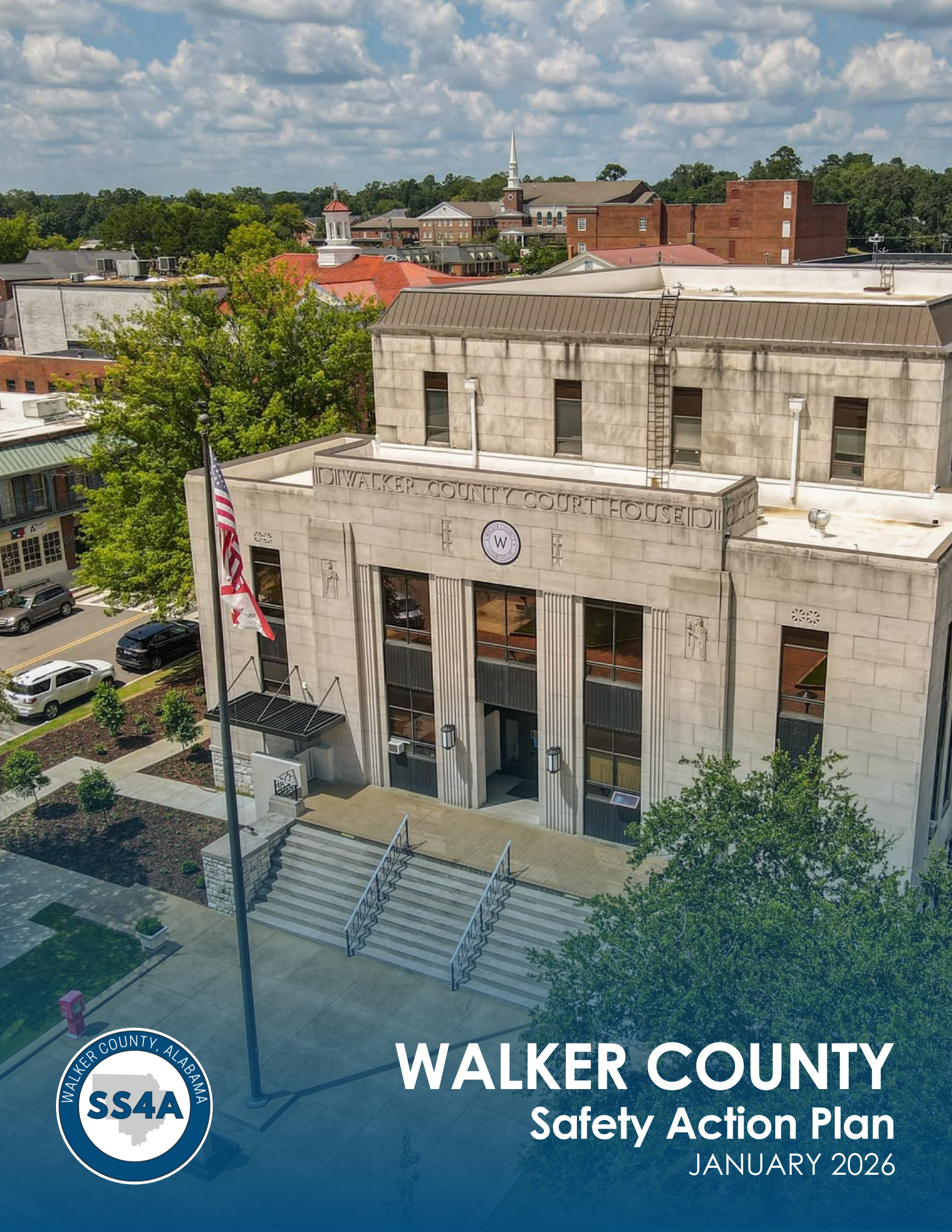

WALKER COUNTY
Safety Action Plan
JANUARY 2026

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

Acronyms

AADT	Annual Average Daily Traffic
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
CARE	Critical Analysis Reporting Environment
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
ETC	Equitable Transportation Community
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FYA	Flashing Yellow Arrow
GFO	Guidelines for Operation
HIN	High Injury Network
HRRR	High Risk Rural Roads
HSIP	Highway Safety Improvement Program
INFRA	Infrastructure for Rebuilding America
KSI	Fatal and Serious Injury
LEDs	Light Emitting Diodes
LRSI	Local Road Safety Initiative
MMUCC	Model Minimum Uniform Crash Criteria
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
NHPP	National Highway Performance Program
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
PCSi	Proven Safety Countermeasure Initiative
PHB	Pedestrian Hybrid Beacon
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation
RAISE	Rebuilding American Infrastructure with Sustainability & Equity
RCP	Reconnecting Communities and Neighborhoods
RHCP	Railway-Highway Crossings Program
RIRO	Right In - Right Out
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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01 Acknowledgments

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

Glenn Peek	Walker County Engineer
Janet Clayton	Walker County Engineering Department
Amy Frederickson	Walker County Administrator
Steve Miller	Walker County Commission Chairman
Regina Myers	Walker County EMA
David Knight	Walker County Development Authority - Executive Director
Dr. Dennis Willingham	Walker County Board of Education - Superintendent
Jeremy Pate	Cordova Mayor
Linda Lewis	Walker County Chamber of Commerce
Deidre Tatum	Walker County Transportation Program
Joanna Brand	The Arc of Walker County
Tim Barnett	Safety Consultant
Shardae' King	Sain Associates
Becky White	Sain Associates
Charles Cochran	Sain Associates

02 Introduction

Safety Action Plan Overview

Walker County has developed the Walker County Safety Action Plan (SAP) to address the objective of reducing fatal and serious injury crashes on the county's roadways. Walker County covers 805 square miles and is home to over 65,000 residents. The County has a growing retail hub and industrial base, affordable housing, award-winning healthcare facilities, and an abundance of outdoor and family activities. The County's transportation network includes access to I-22, AL-5, AL-13, AL-69, AL-118, AL-124, AL-195, and AL-269.

Between 2019 and 2023, 7,364 crashes occurred on public roadways in Walker County. These motor vehicle crashes resulted in 86 fatalities and 524 individuals sustaining serious injuries. Recognizing that even one life lost is too many, Walker County leaders are committed to making significant improvements in roadway infrastructure and fostering a stronger culture of safety.

This SAP uses crash data and census data analysis to identify roadway crash trends and prioritize transportation safety improvements on the County's roadway network. As specified by the US DOT's 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 Walker County Commission 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.

03 Guiding Principles

The Safety Action Plan

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

This SAP is aligned with the Safe System Approach (SSA) and guided by the principle that the only acceptable number of fatalities on our roadways is zero. The SSA recognizes that mistakes are inevitable and that humans have a limited capacity to withstand crash impacts. Our transportation system and policies should be designed and implemented to ensure those mistakes do not lead to serious injuries or fatalities.

The SSA is a holistic method that encourages a sense of shared responsibility, redundancy in the system, and a proactive approach. While the SSA is a relatively new concept in the United States, the safety strategy has been implemented in other countries since the 1990's. The SSA strives to foster a culture of safety with the expectation that all users of the roadway system, regardless of mode, will be protected from being fatally or seriously injured.

Achieving this goal is a shared responsibility among everyone who plans, designs, constructs, maintains, and uses the transportation system. This includes planners and engineers, as well as elected officials who oversee policy decisions that influence road safety.

Six Principles of the SSA

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

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

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

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

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

Five Elements of the 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.

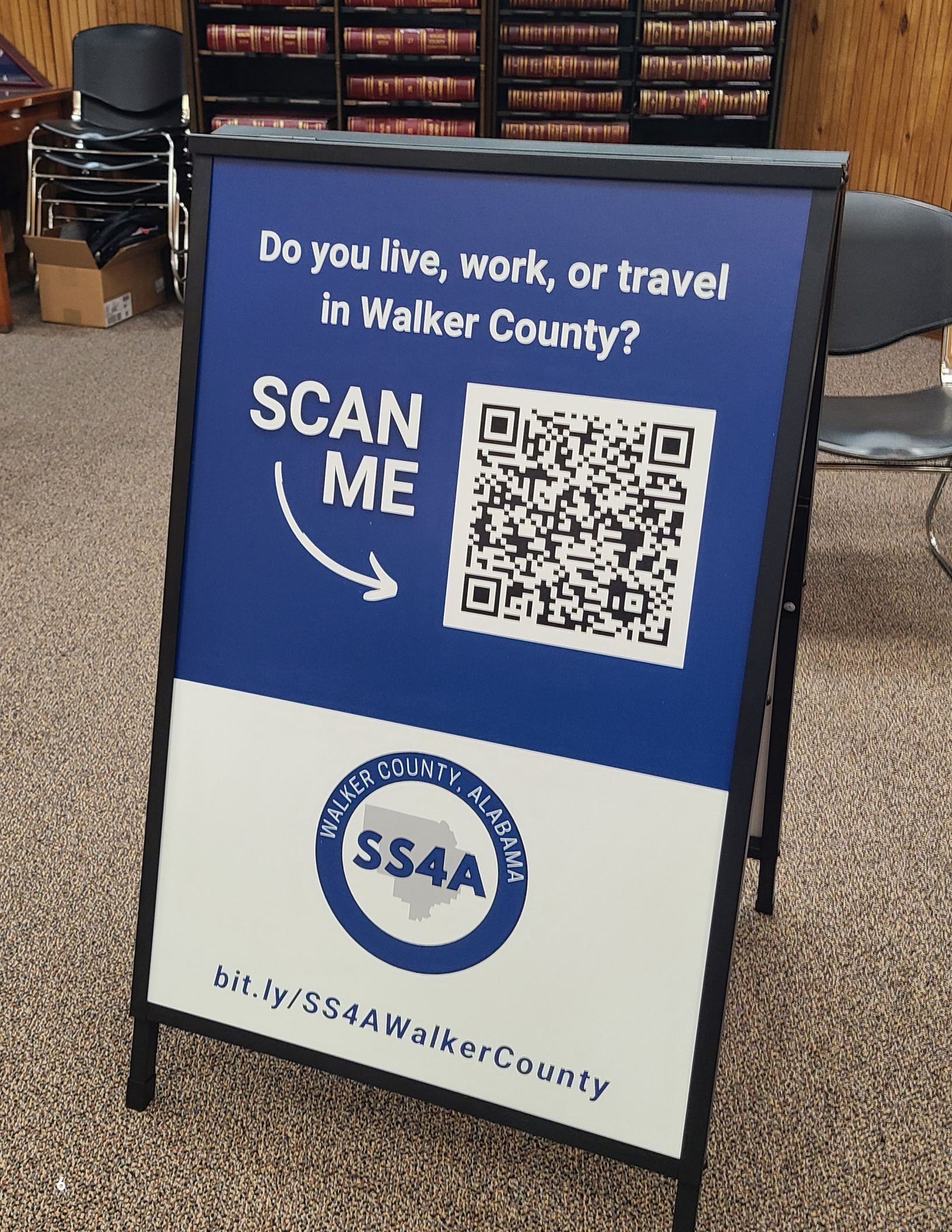
5 Post Crash Care:
Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

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

Minimizing deaths and serious injuries on roads depends on limiting the transfer of kinetic energy to levels the human body can withstand. This principle is central to the SSA, which places responsibility on road designers and operators to account for human vulnerability and error in their decisions. Human error is inevitable; this reality reinforces the need to design and operate road infrastructure and vehicle technology to eliminate or significantly reduce the assessed exposure of death or serious injury. Reducing traffic-related deaths and serious injuries requires strengthening all five elements of the SSA.

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

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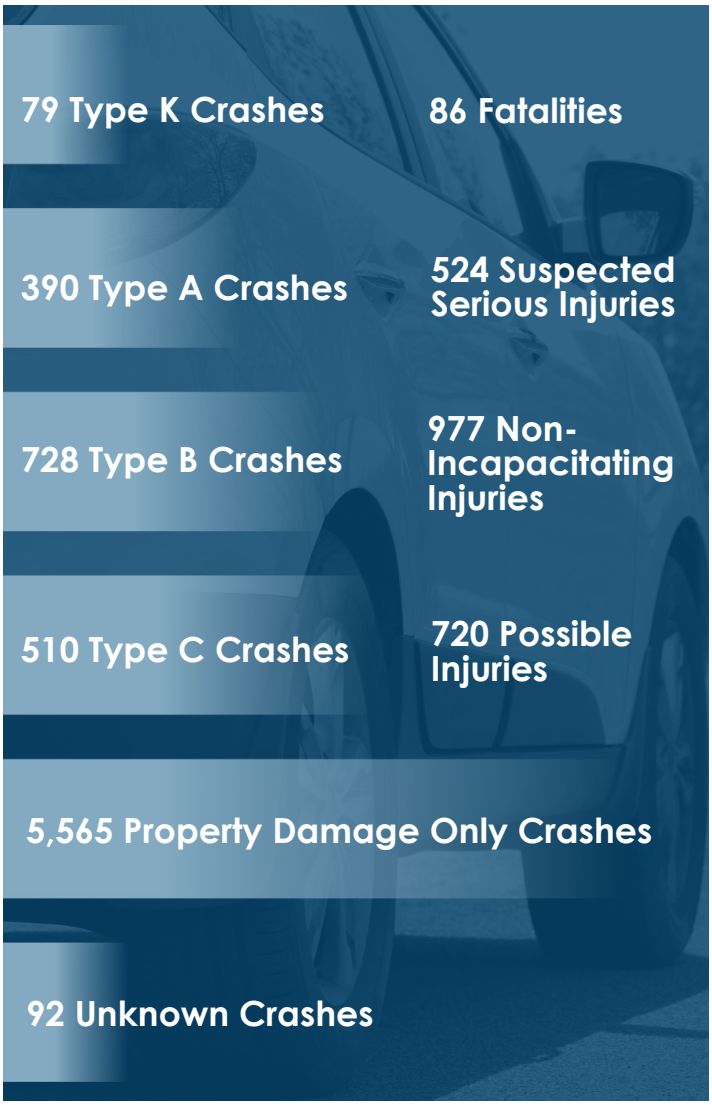
04 Safety History

Data Analysis

For the purposes of this SAP, an in-depth safety review and data analysis was performed. The scope included all roadways within Walker County. The analysis covered crash data for a five-year period from 2019 through 2023. While I-22 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 flat and fatal and serious injury crashes are trending flat to slightly downward.
- Older and younger drivers were overrepresented in fatal and serious injury crashes.
- Distracted driving was reported in nearly 18% of all fatal and serious injury crashes.
- Alcohol and drug involvement rates were higher than found in other counties.



High Injury Network

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

Developing the High Injury Network (HIN) involved assigning an Equivalent Property Damage Only (EPDO) score to each crash. This score is based on the collision's severity and is used to standardize the crash severity to a comparable level.

The EPDO method assigns a value to each crash based on the KABCO injury severity scale and associated comprehensive crash cost. The crash cost is based on research conducted by the Federal Highway Administration (FHWA), which develops national crash costs for use as default crash unit values. These crash costs are then adjusted for state-specific costs and inflation using the Consumer Price Index (CPI).

The purpose of the score is to prioritize projects based on the combination of crash frequency and severity.

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

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	79	$ 12,500,000	$ 987,500,000	KA	$ 3,093,599	618.7
A	390	$ 1,188,200	$ 463,398,000			
B	728	$ 233,800	$ 170,206,400	B	$ 233,800	46.8
C	510	$ 111,700	$ 56,967,000	C	$ 111,700	22.3
O	5,565	$ 5,000	$ 27,825,000	O	$ 5,000	1
U	92	$ 217,600	$ 20,019,200	U	$ 217,600	43.5

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

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, combining Fatal (K) and Suspected Serious Injury Crash (A), is then determined by dividing the total cost by the overall number of 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. Combining both types of crashes 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.

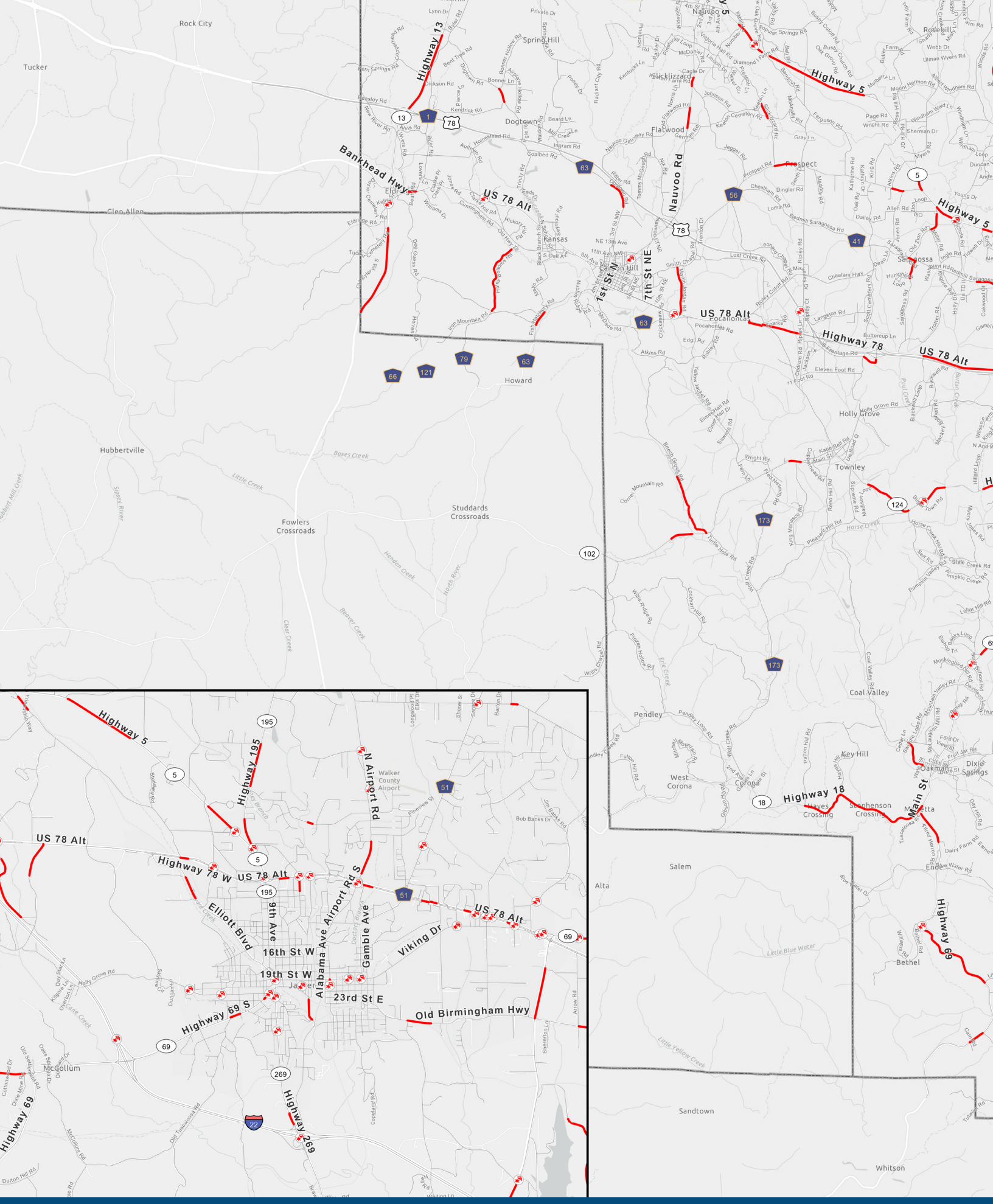


Figure 4.1 — High Injury Network

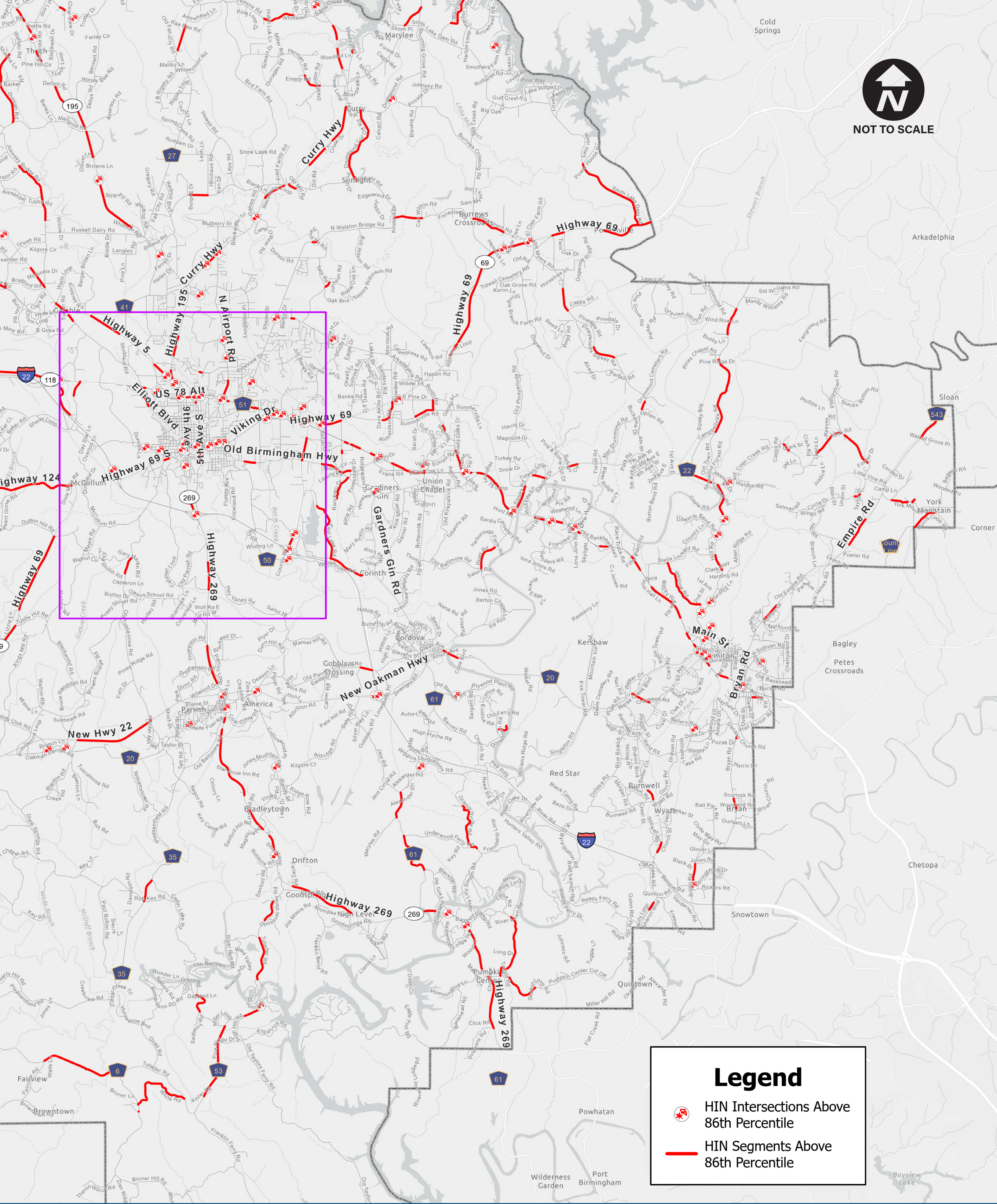


Figure 4.1 — High Injury Network

Top Crash Trends

Through the data analysis, five urban crash and five rural crash trends were identified:

URBAN CRASH TRENDS

1. **Left Turn Maneuvers at Intersections and Driveways**
2. **Entering Main Road**
3. **Side Impacts at Intersections and Driveways**
4. **Single-vehicle**
5. **Vulnerable Road Users**

RURAL CRASH TRENDS

1. **Negotiating a Curve**
2. **Driving too Fast for Conditions/Over Speed Limit**
3. **Left Turn Maneuvers at Intersections and Driveways**
4. **Roadway Departure/Fixed Object**
5. **Vulnerable Road Users**

These trends are detailed in the following pages. Each trend includes typical safety countermeasures that may be applied to help mitigate the crash trend, and each countermeasure has an associated Crash Reduction Factor and estimated cost. The Crash Reduction Factor represents the percentage crash reduction that might be expected after implementing a given countermeasure.

05 Public Engagement

Public Involvement

Walker County's SAP was shaped through community engagement and cross-sector collaboration, including community surveys and task force meetings. The planning process reflected a diverse cross-section of voices – from transportation officials and first responders to residents, 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.

Public involvement goals were established to reinforce existing partnerships, expand engagement in underserved areas, 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 County.

Public Involvement Goals

1. Create a Strong Identity and Consistent Message about the Project
2. Build Trust in the Community
3. Inform, Educate, and Encourage Collaboration
4. Establish Communication Channels and Followers for Ongoing Messaging and Education
5. Incorporate Community Knowledge

These goals were accomplished through the following tasks:

1 Branding

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

2 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.

3 Task Force Meetings

Task Force Meeting #1
February 27, 2025

- Introduced the Safety Action Plan to the Task Force members,
- Explained the goals of the Safety Action Plan
- Shared the results of the initial crash data analysis
- Conducted benchmarking for existing safety programs

Task Force Meeting #2
August 28, 2025

- Shared results of public engagement and survey
- Shared high-injury networks that were developed
- Discussed project selection and prioritization methodology
- Reviewed existing policy documents related to transportation safety

4 Broad Public Outreach

Public engagement efforts included outreach through social media, an online survey, and community events. It emphasized that broad participation would help ensure the plan is both data-informed and community-driven. The survey was made available via social media, postcards distributed at public events, and temporary signage placed in County buildings. This engagement strategy aimed to capture local knowledge to help identify areas of concern, behavioral patterns, and safety challenges—ensuring that final recommendations reflected both data-driven analysis and community priorities.

5 Events

To maximize impact and efficiency, public engagement activities were strategically coordinated with local organizations already hosting community-focused events, reinforcing strong partnerships across Walker County.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06 Underserved Communities

Engaging Underserved Communities

The Safety Action Plan (SAP) plan was developed with a focus on inclusive strategies to reduce the number of KSI crashes in all communities within Walker County. Crash data involving VRUs 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 (APP) in the Infrastructure Investment and Jobs Act (IIJA, 49 USC 6702(a)(1)), which states the following:

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

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 KA crashes in Walker County's 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 Walker County.

Table 6.1 — Comparison of various metrics for Underserved Areas

	Walker County	Underserved		Remaining Area	
Total Population	65,342	46,736	72%	18,606	28%
Center Miles	1986	1490	75%	496	25%
Total Crashes	7,364	4911	67%	2,453	33%
Resulting Fatalities	79	48	61%	31	39%
Resulting Serious Injuries	390	268	69%	122	31%
Fatal Crash Rate per 100k Population	24.2	20.5		33.3	
Serious Injury Crash Rate per 100k Population	119.4	114.7		131.1	

Figure 6.1 — % Centerline Miles

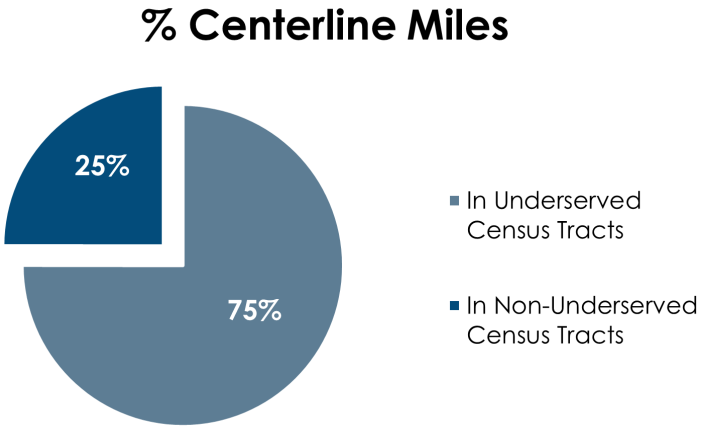


Figure 6.2 — % KSI Crashes

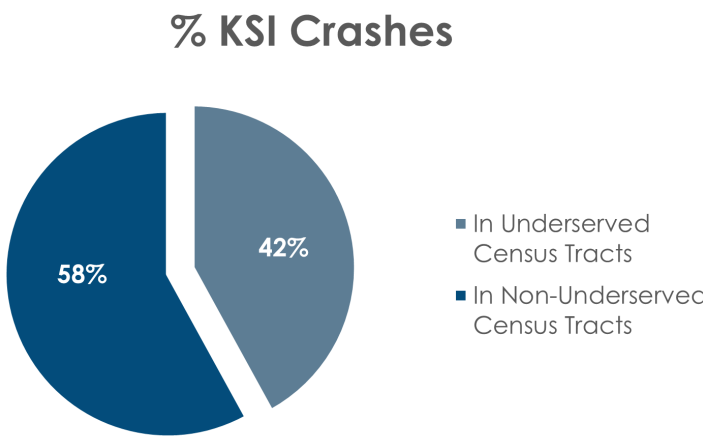
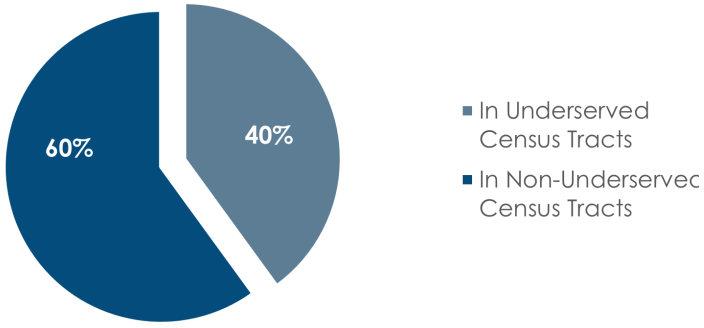


Figure 6.3 — % Total Crashes



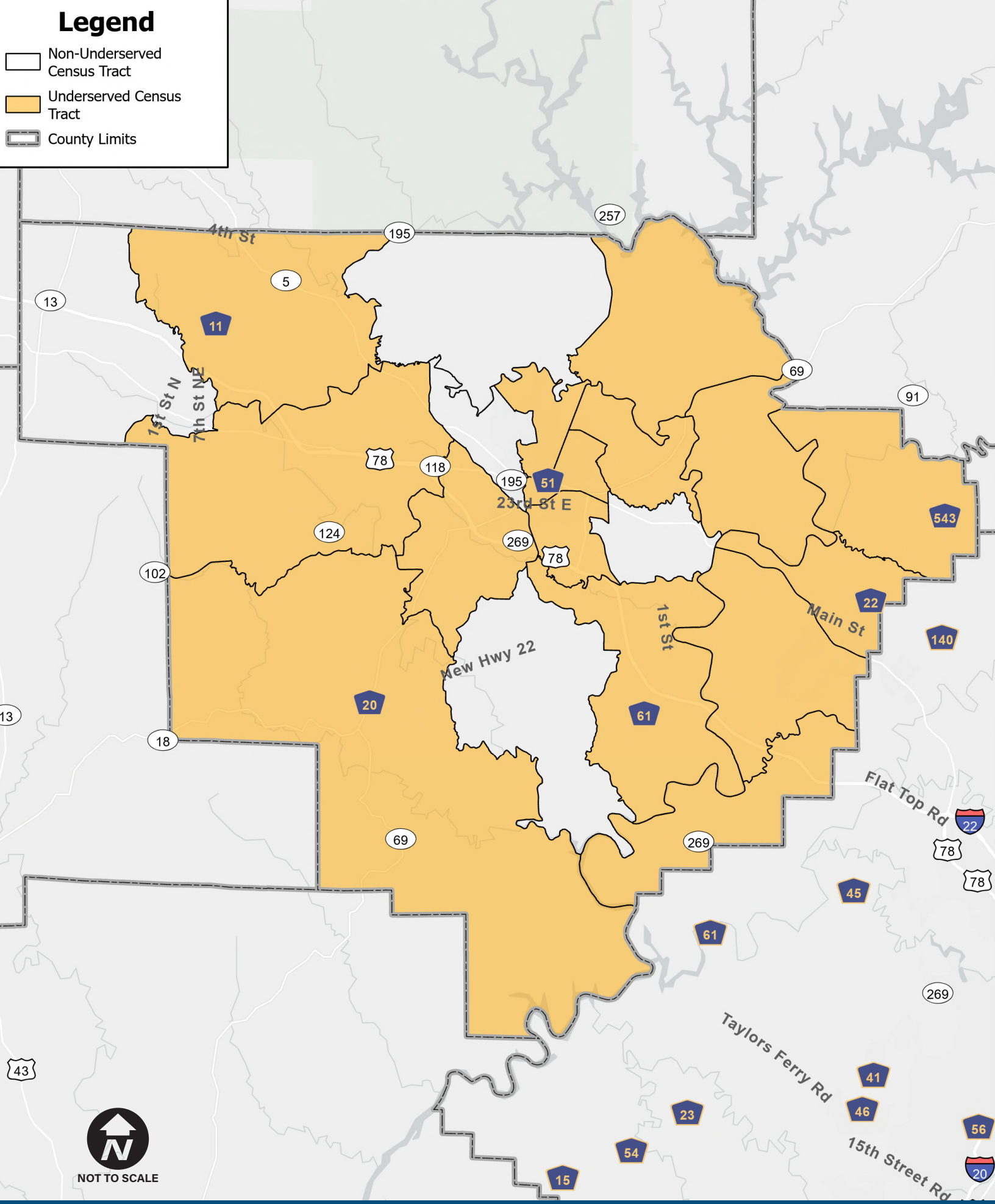


Figure 6.4 — Underserved Communities

07 Project Selection & Countermeasures

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. County Route Projects - Priority
2. County Route Projects
3. County Route at State Route Intersection Projects
4. City Route Projects
5. Systemic Projects

Eight of the County Route Projects were selected as priority projects based on several factors, including crash history, AADT, location, cost, and feedback from the Task Force. The State Route Projects are recommendations that should be shared and coordinated with ALDOT to help implement those improvements.

Potential countermeasures for the selected projects were chosen based on the 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.

Key for Countermeasure Cost Amounts

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

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

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

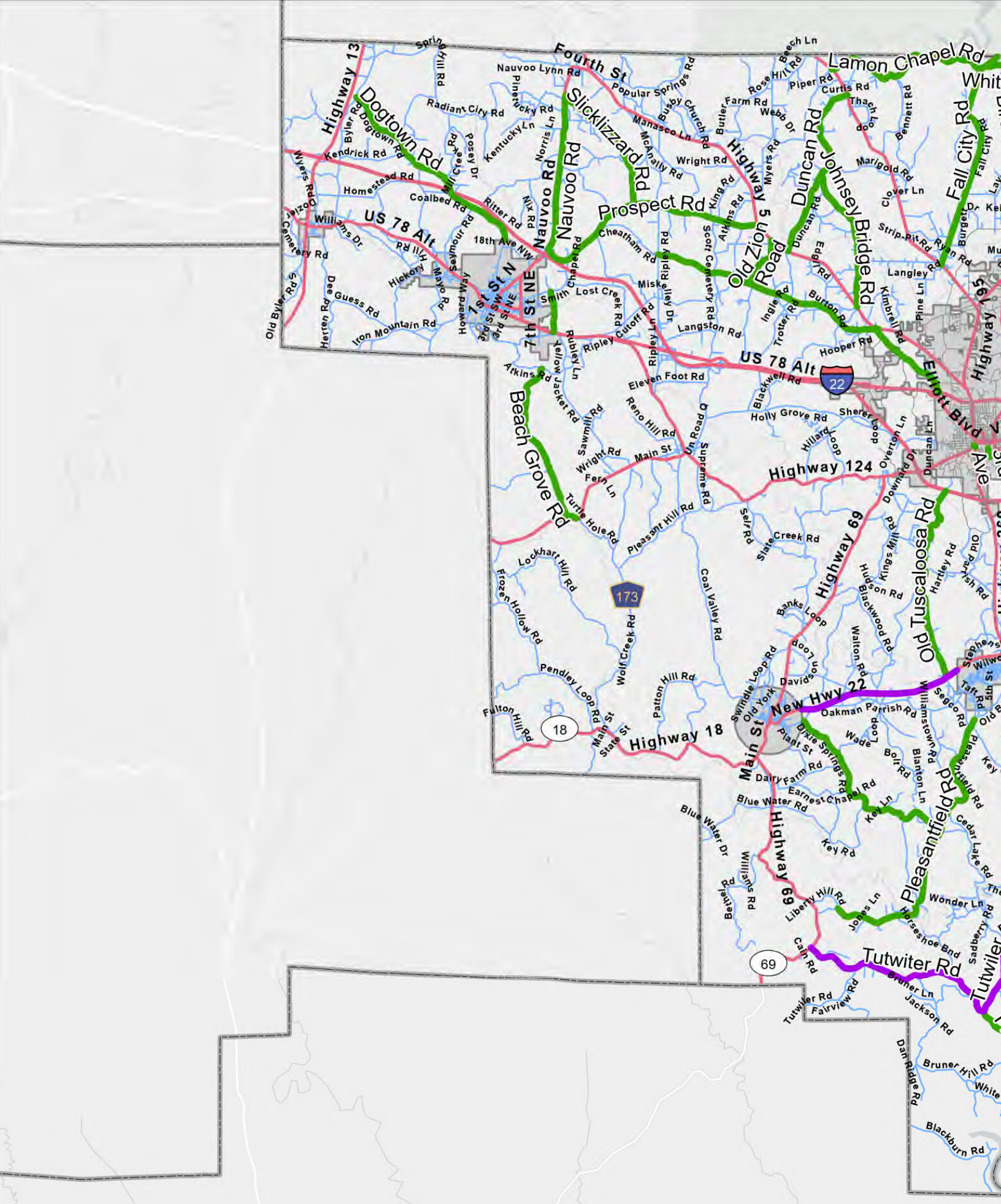


Figure 7.1 — Proposed Projects

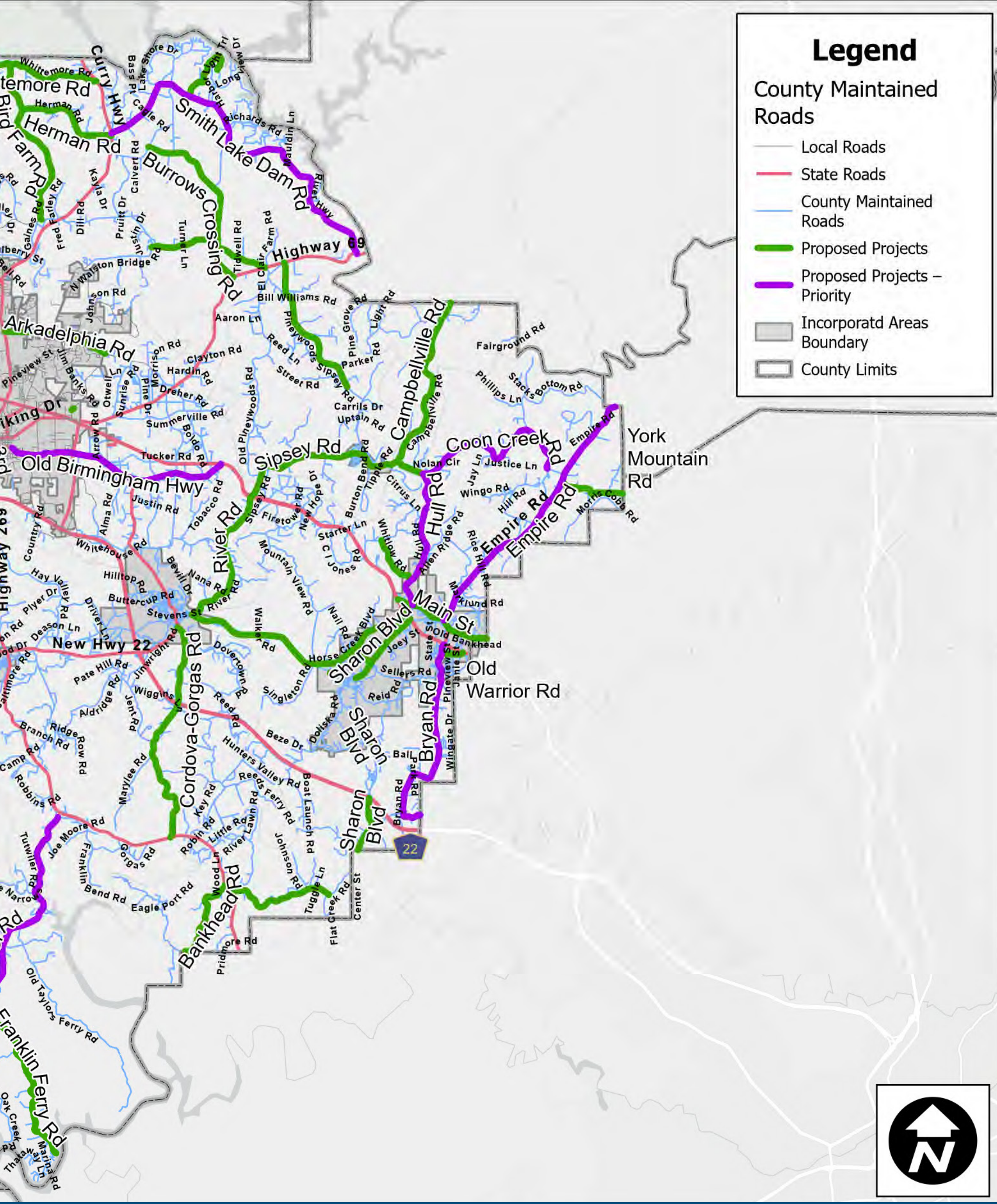


Figure 7.1 — Proposed Projects

County Route Projects - Priority

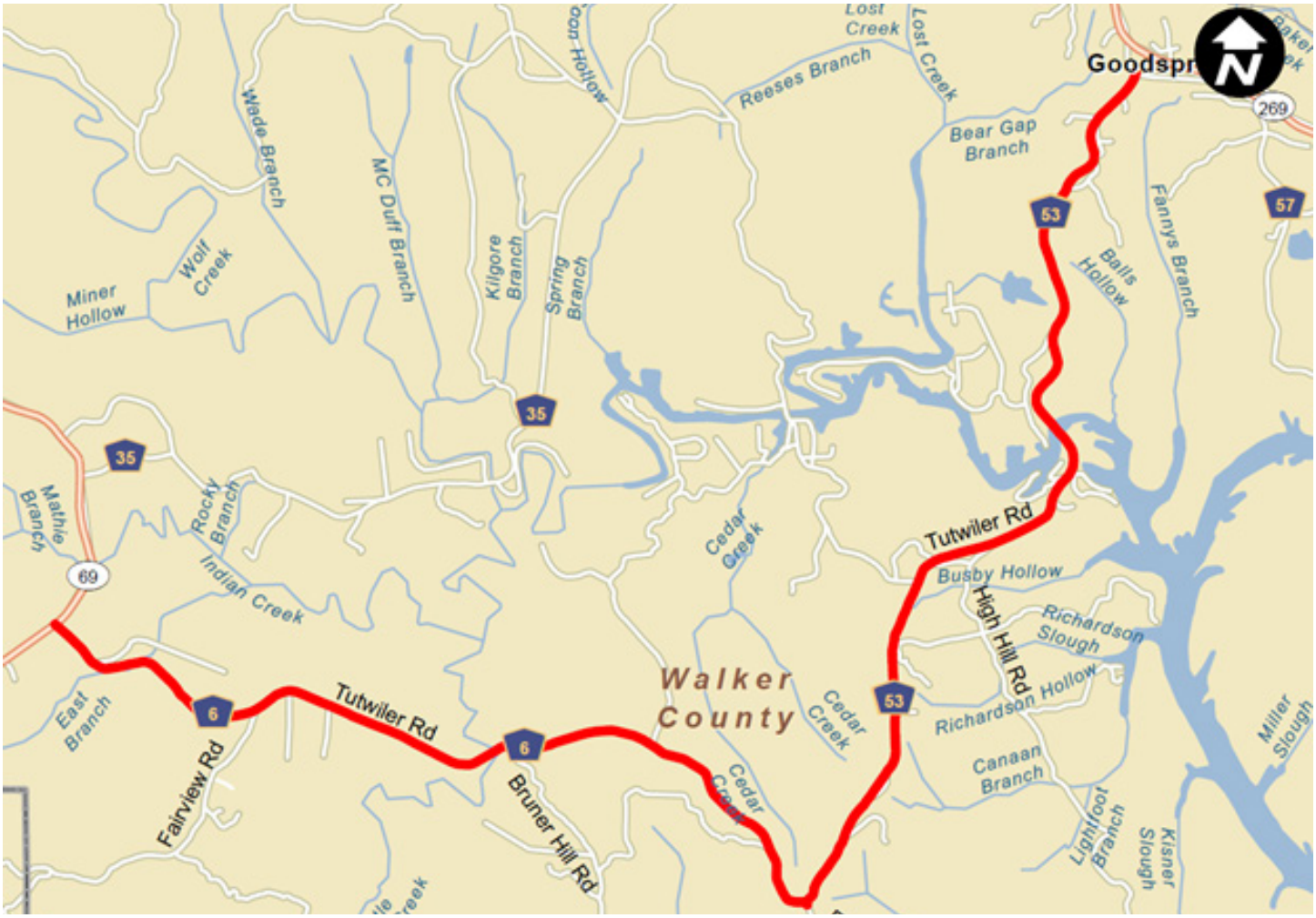
The county and city route projects identified as "priority projects" are intended to make progress over the next three years, subject to available resources and conditions. Below is a list with preliminary recommended countermeasures.

1. Tutwiler Road — From AL-69 to Good Springs Road (12.8 miles)

KA Crashes: 10

Proposed Recommendations:

- Modify or add curve warning signs.
- Replace dangerous intersection signs with intersection warning signs.
- At truss bridge:
  - Remove water line.
  - Install clearance signs.
- Add shoulders and install rumble strips.
- Improve clear zone by removing roadside objects.
- Resurface pavement.
- Restripe pavement markings for improved visibility.
- Install raised pavement markers.
- Trim vegetation encroaching into roadway.

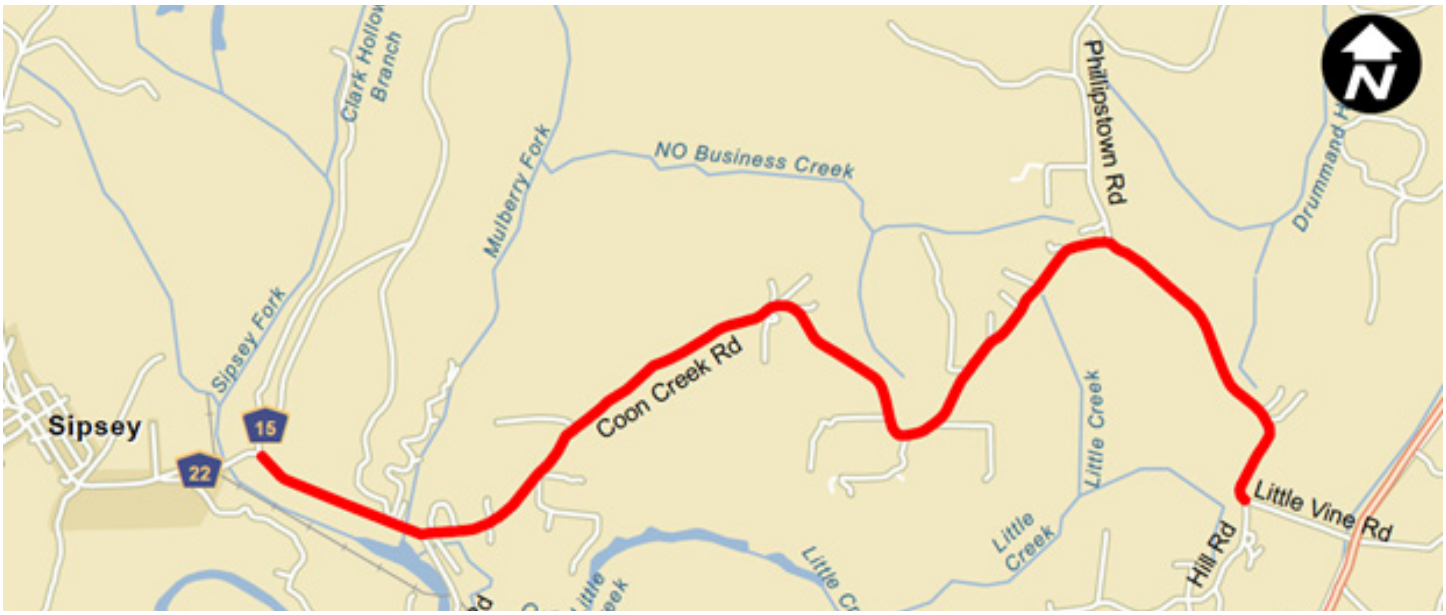


2. Coon Creek Road — From Sipsey Road to Little Vine Road (6.4 miles)

KA Crashes: 10

Proposed Recommendations:

- Modify or add curve warning signs.
- Replace incorrect school zone signs.
- Replace dangerous intersection signs with intersection warning signs.
- Improve shoulders (near Vernon Hills).
- At Hull Rd and Phillipstown Road, modify intersections with channelization to eliminate skew.



3. Hull Road — From Coon Creek Road to Main Street (4.3 miles)

KA Crashes: 8

Proposed Recommendations:

- Install centerline rumble strips and shoulders with rumble strips.
- Evaluate and update curve signage.
- Install object markers at rocks near curve.

4. **Empire Road** — From Main Street to County Line (8.3 miles)

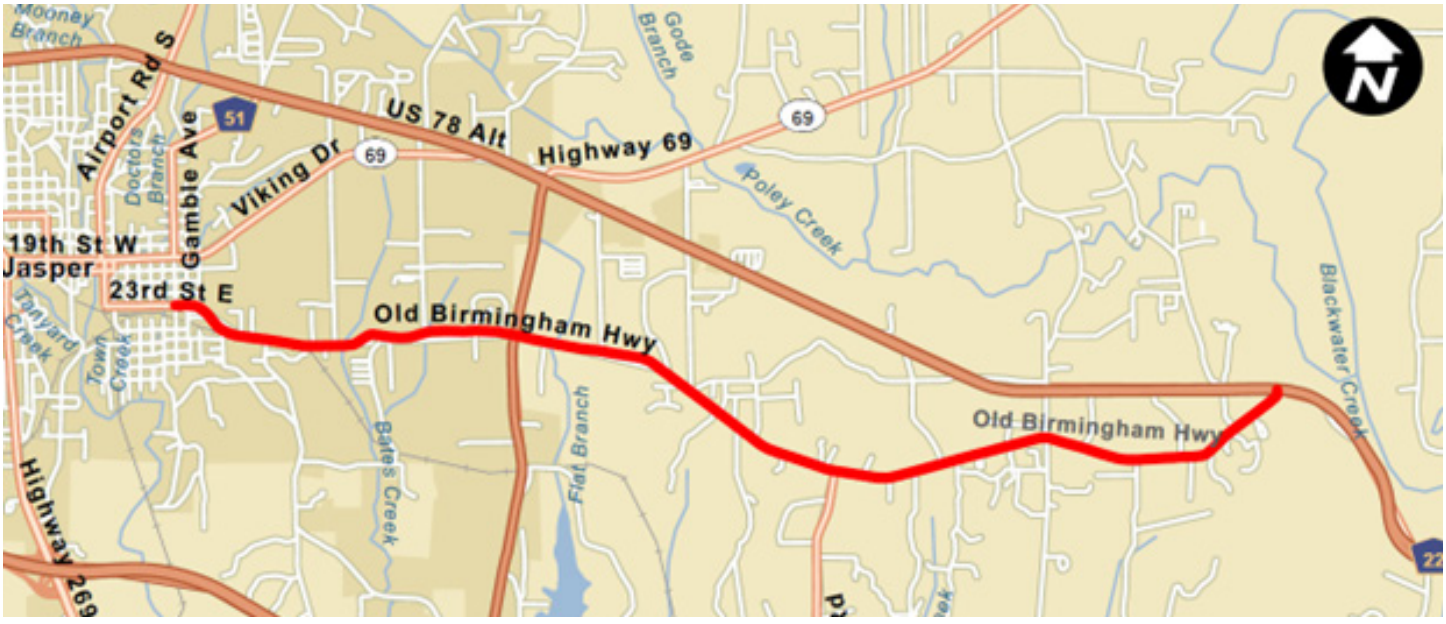
KA Crashes: 6
Proposed Recommendations:

- Widen roadway to 12'.
- Improve shoulders and add edge line.
- Replace guardrail

5. **Old Birmingham Highway** — From AL-5 to Indiana Avenue (6.6 miles)

KA Crashes: 5
Proposed Recommendations:

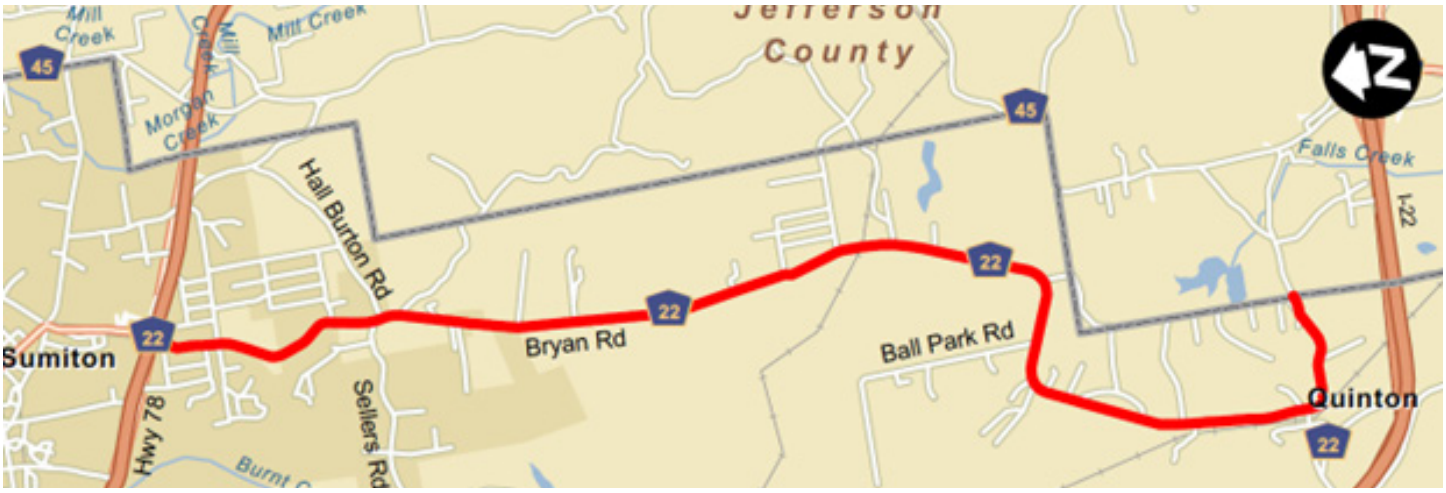
- Remove trees and poles from clear zone.
- Enhance shoulders to 6–8 feet wide
- Modify/add curve signs
- Update school signs to high-visibility reflective materials



6. **Bryan Road** — From AL-5 to County Line (6.4 miles)

KA Crashes: 5
Proposed Recommendations:

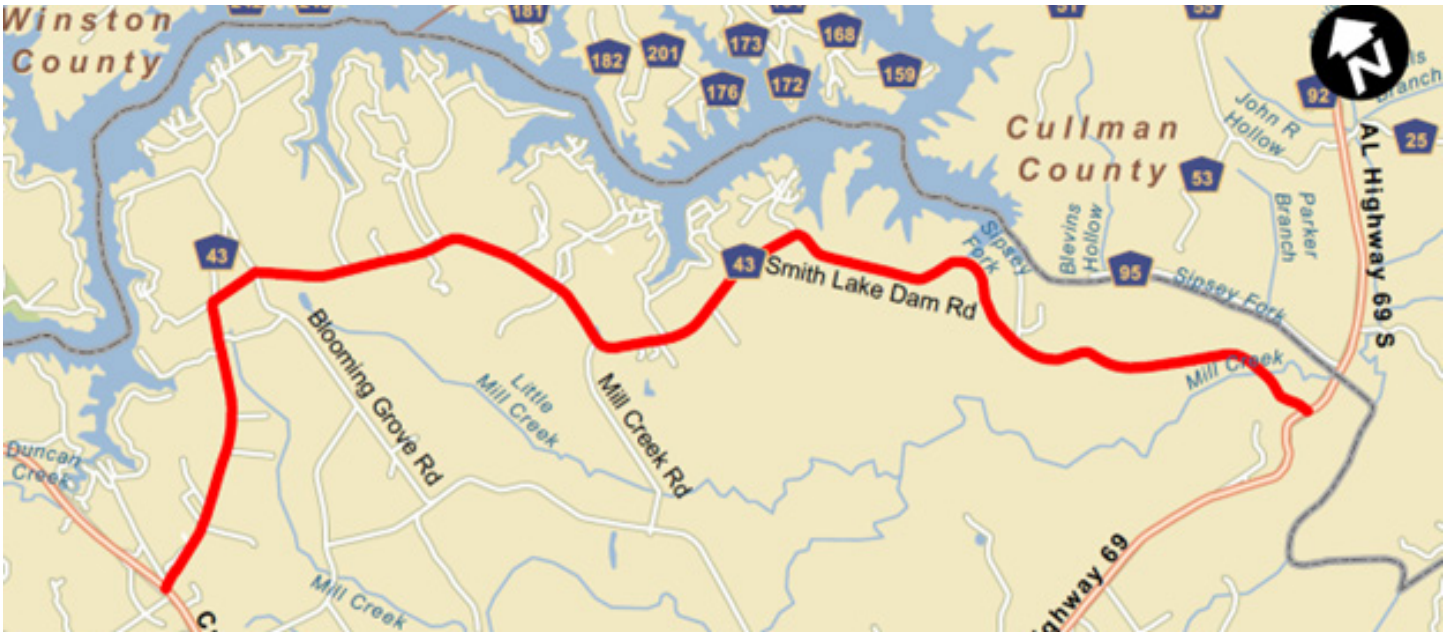
- Improve shoulders.
- Add guardrails.
- Relocate poles out of clear zone.
- At intersection with Quinton Rd, convert to all-way stop control and remove dead end sign.
- At railroad crossing, add gates.



7. **Smith Lake Dam Road** — From AL-257 to AL-69 (11.0 miles)

KA Crashes: 4
Proposed Recommendations:

- Modify/add curve signs.
- Install shoulder and rumble strips.
- Replace end treatments.
- Remove trees in clear zone.

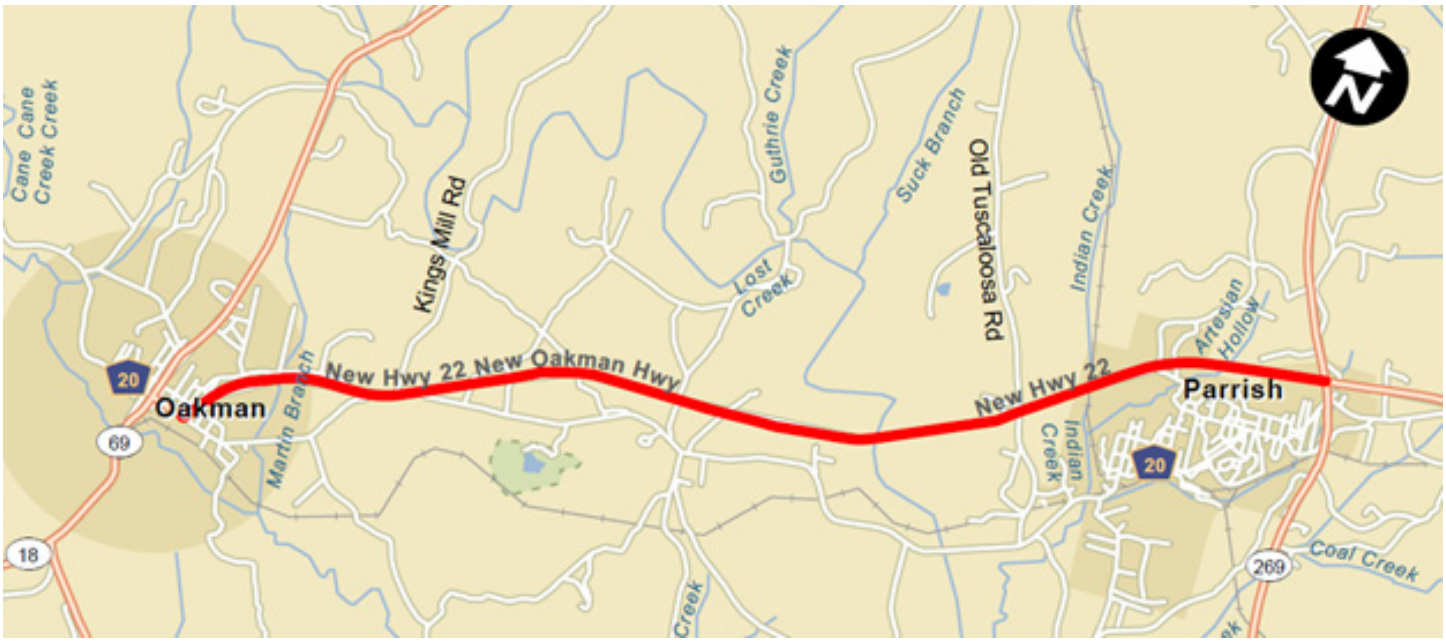


8. Parrish-Oakman Highway/New Oakman Highway — From Market Street to AL-269 (7.2 miles)

KA Crashes: 1

Proposed Recommendations:

- Replace signs as needed.
- Replace STOP signs.
- Replace dangerous intersection signs with intersection warning signs.
- Add rumble strips.
- Improve shoulders.
- Replace guardrails.
- Evaluate and mark passing zones.
- Restripe edge lines.
- Convert Market Street intersection to a roundabout.



County Route Projects

The remaining county projects are anticipated to progress within the next 3–7 years, as resources and priorities allow.

Table 7.1 — County Route Projects

Route	From	To	Recommendations	Cost Magnitude
Bankhead Rd	AL-269	County line	Add guardrails and improve shoulders.	$$
Beech Grove Rd	Atkins Rd	AL-102	Widen road and add centerline and edgelines.	$$$
Benny Short Rd	AL-69	Burrows Crossing Rd	Install edgeline rumble strips.	$$
Bird Farm Rd	Whittemore Rd	Country Club Rd	Modify curve signs. Resurface pavement. At Whittemore Rd, realign intersection.	$$
Burrows Crossing Rd	Drummond Rd	AL-69	Modify curve signs. Replace dangerous intersection signs with intersection warning signs. Improve shoulders. At Blooming Grove Rd intersection, realign intersection to reduce skew.	$$$
Campbellville Rd	Sipsey Rd	County line	Resurface pavement. Improve shoulders. Modify/add curve signs and delineators. At Old Town Rd intersection, realign Old Town Rd approach.	$$$
Commerce Avenue	RR Bridge	Underpass	Add signage for one-lane tunnel, low clearance. Replace school bus stop signs and stop ahead signs.	$
Cordova-Gorgas Rd	Cordova-Parrish Rd	AL-269	Add centerline and edgelines. Modify/add curve signs. Replace STOP signs.	$
Dixie Springs Rd	Pleasantfield Rd	Market St	Add centerline. Resurface pavement. Modify/add curve signs. At the Blanton Rd intersection, convert to AWSC. Add shoulders and rumble strips at unrecoverable ditch locations.	$$$
Dogtown Rd	Byler Rd	3rd St NW	Improve clear zone. Perform speed study and adjust the speed limit if necessary.	$$
Duncan Rd	AL-5	AL-195	Improve clear zone (including concrete block across from Duncan General Merchandise). Improve shoulders. Modify curve signs.	$$

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Table 7.1 — County Route Projects

Route	From	To	Recommendations	Cost Magnitude
Fall City Rd	AL-195	County line	Replace guardrails and end treatments. Replace pipes and pipe end treatments. Add 2' shoulder and rumble strips.	$$$
Forrester Rd	N Walston Bridge Rd	Burrows Crossing Rd	Install edgeline rumble strips.	$
Franklin Ferry Rd	Tutwiler Rd	County line	Modify/add curve signs. Widen roadway width in curves. Add centerline and edgelines. Rebuild pavement to correct base failures.	$$$
Herman Rd	Bird Farm Rd	AL-257	Widen lanes to 10' - 11'. Replace dangerous intersection signs with intersection warning signs. Remove school zone crossing sign.	$$$
Horsecreek Blvd	AL-5	Amory Ave/ River Rd	Improve/add shoulders.	$$
Johnsey Bridge Rd	Duncan Rd	AL-5	Improve drainage. Modify curve signs. Perform speed study and decrease speed limit, if necessary.	$$
Lamon Chapel Rd	AL-195	Fall City Rd	Modify curve signs. Perform speed study and adjust speed limit, if necessary. Resurface pavement.	$$
Liberty Hill Rd	@ AL-69		Improve radius, extend pipe and add end treatments.	$$$
Nauvoo Rd	Carbon Hill	Nauvoo	Replace/add guardrail. Improve clear zone. Widen lanes where feasible.	$$$
Old Russellville Rd	AL-69/AL-118	AL-5	Replace/add guardrail. Restripe centerlines and edgelines. Regrade ditches. Resurface Pavement. At northern railroad crossing, either re-align roadway to reduce the skewed crossing angle or install flashing lights and gates.	$$$
Old Tuscaloosa Rd	Parrish-Oakman Hwy	I-22	Replace guardrails. Widen bridge to 2 lanes. Realign McCollum Rd to eliminate skew.	$$$
Old Zion Road	Redmill Saragossa Rd	AL-5	Improve shoulder. Replace/add guardrail. Conduct a speed study and modify the speed limit if necessary. At the railroad crossing, either re-align roadway to reduce the skewed crossing angle or install flashing lights and gates. Replace/add guardrail.	$$$
Pineywood Sipsey Rd	AL-69/AL-118	3rd St	Add rumble strips.	$$

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Table 7.1 — County Route Projects

Route	From	To	Recommendations	Cost Magnitude
Pineywoods Sipsey Rd	AL-69	Third St	Install shoulders with rumble strips.	$$
Pleasantfield Rd	Liberty Hill Rd	Baltimore Rd	Replace/add guardrail. At bridge at Creekfield, replace guardrail and relocate waterline. Modify/add curve signs.	$$
Prospect Road	Nauvoo Rd	AL-5	Improve/add shoulders. At the Doman Lumber driveway, improve driveway radius.	$$$
Pumpkin Center Cut Off Rd	AL-269	Flat Creek Rd	Modify/add curve signs.	$
Raccoon Creek Rd	Smith Lake Dam Rd	Harbor Light Trail	Widen road and add centerline and edgelines.	$$$
Redmill Saragossa Rd	Ripley Rd	AL-5	Widen lanes to at least 10'. Add shoulders. At the intersection with Ripley Road, trim vegetation in NE corner to improve sight distance and replace both STOP signs. Modify curve signs. Replace dangerous intersection signs with intersection warning signs.	$$$
River Rd	Amory Ave	AL-5	Convert Amory Avenue intersection to a roundabout. Improve clear zone by relocating poles and removing trees. Install edge lines.	$$$
Sharon Blvd	AL-5	Downtown Dora	Replace dangerous intersection signs with intersection warning signs. Evaluate No Passing Zones. Replace/ add guardrail.	$$
Sharon Blvd	Flat Top Rd	I-22	Replace culvert.	$$
Sipsey Rd	AL-5	Campbellville Rd	Add shoulders. At Campbellville Rd intersection, modify intersection with channelization.	$$
Slicklizzard Rd	Prospect Rd	Nauvoo Rd	Widen the roadway and improve shoulders and clear zones. Conduct a speed study and adjust the speed limit if warranted. Update curve signage as needed. At Buck Creek, widen the bridge and replace the bridge guardrail. At Prospect Road, improve the turning radius. Evaluate truck accommodation requirements.	$$$
Whittemore Rd	Fall City Rd	Curry Hwy	Remove trees from clear zone. Install edgeline rumble strips.	$$
York Mountain Rd	Empire Rd	County line	Modify/add curve signs.	$

County Route at State Route Intersection Projects

Projects at intersections of county and state routes are recommended for coordination with ALDOT.

Table 7.2 — County Route at State Route Intersection Projects

Intersection		Recommendations	Cost Magnitude
County Route	State Route		
Smith Lake Dam Rd	@ AL-69	Install an oversized STOP sign with red retroreflective strips on the sign post. Add yellow retroreflective strips to the posts supporting the Two-Large Arrow Directional Sign.	$
Smith Lake Dam Rd	@ AL-257	Install an oversized STOP sign with red retroreflective strips on the sign post. Add yellow retroreflective strips to the posts supporting the Two-Large Arrow Directional Sign.	$
Benny Short Rd	@ AL-69	Install intersection warning signs with flashing beacons.	$$
Cordova-Gorgas Rd	@ AL-269	Realign intersection.	$$$
Herman Rd	@ AL-257	Install an oversized STOP sign with red retroreflective strips on the sign post. Add yellow retroreflective strips to the posts supporting the Two-Large Arrow Directional Sign.	$
Old Zion Rd	@ AL-5	Realign intersection.	$$$
River Road/Sipsey Rd	@ AL-5	Implement recommended improvements from ALDOT's access management project.	$$$
Fall City Rd	@ AL-195	Implement recommended improvements from ALDOT's access management project.	$
Russell Dairy Rd	@ AL-195	Implement recommended improvements from ALDOT's access management project.	$
Burrows Crossing Rd	@ AL-69	Install an oversized STOP sign with red retroreflective strips on the sign post. Add yellow retroreflective strips to the posts supporting the Two-Large Arrow Directional Sign. Collect traffic counts to determine if turn lanes are warranted.	$
Duncan Rd	@ AL-5	Install an oversized STOP sign with red retroreflective strips on the sign post. Add yellow retroreflective strips to the posts supporting the Two-Large Arrow Directional Sign. Collect traffic counts to determine if turn lanes are warranted.	$

City Route Projects

The projects located projects located within city limits should be coordinated with the appropriate City.

Table 7.3 — City Route Projects

City	Intersection			Recommendations	Cost Magnitude
	Route	From	To		
Carbon Hill	Marlin Jordan Road	AL-118	Smith Chapel Rd	Resurface roadway. Install edgeline rumble strips. Install object markers at bridge ends.	$$$
Carbon Hill	Downtown Carbon Hill	-	-	Add stop lines at stop-controlled approaches. Raise STOP signs to proper height. Replace faded STOP signs.	$
Dora	Sharon Blvd	Crest St	Burnwell Rd	Install shoulders with rumble strips.	$$$
Dora	Amory Ave	Horse Creek Blvd	Sharon Blvd	Install shoulders with rumble strips.	$$$
Dora	Bryan Cutoff Road	@ Reid Rd	-	Install intersection warning signs.	$
Jasper	Industrial Parkway	I-22 Ramps	-	Install traffic signal or roundabout based on warrants.	$$$
Jasper	Airport Rd	@15th St	-	Install splitter island median for channelization. Gate post STOP signs.	$$
Jasper	3rd Ave (Jasper)	RR Overpass	RR at-grade crossing	Add edgelines. Replace bridge guardrails.	$$
Jasper	19th St W	@AL-269	-	Perform signal warrant analysis.	$
Jasper	Arkadelphia Rd	Airport Rd	Blackwell Dairy Rd	Install shoulders with rumble strips.	$$
Jasper	Downtown Jasper	-	-	Replace "4-way" plaques with "All Way Plaques". Add red retroreflective striping to all STOP sign posts.	$

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Table 7.3 — City Route Projects

City	Intersection			Recommendations	Cost Magnitude
	Route	From	To		
Jasper	21st St W	@15th Ave	-	Replace "4-way" plaques with "All Way Plaques". Add red retroreflective striping to all STOP sign posts. Install oversized STOP signs.	$
Jasper	27th St W	@ AL-269	-	Install intersection warning signs. Install oversized STOP signs and red retroreflective strips on the sign posts.	$
Jasper	Martin Luther King Jr. Dr.	AL-69	AL-269	Perform traffic study to examine closing MLK between AL-69 and AL-269. Alternatively, the AL-269 segment between MLK and AL-69 could be closed and rerouted via MLK.	$
Jasper	Airport Rd	@ Hillsdale Rd	-	Install intersection warning signs. Install oversized STOP signs and red retroreflective strips on the sign posts.	$
Jasper	Airport Rd	@ Arkadelphia Rd	-	Install stop ahead signs. Install oversized STOP signs and red retroreflective strips on the sign posts.	$
Jasper	Industrial Parkway	@ Whitehouse Rd	-	Install traffic signal or roundabout.	$$$
Jasper	Viking Dr	@ 20th Ave	-	Perform study to determine if turn lanes are warranted.	$
Jasper	36th Ave NE	3rd Ave	Poley Creek	Install curve signage.	$
Sumiton	Main St (Sumiton)	AL-5	County line	At 3 signalized intersections, replace incandescent signal heads with LED. At pedestrian crossing at Oak Drive intersection, add pedestrian warning signs for NW and SE approaches.	$
Sumiton	Whitlow Rd	Stella Lockard Rd	Hull Rd	Install edgeline rumble strips.	$$
Sumiton	Old Warrior Rd	AL-5	Bryan Rd	Install traffic calming measures.	$$

Systemic Projects

Typical Countermeasures for Systemic Projects

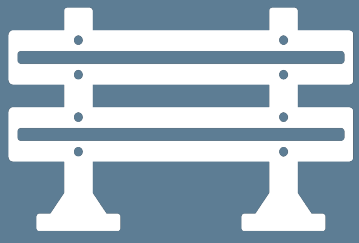
There are countermeasures that can be implemented systemically based on intersection traffic control, corridor attributes, and crash trends. These systemic improvements could be implemented as standalone projects, or they could be included as projects are developed along these intersections/corridors.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

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
- Add protected turn phases and longer signal timing
- Use advance warning signs and clear lane markings
- Reduce complexity at intersections and roadways
- Implement driver education for older and younger drivers
- Enforce speed and distraction laws in high-crash prone area

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

08 Policy and Process Changes

Infrastructure projects alone will not be sufficient to achieve the goals of this SAP. To be successful, the County 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 County'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*
- Walker County Subdivision Rules
- Jasper Code of Ordinances
- City of Cordova Ordinances
- Dora Transportation Plan Ordinance

The following policy changes are recommended:

Plan or Policy	Description
Define internal operational policies for the Highway Department based on safety best practices	Policies could include criteria for: systemic installation of RPMs at edge line striping on county roads; double use of stop signs at stop-controlled intersections; installing a Safety Edge on new pavement applications; use of center line and edge line rumble strips
County-wide inventory and management system for maintenance	Assess and operationalize internal practices related to inventory and condition assessment of signing, striping, guardrail, and other roadside safety devices
311 Reporting System	Implement a 311-reporting system for tracking and responding to maintenance requests
Safe Routes to School	Create a Safe Routes to School policy that defines minimum standards for signing, striping, speed limits, and pedestrian & bicycle accommodations in school zones.
Child passenger safety	Recruit, train, and retain Child Passenger Safety Technicians and maintain a fitting station in the County. Publicize the fitting station and hold public outreach events to raise awareness.
Safety Data & Performance Management	Annually review crash data across the county and track safety performance measures as defined in the Safety Action Plan (e.g. fatalities, serious injuries, VRU-involved crashes)
Adopt an Access Management policy	Adopt a county-wide Access Management Policy to define access spacing requirements and encourage alternative intersection design options (roundabouts, etc.)

Table 8.1 — Recommended plan/policy changes

09 Performance Evaluations

Tracking Performance

Walker County and its Safety Action Plan Task Force are committed to making substantial progress toward the goal of zero traffic fatalities and serious injuries. The Safety Action Plan has established a goal of achieving a **10% per year reduction in fatal and serious injuries by the year 2040.** Ongoing monitoring will be necessary to assess and support the effectiveness of the Action Plan.

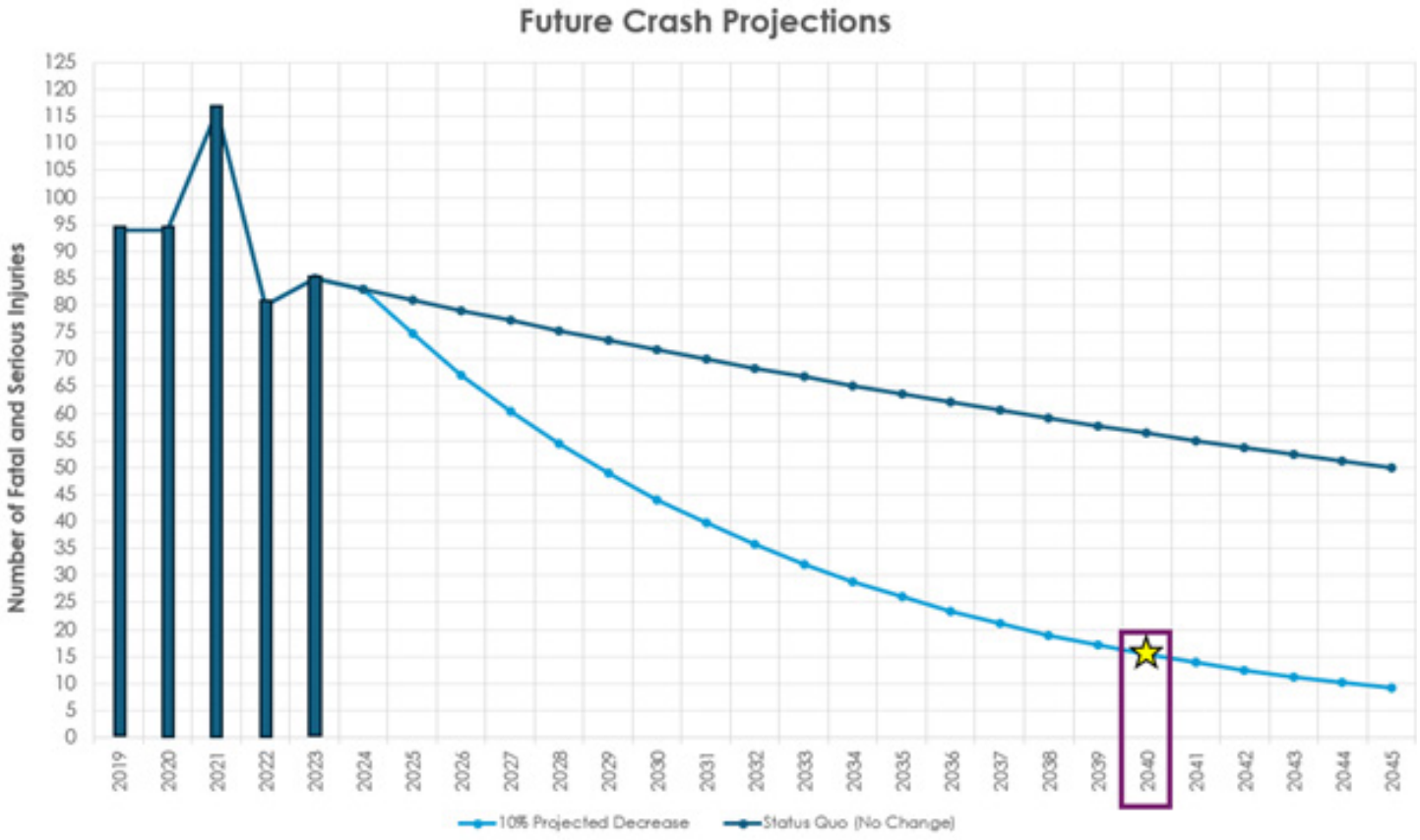


Figure 9.1 — Future Crash Projections

Monitoring Progress

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

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

Performance Metrics

Total Fatalities

Total Serious Injuries

Total Fatalities + Serious Injuries

Non-motorized Fatalities + Serious Injuries

Transportation Funding Programs

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

ATRIP-II	Alabama Transportation Rehabilitation and Improvement Program 2	Created in 2019 by the Rebuild Alabama Act, this program is administered by ALDOT. Eligible projects include transportation projects that improve any state-maintained highway system. Projects with a primary focus on local roads are not eligible.
AoPP	Areas of Persistent Poverty Program	AoPP funds projects that provide access to transit in disadvantaged communities, including safety improvements.
BUILD	Better Utilizing Investments to Leverage Development	BUILD provides grants for surface transportation infrastructure projects with significant local or regional impact
CRP	Carbon Reduction Program	Provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.

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FTA	Federal Transit Administration Capital Funds	FTA funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.
HRRR	High Risk Rural Roads	The HRRR program focuses on improving safety on rural major or minor collectors and local roads with significant safety risks, as defined by each State's Strategic Highway Safety Plan. A Special Rule requires States to allocate funds to HRRRs if rural road fatality rates increase on these specific roadway facilitates.
HSIP	Highway Safety Improvement Program	HSIP is a core Federal-aid program to reduce traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.
INFRA	Infrastructure For Rebuilding America	INFRA grants fund multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.
LRSI	Local Road Safety Initiative	The LRSI program provides funding to cities and counties for safety projects on locally owned public roads, targeting locations with significant safety risks in alignment with Alabama's Strategic Highway Safety Plan. Eligible projects focus on reducing fatal and serious injury lane departure and run-off-road crashes, prioritized by their potential to prevent crashes, mitigate crash occurrence, and minimize crash severity.
NHPP	National Highway Performance Program	Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.

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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.
HSIP	Railway-Highway Crossings Program (Section 130)	The Railway-Highway Crossings (Section 130) Program provides funds for the elimination of hazards at railway-highway crossings.
Rebuild Alabama Act		Provides the opportunity for cities and counties to partner with the State on larger projects where adequate local funding may not be available. There is not a specified or required match for local governments to take on, but any funds that local governments can leverage to team with ALDOT to fund a project could play a role in the decision-making process.
RCP	Reconnecting Communities and Neighborhoods	Planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.
RTP	Recreational Trails Program	A federal competitive grant program administered by the Alabama Department of Economic and Community Affairs (ADECA). Permissible uses include development of urban trail linkages, development of trailside and trailhead facilities, acquisition of easement for trail use, and construction of new trails.
SRTS	Safe Routes to School Program	SRTS provides funding for projects that improve safety for students going to school.

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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.

SAIN
ASSOCIATES

This plan was prepared by Sain Associates, Inc.