



2040 Long Range Transportation Plan Update

MPO Committees Presentation
June 9 & 11, 2015

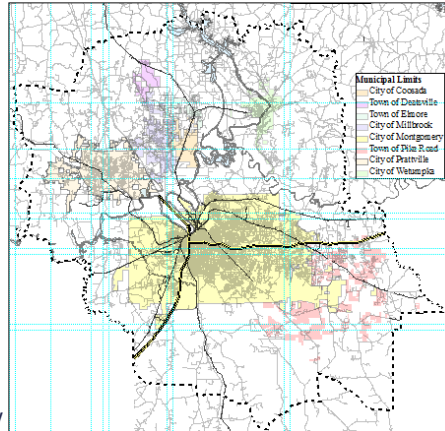
Agenda

- Purpose of the LRTP
- LRTP Goals
- Community Outreach
- Funding Trends
- Scenarios
- Review of Proposed LRTP Work Program—
Capacity, MO, Transit, Bicycle/Pedestrian
Improvements
- Next Steps



Montgomery MPO

- Organization responsible for transportation planning in the Montgomery urbanized area, including Wetumpka Urban Cluster
- Study area jurisdictions include:
 - Portions of Autauga, Elmore and Montgomery counties
 - Town of Coosada, Town of Deatsville, Town of Elmore, City of Millbrook, City of Montgomery, Town of Pike Road, and City of Prattville



Purpose of the LRTP

- Identify existing and future needs through 2040
- Prioritize multimodal projects and strategies to meet the needs
- Tie transportation infrastructure to land use
- Pace transportation improvements to growth
- Relate improvements to “real world” funding availability
- Required for projects to be funded through federal and state plans/programs



L RTP Goals

2040 L RTP Goals	Related Emphasis Area(s)
Optimize the efficiency, effectiveness, connectivity, safety, and security of the transportation system	<ul style="list-style-type: none"> • Safety • Congestion Reduction • System Reliability
Promote state of good repair and prioritize maintenance needs	<ul style="list-style-type: none"> • Infrastructure Condition
Develop a financially feasible multimodal transportation system to support expansion of the regional economy	<ul style="list-style-type: none"> • Freight Movement and Economic Vitality • Reduce Project Delivery Delays
Provide viable travel choices to improve accessibility and mobility, sustain environmental quality, and preserve community values	<ul style="list-style-type: none"> • Environmental Sustainability (Natural) • Environmental Justice
Coordinate the transportation system with existing and future land use and planned development	<ul style="list-style-type: none"> • Project Coordination and Public Involvement
Increase jurisdictional coordination and citizen participation in the transportation planning process to enhance all regional travel opportunities	<ul style="list-style-type: none"> • Project Coordination and Public Involvement
Develop, maintain, and preserve a balanced multimodal transportation system that provides for safe, integrated, and convenient movement of people and goods	<ul style="list-style-type: none"> • Multimodal Transportation • Environmental Justice

Community Outreach & Input

- General Public
 - Eight meetings over study’s duration
 - February 2015 in Prattville, Montgomery, and Wetumpka—Baseline conditions, needs identification, and input on potential projects
 - June/July 2015—Draft recommendations and L RTP
 - Information posted on MPO website
- MPO Policy Board & Committees
 - MPO Policy Board
 - Technical Coordinating Committee (TCC)
 - Citizen’s Advisory Committee (CAC)



Estimated Costs & Funding

- Greater emphasis on Maintenance and Operations (MO) than Capacity
- ~\$95.5 million in federal funds for capacity improvements and \$829.9 million for MO
- ~\$231.3 million in local matching funds required
- ~\$10.4 million (\$415,413 annually) in federal TAP funding for bicycle/pedestrian improvements



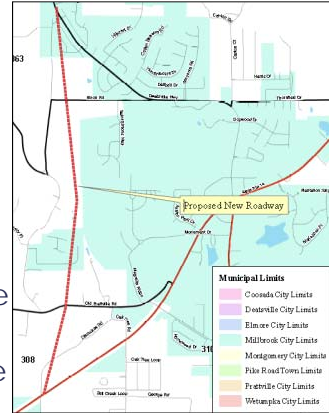
Scenarios

- New Roadway Connecting Deatsville Highway (CR-7) to SR-14
- New Roadway Connecting Deatsville Highway (CR 7) to I-65
- New Roadway Connecting SR-14/Coosa River Parkway to Ft. Toulouse Road
- Wares Ferry Road Interchange on I-85 and Wares Ferry Road Connector Road
- Eastchase Interchange on I-85
- Eastchase Interchange on I-85, Wares Ferry Road Interchange on I-85 and Wares Ferry Road Connector Road



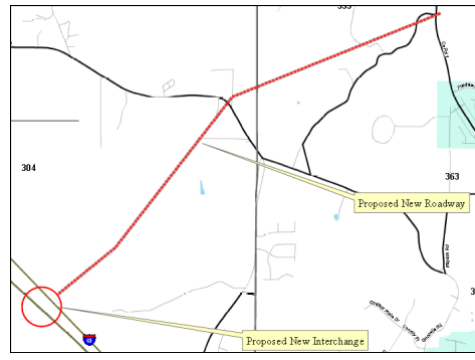
Scenario 1: New Roadway Connecting Deatsville Highway (CR-7) at Ross Road to SR-14 at Kinsley Lane

- Alleviate congestion on SR-14 between I-65 and SR-143 & at the SR-14 and SR-143 intersection
- SR-14 and SR-143 intersection: Volume at all approaches decreased
- Volumes on New Roadway:
 - 8,546 trips per day south of Old Prattville Road
 - 9,004 trips per day north of Old Prattville Road
 - 4,829 trips per day south of Deatsville Highway



Scenario 2: New Roadway Connecting Deatsville Highway (CR 7) to I-65 Between Exits 181 & 186

- Reduce traffic on SR 14 & alleviate congestion along SR 14 east of Interstate 65
- Some relief to I-65 Exits 181 & 186
- Volumes on New Roadway:
 - 6,141 just east of the proposed interchange
 - 4,091 just west of Deatsville Highway



Scenario 3: New Roadway Connecting SR-14/Coosa River Parkway to Ft. Toulouse Road

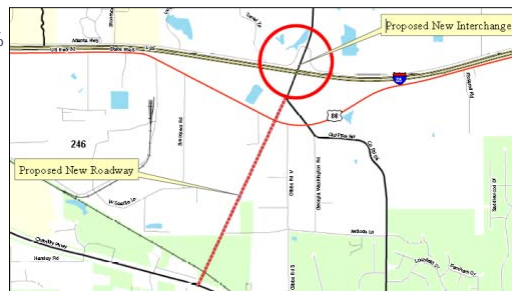


- Relieve congestion in the Wetumpka CBD & serve developing areas of the City of Wetumpka
- W. Bridge Street - 350% decrease in volume between the new roadway and US-231
- US-231 from W. Bridge Street to the new roadway - volumes decrease between 30% and 35%
- US-231 south of the new roadway - volume increase of 8%.
- Volumes on New Roadway: 8,763 cars per day from the parallel portion of US- 231 (~15% of the vehicles on US-231)



Scenario 4: Wares Ferry Road Interchange on I-85 and Wares Ferry Road Connector Road

- Reduce congestion on Chantilly Parkway from the I-85 interchange to Vaughn Road & decrease congestion at the I-85 Mitylene Interchange
- I-85 North off ramp at Chantilly Parkway - decrease in volume = 45%
- Chantilly Parkway
 - Interchange to US-80 - decrease = 13%
 - North of Ryan Road - increase = 22%
 - South of Ryan road -increase = 31%
- Volumes:
 - Chantilly Parkway:
 - 2,929 cars per day south of US-80
 - 6,816 north of US-80
 - I-85 interchange:
 - 6,102 cars per day on the I-85 North exit ramp
 - 3,331 cars per day on the I-85 North entrance ramp
 - 3,421 cars per day on the I-85 South exit ramp
 - 5,479 cars per day on the I-85 South entrance ramp



Scenario 5: Eastchase Interchange on I-85

- Reduce congestion on Chantilly Parkway from the I-85 interchange to Vaughn Road, at the I-85 Mitylene Interchange, on Taylor Road from the I-85 interchange to Eastchase Parkway, & at the I-85 Taylor Road Interchange
- Two Model Runs
 - 2010 base year – Current
 - 2040 constrained models – Future



Scenario 5: Eastchase Interchange on I-85 in 2010

- Volumes Decreases:
 - Taylor Road I-85 Northbound off ramp = 34%
 - Southbound Taylor Road south of the interchange = 46%
 - Northbound Taylor Road traffic = 6%.
 - Mitylene I-85 Northbound off-ramp = 12%
 - Chantilly Parkway south of the interchange = 13%
- New Interchange Volume: 9,560 cars per day



Scenario 5: Eastchase Interchange on I-85 in 2040

- Volumes Decreases:
 - I-85 Northbound off ramp = 32%
 - Southbound Taylor Road south of the interchange = 31%
 - Northbound Taylor Road traffic increases 15%
 - Mitylene I-85 northbound off-ramp = 6%
 - Chantilly Parkway south of the interchange = 1%
- New Interchange Volume: 11,427 cars per day



Scenario 6: Eastchase Interchange on I-85 (# 4) + Wares Ferry Road Interchange on I-85 & Wares Ferry Road Connector Road (# 5)

- Volumes Decreases:
 - Mitylene I-85 North off ramp = 50%
 - Taylor Road I-85 North off ramp = 25%
 - Chantilly Parkway from I-85 interchange to US-80 = 15%
 - Southbound Taylor Road between Eastchase Parkway and I-85 interchange = 40%
 - Northbound Taylor Road between Eastchase Parkway and I-85 interchange = 3%



Scenario 6: Eastchase Interchange on I-85, Wares Ferry Road Interchange on I-85 and Wares Ferry Road Connector Road

- Volumes on New Roadway:
 - Wares Ferry Connector = 3,406 cars per day south of US-80 & 7,244 north of US-80.
 - Wares Ferry Road interchange
 - 4,356 cars per day on the I-85 North exit ramp
 - 3,552 cars per day on the I-85 North entrance ramp
 - 3,500 cars per day on the I-85 South exit ramp
 - 5,432 cars per day on the I-85 South entrance ramp
 - Eastchase interchange = 8,300 cars per day.



Prioritization of Roadway Improvements

- Capacity projects
 - Evaluation of needs factors (e.g., V/C, freight, high growth)
 - Severity of congestion (e.g., capacity minus volume per lane)
 - Constructability analysis (e.g., potential environmental impacts, topography)
- Intersection improvements and access management
 - Identified in previous plan
 - Severity of congestion
 - TCC and MPO coordination/input
- Bridge, resurfacing, and railroad crossings
 - ALDOT coordination with local governments



Roadway Projects—Capacity

- 41 capacity projects
 - 17 fiscally constrained projects at ~\$108.4 million
 - 25 visionary projects at ~\$535.3 million
- Significant projects:
 - Widen US 82 from SR 14 to US 31 in Prattville (\$18.9 million)
 - Widen Marler Rd from 2 to 3 lanes from Okfuski Rd to Vaughn Rd (\$16.4 million)
 - Widen and resurface McQueen Smith Rd from SR 3/US 31 to Cobbs Ford Rd (\$12.1 million)



Roadway Projects—MO

- 136 MO projects
 - 78 fiscally constrained projects at ~\$191.2 million
 - 58 visionary projects at ~\$158.8 million
- Significant projects:
 - Add center turn lane along Marler Rd from Okfuski Rd in Pike Road to Vaughn (\$19.3 million)
 - Replace Day St bridge in Montgomery (\$10.3 million)
 - Improve intersection of Perry Hill Rd at Atlanta Hwy (\$8 million)
- Over \$988 million of unobligated funds for MO projects to be identified through coordination with ALDOT and local jurisdictions



Freight

- Prioritize improvements on high truck volume corridors
 - Capacity improvements on US 82 in Prattville, South Industrial Blvd, and Atlanta Hwy
 - Resurfacing and bridge replacements along I-65
 - Improvements at East Blvd/US 231/SR 8 at I-85 interchange
- Rail crossings
 - No current improvements identified in the work program
 - Continue improvements through ALDOT Section 130 program



Bicycle & Pedestrian

- Projects
 - Bicycle: Priority 1, Priority 2, Priority 3, & Long Range Projects
 - Pedestrians: Priority 1, Priority 2, Priority 3, & Long Range Projects
- The two strategies for constructing bicycle and pedestrian facilities
 - Concurrently with planned roadway improvements
 - Stand-alone projects utilizing allocated TAP funds



Transit

- ~\$108.2 million (\$4,329,202 annually) in federal funding through the year 2040
- Most improvements involve fleet replacement
- Rehabilitation of transfer center planned for 2020

Transit Projects Years :	Recommended Action:	Cost:
2017, 2027, 2037	Bus Replacement(10 year vehicles)	\$4,200,000/yr
2018,2022,2026,2030,2034,2038, 2042	Bus Replacement	\$250,000/yr
2019,2023,2027,2041	Bus replacement	\$500,000/yr
2020	Rehabilitation of Transfer Center	\$1,000,000
2020,2024,2028,2032,2036,2040	Bus Replacement	\$950,000/yr
2021	Rehab of Administrative/Maintenance Facility	\$3,000,000
2022	Bus Replacement	\$300,000
2023	Replace Gillig Hybrids	\$5,500,000



Next Steps

- Review by ALDOT and FHWA staff
- July/August 2015 - MPO meeting
- June/July 2015 - Public meeting and comment period
- Final revisions per comments received from MPO, committees, ALDOT, FHWA and public
- July/August 2015 - MPO adoption of LRTP

