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CORRIDOR STUDY
GURLEY 2022
ALABAMA

Land Use, Infrastructure, & Safety
along the
US HWY 72 Corridor.



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This plan was prepared by the Top of Alabama Regional Council of Governments.

Town of Gurley, Alabama US Highway 72 Corridor Study

About TARCOG

Established by a local initiative in 1968, the Top of Alabama Regional Council of Governments (TARCOG) aims to identify and address common regional issues, opportunities, and challenges of the Northeast Alabama's municipalities and counties. TARCOG serves as Substate Planning District Twelve and the Area Agency on Aging. The governments of five northeast Alabama counties, DeKalb, Jackson, Limestone, Madison, and Marshall, and the municipalities located in these counties make up TARCOG. TARCOG helps local governments by obtaining funding for local government assistance, coordinating local governments' responses to regional issues, and providing a wide range of services to the region's governments and residents. This document was prepared and designed by the TARCOG Department of Economic Development and Planning (ED&P).



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Mayor and City Council

Stan Simpson, Mayor	Joseph Belles, Place 4
Richard Meyers, Place 1	Andrew Whitten, Place 5
Robert H. Winn, Place 2	
Gary Boyett, Place 3	

Planning Commission

Michael Barnes	Eddie Hoff
Michael Bonaker	Chuck Martin
Paul Hall	Richard Meyers
Chelsea Hereford	Stan Simpson, Mayor

Steering Committee

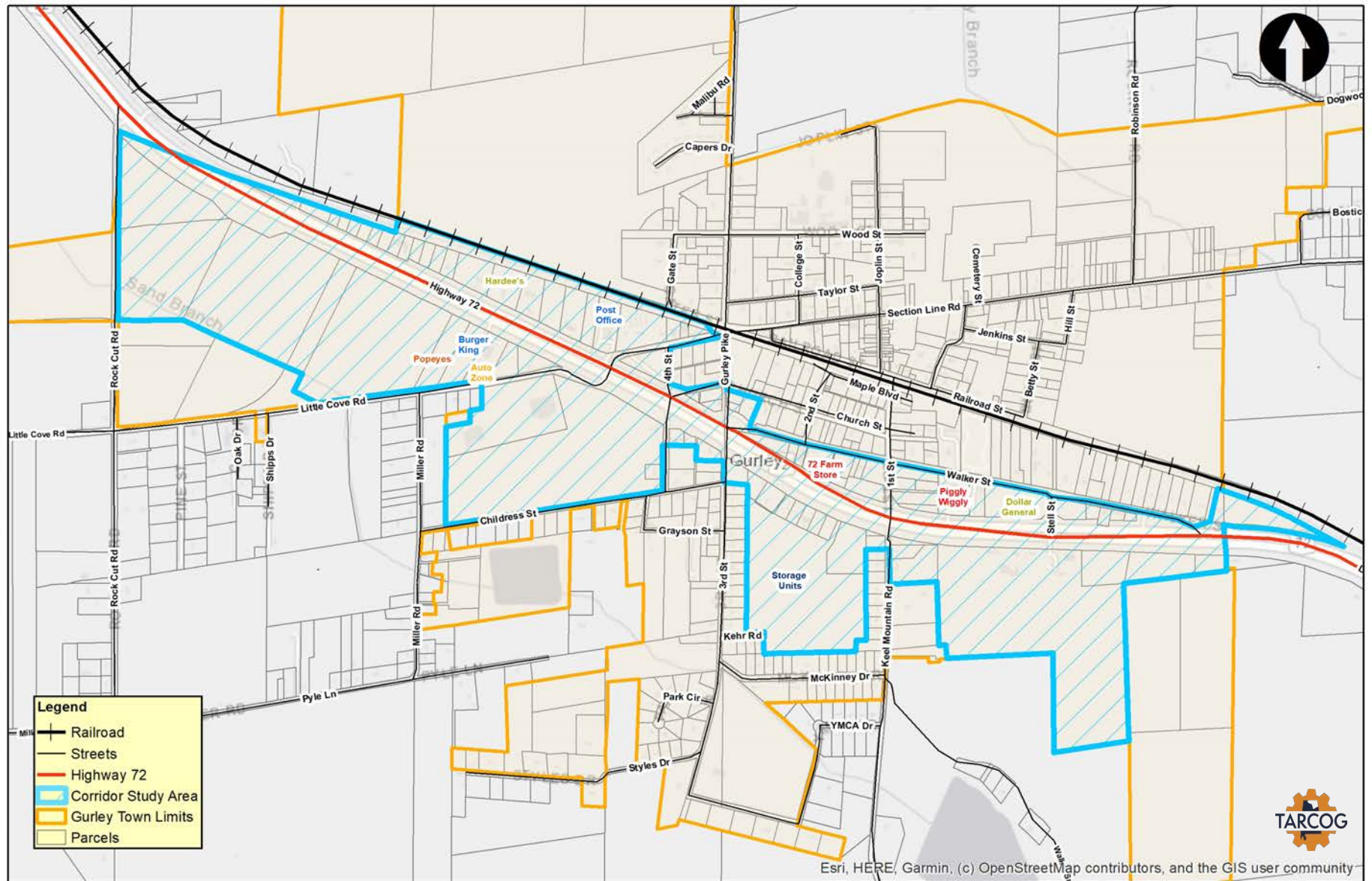
Al Sneed	Freda Johnson
Becky Farr	Gary Kern
Chief JC Martin	Jeanine Woods
Chuck Martin	Karen Watson
Richard Meyers	Paul Hall
Chief Boone Ruffin	Tommy Anderson

The *Town of Gurley Corridor Study* was prepared by the Top of Alabama Regional Council of Governments (TARCOG) for the Town of Gurley, Alabama with the assistance of the Gurley Corridor Study Steering Committee. This plan was initiated by the Town of Gurley Planning Commission, via resolution by the Town of Gurley City Council.

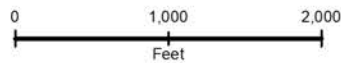
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Town of Gurley Corridor Study Area



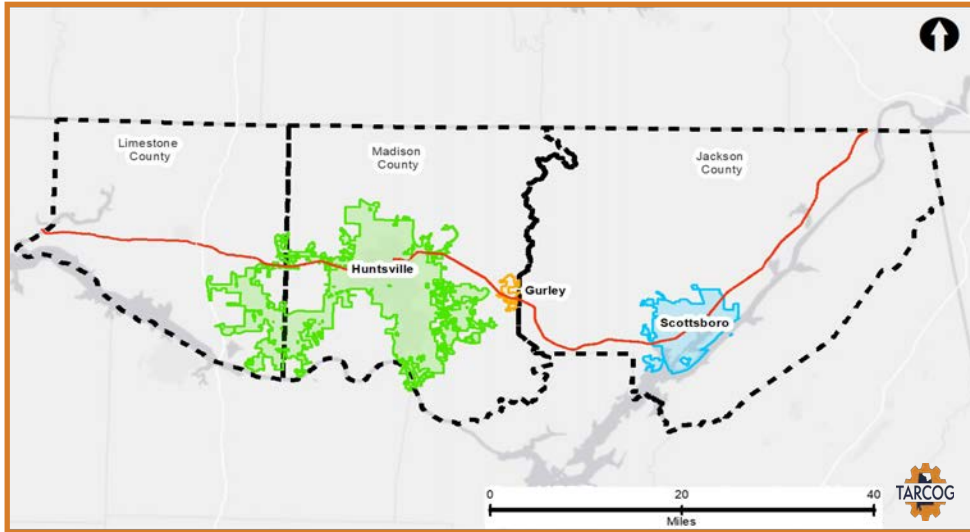
Map showing Town of Gurley US Highway 72 Corridor Study Area.



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Chapter One

Introduction



Map showing the Town of Gurley's proximity to Huntsville and Scottsboro along US Highway 72.

Purpose

Located in the southern foothills of the Appalachian Mountains, Gurley, Alabama is situated within the beautiful Paint Rock Valley in North Alabama. Gurley is approximately seven miles from the edge of the City of Huntsville's city limits along US Highway 72, but roughly one mile as the crow flies to touch Huntsville's City Limits across the Flint River as they are currently situated. The community is bordered by the Flint River to the west and by the Paint Rock River to the east.

When the US Highway System was developed and US Highway 72 was brought through Gurley, Alabama in the late 1960's and early 1970's, It helped convey individuals to work within the City of Huntsville, which was also growing due to the impact of NASA and the relocation and introduction of Wernher von Braun in the

1950's. In addition to expediting commute times, the US Highway also divided the Town of Gurley in half. On the northern side of the highway one can find the Railroad, the Town Hall, Public Library, Town Park, and the historic downtown commercial district. The southern side of the highway in general contains industrial uses, residential housing, and the recreation center.

More recently, as the City of Huntsville- and Madison County as a whole- continue to grow and attract new economic and development opportunities, the Town of Gurley needs to prepare itself for the impact of this potential growth and population increase. Officials and local stakeholders understand that the location of one major industry near Gurley could significantly impact the Town without the proper preparation. In addition, the sustained residential growth of nearby neighborhoods and new Huntsville suburbs place increasing pressure on the town's infrastructure and land use patterns. With this in mind, the Town of Gurley had developed a phased approach to addressing potential impacts to current growth patterns. The first step in the Town's approach is to assess the US Highway 72 corridor in regards to existing usage and potential impacts from increased development.

The Town of Gurley and the Alabama Department of Transportation (ALDOT) worked with SAIN Associates to produce an agreed upon Access Management Plan in 2008. It was mutually adopted in 2014. While this plan has been in place since 2014, few of the access management solutions have been implemented. This

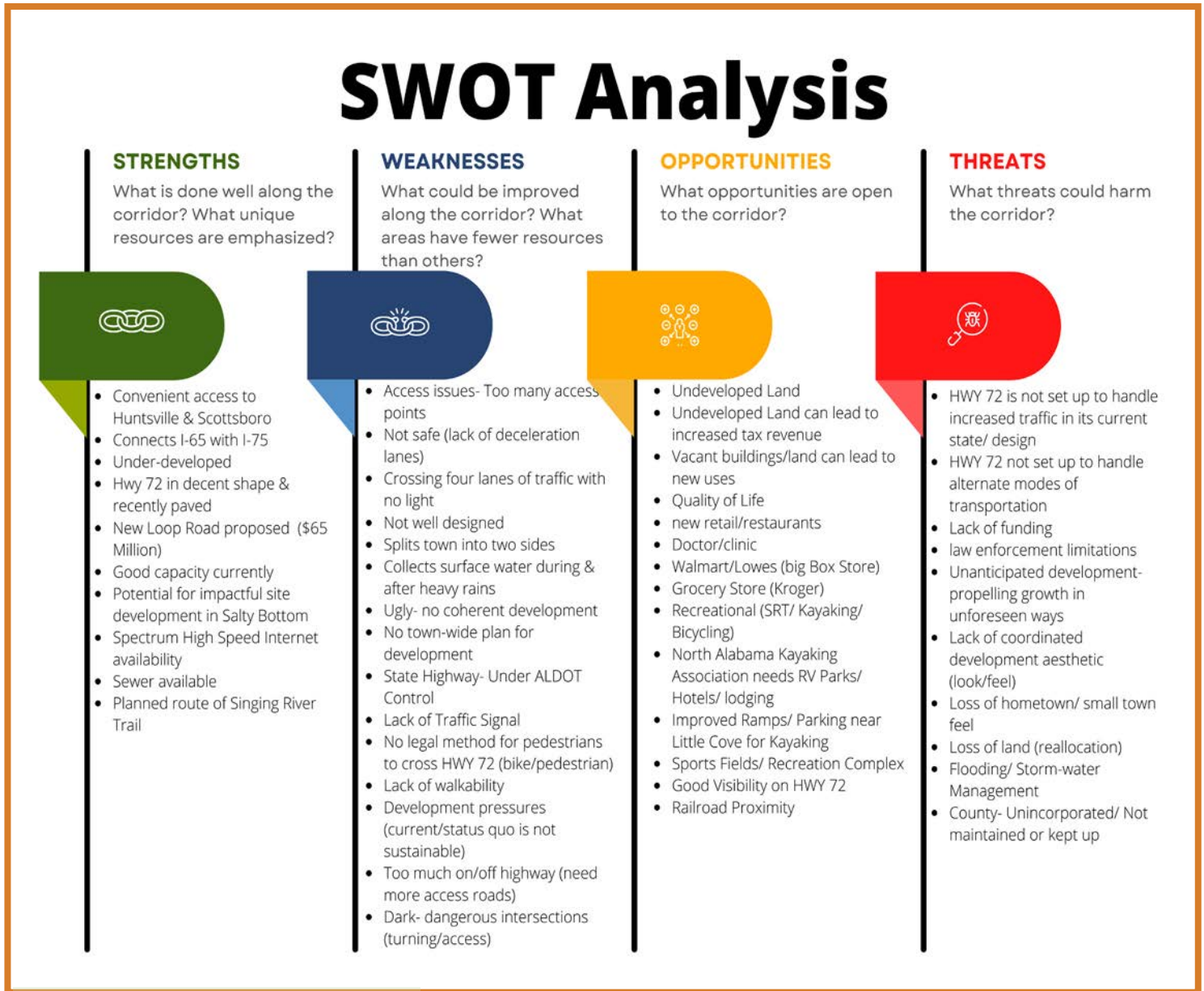
Introduction

corridor study was intended to assess the existing condition of the US Highway 72 Corridor, and develop a long-term vision for the corridor focusing on land-use, infrastructure, and safety, based on community input, data, and real-world conditions.

Methodology

To better understand the outcomes of the study, a brief overview of the data collection is included.

The process was driven by public input and feedback. The Town initially identified a steering committee, a diverse group of local individuals that provided support and guidance throughout the study and are representative of the Town as a whole. The individuals included within the steering committee are identified at the beginning of this document. The Steering Committee provided various forms of feedback,



Steering Committee SWOT Analysis results.

but most notable was a SWOT analysis which is included within this chapter. The SWOT analysis looked at the strengths, weaknesses, opportunities, and threats along the US Highway 72 Corridor.

Additionally, public meetings were held that presented information for both stakeholders (those who own property or businesses along the corridor) and the general public (those who live in Gurley or are interested in the development of Gurley and how it may impact their lives or interests). These meetings utilized an interactive survey with questions largely derived from the Steering Committee's SWOT analysis. The results to these questions along with accompanying data were utilized to complete this report.

Demographics

The Town of Gurley is a relatively small town with a population of roughly 816 per the 2020 Decennial Census. The median age of residents within Gurley is 39 years old, with 17% of the total population 65 years in age or older.

The average family size within the Town of Gurley is 3.07 according to the 2020 American Community Survey. Family is defined by the US Census Bureau as a group of two people or more (one of whom is the householder) related by birth, marriage, or adoption and residing together; all such people (including related subfamily members) are considered as members of one family. The average household size in Gurley is 2.47. Household is defined by the US Census Bureau as all the people who occupy a housing unit, including the related family members and all the unrelated people, if any, such as lodgers, foster children, wards, or employees who share the housing unit. A person living alone in a housing unit, or a group of unrelated people sharing a housing unit such as partners or roomers, is also counted as a household.

The Town's median household income according to the 2020 American Community Survey (ACS) is \$46,667. This is slightly below the Statewide median Household income for Alabama in the same year, which was \$52,035.

The Civilian Labor Force is composed of 48% of the population. There is roughly a 3% unemployment rate within Gurley. Of those employed, 25.7% are employed within the "Educational Services, Health Care and Social Assistance" industry. This is followed by 13.9% of the population employed within the "Professional, scientific, and management, and administrative and waste management services".

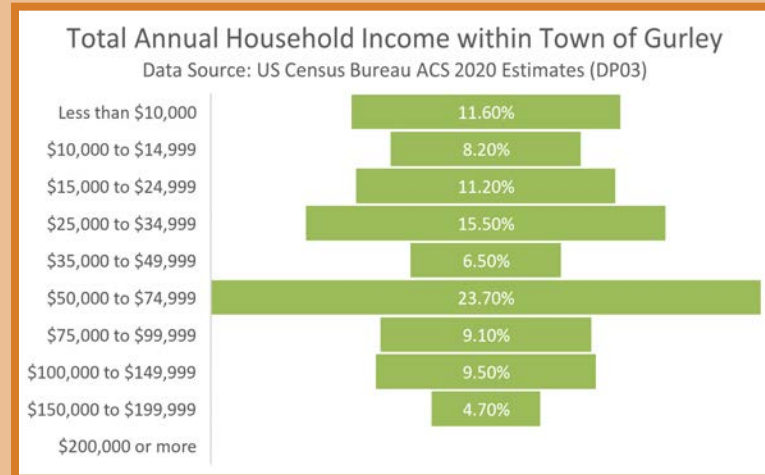
Looking at location of employment, 2019 US Census Data provided through its "On the Map" tool shows that 17 individuals live and work within the Town of Gurley. An additional 326 of those who are employed live in Gurley but are employed outside the town limits. 299 individuals live outside the Gurley town limits and commute into the Town for employment. Since these individuals live outside the Gurley town limits, they are not included in the Town's population count. While these numbers are slightly outdated in comparison to the 2020 ACS data (which is unavailable with this tool), it can generally be summarized that the employment patterns would be similar.

Looking at additional data provided by the 2020 ACS, it can be seen that the majority, or 95%, of individuals

Introduction

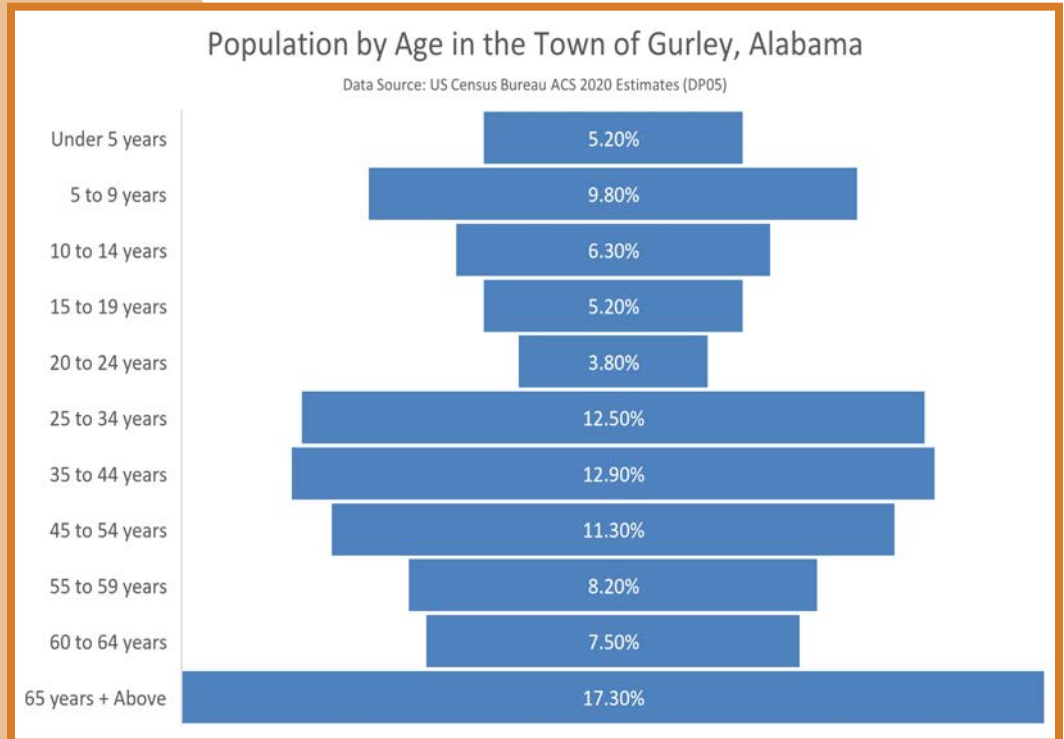
Demographics

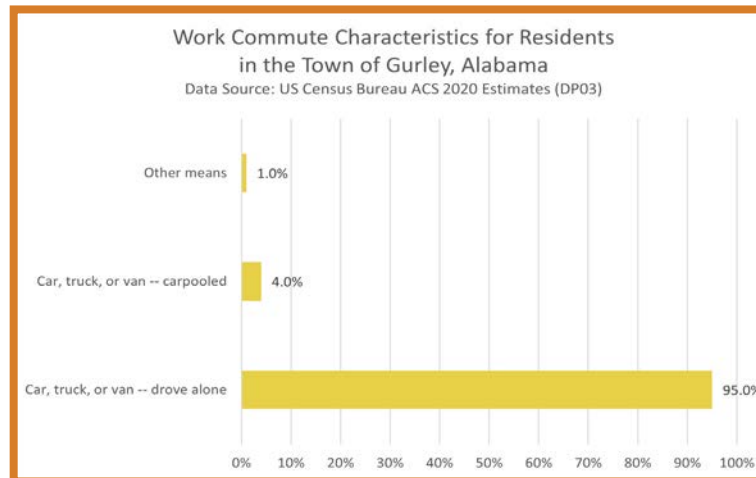
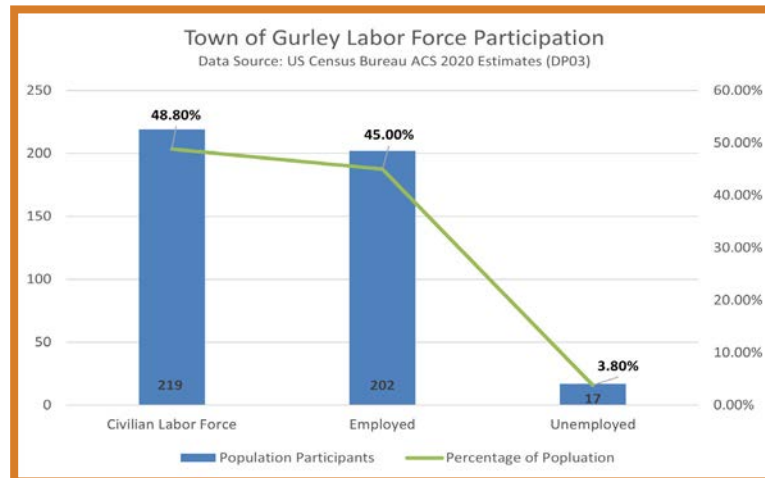
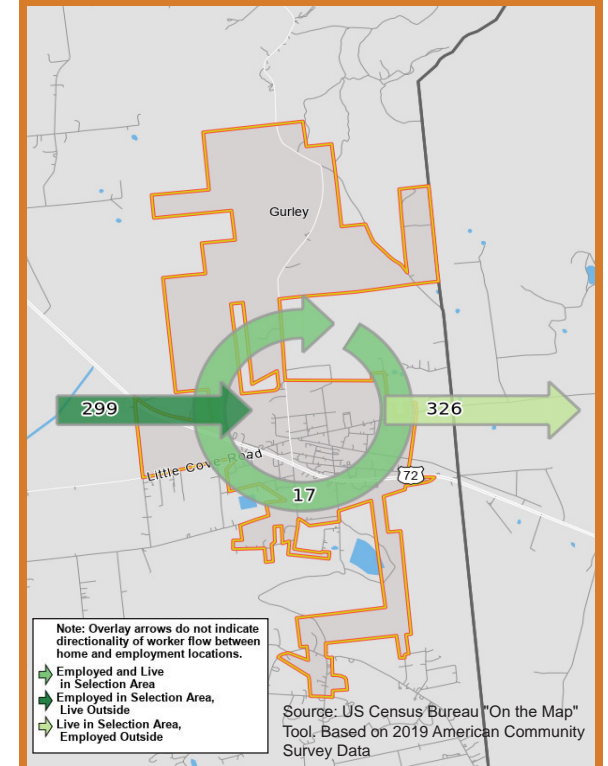
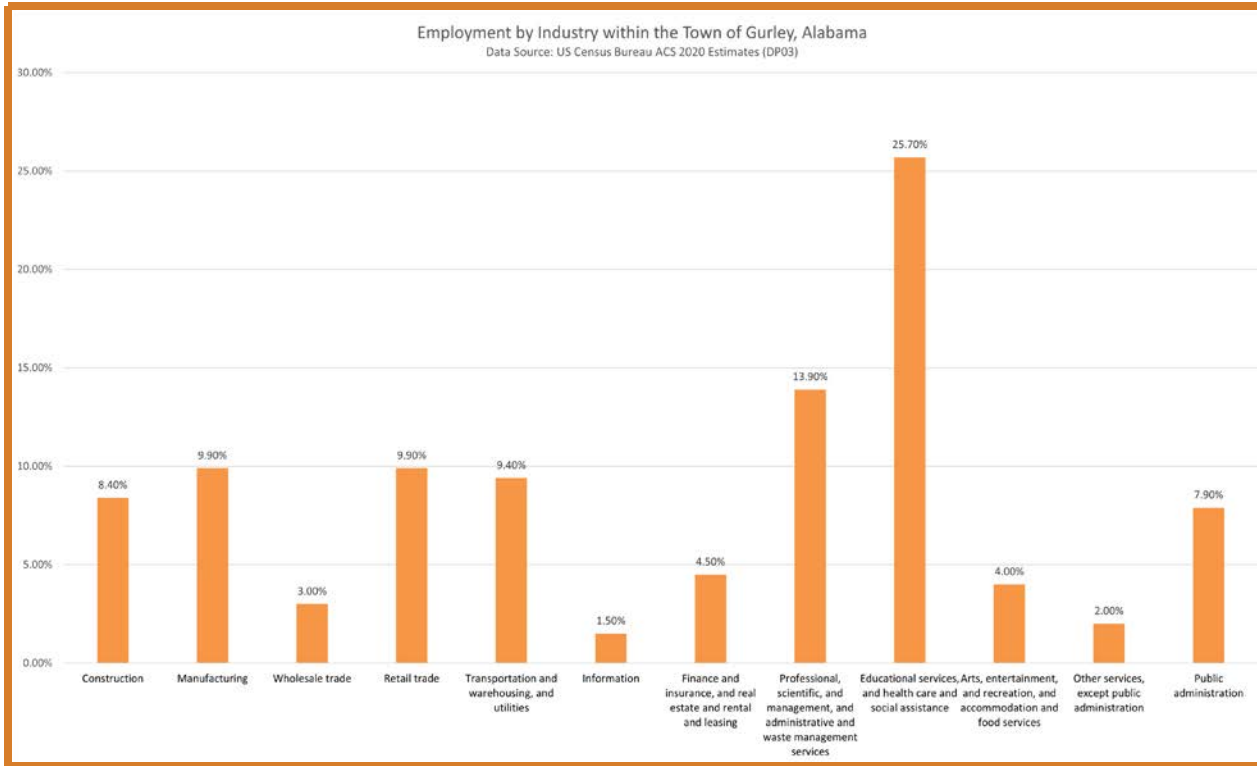
816 Total Population	366 Total Housing Units	232 Total Households	2.47 Average Household Size	3.07 Average Family Size	17.3% Percent Poverty Rate
2% Bachelor's Degree or Higher	45.0% Employment Rate	\$46,667 Median Household Income	39 Median Age (Years)	27.4 Mean Travel Time to Work (minutes)	8.9% No Health Insurance Coverage



drive their own vehicle alone to work. Roughly 4% of the population within Gurley carpools to work.

Gaining an understanding of what the population within the Town Limits looks like provides a good depiction of the population that utilizes the study area on a regular basis. This can help provide context for which solutions should be applied once specific issues are identified and prioritized.





Map showing average daily worker flow into and out of the Town of Gurley.

Introduction

Residents' Perception & Vision of the Corridor

Residents and stakeholders were polled to understand how they currently perceive the corridor and study area in general. A word-cloud was generated with the feedback, where words that were used multiple times by individuals created larger words within the cloud. The predominate public perception of the corridor is that it is dangerous, undeveloped, and unsafe. When asked what public envisions the future of the corridor as being, the predominate response were safe, clean, and walkable. Looking at this feedback, the question has to be asked,

“How does Gurley transform the US Highway 72 Corridor from how it is perceived, to achieve what is envisioned by the public and stakeholders?”

Through this process, a roadmap will be created based on an assessment of the current conditions of the corridor, public feedback, and collected data, that will make the vision of the US Highway 72 Corridor attainable and realistic.

Current Perception

One word residents & stakeholders would use to describe the corridor in its current state.

Building a Vision

One word residents & stakeholders would use to describe their ideal vision of the corridor in the future.

per•ceive /pər'sēv/ (verb)

interpret or look on (someone or something) in a particular way; regard as.



Goal of the Corridor Study

Assess the existing condition of the US Highway 72 Corridor, and develop a long-term vision for the corridor focusing on land-use, infrastructure, and safety, based on community input, data, and real-world conditions.

Based on feedback provided by residents, stakeholders, and other interested parties during charette sessions and throughout the study, a cohesive vision was formed regarding the future of the corridor.

Feedback

Residents and stakeholders believe the Town of Gurley is a great place to raise a family, run a business, and access a good quality education. The public and stakeholders alike want to ensure these ideals continue to hold true as the Town experiences growth and as development takes place along the US Highway 72 Corridor that runs through the middle of the Town. Most importantly, the public emphasized that strategic investments should be made to ensure corridor users have **safe access** to goods, services, and residential areas.

safe /sāf/ (adjective)

protected from or not exposed to danger or risk; not likely to be harmed or lost.

Outcomes

By reviewing the public feedback and considering the topics covered by this assessment (Land-Use, Corridor Infrastructure, and Vehicle & Pedestrian Safety), a series of goals and objectives have been generated at the end of each chapter. These goals and objectives lay out steps that the Town can take to make the public generated vision for the US Highway 72 corridor achievable. While each goal is broad in nature, specific objectives, or actions, will be attributed to the goal that will make it obtainable. These goals and objectives will be summarized in whole within the “Study Findings” chapter of this report.

Goal

broad statements of what the Town and its residents hope to achieve over time and that ultimately add up to the stated vision.

Objective

specific, action-oriented statements that mark progress toward the goal.

Vision

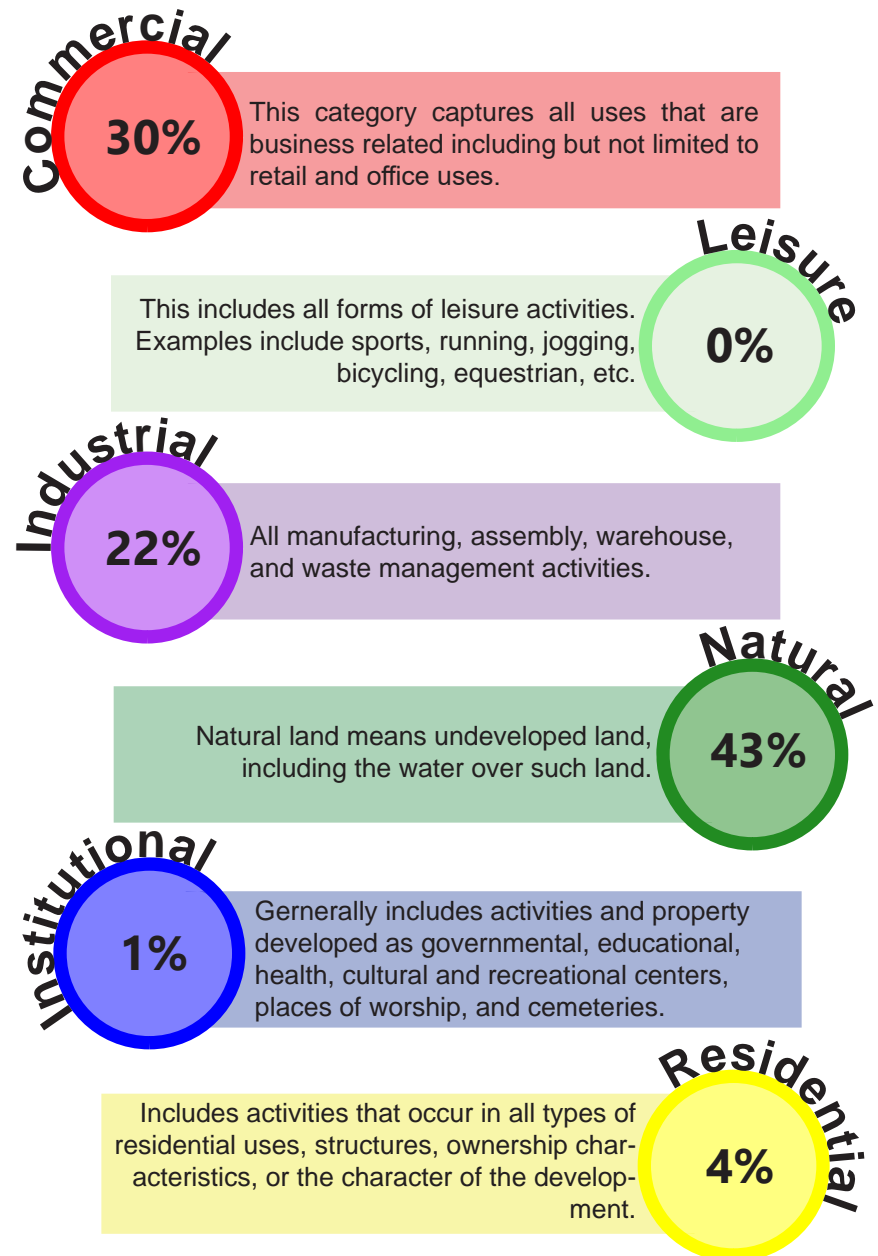
The Town of Gurley envisions the US Highway 72 corridor to develop in such a way that promotes a safe, clean, and walkable environment. This includes the development of strategic public and private partnerships as the corridor develops, changes, and expands overtime.

Existing Land Use in the Corridor

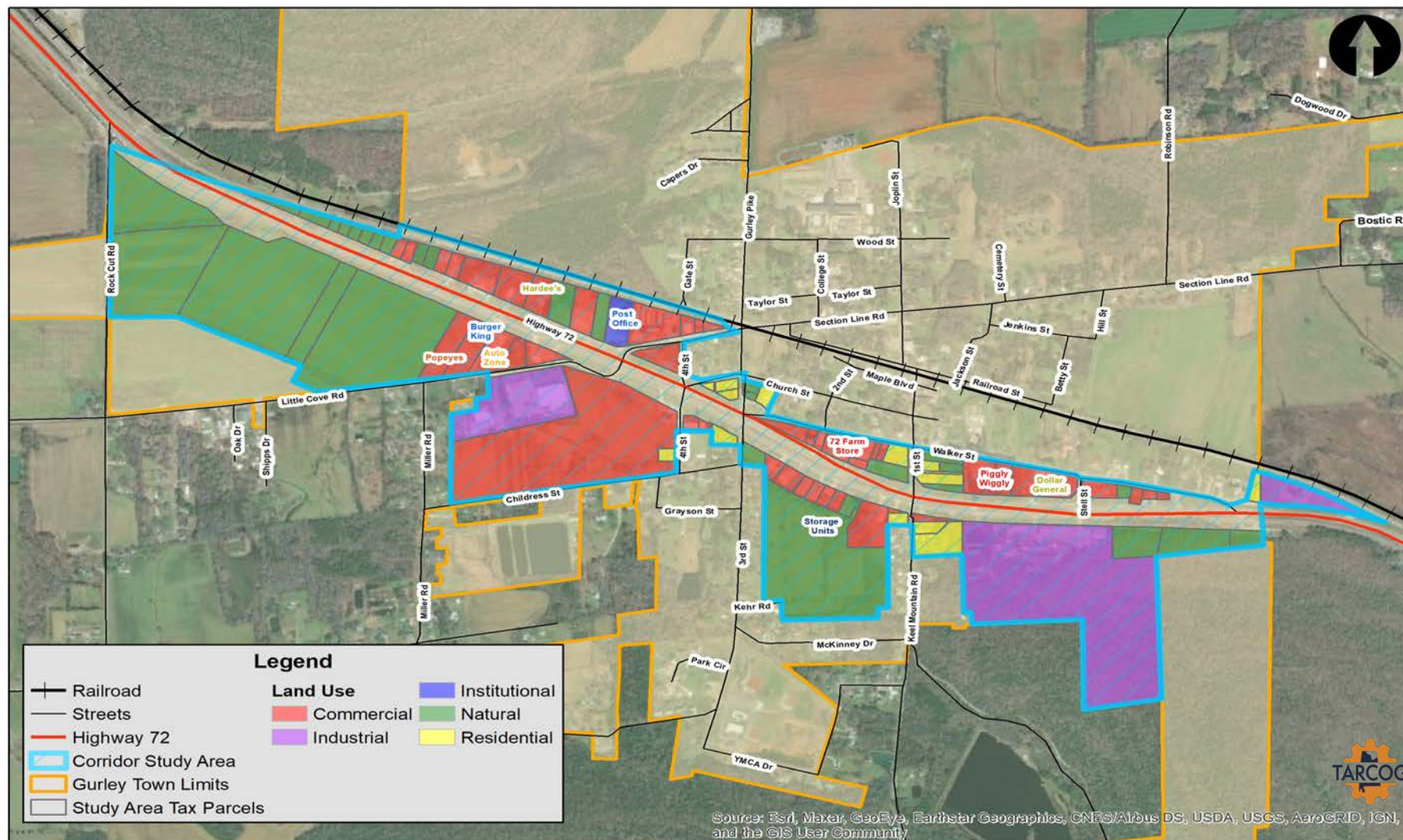
Understanding how the corridor is currently being utilized provides broader context to understanding the existing perception of the condition of the corridor itself. This first starts with analyzing how the land is being used within the study area. Through this exercise, a parcel-by-parcel evaluation was undertaken to determine what activities are taking place. The activities taking place on the parcel then determines which “land-use” category the parcel is placed in. For the purposes of this assessment, there are six land-use categories as defined to the right. It is important to note that land-use is different than zoning. Land use reflects the current and existing development pattern in a given area. Zoning designations more specifically define and regulate what kinds of uses are allowed on specific parcels.

Discussing land-use is important, because how land and property is utilized can contribute to how the highway system is utilized. Understanding how residents and stakeholders envision the corridor being utilized in the future can inform zoning updates and help plan for management of infrastructure within the corridor before development changes occur.

Looking at current land-use patterns, it is notable that roughly 43% of the acreage within the study area is still undeveloped, or “Natural”. This is followed by 30% of the land being considered “commercially” developed and 22% falling into the “Industrial” category. These three uses make up 95% of the land area within the study area.



Gurley Corridor Study Area: Land Use Map



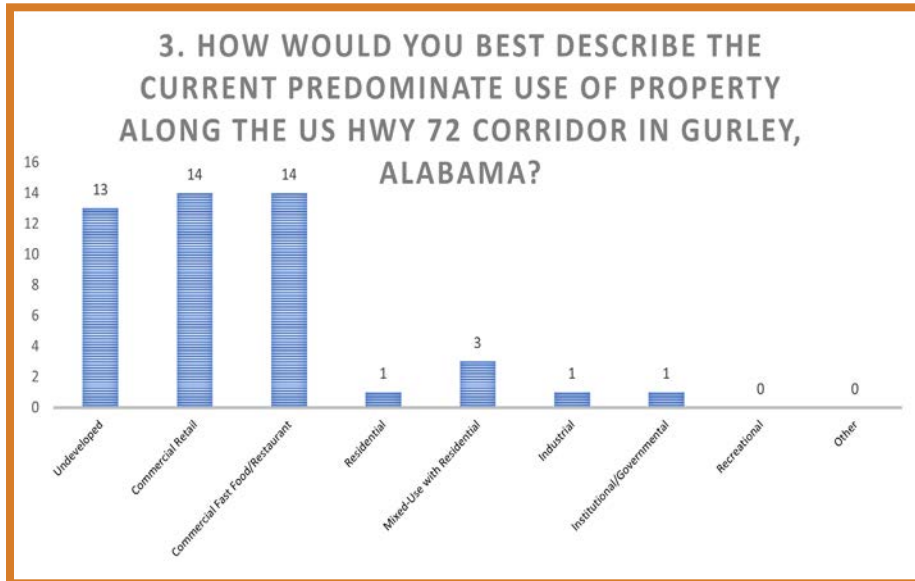
Map of identified land use activities per parcel within the Gurley Corridor Study Area. This is not a Zoning Map.

0 1,000 2,000
Feet

Evaluation of Current Conditions

When looking at how the public sees the current predominant use of property along the Corridor, “Commercial Retail” and “Commercial Fast Food/Restaurants” was the most common response with roughly 60% of the total combined input. “Undeveloped” ranked second with around 28% of the total vote. Those who utilize the corridor on a daily and regular basis understand what is currently happening around them.

Public feedback supports a vision that includes more commercial retail, more restaurants and/or fast-food options, and mixed-use with residential opportunities located along the corridor. This vision can be built out further beyond the type of physical development. Residents envision having access to goods and services such as medical care,



US HWY 72 Corridor Study

additional grocery options, as well as dining, entertainment, and shopping opportunities within their town. With Gurley’s proximity to Huntsville and Scottsboro, none of these options are outside the realm of possibility.

When considering this vision of various development types coupled with how the public imagines a clean, walkable, and safe corridor in the future, there are several things that must be considered:

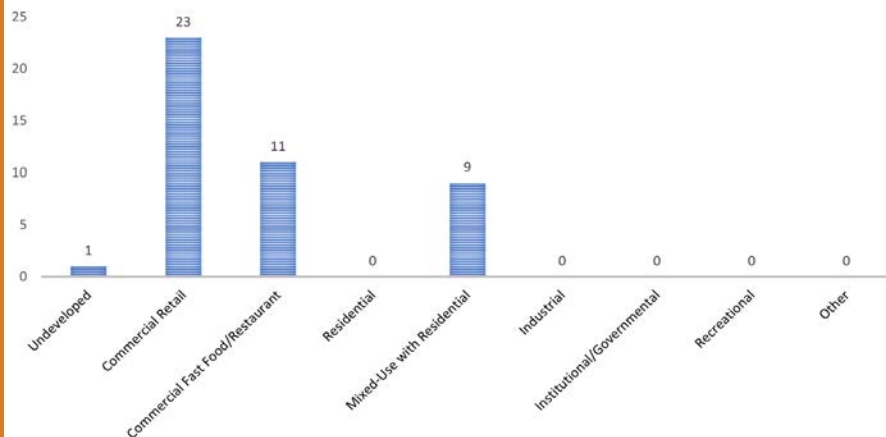
- Does current zoning easily support these uses?
- How will established FEMA determined Flood Zones impact development?
- Can these uses be safely implemented along the corridor?
 - If not, what changes need to be made?
- Will individuals be able to safely access the business/service from the corridor?
 - If not, is there a predetermined Access Management Solution that can be implemented?
- What is the intensity of each use?
 - How will this impact the infrastructure within the corridor?

Understanding the answers to each question can provide context for decision makers in regards to what areas of the public domain should be reviewed and addressed.

Intensity of Use

The extent to which a particular use or the use in combination with other uses affects the natural and built environment in which it is located, the demand for services, and persons who live, work, and visit the area.

Which goods and services do residents and stakeholders envision along the US Highway 72 Corridor within Gurley that are currently unavailable or limited?

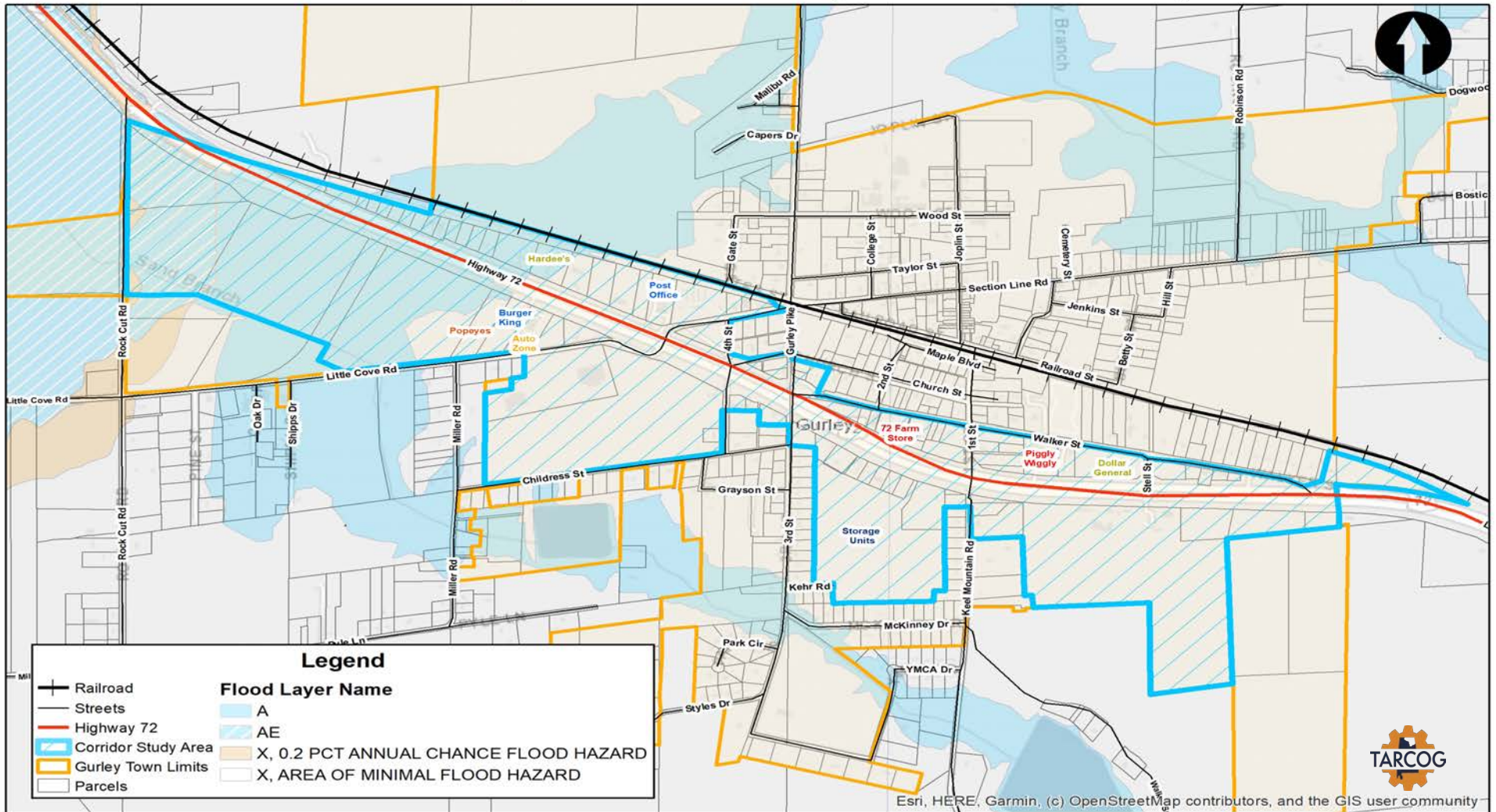


Example of what appropriately scaled mixed-use could look like in Gurley, Alabama.

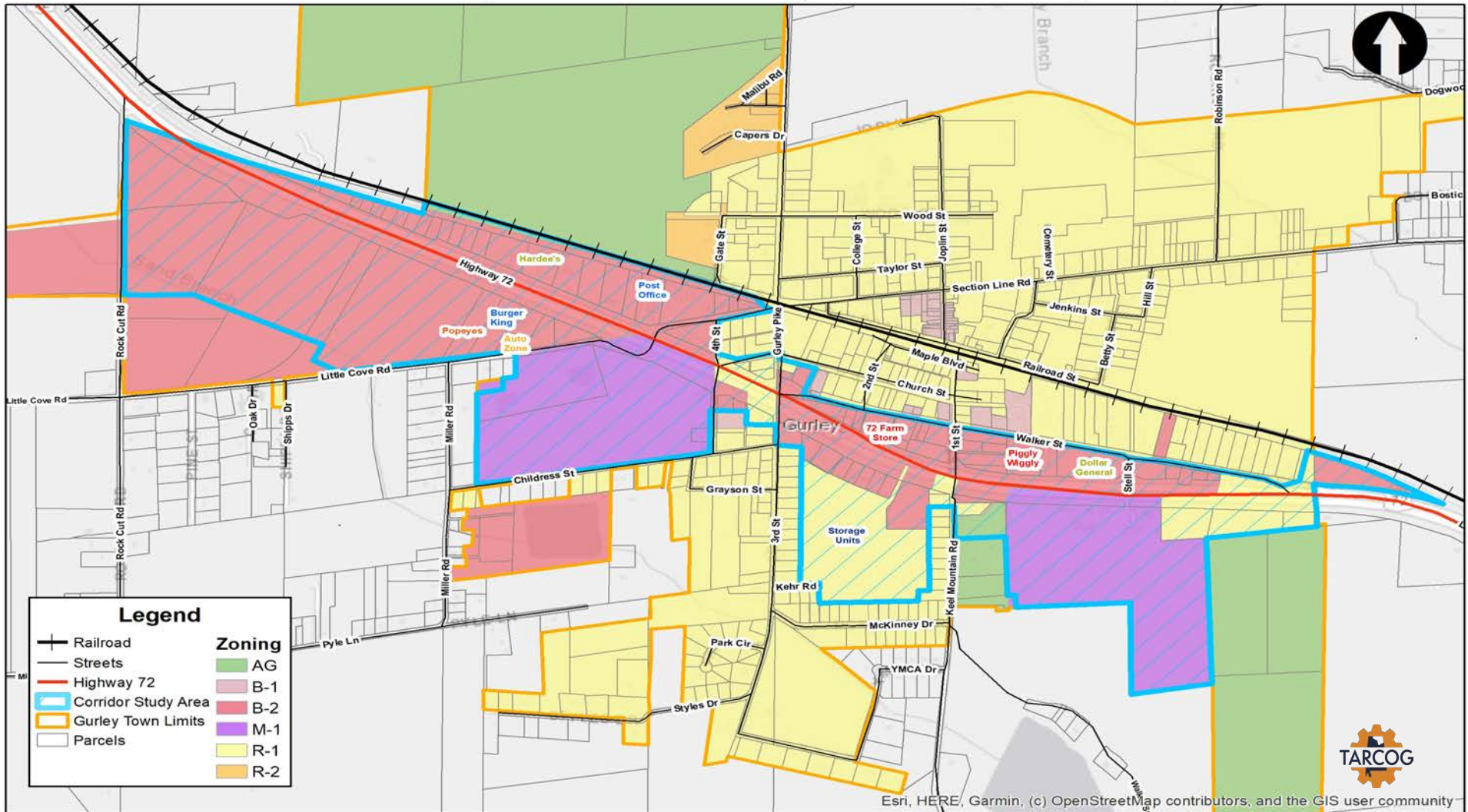


Source: Barber Companies (barbercompanies.com)

Town of Gurley Corridor Study Area: Flood Layers



Town of Gurley Corridor Study Area: Zoning Layers



Goals & Objectives

Feedback

Residents envision a corridor that supports increased commercial development, specifically Commercial Retail & Dining options, with the appropriate infrastructure in place to support safe accessibility.

Goal A1: Introduce new forms of development to the corridor.

Objective A1.1: Review Zoning Ordinance and update where necessary to support new forms of development.

Objective A1.2: Identify the impact new forms/increased intensity of development would have on existing services such as Police Department and Fire Department.

Goal A2: Provide safe access to current and future development along the US Highway 72 Corridor in Gurley.

Objective A2.1: Identify whether proposed access management solutions outlined in the adopted 2014 Access Management Plan are appropriate for the proposed intensity of use along the corridor.

Objective A2.2: Determine pathways for potential alternative forms of transportation throughout the corridor, such as sidewalks and bike paths.

Example of what a visually separated paved shoulder could look like in Gurley, Alabama.



Source: Alta Planning + Design Rural Design Guide

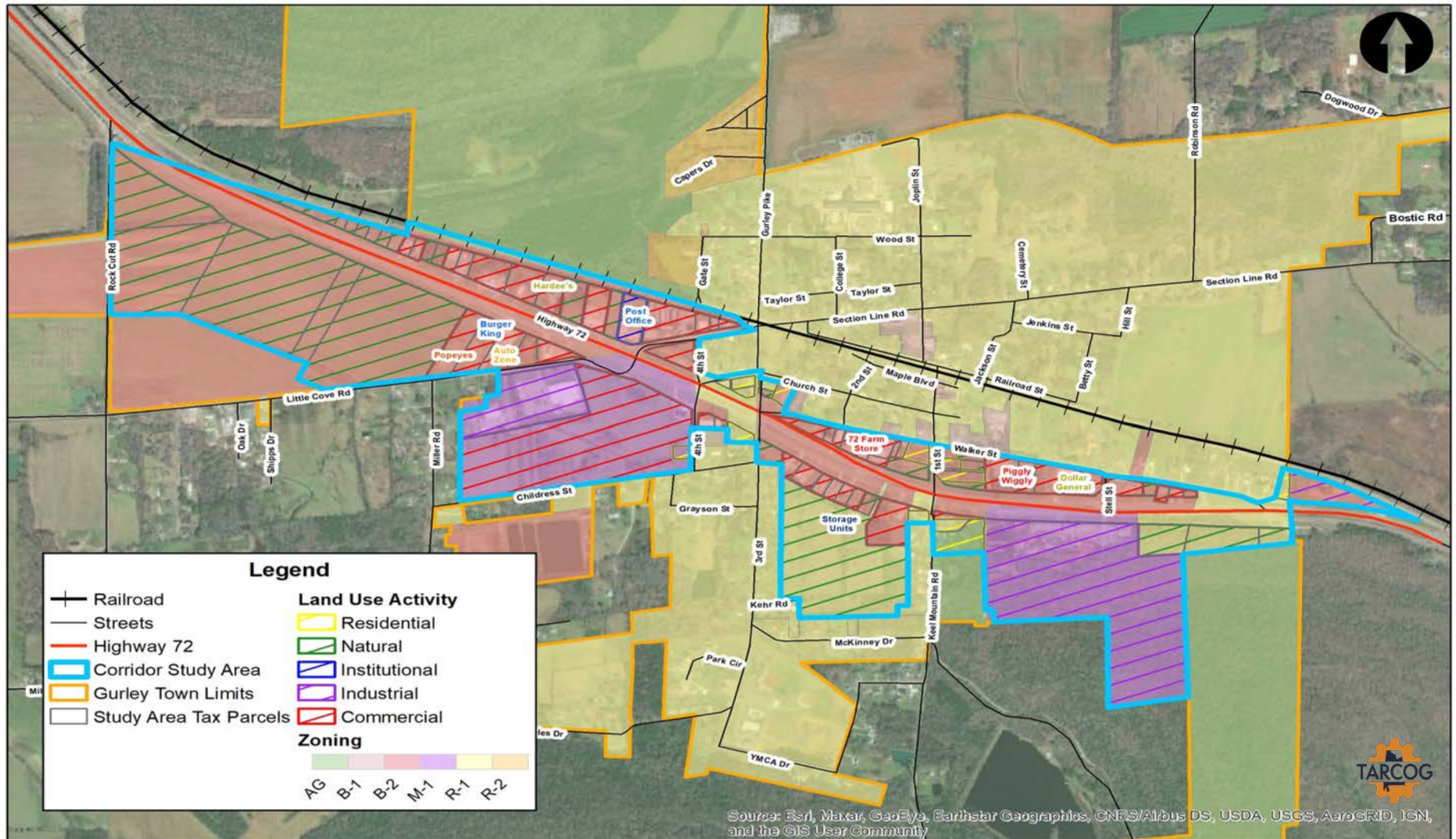
Choosing Appropriate Design

Visually separated bike paths are generally appropriate on roads with moderate to high volumes and speeds and on roadways with a large amount of truck traffic. This design may function on multi-lane roads with heavy traffic.

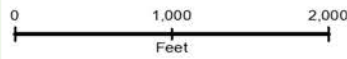
Understanding Impact

Zoning, when enforced, can impact land-use decisions. This also leads to ensuring the existing infrastructure can support the density and intensity of use of proposed development specifically along the corridor, but also throughout the Town of Gurley. Adopting up-to-date zoning ordinances can help support an efficient town and development pattern.

Gurley Corridor Study Area: Land Use vs. Current Zoning Designations



Map showing identified land-use activities overlaid onto the current adopted zoning layers within the study area.



Chapter Three

Evaluation of Current Conditions

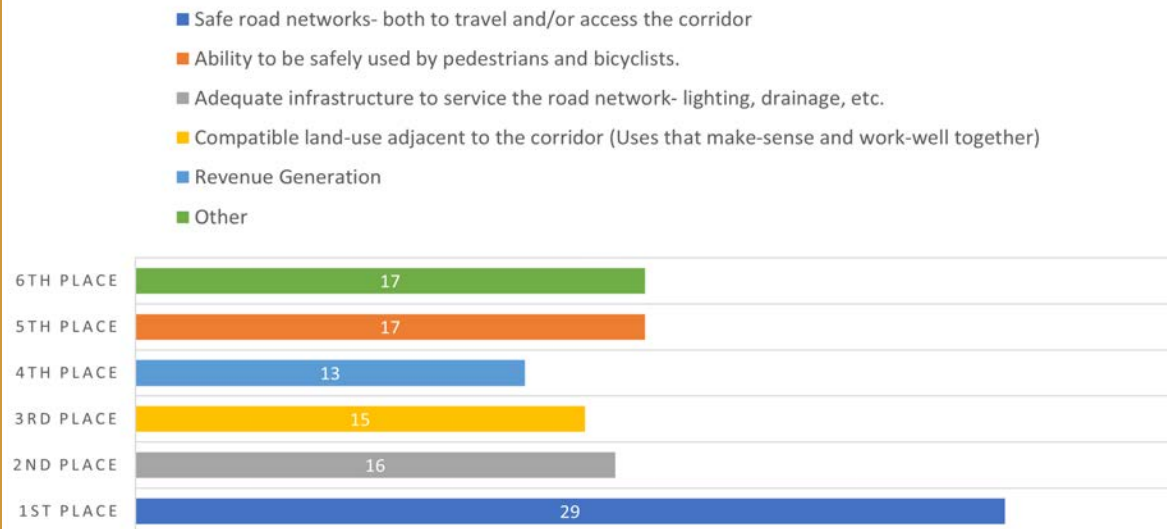
Looking at the physical infrastructure that makes up the US Highway 72 Corridor in Gurley, Alabama, the reoccurring feedback from the public in general indicates that accessing the corridor from the Town is unsafe, especially at peak traffic hours, and there isn't appropriate supporting infrastructure in place, such as lighting and drainage, to drive in various conditions.

The public believes the recipe for a "good" corridor is one that emphasizes a safe road network, especially access to/from the corridor. Secondly, the public emphasizes having adequate infrastructure, such as lighting and drainage, available to service

the corridor. The resounding feedback is that within Gurley, accessing the corridor at peak hours (between 7:00 a.m. and 8:00 a.m. in the morning and 4:00 p.m. and 5:00 p.m. in the evening) is difficult and a cause of anxiety and/or stress for many users.

While the majority of those who reside in Gurley understand that the greatest strength of the corridor and Gurley itself is its close proximity to larger cities and employment hubs such as Huntsville and Scottsboro, the two biggest weaknesses are seen as the Town's lack of a plan in regard to development along the corridor and a lack of organized traffic patterns throughout the corridor. The Alabama DOT Annual Average Daily Traffic Counts can visually show the importance of the Highway 72 Corridor within Gurley, as traffic counts have increased by 35% over the past five (5) years. As the job market in Huntsville continues to grow, these numbers can be expected to increase in correlation. The increase in traffic flow and lack of organized traffic patterns can lead to individuals making riskier decisions when trying to cross from one side of the town to the other.

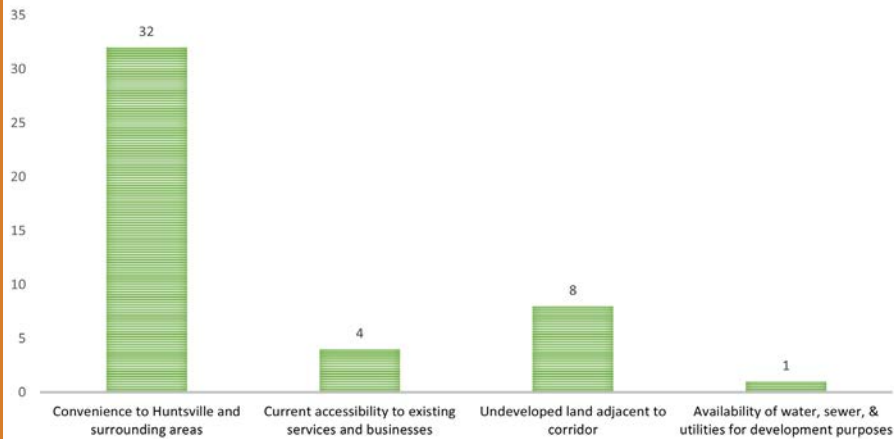
2. RANK THE FOLLOWING ITEMS BASED ON WHAT YOU BELIEVE MAKES AND/OR CONTRIBUTES TO A GOOD HIGHWAY CORRIDOR.



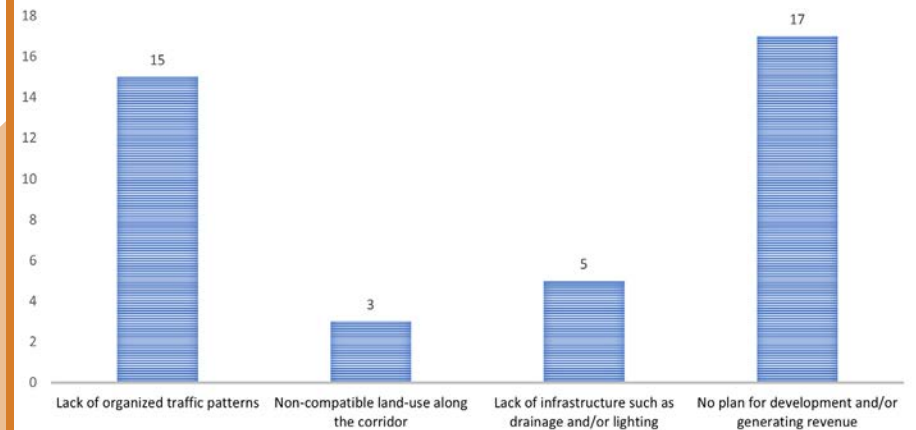
Applied Concepts

If the public's vision of the Gurley corridor is safe, walkable, and clean, a change in existing infrastructure has to be made. Looking at the ability for residents to safely cross the corridor in a vehicle, the

10. BASED ON AN INITIAL SWOT ANALYSIS, WHICH DO YOU VIEW AS THE GREATEST STRENGTH OF THE CORRIDOR CURRENTLY:



11. BASED ON AN INITIAL SWOT ANALYSIS, WHICH DO YOU VIEW AS THE GREATEST WEAKNESS OF THE CORRIDOR CURRENTLY:

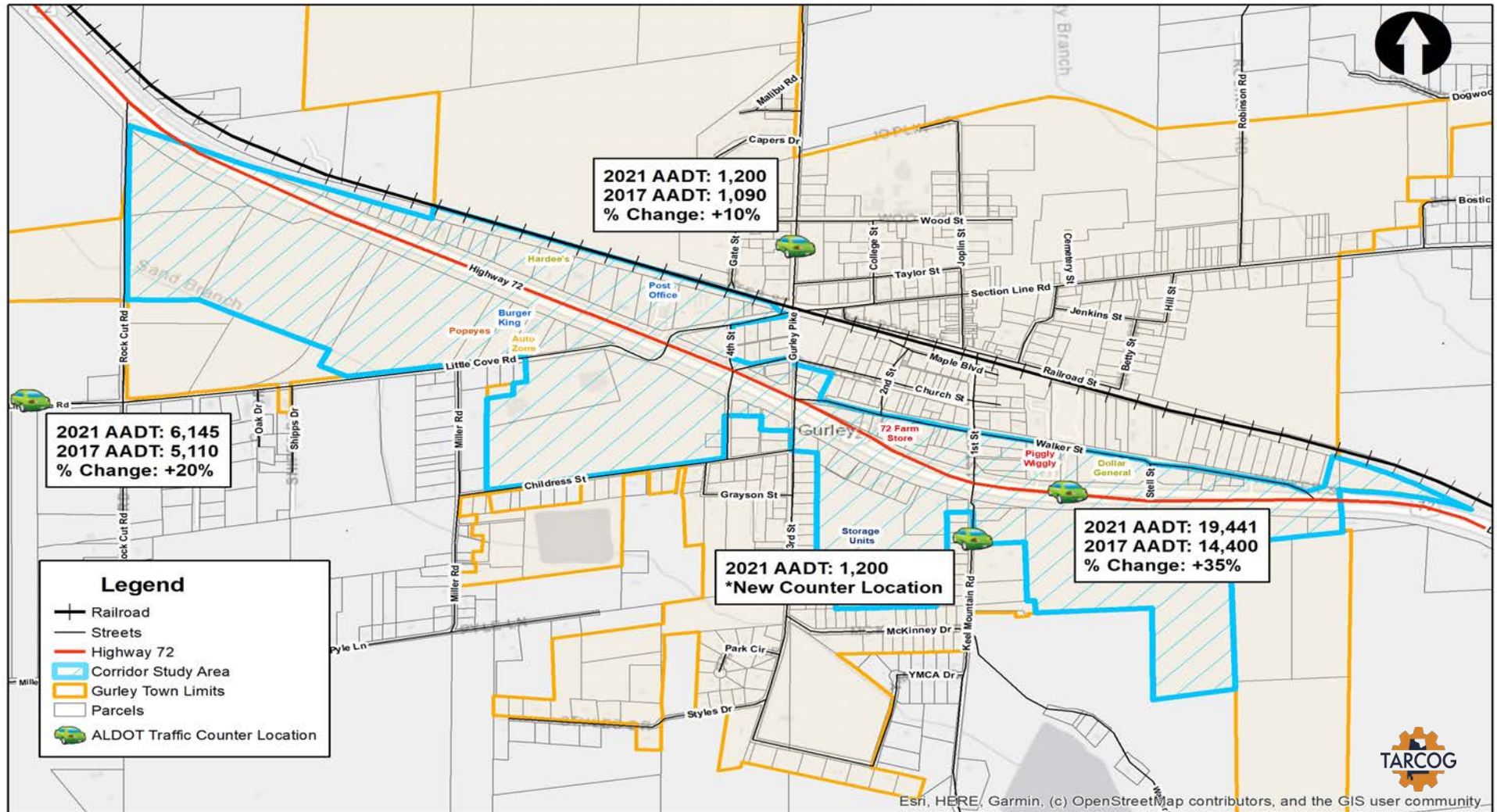


Concept of Vision Applied to Corridor



Source: StreetMix.com

Town of Gurley Corridor Study Area: Traffic Counts Over 5-Year Period



Annual Average Daily Traffic Counts over a 5-year period at various counter locations within, and adjacent to, the Study Area.

0 1,000 2,000
Feet

Access Management Plan suggests reducing the number of cross-over points throughout the Highway 72 Corridor and improving those that remain by including a dedicated stacking/turn lane.

Other infrastructure improvements could include the addition of lighting along the corridor so that individuals can be more aware of their surroundings as they utilize the corridor. This could include the addition of pedestrian oriented infrastructure such as pedestrian-scale lighting. Highway lighting is designed to provide illumination to motorists, and not necessarily to pedestrians. Including both appropriate scales of lighting where needed, would create a stronger corridor, and contribute to the vision outlined by the public.

AADT (Annual Average Daily Traffic)

The average traffic volume for a specific site for the given AADT year displayed. This metric is provided by the Alabama Department of Transportation as part of the Alabama Traffic Data Management (TDM) service.

Goals & Objectives

Feedback

Residents envision a corridor that is easily accessible and includes quality infrastructure that contributes to safe participation in vehicular, pedestrian, and cycling activities along the corridor in various conditions.

Goal B1: Improve quality of infrastructure in corridor

Objective B1.1: Identify specific locations of current weaknesses in existing infrastructure (areas of poor drainage, poor visibility, poor accessibility, etc.) and prioritize improvements.

Objective B1.2: Match improvements with annual grant programs such as the Rebuild Alabama Act Annual Grant Program (RAA), Alabama Transportation Rehabilitation & Improvement Program II (ATRIP-II), Transportation Alternatives Program (TAP), and other grant programs to implement infrastructure & safety upgrades.

Goal B2: Improve confidence in usage of infrastructure within corridor

Objective B2.1: Apply Access Management Strategies where and when possible, such as during the location of a new business, improvements to existing parcel, etc.

Objective B2.2: Create plan to add appropriate scale lighting where needed to improve driving conditions.

Objective B2.3: Add pedestrian and bicycle scale infrastructure where needed .

Chapter Four

Areas of Concern

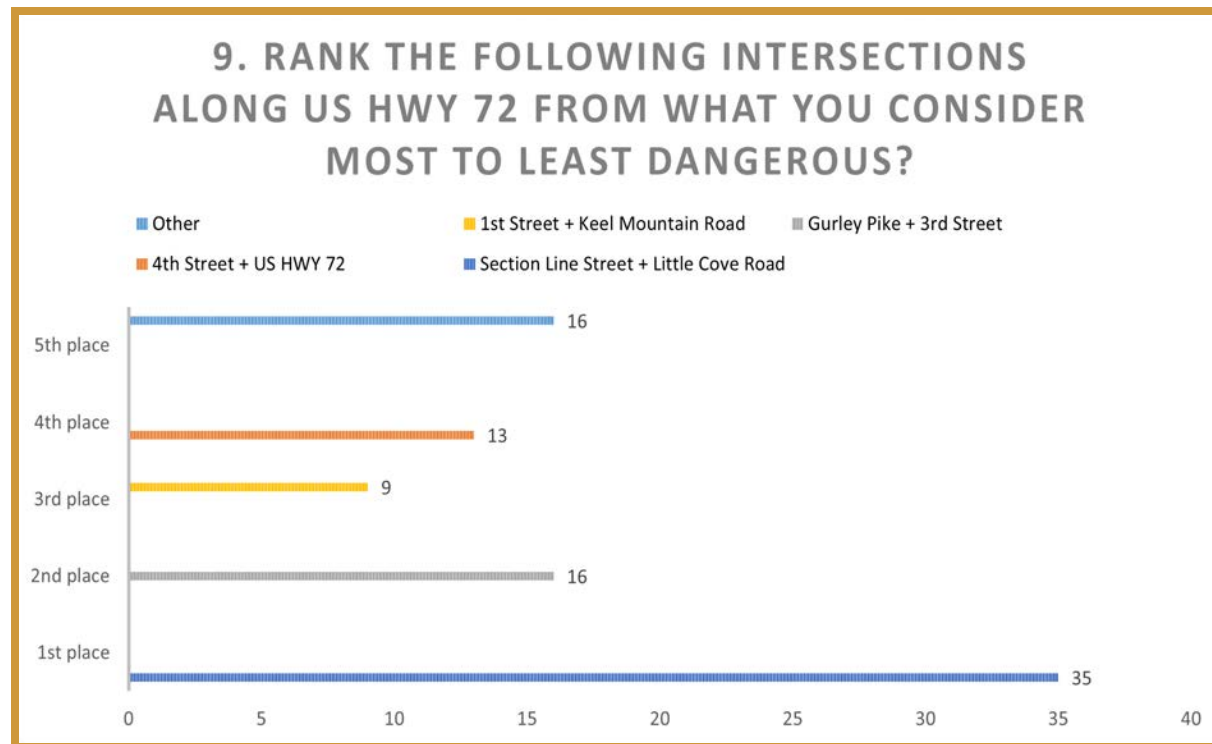
If the US Highway 72 Corridor within the Town of Gurley is considered dangerous, unsafe, and hard to cross when the adjacent property is undeveloped and/or underdeveloped, one can only imagine how it could potentially be perceived if the appropriate actions are not taken to mitigate issues prior to the 43% of currently undeveloped property along the corridor being built-out.

Of the residents, stakeholders, and property owners who provided public input, the majority expressed a strong lack of confidence when accessing US Highway 72 from

the north or south along the corridor. This feeling of “danger” was emphasized when crossing lanes of traffic. Due to US Highway 72 bisecting the town, most individuals must cross multiple lanes of traffic to access goods and services such as groceries and/or the local senior center. For context, the senior center and the local grocery store are on opposite sides of the highway.

The public overwhelmingly agreed that the intersection considered the most dangerous within the town limits is where Section Line Street and Little Cove Road intersect with US Highway 72 on the western side of town. The crash data supplied by the Town of Gurley’s Police Department supports this designation. Enough wrecks happen at this one location for residents to perceive it as a “dangerous intersection”. It is important to note that the crash data collected in the figure to the right is based only on crashes that take place on US Highway 72 within Gurley Town Limits, which is roughly two (2) miles of highway.

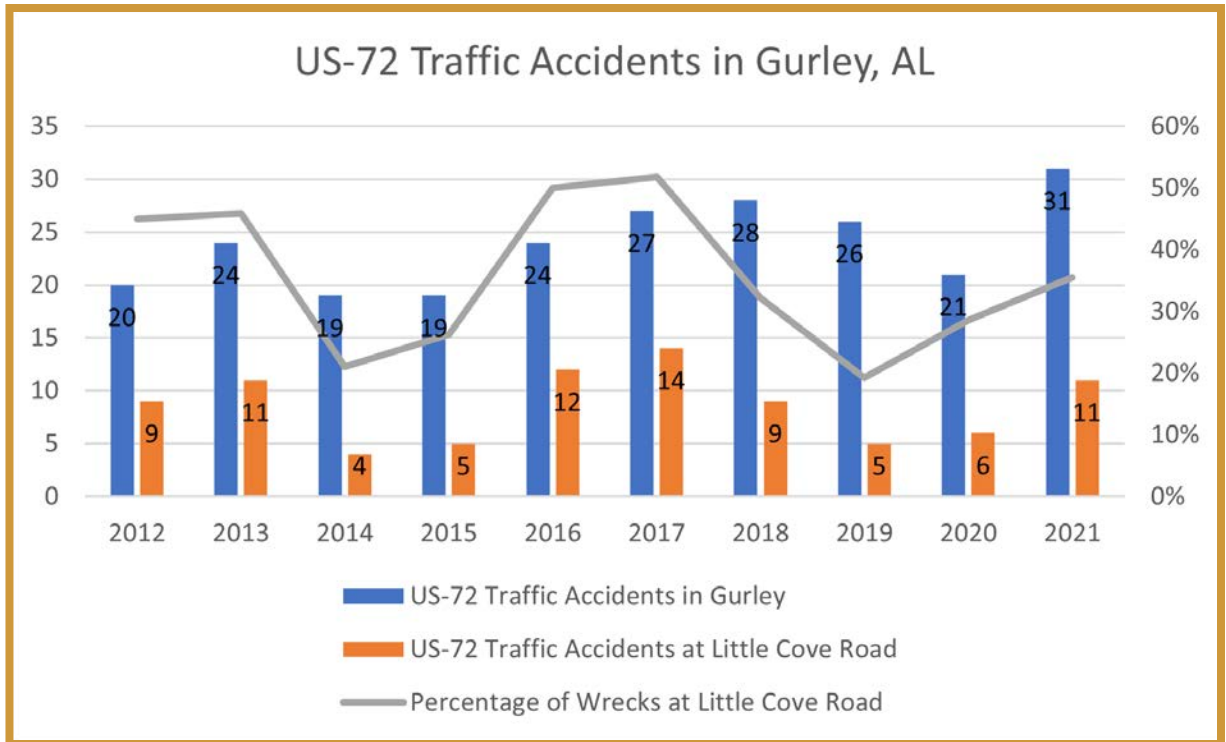
Part of the issue with this particular intersection is due to



the angle of ingress/egress between Little Cove Road and US Highway 72. The Access Management Solution for this intersection proposed in 2008 and included within the Plan which was mutually adopted in 2014 called for the relocation of Little Cove Road with additional improvements to US Highway 72. The right-of-way for this relocation has been temporarily procured by the Town of Gurley in partnership with the property owners. Making this Access Management Solution a priority would address what residents consider the “most dangerous” intersection within Gurley Town Limits.

While there is a continuous narrative from residents and stakeholders alike that it is difficult and unsafe to access the highway within the Gurley Town Limits, feedback also suggests that specific times and traffic patterns may invoke these feelings more strongly than other times. Of those who provided public input, only a slight majority thought that crossing the highway was only dangerous at peak traffic hours compared to being dangerous to cross at all times of the day. Very few individuals thought that it was safe to cross the highway at all times of the day.

As previously mentioned, walkability plays a large role in the vision residents and stakeholders have for the



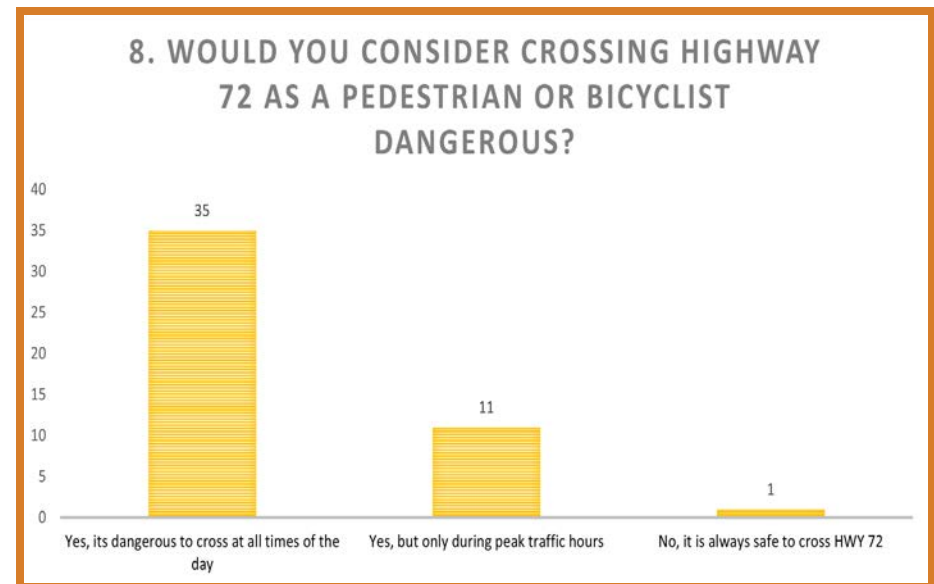
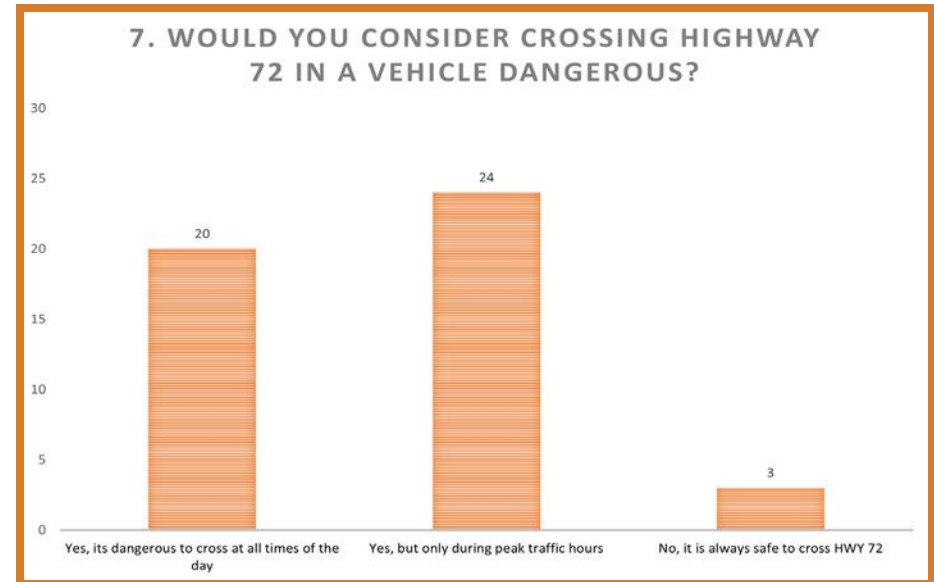
future of the corridor. As the corridor is currently situated, the vast majority of those polled believe it is always dangerous to cross the highway in any alternative form of transportation other than a vehicle. The Town of Gurley has individuals who run or bicycle for exercise on a daily basis. These individuals cross the highway in the early morning hours even though there is no pedestrian infrastructure or protected crossing present. In its current configuration, the highway divides the town park on Walker Street where there is a jogging track from the Recreation Center on YMCA Drive.

Vehicle & Pedestrian Safety

Whether in a vehicle or as a pedestrian or bicyclist, very few residents believe it is always safe to cross the corridor as it is currently configured, regardless the time of day. Incorporating the appropriate access management solutions identified in the 2008 Access Management Plan and adopted in 2014 would begin the process towards creating a safer corridor for development, vehicular traffic, and the introduction of pedestrian and bicycle infrastructure.

In **2020** in the **STATE of ALABAMA**
1 person was injured in a traffic crash **EVERY 13 MINUTES** and 50 seconds.
 Of all **FATAL** crashes, **48%** occurred at **NIGHT.** (including dusk & dawn)
 The majority of all crashes occurred in **75% URBAN** areas, but most fatalities occurred in **61% RURAL** areas.

Source: Alabama
Crash Facts 2020



Goals & Objectives

Feedback

Residents envision a corridor that is safe for all users, including but not limited to vehicular, pedestrian, and bicyclists.

Goal C1: Incorporate Access Management Solutions as identified in the 2014 Access Management Plan

Objective C1.1: Where and when possible, implement short-term, long-term, and future redevelopment access management solutions as determined by the 2014 Access Management Plan.

Objective C1.2: Prioritize Access Management Solutions to be constructed with available funding.

Objective C1.3: Determine funding and/or cost-share solutions for implementing infrastructure upgrades to increase safety.

Goal C2: Incorporate pedestrian and bike friendly infrastructure

Objective C2.1: Incorporate infrastructure to protect current and future pedestrian users of the corridor.

Objective C2.2: Incorporate protected-crossings into Access Management Solutions to enable pedestrians and cyclists to access public goods and services located across the highway.



Current configuration of Little Cove Road & Section Line Road at US Highway 72.



Tax map parcel data showing location of potential right-of-way for future relocation of Little Cove Road.

Identified Issues, Solutions, & Actions

This US Highway 72 Corridor study analyzed three aspects of the overall US Highway Corridor within Gurley, Alabama. These included land-use, corridor infrastructure, and vehicle and pedestrian safety. The broad goal of the study was to assess the existing condition of the US Highway 72 Corridor and develop a long-term vision for the corridor focusing on the three target areas. The generated vision is based on community input, data, and real-world conditions.

Based on these findings and criteria, it was determined that the Town of Gurley envisions the US Highway 72 corridor to develop in such a way that promotes a safe, clean, and walkable environment. This vision includes the development of strategic public and private partnerships as the corridor develops, changes, and expands overtime.

Looking at the three aspects of the plan, land-use, corridor infrastructure, and vehicle and pedestrian safety, individual Goals and Objectives were produced based on public feedback regarding each topic. When viewing the public input, data, and real-world conditions from a big-picture perspective, these goals and objectives speak to comprehensive issues, solutions, and objectives that if addressed, make achievement of the broader vision of for the US 72 Highway corridor.

The Four (4) comprehensive corridor issues have been identified, along with a broad solution defined based upon analysis conducted and public input received. The objectives taken from each previous chapter speak to

how the Plan as a whole works together to incrementally achieve the Town's long-term vision of a safe, clean, and walkable corridor.

Vision

The Town of Gurley envisions the US Highway 72 corridor to develop in such a way that promotes a safe, clean, and walkable environment. This includes the development of strategic public and private partnerships as the corridor develops, changes, and expands overtime.

Identified Issue #1

Lack of Comprehensive Planning within the Town, especially specific to the US HWY 72 Corridor, has perpetuated a lack of confidence in how the Town will grow and develop.

Solution

Review existing planning documentation and identify areas and elements that should be addressed and/or updated to support positive corridor growth and development.

Actions

Objective A1.1: Review Zoning Ordinance and update where necessary to support new forms of development.

Objective A1.2: Identify the impact new forms/ increased intensity of development would have on existing services such as Police Department and Fire Department.

Identified Issue #2

As Northeast Alabama grows, it can be assumed that traffic to/from Huntsville will continue to increase, increasing the danger in crossing US Highway 72 in Gurley as it is currently situated.

Solution

Work with ALDOT to implement the US-72 Traffic Analysis & Access Management Plan which was jointly adopted by the Town of Gurley and the Alabama Department of Transportation in April 2014.

Actions

Objective A2.1: Identify whether proposed access management solutions outlined in the adopted 2014 Access Management Plan are appropriate for the proposed intensity of use along the corridor.

Objective B2.1: Apply Access Management Strategies where and when possible, such as during the location of a new business, improvements to existing parcel, etc.

Objective C1.2: Prioritize Access Management Solutions to be constructed with available funding.

Identified Issue #3

Alternative forms of transportation and walkability have been identified as elements residents and stakeholders would like to see incorporated along the corridor as development occurs.

Solution

Institute a sidewalk/bike path plan and work with ALDOT and private developers as development occurs to ensure the appropriate infrastructure is put in place.

Actions

Objective A2.2: Determine pathways for potential alternative forms of transportation throughout the corridor, such as sidewalks and bike paths.

Objective B2.2: Create plan to add appropriate scale lighting where needed to improve driving conditions

Objective B2.3: Add pedestrian and bicycle scale infrastructure where needed

Objective C2.1: Incorporate infrastructure to protect current and future pedestrian users of the corridor

Objective C2.2: Incorporate protected-crossings into Access Management Solutions to enable pedestrians and Cyclists to access public goods and services located across the highway.

Identified Issue #4

Numerous intersections and crossovers are perceived as unsafe due to a high number of wrecks per year at individual locations, for example the intersection at Little Cove Road & US HWY 72 as well as the cross-over between AutoZone/Burger King and Hardee's.

Solution

Work with ALDOT to implement traffic safety measures identified in the 2014 US-72 Traffic Analysis & Access Management Plan. Through these agreed upon traffic safety measures, there is potential to create a structured crossing within the Town Limits at identified locations.

Actions

Objective B1.1: Identify specific locations of current weaknesses in existing infrastructure (areas of poor drainage, poor visibility, poor accessibility, etc.) and prioritize improvements.

Objective B1.2: Match improvements with annual grant programs such as the Rebuild Alabama Act Annual Grant Program (RAA), Alabama Transportation Rehabilitation & Improvement Program II (ATRIP-II), Transportation Alternatives Program (TAP), and other grant programs to implement infrastructure & safety upgrades.

Objective C1.1: Where and when possible, implement short-term, long-term, and future redevelopment access management solutions as determined by the 2014 Access Management Plan.

Objective C1.3: Determine funding and/or cost-share solutions for implementing infrastructure upgrades to increase safety.

Federal & State Grant Funding Opportunities

Transportation Alternative Set-Aside Program (ALDOT):

The Transportation Alternative Set-Aside Program (TAP) is intended to provide safe routes for pedestrians and other non-motorized forms of transportation. These can include sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting, safety-related infrastructure, as well as projects to achieve compliance with the Americans with Disabilities Act of 1990.

Local Roads Safety Initiative (ALDOT): The Local Roads Safety Initiative (LRSI) is intended to help reduce high fatal and incapacitating injury crash rates by alleviating safety deficiencies on locally owned public roads by utilizing low-cost safety countermeasures such as rumble strips, enhanced signage and delineation, clear zone improvements, shoulder widening, front slope flattening, and cross slope/ superelevation corrections.

Rebuild Alabama Act Annual Grant Program (ALDOT):

The Rebuild Alabama Act (RAA) Annual Grant Program is an ALDOT administered transportation infrastructure grant program for projects of local interest created in the Rebuild Alabama Act of 2019.

Alabama Transportation Rehabilitation and Improvement Program – II (ALDOT): Transportation projects of local interest on the state-maintained highway system, which may also include work on local roads essential to proper functioning of the project on the state road. Created by the Rebuild Alabama Act in 2019.

Alabama Highway Safety Improvement Program (ALDOT): The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

Land and Water Conservation Fund (ADECA): The Land and Water Conservation Fund (LWCF) State Assistance Program was established by the LWCF Act of 1965 to stimulate a nationwide action program to assist in preserving, developing, and assuring to all citizens of the United States of present and future generations such quality and quantity of outdoor recreation resources as may be available and are necessary and desirable for individual active participation. The Program provides matching grants to States and through States to local units of government, for the acquisition and development of public outdoor recreation sites and facilities.

Recreational Trails Program (ADECA): The Recreational Trails Program (RTP) was created in 1998 and is funded through the U.S. Department of Transportation, Federal

Highway Administration. The Department of Economic and Community Affairs is the state agency responsible for administering the program in Alabama. The program provides grant assistance to state and federal agencies and local units of government for the acquisition and/or development/improvement of recreational trails and trail related resources.

Appendix

FEMA National Flood Hazard Layer Definitions

Zone A: Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. Because detailed analyses are not performed for such areas; no depths or base flood elevations are shown within these zones.

Zone AE: The base floodplain where base flood elevations are provided.

Zone X (shaded): Area of moderate flood hazard, usually the area between the limits of the 100- year and 500-year floods.

Zone X (unshaded): Area of minimal flood hazard, usually depicted on FIRMs as above the 500-year flood level.

Town of Gurley Zoning Layer Definitions

The following information is provided ONLY to give general information on each Zoning District. Additional information regarding each Zoning District may be found in Article IV of the Town of Gurley's Zoning Ordinance.

AG (Agricultural District): The purpose of the AG District is to provide a zoning classification for land that is not expected to experience urbanization in the immediate future. The type of uses, area and intensity to use of land, which is authorized in this district, is designed to encourage and protect agricul-

tural uses until urbanization is warranted.

B-1 (Primary Business District): The purpose of this district is to encourage the development of the district as the business center of the Town of Gurley.

B-2 (General Business District): This district is designed to (a) encourage the continued use and development within the district of businesses requiring a central location, and (b) to accommodate certain commercial uses compatible with one another, but inappropriate in certain other districts. This district, in Gurley, will also provide local shopping for area residents.

M-1 (General Industrial District): This district is established for those areas of the Town where the principal use of land is for industrial and related activities.

R-1 (Single Family Residential District): This district is established as a district in which the principal use of land is for single-family residences and is designed to provide a pleasing residential environment.

R-2 (Multi-Family Residential District): The purpose of the R-2 District is to provide sites for multiple-family dwellings, which will: (1) serve as zones of transition between non-residential districts and single-family districts, and (2) provide areas for low/medium density multiple-family dwellings, which will be compatible which adjoining single-family development.

2008 SAIN Associates Access Management Plan- Adopted in 2014

STATE OF ALABAMA/
MADISON COUNTY
TOWN OF GURLEY

RESOLUTION 2014-003R


RESOLUTION ADOPTING THE US-72 TRAFFIC ANALYSIS & ACCESS MANAGEMENT PLAN

WHEREAS, the Town of Gurley, Alabama, along with the Alabama Department of Transportation also know as ALDOT with the assistance of SAIN Associated, Inc. has developed the US-72 Traffic Analysis and Access Management Plan for the Town of Gurley, Alabama.

BE IT RESOLVED, Town of Gurley, Alabama approves the US-72 Traffic Analysis and Access Management Plan pursuant to the attached document with cover letter dated April 7th, 2014.

ADOPTED this 22nd day of April, 2014.


Robert Sentell, Mayor

Attest: 
Tawnie Bryant, Town Clerk

Town of Gurley, Alabama
P.O. Box 128
Gurley, Alabama 35748
(256) 776-3313
townofgurley@gmail.com

April 9, 2014

Mr. Johnny L. Harris, P.E./P.L.S.
Division Engineer
Alabama Department of Transportation
First Division
P.O. Box 550
Guntersville, AL 35976

RE: Speed Zone Relocation Request
US-72 Traffic Analysis & Access Management Plan
Madison County
Gurley, AL

Dear Mr. Harris:

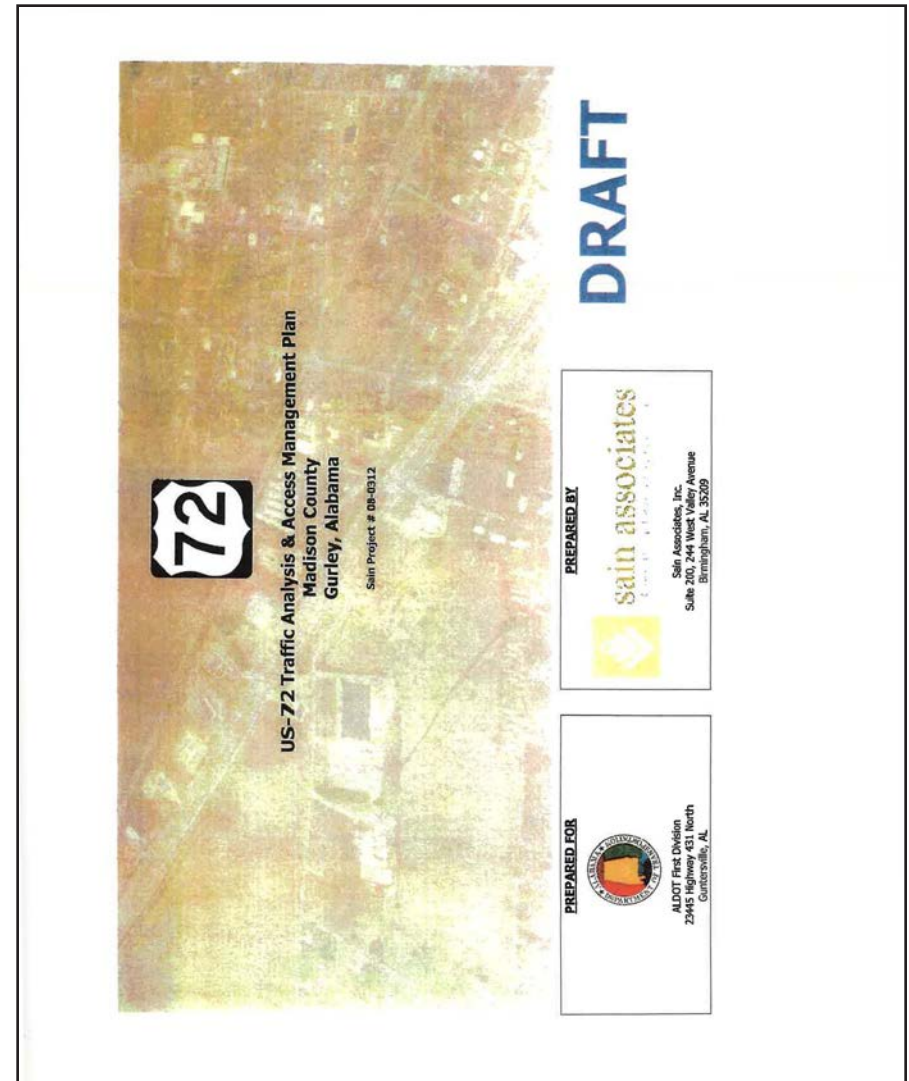
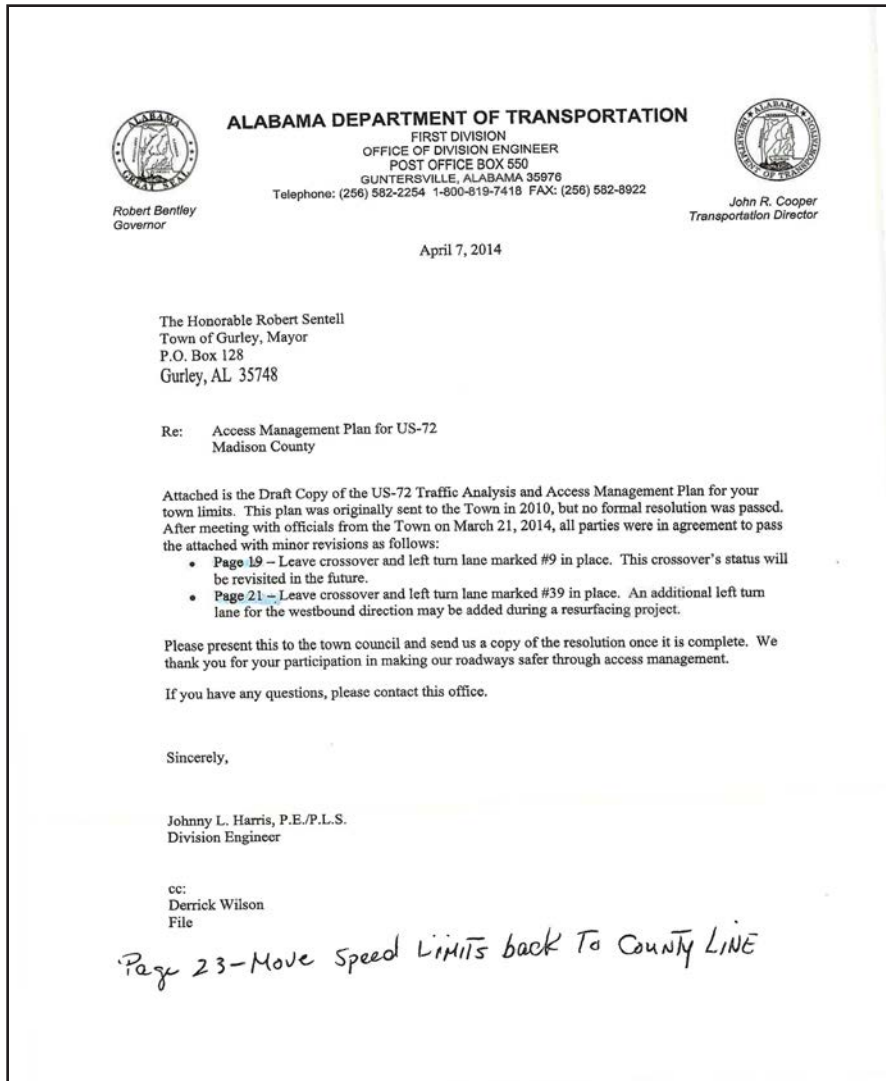
We are requesting that your office review the location of the reduced speed zone from 65 mph to 55 mph on US-72 on the eastern side of Gurley as agreed to in our meeting with you on March 21, 2014. The speed zone currently begins at MP 113.60. A new retail development is currently under design for this area. We believe that an extension of this reduced speed zone to MP 114.22 (Madison/Jackson County line) in both the westbound and eastbound directions would increase the safety of US-72 in the affected area.

Thank you for your consideration in this matter.

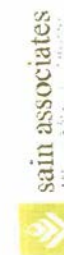
Sincerely,


Robert Sentell, Mayor
Town of Gurley

Robert Sentell, Mayor
Tawnie Bryant, Town Clerk



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EXECUTIVE SUMMARY

The Alabama Department of Transportation (ALDOT) engaged Sain Associates, Inc. to conduct a traffic analysis and to develop an access management plan (as the Plan) for the US-72 corridor in the Town of Guntley, Alabama (Guntley). This four-phase median divided section of US-72, which covers a distance of approximately 2 miles, will continue to function as a major east-west arterial for the region. The project limits, shown graphically in Figure 1, are from Hook Cut Road on the west end to the Guntley/Jackson county line on the east end.

The Town of Guley recognizes that their growth potential is tremendous based on its proximity to a growing metropolitan area, ease of access to that metropolitan area via US-72, lots of developable land, and current Army Base Realignment and Closure (BRAC) considerations which are projecting substantial residential growth east of Huntsville. As a result, Guley is working in cooperation with ALDOT to employ the access management strategies in this Plan as part of its site development plan review process to preserve the balance between the operational needs of US-72 and appropriate access to future developments along US-72.

Enhanced highway safety and efficient operation are critical in this effort. The Plan will ensure reasonable access to properties, though not always by the most direct access. Parcels with frontage on US-72 will have to be reviewed to determine their allowable access for new driveways according to access locations in the Plan.

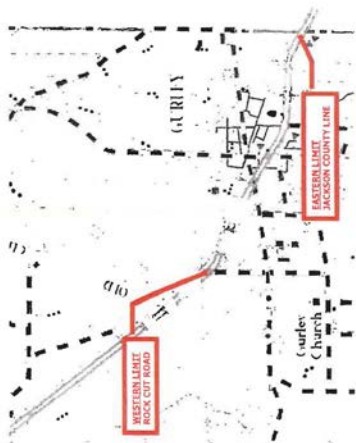
We initiated the project by conducting an analysis of existing traffic conditions within the corridor. We collected traffic count data, conducted a field review, and analyzed recent crash data as part of our existing conditions analysis. Our analysis indicates the intersections are operating below capacity within existing conditions of service, but we are recommending improvements to address crash hotspots and geometric concerns identified in the field, and to enhance management of access points using US-72.

geometric conditions analysis by developing access management plan guidelines, followed by development of the Plan. The access management plan guidelines will provide the standards for allowable traffic signal spacing, median opening spacing, side-street spacing, driveway spacing, and shared access. The guidelines, planned development information, and geometric improvements needed to address existing conditions will be used to customize an access management plan for the I-65-72 corridor.

The area of US-72 from Section Line Road to the west contains a considerable amount of improvement recommendations – installation of new turn lanes, improvements to existing substandard turn lanes, driveway closures, service road extensions, etc. A very notable improvement recommendation calls for the relocation of Little Cove Road so that it intersects with US-72 about halfway between Rock Cut Road and Section Line Road. Converting from a four-leg intersection to two three-leg intersections will reduce the number of traffic conflict points.



FIGURE 1
Project Limits



The next step is for the Plan to be formally accepted by ALDOT and then formally adopted by the Town of Gurley and its stakeholders. The Plan will form the basis for all future access connections up for consideration on and adjacent to the US-72 corridor in Gurley.

It is believed that some of the recommended short term improvements could be implemented immediately with local maintenance forces, but projects requiring engineering design plan development will be needed in order to implement a significant number of the recommended improvements. The Town of Gurley will need to work with ALOOT to identify and request specific projects and funding sources.

US-72 Traffic Analysis & Access Management Plan ♦ Madison County ♦ Gurley, Alabama
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EXISTING CONDITIONS

We initiated the project by conducting analysis and observations of existing peak hour conditions within the US-72 study corridor.

Roadway Characteristics

The US-72 corridor currently exists as a four-lane median divided roadway separated with grass medians. The existing corridor can be described as a somewhat rural setting with small commercial developments and single family residential homes fronting the roadway. Currently, the US-72 corridor's function is to provide regional mobility for daily commuters.

Traffic Volume Data

Traffic Volume Data
Traffic data, as provided by the ALDOT website, shows the 24-hour ADOT (average annual daily traffic) volumes from 2003 to 2007. The count location is located on US-72 between Keel Mountain Road and Keel Street.

Year	AADT
2003	15,360
2004	15,580
2005	15,790
2006	15,760
2007	16,260

To supplement the ADOT traffic volume data, we conducted a 72-hour traffic count on US-72 just east of Buck Out Road. We found the average 24-hour traffic volumes from our counts to be significantly lower than those reported by the ADOT. We found the average 24-hour traffic volume for US-72 to be 1,652 vehicles per day, just east of Buck Out Road. This average 24-hour traffic volume for US-72 is just east of Buck Out Road is approximately 10,000 vehicles per day. We believe this is due in large part to traffic east of Buck Out Road as a more direct route to places of employment such as the Redstone Arsenal. We conducted a 22-hour traffic count on Little Cove Road between Buck Out Road and US-72, and found the average 24-hour traffic volume to be approximately 3,500 vehicles per day.

We also conducted AM and PM peak hour turning movement counts at five (5) locations on US-77:

- Rock Cut Road
- Section Line Road/Little Cove Road
- Gurley Place/3rd Street
- 1st Street/Kent Mountain Road
- Steel Street

A summary of AM and PM peak hour turning movement counts can be found in Figure 2.

TABLE 2
Levels of S

Interstation	Approximate Passenger(s)	Level of Service
10-27	10-15-27 (10-15-27)	A
10-28	10-15-28 (10-15-28)	A
10-29	10-15-29 (10-15-29)	A
10-30	10-15-30 (10-15-30)	A
10-31	10-15-31 (10-15-31)	A
10-32	10-15-32 (10-15-32)	A
10-33	10-15-33 (10-15-33)	A
10-34	10-15-34 (10-15-34)	A
10-35	10-15-35 (10-15-35)	A
10-36	10-15-36 (10-15-36)	A
10-37	10-15-37 (10-15-37)	A
10-38	10-15-38 (10-15-38)	A
10-39	10-15-39 (10-15-39)	A
10-40	10-15-40 (10-15-40)	A
10-41	10-15-41 (10-15-41)	A
10-42	10-15-42 (10-15-42)	A
10-43	10-15-43 (10-15-43)	A
10-44	10-15-44 (10-15-44)	A
10-45	10-15-45 (10-15-45)	A
10-46	10-15-46 (10-15-46)	A
10-47	10-15-47 (10-15-47)	A
10-48	10-15-48 (10-15-48)	A
10-49	10-15-49 (10-15-49)	A
10-50	10-15-50 (10-15-50)	A
10-51	10-15-51 (10-15-51)	A
10-52	10-15-52 (10-15-52)	A
10-53	10-15-53 (10-15-53)	A
10-54	10-15-54 (10-15-54)	A
10-55	10-15-55 (10-15-55)	A
10-56	10-15-56 (10-15-56)	A
10-57	10-15-57 (10-15-57)	A
10-58	10-15-58 (10-15-58)	A
10-59	10-15-59 (10-15-59)	A
10-60	10-15-60 (10-15-60)	A
10-61	10-15-61 (10-15-61)	A
10-62	10-15-62 (10-15-62)	A
10-63	10-15-63 (10-15-63)	A
10-64	10-15-64 (10-15-64)	A
10-65	10-15-65 (10-15-65)	A
10-66	10-15-66 (10-15-66)	A
10-67	10-15-67 (10-15-67)	A
10-68	10-15-68 (10-15-68)	A
10-69	10-15-69 (10-15-69)	A
10-70	10-15-70 (10-15-70)	A
10-71	10-15-71 (10-15-71)	A
10-72	10-15-72 (10-15-72)	A
10-73	10-15-73 (10-15-73)	A
10-74	10-15-74 (10-15-74)	A
10-75	10-15-75 (10-15-75)	A
10-76	10-15-76 (10-15-76)	A
10-77	10-15-77 (10-15-77)	A
10-78	10-15-78 (10-15-78)	A
10-79	10-15-79 (10-15-79)	A
10-80	10-15-80 (10-15-80)	A
10-81	10-15-81 (10-15-81)	A
10-82	10-15-82 (10-15-82)	A
10-83	10-15-83 (10-15-83)	A
10-84	10-15-84 (10-15-84)	A
10-85	10-15-85 (10-15-85)	A
10-86	10-15-86 (10-15-86)	A
10-87	10-15-87 (10-15-87)	A
10-88	10-15-88 (10-15-88)	A
10-89	10-15-89 (10-15-89)	A
10-90	10-15-90 (10-15-90)	A
10-91	10-15-91 (10-15-91)	A
10-92	10-15-92 (10-15-92)	A
10-93	10-15-93 (10-15-93)	A
10-94	10-15-94 (10-15-94)	A
10-95	10-15-95 (10-15-95)	A
10-96	10-15-96 (10-15-96)	A
10-97	10-15-97 (10-15-97)	A
10-98	10-15-98 (10-15-98)	A
10-99	10-15-99 (10-15-99)	A
11-00	11-00-00 (11-00-00)	A
11-01	11-00-01 (11-00-01)	A
11-02	11-00-02 (11-00-02)	A
11-03	11-00-03 (11-00-03)	A
11-04	11-00-04 (11-00-04)	A
11-05	11-00-05 (11-00-05)	A
11-06	11-00-06 (11-00-06)	A
11-07	11-00-07 (11-00-07)	A
11-08	11-00-08 (11-00-08)	A
11-09	11-00-09 (11-00-09)	A
11-10	11-00-10 (11-00-10)	A
11-11	11-00-11 (11-00-11)	A
11-12	11-00-12 (11-00-12)	A
11-13	11-00-13 (11-00-13)	A
11-14	11-00-14 (11-00-14)	A
11-15	11-00-15 (11-00-15)	A
11-16	11-00-16 (11-00-16)	A
11-17	11-00-17 (11-00-17)	A
11-18	11-00-18 (11-00-18)	A
11-19	11-00-19 (11-00-19)	A
11-20	11-00-20 (11-00-20)	A
11-		

Our capacity analysis indicates that the studied intersections are currently operating at acceptable levels of service during peak hours of traffic flow. The eastbound and westbound through and right turn movements on US-72 do not have to stop or yield to traffic at the intersections, therefore we did not report a level of service for those movements.

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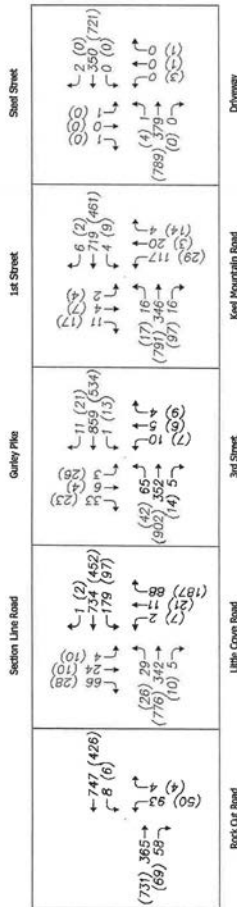


FIGURE 2
Existing Weekday Peak Hour Traffic Volumes
AM (PM)



sain associates

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Type of Crash	Number of Crashes
At-Fault	42
Bear End	21
Sideways	10
Run off the Road	7
Other	5
Head On	2

CRASH EXPERIENCE

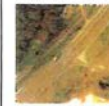
The Town of Gurley provided crash information within the US-72 corridor for the years 2004 to 2009. In all, there were a total of 87 crashes reported within the US-72 corridor between 2004 and 2009. Table 3 shows the frequency of each crash type.

it can be seen from Table 3 that almost half of the reported crashes were angle type crashes, a conclusion that thus is interaction related.

Other notes about crashes in the study consider between 2004 and 2009:

- * Near crashes occurred at intersections with the peak in the frequency of crashes occurs at the intersection of US-72 and Section Line Road/Lake County US-72 east of Red Mountain Road/1st Street.
- * There was a fatality crash reported on westbound US-72 east of the westbound travel lane.
- * Involving a pedestrian being struck in the outside westbound travel lane.
- * There was a fatality crash reported on eastbound US-72 east of Rock Creek Road near mile point 12.115 in the vicinity of the median opening.
- * There were five (5) crashes reported to hit two median openings in front of Hardens and the Exxon station.
- * There were two (2) crashes reported on the westbound side of US-72 adjacent to the Piggy Wiggly driveway.

The following are brief narratives and collision diagrams for the five (5) intersections within the study corridor with a significant number of crashes:

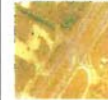


US-72 @ Rock Cut Road

Figure 3 contains a crash diagram for the intersection of US-72 and Rock Cut Road. Crash data for the intersection reflected a trend in angle crashes associated with northbound Rock Cut Road and eastbound US-72. There were other crashes not associated with the intersection involving single vehicles losing control. In all, there were five (5) crashes reported at the intersection and five (5) other crashes on US-72 in the vicinity of the intersection between 2004 and 2009.



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US-72 @ Section Line Road/Little Cove Road

US-72 @ Section Line Road/Little Cove Road
Figure 4 contains a crash diagram for the intersection of US-72 and Section Line Road/Little Cove Road. Crash data for the intersection reflected a trend in angle crashes and rear end crashes, most of which were associated with eastbound US-72 and northbound Little Cove Road. All but one (1) of the nine (9) rear end crashes reported was on northbound Little Cove Road at its intersection with US-72. In 2004, there were over thirty (30) crashes reported at this intersection between 2001 and 2009.



US-72 @ 4th Street

US-72 @ 4th Street
Figure 5 contains a crash diagram for the intersection of US-72 and 4th Street. Crash data for the intersection reflected a total of three (3) angle crashes in US-72 and two (2) rear end crashes on northbound 4th Street. In all, there were six (6) crashes reported at the intersection and two (2) other crashes on US-72 in the vicinity of the intersection between 2004 and 2009.



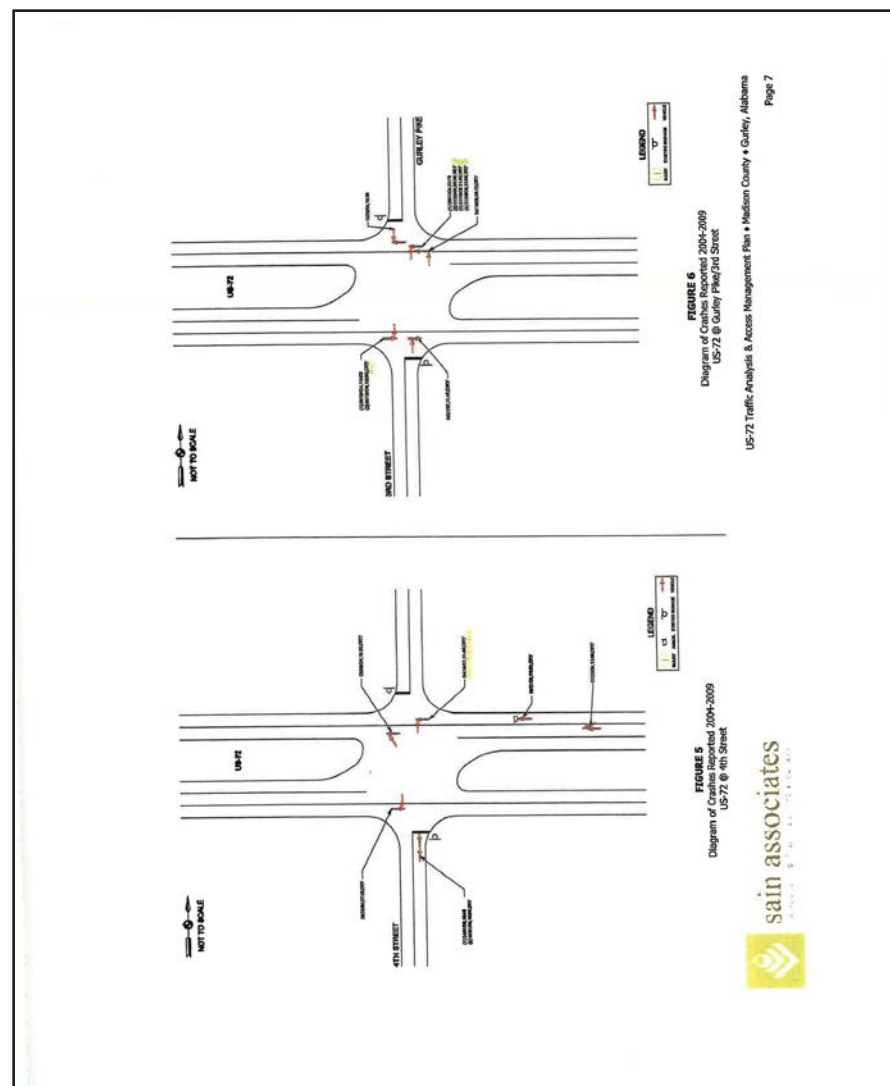
US-72 @ Gurley Pike/3rd Street

US-72 @ Gurley Pike/3rd Street
Figure 6 contains a crash diagram for the intersection of US-72 and Gurley Pike/3rd Street. Crash data for the intersection reflected a trend in angle crashes, about half of those involving vehicles bound for northbound Gurley Pike crossing westbound US-72. In all, there were ten (10) crashes reported at the intersection between 2004 and 2009.



US-72 @ Keel Mountain Road/1st Street

US-72 @ Keel Mountain Road/1st Street
Figure 7 contains a crash diagram for the intersection of US-72 and Keel Mountain Road/1st Street. Crash data for the intersection reflected a trend in single crashes and rear end crashes, most of which were associated with eastbound US-72 and northbound Keel Mountain Road. There was a fatality crash involving a pedestrian being struck by a single vehicle on westbound US-72. In all, there were eight (8) crashes reported at the intersection, including the pedestrian fatality, and two (2) other crashes on US-72 in the vicinity of the intersection between 2004 and 2009.



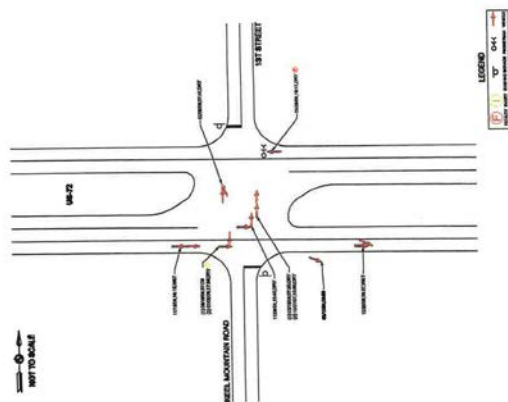


FIGURE 7
Diagram of Crashes Reported 2004-2009
US-72 @ Keel Mountain Road/1st Street



sain associates
 10000 S. 26th Ave., Suite 100, Phoenix, AZ 85048
 Tel: 602.998.8888 Fax: 602.998.8889
 Email: info@sainassociates.com
 Website: www.sainassociates.com

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NEED FOR ACCESS MANAGEMENT

General Overview

Access management is the planning, design, and implementation of various land use and transportation management strategies to enhance safety and efficiency of the transportation system. It is the management of the various land uses and transportation modes. The key to effective access management is identifying appropriate access design to roadway functions. Appropriately spaced intersections along with maintaining allowable driveway densities are basic elements commonly used as access management strategies. By adopting standards for access management, agencies can streamline the decision-making process and maintain uniformity throughout their transportation system. Standards specify when, where, and how to provide access to the roadway. The purpose of this paper is to provide an overview of access management and to help development and transportation planners develop the necessary policies and standards. Such efforts help to ensure that project values while not impeding governing agencies' financial investment in roads.

Mobility and Land Access

Mobility and Land Access The primary goal of access management is to minimize the number of access points along a roadway facility. The proper application of access management will preserve street capacity and help travel times, reduce the number of accidents, and improve the overall quality of the roadway. Property access is possible through a variety of access types, and each is shown in Figure 4 below.

Access management is a process that involves the design and construction of a roadway to provide for the most efficient use of the roadway and the surrounding land. It is a process that involves the design and construction of a roadway to provide for the most efficient use of the roadway and the surrounding land. It is a process that involves the design and construction of a roadway to provide for the most efficient use of the roadway and the surrounding land.

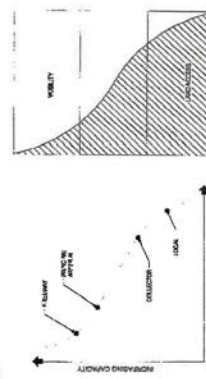


FIGURE 8
Land Access versus Mobility

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Minimize Conflict Points

Minimize Conflict Points Access management minimizes the number of vehicle conflict points and directs turning vehicles to strategically identified locations. Conflict points or crossing interactions between vehicles represent opportunities for delay due to congestion and crashes. Multiple conflict points increase a driver's decision-making process. Drivers can only mentally process a single conflict point at a time.

Designs with few traffic signals, non-traversable medians, channelized left turn lanes, and "right-in/right-out" driveways are effective in promoting access management and minimizing conflict points. Without applying appropriate access management techniques a typical four-way intersection can have up to 32 potential conflict points as shown in Figure 9. Similarly, a three-way intersection can have 9 total conflict points as shown in Figure 10. By applying the technique of constructing a non-traversable median combined with a "right-in/right-out" driveway, the number of conflict points are reduced to only two as shown in Figure 11.



FIGURE 9
Four-Leg Intersection
32 Conflict Points

FIGURE 10
T- and T-Plus-Leg Intersection
Conflict points

FIGURE 11
"In/Out" Intersection
Conflict Points

The various access management techniques function to minimize vehicle interaction between through traffic and turning traffic. A reduced number of turning vehicles equates to less stop and go traffic, less delay, and fewer and less severe crashes. Less stop and go traffic helps reduce air pollution and lessens fuel consumption. Fewer crashes in the corridor means safer access to property. This is particularly important to commercial property owners who wish to provide their customers safe access to and from their property. Usable access can impact a commercial property's economic success.

non-traversable medians minimize crossing vehicle maneuvers from left turning vehicles. Fewer left turn maneuvers lowers the number of vehicle crossing crashes which can often be severe. Channelized left or right turn lanes serve to remove turning vehicles from the through lanes, improving traffic flow and reducing the possibility of rear-end crashes. Shared access and interperped access also improves traffic flow and reduces the possibility of crashes by reducing the interaction of a corridor's through traffic from left turning vehicles to access a corridor's various land uses.

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At the corridor developer, there will be a desire by the developers to have multiple driveways for certain lots. The plan should be designed to allow for multiple driveways for certain lots. The plan should be designed to allow for multiple driveways for certain lots. The plan should be designed to allow for multiple driveways for certain lots.

TABLE 4
US-72 Driveway Spacing Requirements

Frontal Frontage Length	Minimum Number of Driveways
150 feet to 3,000 feet	1
3,000 feet to 1,500 feet	2
1,500 feet to 1,000 feet	3
1,000 feet to 500 feet	4

Subject to minimum trip criteria.

The length of property frontage is not the only consideration in determining the number of driveways allowed for commercial or multifamily residential property. The volume of traffic generated by a development must also be considered. This plan will require a property to generate more than 500 trips per hour or 5,000 trips per day to justify more than one driveway as indicated by a traffic study. The plan will require a property to generate more than 500 trips per hour or 5,000 trips per day to justify more than one driveway as indicated by a traffic study.



Corner Clearance
The required corner clearance refers to the distance from an intersection of a cross road to the nearest corner of a building or other structure. It is desirable to maintain this distance to preserve traffic flow in the vicinity of intersections as shown in Figure 12. The corner clearance is the distance measured from the closest edge of pavement from the intersecting road measured along the travel way (through lane) to closest edge of a proposed driveway. Requirements for corner clearance are shown below:

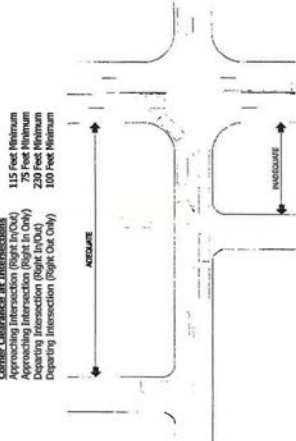


FIGURE 12
Corner Clearance

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Curb Radius
The radius of a driveway or access road affects both the flow and safety of through traffic as well as vehicles entering and exiting the roadway and as such is an important element in effective access management. Curb radii for residential, commercial and multi-family developments in the US-72 corridor shall be 50 feet for residential applications and 50 feet for commercial applications. Different radii may be used for the governing city or ALDOT as a primary requirement for granting access along state and federal routes.

Driveway Throat Length
The length of the driveway between the external access intersection and first internal conflict point within a developed parcel, as shown in Figure 13. Properly designed throat length prevents traffic queues from backing up onto the external road and impeding traffic flow. Where development traffic backs up onto the public street system, it increases the likelihood of rear-end crashes. In terms of driveway throat length, the minimum recommended length for a driveway shall be 150 feet, subject to the following recommendations for specific land uses:

- 300 feet for retail or supercenter
- 250 feet for retail developments with > 150,000 square feet of floor space
- 150 feet for retail developments with 100,000 to 150,000 square feet of floor space
- 50 feet for small strip developments at intersection corner parcels
- 30 feet for convenience store at intersection corner parcels

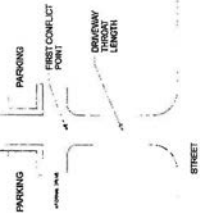


FIGURE 13
Driveway Throat Length



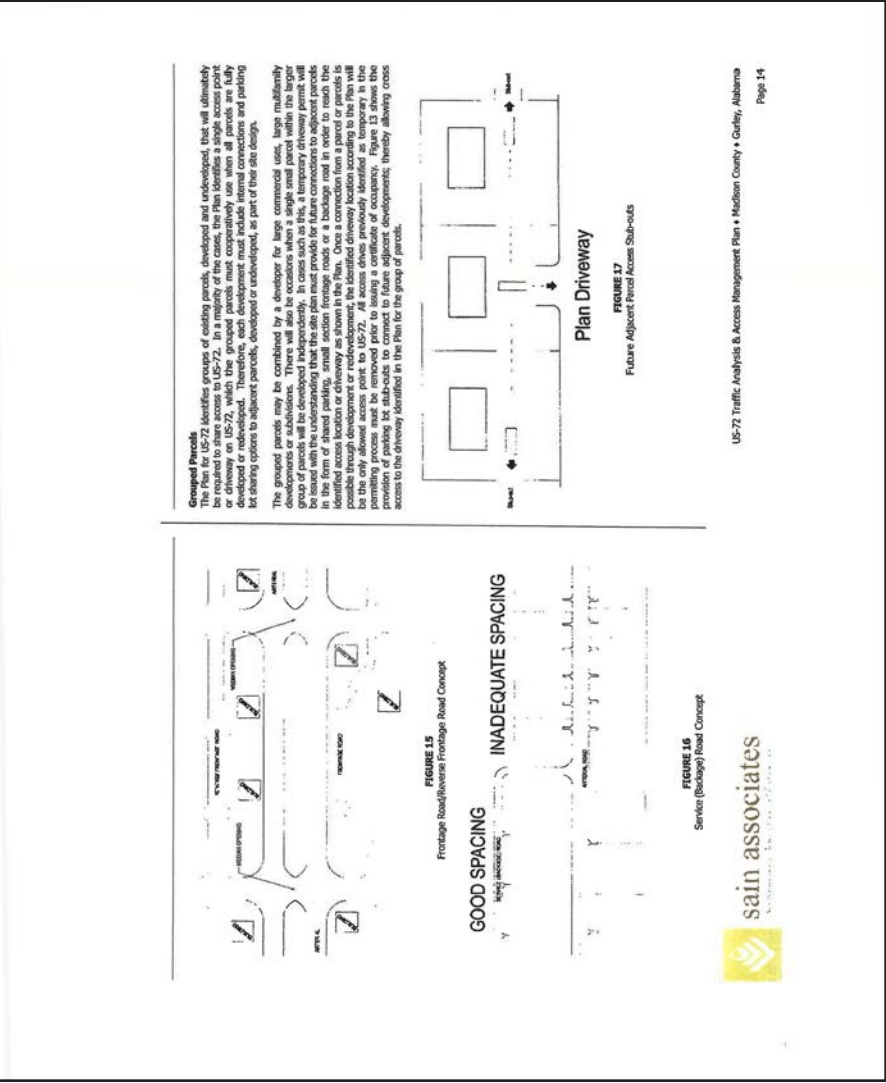
Shared Access Parcels
Shared access on a roadway can be achieved by sharing access between adjacent properties as shown in Figure 10. This can be accomplished by encouraging cross easements or shared easements between adjacent properties and considering the traffic circulation for both properties. Cross access allows movement between developments without using the public roadway, thereby reducing potential driveway and cross access easements by identifying and strategically showing allowable driveways in the corridor. The land comprising the shared or cross access driveways should be recorded as an easement and serve as a covenant attached to the property. Joint maintenance agreements should be required between adjacent properties to provide movement without requiring a return to the public roadway. In cases where the shared driveway does not correspond to the property line between two parcels, a written easement should be in place to allow traffic to travel across one parcel to the appropriate driveway.



FIGURE 14
Shared Access Parcels

Frontage Roads, Reverse Frontage Roads, and Service (Backage) Roads
The plan should be designed to allow for frontage roads, reverse frontage roads, and service (backage) roads. Frontage roads, reverse frontage roads, and service (backage) roads are designed to provide an alternate route to get around an area and maintain the number of driveways required as shown in Figures 15 and 16. Frontage roads, reverse frontage roads, and service (backage) roads are designed to provide an alternate route to get around an area and maintain the number of driveways required as shown in Figures 15 and 16. Frontage roads, reverse frontage roads, and service (backage) roads are designed to provide an alternate route to get around an area and maintain the number of driveways required as shown in Figures 15 and 16.

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SHORT TERM/LONG TERM - US-72 at Rock Cut Road



SHORT TERM/LONG TERM - US-72 east of Rock Cut Road





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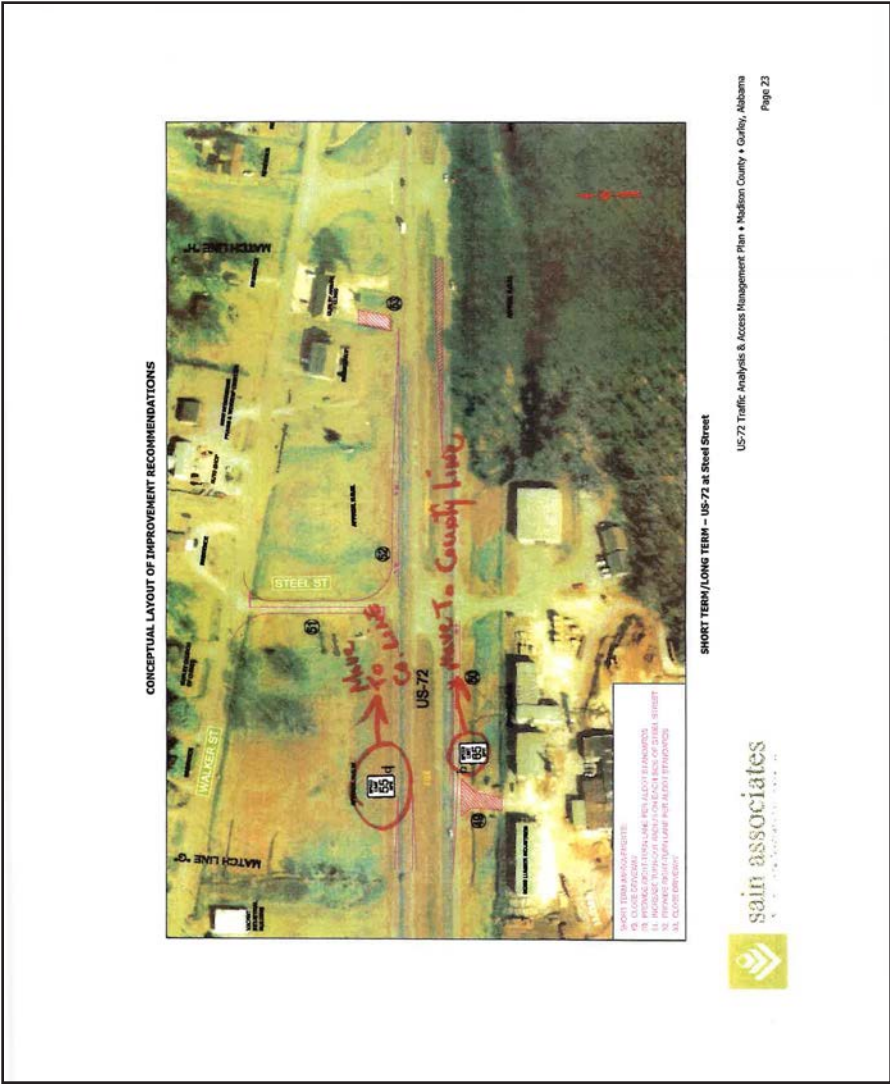
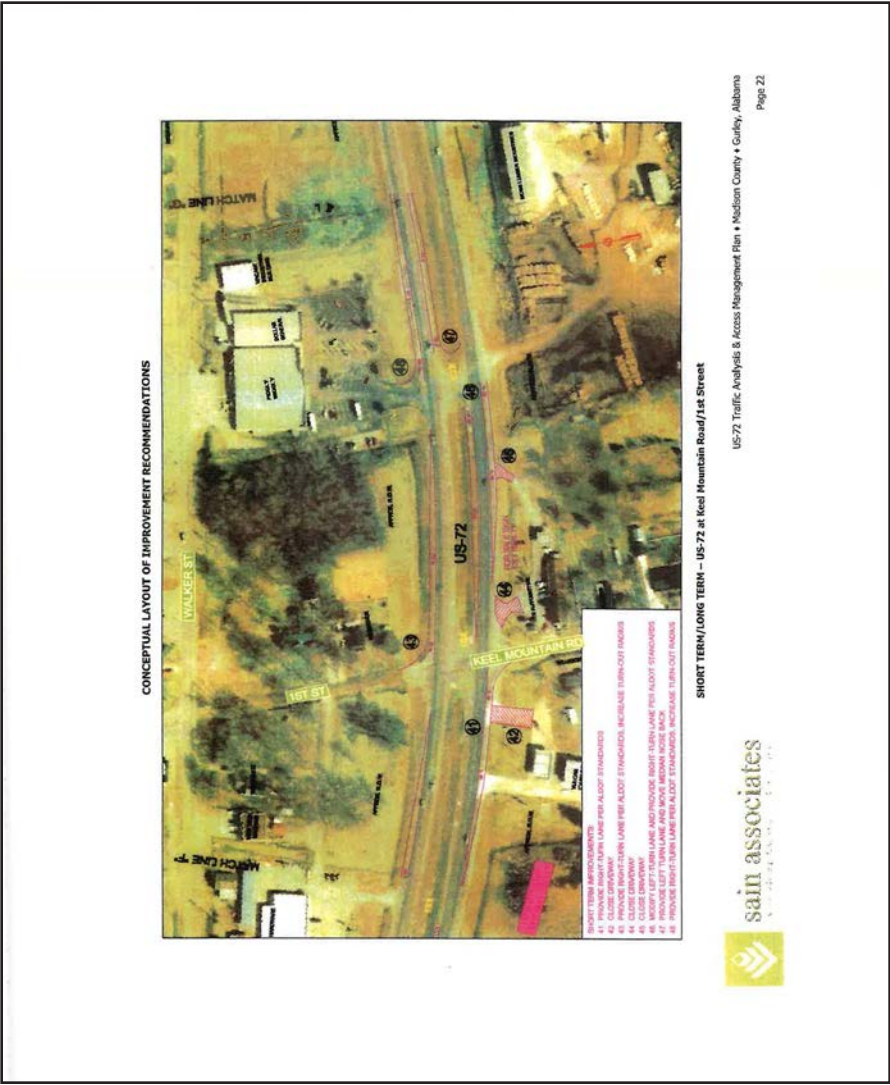


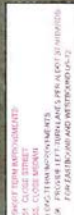
sain associates
 1000 10th Avenue, Suite 1000
 New York, NY 10018
 Tel: 212 691 1000
 Fax: 212 691 1001
 Email: info@sainassociates.com

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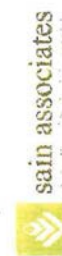
SHORT TERM/LONG TERM – US-72 east of Steel Street

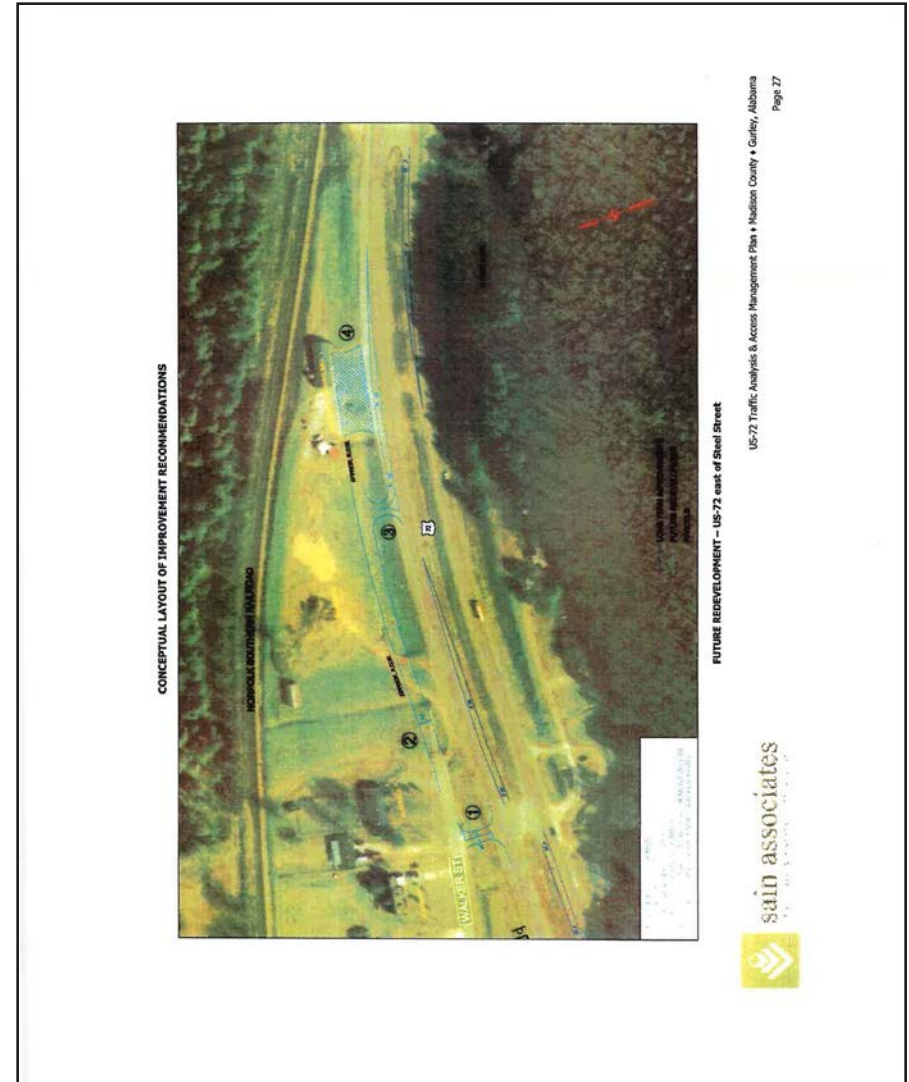
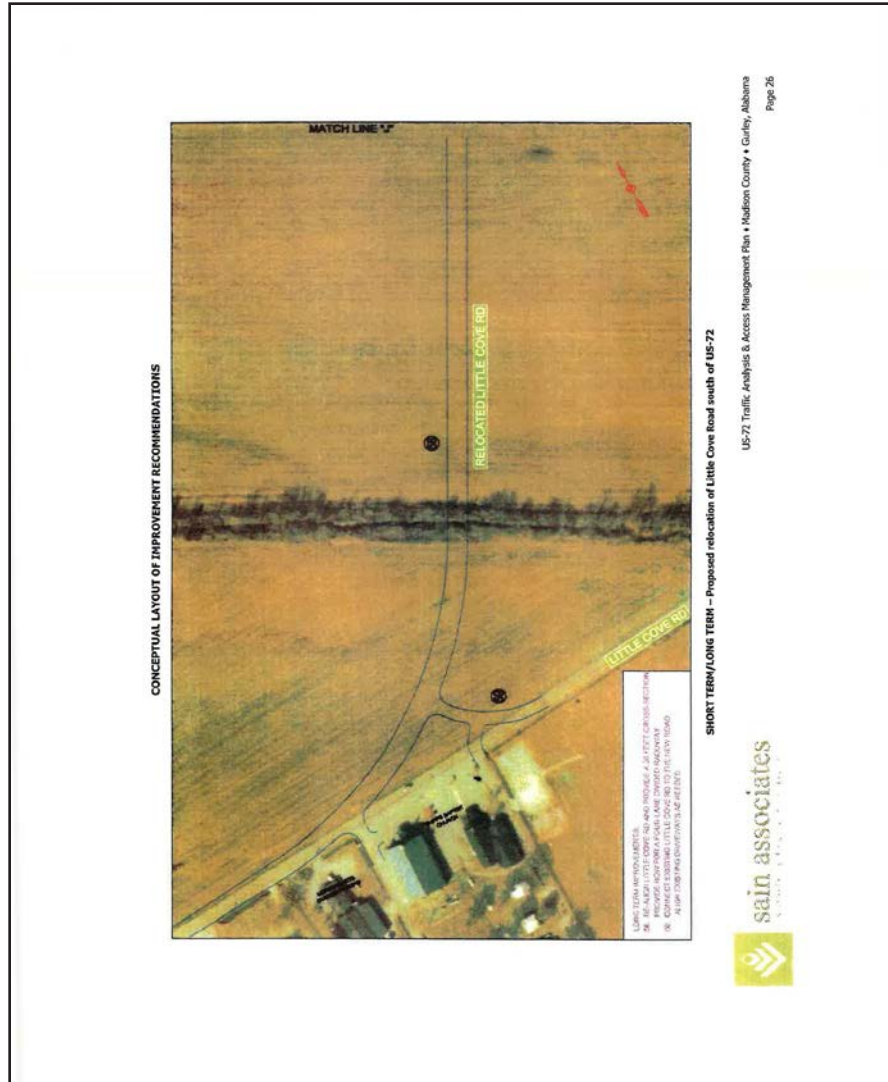
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SHORT TERM/LONG TERM - US-72 at Jackson County Line

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CONCEPTUAL LAYOUT OF IMPROVEMENT RECOMMENDATIONS



FUTURE REDEVELOPMENT - US-72 between Rock Cut Road and Section Line Road

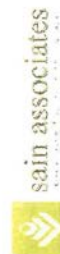


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CONCEPTUAL LAYOUT OF IMPROVEMENT RECOMMENDATIONS



FUTURE REDEVELOPMENT - US-72 at proposed relocation of 4th Street



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