Magnolia Springs Safety Action Plan

May 2026

Letter from Mayor

Dear Residents of Magnolia Springs,

Ensuring the safety of our roads is one of the most important things we can do for Magnolia Springs. As our town continues to grow and welcome new neighbors and visitors, we want to make sure that everyone – whether you're driving, walking, or riding a bike – can get where they're going safely and comfortably.

Between recent years, Magnolia Springs has experienced roadway crashes that have impacted families and our community. Each crash represents more than a statistic – it is a tragedy with lasting consequences. These incidents remind us that fatalities and serious injuries on our roads are preventable, and we are committed to taking action.

This Safety Action Plan is our roadmap for creating safer streets and reducing the risk of crashes, injuries, and fatalities. This plan is data-driven and actionable, outlining strategies and projects designed to make a tangible difference in roadway safety. Our goal is clear: to significantly reduce and ultimately eliminate these preventable tragedies. Safe streets should be accessible to everyone, regardless of age, ability, income, or where they live. Achieving this vision requires collaboration. The Town of Magnolia Springs cannot do this alone – we need the support and participation of our residents, community partners, and agencies. Every person has a role to play in making our roads safer.

This Safety Action Plan reflects input from our citizens and analysis of traffic data to identify the most critical areas for improvement. It provides a framework for implementing solutions that balance safety, mobility, and the unique character of Magnolia Springs. While this is just the beginning, having a solid plan is the foundation for progress.

Thank you for your commitment to improving roadway safety and preserving the quality of life in Magnolia Springs. Together, we can create a safer, stronger, and more connected community for generations to come.

Sincerely,

Ross Houser

Mayor of Magnolia Springs

Special Thanks

We extend our sincere appreciation and gratitude to the residents of Magnolia Springs, the Town staff, advocacy groups, stakeholders, and the public who assisted in the public surveys, meetings, and the entire planning process. Their critical input guided the development of the Safety Action Plan (SAP) and in turn will have a positive impact on the Town.

Ross Houser – Mayor of Magnolia Springs

Steve Mobley – Public Works Director of Magnolia Springs

Hannah Driskell – Town Clerk of Magnolia Springs

Priscilla Hayes – Assistant Town Clerk of Magnolia Springs

Matthew Ingram – Magnolia Springs Town Engineer

Lisa Mason–Sanders – Planning Commission for Magnolia Springs

Michael Purvis – Magnolia Springs Fire Department

Tom Lee – Resident of Magnolia Springs

Hank and Claudia Mullins – Residents of Magnolia Springs

Bill Myer – Resident of Magnolia Springs

Vince Beebe – ALDOT Southwest Region Pre-Construction Engineer

Jeremy Borden – ALDOT Southwest Region Signal Systems Engineer

Michael Jefcoat – ALDOT Safety Engineer

Frank Lundy – Baldwin County Engineer

Mark Acreman – Assistant Baldwin County Engineer

Jacob Bridges – Baldwin County Deputy

Alan Killen – Civil Southeast

Rodney Hubble – Public Works, Lands, and Safety Committee of Magnolia Springs

Frank Boatwright – Assistant Superintendent, Construction and Development of Baldwin County Public Schools

Nicole Taylor – South Alabama Regional Planning Commission

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Abbreviations

SS4A – Safe Streets and Roads for All
SAP – Safety Action Plan
FHWA – Federal Highway Administration
USDOT – United States Department of Transportation
ALDOT – Alabama Department of Transportation
SHSP – Strategic Highway Safety Plan
AADT – Annual Average Daily Traffic
TEV – Total Entering Vehicles
VRU – Vulnerable Road User
BIL – Bipartisan Infrastructure Law
HIN – High Injury Network
LSV – Low-Speed Vehicle
ACS – American Community Survey
CMF – Crash Modification Factor
PDO – Property Damage Only
BAC – Blood-Alcohol Content
ADA – Americans with Disabilities Act
ADAS – Advanced Driver Assistance System
RRFB – Rectangular Rapid Flashing Beacon
TIS – Traffic Impact Study
RPM – Raised Pavement Marker

Magnolia Springs
SAFE STREETS

Introduction

Introduction

Alignment with SS4A

The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program to fund regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries involving motorists, pedestrians, and cyclists.

One of the initiatives funded by the SS4A program is the development of a Comprehensive Safety Action Plan, which includes all seven (7) required SS4A components shown in **Figure 1**. A Safety Action Plan (SAP) is a planning document that prioritizes safety improvements and justifies investment decisions. Having a formal plan will help the Town of Magnolia Springs communicate clearly with stakeholders and access funding opportunities under this program.

FIGURE 1: ALIGNMENT WITH SS4A

Document Organization

The Magnolia Springs SAP is organized into the following chapters:

- **Introduction**: Presents the project background, goals, and purpose of the SAP.
- Safety Analysis: Provides an overview of Townwide crash trends and describes the development of the High Injury Network (HIN)
- **Engagement & Collaboration**: Provides a summary of the Town's efforts to inform, consult, involve, collaborate with, and empower the public in the development of this plan.
- **Strategies**: Describes potential engineering and driver-related countermeasures.
- **Policy & Process Changes**: Includes an assessment of current policies, plans, and standards to identify opportunities for prioritizing transportation safety through adopting revised or new policies and guidelines.
- **Project Selection and Prioritization**: Includes criteria for prioritizing projects and corridors, indicating where improvements should be implemented first.
- **Progress & Transparency**: Includes a description of measures the Town will take over time to ensure transparency with stakeholders, including annual reporting on progress toward reducing roadway fatalities and serious injuries, and posting the Action Plan online.

Purpose of the SAP

The Town of Magnolia Springs Safety Action Plan (SAP) provides a framework for identifying and prioritizing safety improvements that can be implemented. The SAP recommendations aim to reduce fatal and suspected serious injury crashes, guided by the principles established in the Alabama Strategic Highway Safety Plan (SHSP) and the systemic data analysis conducted for the Town of Magnolia Springs.

This report aligns with the components required to apply for SS4A Implementation Grant funding. As such, the SAP includes a community-informed and data-driven approach to roadway safety, with commitment from Town leadership to reducing roadway fatalities and suspected serious injuries.

Leadership Commitment & Goal Setting

As a major component of SS4A guidelines, the Town of Magnolia Springs has committed to a goal reduction in fatal and serious injury crashes and VRU crashes. Other jurisdictions in the surrounding areas, including the City of Fairhope and the City of Foley have committed to similar goal reductions.

TABLE 1: LEADERSHIP COMMITMENT DOCUMENTATION

Agency	Commitment	Resolution Date
Town of Magnolia Springs, AL	Commits to a 25% reduction in Fatal & Serious Injury Crashes by 2040	05/12/2026
City of Fairhope, AL	Commits to maintaining the current trend, which is equivalent to a 50% Reduction in Fatal & Serious Injury Crash Rate by 2035	01/26/2026
City of Foley, AL	Commits to a 50% Reduction in Fatalities & Serious Injuries by 2035, and a 75% Reduction in Fatalities & Serious Injuries by 2050	02/19/2024

The Town of Magnolia Springs' leadership commits to making progress toward a long-term goal of zero traffic related deaths and serious injuries with an interim goal of a 25% reduction in fatal and serious injury crashes from the 2024 value by the year 2040. On 05/12/2026, the Town of Magnolia Springs adopted the goal of reducing fatal and serious injury crashes by 25% from the 2024 value by the year 2040.

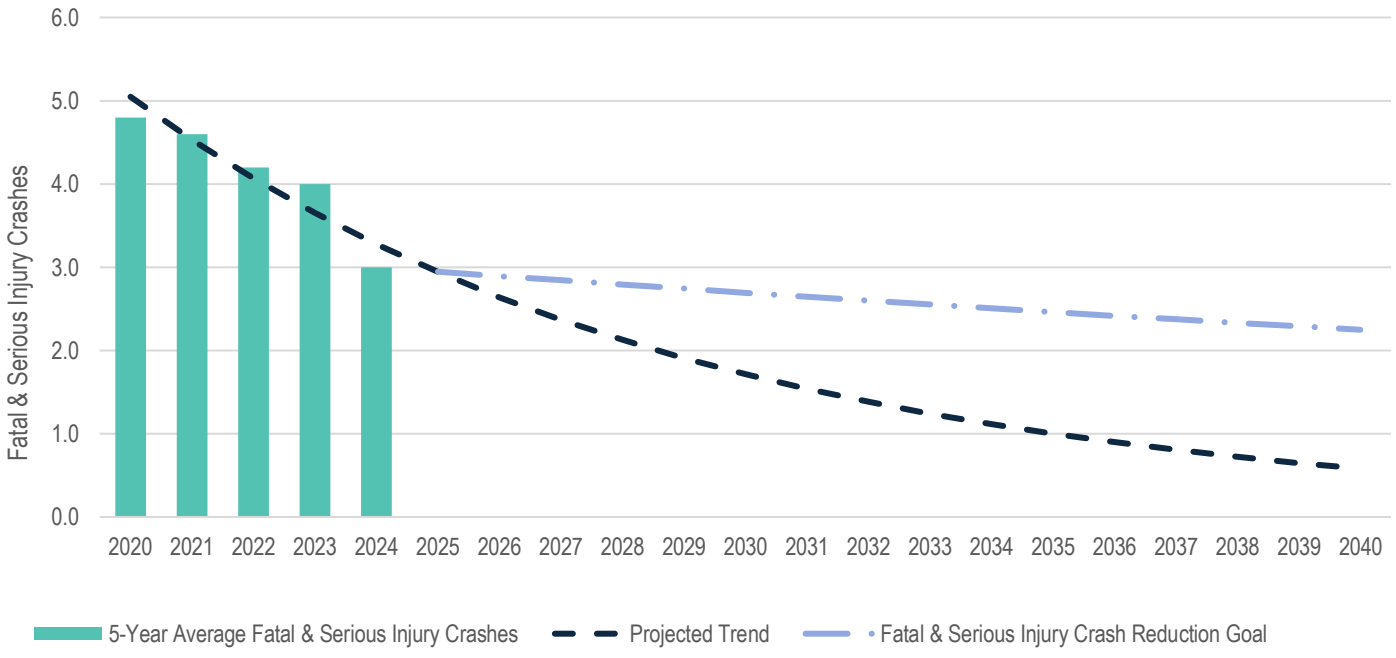


FIGURE 2: MAGNOLIA SPRINGS FATAL & SERIOUS INJURY CRASH TREND AND REDUCTION GOAL

Safe Systems Approach

The activities conducted during this study build upon the Federal Highway Administration (FHWA) Safe System Approach, the Alabama SHSP, Town-specific data analysis findings, and community feedback. The Safe System Approach is the guiding paradigm of the USDOT regarding roadway safety (see **Figure 3**). It prioritizes the elimination of crashes that result in death or serious injury. This approach is a shift from the conventional safety approach in that it focuses on both human mistakes and human vulnerability and seeks to design a system with multiple layers of protection. See **Table 2** for a comparison between the traditional approach versus the Safe System Approach. This Safety Action Plan will integrate the Safe System Approach by analyzing the transportation system holistically and proposing solutions and strategies across the spectrum of principles that make up the Safe System Approach. Those principles are illustrated below in **Figure 3**.

FIGURE 3: ELEMENTS OF THE SAFE SYSTEMS APPROACH (SOURCE: USDOT)

TABLE 2: TRADITIONAL APPROACH VS SAFE SYSTEMS APPROACH

Traditional Approach	vs	Safe Systems Approach
Traffic Deaths and Serious Injuries are INEVITABLE		Traffic Deaths and Serious Injuries are PREVENTABLE
IMPROVE human behavior		INTEGRATE human error into approach
INDIVIDUAL responsibility		SHARED responsibility
Prevent COLLISIONS		Prevent FATAL AND SERIOUS INJURY CRASHES

Study Area

The Town of Magnolia Springs, Alabama, is located within Baldwin County, primarily along the Magnolia River. It encompasses just under one (1) square mile of land and is home to approximately 900 residents. Magnolia Springs is roughly centered between the Cities of Mobile and Pensacola, under an hour drive from either major city. While there are no interstates that run through Magnolia Springs, the Town is located within close proximity to several major interstates and thoroughfares that connect throughout the southeast. The Town of Magnolia Springs is highlighted in light blue in **Figure 4** and **Figure 5**, shown below.

FIGURE 4: TOWN OF MAGNOLIA SPRINGS REGIONAL SURROUNDINGS

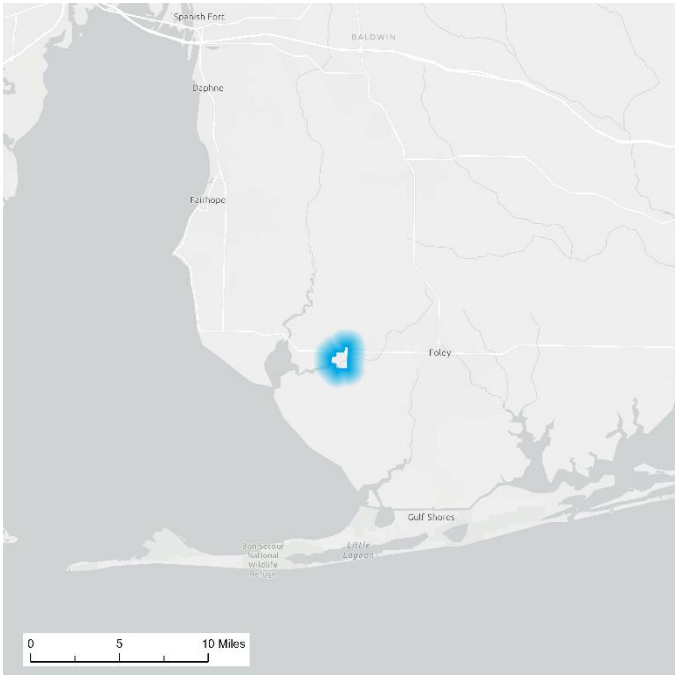


FIGURE 5: TOWN OF MAGNOLIA SPRINGS LOCAL SURROUNDINGS

History

The Town of Magnolia Springs, located in southwest Baldwin County, Alabama, has a rich history dating back to the 18th century when early settlers formed communities along the Magnolia River. By the 19th century, the area supported a variety of industries, including cattle ranching, masonry, turpentine production, and brick manufacturing, with local brickworks contributing to the construction of Fort Morgan. After the Civil War, the community became a melting pot of settlers from both Northern and Southern states, and by the early 20th century, it gained popularity as a riverside resort, celebrated for its clear natural springs and magnolia-lined riverbanks. The Magnolia River holds the prestigious title of "Outstanding Alabama Waterway," the highest environmental protection status granted by the Alabama Department of Environmental Management, recognizing its remarkable ecological quality and ensuring stricter measures to prevent pollution. Notably, the river supports the only year-round river mail route in the continental United States, a tradition originating in the steamboat era. Community organization began in 1894 with the establishment of the Magnolia Springs Community Hall. The town officially incorporated on June 29, 2006, blending modern governance with the preservation of its historic character.

Land Uses and Attractions

Magnolia Springs is comprised predominantly of residential land uses, with approximately 90% of its area zoned for single-family homes. Non-residential uses such as retail, agriculture, and community facilities constitute the remaining ~10%. The town's land and riverfront areas are characterized by a harmonious blend of historic homes nestled among ancient oaks and magnolias, scenic riverside parks, and heritage buildings like St. Paul's Episcopal Chapel and the Magnolia Springs Community Hall. Key attractions include picturesque kayaking and canoeing on the Magnolia River, fishing, observing the riverboat mail service, and leisurely riverfront strolls along boardwalks. Visitors and residents alike enjoy dining at Jesse's Restaurant, a longstanding local staple, and staying in quaint accommodations such as the Victorian-era Magnolia Springs Bed & Breakfast. The community is also committed to preserving its natural environment—coordinating river monitoring efforts alongside the Alabama Water Watch and Mobile Bay National Estuary Program—reflecting its status as an Outstanding Alabama Waterway.

Schools

Magnolia Springs is home to Magnolia Elementary School, a Baldwin County public school located on County Road 55 just outside the Town's jurisdiction. Upon completing sixth grade, most students continue their education at Foley Middle School and Foley High School, both part of the Baldwin County School System.

Roadway Networks

The roadway network in Magnolia Springs is primarily composed of local and collector roads designed to support residential and recreational land uses while preserving the town's scenic character. U.S. Highway 98 serves as the primary regional connector, providing access to nearby municipalities such as Foley and Fairhope, as well as major destinations along the Greater Gulf Coast. Within the town, County Road 49 (Magnolia Springs Highway) functions as the main north-south corridor, linking Magnolia Springs to surrounding communities and facilitating local traffic flow. The internal street system consists of narrow, tree-lined roads that maintain the historic and rural aesthetic of the area, with limited commercial traffic to minimize environmental impact. Given the Town's limited boundaries, it was decided that the most effective approach would be to use the Town's planning jurisdiction as the project study area.

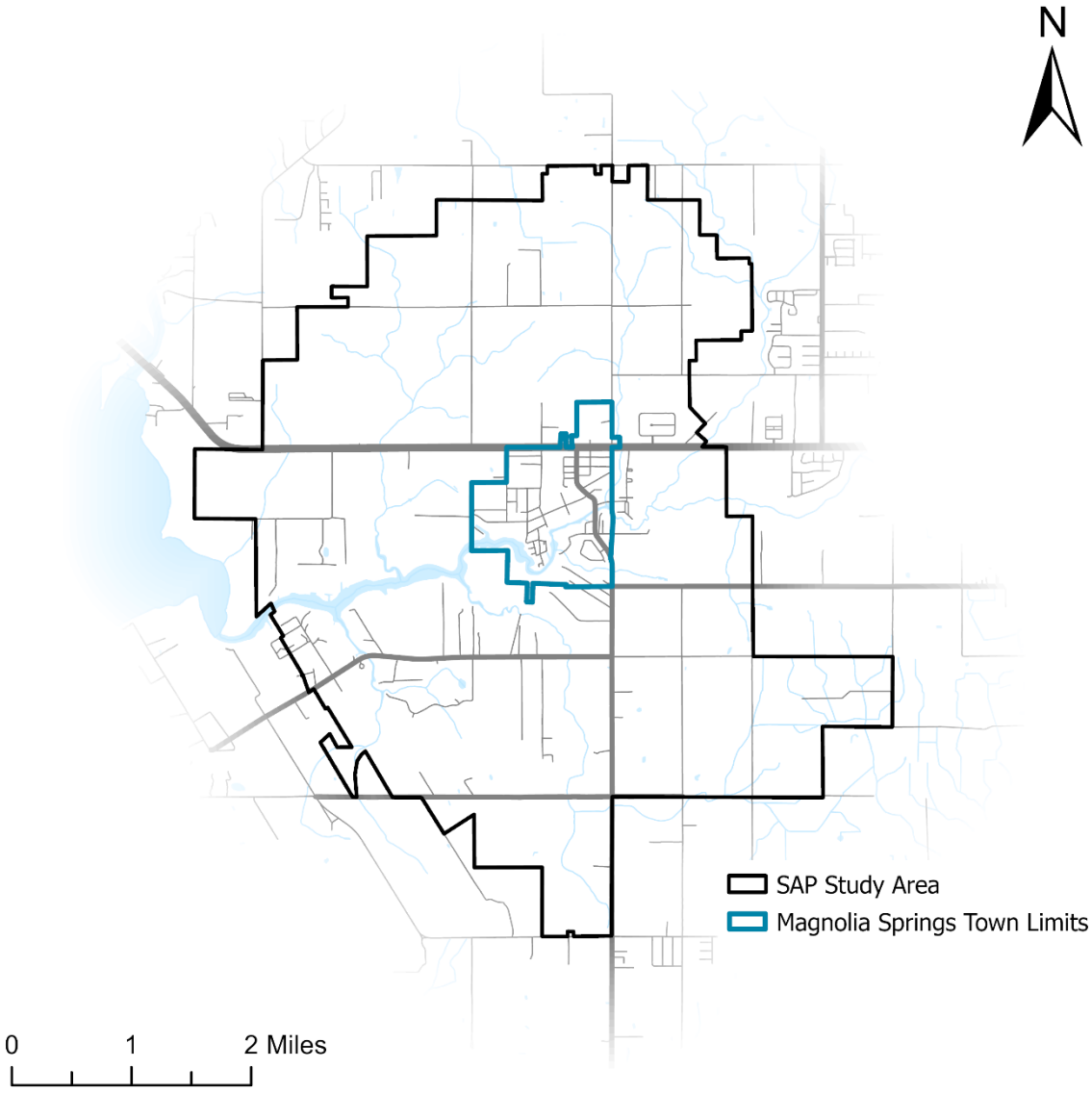


FIGURE 6: MAGNOLIA SPRINGS ROADWAY NETWORK

Safety Analysis

Safety Analysis

The safety analysis for the Magnolia Springs SS4A Safety Action Plan explored town-wide historical trends to understand where crashes occurred, crash severities, and their contributing factors. This safety analysis section summarizes data sources, safety emphasis areas, town-wide crash trends, input received from the public, and the identification of a high-injury network. The findings from this safety analysis helped inform the development of engineering projects and strategies identified later in this plan.

Data Gathering

Historical crashes were obtained from ALDOT's online crash database for crashes reported from 2020 to 2024. These findings intend to represent historical trends for the study area, and absolute values may not identically match different statewide crash data reporting sources. The data was combined and cleaned at a high level to provide a more complete record of crashes within the Town. This cleaning included filtering out duplicate crashes, erroneous crash information, and geographically inaccurate crash data. The analysis also incorporated roadway ownership information and additional roadway characteristics (such as road type and signal locations) provided by ALDOT.

- **(K) Fatal**
  This code will be entered if a victim is pronounced dead at the scene or before the report is completed. If not, one of the other codes will apply. However, if a victim dies later as a result of the crash this code will need to be updated according to the following directions:
    - The Department of Public Safety uses a thirty (30) day counting period for traffic fatalities. If a person dies as a result of injuries received in a traffic crash within thirty days of the date of the crash, that victim is considered to be a traffic fatality, and the victim injury type must be updated to (K) Fatal in this data item.

- **(A) Suspected Serious Injury**
  This means that the victim must be carried or otherwise helped from the scene. If the victim needs no help, then either a (B) Suspected Minor Injury or (C) Possible Injury applies even though medical assistance may have been administered at the scene.

- **(B) Suspected Minor Injury**
  If the victim has visible signs of injury, either in a physical or mental sense (e.g., had passed out), but is judged able to walk away from the scene without help, this code applies. The difference between this code and (C) Possible Injury is strictly in the external evidence of injury.

- **(C) Possible Injury**
  If the victim complains of pain, but there are no visible signs of it, and he or she is able to walk away from the scene of the crash, then this code applies.

- **(O) Property Damage Only**
  A situation where there is no reason to believe that the person received any bodily harm from the motor vehicle crash. There is no physical evidence of injury, and the person does not report any change in normal function.

KABCO Crash Severity

The KABCO scale measures the injury severity for each person involved in the crash and is defined as K for fatal injury, A for suspected serious injury, B for suspected minor injury, C for possible injury, and O for property damage only (PDO). As shown in **Figure 7**, there were 169 reported crashes on roadways in the Town of Magnolia Springs study area from 2020 to 2024, of which fifteen (15) resulted in serious injuries.

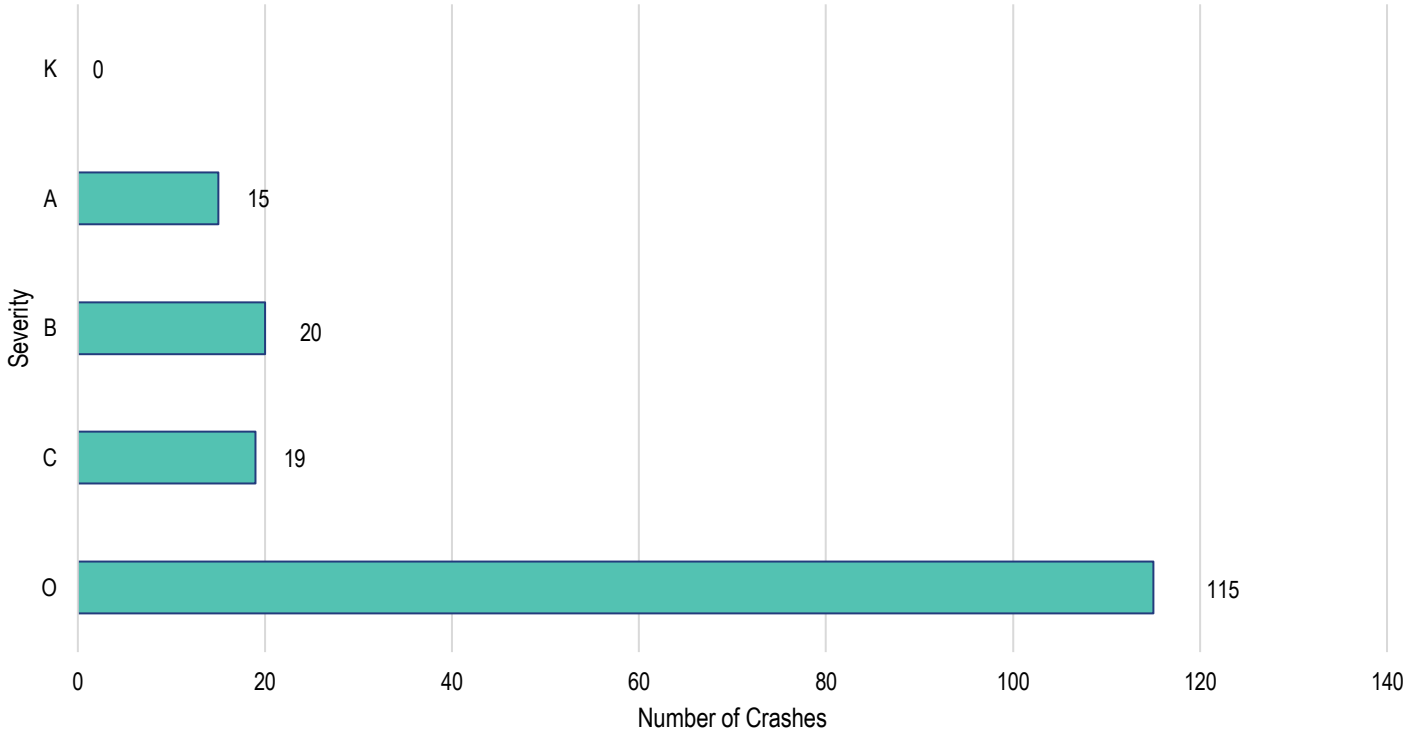


FIGURE 7: CRASHES IN MAGNOLIA SPRINGS BY KABCO SCALE

Emphasis Areas

State DOTs develop Strategic Highway Safety Plans under the Federal Highway Administration's direction to identify safety emphasis areas based on historical crash trends and severities. Crashes resulting in fatalities and suspected serious injuries were evaluated in the latest edition of the Alabama Strategic Highway Safety Plan to identify the top statewide safety emphasis areas. These analysis results help inform how transportation safety funding should be directed to reduce statewide fatal and serious injury crashes for all road users.

Table 3 displays a comparison of the Town of Magnolia Springs' fatal and serious injury crashes to statewide totals for crashes reported between 2020 and 2024. The following table is formatted to emulate the emphasis areas documented in the Alabama SHSP and intends to highlight how the emphasis areas in Magnolia Springs compare to statewide trends. It should be noted that individual crash events may be associated with more than one emphasis area. For example, a roadway departure crash could have involved an impaired, younger driver. As such, the values in the columns add up to more than the actual totals. The following table displays the contributing factors that were more prevalent in the Town of Magnolia Springs in light gold, while the light green cells show which contributing factors were less prevalent than statewide.

TABLE 3: CRASHES IN MAGNOLIA SPRINGS BY CONTRIBUTING FACTORS

Category	Emphasis Areas	Town of Magnolia Springs (2020 - 2024)		State of Alabama (2020 - 2024)
		Fatal and Serious Injury Crashes	% Fatal & Serious Injury Crashes	% Fatal & Serious Injury Crashes
Behavioral Based	Speeding/Aggressive Drivers	4	26.7%	23.3%
	Distracted / Drowsy Drivers	3	20.0%	12.4%
	Impaired Drivers	3	20.0%	14.3%
	Unrestrained Occupants	5	33.3%	32.5%
Infrastructure	Roadway Departure	8	53.3%	27.9%
	Intersections	6	40.0%	46.6%
At-Risk Road Users	Older Drivers (65+)	0	0.0%	18.2%
	Younger Drivers (15-20)	2	13.3%	15.6%
	Motorcycles	3	20.0%	9.4%
	VRU	0	0.0%	7.8%

Crash Data Analysis

Table 4 summarizes crashes by KABCO Scale severity and year occurring on all roadways within the Town of Magnolia Springs study area, which shows a gradual decrease over the study period.

TABLE 4: CRASHES IN MAGNOLIA SPRINGS BY SEVERITY

Year	Fatal Injury (K)	Serious Injury (A)	Minor Injury (B)	Possible Injury (C)	PDO (O)	Total Crashes
2020	0	6	3	5	32	46
2021	0	3	4	4	25	36
2022	0	3	4	7	21	35
2023	0	1	4	1	17	23
2024	0	2	5	2	20	29
Total	0	15	20	19	115	169
Percentage of All Crashes	0.0%	8.9%	11.8%	11.2%	68.0%	100.0%

For the purposes of this study, the data includes the total number of fatalities and serious injuries resulting from crashes within the analysis period. It's important to note that a single fatal crash can result in multiple fatalities, and similarly, a serious injury crash can lead to multiple serious injuries. For the purposes of this study, only the total number of vehicle crashes, regardless of injury type, will be used in the analysis.

Roadway Volumes Growth

Roadway volume data was collected through ALDOT's Traffic Data Manager (TDM) public portal. From 2018 to 2024, the Town of Magnolia Springs' roadways experienced approximately 13% growth in traffic volumes, as shown in **Figure 8**.

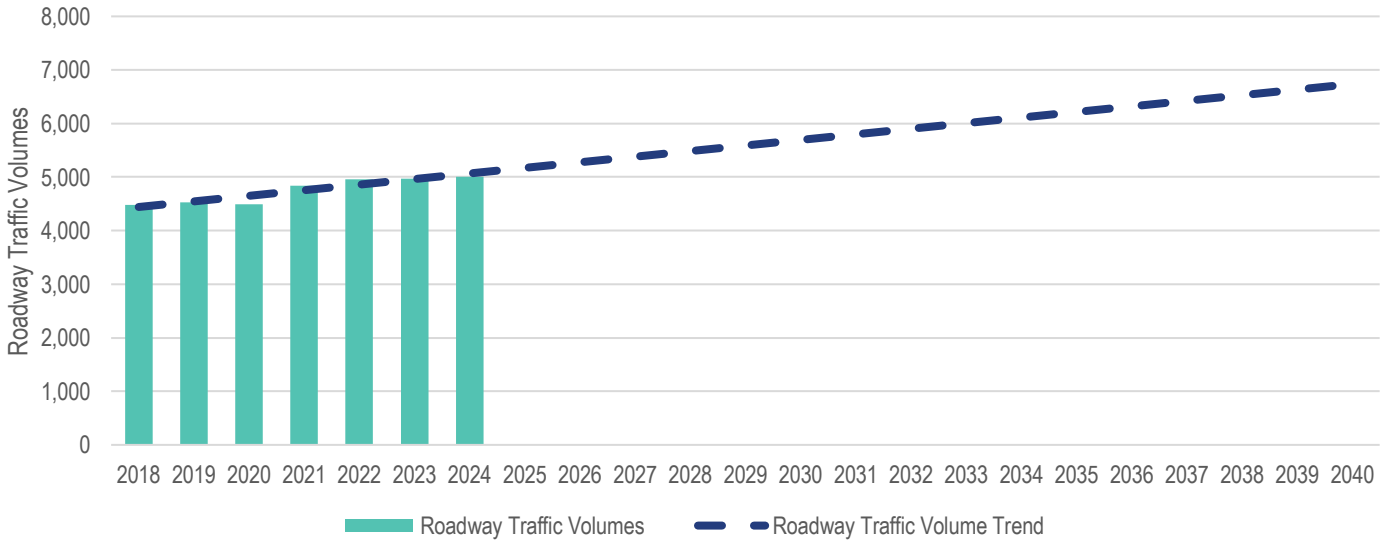


FIGURE 8: ROADWAY VOLUMES GROWTH, MAGNOLIA SPRINGS

Population Growth

Population data was collected through the United States Census Bureau's online American Community Survey Data (ACS) portal. From 2016 to 2024, the Town of Magnolia Springs experienced approximately 7 percent growth, as shown in **Figure 9**.

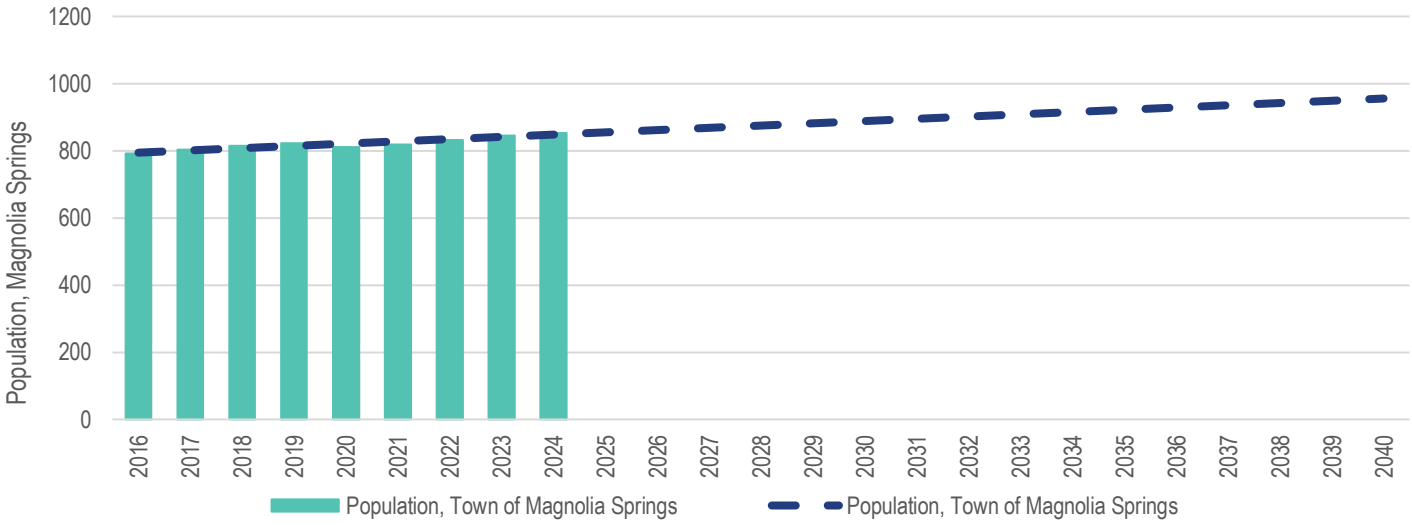


FIGURE 9: POPULATION GROWTH, TOWN OF MAGNOLIA SPRINGS

Crash Rate Analysis

As shown in **Figure 10**, Magnolia Springs experienced a gradual decrease in fatal and serious injury crash rates over the study period.

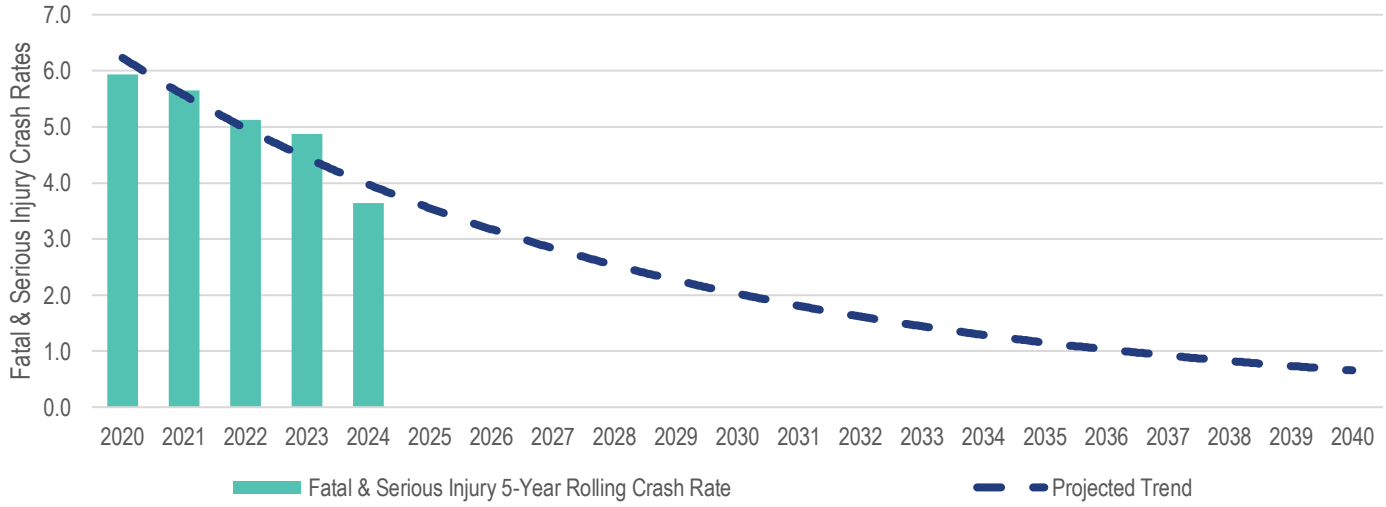


FIGURE 10: FATAL & SERIOUS INJURY CRASH RATES

Crash Density

Crash density is defined as the total number of crashes per unit, commonly measured as crashes per mile or crashes per unit area. **Figure 11** displays a total crash density map for Magnolia Springs, highlighting locations where fatal, suspected serious injury, and vulnerable road user crashes occurred along the roadway network. The highest crash densities are typically observed at locations with higher traffic volumes, as this translates to more exposure and potential risk for all road users. As shown in the figure below, the highest crash density can be found along Magnolia Springs Highway, US-98 (Alabama's Coastal Connection), with the highest crash density occurring near the intersection of these two roadways. Suspected serious injury crashes are spread throughout the study area, occurring only along the study area's major roadways.

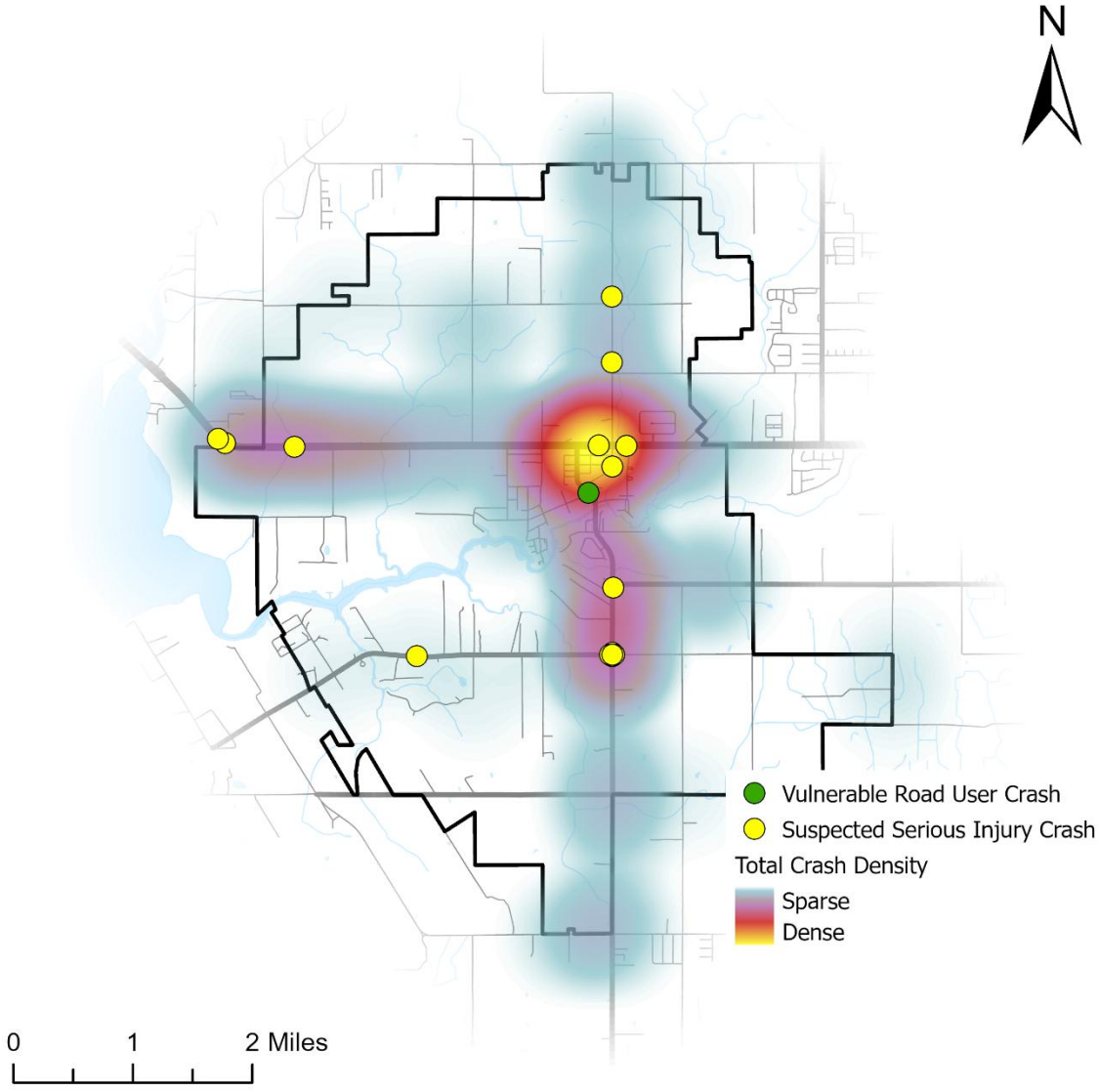


FIGURE 11: PRIORITIZED CRASHES WITH OVERALL CRASH DENSITY

Crashes by Type

Crash type is indicated on crash reports submitted by law enforcement agencies. "No collision with motor vehicle (NCMV)", also referred to as "single vehicle crashes", crashes were the most common within the Town of Magnolia Springs, while "Angle" and "Rear-End" crashes were also prominent over the study period.

TABLE 5: CRASHES IN MAGNOLIA SPRINGS BY TYPE

Type of Crash	2020	2021	2022	2023	2024	Total
Angle	9	12	11	5	11	48
Head-On	0	0	0	1	1	2
NCMV	21	14	15	8	8	66
Rear-End	11	6	7	7	5	36
Sideswipe - Same	2	2	2	0	1	7
Sideswipe - Opposite	0	1	0	2	1	4
Other	3	1	0	0	2	6
Total	46	36	35	23	29	169

Compared to both the State of Alabama and Baldwin County, Magnolia Springs experienced a higher percentage of "no collision w/ motor vehicle (NCMV)" and a lower percentage of 'rear-end' and 'sideswipe – same direction' crashes. This can be attributed to the more rural characteristics of the Magnolia Springs study area, along with the lower presence of traffic signals and traffic congestion. Single vehicle crashes commonly occur along rural roadways, where existing infrastructure deficiencies, roadway alignments, and terrain can cause increased driver difficulties.

Crashes by Lighting Conditions

Street lighting often serves as a safety countermeasure against nighttime crashes, and it can be a streetscaping asset if it fits the context of the community and built environment. Lighting is a valuable asset to both drivers and non-motorists, allowing all parts of the travelled roadway to be visible, especially during adverse conditions. Inadequate lighting conditions can be improved through various treatments such as installing lighting structures and retroreflective striping and signage. Additionally, improvements aimed at mitigating sun glare can enhance driver awareness during sunrise and sunset, when the sun often shines directly into the driver's view at an uncomfortable angle.

TABLE 6: CRASHES IN MAGNOLIA SPRINGS BY LIGHTING CONDITIONS

Lighting Condition	2020	2021	2022	2023	2024	Total
Daylight	30	23	21	20	17	111
Dark - Lighted	0	0	1	0	1	2
Dark - Not Lighted	15	13	11	3	10	52
Dusk	1	0	1	0	1	3
Unknown	0	0	1	0	0	1
Total	46	36	35	23	29	169

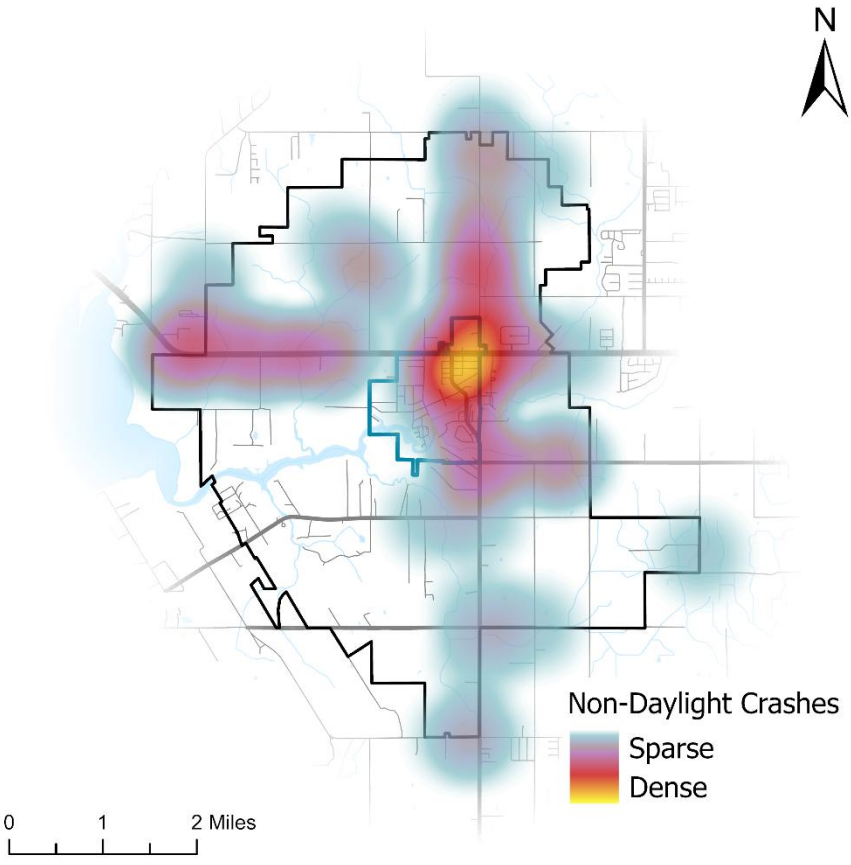


FIGURE 12: CRASHES IN NON-DAYLIGHT CONDITIONS

Crashes by Roadway Surface Conditions

The condition of the road surface affects how vehicles interact with the roadway and directly influences the frequency of crashes. Wet pavement can reduce tire traction and exacerbate the frequency and severity of vehicle crashes. Inadequate roadway surface conditions can be improved through various pavement friction applications and treatments, as well as upgrading striping and signage to be more visible during adverse conditions.

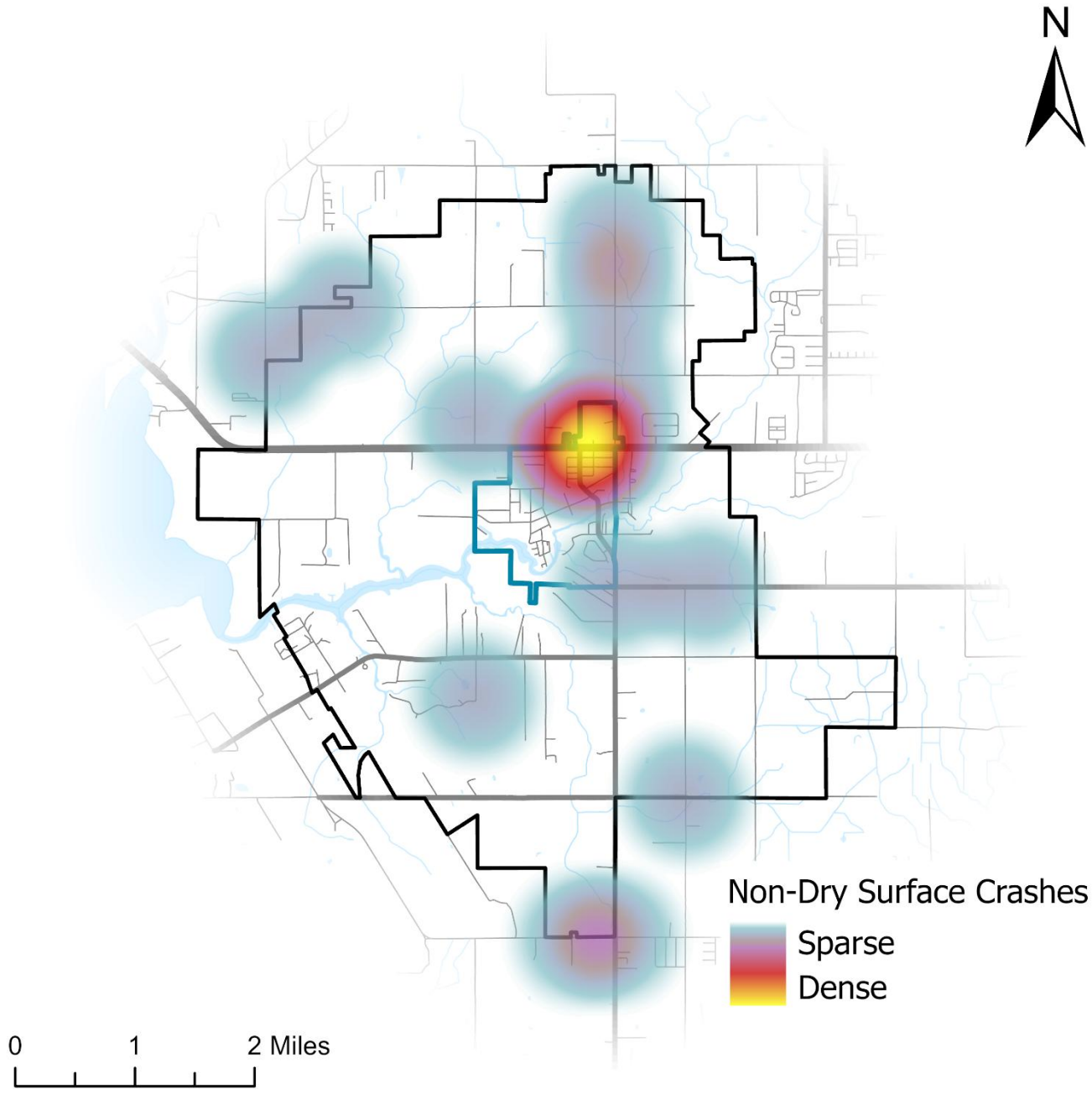


FIGURE 13: CRASHES BY NON-DRY ROADWAY SURFACE CONDITIONS

High Crash Locations

The total number of crashes at a location does not tell the whole story, as areas with higher traffic volumes are more likely to experience a greater frequency of crashes. Furthermore, locations with high traffic volumes often experience congestion which may result in lower crash severity. The total entering volume (TEV) for each intersection is shown in the table. Crash rate calculations account for traffic volumes to provide a more effective comparison among study corridors. The crash rates shown below are expressed as crashes per 1 million vehicle-miles of travel and were calculated using the FHWA Roadway Departure Safety manual methodology. **Table 7** summarizes the top 10 high-crash intersections, ranked by total crashes and crash rates. Identifying these locations was integral in the formation of the high injury network (HIN), as all the intersections below are included in the HIN. While these metrics were not the only criteria for inclusion in the HIN, this analysis was an important first step in HIN development.

TABLE 7: HIGH CRASH INTERSECTIONS

Intersection	Control Type	TEV	Crashes	Crash Rate	Rank by Crash Rate
Magnolia Springs Hwy at Laurent Rd	Unsignalized	7,500	12	0.88	2
US-98 at Old Marlow Rd	Unsignalized	5,500	11	1.10	1
US-98 at Magnolia Springs Hwy	Signalized	10,000	10	0.55	3
Magnolia Springs Hwy at CR-26	Unsignalized	10,000	9	0.49	4
US-98 at CR-9	Unsignalized	5,500	4	0.40	5
US-98 at Oak Tree Dr	Unsignalized	5,500	3	0.30	7
Underwood Rd at CR-49	Unsignalized	5,500	3	0.30	7
Magnolia Springs Hwy at CR-12	Unsignalized	4,500	3	0.37	6
US-98 at Old Federal Rd	Unsignalized	5,500	2	0.20	9
US-98 at Magnolia Blvd	Unsignalized	5,500	2	0.20	9

Crashes Involving Vulnerable Road Users

Vulnerable road users (VRUs) include pedestrians, cyclists, mobility device users (e.g., wheelchairs), and shared micromobility riders (e.g., e-scooters). VRUs are more exposed and at higher risk in the event of a crash with motorists. Roughly 33% of crashes involving VRUs resulted in fatalities or serious injuries in Alabama between 2015 to 2021 (Alabama SHSP). Understanding the characteristics of roadways and their surrounding areas such as retail density, number of travel lanes, and roadway speed limits can help identify locations with potentially higher risk for VRUs. While the Town of Magnolia Springs only experienced one VRU crash over the study period, VRU safety was the most prominent focus area during the public engagement process.

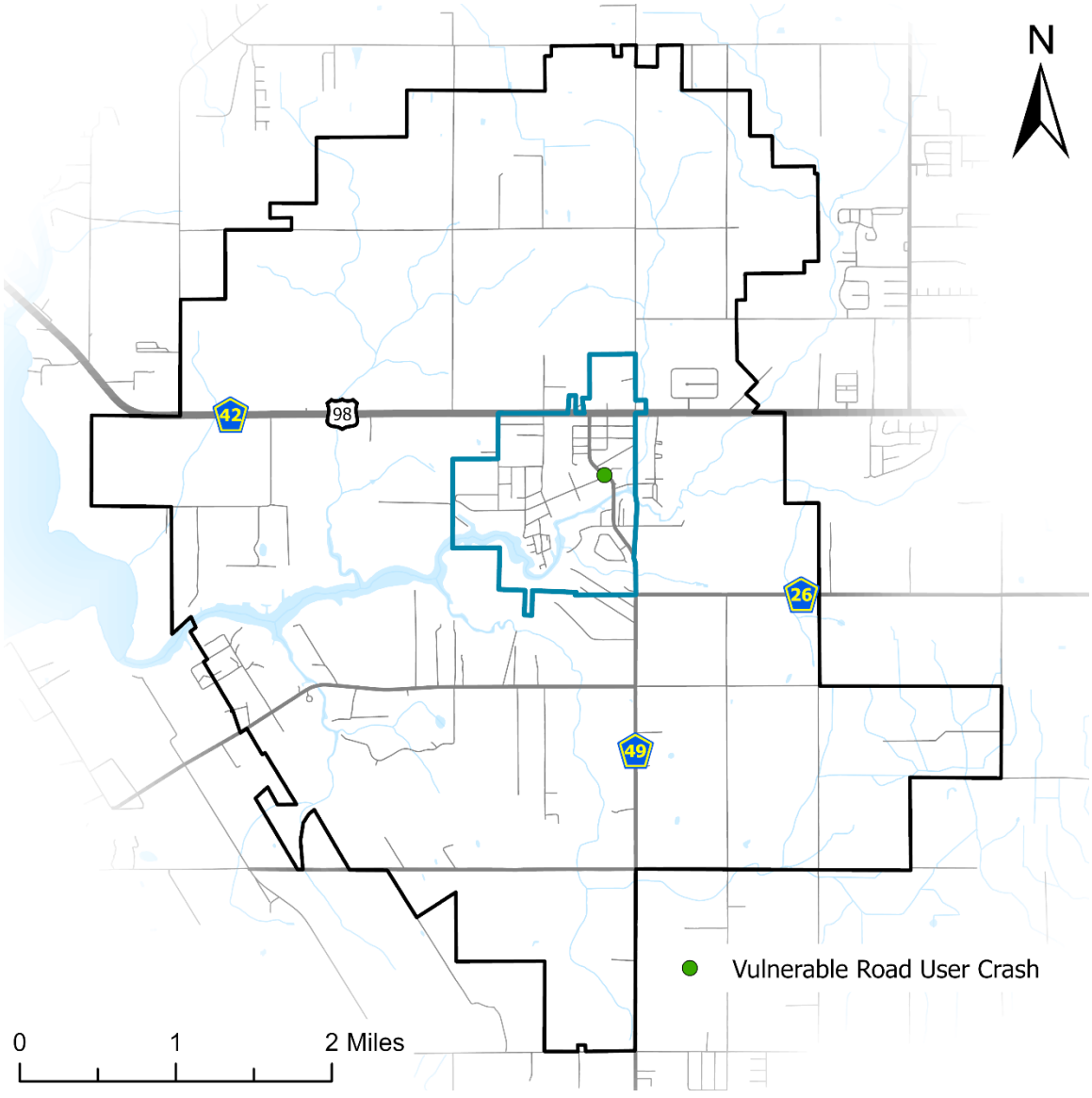


FIGURE 14: CRASHES INVOLVING VULNERABLE ROAD USERS

Vulnerable Road User Connectivity

As seen in **Figure 15**, Magnolia Springs exhibits a small network of sidewalks and paths, including along Magnolia Springs Highway, the Commons community, and several nature areas.

The Eastern Shore Trail, shown in the western end of the study area, is a multiuse path that spans roughly 22 miles along US-98.

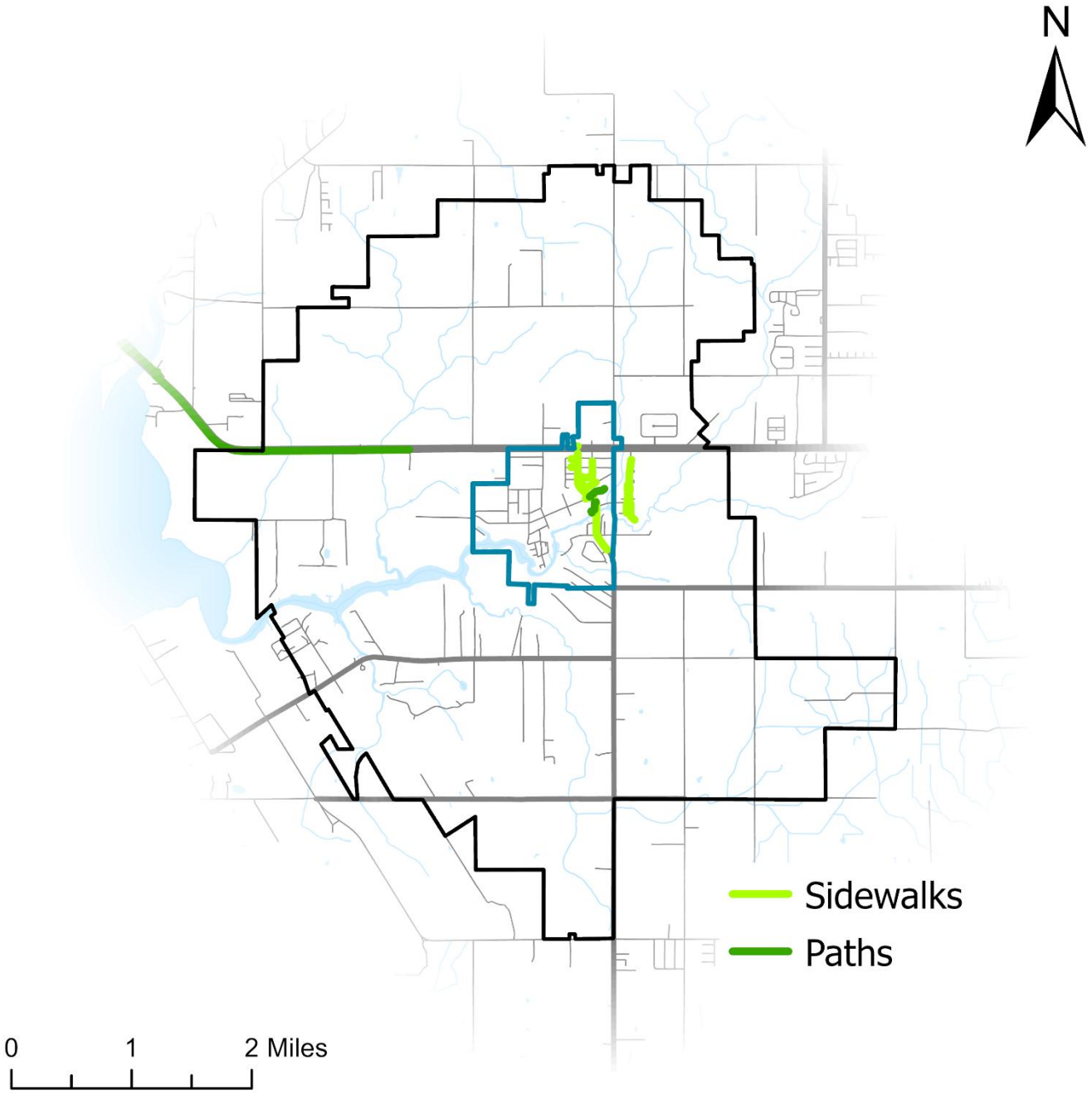


FIGURE 15: TOWN OF MAGNOLIA SPRINGS SIDEWALKS AND MULTI-USE PATHS

Low-Speed Vehicle Connectivity

Low-speed vehicles (LSVs), also known as street-legal golf carts, are a popular way for Magnolia Springs residents to navigate local streets, but they often bring with them a variety of potential safety issues. LSVs are limited to a lower maximum allowable speed and are restricted to streets with lower speed limits, leading to less opportunity for more severe crashes. However, these LSVs often have less protection than regular vehicles and are often more difficult for motor vehicle drivers to see when travelling the roadways. It is important for all LSV drivers to follow all laws that apply to motor vehicles, including laws against impaired driving and restrictions of legal driving age.

The Town has made recent strides to increase awareness and safety of proper LSV use, including the following ordinances:

- Ordinance No. 2017-01 – Permitting & Regulating the Operation of Golf Carts on Certain Public Streets
  - Allows golf carts to be operated on certain public streets with speed limits of 25 mph or less, provided they meet specific safety equipment requirements and are driven by licensed drivers aged 16 or older. Golf carts must be inspected, insured, and display a town-issued permit, which is renewed annually for a fee. The ordinance sets rules for safe operation and parking, prohibits towing, and imposes a $50 penalty for unauthorized use.
- Ordinance No. 2018-01 – Revise the Speed Limits on Streets within the Town Limits
  - Revises speed limits on streets within the town. It sets a maximum speed of 25 mph on all business/commercial and residential streets, with certain secondary and non-standard streets limited to 15 mph. The ordinance allows for lower speeds when conditions require and authorizes the posting of advisory speed limits for specific hazards. The ordinance aims to enhance safety and takes effect immediately upon adoption.

FIGURE 16: MAGNOLIA SPRINGS GOLF CART PERMIT

Focus Areas

Crashes involving Tourism Traffic

The Town of Magnolia Springs sees a significant surge in through-traffic during peak vacation periods, particularly around spring and summer breaks. This sharp rise in volume along US-98 and Magnolia Springs Highway (CR-49) introduces a range of challenges, including unfamiliar drivers, speeding, congestion, and atypical driver conflicts. The resulting crash patterns often differ from those associated with local residents' everyday driving behaviors. Furthermore, although this seasonal traffic can boost activity for local businesses, the burden of funding roadway maintenance and improvements falls primarily on Town residents. **Figure 17**, shown below, displays the crashes that occurred greater than 25 miles from the driver's recorded residence.

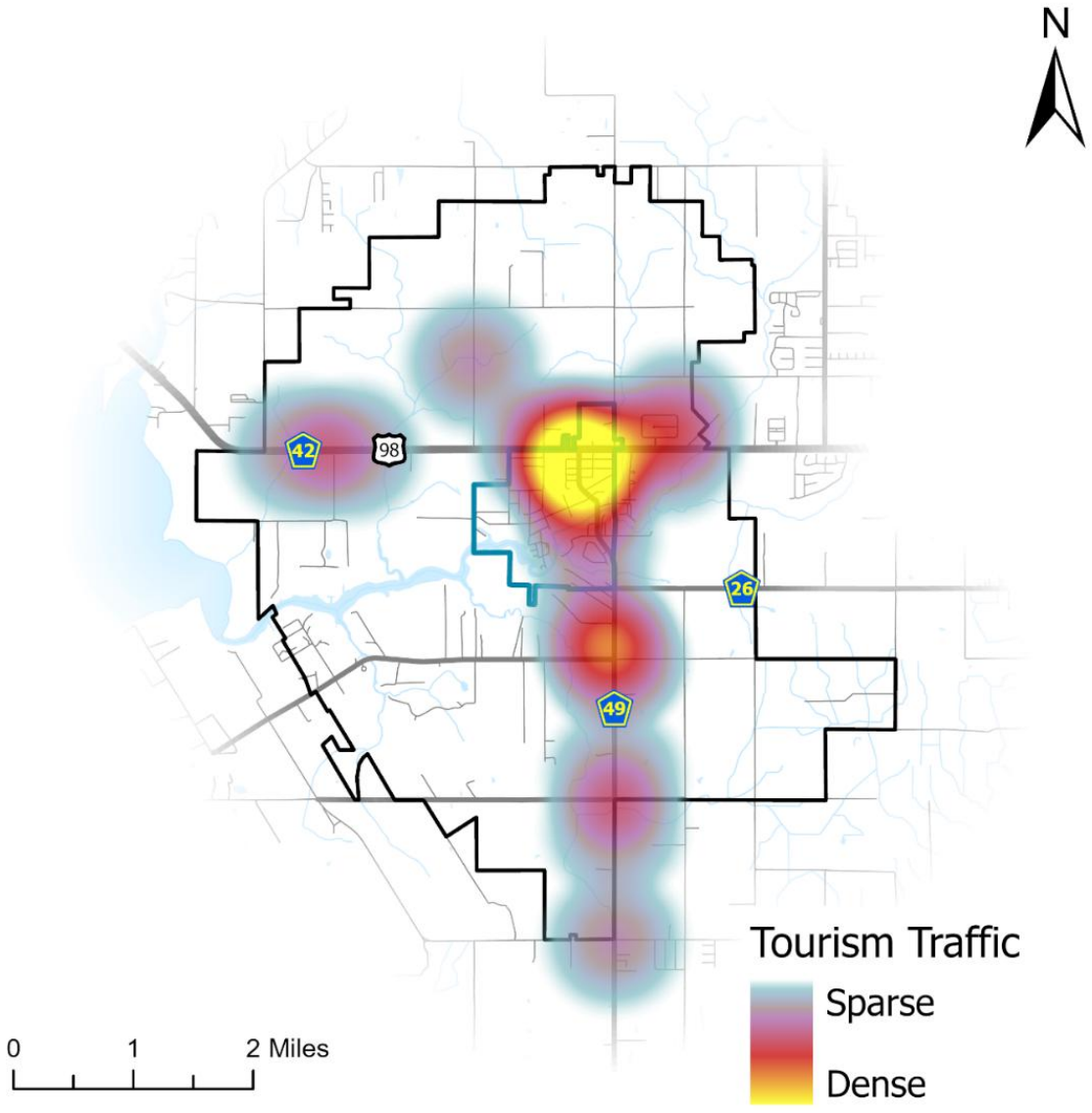


FIGURE 17: TOURISM TRAFFIC

Crashes involving Large Trucks

While Large Trucks were not found to be overrepresented in the emphasis area analysis, issues involving these vehicle types were commonly highlighted within the steering committee and public engagement processes. **Figure 18**, shown below, displays crashes involving large trucks or freight vehicles within the study area, emphasizing concentrated clusters along Magnolia Springs Highway (CR-49) and US-98.

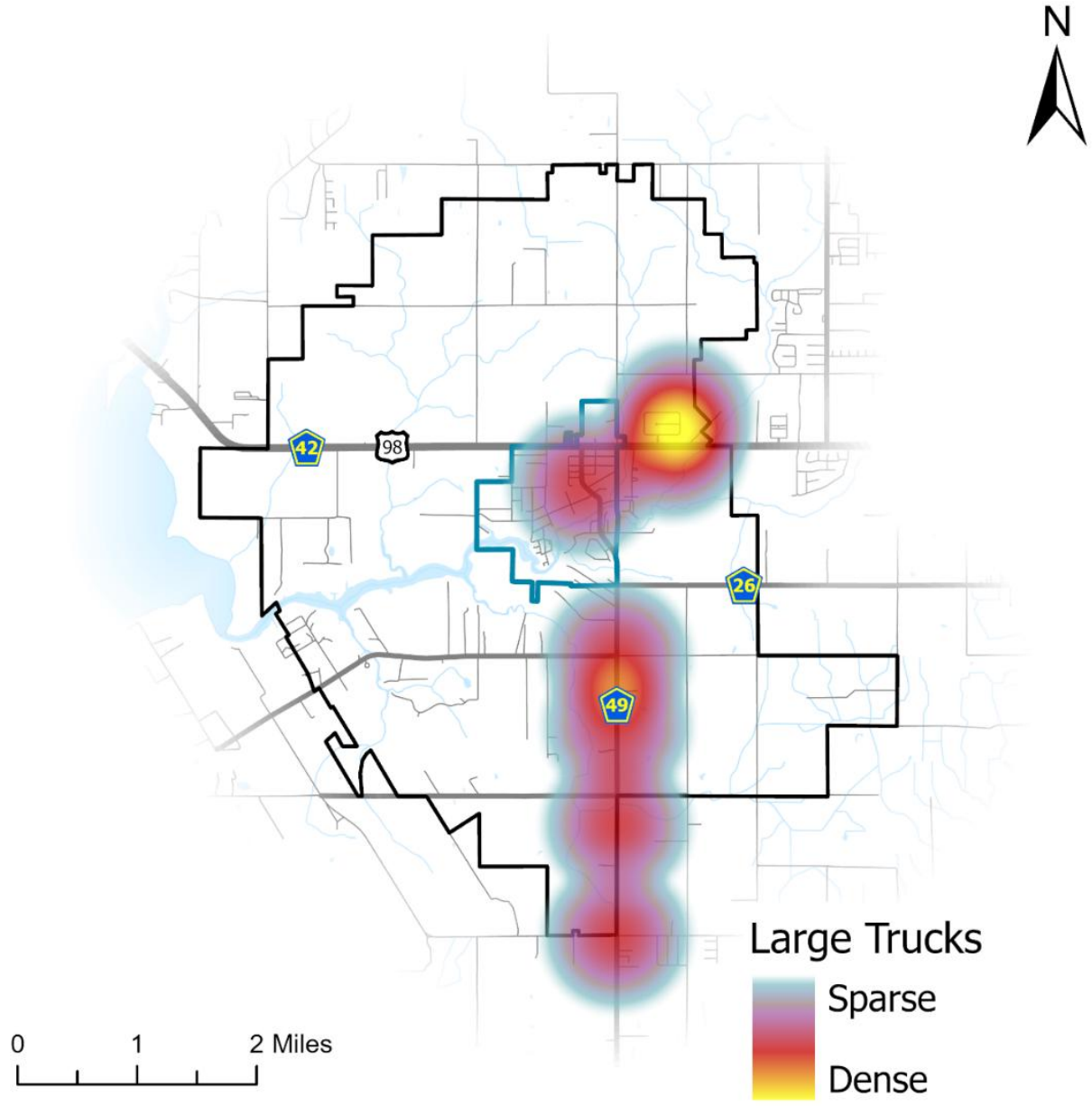


FIGURE 18: LARGE TRUCKS

Identifying a High Injury Network

A High Injury Network (HIN) was developed to identify the routes with the most fatal and serious injury crashes in the Town of Magnolia Springs study area. A HIN is a collection of corridors where a disproportionate number of these crashes occur, as well as corridors that may pose higher risks for road users. Developing a HIN allows for the proper allocation of effort and funds towards specific areas of the Town that need it most. While the HIN typically includes the major thoroughfares of a study area, the methodology used also allows for minor streets and local roads to be considered and included. Creating the HIN is a key step toward focusing resources in the right direction to develop projects that will help reduce fatal and serious injury crashes for all road users in Magnolia Springs.

Methodology

The HIN was identified by first evaluating segments throughout the Town of Magnolia Springs' roadway network with the highest reported crash volumes and rates during the study period (2020-2024) using ALDOT's CARE platform and ArcGIS analysis software. Eleven (11) high crash-rate segments were identified at logical termini (i.e., municipal boundary, road name changes, or roadway characteristic changes such as number of lanes). In an attempt to avoid selecting the highest volume roadways for the HIN, additional variables including crash rates, crash potential, and public comments were also considered.

The HIN was developed utilizing the following methodology:

Roadway Segmentation

- Longer roadway segments were broken into logical extents, determined by roadway attributes such as ADT, posted speed limits, changes in elevation, intersections with other roadways, roadway section profile, presence of sidewalks, and land use. Where appropriate, gaps were filled between segments located closely to each other so that continuous and logical segments made up the HIN. Each of the resulting roadway segments represent a traveled way defined by unique road attributes that road users would experience while traveling on the segment.

Spatial Join

- Base roadway lines provided by the Town of Magnolia Springs were geospatially mapped in a geographic information systems (GIS) database. Properties such as roadway functional classification and ADT were joined to the roadway lines. The crash dataset was overlayed with the roadway lines by geospatial mapping according to each crash event's reported latitude and longitude. To provide context of high injury locations along roadways, each fatal and serious injury crash was spatially joined to the closest roadway by proximity. This produced a dataset of roadways with a corresponding count of fatal and serious injury crashes.

Ranking by Frequency of Fatal, Serious, and VRU Crashes

- Once roadway segmentation was completed, the segments were ranked by total number of fatal, serious injury, and VRU crashes.

Crash Rate and Community Engagement Considerations

- Crash rates, expressed as crashes per 100 million vehicle-miles traveled, were calculated for each roadway segment. These crash rates normalized the segments by accounting for both traffic volumes and segment lengths. Some segments were determined to have an artificially high crash rate due to short segment length or low ADT. Therefore, these segments were excluded from the HIN.

Selection

- The resulting segments were included in the HIN. The HIN includes 100% (15/15) of the fatal and serious injury crashes and 100% (1/1) of the vulnerable road user crashes occurring in the study area. A map displaying the HIN is shown in **Figure 19** , while **Figure 20** shows the HIN and all severe crashes and vulnerable road user crashes.

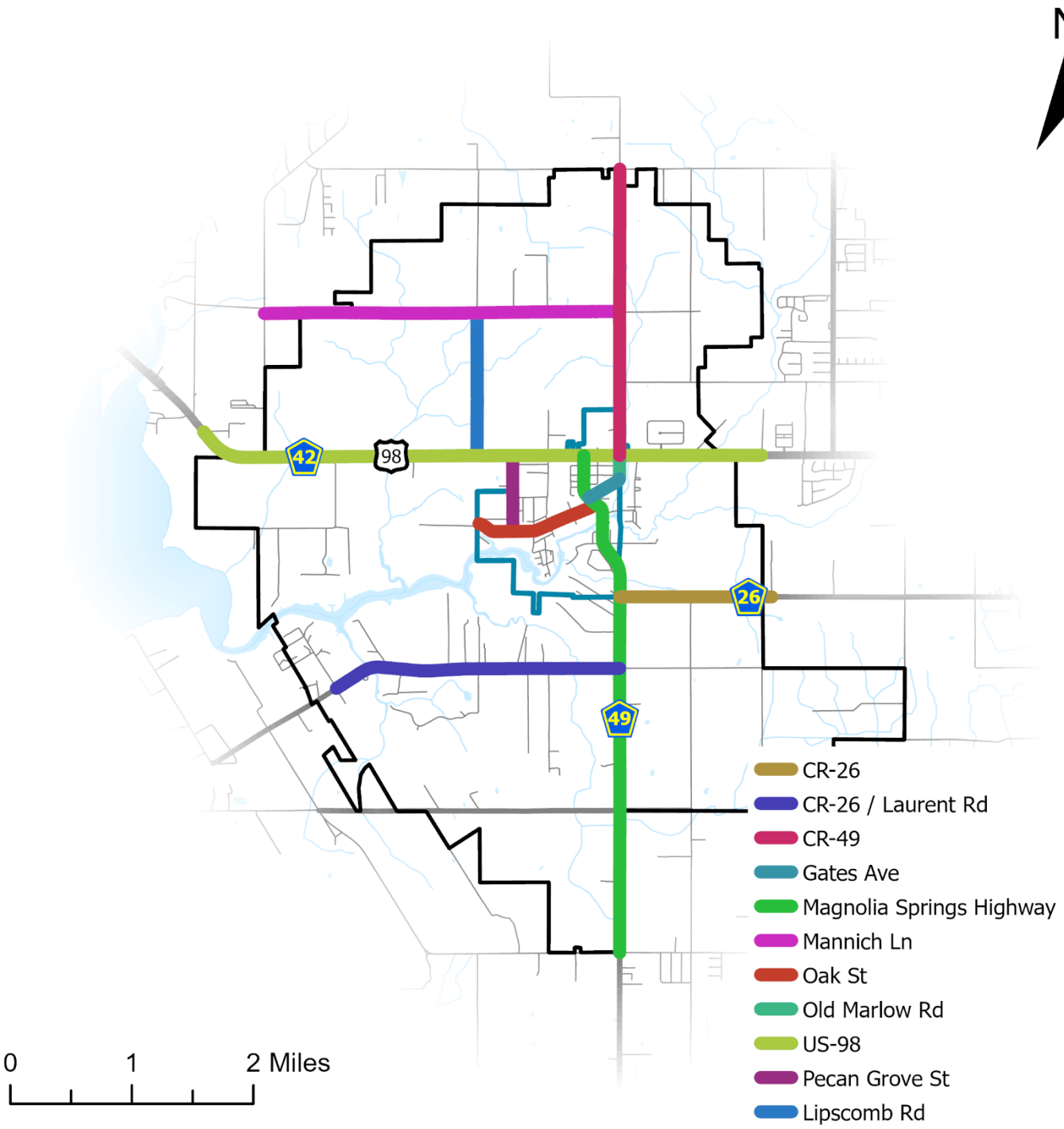


FIGURE 19: TOWN OF MAGNOLIA SPRINGS HIGH INJURY NETWORK

HIN Crash Coverage

As shown below in **Figure 20**, all serious injury crashes and vulnerable road user crashes in the study area are captured by the HIN segments.

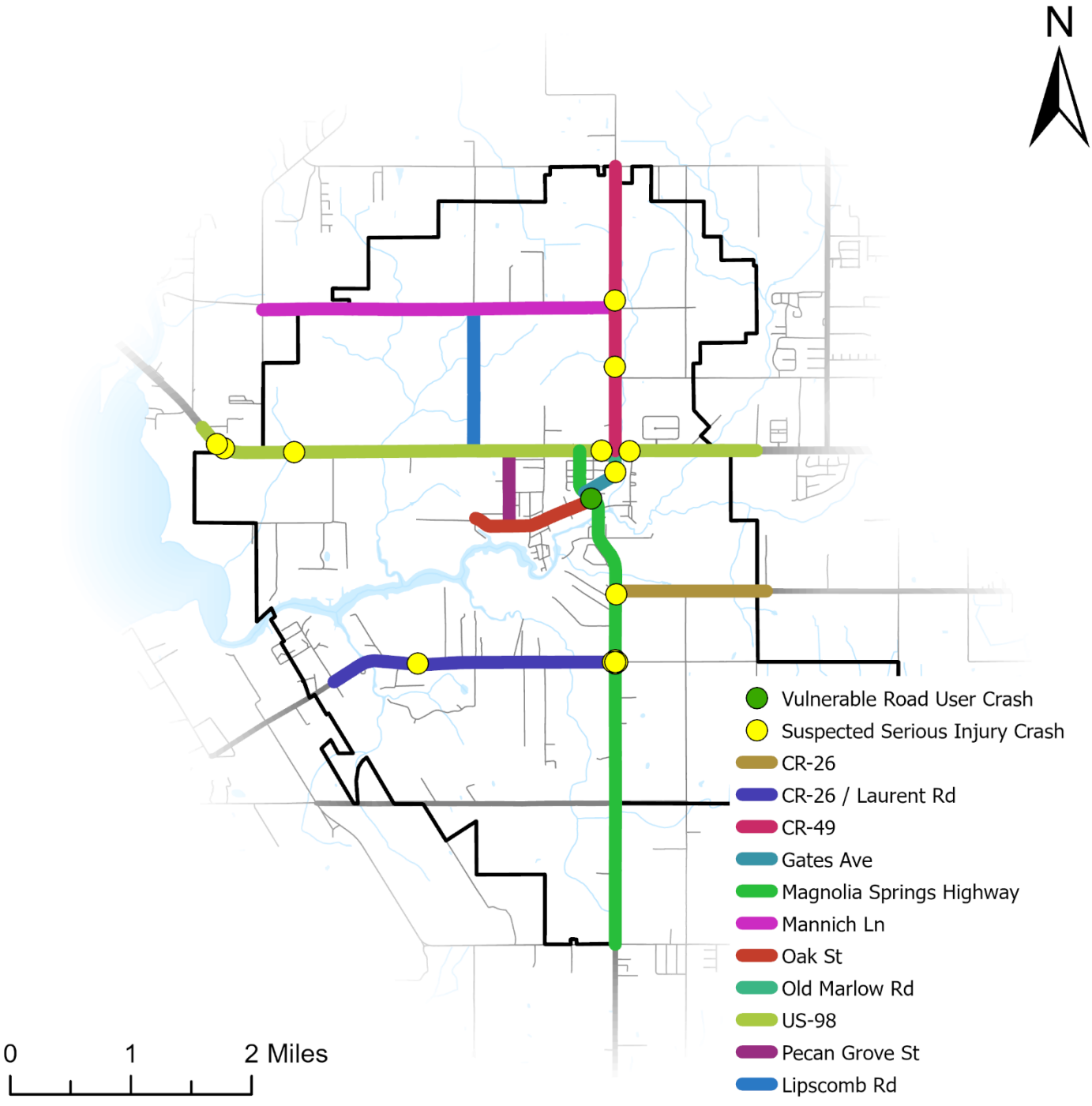


FIGURE 20: HIGH INJURY NETWORK CRASH COVERAGE

Magnolia Springs
SAFE STREETS

Engagement and Collaboration

Engagement and Collaboration

Introduction

Public outreach and engagement played a crucial role in collecting valuable insight into what Magnolia Springs residents encounter daily while traveling routes in the study area, whether it is by car, bike, foot or bus. During the study, multiple opportunities for participation and input were offered to the general public and to community stakeholders. This included in-person events, targeted e-mail outreach, social media posts, and a dedicated project website to gather and record input and disseminate information regarding the SAP and the SS4A Grant Program. By using a range of input methods, feedback was collected from a broad cross-section of residents, including individuals from all regions of the study area.

Following the project kickoff meeting on December 16th, 2025, the engagement and collaboration schedule shown below in **Figure 21** was followed.

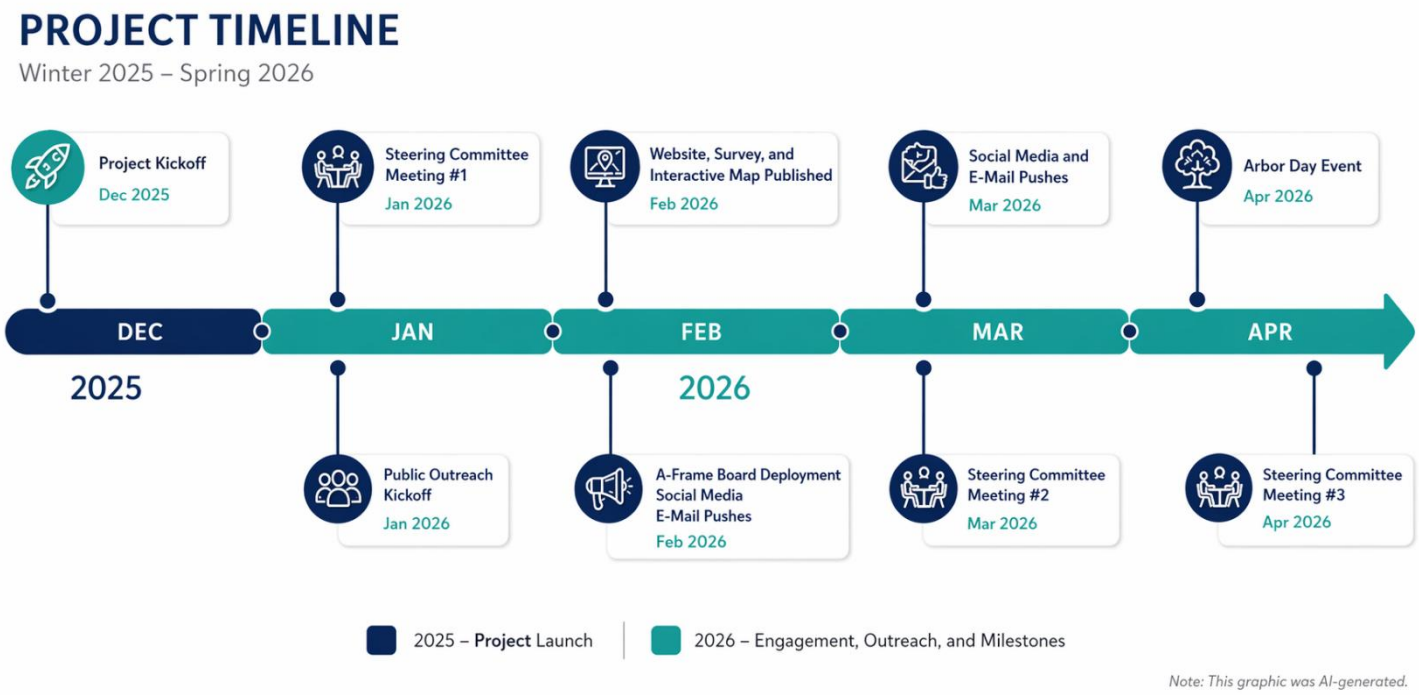


FIGURE 21: ENGAGEMENT AND COLLABORATION SCHEDULE

Steering Committee

To help guide the study effectively, a Steering Committee was established. The role of the Steering Committee was comprehensive and vital to the project's success. Their primary task was to provide local, informed input regarding current conditions and opportunities for improvement in Magnolia Springs. This involved assessing various aspects of the Town's infrastructure, accessibility, and overall community needs, allowing the study to be grounded in accurate, first-hand information. Secondly, the members of the Steering Committee were to act as outreach conduits to the community. This meant actively engaging with residents to gather diverse perspectives and promote participation in the study. Throughout the project, the Town and the Steering Committee coordinated multiple outreach efforts. These included direct e-mail blasts to residents, informative social media posts, and personal communications with local groups and organizations. The committee encouraged community members to get involved and provide valuable input, ensuring that the study reflected a broad spectrum of voices and concerns. The diligent work of the Steering Committee played a crucial role in the success of the public outreach portion of the study.

Public Outreach

Project Website

To display current crash data and analysis findings as well as provide a portal for public input and feedback, a project-specific website was created: https://magnoliaspringssafestreets.org. An image of the website landing page is shown in **Figure 22**. Within the website, users could also find information on what a Safety Action Plan is, how it can benefit the community, and how they can participate by providing input.

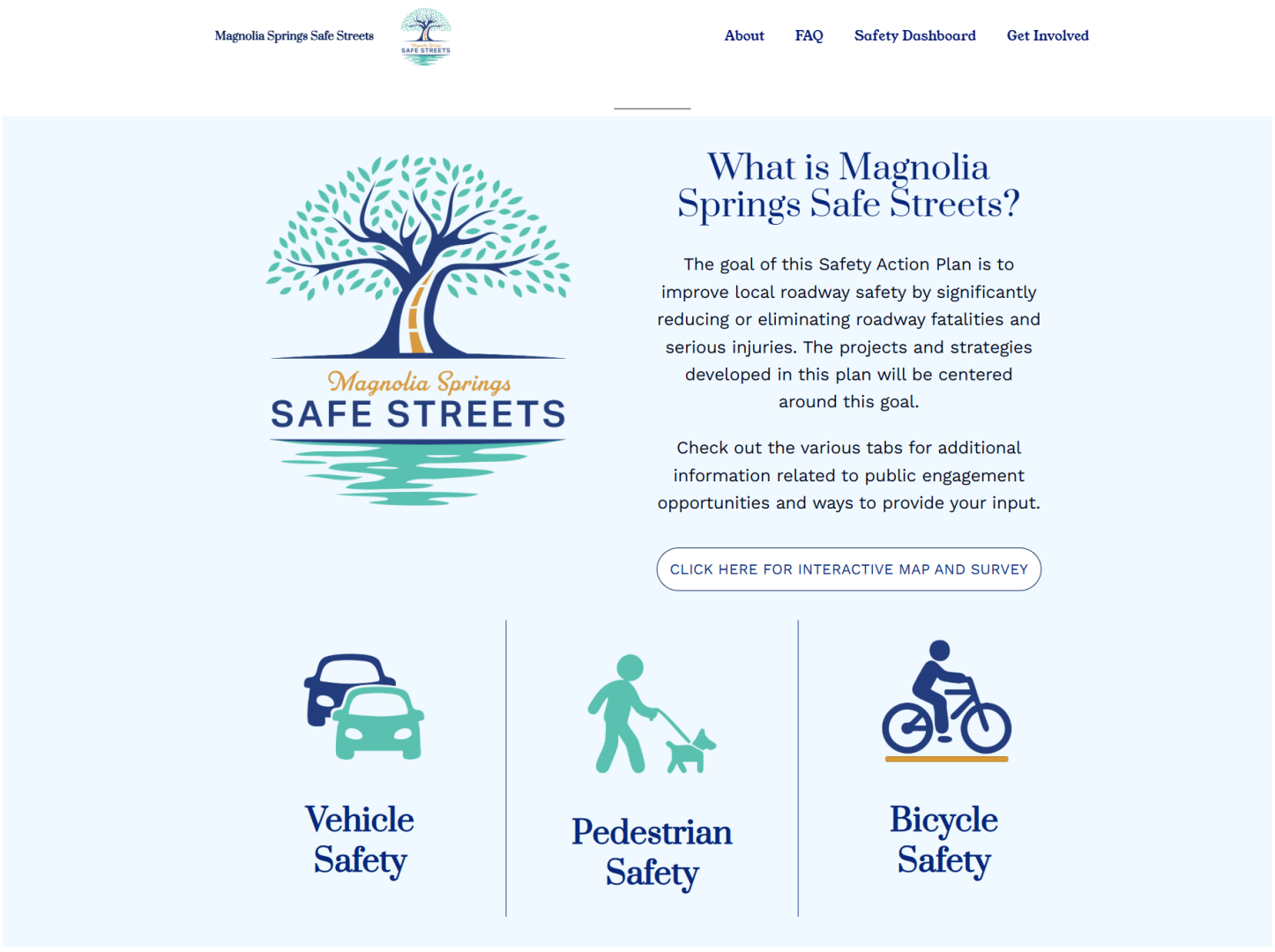
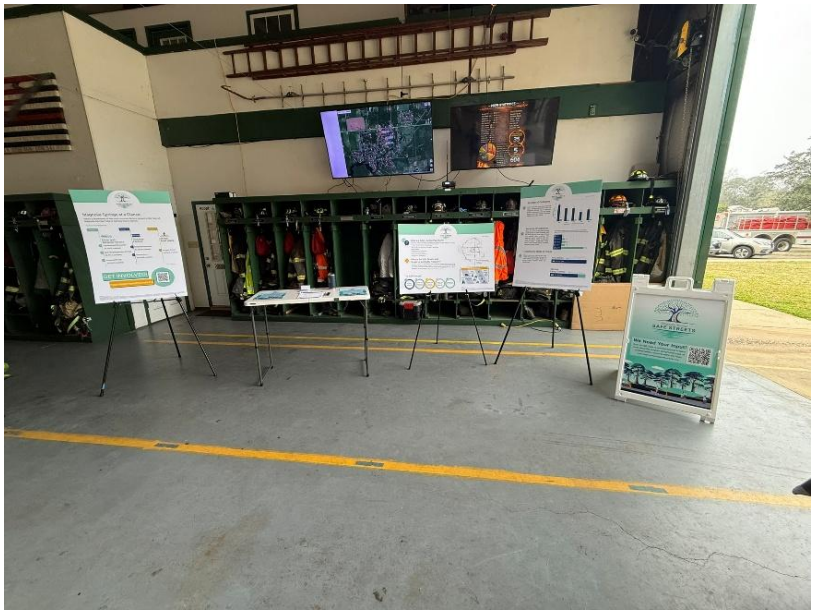


FIGURE 22: TOWN OF MAGNOLIA SPRINGS SAP WEBSITE

Arbor Day

Arbor Day is an important event in Magnolia Springs as it brings the community together by demonstrating their dedication to the environment. Project-branded garden stakes were designed and incorporated into the Arbor Day event as a unique and effective promotional tool. These stakes prominently featured the project logo, along with a QR code linking to the project's website. This innovative approach not only captured attention but also provided a convenient way for residents to access more information and participate in the survey. The stakes became a conversation starter, helping to extend the reach of the project's messaging throughout the community.



Additional Outreach Efforts

Poster boards and a portable A-frame sign displaying project information were utilized at nearly all outreach events and Steering Committee meetings to consistently share project details and promote survey participation. In addition to these traditional outreach methods, the project team also employed creative strategies to spread awareness and engage the public. The branded garden stakes incorporated in the Arbor Day event are an example of these unique methods, spreading awareness to all who attended the community event. Town staff were also involved in conducting community engagement at the 2026 Magnolia Springs Tour of Homes, which provided a large boost in survey and interactive map responses in the days prior.

Public Outreach and Engagement Summary

Throughout the course of this study, a significant number of community members were reached across a variety of events and platforms as described above. This resulted in a robust response with 192 total responses from the survey and interactive map. Additional engagement metrics are shown in **Figure 23** below.

Although Magnolia Springs is a small town, it has a deeply engaged and connected community. Residents genuinely care about their community and demonstrate this through active involvement in local events, initiatives, and decision-making processes. These projects are shaped by the overwhelming amount of public input and supported by the shared vision of the community.

FIGURE 23: ENGAGEMENT AND COLLABORATION SUMMARY

Survey Responses

Figure 24 shows specific comments and areas of concerns from respondents, detailing in their own words what needs to be addressed to make travelling throughout the Town safer and more accessible to all.

FIGURE 24: AREAS OF IMPROVEMENT

Interactive Map Results

As shown in **Figure 25** below, a majority of interactive map responses were either vehicle concerns (orange) or pedestrian concerns (green), with a high presence of comments along the corridors of Magnolia Springs Highway, Oak Street, and Pecan Grove Street.

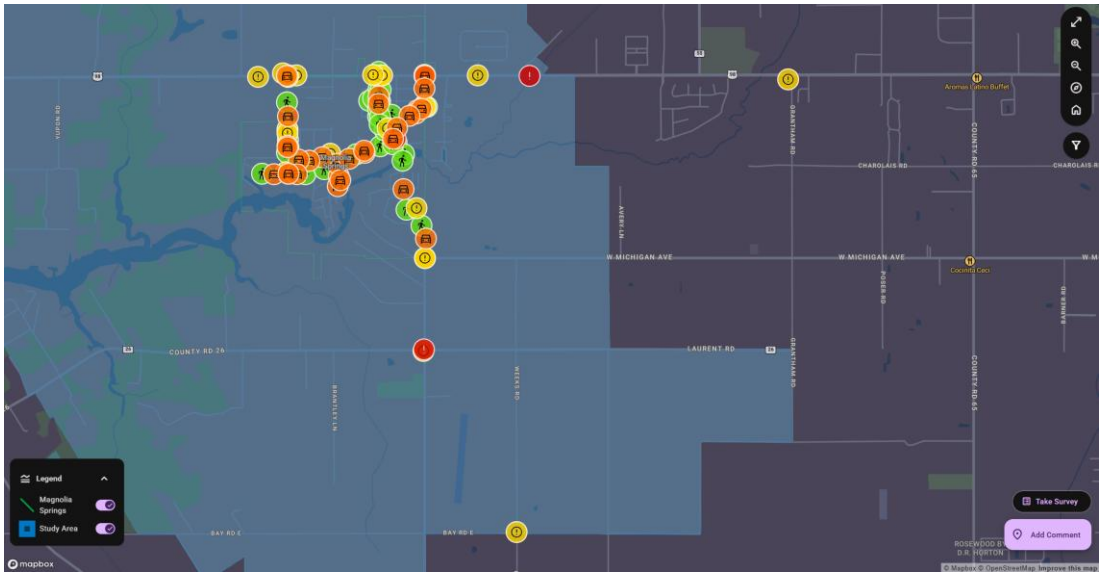


FIGURE 25: INTERACTIVE MAP RESULTS

Public Input Heat Map

Between the online survey and interactive map, respondents provided 192 individual comments for locations within the study area. Mapping these responses highlights areas of public concern that may not appear in crash data analysis. **Figure 26**, shown below, displays a heatmap of location-based comments. Public comments are predominantly concentrated in the center of Town, primarily along the local streets connecting with Magnolia Springs Highway.

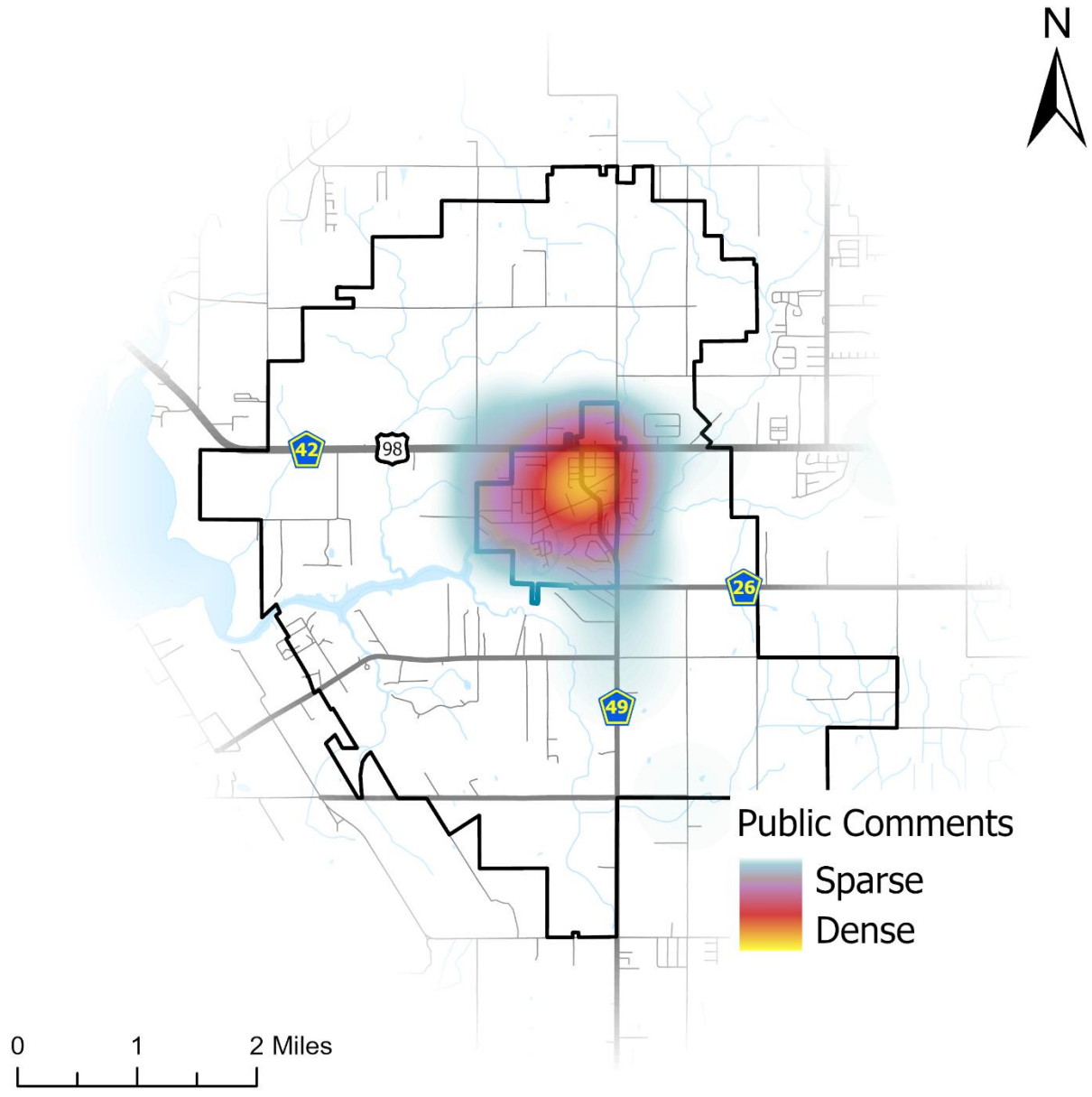


FIGURE 26: CONCENTRATION OF LOCATION-SPECIFIC PUBLIC COMMENTS

Crash Data versus Public Comments

Public comments were primarily located along local roads within the Town limits that exhibited high volumes of pedestrian and non-motorist activity. As shown below in **Figure 27**, the comments and crash data follow similar trends in locations and density. Oak Street and Pecan Grove Street are two corridors that are highly over-represented in the community engagement, which provides essential insight into locations that were not highlighted by the crash analysis.

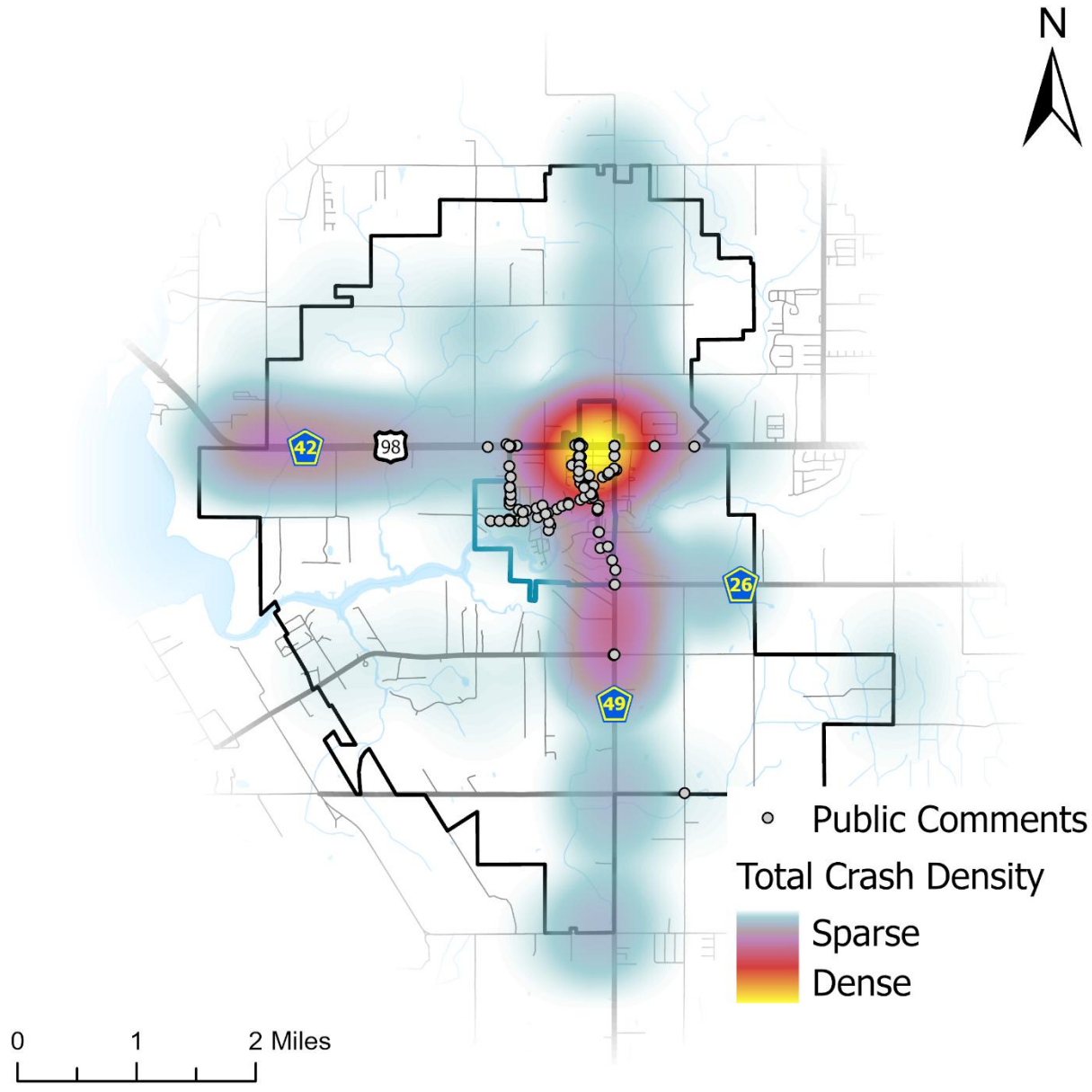


FIGURE 27: CRASH DENSITY VS PUBLIC COMMENTS

Summary of Survey Results

The survey results reveal that a significant number of respondents reside and work within the study area limits, primarily relying on driving alone by car or walking for their transportation needs. Respondents mainly reported walking or biking for leisure or exercise purposes. Though nearly sixty percent (60%) of participants felt that streets in Magnolia Springs are safe, there was a significant percentage of the population (26%) who felt that the current transportation network was unsafe. There was strong support for various safety improvements, including improved lighting, roadway barriers (guardrail and medians), and improved sidewalk and crossing infrastructure.

Areas of high public input were largely consistent with crash data, with the Oak Street and Pecan Grove Street corridors being the main locations that were more representative of community input than crash data. Respondents shared significant input about the Magnolia Springs Highway corridor, with particular focus on the area around the Magnolia River Bridge. The survey also highlighted several driver-related areas of emphasis within Magnolia Springs, with behaviors such as speeding, enforcement, and large trucks being highly represented within the received input.

Based on ACS data and survey responses of population demographics, it was confirmed that the survey results were genuinely reflective of the demographic makeup of the Town of Magnolia Springs. This careful examination ensured that the voices of all community members, regardless of their background, were equally heard and valued in the survey process. Consequently, no particular group was prioritized over others, thereby fostering a fair and inclusive environment where everyone had the opportunity to express their concerns on an equal footing. This approach underscores our commitment to equity and transparency in capturing the community's diverse perspectives.

Key Takeaways

The majority of survey responses were focused primarily on pedestrian concerns and driver-related behaviors, with a high concentration of comments along the corridors of Magnolia Springs Highway, Oak Street, and Pecan Grove Street. Many respondents also called for improvements to existing infrastructure, including turn lanes, lighting structures, pedestrian paths/crossings, and the installation/removal of traffic calming devices. Due to the existing walkability and substantial amount of non-motorist traffic in Magnolia Springs, a significant number of comments were directed toward improving or adding facilities that would enhance safety for pedestrians and cyclists.

Magnolia Springs

SAFE STREETS

Strategies

Countermeasures and Strategies

Introduction

The SAP identifies countermeasures and strategies addressing the Town's emphasis areas mentioned earlier in the SAP. The countermeasures are classified into two categories: (1) engineering countermeasures (project recommendations) and (2) driver-related countermeasures (related to education, enforcement, and emergency medical services).

Targeted Emphasis Areas

As detailed in the **Safety Analysis** section, there are a number of safety emphasis areas identified by the Alabama SHSP. The countermeasures and strategies identified in this plan are listed along with their targeted emphasis area(s) for easy future reference. A brief description of the emphasis areas to which the plan's mitigations correlate is summarized below.

Unrestrained Occupants

Unrestrained Occupants refer to individuals in a vehicle who are not using seat belts or other safety restraints at the time of a crash. This term includes drivers and passengers who are not wearing seat belts, as well as children who are not properly secured in car seats or booster seats. The law also provides for the use of medically prescribed modified child restraints for children who cannot be safely transported in conventional systems.

In Alabama, the Child Passenger Restraint law requires that:

- Infant only seats and convertible seats used in the rear facing position for infants until at least one year of age or 20 pounds.
- Convertible seats in the forward position or forward-facing seats until the child is at least five years of age or 40 pounds.
- Booster seats until the child is six years of age.

Senior Drivers (65+)

Senior Drivers refer to drivers aged 65 and older. This group is often given special consideration due to age-related changes in vision, physical fitness, and cognitive abilities, which can affect driving performance and increase crash risk.

Teen Drivers (13-19)

Focusing on teen drivers for road safety is crucial as this group represents a significant portion of new and inexperienced drivers on the road. Statistically, teenage drivers are involved in a disproportionately high number of crashes compared to other age groups due to factors such as lack of experience, risk-taking behaviors, and distractions. By prioritizing road safety education and implementing tailored safety measures for teens, agencies can significantly reduce accident rates, promote responsible driving habits, and ultimately save lives. Ensuring the safety of teen drivers not only protects them but also enhances the overall safety of all road users.

Impaired Drivers

Impaired Drivers are individuals operating a vehicle while under the influence of alcohol, drugs (including prescription, over-the-counter, and illicit substances), or other substances that impair their ability to drive safely. This definition encompasses any condition that affects a driver's cognitive, physical, or motor skills, increasing the risk of crashes and endangering all road users.

Inattentive, Distracted, and Drowsy Drivers

Focusing on inattentive, distracted, and drowsy drivers for road safety is imperative due to the high risk they pose not only to themselves but also to other road users. Distracted driving, often caused by mobile phone use, eating, or other activities that take attention away from the road, leads to a significant number of crashes each year. Similarly, drowsy driving impairs reaction times and decision-making abilities, making it potentially just as dangerous as driving under the influence of alcohol. By addressing these issues through public awareness campaigns, strict enforcement of traffic laws, and the promotion of safe driving practices, the risks associated with inattentive, distracted, and drowsy drivers can be mitigated.

Aggressive Drivers/Speeding

Aggressive Drivers refer to individuals who engage in unsafe driving behaviors with deliberate disregard for safety. These behaviors can include speeding, tailgating, weaving in and out of traffic, running red lights, and other actions that endanger other road users.

Motorcycle Involved

Motorcyclists make up a disproportionate percentage of fatal and suspected serious injury crashes. Though accounting for an estimated 0.7% of vehicle miles traveled, motorcyclists account for 15% of all traffic fatalities nationwide.

Large Truck Involved

Large trucks, including commercial motor vehicles (CMV), comprise a disproportionate percentage of fatal/ suspected serious injury crashes in the study area.

Emergency Response / Work Zones

Focusing on emergency response and work zones for road safety is essential due to the unique and elevated risks present in these areas. Emergency responders often work in unpredictable and hazardous environments, requiring drivers to be vigilant and responsive to ensure their safety. Similarly, work zones introduce unusual traffic patterns, reduced speed limits, and the presence of workers and heavy machinery, which can be challenging for drivers to navigate. Prioritizing safety measures in these zones, such as enhanced signage, stricter enforcement of traffic laws, and public education campaigns, helps protect both the workers and emergency personnel, ensuring that critical tasks can be performed without unnecessary danger.

Data Collection

Focusing on data collection and analysis for road safety is fundamental in creating effective and evidence-based traffic safety strategies. By systematically gathering and analyzing data on traffic incidents, driver behavior, road conditions, and other relevant factors, decision-makers can identify patterns, pinpoint high-risk areas, and develop targeted interventions. This data-driven approach enables policymakers, engineers, and law enforcement agencies to make informed decisions, optimize resource allocation, and implement the most impactful safety measures. Improving road safety through rigorous data collection and analysis not only helps in reducing crashes and saving lives but also enhances the efficiency and effectiveness of road safety programs.

Vulnerable Road Users (VRUs)

Vulnerable road users (VRUs) include pedestrians, bicyclists, and users of nonmotorized transportation. Their vulnerability on the road requires an intentional focus on safety. A significant amount of public feedback focused on pedestrian and bicyclist concerns and related pedestrian/bicycle infrastructure needs. The Alabama Vulnerable Road User Safety Assessment (2023) provides further guidance for safety in this area.

Pedestrian Involved

Focusing on pedestrians for road safety is paramount, as they are among the most vulnerable road users. Unlike drivers and passengers in vehicles, pedestrians have little protection in the event of a collision, making even minor traffic incidents potentially life-threatening. Ensuring pedestrian safety involves designing and maintaining walk-friendly infrastructure, such as crosswalks, sidewalks, pedestrian signals, and traffic calming measures. Additionally, public awareness campaigns that educate both drivers and pedestrians about sharing the road responsibly can significantly reduce crashes and injuries. By prioritizing pedestrian safety through thoughtful urban planning, clear signage, and community engagement, we can create safer environments that encourage walking and enhance the overall quality of life in our communities.

Bicycle Involved

Focusing on bicyclists for road safety is critically important, as they face unique risks on the road due to their exposure and the varying levels of interaction with motor vehicles. Bicyclists, much like pedestrians, lack the protective barriers that vehicles offer, making them particularly vulnerable in the event of a collision. Enhancing road safety for bicyclists involves implementing dedicated bike lanes, ensuring proper signage, and educating both drivers and bicyclists about safe sharing of the roads. Additionally, promoting the use of helmets and other protective gear can significantly reduce the severity of injuries in crashes. Investing in safer infrastructure and fostering a culture of mutual respect and awareness among all road users can create a safer, more bike-friendly environment, encouraging more people to choose cycling as a healthy and sustainable mode of transportation.

Engineering Countermeasures

Engineering Countermeasures Toolkit

A toolkit of engineering countermeasures was compiled for this SAP based on general applicability in the Magnolia Springs study area, the level of evidence for crash reduction, and stakeholder and public feedback obtained during engagement (see the **Engagement and Collaboration** section). **Table 8** provides a summary of a representative group of countermeasures used in project recommendations for this SAP, a general level of cost/effort, their crash modification factor range (where available), and a proposed timeframe for implementation.

TABLE 8: TOWN OF MAGNOLIA SPRINGS ENGINEERING TOOLKIT

Countermeasure	CMF Range	Cost/Effort	Timeline
Install Raised Pavement Markers (RPMs)	0.67 - 0.94	$	Short-Term
Install Retroreflective Borders on Existing Backplates	0.85	$	Short-Term
Upgrade to Retroreflective Striping and Signage	0.65 - .82	$	Short-Term
Install Flashing Yellow Arrows (FYAs)	0.7 - 1.34	$$	Short-Term
Install Advance Curve Warning Signage	0.71 - 0.89	$	Short-Term
Wider Edge Lines	0.64 - 0.88	$	Short-Term
Improve Lighting	0.62 - 0.89	$$$	Mid-Term
Replace Two-Way Left-Turn Lane (TWLTL) with Median (Install Left-Turn Lanes as Necessary)	0.53 - 0.81	$$$$	Long-Term
Install Transverse Rumble Strips	0.64 - 0.73	$	Mid-Term
Install Combination Center/Edge Rumble Strips	0.78 - 0.90	$$	Mid-Term
Install Pedestrian Signal Heads	0.30 - 0.84	$$	Mid-Term
Widen Shoulder (2'-6')	0.91 - 0.95	$$$	Long-Term
Install Mid-Block Pedestrian Crossings (RRFBs)	0.27 - 1.18	$$	Mid-Term

Behavioral Strategies

Driver-related behavioral strategies are essential to improving transportation safety because they directly influence how individuals make decisions on the road. Unlike engineering solutions, these strategies aim to change risky behaviors through awareness, accountability, and cultural shifts. These strategies incorporate the remaining three Es of traffic safety: Education, Enforcement, and Emergency Response, which are described briefly below.

Education:

- Equips drivers with knowledge about safe practices, traffic laws, and the consequences of dangerous behaviors. Public campaigns, school programs, and community outreach help instill lifelong habits that promote safety.
- Includes behavioral strategies that target the psychological and social factors behind driving decisions. These include incentive programs, peer influence, and behavioral nudges that encourage safer choices.

Enforcement:

- Ensures compliance with laws through visible and consistent policing. When drivers know that violations like speeding or texting while driving carry real consequences, they are more likely to follow rules.

Emergency Response:

- Includes the elements associated with crash scene first responders (police, fire, traffic control, EMS, tow trucks, etc.).
- Plays a crucial role in providing immediate medical assistance and stabilizing patients at the scene of an emergency, helping to manage life-threatening situations quickly and effectively.
- Ties directly to the “Post-Crash Care” element of the Safe System Approach.

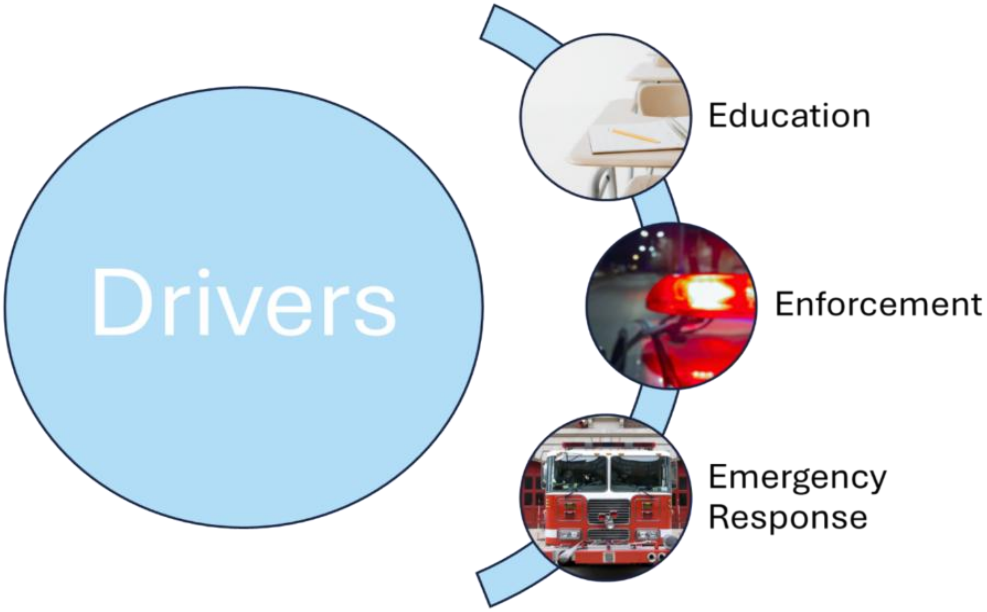


FIGURE 28: BEHAVIORAL STRATEGIES BREAKDOWN

Strategies Toolbox

As with the engineering countermeasures, a toolbox of behavioral strategies was created for this safety action plan to provide a resource that can be referred to for future safety needs across the study area. The toolbox shown in **Table 9** below displays the strategies identified as being high priority, along with the emphasis areas that they target.

TABLE 9: STRATEGIES TOOLBOX

Strategy	Emphasis Area(s) Targeted
Conduct Road Safety Audits (RSAs)	All
Collaborate with Local Schools to Promote and Demonstrate Proper Occupant Safety Compliance	Younger Drivers, Unrestrained Occupants
Strengthen penalties for lack of seat belt use including increased violation fines and/or progressive fines for repeat offenses coupled with public outreach to deter unbelted motorists.	Unrestrained Occupants
Strengthen focused communications and public outreach campaigns, coupled with enforcement, directed at low-seat belt-use or high-risk groups.	Unrestrained Occupants
Collaborate with senior centers, retirement communities, and medical providers to increase the reach and adoption of alternative transportation methods.	Older Drivers
Establish an online “one-stop” resource to guide older drivers and their family/friends on navigating changing driving needs and available resources, such as: assessing driving capabilities and limitations, skill development; locating programs to enhance safety and comfort, available driving courses, alternative safe mobility options; and voluntarily limit driving to safe driving conditions.	Older Drivers
Assess the benefits of Graduated Drivers’ Licensing (GDL) passenger restrictions for drivers aged 17 and younger for the first six months of the provisional license.	Younger Drivers
For permit holders, incorporate a minimum of 10 hours of nighttime driving into the existing 50 hours of supervised driving.	Younger Drivers
Increase dedicated enforcement campaigns coupled with social norming media outreach focusing on unbelted, distracted, and impaired driving.	Younger Drivers, Distracted Drivers, Impaired Driving, Unrestrained Occupants
Integrate high-visibility impaired driving enforcement saturation patrols and checkpoints with other speed and unbelted enforcement campaigns to expand opportunities to detect and arrest impaired drivers.	Impaired Driving, Aggressive Drivers/Speeding, Unrestrained Occupants
Require alcohol ignition interlocks as a condition for license reinstatement for BAC test failure including misdemeanor DUI first and second post-conviction as well as test refusal, and/or high BAC (.15 or higher) offenders prior to conviction.	Impaired Drivers
Increase outreach programs to target substance abuse prevention in schools and communities.	Impaired Drivers/Younger Drivers

Implement infrastructure improvements to alert distracted and drowsy drivers to the roadway in an effort to reduce the frequency and severity of distracted and drowsy driving related crashes.	Distracted Driving
Develop an initiative designed to implement various measures across the study area to reduce vehicle speeds, involving physical changes to the roadway environment, such as curb extensions and improved pedestrian crossings, to alter driver behavior and create safer conditions for all road users.	Aggressive Drivers/Speeding
Perform high visibility, targeted enforcement to deter and reduce the frequency of speeding and aggressive driving.	Aggressive Drivers/Speeding
Identify and implement context appropriate engineering solutions in locations where speeding and aggressive driving behaviors are prevalent to encourage traffic calming and lower speeds to reduce the likelihood and severity of crashes.	Aggressive Drivers/Speeding
Promote safe motorcycle riding awareness, including the impact of proper driver education, the use of high visibility clothing and gear and properly wearing personal protective equipment.	Motorcycles
Develop and implement enforcement programs aimed at motorcycle driver safety in high crash frequency areas.	Motorcycles
Educate motorcycle riders on conspicuity strategies to increase use of high visibility clothing and gear.	Motorcycles
Develop and implement targeted outreach and communication strategies to increase motorist awareness and understanding of how to drive safely around commercial vehicles.	Large Trucks
Develop a public service campaign to promote, encourage, and educate drivers about moving over for emergency vehicles, tow trucks, and for stopped vehicles on the shoulder.	All
Improve the quality and accuracy of crash reports by employing uniform reporting standards, improving the ease of use for officers, and using a fully web-based program for reporting.	Data Collection
Establish or improve processes for quality assurance/quality control of data uploaded to crash database.	Data Collection
Complete integration and upgrade of crash-related databases with other relevant state databases.	Data Collection
Develop and implement community outreach and communication strategies for both drivers and non-motorists to bring awareness to the severity of collisions involving non-motorists, the responsibilities of all road users, and encourage safe driving and walking practices by coordinating with both traditional and non-traditional partners.	Vulnerable Road Users (VRUs)
Develop and implement geographically-based targeted enforcement of existing pedestrian and bicycle safety laws.	Vulnerable Road Users (VRUs)
Identify and implement needed infrastructure to support non-motorists based on the context of the roadway and indicators of infrastructure need such as worn paths or other documented evidence of pedestrians (e.g. sidewalks, safe routes to school, rectangular rapid flashing beacons, complete streets concept).	Vulnerable Road Users (VRUs)

Magnolia Springs
SAFE STREETS

Policy and Process Changes

Policy and Process Changes

Documents Reviewed

Existing Town of Magnolia Springs plans and policies were reviewed as part of the SAP process to gain perspective on the existing efforts for transportation and safety-related goals, policies, and actions. Key findings within these plans and policies were identified to inform the SAP. This section also includes summarized recommendations for plan and policy changes aimed at enhancing transportation safety. **Table 10,** shown below, summarizes the key findings within the existing documents.

TABLE 10: EXISTING PLANS SUMMARY

Document Name	Summary of Document & How Safety is Currently Addressed
Town of Magnolia Springs Comprehensive Plan (2025)	The Magnolia Springs Comprehensive Plan establishes a long-term, community-driven vision to guide growth while preserving the town's unique small-town character, natural environment, and quality of life.
	Vision & Growth Strategy Magnolia Springs aims to remain a physically, socially, and economically strong small town that draws from its natural beauty, historic identity, and community values. Growth will be carefully managed through strategic annexation and zoning updates to prevent overdevelopment while supporting appropriate economic activity.
	Community Priorities Public engagement—representing roughly one-third of residents—highlighted several key priorities: • Increased beautification and greenspace • Expanded sidewalks, trails, and connectivity • Improved access to the Magnolia River • More parks, recreation, and outdoor amenities • Addressing traffic, drainage, and infrastructure issues
	Land Use & Development The plan promotes context-sensitive development that aligns with the town's character. Key strategies include: • Expanding business opportunities along Highway 98 and Magnolia Springs Highway • Requiring greenbelts, landscaping, and underground utilities • Ensuring sidewalk and trail connections in all new development • Supporting broadband expansion • Creating community spaces such as an amphitheater and event programming

Town of Magnolia Springs Comprehensive Plan (2025)	**Transportation & Connectivity** • A central goal is to create a safe, connected, multi-modal transportation network: • Emphasis on walkability, biking, and alternative transportation (e.g., golf carts) • Development of a comprehensive pedestrian and trail network • Use of complete streets and traffic calming to improve safety and aesthetics • Coordination with state and county agencies on major corridors Roadways are categorized to balance mobility and character: • Highway 98: regional mobility with improved safety and pedestrian access • CR-49: redesigned as a slower, more community-oriented corridor • Local streets: low-speed, neighborhood-focused, preserving historic character
	Pedestrian & Alternative Mobility The plan prioritizes a connected network of sidewalks, trails, and paths, using cost-effective and environmentally sensitive materials. It also supports: • Expanded off-street and on-street trails • Safer accommodations for golf carts, bikes, and low-speed vehicles • Improved river access and water-based transportation safety
	Safety & Infrastructure Key concerns include speeding, cut-through traffic, and pedestrian safety. The plan calls for: • Traffic calming measures (e.g., lane narrowing, speed management) • Intersection improvements and roadway maintenance • Enhanced lighting, signage, and drainage solutions • Recognition that even small speed reductions significantly improve safety
	Implementation The plan emphasizes ongoing coordination, zoning updates, and partnerships with agencies such as ALDOT and SARPC. It should be reviewed every 5–10 years to remain responsive to community needs.

Plan Checklist

To ensure the safety and well-being of all individuals, it is imperative for agencies to have a minimum set of plans and guidelines in place. A set of plans and guidelines have been identified to serve as a roadmap for addressing safety concerns and implementing appropriate measures. The plans include an ADA Transition Plan, Traffic Impact Study Guidelines, Comprehensive Plan, Subdivision Regulations, and a Standard Street and Sidewalk Design Specifications Plan. These plans provide strategies for designing and managing streets that prioritize safety, address accessibility needs, promote various transportation modes, assess traffic impacts of new developments, and outline a long-term vision for land use, transportation, and community development with a focus on safety considerations. **Table 11** contains the list of plans and the corresponding plan in the Town of Magnolia Springs.

TABLE 11: ALIGNMENT OF SAFETY ROADWAY WITH EXISTING PLANS

Checklist	Plan	Corresponding Town of Magnolia Springs Plan
○	ADA Transition Plan	-
○	Traffic Impact Study Guidelines	-
●	Comprehensive Plan	Town of Magnolia Springs Comprehensive Plan (2025)
●	Subdivision Regulations	Town of Magnolia Springs Subdivision Regulations (2024)
○	Standard Street and Sidewalk Design Specifications	-
● = Has Plan		○ = Does not Have Plan

Recommendations

The following recommendations are made in order to help the Town better address and incorporate transportation safety through their existing plans, policies, and processes. The recommendations are provided in **Table 12** alongside the applicable element(s) of the "Four Es" of transportation safety (Engineering, Enforcement, Education, and Emergency Response).

TABLE 12: RECOMMENDED POLICY AND PROCESS CHANGES

No.	Recommended Action	Applicable "Four E's" Elements
1	Integrate unifying safety policy into all existing documents as it relates to the leadership commitments from this plan. The safety policy should reference these leadership commitments, as well as the involvement of the Safety Champion (see recommendation 2) and Safety Team (see recommendation 4). An example of the text for this safety policy is outlined below. "As part of the SAP developed in 2026, Magnolia Springs has made a strong leadership commitment to improving safety. This commitment impacts how the Town plans, designs, constructs, operates, maintains, and enforces its transportation system. To ensure alignment with this leadership commitment, this safety policy recommends the integration of Action Plan objectives into all relevant Town plans, programs and policies." To further support this commitment, if applicable, the Safety Champion and Safety Team should be actively involved in the development and updating of all related Town documents. Their expertise and guidance will help ensure that safety principles are consistently applied across all initiatives, reinforcing the Town's efforts to improve safety and preventing inadvertent hindrance to progress. This collaborative approach is essential to maintaining the Town's focus on safety.	Engineering / Enforcement / Education / Emergency Response
2	Create a "Safety Champion" position/role within the Town to organize educational campaigns/provide information through community outreach. Topics include driving behavior, speed awareness, seatbelt usage, safe practices, for bicyclists and pedestrians.	Education
3	Establish a "Safety Team" that would meet regularly to review all fatal and serious injury crashes and identify/evaluate mitigation measures such as signage, pavement markings, and roadway/sidewalk modifications.	Engineering/ Education
4	Involve businesses on or near trails to increase awareness of active transportation infrastructure.	Education
5	Develop a neighborhood traffic calming policy and update it at least every five (5) years. Continue to use devices such as speed feedback signs, textured crosswalks, and roundabouts for traffic calming. Devices such as offset speed tables, rumble strips, and chicanes can be implemented as traffic calming devices along emergency routes to mitigate emergency vehicle delay while providing a traffic calming effect to regular vehicles.	Engineering/ Emergency Response

6	Establish a targeted enforcement program (for aggressive driving and high speeds) and coordinate with local law enforcement in areas found to have significant speeding (85th percentile speeds over 10 mph above the limit).	Enforcement
7	Incorporate proposed safety projects from this plan into future developments and transportation projects.	Engineering
8	Reprioritize future funding allocations for projects that achieve safety goals, prioritizing those located on the high injury network.	Engineering
9	Continue providing off-road alternatives/greenway bypasses near HIN segments. Crossings may require road improvements to increase pedestrian and cyclist safety and comfort.	Engineering
10	Create wayfinding specifically for non-motorized users within biking or walking distance for key destinations in Magnolia Springs.	Engineering
11	Update the Town's existing plans to incorporate safety requirements related to LSVs	Engineering/ Education
12	Require new developments to conduct safety analysis during the due diligence and/or design phases of projects. Advocate for existing developments to include safety as a priority component in redevelopment and future planning.	Engineering
13	Develop a Low-Speed Vehicle Strategy Plan that includes safety measures directed toward infrastructure and driver behaviors. This plan could include a variety of benchmarks, including annual safety inspections, required defensive driving courses, lower allowable speed limits, and the development of a distinct allowable roadway network.	Engineering/ Education
14	Encourage and incentivize new developments to consider opportunities for driveway/access consolidations.	Engineering

Magnolia Springs
SAFE STREETS

Project Selection and Prioritization

Project Selection and Prioritization

As shown previously in the Safety Analysis section, eleven (11) corridors were selected for inclusion within the HIN. Those corridors were then prioritized based on a process shaped by the Steering Committee. This prioritization process led to the identification and selection of the top priority projects for which detailed recommendations were developed.

Prioritization Process

After the review and validation of the HIN by the Steering Committee, five (5) transportation safety factors were assigned individual weights to be used in the corridor prioritization process. The weightings were determined using input from members of the steering committee, the stakeholder group, and Town staff. This exercise resulted in a methodology that is uniquely aligned with the priorities of the Town. The five (5) factors are described below.

Fatal and Serious Injury Crashes

This is the number of fatal & serious injury crashes occurring within a 150' buffer along each segment. These crash types are defined using the KABCO scale referenced in the **Safety Analysis** section. Preventing these fatal and serious injury crashes is the highest priority of the SS4A program and of the Town of Magnolia Springs.

Vulnerable Road User Crashes

This is the number of vulnerable road user (VRU) crashes along each segment, including pedestrians, bicyclists, and micromobility users. This is an essential consideration for the Town of Magnolia Springs, where there is a large percentage of the population that utilize alternative modes of travel.

Total Crashes

This is the number of crashes occurring within a 150' buffer along each segment.

Total Crash Rate

Crash rate calculations account for the traffic volumes at specific locations to allow for a more effective comparison between similar locations with safety concerns. The crash rates shown in **Appendix B**, which shows the project prioritization table, are expressed as crashes per million vehicle miles of travel and were calculated using the FHWA Roadway Departure Safety manual methodology.

Public Engagement

The public comments referred to in the **Engagement and Collaboration** section played a key role in the prioritization of the HIN segments.

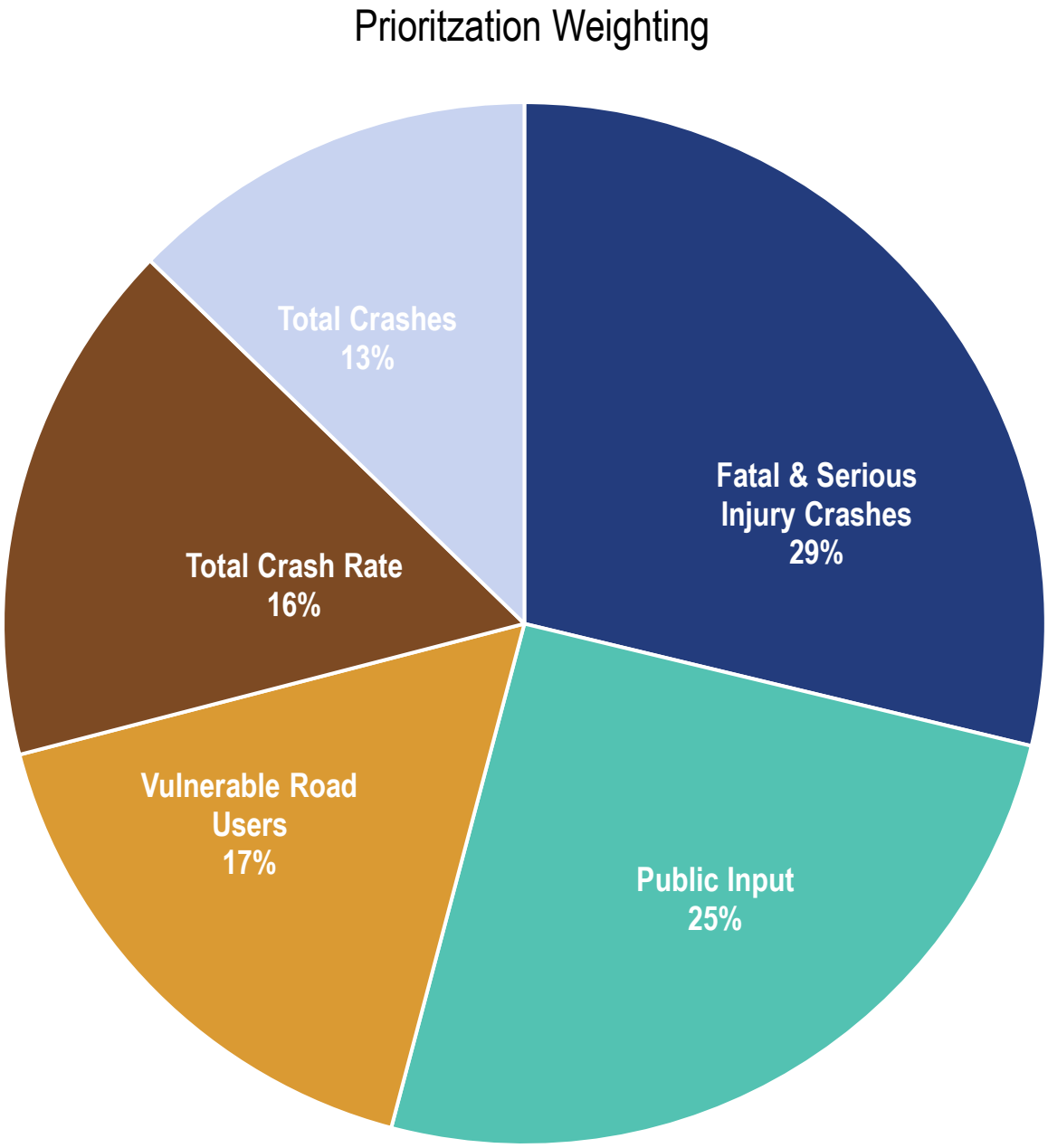


FIGURE 29: PROJECT PRIORITIZATION WEIGHTING

Figure 29 shows the results of the prioritization weighting process. The "Fatal & Serious Injury Crashes" and "Public Input" categories were determined to be the two most important criteria for the Town of Magnolia Springs.

Appendix B provides a summary of the HIN prioritization exercise. These weightings were applied to the criteria for all the HIN segments to rank the corridors in order of priority. The results of this ranking are shown in **Table 13**.

TABLE 13: HIGH INJURY NETWORK PRIORITIZATION

ID	Segment Name	Extents	Score	Rank
A	Magnolia Springs Highway	US-98 to CR-12 S	80.22	1
B	US-98	Virginia Ave to Foley City Limits	48.92	2
D	Oak St	Woodland Dr to Magnolia Springs Hwy	32.83	3
H	CR-26 / Laurent Rd	Collins Ln to Magnolia Springs Hwy	32.74	4
F	Old Marlow Rd	US-98 to Terminus	28.26	5
C	CR-49	Underwood Rd to US-98	17.56	6
E	Gates Ave	Magnolia Springs Hwy to Terminus	12.39	7
K	Pecan Grove St	US-98 to Oak St	10.21	8
G	CR-26	Magnolia Springs Hwy to Avera Acres Ln	8.41	9
J	Lipscomb Rd	Mannich Ln to US-98	3.34	10
I	Mannich Ln	CR-9 to CR-49	1.63	11

Prioritization Results

The prioritization results are displayed graphically using a gradient color scheme in **Figure 30**, where the darker blue segments scored higher during the prioritization process and the lighter blue scored lower. As displayed in **Table 13**, Magnolia Springs Highway (CR-49) and US-98 (Alabama's Coastal Connection) scored the highest during the prioritization process, while Lipscomb Rd and Mannich Lane scored the lowest.

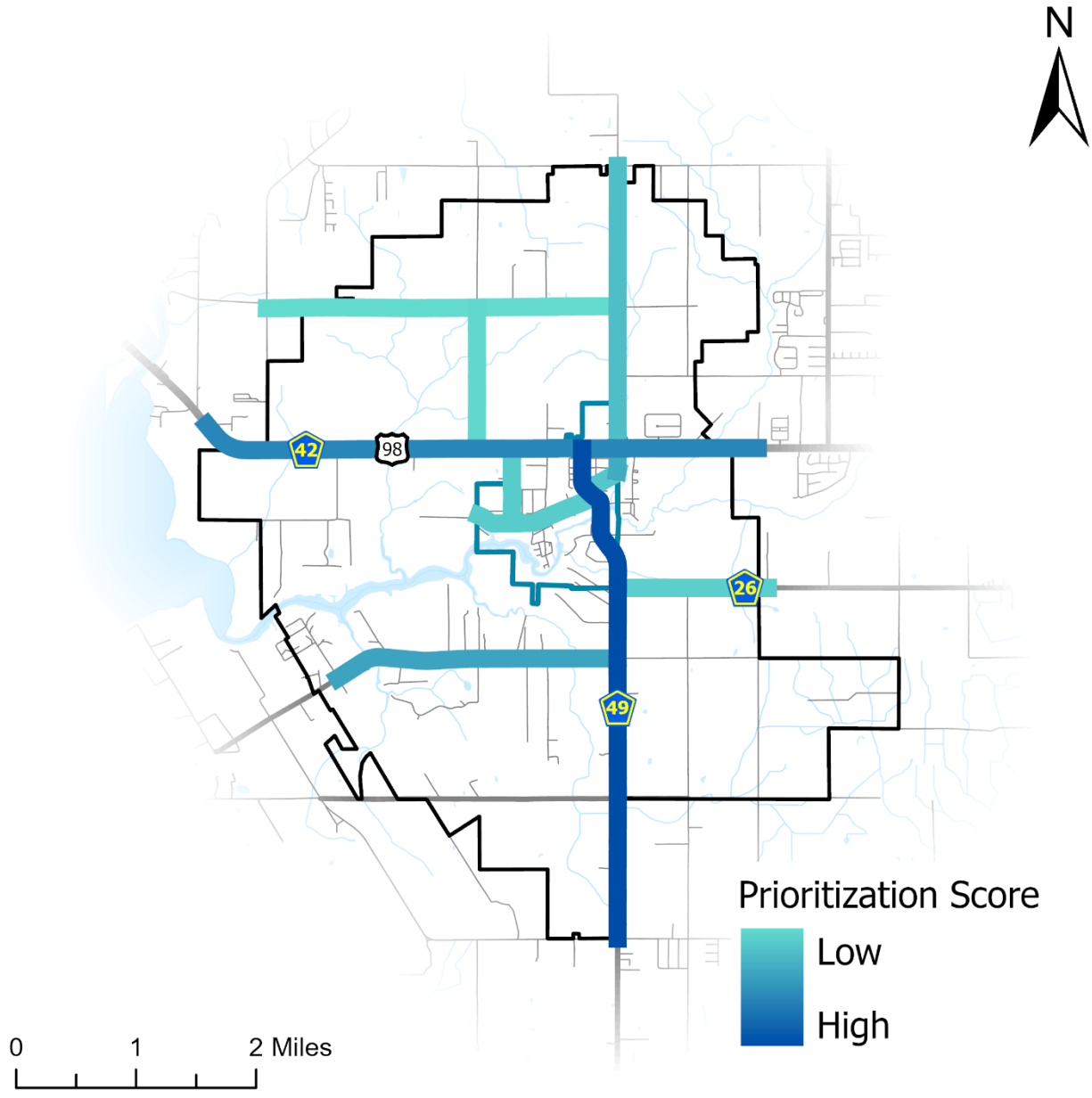


FIGURE 30: HIN SEGMENT PRIORITIZATION SCORES

Project Fact Sheets

Project fact sheets were developed for five (5) HIN segments: US-98, Magnolia Springs Highway, Oak Street, Pecan Grove Street, and CR-26 (the two CR-26 segments were combined into a single project fact sheet). These segments were selected through the prioritization process and collaboration with the Steering Committee. The segments ranked fifth, sixth, and seventh in the prioritization list were excluded because their highest crash intersections were captured within the US-98 and Magnolia Springs Highway segments. Pecan Grove Street was next on the list, followed by the second CR-26 segment which was combined with the first.

Safety improvement recommendations were developed for the selected corridors using the Engineering Countermeasures Toolkit presented in the **Countermeasures and Strategies** section. The fact sheets summarize the crash data analysis, public input, and selected engineering countermeasures with their benefits. The fact sheets provide a concise summary of each proposed project location for ease of reference in future funding and project programming opportunities. As referenced in the **High Crash Locations** section, the HIN captures all ten (10) of the high-crash intersections, which are included within the project fact sheets. The project fact sheets are included in **Appendix C**. An example project fact sheet is shown below in **Figure 31**.

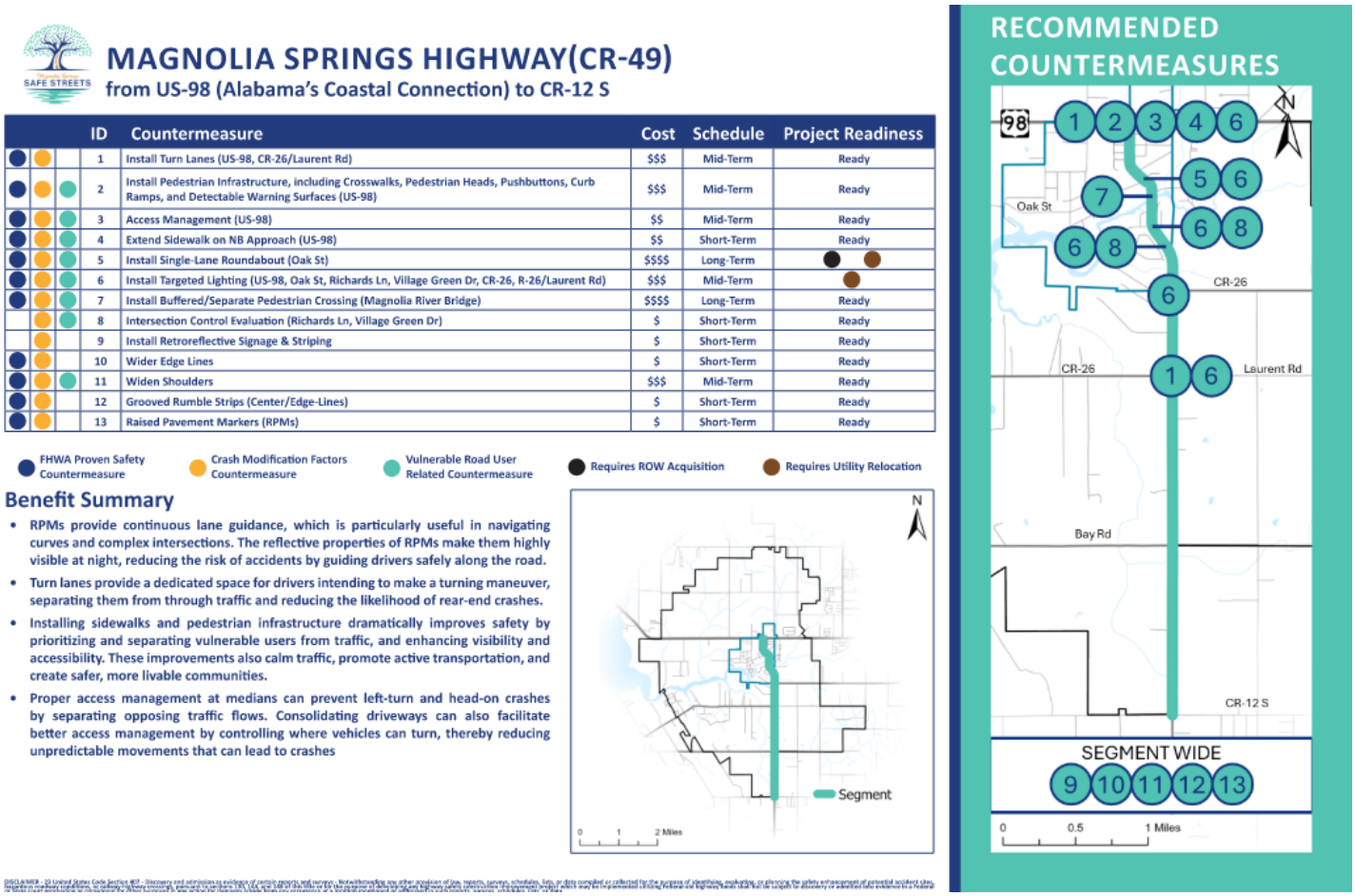


FIGURE 31: EXAMPLE PROJECT FACT SHEET

Progress and Transparency

Progress and Transparency

The Town of Magnolia Springs SAP recommends a set of actions that will support the successful implementation and monitoring of the recommended projects and strategies. The Town of Magnolia Springs must work alongside related departments and agencies to implement the projects and policy changes described in this SAP and assume joint responsibility for the complete fulfillment of the Plan. The Town and the task force described in the following section will continue to update the public on the progress of project, policy, and process implementation. Using recommendations and measures from this SAP process, the Town should work to keep the public informed and aware of ongoing projects and the benefits of the proposed improvements after implementation.

Implementation Process

To successfully implement an SS4A grant-funded project, the Town must undertake several key steps. The first step is the preparation and adoption of a comprehensive safety action plan, which is accomplished by the Town of Magnolia Springs through this document. Once the plan has been approved, the Town must engage in project-level planning, design, and development activities directly connected to the completion of the identified projects. This includes infrastructure improvements as well as behavioral and operational activities. The Town must also ensure proper coordination among various stakeholders, including local government agencies, community organizations, and the public, to gather input and support for the projects. Additionally, the Town must adhere to the timelines and funding requirements specified in the grant agreement, ensuring that all activities are completed within the stipulated period. Regular monitoring and evaluation of progress are essential to ensure that the safety goals are being met and that any necessary adjustments are made.

Task Force Implementation and Monitoring

It is recommended that a subset of the Steering Committee reconvenes in the future as a Magnolia Springs Safety Task Force to direct the SAP implementation, monitoring, and future progress. The Task Force can consist of Public Works staff, other Town of Magnolia Springs departments, Baldwin County Sheriff's Department, other local emergency service providers, key Baldwin County staff, key ALDOT staff, other adjacent communities, and other stakeholders as needed. It is recommended that this group convene at least annually after the adoption of the Magnolia Springs SAP to review the latest available crash data trends, discuss the progress of project implementation, and assess progress toward crash reduction goals. The Task Force will discuss opportunities to build upon the plan to address any changing crash trends alongside community needs, new technologies, and additional resources available to assist in implementation.

Public Posting of the Magnolia Springs SAP

Upon completion and adoption, this plan will be made public on the dedicated project website and the Town's website. It is recommended the project website be maintained to update the public with new crash data trends, project implementation status, and progress toward safety goals.

Safety Dashboard Maintenance

The Magnolia Springs Safety Task Force should periodically update the safety dashboard using ALDOT's AlaData Safety online crash database in order to inform the public of the progress toward the Town's interim reduction goal and the long-term goal of zero traffic deaths and serious injuries.

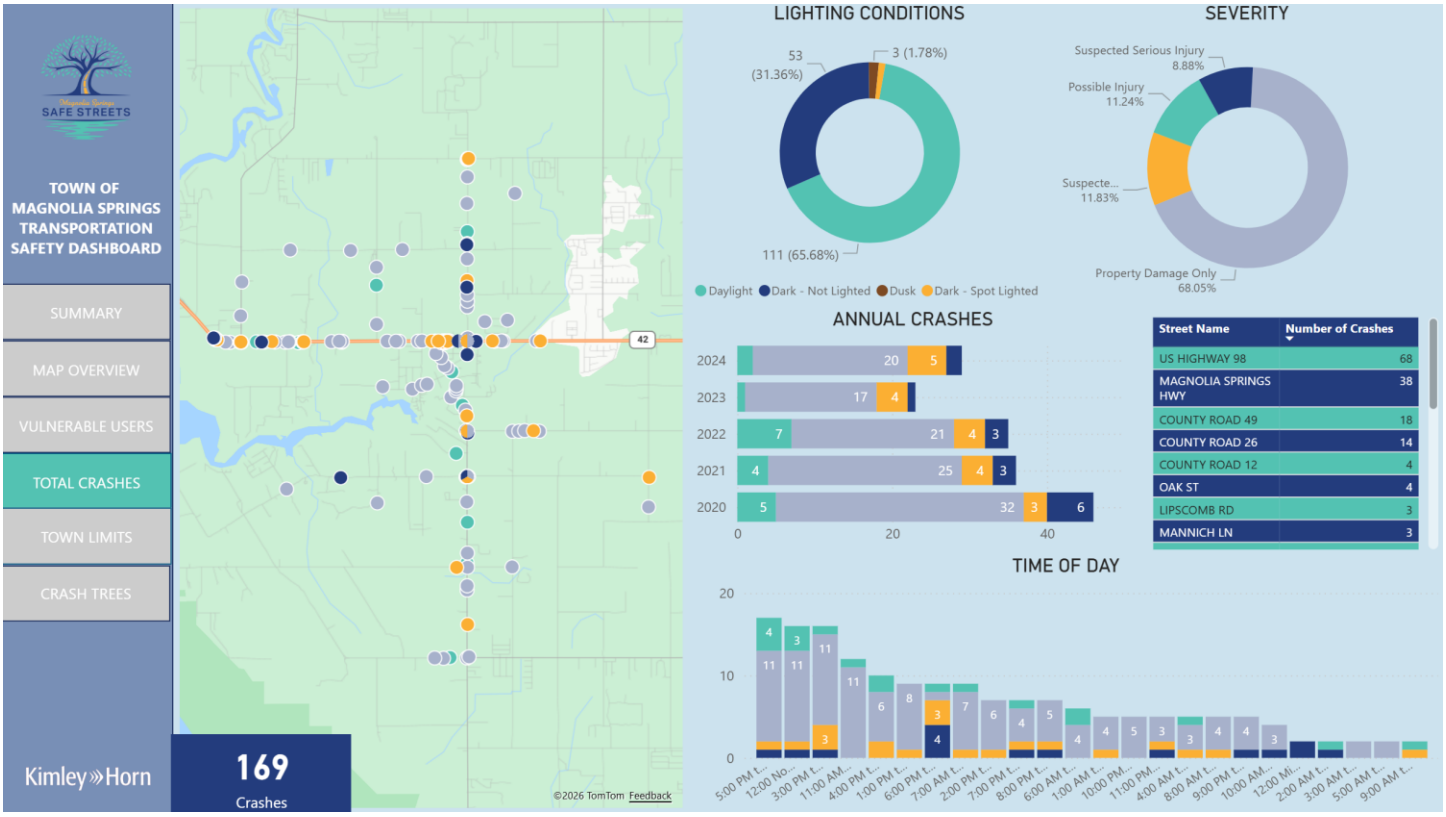


FIGURE 32: SAFETY DASHBOARD

Future Engagement

To keep the public informed about how projects and policy changes are enhancing safety, the Town of Magnolia Springs should adopt several effective communication strategies. First, a mix of traditional and digital media channels should be utilized to reach a broad audience. This includes press releases, social media updates, newsletters, and community meetings. Regular updates on project milestones, safety improvements, and success stories can help maintain public interest and support. It is vital to measure and evaluate the effectiveness of these communication efforts, adjusting strategies as needed to ensure they resonate with the community. By maintaining open and consistent communication, the Town can demonstrate their commitment to safety and encourage public participation in ongoing initiatives.

Audits of Safety Progress

Before-and-after studies for safety projects are essential for demonstrating progress and ensuring transparency. These studies involve a comparative analysis of roadway safety conditions both before and after a project has been implemented. By systematically collecting and analyzing data from both periods, project stakeholders can accurately assess the improvements of safety and identify areas requiring further enhancement. This process of project auditing not only validates the effectiveness of the projects but also creates trust among the community and stakeholders. Ensuring all parties involved are informed and focused on improving safety further reinforces the commitment to creating safer environments.

Future Progress

Potential Growth

It is recommended that strategies from this SAP be implemented in any newly incorporated areas to ensure proper safety and due diligence across the entire Town. Magnolia Springs should use the proposed HIN and Town-wide recommendations to guide potential improvements for the future roadways of Magnolia Springs.

Planned Projects

Magnolia Springs is participating in the Baldwin County Commission's 30 Cubed Program to construct roadway and pedestrian improvements along Magnolia Springs Highway from US Highway 98 to the Magnolia River. The 30 Cubed Program is a locally funded transportation infrastructure partnership between local municipalities and Baldwin County aimed at fostering collaboration with the objective of enhancing capacity and connectivity of the local roadway system.

Appendix A

MAGNOLIA SPRINGS
ALABAMA

Resolution No. 2026-18

RESOLUTION ADOPTING THE MAGNOLIA SPRINGS SAFETY ACTION PLAN

WHEREAS, the Town of Magnolia Springs has developed a comprehensive safety action plan aimed at improving transportation safety across the Town's roadway network as part of a Safe Streets and Roads for All grant;

WHEREAS, the Town of Magnolia Springs is committed to implementing strategies that reduce and ultimately eliminate deaths and serious injuries on roadways within the Town's planning jurisdiction;

WHEREAS, the Town Council believes it would be in the Town's best interest to adopt and support the Magnolia Springs Safety Action Plan. The Town Council will work collaboratively with ALDOT, Baldwin County, law enforcement, community organizations, and other relevant stakeholders to implement the projects and strategies identified in the Magnolia Springs Safety Action Plan;

NOW THEREFORE, BE IT RESOLVED, by the Town Council of the Town of Magnolia Springs, Alabama, that the Magnolia Springs Town Council adopts the Magnolia Springs Safety Action Plan and commits to making progress toward a long-term goal of zero traffic deaths and serious injuries, with an interim goal of a 25-percent reduction from the 2024 fatal and serious injury crash total by the year 2040.

APPROVED AND ADOPTED this 12th day of May 2026.

ATTEST:

Ross Houser, Mayor

Hannah Driskell, Town Clerk

OFFICIAL SEAL OF THE TOWN OF MAGNOLIA SPRINGS, ALABAMA

Magnolia Springs
SAFE STREETS

Appendix B

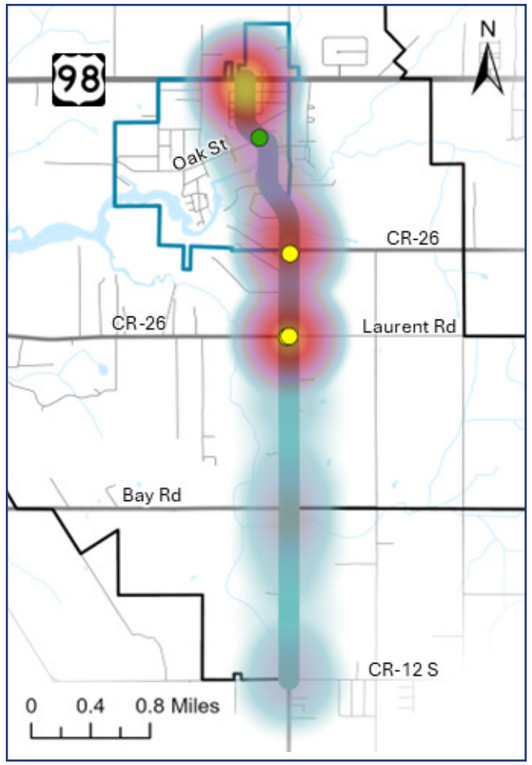
Magnolia Springs High Injury Network											
Variable Weighting					12.7%	28.8%	16.9%	16.3%	25.3%	100.0%	
ID	Street Name	Extents	Length, mi	AADT	Total Crashes	KA Crashes	VRU Crashes	Total Crash Rate	Public Comments	Total Score	Rank
A	Magnolia Springs Highway	US-98 to CR-12 S	3.60	5,244	55	6	1	159.6	78	80.22	1
B	US-98	Virginia Ave to Foley City Limits	4.03	9,899	78	5	0	107.1	37	48.92	2
D	Oak St	Woodland Dr to Magnolia Springs Hwy	0.88	250	5	0	1	1,239.9	40	32.83	3
H	CR-26 / Laurent Rd	Collins Ln to Magnolia Springs Hwy	2.05	1,283	15	6	0	312.0	3	32.74	4
F	Old Marlow Rd	US-98 to Terminus	0.16	500	14	1	0	9,326.7	15	28.26	5
C	CR-49	Underwood Rd to US-98	2.02	2,000	27	2	0	365.8	9	17.56	6
E	Gates Ave	Magnolia Springs Hwy to Terminus	0.26	500	3	1	0	1,277.1	15	12.39	7
K	Pecan Grove St	US-98 to Oak St	0.54	250	2	0	0	818.8	26	10.21	8
G	CR-26	Magnolia Springs Hwy to Avera Acres Ln	1.08	3,500	14	1	0	203.1	3	8.41	9
J	Lipscomb Rd	Mannich Ln to US-98	1.01	100	3	0	0	1,629.5	0	3.34	10
I	Mannich Ln	CR-9 to CR-49	2.52	100	3	0	0	651.8	0	1.63	11

Magnolia Springs
SAFE STREETS

Appendix C

MAGNOLIA SPRINGS HIGHWAY (COUNTY ROAD 49)

from US-98 County Road 12 S



● VRU (1) ● Serious Injury (6) ● Fatal (0)

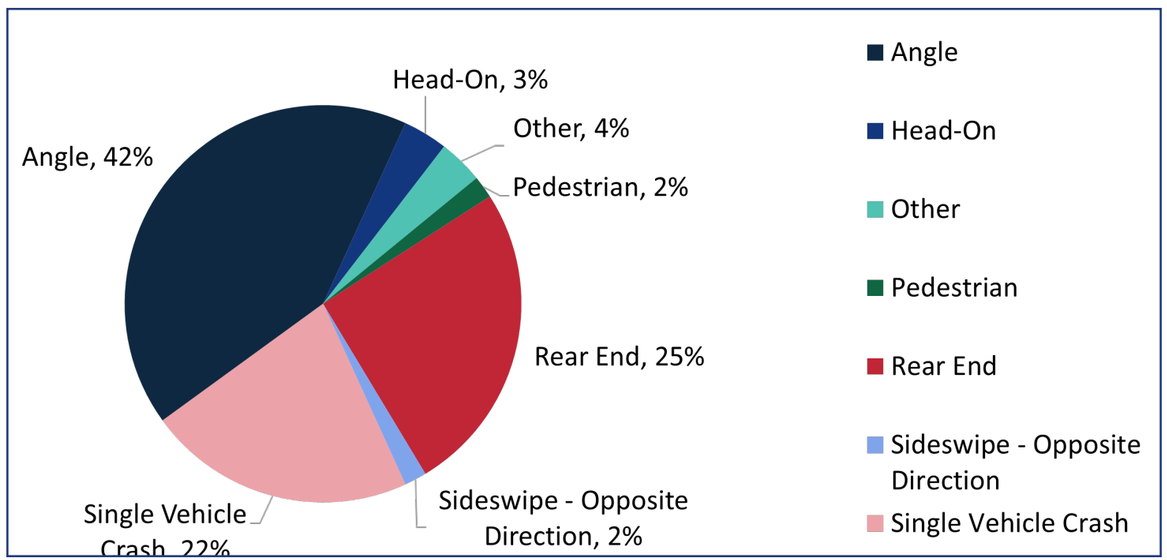
Major Collector

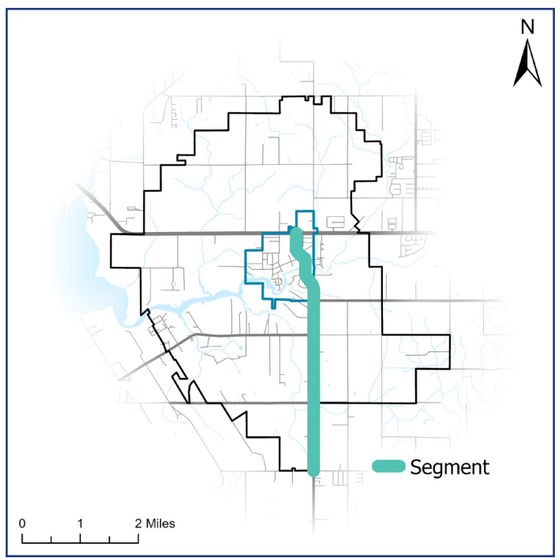
Speed Limit	35-55 mph
Lanes	2
Vehicles/Day	5,244
Total Crashes	55

Characteristics

Magnolia Springs Highway is one of the most important roadways within the Town, providing essential access to the Town from US-98 and other surrounding county roads. Sidewalks can be found throughout the segment; however, the existing bridge over Magnolia River presents a potentially unsafe situation for pedestrians when crossing the bridge, as the pedestrian path is separated from the roadway only by flexible posts.

Along Magnolia Springs Highway, Facing South, Just North of Magnolia River Bridge





Ranking Index

Fatal & Serious Injury Crashes:
LOW — HIGH

Bike/Ped Crashes:
LOW — HIGH

Crash Rate:
LOW — HIGH

Total Crashes:
LOW — HIGH

Public Engagement:
LOW — HIGH

Community Input

"Difficult to safely cross 98 to Dollar General and future Greers. Could use cross walk between Magnolia Springs HWY and 98"

"This intersection is a 3-way stop; however, drivers run this stop sign often. Multiple wrecks into the trees. Drivers on CR 26 run the stop sign and crash into the trees."

"Extremely dark in this area at night."

"Difficulty crossing roads that intersect over Magnolia Springs Hwy (Camelia, Cedar, School) due to high traffic and cars not wanting to slow to allow pedestrians to cross"

"Sod trucks and other large trucks using Magnolia Springs Hwy making it dangerous for pedestrians and golf carts"

"The bridge is probably the most dangerous locating in Magnolia Springs. Pedestrian crossing on such a narrow stretch is an accident waiting to happen. The bridge is not wide enough to handle people and large trucks, trailers, boats, etc."

MAGNOLIA SPRINGS HIGHWAY (COUNTY ROAD 49)

from US-98 to County Road 12 S

			ID	Countermeasure	Cost	Schedule	Project Readiness
●	●		1	Install Turn Lanes (US-98, CR-26/Laurent Rd)	$$$	Mid-Term	Ready
●	●	●	2	Install Pedestrian Infrastructure, including Crosswalks, Pedestrian Heads, Pushbuttons, Curb Ramps, and Detectable Warning Surfaces (US-98)	$$$	Mid-Term	Ready
●	●	●	3	Access Management (US-98)	$$	Mid-Term	Ready
●	●	●	4	Extend Sidewalk on NB Approach (US-98)	$$	Short-Term	Ready
●	●	●	5	Install Single-Lane Roundabout (Oak St)	$$$$	Long-Term	● ●
●	●	●	6	Install Targeted Lighting (US-98, Oak St, Richards Ln, Village Green Dr, CR-26, CR-26/Laurent Rd)	$$$	Mid-Term	●
●	●	●	7	Install Buffered/Separate Pedestrian Crossing (Magnolia River Bridge)	$$$$	Long-Term	Ready
	●	●	8	Intersection Control Evaluation (Richards Ln, Village Green Dr)	$	Short-Term	Ready
	●		9	Install Retroreflective Signage & Striping	$	Short-Term	Ready
●	●		10	Wider Edge Lines	$	Short-Term	Ready
●	●	●	11	Widen Shoulders	$$$	Mid-Term	Ready
●	●		12	Grooved Rumble Strips (Center/Edge-Lines)	$	Short-Term	Ready
●	●		13	Raised Pavement Markers (RPMs)	$	Short-Term	Ready

● FHWA Proven Safety Countermeasure

● Crash Modification Factors Countermeasure

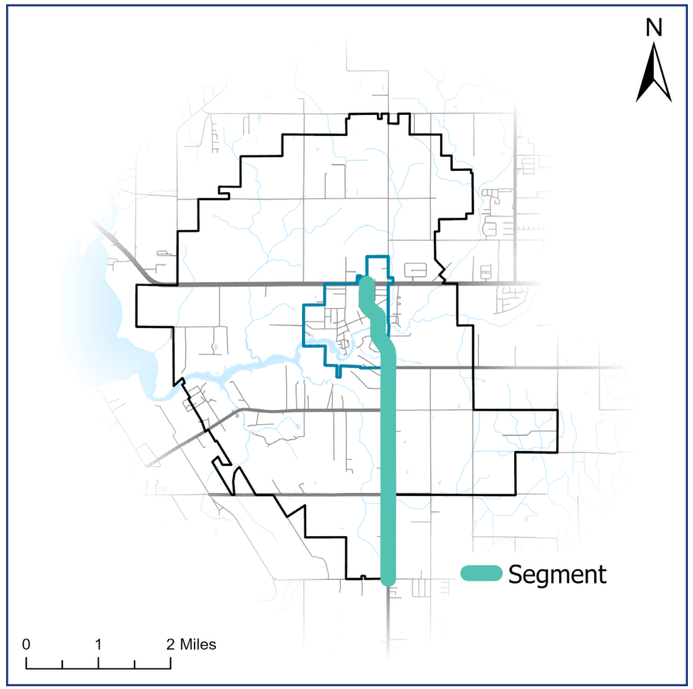
● Vulnerable Road User Related Countermeasure

● Requires ROW Acquisition

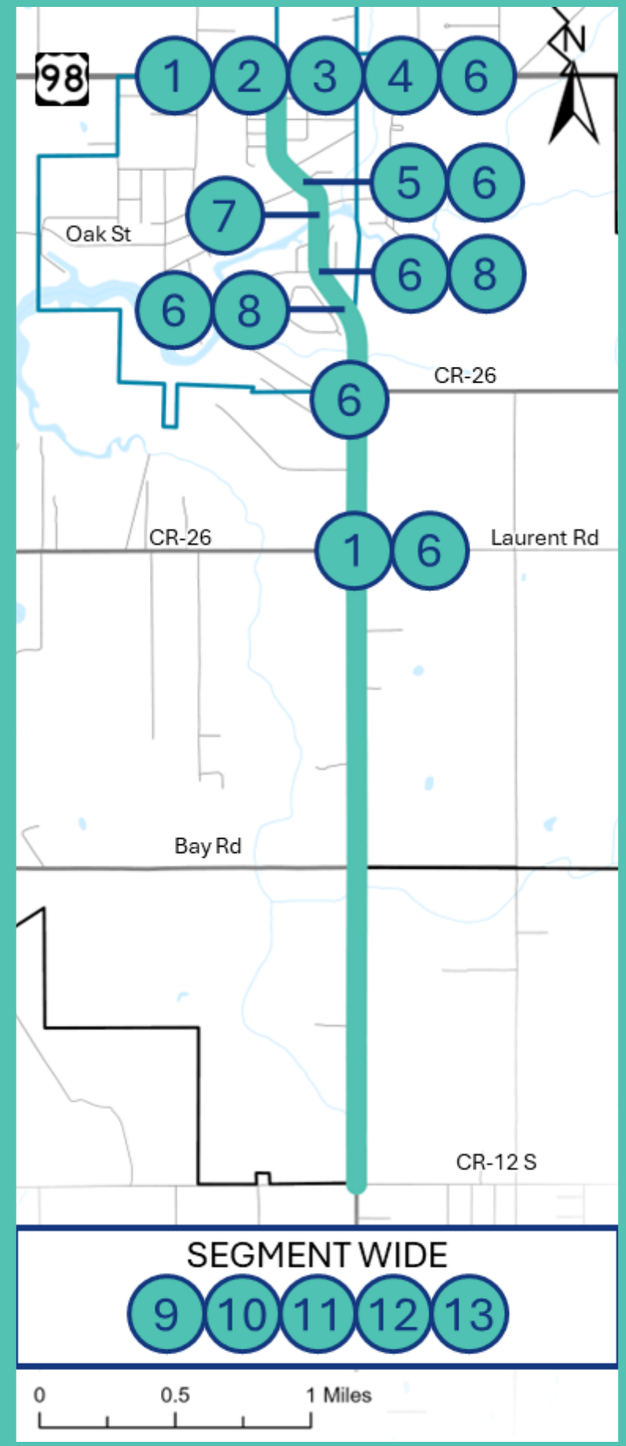
● Requires Utility Relocation

Benefit Summary

- RPMs provide continuous lane guidance, which is particularly useful in navigating curves and complex intersections. The reflective properties of RPMs make them highly visible at night, reducing the risk of crashes by guiding drivers safely along the road.
- Turn lanes provide a dedicated space for drivers intending to make a turning maneuver, separating them from through traffic and reducing the likelihood of rear-end crashes.
- Installing sidewalks and pedestrian infrastructure dramatically improves safety by prioritizing and separating vulnerable users from traffic, and enhancing visibility and accessibility. These improvements also calm traffic, promote active transportation, and create safer, more livable communities.
- Proper access management at medians can prevent left-turn and head-on crashes by separating opposing traffic flows. Consolidating driveways can also facilitate better access management by controlling where vehicles can turn, thereby reducing unpredictable movements that can lead to crashes

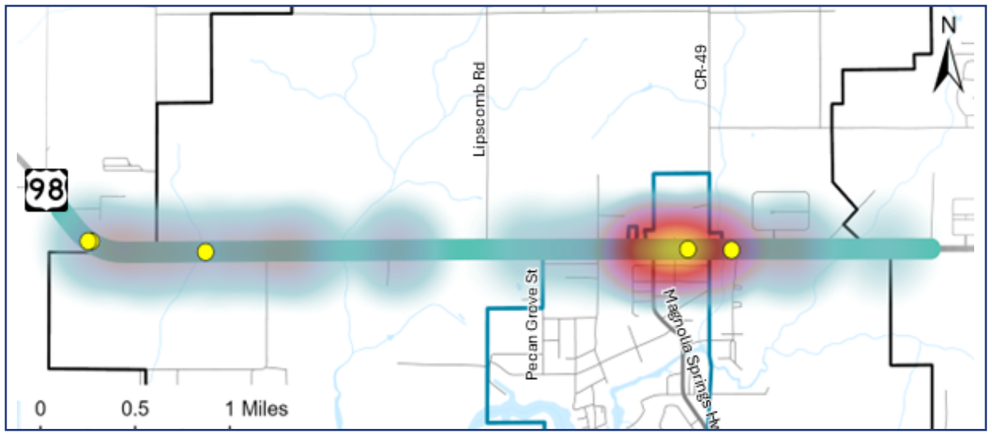


RECOMMENDED COUNTERMEASURES



US-98

from Virginia Avenue to Foley City Limits



- VRU (0)
- Serious Injury (5)
- Fatal (0)

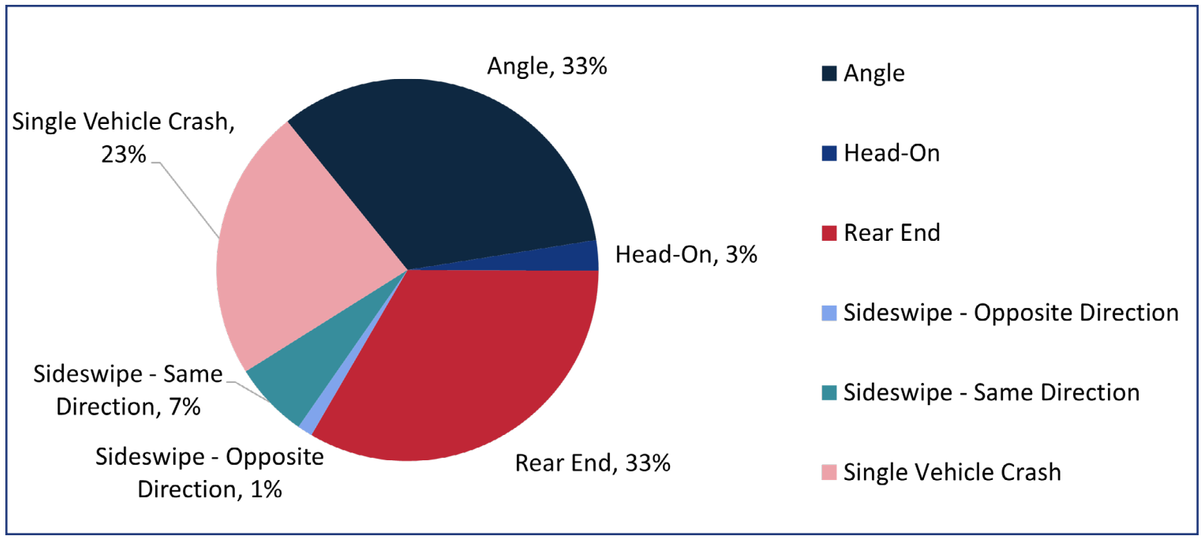
Principal Arterial - Other

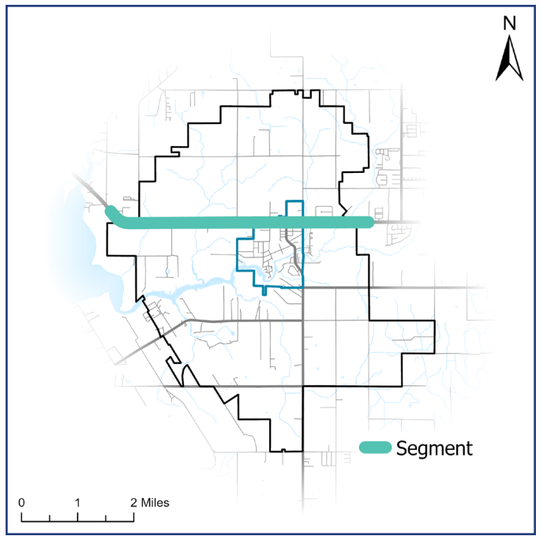
Speed Limit	40-55 mph
Lanes	2
Vehicles/Day	9,899
Total Crashes	78

Characteristics

US-98 (Alabama's Coastal Connection) is a two-lane highway that connects the Town of Magnolia Springs to the neighboring cities of Foley and Fairhope. This segment follows a largely straight alignment, over generally flat terrain. US-98 experiences high volumes of tourism traffic during peak months.

Along US-98, Facing East, Just West of Magnolia Springs Highway





Ranking Index

Fatal & Serious Injury Crashes:
LOW — HIGH

Bike/Ped Crashes:
LOW — HIGH

Crash Rate:
LOW — HIGH

Total Crashes:
LOW — HIGH

Public Engagement:
LOW — HIGH

Community Input

"The intersection at Old Marlow Rd is horrible. Multiple car crashes here. Westbound traffic on Highway 98 does need a turning lane onto Old Marlow Road."

"Difficult to safely cross 98 to Dollar General and future Greers. Could use cross walk between Magnolia Springs HWY and 98"

"The intersection is at Pecan Grove dangerous due to the high rate of speed on 98. Cars are passing as you turn South onto Pecan Grove. It is very difficult to turn onto 98 from Pecan Grove."

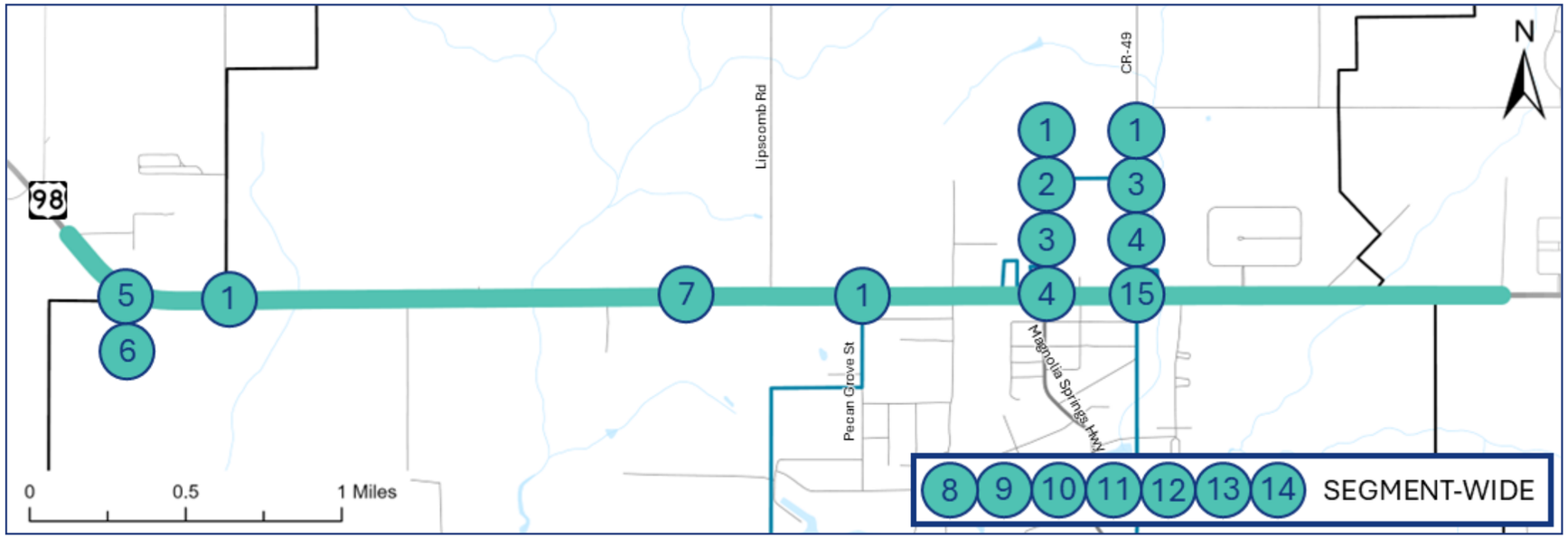
"Old Marlow Rd is a difficult intersection to cross due to heavy traffic at times and business traffic in and out of nearby businesses."

"Multiple wrecks here. Mostly from residents of Highland Court waiting to turn into the subdivision and drivers rear-ending them. A turning lane would be a big improvement here. This is also on the top of a hill."

US-98

from Virginia Avenue to Foley City Limits

RECOMMENDED COUNTERMEASURES

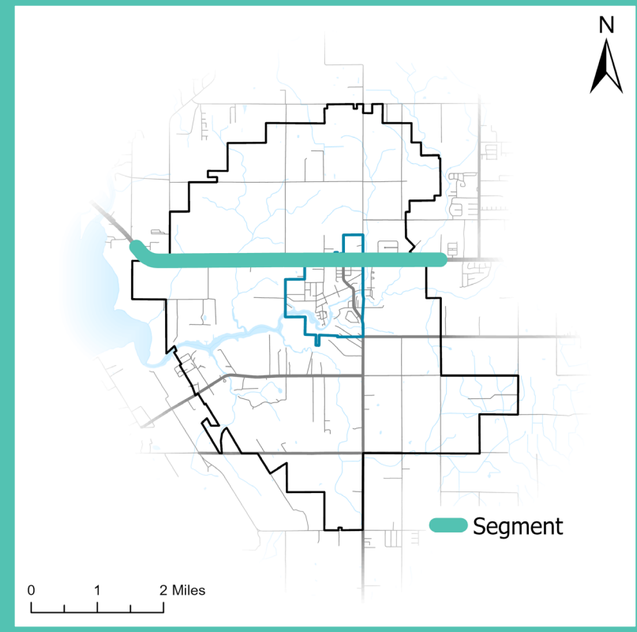


			ID	Countermeasure	Cost	Schedule	Project Readiness
●	●		1	Install Turn Lanes (CR-9, Pecan Grove St, Magnolia Springs Hwy, Old Marlow Rd)	$$$	Mid-Term	Ready
●	●	●	2	Install Pedestrian Infrastructure, including Crosswalks, Pedestrian Heads, Pushbuttons, Curb Ramps, and Detectable Warning Surfaces (Magnolia Springs Hwy)	$$$	Long-Term	●
	●	●	3	Intersection Control Evaluation (Old Marlow Rd)	$	Short-Term	Ready
	●	●	4	Access Management (Magnolia Springs Hwy, Old Marlow Rd)	$$	Short-Term	Ready
●	●		5	Install Curve Warning Signage (Chevrons)	$	Short-Term	Ready
	●		6	Install Pavement Friction Applications	$	Short-Term	Ready
●	●	●	7	Extend Eastern Shore Trail Multi-Use Path	$$$	Long-Term	Ready
●	●		8	Wider Edge Lines	$	Short-Term	Ready
●	●	●	9	Install Sidewalks	$$$	Mid-Term	Ready
●	●	●	10	Install Targeted Lighting	$$$	Mid-Term	●
●	●	●	11	Widen Shoulders	$$$	Mid-Term	Ready
●	●		12	Grooved Rumble Strips (Center/Edge-Lines)	$	Short-Term	Ready
●	●		14	Raised Pavement Markers (RPMs)	$	Short-Term	Ready
	●	●	15	Install Traffic Signal (pending results of Intersection Control Evaluation (Old Marlow Rd))	$$$$	Long-Term	● ●

● FHWA Proven Safety Countermeasure
● Crash Modification Factors Countermeasure
● Vulnerable Road User Related Countermeasure
● Requires ROW Acquisition
● Requires Utility Relocation

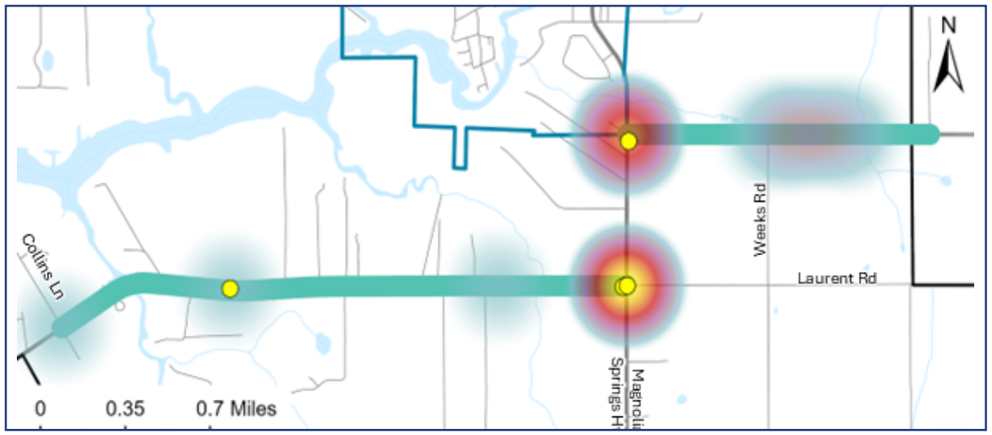
Benefit Summary

- Pavement friction applications provide significant transportation safety benefits by improving tire grip and enhancing vehicle control, particularly in wet or high-risk conditions. These treatments help reduce skidding and hydroplaning, leading to fewer run-off-road and wet-weather crashes. They also shorten stopping distances, which is especially important at intersections, curves, and pedestrian crossings where sudden braking is common.
- Turn lanes provide a dedicated space for drivers intending to make a turning maneuver, separating them from through traffic and reducing the likelihood of rear-end crashes.
- Installing sidewalks and pedestrian infrastructure dramatically improves safety by prioritizing and separating vulnerable users from traffic, and enhancing visibility and accessibility.
- Proper access management at medians can prevent left-turn and head-on crashes by separating opposing traffic flows. Consolidating driveways can also facilitate better access management by controlling where vehicles can turn, thereby reducing unpredictable movements that can lead to crashes.



COUNTY ROAD 26

from Collins Lane to Avera Acres Lane



- VRU (0)
- Serious Injury (7)
- Fatal (0)

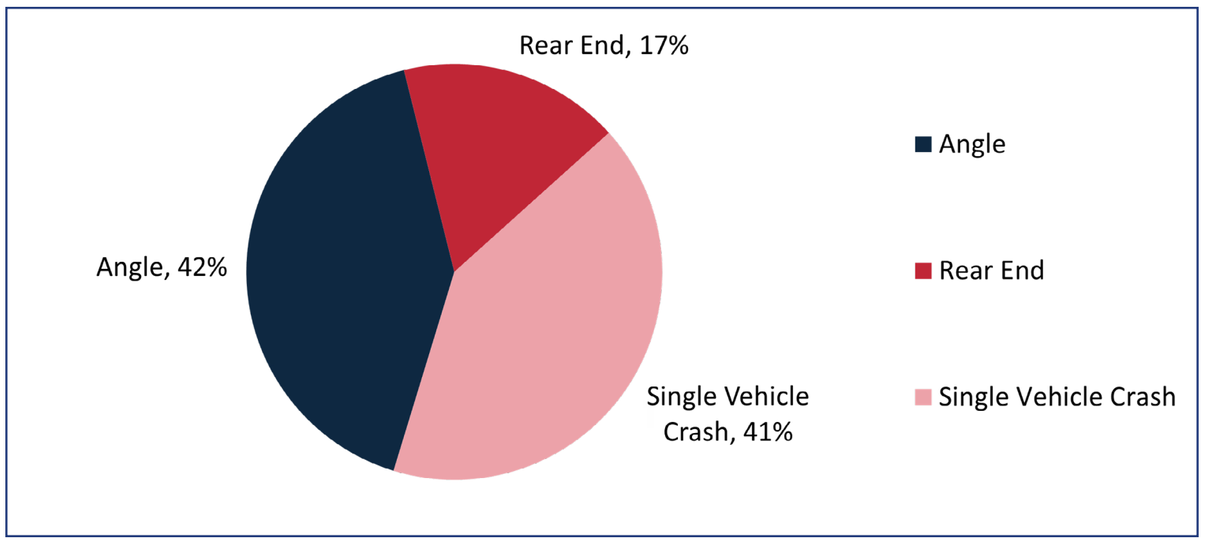
Minor Collector

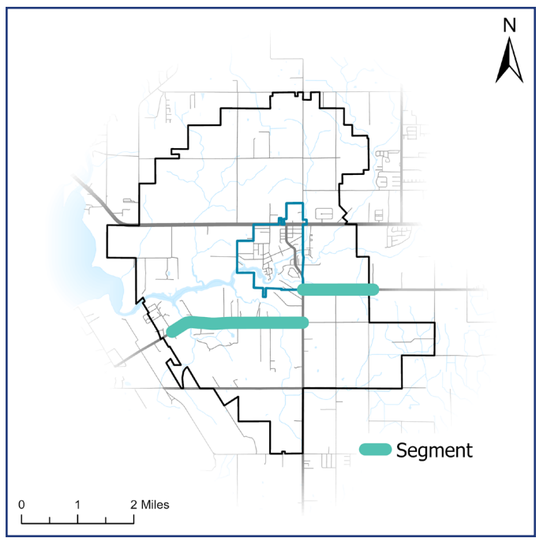
Speed Limit	45-55 mph
Lanes	2
Vehicles/Day	3,500
Total Crashes	29

Characteristics

CR-26 is a two-lane rural roadway that travels east-west through the southern end of Magnolia Springs. This section of CR-26 follows a largely straight alignment except for wide curves on its west end, spanning over lightly rolling terrain.

Along CR-26, Facing West, Just West of Magnolia Springs Highway (CR-49)





Ranking Index

Fatal & Serious Injury Crashes:
LOW — HIGH

Bike/Ped Crashes:
LOW — HIGH

Crash Rate:
LOW — HIGH

Total Crashes:
LOW — HIGH

Public Engagement:
LOW — HIGH

Community Input

"The northern intersection with Magnolia Springs Highway is a 3-way stop; however, drivers do run this stop sign often. Multiple wrecks into the trees. Drivers on CR 26 run the stop sign and crash into the trees."

"The southern intersection with Magnolia Springs Highway needs lighting, larger stop signs, and "Cross Traffic Does Not Stop" signs."

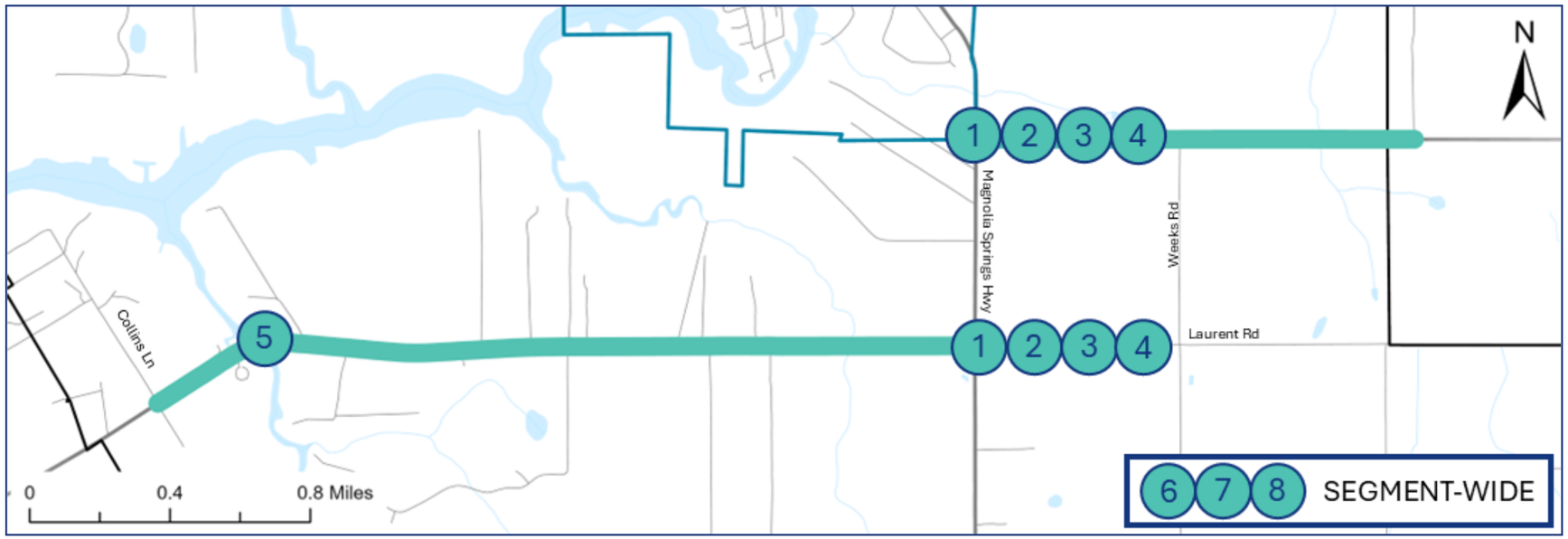
"Both intersections at Magnolia Springs Highway is very dark"

"Multiple car crashes at the southern intersection with CR 49. County Road 49 traffic does not stop. CR 26 and Laurent Road do have stop signs. Drivers on CR 26 and Laurent must think that the intersection is an all-way stop and pull out in front of CR 49 drivers and cause wrecks."

COUNTY ROAD 26

from Collins Lane to Avera Acres Lane

RECOMMENDED COUNTERMEASURES



			ID	Countermeasure	Cost	Schedule	Project Readiness
	●	●	1	Intersection Control Evaluation (Magnolia Springs Hwy (N & S))	$	Short-Term	Ready
●	●		2	Install Turn Lanes (Magnolia Springs Hwy (N & S))	$$$	Long-Term	● ●
●	●	●	3	Targeted Lighting (Magnolia Springs Hwy (N & S))	$$$	Long-Term	●
●	●	●	4	Install Transverse Rumble Strips (Magnolia Springs Hwy (N & S))	$	Short-Term	Ready
●	●		5	Curve Warning Signage (Chevrons) (Curve near Boundan Ln)	$	Short-Term	Ready
●	●	●	6	Widen Shoulders	$$	Mid-Term	Ready
●	●		7	Grooved Rumble Strips (Center/Edge-Lines)	$	Short-Term	Ready
●	●		8	Raised Pavement Markers (RPMs)	$	Short-Term	Ready

● FHWA Proven Safety Countermeasure

● Crash Modification Factors Countermeasure

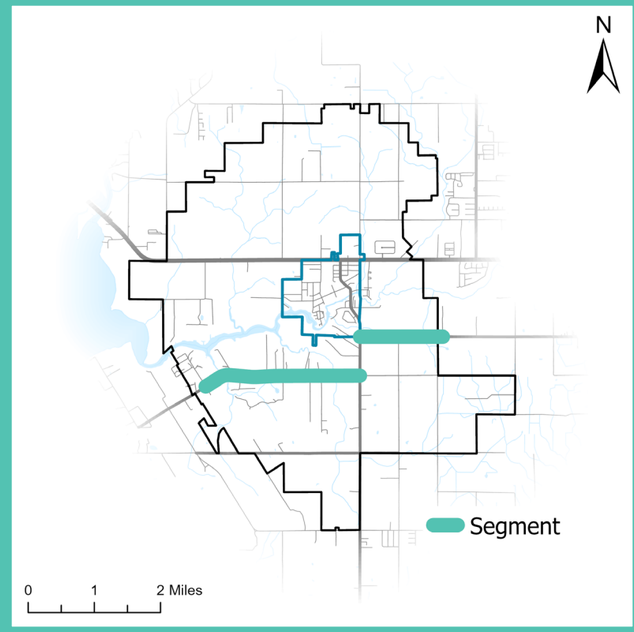
● Vulnerable Road User Related Countermeasure

● Requires ROW Acquisition

● Requires Utility Relocation

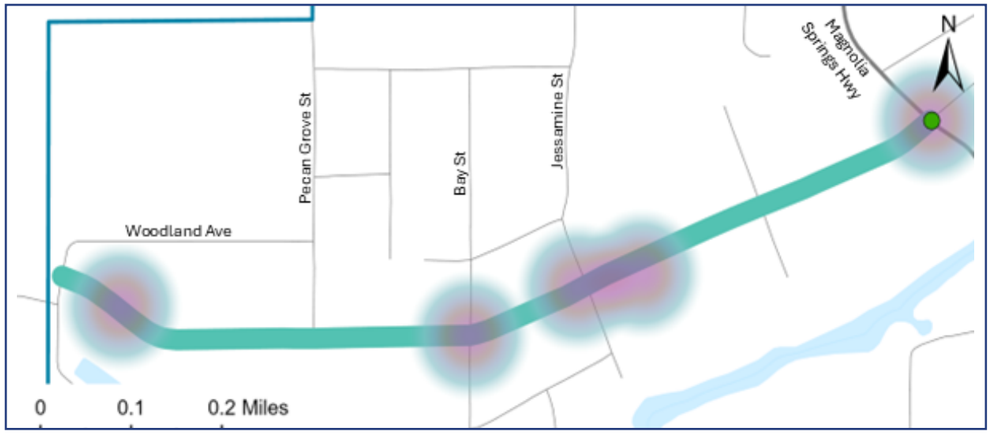
Benefit Summary

- Transverse rumble strips placed in advance of stop-controlled intersections provide important safety benefits by alerting drivers to upcoming stop conditions through both sound and vibration. This warning is particularly effective for inattentive, fatigued, or distracted drivers, helping to reduce missed stop signs and late braking behaviors.
- Rumble striping along edge/centerlines provide tactile and auditory feedback to drivers when their vehicle strays from the lane, helping to reduce the risk for roadway departure crashes and head-on collisions.
- Roadway lighting helps drivers, cyclists, and pedestrians see each other more clearly, especially during nighttime and low-visibility conditions, reducing the likelihood of crashes.
- Enhanced delineation provides enhanced guidance along curves by increasing driver awareness of the roadway alignment and potential risks of roadway departure.



OAK STREET

from Woodland Drive to Magnolia Springs Highway (County Road 49)



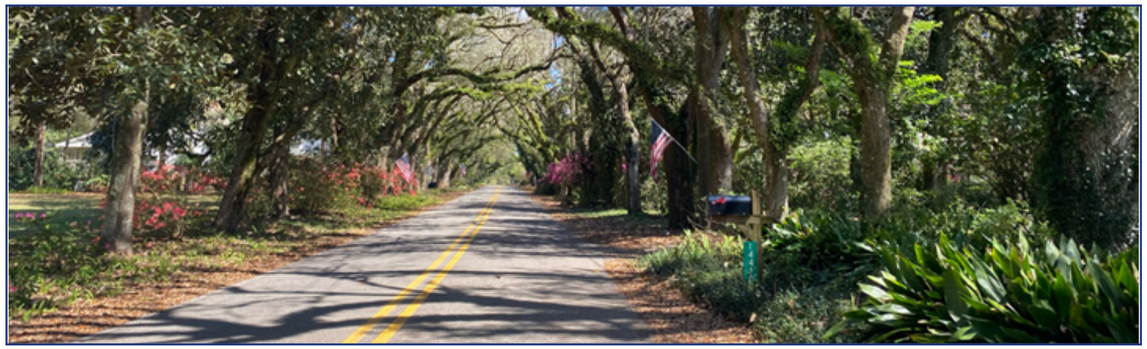
- VRU (1)
- Serious Injury (0)
- Fatal (0)

Local Route

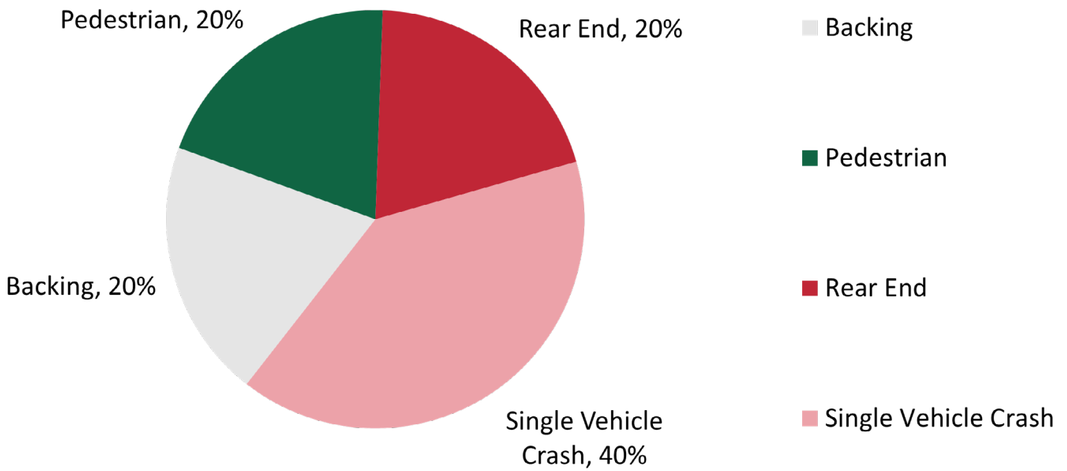
Speed Limit	25 mph
Lanes	2
Vehicles/Day	250
Total Crashes	5

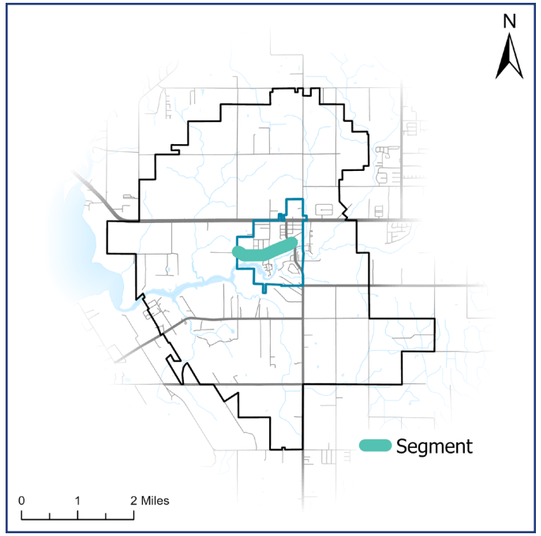
Characteristics

Oak Street is a picturesque two-lane roadway that connects several neighborhoods to the core Magnolia Springs area. This neighborhood street experiences a high volume of pedestrian and other non-motorist traffic, even without prescribed pedestrian infrastructure.



Along Oak Street, Facing East, Just East of Bay Street





Ranking Index

Fatal & Serious Injury Crashes:
LOW — HIGH

Bike/Ped Crashes:
LOW — HIGH

Crash Rate:
LOW — HIGH

Total Crashes:
LOW — HIGH

Public Engagement:
LOW — HIGH

Community Input

"It is difficult to turn onto HWY 49 from Oak in both directions due to the number of cars, during peak hours, and speeding on HWY 49."

"To avoid the speed bumps on Pecan, large trucks and work trucks speed down oak street. We need a stop sign at Rock street."

"Great walking area, but no sidewalks or protection for pedestrians"

"Protecting the Oak St trees is a priority for all of us and there needs to be a plan to add a walking lane and doesn't necessarily need to be asphalt."

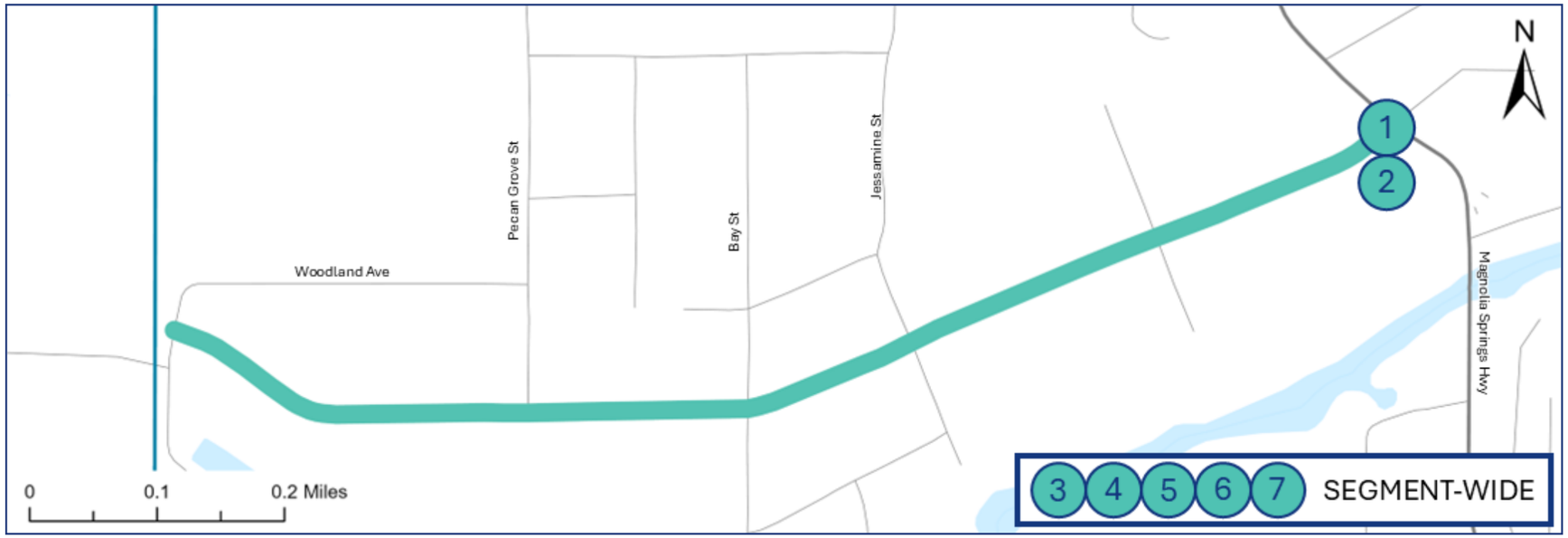
"Active community on foot, bike or other threaten by speeding vehicles."

"Oak St and Pecan Grove St is a cut thru for traffic. Speeding is normal everyday activity. Signage and speed bumps are worthless. Speeding tickets and fines do work if enforced."

OAK STREET

from Woodland Drive to Magnolia Springs Highway (County Road 49)

RECOMMENDED COUNTERMEASURES



			ID	Countermeasure	Cost	Schedule	Project Readiness
	●	●	1	Install Single-Lane Roundabout (Magnolia Springs Hwy)	$$$$	Long-Term	● ●
●	●	●	2	Install Targeted Lighting (Magnolia Springs Hwy)	$$	Mid-Term	●
	●	●	3	Clear Vegetation from Driver Sights and Public Right-of-Way	$	Short-Term	Ready
●	●	●	4	Various Speed Reducing Measures	$	Short-Term	Ready
●	●	●	5	Consider Installing Pedestrian Infrastructure (such as a Sidewalk or Multi-Use Path)	$$$	Mid-Term	Ready
●	●	●	6	Widen Lanes/Shoulders	$$	Short-Term	Ready
●	●	●	7	Install Pedestrian-Scale Lighting	$$$	Mid-Term	●

● FHWA Proven Safety Countermeasure

● Crash Modification Factors Countermeasure

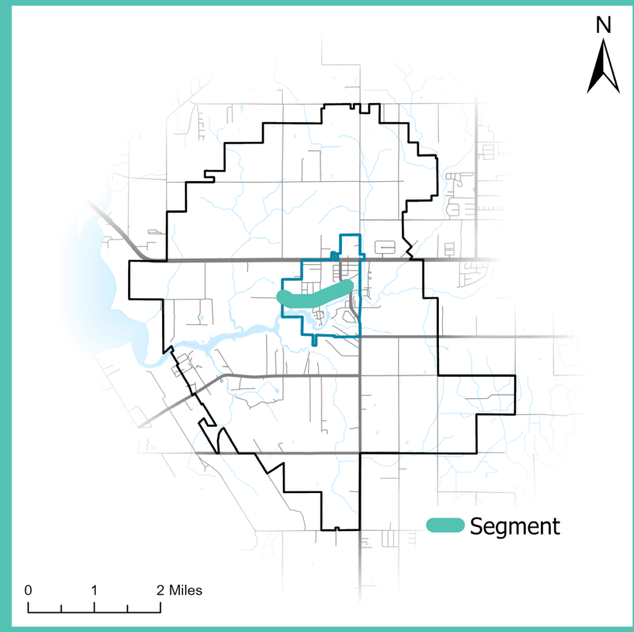
● Vulnerable Road User Related Countermeasure

● Requires ROW Acquisition

● Requires Utility Relocation

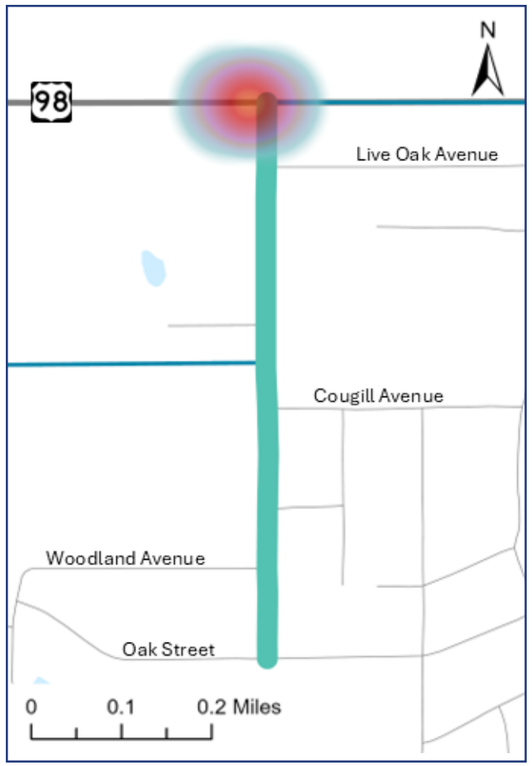
Benefit Summary

- Roadway lighting helps drivers, cyclists, and pedestrians see each other more clearly, especially during nighttime and low-visibility conditions, reducing the likelihood of crashes.
- Roundabouts create safer intersections by reducing speeds and the number of potential conflict points between roadway users.
- Wider shoulders provide an increased recovery area for errant vehicles and offer a safer space for nonmotorized roadway users.
- Installing pedestrian infrastructure dramatically improves safety by prioritizing and separating vulnerable users from traffic, and enhancing visibility and accessibility. These improvements also calm traffic, promote active transportation, and create safer, more livable communities.



PECAN GROVE STREET

from US-98 to Oak Street



VRU (0) Serious Injury (0) Fatal (0)

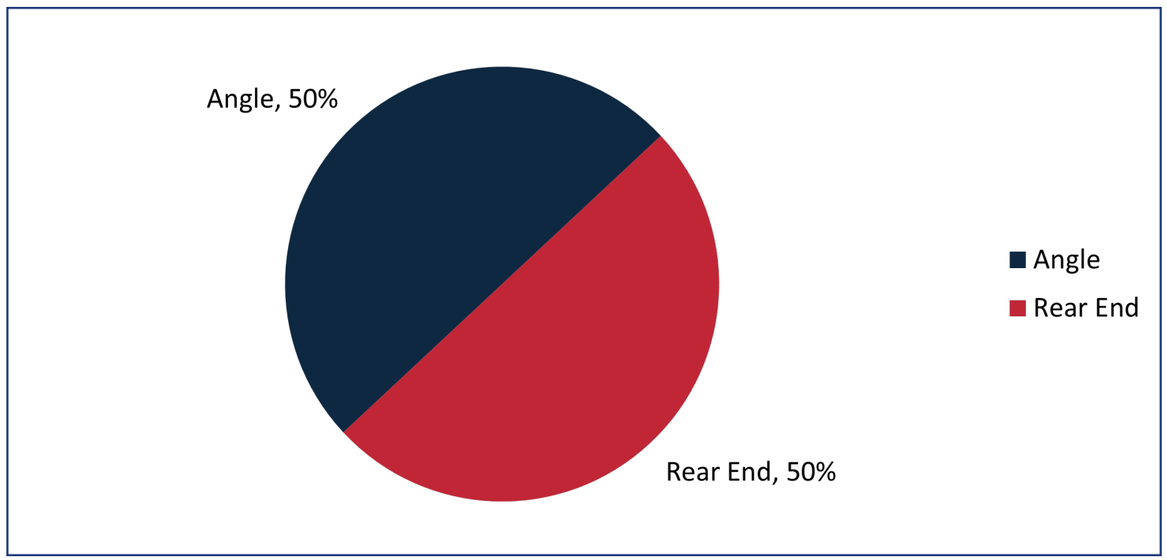
Local Route

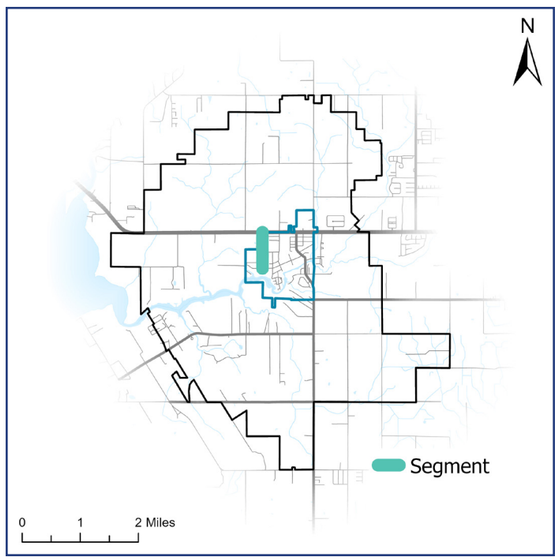
Speed Limit	25 mph
Lanes	2
Vehicles/Day	250
Total Crashes	2

Characteristics

Pecan Grove Road is a two-lane, low-speed residential roadway near the western Town limits. This segment follows a straight alignment over lightly roling terrain.

Along Pecan Grove Road, Facing South, Just South of Live Oak Drive





Ranking Index

Fatal & Serious Injury Crashes:

LOW — HIGH

Bike/Ped Crashes:

LOW — HIGH

Crash Rate:

LOW — HIGH

Total Crashes:

LOW — HIGH

Public Engagement:

LOW — HIGH

Community Input

"Drivers are speeding and running this stop sign."

"Active Pedestrians walking or on bike exercising, roads speed limit not enforced."

"Oak St and Pecan Grove St is a cut thru for traffic. Speeding is normal everyday activity. Signage and speed bumps are worthless. Speeding tickets and fines do work if enforced."

"Sidewalks and bike paths needed for pedestrians. Too many pedestrians walking in middle of street."

"This intersection is dangerous due to the high rate of speed on 98. Cars are passing as you turn South onto Pecan Grove. It is very difficult to turn onto 98 from Pecan Grove."

PECAN GROVE STREET

from US-98 to Oak Street

			ID	Countermeasure	Cost	Schedule	Project Readiness
●	●		1	Install Turn Lanes (US-98)	$$$	Mid-Term	●
●	●	●	2	Install Targeted Lighting (US-98)	$$$	Mid-Term	●
	●		3	Upgrade to Retroreflective Signage & Striping	$	Short-Term	Ready
●	●	●	4	Install Pedestrian Infrastructure, including Sidewalks and Crosswalks	$$$	Long-Term	● ●
●	●	●	5	Implement Speed Reducing Measures (such as Narrow Landscaped Medians)	$	Short-Term	Ready
		●	6	Targeted Enforcement	$	Short-Term	Ready

● FHWA Proven Safety Countermeasure

● Crash Modification Factors Countermeasure

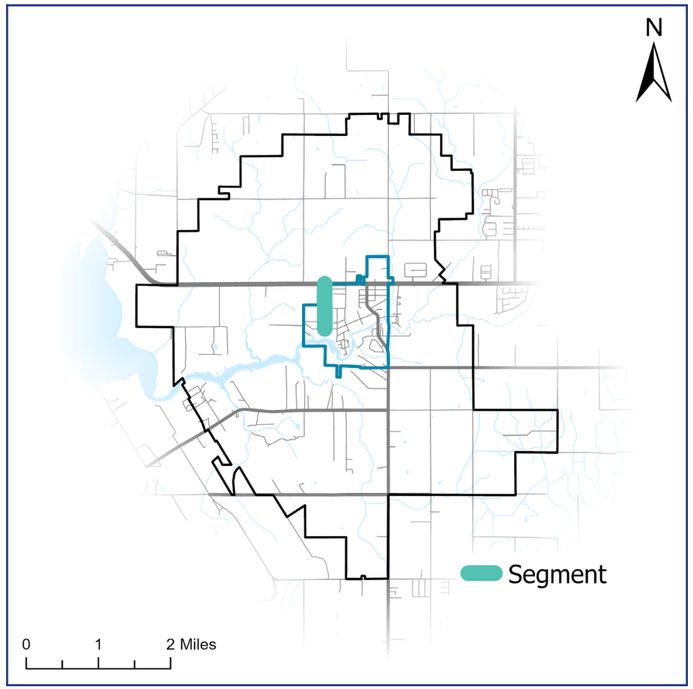
● Vulnerable Road User Related Countermeasure

● Requires ROW Acquisition

● Requires Utility Relocation

Benefit Summary

- Turn lanes provide a dedicated space for drivers intending to make a turning maneuver, separating them from through traffic and reducing the likelihood of rear-end crashes.
- Roadway lighting helps drivers, cyclists, and pedestrians see each other more clearly, especially during nighttime and low-visibility conditions, reducing the likelihood of crashes.
- Monitoring areas with dangerous driving behavior issues can help law enforcement determine which areas should be addressed with targeted enforcement.
- Speed reducing countermeasures provide all road users with safer places to drive, walk, and bike. These types of countermeasures force the driver to slow to the posted or appropriate speed limits, reducing the potential for high-severity collisions.



RECOMMENDED COUNTERMEASURES