

# North Pine Street Corridor Study

-

## Florence, Alabama



## **ACKNOWLEDGEMENTS**

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## TABLE OF CONTENTS

### A. About the Study

- Introduction Page 02
- Study Goals Page 03
- Study Scope Page 03

### B. Existing Conditions Analysis

- Roadway Characteristics Page 05
- Intersections Page 05
- Bike-Pedestrian & Transit Facilities Page 07
- Existing Traffic Conditions Page 08
- Safety Analysis Page 08
- Potential Historic Resources Page 12
- Road Safety Audit Page 13

### C. Public Engagement

- Introduction Page 16
- Project Management Team Page 16
- Online Survey Phase 1 - Envisioning Page 16

### D. Concept Development

- Introduction Page 24
- Residential Section: Cypress Mill to College View Church of Christ Page 25
- University Section: College View Church of Christ to Irvine Avenue Page 28
- Downtown Section: Irvine Avenue to Dr. Hicks Boulevard Page 34
- Online Survey: Phase II Page 40

### E. Recommendations and Implementation Plan

- Recommendations & Implementation Plan Page 42
- Cypress Mill Road at N Pine Street Intersection Improvement Page 42
- Residential Section Recommendations Page 42
- University Section Recommendations Page 42
- Downtown Section Recommendations Page 43
- Implementation Plan Page 43

### Appendices

- Appendix A: Online Survey Responses
- Appendix B: Traffic Counts
- Appendix C: Crash Data

## List of Graphics

A.1	Study Area	Page 02
A.2	Study Goals	Page 03
A.3	Study Scope	Page 03
B.1	Study Intersections	Page 06
B.2	University of North Alabama - Transit Stops	Page 07
B.3	Average Daily Traffic Counts	Page 08
B.4	Crash Data by Type	Page 09
B.5	5-Year Crash History	Page 10
B.6	5-Year Crash by Intersection	Page 10
B.7	Crash by Type Heat Map	Page 11
B.8	Cumulative Speed Distribution	Page 11
B.9	Historic Resources	Page 12
B.10	Road Safety Audit Highlights	Page 14
C.1	Online Survey	Page 16
C.2	Online Flier	Page 17
C.3	Announcement in the Times Daily Newspaper	Page 17
C.4	Social Media Advertisement	Page 18
C.5	Online Survey Responses	Page 18
<b>C.6</b>	Online Survey Respondent Characteristics	Page 19
C.7	Strengths & Challenges	Page 19
C.8	Pine Street Corridor Envisioning	Page 20
C.9	Potential Corridor Improvements - Placemaking	Page 20
C.10	Potential Corridor Improvements - Transportation Mobility	Page 21
C.11	Online Mapping Comments	Page 22
D.1	Concept Development Process	Page 24
D.2	Existing Conditions and Proposed Concept for the Residential Section	Page 25
D.3	Residential Section Corridor Improvements	Page 26
D.4	Cypress Mill Road Intersection Improvement Alternatives	Page 27
D.5	University Section Corridor Improvements	Page 28
D.6	Segment B.1 Corridor Improvements	Page 29
D.7	Segment B.1 Existing Conditions	Page 29
D.8	Segment B.1 Proposed Concept Alternatives	Page 30
D.9	Segment B.2 Corridor Improvements	Page 31
D.10	Segment B.2 Existing Conditions and Proposed Concept	Page 31
D.11	Segment B.3 Corridor Improvements	Page 32
D.12	Segment B.3 Existing Conditions and Proposed Concept	Page 33
D.13	Downtown Section Corridor Improvements	Page 34
D.14	Segment C.1 Corridor Improvements	Page 35

D.15	Segment C.1 Existing Conditions	Page 35
D.16	Segment C.1 Proposed Concept	Page 36
D.17	Segment C.2 Corridor Improvements	Page 37
D.18	Segment C.2 Existing Conditions	Page 37
D.19	Segment C.2 Proposed Concept	Page 38
D.20	Segment C.3 Corridor Improvements	Page 39
D.21	Segment C.3 Existing Conditions	Page 39
D.22	Segment C.3 Proposed Concept	Page 40

## List of Tables

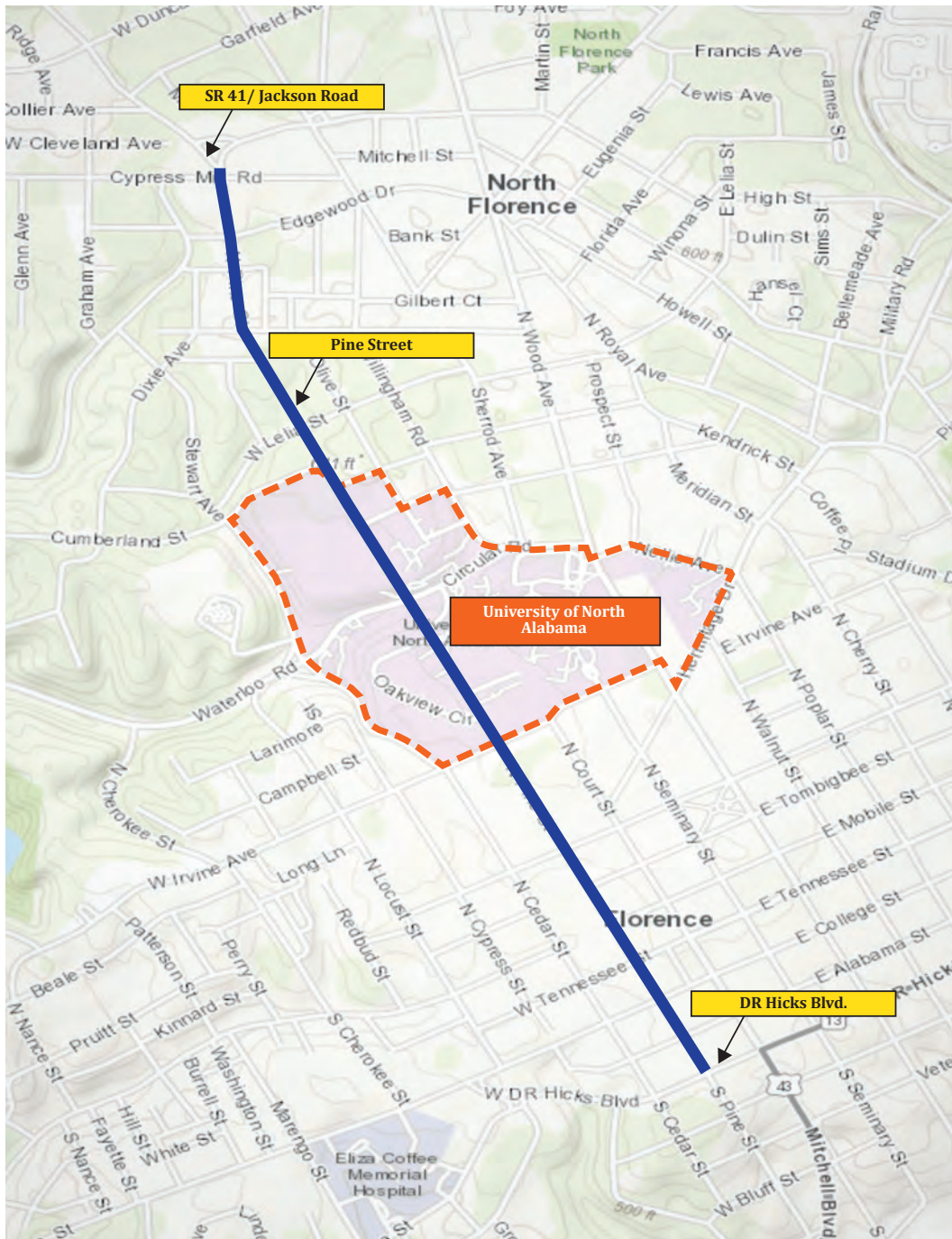
B.1	Study Intersections	Page 05
B.2	Crash Analysis by Type	Page 08
B.3	Crash Severity	Page 09
B.4	Crash Analysis by Type and Year	Page 09
E.1	Cost Estimates for Phased Implementation of Pine Street Improvements	Page 44

**A.**

About The Study

## Introduction

The North Pine Street Corridor Study was initiated at the request of the City of Florence and the University of North Alabama to study transportation issues along the corridor, with an emphasis on pedestrian facilities and safety. The investigative study focuses on the section of North Pine Street from Dr. Hicks Boulevard in the downtown Florence area northward to Jackson Road [SR 41] near the Seven Points area. The aim of the study is to analyze existing conditions along the corridor, and present recommendations to mitigate any noted deficiencies and issues. Graphic 1 represents the study area.



Graphic A.1: Study Area

## Study Goals

This project aims at identifying traffic & transportation solutions from a holistic perspective, to ensure safety, promote economic development, understand prospects for multi-modal uses and create sustainable infrastructure improvements for the citizens. Study goals are outlined in Graphic 2.



*Graphic A.2: Study Goals*

## Study Scope

The scope of this study is divided in 5 steps -

- Existing Conditions Analysis - Identifying existing issues along study corridor.
- Public Engagement - Public outreach efforts to gain insight in community desires for corridor.
- Needs Assessment - A needs assessment using the public engagement input and a Road Safety Audit.
- Solution Development - Developing potential solutions to address improvement needs along the corridor.
- Implementation Plan - Developing a final 'Improvements and Implementation Plan' for the corridor.



*Graphic A.3: Study Scope*



**B.**

**Existing Conditions Analysis**

## Roadway Characteristics

Pine Street is classified as a rural Minor Arterial. The corridor has a four-lane cross section, with two travel lanes in each direction and additional on-street parking lane on both sides at various sections of the road. The roadway has a posted speed limit of 35 miles per hour (MPH) and posted school speed limit of 25 mph. The length of the study area is approximately 1.66 miles.

## Intersections

There are 20 intersections along Pine Street within the limit of this corridor study. There are nine signalized intersections along the corridor and a bridge over Circular Road. All other unsignalized intersections are stop-controlled with Pine Street being the major road. The intersections are listed in Table 1.

Int. No	Pine Street	Traffic Control
1	at Dr. Hicks Boulevard	Traffic Signal
2	at Alabama Street	Traffic Signal
3	at College Street	Traffic Signal
4	at Tennessee Street	Traffic Signal
5	at Mobile Street	Traffic Signal
6	at Tombigbee Street	Traffic Signal
7	at Tuscaloosa Street	Traffic Signal
8	at Irvin Avenue	Traffic Signal
9	at Oakview Circle (S)	T-Intersection (EB) <sup>1</sup>
10	at Oakview Circle (N)	T-Intersection (EB) <sup>1</sup>
11	at Circular Road	Bridge over Circular Road
12	at Hawthorne Street	T-Intersection (WB) <sup>1</sup>
13	at Mattielou Street	T-Intersection (WB) <sup>1</sup>
14	at Cumberland Street	T-Intersection (EB) <sup>1</sup>
15	at Lelia Street	One Way (WB/EB)
16	at Haley Avenue	T-Intersection (EB) <sup>1</sup>
17	at Woodland Street	TWSC (EB/WB) <sup>1</sup>
18	at Susan Street	TWSC (EB/WB) <sup>1</sup>
19	at Edgewood Street	TWSC (EB/WB) <sup>1</sup>
20	at Cypress Mill Road	Traffic Signal

*Table B.1: Study Intersections*



Graphic B.1: Study Intersections

## Bike-Pedestrian & Transit Facilities

Sidewalk exists along both sides of Pine Street from Dr. Hicks Boulevard and discontinues at Hawthorne Street on the east side; and Cumberland Street on the west side. there is also a short discontinuous sidewalk on the west side of pine street at the north end of the corridor near Cypress Mill Road.

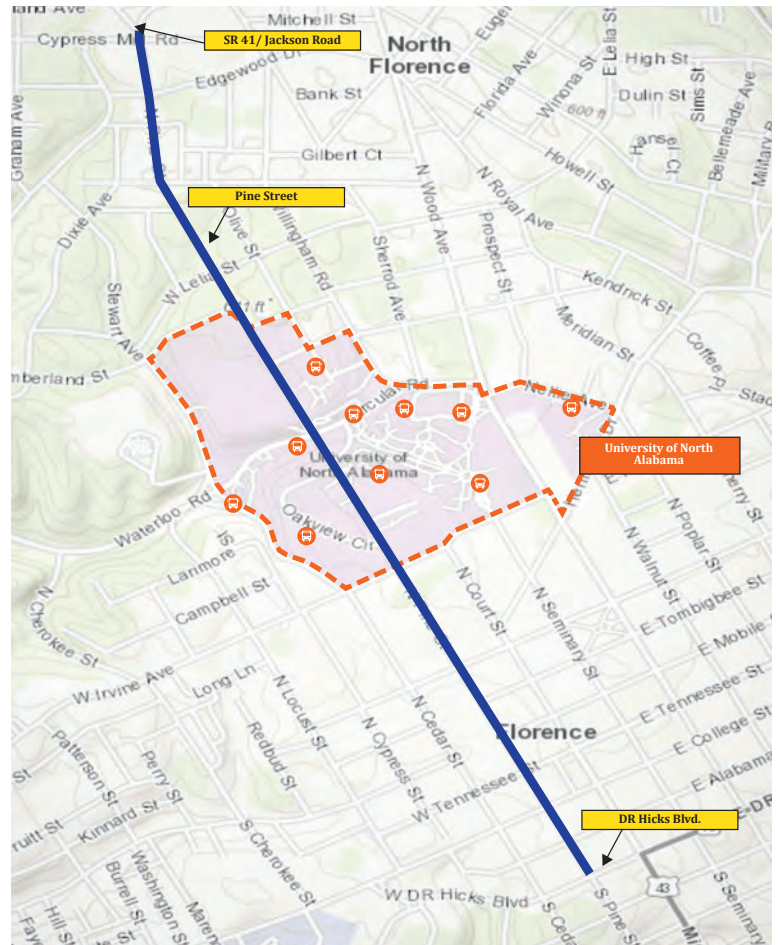
The NACOLG Urbanized Public Transit Program operates in the Florence Urbanized area, covering the cities of Florence, Muscle Shoals, Tuscumbia, and Sheffield.

NACOLG Transit has a fleet of 33 vehicles, consisting of mini buses, commuter and modified vans. Management of the Transit Program is provided by the Transit Department at the NACOLG offices in Muscle Shoals, Alabama.

The Demand Response public transit operates Monday through Friday. Routes are scheduled from 7:00 a.m. until 4:30 p.m.

To complement the demand response routes, a shopping shuttle in the City of Florence operates three days per week serving the low-income residential communities and all of the major shopping centers in the respective communities.

The shuttle route is subsidized by the City and the Housing Authority. The City of Florence subsidizes evening transportation three times per month for handicapped citizens who attend support groups.



**Graphic B.2: University of North Alabama - Transit Stops**

Transit service is also provided in the area by the University of North Alabama, operating from 7 am to 5 pm from Monday to Friday. Transit stops at the area of study are located at Lions Gate Apartment – exit on Susan street, and Florence parking deck on Mobile Street. Transit stops are identified in Graphic B.2.

## Existing Traffic Conditions

Traffic counts were collected the week of February 4, 2020, at two segments of Pine Street while school was in session. Turning movement counts were performed for a 24-hour period. The Average Daily Traffic (ADT) on Pine Street are as follows:

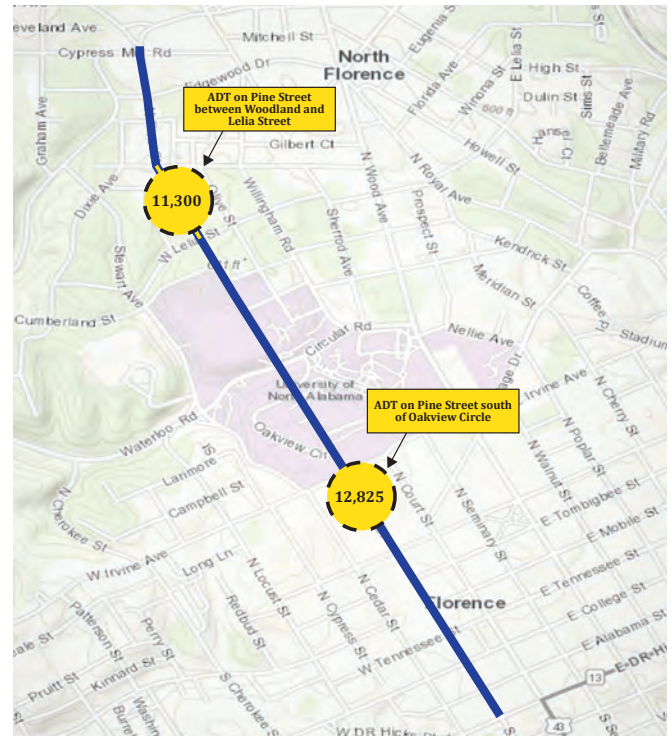
- Between Woodland and Lelia Street - 11,300
- South of Oakview Circle - 12,825

## Safety Analysis

### Crash Data Analysis

To identify crash trends and safety characteristics for the Pine Street corridor, crash records were obtained from Centralized Alabama Recipient Eligibility System (CARES). Crash records were collected between January 2015 and December 2019.

Over the 5-year analysis period, a total of 294 crashes were recorded along Pine Street, an average of 59 crashes per year. The majority of crashes in the area were attributed to angle



Graphic B.3: Average Daily Traffic Counts

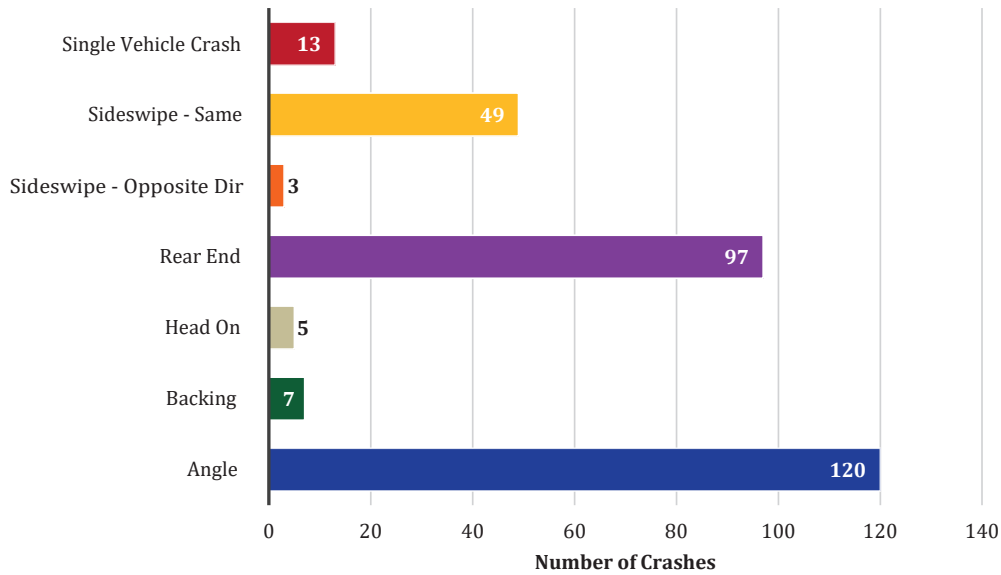
Approximately 16% of these crashes resulted in an injury and no fatalities were recorded. Assessing the bike-pedestrian crashes along the corridors, 1 accident was recorded involving a pedestrian at the intersection of Dr. Hicks Boulevard. The intersection with the highest crash frequency is Pine Street at Tennessee Street, followed by Pine Street at Irvine Avenue, and Pine Street at Dr. Hicks Boulevard. For unsignalized intersections along Pine Street, Pine Street at Hawthorne Street has the highest crash frequency.

Crash analysis by type and severity; and crash analysis by type and year over a 5-year analysis period are shown in Table B.2, Graphic B.4; and Table B.4, Graphic B.5, respectively. Property Damage Only (PDO), injuries, and fatalities resulting from car crashes along the corridors for these five years' period are shown in Table B.3.

Crash Analysis		Crash Severity		
Crash Type	Number	PDO	Injuries	Fatalities
Angle	120	88	32	0
Head-On	5	3	2	0
Single Vehicle Crash	13	10	3	0
Rear-End	97	89	8	0
Sideswipe - Opposite	3	3	0	0
Sideswipe - Same	49	47	2	0
Casual Vehicle Backing	7	6	1	0
<b>Total</b>	<b>294</b>	<b>246</b>	<b>48</b>	<b>0</b>

Table B.2: Crash Analysis by Type

### Pine Street 5-Year Crash Data by Type (2015 - 2019)



*Graphic B.4: Crash Data by Type*

The “KABCO” injury scale is used for establishing crash costs. This scale was developed by the National Safety Council (NSC) and is frequently used by law enforcement for classifying injuries. Crash severity for the Pine Street corridor is shown in Table B.3.

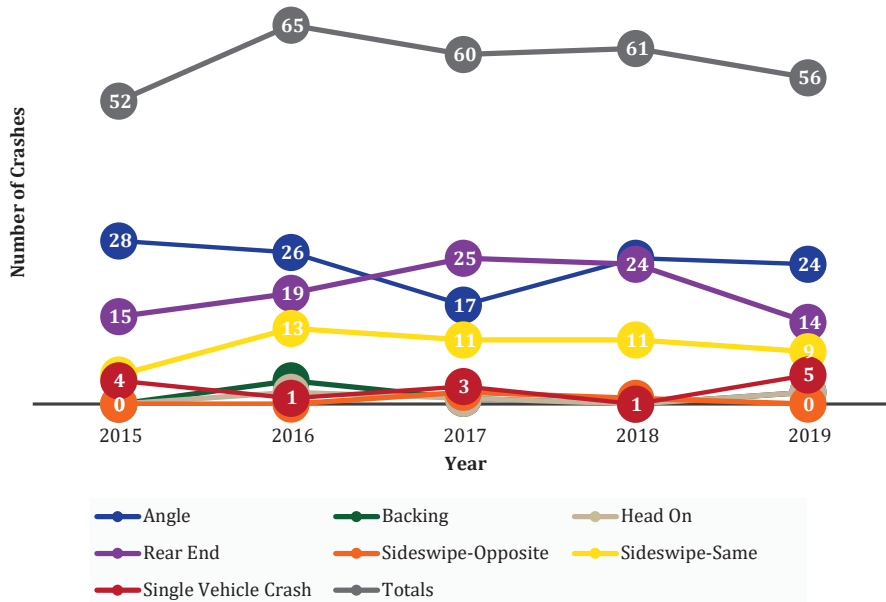
K - Fatality	0
A - Incapacity injury	10
B - Non incapacitive injury	20
C - Complaint of Injury	17
O - Property Damage only	247
<b>Total</b>	<b>294</b>

*Table B.3: Crash Severity*

Year	Angle	Head-On	Single Vehicle Crash	Rear-End	Sideswipe - Opposite	Sideswipe - Same	Casual Vehicle Backing	Totals
2015	28	0	4	15	0	5	0	52
2016	26	2	1	19	0	13	4	65
2017	17	1	3	25	2	11	1	60
2018	25	0	0	24	1	11	0	61
2019	24	2	5	14	0	9	2	56
<b>Totals</b>	<b>120</b>	<b>5</b>	<b>13</b>	<b>97</b>	<b>3</b>	<b>49</b>	<b>7</b>	<b>294</b>

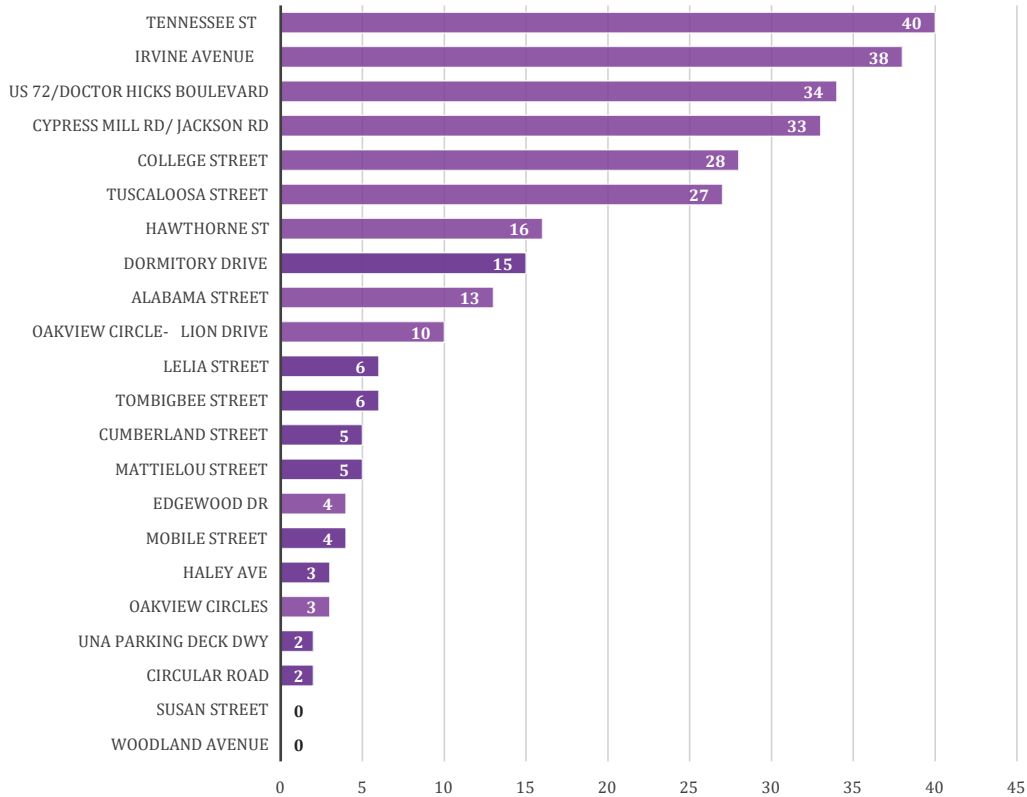
*Table B.4: Crash Analysis by Type and Year*

### Pine Street 5-Year Crash History (2015 - 2019)

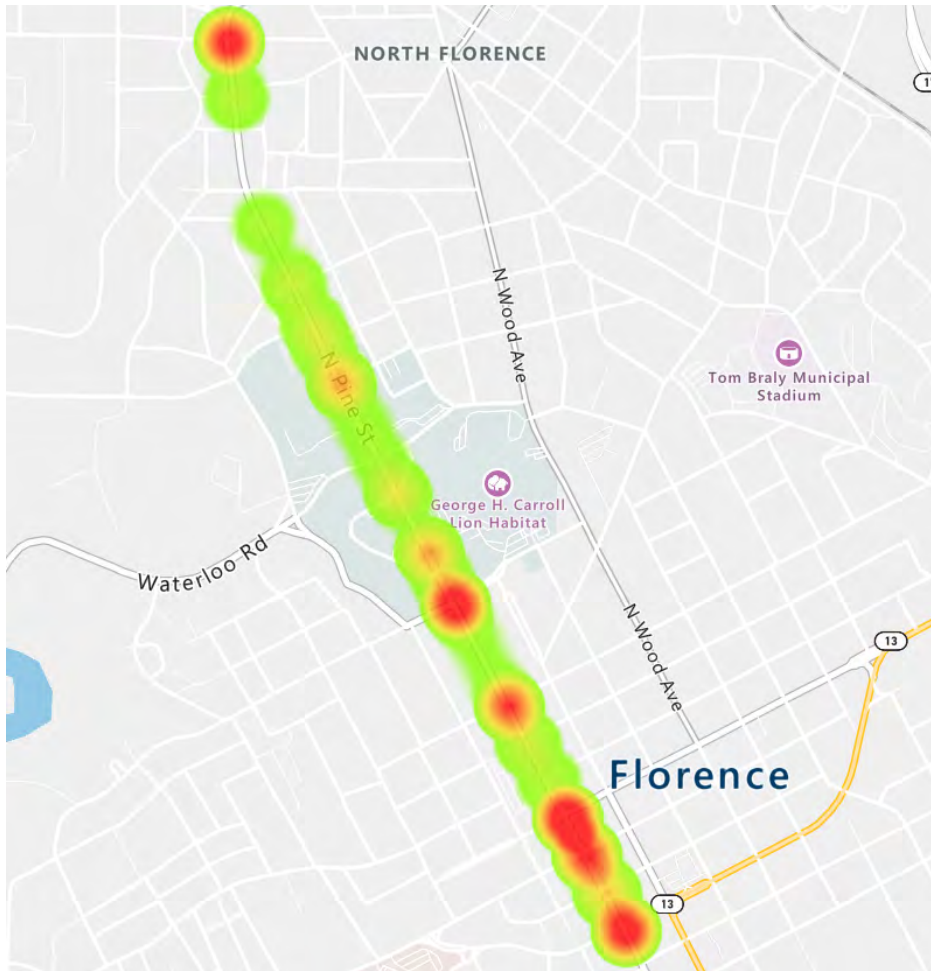


Graphic B.5: 5-Year Crash History

### Pine Street 5-Year Crash History (2015 - 2019)



Graphic B.6: 5-Year Crash by Intersection

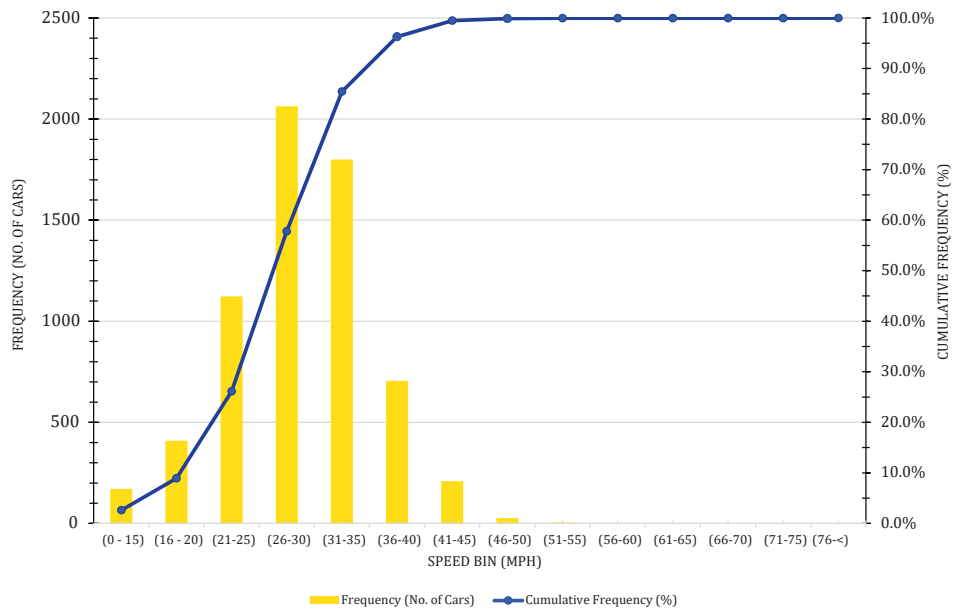


**Graphic B.7: Crash by Type Heat Map**

• **Speed Study**

Vehicle speeds were obtained for Pine Street in the northbound and southbound travel directions. Graphic B.8 shows the average cumulative speed distribution along the corridor. This speed data was collected on Pine St just south of Oakview Cir.

As shown, the 85th percentile speed along Pine Street is approximately 33 mph. The 10 mph pace along the corridor was 32 mph to 37 mph. Given the posted speed limit along Pine Street is 35 mph, these results indicate that vehicles along the corridor are not typically exceeding the speed limit.

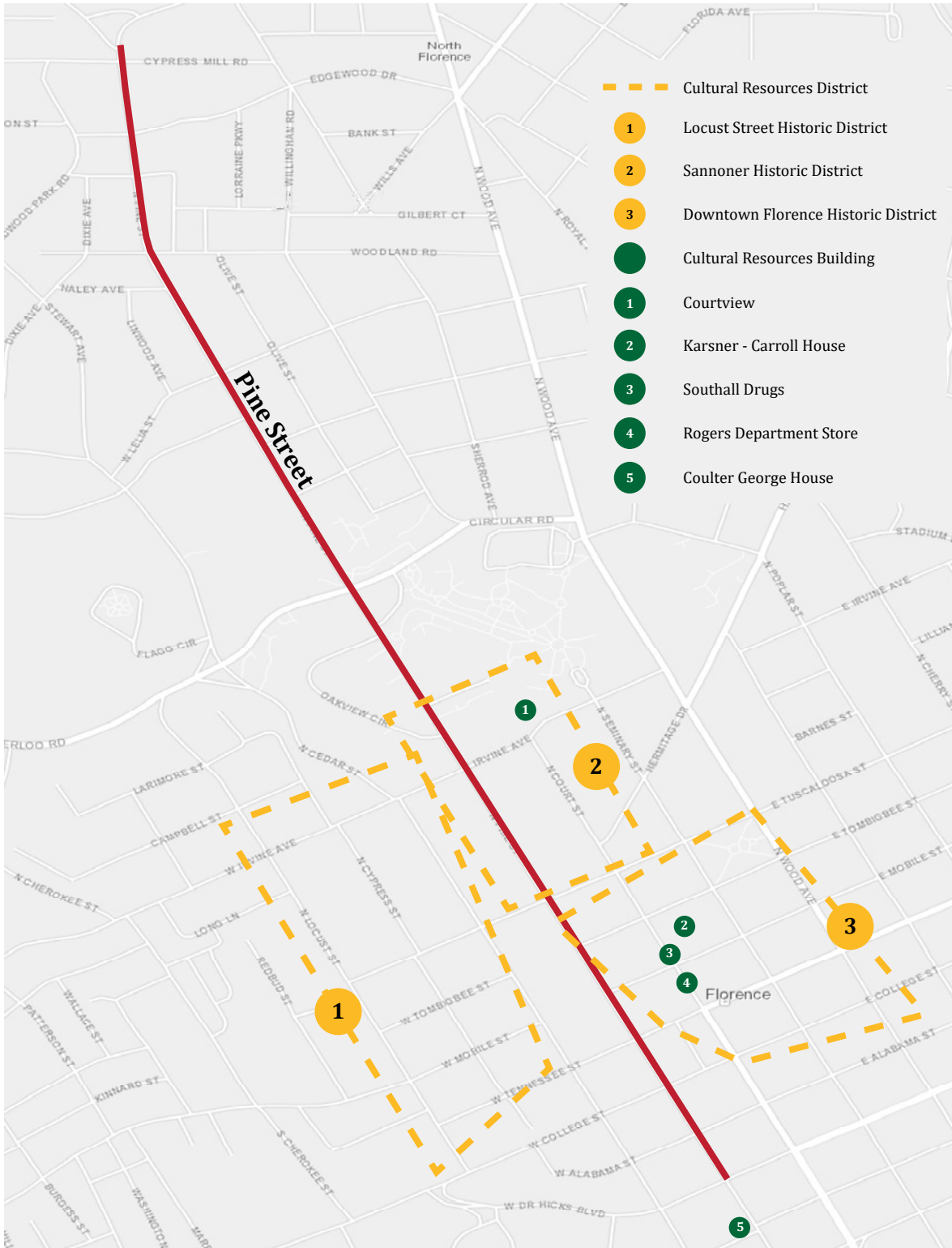


**Graphic B.8: Cumulative Speed Distribution**



### Potential Historic Resources

The National Register of Historic Places identifies five of the historic places worthy of preservation along the corridor. The public spatial dataset was used to identify Cultural Resources Districts and Cultural Resources Buildings. Graphic B.9 depicts this information.



Graphic B.9: Historic Resources

## Road Safety Audit

A Road Safety Audit (RSA) is the formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users.

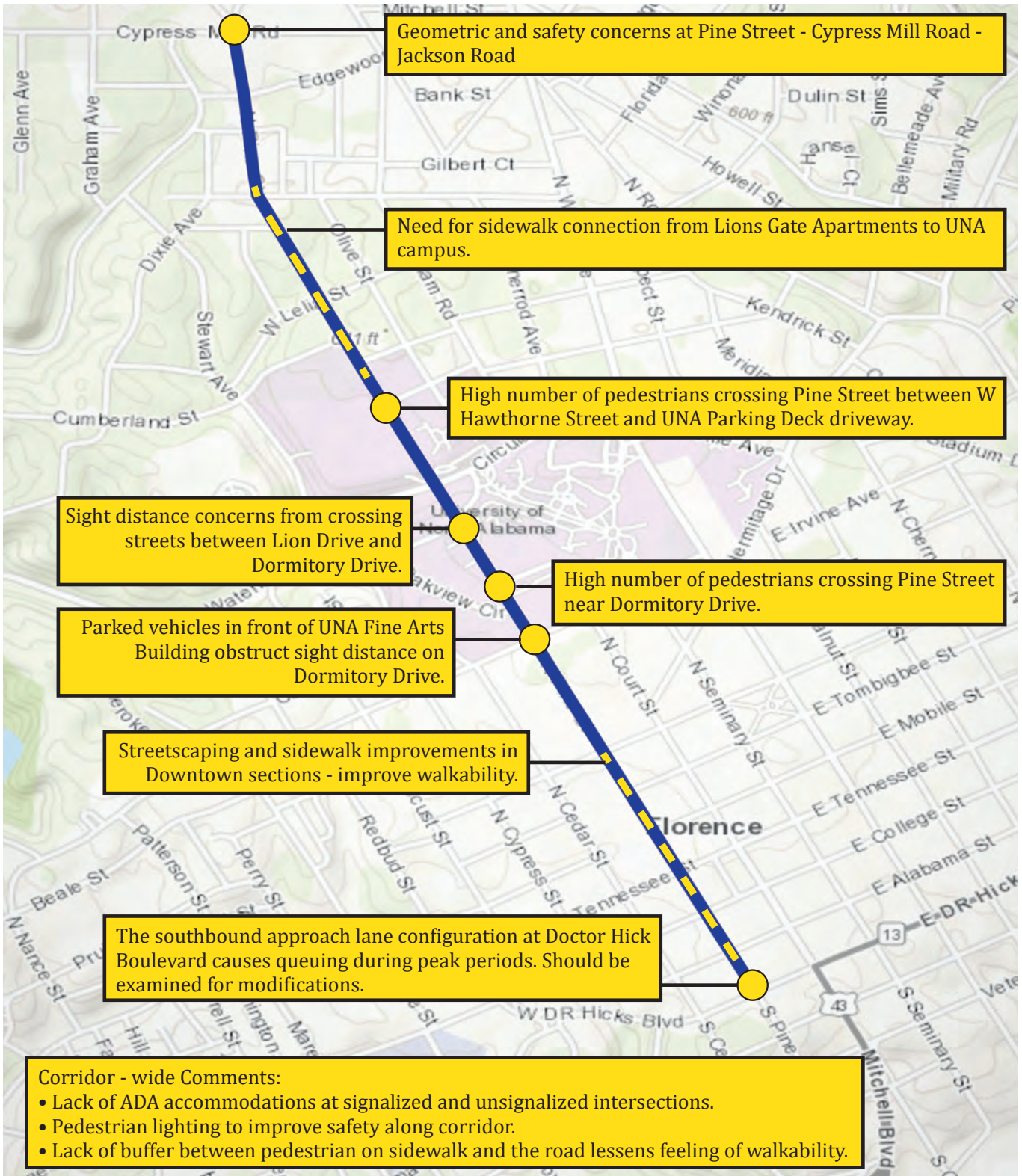
The objectives of RSAs per the Federal Highway Administration (FHWA) guidelines are:

- To make corridors safer for all road users
- To reduce crashes (fatal, injury, and property damage) on audited roads
- Integrate multimodal (all means of travel) safety concerns
- Connect human factors from various viewpoints and facets of design
- Promote awareness and discussion of safe design practices

For the Pine Street Traffic Study, a RSA was conducted on May 20, 2020 to quantify existing safety conditions along the corridor. Crash locations were examined along the corridor and feedback from the public comment periods was used to help identify safety issues or concerns. The RSA Team was comprised of the consultant team and representatives from the City of Florence, the University of North Alabama and NACOLG.



From the audit, locations of safety, geometric, and infrastructure concern were noted. Potential corridor wide and intersection specific improvements were discussed with stakeholder to understand the practicality. Highlights from the Road Safety Audit is displayed in Graphic B.10.



Graphic B.10: Road Safety Audit Highlights

C.

Public Engagement

## Introduction

The core of any transportation and planning study are the citizens who use the corridor. Residents and stakeholders form an important voice for the existing and anticipated future challenges with the transportation system. Owing to the COVID-19 situation, citizens were provided multiple platforms and avenues to engage virtually in the development of the study, including online surveys, interactive mapping and regular website and social media posts. These efforts formed the basis of the public engagement effort, which used a combination of tools to capture citizen views without using traditional public meetings due to pandemic restrictions.



***“Successful public participation is a continuous process, consisting of a series of activities and actions to both inform the public and stakeholders and to obtain input from them which influence decisions that affect their lives.”***

***- Federal Highway Administration***

## Project Management Team

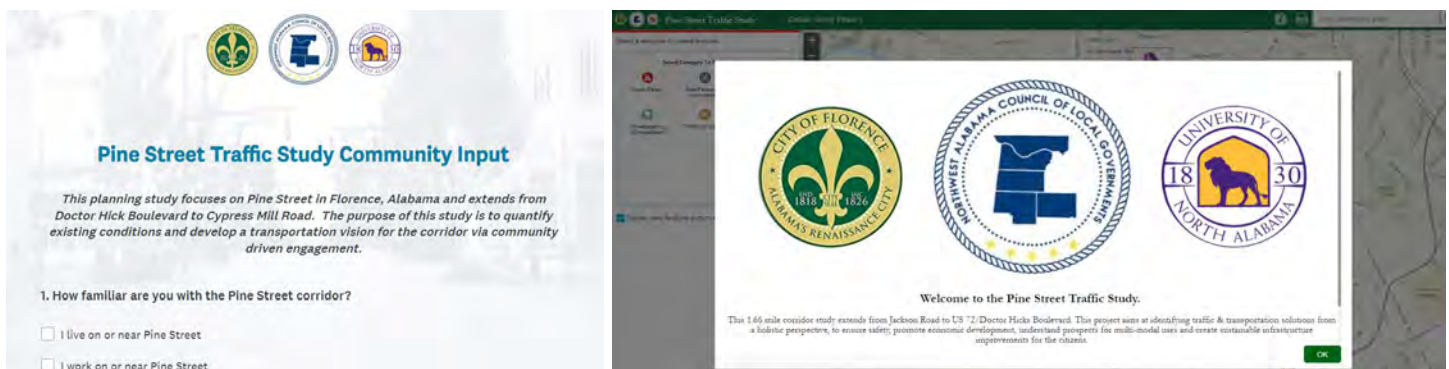
The Project Management Team (PMT) is a critical element in the corridor studies process, ensuring that the plan and process encompasses the full range of community values and desires. Representatives from the city of Florence departmental staff; University of North Alabama (UNA); Northwest Alabama Council of Local Government (NACOLG), the metropolitan planning organization; and Croy Engineering, the consultant firm comprised of this group.

The role of the PMT is to brainstorm solutions and strategies; help address challenges and needs; plan community engagement opportunities; discuss the progress of the process through status updates; perform quality assurance and control (QA/QC) processes on research and findings; and provide support and insight throughout the study process.

## Online Survey Phase 1 - Envisioning

- **Purpose**

The purpose of this study is to quantify existing conditions and develop a transportation vision for the corridor via community driven engagement. The online survey focused on understanding the challenges faced by the users of the system - citizens, students and businesses; and identifying an overall vision for the corridor. The online survey was divided into 2 components - a text-driven Survey Monkey survey and an interactive mapping tool hosted by ESRI ArcGIS. Graphic C.1 displays the two components of the survey.



**Graphic C.1: Online Survey**

- **Fliers**

Fliers were created to send to citizens via email, newspaper distribution, and social media. Figure C.2 depicts the flier.

- **Website**

Webpages of the three partnering agencies (NALCOG, UNA and the City of Florence ) were used to host corridor study information.

The aim of the webpages was to provide stakeholders and residents a forum to allow continuous feedback on the corridor study, learn about public meetings, and keep up to the date on the progress of development of the project.

- **Newspaper Advertisement**

Newspaper advertisements were printed in the Times Daily to inform citizens on the upcoming online survey as shown in Graphic C.3.



*Graphic C.2: Online Flier*



*Graphic C.3: Announcement in the Times Daily Newspaper*

**Social Media: Facebook**

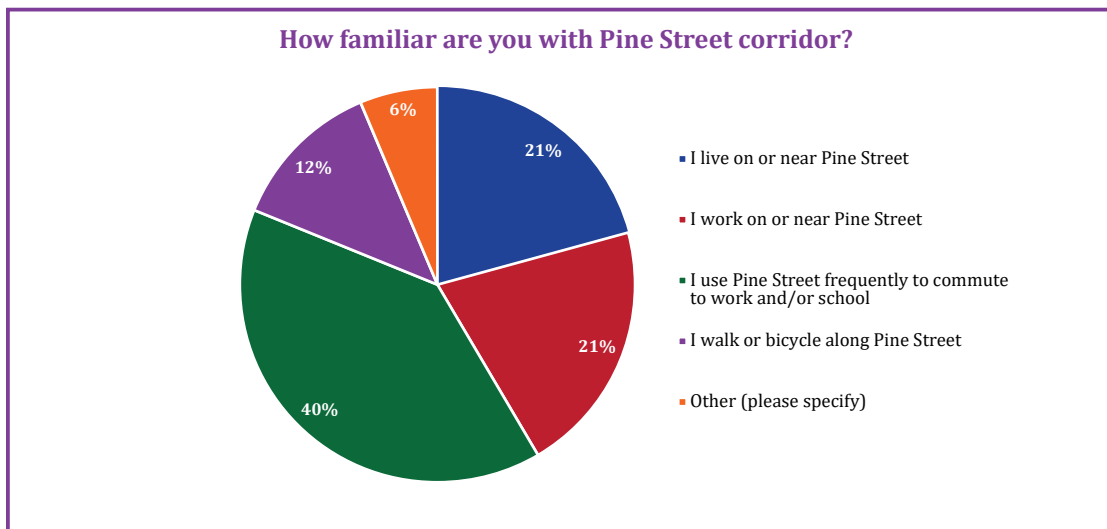
Facebook pages of the three partner agencies were used to inform the community of upcoming events, access to the online survey, and plan updates. Graphic C.4 represents an example of an announcement on the City of Florence Facebook page.

**Outcomes of the Phase1 Online Survey**

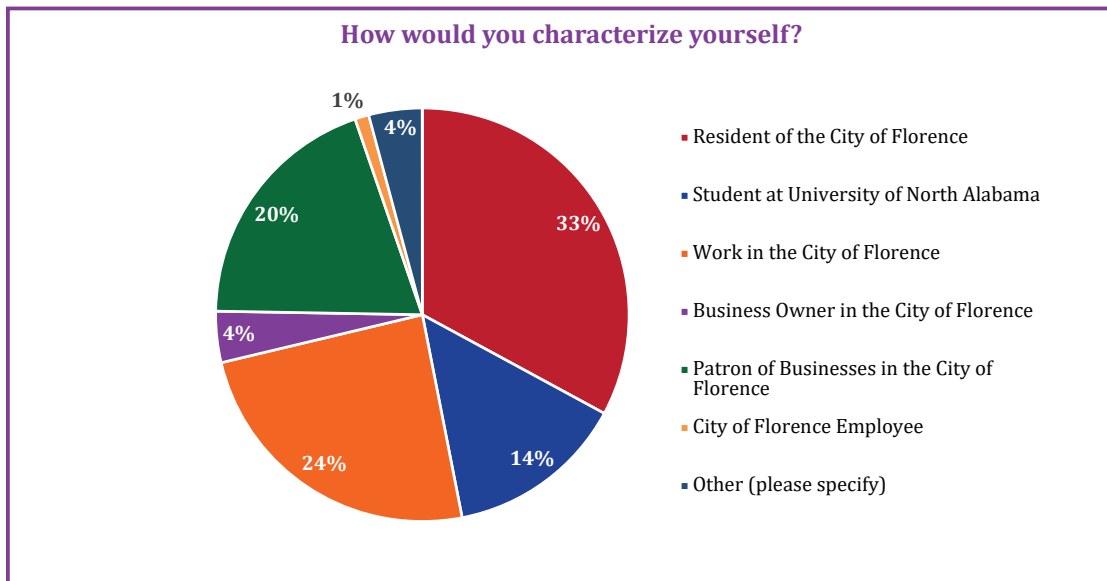
The Phase 1 Online Survey was active for a period of 4 weeks starting from Monday, May 4, 2020 to Sunday, May 31, 2020. During this phase, 289 responses were received. Of these respondents, 40% identified themselves as frequent users of Pine Street (commute to work and/or school); 21% live on or near Pine Street and 21% work on or near Pine Street. Additionally, 33% of the respondents characterized themselves as residents of the City of Florence; 24% as employees in the City of Florence; and 20% as patrons of businesses in the City of Florence. UNA students comprised 14% of the total respondents. Graphic C.5 and C.6 display respondent information.



*Graphic C.4: Social Media Advertisement*

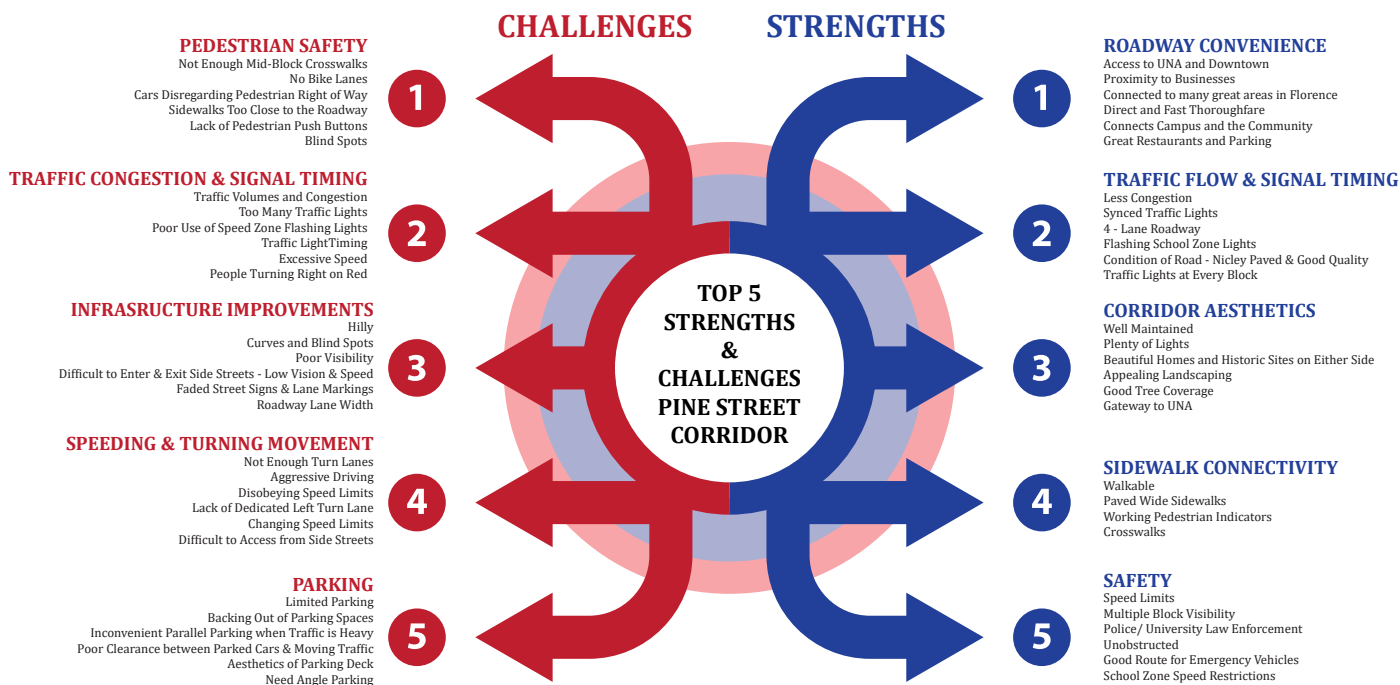


*Graphic C.5: Online Survey Responses*



**Graphic C.6: Online Survey Respondent Characteristics**

A significant component of the survey questionnaire was to help identify strengths and challenges along the Pine Street corridor. Respondent were asked to list 3 strengths and 3 challenges. Outcomes of this component are displayed in Graphic C.7.



**Graphic C.7: Strengths & Challenges**



To help understand the vision of the users for the Pine Street corridor, an envisioning exercise was conducted where respondents were asked to complete the sentence. Outcomes of this envisioning exercise are displayed in Graphic C.8.

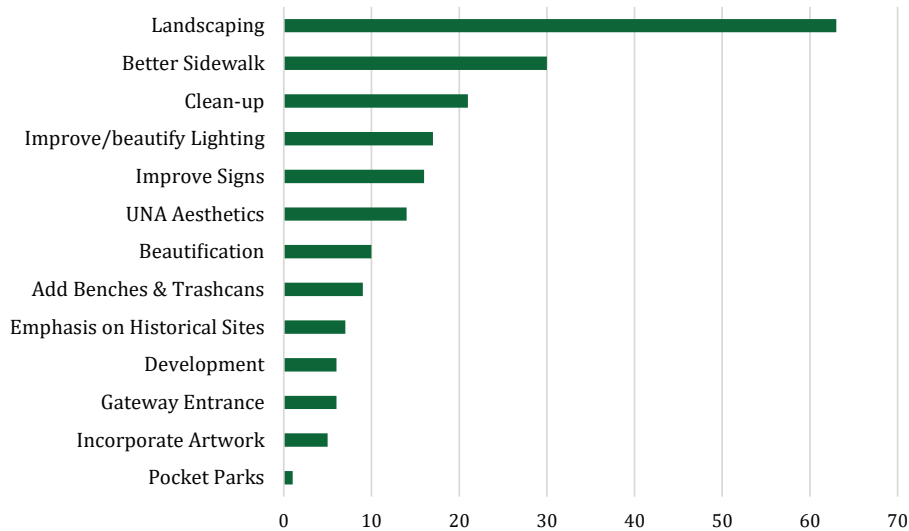
***"I envision the Pine Street Corridor being ..."***



***Graphic C.8: Pine Street Corridor Envisioning***

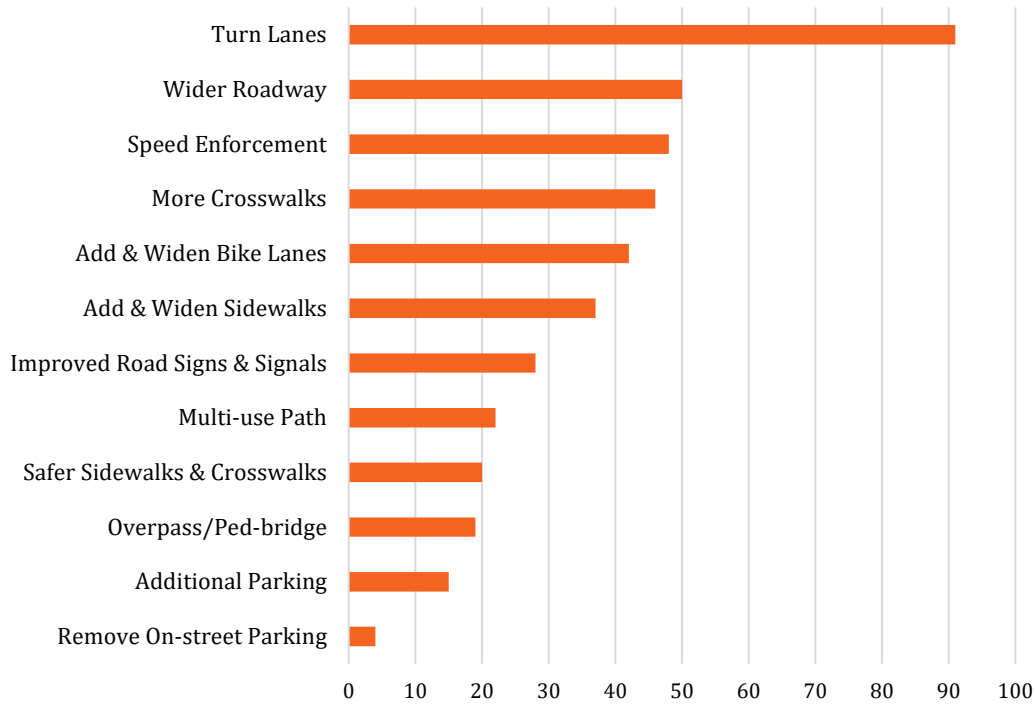
Respondents were asked to provide input on potential improvements along the corridor for two categories - transportation mobility and placemaking (community cohesiveness and aesthetics). The improvement responses are displayed in Graphic C.9 and Graphic C.10.

**What types of improvements would you like to see along the corridor to help improve community cohesiveness and aesthetics:**



***Graphic C.9: Potential Corridor Improvements - Placemaking***

**What types of improvements would you like to see along the corridor to help improve the mobility for all modes of transportation:**



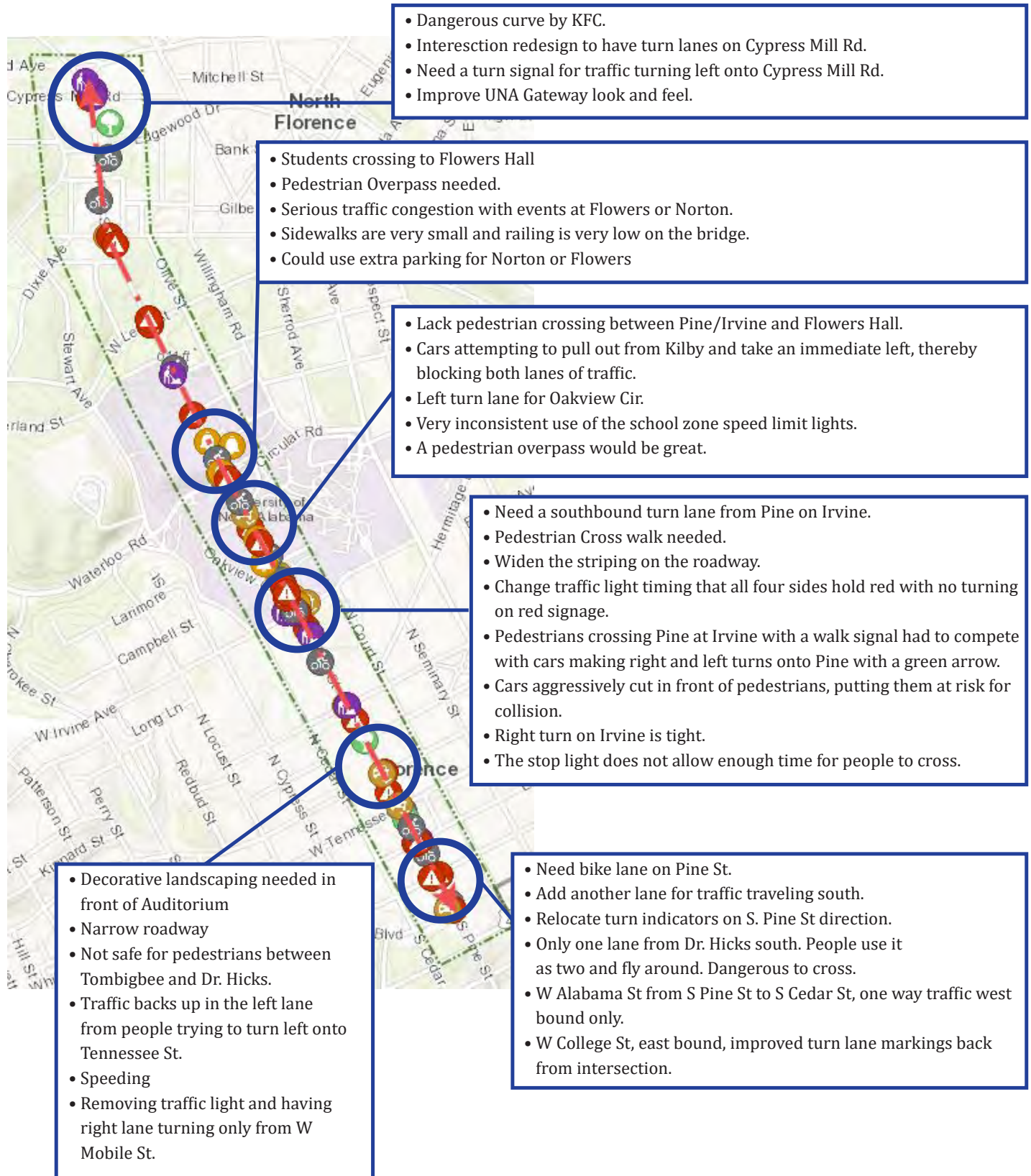
*Graphic C.10: Potential Corridor Improvements - Transportation Mobility*

• **ArcGIS Online Mapping Tool**

To provide users of the system every opportunity to provide input and to maximize participation, an online mapping tool was created and hosted via ESRI ArcGIS. This mapping tool allowed users to provide comments or concerns at specific locations along the corridor. The mapping tool was laptop, mobile and tablet friendly. Categories for input included -

- Road Safety
- Bike/ Pedestrian Improvements
- Roadway Improvements
- Streetscape Enhancement
- Traffic/ Congestion
- Other Comments

To help respondents navigate through the mapping tool, a tutorial demo video (for laptops and mobile phones) was provided. Highlights of the responses are captured in Graphic C.11.



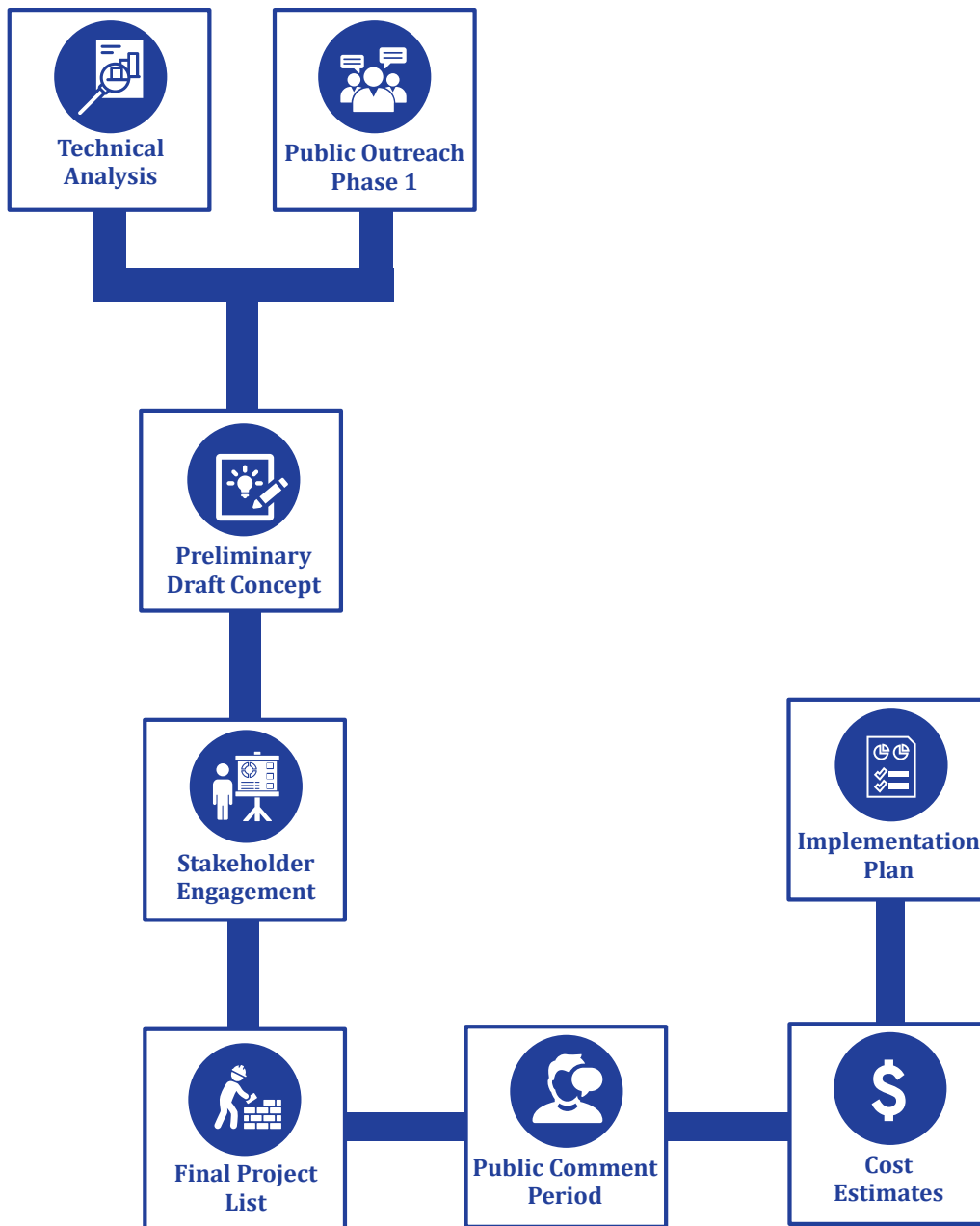
Graphic C.11: Online Mapping Comments

D.

Concept Development

## Introduction

The Concept Development Report is the fourth section of the North Pine Street Corridor Study. The precedents to this report are the Existing Conditions Analysis which detailed the current conditions of the area around the corridor; and the Community Engagement chapter which describes the outreach efforts and feedback. This chapter highlights the concept development approach utilized as part of the corridor planning process and discusses the approach and process undertaken to develop the preliminary concepts and arrive at the preferred alternatives. This includes the draft concepts, project justification and the preferred concept. Concepts developed represent potential combinations of safety improvements, operational improvements, and multi-modal accommodations per the corridor’s needs assessment evaluation and public feedback from the first round of public engagement. The concept development process is detailed in Graphic D.1.



*Graphic D.1: Concept Development Process*

## Residential Section: Cypress Mill to College View Church of Christ

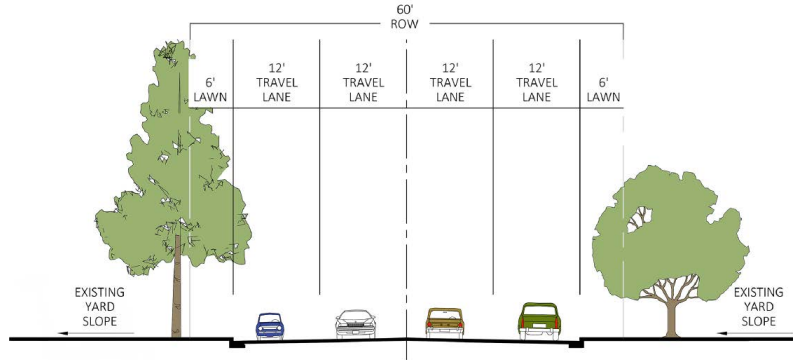
The first section of the roadway corridor analyzed for existing conditions extends from Cypress Mill Road to College View Church of Christ (W. Mattilelou Street). Land use for this section is primarily single-family residential. Existing conditions for this segment of the corridor includes the following elements within the 60' right-of-way:

- 6' lawn on the north and south side of the corridor
- Two 12' travel lanes in each direction

The proposed concept elements within the 60' right-of-way for this residential section includes:

- 4' sidewalk on the north and south side of the corridor
- Variable width tree lawn as the landscaped buffer
- 14' travel lanes in each direction with marked sharrows
- 11' center turn lane

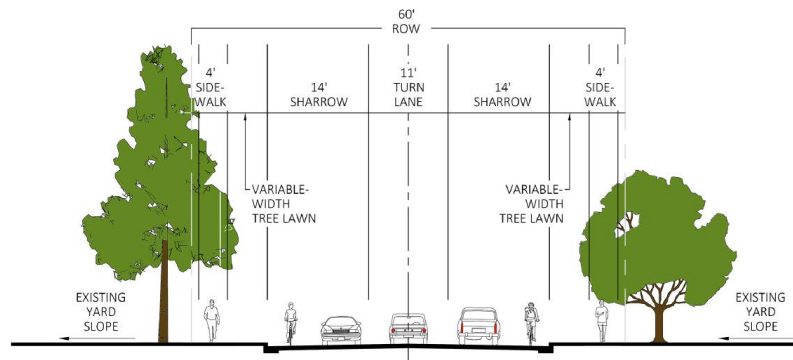
Graphic D.2 existing conditions and proposed concept for this segment of the corridor. Graphic D.3 represents the corridor section improvements.



**NORTH PINE STREET EXISTING: CYPRESS  
MILL TO COLLEGE VIEW CHURCH OF CHRIST**

**A1.0**

SCALE: 1/8" = 1'



**NORTH PINE STREET PROPOSED: CYPRESS  
MILL TO COLLEGE VIEW CHURCH OF CHRIST**

**A1.1**

SCALE: 1/8" = 1'

*Graphic D.2: Existing Conditions and Proposed Concept for the Residential Section*



Graphic D.3: Residential Section Corridor Improvements

A major safety and operational concern was at Cypress Mill Road intersection. The three concepts identified for this intersection includes:

- 5-legged roundabout
- 4-way signalized intersection with a cul-de-sac at Jackson Road
- 5-way signalized intersection

The concepts are displayed in Graphic D.4.



**Graphic D.4: Cypress Mill Road Intersection Improvement Alternatives**

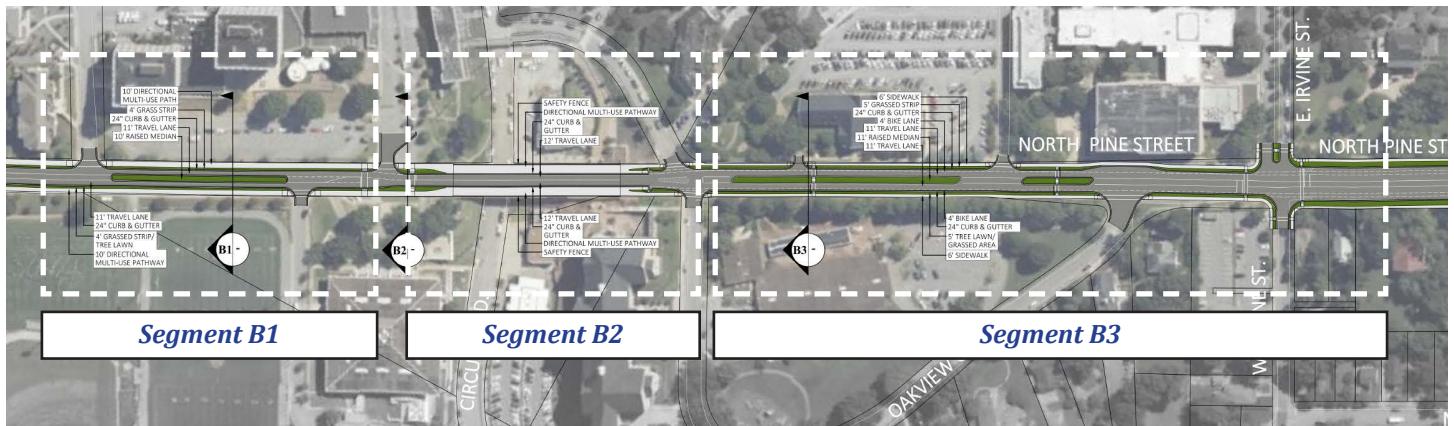


## University Section: College View Church of Christ to Irvine Avenue

The second section of the roadway corridor analyzed for existing conditions extends from College View Church of Christ (W. Mattilelou Street) to Irvine Avenue. University of North Alabama campus buildings represents the land use for this section. The concept development process for the university section was divided into three segments:

- College View Church of Christ (W. Mattilelou Street) to Flowers Hall
- North Pine Street Birdge Section
- Kilby Lab School to Irvine Avenue

Graphic D.5 represents the corridor section improvements. Existing conditions and proposed concepts for each of the segments are detailed below.



**Graphic D.5: University Section Corridor Improvements**

### • College View Church of Christ (W. Mattilelou Street) to Flowers Hall

Existing conditions for this segment of the corridor includes the following elements within the 60' right-of-way:

- 4' sidewalk on the north and south side of the corridor
- 2' grass strip on the south side of the corridor
- Two 12' travel lanes in each direction

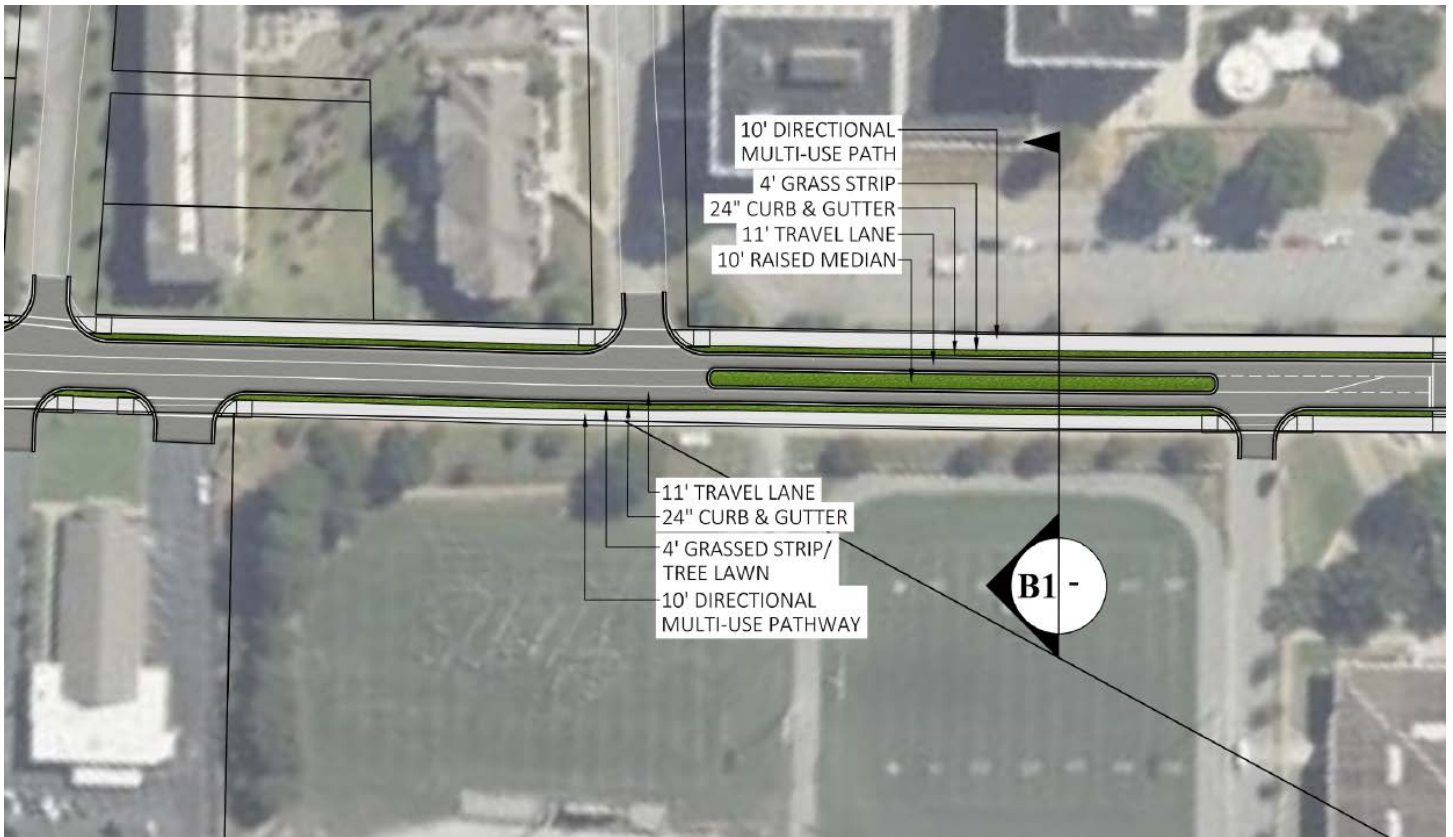
Two concept alternatives were proposed for this section. Proposed concept elements for the first alternative within the 60' right-of-way for this segment includes:

- 10' multi-use path on the north and south side of the corridor
- 4' landscaped buffer (grass strip) on the north and south side of the corridor
- 11' travel lanes in each direction
- 10' center turn lane

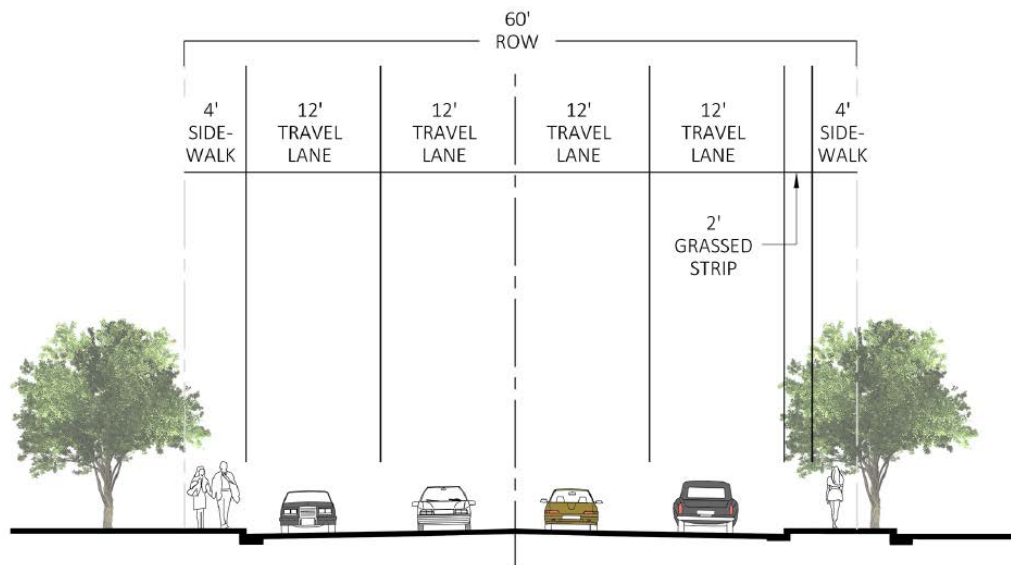
Proposed concept elements for the second alternative within the 60' right-of-way for this segment includes:

- 10' multi-use path on the north and south side of the corridor
- 4' landscaped buffer (grass strip) on the north and south side of the corridor
- 11' travel lanes in each direction
- 10' planted median

Graphic D.6 represents corridor improvements for segment B1. Graphic D.7 represents the existing conditions for this segment of the corridor.



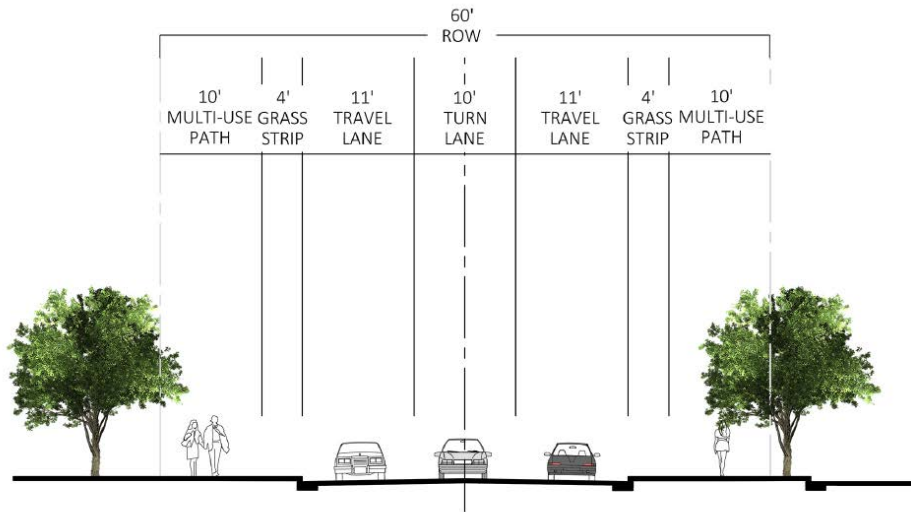
*Graphic D.6: Segment B.1 Corridor Improvements*



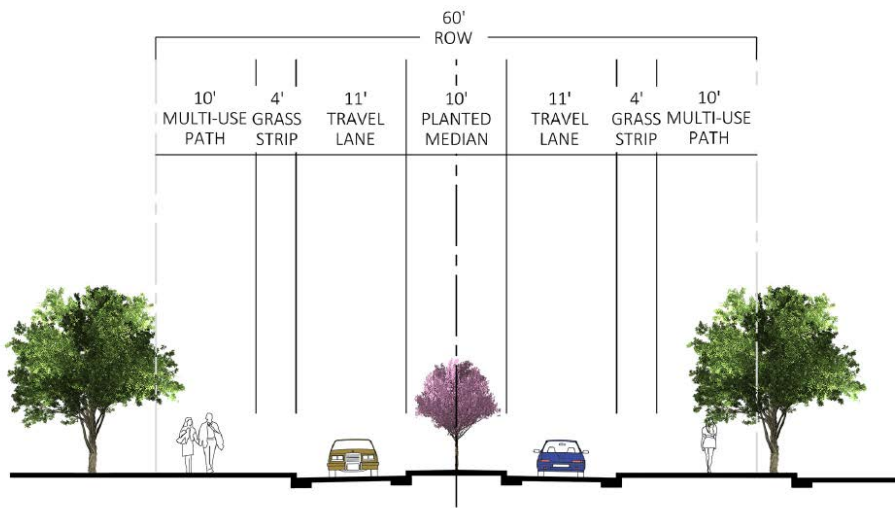
**NORTH PINE STREET EXISTING: COLLEGE VIEW CHURCH OF CHRIST TO FLOWERS HALL**  
**B1.0**  
 SCALE: 1/8" = 1'

*Graphic D.7: Segment B.1 Existing Conditions*

Graphic D.8 represents the proposed concept alternatives for segment B.1 of the corridor.



**B1.1** NORTH PINE STREET PROPOSED: COLLEGE VIEW CHURCH OF CHRIST TO FLOWERS HALL  
SCALE: 1/8" = 1'



**B1.2** NORTH PINE STREET PROPOSED: COLLEGE VIEW CHURCH OF CHRIST TO FLOWERS HALL  
SCALE: 1/8" = 1'

*Graphic D.8: Segment B.1 Proposed Concept Alternatives*

- **North Pine Street Bridge Section**

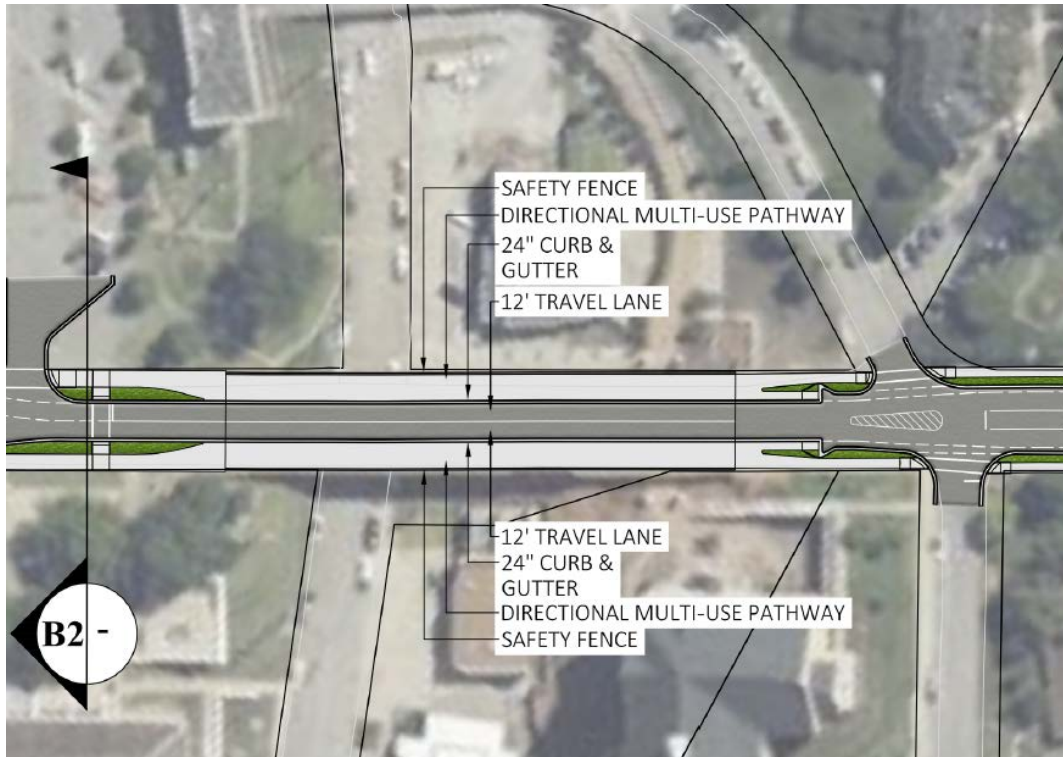
Existing conditions for segment B.2 of the corridor includes the following elements within the 60' right-of-way:

- 4' sidewalk on the north and south side of the corridor
- Two 12' travel lanes in each direction

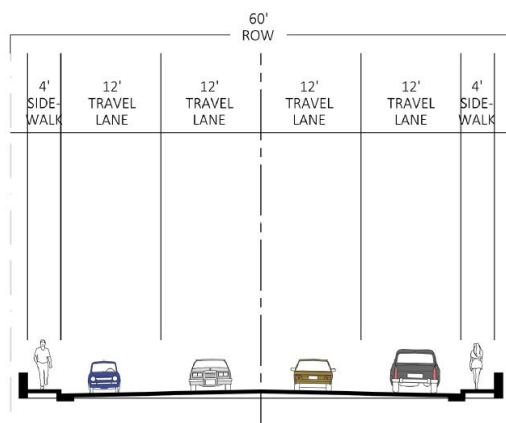
Proposed concept elements for the proposed concept within the 60' right-of-way for this segment includes:

- 16' directional multi-use path on the north and south side of the corridor
- 12' travel lanes in each direction

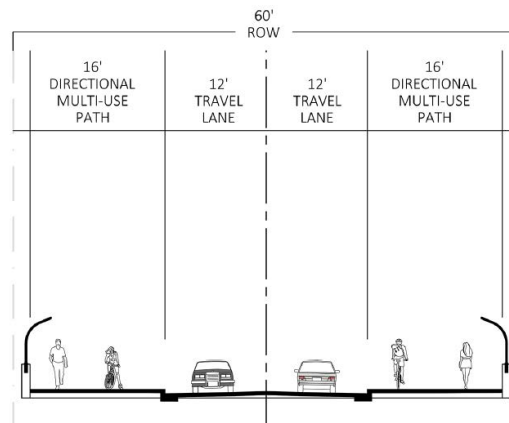
Graphic D.9 represents corridor improvements for segment B2. Graphic D.10 represents the existing conditions and proposed concept for this segment of the corridor.



**Graphic D.9: Segment B.2 Corridor Improvements**



**B2.0 NORTH PINE STREET EXISTING: BRIDGE**  
SCALE: 1/8" = 1'



**B2.1 NORTH PINE STREET PROPOSED: BRIDGE**  
SCALE: 1/8" = 1'

**Graphic D.10: Segment B.2 Existing Conditions and Proposed Concept**

**Kilby Lab School to Irvine Avenue**

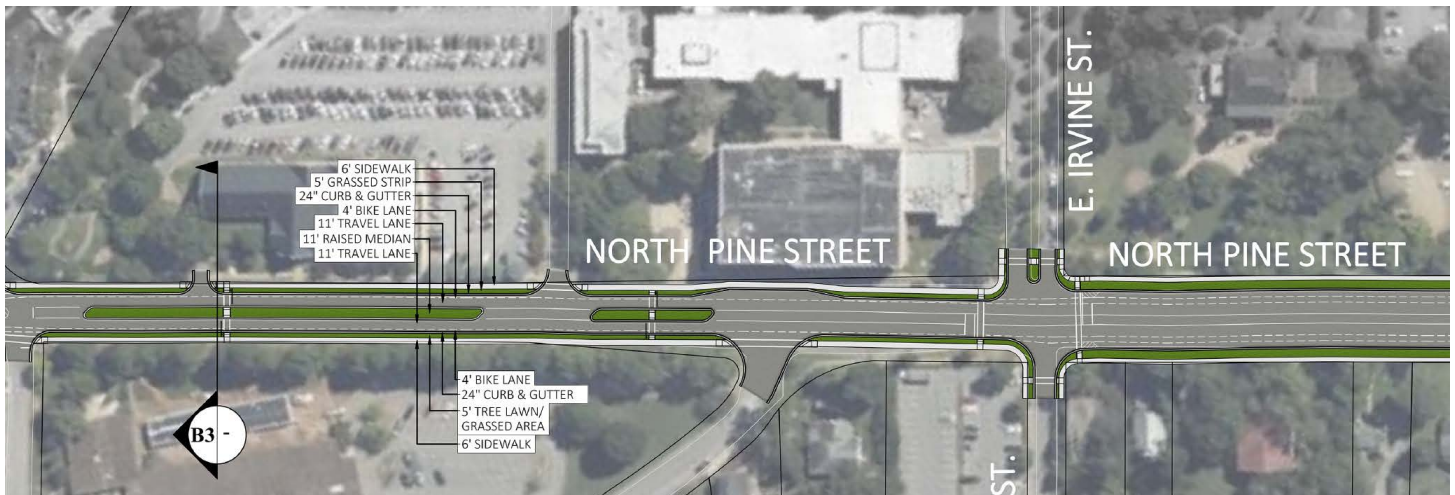
Existing conditions for segment B.3 of the corridor includes the following elements within the 60' right-of-way:

- 4' sidewalk on the north and south side of the corridor
- 6' on-street parking on the north and south side of the corridor
- Two 12' travel lanes in each direction
- 3' tree lawn on the south side of the corridor

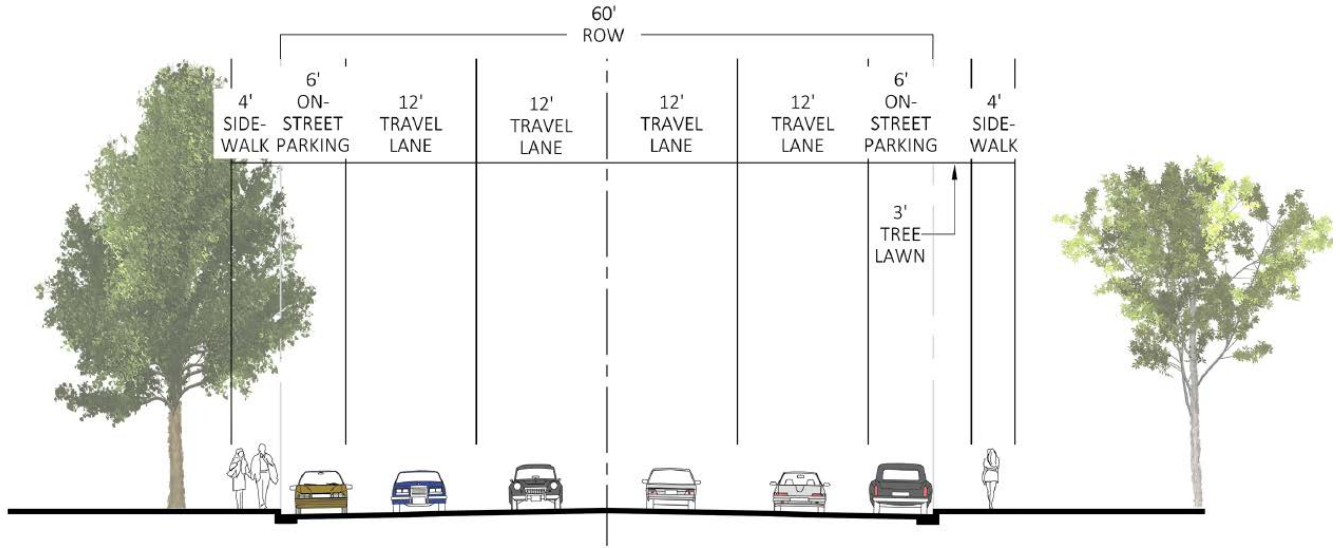
Proposed concept elements for the proposed concept within the 60' right-of-way for this segment includes:

- 6' sidewalk on the north and south side of the corridor
- 5' landscaped buffer (grass strip) on the north and south side of the corridor
- 4' bike lane on the north and south side of the corridor
- 11' travel lanes in each direction
- 11' paved median

Graphic D.11 represents corridor improvements for segment B2. Graphic D.12 represents the existing conditions and proposed concept for this segment of the corridor.



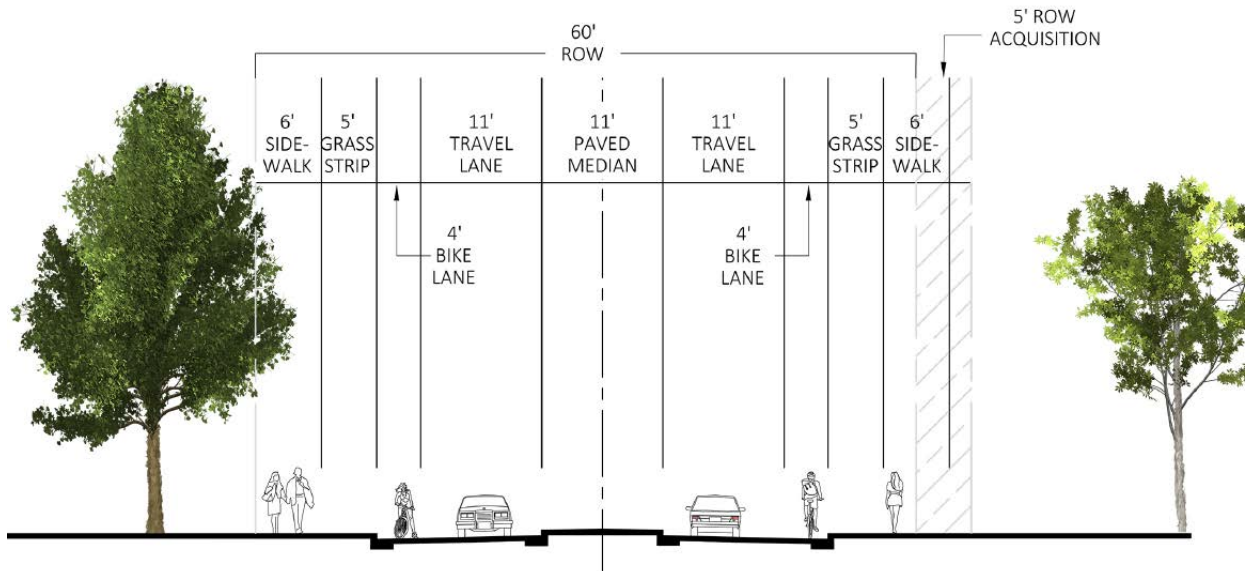
**Graphic D.11: Segment B.3 Corridor Improvements**



**NORTH PINE STREET EXISTING:  
KILBY LAB SCHOOL TO IRVINE AVENUE**

**B3.0**  
-

SCALE: 1/8" = 1'



**NORTH PINE STREET PROPOSED:  
KILBY LAB SCHOOL TO IRVINE AVENUE**

**B3.1**  
-

SCALE: 1/8" = 1'

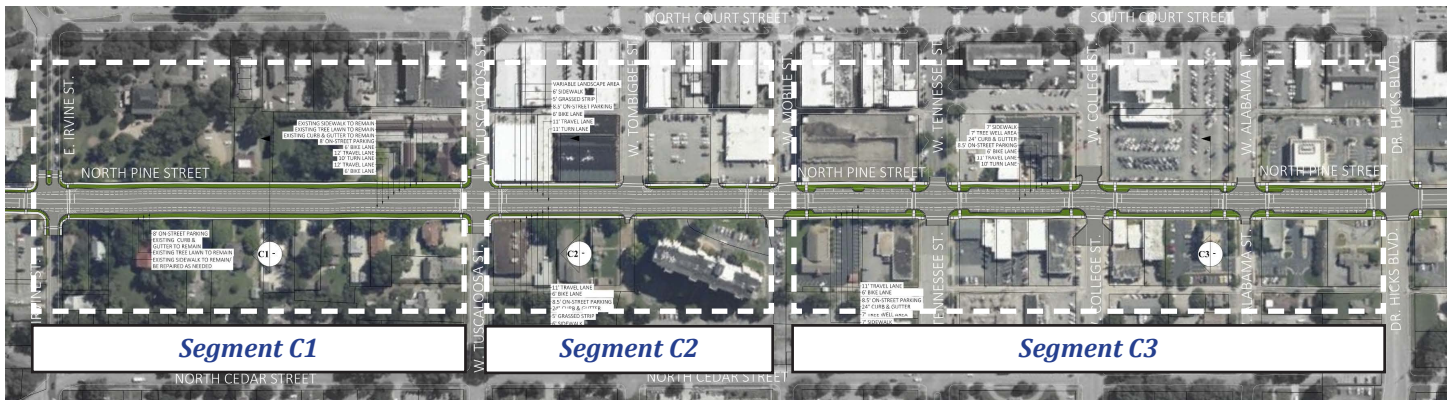
*Graphic D.12: Segment B.3 Existing Conditions and Proposed Concept*

## Downtown Section: Irvine Avenue to Dr. Hicks Boulevard

The third section of the roadway corridor analyzed for existing conditions extends from Irvine Avenue to Dr. Hicks Boulevard. Land use in this section is primarily commercial. The concept development process for the downtown section was divided into three segments:

- Irvine Avenue to Tuscaloosa Street
- Tuscaloosa Street to West Mobile Street
- West Mobile Street to Dr. Hicks Boulevard

Graphic D.13 represents the corridor section improvements. Existing conditions and proposed concepts for each of the segments are detailed on the following page.



*Graphic D.13: Downtown Section Corridor Improvements*

### • Irvine Avenue to Tuscaloosa Street

Existing conditions for this segment of the corridor includes the following elements within the 90' right-of-way:

- 5' sidewalk on the north and south side of the corridor
- 9' tree lawn on the north and south side of the corridor
- 9' on-street parking on the north and south side of the corridor
- Two 11' travel lanes in each direction

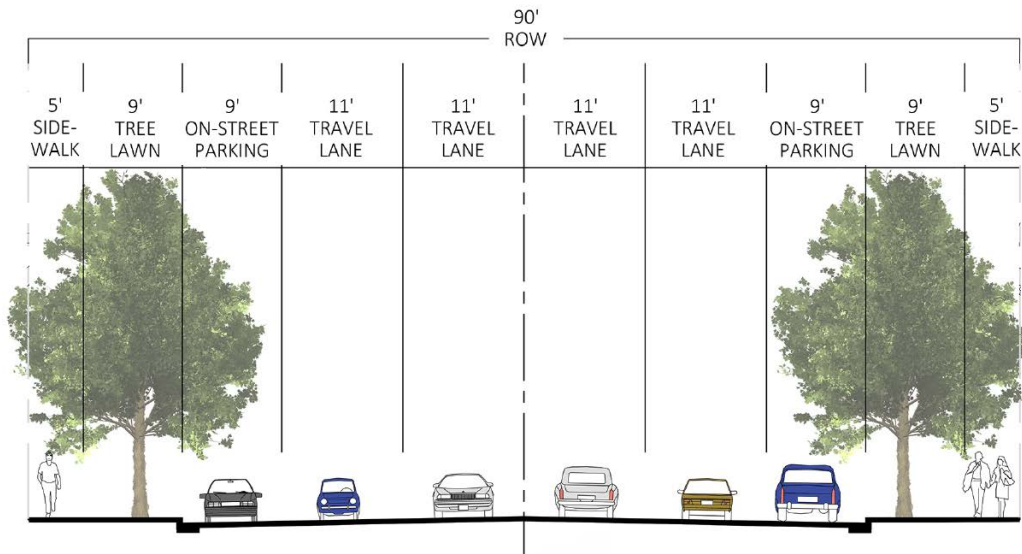
Proposed concept elements within the 90' right-of-way for this segment includes:

- 5' sidewalk on the north and south side of the corridor
- 9' tree lawn on the north and south side of the corridor
- 8' on-street parking on the north and south side of the corridor
- 6' bike lane on the north and south side of the corridor
- One 12' travel lane in each direction
- 10' center turn lane

Graphic D.14 represents corridor improvements for segment C1. Graphic D.15 represents the existing conditions for this segment of the corridor. Graphic D.16 represents the proposed conceptual section for this segment.



**Graphic D.14: Segment C.1 Corridor Improvements**



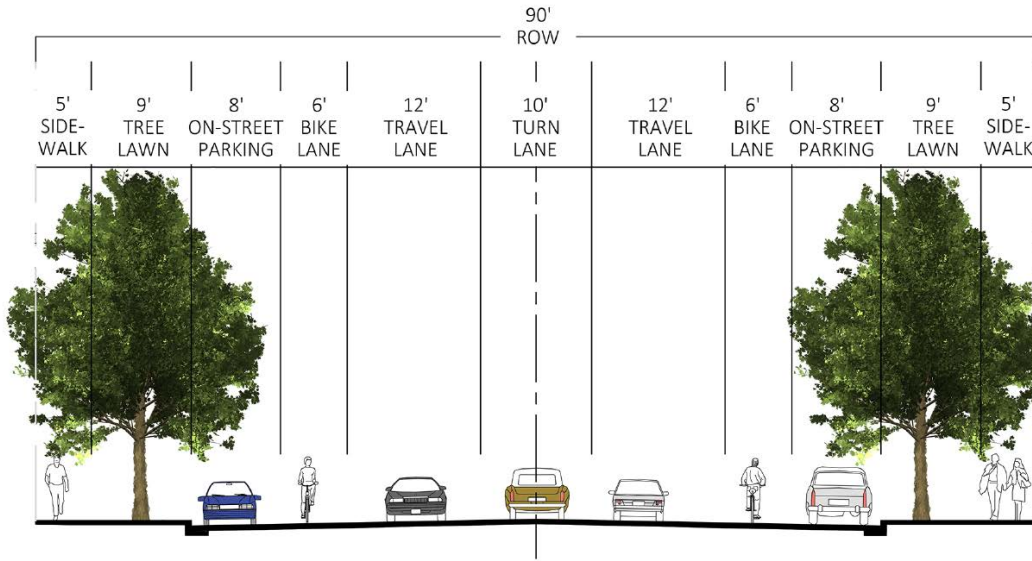
**NORTH PINE STREET EXISTING:  
IRVINE AVENUE TO TUSCALOOSA STREET**

**C1.0**  
-

SCALE: 1/8" = 1'

**Graphic D.15: Segment C.1 Existing Conditions**





**NORTH PINE STREET PROPOSED:**

**C1.1 IRVINE AVENUE TO TUSCALOOSA STREET**  
SCALE: 1/8" = 1'

*Graphic D.16: Segment C.1 Proposed Concept*

• **Tuscaloosa Street to West Mobile Street**

Existing conditions for this segment of the corridor includes the following elements within the 90' right-of-way:

- 5' sidewalk on the north and south side of the corridor
- 5' grass strip landscape buffer on the north and south side of the corridor
- 8' on-street parking on the north and south side of the corridor
- Two 12' travel lanes in each direction

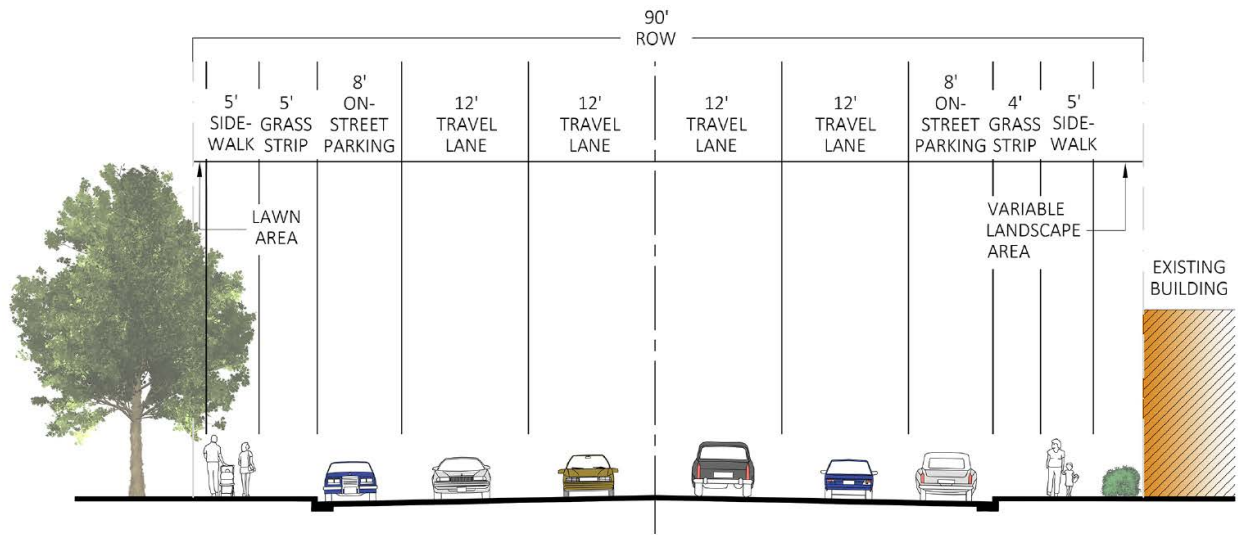
Proposed concept elements within the 90' right-of-way for this segment includes:

- 6' sidewalk on the north and south side of the corridor
- 5' grass strip landscape buffer on the north and south side of the corridor
- 8.5' on-street parking on the north and south side of the corridor
- 6' bike lane on the north and south side of the corridor
- One 11' travel lane in each direction
- 11' center turn lane

Graphic D.17 represents corridor improvements for segment C.2. Graphic D.18 represents the existing conditions for this segment of the corridor. Graphic D.19 represents the proposed conceptual section for this segment.

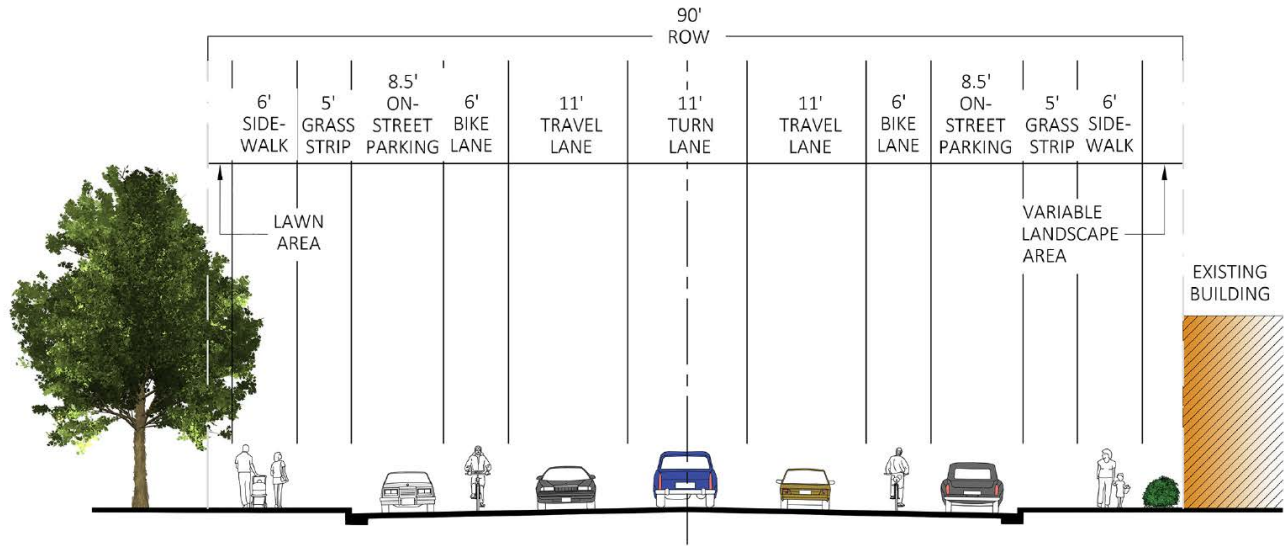


Graphic D.17: Segment C.2 Corridor Improvements



**C2.0** NORTH PINE STREET EXISTING:  
TUSCALOOSA STREET TO WEST MOBILE STREET  
SCALE: 1/8" = 1'

Graphic D.18: Segment C.2 Existing Conditions



**C2.1** NORTH PINE STREET PROPOSED:  
TUSCALOOSA STREET TO WEST MOBILE STREET  
SCALE: 1/8" = 1'

*Graphic D.19: Segment C.2 Proposed Concept*

• **West Mobile Street to Dr. Hicks Boulevard**

Existing conditions for this segment of the corridor includes the following elements within the 90' right-of-way:

- 6' sidewalk on the north and south side of the corridor
- 5' grass strip landscape buffer on the north side of the corridor
- 5' tree lawn on the south side of the corridor
- 8.5' on-street parking on the north and south side of the corridor
- Two 12' travel lanes in each direction

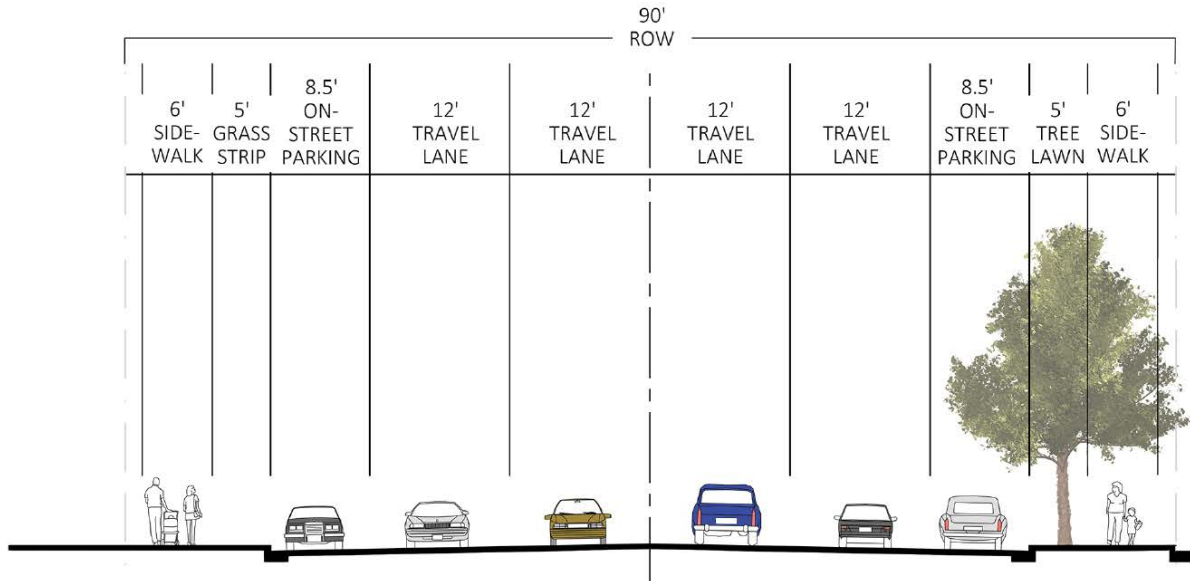
Proposed concept elements within the 90' right-of-way for this segment includes:

- 7' sidewalk on the north and south side of the corridor
- 7' tree well on the north and south side of the corridor
- 8.5' on-street parking on the north and south side of the corridor
- 6' bike lane on the north and south side of the corridor
- One 11' travel lane in each direction
- 10' center turn lane

Figure D.20 represents corridor improvements for segment C.3. Figure D.21 represents the existing conditions for this segment of the corridor. Figure D.22 represents the proposed conceptual section for this segment.



**Graphic D.20: Segment C.3 Corridor Improvements**

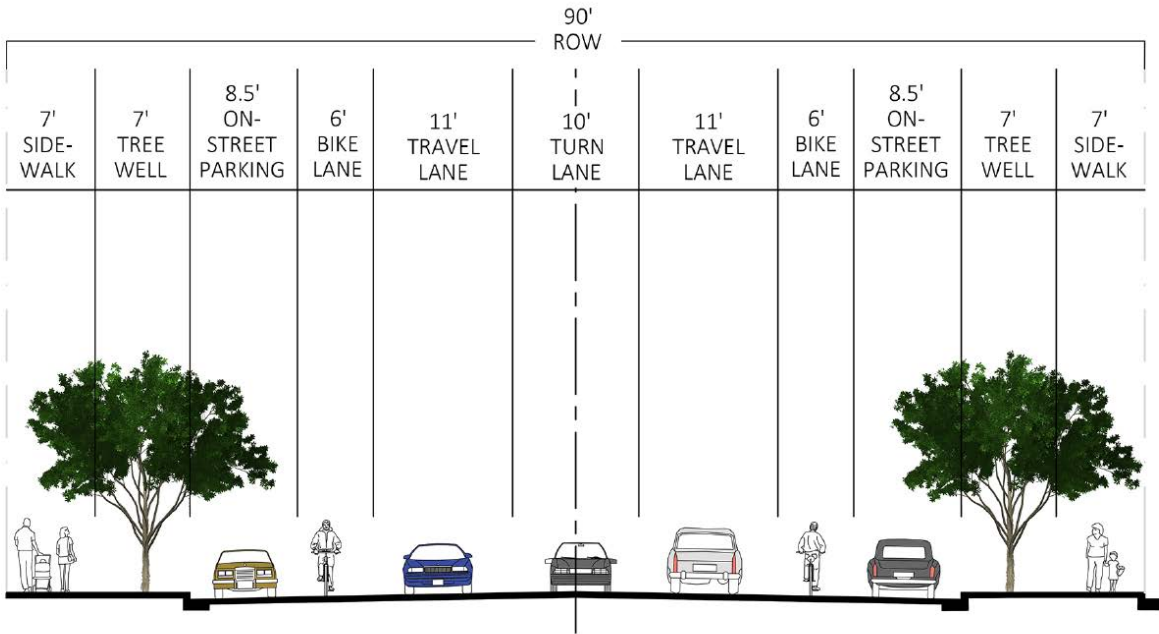


**NORTH PINE STREET EXISTING:  
WEST MOBILE STREET TO DR. HICKS BLVD.**

**C3.0**  
-

SCALE: 1/8" = 1'

**Graphic D.21: Segment C.3 Existing Conditions**



**NORTH PINE STREET PROPOSED:**

**C3.1 WEST MOBILE STREET TO DR. HICKS BLVD.**  
 SCALE: 1/8" = 1'

*Graphic D.22: Segment C.3 Proposed Concept*

**Online Survey: Phase II**

Following the completion of the concepts for the Pine Street Improvements, a second survey was sent out to the public to solicit feedback on the proposed designs. For the Phase II Survey, the majority of the 201 responses were positive regarding the proposed recommendations. On average, more than 70% of respondents favored the proposed improvements with another average of 15% - 20% of respondents responded as neutral to the proposed improvements. Along with the scores, there was constructive feedback on additional needs or modifications to the proposed plans as well. Detailed scores and feedback is attached in Appendix A.

**E.**  
Recommendations  
& Implementation Plan

## Recommendations & Implementation Plan

This section summarizes the recommendations for the improvements along N Pine Street in Florence, Alabama. As detailed in previous sections, the recommendations were developed through several analyses, including:

- Review of existing conditions
- Needs assessment along Pine Street
- Input from stakeholders and the public
- A comprehensive evaluation of potential impacts to safety, traffic operations, utilities, and the environment

Following the closing of the Phase II Survey for the proposed recommendations for Pine Street, a stakeholder meeting was held to review the proposed layouts for Pine Street and discuss modifications and public feedback. The following recommendations achieves the following goals:

- Improve safety for travelers along Pine Street
- Reduce congestion and delay at chokepoint along the corridor
- Promote economic development
- Increase multi-modal bike/pedestrian infrastructure
- Create sustainable infrastructure for the road uses

### Cypress Mill Road at N Pine Street Intersection Improvement

At the time of this study's completion, there is a sizeable mixed-use development planned on the west side of N Pine Street at the Cypress Mill Road intersection. The development will include residential and small retail land uses and could possibly include a 2nd phase.

Of the three proposed intersection configuration the roundabout was the most desirable according to public comment. Moreover, the roundabout alternative creates the opportunity for the intersection to be a transitional area or gateway into the Pine Street corridor and the UNA campus. As the design of the intersection advances, it is important that it designed to accommodate the projected traffic flowing through the intersection.

Coupled with the traffic control improvements at the intersection, access management, particularly on the northeast side on Pine Street is recommended.

### Residential Section Recommendations

For the proposed road diet through the residential section of N Pine Street, positive feedback was received from both stakeholders and the public. The road diet allows for the addition of sidewalks and a wide travel lane with bike "sharrows."

### University Section Recommendations

For the proposed lane configurations through the University section of N Pine Street, positive feedback was received from both stakeholders and the public. For the corridor improvements along the university section, a combination of raise median and striped center-turn-lane is recommended between W Mattielou Street and Irvine Avenue. The location of these median breaks should be judicious for ease of traffic flow, for example, the driveway leading to the UNA fields on the west side of Pine Street.

Pedestrian Crossing at key locations are also recommended to allow students to safely cross Pine Street. A High-Intensity Activated crossWalk (HAWK) beacon is recommended for the pedestrian crossing type because a full stop is required by vehicles when actuated, which should increase compliance.

Through the UNA campus, consideration also needs to be given along Pine Street to the move in period for new students. During these events, the campus allows for parking and loading/unloading of moving vans along the east side of Pine Street. Therefore, in the design process, careful consideration should therefore be given to provide lane widths and a cross-sections through campus that allow for parked vehicles along the east curb of Pine Street while still allowing for the two-way flow of traffic, with at least one northbound and one southbound lane remaining open. This may be accomplished with allowing temporary reduced lane widths and deployment of temporary traffic control devices (cones, barrels, use of flaggers or police officers to direct traffic, etc.). Design efforts in this section should be coordinated with the facilities department of UNA to ensure this need is adequately addressed.

### **Downtown Section Recommendations**

For the proposed lane configurations through the downtown section of N Pine Street, positive feedback was received from both stakeholders and the public. The streetscaping improvements along the downtown section can serve as a catalyst for increased economic development along N Pine Street and beyond.

Upgrading ADA accommodations and the retiming of the coordinated signals throughout the downtown section of N Pine Street are recommended as part of the improvements. At the intersection of Doctor Hicks Boulevard, lane reconfigurations are recommended to improve traffic operations. Lastly, for the proposed design, it is recommended that consideration be given to altering the line of sight too far beyond an intersection along the downtown section. Given the relatively flat elevation through this area, speeding through signals have been a point of concern.

### **Implementation Plan**

The implementation plan for N Pine Street improvements was developed to ensure that the improvements are phased in a way that allows for funds allocation and project schedule. The development of the implementation plan considered the functionality of each project to make sure that projects had logical termini. For the implementation plan, the N Pine Improvements were bundled into 5 phased projects:

1. Cypress Mill Road at N Pine Street Intersection Improvements
2. N Pine Street Road Diet: Residential Section
3. N Pine Street Road Diet and Streetscape: University Section
4. N Pine Street Road Diet and Streetscape: Downtown Section
5. Signal Modernization along Downtown Section (signals, ADA accommodations, etc)

Planning-level cost estimates were prepared for each of the 5 proposed project for the N Pine Street Improvements. Table E.1 shows the estimate PE, right-of-way, utilities, and construction costs for each project.



<b>Project Name</b>	<b>P.E.</b>	<b>Right-Of-Way</b>	<b>Utilities</b>	<b>Construction</b>	<b>Total</b>
Cypress Mill/Pine Street Intersection realignment	\$150,000	\$100,000	\$150,000	\$1,000,000	<b>\$1,400,000</b>
North Pine Street Realignment, Streetscaping and Ped-Bike facilities (Cypress Mill to Mattielou St)	\$150,000	\$0	\$0	\$1,250,000	<b>\$1,400,000</b>
North Pine Street Realignment, Streetscaping and Ped-Bike facilities (Mattielou St to Irvine St)	\$250,000	\$0	\$100,000	\$2,000,000	<b>\$2,350,000</b>
North Pine Street Realignment, Streetscaping and Ped-Bike facilities (Irvine St to Dr Hicks Blvd)	\$250,000	\$0	\$150,000	\$2,000,000	<b>\$2,400,000</b>
Pine Street Traffic Signal and ADA/Pedestrian Improvements (Tuscaloosa St to Dr Hicks Blvd, 7 intersections total)	\$200,000	\$0	\$0	\$1,750,000	<b>\$1,950,000</b>
<b>Total</b>	<b>\$1,000,000</b>	<b>\$100,000</b>	<b>\$400,000</b>	<b>\$8,000,000</b>	<b>\$9,500,000</b>

*Table E.1: Cost Estimates for Phased Implementation of Pine Street Improvements*

To fully implement the proposed package of improvements along N Pine Street a combination of NACOLG, City of Florence, and UNA funds will likely be required. Overall, this study proposes a transformational package of recommendations to enhance mobility, connectivity, and safety for all users while supporting adjacent land uses. As the implementation of the projects advance over time, recommendations will need to be further refined and developed.



**Appendix A.**  
Online Survey Responses

# PUBLIC ENGAGEMENT – PHASE 1



# Public Engagement

ONLINE SURVEY  
- 2 PHASES

[www.surveymonkey.com/r/PineStreetStudy](http://www.surveymonkey.com/r/PineStreetStudy)

[www.surveymonkey.com/r/NPineStreet2](http://www.surveymonkey.com/r/NPineStreet2)

INTERACTIVE  
ONLINE  
COMMENT  
TOOL

SOCIAL MEDIA  
ENGAEMENT

EMAIL BLASTS

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Pine Street Traffic Study

The screenshot shows the survey interface for the Pine Street Traffic Study. At the top, there are three logos: the City of Florence logo, the University of North Alabama logo, and the Alabama Department of Transportation logo. Below the logos is the title "Pine Street Traffic Study" and a paragraph explaining the study's focus on Pine Street in Florence, Alabama, from Doctor Hick Boulevard to Cypress Mill Road. The survey consists of four sections:

- 1. How familiar are you with the Pine Street corridor?**
  - I live on or near Pine Street
  - I work on or near Pine Street
  - I use Pine Street frequently to commute to work and/or school
  - I walk or bicycle along Pine Street
  - Other (please specify) \_\_\_\_\_
- 2. How would you characterize yourself?**
  - Resident of the City of Florence
  - Student at University of North Alabama
  - Work in the City of Florence
  - Business Owner in the City of Florence
  - Patron of Businesses in the City of Florence
  - City of Florence Employee
  - Elected Official in the City of Florence
  - Other (please specify) \_\_\_\_\_
- 3. List 3 STRENGTHS along Pine Street.**
  - Strength 1 \_\_\_\_\_
  - Strength 2 \_\_\_\_\_
  - Strength 3 \_\_\_\_\_
- 4. List 3 CHALLENGES along Pine Street.**



# Public Engagement

ONLINE SURVEY

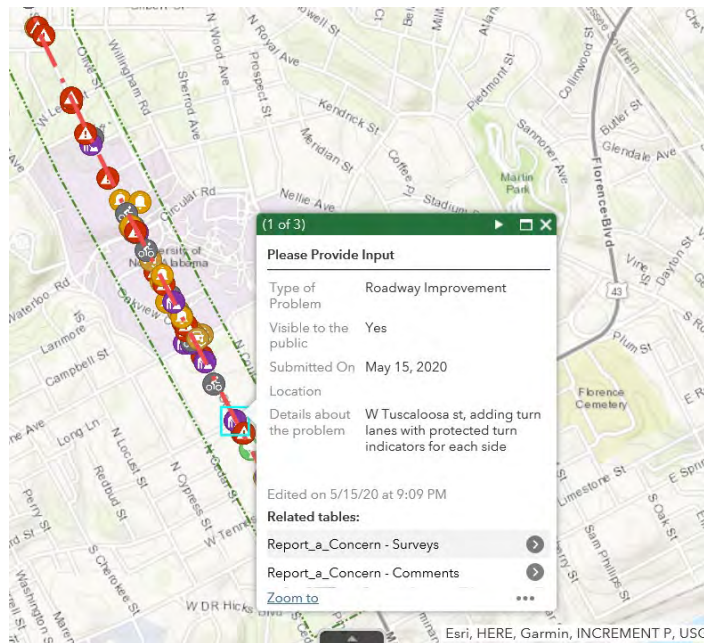
INTERACTIVE  
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COMMENT  
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SOCIAL MEDIA  
ENGAGEMENT

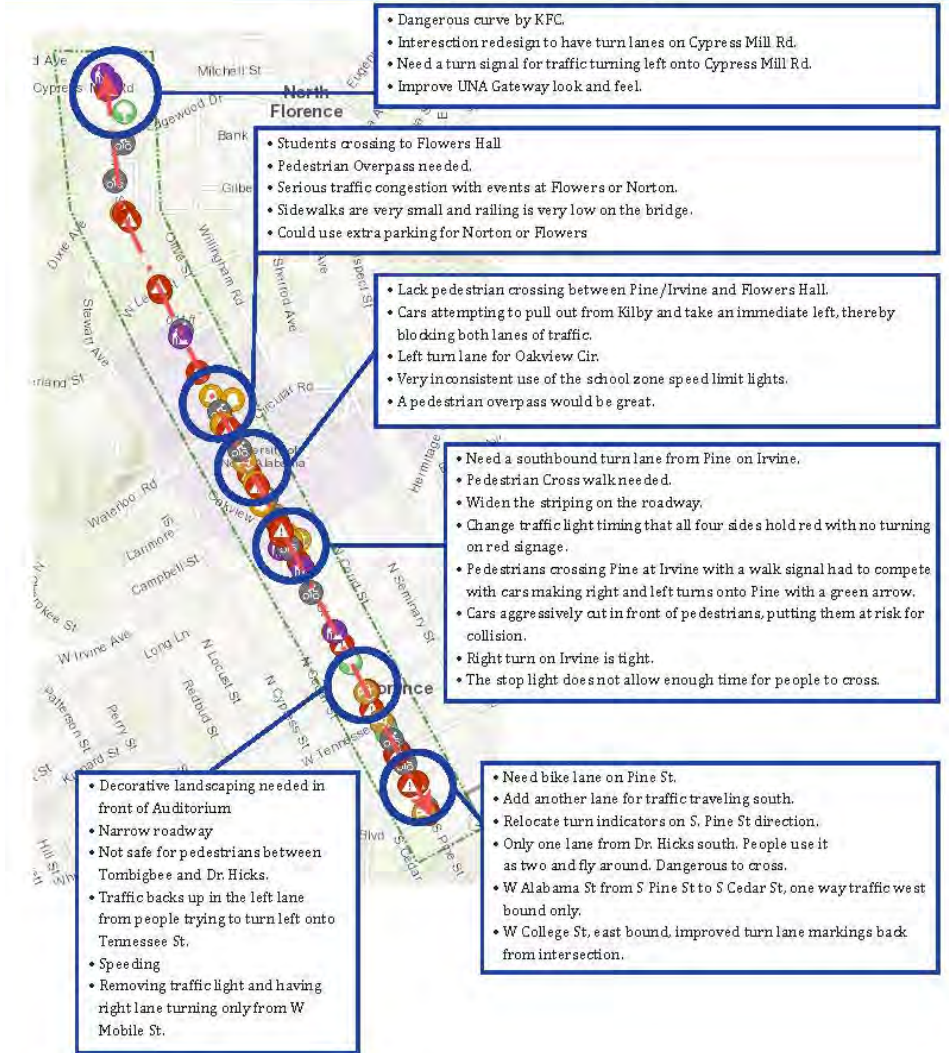
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## INTERACTIVE COMMENT TOOL



## Online Mapping Comments - Highlights





# Public Engagement

ONLINE SURVEY

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SOCIAL MEDIA POSTS



City of Florence, Alabama - Government

12 May at 21:43 · 🌐

Please take these surveys regarding transportation and pedestrian issues along Pine Street. This study is being conducted by Croy Engineering for the City of Florence, Alabama and the University of North Alabama in cooperation with the Northwest Alabama Council of Local Governments.



SURVEYMONKEY.COM

**Pine Street Traffic Study Community Input**

Take this survey powered by surveymonkey.com. Create your own s...



# Public Engagement

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E-FLYERS

**Pine Street Corridor Study**  
Florence, Alabama

**COMMUNITY INPUT NEEDED**

Help develop a transportation vision for Pine Street!

**TAKE OUR  
STUDY  
SURVEY!**

[www.surveymonkey.com/r/PineStreetStudy](http://www.surveymonkey.com/r/PineStreetStudy)

Enter the web address above or scan the QR Code using your smartphone to view the survey!

The advertisement includes a map of Florence, Alabama, highlighting the Pine Street corridor with a blue dashed line. Landmarks such as University of North Alabama, Tom Braly Municipal Stadium, and various historic sites are marked. Logos for the City of Florence, the University of North Alabama, and the Alabama Department of Transportation are displayed at the bottom.





# Public Engagement

ONLINE SURVEY

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ONLINE  
COMMENT  
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TIMES DAILY



## Public input sought for Pine Street corridor study

By Russ Corey Staff Writer May 14, 2020 0



A detailed online survey is available for Shoals residents who are concerned about pedestrian safety on Pine Street, especially inside the section that cuts through the University of North Alabama campus.

The survey is part of a corridor study of Pine Street from Cypress Mill Road to Dr. Hicks Boulevard commissioned by the Northwest Alabama Council of Local Governments.

The \$60,000 study is funded by Shoals Metropolitan Planning Organization planning funds with UNA and the city of Florence covering a 20% local funding match.

NACOLG Transportation and Planning Director Jesse Turner said the survey allows stakeholders to provide detailed input on specific areas along the corridor, and the type of improvements they believe will help the situation.

Ad cl

WHAT  
MAY



# Summary of Engagement: Phase 1

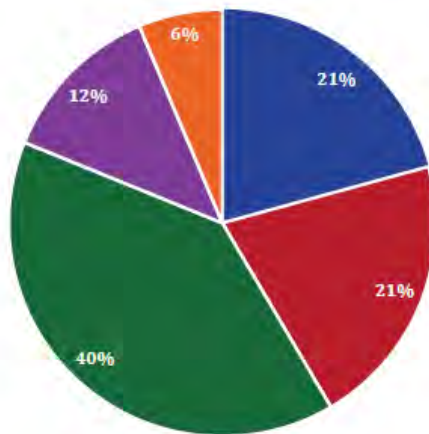
## SUCCESSFUL PUBLIC PARTICIPATION!



289

Responses to the Survey

How familiar are you with Pine Street corridor?



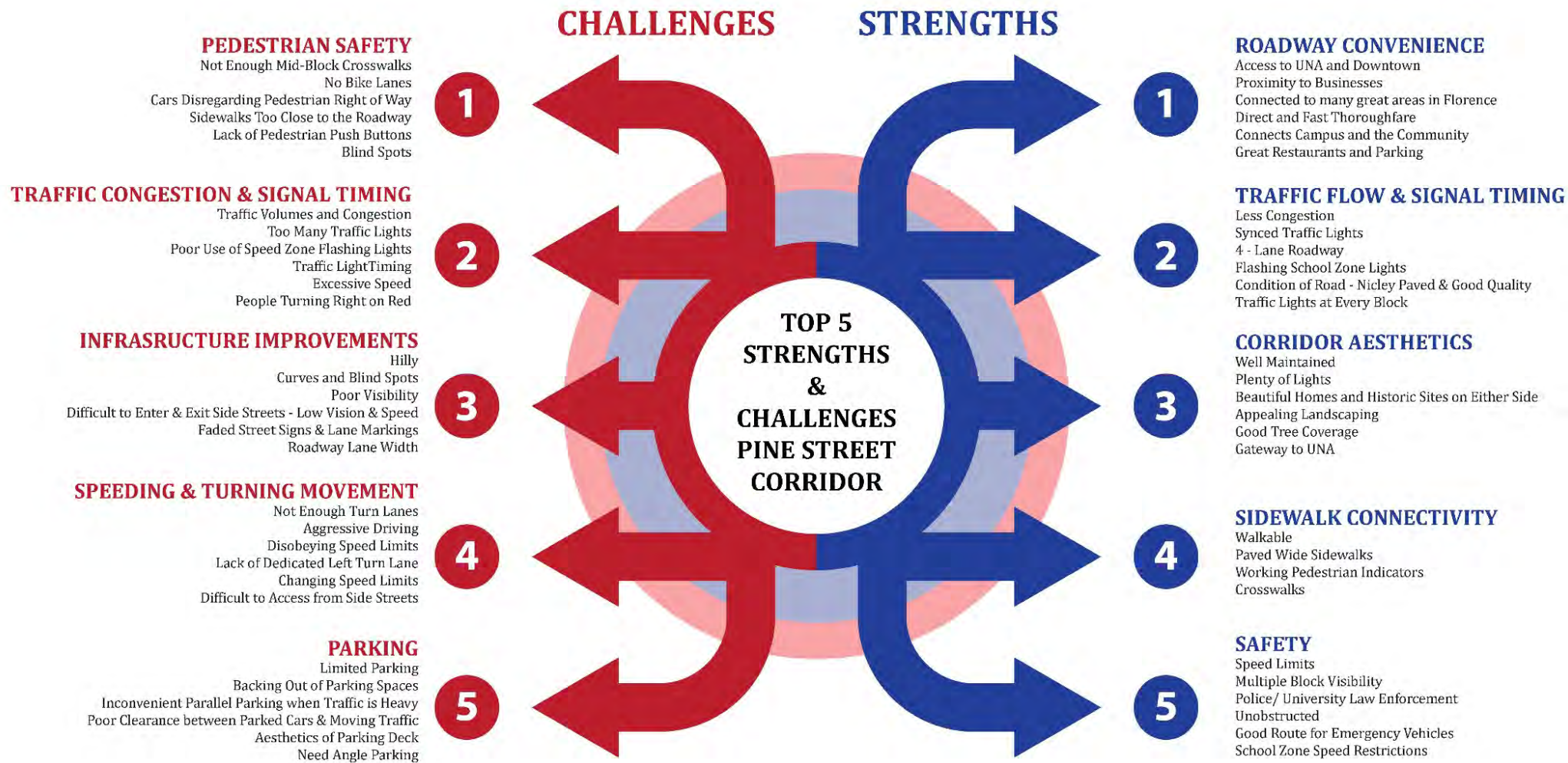
- I live on or near Pine Street
- I work on or near Pine Street
- I use Pine Street frequently to commute to work and/or school
- I walk or bicycle along Pine Street
- Other (please specify)

*"I envision the Pine Street Corridor being ..."*





# Summary of Engagement : Phase 1



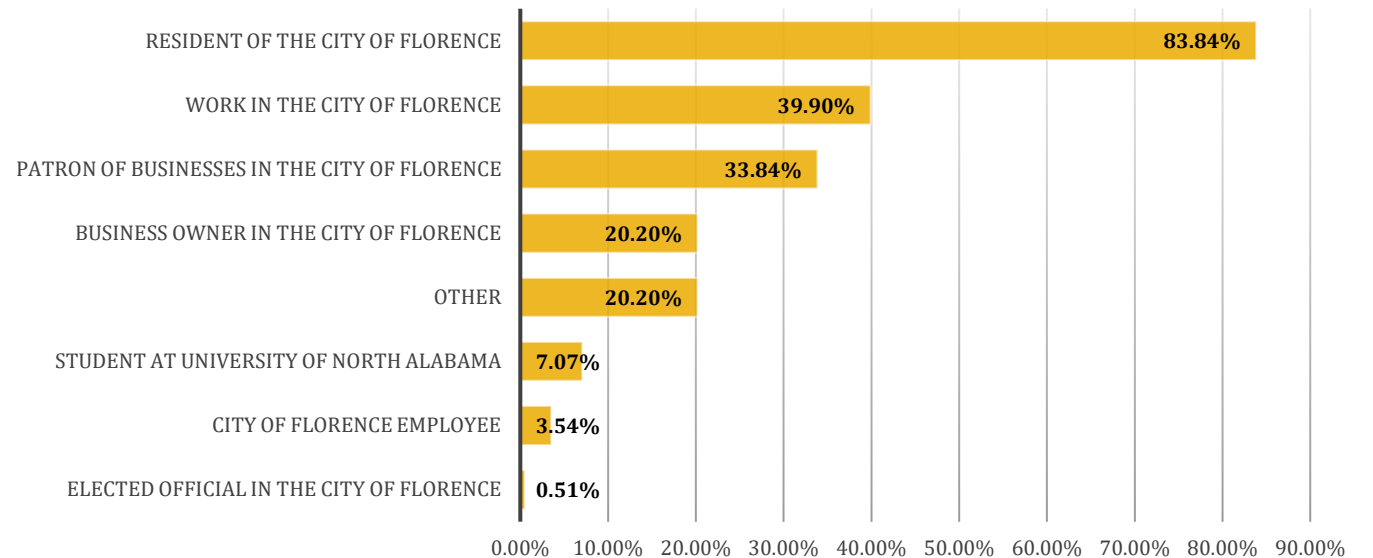
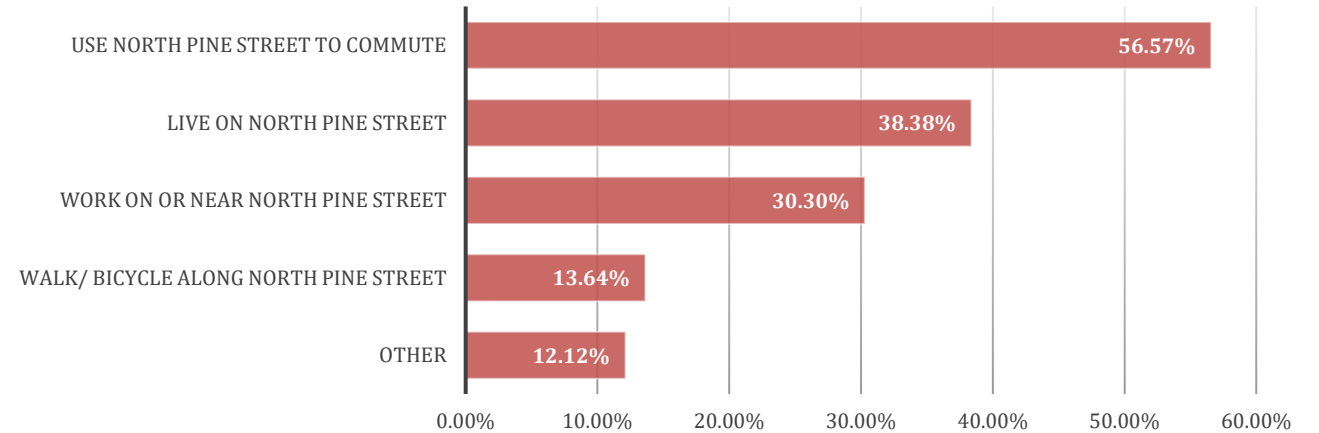
# PUBLIC ENGAGEMENT – PHASE 2



# Summary of Engagement: Phase 2

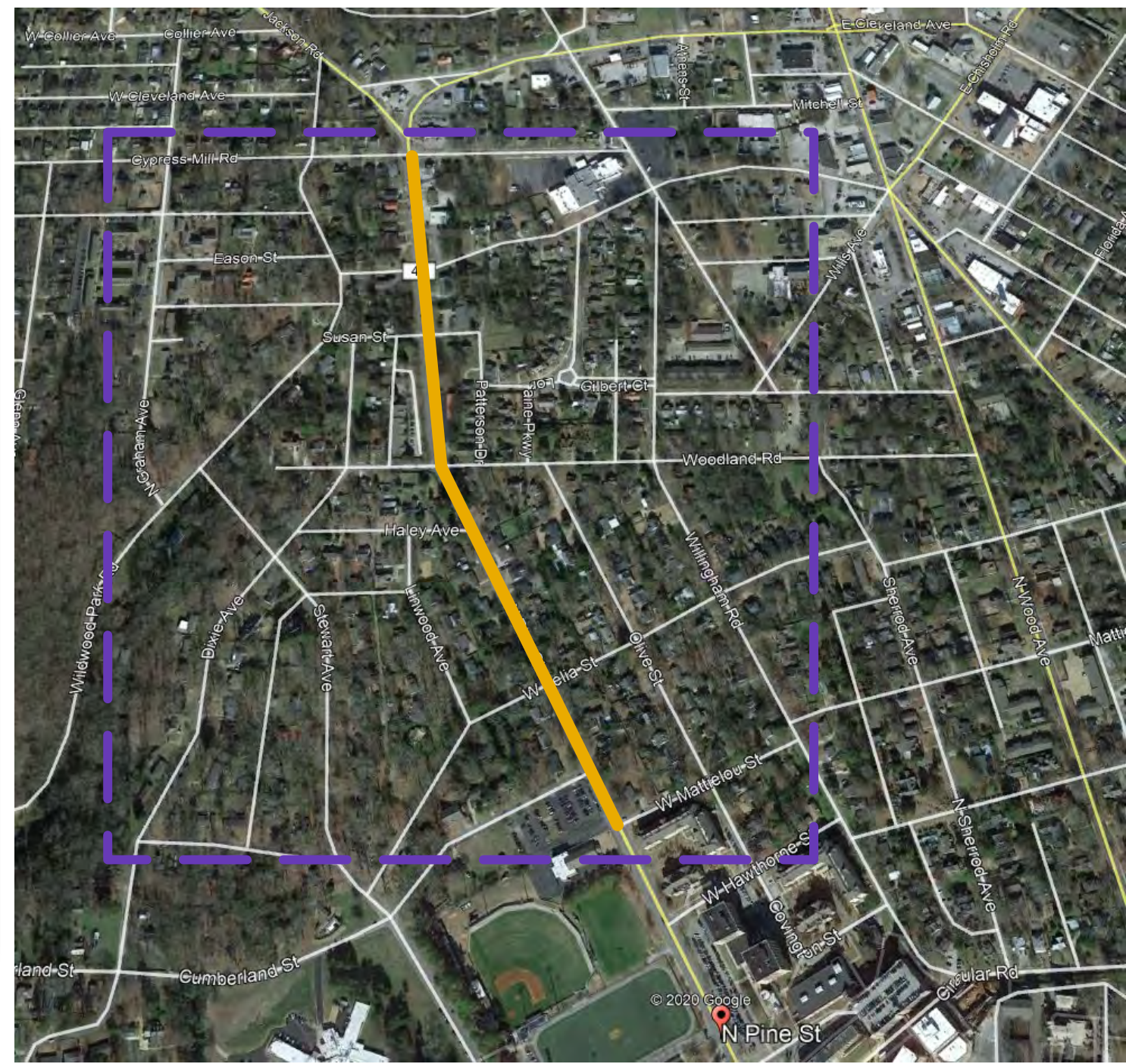


**PLEASE REFER TO THE PHASE 2  
RESPONSES SUMMARY HANDOUT**



# Residential Section

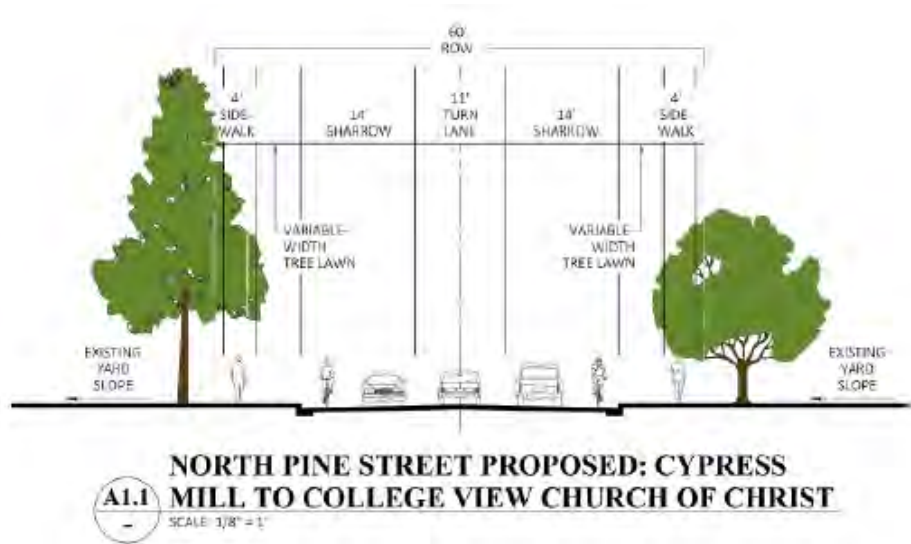
Cypress Mill to College View Church of Christ



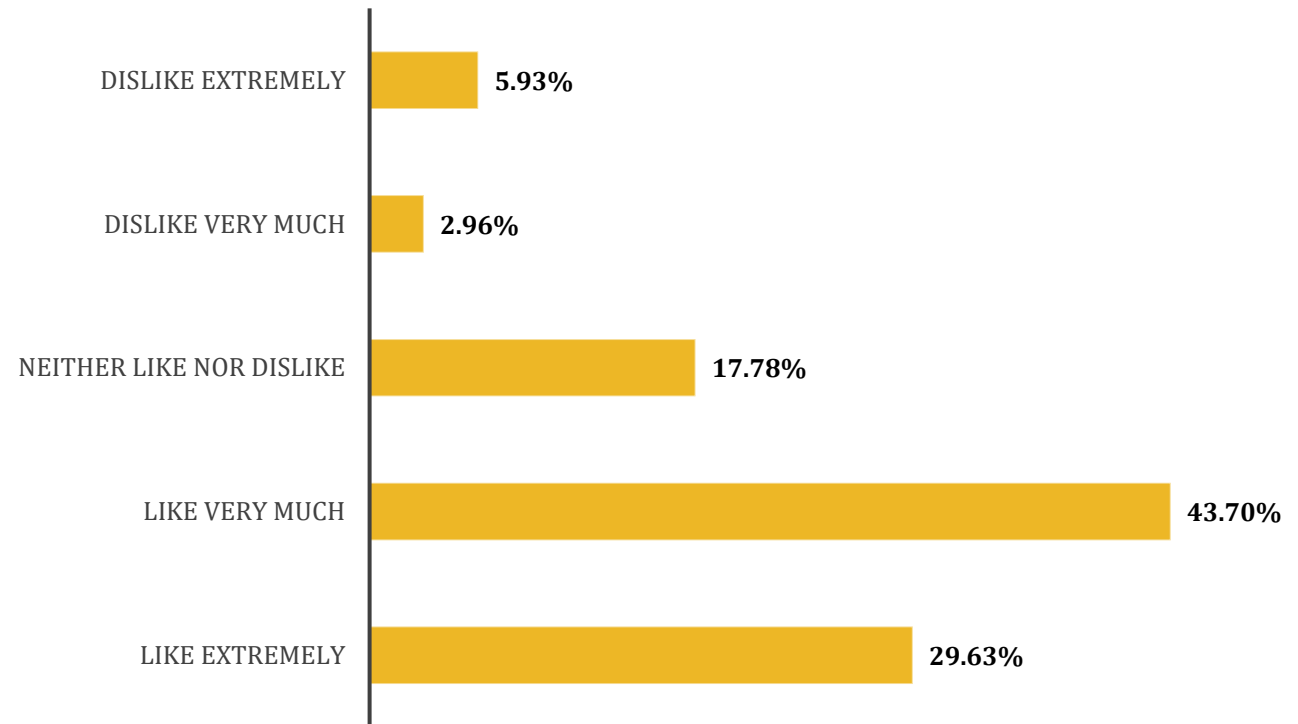
# Residential Section: Cypress Mill Road to College View Church of Christ (W. Mattielou Street)

- Proposed Concept Elements:**

- 4' sidewalk on the north and south side
- Variable width tree lawn as the landscaped buffer
- 14' travel lanes in each direction with marked sharrow
- 11' center turn lane



## Do you like the proposed recommendations for North Pine Street from Cypress Mill Road to W Mattielou Street (Residential Section)?



# Residential Section: Cypress Mill Road to College View Church of Christ (W. Mattilelou Street)

## Cypress Mill Road at North Pine Street Intersection Improvement

- Alternative 1: 5-Legged roundabout
- Alternative 2: 4-Legged signalized intersection and realign Jackson Road to the North
- Alternative 3: 5-Legged signalized intersection



ALTERNATIVE 1  
(ROUNDAABOUT)

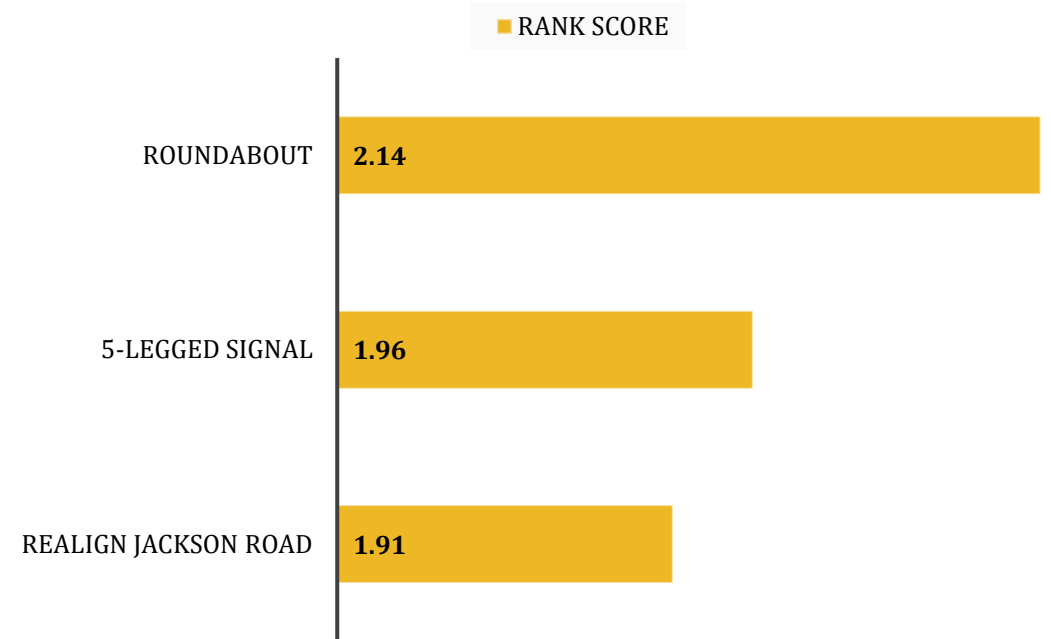


ALTERNATIVE 2  
(REALIGN JACKSON RD)



ALTERNATIVE 3  
(5-LEGGED SIGNAL)

## For the Cypress Mill Road at North Pine Street intersection improvement, rank the alternatives





# University Section

College View Church of Christ to Irvine Avenue



# Segment B1: College View Church of Christ (W. Mattilelou Street) to Flowers Hall

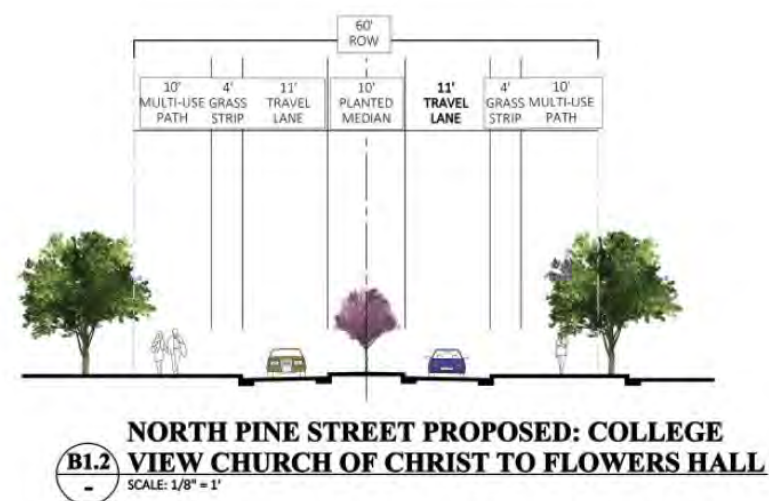
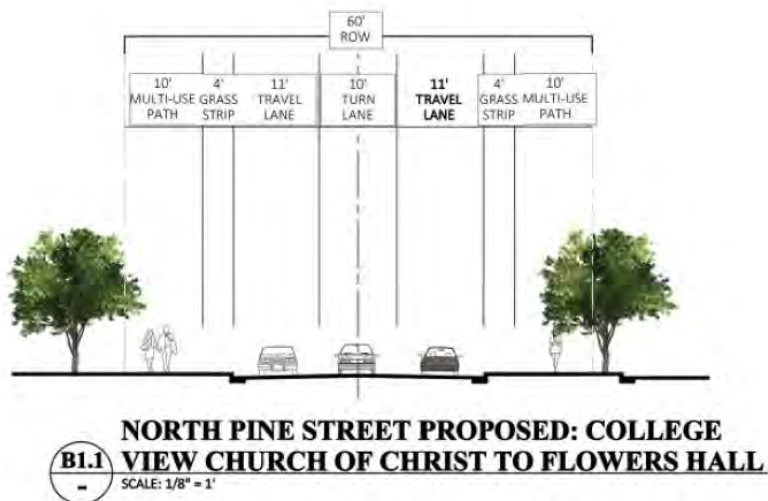
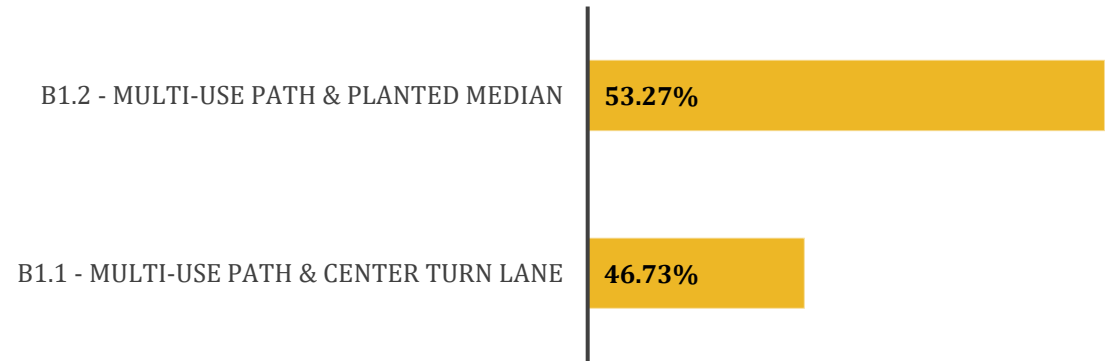
## Proposed Concept Elements – Alternative 1:

- 10' multi-use path on the north and south side
- 4' grass strip on the north and south side
- 11' travel lanes in each direction
- 10' center turn lane

## Proposed Concept Elements – Alternative 2:

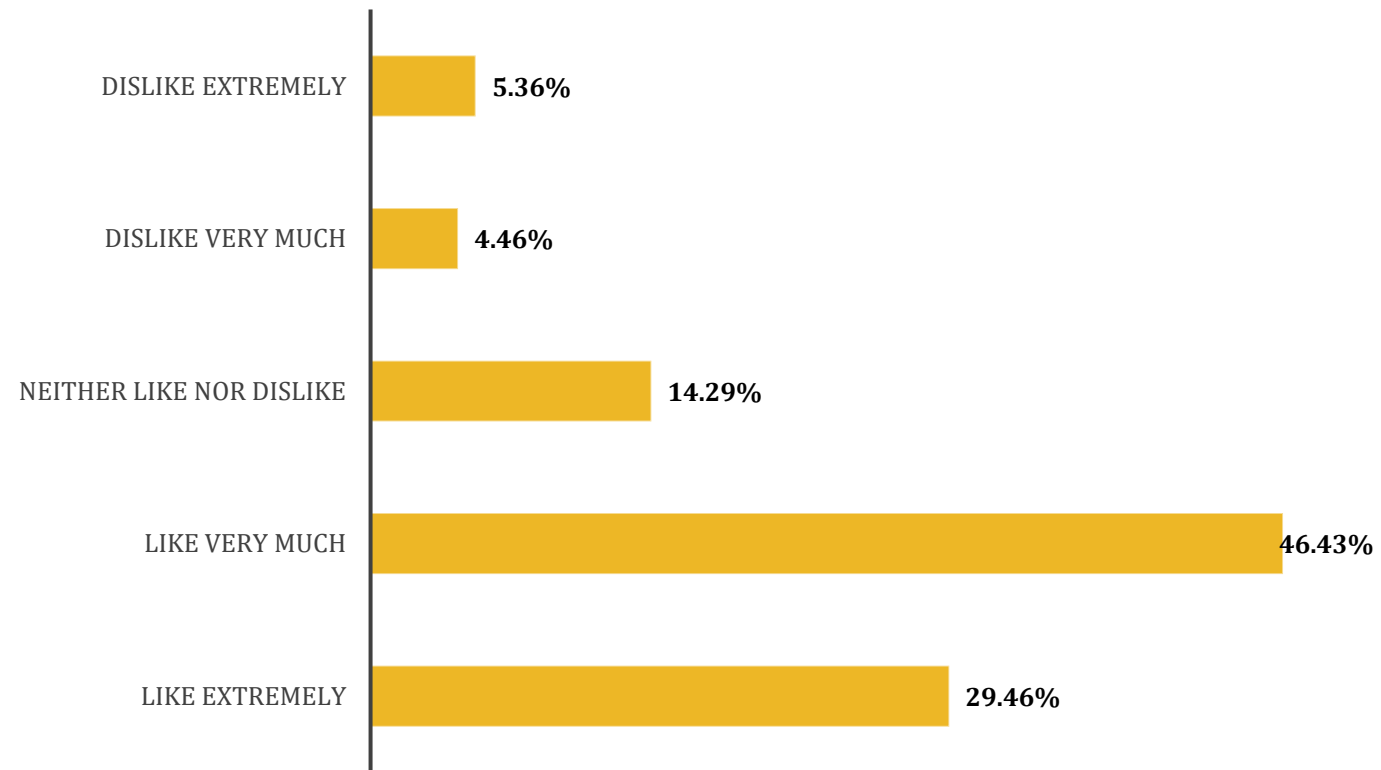
- 10' multi-use path on the north and south side
- 4' grass strip on the north and south side
- 11' travel lanes in each direction
- 10' planted median

## Which of the 2 alternative typical sections do you prefer for Segment B1?



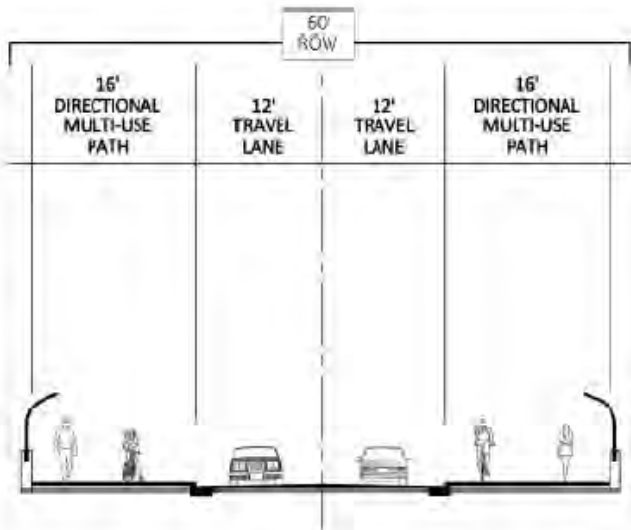
## Segment B1: College View Church of Christ (W. Mattielou Street) to Flowers Hall

Do you like the proposed recommendations from W Mattielou St/College View Church of Christ to Flowers Hall (Segment B1)?



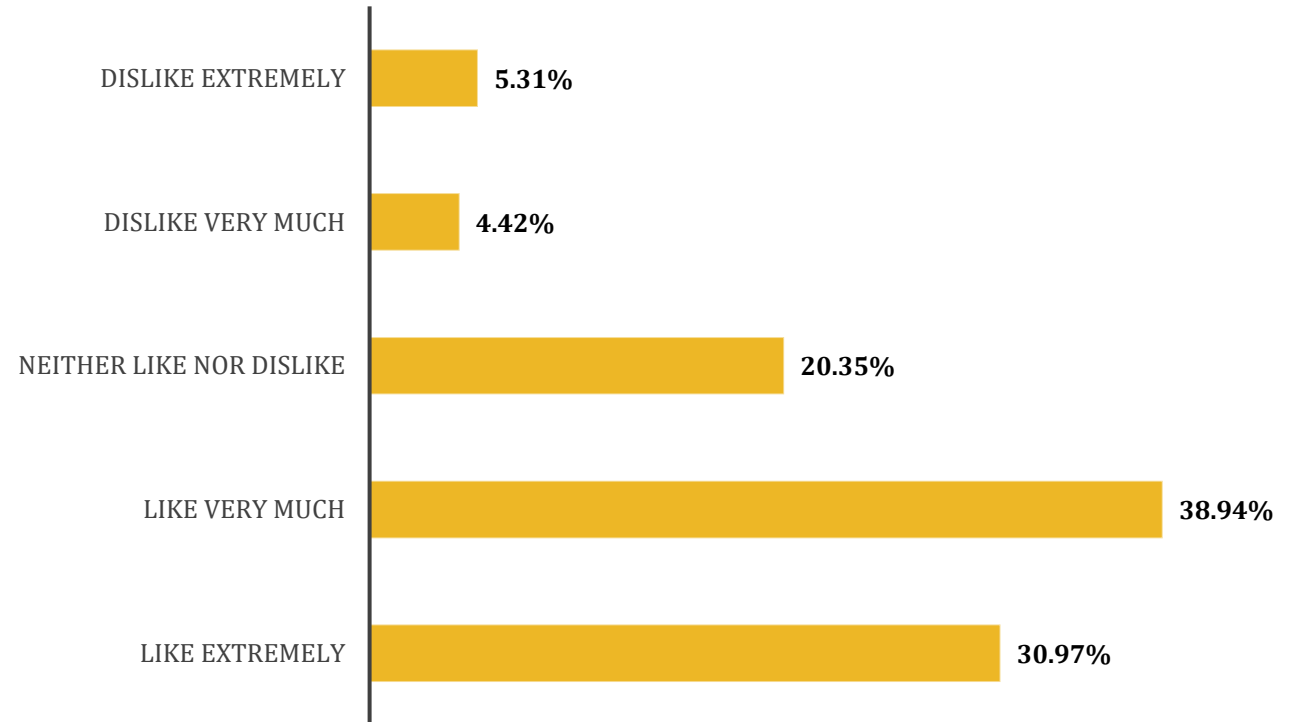
# Segment B2: North Pine Street Bridge Section

- **Proposed Concept Elements:**
  - 16' directional multi-use path on the north and south side
  - 12' travel lanes in each direction



**B2.1 NORTH PINE STREET PROPOSED: BRIDGE**  
SCALE: 1/8" = 1'

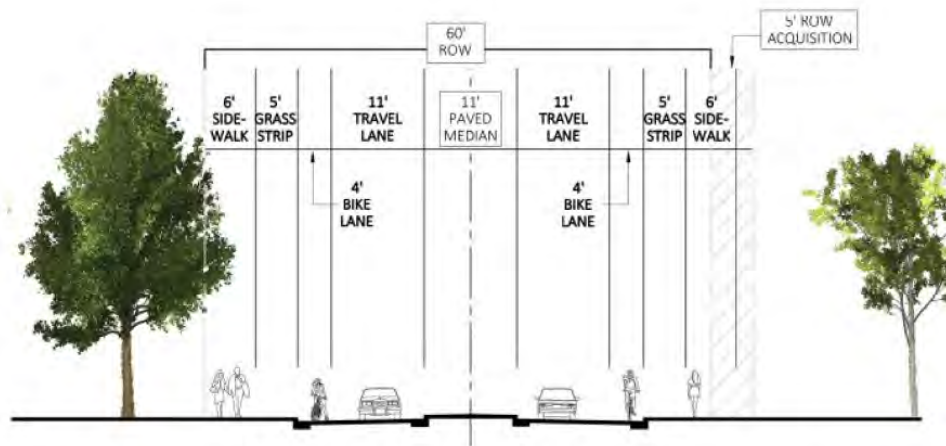
## Do you like the proposed recommendations for the North Pine Street bridge (Segment B2)?



# Segment B3: Kilby Lab School to Irvine Avenue

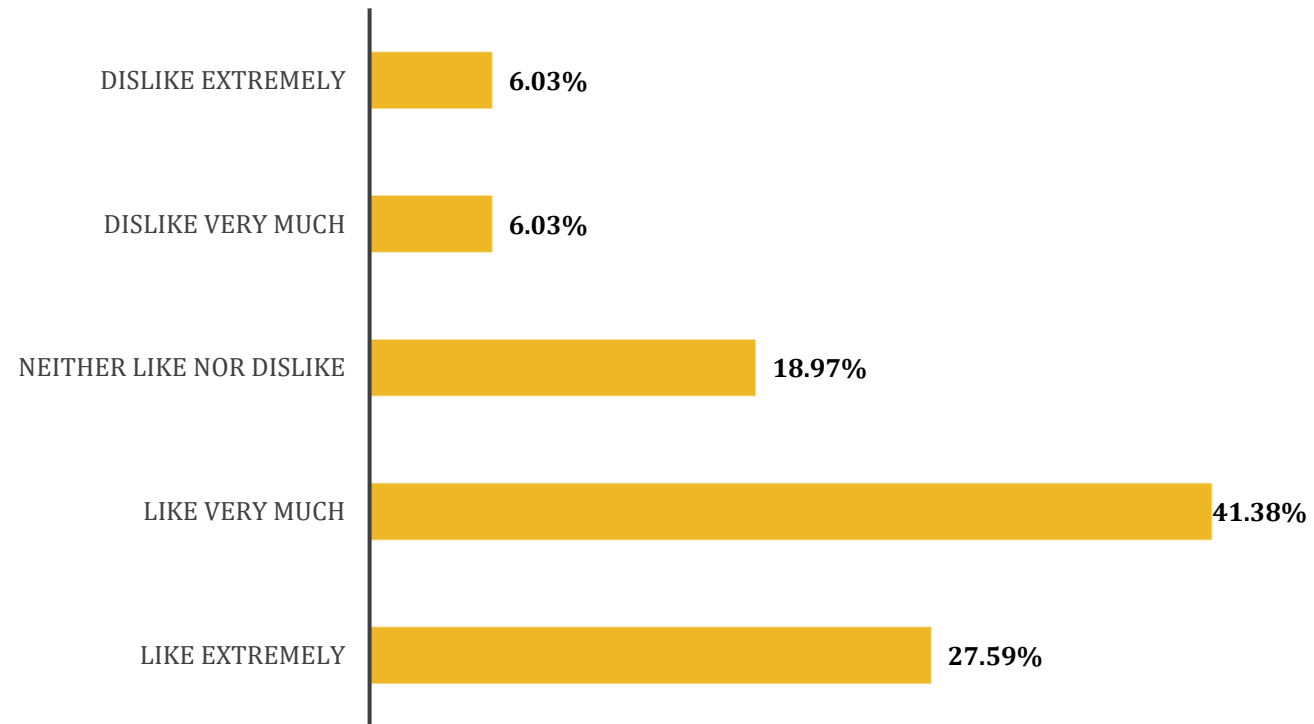
- Proposed Concept Elements:**

- 6' sidewalk on the north and south side
- 5' grass strip on the north and south side
- 4' bike lane on the north and south side
- 11' travel lanes in each direction
- 11' paved median



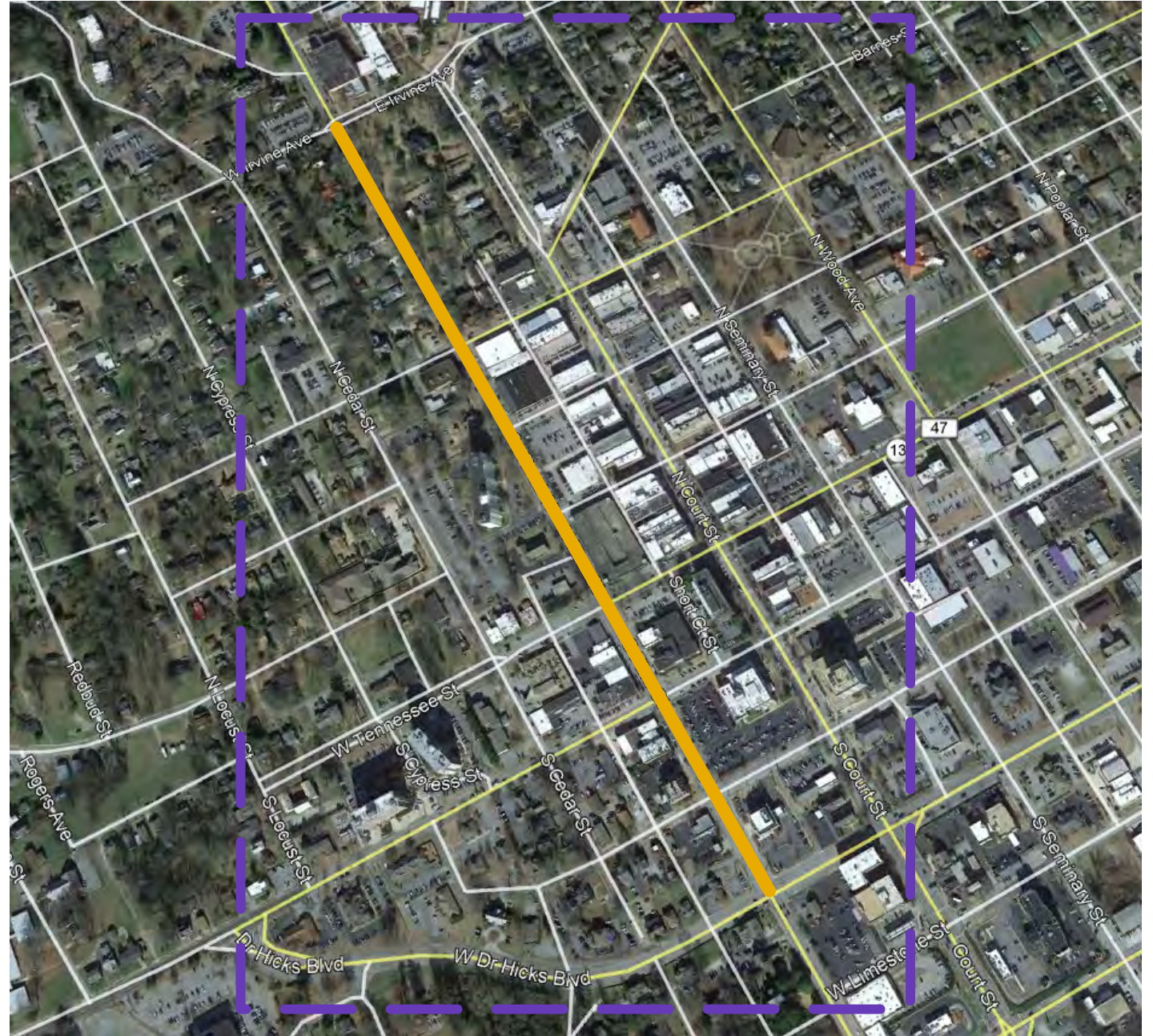
**B3.1 NORTH PINE STREET PROPOSED:  
KILBY LAB SCHOOL TO IRVINE AVENUE**  
SCALE: 1/8" = 1'

## Do you like the proposed recommendations from Kilby Lab School to Irvine Avenue (Segment B3)?



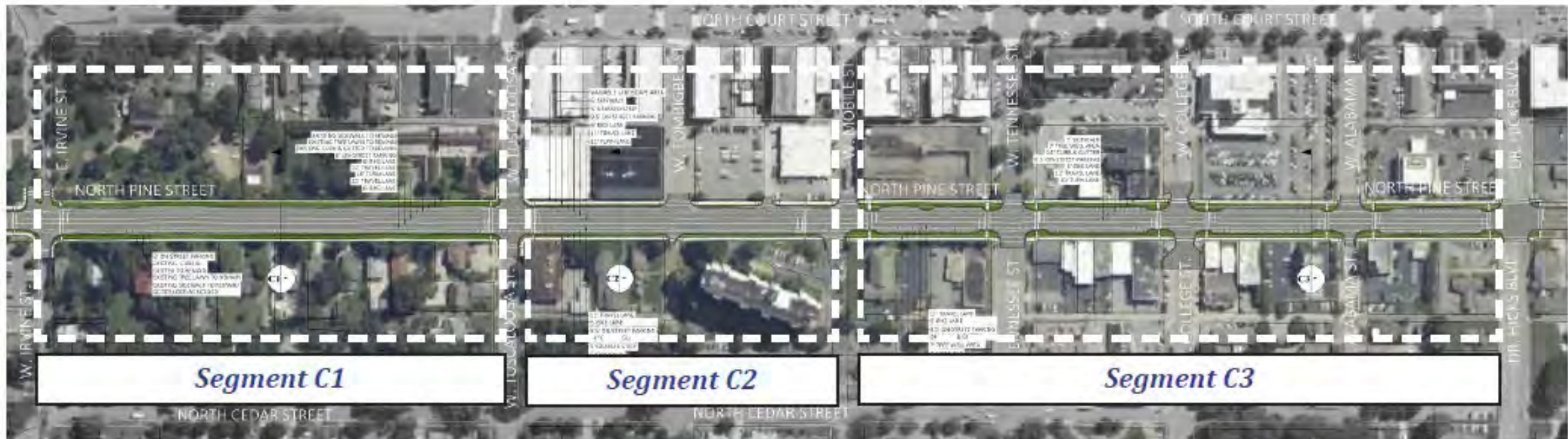
# Downtown Section

Irvine Avenue to Dr. Hicks Boulevard



## Downtown Section: Irvine Avenue to Dr. Hicks Boulevard

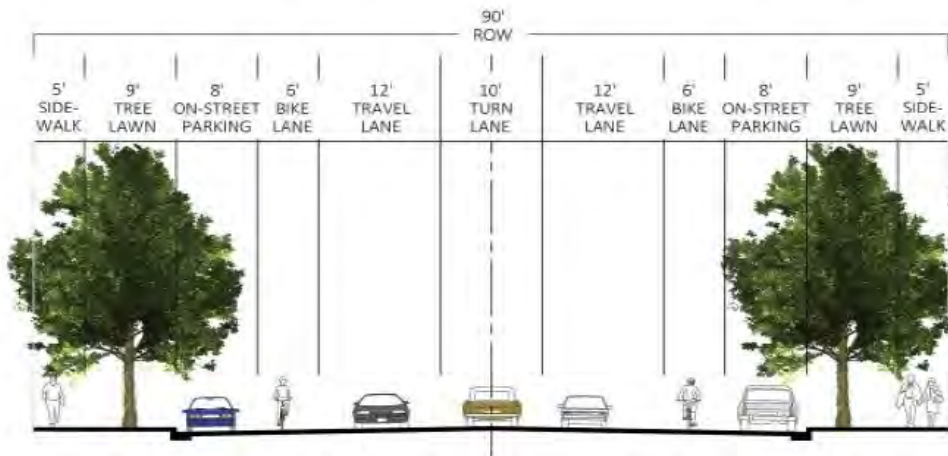
- Segment C1: Irvine Avenue to Tuscaloosa Street
- Segment C2: Tuscaloosa Street to West Mobile Street
- Segment C3: West Mobile Street to Dr. Hicks Boulevard



# Segment C1: Irvine Avenue to Tuscaloosa Street

- Proposed Concept Elements:**

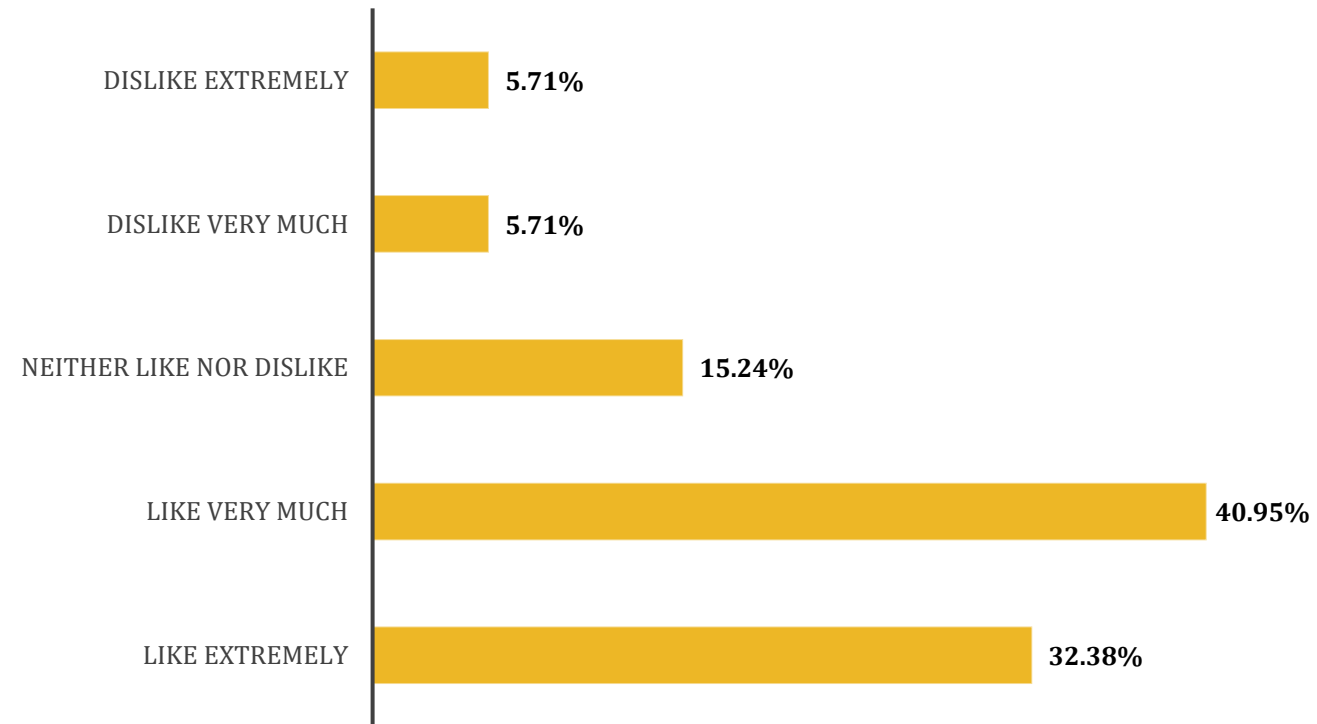
- 5' sidewalk on the north and south side
- 9' tree lawn on the north and south side
- 8' on-street parking on the north and south side
- 6' bike lane on the north and south side
- One 12' travel lane in each direction
- 10' center turn lane



**NORTH PINE STREET PROPOSED:  
C1.1 IRVINE AVENUE TO TUSCALOOSA STREET**

SCALE: 1/8" = 1'

## Do you like the proposed recommendations from Irvine Avenue to Tuscaloosa Street (Segment C1)?

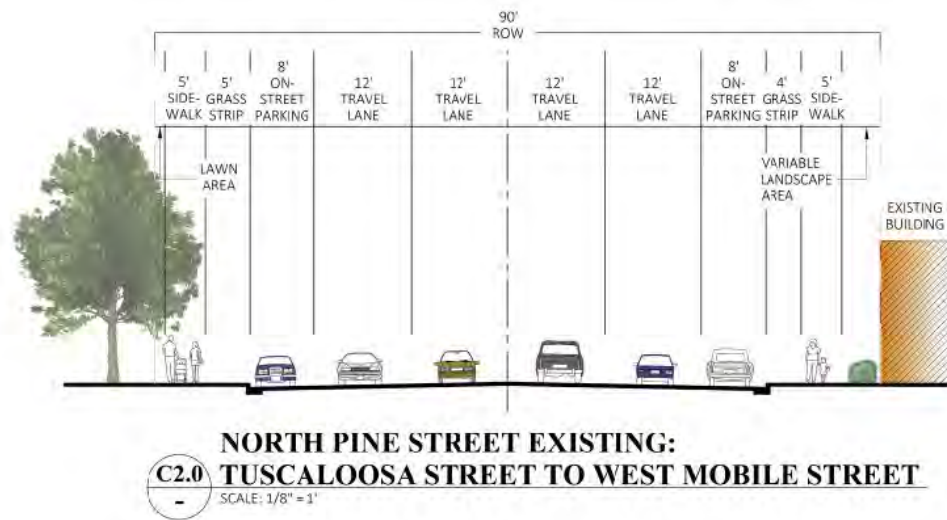




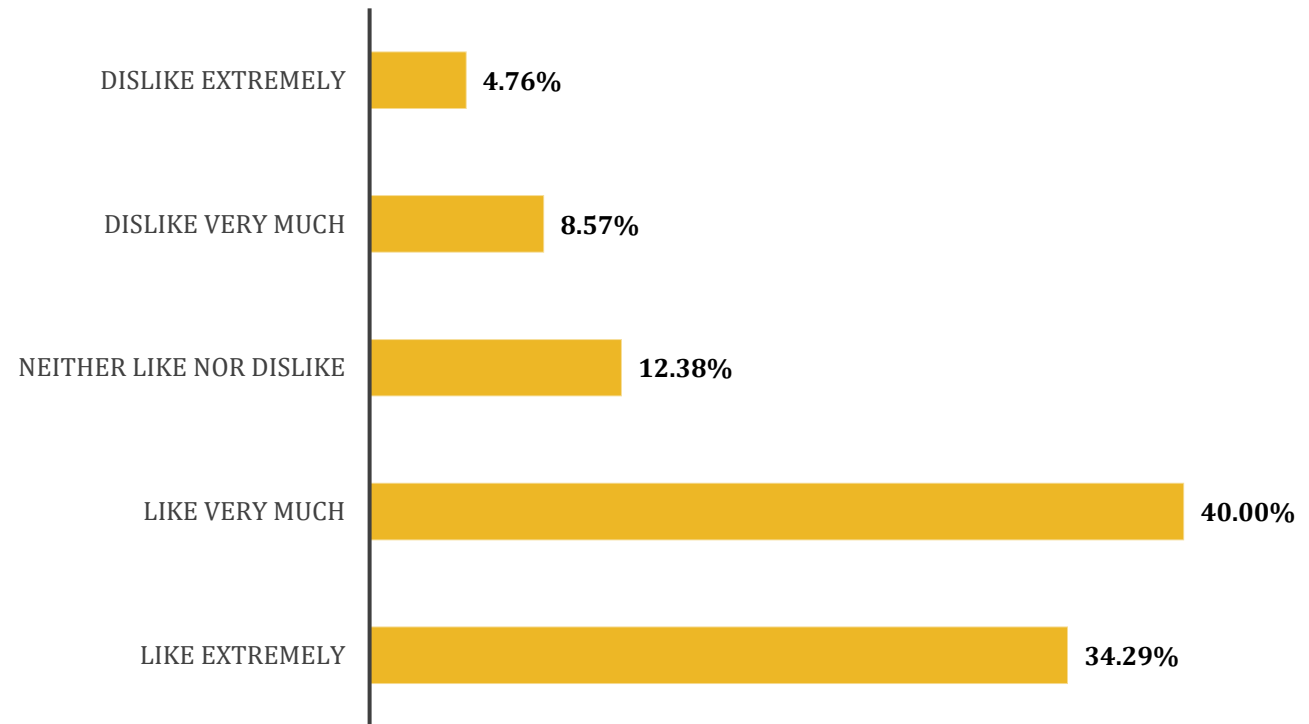
# Segment C2: Tuscaloosa Street to West Mobile Street

- Proposed Concept Elements:**

- 6' sidewalk on the north and south side
- 5' grass strip on the north and south side
- 8.5' on-street parking on the north and south side
- 6' bike lane on the north and south side
- One 11' travel lane in each direction
- 11' center turn lane



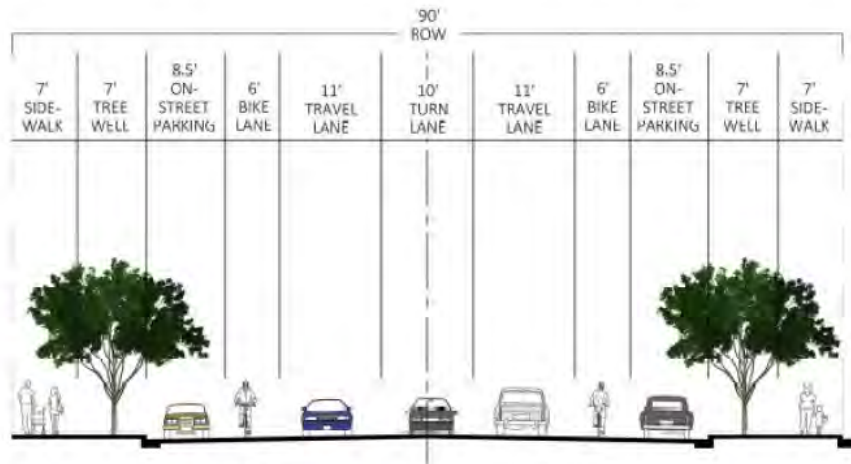
## Do you like the proposed recommendations from Tuscaloosa Street to West Mobile Street(Segment C2)?



# Segment C3: West Mobile Street to Dr. Hicks Boulevard

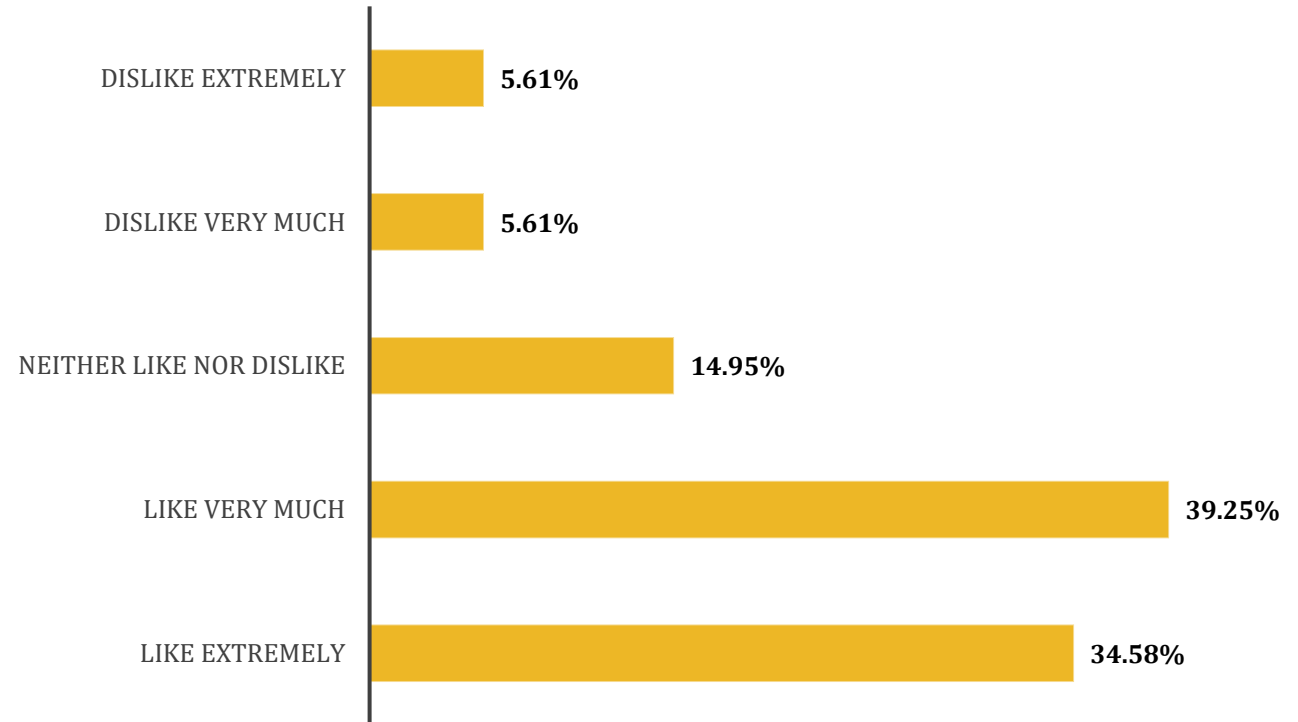
- Proposed Concept Elements:**

- 7' sidewalk on the north and south side
- 7' tree well on the north and south side
- 8.5' on-street parking on the north and south side
- 6' bike lane on the north and south side
- One 11' travel lane in each direction
- 10' center turn lane



**C3.1 NORTH PINE STREET PROPOSED:  
WEST MOBILE STREET TO DR. HICKS BLVD.**  
SCALE: 1/8" = 1'

## Do you like the proposed recommendations from West Mobile Street to Dr. Hicks Boulevard (Segment C3)?



# **Appendix B.**

## Traffic Counts

# Greater Traffic Company

Pine St btw Tennessee and  
Tuscaloosa

01

Start Time	04-Feb-20 Tue	NB		Hour Totals		SB		Hour Totals	
		AM	PM	AM	PM	AM	PM	AM	PM
12:00		13	104			8	0		
12:15		9	108			6	1		
12:30		4	82			1	0		
12:45		4	104	30	398	3	0	18	1
01:00		2	70			2	0		
01:15		3	89			3	0		
01:30		5	95			1	0		
01:45		7	106	17	360	7	0	13	0
02:00		1	104			1	1		
02:15		11	82			5	1		
02:30		2	91			1	0		
02:45		3	119	17	396	3	0	10	2
03:00		3	99			2	0		
03:15		3	102			4	0		
03:30		3	99			2	0		
03:45		2	116	11	416	3	0	11	0
04:00		2	109			8	0		
04:15		2	102			11	103		
04:30		4	146			13	124		
04:45		12	138	20	495	8	72	40	299
05:00		4	174			15	92		
05:15		12	155			24	82		
05:30		8	99			26	80		
05:45		20	90	44	518	30	72	95	326
06:00		18	74			37	56		
06:15		27	87			31	44		
06:30		15	54			36	56		
06:45		36	47	96	262	57	33	161	189
07:00		58	47			69	48		
07:15		77	47			33	52		
07:30		100	42			3	47		
07:45		112	55	347	191	0	36	105	183
08:00		64	52			0	35		
08:15		46	38			0	27		
08:30		64	41			0	31		
08:45		75	35	249	166	0	23	0	116
09:00		94	31			0	41		
09:15		95	21			0	24		
09:30		77	23			0	23		
09:45		65	28	331	103	0	28	0	116
10:00		78	26			0	9		
10:15		90	14			0	10		
10:30		77	15			0	10		
10:45		85	21	330	76	0	18	0	47
11:00		71	15			0	11		
11:15		98	16			0	15		
11:30		97	10			0	13		
11:45		91	17	357	58	0	7	0	46
Peak	-	11:00	04:30	-	-	06:30	04:15	-	-
Vol.	-	357	613	-	-	195	391	-	-
P.H.F.		0.797	0.881			0.707	0.788		
Lane Total		5288				1778			

# Greater Traffic Company

Pine St btw just south of  
Oakview Cir

02

Start Time	04-Feb-20 Tue	NB		Hour Totals		SB		Hour Totals		
		AM	PM	AM	PM	AM	PM	AM	PM	
12:00		16	130			10	101			
12:15		14	138			5	115			
12:30		6	115			7	91			
12:45		12	115	48	498	6	103	28	410	
01:00		7	106			4	93			
01:15		7	120			6	99			
01:30		6	115			6	108			
01:45		8	149	28	490	6	136	22	436	
02:00		3	137			3	113			
02:15		12	127			4	99			
02:30		4	122			2	130			
02:45		5	139	24	525	4	142	13	484	
03:00		3	124			2	115			
03:15		2	169			4	106			
03:30		2	129			3	117			
03:45		5	136	12	558	5	112	14	450	
04:00		3	159			8	91			
04:15		3	158			11	77			
04:30		5	167			14	118			
04:45		12	162	23	646	10	114	43	400	
05:00		3	210			19	104			
05:15		12	188			24	88			
05:30		16	143			25	87			
05:45		24	116	55	657	32	96	100	375	
06:00		24	109			37	75			
06:15		30	123			38	73			
06:30		24	86			45	61			
06:45		50	73	128	391	80	48	200	257	
07:00		60	82			102	67			
07:15		80	78			159	67			
07:30		111	75			193	57			
07:45		84	60	335	295	202	67	656	258	
08:00		67	79			116	43			
08:15		44	66			78	39			
08:30		68	62			84	36			
08:45		86	64	265	271	102	46	380	164	
09:00		122	67			124	49			
09:15		96	34			104	33			
09:30		76	41			51	26			
09:45		62	46	356	188	87	31	366	139	
10:00		81	35			82	23			
10:15		88	28			72	17			
10:30		111	33			97	15			
10:45		123	37	403	133	107	22	358	77	
11:00		81	27			95	15			
11:15		120	23			54	16			
11:30		93	16			75	10			
11:45		120	19	414	85	85	17	309	58	
Peak	-	10:30	04:30	-	-	07:15	02:30	-	-	-
Vol.	-	435	727	-	-	670	493	-	-	-
P.H.F.		0.884	0.865			0.829	0.868			
Lane Total		6828				5997				

# Greater Traffic Company

Pine St btw Woodland and Lelia

03

Start Time	04-Feb-20 Tue	NB		Hour Totals		SB		Hour Totals	
		AM	PM	AM	PM	AM	PM	AM	PM
12:00		14	97			19	105		
12:15		8	99			9	124		
12:30		9	102			5	95		
12:45		4	103	35	401	10	96	43	420
01:00		4	98			4	90		
01:15		8	112			6	104		
01:30		6	104			5	88		
01:45		5	72	23	386	7	139	22	421
02:00		4	57			3	124		
02:15		5	53			12	126		
02:30		3	65			3	111		
02:45		4	64	16	239	5	114	23	475
03:00		0	49			2	123		
03:15		6	61			2	147		
03:30		3	75			2	124		
03:45		5	81	14	266	3	123	9	517
04:00		9	97			2	135		
04:15		12	66			2	139		
04:30		15	106			4	170		
04:45		15	108	51	377	5	161	13	605
05:00		18	88			3	203		
05:15		21	87			8	160		
05:30		31	83			8	135		
05:45		37	79	107	337	9	103	28	601
06:00		34	67			15	100		
06:15		48	69			22	111		
06:30		53	59			19	62		
06:45		88	51	223	246	41	58	97	331
07:00		116	66			40	77		
07:15		192	50			50	74		
07:30		220	51			50	68		
07:45		218	50	746	217	40	55	180	274
08:00		124	40			38	72		
08:15		80	37			31	52		
08:30		108	39			56	52		
08:45		103	47	415	163	52	55	177	231
09:00		120	43			53	57		
09:15		110	32			63	31		
09:30		72	26			52	31		
09:45		79	29	381	130	48	33	216	152
10:00		84	31			71	24		
10:15		71	25			60	24		
10:30		109	19			83	26		
10:45		97	29	361	104	112	30	326	104
11:00		76	21			81	18		
11:15		57	16			102	16		
11:30		72	13			90	12		
11:45		88	9	293	59	107	19	380	65
Peak	-	07:15	00:45	-	-	10:45	04:30	-	-
Vol.	-	754	417	-	-	385	694	-	-
P.H.F.		0.857	0.931			0.859	0.855		
Lane Total		5590				5710			

# Greater Traffic Company

Pine St just south of Oakview Cir

02 SPEED

NB																	
Start Time	0	16	21	26	31	36	41	46	51	56	61	66	71	76		Pace	Number
	15	20	25	30	35	40	45	50	55	60	65	70	75	9999	Total	Speed	in Pace
02/04/20	1	0	0	2	15	9	2	0	0	0	0	0	0	0	29	31-40	24
01:00	0	0	2	3	8	2	0	0	0	0	0	0	0	0	15	26-35	11
02:00	1	0	0	2	4	3	1	1	0	0	0	0	0	0	12	31-40	7
03:00	0	0	1	1	2	1	0	0	0	0	0	0	0	0	5	31-40	3
04:00	0	0	2	1	4	5	2	0	0	0	0	0	0	0	14	31-40	9
05:00	0	0	3	3	12	6	4	1	0	0	0	0	0	0	29	31-40	18
06:00	0	1	6	16	29	15	5	1	0	0	0	0	0	0	73	26-35	45
07:00	5	14	49	72	51	19	1	0	0	0	0	0	0	0	211	26-35	123
08:00	12	12	44	56	26	6	0	0	0	0	0	0	0	0	156	21-30	100
09:00	14	22	52	76	22	3	1	0	0	0	0	0	0	0	190	21-30	129
10:00	9	25	55	90	47	5	1	0	0	0	0	0	0	0	232	21-30	145
11:00	5	16	36	97	71	8	1	0	0	0	0	0	0	0	234	26-35	168
12 PM	10	35	59	118	51	8	3	0	0	1	0	0	0	1	286	21-30	177
13:00	18	22	65	95	48	14	0	0	0	0	0	0	0	0	262	21-30	161
14:00	8	22	72	123	79	12	2	0	0	0	0	0	0	0	318	26-35	202
15:00	10	22	69	137	75	21	1	0	0	0	0	0	0	0	335	26-35	212
16:00	10	19	40	98	84	15	2	0	0	0	0	0	0	0	268	26-35	182
17:00	17	25	45	109	120	41	6	0	0	0	0	0	0	1	364	26-35	230
18:00	2	10	1	44	130	44	11	3	0	0	0	0	0	0	245	31-40	174
19:00	1	13	3	33	67	60	14	4	0	0	0	0	0	0	195	31-40	127
20:00	0	10	4	28	78	49	10	0	0	0	0	0	0	0	179	31-40	127
21:00	3	8	2	18	55	40	6	1	0	0	0	0	0	0	133	31-40	95
22:00	1	2	3	11	40	24	13	0	0	0	0	0	0	0	94	31-40	64
23:00	1	1	0	10	22	14	7	0	0	0	0	0	0	0	55	31-40	36
<b>Total</b>	<b>128</b>	<b>279</b>	<b>613</b>	<b>1243</b>	<b>1140</b>	<b>424</b>	<b>93</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3934</b>		
<b>Percent</b>	<b>3.3%</b>	<b>7.1%</b>	<b>15.6%</b>	<b>31.6%</b>	<b>29.0%</b>	<b>10.8%</b>	<b>2.4%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>			
AM Peak	09:00	10:00	10:00	11:00	11:00	07:00	06:00	02:00									11:00
Vol.	14	25	55	97	71	19	5	1									234
PM Peak	13:00	12:00	14:00	15:00	18:00	19:00	19:00	19:00		12:00				12:00			17:00
Vol.	18	35	72	137	130	60	14	4		1				1			364
<b>Total</b>	<b>128</b>	<b>279</b>	<b>613</b>	<b>1243</b>	<b>1140</b>	<b>424</b>	<b>93</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3934</b>		
<b>Percent</b>	<b>3.3%</b>	<b>7.1%</b>	<b>15.6%</b>	<b>31.6%</b>	<b>29.0%</b>	<b>10.8%</b>	<b>2.4%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>			

15th Percentile : 21 MPH  
 50th Percentile : 28 MPH  
 85th Percentile : 34 MPH  
 95th Percentile : 38 MPH

Stats  
 10 MPH Pace Speed : 26-35 MPH  
 Number in Pace : 2388  
 Percent in Pace : 60.7%  
 Number of Vehicles > 25 MPH : 2914  
 Percent of Vehicles > 25 MPH : 74.1%  
 Mean Speed(Average) : 29 MPH

# Greater Traffic Company

Pine St just south of Oakview Cir

## 02 SPEED

SB

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total	Pace Speed	Number in Pace
02/04/20	0	0	1	4	4	1	3	1	0	0	0	0	0	0	14	26-35	8
01:00	0	0	0	2	3	5	1	0	0	0	0	0	0	0	11	31-40	8
02:00	0	0	0	2	0	1	1	0	0	0	0	0	0	0	4	20-29	2
03:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3	29-38	3
04:00	0	0	0	0	4	6	0	0	0	0	0	0	0	0	10	31-40	10
05:00	0	0	0	4	4	6	8	0	1	0	0	0	0	0	23	36-45	14
06:00	2	0	7	16	36	20	6	3	0	0	0	0	0	0	90	31-40	56
07:00	10	34	126	127	43	8	3	0	0	0	0	0	0	0	351	21-30	253
08:00	4	8	36	73	33	4	2	0	0	0	0	0	0	0	160	21-30	109
09:00	3	19	36	50	31	6	2	0	0	0	0	0	0	0	147	21-30	86
10:00	0	8	44	49	31	9	3	0	0	0	0	0	0	0	144	21-30	93
11:00	0	5	18	41	47	8	1	0	0	0	0	0	0	0	120	26-35	88
12 PM	3	7	45	66	45	7	7	0	0	0	0	0	0	0	180	26-35	111
13:00	1	10	44	68	48	13	4	0	0	0	0	0	0	0	188	26-35	116
14:00	6	17	58	83	54	18	4	0	0	0	0	0	0	0	240	21-30	141
15:00	2	12	46	72	44	12	2	0	0	0	0	0	0	0	190	21-30	118
16:00	4	4	22	45	32	10	2	0	0	0	0	0	0	0	119	26-35	77
17:00	6	3	13	61	52	25	7	1	0	0	0	0	0	0	168	26-35	113
18:00	1	2	2	17	47	25	19	2	1	0	0	0	0	0	116	31-40	72
19:00	0	1	3	16	39	41	15	1	1	0	0	0	0	0	117	31-40	80
20:00	0	0	2	8	17	26	11	4	1	0	0	0	0	0	69	31-40	43
21:00	0	0	6	7	19	15	6	0	1	0	0	0	0	0	54	31-40	34
22:00	0	0	1	5	12	8	6	1	0	0	0	0	0	0	33	31-40	20
23:00	1	0	0	4	13	6	3	2	0	0	0	0	0	0	29	31-40	19
<b>Total</b>	<b>43</b>	<b>130</b>	<b>510</b>	<b>820</b>	<b>660</b>	<b>281</b>	<b>116</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2580</b>		
<b>Percent</b>	<b>1.7%</b>	<b>5.0%</b>	<b>19.8%</b>	<b>31.8%</b>	<b>25.6%</b>	<b>10.9%</b>	<b>4.5%</b>	<b>0.6%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
<b>AM Peak</b>	<b>07:00</b>	<b>07:00</b>	<b>07:00</b>	<b>07:00</b>	<b>11:00</b>	<b>06:00</b>	<b>05:00</b>	<b>06:00</b>	<b>05:00</b>						<b>07:00</b>		
<b>Vol.</b>	<b>10</b>	<b>34</b>	<b>126</b>	<b>127</b>	<b>47</b>	<b>20</b>	<b>8</b>	<b>3</b>	<b>1</b>						<b>351</b>		
<b>PM Peak</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>	<b>19:00</b>	<b>18:00</b>	<b>20:00</b>	<b>18:00</b>						<b>14:00</b>		
<b>Vol.</b>	<b>6</b>	<b>17</b>	<b>58</b>	<b>83</b>	<b>54</b>	<b>41</b>	<b>19</b>	<b>4</b>	<b>1</b>						<b>240</b>		
<b>Total</b>	<b>43</b>	<b>130</b>	<b>510</b>	<b>820</b>	<b>660</b>	<b>281</b>	<b>116</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2580</b>		
<b>Percent</b>	<b>1.7%</b>	<b>5.0%</b>	<b>19.8%</b>	<b>31.8%</b>	<b>25.6%</b>	<b>10.9%</b>	<b>4.5%</b>	<b>0.6%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			

15th Percentile : 22 MPH  
 50th Percentile : 28 MPH  
 85th Percentile : 35 MPH  
 95th Percentile : 40 MPH

Stats  
 10 MPH Pace Speed : 26-35 MPH  
 Number in Pace : 1482  
 Percent in Pace : 57.4%  
 Number of Vehicles > 25 MPH : 1897  
 Percent of Vehicles > 25 MPH : 73.5%  
 Mean Speed(Average) : 29 MPH



# Greater Traffic Company

Pine St just south of Oakview Cir

02 SPEED

NB, SB	0	16	21	26	31	36	41	46	51	56	61	66	71	76		Pace	Number
Start	0	16	21	26	31	36	41	46	51	56	61	66	71	76		Speed	in Pace
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	9999	Total		
02/04/20	1	0	1	6	19	10	5	1	0	0	0	0	0	0	43	31-40	29
01:00	0	0	2	5	11	7	1	0	0	0	0	0	0	0	26	30-39	18
02:00	1	0	0	4	4	4	2	1	0	0	0	0	0	0	16	31-40	8
03:00	0	0	1	1	4	2	0	0	0	0	0	0	0	0	8	29-38	6
04:00	0	0	2	1	8	11	2	0	0	0	0	0	0	0	24	31-40	19
05:00	0	0	3	7	16	12	12	1	1	0	0	0	0	0	52	31-40	28
06:00	2	1	13	32	65	35	11	4	0	0	0	0	0	0	163	31-40	100
07:00	15	48	175	199	94	27	4	0	0	0	0	0	0	0	562	21-30	375
08:00	16	20	80	129	59	10	2	0	0	0	0	0	0	0	316	21-30	210
09:00	17	41	88	126	53	9	3	0	0	0	0	0	0	0	337	21-30	215
10:00	9	33	99	139	78	14	4	0	0	0	0	0	0	0	376	21-30	238
11:00	5	21	54	138	118	16	2	0	0	0	0	0	0	0	354	26-35	256
12 PM	13	42	104	184	96	15	10	0	0	1	0	0	0	1	466	21-30	289
13:00	19	32	109	163	96	27	4	0	0	0	0	0	0	0	450	21-30	273
14:00	14	39	130	206	133	30	6	0	0	0	0	0	0	0	558	26-35	340
15:00	12	34	115	209	119	33	3	0	0	0	0	0	0	0	525	26-35	328
16:00	14	23	62	143	116	25	4	0	0	0	0	0	0	0	387	26-35	260
17:00	23	28	58	170	172	66	13	1	0	0	0	0	0	1	532	26-35	343
18:00	3	12	3	61	177	69	30	5	1	0	0	0	0	0	361	31-40	246
19:00	1	14	6	49	106	101	29	5	1	0	0	0	0	0	312	31-40	207
20:00	0	10	6	36	95	75	21	4	1	0	0	0	0	0	248	31-40	170
21:00	3	8	8	25	74	55	12	1	1	0	0	0	0	0	187	31-40	129
22:00	1	2	4	16	52	32	19	1	0	0	0	0	0	0	127	31-40	84
23:00	2	1	0	14	35	20	10	2	0	0	0	0	0	0	84	31-40	55
<b>Total</b>	<b>171</b>	<b>409</b>	<b>1123</b>	<b>2063</b>	<b>1800</b>	<b>705</b>	<b>209</b>	<b>26</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6514</b>		
<b>Percent</b>	<b>2.6%</b>	<b>6.3%</b>	<b>17.2%</b>	<b>31.7%</b>	<b>27.6%</b>	<b>10.8%</b>	<b>3.2%</b>	<b>0.4%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
<b>AM Peak</b>	<b>09:00</b>	<b>07:00</b>	<b>07:00</b>	<b>07:00</b>	<b>11:00</b>	<b>06:00</b>	<b>05:00</b>	<b>06:00</b>	<b>05:00</b>								<b>07:00</b>
<b>Vol.</b>	<b>17</b>	<b>48</b>	<b>175</b>	<b>199</b>	<b>118</b>	<b>35</b>	<b>12</b>	<b>4</b>	<b>1</b>						<b>562</b>		
<b>PM Peak</b>	<b>17:00</b>	<b>12:00</b>	<b>14:00</b>	<b>15:00</b>	<b>18:00</b>	<b>19:00</b>	<b>18:00</b>	<b>18:00</b>	<b>18:00</b>	<b>12:00</b>				<b>12:00</b>	<b>14:00</b>		
<b>Vol.</b>	<b>23</b>	<b>42</b>	<b>130</b>	<b>209</b>	<b>177</b>	<b>101</b>	<b>30</b>	<b>5</b>	<b>1</b>	<b>1</b>				<b>1</b>	<b>558</b>		
<b>Total</b>	<b>171</b>	<b>409</b>	<b>1123</b>	<b>2063</b>	<b>1800</b>	<b>705</b>	<b>209</b>	<b>26</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6514</b>		
<b>Percent</b>	<b>2.6%</b>	<b>6.3%</b>	<b>17.2%</b>	<b>31.7%</b>	<b>27.6%</b>	<b>10.8%</b>	<b>3.2%</b>	<b>0.4%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			

15th Percentile : 21 MPH  
 50th Percentile : 28 MPH  
 85th Percentile : 34 MPH  
 95th Percentile : 39 MPH

Stats  
 10 MPH Pace Speed : 26-35 MPH  
 Number in Pace : 3869  
 Percent in Pace : 59.4%  
 Number of Vehicles > 25 MPH : 4811  
 Percent of Vehicles > 25 MPH : 73.9%  
 Mean Speed(Average) : 29 MPH

# **Appendix C.**

## Crash Data











Pine Street 5-Year Crash Data  
(2015- 2019)

CrashNum	City	Year	Month	Day	Time	PriCause	FrstHmEv	ManrCrS	ManrCrS2	CrashSev	Lighting	Weather	NumInjFat	NumKilled	StreetName	CrossStr1
5732952	Florence	2015	November	30	10:00 AM to 10:59 AM	Improper Passing	Collision with Vehic	Sideswipe - Same Dir	Sideswipe - Same Dir	Property Damage Only	Daylight	Rain	No Injuries	No Fatalities	PINE STREET	TENNESSEE ST
7667593	Florence	2017	June	6	4:00 PM to 4:59 PM	Improper Lane Change	Collision with Vehic	Sideswipe - Same Dir	Sideswipe - Same Dir	Property Damage Only	Daylight	Clear	No Injuries	No Fatalities	PINE STREET	TENNESSEE ST
8613940	Florence	2018	February	6	9:00 AM to 9:59 AM	E Over Correcting/Ov	E Collision with Oth	Sideswipe - Same Dir	Other	Property Damage Only	Daylight	Cloudy	No Injuries	No Fatalities	PINE STREET	TENNESSEE ST
8697410	Florence	2018	August	15	10:00 AM to 10:59 AM	Improper Passing	Collision with Vehic	Sideswipe - Same Dir	Sideswipe - Same Dir	Property Damage Only	Daylight	Clear	No Injuries	No Fatalities	PINE STREET	TENNESSEE ST
9711964	Florence	2019	September	19	11:00 AM to 11:59 AM	Improper Lane Change	Collision with Vehic	Sideswipe - Same Dir	Sideswipe - Same Dir	Property Damage Only	Daylight	Cloudy	No Injuries	No Fatalities	PINE STREET	TENNESSEE ST
5614751	Florence	2015	February	11	1:00 PM to 1:59 PM	Improper Lane Change	Collision with Vehic	Sideswipe - Same Dir	Sideswipe - Same Dir	Property Damage Only	Daylight	Clear	No Injuries	No Fatalities	PINE STREET	TUSCALOOSA ST
6713462	Florence	2016	September	29	1:00 PM to 1:59 PM	E Swerved to Avoid V	Collision with Parke	Sideswipe - Same Dir	Sideswipe - Same Dir	Property Damage Only	Daylight	Clear	No Injuries	No Fatalities	PINE STREET	TUSCALOOSA ST
6747983	Florence	2016	December	15	1:00 PM to 1:59 PM	Made Improper Turn	Collision with Vehic	Sideswipe - Same Dir	Sideswipe - Same Dir	Property Damage Only	Daylight	Cloudy	No Injuries	No Fatalities	PINE STREET	TUSCALOOSA ST
8688638	Florence	2018	July	28	10:00 PM to 10:59 PM	E Other Failed to Yi	Collision with Vehic	Sideswipe - Same Dir	Sideswipe - Same Dir	Property Damage Only	E Dark - Continuous	Clear	No Injuries	No Fatalities	PINE STREET	TUSCALOOSA ST
5642199	Florence	2015	April	20	6:00 PM to 6:59 PM	E Improper Crossing	Collision with Vehic	Single Vehicle Crash	Single Vehicle Crash	Suspected Serious In	Daylight	Clear	1 Injury	No Fatalities	PINE STREET	DR HICKS BLVD
7703131	Florence	2017	August	31	2:00 PM to 2:59 PM	E Swerved to Avoid V	E Collision with Cur	Single Vehicle Crash	Single Vehicle Crash	Suspected Serious In	Daylight	Clear	1 Injury	No Fatalities	PINE STREET	EDGEWOOD DR
5616973	Florence	2015	February	10	3:00 AM to 3:59 AM	DUI	E Ran Off Road Right	Single Vehicle Crash	Single Vehicle Crash	Suspected Minor Inju	E Dark - Spot Illumi	Clear	1 Injury	No Fatalities	PINE STREET	HALEY AVE
5608535	Florence	2015	January	25	3:00 AM to 3:59 AM	DUI	E Ran Off Road Left	Single Vehicle Crash	Single Vehicle Crash	Property Damage Only	E Dark - Spot Illumi	Clear	No Injuries	No Fatalities	PINE STREET	ALABAMA ST
9610728	Florence	2019	January	27	5:00 PM to 5:59 PM	E Over Correcting/Ov	E Ran Off Road Right	Single Vehicle Crash	Single Vehicle Crash	Property Damage Only	Dawn	Clear	No Injuries	No Fatalities	PINE STREET	ALABAMA ST
7633744	Florence	2017	March	25	11:00 AM to 11:59 AM	Other	E Collision with Oth	Single Vehicle Crash	Single Vehicle Crash	Property Damage Only	Daylight	Rain	No Injuries	No Fatalities	PINE STREET	CYPRESS MILL RD
9715529	Florence	2019	September	27	10:00 AM to 10:59 AM	E Swerved to Avoid V	E Collision with Cur	Single Vehicle Crash	Single Vehicle Crash	Property Damage Only	Daylight	Clear	No Injuries	No Fatalities	PINE STREET	CYPRESS MILL RD
9694295	Florence	2019	August	9	6:00 PM to 6:59 PM	DUI	E Crossed Centerline	Single Vehicle Crash	Single Vehicle Crash	Property Damage Only	Daylight	Clear	No Injuries	No Fatalities	PINE STREET	IRVINE AVE
7606380	Florence	2017	January	19	4:00 AM to 4:59 AM	E Aggressive Operati	E Ran Off Road Right	Single Vehicle Crash	Single Vehicle Crash	Property Damage Only	E Dark - Continuous	Rain	No Injuries	No Fatalities	PINE STREET	JACKSON RD
9610561	Florence	2019	January	27	2:00 AM to 2:59 AM	DUI	E Ran Off Road Right	Single Vehicle Crash	Single Vehicle Crash	Property Damage Only	E Dark - Continuous	Clear	No Injuries	No Fatalities	PINE STREET	JACKSON RD
9667426	Florence	2019	June	5	12:00 Noon to 12:59	Other	E Collision with Ani	Single Vehicle Crash	Single Vehicle Crash	Property Damage Only	Daylight	Cloudy	No Injuries	No Fatalities	PINE STREET	LELIA ST
6633638	Florence	2016	March	21	2:00 PM to 2:59 PM	E Fatigued/Asleep	Collision with Overh	Single Vehicle Crash	Single Vehicle Crash	Property Damage Only	Daylight	Clear	No Injuries	No Fatalities	PINE STREET	TENNESSEE ST
5629577	Florence	2015	March	17	3:00 PM to 3:59 PM	E Failed to Yield Ri	Collision with Vehic	Single Vehicle Crash	Single Vehicle Crash	Property Damage Only	Daylight	Clear	No Injuries	No Fatalities	PINE STREET	TUSCALOOSA ST