



**CITY OF FAIRHOPE  
CITY COUNCIL WORK SESSION AGENDA**

**Thursday, April 23, 2026 - 4:30 PM  
City Council Chambers**

**Council Members**

Jack Burrell  
Joshua Gammon  
Jimmy Conyers  
Jay Robinson  
Andrea Booth

1. Presentation - Twin Beech Corridor Study: Recommendations for the Fairhope City Council as Reviewed by the Street and Traffic Control Committee  
— City Engineer Richard Johnson.
2. Committee Updates
3. Department Head Updates

**Next City Council Work Session  
Monday, May 11, 2026, 4:30 p.m.**  
Fairhope Municipal Complex  
Council Chambers  
161 North Section Street, Fairhope, AL 36532.



CITY OF FAIRHOPE  
AGENDA MEMORANDUM

Item ID: 2026-817

<b>FROM:</b>	Richard Johnson – City Engineer
<b>SUBJECT:</b>	Presentation – Twin Beech Corridor Study: Recommendations for the Fairhope City Council
<b>AGENDA DATE:</b>	April 23, 2026

**RECOMMENDED ACTION:**

**BACKGROUND INFORMATION:**

Reviewed by the Street and Traffic Control Committee and Prepared by Neel-Schaffer.

**BUDGET IMPACT/FUNDING SOURCE:**

**GRANT:**

**LEGAL IMPACT:**

**FOLLOW UP IMPLEMENTATION:**

# Twin Beech Corridor Study: Recommendations for the Fairhope City Council

As Reviewed by the Street & Traffic Control Committee

Prepared by Neel-Schaffer

SHANE BERGIN, PE, PTOE, PTP, RSP<sub>1</sub>



# Study Overview and Council Briefing Purpose



- **Study Purpose and Projected Growth**
  - The study provides data-driven insights on traffic growth and challenges along Twin Beech Road corridor through 2045.
- **Traffic and Safety Evaluation**
  - Assessment covered traffic operations, safety, and multimodal needs including vehicles, pedestrians, and bicyclists.
- **Recommended Improvements**
  - The briefing focuses on recommended intersection improvements balancing safety, efficiency, cost, and flexibility.
- **Council Decision Support**
  - Information aims to assist Council in making informed decisions on funding, programming, and coordination efforts.

# Purpose and Goals of the Corridor Study

## **Proactive Transportation Planning**

The study aims to address future traffic growth and prevent severe mobility and safety issues before they arise.

## **Enhancing User Safety**

Focus on reducing crashes, improving pedestrian visibility & safety, and ensuring accessibility for all users including those with disabilities.

## **Operational Efficiency**

Evaluating traffic control strategies to minimize delays and congestion during peak commuter hours on key corridors.

## **Cost-Effectiveness and Scalability**

Balancing upfront costs with long-term performance to recommend sustainable improvements like signals and roundabouts.



# Alternative 1 – All Way Stop Condition

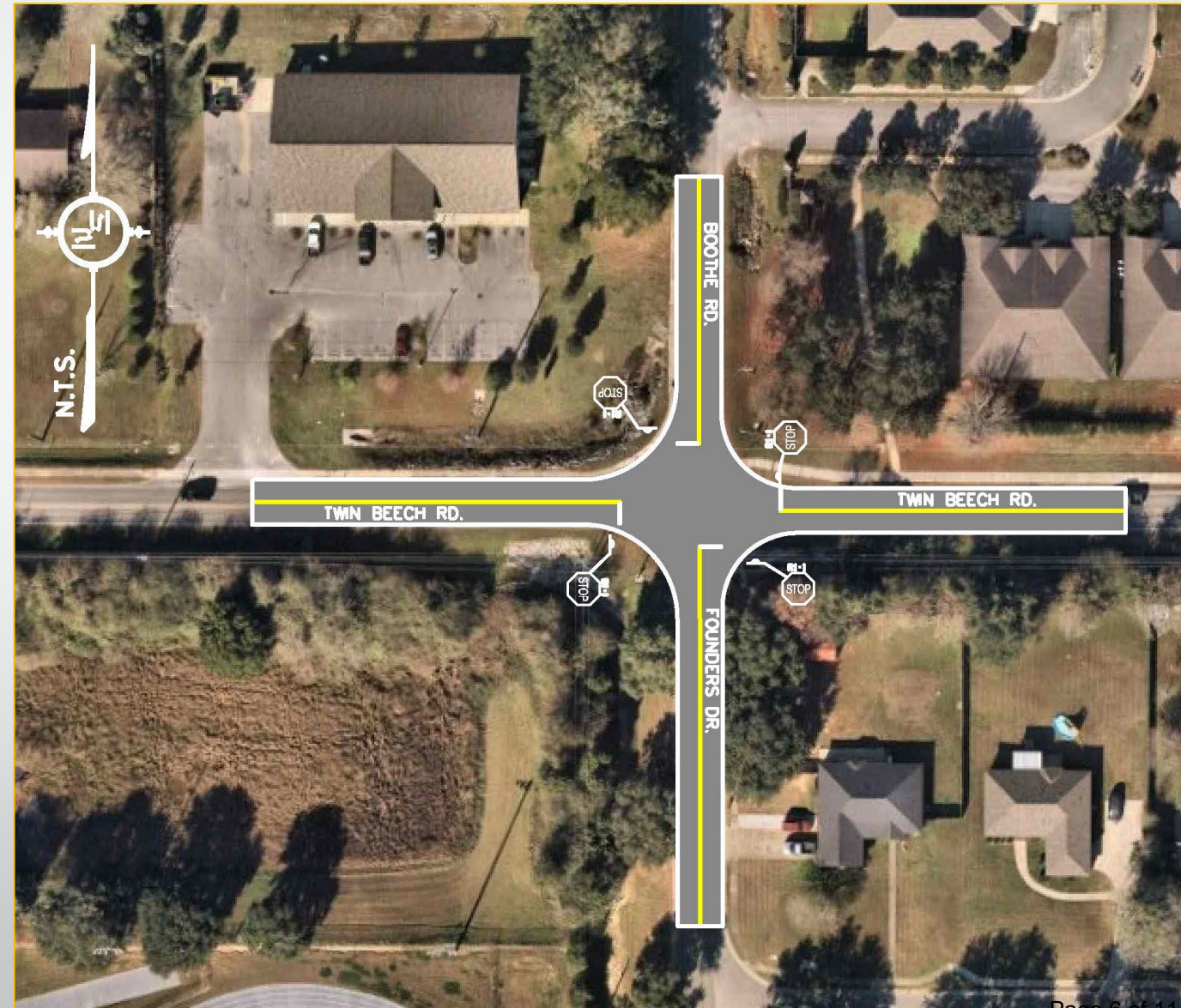
## Pros:

- Inexpensive
- Quick to Install
- No existing infrastructure issues
- Pedestrian Friendly
- Reduces delay for southbound and northbound approaches

## Cons:

- Instant failure of eastbound and westbound approaches
- Excessive queuing at peak hours (school) – potentially backing traffic up to Pirates Drive US HWY 98

**NOT RECOMMENDED**  
**NS & TC**



# Alternative 2 – Single Lane Roundabout

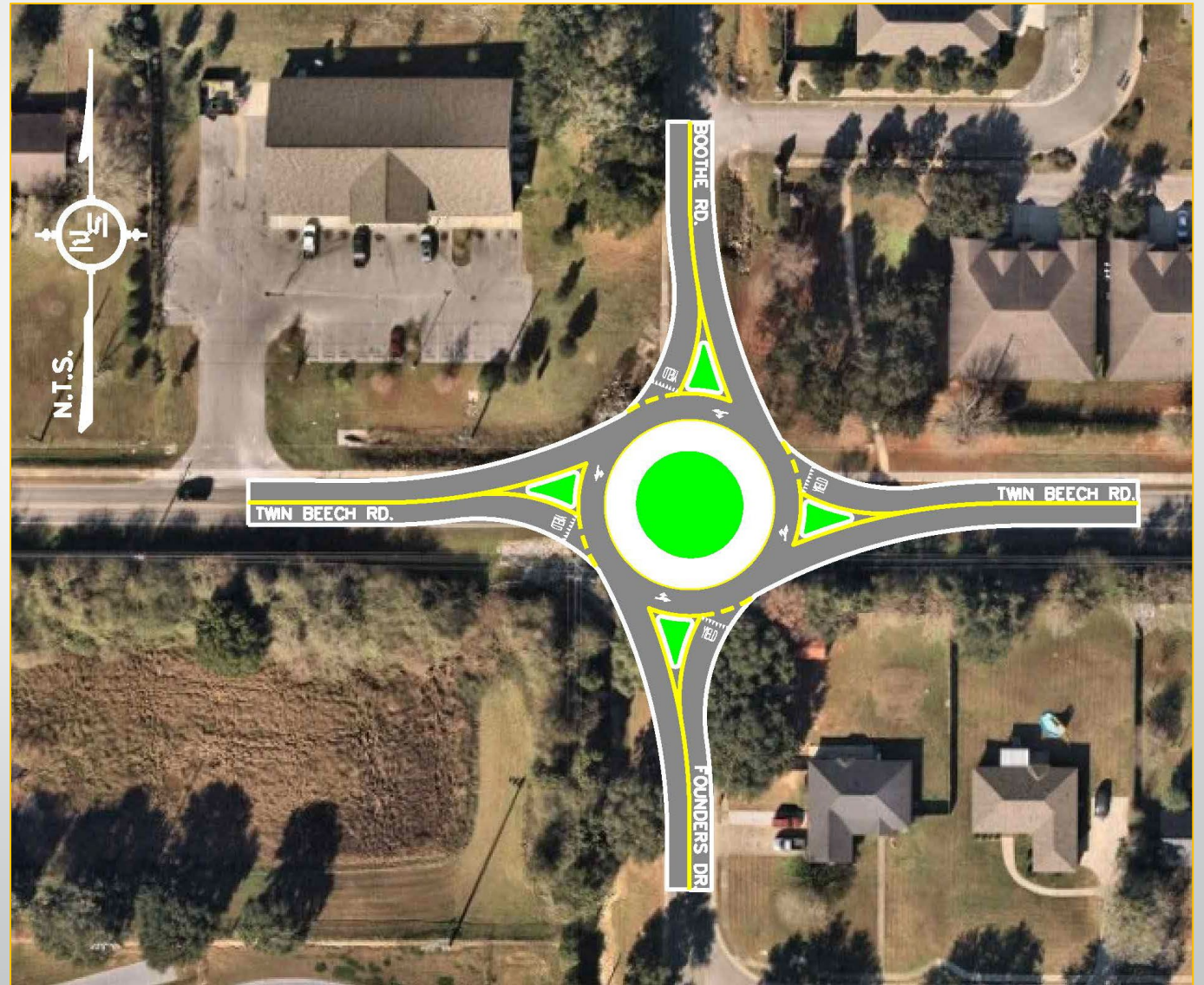
## Pros:

- Eliminates serious crashes
- Semi - Pedestrian Friendly
- Reduces delay for southbound and northbound approaches
- Proven Infrastructure

## Cons:

- Expensive
- Major Infrastructure Improvements
- Require Ped Signals (RRFB's)
- Hard Road Closures
- Slight increase in delay for eastbound & westbound approaches

**RECOMMENDATIONS**  
**NS – NO/TC-TENTYES**



# Alternative 3 – Signalized Intersection W/TL

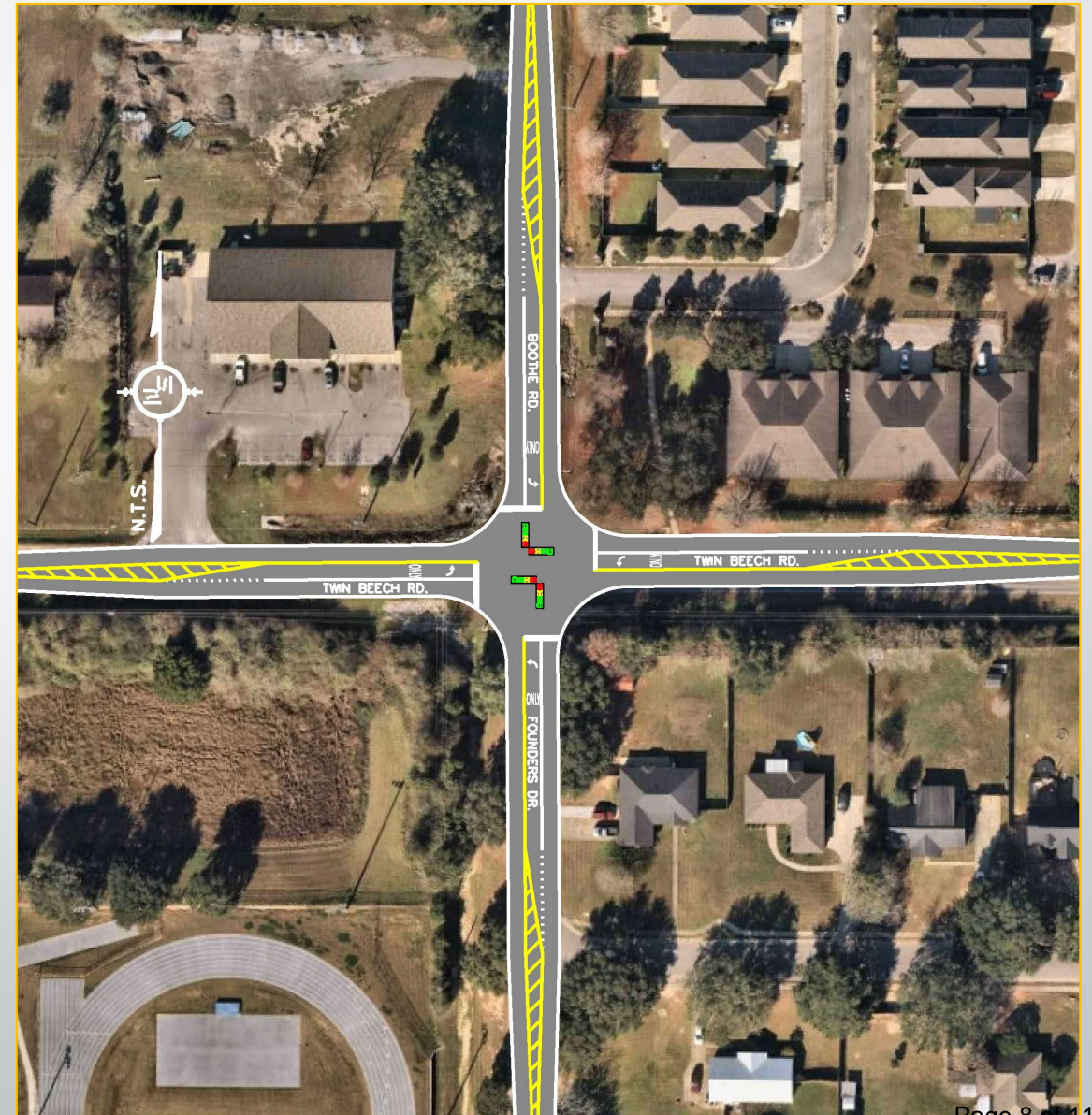
## Pros:

- Improves Intersection Safety – Protected Left Turn Movements
- Very Pedestrian Friendly
- Allows for Integrated and Timed Pedestrian Crossing Signals
- Reduces delay for southbound and northbound approaches
- Proven Infrastructure
- Open to Thru Traffic During Construction

## Cons:

- Moderately Expensive
- Major Infrastructure Improvements
- Slight increase in delay for eastbound & westbound approaches

**RECOMMENDATIONS**  
**NS – YES/TC-TENTYES**





# Alternative 4 – Signalized Intersection Plus

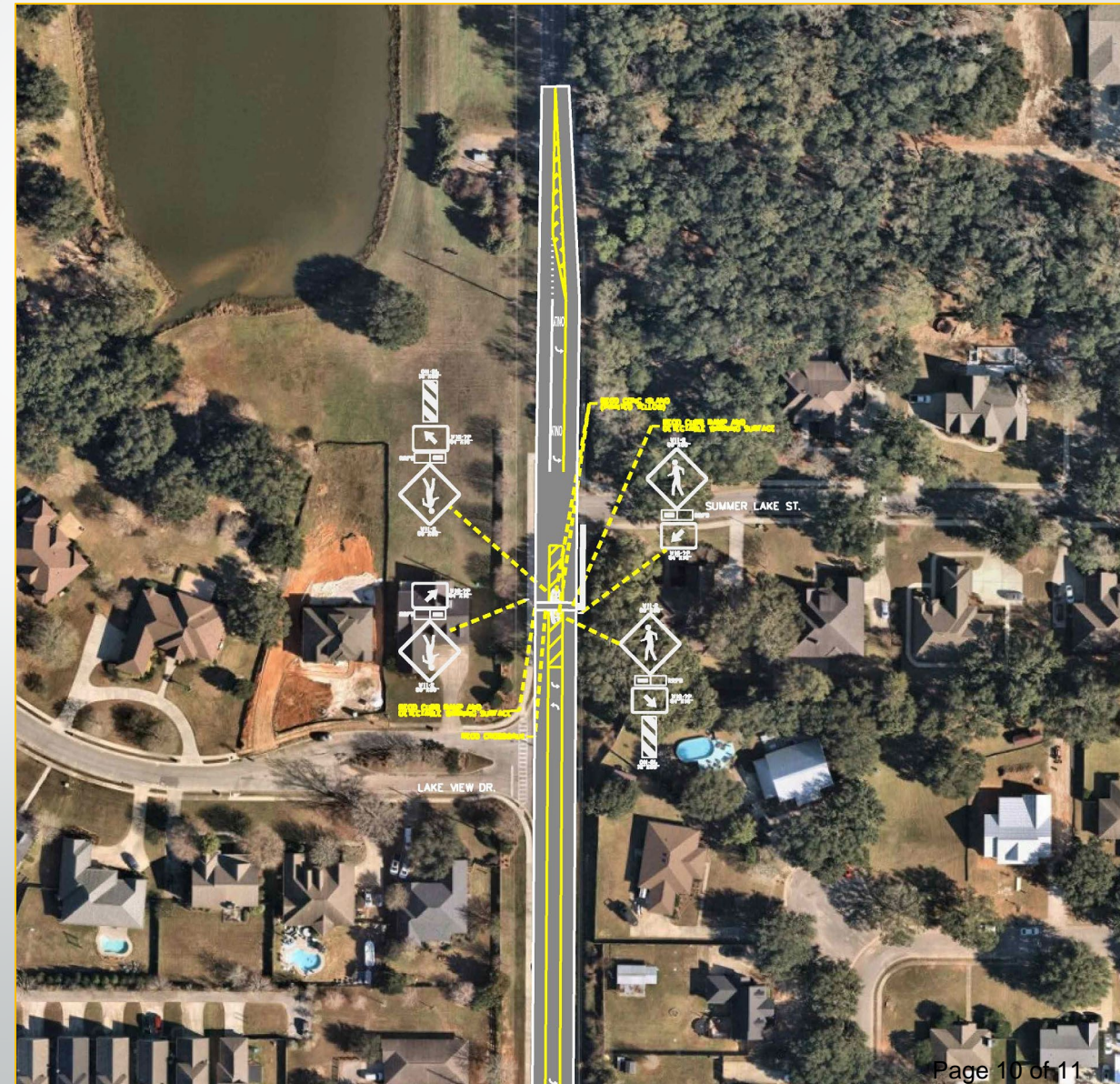
## Pros:

- Improves Intersection & Corridor Safety – Protected Left Turn Movements
- Very Pedestrian Friendly
- Allows for Integrated and Timed Pedestrian Crossing Signals
- Reduces delay for southbound and northbound approaches
- Proven Infrastructure
- Open to Thru Traffic During Construction

## Cons:

- Very Expensive – Can Be Phased Const.
- Major Infrastructure Improvements
- Slight increase in delay for eastbound & westbound approaches

RECOMMENDATIONS  
NS – YES/TC-TENT NO



Twin Beech  
Corridor  
Traffic &  
Safety Study

# Questions and Discussion

