

Public Review Notice

The Southeast Wiregrass Area Metropolitan Planning Organization (MPO) is in the process of approving the Final Draft SWAMPO Bicycle, Pedestrian, and Greenways Plan. As required, the document must have a minimum 30-day review and comment period to get public input on the plan. The public review period begins on Saturday, November 8th, 2025 and ends on Monday, December 8th, 2025.

The Bicycle, Pedestrian, and Greenway Master Plan serves as a strategic framework to guide the development of a safe, connected, and accessible active transportation network within the community. This plan is intended to promote sustainable mobility, enhance public health, and improve quality of life by encouraging walking, cycling, and non-motorized travel. It reflects a growing commitment to multi-modal transportation planning that prioritizes equity, environmental stewardship, and community connectivity.

The Final Draft SWAMPO Bicycle, Pedestrian, and Greenways Plan document and comment forms can be downloaded from our website at www.dothan.org under Documents for Public Review in the Transportation Planning section of the Department of Planning & Development.

Additional information about this document can be obtained from the City of Dothan Planning and Development Office, Room 305, Dothan Civic Center, from 8:00 a.m. to 5:00 p.m. or by contacting Todd McDonald, (334) 615-4410 or Reginald Franklin, (334) 615-4414. Comments can be emailed to rbfranklin@dothan.org or sent by mail to:

City of Dothan
Southeast Wiregrass Area MPO
P.O. Box 2128
Dothan, AL 36302-2128



*Treat the earth well.
It was not given to you by your parents,
It was loaned to you by your children.*
Native American Proverb

BRIDGES AND BOARDWALKS

Dedicated to
Mayor Mike Schmitz
and the staff, board members, and community advocates
City of Dothan, Alabama for their leadership in developing
healthy living, recreation, and outdoor spaces that will be

Forever Wild

OCTOBER 2016

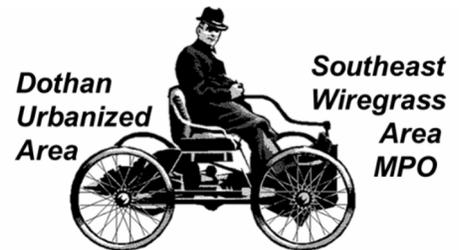


BICYCLE, PEDESTRIAN, AND GREENWAY MASTER PLAN – FINAL DRAFT

OCTOBER 2025

Prepared For:
Southeast Area Wiregrass Metropolitan Planning
Organization

Prepared By:
Volkert, Inc.



VOLKERT



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ASSOCIATES

ADOPTION RESOLUTION

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ACKNOWLEDGEMENTS

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Name	Municipality/Organization
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Commissioner John Ferguson	City of Dothan Commission
Commissioner David Crutchfield	City of Dothan Commission
Mayor Carole Barfield	City of Ashford
Mayor Ray Marler	City of Headland
Mayor Billy M. Snells Jr.	City of Taylor
Mayor Randy Roland	Town of Cowarts
Mayor Jackie Kirkland	Town of Grimes
Mayor Jason Reneau	Town of Kinsey
Mayor Cindy Gary	City of Midland City
Mayor Thoms L. Skeen	Town of Napier Field
Mayor Bobby Boreland Jr., MPO Vice-Chairman	Town of Pinckard
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Mayor Cindy Blue	Town of Webb
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Commissioner Toby Seay	Geneva County Commission, Chairman
Commissioner Brandon Shoupe	Houston County Commission, Chairman
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City of Midland City	Houston County
Town of Kinsey	Dale County
Town of Cowarts	Henry County
Town of Rehobeth	Geneva County

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1 INTRODUCTION

The *Bicycle, Pedestrian, and Greenway Master Plan* serves as a strategic framework to guide the development of a safe, connected, and accessible active transportation network within the community. This plan is intended to promote sustainable mobility, enhance public health, and improve quality of life by encouraging walking, cycling, and non-motorized travel. It reflects a growing commitment to multimodal transportation planning that prioritizes equity, environmental stewardship, and community connectivity.

Through a comprehensive evaluation of existing infrastructure, stakeholder input, and best practices, the plan identifies opportunities to expand and improve bicycle lanes, pedestrian pathways, and greenway corridors. It outlines short, mid, and long-term recommendations for infrastructure investments, policy updates, and programmatic initiatives that support active transportation. By integrating these elements into the broader transportation and land use planning framework, the master plan aims to create a cohesive network that connects neighborhoods, parks, schools, employment centers, and other key destinations.

The Southeast Wiregrass Area Metropolitan Planning Organization (SWAMPO) is the designated metropolitan planning organization (MPO) for the Southeast Wiregrass Area metropolitan region. The MPO is the transportation policy-making body with the authority and responsibility to produce regional transportation planning documents including the Long-Range Transportation Plan (LRTP), the Transportation Improvement Plan (TIP), the Unified Planning Work Program (UPWP), and other planning documents such as this *Bicycle, Pedestrian, and Greenway Master Plan*.

This plan will encompass the entire MPO boundary and serve as a roadmap for building a more livable, resilient, and inclusive community; one where people of all ages and abilities can safely and comfortably choose walking and biking as everyday modes of transportation.

Purpose

The purpose of the *Bicycle, Pedestrian, and Greenway Master Plan* is to establish a long-term vision and actionable strategy for creating a safe, connected, and accessible active transportation network that supports walking, bicycling, and non-motorized travel throughout the community. This plan aims to enhance mobility options for people of all ages and abilities, reduce reliance on motor vehicles, and promote healthier, more sustainable lifestyles. Thriving communities have a network of all modes of transport, not just of vehicles and other motorized modes, but of people walking, cycling, and rolling through their neighborhoods. Non-motorized transportation, such as walking and biking, plays a vital role in shaping more connected communities.

At the local level, these modes of travel foster vibrant public spaces and encourage social interaction. Sidewalks and bike paths invite residents to explore their community, support local businesses, and engage with neighbors. They also promote public health by integrating physical activity into daily routines, improving mental and overall well-being.

At a larger regional level, the benefits scale up. Reduced reliance on motor vehicles lowers fuel emissions, contributing to cleaner air. It also eases traffic congestion and decreases infrastructure costs, as bikes and pedestrians cause less wear and tear on roads and other infrastructure. Moreover, investing in non-motorized transportation creates jobs in planning, construction, and maintenance, while enhancing mobility for those who cannot afford or choose not to drive.

By identifying infrastructure needs, policy improvements, and programmatic opportunities, the plan seeks to guide future investments and development decisions that foster equitable access, environmental stewardship, and improved quality of life. Ultimately, the master plan serves as a blueprint for building a more livable and resilient community through integrated, multimodal transportation planning.

Planning History

SWAMPO has taken a proactive approach by investing in planning efforts that safeguard the quality of life for both residents and visitors within its boundaries. At the same time, it continues to support current and future development in a balanced way. Several key planning strategies have incorporated multimodal transportation options, reflecting a commitment to accessible and inclusive mobility.

- *SWAMPO Bicycle, Pedestrian, and Greenway Master Plan 2025* – This plan was initiated in 2024 and adopted in 2025 and is the most recent Bicycle, Pedestrian, and Greenway Master Plan.
- *City of Dothan Bicycle and Pedestrian Master Plan 2013* – This plan was created by the City of Dothan with the assistance of Neel-Schaffer and addressed both existing and future proposed bicycle and pedestrian facilities within the City of Dothan. This plan is the past bicycle and pedestrian plan for the City of Dothan.
- *SWAMPO LRTP 2045* – This plan was created by SWAMPO with the assistance of Sain Associates and provide the framework for the overall transportation network vision of growth and development within the SWAMPO boundary. This plan is the most recent LRTP.

A community thrives when its planning efforts are comprehensive, inclusive, and forward-thinking. Having multiple planning documents that address a common subject, such as transportation creates a layered and holistic planning atmosphere. Each document brings a unique perspective, whether it's focused on long-term strategy, short-term implementation, or specific stakeholder needs.

This multiplicity allows planners to cross-reference goals, identify gaps, and reinforce priorities across different sectors. It also ensures that decisions are informed by a wide range of data, community input, and expert analysis. Together, these documents form a cohesive framework that guides development, protects resources, and enhances quality of life, making sure that no aspect of the community's future vision is overlooked.

Plan Users

Be a Champion of the Bicycle, Pedestrian, and Greenway Master Plan

This plan reflects the ideas of an entire community and includes many differing perspectives. Remembering to consider the big picture is important. The role of this plan is to offer a vision for the future and set a course of action for SWAMPO as well as for everyone who will contribute to making it a reality.

The Element of Time

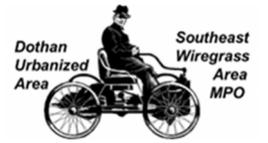
It is important to understand that not everything in this plan will happen at once, and some things possibly not at all. Included are some ideas that, if implemented, would bring transformative change, taking years or even a decade or more to come to fruition. While other ideas are smaller and can happen more quickly, this planning process is about implementing a vision.

SWAMPO Committees – Policy, Technical Advisory, and Citizen Advisory

Members of the various SWAMPO committees should use this *Bicycle, Pedestrian, and Greenway Master Plan* to guide their decisions regarding the implementation of bicycle, pedestrian, and/or greenway facilities within the SWAMPO boundary, all of which should be consistent with the recommendations and categories with appropriate MPO and public input.

SWAMPO Staff

SWAMPO staff will consult the plan when reviewing and updating ordinances, creating staff reports, and making recommendations for facilities, services, and capital improvement projects. Department heads and other leaders will use the plan to inform the preparation of work plans, budgets, and capital improvement programs. Relevant decisions made by all levels of staff should be consistent with the aspirational guiding principles and concrete recommended actions.



Other Agencies and Partners

SWAMPO's partners include nonprofits, businesses, and educational institutions. All these groups can use this plan to identify and implement mutually beneficial actions.

Use by Developers

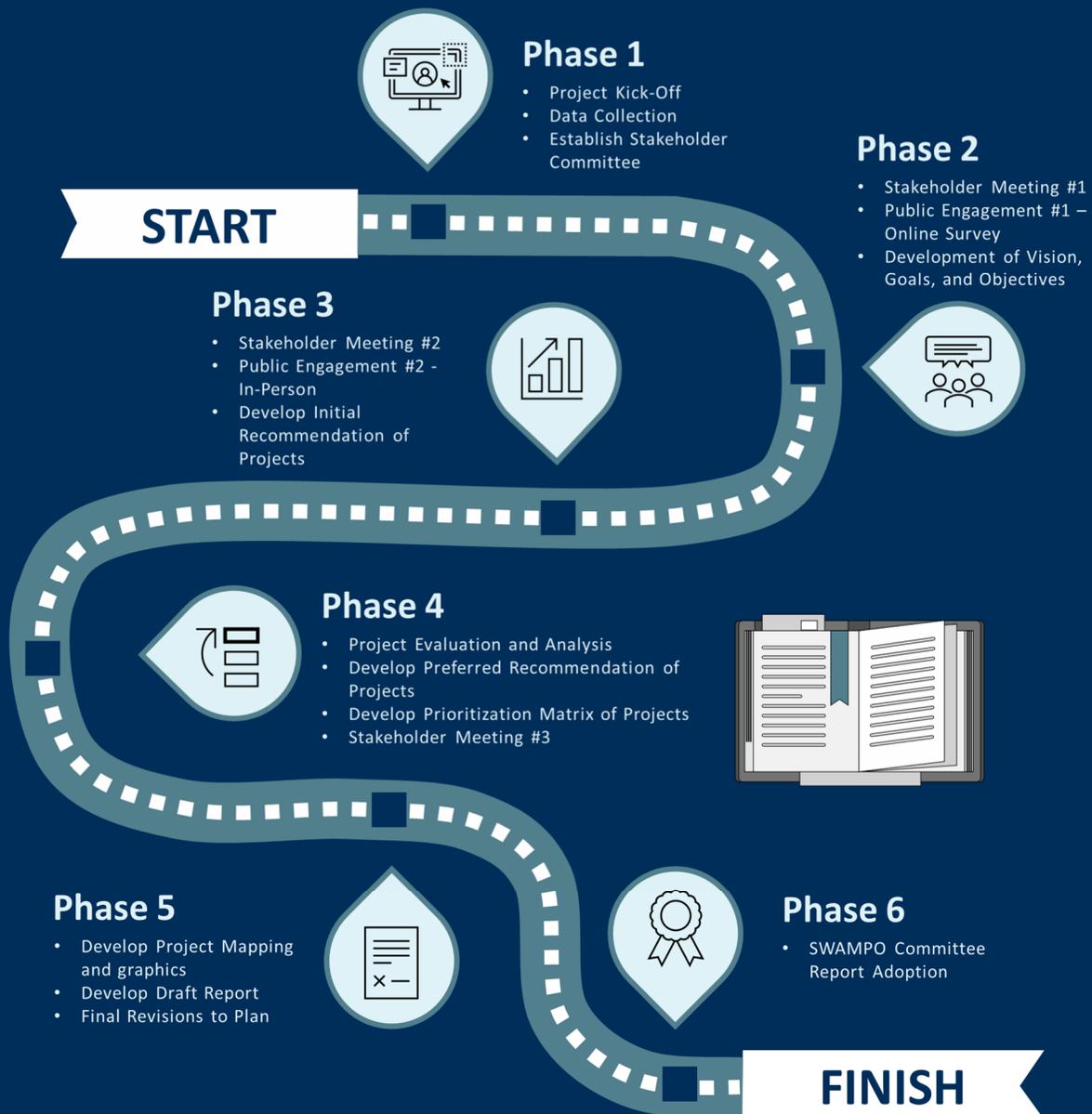
Developers, builders, property owners, and development groups are encouraged to use this plan to develop projects and site plans that consider the broader region-wide context in which their projects are situated. This plan should stimulate productive conversations about the character of development related to community expectations and techniques for promoting development that is sustainable, both environmentally and economically.



2 PLANNING PROCESS

The Bicycle, Pedestrian, and Greenway Master Plan Planning Process

A thorough planning process was established to ensure this plan reflects the needs of the community. Stakeholders and the public provided a wealth of information to be incorporated within the plan. Below are the focuses of the process to demonstrate the different aspects of the process from start to finish.





3 COMMUNITY PROFILE

COMMUNITY PROFILE

SWAMPO was established in 1983 following the 1980 Census, which revealed that the population of the Dothan urbanized area had surpassed 50,000. By the 2020 Census, that number had grown to 72,423. The Metropolitan Planning Area (MPA) boundaries for the Dothan region encompass the land projected for development over the next 20 years.

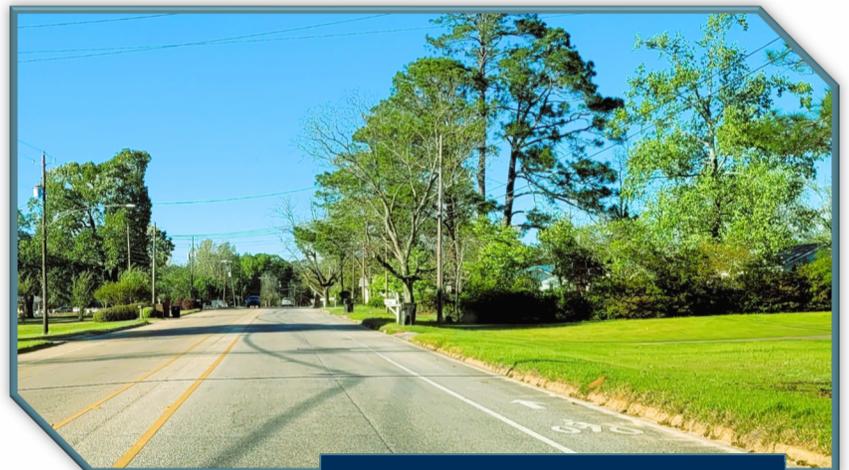
Regional planning efforts in the SWAMPO area involve collaboration among several local jurisdictions, including:

- City of Dothan
- City of Headland
- City of Taylor
- City of Ashford
- City of Midland City
- Town of Kinsey
- Town of Cowarts
- Town of Rehobeth
- Town of Webb
- Town of Pinckard
- Town of Grimes
- Town of Napier Field
- Houston County
- Dale County
- Henry County
- Geneva County

Community Pedestrian Facilities



Community Greenway Facilities



Community Bicycle Facilities

Demographics

Population

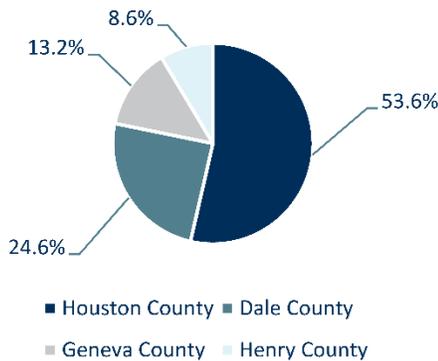
SWAMPO 2020 CENSUS POPULATION DATA

The Southeast Wiregrass Metropolitan Planning Organization (SWAMPO) is located in the southeast corner of the State of Alabama and was created in 1983 after the 1980 Census indicated that the urban area around Dothan, Alabama had a population exceeding 50,000 people.

Evaluation of the existing population of the MPO Area provides information about the demand for transportation throughout the study area. The MPO area has shown a growth in population over the past two Census collection years, 2010 and 2020. This graphic displays 2020 Census Population Data in the SWAMPO boundary. Growth is a positive metric for a regional area but also presents challenges for competing land uses and modes of transportation. This leads to the need to properly manage the growth and the transportation system.

POPULATION DATA

Population by Percentage



2020 CENSUS POPULATION BY COUNTY

107,202 53.6%	Houston County 2020 Population
49,326 24.6%	Dale County 2020 Population
26,411 13.2%	Geneva County 2020 Population
17,146 8.6%	Henry County 2020 Population

2020 CENSUS POPULATION BY MUNICIPALITY:

DOTHAN 71,072 77.63%	HEADLAND 4,973 5.43%
TAYLOR 2,262 2.47%	ASHFORD 2,246 2.45%
MIDLAND CITY 2,239 2.45%	KINSEY 2,203 2.41%
COWARTS 1,930 2.11%	REHOBETH 1,791 1.96%
WEBB 1,270 1.39%	PINCKARD 582 0.64%
GRIMES 573 0.63%	NAPIER FIELD 409 0.45%

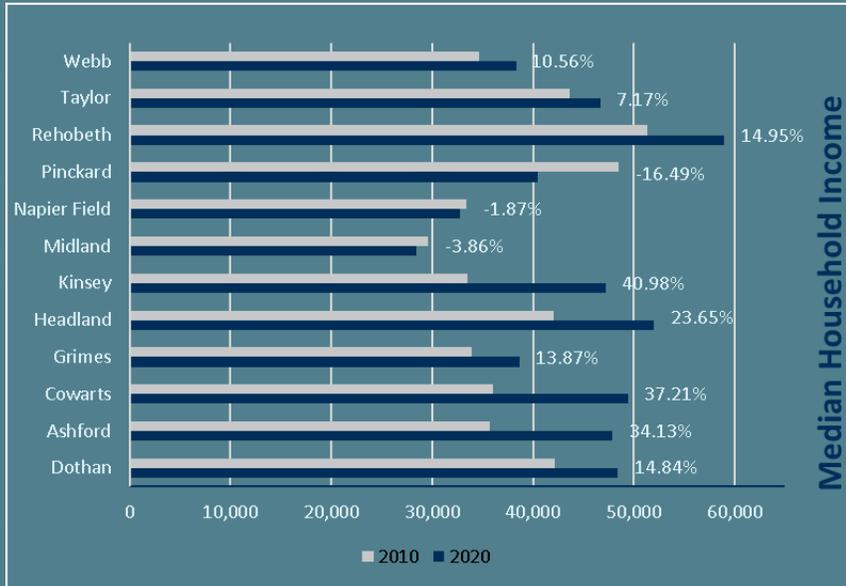
Income and Housing

Income and Household Summary

Between 2010 and 2020, data revealed a decline in the number of households living below the poverty line within the study area. Likewise, median household income generally increased during the same period.

However, the 2020 median household incomes across the study area remain below the statewide median for Alabama.

When considered alongside rising household occupancy rates and an increase in the total number of available housing units, these trends suggest an expectation of growing demand on the regional transport network.



INCREASE in general, over the study area of median household income.



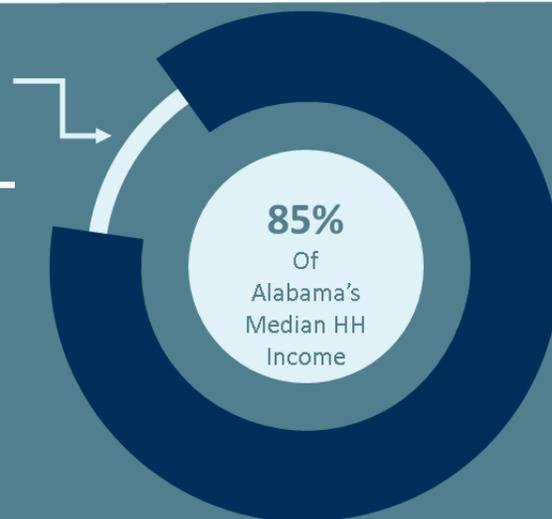
DECREASE in general, over the study area of households under poverty.



Study Area's Median Household Income is 85% of Alabama's Median Household Income

Household Occupancy

INCREASE in general, over the study area of household occupancy



Transportation

The SWAMPO region is served by a network of United States Highways 84, 231, and 431 that run both north-south and east-west within its boundaries. United States Highways 231 and 431 form what is locally known as “*The Circle*,” a loop around the City of Dothan. United States Highway 84 intersects both 231 and 431, bisecting the area.

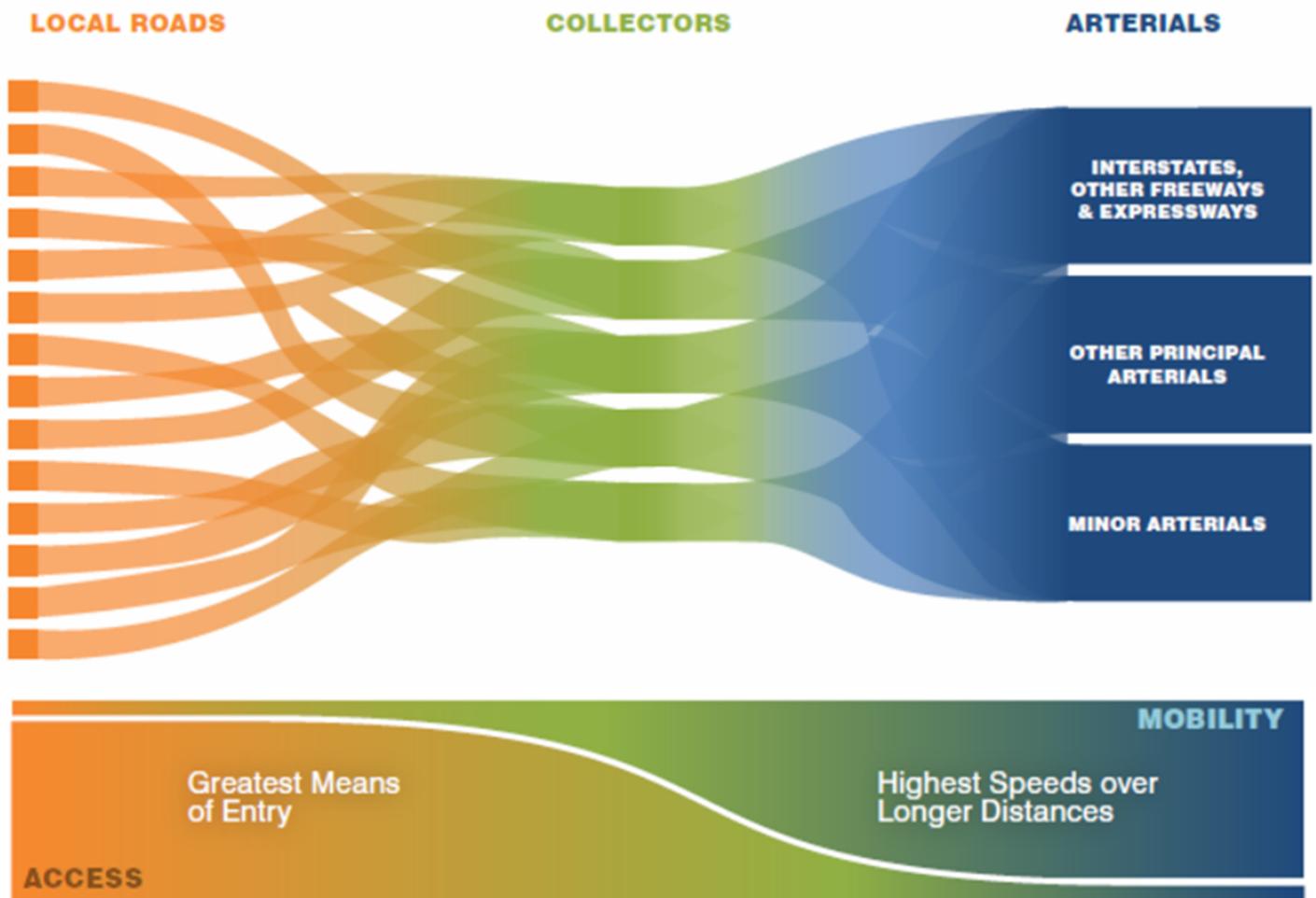
These major corridors connect the SWAMPO area to key destinations: Montgomery to the north, Florida to the south, Georgia to the east, and Enterprise to the west. Notably, there are no federal Interstate(s) within the SWAMPO boundary. The remainder of the transportation network consists of State Routes, County Roads, and Local Streets, which collectively support regional mobility and access.

Roadway Functional Classification

The concept of functional classification defines the role that a particular roadway segment plays in serving traffic flow through the network. All roadways serve at least one function and, in some cases, both functions of mobility and/or access. Mobility provides few opportunities for entry and exit (low friction), and access provides many opportunities for entry and exit (high friction).

- Interstates – Highest classification, limited access, highest mobility
- Freeways and Expressways – Directional travel lanes, limited access although at-grade intersections allowed
- Principal and Minor Arterials – Access includes at-grade intersections and driveways to specific parcels
- Major and Minor Collectors – Higher connecting driveway density than arterials and access includes at-grade intersections and general driveways
- Local Roads – Account for largest percentage of all roadways in terms of mileage

Source: FHWA



Interstates

The highest classification and is designed with the highest mobility and long-distance as the focus. Interstates have the most limited access (on/off ramps). There is no uncertainty with interstates as their classification is officially designated by the Secretary of Transportation.

Freeways and Expressways

Multi-lane controlled access roadways with directional travel lanes and are typically separated by a physical barrier. Access points are, like interstates, limited to on/off ramp locations, although limited access via at-grade intersections is allowed. These roadways, similar to interstates, focus on mobility versus access.

Principal Arterials

Provide major vehicle mobility to major centers of a region. Typically access includes at-grade intersections and limited direct access to property to improve through movement traffic flows. Provide mobility between important centers of activity, along interzonal trips (entering and then leaving an area), and through the area. Principal Arterials have a subcategory of urban and rural.

Urban

- Serve major activity centers, highest traffic volume corridors and longer trip demands.
- Carry high proportion of total urban travel on minimum of mileage.
- Interconnect and provide continuity for major rural corridors to accommodate trips entering and leaving urban area.
- Serve demand for interzonal travel between the central business district and outlying residential areas.

Rural

- Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel.
- Connect all or nearly all Urbanized Areas and a large majority of Urban Clusters
- Provide an integrated network of continuous routes without stub connections (dead ends).

Minor Arterials

Provide interconnection with and supplements principal arterial. Includes at-grade intersections and direct access to property. Provide mobility between important centers of activity, along interzonal trips (entering and then leaving an area), and through the area. Principal Arterials have a subcategory of urban and rural.

Urban

- Interconnect and augment the higher-level Arterials
- Serve trips of moderate length at a somewhat lower level of travel mobility than Principal Arterials
- Distribute traffic to smaller geographic areas than those served by higher-level Arterials.
- Provide more land access than Principal Arterials without entering identifiable neighborhoods.
- Provide urban connections for Rural Collectors.

Rural

- Link cities and larger towns (and other major destinations such as resorts capable of attracting travel over long distances) and form an integrated network providing interstate and intercounty service.
- Be spaced at intervals, consistent with population density, so that all developed areas within the State are within a reasonable distance of an Arterial roadway.
- Provide service to corridors with trip lengths and travel density greater than those served by Rural Collectors and Local Roads with relatively high travel speeds and minimum interference to through movement.

Major and Minor Collectors

Provide balance between land access and traffic flows within residential neighborhoods and commercial and industrial areas. Collect traffic from local roadways and funnel to the arterial streets. Includes at-grade intersections and direct access to property. Distinctions between Major and Minor Collectors are often subtle, making these roadways typically the most challenging to classify.

Major - Urban

- Serve both land access and traffic circulation in higher density residential, and commercial/industrial areas.
- Entrances to residential neighborhoods, often for significant distances.
- Distribute and channel trips between Local Roads and Arterials.
- Operating characteristics include higher speeds and more signalized intersections.

Major - Rural

- Provide service to any county seat not on an Arterial route, to the larger towns not directly served by the higher systems and to other traffic generators of equivalent intra-county importance such as consolidated schools, shipping points, county parks, and important mining and agricultural areas.
- Link these places with nearby larger towns and cities or with Arterial routes.
- Serve the most important intra-county travel corridors.

Minor - Urban

- Serve both land access and traffic circulation in higher density residential, and commercial/industrial areas.
- Entrances to residential neighborhoods, often for significant distances.
- Distribute and channel trips between Local Roads and Arterials.
- Operating characteristics include higher speeds and more signalized intersections.

Minor - Rural

- Be spaced at intervals, consistent with population density, to collect traffic from Local Roads and bring all developed areas within reasonable distance of a Collector.
- Provide service to smaller communities not served by a higher-class facility.
- Link locally important traffic generated with their rural surroundings.

Local

Account for the largest percentage of all roadways in terms of mileage. Typically provides connectivity at the end of the origin or destination of the trip. Typically classified by default, once all arterials and collectors have been identified, all remaining roadways are classified as Local.

Urban

- Provide direct access to adjacent land.
- Provide access to higher systems.
- Carry no through traffic movement.
- Operating characteristics include higher speeds and more signalized intersections.

Rural

- Serve primarily to provide access to adjacent land.
- Provide service to travel over short distances as compared to higher classification categories.
- Serve the most important intra-county travel corridors.

Number of Lanes

Determining the number of lanes that a roadway will require is a function of the anticipated demand and the necessary capacity to satisfy that demand. The Highway Capacity Manual (HCM) provides procedures, formulas, graphics, and tables in assessing roadway capacity and the HCM should be utilized accordingly to determine laneage requirements.

Distinctions between free-flow roadway segments, uncontrolled intersections, and controlled intersections should be made in the decision process of the number and type of roadway lane needed. These should be designated and designed according to the intended service function, such as through movements or turning movements (controlled or uncontrolled). There is typically a positive correlation between the number of lanes and the higher functional classification.

Speed Limits

Speed limits frame expectations for drivers and other roadway users, and there are three main types of speed limits: statutory speed limits, posted speed limits, and special condition speed limits.

Statutory Speed Limit

Statutory speed limits are established by State legislatures for specific road types and can vary State to State. These speed limits are enforceable by law and are applicable even if the speed limit is not posted. Examples of statutory speed limits are school zones and interstates.

Posted Speed Limit

Posted speed limits (sometimes known as regulatory speed limits) are those that are sign-posted along the road and are enforceable by law. A posted speed limit could be the same as the statutory speed set by the State legislature, or it could be established by a city, county, or State transportation agency as an adjustment to the statutory speed limit. It is not uncommon for cities and counties to establish a blanket speed limit for roads in their jurisdictions. In the case when a posted speed limit differs from the statutory speed limit the posted speed limit will be determined utilizing an engineering speed study and will have priority over the statutory speed limit.

Special Conditions Speed Limit

The subcategories of this type of speed limit are school zone, work zone, variable, and advisory.

School Zone

School zone speed limits are used in specific locations during the hours when children are going to and from school. Most States use a school zone speed limit of 15 to 25 miles per hour in urban and suburban areas.

Work Zone

Work zone speed limits are set as a part of a work zone traffic control plan, which is used to help facilitate safe and efficient movement of traffic through a work zone. Factors that influence work zone speed limits include, posted speed limit when the work zone is not present, the location of the work zone and works in relation to traffic, the type of traffic control (cones, drums, concrete, etc.), and the complexity of the work zone (lane shifts, narrowed lanes, shoulder closures, etc.).

Variable

Variable speed limits are displayed on changeable message signs (CMS) at locations where roadway conditions regularly require speeds to reduce more than 10 miles per hour below the posted speed limit. These instances are typically due to adverse weather conditions, significant traffic congestion, traffic incidents, and/or long-term work zones.

Advisory

Advisory speed limits are a non-regulatory speed posted for an isolated section of a roadway (sharp curve, exit ramp, etc.) to inform a driver of a safe driving speed. They are typically set using an engineering speed study and in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).

Misconceptions

The Federal Government does not set or enforce speed limits, this authority belongs to the State and local agencies that have jurisdiction. While the 85th percentile speed can be used to determine the speed limit, it is not the only factor experts evaluate when determining an appropriate speed limit. An engineering speed study can also be completed. Lowering the speed limit does not guarantee vehicles will slow down; speed management countermeasures should be evaluated and may have to be implemented alongside increased enforcement measures.

Bicycle Facilities

Bicycle facilities can be grouped into two main types, bicycle lane and bikeway. The design and implementation of bicycle facilities should follow applicable federal, state, and local regulations. Standards from guidance documents such as the MUTCD, AASHTO Green Book, and ADA requirements shall be followed.

Source: Volkert, Inc.



Bicycle Lane

The portion of a roadway that has been designated for preferential or exclusive use by bicyclists by striping, signage, and pavement markings. A typical bicycle lane is delineated from the adjacent general-purpose lane by longitudinal pavement markings and bicycle lane symbol or word markings and, if used, signs. Other types of bicycle lanes include:

Buffer-Separated – a bicycle lane that is separated from the adjacent general-purpose lane by a pattern of standard longitudinal pavement markings that is wider than a normal or wide lane marking.

Counter-Flow – a one directional bicycle lane that provides a lawful path of travel for bicycles in the opposite direction from general traffic on a roadway that allows general traffic to travel in only one direction. Counter-flow bicycle

lanes are designated by the traffic control devices used for other bicycle lanes.

Separated Lane – an exclusive facility for bicyclists that is located within or directly adjacent to the roadway and that is physically separated from vehicle traffic with a vertical element. Separated bicycle lanes are differentiated from other bicycle lanes by a vertical element.

Bikeway

A generic term for any road, street, path, or way that in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes. This includes paved shoulders of sufficient width. Share-the-Road facilities fall under bikeways.

Share-the-Road – a roadway specifically designated by signage to be safely used simultaneously by both bicyclists and motorists.

Pedestrian Facilities

Pedestrian facilities can be grouped into three main types, sidewalks, shared use paths, and trails. The design and implementation of pedestrian facilities should follow applicable federal, state, and local regulations. Standards from guidance documents such as the MUTCD, AASHTO Green Book, ADA requirements, and PROWAG requirements shall be followed.

Source: Volkert, Inc.

Sidewalk

The portion of a roadway right-of-way designed for preferential or exclusive use by pedestrians. Sidewalks have a minimum width requirement of five feet and are usually constructed from concrete. Sidewalks can be either directly behind the curb or can be offset two feet or more depending on roadway characteristics (ADT, speed limit, etc.) and other surrounding characteristics such as land use. Borders and buffers can be grass or other materials.



Shared Use Path

Shared use paths are paved, and off-street travel ways designed to serve non-motorized users. Shared use paths are allowed for users such as bicyclists, pedestrians, skaters (roller, skateboards, etc.), wheelchair users, and other users. Most shared use paths are constructed to provide recreational opportunities but in rare instances are allowed for commuters. Surface materials can be concrete, asphalt, or fine gravel.

Trail

A facility for pedestrians and joggers located outside of the roadway right-of-way. The surface can be fine gravel or earth.

As a general rule, a cross-slope of two percent or less, a grade of five percent or less, and a buffer of two feet or more should be followed when implementing pedestrian facilities.

Greenway Facilities

Greenway facilities can be grouped into three main types, urban, neighborhood, and trail. The design and implementation of greenway facilities should follow applicable federal, state, and local regulations.

Urban

A greenway often integrated into urban areas, commonly found along natural resources or repurposed land use corridors. Their intent is usually to enrich urban environments by offering accessible green space and recreational opportunities for residents and visitors alike. Surface materials can be natural or hard surfaces such as dirt/grass, fine gravel, wood chips, concrete, or asphalt.

Neighborhood

A greenway intended to prioritize nonmotorized traffic from on network to off network travel in suburban areas. These facilities often time mix on and off network facilities integrating from low-speed residential streets to adjacent, natural spaces. Surface materials can be natural or hard surfaces such as dirt/grass, fine gravel, wood chips, concrete, or asphalt.

Trail

Off network, natural greenways with a focus on providing pedestrians, bicycles, and other recreational activities. These greenways often connect parks, natural resource areas, and other destinations.





4 EXISTING CONDITIONS

EXISTING CONDITONS

Study Area

A Metropolitan Planning Organization (MPO) boundary defines the geographic area for which the MPO is responsible for transportation planning. This area includes the existing urbanized region as well as surrounding areas anticipated to become urbanized within a 20-year planning horizon. In some cases, it may also encompass the entire Metropolitan Statistical Area (MSA).

SWAMPO was established in 1983 following the 1980 Census, which revealed that the population of the Dothan urbanized area had surpassed 50,000. By the 2020 Census, that number had grown to 72,423.

Regional planning efforts in the SWAMPO area involve collaboration among several local jurisdictions, including:

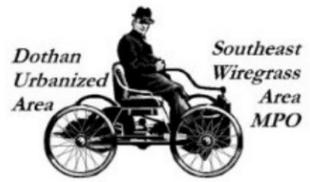
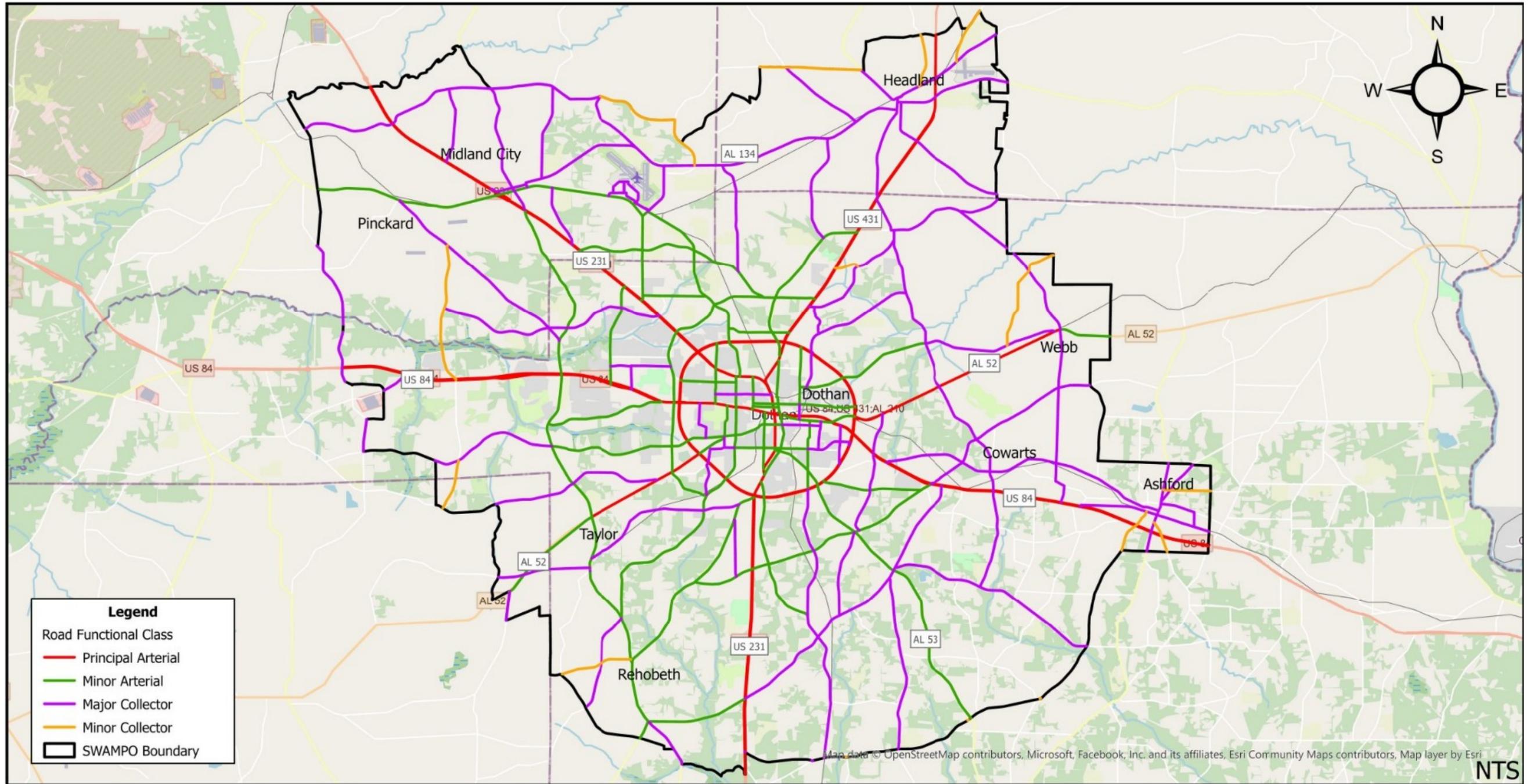
- City of Dothan
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- Town of Kinsey
- Town of Cowarts
- Town of Rehobeth
- Town of Webb
- Town of Pinckard
- Town of Grimes
- Town of Napier Field
- Houston County
- Dale County
- Henry County
- Geneva County

The study area for this study (SWAMPO's boundary) is illustrated by Map 1.

EXISTING CONDITIONS PROCESS



Map 1 - Study Area



Study Area Southeast Wiregrass MPO Dothan, Alabama



Source: TIGER, ALDOT, and SWAMPO

Existing Facilities

This section presents the concepts and characteristics of the transportation network and how together each play a vital role in the identification of each part as a sum of the system.

Roadway

SWAMPO Functional Classification

Currently SWAMPO's roadway network has roadways classified under five (5) of the seven (7) classification types. There are principal arterials, minor arterials, major collectors, minor collectors, and local roads. The current roadway network does not have roadways classified as interstate or freeway. The table below provides a summary of the centerline miles by each functional classification. Map 2 showcases the existing functional classification network.

Functional Classification	Centerline Miles	Percentage
Interstate	0	0.00%
Freeway	0	0.00%
Principal Arterial	78.96	6.44%
Minor Arterial	133.51	10.89%
Major Collector	194.15	15.84%
Minor Collector	23.16	1.89%
Local	795.84	64.93%
Total	1,225.62	100.00%

Number of Lanes

Currently the arterials located in the SWAMPO boundary have the highest daily traffic volumes and therefore have the largest roadway number of lanes ranging from three-lane (3) to six-lane (6) cross sections. The remainder of the area's collector and local system are two-lane (2) roadways. Map 3 shows the number of lanes recorded for each roadway segment within the SWAMPO boundary.

Posted Speed Limits

Currently the SWAMPO boundary area has posted speed limits ranging from 15 miles per hour up to 65 miles per hour. The existing posted speed limits correlate to land use (residential, commercial, etc.), development density (rural and urban), and the functional classification hierarchy. Map 4 shows the existing roadway posted speed limits.

Traffic Volumes

The daily (AADT) volumes obtained from ALDOT counts stations within the SWAMPO boundary provided a large portion of the basis for the existing conditions evaluation within the study area. The most recent year 2024 data from ALDOT's online web portal of count stations is what was referenced for the roadway volumes. As expected, the arterials have the highest AADT volumes within the boundary area. Traffic volumes have been steadily increasing in recent years as the population in the SWAMPO area has grown. Map 5 shows the AADT roadway volumes for the functionally classified roadway network.

Bicycle, Pedestrian, and Greenway Facilities

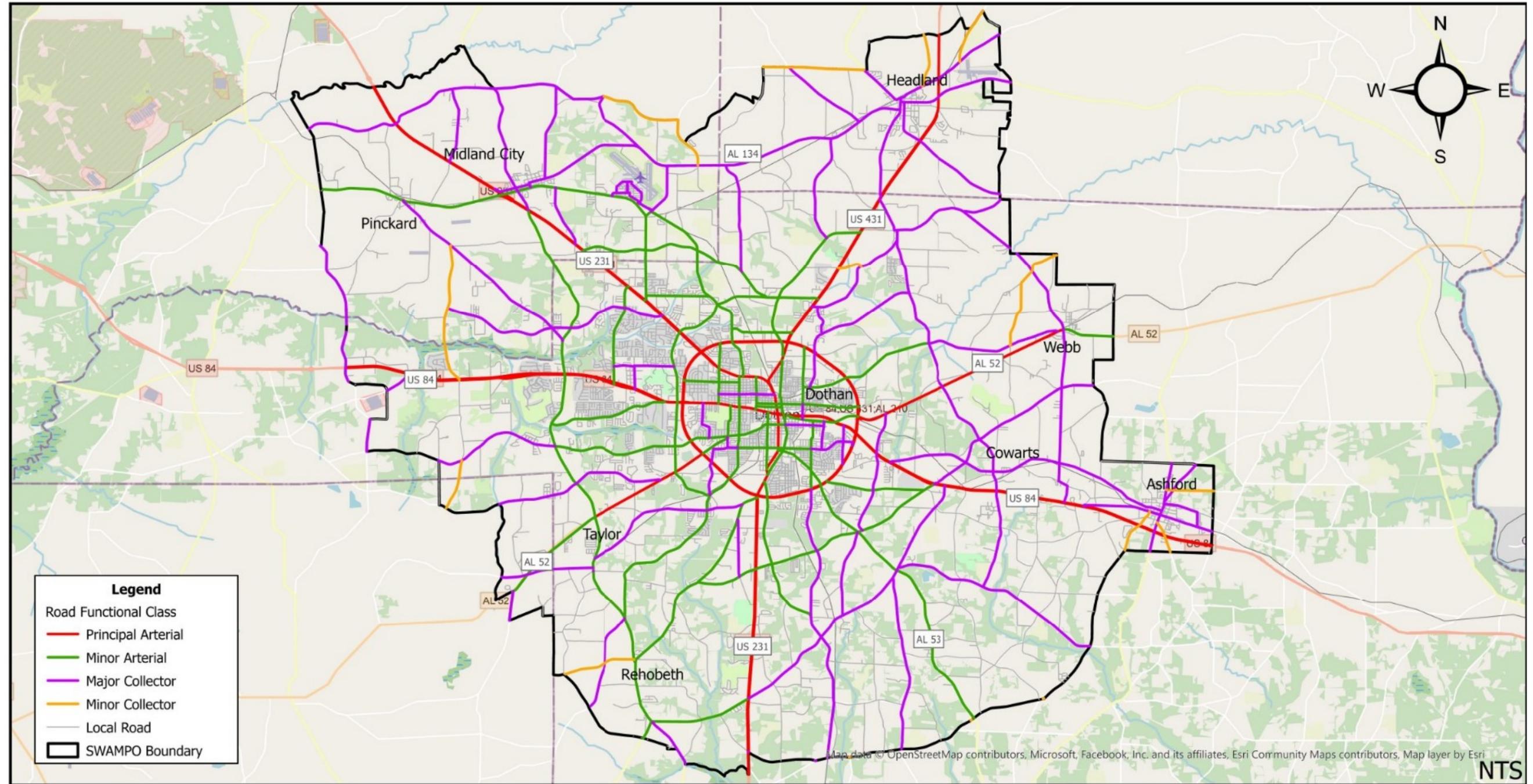
Bicycle Facilities

The SWAMPO area has a network of bicycle facilities that connects many of the area parks and recreational areas located in the central and northwest portion of the area's boundary. Bicycle facilities have been added within the area since the completion of the previous Bicycle and Pedestrian Master Plan in 2011, progressing north-south and east-west connectivity. Map 6 shows the existing bicycle facilities.

Pedestrian Facilities

The SWAMPO area has a network of existing pedestrian facilities that are concentrated in the city and town cores, throughout the region. New pedestrian facilities have recently been added within the region as a part of recent residential development and master planned communities. While there are areas of connectivity gaps most of the existing pedestrian facilities connect the developed areas within the various city and town limits. This includes connections to points of interest such as parks and schools. Map 7 shows the existing pedestrian facilities.

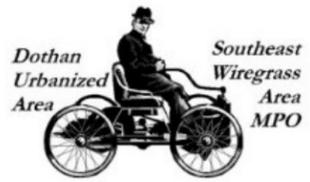
Map 2 – Existing Roadway Functional Classification



Legend

Road Functional Class

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road
- SWAMPO Boundary

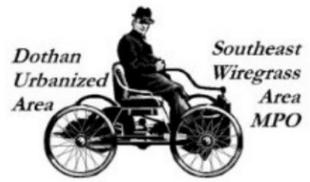
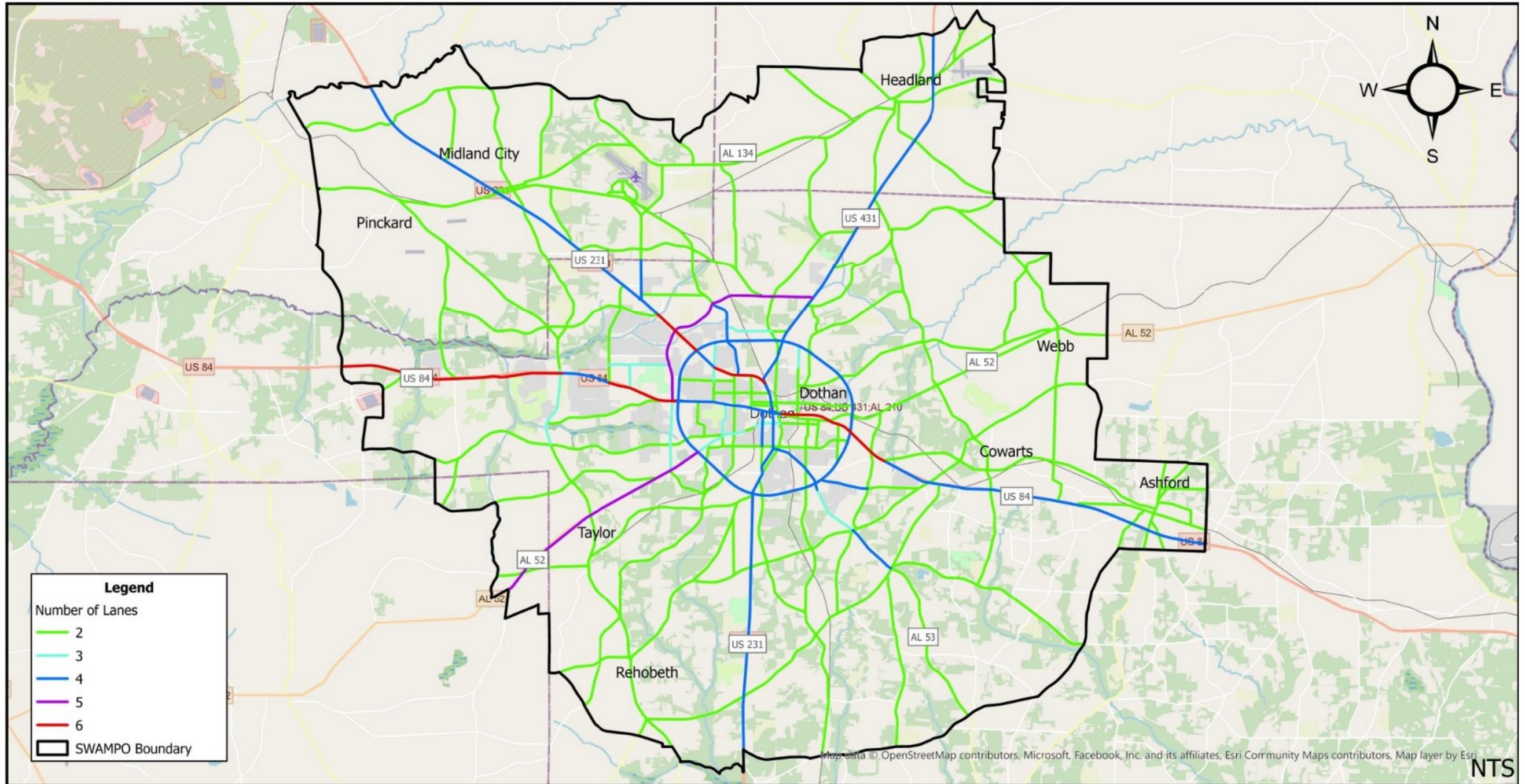


Existing Roadway Functional Classification Southeast Wiregrass MPO Dothan, Alabama



Source: TIGER, ALDOT, and SWAMPO

Map 3 – Existing Roadway Number of Lanes

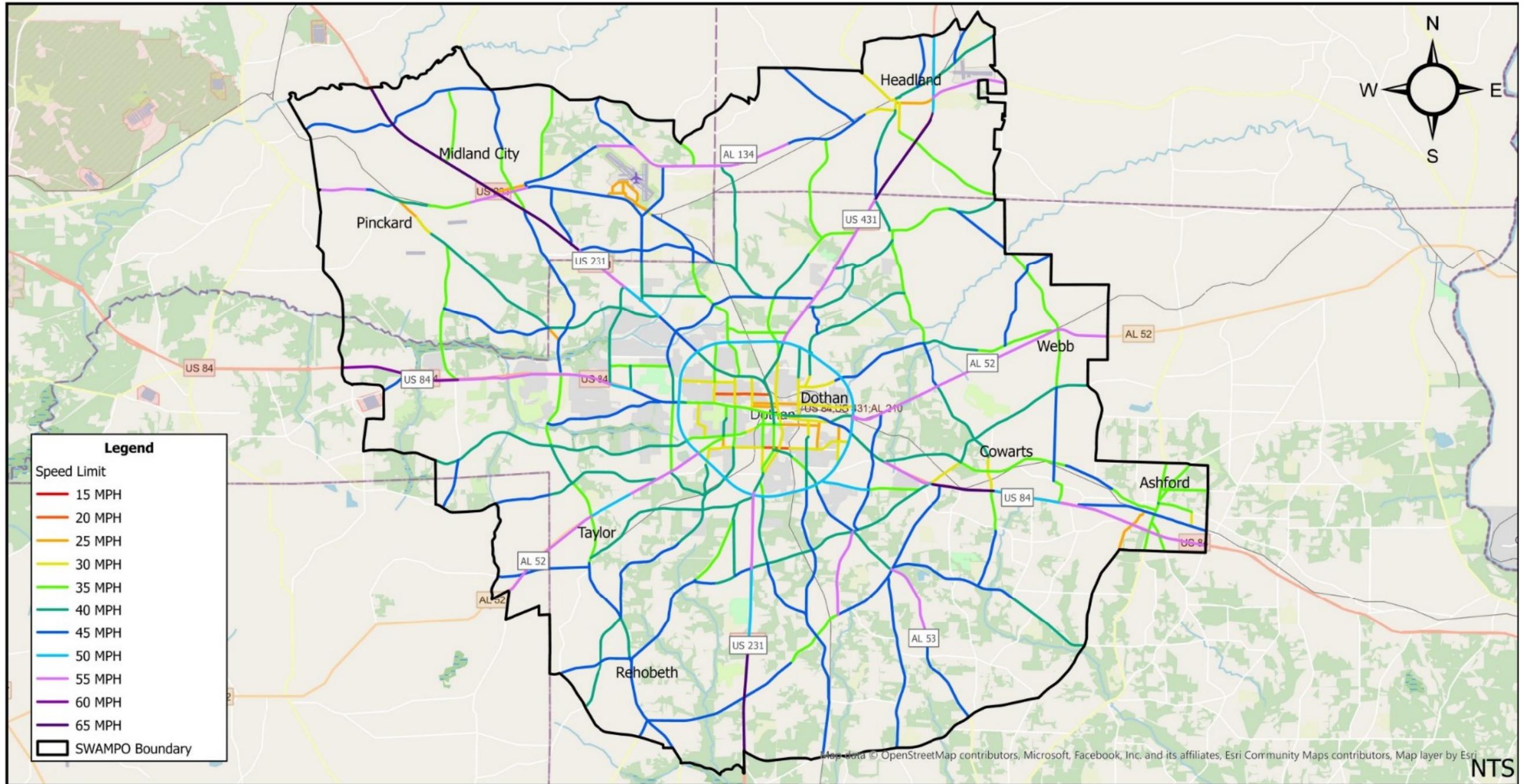


Existing Roadway Number of Lanes Southeast Wiregrass MPO Dothan, Alabama

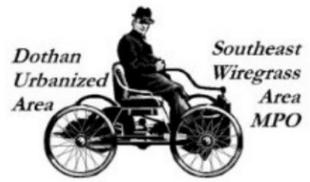


Source: TIGER, ALDOT, and SWAMPO

Map 4 – Existing Roadway Posted Speed Limits



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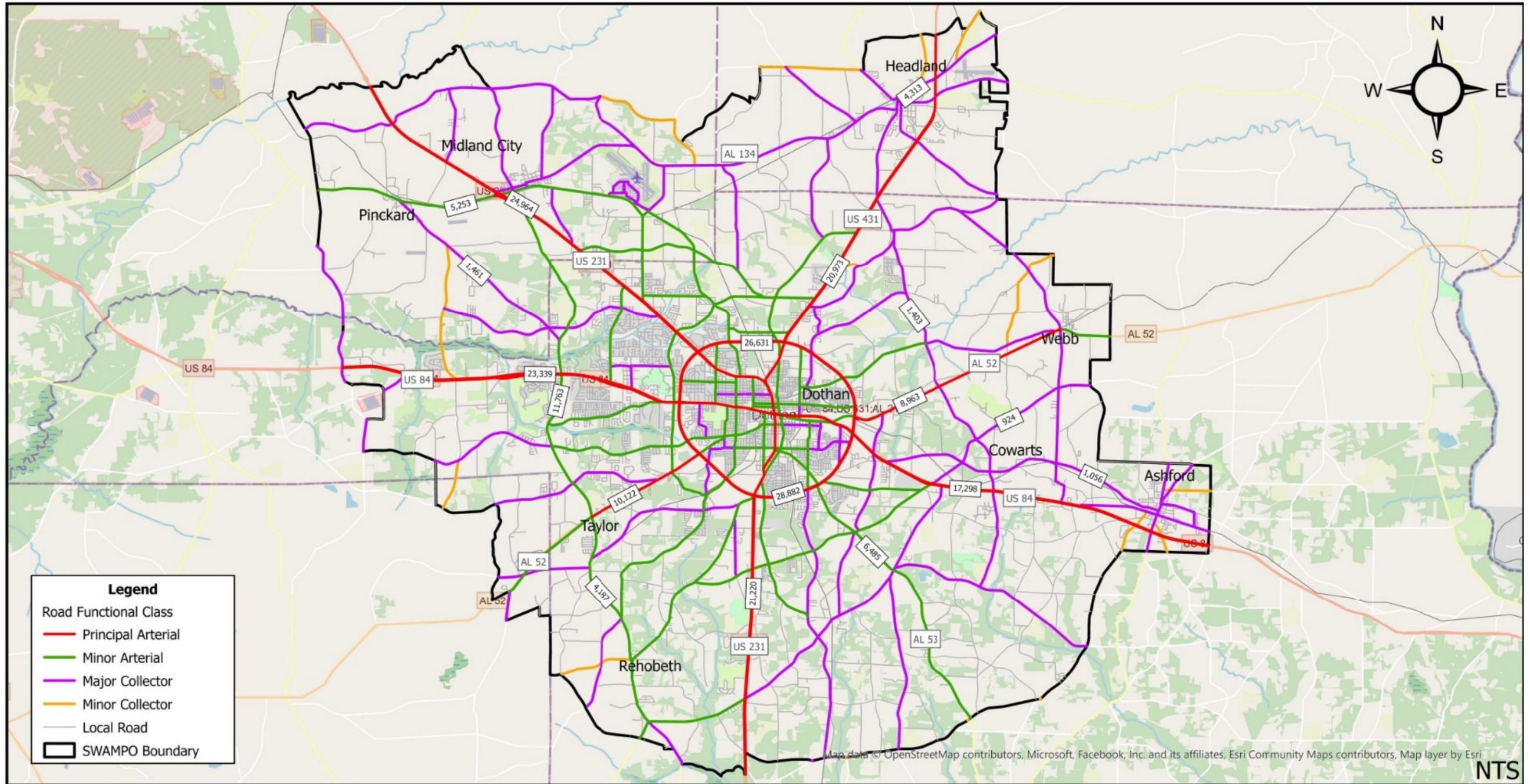


Existing Roadway Posted Speed Limits Southeast Wiregrass MPO Dothan, Alabama

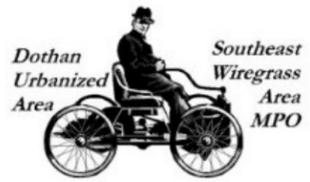


Source: TIGER, ALDOT, and SWAMPO

Map 5 – Existing Roadway AADT Volumes



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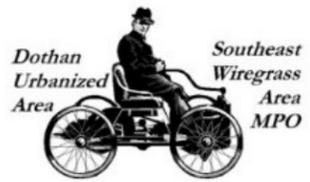
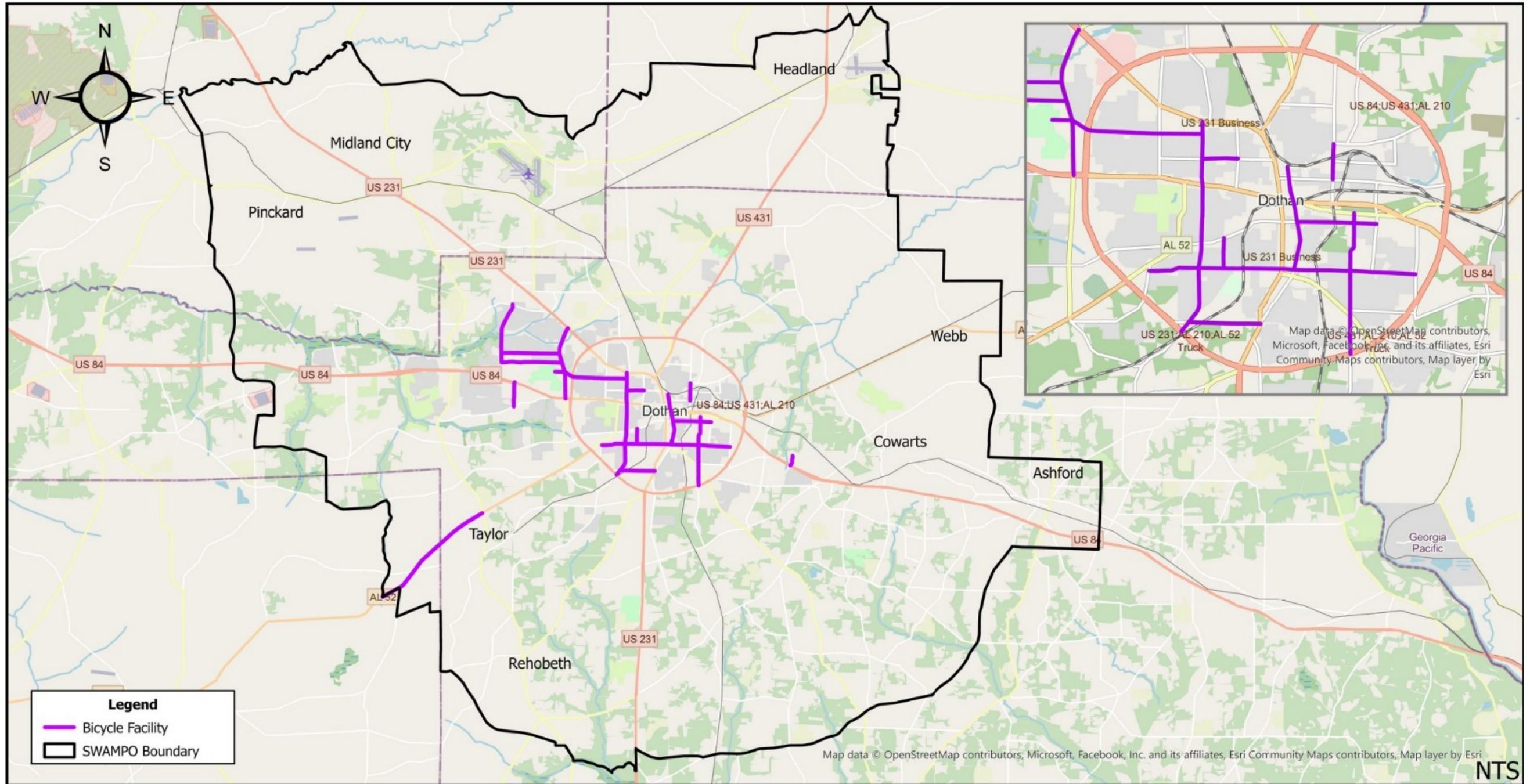


Existing Roadway AADT Volumes Southeast Wiregrass MPO Dothan, Alabama



Source: TIGER, ALDOT, and SWAMPO

Map 6 – Existing Bicycle Facilities

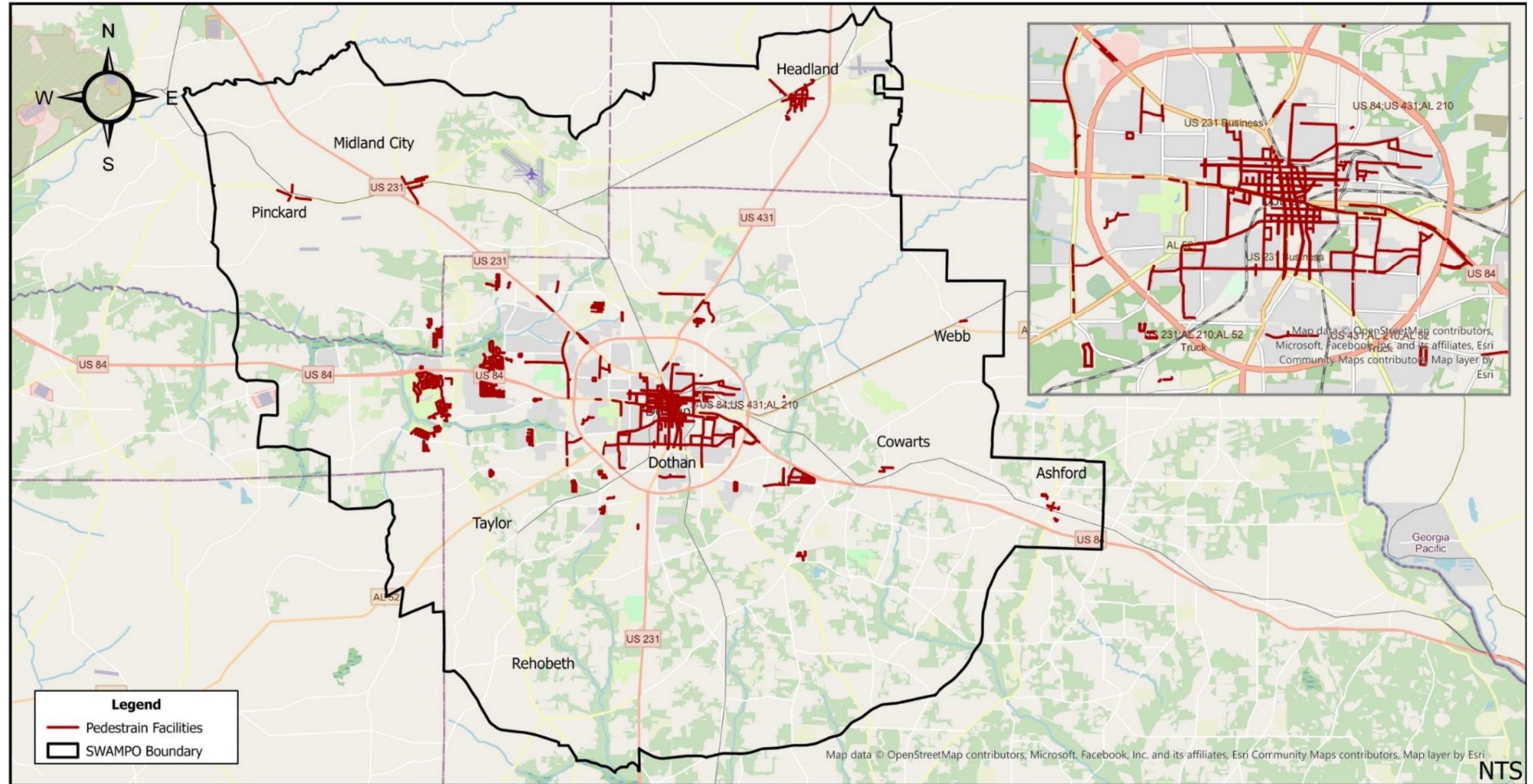


Existing Bicycle Facilities Southeast Wiregrass MPO Dothan, Alabama



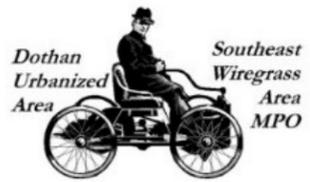
Source: TIGER, ALDOT, and SWAMPO

Map 7 – Existing Pedestrian Facilities



Legend

- Pedestrian Facilities
- ▭ SWAMPO Boundary



Existing Pedestrian Facilities Southeast Wiregrass MPO Dothan, Alabama



Source: TIGER, ALDOT, and SWAMPO

Greenway Facilities

The SWAMPO area has a network of greenway trails *Forever Wild Trail at Beaver Creek*. This set of greenway trails is a part of Alabama’s Forever Wild Land Trust, providing 400 acres located between Flowers Chapel Road to the north and Fortner Street to the south. The trail system offers more than fourteen (14) miles of natural wooded trails. The other greenway trail is adjacent to US 84 between Medical Park Boulevard and Cat Way. Map 8 shows the existing greenway facilities.

Map 9 shows all of the existing bicycle, pedestrian, and greenway facilities.

Land Use and Point of Interests

Land Uses

Land uses within the SWAMPO boundary provide insight on what type of bicycle and pedestrian activity is prevalent in the area. As expected, the land uses along the arterials are classified as commercial surrounded by complimentary land uses. Residential density is clustered in and around the city and townships, though many of the main points of interest are spread throughout the area. These zones extend much of the biking and walking distances from origin points. Map 1 included existing land uses within the SWAMPO boundary.

Land use type interaction plays an integral part in overall transport demand and specifically bicycle and pedestrian. Proximity of homes, work, schools, parks and recreation, restaurants, retail, etc. to non-motorized facilities and the level of connectivity is an important piece in creating a connected community.

Points of Interest

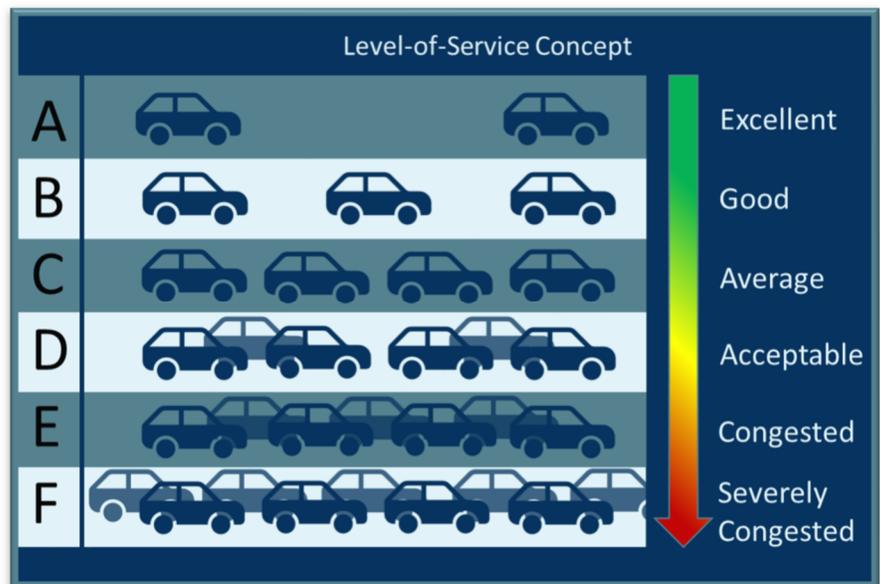
Points of interest within the SWAMPO boundary are mostly focused near the center of each city and township in the SWAMPO boundary while some schools and government buildings have been built in-between to accommodate the growing infill residential areas. Points of interest such as schools, parks, and government buildings are vital destinations for daily trips, errands, and appointments making safe and convenient non-motorized routes a necessity. Together, these institutions shape a community’s layout and mobility patterns, reinforcing the demand for pedestrian-friendly infrastructure and promoting a more sustainable, connected, and livable environment. Map 10 shows the points of interest identified.

Roadway Level-of-Service

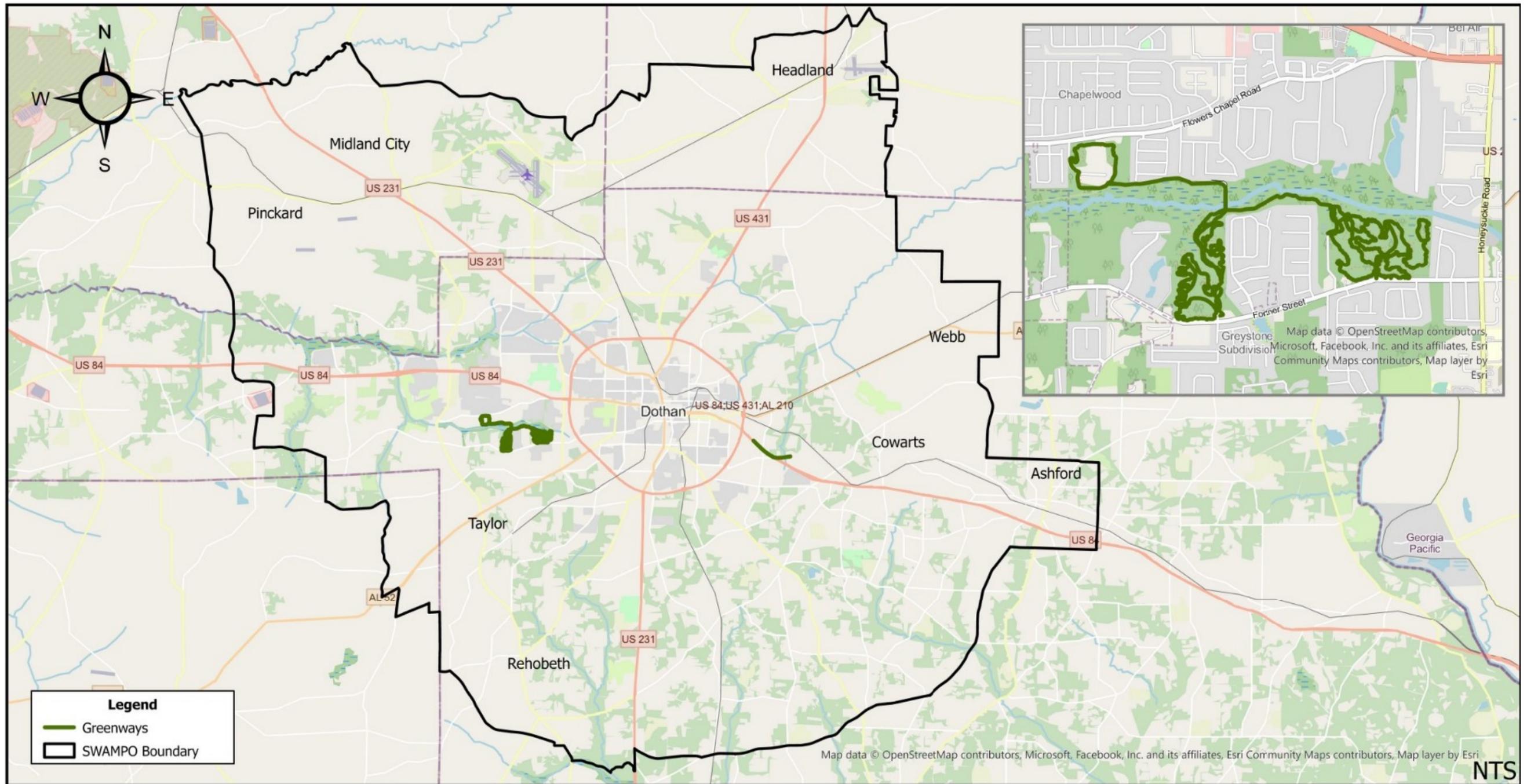
A component of traffic operations evaluation utilizes Level-of-Service (LOS) as a measure of effectiveness. LOS is a qualitative measurement relating traffic flow quantitative measurements to an assessment of traffic flow. LOS uses letters A through F to classify traffic flows from free-flow (A) to breakdown flow (F), respectively. The tables below provide a summary of the LOS definitions for roadway segments by daily traffic volume and a general summary of LOS definitions for at-grade intersections. HCM delay thresholds were used to score delay.

FHWA recognizes that half of congestion experienced by motorists happens as recurring congestion. This type of congestion occurs when the number of vehicles exceeds the roadway capacity. The other half of congestion is caused by temporary disruptions that take away part of a roadway capacity from use and is referenced as nonrecurring congestion.

Source: Volkert, Inc.

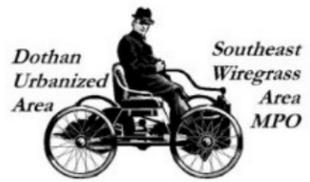


Map 8 – Existing Geenway Facilities



Legend
 — Greenways
 — SWAMPO Boundary

Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri

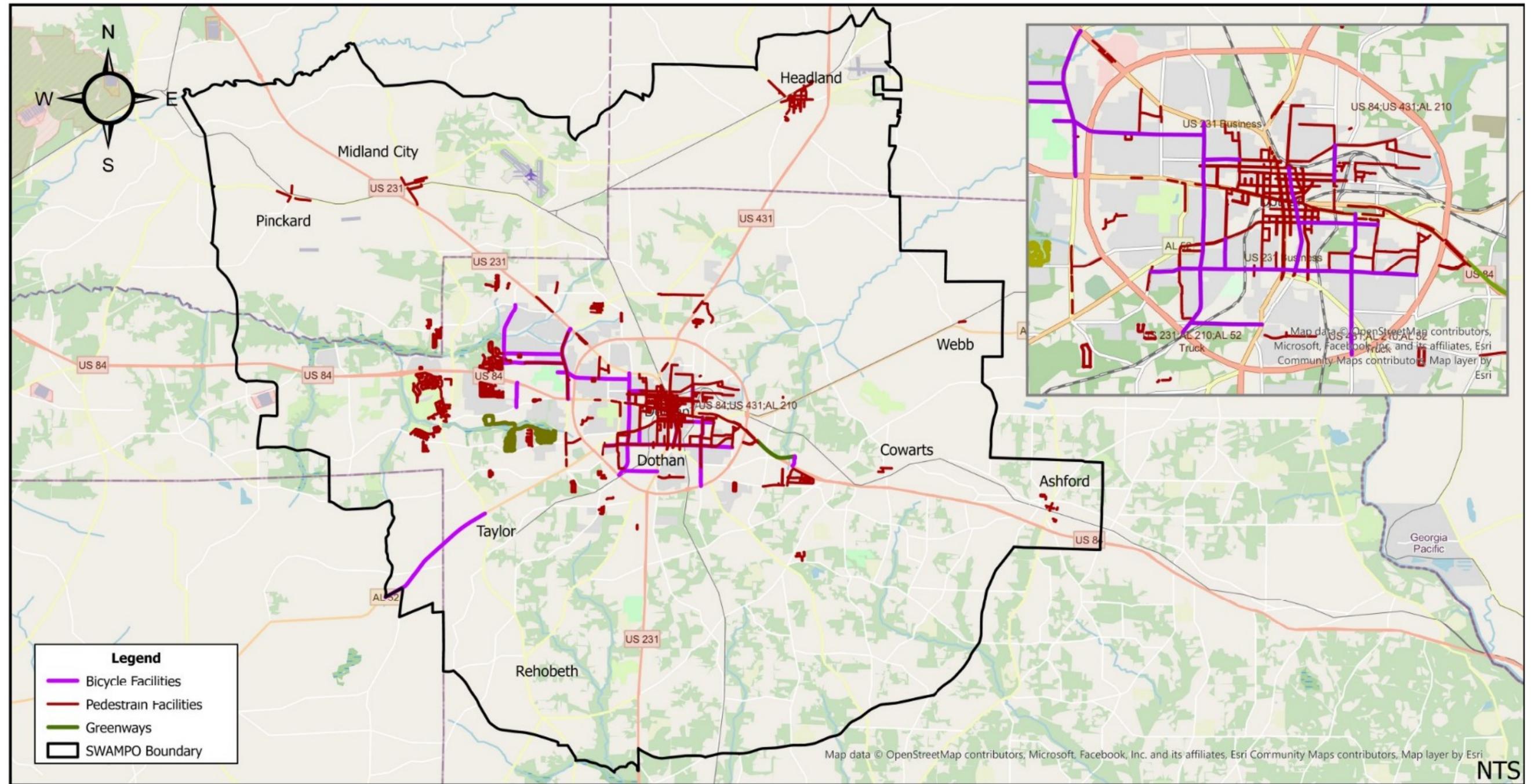


Existing Greenway Facilities Southeast Wiregrass MPO Dothan, Alabama

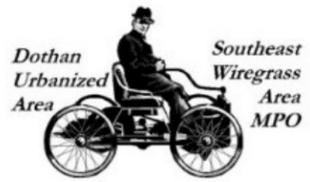


Source: TIGER, ALDOT, and SWAMPO

Map 9 – Existing Bicycle, Pedestrian, and Greenway Facilities

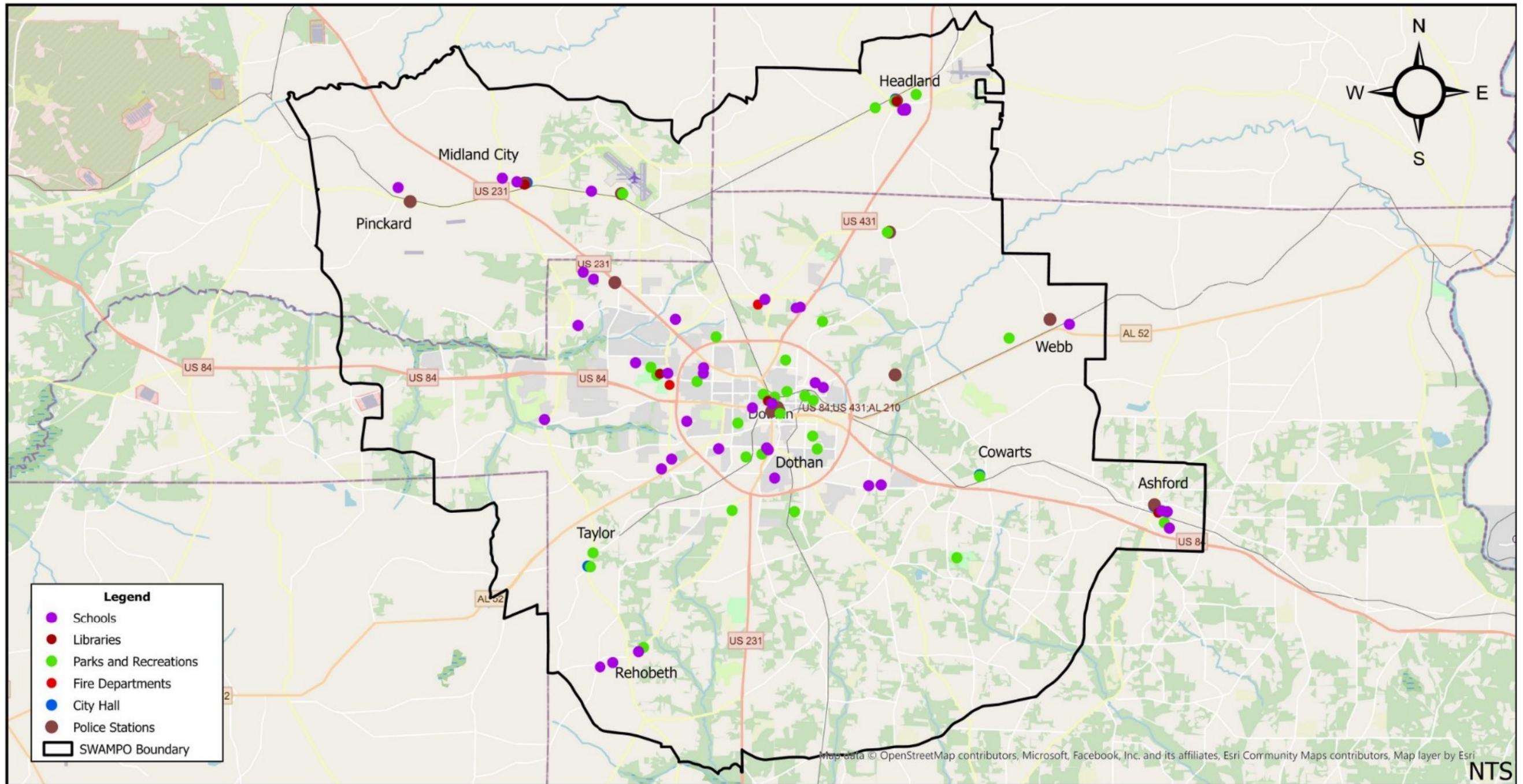


Existing Bicycle, Pedestrian, and Greenway Facilities Southeast Wiregrass MPO Dothan, Alabama

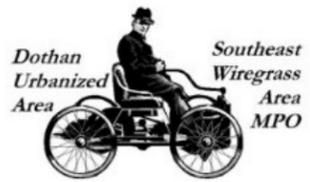


Source: TIGER, ALDOT, and SWAMPO

Map 10 – Existing Points of Interest



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Existing Points of Interest Southeast Wiregrass MPO Dothan, Alabama



Source: TIGER, ALDOT, and SWAMPO

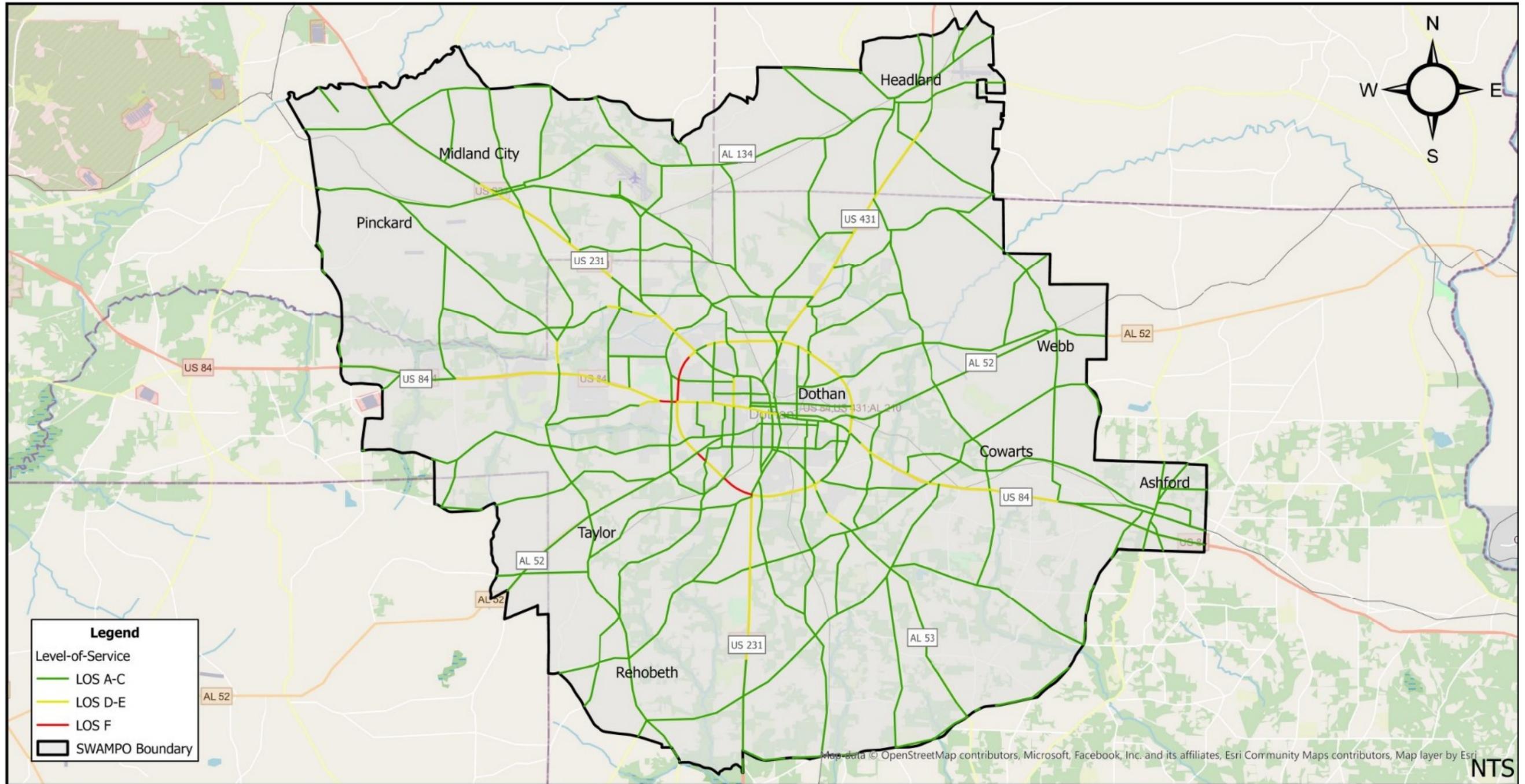
LOS values of A through C are considered desirable for most roadway functions, although as population density across the United States has increased, LOS D has become acceptable in most urban areas. Beyond LOS D, LOS E and F are considered undesirable and failing, respectively, as most drivers become frustrated by the amount of roadway delay.

Level of Service assessments consider traffic volumes during a given period of time (daily or peak hour), mix of vehicle types including trucks, vehicle speed, number of stops, total amount of delay, and impediments caused by other vehicles and/or pedestrians. Currently, most of the roadways in the SWAMPO boundary operate at a LOS D or better apart from portions of United States Highway 84, 231, and 431. Map 11 displays the LOS values for each functionally classification roadway based of daily volumes compared to daily capacity of the roadway segment.

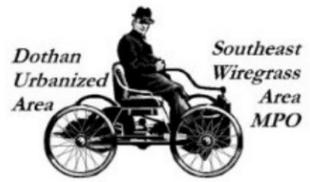
Roadway Segment Level-of-Service Definition & Criteria

ALDOT Segment Level of Service Table							
Functional Classification	Lanes	Level of Service					
		A	B	C	D	E	F
Freeway	2	23,800	34,000	42,160	51,000	68,000	>68,000
	6	35,700	51,000	63,240	76,500	102,000	>102,000
	8	47,600	68,000	84,320	102,000	136,000	>136,000
	10	59,500	85,000	105,400	127,500	170,000	>170,000
Expressway	4	17,500	25,000	31,000	37,500	50,000	>50,000
	6	26,250	37,500	46,500	56,250	75,000	>75,000
	8	35,000	50,000	62,000	75,000	100,000	>100,000
Arterial (Divided)	2	7,700	11,000	13,640	16,500	22,000	>22,000
	4	11,865	16,950	21,018	25,425	33,900	>33,900
	6	17,500	25,000	31,000	37,500	50,000	>50,000
	8	25,760	36,800	45,632	55,200	73,600	>73,600
Arterial (Undivided)	2	6,230	8,900	11,036	13,350	17,800	>17,800
	4	10,850	15,500	19,220	23,250	31,000	>31,000
	6	16,030	22,900	28,396	34,350	45,800	>45,800
	8	22,085	31,550	39,122	47,325	63,100	>63,100
Collector (Divided)	2	7,280	10,400	12,896	15,600	20,800	>20,800
	4	9,975	14,250	17,670	21,375	28,500	>28,500
	6	14,700	21,000	26,040	31,500	42,000	>42,000
Collector (Undivided)	2	5,810	8,300	10,292	12,450	16,600	>16,600
	4	9,170	13,100	16,244	19,650	26,200	>26,200
	6	13,545	19,350	23,994	29,025	38,700	>38,700

Map 11 – Existing Roadway Level-of-Service



NTS



Existing Roadway Level-of-Service Southeast Wiregrass MPO Dothan, Alabama



Source: TIGER, ALDOT, and SWAMPO

Bicycle Level-of-Stress

MTI Report 11-19: Low-Stress Bicycling and Network Connectivity (Mineta Transportation Institute, 2012) puts forth methodology for evaluating the level of comfort experienced by bicyclists on roadway facilities, scored from 1 (comfortable for all ages and abilities) to 4 (comfortable for only strong and fearless bicyclists). There are two sets of factors that contribute to this score:

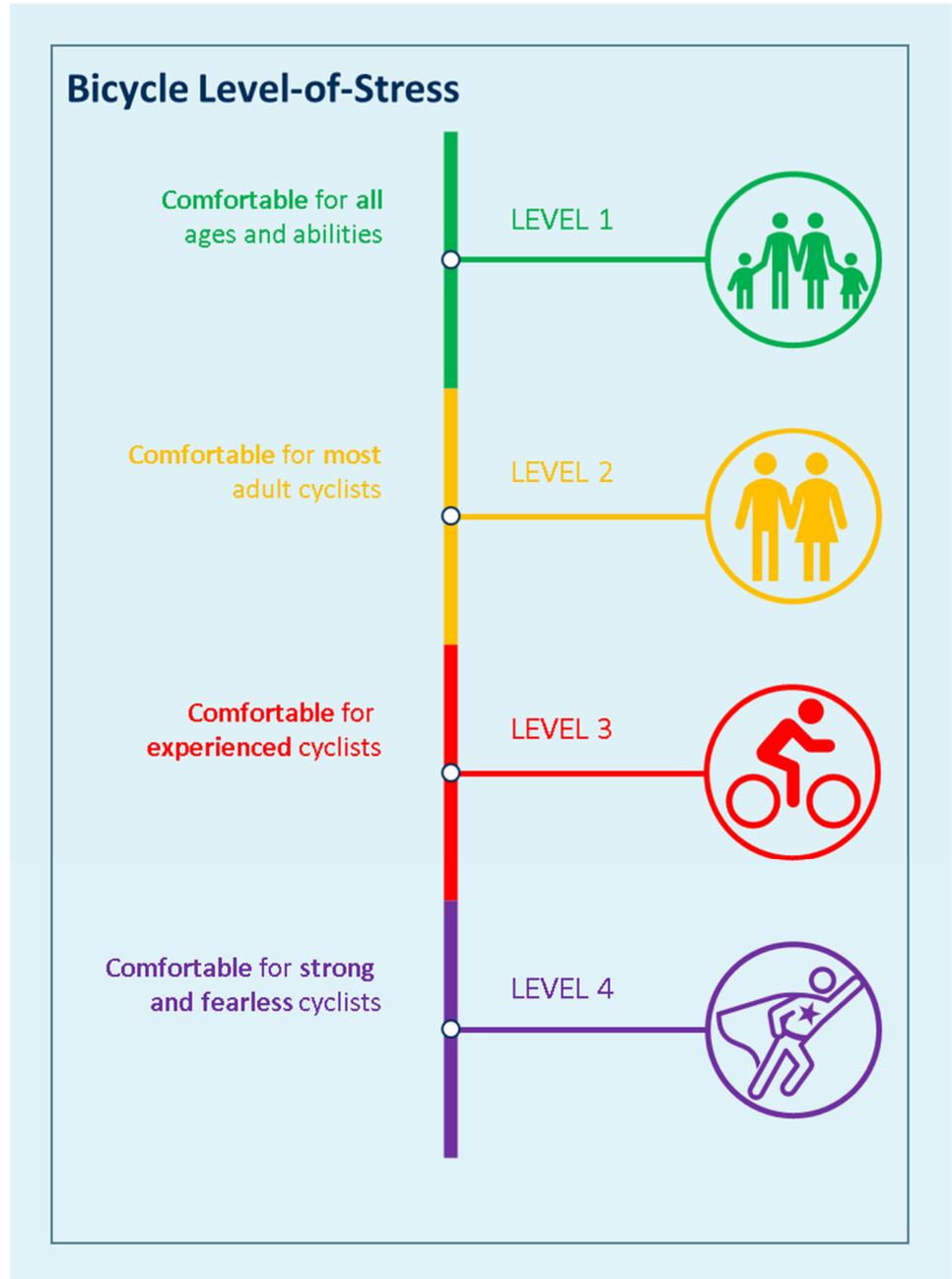
Geometric Characteristics

- Roadway width – number of travel lanes
- Presence of bicycle lanes – yes or no
- Presence of parking lanes – yes or no

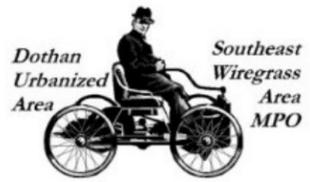
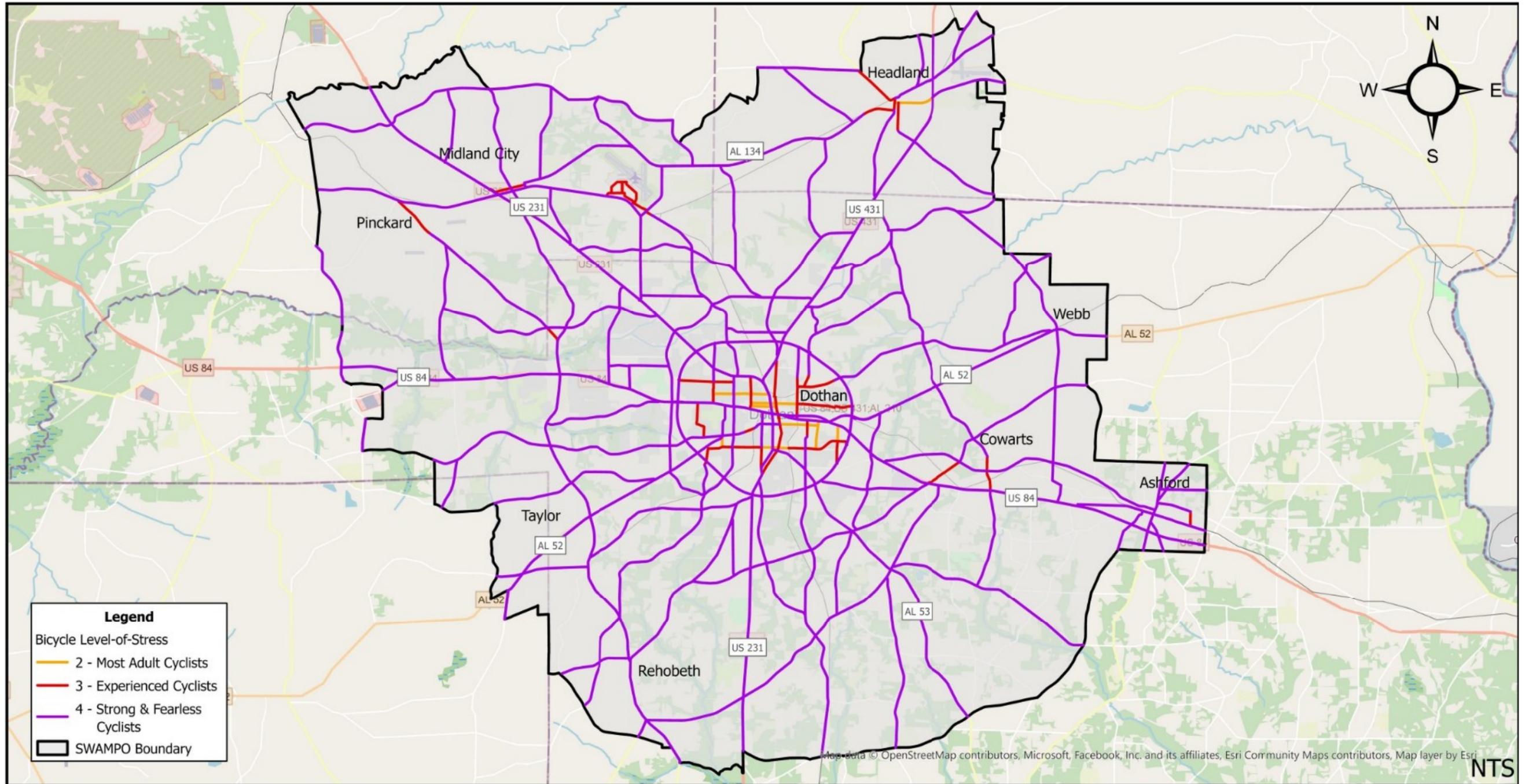
Traffic Characteristics

- Posted speed limit
- Annual average daily traffic (AADT) volumes

The level-of-stress results for the study area shows that the majority of the SWAMPO boundary area streets accommodate only Level 4 – Strong and Fearless bicyclists. This is due to the high speed, high volumes of traffic accommodated by these roadways, and the limited bicycle facilities available. The exceptions are areas within Ross Clark Circle for Dothan, and central city/town areas in Cowarts, Headland, Napier Field, Midland City, and Pinckard. These areas are mostly Level 3 – Experienced Cyclists and a few segments of Level 2 – Most Adult Cyclists. Under existing conditions there are not any Level 1 - Comfortable for all ages and abilities.



Map 12 – Existing Bicycle Level-of-Stress



Existing Bicycle Level-of-Stress Southeast Wiregrass MPO Dothan, Alabama



Source: TIGER, ALDOT, and SWAMPO

Non-Motorized Demand Analysis

Non-motorized travel has received increased awareness in recent years as the sustained growth in demand for roadway travel has mostly gone unmet by expansions in capacity, primarily due to continued funding limitations. Limited funding and the competitive nature of most funding programs, coupled with raising costs in fuel sources for traditional transport modes, have led to the growing need for support in prioritizing need and function coupled with sustainable design. Bicycle and pedestrian demand are still more difficult to model than larger scale modes of transport such as vehicle and transit due to nuance associated with analysis variables. Until recently, most tools available to regulatory agencies have been quite limited, but with the sophistication of data collection and analytical modeling tools these efforts have become more readily available to agencies.

For the purposes of this study, a multitude of data and data sources were utilized to create the relationship equation discussed in detail below. This modeling provides a picture of what non-motorized trips can be expected in the region. This model takes into account factors identified in the existing inventory, such as existing bicycle and pedestrian facilities, points of interest (like schools and parks), and the population density.

$$D = (W_1) POP_{20} + (W_2) POI_{Dens} + (W_3) RET_{20} + (W_4) 0_{Cars} + (W_5) 3_{Cars} + (W_6) BIKE_{Dens} + (W_7) SIDEWALK_{Dens}$$

Where:

- D* = Non-motorized Demand
- POP₂₀* = Population Density (2020)
- POI_{Dens}* = Point of Interest Density
- RET₂₀* = Retail Employment (2020)
- 0_{Cars}* = Zero (0) Auto Households
- 3_{Cars}* = Three Plus (3+) Auto Households
- BIKE_{Dens}* = Bicycle Facilities Density
- SIDEWALK_{Dens}* = Pedestrian Facilities Density

Modeling Approach

Non-motorized travel demand was modeled as a direct demand model as specified in Kuzmyak et al. (2014) that estimates demand as a function of variables defined over the study extent. The model defined below for this analysis shows that demand is specified as a linear combination of variables considered to have the most potential influence.

The parameters, or weights (*W_n*) defining the relationship between the input variables and demand can be calibrated (e.g., through regression) if applicable

demand survey data is available. However, no applicable survey data was available for this analysis, and the parameters were informed by the models and data presented in Kuzmyak et al. (2014), as well as from local knowledge.

The input variables were developed from data aggregated by Census Block, as well as from data from SWAMPO and the City of Dothan. All inputs were normalized to range between the minimum and maximum result values, with all Census Block data also being normalized by zone area. The variables, or layers, and their weights are illustrated below over the study extent.

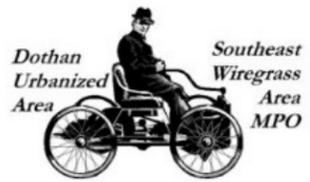
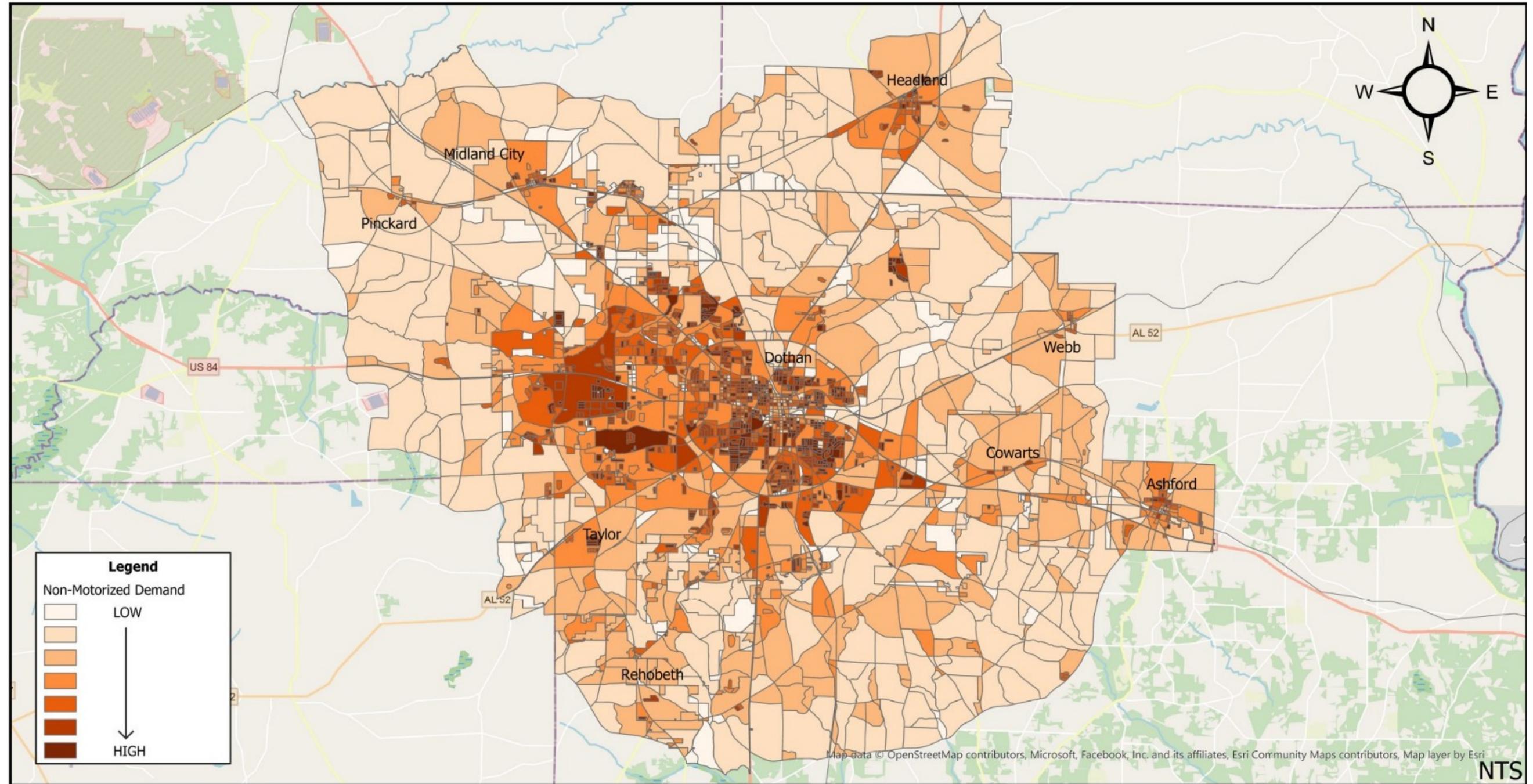
Modeling Results

The demand results are shown in Map 13. As shown, the expected non-motorized trip demand centers around the city and township centers and the west portion of the SWAMPO boundary between United State Highway 231 to the north and County Road 52 to the south. The model results also show a circle of low demand between each city and township within the SWAMPO boundary area, indicating opportunities for connectivity.

The model results provide focus for those areas which represent the greatest demand and in correlation need within the identified study area. These areas experience denser points of interest and greater population with fewer vehicles per household. These are not exact results but do confirm existing observations and create a greater distinction between areas that appear similar.

Map 14 shows the non-motorized demand model results with the existing bicycle, pedestrian, and greenway facilities.

Map 13 – Existing Non-Motorized Demand Model Results

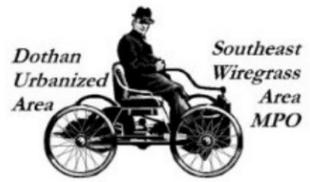
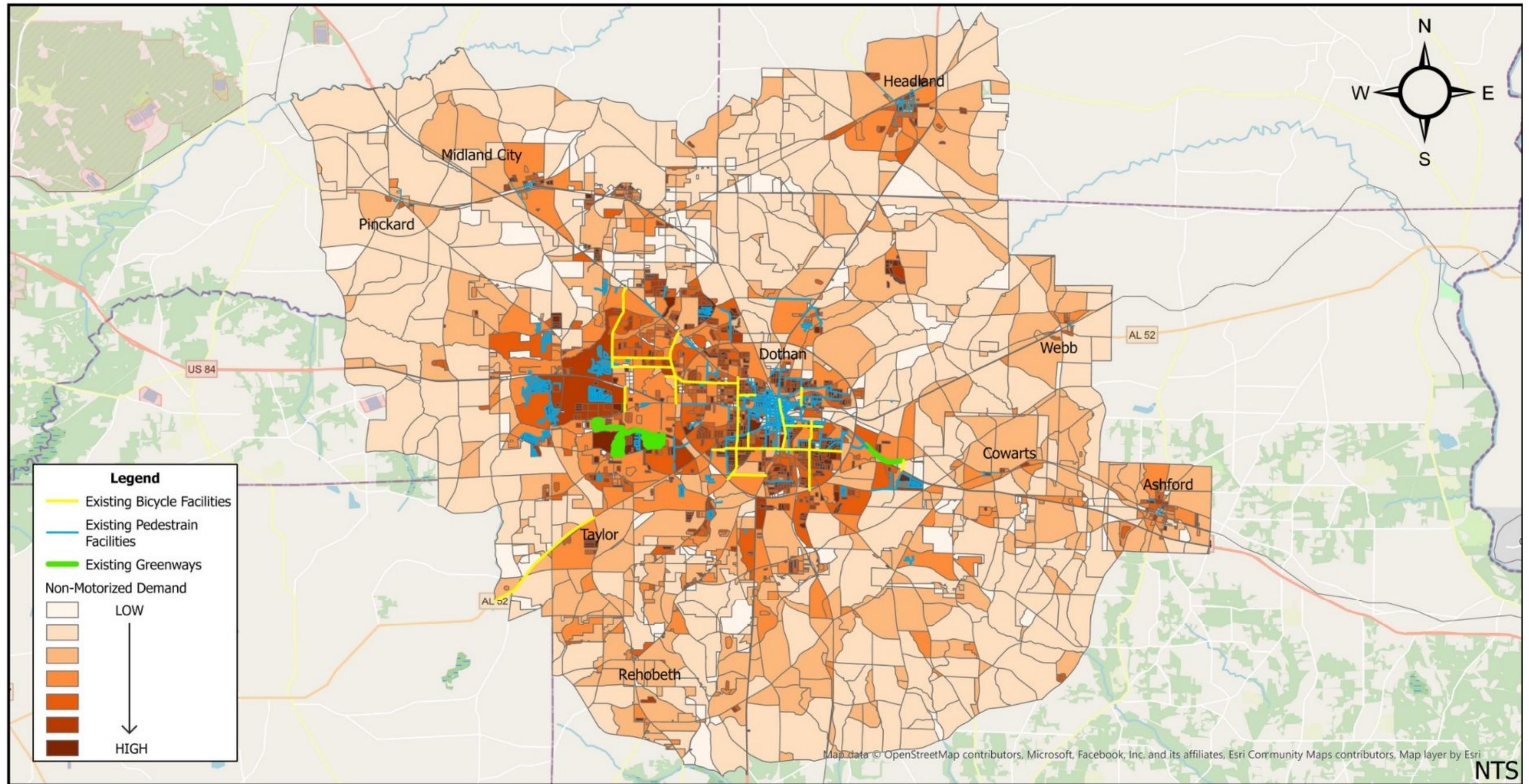


Existing Non-Motorized Demand Model Results Southeast Wiregrass MPO Dothan, Alabama



Source: TIGER, ALDOT, and SWAMPO

Map 14 – Existing Non-Motorized Demand Model Results with Existing Bicycle, Pedestrian, and Greenway Facilities



Existing Non-Motorized Demand Model Results with Existing Bicycle, Pedestrian, and Greenway Facilities
Southeast Wiregrass MPO
Dothan, Alabama



Source: TIGER, ALDOT, and SWAMPO

Safety

Non-motorized modes of transport are more likely to experience injuries and fatality when involved in a wreck with a motorized form of transportation such as a vehicle or truck.

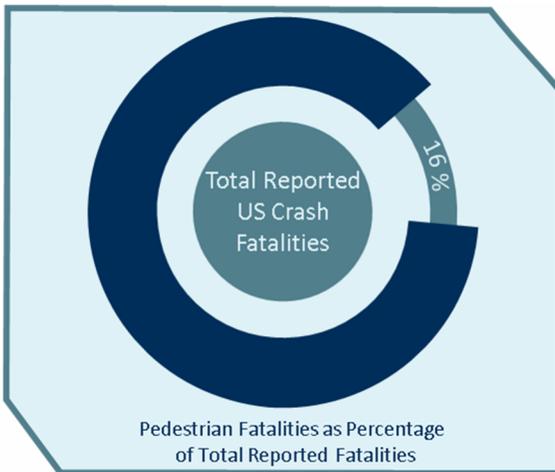
National Statistics

The National Highway Traffic Safety Administration (NHSTA) released a publication in 2016 providing crash statistics on pedestrians. In 2016 there were 5,987 pedestrian fatalities within the United States, or an average of one pedestrian being killed in a traffic crash every 1.5 hours. This total represented 16 percent of all reported traffic crash fatalities within the United States for the year of 2016. Most pedestrian fatalities were found to occur away from intersections (72 percent), in the dark (75 percent), and within areas with higher demand potential (76 percent). Of all pedestrians killed in 2016, 70 percent were male and 13.4 percent of those killed in traffic accidents were of school age. Of pedestrian fatalities, 90 percent involved single vehicles with the majority being struck from the front of the vehicle. (NHSTA 2016)

Source: NHSTA 2016 – National Center for Statistics and Analysis (NCSA) – Traffic Safety Facts



Source: NHSTA 2016 – National Center for Statistics and Analysis (NCSA) – Traffic Safety Facts



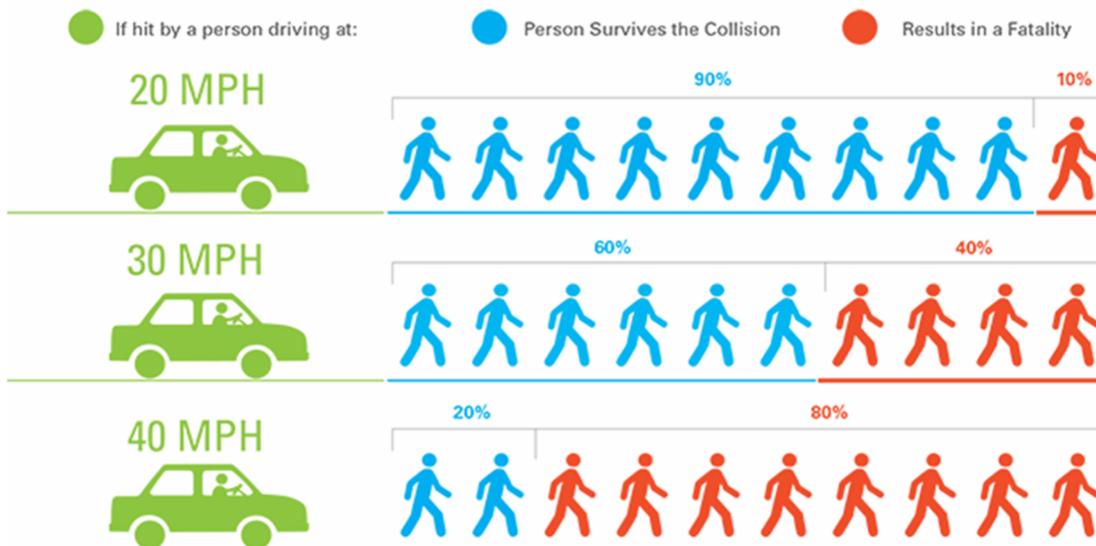
Travel Speed as a Function of Crash Survival

Travel speed of a vehicle is one of the most important variables in a driver being able to see, react, and possibly avoid a crash with a pedestrian. A driver's field of vision narrows at higher speeds as their cone of observance diminishes. Speed also plays a vital role in the survivability of a crash involving a vehicle and a pedestrian. At 20 miles per hour it is expected that 90 percent will survive a collision at this speed, compared to only 20 percent at 40 miles per hour.

Federal Guidance

Federal guidance and legislature such as the *Manual on Uniform Traffic Control Devices (MUTCD)*, *Public Right-of-Way Accessibility Guidelines (PROWAG)*, and the *American with Disabilities Act (ADA)*, all provide guidance, best practices, and law to ensure bicycle, pedestrian, and greenway facilities are planned, designed,

and constructed in a safe and accommodating manner.



Source: USDOT 2000 – Literature Review – Vehicle Travel Speeds and Pedestrian Injuries



5 PUBLIC ENGAGEMENT

PUBLIC ENGAGEMENT

Public outreach is an integral part of the planning process. Community leaders and key stakeholders were engaged throughout the entire process of developing the *Bicycle, Pedestrian, and Greenway Master Plan*. Each group was provided the opportunity to participate in the process and actively consider concerns, desires, and vision for the future of non-motorized travel in SWAMPO. Both in-person and online participation options were provided.

Stakeholder Committee Meetings

The Stakeholder Committee was established to provide guidance throughout the development of the *Bicycle, Pedestrian, and Greenway Master Plan*. The Stakeholder Committee was made up of a diverse group of City, Town, and County officials, staff, active community advisors, and members of the consultant team. The Stakeholder Committee supplied directions and feedback to the consultant team at milestones throughout the planning process. Two meetings were held and included a presentation from the consultant team.

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Stakeholder Committee Meeting #1</p> <p>Date: 06/11/2024</p> <p>Topic: Existing Conditions Review Prepare for Public Engagement #1</p>	<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Stakeholder Committee Meeting #2</p> <p>Date: 11/06/2024</p> <p>Topic: Public Engagement #1 Review Review plan visions, goals, and objectives Proposed Recommendations</p>
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Public Engagement Meetings

Two series of Public Engagement were held. Public Engagement #1 was an online survey that was available to the public from September 3, 2024, to September 23, 2024. Public Engagement #2 was a series of in-person meetings held December 4 through 6, 2024 along with an online survey that was available from November 19, 2024 to December 6, 2024.

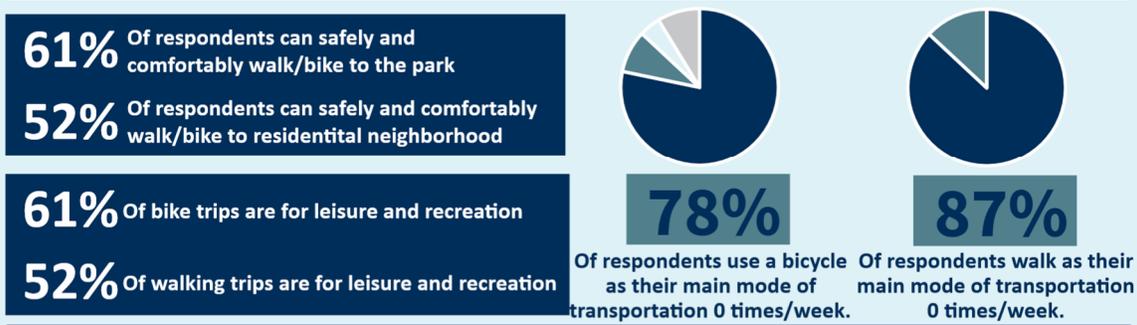
Source: Volkert, Inc.



KEY FINDINGS

PUBLIC ENGAGEMENT #1

The first public engagement was held entirely online from September 3, 2024, to September 23, 2024. All results from the online survey are summarized in the following sections.

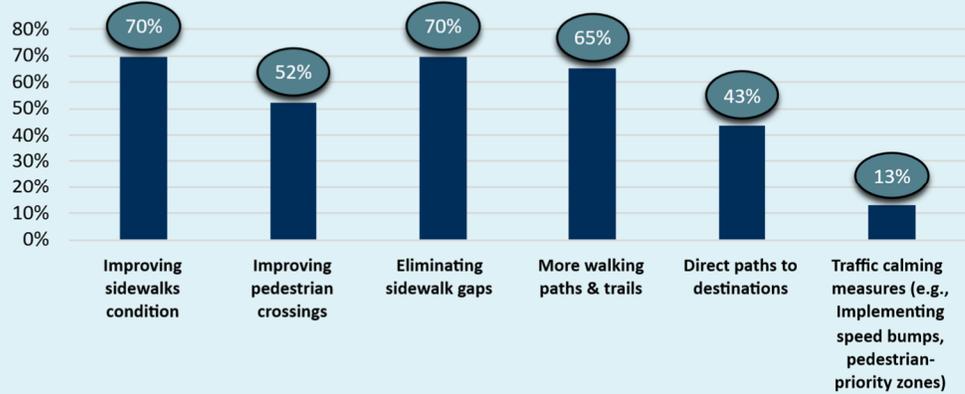


43% of respondents would categorize their bicycling comfort level as *Interested but concerned*, while only 13% would categorize it as *Strong and confident*.

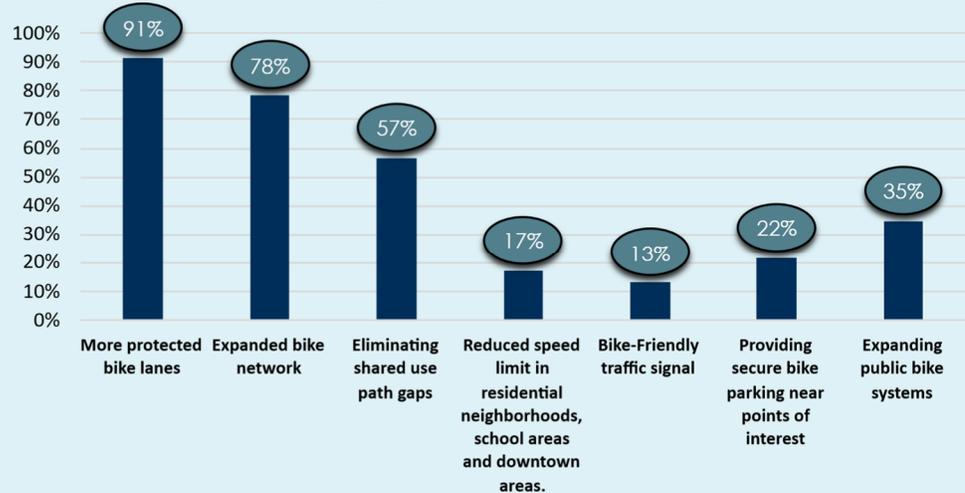
Most respondents felt some level of discomfort with shared bicycle and motorized vehicle shared lanes, but they were much more comfortable with separated bicycle lanes.

Indicate the top 3 improvements that would encourage you to walk more

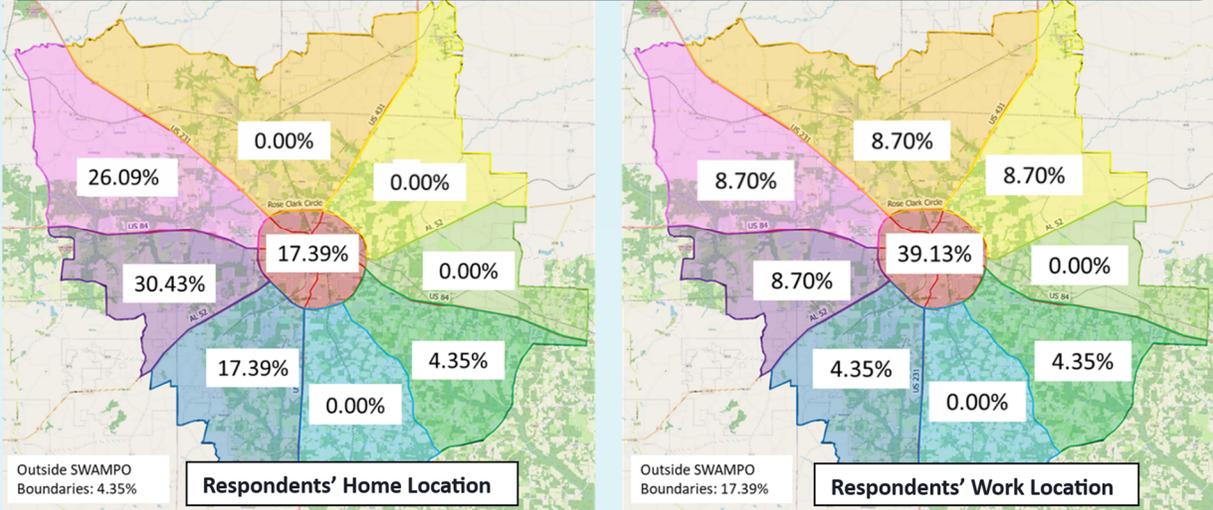
Respondents were asked to choose the top three (3) improvements that would help or encourage them to walk or bike more. Five (5) of the six (6) walking options were chosen by 43% to 70% of the respondents, which suggests the solutions will be dependent on the individual situation. Three (3) of the seven (7) bicycling options available were clearly favored over any of the other options. Focusing on these improvements could have significant impact of number of people bicycling within SWAMPO.



Indicate the top 3 improvements that would encourage you to bike more

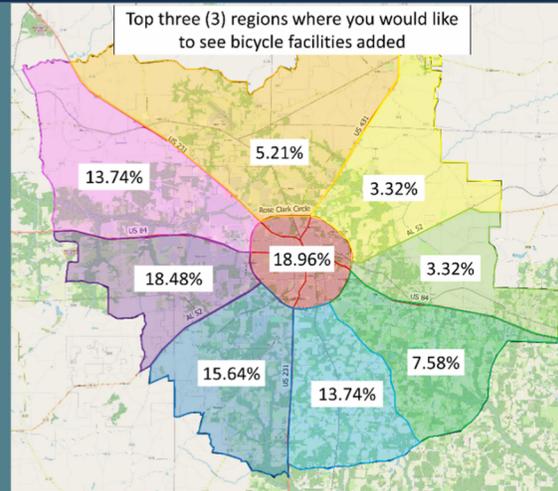
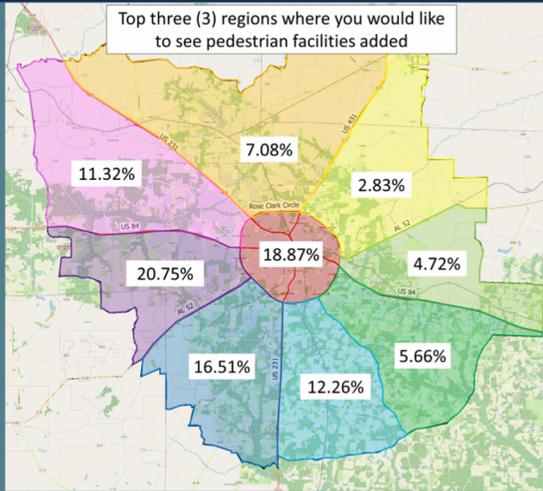


As the data from the public was collected, it was helpful to understand the point of view of the respondents. They were asked for the region of SWAMPO where their homes and work are located.

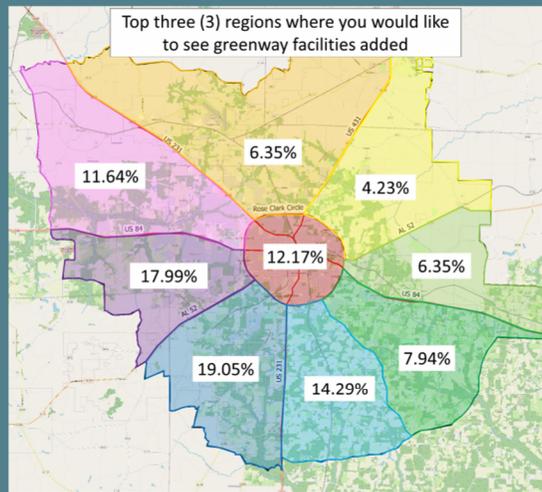


Public Engagement #2 Findings

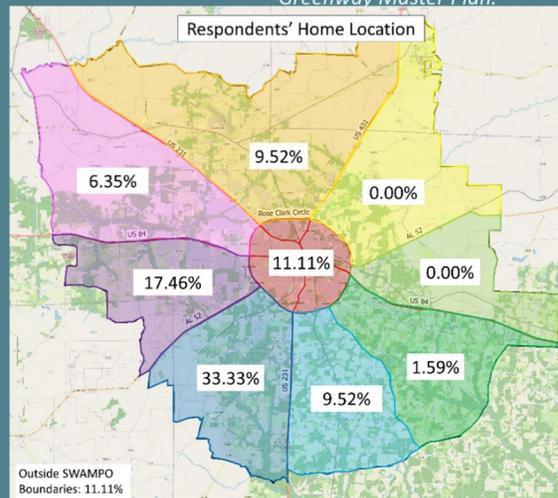
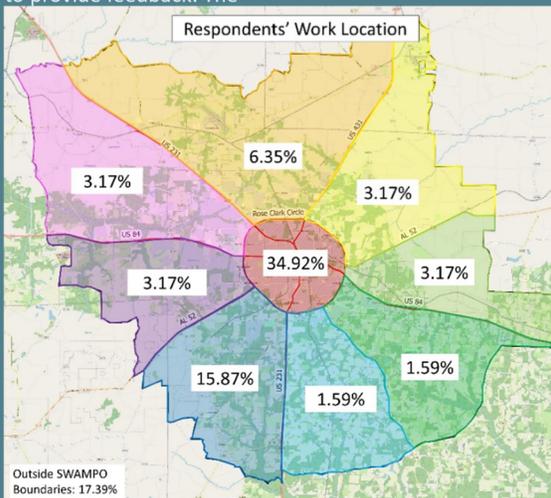
KEY FINDINGS PUBLIC ENGAGEMENT #2



The second public engagement was five (5) individual, in-person meetings held December 4 through 6, 2024. Each meeting was held at a different location within the SWAMPO area: Town of Cowarts City Hall, Taylor Senior Citizens Center, City of Headland City Council Chambers, Town of Pinckard Town Hall, and Dothan-Houston County Main Library. An online survey was developed to include the public engagement meeting materials allowing the opportunity for those not attending in-person to be able to provide feedback. The



online survey was open for feedback from November 19, 2024, to December 6, 2024. Respondents were asked the top three (3) regions within SWAMPO where they add pedestrian, bicycle, and greenway facilities. They were also again asked the regions where their homes and work are located. The responses are shown in the surrounding maps. The information collected in this public engagement was one of the many factors considered when preparing the recommended projects in this *Bicycle, Pedestrian, and Greenway Master Plan*.





6 VISION GOALS AND OBJECTIVES

VISION, GOALS, AND OBJECTIVES

Vision

A clear vision is essential in transportation planning documentations because it sets the foundation for all planning efforts. It articulates the community’s long-term aspirations for biking, walking, and other forms of active transportation, providing a unifying purpose for stakeholders. A strong vision helps align goals, policies, and investments, ensuring that every decision supports the broader mission. It also serves as a communication tool, inspiring public support and guiding future updates to the plan. Ultimately, a well-crafted vision keeps the plan focused, inclusive, and forward-thinking.

Goals

Setting goals in non-motorized master plans is essential because it provides clear direction, helping stakeholders move from broad visions to actionable strategies. Goals establish measurable targets, enabling progress tracking and accountability. They also help prioritize investments, ensuring resources are used effectively. Importantly, well-defined goals promote equity, ensuring all communities benefit from improved walking and biking infrastructure. Ultimately, goals turn a plan into a purposeful roadmap for creating safer, healthier, and more connected communities.

SWAMPO Bicycle, Pedestrian, and Greenway Master Plan Goals

PRIMARY	APPLICATION	SAFETY	EDUCATION	ENCOURAGE
<p>Build a sustainable bicycle, pedestrian, and greenway network and program.</p> <p style="text-align: center; margin-top: 10px;">GOAL #1 </p>	<p>Encourage the use of bicycling and walking as legitimate modes of transportation.</p> <p style="text-align: center; margin-top: 10px;">GOAL #2 </p>	<p>Improve the safety for bicyclists and pedestrians.</p> <p style="text-align: center; margin-top: 10px;">GOAL #3 </p>	<p>Educate bicyclists, pedestrians, motorists, law enforcement officers, and others regarding traffic laws and safety measures.</p> <p style="text-align: center; margin-top: 10px;">GOAL #4 </p>	<p>Encourage the development of bicycle and pedestrian resources.</p> <p style="text-align: center; margin-top: 10px;">GOAL #5 </p>

Objectives

Actionable objectives are vital in non-motorized master plans because they translate broad goals into specific, measurable steps. These objectives provide a clear roadmap for implementation, helping planners and stakeholders track progress and adjust strategies as needed. They also prioritize actions, ensuring that resources are directed toward the most impactful improvements. By being time-bound and results-oriented, actionable objectives enhance accountability, support performance evaluation, and keep the plan aligned with the community’s vision for safer, more accessible bicycle and pedestrian infrastructure.

SWAMPO BICYCLE, PEDESTRIAN, AND GREENWAY MASTER PLAN OBJECTIVES

PLANNING

Development of planning proposals that will encourage implementation of a bicycle and pedestrian network that provides convenient access to various destinations

EDUCATION

Facilitate the publication of maps

INFRASTRUCTURE

Creating a successful program to encourage bicycle and walking

POLICY

Develop policies to incorporate bicycle and pedestrian facilities into transportation improvements

POLICY

Develop a method of collecting and updating data on bicycle and pedestrian activity

- **PLANNING**
- **INFRASTRUCTURE**
- **EDUCATION**
- **POLICY**



INFRASTRUCTURE

Encourage proper maintenance of bicycle and pedestrian infrastructure



POLICY

Promote high standards of design for the construction of bicycle and pedestrian facilities



EDUCATION

Encourage the creation of specific education programs



INFRASTRUCTURE

Encourage the creation of appropriate amenities



INFRASTRUCTURE

Identify safe and appropriate connections between various modes of transportation and identify necessary bicycle and pedestrian accommodations at tourist and business locations.



7 RECOMMENDATIONS

RECOMMENDATIONS

Overview

Communities are constantly evolving, carrying forward both the positive and negative aspects of their past. Today, many are contending with challenges such as traffic congestion on roads that were not designed to handle current volumes and the SWAMPO area is no exception. This is why planning efforts like the *Bicycle, Pedestrian, and Greenway Master Plan* are essential for preserving and enhancing the quality of life in both individual communities and the broader region.

The proposed projects outlined in this plan are the result of a comprehensive stakeholder and public engagement process along with an evaluation of the region's existing non-motorized facilities and . This included interactive online surveys, public meetings, and collaborative sessions with stakeholder committees. Together, these efforts reflect the community's shared vision for a partial non-motorized transportation network.



Future Planning

SWAMPO Support for all Communities

The previous Bicycle, Pedestrian, and Greenway Master Plan primarily focused on the City of Dothan. For this updated plan, SWAMPO leadership provided critical support to expand the scope to encompass the broader planning boundary area. As a result, significant efforts were undertaken by both SWAMPO leadership and the planning team to ensure that each area within the expanded SWAMPO planning boundary was represented with at least one recommended project.

Recommendation Project Criteria

The following set of assumptions provide the beginning basis criteria for all recommended projects.

- Efforts were made to include a project for each area within the greater SWAMPO planning boundary area.
- Proposed recommendations were only placed on functionally classified roads or roadway segments that provide connectivity of existing non-motorized facilities. (Only exception is to accomplish first criteria.
- No bicycle lanes on State Routes, except United States Highway 84.
- All bicycle facilities outside of Ross Clark Circle are Share the Road.
- All proposed non-motorized crossing are limited to existing crossing locations or those with existing large channelized islands.
- Roadways determined to have limited right-of-way (in more detailed phases) of fifty (50) foot or less some off-network facilities will not be supported.

Prioritization

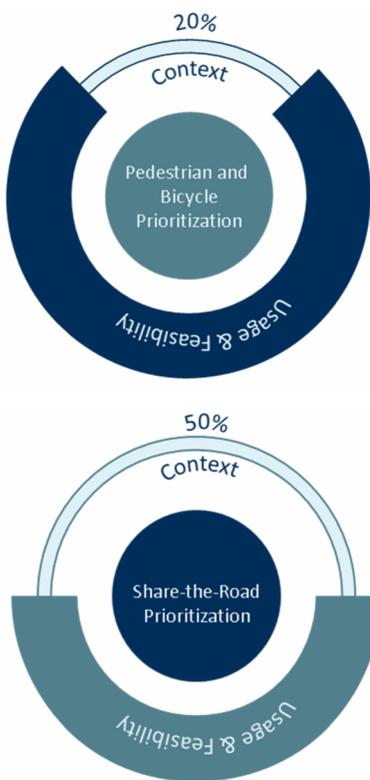
Within the framework of an active transportation master plan, it is essential to prioritize potential projects using objective, data-driven metrics. The Federal Highway Administration’s (FHWA) *How to Develop a Pedestrian Safety Action Plan* provides foundational guidance for establishing a prioritization methodology, including the use of a ranking system for proposed projects. This system is designed to generate a weighted score for each project based on key evaluation criteria that reflect the specific needs and priorities of the local area.

Methodology

Establishing priorities for potential non-motorized facilities included:

- Develop a list of data-driven criteria to be utilized in the ranking system
- Establish a weight for each criterion appropriate for the MPO area
- Apply the methodology to achieve a prioritized list of projects by score

Within the Plan, there are three classes of facility recommendations: pedestrian, exclusive bicycle facilities, and share-the-road bicycle facilities. Many criteria are appropriate for use in prioritization of all three recommendations. Some are unique to each facility type. For example, a bicycle level-of-stress is not relevant for pedestrian facilities. Additionally, what is critical for prioritizing exclusive bicycle facilities can differ from that of share-the-road bicycle facilities.



A guiding principle of the prioritization criteria weighting is for approximately 80 percent of the score to be determined by usage and feasibility, while the remaining 20 percent of the score is comprised of contextual “tiebreakers”. This applies to off-street facilities, because share-the-road facilities are much less reliant on feasibility. Instead, share-the-road facilities are highly contextual. The guiding principle for share-the-road facilities is for approximately 50 percent of the score to be determined by usage and feasibility, while the other 50 percent is determined by contextual factors.

The following table summarizes the available prioritization point for each facility type.

Summary of Prioritization Criteria and Weighting by Facility Type

Criteria	Category	Pedestrian Facility	Share-The- Road Facility	Bicycle Facility
Non-Motorized Travel Demand	Usage	20	20	20
Zero-Auto Households %	Usage	10	10	10
Generator Proximity	Usage	10	10	10
Public Support	Usage	5	5	5
Planning-Level Cost	Feasibility	20	5	20
Constructability	Feasibility	10	-	10
Right-of-Way (ROW) Acquisition	Feasibility	5	-	5
Equity	Context	5	5	5
Expand or Fill Gap in Existing Network	Context	5	5	5
Posted Speed Limit	Context	5	-	-
Average Daily Traffic Volume	Context	5	-	-
Bicycle Level of Stress	Context	-	40	10
Total		100	100	100

The raw scores of pedestrian facilities are not necessarily comparable to the raw scores of bicycle facilities and share-the-road facilities. For this reason, each raw score was normalized relative to the other projects of the same facility type following the prioritization process.

Criteria

Non-Motorized Travel Demand

The Non-Motorized demand model developed for the *Bicycle, Pedestrian, and Greenway Master Plan* was utilized to determine a numerical travel demand value for non-motorized modes of transportation in each defined Census Block. A buffer was created around each proposed project, and the weighted-by-area average non-motorized travel demand was calculated. The travel demand values were then normalized across all projects to a 0-100 scale and assigned a score of 0-20 points for each class of facility recommendations.

Non-motorized travel demand applies uniformly to pedestrian, share-the-road, and bicycle facilities, accounting for 20 percent of the total available prioritization points. Points for non-motorized travel demand were attributed for each segment as follows, with the 100th percentile representing the highest average non-motorized travel demand value.

Travel Demand Percentile Value

- 100th Percentile Travel Demand: 20 Points
- 95th to 100th Percentile Travel Demand: 19 Points
- 90th to 95th Percentile Travel Demand: 18 Points
- 85th to 90th Percentile Travel Demand: 17 Points
- 80th to 85th Percentile Travel Demand: 16 Points
- 75th to 80th Percentile Travel Demand: 15 Points
- 70th to 75th Percentile Travel Demand: 14 Points
- 65th to 70th Percentile Travel Demand: 13 Points
- 60th to 65th Percentile Travel Demand: 12 Points
- 55th to 60th Percentile Travel Demand: 11 Points
- 50th to 55th Percentile Travel Demand: 10 Points
- 45th to 50th Percentile Travel Demand: 9 Points
- 40th to 45th Percentile Travel Demand: 8 Points
- 35th to 40th Percentile Travel Demand: 7 Points
- 30th to 35th Percentile Travel Demand: 6 Points
- 25th to 30th Percentile Travel Demand: 5 Points
- 20th to 25th Percentile Travel Demand: 4 Points
- 15th to 20th Percentile Travel Demand: 3 Points
- 10th to 15th Percentile Travel Demand: 2 Points
- 5th to 10th Percentile Travel Demand: 1 Points
- Less Than 5th Percentile Travel Demand: 0 Points

Pedestrian (20), Share The Road (20), Bicycle (20)

Zero Auto Households

Demographics data from the 2020 Census includes a percentage of zero-auto households for each census tract. A zero-auto household is defined as a household which does not own a vehicle, thus relying more heavily on other modes of transportation. The percentage of zero-auto households was recorded for the surrounding census tract for each potential project. If a project traversed multiple census tracts, the highest percentage of zero-auto households was applied. The percentage of zero-auto households was then normalized across all potential projects to a 0-100 scale, and each potential project was assigned a score of 0-10 points.

Percentage of zero-auto households applies uniformly to pedestrian, share-the-road, and bicycle facilities, accounting for 10 percent of the total available prioritization points. Points for zero-auto household percentage were attributed for each segment as follows, with the 100th percentile representing the highest percent of zero-auto households.

Zero Auto Household Percentage

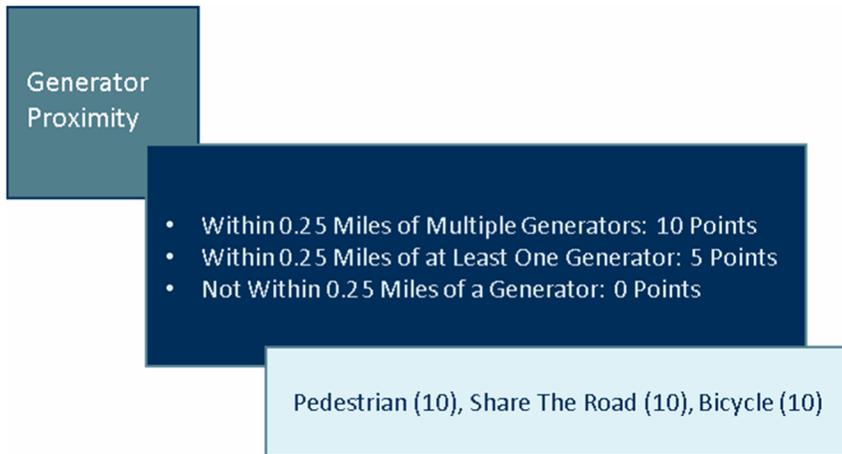
- Greater than 80th Percentile: 10 Points
- 60th to 80th Percentile Travel Demand: 8 Points
- 40th to 60th Percentile Travel Demand: 5 Points
- 20th to 40th Percentile Travel Demand: 2 Points
- Less Than 20th Percentile Travel Demand: 0 Points

Pedestrian (10), Share The Road (10), Bicycle (10)

Generator Proximity

An important factor for the probable use of bicycle and pedestrian facilities is the proximity to important trip generators and attractors. Schools, parks, and town centers tend to produce and attract higher volumes of bicycle and pedestrian trips. Some origins and destinations represent necessary travel, while others are more recreational in nature. The goal of this prioritization category is not to judge which type of trip is more important but rather assign a score to a potential project according to its proximity to generators.

Generator proximity applies uniformly to pedestrian, share-the-road, and bicycle facilities, accounting for 10 percent of the total available prioritization points. Prioritization points for generator proximity were attributed for each segment as follows:



For this plan, schools, parks, and town centers were considered generators. For the City of Dothan, anything inside of Ross Clark Circle was considered within the town center.

Public Support

Public engagement meetings were hosted throughout the SWAMPO area to allow members of the community to voice their opinions. Physical maps were set up to allow markings, notes, and other comments. All information from the physical maps and online survey(s) were associated with any relevant potential projects for the purpose of prioritization.

Public support applies uniformly to pedestrian, share-the-road, and bicycle facilities, accounting for 5 percent of the total available prioritization points. Prioritization points for public support were attributed for each segment as follows:

Public support and stakeholder input contributed heavily to the proposal of potential projects in addition to the criterion in the prioritization process.

Planning Level Cost Estimate

The total planning level cost of each project is the sum of the estimated cost of construction, preliminary engineering, utility relocation, and right-of-way acquisition. The cost of utility relocation and right-of-way acquisition is highly variable and depends on several factors unique to each project. A per-mile cost estimate was utilized to develop planning level cost.



Estimated project cost is not as relevant for share-the-road facilities, because only signage and pavement markings are needed to establish a share-the-road facility. Costs for such improvements are nominal in comparison to off-network facilities.

Estimated project cost applies uniformly to pedestrian and bicycle facilities, accounting for 20 percent of the total available prioritization points. Cost points for a segment were calculated in relation to the highest project cost within each facility type. Lower cost projects have higher priority. Prioritization points assigned to a project based on its estimated cost.

Planning Level Cost Estimate

- 1x the Highest Project Cost: 0, 0, 0 Points
- 1/2 to 1x the Highest Project Cost: 2, 1, 2 Points
- 1/2 to 1/3x the Highest Project Cost: 4, 1, 4 Points
- 1/3 to 1/4x the Highest Project Cost: 6, 2, 6 Points
- 1/4 to 1/5x the Highest Project Cost: 8, 2, 8 Points
- 1/5 to 1/6x the Highest Project Cost: 10, 3, 10 Points
- 1/6 to 1/7x the Highest Project Cost: 12, 3, 12 Points
- 1/7th to 1/8x the Highest Project Cost: 14, 4, 14 Points
- 1/8 to 1/9x the Highest Project Cost: 16, 4, 16 Points
- 1/9 to 1/10x the Highest Project Cost: 18, 5, 18 Points
- 1/10x the Highest Project Cost: 20, 5, 20 Points

Pedestrian (20), Share The Road (5), Bicycle (20)

Constructability

Feasibility of construction is primarily based on roadway profile condition, approximate cut/fill slope and height, and characteristics of drainage and utilities. The proposed facilities were placed in one of three installation categories: easy, moderate, or difficult.

Constructability is not relevant for share-the-road facilities, because only signage, pavement markings, and minor roadway surface drainage modifications are needed to establish a share-the-road facility. Constructability applies uniformly to pedestrian and bicycle facilities, accounting for 10 percent of the total available prioritization points. Points for constructability were attributed for each segment as follows:

Constructability

- Easy Constructability: 10 Points
- Moderate Constructability: 5 Points
- Difficult Constructability: 0 Points

Pedestrian (10), Share The Road (0), Bicycle (10)

A description of each difficulty of installation, or constructability, is provided below.

Easy Constructability

Easy constructability segments are defined as portions of roadway that would require minor grading, minor challenges with mailboxes, and few impacts to properties, driveways and/or utilities. The segments with the easiest constructability are those where the existing pavement is wide (twenty-four feet or greater) which allows for pavement removal to achieve enough room for sidewalk installation. This type of construction is referred to as a road diet.

Moderate Constructability

Moderate constructability segments are defined as portions of roadway that would experience challenges during construction. These include moderate grading, substantial mailboxes, moderate property impacts, steeper driveways, and/or the presence of utilities.

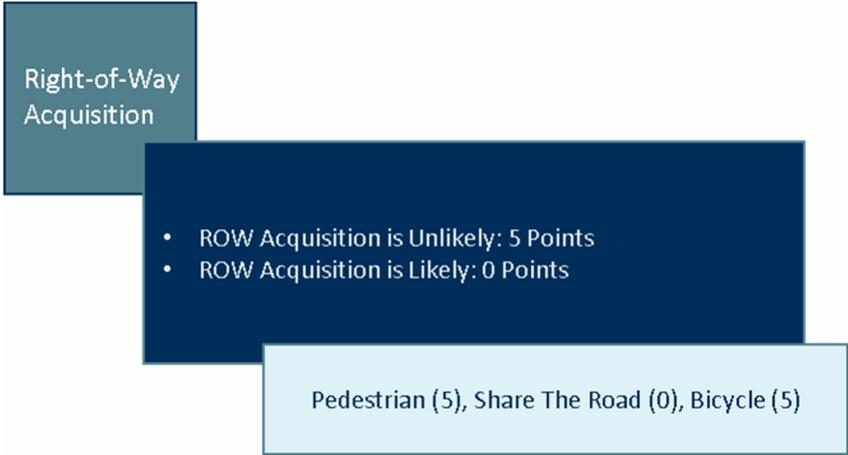
Difficult Constructability

Difficult constructability segments are defined as portions of roadway that would experience major challenges during construction. These challenges include major grading and/or retaining walls, increased property impacts associated with ties slopes and driveways, and/or utilities.

Right-of-Way Acquisition

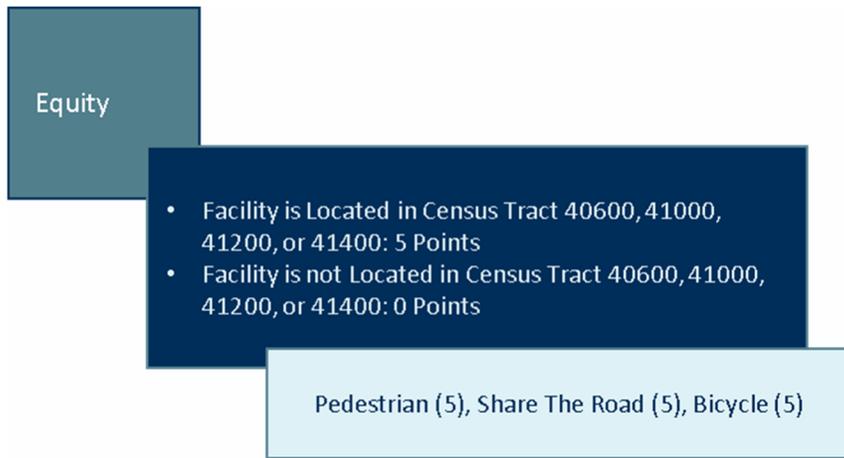
Right-of-way (ROW) acquisition is common among transportation projects, but it adds cost and complexity to each project. Each facility was evaluated against the assumed existing ROW width of the roadway to discern the likelihood of ROW acquisition requirements to construct the facility.

ROW acquisition is not applicable to share-the-road facilities, because only signage, pavement markings, and minor roadway surface drainage modifications are needed to establish a share-the-road facility. Therefore, the ROW acquisition criterion was only applied to pedestrian *and* bicycle facilities, accounting for 5 percent of the total available prioritization points. Prioritization points for ROW acquisition were attributed for each segment as follows:



Equity

It is necessary to consider the equity of all bicycle and pedestrian facility needs in the transportation planning, design, and construction process. Historically, communities with high percentages of minority populations have been underserved during transportation planning efforts. Communities with a high percentage of low-income households have experienced similar inequality during transportation planning. The following criteria are based on the Climate & Economic Justice Screening Tool (CEJST), issued under Executive Order 14008. This tool was developed to identify communities that are disadvantaged due to the underinvestment in eight (8) categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development.



The CEJST tool was used to identify disadvantaged communities in the SWAMPo boundary that meet more than one burden threshold of the previously mentioned eight categories and a high percentile of the associated socioeconomic threshold. Census Tracts 40600, 41000, 41200 and 41400, fall within the 90th percentile of low-income residents in several of the categories.

The equity criterion applies uniformly to pedestrian, share-the-road, and bicycle facilities, accounting for 5 percent of the total available prioritization points. Points for the equity criterion were attributed for each segment as follows:

It should be noted that the percentage of zero-auto households criterion also contributes to the goal of achieving an equitable transportation network by prioritizing communities with high percentages of families who do not own a vehicle. The goal of the equity criterion is to prioritize communities with additional historical disadvantages beyond transportation insecurity.

Expand or Fill Gap in Existing Network

One objective of the SWAMPO *Bicycle, Pedestrian, and Greenway Master Plan* is to fill in gaps within the current transportation network. Additionally, building upon the existing network allows for more robust amenities to the community. For the purposes of prioritization, potential projects which fill in gaps or connect the existing network are preferred.

Expanding the existing network and filling in gaps apply uniformly to pedestrian, share-the-road, and bicycle facilities, accounting for 5 percent of the total available prioritization points. Prioritization points for this criterion were attributed to each segment as follows:

Expand or Fill Gap in Existing Network

- Connects to Existing Network: 5 Points
- No Connection to Existing Network: 0 Points

Pedestrian (5), Share The Road (5), Bicycle (5)

Posted Speed Limit

There is a direct relationship between speed and the severity of pedestrian-related and cyclist-related crashes, thus resulting in a greater need to separate pedestrians and cyclists from motor vehicles on high-speed facilities. Posted speed limits were used to assign points for each potential project.

Posted Speed Limit

- 45 MPH or Higher: 5 Points
- 40 MPH: 4 Points
- 35 MPH: 3 Points
- 30 MPH: 2 Points
- 25 MPH: 1 Point
- 20 MPH or Lower: 0 Points

Pedestrian (5), Share The Road (0), Bicycle (0)

Bicycle level-of-stress sufficiently accounts for vehicle speed and traffic volume along bicycle facilities. Therefore, the posted speed limit criterion was only applied to pedestrian facilities, accounting for 5 percent of the total available prioritization points. Prioritization points for posted speed limit were attributed for each segment as follows:

Average Annual Daily Traffic Volume

Similar to vehicle speed, higher traffic volumes on a roadway demonstrates a greater need to separate pedestrians and cyclists from motor vehicles on high-volume facilities. The Annual Average Daily Traffic (AADT) in 2024 from the ALDOT Traffic data website

were used to assign points for each potential project.

Bicycle level of stress sufficiently accounts for vehicle speed and traffic volume along bicycle facilities. Therefore, the traffic volume criterion was only applied to pedestrian facilities, accounting for 5 percent of the total available prioritization points. Prioritization points for generator proximity were attributed for each segment as follows:

Average Annual Daily Traffic Volume

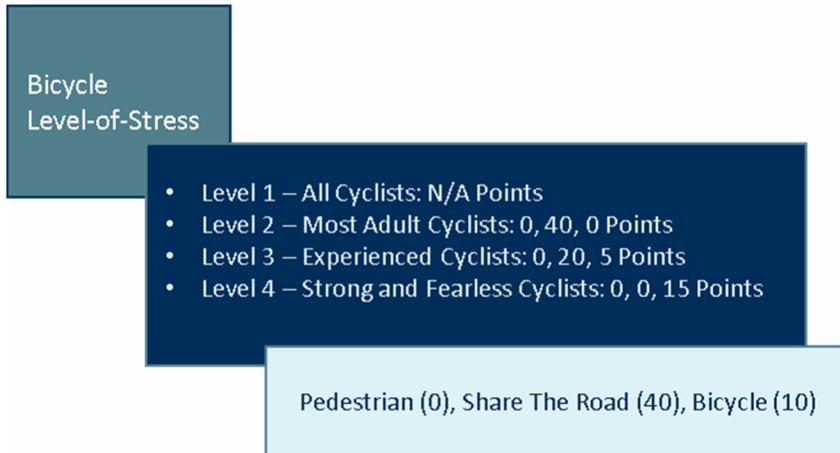
- Greater than 10,000 Vehicles per Day: 5 Points
- 5,000 to 10,000 Vehicles per Day: 4 Points
- 2,500 to 5,000 Vehicles per Day: 3 Points
- 1,000 to 2,500 Vehicles per Day: 2 Points
- Less Than 1,000 Vehicles per Day: 1 Point
- Non-Roadway: 0 Points

Pedestrian (5), Share The Road (0), Bicycle (0)

Bicycle Level-of-Stress

Bicycle level-of-stress is a metric which aims to identify the comfort level of cyclists across the full spectrum of rider experience. The four levels of comfortability are strong and fearless (Level 4), experienced cyclists (Level 3), most adult cyclists (Level 2), and all cyclists (Level 1). Each roadway segment within the MPO travel demand model was evaluated for the level of comfort and assigned the appropriate level of rider. For example, a Level 4 roadway would possess a higher speed limit and higher traffic volume, while a Level 2 roadway would possess a low speed limit and low traffic volume.

Bicycle level-of-stress does not apply to pedestrians, but it applies inversely to share-the-road, and bicycle facilities. A higher level roadway has a greater need for an exclusive bicycle facility but may be inappropriate for a share-the-road facility. There are no functionally classified roadways within the study area which qualify as Level 1 for All Cyclists. For this Plan, proposed greenways were considered Level 1 for all cyclists.



Bicycle level-of-stress is foundational to the context of share-the-road facilities. Because cost and feasibility are not applicable to share-the-road facilities, 40 percent of the prioritization score for share-the-road facilities is attributed to bicycle level-of-stress. For bicycle facilities, bicycle level-of-stress accounts for 10 percent of the total available prioritization points due to the critical nature of cost and constructability criteria for exclusive bicycle facilities. Prioritization points for bicycle level of stress were attributed for each segment as follows:

Prioritization Scores

A raw prioritization score was calculated by applying the weighted criteria for each facility. To allow fair comparisons between the pedestrian, share-the-road, and bicycle facilities, raw prioritization scores were normalized on a scale of 0 to 100 for each facility type. During the phasing of prioritized projects, the primary considerations will be the normalized prioritization scores, distribution of projects, and logical grouping of projects geographically.

The following table showcases the top twenty-five (25) projects within the City of Dothan among all facility types.

Top 25 Prioritization Scores for Projects Within Dothan City Limits

Facility	Location	Roadway	From	To	Raw Score	Final* Score
Sidewalk	Dothan	E Selma St	Galaxie Dr	Thunderbird Dr	88	100%
STR	Dothan	Chickasaw St	N Edgewood Dr	N Range St	86	100%
Bicycle	Dothan	Denton Rd	Ross Clark Cir (SR 210)	Montgomery Hwy	75	100%
STR	Dothan	6th Ave	E Selma St	E Lafayette St	85	99%
Sidewalk	Dothan	W Main St E	Herring St	Montana St	81	88%
Sidewalk	Dothan	Westgate Pkwy B	Lonsdale Dr	Candle Brook Dr	79	85%
Sidewalk	Dothan	Westgate Pkwy C	Candle Brook Dr	Denton Rd	79	85%
Bicycle	Dothan	Montana St/Chickasaw St	US-84/W Main St	N Oates St (US-231B)	67	83%
Sidewalk	Dothan	Chickasaw St	N Park Ave	Greentree Ave	77	81%
Bicycle	Dothan	Fortner St A	Woodland Dr (SR 52)	S Edgewood Dr	66	81%
Sidewalk	Dothan	S Park Ave A	Suzanna St	Just S of Fortner St	76	80%
Sidewalk	Dothan	Westgate Pkwy A	Montgomery Hwy (US-231)	Lonsdale Dr	75	78%
Sidewalk	Dothan	Summit St	Trim St	6th Ave	74	76%
STR	Dothan	Montana St	W Main St (US-84B)	Chickasaw St	68	75%
Bicycle	Dothan	S Saint Andrews St	E Carroll St	E Selma St	63	74%
Bicycle	Dothan	Fortner St B	S Edgewood Dr	S Saint Andrews St	63	74%
Bicycle	Dothan	E/W Main St (US-84B) C	St Andrews St	Montana St	63	74%
Bicycle	Dothan	Montgomery Hwy (US-231B)	N Park Ave	E of Denton Rd	63	74%
Sidewalk	Dothan	S Oates St (US-231B)	Garland St	E Cottonwood Rd	72	73%
Bicycle	Dothan	Webb Rd B	N Range St	Allen Rd	62	72%
Sidewalk	Dothan	US-231/Montgomery Hwy	N Park Ave	Denton Rd	71	71%
Sidewalk	Dothan	N Cherokee Ave A	Choctaw St	Dakota St	70	69%
Sidewalk	Dothan	W Main St D	Woodland Dr (SR 52)	Orange Ave	70	69%
Sidewalk	Dothan	N Park Ave A	W Burdeshaw St	W Main St (US-84B)	70	69%
Bicycle	Dothan	Chickasaw St B	Headland Ave	N Range St	60	68%

*Normalized on a scale of 0 to 100

The following table showcases the top twenty-five (25) projects outside the City of Dothan among all facility types.

Top 25 Prioritization Scores for Projects Outside Dothan City Limits

Facility	Location	Roadway	From	To	Raw Score	Final* Score
Sidewalk	Webb	AL-52 & Main St	Webb Kinsey Rd	Depot St	67	64%
Sidewalk	Midland City	Kelly Ave (SR 134)	5th St	CR-67	59	51%
STR	Ashford	8th Ave	Main St	Midland St	50	51%
STR	Ashford	Oak St	CR-55	Barfield St	49	49%
Sidewalk	Midland City	2nd St	Wiley Ave	Hinton Waters Ave	58	49%
Sidewalk	Midland City	CR-59	Halie St (Dale Co HS)	Kimberly St	57	47%
Sidewalk	Rehobeth	CR-203 A	Rehobeth Community Park	Leonard Dr	55	44%
Sidewalk	Ashford	Oak St	N Broadway St (CR-55)	Barfield St	53	41%
Sidewalk	Headland	Cleveland St B	Whitten St	Magnolia Tr	50	36%
Sidewalk	Cowarts	Jester St	Cherry Rd	Existing Sidewalk	50	36%
Sidewalk	Pinckard	Borland Ave	Old Campbellton Highway	AL-134	49	34%
Sidewalk	Rehobeth	CR 203 B	Hadden Rd	Rehobeth Community Park	47	31%
Sidewalk	Taylor	Brannon Stand Rd (SR 605)	Littlefield Rd	Taylor Rd	44	25%
Sidewalk	Pinckard	Old Campbellton Highway	AL-134	Borland Ave	43	24%
STR	Ashford	N Broadway St (CR 55)	Main St	Oak St	30	23%
Sidewalk	Rehobeth	Malvern Rd	Rehobeth Middle School	CR-203	40	19%
STR	Ashford	Main St	Ashford Rd	8th Ave	26	18%
STR	Cowarts	Jordon Ave/Cowarts Rd	Health Sciences Boulevard	N Broad St	26	18%
Sidewalk	Headland	Cleveland St A	Magnolia Tr	US-431	29	0%

*Normalized on a scale of 0 to 100

Prioritization Phasing

After calculating the prioritization points for each segment, three phases were determined. The three phases are short-term, mid-term, and long-term. The typical long-term planning horizon is 20 to 25 years. This master plan is intended to be implemented across a long-term planning horizon, but amending the plan or its phasing may be necessary due to fluctuations in funding and changing priorities.

The City of Dothan represents approximately 80 percent of the MPO population. In order to ensure that less populous municipalities are not excluded from the earlier phases, the goal is to reserve at least 20 percent of projects in each phase for municipalities other than the City of Dothan.

The primary considerations were prioritization points, balancing all municipalities within phases, and achieving reasonable financial totals for each phase. Other considerations within each phase included project location and engineering judgment where the prioritization points may not accurately reflect the value of the potential project. The intention of prioritization is to build a foundation of data-driven metrics which assist in organizing real projects in to actionable phases.

Some roadway segments were included in the prioritization process as both share-the-road and exclusive bicycle facilities in order to evaluate which facility type was more appropriate. Therefore, an assumption for these cases is that a share-the-road facility could be constructed at any point prior to an exclusive bicycle facility.

Short-Term Phasing

The short-term phase represents those projects that can be implemented in the near future based on the criteria discussed in previous sections. The total planning-level cost estimate for the short-term phase is approximately \$9.5 million in 2025 dollars.

The following table summarizes the projects included in the short-term phase.

Short-Term Phase Project Summary

Facility	Location	Roadway	From	To	Score
Sidewalk	Dothan	E Selma St	Galaxie Dr	Thunderbird Dr	100%
Sidewalk	Dothan	W Main St E	Herring St	Montana St	88%
Sidewalk	Dothan	Chickasaw St	N Park Ave	Greentree Ave	81%
Sidewalk	Dothan	Westgate Pkwy	Montgomery Hwy (US-231)	Denton Rd	78%
Sidewalk	Dothan	Summit St	Trim St	6th Ave	76%
Sidewalk	Dothan	E Wilson St	Apricot St	Cordova Dr	66%
Sidewalk	Webb	SR 52 & Main St	Webb Kinsey Rd	Depot St	64%
Sidewalk	Midland City	Kelly Ave (SR134)	5th St	CR 67	51%
STR	Dothan	Chickasaw St	N Edgewood Dr	N Range St	100%
STR	Dothan	Montana St	W Main St (US-84B)	Chickasaw St	75%
STR	Dothan	S Saint Andrews St	E Carroll St	E Selma St	60%
STR	Dothan	Moss St/Dexter St/Coe Dairy St	Madison Ave	3rd Ave	60%
STR	Dothan	Headland Ave	Chickasaw St	E Wilson St	59%
STR	Dothan	E Carroll St	S Oates St (US-231B)	Moss St	53%
STR	Dothan	N Range St	E Main St (US-84B)	E Burdeshaw St	51%
STR	Ashford	8th Ave	Main St	Midland St	51%
STR	Ashford	Oak St	CR-55	Barfield St	49%
STR	Cowarts	Jordon Ave/Cowarts Rd/Cat Wy	Health Sciences Boulevard	N Broad St	18%
Bicycle*	Dothan	Denton Rd	Ross Clark Cir (SR 210)	Montgomery Hwy (US-231B)	100%
Bicycle	Dothan	Fortner St	Woodland Dr (SR 52)	S Saint Andrews St	74%

*Road Diet via Restriping

Mid-Term Phasing

The mid-term phase represents those projects that need more time and investment to be implemented. The total planning-level cost estimate for the short-term phase is approximately \$38.5 million in 2025 dollars.

The following table summarizes the bicycle facility projects included in the mid-term phase.

Mid-Term Phase Bicycle Facility Project Summary

Facility	Location	Roadway	From	To	Score
Bicycle	Dothan	Montgomery Hwy (US-231B)	N Park Ave	E of Denton Rd	74%
Bicycle	Dothan	Webb Rd B	N Range St	Allen Rd	72%
Bicycle	Dothan	6th Ave	E Selma St	E Lafayette St	64%
Bicycle	Dothan	E/W Main St (US-84B)	Girard Ave	St Andrews St	64%
Bicycle	Dothan	Girard Ave	W Main St (US-84B)	Choctaw St	40%

The following table summarizes the share-the-road facility projects included in the mid-term phase.

Mid-Term Phase Share-the-Road Facility Project Summary

Facility	Location	Roadway	From	To	Score
STR	Dothan	6th Ave	E Selma St	E Lafayette St	99%
STR	Dothan	Webb Rd	N Range St	Ross Clark Cir (SR 210)	63%
STR	Dothan	E Wilson St	Headland St	Kinsey Rd	55%
STR	Dothan	Girard Ave	W Main St (US-84B)	Montgomery Hwy (US-231B)	51%
STR	Dothan	Stadium St	S Park Ave	W Selma St	47%
STR	Dothan	Kinsey Rd	Webb Rd	E Wilson St	36%
STR	Dothan	Denton Rd	Westgate Pkwy	Ross Clark Cir (SR 210)	33%
STR	Ashford	N Broadway St (CR 55)	Main St	Oak St	23%
STR	Dothan	Flowers Chapel Rd	Brannon Stand Rd (SR 605)	W Main St (US-84)	21%
STR	Dothan	Westgate Pkwy	Montgomery Hwy (US-231)	US-431	21%
STR	Ashford	Main St	Ashford Rd	8th Ave	18%
STR	Dothan	Taylor Rd	S Park Ave	Campbellton Hwy	8%
STR	Dothan	Campbellton Hwy	Taylor Rd	US-231	8%
STR	Dothan	Flynn Rd/Denton Rd	Napier Field Rd	Westgate Pkwy	4%
STR	Dothan	Honeysuckle Rd	Timbers Dr	S Park Ave	4%
STR	Dothan	Prevatt Rd	Ross Clark Cir (SR 210)	S Beverlye Rd	3%
STR	Dothan	S Park Ave	Hatton Rd	Ross Clark Cir (SR 210)	3%
STR	Dothan	S Beverlye Rd	Prevatt Rd	US-84	0%
STR	Dothan	S Park Ave	Taylor Rd	Hatton Rd	0%
STR	Dothan	S Beverlye Rd	Forrester Rd	Prevatt Rd	0%

The following table summarizes the pedestrian facility projects included in the mid-term phase.

Mid-Term Phase Pedestrian Facility Project Summary

Facility	Location	Roadway	From	To	Score
Sidewalk	Dothan	S Park Ave – I	Suzanna St	Just S of Fortner St	80%
Sidewalk	Dothan	S Oates St (US-231B)	Garland St	E Cottonwood Rd	73%
Sidewalk	Dothan	N Park Ave	W Burdeshaw St	W Main St (US-84B)	69%
Sidewalk	Dothan	S Oates St (US-231B)	Hodgesville Rd	E Carroll St	64%
Sidewalk	Dothan	W Main St	Cherokee Ave	Orange Ave	64%
Sidewalk	Dothan	S Park Ave II	Mendheim Dr	W Selma St	63%
Sidewalk	Dothan	Woodland Dr (SR 52)	Fortner St	Woodlawn Dr	59%
Sidewalk	Dothan	Bracewell Ave	Haisten Dr	Clark St	58%
Sidewalk	Dothan	N Cherokee Ave – I	W Main St (US-84B)	Dakota St	56%
Sidewalk	Dothan	N Cherokee Ave – II	Montgomery Hwy (US-231B)	Ross Clark Cir (AL-210)	56%
Sidewalk	Dothan	Garland St	S Alice St	US-231 Business	49%
Sidewalk	Dothan	S Saint Andrews St	S Oates St (US-231B)	E Cottonwood Rd	49%
Sidewalk	Midland City	2nd St	Wiley Ave	Hinton Waters Ave	49%
Sidewalk	Dothan	Honeysuckle Rd	Beaver Creek	Existing Sidewalk S on W Main St (US-84)	42%
Sidewalk	Dothan	S Alice St	Garland St	W Selma St	41%
Sidewalk	Ashford	Oak St	N Broadway St (CR 55)	Barfield St	41%
Sidewalk	Dothan	John Odom Rd	Whatley Dr	Selkirk Dr	37%
Sidewalk	Headland	Cleveland St	Whitten St	Magnolia Tr	36%
Sidewalk	Cowarts	Jester St	Cherry Rd	Existing Sidewalk	36%
Sidewalk	Pinckard	Borland Ave	Old Campbellton Highway	AL-134	34%
Sidewalk	Rehobeth	CR-203	Hadden Rd	Rehobeth Community Park	31%
Sidewalk	Taylor	Brannon Stand Rd (SR 605)	Littlefield Rd	Taylor Ballfield/Taylor Rd	25%

Long-Term Phasing

The long-term phase represents those projects that need significant time, planning, and investment to be implemented. The total planning-level cost estimate for the short-term phase is approximately \$79.9 million in 2025 dollars.

The following table summarizes the bicycle facility projects included in the long-term phase.

Long-Term Phase Bicycle Facility Project Summary

Facility	Location	Roadway	From	To	Score
Bicycle	Dothan	Montana St/Chickasaw St	US-84/W Main St	N Oates St (US-231B)	83%
Bicycle	Dothan	S Saint Andrews St	E Carroll St	E Selma St	74%
Bicycle	Dothan	N Range St	E Main St (US-84B)	E Burdeshaw St	68%
Bicycle	Dothan	Chickasaw St	Montana St	N Range St	64%
Bicycle	Dothan	E/W Main St (US-84B) B	Plant St	St Andrews St	60%
Bicycle	Dothan	Stadium St	S Park Ave	W Selma St	53%
Bicycle	Dothan	E Carroll St	S Oates St (US-431B)	Moss St	47%
Bicycle	Dothan	E Wilson St	Headland St	Kinsey Rd	45%
Bicycle	Dothan	Moss St/Dexter St/Coe Dairy Rd	Rollins Ave	3rd Ave	40%
Bicycle	Dothan	Kinsey Rd	E Wilson St	Webb Rd	40%
Bicycle	Dothan	Webb Rd	Allen Rd	Ross Clark Cir (SR 210)	38%
Bicycle	Dothan	Headland Ave	E Powell St	E Wilson St	34%
Bicycle	Dothan	E/W Main St (US-84B) – I	Ross Clark Cir (SR 210)	Girard Ave	32%
Bicycle	Dothan	E/W Main St (US-84B) – II	St. Andrews St	Ross Clark Cir (AL-210)	28%

The following table summarizes the share-the-road facility projects included in the long-term phase.

Long-Term Phase Share-the-Road Facility Project Summary

Facility	Location	Roadway	From	To	Score
STR	Dothan	Honeysuckle Rd	Timbers Dr	W Main St (US-84)	40%
STR	Dothan	Fortner St	Woodland Dr (SR 52)	S Saint Andrews St	38%
STR	Dothan	E/W Main St (US-84B)	Ross Clark Cir (SR 210)	Ross Clark Cir (SR 210)	38%
STR	Dothan	Denton Rd	Ross Clark Cir (SR 210)	Montgomery Hwy (US-231)	33%
STR	Dothan	US-231	N Park Ave	E of Denton Rd	32%
STR	Dothan	US-84	Ross Clark Cir (SR 210)	N Beverlye Rd	15%
STR	Dothan	US-84	Flowers Chapel Rd	Honeysuckle Rd	5%
STR	Dothan	US-84	Honeysuckle Rd	Ross Clark Cir (AL-210)	5%

The following table summarizes the pedestrian facility projects included in the long-term phase.

Long-Term Phase Pedestrian Facility Project Summary

Facility	Location	Roadway	From	To	Score
Sidewalk	Dothan	US-231/Montgomery Hwy	N Park Ave	Denton Rd	71%
Sidewalk	Dothan	N Park Ave	Chickasaw St	Montgomery Hwy (US-231B)	68%
Sidewalk	Dothan	S Park Ave – I	W Main St (US-84B)	Suzanna St	61%
Sidewalk	Dothan	W Main St (US-84B) – I	Westchester Dr	W of N Iroquois Ave	59%
Sidewalk	Dothan	Suzanna St	S Park Ave	S Edgewood Dr	58%
Sidewalk	Dothan	Denton Rd	Montgomery Hwy (US-231B)	Ross Clark Cir (SR 210)	54%
Sidewalk	Dothan	Westgate Pkwy – I	US-431	Dothan High School	49%
Sidewalk	Midland City	CR 59	Halie St (Dale Co HS)	Kimberly St	47%
Sidewalk	Dothan	Fortner St – I	Ross Clark Cir (SR 210)	Woodland Dr (SR 52)	47%
Sidewalk	Dothan	S Park Ave – II	Ross Clark Cir (SR 210)	Mendheim Dr	47%
Sidewalk	Dothan	Reeves St (US-431B)	N Oates St (US-231B)	N Leona St	46%
Sidewalk	Rehobeth	CR 203	Rehobeth Community Park	Leonard Dr	44%
Sidewalk	Dothan	Bracewell Ave	Clark St	W Main St (US-84B)	44%
Sidewalk	Dothan	W Main St (US-84B) – II	Ross Clark Cir (SR 210)	Cherokee Ave	39%
Sidewalk	Dothan	Chickasaw St	N Cherokee Ave	N Park Ave	39%
Sidewalk	Dothan	Westgate Pkwy – II	Denton Rd	Harrison Rd	36%
Sidewalk	Dothan	Flowers Chapel Rd	Brannon Stand Rd (AL-605)	Proposed Greenway	31%
Sidewalk	Dothan	S Oates St (US-231B)	Ross Clark Cir (AL-210)	Hodgesville Rd	29%
Sidewalk	Dothan	John Odom Rd – I	W Main St (US-84)	Whatley Dr	27%
Sidewalk	Pinckard	Old Campbellton Highway	SR 134	Borland Ave	24%
Sidewalk	Dothan	Fortner St – II	Ironwood Way	Honeysuckle Rd	19%
Sidewalk	Rehobeth	Malvern Rd	Rehobeth Middle School	CR 203	19%
Sidewalk	Dothan	Whatley Dr	John Odom Rd	N Shady Lane	14%
Sidewalk	Dothan	John Odom Rd – II	Selkirk Dr	Montgomery Hwy (US-231)	10%
Sidewalk	Headland	Cleveland St	Magnolia Tr	US-431	0%

Several bicycle facilities included in the long-term phase are likely best as share-the-road facilities due to roadway context and industry guidance. However, if given the opportunity, exclusive bicycle facilities could certainly be installed as a long-term option. The following facilities fall into this category:

- Montana Street / Chickasaw St from West Main Street to North Oates St
- South St. Andrews Street from East Carroll Street to East Selma Street
- North Range Street from East Main Street to East Burdeshaw Street
- Chickasaw Street from Montana Street to North Range Street
- Stadium Street from South Park Avenue to West Selma Street
- East Carroll Street from South Oates Street to Moss Street
- Moss Street / Dexter Street / Coe Street from Rollins Avenue to 3rd Avenue
- Headland Avenue from East Powell Street to East Wilson Street



8 ACTIONABLE PLAN

Proposed Projects

Proposed projects are the way the improvements recommended in this *Bicycle, Pedestrian, and Greenway Master Plan* are put into action. Improvement projects provide solutions to the issues identified. Proposed improvement projects are divided into three (3) categories: short-term, mid-term, and long-term. The planning, investment, and benefits involved varies depending on the term of the project.

Short-Term Projects

Short-term projects are those that can be implemented in the near future. These projects are generally smaller in scale and cost. They can be accomplished by existing maintenance staff or under smaller contracts. These projects can provide immediate solutions to existing issues, and the benefits of these projects can be realized by the community while more planning is needed for mid-term and long-term projects.



Mid-Term Projects

Mid-term projects are those that need more time and investment to be implemented. These projects tend to have scale and cost that do not allow them to be implemented immediately. These projects can be completed by existing maintenance staff or under mid-sized construction contracts. These projects need the planning and investment of multiple years before they can come to fruition.

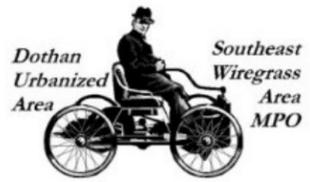
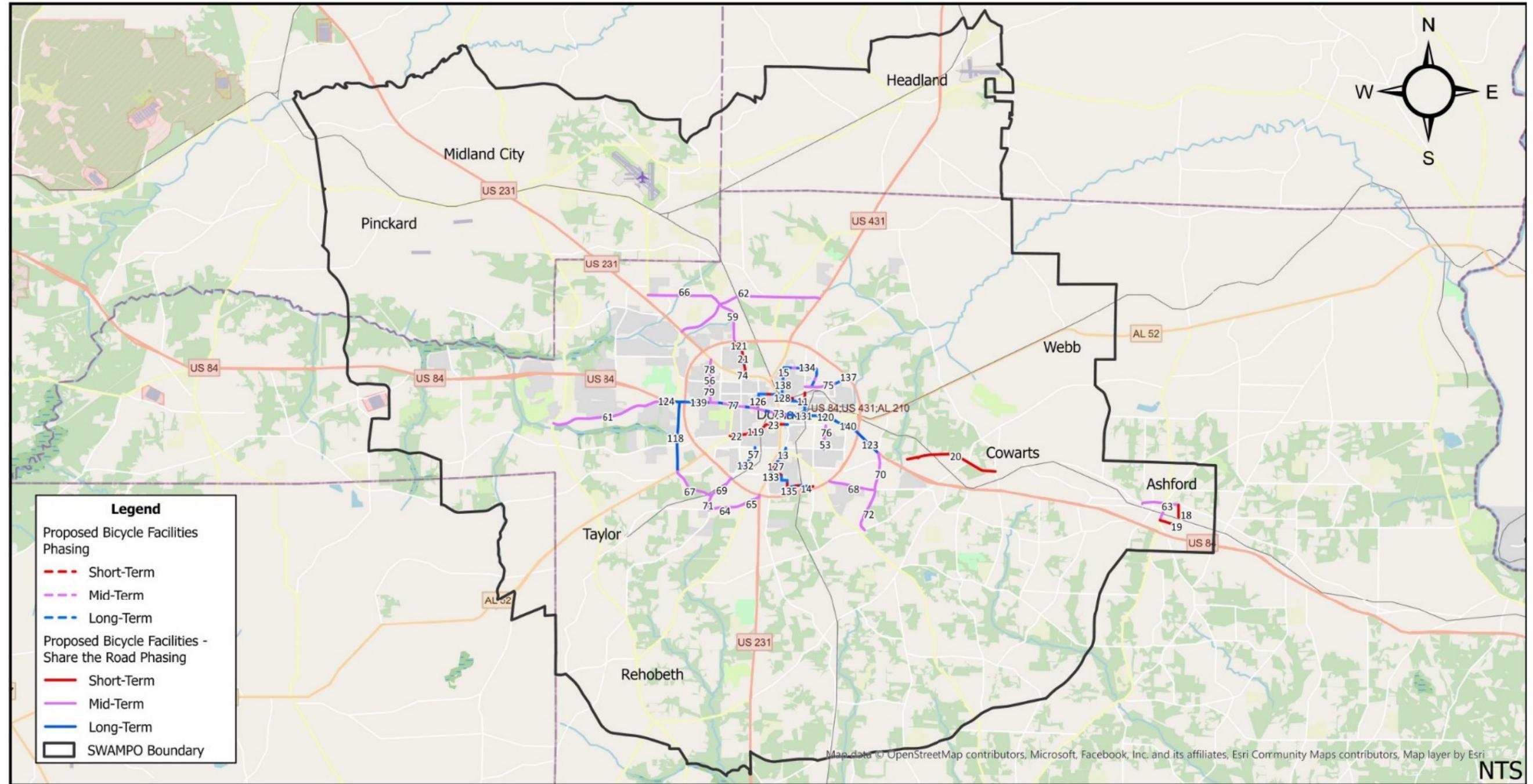
Long-Term Projects

Long-term projects are those that need significant time, planning, and investment to be implemented. These are large-scale projects that require large financial commitments. They are implemented after years of planning and preparation, and they require large amounts of outside help to complete. When implemented, long-term projects tend to have large-scale effects and benefits to the surrounding community. These projects have benefits that can be seen regionally instead of the more localized short-term and mid-term projects.



The following map series depicts the proposed short-term, mid-term, and long-term projects for bicycle, pedestrian, and greenway facilities.

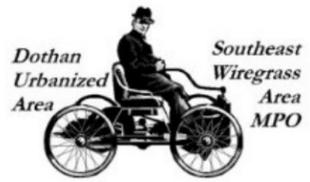
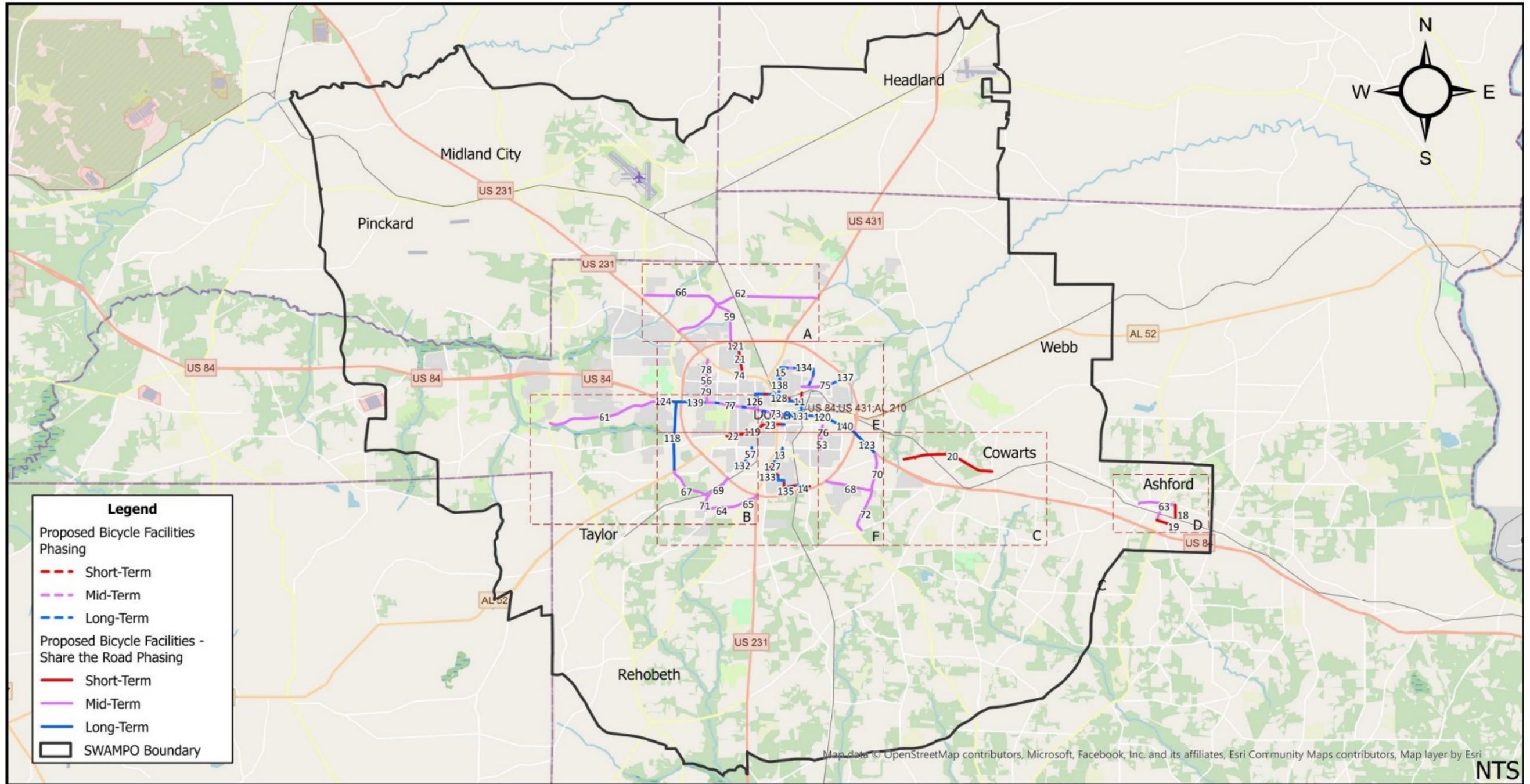
Map 15 – Proposed Bicycle Facilities Phasing



Proposed Bicycle Facilities Phasing Southeast Wiregrass Area MPO Dothan, Alabama



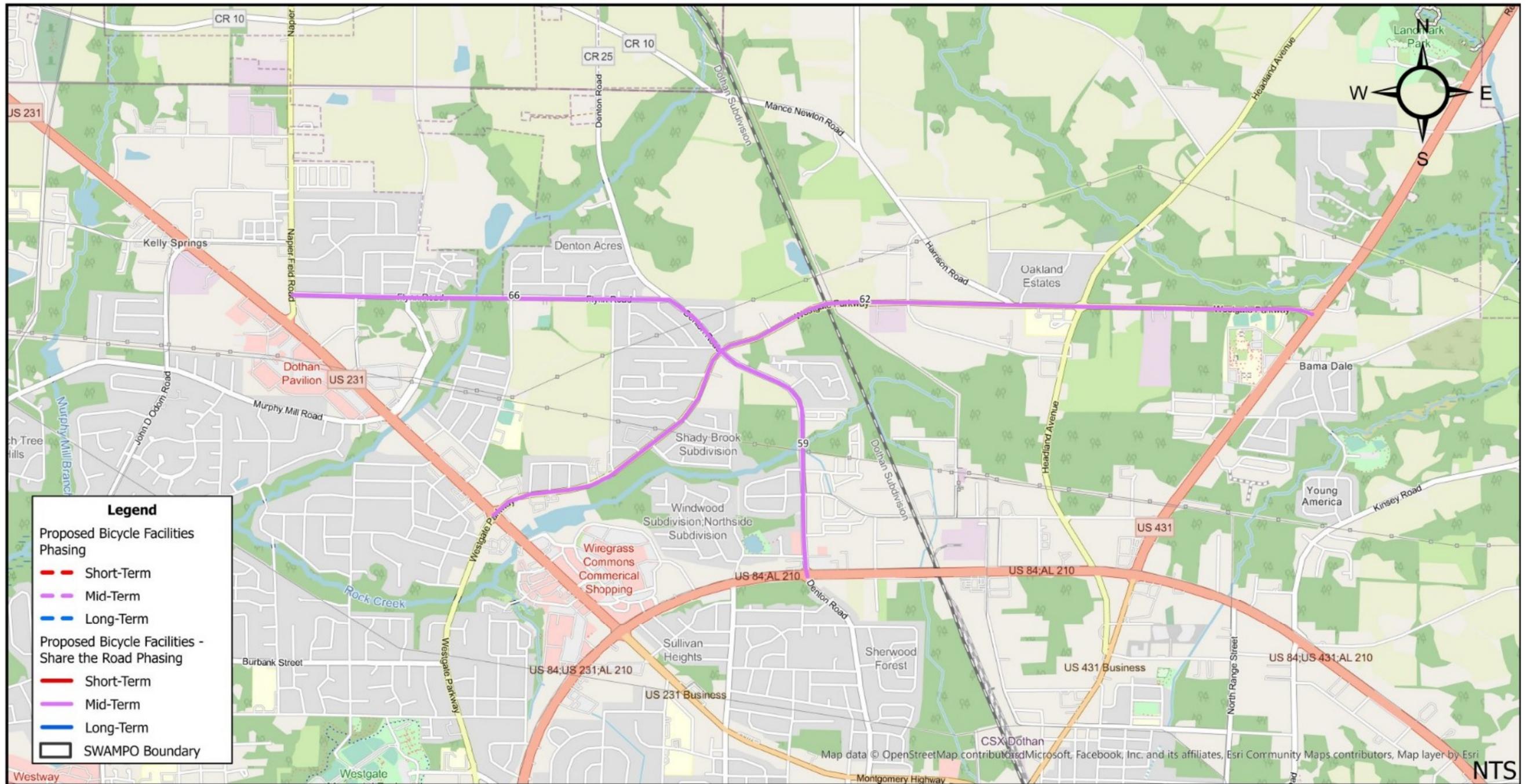
Map 16 – Proposed Bicycle Facilities Phasing – Breakdown



Proposed Bicycle Facilities Phasing Southeast Wiregrass Area MPO Dothan, Alabama



Map 17 – Proposed Bicycle Facilities Phasing – A

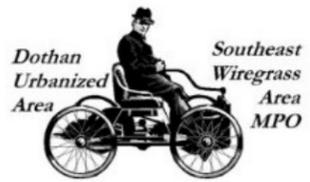
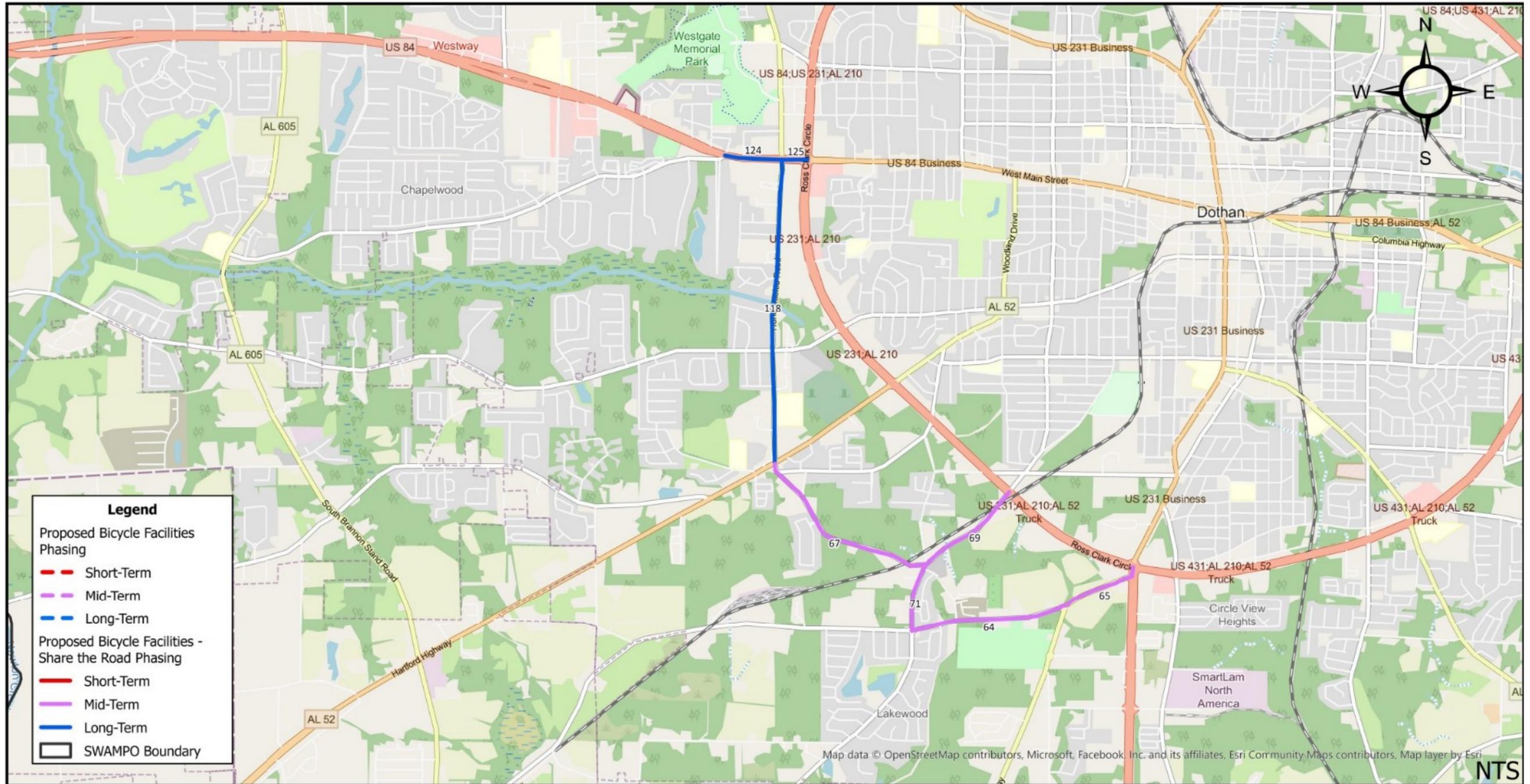


Proposed Bicycle Facilities Phasing Southeast Wiregrass Area MPO Dothan, Alabama



A

Map 18 – Proposed Bicycle Facilities Phasing – B

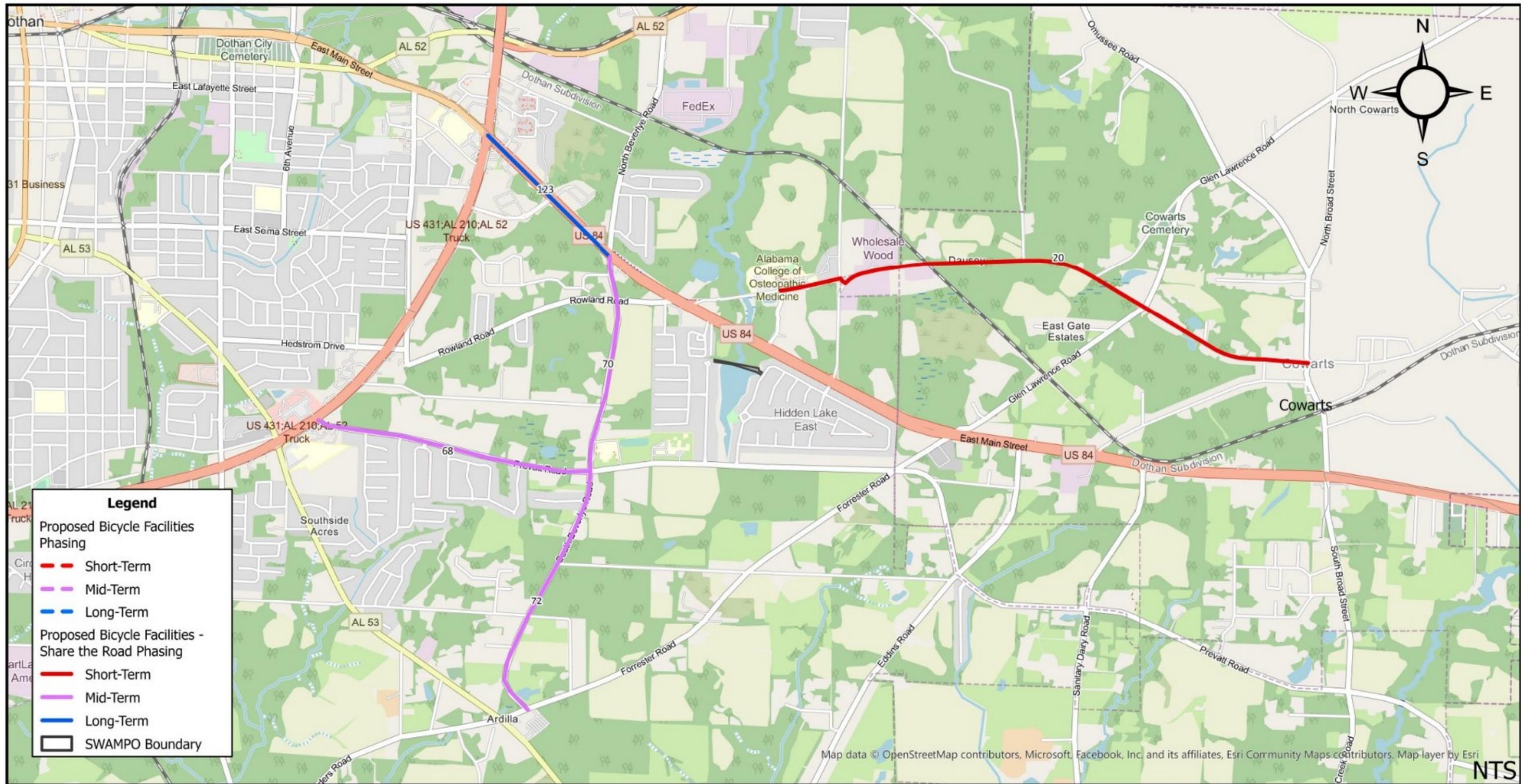


Proposed Bicycle Facilities Phasing Southeast Wiregrass Area MPO Dothan, Alabama



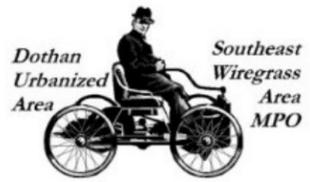
B

Map 19 – Proposed Bicycle Facilities Phasing – C



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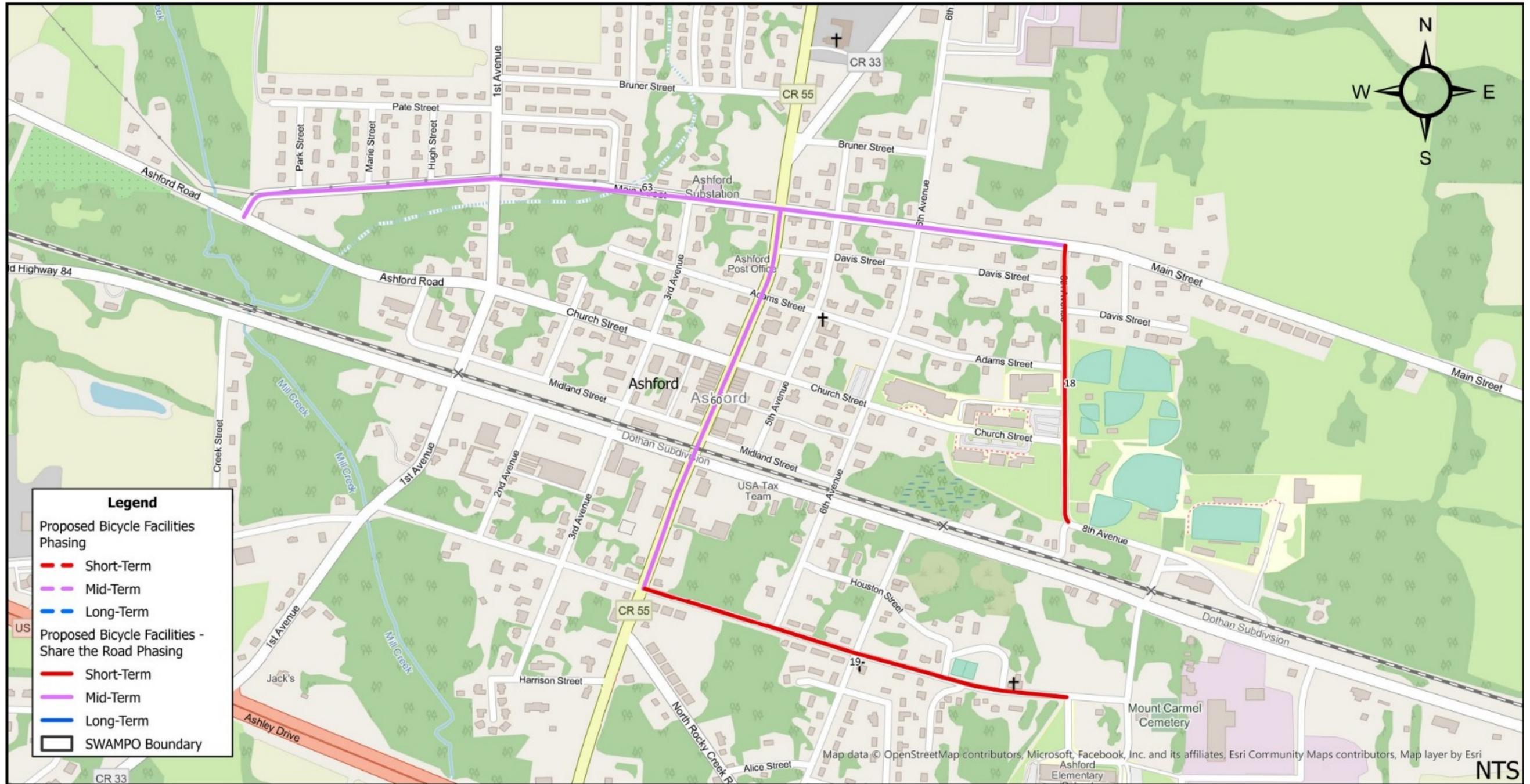


Proposed Bicycle Facilities Phasing Southeast Wiregrass Area MPO Dothan, Alabama



C

Map 20 – Proposed Bicycle Facilities Phasing – D

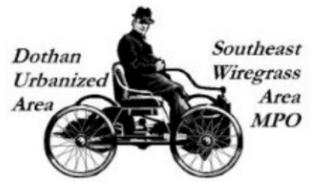
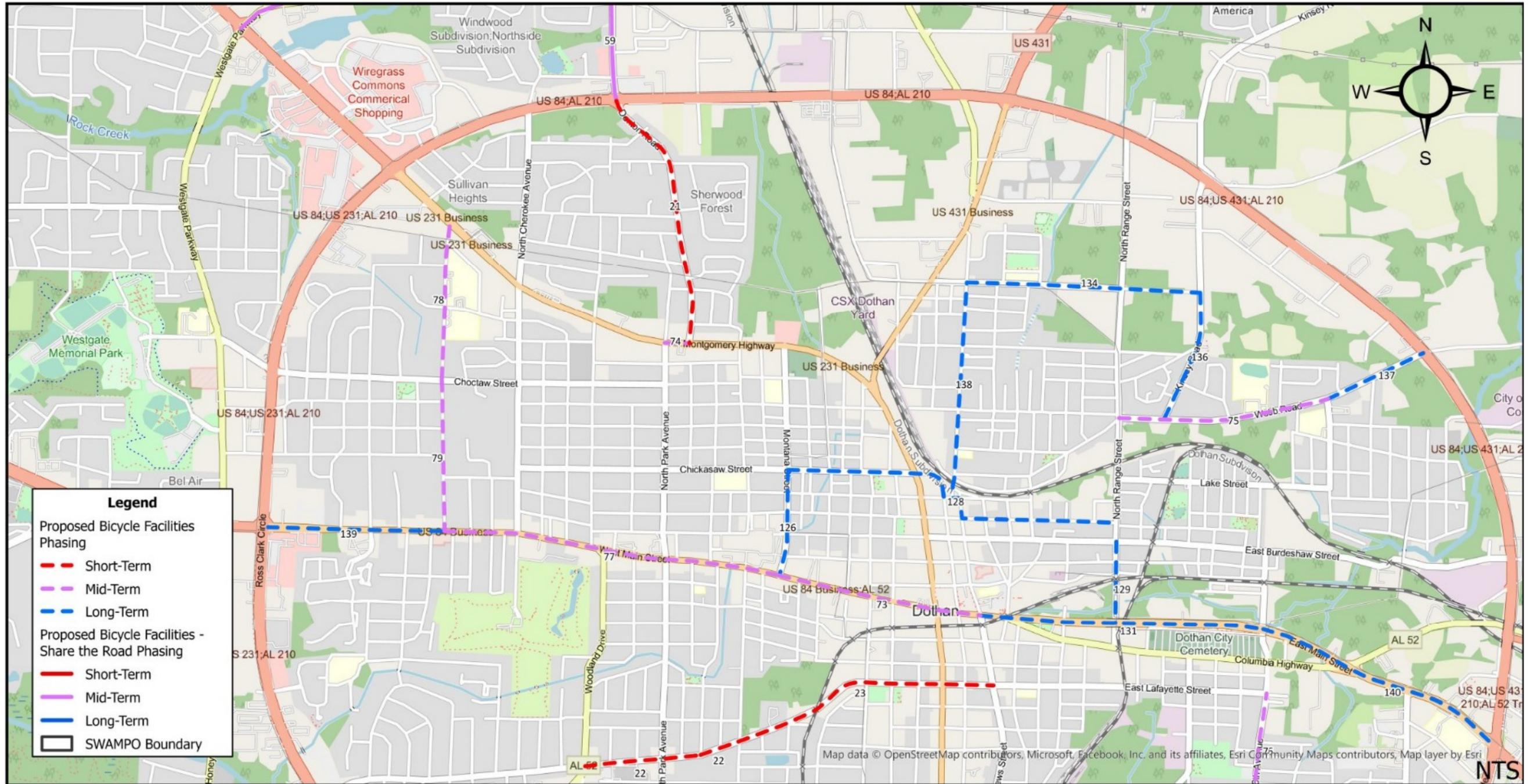


Proposed Bicycle Facilities Phasing Southeast Wiregrass Area MPO Dothan, Alabama



D

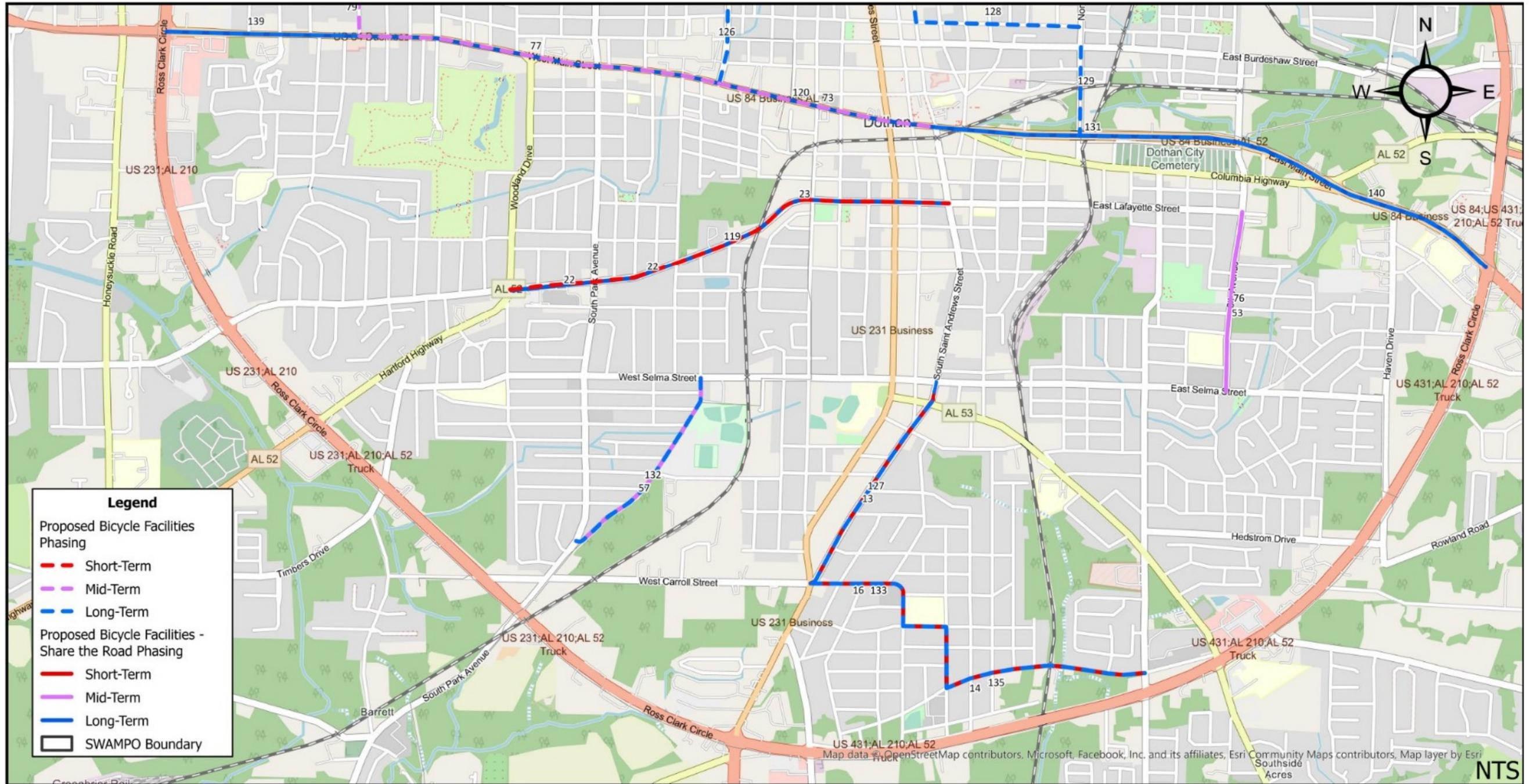
Map 21 – Proposed Bicycle Facilities Phasing – E



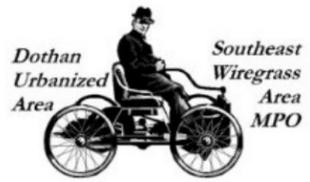
Proposed Bicycle Facilities Phasing Southeast Wiregrass Area MPO Dothan, Alabama



Map 22 – Proposed Bicycle Facilities Phasing – F

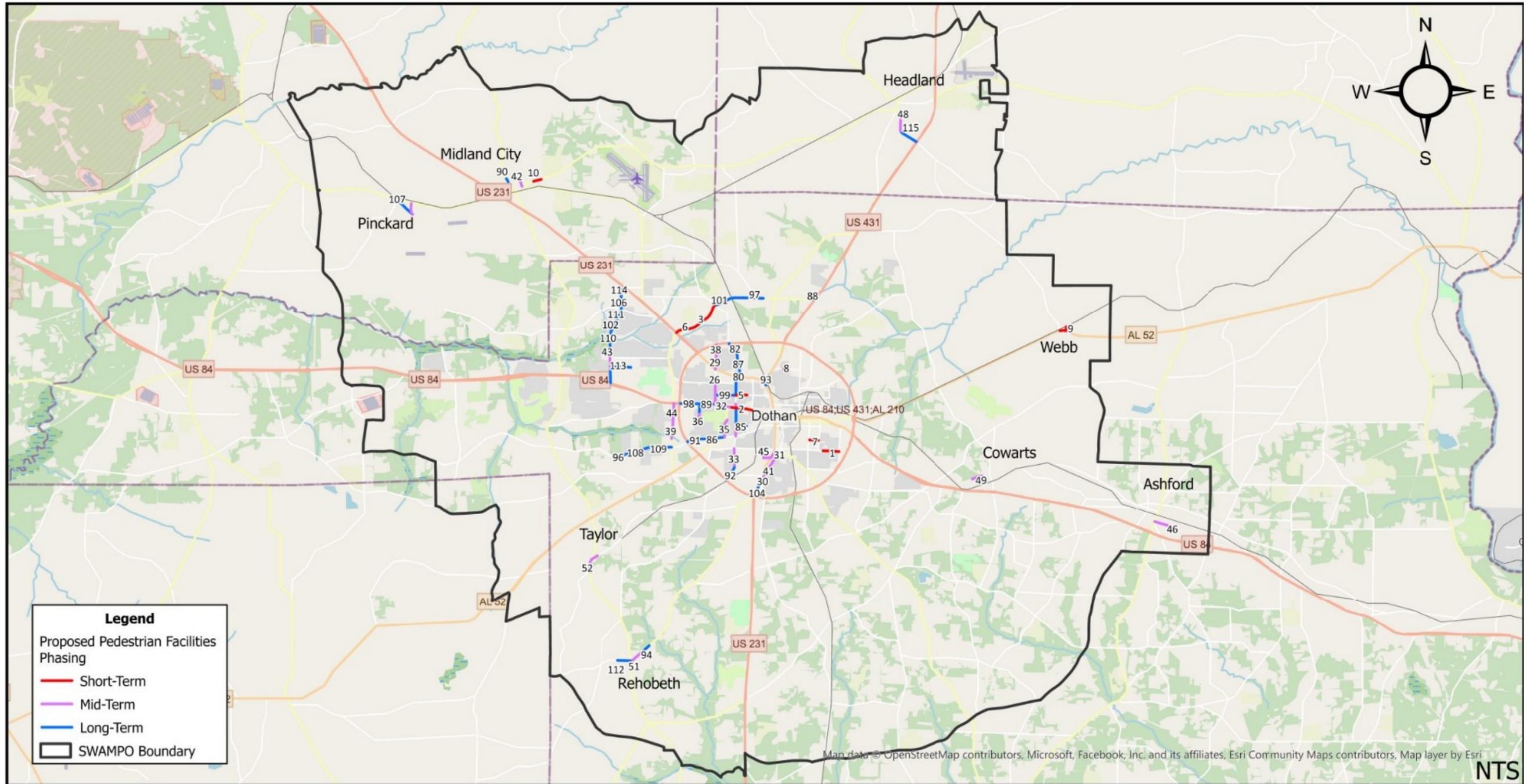


Proposed Bicycle Facilities Phasing Southeast Wiregrass Area MPO Dothan, Alabama



F

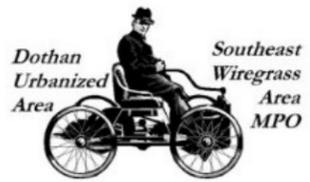
Map 23 – Proposed Pedestrian Facilities Phasing



Legend

- Proposed Pedestrian Facilities Phasing
- Short-Term
- Mid-Term
- Long-Term
- SWAMPO Boundary

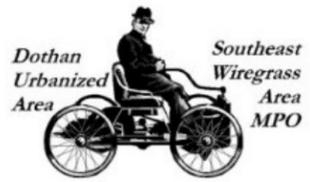
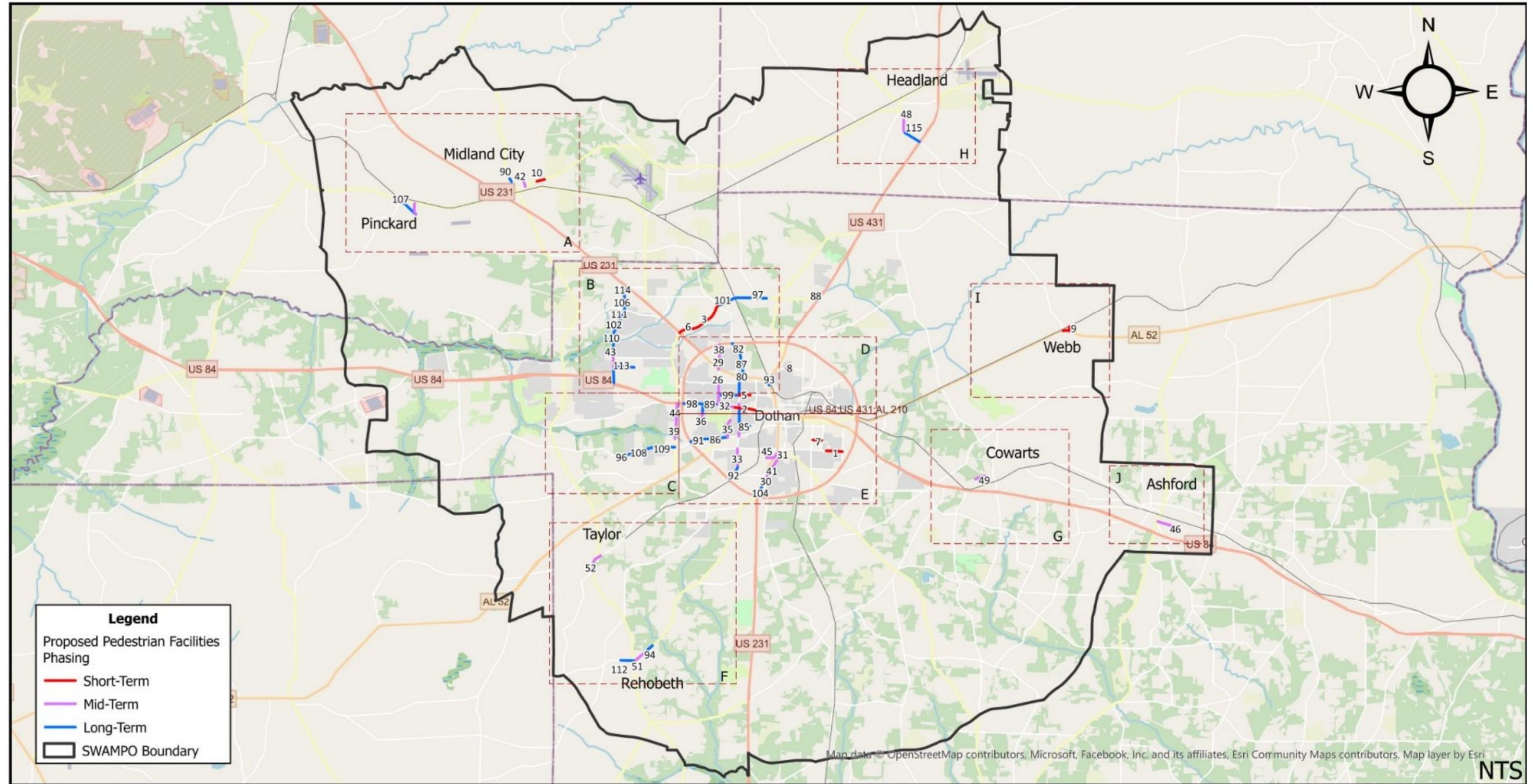
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Proposed Pedestrian Facilities Phasing Southeast Wiregrass Area MPO Dothan, Alabama



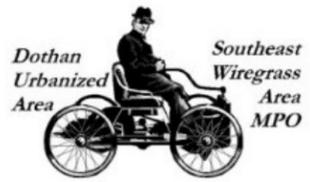
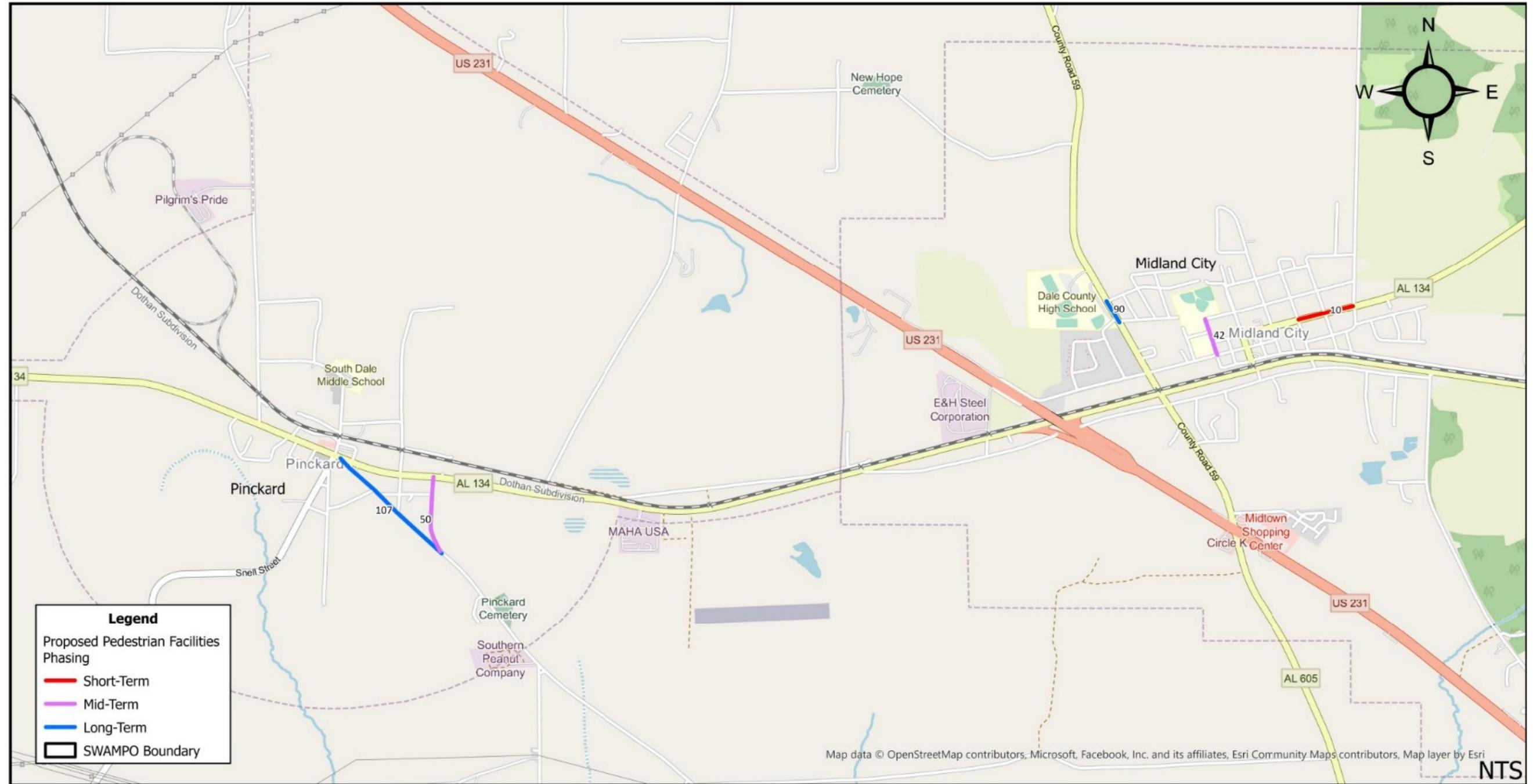
Map 24 – Proposed Pedestrian Facilities Phasing – Breakdown



Proposed Pedestrian Facilities Phasing Southeast Wiregrass Area MPO Dothan, Alabama



Map 25 – Proposed Pedestrian Facilities Phasing – A

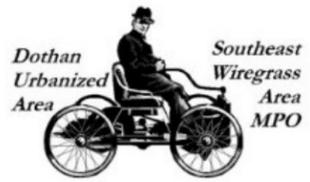
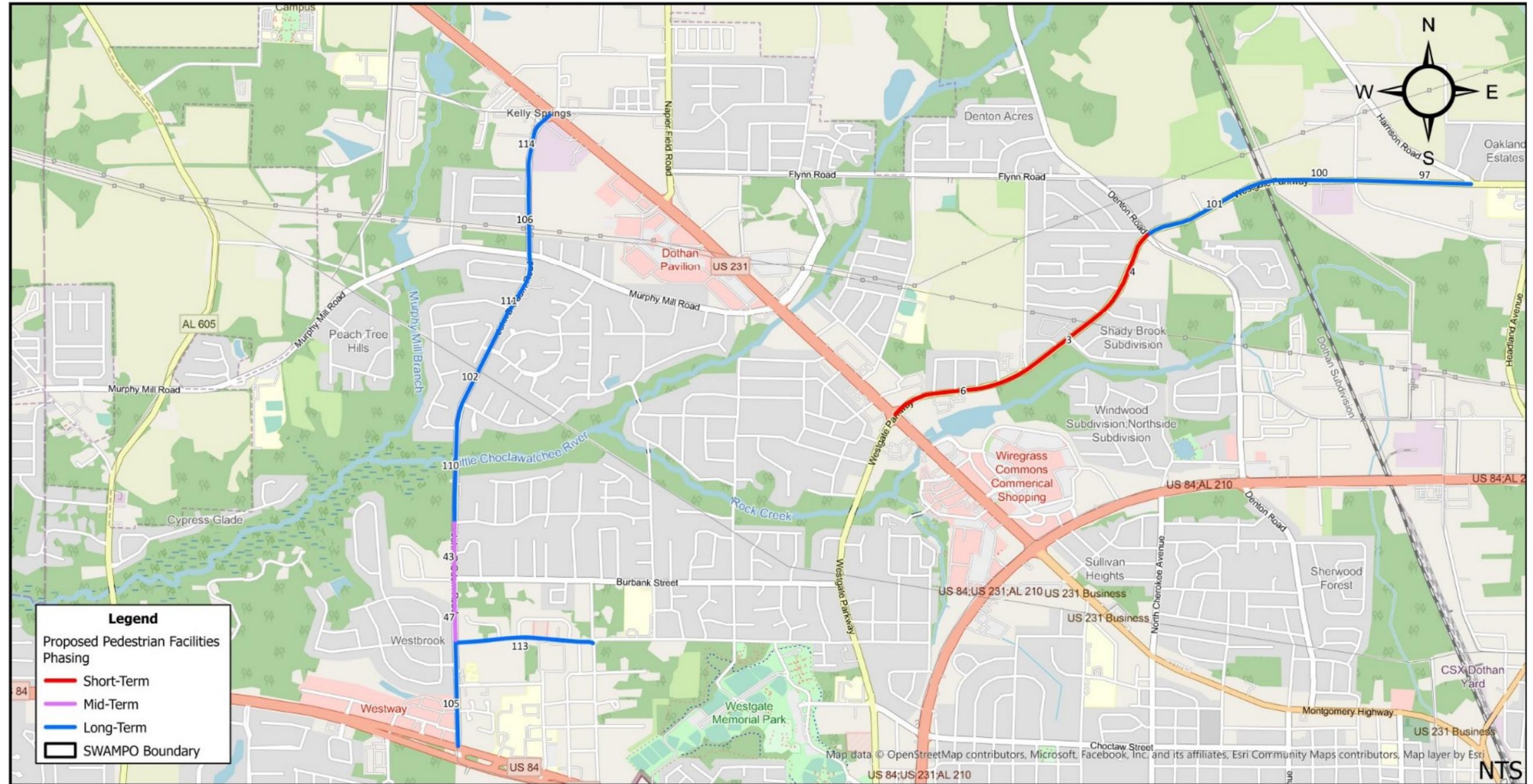


Proposed Pedestrian Facilities Phasing Southeast Wiregrass Area MPO Dothan, Alabama



A

Map 26 – Proposed Pedestrian Facilities Phasing – B

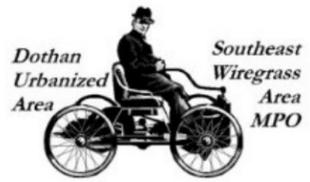
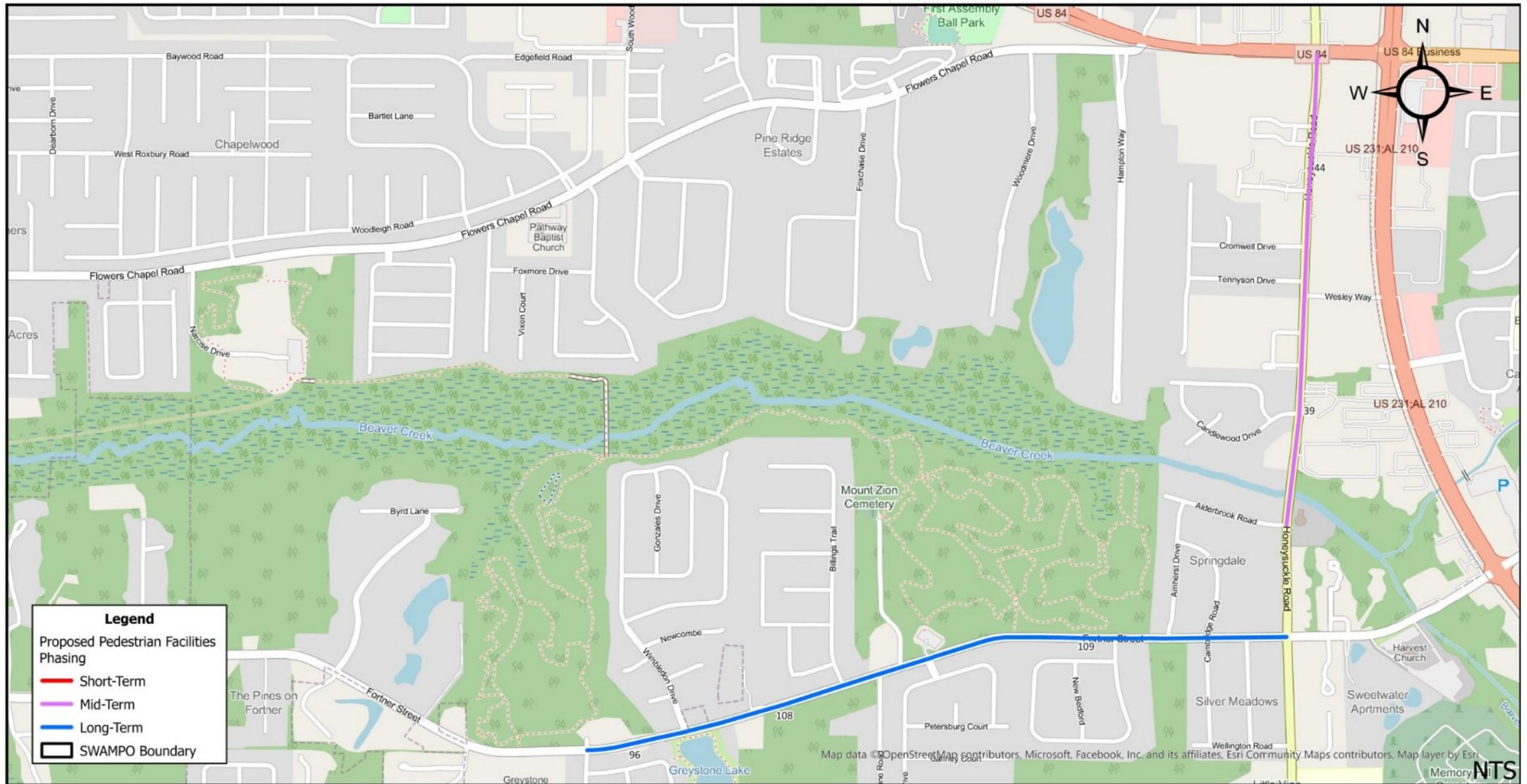


Proposed Pedestrian Facilities Phasing Southeast Wiregrass Area MPO Dothan, Alabama



B

Map 27 – Proposed Pedestrian Facilities Phasing – C

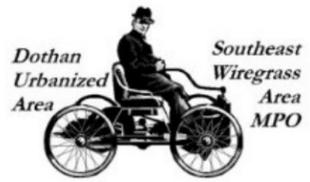
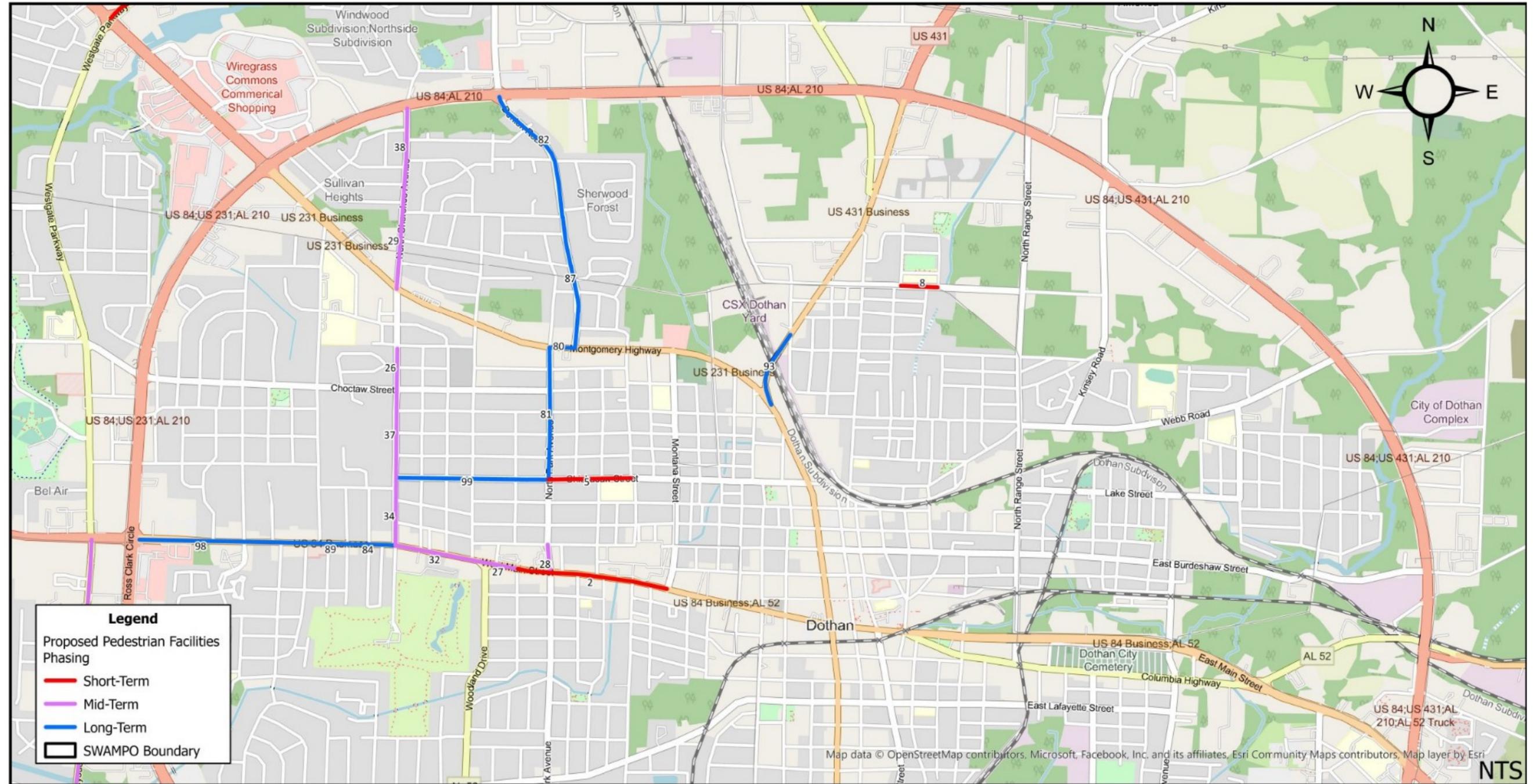


Proposed Pedestrian Facilities Phasing Southeast Wiregrass Area MPO Dothan, Alabama



C

Map 28 – Proposed Pedestrian Facilities Phasing – D

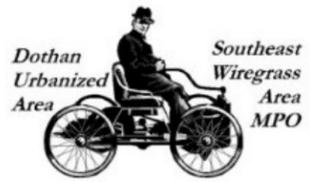
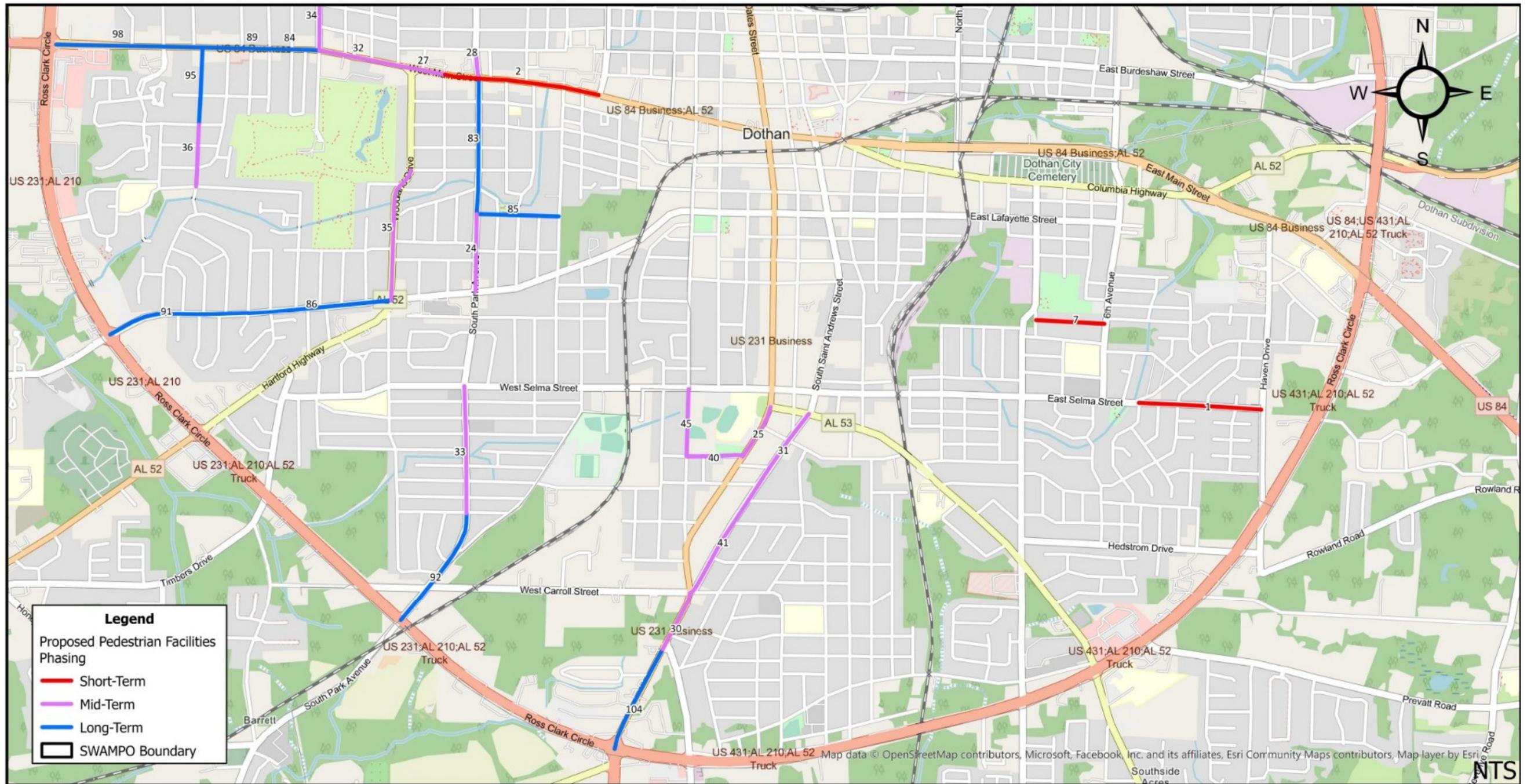


Proposed Pedestrian Facilities Phasing Southeast Wiregrass Area MPO Dothan, Alabama



D

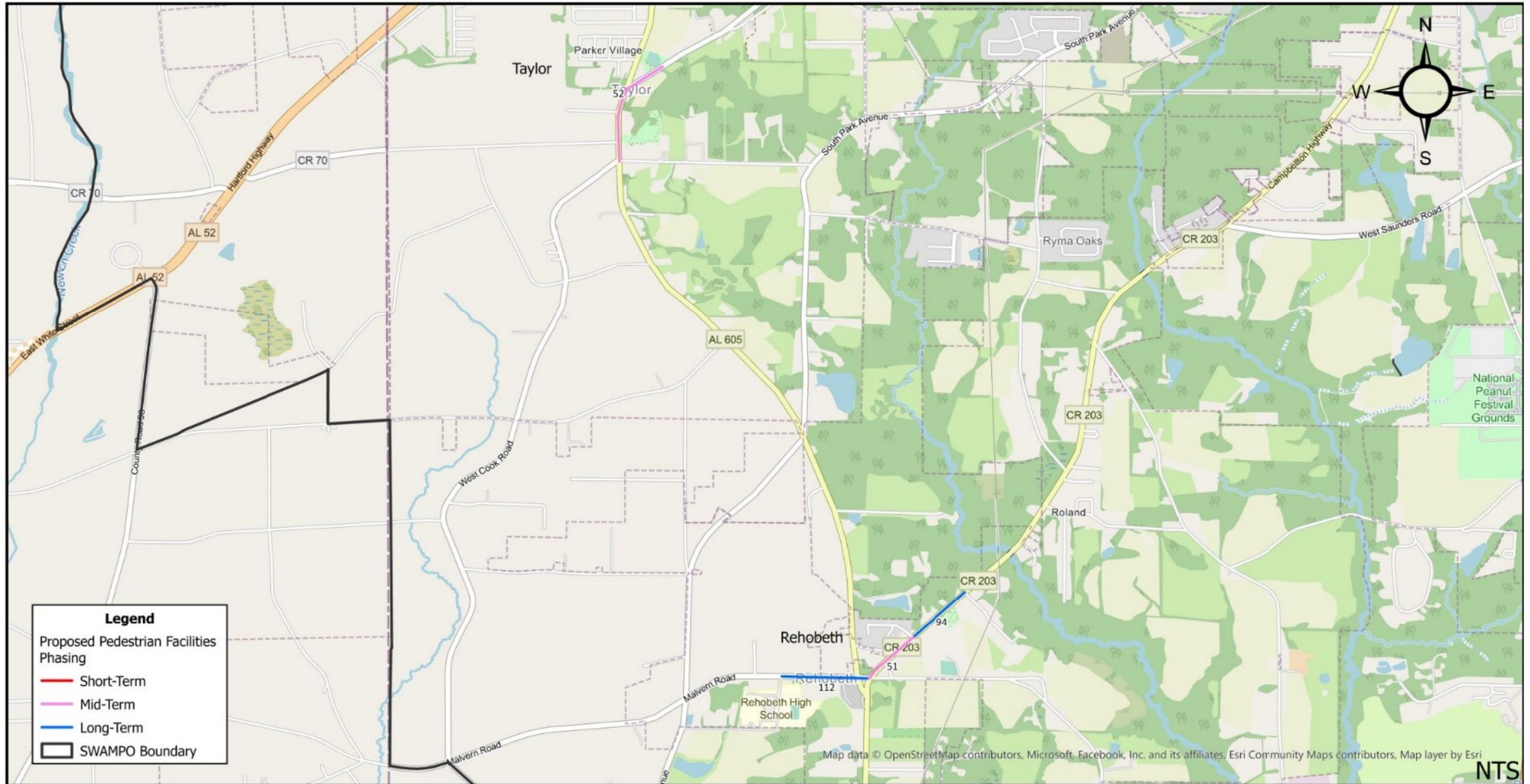
Map 29 – Proposed Pedestrian Facilities Phasing – E



Proposed Pedestrian Facilities Phasing Southeast Wiregrass Area MPO Dothan, Alabama



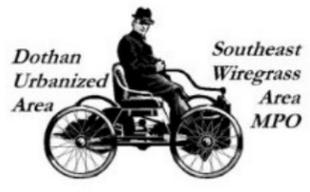
Map 30 – Proposed Pedestrian Facilities Phasing – F



Legend

Proposed Pedestrian Facilities Phasing

- Short-Term
- Mid-Term
- Long-Term
- SWAMPO Boundary

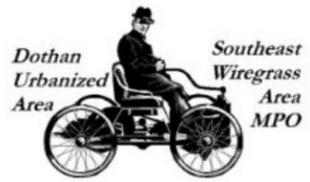
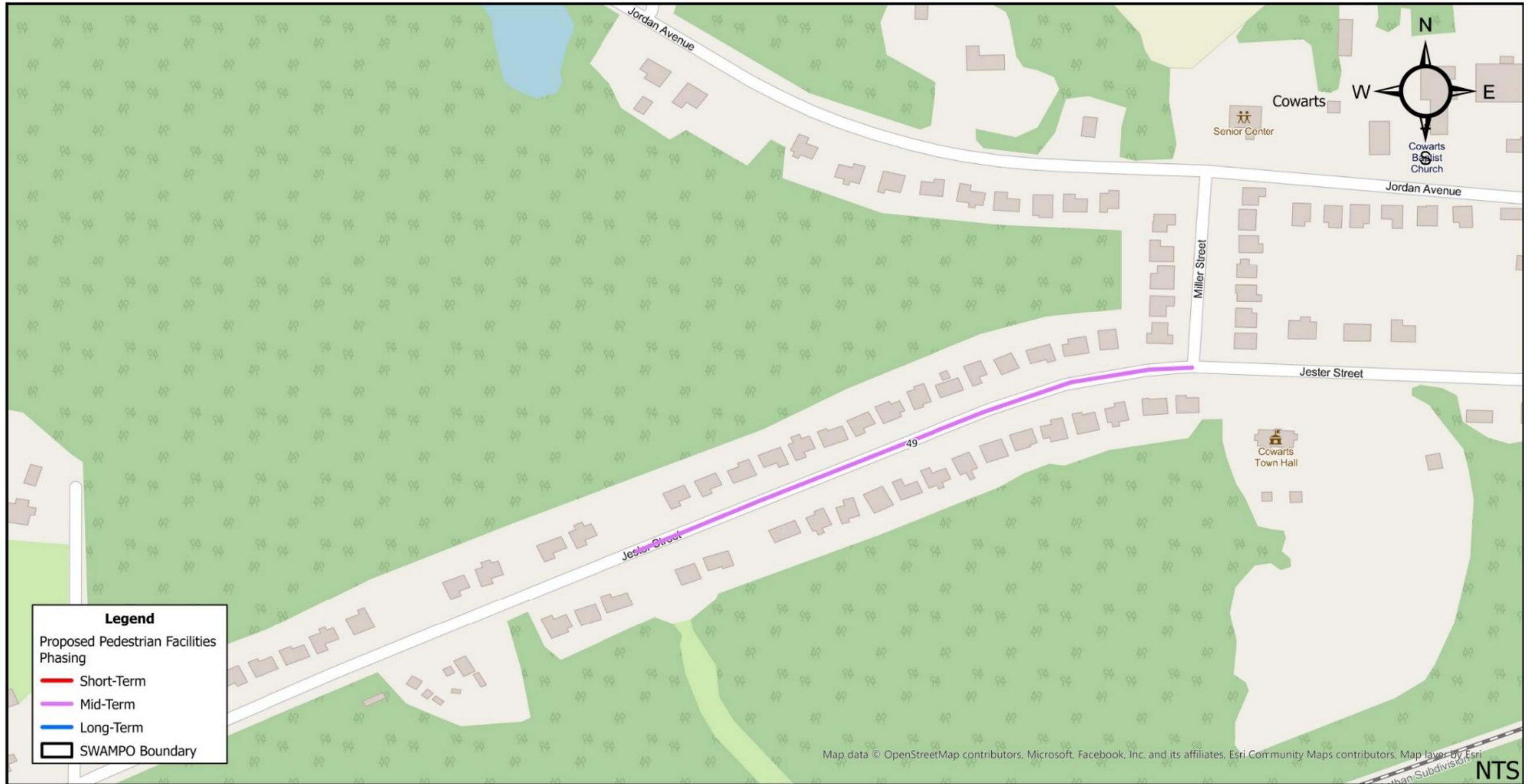


Proposed Pedestrian Facilities Phasing Southeast Wiregrass Area MPO Dothan, Alabama



F

Map 31 – Proposed Pedestrian Facilities Phasing – G

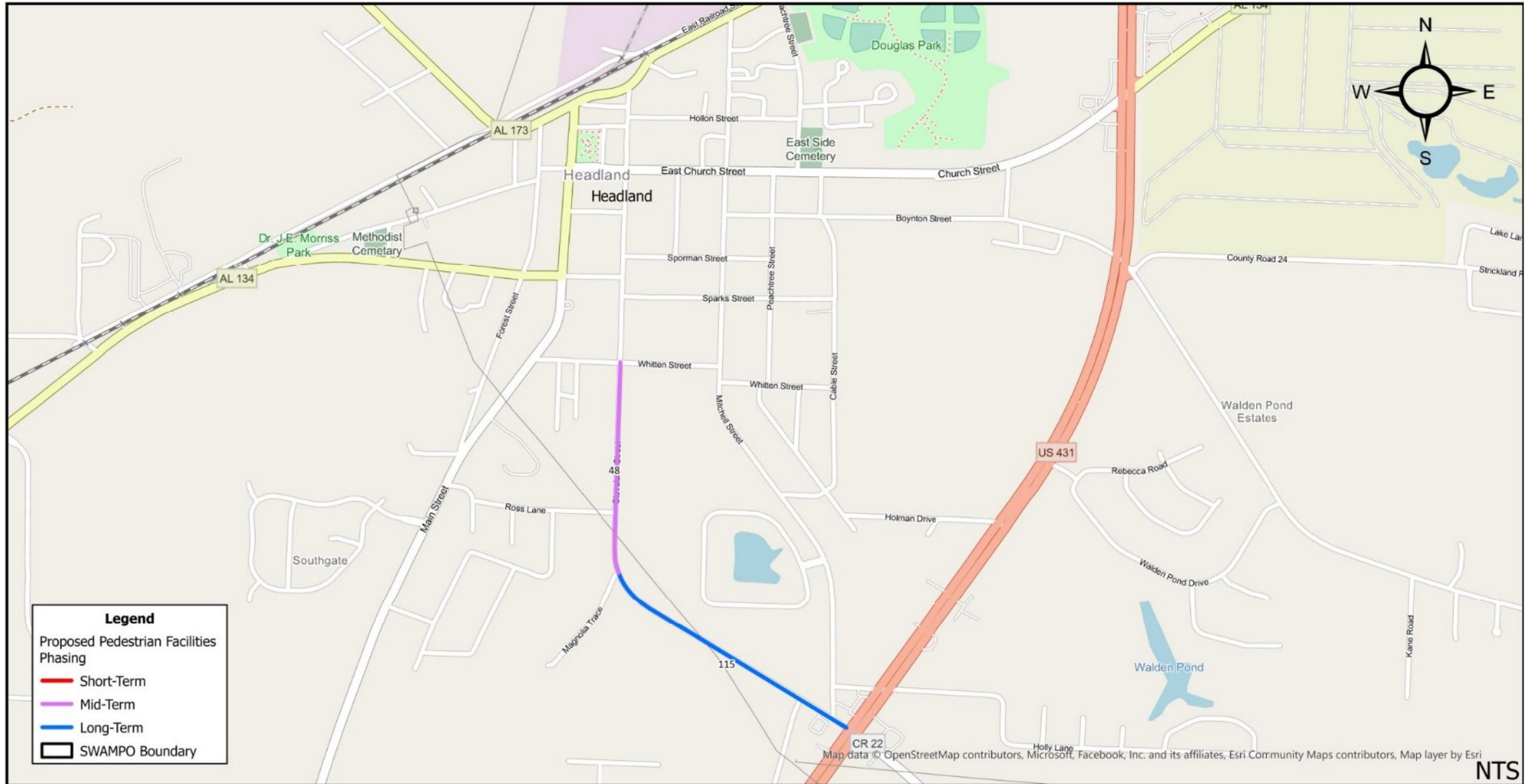


Proposed Pedestrian Facilities Phasing Southeast Wiregrass Area MPO Dothan, Alabama

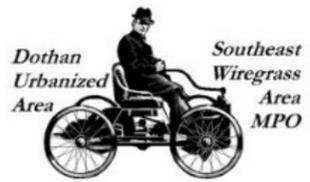


G

Map 32 – Proposed Pedestrian Facilities Phasing – H



NTS



**Proposed Pedestrian Facilities Phasing
 Southeast Wiregrass Area MPO
 Dothan, Alabama**

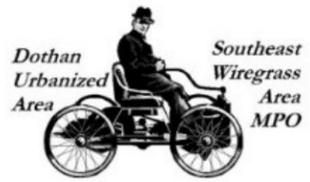


H

Map 33 – Proposed Pedestrian Facilities Phasing – I



NTS

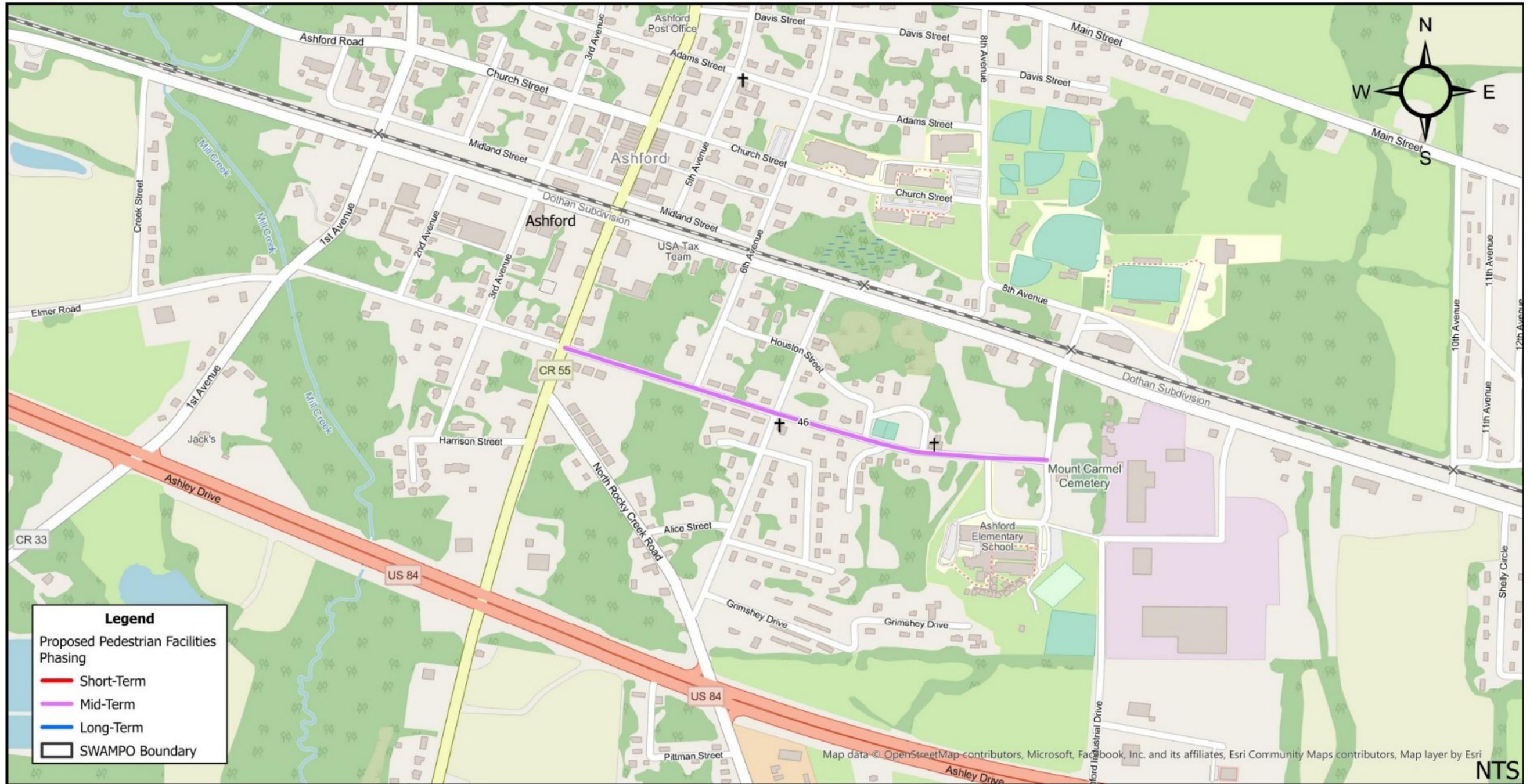


Proposed Pedestrian Facilities Phasing Southeast Wiregrass Area MPO Dothan, Alabama



I

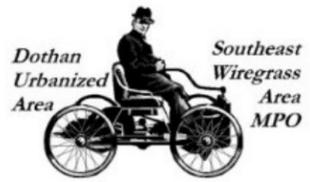
Map 34 – Proposed Pedestrian Facilities Phasing – J



Legend

Proposed Pedestrian Facilities Phasing

- Short-Term
- Mid-Term
- Long-Term
- ▭ SWAMPO Boundary

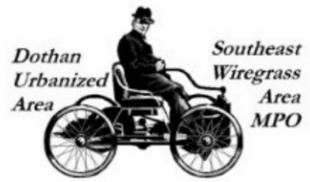
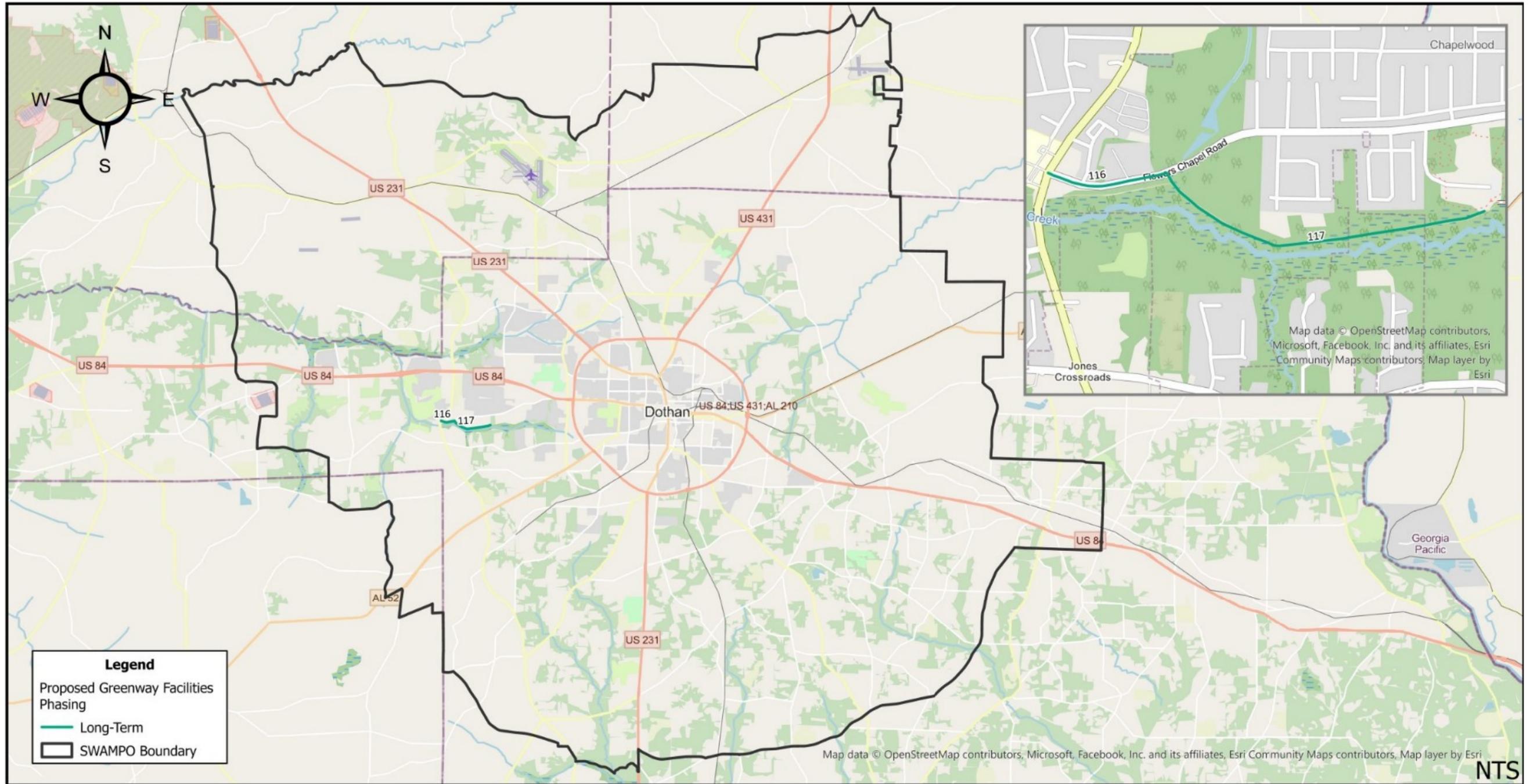


Proposed Pedestrian Facilities Phasing Southeast Wiregrass Area MPO Dothan, Alabama



J

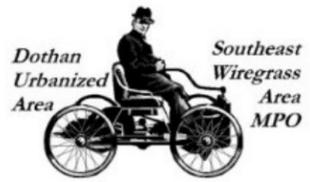
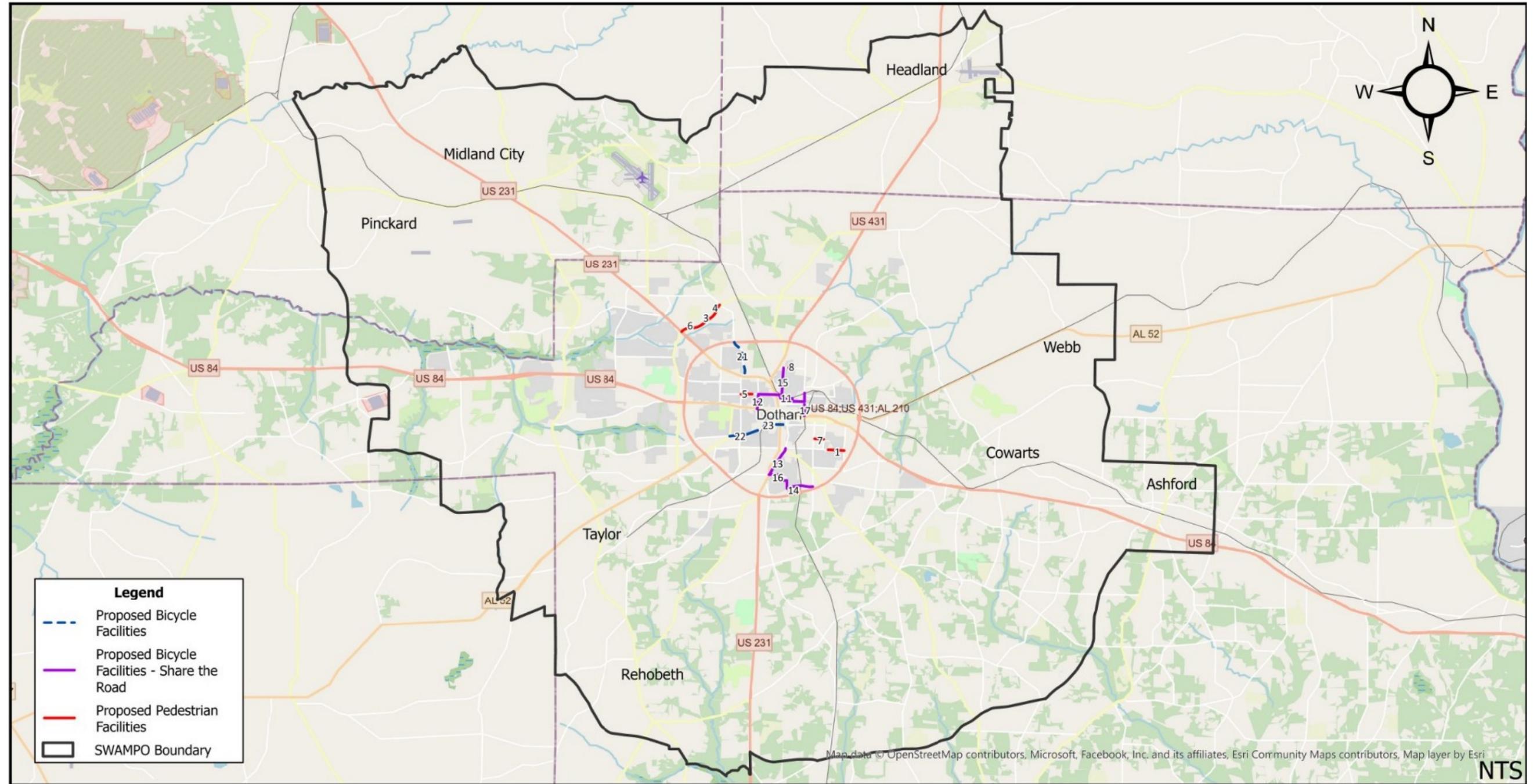
Map 35 – Proposed Greenway Facilities Phasing



Proposed Greenway Facilities Phasing Southeast Wiregrass Area MPO Dothan, Alabama



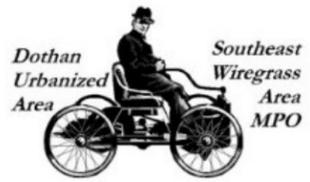
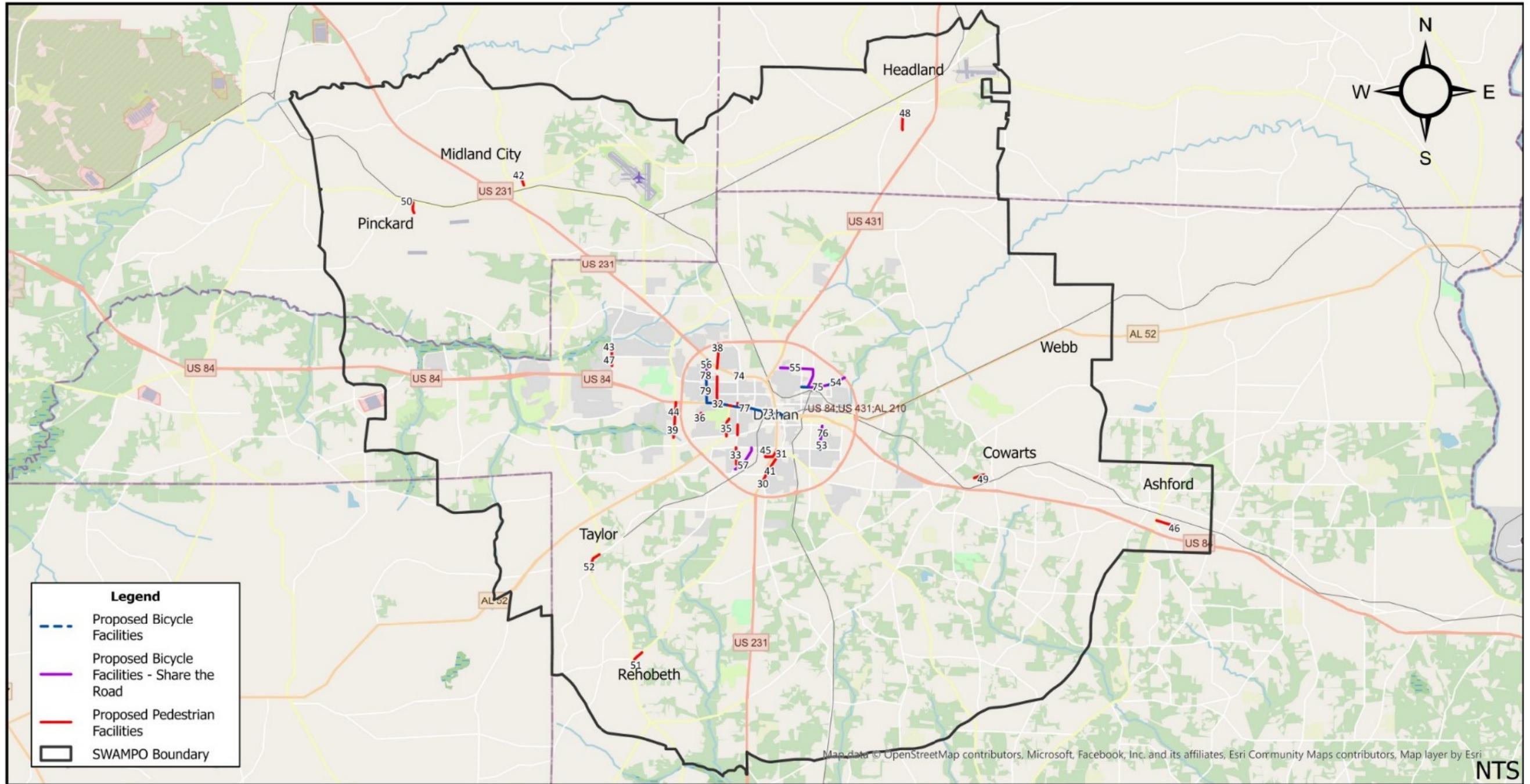
Map 36 – Proposed Bicycle, Pedestrian, and Greenway Facilities Short-Term



Proposed Bicycle, Pedestrian, and Greenway Facilities Short-Term
Southeast Wiregrass Area MPO
Dothan, Alabama



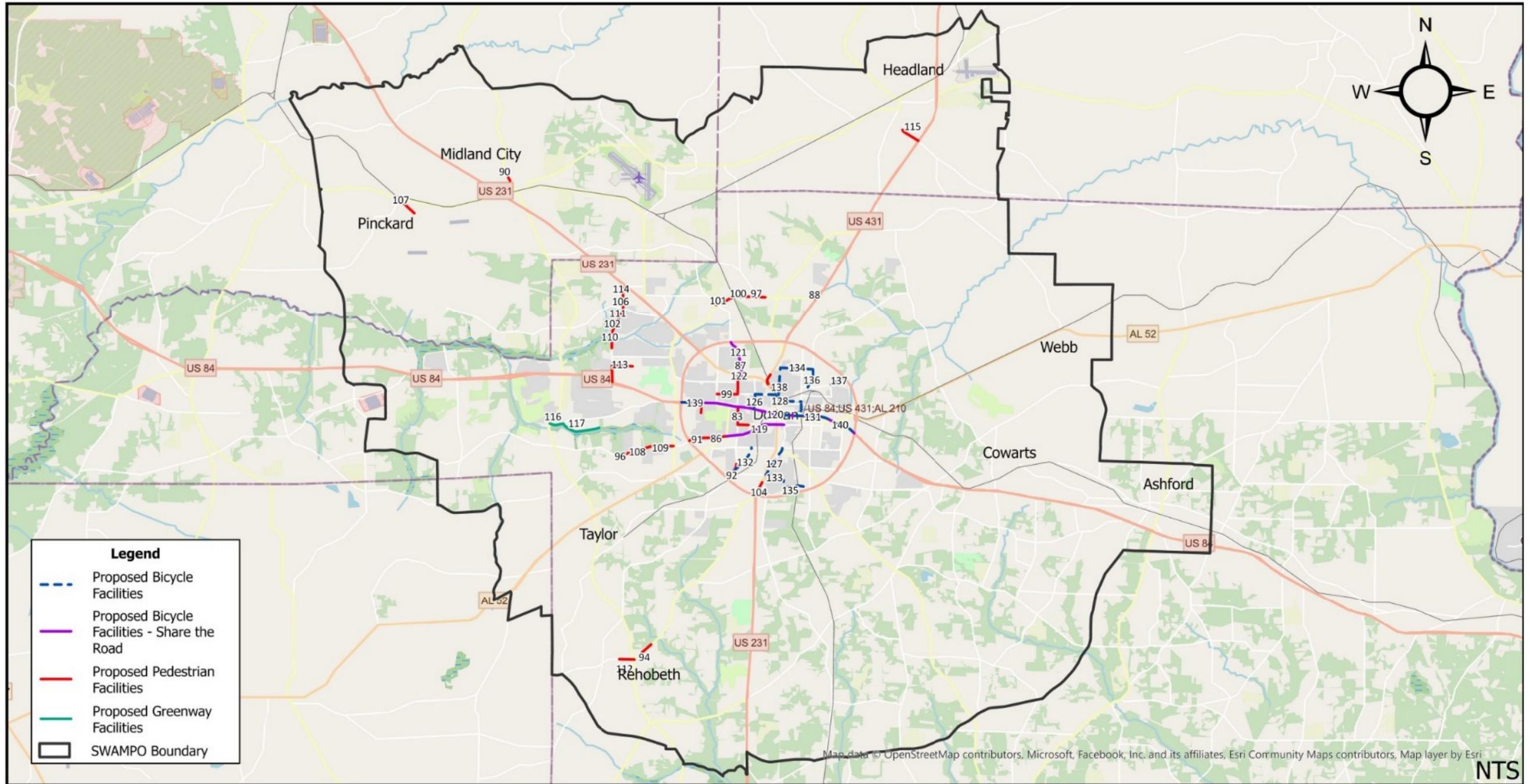
Map 37 – Proposed Bicycle, Pedestrian, and Greenway Facilities Mid-Term



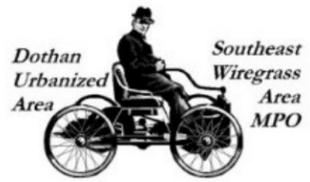
Proposed Bicycle, Pedestrian, and Greenway Facilities Mid-Term
Southeast Wiregrass Area MPO
Dothan, Alabama



Map 38 – Proposed Bicycle, Pedestrian, and Greenway Facilities Long-Term



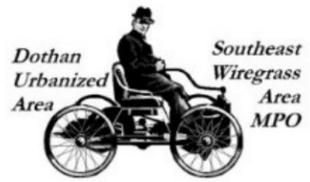
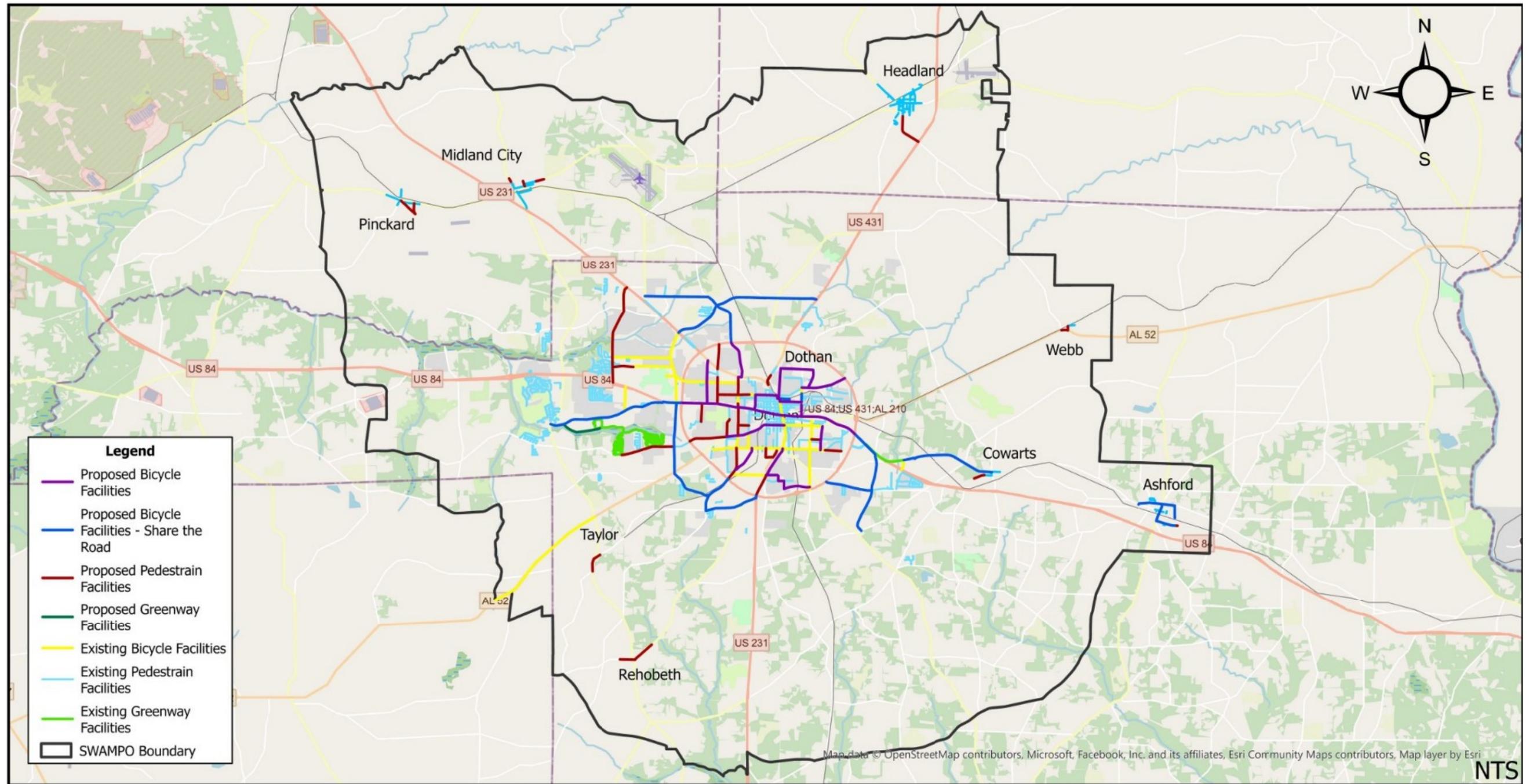
NTS



Proposed Bicycle, Pedestrian, and Greenway Facilities Long-Term
Southeast Wiregrass Area MPO
Dothan, Alabama



Map 39 – All Existing and Proposed Bicycle, Pedestrian, and Greenway Facilities



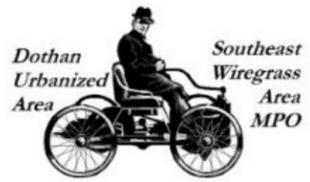
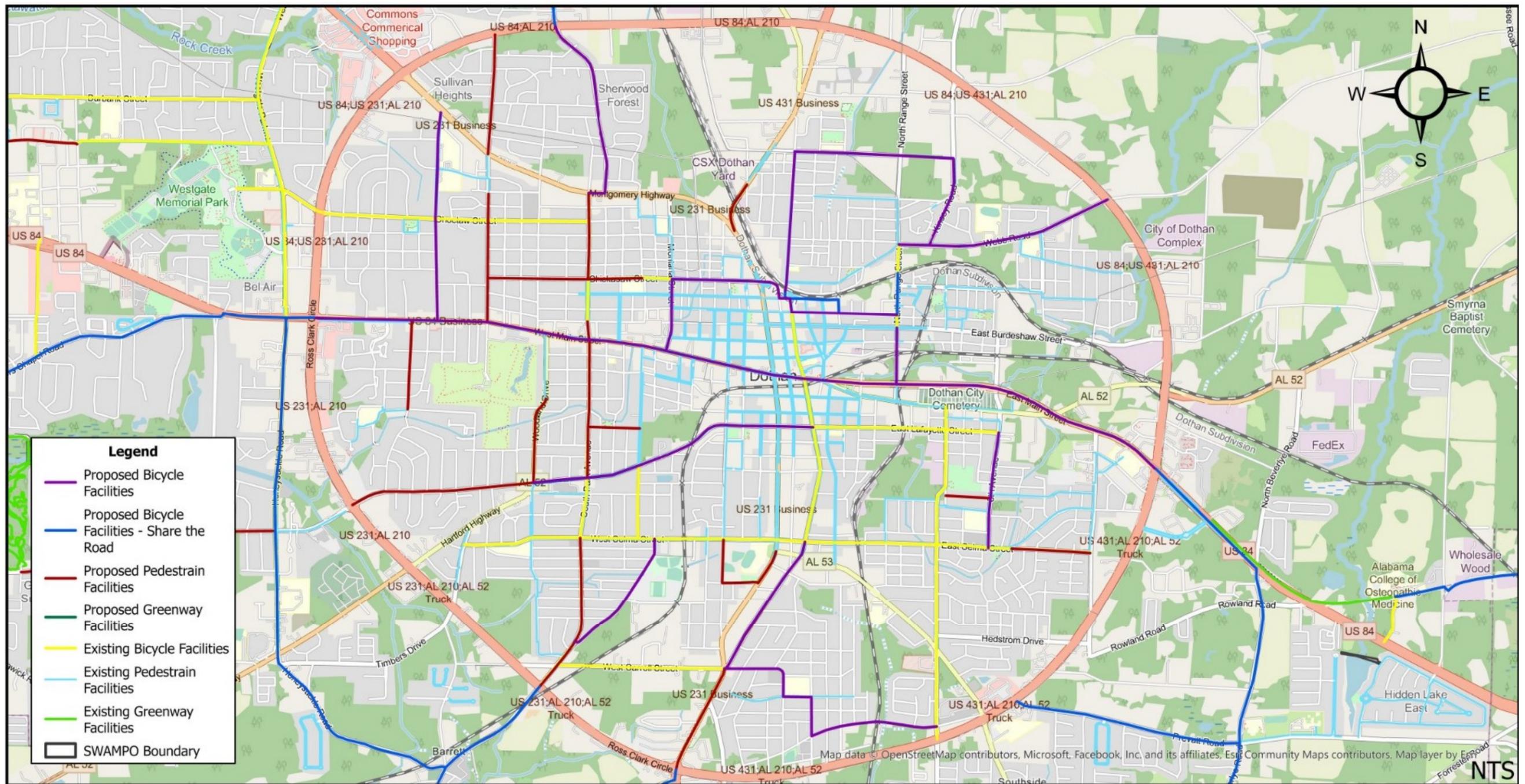
Existing and Proposed Bicycle, Pedestrian, and Greenway Facilities

Southeast Wiregrass Area MPO

Dothan, Alabama



Map 40 – All Existing and Proposed Bicycle, Pedestrian, and Greenway Facilities Detailed



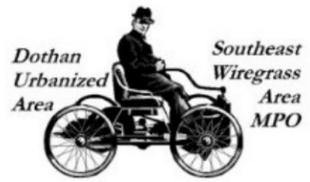
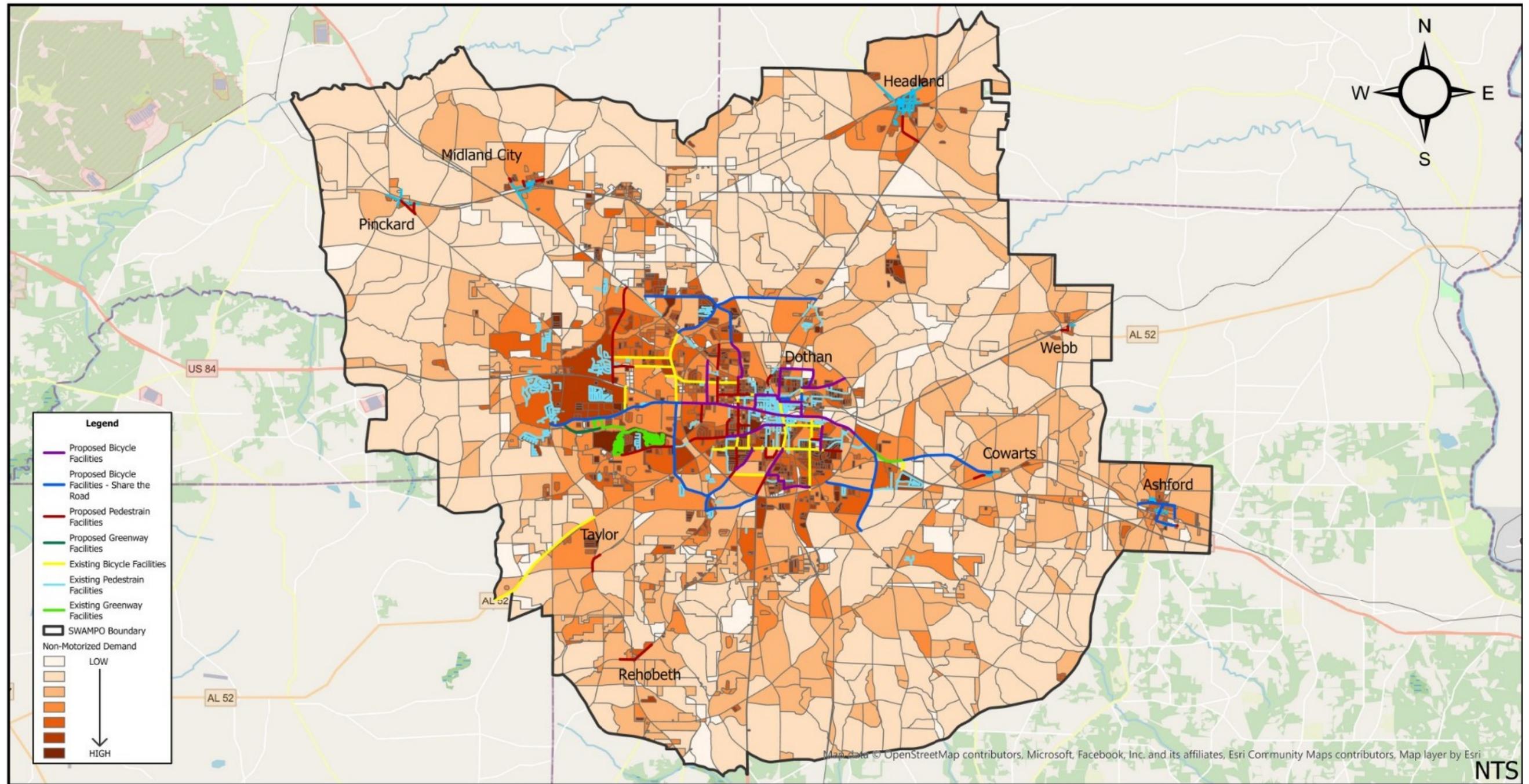
Existing and Proposed Bicycle, Pedestrian, and Greenway Facilities

Southeast Wiregrass Area MPO

Dothan, Alabama



Map 41 – Existing Non-Motorized Demand with Existing and Proposed Bicycle, Pedestrian, and Greenway Facilities



Existing Non-Motorized Demand with Existing and Proposed Bicycle, Pedestrian, and Greenway Facilities
Southeast Wiregrass Area MPO
Dothan, Alabama



Recommended Projects Summary

Project ID	Type	Municipality	Roadway / Location	From	To
1	Sidewalk	Dothan	E Selma St	Galaxie Dr	Thunderbird Dr
2	Sidewalk	Dothan	W Main St E	Herring St	Montana St
3	Sidewalk	Dothan	Westgate Pkwy B	Lonsdale Dr	Candle Brook Dr
4	Sidewalk	Dothan	Westgate Pkwy C	Candle Brook Dr	Denton Rd
5	Sidewalk	Dothan	Chickasaw St	N Park Ave	Greentree Ave
6	Sidewalk	Dothan	Westgate Pkwy A	Montgomery Hwy (US-231)	Lonsdale Dr
7	Sidewalk	Dothan	Summit St	Trim St	6th Ave
8	Sidewalk	Dothan	E Wilson St	Apricot St	Cordova Dr
9	Sidewalk	Webb	SR 52 & Main St	Webb Kinsey Rd	Depot St
10	Sidewalk	Midland City	Kelly Ave (SR 134)	5th St	CR 67
11	Bicycle - Share the Road	Dothan	Chickasaw St	N Edgewood Dr	N Range St
12	Bicycle - Share the Road	Dothan	Montana St	W Main St (US-84B)	Chickasaw St
13	Bicycle - Share the Road	Dothan	S Saint Andrews St	E Carroll St	E Selma St
14	Bicycle - Share the Road	Dothan	Moss St/Dexter St/Coe Dairy St	Madison Ave	3rd Ave
15	Bicycle - Share the Road	Dothan	Headland Ave	Chickasaw St	E Wilson St
16	Bicycle - Share the Road	Dothan	E Carroll St	S Oates St (US-231B)	Moss St
17	Bicycle - Share the Road	Dothan	N Range St	E Main St (US-84B)	E Burdeshaw St
18	Bicycle - Share the Road	Ashford	8th Ave	Main St	Midland St
19	Bicycle - Share the Road	Ashford	Oak St	CR 55	Barfield St
20	Bicycle - Share the Road	Cowarts	Jordon Ave/Cowarts Rd/Cat Wy	Health Sciences Boulevard	N Broad St
21	Bicycle	Dothan	Denton Rd	Ross Clark Cir (SR 210)	Montgomery Hwy (US-231B)
22	Bicycle	Dothan	Fortner St A	Woodland Dr (SR 52)	S Edgewood Dr
23	Bicycle	Dothan	Fortner St B	S Edgewood Dr	S Saint Andrews St
24	Sidewalk	Dothan	S Park Ave A	Suzanna St	Just S of Fortner St
25	Sidewalk	Dothan	S Oates St (US-231B)	Garland St	E Cottonwood Rd
26	Sidewalk	Dothan	N Cherokee Ave A	Choctaw St	Dakota St
27	Sidewalk	Dothan	W Main St D	Woodland Dr (SR 52)	Orange Ave
28	Sidewalk	Dothan	N Park Ave A	W Burdeshaw St	W Main St (US-84B)
29	Sidewalk	Dothan	N Cherokee Ave D	Montgomery Hwy (US-231B)	Sullivan Dr
30	Sidewalk	Dothan	S Oates St (US-231B)	Hodgesville Rd	E Carroll St
31	Sidewalk	Dothan	S Saint Andrews St A	Helen St	E Cottonwood Rd
32	Sidewalk	Dothan	W Main St C	Cherokee Ave	Woodland Dr (SR 52)
33	Sidewalk	Dothan	S Park Ave	Mendheim Dr	W Selma St
34	Sidewalk	Dothan	N Cherokee Ave B	W Main St (US-84B)	Chickasaw St
35	Sidewalk	Dothan	Woodland Dr (SR 52)	Fortner St	Woodlawn Dr
36	Sidewalk	Dothan	Bracewell Ave A	Haisten Dr	Clark St
37	Sidewalk	Dothan	N Cherokee Ave C	Chickasaw St	Choctaw St
38	Sidewalk	Dothan	N Cherokee Ave E	Sullivan Dr	Ross Clark Cir (SR 210)
39	Sidewalk	Dothan	Honeysuckle Rd A	Beaver Creek	Wesley Place on Honeysuckle
40	Sidewalk	Dothan	Garland St	S Alice St	US-231 Business
41	Sidewalk	Dothan	S Saint Andrews St B	S Oates St (US-231B)	Helen St
42	Sidewalk	Midland City	2nd St	Wiley Ave	Hinton Waters Ave
43	Sidewalk	Dothan	John Odom Rd C	Burbank St	Selkirk Dr
44	Sidewalk	Dothan	Honeysuckle Rd B	Wesley Place on Honeysuckle	Existing Sidewalk S of W Main St (US-84)
45	Sidewalk	Dothan	S Alice St	Garland St	W Selma St
46	Sidewalk	Ashford	Oak St	N Broadway St (CR 55)	Barfield St
47	Sidewalk	Dothan	John Odom Rd B	Whatley Dr	Burbank St
48	Sidewalk	Headland	Cleveland St B	Whitten St	Magnolia Tr
49	Sidewalk	Cowarts	Jester St	Cherry Rd	Existing Sidewalk
50	Sidewalk	Pinckard	Borland Ave	Old Campbellton Highway	SR 134
51	Sidewalk	Rehobeth	CR 203 B	Hadden Rd	Rehobeth Community Park
52	Sidewalk	Taylor	Brannon Stand Rd (SR 605)	Littlefield Rd	Taylor Ballfield/Taylor Rd
53	Bicycle - Share the Road	Dothan	6th Ave	E Selma St	E Lafayette St
54	Bicycle - Share the Road	Dothan	Webb Rd	N Range St	Ross Clark Cir (SR 210)
55	Bicycle - Share the Road	Dothan	E Wilson St	Headland St	Kinsey Rd
56	Bicycle - Share the Road	Dothan	Girard Ave	W Main St (US-84B)	Montgomery Hwy (US-231B)
57	Bicycle - Share the Road	Dothan	Stadium St	S Park Ave	W Selma St
58	Bicycle - Share the Road	Dothan	Kinsey Rd	Webb Rd	E Wilson St
59	Bicycle - Share the Road	Dothan	Denton Rd	Westgate Pkwy	Ross Clark Cir (SR 210)
60	Bicycle - Share the Road	Ashford	N Broadway St (CR 55)	Main St	Oak St
61	Bicycle - Share the Road	Dothan	Flowers Chapel Rd	Brannon Stand Rd (SR 605)	W Main St (US-84)
62	Bicycle - Share the Road	Dothan	Westgate Pkwy	Montgomery Hwy (US-231)	US-431
63	Bicycle - Share the Road	Ashford	Main St	Ashford Rd	8th Ave
64	Bicycle - Share the Road	Dothan	Taylor Rd	S Park Ave	Campelton Hwy
65	Bicycle - Share the Road	Dothan	Campbellton Hwy	Taylor Rd	US-231
66	Bicycle - Share the Road	Dothan	Flynn Rd/Denton Rd	Napier Field Rd	Westgate Pkwy
67	Bicycle - Share the Road	Dothan	Honeysuckle Rd	Timbers Dr	S Park Ave
68	Bicycle - Share the Road	Dothan	Prevatt Rd	Ross Clark Cir (SR 210)	S Beverlye Rd
69	Bicycle - Share the Road	Dothan	S Park Ave	Hatton Rd	Ross Clark Cir (SR 210)
70	Bicycle - Share the Road	Dothan	S Beverlye Rd	Prevatt Rd	US-84

Recommended Projects Summary

Project ID	Type	Municipality	Roadway / Location	From	To
71	Bicycle - Share the Road	Dothan	S Park Ave	Taylor Rd	Hatton Rd
72	Bicycle - Share the Road	Dothan	S Beverlye Rd	Forrester Rd	Prevatt Rd
73	Bicycle	Dothan	E/W Main St (US-84B) C	St Andrews St	Montana St
74	Bicycle	Dothan	Montgomery Hwy (US-231B)	N Park Ave	E of Denton Rd
75	Bicycle	Dothan	Webb Rd B	N Range St	Allen Rd
76	Bicycle	Dothan	6th Ave	E Selma St	E Lafayette St
77	Bicycle	Dothan	E/W Main St (US-84B) E	Montana St	Girard Ave
78	Bicycle	Dothan	Girard Ave B	Choctaw St	Montgomery Hwy (US-231B)
79	Bicycle	Dothan	Girard Ave A	W Main St (US-84B)	Choctaw St
80	Sidewalk	Dothan	US-231/Montgomery Hwy	N Park Ave	Denton Rd
81	Sidewalk	Dothan	N Park Ave B	Chickasaw St	Montgomery Hwy (US-231B)
82	Sidewalk	Dothan	Denton Rd B	Sequoyah Dr	Ross Clark Cir (SR 210)
83	Sidewalk	Dothan	S Park Ave B	W Main St (US-84B)	Suzanna St
84	Sidewalk	Dothan	W Main St (US-84B)	Westchester Dr	W of N Iroquois Ave
85	Sidewalk	Dothan	Suzanna St	S Park Ave	S Edgewood Dr
86	Sidewalk	Dothan	Fortner St E	Stonebridge Rd	Woodland Dr (SR 52)
87	Sidewalk	Dothan	Denton Rd A	Montgomery Hwy (US-231B)	Sequoyah Dr
88	Sidewalk	Dothan	Westgate Pkwy	US-431	Dothan High School
89	Sidewalk	Dothan	W Main St B	Bracewell Ave	Cherokee Ave
90	Sidewalk	Midland City	CR 59	Halie St (Dale Co HS)	Kimberly St
91	Sidewalk	Dothan	Fortner St F	Ross Clark Cir (SR 210)	Stonebridge Rd
92	Sidewalk	Dothan	S Park Ave	Ross Clark Cir (SR 210)	Mendheim Dr
93	Sidewalk	Dothan	Reeves St (US-431B)	N Oates St (US-231B)	N Leona St
94	Sidewalk	Rehobeth	CR 203 A	Rehobeth Community Park	Leonard Dr
95	Sidewalk	Dothan	Bracewell Ave B	Clark St	W Main St (US-84B)
96	Sidewalk	Dothan	Fortner St D	Ironwood Way	Wimbledon Dr
97	Sidewalk	Dothan	Westgate Pkwy F	Technology Dr	Harrison Rd
98	Sidewalk	Dothan	W Main St A	Ross Clark Cir (SR 210)	Bracewell Ave
99	Sidewalk	Dothan	Chickasaw St	N Cherokee Ave	N Park Ave
100	Sidewalk	Dothan	Westgate Pkwy E	Railroad Crossing	Technology Dr
101	Sidewalk	Dothan	Westgate Pkwy D	Denton Rd	Railroad Crossing
102	Sidewalk	Dothan	John Odom Rd E	Pebble Creek Ln	Overlook Dr
103	Sidewalk	Dothan	Flowers Chapel Rd (GT-1)	Brannon Stand Rd (SR 605)	Proposed Greenway (GT-0/SW-8)
104	Sidewalk	Dothan	S Oates St (US-231B)	Ross Clark Cir (SR 210)	Hodgesville Rd
105	Sidewalk	Dothan	John Odom Rd A	W Main St (US-84)	Whatley Dr
106	Sidewalk	Dothan	John Odom Rd G	Murphy Mill Rd	Oak Grove Dr
107	Sidewalk	Pinckard	Old Campbellton Highway	SR 134	Borland Ave
108	Sidewalk	Dothan	Fortner St C	Wimbledon Dr	Earline Rd
109	Sidewalk	Dothan	Fortner St	Earline Rd	Honeysuckle Rd
110	Sidewalk	Dothan	John Odom Rd D	Selkirk Dr	Pebble Creek Ln
111	Sidewalk	Dothan	John Odom Rd F	Overlook Dr	Murphy Mill Rd
112	Sidewalk	Rehobeth	Malvern Rd	Rehobeth Middle School	CR 203
113	Sidewalk	Dothan	Whatley Dr	John Odom Rd	N Shady Lane
114	Sidewalk	Dothan	John Odom Rd H	Oak Grove Dr	Montgomery Hwy (US-231)
115	Sidewalk	Headland	Cleveland St A	Magnolia Tr	US-431
116	Greenway	Dothan	Greenway (GT-0)	Flowers Chapel Rd	Beaver Creek Trails
117	Greenway	Dothan	Greenway (GT-0)	Flowers Chapel Rd	Beaver Creek Trails
118	Bicycle - Share the Road	Dothan	Honeysuckle Rd	Timbers Dr	W Main St (US-84)
119	Bicycle - Share the Road	Dothan	Fortner St	Woodland Dr (SR 52)	S Saint Andrews St
120	Bicycle - Share the Road	Dothan	E/W Main St (US-84B)	Ross Clark Cir (SR 210)	Ross Clark Cir (SR 210)
121	Bicycle - Share the Road	Dothan	Denton Rd	Ross Clark Cir (SR 210)	Montgomery Hwy (US-231)
122	Bicycle - Share the Road	Dothan	US-231	N Park Ave	E of Denton Rd
123	Bicycle - Share the Road	Dothan	US-84	Ross Clark Cir (SR 210)	N Beverlye Rd
124	Bicycle - Share the Road	Dothan	US-84	Flowers Chapel Rd	Honeysuckle Rd
125	Bicycle - Share the Road	Dothan	US-84	Honeysuckle Rd	Ross Clark Cir (SR 210)
126	Bicycle	Dothan	Montana St/Chickasaw St	US-84/W Main St	N Oates St (US-231B)
127	Bicycle	Dothan	S Saint Andrews St	E Carroll St	E Selma St
128	Bicycle	Dothan	Chickasaw St B	Headland Ave	N Range St
129	Bicycle	Dothan	N Range St	E Main St (US-84B)	E Burdeshaw St
130	Bicycle	Dothan	Chickasaw St A	Montana St	Headland Ave
131	Bicycle	Dothan	E/W Main St (US-84B) B	Plant St	St Andrews St
132	Bicycle	Dothan	Stadium St	S Park Ave	W Selma St
133	Bicycle	Dothan	E Corroll St	US-431	Moss St
134	Bicycle	Dothan	E Wilson St	Headland St	Kinsey Rd
135	Bicycle	Dothan	Moss St/Dexter St/Coe Dairy Rd	Rollins Ave	3rd Ave
136	Bicycle	Dothan	Kinsey Rd	E Wilson St	Webb Rd
137	Bicycle	Dothan	Webb Rd A	Allen Rd	Ross Clark Cir (SR 210)
138	Bicycle	Dothan	Headland Ave	E Powell St	E Wilson St
139	Bicycle	Dothan	E/W Main St (US-84B) D	Girard Ave	Ross Clark Cir (SR 210)
140	Bicycle	Dothan	E/W Main St (US-84B) A	Ross Clark Cir (SR 210)	Plant St

Project Opportunities (Funding Sources)

The financial resources required to complete all the proposed projects is substantial. There are different funding opportunities available based on the type and scope of the projects.

Adequate funding for transportation infrastructure and related programs is essential to achieving the vision of a safe, accessible, and locally responsive transportation network. Communities that successfully expand their bicycling and pedestrian systems do so by drawing from diverse funding sources and consistently investing in both capital improvements and ongoing maintenance. A fragmented, stop-and-go approach to funding will not support the logical or effective growth of the network. There are a range of funding strategies that can be pursued to implement bicycle and pedestrian network recommendations that generally break down into three (3) different categories: federal, state, and local.

Items to keep in mind as the SWAMPO area moves forward:

- A diversified funding approach is essential to support a wide range of transportation projects.
- Streamlining processes is necessary to efficiently deliver smaller-scale projects, such as bicycle and pedestrian improvements.
- Accelerating project delivery is critical to meeting community needs in a timely manner.
- Targeted investment should prioritize areas with the greatest walking and bicycling needs and demand.
- Smaller jurisdictions, often limited by staffing and technical capacity, face challenges navigating the federally funded project process.

Federal Sources

The federal government provides multiple funding opportunities to finance or assist in the completion of pedestrian facilities, bicycle facilities, and greenway trails. It is important to remember that in most cases federal sources do require a local match and a typical funding share is 80 percent federal and 20 percent local match.

A few examples of federal funding opportunities are:

- National Highway Performance Program (NHPP)
- Highway Safety Improvement Program (HSIP)
- Surface Transportation Block Grants (STBG)
- Transportation Alternatives (TA)
- Infrastructure Investment and Jobs Act (IIJA)
- Housing and Urban Development (HUD)

State Sources

The State of Alabama provides multiple funding opportunities to finance or assist in the completion of pedestrian facilities, bicycle facilities, and greenway trails. It is important to remember that in most cases state sources do require a local match and a typical funding share is 80 percent state and 20 percent local match.

A few examples of state funding opportunities are:

- Transportation Alternatives Program (TAP)
- Highway Safety Improvement Program (HSIP)
- Alabama Transportation Infrastructure Bank (ATIB)
- Alabama Transportation Rehabilitation and Improvement Program (ATRIP)

Local Sources

Local sources of funding generally come from local taxes (Property, Lodging, etc.) and infrastructure bonds. The taxes can be set aside for infrastructure and transportation projects, which include pedestrian and bicycle facilities.

