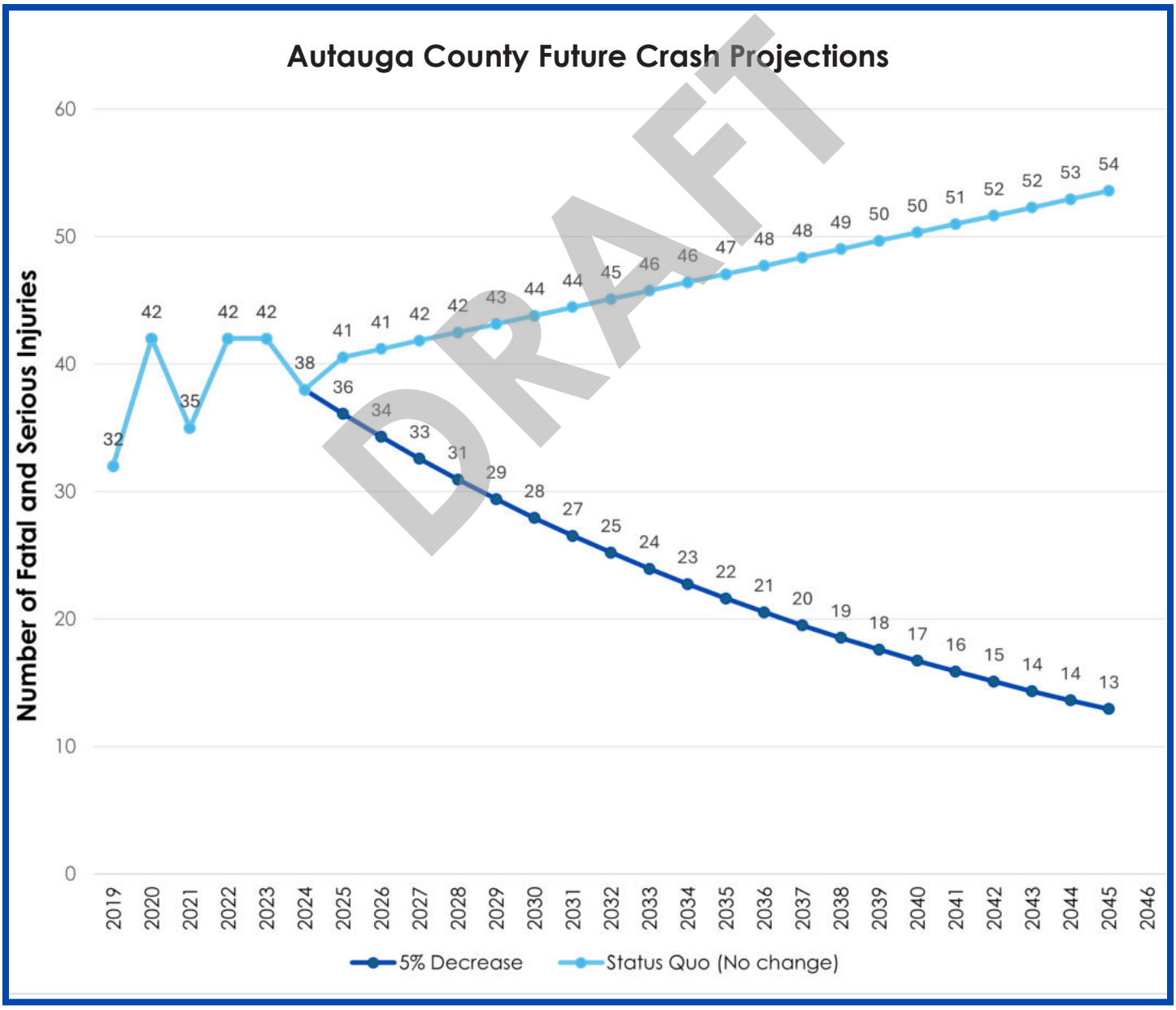


Figure 9.1 — Autauga County Future Crash Projections

Monitoring Progress

A Safety Action Committee will be established to evaluate and monitor the Action Plan. The Safety Action Committee will be responsible for monitoring performance metrics and reporting progress annually to the County's standing committees. The progress report will show performance metrics for each year since inception and will also track action items completed in the prior year.

In addition to monitoring performance metrics on an annual basis, the Safety Action Committee will update the HIN mapping for the County every five years. The HIN maps will be used to prioritize future transportation projects within the jurisdiction of Autauga County.

Table 9.1 — Performance Metrics Crash Data (2019-2023)

Severity	All Roads	County Maintained
Fatalities		
Total 5-year	45	18
Average per year	9	4
Serious Injuries		
Total 5-year	148	92
Average per year	30	18
Non-Incapacitating Injuries		
Total 5-year	645	282
Average per year	129	56
Possible Injuries		
Total 5-year	563	230
Average per year	113	46
Property Damage Only		
Total 5-year	5,465	2,125
Average per year	1,093	425

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 (CO2) 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 and Neighborhoods	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.

A. Appendix

Intermediate and Long-Term Priority Projects

Key

Focus Areas:

- ▲ *Single-Vehicle*
- ■ *Negotiating a Curve*
- ● *Overturn/Rollover*
- ♦ *Fixed Object/Roadway Departure*
- ⬟ *Vulnerable Road Users*
- ✚ *Intersection*

Safety Countermeasures:

- ▲ *Bike Ped Facility Improvements*
- ■ *Capacity Improvements*
- ● ***Clear Zone*** - Includes: guardrail, median barriers, fixed object removal, and vegetation management.
- ★ *Flashing Beacons*
- ♦ *Friction Management*
- ⬟ *Lighting*
- ✚ *Pavement Markings*
- ▬ *Restrict Passing Zones*
- ☾ *Roundabouts*
- △ *Roundabouts Feasibility Study*
- □ *Rumble Strips / Stripes*
- ○ *Sight Distance*
- ☆ ***Signage*** - Includes: chevrons, curve warning signs, and advance warning signs.
- ◇ ***Speed Management*** - Includes: Reduced speeds and traffic calming.
- ⬠ ***Widening*** - Includes: widened lanes or shoulders.

Table A1 — Intermediate and Long-Term Priority Projects for Systemic Routes

Priority Timeline	Route	Begin Termini	Ending Termini	KA Crashes	Total Crashes	Public Engagement	Underserved Community	Focus Areas	List of Potential Countermeasures	Cost Estimate
Mid	CR-33	AL-14	CR-19	1	5		X	▲ ■ ♦	● ♦ + □ ☆ ⬠	$$
Mid	Dutch Bend Rd / CR-17	Dead End	AL-14	1	2		X	▲ ●	● ♦ + □ ☆ ⬠	$$
Mid	CR-81 / CR-63	CR-10	CR-40 W	1	9			▲	● + ☆ ⬠	$$
Mid	Bridge Creek Rd / CR-59	City Limit	CR-40	3	16			▲ ■ ● ♦	● ♦ + □ ☆ ⬠	$$
Mid	Alpha Springs Rd	SR-3 (US-31)	CR-40	1	24	X		▲ ■ ●	● ♦ + □ ☆ ⬠	$$
Long	CR-25 (Jason Rd)	CR-21	CR-46	1	3		X	▲ ♦	● + □ ☆ ⬠	$$
Long	CR-46	CR-40	CR-21	1	4		X	▲ ●	● ♦ + □ ☆ ⬠	$
Long	CR-3	AL-14	SR-6 (US-82)	1	4	X	X	▲ ■ ♦	● ♦ + □ ☆ ⬠	$$
Long	CR-32	CR-24	CR-65	1	2			▲ ■ ●	● ♦ + □ ☆ ⬠	$
Long	CR-65	CR-49	CR-57	1	5	X		●	● ♦ + □ ☆	$
Long	CR-59	SR-3 (US-31)	CR-68	1	8			▲ ● +	● ★ ♦ ⬟ + ☾ □ ○ ☆ ⬠	$$

Table A1 — Intermediate and Long-Term Priority Projects for Systemic Routes

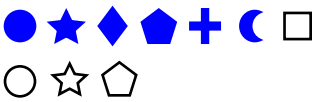
Priority Timeline	Route	Begin Termini	Ending Termini	KA Crashes	Total Crashes	Public Engagement	Underserved Community	Focus Areas	List of Potential Countermeasures	Cost Estimate
Long	CR-43	CR-40	CR-21	1	1		X			$$
Long	CR-105	CR-20	CR-99	1	1					$
Long	CR-45	CR-133	CR-15	2	8		X			$$$
Long	Bear Dr (inside Billingsley)	CR-37	CR-77	1	2		X			$
Long	CR-82	Bridge Creek Rd	SR-3 (US-31)	1	9	X				$$
Long	CR-107	SR-3 (US-31)	CR-40	1	2					$
Long	CR-161	CR-140	CR-42	1	1					$

Table A2 — Intermediate and Long-Term Priority Projects for Site Specific Routes

Priority Timeline	Route	Begin Termini	Ending Termini	KA Crashes	Total Crashes	Public Engagement	Underserved Community	Focus Areas	List of Potential Countermeasures	Cost Estimate
Mid	CR-37	Josh Dr	Plant Rd	1	4		X	▲ ●	● ◆ ✚ □ ☆ ⬠	$
Mid	CR-33	AL-14	CR-45	1	2		X	▲ ■ ◆	● ◆ ✚ □ ☆ ⬠	$$
Mid	CR-165	Forest Ridge Rd	SR-6 (US-82)	1	3		X	▲ ◆	● ✚ □ ☆ ⬠	$
Mid	CR-19	CR-24	CR-53	2	3		X	▲	● ✚ ☆ ⬠	$
Mid	CR-16	CR-7	Soledad Ranch Rd	1	1		X	▲ ◆	● ✚ □ ☆ ⬠	$
Mid	CR-40	Mason Rd	Criddle Rd	2	8	X		●	● ◆ ✚ □ ☆	$
Mid	CR-57	Breakfast Creek Rd	CR-10	1	7			▲ ■ ◆	● ◆ ✚ □ ☆ ⬠	$
Mid	CR-68	CR-131	AL-143-?	1	1			■	◆ ✚ ☆ ⬠	$
Mid	CR-40	CR-19	CR-38	1	1	X	X	▲ ■ ●	● ◆ ✚ □ ☆ ⬠	$
Mid	CR-165	AL-14	Cyrus St	1	9		X	▲ ⬟	▲ ● ⬟ ✚ ☆ ◇ ⬠	$
Long	CR-40	CR-102	Airport Rd	0	5	X		⬟	▲ ⬟ ✚ ☆ ◇ ⬠	$
Long	CR-81	CR-10	near Lyles Dr	1	6			▲	● ✚ ☆ ⬠	$
Long	Bridge Creek Rd	Happy Trails Rd	Karrh Rd	2	4			▲ ■ ◆	● ◆ ✚ □ ☆ ⬠	$
Long	CR-25 (Jason Rd)	CR-21	Jocks Loop	1	2		X	▲ ◆	● ✚ □ ☆ ⬠	$
Long	CR-46	CR-40	Jason Rd	1	4		X	▲ ●	● ◆ ✚ □ ☆ ⬠	$

Table A2 — Intermediate and Long-Term Priority Projects for Site Specific Routes

Priority Timeline	Route	Begin Termini	Ending Termini	KA Crashes	Total Crashes	Public Engagement	Underserved Community	Focus Areas	List of Potential Countermeasures	Cost Estimate
Long	CR-3	S toward AL-14	SR-6 (US-82)	1	4		X	▲ ■ ♦	● ♦ + □ ☆ ⬠	$$
Long	Bridge Creek Rd	Dawson-Williams Rd / CR-58	Lakeview Dr / CR-82	1	1			▲ ●	● ♦ + □ ☆ ⬠	$
Long	Alpha Springs Rd	Northpointe Dr	Martin Dr	1	4			▲ ■ ●	● ♦ + □ ☆ ⬠	$
Long	CR-43	CR-111		1	1		X	▲ ■ ● +	● ★ ♦ ⬟ + ☾ □ ○ ☆ ⬠	$
Long	CR-65	CR-49	CR-20	1	2			●	● ♦ + □ ☆	$$
Long	CR-59	Unpaved Road SW of Manning (halfway between Manning Rd and CR-59)		1	1			▲ ● +	● ★ ♦ ⬟ + ☾ □ ○ ☆ ⬠	$
Long	CR-105	CR-99	CR-20	1	1			▲ ●	● ♦ + □ ☆ ⬠	$
Long	CR-33	Geneva Rd	CR-119	1	1		X	▲ ●	● ♦ + □ ☆ ⬠	$
Long	CR-45	Prather Rd	Shiloh Cir	1	3		X	■ ●	● ♦ + □ ☆ ⬠	$$
Long	Bear Dr	CR-37	CR-77	1	2		X	▲	● + ☆ ⬠	$
Long	CR-161	CR-150	CR-42	1	1		X	▲ ⬟	▲ ● ⬟ + ◇ ☆ ⬠	$
Long	CR-82	Fuller Rd	E Bank Rd	1	1	X		▲ ■ ●	● ♦ + □ ☆ ⬠	$
Long	CR-107	Henry Cir	Rogers Ln	1	1			▲ ■ ♦	● ♦ + □ ☆ ⬠	$

SAIN
ASSOCIATES