

Kimley»Horn



Montgomery MPO Bicycle and Pedestrian Plan Update

Preliminary Recommendations

November 18, 2025

The 2025 Update Strategy

A lot has changed in the Montgomery MPO region since 2019. By using new demographic and safety data, updated funding opportunities, and the evolving bike and pedestrian network to update the original 2019 plan, the region is positioned for meaningful progress.



2019 Plan
Lays out the Vision
and Network



2025 Refresh
Data-Driven Update



Focus on Action
Feasible, fundable
projects



Building on Success
What's worked, what
hasn't

Meeting 2019 Plan Goals

The original 2019 plan stated six goals to serve the Montgomery MPO region and improve walkability and bikeability in local communities. Those goals still apply today.

2019 Goals

Infrastructure

Building and maintaining a connected network

Safety

Designing safer streets for everyone

Usage

More people walking and biking

Education & Encouragement

Building a culture of walking and biking

Funding

Prioritize funding for bike/pedestrian improvements

Environment & Health

Connecting people and places with parks and open space

Detailed Goals

Consistent bike and pedestrian facility inventory

Facility designs that serve all ages and abilities

Fewer crashes on roadways and at intersections

Proactive design fixes

Increase in walking and biking commutes

Increase in local trips by foot or bike

Residents engaged in safety education and planning efforts

Active advocacy groups regionwide

Dedicated resources for staff, planning, and projects

Reduced household transportation costs

Increased bike and pedestrian connections to green space

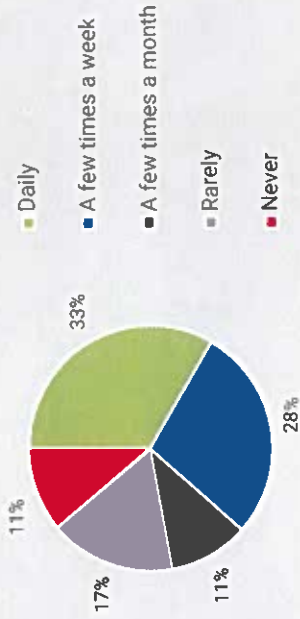
Key Performance Indicators

Survey Results



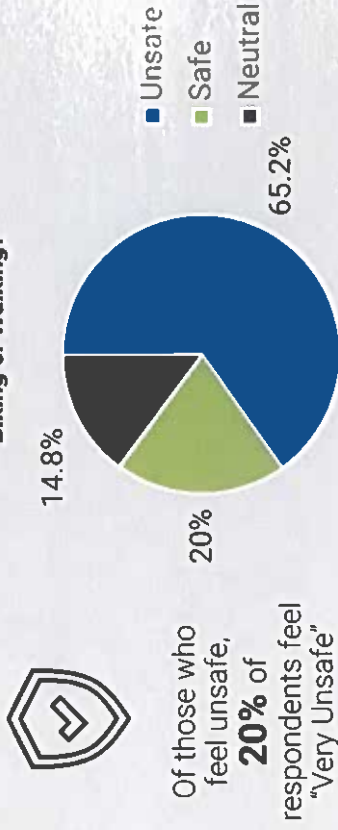
211 Respondents

How Often Do Respondents Walk or Bike?



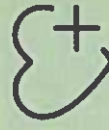
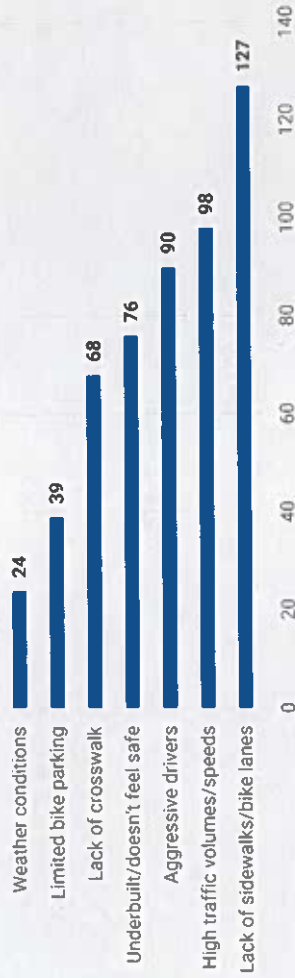
61% of respondents use active transportation frequently.

How Safe Do Respondents Feel When Biking or Walking?



Of those who feel unsafe, 20% of respondents feel "Very Unsafe"

Challenges Respondents Face:



Respondents' main reason for using active transportation:

Exercise/Health



Respondents' main reason for not using active transportation:

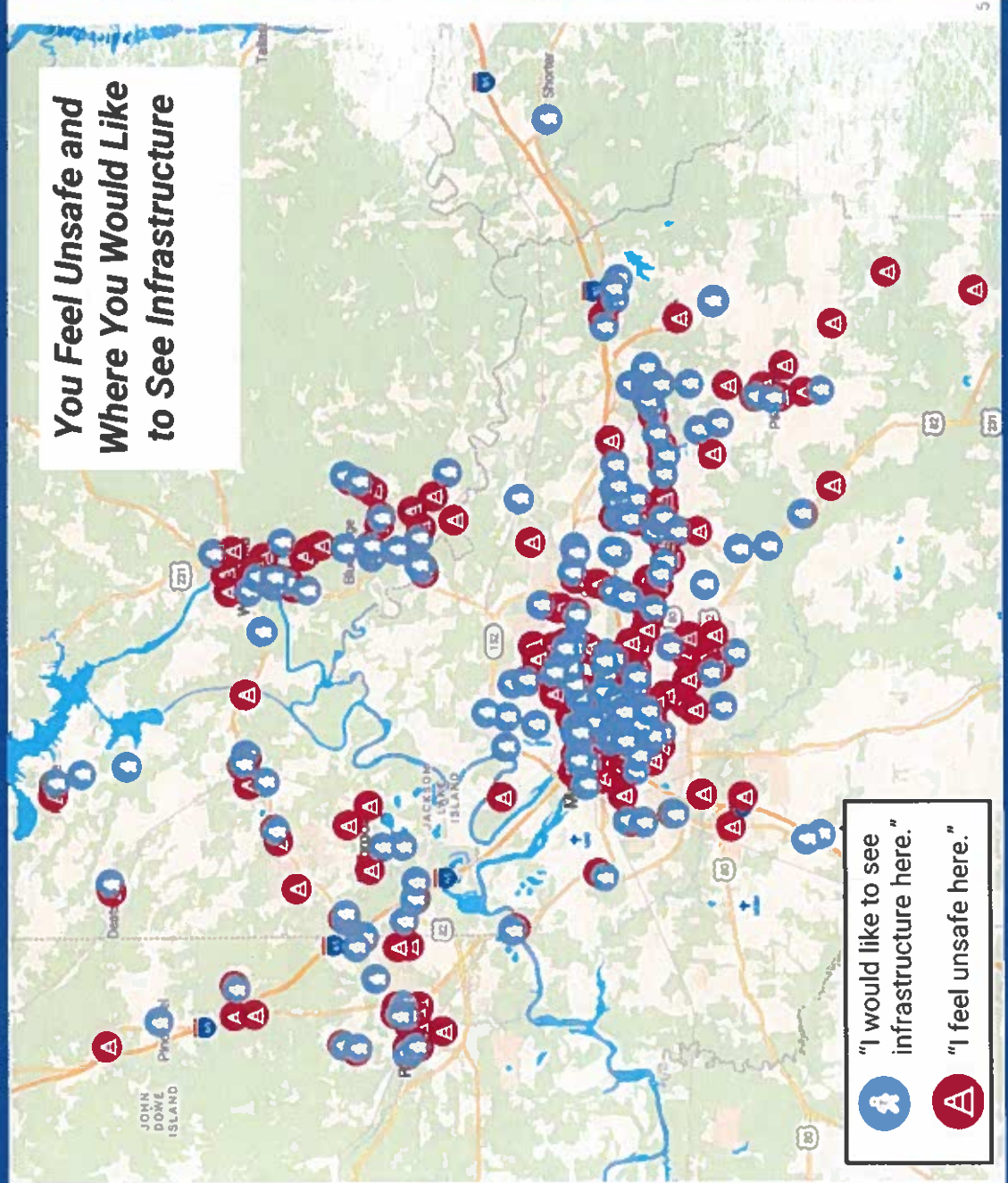
Safety Concerns

Survey Results: Place a Pin Where:

HELP SHAPE THE
FUTURE
SCAN THE QR CODE TO
TAKE OUR SURVEY



The Montgomery MPO is gathering input to improve pedestrian and bicycle infrastructure. Your voice helps guide funding and future projects.



Current Infrastructure: Existing, Funded, and Under Construction

Mileage by Facility:

Bike Lanes: 20.3 Miles

Off-Road Trail (Sidepath): 8.1 Miles

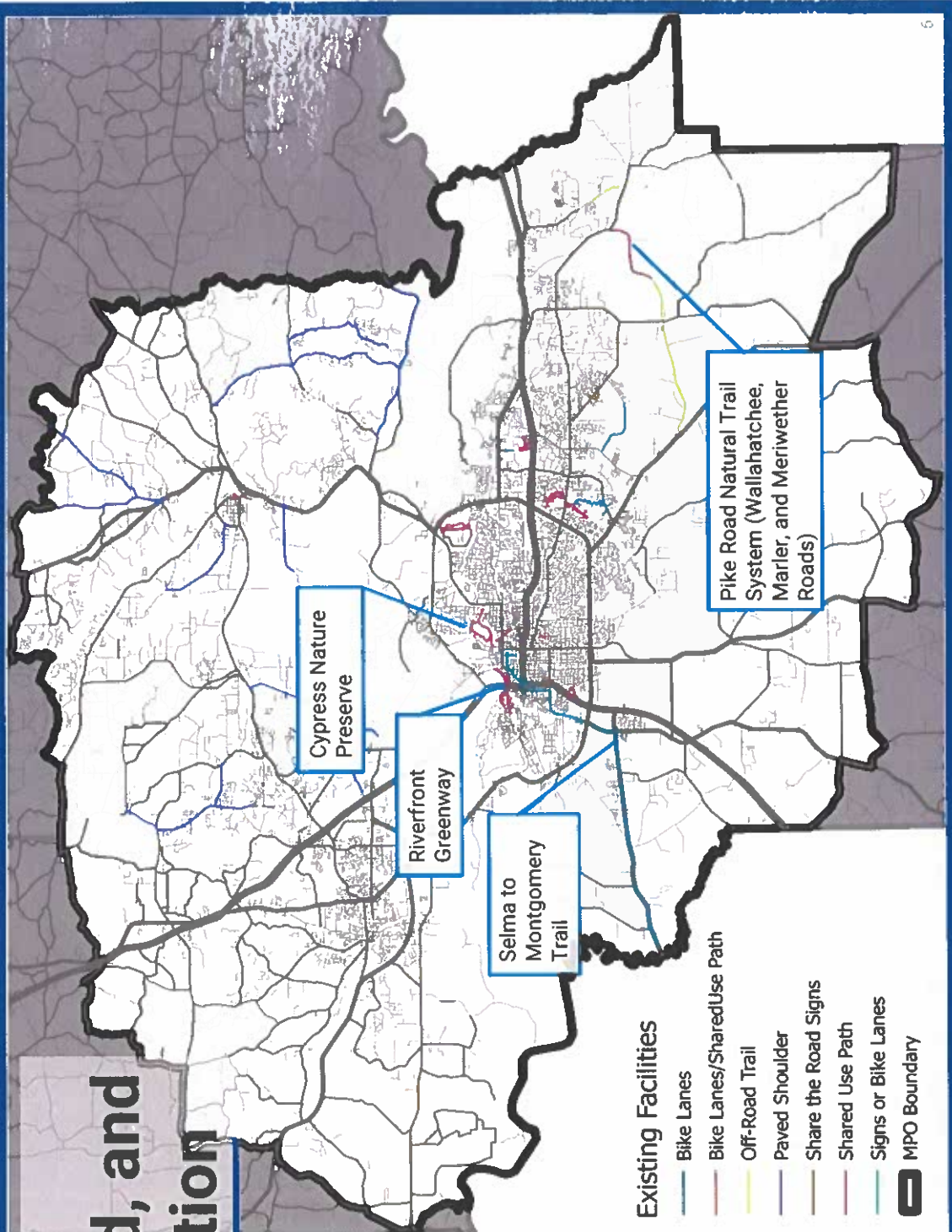
Paved Shoulder: 50.5 Miles

Shared Use Path: 24.8 Miles

Total: 103.7 Miles

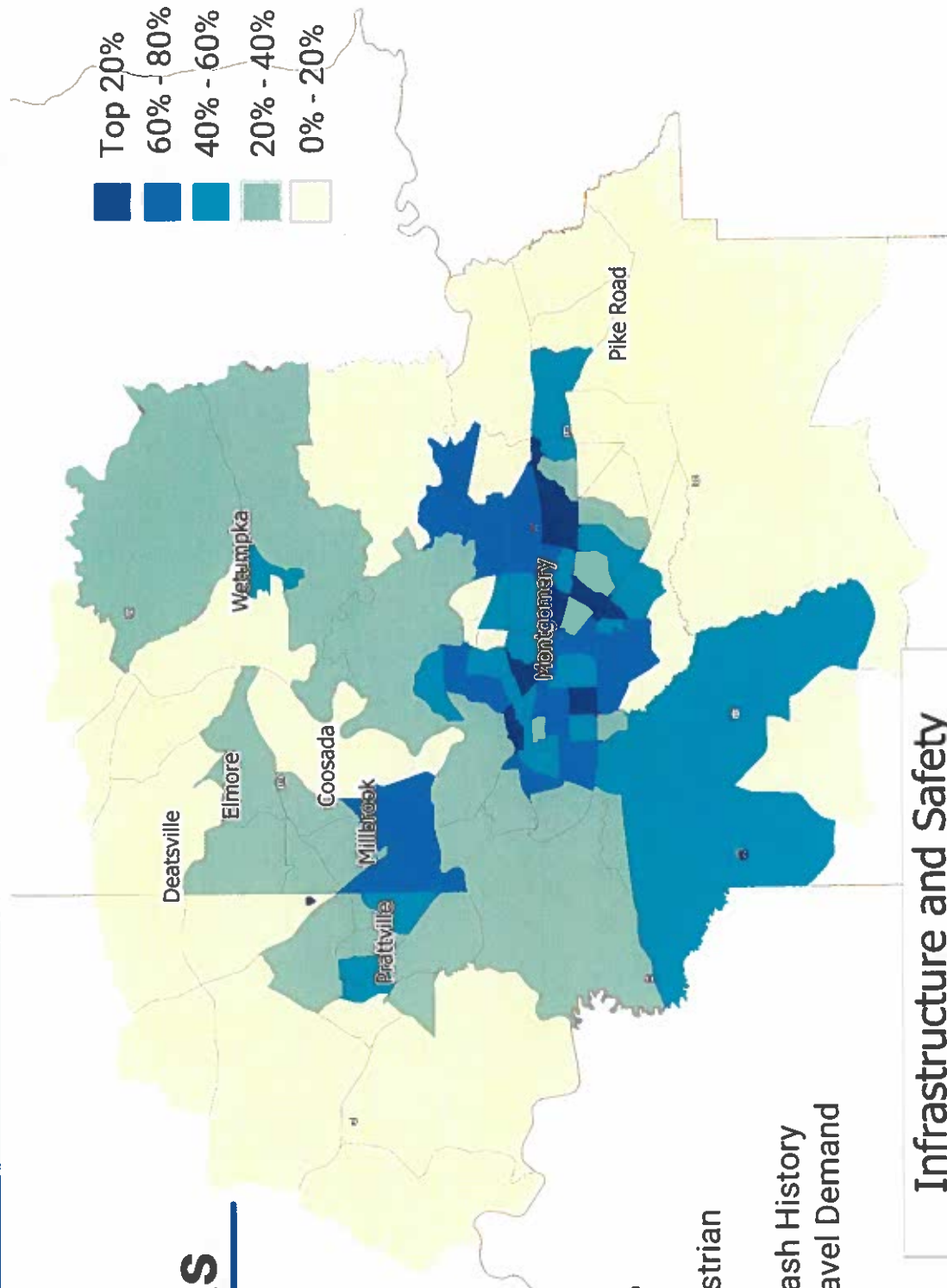
Identified through collaboration with regional trails and bike groups, planning and funding documents, and conversations with municipal representatives, this map shows projects complete, funded, or under construction.

**There may be omitted funded or existing infrastructure. If you notice a missing segment, please inform the Montgomery MPO.*



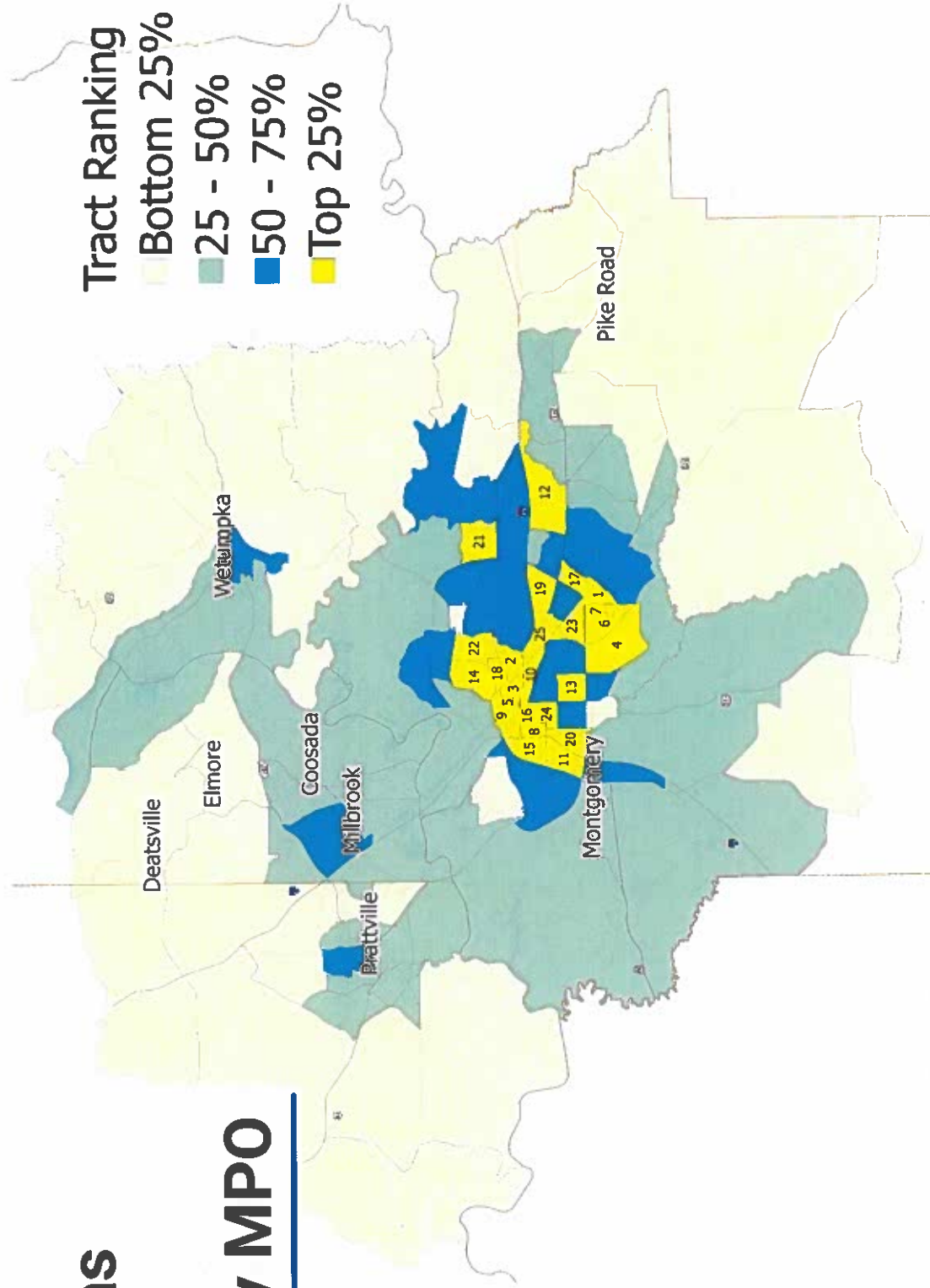
The Inputs: Identifying Priority Areas

- Applied Weight: 28%
- Inputs:
- Existing Bike/Pedestrian Infrastructure
 - Bike/Pedestrian Crash History
 - Bike/Pedestrian Travel Demand



Infrastructure and Safety

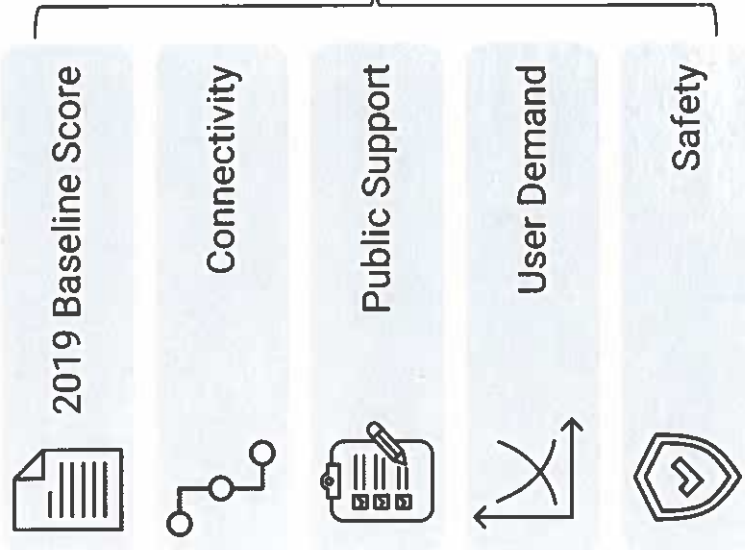
The Result: Priority Areas within the Montgomery MPO

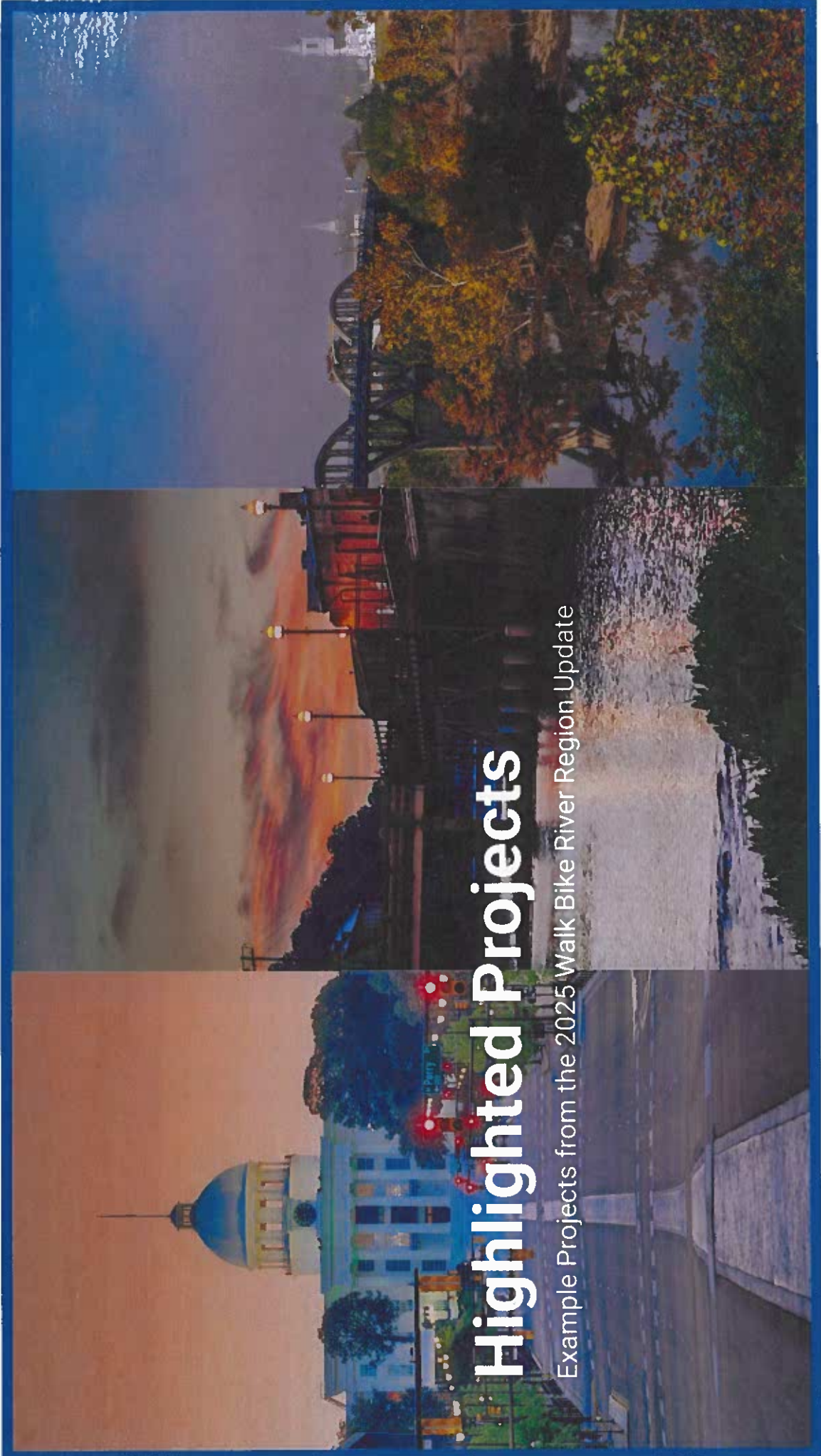


Project Scoring and Refinement

Each project segment received a 0-5 total score based on five standardized measures.

Criterion	Data Source	Scoring Basis
2019 Baseline	2019 Plan composite scores	Normalized (0-1) for comparability
Connectivity	Existing & funded network lines	1 point if within 350 ft of a facility
Public Support	Survey pins & meeting comments	1 point if within 100 ft of a public comment
Demand	Replica Network Link Volumes	1 / 0.5 / 0 based on relative activity
Safety	ALDOT crash data (5 yrs)	1 / 0.5 / 0 based on crash frequency & severity





Highlighted Projects

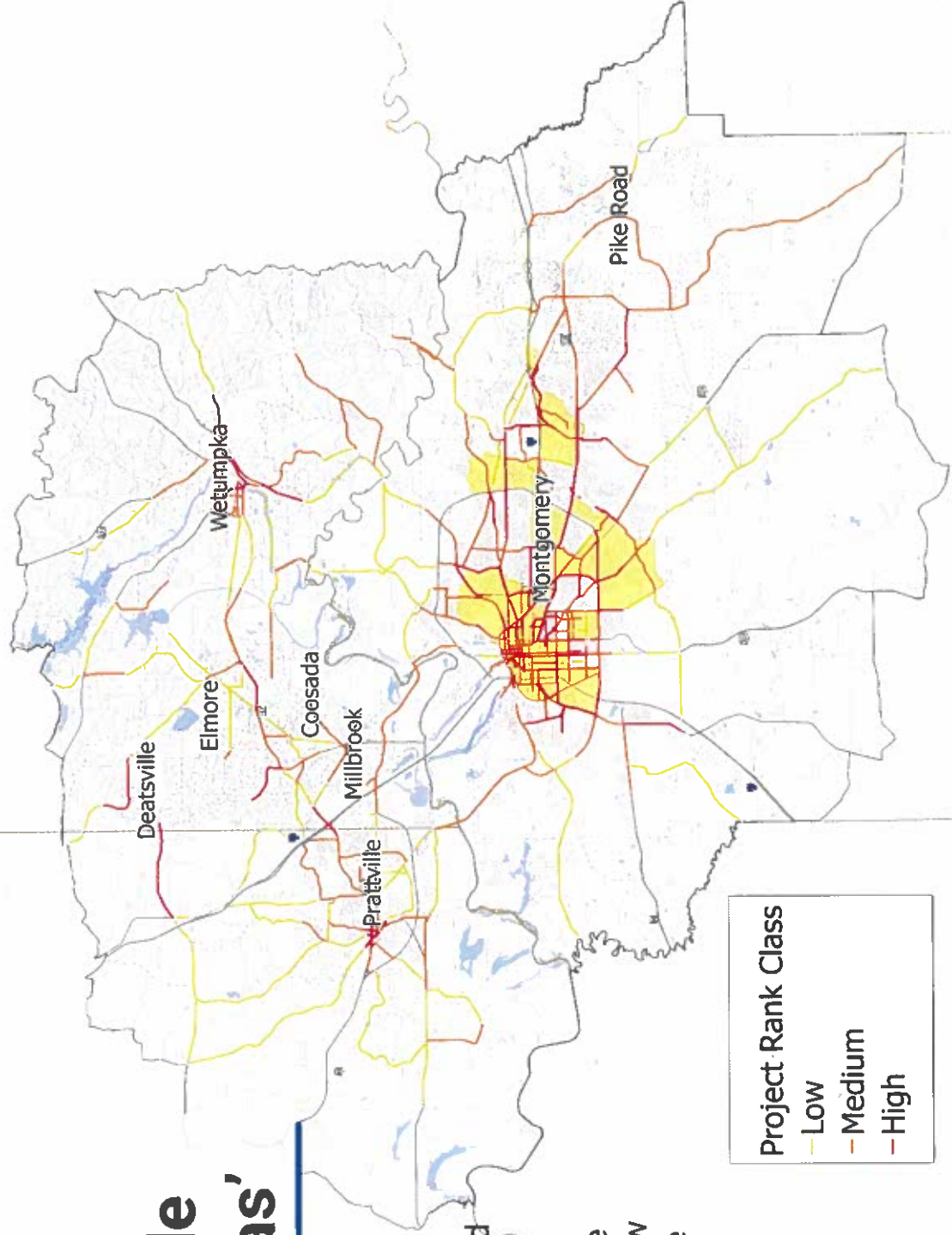
Example Projects from the 2025 Walk Bike River Region Update

Regional Balance: High-Priority Projects Outside of 'Priority Areas'

All projects were also evaluated using five consistent criteria.

Scores were grouped into three evenly sized categories to show how each project ranks relative to others across the region.

Highlights the top-performing projects.



Elmore County: Highlighted Projects

Before



West Bridge St. - Wetumpka

- Shared Lane Markings
- 2025 Score: 3.7
- Length: 0.19 Miles



After



Main St. - Millbrook

- New Sidewalk
- 2025 Score: 2.3
- Length: .24 Miles



Hwy. 143 - Deatsville

- Paved Shoulder Bikeway
- 2025 Score: 2.9
- Length: 2.80 Miles



Autauga County: Highlighted Projects

Wetumpka Street - Prattville

- Bike Lanes
- 2025 Score: 3.3
- Length: 1.1 Miles



Before



After

Lower Kingston Road - Prattville

- New Sidewalk, Shared Lane Markings
- 2025 Score: 3.1 (both)
- Length: ~0.3 Miles



Main Street - Prattville

- Bike Lanes
- 2025 Score: 2.5
- Length: .65 Miles



Montgomery County: Highlighted Projects

Ray Thorington Rd. – Pike Road

- Sidewalk
- 2025 Score: 2.64
- Length: 2.2 Miles



After



Ann Street - Montgomery

- Separated Bike Lanes
- 2025 Score: 4.93
- Length: 1.17 Miles

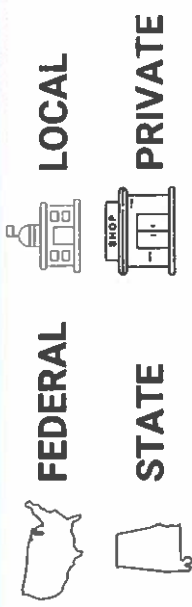


Mt. Meigs Rd. - Montgomery

- Bike Lanes
- 2025 Score: 4.79
- Length: .89 Miles



Funding Strategies



 Surface Transportation Block Grant Program (STBG)


 Statewide Transportation Improvement Program (STIP)

 Better Utilizing Investments to Leverage Development (BUILD) Grant Program

 Strategic Highway Safety Plan (SHSP)

 Transportation Alternatives (TA)

 Congressional Earmarks and Appropriations

 Highway Safety Improvement Program (HSIP)

 Central Alabama Community Foundation

 Community Development Block Grants (CDBG)

 National Foundations

 Safe Streets and Roads for All (SS4A)

 Private Development Contributions

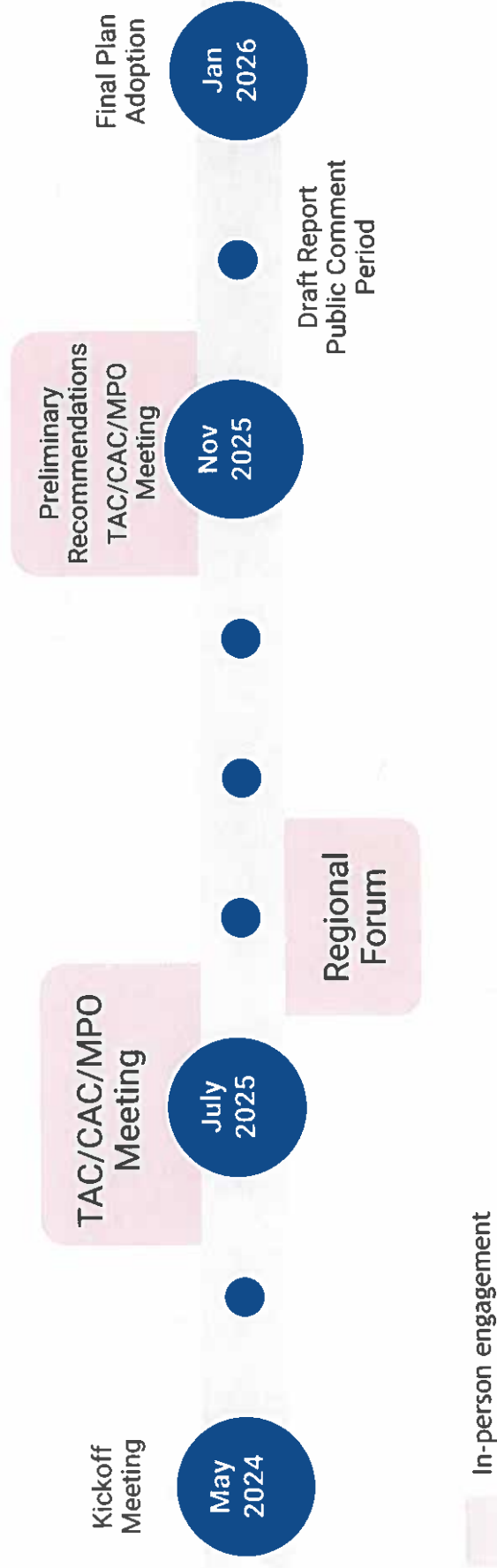
 Capital Improvement Programs

 Safe Streets and Roads for All (SS4A)

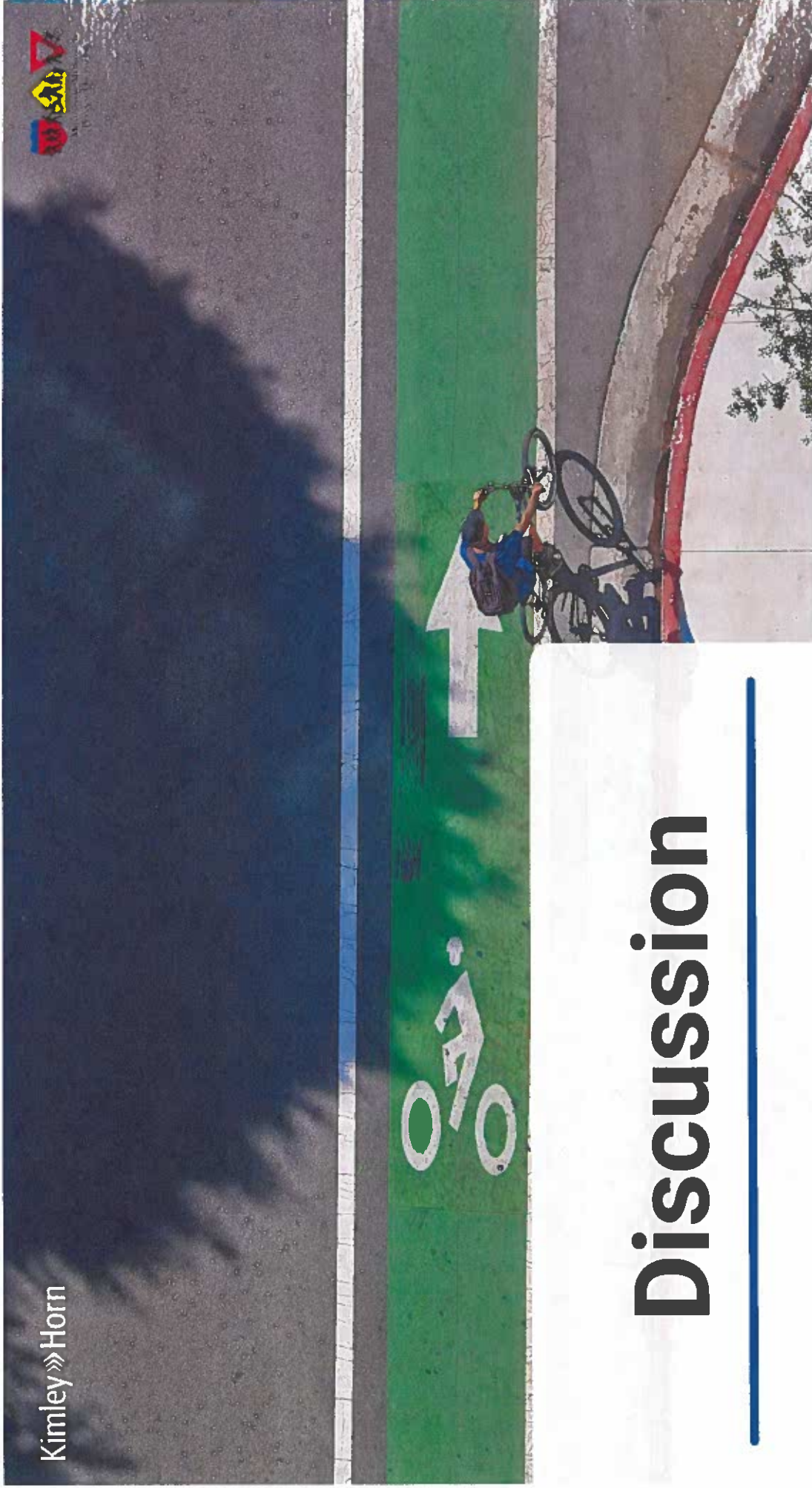
 Tax Increment Financing (TIF)

Next Steps

With the draft report being finished and under final review by MPO staff, the public comment period will open for a minimum of two weeks until January 2026. Following public comment, any changes will be made, and the draft report will be put forth to a vote at the January MPO meeting.



In-person engagement



Discussion
