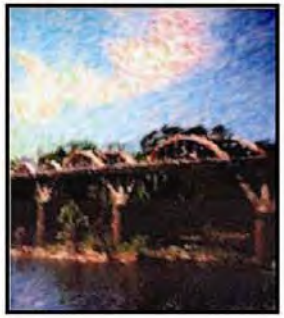
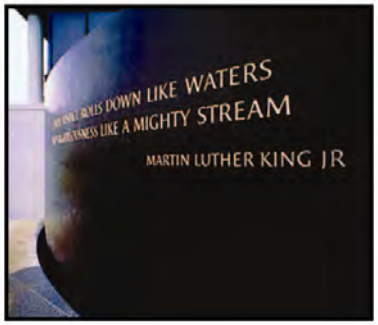
MONTGOMERY AREA METROPOLITAN PLANNING ORGANIZATION





Montgomery MPO
Year 2035 Long Range Transportation Plan

Public Information Open House

JACOBS

Study Purpose

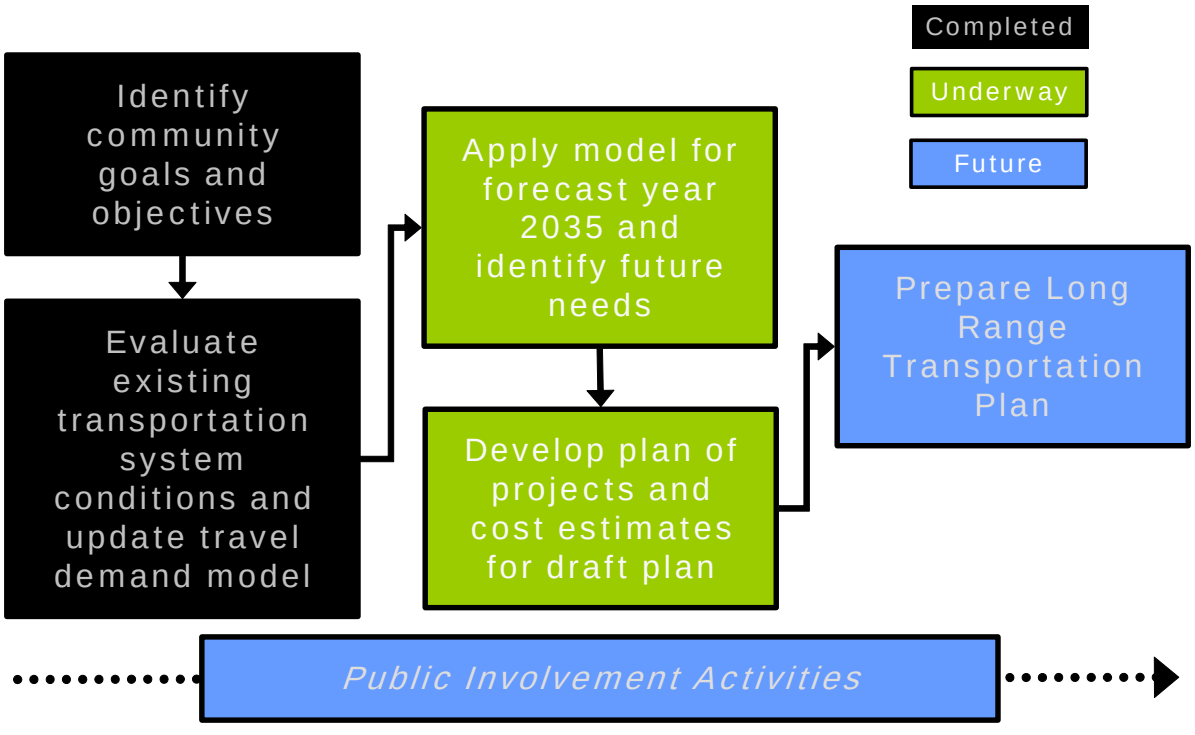
The purpose of the LRTP is to:

- Provide long-range transportation planning for the Montgomery MPO area
- Identify transportation needs and opportunities for improvement
- Update the travel demand model
- Develop a program of multimodal transportation improvements

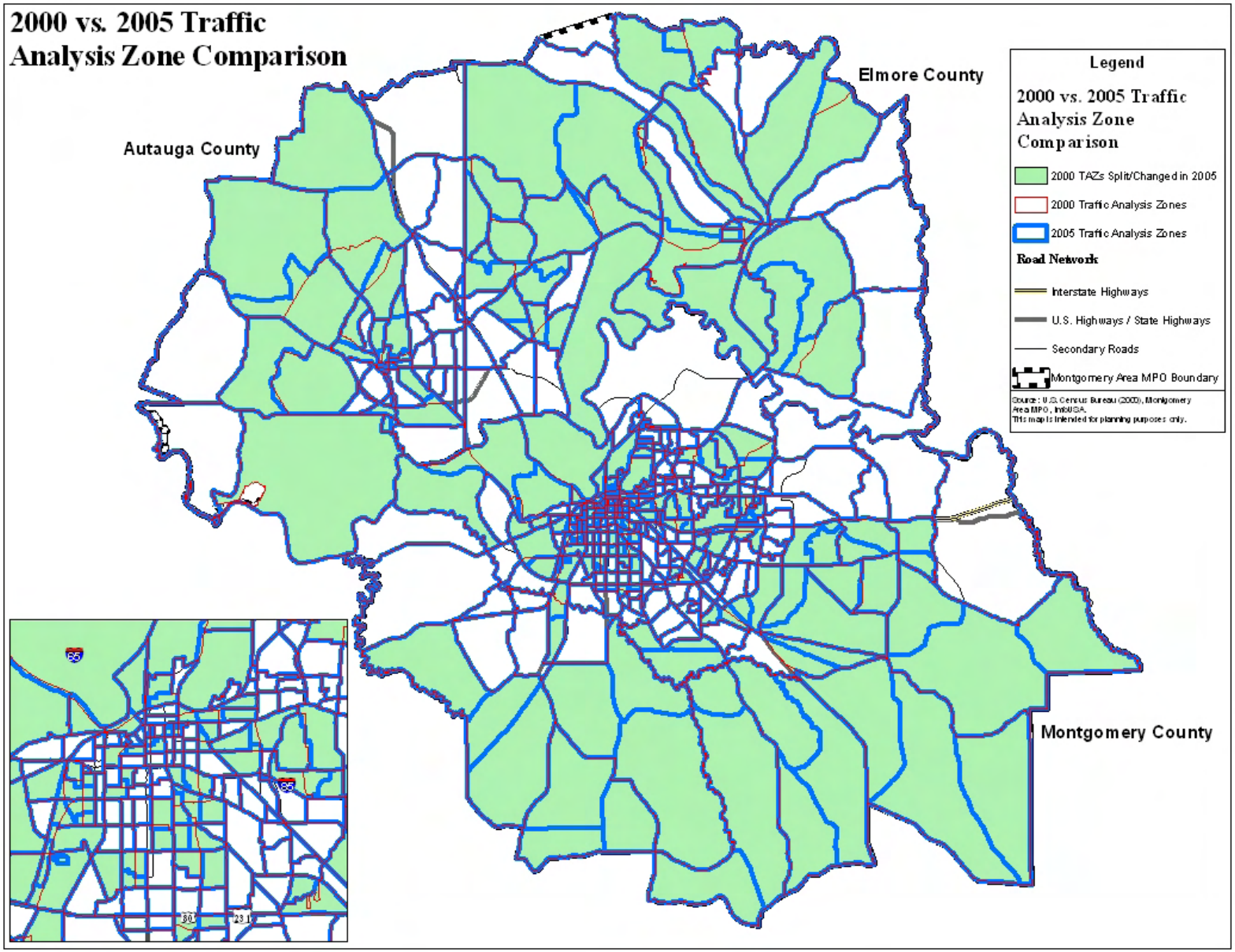
Specific goals of this LRTP include:

- Develop, maintain, and preserve a balanced multimodal transportation system that provides for safe, integrated, and convenient movement of people and goods
- Optimize the efficiency, effectiveness, connectivity, safety, and security of the transportation system
- Coordinate the transportation system with existing and future land use and planned development
- Develop a financially feasible multimodal transportation system to support expansion of the regional economy
- Provide viable travel choices to improve accessibility and mobility, sustain environmental quality, and preserve community values
- Increase jurisdictional coordination and citizen participation in the transportation planning process to enhance all regional travel opportunities

Plan Development Process



Model Update for 2035



TAZs Change

- 360 TAZs in the previous model
- 387 TAZs in the current model

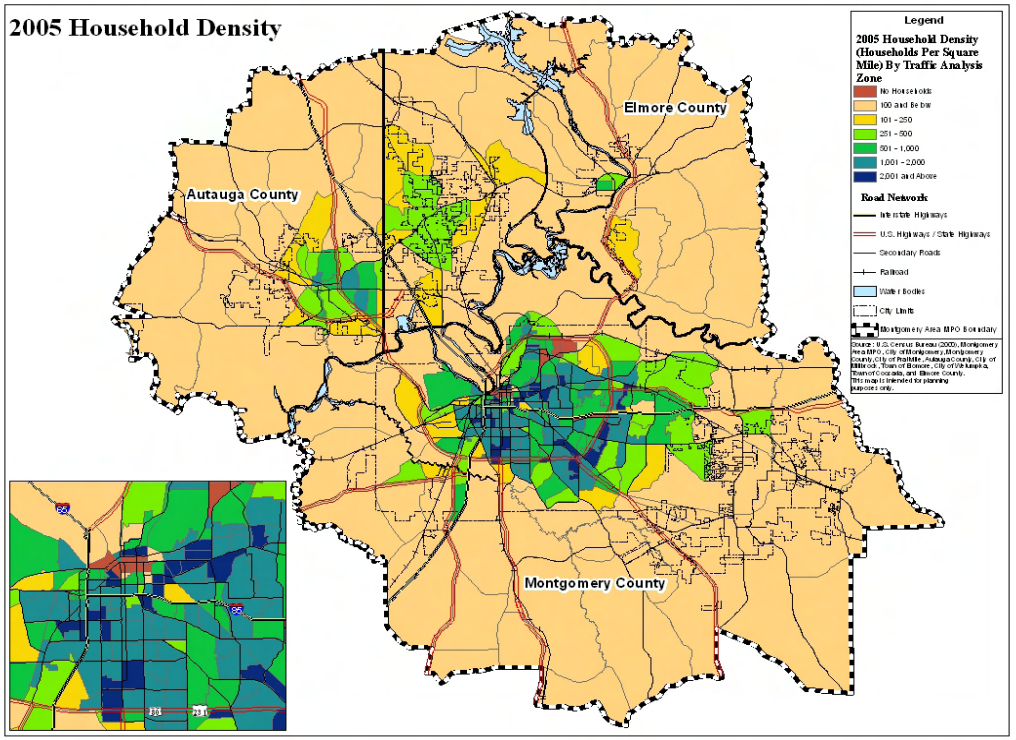
Socioeconomic Data Update

Network Update

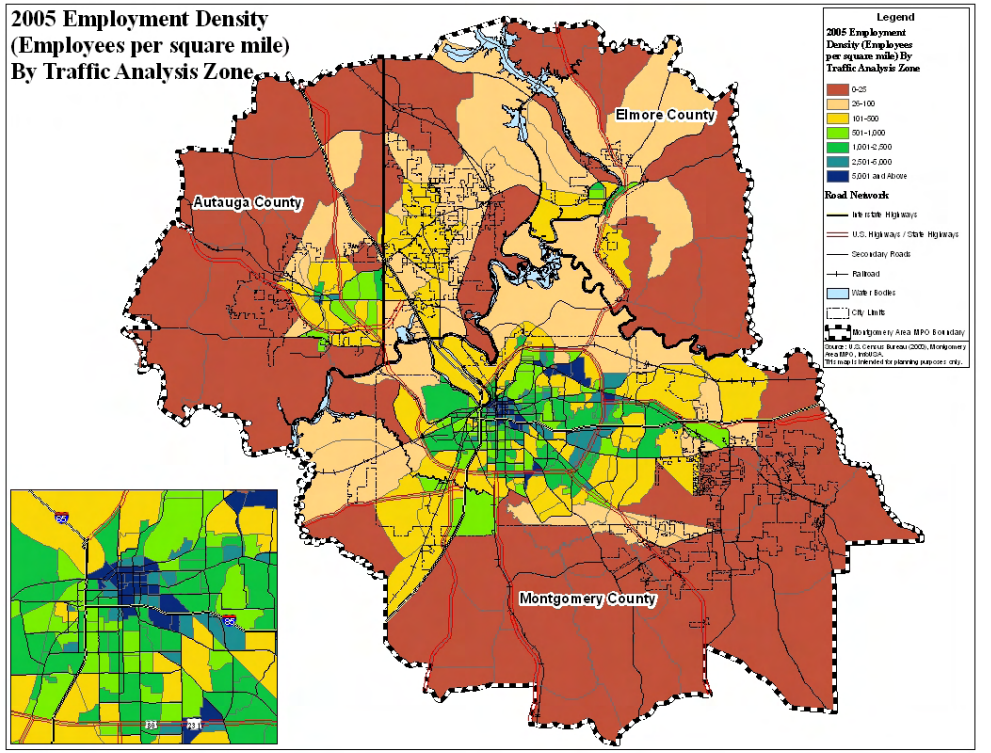
- Speeds
- More traffic counts

Transit Components

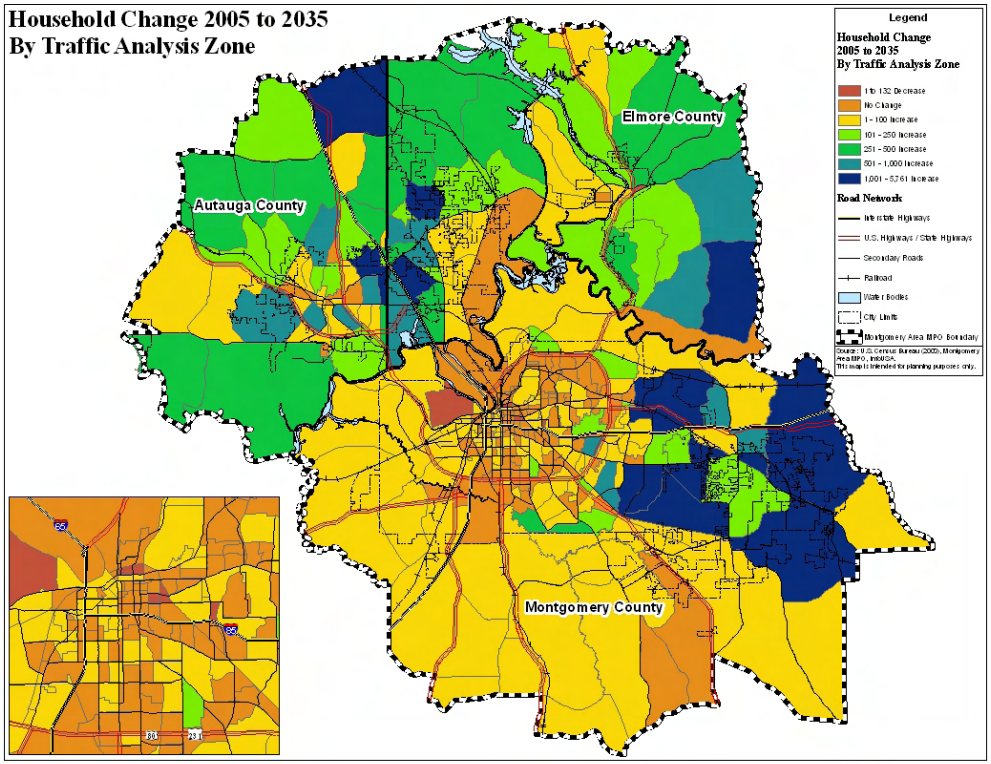
2005 Household Density



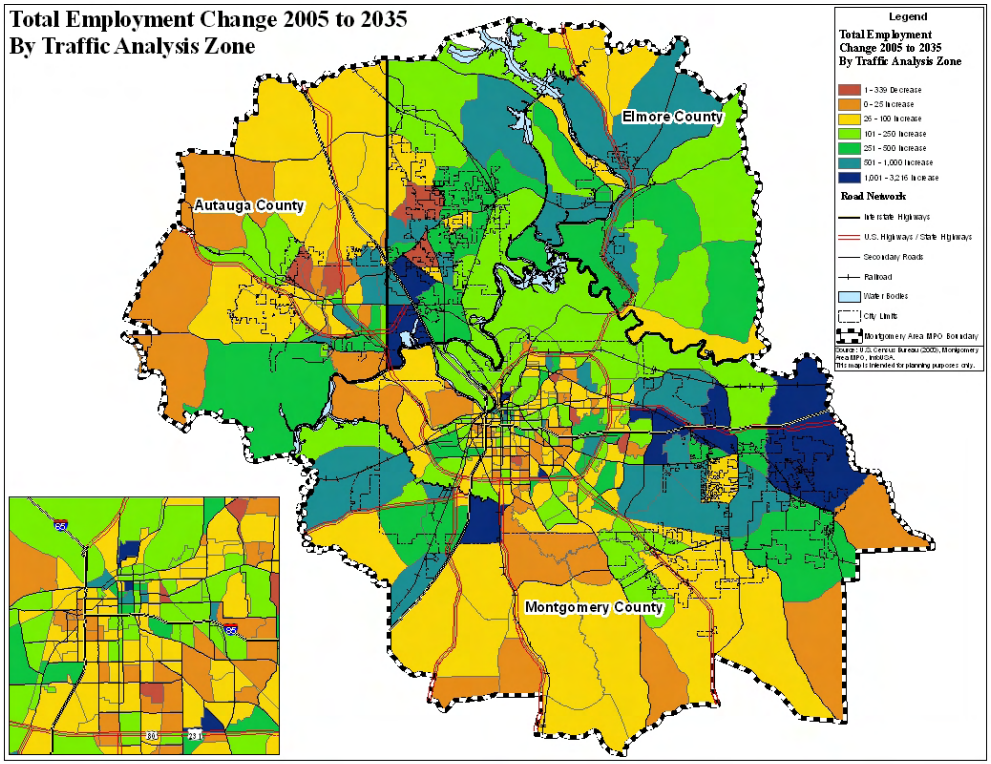
2005 Employment Density (Employees per square mile) By Traffic Analysis Zone



Household Change 2005 to 2035 By Traffic Analysis Zone

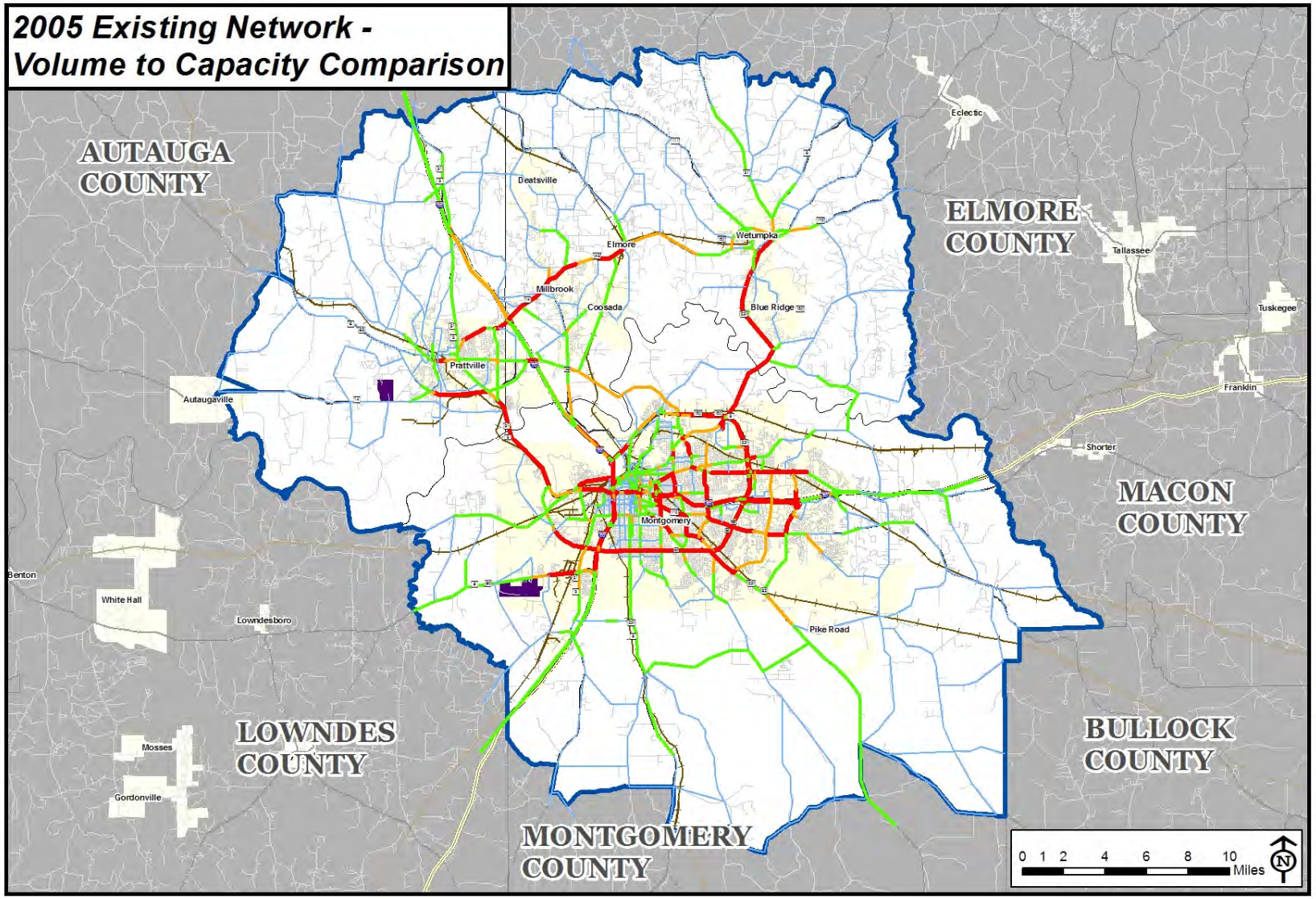


Total Employment Change 2005 to 2035 By Traffic Analysis Zone

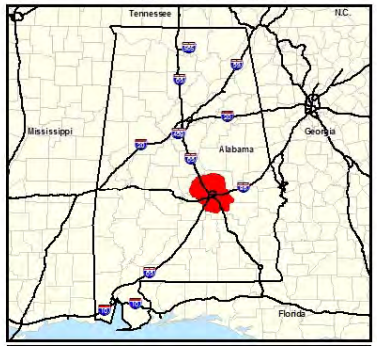


Montgomery - 2035 LRTP Update

2005 Existing Network - Volume to Capacity Comparison



Regional Inset



Legend

2005 Model Network Volume to Capacity
- > 0.80 (LOS E-F)
- 0.61 - 0.80 (LOS D)
- 0.27 - 0.60 (LOS B-C)
- <= 0.26 (LOS A)

Road Network
- Interstate
- U.S. Route / State Route
- Other Roads

Other Layers
- Railroad
- MPO Boundary
- Airport
- County Boundaries
- City Limits (2000 Census)

Source: U.S. Census (2005), ESRI, & Jacobs

This map is intended for planning purposes only.

December 2009

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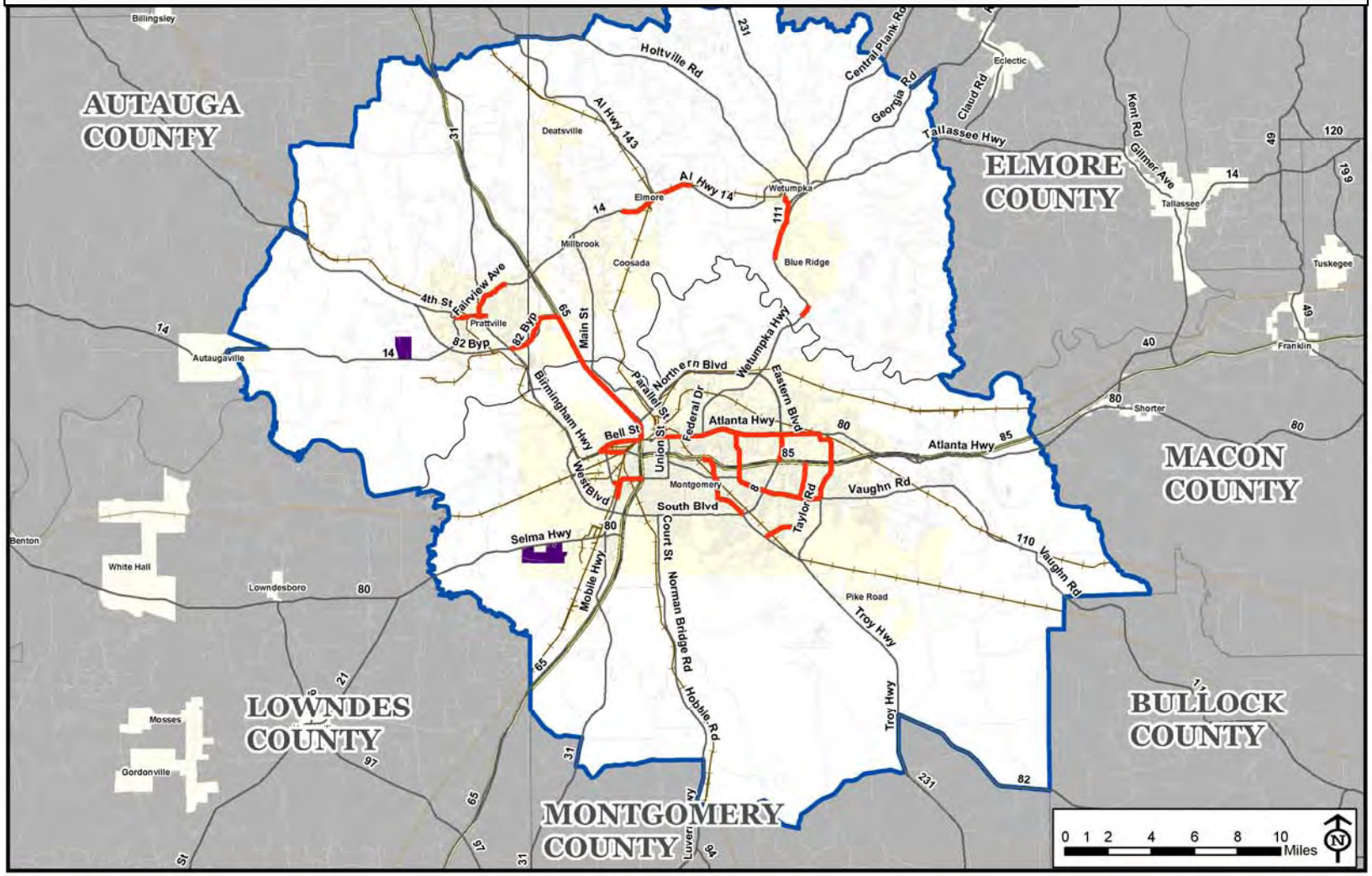
Montgomery - 2035 LRTP Update

Congested Corridors in 2009 Congestion Management System Update



Regional Inset

Legend

- Congested Corridors Identified in Montgomery's CMP Update (2008 Conditions)

Road Network

- Interstate
- U.S. Route / State Route
- Other Roads

Other Layers

- Railroad
- MPO Boundary
- Airport
- County Boundaries
- City Limits (2000 Census)

Source: Montgomery CMP Update (2009-2013)

This map is intended for planning purposes only.

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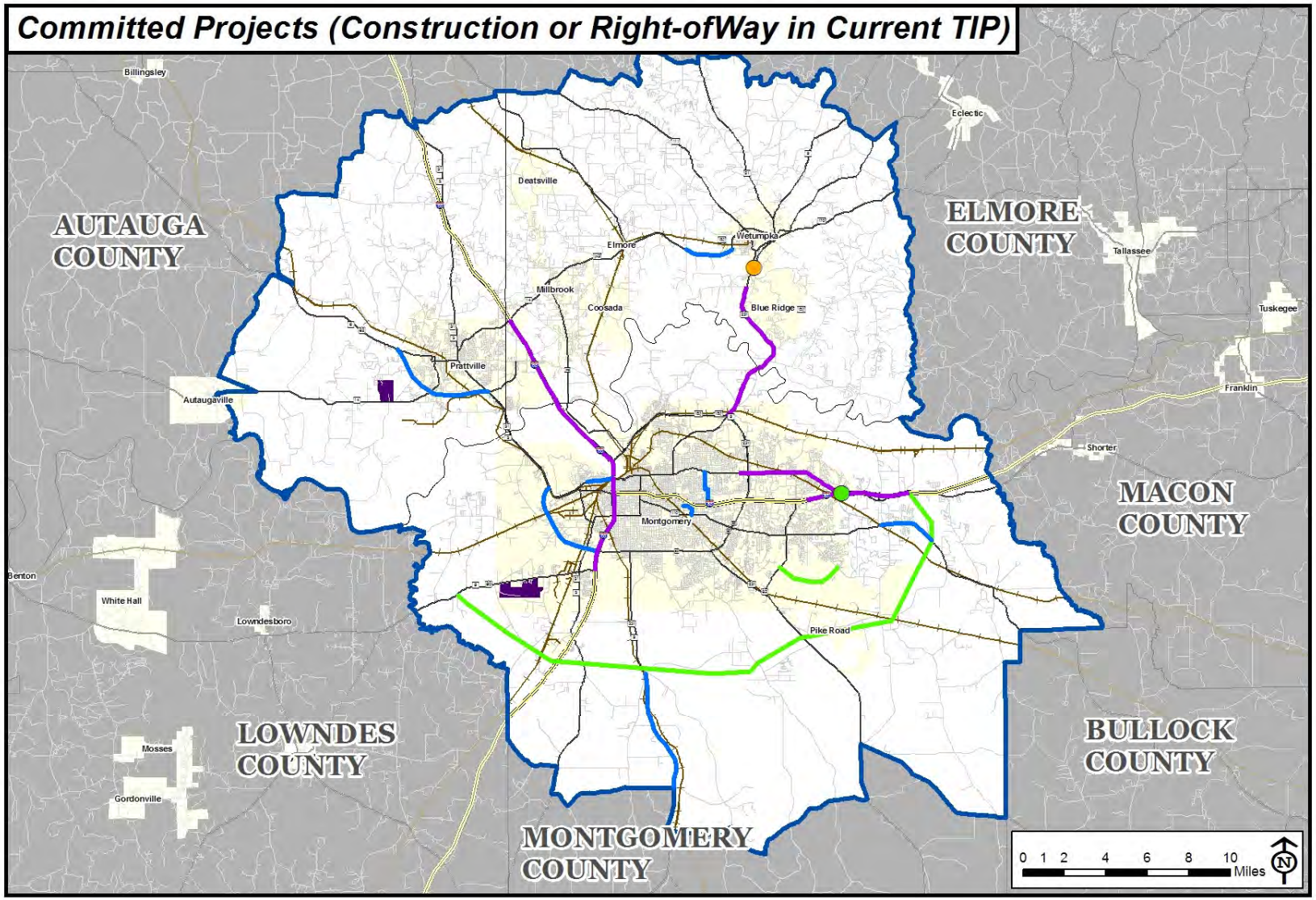
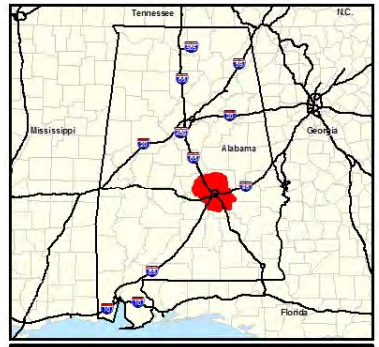
Montgomery - 2035 LRTP Update

Committed Projects (Construction or Right-ofWay in Current TIP)



Regional Inset



Legend

Committed Projects
- Interchange
- Operations / Safety
- New Road 4-Lane
- Widen to 4-5 Lanes
- Widen to 6 Lanes

Road Network
- Interstate
- U.S. Route / State Route
- Other Roads

Other Layers
- Railroad
- MPO Boundary
- Airport
- County Boundaries
- City Limits (2000 Census)

Source: U.S. Census (2005), ESRI, & Jacobs

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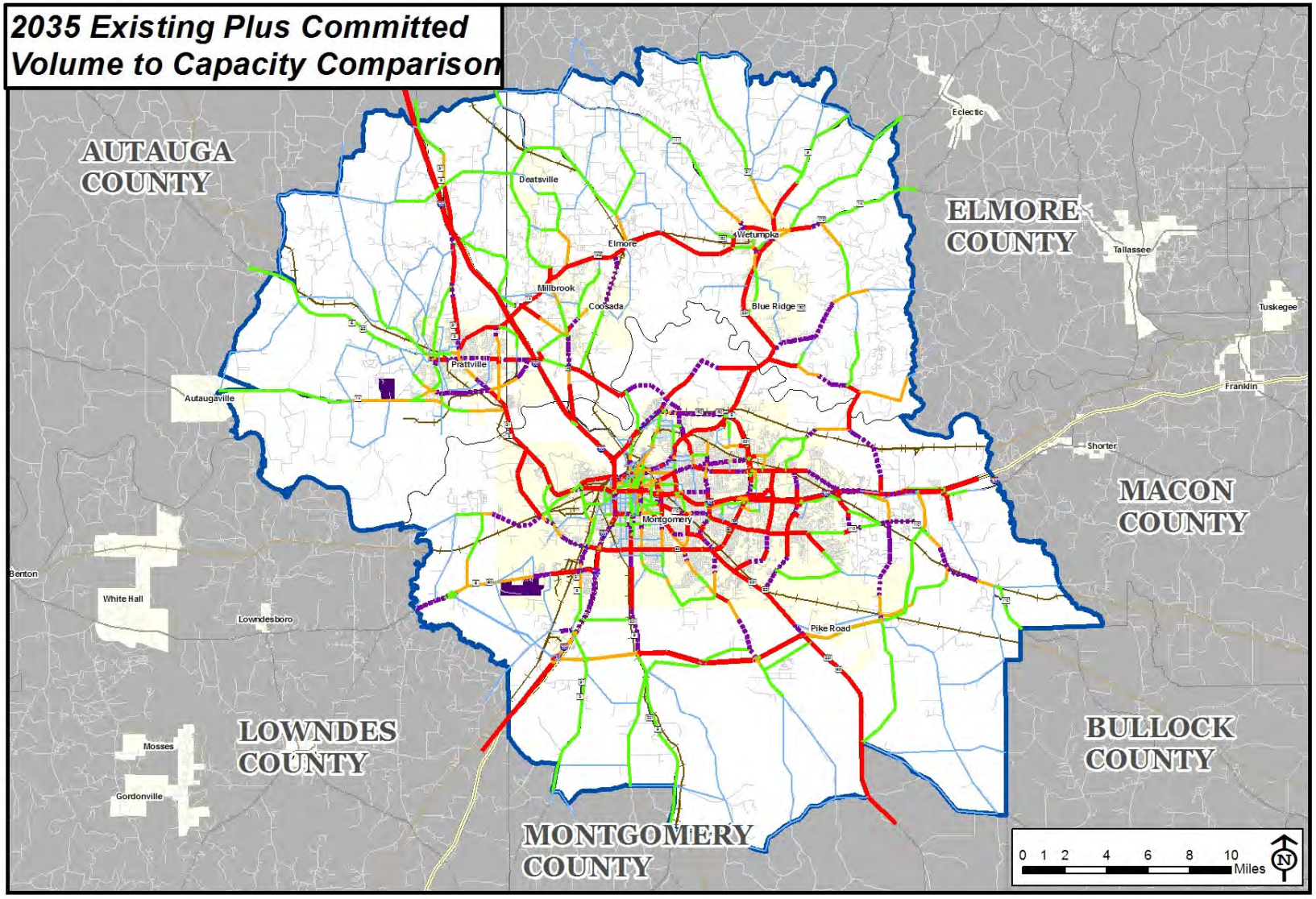
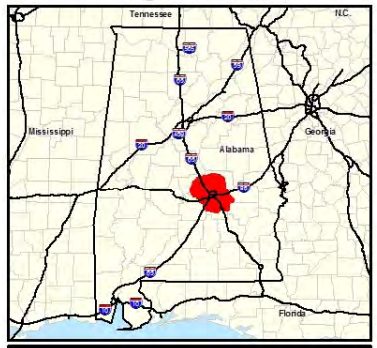
Montgomery - 2035 LRTP Update

2035 Existing Plus Committed Volume to Capacity Comparison



Regional Inset



Legend

2035 Existing Plus Committed Model Network Volume to Capacity

- ≥ 1.0
- 0.81 - 0.99 (LOS E)
- 0.61 - 0.80 (LOS D)
- 0.27 - 0.60 (LOS B-C)
- <= 0.26 (LOS A)

Road Network

- Interstate
- U.S. Route / State Route
- Other Roads

Other Layers

- Railroad
- MPO Boundary
- Airport
- County Boundaries
- City Limits (2000 Census)

Source: U.S. Census (2005), ESRI, & Jacobs

This map is intended for planning purposes only.

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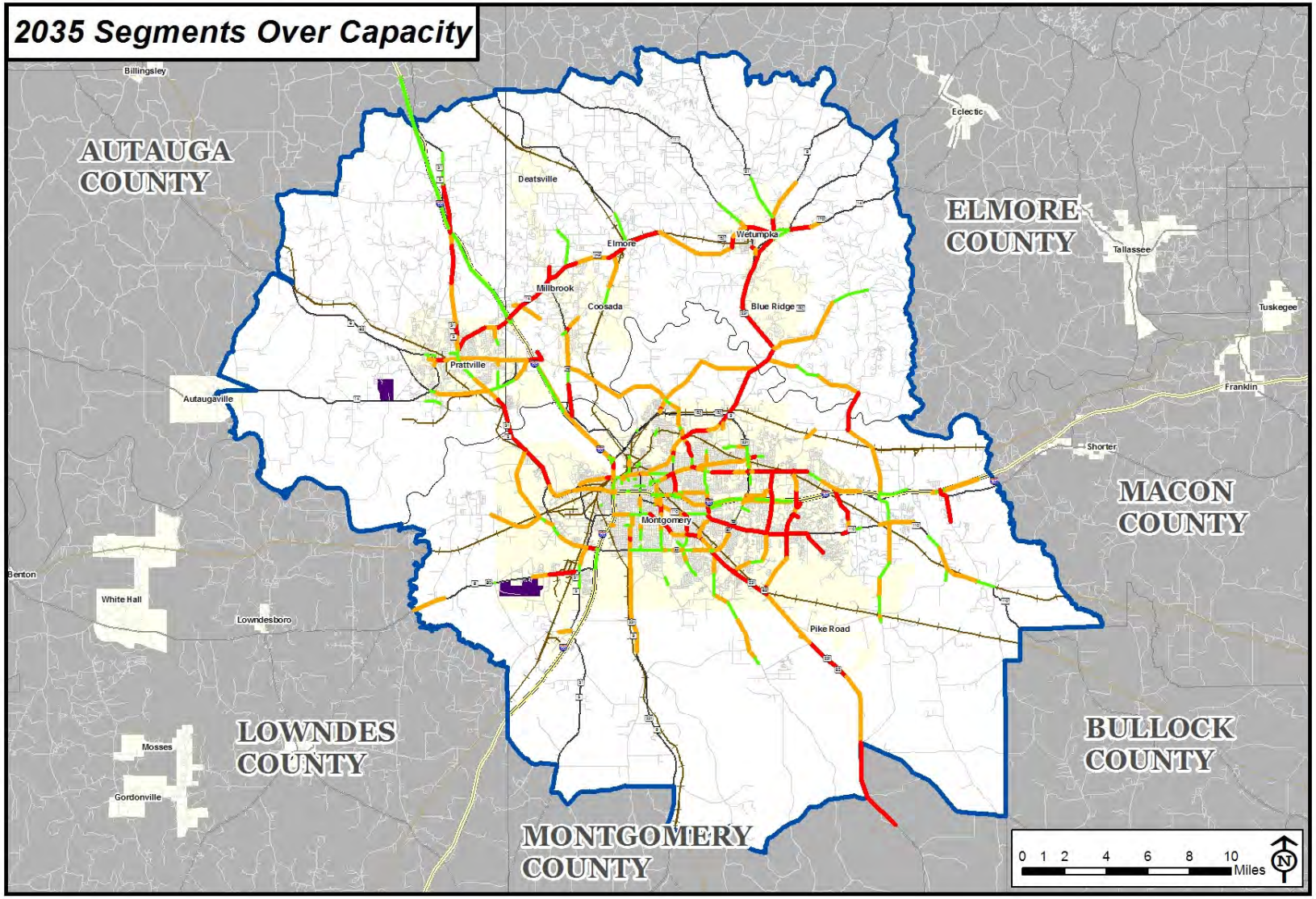
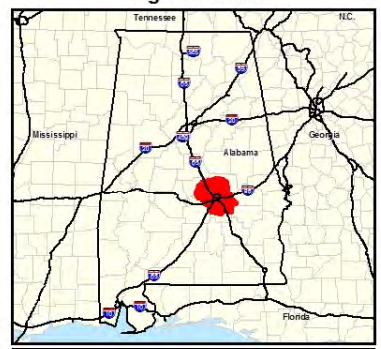
Montgomery - 2035 LRTP Update

Montgomery Area Metropolitan Planning Organization

2035 Segments Over Capacity



Regional Inset



Legend

Amount Over Capacity

- Less than 150 veh/hr during peak hour. Requires minor operational improvements (traffic signalization, signal coordination)
- Between 150 and 490 veh/hr during the peak hour. Requires minor capacity improvements (turn lanes, intersection improvements)
- More than 490 veh/hr during peak hour. Requires major capacity improvements (widening, new road)

Road Network

- Interstate
- U.S. Route / State Route
- Other Roads

Other Layers

- Railroad
- MPO Boundary
- Airport
- County Boundaries
- City Limits (2000 Census)

Source: U.S. Census (2005), ESRI, & Jacobs

This map is intended for planning purposes only.

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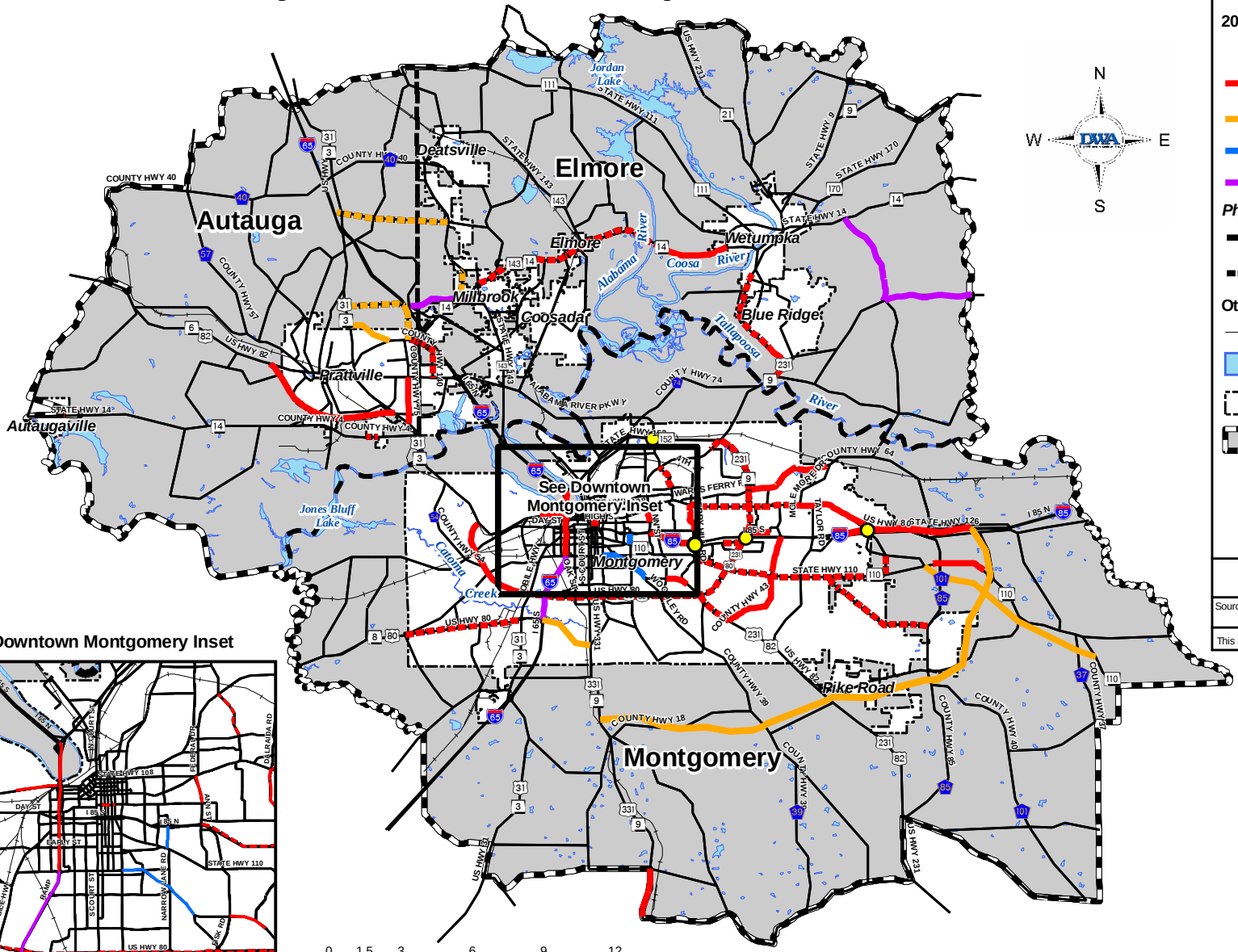
Note: This provides a further gradation of segments experiencing LOS E or F conditions in 2035 to indicate the likely level of response to the capacity deficiency, ranging from operational improvements to new capacity. The threshold of 490 vph in the peak direction is the point at which the road section experiences a deficiency equal to half the capacity of an additional lane in each direction. This threshold correlates to an ADT difference of 14,000, using a peak hour factor (K factor) of .10 and a directional distribution of 70%. This ADT is the average of ALDOT model capacity increases for widening from 2 to 4 lanes on a principal arterial, minor arterial and collector in urban areas.

Montgomery Study Area - 2030 Long Range Transportation Plan

2030 Financially-Constrained Projects



Legend

2030 Financially-Constrained Projects

- Interchange Projects
- Widening Projects
- New Construction Projects
- Operation/ITS Projects
- Roadway Improvement Projects

Phase

- Phase 2006-2015
- Phase 2016-2030

Other Layers

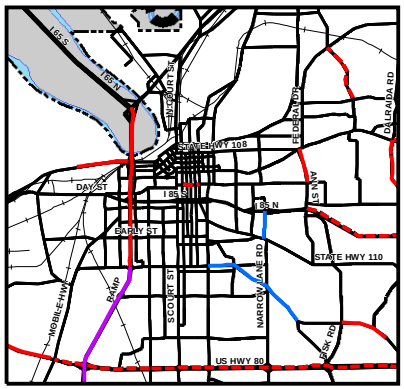
- Railroad
- Water Bodies
- City Limits (2000 Census)
- Montgomery Area MPO Boundary
- Interstate Highway Symbol
- U.S. Highway Symbol
- Alabama State Route Symbol
- County Highway Symbol

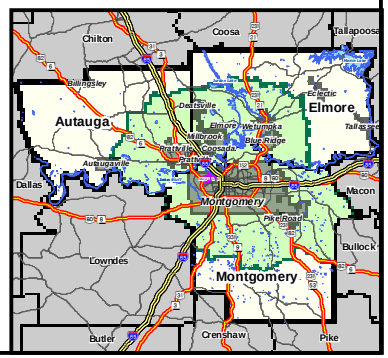
Figure 8.2

Source: Montgomery Area MPO, U.S. Census (2000), and Day Wilburn Associates, Inc.

This map is intended for planning purposes only.

Downtown Montgomery Inset





June 2005

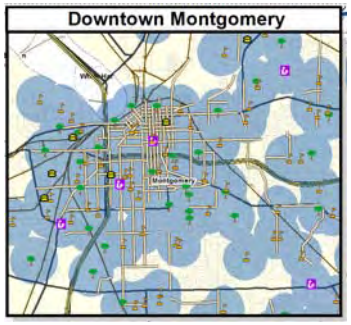
Day Wilburn Associates, Inc.

Pedestrian and Bicycle Analysis

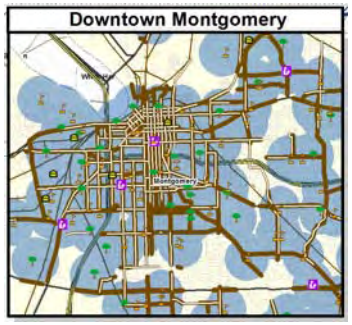
Montgomery Area Metropolitan Planning Organization

Pedestrian Facilities

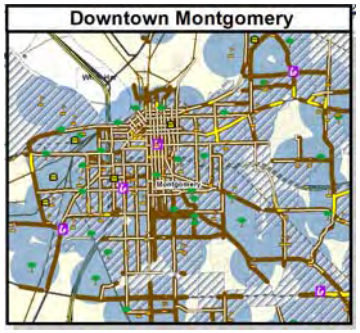
- Located community facilities throughout MPO area
- Delineated half-mile buffer around these facilities



- Identified non-local roads within these buffer areas
- These segments were defined as pedestrian needs. In addition to the existing 106 miles of sidewalk, 160 miles of sidewalk needs were identified.



- Defined zones with high employment and population density
- Pedestrian needs within these zones were classified as “high priority” needs (50 miles of sidewalk)



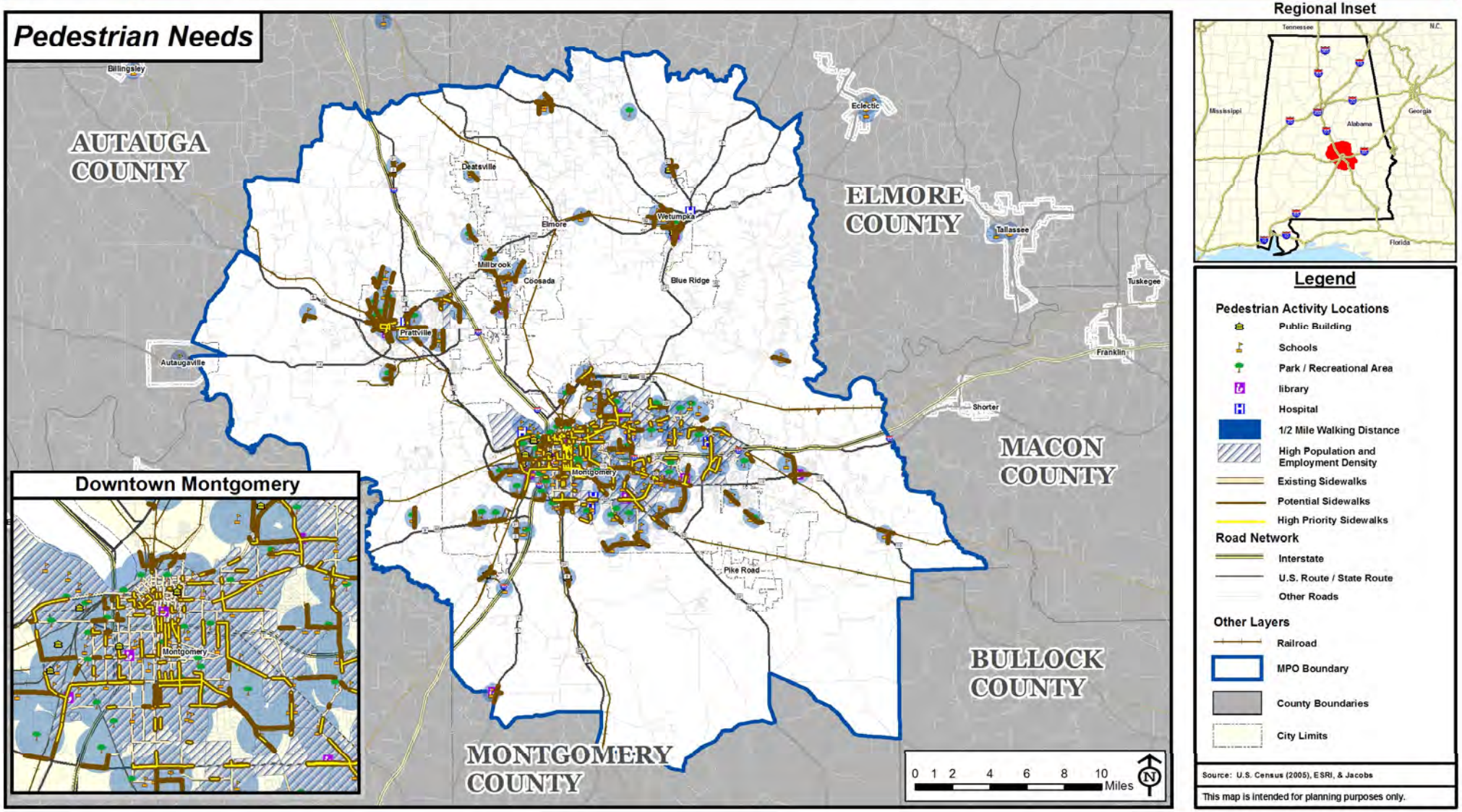
Bicycle Facilities

- Identified potential on-street bicycle routes based on suitability index
  - Volume
  - Speed
  - Functional Class

- Identified areas with high population and employment densities

- Identified roads for consideration of on-street bicycle routes based on bicycle suitability and population/employment density (138 miles)
- Continued work through recommended Bicycle & Pedestrian Plan will be needed to define alignments

Montgomery - 2035 LRTP Update



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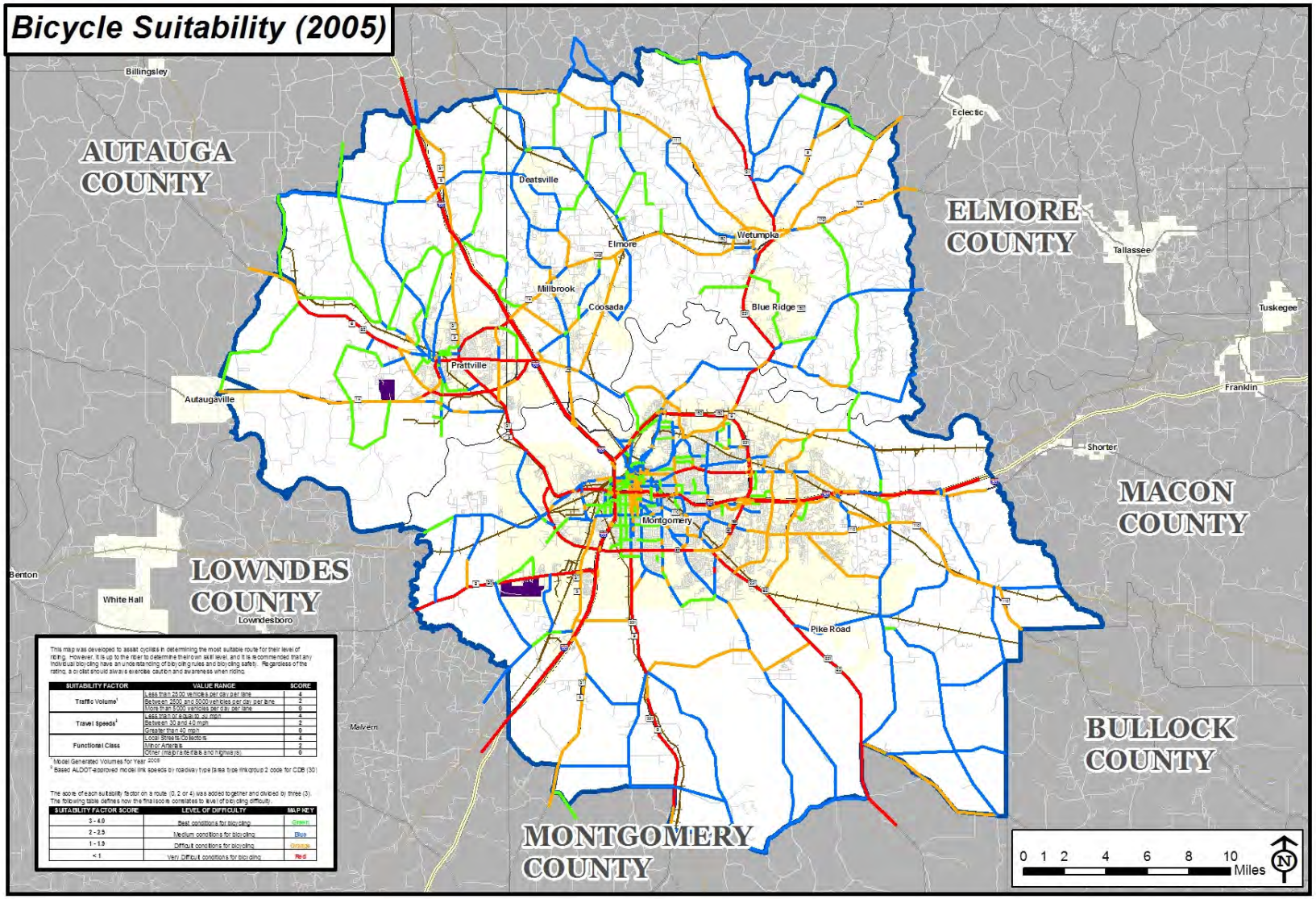
Note: Downtown areas for suburban cities are often encompassed in larger TAZs that do not capture higher density. These areas will also be considered in defining pedestrian needs.

Montgomery - 2035 LRTP Update

Montgomery Area Metropolitan Planning Organization

Bicycle Suitability (2005)



This map was developed to assist cyclists in determining the most suitable route for their level of riding. However, it is up to the rider to determine their own skill level, and it is recommended that any individual bicycling have an understanding of bicycling rules and bicycling safety. Regardless of the rating, a cyclist should always exercise caution and awareness when riding.

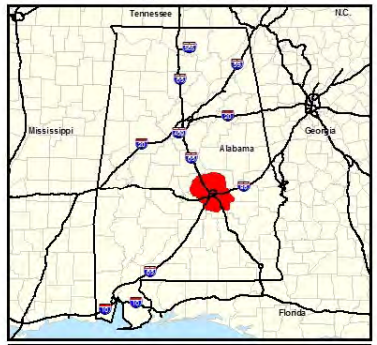
SUITABILITY FACTOR	VALUE RANGE	SCORE
Traffic Volume[1]	Less than 2500 vehicles per day per lane	4
	Between 2500 and 5000 vehicles per day per lane	2
	More than 5000 vehicles per day per lane	0
Travel Speeds[2]	Less than or equal to 30 mph	4
	Between 30 and 40 mph	2
	Greater than 40 mph	0
Functional Class	Local Streets/Collectors	4
	Minor Arterials	2
	Other (major arterials and highways)	0

[1] Model Generated Volumes for Year 2005
[2] Based ALDOT-approved model link speeds by roadway type (area type link group 2 code for CDB (30)

The score of each suitability factor on a route (0, 2 or 4) was added together and divided by three (3). The following table defines how the final score correlates to level of bicycling difficulty.

SUITABILITY FACTOR SCORE	LEVEL OF DIFFICULTY	MAP KEY
3 - 4.0	Best conditions for bicycling	Green
2 - 2.9	Medium conditions for bicycling	Blue
1 - 1.9	Difficult conditions for bicycling	Orange
< 1	Very Difficult conditions for bicycling	Red

Regional Inset



Legend

Bicycle Suitability
- 3.0 - 4.0 (Best Conditions For Bicycling)
- 2.0 - 2.9 (Medium Conditions For Bicycling)
- 1.0 - 1.9 (Difficult Conditions For Bicycling)
- < 1.0 (Very Difficult Conditions For Bicycling)

Road Network
- Interstate
- U.S. Route / State Route
- Other Roads

Other Layers
- Railroad
- MPO Boundary
- Airport
- County Boundaries
- City Limits (2000 Census)

Source: U.S. Census (2005), ESRI, & Jacobs

This map is intended for planning purposes only.

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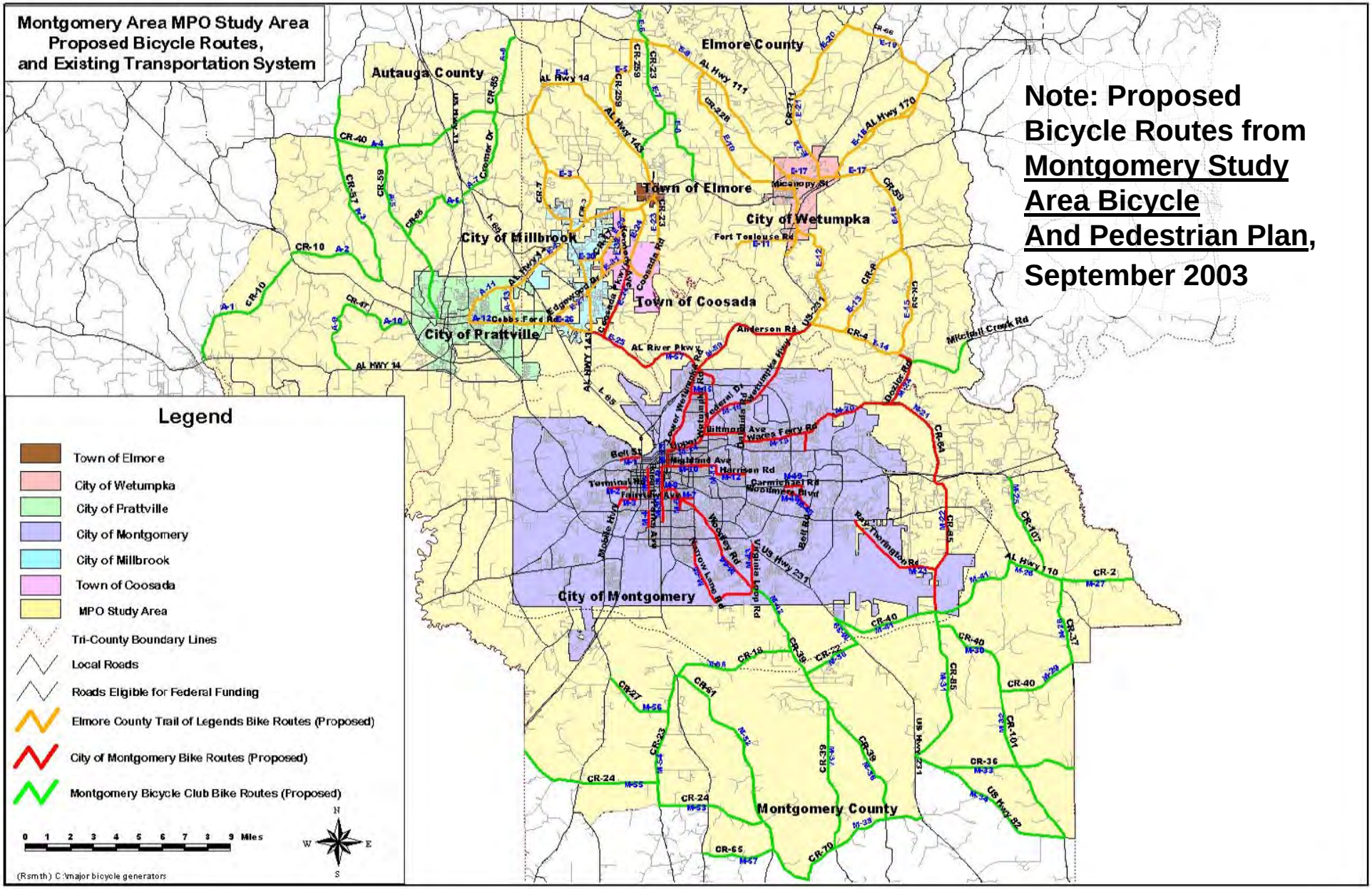
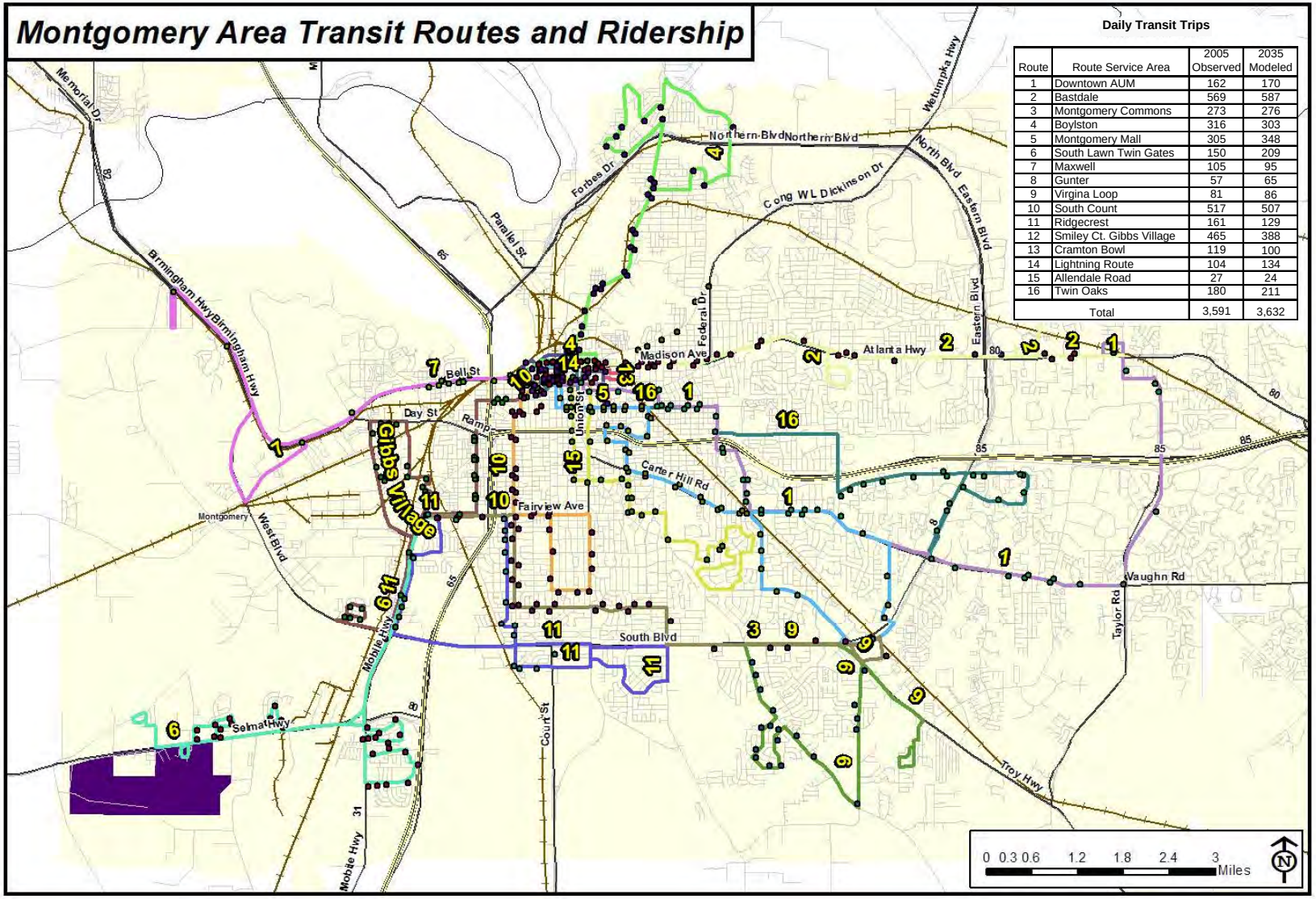


Note: Proposed Bicycle Routes from Montgomery Study Area Bicycle And Pedestrian Plan, September 2003

Montgomery - 2035 LRTP Update

Montgomery Area Transit Routes and Ridership



Daily Transit Trips

Route	Route Service Area	2005 Observed	2035 Modeled
1	Downtown AUM	162	170
2	Bastdale	569	587
3	Montgomery Commons	273	276
4	Boylston	316	303
5	Montgomery Mall	305	348
6	South Lawn Twin Gates	150	209
7	Maxwell	105	95
8	Gunter	57	65
9	Virgina Loop	81	86
10	South Count	517	507
11	Ridgecrest	161	129
12	Smiley Ct. Gibbs Village	465	388
13	Cramton Bowl	119	100
14	Lightning Route	104	134
15	Allendale Road	27	24
16	Twin Oaks	180	211
	Total	3,591	3,632

Regional Inset

Legend

Transit Network
- Transit Stops (color varies)
- Transit Routes (color varies)

Road Network
- Interstate
- U.S. Route / State Route
- Other Roads

Other Layers
- Railroad
- MPO Boundary
- Airport
- County Boundaries
- City Limits (2000 Census)

Source: U.S. Census (2005), ESRI, & Jacobs

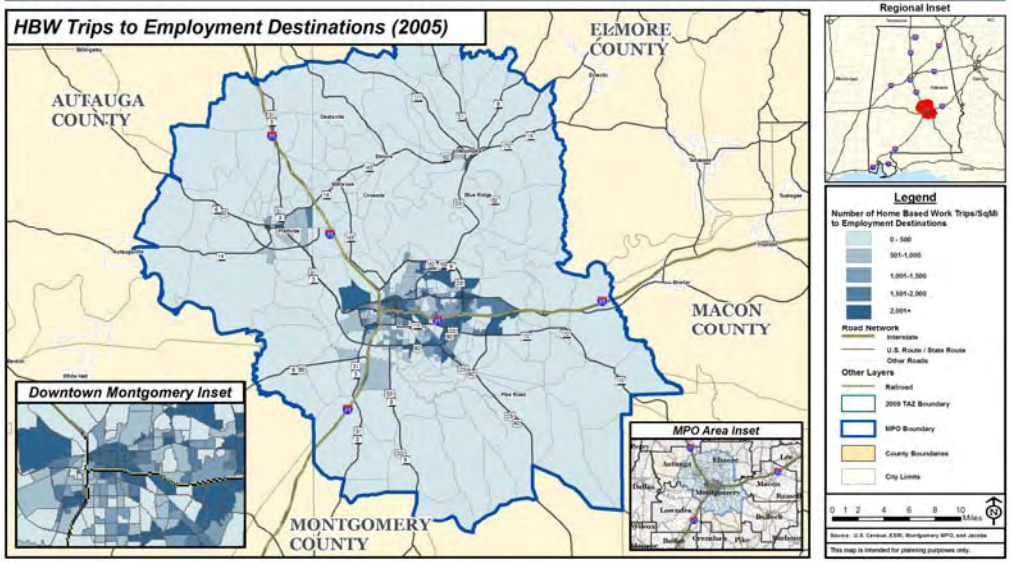
This map is intended for planning purposes only.

December 2009

Note: Forecast ridership is for existing routes only. Opportunities for additional routes and other transit services will be evaluated.

Montgomery - 2035 LRTP Update

HBW Trips to Employment Destinations (2005)



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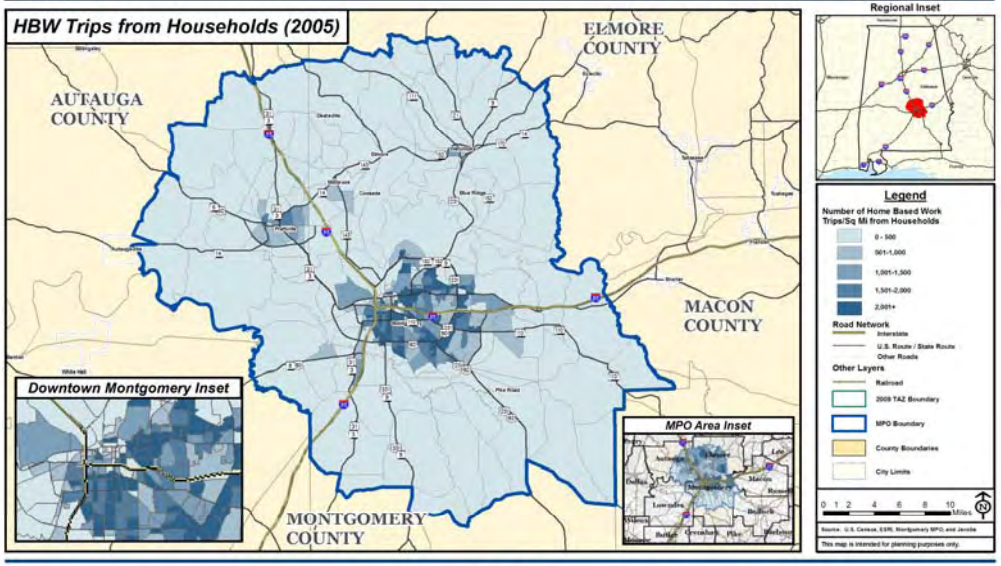
Montgomery - 2035 LRTP Update

HBW Trips from Households (2005)



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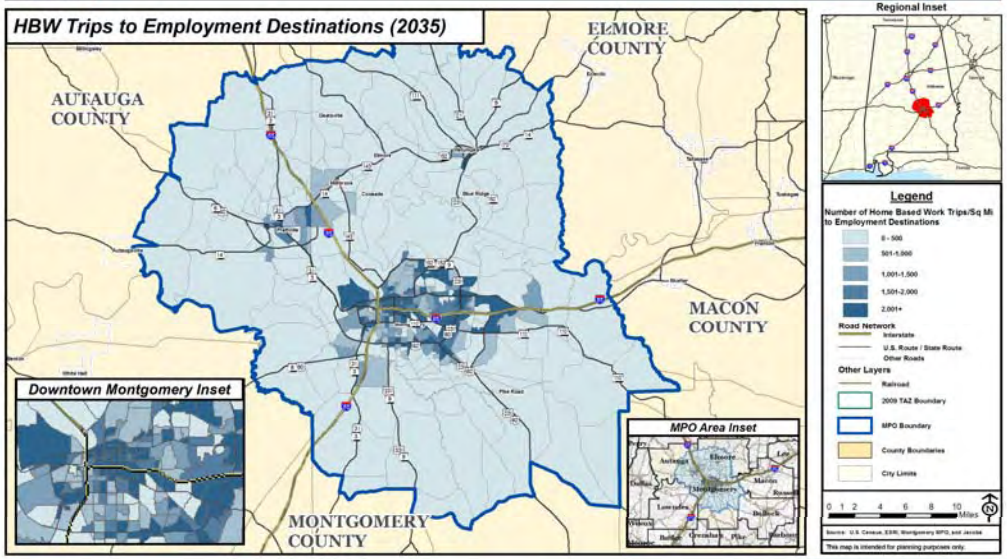
Montgomery - 2035 LRTP Update

HBW Trips to Employment Destinations (2035)



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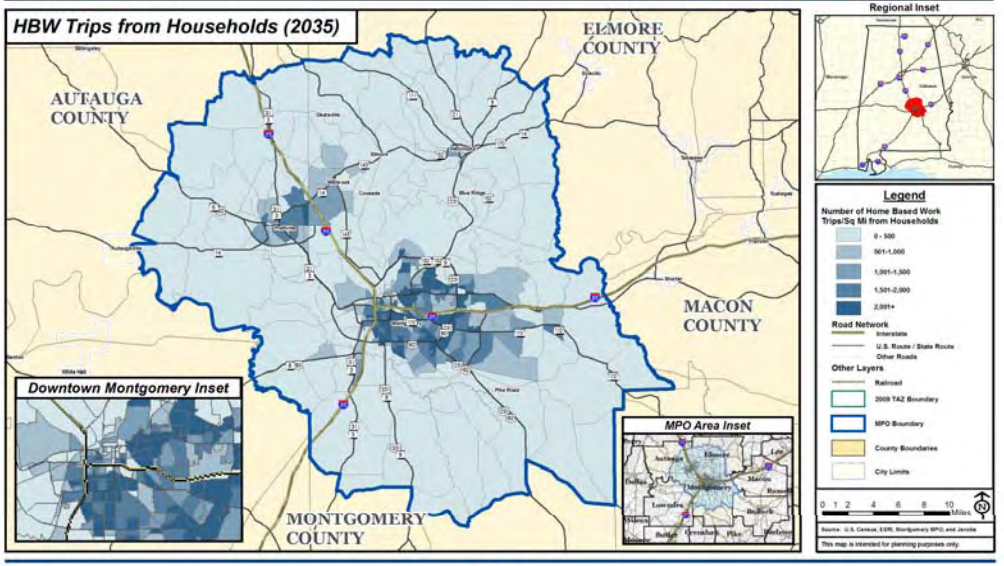
Montgomery - 2035 LRTP Update

HBW Trips from Households (2035)



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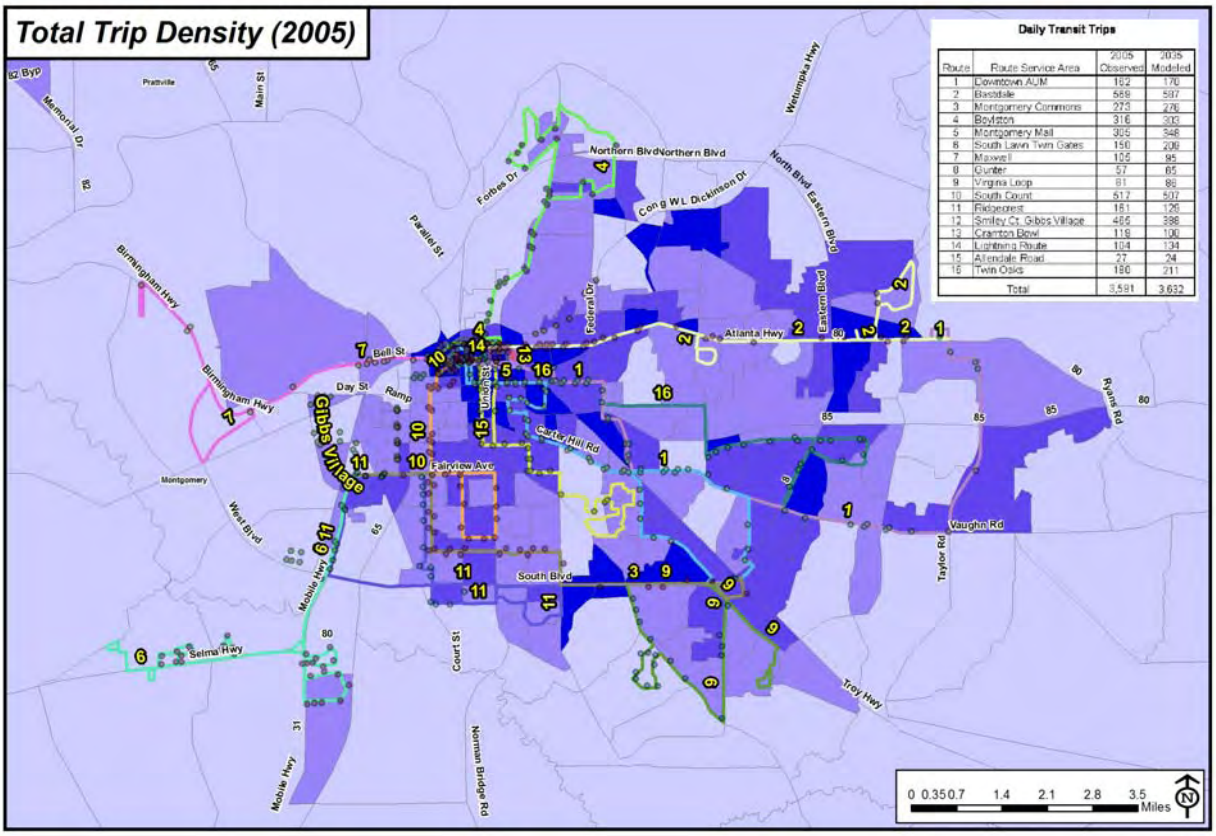
Montgomery - 2035 LRTP Update

Total Trip Density (2005)



Regional Inset

Legend

Total Trips per Sq Mi to/from TAZ

- 0 - 10,000
- 10,000 - 20,000
- 20,000 - 30,000
- >30,000

Transit Network

- Transit Stops (color varies)
- Transit Routes (color varies)

Road Network

- Interstate
- U.S. Route / State Route
- Other Roads
- Railroad

Source: U.S. Census (2005), ESRI, & Jacobs

This map is intended for planning purposes only.

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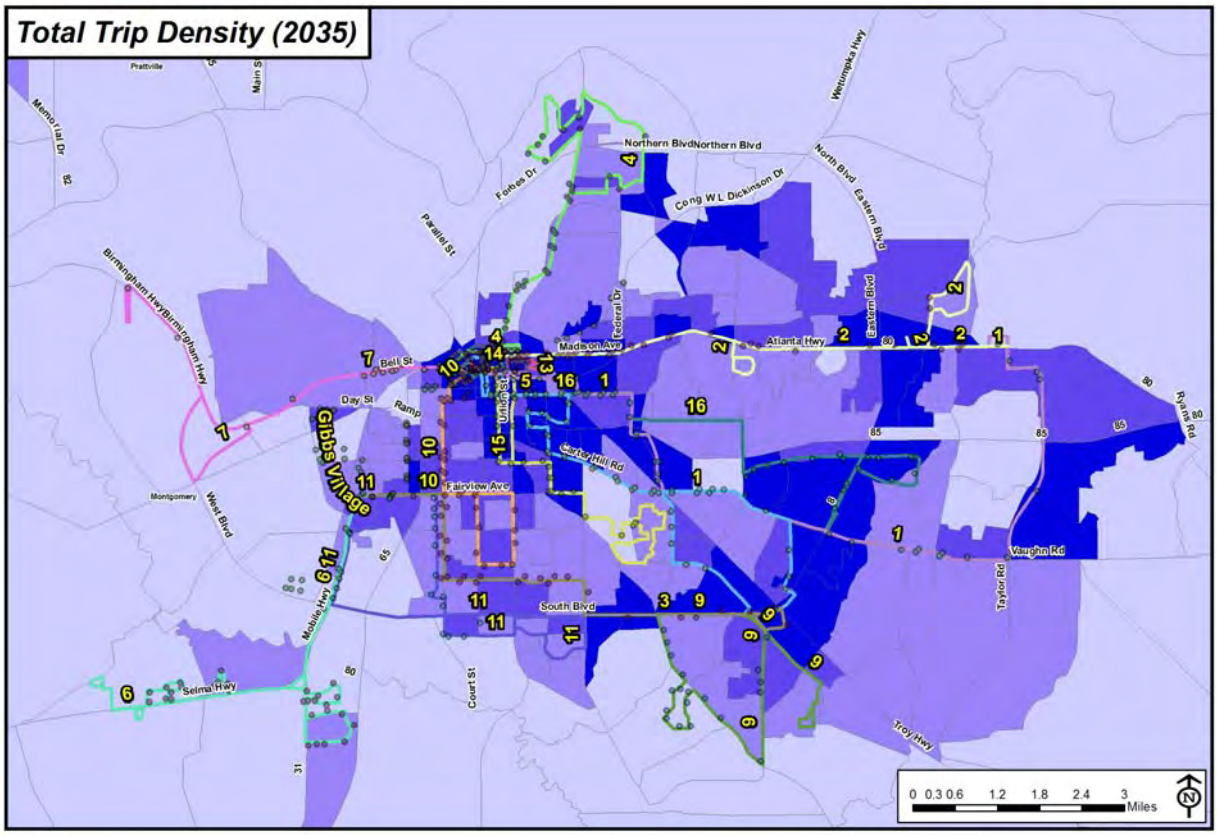
Montgomery - 2035 LRTP Update

Total Trip Density (2035)



Regional Inset

Legend

Total Trips per Sq Mi to/from TAZ

- 0 - 10,000
- 10,000 - 20,000
- 20,000 - 30,000
- >30,000

Transit Network

- Transit Stops (color varies)
- Transit Routes (color varies)

Road Network

- Interstate
- U.S. Route / State Route
- Other Roads
- Railroad

Source: U.S. Census (2005), ESRI, & Jacobs

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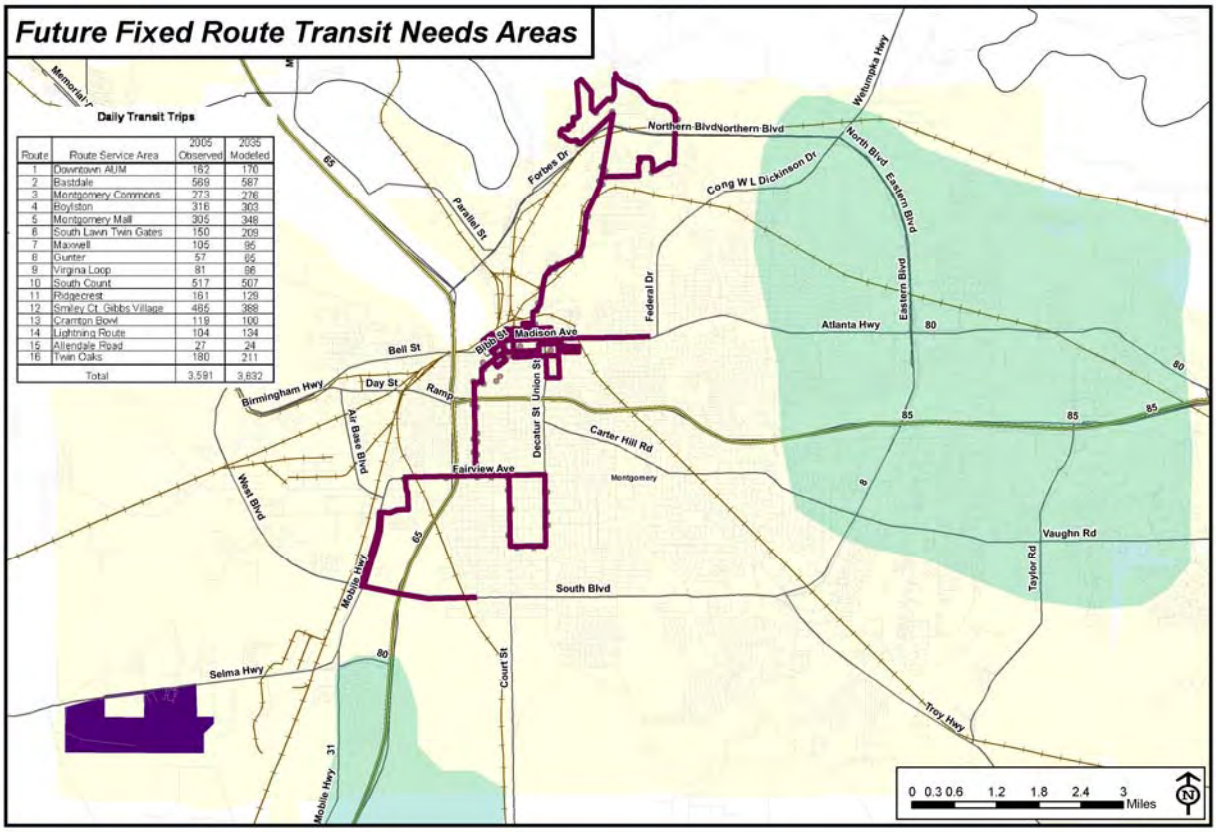
Montgomery - 2035 LRTP Update

Future Fixed Route Transit Needs Areas



Regional Inset

Legend

- Route Sections with High Occupancy (max occupancy of >80% based on 2007 Ridership Survey)
- Potential Service Expansion to Accomodate High Density Growth and Employment Centers

Road Network
- Interstate
- U.S. Route / State Route
- Other Roads

Other Layers
- Railroad
- Airport

Source: U.S. Census (2005), ESRI, & Jacobs

This map is intended for planning purposes only.

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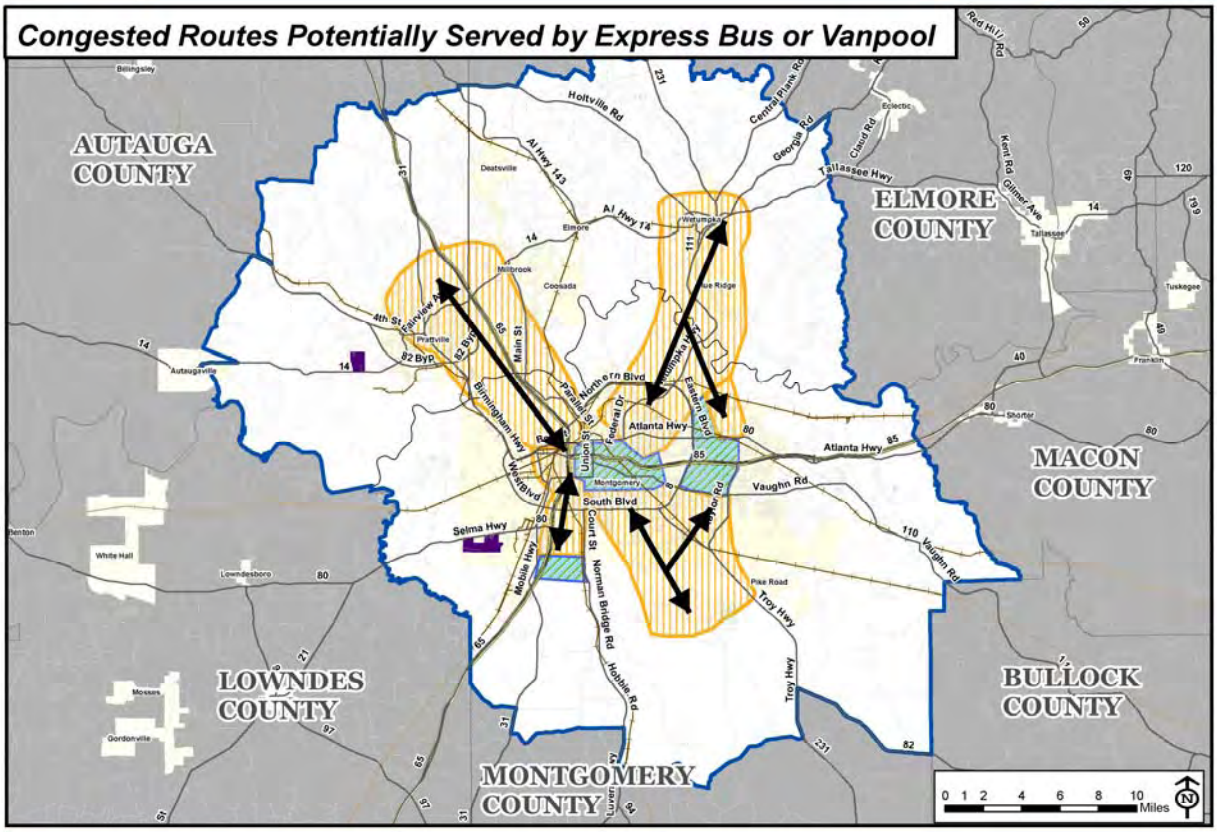
Montgomery - 2035 LRTP Update

Congested Routes Potentially Served by Express Bus or Vanpool



Regional Inset

Legend

- Potential Corridors for Carpool, Vanpool, Express Bus Service
- Future Employment Concentration

Road Network
- Interstate
- U.S. Route / State Route
- Other Roads

Other Layers
- Railroad
- MPO Boundary
- Airport
- County Boundaries
- City Limits (2000 Census)

Source: Montgomery CMP Update (2009-2013)

This map is intended for planning purposes only.

February 2010

DRAFT