

## Community Issues

The following list outlines some of the most pressing, and/or consensus issues that arose during the Inventory and Assessment phase. These were items that either came up very frequently during stakeholder meetings or during the public kick-off, or they are concerns identified by the planning team during the analysis of the existing conditions in Prattville.



Playground at Doster

## Transportation

- Priority intersections:
  - o McQueen Smith at Cobbs Ford Road.
  - o Highway 14 East @ Old Farm Lane.
  - o Ridgewood Road @ Mt. Airy Drive.
  - o US 31/South Memorial Drive @ McQueen Smith Rd - Signal needed.
  - o US 82 Bypass @ McQueen Smith Rd - Southbound left turn arrow.
  - o US 82 Bypass @ Washington Ferry Rd.
  - o US 82 Bypass @ Gawain Drive.
  - o Hwy 14 west of Grouby Airport Road.
  - o Gin Shop Hill Road @ US 82 Bypass.
  - o Cobbs Ford Road @ US 82 (merge from South onto CFR).
  - o McQueen Smith @ Cobbs Ford Road - McQueen Smith needs two lanes in each direction (north/south) - sidewalks along McQueen (north of CFR).
  - o East Main Street @ Railroad Tracks.
  - o Highland Ridge needs a 3rd entrance/exit currently on 2 both onto McQueen Smith.
  - o Hwy 14 & Old Farm Lane - Very congested at all peak times, school & work hours, church times, etc.
  - o Indian Hills Road @ US 82 Bypass - Hwy 82 W dangerous turn at Hwy 46 to Autauga Academy, need light or turning lane.
  - o Jasmine Trail @ Hwy 14 - needs light.
- Priority segments:
  - o AL-14/Fairview Ave. - From Memorial to McQueen Smith.
  - o Cobbs Ford/Main Street from Downtown to the Interstate.
  - o Highway 31 from Main Street to Pine Level interchange - should be four lanes all the way.
  - o Wetumpka Street cut through to Washington, then 5th congested 3 way, running stop sign.
- o Hwy 14 west corridor into city from residents and west Alabama.
- o US 82 route to Hwy 14 to Hwy 14, expansion from 2 to 4 lanes.
- o South Court Street through downtown area - more public parking.
- o At the school on Washington @ Wetumpka, traffic backs up all along the street.
- o Heavy Commuter cut-through traffic from Millbrook on SR 14 to McQueen Smith to US-31.
- o Problem where lane drops on Main Street, needs better striping.
- o Main St/Memorial Drive - Bike paths/shoulder along main routes to retail areas because now none are available and cyclists risk their lives on these roads.
- o Poplar Street - Bike pedestrian trail across creek (and all the way downtown) - Build Poplar St Bridge.
- Northern Bypass. In light of current development patterns and trends, and the increasing size of Prattville HS, the lack of an east-west connection from AL-14 near the I-65 interchange towards the PHS site is a serious problem;
- Old Farm Lane expansion does not include sidewalks/bike accommodations;
- Sidewalks are lacking, and bicycle facilities are almost non-existent;
- Parking is an issue Downtown, primarily during events;
- Public transportation, especially commuting to Montgomery, is needed.

### Land Use

- Development pressures appear to be driving most growth to the north (towards the Pine Level interchange);
- The City suffers a shortage of health care facilities;
- A challenge is the manner in which the City balances support for new growth with maintenance of City's character;
- Prattmont needs attention, both in terms of redevelopment and in terms of aesthetics;
- Mixed-use in general is supported, but the form of it will need to be better defined;
- Multi-family residential is an underserved market, but finding acceptable locations for it will be a challenge;
- Downtown lacks residential stock;
- Need a larger-scale community/civic center;
- There is a shortage of parks and recreation spaces;
- Greenspaces and other destinations should be linked with trails and bikepaths;
- What land use is best for the improved Old Farm Lane?

### Economics

- There must be a clearer plan for how tax incentives would (or would not) be used;

- City should work to attract small businesses;
- There is a lack of housing variety;
- Is the retail market saturated?
- How can the City coordinate development regulations with the County?;
- Prattville is in danger of becoming too narrow in its job base, and should take steps to diversify employment;

### Government

- There is a need for curbside recycling;
- Beautification issues:
  - o Trash service downtown (how the trash is left at the curb).
  - o Highway 31.
  - o Does Prattville need its own "dump"?
- The City need to better enforce building codes;
- Need more public trash receptacles, litter is a problem;
- Upgrade the Library, it is in a substandard state of repair;
- Should the City investigate impact fees?
- Pole-mounted utilities are unattractive, but are expensive to bury or relocate;
- Annexation is pressing, primarily with regards to the "holes" in the current city boundaries,

but also to the north, up Highway 31 to the I-65 interchange;

- Autauga/Elmore county line issues must be dealt with, primarily schools and retail tax distribution;
- Infrastructure. Due to provide service to western neighborhoods, and should get in front of logical growth pattern to the north;
- Property tax base should be re-examined, esp. as it results to funding infrastructure and schools;
- Need commercial/retail in the western part of town;
- Due to speed of growth, consider making interim recommendations, prior to completion and implementation or plan (might not be as pressing if economy stays depressed);
- Should the City be aggressive in redeveloping abandoned buildings, even to the point of incentivizing the process;
- How do we work considerations of sustainability into the plan?

#### Schools

- School quality is an important aspect of life in Prattville and should be maintained (at a minimum), or improved (if possible);
- The high School is overcrowded and oversized;
- There are traffic problems around many of the schools, often as a result of the schools;

- There are competing pressures between the maintenance of a County school system and the creation of a City school system;
- The Elmore County line poses a problem with regards to districting children who might live in Prattville/Elmore County.

#### Social

- Protect historic district (from both economic and aesthetic standpoints);
- Reforestation;
- How to develop or reinforce a unique identity for the City?
- Crime trends are a concern;
- Military employees and their families should be courted as residents;
- Attract younger professionals by supporting a nightlife in Prattville.

## Interim Recommendations

Below is a list of action items that, through general assessment or in meetings with stakeholders, have been identified as issues needing attention prior to final completion of the Project Prattville document. They have not been publicly vetted, nor examined in detail. As such, these Interim Recommendations are merely high-level and subject to the discretion of the Client Team, the Advisory Committee and the City of Prattville.

1. Old Farm Lane Project, bike lanes and sidewalks. A major roadway expansion, this project will vastly improve the connection between Highway 14 at the I-65 interchange and the new development at Cobbs Ford Road. However, the improvements are geared almost exclusively towards automotive considerations, and lack substantial accommodations for pedestrian and bicycle traffic. Given that the timeline is, at the point of this draft I&A submittal, approaching construction, it would be imperative for the City to approach ALDOT as soon as possible about revising the plans.

2. Annexation proceedings to Pine Level. All indications point to continued growth to the north. In order to adequately guide this growth, and ensure that it meets the standards that will eventually be set out in Project Prattville, it might be wise to begin active exploration of annexation extending to the Pine Level interchange on I-65, especially if that area threatens to attract competing commercial development.



Prattville Creek Walk