SAFE STREETS & ROADS FOR ALL (SS4A)
GRANT PROGRAM

April 2024

NEEL-SCHAFFER
Solutions you can build upon

SAFE STREETS & ROADS FOR ALL (SS4A)

SAFETY ACTION PLAN

"Disclaimer: 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 Supreme Court in Ex parte Alabama Dept. of Trans., 757 So. 2d 371 (Ala. 1999) found that these are sensitive materials exempt from the Alabama Open Records Act."

City of Dothan Leadership Commitment

THE CITY OF
DOTHAN, ALABAMA
POST OFFICE BOX 2128 · DOTHAN, ALABAMA 36302 · 334-615-3110

Mark Saliba
Mayor
mayor@dothan.org

April 3, 2024

To Whom It May Concern,

Safe, accessible, and reliable transportation within the City of Dothan is central to our mission. The City's vision is to reduce the number of severe crashes within the city limits by 50% by the year 2030 and eliminate all crashes resulting in fatalities and serious injuries by 2060.

As the Mayor and a resident of the City of Dothan, the Commission and I care about transportation safety within the city. From 2018-2022, Dothan experienced over 15,500 crashes which included 35 fatalities, 9 of these involved pedestrians and 2 bicyclists. Another 189 crashes resulted in serious injuries. These tragedies not only affect the families and friends of the victims, but they also have profound impacts throughout our community.

Fatal and serious injury crashes are preventable, and the City of Dothan is committed to improving transportation safety within the city for residents and visitors. The adoption and implementation of the Safe Streets for All (SS4A) Safety Action Plan will help reduce and ultimately end these avoidable deaths and injuries. The Safety Action Plan will assist in identifying projects and strategies to improve safety throughout the city and ultimately achieve the City's long-term safety goal of zero fatalities and serious injuries by 2060.

The City cannot achieve our goal without support from local partner agencies and their communities. Each resident can also help to improve the safety of our transportation system.

On behalf of the City of Dothan, the Commission and I support this Safety Action Plan and pursue construction projects and strategies included in it to achieve the City's goal.

Sincerely,

Mark Saliba
Mayor

RESOLUTION NO. 2024-98

WHEREAS, the City of Dothan previously applied for a Safe Streets and Roads for All (SS4A) grant with the United States Department of Transportation (USDOT) to prepare a city-wide equitable Safety Action Plan for the City through Resolution No. 2022-283; and

WHEREAS, the City of Dothan and the USDOT entered into a Grant Agreement for the preparation of a Safety Action Plan through Resolution No. 2023-231; and

WHEREAS, the City of Dothan contracted with Neel-Schaffer, Inc. to prepare the Safety Action Plan through Resolution No. 2023-324; and

WHEREAS, the Safety Action Plan has been completed and the Public Works Department is recommending that the City Commission approve and adopt said plan.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the City of Dothan, Alabama, as follows:

Section 1. That the City of Dothan approve and adopt the Safe Streets and Roads for All (SS4A) Safety Action Plan for the City of Dothan, which said plan follows:

Resolution No. 2024-98, approving and adopting the SS4A Safety Action Plan for the City of Dothan, continued.

Section 2. That Mark Saliba, Mayor of the City of Dothan, and in such capacity, is hereby authorized and directed to adopt and execute documents for the City of Dothan SS4A Safety Action Plan for and in the name of the city of Dothan, which shall be attested by the City Clerk.

PASSED, ADOPTED AND APPROVED on APRIL 16, 2024.

Attest:

City Clerk

Mayor

Associate Commissioner District 1

Associate Commissioner District 2

Associate Commissioner District 3

Associate Commissioner District 4

Associate Commissioner District 5

Associate Commissioner District 6

BOARD OF CITY COMMISSIONERS

Table of Contents

List of Tables

List of Figures

1.0 Introduction

The Safe Streets for All (SS4A) grant program was introduced in the Bipartisan Infrastructure Law (BIL) to fund regional and local initiatives to prevent roadway fatalities and serious injuries. This program supports the U.S. Department of Transportation's (USDOT) National Roadway Safety Strategy which is working toward a goal of zero roadway fatalities using a Safe System Approach.

The City of Dothan received a Planning and Demonstration Grant to develop a comprehensive Safety Action Plan. The purpose of this plan is to meet Federal requirements, prioritize safety improvements, justify investment decisions, communicate with stakeholders, and access funding opportunities. The USDOT states that the goal of a Safety Action Plan "is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries"[1]. The planning process that was used to develop this plan is shown in **Figure 1.1**.

Figure 1.1: Planning Process

1.1 Leadership Statement

The City of Dothan's leadership is committed to reducing and ultimately eliminating fatalities and serious injuries on the City's transportation network. A leadership commitment from the Mayor's office is included at the front of this plan.

[1] https://www.transportation.gov/grants/ss4a/action-plan-requirements

1.2 Demographic Profile

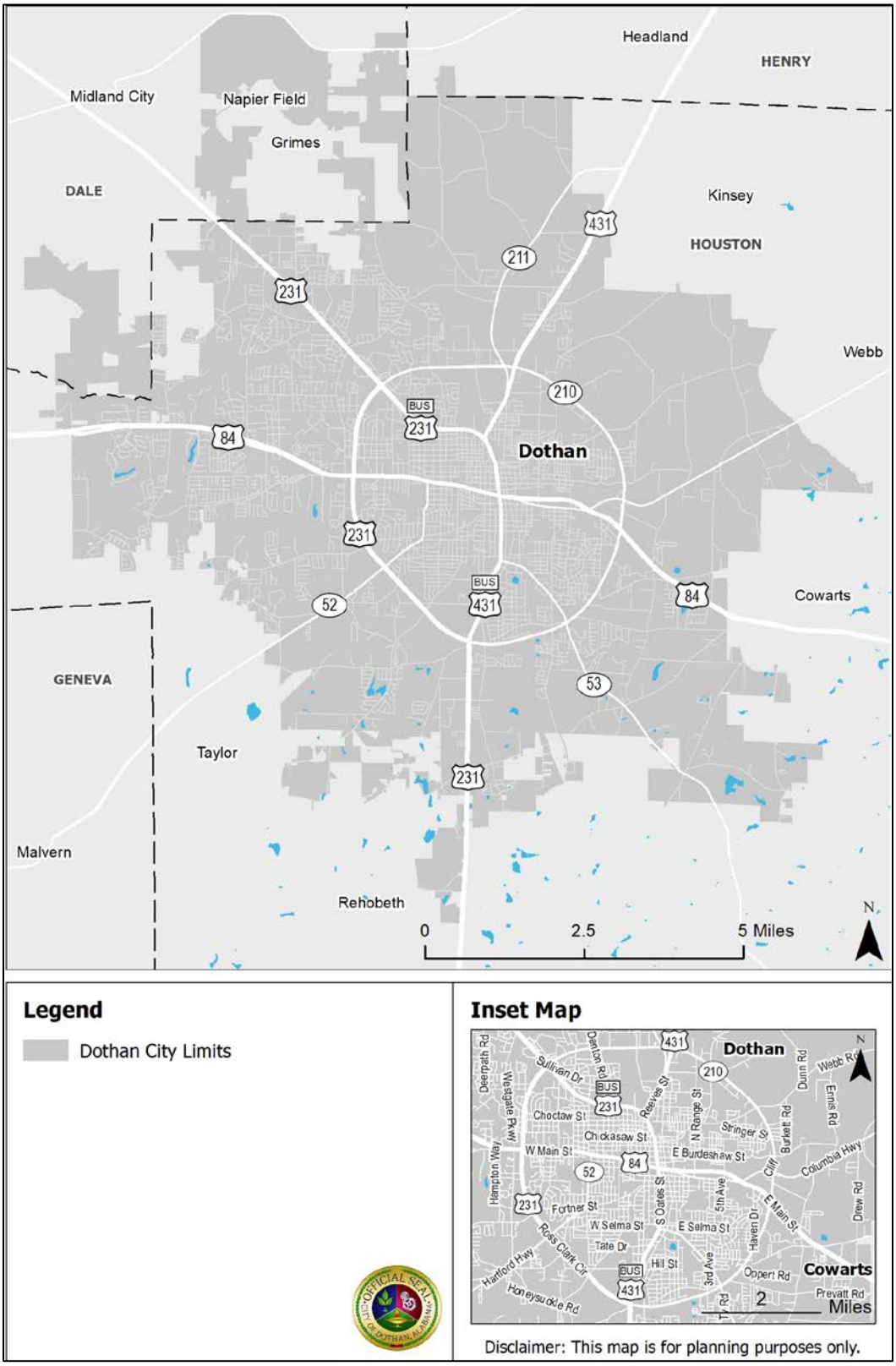
The City of Dothan, located in Houston County, Alabama, is the largest city in Alabama's portion of the Wiregrass Region with a population of approximately 70,318 residents (ACS 5-year estimates, 2021). Known as the "Peanut Capital of the World," Dothan has a rich agricultural heritage that includes numerous peanut farms[2] and an annual National Peanut Festival which draws thousands of visitors. Transportation safety is important not only to the City's residents and workers but also to the City's many tourists.

While the SS4A Safety Action Plan considers transportation safety needs throughout the entire City, it also focuses on the needs of any area identified as a Transportation Disadvantaged Community (TDC) or Area of Persistent Poverty (APP) as required by the Federal Highway Administration (FHWA). Environmental Justice (EJ) areas are also incorporated through an analysis of the American Community Survey (ACS) 2021 5-year estimates to determine equity needs within the City. This section analyzes the existing demographic makeup of the City of Dothan.

The study area for this Safety Action Plan is defined as the area within the Dothan city limits as shown in **Figure 1.2**.

[2] https://www.dothan.org/

Figure 1.2: Study Area

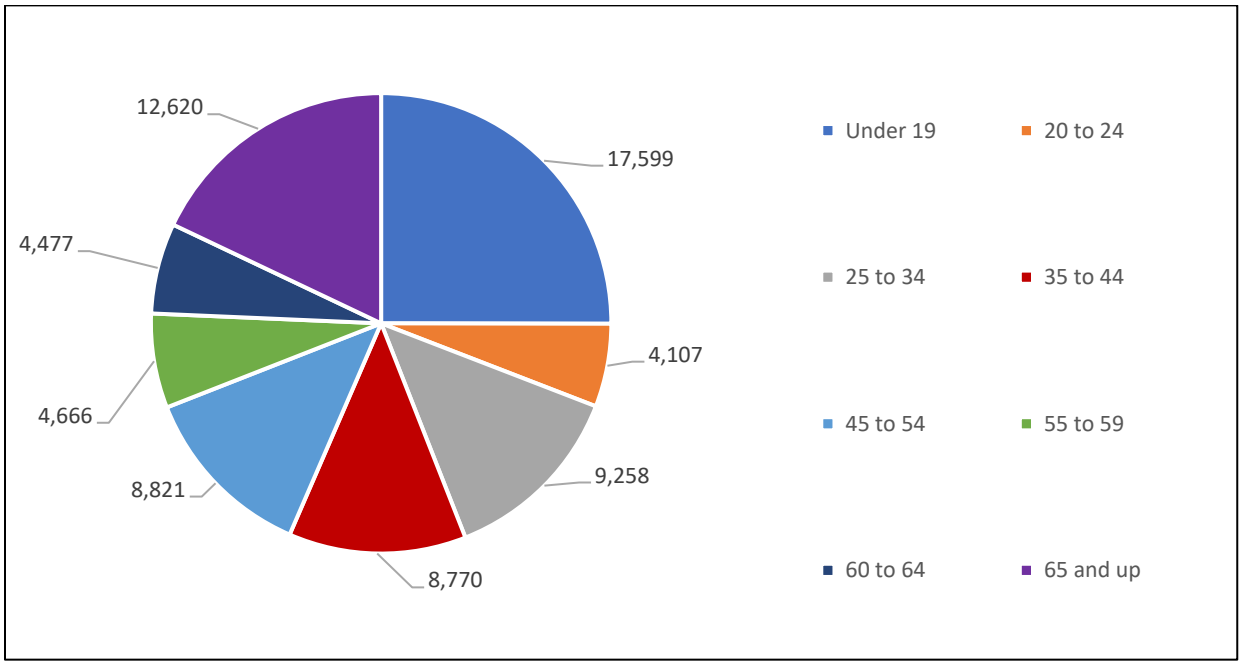


Source: Neel-Schaffer

Age/Race

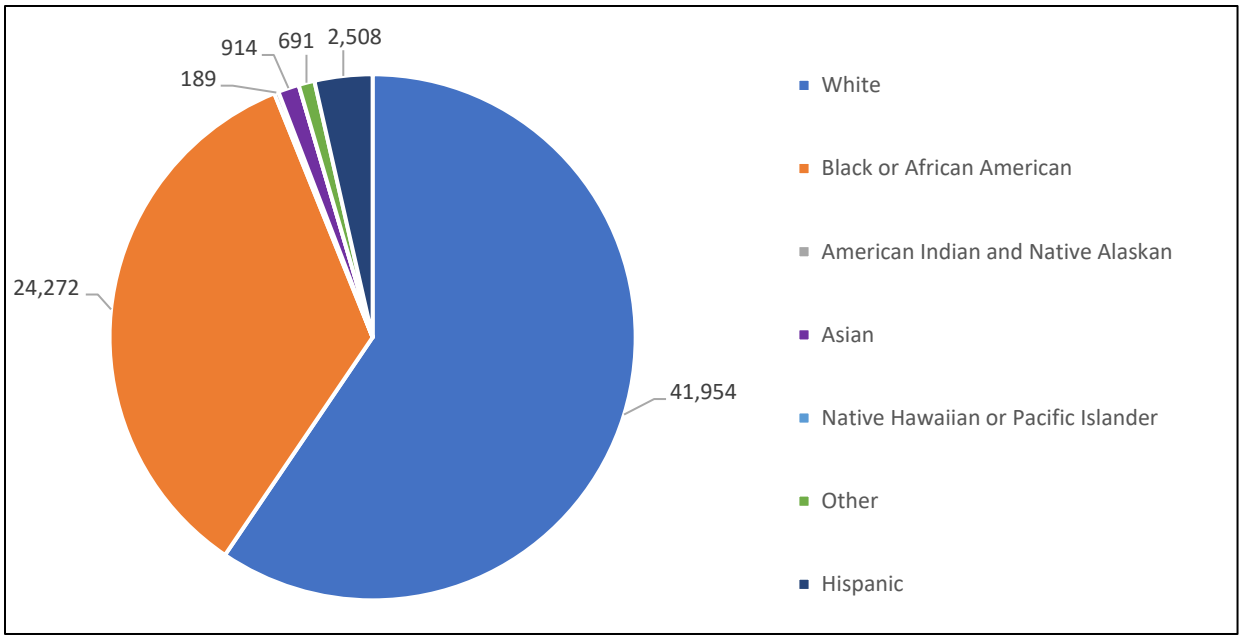
Figure 1.3 displays the age breakdowns within the City, while **Figure 1.4** displays the City's mix of racial backgrounds.

Figure 1.3: Population by Age



Source: ACS 5-Year Estimates, 2021

Figure 1.4: Population by Race



Source: ACS 5-Year Estimates, 2021

Existing Travel Patterns

While commuting patterns are only a portion of the total travel within the City, they can provide insight into overall travel patterns. According to the 2021 ACS estimates, the average commute time for employees within the city is less than 20 minutes.

Most commuters in Dothan (85 percent) drove alone to work, as shown in **Table 1.1**. By contrast, nine percent of commuters traveled by carpool while one percent walked. The data showed that public transportation was not used as a means of commuting, most likely because fixed route public transportation is currently unavailable within the City of Dothan.

These commuting trends can also offer insights into possible equity and equality imbalances in accessing transportation and job opportunities within the City. Most residents choose to drive alone to work. This option could be challenging for residents with driving restrictions or without access to a vehicle such as low-income persons who depend more on public transit or shared transportation alternatives.

Recognizing the causes of differences in travel patterns can be vital for equity and equality analysis, since it can guide efforts to create a safer, inclusive, accessible transportation system for all users.

Table 1.1: Commuting Modes within Dothan

Commute Mode	Percent of Commuters
Drive Alone	85%
Carpool	9%
Public Transportation	0%
Walk	1%
Work at Home	5%
Other	0%

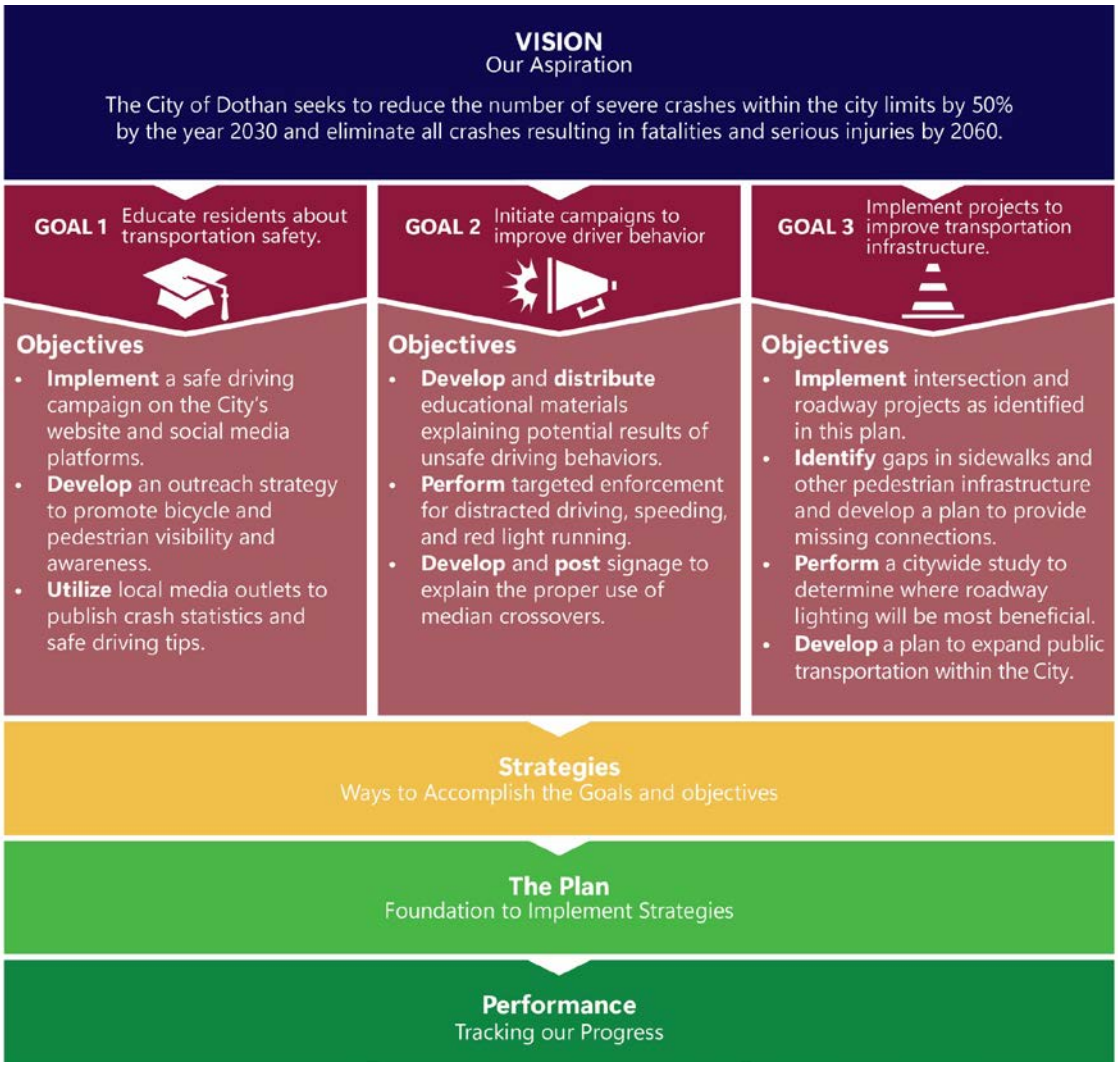
Source: ACS 5-Year Estimates, 2021

2.0 Vision Statement, Goals, and Objectives

2.1 Strategic Framework

Public and stakeholder input were used to develop a vision statement, goals, and objectives to guide the development of the Safety Action Plan. The vision statement describes the transportation safety status that the City strives to achieve. It is supported by three goals, each with corresponding objectives that clarify and expand upon the goal statement. These activity-based objectives are used to identify specific projects and strategies that help the City achieve its stated goals. These elements form the strategic framework of the plan as shown in **Figure 2.1**.

Figure 2.1: Safety Action Plan Strategic Framework



2.2 Performance Measures

Performance measures are used to show progress toward meeting the Safety Action Plan's vision, goals, and objectives. Four performance measures have been defined for this plan:

- Percent Reduction in the Number of Fatal Crashes
- Percent Reduction in the Number of Serious Injury Crashes
- Percent Reduction in the Number of Non-Motorized Fatal Crashes
- Percent Reduction in the Number of Non-Motorized Serious Injury Crashes

The goals and objectives which support each performance measure are shown in **Table 2.1**.

Table 2.1: Safety Action Plan Performance Measures

Performance Measure	Goal	Objective
Percent Reduction in the Number of Fatal Crashes	Goal 1	Implement a safe driving campaign on the City's website and social media platforms.
	Goal 1	Utilize local media outlets to publish crash statistics and safe driving tips.
	Goal 2	Develop and distribute educational materials explaining potential results of unsafe driving behaviors.
	Goal 2	Perform targeted enforcement for distracted driving, speeding, and red light running.
	Goal 2	Develop and post signage to explain the proper use of median crossovers.
	Goal 3	Implement intersection and roadway projects as identified in this plan.
	Goal 3	Perform a citywide study to determine where roadway lighting will be most beneficial.
	Goal 3	Develop a plan to expand public transportation within the City.
Percent Reduction in the Number of Serious Injury Crashes	Goal 1	Implement a safe driving campaign on the City's website and social media platforms.
	Goal 1	Utilize local media outlets to publish crash statistics and safe driving tips.

Performance Measure	Goal	Objective
Percent Reduction in the Number of Serious Injury Crashes	Goal 2	Develop and distribute educational materials explaining potential results of unsafe driving behaviors.
	Goal 2	Perform targeted enforcement for distracted driving, speeding, and red light running.
	Goal 2	Develop and post signage to explain the proper use of median crossovers.
	Goal 3	Implement intersection and roadway projects as identified in this plan.
	Goal 3	Perform a citywide study to determine where roadway lighting will be most beneficial.
	Goal 3	Develop a plan to expand public transportation within the City.
Percent Reduction in the Number of Non-Motorized Fatal Crashes	Goal 1	Implement a safe driving campaign on the City's website and social media platforms.
	Goal 1	Develop an outreach strategy to promote bicycle and pedestrian visibility and awareness.
	Goal 3	Implement intersection and roadway projects as identified in this plan.
	Goal 3	Identify gaps in sidewalks and other pedestrian infrastructure and develop a plan to provide missing connections.
	Goal 3	Perform a citywide study to determine where roadway lighting will be most beneficial.
Percent Reduction in the Number of Non-Motorized Serious Injury Crashes	Goal 1	Implement a safe driving campaign on the City's website and social media platforms.
	Goal 1	Develop an outreach strategy to promote bicycle and pedestrian visibility and awareness.
	Goal 3	Implement intersection and roadway projects as identified in this plan.
	Goal 3	Identify gaps in sidewalks and other pedestrian infrastructure and develop a plan to provide missing connections.
	Goal 3	Perform a citywide study to determine where roadway lighting will be most beneficial.

3.0 Existing Conditions Safety Data Review

3.1 Existing Plans, Policies, and Procedures

Existing Plans

Existing plans that address safety in the City of Dothan were reviewed as a part of this Safety Action Plan. For each plan, recommendations were made for improved collaboration to address safety analysis, project development, and implementation more effectively across the City.

The following existing plans were reviewed:

- FY 2024-2027 SWAMPO Transportation Improvement Program (Draft)
- 2045 SWAMPO Long Range Transportation Plan (2021)
- Alabama Strategic Highway Safety Plan (2022)
- Alabama Statewide Freight Plan (2022)
- City of Dothan Bicycle & Pedestrian Master Plan (2011)

Ongoing or proposed projects that were reviewed as part of this effort include:

- City of Dothan Infrastructure Improvement Plans
    - Intersection Improvements:
        - W Main Street and John D Odom Road
        - Flowers Chapel Road and Woodburn Drive
        - John D Odom Road and Publix
        - Preemption at 40 Signals around the City
    - Access Management:
        - Ross Clark Circle between Choctaw Street and North Cherokee Avenue
        - Ross Clark Circle on East Side of Town
    - Sidewalks:
        - TAP Project from Plant Street to Southeast Medical Center Emergency Room Driveway
        - Trim Street and Wiregrass Recreation Center
        - Hedstrom Drive from Conti Road to Ross Clark Circle
        - Choctaw Street from Westgate Parkway to Ross Clark Circle Right-of-Way
    - Road Widening/Extension:
        - Honeysuckle Road from West Main Street to Hartford Highway
        - Honeysuckle Road from Hartford Highway to Campbellton Highway

    - Additional Lane on SR-12 (US-84/W Main Street) from John D. Odom Road to Flowers Chapel Road
- Statewide Regional Traffic Operations Program (RTOP)

Additionally, road safety assessment reports from 2018 that were prepared for sites within the Dothan city limits were reviewed at the following locations:

- State Route 1 from Mile Point 7.00 to Mile Point 7.49
- State Route 1 from Mile Point 13.90 to Mile Point 14.10
- State Route 1 from Mile Point 16.50 to Mile Point 16.70
- State Route 52 from Mile Point 60.80 to Mile Point 61.00
- State Route 53 from Mile Point 24.70 to Mile Point 24.90
- State Route 210 from Mile Point 3.30 to Mile Point 3.50 & State Route 12 From Mile Point 207.40 to Mile Point 207.60
- State Route 210 from Mile Point 4.90 to Mile Point 5.10 & State Route 53 From Mile Point 24.00 to Mile Point 24.20
- State Route 210 from Mile Point 6.90 to Mile Point 7.10 & State Route 1 From Mile Point 17.80 to Mile Point 18.00
- State Route 210 from Mile Point 10.40 to Mile Point 10.60 & State Route 12 From Mile Point 211.90 to Mile Point 212.10
- State Route 210 from Mile Point 13.70 to Mile Point 13.90 & State Route 1 From Mile Point 13.20 to Mile Point 13.40

A detailed summary of each plan listed above is included in **Appendix A**. Each summary contains a brief plan overview, goals and objectives, key findings, and recommendations for transportation safety.

Existing Policies and Procedures

The City's existing policies and procedures were examined for elements related to transportation safety. Topics covered in this review include access management, complete streets, subdivision sidewalk regulations, work zone management / requirements of Traffic Management Plans, emergency response time goals vs. actual, and incident management / traveler information system.

Access Management

Access management regulations are important to manage roadway systems. These regulations promote safe and efficient movements for vehicles entering and exiting roadways. Coordination between state and local access regulations is a vital component of efficient and safe operations between state-maintained highways and county/city maintained roadways.

Alabama Department of Transportation (ALDOT) has active policies and procedures for access management along state highways. In 2022, ALDOT published the *Access Management Manual* to set guidelines to manage access to and from state roadways and highways. The manual includes an overview of the principles of access management. ALDOT sees access management as a tool in balancing two competing roadway functions: providing mobility for through traffic and providing accessibility to properties. ALDOT's goal when implementing these policies is to provide safe and efficient traffic mobility while allowing reasonable accessibility to properties. Access management strategies include corridor access management plans, reconfigurations of driveways, installation of medians, alternative intersection designs, restricted crossing U-turns, continuous green T-intersections, median U-turn intersections, and roundabouts. The manual also states requirements for Traffic Impact Studies including thresholds based on land use and study area requirements per development type. The three types of permits associated with access management include turnout permits, median crossover permits, and traffic signal installation permits.

The City of Dothan does not have a standalone set of access management guidelines or procedures. However, the City has two ordinances pertaining to driveway requirements. The first can be found in the *Code of Ordinances, Article XI – Supplemental Regulations: Section 114-184 Regulations applying to all districts,* which states that driveways, except for those pertaining to single-family residential developments, cannot be constructed on the right-of-way of major thoroughfares. These driveways may be considered if access is made available to other properties and developments. The second ordinance is in the *Code of Ordinances, Article IX – Traffic Impact Studies (TIS): Section 98-403 and Section 98-404,* which state that all developments including small (100 to 499 peak hour trips) and multi-phased developments (greater than or equal to 1000 peak hour trips) are required to provide site access locations as part of the Traffic Impact Study that is submitted for review. Another access management policy is included in the *Code of Ordinances, Chapter 98 – Traffic and Vehicles: Article I – In General: Section 98-10: Sight distance triangles, visual obstructions* which describes sight distance requirements to provide unobstructed views at road intersections.

The *City of Dothan Subdivision Regulations, Section 90-139(b)(3)* also addresses access management by stating that "the Planning Commission may control access to expressways, freeways, and arterial streets by requiring all lots to face and have access only to minor streets." Traffic Impact Study criteria is also included in this document.

ALDOT encourages each local agency to develop access management guidelines and policies within their jurisdiction. The primary goal for developing these policies and procedures is to design and review site access, whether on local or state roadways, in a cohesive manner to allow for efficient and safe operations for vehicle users.

Complete Streets

The U.S. Department of Transportation describes Complete Streets as streets that are designed and operated to enable and support safe mobility for all users. These streets incorporate multiple modes of transportation and provide infrastructure for motorists, pedestrians, bicyclists, and public transportation users. Complete Street policies can be set at state, regional, and local levels and are usually supported by roadway design guidelines.

The City of Dothan currently has one ordinance that mentions design features encompassed in Complete Streets. It is found in the *Code of Ordinances, Chapter 90 – Subdivisions: Article III – Design Requirements and Minimum Standards: Section 90-139.* Although the ordinance mentions that complete streets include roadway design features that accommodate and facilitate convenient access and mobility for all users, including pedestrian and bicycle facilities, the ordinance does not set forth requirements on how this policy should be implemented for proposed projects.

ALDOT does not currently have policies or procedures in place pertaining to complete streets. The Alabama Statewide Bicycle and Pedestrian Plan (published in 2017) acknowledges that other regional states have set forth policies and procedures dealing with complete streets concepts and that ALDOT is lacking in this area in comparison to Florida, Georgia, Louisiana, Mississippi, and Tennessee. The Alabama Strategic Highway Safety Plan, 4th Edition (published in 2022), includes emphasis on the need to implement and identify infrastructure to support non-motorists based on the context of a roadway and indicators of infrastructure need such as worn paths or other evidence of pedestrians or bicyclists.

Subdivision Sidewalk Regulations

Development of subdivisions within a community should include the implementation of pedestrian facilities to promote connectivity and safety. Comprehensive planning standards and regulations are important to require construction of cohesive sidewalk networks within proposed subdivisions and for connections to existing networks.

The City of Dothan includes requirements for sidewalks in the *Code of Ordinances, Chapter 90 – Subdivisions: Article III – Design Requirements and Minimum Standards: Section 90-140: Sidewalks*. This section requires that sidewalks be provided on at least one side of the street in all new developments and on both sides of the street in all commercial developments. Sidewalks shall be provided along the frontage of properties being subdivided adjacent to the street to provide access to pedestrians. Other requirements set forth by this ordinance are sidewalk thickness, compressive strength of sidewalk concrete, cross slope, and minimum sidewalk width. Similar sidewalk requirements are included in the *City of Dothan Subdivision Regulations, Section 90-141*.

ALDOT has no regulations addressing requirements for subdivision sidewalks. However, the following documents are published on their website: *2010 ADA Standards for Accessible Design* and *2011 Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-way (United States Access Board)*.

Work Zone Management / Requirements of Traffic Management Plans

Work zone management is not specifically mentioned within the City of Dothan's ordinances. As work zones often contribute to highway congestion and potential safety hazards, it is important to establish work zone management plans at the local level to provide efficient operations while construction work is ongoing.

The City of Dothan has a procedure pertaining to Neighborhood Traffic Calming in their *Code of Ordinances, Chapter 98 – Traffic and Vehicles – Article III: Neighborhood Traffic Calming*. Traffic calming is defined by the City as the use of physical measures or installation of signage to reduce vehicle speeds, increase street safety, and improve quality of life. Streets that are identified by the functional classifications of collector, arterial, commercial, or industrial will not be considered for traffic calming. To be considered for neighborhood traffic calming, the subject area must have a daily volume of no less than 200 vehicles per day and no greater than 2,000 vehicles per day. A request for traffic calming will only be considered for owners or renters of the adjacent property to the studied roadway.

ALDOT has established a *Work Zone Awareness (WZA) Program* which can be found on their website. This program does not include any actual work zone management procedures and policies to implement. ALDOT has also published a *Work Zone Management Service Layer Brochure* which gives an outlook on the importance of work zone management. In addition, ALDOT has published a *Transportation Systems Management and Operations (TSMO) Program* which is a strategic approach to improve safety and maximize efficiency of the existing transportation system. The TMSO program focuses on operational improvements that can improve or maintain levels of service without adding capacity.

Emergency Response Time Goals vs. Actual

A crucial part of emergency response is the time that it takes for emergency responders to reach their destinations. During the review of the City of Dothan's and ALDOT's policies and procedures, no specific information was found about emergency response goals or historical response times. However, discussions with emergency personnel revealed that City emergency response departments establish response time requirements and goals by using national standards. Response times are documented and tracked to maintain historical data. This information is used to identify improvement areas for each agency. Emergency responders, including the fire department, police department, and Emergency Medical Services (EMS), coordinate with each other to identify deficiencies in response times and ways to improve efficiency where necessary.

Incident Management / Traveler Information System

Incident Management pertains to protocols and procedures established to restore roadway capacity as quickly and efficiently as possible after traffic incidents have occurred. A well-established plan benefits not only emergency responders but also vehicle operators by reducing delays and improving safety. Incident management is not specifically mentioned

within the City of Dothan's ordinances. Development and implementation of an Incident Management Plan could greatly improve operations and safety for roadway users in the City.

ALDOT published the *Traffic Incident Management (TIM) Service Layer Brochure*. This brochure defines agency responsibilities for ALDOT, law enforcement, EMS, Fire and Rescue, Towing and Recovery, Hazardous Materials Contractors, and Alabama Service Assistance Patrol. It also outlines important incident management practices. ALDOT recognizes that incident management requires collaboration and coordination between multiple agencies responding to incidents. This coordination is a key component of enhancing the safety of all involved parties. To support the TIM Program, ALDOT has implemented a few policies, including "Safe, Quick Clearance," "Move it, Remove it," and the "Open Roads Policy." These policies are intended to highlight the importance of safe operations in the field and reiterate the importance of collaboration between state, regional, and local authorities.

3.2 Crash Analysis

The crash analysis uses five years of crash data provided by the Critical Analysis Reporting Environment (CARE) software that is administered by the Center for Advanced Public Safety at the University of Alabama.

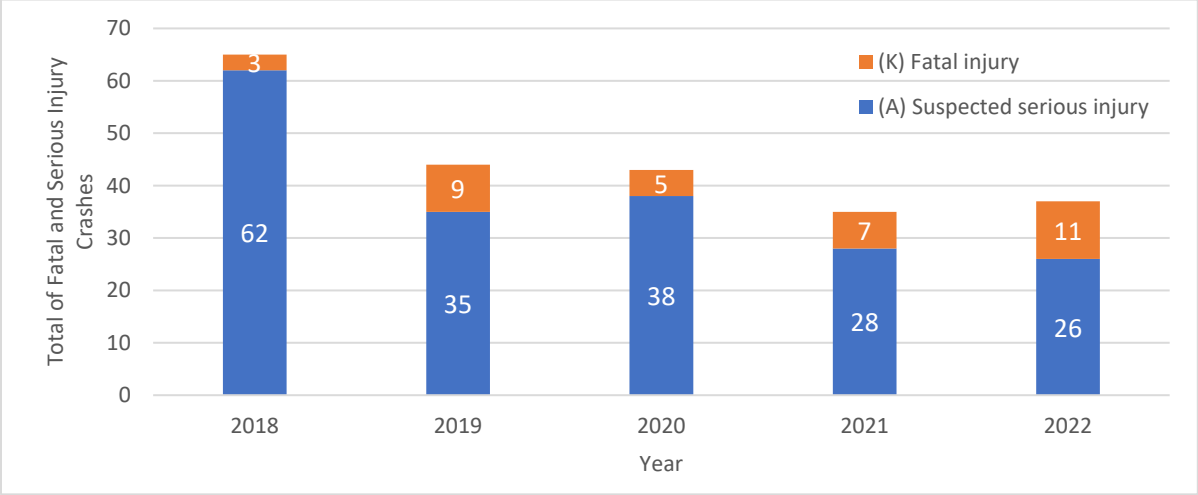
The analysis reviewed data from January 1, 2018, through December 31, 2022, to evaluate patterns and trends based on:

- crash type
- location
- contributing circumstances
- temporal trends

This section focuses on the 224 crashes within the City that resulted in fatalities and/or serious injuries.

As shown in **Figure 3.1**, there were 35 fatal crashes and 189 serious injury crashes reported in the City of Dothan from 2018 through 2022.

Figure 3.1: Fatal and Suspected Serious Injury Crashes by Year



Source: CARE, 2023

Crash Types and Summaries

During the five-year analysis period, the most common crash types among the fatal and serious injury crashes were rear end crashes (front to rear) at 38 percent and sideswipe – same direction crashes at 14 percent. **Table 3.1** presents the fatal and serious injury crashes reported from 2018 through 2022 by crash type and year.

Environmental Circumstances

Understanding the environmental circumstances, such as lighting, weather, and surface conditions, that contribute to crashes can be helpful in determining potential areas of improvement. **Table 3.2** displays the environmental circumstances at the time of the fatal and serious crashes reported in the City from 2018 through 2022.

Table 3.1: Fatal and Suspected Serious Injury by Crash Type and Year

Crash Type	Year					Total (%)
	2018	2019	2020	2021	2022	
Rear End (front to rear)	26	17	11	16	16	*86 (38%)*
Sideswipe - Same Direction	12	6	6	3	5	*32 (14%)*
Side Impact (angled)	4	3	8	5	5	*25 (11%)*
Single Vehicle Crash (all types)	8	4	3	5	5	*25 (11%)*
Side Impact (90 degrees)	6	7	10	0	1	*24 (11%)*
Angle Oncoming (frontal)	4	2	2	1	1	*10 (4.5%)*
Other	2	3	0	2	2	*9 (4.0%)*
Causal Veh Backing: Rear to Side	0	1	0	2	0	*3 (1.3%)*
Angle (front to side) Opposite Direction	2	0	0	1	0	*3 (1.3%)*
Angle (front to side) Same Direction	1	0	1	0	0	*2 (0.9%)*
Head-On (front to front only)	0	0	2	0	0	*2 (0.9%)*
Sideswipe - Opposite Direction	0	0	0	0	2	*2 (0.9%)*
Causal Veh Backing: Rear to Rear	0	1	0	0	0	*1 (0.4%)*
Non_Collision	0	0	0	0	0	*0 (0.0%)*
Unknown	0	0	0	0	0	*0 (0.0%)*
Total	65	44	43	35	37	***224***

Source: CARE, 2023

Table 3.2: Fatal and Suspected Serious Injury by Contributing Circumstances

Lighting Conditions	Year					Total (%)
	2018	2019	2020	2021	2022	
Daylight	49	36	33	25	26	169 (75.0%)
Dark - Continuous Lighting Both Sides of Roadway	5	1	1	5	2	14 (6.3%)
Dark - Spot Illumination Both Sides of Roadway	3	4	3	0	2	12 (5.4%)
Dark - Roadway Not Lighted	3	0	2	2	4	11 (4.9%)
Dusk	2	1	4	1	2	10 (4.5%)
Dark - Spot Illumination One Side of Roadway	3	1	0	1	1	6 (2.7%)
Dark - Continuous Lighting One Side of Roadway	0	1	0	0	0	1 (0.4%)
Dawn	0	0	0	1	0	1 (0.4%)
Dark - Unknown Roadway Lighting	0	0	0	0	0	0 (0.0%)
Not Applicable	0	0	0	0	0	0 (0.0%)
Other	0	0	0	0	0	0 (0.0%)
Unknown	0	0	0	0	0	0 (0.0%)
Total	65	44	43	35	37	224
Surface Conditions	**Year**					**Total (%)**
	2018	**2019**	**2020**	**2021**	**2022**	
Dry	53	38	37	31	27	186 (83%)
Wet	10	6	3	4	9	32 (14.3%)
CU is Unknown	2	0	3	0	1	6 (2.7%)
Water Buildup	0	0	0	0	0	0 (0.0%)
Ice	0	0	0	0	0	0 (0.0%)
NA	0	0	0	0	0	0 (0.0%)
Unknown	0	0	0	0	0	0 (0.0%)
Total	65	44	43	35	37	224

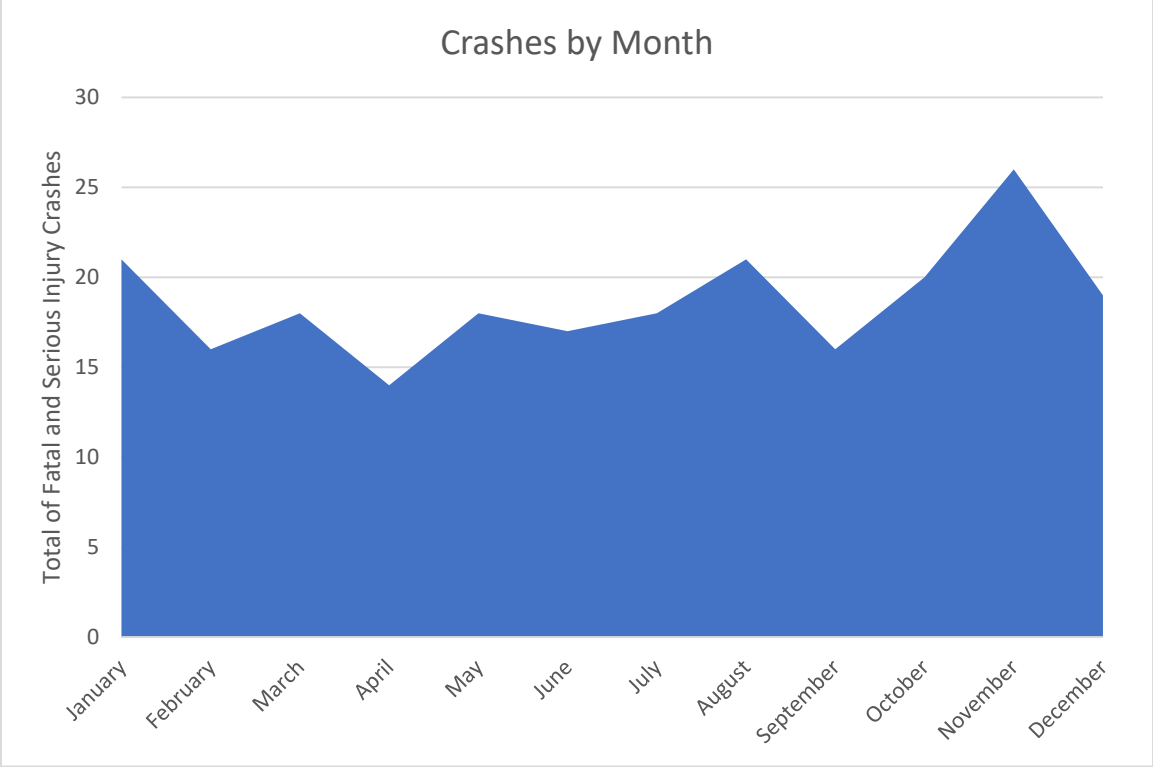
Source: CARE, 2023

Temporal Patterns

The analysis also considers temporal patterns by analyzing the months, day of the week, and hours that fatal and serious injury crashes occurred. The data shows that:

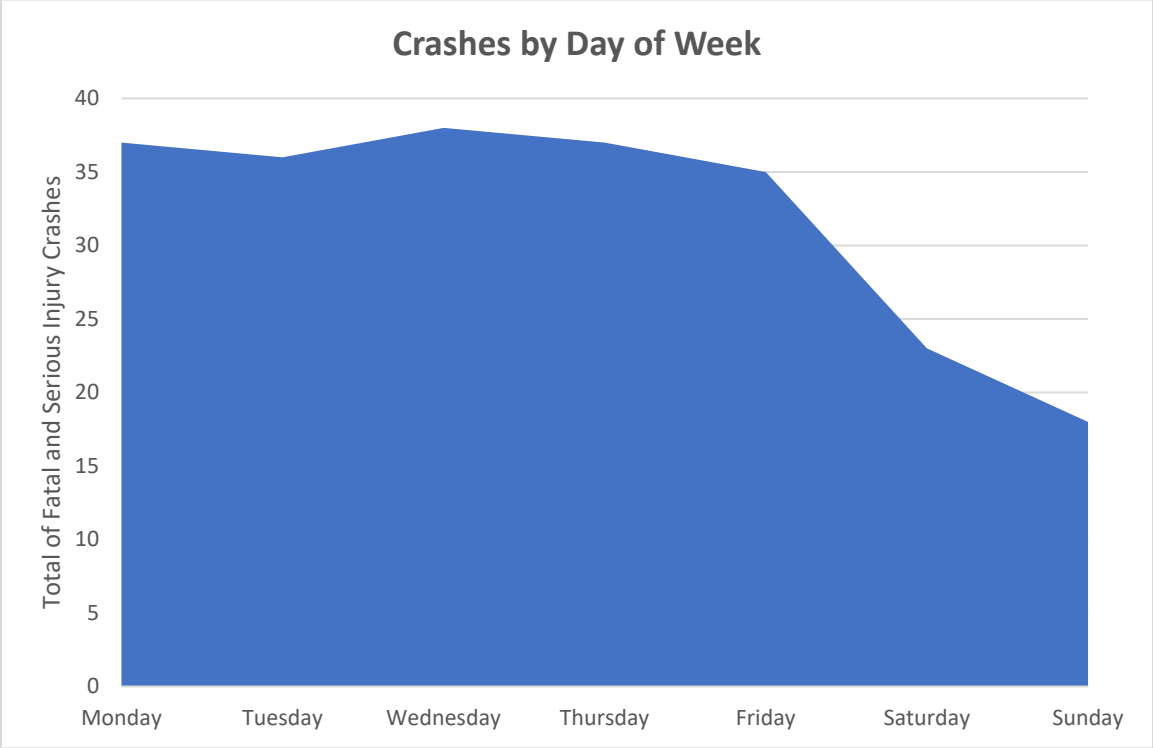
- Fatal and serious injury crashes were more likely to occur in the winter months, particularly November. **(Figure 3.2)**
- Fatal and serious injury crashes occurred mostly during weekdays with a sharp decline during weekends. **(Figure 3.3)**
- 4 PM to 7 PM, which corresponds with the evening peak hour period, experienced the most fatal and serious injury crashes. **(Figure 3.4)**

Figure 3.2: Fatal and Serious Injury Crashes by Month, 2018-2022



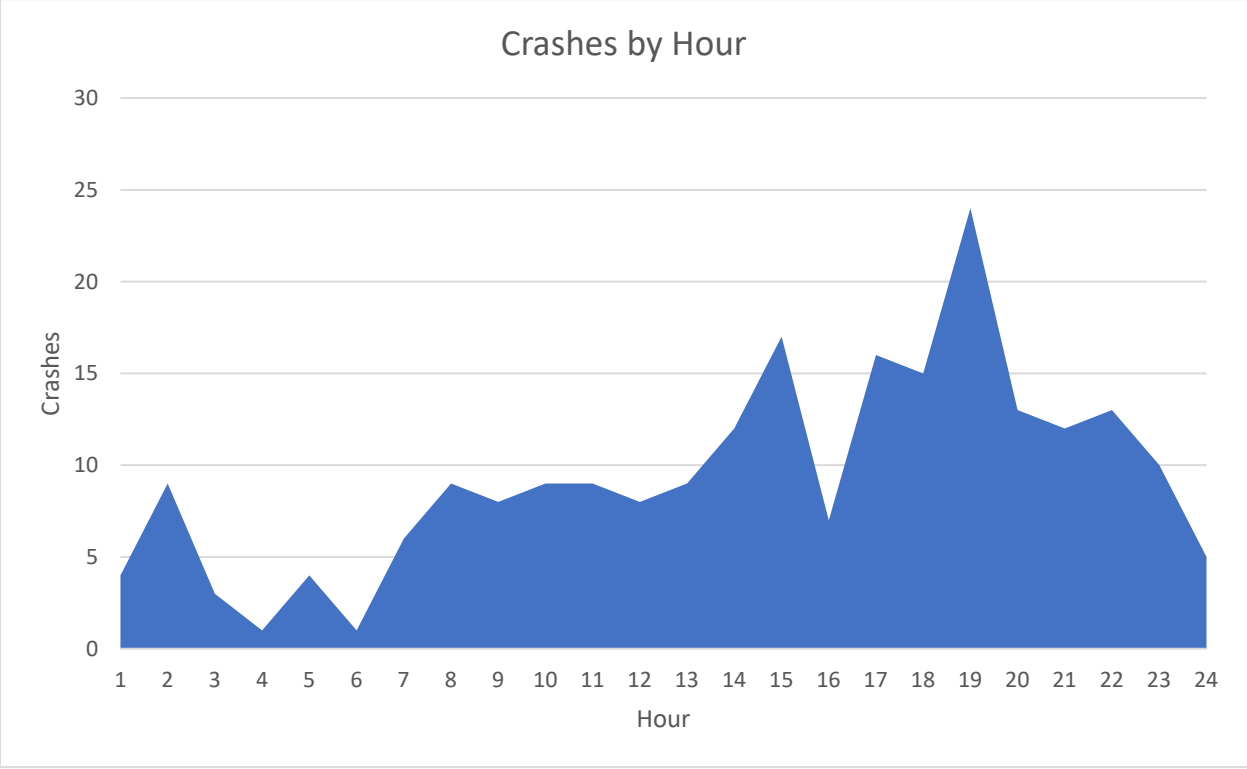
Source: CARE, 2023

Figure 3.3: Fatal and Serious Injury Crashes by Day of Week, 2018-2022



Source: CARE, 2023

Figure 3.4: Fatal and Serious Injury Crashes by Time of Day, 2018-2022



Source: CARE, 2023

Driving Under the Influence (DUI)

Of the 224 reported fatal and serious injury crashes in the City of Dothan, 28 crashes were attributed to DUI as shown in **Table 3.3**.

Table 3.3: DUI Involved Crashes, 2018-2022

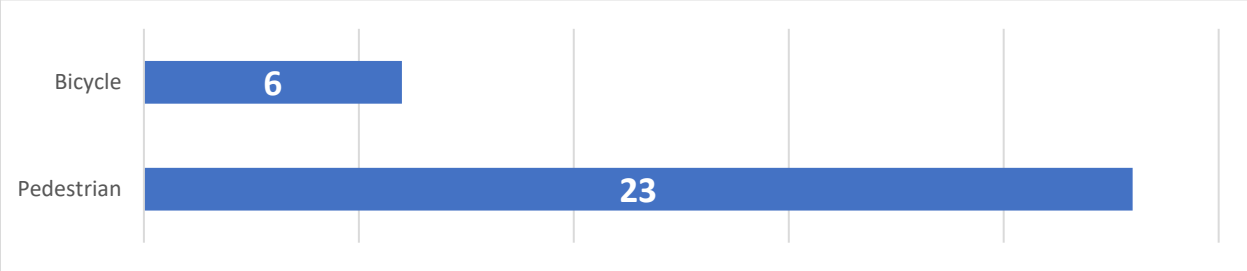
Alcohol Sales	DUI Crashes					
	2018	2019	2020	2021	2022	Total
Yes	2	9	7	4	6	28

Source: CARE, 2023

Pedestrian and Bicycle Crash Summary

Of the fatal and serious injury crashes reported between 2018 through 2022, there were 23 pedestrian crashes and 6 bicycle crashes in the City of Dothan as shown in **Figure 3.5**. Nine of the pedestrian-involved crashes were fatal, and fourteen resulted in serious injuries. The bicycle-involved crashes resulted in two fatal crashes and four serious injury crashes.

Figure 3.5: Bicycle/Pedestrian Fatal and Suspected Serious Injury Crashes, 2018-2022



Source: CARE, 2023

The greatest number of pedestrian-involved crashes resulting in fatalities or serious injuries occurred along SR 210 which had two fatalities and three suspected serious injuries.

Of the fatal and serious injury crashes, seven pedestrian crashes and one bicycle crash occurred during dark or dusk conditions. Five pedestrian crashes occurred under wet surface conditions, whereas no bicycle crashes occurred with wet surface conditions (see **Table 3.4**).

Table 3.4: Pedestrian/Bicycle Fatal and Suspected Serious Injury Crash Conditions, 2018-2022

	Dry	Wet	Total
Pedestrian			
Dark - Roadway Not Lighted	-	-	0
Dawn	-	-	0
Daylight	13	3	16
Dusk	2	1	3
Dark - Continuous Lighting Both Sides of Roadway	1	-	1
Dark - Continuous Lighting One Side of Roadway	-	-	0
Dark - Spot Illumination Both Sides of Roadway	2	1	3
Dark - Spot Illumination One Side of Roadway	-	-	0
Dark - Unknown Roadway Lighting	-	-	0
Not Applicable	-	-	0
Other	-	-	0
Unknown	-	-	0
Total	18	5	23
Bicycle			
Dark - Roadway Not Lighted	-	-	0
Dawn	-	-	0
Daylight	5	-	5
Dusk	-	-	0
Dark - Continuous Lighting Both Sides of Roadway	-	-	0
Dark - Continuous Lighting One Side of Roadway	-	-	0
Dark - Spot Illumination Both Sides of Roadway	-	-	0
Dark - Spot Illumination One Side of Roadway	1	-	1
Dark - Unknown Roadway Lighting	-	-	0
Not Applicable	-	-	0
Other	-	-	0
Unknown	-	-	0
Total	6	0	6

Source: CARE, 2023

Crash Summary

Table 3.5 displays the crash data previously discussed. Key findings include:

- The most common crash type within the City was rear end crashes.
- Approximately 25 percent of fatal and serious injury crashes occurred under dark or dusk conditions, indicating that roadway lighting may need to be improved.
- Approximately 13 percent of fatal and serious injury crashes involved DUIs.
- Most crashes occurred on dry pavement (83%).

Table 3.5: Dothan Crash Summary, 2018-2022

Crash Type	Year					Total
	2018	2019	2020	2021	2022	
Rear End (front to rear)	26	17	11	16	16	*86*
Side Impact (90 degrees)	6	7	10	0	1	*24*
Side Impact (angled)	4	3	8	5	5	*25*
Sideswipe - Same Direction	12	6	6	3	5	*32*
Single Vehicle Crash (all types)	8	4	3	5	5	*17*
Causal Veh Backing: Rear to Side	0	1	0	2	0	*3*
Angle (front to side) Same Direction	1	0	1	0	0	*2*
Angle (front to side) Opposite Direction	2	0	0	1	0	*3*
Angle Oncoming (frontal)	4	2	2	1	1	*10*
Causal Veh Backing: Rear to Rear	0	1	0	0	0	*1*
Head-On (front to front only)	0	0	2	0	0	*2*
Non-Collision	0	0	0	0	0	0
Other	2	3	0	2	2	*9*
Sideswipe - Opposite Direction	0	0	0	0	2	*2*
Unknown	0	0	0	0	0	0
Total	***65***	***44***	***43***	***35***	***37***	***224***

DUI	Year					Total
	2018	2019	2020	2021	2022	
Yes	2	9	7	4	6	*28*
No	63	35	36	31	31	*196*
Total	***65***	***44***	***43***	***35***	***37***	***224***

Light Conditions	Year					Total
	2018	2019	2020	2021	2022	
Dark - Roadway Not Lighted	3	0	2	2	4	*11*
Dawn	0	0	0	1	0	*1*
Daylight	49	36	33	25	26	*169*
Dusk	2	1	4	1	2	*10*
Dark - Continuous Lighting Both Sides	5	1	1	5	2	*14*
Dark - Continuous Lighting One Side	0	1	0	0	0	*1*
Dark - Spot Illumination Both Sides	3	4	3	0	2	*12*
Dark - Spot Illumination One Side	3	1	0	1	1	*6*
Dark - Unknown Roadway Lighting	0	0	0	0	0	*0*
Not Applicable	0	0	0	0	0	*0*
Other	0	0	0	0	0	*0*
Unknown	0	0	0	0	0	*0*
Total	***65***	***44***	***43***	***35***	***37***	***224***

Surface Conditions	Year					Total
	2018	2019	2020	2021	2022	
Dry	53	38	37	31	27	*186*
Water Buildup	0	0	0	0	0	*0*
Ice	0	0	0	0	0	*0*
Wet	10	6	3	4	9	*32*
CU is Unknown	2	0	3	0	1	*6*
NA	0	0	0	0	0	*0*
Unknown	0	0	0	0	0	*0*
Total	***65***	***44***	***43***	***35***	***37***	***224***

Source: CARE, 2023

3.3 High-Injury Network

The High-Injury Network (HIN) analysis identifies locations with historical safety concerns to guide local investments in infrastructure and safety programming. Two separate HINs were developed: one focused on all roadway users and the other on vulnerable road users (bicyclists and pedestrians).

Each HIN consists of roadway segments and intersections that experience a high frequency of fatal and serious injury crashes. Maps of each HIN are shown in **Figure 3.6** and **Figure 3.7**.

Segment Analysis

The segment analysis identified the top 26 segments in the City of Dothan with the highest frequency of fatal and serious injury crashes. The following process was used to determine those segments:

1. Segments with at least one fatal and/or serious injury crash were sorted based on the number of fatal and/or serious injury crashes.
2. While maintaining the order of fatal and serious injury crash frequencies, segments were then sorted based on the number of total injury crashes (included all injury classifications).
3. Segments were then sorted based on the total number of crashes while maintaining the order established in the prior steps.

Intersection Analysis

The intersection analysis identified the top 28 intersections in the City of Dothan with the highest frequency of fatal and serious injury crashes. The same sorting process was used as discussed above for segment analysis. **Table 3.6** and **Table 3.7** display the top focus areas for segments and intersections, respectively. CARE data was used to determine the number crashes shown in these tables.

Vulnerable Road Users HIN

The vulnerable road users HIN consists of segments and intersections that experienced bicycle and pedestrian fatal and serious injury crashes within the City of Dothan from 2018 through 2022. Only segments and intersections that experienced at least one fatal or serious injury vulnerable road user crash were considered. **Table 3.8** displays the top 10 segment focus areas for all users, while **Table 3.9** displays the top 10 intersection focus areas for vulnerable users. CARE data was used to determine the number crashes shown in these tables.

Figure 3.6: High Injury Network – All Users

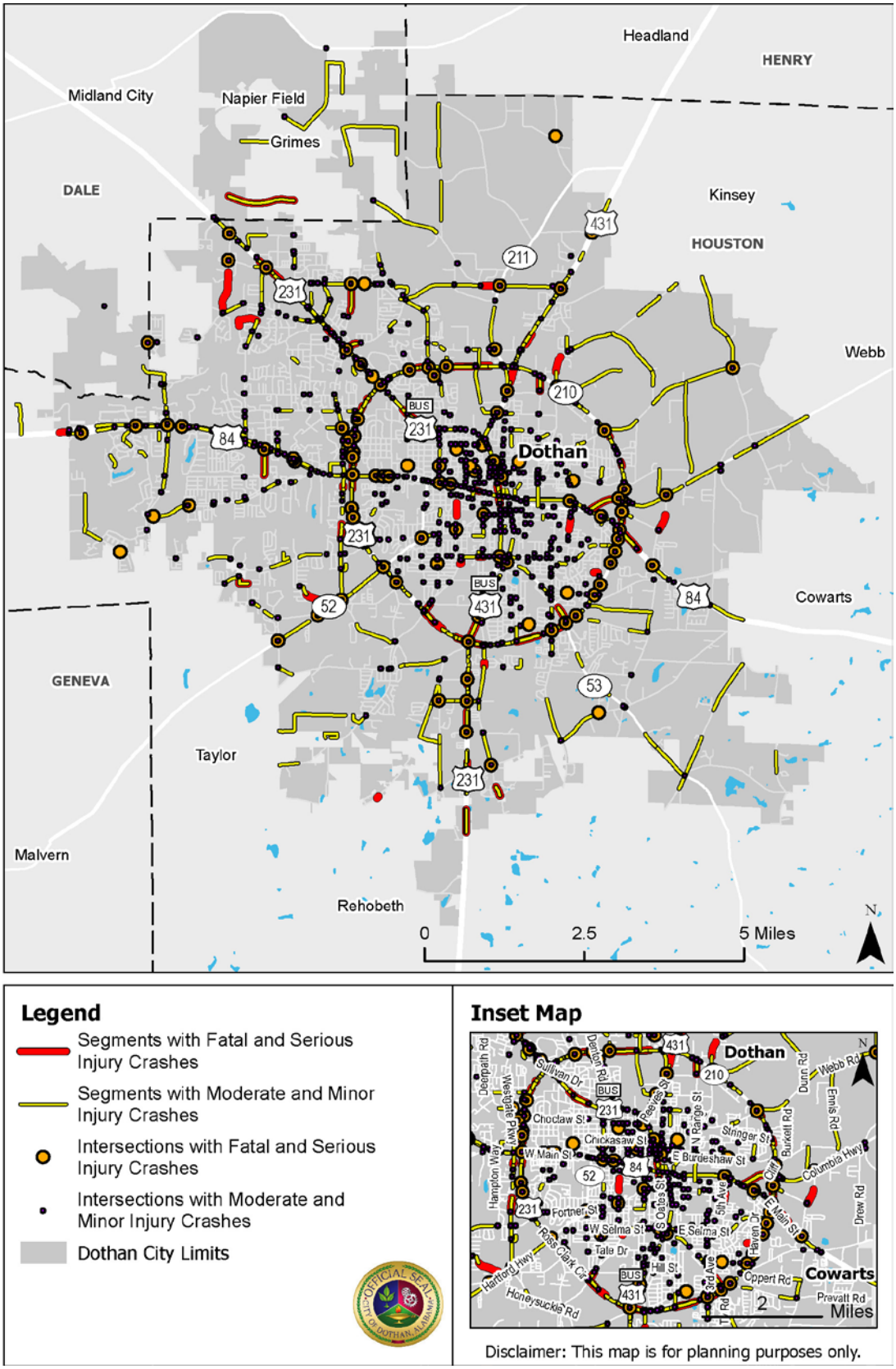


Figure 3.7: High Injury Network – Vulnerable Users

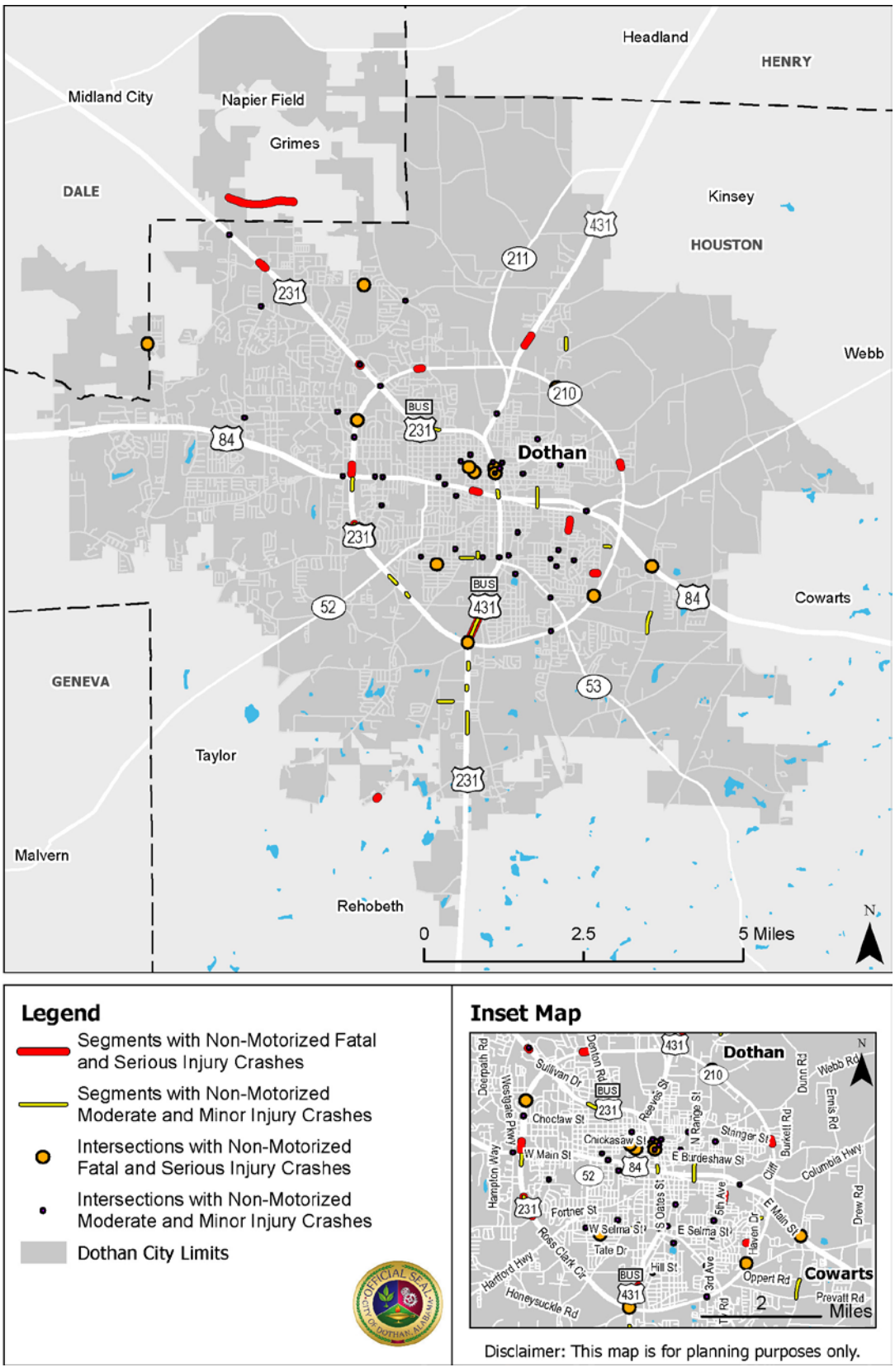


Table 3.6: Top 26 Fatal and Serious Injury Crash Segments, 2018-2022

Roadway	From	To	Length (mi)	Fatal Crashes	Serious Injury Crashes
US 231 SB (Ross Clark Cir)	US 84 (W Main St)	Kent Dr	0.2	0	3
US 84 WB (E Main St)	US 431 (Ross Clark Circle)	Medical Park Blvd	0.4	0	2
SR 53 (E Cottonwood Rd)	Coe Dairy Rd	Darlington Cir	0.3	1	1
Honeysuckle Rd	Alderbrook Rd	Candlewood Dr	0.2	0	2
US 231 SB (S Oates St)	Marathon Gas Driveway	W Saunders Rd	0.1	1	0
US 231 EB (Ross Clark Cir)	S Park Ave	0.2 miles east of S Park Ave	0.2	1	0
US 431 WB (Ross Clark Cir)	SR 53 (E Cottonwood Rd)	Prevatt Rd	0.1	0	1
US 431 EB (Ross Clark Cir)	SR 53 (E Cottonwood Rd)	3rd Ave	0.1	0	1
US 231 WB (Montgomery Hwy)	John D Odom Rd	Napier Field Rd	0.1	0	1
US 231 WB (Ross Clark Cir)	0.2 miles west of US 431 (Ross Clark Cir)	US 431 (Ross Clark Cir)	0.1	0	1
US 84 WB (Ross Clark Cir)	N Cherokee Ave	Denton Rd	0.1	0	1
US 231 SB (S Oates St)	0.2 miles south of W Saunders Rd	Marathon Gas Driveway	0.1	1	0

Roadway	From	To	Length (mi)	Fatal Crashes	Serious Injury Crashes
US 231 NB (Ross Clark Cir)	Weasley Way	US 84 (W Main St)	0.2	0	1
US 231 SB (Ross Clark Cir)	Meadowbrook Dr	0.2 miles north of Meadowbrook Dr	0.2	0	1
US 84 EB (Ross Clark Cir)	Loftin Rd	Wise Dr	0.2	0	1
US 84 EB (Ross Clark Cir)	Zenith Rd	Twitchell Rd	0.5	0	1
US 231 SB (Ross Clark Cir)	0.1 miles south of Bauman Dr	Bauman Dr	0.1	1	0
US 84 SB (Ross Clark Cir)	0.4 miles south of US 231 (Montgomery Hwy	US 231 (Montgomery Hwy)	0.4	0	1
US 431 SB (Reeves St)	W Grey Hodges Road	Harmony Ln	0.3	0	1
US 431 NB (Ross Clark Cir)	US 84 (E Main St)	Medical Care Way	0.2	0	1
US 431 NB (Ross Clark Cir)	St Mark St	St Luke St	0.1	0	1
US 231 NB (S Oates St)	Blackman Rd	0.4 miles north of Blackman Road	0.4	0	1
US 431 NB (Reeves St)	Murray Rd	0.2 miles north of Murray Rd	0.2	1	0
US 84 WB (Ross Clark Cir)	Loftin Rd	Wise Dr	0.2	0	1
US 231 SB (S Oates St)	W Inez Rd	Southgate Rd	0.3	0	1
US 84 (W Main St/E Main St)	US 231 (Ross Clark Cir)	US 431 (Ross Clark Cir)	5.8	0	2

Table 3.7: Top 28 Fatal and Serious Injury Crash Intersections, 2018-2022

Intersection	Fatal Crashes	Serious Injury Crashes
SR 210 (Ross Clark Cir) at Denton Rd	0	4
US 84 (E Main St) at US 431 (Ross Clark Cir)	0	3
US 231 (Montgomery Hwy) at John D Odom Rd	0	3
US 431 (Ross Clark Cir) at Webb Rd	0	3
US 431 (Ross Clark Cir) at Hedstrom Dr	1	2
US 231 (Ross Clark Cir) at US 431 (Ross Clark Cir)	0	2
US 231 (Montgomery Hwy) at Westgate Pkwy	0	2
US 231 (S Oates St) at W Inez Rd	0	2
US 431 (Ross Clark Cir) 3rd Ave	0	2
N Oates St at W Powell St	0	2
US 84 at N Park Ave	0	2
US 431 (Ross Clark Cir) at SR 52 (Columbia Hwy)	0	2
US 231 (S Oates St) at E Saunders Rd	1	1
US 431 (Ross Clark Cir) at Prevatt Rd	0	2
US 84 (E Main St) at S Beverlye Rd	0	2
SR 52 (Hartford Hwy) at Trawick Rd	0	2
SR 53 (E Cottonwood Rd) at S St Andrews St	0	2
SR 210 (Ross Clark Cir) at N Cherokee Ave	2	0
US 84 (E Main St) at Plant St	0	2
US 431 (Ross Clark Cir) at Kinsley Rd	1	1
US 431 (Ross Clark Cir) at Cliff Rd	0	2
US 84 (W Main St) at Chloe Ct	0	2
Bethlehem Rd at JB Chapman Rd	0	2
US 231 (Ross Clark Cir) at US 231 Bus. (Montgomery Hwy)	0	1

Intersection	Fatal Crashes	Serious Injury Crashes
US 231 (Ross Clark Cir) at Hartford Hwy	0	1
US 231 (Ross Clark Cir) at US 84 (W Main St)	0	1
US 231 Bus. (N Oates St) at US 84 (E Main St)	0	0
US 84 at Westgate Pkwy	0	0

Table 3.8: Top 10 Fatal and Serious Injury Vulnerable User Crash Segments, 2018-2022

Roadway	From	To	Length (mi)	Fatal Crashes	Serious Injury Crashes
US 231 Bus.	US 231 (Ross Clark Cir)	Hodgeville Rd	0.4	1	0
US 231 SB (S Oates St)	0.2 miles south of W Saunders Rd	Marathon Gas Driveway	0.1	1	0
US 231 SB (Ross Clark Cir)	0.1 miles south of Bauman Dr	Bauman Dr	0.1	1	0
US 231 SB (Ross Clark Cir)	US 84 (W Main St)	Kent Dr	0.2	0	3
US 231 SB (Ross Clark Cir)	Fortner St	0.2 miles north of Fortner St	0.2	1	0
Mance Newton Rd	Barrington Rd	Napier Field Rd	1.0	0	1
US 84 WB (Ross Clark Cir)	N Cherokee Ave	Denton Rd	0.1	0	1
US 231 SB (Montgomery Hwy)	Rock Bridge Rd	Retail Dr	0.2	1	0
US 231 SB (S Oates St)	Marathon Gas Driveway	W Saunders Rd	0.1	1	0
US 231 SB (Montgomery Hwy)	Northplace Dr	John D Odom Rd	0.1	1	0

Table 3.9: Top 10 Fatal and Serious Injury Vulnerable User Crash Intersections, 2018-2022

Intersection	Fatal Crashes	Serious Injury Crashes
N Oates St at W Powell St	0	2
N Oates St at W Newton St	0	1
US 431 (Ross Clark Cir) at Hedstorm Dr	1	2
US 231 (Ross Clark Cir) at US 431 (Ross Clark Cir)	0	2
US 84 (E Main St) at S Beverlye Rd	0	2
US 431 (Ross Clark Cir) at Kinsley Rd	1	1
Bethlehem Rd at JB Chapman Rd	0	2
US 231 (Ross Clark Cir) at Meadowbrook Dr	0	1
Blackshear St at W Newton St	0	1
S Park Ave at Glenwood St	0	1

4.0 Equity Considerations

Equity is a central guiding principle in the process of identifying the HIN, engaging stakeholders, and determining project priorities within the SS4A program. The program strongly emphasizes inclusive public outreach and input gathering. Data sets provided by the FHWA and the United States Census Bureau are used to identify and locate equity populations so that fairness and equity can be considered in safety solutions. The equity analysis employed in this effort incorporates the communities required by the FHWA through TDCs and APPs. Additionally, the plan incorporates an EJ element to identify areas which are a Community of Concern (CoC) and specific and equitable safety strategies tailored to their needs. This EJ analysis uses the same ACS year that was used to determine the TDCs.

This section discusses the methodology used to identify the TDCs, APPs, and CoCs within the City with an emphasis on an inclusive and equitable process.

4.1 Transportation Disadvantaged Communities

Determining TDCs

Transportation is a vital aspect of society, enabling individuals to access essential services, education, employment, and social opportunities. Despite this need, some communities face significant challenges in accessing reliable and affordable transportation options, leading to isolation, limited economic opportunities, and decreased quality of life. These communities are known as Transportation Disadvantaged Communities and are defined by the criteria laid out by FHWA[3].

TDCs are typically characterized by limited access to affordable transportation options, including:

- public transit services,
- sidewalks,
- bike lanes, and
- safe pedestrian infrastructure.

These communities are often comprised of:

- low-income individuals,
- older adults (aged 65+),

3 https://www.transportation.gov/grants/dot-navigator/equity-and-justice40-analysis-tools

- minority populations,
- persons with disabilities, and/or
- persons living in geographically isolated or underserved areas.

The lack of accessible transportation options in these communities adds to the existing social and economic disparities.

Issues Faced by TDCs

- **Limited Access to Essential Services:** Lack of transportation options hinders access to healthcare facilities, grocery stores, educational institutions, and employment opportunities, leading to reduced quality of life and potential economic hardships.
- **Social Isolation:** Inadequate transportation prevents community members from participating in social and recreational activities, leading to feelings of isolation and exclusion.
- **Health Disparities:** Limited transportation options contribute to poor health outcomes as individuals struggle to reach medical appointments, engage in physical activities, or access healthy food options.
- **Environmental Impact:** Inadequate public transportation infrastructure may lead to increased reliance on private vehicles, resulting in traffic congestion, air pollution, and negative environmental consequences.

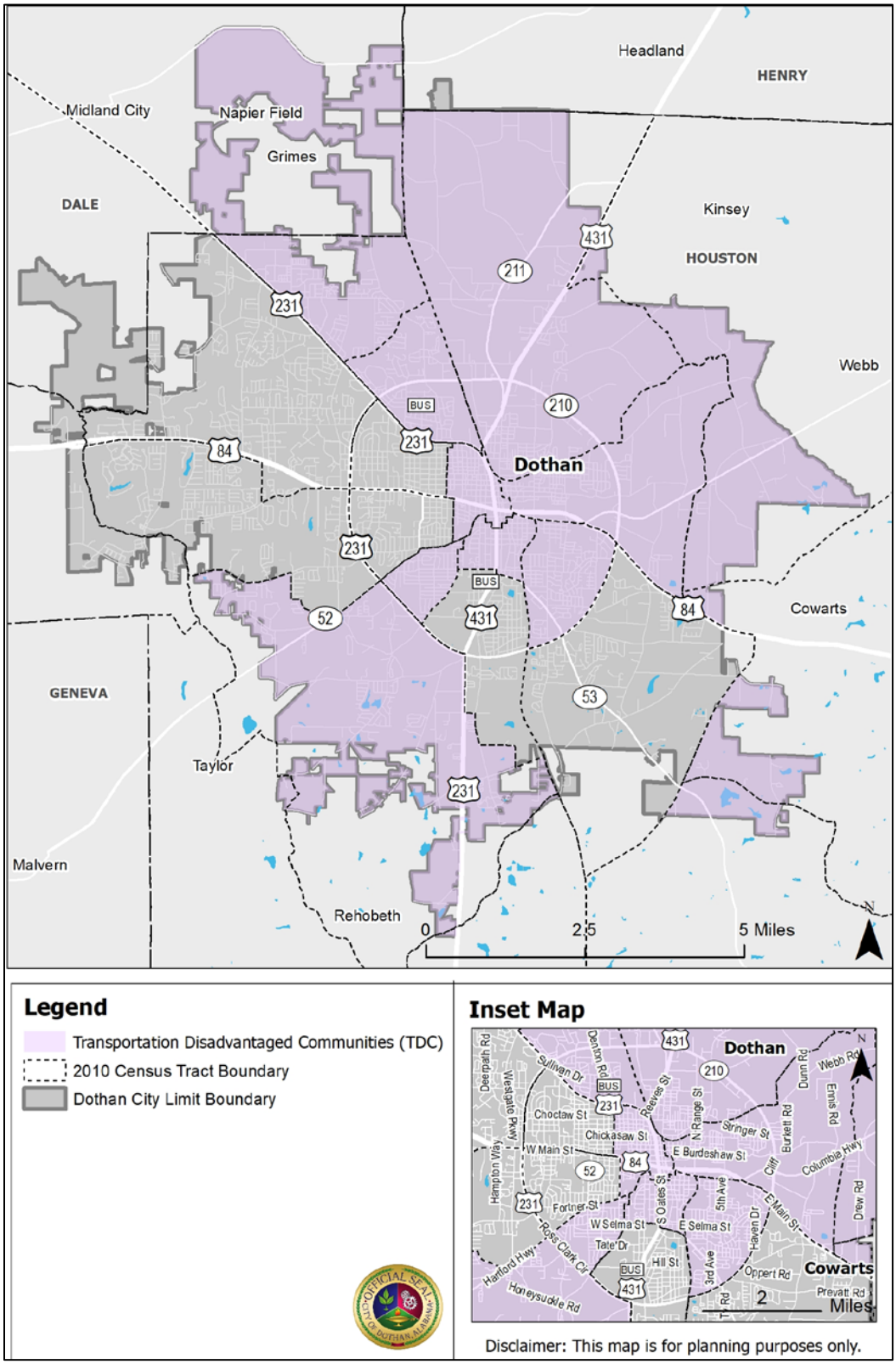
Location of TDCs

Within the City of Dothan, there are three areas that comprise the majority of its TDCs.

- The northeastern area of Dothan faces difficulties in accessing transportation services, such as public buses, that connect residents to vital resources and opportunities.
- The southwest part of Dothan also has limited access to affordable transportation, making it challenging for residents to reach job opportunities, healthcare facilities, educational institutions, and grocery stores. The southern suburbs also show signs of TDCs within the commute areas.
- Central Dothan also has pockets of TDCs. These areas may have less access to public transportation options or face infrastructure challenges that hinder mobility for residents, particularly those who rely on affordable transportation.

Figure 4.1 displays the TDCs in the study area.

Figure 4.1: Transportation Disadvantaged Communities



Source: FHWA

Addressing Challenges for TDCs

To address the challenges faced by TDCs, a comprehensive and multi-faceted approach is necessary. Some potential strategies include:

- **Enhancing Public Transportation:** Expanding and improving public transit services, including increased frequency, extended operating hours, and improved accessibility for individuals with disabilities.
- **Rideshare Programs:** Developing subsidized or on-demand transportation services tailored to the specific needs of TDCs.
- **Infrastructure Improvements:** Investing in safe and accessible sidewalks, bike lanes, and pedestrian-friendly infrastructure to promote active transportation options.
- **Community Partnerships:** Collaborating with community organizations, social service agencies, and educational institutions to identify transportation needs and develop solutions.

4.2 Areas of Persistent Poverty

Determining APPs

APPs within the study area were defined and identified by the FHWA through the Bipartisan Infrastructure Law (BIL). These communities also need targeted strategies to foster equitable and sustainable development while providing access to jobs and social opportunities.

According to the U.S. Department of Transportation[4], a project falls within an APP if it meets one of the following criteria:

- The county in which the project is situated has consistently had a poverty rate of 20 percent or higher in all three of the following datasets: (a) the 1990 decennial census, (b) the 2000 decennial census, and (c) the most recent Small Area Income Poverty Estimates available as of 2021.
- The project is located in a Census Tract where the poverty rate is at least 20 percent, as determined by the 2014-2018 5-year data series from the American Community Survey conducted by the Bureau of the Census.
- The project is situated in any territory or possession of the United States.

The identification process for APPs involves a comprehensive analysis of various socio-economic indicators, including income levels, educational attainment, employment rates,

[4] Areas of Persistent Poverty & Historically Disadvantaged Communities | US Department of Transportation

and access to essential services. Valuable insights are gathered from data sources such as the U.S. Census Bureau, the American Community Survey, and local government reports, which offer a clear understanding of the spatial distribution of poverty and its persistence over time.

Issues Faced by APPs

The enduring poverty within APPs can be attributed to a combination of factors, including:

- **Limited Economic Opportunities:** A shortage of diverse industries, initiatives for job creation, and access to quality employment opportunities hampers economic mobility and residents' capacity to enhance their socioeconomic conditions.
- **Education Disparities:** Inequalities in accessing quality education, spanning from early childhood to vocational training, can limit residents' acquisition of skills and qualifications necessary for improved employment prospects.
- **Inadequate Infrastructure:** Insufficient infrastructure, including transportation networks and community facilities, can impede economic growth and limit access to essential services, contributing to the perpetuation of poverty.
- **Social and Racial Inequities:** Persistent poverty often intersects with social and racial inequities, and marginalized communities may face discrimination, limited social capital, and reduced access to resources and opportunities.

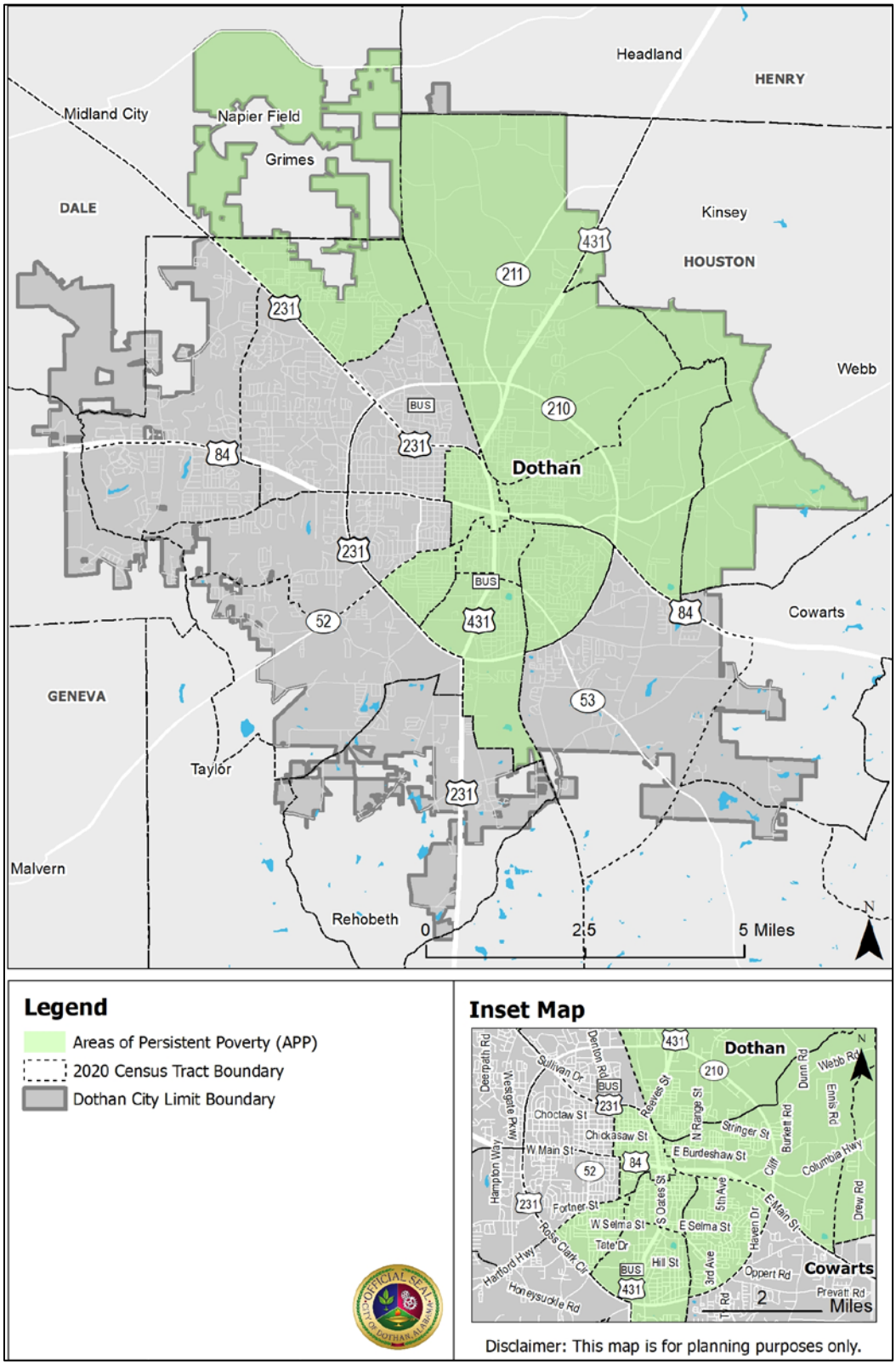
Location of APPs

APPs within the City of Dothan were identified in the following areas:

- The northeast part of Dothan is characterized by high poverty rates and limited economic opportunities. Residents in these neighborhoods face barriers to accessing quality education, healthcare services, and employment opportunities, which can perpetuate the cycle of poverty.
- Residents in the central part of Dothan may struggle with limited access to reliable transportation, affordable housing, and job opportunities. These challenges can hinder residents' ability to break free from the cycle of poverty and improve their living conditions.

Figure 4.2 displays the APPs in the city.

Figure 4.2: Areas of Persistent Poverty



Source: FHWA

Addressing Challenges for APPs

Strategies that can address the needs of TDCs will often be able to address the needs of APPs as well.

- **Enhancing Public Transportation:** Expanding and improving public transit services, including increased frequency, extended operating hours, and improved accessibility for individuals with disabilities. This strategy offers a lower cost transportation method that persons in poverty can use to commute.
- **Rideshare Programs:** Developing subsidized or on-demand transportation services tailored to the specific needs of those in poverty.
- **Infrastructure Improvements:** Investing in safe and accessible sidewalks, bike lanes, and pedestrian-friendly infrastructure to promote active transportation options and connectivity that allows persons in poverty to reach employment.
- **Community Partnerships:** Collaborating with community organizations, social service agencies, and educational institutions to identify transportation needs and develop solutions.

4.3 Environmental Justice and Communities of Concern

While not required by the FHWA as part of the SS4A process, EJ is a critical aspect of any safety planning process. It focuses on providing equitable outcomes for all communities, particularly those that have historically faced disparities in environmental decision-making. These disparities have led to disproportionate environmental impacts on disadvantaged communities from transportation and infrastructure projects. The inclusion of the EJ analysis aligns with the broader goals of the SS4A program and the Justice40 Initiative which emphasizes inclusivity and equitable solutions.

Determining EJ Areas and Communities of Concern

To obtain data for this analysis that is consistent with the FHWA's APP data, the American Community Survey (ACS) 2021 5-Year Estimates were used. The EJ analysis considered six populations to create a CoC indicator.

The populations analyzed during the EJ analysis included:

- **Minority Population:** Persons who are part of one or more racial or ethnic minorities.
- **Households Without a Vehicle:** Households that are heavily reliant on public transportation.
- **Poverty or Low-Income:** Persons facing persistent or increasing poverty rates.

- **Older Adults:** Persons aged 65 and older.
- **Limited English Proficiency (LEP):** Persons who face language barriers and do not speak English well or at all.
- **Persons with Disabilities:** Persons diagnosed as having a disability.

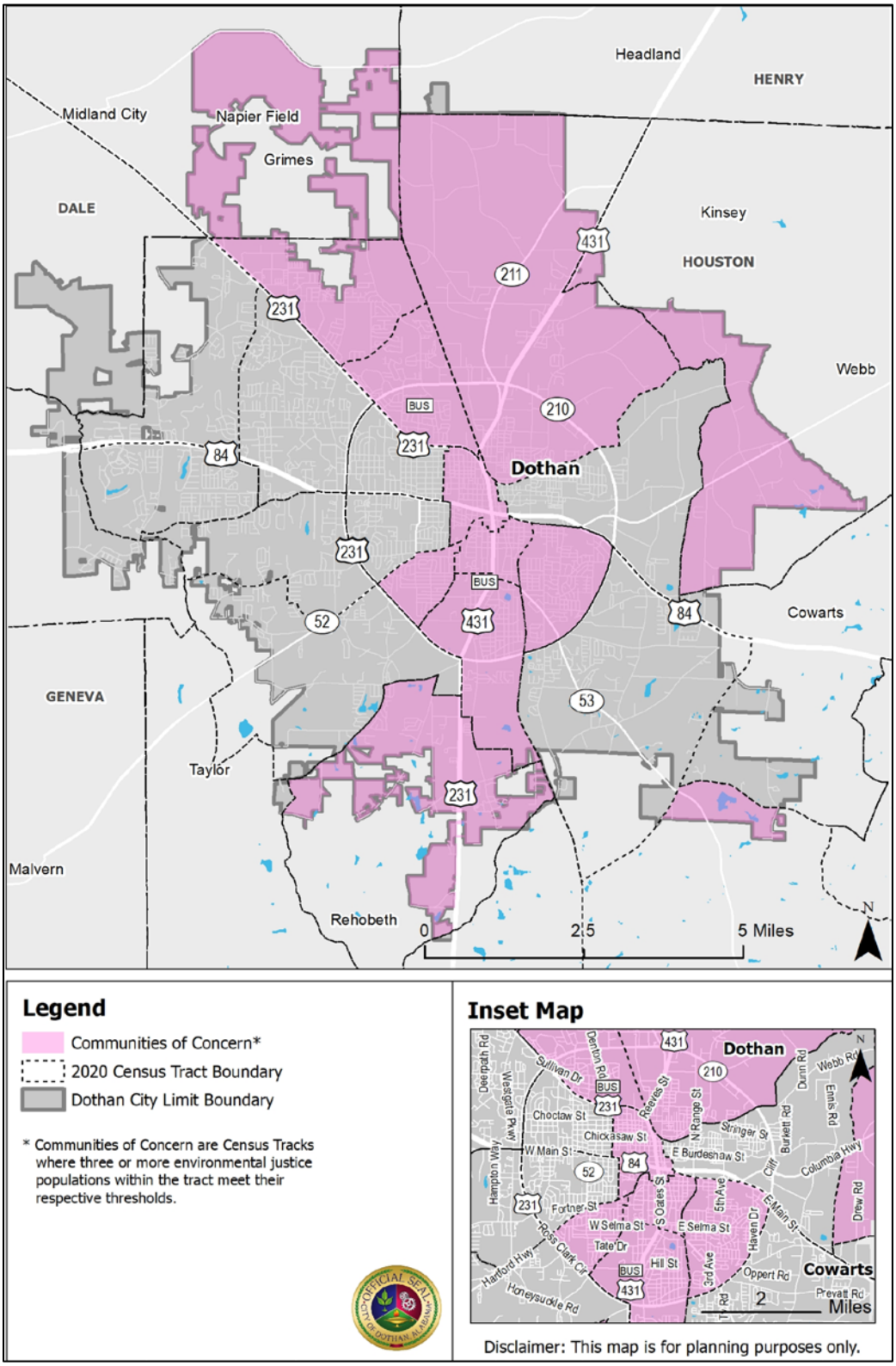
Potential EJ Census Tracts are identified where the percentage of the analyzed population that reside in the tract is higher than the county average. Tracts that contain three or more populations that qualify as potential EJ locations are considered CoCs. Dothan's CoCs, as displayed in **Figure 4.3,** are specific neighborhoods or populations that would be disproportionately impacted by environmental hazards or lack access to environmental benefits. These communities are often characterized by a high concentration of minority and low-income residents who experience increased exposure to pollution, compromised health outcomes, and limited access to green spaces and other environmental resources.

Location of Communities of Concern

Within the City of Dothan, there are several areas that comprise the Communities of Concern:

- The northeastern portion of Dothan faces ongoing economic challenges and has a significant number of low-income households. Residents in this area might encounter difficulties in accessing quality education, healthcare, and employment opportunities. Addressing the economic disparities and promoting economic development in this area can improve the community.
- The south central portion of Dothan contains large African American and Hispanic populations. It also has a large number of LEP and low income populations. Environmental justice concerns may arise in these communities, including issues related to industrial pollution, inadequate access to green spaces, and infrastructure disparities. Efforts should be made to mitigate pollution, promote environmental equity, and enhance the availability of green spaces and recreational facilities in these neighborhoods.
- The area commonly known as the Baptist Bottom which is located west of downtown may also be considered a community of concern due to the presence of economic challenges and disparities. A large portion of low-income and minority populations reside in this area. Revitalization efforts, including attracting businesses, promoting cultural and entertainment activities, and creating a supportive environment for local entrepreneurs can contribute to the economic growth and vibrancy of this area.

Figure 4.3: Communities of Concern



Source: Neel-Schaffer; ACS 2021 5-year Estimates Addressing Challenges for Communities of Concern

Addressing Challenges for Communities of Concern

To address the challenges faced by CoCs, a comprehensive and multi-faceted approach is necessary. Some potential strategies include:

- **Community Engagement and Empowerment**: Foster partnerships between community organizations, advocacy groups, and government agencies to actively involve residents in decision-making processes, provide platforms for community input, and amplify the voices of marginalized communities. This strategy also includes outreach to faith-based organizations and places where these communities gather or access services.
- **Equitable Policy Development**: Implement policies and regulations that prioritize environmental justice and promote fair treatment for all communities. Policies may include stricter pollution control measures, equitable distribution of green spaces, and targeted infrastructure investments in underserved areas.
- **Accessible Transportation:** Improve public transportation infrastructure and services in underserved communities to provide affordable, reliable, and accessible transportation options that connect residents to essential services, employment opportunities, and recreational areas. (Currently, the only public transportation is demand response service provided by Wiregrass Transit. Fixed route public transportation is not currently available within the City.)
- **Education and Awareness:** Develop educational programs and initiatives focused on environmental justice and awareness of environmental issues, health impacts, and sustainable practices. These programs can empower communities to advocate for their rights and actively participate in the improvement process.

4.4 Equity Analysis

As discussed in the previous sections, equity areas for the plan included TDCs, APPs, and CoCs. This data was used to develop an assessment of equity concerns in the study area. These equity areas were also used during the project prioritization process which is discussed later in this report. An analysis was conducted for each equity area in the study area to determine which areas experience a disproportionate number of specific crash types and/or severities when compared to the overall network. The results of the equity area analysis are displayed in **Figure 4.4**.

Figure 4.4: City of Dothan Equity Area Analysis

	Total Crashes	Percent of Crashes	Centerline Miles	Percent of Miles	Are Crashes Disproportionate?
Study Area	15,522	100.00%	904	100.00%	
TDC Areas	9,823	63.28%	527	58.30%	Yes
APP Areas	8,547	55.06%	428	47.38%	Yes
CoC Areas	9,216	59.37%	461	51.03%	Yes

	Fatal Crashes	Percent of Crashes	Centerline Miles	Percent of Miles	Are Crashes Disproportionate?
Study Area	35	100.00%	904	100.00%	
TDC Areas	25	71.43%	527	58.30%	Yes
APP Areas	17	48.57%	428	47.38%	Yes
CoC Areas	25	71.43%	461	51.03%	Yes

	Serious Injury Crashes	Percent of Crashes	Centerline Miles	Percent of Miles	Are Crashes Disproportionate?
Study Area	189	100.00%	904	100.00%	
TDC Areas	141	74.60%	527	58.30%	Yes
APP Areas	119	62.96%	428	47.38%	Yes
CoC Areas	119	62.96%	461	51.03%	Yes

	Motorized Crashes	Percent of Crashes	Centerline Miles	Percent of Miles	Are Crashes Disproportionate?
Study Area	15,417	100.00%	904	100.00%	
TDC Areas	9,743	63.20%	527	58.30%	Yes
APP Areas	8,476	54.98%	428	47.38%	Yes
CoC Areas	9,138	59.27%	461	51.03%	Yes

	Non-Motorized Crashes	Percent of Crashes	Centerline Miles	Percent of Miles	Are Crashes Disproportionate?
Study Area	105	100.00%	904	100.00%	
TDC Areas	80	76.19%	527	58.30%	Yes
APP Areas	71	67.62%	428	47.38%	Yes
CoC Areas	78	74.29%	461	51.03%	Yes

Note: Crashes are disproportionate if the percentage of total crashes that occur in an equity area exceeds the percentage of roadway miles within the equity area compared to the total roadway network.

Source: CARE, 2023; Replica, 2023

Total Crashes

Figure 4.4 illustrates that all of the equity areas (TDCs, APPs, and CoCs) within the City of Dothan experience a disproportionate number of crashes when compared to the overall roadway network. The disproportionate number of total crashes in the equity areas can be attributed to a variety of factors, such as:

- Inadequate infrastructure, such as poorly maintained roads or insufficient traffic signage.
- Higher concentrations of vulnerable road users, such as pedestrians and cyclists, who are more susceptible to crashes due to limited access to safe transportation options.
- Socioeconomic factors, including limited access to quality transportation and higher levels of traffic congestion, which can contribute to higher incidents of crashes in these communities.

Addressing these disparities requires a comprehensive approach that considers infrastructure improvements, access to safe transportation options, and community-specific safety initiatives.

Fatal Crashes

As shown in **Figure 4.4**, all of the equity areas experienced a disproportionate number of fatal crashes within the City of Dothan. The disproportionate number of fatal crashes in TDCs and CoCs can be attributed to the same factors that are shown in *Total Crashes* above. Additional factors include:

- Lack of safety features, such as clear signage or pedestrian crosswalks, which could contribute to a higher risk of crashes with serious injuries.
- A higher presence of pedestrians and cyclists who may experience increased risk of serious injury in a crash since they lack the protection provided by a vehicle.
- Economic factors that may limit residents' access to newer vehicles with updated safety technology that could decrease the risk of more serious outcomes in the event of a crash.

Serious Injury Crashes

As shown in **Figure 4.4**, all of the equity areas experience a disproportionate number of serious injury crashes. The disproportionate number of serious injury crashes in these equity areas can be attributed to the same factors that are shown in *Fatal Crashes* above.

To reduce serious injury crashes, a focused strategy that includes infrastructure upgrades, increased road maintenance, and the introduction of safety measures tailored to the needs

of these communities would be beneficial. Educating residents on road safety and promoting the use of safety features in vehicles could further help in reducing the rate of serious injury crashes.

Motorized Crashes

Figure 4.4 shows motorized crashes within the City of Dothan that involve automobiles, buses, and trucks (heavy vehicles). The data reveals a disproportionate concentration of motorized crashes within TDC, APP, and CoC areas. Factors that may contribute to the disproportionate number of motorized crashes affecting TDCs, APPs, and CoCs include:

- Inadequate road infrastructure, including poorly maintained roads and insufficient traffic control measures.
- Socioeconomic factors, including limited access to quality transportation and higher levels of traffic congestion, which can contribute to higher incidents of crashes in these communities.
- Lack of safety features, such as clear signage, which could contribute to a higher risk of crashes with serious injuries.

Addressing these crashes requires a multifaceted approach that encompasses infrastructure enhancements, improved access to safe transportation options, and the implementation of community-specific safety initiatives.

Non-Motorized Crashes

As shown in **Figure 4.4**, all of the equity areas experienced a disproportionate number of non-motorized (bicycle and pedestrian) crashes within the City.

Bicyclists and pedestrians are vulnerable users, and many residents within the equity areas use biking and walking as their primary modes of transportation. Factors that may contribute to non-motorized crashes include:

- Higher concentrations of vulnerable road users, such as pedestrians and cyclists, who are more susceptible to crashes due to limited access to safe transportation options.
- Inadequate or poorly maintained pedestrian and bicycle infrastructure, such as sidewalks, crosswalks, bicycle lanes, or trails.
- Socioeconomic factors that restrict access to quality transportation and heightened levels of non-motorized traffic that increase the likelihood of non-motorized crashes occurring.

Reducing non-motorized crashes requires a comprehensive approach that encompasses infrastructure enhancements, improved access to safe transportation options for non-

motorized roadway users, and the implementation of community-specific safety initiatives tailored to the needs of pedestrians and cyclists.

Strategies and Needs

Strategies

- **Targeted Infrastructure Enhancements:** Identify and prioritize projects that improve transportation safety conditions in disproportionately affected equity areas. Additional emphasis should be placed on roadways that experience higher crash rates. Example improvements include the addition of safe bicycle and pedestrian infrastructure, wider roadway lanes, improved signage, and traffic calming measures.
- **Community Engagement and Education:** Implement community outreach programs to educate residents about safe driving practices and raise awareness about the risks associated with high crash rates. Engaging the community in the improvement process fosters a sense of ownership and responsibility.
- **Collaboration with Local Authorities:** Collaborate with local law enforcement agencies to enhance traffic enforcement and implement measures to deter reckless driving behaviors. Increased presence and enforcement can contribute to a safer driving environment.
- **Environmental Justice Impact Assessment:** Conduct an in-depth, areawide, environmental justice impact assessment of Communities of Concern to identify specific environmental vulnerabilities and integrate the findings into future safety improvement strategies or prioritization during transportation planning efforts.

Needs for Improvement

- **Data Collection and Monitoring:** Establish a comprehensive data collection and monitoring system to continually assess crash rates, identify emerging patterns, and adapt improvement strategies.
- **Multi-Agency Collaboration:** Facilitate collaboration between transportation authorities, environmental agencies, and agencies that provide social services to address the multifaceted challenges posed by elevated crash rates.
- **Public Transportation Options:** Invest in and promote public transportation options as an alternative to personal vehicle usage to reduce overall traffic volumes and crash risks.
- **Equitable Resource Allocation:** Allocate funding and resources for safety improvements in an equitable manner and prioritize areas with the highest needs, particularly areas characterized by environmental justice concerns, persistent poverty, and transportation disadvantaged communities.

5.0 Public Engagement

Public outreach and stakeholder input provided increased understanding of safety conditions and concerns within the City of Dothan. This input was used along with the technical analysis discussed in Chapter 3 to develop potential safety projects and strategies for the Safety Action Plan.

5.1 Steering Committee

To guide development of the Safety Action Plan, a Steering Committee was formed of representatives from the City of Dothan, ALDOT, and the FHWA. This committee was composed of the following individuals:

- Shaun Capps – FHWA
- Matthew Wilson – ALDOT
- Tyson Carter – City of Dothan Leisure Services Department
- Todd McDonald – City of Dothan Planning Department
- Chris Watson – Dothan Police Department
- Aurie Jenkins – Dothan City Schools
- Jeff Wilson – City of Dothan Public Works Department

The Steering Committee met for a kickoff meeting and prior to each round of public engagement. During these meetings, they reviewed plan findings, and provided input on local priorities and project selection. The Steering Committee is also responsible for plan implementation and monitoring.

5.2 Public and Stakeholder Outreach - Round 1

A summary of Round 1 community outreach activities is displayed in **Appendix B**.

5.3 Public and Stakeholder Outreach - Round 2

A summary of Round 2 community outreach activities is displayed in **Appendix C**.

5.4 Public and Stakeholder Outreach - Round 3

A summary of Round 3 community outreach activities is displayed in **Appendix D**.

6.0 Project Prioritization and Recommendations

6.1 Safe System Approach

The FHWA[5] states that:

"Reaching zero deaths requires the implementation of a Safe System approach, which was founded on the principles that humans make mistakes and that human bodies have limited ability to tolerate crash impacts. In a Safe System, those mistakes should never lead to death. Applying the Safe System approach involves anticipating human mistakes by designing and managing road infrastructure to keep the risk of a mistake low; and when a mistake leads to a crash, the impact on the human body doesn't result in a fatality or serious injury. Road design and management should encourage safe speeds and manipulate appropriate crash angles to reduce injury severity.

There are six principles that form the basis of the Safe System approach:

- deaths and serious injuries are unacceptable,
- humans make mistakes,
- humans are vulnerable,
- responsibility is shared,
- safety is proactive, and
- redundancy is crucial."

Source: FHWA

[5] Zero Deaths and Safe System | FHWA (dot.gov)

Safe System Elements

The FHWA defines five elements that comprise a Safe System Approach. These elements are:

- Safe Roads
- Safe People
- Safe Speeds
- Safe Vehicles
- Post-Crash Care

Figure 6.1 displays the FHWA's definition[6] of each element and how the Safe System approach differs from traditional roadway safety practices.

Figure 6.1: Safe System Approach Elements

Source: FHWA

[6] THE SAFE SYSTEM (dot.gov)

6.2 Planned Local Infrastructure Projects

Project Development

A list of safety projects was developed for several modes of transportation. The list included:

- Projects requested through public outreach comments,
- Projects requested by the City of Dothan,
- Projects identified based on the results of the crash analysis, and
- Projects identified in existing plans.

Estimating Project Costs

Order of magnitude cost estimates for proposed projects were estimated using average unit costs from various projects bid from 2022-2023. It should be noted that:

- Quantities are based on typical conditions for each improvement type.
- Costs associated with purchasing right-of-way, utility relocations, and engineering fees were estimated based on a percentage of the total construction cost.
- An additional contingency amount of 20 percent was added to the overall improvement cost to account for unexpected costs that arise with projects.

The typical cost estimates for various types of improvements are shown in **Table 6.1**.

6.3 Project Prioritization

Safety projects were prioritized by a variety of factors. **Table 6.2** shows the criteria and weights that were utilized to prioritize the identified projects. This methodology is intended to support the previously stated goals and objectives and was developed using input received during Round 1 of public outreach. The proposed projects developed for the Safety Action Plan, with estimated costs, are shown in **Table 6.3**. The full scores of the project prioritization process are displayed in **Appendix E.**

Table 6.1: Typical Project Costs

Improvement Type	Unit	Unit Cost
Single Lane RAB*	Each	$2,900,000
Left Turn Lane*	Each	$665,000
Right Turn Lane*	Each	$225,000
Rumble Strip (Centerline)	Mile	$2,100
Rumble Strip (Shoulder)	Mile	$1,125
Cable Barrier	Ln-Ft	$450
Cable Barrier	Mile	$2,376,000
Advance Warning Signs	Sq. Ft	$40
Advance Warning Signs	Each	$350
5' Sidewalk (Concrete)	Mile	$450,000
5' Sidewalk (Asphalt)	Mile	$250,000
10' Multiuse Path (Concrete)	Mile	$900,000
10' Multiuse Path (Asphalt)	Mile	$500,000
Bike Lane (Striping Only)	Mile	$80,000
Bike Lane (New Pavement - Concrete)*	Mile	$1,000,000
Bike Lane (New Pavement - Asphalt)*	Mile	$950,000
12' Lane (Concrete)*	Mile	$4,600,000
12' Lane (Aspahlt)*	Mile	$3,100,000
Pavement Patching	Sq. Yd	$185
Pavement Markings	Ln-Ft	$8
8' Shoulder (Asphalt)*	Mile	$2,100,000
8' Shoulder (Concrete)*	Mile	$3,100,000
CrossWalk (Striping)	Each	$1,500
Raised Median	Sq. Yd	$215
Traffic Signal (Re-Timing)	Intersection	$5,000
Traffic Signal Installation	Intersection	$200,000
Intersection Lighting	Each	$25,000
ADA Curb Ramp	Each	$5,000
2" Asphalt Milling/Overlay - 2 Lane Road	Mile	$590,000
* includes engineering, ROW, and utility relocation		

Table 6.2: Project Prioritization Criteria

Criterion	Rationale	Measure	Scoring Scale (Points Possible)				
			0	5	10	15	20
Crash Severity	Prioritize projects that will address fatalities and serious injuries.	Total number of fatal and serious injuries over a 5-year period.	No fatal or serious injury crashes	1 serious injury crash	2 fatal and serious injury crashes	1 fatal crash OR 3 fatal and serious injury crashes	2 or more fatal crashes OR 4 or more fatal and serious injury crashes
Multimodal	Prioritize projects that address safety concerns involving more than one mode of travel.	Total number of non-motorized fatal and serious injuries over a 5-year period.	No fatal or serious injury non-motorized crashes	N/A	1 serious injury non-motorized crash	2 or more serious injury non-motorized crashes	1 or more fatal non-motorized crashes
Focus Areas	Prioritize projects that will address high crash frequency locations.	Annual crash frequency.	Fewer than 5 annual crashes	5>= annual crashes <20	20>= annual crashes <50	50 or greater annual crashes	
Equity	Prioritize projects that benefit disadvantaged communities.	Project is located in an Equity Area type, defined TDC, APP, or CoC*	Project is not in any Equity Area type	Project is in a single Equity Area type	Project is in two Equity Area types	Project is in all three Equity Area types	
			*An additional 5 points, not to exceed the maximum, are awarded if the project is located in an Equity Area type that experiences disproportionate crashes compared to the respective network length				
Infrastructure	Prioritize projects that affect concerns regarding infrastructure.	Project has potential to address the ranked infrastructure concerns expressed during public outreach.	Project does not address higher tier infrastructure concerns.	Project improves roadway lighting OR increases law enforcement presence OR improves roadway design	Project improves intersections OR add bicycle infrastructure OR adds pedestrian infrastructure		
Existing Plans	Prioritize projects that support existing plans or policies.	Project is in an existing plan or policy document.	Project is not in an existing plan or policy document	Project is in an existing plan or policy document	Project is in two or more existing plans or policy documents		
Public Concerns	Prioritize projects that the general public has proposed.	Project was derived from, or seconded by, public input.	Project not derived from public input.	Project derived from public input.	Project came from general public AND is on a Top 10 Focus Area.		

Table 6.3: Project Locations and Prioritization Results

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Timeframe	Local Priority	Total Prioritization Score
S-BP-01	Segment-Bike/Ped	Technical Analysis	US 231 Bus.	US 231 (Ross Clark Cir)	Hodgesville Rd	Pavement restriping; add sidewalks to both sides	0.4	$364,700	Medium-term	High	65
S-BP-09	Segment-Bike/Ped	Technical Analysis	US 231 SB (S Oates St)	W Saunders Rd	0.2 miles north of W Saunders Rd	Increase enforcement; add lighting	0.3	$100,000	Long-term	High	60
S-O-05	Segment - Overall	Technical Analysis	US 231 SB (S Oates St)	W Saunders Rd	0.2 miles north of W Saunders Rd	Increase enforcement; add lighting	0.3	$100,000	Long-term	High	55
S-O-26	Segment - Overall	Public Outreach	US 84 (W Main St/E Main St)	US 231 (Ross Clark Cir)	US 431 (Ross Clark Cir)	Safety Study	5.8	TBD	Short-term	High	55
I-O-13	Intersection - Overall	Technical Analysis	US 231 (S Oates St)	@ E Saunders Rd		Conduct signal study; improve lighting	--	$50,000	Short-term	High	45
I-S-01	Intersection - Stakeholder	Stakeholder	N Oates St	@ Troy St		Restripe crosswalks; retime signal; add partial sidewalks connectors for ADA	--	$56,000	Short-term	High	45
I-O-08	Intersection - Overall	Technical Analysis	US 231 (S Oates St)	@ W Inez Rd		Restripe intersection; signal retiming	--	$10,000	Short-term	High	40
I-BP-10	Intersection - Bike/Ped	Technical Analysis	S Park Ave	@ Glenwood St		Safety study; add bike/ped facilities; add lighting	--	$10,000	Medium-term	High	40
I-O-27	Intersection - Overall	Public Outreach	US 231 Bus. (N Oates St)	@ US 84 (E Main St)		Safety Study	--	TBD	Short-term	High	40
S-O-25	Segment - Overall	Technical and Public	US 231 SB (S Oates St)	W Inez Rd	Southgate Rd	Increase enforcement	0.3	TBD	Short-term	High	35
S-O-10	Segment - Overall	Technical Analysis	US 231 WB (Ross Clark Cir)	0.2 miles west of US 431 (Ross Clark Cir)	US 431 (Ross Clark Cir)	Pavement restriping with rumble strips; increase enforcement	0.1	$60,000	Long-term	High	30
I-O-05	Intersection - Overall	Technical Analysis	US 431 (Ross Clark Cir)	@ Hedstrom Dr		Conduct signal study; improve lighting	--	$50,000	Medium-term	Medium-High	70
I-BP-03	Intersection - Bike/Ped	Technical Analysis	US 431 (Ross Clark Cir)	@ Hedstrom Dr		Conduct signal study; improve lighting	--	$50,000	Medium-term	Medium-High	70
I-O-01	Intersection - Overall	Technical and Public	SR 210 (Ross Clark Cir)	@ Denton Rd		Restripe intersection; Signal retiming	--	$10,000	Long-term	Medium-High	60
S-BP-02	Segment-Bike/Ped	Technical Analysis	US 231 SB (S Oates St)	0.2 miles south of W Saunders Rd	W Saunders Rd	Increase enforcement; add lighting	0.2	$25,000	Long-term	Medium-High	60
S-O-12	Segment - Overall	Technical Analysis	US 231 SB (S Oates St)	0.2 miles south of W Saunders Rd	W Saunders Rd	Increase enforcement; add lighting	0.2	$25,000	Long-term	Medium-High	55
I-O-10	Intersection - Overall	Technical Analysis	N Oates St	@ W Powell St		Intersection improvements, retime signal (optimize), bike/ped upgrades, add lighting	--	$400,000	Short-term	Medium-High	55

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Timeframe	Local Priority	Total Prioritization Score
I-BP-01	Intersection - Bike/Ped	Technical Analysis	N Oates St	@ W Powell St		Intersection improvements, retime signal (optimize), bike/ped upgrades, add lighting	--	$400,000	Short-term	Medium-High	55
I-O-18	Intersection - Overall	Technical Analysis	SR 210 (Ross Clark Cir)	@ N Cherokee Ave		Safety Study	--	TBD	Short-term	Medium-High	50
S-BP-07	Segment-Bike/Ped	Technical Analysis	US 84 WB (Ross Clark Cir)	N Cherokee Ave	Denton Rd	Increase enforcement	0.1	TBD	Long-term	Medium-High	40
I-BP-02	Intersection - Bike/Ped	Technical Analysis	N Oates St	@ W Newton St		Restripe crosswalks; retime signal; add partial sidewalks connectors for ADA	--	$56,000	Short-term	Medium-High	40
I-O-17	Intersection - Overall	Technical Analysis	SR 53 (E Cottonwood Rd)	@ S St Andrews St		Restripe crosswalks; retime signal; add partial sidewalks connectors for ADA	--	$56,000	Short-term	Medium-High	35
S-O-11	Segment - Overall	Technical Analysis	US 84 WB (Ross Clark Cir)	N Cherokee Ave	Denton Rd	Safety Study	0.1	TBD	Short-term	Medium-High	35
S-BP-08	Segment-Bike/Ped	Technical and Public	US 231 SB (Montgomery Hwy)	Rock Bridge Rd	Retail Dr	Increase enforcement	0.2	TBD	Long-term	Medium	70
I-O-06	Intersection - Overall	Technical Analysis	US 231 (Ross Clark Cir)	@ US 431 (Ross Clark Cir)		Restripe intersection; signal retiming	--	$10,000	Short-term	Medium	60
I-BP-04	Intersection - Bike/Ped	Technical Analysis	US 231 (Ross Clark Cir)	@ US 431 (Ross Clark Cir)		Restripe intersection; signal retiming	--	$10,000	Short-term	Medium	60
I-O-04	Intersection - Overall	Technical Analysis	US 431 (Ross Clark Cir)	@ Webb Rd		Restripe intersection; signal retiming	--	$10,000	Short-term	Medium	50
S-BP-03	Segment-Bike/Ped	Technical Analysis	US 231 SB (Ross Clark Cir)	0.1 miles south of Bauman Dr	Bauman Dr	Increase enforcement	0.1	TBD	Long-term	Medium	50
S-BP-05	Segment-Bike/Ped	Technical Analysis	US 231 SB (Ross Clark Cir)	Fortner St	0.2 miles north of Fortner St	Increase enforcement	0.2	TBD	Long-term	Medium	50
S-O-01	Segment - Overall	Technical Analysis	US 231 SB (Ross Clark Cir)	US 84 (W Main St)	Kent Dr	Increase enforcement	0.2	TBD	Long-term	Medium	50
S-BP-04	Segment-Bike/Ped	Technical Analysis	US 231 SB (Ross Clark Cir)	US 84 (W Main St)	Kent Dr	Replace existing median with raised median; increase enforcement	0.2	$230,000	Long-term	Medium	50
I-O-24	Intersection - Overall	Technical and Public	US 231 (Ross Clark Cir)	@ US 231 Bus. (Montgomery Hwy)		Safety Study	--	TBD	Short-term	Medium	50
S-O-17	Segment - Overall	Technical Analysis	US 231 SB (Ross Clark Cir)	0.1 miles south of Bauman Dr	Bauman Dr	Safety Study	0.1	TBD	Short-term	Medium	45

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Timeframe	Local Priority	Total Prioritization Score
I-O-07	Intersection - Overall	Technical Analysis	US 231 (Montgomery Hwy)	@ Westgate Pkwy		Restripe crosswalks; retime signal; add partial sidewalks connectors for ADA	--	$56,000	Medium-term	Medium	45
I-O-12	Intersection - Overall	Technical Analysis	US 431 (Ross Clark Cir)	@ SR 52 (Columbia Hwy)		Safety Study	--	TBD	Short-term	Medium	45
I-O-25	Intersection - Overall	Technical and Public	US 231 (Ross Clark Cir)	@ Hartford Hwy		Safety Study	--	TBD	Short-term	Medium	45
I-BP-09	Intersection - Bike/Ped	Technical Analysis	Blackshear St	@ W Newton St		Safety study; add bike/ped facilities; add lighting	--	$10,000	Medium-term	Medium	40
S-O-06	Segment - Overall	Technical Analysis	US 231 EB (Ross Clark Cir)	S Park Ave	0.2 miles east of S Park Ave	Replace existing median with raised median	0.2	$230,000	Long-term	Medium	35
I-O-26	Intersection - Overall	Public Outreach	US 231 (Ross Clark Cir)	@ US 84 (W Main St)		Safety Study	--	TBD	Short-term	Medium	35
I-O-28	Intersection - Overall	Public Outreach	US 84	@ Westgate Pkwy		Safety Study	--	TBD	Short-term	Medium	35
S-O-02	Segment - Overall	Technical Analysis	US 84 WB (E Main St)	US 431 (Ross Clark Circle)	Medical Park Blvd	Access Management Study; add continuous right turn lane	0.4	$1,265,000	Long-term	Medium	30
I-BP-08	Intersection - Bike/Ped	Technical Analysis	US 231 (Ross Clark Cir)	@ Meadowbrook Dr		Add lighting; retime signal	--	$30,000	Medium-term	Medium	30
S-O-13	Segment - Overall	Technical Analysis	US 231 NB (Ross Clark Cir)	Weasley Way	US 84 (W Main St)	Safety Study	0.2	TBD	Short-term	Medium	30
I-O-22	Intersection - Overall	Technical Analysis	US 84 (W Main St)	@ Chloe Ct		Safety Study	--	TBD	Short-term	Medium	25
S-O-09	Segment - Overall	Technical Analysis	US 231 WB (Montgomery Hwy)	John D Odom Rd	Napier Field Rd	Increase enforcement	0.1	TBD	Long-term	Medium	25
S-O-14	Segment - Overall	Technical Analysis	US 231 SB (Ross Clark Cir)	Meadowbrook Dr	0.2 miles north of Meadowbrook Dr	Safety Study	0.2	TBD	Short-term	Medium	25
S-O-15	Segment - Overall	Technical Analysis	US 84 EB (Ross Clark Cir)	Loftin Rd	Wise Dr	Safety Study	0.2	TBD	Short-term	Medium	25
S-O-24	Segment - Overall	Technical Analysis	US 84 WB (Ross Clark Cir)	Loftin Rd	Wise Dr	Safety Study	0.2	TBD	Short-term	Medium	25
I-O-20	Intersection - Overall	Technical Analysis	US 431 (Ross Clark Cir)	@ Kinsley Rd		Safety Study	--	TBD	Short-term	Medium-Low	70
I-BP-06	Intersection - Bike/Ped	Technical Analysis	US 431 (Ross Clark Cir)	@ Kinsley Rd		Restripe intersection; signal retiming	--	$10,000	Short-term	Medium-Low	70
S-BP-10	Segment- Bike/Ped	Technical Analysis	US 231 SB (Montgomery Hwy)	Northplace Dr	John D Odom Rd	Increase enforcement	0.1	TBD	Long-term	Medium-Low	60

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Timeframe	Local Priority	Total Prioritization Score
S-O-23	Segment - Overall	Technical Analysis	US 431 NB (Reeves St)	Murray Rd	0.2 miles north of Murray Rd	Safety Study	0.2	TBD	Short-term	Medium-Low	55
I-O-02	Intersection - Overall	Technical Analysis	US 84 (E Main St)	@ US 431 (Ross Clark Cir)		Retime signal	--	$5,000	Short-term	Medium-Low	50
I-O-03	Intersection - Overall	Technical Analysis	US 231 (Montgomery Hwy)	@ John D Odom Rd		Restripe intersection; signal retiming	--	$10,000	Short-term	Medium-Low	45
S-O-03	Segment - Overall	Technical Analysis	SR 53 (E Cottonwood Rd)	Coe Dairy Rd	Darlington Cir	Increase enforcement; intersection improvements and bike/ped features @ Coe Dairy	0.3	$100,000	Long-term	Medium-Low	35
S-O-04	Segment - Overall	Technical Analysis	Honeysuckle Rd	Alderbrook Rd	Candlewood Dr	SB sidewalks; add crosswalks; increase enforcement	0.2	$100,000	Long-term	Medium-Low	30
I-O-11	Intersection - Overall	Technical Analysis	US 84	@ N Park Ave		Safety Study	--	TBD	Short-term	Medium-Low	30
S-O-08	Segment - Overall	Technical Analysis	US 431 EB (Ross Clark Cir)	SR 53 (E Cottonwood Rd)	3rd Ave	Adding of streetlights; increase enforcement	0.1	TBD	Long-term	Medium-Low	30
S-O-16	Segment - Overall	Technical Analysis	US 84 EB (Ross Clark Cir)	Zenith Rd	Twitchell Rd	Safety Study	0.5	TBD	Short-term	Medium-Low	25
S-O-19	Segment - Overall	Technical Analysis	US 431 SB (Reeves St)	W Grey Hodges Road	Harmony Ln	Safety Study	0.3	TBD	Short-term	Medium-Low	25
S-O-22	Segment - Overall	Technical Analysis	US 231 NB (S Oates St)	Blackman Rd	0.4 miles north of Blackman Road	Safety Study	0.4	TBD	Short-term	Medium-Low	25
I-O-15	Intersection - Overall	Technical Analysis	US 84 (E Main St)	@ S Beverlye Rd		Safety Study	--	TBD	Short-term	Low	50
I-BP-05	Intersection - Bike/Ped	Technical Analysis	US 84 (E Main St)	@ S Beverlye Rd		Restripe intersection; signal retiming	--	$10,000	Short-term	Low	50
I-O-09	Intersection - Overall	Technical Analysis	US 431 (Ross Clark Cir)	@ 3rd Ave		Restripe intersection; signal retiming	--	$10,000	Short-term	Low	45
I-O-14	Intersection - Overall	Technical Analysis	US 431 (Ross Clark Cir)	@ Prevatt Rd		Safety Study	--	TBD	Short-term	Low	45
I-O-21	Intersection - Overall	Technical Analysis	US 431 (Ross Clark Cir)	@ Cliff Rd		Safety Study	--	TBD	Short-term	Low	45
I-O-19	Intersection - Overall	Technical Analysis	US 84 (E Main St)	@ Plant St		Safety Study	--	TBD	Short-term	Low	40
I-O-23	Intersection - Overall	Technical and Public	Bethlehem Rd	@ JB Chapman Rd		Safety Study	--	TBD	Short-term	Low	40
S-O-21	Segment - Overall	Technical Analysis	US 431 NB (Ross Clark Cir)	St Mark St	St Luke St	Safety Study	0.1	TBD	Short-term	Low	40

ID	Type	Source	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Timeframe	Local Priority	Total Prioritization Score
S-BP-06	Segment-Bike/Ped	Technical Analysis	Mance Newton Rd	Barrington Rd	Napier Field Rd	Widen shoulders; add rumble strips; increase enforcement	1.0	$2,110,000	Long-term	Low	40
I-BP-07	Intersection - Bike/Ped	Technical Analysis	Bethlehem Rd	@ JB Chapman Rd		Convert to roundabout	--	$2,900,000	Long-term	Low	35
S-O-20	Segment - Overall	Technical and Public	US 431 NB (Ross Clark Cir)	Medical Park Blvd	Kelley Dr	Access management; intersection realignment	0.6	$1,500,000	Medium-term	Low	35
I-O-16	Intersection - Overall	Technical Analysis	SR 52 (Hartford Hwy)	@ Trawick Rd		Safety Study	--	TBD	Short-term	Low	30
S-O-18	Segment - Overall	Technical and Public	US 84 SB (Ross Clark Cir)	0.4 miles south of US 231 (Montgomery Hwy	US 231 (Montgomery Hwy)	Safety Study	0.4	TBD	Short-term	Low	30
S-O-07	Segment - Overall	Technical Analysis	US 431 WB (Ross Clark Cir)	SR 53 (E Cottonwood Rd)	Prevatt Rd	Repave with rumble strips; increase enforcement	0.1	$60,000	Long-term	Low	30

*Improvements shown in this table are recommended countermeasures based on planning level technical analysis. This plan recommends final selection of countermeasures and reasonable project limits during implementation phase.

- Short-Term projects can be implemented and completed within a 5-year timeframe.
- Medium-Term projects can be implemented and completed within a 5-year timeframe but may include elements that require more time to implement, monitor, or enforce.
- Long-Term projects take greater than 5 years to implement or require a long timeframe of monitoring or enforcement.

6.4 Countermeasure Toolbox

Table 6.4 displays a toolbox of countermeasures that can be used to improve safety within the City of Dothan. A safety study should be conducted at each location to determine which countermeasures are appropriate for the type and severity of crashes experienced at that location. Some countermeasures may be a good choice for one site yet be inappropriate for another site. At times, multiple countermeasures may be necessary. Countermeasures displayed in ***bold italics*** benefit vulnerable users and equity populations.

Table 6.4: Crash Countermeasure Toolbox

Safety Concern	Countermeasure	Pros	Cons
Speeding	*Select appropriate speed limits*	• *Low cost* • *Crash severity reduction* • *Safer for all roadway users* • *Traffic calming*	• *Opposition from regular roadway users* • *Excess violations issued if not implemented properly*
	Install speed cameras	• Significant reduction in crashes and severities • Increased driver attentiveness	• Opposition from regular roadway users • Additional monitoring and enforcement required • Improved behavior only where enforcement exists
	Implement variable speed limits	• Significant reduction in all crashes and severities • Allows drivers to react to ongoing situations • Assists in maintaining speed and flow during congestion periods, incidents, work zones, and inclement weather	• Driver confusion caused by inconsistent speeds • Additional monitoring, equipment, and maintenance required
Improve vulnerable roadway user (bicyclist and pedestrian) safety	*Add bicycle lanes*	• *Reduced bicycle related crashes*	• *Additional right-of-way required*
	Implement crosswalk visibility enhancements	• *Increased pedestrian safety* • *Pedestrians cross at designated locations*	• *Not ideal on high-speed roadways (greater than 45 MPH)* • *Costly lighting options*

Safety Concern	Countermeasure	Pros	Cons
Improve vulnerable roadway user (bicyclist and pedestrian safety)	*Retime signals to provide a leading pedestrian interval*	• *Low cost* • *Increased likelihood of motorists yielding to pedestrians* • *Enhanced safety for pedestrians with disabilities*	• *Additional delays for vehicles*
	Add medians and pedestrian refuge islands	• *Safer pedestrian crossings*	• *Increased median width (must be at least four feet wide)* • *Hard to implement at intersections*
	Install pedestrian hybrid beacons	• *Safer pedestrian crossing option on high-volume, high-speed roadways*	• *Costly* • *Additional delays/stops for vehicles*
	Install Rectangular Rapid Flashing Beacons (RRFB)	• *Safer pedestrian crossing* • *Motorists yield to pedestrians* • *Cheaper than traffic signals*	• *Not recommended for higher speed roadways (>45 MPH)*
	Road Diets	• *Low cost* • *Reduction in lanes allows for additional bicycle and pedestrian features through Complete Streets* • *Traffic calming*	• *Not effective on high volume roadways (ADT <20,000)* • *Roadway capacity reduction* • *Additional right-of-way required*
	Add walkways	• *Pedestrians separated from the roadway*	• *Comparatively high cost*

Safety Concern	Countermeasure	Pros	Cons
Roadway departure	Enhanced delineation for horizontal curves	• Low cost • Reduction of night-time crashes • Reduction of head-on, run-off-road, and sideswipe crashes • Reduction of fatal and injury crashes	• None
	Longitudinal rumble strips or stripes	• Centerline rumble strips reduce head-on crashes • Shoulder rumble strips reduce run-off-road crashes • Relatively low cost	• Noise concerns
	Median barriers	• Reduction of head-on and cross-median crashes	• Cost-effectiveness analysis required
	Roadside design improvements at curves	• Adequate clear zone reduces fixed object crashes • Flattened side slopes reduce single-vehicle crashes	• Not all options are cost effective
	Safety edge	• Low Cost • Reduction in run-off-road and head-on crashes • Reduction in crash severity	• Typically constructed only during overlay projects

Safety Concern	Countermeasure	Pros	Cons
Roadway departure	Wider edge lines	• Increased visibility of curves • Low Cost • Reduction in roadway departure crashes	• None
Intersections	Signal backplates with retroreflective borders	• Increased visibility of traffic signals • Low cost	• Structural limitations due to wind loads • Additional cost to retrofit existing signals without the backplates
	Corridor Access Management	• *Enhanced safety for all modes of transportation* • *Reduced congestion along the corridor* • *Reduction in overall crashes for all users due to fewer access points*	• *Opposition from businesses (driveway consolidation)*
	Dedicated turn lanes at intersections	• Reduced left turn and rear end crashes • Deceleration lane provided • Increased visibility for opposing left turns with positive offset	• Additional ROW required • Left turns with zero or negative offset result in turning vehicles blocking line of sight
	Reduced left-turn conflict intersections	• Reduced conflict points • Increased traffic flow on the mainline	• Longer travel distances for minor movements

Safety Concern	Countermeasure	Pros	Cons
Intersections	Install roundabout	• Reduction of total conflict points • Lowered vehicle speeds resulting in a high reduction in injury/fatal crashes	• High cost
	Low-Cost countermeasures - signing, pavement markings, remove sight obstructions	• Low cost • Reduction in injury/fatal crashes	• None
	Yellow change intervals	• *Improved intersection safety* • *Reduced red light running violations* • *Reduced fatal crashes* • *Additional time for pedestrians to cross intersections*	• *None*
Crosscutting (other safety focus areas)	*Add/Improve lighting*	• *Reduced night-time crashes* • *Reduced pedestrian crashes*	• *Installation and increased maintenance costs*
	Local Road Safety Plans	• *Increased safety for all users* • *Collaboration with local stakeholders*	• *None*

Safety Concern	Countermeasure	Pros	Cons
Crosscutting (other safety focus areas)	Pavement friction management	• Reduced roadway departure crashes at horizontal curves • Reduced crashes at intersection approaches and interchange ramps	• None
	Road Safety Audit	• *Early identification and mitigation of safety issues*	• *None*
Distracted driving	Graduated Driver Licensing	• Reduced teenage driver crashes and injuries • Low cost	• Implementation time (requires several months) • After implementation, 1-2 years before all provisionally licensed drivers are subject to new restrictions
	High visibility cell phone enforcement (HVE)	• Reduction in cell phone usage while driving	• Effect of HVE campaigns on crashes is not certain • HVE campaigns are expensive • Enforcement of cell phone use is challenging
Impaired driving	License revocation and suspension	• Recent study suggests that policy reduces fatal crash involvement by 5 percent or 800 lives • Drivers are less likely to repeat offense	• Required funds to design, implement, and operate

Safety Concern	Countermeasure	Pros	Cons
Impaired driving	Publicized sobriety checkpoints	• Analysis shows that checkpoints reduce alcohol related crashes by 17 percent and all crashes by 10-15 percent • Public support	• Can be costly if paid media is used
	High visibility saturation patrols	• More research is needed, but saturation patrols can be effective in reducing alcohol related fatal crashes	• Can be costly if paid media is used

7.0 Progress and Transparency

The Safety Action Plan serves as a living document that provides a variety of strategies and location-specific safety projects that can be implemented to reduce fatal and serious injury crashes within the City of Dothan. The plan can be used in coordination with partner agencies and long-range planning efforts. This section describes future actions needed to keep this living document current and relevant to the City's needs.

7.1 Advocacy

Dothan's Public Works Department should meet quarterly to discuss Safety Action Plan recommendations, projects, and strategies. These meetings should incorporate:

- public concerns and comments,
- additional safety projects that have recently been identified,
- grant opportunities, and
- ongoing strategy implementation.

Additionally, input obtained during public outreach efforts for transportation planning or public comments on transportation projects should be discussed during said meetings.

7.2 Data Maintenance

The City of Dothan will work with ALDOT to obtain updated crash data each year. This data will be used to help the City track progress toward reducing fatalities and serious injuries as plan implementation occurs. Each year, the City will post updated crash data and a list of ongoing and completed Safety Action Plan projects on the project webpage to share plan implementation progress with the public.

7.3 Plan Implementation

Activities that the City can take to implement the plan include:

- Coordination with partner agencies for data collection, public outreach, and analysis.
- Funding opportunity discussions with partner agencies and the pursuit of grant funds when available.
- Implementation of projects and strategies identified in the plan.

7.4 Transparency & Reporting

Regular documentation and reporting on the plan's implementation progress is necessary for its success. Documentation should be prepared and reported for funding opportunities, Public Works meetings, public outreach, and other appropriate activities.

The Safety Action Plan should be posted on the City of Dothan's website along with progress toward the plan's goals.

Appendix A: Existing Plan Review

FY 2024-2027 SOUTHEAST WIREGRASS AREA METROPOLITAN PLANNING ORGANIZATION (SWAMPO) TRANSPORTATION IMPROVEMENT PROGRAM (DRAFT)

Plan Overview

The SWAMPO Transportation Improvement Program is a document listing prioritized federally funded transportation improvement projects in the Dothan Transportation Study Area. The projects are planned projects within the 2045 Long Range Transportation Plan.

Goals and Objectives

ALDOT has adopted six livability principles and is measuring their planning tasks against these principles as performance measures for accountability. These principles are also metrics in the 2045 SWAMPO Long Range Transportation Plan and include.

1. Provide more transportation choices.
2. Promote equitable and affordable housing.
3. Enhance economic competitiveness.
4. Support existing communities.
5. Coordinate policies and leverage investment.
6. Value communities and neighborhoods.

In addition, the scope of the planning process is derived from the Fixing America's Surface Transportation (FAST) Act's 10 Federal planning factors.

Key Findings

The following are key findings that are mentioned in the reviewed document and are relevant to transportation safety.

1. This plan is in draft form and has not yet been adopted. It is to be updated every four years.
2. The document includes a self-certification stating the planning process being carried out by ALDOT and SWAMPO for the Dothan Urbanized Area is in accordance with applicable Federal codes, including 49 CFR, Title 23 USC, Clean Air Act, FAST Act, ADA, and others.
3. SWAMPO does not currently have a freight transportation plan; however freight planning is addressed within the Long Range Transportation Plan.

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the City of Dothan, SWAMPO, and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City:

1. Establish a system for data sharing between ALDOT, SWAMPO, and providers of public transportation for transportation planning and decision-making regarding transportation safety.

2045 SOUTHEAST WIREGRASS AREA METROPOLITAN PLANNING ORGANIZATION (SWAMPO) LONG RANGE TRANSPORTATION PLAN (2021)

Plan Overview

The Long-Range Transportation Plan is a document prepared by the Southeast Wiregrass Area Metropolitan Planning Organization (SWAMPO) as a framework for the multimodal vision of growth and development within the SWAMPO region.

Goals and Objectives

The vision, goals, and objectives identified in the 2045 Long Range Transportation Plan are:

- Affordable convenient and reliable access to destinations by multiple modes of transportation.
- A connected regional economy accessible to national and global markets.
- A well-maintained and efficient transportation system.
- A transportation system that creates a sense of place and improves public health.
- A transportation system that distributes benefits and burdens in an equitable manner.
- A transportation system that minimizes detrimental impacts to the natural and historic environment and practices environmental stewardship.
- A meaning public involvement process that influences transportation decision-making.

Key Findings

The following are key findings that are mentioned in the reviewed document and are relevant to transportation safety.

- The region does not contain interstate segments, nor does it have a major freight corridor.

- Through public survey, the public overwhelmingly supported bicycle/pedestrian facilities in future developments.
- Sidewalks and bicycle facilities that connect neighborhoods to shopping and entertainment and increased transit service gathered strong support from the public.
- The plan mentions that most of the intersections along major roadways lack crosswalks and ADA ramps.
- The following corridors and nodes have the highest potential for freight delay and bottlenecks:
    - Northwestern quadrant of Ross Clark Circle, from Denton Road to US 84
    - US 231 from Ross Clark Circle to Flynn Road
    - Ross Clark Circle and US 84 (W Main Street)
    - Ross Clark Circle at US 84 (E Main Street)
    - Oates Street and US 84 entering and exiting downtown Dothan

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the City of Dothan, SWAMPO, and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City:

- Create connectivity for sidewalks and bike lanes. Engage pedestrians, bicyclists, and business owners in the transportation planning process to incorporate these features into roadway projects.
- Provide crosswalks and ADA ramps at major intersections for transportation safety.

ALABAMA STRATEGIC HIGHWAY SAFETY PLAN, 4TH EDITION (2022)

Plan Overview

The Alabama Strategic Highway Safety Plan provides a general summary of statewide transportation data, goals, and strategies based on the 5 Es of Safety which include Engineering, Emergency Medical Services, Education, Equity, and Enforcement. The steering committee evaluated metrics and expected outcomes based on emphasis areas. This plan is to be updated every five years.

Goals and Objectives

The Strategic Highway Safety Plan has established goals to:

- Reduce fatalities and serious injuries by 50% by the year 2040.

- Decrease the number of fatalities and serious injuries related to speeding and aggressive driving by 2% each year.
- Decrease the number of fatalities and serious injuries related to impaired driving by 2% each year.
- Decrease the number of fatalities and serious injuries related to distracted and drowsy driving by 2% each year.
- Increase the proper use of safety restraints by vehicle occupants by 1% each year until reaching 95% utilization.
- Decrease the number of fatalities and serious injuries related to roadway/lane departure crashes by 4% each year.
- Decrease the number of fatal and serious injury crashes involving older drivers by 1% each year.
- Decrease the number of fatal and serious injury crashes involving non-motorists by 4% each year.

Key Findings

The following are key findings that are mentioned in the reviewed document and are relevant to transportation safety.

- An online interactive GIS map and survey were used for public engagement for plan development, as well as public meetings via Zoom. Paper mailings of the survey were targeted toward low-income and "Limited English Proficiency communities".
- Social and environmental factors were considered in the planning process, particularly regarding hazardous materials, environmental justice, and impacts to disadvantaged communities.
- The State of Alabama has one Federally recognized Native American Tribe which resides on private property. Tribal coordination was not included in the statewide transportation planning process.

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the City of Dothan, SWAMPO, and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City:

- Encourage the educational component of the Strategic Highway Safety Plan by broadening the list of stakeholders to include transportation safety educators, senior citizen groups, bicycle organizations, motorcycle organizations, electric vehicle/scooter interest groups, and attorneys.

- Use feedback stakeholders provide to introduce safety and sensory features into roadway design and infrastructure.

STATEWIDE ALABAMA FREIGHT PLAN (2022)

Plan Overview

The Alabama Statewide Freight Plan highlights projects and strategies to improve freight operations in the State. It includes freight issues, Federal requirements, and recent trends.

Goals and Objectives

The plan includes a mission statement and eight statewide freight goals as follows:

- Improve reliability and reduce congestion on the National Multimodal Freight Network (NMFN) within the state.
- Improve connectivity between all modes of freight transportation and address supply chain issues throughout the state.
- Coordinate with Metropolitan Planning Organizations (MPOs) and other agencies during the development/update of the Statewide Freight Plan.
- Ensure a state of good repair along freight network facilities throughout the state.
- Improve economic benefits by supporting public and private sector investments on the statewide freight network.
- Promote the safety, security, efficiency, and resiliency of multimodal freight transportation.
- Promote the use of ITS technologies to improve the safety, efficiency, and reliability on the statewide freight network.
- Promote and enhance both the human and natural environment while enhancing the performance of the statewide freight network.

In addition, the enhancement of Intelligent Transportation Systems (ITS) infrastructure is mentioned as a national and statewide goal, as well as the goal to coordinate with MPOs and other agencies during plan development.

Key Findings

The following are key findings that are mentioned in the reviewed document and are relevant to transportation safety.

- ALDOT has requested that I-59 and I-220 be added to the National Multimodal Freight Network. The Federal Highway Administration has indicated these changes will be reflected in future updates to national maps and tables.

- Bottleneck data revealed concentrations along I-65, I-59, I-20, I-85, and State Route 38.
- In 2022, corridors with high levels of commodity truck flow were:
    - I-20 east of Birmingham
    - I-85 from the Georgia state line toward Montgomery
    - I-65 between Montgomery and Mobile
    - I-20/I-59 south of Tuscaloosa

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the City of Dothan, SWAMPO, and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City:

- Determine whether ITS infrastructure should be upgraded for monitoring traffic incidents and weather-related events along truck routes for transportation safety.
- Prioritize maintenance based on highest volumes of truck traffic and heavy vehicles on roadways that develop potholes.
- Use the bottleneck data to improve transportation safety on routes that are designated for evacuations.

CITY OF DOTHAN BICYCLE AND PEDESTRIAN MASTER PLAN (2011)

Plan Overview

The City of Dothan Bicycle and Pedestrian Master Plan is a policy-level decision guide that establishes polices and guidelines for bicycle and pedestrian facilities and related amenities within the City of Dothan.

Goals and Objectives

The primary goal is a sustainable bicycle and pedestrian network and program that will increase bicycling and walking and improve the safety of bicyclists and pedestrians in Dothan. Related goals include:

- Encourage the use of bicycling and walking as legitimate modes of transportation.
- Improve the safety of bicyclists and pedestrians.
- Educate bicyclists, pedestrians, motorists, law enforcement officers, and others regarding traffic laws and safety measures.
- Encourage the development of bicycle and pedestrian resources.

The following are objectives to help accomplish the bicycle and pedestrian goals:

- Develop planning proposals that will encourage implementation of a bicycle and pedestrian network that provides convenient access to various destinations.
- Create a successful program to encourage bicycle and walking.
- Promote high standards of design for the construction of bicycle and pedestrian facilities.
- Develop policies to incorporate bicycle and pedestrian facilities into transportation improvements.
- Encourage the creation of appropriate amenities, such as bicycle parking, to increase the convenience of bicycling or walking.
- Facilitate the publication of maps, such as a bicycle suitability map, that outline and promote the bicycle and pedestrian system, safety, and the appropriate use of available bicycle and pedestrian facilities.
- Encourage proper maintenance of bicycle and pedestrian infrastructure.
- Include bicycle and pedestrian facilities as components of the City's capital programs and site review approval processes.
- Encourage the creation of specific education programs, tailored to children, adults, and motorists outlining the rules for safe travel.
- Develop a method to educate law enforcement officers to recognize bicycle and pedestrian rules and regulations.
- Identify necessary bicycle and pedestrian accommodations at tourist and business locations.
- Develop a method of collecting and updating data on bicycle and pedestrian activity.

Key Findings

The following are key findings that are mentioned in the reviewed document and are relevant to transportation safety.

- Public involvement in developing the plan included meetings with the Bicycle and Pedestrian Advisory Committee, public meetings and questionnaire, and a dedicated website.
- Surveys revealed most people like the appearance of neighborhoods with sidewalks and neighborhoods with a landscaped separation between the sidewalk and the curb. The public also favored sidewalks that are separated from traffic and sidewalks with pavers. In addition, lack of sidewalks, lack of off-street trails, difficulty of crossing unsafe streets, and concerns about personal safety were major reasons for not walking.

- As of 2011, the City of Dothan has one on-street bicycle lane with no specific destination, and it has no striping or signage. This 850-foot bicycle lane is on John D. Odom Drive between Whatley Road and Murphy Hill Road.
- There are two shared-use facilities in Dothan consisting of limited sections of the Larry and Ronna Dykes Bicycle Trail at Westgate Park and the Eastgate Park 2-mile trail. Both can be used for bicycles and pedestrians.

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the City of Dothan, SWAMPO, and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City:

- Update the 2011 plan based on current transportation safety needs.
- Include new bicycle lanes, sidewalks, and crosswalks in project planning and provide connectivity to places frequently traveled. The lanes should include adequate lane width, pavement markings, and signage for transportation safety.
- Create educational workshops to meet the goals and objectives for bicycle and pedestrian safety.

CITY PROJECTS

City of Dothan Infrastructure Improvement Plans

Plan Overview

The City provided a list of infrastructure improvement plans for the City of Dothan. This document outlines locations for intersection improvements, access management, sidewalks, and road widening.

Goals and Objectives

The objective of the infrastructure improvement plan list is to document the types of improvements that are planned and their locations. Grant funding sources are also mentioned as well as construction dates.

Key Findings

The following are key findings that are mentioned in the reviewed document and are relevant to transportation safety.

- The intersection improvement project at West Main Street and John D. Odom Road was awarded a grant to improve intersection operations. Additional projects are at

Flowers Chapel Road and Wood Burn Drive, and John D. Odom Road at Publix. These projects will add traffic signals, update existing signals with preemption, and add pedestrian facilities.
- Access management projects on Ross Clark Circle will add service roads and adjust access points.
- Sidewalk projects are planned near Southeast Medical Center Emergency Room, Wiregrass Recreation Center, on Hedstrom Drive from Conti Road to Ross Clark Circle, and on Choctaw Street from Westgate Parkway to Ross Clark Circle ROW.
- Roadway widening will occur on Honeysuckle Road from West Main Street to Campbellton Highway.

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the City of Dothan, SWAMPO, and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City:

- Bicycle lanes should be incorporated into roadway projects to encourage Complete Streets.
- Construction activities should be coordinated to minimize work zone impacts. Pedestrian detours should also be established during sidewalk construction.
- Community stakeholders should include local businesses, churches, and schools that may be affected during and after construction.

Honeysuckle Road from Main Street to Fortner Street - Five Lane Widening with Bike Lanes and Sidewalks

Plan Overview

This plan layout shows roadway widening on Honeysuckle Road.

Goals and Objectives

- The roadway widening allows two lanes of through traffic in each direction with turn lanes, bike lanes, and sidewalks.

Key Findings

- The additional right-of-way may affect adjacent businesses that include banks, hotels, a pharmacy, a car dealership, churches, and residential properties.

Recommendations for Transportation Safety

- Include adjacent businesses in the transportation planning process as stakeholders.
- Implement access management and connectivity for driveways and sidewalks.
- Include ADA-compliant features at crosswalks for impaired pedestrians.

Honeysuckle Road Realignment and Extension from State Route 52 (Hartford Highway) to Campbellton Highway

Plan Overview

The plan layout shows a roadway realignment and extension of Honeysuckle Road.

Goals and Objectives

The realignment and extension allow one lane of traffic in each direction with turn lanes and a grassed median.

Key Findings

- A public involvement meeting was held in 2020.
- The construction limits end at a proposed roundabout at the intersection of Taylor Road and Campbellton Highway.
- The roadway configuration includes one lane in each direction with turn lanes.

Recommendations for Transportation Safety

- Sidewalks and bike paths should be included in the plan, as well as ADA-compliant features and crosswalks for impaired pedestrians.
- Include adjacent businesses in the transportation planning process as stakeholders.
- Provide access management and connectivity for driveways and sidewalks.

Additional Lane on SR-12 (US -84/West Main Street) From John D. Odom to Flowers Chapel Road

Plan Overview

The plan layout shows roadway widening on John D. Odom Road.

Goals and Objectives

The roadway widening allows three lanes of through traffic with turn lanes in the westbound direction and two lanes of through traffic with turn lanes in the eastbound direction.

Key Findings

- A pedestrian walkway is shown on the plan layout.

Recommendations for Transportation Safety

- Include adjacent businesses in the transportation planning process as stakeholders.
- Provide access management and connectivity for driveways and sidewalks.

STATE REGIONAL TRAFFIC OPERATIONS PROGRAM (RTOP)

Plan Overview

Documentation for the Regional Traffic Operations Program (RTOP) includes a scope of work and emails referencing the program scope. The City of Dothan will provide signal maintenance while consultants provide traffic engineering services consisting of data collection and existing conditions, signal timing plan development and fine-tuning, seasonal adjustments and active management, and signal timing adjustments specifically related to the Ross Clark Circle construction. ALDOT and the City of Dothan have divided the traffic signals on State routes into multiple tiers. The scope of service includes Tier 1 and Tier 2 in the following zones:

- Tier 1:
    - Ross Clark Circle (SR 210) from US 231 (NW Corner) to Hodgesville Road – western side of circle
    - US 231 from Napier Field Road to Ross Clark Circle (SR 210)
    - US 84 from Brannon Stand Road (SR 605) to Ross Clark Circle (SR 210)
- Tier 2:
    - Ross Clark Circle (SR 210) from Anchor Drive (NW corner) to 3rd Avenue (SE corner) – eastern side of the circle
    - US 231 from University Drive to John D Odom Road
    - US 431 from Westgate Parkway to Ross Clark Circle (SR 210)
    - US 84 from Beverlye Road to Ross Clark Circle (SR 210)

Goals and Objectives

The objectives of the Regional Traffic Operations Program (RTOP) are to manage, maintain, and operate traffic signals and their associated Intelligent Transportation Systems (ITS) devices. The program goals are:

- Troubleshoot traffic signal components and devices.
- Evaluate conditions within systems and implement a plan for improved operations.

- Be familiar with ALDOT's Traffic Signal Timing Specifications, Guidelines, and Procedures.
- Demonstrate ability to coordinate with local agencies.
- Quickly respond to notifications from ALDOT.
- Be familiar with ALDOT's Intelligent Transportation System (ITS) network and communications architecture.
- Demonstrate experience with ALDOT's traffic signal systems, ATMS systems, and automated performance measurement tools.
- Demonstrate ability to utilize traffic signal, travel time, and other performance metrics to improve outcomes.

Key Findings

The following are key findings that are mentioned in the reviewed document and are relevant to transportation safety.

- ALDOT will provide all transportation data, studies, plans, programs of projects, mapping, aerial photography, functional classification, traffic data, and any other data in connection with the work assigned by the State and previously performed by or for the State.
- The City has upgraded the traffic signal controllers and brought the signals online via McCain's Transparity software.

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the City of Dothan, SWAMPO, and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City:

- Verify that traffic signal designs comply with the Americans with Disability Act guidelines in order to improve safety for disabled pedestrians. Meet with City, State, and SWAMPO representatives to provide consistency among guidelines.
- Verify that all data received from ALDOT that is related to transportation safety and safety analysis is up to date and relevant.
- Gather input from ALDOT, SWAMPO, and City representatives as stakeholders in updating ITS equipment and determining the proper placement of devices for transportation safety. Input may be gathered through questionnaires and meetings.

ROAD SAFETY ASSESSMENT REPORTS (2018)

RSA Report - State Route 1 from Mile Point 7.00 to Mile Point 7.49

Plan Overview

The Road Safety Assessment Report was reviewed for State Route 1 from Mile Point 7.00 to Mile Point 7.49. The report is a formal examination of a road's safety performance by an independent and multidisciplinary team.

Goals and Objectives

Based on analysis of crash history, traffic volumes, land uses, geometric features, and field observations, the Road Safety Assessment (RSA) team has identified the following improvements for implementation. The short-term goals for improvement are as follows:

- All existing signs, if warranted, shall be replaced with new signs, and shall be installed according to the 2009 MUTCD.
- Provide shoulder widths and scoring that comply with A Policy on Geometric Design of Highways and Streets 6th Edition along the length of the project.
- Modify drainage end treatments for drainage structures and bring all culverts, side drain pipe and driveway pipe up to ALDOT Standards in the clear zone, allowing for traversable slopes.
- Perform traffic signal warrants to determine if traffic signals are still warranted.
- If traffic signal is still warranted, install backplates with retroreflective strips on all signal heads.
- If traffic signal is still warranted, remove overhead flashing assemblies and install post mounted W3-4 signs according to ALDOT Signal Design Manual.
- If traffic signal is warranted, install Active Dilemma Zone detection.

Key Findings

The following are key findings that are mentioned in the reviewed document and are relevant to transportation safety.

- Right-of way is not required for accomplishing the short-term improvement goals.
- The project aerial map identified observed deficiencies related to transportation safety. These deficiencies consist of no backplates with retroreflective strips, signage in need of updating, shoulders not to AASHTO standards, and drainage and headwalls not up to ALDOT standards.

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the City of Dothan, SWAMPO, and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City:

- Update signage, signal backplates, drainage, and headwalls up to ALDOT and AASHTO standards as applicable. These recommendations are in line with the short-term improvements for transportation safety.
- Include representatives from the City, SWAMPO, and ALDOT in decisions regarding transportation safety.

RSA Report - State Route 1 from Mile Point 13.90 to Mile Point 14.10

Plan Overview

The Road Safety Assessment Report was reviewed for State Route 1 from Mile Point 13.90 to Mile Point 14.10. The report is a formal examination of a road's safety performance by an independent and multidisciplinary team.

Goals and Objectives

Based on analysis of crash history, traffic volumes, land uses, geometric features, and field observations, the Road Safety Assessment (RSA) team has identified the following improvements for implementation. The goals for safety improvements are as follows:

- Provide signal head backplates with retroreflective strips at signalized intersections.
- All existing signs, if warranted, shall be replaced with new signs, and if not installed according to the 2009 Manual on Uniform Traffic Control Devices (MUTCD) (location and sign sequence), shall do so.
- Trim and clear trees along segment to provide improved sight distance and required clear zone if feasible.
- Develop and implement an access management plan.
- Improve landings on Alice Street and Louise Street at their intersection with State Route 1.
- Evaluate State Route 1 to determine if it is a candidate for road diet projects or for installation of left turn lanes at Hillman Street and Alice Street.
- Evaluate the existing signal equipment and phase timing for possible upgrades.
- Change five section heads to flashing yellow signal heads.

Key Findings

The following are key findings that are mentioned in the reviewed document and are relevant to transportation safety.

- Additional right-of-way may be required for additional clear zone along the roadway.
- The project aerial map identified observed deficiencies related to transportation safety. These deficiencies consist of no backplates with retroreflective strips, improper signage, clear zone issues, no access management, and landing issues on Alice Street and Louise Street.

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the City of Dothan, SWAMPO, and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City:

- Review or establish access management guidelines and address transportation safety issues in line with the safety improvement goals.
- Include representatives from the City, SWAMPO, and ALDOT in decisions regarding transportation safety.

RSA Report - State Route 1 from Mile Point 16.50 to Mile Point 16.70

Plan Overview

The Road Safety Assessment Report was reviewed for State Route 1 from Mile Point 16.50 to Mile Point 16.70. The report is a formal examination of a road's safety performance by an independent and multidisciplinary team.

Goals and Objectives

Based on analysis of crash history, traffic volumes, land uses, geometric features, and field observations, the Road Safety Assessment (RSA) team has identified the following improvements for implementation. The goals for short-term improvements are as follows:

- All existing signs, if warranted, shall be replaced with new signs, and if not installed according to the 2009 Manual on Uniform Traffic Control Devices (MUTCD) (location and sign sequence), shall do so.
- Ensure all guardrails along the length of the project comply with the Manual for Assessing Safety Hardware (MASH) and replace with new guardrail if not MASH compliant.
- Provide signal head backplates with retroreflective strips at signalized intersections.

- Evaluate storage capacity for auxiliary lanes and improve/modify as needed.
- Install overhead signage in compliance with 2009 MUTCD.
- Install enhanced pavement markings and oversized signage per 2009 MUTCD.
- Maintain existing curb delineation.
- Place standard traversable end treatments on all culverts and drainage pipes including side drains and driveway pipes. Make all drainage structures clear zone compliant by extending culverts with headwalls in the clear zone and providing traversable design headwalls.
- In the non-curbed road sections, install shoulders and provide rumble strips to comply with the 6th edition of AASHTO's A Policy on Geometric Design of Highways and Streets.
- Evaluate the existing signal equipment and phase timing for possible upgrades.

Goals for long-term improvements are as follows:

- Reconstruct intersection to improve alignment, safety, and operation.
- Incorporate results of four lane roadway study.

Key Findings

The following are key findings that are mentioned in the reviewed document and are relevant to transportation safety.

- Additional right-of-way may be required for additional clear zone, shoulders, and intersection reconstruction.
- The project aerial map identified observed deficiencies related to transportation safety. These deficiencies consist of guardrail not up to MASH standards, no retroreflective strips or backplates, signage confusion, and faded striping along segment.

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the City of Dothan, SWAMPO, and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City:

- Address transportation safety issues in line with the short-term and long-term improvement goals.
- Include representatives from the City, SWAMPO, and ALDOT in decisions regarding transportation safety.

RSA Report - State Route 52 from Mile Point 60.80 to Mile Point 61.00

Plan Overview

The Road Safety Assessment Report was reviewed for State Route 52 from Mile Point 60.80 to Mile Point 61.00. The report is a formal examination of a road's safety performance by an independent and multidisciplinary team.

Goals and Objectives

Based on analysis of crash history, traffic volumes, land uses, geometric features, and field observations, the Road Safety Assessment (RSA) team has identified the following improvements for implementation. The goals for safety improvements are as follows:

- All existing signs, if warranted, shall be replaced with new signs, and if not installed according to the 2009 Manual on Uniform Traffic Control Devices (MUTCD) (location and sign sequence), shall do so.
- Install backplates with retroreflective strips on all signal heads.
- Delineate the southeast corner channelized right turn lane as yield condition.
- Stripe a left turn lane into Lowe's driveway from AL 52.
- Include all mitigations from the Ross Clarke Circle Widening Project.

Key Findings

The following are key findings that are mentioned in the reviewed document and are relevant to transportation safety.

- Additional right-of-way is not required for accomplishing the short-term improvement goals.
- The project aerial map identified observed deficiencies related to transportation safety. These deficiencies consist of outdated signage, no backplates with retroreflective strips, need for an acceleration lane or yield in the southeast corner lane, and no place to turn left onto Lowe's on AL 52.

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the City of Dothan, SWAMPO, and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City:

- Review or establish access management policies and address transportation safety issues in line with the safety improvement goals.
- Include representatives from the City, SWAMPO, and ALDOT in decisions regarding transportation safety.

RSA Report - State Route 53 from Mile Point 24.70 to Mile Point 24.90

Plan Overview

The Road Safety Assessment Report was reviewed for State Route 53 from Mile Point 24.70 to Mile Point 24.90. The report is a formal examination of a road's safety performance by an independent and multidisciplinary team.

Goals and Objectives

Based on analysis of crash history, traffic volumes, land uses, geometric features, and field observations, the Road Safety Assessment (RSA) team has identified the following improvements for implementation. The goals for safety improvements are as follows:

- All existing signs, if warranted, shall be replaced with new signs, and if not installed according to the 2009 Manual on Uniform Traffic Control Devices (MUTCD) (location and sequence), shall do so.
- Install backplates with retroreflective strips on all signal heads.
- Install new striping and raised pavement markers along the segment.
- Reconstruct sidewalks and handicap ramps to be ADA compliant.

Key Findings

The following are key findings that are mentioned in the reviewed document and are relevant to transportation safety.

- Additional right-of-way is not required for accomplishing the safety improvement goals.
- The project aerial map identified observed deficiencies related to transportation safety. These deficiencies consist of outdated signage, no retroreflective strips on backplates, faded striping, and non-ADA compliance.

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the City of Dothan, SWAMPO, and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City:

- Address transportation safety issues in line with the safety improvement goals.
- Include representatives from the City, SWAMPO, and ALDOT in decisions regarding transportation safety.

RSA Report - State Route 210 from Mile Point 3.30 to Mile Point 3.50 & State Route 12 From Mile Point 207.40 to Mile Point 207.60

Plan Overview

The Road Safety Assessment Report was reviewed for State Route 210 from Mile Point 3.30 to Mile Point 3.50 and State Route 12 from Mile Point 207.40 to Mile Point 207.60. The report is a formal examination of a road's safety performance by an independent and multidisciplinary team.

Goals and Objectives

Based on analysis of crash history, traffic volumes, land uses, geometric features, and field observations, the Road Safety Assessment (RSA) team has identified the following improvements for implementation. The goals for safety improvements are as follows:

- All existing signs, if warranted, shall be replaced with new signs, and if not installed according to the 2009 Manual on Uniform Traffic Control Devices (MUTCD) (location and sign sequence), shall do so.
- Provide signal head backplates with retroreflective strips at signalized intersections.
- Implement recommendations from the completed Access Management Study for ALDOT.
- Evaluate the existing signal equipment and phase timing for possible upgrades.
- Provide urban right turn channelizing lanes (Smart Channel) per ALDOT detail at the intersection on all approaches.
- Provide shoulders and scoring to ensure widths comply with A Policy on Geometric Design of Highways and Streets 6th Edition 2011 (the AASHTO Green Book) along the length of the project.
- Evaluate storage capacity for auxiliary lanes and improve/modify if needed.
- Install overhead signage in compliance with 2009 MUTCD.
- Ensure all guardrails along the length of the project comply with the Manual for Assessing Safety Hardware (MASH) and replace with new guardrail if not MASH compliant.
- Place standard traversable end treatments on all culverts and drainage pipes including side drains and driveway pipes. Make all drainage structures clear zone compliant by extending culverts with headwalls in the clear zone and providing traversable design headwalls.
- Implement project to add additional lanes on Ross Clarke Circle from 231 N to 84 W.

Key Findings

The following are key findings that are mentioned in the reviewed document and are relevant to transportation safety.

- Additional right-of-way may be required for additional clear zone and shoulders along the roadway.
- The project aerial map identified observed deficiencies related to transportation safety. These deficiencies consist of outdated signage, no retroreflective strips on backplates, faded striping, and non-ADA compliance.

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the City of Dothan, SWAMPO, and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City:

- Address transportation safety issues in line with the safety improvement goals.
- Include representatives from the City, SWAMPO, and ALDOT in decisions regarding transportation safety.

RSA Report - State Route 210 from Mile Point 4.90 to Mile Point 5.10 & State Route 53 From Mile Point 24.00 to Mile Point 24.20

Plan Overview

The Road Safety Assessment Report was reviewed for State Route 210 from Mile Point 4.90 to Mile Point 5.10 and State Route 53 from Mile Point 24.00 to Mile Point 24.20. The report is a formal examination of a road's safety performance by an independent and multidisciplinary team.

Goals and Objectives

Based on analysis of crash history, traffic volumes, land uses, geometric features, and field observations, the Road Safety Assessment (RSA) team has identified the following improvements for implementation. The goals for safety improvements are as follows:

- All existing signs, if warranted, shall be replaced with new signs, and if not installed according to the 2009 Manual on Uniform Traffic Control Devices (MUTCD) (location and sign sequence) shall do so.
- Provide signal head backplates with retroreflective strips at signalized intersections.
- Install overhead signage in compliance with 2009 MUTCD.
- Restripe the roadway along both segments per 2009 MUTCD.

- Develop and implement an access management plan.
- Ensure all guardrails along the length of the project comply with the Manual for Assessing Safety Hardware (MASH) and replace with new guardrail if not MASH compliant.
- Provide urban right turn channelizing lanes (Smart Channel) per ALDOT detail at the intersection on all approaches.
- Evaluate the existing signal equipment and phase timing for possible upgrades.
- Evaluate storage capacity for auxiliary lanes and improve/modify as needed.
- Place standard traversable end treatments on all culverts and drainage pipes including side drains and driveway pipes. Make all drainage structures clear zone compliant by extending culverts with headwalls in the clear zone and providing traversable design headwalls.
- Install shoulders and provide rumble strips to comply with the 6th edition of AASHTO's A Policy on Geometric Design of Highways and Streets.
- Include all mitigations in the Ross Clark Circle Widening Project.

Key Findings

The following are key findings that are mentioned in the reviewed document and are relevant to transportation safety.

- Additional right-of-way may be required for additional clear zone and shoulders along the roadway.
- The project aerial map identified observed deficiencies related to transportation safety. These deficiencies consist of signage not up to MUTCD standards, a need for retroreflective backplates, confusing signage, restriping, and shoulders not up to standard.

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the City of Dothan, SWAMPO, and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City:

- Address transportation safety issues in line with the safety improvement goals.
- Include representatives from the City, SWAMPO, and ALDOT in decisions regarding transportation safety.

RSA Report - State Route 210 from Mile Point 6.90 to Mile Point 7.10 & State Route 1 From Mile Point 17.80 to Mile Point 18.00

Plan Overview

The Road Safety Assessment Report was reviewed for State Route 210 from Mile Point 6.90 to Mile Point 7.10 and State Route 1 from Mile Point 17.80 to Mile Point 18.00. The report is a formal examination of a road's safety performance by an independent and multidisciplinary team.

Goals and Objectives

Based on analysis of crash history, traffic volumes, land uses, geometric features, and field observations, the Road Safety Assessment (RSA) team has identified the following improvements for implementation. The goals for safety improvements are as follows:

- All existing signs, if warranted, shall be replaced with new signs, and if not installed according to the 2009 Manual on Uniform Traffic Control Devices (MUTCD) (location and sign sequence), shall do so.
- Provide signal head backplates with retroreflective strips at signalized intersections.
- Install overhead signage in compliance with 2009 MUTCD.
- Ensure all guardrails along the length of the project comply with the Manual for Assessing Safety Hardware (MASH) and replace with new guardrail if not MASH compliant.
- Close redundant median openings on AL 210 between Mile Point 6.95 and 7.00 and between Mile Point 7.05 and 7.10.
- Evaluate storage capacity for auxiliary lanes and improve/modify as needed.
- Provide urban right turn channelizing lanes (Smart Channel) per ALDOT detail at the intersection on all approaches.
- In the non-curbed road sections, install 2 ft. shoulders and provide rumble strips to comply with the 6th edition of AASHTO's A Policy on Geometric Design of Highways and Streets.
- Evaluate the existing signal equipment and phase timing for possible upgrades.
- Place standard traversable end treatments on all culverts and drainage pipes including side drains and driveway pipes. Make all drainage structures clear zone compliant by extending culverts with headwalls in the clear zone and providing traversable design headwalls.
- Implement project to add additional lanes on Ross Clark Circle from 231 N to 84 W.

Key Findings

The following are key findings that are mentioned in the reviewed document and are relevant to transportation safety.

- Additional right-of-way is not required for accomplishing the safety improvement goals.
- The project aerial map identified observed deficiencies related to transportation safety. These deficiencies consist of outdated signage, no retroreflective strips on backplates, faded striping, and non-ADA compliance.

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the City of Dothan, SWAMPO, and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City:

- Address transportation safety issues in line with the safety improvement goals.
- Include representatives from the City, SWAMPO, and ALDOT in decisions regarding transportation safety.

RSA Report - State Route 210 from Mile Point 10.40 to Mile Point 10.60 & State Route 12 From Mile Point 211.90 to Mile Point 212.10

Plan Overview

The Road Safety Assessment Report was reviewed for State Route 210 from Mile Point 10.40 to Mile Point 10.60 and State Route 12 from Mile Point 211.90 to Mile Point 212.10. The report is a formal examination of a road's safety performance by an independent and multidisciplinary team.

Goals and Objectives

Based on analysis of crash history, traffic volumes, land uses, geometric features, and field observations, the Road Safety Assessment (RSA) team has identified the following improvements for implementation. The goals for safety improvements are as follows:

- All existing signs, if warranted, shall be replaced with new signs, and if not installed according to the 2009 Manual on Uniform Traffic Control Devices (MUTCD) (location and sign sequence), shall do so.
- Provide signal head backplates with retroreflective strips at signalized intersections.
- Evaluate storage capacity for auxiliary lanes and improve/modify as needed.

- Develop and implement an access management plan.
- Provide urban right turn channelizing lanes (Smart Channel) per ALDOT detail at the intersection on all approaches.
- Ensure all guardrails along the length of the project comply with the Manual for Assessing Safety Hardware (MASH) and replace with new guardrail if not MASH compliant.
- Install overhead signage in compliance with 2009 MUTCD.
- In the non-curbed road sections, install shoulders and provide rumble strips to comply with the 6th edition of AASHTO's A Policy on Geometric Design of Highways and Streets.
- Place standard traversable end treatments on all culverts and drainage pipes including side drains and driveway pipes. Make all drainage structures clear zone compliant by extending culverts with headwalls in the clear zone and providing traversable design headwalls.
- Evaluate the existing signal equipment and phase timing for possible upgrades.

Key Findings

The following are key findings that are mentioned in the reviewed document and are relevant to transportation safety.

- Additional right-of-way may be required for shoulders and clear zone mitigations.
- The project aerial map identified observed deficiencies related to transportation safety. These deficiencies consist of signage needing updating, a need for backplates with retroreflective strips, storage evaluation for auxiliary lanes, and no access management plan.

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the City of Dothan, SWAMPO, and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City:

- Address transportation safety issues in line with the safety improvement goals.
- Include representatives from the City, SWAMPO, and ALDOT in decisions regarding transportation safety.

RSA Report - State Route 210 from Mile Point 13.70 to Mile Point 13.90 & State Route 1 From Mile Point 13.20 to Mile Point 13.40

Plan Overview

The Road Safety Assessment Report was reviewed for State Route 210 from Mile Point 13.70 to Mile Point 31.90 and State Route 1 from Mile Point 13.20 to Mile Point 13.40. The report is a formal examination of a road's safety performance by an independent and multidisciplinary team.

Goals and Objectives

Based on analysis of crash history, traffic volumes, land uses, geometric features, and field observations, the Road Safety Assessment (RSA) team has identified the following improvements for implementation. The goals for safety improvements are as follows:

- All existing signs, if warranted, shall be replaced with new signs, and if not installed according to the 2009 Manual on Uniform Traffic Control Devices (MUTCD) (location and sign sequence), shall do so.
- Provide signal head backplates with retroreflective strips at signalized intersections.
- Develop and implement an access management plan.
- Provide urban right turn channelizing lanes (Smart Channel) per ALDOT detail at the intersection on all approaches.
- Evaluate storage capacity for auxiliary lanes and improve/modify if needed.
- Ensure all guardrails along the length of the project comply with the Manual for Assessing Safety Hardware (MASH) and replace with new guardrail if not MASH compliant.
- Provide shoulders and scoring to ensure widths comply with A Policy on Geometric Design of Highways and Streets 6th Edition 2011 (the AASHTO Green Book) along the length of the project.
- Place standard traversable end treatments on all culverts and drainage pipes including side drains and driveway pipes. Make all drainage structures clear zone compliant by extending culverts with headwalls in the clear zone and providing traversable design headwalls.
- Evaluate the existing signal equipment and phase timing for possible upgrades
- Install overhead signage in compliance with 2009 MUTCD.
- Incorporate mitigations of lane widening project scheduled for Ross Clark Circle.

Key Findings

The following are key findings that are mentioned in the reviewed document and are relevant to transportation safety.

- Additional right-of-way may be required for additional clear zone and/or shoulders along the roadway.
- The project aerial map identified observed deficiencies related to transportation safety. These deficiencies consist of improper signage, no retroreflective strip on backplates, no access management plan, small turn radii, and not enough storage for auxiliary lanes.

Recommendations for Transportation Safety

The following are recommendations for improved collaboration among the City of Dothan, SWAMPO, and ALDOT to address safety analysis, project development, and implementation more effectively throughout the City:

- Address transportation safety issues in line with the safety improvement goals.
- Include representatives from the City, SWAMPO, and ALDOT in decisions regarding transportation safety.

Appendix B: Outreach Summary Round 1

SAFE STREETS & ROADS FOR ALL (SS4A)

Safety Action Plan

Round 1 Outreach Summary

February 2024

NEEL-SCHAFFER
Solutions you can build upon

City of Dothan, AL
Round 1 Outreach Summary

Table of Contents

City of Dothan, AL
Round 1 Outreach Summary

1.0 Introduction

The first round of outreach for the Dothan Safety Action Plan is also known as the Listening and Learning phase. During this phase, the planning team introduced the Safe Streets and Roads for All program, explained the process to develop a Safety Action Plan, and requested input from stakeholders and the public on the community's transportation goals, concerns, needs, and priorities. This feedback was used to develop a safety vision and goals for the City of Dothan and to identify areas for safety improvements.

Multiple forms of outreach were utilized in Round 1. Project communication methods included a project webpage, social media posts, and a news media story. Marketing materials were prepared and distributed in the form of business cards and church bulletin inserts. A stakeholder group was identified to represent various users of the transportation system, and an interactive meeting was held with this group. Additional presentations were made to groups who work with underrepresented communities around Dothan. An online survey was developed and distributed to residents, and in-person outreach was conducted at several community events.

This report describes all outreach activities for Round 1 and summarizes public feedback results from stakeholders, online survey respondents, and participants at in-person outreach events.

2.0 Communications

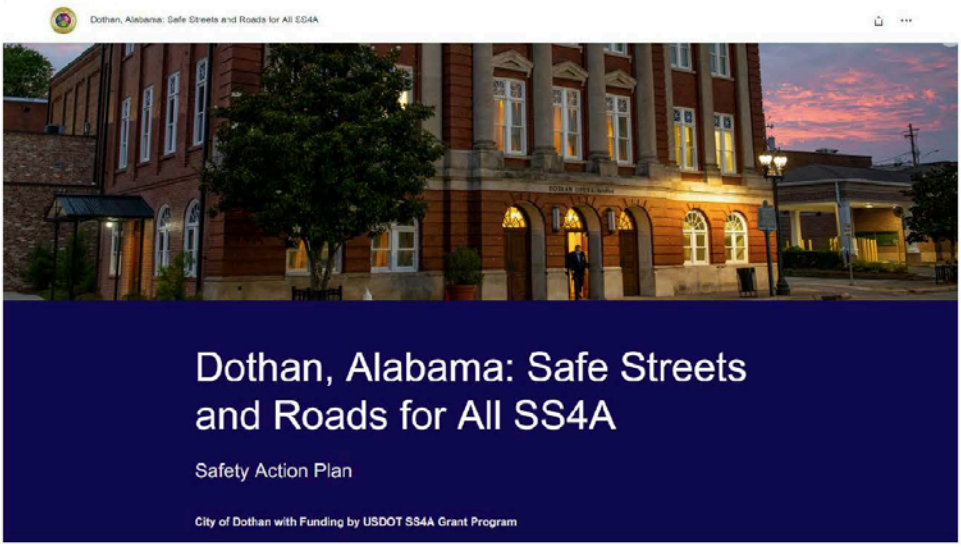
2.1 Webpage

The City of Dothan created the following project landing page under the City's website: https://www.dothan.org/818/Safe-Streets-for-All-SS4A. This page contains a project introduction with general information about Safe Streets for All and the Safety Action Plan. Project goals and updates are also displayed on the webpage. A request for public feedback includes a list of in-person events and a link to access the Round 1 survey. A description of FHWA's Safe System Approach and contact information for the City's project manager are also included on the site.

The webpage also has a link to an ESRI Story Map which contains general information about the project on the following topics:

- Vision Zero
- Why Do We Need a Safety Action Plan?
- What Can We Do to Improve?

This Story Map will be updated as the project progresses.



A screenshot of the webpage content for Round 1 can be viewed in **Appendix A**.

2.2 Social Media

The City of Dothan posted multiple announcements on their Facebook page throughout the first round of outreach to introduce the Safety Action Plan and request survey participation. A sample of social media posts released during Round 1 is included in **Appendix B**.

2.3 News Media

WTVY Channel 4 shared a story to request public input for Dothan's Safety Action Plan. A copy of this story is included in **Appendix C**.

3.0 Marketing Materials

3.1 Business Cards

Business cards were developed for Dothan's Safety Action Plan. These cards were designed to introduce the project and direct recipients to the Round 1 survey via a QR code. Business cards were distributed at all in-person outreach events and at various locations around Dothan.

3.2 Church Bulletin Inserts

A handout was prepared to insert in church bulletins. It provides general information about the Safety Action Plan and encourages recipients to use the QR code to participate in the Round 1 survey.

4.0 Meetings & Presentations

4.1 Stakeholder Meeting

The City of Dothan assembled a group of stakeholders to represent the following groups:

- Bicycle, Pedestrian, & Public Transportation
- Freight & Key Industries
- Economic Development & Tourism
- Education & Housing
- Elected & Appointed Officials
- Regional & Local Government Planners & Engineers

These stakeholders were invited to participate in a virtual Stakeholder Meeting on December 18, 2023. During the meeting, the consultant team introduced the project and presented an overview of the SS4A Program. They discussed the purpose and goal of the plan, the study area, the planning process, and public engagement activities. A summary of the existing safety conditions was shared along with a summary of the equity analysis. Stakeholders were invited to answer instant polling questions to provide feedback. Stakeholders were also asked to take the survey and distribute the survey link to their colleagues. A link to the survey and a copy of the slides were sent to all stakeholders immediately following the meeting. The presentation is included in **Appendix D**, and the instant polling results are in **Appendix E**.

4.2 Presentations

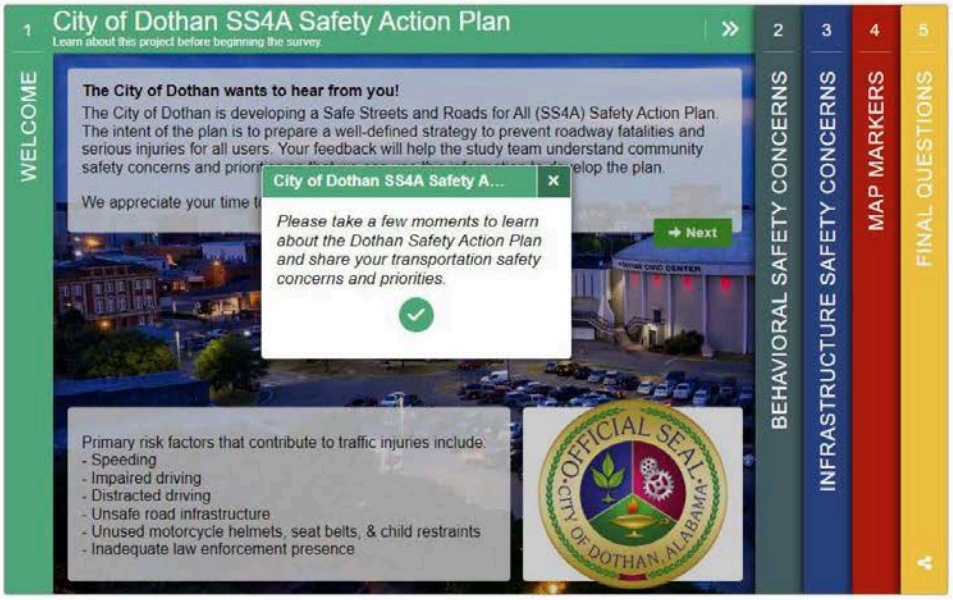
A representative from the City of Dothan met with the Houston-Henry County Association of Service Agencies on November 1st. Meeting attendees included different groups that help the homeless, very poor, and poor. The groups ranged from Christian missions to law firms. A short presentation was made about the Safety Action Plan, and attendees were asked to complete the survey. Each group was also invited to participate as a project stakeholder.

Another meeting was held with the Southeast Alabama Coalition for the Homeless on November 2nd. After viewing a short presentation about the Safety Actin Plan, attendees were asked to complete the survey. The coalition was invited to participate as a project stakeholder.

City of Dothan, AL
Round 1 Outreach Summary

5.0 Survey

The MetroQuest platform was used to develop an online interactive survey to obtain stakeholder and public feedback for the Safety Action Plan. Respondents were asked to select their top behavioral and infrastructure risk factors and identify specific locations where they have safety concerns. Optional demographic data was collected on the last page of the survey. Screenshots of the five survey slides can be viewed in **Appendix F.**



6.0 Outreach Events

6.1. Fall on Foster

The project team set up a booth at the City's Fall on Foster event on October 28, 2023. Team members distributed business cards to the public and invited them to participate in a hands-on exercise where they answered survey questions by placing sticky dots on posters to identify their top behavioral and infrastructure safety concerns. They were also asked to share specific locations where transportation safety issues were observed or safety improvements were needed.

6.2 Peanut Festival

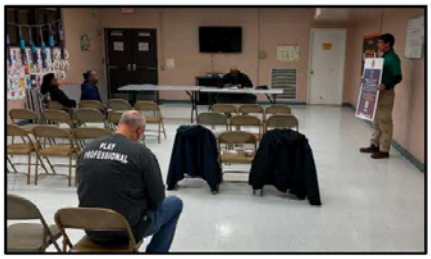
A similar booth was set up at the City's Annual Peanut Festival on November 3rd and 4th. Like the Fall on Foster event, team members distributed business cards and invited attendees to participate in the hands-on poster exercise.

A copy of the posters used at both Fall on Foster and the Peanut Festival are included in **Appendix G**. Public feedback for both events is shown in **Appendix H**.

City of Dothan, AL
Round 1 Outreach Summary

6.3 Town Hall Meetings

City representatives attended several Town Hall Meetings sponsored by a City Commissioner. During these meetings, the Safety Action Plan was introduced, and survey participation was requested. Business cards were also distributed. The following meetings were attended:

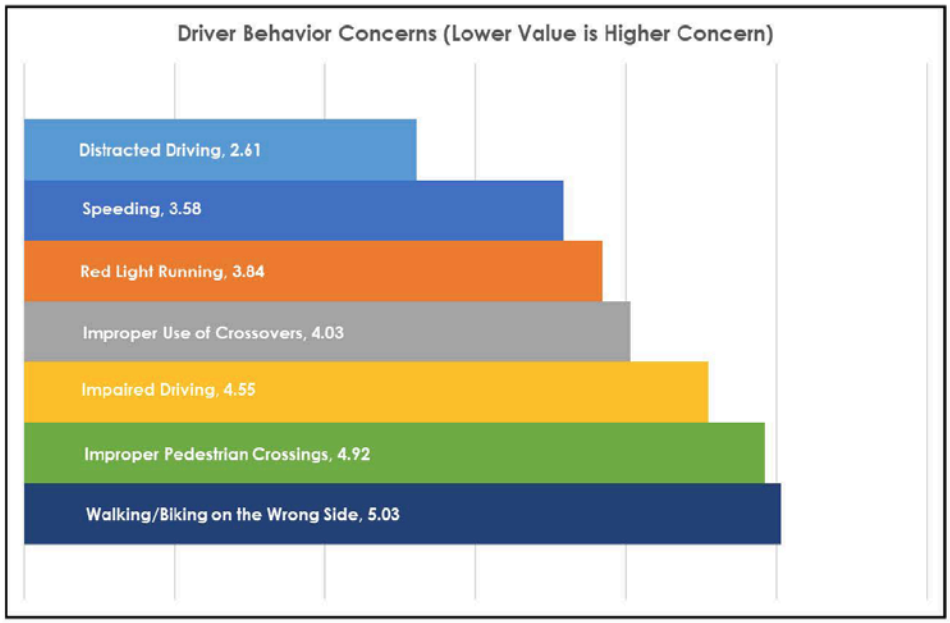


- Andrew Belle Community Center on December 7, 2023
- Walton Park Recreation Center on December 14, 2023

7.0 Public Feedback

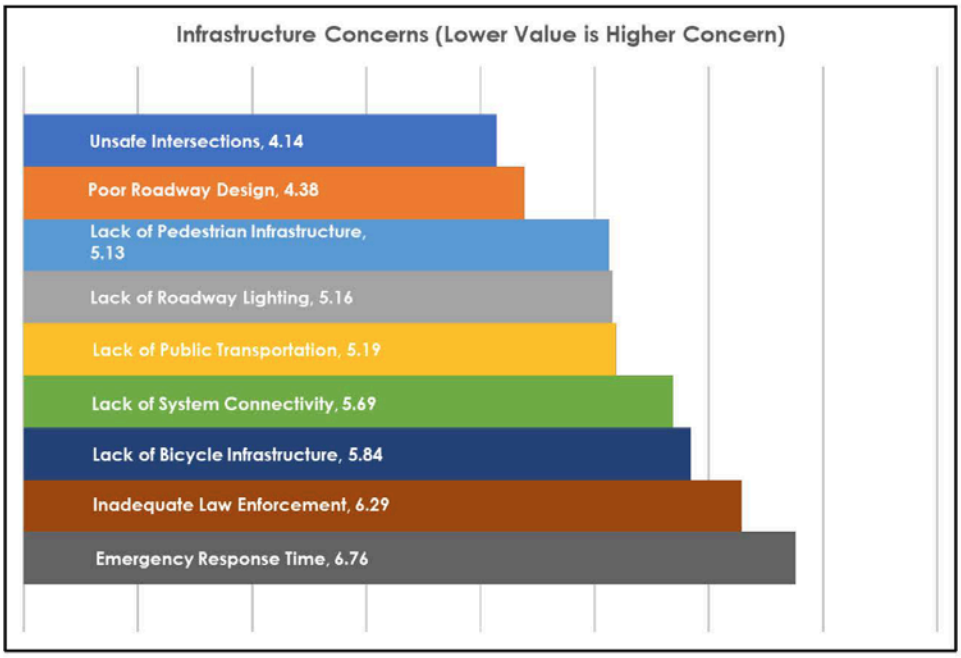
A total of 440 people responded to the online survey. An additional 167 people participated in the interactive dot exercise at the in-person outreach events. These results were combined to identify keywords and trends.

Overall, respondents ranked distracted driving as their top behavioral concern, followed by speeding, and red light running. Improper use of crossovers ranked fourth.



Respondents ranked unsafe intersections as their top infrastructure concern. Poor roadway design ranked second. Lack of pedestrian infrastructure, lack of roadway lighting, and lack of public transportation were ranked very close together as third, fourth, and fifth.

City of Dothan, AL
Round 1 Outreach Summary

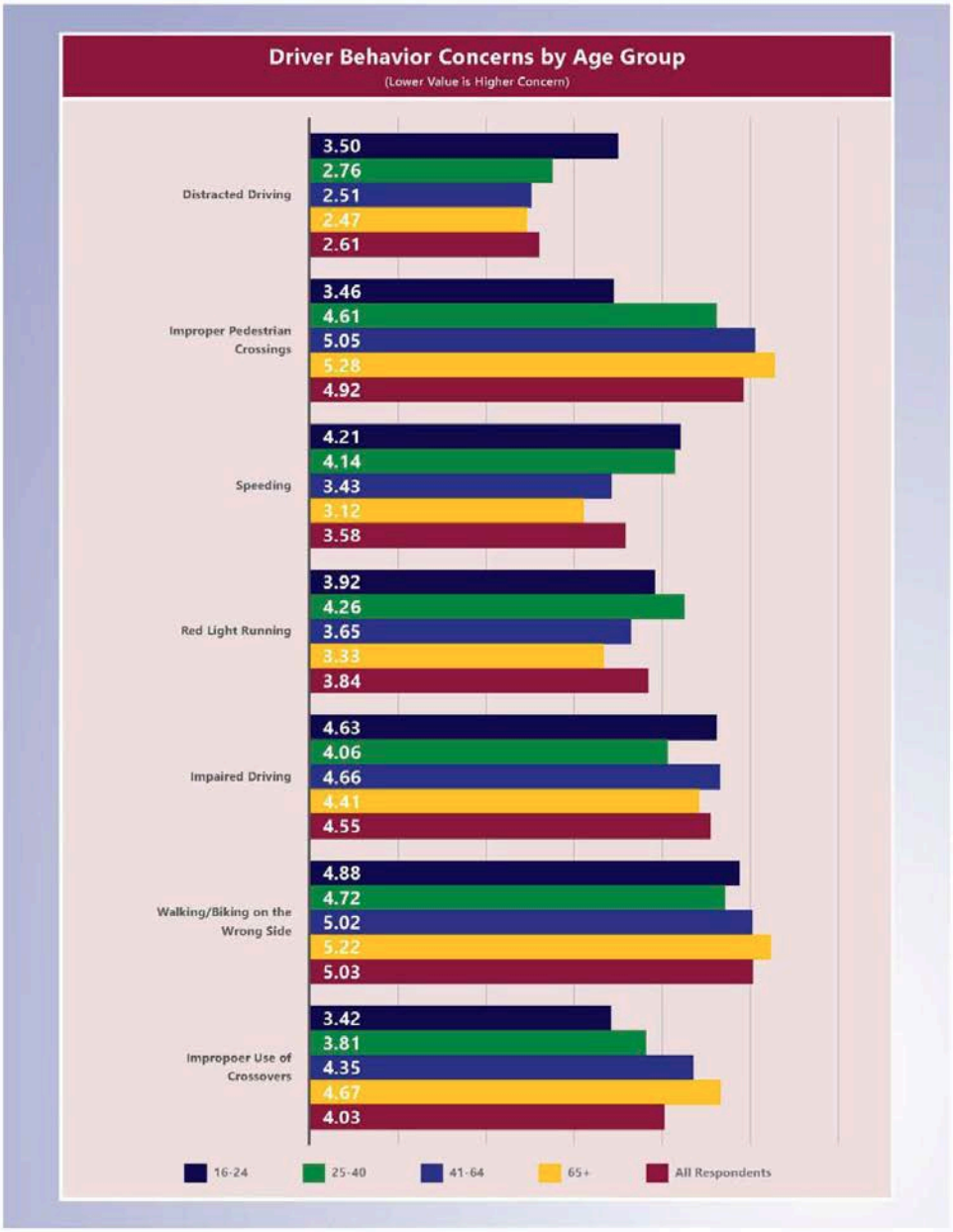


The following graphics display key findings by category. Keywords were identified for roadways and intersections, current concerns, and needs and potential solutions. The larger the keyword, the more times it was mentioned.

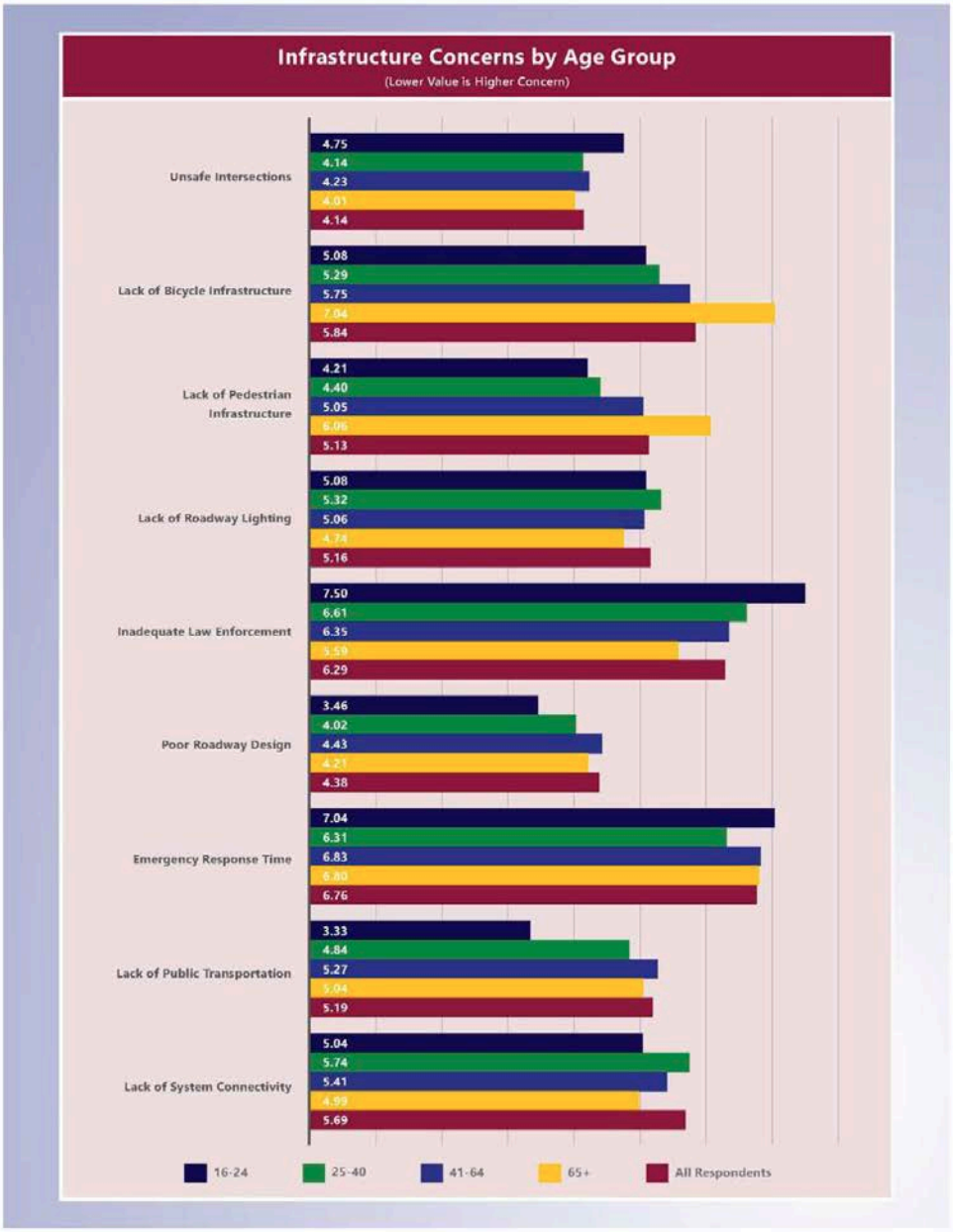
Demographic data provided in the online survey was used to analyze behavior and infrastructure concerns by age group, minority status, and poverty status. These results provide important insights into how underrepresented communities rate safety concerns. Finally, safety concerns are displayed by category in heat maps where yellow and red reflect locations of highest concern.

City of Dothan, AL
Round 1 Outreach Summary

City of Dothan, AL
Round 1 Outreach Summary



City of Dothan, AL
Round 1 Outreach Summary



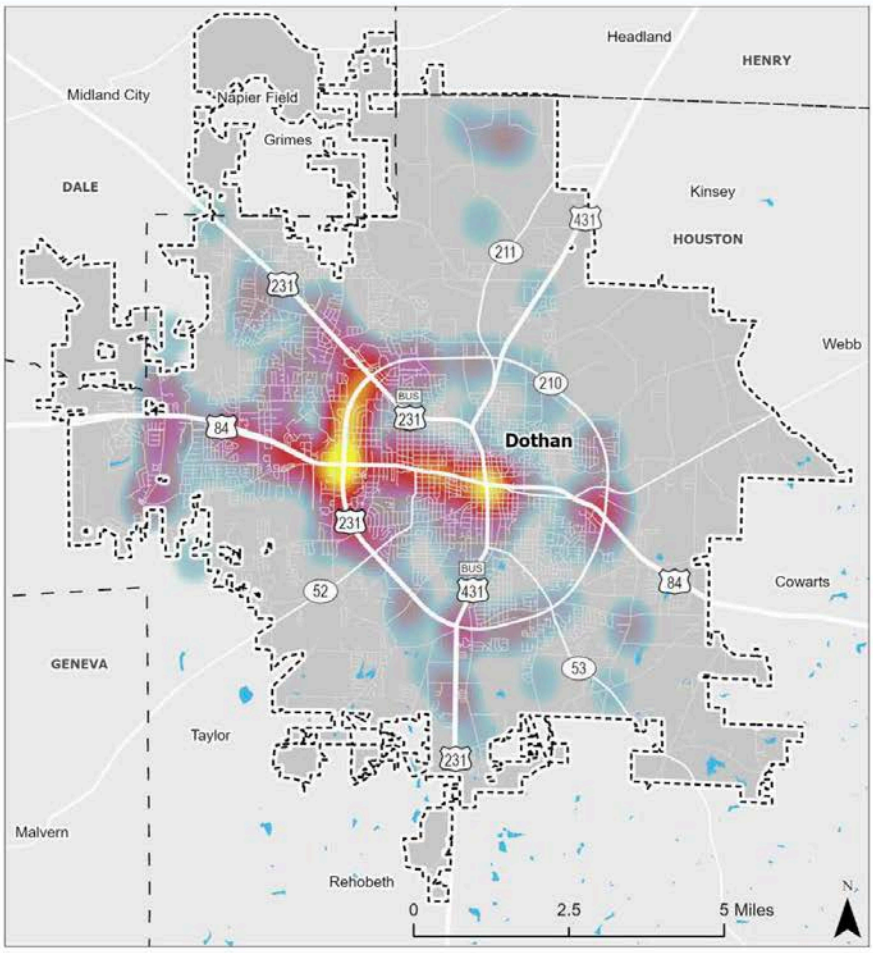
City of Dothan, AL
Round 1 Outreach Summary

City of Dothan, AL
Round 1 Outreach Summary

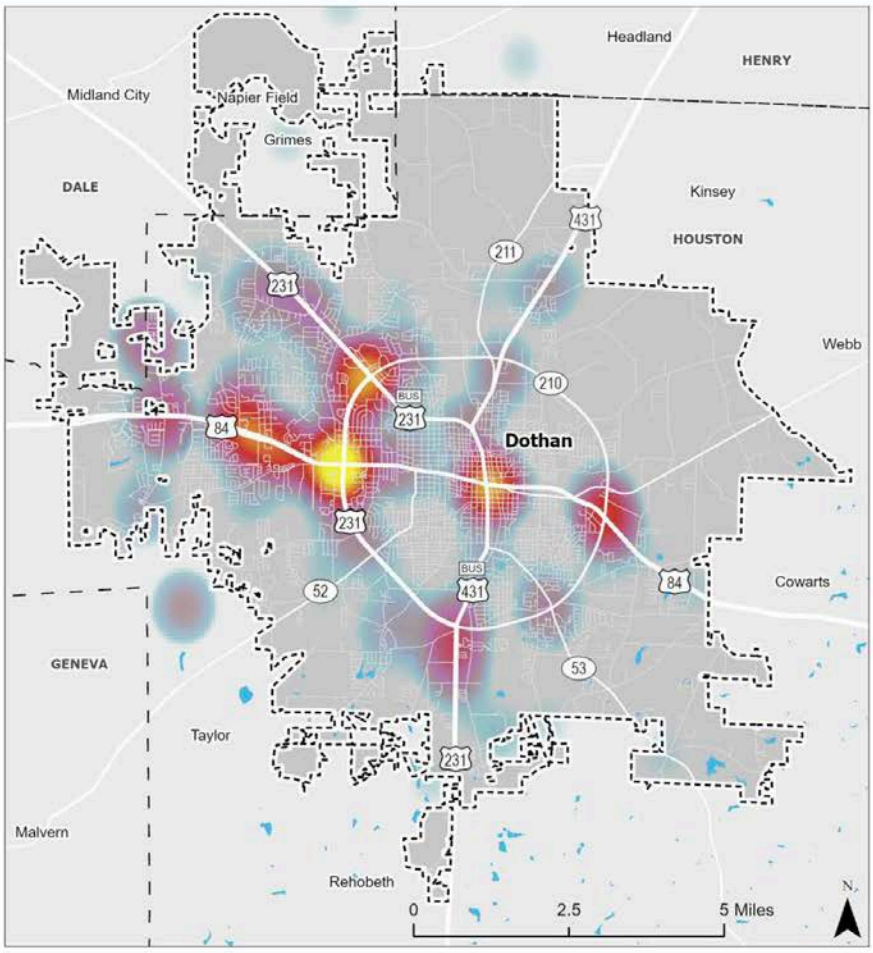
City of Dothan, AL
Round 1 Outreach Summary

City of Dothan, AL
Round 1 Outreach Summary

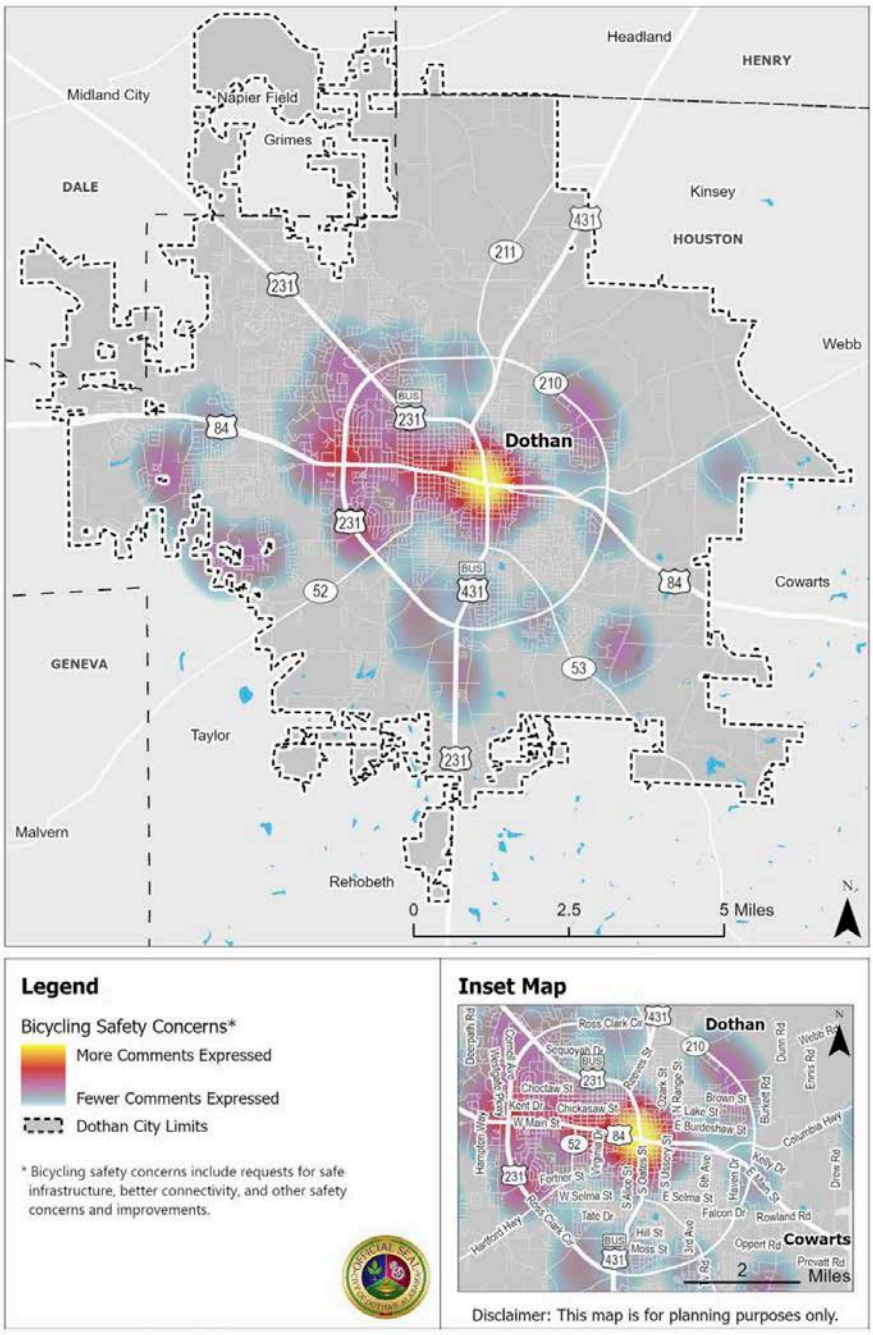
City of Dothan, AL
Round 1 Outreach Summary



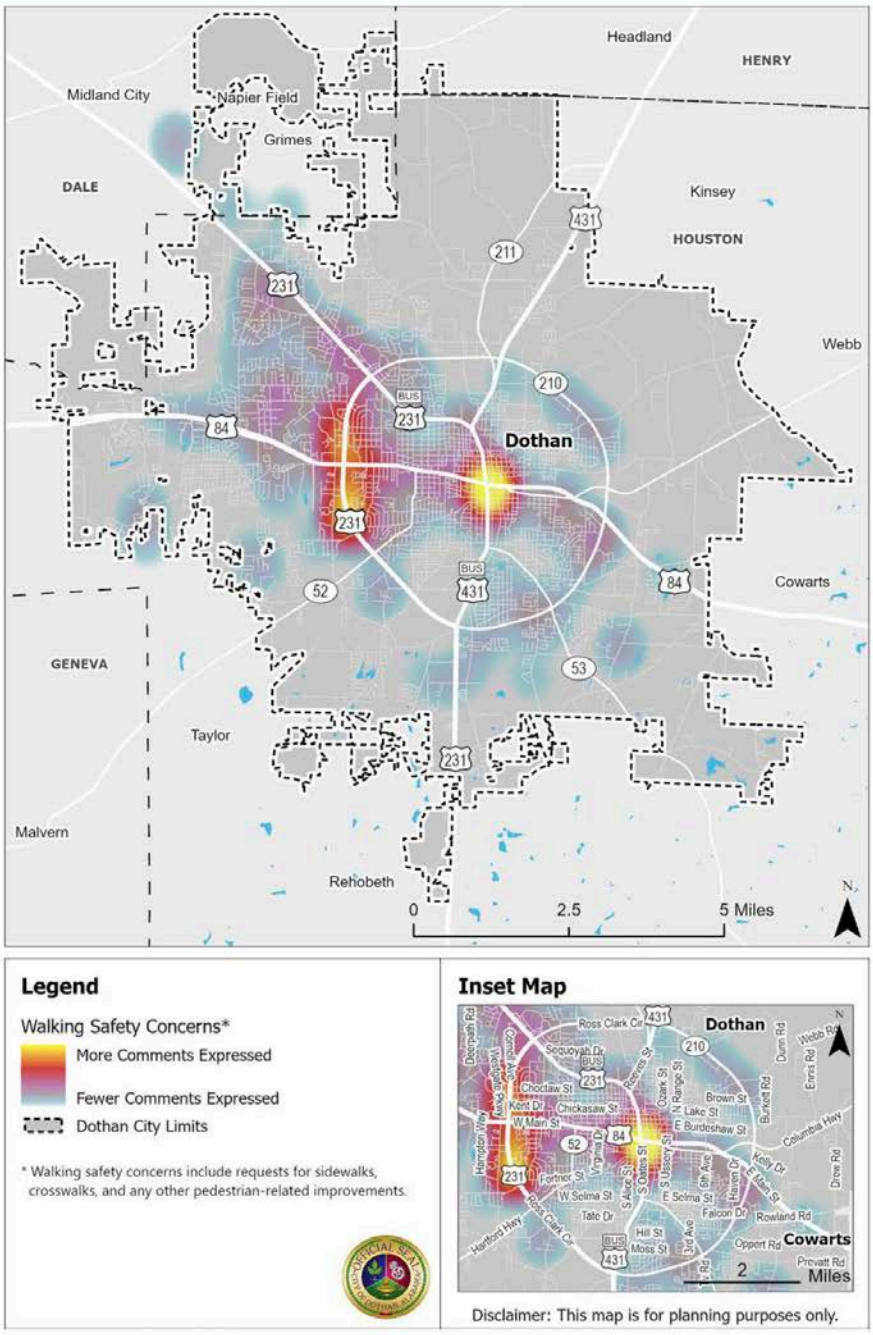
City of Dothan, AL
Round 1 Outreach Summary



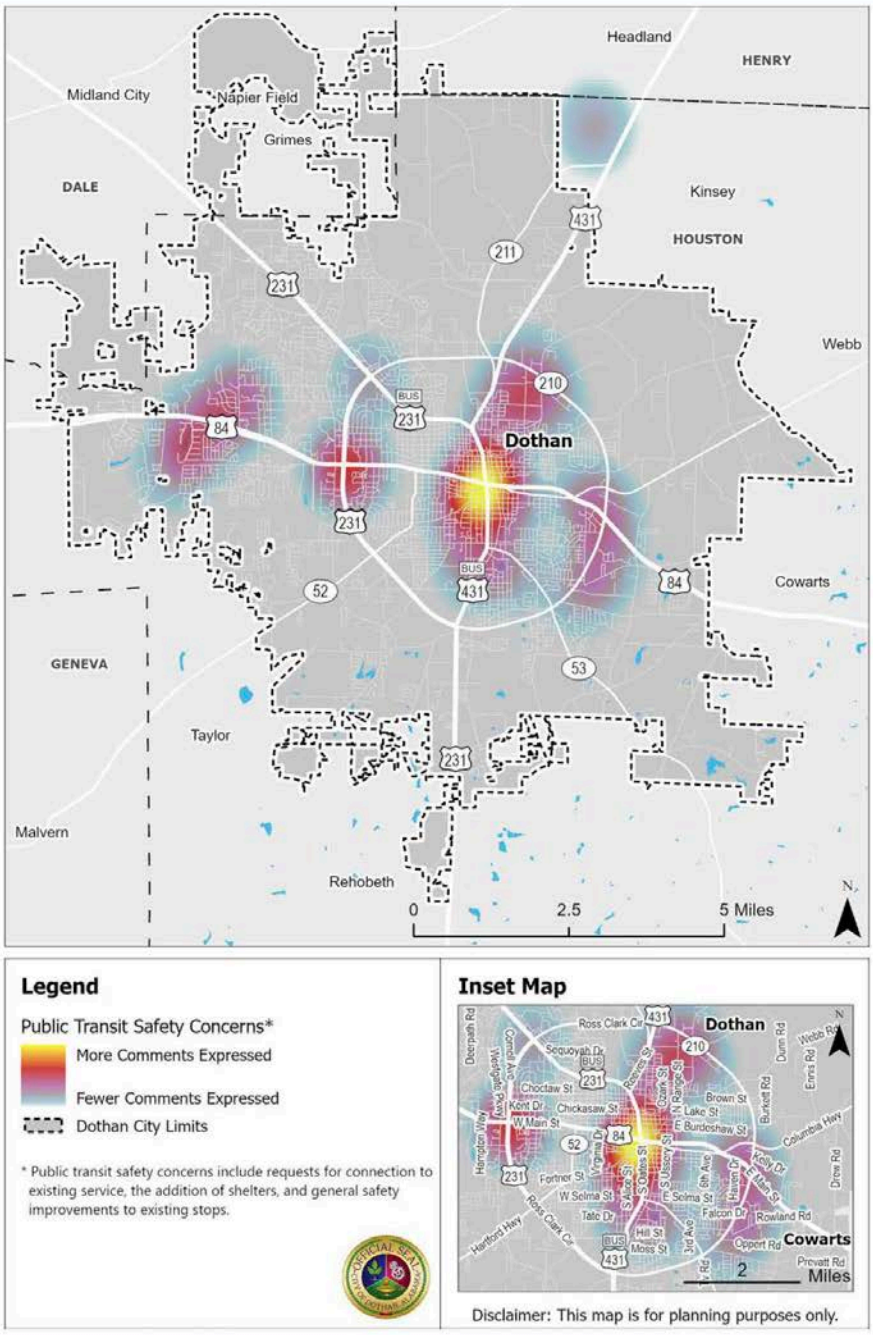
City of Dothan, AL
Round 1 Outreach Summary



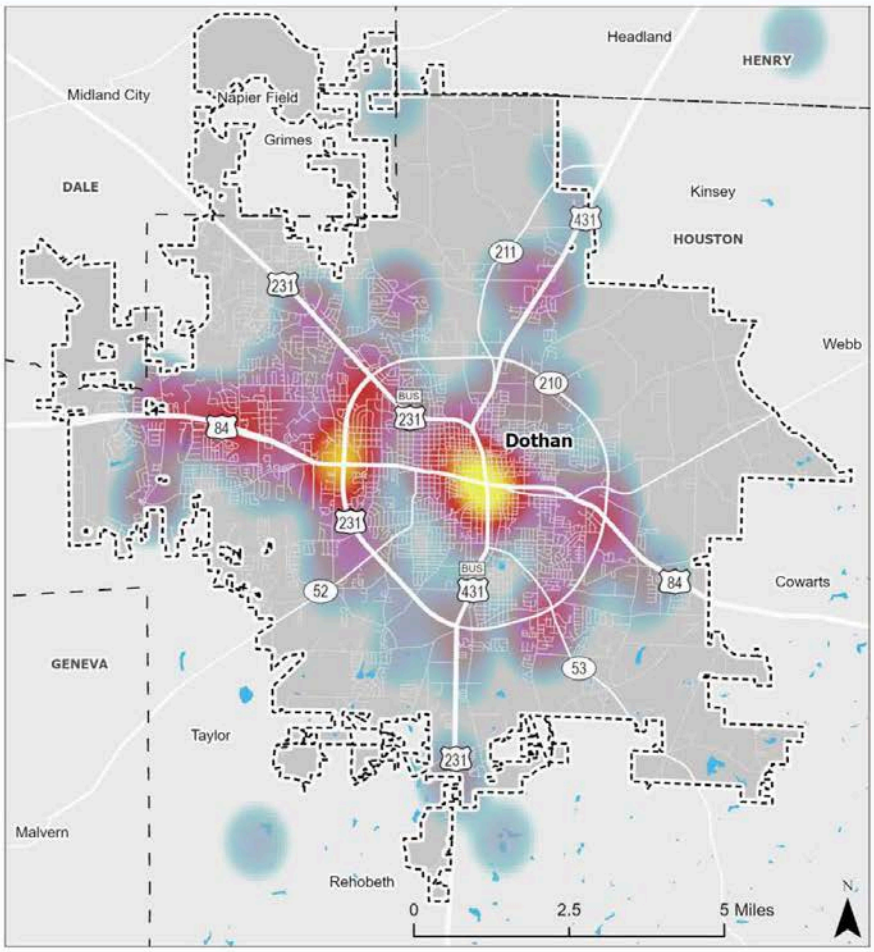
City of Dothan, AL
Round 1 Outreach Summary



City of Dothan, AL
Round 1 Outreach Summary



City of Dothan, AL
Round 1 Outreach Summary



Appendix A: Webpage Content

City of Dothan, AL
Round 1 Outreach Summary

Project Type	Safety Improvement Planning Document
Project Value	$294,170
Project Schedule	The project kicked off in October of 2023 and is anticipated to take about 9 months to complete.
Estimated Completion Date	June 25, 2024

Contact
Jeffrey Wilson
334-615-4420
Email Us!

The U.S. Department of Transportation adopted the Safe System Approach as the guiding paradigm to address roadway safety. Below are some links to learn more from USDOT:

- USDOT Grant Program
- Safe System Approach

Select Language

City of Dothan, AL
Round 1 Outreach Summary

PROJECT INTRODUCTION | **PROJECT GOALS** | **PROJECT UPDATES**

The City of Dothan's Safe Streets and Roads for All (SS4A) Safety Action Plan is the first step in identifying challenges and solutions to help improve safety on our roadways. The Safety Action Plan's purpose is to improve roadway safety by planning and implementing projects designed to significantly reduce or eliminate roadway fatalities and serious injuries among all users, including motorists, pedestrians, bicyclists, and public transit users. The Safety Action Plan is funded with a grant from the United States Department of Transportation and the Federal Highway Administration. The grant requires an 80/20 match with Federal funds in the amount of $235,336 and City funds in the amount of $58,834.

- Identify concerns and solutions to improve roadway safety for everyone
- Connect missing links between existing bicycle and pedestrian infrastructure
- Identify safety improvements for high crash locations
- Make safety resources and opportunities available to all through inclusive processes that accurately represent Dothan's demographics
- Prepare the City of Dothan to apply for discretionary grant funds for project implementation through the SS4A initiative
- Ultimately, reduce the number of severe crashes by 50% over the next 5 years

September 2023

In September 2023, the City of Dothan contracted with Neel-Schaffer, a Civil Engineering consulting firm, to prepare the Safety Action Plan. The firm is completing initial tasks, collecting crash data, reviewing current and proposed infrastructure

projects, and developing a Community Engagement Plan. The firm will be teaming with City staff to collect survey data from the public via upcoming events and the City's website.

Public Feedback Needed!

We need your input to identify safety concerns on the Dothan transportation network! Your feedback will help the study team understand and address your priorities throughout the plan development process.

Visit our booth at the following events:

- Fall on Foster on October 28th from 10:00 AM – 2:00 PM
- Peanut Festival on November 3rd from 4:00 PM – 7:00 PM
- Peanut Festival on November 4th from 8:00 AM – 12:00 PM

Take our short survey designed to identify and prioritize safety concerns. The survey can be accessed by clicking on the link below. It should take no more than five minutes to complete.

Click here to take our survey!

Safe System Approach

The Safe System approach aims to eliminate fatal & serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. This is a shift from a conventional safety approach because it focuses on both human mistakes and human vulnerability and designs a system with many redundancies in place to protect everyone.

City of Dothan, AL
Round 1 Outreach Summary

Principles of a Safe System Approach:

- Death and Serious Injuries are Unacceptable
- Humans Make Mistakes
- Humans are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Critical

Learn More

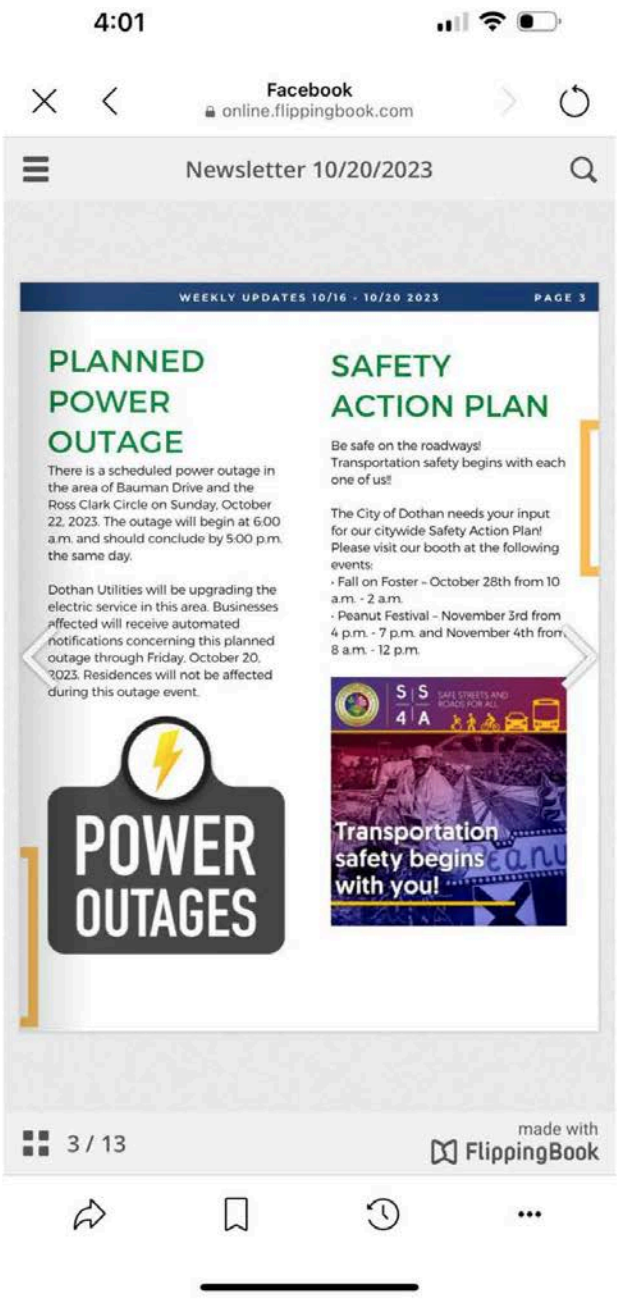
- Action Plan Components
- FHWA Safe System Brochure

City of Dothan, AL
Round 1 Outreach Summary

Appendix B: Social Media Posts

City of Dothan, AL
Round 1 Outreach Summary

City of Dothan, AL
Round 1 Outreach Summary

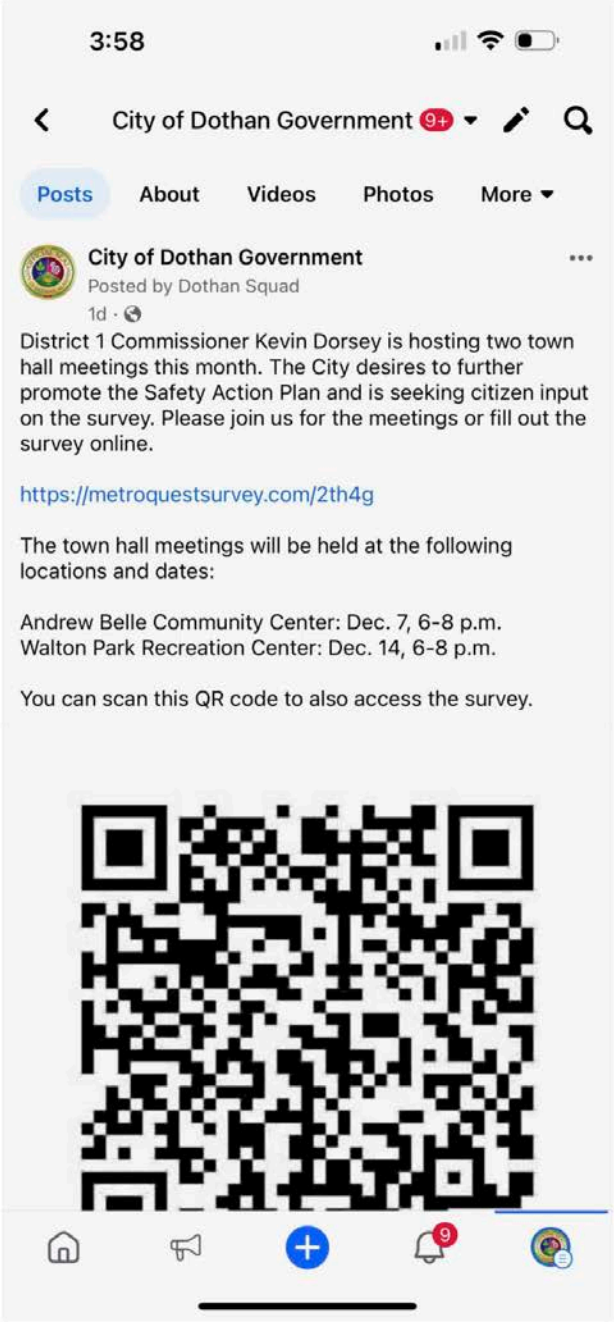


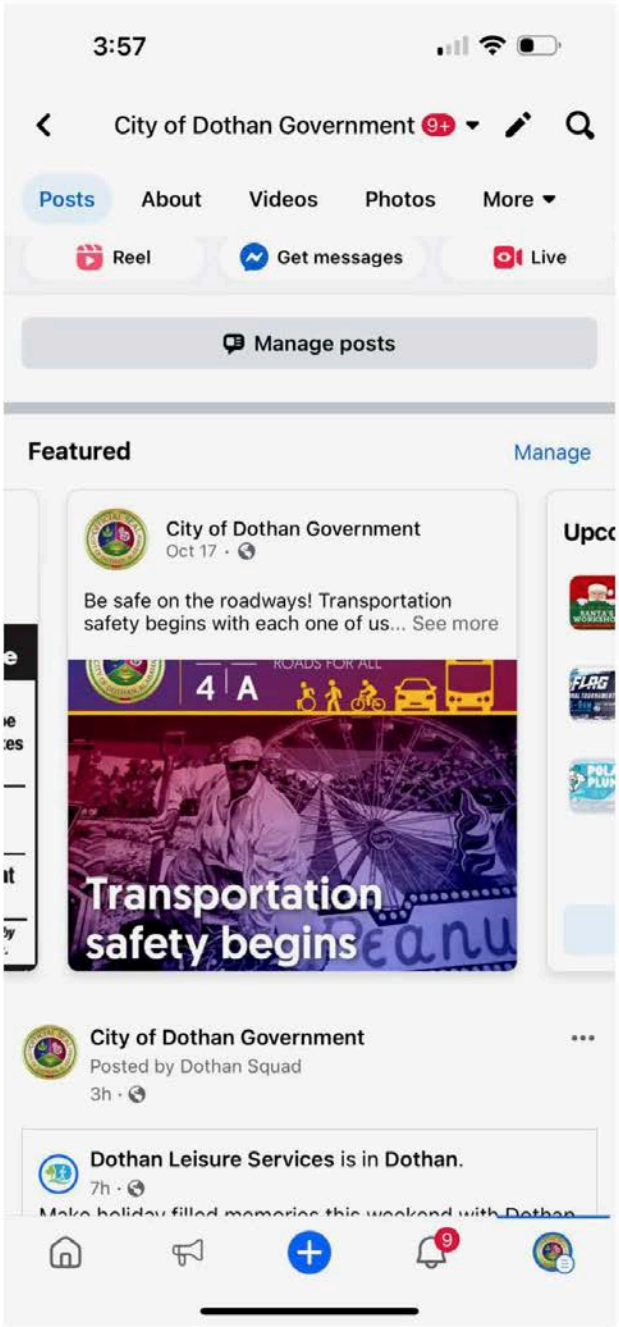
City of Dothan, AL
Round 1 Outreach Summary


3:59
City of Dothan Government 9+
Posts
About
Videos
Photos
More
City of Dothan Government
Posted by Dothan Squad
Oct 30 ·
We need your input to identify safety concerns on the Dothan transportation network! Your feedback will help the study team understand and address your priori... See more
S|S
4|A
SAFE STREETS AND ROADS FOR ALL
Transportation safety begins with you!
live.metroquestsurvey.com
City of Dothan - Safety Action Plan
Learn more
See insights and ads
Boost again

City of Dothan, AL
Round 1 Outreach Summary

City of Dothan, AL
Round 1 Outreach Summary




3:57
City of Dothan Government 9+
Posts
About
Videos
Photos
More
Reel
Get messages
Live
Manage posts
Featured
Manage
City of Dothan Government
Oct 17 ·
Be safe on the roadways! Transportation safety begins with each one of us... See more
ROADS FOR ALL
4 A
Transportation safety begins
City of Dothan Government
Posted by Dothan Squad
3h ·
Dothan Leisure Services is in Dothan.
7h ·

Appendix C: News Story

City of Dothan, AL
Round 1 Outreach Summary

Dothan Public Works Department asking for public input for new Safety Action Plan

DOTHAN, Ala. (WTVY) - The city of Dothan's Public Works Department is moving forward with creating a Safety Action Plan to make streets safer and needs your input.

Earlier this year, the city received "Safe Streets and Roads for All" (SS4A) grant from the United States Department of Transportation.

The plan will identify areas that are traditionally underserved that experience high numbers of severe crashes. Then, a strategy will be put in place to reduce those numbers.

First, the Public Works Department wants to hear from the public, according to Jeffrey Wilson, a civil engineer with the city.

"This is the time for the public to give us their complaints," Wilson said, which is why he encourages everyone to point out safety concerns for Dothan's roadways.

The survey includes a map where they can drop pins and give specific descriptions and places where those concerns may be.

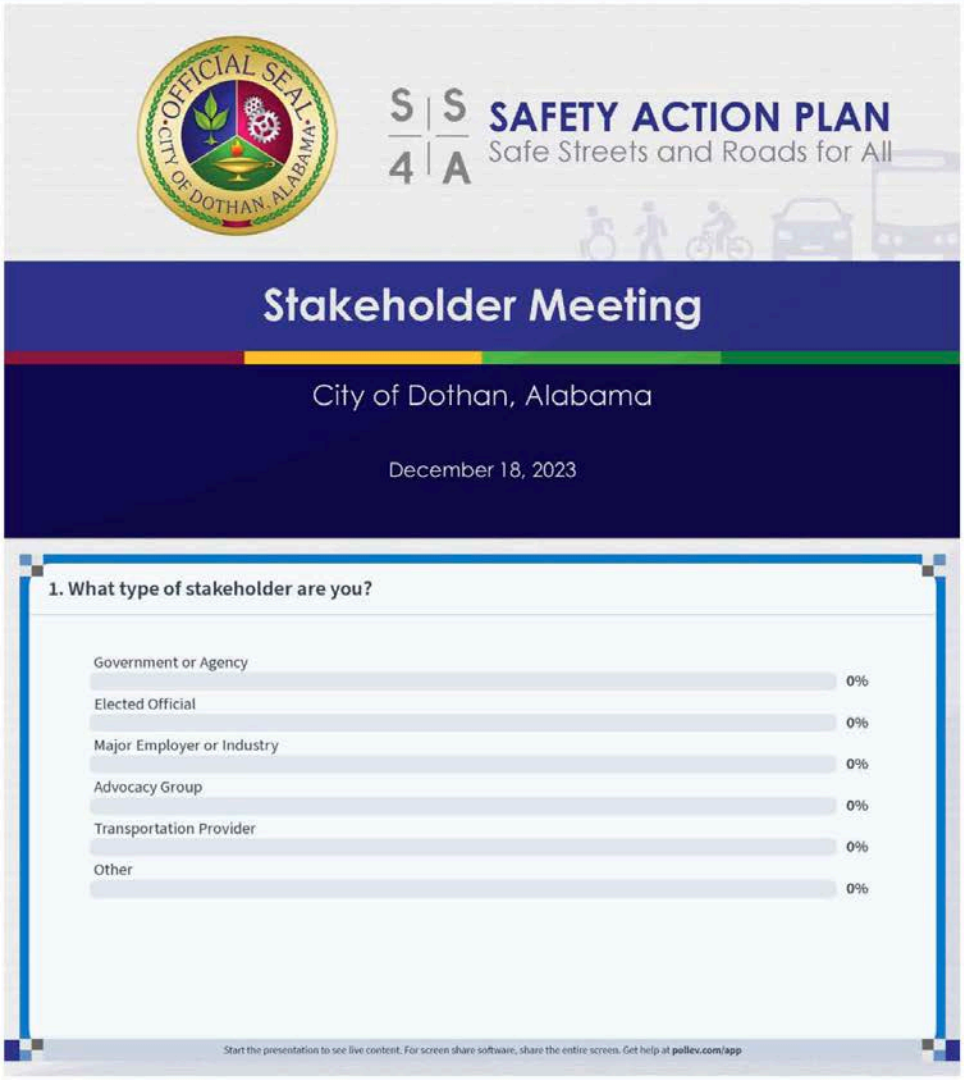
The survey will be open until the end of December and more information is located on the city's website.

Subscribe to our News 4 newsletter and receive the latest local news and weather straight to your email every morning. Get instant notifications on top stories from News 4 by downloading our mobile apps.

City of Dothan, AL
Round 1 Outreach Summary

Appendix D: Stakeholder Presentation

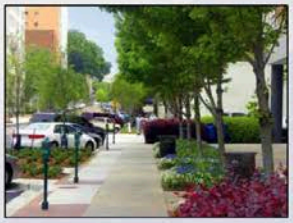
City of Dothan, AL
Round 1 Outreach Summary



City of Dothan, AL
Round 1 Outreach Summary

Agenda

- Overview of SS4A Program
- Purpose and Goal of Safety Action Plan
- Study Area
- Planning Process
- Summary of Existing Safety Conditions
- Equity Analysis
- Instant Polling Questions
- Public Engagement
- Next Steps



3 Dothan Safety Action Plan

Overview of SS4A Program

- $5 Billion over 5 years (2022 - 2026)
- Funds regional and local initiatives to prevent roadway fatalities and serious injuries
- Grant types:
  - **Planning and Demonstration Grants** to develop, complete, or supplement a comprehensive Safety Action Plan
  - **Implementation Grants** to implement projects and strategies identified in a Safety Action Plan
    - Infrastructure, behavioral, and/or operational projects
    - Demonstration activities, supplemental planning, and project-level planning, design, and development
    - Eligible Safety Action Plan required prior to application

4 Dothan Safety Action Plan

City of Dothan, AL
Round 1 Outreach Summary

Purpose and Goal of Safety Action Plan

Purpose

- Meet Federal requirements
- Prioritize safety improvements
- Justify investment decisions
- Communicate with stakeholders
- Access funding opportunities

Goal

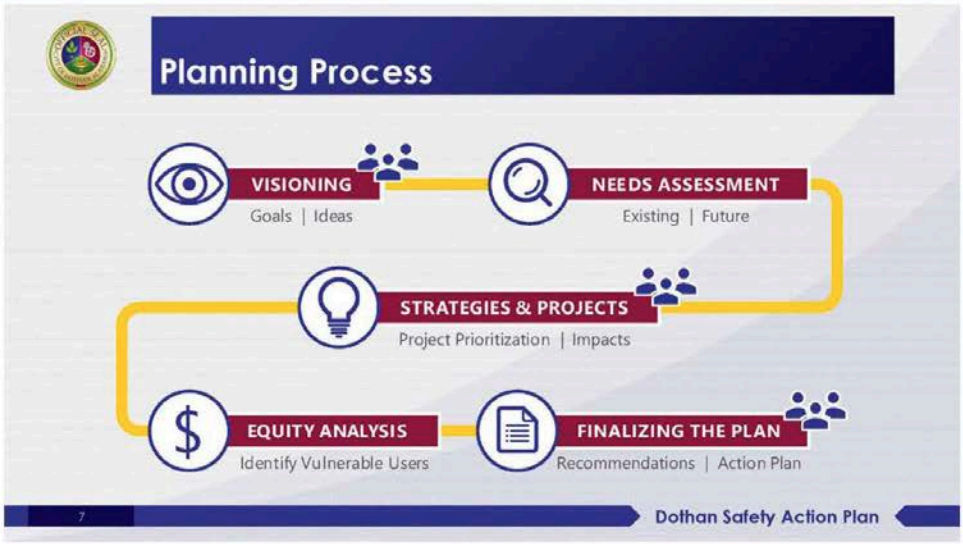
- To develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries

5 Dothan Safety Action Plan

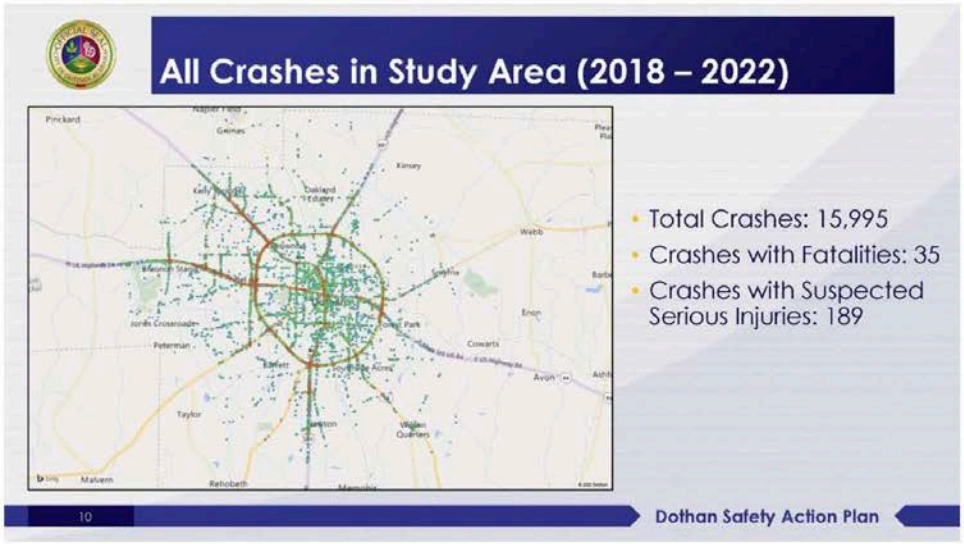
Study Area

6 Dothan Safety Action Plan

City of Dothan, AL
Round 1 Outreach Summary



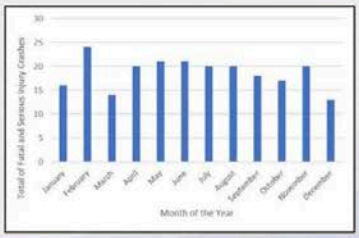
City of Dothan, AL
Round 1 Outreach Summary

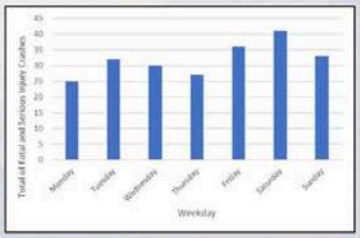


City of Dothan, AL
Round 1 Outreach Summary

Trends of Fatal and Serious Injury Crashes (2018 – 2022)

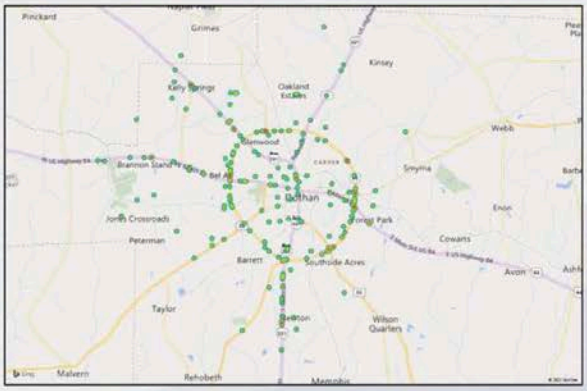
Statistics of Importance	% of Total
DUI Involved	10%
Pedestrian	10%
Bicycle	3%





11 Dothan Safety Action Plan

Types of Fatal and Serious Injury Crashes (2018 – 2022)



Top 3 Crash Types	% of Total
Side Impact	33%
Single Vehicle	33%
Rear End	13%

12 Dothan Safety Action Plan

City of Dothan, AL
Round 1 Outreach Summary

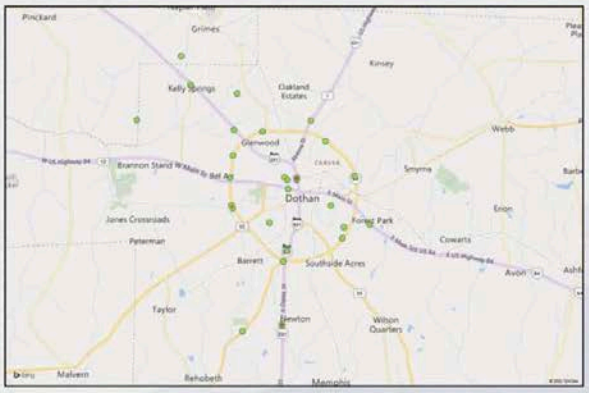
Fatal Crash Trends (2018 – 2022)

Geographic Area	Average Annual Fatalities	Fatalities per 100,000 Population
City of Dothan	7	9.8
Alabama (2021)	983	19.5
United States (2021)	42,939	12.9

Sources: Critical Analysis Reporting Environment (CARE), University of Alabama College of Engineering, Center for Advanced Public Safety
https://www.iihs.org/topics/fatality-statistics/detail/state-by-state

13 Dothan Safety Action Plan

Pedestrian and Bicycle Fatalities and Serious Injuries (2018 – 2022)



Pedestrian Crashes	Bicycle Crashes
70	36

14 Dothan Safety Action Plan

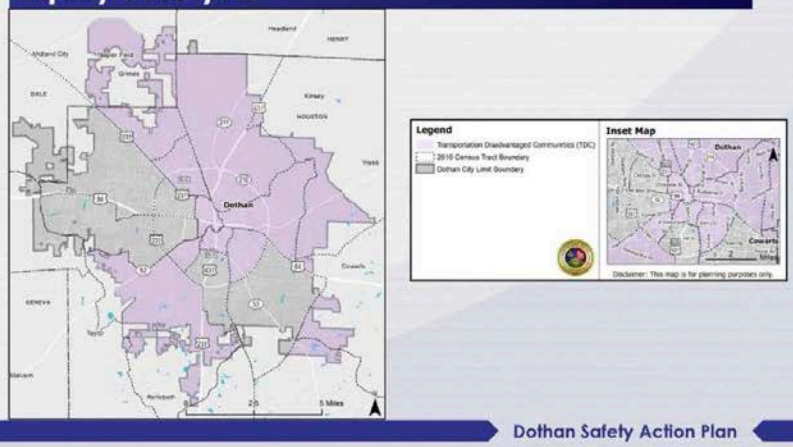
City of Dothan, AL
Round 1 Outreach Summary

Equity Analysis

- Percent of population in underserved communities census tracts: **57.45%**
- Plan development is inclusive and representative
- Underserved communities identified through analysis and collaboration
- Analysis includes:
  - Population characteristics
    - Transportation Disadvantaged Communities
    - Areas of Persistent Poverty
    - Environmental Justice Communities
  - Equity impact assessments of the proposed projects and strategies

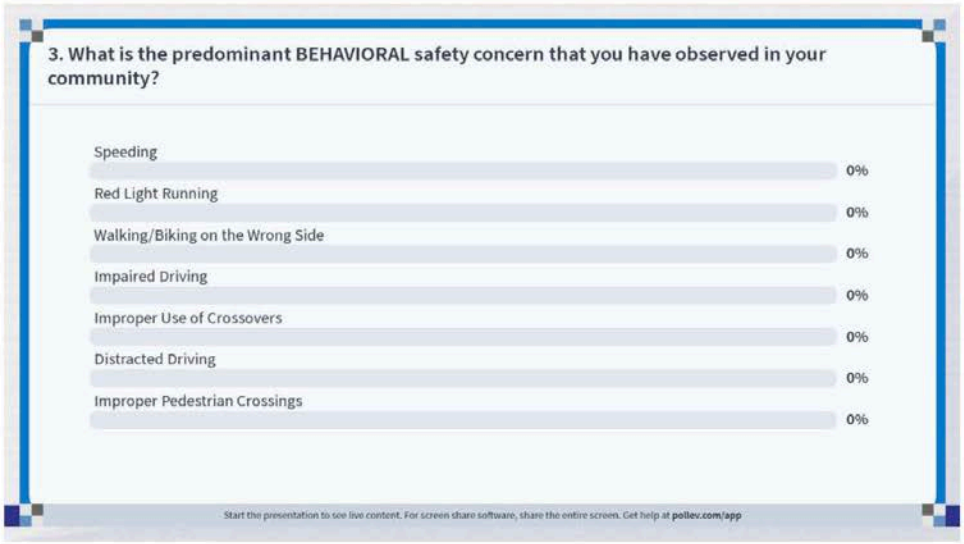
15 Dothan Safety Action Plan

Equity Analysis



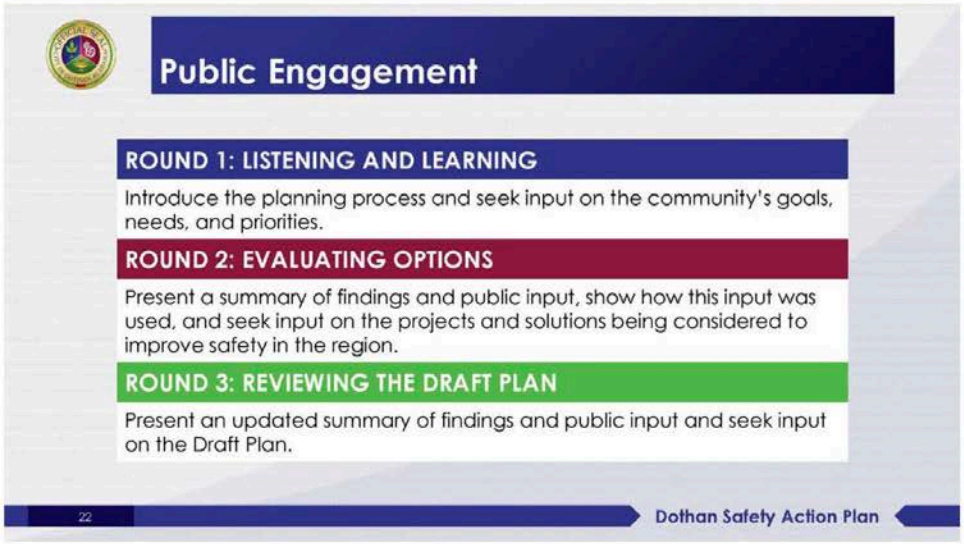
16 Dothan Safety Action Plan

City of Dothan, AL
Round 1 Outreach Summary

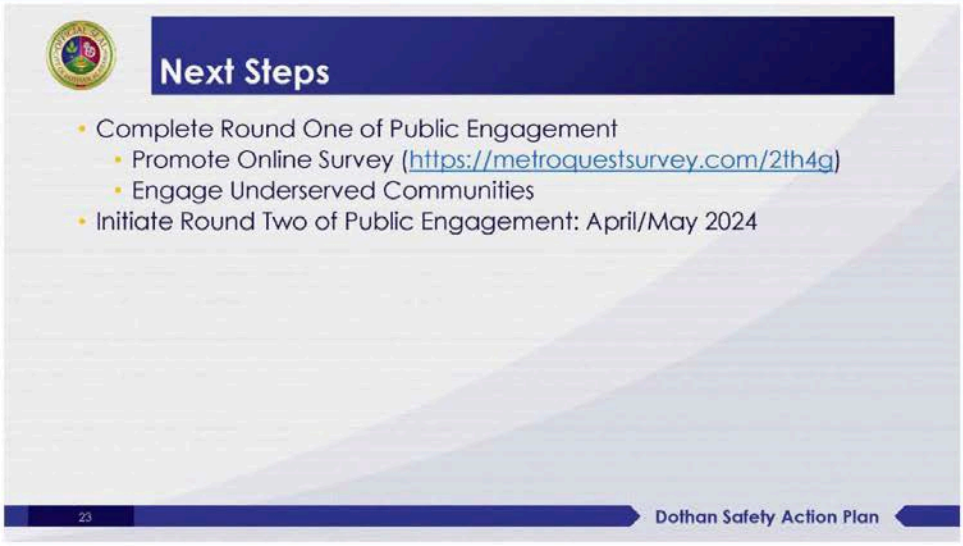


City of Dothan, AL
Round 1 Outreach Summary

City of Dothan, AL
Round 1 Outreach Summary



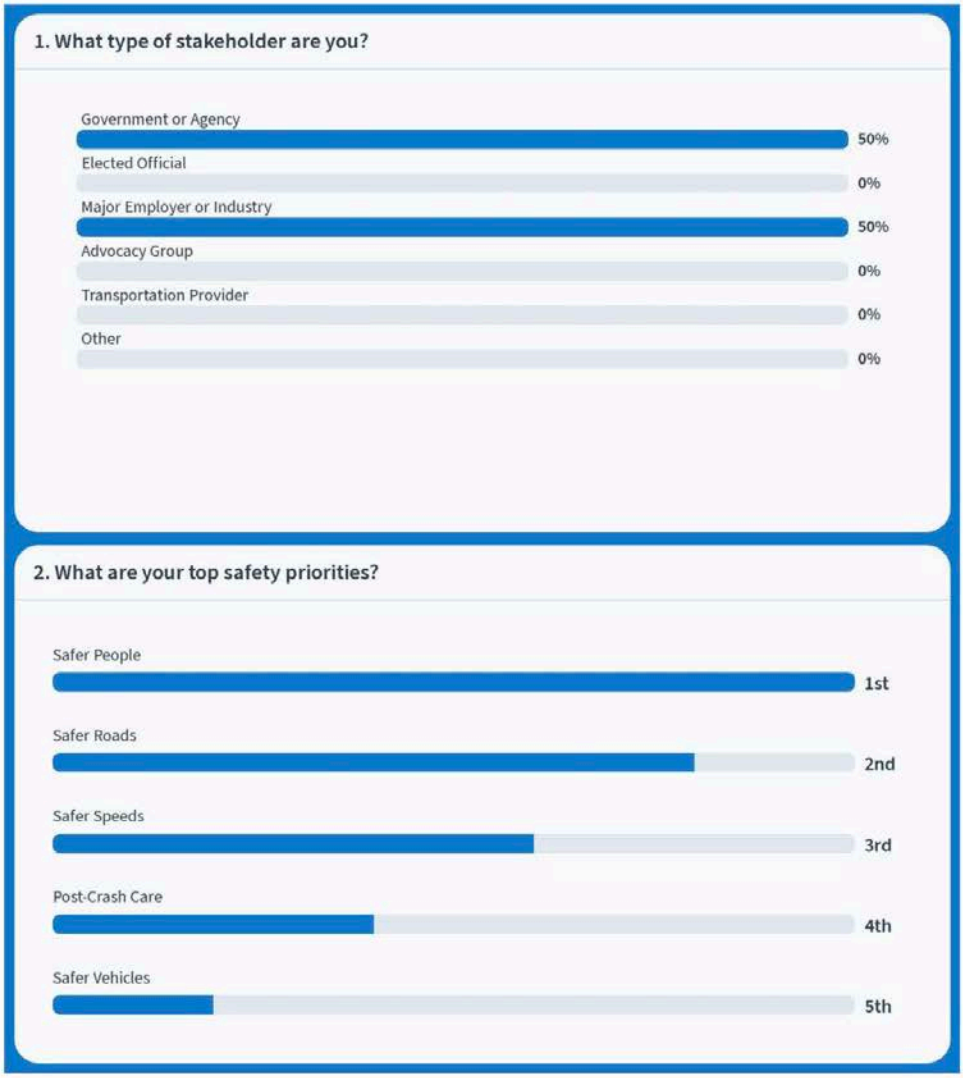
City of Dothan, AL
Round 1 Outreach Summary



City of Dothan, AL
Round 1 Outreach Summary

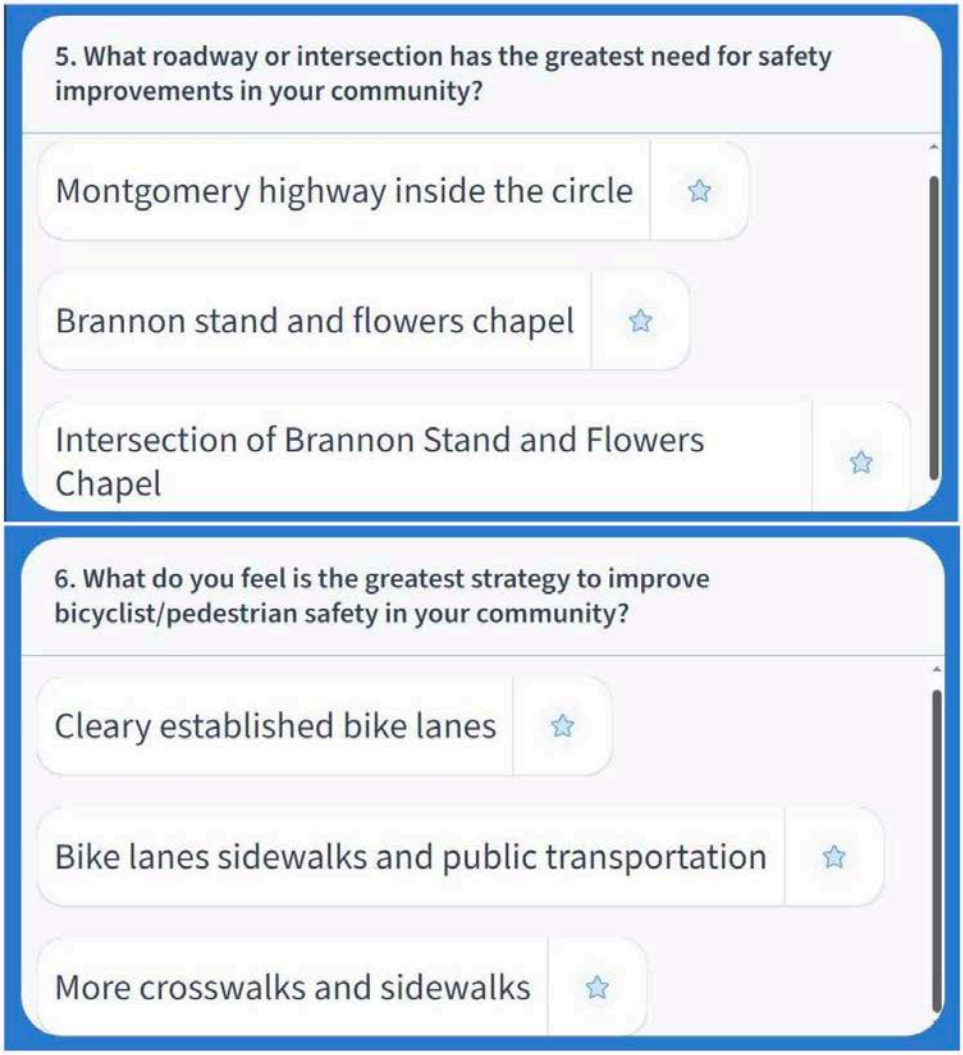
Appendix E: Stakeholder Polling Results

City of Dothan, AL
Round 1 Outreach Summary



City of Dothan, AL
Round 1 Outreach Summary

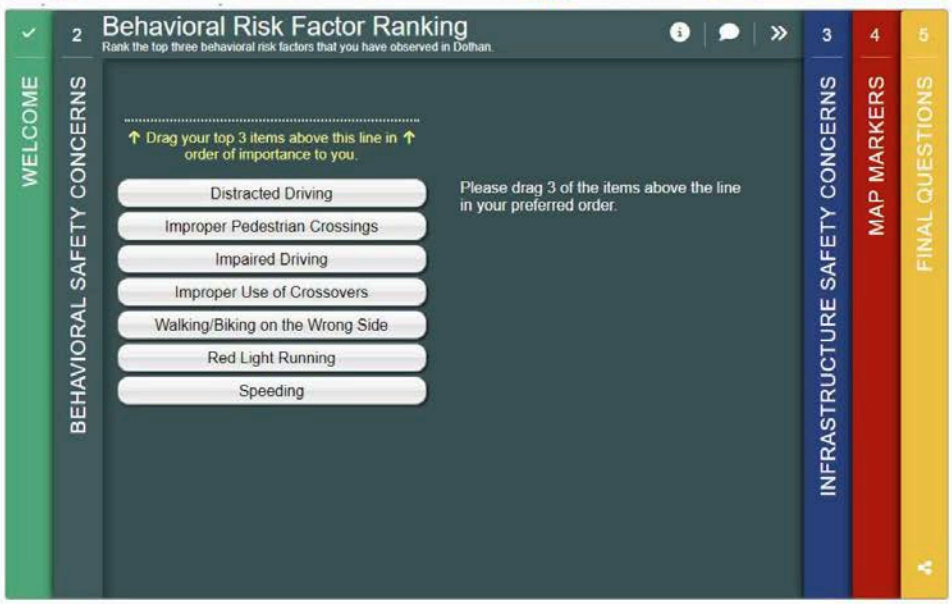
City of Dothan, AL
Round 1 Outreach Summary



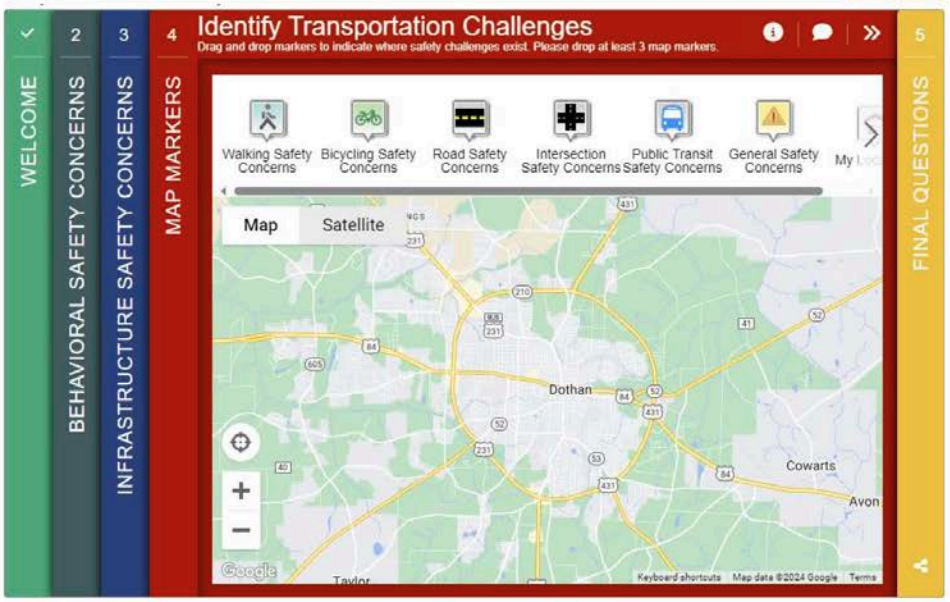
City of Dothan, AL
Round 1 Outreach Summary

Appendix F: Online Survey

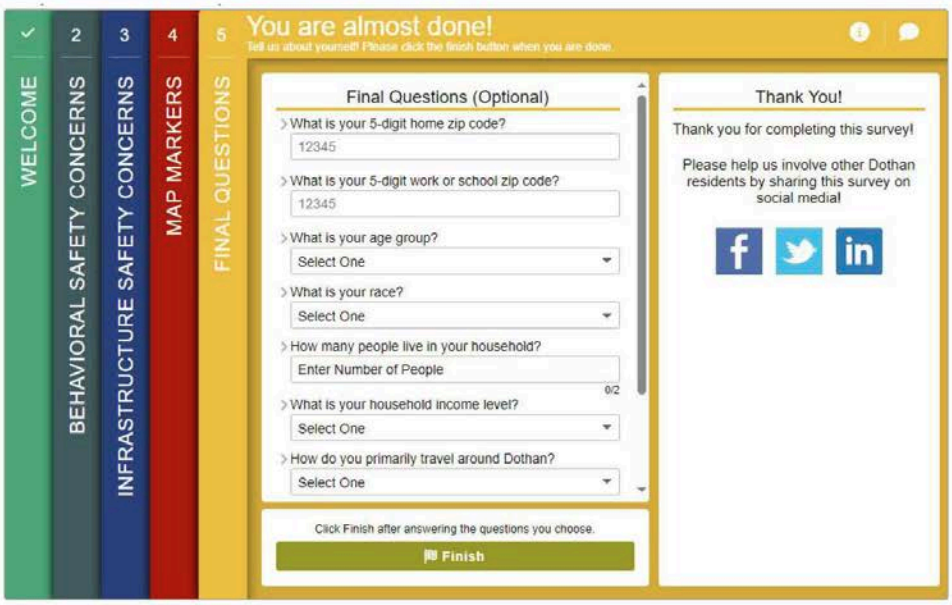
City of Dothan, AL
Round 1 Outreach Summary



City of Dothan, AL
Round 1 Outreach Summary



City of Dothan, AL
Round 1 Outreach Summary

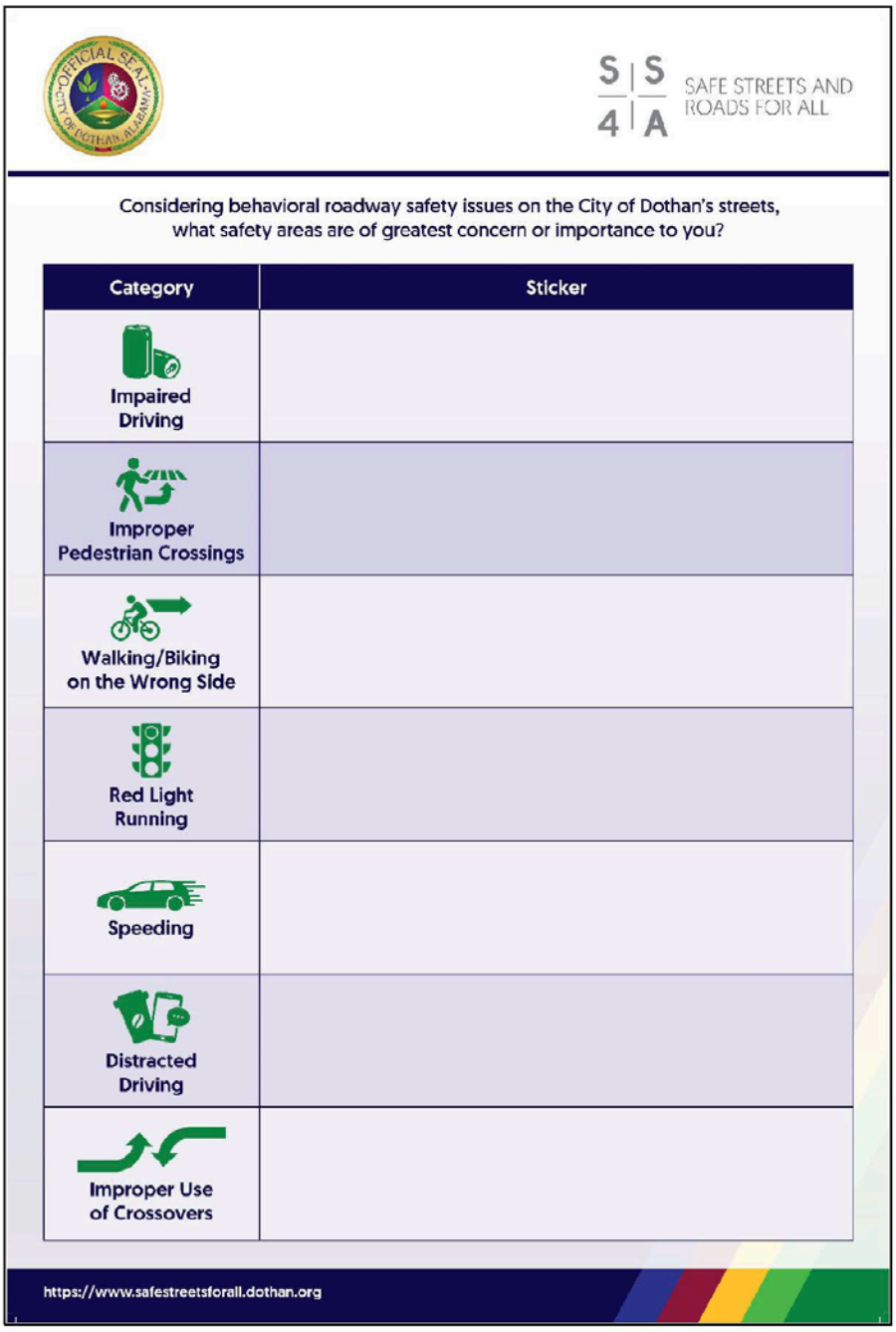


City of Dothan, AL
Round 1 Outreach Summary

Appendix G: Public Event Posters

City of Dothan, AL
Round 1 Outreach Summary

City of Dothan, AL
Round 1 Outreach Summary



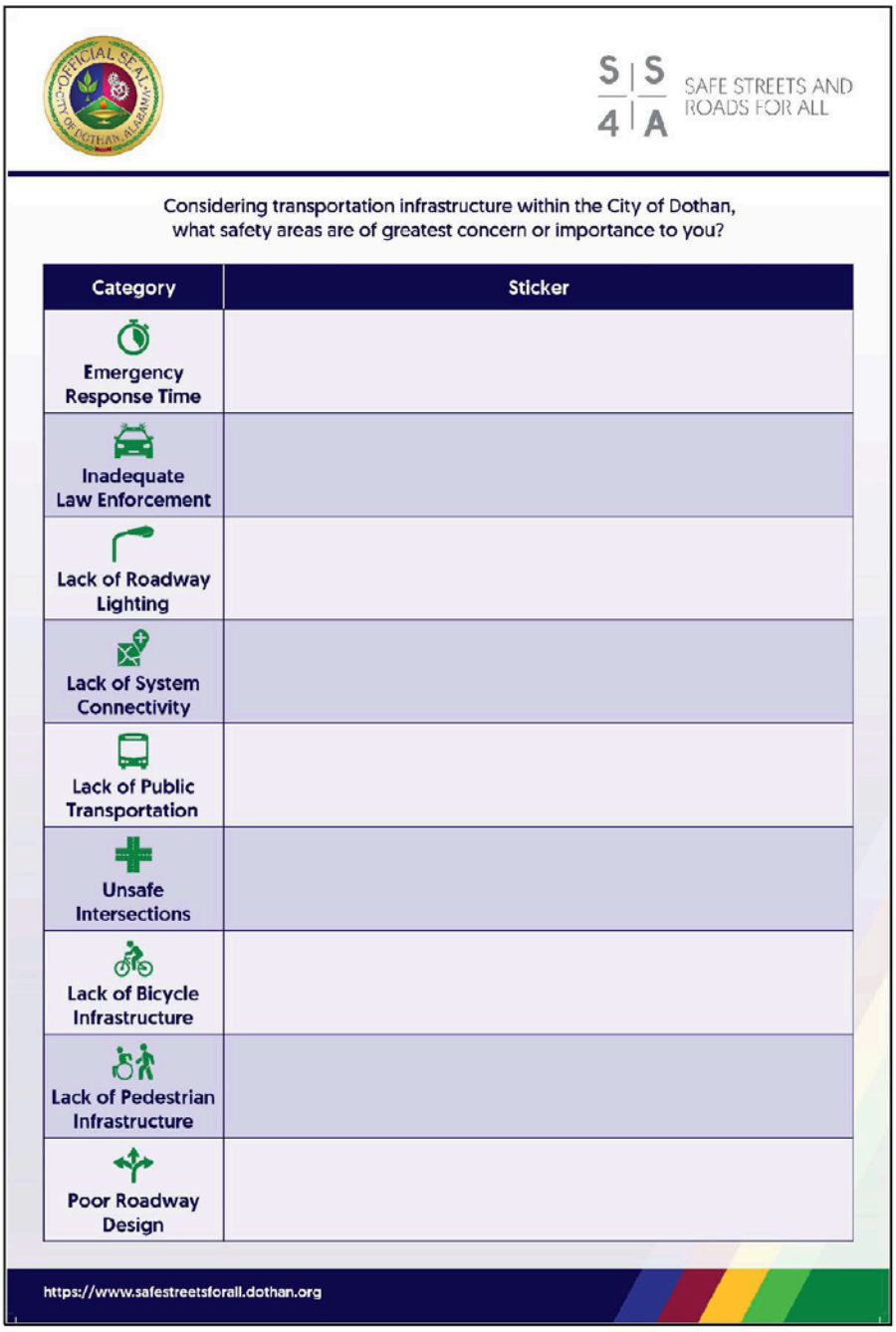
SAFE STREETS AND ROADS FOR ALL

Considering behavioral roadway safety issues on the City of Dothan's streets, what safety areas are of greatest concern or importance to you?

Category	Sticker
Impaired Driving	
Improper Pedestrian Crossings	
Walking/Biking on the Wrong Side	
Red Light Running	
Speeding	
Distracted Driving	
Improper Use of Crossovers	

https://www.safestreetsforall.dothan.org

City of Dothan, AL
Round 1 Outreach Summary



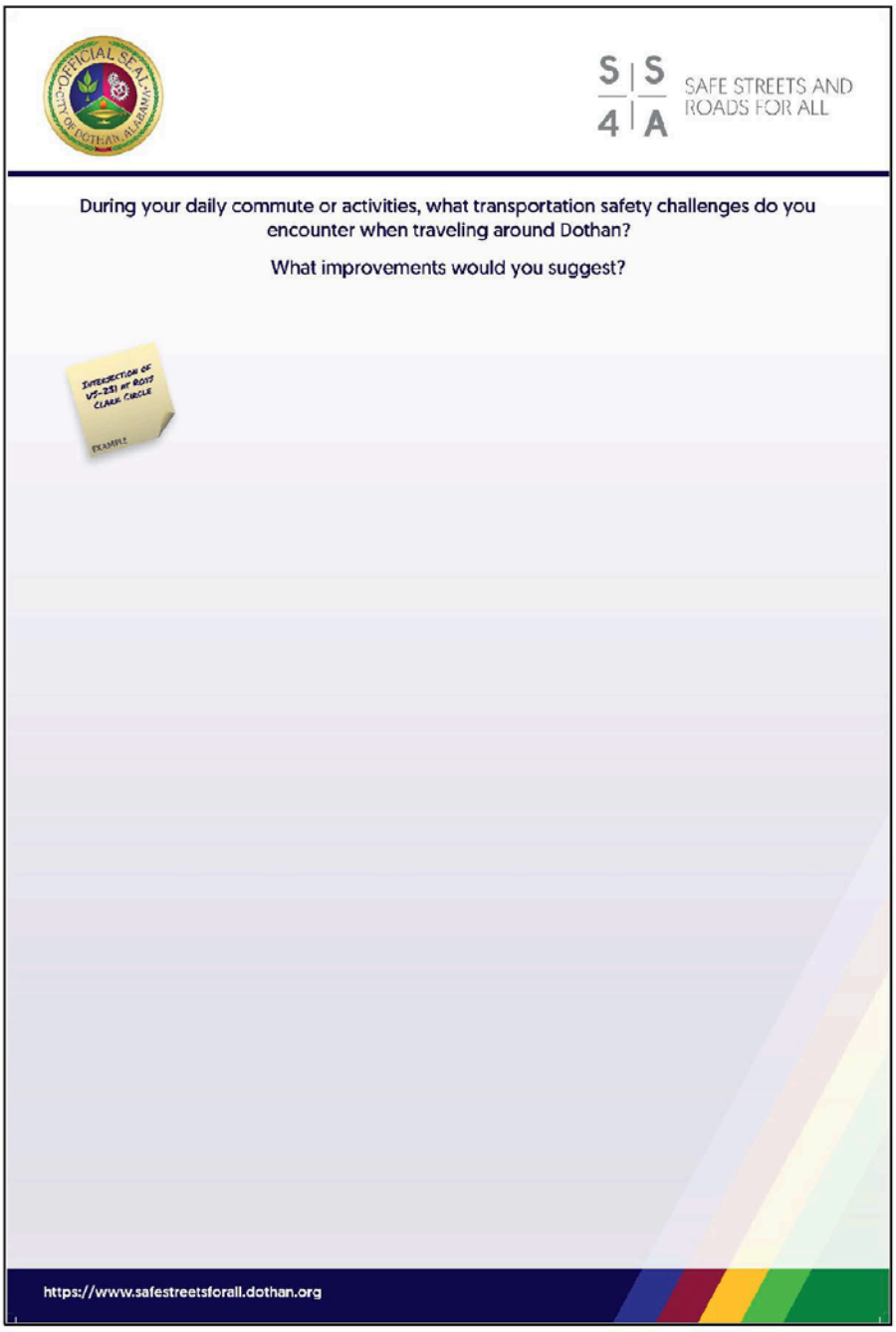
SAFE STREETS AND ROADS FOR ALL

Considering transportation infrastructure within the City of Dothan, what safety areas are of greatest concern or importance to you?

Category	Sticker
Emergency Response Time	
Inadequate Law Enforcement	
Lack of Roadway Lighting	
Lack of System Connectivity	
Lack of Public Transportation	
Unsafe Intersections	
Lack of Bicycle Infrastructure	
Lack of Pedestrian Infrastructure	
Poor Roadway Design	

https://www.safestreetsforall.dothan.org

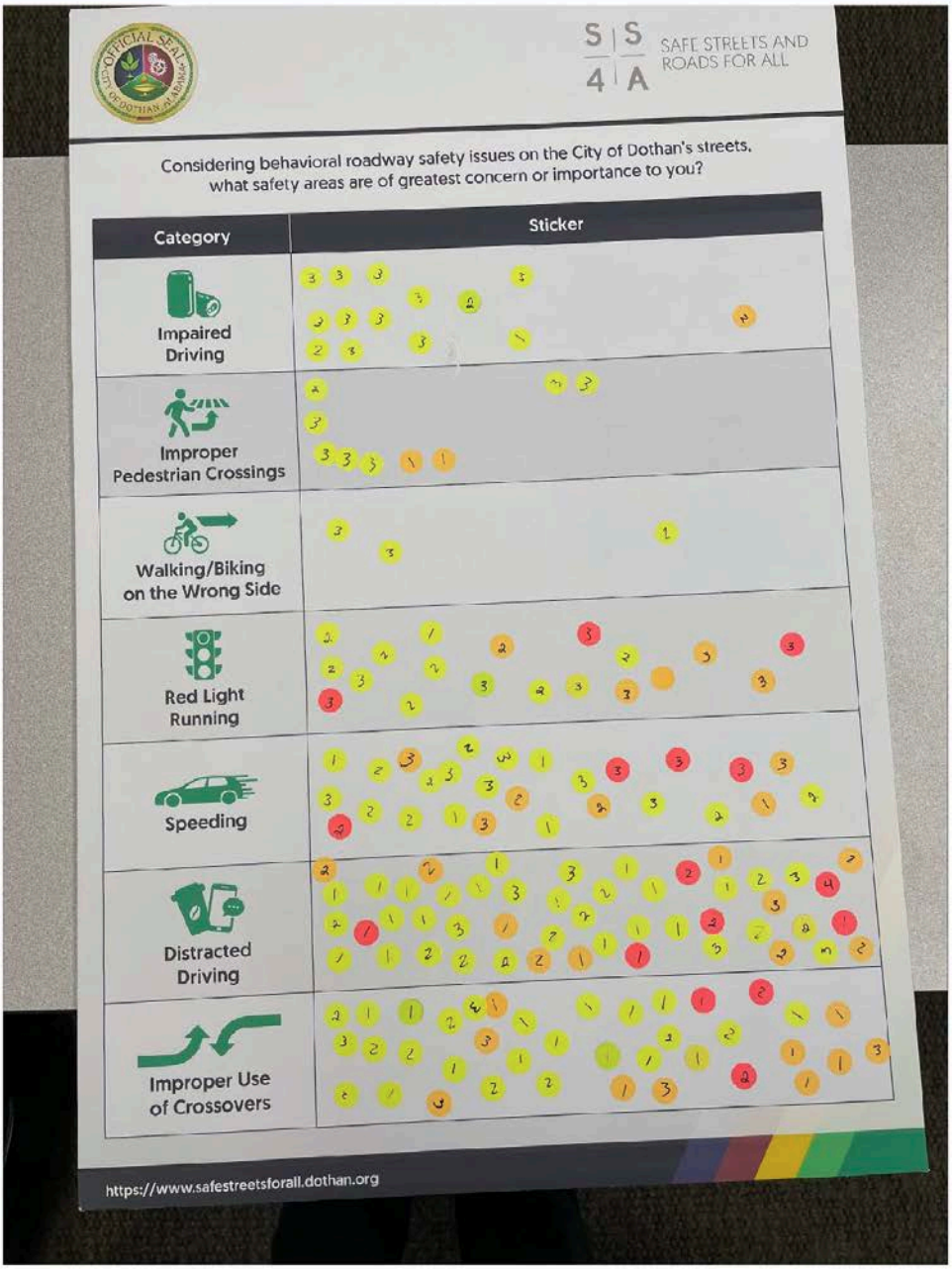
City of Dothan, AL
Round 1 Outreach Summary



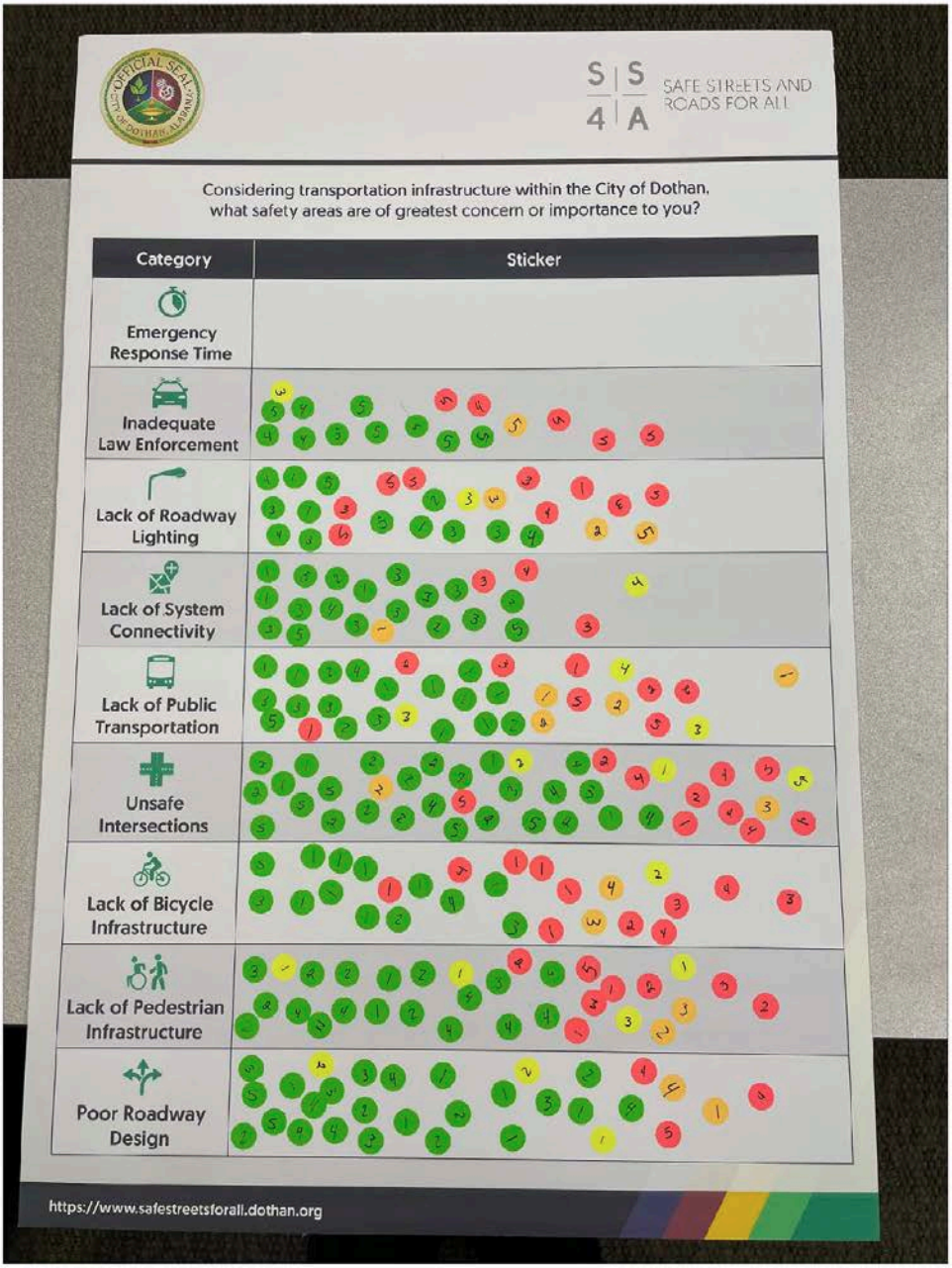
City of Dothan, AL
Round 1 Outreach Summary

Appendix H: Public Event Feedback

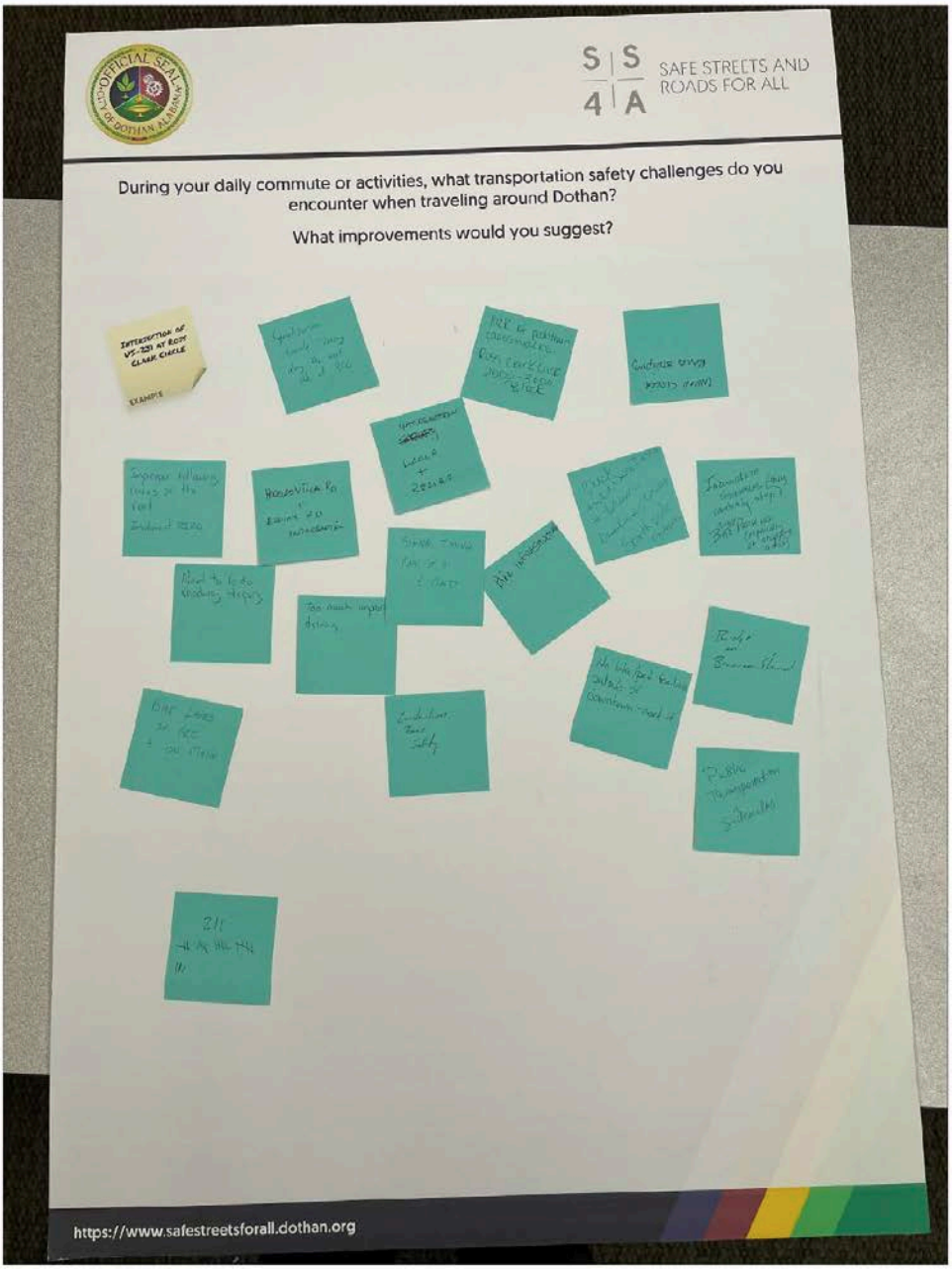
City of Dothan, AL
Round 1 Outreach Summary

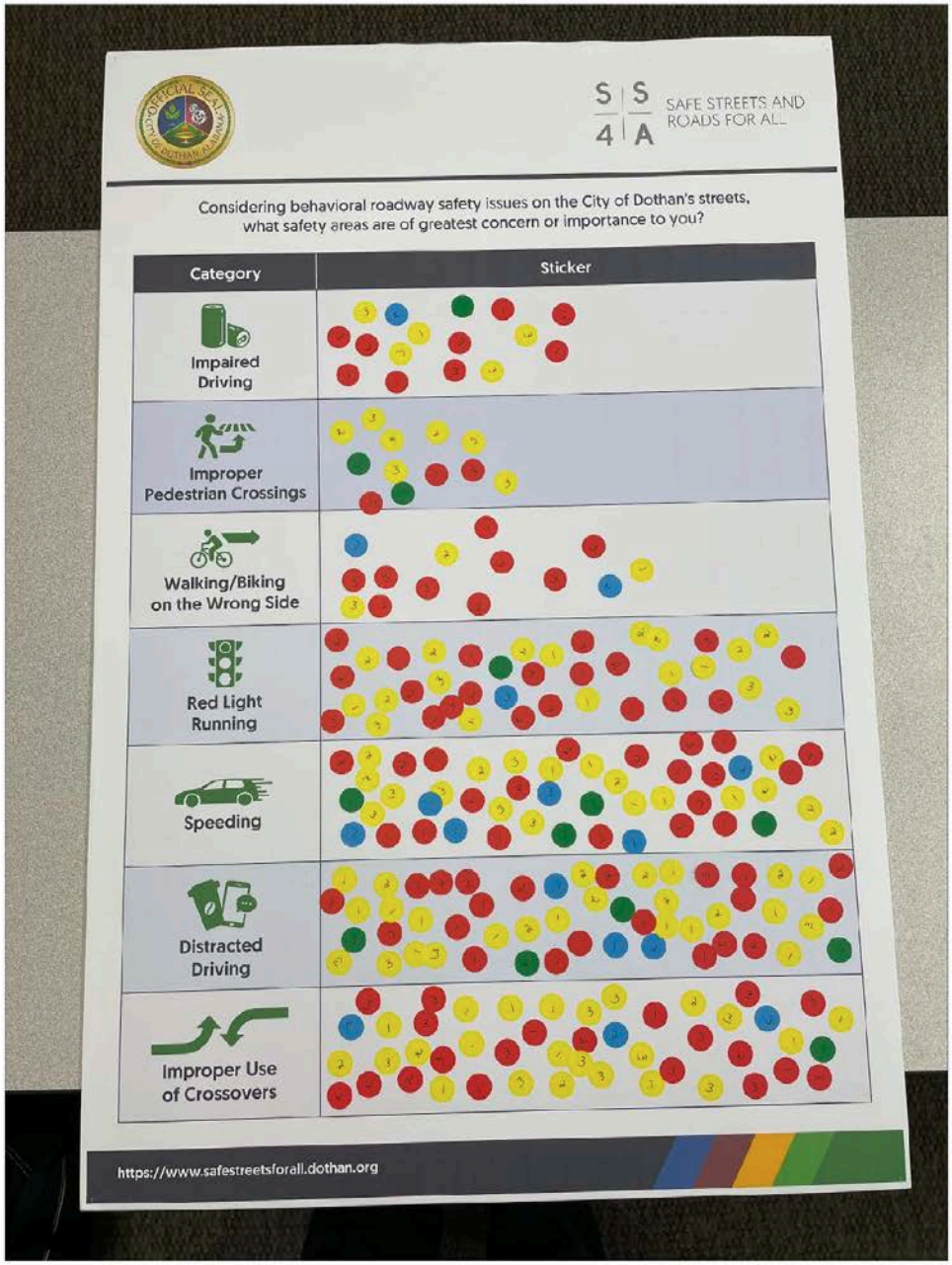


City of Dothan, AL
Round 1 Outreach Summary

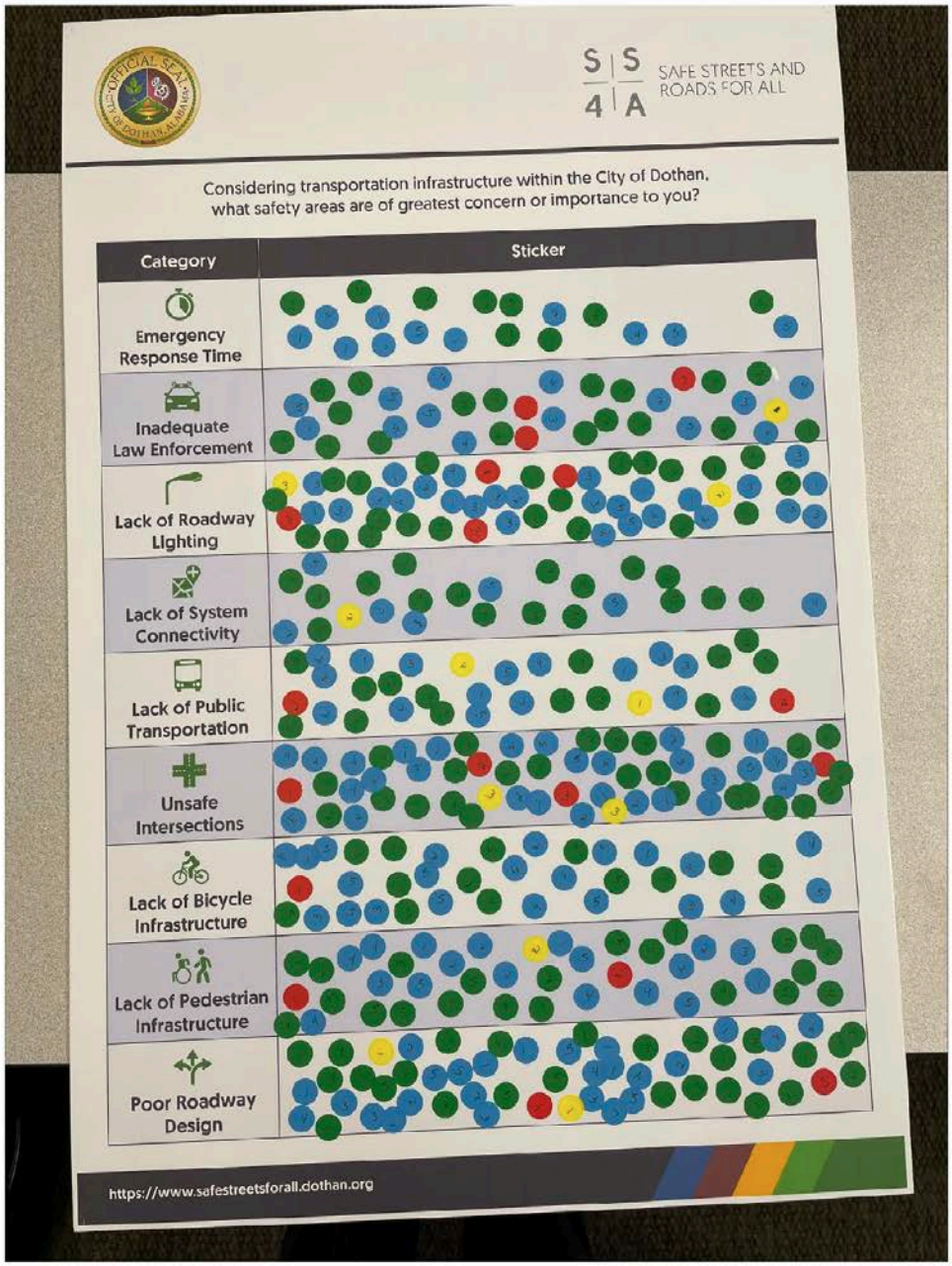


City of Dothan, AL
Round 1 Outreach Summary

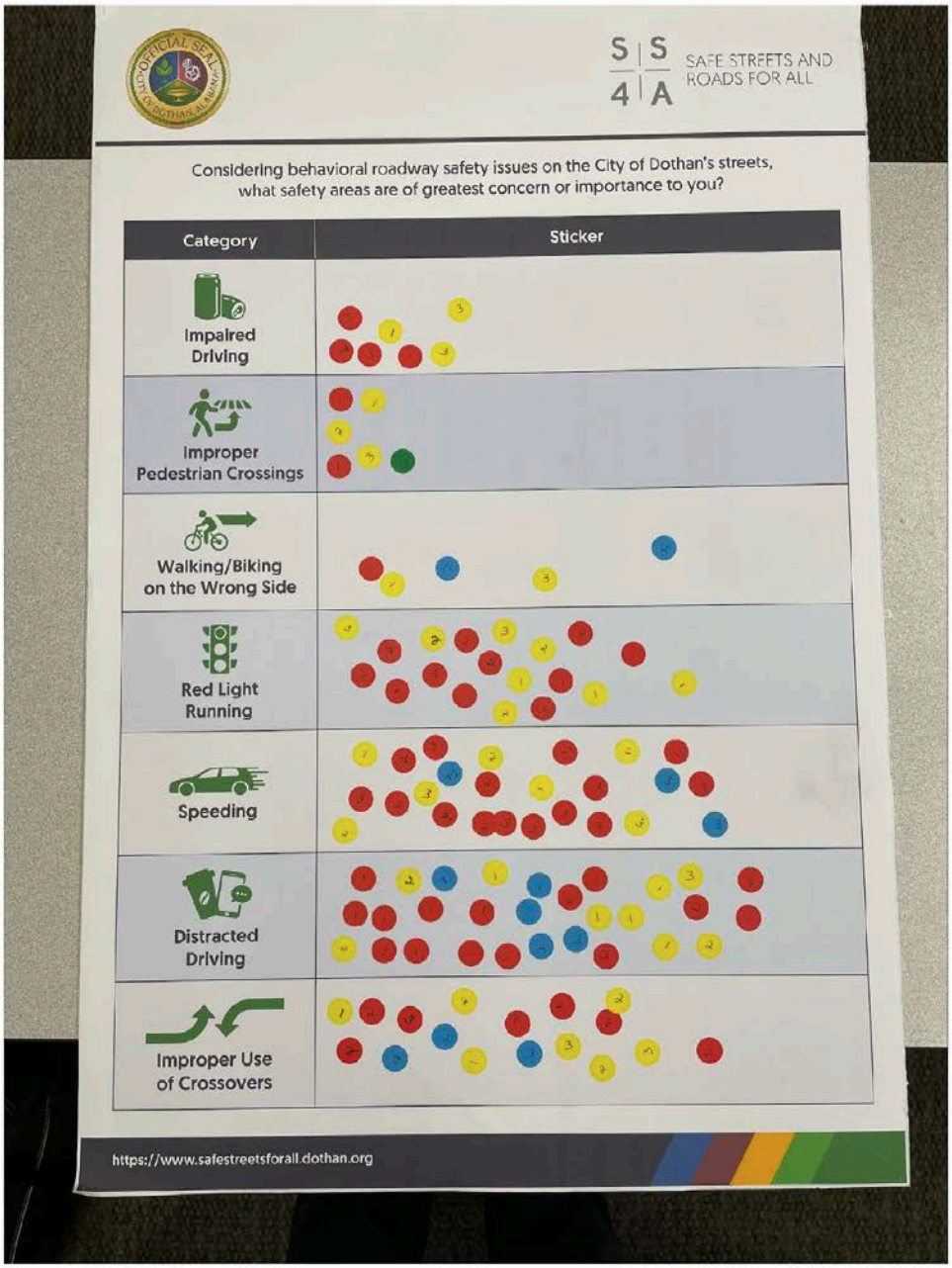



SAFE STREETS AND ROADS FOR ALL
Considering behavioral roadway safety issues on the City of Dothan's streets, what safety areas are of greatest concern or importance to you?
Category
Sticker
Impaired Driving
Improper Pedestrian Crossings
Walking/Biking on the Wrong Side
Red Light Running
Speeding
Distracted Driving
Improper Use of Crossovers
https://www.safestreetsforall.dothan.org

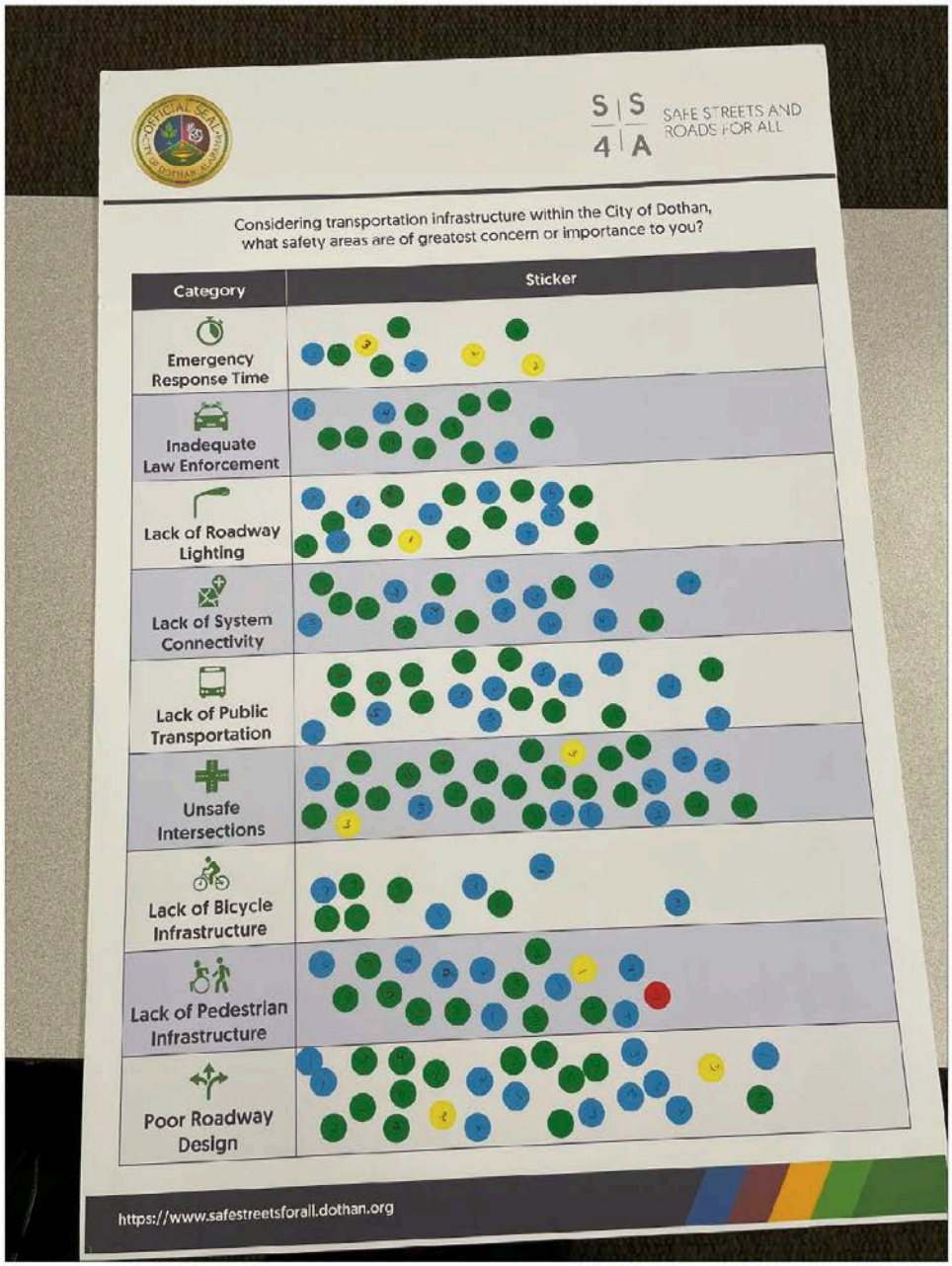
City of Dothan, AL
Round 1 Outreach Summary



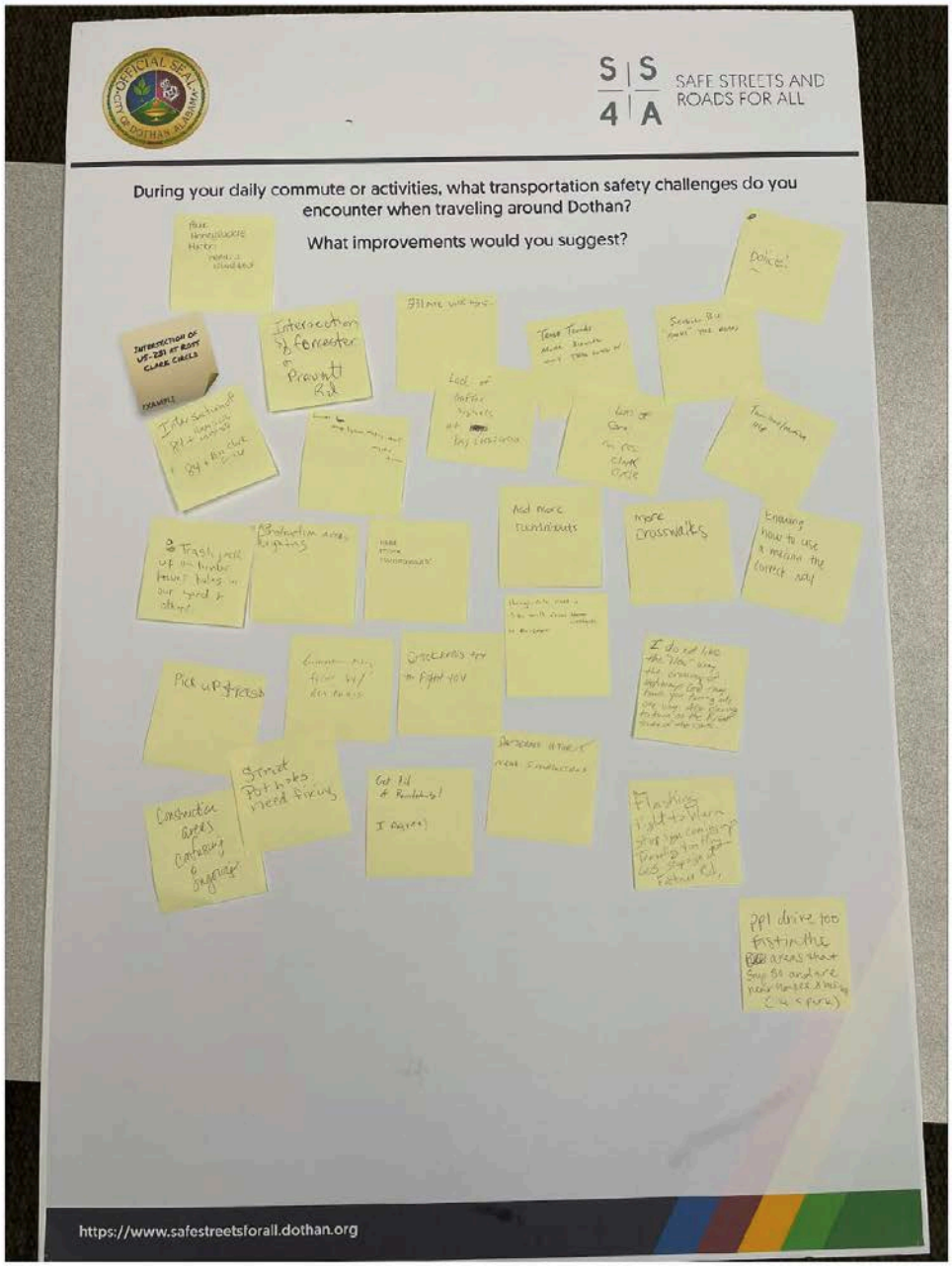
City of Dothan, AL
Round 1 Outreach Summary



City of Dothan, AL
Round 1 Outreach Summary



City of Dothan, AL
Round 1 Outreach Summary



Appendix C: Outreach Summary Round 2

SAFE STREETS & ROADS FOR ALL (SS4A)

Safety Action Plan

Round 2 Outreach Summary

March 2024

NEEL-SCHAFFER
Solutions you can build upon

City of Dothan, AL
Round 2 Outreach Summary

Table of Contents

City of Dothan, AL
Round 2 Outreach Summary

1.0 Introduction

The second round of outreach for the Dothan Safety Action Plan is also known as the Evaluating Options phase. During this phase, the planning team presented a summary of findings and public input and showed how this input was used. The planning team also requested public input on project locations and strategies being considered to improve transportation safety in the City.

Multiple forms of outreach were utilized in Round 2. Project communication methods included the project webpage, a press release, social media posts, and the City's weekly newsletter. Marketing materials were prepared and distributed in the form of business cards, flyers, and church bulletin inserts. A meeting was held to request input from the stakeholder group, and presentations were made to groups who work with underrepresented communities around Dothan. A survey was developed in both online and paper formats and distributed to residents throughout the City. In-person outreach was conducted at public locations throughout the community.

This report describes all outreach activities for Round 2 and summarizes public feedback from stakeholders, survey respondents, and participants at in-person outreach events.

2.0 Communications

2.1 Webpage

The City of Dothan continued to update the following project landing page within the City's website: https://www.dothan.org/818/Safe-Streets-for-All-SS4A. The webpage was used to provide plan development updates and to request public participation in the Round 2 survey. The ESRI Story Map was also updated during the second round of outreach. A screenshot of some of the webpage content shared during this round can be viewed in **Appendix A**.

2.2 Press Release

The City of Dothan published a press release on March 1, 2024, to invite the public to participate in the online survey to provide feedback on project locations and proposed strategies for improving safety and reducing crashes. A copy of the press release is included in **Appendix B**.

2.3 Social Media

The City of Dothan posted several announcements on their Facebook page throughout the second round of outreach to request survey participation. Copies of social media posts released during the second round of outreach is included in **Appendix C**.

2.4 Newsletter

The City published an article about the Safety Action Plan in their weekly newsletter dated March 11 – March 15, 2024. The article highlighted Round 2 outreach activities. A copy of the article is included in **Appendix D**.

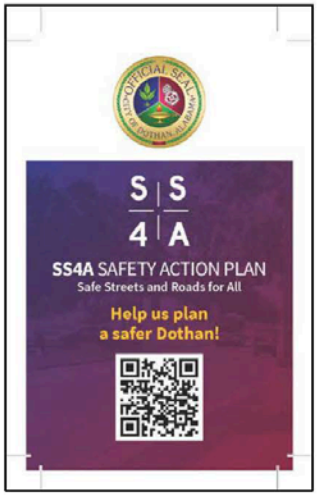
2.5 Email

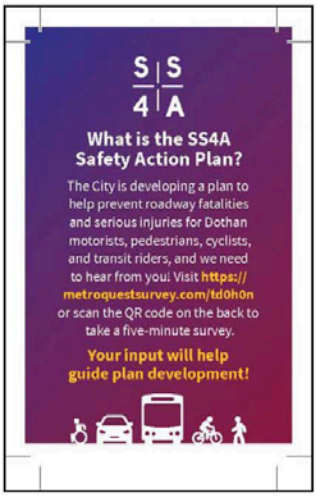
An email was sent to all City employees on March 13, 2024. The email encouraged recipients to take the Round 2 survey. A copy of this email is included in **Appendix E**.

3.0 Marketing Materials

3.1 Business Cards

New business cards were developed for Round 2 outreach efforts. These cards were designed to direct recipients to the Round 2 survey via a QR code. Business cards were distributed at all in-person events.





3.2 Flyers

A flyer was developed and posted at public locations throughout the community. The flyer provided a brief explanation of the Safey Action Plan and invited the public to participate in the Round 2 survey. A copy of the flyer can be seen on the next page.


YOUR INPUT IS NEEDED!
Survey Open March 2-17
SS4A SAFETY ACTION PLAN
Safe Streets and Roads for All
What is the SS4A Safety Action Plan?
The City is developing a plan to help prevent roadway fatalities and serious injuries for Dothan motorists, pedestrians, cyclists, and transit riders, and we need your help to prioritize project locations and strategies!
Visit https://metroquestsurvey.com/td0h0n or scan the QR code below to take a five-minute survey.
Your input will help the City plan projects and strategies to make Dothan roads safer!

City of Dothan, AL
Round 2 Outreach Summary

3.3 Church Bulletin Inserts

A handout was prepared and inserted in church bulletins. It provided general information about the Safety Action Plan and encouraged recipients to use the QR code to participate in the Round 2 survey. A copy of the insert is shown below.

4.0 Meetings & Presentations

4.1 Stakeholder Meeting

The stakeholder group was invited to participate in a virtual Stakeholder Meeting on March 6, 2024. During the meeting, the consultant team provided an update on the planning process. Public engagement results for Round 1 were presented as well as results from the equity analysis and crash analysis. The Vision Statement, Goals, and Objectives were shared along with activities planned for Round 2 of public engagement. A link to the Round 2 survey and a copy of the slides were sent to all stakeholders immediately following the meeting. The stakeholder presentation is included in **Appendix F**.

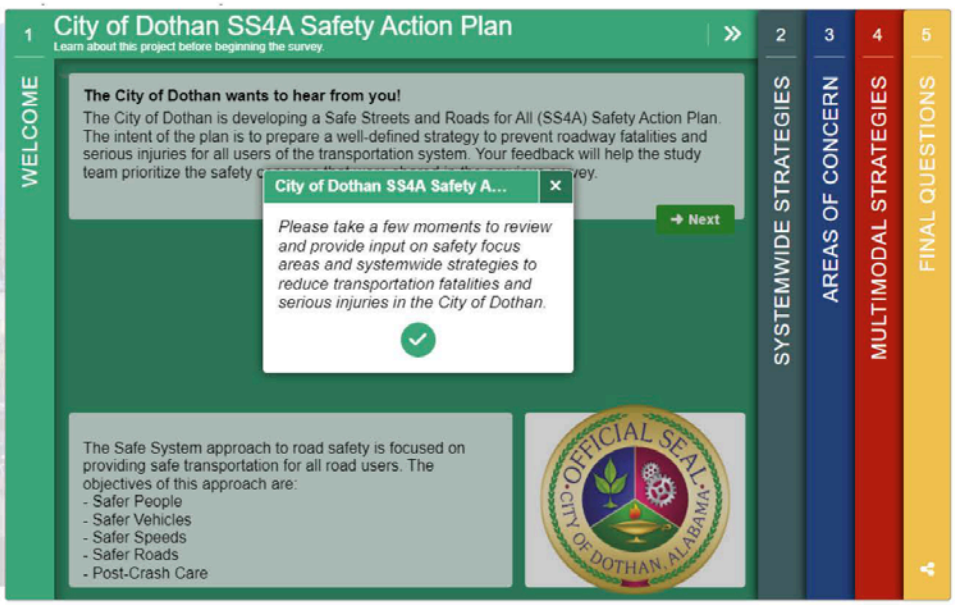
4.2 Presentations

A representative from the City of Dothan met with the Houston-Henry County Association of Service Agencies on March 6, 2024. Meeting attendees included groups that help the homeless, very poor, and poor. The groups ranged from Christian missions to law firms. A short presentation was made to update attendees on the Safety Action Plan progress, and attendees were asked to complete the Round 2 survey.

Another presentation was made at the Southeast Alabama Coalition for the Homeless meeting on March 7, 2024. Attendees were given business cards and asked to complete the Round 2 survey.

5.0 Survey

The MetroQuest platform was used to develop another online interactive survey to obtain stakeholder and public feedback for the Safety Action Plan. A corresponding paper version of the survey was also developed. Respondents were asked to rank proposed systemwide strategies to address distracted driving, speeding, unsafe intersections, and poor roadway design. Top road segments and intersections based on crash rates were shown on a map, and respondents were asked to identify these locations as low, medium, or high priorities. Another portion of the survey gave respondents the opportunity to rank multimodal strategies to improve bicycle and pedestrian safety. Optional demographic data was collected on the last page of the survey. Screenshots of the five survey slides are shown in **Appendix G** while the paper version can be found in **Appendix H**.



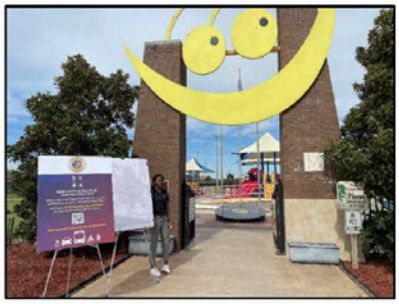
6.0 Outreach Events

The planning team visited numerous locations around Dothan on March 7-8, 2024, to explain the Safety Action Plan and encourage the public to take the Round 2 survey. During these visits, the team explained the Safety Action Plan to residents, distributed business cards, and invited residents to participate in the Round 2 survey.

Visits were made to the following locations:

- Westgate Recreation Center
- Westgate Library
- Miracle Park Playground
- James Oates Park
- Walton Park Recreation Center
- Wiregrass Recreation Center
- Rose Hill Senior Center
- Main Library

A total of 300 business cards were distributed during these outreach events. A copy of the posters used at these events are included in **Appendix I**.



City of Dothan, AL
Round 2 Outreach Summary

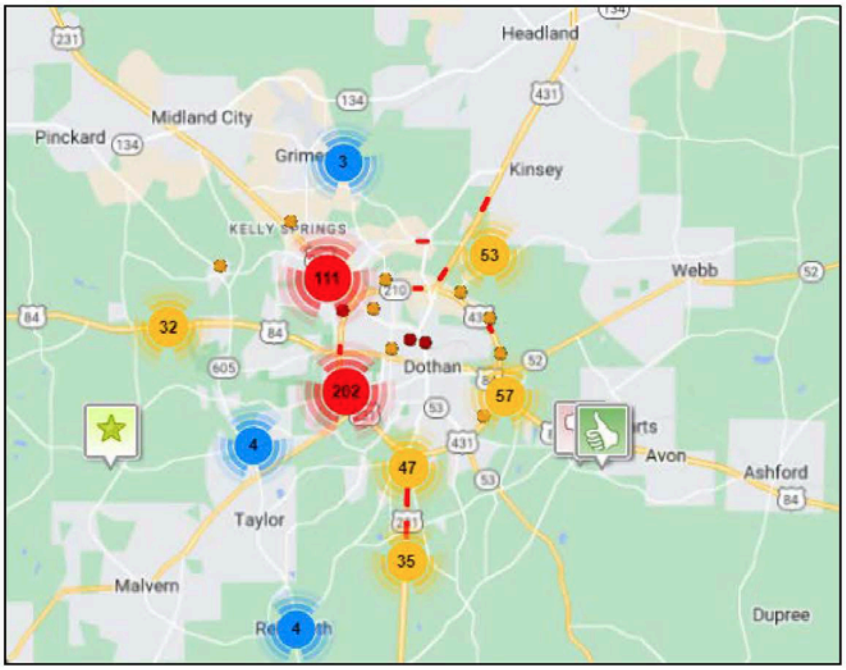
7.0 Public Feedback

A total of 214 people responded to the online survey. An additional 32 people completed the paper survey at the in-person outreach events resulting in a total of 246 survey respondents.

The tables on the following pages display the ranking results of the survey strategies based on age group, minority status, and poverty status. The average ranking shown at the bottom of each table is for all respondents including those who opted not to provide demographic information. Higher values reflect higher rankings.

Roadway segments and intersections were prioritized by respondents as low, medium, or high for safety improvements. These results were used to determine local priority during the project prioritization analysis.

Location Prioritization



City of Dothan, AL
Round 2 Outreach Summary

Ranking of Strategies to Reduce Distracted Driving

		Continue and Strengthen Graduated Driver Licensing (GDL) Program	High Visibility Cell Phone Enforcement	Communications and Outreach on Distracted Driving	Employer Programs
Age	16-24	3.80	3.00	2.20	2.80
	25-40	3.79	3.74	3.24	3.14
	41-64	3.96	4.21	3.76	3.89
	65+	3.97	4.10	4.05	3.95
Minority	No	3.82	3.98	3.52	3.57
	Yes	4.14	4.10	4.00	4.00
Poverty	No	3.81	3.95	3.52	3.57
	Yes	4.20	4.33	4.07	4.20
Average Ranking (All Respondents)		3.99	4.00	3.64	3.70

March 2024 10

City of Dothan, AL
Round 2 Outreach Summary

Ranking of Strategies to Reduce Speeding

		Modify Speed Limits	Traffic Law Enforcement	Dynamic Speed Display / Feedback Signs	Higher Penalties	Traffic Calming
Age	16-24	3.40	3.20	2.60	3.80	4.80
	25-40	3.05	3.40	3.33	3.17	3.12
	41-64	3.35	3.75	4.01	3.22	3.66
	65+	3.56	3.95	4.05	3.47	3.64
Minority	No	3.18	3.66	3.70	3.12	3.44
	Yes	3.79	3.79	3.90	3.69	4.03
Poverty	No	3.25	3.68	3.66	3.17	3.50
	Yes	4.13	3.73	4.00	3.60	3.87
Average Ranking (All Respondents)		3.41	3.77	3.83	3.33	3.47

March 2024 11

Ranking of Strategies to Improve Safety at Intersections

		Corridor Access Management	Dedicated Left and Right Turn Lanes at Intersections	Roundabouts	Low-cost Countermeasures at Stop-Controlled Intersections	Lighting
Age	16-24	3.80	4.20	4.40	3.20	4.20
	25-40	4.32	4.24	2.88	4.00	4.36
	41-64	4.30	4.52	3.59	4.15	4.50
	65+	3.94	4.39	3.78	3.94	4.31
Minority	No	4.15	4.38	3.42	3.98	4.41
	Yes	4.32	4.44	3.81	4.18	4.32
Poverty	No	4.24	4.39	3.37	3.95	4.35
	Yes	4.47	4.64	4.00	4.27	4.71
Average Ranking (All Respondents)		4.19	4.41	3.45	4.02	4.40

City of Dothan, AL
Round 2 Outreach Summary

Ranking of Strategies to Improve Safety on Roadways

		Add Lighting	Roadway Striping and Signage	Roadway Maintenance	Road Diet	Add Multimodal Accommodations
Age	16-24	4.20	4.20	4.20	4.60	4.60
	25-40	4.43	4.50	4.69	2.98	3.66
	41-64	4.53	4.53	4.63	2.95	3.68
	65+	4.38	4.39	4.38	3.72	3.86
Minority	No	4.44	4.56	4.56	2.93	3.52
	Yes	4.41	4.14	4.45	4.00	4.34
Poverty	No	4.41	4.49	4.54	3.03	3.67
	Yes	4.73	4.13	4.73	4.13	3.87
Average Ranking (All Respondents)		4.41	4.52	4.59	3.15	3.74

Ranking of Strategies to Improve Bicycle, Pedestrian, and Transit Safety

		Add Bicycle Lanes	Crosswalk Visibility Enhancements	Add More Walkways (Shared Use Path, Sidewalk, Shoulder)	Road Diets	Medians and Pedestrian Refuge Islands	Pedestrian Hybrid and Rectangular Rapid Flashing Beacons	Public Transportation Improvements
Age	16-24	4.20	4.40	4.60	4.20	4.40	3.80	4.80
	25-40	3.12	4.00	3.90	2.95	3.95	4.07	3.86
	41-64	3.10	4.19	3.69	2.85	3.91	3.99	4.00
	65+	3.87	4.11	3.78	3.56	4.05	4.05	4.13
Minority	No	3.08	4.00	3.59	2.89	3.78	3.88	3.88
	Yes	4.04	4.36	4.39	3.48	4.43	4.21	4.43
Poverty	No	3.16	3.98	3.75	2.95	3.84	3.88	3.99
	Yes	3.80	4.40	4.00	3.92	4.40	4.53	4.40
Average Ranking (All Respondents)		3.33	4.14	3.81	3.05	3.94	4.00	4.03

Appendix A: Webpage Content

City of Dothan, AL
Round 2 Outreach Summary

Project Type	Safety Improvement Planning Document
Project Value	$294,170
Project Schedule	The project kicked off in October of 2023 and is anticipated to take about 9 months to complete.
Estimated Completion Date	June 25, 2024

Contact
Jeff Wilson
334-615-4420
Email Us!

The U.S. Department of Transportation adopted the Safe System Approach as the guiding paradigm to address roadway safety. Below are some links to learn more from USDOT:

- USDOT Grant Program
- Safe System Approach

Select Language

City of Dothan, AL
Round 2 Outreach Summary

PROJECT INTRODUCTION | **PROJECT GOALS** | **PROJECT UPDATES**

The City of Dothan's Safe Streets and Roads for All (SS4A) Safety Action Plan is the first step in identifying challenges and solutions to help improve safety on our roadways. The Safety Action Plan's purpose is to improve roadway safety by planning and implementing projects designed to significantly reduce or eliminate roadway fatalities and serious injuries among all users, including motorists, pedestrians, bicyclists, and public transit users. The Safety Action Plan is funded with a grant from the United States Department of Transportation and the Federal Highway Administration. The grant requires an 80/20 match with Federal funds in the amount of $235,336 and City funds in the amount of $58,834.

- Identify concerns and solutions to improve roadway safety for everyone
- Connect missing links between existing bicycle and pedestrian infrastructure
- Identify safety improvements for high crash locations
- Make safety resources and opportunities available to all through inclusive processes that accurately represent Dothan's demographics
- Prepare the City of Dothan to apply for discretionary grant funds for project implementation through the SS4A initiative
- Ultimately, reduce the number of severe crashes by 50% over the next 5 years

March 2024

Round 2 of the survey has been released! It will be active from March 2nd through the 17th. The survey is requesting public feedback for improvement projects around the city and the the public's priority ratings for improvements at hotspot crash locations. After the survey period the City will work with consultant, Neel-Schaffer, to select projects to be placed in an application for an Implementation Grant from the USDOT.

City of Dothan, AL
Round 2 Outreach Summary

January 2024

The City reached out to the public to acquire survey information at the "Fall on Foster" and "Peanut Festival" events. The in-person surveys garnered 167 responses and the online survey gathered 440 responses for a grand total of 607 responses! The City's consultant, Neel-Schaffer, has completed the core crash analysis as well as an equity analysis. They will perform a sub-area analysis on the crash data and compare it to the equity data. The consultant will be providing the City with a Phase 1 Outreach summary.

September 2023

In September 2023, the City of Dothan contracted with Neel-Schaffer, a Civil Engineering consulting firm, to prepare the Safety Action Plan. The firm is completing initial tasks, collecting crash data, reviewing current and proposed infrastructure projects, and developing a Community Engagement Plan. The firm will be teaming with City staff to collect survey data from the public via upcoming events and the City's website.

Tab Name

Safety Action Plan Story Map

The City's consultant, Neel-Schaffer, has put together a Story Map of the project! The Story Map will evolve as the project develops so, check back often.

- Story Map

City of Dothan, AL
Round 2 Outreach Summary

Public Feedback Needed!

We need your input to identify safety concerns on the Dothan transportation network! Your feedback will help the study team understand and address your priorities throughout the plan development process. The next public survey will be active from March 1st - 17th.

Please take a few minutes to complete the survey: https://metroquestsurvey.com/td0h0n

Visit us at the following events:

Thursday, March 7th

- 9:00 to 10:00 - Westgate Recreation Center
- 10:00 to 11:30 - Westgate Library
- 2:00 to 5:00 - Multiple Playgrounds (James Oates Park, Miracle Park and Walton Park)

Friday, March 8th

- 8:00 to 9:00 - Wiregrass Recreation Center
- 9:00 to 11:00 - Rose Hill Senior Center
- 12:00 to 2:00 - Main Campus Library
- 2:00 to 3:00 - (Tentatively) Walton Park Recreation Center

Safe System Approach

The Safe System approach aims to eliminate fatal & serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. This is a shift from a conventional safety approach because it focuses on both human mistakes and human vulnerability and designs a system with many redundancies in place to protect everyone.

Principles of a Safe System Approach:

- Death and Serious Injuries are Unacceptable
- Humans Make Mistakes
- Humans are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Critical

Learn More

- Action Plan Components
- FHWA Safe System Brochure

Government Websites by CivicPlus®

Appendix B: Press Release

City of Dothan, AL
Round 2 Outreach Summary

Safe Streets and Roads for All Safety Action Plan – City of Dothan
NEWS RELEASE – 3/1/24

NEWS RELEASE

FOR IMMEDIATE RELEASE
March 1, 2024

Contact:

Jeff Wilson
City of Dothan, Public Works Department
334-615-4420
publicworks@dothan.org

CITY REQUESTS PUBLIC INPUT ON TRANSPORTATION SAFETY PLAN

DOTHAN, ALABAMA – The City of Dothan requests public input for the next phase of our Safety Action Plan. Through the first round of public outreach conducted in late 2023, community priorities were identified for numerous risk factors related to transportation fatalities and injuries. The public will now have an opportunity to provide input on specific projects and solutions identified to address these safety concerns.

The public is invited to take an online survey to provide feedback on proposed strategies for improving safety and reducing crashes. The survey is available from March 2nd through March 17th at: https://metroquestsurvey.com/td0h0n.

This Safe Streets for All (SS4A) Safety Action Plan is funded with a grant from the U.S. Department of Transportation and the Federal Highway Administration. The completion of the plan will allow the City to apply for implementation of capital construction grant funds through the federal discretionary grant program.

To learn more about the Safety Action Plan, visit https://www.dothan.org/818/Safe-Streets-for-All-SS4A.

###

City of Dothan, AL
Round 2 Outreach Summary

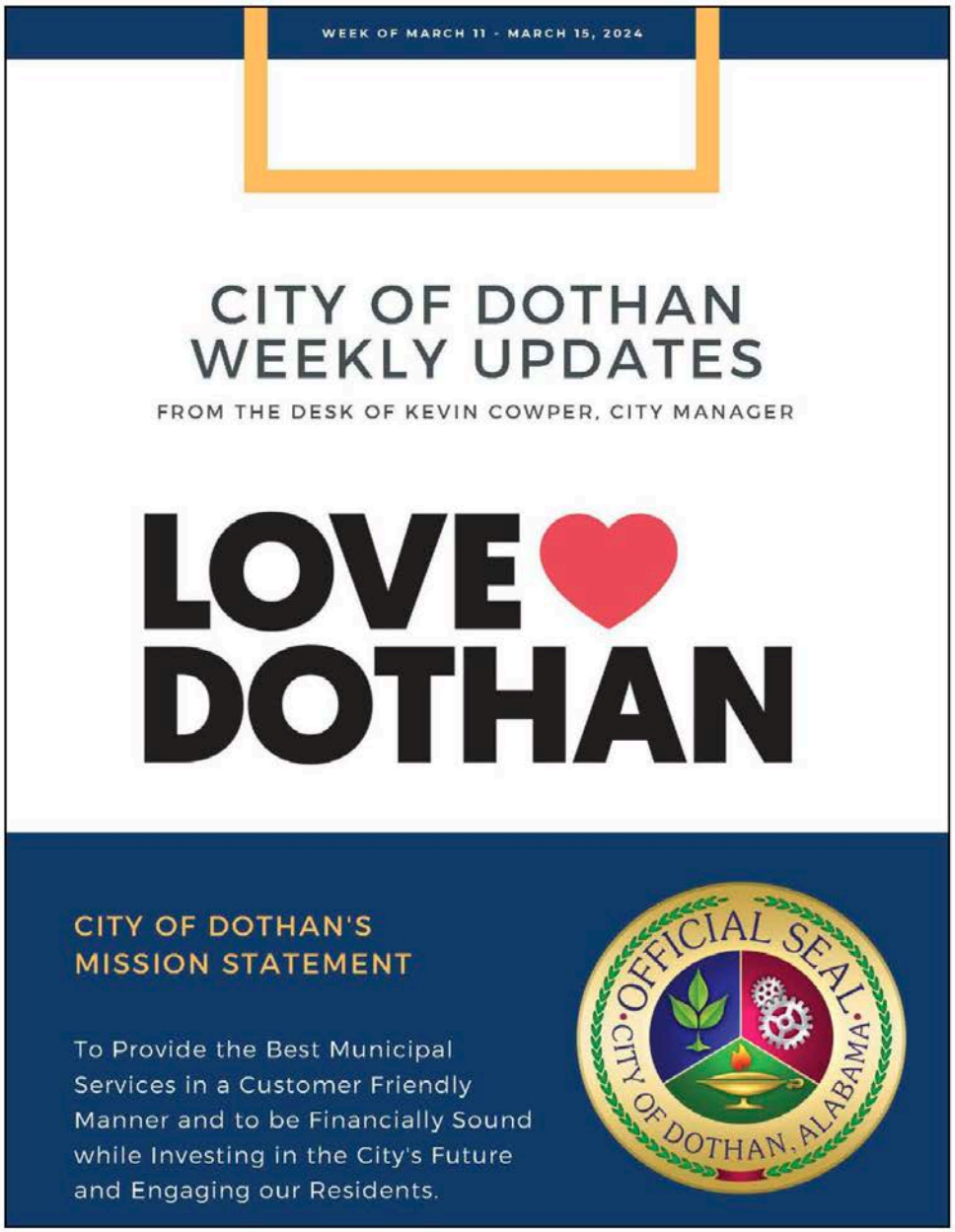
Appendix C: Social Media Posts

City of Dothan, AL
Round 2 Outreach Summary

City of Dothan, AL
Round 2 Outreach Summary

Appendix D: Newsletter Article

City of Dothan, AL
Round 2 Outreach Summary



March 2024 26

City of Dothan, AL
Round 2 Outreach Summary

ROUND 2 OF SAFETY ACTION PLAN

Public Works and consultant, Neel-Schaffer, have been around town promoting the Round 2 survey for the Safety Action Plan! They went to recreation centers, parks, and libraries to request the public to take the survey.

The goal of the Safety Action Plan is to develop strategies to significantly reduce severe crashes in the City. If you have not taken the latest survey yet, please do so! It only takes a few minutes, and it is fun.

https://metroquestsurvey.com/td0h0n

LOVE YOUR DOWNTOWN CLEAN-UP PROGRAM

During the week of April 1-6, 2024, the City of Dothan will focus on cleaning up the downtown area. Local businesses that are situated in the downtown area are encouraged to clean-up their properties and get rid of unwanted items which the City's Environmental Services division will pick up for free.

On Saturday, April 6, Dothan residents are encouraged to take advantage of a free service where citizens can get rid of unwanted items such as old electronics, computers, tires, batteries, greases/oils/paints/and pesticides. Dothan residents may also bring unwanted records and papers for destruction. Dothan citizens are encouraged to bring these unwanted items to the municipal parking lot at the corner of N. Cherry Street and E. Adams Street (immediately across the street from the Dothan-Houston County Emergency Operations Center). Drop-off stations will be staffed from 8:00 a.m. until noon on Saturday, April 6.

If you have greases/oils/paints/and pesticides to dispose of, please have the items labeled so staff members will know what the items are so that they can properly and safely dispose of them.

Appendix E: Email

City of Dothan, AL
Round 2 Outreach Summary

From: Franklin, Amy <afranklin@dothan.org>
Sent: Wednesday, March 13, 2024 8:35 AM
To: All Users <all_users@dothan.org>
Subject: Safety recommendations

Please help us identify safety concerns on Dothan streets by taking the short interactive survey below.

Just click this link or scan the QR code: https://metroquestsurvey.com/td0h0n

Click here to learn more about the program:

https://www.dothan.org/818/Safe-Streets-for-All-SS4A

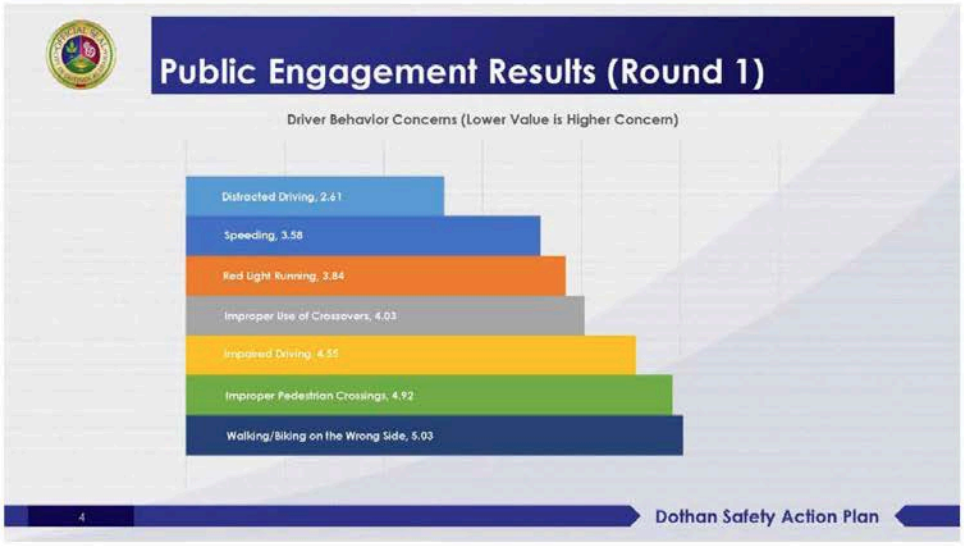
Contact Jeff Wilson with any questions.
334-615-4421
jwilson@dothan.org

City of Dothan, AL
Round 2 Outreach Summary

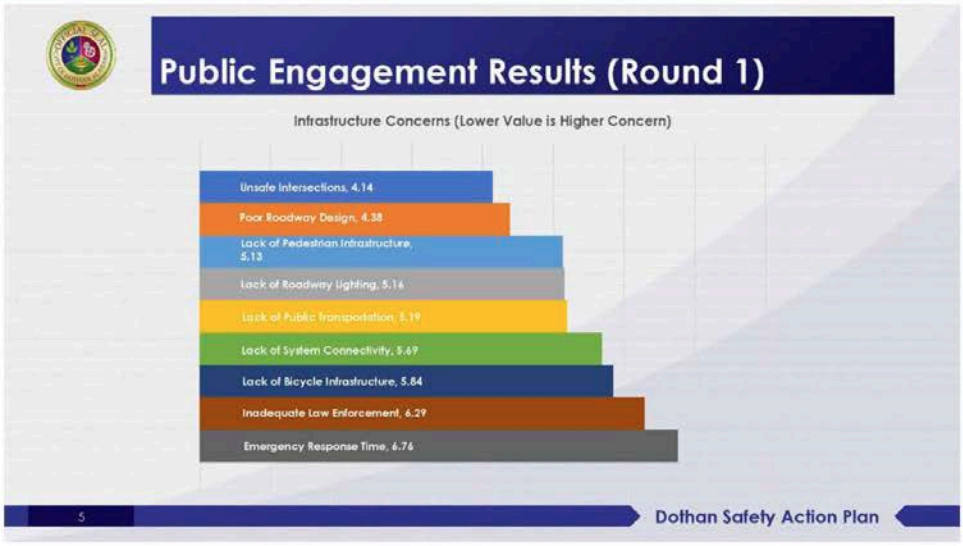
Appendix F: Stakeholder Presentation

City of Dothan, AL
Round 2 Outreach Summary

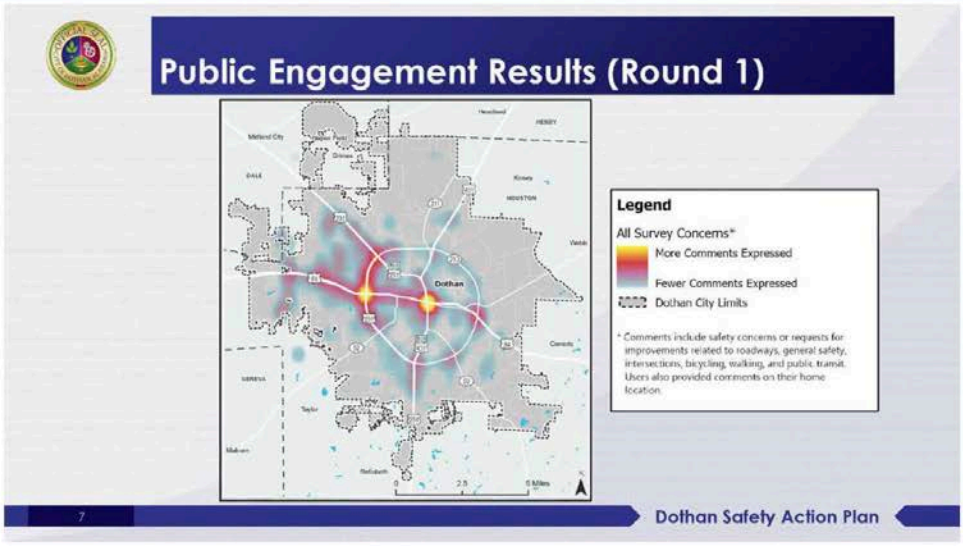
City of Dothan, AL
Round 2 Outreach Summary

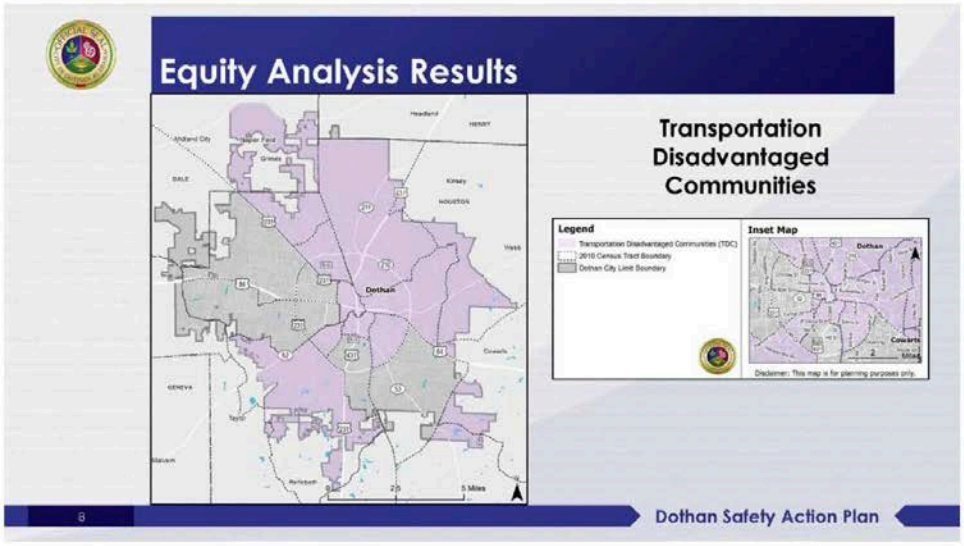


City of Dothan, AL
Round 2 Outreach Summary

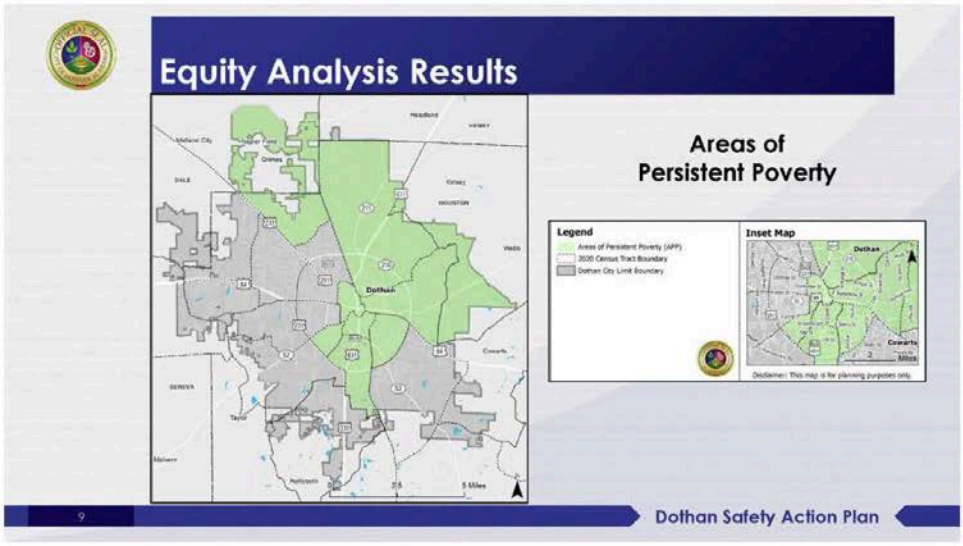


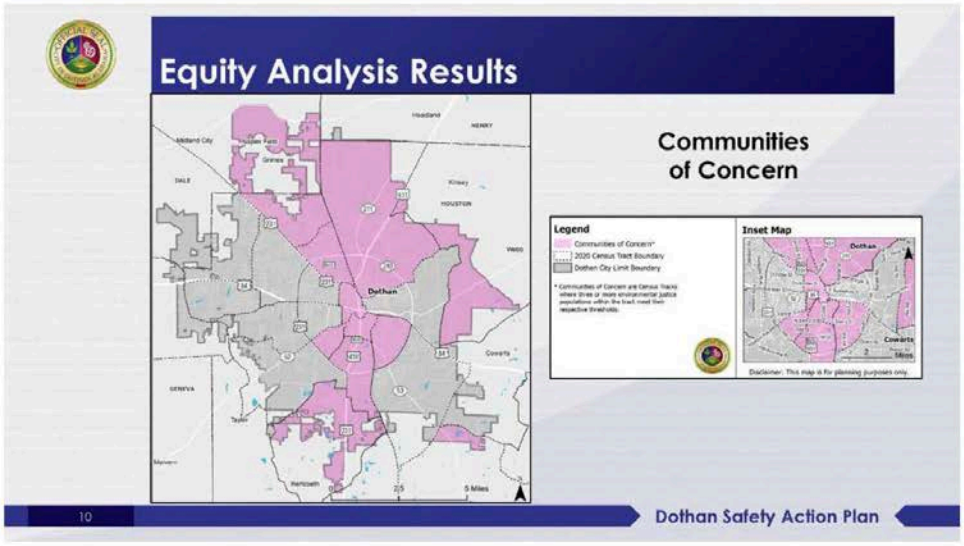
City of Dothan, AL
Round 2 Outreach Summary





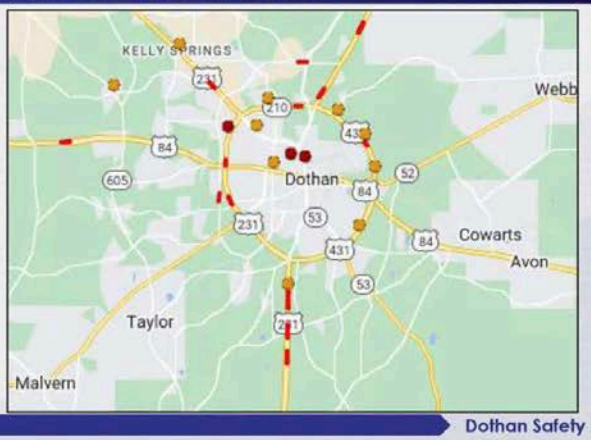
City of Dothan, AL
Round 2 Outreach Summary





City of Dothan, AL
Round 2 Outreach Summary

Crash Analysis Results



11 Dothan Safety Action Plan

Vision Statement, Goals, & Objectives

Vision Statement

The City of Dothan seeks to reduce the number of severe crashes within the city limits by 50% by the year 2030 and eliminate all crashes resulting in fatalities and serious injuries by 2060.

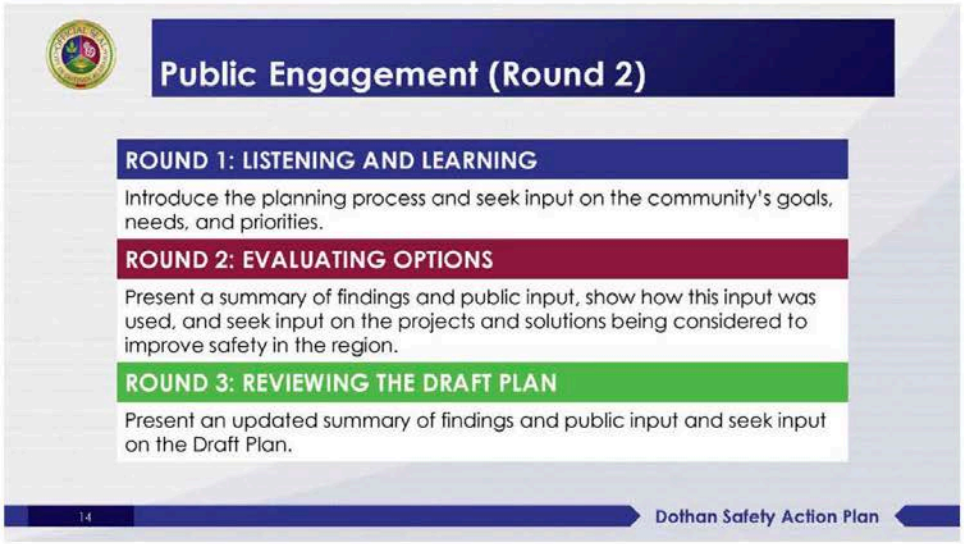
Goal 1: Educate residents about transportation safety.

Objectives

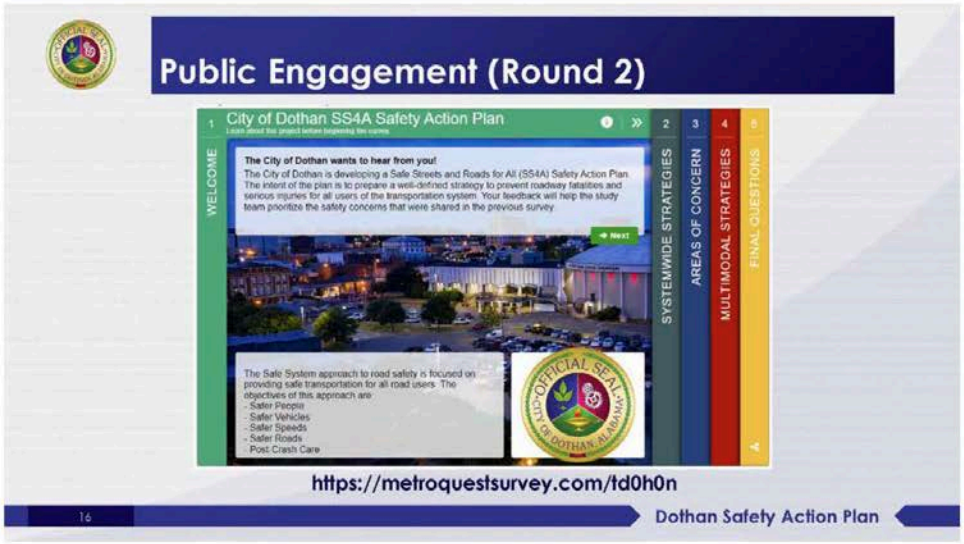
- Implement a safe driving campaign on the City's website and social media platforms.
- Develop an outreach strategy to promote bicycle and pedestrian visibility and awareness.
- Utilize local media outlets to publish crash statistics and safe driving tips.

12 Dothan Safety Action Plan

City of Dothan, AL
Round 2 Outreach Summary



City of Dothan, AL
Round 2 Outreach Summary

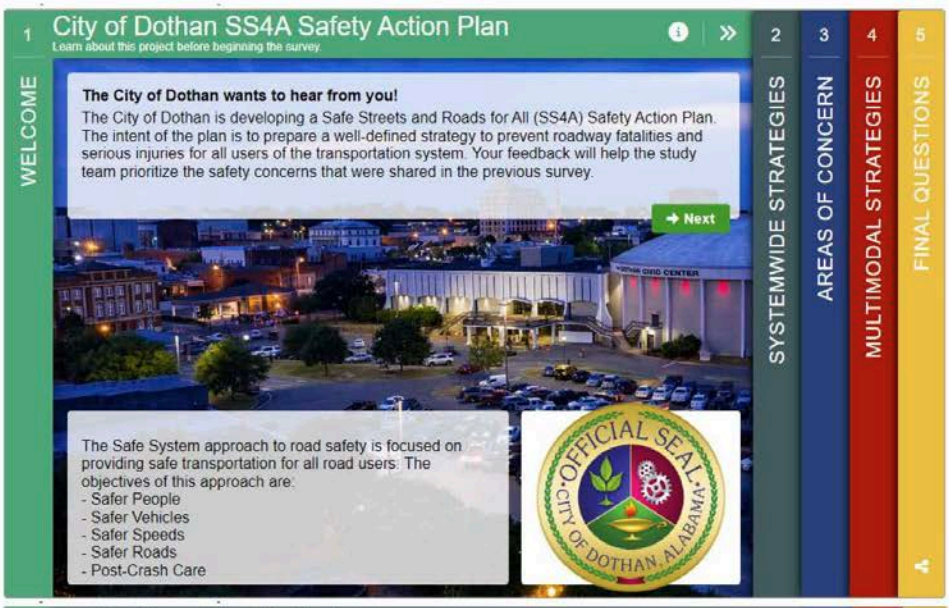


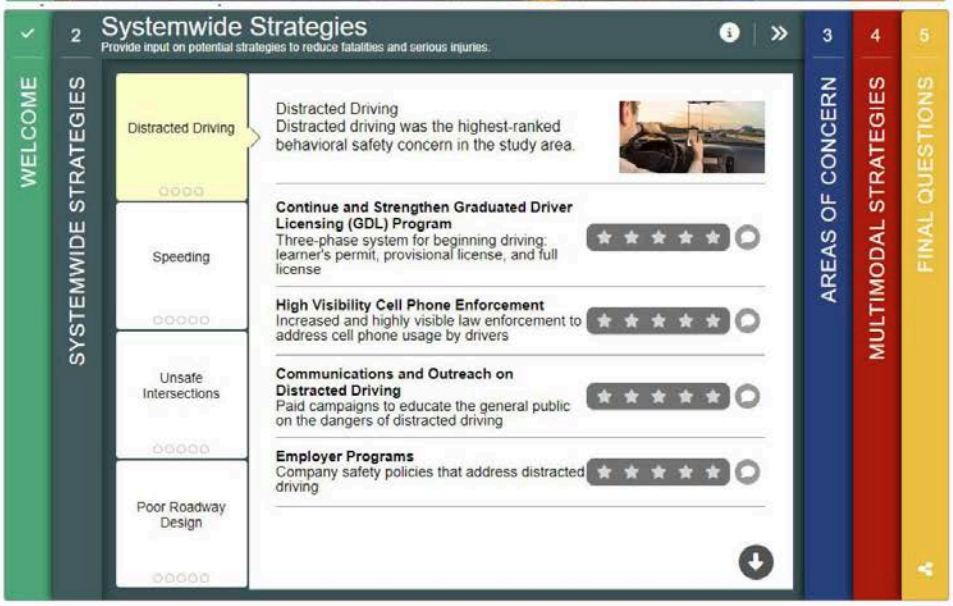
City of Dothan, AL
Round 2 Outreach Summary

City of Dothan, AL
Round 2 Outreach Summary

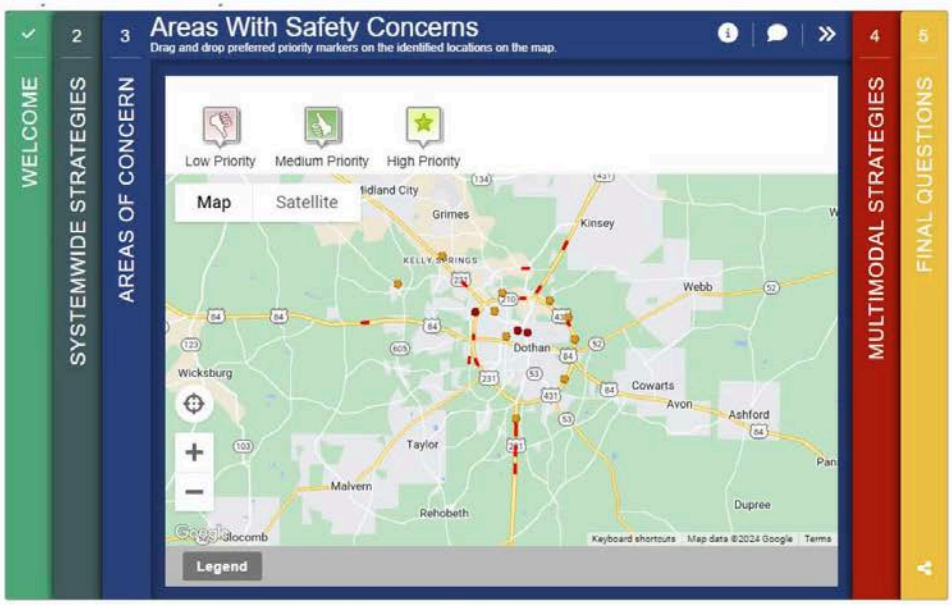
Appendix G: Online Survey

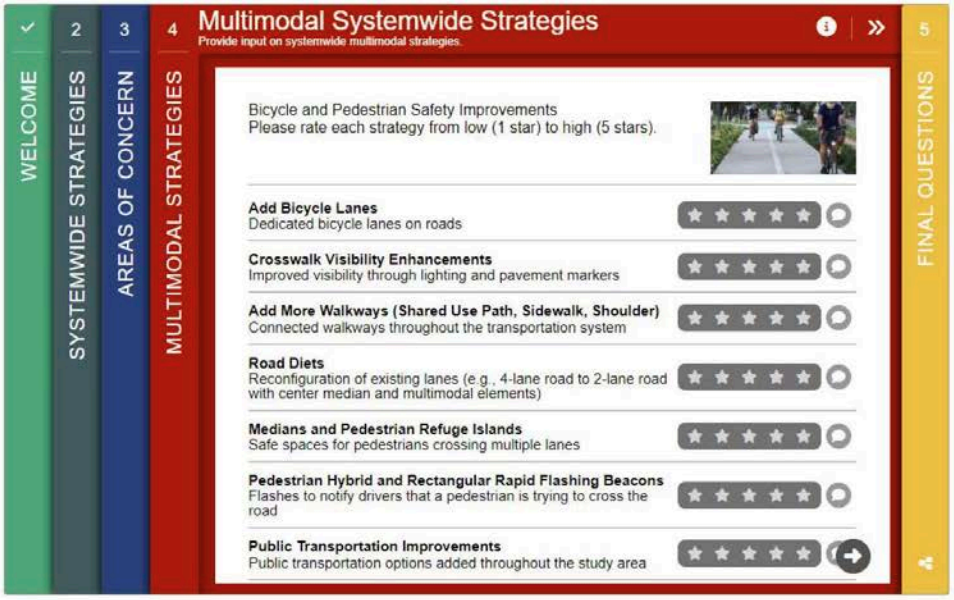
City of Dothan, AL
Round 2 Outreach Summary



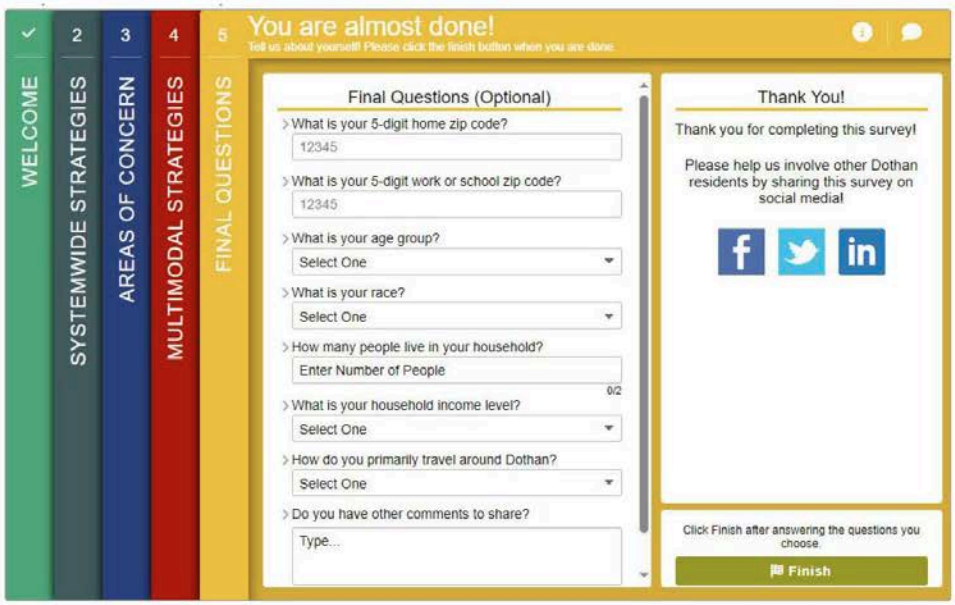


City of Dothan, AL
Round 2 Outreach Summary





City of Dothan, AL
Round 2 Outreach Summary



City of Dothan, AL
Round 2 Outreach Summary

Appendix H: Paper Survey

City of Dothan, AL
Round 2 Outreach Summary

The City of Dothan Needs to Hear from You!

The City of Dothan is developing a Safe Streets and Roads for All (SS4A) Safety Action Plan. The intent of the plan is to develop a well-defined strategy to prevent roadway fatalities and serious injuries for all users of the transportation system. Your feedback will help the study team prioritize the safety concerns that were shared in the previous survey.

The study team has developed potential strategies to address systemwide trends discovered during initial analysis and public engagement. The questions below ask you to provide your input on these potential strategies by ranking their importance from Low (1) to High (5).

1. **Distracted driving was the highest ranked behavioral safety issue in the study area. How important are the following strategies to reduce distracted driving?**

Strategy	1 Low	2	3	4	5 High
Continue and Strengthen Graduated Driver Licensing (GDL) Program	☐	☐	☐	☐	☐
Three-phase system for beginning driving: learner's permit, provisional license, and full license					
High Visibility Cell Phone Enforcement	☐	☐	☐	☐	☐
Increased and highly visible law enforcement to address cell phone usage by drivers					
Communications and Outreach on Distracted Driving	☐	☐	☐	☐	☐
Paid campaigns intended to educate the general public on the dangers of distracted driving					
Employer Programs	☐	☐	☐	☐	☐
Company safety policies that address distracted driving					

2. **Speeding was the second highest ranked behavioral safety concern in the study area. How important are the following strategies to reduce speeding?**

Strategy	1 Low	2	3	4	5 High
Modify Speed Limits	☐	☐	☐	☐	☐
Reduced speed limits where speed is considered to be a cause of crashes					
Traffic Law Enforcement	☐	☐	☐	☐	☐
Targeted campaigns and increased police presence					
Dynamic Speed Display / Feedback Signs	☐	☐	☐	☐	☐
Dynamic speed signs and displays to alert drivers that they are speeding					
Higher Penalties	☐	☐	☐	☐	☐
Stronger penalties for speeding and aggressive driving					
Traffic Calming	☐	☐	☐	☐	☐
Installation of traffic calming measures to reduce opportunities for aggressive driving and speeding (speed bumps, traffic circles, narrow roads, and raised intersections)					

Flip over to continue 

The City of Dothan Needs to Hear from You!

3. Unsafe intersections were the highest ranked infrastructure safety concern in the study area. How important are the following strategies to improve intersections?

Strategy	1 Low	2	3	4	5 High
Corridor Access Management	☐	☐	☐	☐	☐
Design, application, and control of entry and exit points along a roadway					
Dedicated Left and Right Turn Lanes at Intersections	☐	☐	☐	☐	☐
Physical separation between turning traffic that is slowing or stopped and adjacent through traffic at approaches to intersections					
Roundabouts	☐	☐	☐	☐	☐
Intersection roundabouts to lower speeds and reduce conflicts					
Low-cost Countermeasures at Stop-Controlled Intersections	☐	☐	☐	☐	☐
Various applications including signage and properly placed stop lines on road					
Lighting	☐	☐	☐	☐	☐
Intersection lighting to improve visibility					

4. Poor roadway design was the second highest ranked infrastructure safety concern in the study area. How important are the following strategies to improve roadway design?

Strategy	1 Low	2	3	4	5 High
Add Lighting	☐	☐	☐	☐	☐
Lighting improvements in areas of poor visibility					
Roadway Striping and Signage	☐	☐	☐	☐	☐
Highly visible roadway striping and signage					
Roadway Maintenance	☐	☐	☐	☐	☐
Pothole and crack repair, resurfacing, drainage improvements, etc.					
Road Diet	☐	☐	☐	☐	☐
Reconfiguration of existing lanes (e.g., convert 4-lane road to 2-lane road with center median and multimodal elements)					
Add Multimodal Accommodations	☐	☐	☐	☐	☐
Sidewalks, crosswalks, bicycle lanes, multi-use paths					

Flip to next page ⟹

City of Dothan, AL
Round 2 Outreach Summary

The City of Dothan Needs to Hear from You!

The study team also developed multimodal strategies to address non-motorized (bicycle and pedestrian) crashes. Please provide your input on these potential strategies and their importance from Low (1) to High (5).

5. How important are the following strategies to improve bicyclist and pedestrian safety?

Strategy	1 Low	2	3	4	5 High
Add Bicycle Lanes	☐	☐	☐	☐	☐
Dedicated bicycle lanes on roads					
Crosswalk Visibility Enhancements	☐	☐	☐	☐	☐
Improved visibility through lighting and pavement markers					
Add More Walkways (Shared Use Path, Sidewalk, Shoulder)	☐	☐	☐	☐	☐
Connected walkways throughout the transportation system					
Road Diets	☐	☐	☐	☐	☐
Reconfiguration of existing lanes (e.g., 4-lane road to 2-lane road with center median and multimodal elements)					
Medians and Pedestrian Refuge Islands	☐	☐	☐	☐	☐
Safe spaces for pedestrians crossing multiple lanes					
Pedestrian Hybrid and Rectangular Rapid Flashing Beacons	☐	☐	☐	☐	☐
Flashes to notify drivers that a pedestrian is trying to cross the road					
Public Transportation Improvements	☐	☐	☐	☐	☐
Public transportation options added throughout the study area					

Safety analysis and public outreach show the following locations experience the greatest frequency of safety concerns. Please check any locations you feel are a high, medium, or low priority to improve safety at these sites.

Location	High	Medium	Low
Ross Clark Cir from West Main St to Kent Dr	☐	☐	☐
South Oates St from Blackman Rd to W Inez Rd	☐	☐	☐
Ross Clark Cir from State Ave to Webb Rd	☐	☐	☐
Honeysuckle Rd from Alderbrook Rd to Candlewood Dr	☐	☐	☐
Reeves St from Murray Rd to Bunche St	☐	☐	☐
AL 210 at US 231 (South Oates St)	☐	☐	☐
AL 210 at US 84 (West Main St)	☐	☐	☐
Montgomery Hwy at Westgate Parkway	☐	☐	☐
AL 210 at US 431 (Montgomery Hwy)	☐	☐	☐
AL 210 at Choctaw St	☐	☐	☐

Flip over for optional questions and instructions to submit.

The City of Dothan Needs to Hear from You!

All questions below are optional. However, they provide useful information to the study team.

6. **What is your home ZIP code?** _____

7. **What is your work or school ZIP code?** _____

8. **What is your age?** Check ONE below.

◯ Under 15	◯ 41 to 54
◯ 16 to 24	◯ 55 to 64
◯ 25 to 40	◯ 65 or older

9. **What is your race/ethnicity?** Check ALL that apply.

☐ White	☐ Native Hawaiian or Other Pacific Islander
☐ Black or African American	☐ Hispanic or Latino
☐ American Indian or Alaska Native	☐ Asian
☐ Other	

10. **How many people live in your household?** _____

11. **What is your approximate annual household income?** Check ONE below.

◯ $0 - $14,999	◯ $35,001 - $40,000
◯ $15,000 - $20,000	◯ $40,001 - $45,000
◯ $20,001 - $25,000	◯ $45,001 - $50,000
◯ $25,001 - $30,000	◯ Greater than $50,000
◯ $30,001 - $35,000	

12. **How do you primarily travel around Dothan?** Check ONE below.

◯ Private Automobile	◯ Public Transportation
◯ Shared Automobile (Carpool)	◯ Walk
◯ Bicycle	◯ Motorcycle

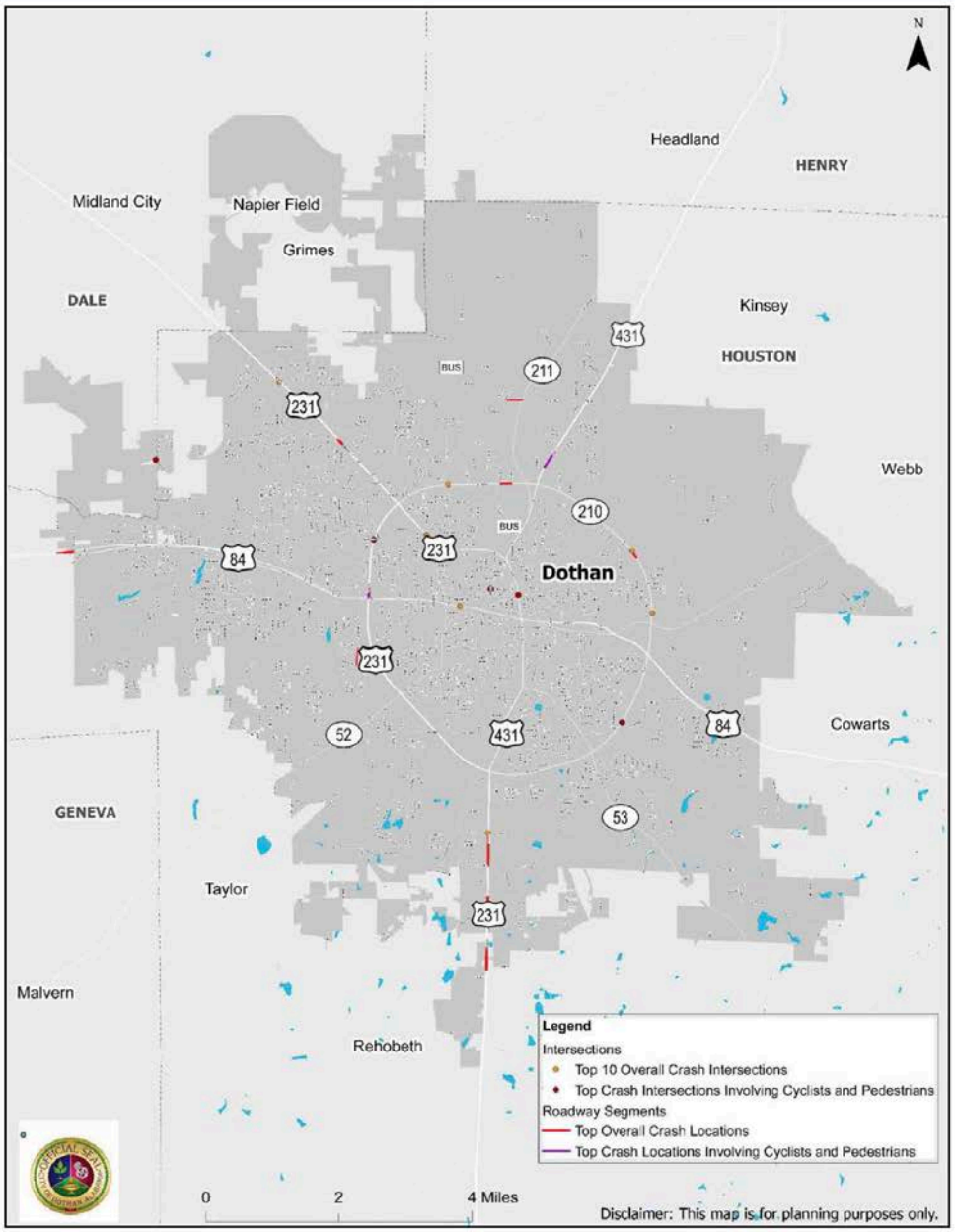
Please return completed surveys by March 17, 2024, to the front desk of the Dothan Civic Center at:

City of Dothan
c/o: Jeff Wilson, Public Works Department
126 N Saint Andrews Street
Dothan, AL 36303

Appendix I: Public Event Posters


OFFICIAL SEAL
CITY OF DOTHAN, ALABAMA
S | S
4 | A
SS4A SAFETY ACTION PLAN
Safe Streets and Roads for All
Help us plan a safer travel experience for motorists, pedestrians, bicyclists, and public transit riders.
Visit https://metroquestsurvey.com/td0h0n
or scan the QR code to take the survey.
Your input will help guide plan development!

City of Dothan, AL
Round 2 Outreach Summary



Appendix D: Outreach Summary Round 3

SAFE STREETS & ROADS FOR ALL (SS4A)

Safety Action Plan

Round 3 Outreach Summary

April 2024

NEEL-SCHAFFER
Solutions you can build upon

City of Dothan, AL
Round 3 Outreach Summary

Table of Contents

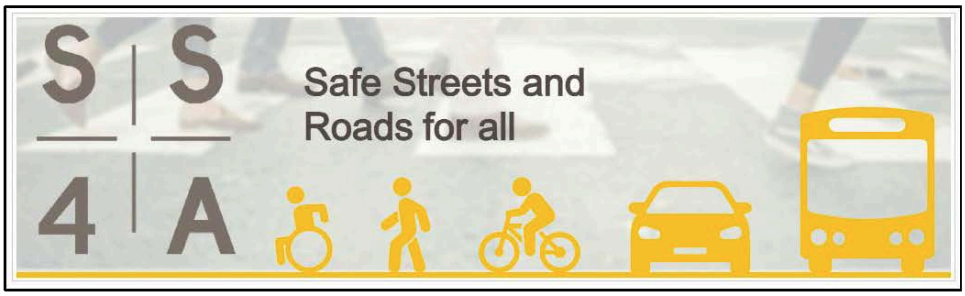
City of Dothan, AL
Round 3 Outreach Summary

1.0 Introduction

The third round of outreach for the Dothan Safety Action Plan is also known as Reviewing the Draft Plan. During this phase, the planning team presented the draft Safety Action Plan for public review and feedback.

The draft Safety Action Plan was posted on the project landing page within the City's website. The public was invited to provide comments through an online comment form. A hard copy of the plan was available for review at the front desk of the Civic Center along with a paper version of the comment form. Emails were sent to the Steering Committee and Stakeholders to notify them that the plan was available for review. The public comment period was open from April 5-12, 2024.

This report describes all outreach activities for Round 3 and summarizes comments received from the public.



2.0 Communications

2.1 Webpage

The City of Dothan continued to update the following project landing page within the City's website: https://www.dothan.org/818/Safe-Streets-for-All-SS4A. The webpage was used to post the draft plan and to request public feedback on it. A screenshot of the webpage content shared during this round can be viewed in **Appendix A**.

2.2 Press Release

The City of Dothan published a press release on April 3, 2024, to notify the public that the draft plan was available for review and to invite them to provide feedback on it. A copy of the press release is included in **Appendix B**.

2.3 Social Media

The City of Dothan posted several announcements on their Facebook page throughout the third round of outreach to notify the public of the review period for the draft Safety Action Plan. Copies of social media posts released during the third round of outreach are included in **Appendix C**.

2.4 Newsletter

The City published an article about the Safety Action Plan in their weekly newsletter dated April 1 – April 5, 2024. The article invited the public to review and comment on the draft plan. A copy of the article is included in **Appendix D**.

3.0 Public Feedback

Comments were received from both the City and the public during the public comment period for the draft Safety Action Plan. A summary of comments is included in **Appendix E**. Comment responses are located in **Appendix F**.

City of Dothan, AL
Round 3 Outreach Summary

Appendix A: Webpage Content

City of Dothan, AL
Round 3 Outreach Summary

Project Type	Safety Improvement Planning Document
Project Value	$294,170
Project Schedule	The project kicked off in October of 2023 and is anticipated to take about 9 months to complete.
Estimated Completion Date	June 25, 2024

Contact
Jeff Wilson
334-615-4420
Email Us!

The U.S. Department of Transportation adopted the Safe System Approach as the guiding paradigm to address roadway safety. Below are some links to learn more from USDOT:

- USDOT Grant Program
- Safe System Approach

Select Language

City of Dothan, AL
Round 3 Outreach Summary

PROJECT INTRODUCTION | **PROJECT GOALS** | **PROJECT UPDATES**

The City of Dothan's Safe Streets and Roads for All (SS4A) Safety Action Plan is the first step in identifying challenges and solutions to help improve safety on our roadways. The Safety Action Plan's purpose is to improve roadway safety by planning and implementing projects designed to significantly reduce or eliminate roadway fatalities and serious injuries among all users, including motorists, pedestrians, bicyclists, and public transit users. The Safety Action Plan is funded with a grant from the United States Department of Transportation and the Federal Highway Administration. The grant requires an 80/20 match with Federal funds in the amount of $235,336 and City funds in the amount of $58,834.

- Identify concerns and solutions to improve roadway safety for everyone
- Connect missing links between existing bicycle and pedestrian infrastructure
- Identify safety improvements for high crash locations
- Make safety resources and opportunities available to all through inclusive processes that accurately represent Dothan's demographics
- Prepare the City of Dothan to apply for discretionary grant funds for project implementation through the SS4A initiative
- Ultimately, reduce the number of severe crashes by 50% over the next 5 years

April 2024

The draft document of the Safety Action Plan will be available for public review and comment from April 5th through the 12th. The draft document will be linked to this webpage and a hard copy will be available at the public entrance to the Civic Center.

March 2024

City of Dothan, AL
Round 3 Outreach Summary

Round 2 of the survey has been released! It will be active from March 2nd through the 17th. The survey is requesting public feedback for improvement projects around the city and the the public's priority ratings for improvements at hotspot crash locations. After the survey period the City will work with consultant, Neel-Schaffer, to select projects to be placed in an application for an Implementation Grant from the USDOT.

January 2024

The City reached out to the public to acquire survey information at the "Fall on Foster" and "Peanut Festival" events. The in-person surveys garnered 167 responses and the online survey gathered 440 responses for a grand total of 607 responses! The City's consultant, Neel-Schaffer, has completed the core crash analysis as well as an equity analysis. They will perform a sub-area analysis on the crash data and compare it to the equity data. The consultant will be providing the City with a Phase 1 Outreach summary.

September 2023

In September 2023, the City of Dothan contracted with Neel-Schaffer, a Civil Engineering consulting firm, to prepare the Safety Action Plan. The firm is completing initial tasks, collecting crash data, reviewing current and proposed infrastructure projects, and developing a Community Engagement Plan. The firm will be teaming with City staff to collect survey data from the public via upcoming events and the City's website.

Tab Name

Safety Action Plan Story Map

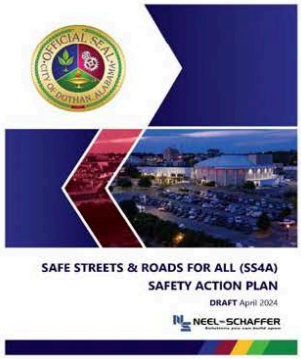
The City's consultant, Neel-Schaffer, has put together a Story Map of the project! The Story Map will evolve as the project develops so, check back often.

- Story Map

Public Feedback Needed!

City of Dothan, AL
Round 3 Outreach Summary

The draft version of the Safety Action Plan is ready for public review and comment. It will be available on the website from April 5th through the 12th. Additionally, a hard copy will be available at the public entrance of the Civic Center. We look forward to hearing from you!



Click the Links Below to Download the Draft and Make Comments

City of Dothan Draft Safety Action Plan

Public Comment Form

Safe System Approach

The Safe System approach aims to eliminate fatal & serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. This is a shift from a conventional safety approach because it focuses on both human mistakes and human vulnerability and designs a system with many redundancies in place to protect everyone.

Principles of a Safe System Approach:

- Death and Serious Injuries are Unacceptable
- Humans Make Mistakes

- Humans are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Critical

Learn More

- Action Plan Components
- FHWA Safe System Brochure

Government Websites by CivicPlus®

Appendix B: Press Release

Safe Streets and Roads for All Safety Action Plan – City of Dothan
NEWS RELEASE – 4/3/24

NEWS RELEASE

FOR IMMEDIATE RELEASE
April 3, 2024

Contact:

Jeff Wilson
City of Dothan, Public Works Department
334-615-4420
publicworks@dothan.org

PUBLIC FEEDBACK REQUESTED ON CITY'S DRAFT TRANSPORTATION SAFETY ACTION PLAN

DOTHAN, ALABAMA – The City of Dothan has completed work on the Safety Action Plan and requests public feedback on the draft plan. Analysis of recent crash data and public input were used to develop a list of projects and strategies to reduce and ultimately eliminate transportation fatalities and serious injuries in the City.

The public is invited to review the draft plan on the City's website and provide feedback through the online comment form. The draft plan is available from April 5th through April 12th at: safestreetsforall.dothan.org. In addition, a hard copy is available for review at the public entrance of the Civic Center.

This Safe Streets for All (SS4A) Safety Action Plan is funded with a grant from the U.S. Department of Transportation and the Federal Highway Administration. The adoption of the plan will allow the City to apply for implementation of capital construction grant funds through the federal discretionary grant program.

City of Dothan, AL
Round 3 Outreach Summary

Appendix C: Social Media Posts

City of Dothan, AL
Round 3 Outreach Summary

City of Dothan, AL
Round 3 Outreach Summary

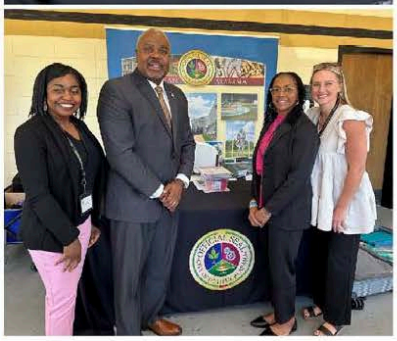
City of Dothan, AL
Round 3 Outreach Summary

Appendix D: Newsletter

City of Dothan, AL
Round 3 Outreach Summary

CITY OF DOTHAN REPRESENTED AT RECENT JOB FAIRS

The City of Dothan Personnel Department recently participated in job fairs at Tuskegee University in Tuskegee, AL and Alabama State University in Montgomery, AL.



PUBLIC FEEDBACK REQUESTED ON CITY'S DRAFT TRANSPORTATION SAFETY ACTION PLAN

The City of Dothan has completed work on the Safety Action Plan and requests public feedback on the draft plan. Analysis of recent crash data and public input were used to develop a list of projects and strategies to reduce and ultimately eliminate transportation fatalities and serious injuries in the city.

The public is invited to review the draft plan on the City's website and provide feedback through the online comment form. The draft plan is available from April 5th through April 12th at: www.dothan.org/818/Safe-Streets-for-All-SS4A. In addition, a hard copy is available for review at the public entrance of the Dothan Civic Center.

This Safe Streets for All (SS4A) Safety Action Plan is funded with a grant from the U.S. Department of Transportation and the Federal Highway Administration. The adoption of the plan will allow the City of Dothan to apply for implementation of capital construction grant funds through the federal discretionary grant program.

City of Dothan, AL
Round 3 Outreach Summary

Appendix E: Comments on Draft Plan

City of Dothan, AL
Round 3 Outreach Summary

City Comments

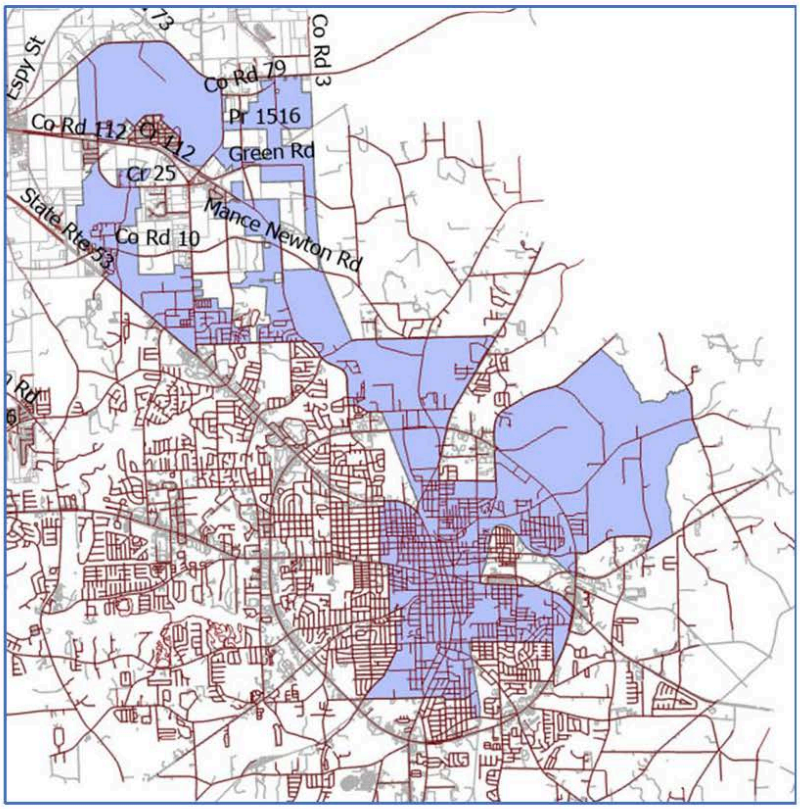
Date: April 5, 2024

From: City of Dothan Planning Department

Comments on the safety action plan. Page numbers refer to the numbers at the bottom of the draft document.

1. Page 2. If you're going to use estimates, why not use the July 1st 2022 Census Bureau estimate which is 71,235? The 2020 census count was higher than what you are reporting in section 1.2 – 71,072.
2. Page 5. You might take note that fixed route public transportation is not available in Dothan.
3. Page 11. Please see Subdivision Regulation 90-139 B.3.
4. Page 12. I believe there's another access management provision in chapter 98 that addresses sight distance at intersections. Traffic impact study criteria is repeated in the subdivision regulations.
5. Page 12. The subdivision regulation section regarding sidewalks also includes a cross slope requirement which I believe comports with ADA.
6. Page 16. I noticed on table 3.1 that the crash type "sideswipe: opposite direction" indicates no crashes of this type in the five years but total shows 2 occurred.
7. Page 17. Table 3.2. What is the difference between the lighting condition "E dark" as opposed to "dark". Should they be defined?
8. Page 20. Table 3.3. I note that CARE uses the 2020 census population figure.
9. Page 22. I think these summary of findings that are displayed should be in a "pop out box" like what you did on page 18.
10. Page 39. Section 4.3 concerns me a bit. I wonder if it might be possible to identify without digging too deeply into the analysis. My concern is with the equity focus groups section which I discuss in more detail in item 13.
11. Page 40. The area indicated as a COC which is referred to as downtown Dothan is really West of downtown. This area is known as the Baptist Bottom and contains a significant proportion of low income and minority population. I recognize that you are working with census tract geography, but I think it should be described as the Baptist Bottom and not downtown Dothan.
12. Page 42. In the "Addressing challenges for COC's" section, it might be worth noting that there is no public transportation infrastructure except for demand response service provided by Wiregrass Transit. But, I don't think this document is the place for recommending a fixed route transit system be implemented in Dothan. You're write up does recommend improving public transportation infrastructure and maybe that's enough.

13. Page 42 and 43 plus graphics. Equity focus groups. I think we need to be careful here. I understand that the data is on the census tract level (I assume that block level data is not available). But, I think using census tracts can be misleading when you're talking about equity analysis. The data needs to be finer grained in order it target specific improvements to address specific needs. There is no way to address equity issues at this scale. Perhaps, this entire section should be omitted because, as you point out, it is not a required part of the SS4A process. I think the verbiage in this section is OK, but the illustrations concern me as they paint a pretty broad picture and I think the thresholds are low. For instance, the threshold's set for low income is quite a bit lower than the threshold used by HUD and their definition of low to moderate income populations (and probably the other data sets as well). If HUD used this threshold, our CDBG entitlement would be much higher! The map below is 2021 HUD LMI data and remains accurate.



14. Figure 4.7. What does the blue outline indicate?

15. Page 53. Environmental justice impact assessment?
16. Page 54. Typo. McDonald it's spelled with the capital D in McDonald. Jeff, I think, works for the City of Dothan Public Works Department.
17. Page 57. Typo. The word outreach is misspelled.
18. I'm good with the rest of the document.

Date: April 8, 2024

From: City of Dothan Public Works Department

I spoke with our Deputy Fire Chief, Chris Etheredge, today regarding emergency response times. He said that "emergency response departments and agencies throughout the City of Dothan establish response time requirements/goals based upon applicable National Standards. These response times are documented and tracked for historical data as well as identifying areas of improvement for each agency." Police, Fire and EMS do coordinate with each other.

City of Dothan, AL
Round 3 Outreach Summary

Public Comments

Date: April 6, 2024

I'll be honest that I didn't read the entire plan. I applaud your goals. I live in Abbeville and we come to Dothan for shopping and doctors appointments. The problems seem pretty straightforward to me. Your access points to shopping centers especially when trying to cross the road to access the shopping centers makes no sense. Access points should be limited to places with lights. Don't require u turns to enter. Don't have multiple access points in short distances onto 3 & 4 lane roads like 231. PLEASE STOP CLOSING ENTRANCES TO BUSINESSES when construction is ongoing. Planning projects properly allows drivers easy access without having to wonder how to get in or out of a business. What %of your traffic is out of towners like me or beach bound traffic not familiar with your traffic patterns? Good luck & having a good Planner is key to success. Perhaps consulting with other cities who have successfully addressed road planning would help also. PS I love Dothan!

Date: April 12, 2024

I'm the daughter of a former Wiregrass Transit driver, mom & homeowner living 10 years in a Transportation Disadvantaged Community, Area of Persistent Poverty, Community of Concern, and high percent of households with no vehicle, minorities, low income, and people with disabilities.

We have disproportionate rates of all crash types, partly because of "limited access to newer, safer vehicles." We have a heavier police presence, which can result in disproportionate fines for residents who already "have limited access to quality education, affordable housing and job opportunities, perpetuating the cycle of poverty," as noted in the draft. I don't support increased law enforcement presence.

Cottonwood Rd, Coe Dairy Rd, 3rd Ave, Selma St, Carroll St and St. Andrew's St are busy roads in the area used by many pedestrians, cyclists and people in motorized wheelchairs. I strongly support improved and expanded public transportation above all, as well as sidewalks and bike lanes.

City of Dothan, AL
Round 3 Outreach Summary

Appendix F: Comment Responses

City of Dothan, AL
Round 3 Outreach Summary

City Comments

Date: April 5, 2024

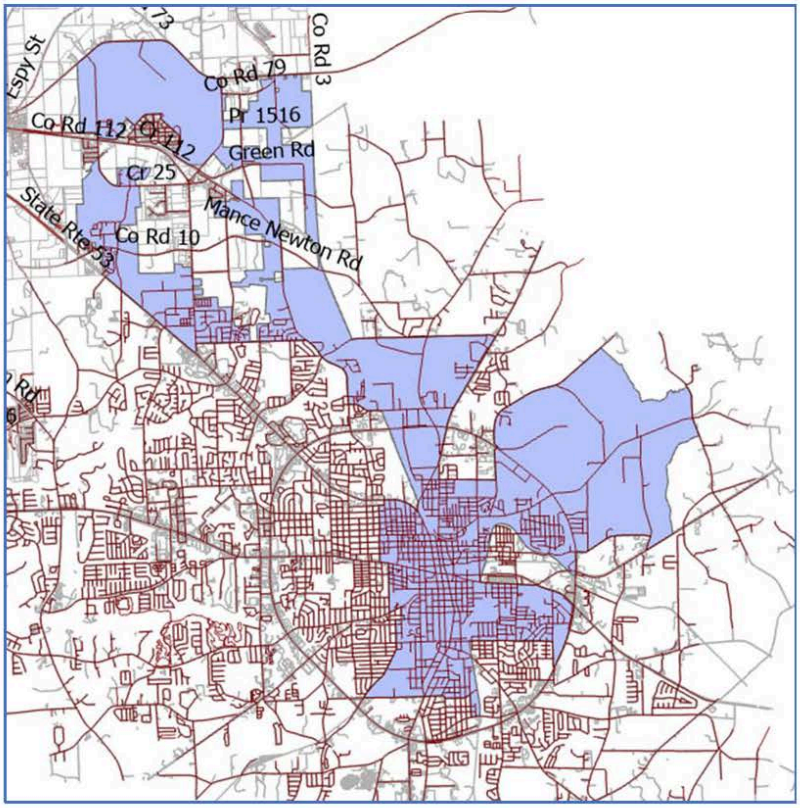
From: City of Dothan Planning Department

Comments on the safety action plan. Page numbers refer to the numbers at the bottom of the draft document.

1. Page 2. If you're going to use estimates, why not use the July 1st 2022 Census Bureau estimate which is 71,235? The 2020 census count was higher than what you are reporting in section 1.2 – 71,072.
   Response: The 2021 ACS data was used to maintain consistency with the Areas of Persistent Poverty (APP) data which was defined and identified by the FHWA using the 2021 ACS 5-year estimates.
2. Page 5. You might take note that fixed route public transportation is not available in Dothan.
   Response: This information has been added.
3. Page 11. Please see Subdivision Regulation 90-139 B.3.
   Response: A paragraph was added to reference access management requirements in the Subdivision Regulations.
4. Page 12. I believe there's another access management provision in chapter 98 that addresses sight distance at intersections. Traffic impact study criteria is repeated in the subdivision regulations.
   Response: Text was added to reference intersection sight distance in Chapter 98 of the Code of Ordinances as well as traffic impact study criteria in the Subdivision Regulations.
5. Page 12. The subdivision regulation section regarding sidewalks also includes a cross slope requirement which I believe comports with ADA.
   Response: Text was added to include cross slope and state that similar sidewalk requirements are included in the Subdivision Regulations.
6. Page 16. I noticed on table 3.1 that the crash type "sideswipe: opposite direction" indicates no crashes of this type in the five years but total shows 2 occurred.
   Response: This table has been updated.
7. Page 17. Table 3.2. What is the difference between the lighting condition "E dark" as opposed to "dark". Should they be defined?
   Response: The lighting conditions matched the descriptions used in the CARE data. The "E" indicated a field that was only included on electronic crash forms and not on the legacy paper forms. Since the data used in this plan has no paper forms, the "E" has been removed from this table to avoid confusion.
8. Page 20. Table 3.3. I note that CARE uses the 2020 census population figure.

Response: The population data is not needed in this table. It has been removed since it does not match population data displayed in other sections of the plan.

9. Page 22. I think these summary of findings that are displayed should be in a "pop out box" like what you did on page 18.
   Response: The findings were moved into a "pop out box" as recommended.
10. Page 39. Section 4.3 concerns me a bit. I wonder if it might be possible to identify without digging too deeply into the analysis. My concern is with the equity focus groups section which I discuss in more detail in item 13.
    Response: The primary focus of Section 4.3 is the Communities of Concern (CoCs). The Equity Focus Groups subsection serves as supporting documentation. Since this subsection is not required, it has been removed.
11. Page 40. The area indicated as a COC which is referred to as downtown Dothan is really West of downtown. This area is known as the Baptist Bottom and contains a significant proportion of low income and minority population. I recognize that you are working with census tract geography, but I think it should be described as the Baptist Bottom and not downtown Dothan.
    Response: This area has been renamed as suggested.
12. Page 42. In the "Addressing challenges for COC's" section, it might be worth noting that there is no public transportation infrastructure except for demand response service provided by Wiregrass Transit. But, I don't think this document is the place for recommending a fixed route transit system be implemented in Dothan. You're write up does recommend improving public transportation infrastructure and maybe that's enough.
    Response: This information has been added as suggested.
13. Page 42 and 43 plus graphics. Equity focus groups. I think we need to be careful here. I understand that the data is on the census tract level (I assume that block level data is not available). But, I think using census tracts can be misleading when you're talking about equity analysis. The data needs to be finer grained in order it target specific improvements to address specific needs. There is no way to address equity issues at this scale. Perhaps, this entire section should be omitted because, as you point out, it is not a required part of the SS4A process. I think the verbiage in this section is OK, but the illustrations concern me as they paint a pretty broad picture and I think the thresholds are low. For instance, the threshold's set for low income is quite a bit lower than the threshold used by HUD and their definition of low to moderate income populations (and probably the other data sets as well). If HUD used this threshold, our CDBG entitlement would be much higher! The map below is 2021 HUD LMI data and remains accurate.



Response: As stated previously, the subsection for Equity Focus Groups was originally included as supporting documentation. It has been removed. Census Tracts were used since they are the smallest Census level of Environmental Justice (EJ) data that is available for a planning study. Additionally, the use of Tracts is consistent with the federally required TDCs, APPs, and the Justice40 Initiative. Since this document is a planning study, an in-depth EJ analysis is beyond the scope of this plan. However, the study recommends that the City conduct an in-depth analysis of all communities of concern within the City limits to determine their specific needs so that tailored strategies can be developed. This analysis will also assist with other planning efforts and aid in the mitigation of Environmental Justice concerns. Regarding equity concern thresholds, it should be noted that the values used in this study reflect county-level population trends instead of national thresholds. Using county-level

values allows the data to display if populations are disproportionately impacted based on the local population makeup.

14. Figure 4.7. What does the blue outline indicate?
    Response: The blue line indicated a selection set and should be removed. However, this map is no longer in the plan (see response to Comment 10).
15. Page 53. Environmental justice impact assessment?
    Response: This section was reworded to better explain the proposed strategy.
16. Page 54. Typo. McDonald it's spelled with the capital D in McDonald. Jeff, I think, works for the City of Dothan Public Works Department.
    Response: The typo and Jeff's department have been corrected.
17. Page 57. Typo. The word outreach is misspelled.
    Response: This typo has been corrected.
18. I'm good with the rest of the document.

Date: April 8, 2024

From: City of Dothan Public Works Department

I spoke with our Deputy Fire Chief, Chris Etheredge, today regarding emergency response times. He said that "emergency response departments and agencies throughout the City of Dothan establish response time requirements/goals based upon applicable National Standards. These response times are documented and tracked for historical data as well as identifying areas of improvement for each agency." Police, Fire and EMS do coordinate with each other.

Response: The plan has been updated to include this information.

City of Dothan, AL
Round 3 Outreach Summary

Public Comments

Date: April 6, 2024

I'll be honest that I didn't read the entire plan. I applaud your goals. I live in Abbeville and we come to Dothan for shopping and doctors appointments. The problems seem pretty straightforward to me. Your access points to shopping centers especially when trying to cross the road to access the shopping centers makes no sense. Access points should be limited to places with lights. Don't require u turns to enter. Don't have multiple access points in short distances onto 3 & 4 lane roads like 231. PLEASE STOP CLOSING ENTRANCES TO BUSINESSES when construction is ongoing. Planning projects properly allows drivers easy access without having to wonder how to get in or out of a business. What %of your traffic is out of towners like me or beach bound traffic not familiar with your traffic patterns? Good luck & having a good Planner is key to success. Perhaps consulting with other cities who have successfully addressed road planning would help also. PS I love Dothan!

Response: Access management strategies have been included in this plan to improve safety.

Date: April 12, 2024

I'm the daughter of a former Wiregrass Transit driver, mom & homeowner living 10 years in a Transportation Disadvantaged Community, Area of Persistent Poverty, Community of Concern, and high percent of households with no vehicle, minorities, low income, and people with disabilities.

We have disproportionate rates of all crash types, partly because of "limited access to newer, safer vehicles." We have a heavier police presence, which can result in disproportionate fines for residents who already "have limited access to quality education, affordable housing and job opportunities, perpetuating the cycle of poverty," as noted in the draft. I don't support increased law enforcement presence.

Cottonwood Rd, Coe Dairy Rd, 3rd Ave, Selma St, Carroll St and St. Andrew's St are busy roads in the area used by many pedestrians, cyclists and people in motorized wheelchairs. I strongly support improved and expanded public transportation above all, as well as sidewalks and bike lanes.

Response: The Safety Action Plan includes recommendations to expand public transportation as well as projects to add bicycle and pedestrian infrastructure throughout the City. Increased law enforcement was included as a strategy in the plan based on public feedback.

Appendix E: Project Prioritization Scores

ID	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Timeframe	Local Priority	Total Prioritization Score	Crash Severity Score	Multimodal Score	Focus Areas Score	Equity Score	Infrastructure Score	Existing Plans Score	Public Concerns Score
S-BP-01	US 231 Bus.	US 231 (Ross Clark Cir)	Hodgesville Rd	Pavement restriping; add sidewalks to both sides	0.4	$364,700	Medium-term	High	65	15	20	5	15	10	0	0
S-BP-09	US 231 SB (S Oates St)	W Saunders Rd	0.2 miles north of W Saunders Rd	Increase enforcement; add lighting	0.3	$100,000	Long-term	High	60	15	20	0	15	10	0	0
S-O-05	US 231 SB (S Oates St)	W Saunders Rd	0.2 miles north of W Saunders Rd	Increase enforcement; add lighting	0.3	$100,000	Long-term	High	55	15	20	0	15	5	0	0
S-O-26	US 84 (W Main St/E Main St)	US 231 (Ross Clark Cir)	US 431 (Ross Clark Cir)	Safety Study	5.8	TBD	Short-term	High	55	10	10	10	15	5	0	5
I-O-13	US 231 (S Oates St)	@ E Saunders Rd		Conduct signal study; improve lighting	--	$50,000	Short-term	High	45	15	0	5	15	10	0	0
I-S-01	N Oates St	@ Troy St		Restripe crosswalks; retime signal; add partial sidewalks connectors for ADA	--	$56,000	Short-term	High	45	5	0	5	15	10	5	5
I-O-08	US 231 (S Oates St)	@ W Inez Rd		Restripe intersection; signal retiming	--	$10,000	Short-term	High	40	10	0	5	15	10	0	0
I-BP-10	S Park Ave	@ Glenwood St		Safety study; add bike/ped facilities; add lighting	--	$10,000	Medium-term	High	40	5	10	0	15	10	0	0
I-O-27	US 231 Bus. (N Oates St)	@ US 84 (E Main St)		Safety Study	--	TBD	Short-term	High	40	0	0	10	15	10	0	5
S-O-25	US 231 SB (S Oates St)	W Inez Rd	Southgate Rd	Increase enforcement	0.3	TBD	Short-term	High	35	5	0	5	15	5	0	5
S-O-10	US 231 WB (Ross Clark Cir)	0.2 miles west of US 431 (Ross Clark Cir)	US 431 (Ross Clark Cir)	Pavement restriping with rumble strips; increase enforcement	0.1	$60,000	Long-term	High	30	5	0	0	15	5	5	0
I-O-05	US 431 (Ross Clark Cir)	@ Hedstrom Dr		Conduct signal study; improve lighting	--	$50,000	Medium-term	Medium-High	70	15	20	5	15	10	5	0
I-BP-03	US 431 (Ross Clark Cir)	@ Hedstrom Dr		Conduct signal study; improve lighting	--	$50,000	Medium-term	Medium-High	70	15	20	5	15	10	5	0
I-O-01	SR 210 (Ross Clark Cir)	@ Denton Rd		Restripe intersection; Signal retiming	--	$10,000	Long-term	Medium-High	60	20	0	5	15	10	0	10

ID	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Timeframe	Local Priority	Total Prioritization Score	Crash Severity Score	Multimodal Score	Focus Areas Score	Equity Score	Infrastructure Score	Existing Plans Score	Public Concerns Score
S-BP-02	US 231 SB (S Oates St)	0.2 miles south of W Saunders Rd	W Saunders Rd	Increase enforcement; add lighting	0.2	$25,000	Long-term	Medium-High	60	15	20	0	15	10	0	0
S-O-12	US 231 SB (S Oates St)	0.2 miles south of W Saunders Rd	W Saunders Rd	Increase enforcement; add lighting	0.2	$25,000	Long-term	Medium-High	55	15	20	0	15	5	0	0
I-O-10	N Oates St	@ W Powell St		Intersection improvements, retime signal (optimize), bike/ped upgrades, add lighting	--	$400,000	Short-term	Medium-High	55	10	15	5	15	10	0	0
I-BP-01	N Oates St	@ W Powell St		Intersection improvements, retime signal (optimize), bike/ped upgrades, add lighting	--	$400,000	Short-term	Medium-High	55	10	15	5	15	10	0	0
I-O-18	SR 210 (Ross Clark Cir)	@ N Cherokee Ave		Safety Study	--	TBD	Short-term	Medium-High	50	20	0	5	15	10	0	0
S-BP-07	US 84 WB (Ross Clark Cir)	N Cherokee Ave	Denton Rd	Increase enforcement	0.1	TBD	Long-term	Medium-High	40	5	10	0	15	10	0	0
I-BP-02	N Oates St	@ W Newton St		Restripe crosswalks; retime signal; add partial sidewalks connectors for ADA	--	$56,000	Short-term	Medium-High	40	5	10	0	15	10	0	0
I-O-17	SR 53 (E Cottonwood Rd)	@ S St Andrews St		Restripe crosswalks; retime signal; add partial sidewalks connectors for ADA	--	$56,000	Short-term	Medium-High	35	10	0	0	15	10	0	0
S-O-11	US 84 WB (Ross Clark Cir)	N Cherokee Ave	Denton Rd	Safety Study	0.1	TBD	Short-term	Medium-High	35	5	10	0	15	5	0	0
S-BP-08	US 231 SB (Montgomery Hwy)	Rock Bridge Rd	Retail Dr	Increase enforcement	0.2	TBD	Long-term	Medium	70	15	20	0	15	10	0	10
I-O-06	US 231 (Ross Clark Cir)	@ US 431 (Ross Clark Cir)		Restripe intersection; signal retiming	--	$10,000	Short-term	Medium	60	10	10	15	15	10	0	0
I-BP-04	US 231 (Ross Clark Cir)	@ US 431 (Ross Clark Cir)		Restripe intersection; signal retiming	--	$10,000	Short-term	Medium	60	10	10	15	15	10	0	0
I-O-04	US 431 (Ross Clark Cir)	@ Webb Rd		Restripe intersection; signal retiming	--	$10,000	Short-term	Medium	50	15	0	5	15	10	5	0

ID	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Timeframe	Local Priority	Total Prioritization Score	Crash Severity Score	Multimodal Score	Focus Areas Score	Equity Score	Infrastructure Score	Existing Plans Score	Public Concerns Score
S-BP-03	US 231 SB (Ross Clark Cir)	0.1 miles south of Bauman Dr	Bauman Dr	Increase enforcement	0.1	TBD	Long-term	Medium	50	15	20	0	5	10	0	0
S-BP-05	US 231 SB (Ross Clark Cir)	Fortner St	0.2 miles north of Fortner St	Increase enforcement	0.2	TBD	Long-term	Medium	50	15	20	0	5	10	0	0
S-O-01	US 231 SB (Ross Clark Cir)	US 84 (W Main St)	Kent Dr	Increase enforcement	0.2	TBD	Long-term	Medium	50	15	10	10	5	5	5	0
S-BP-04	US 231 SB (Ross Clark Cir)	US 84 (W Main St)	Kent Dr	Replace existing median with raised median; increase enforcement	0.2	$230,000	Long-term	Medium	50	15	10	10	5	10	0	0
I-O-24	US 231 (Ross Clark Cir)	@ US 231 Bus. (Montgomery Hwy)		Safety Study	--	TBD	Short-term	Medium	50	5	0	15	15	10	0	5
S-O-17	US 231 SB (Ross Clark Cir)	0.1 miles south of Bauman Dr	Bauman Dr	Safety Study	0.1	TBD	Short-term	Medium	45	15	20	0	5	5	0	0
I-O-07	US 231 (Montgomery Hwy)	@ Westgate Pkwy		Restripe crosswalks; retime signal; add partial sidewalks connectors for ADA	--	$56,000	Medium-term	Medium	45	10	0	10	15	10	0	0
I-O-12	US 431 (Ross Clark Cir)	@ SR 52 (Columbia Hwy)		Safety Study	--	TBD	Short-term	Medium	45	10	0	5	15	10	5	0
I-O-25	US 231 (Ross Clark Cir)	@ Hartford Hwy		Safety Study	--	TBD	Short-term	Medium	45	5	0	10	15	10	0	5
I-BP-09	Blackshear St	@ W Newton St		Safety study; add bike/ped facilities; add lighting	--	$10,000	Medium-term	Medium	40	5	10	0	15	10	0	0
S-O-06	US 231 EB (Ross Clark Cir)	S Park Ave	0.2 miles east of S Park Ave	Replace existing median with raised median	0.2	$230,000	Long-term	Medium	35	15	0	0	15	5	0	0
I-O-26	US 231 (Ross Clark Cir)	@ US 84 (W Main St)		Safety Study	--	TBD	Short-term	Medium	35	5	0	10	5	10	0	5
I-O-28	US 84	@ Westgate Pkwy		Safety Study	--	TBD	Short-term	Medium	35	0	0	15	5	10	0	5
S-O-02	US 84 WB (E Main St)	US 431 (Ross Clark Circle)	Medical Park Blvd	Access Management Study; add continuous right turn lane	0.4	$1,265,000	Long-term	Medium	30	10	0	0	15	5	0	0
I-BP-08	US 231 (Ross Clark Cir)	@ Meadowbrook Dr		Add lighting; retime signal	--	$30,000	Medium-term	Medium	30	5	10	0	5	10	0	0
S-O-13	US 231 NB (Ross Clark Cir)	Weasley Way	US 84 (W Main St)	Safety Study	0.2	TBD	Short-term	Medium	30	5	0	10	5	5	5	0
I-O-22	US 84 (W Main St)	@ Chloe Ct		Safety Study	--	TBD	Short-term	Medium	25	10	0	0	5	10	0	0

ID	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Timeframe	Local Priority	Total Prioritization Score	Crash Severity Score	Multimodal Score	Focus Areas Score	Equity Score	Infrastructure Score	Existing Plans Score	Public Concerns Score
S-O-09	US 231 WB (Montgomery Hwy)	John D Odom Rd	Napier Field Rd	Increase enforcement	0.1	TBD	Long-term	Medium	25	5	0	0	15	5	0	0
S-O-14	US 231 SB (Ross Clark Cir)	Meadowbrook Dr	0.2 miles north of Meadowbrook Dr	Safety Study	0.2	TBD	Short-term	Medium	25	5	0	0	15	5	0	0
S-O-15	US 84 EB (Ross Clark Cir)	Loftin Rd	Wise Dr	Safety Study	0.2	TBD	Short-term	Medium	25	5	0	0	15	5	0	0
S-O-24	US 84 WB (Ross Clark Cir)	Loftin Rd	Wise Dr	Safety Study	0.2	TBD	Short-term	Medium	25	5	0	0	15	5	0	0
I-O-20	US 431 (Ross Clark Cir)	@ Kinsley Rd		Safety Study	--	TBD	Short-term	Medium-Low	70	15	20	5	15	10	5	0
I-BP-06	US 431 (Ross Clark Cir)	@ Kinsley Rd		Restripe intersection; signal retiming	--	$10,000	Short-term	Medium-Low	70	15	20	5	15	10	5	0
S-BP-10	US 231 SB (Montgomery Hwy)	Northplace Dr	John D Odom Rd	Increase enforcement	0.1	TBD	Long-term	Medium-Low	60	15	20	0	15	10	0	0
S-O-23	US 431 NB (Reeves St)	Murray Rd	0.2 miles north of Murray Rd	Safety Study	0.2	TBD	Short-term	Medium-Low	55	15	20	0	15	5	0	0
I-O-02	US 84 (E Main St)	@ US 431 (Ross Clark Cir)		Retime signal	--	$5,000	Short-term	Medium-Low	50	15	0	10	15	10	0	0
I-O-03	US 231 (Montgomery Hwy)	@ John D Odom Rd		Restripe intersection; signal retiming	--	$10,000	Short-term	Medium-Low	45	15	0	5	15	10	0	0
S-O-03	SR 53 (E Cottonwood Rd)	Coe Dairy Rd	Darlington Cir	Increase enforcement; intersection improvements and bike/ped features @ Coe Dairy	0.3	$100,000	Long-term	Medium-Low	35	15	0	0	15	5	0	0
S-O-04	Honeysuckle Rd	Alderbrook Rd	Candlewood Dr	SB sidewalks; add crosswalks; increase enforcement	0.2	$100,000	Long-term	Medium-Low	30	10	0	0	5	10	5	0
I-O-11	US 84	@ N Park Ave		Safety Study	--	TBD	Short-term	Medium-Low	30	10	0	5	5	10	0	0
S-O-08	US 431 EB (Ross Clark Cir)	SR 53 (E Cottonwood Rd)	3rd Ave	Adding of streetlights; increase enforcement	0.1	TBD	Long-term	Medium-Low	30	5	0	0	15	5	5	0
S-O-16	US 84 EB (Ross Clark Cir)	Zenith Rd	Twitchell Rd	Safety Study	0.5	TBD	Short-term	Medium-Low	25	5	0	0	15	5	0	0

ID	Roadway Name	From/At	To	Improvement	Length (mi)	Cost	Timeframe	Local Priority	Total Prioritization Score	Crash Severity Score	Multimodal Score	Focus Areas Score	Equity Score	Infrastructure Score	Existing Plans Score	Public Concerns Score
S-O-19	US 431 SB (Reeves St)	W Grey Hodges Road	Harmony Ln	Safety Study	0.3	TBD	Short-term	Medium-Low	25	5	0	0	15	5	0	0
S-O-22	US 231 NB (S Oates St)	Blackman Rd	0.4 miles north of Blackman Road	Safety Study	0.4	TBD	Short-term	Medium-Low	25	5	0	0	15	5	0	0
I-O-15	US 84 (E Main St)	@ S Beverlye Rd		Safety Study	--	TBD	Short-term	Low	50	10	10	5	15	10	0	0
I-BP-05	US 84 (E Main St)	@ S Beverlye Rd		Restripe intersection; signal retiming	--	$10,000	Short-term	Low	50	10	10	5	15	10	0	0
I-O-09	US 431 (Ross Clark Cir)	@ 3rd Ave		Restripe intersection; signal retiming	--	$10,000	Short-term	Low	45	10	0	5	15	10	5	0
I-O-14	US 431 (Ross Clark Cir)	@ Prevatt Rd		Safety Study	--	TBD	Short-term	Low	45	10	0	5	15	10	5	0
I-O-21	US 431 (Ross Clark Cir)	@ Cliff Rd		Safety Study	--	TBD	Short-term	Low	45	10	0	5	15	10	5	0
I-O-19	US 84 (E Main St)	@ Plant St		Safety Study	--	TBD	Short-term	Low	40	10	0	5	15	10	0	0
I-O-23	Bethlehem Rd	@ JB Chapman Rd		Safety Study	--	TBD	Short-term	Low	40	10	10	0	5	10	0	5
S-O-21	US 431 NB (Ross Clark Cir)	St Mark St	St Luke St	Safety Study	0.1	TBD	Short-term	Low	40	5	10	0	15	5	5	0
S-BP-06	Mance Newton Rd	Barrington Rd	Napier Field Rd	Widen shoulders; add rumble strips; increase enforcement	1.0	$2,110,000	Long-term	Low	40	5	10	0	15	10	0	0
I-BP-07	Bethlehem Rd	@ JB Chapman Rd		Convert to roundabout	--	$2,900,000	Long-term	Low	35	10	10	0	5	10	0	0
S-O-20	US 431 NB (Ross Clark Cir)	Medical Park Blvd	Kelley Dr	Access management; intersection realignment	0.6	$1,500,000	Medium-term	Low	35	5	0	0	15	5	5	5
I-O-16	SR 52 (Hartford Hwy)	@ Trawick Rd		Safety Study	--	TBD	Short-term	Low	30	10	0	0	10	10	0	0
S-O-18	US 84 SB (Ross Clark Cir)	0.4 miles south of US 231 (Montgomery Hwy	US 231 (Montgomery Hwy)	Safety Study	0.4	TBD	Short-term	Low	30	5	0	0	15	5	0	5
S-O-07	US 431 WB (Ross Clark Cir)	SR 53 (E Cottonwood Rd)	Prevatt Rd	Repave with rumble strips; increase enforcement	0.1	$60,000	Long-term	Low	30	5	0	0	15	5	5	0

*Improvements shown in this table are recommended countermeasures based on planning level technical analysis. This plan recommends final selection of countermeasures and reasonable project limits during implementation phase.

- Short-Term projects can be implemented and completed within a 5-year timeframe.
- Medium-Term projects can be implemented and completed within a 5-year timeframe but may include elements that require more time to implement, monitor, or enforce.
- Long-Term projects take greater than 5 years to implement or require a long timeframe of monitoring or enforcement.

Appendix F: Self-Certification Worksheet

Safe Streets and Roads for All Self-Certification Eligibility Worksheet

All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information.

Table 1 of the SS4A NOFO describes eight components of an Action Plan, which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

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, 7,** and **9** in this worksheet; *and*
- You can answer "YES" to **at least four of the six remaining** Questions, **1, 2, 4, 5, 6**, and **8.**

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: City of Dothan **UEI:** NZ2AV5NFSEE9

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
SS4A Safety Action Plan	https://www.dothan.org/818/Safe-Streets-for-All-SS4A	04/16/2024

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 the most relevant document(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 significant declines in roadway fatalities and serious injuries by a specific date.

☑ YES
☐ NO

Note: This may include a resolution, policy, ordinance, executive order, or other official announcement from a high-ranking official and the official adoption of a plan that includes the commitment by a legislative body.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
SS4A Safety Action Plan	ii, 1

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

Note: This should include a description of the membership of the group and what role they play in the development, implementation, and monitoring of the Action Plan.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
SS4A Safety Action Plan	47

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 where there are crashes, the severity, as well as 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

Note: Availability and level of detail of safety data may vary greatly by location. The Fatality and Injury Reporting System Tool (FIRST) provides county- and city-level data. When available, local data should be used to supplement nationally available data sets.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
SS4A Safety Action Plan	14-32

4. Engagement and Collaboration

Did the Action Plan development 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

Note: This should be a description of public meetings, participation in public and private events, and proactive meetings with stakeholders.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
SS4A Safety Action Plan	47, 94-253

5. Equity Considerations

Did the Action Plan development include **ALL** of the following?

- Considerations of equity using inclusive and representative processes;
- The identification of underserved communities through data; and
- Equity analysis developed in collaboration with appropriate partners, including population characteristics and initial equity impact assessments of proposed projects and strategies.

☑ **YES**
☐ **NO**

Note: This should include data that identifies underserved communities and/or reflects the impact of crashes on underserved communities, prioritization criteria that consider equity, or a description of meaningful engagement and collaboration with appropriate stakeholders.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
SS4A Safety Action Plan	33-46

6. 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**

Note: This may include existing and/or recommended Complete Streets policy, guidelines for community engagement and collaboration, policy for prioritizing areas of greatest need, local laws (e.g., speed limit), design guidelines, and other policies and processes that prioritize safety.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
SS4A Safety Action Plan	9-14, 68-93

7. 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

Note: This should include one or more lists of community-wide multi-modal and multi-disciplinary projects that respond to safety problems and reflect community input and a description of how your community will prioritize projects in the future.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
SS4A Safety Action Plan	48-65, 254-260

8. 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

Note: This should include a progress reporting structure and list of proposed metrics.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
SS4A Safety Action Plan	66-67

9. Action Plan Date

Was at least one of your plans finalized and/or last updated between 2019 and April 30, 2024?

☑ YES
☐ NO

Note: Updates may include major revisions, updates to the data used for analysis, status updates, or the addition of supplemental planning documents, including but not limited to an Equity Plan, one or more Road Safety Audits conducted in high-crash locations, or a Vulnerable Road User Plan.

If "YES," please list your most recent document(s), date of finalization, and page number(s) that corroborate your response.

Document Title	Date of Most Recent Update	Page Number(s)
SS4A Safety Action Plan	04/16/2024	iii-iv