# Ray Thorington Road - Taylor Road Connector Road Proposed Amendment Project to the 2030 Long Range Transportation Plan Document and Regional Travel Demand Model

**Montgomery Area MPO**

**Prepared by the MPO Transportation Planning Staff**

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# Proposed Amendment Project to the 2030 Long Range Transportation Plan Document and Regional Travel Demand Model

At the February 2006 meeting of the Montgomery Area Technical Coordinating Committee (TCC), Citizen's Advisory Committee (CAC) and Metropolitan Planning Organization (MPO) meetings, the Alabama Department of Transportation recommended that the MPO transportation planning staff amend the 2030 Long Range Transportation Plan (LRTP) to include the proposed new Ray Thorington – Taylor Road Connector road into the plan. The MPO staff's findings are summarized below.

## PRIVATE/PUBLIC DEVELOPMENT

Various Montgomery private developers have expressed interest in constructing a new connector road for development purposes between the existing Ray Thorington Road and Taylor Road in south east Montgomery. The road once constructed will be a public access road and is proposed to be a 4 lane divided urban collector. The road will serve existing and proposed new residential housing units. The road and new residential development are both needed in order to support the influx of new people that will be moving to the City of Montgomery, which will be associated with various industrial developments like the Hyundai motor manufacturing facility and its suppliers.

An estimated $3,000,000 total dollars in Metropolitan Planning Organization (MPO) funds are needed for this new road project for preliminary engineering (PE) and construction (CN). The $3,000,000 is a small incentive needed in order to leverage an estimated $15,000,000 to $20,000,000 in funds that the developers will pay for the road. If all goes according to plan private interest will donate all right of way needed for this project also, so there will be no right of way issues associated with this project.

## SCENARIOS RUN IN THE MONTGOMERY AREA MPO 2030 TRAVEL DEMAND MODEL

Modeling work was completed for the Ray Thorington/Taylor Road connector road. Two different scenarios were run: The first scenario's model run was done with the new road in the network with the adopted and approved year 2030 forecast data with only 1,687 housing units in traffic analysis zone (TAZ) 238. The 1,687 housing units were reasonable at the time when the 2030 LRTP was done. 6,798 vehicles are loading onto the proposed new road under this scenario. No significant changes occur on the existing roads that the new road feeds into. This scenario would only justify building a 2 lane road based on the amount of traffic generated and loaded onto the network. See the exhibit titled **"Scenario 1 For Proposed Ray Thorington-Taylor Road Urban Collector"** to

see the loaded model network with the new road added between Taylor Road and Ray Thorington Road.

Scenario 2 shows the new road added into the approved model network with two new TAZ's created. An additional 2,273 housing units were added to TAZ 238 to equal 3,960. TAZ's 361 and 362 were created because the original TAZ was too big. The remainder of the proposed new housing units were added into the new TAZ's. In TAZ 361 a total of 5,940 new housing units were added and in TAZ 362 a total of 1,980 new housing units were added. In scenario 2 the 3 step model process was applied to derive at the network assignment (loaded model volumes). In trip generation the total housing units were increased by 10,213 to equal 11,880 in the socioeconomic data file for TAZ's 238, 361 and 362 based off of a new economic impact study resulting from residential development of old TAZ 238. Once this was done the trip generation software was run and the total productions and attractions were produced. Once trip generation was complete the new productions and attractions file was put into the 2030 Build A model file and then the whole model was run through network assignment.

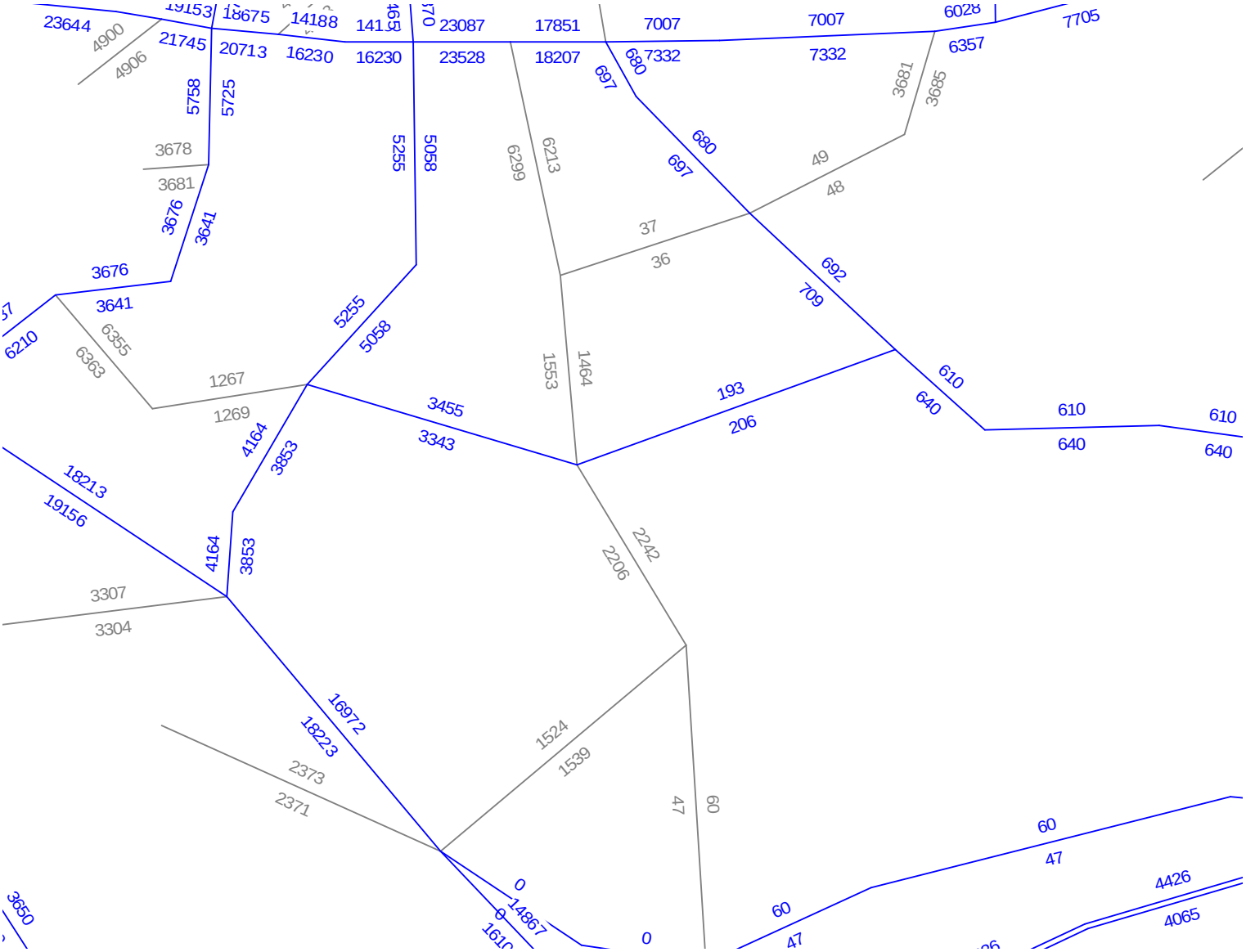
A total of 42,429 vehicles per day were loaded onto the proposed new road under the scenario 2 model run. There are a significant amount of new trips generated from the addition of the extra 10,213 housing units added into TAZ's 238, 361 and 362. Also, a significant amount of new trips were loaded onto Taylor Road. The other existing roads feeding into the proposed new road and surrounding the proposed new road had very little change in trip loadings, with the exception of Vaughn Road. See the exhibit titled **"Scenario 2 For Proposed Ray Thorington-Taylor Road Urban Collector"** to see the loaded model network with the new road added between Taylor Road and Ray Thorington Road that was run with the additional housing units added into TAZ's 238, 361, and 362.

A copy of the executive summary and full document of the study titled *"Economic Impact Resulting from the Residential Development of a 3,960 Acre Tract of Land Located in Southeast Montgomery, Alabama"* is available for viewing.

## CONCLUSION

As the City of Montgomery's growth proceeds further East development will occur. The need for other new road facilities, widening existing road facilities and the expansion of public transit will continue to rise. The eastern and southeastern areas of Montgomery have been the focus of significant new development, with high-end retail and upscale residential developments already in place or underway. The eastern area is rapidly becoming one of the most desirable areas in the City of Montgomery for retail and residential development. The existing developments and future developments will continue to need infrastructure improvements and new infrastructure.

## Scenario 1 For Proposed Ray Thorington-Taylor Road Urban Collector



## Scenario 2 For Proposed Ray Thorington-Taylor Road Urban Collector