

Transit Needs Analysis Montgomery 2030 LRTP Update

Major concentrations of transit-dependent population: These areas were determined by mapping TAZs by 2030 income and identifying concentration of lower incomes:

- Areas adjacent to downtown, esp. to the south and west
- Area west of I-65 and south of Maxwell AFB
- Decatur St/Lower Wetumpka Rd corridor N of downtown

Major concentrations of potential express bus / vanpool users: These are based on TAZs characterized by higher incomes:

- Atlanta Hwy corridor east of US 231 (loop highway)
- East Montgomery - Fieldcrest/Perry Hill corridor
- Prattville area esp. along I-85 (though densities are much lower)
- Wetumpka area, east of US 231 (again, relatively low densities)

Major (non-retail) employment centers: Successful destinations for express bus service generally consist of areas with high concentrations of non-retail employment. These areas were determined by mapping TAZs based on 2030 non-retail employment densities:

- Primary concentration: Downtown Montgomery (107 non-retail jobs/acre in 14-TAZ area bounded by I-85, Court, Madison, Jackson)
- Secondary concentration: Forest Ave. at I-85, just SE of downtown (51 non-retail jobs/acre in 1 TAZ)
- Secondary concentration: Gunter Industrial Park, NE Montgomery (11 non-retail jobs/acre in 1 TAZ)
- Secondary concentration: US 80 (loop road) at Woodley Rd (23 non-retail jobs/acre in 2 TAZs)

Need for improved transit service is greatest along corridors that are expected to experience severe congestion. Major commute corridors expected to operate primarily at LOS F include:

- I-85 from Atlanta Hwy to downtown Montgomery
- SW commute corridor: US 82 to McGehee Rd to Carter Hill Rd.
- Loop highway from US 231 to Norman Bridge
- Other corridors that will be approaching LOS F: Atlanta Hwy, I-65 N, US 231 from Wetumpka to loop

Preliminary findings:

- Low income areas are generally served by existing bus routes, but could benefit from improved service/frequency
- Opportunity for express bus service from major middle/high income areas to Downtown Montgomery, particularly along corridors expected to operate primarily at LOS F
- Opportunity for vanpool service from middle/high income areas to secondary non-retail employment centers (Gunter Park, Forest Ave, Woodley Rd)
- Forest Ave. area could also serve as stop along express bus service to downtown given its central location

