CARTER HILL ROAD
AND
COLLEGE STREET
STREETSCAPE
MASTER PLAN



FORESITE group

SLADE
ENVIRONMENTAL SERVICES | GENERAL CONTRACTING

TABLE OF CONTENTS

ACKNOWLEDGMENTS 03

CHAPTER 1 | INTRODUCTION 04

CHAPTER 2 | EXISTING CONDITIONS 05

CHAPTER 3 | COMMUNITY ENGAGEMENT 07

CHAPTER 4 | RECOMMENDATIONS 12

CHAPTER 5 | EXECUTIVE SUMMARY 15

CHAPTER 6 | APPENDICES 16

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Mayor's Message
Carter Hill Road and College Street Streetscape Master Plan
May 5, 2026

Dear Montgomery Residents,

Over the past two years, our Midtown Montgomery neighbors have worked closely with the City to reimagine important Midtown streets. Through public meetings, on-the-ground engagement, targeted outreach, media partnerships, and hundreds of resident interactions, we have shaped a shared vision for a safer, more connected, more vibrant Carter Hill Road and College Street streetscape. Whether you shared ideas in meetings, mailed in comments, took an online survey, or joined walk-arounds with city staff, you have helped guide every step of this effort.

Today, I am proud to share the Carter Hill Road & College Street Streetscape Master Plan. This community-driven initiative prioritizes safety, walkability, and neighborhood revitalization. This District 7 project, funded through American Rescue Plan Act (ARPA) funding, supports the goals of the Envision Montgomery 2040 Comprehensive Plan. As one of three plans of the Midtown Revitalization Initiative, we are working to strengthen commercial corridors and connect residents with the educational, cultural, and economic assets that define our city.

The plan strengthens pedestrian and bicycle infrastructure, expands access to public transit, reduces traffic conflict and elevates the character of this Midtown area. Planned improvements include wider sidewalks, designated bike lanes, safer crossings, more accessible bus stops, pedestrian-scaled lighting and landscaping, tree-lined pathways and welcoming public spaces. Together these changes will make it easier and safer for residents, students and visitors to move through Midtown, whether you are walking to class at Alabama State University or Huntingdon College, or patronizing local businesses in historic Old Cloverdale.

This effort reflects our city's commitment to broad and inclusive public participation. Engagement strategies included community meetings, targeted mailings, QR-code surveys, neighborhood association partnerships and online project updates. These approaches ensured residents and stakeholders had multiple ways to share meaningful input. The resulting plan reflects the ideas, concerns and aspirations you shared with us. Together, we have built a framework grounded in transparency, collaboration, and community pride.

Thanks to the community's involvement, the Planning Commission unanimously recommended approval of this plan in April 2026, and the City Council voted in May 2026 unanimously to approve it. This support underscores the momentum behind our shared vision for a stronger Midtown. Although funding for the full construction phases is still forthcoming, Montgomery is committed to advancing key segments, beginning with College Street and priority sections of Carter Hill Road.

As we move from planning toward implementation, I hope every resident sees their efforts reflected in this work. Your continued engagement and dedication helped move Montgomery forward and make us determined to tackle additional corridors throughout the city. Together, we are building safer streets, stronger neighborhoods, and a more connected, more vibrant Montgomery.

Sincerely,

Steven L. Reed
Mayor

ACKNOWLEDGMENTS

Foresite Group, LLC, in conjunction with Slade, LLC, would like to extend our gratitude to the elected officials, staff and all members of the City of Montgomery community who participated in the process of developing the Carter Hill Road And College Street Streetscape Master Plan for the City of Montgomery.

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CHAPTER 1
INTRODUCTION

1.1 WHY ARE WE DEVELOPING A STREETSCAPE MASTER PLAN?

Foresite Group, LLC and Slade Land Use Environmental and Transportation Planning, LLC, with the assistance of the City of Montgomery, Alabama Economic & Community Development team, went under contract in late 2024 and began developing a Streetscape Master Plan (Master Plan) for the Carter Hill Road and College Street corridors in early 2025.

The primary goal of the Master Plan is to provide the community with pedestrian and vehicular solutions for immediate and future needs. The planning team researched data, conducted meetings with citizens and staff, and put together comprehensive analysis of the pedestrian and vehicular challenges currently facing each of the corridors.

City elected officials, staff, and administrators provided essential information to assist in establishing this road map for the community. This information found in this Master Plan is intended to help clarify the community's vision for traffic improvements and guide future decision-making regarding planning and budgeting for the proposed recommendations.

Key components of the Master Plan are focused on:

- Implementation of traffic calming, enhanced pedestrian safety improvements, walkability, and bike access.
- Attracting businesses to the area and providing better pedestrian-business connectivity.
- Encouraging connectivity between campus amenities and adjacent neighborhoods where appropriate
- Promoting economic growth and enhancing property values.
- Supporting continued growth and development for the surrounding neighborhoods.
- Promoting universal design practices that meet the needs of the community.
- Developing a document that can be used to promote successful grant pursuits for construction of the proposed improvements.

1.2 PLANNING TIMELINE

The 6 month planning timeline underway is largely funded through the city's American Rescue Plan Act (ARPA) allocation, with hopes of securing additional grants for implementation. https://www.wsfa.comMontgomery ALWAKA 8.

The project is part of a broader set of ARPA-supported streetscape and infrastructure initiatives for District 7, overseen by Council Member Szymanski. Montgomery, AL.

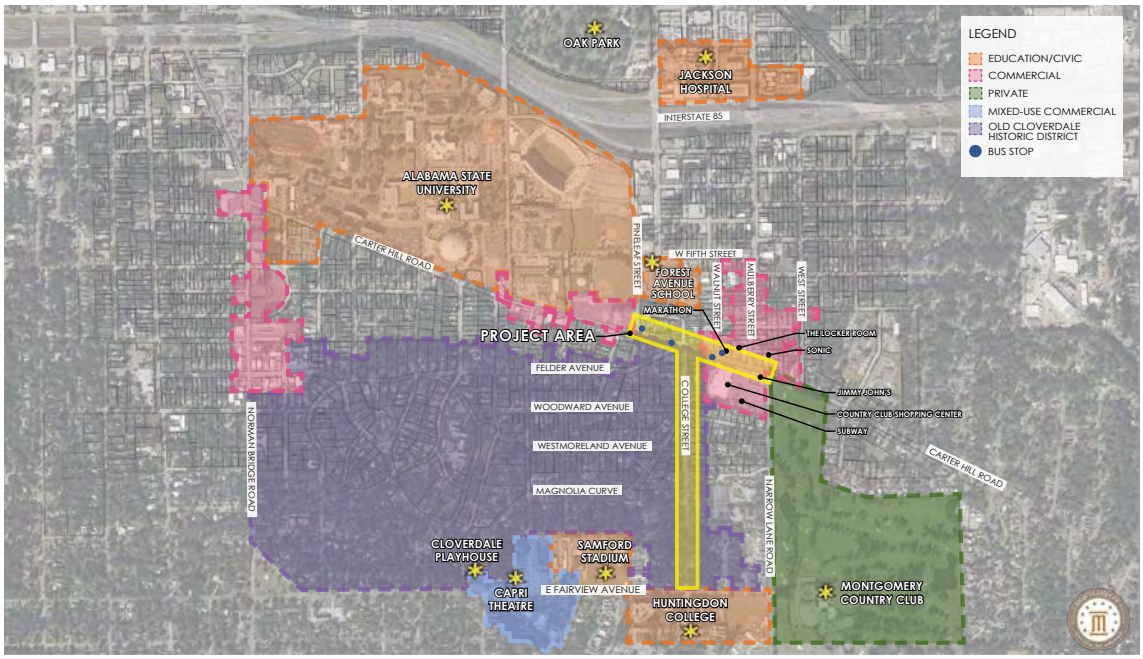
The project also aligns with Envision 2040 Comprehensive Plan goals to support neighborhood business districts and corridors, to align projects that might uplift Montgomery institutions of higher education, including in this project the Alabama State University and Huntingdon College, and to promote walkability and pedestrian safety.

The project also aids the concern caused by recent expansion of ASU dorms and Huntingdon off-campus housing which add increased pressure on and importance to the greater neighborhood to facilitate safe student pedestrian and bicycle experiences.



CHAPTER 2
EXISTING CONDITIONS

The Carter Hill Road & College Street Streetscape Master Plan encompasses Carter Hill Road from Narrow Lane Road to Pineleaf Street, along with College Street extending southward toward Huntingdon College. This corridor links key anchors like Alabama State University, Huntingdon College, and the historic Old Cloverdale residential area, with the businesses along Carter Hill Road and Mulberry Street.



2.1 CARTER HILL ROAD CORRIDOR

The Carter Hill Road corridor from Narrow Lane Road to Pineleaf Street draws from a steady base of students, healthcare professionals, and local residents. The Country Club Centre neighborhood shopping center, anchored by Winn Dixie (soon to be Aldi) and Dollar Tree boasts five points of access and sits prominently at the hard corner of Carter Hill Road and Narrow Lane Road. In addition to major anchors, the center hosts a diverse lineup of in-line tenants such as Subway, Wingstop, China Sea Kitchen, Naz Boutique & Spa, Pro Nails, Mutt Cuts, and Martin's Restaurant. In early 2025, First National Realty Partners (FNRP) acquired the Country Club Centre property, a 4.8-acre site, at the time approximately 85% leased.

Expanding beyond the shopping center, numerous businesses including Marathon (Quick Serve), The Locker Room (menswear & tux), American Lubefast, Jimmy John's, Burger King, African Hair Braiding, Sonic Drive-In, Montgomery Veterinary Associates, Havana Dreaming, and Touchdown Wings sit along Carter Hill Road. Nearby Mulberry Street offers numerous restaurants and businesses including Shashy's Bakery and Fine foods, Mystical Treasures Emporium, Stonecreek Dental, Perennial Restaurant, and I Do Bridal and Formal.

2.1.1 Roadway & Traffic

Carter Hill Road in this segment functions as a major east-west arterial. It carries steady commuter and local traffic, connecting neighborhoods with downtown Montgomery and Huntingdon College. Traffic volumes are moderate to high, with recurring congestion during peak school and work commute periods. City staff and local coverage repeatedly flag the Carter Hill area (near the Winn-Dixie(soon to be Aldi) as a problematic crossing environment where people currently cross without marked facilities, highlighting exposure risk for students and families. WAKA 8



CARTER HILL ROAD STREETSCAPE

2.1.2 Sidewalks & Pedestrian Facilities

Sidewalk coverage is inconsistent. Some stretches have narrow or deteriorating sidewalks, while other sections lack pedestrian infrastructure entirely. Crosswalks are limited and not always marked clearly, reducing safe pedestrian crossing opportunities. Sidewalk coverage is inconsistent, with notable gaps and missing marked crossings, especially near the Carter Hill–College Street node serving ASU, neighborhood schools, and the grocery store. Local officials describe the area as “not very pedestrian safe or friendly”. WAKA 8 Many segments lack ADA-compliant curb ramps, and crossings at minor intersections are largely unmarked.

2.1.3 Transit

There are four existing bus stops along Carter Hill Road and none of them have shelters. The Walnut Street/Marathon service station bus stop is heavily used and with little refuge from the traffic along Carter Hill Road. Due to the size and location of the entrance drives into the Marathon on both Carter Hill Road and Walnut Street, the bus stop is on an island surrounded by vehicular traffic on all sides.

The Walnut Street/Country Club Centre side was observed to be at an even more a highly constrained location due to its proximity to utility poles, stormwater infrastructure and adjacent topography.



2.1.4 Safety & Crashes

Crash data shows a concentration of rear-end and angle collisions, particularly at intersections with higher turning volumes. Pedestrian-involved crashes, while fewer in number, are a concern due to the lack of continuous sidewalks and safe crossings. The corridor has a history of serious crashes, including a fatal two-vehicle crash on Carter Hill Road in July 2024 and other injury crashes reported over the last decade. These incidents underscore a recurring safety problem along Carter Hill. https://www.wsfa.com

2.1.5 Streetscape & Environment

The corridor is lined with commercial properties, residential neighborhoods, and institutional land uses such as Alabama State University and Huntingdon College. There are opportunities for streetscape improvements such as lighting, landscaping, and traffic calming to support a safer, more walkable corridor.

2.2 COLLEGE STREET CORRIDOR

The College Street corridor is largely residential and is anchored by Carter Hill Road to the north and Huntingdon College at the southern side on East Fairview Avenue. Mary Ann Neeley Park, flanked by Magnolia Curve, is a small neighborhood park and sits about midway between Carter Hill Road and E. Fairview Avenue to the south.



COLLEGE STREET STREETSCAPE

2.2.1 Roadway & Traffic

College Street is a two-lane collector street serving the Old Cloverdale neighborhood traffic and providing direct access to Huntingdon College. Traffic is generally lighter than Carter Hill Road, but vehicle speeds can be elevated due to few calming features, especially near Magnolia Curve and the intersection at Navarro Street.

2.2.2 Sidewalks & Pedestrian Facilities

Currently, pedestrian movement along College Street is largely served by the urban trail pathway along College Street brought about by the "Placemaking and Livability Initiative." Sidewalks are not present along this corridor. Near Huntingdon College, sidewalks on East Fairview are actively used by students, faculty, and residents. Crosswalks exist at few key intersections, but lack ADA-compliant curb ramps. The intersection of College Street and East Fairview is currently planned for upgraded pedestrian and vehicular improvements.

2.2.3 Safety & Crashes

Fewer total crashes exist on College Street compared to Carter Hill Road, but pedestrian exposure is higher near Huntingdon College and Magnolia Curve, where speeding and limited pedestrian visibility near crossings contribute to safety risks.

2.2.4 Streetscape & Environment

The corridor is more residential in character. The existing tree canopy is inconsistent, while there are pockets of mature trees along the southern half of College Street, many areas on the northern half lack street trees to provide shade and promote walkability. Opportunities exist for enhanced pedestrian lighting, signage, and gateway treatments approaching Huntingdon College on the south and Alabama State University on the north.

2.3 SUMMARY

In summary, both corridors support significant vehicle traffic but lack continuous, high-quality pedestrian infrastructure. Carter Hill Road faces congestion and higher crash frequency, while College Street serves a more pedestrian-oriented college environment but needs safety upgrades for walkers and cyclists.

CHAPTER 3
COMMUNITY ENGAGEMENT & PUBLIC MEETINGS

Community input is an essential part of an infrastructure master plan process. The planning team assembled documents, walked the corridors, conducted several in depth interviews including with businesses and residents, and led two well-attended public meetings that allowed citizens to provide input on possible changes needed for the Carter Hill Road and College Street corridors.

In addition, City staff in the Department of Economic & Community Development regularly shared upcoming meeting notices at stakeholder meetings, fielded questions and comments from citizens throughout the process, and created a QR Code to direct citizens to a City project website that included updates and documents so that citizens could track the process clearly. City of Montgomery social media blasted the meetings notices on citywide social media, neighborhood association distribution lists, and promoted them with local media outlets.

CURRENT PROJECTS

3.1 PUBLIC MEETING #1

The first public meeting, a community meeting held at the Country Club Shopping Center, was held on April 22, 2025. The meeting was deliberately held in a vacant storefront in the Country Club Shopping Center to ensure that participants would be very focused on the issues of that segment of Carter Hill Road, to help promote the adjacent clothing boutique and surrounding businesses, and to help promote the empty space itself to potential future occupants. Meeting flyers were posted on site, distributed at Alabama State University, and delivered to businesses and residents during the month before the meeting. This open house meeting provided residents and city planners several hours to exchange ideas on potential improvements. Existing conditions were presented on displayed maps as well as imagery of proposed industry recommended solutions. A full list of the materials provided at this meeting can be found in the appendix.



Comment cards were provided at the meeting for each of the corridors and attendees were encouraged to respond in writing. A summary of the resident responses are provided below and the comment cards in their entirety are provided in the appendix. Overwhelmingly, safety concerns were the primary theme of the responses. Some notable comments include that there are currently no crosswalks near key points in the corridor, such as around bus stops and schools, forcing pedestrians, including parents with strollers, to dash across busy streets. And that the intersection safety issues at Carter Hill and College Streets are particularly pronounced.



Residents want Carter Hill Road and College Street to be safer, more pedestrian-friendly, and visually appealing, with better walking/biking infrastructure and traffic management. Many residents noted that they typically drive due to safety concerns and lack of pedestrian infrastructure, but would walk and shop locally more often if Carter Hill Road was safer and more pedestrian-friendly. Residents responding to the College Street comment cards also rely on cars but would walk more if it was safer, slower, better lit, and had continuous sidewalks and walking and biking paths. All of these improvements were anticipated to make the corridors more walkable and livable.

The City noted the opportunity to not only improve safety but also to help drive economic activity by improving the pedestrian link between local businesses along Carter Hill and Mulberry Street, with nearby residential and campus areas.

3.1.1 Public Meeting#1 Comment Card Summary – Carter Hill Road

Q1 – What mode of transportation did you used to attend the public meeting today?



- Most respondents primarily travel by car.
- A small minority walk, bike, or carpool.

Q2 – How many times per month do you walk within this project area?

- Many walk rarely or never.
- A smaller group walks 5–20+ times per month.

Q3 – What is your primary destination within this project area?

- Common destinations include Winn-Dixie, Country Club Shopping Center (CCSC), ASU, home, local restaurants, and service businesses.

Q4 – From a pedestrian standpoint, what changes would you like within this project area?

- Top priorities: safety, sidewalks, crosswalks, traffic calming, lighting, and beautification (trees, landscaping, trash bins).
- Calls for bike lanes and ADA-accessible crossings.



Q5 – If you could walk to Country Club Shopping Center (CCSC), would you patronize these businesses more?

- Many say they would shop more at CCSC if the area were more walkable; some remain unsure or would not.

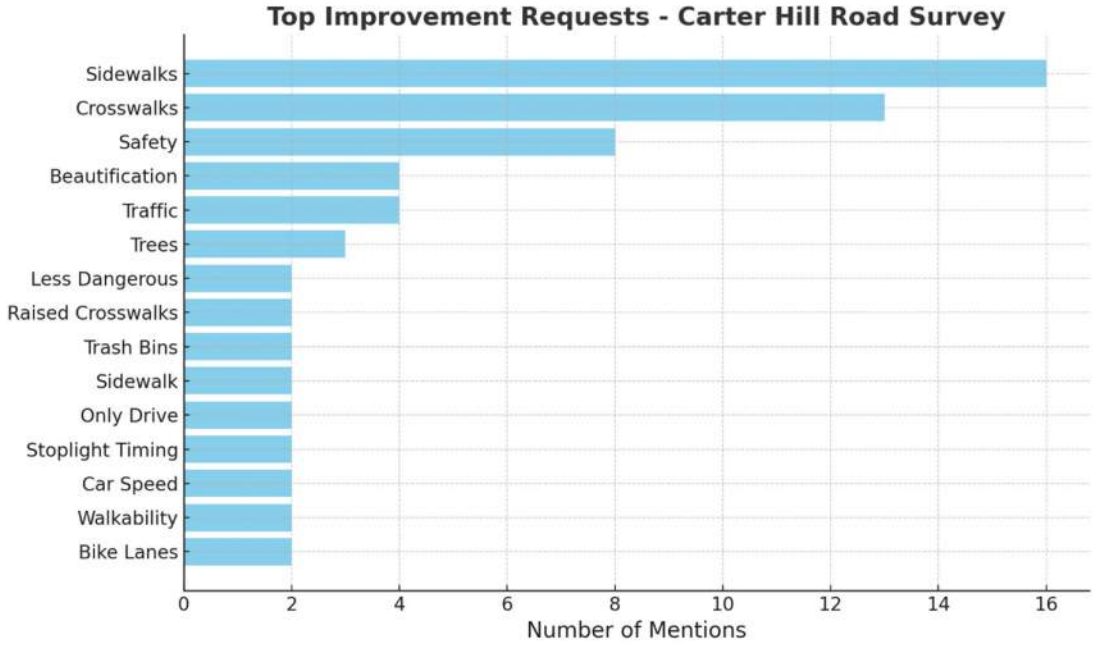
Q6 – What areas of Carter Hill Road do you find unsafe?

- Frequent mentions of sections without sidewalks, high-risk intersections (College St, Narrow Lane Rd, Mulberry), and areas with heavy traffic or poor visibility.

Q7 – What improvements would you like to see on Carter Hill Road? What improvements would have to occur for you to walk more often?

- Strong desire for improved safety measures (better lighting, traffic control, enforcement).
- Expanded sidewalk network, protected crosswalks, and bike/pedestrian paths tied to existing trails.
- Traffic calming (roundabouts, slower speeds, reduced congestion) and beautification to create a more inviting streetscape.

Top improvement requests for Carter Hill Road are noted in the graph below, based upon number of mentions in the comment cards the team received.



3.1.2 Public Meeting#1 Comment Card Summary – College Street

Q1 – What mode of transportation did you used to attend the public meeting today?

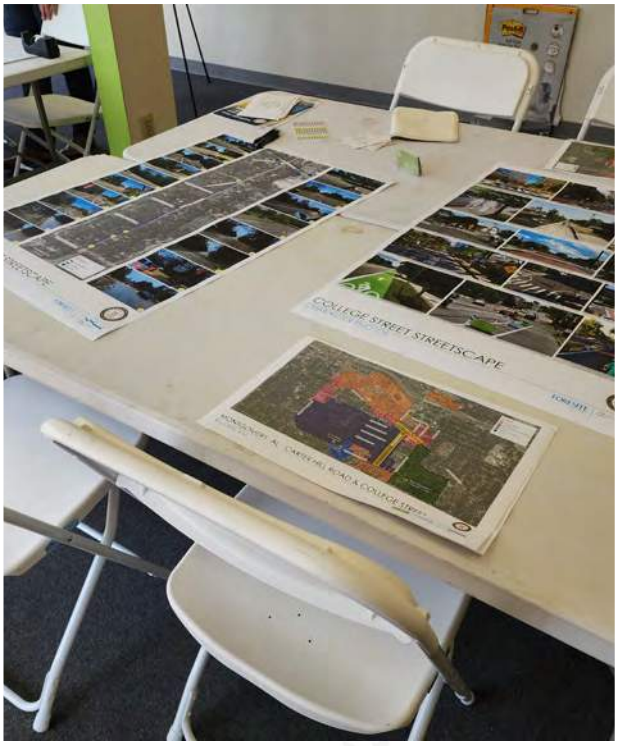


- Car dominates as the primary mode of transportation.
- Carpool is rare, mentioned only twice.
- Walking is limited, with just two respondents using it as their main mode.

Q2 – How many times per month do you walk within this project area?

- Mixed responses: several walk 20–60 times/month (frequent walkers), but many walk less than 5 times/month or not at all.
- Some walk primarily for recreation or errands, others rarely due to safety and infrastructure issues.

Q3 – What is your primary destination within the project area?



- Most common: Winndixie, parks (Cloverdale Park, Neeley Park), and Country Club Shopping Center (CCSC).
- Others: Huntingdon College, restaurants, grocery stores, friends' homes, and trails.

Q4 – From a pedestrian standpoint, what changes would you like within this project area?

- Pedestrian infrastructure: More sidewalks, walking lanes, crosswalks, raised crosswalks, and protected pedestrian areas.
- Traffic calming: Slower speeds, speed bumps, stop signs, and road diets.
- Beautification: Trees, flowers, landscaping, cleaner streets.
- Safety features: Lighting, cameras, better bike lane separation, prohibiting street parking in walking lanes.

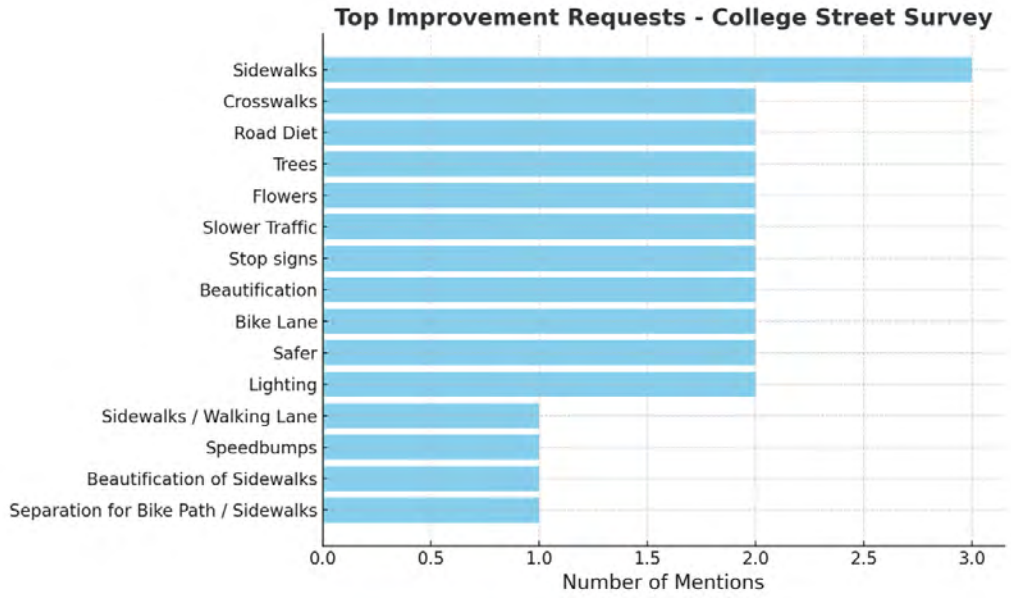
Q5 – What areas of College Street do you find unsafe?

- Most common hazard: "All" or most of the street—particularly Carter Hill intersection and key crossings.
- Other issues: speeding, narrow roads, poor bike lane design, parked cars blocking walking lanes, and unsafe intersections.

Q6 – What improvements would you like to see in being more involved on College Street? What improvements would have to occur, in order for you to walk more often?

- Infrastructure upgrades: Sidewalks, bike/walk paths, lighting, landscaping, and better street separation.
- Traffic control: Stop signs, roundabouts, narrower lanes, speed limit enforcement, and speed bumps.
- Safety measures: Better pedestrian protection, police presence, cleaner environment.
- Connectivity: Easier and safer access to Winndixie Shopping Center, trails, and other local destinations.

Top improvement requests for College Street are noted in the graph below, based upon number of mentions in the comment cards the team received.



3.2 PUBLIC MEETING #2

The second public meeting was held on July 10, 2025, at the Montgomery Interpretative Center immediately west of the project area and located within the campus of Alabama State University. To amplify the work of the planning team, City staff in Economic and Community Development also mailed direct meeting notices to two hundred individual property owners of record for all parcels fronting the corridors, in addition



to notices for all of the attendees at the first public meeting. The first portion of the meeting featured a presentation focused on outlining the proposed improvements along the corridors, followed by an open forum question and answer session, and a break-out discussion to allow residents to view printed design concepts and to speak with the planning team face to face. A full list of the materials provided at this meeting can be found in the appendix.

Comment cards were provided at the meeting, broken out by each of the corridors and attendees were encouraged to respond in writing. A summary of the resident responses are provided below and the comment cards in their entirety are provided in the appendix. Most residents agreed that the improvements shown in the draft master plan reflected their desired improvements. Similarly to the first public meeting, residents again expressed that they wanted a strong emphasis on slowing traffic, improving pedestrian and bike safety, upgrading sidewalks, and enhancing the overall appearance of both corridors.

3.2.1 Public Meeting #2 Comment Card Summary – Carter Hill Road

Q1 – Does the master plan reflect the desired improvements?

- Most respondents felt the master plan (MP) generally reflects desired improvements, with several saying “yes” outright and others saying “mostly” but identifying areas for enhancement.

Q2 – If not, what would you like to see better addressed?

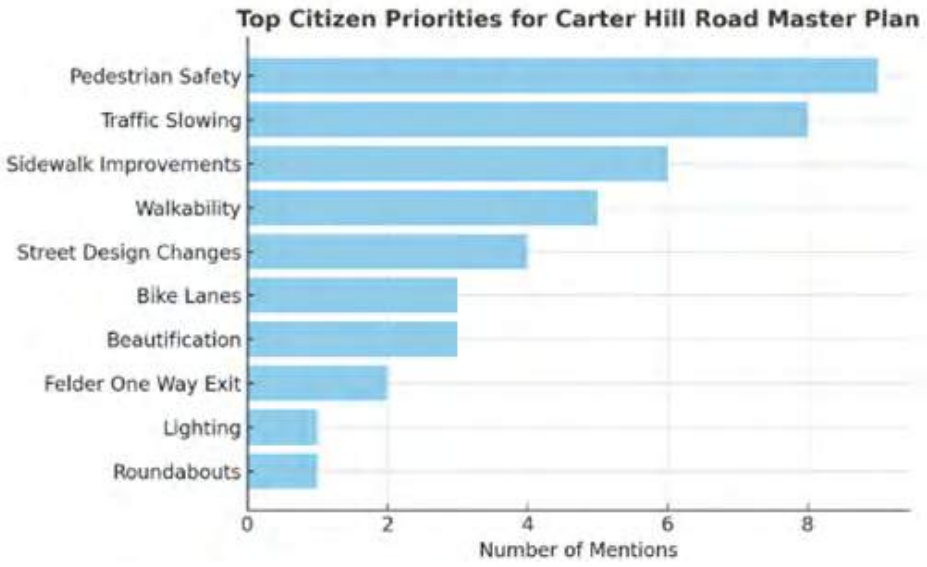
- Traffic calming: Speed bumps, more stop signs, roundabouts, police presence
- Pedestrian safety: Crosswalks, better lighting, safer crossings
- Walkability and bike access: Sidewalks, bike lanes
- Street design changes: Remove center turn lane, limit access/left turns from side streets, move bus stops
- Beautification: Landscaping and aesthetic upgrades



Q3 – Which part of the plan would provide the best benefit to the citizens of Montgomery?

- Pedestrian safety & walkability (most frequently cited)
- Sidewalk improvements (including crosswalks)
- Traffic slowing for safer travel
- Specific design improvements (Felder one-way exit, roundabouts)
- Beautification for community appeal

Top citizen priorities for Carter Hill Road are noted in the graph below, based upon number of mentions in the comment cards the team received.



3.2.2 Public Meeting#2 Comment Card Summary – College Street

Q1 – Does the master plan reflect the desired improvements?

- 14 said "Yes" – feel the master plan reflects desired improvements.
- 4 said "Partially" – plan addresses some, but not all, priorities.
- 1 said "Mostly" – close to complete but minor adjustments needed.



Q2 – If not, what would you like to see better addressed?

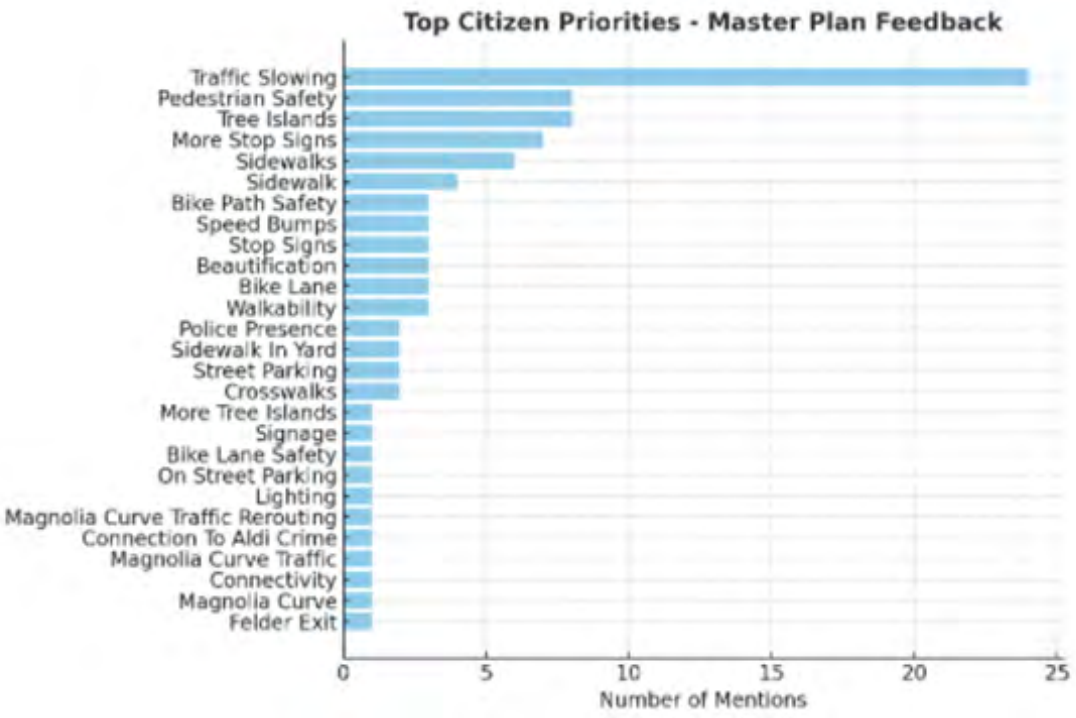
- Traffic slowing (most common theme): stop signs, speed bumps, signage, police presence.
- Bike path safety (better separation and protection).

- Pedestrian safety (crosswalks, sidewalk improvements, lighting).
- Street design changes: tree islands, on-street parking adjustments, Magnolia Curve traffic rerouting.
- Connectivity (linking sidewalks/bike paths to destinations like Aldi).
- Beautification (aesthetic and green improvements).

Q3 – Which part of the plan would provide the best benefit to the citizens of Montgomery?

- Traffic slowing (frequently tied to safety improvements).
- Sidewalks and walkability (including crosswalks, better pedestrian infrastructure).
- Tree islands (both beautification and safety benefits).
- Pedestrian safety (safer crossings, visibility, protection).
- Bike lanes and connectivity (safer cycling routes, linking neighborhoods).
- Specific design features: Magnolia Curve improvements, Felder Exit enhancements.

Top citizen priorities for College Street are noted in the graph below, based upon number of mentions in the comment cards the team received.



3.3 SUMMARY

Overall the feedback received showed the master plan recommendations were widely supported and aligned with priorities. Citizens expressed that they want stronger action on traffic calming, pedestrian and bicycle safety, and green/street design improvements. Sidewalks, tree islands and beautification stand out as highly valued features. Numerous business owners in the Carter Hill Road corridor directly addressed the planning team during both public meetings in support of safe and consistent pedestrian infrastructure and beautification improvements, allowing pedestrians and local citizens the ability to frequent their businesses more readily. Representatives from both Alabama State University and Huntingdon College attended the public meetings, and Huntingdon College President Anthony Leigh spoke specifically about the importance of a safe and attractive Carter Hill Road and College Street for the recruitment and retention of college students to Montgomery.

The streetscape master plan was presented to and reviewed by the Architectural Review Board on October 28, 2025. The proposals were met with overwhelming support with key comments focused on the details for specific implementation including how to deal with utilities and power poles, the width of tree islands, the types of trees, and, the importance of the work for overall livability in the historic district. The City presented the Carter Hill Road and College Street Streetscape Master Plan to the City of Montgomery Planning Commission on April 23, 2026, and held a public hearing with comments from local citizens and business owners. The Plan was recommended unanimously for approval by the Planning Commission.





CHAPTER 4
RECOMMENDATIONS

4.1 PRIORITIES

The planning team, consisting of planners, landscape architects, and engineers developed draft recommendations based upon site observations, data and input provided by the City of Montgomery, and the initial public open house meeting. This data was compiled and presented at the second public meeting, along with draft concept designs, illustrating how to address the priorities of the citizens of Montgomery. Industry standards for pedestrian and traffic engineering principles were utilized to assemble the following list of final recommendations. In addition to the two public meetings conducted, the team made several attempts on outreach to many other shareholder groups. Together with final input from the leaders for the City of Montgomery, the planners will use this master plan document to develop funding initiatives to best determine the implementation of final engineering drawings and construction of the improvements. After a review of all data and input, findings from the master plan process suggest that the top three priorities for both the Carter Hill Road and College Street corridors include:

- Improved pedestrian safety
- Traffic calming devices
- Sidewalk Improvements

Secondary to this primary focus, several other notable desires included:

- Connectivity
- Beautification
- Bike paths

4.2 ROADWAY IMPROVEMENTS PLAN ALIGNMENT

The proposed plan has extensive plan connection and alignment for improvements to related city plans and documents. Some of the overlapping topics of improvement include:

4.2.1 Pedestrian Safety

- **Add high-visibility crosswalks, curb extensions, and median refuge islands** at priority pedestrian corridors to shorten crossing distances and improve visibility. (Final Walk Bike River Region, p. 187).
- **Adopt "Complete Streets" policies** to ensure all roadway projects include safe and accessible facilities for pedestrians (MO Comprehensive Plan, p. 93).

- **Enhance safe connections to Alabama State University and surrounding neighborhoods** through better crosswalks and signalized intersections (ASU Focus 2030, p. 56).
- **Implement pedestrian-scale lighting** along streets with high walking demand, especially near schools, transit stops, and commercial nodes (Final Walk Bike River Region, p. 188).

4.2.2 Traffic Calming

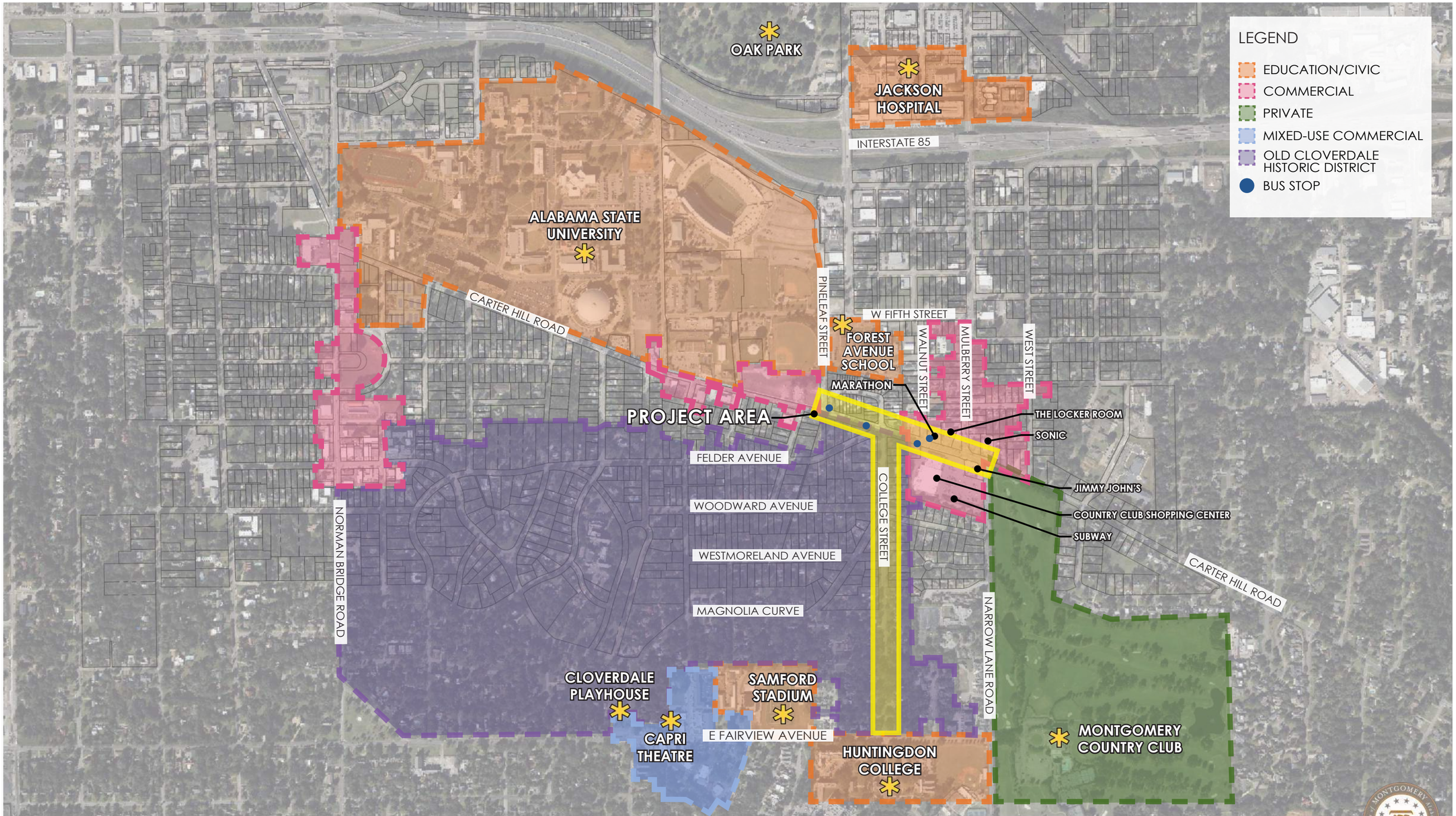
- **Install raised crosswalks and speed tables** in residential and school-adjacent areas (River Region Trails Master Plan, p. 186).
- **Narrow travel lanes** and add landscaped medians to reduce vehicle speeds and create safer environments for people walking and biking (Final Walk Bike River Region, p. 187).

4.2.3 Sidewalk & Walkability Improvements

- **Develop continuous pedestrian connections to trails, parks, and civic destinations** to encourage walking for daily needs (River Region Trails Master Plan, p. 108).
- **Fill gaps in the sidewalk network** and prioritize ADA-compliant curb ramps in underserved neighborhoods (Final Walk Bike River Region, p. 76).
- **Create shaded walking routes** by adding tree canopy and landscaping along sidewalks (MO Comprehensive Plan, p. 89).

4.2.4 Beautification & Placemaking

- **Design streets based on context-sensitive typologies**—urban core streets, neighborhood connectors, and parkway boulevards—with specific pedestrian and bicycle infrastructure standards (Final Walk Bike River Region, p. 108)
- **Incorporate public art, banners, and wayfinding signage** to enhance the walking experience and foster neighborhood identity (MO Comprehensive Plan, p. 92).
- **Add landscaped buffers between sidewalks and roadways** for both safety and aesthetic value (River Region Trails Master Plan, p. 184).
- **Use lighting, landscaping, and furniture** to create inviting public spaces along key pedestrian corridors (ASU Focus 2030, p. 57).
- **Implement "Green Streets" designs** that incorporate stormwater features, trees, and pedestrian amenities (MO Comprehensive Plan, p. 89).



MONTGOMERY, AL - CARTER HILL ROAD & COLLEGE STREET

REGIONAL MAP

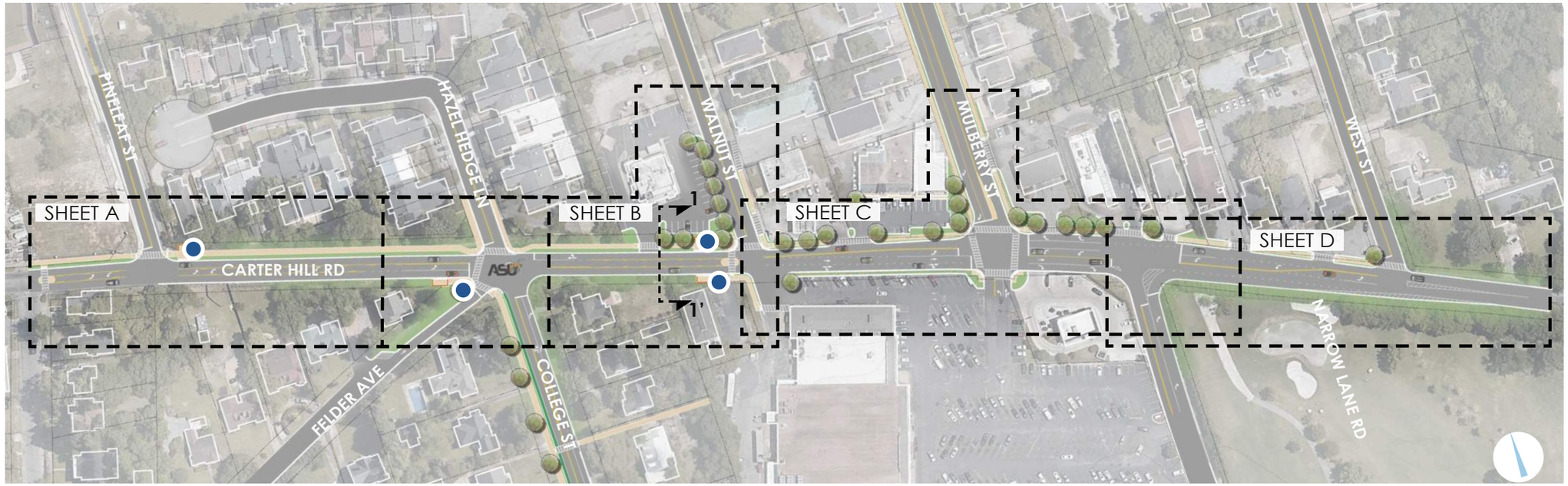
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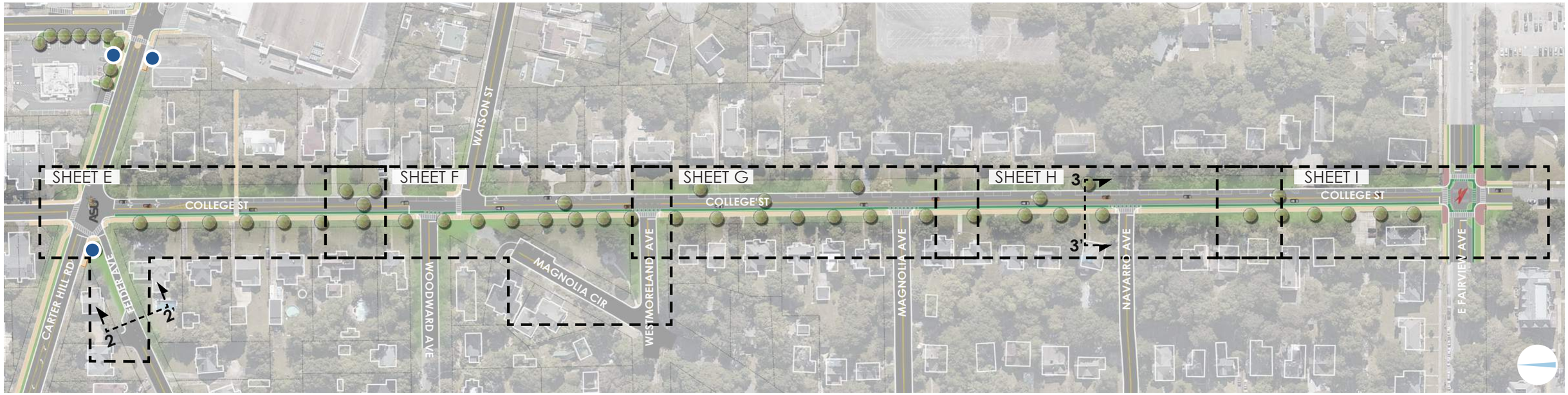
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LEGEND

- BUS STOP
- DRIVEWAY
- LANDSCAPE STRIP
- CONCRETE SIDEWALK
- SHADE TREE

CARTER HILL ROAD STREETSCAPE



COLLEGE STREET STREETSCAPE

OVERALL CONCEPT

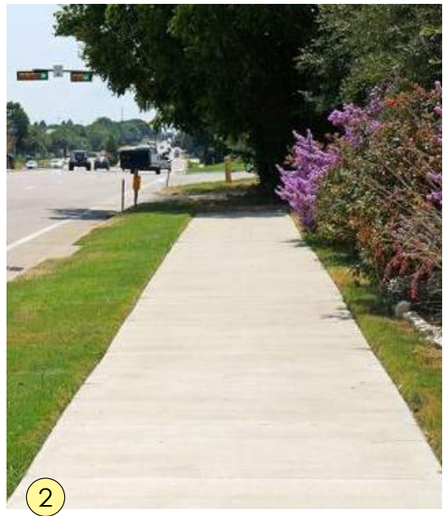
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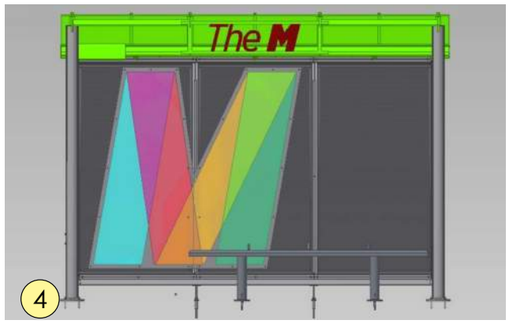
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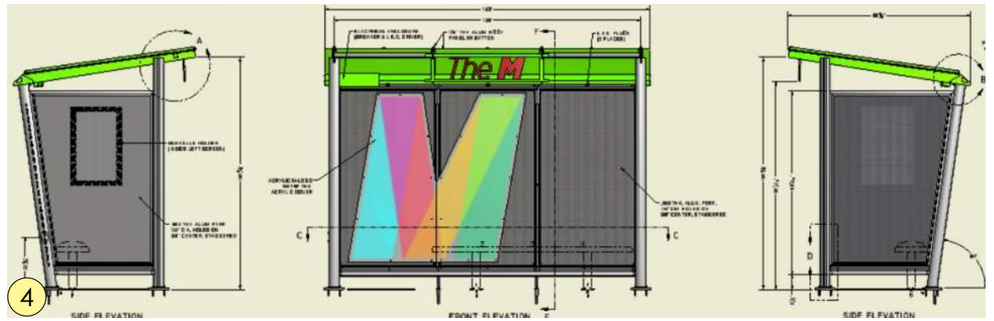
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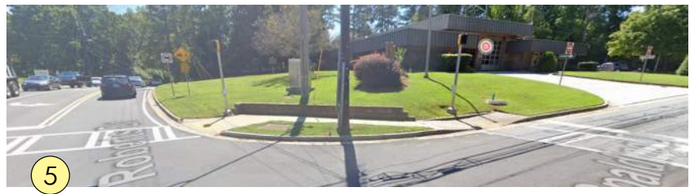
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LEGEND

1. 5.5' WIDE LANDSCAPE STRIP
2. 6' WIDE CONCRETE SIDEWALK
3. CROSSWALK
4. BUS STOP W/ SHELTER
5. PEDESTRIAN REFUGE AREA
6. ONE-WAY EB ONLY



CARTER HILL ROAD STREETSCAPE

CONCEPT - SHEET A

SLADE ENVIRONMENTAL CONSULTING | GENERAL CONTRACTING

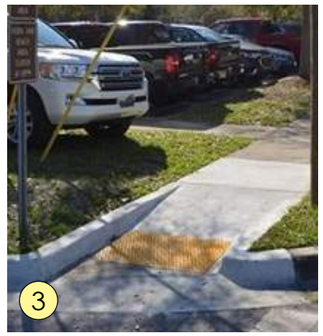
FORESITE group

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LEGEND

1. 5.5' WIDE LANDSCAPE STRIP
2. LANDSCAPE BUFFER W/ TREES
3. 6' WIDE CONCRETE SIDEWALK
4. CROSSWALK
5. MID-BLOCK CROSSING
6. BUS STOP SIGN RELOCATION)
7. BUS STOP W/ SHELTER
8. PEDESTRIAN REFUGE AREA
9. ONE-WAY EB ONLY
10. PUBLIC PARALLEL PARKING
11. COMMERCIAL DRIVEWAY ACCESS
12. CCSC PEDESTRIAN CONNECTION
13. ASU LOGO (PROPOSAL WOULD NEED ADDITIONAL INPUT AND CONVERSATIONS WITH ASU)



CARTER HILL ROAD STREETSCAPE

CONCEPT - SHEET B

SLADE

FORESITE group

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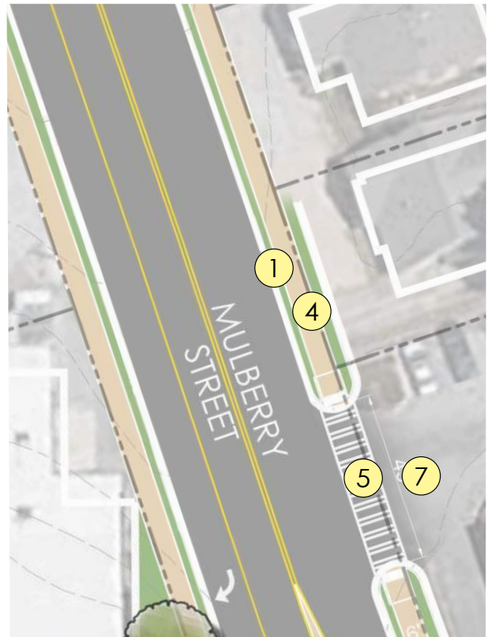
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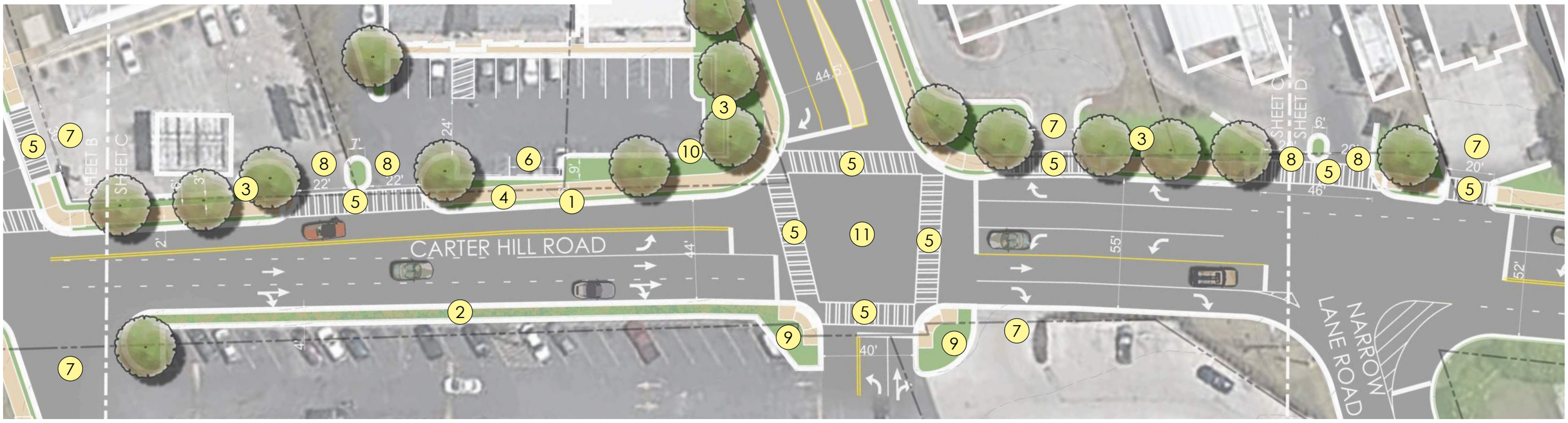






LEGEND

1. 2’ WIDE LANDSCAPE STRIP
2. 4’ WIDE LANDSCAPE STRIP
3. LANDSCAPE BUFFER W/ TREES
4. 6’ W CONCRETE SIDEWALK
5. CROSSWALK
6. PARALLEL PARKING
7. COMMERCIAL DRIVEWAY ACCESS
8. DIVIDED COMMERCIAL DRIVEWAY ACCESS
9. CONNECTION TO INTRA-PROPERTY PEDESTRIAN CORRIDOR
10. IMPROVEMENTS SHOWN OUTSIDE THE ROW WOULD REQUIRE PROPERTY ACQUISITION
11. ADJUST TRAFFIC SIGNAL TIMING TO ACCOMMODATE INFRASTRUCTURE IMPROVEMENTS



CARTER HILL ROAD STREETSCAPE

CONCEPT - SHEET C

SLADE ENVIRONMENTAL CONSULTING | GENERAL CONTRACTING

FORESITE group

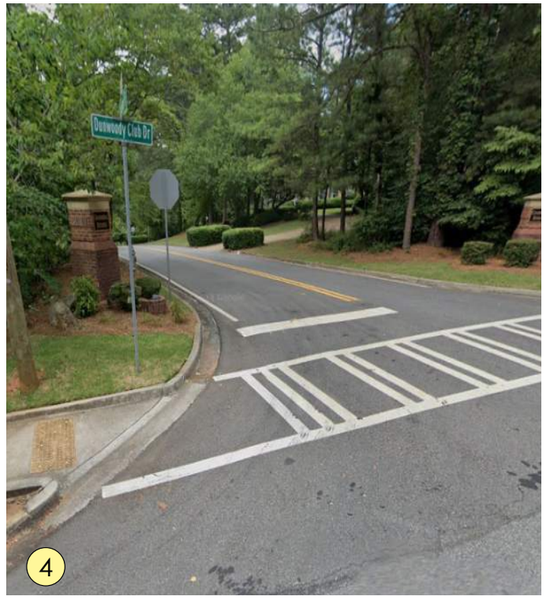
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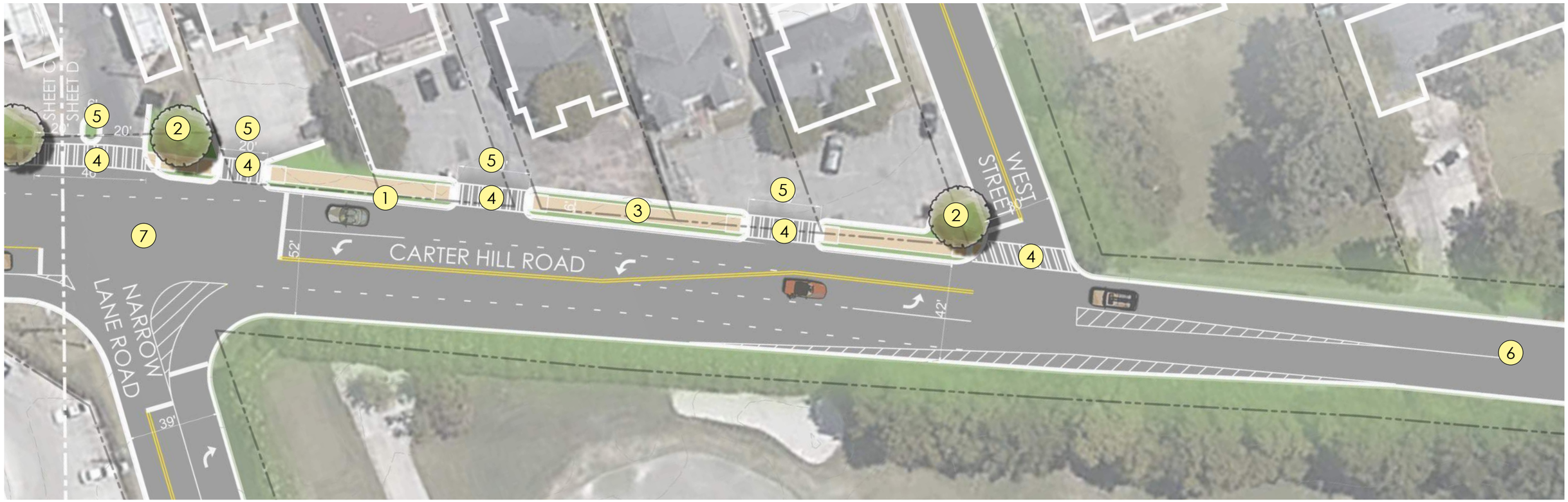






LEGEND

1. 2' W LANDSCAPE STRIP
2. LANDSCAPE BUFFER W/ TREES
3. 6' W CONCRETE SIDEWALK
4. CROSSWALK
5. COMMERCIAL DRIVEWAY ACCESS
6. END OF PROPOSED IMPROVEMENTS
7. ADJUST TRAFFIC SIGNAL TIMING TO ACCOMMODATE INFRASTRUCTURE IMPROVEMENTS



CARTER HILL ROAD STREETSCAPE

CONCEPT - SHEET D

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ENVIRONMENTAL CONSULTING | GENERAL CONTRACTING

FORESITE group

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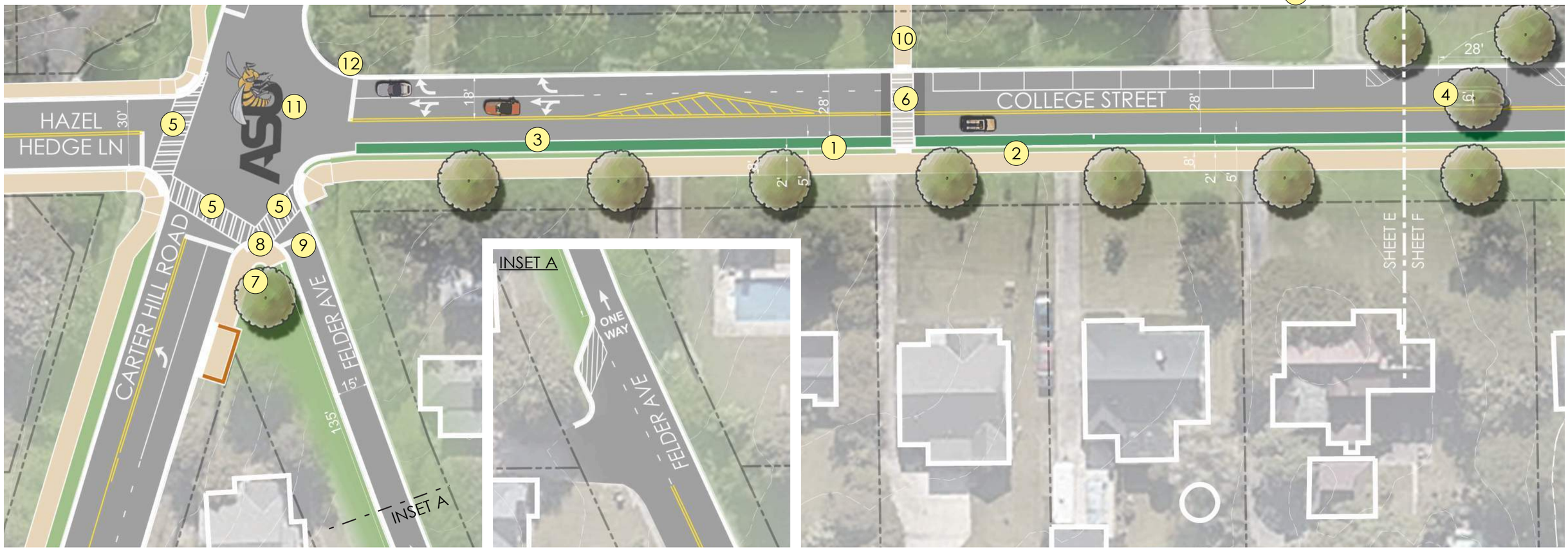






LEGEND

1. 2’ WIDE LANDSCAPE STRIP
2. 6’ WIDE CONCRETE SIDEWALK
3. 5’ WIDE BIKE LANE
4. 6’ x 28’ TRAFFIC CALMING ISLANDS
5. CROSSWALK
6. RAISED CROSSING
7. BUS STOP W/ SHELTER
8. PEDESTRIAN REFUGE AREA
9. ONE-WAY EB ONLY
10. SHOPPING PLAZA ACCESS TRAIL (ACQUISITION OF EASEMENT)
11. ASU LOGO
12. “NO TRUCK ACCESS” SIGNAGE



COLLEGE STREET STREETSCAPE

CONCEPT - SHEET E

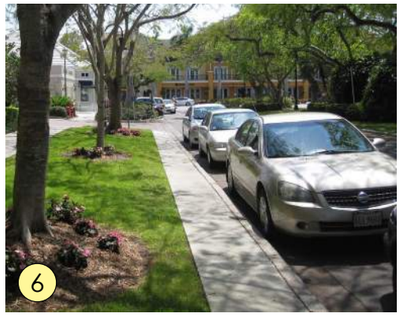
SLADE ENVIRONMENTAL CONSULTING | GENERAL CONTRACTING

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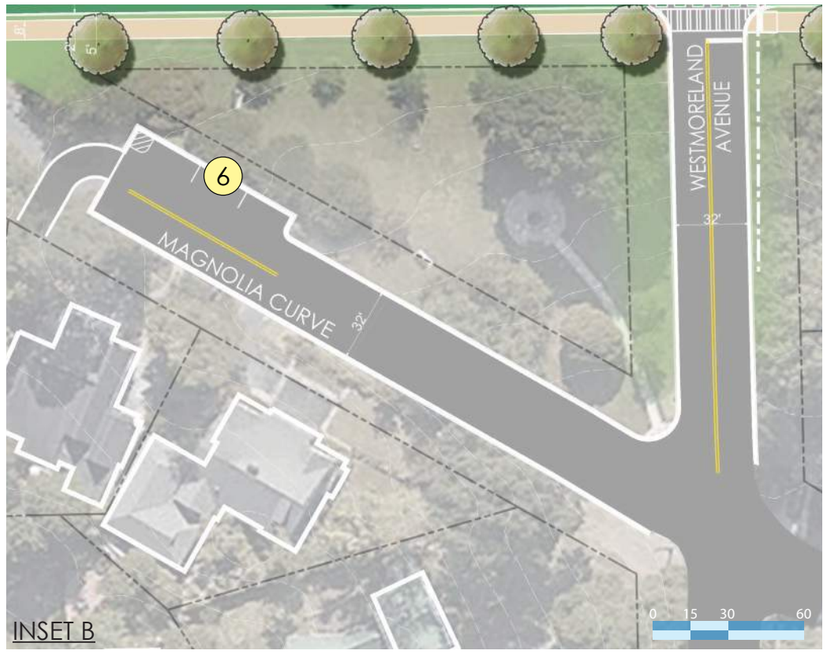






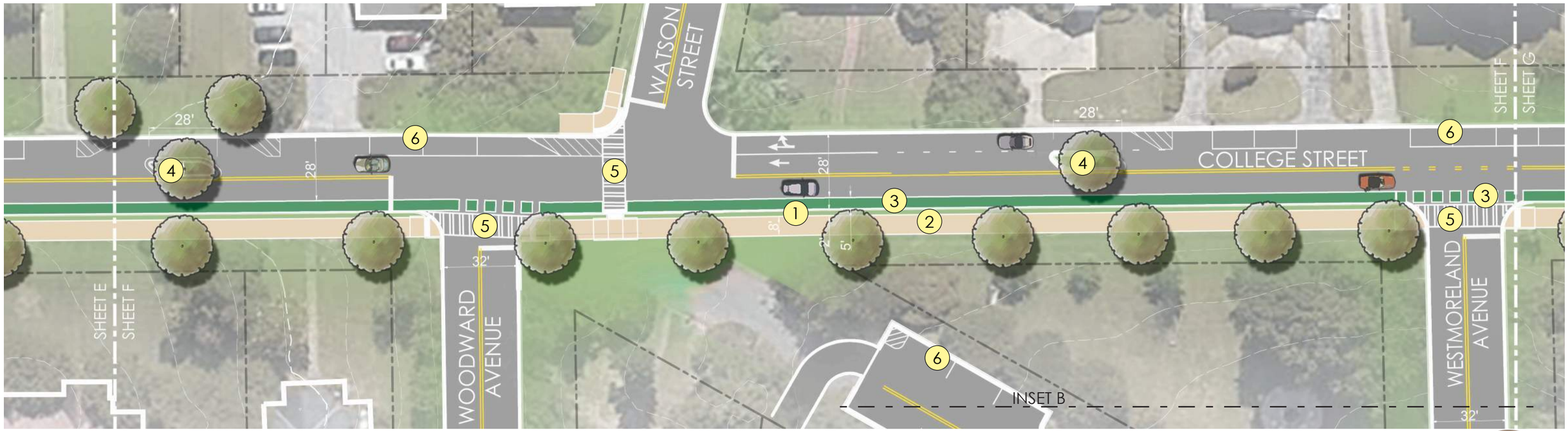






LEGEND

1. 2' WIDE LANDSCAPE STRIP
2. 6' WIDE CONCRETE SIDEWALK
3. 5' WIDE BIKE LANE
4. 6' x 28' TRAFFIC CALMING ISLANDS
5. CROSSWALK
6. PUBLIC PARALLEL PARKING



COLLEGE STREET STREETSCAPE

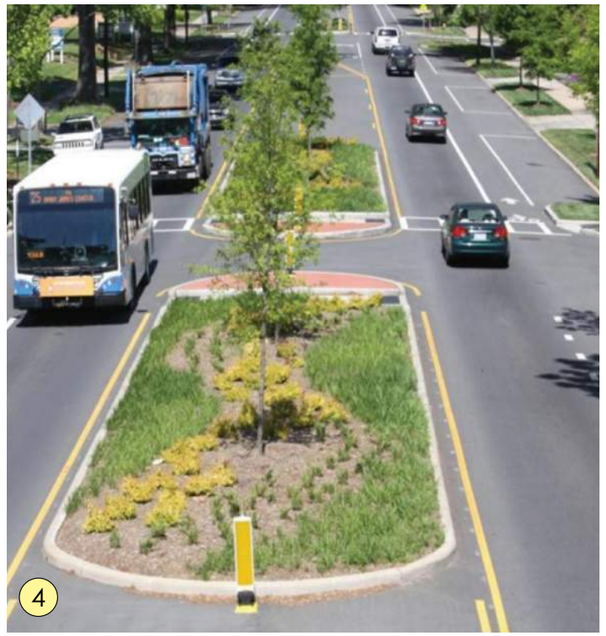
CONCEPT - SHEET F

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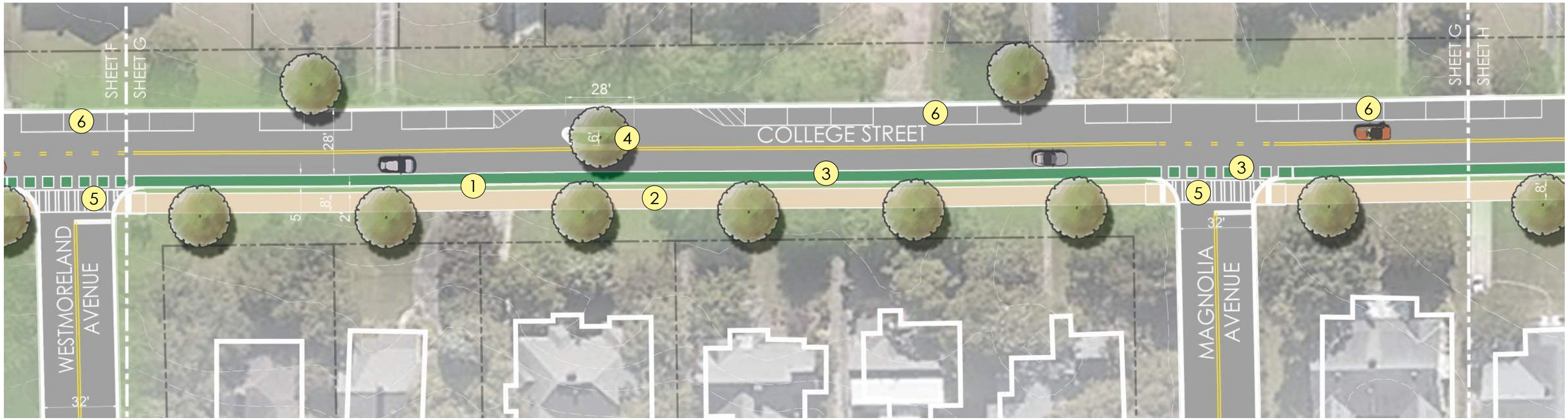






LEGEND

1. 2’ WIDE LANDSCAPE STRIP
2. 6’ CONCRETE SIDEWALK
3. 5’ WIDE BIKE LANE
4. 6’ x 28’ TRAFFIC CALMING ISLANDS
5. CROSSWALK
6. PUBLIC PARALLEL PARKING



COLLEGE STREET STREETSCAPE

CONCEPT - SHEET G

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LEGEND

1. 2’ WIDE LANDSCAPE STRIP
2. 6’ CONCRETE SIDEWALK
3. 5’ WIDE BIKE LANE
4. 6’ x 28’ TRAFFIC CALMING ISLANDS
5. CROSSWALK
6. PUBLIC PARALLEL PARKING



COLLEGE STREET STREETSCAPE

CONCEPT - SHEET H

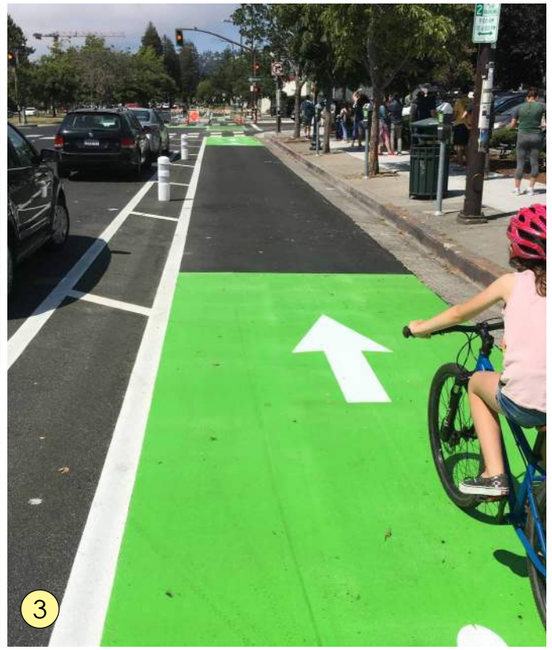
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ENVIRONMENTAL CONSULTING | GENERAL CONTRACTING

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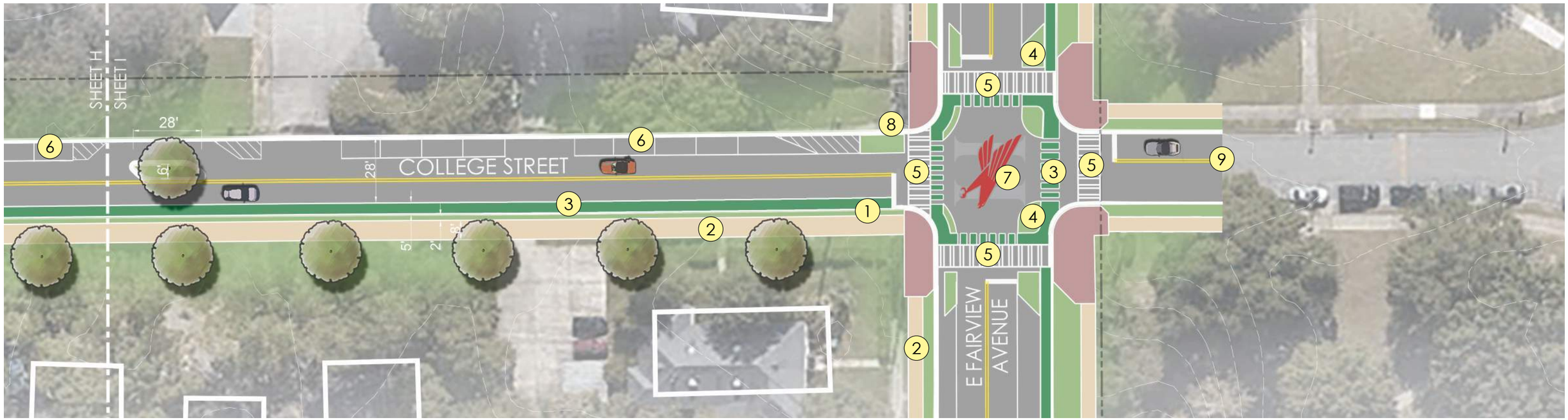






LEGEND

1. 2’ WIDE LANDSCAPE STRIP
2. 6’ CONCRETE SIDEWALK
3. 5’ WIDE BIKE LANE
4. 6’ x 28’ TRAFFIC CALMING ISLANDS
5. CROSSWALK
6. PUBLIC PARALLEL PARKING
7. HUNTINGDON COLLEGE LOGO (PROPOSAL WOULD NEED ADDITIONAL INPUT AND CONVERSATIONS WITH HUNTINGDON COLLEGE)
8. “NO TRUCK ACCESS” SIGNAGE
9. END OF PROPOSED IMPROVEMENTS



COLLEGE STREET STREETSCAPE

CONCEPT - SHEET I

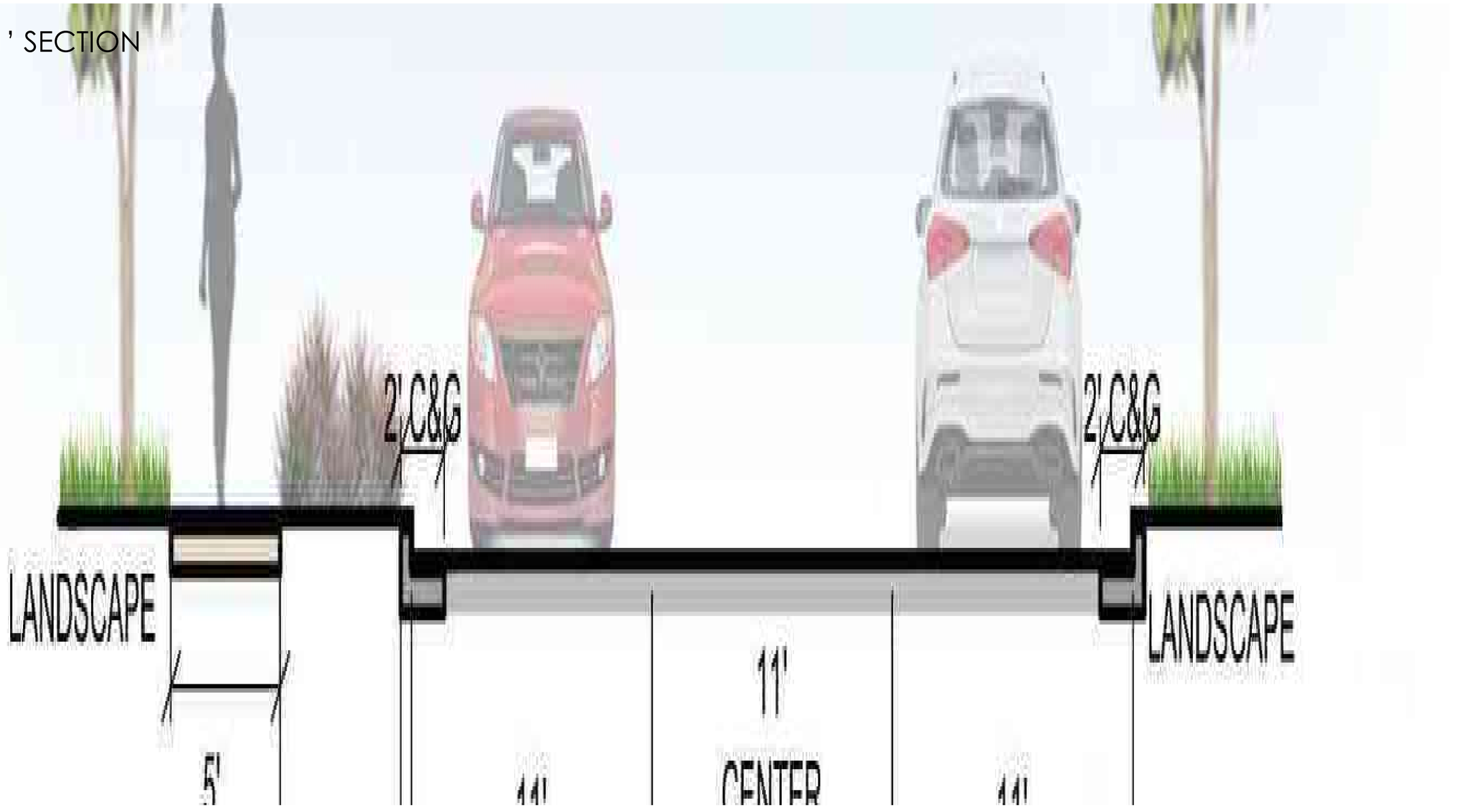
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ENVIRONMENTAL CONSULTING | GENERAL CONTRACTING

FORESITE group

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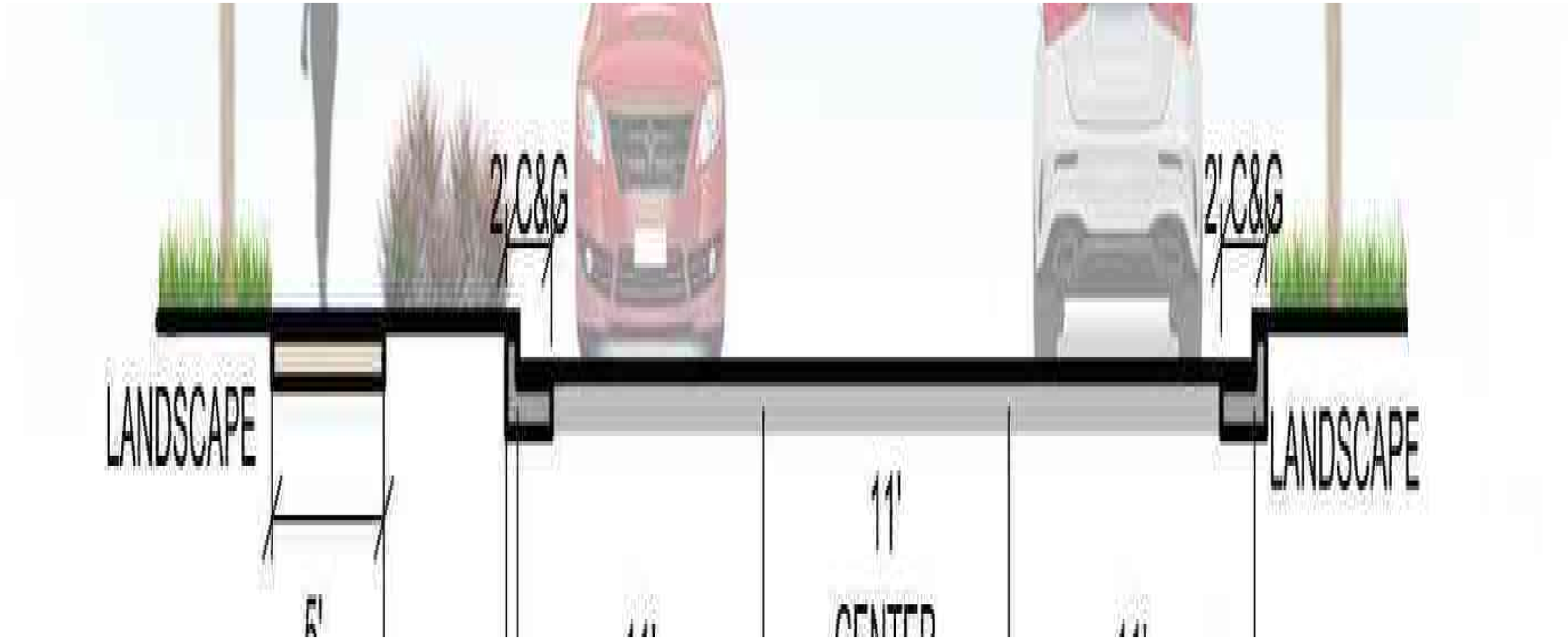
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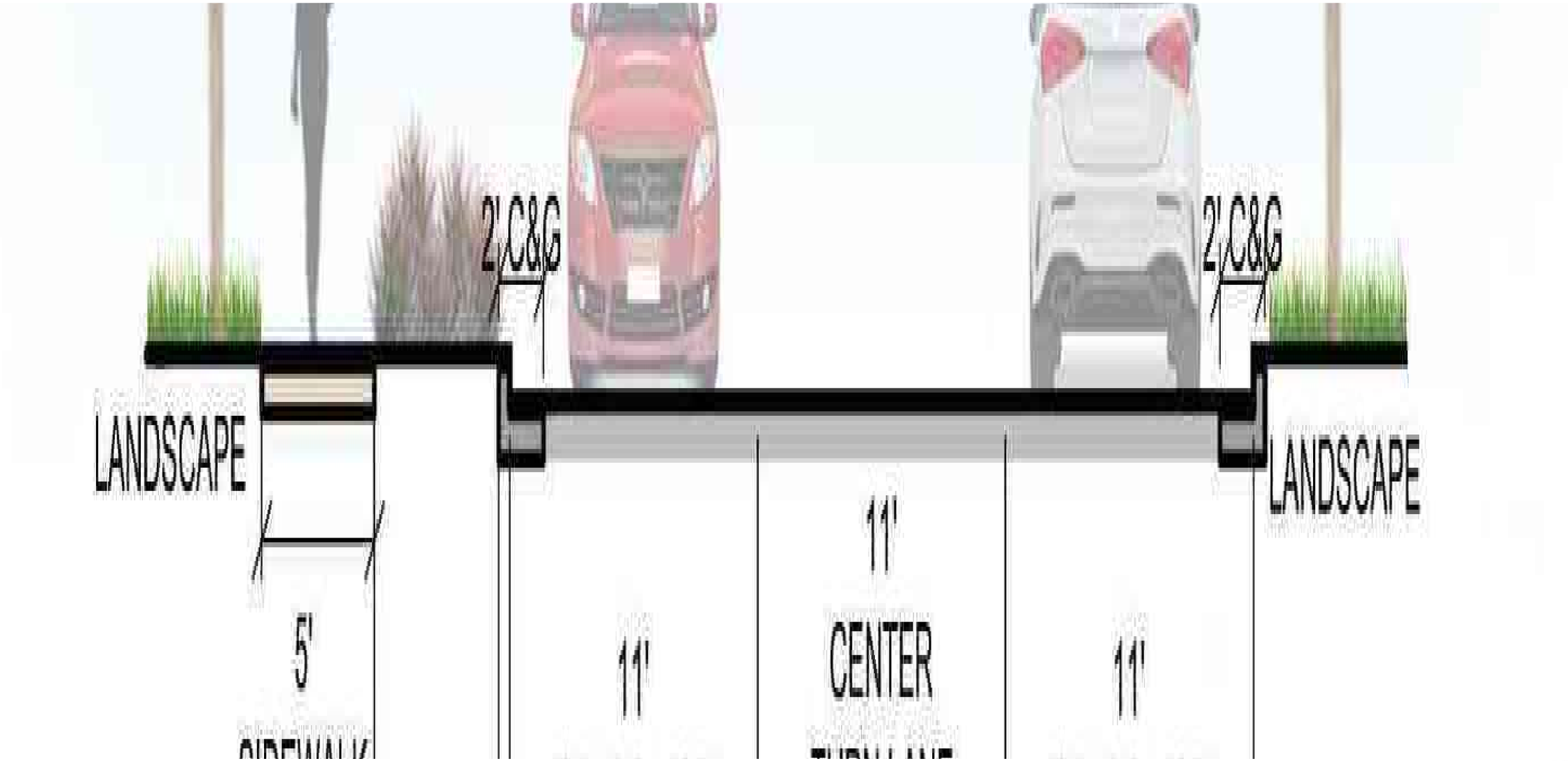
MONTGOMERY, AL - CARTER HILL ROAD & COLLEGE STREET

TYPICAL SECTIONS

2 - 2’ SECTION



3 - 3’ SECTION



MONTGOMERY, AL - CARTER HILL ROAD & COLLEGE STREET

TYPICAL SECTIONS

4.4 COSTS AND FUNDING SOURCES

4.4.1 Carter Hill Road Opinion of Probable Cost

OPINION OF PROBABLE COST

PROJECT NAME: CARTER HILL ROAD & COLLEGE STREET MASTER PLAN — PHASE: MASTER PLAN

CLIENT: City of Montgomery — DATE: 11/13/2025

ADDRESS: Carter Hill Road Corridor — JURISDICTION: City of Montgomery

ITEM	DESCRIPTION	QTY	UNIT	UNIT COST	TOTAL	NOTES
CARTER HILL COMMERCIAL DISTRICT OVERALL						
CARTER HILL ROAD (VEHICULAR)						
1	TRAFFIC CONTROL	1	LS	$30,000.00	$30,000.00	
2	SURVEY/STAKING	1	LS	$8,000.00	$8,000.00	
3	WATER QUALITY MONITORING AND SAMPLING	1	LS	$6,000.00	$6,000.00	
1	TEMPORARY SILT FENCE, TYPE C	1,690	LF	$4.20	$7,098.00	
2	MAINT. OF TEMPORARY SILT FENCE, TYPE C	1,690	LF	$1.10	$1,859.00	
3	CONSTRUCT & REMOVE INLET SEDIMENT TRAP	9	EA	$450.00	$4,050.00	
4	MAINT. OF INLET SEDIMENT TRAP	9	EA	$140.00	$1,260.00	
1	GRADING COMPLETE	200	CY	$16.00	$3,200.00	
2	MILL ASPH CONC PVMT, 1.5 IN DEPTH	10,555	SY	$14.00	$147,770.00	
3	RECYCLED ASPH CONC, 9.5 MM SUPERPAVE, GP 1 OR 2	10,555	SY	$19.00	$200,545.00	
4	CONCRETE HEADER CURB, 6 IN, TP 2	4,300	LF	$11.00	$47,300.00	
5	DRIVEWAY CONCRETE 6IN TK	104	CY	$230.00	$23,920.00	
6	REM CONC CURB & GUTTER ALL SIZES	3,600	LF	$21.00	$75,600.00	
7	CATCH BASIN, GP 1	4	EA	$2,100.00	$8,400.00	
8	MID BLOCK CROSSING - CONCRETE	286	SF	$75.00	$21,450.00	
9	TRAFFIC SIGNAL TIMING	2	LS	$3,000.00	$6,000.00	
1	THERMO PVMT MARK, ARROW, TP 1	30	EA	$110.00	$3,300.00	
2	THERMO SOLID TRAF STRIPE, 8 IN WHITE, (GDOT CROSSWALKS)	5,500	LF	$6.00	$33,000.00	
3	THERMO SOLID TRAF STRIPE, 5IN, YELLOW	5,000	LF	$1.60	$8,000.00	
4	THERMO SKIP TRAF STRIPE, 5 IN, WHITE, 10 FT SEG 30 FT GAP	1,405	LF	$1.30	$1,826.50	
5	THERMO MINI SKIP TRAF STRIPE, 5 IN, WHITE, SEG 6FT GAP	1,110	LF	$1.30	$1,443.00	
6	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	330	LF	$8.00	$2,640.00	
7	THERMO TRAF STRIPING, YELLOW HATCH, GDOT DETAIL C	2,040	SY	$14.00	$28,560.00	
				TOTAL	$671,221.50	
CARTER HILL ROAD (PEDESTRIAN)						
1	CONCRETE SIDEWALK, 4IN, (INCL PADS & ADA RAMPS)	20,000	SF	$12.00	$240,000.00	
2	GRADING COMPLETE	500	CY	$21.00	$10,500.00	
3	SAWED CONTROL JOINTS IN EXISTING PAVEMENTS - (SIDEWALK)	1,800	LF	$2.50	$4,500.00	
4	TEMPORARY GRASSING	0.4	AC	$1,600.00	$640.00	
5	PERMANENT GRASSING	0.4	AC	$2,500.00	$1,000.00	
6	TREES, SHUMARD OAK, 3" CALIPER	14	EA	$1,200.00	$16,800.00	
7	TREES, CREOLE QUEEN ELM, 3" CALIPER	10	EA	$1,200.00	$12,000.00	
8	RELOCATE UTILITY POLE	6	EA	$8,000.00	$48,000.00	
9	BUS SHELTER	3	EA	$25,000.00	$75,000.00	
10	ADA RUMBLE STRIPS	710	SF	$4.00	$2,840.00	
11	LANDSCAPE MAINTENANCE	5	YEAR	$25,000.00	$125,000.00	
				TOTAL	$536,280.00	

TOTALS	
CARTER HILL ROAD (VEHICULAR)	$671,221.50
CARTER HILL ROAD (PEDESTRIAN)	$536,280.00
SUBTOTAL	$1,207,501.50
GENERAL CONDITIONS (10%):	$120,750.15
CONTRACTOR OH&P (10%):	$120,750.15
A/E FEE (9%):	$108,675.14
CONTINGENCY (25%):	$301,875.38
TOTAL:	$1,859,552.31

4.4.2 College Street Opinion of Probable Cost

OPINION OF PROBABLE COST

PROJECT NAME:	CARTER HILL ROAD & COLLEGE STREET MASTER PLAN	**PHASE:**	MASTER PLAN
CLIENT:	City of Montgomery	**DATE:**	11/13/2025
ADDRESS:	College Street Corridor	**JURISDICTION:**	City of Montgomery

ITEM	DESCRIPTION	QTY	UNIT	UNIT COST	TOTAL	NOTES
COLLEGE STREET OVERALL						
COLLEGE STREET (VEHICULAR)						
1	TRAFFIC CONTROL	1	LS	$30,000.00	$30,000.00	
2	SURVEY/STAKING	1	LS	$8,000.00	$8,000.00	
3	WATER QUALITY MONITORING AND SAMPLING	1	LS	$6,000.00	$6,000.00	
1	TEMPORARY SILT FENCE, TYPE C	2,327	LF	$4.20	$9,773.40	
2	MAINT. OF TEMPORARY SILT FENCE, TYPE C	2,327	LF	$1.10	$2,559.70	
3	CONSTRUCT & REMOVE INLET SEDIMENT TRAP	11	EA	$450.00	$4,950.00	
4	MAINT. OF INLET SEDIMENT TRAP	11	EA	$140.00	$1,540.00	
1	GRADING COMPLETE	500	CY	$16.00	$8,000.00	
2	MILL ASPH CONC PVMT, 1.5 IN DEPTH	9,000	SY	$14.00	$126,000.00	
3	RECYCLED ASPH CONC, 9.5 MM SUPERPAVE, GP 1 OR 2	8,111	SY	$19.00	$154,109.00	
4	CONCRETE HEADER CURB, 6 IN, TP 2	1,045	LF	$11.00	$11,495.00	
5	DRIVEWAY CONCRETE 6IN TK	68	CY	$230.00	$15,732.00	
6	REM CONC CURB & GUTTER ALL SIZES	990	LF	$21.00	$20,790.00	
7	CATCH BASIN, GP 1	10	EA	$2,100.00	$21,000.00	
1	THERMO PVMT MARK, ARROW, TP 1	2	EA	$110.00	$220.00	
2	THERMO SOLID TRAF STRIPE, 8 IN WHITE, (GDOT CROSSWALKS)	2,100	LF	$6.00	$12,600.00	
3	THERMO SOLID TRAF STRIPE, 5IN, YELLOW	8,900	LF	$1.60	$14,240.00	
4	THERMO SKIP TRAF STRIPE, 5 IN, WHITE, 10 FT SEG 30 FT GAP	-	LF	$1.30	$0.00	
5	THERMO MINI SKIP TRAF STRIPE, 5 IN, WHITE, SEG 6FT GAP	52	LF	$1.30	$67.60	
6	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	132	LF	$8.00	$1,056.00	
7	THERMO TRAF STRIPING, YELLOW HATCH, GDOT DETAIL C	-	SY	$14.00	$0.00	
				TOTAL	$448,132.70	
COLLEGE STREET (PEDESTRIAN)						
1	CONCRETE SIDEWALK, 4IN, (INCL PADS & ADA RAMPS)	29,000	SF	$12.00	$348,000.00	
2	GRADING COMPLETE	600	CY	$21.00	$12,600.00	
3	SAWED CONTROL JOINTS IN EXISTING PAVEMENTS - (SIDEWALK)	2,625	LF	$2.50	$6,562.50	
4	TEMPORARY GRASSING	0.4	AC	$1,600.00	$640.00	
5	PERMANENT GRASSING	0.12	AC	$2,500.00	$300.00	
6	TREES, SHUMARD OAK, 3" CALIPER	25	EA	$1,200.00	$30,000.00	
7	TREES, CREOLE QUEEN ELM, 3" CALIPER	16	EA	$1,200.00	$19,200.00	
8	RELOCATE UTILITY POLE	12	EA	$8,000.00	$96,000.00	
9	ADA RUMBLE	224	SF	$4.00	$896.00	
10	LANDSCAPE MAINTENANCE	5	YEAR	$25,000.00	$125,000.00	
				TOTAL	$639,198.50	

TOTALS	
COLLEGE STREET (VEHICULAR)	$448,132.70
COLLEGE STREET (PEDESTRIAN)	$639,198.50
SUBTOTAL	$1,087,331.20
GENERAL CONDITIONS (10%):	$108,733.12
CONTRACTOR OH&P (10%):	$108,733.12
A/E FEE (9%):	$97,859.81
CONTINGENCY (25%):	$271,832.80
TOTAL:	$1,674,490.05

4.4.3 Federal & USDOT-Sponsored Grant Programs

Safe Streets and Roads for All (SS4A)

- Planning & Demonstration Grants: Fund development of a Safety Action Plan (needed for applying to later funding).
- Implementation Grants: Support infrastructure, design, and operations directly tied to an Action Plan.
- A strong match for pedestrian safety and calming improvements along corridors.

RAISE (formerly TIGER/BUILD)

- Competitive grants for transformative and multimodal transportation infrastructure projects.
- Supports vision-driven corridor improvements such as sidewalks, crossings, and placemaking.

NHTSA Highway Safety Grants & Road to Zero

- Highway Safety Grants (MAP-21): State-administered safety grants that can include pedestrian infrastructure.
- Road to Zero Community Traffic Safety Grants: NHTSA-backed grants focusing on interventions that reduce traffic fatalities using Safe System approaches.

4.4.4 State & Local Funding Sources (Alabama)

ALDOT Safety Improvement Grants

- In 2024, ALDOT awarded over $43 million for safety projects statewide.

City of Montgomery Neighborhood Services Grants

- Local grants that can support traffic deterrent or calming project studies, neighborhood-driven initiatives beyond standard city scope.

4.5 COMMERCIAL CORRIDOR VIBRANCY AND BUSINESS SUPPORT

During the streetscape planning and outreach work it became clear that driving these streetscape/ infrastructure improvement recommendations is a larger goal to strengthen this commercial and campus corridor and better connect to and from Carter Hill Road and Mulberry Street, and to better connect down College Street to and from East Fairview Avenue. With many visitors, college students, and residents living in the surrounding neighborhoods, commercial vibrancy and increasing the health of businesses themselves are related goals to pursue. To that end, these high-level recommendations include for example:

- Business support, for example through the City's Small Business One Stop Shop and others.
- Business training, for example with courses and workshops on business plans, marketing, financial management, e-commerce, and other essential skills.
- Market research and data sharing, both to assist individual businesses and to support recruiting new businesses to fill vacant spaces.
- Partnerships and promotion, for example facilitating collaborations among businesses and exploring more district/corridor level promotional and marking opportunities.

CHAPTER 5 APPENDICES (SHOWN IN A SEPARATE DOCUMENT)

APPENDIX 1: PUBLIC MEETING #1 POSTCARD FLYER

APPENDIX 2: PUBLIC MEETING #1 PRESENTATION

APPENDIX 3: PUBLIC MEETING #1 - PRESENTATION (DOT) RESPONSE SUMMARY

APPENDIX 4: PUBLIC MEETING #1 - COMMENT CARD

APPENDIX 5: PUBLIC MEETING #1 - COMMENT CARD (RESPONSES)

APPENDIX 6: PUBLIC MEETING #1 COMMENT CARD RESPONSE SUMMARY

APPENDIX 7: PUBLIC MEETING #2 POSTCARD FLYER

APPENDIX 8: PUBLIC MEETING #2 PRESENTATION

APPENDIX 9: PUBLIC MEETING #2 - COMMENT CARD

APPENDIX 10: PUBLIC MEETING #2 - COMMENT CARD (RESPONSES)

APPENDIX 11: OLD CLOVERDALE ASSOCIATION ARCHITECTURAL REVIEW BOARD LETTER