

Highland Avenue Selma, AL

Pedestrian-Focused RSA

ALDOT

Kimley»Horn



Agenda

1. Why?

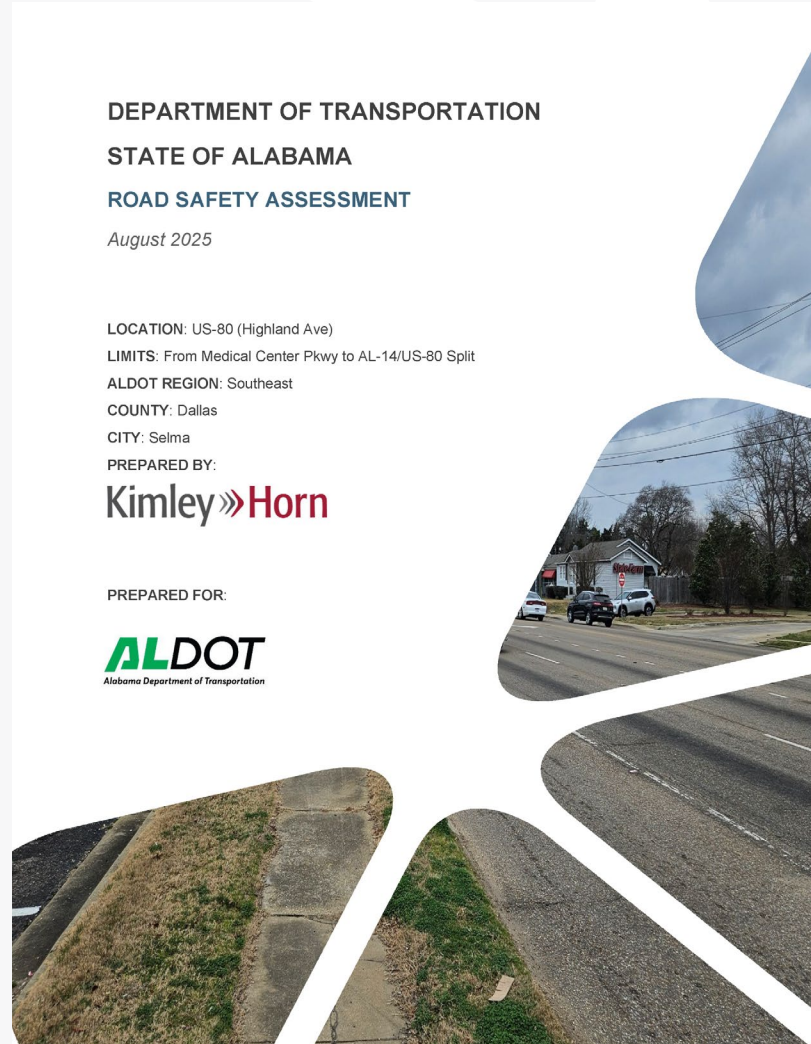
- Project Background and Need

2. How?

- Multidisciplinary Team, Data Collection & Analysis, Community Engagement

3. What can be done?

Project Background



Road Safety Assessments (RSAs)

- Executed by an independent, multidisciplinary team
- Identify safety hazards that may affect *any* roadway user
- Propose solutions to improve safety

Project Background

Highland Avenue
is a four-lane east-
west principal
arterial

The three-mile
study segment
contains 9 major
intersections



Project Background

Highland Avenue

- Posted Speed: 40 mph
- Two-way left-turn lane
- Suburban area
- *Some* pedestrian facilities
- No bicycle facilities
- Heavy truck traffic

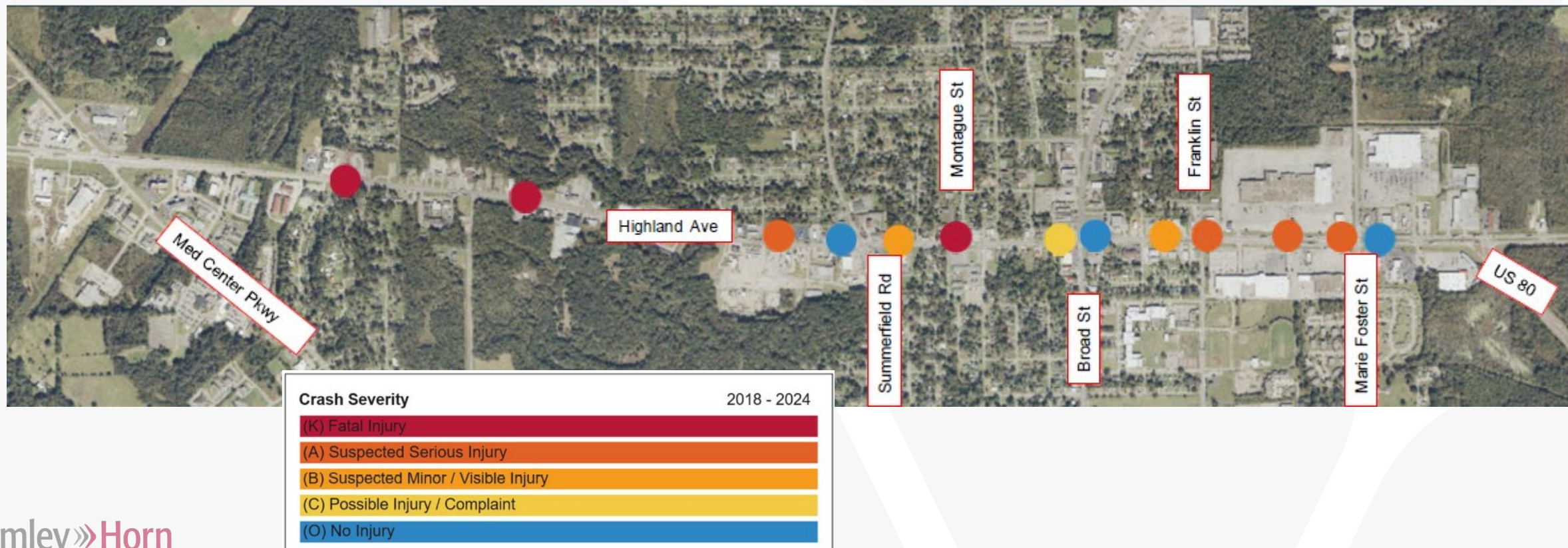
Significant Trip Generators

- Edgewood Elementary School
- Selma High School
- Selma Mall
- Walmart Supercenter
- Local Restaurants



Project Need

- 25% of all crashes in Selma occur on Highland Avenue
- 13 pedestrians struck since 2018
- Pedestrian crash rate is 3x the statewide average



Data Collection

Collected data included:

- Peak hour turning movement counts
- Pedestrian counts
- 24-hour bidirectional counts
- Crash data

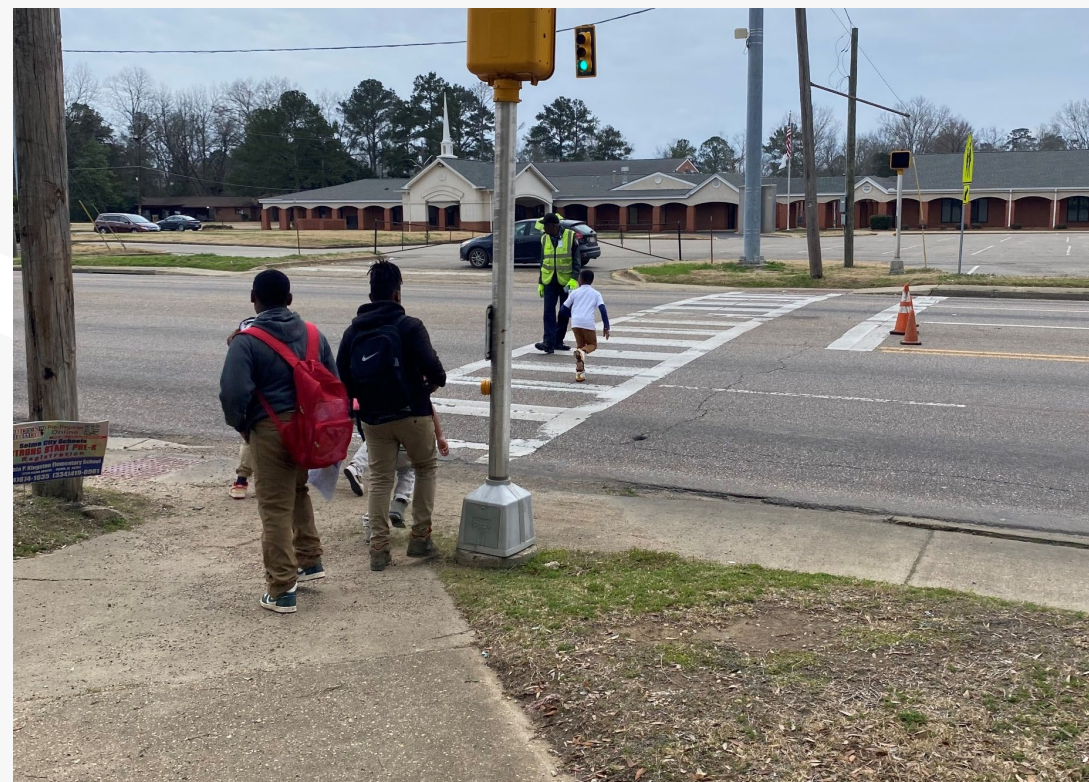
Highest # of
pedestrians counted:
77 @ Lauderdale Street
(24-hour period)

Location	Count Type
Highland Ave at Medical Center Pkwy	TMC
Highland Ave at Bell Road	TMC
Highland Ave at Summerfield Rd	TMC
Highland Ave at Montague St	TMC
Highland Ave at Broad St	TMC
Highland Ave at Franklin St	TMC
Highland Ave at Marie Foster St	TMC
Highland Ave at Walmart Driveway	TMC
Highland Ave at AL-14/US 80 Split	TMC
Highland Ave at Samuel O Moseley Dr	Pedestrian
Highland Ave at Dixie Dr	Pedestrian
Highland Ave at the Pepsi Bottling Group Driveway	Pedestrian
Highland Ave at Hospitality Inn Driveway	Pedestrian
Highland Ave at Crepe Myrtle St	Pedestrian
Highland Ave at Edgewood Dr	Pedestrian
Highland Ave at Lauderdale St	Pedestrian
Highland Ave at Poplar St	Pedestrian
Highland Ave at Selma Mall Driveway	Pedestrian
Highland Ave at west of Hampton Rd (<i>western end of corridor</i>)	24-hour bidirectional
Highland Ave at east of Franklin St (<i>eastern end of corridor</i>)	24-hour bidirectional

Data Collection

Pedestrian Counts

- Highest counts **along** Highland Ave (in 24 hours):
 - @ Lauderdale Street: 77 pedestrian trips
 - @ Edgewood Drive: 61 pedestrian trips
- Highest counts **crossing** Highland Ave (in 24 hours):
 - @ Poplar Street: 23 pedestrian crossing trips
 - @ Selma Mall Driveway: 20 pedestrian crossing trips



Crash Data Analysis

- Data Timeframe: January 2019 – December 2024
- 675 crashes, including 216 injury crashes and 3 fatalities
- All 3 fatal crashes involved pedestrians

Crash Type	Crash Severity						Percentage
	K	A	B	C	O	Total	
Rear-end	0	3	21	38	192	254	37.6%
Angle	0	8	28	24	91	151	22.4%
Left-Turn	0	15	15	20	49	99	14.7%
Sideswipe-Same Direction	0	0	1	11	87	99	14.7%
Not a Collision with Motor Vehicle	3	8	3	4	14	32	4.7%
Right Turn	0	0	1	4	16	21	3.1%
Head On	0	2	5	6	8	17	2.5%
Cargo Loss	0	0	0	1	0	1	0.1%
Sideswipe-Opposite Direction	0	0	0	0	1	1	0.1%
Total	3	36	74	106	456	675	100.0%

K – Fatal Injury

A – Suspected Serious Injury

B – Suspected Minor / Visible Injury

C – Possible Injury / Complaint

O – No Injury

Community Engagement



- Meetings with local businesses and residents
- Visiting significant trip generators (large retailers, schools)
- Gathering information from elected officials and City leaders
- A field visit for the entire project team, local stakeholders, and a team of transportation safety professionals

Multidisciplinary Team

Entity	Representative(s)
Alabama Department of Transportation	John-Michael Walker, Paul Carter, Stuart Manson
Federal Highway Administration	Tim Heisler
City of Selma	Mayor Perkins, Jasmine Robinson, Danielle Wooten
Alabama Department of Economic and Community Affairs	Lynne Wilman, Deborah Bethea
AUTRI	Rod Turochy, Tyler Mitchell
Engagement	Aretha Dix, Kathy Gregory
Fifty Fund	Josh Lewis, Donta Frazier, Jerrick Lewis
Kimley-Horn	Laura Beth Yates, Jared Carson

Field Observations

Some **sections of existing sidewalk** are **unmaintained** and are of insufficient width with no grass buffer.

High driveway density is present throughout multiple sections of the corridor.

Montague St becomes a one-way street during school dismissal. **School bus makes a three-point turn** on Highland Ave to back into Montague St.

Pedestrian traffic predominantly **does not use intersections/crosswalks** to cross Highland Avenue.

Many curb ramps appear to be **non-ADA compliant**, especially near Edgewood Elementary School.

Crossing guard controls traffic at Montague Street intersection during school periods, and their instructions conflict with signal indications.

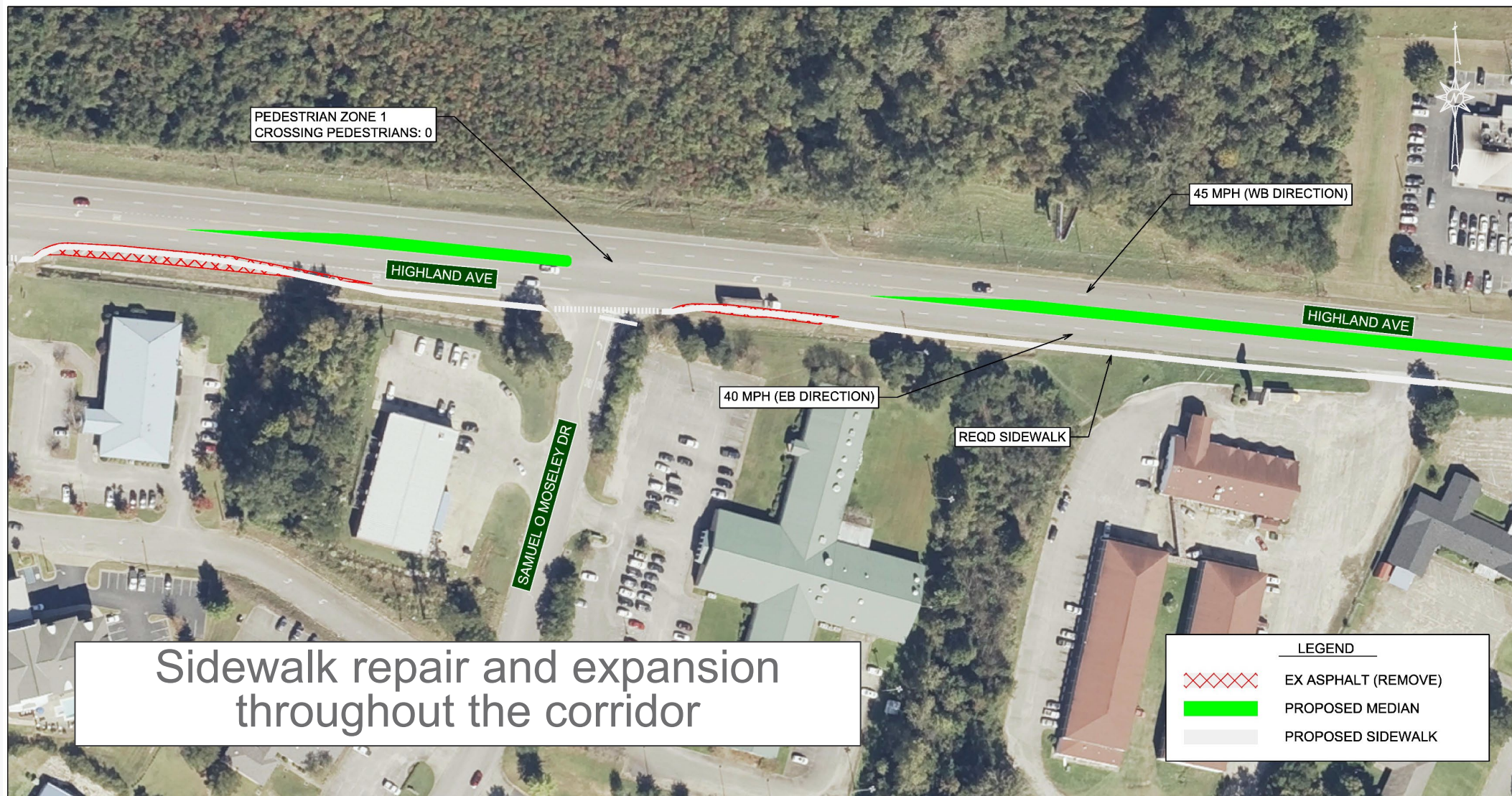
Heavy truck traffic is present throughout the corridor.



What Can Be Done?

Timeframe	Mitigation	Safety Benefit	Cost/Effort
Short-Term	Improve sidewalk sections throughout the corridor by widening the sidewalk (minimum 6 ft width) and upgrading to meet ADA requirements.	Moderate	Moderate
Short-Term	Repair all damaged sections , curb ramps, and cut overgrown vegetation.	Moderate	Moderate
Short-Term	Install sidewalk along the study corridor in sections where it is currently not present.	Moderate	Moderate
Short-Term	Install midblock crossings at Edgewood Drive and Poplar Street with advanced warning signage.	High	Low
Short-Term	Install raised median throughout the corridor, replacing the two-way left-turn lane and providing dedicated left-turn lanes as necessary.	High	High
Mid-Term	Implement additional access management throughout the corridor to close/consolidate driveways.	High	Moderate
Long-Term	Implement a road diet to convert existing cross section to a 3-lane cross section with sidewalk and bike lanes .	Moderate	High

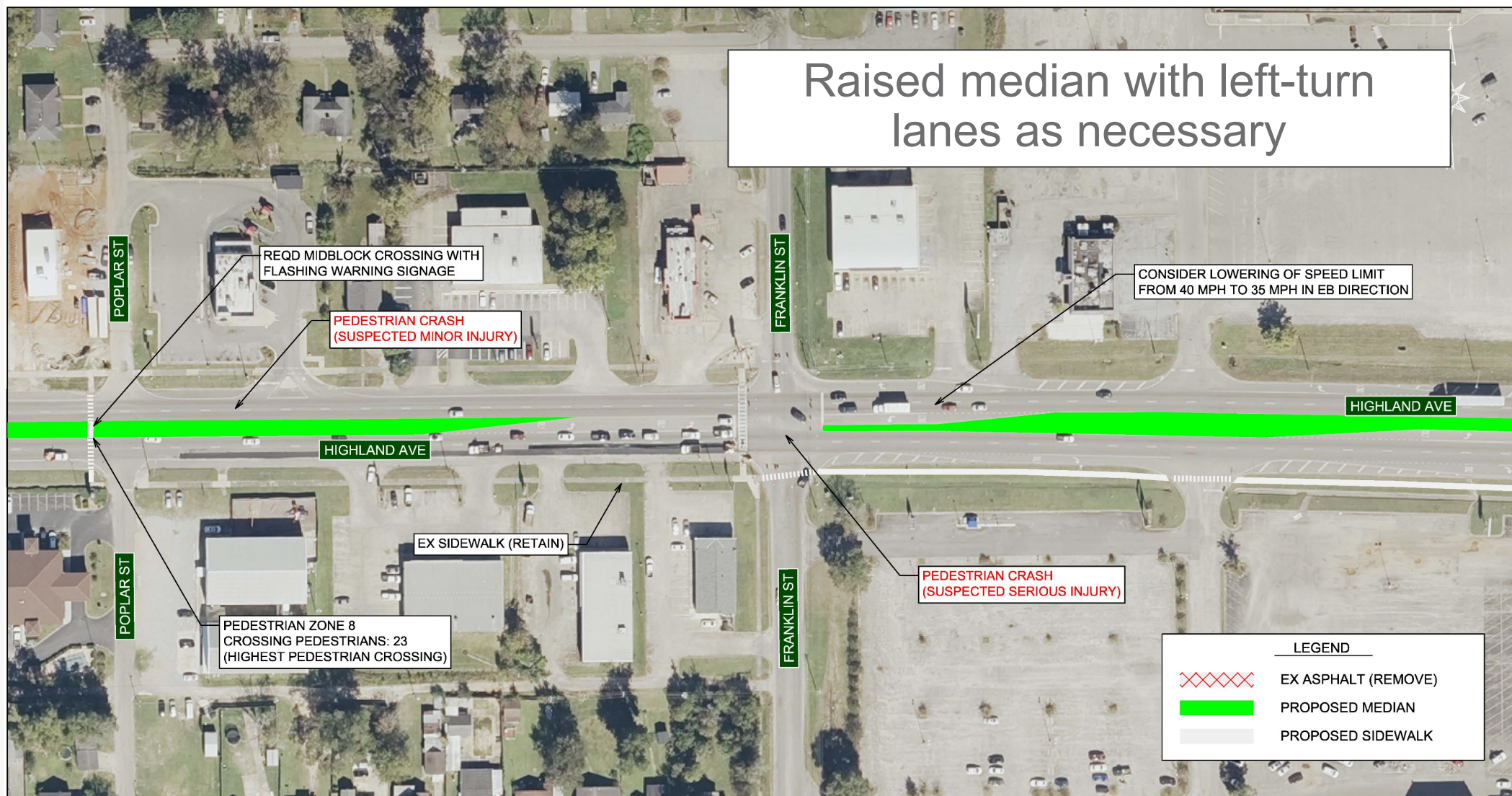
What Can Be Done?



What Can Be Done?



What Can Be Done?



What's Next?

- Identify Funding
- Design Phase
- Construction



Thank you!

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