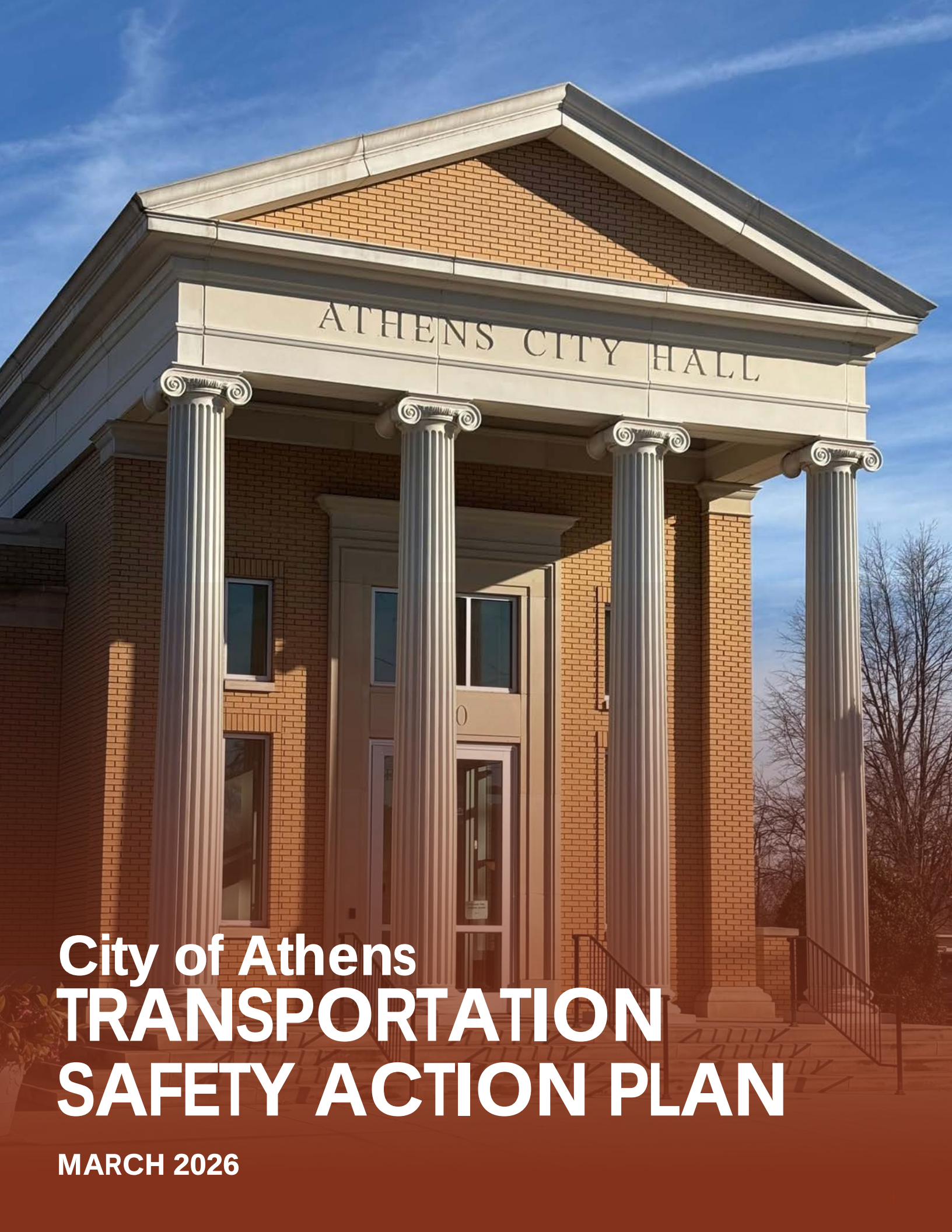

City of Athens
TRANSPORTATION SAFETY ACTION PLAN

MARCH 2026

Athens SS4A

SAFE STREETS AND ROADS FOR ALL

Admonition Statement

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

Resolution

RESOLUTION NUMBER 2026 - 2148

A RESOLUTION ADOPTING TRAFFIC SAFETY GOALS FOR REDUCING TRAFFIC FATALITIES AND SERIOUS INJURIES ON CITY OF ATHENS STREETS AND ROADS

WHEREAS, the City of Athens, Alabama (the "City") is committed to an eventual goal of zero for both roadway fatalities and serious injuries along city-maintained roadways; and

WHEREAS, the City will endeavor to support the achievement of a Vision Zero goal by prioritizing safety, policies, programs, and projects; and,

WHEREAS, the City will strive to achieve a 10 percent per year reduction in fatalities and serious injuries by Year 2040 with the performance measure as a five-year rolling average compared to a baseline average from 2019-2023.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF ATHENS, ALABAMA, that the City of Athens Safety Action Plan is formally adopted and that the City Council concurs with the recommended goals.

ADOPTED and APPROVED this, the 23rd day of March, 2026.

CHRIS SEIBERT, CITY COUNCIL PRESIDENT

WILLIAM R. MARKS, MAYOR

ATTEST:

ANNETTE BARNES, CITY CLERK

CERTIFICATION OF CITY CLERK

STATE OF ALABAMA)
LIMESTONE COUNTY)

I, Annette Barnes, City Clerk of the City of Athens, Alabama, do hereby certify that the above and foregoing is a true and correct copy of the Ordinance duly adopted by the City of Athens, Alabama on the 23rd day of March, 2026.

Witness my hand and seal of office this the 23rd day of March, 2026.

City Clerk

Abbreviations

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

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Acknowledgements

A Safe Streets and Roads for All (SS4A) Task Force was formed to help guide the development of this Safety Action Plan. Special recognition to the following members for their time and effort:

Mayor Ronnie Marks	City of Athens	**Tere Richardson**	Athens Main Street
Holly Hollman	City of Athens	**Robert Malone**	City of Athens Citizen
Michael Griffin	City of Athens	**Jennifer Williamson**	City of Athens Citizen
Paige Parker	City of Athens	**Shirley Martinez**	City of Athens Citizen
Erin Tidwell	City of Athens	**Lanier Greenhaw**	City of Athens Citizen
Capt. Brett Constable	Athens Police Department	**Tanner Cannon**	City of Athens Student
Chief James Hand	Athens Fire Department	**Taz Morell**	Morell Engineering, Inc.
Dolph Bradford	City of Athens Street Department	**Cady Stewart**	Morell Engineering, Inc.
Henry Hampton	Athens City Schools	**Tim Barnett**	Safety Consultant
Brandon Wallace	9-1-1	**Jim Byard, Jr.**	Byard Associates
Rick Johnson	Planning Commission	**Shardae' King**	Sain Associates
James Lucas	City Council	**Becky White**	Sain Associates
Bret McGill	ALH Ambulance Service	**Erin Curry**	Sain Associates

02
Introduction

Recognizing that even one life lost is too many, the City of Athens leaders are committed to making significant improvements in roadway infrastructure and fostering a stronger culture of safety within the community. In 2023, City of Athens implemented **Vision Zero**, an initiative to reduce traffic fatalities to zero by 2040.

To work towards Vision Zero, the City of Athens has developed the Athens Safe Streets and Roads for All (SS4A) Safety Action Plan (SAP) to address the objective to reduce fatal and serious injury crashes on the city's roadways. This SAP uses crash data and census data analysis to identify roadway crash trends and prioritize transportation safety improvements on the City's roadway network. As specified by the United States Department of Transportation's (USDOT) SS4A program, it contains **eight key components:**

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

To guide these efforts, the Athens City Council has adopted an ambitious goal: **to achieve a 10% per year reduction in fatalities and serious injuries by Year 2040** with performance measured as a five-year rolling average compared to a baseline 5-year average from 2019-2023. The SAP identifies transportation countermeasures, strategies, and projects to help achieve this goal.

Background

Athens serves as the county seat for Limestone County and is home to over 32,500 residents per the July 01, 2024, United States Census Bureau QuickFacts. The City of Athens has a vibrant downtown and other historic and retail areas that encourage pedestrian activities.

Athens' transportation network includes access to Interstate 65 (I-65), US Highway 31 (US-31), and US Highway 72 (US-72). The City is located at the heart of the Tennessee Valley region, roughly 24 miles west of Huntsville and 13 miles north of Decatur.

For much of its history, Athens has been a small, agricultural town housing the seat of government for Limestone County. Athens has developed into an industrial and commercial center for Limestone County and a fast-growing community within the Huntsville metropolitan area.

Athens has access to vast modes of transportation. The city lies at the junction of several major roadways. These roadways, including I-65; US-72 and US-31; and State Highways 99, 127, and 251 connect Athens to the rest of the Tennessee Valley and beyond. CSX Railroad's main rail line between Birmingham and Nashville runs through the center of town, with several railroad spurs extending to industrial properties in both industrial parks.

Athens is near two airports: Huntsville International Airport, which provides full passenger and cargo transport, is 20 miles from Athens, and Pryor Field Regional Airport, which primarily serves private flights, is 9 miles away. Access to navigable waters on the Tennessee River at the Port of Decatur is only 14 miles away. Other points of access to the river for recreation are closer.

Existing Conditions

Between 2019 and 2023, **3,457 crashes** occurred on public roadways in the City of Athens. These motor vehicle crashes resulted in **21 fatalities** and **105 individuals sustaining serious injuries**.

The public roadways of Athens are classified into four basic categories from highest level in the road hierarchy to lowest: freeways, arterials, collectors, and local streets.

Freeways

A freeway's primary function is to carry through traffic for long distances at high speeds. Access to freeways is limited to exits specially designed to separate more localized traffic from the freeway and provide ramps designed to adequately slow or accelerate the speed of vehicles that are exiting or entering the freeway respectively. Pedestrians and non-motorized vehicles are prohibited from utilizing a freeway. The lone example of a freeway in Athens is I-65.

Arterials

An arterial road's primary function is to carry people and goods into and out of the community. These roads are generally major highways that carry motorized traffic at high speeds and should have limited access to properties along them. Bicycles and pedestrians are not encouraged to travel on or close to arterials without proper separation and well-marked facilities. Examples of arterial roadways within the City of Athens include US-72 and US-31.

Collectors

Collector streets function to carry traffic from local streets to arterial roadways and vice versa. Collectors are designed to carry traffic at slower speeds and are meant to handle lower traffic volumes than arterials. Collectors have a higher level of accessibility to adjacent properties than arterials, but not to the extent local streets do. Collectors as a functional classification also begin to accommodate more pedestrian and bicycle traffic with less separation from motorized vehicles. Examples of collectors within the city of Athens include Elkton Street, Forrest Street, Hine Street, and Washington Street.

Local Streets

All other streets within the city are classified as local streets. Local streets provide access to property and right-of-way easements for utilities while accommodating bicycle and pedestrian traffic to a greater degree and with less separation than other classifications. Width, speed limit, and the availability of on-street parking may vary from street to street and across different zoning districts

03
Guiding Principles and Goals

The City of Athens has prepared a comprehensive Safety Action Plan (SAP) to create a data-driven strategy for reducing serious injuries and fatalities on all non-interstate roadways within the city limits. The plan focuses on vehicle crashes involving drivers, passengers, pedestrians, bicyclists, and/or other roadway users. Developed in collaboration with community leaders and key stakeholders, the SAP informs future safety-focused initiatives with an emphasis on prioritizing roadway and infrastructure improvements.

The SAP aligns with the **Safe System Approach (SSA)**, which is guided in the principle that the only acceptable number of fatalities on roadways is zero. The SSA recognizes that people will make mistakes and that humans have limited capacity to withstand crash impacts. Transportation systems and its policies should therefore be designed and implemented to ensure those mistakes do not result in serious injuries or fatalities.

Unlike traditional roadway safety practices, the SSA is a holistic method that encourages a sense of shared responsibility, redundancy in the system, and a proactive approach, see Figure 3.1. While the SSA is a relatively new concept in the United States, the safety strategy has been implemented in other countries since the 1990's. The SSA strives to foster a culture of safety with the expectation that all users of the roadway system, regardless of mode, will be protected from being fatally or seriously injured. Achieving this goal is a joint responsibility among everyone who plans, designs, constructs, maintains, and uses the transportation system. This includes planners and engineers, as well as elected officials who oversee policy decisions that influence road safety.

There are **six principles and five elements** of the SSA approach that should be considered when addressing transportation needs. These concepts are further explained on Page 5.

Figure 3.1 — Traditional vs. Safe System Approach

Traditional Approach	VS.	Safe System Approach
Prevent crashes		Prevent death and serious injuries
Improve human behavior		Design for human mistakes/limitations
Control speeding		Reduce system kinetic energy
Individuals are responsible		Share responsibility
React based on crash history		Proactively identify and address risks

Six Principles of the SSA

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

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

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

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

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

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

Five Elements of the SSA

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

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

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

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

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

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

Previous safety efforts and strategies have aimed to entirely eliminate crashes regardless of their severity; however, the SSA approach prioritizes reducing fatalities and serious injuries that occur when crashes do happen. This approach is important because people will make mistakes and our transportation system and policies should ensure those mistakes do not lead to serious injuries or fatalities.

The path towards achieving zero deaths and serious injuries should be focused on reducing the kinetic exchange of energy to a tolerable limit for the human body. This principle is crucial to the successful implementation of the SSA, as it relies on those responsible for designing and operating the roadway system.

Human error is inevitable. Therefore, designing and operating road infrastructure and vehicle technology with human error in mind is essential to eliminate or significantly reduce the risk of death or serious injury. Reducing traffic-related deaths and serious injuries requires strengthening all five elements of the SSA as shown in Figure 3.2 below.

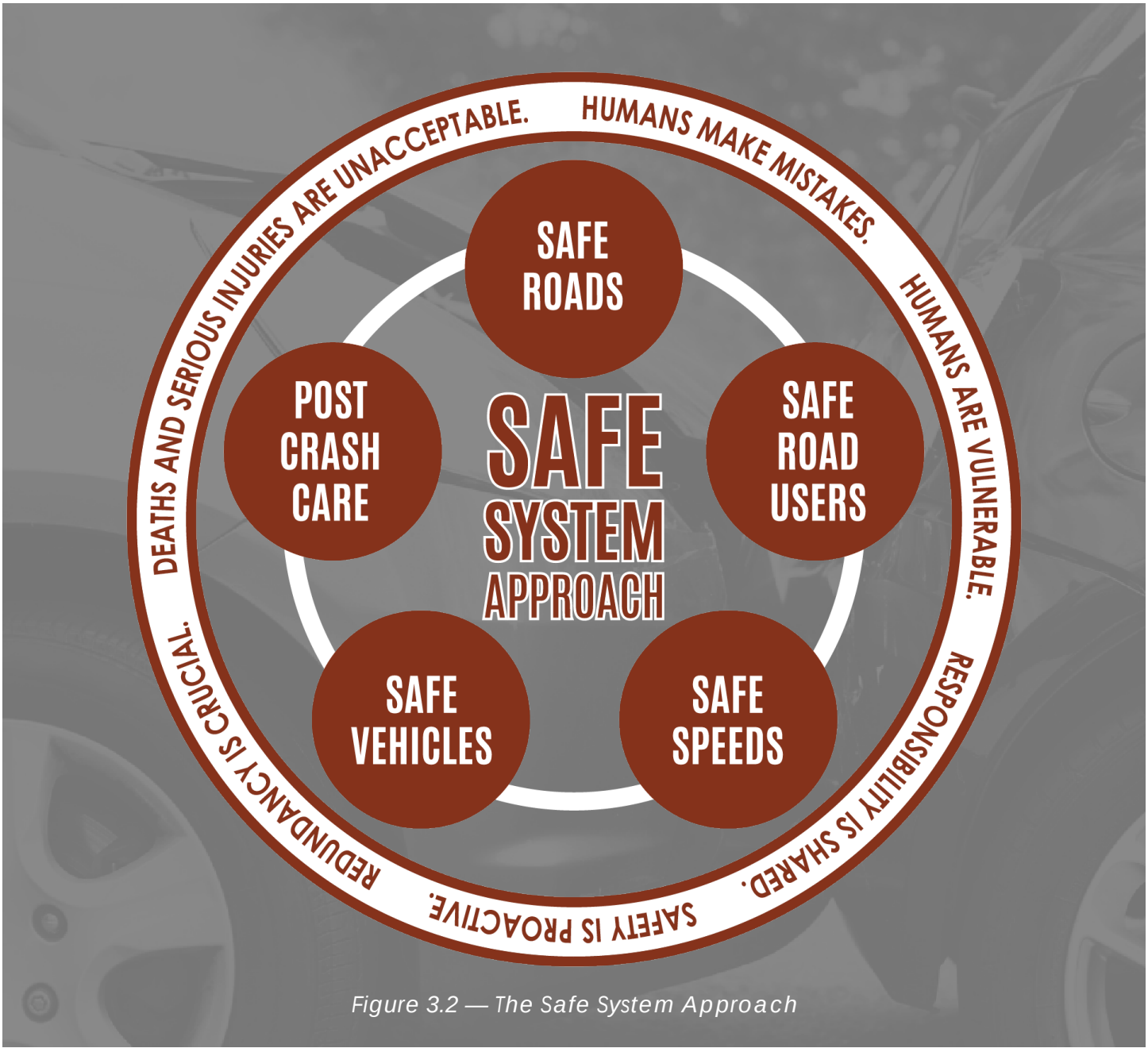


Figure 3.2 — The Safe System Approach

In accordance with the United States Department of Transportation's (USDOT) Safe Streets and Roads for All (SS4A) program, this comprehensive SAP was developed to accomplish **five significant goals** for the City of Athens. Together, the goals reflect the guiding principles of the SSA and will help to reduce the occurrence of fatal and serious injury crashes in Athens.

Goals for the Safety Action Plan

1. **Adopt a Safe System Approach for Athens' transportation system.**
2. **Engage all community members to improve Athens' transportation safety culture.**
3. **Adopt and operationalize safety-supportive strategies across all City departments.**
4. **Use safety data to inform and drive decision making.**
5. **Plan, construct, and maintain infrastructure that reduces the risk of transportation-related fatalities and serious injuries for all road users.**

Plan Application

This plan documents strategies and actions to aid the City of Athens in reducing fatal and serious injury crashes on its roadways. It is intended to be used as a guide for implementing safety-enhancing projects, policies, and actions. It is a resource for decision-making and grant funding pursuits. The plan should be considered adaptable to changes in conditions and shifting priorities following its adoption.

04
Safety History

Data Analysis

For the purposes of this Safety Action Plan (SAP), an in-depth safety review and data analysis was performed. The scope included all roadways within the city limits of Athens. The analysis covered crash data for a five-year period from 2019 through 2023. While I-65 was included in the data review, no specific safety recommendations were developed for it. Crash data was obtained from state-maintained sources for use in the analysis.

Key Findings:

- Total crashes are trending downward and fatal and serious injury crashes are trending flat to slightly upward.
- Most fatal and serious injury crashes occurred on a subset of roads – 88% were on ten roads.
- Older and younger drivers were overrepresented.
- Nearly 50% of crashes resulting in fatalities or serious injuries occurred during nighttime hours.
- Both left-turn and side-impact crashes were disproportionately common throughout the city.
- Crashes involving vulnerable road users (VRUs) were particularly prevalent on state-maintained routes, with fatal and serious injury incidents involving VRUs more common on both state and municipal routes.

KABCO Scale

K = Fatal
A = Suspected Serious Injury
B = Non-Incapacitating Injury
C = Possible Injury
O = Property Damage Only

21 Type K Crashes — **21 Fatalities**

85 Type A Crashes — **105 Suspected Serious Injuries**

251 Type B Crashes — **340 Non-Incapacitating Injuries**

362 Type C Crashes — **498 Possible Injuries**

2,695 Property Damage Only Crashes

43 Unknown Crashes

High Injury Network

Identifying the City of Athens High Injury Network (HIN) required a detailed analysis of local crash patterns using both frequency and severity. The following methodology outlines how crash data was evaluated to determine which roadway segments and intersections experience the highest concentration of severe crashes.

In order to provide a consistent and reliable foundation for analyzing crash severity across the local roadway network, the KABCO scale was used. See previous page for definition of KABCO. The KABCO scale is recommended as best practice for individual injury reporting per the Model Minimum Uniform Crash Criteria (MMUCC), which is developed by the National Highway Traffic Safety Administration (NHTSA). The crash database utilizes the KABCO Crash Severity Designation. The State of Alabama also uses the KABCO scale when collecting crash data in the field.

Developing the HIN for Athens involved assigning an Equivalent Property Damage Only (EPDO) score to each crash. This score is based on the collision's severity and is used to standardize crash severity to a comparable level. The EPDO method assigns a value to each crash using the KABCO injury severity scale and the associated comprehensive crash cost. The crash cost is based on research conducted by the Federal Highway Administration (FHWA), which develops national crash costs unit values. These crash costs are then adjusted for state-specific costs and inflation using the Consumer Price Index (CPI). The purpose of the EPDO score is to prioritize safety projects by considering both how often crashes happen and how severe they are.

The following Table 4-1 lists the comprehensive crash cost in 2022 dollars.

This information is obtained from the document Benefit-Cost Analysis Guidance for Discretionary Grant Programs, Office of the Secretary, U. S. Department of Transportation, December 2023.

To calculate the total cost for each crash severity, the number of crashes for each severity is multiplied by the corresponding KABCO crash cost. The weighted average cost is then determined by combining Fatal (K) and Suspected Serious Injury (A) crashes and dividing the total cost by the total number of combined crashes. The Weighted Score is computed by assigning an equivalent value of 1 to the weighted cost of the No Apparent Injury (O) crash severity and then dividing the Weighted Average Cost of each other crash severity category by the No Apparent Injury (O) Weighted Average Cost.

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

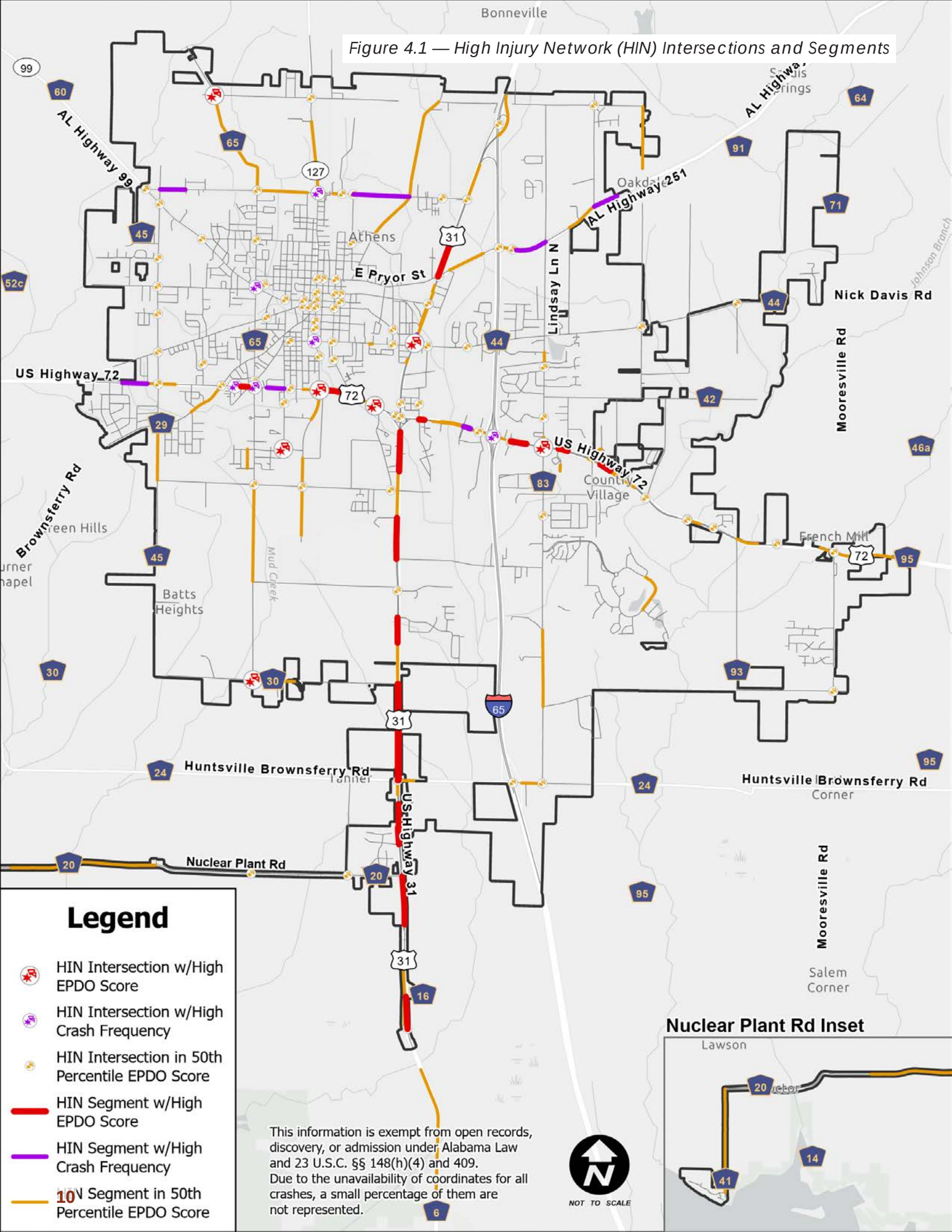
Each crash was assigned an EPDO-weighted score value, which was then linked to a specific roadway segment and intersection. This methodology allows for aggregating these scores at each segment and intersection, resulting in a comprehensive EPDO score. This process enabled a data-driven approach to analyze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

Total Cost, Weighted Average Cost, and Weighted Score Calculation:

Crash Severity	HIN Crashes	KABCO Crash Cost	Total Cost	Crash Severity	Weighted Average Costs	Weighted Score (Equivalent to O Crash)
K	21	$ 12,500,000	$ 262,500,000	KA	$ 3,429,217	685.8
A	85	$ 1,188,200	$ 100,997,200			
B	251	$ 233,800	$ 58,683,800	B	$ 233,800	46.8
C	362	$ 111,700	$ 40,435,400	C	$ 111,700	22.3
O	2,695	$ 5,000	$ 13,475,000	O	$ 5,000	1.0
U	43	$ 217,600	$ 9,356,800	U	$ 217,600	43.5

Table 4.1 — Total Cost, Weighted Average Cost, and Weighted Score Calculation

Figure 4.1 — High Injury Network (HIN) Intersections and Segments



Top 6 Crash Trends

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

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

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

Key for Countermeasure Cost Amounts

$$$ Requires substantial resources for new facilities, staff, equipment, publicity, or places significant strain on existing resources.

$$ Requires some additional staff time, equipment, facilities, and/or publicity.

$ Can be implemented with current staff, perhaps with training; limited costs for equipment, facilities, and publicity.

Side Impacts at Intersections and Driveways

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

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

Side Impacts at Intersections and Driveways

Side impacts at intersections and driveways require targeted systemic safety applications.

For unsignalized intersections, low-cost countermeasures such as oversized, doubled-up "Stop Ahead" and "Stop" signs, retroreflective sheeting on signposts, properly placed stop bars, and removal of sight obstructions (e.g., vegetation or parked vehicles) are effective. Additional measures include double arrow warning signs and Alabama Department of Transportation (ALDOT) Hazard Boards at T-intersections.

At signalized intersections, systemic improvements like backplates with retroreflective borders, additional signal heads, overhead street name signs, and removing unwarranted signals can also enhance safety. Corridor-wide strategies, such as converting two-way left-turn lanes to raised medians, implementing reduced conflict U-turns, or establishing roundabout corridors, provide broader solutions to reduce side-impact risks effectively. These measures address visibility, operational clarity, and conflict points to improve safety.

Total Crashes

738 **21%** of all crashes

Total KA

22 **21%** of all Fatal and Serious Injury crashes

Total VRU Involved

3 **13%** of all VRU involved crashes

Top Contributing Circumstances:

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

Left Turn Maneuvers at Intersections and Driveways

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

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

Left Turn Maneuvers at Intersections and Driveways

Left-turn crashes at intersections and driveways are a common issue due to challenges like capacity constraints, gap acceptance, and numerous conflict points. In urban areas, these crashes frequently occur at signalized intersections. Countermeasures can include implementing flashing yellow arrow (FYA) operations for protected-permissive left turns, which allow agencies to adjust phasing based on traffic demand, reducing conflicts and improving flow.

At unsignalized intersections, low-cost countermeasures such as upgrading traffic control devices and adding left-turn or bypass lanes can enhance safety as well. Corridor-wide improvements that are based on improvements with indirect left-turn operations may be an appropriate systemic safety countermeasure along some additional systemic solutions such as raised medians or roundabout corridors. These measures collectively target the risks of left-turn maneuvers and promote safer, more efficient traffic operations.

Total Crashes

480 **14%** of all crashes

Total KA

16 **15%** of all Fatal and Serious Injury crashes

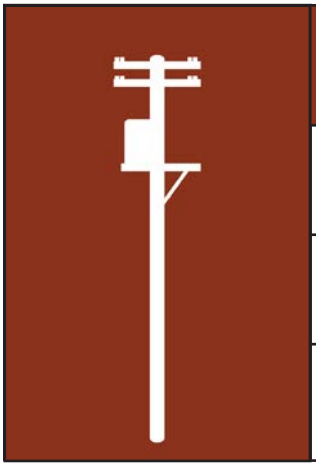
Total VRU Involved

2 **9%** of all VRU involved crashes

Top Contributing Circumstances:

- **Failed to Yield Right-of-Way Making Left or U-Turn**
- **Failed to Yield Right-of-Way from Traffic Signal**
- **Unseen Object/Person/Vehicle**

Roadway Departure/Fixed Object



Safety Countermeasure*	Crash Reduction Factor	Estimated Cost
Application of enhanced signing and road markings	7 – 28%	$ – $$
Enhanced roadway delineation and lighting	13 – 38%	$$ – $$$
Implementing corridor improvements consisting of indirect left-turn operations	5 – 56%	$$ – $$$

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

Roadway Departure/Fixed Object

Roadway Departure/Fixed Object crashes are common and have many available safety countermeasures.

Systemic applications that improve safety include enhanced signing and road markings, which help motorists understand changes in the roadway, such as alignment shifts or intersections. Adding enhanced roadway delineation and lighting, such as post-mounted delineators and street or intersection lighting, further guides motorists. In areas of the city with rural characteristics, centerline and edge-line rumble strips are effective countermeasures, warning drivers when they leave their travel lane. The cut-in rumble strip is the most effective, while rolled-in rumble strips can be used when the pavement thickness is inadequate, though they are less common.

Other options include audible pavement markings and thermoplastic or ceramic disks placed within the striping, which provide a similar effect but without the vibratory or loud sound of rumble strips.

Total Crashes

498 **14%** of all crashes

Total KA

32 **30%** of all Fatal and Serious Injury crashes

Total VRU Involved

0 **0%** of all VRU involved crashes

Top Contributing Circumstances:

- **Ran off Road**
- **Driving Under the Influence (DUI) / Aggressive Operation**
- **Over Correcting / Over Steering / Driving too Fast for Conditions**

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

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

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

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

Although research on safety countermeasures for younger drivers is limited, many countermeasures for older drivers are applicable to younger drivers due to shared crash patterns for different reasons.

The FHWA Handbook for Designing Roadways for the Aging Population (FHWA-SA-14-015) is a key resource for older driver safety. Systemic safety applications that address both younger and older driver crashes include enhanced signing and road markings, such as clear and visible road signs (e. g. , overhead street names at signals, advance street name signs) and large-font street signs. Improvements at intersections, such as adding turn lanes and reducing complexity and simplifying interchanges also help. Additionally, given the vision challenges of aging drivers and the nighttime driving inexperience of younger drivers, enhanced roadway delineation and lighting are effective systemic applications to improve safety.

Total Crashes

1,437 **43%** of all crashes

Total KA

32 **31%** of all Fatal and Serious Injury crashes

Total VRU Involved

2 **9%** of all VRU involved crashes

Top Contributing Circumstances:

- **Failed to Yield Right-of-Way Making Left or U-Turn**
- **DUI**
- **Ran off Road**

Vulnerable Road Users

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

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

Vulnerable Road Users

Pedestrian crashes are more common in Athens than bicyclist crashes, but systemic safety countermeasures for VRUs generally address both. Pedestrian crashes often occur away from intersections and bicyclist crashes are common along roadway segments. To improve pedestrian safety, enhancing crosswalk visibility at intersections and midblock crossings is key.

Countermeasures include improving stopping sight distance, adding advance yield markings and signs, installing raised medians, crosswalks, and installing rectangular rapid flashing beacons (RRFB) or pedestrian hybrid beacons (PHB). At signalized intersections, providing pedestrian signalized indications and implementing leading pedestrian intervals are effective strategies. The Smart Channel right-turn design can also improve the safety of the intersection overall for both VRUs and drivers. Systemically, implementing walkways, sidewalks, paths for pedestrians, and bicycle lanes for bicyclists reduces VRU crashes significantly.

Bicycle lanes, in particular, also reduce motor-vehicle crashes and lower vehicle speeds when applied, benefiting both pedestrians and cyclists.

Total Crashes

23 **<0.4%** of all crashes

Total KA

13 **12%** of all Fatal and Serious Injury crashes

Total VRU Involved

23 **100%** of all VRU involved crashes

Top Contributing Circumstances:

- **Failed to Yield Right-of-Way (Various Forms)**
- **Unseen Object / Person / Vehicle**
- **Not Visible / Improper Crossing**

Dark Conditions

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

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

Dark Conditions

Lighting conditions are a significant factor when considering crash patterns, with nighttime crashes ranking the highest due to the prevalence of KA and VRU crashes during periods of darkness. From a national perspective, although less than 25% of driving takes place at night, most fatal crashes occur during this period. Limited visibility from modern headlights reduces reaction time and increases risk.

To address this, cost-effective systemic safety countermeasures can be implemented without the expense of adding full roadway lighting. These measures include enhanced roadway delineation using retroreflective pavement markings, wider edge lines, and rumble strips in rural areas. At intersections, visibility and guidance can be improved through oversized signs, advance street name signage, splitter islands, and additional stop or warning signs.

Total Crashes

799 **23%** of all crashes

Total KA

47 **44%** of all Fatal and Serious Injury crashes

Total VRU Involved

19 **83%** of all VRU involved crashes

Top Contributing Circumstances:

- **DUI**
- **Ran off Road**
- **Unseen Object / Person / Vehicle**

05
Public Engagement

Public Involvement

The City of Athens' Safety Action Plan (SAP) was shaped through community engagement and cross-sector collaboration, including community surveys, task force meetings, and targeted outreach efforts. The planning process reflected a diverse cross-section of voices – from transportation officials and first responders to residents and high school students, educators and elected officials. The goals of the plan were shaped through a collaborative process that incorporated community conversations and feedback, stakeholder discussions, and data analysis. To reach underrepresented populations, the project team designed bilingual outreach materials in English, French Creole, and Spanish to distribute throughout the community.

Public involvement goals were established to reinforce existing partnerships, expand engagement in areas of persistent poverty, and align local initiatives with state and federal safety initiatives. These objectives aim to foster broader community engagement and ensure that all voices are represented in the planning process. Continued collaboration and commitment from stakeholders, community leaders, and elected officials will be critical to maintaining progress, advancing implementation, and achieving tangible reductions in traffic-related fatalities and serious injuries throughout the City.

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

The City of Athens has received an SS4A grant to prepare a **Safety Action Plan** to help reduce fatal and serious injuries on our roadways.

Athens SS4A

SAFE STREETS AND ROADS FOR ALL

Do you live, work, or travel in Athens?

Scan to fill out our brief and anonymous survey!

www.bit.ly/Athens-SS4A

The project team designed outreach materials in English, French Creole, and Spanish to distribute throughout the community.

Public Involvement Goals

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

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

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

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

Goal #3: Encourage community collaboration through information sharing and education.

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

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

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

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

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

These goals were accomplished through the following tasks:

Branding

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

Project Webpage

A project webpage was created to provide details on the Safe Streets and Roads for All (SS4A) program, the City's crash statistics and trends, and a link to the survey.

Safety Action Task Force

A task force was assembled with a broad, multidisciplinary team. Three task force meetings were held throughout the life of the project, and the members helped to review and provide comments on the SAP.

Events

To maximize impact and efficiency, public engagement activities were strategically coordinated with local organizations already hosting community-focused events, reinforcing strong partnerships across the City of Athens. Partner organizations included Athens Main Street, Athens-Limestone County Public Library, Athens Police Department, Rotary Club of Athens, NAACP, and the Youth Commission.

Broad Public Outreach

Public engagement efforts included outreach through social media, the project website, an online survey, community events, bilingual promotional materials printed in English, Spanish, and French Creole, and news interviews with the local WHNT Channel 19 news. The news interview highlighted the City's efforts to advance the Safety Action Plan by promoting the public engagement survey as a critical tool for gathering resident input on roadway safety. It emphasized that broad participation would help ensure the plan is both data-informed and community-driven.

The survey was made available on the project website and shared via social media and postcards distributed at public events, resulting in 1,454 survey responses. Appendix B includes a copy of the Public Engagement Survey, and Appendix C provides a summary of the Behavioral and Infrastructure concerns reported by respondents.

This engagement strategy aimed to capture local knowledge and lived experience to help identify locations perceived as high-risk, behavioral patterns, and safety challenges – ensuring that final recommendations reflected both data-driven analysis and community priorities.

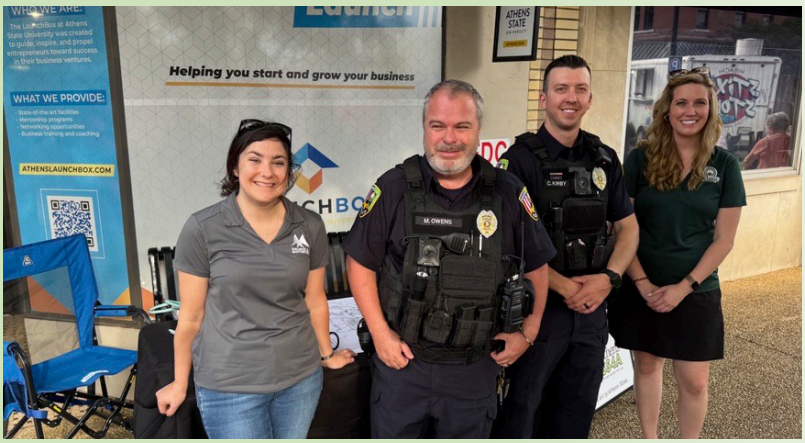
Public Involvement Events

Athens Farmers Market at Doug Gates Park
May 13, 2024

The Athens Famers Market has operated for over 40 years and is open weekly during market season from May through September on Tuesday afternoon and Saturday mornings. Sain Associates engaged in discussions with vendors and community members to better understand their traffic safety priorities.

Public Library
May 13, 2024

The Athens-Limestone County Public Library serves a broad and diverse demographic, including families with children, students, working professionals, seniors, and lifelong learners from across the City. During this event, Sain Associates engaged in discussions with community members to better understand their perspectives and priorities on traffic safety.



Fridays After Five
May 16, 2024

Fridays after Five is a free, family-friendly summer concert series that transforms downtown Athens into an active entertainment district, attracting thousands of attendees and record-breaking crowds in 2025. Morell Engineering engaged in meaningful discussions with community members to better understand local traffic-related safety concerns.

Task Force Meetings

Task Force Meeting # 1 – January 23, 2025
The City of Athens, City Hall City Council Room

Introduced the Safety Action Plan to the Task Force members, explained the goals of the Safey Action Plan, and gathered perspectives on local safety needs.

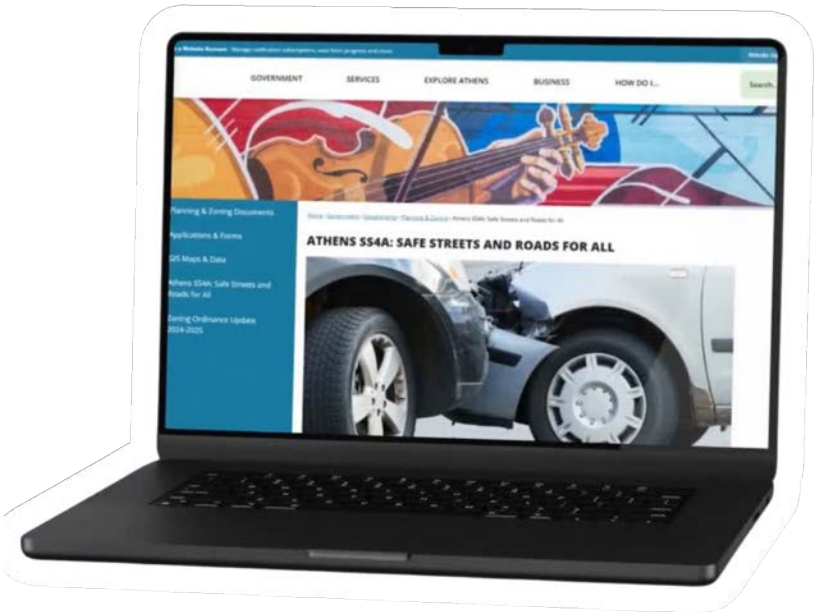
Task Force Meeting # 2 – April 8, 2025
The City of Athens, City Hall City Council Room

Shared the results of the safety analysis, identified focus areas for the plan, and initiated discussion on solutions.

Task Force Meeting # 3 – April 24, 2025
The City of Athens, City Hall City Council Room

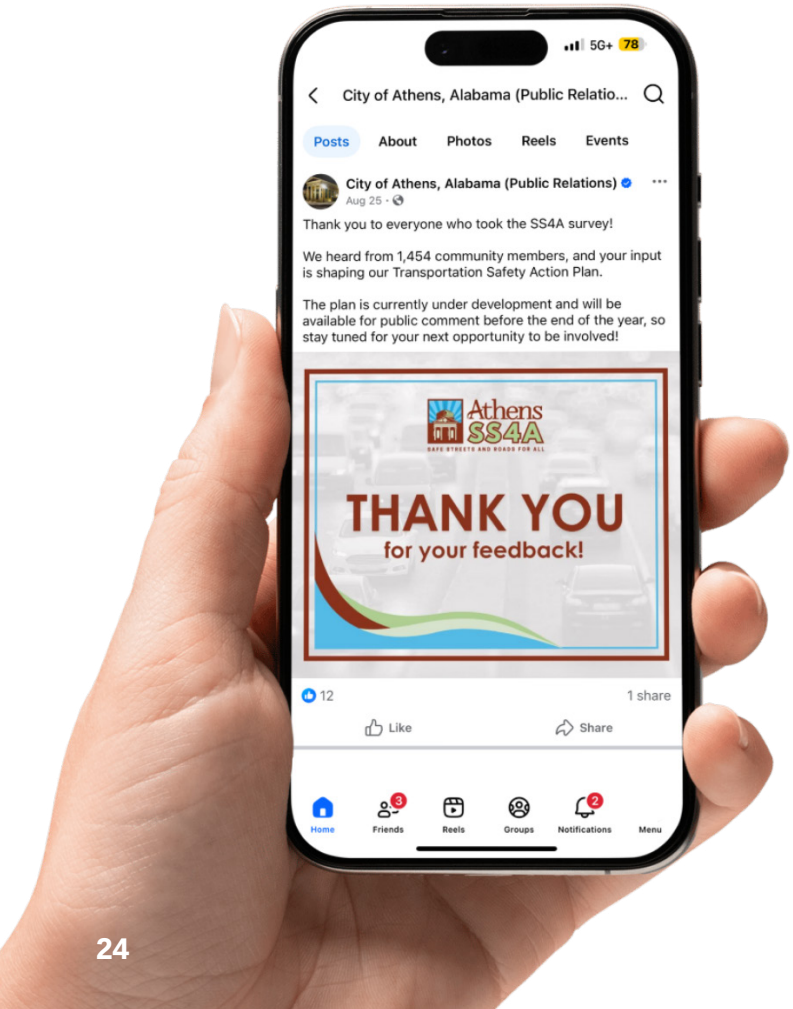
Provided an update on the sites visited during the field review and obtained feedback on draft solutions and strategies

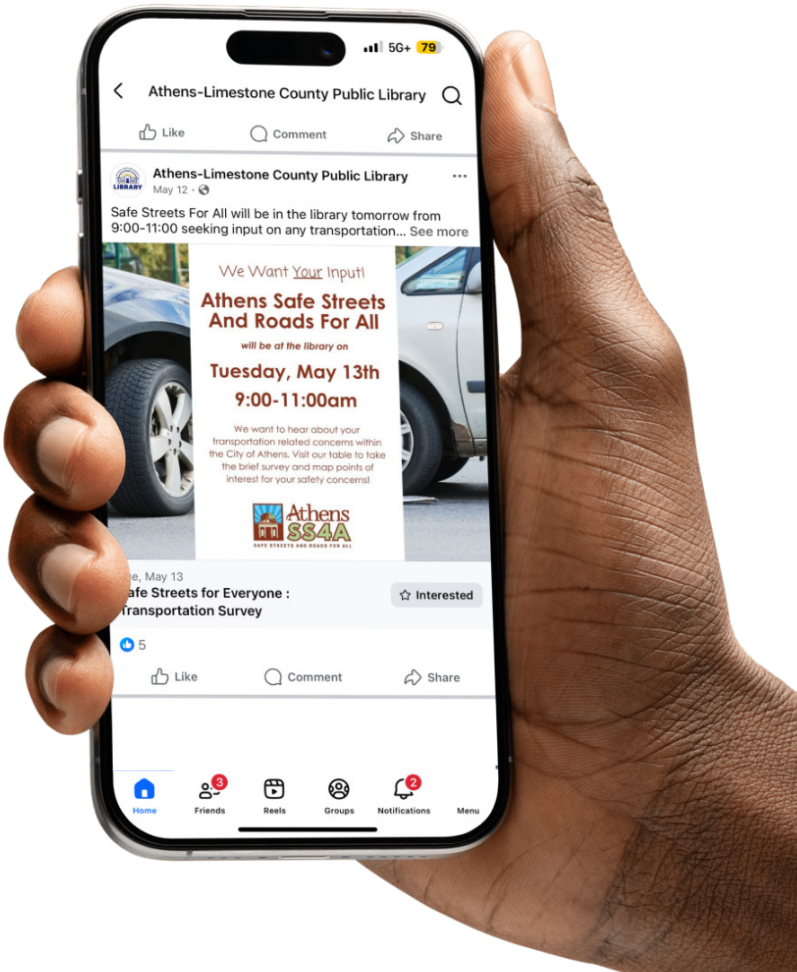
Online Outreach



The goal of the online outreach was to launch and actively promote a digital platform to educate residents in the City of Athens about the SS4A program, communicate local crash statistics and trends, and engage the community by providing access to an online survey to gather input about roadway safety concerns in the City.

Social Media Posts





06
Equity Considerations

Engaging Underserved Communities

The Safety Action Plan (SAP) plan was developed with a focus on inclusive strategies to reduce the number of Fatal and Serious Injury (KSI) crashes in all communities withing the City of Athens. Crash data involving Vulnerable Road Users (VRU) and vulnerable communities were closely examined to determine if there was a disproportionate burden on underserved communities. A VRU is a nonmotorist that is typically a pedestrian, bicyclist, or personal conveyance user.

Underserved census tracts, shown in Figure 6.1, were identified using the Safe Streets and Roads for All (SS4A) Identifying Underserved Communities Tool. The SS4A Underserved Communities Tool's definition is consistent with the definition of an Area of Persistent Poverty (AoPP) in the Infrastructure Investment and Jobs Act (IIJA, 49 USC 6702(a)(1)), which states the following:

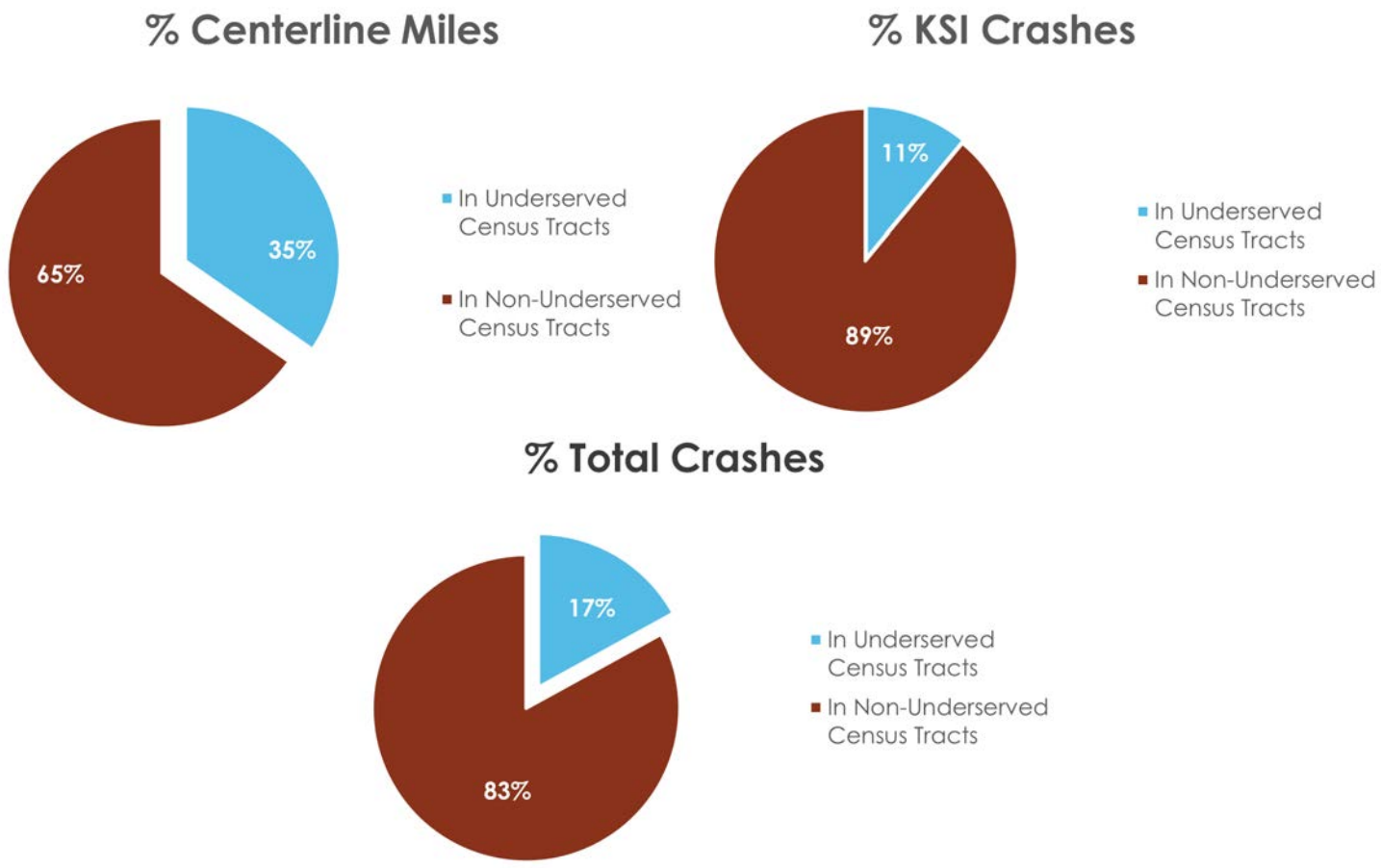
1. Any county (or equivalent jurisdiction) in which, during the 30-year period ending on the date of enactment of this chapter, 20 percent or more of the population continually lived in poverty, as measured by:
    - the 1990 decennial Census;
    - the 2000 decennial Census; and
    - the most recent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

This approach is designed to enhance the understanding of transportation disadvantages faced by underserved communities at the local level.

The percentage of total crashes and KSI crashes in the City of Athens' underserved communities are not over-represented when compared to the percentage of centerline miles in underserved and non-underserved areas. However, there are a number of proposed projects within the underserved communities. Table 6-1 illustrates the comparison of various metrics for underserved areas compared to the rest of Athens.

Table 6.1 — Comparison of various metrics for Underserved Areas

	City of Athens	Remaining Area		Underserved	
Center Miles	395	258	65%	137	35%
Total Crashes	2,433	2,015	83%	418	17%
Resulting Fatalities	18	16	89%	2	11%
Resulting Serious Injuries	82	74	90%	8	10%
Fatal Crash Rate per 100k Population	6.53	7.42		3.33	
Serious Injury Crash Rate per 100k Population	25.39	29.22		11.65	



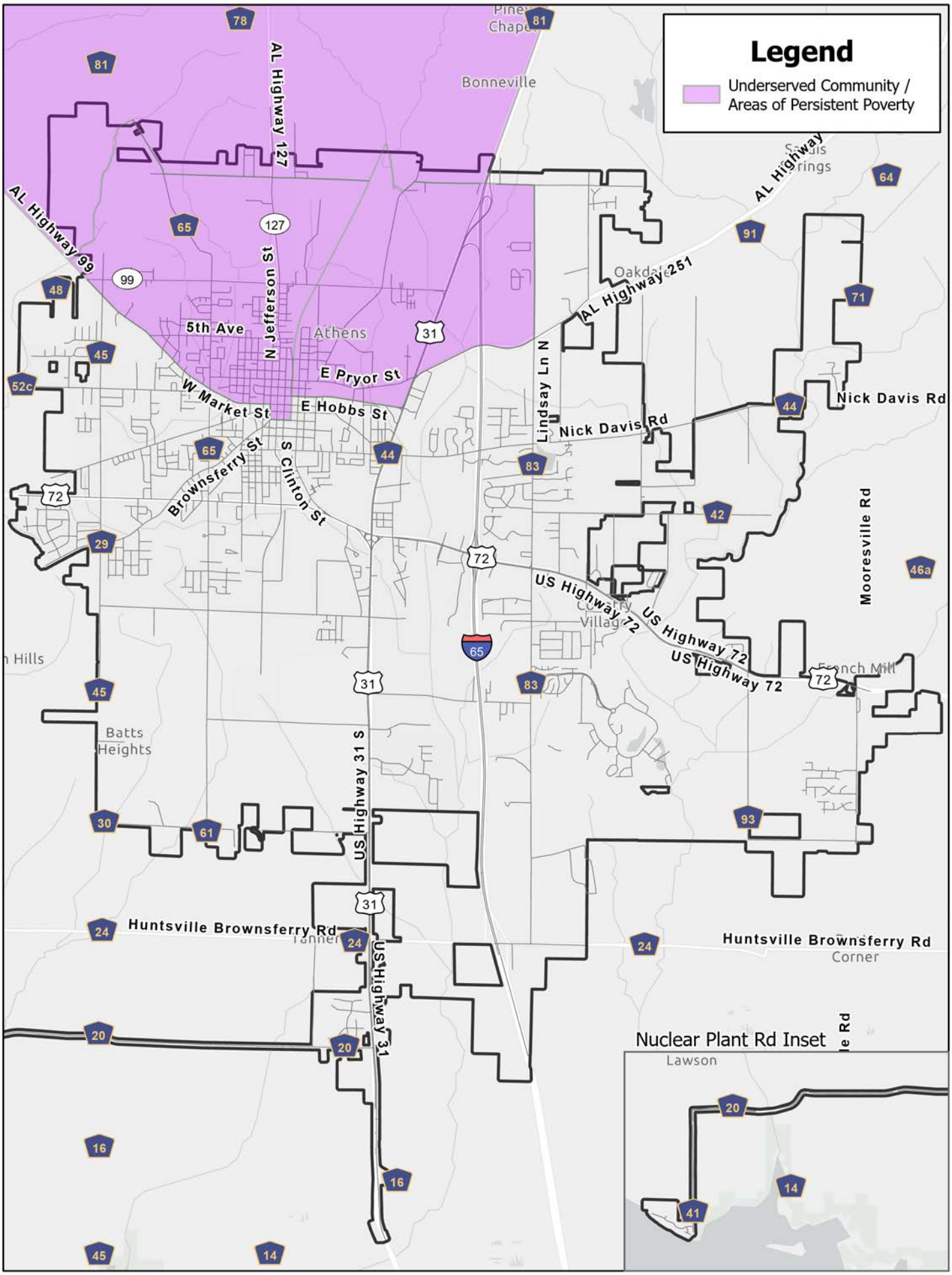


Figure 6.1 — City of Athens Equity Indicators

07
Project Selection

Project locations were selected based on the results of the High Injury Network Analysis and feedback from the Task Force and City. The projects were grouped into four types:

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

The individual Systemic and Spot Location Projects were further prioritized for short term, intermediate term, or long-term implementation based on several factors, including crash history, location (in or out of an underserved census tract), cost, and feedback from the Task Force and the public.

The State Route Projects are recommendations that should be shared and coordinated with the Alabama Department of Transportation (ALDOT) to help implement those improvements. It is important to note that prioritization of projects is based upon current information and may need to be altered in the future as funding opportunities arise or conditions change.

Key for Countermeasure Cost Amounts

$$$ Requires substantial resources for new facilities, staff, equipment, publicity, or places significant strain on existing resources.

$$ Requires some additional staff time, equipment, facilities, and/or publicity.

$ Can be implemented with current staff, perhaps with training; limited costs for equipment, facilities, and publicity.

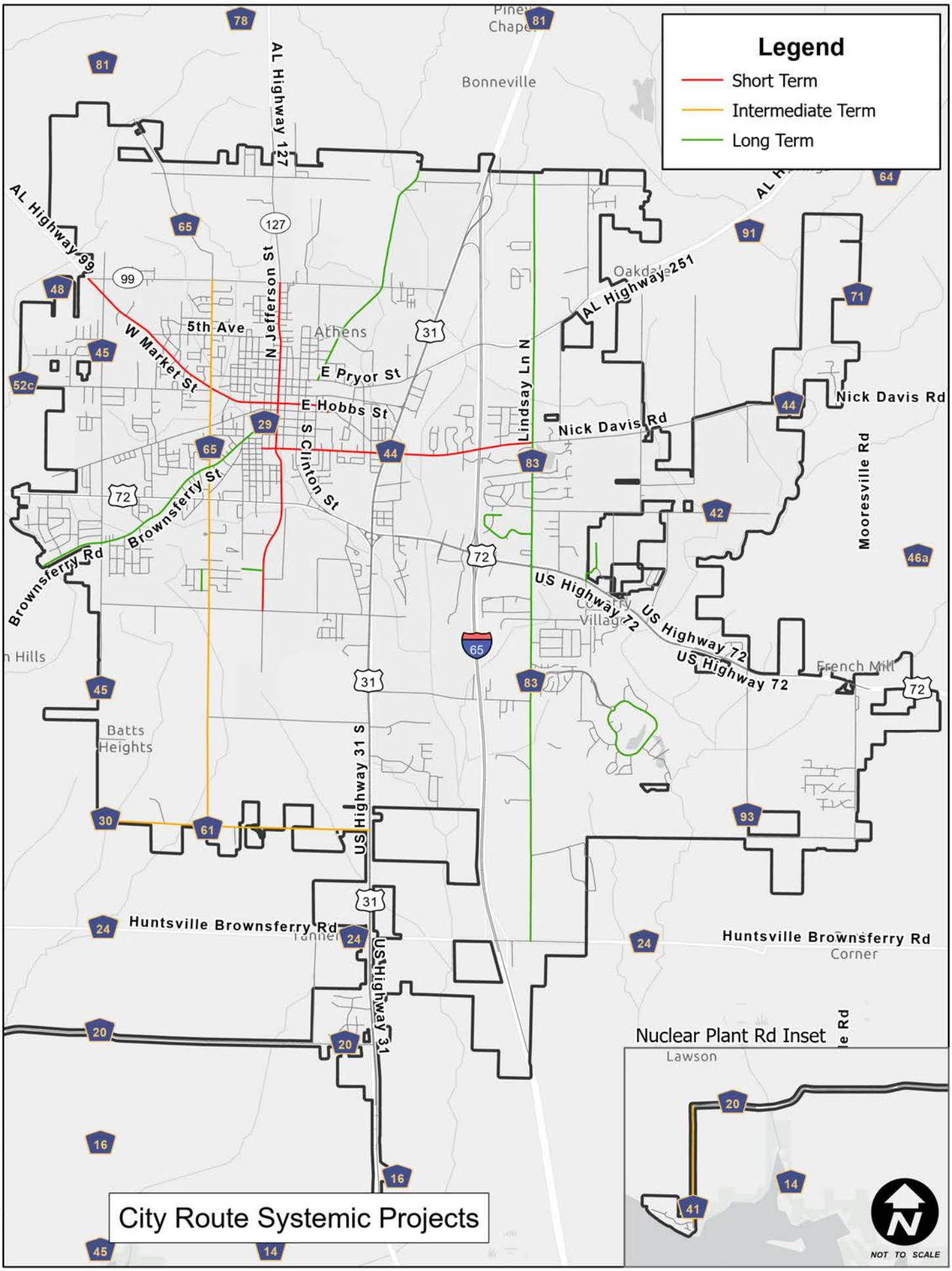
City Route Systemic Projects

Table 7.1 — City Route Systemic Projects

Priority (Short = Red, Intermediate = Yellow, or Long Term = Green)	Route	Begin Termini	End Termini	# KSI Crashes	# Total Crashes	HIN	Public Comments	Underserved Community	Includes Intersection on Athens 2040 Comprehensive Plan	Potential Project Type*	Cost Category ($, $$, $$$)	City Priority Ranking
S	Jefferson St	Sanderfer Rd	AL-99 (Elm St)	1	155	X	X	X	X	■ ★ ⬟ – ▲ ■ ● ★ + – △ □ ○	$$$	1
S	Market St	AL-99 (Elm St)	Washington St	2	66	X	X	X		★ – ■ ★ + – △ ○	$$$	2
S	Forrest St	Houston St	Lindsey Ln	1	29	X	X		X	■ ⬟ + – ■ ★ + – △ ○	$$$	3
I	Hine St	Moyers Rd	AL-99 (Elm St)	4	70	X	X	X	X	★ ◆ ⬟ – ■ ★ ◆ + – △ ○	$$$	4
I	Cowford Rd	Hatchie Ln	Nuclear Plant Rd	1	2	X				● ◆ ⬟ –	$$	
I	Moyers Rd	Lucus Ferry Rd	SR-3 (US-31)	1	2	X	X		X	▲ – ★ ◆ ⬟ – △ ○	$$	
L	Brownsferry Rd	Ferry Rd	Madison St	1	17		X			■ ★ ■ ★ – △ ○ ☆	$$$	
L	Elkton St	Pryor St	City Limit	1	16	X	X	X	X	■ ● + ◆ ⬟ –	$$$	
L	Lindsay Ln	Hsv-Brownsferry Rd	City Limit (near Compton Rd)	2	76	X	X	X	X	■ ★ ⬟ – ■ ★ ◆ + – △ ○	$$$	
L	Mayberry Dr	SR-2 (US-72)	Dead End	1	1	X	X			– –	$	
L	Piney Creek Dr	Canebrake Ln	Canebrake Ln	1	2	X				– –	$	
L	Southwind Dr	Levert Av	Jefferson St	1	2	X				– – △	$	
L	Stanford St	Bristol St	Somerset Dr	1	1					– △	-	
L	Summit Lakes Dr	Dead End	Lindsey Ln	1	2	X	X			– ■ – △	$	

***Potential Project Type:**

- ▲ Access Management
- ■ Bike Routes
- ● Clear Zones
- ★ Complete Streets
- ◆ Enforcement
- ⬟ Evaluate Signals
- \+ Guardrail
- – Lighting
- ▲ Parking Adjustments
- ■ Pedestrian Facilities
- ● Road Diet
- ★ Roundabouts
- ◆ Rumble Strips
- ⬟ Shoulder Improvements
- \+ Signal Timings/Phases
- – Signing and Striping Updates
- △ Traffic Calming
- □ Trim Vegetation
- ○ Turn Lanes
- ☆ Widening


Legend
Short Term
Intermediate Term
Long Term
Bonneville
Athens
Oakdale
Batts Heights
French Mill
Corner
Lawson
AL Highway 99
AL Highway 127
AL Highway 251
N Jefferson St
S Clinton St
W Market St
E Pryor St
E Hobbs St
5th Ave
Lindsay Ln N
Nick Davis Rd
Mooresville Rd
Brownsferry St
Brownsferry Rd
US Highway 72
US Highway 31 S
Huntsville Brownsferry Rd
Nuclear Plant Rd Inset
City Route Systemic Projects
NOT TO SCALE

Top Priority City Route Projects

The City Route Systemic and Spot Location Projects were then prioritized to list the top 3 in each category that may realistically be started in the next 3-5 years. Below is a list with preliminary recommended countermeasures and planning level cost estimates

Approximate Cost for City Route Systemic Projects - $41,000,000

The cost estimates for the short term projects consist of the 2026 cost of construction, mobilization, construction engineering and inspection, and preliminary engineering. Right-of-way, Utilities, and Inflation are not included. A 30% construction contingency was applied to each estimate.

These cost estimates are the engineer's opinion of probable cost and do not guarantee that proposals, bids, or actual cost will not vary from engineer's opinion of probable cost.

1. Jefferson Street from Sanderfer to Elm

South of US-72:

- Signing and striping, including edge line along curbed sections and larger signs as needed
- Pedestrian facilities such as sidewalks, crosswalks, and pedestrian signals
- Street lighting

North of US-72:

- Signing and striping, including edge line along curbed sections and larger signs as needed
- Road diet
- Evaluate existing signals for removal or upgrade
- Consider Roundabouts
- Intersection neckdowns to reduce radii and shorten pedestrian crossings
- Adjust parking angles
- Pedestrian facilities such as sidewalks, crosswalks, and pedestrian signals
- Street lighting

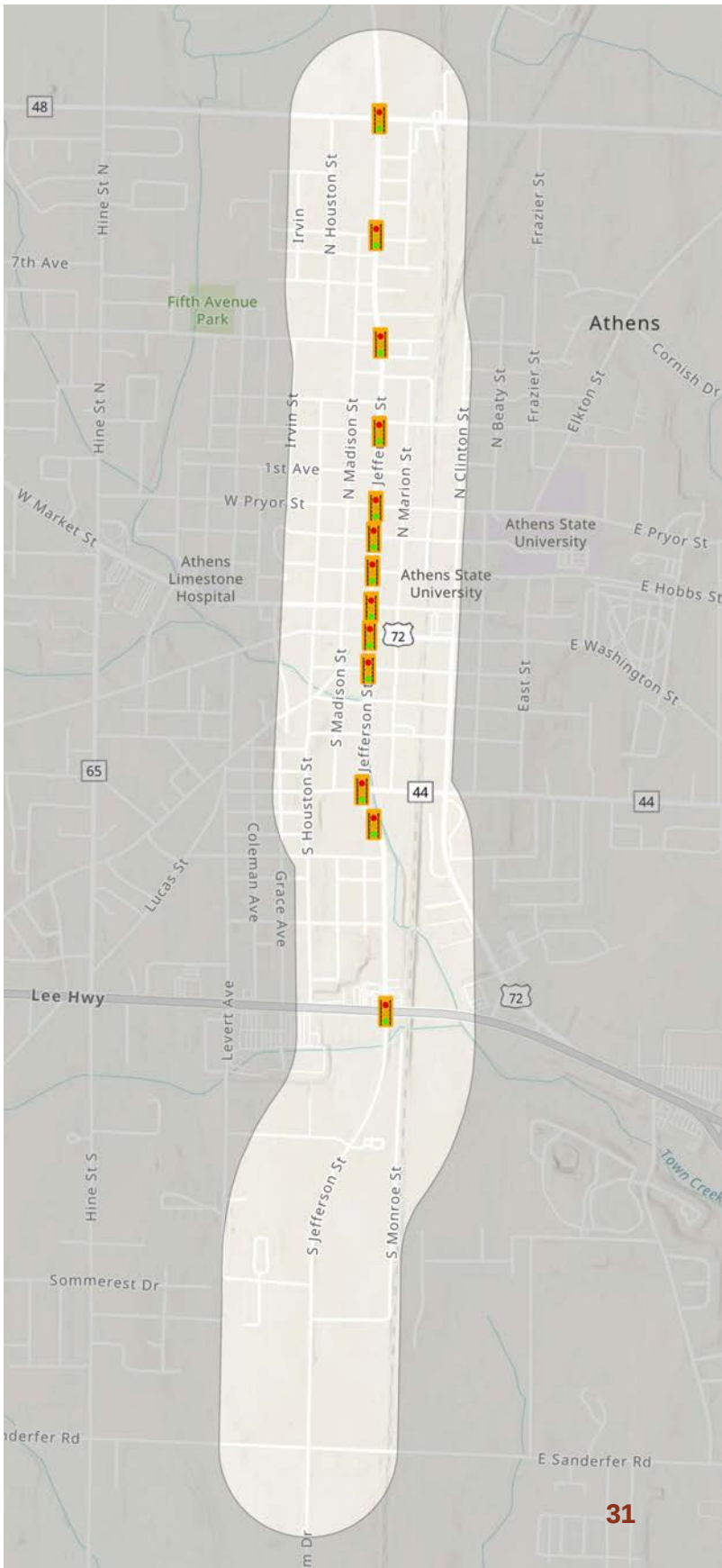


Figure 7.2 — Jefferson Street from Sanderfer to Elm

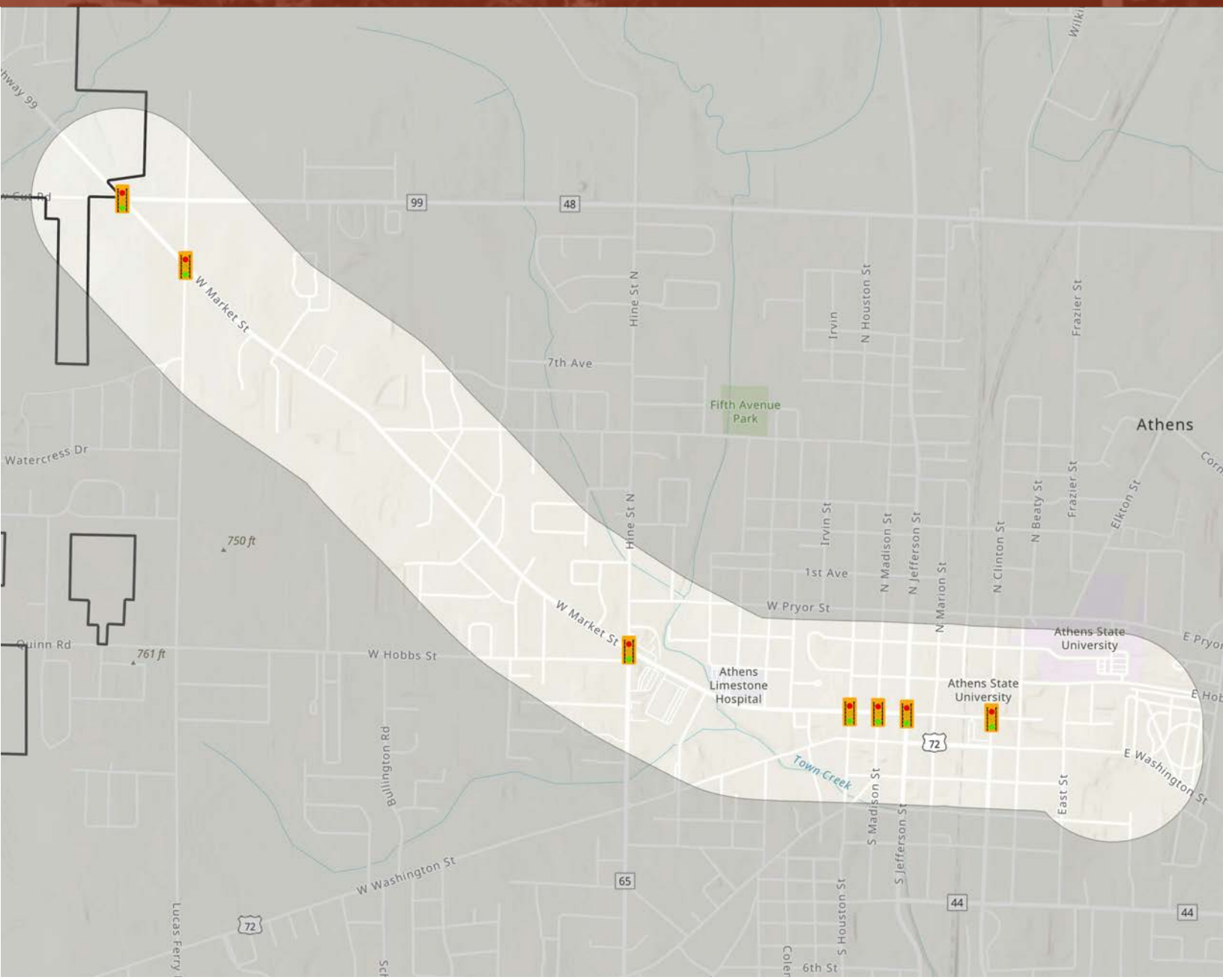


Figure 7.3 — Market Street from Elm to Washington

2. Market Street from Elm to Washington

- Upgrade street lighting
- Roundabouts
- Turn lanes
- Evaluate existing signals for removal or upgrade
- Pedestrian facilities such as sidewalks, crosswalks, and pedestrian signals
- Complete Street design

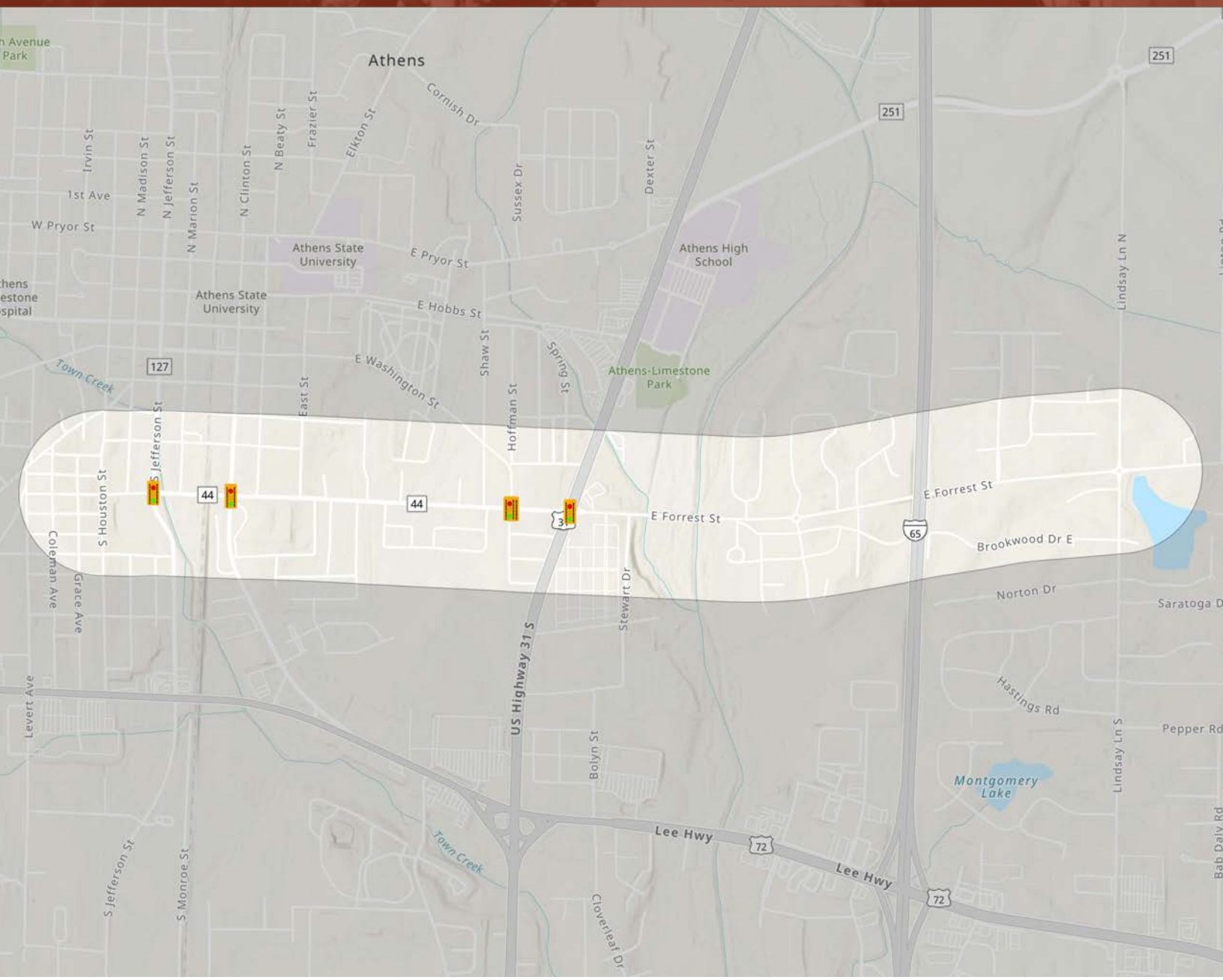


Figure 7.4 — Forrest Street from Houston St to Lindsay Lane

3. Forrest Street from Houston St to Lindsay Lane

- Upgrade street lighting, including pedestrian lighting
- Roundabouts
- Turn lanes
- Evaluate existing signals for removal or upgrade
- Pedestrian facilities such as sidewalks, crosswalks, and pedestrian signals
- Guardrail at railroad underpass
- Improve school zone signing
- Bike routes/paths

City Route Spot Projects

Table 7.2 — City Route Spot Projects

Priority (Short = Red, Intermediate = Yellow, or Long Term = Green)	Route	Begin Termini (or Instersecting Road)	End Termini	HIN	Public Comments	Underserved Community	Includes Intersection on Athens 2040 Comprehensive Plan	Potential Project Type*	Cost Category ($, $$, $$$)	City Priority Ranking
S	Hine St	Hobbs St	Market St	X	X	X		▬▲★○	$$	1
S	Clinton St	Forrest St		X	X			■◆⬟▬▲●▬△○	$$	2
S	Jefferson St	Elm St		X	X	X	X	▲■◆▬▲★	$$	3
S	Market St	Jefferson St		X	X	X		⬟▬▲▬△○	$$	4
S	Jefferson St	Forrest St		X	X	X		▲■◆⬟▬▲▬△○	$$	5
S	Market St	5th Av		X	X	X		■●⬟+▬▲★◆+▬△○◇	$$	6
S	Lindsay Ln	SR-2 (US-72)		X	X			■◆⬟▬▲★▬△○☆	$$	
S	Forrest St	Hereford Dr		X	X			▲■●★⬟+▬▲★◆⬟+▬△□○☆	$$	
I	Cowford Rd	Hatchie Ln	Nuclear Plant Rd	X				●◆⬟+▬▲◆+▬△○☆	$$	
I	Hine St	Moyers Rd	Roy Long Rd	X	X			▲■●⬟+▬▲■★◆+▬△○☆◇	$$	
I	Moyers Rd	Hine St	Sommers Rd		X			▲■●⬟+▬▲■★◆+▬△○☆◇	$$	
I	Hobbs St	Shaw St		X	X	X		■★◆⬟▬▲★▬△○	$$	
I	Jefferson St	6th St		X	X	X		▲■★◆⬟▬▲■★▬△○◇	$$	
I	Lucas Ferry Rd	Dobbins Rd	?-Prater Rd					■★▬▲▬△○	$$	
I	Washington St	Lucas Ferry Rd		X	X		X	■★◆⬟▬▲★▬△○☆	$$	
L	Elkton St	Private drive N of Elm	Elm St	X	X	X	X	●+▬◆+△○	$$	
L	Hine St	Sanderfer Rd		X	X			▲■◆⬟▬▲■★▬△○◇	$	
L	Hine St	Roy Long Rd	Sanderfer Rd	X	X			▲■●◆⬟+▬▲■★◆+▬△○◇	$	
L	Lindsay Ln	?-Ve Tr	?-Johnson Rd					●◆⬟+▬▲◆+▬△○☆	$	
L	Southwind Dr	Levert Av		X				■◆⬟▬▲★▬△○☆	$	
L	Mayberry Dr	SR-2 (US-72)	Culps Rd	X	X			●+▬▲◆+△○☆	$	
L	Piney Creek Dr	Founders Cir	Shadow Creek Rd	X				▬▲△☆	$	
L	Summit Lakes Dr	Lindsey Ln		X				▲■★◆⬟▬▲■★▬△○☆◇	$	
L	Thomas Rd	Hobbs St	Washington St	X	X			■★▬▲▬△○	$	

***Potential Project Type:**

- ▲ Access Management
- ■ Bike Routes
- ● Clear Zones
- ★ Complete Streets
- ◆ Enforcement
- ⬟ Evaluate Signals
- \+ Guardrail
- ▬ Lighting
- ▲ Pedestrian Facilities
- ■ RCUT/SuperStreet
- ● Road Diet
- ★ Roundabouts
- ◆ Rumble Strips
- ⬟ School Zone Improvements
- \+ Shoulder Improvements
- ▬ Signal Timings/Phases
- △ Signing and Striping Updates
- □ Speed Evaluation
- ○ Traffic Calming
- ☆ Trim Vegetation
- ◇ Turn Lanes

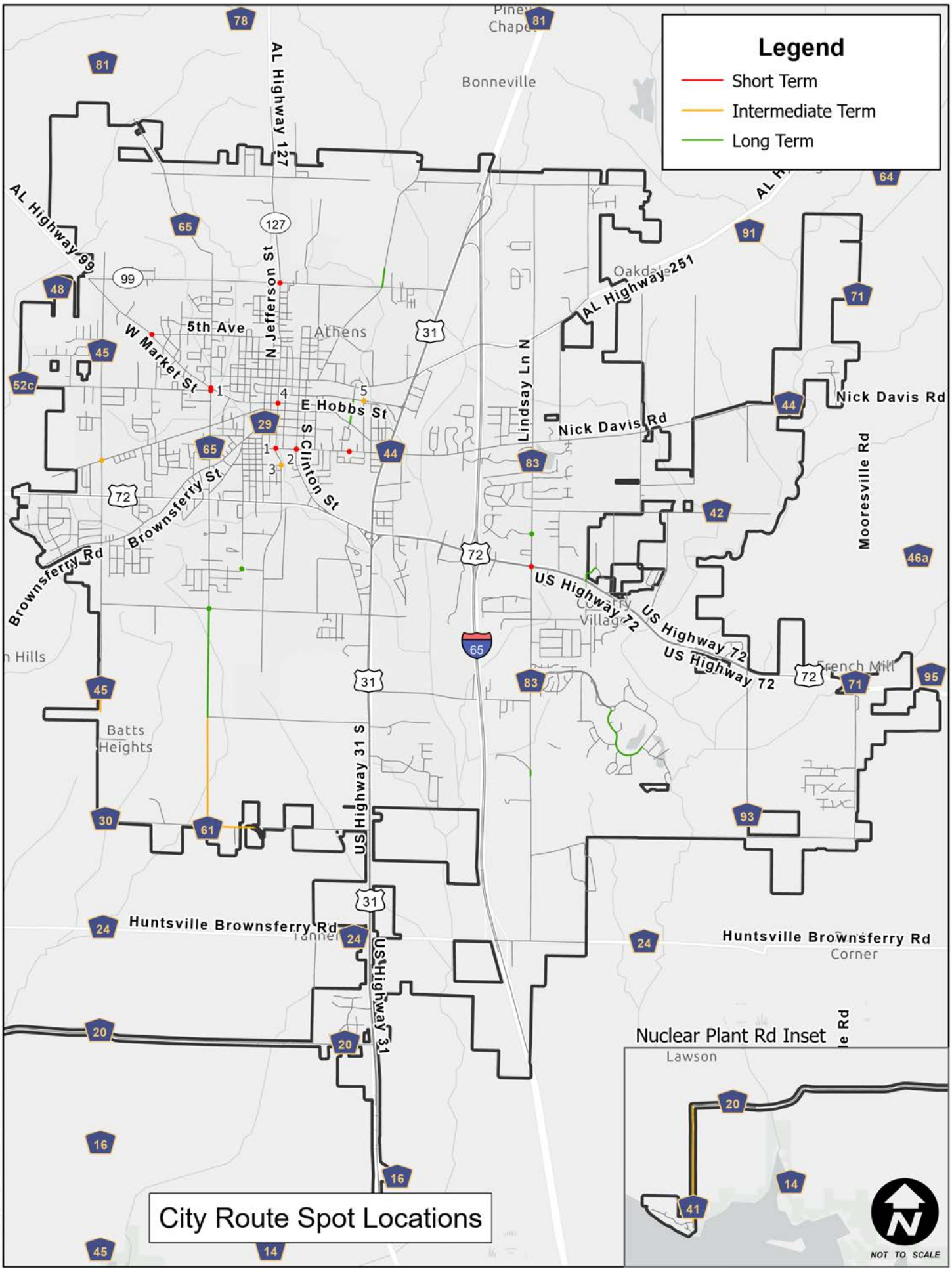
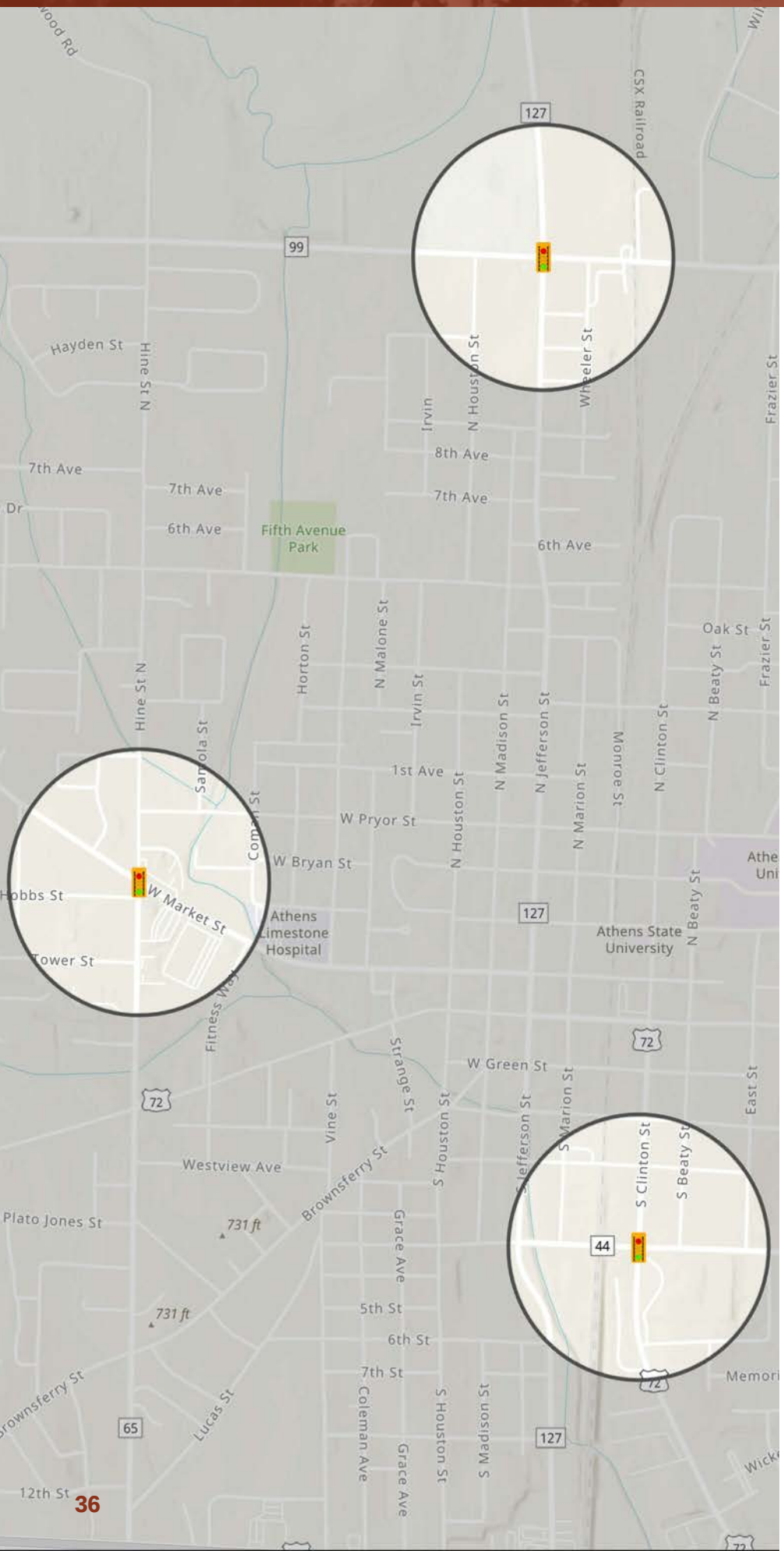


Figure 7.5 — City Route Spot Locations

City Route Spot Projects



Approximate Cost for City Route Spot Projects - $7,000,000

The cost estimates for the short term projects consist of the 2026 cost of construction, mobilization, construction engineering and inspection, and preliminary engineering. Right-of-way, Utilities, and Inflation are not included. A 30% construction contingency was applied to each estimate.

These cost estimates are the engineer's opinion of probable cost and do not guarantee that proposals, bids, or actual cost will not vary from engineer's opinion of probable cost.

1. Hine Street from Hobbs to Market

- Roundabout
- Pedestrian facilities such as sidewalks, crosswalks, and pedestrian signals
- Lighting upgrades
- Traffic calming

2. Clinton @ Forrest

- Pedestrian facilities such as sidewalks, crosswalks, and pedestrian signals
- Signal upgrade

3. Jefferson @ Elm

- Roundabout
- Pedestrian facilities such as sidewalks, crosswalks, and pedestrian signals
- Lighting upgrades
- Traffic calming
- Access management

Figure 7.6 — Priority City Route Spot Projects

State Route Systemic Projects

Table 7.3 — State Route Systemic Projects

Priority (Short = Red, Intermediate = Yellow, or Long Term = Green)	Route	Begin Termini	End Termini	# KSI Crashes	# Total Crashes	HIN	Public Comments	Underserved Community	Includes Intersection on Athens 2040 Comprehensive Plan	Potential Project Type*	Cost Category ($, $$, $$$)	City Priority Ranking
S	SR-2 (US-72)	City Limit (near Washington St)	City Limit (near McCulley Mill Rd)	31	1148	X	X		X	▲ ★ ⬟ + − ● ★ ◆ ⬟ +	$$$	1
S	SR-3 (US-31)	City Limit	City Limit	36	480	X	X	X	X	▲ ★ ◆ ⬟ + − ● ★ ◆ ⬟	$$$	2
S	AL-127	AL-99 (Elm St)	City Limit (north of Airport Rd)	1	18	X	X	X	X	■ ● ★ + ■ ● ★ ◆ ⬟ +	$$$	3
I	AL-99 (Elm St)	Market St	SR-3 (US-31)	3	121	X	X	X	X	■ ● ⬟ + ▲ ■ ★ ◆ ⬟	$$$	4
I	Hsv-Brownsferry Rd	SR-3 (US-31)	Dogwood Flats Rd	1	36	X	X		X	★ ⬟ ★	$$	
L	AL-251	SR-3 (US-31)	City Limit (near Oakdale Rd)	1	85	X	X	X		▲ ■ ● + ★ ⬟ +	$$$	

***Potential Project Type:**

- ▲ Access Management
- ■ Bike Routes
- ● Complete Streets
- ★ Evaluate Signals
- ◆ Interchange Ramp Modifications
- ⬟ Lighting
- \+ Pedestrian Facilities
- − RCUT/SuperStreet
- ▲ Road Diet
- ■ Roundabouts
- ● Signal Timings/Phases
- ★ Signing and Striping Updates
- ◆ Traffic Calming
- ⬟ Turn Lanes
- \+ Widening

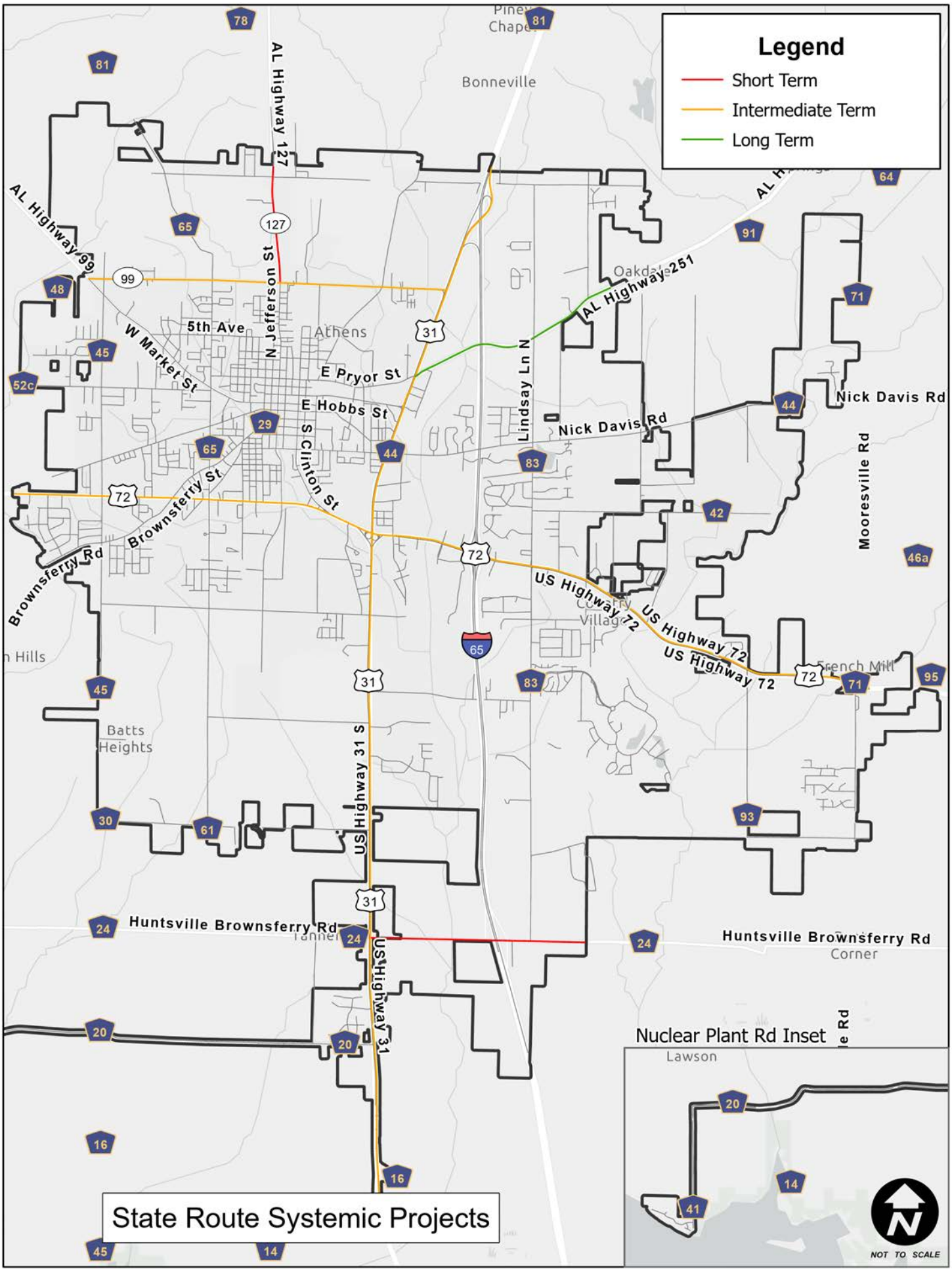


Figure 7.7 — State Route Systemic Projects

State Route Spot Location Projects

Table 7.4 — State Route Spot Location Projects

Priority (Short = Red, Intermediate = Yellow, or Long Term = Green)	Route	Begin Termini (or Instersecting Road)	End Termini	HIN	Public Comments	Underserved Community	Includes Intersection on Athens 2040 Comprehensive Plan	Potential Project Type*	Cost Category ($, $$, $$$)	City Priority Ranking
S	SR-2 (US-72)	I-65		X	X			■♦⬟−▲■★+−△	$	1
S	SR-2 (US-72)	Kelli Dr	x-over east of Kelli	X	X			▲■●♦⬟+▲■●★♦⬟+−△□○	$$$	2
S	SR-3 (US-31)	Executive Dr	McMeans Blvd/Pitts Blvd	X	X			▲♦⬟▲●★+−△○	$$$	3
S	SR-3 (US-31)	Rosie Rd	Nuclear Plant Rd	X	X			●♦⬟+▲■♦⬟+−△□	$$	
S	SR-3 (US-31)	Leonard Cir	Hsv-Brownsferry Rd	X	X		X	▲■♦⬟▲■●★+−△○	$$	
S	SR-3 (US-31)	Moyers Rd	Clyde Mabry Dr	X	X		X	♦⬟▲■★+−△□○	$$	
S	SR-3 (US-31)	Hsv-Brownsferry Rd	Moyers Rd	X	X		X	▲■●★♦⬟+▲■●★♦⬟+−△□○	$$$	
S	SR-2 (US-72)	Cloverleaf Dr/Bolyn St	x-over east of Cloverleaf	X	X			▲■●★♦⬟+▲■●★♦⬟+−△□○	$$$	
I	SR-2 (US-72)	Kelli Dr		X	X			▲■♦⬟▲■●★+−△○	$$	
I	SR-2 (US-72)	Old Decatur/ Walmart/French Farms Blvd		X	X			▲■♦⬟▲■●★+−△□○	$$$	
I	SR-2 (US-72)	3rd x-over east of Mooresville Rd		X	X			●♦⬟+▲■♦⬟+−△□	$$	
I	SR-2 (US-72)	1st x-over east of Mooresville Rd	2nd x-over east of Mooresville Rd	X				●♦⬟+▲♦⬟+−△	$$	
I	SR-3 (US-31)	Hatfield Lake Rd		X				■●⬟+▲■★♦⬟+−△	$$	
I	SR-3 (US-31)	Black & Gold Dr	Phillip Rivers Dr	X	X	X		■●★♦⬟+▲■♦⬟+−△	$$	
I	SR-3 (US-31)	Clyde Mabry Dr	Ridgedale St	X	X			▲♦⬟▲■●★+−△□○	$$$	
I	SR-3 (US-31)	Garrett Rd	Martin Line Rd	X				●♦⬟+▲■♦⬟+−△□	$$	
I	AL-127	AL-99 (Elm St)	McClung Ln	X	X	X	X	■●★+▲■♦⬟+−△	$$	
I	AL-99	Springer Blvd	Lucas Ferry Rd	X	X	X	X	▲■★♦⬟▲■●+−△○	$$$	
I	SR-2 (US-72)	Jefferson St	Clinton cutoff	X	X		X	▲■●★♦⬟+▲■●★♦⬟+−△□○	$$$	
I	SR-2 (US-72)	Jefferson St		X	X			▲■★♦⬟▲■●★+−△□○	$$$	
I	SR-2 (US-72)	Whitson St	Walnut St/Lucas St	X	X			▲■★♦⬟▲■●★+−△□○	$$$	
I	SR-2 (US-72)	E Glenn Valley Rd	Lucas Ferry Rd	X	X			♦⬟▲+−	$$	
I	SR-2 (US-72)	x-over west of Hastings	Hastings Rd	X	X			■●★♦⬟+▲■★♦⬟+−△□	$$	
I	SR-3 (US-31)	Ryan St	Hobbs St	X	X	X		▲■♦⬟▲■●★+−△○	$$$	
I	SR-3 (US-31)	Forrest St	Ryan St	X	X			▲■●★♦⬟+▲■●★♦⬟+−△□○	$$$	
I	SR-3 (US-31)	Vaughn Dr		X	X			▲■●♦⬟+▲■●★♦⬟+−△□○	$$$	
I	SR-3 (US-31)	Strain Rd	?-Wauchula Private Rd	X	X			▲■●♦⬟+▲■●★♦⬟+−△□○	$$$	
I	SR-3 (US-31)	Annie Ruth Jamar St	SR-2 (US-72) Ramps	X	X		X	▲■●★♦⬟+▲■●★♦⬟+−△□○	$$$	
L	AL-99	Elkton Rd	Frazier St	X	X	X	X	♦⬟▲★+−	$$	
L	SR-2 (US-72)	Rodgers Dr		X	X			▲■♦⬟▲■●★+−△○	$$	
L	SR-2 (US-72)	L Gray Blvd	Levert Av	X	X			♦⬟▲■★+−△□	$$$	
L	SR-2 (US-72)	x-over east of Peyton Dr		X	X			■●♦⬟+▲■★♦⬟+−△	$$	
L	SR-3 (US-31)	Forrest St	Washington St	X	X			▲■●♦⬟+▲■●★♦⬟+−△□○	$$$	
L	SR-3 (US-31)	Strain Rd	Sanderfer Rd	X	X			▲■●★♦⬟+▲■●★♦⬟+−△○	$$$	
L	AL-251	I-65	Lindsey Ln	X	X	X		■●♦⬟+▲■★♦⬟+−△□	$$$	
L	SR-3 (US-31)	Roselawn Cemetery driveway		X	X			■★⬟▲■★+−△□	$	
L	AL-127	Airport Rd	Kimzy Carr Rd	X	X	X		■●★♦⬟+▲■♦⬟+−△	$$	

***Potential Project Type:**

- ▲ Access Management
- ♦ Enforcement
- ▲ Lighting
- ♦ Rumble Strips
- △ Traffic Calming
- ■ Bike Routes
- ⬟ Evaluate Signals
- ■ Pedestrian Facilities
- ⬟ Shoulder Improvements
- □ Trim Vegetation
- ● Clear Zones
- + Guardrail
- ● RCUT/SuperStreet
- + Signal Timings/Phases
- ○ Turn Lanes
- ★ Complete Streets
- − Interchange Ramps
- ★ Roundabouts
- − Signing and Striping Updates

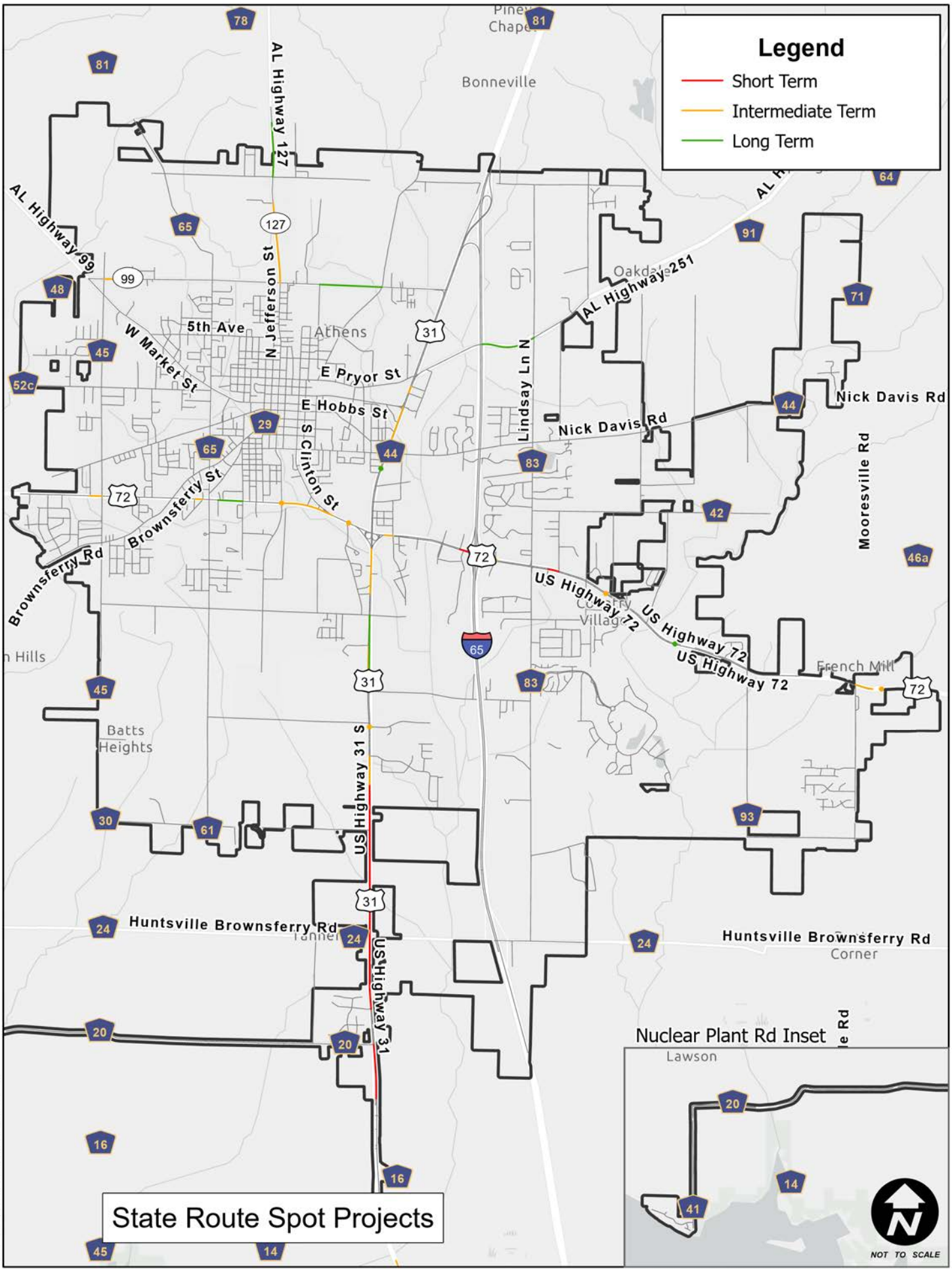


Figure 7.8 — State Route Spot Location Projects

State Route Spot Location Projects

An example of a potential State Route Spot Project with ALDOT is the Intersection of US-72 and French Farms Boulevard/Walmart driveway.While the crash data did not show many pedestrian crashes, this intersection was repeatedly mentioned by the Task Force members and in survey comments as an area for review for pedestrians.

Due to the feedback, the Safe Streets and Roads for All (SS4A) team elected to conduct Near Miss counts at the intersection and along the corridor to the west. The Near Miss evaluation, conducted over 48 hours, showed more than 40 Near Miss conflicts between vehicles and pedestrians/bicyclists and showed several drivers committing violations by turning left into a right-in/right-out access point. This location has been identified as a candidate for a project that includes pedestrian facilities and access management.

Near Miss conflict

08
Countermeasures

Potential countermeasures for the selected projects were chosen based on:

- the Safe System Approach (SSA),
- crash trends,
- community feedback,
- task force recommendations,
- and the Federal Highway Administration's (FHWA) Proven Safety Countermeasures initiative (PSCi).

The PSCi is a toolbox of countermeasures and strategies that have proven to be effective in reducing roadway fatalities and serious injuries. Once implemented, these projects can help to achieve the Safe Roads element of the SSA.

Typical Countermeasures for Systemic Projects

There are countermeasures that should be implemented systemically based on the intersection traffic control, the corridor attributes, and the crash trends. These systemic improvements could be implemented as standalone projects, or they could be included as projects are developed along these intersections/corridors.

Countermeasures recommended for systemic application are as follows:

1. Intersection
2. Left-turn
3. Roadway Departure/Fixed Object
4. Older/Younger Driver
5. Vulnerable Road User
6. Dark Conditions

These countermeasures are detailed on the following pages.

1. Intersection

- Improve signage, lighting, and sight distance
- Add protected turn phases and signal timing adjustments
- Use advance warning signs and pavement markings
- Install roundabouts or raised intersections where feasible
- Enhance pedestrian and cyclist visibility and crossings
- Implement traffic calming and speed reduction measures

2. Left-Turn

- Add protected left-turn signal phases
- Improve sight distance and intersection lighting
- Use dedicated left-turn lanes and markings
- Install advance warning signs for turn lanes
- Restrict or prohibit left turns at high-crash prone locations

3. Roadway Departure/Fixed Object

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

4. Older/Younger Driver

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

5. Vulnerable Road User

- Improve crosswalk visibility and lighting
- Add pedestrian refuge islands and curb extensions
- Use protected bike lanes and buffer zones
- Implement leading pedestrian intervals (LPIs)
- Reduce vehicle speeds with traffic calming
- Install pedestrian hybrid beacons and warning signs

6. Dark Conditions

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

Potential Project Type and Countermeasures Glossary

See abbreviations page on iii.

Access Management

Access management is the coordinated planning and implementation of roadway access points to reduce conflict points and manage turning movements. Treatments may include driveway consolidation, driveway closure, raised medians, right-in/right-out configurations, and managed intersection spacing to reduce the frequency and severity of crashes.

Common References: FHWA, HSIP

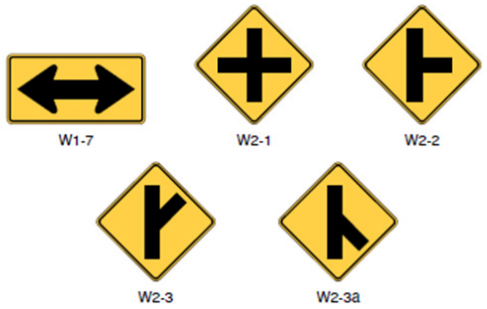
Corridor Access Management

Advance Warning Signs

Advanced warning signs provide proactive notification of roadway conditions or features that may not be readily apparent to road users, including upcoming intersections, changes in alignment, or crossing activity. Signs use retroreflective materials and are installed in accordance with MUTCD criteria to improve driver recognition and response.

Common References: MUTCD, FHWA

Figure 2C-10. Intersection Warning Signs and Plaques



From 11th Edition of MUTCD.

Bike Lanes/ Routes

Bicycle Lanes: Bicycle lanes are designated portions of the roadway that separate bicycle travel from motor vehicle travel using pavement markings and, where applicable, vertical separation such as flexible delineators or curbing.

Bicycle Routes: A bicycle route is a roadway or path designated for bicycle travel that may be shared with motor vehicles, pedestrians, or other modes when appropriate.

Common References: FHWA, USDOT, SS4A

Proven Safety Countermeasures: Bicycle Lanes

Clear Zones

A clear zone is an unobstructed, traversable roadside area designed to allow drivers who leave the travelway space to regain control or stop safely. Clear zones reduce run-off-road crash severity by minimizing roadside objects.

Common References: FHWA, HSIP

Roadway Departure Safety | FHWA

Complete Streets

Complete Streets is a planning, design, and operational approach that integrates the safety and mobility needs of all users, including pedestrians, bicyclists, transit users, freight, and motorists of all ages and abilities, into transportation projects and policies.

Common References: FHWA, SS4A

Complete Streets Resources | FHWA

Complete Streets—Safety Analysis

Crash Cushion

Crash cushions are energy-absorbing or redirective systems installed to reduce the severity of vehicle impacts with fixed objects. Applications include stationary crash cushions and truck-mounted attenuators used in work zones or at high-risk fixed features.

Common References: FHWA, MUTCD

Curb Extensions

Curb extensions reduce pedestrian crossing distance, improve sight lines between pedestrians and drivers, and visually narrow the roadway. They may also support traffic calming objectives and provide space for ADA-compliant features or streetscape elements.

Common References: FHWA, NACTO, Vision Zero

Curb Extensions - NACTO

Delineators

Delineators are retroreflective devices installed along the roadway edge or centerline to provide continuous visual guidance and reinforce roadway alignment, particularly during nighttime or adverse weather conditions.

Common References: MUTCD

Driver Education	Driver education programs provide instruction on traffic laws, roadway safety, and safe driving practices with the goal of reducing risky behaviors and supporting systemwide safety strategies. Common References: USDOT, Vision Zero	Defensive Driving to Help You Stay Safer on the Road Teen Driving Programs and Resources | AAA Automotive
Enforcement	Enforcement activities support traffic safety goals by addressing behaviors linked to fatal and serious injury crashes, including speeding, impaired driving, and distracted driving, using data-driven and equitable approaches. Common References: SS4A, Vision Zero	Speeding and Aggressive Driving Prevention | NHTSA
Evaluate Signals	Traffic signal evaluations include assessing new signals and assessing existing signals for removal, replacement, retiming, or other modifications that reduce crash risk and improve efficiency. Common References: FHWA, HSIP	
Guardrail	Guardrail is a roadside barrier system designed to shield road users from roadside hazards or steep slopes. Metal-beam guardrail systems include W-beam or box-beam rails mounted on posts and are designed to redirect vehicles while absorbing impact energy. Common References: FHWA, HSIP	GUARDRAIL 101 | FHWA 
Lighting	Roadway lighting improves nighttime visibility at intersections, crossings, and along corridors with a history of fatal or serious injury crashes. Lighting is designed to meet minimum horizontal and vertical illumination levels shown to improve detection of pedestrians, bicyclists, and objects in the roadway while also supporting personal security. Common References: FHWA, HSIP, Vision Zero	Proven Safety Countermeasures: Lighting

Parking Adjustments

Parking adjustments modify parking configuration to improve sight distance, reduce conflicts, and support safer operations. Measures may include converting angled parking to parallel or back-in angled parking, or adjusting parking limits near intersections and crossings.

Common References: FHWA, SS4A

Pavement Markings

Pavement markings provide visual guidance by delineating lanes, turn movements, stop lines, yield lines, and crossings. Enhanced markings improve recognition, compliance, and visibility, particularly in low-light or wet conditions.

Common References: MUTCD, FHWA

Pedestrian Accommodations & Facilities

Pedestrian facilities support safe and accessible walking by providing continuous sidewalks, ADA-compliant curb ramps, marked and signalized crossings, pedestrian signals, and visibility enhancements. Treatments prioritize locations with higher exposure or crash history.

Common References: FHWA, SS4A

Proven Safety Countermeasures: Crosswalk Visibility Enhancements

Proven Safety Countermeasures: Leading Pedestrian Interval

Pedestrian Hybrid Beacon

A Pedestrian Hybrid Beacon (PHB) is a traffic control device used at midblock or uncontrolled crossings on higher-speed roadways. The beacon remains dark when inactive and displays a defined sequence of yellow and red indications when activated to require motorists to slow and stop.

Common References: FHWA, MUTCD

Proven Safety Countermeasures: Pedestrian Hybrid Beacon

Pedestrian Refuge Island

A pedestrian refuge island is a raised or striped median that provides a protected waiting area for pedestrians crossing multilane roadways, reducing exposure and simplifying crossing tasks.

Common References: FHWA, Vision Zero

Medians and Pedestrian Refuge Islands in Urban and Suburban Areas

Raised Intersections	Raised intersections elevate the entire intersection to sidewalk level, using vertical deflection to reduce vehicle speeds and reinforce pedestrian priority while improving visibility and crossing comfort. Common References: FHWA, Vision Zero	Raised Intersections - NACTO
Raised Medians	Raised medians separate opposing traffic flows, reduce left-turn conflict points, and may provide pedestrian refuge or support access management objectives. Common References: FHWA, HSIP	Raised-Medians-Fact-Sheet-v15.pdf 
Reduced Conflict Intersections (RCI)	Reduced-Conflict Intersections (RCIs), including Restricted Crossing U-Turn (RCUT) and Superstreet designs, reconfigure traditional left-turn and through movements to substantially reduce conflict points and simplify decision-making for drivers. By redirecting crossing and left-turn movements to controlled locations, RCIs are associated with significant reductions in fatal and serious injury crashes, particularly angle and head-on collisions. Common References: FHWA, HSIP	Reduced Left-Turn Conflict Intersections pub.mdot.ms.gov/download/press releases/2024/July/RCUT/MDOT_RCUT Explainer.mp4
Road Diet	A Road Diet reconfigures roadway cross sections to reduce conflict points and operating speeds, often by converting four-lane undivided roadways to three lanes while reallocating space to other modes or safety features. Common References: FHWA, SS4A	Road Diets (Roadway Reconfiguration) 

Roundabouts

Modern roundabouts are circular intersections with yield control at entry that reduce speeds and eliminate high-severity conflict types. Their design is associated with substantial reductions in fatal and serious injury crashes.

Common References: FHWA, HSIP

Roundabouts

Rumble Stripes/ Strips

Rumble strips are milled or raised pavement features that alert drivers through audible and tactile feedback when a vehicle departs its lane. Rumble stripes combine rumble strips with pavement markings to enhance visibility and durability.

Common References: FHWA, HSIP

Longitudinal Rumble Strips and Stipes

School Zone improvements

School zone improvements enhance compliance and visibility through signing, markings, and operational treatments that meet MUTCD standards and support safe travel for students and caregivers.

Common References: MUTCD, FHWA

Shoulder Improvements

Shoulder improvements increase roadway recovery space and include paving, stabilization, reconstruction, or installation of treatments such as the SafetyEdge to reduce run-off-road crash severity.

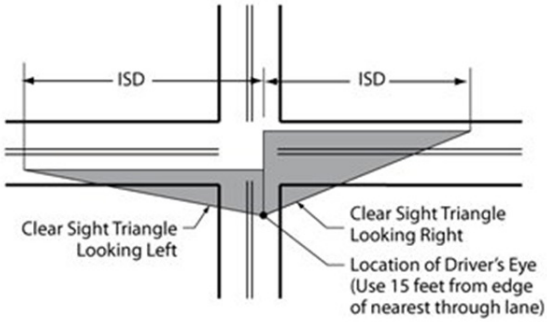
Common References: FHWA, HSIP

SafetyEdge

Sight Distance Improvements

Shoulder improvements increase roadway recovery space and include paving, stabilization, reconstruction, or installation of treatments such as the SafetyEdge to reduce run-off-road crash severity.

Common References: FHWA, HSIP



Signal Timings/ Phases

Signal timing and phasing allocate right-of-way among competing movements to manage conflicts and reduce crash risk. Treatments may include protected turn phases, pedestrian leading intervals, or clearance interval adjustments.

Common References: FHWA, SS4A

ALDOT Traffic Signal Manual - June 2015

Signal Upgrades

Signal upgrades include improvements to hardware, controllers, displays, timing, and pedestrian features to enhance visibility, reliability, and safety performance.

Common References: FHWA, HSIP

Proven Safety Countermeasures | FHWA

Signing

Signing improvements provide consistent, visible, and understandable regulatory, warning, and guidance information using retroreflective materials and MUTCD-compliant placement.

Common References: MUTCD, FHWA

Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections

Speed Control & Reduction

Speed management aligns operating speeds with roadway context by considering land use, design, and crash history, reducing both crash likelihood and injury severity for all users.

Common References: FHWA, Vision Zero, SS4A

Appropriate Speed Limits for All Road Users | FHWA

Speed Concepts: Informational Guide | FHWA

Traffic calming

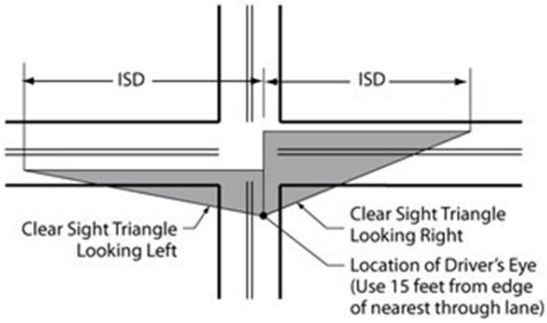
Traffic calming uses self-enforcing design measures to reduce vehicle speeds or volumes and improve safety, comfort, and livability across corridors or neighborhood networks.

Common References: FHWA, Vision Zero

Traffic Calming ePrimer | FHWA

Trim vegetation

Vegetation should be trimmed to improve sight distance and visibility of lights and signs.



Turn Lanes

Turn lanes separate turning vehicles from through traffic to reduce rear-end, angle, and operational conflicts at intersections and access points.

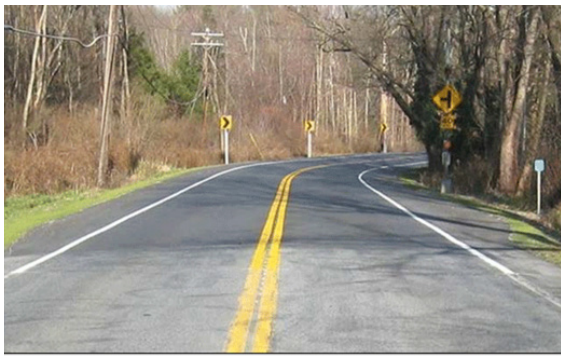
Common References: FHWA, HSIP

Dedicated Left- and Right-Turn Lanes at Intersections

Widening

Widening increases roadway cross section elements such as lane width, shoulder width, or auxiliary lanes to address documented safety or operational issues.

Common References: FHWA, HSIP



09
Policy & Process Changes

Infrastructure projects alone will not be sufficient to achieve the goals of this SAP. To be successful, the City needs an improved culture where community members, leaders, policies, and decision-making all demonstrate a commitment to a safer transportation system. With the goal of a better safety culture in mind, an assessment of current policies and planning documents was conducted to benchmark the City's existing state of practice.

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

- *Alabama Strategic Highway Safety Plan, 4th Edition*
- *Vulnerable Road User Safety Assessment*
- *ALDOT Access Management Manual, September 2022*
- *Alabama Department of Transportation Procedural Guidelines for Local Public Agency Projects, February 2025*
- *Athens Traffic Circulation Standards, 2007*
- *A Vision for Athens: Transportation Plan, March 2015*
- Subdivision Regulations, City of Athens, 2006

Washington Street/Jefferson Street Intersection

Changes are recommended in four categories:

1. Leadership & Commitment

- Prepare a reporting template for an annual safety checkup and track the Safey Performance Measures as defined in this document, using the crash database.

2. Safety Culture

- Strengthen requirements in the City's permitting documents to hold contractors accountable for meeting Manual on Uniform Traffic Control Devices (MUTCD) standards.
- Create a Safe Routes to School policy that defines minimum standards for signing, striping, speed limits, and pedestrian & bicycle accommodations in school zones.
- Conduct annual traffic safety education/ awareness campaigns.
- Recruit and train Child Passenger Safety Technicians and maintain a fitting station in the City. Publicize the fitting station and hold public outreach events to raise awareness.

3. Data Collection & Analysis

- Implement data governance improvements related to crash record-keeping and reporting, as some crashes are still not being captured in the crash database.
- Assess the feasibility of a system for tracking maintenance issues.
- Inventory all regulatory and warning signage on city-maintained roads; use the inventory to guide budgeting and maintenance activities.
    - Develop plan to implement/update street name signage throughout the City.
    - Enforce City and State sign ordinances for signs placed in right-of-way.

4. Implementation

- Implement recommendations from the Safety Action Plan.
- Update the City's Americans with Disabilities Act (ADA) Transition Plan.
- Update Athens Traffic Circulation Standards.
- Develop and adopt a Complete Streets policy to ensure streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

10
Conclusion

This plan constitutes a vision for moving traffic of various modes through and around the City of Athens in a safe and efficient manner. The plan serves as the next phase in our city's planning program. The Safety Action Plan (SAP) and its implementation will serve as a crucial step in implementing the community's overall vision for transportation safety.

The plan can be summarized into five goals:

1. Adopt a Safe System Approach for Athens' transportation system.
2. Engage all community members to improve Athens' transportation safety culture.
3. Adopt and operationalize safety-supportive strategies across all City departments.
4. Use safety data to inform and drive decision making.
5. Plan, construct, and maintain infrastructure that reduces the risk of transportation-related fatalities and serious injuries for all road users.

After the SAP is adopted, the first step of implementation is the planning of the prioritized projects suggested herein. This will require close examination of each project by the City administration based on criteria such as safety, functionality, and possible funding. In some cases, the City will have to work with other agencies such as the Alabama Department of Transportation (ALDOT) to prioritize projects and commence work. As the implementation progresses, performance evaluation will be regularly conducted to gauge the effectiveness of the SAP.

With the Tennessee Valley and the various communities within the region experiencing substantial growth, each community will be working to improve its standing in the region and engage surrounding communities in friendly competition for jobs and residents.

It will be vital to the future of Athens to provide exceptional levels of service and quality of life to attract residents, businesses, and industry. A safe, functional, and multi-modal transportation system will be a critical element to our success in this endeavor.

Performance Evaluation

Tracking Performance

The City of Athens and its Safety Action Plan Task Force are committed to making substantial progress toward the goal of zero traffic fatalities and serious injuries.

The Safety Action Plan has established a goal of achieving a **10% per year reduction in fatal and serious injuries by the year 2040**. This goal is in line with the Vision Zero resolution the Athens City Council passed in 2023. Ongoing monitoring will be necessary to assess and support the effectiveness of the Action Plan.

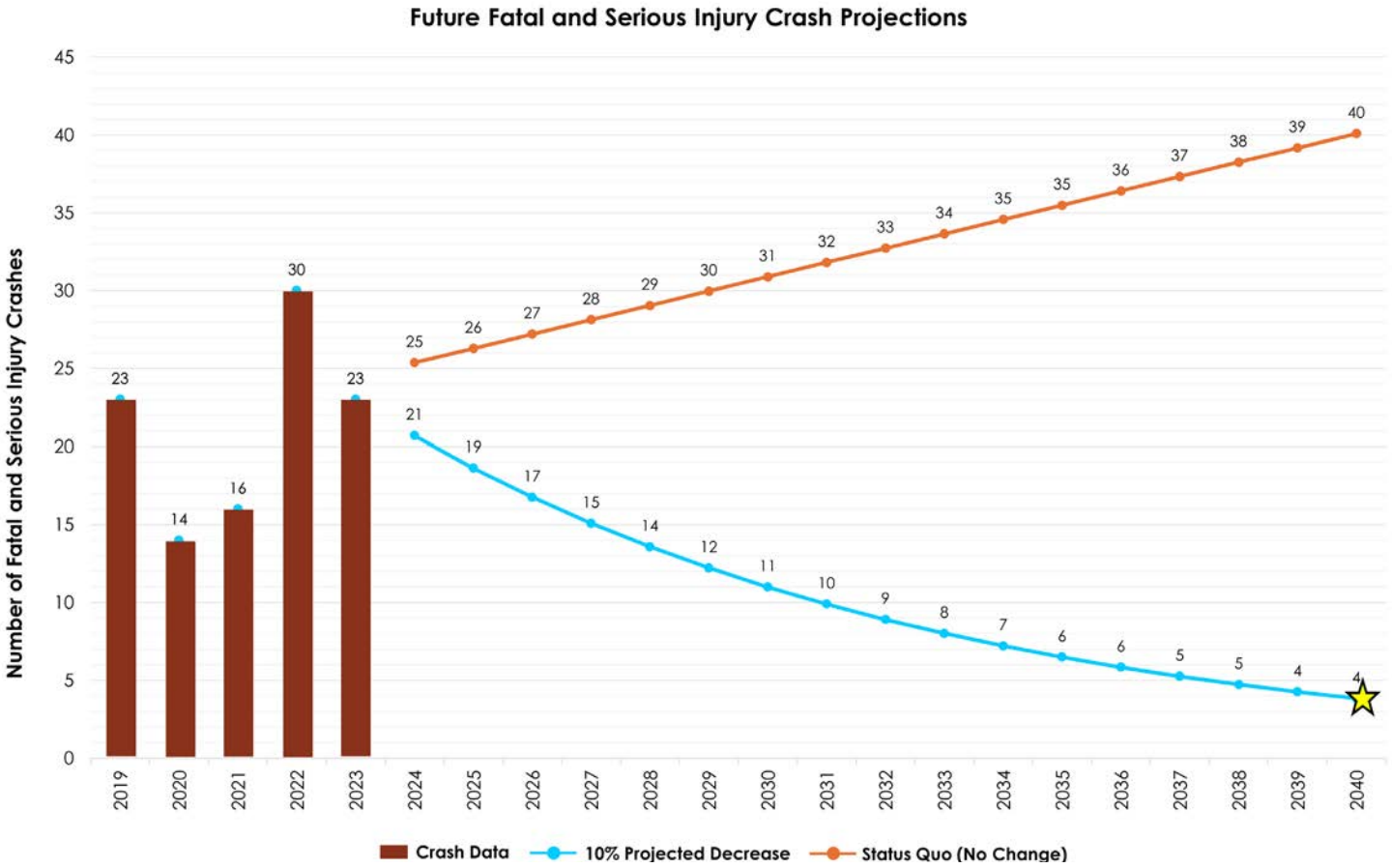


Figure 10.1 — Future Fatal and Serious Injury Crash Projections

Monitoring Progress

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

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

Performance Metrics

Total Fatalities
Total Serious Injuries
Total Fatalities + Serious Injuries
Non-motorized Fatalities + Serious Injuries
Total Fatalities + Serious Injuries in Underserved Areas
Non-motorized Fatalities + Serious Injuries in Underserved Areas

A.
Appendix

Transportation Funding Programs

Multiple funding sources, listed below, are currently available for implementing transportation safety improvements. ***See abbreviations page on iii.***

ATRIP-II	**Alabama Transportation Rehabilitation and Improvement Program 2**	Created in 2019 by the Rebuild Alabama Act, this program is administered by ALDOT. Eligible projects include transportation projects that improve any state-maintained highway system. Projects with a primary focus on local roads are not eligible.
AoPP	**Areas of Persistent Poverty Program**	AoPP funds projects that provide access to transit in disadvantaged communities, including safety improvements.
BUILD	**Better Utilizing Investments to Leverage Development**	BUILD provides grants for surface transportation infrastructure projects with significant local or regional impact
CRP	**Carbon Reduction Program**	Provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions from on-road highway sources.
CMAQ	**Congestion Mitigation and Air Quality Improvement Program**	Provides funds to States for transportation projects designed to reduce traffic congestion and improve air quality, particularly in areas of the country that do not attain national air quality standards.
FTA	**Federal Transit Administration Capital Funds**	FTA funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.
HRRR	**High Risk Rural Roads**	The HRRR program focuses on improving safety on rural major or minor collectors and local roads with significant safety risks, as defined by each State's Strategic Highway Safety Plan. A Special Rule requires States to allocate funds to HRRRs if rural road fatality rates increase on these specific roadway facilities.

HSIP	**Highway Safety Improvement Program**	HSIP is a core Federal-aid program to reduce traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.
INFRA	**Infrastructure For Rebuilding America**	FRA grants fund multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.
LRSI	**Local Road Safety Initiative**	The LRSI program provides funding to cities and counties for safety projects on locally owned public roads, targeting locations with significant safety risks in alignment with Alabama's Strategic Highway Safety Plan. Eligible projects focus on reducing fatal and serious injury lane departure and run-off-road crashes, prioritized by their potential to prevent crashes, mitigate crash occurrence, and minimize crash severity.
NHPP	**National Highway Performance Program**	Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.
PROTECT	**Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation**	Used to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure.
RHCP	**Railway-Highway Crossings Program (Section 130)**	The Railway-Highway Crossings (Section 130) Program provides funds for the elimination of hazards at railway-highway crossings.
Rebuild Alabama Act		Provides the opportunity for cities and counties to partner with the State on larger projects where adequate local funding may not be available. There is not a specified or required match for local governments to take on, but any funds that local governments can leverage to team with ALDOT to fund a project could play a role in the decision-making process.

RCP	**Reconnecting Communities Pilot Program**	Planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.
RTP	**Recreational Trails Program**	A federal competitive grant program administered by the Alabama Department of Economic and Community Affairs (ADECA). Permissible uses include development of urban trail linkages, development of trailside and trailhead facilities, acquisition of easement for trail use, and construction of new trails.
SRTS	**Safe Routes to School Program**	SRTS provides funding for projects that improve safety for students going to school.
SS4A	**Safe Streets and Roads for All**	Authorized through FY26, it provides two grant categories suitable for implementing safety improvements for those agencies that have a complete Safety Action Plan: SS4A Demonstration Grants are for testing temporary safety improvement projects or strategies to determine future uses and benefits. SS4A Implementation Grants provide federal funds to execute projects and strategies outlined in a Safety Action Plan to address data-driven safety concerns. Eligible projects and strategies can be aimed at infrastructure, behavioral, or operational improvement actions.
STBG	**Surface Transportation Block Grant Program**	Provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
TAP	**Transportation Alternatives Program**	TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

B.
Appendix

Transportation Safety Survey

SS4A Athens

Haga clic en 'English' arriba para ver la encuesta en Español

Athens SS4A
SAFE STREETS AND ROADS FOR ALL

Athens has been awarded the opportunity to develop a Safety Action Plan for roadways in the City of Athens, excluding the Interstate. The intent of the plan is to create strategies and identify projects to reduce the number of serious injuries and fatalities occurring on our roadways. Your input will help shape and prioritize these safety strategies and projects identified in the plan.

1. What do you think are the biggest behavioral safety concerns in Athens?

Speeding*

- ○ No Concern
- ○ Low Concern
- ○ Medium Concern
- ○ High Concern

Distracted Driving*

- ○ No Concern
- ○ Low Concern
- ○ Medium Concern
- ○ High Concern

Driving Under the Influence*

- ○ No Concern
- ○ Low Concern
- ○ Medium Concern
- ○ High Concern

Red Light Running*

- ○ No Concern
- ○ Low Concern
- ○ Medium Concern
- ○ High Concern

Aggressive Driving*

- ○ No Concern
- ○ Low Concern
- ○ Medium Concern
- ○ High Concern

Seatbelt Use*

- ○ No Concern
- ○ Low Concern
- ○ Medium Concern
- ○ High Concern

Child Car Seat Use*

- ○ No Concern
- ○ Low Concern
- ○ Medium Concern
- ○ High Concern

2. What do you think are the biggest roadway infrastructure concerns in Athens?

Intersections*

- ○ No Concern
- ○ Low Concern
- ○ Medium Concern
- ○ High Concern

Curves*

- ○ No Concern
- ○ Low Concern
- ○ Medium Concern
- ○ High Concern

Limited Sight Distance*

- ○ No Concern
- ○ Low Concern
- ○ Medium Concern
- ○ High Concern

Pavement Conditions*

- ○ No Concern
- ○ Low Concern
- ○ Medium Concern
- ○ High Concern

Roadway Signs or Signage*

- ○ No Concern
- ○ Low Concern
- ○ Medium Concern
- ○ High Concern

Pavement Striping, Markings, and Raised Pavement Markers*

- ○ No Concern
- ○ Low Concern
- ○ Medium Concern
- ○ High Concern

Pavement Width*

- ○ No Concern
- ○ Low Concern
- ○ Medium Concern
- ○ High Concern

Pedestrian or Bicycle Facilities*

- ○ No Concern
- ○ Low Concern
- ○ Medium Concern
- ○ High Concern

Heavy Trucks*

- ○ No Concern
- ○ Low Concern
- ○ Medium Concern
- ○ High Concern

Work Zones*

- ○ No Concern
- ○ Low Concern
- ○ Medium Concern
- ○ High Concern

Lighting*

- ○ No Concern
- ○ Low Concern
- ○ Medium Concern
- ○ High Concern

Emergency Response Times*

- ○ No Concern
- ○ Low Concern
- ○ Medium Concern
- ○ High Concern

3. Do you have any other additional roadway safety concerns that are not listed? Please specify:

4. Using the map below, please indicate any specific locations where you have concerns pertaining to transportation safety. (7)

1 2 3 4 5 6 7

Add location of concern.

Zoom in or out and pan around the map to identify a place to add a pin for any locatio concern along with a description of your safety concern. Add as many locations as you like by hiting the + button.

n of would

For examples: US 31, US 72, AL 99, etc...

What is your safety concern at this specific location?

Tell us about yourself.

The following information is not required, but it will help us to confirm that we are reaching a broad range of community members.

5. What zip code do you live in?

123

6. What zip code do you work in?

123

7. What group best describes your age?

- ○ Under 16
- ○ 16-24
- ○ 25-44
- ○ 45-64
- ○ Over 65
- ○ Prefer not to answer

8. Which best describes your race/ethnicity?

Select all that apply

- ☐ American Indian / Alaska Native / First Nations
- ☐ Asian
- ☐ Black / African American
- ☐ Hispanic / Latino
- ☐ Native Hawaiian / Pacific Islander
- ☐ White
- ☐ Other
- ☐ Prefer not to answer

9. What is your primary mode of transportation?

- ○ Personal Vehicle
- ○ Motorcycle
- ○ Bicycle
- ○ Transit / Bus
- ○ Personal Mobility Device (manual or power-driven wheelchair)
- ○ Walking

10. This survey can be left anonymous or, if you would like us to contact you to follow up on your concerns, please provide your name and email address?

First Name

Last Name

Email Address

Submit

Powered by ArcGIS Survey123

C.
Appendix

Summary of Behavioral and Infrastructure Concerns

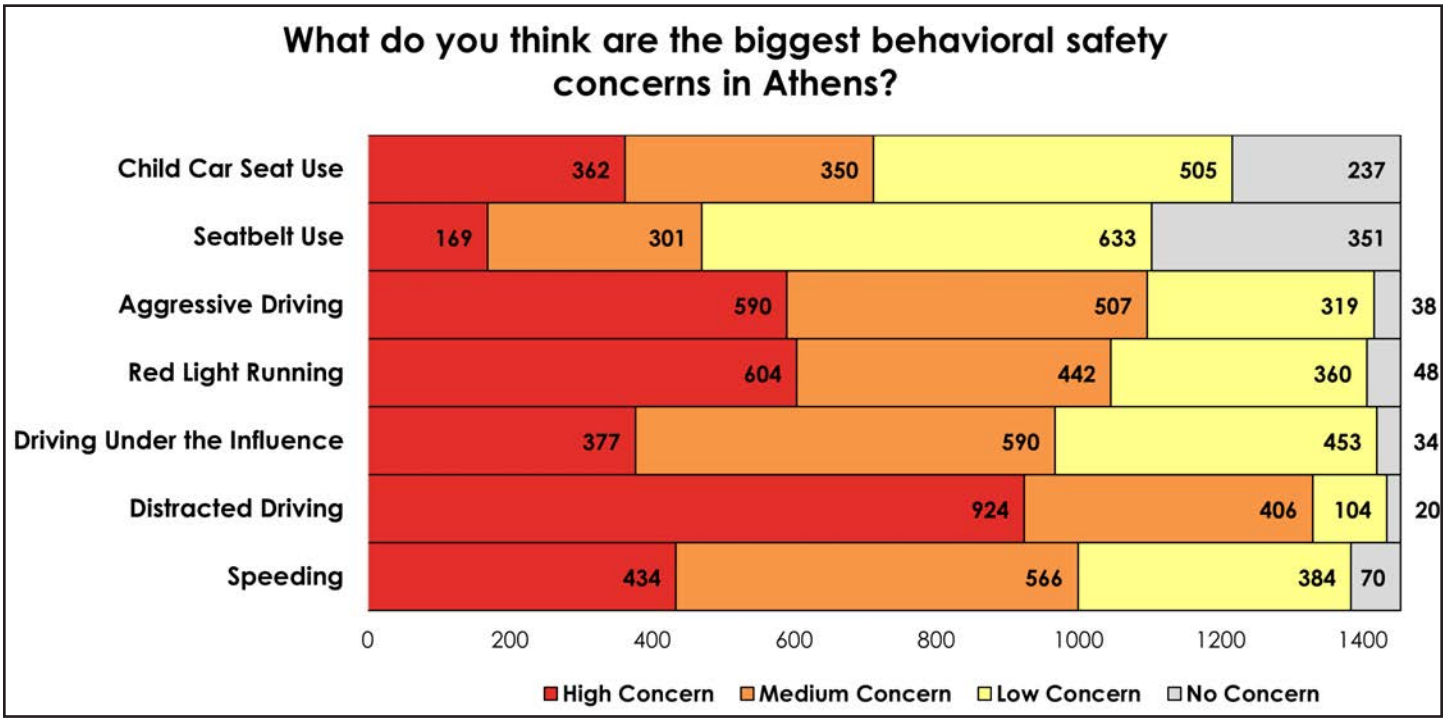


Figure C1 — Behavioral Safety Concerns Reported

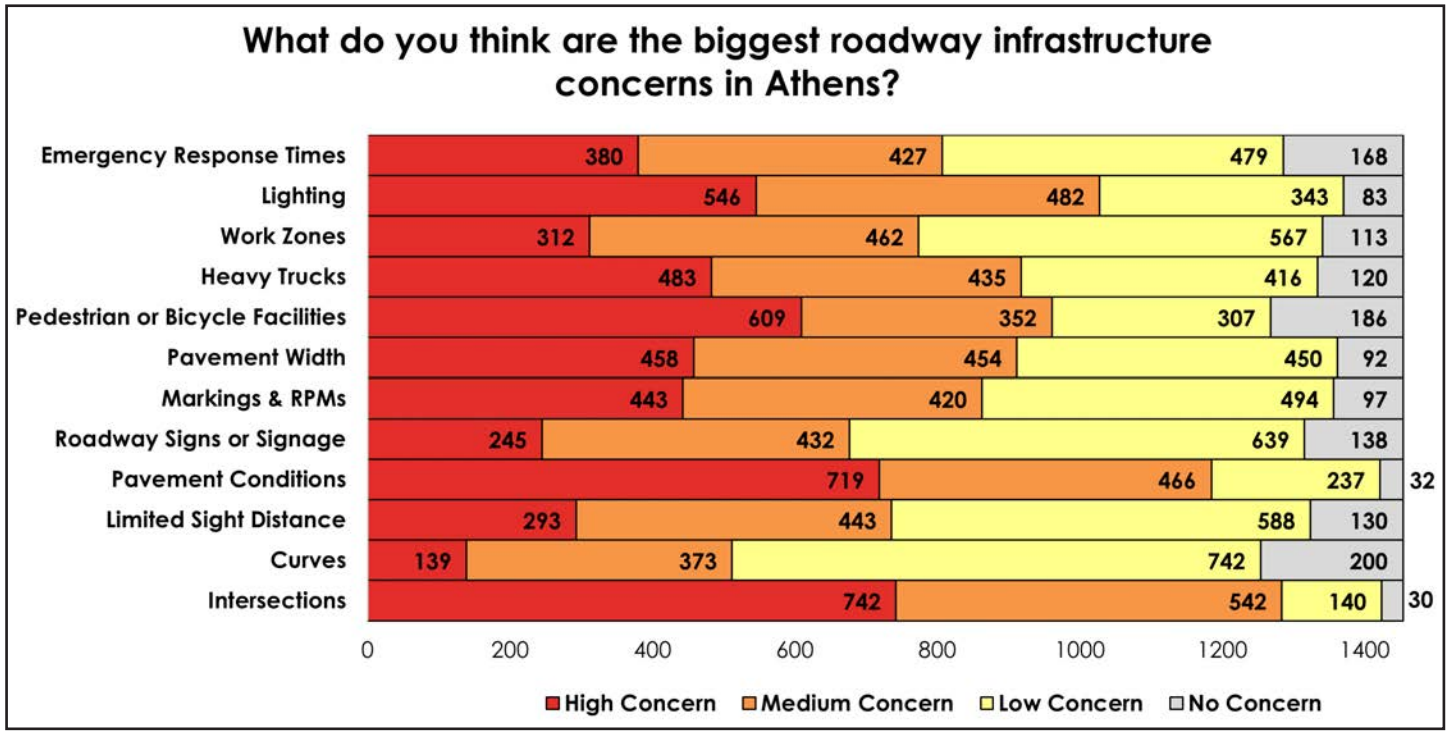


Figure C2 — Infrastructure Concerns Reported

SAIN ASSOCIATES

This plan was prepared by Sain Associates, Inc.